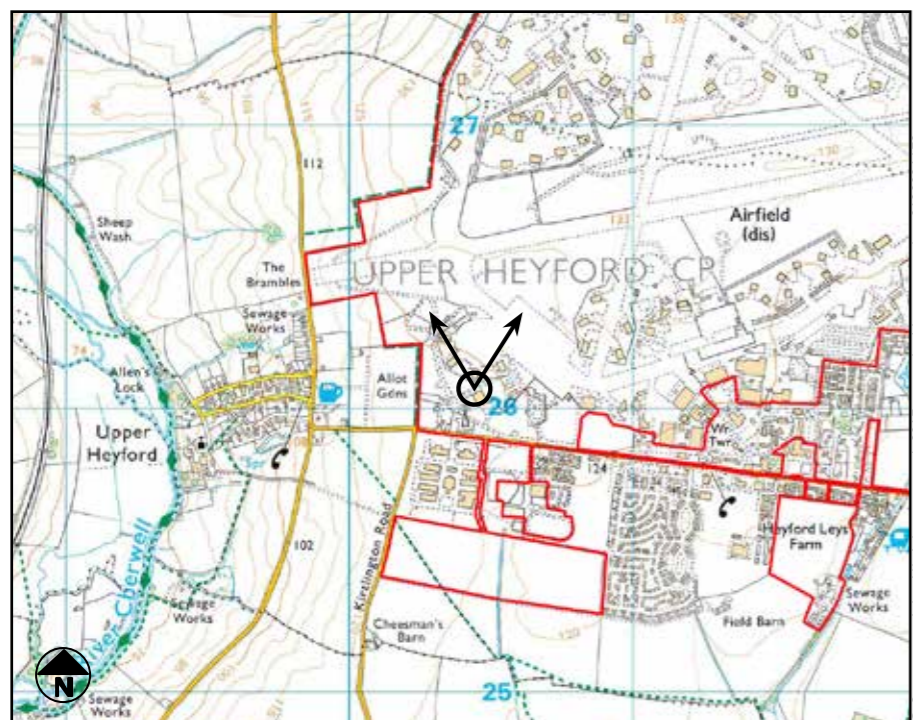




## VIEWPOINT A-1

Avionics Building, building #299



Camera make & model - Canon EOS 5D Mk II    Viewpoint height (AOD) - 125m  
 Date & time of photograph - 06/09/2017 @ 13:24    Distance from site - 0m  
 OS grid reference - 450416, 226050

### Description of Baseline View

This view is from adjacent to the Avionics building, a Listed building and Scheduled Monument, looking northeast across the Flying Field. Hedgerows and trees along the green lane that forms the Port Way frame the view to the northwest (left). The view is dominated by the foreground HASs, with HASs to the north of the runway visible in the middle distance. Characteristics include the distinctive curved concrete form of the HASs set within extensive hard standings and grassed areas, with c.7 to 10m high lighting columns providing vertical elements; the hard standings are frequently used for vehicle parking associated with business use within the HASs. Intervening built form hides the eastern section of the Application Site.

### Sensitivity of Visual Receptor

Public access to the Flying Field is limited to occasional escorted heritage tours only, and therefore receptors comprise workers with occasional heritage visitors. The receptors are of medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

During construction, views would be maintained across the Flying Field and runway to the QRA to the north, and obliquely to the northeast, and so the foreground would remain unchanged. The car processing area would be apparent behind and between the foreground HASs (#3048) and the Control Tower HASs (#3043, 3044, 3046, 3047) to the northeast and east. These would screen low-level construction activities to the east, but taller plant such as cranes would be visible within parcels 21, 22, 29 and 31, and the Viewing Tower. The magnitude of change during construction would be low.

No views would be gained toward the Proposed Development south of Camp Road. Proposed development within the Flying Field would be largely screened from this viewpoint by the central foreground HAS, although new hedgerows alongside Port Way would extend northwards at the far left (north west), closing off glimpsed views toward North Aston and the Cherwell Valley. Temporary, occasional activities associated with the QRA filming area would be discernible between the left and central foreground HASs, although parked vehicles associated with employment uses in the HASs would continue to interrupt the scene. The car processing area would be apparent between, and fragmented by, the central and western (right) foreground HASs; this area would also be seen to extend east and southward, between the eastern (right) foreground HAS and the middle distance HASs to the east (right). The extent of parked vehicles that are apparent would be limited due to the level of the viewpoint relative to the processing area; foreground vehicles would tend to screen vehicles behind them. Some new built form would be apparent to the east, although this would be seen within the context of existing structures and be controlled by perspective and falling landform. The 13m high development within parcels 11, 12, 19 and 21 may be just perceptible above the middle ground HASs. The upper parts of taller development proposed in parcels 22 (18m high) would be more apparent, rising above the HASs; in turn, parcel 22 would hide development within parcel 23. By Year 15, proposed tree planting to the north of parcel 10 would screen views of the car processing area and new built form including the Viewing Tower to the east. The magnitude of change would be medium at Year 1 reducing to negligible by Year 15.

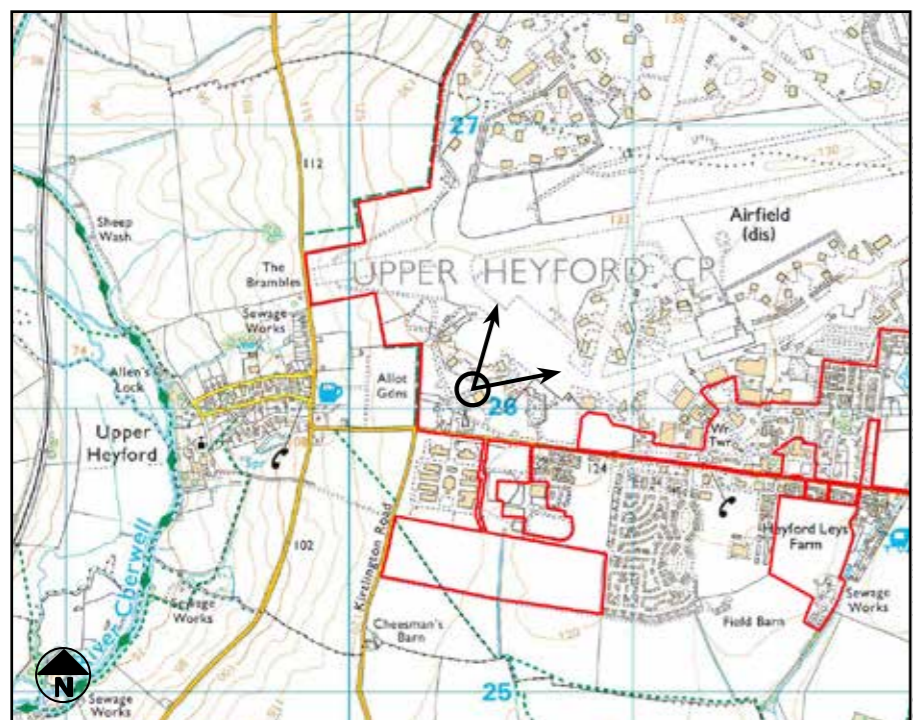
### Scale of Visual Effect

With medium receptor sensitivity and a low magnitude, the significance of effect during construction would be minor. Given a medium receptor sensitivity and a medium magnitude of change at Year 1, and negligible magnitude of change at Year 15, with the Proposed Development in place, there would be moderate but not significant visual effects at Year 1, reducing to negligible by Year 15.



## VIEWPOINT A-2

Avionics Building, building #299



Camera make & model - Canon EOS 5D Mk II    Viewpoint height (AOD) - 125m  
 Date & time of photograph - 06/09/2017 @ 13:24    Distance from site - 0m  
 OS grid reference - 450416, 226050

### Description of Baseline View

This view is from adjacent to the Avionics building, a Listed building and Scheduled Monument, looking northeast across the Flying Field. Hedgerows and trees along the green lane that forms the Port Way frame the view to the northwest (left). The view is dominated by the foreground HASs, with HASs to the north of the runway visible in the middle distance. Characteristics include the distinctive curved concrete form of the HASs set within extensive hard standings and grassed areas, with c.7 to 10m high lighting columns providing vertical elements; the hard standings are frequently used for vehicle parking associated with business use within the HASs. Intervening built form hides the eastern section of the Application Site.

### Sensitivity of Visual Receptor

Public access to the Flying Field is limited to occasional escorted heritage tours only, and therefore receptors comprise workers with occasional heritage visitors. The receptors are of medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

During construction, views would be maintained across the Flying Field and runway to the QRA to the north, and obliquely to the northeast, and so the foreground would remain unchanged. The car processing area would be apparent behind and between the foreground HASs (#3048) and the Control Tower HASs (#3043, 3044, 3046, 3047) to the northeast and east. These would screen low-level construction activities to the east, but taller plant such as cranes would be visible within parcels 21, 22, 29 and 31, and the Viewing Tower. The magnitude of change during construction would be low.

No views would be gained toward the Proposed Development south of Camp Road. Proposed development within the Flying Field would be largely screened from this viewpoint by the central foreground HAS, although new hedgerows alongside Port Way would extend northwards at the far left (north west), closing off glimpsed views toward North Aston and the Cherwell Valley. Temporary, occasional activities associated with the QRA filming area would be discernible between the left and central foreground HASs, although parked vehicles associated with employment uses in the HASs would continue to interrupt the scene. The car processing area would be apparent between, and fragmented by, the central and western (right) foreground HASs; this area would also be seen to extend east and southward, between the eastern (right) foreground HAS and the middle distance HASs to the east (right). The extent of parked vehicles that are apparent would be limited due to the level of the viewpoint relative to the processing area; foreground vehicles would tend to screen vehicles behind them. Some new built form would be apparent to the east, although this would be seen within the context of existing structures and be controlled by perspective and falling landform. The 13m high development within parcels 11, 12, 19 and 21 may be just perceptible above the middle ground HASs. The upper parts of taller development proposed in parcels 22 (18m high) would be more apparent, rising above the HASs; in turn, parcel 22 would hide development within parcel 23. By Year 15, proposed tree planting to the north of parcel 10 would screen views of the car processing area and new built form including the Viewing Tower to the east. The magnitude of change would be medium at Year 1 reducing to negligible by Year 15.

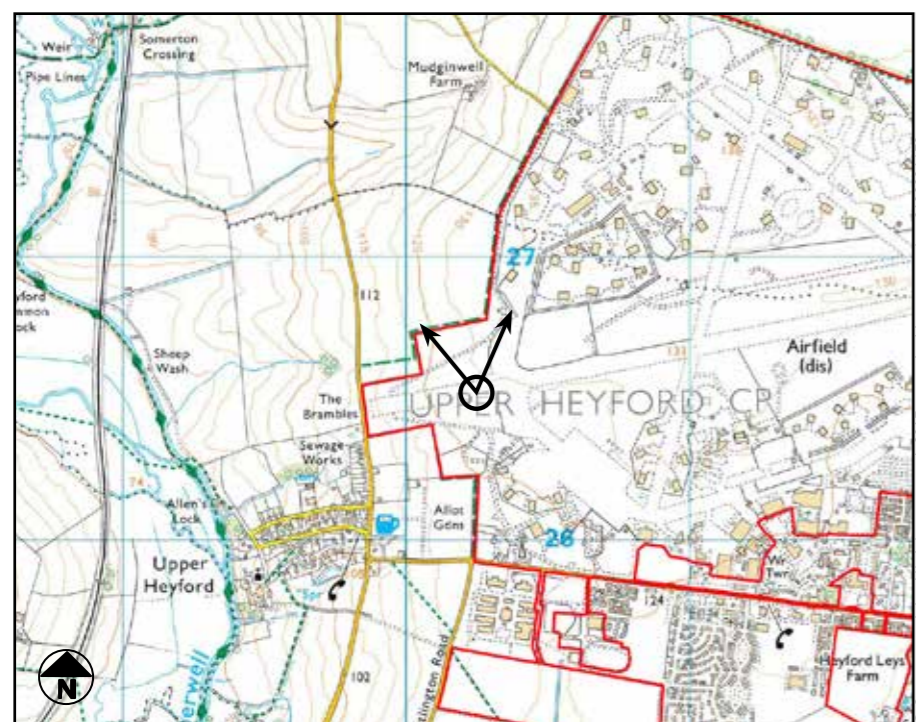
### Scale of Visual Effect

With medium receptor sensitivity and a low magnitude, the significance of effect during construction would be minor. Given a medium receptor sensitivity and a medium magnitude of change at Year 1, and negligible magnitude of change at Year 15, with the Proposed Development in place, there would be moderate but not significant visual effects at Year 1, reducing to negligible by Year 15.



## VIEWPOINT B-1

### Reinstated Bridleway, Port Way Route



Camera make & model - Canon EOS 5D MkII  
 Date & time of photograph - 02/05/2017 @ 13:32  
 OS grid reference - 450250, 226530  
 Viewpoint height (AOD) - 128m  
 Distance from site - 0m

### Description of Baseline View

There is currently no public access to the Flying Field, and so Viewpoint B represents a newly created view from the alignment of the proposed reinstated Portway bridleway at the centre line of the former runway; it would provide interrupted and slightly elevated 360° views across the former Flying Field (east) and the Cherwell Valley (west). The broad expanse of the runway on rising landform to the east dominates and adds drama to this view, framed by HASs to the north and south; the runway also provides a foreground context to westward views toward the wooded western ridgeline of the Cherwell Valley and housing within Steeple Aston. Various buildings and structures within the former Air Base provide points of orientation, including the Control Tower, Northern Bomb Stores Watch Tower, and Camp Road Water and Telecoms Towers. Land form and the built form of the former Air Base and Heyford Park housing south of Camp Road forms the horizon to the north, east and south preventing wider views beyond the Application Site. Parked and moving vehicles are visible along the perimeter roads, taxiways and between and around buildings. Southern Bomb Stores and buildings within Christmas Tree area are not discernible due to intervening landform, buildings and distance.

### Sensitivity of Visual Receptor

As a newly created PROW, the sensitivity and susceptibility of visual receptors to the Proposed Development would be considered to be medium, experiencing heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view to the east is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

The route of the reinstated Portway would link PROWs 338/1/10 and 388/1/20 to the north and south of the Application Site, post-construction. No views would be gained toward the Proposed Development south of Camp Road. During operation, the new route would be set within fenced hedgerows to maintain Flying Field security, giving way to man-made screens as the path crosses the runway; the screens and hedgerows would be designed to permit controlled views to the east and west at strategic points.

The reinstated PROW would be opened before construction of the Proposed Development and therefore there would be a medium magnitude of change arising from construction works.

At Years 1 and 15, newly permitted open views would be gained across the Flying Field and runway to the QRA and HASs, Northern Bomb Stores, Control Tower, two groups of HAS's to the south, and the Avionics Building.

At Year 1, new buildings within parcels 11 and 19 would be screened by intervening built form; the Proposed Development would generally be seen infilling gaps between the existing built elements. New buildings in parcels 10, 12 and 21 would be glimpsed above and between the HASs; refurbishment and reuse of structures within parcels 29, 31 and 37 would be indistinguishable above the horizon created by intervening land form. Taller buildings with parcel 22 would be largely screened by existing and proposed buildings within parcel 21. The proposed 30m high Viewing Tower would form a new land mark within the Flying Field to the east. Vehicles within the east car processing area, including those surrounding buildings 2001 – 2003, would be screened by intervening landform and/or built form such as the HASs associated with the north BCA area, miscellaneous structures lying to the west of the Control Tower, or vehicles stored within the north of the area. The extent of vehicles that would be visible within the north car processing area would be limited to those seen to the north of building 3045, and between buildings 3045, 3046 and 3047. Vehicles within the west of this area would be openly visible from this viewpoint, including successive rows to the south due to gently rising ground.

By Year 15, proposed strategic tree planting to the north and east of parcel 10, and within and around parcels 11 and 12, would soften and filter some of the new built form through separation and/or fragmentation, softening new development to the south of the proposed Flying Field Park. The Viewing Tower would be established as a landmark within the former Flying Field. The magnitude of change at Years 1 and 15 would be medium positive arising from creation of the new viewpoint permitting views across the Flying Field.

### Scale of Visual Effect

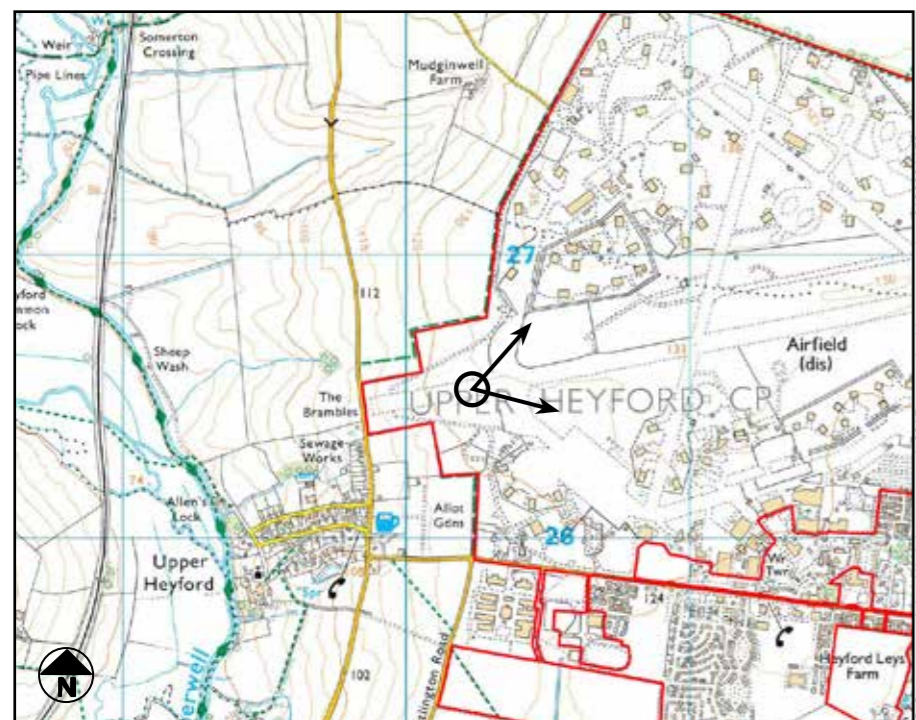
The reinstated PROW would be opened before construction commences and therefore there would be medium effects arising from construction works; the significance of effect would be moderate. Given the creation of a new viewpoint of medium receptor sensitivity and a medium positive magnitude of change with views permitted to the Flying Field; with the Proposed Development in place there would be a neutral visual effect.





## VIEWPOINT B-2

### Reinstated Bridleway, Port Way Route



Camera make & model - Canon EOS 5D MkII  
 Date & time of photograph - 02/05/2017 @ 13:32  
 OS grid reference - 450250, 226530  
 Viewpoint height (AOD) - 128m  
 Distance from site - 0m

### Description of Baseline View

There is currently no public access to the Flying Field, and so Viewpoint B represents a newly created view from the alignment of the proposed reinstated Portway bridleway at the centre line of the former runway; it would provide interrupted and slightly elevated 360° views across the former Flying Field (east) and the Cherwell Valley (west). The broad expanse of the runway on rising landform to the east dominates and adds drama to this view, framed by HASs to the north and south; the runway also provides a foreground context to westward views toward the wooded western ridgeline of the Cherwell Valley and housing within Steeple Aston. Various buildings and structures within the former Air Base provide points of orientation, including the Control Tower, Northern Bomb Stores Watch Tower, and Camp Road Water and Telecoms Towers. Land form and the built form of the former Air Base and Heyford Park housing south of Camp Road forms the horizon to the north, east and south preventing wider views beyond the Application Site. Parked and moving vehicles are visible along the perimeter roads, taxiways and between and around buildings. Southern Bomb Stores and buildings within Christmas Tree area are not discernible due to intervening landform, buildings and distance.

### Sensitivity of Visual Receptor

As a newly created PROW, the sensitivity and susceptibility of visual receptors to the Proposed Development would be considered to be medium, experiencing heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view to the east is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

The route of the reinstated Portway would link PROWs 338/1/10 and 388/1/20 to the north and south of the Application Site, post-construction. No views would be gained toward the Proposed Development south of Camp Road. During operation, the new route would be set within fenced hedgerows to maintain Flying Field security, giving way to man-made screens as the path crosses the runway; the screens and hedgerows would be designed to permit controlled views to the east and west at strategic points.

The reinstated PROW would be opened before construction of the Proposed Development and therefore there would be a medium magnitude of change arising from construction works.

At Years 1 and 15, newly permitted open views would be gained across the Flying Field and runway to the QRA and HASs, Northern Bomb Stores, Control Tower, two groups of HAS's to the south, and the Avionics Building.

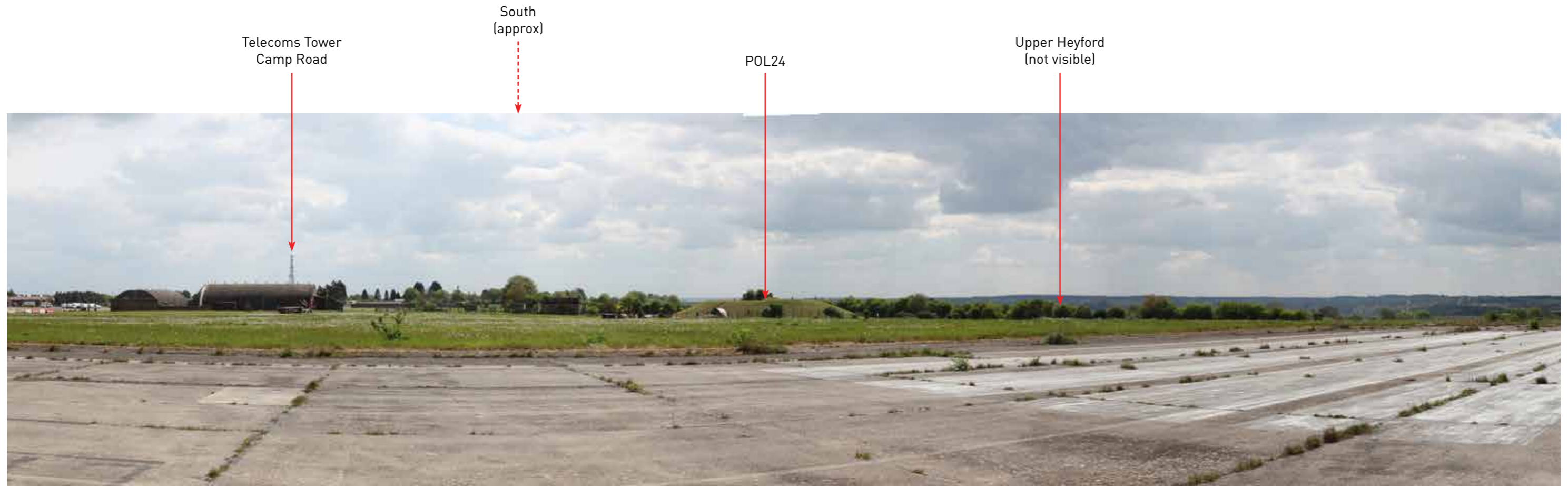
At Year 1, new buildings within parcels 11 and 19 would be screened by intervening built form; the Proposed Development would generally be seen infilling gaps between the existing built elements. New buildings in parcels 10, 12 and 21 would be glimpsed above and between the HASs; refurbishment and reuse of structures within parcels 29, 31 and 37 would be indistinguishable above the horizon created by intervening land form. Taller buildings with parcel 22 would be largely screened by existing and proposed buildings within parcel 21. The proposed 30m high Viewing Tower would form a new land mark within the Flying Field to the east. Vehicles within the east car processing area, including those surrounding buildings 2001 – 2003, would be screened by intervening landform and/or built form such as the HASs associated with the north BCA area, miscellaneous structures lying to the west of the Control Tower, or vehicles stored within the north of the area. The extent of vehicles that would be visible within the north car processing area would be limited to those seen to the north of building 3045, and between buildings 3045, 3046 and 3047. Vehicles within the west of this area would be openly visible from this viewpoint, including successive rows to the south due to gently rising ground.

By Year 15, proposed strategic tree planting to the north and east of parcel 10, and within and around parcels 11 and 12, would soften and filter some of the new built form through separation and/or fragmentation, softening new development to the south of the proposed Flying Field Park. The Viewing Tower would be established as a landmark within the former Flying Field. The magnitude of change at Years 1 and 15 would be medium positive arising from creation of the new viewpoint permitting views across the Flying Field.

### Scale of Visual Effect

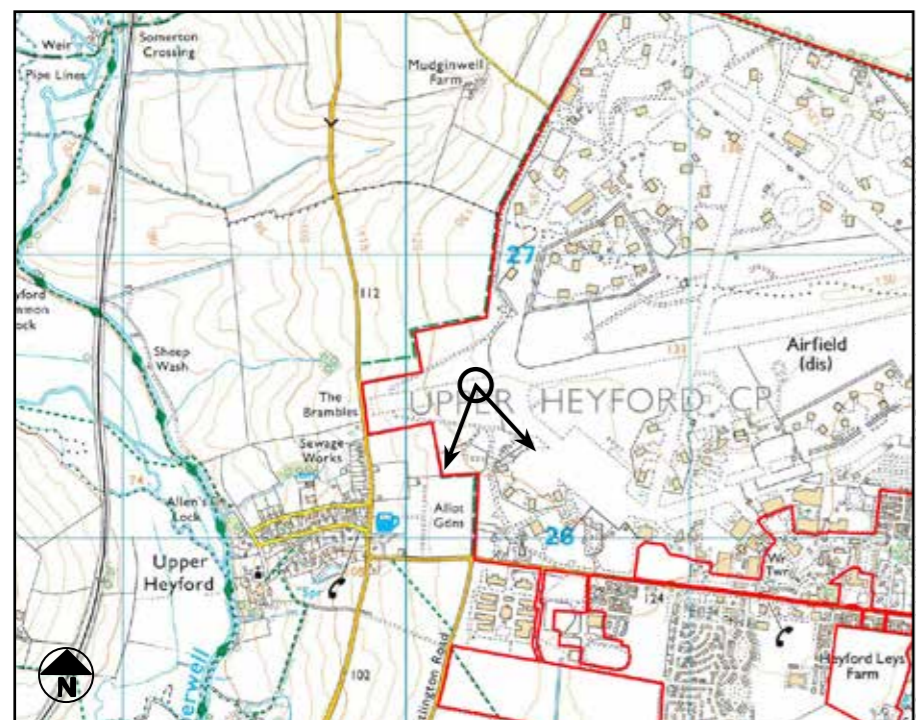
The reinstated PROW would be opened before construction commences and therefore there would be medium effects arising from construction works; the significance of effect would be moderate. Given the creation of a new viewpoint of medium receptor sensitivity and a medium positive magnitude of change with views permitted to the Flying Field; with the Proposed Development in place there would be a neutral visual effect.





## VIEWPOINT B-3

### Reinstated Bridleway, Port Way Route



Camera make & model - Canon EOS 5D MkII  
 Date & time of photograph - 02/05/2017 @ 13:32  
 OS grid reference - 450250, 226530  
 Viewpoint height (AOD) - 128m  
 Distance from site - 0m

### Description of Baseline View

There is currently no public access to the Flying Field, and so Viewpoint B represents a newly created view from the alignment of the proposed reinstated Portway bridleway at the centre line of the former runway; it would provide interrupted and slightly elevated 360° views across the former Flying Field (east) and the Cherwell Valley (west). The broad expanse of the runway on rising landform to the east dominates and adds drama to this view, framed by HASs to the north and south; the runway also provides a foreground context to westward views toward the wooded western ridgeline of the Cherwell Valley and housing within Steeple Aston. Various buildings and structures within the former Air Base provide points of orientation, including the Control Tower, Northern Bomb Stores Watch Tower, and Camp Road Water and Telecoms Towers. Land form and the built form of the former Air Base and Heyford Park housing south of Camp Road forms the horizon to the north, east and south preventing wider views beyond the Application Site. Parked and moving vehicles are visible along the perimeter roads, taxiways and between and around buildings. Southern Bomb Stores and buildings within Christmas Tree area are not discernible due to intervening landform, buildings and distance.

### Sensitivity of Visual Receptor

As a newly created PROW, the sensitivity and susceptibility of visual receptors to the Proposed Development would be considered to be medium, experiencing heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view to the east is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

The route of the reinstated Portway would link PROWs 338/1/10 and 388/1/20 to the north and south of the Application Site, post-construction. No views would be gained toward the Proposed Development south of Camp Road. During operation, the new route would be set within fenced hedgerows to maintain Flying Field security, giving way to man-made screens as the path crosses the runway; the screens and hedgerows would be designed to permit controlled views to the east and west at strategic points.

The reinstated PROW would be opened before construction of the Proposed Development and therefore there would be a medium magnitude of change arising from construction works.

At Years 1 and 15, newly permitted open views would be gained across the Flying Field and runway to the QRA and HASs, Northern Bomb Stores, Control Tower, two groups of HAS's to the south, and the Avionics Building.

At Year 1, new buildings within parcels 11 and 19 would be screened by intervening built form; the Proposed Development would generally be seen infilling gaps between the existing built elements. New buildings in parcels 10, 12 and 21 would be glimpsed above and between the HASs; refurbishment and reuse of structures within parcels 29, 31 and 37 would be indistinguishable above the horizon created by intervening land form. Taller buildings with parcel 22 would be largely screened by existing and proposed buildings within parcel 21. The proposed 30m high Viewing Tower would form a new land mark within the Flying Field to the east. Vehicles within the east car processing area, including those surrounding buildings 2001 – 2003, would be screened by intervening landform and/or built form such as the HASs associated with the north BCA area, miscellaneous structures lying to the west of the Control Tower, or vehicles stored within the north of the area. The extent of vehicles that would be visible within the north car processing area would be limited to those seen to the north of building 3045, and between buildings 3045, 3046 and 3047. Vehicles within the west of this area would be openly visible from this viewpoint, including successive rows to the south due to gently rising ground.

By Year 15, proposed strategic tree planting to the north and east of parcel 10, and within and around parcels 11 and 12, would soften and filter some of the new built form through separation and/or fragmentation, softening new development to the south of the proposed Flying Field Park. The Viewing Tower would be established as a landmark within the former Flying Field. The magnitude of change at Years 1 and 15 would be medium positive arising from creation of the new viewpoint permitting views across the Flying Field.

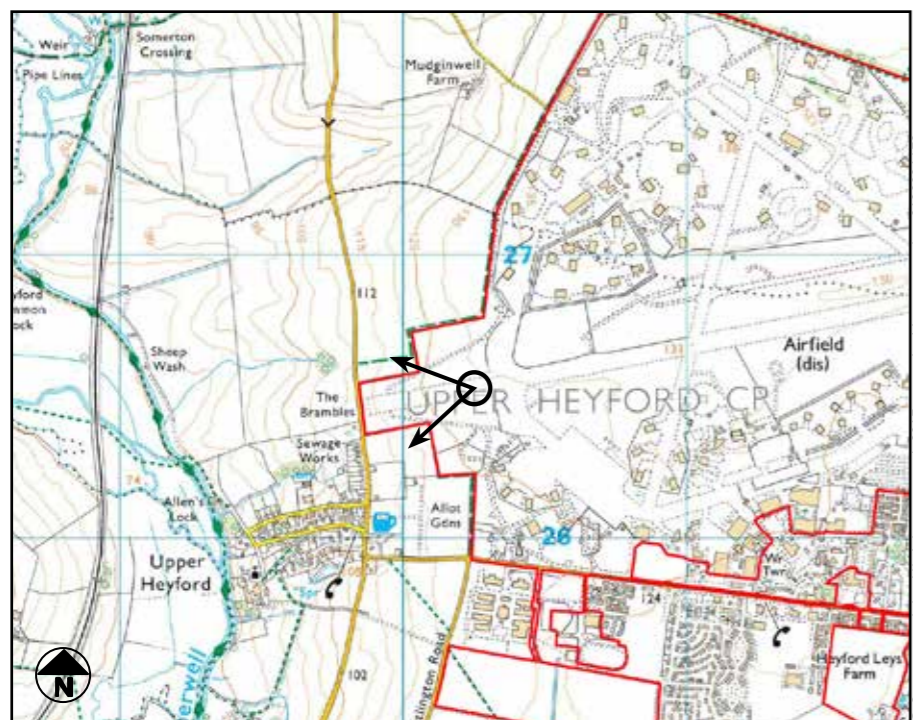
### Scale of Visual Effect

The reinstated PROW would be opened before construction commences and therefore there would be medium effects arising from construction works; the significance of effect would be moderate. Given the creation of a new viewpoint of medium receptor sensitivity and a medium positive magnitude of change with views permitted to the Flying Field; with the Proposed Development in place there would be a neutral visual effect.



## VIEWPOINT B-4

### Reinstated Bridleway, Port Way Route



Camera make & model - Canon EOS 5D MkII  
 Date & time of photograph - 02/05/2017 @ 13:32  
 OS grid reference - 450250, 226530  
 Viewpoint height (AOD) - 128m  
 Distance from site - 0m

### Description of Baseline View

There is currently no public access to the Flying Field, and so Viewpoint B represents a newly created view from the alignment of the proposed reinstated Portway bridleway at the centre line of the former runway; it would provide interrupted and slightly elevated 360o views across the former Flying Field (east) and the Cherwell Valley (west). The broad expanse of the runway on rising landform to the east dominates and adds drama to this view, framed by HASs to the north and south; the runway also provides a foreground context to westward views toward the wooded western ridgeline of the Cherwell Valley and housing within Steeple Aston. Various buildings and structures within the former Air Base provide points of orientation, including the Control Tower, Northern Bomb Stores Watch Tower, and Camp Road Water and Telecoms Towers. Land form and the built form of the former Air Base and Heyford Park housing south of Camp Road forms the horizon to the north, east and south preventing wider views beyond the Application Site. Parked and moving vehicles are visible along the perimeter roads, taxiways and between and around buildings. Southern Bomb Stores and buildings within Christmas Tree area are not discernible due to intervening landform, buildings and distance.

### Sensitivity of Visual Receptor

As a newly created PROW, the sensitivity and susceptibility of visual receptors to the Proposed Development would be considered to be medium, experiencing heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view to the east is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

The route of the reinstated Portway would link PROWs 338/1/10 and 388/1/20 to the north and south of the Application Site, post-construction. No views would be gained toward the Proposed Development south of Camp Road. During operation, the new route would be set within fenced hedgerows to maintain Flying Field security, giving way to man-made screens as the path crosses the runway; the screens and hedgerows would be designed to permit controlled views to the east and west at strategic points.

The reinstated PROW would be opened before construction of the Proposed Development and therefore there would be a medium magnitude of change arising from construction works.

At Years 1 and 15, newly permitted open views would be gained across the Flying Field and runway to the QRA and HASs, Northern Bomb Stores, Control Tower, two groups of HAS's to the south, and the Avionics Building.

At Year 1, new buildings within parcels 11 and 19 would be screened by intervening built form; the Proposed Development would generally be seen infilling gaps between the existing built elements. New buildings in parcels 10, 12 and 21 would be glimpsed above and between the HASs; refurbishment and reuse of structures within parcels 29, 31 and 37 would be indistinguishable above the horizon created by intervening land form. Taller buildings with parcel 22 would be largely screened by existing and proposed buildings within parcel 21. The proposed 30m high Viewing Tower would form a new land mark within the Flying Field to the east. Vehicles within the east car processing area, including those surrounding buildings 2001 – 2003, would be screened by intervening landform and/or built form such as the HASs associated with the north BCA area, miscellaneous structures lying to the west of the Control Tower, or vehicles stored within the north of the area. The extent of vehicles that would be visible within the north car processing area would be limited to those seen to the north of building 3045, and between buildings 3045, 3046 and 3047. Vehicles within the west of this area would be openly visible from this viewpoint, including successive rows to the south due to gently rising ground.

By Year 15, proposed strategic tree planting to the north and east of parcel 10, and within and around parcels 11 and 12, would soften and filter some of the new built form through separation and/or fragmentation, softening new development to the south of the proposed Flying Field Park. The Viewing Tower would be established as a landmark within the former Flying Field. The magnitude of change at Years 1 and 15 would be medium positive arising from creation of the new viewpoint permitting views across the Flying Field.

### Scale of Visual Effect

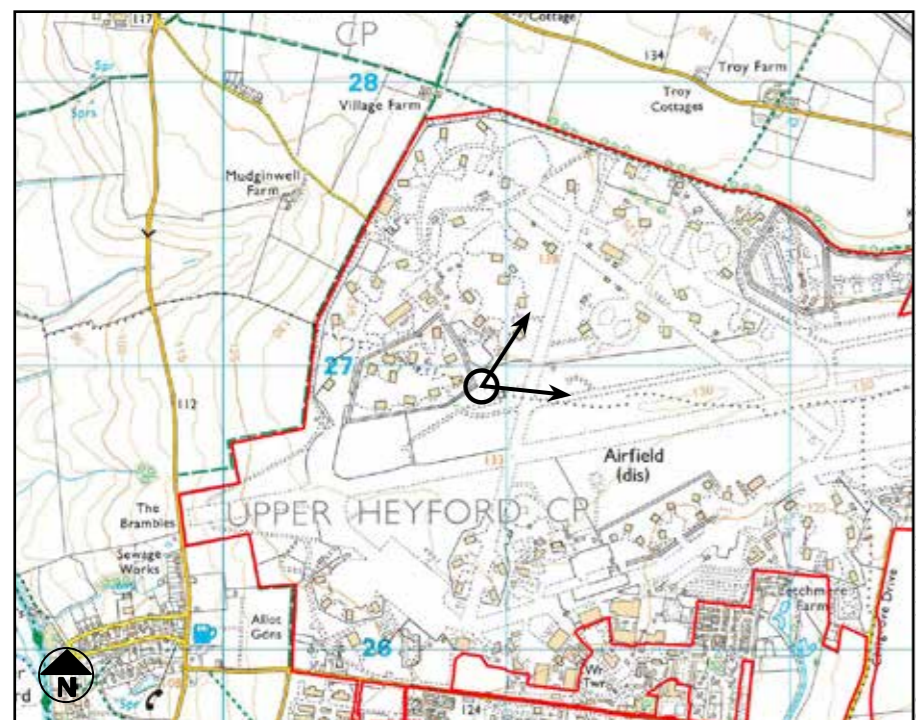
The reinstated PROW would be opened before construction commences and therefore there would be medium effects arising from construction works; the significance of effect would be moderate. Given the creation of a new viewpoint of medium receptor sensitivity and a medium positive magnitude of change with views permitted to the Flying Field; with the Proposed Development in place there would be a neutral visual effect.





## VIEWPOINT C-1

### Quick Response Alert Area



Camera make & model - Canon EOS 5D Mk II    Viewpoint height (AOD) - 133m  
 Date & time of photograph - 06/09/2017 @ 13:37    Distance from site - 0m  
 OS grid reference - 450897, 226923

### Description of Baseline View

This view is looking southeast from the gated entrance to the Quick Response Alert (QRA) area, which is a Scheduled Monument north of the former runway. The QRA is used occasionally for TV and movie film recording. The surface of the former runway is not visible, but is apparent from the higher landform that separates the viewpoint from former Air Base buildings to the south; taller parked vehicles are just discernible above the runway landform and between the HASs to the southwest. Views toward Northern Bomb Stores are prevented by intervening HASs; views toward the Southern Bomb Stores are screened by intervening landform, although the canopy of trees to the south of the SBS are just visible above the horizon. The Control Tower and buildings to the west and south of it are visible, including some of the 'A' Frames and Nose Docks. Tree and shrub planting screens buildings locally. Camp Road Water Tower and Telecoms Mast are distinctive and provide legibility and orientation. The western bluff of Cherwell Valley forms the distant horizon to the west, but features and settlements within the valley are not perceptible.

### Sensitivity of Visual Receptor

Public access to the Flying Field is limited to occasional escorted heritage tours only, and therefore receptors comprise workers with occasional heritage visitors. The receptors are of medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

No views would be gained toward the Proposed Development south of Camp Road.

During construction, views would be maintained across the Flying Field and runway to the Control Tower, 'A' Frames, Water Tower and Nose Docks to the south, and so the

foreground would remain unchanged. The car processing area would not be readily apparent. Land form and existing built form would screen low-level construction activities to the south, but taller plant such as cranes would be visible extending from parcel 23 to the southeast to parcel 10 to the southwest. The magnitude of change during construction would be low.

At Years 1 and 15, open views would be maintained across the Flying Field and runway to the Control Tower, 'A' Frames, Water Tower and Nose Docks. At Year 1 the Proposed Development would generally be seen infilling gaps between the existing built elements.

At Year 1, taller new built form (up to 18m) in parcel 22 and 13m high buildings in parcels 11, 12, 19, and 21 would be visible to the southeast. New housing in parcel 10 would be just discernible to the southwest, between the HASs. The proposed 30m high Viewing Tower would form a new land mark within the Flying Field to the east (left). Taller vehicles within the BCA area may be partially visible above the intervening landform of the former runway, extending between the south and southwest of the view, although new visual barriers would hide the majority of vehicles. By Year 15 proposed planting within and around parcels 10, 11 and 12 would be maturing, and would screen and soften views toward these plots. The magnitude of change would be medium at Year 1 reducing to negligible by Year 15.

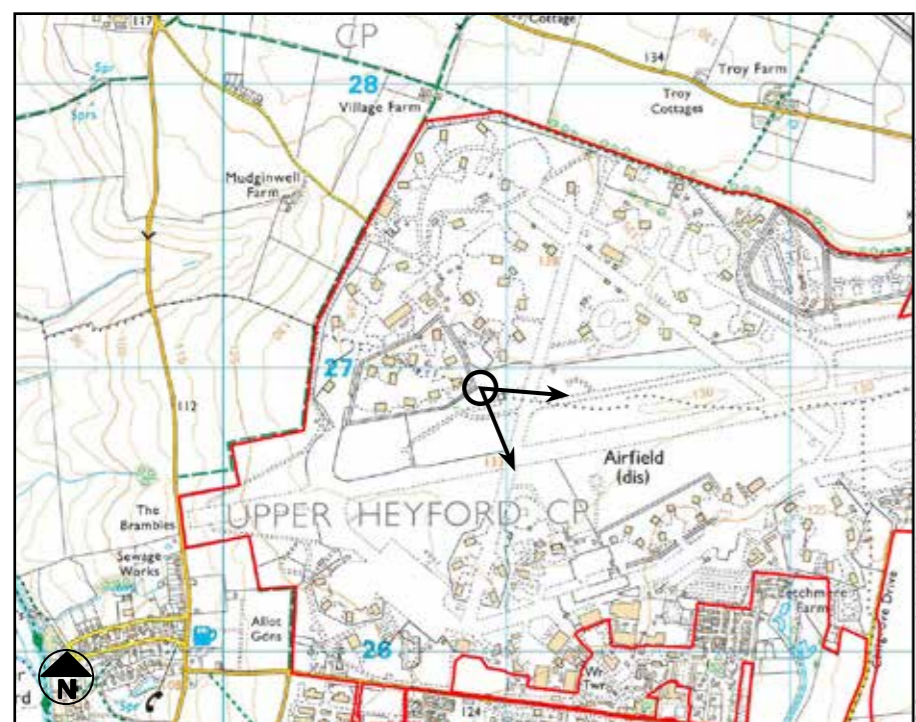
### Scale of Visual Effect

With medium receptor sensitivity and a low to moderate magnitude of change, the significance of effect during construction would be minor. Given a medium receptor sensitivity and a medium magnitude of change at Year 1, and negligible magnitude of change at Year 15 with the Proposed Development in place, there would be moderate but not significant visual effects at Year 1 reducing to negligible by Year 15.



## VIEWPOINT C-2

### Quick Response Alert Area



Camera make & model - Canon EOS 5D Mk II      Viewpoint height (AOD) - 133m  
 Date & time of photograph - 06/09/2017 @ 13:37      Distance from site - 0m  
 OS grid reference - 450897, 226923

### Description of Baseline View

This view is looking southeast from the gated entrance to the Quick Response Alert (QRA) area, which is a Scheduled Monument north of the former runway. The QRA is used occasionally for TV and movie film recording. The surface of the former runway is not visible, but is apparent from the higher landform that separates the viewpoint from former Air Base buildings to the south; taller parked vehicles are just discernible above the runway landform and between the HASs to the southwest. Views toward Northern Bomb Stores are prevented by intervening HASs; views toward the Southern Bomb Stores are screened by intervening landform, although the canopy of trees to the south of the SBS are just visible above the horizon. The Control Tower and buildings to the west and south of it are visible, including some of the 'A' Frames and Nose Docks. Tree and shrub planting screens buildings locally. Camp Road Water Tower and Telecoms Mast are distinctive and provide legibility and orientation. The western bluff of Cherwell Valley forms the distant horizon to the west, but features and settlements within the valley are not perceptible.

### Sensitivity of Visual Receptor

Public access to the Flying Field is limited to occasional escorted heritage tours only, and therefore receptors comprise workers with occasional heritage visitors. The receptors are of medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

No views would be gained toward the Proposed Development south of Camp Road.

During construction, views would be maintained across the Flying Field and runway to the Control Tower, 'A' Frames, Water Tower and Nose Docks to the south, and so the

foreground would remain unchanged. The car processing area would not be readily apparent. Land form and existing built form would screen low-level construction activities to the south, but taller plant such as cranes would be visible extending from parcel 23 to the southeast to parcel 10 to the southwest. The magnitude of change during construction would be low.

At Years 1 and 15, open views would be maintained across the Flying Field and runway to the Control Tower, 'A' Frames, Water Tower and Nose Docks. At Year 1 the Proposed Development would generally be seen infilling gaps between the existing built elements.

At Year 1, taller new built form (up to 18m) in parcel 22 and 13m high buildings in parcels 11, 12, 19, and 21 would be visible to the southeast. New housing in parcel 10 would be just discernible to the southwest, between the HASs. The proposed 30m high Viewing Tower would form a new land mark within the Flying Field to the east (left). Taller vehicles within the BCA area may be partially visible above the intervening landform of the former runway, extending between the south and southwest of the view, although new visual barriers would hide the majority of vehicles. By Year 15 proposed planting within and around parcels 10, 11 and 12 would be maturing, and would screen and soften views toward these plots. The magnitude of change would be medium at Year 1 reducing to negligible by Year 15.

### Scale of Visual Effect

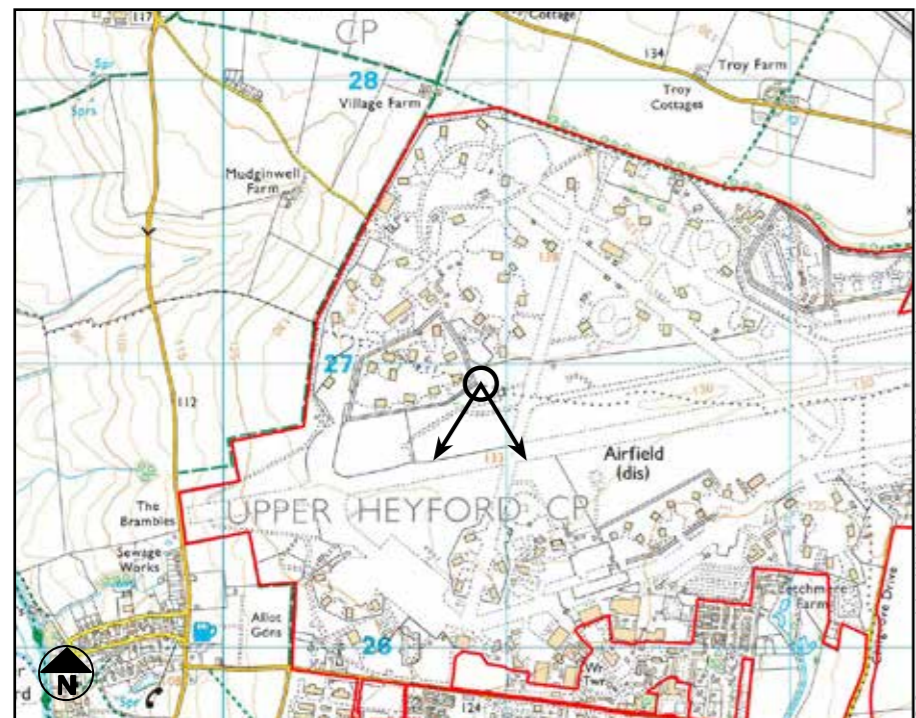
With medium receptor sensitivity and a low to moderate magnitude of change, the significance of effect during construction would be minor. Given a medium receptor sensitivity and a medium magnitude of change at Year 1, and negligible magnitude of change at Year 15 with the Proposed Development in place, there would be moderate but not significant visual effects at Year 1 reducing to negligible by Year 15.





## VIEWPOINT C-3

### Quick Response Alert Area



Camera make & model - Canon EOS 5D Mk II    Viewpoint height (AOD) - 133m  
 Date & time of photograph - 06/09/2017 @ 13:37    Distance from site - 0m  
 OS grid reference - 450897, 226923

### Description of Baseline View

This view is looking southeast from the gated entrance to the Quick Response Alert (QRA) area, which is a Scheduled Monument north of the former runway. The QRA is used occasionally for TV and movie film recording. The surface of the former runway is not visible, but is apparent from the higher landform that separates the viewpoint from former Air Base buildings to the south; taller parked vehicles are just discernible above the runway landform and between the HASs to the southwest. Views toward Northern Bomb Stores are prevented by intervening HASs; views toward the Southern Bomb Stores are screened by intervening landform, although the canopy of trees to the south of the SBS are just visible above the horizon. The Control Tower and buildings to the west and south of it are visible, including some of the 'A' Frames and Nose Docks. Tree and shrub planting screens buildings locally. Camp Road Water Tower and Telecoms Mast are distinctive and provide legibility and orientation. The western bluff of Cherwell Valley forms the distant horizon to the west, but features and settlements within the valley are not perceptible.

### Sensitivity of Visual Receptor

Public access to the Flying Field is limited to occasional escorted heritage tours only, and therefore receptors comprise workers with occasional heritage visitors. The receptors are of medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

No views would be gained toward the Proposed Development south of Camp Road.

During construction, views would be maintained across the Flying Field and runway to the Control Tower, 'A' Frames, Water Tower and Nose Docks to the south, and so the

foreground would remain unchanged. The car processing area would not be readily apparent. Land form and existing built form would screen low-level construction activities to the south, but taller plant such as cranes would be visible extending from parcel 23 to the southeast to parcel 10 to the southwest. The magnitude of change during construction would be low.

At Years 1 and 15, open views would be maintained across the Flying Field and runway to the Control Tower, 'A' Frames, Water Tower and Nose Docks. At Year 1 the Proposed Development would generally be seen infilling gaps between the existing built elements.

At Year 1, taller new built form (up to 18m) in parcel 22 and 13m high buildings in parcels 11, 12, 19, and 21 would be visible to the southeast. New housing in parcel 10 would be just discernible to the southwest, between the HASs. The proposed 30m high Viewing Tower would form a new land mark within the Flying Field to the east (left). Taller vehicles within the BCA area may be partially visible above the intervening landform of the former runway, extending between the south and southwest of the view, although new visual barriers would hide the majority of vehicles. By Year 15 proposed planting within and around parcels 10, 11 and 12 would be maturing, and would screen and soften views toward these plots. The magnitude of change would be medium at Year 1 reducing to negligible by Year 15.

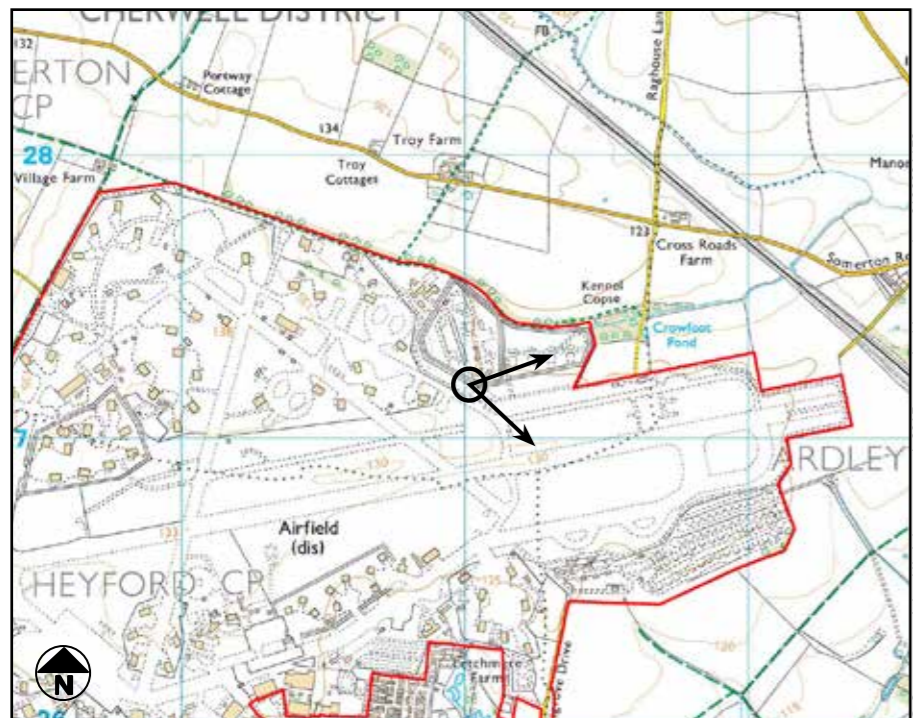
### Scale of Visual Effect

With medium receptor sensitivity and a low to moderate magnitude of change, the significance of effect during construction would be minor. Given a medium receptor sensitivity and a medium magnitude of change at Year 1, and negligible magnitude of change at Year 15 with the Proposed Development in place, there would be moderate but not significant visual effects at Year 1 reducing to negligible by Year 15.



## VIEWPOINT D-1

### Northern Bomb Stores



Camera make & model - Canon EOS 5D Mk II      Viewpoint height (AOD) - 128m  
 Date & time of photograph - 06/09/2017 @ 13:51      Distance from site - 0m  
 OS grid reference - 452037, 227184

### Description of Baseline View

This view is from the gated entrance to the Northern Bomb Stores, which is a Scheduled Monument north of the former runway, looking south. Northern Bomb Stores are used occasionally for TV and movie film recording. A high security razor-wire topped fence line lies immediately to the east (left of the viewpoint). The surface of the former runway is not visible, but is apparent from the higher landform that screens views of the former Air Base buildings to the south; only a few of the existing structures are visible including the Radio Tower east of the Control Tower, the top of the Control Tower, and the top of Camp Road Telecoms Tower. Ardley ERF exhaust stack is discernible to the south east in the far distance. The western (right) extent of the view is framed by HASs to the north of the runway.

### Sensitivity of Visual Receptor

Public access to the Flying Field is limited to occasional escorted heritage tours only, and therefore receptors comprise workers with occasional heritage visitors. The receptors are of medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

No views would be gained toward the Proposed Development south of Camp Road.

During construction, views would be maintained across the Flying Field and runway to the Radio Tower, Control Tower, and Camp Road Telecoms Tower to the south, and so the foreground would remain unchanged. Land form and existing built form would screen the relocated car processing area and low-level construction activities to the south, but taller plant such as cranes would be visible extending from parcel 23 to the southeast to parcel 10 to the southwest. The magnitude of change during construction would be medium (Viewing Tower) to negligible (all other development parcels).

At Years 1 and 15, open views would be maintained across the Flying Field and runway to the Radio Tower, Control Tower, and Camp Road Telecoms Tower. At Years 1 and 15, taller new built form (up to 18m) in parcel 22 would be visible to the south above the landform of the runway; the remaining development (up to 13m high) would be hidden. The Viewing Tower would be established as a landmark within the former Flying Field to the south of the Northern Bomb Stores at Years 1 and 15. The magnitude of change at Years 1 and 15 would be medium (Viewing Tower) to negligible (all other development parcels).

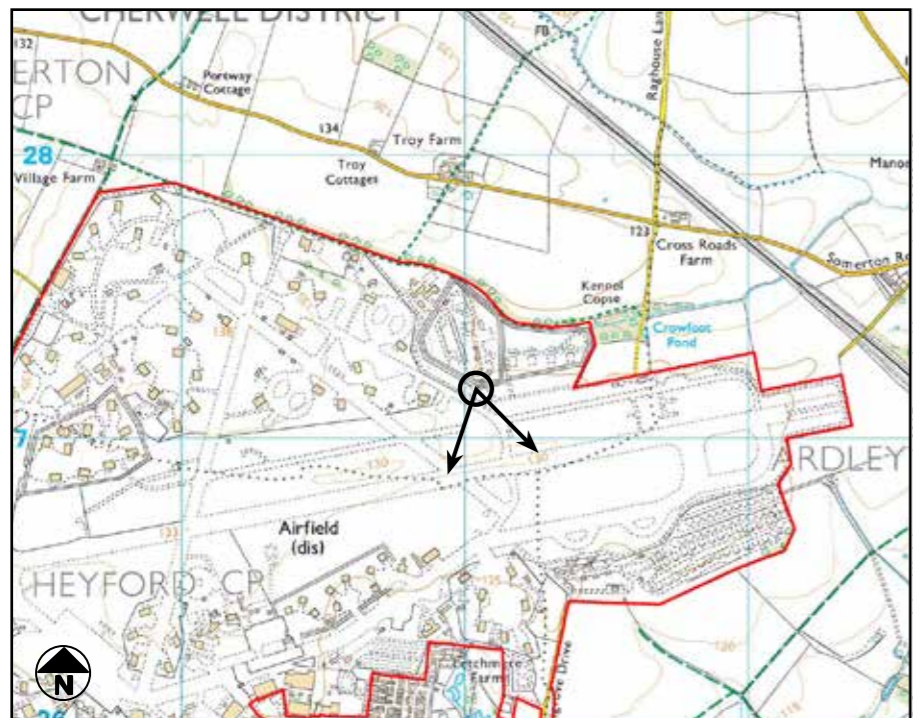
### Scale of Visual Effect

With medium receptor sensitivity and a medium to negligible magnitude, the significance of effect during construction, and at Years 1 and 15 would range from moderate (Viewing Tower) to negligible (all other development parcels).



## VIEWPOINT D-2

### Northern Bomb Stores



Camera make & model - Canon EOS 5D Mk II      Viewpoint height (AOD) - 128m  
 Date & time of photograph - 06/09/2017 @ 13:51      Distance from site - 0m  
 OS grid reference - 452037, 227184

### Description of Baseline View

This view is from the gated entrance to the Northern Bomb Stores, which is a Scheduled Monument north of the former runway, looking south. Northern Bomb Stores are used occasionally for TV and movie film recording. A high security razor-wire topped fence line lies immediately to the east (left of the viewpoint). The surface of the former runway is not visible, but is apparent from the higher landform that screens views of the former Air Base buildings to the south; only a few of the existing structures are visible including the Radio Tower east of the Control Tower, the top of the Control Tower, and the top of Camp Road Telecoms Tower. Ardley ERF exhaust stack is discernible to the south east in the far distance. The western (right) extent of the view is framed by HASs to the north of the runway.

### Sensitivity of Visual Receptor

Public access to the Flying Field is limited to occasional escorted heritage tours only, and therefore receptors comprise workers with occasional heritage visitors. The receptors are of medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

No views would be gained toward the Proposed Development south of Camp Road.

During construction, views would be maintained across the Flying Field and runway to the Radio Tower, Control Tower, and Camp Road Telecoms Tower to the south, and so the foreground would remain unchanged. Land form and existing built form would screen the relocated car processing area and low-level construction activities to the south, but taller plant such as cranes would be visible extending from parcel 23 to the southeast to parcel 10 to the southwest. The magnitude of change during construction would be medium (Viewing Tower) to negligible (all other development parcels).

At Years 1 and 15, open views would be maintained across the Flying Field and runway to the Radio Tower, Control Tower, and Camp Road Telecoms Tower. At Years 1 and 15, taller new built form (up to 18m) in parcel 22 would be visible to the south above the landform of the runway; the remaining development (up to 13m high) would be hidden. The Viewing Tower would be established as a landmark within the former Flying Field to the south of the Northern Bomb Stores at Years 1 and 15. The magnitude of change at Years 1 and 15 would be medium (Viewing Tower) to negligible (all other development parcels).

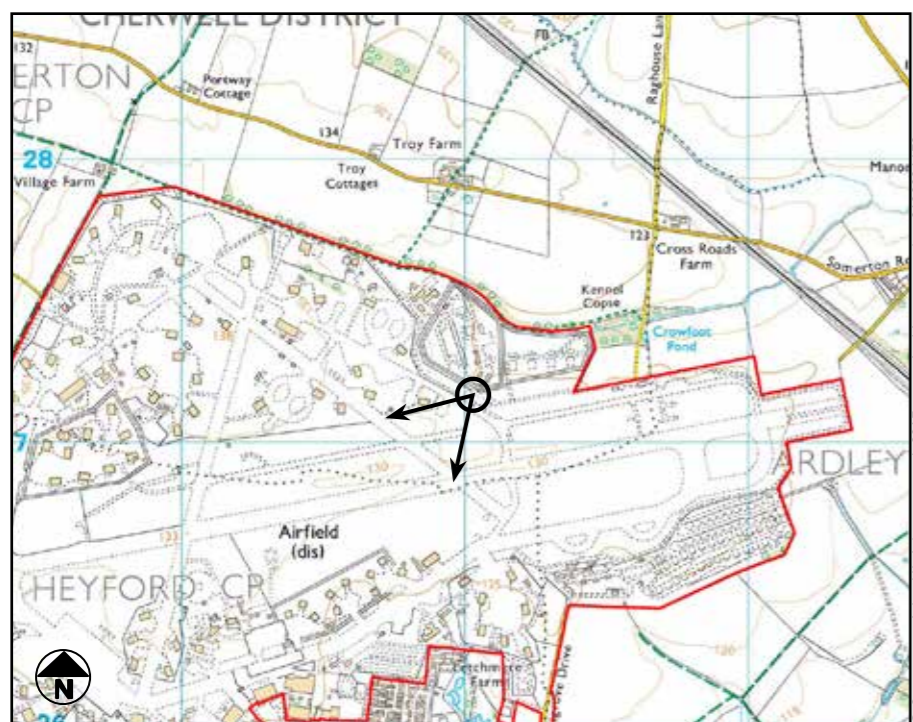
### Scale of Visual Effect

With medium receptor sensitivity and a medium to negligible magnitude, the significance of effect during construction, and at Years 1 and 15 would range from moderate (Viewing Tower) to negligible (all other development parcels).



### VIEWPOINT D-3

#### Northern Bomb Stores



Camera make & model - Canon EOS 5D Mk II    Viewpoint height (AOD) - 128m  
 Date & time of photograph - 06/09/2017 @ 13:51    Distance from site - 0m  
 OS grid reference - 452037, 227184

#### Description of Baseline View

This view is from the gated entrance to the Northern Bomb Stores, which is a Scheduled Monument north of the former runway, looking south. Northern Bomb Stores are used occasionally for TV and movie film recording. A high security razor-wire topped fence line lies immediately to the east (left of the viewpoint). The surface of the former runway is not visible, but is apparent from the higher landform that screens views of the former Air Base buildings to the south; only a few of the existing structures are visible including the Radio Tower east of the Control Tower, the top of the Control Tower, and the top of Camp Road Telecoms Tower. Ardley ERF exhaust stack is discernible to the south east in the far distance. The western (right) extent of the view is framed by HASs to the north of the runway.

#### Sensitivity of Visual Receptor

Public access to the Flying Field is limited to occasional escorted heritage tours only, and therefore receptors comprise workers with occasional heritage visitors. The receptors are of medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

#### Predicted View during Construction, and at Year 1 and 15

No views would be gained toward the Proposed Development south of Camp Road.

During construction, views would be maintained across the Flying Field and runway to the Radio Tower, Control Tower, and Camp Road Telecoms Tower to the south, and so the foreground would remain unchanged. Land form and existing built form would screen the relocated car processing area and low-level construction activities to the south, but taller plant such as cranes would be visible extending from parcel 23 to the southeast to parcel 10 to the southwest. The magnitude of change during construction would be medium (Viewing Tower) to negligible (all other development parcels).

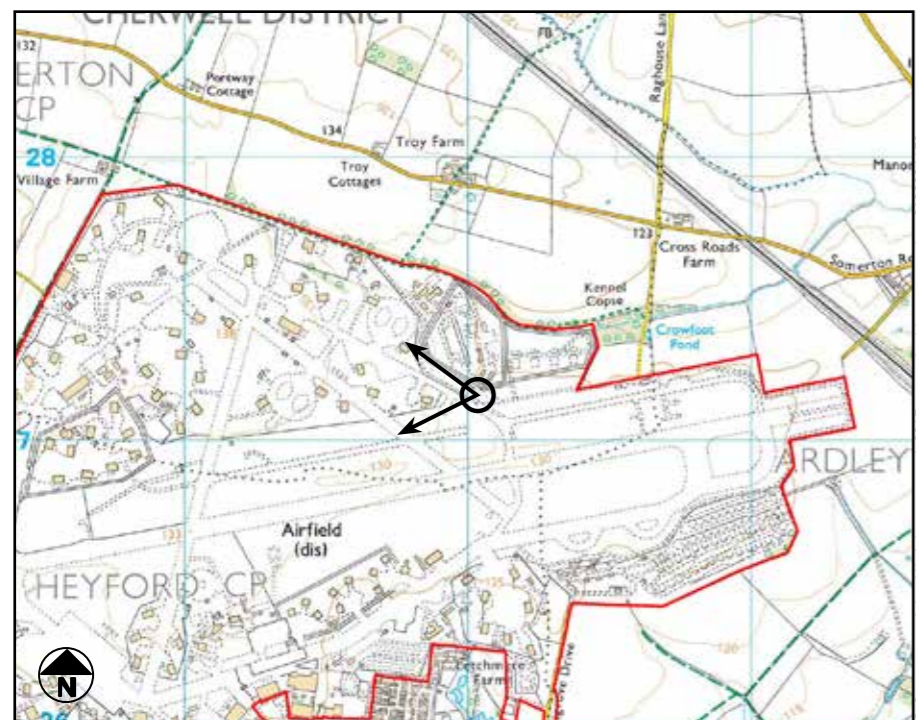
At Years 1 and 15, open views would be maintained across the Flying Field and runway to the Radio Tower, Control Tower, and Camp Road Telecoms Tower. At Years 1 and 15, taller new built form (up to 18m) in parcel 22 would be visible to the south above the landform of the runway; the remaining development (up to 13m high) would be hidden. The Viewing Tower would be established as a landmark within the former Flying Field to the south of the Northern Bomb Stores at Years 1 and 15. The magnitude of change at Years 1 and 15 would be medium (Viewing Tower) to negligible (all other development parcels).

#### Scale of Visual Effect

With medium receptor sensitivity and a medium to negligible magnitude, the significance of effect during construction, and at Years 1 and 15 would range from moderate (Viewing Tower) to negligible (all other development parcels).



**VIEWPOINT D-4**  
Northern Bomb Stores



Camera make & model - Canon EOS 5D Mk II    Viewpoint height (AOD) - 128m  
 Date & time of photograph - 06/09/2017 @ 13:51    Distance from site - 0m  
 OS grid reference - 452037, 227184

**Description of Baseline View**

This view is from the gated entrance to the Northern Bomb Stores, which is a Scheduled Monument north of the former runway, looking south. Northern Bomb Stores are used occasionally for TV and movie film recording. A high security razor-wire topped fence line lies immediately to the east (left of the viewpoint). The surface of the former runway is not visible, but is apparent from the higher landform that screens views of the former Air Base buildings to the south; only a few of the existing structures are visible including the Radio Tower east of the Control Tower, the top of the Control Tower, and the top of Camp Road Telecoms Tower. Ardley ERF exhaust stack is discernible to the south east in the far distance. The western (right) extent of the view is framed by HASs to the north of the runway.

**Sensitivity of Visual Receptor**

Public access to the Flying Field is limited to occasional escorted heritage tours only, and therefore receptors comprise workers with occasional heritage visitors. The receptors are of medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

**Predicted View during Construction, and at Year 1 and 15**

No views would be gained toward the Proposed Development south of Camp Road.

During construction, views would be maintained across the Flying Field and runway to the Radio Tower, Control Tower, and Camp Road Telecoms Tower to the south, and so the foreground would remain unchanged. Land form and existing built form would screen the relocated car processing area and low-level construction activities to the south, but taller plant such as cranes would be visible extending from parcel 23 to the southeast to parcel 10 to the southwest. The magnitude of change during construction would be medium (Viewing Tower) to negligible (all other development parcels).

At Years 1 and 15, open views would be maintained across the Flying Field and runway to the Radio Tower, Control Tower, and Camp Road Telecoms Tower. At Years 1 and 15, taller new built form (up to 18m) in parcel 22 would be visible to the south above the landform of the runway; the remaining development (up to 13m high) would be hidden. The Viewing Tower would be established as a landmark within the former Flying Field to the south of the Northern Bomb Stores at Years 1 and 15. The magnitude of change at Years 1 and 15 would be medium (Viewing Tower) to negligible (all other development parcels).

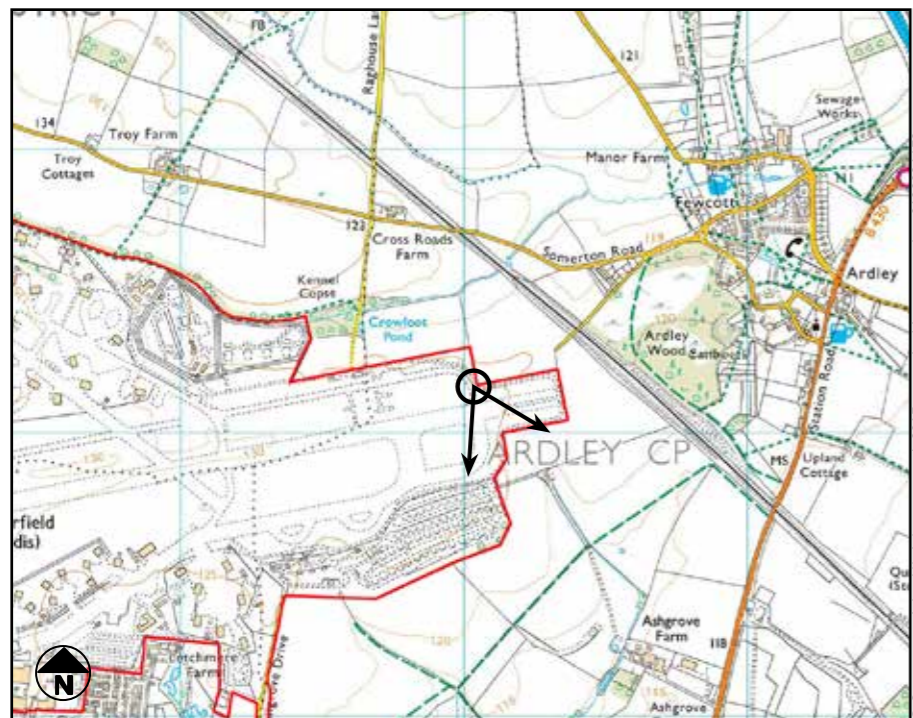
**Scale of Visual Effect**

With medium receptor sensitivity and a medium to negligible magnitude, the significance of effect during construction, and at Years 1 and 15 would range from moderate (Viewing Tower) to negligible (all other development parcels).



## VIEWPOINT E-1

Reinstated Bridleway, Aves Ditch



Camera make & model - Canon EOS 5D Mk II  
 Date & time of photograph - 06/09/2017 @ 14:00  
 OS grid reference - 453048, 227166  
 Viewpoint height (AOD) - 126m  
 Distance from site - 0m

### Description of Baseline View

There is currently no public access to the Flying Field, and so Viewpoint E represents a newly created view from the alignment of the proposed reinstated Aves Ditch at the northeast perimeter of the runway, providing views to the west and east. The broad expanse of the runway on rising landform to the west dominates and provides a foreground context to westward views of the former Air Base features including the Southern Bomb Stores (in part), Telecoms Tower, Control Tower, Camp Road Water Tower and HASs to the south of the Northern Bomb Stores. Ardley ERF and Ashgrove Farm are discernible to the southeast.

### Sensitivity of Visual Receptor

Visual receptors using the proposed PROW in this location are considered to have a medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

The route of the reinstated Aves Ditch would link PROWs 349/13 and 388/7 to the north and south of the Application Site, post-construction. No views would be gained toward the Proposed Development south of Camp Road. During operation, the new route would be set within fenced tree belts to maintain Flying Field security, which would be designed to permit controlled views to the east and west at strategic points.

The reinstated PROW would be opened during the early phases of development and therefore there would be a medium effects arising from construction works. The magnitude of change during construction would be medium.

At Years 1 and 15, open views would be maintained across the Flying Field and runway to the eastern half of the Southern Bomb Stores (i.e. the bunkers that are visible above the runway and taxiways), Telecoms Tower, Control Tower, Camp Road Water Tower and HASs to the south of the Northern Bomb Stores. No views would be gained toward the Proposed Development south of Camp Road; the relocated car processing area and new development within parcel 10 at c. 2.5km to the southwest would not be discernible. At Years 1 and 15, the upper parts of new 13m high buildings within parcel 23 to the east of the retained SBS bunkers would be visible above the landform of the runway, which would in turn form a foreground to 18m high development within parcel 22. Refurbishment and reuse of structures within parcels 29, 31 and 37 would be barely perceptible above the horizon created by intervening land form. The Viewing Tower would be established as a landmark within the former Flying Field to the south of the Northern Bomb Stores at Years 1 and 15. All other development parcels south of the southern taxiway would be obscured by development in parcels 22 and 23.

The magnitude of change at Years 1 and 15 would be medium positive arising from creation of the new viewpoint enabling controlled views across the Flying Field.

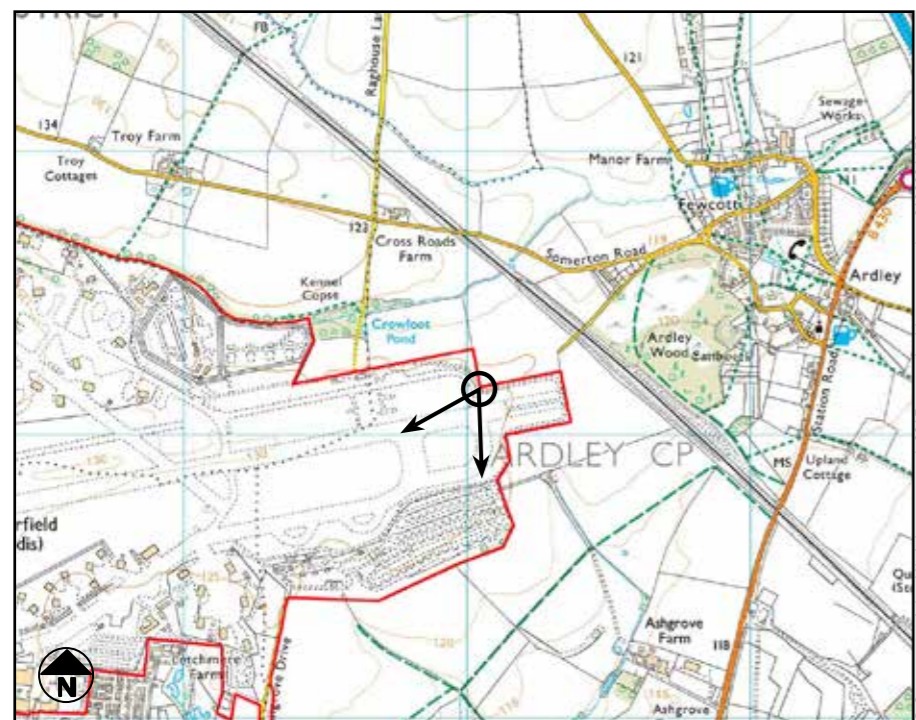
### Scale of Visual Effect

The reinstated PROW would be opened during the early phases of development and therefore there would be medium effects arising from construction works, the significance of effect would be moderate. Given the creation of a new viewpoint of medium receptor sensitivity and at most a medium positive magnitude of change with views permitted to the Flying Field, with the Proposed Development in place there would be a neutral visual effect.



## VIEWPOINT E-2

Reinstated Bridleway, Aves Ditch



Camera make & model - Canon EOS 5D Mk II  
 Date & time of photograph - 06/09/2017 @ 14:00  
 OS grid reference - 453048, 227166  
 Viewpoint height (AOD) - 126m  
 Distance from site - 0m

### Description of Baseline View

There is currently no public access to the Flying Field, and so Viewpoint E represents a newly created view from the alignment of the proposed reinstated Aves Ditch at the northeast perimeter of the runway, providing views to the west and east. The broad expanse of the runway on rising landform to the west dominates and provides a foreground context to westward views of the former Air Base features including the Southern Bomb Stores (in part), Telecoms Tower, Control Tower, Camp Road Water Tower and HASs to the south of the Northern Bomb Stores. Ardley ERF and Ashgrove Farm are discernible to the southeast.

### Sensitivity of Visual Receptor

Visual receptors using the proposed PROW in this location are considered to have a medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

The route of the reinstated Aves Ditch would link PROWs 349/13 and 388/7 to the north and south of the Application Site, post-construction. No views would be gained toward the Proposed Development south of Camp Road. During operation, the new route would be set within fenced tree belts to maintain Flying Field security, which would be designed to permit controlled views to the east and west at strategic points.

The reinstated PROW would be opened during the early phases of development and therefore there would be a medium effects arising from construction works. The magnitude of change during construction would be medium.

At Years 1 and 15, open views would be maintained across the Flying Field and runway to the eastern half of the Southern Bomb Stores (i.e. the bunkers that are visible above the runway and taxiways), Telecoms Tower, Control Tower, Camp Road Water Tower and HASs to the south of the Northern Bomb Stores. No views would be gained toward the Proposed Development south of Camp Road; the relocated car processing area and new development within parcel 10 at c. 2.5km to the southwest would not be discernible. At Years 1 and 15, the upper parts of new 13m high buildings within parcel 23 to the east of the retained SBS bunkers would be visible above the landform of the runway, which would in turn form a foreground to 18m high development within parcel 22. Refurbishment and reuse of structures within parcels 29, 31 and 37 would be barely perceptible above the horizon created by intervening land form. The Viewing Tower would be established as a landmark within the former Flying Field to the south of the Northern Bomb Stores at Years 1 and 15. All other development parcels south of the southern taxiway would be obscured by development in parcels 22 and 23.

The magnitude of change at Years 1 and 15 would be medium positive arising from creation of the new viewpoint enabling controlled views across the Flying Field.

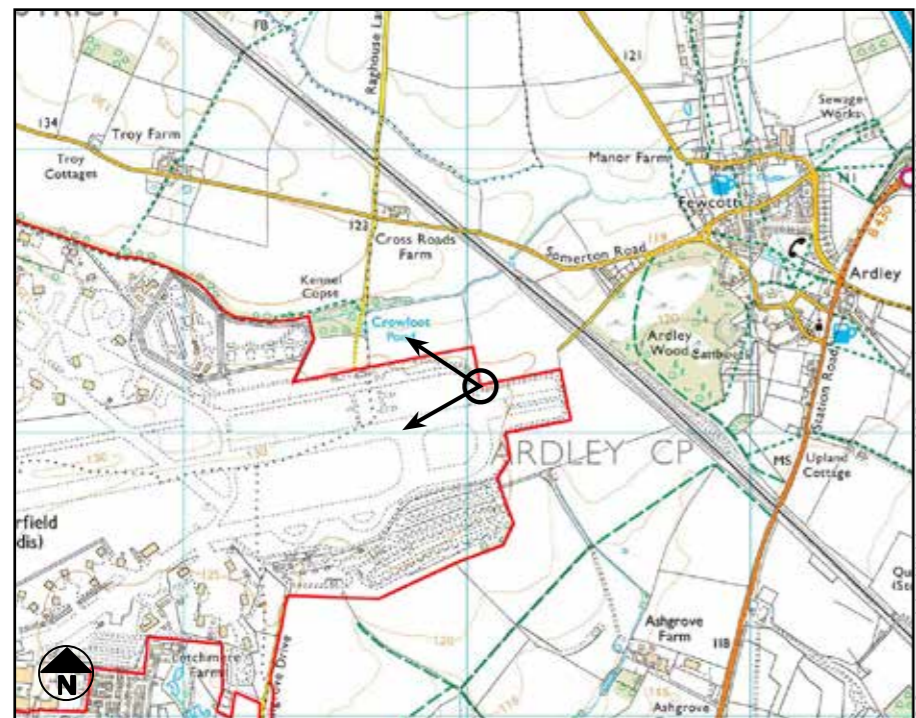
### Scale of Visual Effect

The reinstated PROW would be opened during the early phases of development and therefore there would be medium effects arising from construction works, the significance of effect would be moderate. Given the creation of a new viewpoint of medium receptor sensitivity and at most a medium positive magnitude of change with views permitted to the Flying Field, with the Proposed Development in place there would be a neutral visual effect.



## VIEWPOINT E-3

Reinstated Bridleway, Aves Ditch



Camera make & model - Canon EOS 5D Mk II  
 Date & time of photograph - 06/09/2017 @ 14:00  
 OS grid reference - 453048, 227166  
 Viewpoint height (AOD) - 126m  
 Distance from site - 0m

### Description of Baseline View

There is currently no public access to the Flying Field, and so Viewpoint E represents a newly created view from the alignment of the proposed reinstated Aves Ditch at the northeast perimeter of the runway, providing views to the west and east. The broad expanse of the runway on rising landform to the west dominates and provides a foreground context to westward views of the former Air Base features including the Southern Bomb Stores (in part), Telecoms Tower, Control Tower, Camp Road Water Tower and HASs to the south of the Northern Bomb Stores. Ardley ERF and Ashgrove Farm are discernible to the southeast.

### Sensitivity of Visual Receptor

Visual receptors using the proposed PROW in this location are considered to have a medium susceptibility and sensitivity, experiencing the heritage features in the context of existing commercial activities and recent Heyford Park developments. The value of the view is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

The route of the reinstated Aves Ditch would link PROWs 349/13 and 388/7 to the north and south of the Application Site, post-construction. No views would be gained toward the Proposed Development south of Camp Road. During operation, the new route would be set within fenced tree belts to maintain Flying Field security, which would be designed to permit controlled views to the east and west at strategic points.

The reinstated PROW would be opened during the early phases of development and therefore there would be a medium effects arising from construction works. The magnitude of change during construction would be medium.

At Years 1 and 15, open views would be maintained across the Flying Field and runway to the eastern half of the Southern Bomb Stores (i.e. the bunkers that are visible above the runway and taxiways), Telecoms Tower, Control Tower, Camp Road Water Tower and HASs to the south of the Northern Bomb Stores. No views would be gained toward the Proposed Development south of Camp Road; the relocated car processing area and new development within parcel 10 at c. 2.5km to the southwest would not be discernible. At Years 1 and 15, the upper parts of new 13m high buildings within parcel 23 to the east of the retained SBS bunkers would be visible above the landform of the runway, which would in turn form a foreground to 18m high development within parcel 22. Refurbishment and reuse of structures within parcels 29, 31 and 37 would be barely perceptible above the horizon created by intervening land form. The Viewing Tower would be established as a landmark within the former Flying Field to the south of the Northern Bomb Stores at Years 1 and 15. All other development parcels south of the southern taxiway would be obscured by development in parcels 22 and 23.

The magnitude of change at Years 1 and 15 would be medium positive arising from creation of the new viewpoint enabling controlled views across the Flying Field.

### Scale of Visual Effect

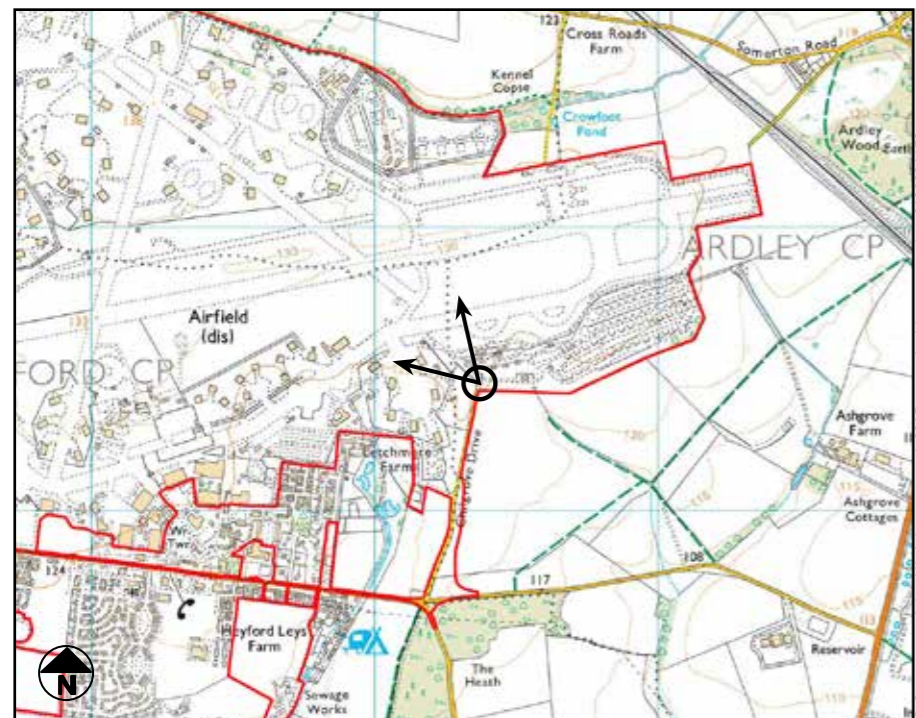
The reinstated PROW would be opened during the early phases of development and therefore there would be medium effects arising from construction works, the significance of effect would be moderate. Given the creation of a new viewpoint of medium receptor sensitivity and at most a medium positive magnitude of change with views permitted to the Flying Field, with the Proposed Development in place there would be a neutral visual effect.





## VIEWPOINT F-1

Reinstated Bridleway, Aves Ditch/Chilgrove Drive



Camera make & model - Canon EOS 5D Mk II  
 Date & time of photograph - 06/09/2017 @ 14:08  
 OS grid reference - 452367, 226455  
 Viewpoint height (AOD) - 126m  
 Distance from site - 0m

### Description of Baseline View

There is currently no public access to the Flying Field, and so Viewpoint F represents a newly created view from the alignment of the proposed reinstated Aves Ditch at the northern end of Chilgrove Drive as it enters the Flying Field, providing views to the northwest and east. The foreground of the view is framed by POL25b to the west (left) and miscellaneous structures within the Southern Bomb Stores to the east (right). Vehicles within the existing car processing area are visible along the alignment of the perimeter road and miscellaneous structures are visible within the Victor Alert area (parcel 29); the rising ground of the runway is glimpsed between the foreground structures.

### Sensitivity of Visual Receptor

As a newly created PROW, the sensitivity and susceptibility of visual receptors to the Proposed Development would be considered to be medium, experiencing the heritage features in the context of existing commercial activities. The value of the view to the north is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

The route of the reinstated Aves Ditch would link PROWs 349/13 and 388/7 to the north and south of the Application Site, during the early phases of development. During operation, the new route would be set within fenced tree belts to maintain Flying Field security and would be designed to permit controlled views to the north and east at strategic points.

The magnitude of change during construction would be medium.

At Years 1 and 15 views toward the Proposed Development is restricted to parcels 22 and 23; POL25b would be demolished and replaced by commercial buildings in a landscaped setting. No views would be gained toward the Proposed Development to the west of parcels 22 including south of Camp Road. By Year 15, proposed strategic tree planting either side of the route would soften and filter some of the new built form through separation and/or fragmentation, softening new development immediately to the east and west. The Viewing Tower may be just visible above foreground development in parcel 23. The magnitude of change at Years 1 and 15 would be neutral arising from creation of the new viewpoint.

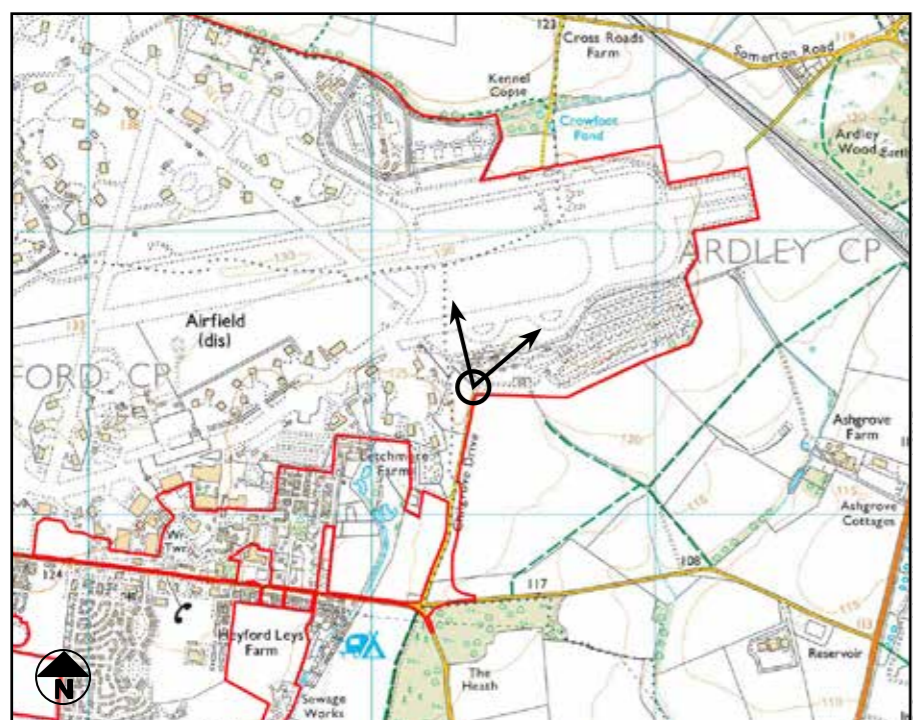
### Scale of Visual Effect

The reinstated PROW would be opened during the early phases of development and therefore there would be a medium effect arising from construction works, the significance of effect would be moderate. Given the creation of a new viewpoint of medium receptor sensitivity and a medium magnitude of change with views channelled toward the Flying Field, with the Proposed Development in place there would be a neutral visual effect.



## VIEWPOINT F-2

Reinstated Bridleway, Aves Ditch/Chilgrove Drive



Camera make & model - Canon EOS 5D Mk II  
 Date & time of photograph - 06/09/2017 @ 14:08  
 OS grid reference - 452367, 226455  
 Viewpoint height (AOD) - 126m  
 Distance from site - 0m

### Description of Baseline View

There is currently no public access to the Flying Field, and so Viewpoint F represents a newly created view from the alignment of the proposed reinstated Aves Ditch at the northern end of Chilgrove Drive as it enters the Flying Field, providing views to the northwest and east. The foreground of the view is framed by POL25b to the west (left) and miscellaneous structures within the Southern Bomb Stores to the east (right). Vehicles within the existing car processing area are visible along the alignment of the perimeter road and miscellaneous structures are visible within the Victor Alert area (parcel 29); the rising ground of the runway is glimpsed between the foreground structures.

### Sensitivity of Visual Receptor

As a newly created PROW, the sensitivity and susceptibility of visual receptors to the Proposed Development would be considered to be medium, experiencing the heritage features in the context of existing commercial activities. The value of the view to the north is high comprising the assemblage of former Air Base features within the Conservation Area.

### Predicted View during Construction, and at Year 1 and 15

The route of the reinstated Aves Ditch would link PROWs 349/13 and 388/7 to the north and south of the Application Site, during the early phases of development. During operation, the new route would be set within fenced tree belts to maintain Flying Field security and would be designed to permit controlled views to the north and east at strategic points.

The magnitude of change during construction would be medium.

At Years 1 and 15 views toward the Proposed Development is restricted to parcels 22 and 23; POL25b would be demolished and replaced by commercial buildings in a landscaped setting. No views would be gained toward the Proposed Development to the west of parcels 22 including south of Camp Road. By Year 15, proposed strategic tree planting either side of the route would soften and filter some of the new built form through separation and/or fragmentation, softening new development immediately to the east and west. The Viewing Tower may be just visible above foreground development in parcel 23. The magnitude of change at Years 1 and 15 would be neutral arising from creation of the new viewpoint.

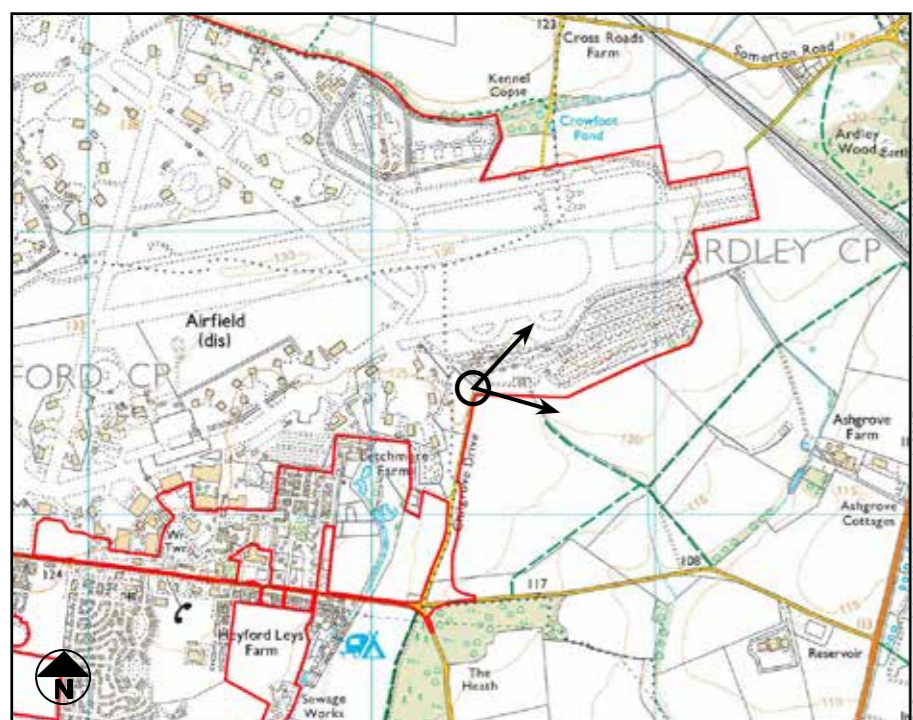
### Scale of Visual Effect

The reinstated PROW would be opened during the early phases of development and therefore there would be a medium effect arising from construction works, the significance of effect would be moderate. Given the creation of a new viewpoint of medium receptor sensitivity and a medium magnitude of change with views channelled toward the Flying Field, with the Proposed Development in place there would be a neutral visual effect.



### VIEWPOINT F-3

Reinstated Bridleway, Aves Ditch/Chilgrove Drive



Camera make & model - Canon EOS 5D Mk II  
 Date & time of photograph - 06/09/2017 @ 14:08  
 OS grid reference - 452367, 226455  
 Viewpoint height (AOD) - 126m  
 Distance from site - 0m

#### Description of Baseline View

There is currently no public access to the Flying Field, and so Viewpoint F represents a newly created view from the alignment of the proposed reinstated Aves Ditch at the northern end of Chilgrove Drive as it enters the Flying Field, providing views to the northwest and east. The foreground of the view is framed by POL25b to the west (left) and miscellaneous structures within the Southern Bomb Stores to the east (right). Vehicles within the existing car processing area are visible along the alignment of the perimeter road and miscellaneous structures are visible within the Victor Alert area (parcel 29); the rising ground of the runway is glimpsed between the foreground structures.

#### Sensitivity of Visual Receptor

As a newly created PROW, the sensitivity and susceptibility of visual receptors to the Proposed Development would be considered to be medium, experiencing the heritage features in the context of existing commercial activities. The value of the view to the north is high comprising the assemblage of former Air Base features within the Conservation Area.

#### Predicted View during Construction, and at Year 1 and 15

The route of the reinstated Aves Ditch would link PROWs 349/13 and 388/7 to the north and south of the Application Site, during the early phases of development. During operation, the new route would be set within fenced tree belts to maintain Flying Field security and would be designed to permit controlled views to the north and east at strategic points.

The magnitude of change during construction would be medium.

At Years 1 and 15 views toward the Proposed Development is restricted to parcels 22 and 23; POL25b would be demolished and replaced by commercial buildings in a landscaped setting. No views would be gained toward the Proposed Development to the west of parcels 22 including south of Camp Road. By Year 15, proposed strategic tree planting either side of the route would soften and filter some of the new built form through separation and/or fragmentation, softening new development immediately to the east and west. The Viewing Tower may be just visible above foreground development in parcel 23. The magnitude of change at Years 1 and 15 would be neutral arising from creation of the new viewpoint.

#### Scale of Visual Effect

The reinstated PROW would be opened during the early phases of development and therefore there would be a medium effect arising from construction works, the significance of effect would be moderate. Given the creation of a new viewpoint of medium receptor sensitivity and a medium magnitude of change with views channelled toward the Flying Field, with the Proposed Development in place there would be a neutral visual effect.