

FENCING STRATEGY

Former RAF Heyford Park

Upper Heyford

Strategy submission re Condition 25 (v) of Planning Permission 08/00716/OUT



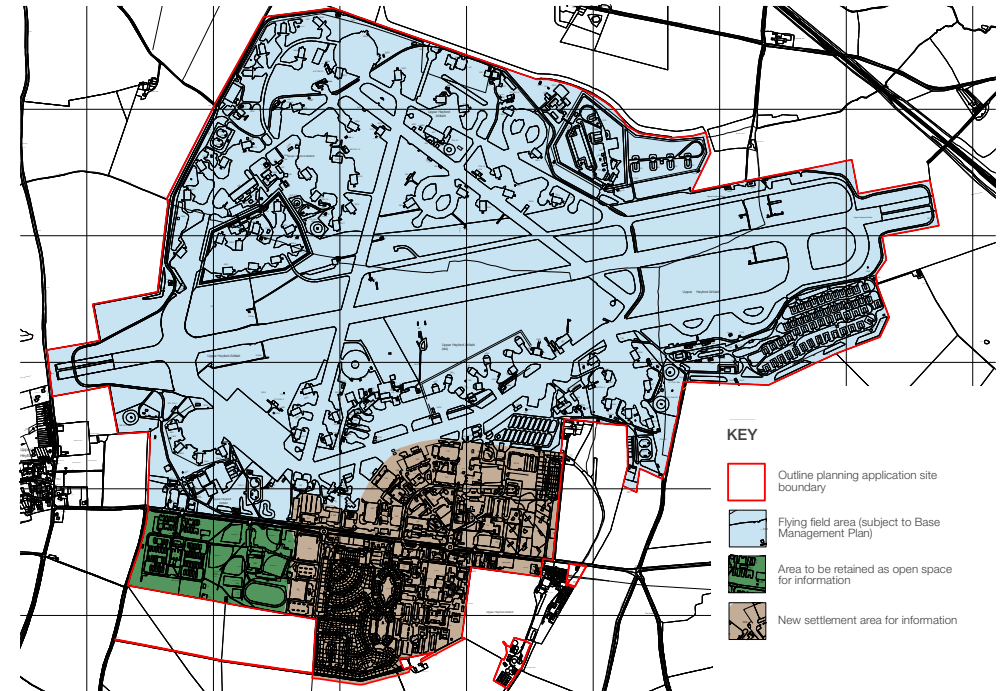
- 01 Introduction/Background
- 02 Objectives
- 03 Existing Fencing around and within the Flying Field
- 04 Maintenance Arrangements
- 05 New Fencing erected around and within the flying Field
- 06 Stockproof Fencing

01 Introduction/Background

The need to promote a Fencing Strategy for the Flying Field component of the former RAF Upper Heyford has been highlighted in Summary Actions HA1 and HA4 of the Management Plan for the Flying Field and in Condition 25(v) of the planning permission reference 08/00716/OUT.

The aim of this strategy is to provide the future basis for retaining the fencing around the perimeter of the Flying Field, and to set out guidelines for new fences that may need to be erected.

This Strategy should be read in conjunction with details submitted and approved pursuant to Flying Field Management Plan Actions HA2, PA1, and PA6, as well as Conditions 39 and 49 of Outline Planning Permission 08/00716/OUT.



02 Objectives

1. Control the erection of new fences around and within the flying field, to maintain and protect the Cold War Conservation Area's character and appearance.
2. Meet the security requirements of commercial occupiers.
3. Allow maintenance of retained fencing.
4. Establish guidelines for erection of temporary stockproof fencing.

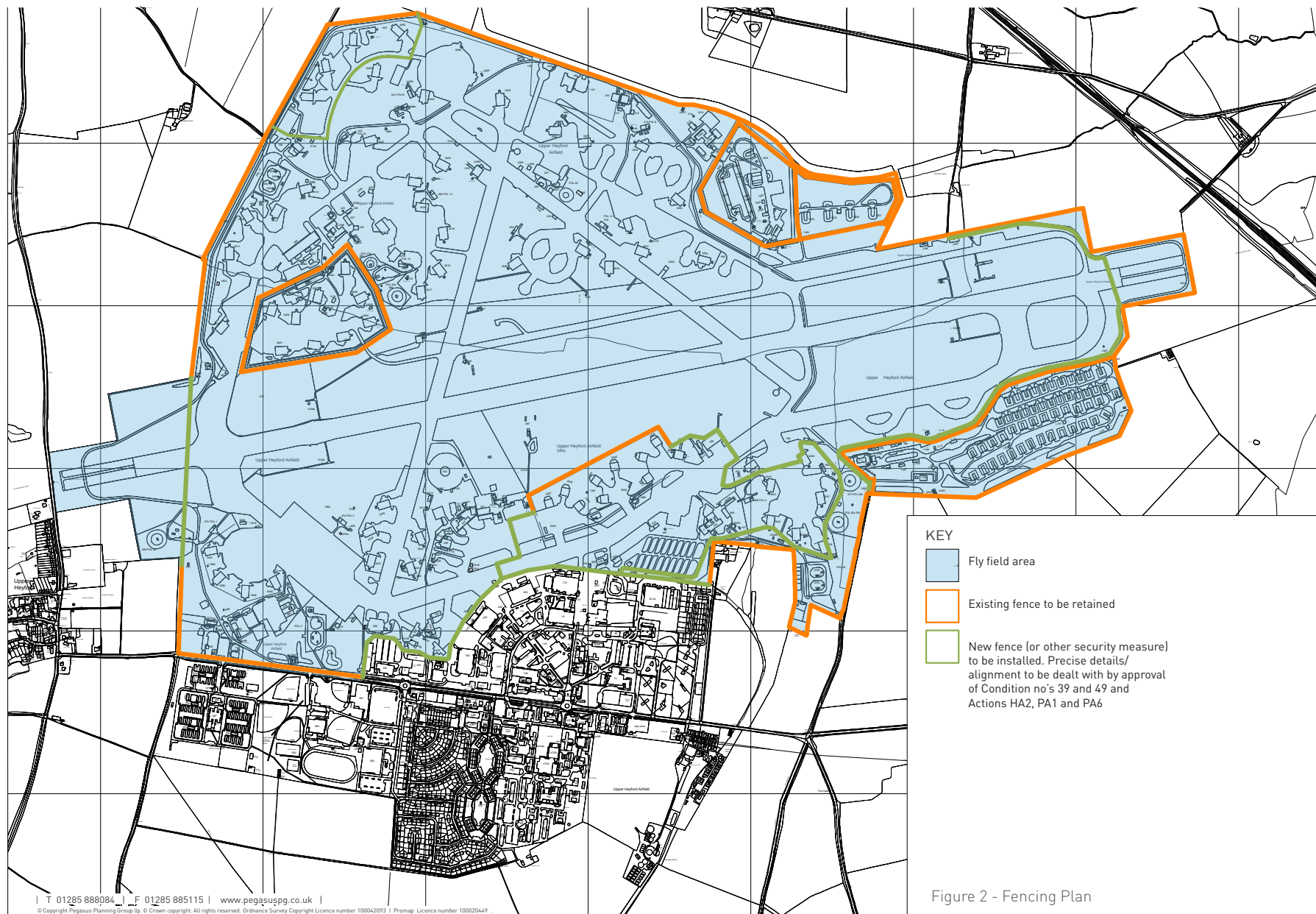
03 Existing Fencing around and within the Flying Field

The existing perimeter fence is proposed to be retained for the most part around the perimeter of the Flying Field.

The fence is to be removed along the western part of the site where the Flying Field most closely abuts Upper Heyford village, and also along sections of the northern side of Camp Road.

The existing fencing around the northern and southern bomb stores, and the QRA area is to be retained given its historic significance.





04 Maintenance Arrangements

Extent of fence to be retained

The extent of fences to be retained is shown in Figure 2.

Materials and colours to be used in its repair

The materials to be used in the repair of these fences shall match the existing wire mesh in terms of colour, material, thickness of strands and spacing of the strands to form a similar pattern.

Timescale for responding to emergency repair

In the event that the perimeter fence is damaged, the Management Company will endeavour to respond and repair the perimeter fence within two weeks of the damage being discovered and notified.

For the internal fences, damage will be repaired within two weeks of the damage being discovered and notified.

Regular inspection

The perimeter fences will be inspected fortnightly as part of the ongoing security patrols and damage will be notified to the Management Company.



05 New Fencing erected around and within the Flying Field

Action HA4 of the Management Plan for the Flying Field is clear that no new fences or other means of enclosure (save for temporary stockproof fencing) shall be erected within the Flying Areas, unless otherwise agreed in writing by the District Council in consultation with English Heritage.

In addition to stockproof fencing, some limited other areas of fencing are proposed:

1. A boundary fence separating the settlement area and Flying Field.
2. Fencing to provide security for the car processing plant within the Flying Field, adjacent to the settlement area.
3. A fence to enclose the proposed Cold War Heritage Park located to the north west corner of the Flying Field.
4. Fencing at the western end of the Flying Field
5. Fencing at the eastern end of the Flying Field (alongside the Aves Ditch and Portway Link)



Please note that full details of the fencing outlined above shall be submitted in the following subsequent submissions:

Condition 39 of planning permission 08/00716/OUT – settlement area/ Flying Field boundary fence.

Condition 49 of planning permission 08/00716/OUT – car processing plant security fence.

Action HA2 of the Flying Field Management Plan - fencing to the western end of the Flying Field.

Action PA1 of the Flying Field Management Plan - fencing along the Aves Ditch and Portway Link.

Action PA6 of the Flying Field Management Plan – enclosure of Cold War Heritage Park.

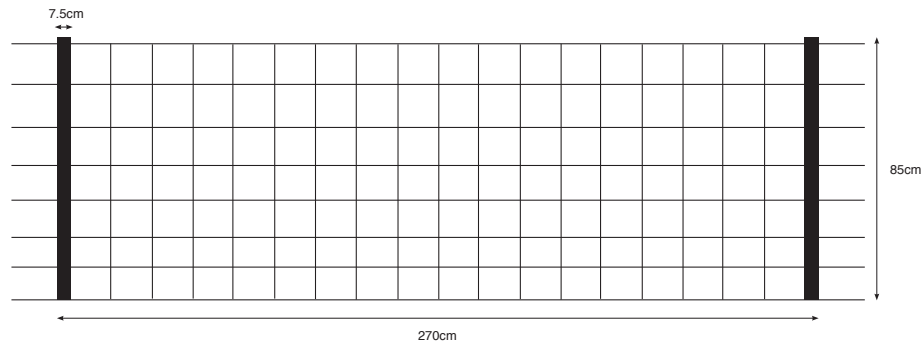
The details submitted should be read in conjunction with this document.

The design, colour, form and materials used for all of the above fencing shall be designed to be of appropriate appearance, ensuring the character and appearance of the Upper Heyford Conservation Area is preserved.

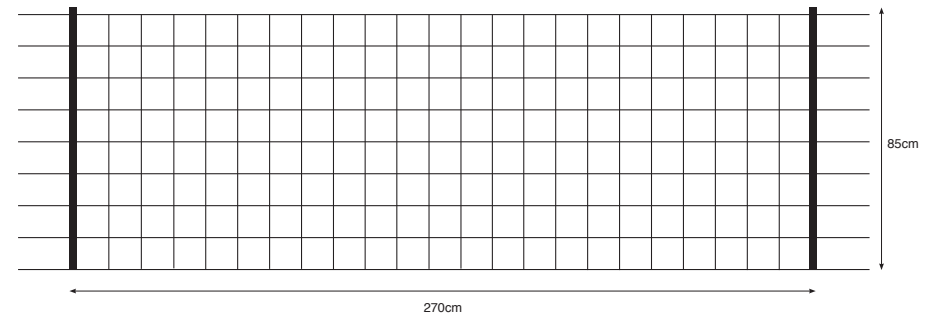
The boundary fence between the settlement area and Flying Field will be constructed so to be fully cat and dog proof, ensuring the domestic animals are not able to access the Flying Field from the settlement area. Furthermore, all new fencing shall be designed so to be visually permeable and clearly of a modern provenance.

06 Stockproof Fencing

Any temporary stock proof fencing shall be designed so as to be of low visibility and shall not be attached to any buildings or structures. As existing, stock proof fencing shall either be galvanized wire on wooden stakes or standard electric netting, of sufficient height to control the grazing of animals. Examples of acceptable fencing, including dimensions, are detailed below.



Galvanised wire on wooden stakes



Standard electric netting

www.pegasuspg.co.uk

Pegasus Planning Group
Pegasus House
Querns Business Centre
Whitworth Road
Cirencester
Glos
GL7 1RT

Telephone: (01285) 641717

Facsimile: (01285) 642348

COPYRIGHT The contents of this document must not be copied or reproduced
in whole or in part without the written consent of Pegasus Planning Group Limited
Crown copyright. All rights reserved, Licence number 100042093

