OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

DCO Submission

Environmental Statement

Chapter 7: Landscape and Visual Impact Assessment
Appendix 7.4: Zone of Theoretical Visibility – Operation and Construction Stages

Document 6.7D
Revision A

On behalf of
Oxfordshire Railfreight Limited

Prepared by FPCR Ltd.
October 2026

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OXSRFI

Appendix 7.4A
Note to accompany Zone of Theoretical Visibility (ZTV) Figures

fpcr Environment and Design Ltd

October 2026

1.1 This Note accompanies the ZTV Figures included at ES Appendix 7.4A. It is included to provide a brief explanation of the different ZTV Figures.

1.2 The ZTV Figures should also be viewed alongside details of the ZTV methodology (as included at ES Appendix 7.1; Section 2) and ES Chapter 7 (para's 7.5.99 – 7.5.104).

1.3 In the context of the ZTV Figures, it is important to note as advised at ES Chapter 7, para 7.5.104; 'ZTVs are a tool to be used as part of the visual analysis and as recognised by GLVIA3, likely actual visibility is best judged by field surveys and these are essential to provide an accurate baseline of visibility. It is also important to recognise that the significance of the visual effects arising from a development are dependent on many other factors as detailed within the LVIA methodology and criteria at ES Appendix 7.1.'

1.4 As noted in the methodology, ZTVs are a computer-generated tool used to identify the '*theoretical*' extent of visibility of a development. It is a desk study component of the visibility analysis.

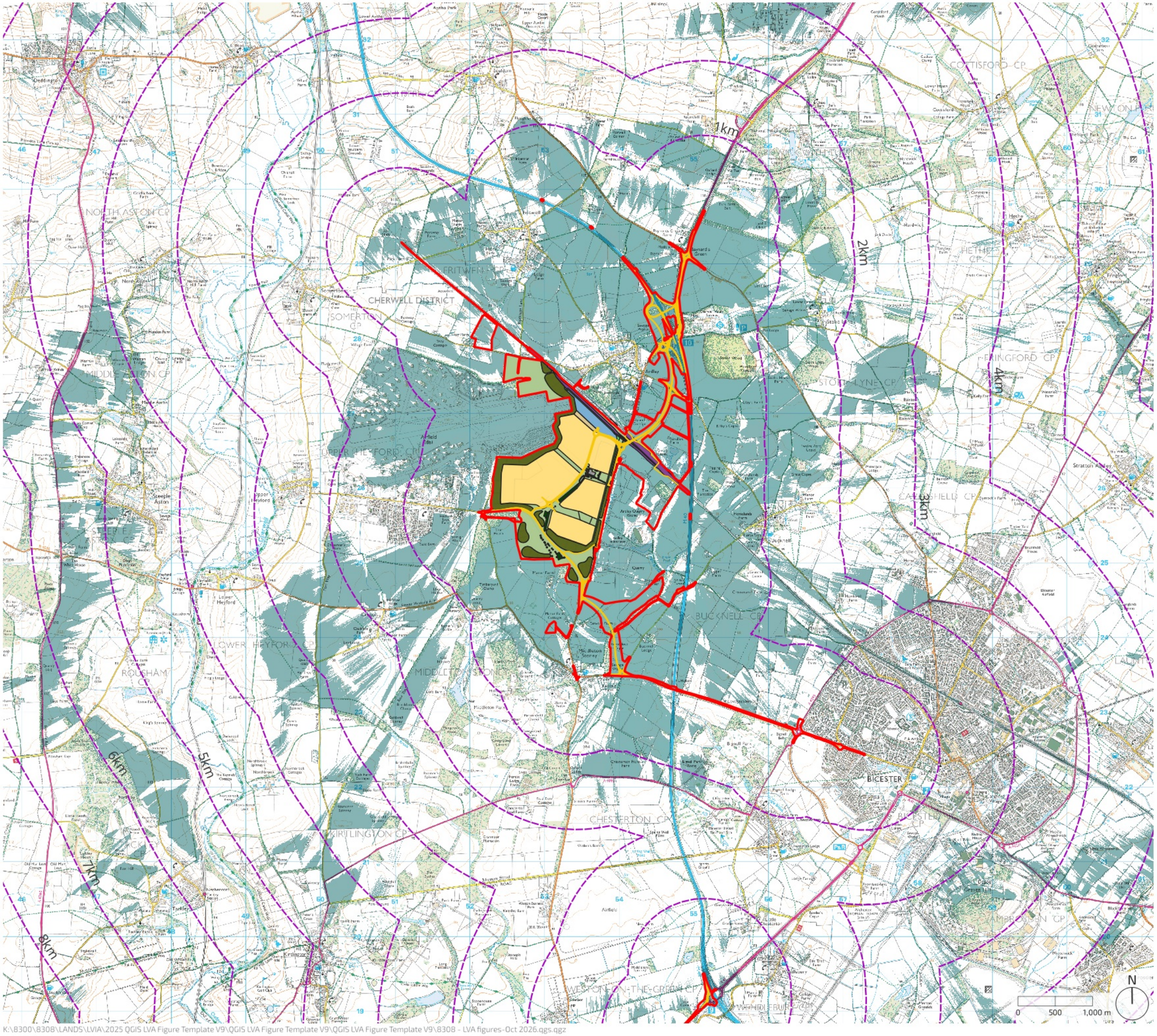
The ZTV;

- provides a useful guide to field survey and analysis by showing areas from which visibility may potentially occur;
- focuses the visual assessment process on those areas which may be affected and avoids those which won't; and
- supports more detailed field based evaluation and analysis, which can draw upon the ZTV, to more accurately determine the potential visibility of the development.

1.5 The following should be read alongside the ZTV Figures 1-13 at ES Appendix 7.4A.

	Explanatory Notes
Figure 1 Parameters - All Zones and Highways (including Vehicles) AT COMPLETION	This depicts the ZTV for the full completed Proposed Development to the maximum building heights and extents; including the proposed Highway Works (with vehicles).
Figure 2 Parameters - All Zones and Highways (including Vehicles) CONSTRUCTION STAGE	This depicts the ZTV for the construction stage of the Proposed Development; including the proposed Highway works (with vehicles). It is based upon the completed Proposed Development with an estimated further 12m height added to the maximum height of the Development Zones to allow for the use of cranes during the construction process. This is considered to represent the likely worst case scenario for the construction stage.
Figure 3 Parameters - All Zones and Highways (including Vehicles)	This depicts those areas where it may theoretically be possible to see only the construction activity (i.e. cranes

COMPLETION/ CONSTRUCTION COMPARISON	above the maximum building height parameters for the zones). This is denoted by the Pink colour on the Figure.
Figure 4 Parameters - All Zones and Highways (including Vehicles) COMPONENTS ANALYSIS	This depicts those areas where it may theoretically be possible to see different or combined parts of the Proposed Development. The colours on the Figure denote the following: • Purple = Views towards the Main Site development and the Highway Works; • Blue (Teal) = Views towards the Main Site development only. No views towards the Highway Works; and • Pink = Views towards the Highway Works only. No views towards the Main Site development.
Figure 5 Parameters - All Zones; excluding Highways	This depicts the ZTV for the completed Proposed Development to the maximum building heights and extents on the Main Site. It does not include the proposed Highway Works.
Figure 6 Parameters - Zone C Gantry Cranes	This depicts a separate ZTV for the maximum height of the Gantry Cranes (the highest visible component of Rail Terminal) in Zone C.
Figure 7 Mitigation Mounding	This depicts a separate ZTV for the proposed Mitigation Mounding around the Main Site.
Figure 8 Highways (including Vehicles)	This depicts a separate ZTV for the Highway Works, including vehicles yet excluding lighting columns. For the latter see below.
Figure 9 Proposed Highways Lighting (12m Columns)	This depicts a separate ZTV for the lighting columns to the Highways Works.
Figure 10 Parameters - All Zones and Highways (including Vehicles) (A1 Size)	This depicts the same ZTV for the full completed Proposed Development as Figure 1 yet has been provided at A1 size; at a higher resolution and with the photo viewpoint and photomontage locations included.
Figure 11 Parameters - All Zones and Highways (including Vehicles) - with Location of Photo Viewpoints and Photomontages	This depicts an enlarged portion of the ZTV for the full completed Proposed Development, including the photo viewpoint and photomontage locations.
Figure 12 Parameters - All Zones and Highways (including Vehicles) HERITAGE ASSETS OVERLAY	This depicts the ZTV for the full completed Proposed Development (as Figure 1) overlain a plan including the Heritage Assets.
Figure 13 Parameters - All Zones and Highways (including Vehicles) LANDSCAPE CHARACTER AREAS OVERLAY	This depicts the ZTV for the full completed Proposed Development (as Figure 1) overlain a plan including the Landscape Character Area (Cherwell District Landscape Character Assessment; 2024).



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- Draft Order Limits
- Zone A (see Parameters Plan for Max Levels)
- Zone B (see Parameters Plan for Max Level)
- Zone C (see Parameters Plan for Max Level)
- Green Infrastructure
- Strategic Mounding
- ZTV (All Zones and Highways (including Vehicles) AT COMPLETION)
- Highway
- Distance from the Site

Notes:

A ZTV is a digitally produced plan showing areas of land within which development may theoretically be visible. The ZTV takes into account screening effects of landform, significant vegetation, and built form. The ZTV does not take into account any containment/screening created by the Proposed Development's landscape mitigation (ie structural landscape planting).

Site surveys and fieldwork provide a more accurate assessment of visibility of the Site and the expected views (full, partial, glimpsed) of the Proposed Development during the construction stage, on full completion (year 1), and in the longer term (year 15) after completion.

The points used for the ZTV are based on drawing 08308-FPCR-ZZ-XX-DR-L-0012-Parameters Plan. Zones A, B and C have been modelled at maximum levels as shown on the parameters plan. Lorries have been modelled at 4.5m along the length of the proposed highway to show the potential visibility of the development as a whole.

The surrounding context is modelled using LIDAR Composite First Return DSM (Digital Surface Model) 2022 - 2m published by the Department for Environment Food and Rural Affairs (DEFRA). The first return DSM includes heights of objects, such as buildings and vegetation, as well as the terrain surface where the first or only return was the ground.

date: 22/10/26
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client: **Oxfordshire Railfreight Ltd.**

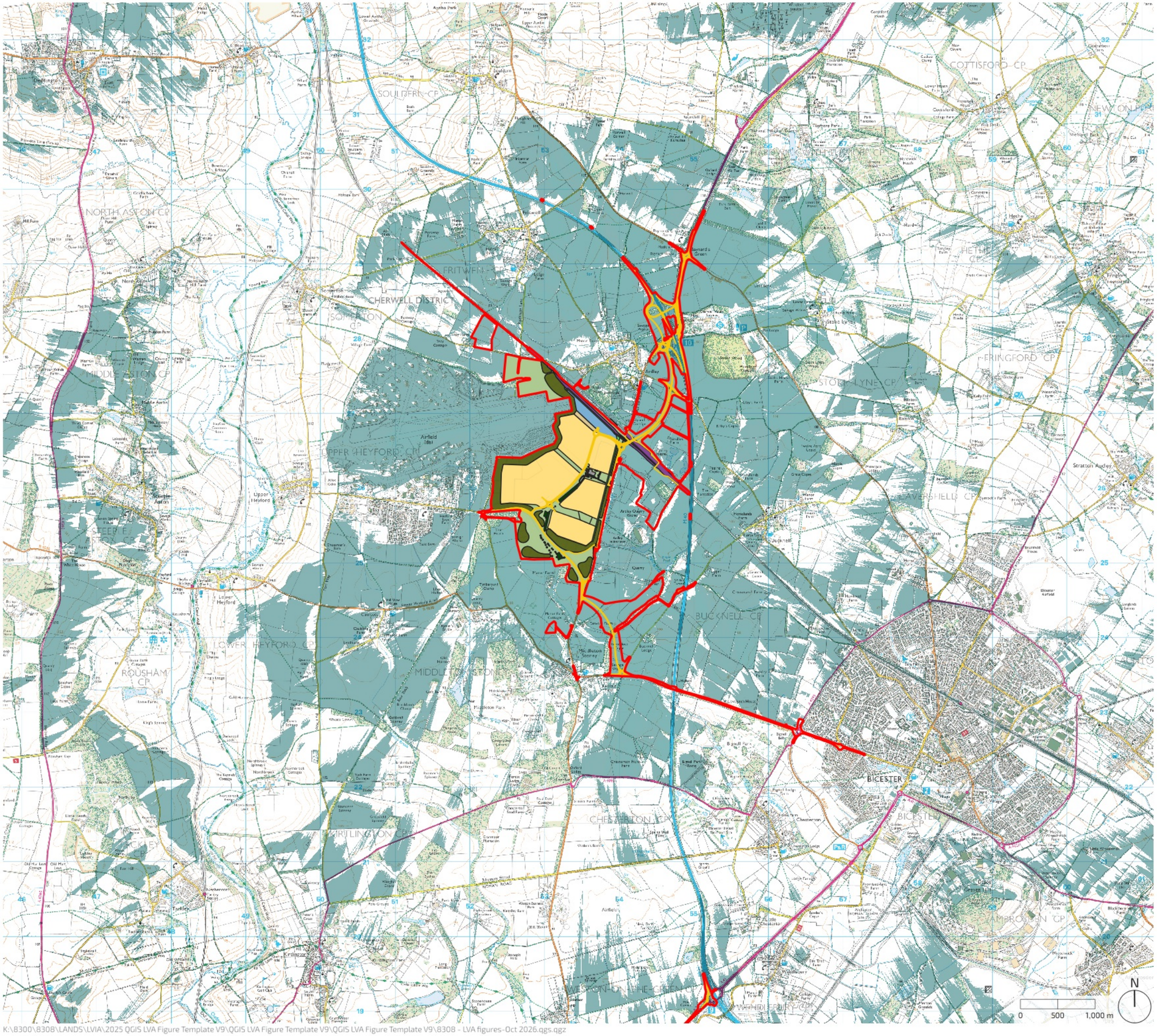
project: **Oxfordshire SRFI, Oxfordshire**

title: **Parameters - All Zones and Highways (including Vehicles) AT COMPLETION**
scale: 1:50,000 @ A3

number: **APPENDIX 7.4A Fig 1**
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- Draft Order Limits
- Zone A (see Parameters Plan for Max Levels)
- Zone B (see Parameters Plan for Max Level)
- Zone C (see Parameters Plan for Max Level)
- Green Infrastructure
- Strategic Mounding
- ZTV (All Zones and Highways (including Vehicles) CONSTRUCTION STAGE)
- Highway

Notes:

A ZTV is a digitally produced plan showing areas of land within which development may theoretically be visible. The ZTV takes into account screening effects of landform, significant vegetation, and built form. The ZTV does not take into account any containment/screening created by the Proposed Development's landscape mitigation (ie structural landscape planting).

Site surveys and fieldwork provide a more accurate assessment of visibility of the Site and the expected views (full, partial, glimpsed) of the Proposed Development during the construction stage, on full completion (year 1), and in the longer term (year 15) after completion.

The points used for the ZTV are based on drawing 08308-FPCR-ZZ-XX-DR-L-0012-Parameters Plan. Zones A, B and C have been modelled at maximum levels as shown on the parameters plan plus 12m to account for cranes during construction. Lorries have been modelled at 4.5m along the length of the proposed highway.

The surrounding context is modelled using LIDAR Composite First Return DSM (Digital Surface Model) 2022 - 2m published by the Department for Environment Food and Rural Affairs (DEFRA). The first return DSM includes heights of objects, such as buildings and vegetation, as well as the terrain surface where the first or only return was the ground.

date: 22/10/26
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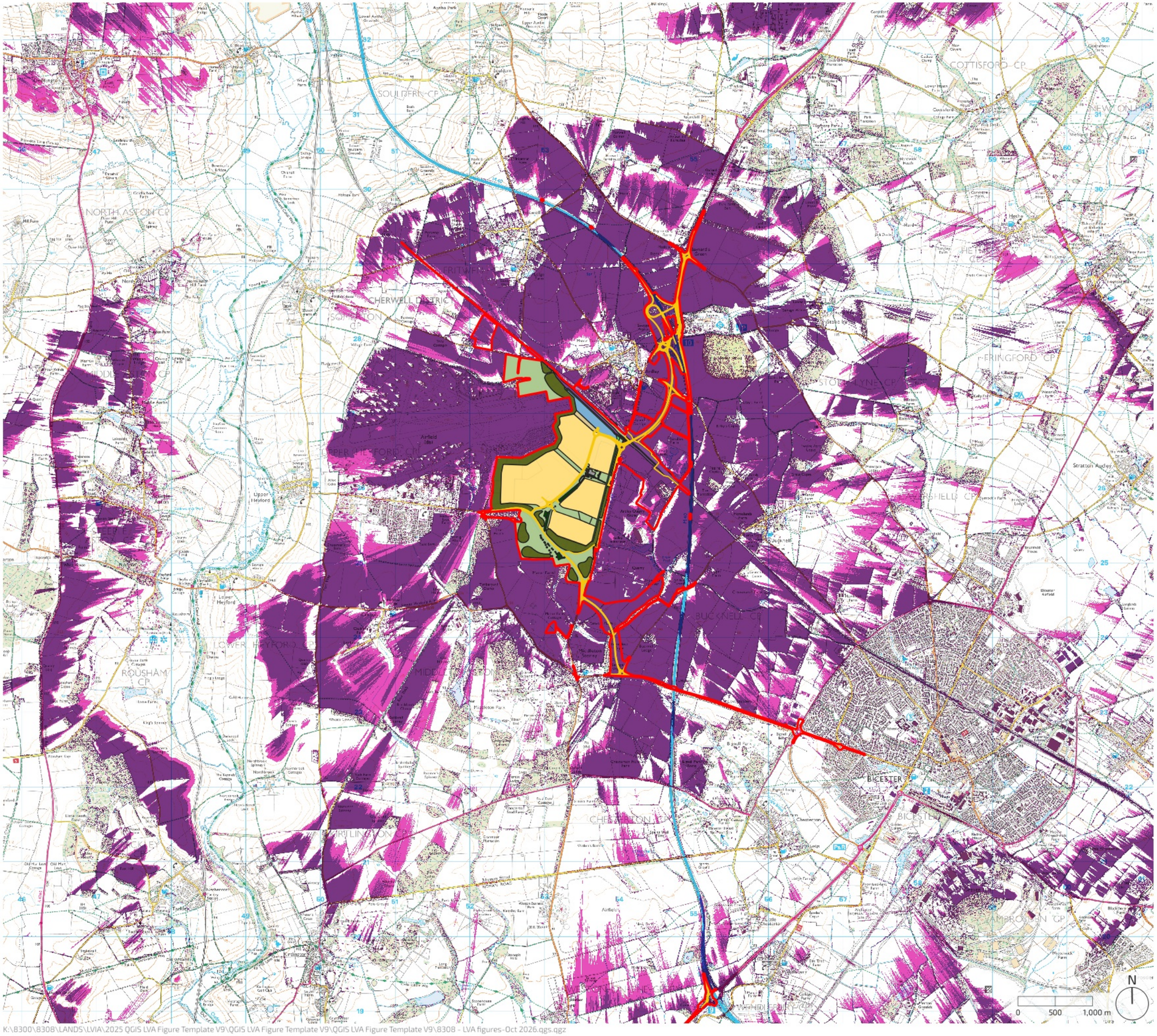
client: **Oxfordshire Railfreight Ltd.**

project: **Oxfordshire SRFI, Oxfordshire**

title: **Parameters - All Zones and Highways (including Vehicles) CONSTRUCTION STAGE**
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number: **APPENDIX 7.4A Fig 2**
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- Draft Order Limits
- Zone A (see Parameters Plan for Max Levels)
- Zone B (see Parameters Plan for Max Level)
- Zone C (see Parameters Plan for Max Level)
- Green Infrastructure
- Strategic Mounding
- ZTV (All Zones and Highways) (Completion & Construction)
- ZTV (All Zones and Highways) (Construction)

Notes:

A ZTV is a digitally produced plan showing areas of land within which development may theoretically be visible. The ZTV takes into account screening effects of landform, significant vegetation, and built form. The ZTV does not take into account any containment/screening created by the Proposed Development's landscape mitigation (ie structural landscape planting).

Site surveys and fieldwork provide a more accurate assessment of visibility of the Site and the expected views (full, partial, glimpsed) of the Proposed Development during the construction stage, on full completion (year 1), and in the longer term (year 15) after completion.

This figure shows a comparison of the ZTVs for all zones and highways at completion and during construction. The maximum levels as shown on the parameters plan have been used to model the development zones at completion. The same zones have been modelled plus 12m for construction. Lorries have been modelled at 4.5m along the length of the proposed highway.

The surrounding context is modelled using LIDAR Composite First Return DSM (Digital Surface Model) 2022 - 2m published by the Department for Environment Food and Rural Affairs (DEFRA). The first return DSM includes heights of objects, such as buildings and vegetation, as well as the terrain surface where the first or only return was the ground.

date: 22/10/26
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client: **Oxfordshire Railfreight Ltd.**

project: **Oxfordshire SRFI, Oxfordshire**

title: **Parameters - All Zones and Highways (including Vehicles) COMPLETION/CONSTRUCTION COMPARISON**

scale: 1:50,000 @ A3

number: **APPENDIX 7.4A Fig 3**

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- Draft Order Limits
- Zone A (see Parameters Plan for Max Levels)
- Zone B (see Parameters Plan for Max Level)
- Zone C (see Parameters Plan for Max Level)
- Green Infrastructure
- Strategic Mounding
- ZTV (All Zones)
- ZTV (Highways (including Vehicles))
- ZTV (All Zones and Highways (including Vehicles))
- Highway

Notes:

A ZTV is a digitally produced plan showing areas of land within which development may theoretically be visible. The ZTV takes into account screening effects of landform, significant vegetation, and built form. The ZTV does not take into account any containment/screening created by the Proposed Development's landscape mitigation (ie structural landscape planting).

Site surveys and fieldwork provide a more accurate assessment of visibility of the Site and the expected views (full, partial, glimpsed) of the Proposed Development during the construction stage, on full completion (year 1), and in the longer term (year 15) after completion.

The points used for the ZTV are based on drawing 08308-FPCR-ZZ-XX-DR-L-0012-Parameters Plan. Zones A, B and C have been modelled at maximum levels as shown on the parameters plan. Lorries have been modelled at 4.5m along the length of the proposed highway to show the potential visibility of the development as a whole.

The surrounding context is modelled using LIDAR Composite First Return DSM (Digital Surface Model) 2022 - 2m published by the Department for Environment Food and Rural Affairs (DEFRA). The first return DSM includes heights of objects, such as buildings and vegetation, as well as the terrain surface where the first or only return was the ground.

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client: **Oxfordshire Railfreight Ltd.**

project: **Oxfordshire SRFI, Oxfordshire**

title: **Parameters - All Zones and Highways (including Vehicles) COMPONENTS ANALYSIS**
scale: 1:50,000 @ A3

number: **APPENDIX 7.4A Fig 4**
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- Draft Order Limits
- Zone A (see Parameters Plan for Max Levels)
- Zone B (see Parameters Plan for Max Level)
- Zone C (see Parameters Plan for Max Level)
- Green Infrastructure
- Strategic Mounding
- ZTV (All Zones; excluding Highways)

Notes:

A ZTV is a digitally produced plan showing areas of land within which development may theoretically be visible. The ZTV takes into account screening effects of landform, significant vegetation, and built form. The ZTV does not take into account any containment/screening created by the Proposed Development's landscape mitigation (ie structural landscape planting).

Site surveys and fieldwork provide a more accurate assessment of visibility of the Site and the expected views (full, partial, glimpsed) of the Proposed Development during the construction stage, on full completion (year 1), and in the longer term (year 15) after completion.

The points used for the ZTV are based on drawing 08308-FPCR-ZZ-XX-DR-L-0012-Parameters Plan. Zones A, B and C have been modelled at maximum levels as shown on the parameters plan to show potential views towards the propsoed built development.

The surrounding context is modelled using LIDAR Composite First Return DSM (Digital Surface Model) 2022 - 2m published by the Department for Environment Food and Rural Affairs (DEFRA). The first return DSM includes heights of objects, such as buildings and vegetation, as well as the terrain surface where the first or only return was the ground.

date: 22/10/26 | drwn/chkd: HT/TRJ

client: **Oxfordshire Railfreight Ltd.**

project: **Oxfordshire SRFI, Oxfordshire**

title: **Zone of Theoretical Visibility (ZTV) Parameters - All Zones; excluding Highways**

scale: 1:50,000 @ A3

number: **APPENDIX 7.4A Fig 5**

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- Draft Order Limits
- Zone A (see Parameters Plan for Max Levels)
- Zone B (see Parameters Plan for Max Level)
- Zone C (see Parameters Plan for Max Level)
- Green Infrastructure
- Strategic Mounding
- ZTV (Zone C Gantry Cranes)

Notes:

A ZTV is a digitally produced plan showing areas of land within which development may theoretically be visible. The ZTV takes into account screening effects of landform, significant vegetation, and built form. The ZTV does not take into account any containment/screening created by the Proposed Development's landscape mitigation (ie structural landscape planting).

Site surveys and fieldwork provide a more accurate assessment of visibility of the Site and the expected views (full, partial, glimpsed) of the Proposed Development during the construction stage, on full completion (year 1), and in the longer term (year 15) after completion.

The points used for the ZTV are based on drawing 08308-FPCR-ZZ-XX-DR-L-0012-Parameters Plan. Zone C has been modelled at maximum levels (130.0m AOD) as shown on the parameters plan to show potential views towards the Rail Freight Interchange cranes.

The surrounding context is modelled using LIDAR Composite First Return DSM (Digital Surface Model) 2022 - 2m published by the Department for Environment Food and Rural Affairs (DEFRA). The first return DSM includes heights of objects, such as buildings and vegetation, as well as the terrain surface where the first or only return was the ground.

date: 22/10/26

drwn/chkd: HT/TRJ

client: **Oxfordshire Railfreight Ltd.**

project: **Oxfordshire SRFI, Oxfordshire**

title: **Zone of Theoretical Visibility (ZTV) Parameters - Zone C Gantry Cranes**

scale: 1:50,000 @ A3

number: **APPENDIX 7.4A Fig 6**

rev: **C**

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- Draft Order Limits
- Zone A (see Parameters Plan for Max Levels)
- Zone B (see Parameters Plan for Max Level)
- Zone C (see Parameters Plan for Max Level)
- Green Infrastructure
- Strategic Mounding
- ZTV (Mitigation Mounding)

Notes:

A ZTV is a digitally produced plan showing areas of land within which development may theoretically be visible. The ZTV takes into account screening effects of landform, significant vegetation, and built form. The ZTV does not take into account any containment/screening created by the Proposed Development's landscape mitigation (ie structural landscape planting).

Site surveys and fieldwork provide a more accurate assessment of visibility of the Site and the expected views (full, partial, glimpsed) of the Proposed Development during the construction stage, on full completion (year 1), and in the longer term (year 15) after completion.

The points used for the ZTV are based on drawing 08308-FPCR-ZZ-XX-DR-L-0012-Parameters Plan. Points along the bund have been modelled at the levels shown on the parameters plan to show the potential visibility of the mounding.

The surrounding context is modelled using LIDAR Composite First Return DSM (Digital Surface Model) 2022 - 2m published by the Department for Environment Food and Rural Affairs (DEFRA). The first return DSM includes heights of objects, such as buildings and vegetation, as well as the terrain surface where the first or only return was the ground.

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client: **Oxfordshire Railfreight Ltd.**

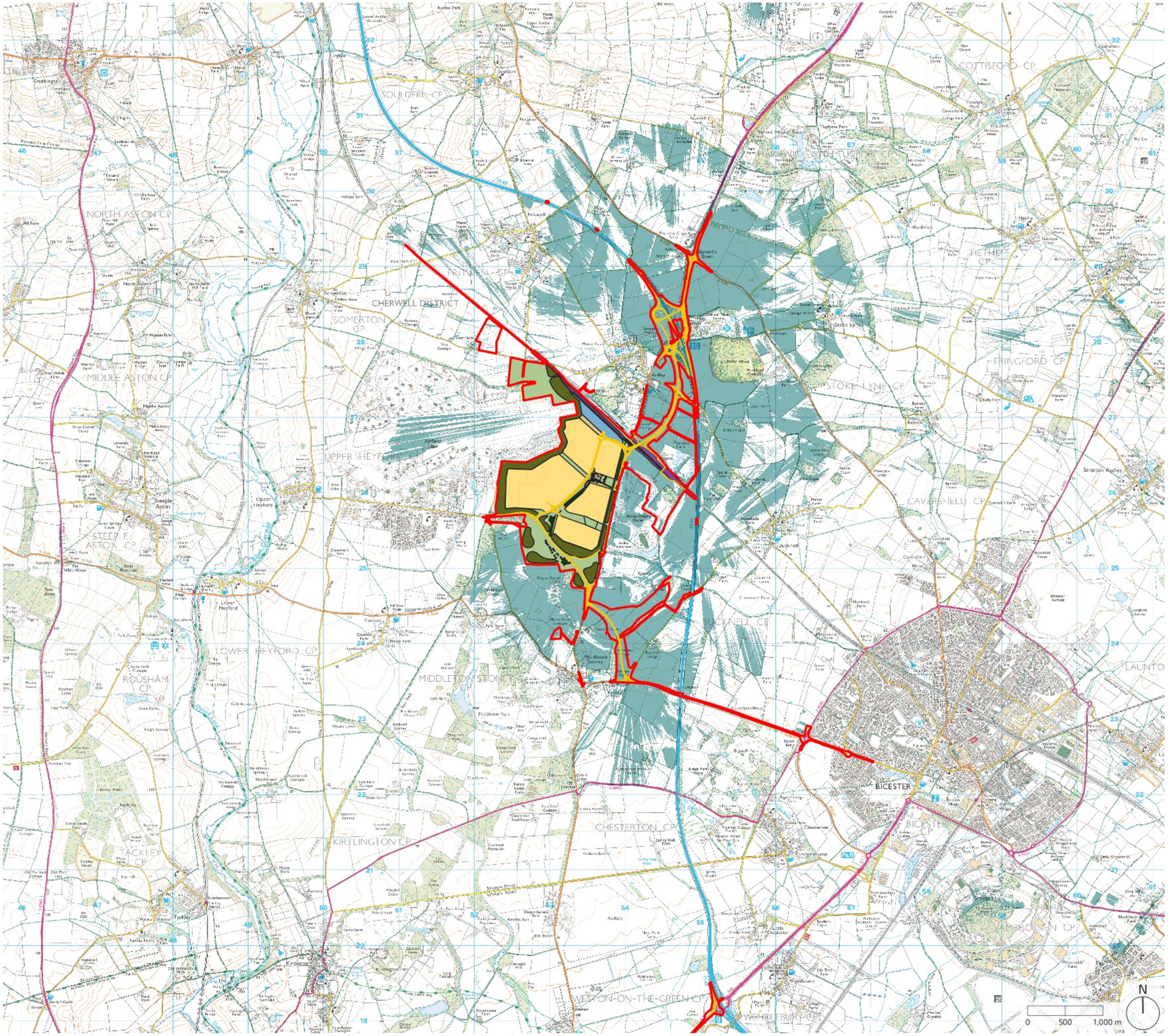
project: **Oxfordshire SRFI, Oxfordshire**

title: **Zone of Theoretical Visibility (ZTV) Mitigation Mounding**
scale: 1:50,000 @ A3

number: **APPENDIX 7.4A Fig 7**
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- Draft Order Limits
- Zone A (see Parameters Plan for Max Levels)
- Zone B (see Parameters Plan for Max Level)
- Zone C (see Parameters Plan for Max Level)
- Green Infrastructure
- Strategic Mounding
- ZTV (Highways (including Vehicles))
- Highway

Notes:

A ZTV is a digitally produced plan showing areas of land within which development may theoretically be visible. The ZTV takes into account screening effects of landform, significant vegetation, and built form. The ZTV does not take into account any containment/screening created by the Proposed Development's landscape mitigation (ie structural landscape planting).

Site surveys and fieldwork provide a more accurate assessment of visibility of the Site and the expected views (full, partial, glimpsed) of the Proposed Development during the construction stage, on full completion (year 1), and in the longer term (year 15) after completion.

The points used for the ZTV are based on drawing 260127 OxSRFI-BWB-HGN-ZZ-M2-CH-101 Highway GA. Lorries have been modelled at 4.5m height along the highway to show potential views towards vehicles on the proposed highway.

The surrounding context is modelled using LIDAR Composite First Return DSM (Digital Surface Model) 2022 - 2m published by the Department for Environment Food and Rural Affairs (DEFRA). The first return DSM includes heights of objects, such as buildings and vegetation, as well as the terrain surface where the first or only return was the ground.

date: 22/10/26

drwn/chkd: HT/TRJ

client: **Oxfordshire Railfreight Ltd.**

project: **Oxfordshire SRFI, Oxfordshire**

title: **Zone of Theoretical Visibility (ZTV) Highways (including Vehicles)**

scale: 1:50,000 @ A3

number: **APPENDIX 7.4A Fig 8**

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- Draft Order Limits
- Zone A (see Parameters Plan for Max Levels)
- Zone B (see Parameters Plan for Max Level)
- Zone C (see Parameters Plan for Max Level)
- Green Infrastructure
- Strategic Mounding
- ZTV (Proposed Highways Lighting (12m Columns))
- Lighting

Notes:

A ZTV is a digitally produced plan showing areas of land within which development may theoretically be visible. The ZTV takes into account screening effects of landform, significant vegetation, and built form. The ZTV does not take into account any containment/screening created by the Proposed Development's landscape mitigation (ie structural landscape planting).

Site surveys and fieldwork provide a more accurate assessment of visibility of the Site and the expected views (full, partial, glimpsed) of the Proposed Development during the construction stage, on full completion (year 1), and in the longer term (year 15) after completion.

The points used for the ZTV are based on drawing 260127 OxSRFI-BWB-HGN-ZZ-M2-CH-101 Highway GA. Lighting columns have been modelled at 12m height along the highway to show potential views towards lighting columns at junctions along the proposed highway.

The surrounding context is modelled using LIDAR Composite First Return DSM (Digital Surface Model) 2022 - 2m published by the Department for Environment Food and Rural Affairs (DEFRA). The first return DSM includes heights of objects, such as buildings and vegetation, as well as the terrain surface where the first or only return was the ground.

date: 22/10/26 | drwn/chkd: HT/TRJ

client: **Oxfordshire Railfreight Ltd.**

project: **Oxfordshire SRFI, Oxfordshire**

title: **Zone of Theoretical Visibility (ZTV) Proposed Highways Lighting (12m Columns)**

scale: 1:50,000 @ A3

number: **APPENDIX 7.4A Fig 9**

rev: **C**

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Draft Order Limits

Photo Viewpoint Locations (with Reference)

Photomontage Locations (with Reference)

ZTV (All Zones and Highways (including Vehicles))

A ZTV is a digitally produced plan showing areas of land within which development may theoretically be visible. The ZTV takes into account screening effects of landform, significant vegetation, and built form. The ZTV does not take into account any containment/screening created by the Proposed Development's landscape mitigation (ie structural landscape planting).

Site surveys and fieldwork provide a more accurate assessment of visibility of the Site and the expected views (full, partial, glimpsed) of the Proposed Development during the construction stage, on full completion (year 1), and in the longer term (year 15) after completion.

The points used for the ZTV are based on drawing 08308-FPCR-ZZ-XX-DR-L-0012-Parameters Plan. Zones A, B and C have been modelled at maximum levels as shown on the parameters plan. Lorries have been modelled at 4.5m along the length of the proposed highway to show the potential visibility of the development as a whole.

The surrounding context is modelled using LIDAR Composite First Return DSM (Digital Surface Model) 2022 - 2m published by the Department for Environment Food and Rural Affairs (DEFRA). The first return DSM includes heights of objects, such as buildings and vegetation, as well as the terrain surface where the first or only return was the ground.

date: 22/10/26

drwn/chkd: HT / TJ

client: **Oxfordshire Railfreight Ltd.**

project: **Oxfordshire SRFI, Oxfordshire**

title: **Zone of Theoretical Visibility (ZTV) Parameters - All Zones and Highways (including Vehicles) (A1 Size)**

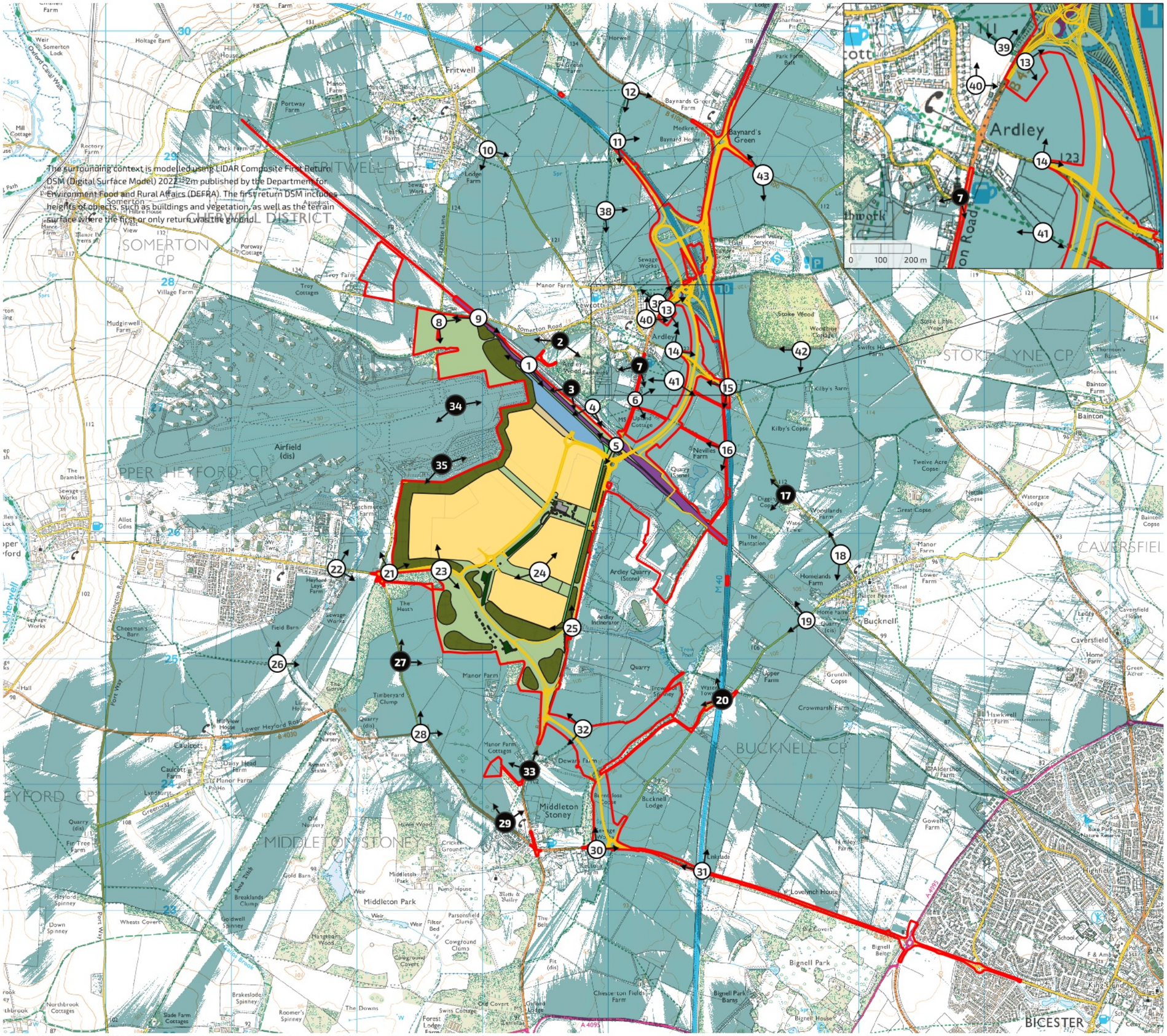
scale: 1:25,000 @ A1

number: **APPENDIX 7.4A** **Fig 10**

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Draft Order Limits

Photo Viewpoint Locations (with Reference)

Photomontage Locations (with Reference)

ZTV (All Zones and Highways (including Vehicles))

A ZTV is a digitally produced plan showing areas of land within which development may theoretically be visible. The ZTV takes into account screening effects of landform, significant vegetation, and built form. The ZTV does not take into account any containment/screening created by the Proposed Development's landscape mitigation (ie structural landscape planting).

Site surveys and fieldwork provide a more accurate assessment of visibility of the Site and the expected views (full, partial, glimpsed) of the Proposed Development during the construction stage, on full completion (year 1), and in the longer term (year 15) after completion.

The points used for the ZTV are based on drawing 08308-FPCR-ZZ-XX-DR-L-0012-Parameters Plan. Zones A, B and C have been modelled at maximum levels as shown on the parameters plan. Lorries have been modelled at 4.5m along the length of the proposed highway to show the potential visibility of the development as a whole.

date
22/10/26

drwn/chkd
HT / TJ

client
Oxfordshire Railfreight Ltd.

project
Oxfordshire SRFI, Oxfordshire

title
ZTV with Location of Photo Viewpoints and Photomontages

scale
1:30,000 @ A3

number
APPENDIX 7.4A **Fig 11**

rev
C

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K:\8300\8308\LANDS\LVIA\2025 QGIS LVA Figure Template V9\QGIS LVA Figure Template V9\QGIS LVA Figure Template V9\8308 - LVA figures-Oct 2026.qgs.qgz

t: 01509 672772 e: mail@fpcr.co.uk w: www.fpcr.co.uk

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N

0 1,000 2,000 m

- Draft Order Limits
- ZTV (All Zones and Highways (including Vehicles))
- Conservation Areas
- Parks and Gardens
- Scheduled Monuments

Listed Buildings

- Grade I
- Grade II
- Grade II*

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The surrounding context is modelled using LIDAR Composite First Return DSM (Digital Surface Model) 2022 - 2m published by the Department for Environment Food and Rural Affairs (DEFRA). The first return DSM includes heights of objects, such as buildings and vegetation, as well as the terrain surface where the first or only return was the ground.

date: 22/10/26

drwn/chkd: HT / TJ

client: **Oxfordshire Railfreight Ltd.**

project: **Oxfordshire SRFI, Oxfordshire**

title: **Parameters - All Zones and Highways (including Vehicles) HERITAGE ASSETS OVERLAY**

scale: 1:50,000 @ A3

number: **APPENDIX 7.4A Fig 12**

rev: **C**

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N

0 1,000 2,000 m

Draft Order Limits

Landscape Character Assessment for Cherwell District, September 2024

- Cherwell Valley
- Ironstone Hills and Valleys
- Otmoor Lowlands
- Oxfordshire Estate Farmlands
- Upper Heyford Plateau
- Urban

(Source: Cherwell District Council)

ZTV (All Zones and Highways (including Vehicles))

date 22/10/26

drwn/chkd HT / TJ

client
Oxfordshire Railfreight Ltd.

project
Oxfordshire SRFI, Oxfordshire

title
Parameters - All Zones and Highways (including Vehicles)LANDSCAPE CHARACTER AREAS OVERLAY

scale 1:50,000 @ A3

number
APPENDIX 7.4A **Fig 13**

rev **C**

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