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LANDSCAPE AND VISUAL IMPACT ASSESSMENT

Introduction and Description of Scheme

In support of Network Rail's proposal to replace Tackley Level Crossing with an accessible-for-all footbridge, ECSL were commissioned by the scheme's Principal Contractor, Taziker Industrial Ltd, to produce a Landscape and Visual Impact Assessment (LVIA) as part of the architectural assurance for the proposed design. This LVIA shall be included as part of the Form D Architectural design document accompanying the outline design for the proposed footbridge, and shall support the planning application to be submitted to West Oxfordshire District Council by Network Rail.

As its name would suggest, the Landscape and Visual Impact Assessment consists of both a landscape and visual assessment component. The Landscape assessment shall consist of a description of the surrounding landscape, followed by analysis of its distinguishing features and elements (the 'landscape resource') as well as its overall character. This 'landscape resource' incorporates the area's heritage, culture and physical elements such as landform, use, general architectural style, vegetation, settlement and transport patterns. This therefore acts as a high-level assessment of the landscape within which the structure will be sited, allowing for an analysis of how the bridge will fit into its surroundings and affect the overall landscape.

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The visual assessment more specifically relates to how people will experience the proposed bridge. It incorporates analysis of specific, likely views of the structure, from the immediate vicinity through to longer distances from prominent viewpoints or other settlements. This is combined with a description and analysis of the general 'visual amenity' of the area as experienced by a range of potential viewers, from residents of adjacent properties through to visitors and passengers travelling on passing trains. This will allow for an assessment of how the structure will directly affect people's experience of the area, through how it changes their views and the general 'visual amenity' of the area within which it is sited.

As discussed in Part 1.0, this scheme pertains to the construction of a fully accessible Fibre-Reinforced Polymer (FRP) 'Legacy Vision' footbridge immediately north of Tackley railway station. It is to be composed of an FRP main span with 1.8m height lattice parapets, supported on trestles and allowing a vertical clearance from railhead to soffit of 6.3m as per NR/GL/RT/2010. These are to be accessed via two FRP staircases, supported by trestles and with 1.5m height lattice parapets – with the exception of a 1.8m height solid parapet along the Down side of the Platform 1 staircase to provide privacy for neighbouring properties. An FRP-clad lift shaft is to be provided for both staircases, this reaching a maximum height of 10m from the railhead.

The structure is to be set into the embankments either side of the cutting north of Tackley station – the ground immediately north of the platforms is relatively flat but begins to increase in height towards the northern end of the approach footpaths and staircases, reaching a maximum height of approximately 3m above rail level at the northern end of the Platform 2 staircase and access path. As such, the structure is to be set into these embankments with retaining walls either side, reducing the height of the bridge relative to the ground when viewed from the north, east and west. The structure will then be further enclosed as vegetation grows around it; currently the embankments play host to a large number of tall trees and dense bushes. Regrowth of this flora is to be encouraged following construction and commissioning of the structure.

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Figure17: *View from the existing temporary footbridge, looking north.*

This structure is to replace an existing temporary footbridge, located in a similar footprint to the new bridge. This structure is constructed from unpainted, galvanised steel and is utilitarian and basic in appearance. The main span consists of small-section rectangular hollow steel beams, bolted together in a Vierendeel truss type formation, with tensioned steel cables attached diagonally at each bay for additional bracing. Bracing along the top and below the truss is provided by circular hollow 'scaffold-type' steel bars mounted diagonally. This truss supports a deck consisting of roughened rubber deck boards with 1.8m height galvanised steel side panels and balustrade-type parapet sections.

This superstructure is supported by a 'scaffold-type' lattice consisting of circular hollow galvanised steel bars, also carrying the pre-assembled staircase sections with balustrade parapets and yellow handrails. The up side of both staircases also carries additional steel panelling to provide privacy for residential properties along the up side of the railway. The supporting lattice is founded upon a group of pre-cast concrete blocks with bricks used to weigh the structure down. The impact of replacing this structure on the landscape and visual amenity of the area is to be considered as part of this LVIA.

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Figure 18: *General view of the existing temporary structure, taken from Platform 1.*

1.1.2 Establishing the Study Area

Tackley Station lies on the easternmost extremity of the village of Tackley, with the entire settlement including Nethercott all lying to the west of the railway. Tackley lies within the Cherwell Valley at an altitude of approximately 80m AOD. The River Cherwell runs parallel to the railway overall, passing the site of the bridge approximately 330m away to the northwest at its closest point. The river also runs parallel to the Oxford Canal at this point, both of which lie at a level of approximately 68m AOD at the base of the Cherwell Valley. The valley rises to an altitude of approximately 100m AOD on both sides, before falling away towards the Gallos Brook (to the east) and the River Dorn (to the west). Additionally, the agricultural land to the southeast of the station between it and the River Cherwell rises by approximately 10-20m, before falling away sharply towards the river.

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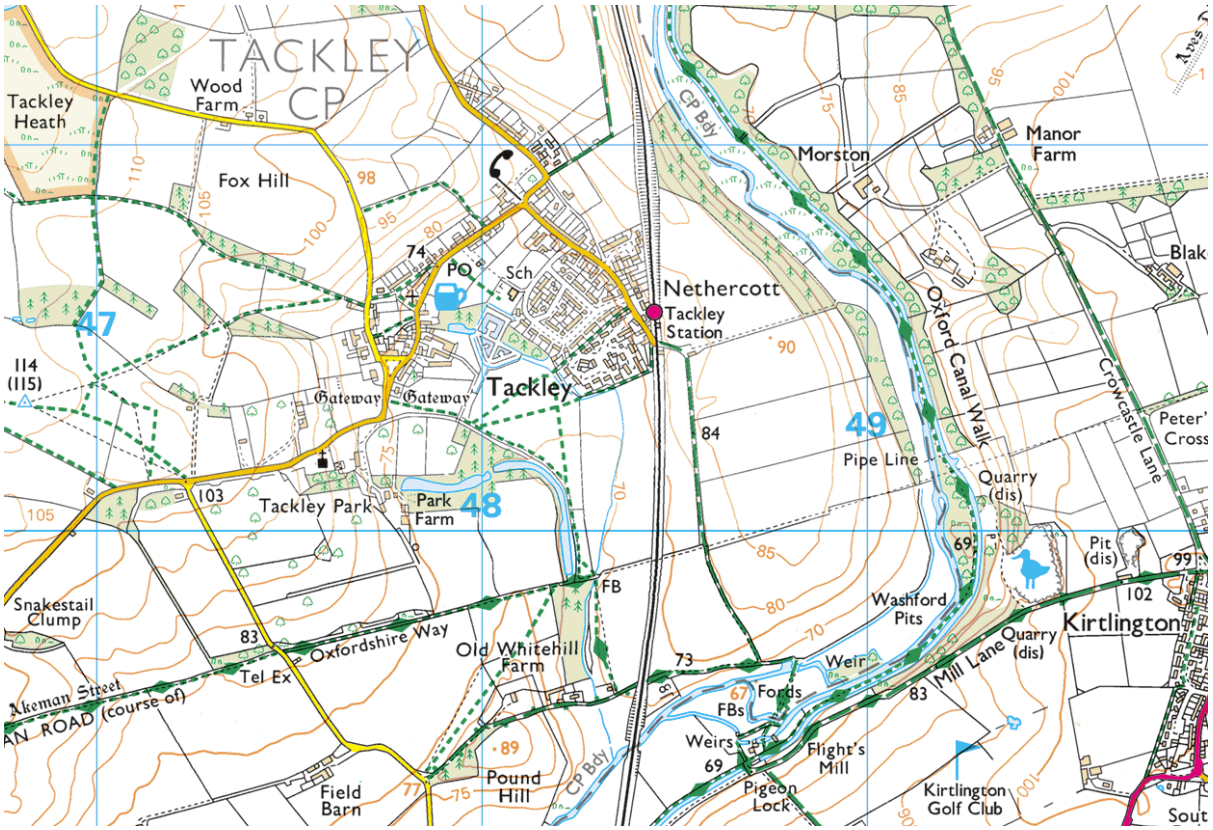

Figure 19: *1:25000 Ordnance Survey 'Explorer' mapping showing location of Tackley station and surrounding landscape (Ordnance Survey, 2023. Licence no. 0100040692).*

The result of this is that Tackley lies within a shallow depression in the landscape, limiting visibility of the village and railway station to relatively short ranges. Visibility is further reduced by the presence of vegetation surrounding the structure and tall hedgerows lining most roads and fields.

Furthermore, the main opposition to this scheme has been posed by those living close to the site of the new bridge, based on the perceived negative visual impact it may have on their local landscape. Given the limited visual range and more localised opposition likely to be encountered during the planning process for this scheme, this LVIA shall focus on a 500m radius around the proposed site, which incorporates the majority of the village of Tackley as well as users of PROW 379/2/10, which approaches the level crossing from the southeast. Prominent viewpoints outside of this 500m range shall also be considered where appropriate.

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1.1.3 Methodology and Assumptions

This LVIA has drawn upon guidance provided in the following documents:

- Guidelines for Landscape and Visual Impact Assessment (Third Edition), the Landscape institute and Institute of Environmental Management and Assessment.
- Landscape Character Assessment Guidance, Natural England.
- Advice Note 01/11 Photography and Photomontage in Landscape and Visual Impact Assessment, Landscape Institute (2011).

Based on guidance provided within the above documents, this LVIA shall be carried out according to the following basic structure:

- **Existing Landscape:** Analysis of existing (baseline) conditions against which the proposed structure is to be assessed and compared, this being compiled from a desktop study and site photographs taken during multiple site visits throughout 2023.
- **Potential Impacts:** Identification of the possible impacts (the changes that the proposal will impose onto its surroundings) and effects (the results of these impacts) posed by the scheme. This is to be compiled by studying design drawings and models, as well as incorporating known concerns raised by local residents. These impacts may be positive or negative.
- **Potential Mitigations:** Possible mitigation measures that may lessen or negate these potential impacts, or even lead to improvements and enhancements for the surrounding landscape.
- **Residual Effects:** Assessment of any effects that may remain once the proposed mitigation measures have been implemented, taking into consideration **short-term** (within a year of completion), **medium-term** (between 1-15 years of completion) and **long term** (over 15 years post completion) timeframes.
- **Conclusion:** Overall reflection of the impact that the scheme is likely to have, including any recommendations identified during the assessment. This section is illustrated by architect's models of the proposed structure.

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For the purposes of this LVIA, the primary views and therefore corresponding impacts have been categorised as follows:

- **Short range:** Less than 500m of the proposed bridge, incorporating most of eastern Tackley (predominantly the Nethercott area) as well as properties on Nethercote Road and users of PROW 379/2/10.
- **Medium range:** Between 500m and up to 1km of the proposed bridge, incorporating the village of Tackley and the Cherwell Valley basin.
- **Long range:** 1km or more from the proposed bridge, for the purpose of discussing the impact on adjacent settlements or from nearby viewpoints.

Additionally, the sensitivity of the observer to the impact must be considered.

- **High sensitivity:** These are the people who will be most perceptive of any changes to their environment and therefore the most detrimentally affected by the visual impact of the scheme. This primarily includes neighbouring residents, whose day-to-day lives will be impacted by the scheme, as well as visitors and locals for whom the visual amenity of the landscape is a major contributor to their leisure activities, for example users of the Public Right of Way (PROW) 379/2/10, which will cross this bridge and offers views of the Cherwell Valley.
- **Medium sensitivity:** These are the people whose day-to-day lives may possibly be impacted or for whom the changes will be noticeable but not detrimental. This includes outdoor workers, such as farmers on neighbouring fields, or station users.
- **Low sensitivity:** These are people whose lives will be impacted minimally, such as indoor workers or passengers on passing trains.

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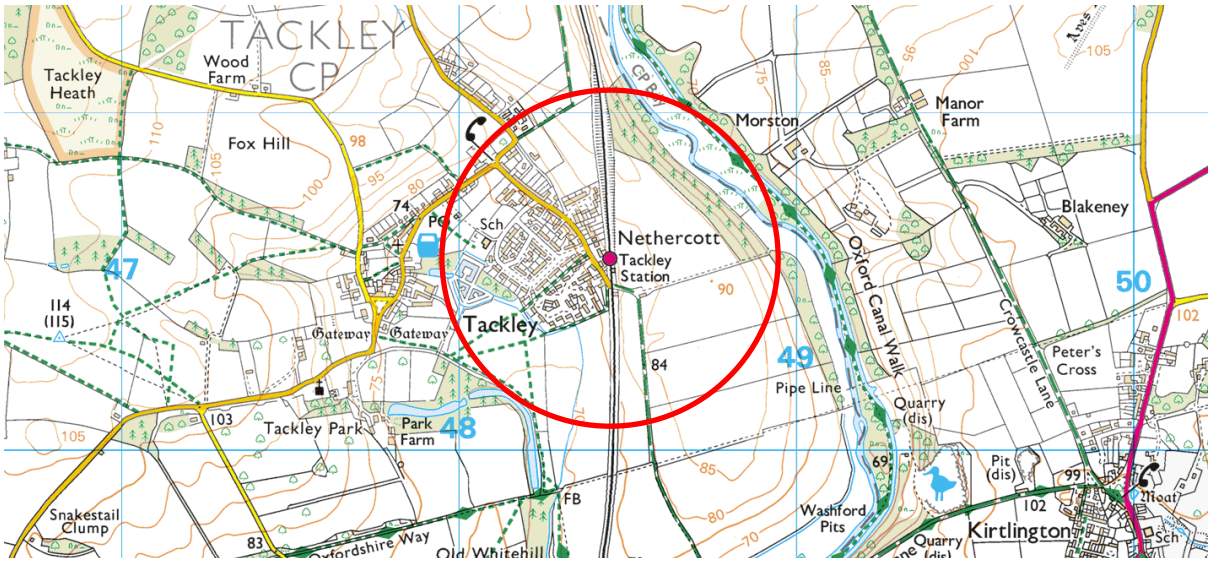

Figure 20: *500m radius from proposed footbridge site, overlain onto OS 'Explorer Mapping'. The proposed footbridge location is shown with the red dot (Ordnance Survey, 2023 Licence no. 0100040692).*

1.1.4 Existing Landscape and Conditions: Short Range

The site is located immediately north of Tackley station, nestled into a cutting wherein the Didcot and Chester (DCL) route passes through a small rise in the terrain. The cutting is lined with dense, tall vegetation including well established large trees on both sides, gaining elevation as the route heads northwards. To the east of the site (on the up side) is primarily agricultural land, consisting of large, relatively flat fields used for crop farming. As is typical of the region, these fields are primarily bordered by short hedgerows or tall rows of trees. Whilst Tackley is located on the side slope of the Cherwell Valley with an overall fall towards the river, the farmland southwest of the station does rise by approximately 10m before falling sharply towards the valley basin.

The public bridleway ref. PROW 379/2/10, crosses the railway immediately south of the station platforms.

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Figure 21: *View from the former eastern gate of Tackley Level Crossing, showing the station and bridge site from the level crossing to the south. (S. Khalifeh/Taziker, 2024).*

PROW 379/2/10 progresses in an easterly then southerly direction from Tackley level crossing through this landscape, eventually linking up with the canal towpath via other PROWs at Pigeon Lock. Another unregistered track heads eastwards, diverging from PROW 379/2/10. The footbridge site is somewhat visible from both of these footpaths, however tall hedges prevent viewing along much of their length. The footpath rises to a crown approximately 500m south of the bridge, before falling away towards the river basin.

Figure 22: *View from PROW 379/2/10, looking in a north-westerly direction towards Tackley station (S. Khalifeh/Taziker, 2024).*

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Figure 23: *View from PROW 379/2/10 at brow of hill, looking towards Tackley station (S. Khalifeh/Taziker, 2024)*

The surrounding ground overall declines in elevation towards the River Cherwell and Oxford Canal, which pass approximately 330m away from the site and approximately 10m lower in elevation at their closest point, northeast of the site. The base of the valley is heavily wooded, with tall trees surrounding the river and canal along both sides, largely blocking the view upwards towards Tackley.

To the immediate west of the railway are primarily residential properties on the easternmost extremities of the village of Tackley. These properties are primarily new-build or otherwise relatively modern, their gardens bordering the Network Rail boundary along the down side of the railway. On the far side of Nethercote road is a row of more historic stone buildings and cottages, more typical of a Cotswold village. Beyond these lies a housing estate consisting of primarily 1970s era properties, constructed from brick and largely pebble-dashed, rendered or cladded.

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Figure 24: *Example of a 1970s-era bungalow, typical of the Nethercote road estate (Pinterest, 2023).*

As previously discussed, the most likely views to be negatively impacted by the proposed footbridge are those from neighbouring gardens. As such, a site visit was conducted on July 21st 2023 to collect photographs from these properties, in order to determine the visual impact of the proposed works. These photographs show the existing temporary footbridge, which will be roughly in the same footprint as the new structure.

Figure 25: *View from the back garden of 59 Nethercote Road. The toe of the new staircases would be behind the fence roughly in line with the top of the temporary stairs when viewed from this angle.*

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Currently, the view from these gardens is dominated by the temporary structure, which presents a significant negative impact on its surroundings. The bridge's inherently industrial nature and 'construction site' aesthetic does little to blend it in with both the natural environment surrounding it, the architectural style of Tackley and the overall Cotswolds region. The unpainted dark grey galvanised finish contrasts starkly with surrounding vegetation, making it stand out to the viewer. Whilst full height solid boarding does protect privacy for residents, it also makes the structure appear visually heavy. Excavation of the embankment to facilitate construction of the bridge has also reduced the vegetation cover that might otherwise reduce its impact, this having not had the chance to grow back at the time of writing this report.

Figure 26: *View from the back garden of 63 Nethercote Road. This shows the approximate location of the lift shafts.*

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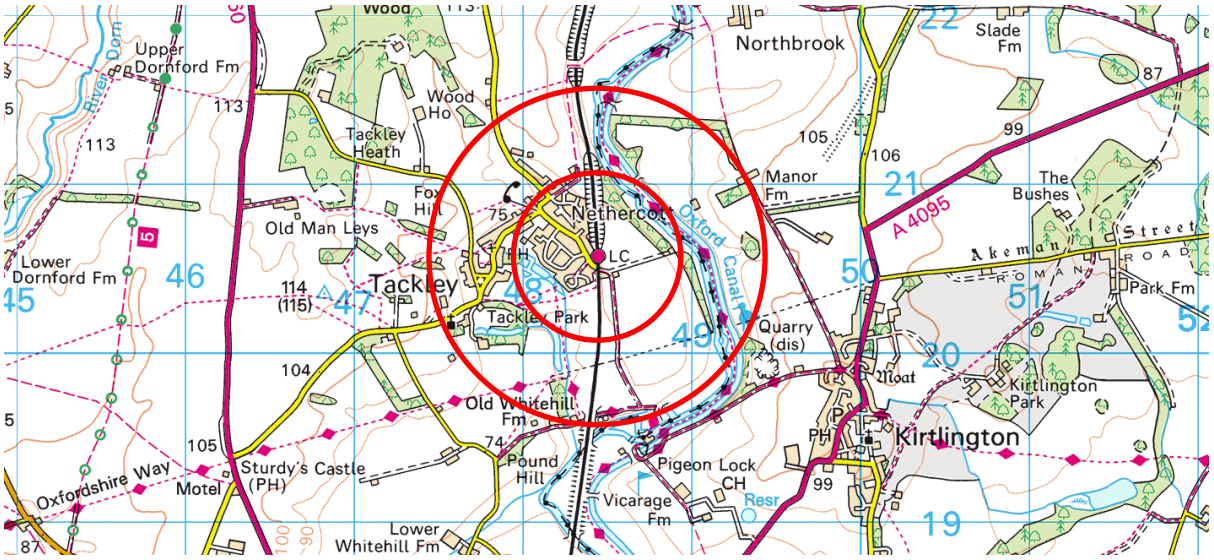

Figure 27: *500m-1km radius from the proposed footbridge site, overlain onto OS 'Landranger' mapping (Ordnance Survey, 2023. Licence no. 0100040692).*

1.1.5 Existing Landscape and Conditions – Medium Range

The historic centre of Tackley lies beyond the Nethercote Road estate, centred around The Green, approximately 700m west of the bridge site. This area of Tackley is more representative of a Cotswold village, with historic stone cottages with slated or thatched rooves and drystone walled gardens surrounding a triangular green.

Figure 28: *Thatched cottage on Nethercote Road, Tackley (M. Fascione on Geograph, 2015).*

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This area (and the roads leading off of it) forms the communal and cultural heart of the village, with the village hall, church, community shop, public house, playing fields and school all centred around it. This area is also the main entry point by road for the village, with road users approaching from all directions primarily using the A4260 'Banbury Road' before using Fox Hill (from the north) and Church Hill (from the south).

Beyond the green lies St Nicholas' Church, which is situated atop a hill approximately 950m west-southwest of the station site. As the church it situated atop a hill overlooking The Green and the centre of Tackley, it acts as a significant landmark for the village. Due to the number of tall trees and the distance between them, Tackley station and the proposed footbridge cannot be seen from the grounds of St Nicholas' Church.

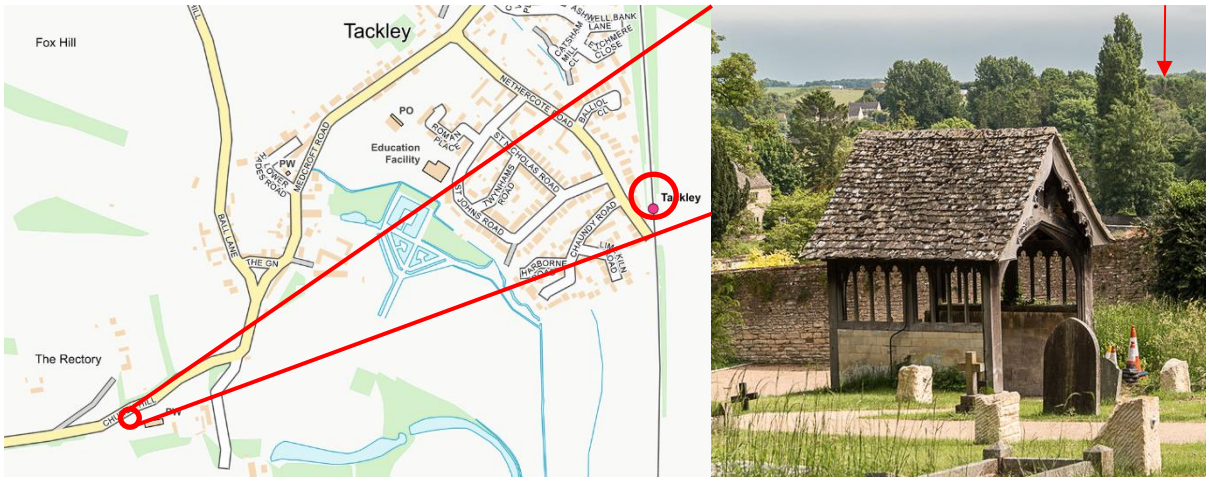

Figure 29: *Left: Field of view, overlain onto OS mapping (Ordnance Survey, 2023. Mapping used under OS Opendata licence) Right: The Lych Gate at St. Nicholas' Church (C. Matthews on Geograph, 2016).*

The remains of Akeman Street, a Roman Road which linked Verulamium (St Albans) to Cirencester passes Tackley to the south, running in a west-southwesterly direction. This passes approximately 660m to the south of the proposed station site and is bisected by both the railway and PROW 379/2/10. This section of Akeman Street is unpaved and used as footpath as well as a dividing line between fields. As it is relatively undisturbed (especially compared to the section east of Kirtlington, which is paved and used as a public highway), the likelihood of archaeological interest is considerable. Given the distance and overall topography, the proposed development poses little threat to the heritage of and view from Akeman Street.

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To the northwest of Tackley lies Fox Hill and further above, Tackley Wood. Here, the ground rises to a maximum level of 121m, approximately 40m higher than the village itself. As such, it is from here that the clearest, widest views can be obtained, and visitors arriving from the north and west are likely to approach from this direction down Fox Hill and Rousham Road – this likely being their first view of Tackley. Tree cover is less significant when viewed from this direction, with a view of almost the entire village available from Fox Hill, as shown below:

Figure 30: *View from Fox Hill, northwest of Tackley – photograph compared to satellite view showing the field of view and approximate location of the new bridge. (Photograph: Tom Featherstone on AllTrails.com, 2022, Mapping: Ordnance Survey, 2023. Licence no. 0100040692).*

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The river and canal progress in a southeasterly direction, before turning west towards Pigeon Lock. Whilst most of the valley basin is heavily wooded with large, well established trees limiting views, there are some gaps through which walkers can look up towards the top of the valley. Well established wooded areas further up the valley sides as well as terrain prevent viewing of Tackley itself however, as shown in Figure 29, below.

Figure 31: *Above: View towards Tackley from the canal towpath (Uy Hoang/Google maps, 2019). Below: OS mapping showing field of view (Ordnance Survey, 2023. Mapping used under OS Opendata licence).*

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1.1.6 Existing Landscape and Conditions – Long Range

Further afield, the overall landscape is typical of the Cotswolds and West Oxfordshire, consisting of rolling hills surrounding narrow river valleys with quaint villages nestled within them. The area is sparsely settled with the nearest settlement being Kirtlington, the centre of which is approximately 1.8km to the southeast. There are numerous walking routes and nature reserves that offer views of the Cherwell Valley including Kirtlington Quarry, located approximately 1.2km to the southeast. The view from here is shown below:

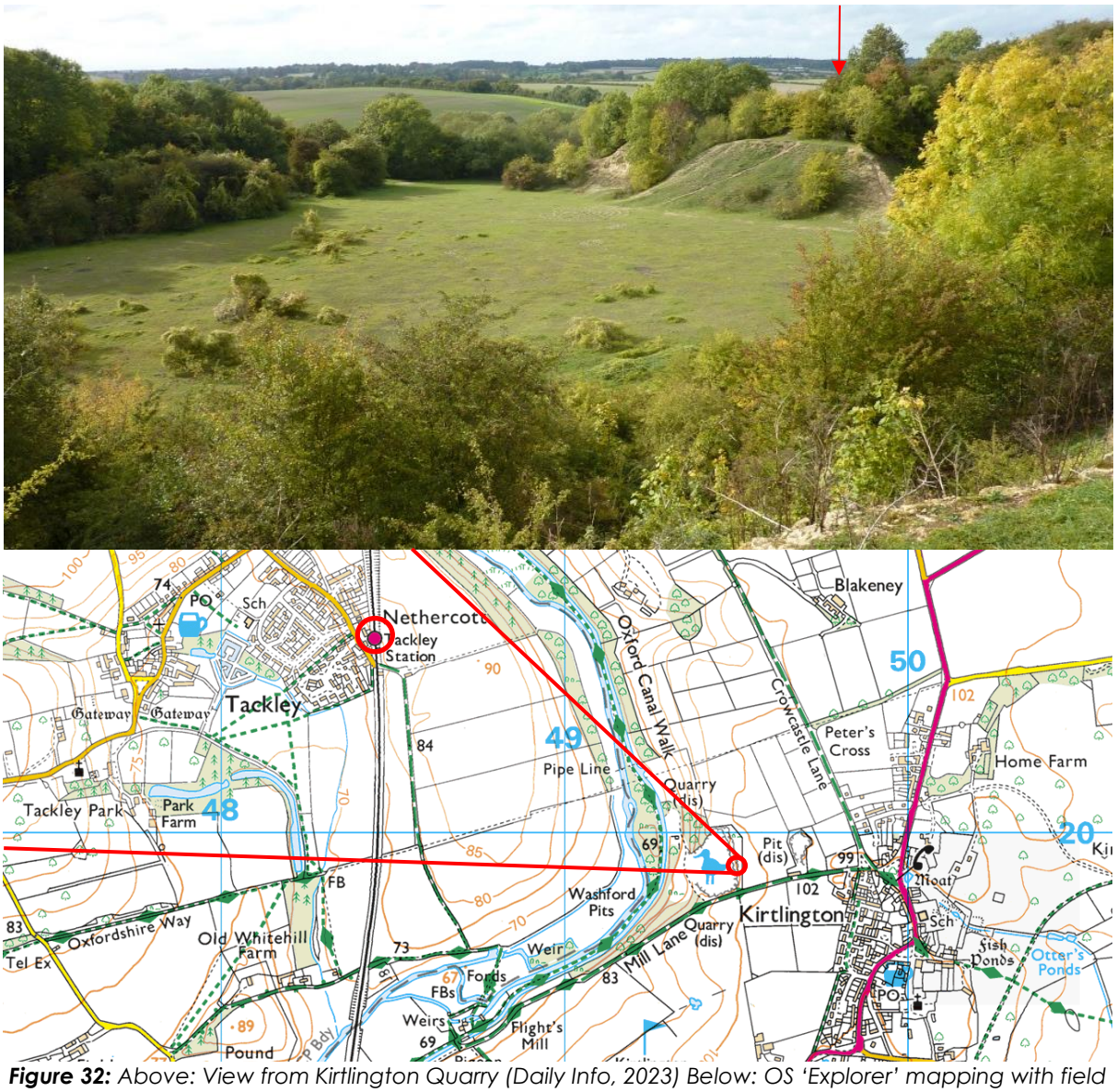

Figure 32: *Above: View from Kirtlington Quarry (Daily Info, 2023) Below: OS 'Explorer' mapping with field of view shown (Ordnance Survey, 2023. Licence no. 0100040692).*

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Given the significant tree cover surrounding Tackley and its location on the side slope of a winding valley, there are few places from where it can be seen at long distances. The closest settlement, Kirtlington, is located above the valley to the southwest of Tackley, and between the two ground level increases before falling away towards the valley floor (Please see section 1.1.4). This effectively blocks any potential view of Tackley from Kirtlington, as shown in Figure 31, below:

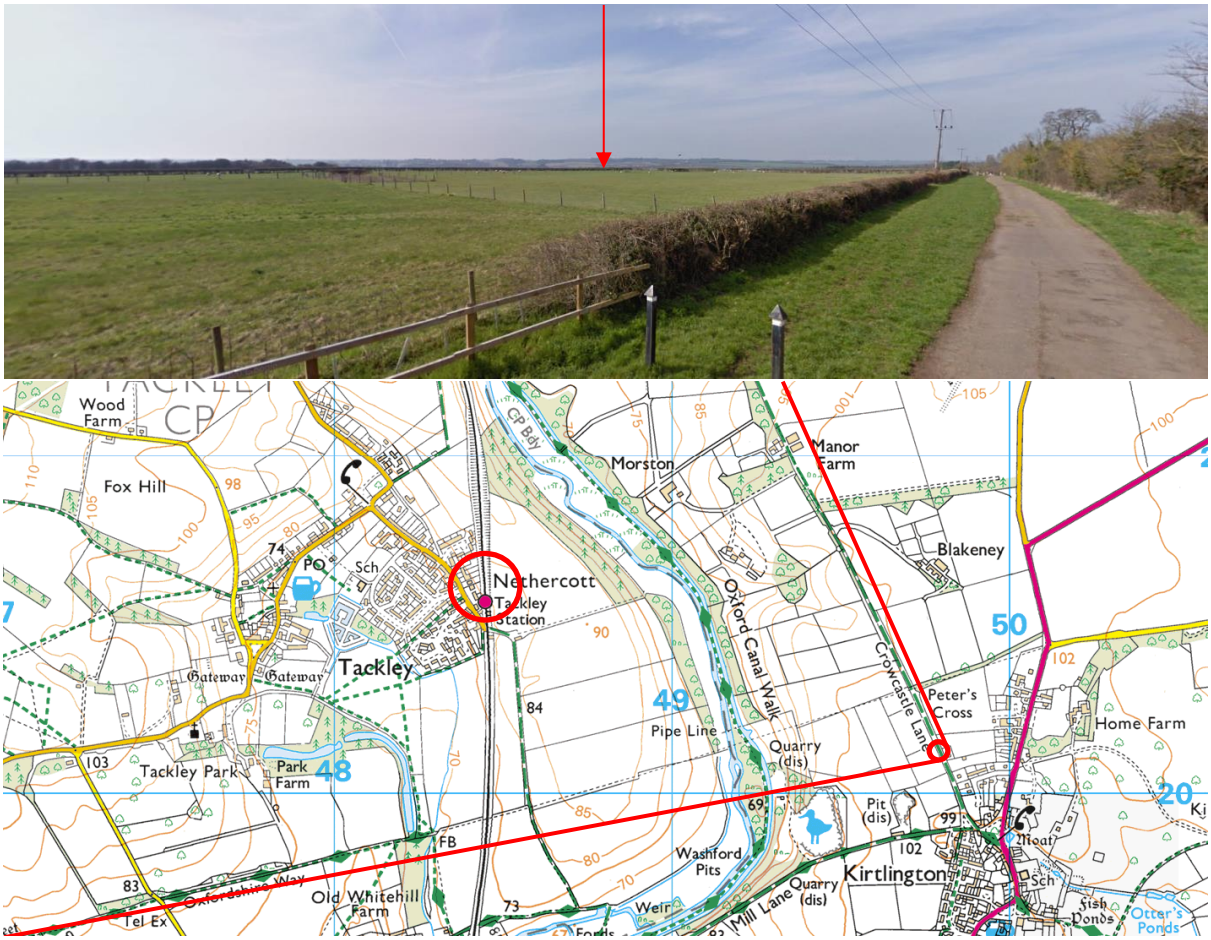

Figure 33: *Above: View from the northern end of Kirtlington and below: OS 'Explorer' mapping showing viewer's position and field of view (Licence no. 0100040692).*

Given the relatively small scale of the proposed structure (the highest points, the lift shafts, are to be 10m tall as measured from rail level), the likelihood of it being clearly visible from these distances is negligible even if topography and vegetation cover allowed for it.

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1.1.7 Potential Impacts

High Sensitivity Receptors

The most significant impacts posed by the structure are likely to occur at short ranges, primarily related to their effect on views from neighbouring properties and the light entering their gardens. These residents are the highest sensitivity receptors, as their day-to-day lives and visual experience of their own properties and gardens will be affected by the scheme. As such, these impacts pose the greatest risk to acceptance of any planning application for the scheme, and their mitigation is therefore the highest priority. Residents have raised concerns regarding the following issues:

2 **H1. Privacy** – Bridge users may be able to see into their gardens and properties from the staircases and main span. This is the reasoning for the full-height boards along the sides of the temporary footbridge.

3 **H2. Obstruction of view** – Currently residents can see through a break in the trees to the farmland on the other side of the railway, and there is concern that the new bridge will entirely block out this view.

4 **H3. Obstruction of sunlight** – A tall structure may cast a shadow onto residents' gardens, particularly around winter when the sun is at its lowest.

5 **H4. Light Pollution** – There is also concern that bridge lighting may result in stray light entering properties and affecting residents' sleep patterns. It may also affect any bats living in trees along the railway, although at present no ecological surveys have highlighted the presence of bats.

6 **H5. Architectural style** – Residents are concerned that the bridge may not match the architectural style of Tackley and the surrounding Cotswolds area. This is certainly true of the temporary bridge, with one resident describing it as a "*monstrosity*". A previous, conventional footbridge proposal was rejected for planning permission on the grounds that it would not be in harmony with the surrounding area.

7 **H6. De-vegetation** – There is also the potential for the scheme to reduce the amount of vegetation surrounding the railway, which would not only diminish the natural environment but would also lead to increased noise for residents, as trees act as an effective, natural sound barrier.

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Additionally, the structure will be visible from PROW 379/2/10 by footpath users walking north towards Tackley. This will affect the view of the station from an approximately 500m length of the footpath, from where it crowns the hill southeast of Tackley Station to where it reaches Platform 2. These users will then need to cross the bridge itself, before returning down Platform 1 to enter the village of Tackley via Nethercote Road.

A structure which is ugly, alien or otherwise visually distinctive will therefore stand out to a footpath user. This is another reason for a previous proposal being rejected for planning permission, as it "*represented an alien, incongruous, and overtly urban feature in this rural location*". This being most noticeable at short or medium range. Similarly, a structure which feels dark, dirty or unsafe will negatively impact the experience of users crossing the bridge. In summary, this raises the following additional potential impacts:

8 **H7. Effect on station aesthetic –** Tackley station currently has a very rural, quiet appearance despite having no distinctive architectural style. A permanent footbridge will change this aesthetic.

9 **H8. Effect on natural landscape –** A footbridge north of the station would be in a primarily heavily wooded cutting. As such, a bridge in this location could lead to visible loss of trees and vegetation, being replaced with a distinct structure. This would be most noticeable when approaching from PROW 379/2/10.

10 **H9. Security –** A high-walled structure with limited views to the other side or around corners will feel less safe, as it presents the opportunity for a person to hide or surprise a user. This is particularly true of unlit bridges or those in rural locations or unstaffed stations, such as Tackley. This effect is further increased if vandalism is allowed to persist, as this increases the perception of crime in the area. A footbridge which feels insecure negatively impacts user experience.

11 **H10. Lighting and ambience –** A structure with high, solid parapets and a relatively narrow deck will feel dark and enclosed, impacting user experience. At night, an unlit/poorly lit structure would also affect user experience by feeling less safe or more difficult to navigate.

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Medium Sensitivity Receptors

This structure is likely to have minimal impact on medium sensitivity receptors, posing similar but less substantial effect than it does to those more sensitive to the changes. As with footpath users, outdoor workers in the adjacent fields to the east will notice the new bridge, however as their experience is less intrinsically linked to the aesthetic amenity and quality of the landscape the effect it will have on them will be lower. It may lead to increased footfall on the footpaths through the fields however.

Similarly, the visual impact for station users is also likely to be similar to that experienced by footpath users crossing the bridge. Ensuring that the bridge feels secure and light is a high priority to ensure that station users have a positive experience of the structure, as a negative experience could potentially discourage use of rail as a means of travel to and from Tackley.

Station users are unlikely to be negatively impacted by the presence or aesthetic of the structure itself, providing it is functional (the effect of introducing the bridge is more likely to be overall positive for rail users). The architectural style and appearance, whilst noticeable, would not be the primary concern for station users. In summary, the impacts for Medium Sensitivity Receptors are as follows:

12 M5. Architectural style
13 M7. Effect on station aesthetic
14 M8. Effect on natural landscape
15 M9. Security
16 M10. Lighting and ambience

Low Sensitivity Receptors

The effect of the structure on Low Sensitivity Receptors is likely to be negligible. Indoor workers in Tackley are highly unlikely to see the structure during their day-to-day lives unless their commute takes them past the station or they are working remotely. The neighbouring properties are all residential with no commercial or industrial units near the station, and as such the bridge will not be visible to any of these types of properties. Similarly, for most rail users on this section of route, the structure will only be visible in a split-second glimpse as

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they pass at a line speed of up to 110mph, with even those on stopping trains unlikely to notice the bridge in any amount of detail.

1.1.8 Potential Mitigations

This section will summarise the potential impacts posed by the scheme, and discuss the mitigation measures that have been incorporated into the design in order to reduce or eliminate them as much as is practicable. Each impact is to be given a colour coded 'Impact Score', which is to be a product of the ease of which an impact can be detected versus the extent of which that impact affects the landscape and visual amenity of the area. This scoring system is outlined in Table 1, below:

Table 1: *Impact Score Matrix*

		Detectability of impact				
		1	2	3	4	5
Severity of impact	1	1	2	3	4	5
	2	2	4	6	8	10
	3	3	6	9	12	15
	4	4	8	12	16	20
	5	5	10	15	20	25

Noticeability of impact score: (please see Section 1.1.6 for clarification regarding viewing distances)	
1	**Difficult to detect** unless specifically looking for impact at **Short Range**
2	**Somewhat noticeable** at **Short Range** **Difficult to detect** at **Medium Range**
3	**Clearly noticeable** at **Short Range** **Somewhat noticeable** at **Medium Range** **Difficult to detect** at **Long Range**
4	**Clearly noticeable** at **Medium Range** **Somewhat noticeable** at **Long Range**
5	**Clearly noticeable** even at **Long Range**

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Severity of impact score:	
1	**Short-term Minor** or **Medium-term** negligible/beneficial impact on the landscape, natural environment or visual amenity
2	**Short-term Moderate** impact, **Medium-term Minor** or **long-term** negligible/beneficial impact on the landscape, natural environment and visual amenity
3	**Short-term Major** impact, **Medium-term Moderate** impact or **Long-term Minor** impact on the landscape, natural environment or visual amenity
4	**Medium-term Major** impact or **Long-term Moderate** impact on the landscape, natural environment or visual amenity
5	**Long-term Major** impact on the landscape, natural environment or visual amenity

Wherein:

17 **Short-term** refers to within a year of the bridge opening.

18 **Medium-term** refers to within between 1 year and 15 years of the bridge opening.

19 **Long-term** refers to 15 years and above after the bridge is completed and commissioned.

Table 2 (overleaf) summarises the impacts highlighted in Section 1.1.7 and sets out the mitigation measures implemented into the design in order to reduce them as much as is practicable or even eliminate them where possible. It also shows the Impact Score for each impact, as set out in Table 1, to allow for a comparison of un-mitigated and mitigated impacts to be made later in the assessment.

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Table 2: *Scores and Mitigation Measures implemented for each Section 1.1.7 impact*

Impact No.	Detectability	Severity	Score	Mitigation
H1 Privacy	3	5	**15**	1.8m high parapets are to be provided on the main span as well as the western side of the P1 staircase, to limit viewing of residents' gardens.
H2 View blocking	3	4	**12**	The footprint of the structure is to be reduced as much as is practicable by shortening span and staircases as much as allowable. The structure is to be set into southern end of the cutting side slopes, which will further reduce the amount of the structure above ground level & therefore its footprint.
H3 Shadows	2	4	**8**	The lift shaft and span height has been reduced as much as is practicable whilst maintaining 6.3m clearance to railhead for future OLE, and the proposed lift system requires shorter shafts than any other commercially available system. As the structure is to be set into the cutting slopes with retaining walls, its height relative to surrounding ground is reduced.

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H4 Light Pollution	3	4	**12**	Integral lighting units are to be fitted to parapets in place of high columns to provide lighting for users, reducing likelihood of stray light pollution. The solid parapet along western side of the P1 staircase will prevent light from these units from being directed towards residential properties and the parapets and vegetation will reduce light pollution over medium to long distances. The walkway lighting system is to be mounted within the reduced level excavation, reducing the light spread.
H5/M5 Arch-itectural Style	4	3	**12**	The 'Legacy Vision' Footbridge system was chosen to complement Tackley's heritage aesthetic as much as is practicable, by recalling the style of a typical Victorian wrought-iron lattice footbridge. These types of structures are synonymous with heritage railways or historic stations.
H6 Vege-tation	2	2	**4**	Re-vegetation is to take place around the footbridge foundations and reduced level excavation following completion, in order to replace lost foliage following construction, de-vegetation to be minimised as much as is practicable during construction. Tall trees in particular are to remain undisturbed unless their removal is absolutely unavoidable.
H7/M7 Station aesthetic	2	4	**8**	The 'Legacy Vision' Footbridge system was designed to recall the aesthetic of a rural, Victorian wrought iron footbridge. As these structures were used throughout the former Great Western Railway network at rural stations, there is provenance for using a structure of this style here, even if one had never been situated here previously (See Banbury station for example).

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H8/M8 Natural land-scape	3	4	**12**	The main structural elements are to be painted in Holly Green (RAL 14C39), which will help the structure blend into its natural environment by matching the colour of surrounding vegetation. Similarly, the parapet lattice infills are to be painted White (RAL 9010), in order to help blend the superstructure with the sky above when viewed from below (such as from the station platforms or neighbouring gardens).
H9/M9 Security	2	3	**6**	All parapet lattice panels (barring the western side of the P1 staircase) are to have open lattices to allow users limited visibility around corners and to other parts of the bridge. Transparent Perspex infills are to be provided to allow viewing through the main span parapets. Full CCTV coverage is to be provided to reduce crime and improve feeling of security, vandalism remediation (such as graffiti removal) should be carried out immediately after the discovery of such activity in order to limit negative perception of crime by bridge users.
H10/M10 Light and space	3	2	**6**	The white lattice parapets with transparent Perspex infills will allow light onto the deck and contribute to a light, airy and open feel across the bridge.

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1.1.9 Residual Impacts

Table 3, below, outlines the residual impacts left over following the application of the mitigation measures outlined in Section 1.1.8. This is for the purposes of comparison and demonstration that the visual impact of the scheme has been reduced as much as is practicable. The persons affected by the residual impacts are also outlined.

Table 3: *Residual impacts and impact scores following mitigation measures.*

Impact No.	Detectability	Severity	Score	Score difference	Residual impact	Persons affected
H1 Privacy	3	3	**9**	**-6**	The provision of taller, solid parapets will make it more difficult for bridge users to see into neighbouring gardens and properties, however at specific angles this may be possible. This can be further reduced with the encouragement of vegetation growth beside the structure.	Residents

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H2 View blocking	3	3	**9**	**-3**	This proposal will lead to an unavoidable obstruction of the view from the gardens of some neighbouring properties. By reducing the height and footprint of the structure as much as practicable, the extent of this obstruction has been reduced.	Residents
H3 Shadows	2	3	**6**	**-2**	The structure will still inherently introduce shadows in residents' gardens in the morning (particularly in winter) but by reducing the height of the structure relative to surrounding ground this effect can be minimised as much as is practicable. Minimising de-vegetation as much as is practicable will also mean that the new bridge will represent minimal additional impact compared to existing conditions.	Residents

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H4 Light Pollution	2	3	**6**	**-6**	There is still the possibility of light pollution affecting residents, however by placing the lights behind the parapets and providing higher, solid infills along the NR boundary, light should be more effectively confined to the bridge. It will also be far less visible at longer distances.	Residents, footpath users, viewers.
H5/M5 Arch-itectural Style	3	2	**6**	**-6**	Aesthetic style is subjective, so it is still guaranteed that some will not like the new bridge. By employing an architectural style that is sensitive to its surroundings, has historical provenance and generally possesses an aesthetic appeal, the severity of the impact has been reduced by appealing to more people's tastes.	Residents, footpath users, station users, viewers.
H6 Vege-tation	2	2	**4**	**0**	There will be an unavoidable reduction in trees/vegetation over short-medium term. This is to be minimised as much as is practicable.	Residents, footpath users, station users, viewers.

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H7/M7 Station aesthetic	2	2	**4**	**-4**	There will still be a noticeable change to the station's aesthetic, however introducing a structure with a positive aesthetic style minimises the negative impact and will be considered beneficial by some.	Residents, footpath users, station users, viewers.
H8/M8 Natural land-scape	3	2	**6**	**-6**	The structure will still be clearly visible, however its impact and the distance from which it can be noticed has been reduced.	Residents, footpath users, station users, viewers.
H9/M9 Security	1	2	**2**	**-4**	Failure of CCTV system	Footpath users, station users, viewers.
H10/M10 Light and space	1	2	**2**	**-4**	Failure of/damage to bridge lighting, accumulation of dirt on parapets reduces transparency and lightness of paint	Footpath users, station users, viewers.

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1.1.10 Conclusion

In conclusion, whilst the introduction of a new, permanent structure at the north end of Tackley station will inherently present a visual impact on the local landscape, through design and aesthetic consideration this impact can be effectively reduced.

In order to further demonstrate this, a three-dimensional architectural model was created. These models incorporated the BIM design models, with topographic survey data collected on site between Saturday 8th and Friday 14th July 2023 and Ordnance Survey data used to model the surrounding landscape and position neighbouring properties. Photographs taken on site over the course of several visits were used to inform the model, including a set of photographs taken from neighbouring gardens during a visit on 19th July 2023. This model was also used to perform a Daylight Impact Assessment, please see Section 1.2 for further details.

Figure 32, below, has shown the effect of colour on the bridge's impact on the natural landscape. Use of Holly Green for structural elements (typically located lower on the structure) blends in with vegetation, whilst the lattice infill panels blend in effectively with the sky above.

Figure 34: *View of the structure from Platform 2, showing the bridge in its surroundings*

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Figure 35: *Visualisation of the structure, looking towards the southwest. Lighting is to be provided along both passenger walkways to ensure that they are illuminated and safe to use 24/7.*

Whilst situating the structure within the cutting slopes was essential to fitting it in the available space, Figure 33 shows how doing this has reduced both the height and exposed footprint of the structure, compared to one on flat ground or atop raised embankments. On the up side, the surrounding ground is 3m higher than the toe of the staircase, and 2m higher on the Down side. This has allowed for a 6.3m clearance to be maintained for future OLE installation whilst reducing the level of obstruction the bridge will pose on neighbouring properties. This, combined with the low-height lift shafts also reduces the size of the shadow cast by the bridge onto neighbouring gardens, especially compared to the shadows cast by the tall vegetation lining the cutting. This also results in the additional benefit that the walkways leading up to the staircases are sheltered from the elements.

This also shows the effect of the raised, solid parapet along the western side of the Platform 1 staircase, which will obstruct the view from the stairs into neighbouring gardens without needlessly increasing the silhouette of the bridge. This would also needlessly increase the size of the shadow cast by the bridge.

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Figure 36: *Visualisation of the structure, looking from the perspective of a No. 61 Nethercote Road. The structure's location within a cutting surrounded by trees effectively reduces its aesthetic impact.*

Once the trackside vegetation has had the opportunity to regrow, the combination of this with advantageous topography will result in a reduced visual impact for neighbouring properties, especially compared to the existing temporary bridge. This is shown to good effect in Figure 34, above.

Figure 37: *Visualisation of the structure as viewed from the PROW, to the southeast. Vegetation and advantageous topography ensures the structure's visual impact remains relatively minor.*

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Figure 38: *View of the structure, looking northwest and taken from the Platform 2 extension.*

Figure 38 (above) how effective the lattice panels are at making the structure appear more open and lightweight. However, to maintain the privacy of neighbouring properties, a 1.8m high solid infill is provided for the Platform 1 staircase. This is shown in Figure 39, below:

Figure 39: *View across the structure, looking west.*

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Figure 39 also shows how effective the transparent lattice infills are at reducing any potential enclosed feeling for those crossing, whilst allowing visibility through the lattices. This will enhance the feeling of safety, security and spaciousness for all users of the bridge.

Use of integral light modules (as shown in Figure 7, Page 10), embedded within the parapet and handrail, will also reduce the amount of light directed away from the structure and thus the light pollution inflicted on neighbouring properties and at longer ranges. Lighting for the approach walkways will also be hidden within the cutting by fences, vegetation and advantageous topography, further reducing light pollution.

Whilst architectural style and aesthetic impact are ultimately subjective and open to the interpretation of the viewer, the use of a familiar, more ornate design language will appeal to a wider range of aesthetic preferences than perhaps a more utilitarian bridge would. This acts to limit the visual impact of the bridge, especially when compared to the current temporary bridge.

This heritage aesthetic should also more effectively match that of the village of Tackley and wider Cotswolds area, by recalling the typical Victorian wrought iron footbridge that was so ubiquitous in rural locations such as this. When compared to a modern, utilitarian or (in the case of the temporary bridge) basic structure, this should better match its surroundings and the historical use of such structures across the Wales and Western region gives it provenance that a modern bridge would not possess.

In summary, the design has minimised the visual impact of the proposed structure as much as is practicable. The Legacy Vision design offers a modern structure with Victorian visual cues, with the lattice infill panels providing a heritage and visually light appearance, whilst improving visibility for users and allowing the structure to blend in with the sky above.

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Similarly, structural elements such as columns, stringers and the deck itself being painted in green allows the lower parts of the bridge to blend in with its surrounding landscape. This effect is enhanced by the structure's location within a cutting, surrounded by tall trees and dense shrubs and built into the ground to reduce its height relative to surrounding properties and gardens.

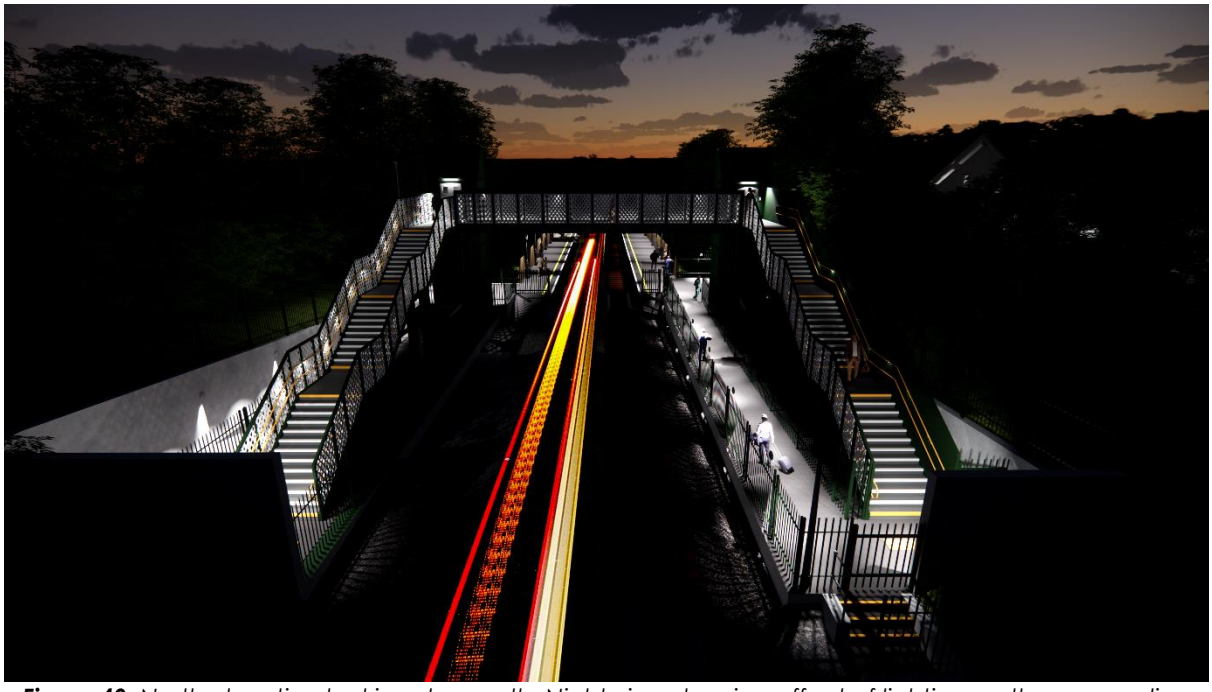

Figure 40: *North elevation looking due south. Night view showing effect of lighting on the surrounding area. For an in-depth assessment of lighting impact please refer to Section 1.3.*