



DCO Submission

Environmental Statement

**Chapter 7:** Landscape and Visual Impact Assessment  
**Appendix 7.3:** Visual Effects Table

Document 6.7C

On behalf of  
**Oxfordshire Railfreight Limited**

Prepared by FPCR Ltd.  
**March 2026**

Notes: The location of the visual receptors are shown on Figure 7.9. 'Likely significant' effects are those assessed to be Major or Moderate Major (Adverse or Beneficial) and are shown **emboldened** in the table below.

<b>APPENDIX 7.3: VISUAL EFFECTS TABLE (VET)</b>												
Ref	Receptor Type, Location and Photo Viewpoint (PV) and Photomontage (PM) references (where relevant and suitably representative)	Judged Sensitivity of Visual Receptor			Judged Magnitude of Visual Effects				Description/ Notes	Overall Effect at Construction Phase	Overall Effect Upon Completion	Overall Effect at 15 Years Post Completion
		Susceptibility to Change	Value	Overall Sensitivity	Distance from Main Site Boundary (or other part of Proposed Development where stated) (approx. m/km)	Nature of View	Is the View Temporary or permanent?	Size/Scale of Visual Effect (including degree of contrast/ integration) at Stages of Project		Major Moderate Minor Negligible None	Major Moderate Minor Negligible None	Major Moderate Minor Negligible None
		High Medium Low	High Medium Low	High Medium Low		Full Partial Glimpse None		High Medium Low Negligible/ None		Adverse or Beneficial	Adverse or Beneficial	Adverse or Beneficial
<b>Settlement/ Residential</b>												
<b>RA</b>	Residents at Ardley (southern side; west of B430 (incl Church Road and Quarry Cottages) <b>(VPs and PMs 2,7)</b>	High	Medium	Medium/ High	200m+	Partial	Permanent	Construction: Medium/ High Completion: Medium Year 15: Medium	Existing views south in the direction of the Main Site from properties in Ardley are limited and substantially restricted by Ardley Wood and mature planting along the rail corridor and other existing properties/ buildings within the settlement. No existing direct views of the Main Site are possible and only a small number of properties have views in this general direction. These are limited to a small number west of the B430 and south side of Church Road and at Quarry Cottages, although the latter are further limited by the orientation of the dwellings and immediately surrounding planting.  Views towards the Proposed Development will be limited to the highest parts of the proposed Units (in Zones A3 and A5) yet the majority of the proposals, including the Rail Terminal will be screened from view by the existing intervening planting and settlement area. It is unlikely that the proposed mitigation mounding and acoustic fencing along the northern edge of the Main Site will be visible. Overall, there will be relatively limited views from a limited number of Ardley properties towards the Proposed Development on the Main Site.	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Moderate Adverse

<b>RB</b>	Residents at Ardley (on eastern side of B430) <b>(VP 6, 41)</b>	High	Medium	Medium/High	250m+ (Ardley Bypass)	Full/Partial (Ardley Bypass)	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low/Medium	A number of properties at Ardley lie along the B430 (Station Road) and have views generally in an easterly direction. The clearest views are from a line of houses on the eastern side of the road. From these properties the M40 will be visible in part in this direction, beyond intervening field boundaries.  From those properties with the clearest views, a stretch of the proposed Ardley Bypass will be visible. This stretch of the route includes proposed mitigation mounding and woodland planting along its western side and this will be effective in screening both views towards traffic on the road and existing views towards the M40 motorway. The most notable effects will arise during construction of the nearest stretch of the bypass and associated earthworks. Some limited/ oblique views may also be possible towards the landfill reshaping works to the south.	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse
<b>RC</b>	Residents at Ardley/ Fewcott (on northern side; incl Ardley Road/ Fritwell Road) <b>(VPs 39, 40)</b>	High	Medium	Medium/High	200m+ (J10 improvements )	Full/Partial (J10 Improvements)	Permanent	Construction: High Completion: Medium/ High Year 15: Medium	A small number of properties, principally along Fritwell Road/ Ardley Road on the north eastern edge of the settlement have views northwards in the general direction of the M40 and Junction 10. Existing views of the motorway and/ or Junction 10 are effectively screened by mature wooded planting lining/ surrounding the motorway and junction.  The proposed Jct10 highway improvements will be visible from the small number of properties with views towards the north east of the settlement edge. Existing intervening planting to the north of Jct10 will be removed to facilitate the works and will open up views towards the proposals. The new motorway bridge arrangement and linking roads will be most evident for those properties with views towards the works. Over time the proposed woodland planting will increasingly filter/ screen views towards the proposed highway improvements.	<b>Major Adverse</b>	<b>Moderate/ Major Adverse</b>	Moderate Adverse
<b>RD</b>	Residents at Baynards Green (west of A43/ south of B4100)	High	Medium	Medium/High	Adjoining (J10 Improvements )	Full/Partial (J10 Improvements)	Permanent	Construction: Medium Completion: Low Year 15: Low	A small number of properties are located to the west of the Baynards Green Roundabout and sit beyond a broad belt of existing woodland. No existing discernible views from these properties to the roundabout or the A43 are considered likely. Some restricted views south and westwards towards the motorway and junction 10 are however likely from at least one property  The proposed Jct10 highway improvements may be seen in part by at least one of the small number of properties at this location. In any available views towards the south the new	Moderate Adverse	Minor/ Moderate Adverse	Minor/ Moderate Adverse

									motorway bridge arrangement and linking roads may be visible but are likely to be largely restricted by existing planting close to these properties. The works will also be seen as part of the existing motorway views.			
<b>RE</b>	Residents at Fritwell (southern edge) <b>(VP 10)</b>	High	Medium	Medium/High	1.3km	Partial/Glimpse	Permanent	Construction: Low/Medium Completion: Low Year 15: Low	Fritwell lies to the north of the Main Site and west of the J10 improvements. Any existing views southwards or eastwards are considered to be extremely limited, principally due to the nature of the underlying landform and the presence of mature trees and hedgerows around the southern and eastern sides of the settlement. It has not been possible to determine if there are existing views from any properties in these directions, although it may be possible. The assessment thus assumes a worst case scenario, that a view(s) may be possible from a property(s).  Any views from existing properties on the south/ eastern edge of the settlement will be very limited and distant, towards either the Main Site or the J10 highway improvements. Any views towards the Proposed Development will see it in a broad expansive view, encompassing many other elements.	Moderate Adverse	Minor/ Moderate Adverse	Minor/ Moderate Adverse
<b>RF</b>	Residents on Somerton Road (Cross Roads Farm) <b>(VP 8)</b>	High	Medium	Medium/High	150m	Partial	Permanent	Construction: Medium Completion: Low/Medium Year 15: Low/ Neg	This property has existing views south towards the eastern half of the airfield, with views in this direction also filtered and screened by existing woodland and trees. Views are possible across the existing fields in the north western part of the Main Site.  Views from this property towards the Proposed Development will principally encompass the landscape and habitat proposals and mitigation mounding across the three fields in the north west of the Main Site, north of the Airfield. Views towards the highest parts of some of the Units beyond the Airfield may also be possible yet the Rail Terminal will be effectively screened from this position. There will be limited views towards any built development.	Moderate Adverse	Minor/ Moderate Adverse	Minor Adverse
<b>RG</b>	Residents on Ardley Road (Troy Farm and Troy Cottages)	High	Medium	Medium/High	900m+	Partial/Glimpse	Permanent	Construction: Low/Medium Completion: Low Year 15: Low	Existing views from these properties in the general direction of the Main Site are heavily restricted and filtered by mature woodland and trees in both close proximity to the properties and around the northern edge of the airfield. Existing views in the general direction of the Main Site are thus very limited, at most. The assessment assumes a worst case scenario, that a view(s) may be possible from a property(s).  Any potential views from these properties towards proposed development on the Main	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse

									Site will be very limited at most due to the existing intervening screening provided by tree belts and other planting close to the properties and along the northern edge of the Airfield.			
<b>RH</b>	Residents at Heyford Park (eastern edge; incl Trenchard Circle and ongoing development to the east) and Duvall Park Homes <b>(VP 22)</b>	High	Medium	Medium/High	380m+	Partial/Glimpse	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low/ Medium	Existing properties on the eastern edge of Heyford Park have limited views in the direction of the Main Site. These views are principally confined to restricted views to the western edge of the Main Site (alongside Chilgrove Drive). There are no other direct views of the Main Site. Note: Ongoing development east of Trenchard Close will have relatively clearer and closer views towards this part of the western Main Site boundary. See Notes also for the below visual receptor RI.  Views towards the proposed development on the Main Site from existing properties on the eastern edge and part of the Heyford Park development will be relatively limited in terms of the number of properties and also the extent of visible development. Any available views will comprise the highest parts of the proposed Units on the western side of the Main Site and would be visible beyond the associated perimeter mitigation mounding and associated planting. Views towards any operational activities within the Main Site would not be possible, including towards the Rail Terminal to the north east.	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse
<b>RI</b>	Residents at Heyford Park (taller dwellings/ units in central area)	High	Medium	Medium/High	700m – 1.7km	Partial/Glimpse	Permanent	Construction: Low/ Medium Completion: Low Year 15: Low	From the majority of the properties at Heyford Park there are no views towards the Main Site or any other parts of the Application Site due to the nature of the landform, surrounding planting and other buildings within this existing development area.  Views towards the highest parts of the proposed Units on the western side of the Main Site will be possible from some properties within the existing Heyford Park development. The numbers will be relatively limited and the majority will have no views of the Proposed Development. For those properties with any views, these will be limited to the highest parts of some Units, seen beyond other intervening existing development and buildings within Heyford Park. Views towards any operational activities within the Main Site would not be possible.	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse
<b>RJ</b>	Residents at Middleton Stoney (northern edge; on B4030, west of B430)	High	Medium	Medium/High	1.6km+ (Main Site development zones)	Partial/Glimpse	Permanent	Construction: Medium Completion: Medium	Existing views northwards towards the Main Site from Middleton Stoney is limited to a relatively limited number of properties lining the southern side of the B4030 on the north western edge of the settlement. The rolling landform and presence of intervening	Moderate Adverse	Moderate Adverse	Minor Adverse/ Negligible

	(VP and PM29)							Year 15: Low/ Negligible	<p>woodlands and trees generally limit other views towards the Main Site.</p> <p>There will be no views towards the Proposed Development from the majority of properties within Middleton Stoney. Proposed Development on the Main Site will be visible in part and relatively distant for those properties with relatively channelled views northwards. Within these views, the Unit(s) in the central southern part of the Main Site will be seen beyond and between existing woodlands. Proposed mitigation mounding and planting in the southern part of the Main Site, including that associated with the HPLR will also more distantly screen any lower level operational and highways activity.</p> <p>The inclusion of an area of strategic off-site woodland planting to the south of the Main Site (as depicted on PM29 (Year 15)) will be effective in the medium and longer terms in visually screening the built development from those properties with any available views of the Proposed Development to the north.</p>			
<b>RK</b>	Residents at Manor Farm	High	Medium	Medium/ High	400m+ (Main Site development zones)	Full/ Partial	Permanent	Construction: High Completion: High/ Medium Year 15: Medium	<p>Existing views from this property towards the Main Site are restricted in part by mature woodland and trees close to the east and north east. Views from the farmhouse itself are also restricted by other surrounding farm buildings. For any views northwards the southern part of the Main Site lies close to the north, although the majority of it will not be visible due to the landform and other woodland and trees. The assessment assumes a worst case scenario in terms of views from the property.</p> <p>Relatively contained and channelled views northwards towards Proposed Development in the southern part of the Main Site will be possible from this property. Mitigation mounding and planting/ landscape proposals in the south of the Main Site and along the HPLR corridor will limit and restrict available views towards both the HPLR and the built development. Existing nearby woodland and tree planting alongside the watercourse to the east and north east of the property will also assist in restricting views.</p>	<b>Major Adverse</b>	<b>Moderate/ Major Adverse</b>	Moderate Adverse
<b>RL</b>	Residents at Manor Farm Cottages (VP and PM 33)	High	Medium	Medium/ High	900m+ (Main Site development zones)	Partial	Permanent	Construction: High Completion: High/ Medium Year 15: Medium	<p>From these properties, existing views northwards and eastwards towards the Main Site and route of the MSRR are possible yet are largely restricted and interrupted by intervening trees and landform variations. Only relatively limited views to the south easterly extent of the Main Site are possible.</p>	<b>Moderate/ Major Adverse</b>	<b>Moderate/ Major Adverse</b>	Moderate Adverse

<b>RM</b>	Residents at Dewars Farm <b>(VP 8)</b>	High	Medium	Medium/High	225m (MSRR)	Full/Partial	Permanent	Construction: High Completion: Medium/ High Year 15: Low/ Medium	Existing views from this property northwards towards the Main Site are very limited due to the rolling nature of the landform and presence of intervening planting (including close to the property). Farm/ other buildings at the property also limit views from the house itself. Views towards the route of the MSRR are also restricted and interrupted by the landform and nearby existing planting.  Views towards the Proposed Development from these properties will generally be limited by a combination of the rolling landform, existing intervening woodland and other mature planting and by the further woodland planting and mitigation mounding proposed in the south of the Main Site and along both the HPLR and MSRR corridors. The extensive proposed planting in the south of the Main Site and along the proposed road corridors will establish an increasingly effective screen/ filter over time.	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse
<b>RN</b>	Residents at Middleton Stoney (eastern edge) <b>(VP 30)</b>	High	Medium	Medium/High	50m+ (MSRR)	Full/Partial	Permanent	Construction: Medium/ High Completion: Medium/ High Year 15: Medium	From the eastern edge of Middleton Stoney, views towards the southern end of the MSRR are possible from a small number of properties. These views are relatively limited and contained and include the existing woodland along the Gagle Brook to the north and the B4030.  The southern extent of the MSRR, principally comprising the roundabout junction with the B4030 will be visible for the small number of properties with views along the existing B4030 as it approaches the settlement from the east. The majority of the MSRR works and all other elements of the Proposed Development will not be visible from these properties. The inclusion of some mitigation mounding and associated woodland planting immediately north of the B4030 and west of the new roundabout will assist in limiting the available views further.	<b>Moderate/ Major Adverse</b>	<b>Moderate/ Major Adverse</b>	Moderate Adverse
<b>RO</b>	Residents at Bucknell Lodge	High	Medium	Medium/High	250m (MSRR)	Partial	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low/ Medium	Existing views from this property(s) westward are relatively limited and short and generally just encompass the immediate field(s) (that fall towards the Gagle Brook) and the trees lining the Gagle Brook.  Some restricted and largely oblique views towards the southern part of the MSRR, east of the Gagle Brook will be possible from this property(s). Any views beyond Gagle Brook to the west would however be effectively screened. Filtered by the existing woodland/ trees lining the side of the watercourse. Views are likely to be largely limited to vehicles on	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse

									the section of MSRR crossing and to the south of Gagle Brook.			
<b>RP</b>	Residents on Ardley Road and in the west of Bucknell (incl Woodlands and Homelands) <b>(VPs 18, 19)</b>	High	Medium	Medium/High	1.7km	Partial/Glimpse	Permanent	Construction: Low/Medium Completion: Low Year 15: Low	There are no discernible views towards the Application Site from the majority of Bucknell due largely to the nature of the intervening landform. The only views are limited to a small number of relatively more elevated properties at the very western extent of the settlement and further to the north of the settlement on Ardley Road. Any views in the direction of the Application Site to the west also encompass the M40 motorway and the ERF.  For the small number of properties with views west and north westwards in the direction of the Application Site some distant and limited views towards the highest parts of a small number of Units in the north and south of the Main Site are likely to the north and south of the landfill site. Any views towards the Units will also see them beyond the M40 motorway and ERF and screened in large part by intervening woodland, trees and the landfill site.	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse
<b>Public Rights of Way (or other footpath/ cycleway users)</b>												
<b>FA</b>	Users of PROW (Ref 109/ 20 &19) South of Ardley <b>(VPs 2,3,4 and PMs 2,3)</b>	High	Medium	Medium/High	50m+	Partial/Glimpse	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low/ Medium	From PROW on the southern edge of Ardley (north of the rail line) existing views are largely dominated by Ardley Wood and other woodland, trees and open grassland. These views are generally relatively enclosed and short due to the woodland and planting. Existing views southwards towards in the direction of the Main Site are limited to positions and relatively short stretches of these routes, generally alongside the rail cutting or within more open areas.  Views towards the Proposed Development for users of these PROW will vary along the routes and for large stretches there will be no views towards the Proposed Development as they are through Ardley Wood or adjoining woodland. Where views southwards are possible from the northern side of the rail cutting or across the larger open grassland area, the highest parts of the proposed Units in the northern part of the Main Site (Zones A3 and A5) and the mitigation mounding, woodland planting and acoustic fencing may be visible to varying extents. As illustrated on PM2 and PM3, any views will be relatively limited and the Rail Terminal and operational activity within the Main Site will be effectively screened, in visual terms.	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse

<p><b>FB</b></p>	<p>Users of PROW (Ref 109/ 21) South of Ardley <b>(VP 3,4 and PM3)</b></p>	<p>High</p>	<p>Medium</p>	<p>Medium/High</p>	<p>50m+</p>	<p>Partial</p>	<p>Permanent</p>	<p>Construction: Medium/ High Completion: Medium Year 15: Low/ Medium</p>	<p>Existing views south and westwards from these relatively short stretches of PROW to the south of Ardley Wood are restricted by woodland and trees largely along the existing rail cutting. Whilst the Main Site beyond the rail line is not discernible views beyond the planting in that direction is possible in places from some positions.</p> <p>The nature of the views towards the Proposed Development from these stretches of PROW will be similar to those for FA above. Any views towards the Proposed Development within the Main Site will be limited to the highest parts of the proposed Units within the northern part of the Main Site (Zones A3 and A5) and the mitigation mounding, woodland planting and acoustic fencing along the boundary with the existing rail line. As illustrated on PM3, any views will be relatively limited and the Rail Terminal and operational activity within the Main Site will be effectively screened, in visual terms.</p>	<p><b>Moderate/ Major Adverse</b></p>	<p>Moderate Adverse</p>	<p>Minor/ Moderate Adverse</p>
<p><b>FC</b></p>	<p>Users of PROW (Ref 109/ 22 &amp; 23) East of Ardley <b>(VPs 16, 41)</b></p>	<p>High</p>	<p>Medium</p>	<p>Medium/High</p>	<p>Adjoining (Ardley Bypass)</p>	<p>Full/ Partial</p>	<p>Permanent</p>	<p>Construction: High Completion: Medium Year 15: Low/ Medium</p>	<p>A small number of PROW cross the fields between the eastern edge of Ardley/ B430 and the M40 motorway. Existing views along these routes encompass a variety of features and uses; including farmland, settlement edge, motorway, woodland and landfill site/ ERF.</p> <p>Views from these stretches of PROW will principally be towards the proposed Ardley Bypass. This component of the Proposed Development will be closely and clearly visible from the diverted/ new stretches of these PROW, south of Ardley Road. Proposed mitigation mounding and wooded planting along the western side of the Bypass will limit views from west towards the Bypass (and the M40 beyond). Some views for users may also be possible towards the landfill reshaping works, albeit these will be seen set against the existing landfill.</p>	<p><b>Major Adverse</b></p>	<p>Moderate Adverse</p>	<p>Minor/ Moderate Adverse</p>
<p><b>FD</b></p>	<p>Users of PROW (Ref 109/ 3 &amp; 4) and PROW west of A43 Baynards Green <b>(VPs 11,12)</b></p>	<p>High</p>	<p>Medium</p>	<p>Medium/High</p>	<p>Adjoining – 1km+ (J10 Improvements )</p>	<p>Full/ Partial</p>	<p>Permanent</p>	<p>Construction: Medium Completion: Low/ Medium Year 15: Low</p>	<p>Existing views from stretches of these PROW comprise farmland, woodland and the M40 motorway. Views towards any part of the Application Site are limited, with views towards the Junction 10 and associated highway works screened/ restricted from stretches of these PROW by existing woodland and trees, largely alongside the existing roads and junction.</p> <p>Some of the Jct10 highway improvements will be visible from these stretches of PROW, in views to the south. The highway proposals will be seen in the context of existing views of the</p>	<p><b>Moderate/ Major Adverse</b></p>	<p>Moderate Adverse</p>	<p>Minor/ Moderate Adverse</p>

									M40 motorway which is relatively open to the south west. Some parts of thee Jct10 works will be screened by other retained woodland and trees surrounding or close to Jct10. No views towards Proposed Development on the Main Site will be possible from these PROW.			
<b>FE</b>	Users of PROW (Ref 109/ 25 & 31 and 367/ 1 & 12) East of M40 <b>(VP 42)</b>	High	Medium	Medium/ High	1.0km+	Partial	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low	From east of the M40 motorway and south of Stoke Wood, existing views west and south westwards towards the Application Site are possible from some stretches of PROW. Direct views of the Application Site are not however discernible and the existing views encompass the M40 motorway and the landfill site and ERF.  The highest parts of proposed Units in the northern part of the Main Site will be distantly visible from some stretches of these PROW beyond the motorway, intervening woodland/ trees and landfill site. The latter is likely to limit any views towards the proposed Units in the south of the Main Site. Views are also likely to some parts of the Ardley Bypass, albeit these will be limited and any views will be seen directly beyond the motorway. Some views for users may also be possible towards the landfill reshaping works, albeit these will be seen alongside the existing landfill.	Moderate Adverse	Minor/ Moderate Adverse	Minor Adverse
<b>FF</b>	Users of PROW (Ref 349/ 13 & 14) North of Heyford Park Airfield <b>(VP 8)</b>	High	Medium	Medium/ High	500m – 1km+ (Main Site development zones)	Glimpse	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low	Existing views from the PROW on the northern edge of the Airfield towards the Main Site are very limited due largely to the presence of existing mature tree belts and boundary planting to this part of the Airfield. Some limited/ restricted views generally towards the north west part of the Main Site are possible for the closest stretch of PROW (close to Kennel Copse).  Any views towards the Proposed Development for users of these PROW will be principally restricted to the landscape, habitat and mitigation mounding in the north western part of the Main Site. Views towards the highest parts of some of the proposed Units in the west of the Main Site, beyond the Airfield may also be possible yet will see these elements beyond and in the context of the development/ features within the Airfield.	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse
<b>FG</b>	Users of PROW (Ref 388/ 4 and 289/ 4) South of Heyford Park <b>(VP 26)</b>	High	Medium	Medium/ High	1.5km+	Partial/ Glimpse	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low	Relatively open existing views are possible from stretches of PROW situated to the south of Hayford Park. Views towards the Main Site are however substantially screened by intervening woodland/ trees to the east and north east. The existing edge of Heyford Park is clearly evident across the fields to the north.	Moderate Adverse	Minor/ Moderate Adverse	Minor/ Moderate Adverse

									Any views towards the Proposed Development from these stretches of PROW will be limited and confined to the highest parts of the proposed Units in the western part of the Main Site (Zone A4). The existing intervening woodland and trees to the east and north east of the PROW will screen any wider or other views towards the Proposed Development.			
<b>FH</b>	Users of PROW (Ref 109/ 26 & 27; 297/ 6 and 148/6) East of B430	High	Medium	Medium/ High	Adjoining to 1.2km+	Full/ Partial/ Glimpse	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low/ Medium	Existing views from the public bridleways along the Gagle Brook and copse to the ERF, east of the B430 vary but are largely encompass a combination of the ERF and landfill site, an active quarry, farmland, woodland, trees and water body (largely along or close to the Gagle Brook) and the M40 motorway. For some stretches, views are enclosed and for others more open.  Views towards the Proposed Development from these PROW will vary along the routes and for a long stretch of the routes alongside Gagle Brook there will be no views towards the Proposed Development. The clearest views will arise along parts of the route to the south of the ERF, albeit these views towards the Proposed Development will be seen in the context of the ERF and the active quarry, in closer proximity. The highest part(s) of the proposed Unit(s) in the south of the Main Site will be visible beyond the perimeter mitigation mounding and associated planting to the west of the B430. From the northern stretch of the PROW close to the rail line, some views for users may also be possible towards the landfill reshaping works.	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse
<b>FI</b>	Users of PROW (Ref 297/8) (Dewars Farm) <b>(VPs 32, 33)</b>	High	Medium	Medium/ High	Adjoining (MSRR)	Full/ Partial (MSRR)	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low/ Medium	From this PROW to the north of Dewars Farm, existing views are generally possible in all directions and are varied. The ERF, quarry and M40 dominate views northwards, with rolling farmland, woodland and scattered properties more evident to the south and west. This PROW crosses the proposed route of the MSRR and the Main Site is visible in part to the north west beyond the B430.  Views from this PROW will principally comprise the MSRR highway works yet also some parts of the Proposed Development on the Main Site to the north west. Close and clear views towards the MSRR will be possible from this PROW and its diverted/ extended route. Proposed mitigation mounding and woodland planting along the MSRR corridor will assist in screening/ filtering views over time. To the north west the highest parts of the proposed Unit(s), in the south of the Main Site will be visible beyond further mitigation mounding and	<b>Major Adverse</b>	<b>Moderate/ Major Adverse</b>	Moderate Adverse

									planting yet lower level operational activities will be screened from view.			
<b>FJ</b>	Users of PROW (Ref 297/4) North of Middleton Stoney <b>(VP and PM29)</b>	High	Medium	Medium/High	2.1km+ (Main Site development zones)	Partial/Glimpse	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low	Existing views north in the direction of the Main Site from this relatively short stretch of PROW are possible yet largely restricted/ interrupted by the intervening landform and woodland. A relatively narrow and channelled view north to the edge of the Airfield is possible from the southerly part of the PROW. From much of the short route, views north are curtailed by nearby existing woodland.  Proposed Development on the Main Site will be visible in part for the initial stretch of this route to the north of the B4030. Within this view, the Unit(s) in the central southern part of the Main Site will be seen as part of a relatively channelled view, beyond and between existing woodlands. Proposed mitigation mounding and planting in the southern part of the Main Site, including that associated with the HPLR will more distantly screen any lower level operational and highways activity.  The inclusion of an area of strategic off-site woodland planting to the south of the Main Site (as depicted on PM29 (Year 15) will be effective in the medium and longer terms in visually screening the built development from this short stretch of PROW.	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor Adverse
<b>FK</b>	Users of PROW (Ref 297/14) South east of Middleton Stoney	High	Medium	Medium/High	100m+ (MSRR)	Full/Partial (MSRR)	Permanent	Construction: High Completion: Medium Year 15: Medium	Existing views northwards towards the southerly extent of the MSRR route are possible from a stretch of this PROW to the south of the B4030. Existing trees and hedgerows alongside the route do provide some filtering and the existing road and settlement edge are also visible in part. Existing views are confined to this part of the MSRR area and not any part of the wider Application Site.  The southern extent of the proposed MSRR and its roundabout junction with the B4030 will be visible for users of this PROW approaching the B4030 from the south. Within these views the proposed junction will be increasingly visible in the approaching PROW views from the south. Proposed mitigation mounding and woodland planting to the north of the B4030 and around the northern side of the junction will provide a planted backdrop to the proposals in these views.	<b>Major Adverse</b>	Moderate Adverse	Moderate Adverse
<b>FL</b>	Users of PROW (Ref 109/ 28 and 109/ 30)	High	Medium	Medium/High	Within and across the main Site	Full	Permanent	Construction: High Completion: High	These stretches of PROW cross the Main Site and clear open views are thus possible across much of the Main Site (particularly north of the	<b>Major Adverse</b>	<b>Major Adverse</b>	<b>Moderate/ Major Adverse</b>

	Across the Main Site between B430 in north east and un-named road in the south west							Year 15: Medium/ High	<p>un-named road and west of the Ashgrove Brook watercourse). Existing views largely encompass gently rolling farmland yet are also contained and interrupted by existing woodland, trees and the rolling landform in places. The edge of the Airfield is evident to the west.</p> <p>These PROW will be diverted through and/ or around the Main Site as part of the Proposed Development. Inevitably, the views from these diverted and/ or new PROW will change entirely from those of the views along the current routes. The new/ diverted PROW will include stretches set within or alongside broad landscape corridors. For any routes through the Main Site, views will include the proposed Units and surrounds and associated infrastructure and operational activities. It will also include the Rail terminal in the northern part of the Main Site. For those new/ diverted routes around the perimeter of the Main Site, views towards the proposed Units and associated infrastructure and activities will be markedly more restricted by the mitigation mounding and broad landscape corridors and areas within the outer parts of the Main Site.</p>			
<b>FM</b>	Users of PROW North and north east of Ardley	High	Medium	Medium/ High	Adjoining to 500m	Full (Jct10 works)	Permanent	Construction: High Completion: Medium/ High Year 15: Medium	<p>From these PROW close to the north and north east edge of Ardley, existing views largely encompass rolling fields contained by mature woodland and tree belts surrounding Jct 10 and the M40 motorway corridor. The motorway and junction are effectively screened from these views by the mature trees and planting. The existing settlement edge is also evident and includes the football club and village hall beyond a line of mature conifers and other planting on the settlement edge.</p> <p>The proposed Jct10 highway improvements will be visible from these PROW immediately to the north of Ardley. Whilst the existing Jct 10 motorway bridge and junction arrangement will remain substantially screened from views the proposed motorway over bridge and associated slip roads to the west of the motorway will be closely visible from some of these stretches of PROW. Proposed woodland/ tree belt planting to the west of the highway proposals will increasingly over time and as it matures, filter and screen views towards the proposed highway works including associated infrastructure and vehicles.</p>	<b>Major Adverse</b>	<b>Moderate/ Major Adverse</b>	Moderate Adverse
<b>Roads</b>												

<p><b>VA</b></p>	<p>Users of B430 (South of rail bridge) <b>(VPs 5, 25, 33)</b></p>	<p>Medium</p>	<p>Medium</p>	<p>Medium</p>	<p>Adjoining</p>	<p>Full/ Partial</p>	<p>Permanent</p>	<p>Construction: High Completion: Medium/ High Year 15: Medium</p>	<p>South of the rail bridge road crossing this road follows a near straight north- south line along the eastern edge of the Main Site boundary. Existing views are relatively channelled along the road corridor by mature tree belts (on the eastern side associated with the landfill/ ERF) and hedgerows (largely western side). Existing views beyond the immediate road corridor are possible and relatively more so further south along the road. The Main Site is visible to varying extents at positions along this stretch of road.</p> <p>Proposed mitigation mounding and associated planting immediately to the west of the largely conserved roadside hedgerow (and proposed footway/ cycleway) will substantially screen any views towards the proposed built development on the Main Site for users of the B430, south of the rail line. Some views towards the proposed built development will however be possible at some points along the road where there is a break in the mitigation mounding or from further south (approaching the Main Site from the south) where brief views beyond the outer mitigation mounding to the highest parts of the proposed Unit(s) will be possible. Clear views into the Main Site and the Proposed Development will also be possible from the proposed roundabout junction with the Ardley Bypass close to the north east corner of the Main Site. The proposed highway works associated with the HPLR and MSRR will also be clearly visible where these intersect with the B430. Extensive landscape and planting proposals will also be readily apparent.</p>	<p><b>Major Adverse</b></p>	<p><b>Moderate/ Major Adverse</b></p>	<p>Moderate Adverse</p>
<p><b>VB</b></p>	<p>Users of B430 (North of rail bridge) <b>(VPs 6, 13)</b></p>	<p>Medium</p>	<p>Medium</p>	<p>Medium</p>	<p>Adjoining (J10 Improvements / Ardley Bypass)</p>	<p>Partial</p>	<p>Permanent</p>	<p>Construction: Medium/ High Completion: Low/ Medium Year 15: Low</p>	<p>Existing views from the stretch of road north of the rail bridge include the eastern edge of Ardley and some relatively more open views eastwards. There are no discernible views towards the Main Site due to tall hedgerow planting and trees along the western side of the road south of the settlement area.</p> <p>From this stretch of road, views will principally be limited to the Ardley Bypass and the Jct 10 improvements where these connect with the B430. The Ardley Bypass route will be visible to the east of the B430 yet it will be substantially screened from view by mitigation mounding and associated planting lining the western side of the Bypass. This will be effective in screening views towards the Bypass and vehicles from this stretch of the B430.</p>	<p><b>Moderate/ Major Adverse</b></p>	<p>Minor/ Moderate Adverse</p>	<p>Minor Adverse</p>

<p><b>VC</b></p>	<p>Users of M40 <b>(VP 16)</b></p>	<p>Low/ Medium</p>	<p>Medium</p>	<p>Low/ Medium</p>	<p>850m+</p>	<p>Partial</p>	<p>Permanent</p>	<p>Construction: Medium/ High  Completion: Low/ Medium  Year 15: Low</p>	<p>Existing views for motorway users approaching and to the south of Junction 10 are varied and inevitably include infrastructure and traffic associated with the motorway and junction. Relatively clear views east and west from this stretch of the motorway corridor are possible. No direct views of the Main Site are possible which generally lies beyond the landfill site and ERF. The Ardley Bypass corridor and Junction 10 works area would be visible for motorway users.</p> <p>Views towards the highest parts of the proposed Units will be possible from relatively brief stretches of the motorway, although proposed development on the Main Site will be substantially screened from view by the existing landfill site and intervening woodland/ trees. Operational activities on the Main Site will be screened from view. Some views for users will also be possible towards the landfill reshaping works, albeit these will be seen alongside the existing landfill.</p> <p>The Jct10 highway works and Ardley Bypass will be more closely visible yet seen as part of the existing motorway and junction dominated views for these users. Proposed woodland and structural planting associated with these highway works will increasingly over time form a suitably robust landscape setting to these parts of the highway related works.</p>	<p>Moderate Adverse</p>	<p>Minor/ Moderate Adverse</p>	<p>Minor Adverse</p>
<p><b>VD</b></p>	<p>Users of Ardley Road (East and west of M40) <b>(VPs 17, 18)</b></p>	<p>Medium</p>	<p>Medium</p>	<p>Medium</p>	<p>1.2km+</p>	<p>Partial</p>	<p>Permanent</p>	<p>Construction: Medium/ High  Completion: Medium  Year 15: Low/ Medium</p>	<p>West of the motorway, existing views from this road are relatively restricted by tall hedgerows and planting lining the road although some views are possible beyond this planting principally to the fields immediately north and south. East of the motorway, views westwards towards the Application Site are also restricted with the clearest views from field entrances. Where existing views are possible, the M40 and ERF/ landfill site are readily evident.</p> <p>From east of the motorway, intermittent views from points and short stretches of this road towards the highest parts of the proposed Units in the north and south of the Main Site and towards the Ardley Bypass will be possible. The clearest views will be of the Ardley Bypass from the stretch of Ardley Road to the west of the motorway. This will include a new bridge crossing for Ardley road over the Bypass and this will allow close clear views along the Bypass route. Some views for users will also be likely towards the landfill reshaping works, albeit these will be seen set against/ alongside the existing landfill.</p>	<p><b>Moderate/ Major Adverse</b></p>	<p>Moderate Adverse</p>	<p>Minor/ Moderate Adverse</p>

<b>VE</b>	Users of A43	Low/ Medium	Medium	Low/ Medium	Adjoining (J10 Improvements )	Partial	Permanent	Construction: Medium Completion: Low Year 15: Low/ Neg	Existing views for users of the A43, at and approaching Baynards Green from both directions are relatively channelled by existing roadside trees and planting, albeit relatively more open in places to the east. Existing highway infrastructure/ traffic is readily evident.  Views for these users will largely be confined to the Jct 10 highway works. These will involve notable highway changes at Jct 10 yet these will be seen by these major road users in the context of existing views of the existing major highway corridors and junction arrangement. Retained woodland/ tree belts around some parts of the proposed works will interrupt some views and maintain a wooded setting to these highway works.	Moderate Adverse	Minor Adverse	Minor Adverse/ Negligible
<b>VF</b>	Users of B4100 <b>(VP 43)</b>	Medium	Medium	Medium	Adjoining (J10 Improvements )	Partial	Permanent	Construction: Low/ Medium Completion: Low Year 15: Low/ Neg	Existing views for road users along the stretch east of Baynards Green largely comprise gently rolling farmland with woodland and tree belts visible to the west, south and to the north. Existing development/ settlement and the A43 are generally well screened.  The Jct 10 highway works at Baynards Green will be evident for the closest/ approaching stretch of the B4100. These highway works will not be widely visible for these road users yet there will be some views including towards the Jct 10 works to the south west.	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse/ Negligible
<b>VG</b>	Users of Fritwell Road and Raghose Lane <b>(VP 10)</b>	Medium	Medium	Medium	1.2km+ (Main Site development zones)	Partial	Permanent	Construction: Medium Completion: Medium Year 15: Low/ Medium	From these minor roads/ lanes leading south from Fritwell, relatively elevated and distant views are possible across the landscape to the south and east, including some views generally in the direction of the Main Site. The Airfield is visible to the south. Any existing views of the Main Site are however limited and largely confined to the existing fields in the north west part of the Main Site.  Views from these roads are likely to include some towards the higher parts of the proposed Units on the Main Site to the south and views towards the Jct 10 works for users of Fritwell Road. These views will be relatively distant with these elements of the Proposed Development seen as part of relatively broad, elevated and expansive views, encompassing many other features, including the Airfield and the ERF.	Moderate Adverse	Moderate Adverse	Minor/ Moderate Adverse
<b>VH</b>	Users of Somerton	Medium	Medium	Medium	300m+ (Main Site)	Partial	Permanent	Construction: Medium/ High	From a stretch of this road to the west of Ardley and generally around and to the west of the rail bridge crossing, relatively close and clear views are possible to the fields in the	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse

	Road/ Ardley Road <b>(VP 9)</b>				development zones)			Completion: Medium Year 15: Low/ Medium	north west of the Main Site. The majority of the Main Site is not visible however as this lies beyond a gentle ridge/ roll in the landform and beyond the Airfield from this direction.  Views from this stretch of road towards the Proposed Development will principally encompass the landscape and habitat proposals and mitigation mounding across the three fields in the north west of the Main Site, north of the Airfield. Views towards the highest parts of some of the Units beyond the landscape/ habitat area and the Airfield will be possible. Brief and channelled views of the Rail Terminal may also be possible close to the northern side of the rail bridge crossing.			
<b>VI</b>	Users of Camp Road (West of Main Site) <b>(VP 22)</b>	Medium	Medium	Medium	250m+ (Main Site development zones)	Partial	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low	Existing views from Camp Road for users travelling east towards the Main Site are substantially contained to the immediately adjoining dousing and development (including ongoing development). Close to the entrance to the Duvall Park Homes a channelled view to the very south west corner of the Main Site (alongside the Camp Road/ Chilgrove Drive junction) is possible but otherwise intervening development and woodland beyond limit any available views towards the Application Site.  Any views towards the Proposed Development for users of Camp Road will be limited and confined to narrow and brief views towards the highest parts of the proposed Unit and perimeter mitigation mounding and planting in the south west corner of the Main Site next to the Chilgrove Drive junction. This will only arise for east bound users for a short stretch of the road close to the Main Site.	Moderate Adverse	Minor/ Moderate Adverse	Minor Adverse
<b>VJ</b>	Users of B4030 (North west of Middleton Stoney) <b>(VPs 27,28 and PM27)</b>	Medium	Medium	Medium	350m+	Partial	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low/ Medium	Leading north west out of Middleton Stoney, existing views northwards towards the Main Site are possible for road users leading up to Camp Road. Existing views are generally across undulating arable fields interspersed with woodland blocks, tree belts and hedgerows. The ERF is also visible in places in these views although Middleton Park is substantially hidden from view by mature tree belts and hedgerows lining the western side of the road.  Proposed Units, mitigation mounding and associated landscape proposals will be visible for users of this stretch of road. The higher parts of the proposed Units in the southern part of the Main Site will be visible beyond the intervening farmland and the mitigation/ landscape proposals. The HPLR will be screened from views by the outer mitigation/ landscape proposals in the south of the Main Site. Operation activities within the Main Site	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse

									will also be screened. Existing woodland to the north of the road will also limit wider views to the Proposed Development on the western side of the Main Site, closer to the Airfield. The mitigation mounding and over time the proposed planting will increasingly screen and filter available views towards the proposed Units (as depicted on PM27)			
<b>VK</b>	Users of B4030 (East of Middleton Stoney) <b>(VPs 30,31)</b>	Medium	Medium	Medium	Adjoining (MSRR)	Partial	Permanent	Construction: Medium/ High Completion: Low/ Medium Year 15: Low	Views for the stretch of this road leading out/ in to the eastern edge of Middleton Stoney comprise a mix of woodland and farmland and a small number of properties. These are no discernible existing views from this stretch of road towards the Maion Site although clear view to the southern extent of the MSRR will be possible.  These road users will cross the roundabout junction at the southern end of the MSRR and thus have close clear views of this element of the Proposed Development and a relatively short stretch of the MSRR to the north of the junction. The wider Proposed Development including on the Main Site will not be visible for users of this stretch of road.	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse
<b>VL</b>	Users of Middleton Road <b>(VP and PM20)</b>	Medium	Medium	Medium	Adjoining (MSRR)	Partial	Permanent	Construction: Medium/ High Completion: Low/ Medium Year 15: Low	Existing views from this minor road vary yet there will be some views of the southern part of the MSRR and some limited and more distant views in the general direction of the Main Site from east of the motorway and at the motorway bridge crossing (See VP and PM20). There will be no direct views of the Main Site, which sits beyond the motorway, ERF and landfill site in any more distant views for these road users.  Views towards the Proposed Development will be possible from some stretches of this road. From the southern most stretch close to the B4030 junction the southern part of the MSRR and its roundabout junction will be visible. The highest parts of the proposed Units in the south of the Main Site will also be visible from the motorway overbridge and a brief stretch of the road to the east of the motorway. Within these latter views the proposed Units will be seen in the context of and beyond the motorway and the ERF.	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse
<b>Other Distant Receptors</b>												
<b>OA</b>	Distant and elevated residents and PROW users to	High	Medium	Medium/ High	Generally, 4 - 6km	Partial/ Glimpse	Permanent	Construction: Low Completion: Negligible to Low	From relatively elevated positions on the higher western valley slopes of the River Cherwell, expansive views are possible across the valley in an easterly direction. From	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse

	<p>the west of the River Cherwell and west of Steeple Aston and North Aston</p> <p>Residents and PROW users; incl</p> <p><b>(VP36)</b></p>							<p>Year 15: Negligible to Low</p>	<p>properties and PROW on these higher slopes the Airfield is visible on th higher slopes/ plateau to the east of the valley. The Main Site lies further to the east beyond the Airfield and is not discernible in these existing distant views.</p> <p>The highest parts of some of the proposed Units are likely to be distantly visible from a limited number of properties and PROW at this location with distant views to the east. Where visible, the highest parts of the proposed Units will be seen as minor elements seen directly beyond the Airfield and Heyford Park development. From the majority of the properties and PROW within or on the slopes of this stretch of the River Cherwell Valley, there will be no views towards the Proposed Development.</p>			
<b>OA</b>	<p>Distant and elevated road users to the west of the River Cherwell and west of Steeple Aston and North Aston</p> <p>Road Users (incl A4260)</p> <p><b>(VP36)</b></p>	Medium	Medium	Medium	Generally, 4 - 6km	Partial/ Glimpse	Permanent	<p>Construction: Low</p> <p>Completion: Negligible to Low</p> <p>Year 15: Negligible to Low</p>	<p>From relatively elevated positions on the higher western valley slopes of the River Cherwell, expansive views are possible across the valley in an easterly direction. From positions/ brief stretches of the A4260 and some limited minor roads/ lanes on these higher slopes, the Airfield is visible on the higher slopes/ plateau to the east of the valley. The Main Site lies further to the east beyond the Airfield and is not discernible in these existing distant views.</p> <p>The highest parts of some of the proposed Units are likely to be distantly visible from some brief stretches/ positions, principally along the A4260. Other distant views/ glimpses may also be possible from position and brief stretch of minor roads on the higher western slopes, of this part of the Cherwell Valley. Where visible, the highest parts of the proposed Units will be seen as minor elements seen directly beyond the Airfield and Heyford Park development. From the majority of the roads on the slopes of this stretch of the River Cherwell Valley, there will be no views towards the Proposed Development.</p>	Minor Adverse	Negligible to Minor Adverse	Negligible to Minor Adverse
<b>OB</b>	<p>Distant PROW users to the north at elevated positions extending up to Round Hill and Ploughley Hill</p> <p>PROW users</p>	High	Medium	Medium/ High	Generally, up to 4 - 5km	Partial/ Glimpse	Permanent	<p>Construction: Negligible/ Low</p> <p>Completion: Negligible/ Low</p> <p>Year 15: Negligible/ Low</p>	<p>Distant elevated views southwards towards the Application Site are very limited from the north. Where any existing elevated and distant views are possible from these limited positions/ receptors, the Main Site is not visible.</p> <p>The highest parts of the proposed Units on the Main Site may potentially be visible from these distant elevated positions to the north although, it is considered unlikely. The assessment assumes that they may be distantly glimpsed beyond the intervening</p>	Minor Adverse	Negligible/ Minor Adverse	Negligible/ Minor Adverse

									landform, woodland and other features. Should this be the case any potential views will be minimal.			
<b>OB</b>	Distant road users to the north at elevated positions extending up to Round Hill and Ploughley Hill Road users	Medium	Medium	Medium	Generally, up to 4 - 5km	Partial/ Glimpse	Permanent	Construction: Negligible/ Low Completion: Negligible/ Low Year 15: Negligible/ Low	Distant elevated views southwards towards the Application Site are very limited from the north. Where any existing elevated and distant views are possible from these limited positions/ receptors, the Main Site is not visible.  The highest parts of the proposed Units on the Main Site may potentially be visible from these distant elevated positions to the north although, it is considered unlikely. The assessment assumes that they may be distantly glimpsed beyond the intervening landform, woodland and other features. Should this be the case any potential views will be minimal.	Minor Adverse	Negligible/ Minor Adverse	Negligible/ Minor Adverse
<b>OC</b>	Distant residents and PROW users to the east of the B4100; including at/ around Bainton Residents and PROW users	High	Medium	Medium/ High	Generally, 2 - 4km	Partial/ Glimpse	Permanent	Construction: Negligible/ Low Completion: Negligible/ Low Year 15: Negligible/ Low	Distant views westwards towards the Application Site are very limited from the east due to the rolling nature of the landform and presence of woodlands and other mature hedgerows. Where any existing distant views are possible from these limited positions/ receptors, the Main Site is not discernible.  The highest parts of the proposed Unit(s) in the north of the Main Site may potentially be visible from these limited and distant receptors to the east. Any available views will however be very restricted and limited and not possible from most of this general area/ location.	Minor Adverse	Negligible/ Minor Adverse	Negligible/ Minor Adverse
<b>OC</b>	Distant road users to the east; including stretches of the B4100 and Stratton Audley Road. Road Users	Medium	Medium	Medium	Generally, 2 - 4km	Partial/ Glimpse	Permanent	Construction: Negligible/ Low Completion: Negligible/ Low Year 15: Negligible/ Low	Distant elevated views southwards towards the Application Site are very limited from the north. Where any existing elevated and distant views are possible from these limited positions/ receptors, the Main Site is not visible.  The highest parts of the proposed Unit(s) in the north of the Main Site may potentially be visible from these limited and distant receptors to the east. Any available views will however be very restricted and limited and not possible from most stretches of the roads within this general area/ location.	Minor Adverse	Negligible/ Minor Adverse	Negligible/ Minor Adverse
<b>OD</b>	Distant and elevated residents to the south; including at Graven Hill south of Bicester	High	Medium	Medium/ High	Generally, 3 - 7km	Partial/ Glimpse	Permanent	Construction: Low Completion: Negligible to Low Year 15: Negligible to Low	From distant and elevated positions to the south/ south east of the Site, expansive views including in the direction of the Application Site are possible from limited locations. These include from Graven Hill on the southern edge of Bicester. Existing views from this position are very varied and include existing development within and around Bicester in the fore and middle distance. The ERF is distant	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse

	Residents <b>(VP37)</b>							<p>visible as a minor element and the Application Site is not discernible in these views.</p> <p>The clearest views towards the Proposed Development for distant residents is at Graven Hill, south of Bicester. From the highest properties and land at this location, the highest parts of the proposed Units on the Main Site will be distantly visible beyond the ERF, Bicester and other existing employment developments. The proposed Units will be perceived as a relatively small part of expansive and varied views, encompassing views across Bicester and other nearby and surrounding developments and the wider landscape.</p>			
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**POTENTIAL FUTURE VISUAL RECEPTORS: HEYFORD PARK NEW TOWN – RESIDENTS AND USERS**

The following provides an assessment of the potential future likely visual effects of the Proposed Development upon potential future residents and users of the Heyford Park New Town proposal. This is considered to be additional to the LVIA of the Proposed Development. It is not a requirement or guideline of GLVIA3 to assess the effects upon potential receptors, on the basis of a submitted outline planning application. It should thus be considered 'informative' and not definitive and inevitably includes some assumptions in terms of the detailed design and layout of the New Town proposal should it be approved and come forward. The assessment draws upon the submitted plans and documents for the October 2025 Heyford Park New Town Hybrid Planning Application (application reference 25/02190/HYBRID).

PA	Potential future residents within Heyford Park New Town (HPNT) (Development Parcels 22, 23, 24) <b>(PV and PM35)</b>	High	Medium	Medium/High		Full/Partial	Permanent	Construction: High Completion: Medium/ High Year 15: Medium	<p>From the majority of the future dwellings within these Development Parcels there are unlikely to be direct views towards the Proposed Development due to the presence of other intervening dwellings within these parcels.</p> <p>The clearest views towards the Proposed Development will be from those future dwellings on the edge of the parcels and closest to Main Site boundary. Some existing tree belts and planting to be conserved within the HPNT site along the boundary with the Main Site will provide some established screening/ filtering of future views towards the Main Site. It is anticipated that future woodland/ structural planting (as part of the HPNT landscape proposals (Ref: Landscape Infrastructure Parameter Plan (A485-PMA-XX-XX-DR-A_360004))) will infill and supplement this existing boundary planting.</p> <p>The Proposed Development on the Main Site will include extensive mitigation mounding and associated woodland/ structural planting to the boundary with the Airfield/ HPNT. This will provide a landscape' buffer of circa 80 – 120 metres wide to this boundary and with mounding to between approx. 7-10m above existing ground levels. In addition, the nearest building will be set below existing ground levels and to relatively lower maximum building heights.</p> <p>The proposed mitigation mounding and associated planting proposals (in conjunction with the HPNT existing and proposed boundary woodland/ tree planting) will substantially screen the potential future views towards the proposed Units from these HPNT Development Parcels. Only the highest parts of the proposed Units will be visible beyond the proposed mitigation mounding and combined existing and proposed woodland planting. This is depicted on PM35.</p>	<b>Major Adverse</b>	<b>Moderate/ Major Adverse</b>	Moderate Adverse
PB	Potential future residents within Heyford Park New Town (HPNT)	High	Medium	Medium/High		Full/Partial	Permanent	Construction: High Completion: Medium	Expansive and wide ranging views are likely to be possible from the future higher apartments/ dwellings to the north and south of the runway. From some of these higher positions, with views towards the east, the	<b>Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse

	(Development Parcels 41, 43, 44 (buildings up to 29.5m and 43.5m above existing ground level) <b>(PV and PM34)</b>							Year 15: Low/ Medium	<p>Proposed Development on the Main Site will be visible.</p> <p>Within these potential future views, the HPNT development itself will dominate, with other future HPNT proposed development blocks, dwellings, urban infrastructure and related features clearly evident across the Airfield, in all directions. This will also include a solar array and 3 wind turbines in the direction of the Main Site to the east.</p> <p>The resultant visual effects for these potential future receptors needs to suitably consider this likely future HPNT context, which will differ notably from that existing, particularly to both sides of the runway and around the central and eastern part of the Airfield.</p> <p>The proposed Units on the Main Site and the Rail Terminal will be visible from the future higher apartments/ dwellings that would have views in an easterly direction. The Proposed development will be seen beyond the wider HPNT development and as part of expansive, distant and varied views, including also the ERF, motorway and Bicester.</p> <p>The proposed mitigation mounding and associated woodland planting proposals to the western boundary of the Main Site will provide some visual filtering/ screening to the nearest parts of the Proposed Development, although the highest future apartments/ dwellings will see beyond this.</p>			
PC	Potential future users of Heyford Park New Town (HPNT) Open Space and Landscape Areas - Principally eastern half of Runway (Refs: Runway Park East/ Wildlife and Energy Park) <b>(PV and PM34)</b>	Medium	Medium	Medium		Full/ Partial	Permanent	Construction: High Completion: Medium Year 15: Low/ Medium	<p>From within the future HPNT proposed open spaces and parks, principally around and along the eastern half of the runway, there are likely to be some relatively channelled views in an easterly direction towards the proposed Rail Terminal and highest parts of the proposed Units in the northern part of the Main Site. Views from these areas towards the potentially closer proposed Units in the south west (Zone A4) will be substantially screened by the future development on the HPNT proposed Development Parcel 23.</p> <p>Any views towards the Rail Terminal and proposed Units within the Main Site, from these future open spaces/ parks will see relatively limited parts of the Proposed Development set beyond the future HPNT proposed wind turbines, solar array and development blocks/ areas to both sides of the runway, rising in heights to potentially 29.5m and 43.5m.</p> <p>The resultant visual effects for these potential future receptors needs to suitably consider this likely future HPNT context, which will differ</p>	<b>Moderate/ Major Adverse</b>	Moderate Adverse	Minor/ Moderate Adverse

									notably from that existing, particularly to both sides of the runway and around the central and eastern part of the Airfield.			
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