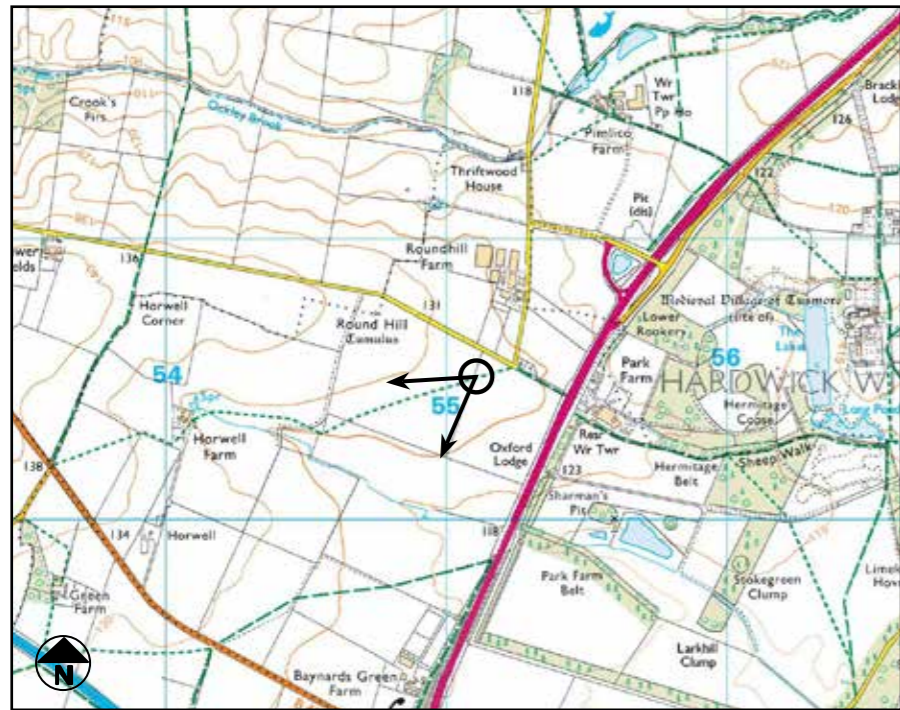




VIEWPOINT 1

Footpath 367/15/10, Tusmore



Camera make & model - Canon EOS 5D Mk II
 Date & time of photograph - 06/09/2017 @ 10:28
 OS grid reference - 455088, 230487
 Viewpoint height (AOD) - 128m
 Distance from site - 3.8km

Description of Baseline View

This view is of an open, expansive, agricultural landscape plateau with successive, low intermittent hedgerows and occasional mature hedgerow trees. The horizon is formed by substantial woodlands and tree belts in the far and middle distance. Built development is just discernible, glimpsed to the north, and powerlines traverse the view, with infrastructure associated with the M40 is visible just above the tree line. Existing built development at Heyford Park, including the c.33m high water tower and c. 27m high Telecoms tower adjacent to Camp Road, is not visible.

Sensitivity of Visual Receptor

Receptors present at this location would be the users of the public footpath. Being a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation offering elevated views of the surrounding countryside, the value of the view is considered to be medium. For PRoW users, the susceptibility is assessed as high as the view from the PRoW is a component of users' experience of the route, resulting in an overall high sensitivity.

Predicted View during Construction, and at Year 1 and 15

Low-level construction activities would be screened by intervening vegetation. Some movement and views of taller elements such as cranes may be potentially visible, however, these would be seen from approximately 3.7km away and as part of a wooded horizon within the overall panorama. Overall, the temporary magnitude of change at this distance during construction would be negligible.

The BCA car storage area would not be visible from this viewpoint. Proposed development up to and including structures of 13m would be screened by intervening vegetation during summer months, and would be barely discernible during winter months due to the tracery of the tree canopy. There is potential, as indicated by the ZTV, for the upper parts of and 18m high development toward the northeast of the development area to be glimpsed above the tree line, however, the photomontage demonstrates that this too would be screened by localised intervening tree cover. The upper levels of the proposed 30m high viewing tower would be glimpsed above the treeline, seen from a distance of more than 4.5km in the context of other vertical elements in the view such as the power line poles and M40 infrastructure, and so the magnitude of change at Year 1 and 15 would be negligible.

Scale of Visual Effect

Given a high receptor sensitivity and a negligible magnitude of change with the proposed development in place, there would be negligible visual effect during construction, and at Years 1 and 15.

Approximate extent of Application Site
(not visible)



VIEWPOINT 2

East Street, M40 overbridge



Camera make & model - Canon EOS 5D Mk II Viewpoint height (AOD) - 135m
 Date & time of photograph - 06/09/2017 @ 10:47 Distance from site - 2.5km
 OS grid reference - 453168, 229783

Description of Baseline View

This viewpoint is dominated visually and aurally by the M40 motorway, which lies in a cutting beneath the viewpoint. Vegetation along and adjacent to the motorway embankment wholly or partially controls longer distance views to the southwest. Roofs of properties within Fritwell are glimpsed above the vegetation canopy. The roof and exhaust stack of Ardley ERF is discernible to the south. The former Air Base is screened by successive layers of hedgerows and trees, including that in and around the village of Fritwell.

Sensitivity of Visual Receptor

Being a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation, the value of the view is considered to be medium. For users of rural roads, the susceptibility is assessed as medium as the view from the road is deemed a component of users' experience of the route, resulting in an overall medium sensitivity.

Predicted View during Construction, and at Year 1 and 15

Low and high-level construction activities would be screened by intervening built form and vegetation in fleeting glimpses gained from this M40 overbridge, and so the temporary magnitude of change at this distance during construction would be negligible. The BCA car storage area would not be visible from this viewpoint. No change would be apparent within the view at Year 1 and 15 with the proposed development in place. The magnitude of change would be negligible.

Scale of Visual Effect

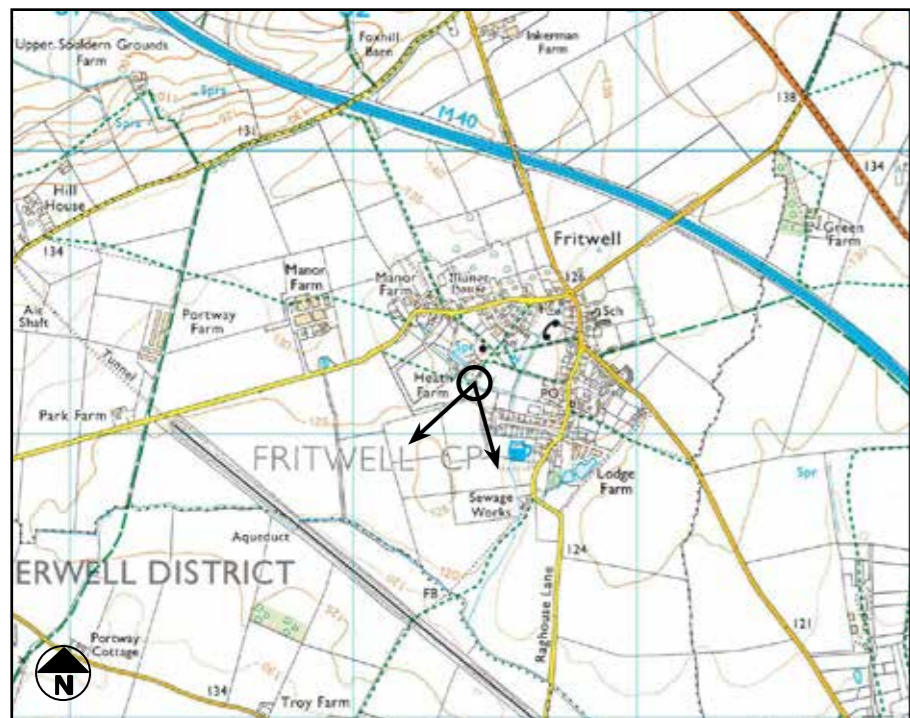
Given a medium receptor sensitivity and a negligible magnitude of change with the proposed development in place there would be negligible visual effect during construction or at Years 1 and 15.

Approximate extent of Application Site
(not visible)



VIEWPOINT 3

Footpath 219/8/20, Fritwell



Camera make & model	- Canon EOS 5D Mk II	Viewpoint height (AOD)	- 127m
Date & time of photograph	- 06/09/2017 @ 11:10	Distance from site	- 1.7km
OS grid reference	- 452465, 229240		

Description of Baseline View

This southward view is from the footpath as it emerges from St Olave's Churchyard, across the lawns and duck pond of Heath Farm. Several buildings at Heath Farm have been converted to residential use. Vegetation to the south, southwest and southeast combines with farm buildings to create a medium degree of enclosure, and to screen views beyond the middle distance; existing structures within the Application Site are not visible.

Sensitivity of Visual Receptor

Receptors present at this location would be the users of the public footpath and residents at Heath Farm. The value attached to the view gained would be medium with the undesignated landscape offering limited views of the wider countryside. Susceptibility to the proposed mixed development is assessed as high. Overall, the sensitivity of PROW and residential receptors is assessed as high.

Predicted View during Construction, and at Year 1 and 15

Low-level construction activities would be screened by intervening vegetation. Some movement and views of taller elements such as cranes may be potentially visible. Overall, the temporary magnitude of change during construction from this viewpoint would be negligible.

The BCA car storage area would not be visible from this viewpoint. The proposed development of up to and including the 18m high would remain hidden by intervening vegetation, but the ZTV indicates that there is the potential for the 30m high Viewing Tower to be seen just above tree and hedgerow canopies at a distance of 2.3km from the viewer. However, the photomontage demonstrates that this too would be screened by localised intervening tree cover. There would be no notable change in the view, giving rise to a negligible magnitude of change would with few visual receptors affected.

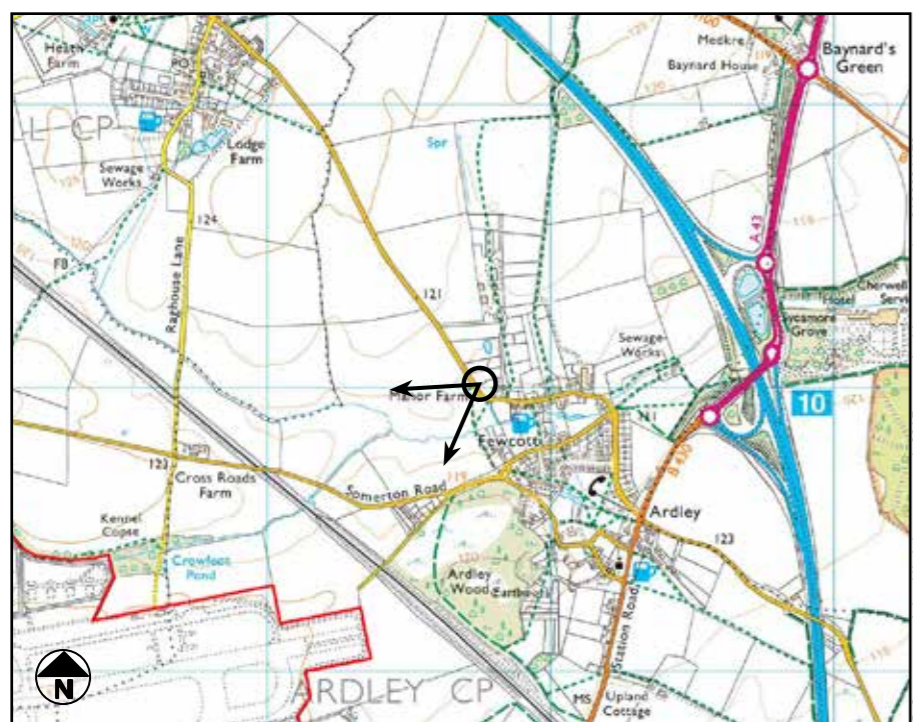
Scale of Visual Effect

Given a high receptor sensitivity and a negligible magnitude of change with the proposed development in place there would be a negligible visual effect.



VIEWPOINT 4

Fritwell Road, Fewcott



Camera make & model - Canon EOS 5D Mk II
 Date & time of photograph - 06/09/2017 @ 11:34
 OS grid reference - 453696, 228056
 Viewpoint height (AOD) - 115m
 Distance from site - 0.9km

Description of Baseline View

This viewpoint is from Fritwell Road, to the north of Fewcott, looking southwest across undesignated arable land and is representative of the view gained by road users and oblique views from houses at Manor Farm on the northern edge of the village. Vegetation to the south, southwest and west creates a low to medium degree of enclosure, and screens views beyond the middle distance. Numbers 1-4 Somerton Road are glimpsed through a break in the vegetation, formed by the overhead power line wayleave, to the south (left) of the viewpoint. The top of the Northern Bomb Stores bunker is barely perceptible between tree canopies toward the centre of the view, with the roof and chimneys of Troy Farm just discernible toward the west (right) of the view. From this viewpoint, the Application Site falls wholly between the properties of 1-4 Somerton Road and Troy Farm, but existing development (other than the top of the Northern Bomb Stores bunker) is hidden by landform and successive layers of vegetation formed by intervening hedgerows, planting adjacent to the northern edge of the Application Site, and Kennel Copse.

Sensitivity of Visual Receptor

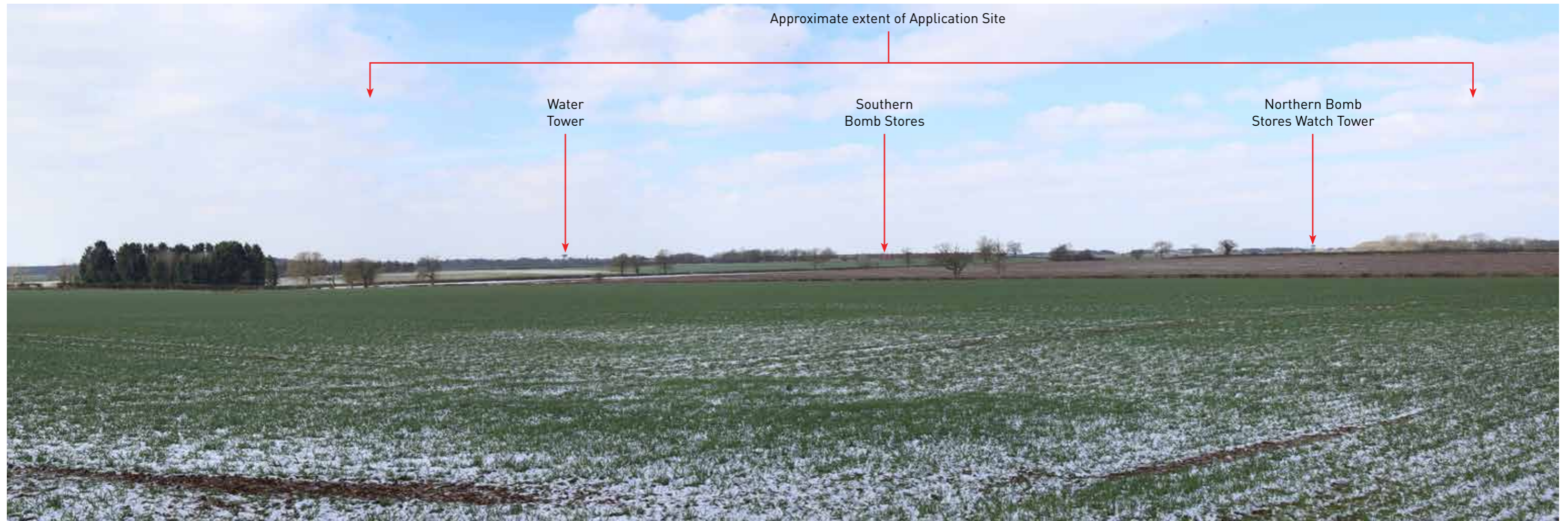
Being a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation offering views of the surrounding countryside and the nearby isolated dwellings, the value of the view is considered to be medium. Visual receptors using the minor road are considered to have medium sensitivity, and residents are considered to have high sensitivity.

Predicted View during Construction, and at Year 1 and 15

The BCA car storage area would not be visible from this viewpoint. The Proposed Development including the 30m high Viewing Tower, falls within a zone to the south (left) of the Northern Bomb Stores bunker and so would be screened by land form and intervening vegetation, and would not be visible within the view. Similarly, construction activities, including high-level cranes, would not be visible. The magnitude of change during construction and at Year 1 and Year 15 would be negligible.

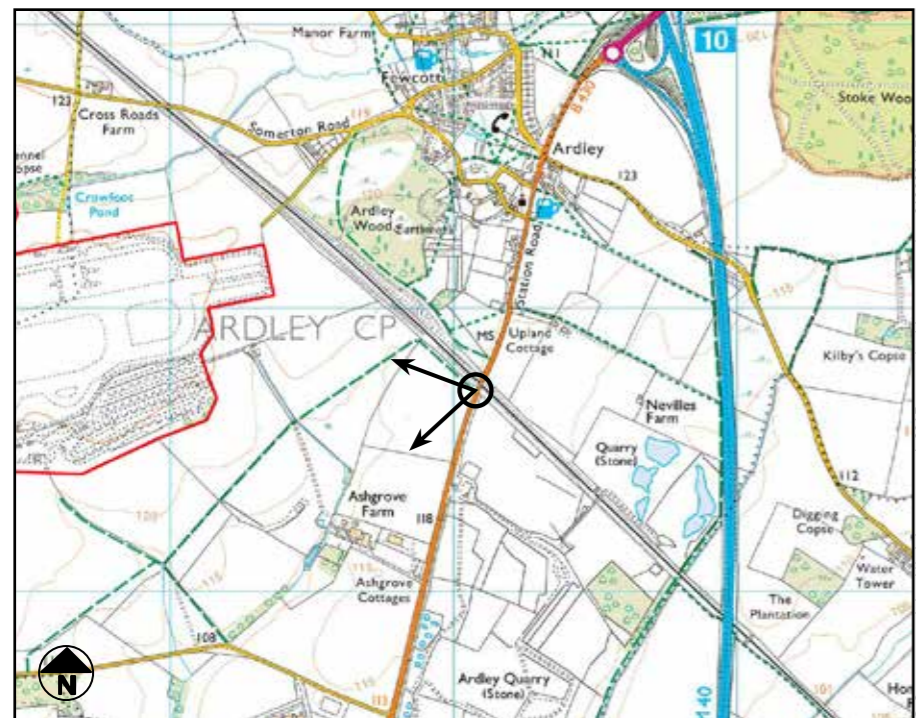
Scale of Visual Effect

Given a high receptor sensitivity for residential receptors with a medium sensitivity for road users and a negligible magnitude of change during both construction and with the proposed development in place, there would be negligible visual effect during construction or at Years 1 and 15.



VIEWPOINT 5

Bridleway 109/30/10, Ardley



Camera make & model - Canon EOS 5D Mk II
 Date & time of photograph - 06/09/2017 @ 13:00
 OS grid reference - 454073, 226718
 Viewpoint height (AOD) - 119m
 Distance from site - 0.8km

Description of Baseline View

At the time of survey, bridleway 109/30/10 was difficult to access, and appeared to have had little use even by pedestrians, due to safety barriers adjacent to the road that are designed to protect the bridge parapets and an overgrown hedgerow. This viewpoint is on the higher ground along the initial section of the bridleway, looking west. The view is characterised by the agricultural landscape located to the south and south east of the Application Site. Field boundary hedgerows are often trimmed and gappy with small blocks of woodland visible to the south west near Ashgrove Farm. The woodland area known as The Heath can be identified on the horizon, partially screened by a belt of coniferous trees. Overhead electricity cables and associated poles can be seen on the horizon and amongst the trees. Their presence marks the alignment of Camp Road and Chilgrove Drive. Some buildings within the north and southeast parts of the Application Site such as the HAS's north of the former runway can be seen on the horizon to the north west (right), and the Camp Road Water Tower (c. 33m high)/Telecoms Tower (c.16m high) and Northern Bomb Stores Watch Tower (c.18.5m high) are visible to the southwest and west, respectively. Residential development within Heyford Park is masked by tree cover. The horizon generally appears well-wooded with the Southern Bomb Stores appearing in the centre of the view in the middle distance. The view is illustrative of direct views gained from this bridleway as one travels from the B430 towards the Proposed Development, with the Application Site visible in the background, before the route turns south westward.

Sensitivity of Visual Receptor

Receptors present at this location would be the users of the public bridleway and residents at Ashgrove Farm. The value attached to the view gained would be medium with the undesignated landscape offering limited views of the wider countryside and existing development within the former Air Base. Susceptibility to the proposed mixed development is assessed as high. Overall, the sensitivity of these receptors is assessed as high.

Predicted View during Construction, and at Year 1 and 15

Low-level construction activities would be screened by intervening vegetation or the built form of the Southern Bomb Stores bunkers. Views of taller elements such as cranes would be visible above these structures, however, these would be seen as part of the wider panorama. Overall, the temporary magnitude of change at this distance during construction would be low.

The car processing area would not be visible from this viewpoint. At Year 1 the 13m high development within parcel 23 would be seen closest to the viewpoint, partially screening the 18m high development within parcel 22 further to the west; proposed 18m high development and the Energy Facility west of Chilgrove Drive would be visible. The upper parts of proposed 13m high development in and north of Village Centre North (parcels 11 and 12) would be just discernible above intervening tree canopies. This effect would be softened as proposed tree planting around the southern and eastern boundaries of the Flying Field matures. The proposed 30m high Viewing Tower would be visible above the western (right hand) tip of the Southern Bomb Stores, but this would be seen in the context of existing buildings including the Northern Bomb Stores Watch Tower. Proposed development to the south of Camp Road of 9.5m to 10.5m high would be wholly screened by existing residential development and vegetation. Some change would be apparent within the view, albeit viewed in the context of existing development, but few receptors would be affected and so the magnitude of change would be low at Year 1 reducing to negligible at Year 15.

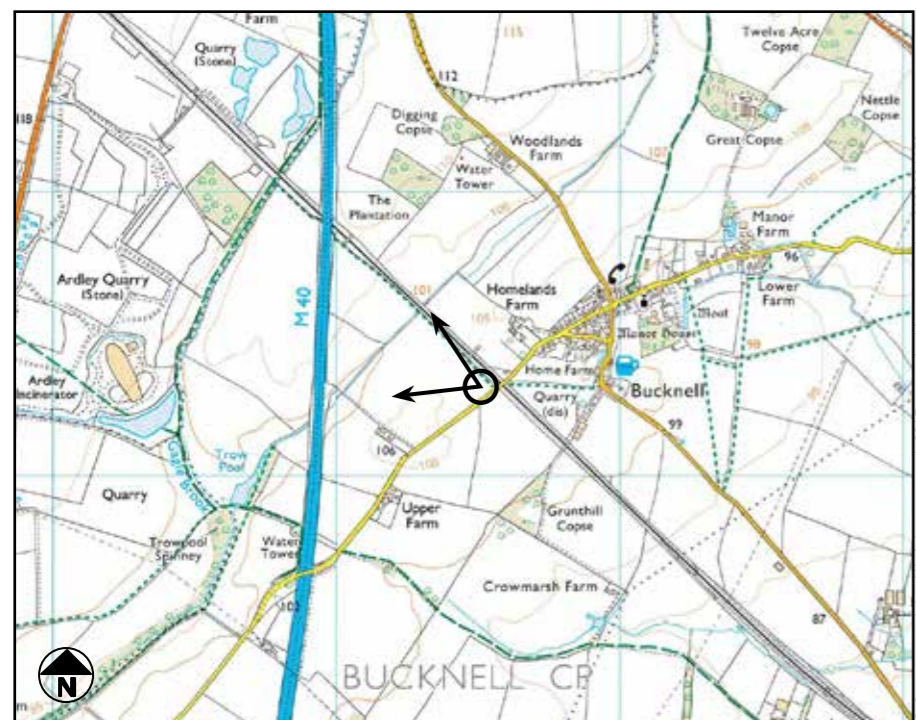
Scale of Visual Effect

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



VIEWPOINT 6

Footpath 148/3/10, Bucknell



Camera make & model - Canon EOS 5D Mk II Viewpoint height (AOD) - 104m
 Date & time of photograph - 06/09/2017 @ 11:54 Distance from site - 2.7km
 OS grid reference - 455560, 225314

Description of Baseline View

This viewpoint lies to the east of the Application Site and is representative of glimpsed views gained from Middleton Road and from the public footpath; westward views from residential properties within Bucknell are prevented by building orientation and/or intervening vegetation. Barns and storage sheds at Home Farm Grain Store lie to the southwest and are openly visible. Ardley ERF lies between the viewpoint and that part of the Application Site which lies to the south of Camp Road; the remainder of the Application Site lies within that part of the view north (right) of Ardley ERF and the railway line which forms the northern extent of the view, and is screened by the artificial landform of the Ardley Quarry Landfill site. Frequent, fast-moving M40 traffic and signage gantries are openly visible between the viewpoint and Ardley ERF. Existing development within the Application Site is not visible. The value of the view is deemed to be low.

Sensitivity of Visual Receptor

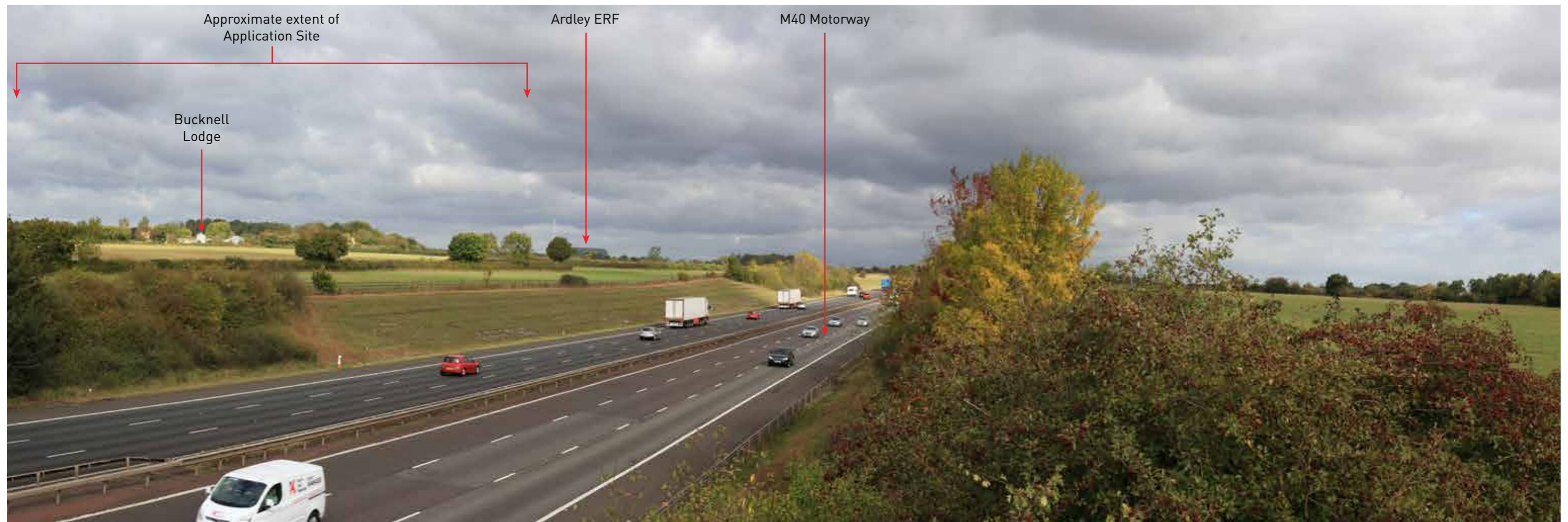
The value of views gained from this public footpath and the sensitivity of footpath users to the Proposed Development is tempered by noisy and visually detracting features that occur within the view including the M40 motorway traffic and signage, and the Ardley ERF. Overall, the sensitivity of footpath users in this location is medium, and for Middleton Road users it is low.

Predicted View during Construction, and at Year 1 and 15

The BCA car storage area would not be visible from this viewpoint. The Proposed Development including the 30m high Viewing Tower, falls to the west (behind) Ardley ERF, Ardley Quarry Landfill and intervening vegetation and so would be screened and would not be visible from this viewpoint. Similarly, construction activities, including high-level cranes, would not be visible. The magnitude of change during construction and at Year 1 and Year 5 would be negligible.

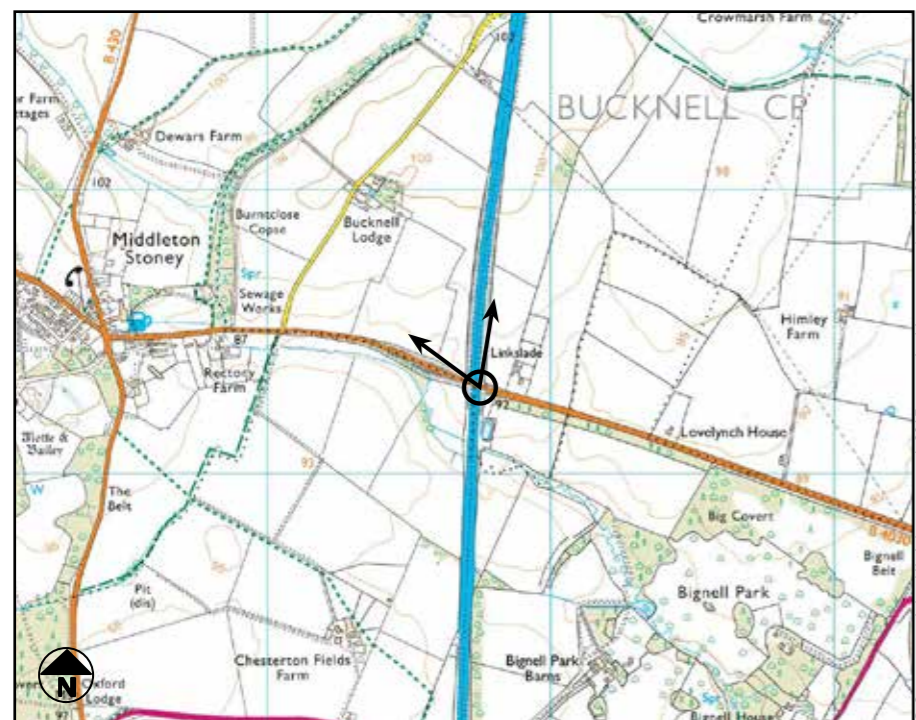
Scale of Visual Effect

Given a low to medium receptor sensitivity and a negligible magnitude of change both at construction and with the proposed development in place, there would be negligible effect during construction, and at Years 1 and 15.



VIEWPOINT 7

B4030/M40 Overbridge, Linkslade



Camera make & model	- Canon EOS 5D Mk II	Viewpoint height (AOD)	- 90m
Date & time of photograph	- 05/10/2017 @ 10:52	Distance from site	- 3.4km
OS grid reference	- 454760, 223309		

Description of Baseline View

This viewpoint is representative of an Important View identified in Appendix C of the Draft Mid Cherwell Neighbourhood Plan. The Application Site falls to the north-western periphery of this view and therefore has the potential to affect the amenity of visual receptors at this location. However, the view is dominated by the M40 corridor which is set in a cutting below the viewpoint, with Ardley ERF visible on the horizon. The extent of view is limited to the middle distance, being truncated by landform, woodland, trees and hedgerows which frame and line the horizon, hiding the Application Site from view.

Sensitivity of Visual Receptor

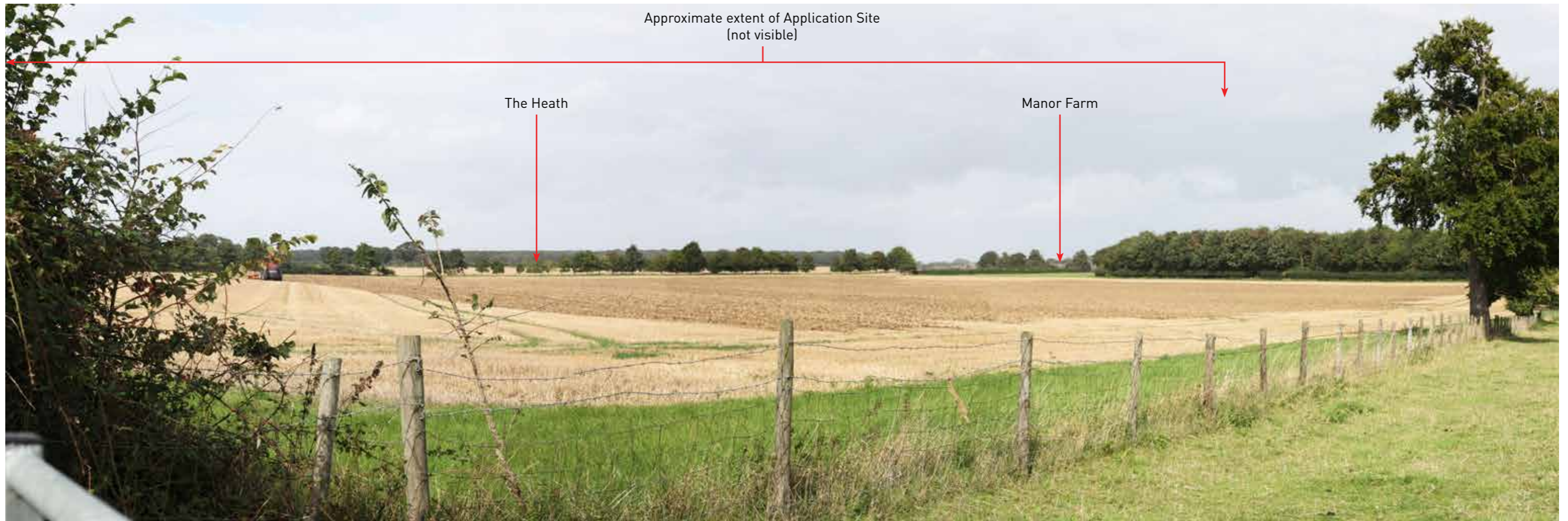
Receptors using minor roads in a location identified in the Draft Neighbourhood Plan as being an Important View, are considered to have a medium sensitivity.

Predicted View during Construction, and at Year 1 and 15

The Proposed Development, including the BCA car storage area, would not be visible in this Important View during construction or operation, and therefore there would be no change.

Scale of Visual Effect

Given a medium receptor sensitivity and no change in the view with the proposed development in place there would be an effect of negligible significance.



VIEWPOINT 8

Heyford Road/Footpath 297/4/10, Middleton Stoney



Camera make & model - Canon EOS 5D Mk II
 Date & time of photograph - 06/09/2017 @ 13:12
 OS grid reference - 453181, 223683
 Viewpoint height (AOD) - 102m
 Distance from site - 2.2km

Description of Baseline View

This viewpoint is from an overgrown footpath stile adjacent to Heyford Road at the western edge of Middleton Stoney and is representative of views gained by footpath users and glimpsed views gained from upper floors of some houses within the settlement, adjacent to Middleton Stoney Registered Park and Garden. Hedgerows, small woodlands and parkland vegetation to the west and north, including that adjacent to The Heath (adjacent to Aves Ditch), combines to create a medium degree of enclosure, generally controlling views beyond the middle distance.

Sensitivity of Visual Receptor

Receptors present at this location would be occupants of nearby residences and users of the public footpath. Being a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation offering views of the surrounding countryside and isolated farms and dwellings, the value of the view is considered to be medium. For residential receptors and PRoW users, the susceptibility and sensitivity is assessed as high.

Predicted View during Construction, and at Year 1 and 15

The photomontage shows that a localised break in near and middle-distance woodland planting allows partial views toward parcel 23 in the eastern section

of the Application Site. During construction this would permit views to high-level construction features such as cranes; all low-level construction activity would be screened by intervening vegetation or not discernible at this distance. The BCA car storage area would not be visible from this viewpoint. At Year 1, 13m high development within parcel 23 would be glimpsed through the localised break in vegetation cover, central to the view. However, it is considered that retained and proposed planting along the edge of the Southern Bomb Stores would mask and integrate any built form seen from this direction and it would be diminished by distance (c.2.8km) at Year 1 and by Year 15 the new development would be barely perceptible. The very top of the 30m high Viewing Tower may be just perceptible above the intervening tree canopy. On balance, it is considered that any change would be barely perceptible and would not form a prominent element within the view, seen in the context W1 and Year 15.

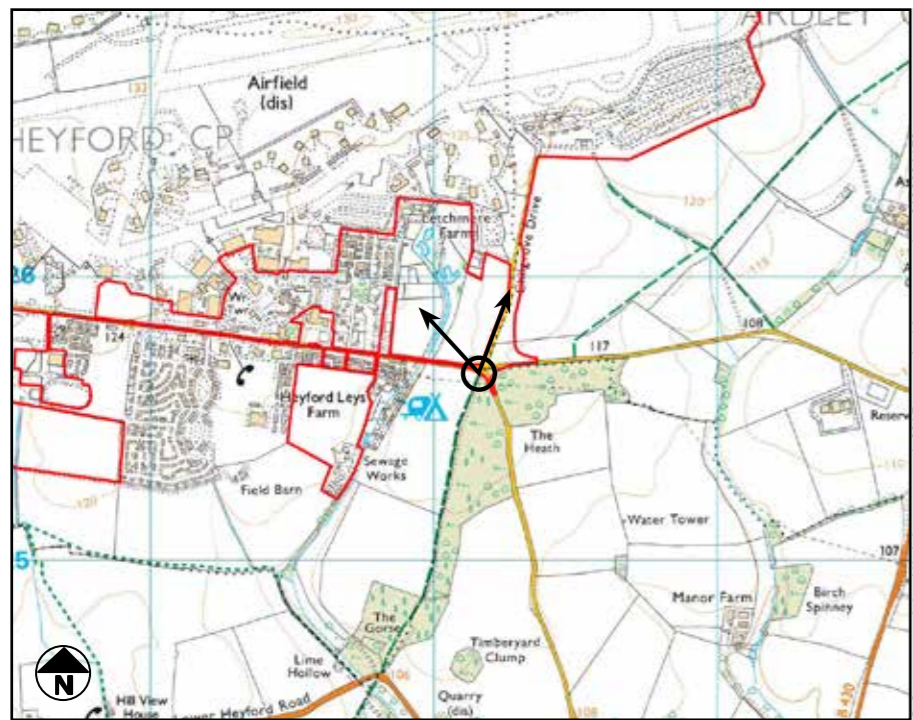
Scale of Visual Effect

Given a high receptor sensitivity and a negligible magnitude of change with the proposed development in place there would be negligible visual effect during construction, and at Years 1 and 15.



VIEWPOINT 9

Aves Ditch Restricted Byway 289/1/20 at Camp Road/Chilgrove Drive



Camera make & model - Canon EOS 5D Mk II
 Date & time of photograph - 06/09/2017 @ 11:35
 OS grid reference - 452170, 225664
 Viewpoint height (AOD) - 122m
 Distance from site - 0m

Description of Baseline View

This close proximity viewpoint is from the southern edge of the Application Site, where Aves Ditch would join the proposed new signalised junction; the bridgeway is fenced off and overgrown at the highway boundary and so the route to the south is only accessible (with some difficulty) by foot. The view is dominated by the road and a plethora of road signage which competes for attention whilst screening views. Buildings and structures within the Application Site are largely screened by vegetation flanking Chilgrove Drive and hedgerows that border fields to the northwest and northeast, although some glimpses are gained of taller elements.

Sensitivity of Visual Receptor

Receptors present at this location would be recreational users of the restricted byway. The value attached to the views, and the sensitivity of receptors to the Proposed Development, is tempered by proximity to a busy road junction with signage creating visual clutter. For this reason, users of the public footpath at this location within an undesignated landscape are considered to have a medium sensitivity.

Predicted View during Construction, and at Year 1 and 15

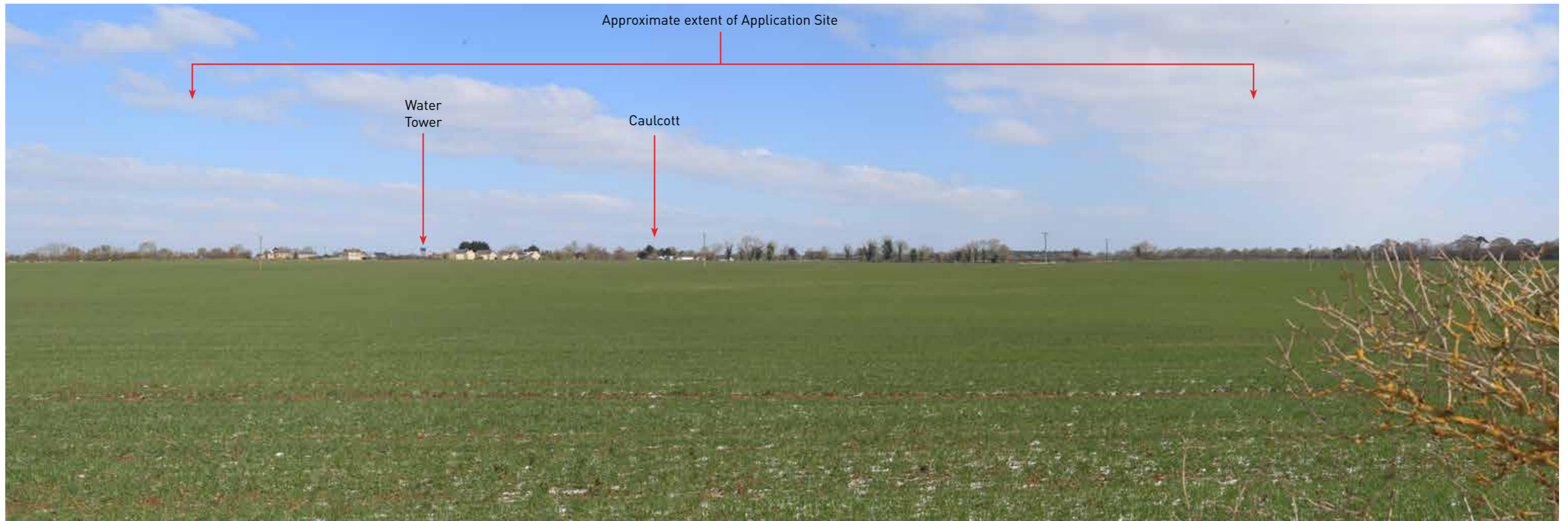
The proposed signalised junction would be constructed in the immediate foreground at Year 1, necessitating localised removal of mature hedgerows and trees adjacent to Camp Road to the northeast (right) of the view. Hedgerows and mature trees either side of Chilgrove Drive (centre) would be retained for much of their length, apart from a proposed bridgeway crossing point further to the north. Construction activities associated with the proposed junction would be openly visible, and localised removal of vegetation to the

north of Camp Road would open temporary views in this direction. Changes in the view would be tempered by being of limited duration and would be experienced by few visual receptors, leading to a medium effect.

The car processing area would not be visible from this viewpoint. At Year 1, the proposed roundabout would be in place, comprising rationalised signage and lighting, and new hedgerow and tree planting along the realigned highway boundaries, which would soften and anchor the new junction before and by Year 15. The bridgeway access to Aves Ditch would be reopened and a dedicated crossing point to the south and east of the roundabout would be provided for users of this PROW to connect with the continued Aves Ditch route that is to be reinstated to the east of Chilgrove Drive, north of the junction. New structures including commercial and Energy Facility would be visible above and between intervening vegetation. This would represent a major visual magnitude of change, which would be offset by the improved accessibility, connectivity and safety, and in the longer term, amenity it provides for bridgeway users. Therefore, on balance, the magnitude of change would be neutral at Year 1 and Year 15.

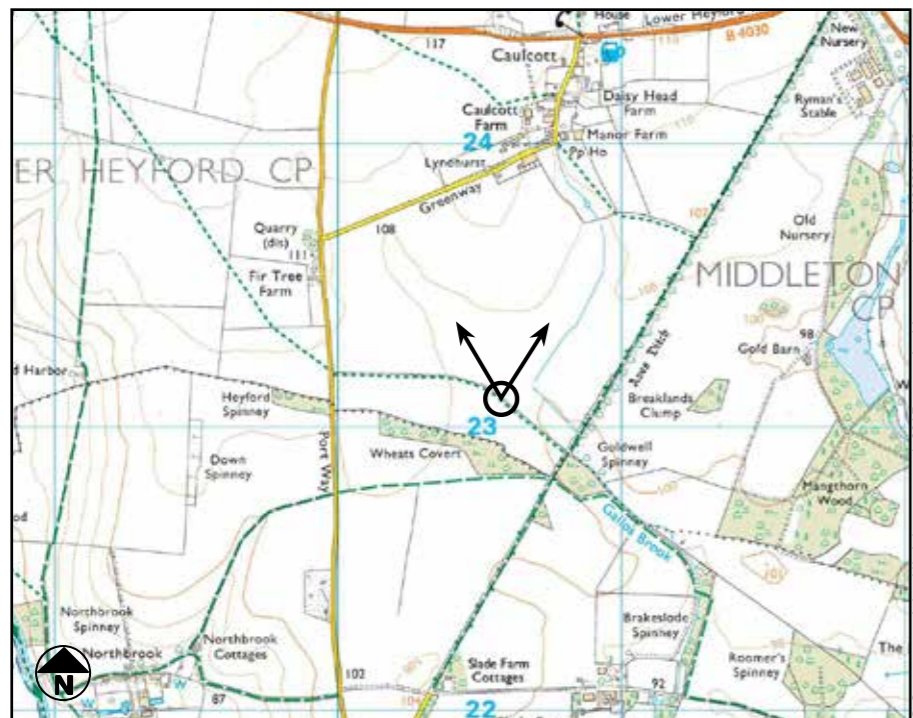
Scale of Visual Effect

Given a medium receptor sensitivity and a medium magnitude of change during construction, the temporary visual effect would be moderate but not significant, but this would be offset by improvements to the bridgeway and crossing point. A neutral effect would therefore occur with the proposed development in place, leading to a neutral visual effect at Year 1 and Year 15.



VIEWPOINT 10

Footpath 289/5/40 west of Aves Ditch at Gallows Brook



Camera make & model - Canon EOS 5D Mk II
 Date & time of photograph - 20/09/2017 @ 16:54
 OS grid reference - 450488, 223153
 Viewpoint height (AOD) - 104m
 Distance from site - 2.2km

Description of Baseline View

This viewpoint is from footpath 289/5/40 to the west of its junction with Aves Ditch Restricted Byway 270/9/20 at Gallows Brook, about 2.1km to the south of the Application. The viewpoint provides an open northward vista across a foreground of gently rising arable land, with Caulcott Farm barns and houses in Caulcott village visible in the middle ground some 800m to the north. Overhead power lines supported on wooden poles traverse the view. Hedgerows, hedgerow trees and a small copse in and around Caulcott combine with roadside hedgerow and tree planting along B4030 Lower Heyford Road to form the horizon, although low points and breaks in the vegetation permit glimpse view of structures within the former Air Base, including the c. 33m high Camp Road Water Tower and c. 27m high Telecoms Mast. Existing residential development within Heyford Park is not visible.

Sensitivity of Visual Receptor

Receptors present at this location would be the users of the public footpath. Being a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation offering views of the surrounding countryside and the nearby dwellings, the value of the view is considered to be medium. For PRoW users, the susceptibility is assessed as high as the view from the PRoW is a component of users' experience of the route resulting in an overall high sensitivity.

Predicted View during Construction, and at Year 1 and 15

Views to high-level construction features such as cranes may be gained during construction, glimpsed between and above intervening vegetation and built form; all low-level construction activity would be screened by intervening vegetation, leading to negligible magnitude of visual effects.

The BCA car storage area would not be visible from this viewpoint. At Year 1 and Year 15, the photomontages indicate that proposed buildings of 10.5m and 13m high toward the western and south-eastern areas of the Application Site (parcels 16, 34 and 32) would be visible from this viewpoint between and vegetation and buildings within Caulcott; the proposed development would appear lower than building ridgelines within Caulcott. Ridgelines of structures of up to 13m within and north of Village Centre north may also be glimpsed marginally above and behind the 10.5m high development, but these would be only just discernible and would be seen in the context of, and secondary to, built form within Caulcott. The proposed 18m high development within parcel 22, 13m high development within parcels 23 and the 30m high Viewing Tower would not be discernible, due to the screening effect of landform and intervening vegetation. Overall, the magnitude of change would be negligible at Year 1 and 15.

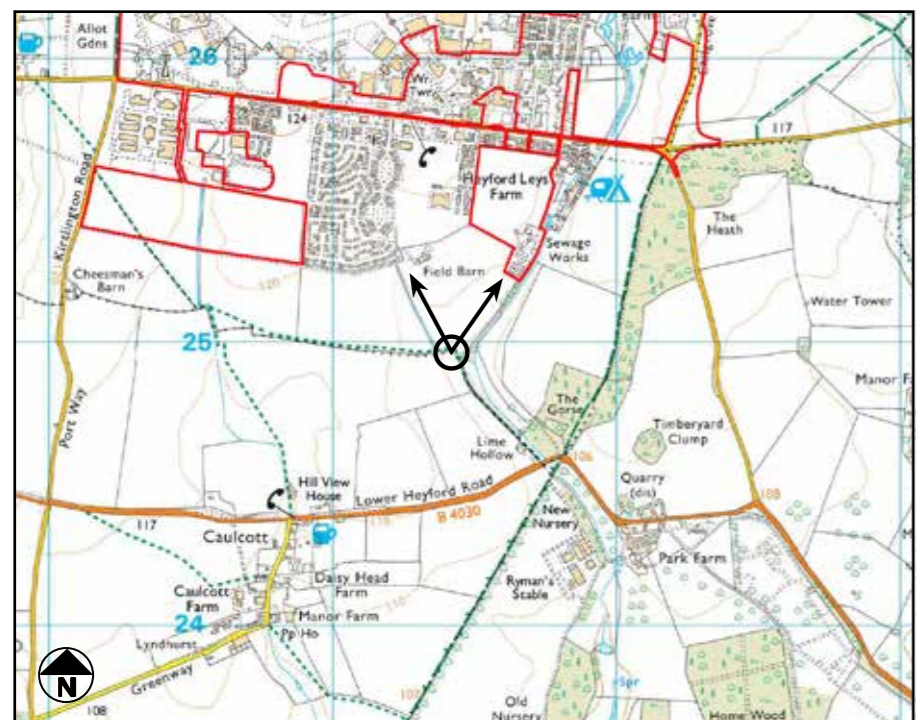
Scale of Visual Effect

Given a high receptor sensitivity and a negligible magnitude of change, the significance of visual effect would be negligible during construction and at Years 1 and 15.



VIEWPOINT 11

Footpath 388/4/40 northwest of Lime Hollow



Camera make & model	- Canon EOS 5D	Viewpoint height (AOD)	- 112m
Date & time of photograph	- 05/10/2017 @ 12:02	Distance from site	- 330m
OS grid reference	- 451426, 224965		

Description of Baseline View

Views are gained across arable farmland toward the bungalows of the former Airmen's Quarters to the northwest (left). Recent two-storey housing developments southeast of -Village Centre South in Heyford Park to the north (centre) is openly visible, and the roofs of new housing to the northeast (right) immediately to the south of Camp Road are just visible above the intervening convex landform. Camp Road Water Tower is visible centre left, above the residential roofs. Heyford Park Sewage Treatment Works with associated green chain link security fence is seen to the east (far right) of the view, adjacent to the hedgerow that encloses the view.

Sensitivity of Visual Receptor

The view is characterised by rolling agricultural land bounded by hedgerows with built form in the middle distance, which is an established but not dominant feature. Receptors likely to be present in this location are users of this public footpath. The value attached to this particular view would be medium, being a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation and small settlements. The susceptibility to residential development is considered to be high. The overall sensitivity of users of this footpath is therefore assessed as high.

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

Development parcel 17 falls within the north-eastern portion of the view, set down within the landscape to the south (in front) of the Camp Road house roofs and largely obscured by the intervening convex landform. Ground level construction activities would therefore be

screened, but first floor and roof level scaffolding etc. would, temporarily, be just visible. There is potential for higher construction activity and features (i.e. cranes) associated with taller development of up to 17m or 18m at the Village Centre North (parcels 11, 18 and 19) and in parcels 22 and 23 to the northeast to be discernible above the existing tree line. However, these features would be seen in the context of existing built form and would be largely screened by intervening vegetation, leading to a negligible magnitude of effect during construction.

The BCA car storage area would not be visible from this viewpoint. At Year 1 and Year 15 the Proposed Development in parcel 17 would be seen slightly higher, and would obscure, existing house roofs to the far right of the view along Camp Road. However, the roofline of the proposed housing would be below existing housing seen in the centre of the view. Proposed taller development to the north of Camp Road may be just perceptible locally above intervening built form and vegetation seen in the context of existing built form. The magnitude of change at Year 1 would be low and by Year 15 this would reduce to negligible as proposed landscape planting along the southern boundary of parcel 17 matures.

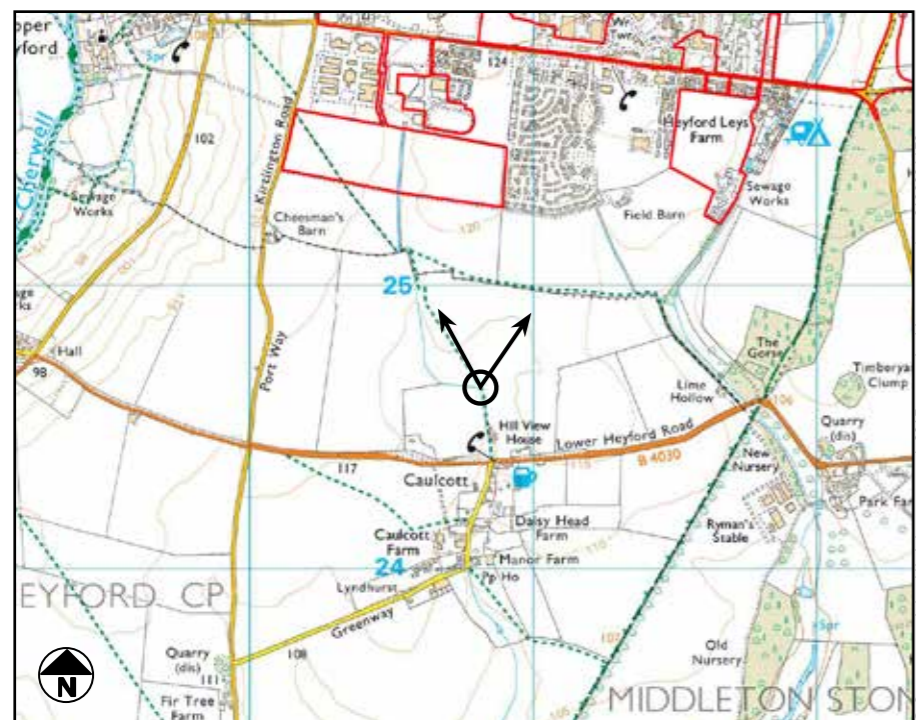
Scale of Visual Effect

With a high sensitivity and negligible magnitude of change, the significance of effect during construction would be negligible. With a low magnitude of effect at Year 1, the significance of effect would be moderate but not significant, reducing to negligible by Year 15.



VIEWPOINT 12A

Footpath 289/4/10 north of Caulcott



Camera make & model	- Canon EOS 5D Mk II	Viewpoint height (AOD)	- 114m
Date & time of photograph	- 20/09/2017 @ 17:17	Distance from site	- 0.6km
OS grid reference	- 450810, 224642		

Description of Baseline View

Views are gained across arable farmland toward the former Air Base, with the Camp Road Water Tower (c.33m high) and roof line of the former airmen's bungalows apparent in the centre of the view. The roofs of two-storey houses within Heyford Park are discernible above intervening hedgerows. Camp Road Telecoms Mast (c.27m high) is also visible; the Application Site occupies most of the field of view. The sewage treatment works is hidden by intervening landform to the northeast. The rising, gently convex landform combines with the intervening hedgerow to the north to restrict views, with existing structures in the Application Site to the north of Camp Road hidden from view.

Sensitivity of Visual Receptor

Receptors present at this location would be the users of the public footpath. Being a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation offering views of the surrounding countryside and the nearby dwellings, the value of the view is considered to be medium. For PRoW users, the susceptibility is assessed as high as the view from the PRoW is a component of users' experience of the route resulting in an overall high sensitivity.

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

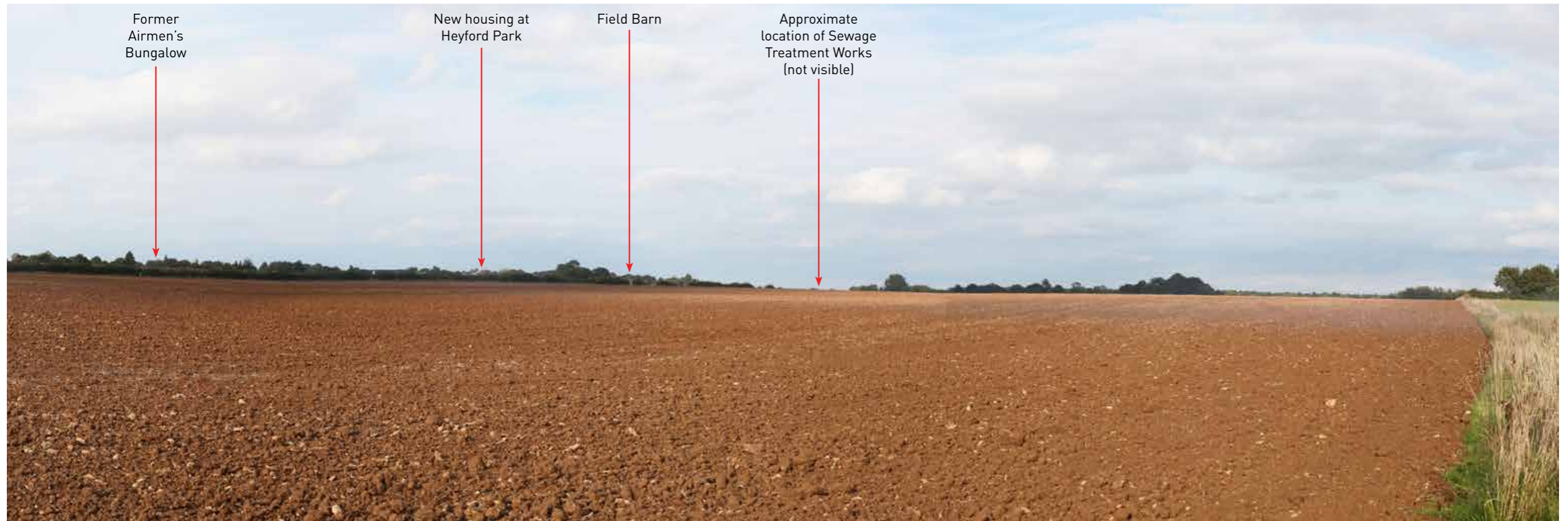
During construction low-level activities within parcels 16, 32 and 34 (and to a lesser degree, parcel 18 sports park) would be seen between and above the intervening hedgerows, and potentially, high-level construction features such as cranes within parcels to the north would be visible in the short term. High-level construction cranes may also be glimpsed above built form and intervening tree canopies within the former Air Base to

the northeast. This would give rise to a low, temporary change in the view that would be experienced by few receptors.

The BCA car storage area would not be visible from this viewpoint. At Year 1, the proposed residential development within parcels 16, 32 and 34 (and to a lesser degree, parcel 18 sports park) would be seen behind and above the intervening hedgerow. Visually, this would extend from a point just to the left of the Camp Road Telecoms Mast through to the base of the Camp Road Water Tower (which would still be seen above the new structures). Proposed residential and commercial development of up to 18m high would be discernible above and behind development the former airmen's bungalows. The proposed 30m high Viewing Tower would be just perceptible but would appear lower than the 18m high commercial structures due to the effects of perspective and landform. At Year 15, proposed structure planting along the southern boundary of, and along green corridors within the Application Site, will be established and maturing thus softening and filtering views into the site from the south. The magnitude of change is therefore assessed as medium at Year 1, softening and reducing to low over time at Year 15 as the proposed structural tree planting matures.

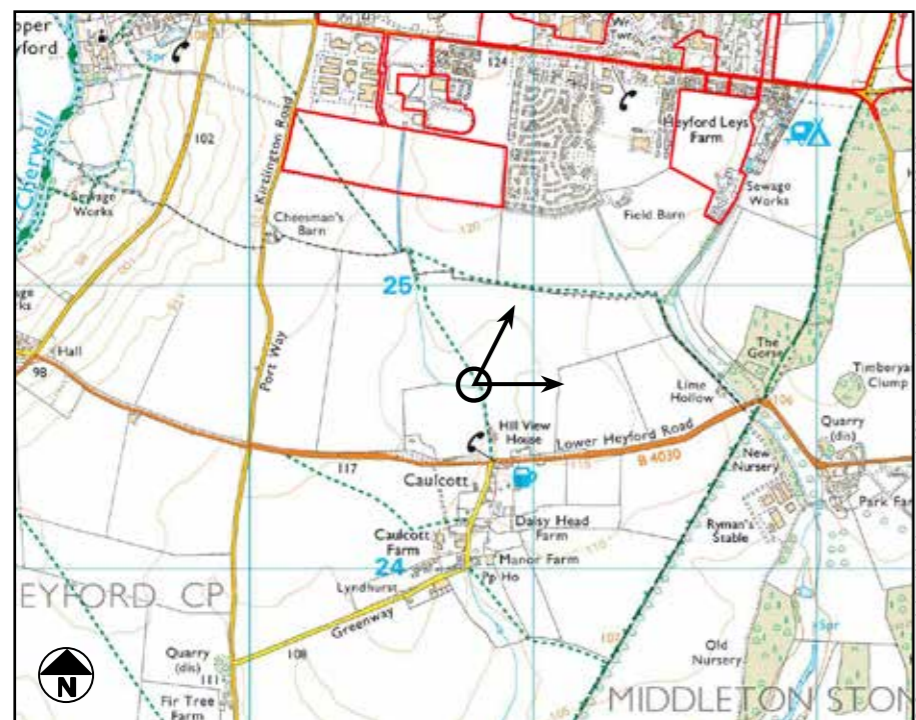
Scale of Visual Effect

Given a high receptor sensitivity and a low magnitude of change, the significance of visual effect would be moderate but not significant during construction. With a high sensitivity and medium magnitude of change set within the context of existing developments, the visual effect at Year 1 would be major, reducing to moderate by Year 15.



VIEWPOINT 12B

Footpath 289/4/10 north of Caulcott



Camera make & model - Canon EOS 5D Mk II
 Date & time of photograph - 20/09/2017 @ 17:17
 OS grid reference - 450810, 224642
 Viewpoint height (AOD) - 114m
 Distance from site - 0.6km

Description of Baseline View

Views are gained across arable farmland toward the former Air Base, with the Camp Road Water Tower (c.33m high) and roof line of the former airmen's bungalows apparent in the centre of the view. The roofs of two-storey houses within Heyford Park are discernible above intervening hedgerows. Camp Road Telecoms Mast (c.27m high) is also visible; the Application Site occupies most of the field of view. The sewage treatment works is hidden by intervening landform to the northeast. The rising, gently convex landform combines with the intervening hedgerow to the north to restrict views, with existing structures in the Application Site to the north of Camp Road hidden from view.

Sensitivity of Visual Receptor

Receptors present at this location would be the users of the public footpath. Being a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation offering views of the surrounding countryside and the nearby dwellings, the value of the view is considered to be medium. For PRoW users, the susceptibility is assessed as high as the view from the PRoW is a component of users' experience of the route resulting in an overall high sensitivity.

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

During construction low-level activities within parcels 16, 32 and 34 (and to a lesser degree, parcel 18 sports park) would be seen between and above the intervening hedgerows, and potentially, high-level construction features such as cranes within parcels to the north would be visible in the short term. High-level construction cranes may also be glimpsed above built form and intervening tree canopies within the former Air Base to

the northeast. This would give rise to a low, temporary change in the view that would be experienced by few receptors.

The BCA car storage area would not be visible from this viewpoint. At Year 1, the proposed residential development within parcels 16, 32 and 34 (and to a lesser degree, parcel 18 sports park) would be seen behind and above the intervening hedgerow. Visually, this would extend from a point just to the left of the Camp Road Telecoms Mast through to the base of the Camp Road Water Tower (which would still be seen above the new structures. Proposed residential and commercial development of up to 18m high would be discernible above and behind development the former airmen's bungalows. The proposed 30m high Viewing Tower would be just perceptible but would appear lower than the 18m high commercial structures due to the effects of perspective and landform. At Year 15, proposed structure planting along the southern boundary of, and along green corridors within the Application Site, will be established and maturing thus softening and filtering views into the site from the south. The magnitude of change is therefore assessed as medium at Year 1, softening and reducing to low over time at Year 15 as the proposed structural tree planting matures.

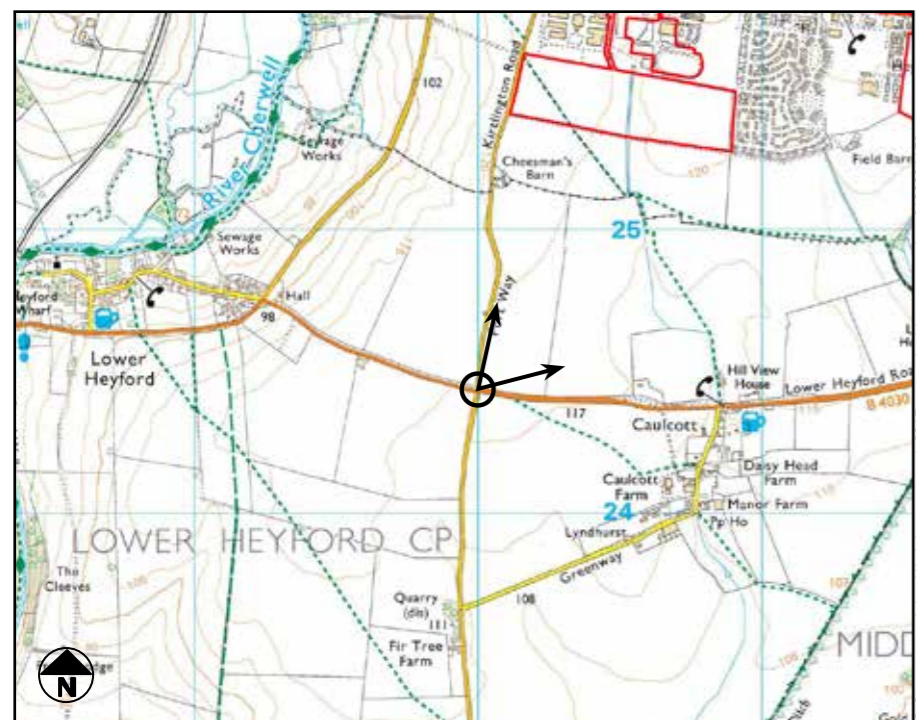
Scale of Visual Effect

Given a high receptor sensitivity and a low magnitude of change, the significance of visual effect would be moderate but not significant during construction. With a high sensitivity and medium magnitude of change set within the context of existing developments, the visual effect at Year 1 would be major, reducing to moderate by Year 15.



VIEWPOINT 13

Port Way/B4030 Lower Heyford Road junction



Camera make & model - Canon EOS 5D Mk II
 Date & time of photograph - 20/09/2017 @ 17:10
 OS grid reference - 450016, 224468
 Viewpoint height (AOD) - 116m
 Distance from site - 0.9km

Description of Baseline View

This view is from Port Way at its junction with Lower Heyford Road where a field entrance creates a break in the roadside hedgerow permitting north-eastward views toward the Application Site. Glimpsed views are gained above low-clipped intervening hedgerows of existing residential and former Air Base buildings across a foreground of arable land. A deviation in the Port Way roadside hedgerow, emphasised by a clump of trees, marks the location of Cheesman's Barn (now in residential use). The former school boiler house chimney and Camp Road Telecoms Mast are distinctive features, as is the Camp Road Water Tower to the centre-left of the view; the exhaust stack of Ardley ERF to the east (right) is also visible as the view sweeps around. The roofs and, in part, upper floors of existing 2-storey houses can be seen, with the curved roofs of HALS to the north and east of the Telecoms tower just discernible.

Sensitivity of Visual Receptor

Being a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation offering views of the surrounding countryside and the nearby dwellings, the value of the view is considered to be medium. Visual receptors on minor roads are considered to have a medium susceptibility and sensitivity to the Proposed Development, and in this location, would tend to be concentrating upon the immediate road conditions at the junction; they are therefore considered to be of medium sensitivity to change.

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

During construction, low-level activities within parcels 16, 32W and 34 (and to a lesser degree parcel 18) would be seen between and above the intervening hedgerow. High-level construction features such as cranes would be visible in the short term to the north. High-level construction cranes may also be glimpsed above built form and intervening tree canopies within the former Air Base to the northeast. This construction activity,

seen in the context of existing development within the former Air Base and Heyford Park, would give rise to a low, temporary change in the view that would be experienced by few receptors.

The BCA car storage area would not be visible from this viewpoint. At Year 1, the proposed residential development within parcel 10 north of Camp Road and parcel 16 to the west (left) of Tait Road would be seen behind and above the intervening hedgerow; land to the west (left) of this would remain open for sports park uses. Taller residential development (13m) and commercial development (18m) to the north, east and west of the Village Centre may be just discernible in the far distance above foreground residential properties, but its effect would be diminished by parcel 16 development. The proposed Viewing Tower would not be visible. At Year 15, proposed structure planting along the southern boundary of, and along green corridors within the Application Site, will be established and maturing thus softening and filtering views into the site from the south, screening the majority of the proposed built form. The magnitude of change is therefore assessed as medium at Year 1, softening and reducing to negligible over time at Year 15 as the proposed structural tree planting matures.

Scale of Visual Effect

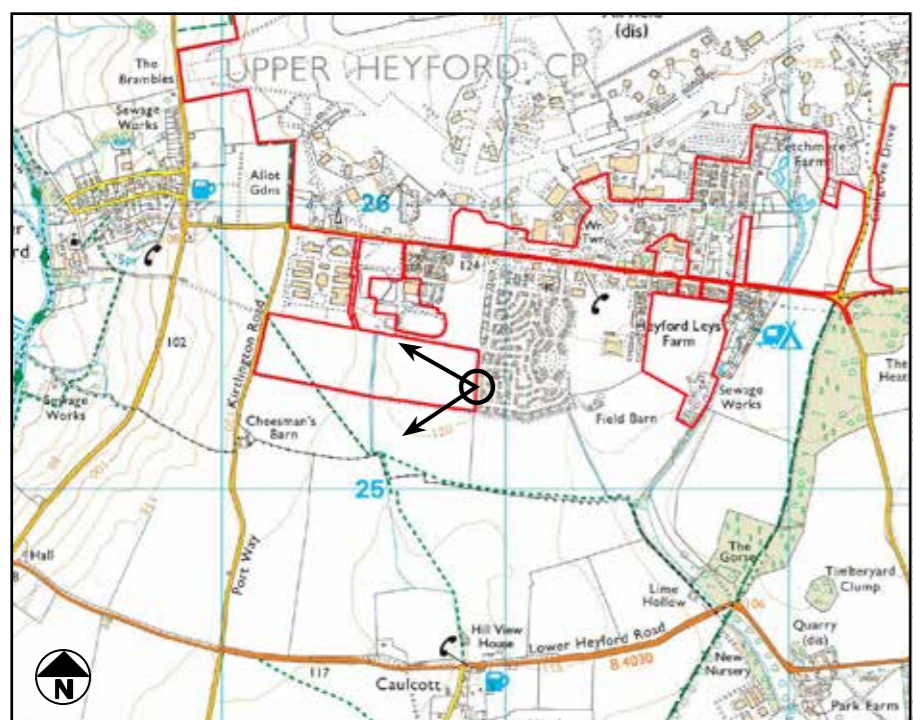
Given a medium receptor sensitivity and a low magnitude of change, the temporary effect during construction would be minor. With the proposed development in place, a medium magnitude of change would lead to a moderate visual effect at Year 1. As it matures, structural planting would screen much of the development leading to a negligible magnitude of effect, giving a negligible visual effect at Year 15.

Cheesman's Barn



VIEWPOINT 14A

Tait Drive, Heyford Park



Camera make & model - Canon EOS 5D Mk II Viewpoint height (AOD) - 123m
 Date & time of photograph - 20/09/2017 @ 17:39 Distance from site - 0m
 OS grid reference - 450903, 225364

Description of Baseline View

This view is representative of views gained from residential properties along Tait Drive. Views are gained through, and dominated by, the barbed-wire topped chain link security fence surrounding the former Air Base, along the western boundary of the former airmen's quarters. The Application Site occupies the foreground with open views gained of open arable land, albeit through the mesh of the fence. A cluster of trees in the middle distance to the southwest (centre left) surrounds Cheesman's Barn and screens it from view. Derelict buildings of the former school (including the red brick boiler house chimney) and associated infrastructure, street furniture, tree and shrub planting and spoil heaps are discernible to the northwest (centre right). The right hand (northern) portion of the view is occupied by recent and ongoing 2-storey residential development (Bovis Homes); the new school is screened by housing and intervening vegetation. The Telecoms tower north of Camp Road is just visible behind the intervening tree canopies. Low sections of the hedgerow along Port Way permit fragmented and indistinct views to the treed horizon, west of the River Cherwell.

Sensitivity of Visual Receptor

The view is characterized by agricultural land seen juxtaposed with new and derelict development within the context of the former Air Base as seen through the distracting security fencing. The value of the view is considered to be medium. The susceptibility of residents to development is generally considered to be high, albeit that the view is from like-development, with similar residential and associated urban infrastructure already present in the view. Nonetheless, the overall sensitivity of residents is assessed as high.

Predicted View during Construction, and at Year 1 and 15

It is envisaged that a temporary solid hoarding would be established at ground level along the boundary of the Application Site to protect neighbouring residents from noise and

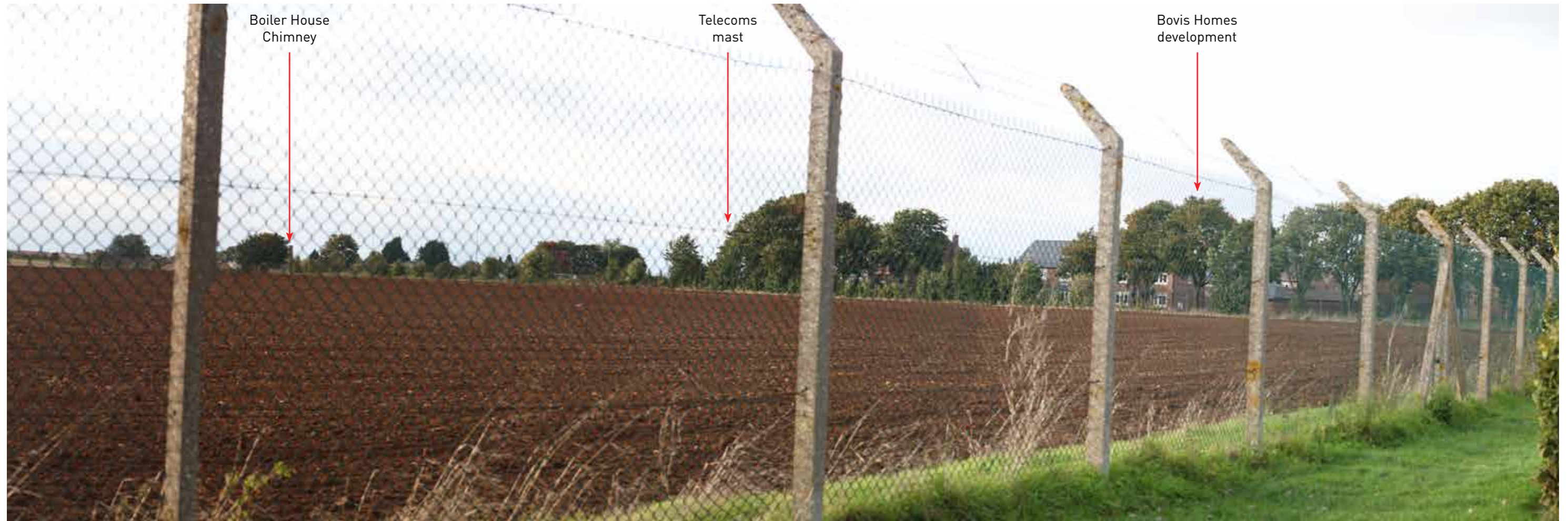
dust associated with construction activities, which in turn would block current views. As construction proceeds, the upper floors of new houses would be visible above the hoarding. The magnitude of change during construction would be high to medium.

The BCA car storage area would not be visible from this viewpoint. The Proposed Development would change the current outlook from agricultural land seen through chain link security fencing to a modern high quality residential development at Year 1 with private gardens and landscaping. Views would be direct and open with development seen in the context of and from existing residential development. Views of agricultural land would be lost but this would be offset against the positive change to a well designed residential area benefitting from a comprehensive Green Infrastructure Strategy with green corridors; adverse effects would be tempered by removal of the oppressive foreground security fence. However, on balance, the magnitude of change would be high at Year 1.

Proposed tree and shrub planting between the new and old residential areas, and within the Proposed Development would be established by Year 15 and would soften views of the new houses. The magnitude of change at Year 15 is assessed as medium as the proposed tree planting matures.

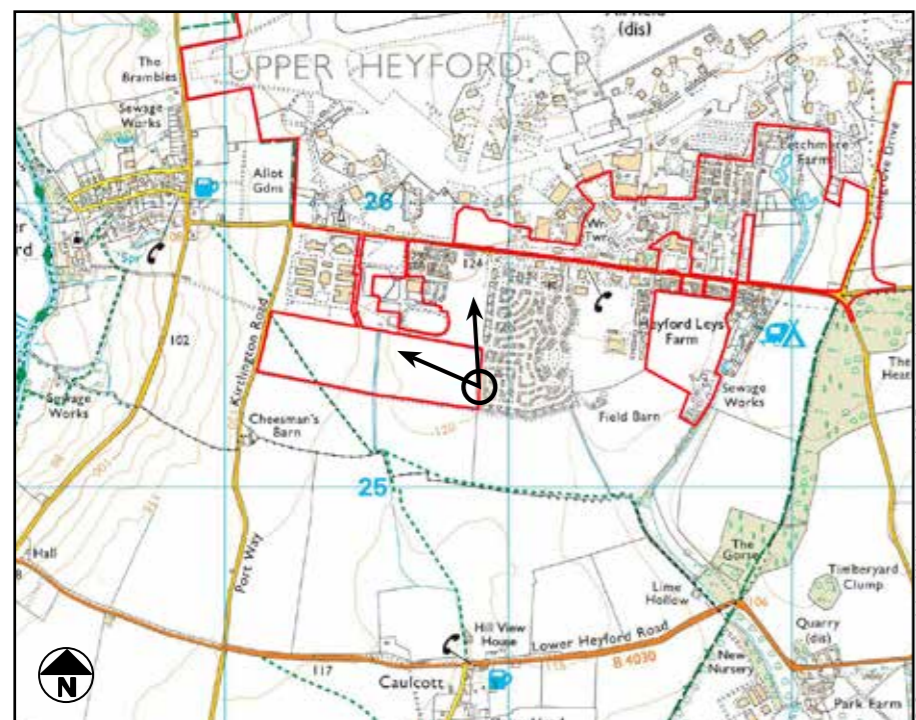
Scale of Visual Effect

With a high sensitivity and high to medium magnitude of change at construction, the significance of effect would be major. At Year 1 the high magnitude of change would lead to an effect of major significance, reducing to moderate as the proposed planting matures by Year 15.



VIEWPOINT 14B

Tait Drive, Heyford Park



Camera make & model - Canon EOS 5D Mk II Viewpoint height (AOD) - 123m
 Date & time of photograph - 20/09/2017 @ 17:39 Distance from site - 0m
 OS grid reference - 450903, 225364

Description of Baseline View

This view is representative of views gained from residential properties along Tait Drive. Views are gained through, and dominated by, the barbed-wire topped chain link security fence surrounding the former Air Base, along the western boundary of the former airmen's quarters. The Application Site occupies the foreground with open views gained of open arable land, albeit through the mesh of the fence. A cluster of trees in the middle distance to the southwest (centre left) surrounds Cheesman's Barn and screens it from view. Derelict buildings of the former school (including the red brick boiler house chimney) and associated infrastructure, street furniture, tree and shrub planting and spoil heaps are discernible to the northwest (centre right). The right hand (northern) portion of the view is occupied by recent and ongoing 2-storey residential development (Bovis Homes); the new school is screened by housing and intervening vegetation. The Telecoms tower north of Camp Road is just visible behind the intervening tree canopies. Low sections of the hedgerow along Port Way permit fragmented and indistinct views to the treed horizon, west of the River Cherwell.

Sensitivity of Visual Receptor

The view is characterized by agricultural land seen juxtaposed with new and derelict development within the context of the former Air Base as seen through the distracting security fencing. The value of the view is considered to be medium. The susceptibility of residents to development is generally considered to be high, albeit that the view is from like-development, with similar residential and associated urban infrastructure already present in the view. Nonetheless, the overall sensitivity of residents is assessed as high.

Predicted View during Construction, and at Year 1 and 15

It is envisaged that a temporary solid hoarding would be established at ground level along the boundary of the Application Site to protect neighbouring residents from noise and

dust associated with construction activities, which in turn would block current views. As construction proceeds, the upper floors of new houses would be visible above the hoarding. The magnitude of change during construction would be high to medium.

The BCA car storage area would not be visible from this viewpoint. The Proposed Development would change the current outlook from agricultural land seen through chain link security fencing to a modern high quality residential development at Year 1 with private gardens and landscaping. Views would be direct and open with development seen in the context of and from existing residential development. Views of agricultural land would be lost but this would be offset against the positive change to a well designed residential area benefitting from a comprehensive Green Infrastructure Strategy with green corridors; adverse effects would be tempered by removal of the oppressive foreground security fence. However, on balance, the magnitude of change would be high at Year 1.

Proposed tree and shrub planting between the new and old residential areas, and within the Proposed Development would be established by Year 15 and would soften views of the new houses. The magnitude of change at Year 15 is assessed as medium as the proposed tree planting matures.

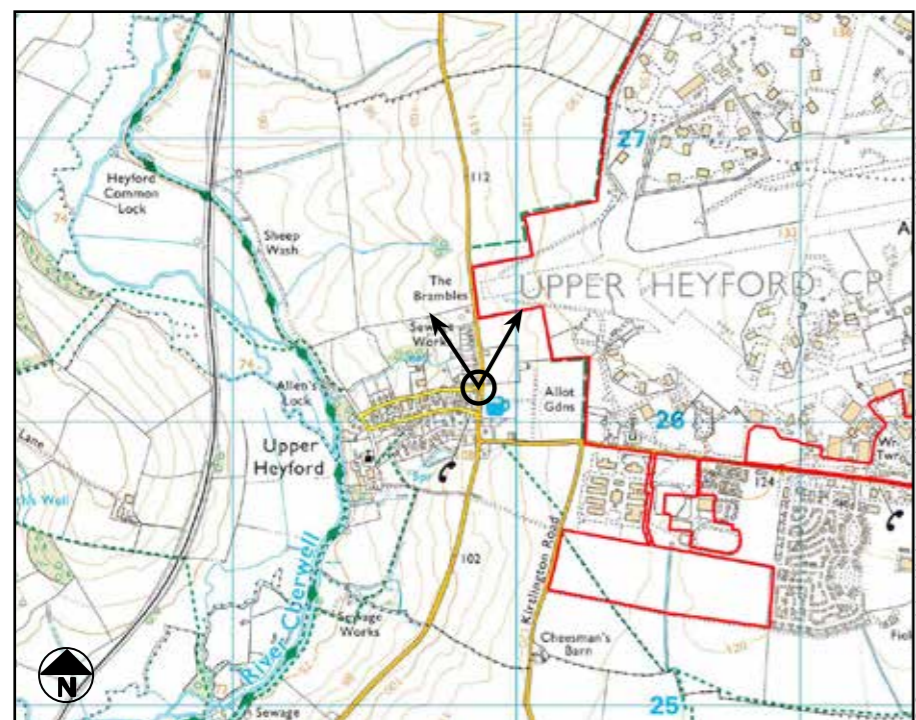
Scale of Visual Effect

With a high sensitivity and high to medium magnitude of change at construction, the significance of effect would be major. At Year 1 the high magnitude of change would lead to an effect of major significance, reducing to moderate as the proposed planting matures by Year 15.



VIEWPOINT 15A

Somerton Road/Mill Lane (Barley Mow PH) junction



Camera make & model	- Canon EOS 5D Mk II	Viewpoint height (AOD)	- 111m
Date & time of photograph	- 06/09/2017 @ 14:45	Distance from site	- 0.3km
OS grid reference	- 449870, 226109		

Description of Baseline View

This view is representative of views gained from the houses and the public realm along the eastern edge of Upper Heyford, and is from Mill Lane at its junction with Somerton Road, adjacent to the Barley Mow public house. The foreground is marked by uses associated with the settlement, including the village hall and allotment gardens. The westernmost end of the former runway and associated security fencing, is visible on elevated ground to the northeast (left) of the view. Camp Road Telecoms Mast (c.27m high) is just visible to the centre right (east) of the view through hedgerow canopies, however, all other buildings and structures within the Application Site are hidden from view by intervening vegetation and landform.

Sensitivity of Visual Receptor

Residential receptors are considered to have a high susceptibility and sensitivity to changes in the view arising from development of the nature proposed, whilst road users would have medium sensitivity and would be concentrating upon immediate road conditions and so are considered to have medium sensitivity.

Predicted View during Construction, and at Year 1 and 15

Construction activities, including high-level features such as cranes, may temporarily be visible from this viewpoint above the intervening hedgerows during summer and winter months, but would lead to no more than a negligible magnitude of effect during construction.

The BCA car storage area would not be visible from this viewpoint. At Year 1 and Year 15, the majority of the Proposed Development would not be visible from this viewpoint, and would continue to be screened by landform and intervening vegetation, even during winter months. The photomontage shows that the ridgelines of proposed 10.5m high housing within parcel 10 would be barely discernible through and above the existing hedgerow. The magnitude of change would be negligible.

New fencing and some increased pedestrian, cycle and equestrian activity may be discernible to the far left of the view where the Port Way route would be re-established, cutting perpendicular across the former runway, although new hedgerow planting parallel to the route would effectively screen it by Year 15. The magnitude of change would be negligible at most.

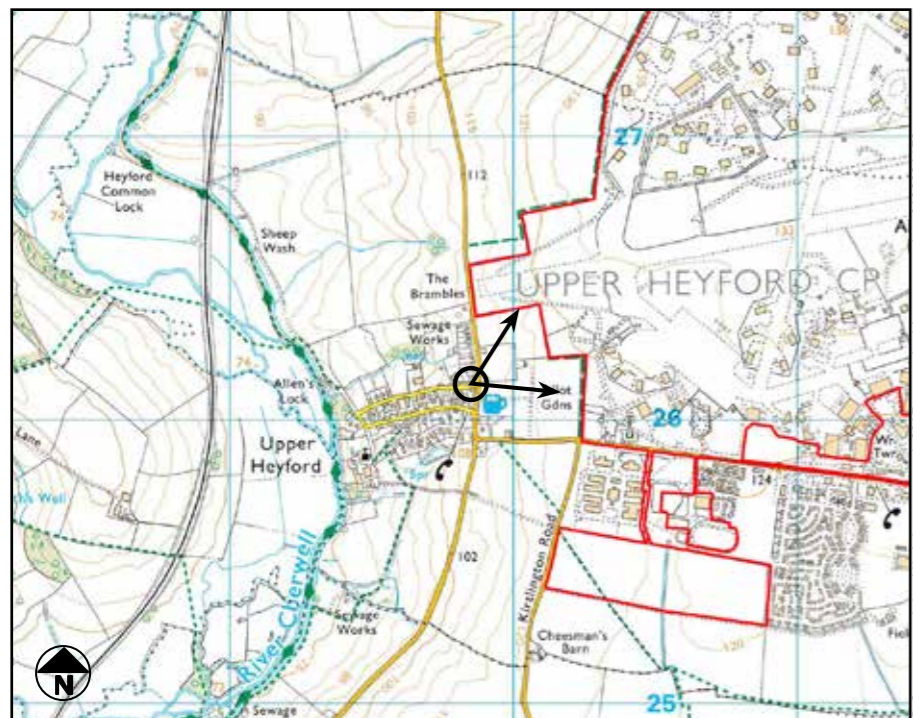
Scale of Visual Effect

Given a high residential receptor sensitivity and a medium road users sensitivity, a negligible magnitude of change with the Proposed Development in place lead to negligible visual effects during construction, and at Year 1 and Year 15.



VIEWPOINT 15B

Somerton Road/Mill Lane (Barley Mow PH) junction



Camera make & model - Canon EOS 5D Mk II
 Date & time of photograph - 06/09/2017 @ 14:45
 OS grid reference - 449870, 226109
 Viewpoint height (AOD) - 111m
 Distance from site - 0.3km

Description of Baseline View

This view is representative of views gained from the houses and the public realm along the eastern edge of Upper Heyford, and is from Mill Lane at its junction with Somerton Road, adjacent to the Barley Mow public house. The foreground is marked by uses associated with the settlement, including the village hall and allotment gardens. The westernmost end of the former runway and associated security fencing, is visible on elevated ground to the northeast (left) of the view. Camp Road Telecoms Mast (c.27m high) is just visible to the centre right (east) of the view through hedgerow canopies, however, all other buildings and structures within the Application Site are hidden from view by intervening vegetation and landform.

Sensitivity of Visual Receptor

Residential receptors are considered to have a high susceptibility and sensitivity to changes in the view arising from development of the nature proposed, whilst road users would have medium sensitivity and would be concentrating upon immediate road conditions and so are considered to have medium sensitivity.

Predicted View during Construction, and at Year 1 and 15

Construction activities, including high-level features such as cranes, may temporarily be visible from this viewpoint above the intervening hedgerows during summer and winter months, but would lead to no more than a negligible magnitude of effect during construction.

The BCA car storage area would not be visible from this viewpoint. At Year 1 and Year 15, the majority of the Proposed Development would not be visible from this viewpoint, and would continue to be screened by landform and intervening vegetation, even during winter months. The photomontage shows that the ridgelines of proposed 10.5m high housing within parcel 10 would be barely discernible through and above the existing hedgerow. The magnitude of change would be negligible.

New fencing and some increased pedestrian, cycle and equestrian activity may be discernible to the far left of the view where the Port Way route would be re-established, cutting perpendicular across the former runway, although new hedgerow planting parallel to the route would effectively screen it by Year 15. The magnitude of change would be negligible at most.

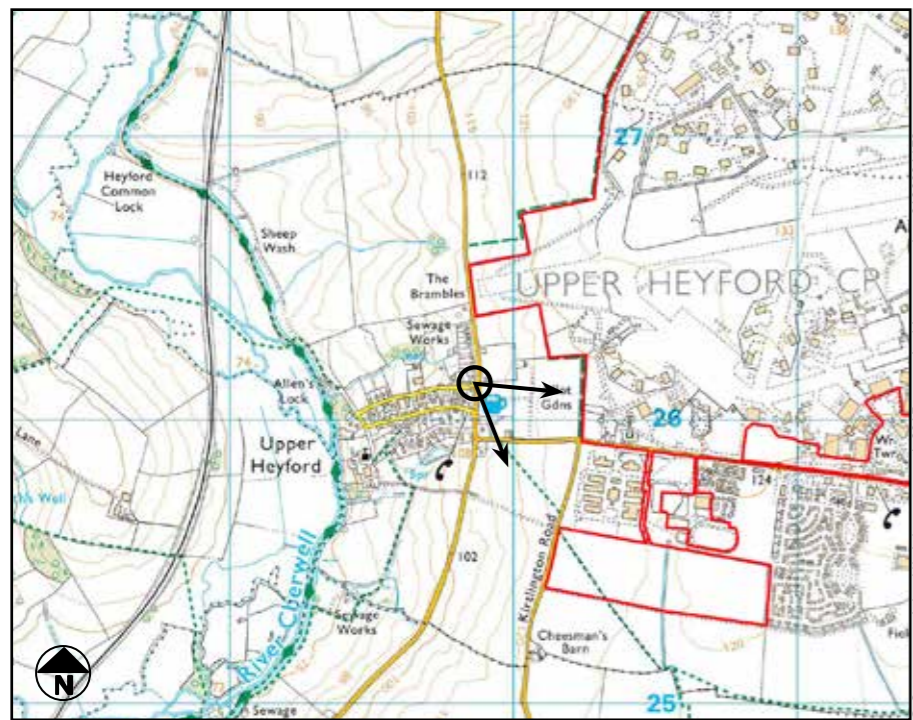
Scale of Visual Effect

Given a high residential receptor sensitivity and a medium road users sensitivity, a negligible magnitude of change with the Proposed Development in place lead to negligible visual effects during construction, and at Year 1 and Year 15.



VIEWPOINT 15C

Somerton Road/Mill Lane (Barley Mow PH) junction



Camera make & model - Canon EOS 5D Mk II
 Date & time of photograph - 06/09/2017 @ 14:45
 OS grid reference - 449870, 226109
 Viewpoint height (AOD) - 111m
 Distance from site - 0.3km

Description of Baseline View

This view is representative of views gained from the houses and the public realm along the eastern edge of Upper Heyford, and is from Mill Lane at its junction with Somerton Road, adjacent to the Barley Mow public house. The foreground is marked by uses associated with the settlement, including the village hall and allotment gardens. The westernmost end of the former runway and associated security fencing, is visible on elevated ground to the northeast (left) of the view. Camp Road Telecoms Mast (c.27m high) is just visible to the centre right (east) of the view through hedgerow canopies, however, all other buildings and structures within the Application Site are hidden from view by intervening vegetation and landform.

Sensitivity of Visual Receptor

Residential receptors are considered to have a high susceptibility and sensitivity to changes in the view arising from development of the nature proposed, whilst road users would have medium sensitivity and would be concentrating upon immediate road conditions and so are considered to have medium sensitivity.

Predicted View during Construction, and at Year 1 and 15

Construction activities, including high-level features such as cranes, may temporarily be visible from this viewpoint above the intervening hedgerows during summer and winter months, but would lead to no more than a negligible magnitude of effect during construction.

The BCA car storage area would not be visible from this viewpoint. At Year 1 and Year 15, the majority of the Proposed Development would not be visible from this viewpoint, and would continue to be screened by landform and intervening vegetation, even during winter months. The photomontage shows that the ridgelines of proposed 10.5m high housing within parcel 10 would be barely discernible through and above the existing hedgerow. The magnitude of change would be negligible.

New fencing and some increased pedestrian, cycle and equestrian activity may be discernible to the far left of the view where the Port Way route would be re-established, cutting perpendicular across the former runway, although new hedgerow planting parallel to the route would effectively screen it by Year 15. The magnitude of change would be negligible at most.

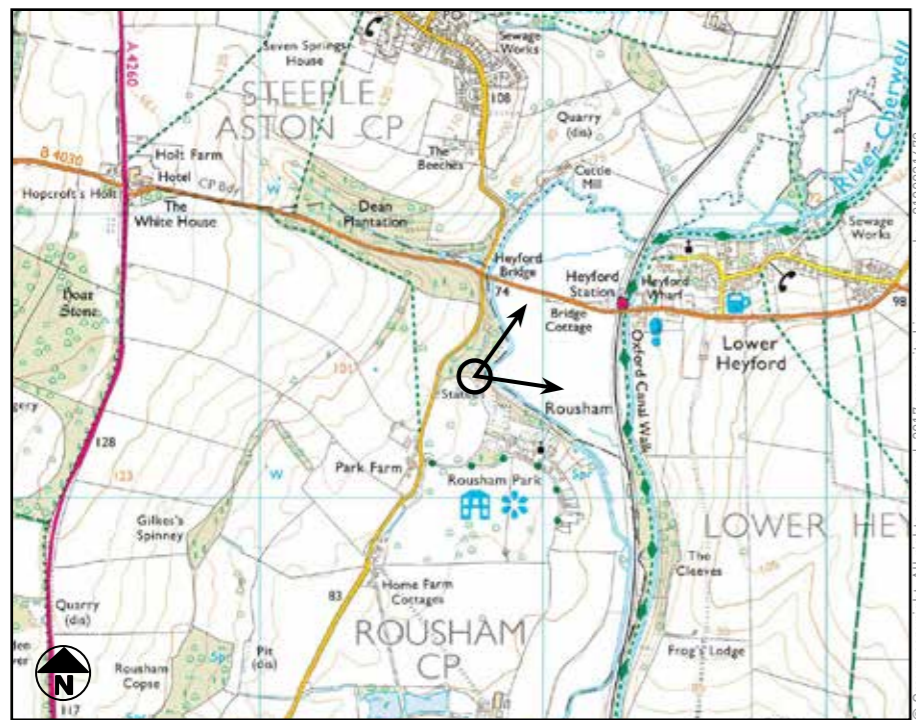
Scale of Visual Effect

Given a high residential receptor sensitivity and a medium road users sensitivity, a negligible magnitude of change with the Proposed Development in place lead to negligible visual effects during construction, and at Year 1 and Year 15.



VIEWPOINT 16

Rousham Park, Dying Gladiator Statue



Camera make & model - Canon EOS 5D
 Date & time of photograph - 22/09/2016 @ 12:37
 OS grid reference - 447763, 224432
 Viewpoint height (AOD) - 86m
 Distance from site - 2.5km

Description of Baseline View

The view is characterised by the surrounding designed landscape of Rousham Park (a registered park and garden) with its architectural elements and sculptures. The River Cherwell can be seen in the foreground with mature trees lining its course. Trees along field boundaries and the railway line screen much of the wider landscape and views are limited to a few arable fields with a solitary tree visible on the horizon to the east (right). The view is illustrative of direct and restricted views gained from the top of the Arcade, behind the sculpture of the Dying Gladiator. Camp Road Telecoms Mast and the former school site (marked by hedgerows and trees along Port Way) are visible on the horizon, through a gap in the intervening tree canopies. However, the Application Site is not visible from this viewpoint, hidden by landform and tree canopies.

Sensitivity of Visual Receptor

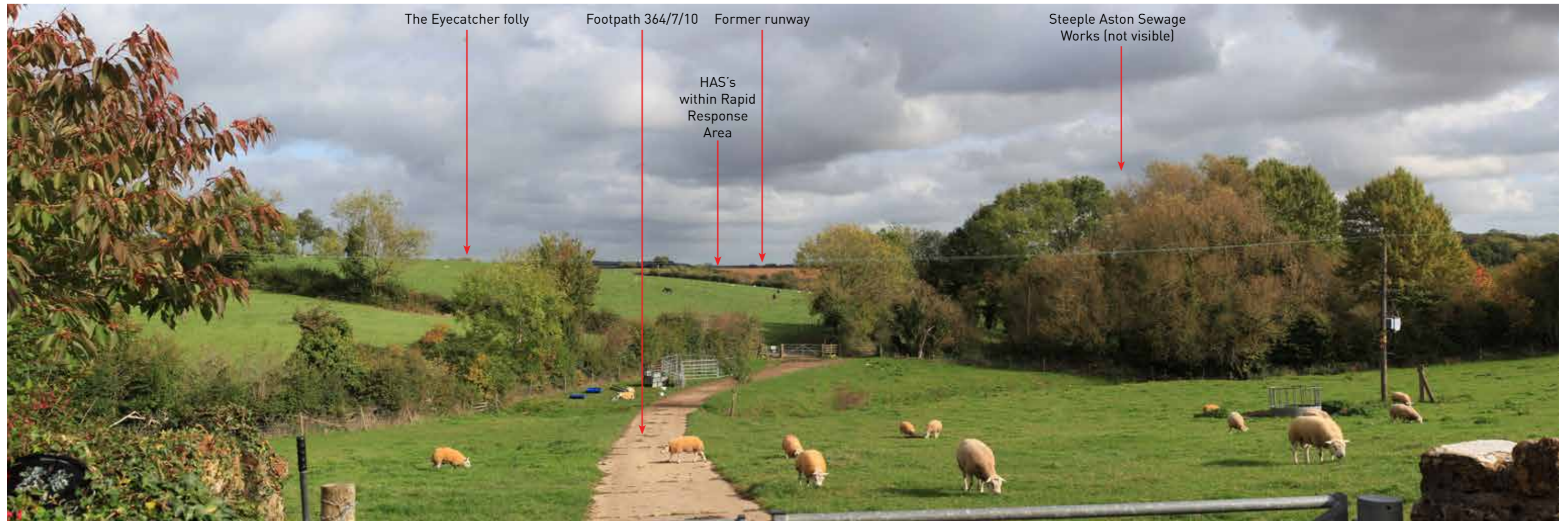
The value attached to views gained from this and nearby locations is high due to its position within, and presence of, the surrounding designated parkland landscape. The susceptibility to mixed-use development would also be high with little built form visible from this location. Overall, receptors at this location are assessed as having high sensitivity to the Proposed Development.

Predicted View during Construction, and at Year 1 and 15

The BCA car storage area would not be visible from this viewpoint. Low-level construction activities within the Application Site would be screened from this location and indeed from other areas around the sculpture, by the boundary vegetation along Port Way and the former school site and other intervening vegetation. However, tall construction plant (i.e. cranes) in development parcels within the central and the northeast areas of the Application Site of may be seen temporarily above the Port Way hedgerow and trees. Overall, the magnitude of change at construction would be negligible. At Year 1 and Year 15, the proposed built form within the Application Site (such as parcel 10) would continue to be screened by intervening vegetation and would be unlikely to break the skyline the magnitude of effect would be negligible.

Scale of Visual Effect

With a high sensitivity and negligible magnitude of change would lead, at most, to an effect of negligible significance upon this viewpoint at construction, and at Year 1 and Year 15.



VIEWPOINT 17

The Dickredge, Steeple Aston



Camera make & model - Canon EOS 5D
 Date & time of photograph - 05/10/2017 @ 12:46
 OS grid reference - 447726, 225665
 Viewpoint height (AOD) - 100m
 Distance from site - 2.2km

Description of Baseline View

This viewpoint is representative of an Important View identified in Appendix C of the Draft Mid Cherwell Neighbourhood Plan, at the eastern edge of Steeple Ashton and is representative of views gained from by footpath users and a few properties along the edge of the village. The western end of the former Air base runway is visible as it drops down toward the Cherwell Valley. The distinctive barrel roofed HAS within the QRA are just perceptible on the horizon within the centre of the view. Existing structures to the south of the runway are screened by foreground vegetation.

Sensitivity of Visual Receptor

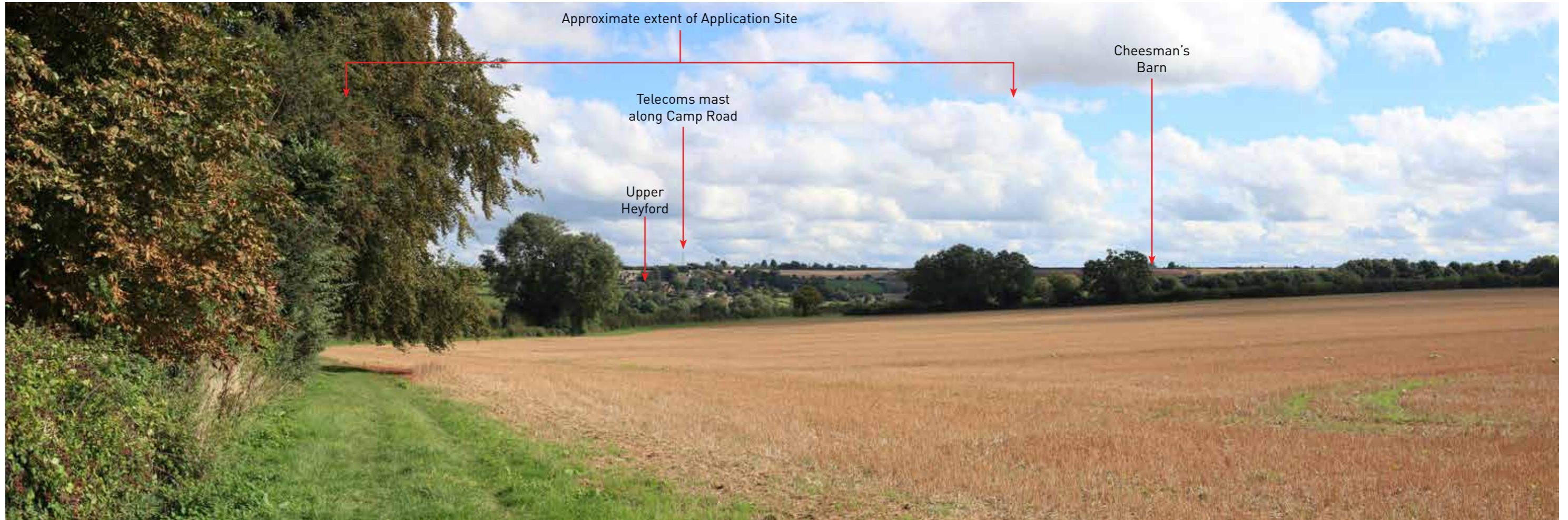
Receptors present at this location would be the users of residents and public footpath users. Being a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation offering views of the surrounding countryside and the nearby dwellings, the value of the view is considered to be medium. For residential and PRoW users, the susceptibility is assessed as high as the view from the PRoW is a component of users' experience of the route resulting in an overall high sensitivity.

Predicted View during Construction, and at Year 1 and 15

Low-level construction activities and tall construction plant (i.e. cranes) within the Application Site would be screened from this location and so the magnitude of change at construction would be negligible. The BCA car storage area would not be visible from this viewpoint. The photomontage shows that structures of all heights (5m – 18m), including the 30m high Viewing Tower within the Proposed Development, would continue to be screened by intervening land form and vegetation; the magnitude of effect would be negligible at Year 1 and Year 15.

Scale of Visual Effect

Given a high receptor sensitivity and a negligible magnitude of change with the Proposed Development in place the significance of effect would be negligible during construction and at Year 1 and Year 15.



VIEWPOINT 18A

Footpath 364/6/20, Steeple Aston north of The Eyecatcher and Cow Lane



Camera make & model - Canon EOS 5D
 Date & time of photograph - 22/09/2016 @ 13:21
 OS grid reference - 448225, 226166
 Viewpoint height (AOD) - 106m
 Distance from site - 1.7km

Description of Baseline View

A folly known as the Eyecatcher, which historically fell within Rousham Park, lies upon privately owned land, and therefore this viewpoint represents views from the nearest publicly accessible location to it where views are gained toward the Application Site. This relatively open, panoramic view is characterised by a large scale arable field defining the foreground with the topography screening much of the River Cherwell valley. The undulations in the local topography are evident, with built form falling in and out of the view. Some properties can be seen to the south and mark the southern extent of Steeple Aston. Further to the south east Rousham House can be seen nestled amongst parkland trees. Due to the elevation, views of the distant landscape can be gained from this location with the horizon changing from undulating and well-wooded to the south, to relatively simple with little tree vegetation to the east. Lower Heyford can be seen in the middle distance and views of the settlement are substantially screened by the topography in the foreground. The Eyecatcher can be seen in the same direction of view located in the field adjacent to this footpath and forms part of the wider landscape design of Rousham Park. To the east, Upper Heyford can be seen on the upper slopes of the valley. Due to the sloping terrain, a variety of residential buildings are visible within the village, and on the horizon, Camp Road Telecoms Mast, Water Tower, and HAS's within the former Air Base appear to be grouped with the village. Tree vegetation within the settlement restricts views of some of the built form. Residential development within Heyford Park and larger structures within the former Air Base further to the east are not visible. The view is representative of direct views gained from this public footpath. The Application Site is visible on the horizon to the east (left) and occupies about a quarter of the vista, within the context of the overall panoramic view.

Sensitivity of Visual Receptors

Receptors present in this location would be the users of this public footpath. The value attached to the views gained would be high with the landscape offering elevated and distant views of the surrounding countryside, and the River Cherwell valley. The susceptibility of receptors to mixed-use development is assessed as high. Overall, the sensitivity of these receptors is assessed as high.

Predicted View during Construction, and at Year 1 and 15

The Application Site occupies the elevated plateau toward the north (left) of the view and as such would appear on the horizon. Low-level construction activities would be screened by intervening and boundary vegetation along Port Way and would be difficult to distinguish at this distance. Some movement and views of taller elements such as cranes may be potentially visible to the north and south of Camp Road, however, these would be seen from approximately 2km away and as part of a wooded horizon within the overall panorama. Proposed development in parcels 10 and 16 would be more sensitive in visual terms to high-level construction activities due to proximity to the viewpoint, relative landform and the lower level of tree cover in this location. Overall, the magnitude of change at this distance during construction would be negligible.

The BCA car storage area would not be visible from this viewpoint. At Year 1, retained vegetation along the western boundary of the Application Site and Port Way would screen lower sections of proposed 10.5m high development in parcel 10 and parcel 16, and 13m high development in parcel 32W, however, the upper sections and roofs of development within these parcels would be visible, as shown on the photomontage. Taller development further to the east (13m high in parcels 11, 12, 19, 20, 21 and 18m high in parcel 22) would be predominantly screened due to the prevailing landform and boundary vegetation canopy; the 30m high Viewing Tower would not be visible. Proposed structural planting around and within the Application Site would by Year 15 strengthen and enhance existing retained vegetation, further softening and filtering views toward existing and proposed development within the Application Site. At Year 1 the magnitude of change would be low, reducing to negligible by Year 15.

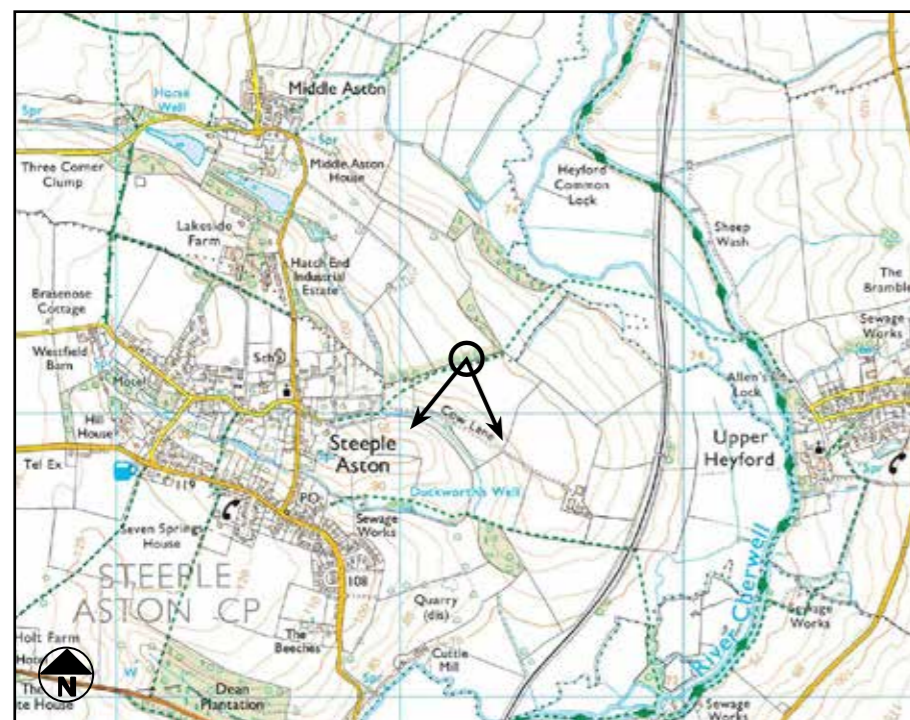
Scale of Visual Effect

With high sensitivity and low magnitude of change at construction and Year 1, and negligible magnitude of change at Year 15, the significance of temporary effects for PROW users is assessed as minor adverse, being tempered by the context of the existing housing and infrastructure within Upper Heyford and the former Air Base; this would reduce to negligible by Year 15.



VIEWPOINT 18B

Footpath 364/6/20, Steeple Aston north of The Eyecatcher and Cow Lane



Camera make & model	- Canon EOS 5D	Viewpoint height (AOD)	- 106m
Date & time of photograph	- 22/09/2016 @ 13:21	Distance from site	- 1.7km
OS grid reference	- 448225, 226166		

Description of Baseline View

A folly known as the Eyecatcher, which historically fell within Rousham Park, lies upon privately owned land, and therefore this viewpoint represents views from the nearest publicly accessible location to it where views are gained toward the Application Site. This relatively open, panoramic view is characterised by a large scale arable field defining the foreground with the topography screening much of the River Cherwell valley. The undulations in the local topography are evident, with built form falling in and out of the view. Some properties can be seen to the south and mark the southern extent of Steeple Aston. Further to the south east Rousham House can be seen nestled amongst parkland trees. Due to the elevation, views of the distant landscape can be gained from this location with the horizon changing from undulating and well-wooded to the south, to relatively simple with little tree vegetation to the east. Lower Heyford can be seen in the middle distance and views of the settlement are substantially screened by the topography in the foreground. The Eyecatcher can be seen in the same direction of view located in the field adjacent to this footpath and forms part of the wider landscape design of Rousham Park. To the east, Upper Heyford can be seen on the upper slopes of the valley. Due to the sloping terrain, a variety of residential buildings are visible within the village, and on the horizon, Camp Road Telecoms Mast, Water Tower, and HAS's within the former Air Base appear to be grouped with the village. Tree vegetation within the settlement restricts views of some of the built form. Residential development within Heyford Park and larger structures within the former Air Base further to the east are not visible. The view is representative of direct views gained from this public footpath. The Application Site is visible on the horizon to the east (left) and occupies about a quarter of the vista, within the context of the overall panoramic view.

Sensitivity of Visual Receptors

Receptors present in this location would be the users of this public footpath. The value attached to the views gained would be high with the landscape offering elevated and distant views of the surrounding countryside, and the River Cherwell valley. The susceptibility of receptors to mixed-use development is assessed as high. Overall, the sensitivity of these receptors is assessed as high.

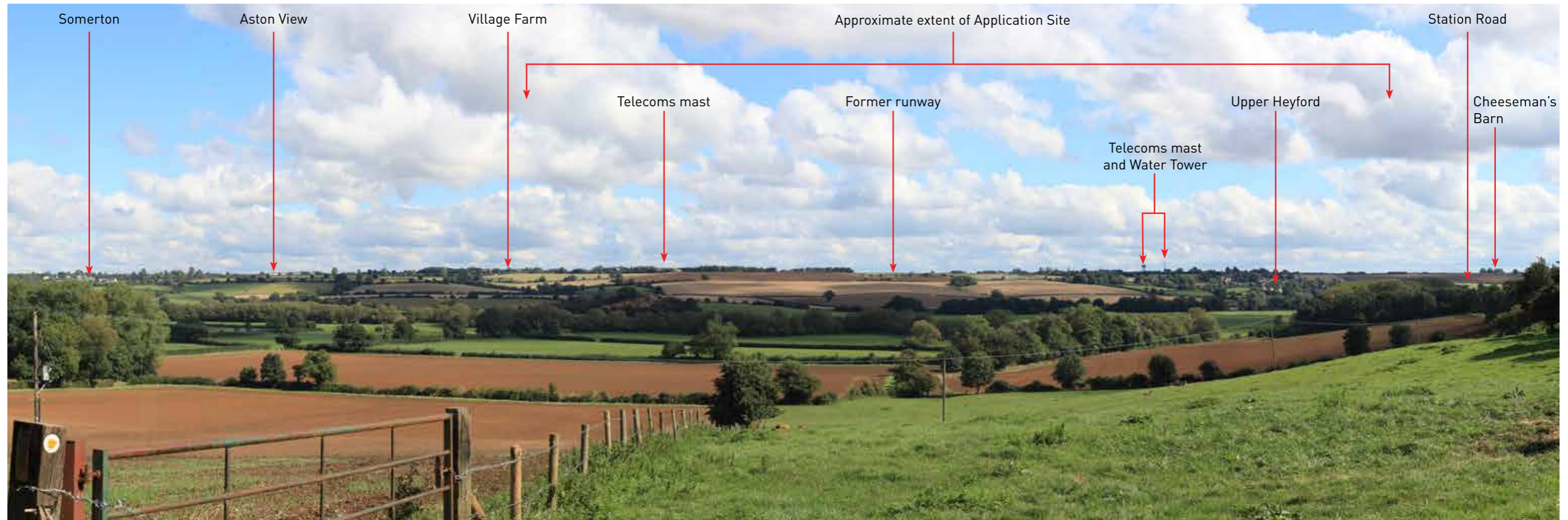
Predicted View during Construction, and at Year 1 and 15

The Application Site occupies the elevated plateau toward the north (left) of the view and as such would appear on the horizon. Low-level construction activities would be screened by intervening and boundary vegetation along Port Way and would be difficult to distinguish at this distance. Some movement and views of taller elements such as cranes may be potentially visible to the north and south of Camp Road, however, these would be seen from approximately 2km away and as part of a wooded horizon within the overall panorama. Proposed development in parcels 10 and 16 would be more sensitive in visual terms to high-level construction activities due to proximity to the viewpoint, relative landform and the lower level of tree cover in this location. Overall, the magnitude of change at this distance during construction would be negligible.

The BCA car storage area would not be visible from this viewpoint. At Year 1, retained vegetation along the western boundary of the Application Site and Port Way would screen lower sections of proposed 10.5m high development in parcel 10 and parcel 16, and 13m high development in parcel 32W, however, the upper sections and roofs of development within these parcels would be visible, as shown on the photomontage. Taller development further to the east (13m high in parcels 11, 12, 19, 20, 21 and 18m high in parcel 22) would be predominantly screened due to the prevailing landform and boundary vegetation canopy; the 30m high Viewing Tower would not be visible. Proposed structural planting around and within the Application Site would by Year 15 strengthen and enhance existing retained vegetation, further softening and filtering views toward existing and proposed development within the Application Site. At Year 1 the magnitude of change would be low, reducing to negligible by Year 15.

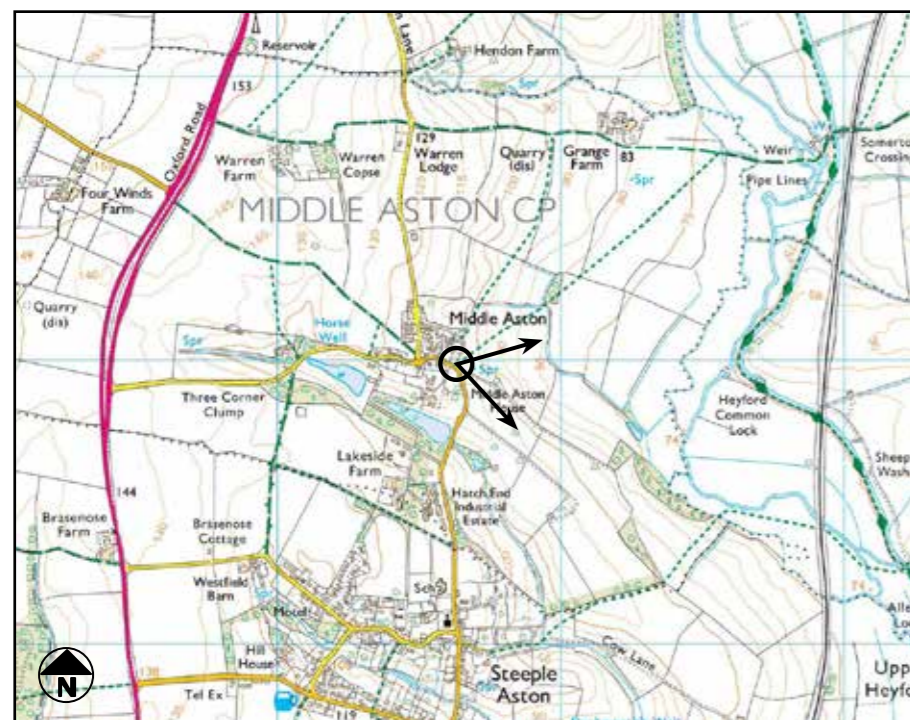
Scale of Visual Effect

With high sensitivity and low magnitude of change at construction and Year 1, and negligible magnitude of change at Year 15, the significance of temporary effects for PROW users is assessed as minor adverse, being tempered by the context of the existing housing and infrastructure within Upper Heyford and the former Air Base; this would reduce to negligible by Year 15.



VIEWPOINT 19

Public footpath 296/8/10, Middle Aston



Camera make & model	- Canon EOS 5D	Viewpoint height (AOD)	- 110m
Date & time of photograph	- 22/09/2016 @ 13:38	Distance from site	- 2.2km
OS grid reference	- 447647, 227012		

Description of Baseline View

This viewpoint is representative of an Important View identified in Appendix C of the Draft Mid Cherwell Neighbourhood Plan and offers elevated and relatively open views across the River Cherwell valley towards the Heyford Plateau. Views include the slopes of the valley with a clear field pattern delineated by hedgerows and groups of trees. A line of trees in the valley bottom marks the alignment of the railway track which is well screened. Bridges over the River Cherwell and the Oxford Canal can be identified amongst this vegetation but are not easily perceptible. The village of Somerton can be seen on the upper slopes to the north east (left) with the topography sloping towards the river. Upper Heyford village can be seen to the south east (centre right) with a variety of built form visible climbing up the eastern side of the valley. The horizon between the two villages is characterised by the presence of the former Air Base and its infrastructure such as the Control Tower and HASs to the north of Camp Road with belts of trees screening some of this built form and mature hedgerows flanking Kirtlington Road/Port Way to the south. Four telecoms masts (c.26m high) adjacent to the Quick Reaction Alert Area are barely perceptible to the naked eye, although Camp Road Water Tower and Telecoms Mast form more legible landmarks. Built form to the south of Camp Road is screened by the boundary vegetation.

Sensitivity of Visual Receptors

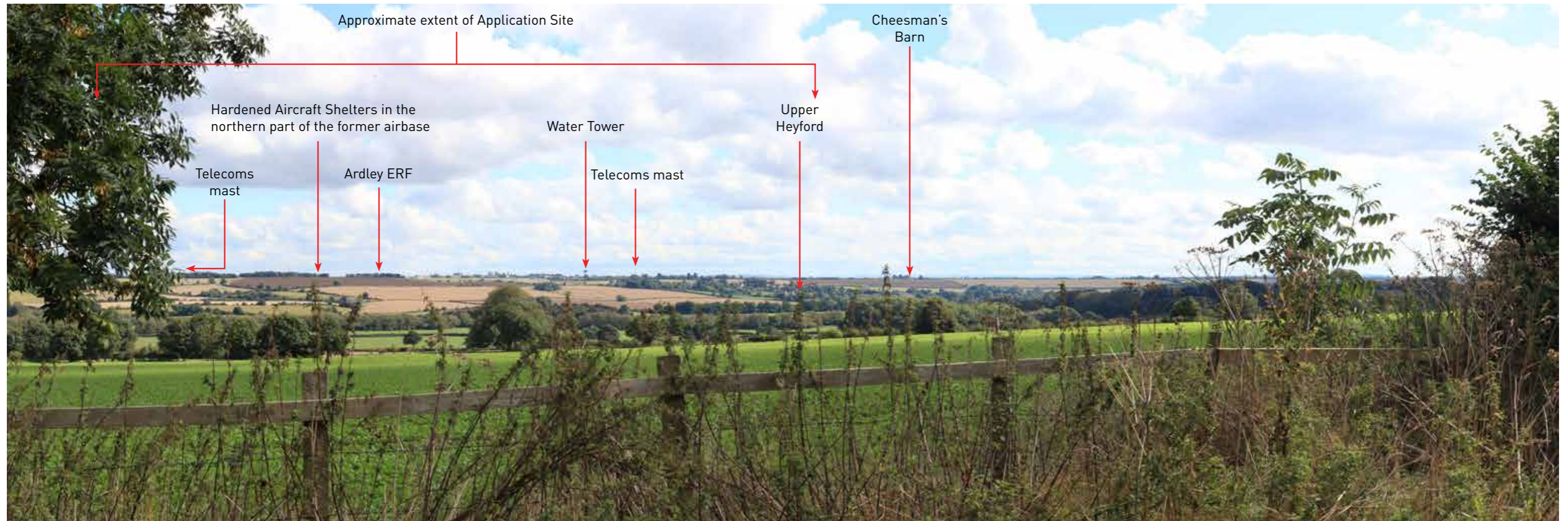
Receptors would comprise users of the public footpath. The value attached to this particular view would be medium, being a not unattractive farmed landscape with small settlements outside of any statutory or non-statutory landscape designation. The susceptibility and overall sensitivity to the Proposed Development is considered to be high.

Predicted View during Construction, and at Year 1 and 15

Low-level construction activities would be imperceptible to the naked eye from this distance, and would largely be screened by intervening vegetation, built form and landform. High-level construction features such as cranes would be apparent, temporarily punctuating the central third of the view extending from the south (right) of the four telecoms masts to a point to the north (left) of Camp Road Water Tower. Whilst the BCA car storage area falls within the centre right of the view, vehicles would be indistinguishable with the naked eye from this distance. –At Year 1, the proposed 10.5m and 13m high development would be discernible within parcels 10 and 16, and parcels 11, 12, 19 and 20, respectively, albeit that it would be seen within, and its effect would be tempered by, the context of existing features and the wider panorama. Existing planting along the north and northwest boundary of the Application Site would screen lower parts of the 30m Viewing Tower, which would just rise above the canopy. The 18m commercial development in parcel 22 would be largely screened by the intervening 10.5m and 13m developments. By Year 15, proposed structure planting adjacent to the reinstated Port Way bridgeway would be well-established across the former runway, completing the vegetated horizon and screening lower parts of the Proposed Development. The magnitude of change at construction, Year 1 and Year 15 would be low.

Significance of Visual Effect

The high sensitivity of the footpath users and, at most, low magnitude of change at construction, Year 1 and Year 15 would give rise to moderate but not significance effects, being tempered by distance and juxtaposition with existing development within the Application Site and surrounding landscape and the complexity of the wider panorama.



VIEWPOINT 20

Middle Aston Lane, south of North Aston



Camera make & model - Canon EOS 5D
 Date & time of photograph - 22/09/2016 @ 13:15
 OS grid reference - 447473, 227801

Viewpoint height (AOD) - 129m
 Distance from site - 2.7km

Description of Baseline View

This view is from the grass verge near Warren Lodge at Middle Aston Lane, south of North Aston, looking southeast to reveal a sweeping panorama across the Cherwell Valley. Views gained from this location would be generally of short duration and transient as receptors travel along the road. The gap in roadside vegetation allows for brief framed views only. The view is characterised by the changes in topography with arable fields sloping to the east and then rising to form the edge of the Upper Heyford Plateau. Large scale fields comprise the foreground and are also visible on the upper slopes across the valley, as is Upper Heyford village. Tree vegetation is frequent in the middle ground and on the valley bottom giving the valley a well-wooded character. The intermediate horizon upon which the Application Site rests is reinforced by an almost continuous dark line of tree and hedgerow vegetation, broken only by the openness of the former Air Base Flying Field. This break in vegetation cover is punctuated by buildings and structures within the Application Site including several HALS and one of the light-coloured nose dock buildings (building #335) to the north of Camp Road, which in turn are seen against a backcloth of tall vegetation. Distinctive taller vertical elements include four telecoms masts at the far north (left) of the view, Ardley ERF exhaust stack, and Camp Road Water Tower and Telecoms Mast; the Control Tower is not visible, being screened by vegetation along the northwest edge of the former runway. West-sloping landform within the Application Site and former Flying Field permits views of the ground plane to the south of the runway, and so ground level activities and parked vehicles are barely discernible to the naked eye.

Sensitivity of Visual Receptors

Receptors likely to be present in this location are road users. The value attached to this view would be medium, being of a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation. The susceptibility of such receptors to mixed-use development is medium.

Predicted View during Construction, and at Year 1 and 15

Construction activities would generally be screened by intervening landform, built form and vegetation and so would not be visible from this viewpoint. The retained structures would obscure most low-level construction activity north of Camp Road around and to the west of the Village Centre including parcel 10, but taller construction activities (in parcels 11, 12, 19 and 20) and features such as cranes would be visible above them. To the east in parcels 21 - 23, a small part of the construction activity (low and high-level) would be glimpsed through a narrow gap in the Application Site boundary vegetation, but otherwise this would be hidden by the tree canopy. Overall, the magnitude of change during construction would be negligible from such a distant viewpoint.

The western third of the BCA car storage area falls between two groups of HAS to the south of the runway, but vehicles unlikely to be indistinguishable with the naked eye from this distance and will be screened by the Portway hedgerow as it matures. A sliver of 13m and 18m high development in parcels 21 - 23 would be glimpsed through the narrow gap in boundary vegetation, but otherwise this would be hidden by the tree canopy. The photomontage shows that the remaining proposed 10.5m and 13m high development would occupy the horizon behind the HALS and ridgeline vegetation extending from the northern HALS south to a point mid-way above Upper Heyford village, and would be seen in the context of existing built form. Increased pedestrian, cycle and equestrian activity would be imperceptible along the re-established Port Way, cutting perpendicular to the former runway, although new hedgerow planting parallel to the route would be apparent by Year 15, serving to bridge the gap in the line of continuous vegetation seen along the horizon. From this viewpoint at Year 1 and Year 15, the proposed Viewing Tower would be just visible above the tree canopy just to the south (right) of the four telecoms masts at the far left of the view, partly obscured by intervening vegetation that surrounds the Application Site. It would appear, due to perspective and landform, lower than the telecoms mast albeit that it would be more prominent due to the high-level accommodation it provides. At Year 1, proposed vehicle storage would be visible in the open space to the east (left) of the southwest group of HALS; by Year 15 this would be effectively screened by proposed planting adjacent to the re-established Port Way route. The proposed built form would be seen in the direct context of the infrastructure of the former Air Base visible along the horizon. Views gained by road users would be oblique with the viewing area serving as an informal layby / passing place rather than a dedicated stopping place. The magnitude of change at Year 1 would be low, reducing to negligible at Year 15 as proposed landscape planting matures.

Significance of Visual Effect

During construction, a negligible magnitude of change would lead to a negligible significance of effect upon road users of medium sensitivity. The magnitude of change experienced by road users at Year 1 would be low, leading to minor to moderate but not significant effects, reducing to negligible significance by Year 15.



VIEWPOINT 21

St Mary's Walk/Footpath 310/12/10, North Aston



Camera make & model - Canon EOS 5D
 Date & time of photograph - 05/10/2017 @ 13:19
 OS grid reference - 448053, 228847
 Viewpoint height (AOD) - 130m
 Distance from site - 2.8km

Description of Baseline View

This viewpoint is from a small car parking area off St Mary's Walk adjacent to St Mary's Church, North Aston, some 2.75km to the northwest of the Application Site; St Mary's forms footpath 310/12/10. The well-enclosed foreground comprises boundary walls and tall ornamental hedges to properties within the village. The Application Site forms the distant horizon, with the occasional HAS visible, lying within the northernmost part of the site glimpsed where permitted by gaps in the dense tree canopy.

Sensitivity of Visual Receptor

Receptors present at this location would be the users of the public footpath and visitors to the church. The value attached to the views gained would be medium comprising a pleasant but unremarkable vista. Susceptibility to the proposed mixed development is assessed as high. Overall, the sensitivity of these receptors is assessed as high.

Predicted View during Construction, and at Year 1 and 15

Construction activities would generally be screened by intervening landform, built form and vegetation and so would not be visible from this viewpoint. High-level construction features such as cranes may be apparent, temporarily punctuating the horizon. Overall, the magnitude of change during construction would be negligible from such a distant viewpoint.

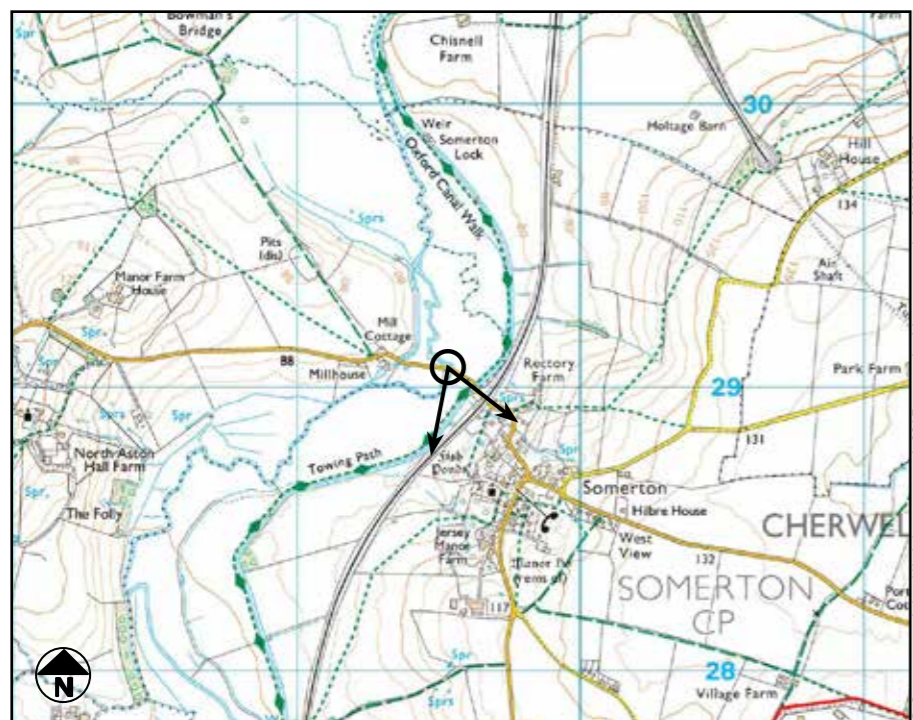
The BCA car storage area would not be visible from this viewpoint. Proposed development of 5m, 10.5m, 13m and 18m would not be visible. However, the very top of the 30m Viewing Tower may be apparent above and behind (and seen in the context of) the HAS which is visible on the horizon in the centre of the view. The magnitude of change would be negligible at Year 1 and Year 15.

Scale of Visual Effect

Given a high receptor sensitivity and no change or negligible magnitude of change during construction and with the proposed development in place there would be negligible visual effect.



VIEWPOINT 22
Water Street, Somerton



Camera make & model - Canon EOS 5D Viewpoint height (AOD) - 79m
 Date & time of photograph - 05/10/2017 @ 09:54 Distance from site - 1.6km
 OS grid reference - 449591, 229031

Description of Baseline View

This viewpoint is representative of an Important View identified in Appendix C of the Draft Mid Cherwell Neighbourhood Plan, being from Water Street bridge as it crosses the Oxford Canal at Somerton, looking south east toward the Application Site. This point also forms the route of the Oxford Canal Walk (footpath 349/15/20 and 310/14/10). The viewpoint lies between the Oxford Canal and the River Chertwell, the course of which is indicated by riparian trees to the west (right) of the view. Intermittent trees and hedgerows control and filter near and middle-distance views. The Application Site is hidden by land form and vegetation along the canal.

Sensitivity of Visual Receptor

Receptors likely to be present in this location are PROW and road users. The value attached to this view would be medium, being of a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation. The susceptibility of such receptors to mixed-use development is high for PROW users and medium for users of this minor road.

Predicted View during Construction, and at Year 1 and 15

The Application Site is hidden by land form and vegetation along the canal and so construction activities, including high-reach equipment would not be visible. The proposed development including BCA car storage and up to the 30m high Viewing Tower would not be visible. The magnitude of change would be 'no change'.

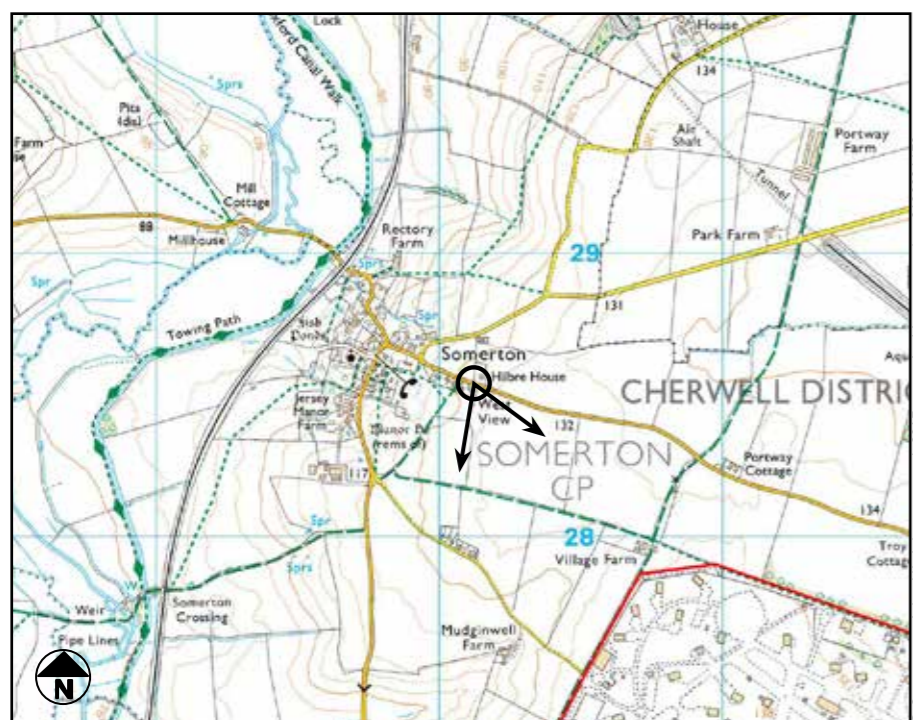
Scale of Visual Effect

Given high and medium receptor sensitivity and a no change in the view during construction with the Proposed Development in place, the significance of effect would be negligible (no change).



VIEWPOINT 23

Fewcott Road, Somerton



Camera make & model	- Canon EOS 5D Mk II	Viewpoint height (AOD)	- 131m
Date & time of photograph	- 06/09/2017 @ 14:55	Distance from site	- 0.8km
OS grid reference	- 450268, 228481		

Description of Baseline View

This viewpoint is located on the minor road that connects Somerton and Fewcott, where a field gate creates a break in the hedgerows that line the route, permitting a south-easterly view toward the Application Site. Ground level activities within the Application Site are screened by intervening hedgerows and hedgerow trees, supplemented by tree and scrub planting within the Application Site. Structures at Village Farm, including a large dark-coloured barn, are just discernible in the middle-distance set within vegetation cover. Housing at West View, Somerton, forms the horizon to the south, with the western bluff of the Cherwell Valley forming the far horizon to the southwest. Distinctive curved roofs of HAS's within the north-western corner of the Application Site are seen between and above the tree canopies, as are four c.25m high telecommunication masts within the Quick Reaction Alert Area near HAS15. Existing buildings to the south of the former runway are not visible. Successive layers of vegetation, including roadside vegetation, would continue to filter views toward the application site during winter months.

Sensitivity of Visual Receptor

Receptors present at this location would be users of a minor road travelling at low speed, that are considered to have medium sensitivity to the Proposed Development. The value attached to views gained would be medium within this undesignated landscape. Susceptibility to the proposed development is assessed as medium. Overall, the sensitivity of these receptors is assessed as medium.

Predicted View during Construction, and at Year 1 and 15

Low-level construction activities, and most high-level construction activities would be screened by a combination of intervening vegetation and falling land form, which slopes away from the viewpoint. Some glimpsed views may be gained toward cranes where low points occur in intervening vegetation, however, the overall temporary magnitude of change during construction would be negligible.

The BCA car storage area would not be visible from this viewpoint. Proposed development of up to and including 13m high would remain hidden by intervening vegetation within and to the north of the Application Site. There is the potential for development of 18m in parcel 22, and the 30m high Viewing Tower to be glimpsed in part just above low spots within the tree and hedgerow canopies toward the east (left) of the view. Where visible, the Proposed Development would be seen in the context of existing fragmented views of structures within and to the north of the Application Site. Within the context of the view as a whole, the magnitude of change would be negligible.

Scale of Visual Effect

Given a medium receptor sensitivity and a negligible magnitude of change with the Proposed Development in place there would be negligible visual effect during construction, or at Years 1 and 15.



VIEWPOINT 24
Mill Lane, Kirtlington



Camera make & model	- Canon EOS 5D	Viewpoint height (AOD)	- 102m
Date & time of photograph	- 05/10/2017 @ 11:22	Distance from site	- 5.5km
OS grid reference	- 449762, 219891		

Description of Baseline View

This viewpoint is representative of an Important View identified in Appendix C of the Draft Mid Cherwell Neighbourhood Plan and is from Mill Lane to the west of Kirtlington, which also forms part of the Oxfordshire Way. Views to the north are controlled by hedgerows that line the lane, with glimpses gained occasionally across horse pasture toward the distant wooded horizon and the Application Site.

Sensitivity of Visual Receptor

Receptors likely to be present in this location are PROW and road users. The value attached to this view would be medium, being of a not unattractive farmed landscape outside of any statutory or non-statutory landscape designation. The susceptibility of such receptors to mixed-use development is high for PROW users and medium for users of this minor road.

Predicted View during Construction, and at Year 1 and 15

The Application Site is hidden by land form and vegetation so construction activities, including high-reach equipment would not be visible from such a distance as this viewpoint. The proposed development including BCA car storage and up to the 30m high Viewing Tower would not be visible. The magnitude of change would be 'no change'.

Scale of Visual Effect

Given high and medium receptor sensitivity and a no change in the view with the Proposed Development in place, the significance of effect would be negligible (no change).