

Drivers Jonas Deloitte.

Site at Heyford Park, Upper
Heyford:

Application Ref: 08/00716/OUT

Submission of Details Pursuant
to Condition 49

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1 Introduction

Drivers Jonas Deloitte (DJD) act on behalf of Paragon Fleet Solutions, who occupy land and a number of buildings at Heyford Park. The purpose of this document is to set out relevant information pursuant to the provisions of Condition 49 attached to the outline planning permission for the site (application reference 08/00716/OUT applies). This condition is aimed at securing a scheme and programme for the removal of existing perimeter security measures around our Client's current demise and the provision of new security measures in connection with the permanent car processing area provided for through the outline planning permission.

1.1 Summary

Planning Condition 49 sets out the following requirements:

"A scheme and programme for the provision of security for the car processing area including below ground pressure sensors and infra red cameras and the removal of existing concrete rings shall be submitted for approval to the Local Planning Authority within three months of the grant of planning permission and approved in writing. Thereafter the approved scheme shall be implemented in accordance with the approved timescales and details and in any event no later than when the former tanker parking area comes first into use for car processing."

In terms of timing, the condition requires details to be submitted within three months of the date of permission, which in this case is by 10 April 2010. The wording of the condition is that it does not also require approval by the local planning authority within this timescale but we are aware that this position does apply with certain other conditions (i.e. nos. 25, 30, 33, 34, 35 and 46).

In addition to the requirements of the planning condition, the Management Plan for the former Flying Field (the "FFMP"), which forms part of the Section 106 Agreement associated with the permission, is also of relevance. Action HA17 sets out a number of specific details to be prepared and submitted in respect of Paragon's car processing activities on the flying field. In relation to security measures, HA17 requires:

"A scheme for a security barrier around the external vehicle processing area, to comprise of the removal of the existing security rings and the provision of a low level security barrier,

such details to be agreed in writing by the District Council (in consultation with English Heritage) prior to permanent occupation."

It also makes reference to an external lighting strategy, which inter alia, includes the removal of existing (mobile) external security lighting provided by virtue of temporary planning permissions and the provision of below ground pressure-sensitive cabling and infra red cameras around the site perimeter.

Paragraph 1.9 of the FFMP also states that where there is any discrepancy between the provisions of the Management Plan and the conditions imposed by the Secretary of State to the permission, then the conditions will have primacy over any conflicting commitment made in the Management Plan.

It should be noted that in addition to the security items listed in Condition 49, other items, such as new permanent external lighting, are also to be provided. It is the intention that details of new external lighting will be dealt with separately further to the submission of the lighting strategy submitted pursuant to Condition 25 of the permission.

It is important that the details of the security scheme and programme dovetail with the timing of / transitional arrangements to be provided by proposed further temporary planning permissions for the use of land and buildings at the site. This is because works such as new permanent site perimeter security measures cannot be completed until the new permanent car processing area provided for by the outline permission is in place. As such, existing security arrangements generally need to remain in situ until the new car processing footprint and associated security measures are operational.

2 Existing Security Scheme

2.1 Existing Security Measures

Physical perimeter site security is currently provided by a combination of means including: concrete rings; security trench and bund; original cold war fencing; and other more recent (temporary) fencing types. A number of unobtrusive infra-red sensors are positioned at various locations. Mobile temporary lighting is also provided within the site, which is provided for operational, health and safety and, security reasons.

2.2 Existing Planning Applications and Appeals

The following table indicates the current planning application / enforcement appeal references connected with existing security arrangements, together with a summary of the principle of approach discussed with the Local Planning Authority to deal with their further temporary retention pending the provision of a permanent solution:

PINS Reference	Description / Location	Suggested Approach
C/08/2085364		
A/08/2082058	Retention of lamp posts (temporary mobile lighting)	Change of use application for a further temporary period with the duration of permission linked to an agreed transitional programme to the approved permanent car processing area footprint.
C/08/2085366		
A/08/2082060		
C/08/2085412	Retention of trench and concrete rings	
A/08/2082068		

A plan identifying the general location and nature of existing perimeter site security fencing, bunds and concrete rings is included at **Appendix 1**.

3 Proposed Security Scheme and Programme

3.1 Proposed Scheme of Security Works

Further to Planning Condition 49 and Action HA17 of the FFMP, the security scheme for Paragon's permanent facility at Heyford Park will comprise of the following main elements:

- Provision of new underground pressure-sensitive cabling and / or above-ground infra-red detectors around the permanent approved car processing area;
- Provision of new low level perimeter security barrier;
- Provision of new security / health and safety lighting;
- Removal of existing temporary lighting (provided by virtue of previous time-limited permissions) and, concrete rings.

As noted previously, it is the intention that details of new external lighting will be dealt with separately further to the submission of the lighting strategy pursuant to Condition 25 of the permission.

The precise detail of the permanent security barrier is being carefully assessed by Paragon to ensure that the final solution strikes the best balance between ensuring adequate site security and also amenity / heritage considerations. The solution will therefore likely require a combination of approaches depending on specific circumstances, including the retention of existing (cold war type) fencing, provision of ditch and low level bunds and, low level posts with high tension steel wire / Armco-type barrier. **Appendix 2** includes a plan setting out the indicative strategy to site perimeter security in relation to Paragon's permanent operation within the flying field.

Specific details of the form, appearance and siting of the site perimeter security measures will be submitted to the local planning authority no later than twelve months prior to first intended occupation of the former tanker area for car processing use. Unless otherwise agreed, these details will be in accordance with the approved flying field fencing strategy (to be submitted pursuant to Condition 25) and will be in general conformity with the indicative strategy plan included at Appendix 2 of this submission.

3.2 Proposed Programme of Security Works

3.2.1 Timing of Commencement

The proposed programme of security works is predominantly dictated by the creation and occupation of the permanent car processing area, which includes the former tanker area which requires the provision of hard standing.

The timetable for Paragon being able to migrate to the permanent approved car processing area is directly influenced by a number of key factors, notably:

- Operational Considerations;
- Availability of the Permanent Car Processing Area;
- Economic Conditions; and
- Potential Change to Site Access Arrangements

The timetable for creating and occupying the permanent car processing area is being discussed separately with the Council in the context of seeking to agree the duration and transitional arrangements to be provided for by proposed further time-limited planning applications for temporary occupation. Given the significance and complexity of these factors, migration to the permanent approved footprint will likely be a number of years away.

3.2.2 Detailed Programme Arrangements

The following table provides the detailed timing and triggers for the provision of security measures for the approved car processing area and also the removal of existing concrete rings.

Item of Work	Further Information / Programme
Provision of new underground pressure-sensitive cabling and / or above-ground infra-red detectors around the new site perimeter	Specific details to be submitted to the local planning authority no later than 12 months prior to first intended occupation of the former tanker area for car processing use. Unless otherwise agreed in writing, to be provided prior to first occupation of the former tanker area for car processing use.
Provision of new perimeter security barrier	
Installation of new external lighting	
Removal of existing temporary mobile external lighting	Within three months of first occupation of the former tanker area parking for car processing use.
Removal of concrete rings and other fencing	

4 Summary and Conclusions

This report has been prepared pursuant to the details required by Condition 49 of planning permission reference 08/00716/OUT. The condition requires the submission of a scheme and programme for the provision of security for the car processing area and the removal of concrete rings on the flying field.

In accordance with the condition and also Action HA17 of the Flying Field Management Plan, the key components of the scheme comprise:

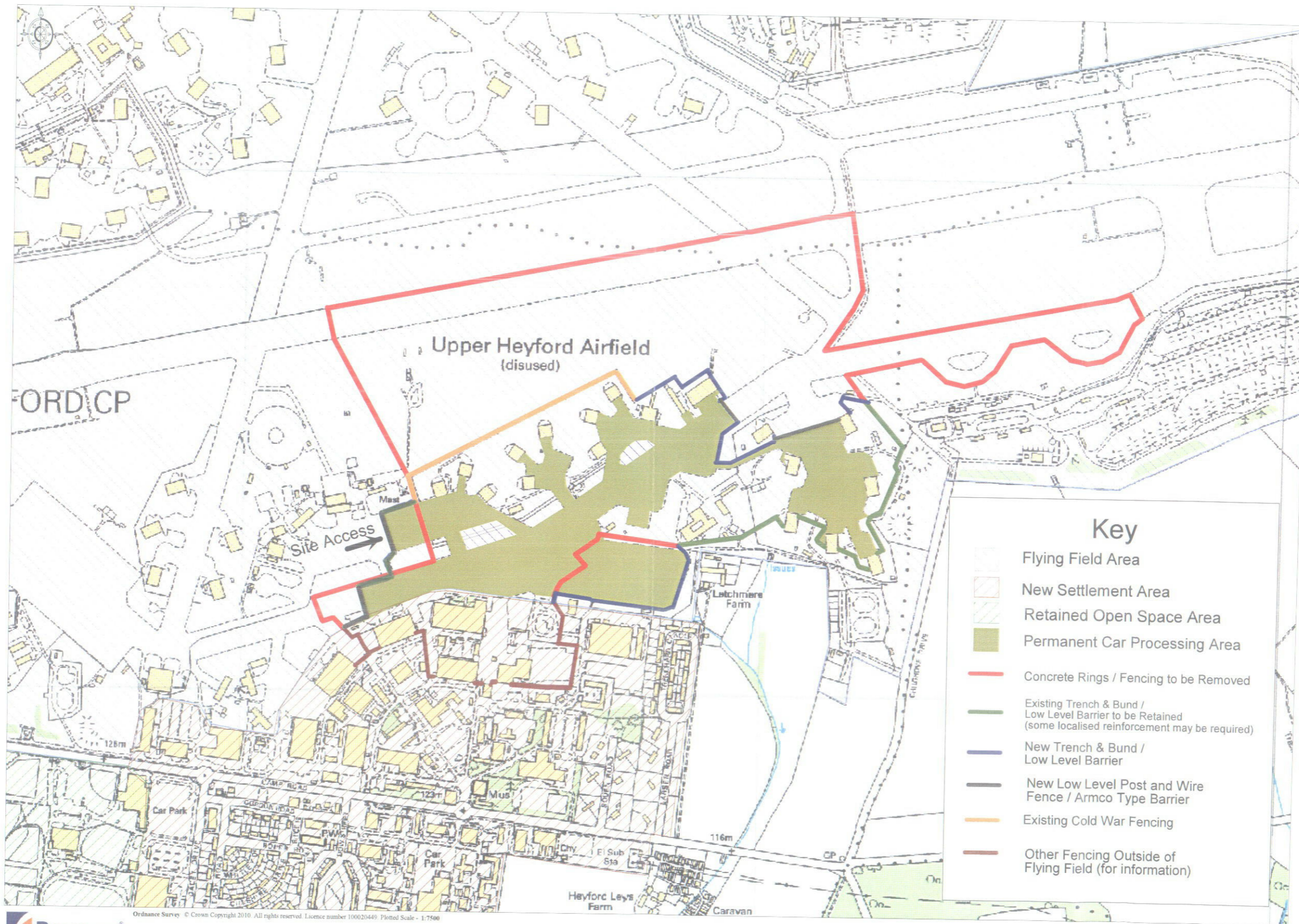
- Provision of new underground pressure-sensitive cabling and / or above-ground infra-red detectors around the permanent approved car processing area;
- Provision of new low level perimeter security barrier;
- Provision of new security / health and safety lighting; and
- Removal of existing temporary lighting and concrete rings.

The timing of the scheme of security measures is driven by the timetable for the creation of the new permanent car processing area approved by virtue of the planning permission. This is because works such as new site perimeter fencing cannot be completed until the new operational footprint is created. Similarly, the majority of existing site security arrangements generally need to remain in situ until the new footprint and associated permanent security measures are in place.

Given that the provision of new security measures is likely to be a number of years away, our Client is seeking to agree the finer detail of arrangements at a later stage, albeit that such detail will be in general accordance with scheme and programme information included as part of this submission.

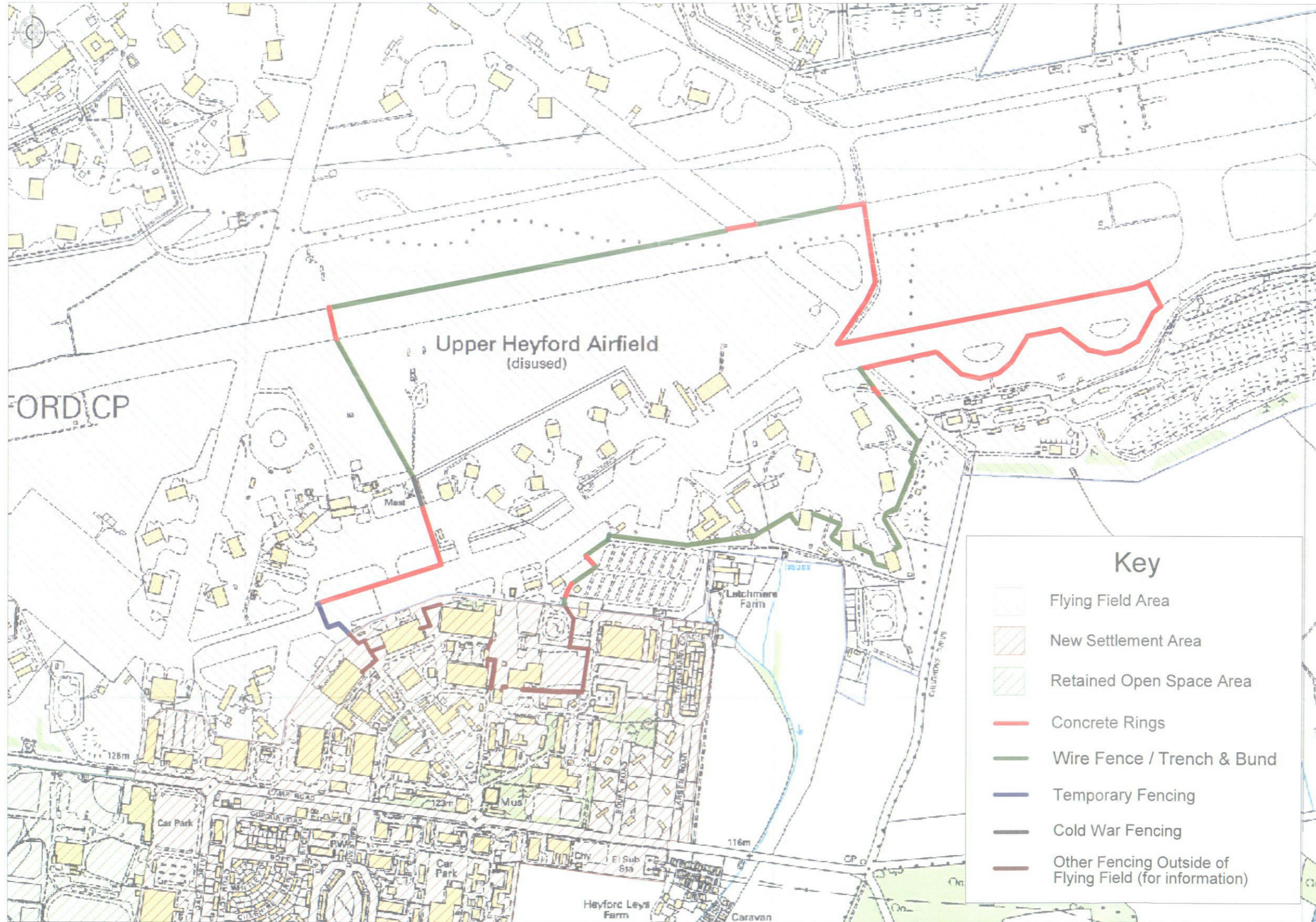
Appendix 1: Plan of Existing Site
Perimeter Security Arrangements

Paragon Fleet Solutions - Proposed Site Perimeter Security Arrangements



Appendix 2: Plan of Proposed
Site Perimeter Security
Arrangements

Paragon Fleet Solutions - Existing Site Perimeter Security Arrangements



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