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Statement of Community Involvement

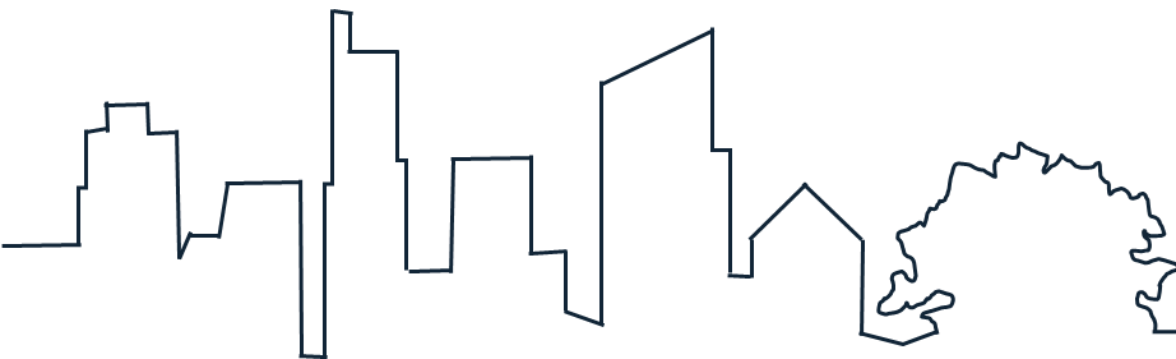
Land to the North of Camp Road, Heyford
Park

DECEMBER 2021

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Background

1. The location of the Site means that there are few immediately affected neighbours. As a result, no direct consultation with neighbouring residents through public exhibitions or direct mail shots have been held/undertaken.
2. Meetings have been held with the Dorchester Group and contact was made with Pye Homes (applicants of the proposed development immediately west of the Site), with a meeting planned to take place during Spring 2022.
3. A 'Zoom' meeting was held with Members of Heyford Park Parish Council and a pre-application meeting has also held with Cherwell Planning Department.

Pre-application discussions with Cherwell District Council

4. A 'Zoom' meeting was held with Andrew Lewis, Principal Planning Officer to discuss the early proposals on 24th June 2021. Mr Lewis set out several important contextual issues; these included the position of the new Chilgrove Road access to the airfield, flooding in October 2020 to the south of Heyford Park, highways issues and potential sustainable solutions, ecology, and heritage.
5. The proposals for the adjoining Dorchester land were discussed in light of the impact they might have on the form of the scheme on the subject site. The early illustrative masterplan proposed up to 210 dwellings at an average of 35-40 dwellings per hectare (dph) and as noted on the previous pages, this scheme proposed lower density development with single storey dwellings along the northern edge of the Site to respect the setting of the Conservation Area.
6. Mr Lewis noted that some sites elsewhere in Heyford Park are perhaps underdeveloped and set out that this scheme should be landscape led and that the best use of land would be made with a density of at least 40dph. He argued that there did not appear to be a justification for bungalows as proposed in northern area and that there exists an opportunity for a centre with taller buildings. The adjoining site to the north is earmarked for commercial activity and this in turn will have an impact on the heritage sensitivities of the Site and would also suggest that a simple, more modern architecture might be an appropriate response for the Site.

7. Mr Lewis noted that the lower density areas of the existing settlement, such as the Officers houses from the 1930's, have an Arts and Crafts aesthetic whereas more recent higher density development have a more modern and plain architecture. He suggested that this proposal has a potential opportunity to make this a centre for a new character for Heyford Park.
8. Mr Lewis felt that the wetland areas were a "wonderful" idea but noted that it would be important to provide routes through to the west to ensure connectivity for both new and existing residents without spoiling the biodiversity value and appearance of the wetland areas. He concluded that in terms of the principle of the development it would be for the promoters to demonstrate that the benefits of the development are not significantly and demonstrably outweighed by the harms.
9. Highways and traffic will be key considerations in any planning balance.
10. Despite a number of repeated requests made to Mr Lewis, no written pre-application advice was received following the meeting.

Heyford Park Parish Council

11. A 'Zoom' meeting was held with Members of Heyford Park Parish Council on 25th November 2021. This was not a formal meeting of the Parish Council.
12. The scheme was described to the Members who then asked a series of questions relating to matters such as highways, access, noise and foul water disposal. Members also set out some important local context, such as their desire to provide for play areas, community buildings and a burial ground.
13. Members welcomed the large provision of green space within the scheme and advised that it should be fully publicly accessible. They would welcome links to the existing and proposed development to the west of the Site. As a matter of detail, they would like a plan showing which roads would be adopted and those that would remain private.
14. Members were supportive of the fact that they had been approached for their views before the submission of a planning application.