

Local Viewpoints

Figure 14.0vii Viewpoint 30



View from pedestrian cycleway looking south-west away from airfield, and SKimmingdish Lane towards new housing development at eastern end

Local Viewpoints

Figure 14.viii Viewpoint 31

Public Open Space to Residential
Area to the south of Skimming-

Foot/cycleway to the south
of Skimmingdish Lane



View near Duxford Close looking north-west along pedestrian cycleway
The SPY site would be to the right of the vegetation in this view

Local Viewpoints

Figure 14.0ix Viewpoint 32

Approximate location of SPY site

Remnant of Old Skimmingdish Lane - now disused



View from foot/cycleway running along the south side of Skimmingdish Lane looking towards the SPY and IQ sites

Local Viewpoints

Figure 14.0x Viewpoint 33

Approximate location of SPY site

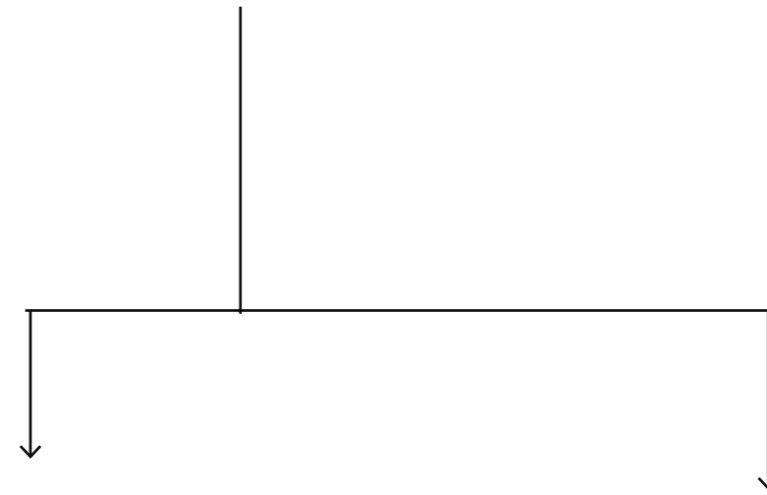


View from foot/cycleway running along the south side of Skimmingdish Lane looking towards the SPY and IQ sites

Local Viewpoints

Figure 14.0xi Viewpoint 34

Approximate location of SPY site



View from pedestrian cycleway looking north-east towards I.Q.
(ASA Viewpoint photographed 23rd August 2019)

Local Viewpoints

Figure 14.0xii Additional Viewpoint 37

Bicester Heritage Gate 8

Longlands Road Industrial Estate

Approximate location of SPY site



View from foot/cycleway running along the south side of Skimmingdish Lane looking towards the SPY and IQ sites

Local Viewpoints

Figure 14.0xiii Additional Viewpoint 38

Approximate location of SPY site

Foot/cycleway to the south
of Skimmingdish Lane

Residential Area to the south of
Skimmingdish Lane

Foot/cycleway to the south
of Skimmingdish Lane



View from foot/cycleway running along the south side of Skimmingdish Lane
looking south east

Local Viewpoints

Figure 14.0xiv Additional Viewpoint 39

Approximate location of SPY site



View from residential parking area serving Cosford Gardens looking towards SPY site area

Local Viewpoints

Figure 14.0xv Inaccessible Viewpoint 35

Approximate location of SPY site

Longlands Road Industrial
Estate/Bakel Bakery

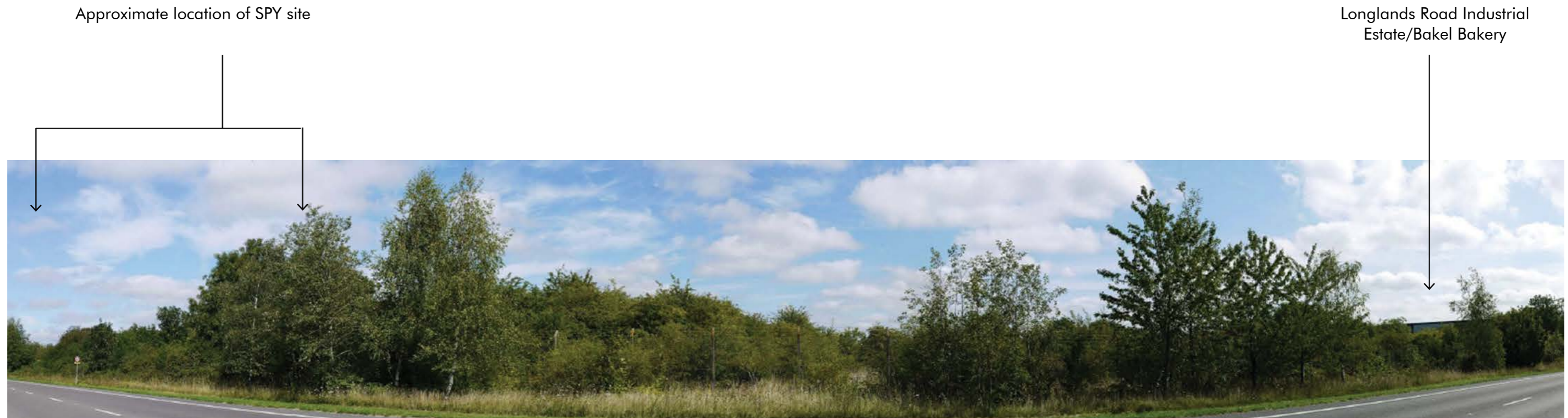


View from Skimmingdish Lane looking north to east towards I.Q. and industrial units
(ASA Viewpoint photographed 23rd August 2019)

Site Visit 16 January 2024 - Assume this view taken from servicing layby to pumping station or electricity compound - no public access

Local Viewpoints

Figure 14.0xvi Inaccessible Viewpoint 36



View from north-west to south-east along Skimmingdish Lane towards I.Q. and industrial units
(ASA Viewpoint photographed 23rd August 2019)

Site Visit 16 January 2024 - Assume this view taken from servicing layby to pumping station or electricity compound - no public access

Remote Viewpoints

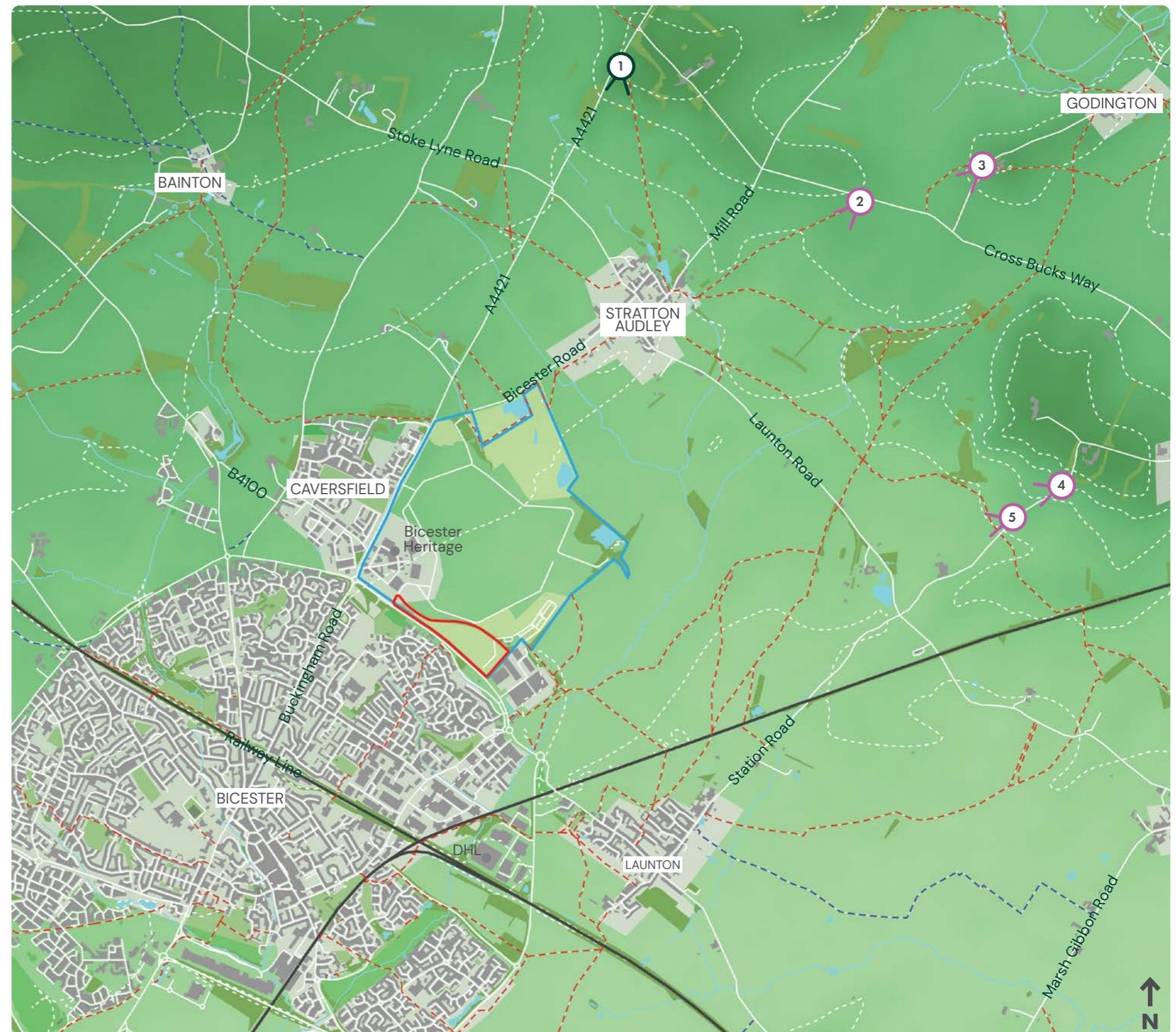
Figure 15.0 Viewpoint Location Plan 3

Remote Viewpoint Location






- RVP 2 - View from public footpath near Mill Road towards Bicester heritage.
- RVP 3 - View from road leading to Goddington looking towards Bicester Heritage.
- RVP 4 - View from Poundon towards Bicester Heritage.
- RVP 5 - View from near Cross Bucks public footpath towards Bicester.

Inaccessible Remote Viewpoint Location

- RVP 1 - View from field near Stratton Audley Park towards Bicester Heritage.



Key

-  Site Ownership Boundary
-  I.Q Site Boundary
-  SPY Site Boundary
-  Remote Viewpoint Location
-  Inaccessible Viewpoint Location

Remote Viewpoints

Figure 16.0i Remote Viewpoint 2

Muswell Hill

Approximate location of
Bicester Heritage site

Stratton Audley



Long distant view looking southwest from the junction of footpath 371/3/10 and the Poundon Road.

Remote Viewpoints

Figure 16.0ii Remote Viewpoint 3



View from road leading to Goddington looking south west with Stratton Audley and the Bicester Heritage site to the left of the view

Remote Viewpoints

Figure 16.0iii Remote Viewpoint 4



Long distance view from close to the Poundon Telecoms tower, and private property drive of 'Poundon Pastures'. This is not a public view.

The ASA view taken in February 2019 could not be found, so similar view taken from elevated position on road to Poundon.

Remote Viewpoints

Figure 16.0iv Remote Viewpoint 5

Approximate location of
SPY site



View taken from the point where the long-distance footpath, the Cross Bucks Way, crosses the lane between Poundon and Launton

(This footpath has been ploughed through, and appears to be no longer in use.)

Remote Viewpoints

Figure 16.0v Inaccessible Remote Viewpoint 1



View from field near Stratton Audley Park towards Bicester Heritage
(ASA Viewpoint photographed 15th February 2019)

5.0 Proposed Development – Design and Mitigation

Description of the proposed SPY Development

- 5.1. The site in which the SPY development sits, has been subject to a number of evolving layouts and planning applications as part of the IQ (Innovation Quarter) proposals, which themselves form part of a wider masterplan for future development at the Bicester Airfield.
- 5.2. For a detailed description of the IQ concept, site layout and future development aspirations for the Bicester Airfield site, please refer to the ASA LVIA Addendum – document reference ASA-704-RP-901 D3.
- 5.3. The proposals for the SPY scheme make provision for 3 buildings 401, 402 and 403, with building 402 being a link building between buildings 401 and 403. This new configuration replaces the previous layout which made provision for 3 separate buildings of the same size forming part of a suite of seven buildings laid out along a sinuous curve close to the Skimmingdish Road boundary of the wider airfield.
- 5.4. The general layout and site arrangements of the new SPY scheme can be seen on drawing 220127-3DRXX-00-DR-A-08003 – Indicative Layout Plan by 3DReid. See Figure 17i and 17ii – SPY Masterplan Proposals.
- 5.5. The proposals for the overall IQ site area have evolved over time and will continue to evolve as detailed planning applications for the individual buildings come forward. The SPY proposals are part of that evolution, with the outline planning permission setting parameters to which future schemes must adhere.
- 5.6. The SPY site is set back from the edge of the site on Skimmingdish Lane, with the 3 buildings 401, 402 and 403 following the same alignment as the buildings which they replace, albeit the new layout makes provision for 3 linked buildings, not 3 separate buildings as before.
- 5.7. The proposals for the linked buildings follow the same organic/sinuous layout as the previous scheme submitted for the overall IQ site, with parking and access road to the rear, between the proposed buildings and the boundary hedge to Skimmingdish Lane.
- 5.8. The proposed SPY plan allows for a total of 136 car park spaces and 108 bicycle spaces.
- 5.9. The proposed ecology area to the north of the IQ site will still be enlarged from 2.85ha to 2.87ha, with tree planting, hedge planting and a series of swales to be provided between the development and the Skimmingdish Lane boundary, with the intent to benefit the biological habitat and favour the ecological diversity of the area.
- 5.10. The height of the proposed SPY buildings is consistent with the previous height of the 3 buildings at 10.5m AOD, which is lower than the Hangar 137 height 14m to the west, and the Longlands Road industrial estate and Bakel Bakery commercial buildings at 11-14m to the east of the site.

See Figure 18.0 – Long Sectional Elevation and Figure 19.0 Site Cross Sections

- 5.11. The proposed offset from the Skimmingdish Lane boundary of the SPY scheme remains the same as the offset provided by the previous IQ scheme of 7 buildings, and the inter relationship between the development and the residential areas to the south, and the cycle/foot path remain the same.

- 5.12. A comprehensive landscape masterplan has been developed to respond to the new proposals for the SPY site. These proposals reflect the principles of the overall site masterplan for the IQ site, with swales and tree planting providing a buffer to the Skimmingdish Lane boundary, and reinforcement to the existing boundary vegetation.

See Figure 20.0 – Landscape Masterplan

- 5.13. The proposed buildings, both the SPY scheme and the future buildings 404-407 within the Innovation Quarter, will continue to be seen as a coordinated building group and to respond positively to the flying field, maintaining an open aspect to the north with the servicing and car parking to the south.
- 5.14. A two-way road is proposed to the rear of the buildings connecting access and egress locations to the west and east of the site onto Skimmingdish Lane. The roadway provides access to the car parking to the rear of the buildings. A one-way road is proposed to the north/front of the buildings adjacent to the SAM. This road will allow access to accessible car parking spaces and also any servicing the front of the buildings.
- 5.15. Pedestrian connectivity to and around the site will continue to be encouraged. Dedicated walkways are proposed to, and around, the perimeter of all the buildings.
- 5.16. As stated above, an indicative open space/landscape framework has been prepared. A comprehensive scheme for landscape mitigation will form part of any full planning application for this site and this will be supported by a Landscape and Ecology Management Plan that will set out the future strategy for management over the next 10 years.
- 5.17. The proposed mitigation will respect the intrinsic qualities of the site and its unique sense of place. New planting will be used carefully to integrate new development within the site and often this will be done in conjunction with the architectural design, tying the landscape and built forms.
- 5.18. The removal of the self-sown vegetation in the IQ Zone will assist in restoring the flying field perimeter to allow the functionality of historic defence structures to be appreciated and understood.

Levels

- 5.19. The proposed SPY development, and the clusters of buildings associated with the IQ development have been located to cause minimum disruption to existing site levels in this part of the Bicester Airfield site. The SPY buildings 401, 402 and 403 are 10.5m high, with the ground continuing to fall away very gently to the southeast corner of the site, where the IQ buildings 404-407 will be located, responding sensitively to existing levels.

5.20. The interface between the SPY site and the SAM and associated open space will be seamless, with site levels adjusted to ensure there is no impact on the SAM and the transition between this heritage asset and any new development is fully integrated.

Please refer to Bicester Motion, Innovation Quarter, Spy – Verified Views Level 2 Verified Views Study prepared by Rendered Image Ltd 7 February 2024

Vegetation

5.21. The site area is currently covered by rough grassland and some emerging scrub, and the occasional hawthorn tree. The proposals will see the removal of the rough grassland and the introduction of new native tree planting, swale planting and hedge planting between the proposed SPY buildings, the additional IQ buildings and the boundary to Skimmingdish Lane.

5.22. This new planting will significantly enhance the existing, rather insignificant vegetation along the Skimmingdish Lane boundary, providing enhanced biodiversity opportunities, positive water management and associated habitats.

5.23. The area to both the front of the SPY development and future phases of the IQ scheme (north side facing the airfield) will be established as wildflower rich grassland, which will feed seamlessly into the open space and SAM area. This will be a significant improvement to the physical and visual setting of the development area relative to the airfield and the associated heritage assets of the SAM and the Technical and Heritage site.

5.24. Details of the external lighting proposals for the SPY scheme are not known at this stage but it is anticipated that there will be a general level of external lighting that will be evident in terms of operational and security lighting as well as other car parking lighting and a general level of light coming from the windows of the buildings themselves. There will be some impacts from the use of the facilities in the hours of darkness. Most of these local effects are predicted to be largely mitigated by good design (directional LED lights) and the existing and proposed screening to the northern boundary.

5.25. The mitigation proposals for the SPY site will continue to support the aims of the OWLS Landscape Assessment in that they will minimise the visual impact of the new development through the planting of tree and shrub species characteristic of the area.

5.26. As with the previous proposals for the overall IQ site, the landscape and ecological measures proposed to the SPY site will be a positive outcome for the overall Bicester Airfield Site.

Predicted/Rendered Views

5.27. The ASA LVIA Addendum July 2023 included a series of wireline montages, which illustrated the IQ proposals from a number of viewpoints. In preparing this Addendum LVIA January 2024 in respect of the SPY proposals a new set of rendered views has been prepared. The viewpoints selected for these updated rendered views have been selected as being the most representative of views of the proposals from selected visual receptors, including additional views.

Fig 17.0i SPY Masterplan Proposals



1. KEY

- 2. 3. SPY Planning Application Boundary
- 4. 5. Proposed Trees
- 6. 7. Amenity Lawn Turf to Yards
- 8. 9. Wildflower Sward
- 10. 11. Wet Woodland Planting
- 12. 13. Wetland Planting to SUDS Features
- 14. Native Understory & Woodland Planting

- 3M min Native Boundary Hedge Planting
- Grass paving to Parking bays
- 1. 2. Tarmac to Roadways
- 3. 4. In-situ Concrete Surfaces to Service Yards
- 5. 6. Crossing Road Markings
- 7. 8. Tree Pits in Paved areas
- 9. 10. Paving to Pedestrian areas

- Resin Bound Aggregate Surface to Yards
- 1. 2. Substation Enclosures to Car Park
- 3. 4. Cycle Stores to Car Park
- 5. 6. Cycle Stores to Plants
- 7. 8. Designated EV Charging Parking Space



Fig 17.0ii SPY Masterplan Proposals – 3D Reid

The last approach encompasses the first three buildings from the consented masterplan. The location along the curve allows for the buildings to have a smaller angle between each other. This increases the overall space efficiency of the spaces inside leaving them with no unusable corner spaces. It also allows for a generous gap between B403 & B404 that acts as a central open space for the masterplan. A focal point opening up views towards the expanse of the air field.

PROS

- Minimised visual impact on the original masterplan
- Buildings are within consented areas
- Efficient spatial layout based on client brief
- Space for a service yard on the side
- Allows for a central open space that opens up views towards the air fields and could be used for events
- Better connection to the rest of the Bicester Motion site

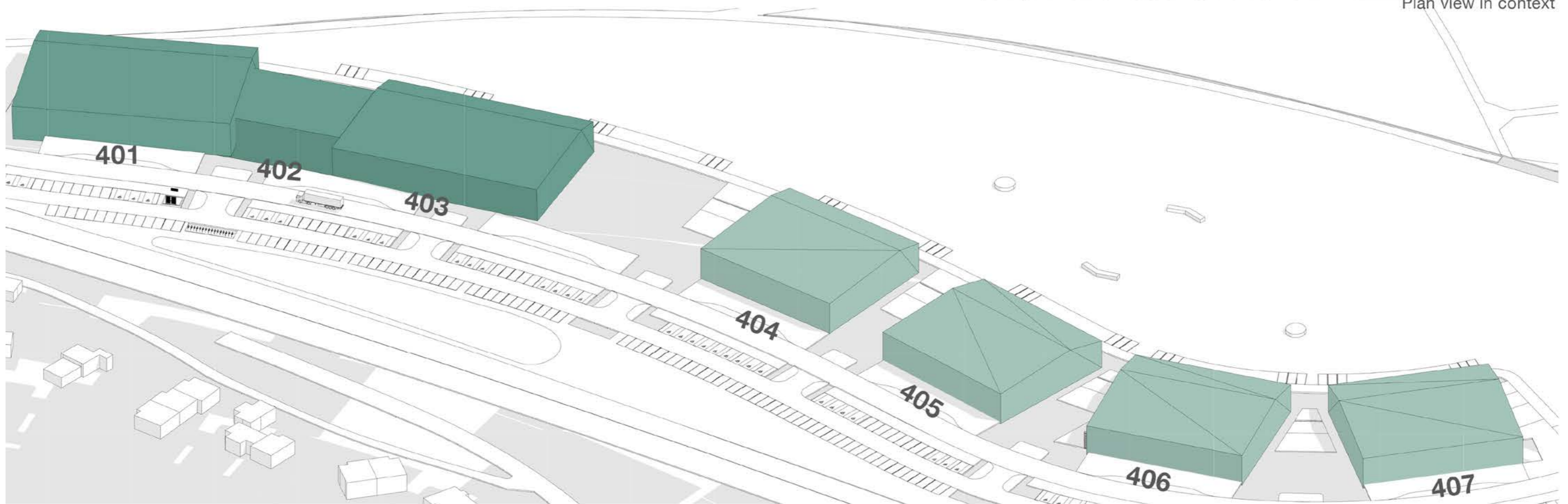
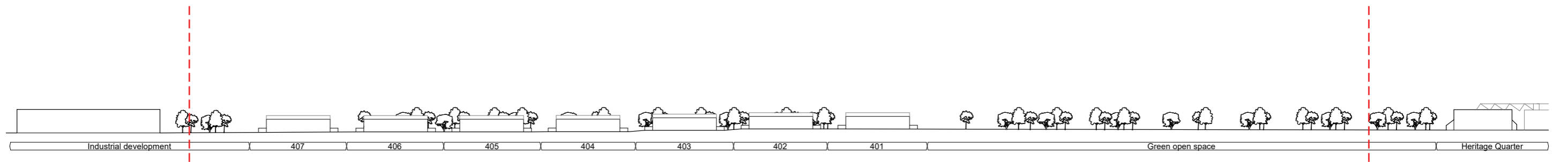
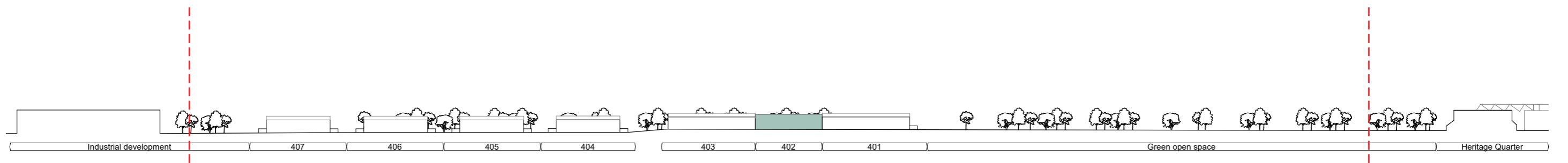


Fig 18.0 Long Sectional Elevation – 3D Reid



EXISTING SITE SECTION

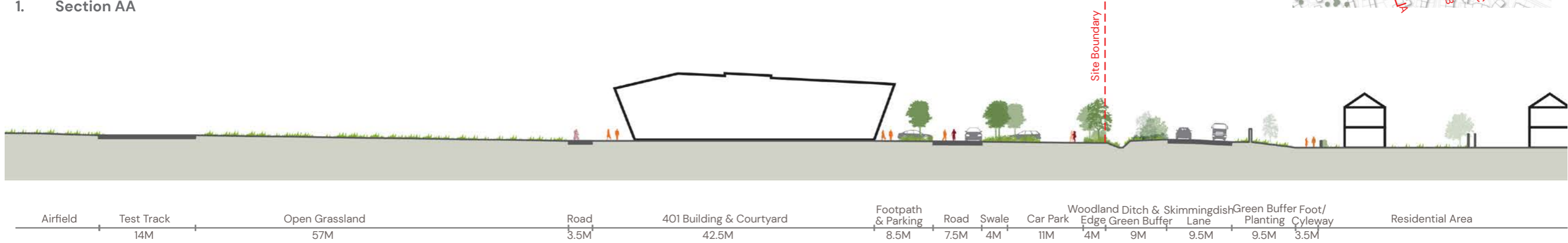


PROPOSED SITE SECTION

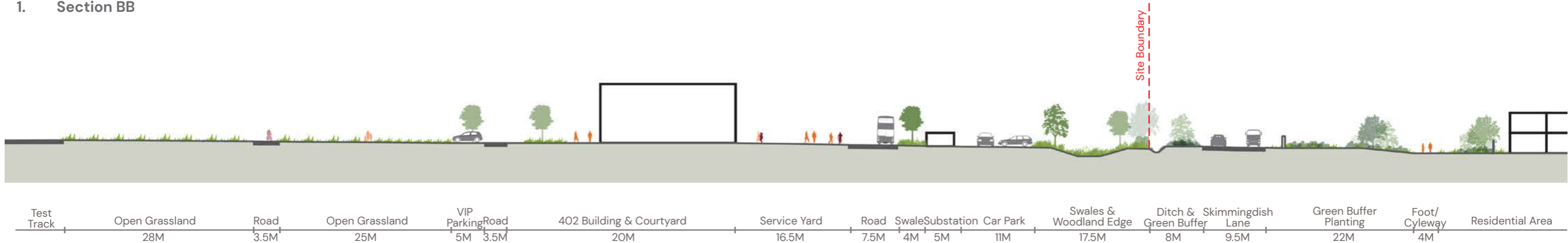
Fig 19.0 Site Cross Sections



1. Section AA



1. Section BB



1. Section CC

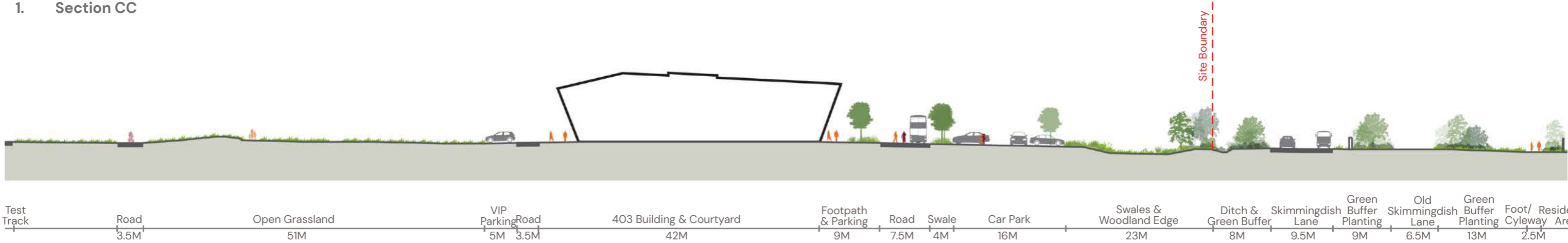


Fig 20.0 Landscape Masterplan

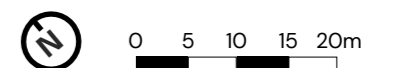


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- 2. 3. SPY Planning Application Boundary
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- 1. 2. Substation Enclosures to Car Park
- 3. 4. Cycle Stores to Car Park
- 5. 6. Cycle Stores to Plants
- 7. 8. Designated EV Charging Parking Space



6.0 Residual Impacts During Construction

Construction Phase – General Introduction

- 6.1. The nature of the development will require a period to construct the new improved access on Skimmingdish Lane and to erect the new buildings, roads and infrastructure, and this will cause a period of temporary disruption and disturbance to the local roads and residents.
- 6.2. Construction impacts will likely variously comprise and/or involve the following, with various elements likely controlled by planning conditions:
- A phasing of the works
 - Site set up and compounds, together with site hoardings as required.
 - Storage of materials as required within compounds or elsewhere within designated locations.
 - Vegetation removal
 - Topsoil stripping and storage
 - Construction of roads and buildings
 - Planting of trees and shrubs and other general landscape works
 - Movement, activities of machinery, plant and equipment to, from and on site during the various construction works.
 - Lighting of construction works during hours of darkness. For instance, floodlighting, security and safety lighting, internal cabin lights.
- 6.3. All construction related impacts will be temporary and short term, although varying in extent and duration. Construction activities will primarily be direct impacts to the site, with some limited direct impacts associated with construction related vehicle movements to the local road network. There will be some indirect construction effects to the adjacent landscape receptors.

Tranquillity

- 6.4. The construction phase, with the elements and activities notes above, will have short impact on the tranquillity of the local landscape receptors, which are impacted by traffic noise and aircraft activity at present anyway. These impacts will be related to the varying temporary and short-term effects of construction noise, movement, the introduction of coloured elements – for instance, plant and machinery in an otherwise semi-rural setting, and lighting.
- 6.5. It is anticipated that working hours will be limited in accordance with good practice and control of other factors such as noise and dust will also be controlled. The development programme is as yet unknown.
- 6.6. The existing Skimmingdish Lane receives heavy use and traffic can be busy on the local junctions and connecting roads. Any increase in traffic resulting from construction access will be assessed separately as part of a Road Safety Audit and Traffic Management Plan.

Construction Phase – Landscape Impacts

The landscape impacts during construction are considered to be as follows:

- 6.7. The Scheduled Ancient Monument will be impacted during construction by site clearance, and general construction activity including the erection of site hoarding/security fencing, and construction traffic movements in the immediate vicinity of the SAM boundary.
- 6.8. The open character of the airfield and existing vegetated backdrop along the southern edge will be impacted. by site clearance, and general construction activity including the erection of site hoarding/security fencing, and construction traffic movements.
- 6.9. The Heritage/Technical site will be impacted during construction by site clearance, and general construction activity including the erection of site hoarding/security fencing, and construction traffic movements. However, the construction activity, relating to the Heritage/Technical area will impact primarily the area immediately in front of Hangar 137 and the southeastern facing edge of the Heritage area only.
- 6.10. The residential area to the south of Skimmingdish Lane will only moderately be impacted by construction and this will relate primarily to the impact of construction noise, and lighting after dark in the winter.
- 6.11. The Skimmingdish Lane footway/cycleway and roadscape will be impacted by the effect of construction traffic on the road, and general construction activity including the erection of site hoarding/security fencing which will be visible from the sections of the footway/cycleway in part where this runs adjacent to the road, with the roadscape character area impact by construction activity on the immediately adjacent site, where existing screen planting is limited.
- 6.12. In summary, the Landscape Effects during Construction are considered to vary from High with respect to the impact on the Scheduled Ancient Monument which is close proximity to the construction site, medium effect relative to airfield, and Heritage/Technical site and Low-Medium effect for the residential area to the south of Skimmingdish Lane and footway/cycleway alongside Skimmingdish Lane; and the roadscape itself.

Overall, and the impacts are considered to be Low to Medium

Landscape Effects during Construction

Landscape Receptor	Sensitivity (Value + Susceptibility to Change)	Magnitude of Change (Scale/extent /duration)	Level of Effect	Significance (Y/N)
Scheduled Ancient Monument (SAM)	High	High	High	Y
Active Airfield Area	High	Medium	Medium	
Heritage/Technical Site including WatchTower	High	Medium	Medium	Y
Residential area to the south of Skimmingdish Road	Medium	Low-Medium	Low	N
Skimmingdish Lane footway/cycleway and roadscape	Medium	Low-Medium	Low-Medium	N

Construction Phase – Visual Impacts

The Visual Impacts during construction are as follows:

- 6.13. Immediate views from the Scheduled Ancient Monument immediately north of the SPY site will be impacted by site clearance, and general construction activity including the erection of site hoarding/security fencing, and construction traffic movements. The Magnitude of these impacts will be High due to the proximity of the SAM to the construction site. However, the SAM is not in the public domain and is currently an area of disturbed ground and rough grassland. With the construction impacts considered to be short term, the overall level of effect is considered to be Low.
- 6.14. Views from the wider airfield to the SPY construction site will be impacted to varying degrees, dependent on the viewpoint location. Views from the northwest, north and northeast areas looking towards the SPY site will be only moderately impacted by the construction activity, site hoardings and construction site ancillary buildings, as these will be seen at some distance and will be relatively small in scale relative to the dominant buildings of the Longlands Road Industrial Estate.
- 6.15. Views from the vicinity of Hangar 137 and the Heritage/Technical site will be impacted during the Construction phase. However, this building is not in public use, and therefore the Magnitude of Change and Level of Effect during construction is considered to be Low to Medium.

- 6.16. Views from the SSSI to the north of the airfield will not be impacted by during the Construction Phase. At best views from these areas will be glimpsed views through vegetation, with the likelihood of any views being possible negligible.
- 6.17. Views from Skimmingdish Lane and the cycle/footway which runs alongside it, in part, will be moderately impacted by construction activities, with glimpsed views to the site compound through the intermittent planting along the roadside. However, the views will be fleeting, and Level of Effect is considered to be negligible.
- 6.18. The visual baseline studies identified that there were few, if any, remoted views looking back towards the site from any publicly accessible footpaths or cycleways. There were no views identified from the lanes criss crossing the rising landforms north of the site – for the most part these are characterised by roadside hedge planting, with a tapestry of undulating landforms, pasture, agricultural fields, small woodlands and copses, limiting views towards the SPY site.
- 6.19. The single remote view that was identified as having a clear view to the site was the point at which footpath 371/3/10 intersects with the lane which connects the A4421 Buckingham Road with the village of Poundon. Given the distance of this viewpoint from the site, it is considered that there will be negligible impact during construction, with the site seen against a backdrop of tree and hedge planting along Skimmingdish Road, and the buildings of the Longlands Road Industrial Estate being the more dominant feature in the landscape.

Nighttime/after dark effects during construction

- 6.20. The nighttime of effects during construction will primarily relate to views from the cycle/footway where this runs adjacent to Skimmingdish Road, the Skimmingdish Road corridor itself, and parcels of the wider airfield site, and Heritage/Technical site along its southeast edge. However, as the views from the cycle/footway are fleeting and there will not be significant usage at nighttime, there is considered to be a Low level of effect, with the roadscape itself experiencing negligible effect. With the airfield and Heritage/Technical site being closed to the public, with the exception of daytime events, the nighttime impact of construction is considered to be negligible.

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	Medium	Medium	No
Airfield Views	VP 3-12 AVP 40	Medium	Medium	Low/Medium	No
Views from within the SSSI area which falls within the airfield boundary	VP 13-15	Low	Low	Negligible	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					
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.	RVP 1	Low	Low	Negligible	No
Long distant view looking southwest from	RVP 2	Low	Low	Negligible/Low	No

the junction of footpath 371/3/10 and the Poundon Road.					
Long distance view from lane (which leads to Godington) looking southwest towards the Bicester Heritage site and wider airfield	RVP 3	Low	Low	Negligible	No
Long distance 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 village	RVP 4	Low	Low	Negligible	No
View taken from the point where the long-distance footpath, the Cross Bucks Way, crosses the lane between Poundon and Launton villages	RVP 5	Low	Low	Negligible	No

7.0 Residual Impacts During Operation

Operational Phase – General

- 7.1. Residual operational effects are those that are apparent once the development is complete and in use. These will include the landscape and visual effects described below in terms of how the development is perceived long term by the various receptors.
- 7.2. Operational impacts will comprise the proposed development including the following elements:
- The access road with associated street lighting and landscape proposals
 - The linked buildings 401, 402 and 403
 - Areas of parking and hard standing
 - Areas of planting between the buildings, car park areas, and Skimmingdish Lane boundary, including swale planting
 - Reinforcement hedge planting to the Skimmingdish Lane boundary
 - Wildflower sward planting to the airfield side of the new buildings
- 7.3. Mitigation is assumed to be in place on completion of the development for the purpose of assessment of residual operational impacts.

Assessment of Landscape Effects – Operational Phase

- 7.4. The most recent landscape baseline analysis (January 2024) set out above concludes that the landscapes immediately adjacent to the SPY and IQ development sites have different landscape values, with the Heritage/Technical site and airfield site considered to have a High value, and the residential area to the south, the footpath and cycleway which runs along the southern edge of Skimmingdish Lane and the roadscape to Skimmingdish Lane itself to have a Medium value, confirming the conclusions in the ASA LVIA Addendum report, July 2023.
- 7.5. With specific reference to the heritage assets of the airfield and Heritage/Technical site, the ASA LVIA Addendum goes on to say that:

'The susceptibility of the overall site to change is stated in the published landscape assessment (CDLA) to be relatively low.

However, the susceptibility to absorb change (and its capacity for development) is determined by gauging how vulnerable (and rare) the landscape is and how it is able to accommodate change taking account of any mitigation measures that are proposed as part of the development. The landscape is rare due its good state of preservation being intact with so many original features and buildings. The judgement of this factor is made using a balance of positive and negative features within the landscape and takes account of physical characteristics of the land as well as human perceptions and how irreplaceable the landscape is.

In recognition of the historic value of the site, the site's structures and buildings, it is considered that the ability to absorb change must be caveated by the fact that any change should be appropriate, should not erode the historic value of the site and indeed should provide an overall positive influence on the site for the future.

The wider site is therefore considered to be of relatively high sensitivity due primarily to the historic landscape attributes including, as it does, 10 Scheduled Monuments and 21 Grade II listed buildings on the adjacent Bicester Motion land'.

- 7.6. With reference to the SAM area, the proposed development is considered to be consistent with the wider masterplan proposals for the site, the intrinsic character, architectural forms and layout of the existing Heritage/Technical site, while respecting and improving the SAM area. While the Magnitude of change resulting from the implementation of the proposals is considered to be **High**, the proposals are consistent with the historic use of the Bicester Airfield and will see some improvement to the current condition of the SAM landscape which is predominantly characterised by rough grassland and a poor quality hedge to the Skimmingdish Lane boundary. While the **Magnitude of Change** on this receptor is considered to be **High**, especially in the short term, the long-term effect, once the SAM area has been remodeled and improved is considered to be beneficial – **Low to Medium**.
- 7.7. It is considered that the landscape sensitivity of the Heritage/Technical site and wider airfield as receptors, as a combination of value and susceptibility, is **High**, relative to the Listed status of many of the buildings and Conservation Area designation, and open character of the wider airfield. However, the proposals for the SPY site are not considered to have any detrimental effects on these receptors, especially in the medium to long term, when both the SPY and IQ developments have been fully implemented, with the proposed buildings considered to be an improvement to the interface between wider airfield, boundary planting to Skimmingdish Lane, and the large-scale buildings of the Longlands Road industrial estate. The architectural form, heights and materiality proposed is sympathetic to the aesthetic of the Heritage/Technical site, with materials being selected to be recessive in the landscape. To conclude, the **Magnitude of Change** is considered to be **Medium**, and the overall Landscape Effect to be negligible to low.
- 7.8. The residential area to the south of Skimmingdish Road does not sit immediately adjacent to the SPY site boundary: so, while this character area is considered to have a **Medium** value in landscape terms, its susceptibility to change is considered to be Low, resulting in an overall **Low** sensitivity value. Relative to the proximity of this area to the SPY site, and the presence of intervening vegetation, the **Magnitude of Change** to this character area is considered to be **Low to Medium**, resulting in it being considered that there will be no adverse effects on this character area.
- 7.9. With reference to the landscape associated with the Skimmingdish Lane roadscape and cycle/footway, the sensitivity to change of the landscape is considered **Low**, as this road corridor is busy with traffic, and the cycle/footway is only partially exposed to the SPY site boundary, while also being dominated to the west by the Longlands Road industrial estate. Relative to the proximity of this area to the SPY site, and the proposed uplift

in the quality of the boundary planting, the architectural form of the buildings and the setback of these from the boundary, the **Magnitude of Change** to this character area is considered to be **Medium to Low**, resulting in it being considered that there will be no adverse effects on this character area.

- 7.10. The Skimmingdish Lane footway/cycleway and roadscape is considered to have **Medium** sensitivity to change as the footway/cycleway is partly exposed to the SPY site boundary, with the road corridor as a busy highway equally being of **Medium** sensitivity with passing views to the site and site entrance. The resultant **Magnitude of Change** is therefore considered to be **Low to Medium** with the no adverse effect overall, once planting, by way of mitigating, has matured and taken effect as a vegetated screen.

Summary Table of Landscape Effects during Operation

Landscape Receptor	Sensitivity (Value + Susceptibility to Change)	Magnitude of Change (Scale/extent /duration)	Level of Effect	Significance (Y/N)
Scheduled Ancient Monument (SAM)	High	High	Medium	N
Active Airfield Area	High	Medium	Medium	
Heritage/Technical Site including Watch Tower	High	Medium	Low	N
Residential Area to the south of Skimmingdish Road	Medium	Medium-Low	Low	N
Skimmingdish Lane footway/cycleway and roadscape	Medium	Low-Medium	Low to Medium	N

- 7.11. For a detailed evaluation of the sensitivity of different landscape parcels within the airfield boundary (identified as landscape parcels 1a-1b, 2a-2e and 3a -3h in the ASA Addendum) please refer to the relevant section of the ASA LVIA Addendum – document reference ASA-704-RP-901 D3, which is still valid. As noted above, only 2 of these parcels have been considered in detail in this addendum LVIA, these being the two in closest proximity to the SPY proposals, and covered by reference to the SAM, wider airfield and Heritage/Technical site in this addendum document.

Figure 21 Landscape Parcel Sensitivity ASA Addendum – 06.02.2019.

Summary of Landscape Effects during Operation

- 7.12. In summary, the impacts on the landscape receptors of the SPY development are considered to be negligible to low/medium.
- 7.13. The open character of the airfield will be retained and built development on the southern boundary of the airfield will lie within the peripheral zone outside the area of the main flying field. The proposals would be consistent with the likely and appropriate uses for a re-purposed site of this kind, which is illustrated by the many similar precedents cited of other airfields being re-purposed for motoring-related uses.
- 7.14. The linked buildings are considered to be in keeping with the character of the primary heritage assets of the Heritage/Technical site, that is the Hangars and Watch Tower which form the interface of the historic assets and the SPY site. In addition, it might also be considered that the SPY proposals make positive contribution to the site, in providing a positive interface to the Skimmingdish Lane boundary and large-scale Longlands Road Industrial Estate buildings adjacent to the eastern boundary.
- 7.15. 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.
- 7.16. These benefits will not all be immediately apparent through the development of the SPY site, which is limited in its extent, but as future phases come forward, the benefit of the SPY development in the context of the wider IQ site will become more apparent.
- 7.17. Indeed, it might be considered that the introduction of a series of ‘pavilions’ defining the edge of the airfield, providing a defined edge to the airfield, and providing a buffer to the traffic on Skimmingdish Lane, the housing beyond and the Longlands Road industrial estate to the southeastern corners, is a positive enhancement of this southern airfield edge.
- 7.18. In summary, the ASA LVIA assessment of Landscape Effects remains valid for the SPY scheme and revised layout.
- 7.19. Lighting associated with the new site will be a factor in assessing the magnitude and impact on the surrounding

landscape and on visual receptors and will need to be assessed in more detail as detailed planning applications come forward.

Assessment of Visual Effects – Operational Phase

7.20. The key residual visual effects are summarised as follows:

7.21. From the Scheduled Ancient Monument (SAM) site the visual impact is considered to be High due to its immediate proximity to the SPY proposals to the south. However, the visual outlook from this area is poor, with the eastern edge of the SAM dominated by the commercial units of the Bakel Bakery Factory Site and Longlands Road Industrial Estate, the poor-quality hedge and vegetation to the boundary to Skimmingdish Lane, and the dominant hangars of the Heritage/Technical site to the northwest. The proposals will see this outlook significantly enhanced, with the new high quality SPY building set against a backdrop of new planting, including large growing heritage trees, with the foreground graded and seeded to create a wildflower sward in keeping with the wider margins of the airfield.

7.22. From the wider airfield site, looking southeast towards the site, the proposed SPY development will be seen as a short block of pavilion/low hangar style buildings set against the backdrop of hedge planting along Skimmingdish Road. The architectural form, materiality and height of the proposed buildings will ensure that the buildings do not dominate or impact the character of the airfield but will be seen as recessive features with the existing Skimmingdish hedge as the backdrop.

7.23. The proposed entrance to the SPY access road will be seen from a short section of Skimmingdish Road and the parallel cycle/footway in part, with limited glimpsed views through hedgerow vegetation to the southern site boundary. However, the existing Gate 8 into the Heritage/Technical site already sets a precedent for vehicles entering and leaving the wider site. Reinforcement of hedge/boundary planting along Skimmingdish Road will see improvements to the existing quality of this view, and backdrop to Skimmingdish Road, as well improving the backdrop to the wider airfield site, when viewed from the north.

7.24. The proposed development will be seen from short sections of the cycle/footpath along Skimmingdish Road, where it runs along the roadside, and is not diverted behind the screen fence which runs along the central section. However, in time views to the SPY site from those open sections of the cycle/footway will be screened by maturing and robust screen planting to the boundary of the site.

7.25. The proposed SPY development will appear in fleeting views looking south across the airfield from Gate 3, and the A4421 Buckingham Road. However, the SPY site (and future IQ development) will be seen against the backdrop of the existing and improved hedge planting along Skimmingdish Road. The architectural form, materiality and height of the proposed buildings will ensure that the buildings will appear recessive in what will be fleeting views, with the buildings seen from the airfield as an extension of the built fabric of the Heritage/Technical site. In the long term, as proposals for the remaining IQ site come forward the combined buildings could be considered to improve the view south across the airfield, providing a

positive backdrop to the airfield in front of the existing intermittent and inconsistent hedge planting along Skimmingdish Road, while also helping to transition from the airfield to the large Bakel Bakery commercial units to the southeastern boundary of the airfield.

7.26. There are no views of the site from the Stratton Audley SSSI which forms the northern edge of the wider airfield and falls within the Bicester Heritage ownership boundary. Proposals in this area for a 'Wilderness Quarter' will further reinforce the current vegetation and continue to screen views from the SSSI towards the SPY and future IQ site.

7.27. The SPY site is barely visible in the remote viewpoints located to the north of the site, where the land gently rises, looking south towards the site. These wide and slightly elevated views see the site set within a wide valley landscape with the horizon punctuated by the distinctive landforms of Muswell Hill and Graven Hill. In these long views the dominant elements are the Longlands Road industrial estate and the commercial units of Bakel Bakery, the Hangars associated with the Heritage and Technical site, and the elevated outline of the DPD distribution unit which sits below Graven Hill in a number of these remote views, with hedgerow vegetation forming a series of horizon lines.

Summary Table of Visual Effects during Operation

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	Negligible	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

Summary of Visual Effects during Operation

- 7.28. While close views from the SAM will be impacted by the development of, resulting from the close proximity, the scale, materiality and form of the proposed buildings is intended to be recessive, and will be sympathetic to the vegetated backdrop behind, and respond to the architecture of the Heritage/Technical site. The view from the SAM which is impacted will be the south easting facing view, with the more attractive views from the SAM which look northwards over the wider airfield being unaffected.
- 7.29. Views from the wider airfield looking south will see the proposed SPY buildings set close to the vegetated backdrop of Skimmingdish Lane and will appear recessive in the context of the wider airfield, leaving the open views unaffected.
- 7.30. Views from local roads, footways and cycleways, including those from Skimmingdish Road and the Bedfordshire Road, will only be marginally impacted, and in time new hedge and boundary planting will minimise any potential views.
- 7.31. In summary, the impacts on the visual receptors of the SPY development are considered to be negligible to low/medium.

8.0 Cumulative Effects – During Construction and Operation

- 8.1. The cumulative impacts will relate to the SPY development in combination with the future phases of the IQ proposals, and potential future development of the wider masterplan proposals including the Experience Quarter to the north of the wider airfield site; and the proposed Hotel in the location of existing Hangar 79 on the northern edge of the Heritage/Technical site.

Cumulative Landscape Impacts during Construction

- 8.2. Cumulative landscape impacts will occur during construction if the SPY development is progressing on site at the same time as a future phase of the IQ development, or any other of the proposed masterplan proposals are in construction. Should this occur, the cumulative landscape effects will be temporary and short term and will vary depending on the location and scale of work being undertaken.

Summary Table of Cumulative Landscape Impacts during Construction

Landscape receptors likely to be directly affected during Construction – Cumulative Impacts:	
The Scheduled Ancient Monument	Noise and outlook over SPY and IQ site compounds. Phasing will likely mean there is no cross over with the phasing of the SPY/IQ site construction and the Experience Quarter construction period
Active Airfield Area	Noise and outlook over SPY and IQ site compounds. Phasing will likely mean there is no cross over with the phasing of the SPY/IQ site construction and the Experience Quarter construction period
The Heritage/Technical site including Watchtower and Hangar 137	Site access via Bicester Heritage Gate 3, noise and increased traffic movements, impacting experience of the Heritage/Technical site.
Skimmingdish Lane	Site access and temporary construction site activities/compound, noise, and increased traffic movements.
Landscape receptors likely to be indirectly affected during Construction – Cumulative Impacts:	
The residential area to the south of Skimmingdish Lane	Noise
The cycle/footway to Skimmingdish Lane	Noise, increased traffic to Skimmingdish Lane.

- 8.3. Such effects will not be Significant on the basis of the short-term temporary effects in relatively limited areas, with the timing of the SPY and IQ developments likely to be phased, and no timescale for bringing forward the development of the Experience Quarter and proposed Hotel given at this time.

Cumulative Visual Impacts during Construction

- 8.4. Cumulative visual impacts will occur during construction if the SPY development is progressing on site at the same time as a future phase of the IQ development, or any other of the proposed masterplan proposals are in construction. Should this occur, the cumulative visual effects will be temporary and short term and will vary depending on the location and scale of work being undertaken.

Summary Table of Cumulative Visual Impacts during Construction

Visual receptors likely to be directly affected during Construction – Cumulative Impacts:	
Local Views from SAM VP 1-2, AVP 41	Construction compounds and associated ancillary buildings, construction traffic to IQ site. Phasing will likely mean there is no cross over with the phasing of the SPY/IQ site construction and the Experience Quarter construction period
Visual receptors likely to be indirectly affected during Construction – Cumulative Impacts:	
Airfield Views including the Heritage/Technical Site VP 3-12 AVP 40	Construction compounds and associated ancillary buildings, construction traffic – varied impact depending on proximity to construction zone from various viewpoints.
Views from local roads and cycle/footways, including Skimmingdish Lane, and the Buckingham Road VP 16-36, AVP 37 AVP 42	Construction compounds and associated ancillary buildings above hedgelines and views from A4421 Buckingham Road, and A4421 Skimmingdish Lane
Remote viewpoints RVP 2	Construction compound and associated ancillary buildings in distance glimpsed views

- 8.5. Such effects will not be Significant on the basis of the short-term temporary effects in relatively limited areas, with the timing of the SPY and IQ developments likely to be phased, and no timescale for bringing forward the development of the Experience Quarter and proposed Hotel given at this time.

Cumulative Landscape Impacts during Operation

- 8.6. Cumulative landscape impacts during operation will occur following the completion of all phases of the IQ site, and the implementation of wider masterplan proposals for the Bicester Heritage site including the Experience Quarter and the proposed Hotel in the location of Hangar 79.
- 8.7. Landscape receptors likely to be affected: The Scheduled Ancient Monument, the Heritage/Technical site including the wider airfield, Skimmingdish Lane cycle/footway and roadscape, the residential area south of Skimmingdish Lane.
- 8.8. The nature and magnitude of cumulative landscape effect will relate to the overall change associated implementation of the wider masterplan proposals.

Summary Table of Cumulative Landscape Impacts during Operation

Landscape receptors likely to be directly affected during Operation – Cumulative Impacts:	
The Scheduled Ancient Monument	The SPY proposals will appear as a part of a suite of ancillary buildings to the perimeter of the airfield, forming a more attractive backdrop to Skimmingdish Lane than the existing unmanaged and intermittent hedge, and complementing other wider site built interventions. As a backdrop in this location, the buildings will appear more in keeping than the existing hedge and glimpsed residential buildings beyond.
Active Airfield Site	The SPY proposals will appear as part of a suite of ancillary buildings to the perimeter of the airfield, complementing the Heritage/Technical site buildings and other proposed built interventions to be delivered as part of the wider site masterplan, and contributing to the heritage and activity of this historic airfield overall.
The Heritage/Technical site including the Watchtower, and Hangar 137	The SPY proposals will appear as part of a suite of ancillary buildings to the perimeter of the airfield, complementing the Heritage/Technical site buildings and other proposed built interventions to be delivered as part of the wider site masterplan, and contributing to the heritage and activity of this historic airfield overall.
Skimmingdish Lane, including the cycle/footway	The cumulative impact will be low, with both the SPY and IQ developments being screened by new and reinforced hedgerow planting to the boundary. Improvements to the Gate 8 access will enhance the existing view in this location.
Landscape receptors likely to be indirectly affected during Operation – Cumulative Impacts:	
The residential area to the south of Skimmingdish Lane	This area will be unaffected by the cumulative developments, as the SPY proposals are those closest to the housing area, with the IQ separated from the housing area by a belt of vegetation which runs along the cycle/footway in this location and the remnant of the Old Skimmingdish Lane, with a pumping station and electricity compound impacting the character of this area more significantly than any development to the north of the main road.

- 8.9. In summary, SPY proposals will not be out of character or inappropriate for the re-purposed Bicester Heritage site. The SPY proposals will have localised impacts within one peripheral area of the site, and in combination with the IQ proposals and potential Experience Quarter and Hotel development will not dominate the rest of the site or change the underlying open character of the main flying field and setting to the Heritage/Technical Site.
- 8.10. The cumulative effects of the SPY, IQ developments and future masterplan developments, though significant within in the immediate peripheral area, are not predicted to be of such a quantum as to significantly harm the underlying character of the site overall; that is, the wider airfield and Heritage/Technical site.

Cumulative Visual Impacts during Operation

- 8.11. Cumulative visual impacts during operation will occur following the completion of all phases of the SPY and IQ sites, and the implementation of wider masterplan proposals for the Bicester Heritage site including the Experience Quarter and the proposed Hotel in the location of Hangar 79.
- 8.12. Visual receptors most likely to be affected cumulatively will be: local views from the SAM, views from the south eastern edge of the Heritage/Technical site, views from Skimmingdish Lane, views from the A4421 Buckingham Road looking over the Experience Quarter, views across the wider airfield site looking from the northern edges, and Remote Viewpoint 2.
- 8.13. The nature and magnitude of cumulative visual effect will vary and relate to the overall visual change associated with the development of different parcels around the perimeter of the airfield.
- 8.14. In the short term the SPY development may be perceived as having impact, while it sits in isolation along the Skimmingdish Lane boundary, although equally it could be perceived as an outlying ancillary building which relates to the heritage of the RAF Bicester site.
- 8.15. In combination with the remaining phases of the IQ development, the SPY proposals could be perceived as a positive intervention along the Skimmingdish Road boundary, providing a sensitive built transition from the openness of the airfield and the existing vegetated backdrop to the wider airfield in this location. 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 also be seen to help screen the larger commercial buildings beyond the eastern boundary, and to 'bookend' the wider site in this location.
- 8.16. The cumulative landscape effects of the SPY development will not cause significant impact to the open countryside. The proposals will not cause any significant harm to existing landscape features or topography. There will be no impact on areas of high tranquillity. The site is not an area of high tranquillity being subject to aircraft noise, road noise on two sides and existing motoring uses.

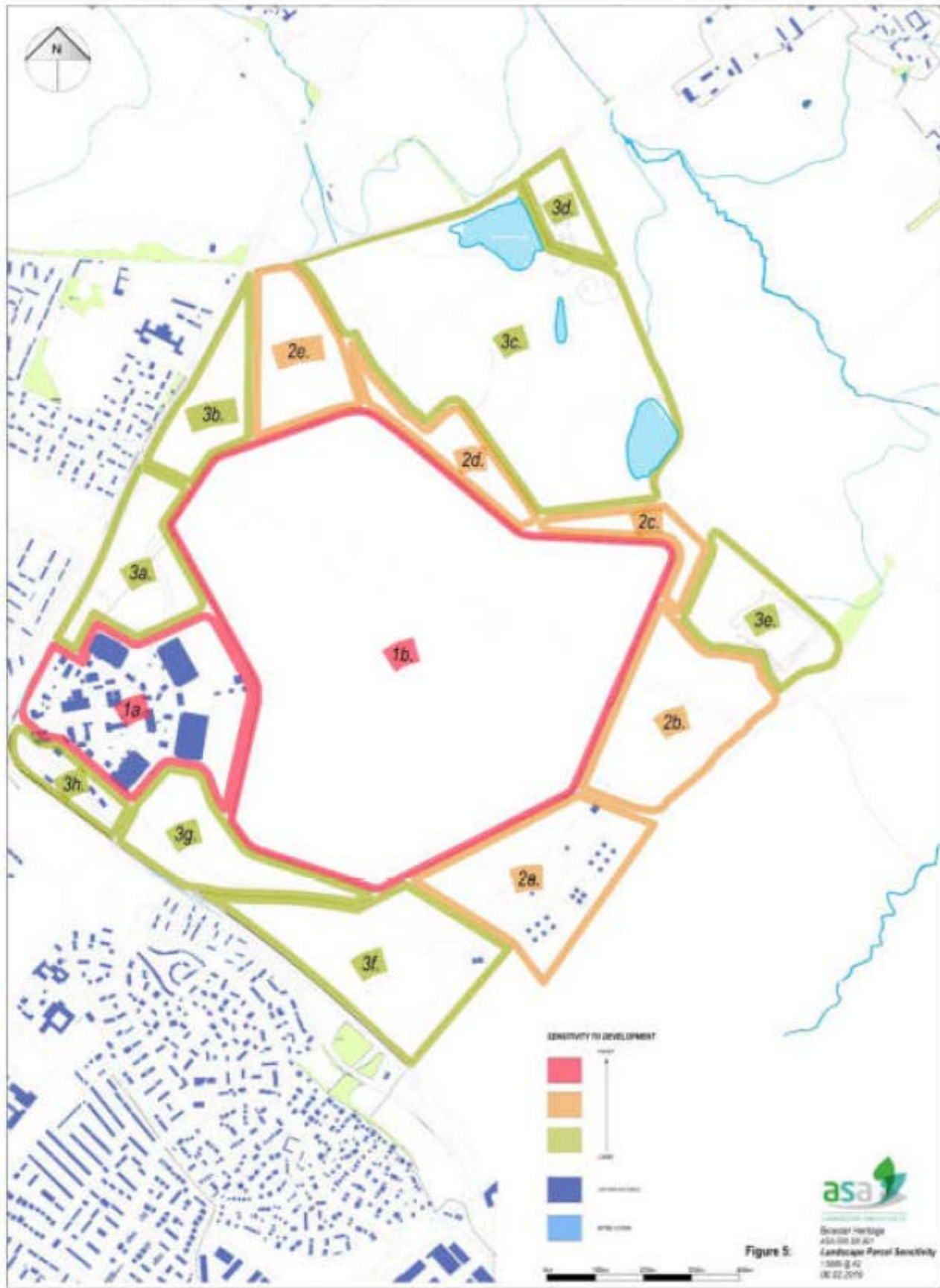
- 8.17. In summary, SPY proposals will not be out of character or inappropriate for the re-purposed Bicester Heritage site. The SPY proposals will have localised impacts within one peripheral area of the site, and in combination with the IQ proposals and potential Experience Quarter and Hotel development will not dominate the rest of the site or change the underlying open character of the main flying field and setting to the Heritage/Technical Site.
- 8.18. The cumulative effects of the SPY, IQ developments and future masterplan developments, though significant within in the immediate peripheral area, are not predicted to be of such a quantum as to significantly harm the underlying character of the site overall; that is, the wider airfield and Heritage/Technical site.

Summary Table of Cumulative Visual Impacts during Operation

Visual receptors likely to be directly affected during Operation – Cumulative Impacts:	
Local Views from SAM VP 1-2, AVP 41	Buildings associated with Experience Quarter, IQ development, Hotel development and associated parking areas – all located to the edge of the airfield with appropriate mitigation including planting, high quality architectural design and uses sympathetic to the heritage of RAF Bicester.
Visual receptors likely to be indirectly affected during Operation – Cumulative Impacts:	
Airfield Views including the Heritage/Technical Site VP 3-12 AVP 40	Glimpsed views, if any, of buildings associated with Experience Quarter, IQ development, Hotel development and associated parking areas – all located to the edge of the airfield with appropriate mitigation including planting, high quality architectural design and uses sympathetic to the heritage of RAF Bicester.
Views from residential area south of Skimmingdish Lane	There will be limited cumulative impact on views this area, as in due course the proposed hedgerow and planting enhancements to the Skimmingdish Road boundary, will ensure the development is predominantly screened, with mature vegetation restricting views into the SPY and IQ sites, and providing a green backdrop beyond the screen fence.
Views from local roads and cycle/footways, including Skimmingdish Lane and Buckingham Road VP 16-36 AVP 37 AVP 42	From Skimmingdish Lane, Buckingham Road and associated cycleway and footways open to the road, the SPY proposals may be glimpsed in combination with the proposed IQ development, but in due course the proposed hedgerow and planting enhancements to this boundary, will ensure the development is predominantly screened, from the south, and from Buckingham Road is a distant view only with new development reducing any material change to the view.
Remote viewpoint RVP 2	Views from RVP 2 only, with the SPY and IQ schemes seen against the backdrop of the planting along Skimmingdish Lane and new planting associated with the development. The Experience Quarter is unlikely to be visible in this view as it is located to the northwest corner of the airfield site, and therefore likely to be screened by intervening vegetation and topography. The Hotel proposals will be seen in the context of the existing buildings and hangars associated with the Heritage/Technical site. The large-scale buildings to the Longlands Road industrial estate will continue to dominate the view to the southeast corner of the overall airfield site. The SPY scheme will appear recessive in this view.

8.19. In conclusion, the cumulative visual impacts will not be significant 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 cumulative visual effects will occur

Fig 21.0 Landscape Parcel Sensitivity (ASA Addendum)



9.0 Conclusions

- 9.1. The SPY proposals constitute a minor amendment Reserved Matters application for appearance, landscaping, layout and scale pursuant to outline permission 23/O1941/F for a mixed-use HQ building – referred to throughout this document as the SPY scheme.
- 9.2. The SPY site falls within the overall footprint of the Innovation Quarter which itself lies parallel to Skimmingdish Lane A4421, in the southeast corner of the wider Bicester Heritage site.
- 9.3. The site is bordered to the southwestern boundary by intermittent hedge planting and vegetation along the roadside of Skimmingdish Lane, with a low-density housing area lying beyond this to the south. A foot/cycleway runs parallel to the southern edge of Skimmingdish Lane, exposed in part to the road and glimpsed views of the site, and in others screened from the road by a screen fence and vegetation of various height and quality. The southeastern corner of the IQ site is formed by the boundary to the Longlands Industrial Estate and large-scale buildings in this location. The backdrop to the northwestern edge of the site is formed by the Heritage/Technical site, and in particular Hangars 137 and 113. To the northeast of the site lies a Scheduled Ancient Monument which includes various wartime defences, and beyond these, lies the wider active airfield. Beyond this open expanse of greenspace, lies the SSSI of Studley Audley Quarries, and Longlands Spinney, which together form a wellvegetated edge to the airfield.
- 9.4. The Bicester Heritage site, including the wider airfield, and the Heritage/Technical site falls within the RAF Bicester Conservation Area, which includes 19 Listed buildings and structures, including the SAM which lies immediately north of the SPY and IQ sites.
- 9.5. 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.
- 9.6. 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, and monitoring and management plan will be provided for all new biodiversity features to ensure their long-term suitable management.
- 9.7. In line with Policy ESD 13: Local Landscape Protection and Enhancement – the SPY landscape proposals 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.
- 9.8. The development will 'respect and enhance local landscape character' through the implementation of new native boundary planting to Skimmingdish Lane, which complements and enhances the existing boundary, which allied with swale planting to the rear of the buildings, and wildflower sward planting to the edge of the active airfield will significantly improve biodiversity offer within the Local Wildlife Site associated with the Bicester Heritage site.
- 9.9. The proposals for the SPY scheme 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).
- 9.10. A number of landscape receptors have been identified through the baseline studies, including the SAM to the north of the site, the wider airfield and the Heritage/Technical site, which all fall within the wider RAF Bicester Conservation Area. Other landscape receptors have been identified as the Skimmingdish Road corridor and associated foot/cycleway. The residential area to the south of Skimmingdish Road was also considered as a potential receptor.
- 9.11. In visual terms, 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.
- 9.12. In terms of design and mitigation the SPY scheme proposals have been carefully considered and developed by an experienced multi-disciplinary team in order to minimise adverse landscape and visual impacts and to optimise enhancements and integration with the host landscapes. The proposals have been subject to design iterations in response to baseline appraisal.
- 9.13. The landscape effects of the SPY proposals on the various landscape receptors are considered overall to be negligible to low. The scheme of 3 linked buildings, is a very 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. 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, helps 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.

- 9.14. 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.
- 9.15. In summary, the impacts on the landscape receptors of the SPY development are considered to be negligible to low/medium.
- 9.16. Visual receptors most likely to be affected will be: local views from the SAM, views from the south eastern edge of the Heritage/Technical site, views from Skimmingdish Lane, views from the A4421 Buckingham Road looking over the Experience Quarter, views across the wider airfield site looking from the northern edges, and Remote Viewpoint 2.
- 9.17. In the short term the SPY development may be perceived as having impact, while it sits in isolation along the Skimmingdish Lane boundary, although equally it could be perceived as an outlying ancillary building which relates to the heritage of the RAF Bicester site.
- 9.18. 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 however be seen to help screen the larger commercial buildings beyond the eastern boundary, and to 'bookend' the wider site in this location.
- 9.19. In conclusion, the visual impacts are considered 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. Furthermore, the proposed extensive planting will in time significantly enhance the setting of Skimmingdish Road, and indeed views looking north from the residential area to the south as vegetation matures and forms a more positive backdrop beyond the screen fencing which runs parallel to the roadside.
- 9.20. In summary, the ASA LVIA assessment of Landscape Effects remains valid for the SPY scheme and revised layout.

Appendix A

SPY Bicester Motion Verified Views Study



Bicester Motion, Innovation Quarter, Spy - Verified Views

Level 2 Verified Views Study - Set of 5 Views

Format - A3 Landscape
Document Date 7 February 2024

Verified View Methodology – Bicester Motion, Innovation Quarter, Spy Development

0.1 Introduction

Rendered Image Ltd was commissioned by Bicester Motion Ltd to complete the verified views contained in this document.

The viewpoints have been selected through a process of consultation with relevant statutory consultees.

0.2 Methodology Overview

The methodology applied by Rendered Image Ltd to produce the verified images or views contained in this document is described below. In the drafting of this methodology and the production and presentation of the images, guidance has been taken from:

- The Landscape Institutes Visual Representation of Development Proposals Technical Guidance Note 06/2019
- Third Edition of the good practice Guidelines for Landscape and Visual Impact Assessment 2013
- The GLA London View Mangement Framework: Supplementary Planning Guidance 2012

The disciplines employed are of the highest possible levels of accuracy and photo-realism which are achievable with today’s standards of architectural photography and computer-generated models.

0.3 Lens Selection

Using a 50mm focal length prime lens offers the best match for a human eye. The verified views in this study have been created using a 50mm lens and 24mm to offer additional context. The Landscape Institutes Visual Representation of Development Proposals Technical Guidance Note 06/2019 (1.1.7) recommends using the 50mm FL lens unless it cannot capture the view.

0.3 continued...



Photograph: 24mm FL lens photograph with red line denoting 50mm lens alignment



Photograph: 50mm FL lens

The middle third (approx.) of any photograph is the most accurate zone and distortion increases from there to the outer edge of the image. With this it’s important to note that the lower the focal length used the higher the distortion that is carried by the lens in the outer zone of the image.

0.4 View Selection

The viewpoints have been selected through a process of consultation with relevant statutory consultees and having regard to relevant planning policy and guidance.

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VERIFIED VIEW SET 1-3

1.0 PHOTOGRAPHY

1.1 Digital Photography

With the latest advances in Digital Photography it is now possible to match the quality of plate photography.

1.2 Digital Camera

A Nikon Digital 610 SLR with Full Frame Sensor with 50mm focal length prime lens, 35mm focal length prime lens or 24mm T/S lens - high resolution camera for the digital photography.

1.3 Position, Time and Date Recording

The photographer is provided with (i) an Ordnance Survey map indicating the position of each viewpoint from which the required photographs were to be taken, and (ii) a digital photograph taken by Rendered Image Ltd of the desired view. For each shot the camera was positioned at a height of 1.60 meters above the ground level which closely approximates the human eye altitude. A point vertically beneath the centre of the lens was marked on the ground as a survey reference point and a digital reference photograph were taken of (i) the camera / tripod location and (ii) the survey reference point (as shown in Figure 1). The date and time of the photograph were recorded by the photographer.



Figure 1. Survey reference point



1.3 continued...

We take additional measures where a panoramic view is required to avoid distortion (and parallax error) using a sliding plate to ensure rotation occurs around the lens nodal point – this is a technique where single frames are stitched together to form a wider view. We ensure there is a 50% overlap between frames to allow for the most accurate part of the image to be used and a sliding plate is employed to allow the camera to be positioned so the nodal point of the lens is directly over the axis of rotation.

2.0 RAW FILE CONVERSION

2.1 Raw File Conversion

Nikon cameras produce a raw file format, which is then processed digitally for both high detail and colour accuracy¹. The final image is outputted as a tiff or jpeg² file.

3.0 DIGITAL IMAGE CORRECTION

3.1 Digital Image Correction

The digital images were then loaded into Rendered Image Ltd’s computers running Adobe Photoshop³ software to prepare the digital image for the next stage of camera matching (see section 6). The digital images are saved at a total pixel⁴ matrix size of 6016 pixels x 4016 pixels.

In spite of the selection of the most advanced photographic equipment, lenses are circular which results in a degree of distortion on the perimeter of images. The outer edges of an image are therefore not taken into consideration; this eliminates the risk of inaccuracy.

The adjusted or corrected digital image, known as the ‘background plate’, is then saved to the Rendered Image Ltd computer system ready for the camera matching process (see section 6). In preparation for the survey (see section 4) Rendered Image Ltd marks up each background plate selecting a number of points in the view, such as corners of buildings, for survey.

3.1 continued...

Location	Eastings	Northings	Height	Description
View 1	561329.649	178107.32	7.8924	50mm
View 2	561560.924	177801.085	5.1268	50mm
View 3	561588.286	177801.085	15.0623	50mm
View 4	561358.86	177761.627	8.6844	50mm
View 5	561220.141	177854.452	4.3117	50mm

Figure 2. Camera location survey data

1 RGB (red green blue) is a format that maintains the full colour range of the image.
 2 TIFF or JPEG is the name given to a specific format of image file stored digitally on a computer.
 3 Adobe Photoshop® is the industry standard image editing software.
 4 Pixel stands for picture element. It is the most basic component of any computer graphic and corresponds to the smallest thing that can be drawn on the computer screen.
 5 By aligning the vanishing points.



4.0 GPS SURVEY

4.1 Survey

Blueprint Surveys Ltd were contracted to undertake the survey of (i) each viewpoint as marked on the ground beneath the camera at the time the photograph was taken (and recorded by way of digital photograph (see section 1 above)) and (ii) all the required points on the relevant buildings and other fixed points (as marked on the background plate).

The survey was co-ordinated onto the Ordnance Survey National Grid by using Global Positioning System (GPS) equipment and processing software. The Ordnance Survey National Grid (OSGB36) was chosen as it is the most widely used and because it also allows the captured data to be incorporated into other available digital products (such as Ordnance Survey maps). The height datum used was also derived using the GPS.

The survey team uses a baseline consisting of two semi-permanent GPS base stations. These stations are located approximately 5730 metres apart and positioned so as to optimise the results for the area of operation. The base stations are tied into the National GPS Network and are constantly receiving and storing data which allows their position to be monitored and evaluated over long periods of operation. By using the same base stations throughout the survey the team ensure the consistency of the results obtained.

Using the Real Time Kinematic method a real time correction is supplied by each base station to the rover (over the GSM⁶ network) physically undertaking the field survey. This enables the rover to determine the co-ordinates of its location instantaneously (i.e. in 'real time'). The rover receives a 'corrected' fix (co-ordinates) from each base station. If the two independent fixes are each within a certain preset tolerance, the rover then averages the two fixes received. The viewpoints are, with a few exceptions, surveyed using this technique. This method of GPS survey (Real Time Kinematic) produces results to an accuracy in plan and height of between 15mm-50mm as outlined in the "Guidelines for the use of GPS in Land Surveying" produced by the Royal Institute of Chartered Surveyors.

The particular points on each building as marked up on the background plate are surveyed using conventional survey techniques utilising an electronic theodolite and reflectorless laser technology. There are two methods used to fix the building details, namely polar observations⁷ and intersection observations⁸. The position of the theodolite is fixed by the rover as described above. In certain circumstances, a viewpoint may need to be surveyed using conventional survey techniques as opposed to Real Time Kinematic, if, for example, the viewpoint is in a position where GPS information cannot be received.

⁶ GSM network: the mobile phone network.

⁷ Polar observation is the measurement of a distance and direction to a point from a known baseline in order to obtain co-ordinates for the point. The baseline is a line between two known stations.

⁸ Intersection observation is the co-ordination of a point using directions only from two ends of a baseline.

5.0 MODEL POSITIONING

5.1 Height and Position Check

The model is positioned using a site plan by the architects, 3DReid Ltd. This is then overlaid onto OS positioned survey drawing. Once the building has been positioned in 3ds max confirmation of height and position is checked against the architect's drawings.

6.0 CAMERA MATCHING

6.1 Creation of Scheme Model

A wireframe¹¹ 3D model of the proposed scheme was created by the 3DReid Ltd and positioned by Rendered Image Ltd. This is done by using a combination the drawings from the architects/landscape architects and the survey data provided by the survey team and Emapsite Ltd.

6.2 Camera Matching Process

The following information is required for the camera matching process:

- Specific details of the camera and lens used to take the photograph and therefore the field of view (see section 1);
- The adjusted or corrected digital image i.e. the 'background plate' (see section 2);
- The GPS surveyed viewpoint co-ordinates (see section 3);
- The GPS surveyed co-ordinates of particular points on the buildings within the photograph (the background plate) (see section 3);
- The GPS surveyed co-ordinates of the site of the proposed scheme (see section 4);
- A 3D model of the proposed scheme (see section 5).

A background plate (the corrected digital image) is opened on computer screen, the information listed above is then used to situate Rendered Image Ltd's virtual camera such that the 3D model aligns exactly over the background plate (i.e. a 'virtual viewer' within the 3D model would therefore be standing exactly on the same viewpoint from which the original photograph was taken. This is the camera matching process.

6.3 Wireline Image

Rendered Image Ltd is then able to insert the wireframe 3D model of the proposed scheme into the view in the correct location and scale producing a verified wireline image of the proposal.

The camera matching process is repeated for each view and a wireline image of the proposal from each viewpoint is then produced. The wireline image enables a quantitative analysis of the impact of the proposed scheme on views.

⁹ The field of view or focal length depends on the type of lens used.

¹⁰ A polygon mesh representing elevation data of a land surface.

¹¹ A wireframe is a 3D model, a wireline is a single line representing the outline of the building.



7.0 RENDERING (Level 2 & 3 Only)

7.1 Rendering

Rendering is a technical term referring to the process of creating a two-dimensional output image from the 3D model.

7.2 Texturing

In order to assist a more qualitative assessment of the proposals, the output image needs to be a photo-realistic reflection of what the proposed scheme would look like once constructed. The process of transforming the wireframe 3D scheme model (see Section 4) into one that can be used to create a photo-realistic image is called texturing¹².

Prior to rendering, Rendered Image Ltd requires details from the architect regarding the proposed materials (e.g. type of glass, steel, aluminium etc.) to be utilised. This information is used to produce the appearance and qualities in the image that most closely relates to the real materials to be used.

7.3 Lighting and Sun Direction

The next stage is to light the model. Rendered Image Ltd utilises High Dynamic Range (HDR) Imaging¹³ for its environmental lighting. The date (including the year) and time of the photograph and the latitude and longitude of the city are input into the HDR program. Rendered Image Ltd selects a 'sky' (e.g. clear blue, grey, overcast, varying cloud density, varying weather conditions) from the selection of 'skies' held within the HDR database to resemble as closely as possible the sky in the background plate. The 3D model of the proposed scheme is placed within the selected sky and using the material properties also entered, the computer calculates the effects of the sky conditions (including the sun) on the appearance of the proposed scheme.

An image of the proposed scheme is produced showing the effect of light and sun. The selection of the matching sky is the only subjective input at this stage.

8.0 POST PRODUCTION

8.1 Post Production

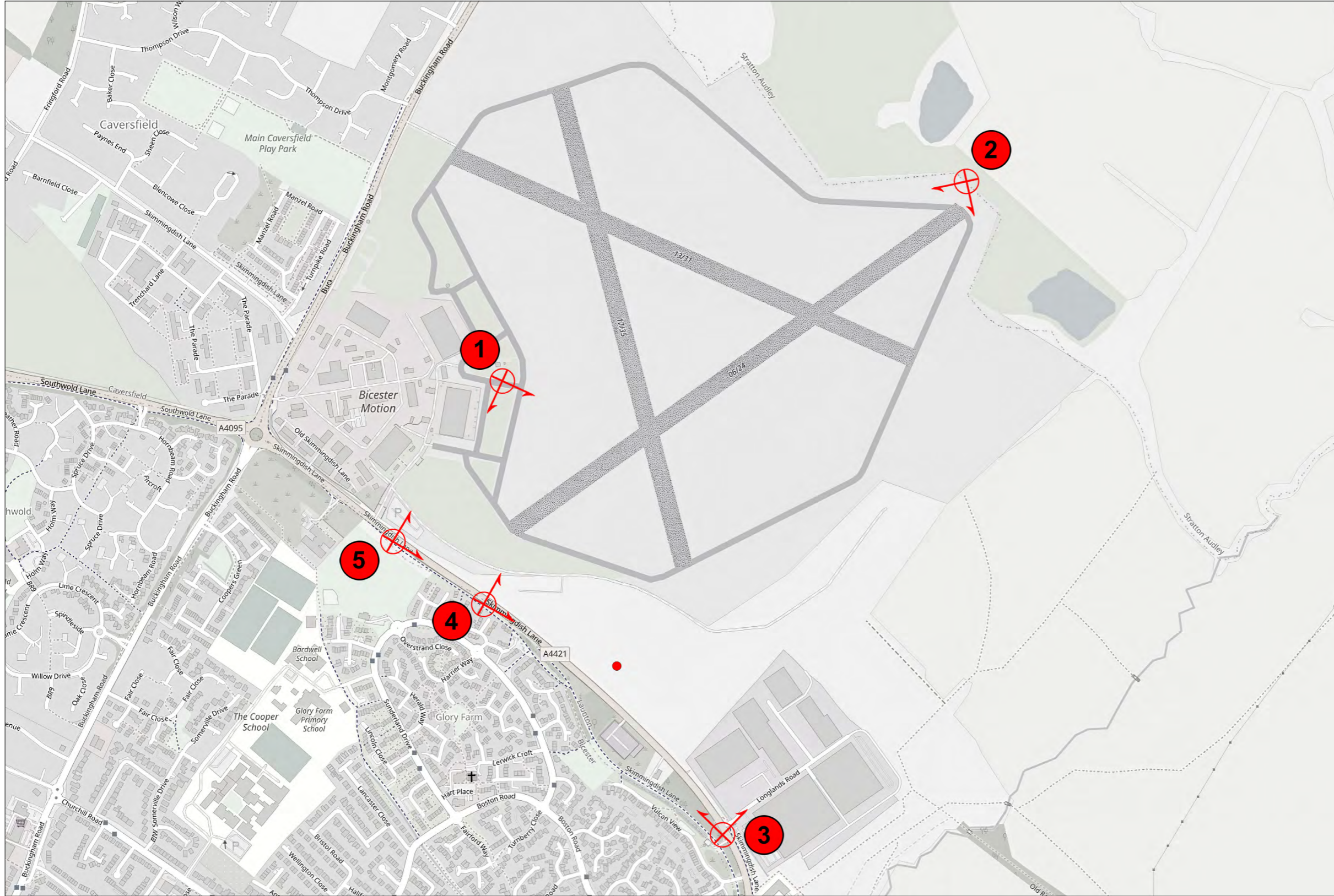
Finally the rendered image of the scheme model is inserted and positioned against the camera matched background plate. Once in position the rendered images are edited using Adobe Photoshop®. Masks are created in Photoshop where the line of sight to the rendered image of the proposed scheme is interrupted by foreground buildings. The result is a verified image or view of the proposed scheme.

¹² Texturing is often referred to as part of the rendering process, however, in the industry, it is a process that occurs prior to the rendering process.

¹³ An industry standard technique for rendering images with a high dynamic range (HDR); e.g. sky images. HDR images capture a greater exposure latitude than standard images. Using HDR, a light probe image can record the colour and brightness of every light source.

View Location Plan

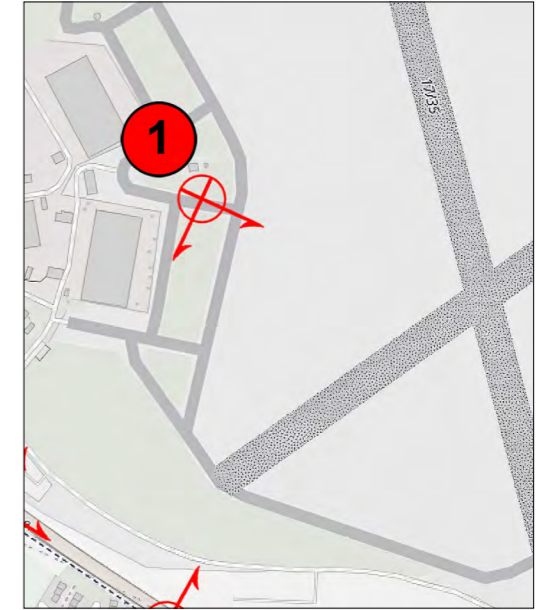
Local Views



- VP 1** - East and south east from the watch tower
- VP 2** - South east from the north east point outside perimeter track
- VP 3** - North west from the footway opposite junction to Longlands Road commercial area
- VP 4** - East from Skimmingdish Lane pedestrian & cycle path near Duxford residential area
- VP 5** - East from footway and cycleway on south side of Skimmingdish Road

Existing

View 01



VP 1 - East and south east from the watch tower



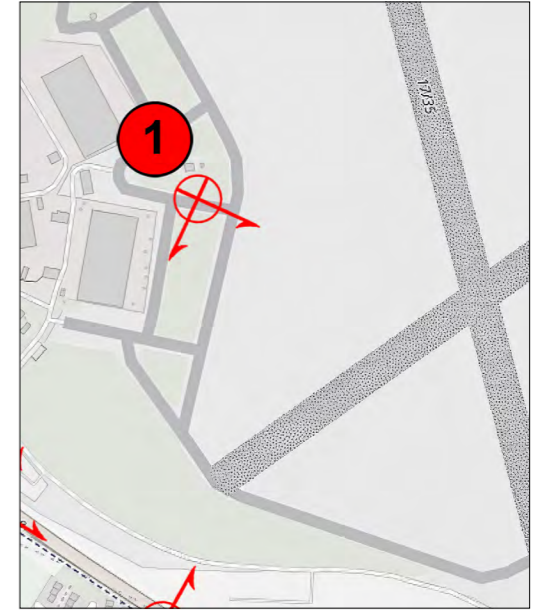
Camera Location Photograph

Camera Level 1.6m | 50mm lens - 88° FOV Panorama | 12:43 | 2024/01/29

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View 01

Level 2 VVM



VP 1 - East and south east from the watch tower



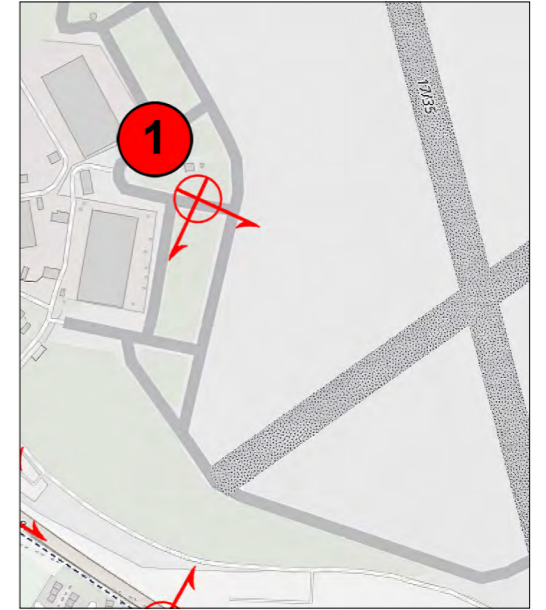
Camera Location Photograph

Camera Level 1.6m | 50mm lens - 88° FOV Panorama | 12:43 | 2024/01/29

Proposed Application

View 01

Level 2 VVM



VP 1 - East and south east from the watch tower

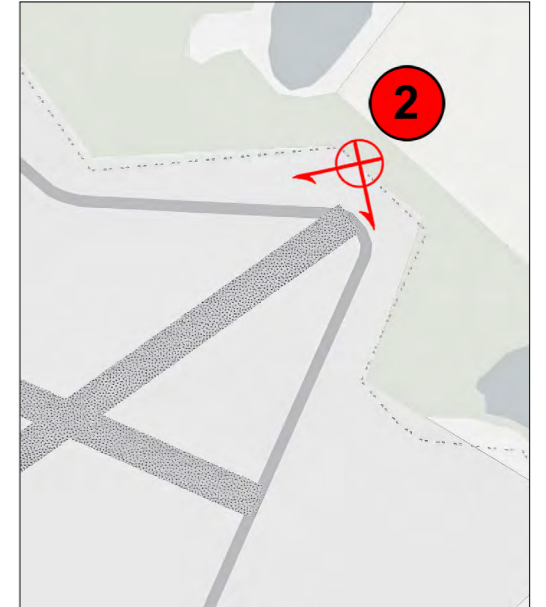


Camera Location Photograph

Camera Level 1.6m | 50mm lens - 88° FOV Panorama | 12:43 | 2024/01/29

Existing

View 02



VP 2 - South east from the north east point outside perimeter track



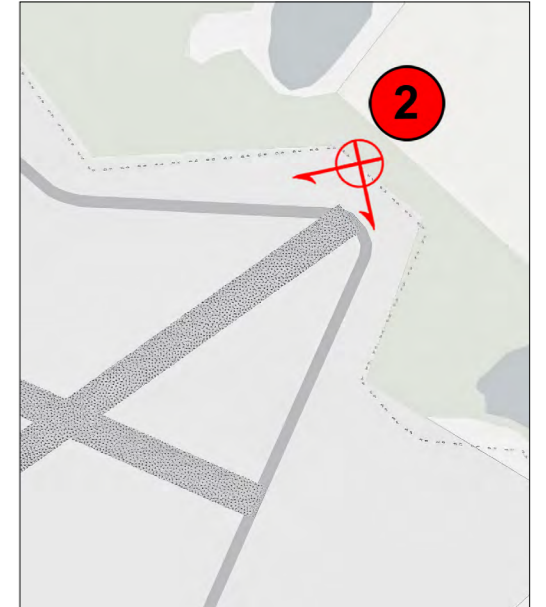
Camera Location Photograph

Camera Level 1.6m | 50mm lens - 88° FOV Panorama | 11:10 | 2024/01/29

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View 02

Level 2 VVM



VP 2 - South east from the north east point outside perimeter track



Camera Location Photograph

Camera Level 1.6m | 50mm lens - 88° FOV Panorama | 11:10 | 2024/01/29