

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

PLANNING AND COMPULSORY PURCHASE ACT 2004

LAND AT HEYFORD PARK, CAMP ROAD, HEYFORD PARK

APPLICATION BY UPPER HEYFORD LP FOR FULL PLANNING PERMISSION FOR THE USE OF THE EASTERN PART OF THE SOUTHERN TAXIWAY AND THE ADJACENT HUSH HOUSE BUILDING (BUILDING 1368) FOR CAR PROCESSING OPERATIONS PLUS ASSOCIATED WORKS AND PORTABLE BUILDINGS. PLANNING PERMISSION IS SOUGHT FOR A 5 YEAR PERIOD

PLANNING STATEMENT

OCTOBER 2023

CONTENTS:

1. INTRODUCTION
2. THE SITE AND THE SURROUNDING AREA
3. PLANNING HISTORY
4. APPLICATION PROPOSALS
5. PLANNING POLICY
6. ECONOMIC CASE FOR THE APPLICATION
7. PLANNING ASSESSMENT
8. SUMMARY AND CONCLUSIONS

APPENDIX 1

CEVA Logistics Car Processing Flowchart

1. INTRODUCTION

1.1 This Planning Statement has been prepared in support of an application on behalf of Upper Heyford LP (“the applicant”) in support of an application of the use on a temporary basis of the eastern part of the southern taxi way and the adjacent Hush House Building in connection for car processing operations at Camp Road, Upper Heyford and provision of associated works and portable buildings. Planning permission is sought for a 5-year period up until 31st December 2028.

1.2 The application site abuts land which has a long-established use for car processing following an appeal decision in 2008. The application site itself has been the subject of earlier temporary permissions for car processing as set out in subsequent paragraphs. In this case, the proposed use has a known ‘end user’, this being CEVA Logistics, a company of international repute. CEVA’s proposals for the application site are set out in section 6 of this Statement.

1.3 This Planning Statement considers the relevant national and local planning policies against which the application should be determined with reference to the Development Plan and National Planning Policy Framework (NPPF). It will also demonstrate that the proposals are compliant with local and national planning policies and other relevant material considerations.

1.4 The application has been lodged via the Planning Portal. The following reports and associated documents accompany this application. Application form

- Required full application fee for change of use and associated operational development
- Drawing numbers P23-1738-EE-01D_02 (Proposed Car Processing Area) Site Plan, TN124 (Office plans) and SL102 (Canteen and Welfare Plans)
- Heritage Statement
- Landscape and Visual Statement
- Ecological Update report
- Transport Statement

2. THE SITE AND SURROUNDING AREA

2.1 The application site forms part of the Former RAF Upper Heyford. Military use ceased in 1994 and the entire complex is around 520 hectares in size.

2.2 The former airbase is located approximately 7km north-west of Bicester, 13km south-east of Banbury and 3km south-west of Junction 10 of the M40 Motorway in Oxfordshire. The Airfield lies on the edge of a plateau from which the land falls into the Cherwell Valley.

2.3 The former airbase was designated as a Conservation Area in 2006, reflecting its key role in the Cold War and the distinctive architecture and building typology which arose from that use. For example, the Trident layout at the centre of Heyford Park is an element of the original complex and represent military and airfield layouts typical of the Cold War era. The Conservation Area is a designated heritage asset as defined by the NPPF.

2.4 The former airbase is bounded by various boundary treatments with the sole vehicular access from the west via the distributor road to gate 7 onto Camp Road. The southern part of the wider Airfield fronts Camp Road. There are a number of heritage assets, most significantly the Scheduled Avionics Building to the west, and the listed Nose Deck sheds further to the east.

2.5 The application site comprises approximately 8 hectares of land within the overall complex - on the eastern part of the southern taxi way. The site comprises hardstandings and a number of associated features, including concrete rings. The site has been used in connection with the established and lawful car processing operations on adjacent land to the west.

2.6 The application site is located outside the core historic area, in the least significant part of the site overall and largely concealed from public views. The limited impact of the current proposals is considered in detail in the various supporting reports accompanying this application.

3. PLANNING HISTORY

3.1 The former air base has an extensive planning history. The first significant decision followed an appeal to the Secretary of State and was issued in January 2010 under application reference 08/00716/OUT, known as the 'Lead Appeal'. This scheme involved a proposed new settlement of 1,075 dwellings, together with associated works and facilities, employment uses, community uses, a primary school, playing fields and other physical and social infrastructure. Car processing formed part of the proposal and extended to an area of around 17 ha in total, mainly comprising former runways and taxiways.

3.2 The Inspector concluded, inter alia, that subject to constraints in relation to the western part of the proposed vehicle processing areas, the proposals provided a balanced and lasting solution for the Airbase which was generally consistent with the (then) Oxfordshire Structure Plan. The Secretary of State allowed the appeal in January 2010 subject to a number of conditions. Condition 44 amending the scheme to modify the extent of the parking area for car processing with appropriate mitigation. In particular, the car processing use was physically contained to the east of the 'dog leg' line drawn from the south-east corner of Building 337 to the north west corner of Building 350.

3.3 In arriving at their conclusions, both the Inspector and the Secretary of State had regard to the fact that car processing use was outside the core historic area and within the least sensitive part of the site, also largely concealed from public view. Car processing was defined as the inspection, valeting, washing, repairing, tyre replacement, processing and delivery of cars and other processing activities that may be required from time to time. Car rental was specifically excluded from the lawful use definition.

3.4 Following the purchase of the site by the Dorchester Group, a revised scheme for the redevelopment of the new settlement Area, comprising 1,075 dwellings including the retention and change of use of 267 existing military dwellings to residential Class C3 and the change of use of other specified buildings, together with associated works and facilities, including employment uses, a school, playing fields and other physical and social infrastructure, was approved by the District Council in December 2011 (LPA reference 10/01642/OUT).

3.5 The latter application differed from the extant masterplan associated with the 2010 appeal approval, insofar as it retained virtually all of the existing residential properties within the base, including over 200 bungalows. In addition, application 10/01642/OUT proposed an additional 762 new dwellings on various parts of the site. The flying field were not part of that application and the car processing use was implemented in accordance with the earlier 2008 lead appeal decision.

3.6 Planning permission was granted on 16th May 2014 (application 13/01599/F) for the change of use of the eastern part of the southern taxi way for use in connection with the established and lawful car processing operations authorised by the lead appeal. The permission ran for a 5-year period expiring on 16th May 2019. The permission enabled the then car processing operator to manage a total of 6000 vehicles across the Airfield as a whole.

3.7 Planning permission was granted in May 2019 for the temporary change of use of the eastern part of the southern taxiway for use in connection with established a lawful car processing operation (18/02169/F). Condition 1 of the planning permission reaffirmed its temporary nature and required the discontinuation of the use and restoration of the associated land by 31st December 2021.

3.8 A subsequent application to vary the time limit of planning permission 18/02169/F was granted on 25th March 2021 (20/03638/F). Condition 1 of the permission reaffirmed its temporary nature and required the discontinuation of the use and restoration of the associated land by 30th April 2023. The operator vacated the land following the expiry of its commercial lease in the late Spring of this year.

3.9 In effect, the majority of the current application site has benefited from *three consecutive temporary permissions for car processing use*. The current proposal seeks to continue that pattern of use, again for a 5-year period, and with a known end user, CEVA Logistics. This is explained in more detail in subsequent paragraphs.

3.10 Application 18/00825/HYBRID was approved on 9th September 2022. The application relates to mixed-use redevelopment of additional areas of Heyford Park for residential, commercial, education and leisure activities in line with the allocation of Heyford Park under Policy Villages 5 of the Cherwell Local Plan. The planning permission permits car processing in the central portion of the wider site on areas of existing hardstanding totalling around 20 hectares. Discussions and negotiations are taking place in connection with the use of that part of the site involving different operators. The planning permission involves phased delivery of uses and associated infrastructure over time.

4. APPLICATION PROPOSALS AND PRE-APPLICATION DISCUSSION

4.1 The proposal seeks planning permission for the use of the application for car processing activities and the erection of associated works and portable buildings. As stated earlier, the majority of the application site itself has been the subject of three earlier temporary permissions. The application seeks planning permission for a 5- year period up until 31st December 2028.

4.2 The car processing use would operate in a similar manner as permitted under the earlier planning permissions, albeit with a 'new' operator and would not involve any changes to the hardstanding area. All vehicles would continue to park in the existing hardstanding areas within the application site. The planning application also includes the following equipment and portable buildings which are required to facilitate the car processing use by CEVA Logistics ;

- Valet and washing bays on the existing concrete apron adjacent to Building 366. Waste water would be captured within a self-contained water recycling system via wash pads acting as a drain with a pump attached.
- A total of 3 portable buildings, located on existing areas of hardstanding, with utility connections in close proximity. The buildings would be single storey (with a maximum height of around 2.5 metres) and comprise 2 offices and a welfare facility (comprising a canteen and w/c)..
- Erection of portable lighting/ CCTV gantries at 20 metre intervals. These would be between 2.4 and 2.6 metres in height.

4.3 In terms of the CEVA Logistics operation, the key features of its operation are as follows;

- Operating hours. Monday to Friday 06:00 to 22:00 hours with occasional/ seasonal week shifts
- Shift patterns. 2 shifts ordinarily with a third shift during a 4-month peak.
- Cars would be typically processed and depart from the site in between 10-15 days per car.
- Approximately 10,000 cars would be processed on the application site.
- Cycle parking would be provided and – this is a matter which can be governed by planning condition.
- CEVA would employ up to 40 employees in connection with the application site. This could ultimately increase to 80 if CEVA takes up additional land on the wider site. CEVA estimate that around 50% of employees assigned to the application site would live locally (within 20 minutes travel time).

5. PLANNING POLICY

5.1 Legislation relating to the Built Historic Environment is primarily set out within the Planning (Listed Buildings and Conservation Areas) Act 1990 which provides statutory protection for Listed Buildings and Conservation Areas. The legislative context is amplified in the Heritage Assessment which accompanies this application.

5.2 For the purposes of this application, the Development Plan comprises the following:

- Cherwell Local Plan 2011-2031 Part 1, adopted 20/07/15: and
- Cherwell Local Plan, adopted November 1996 (only those policies saved by the saving direction issued by the Secretary of State and which have not been subsequently superseded by the adoption of the Part 1 Plan); and
- The Mid Cherwell Neighbourhood Plan made on 14/05/19

Other material planning considerations include national policy and guidance, include the:

- National Planning Policy Framework (February 2019)
- National Planning Practice Guidance (various dates)
- The Cherwell LP Review to 2040. This is presently the subject of initial statutory consultation under Reg 18 and attracts *zero or minimal* weight.

5.3 As stated above, the Development Plan includes the **adopted Cherwell Local Plan Part 1 2011-2031** (adopted 20th July 2015).

5.4 Policy **PSD1** (Presumption in Favour of Sustainable Development) states that the Council will take a proactive approach to reflect the presumption in favour of sustainable development in the NPPF, working proactively with applicants to jointly find a solution and to secure development that improves the economic, social and environmental conditions of the area. Furthermore, the Council will approve applications that accord with the policies of the statutory Development Plan without delay unless material considerations indicate otherwise.

5.5 Paragraph B.96 sets out that the Local Plan seeks to deliver growth in accordance with the NPPF's Core Planning Policies including, inter alia, seeking to secure high quality design and a good standard of amenity by developing new neighbourhoods and achieving regeneration and redevelopment of key sites, and *encouraging the effective re-use of existing land and buildings* (our emphasis) and bring forward sites that contain land of lesser environmental value such as at the Former RAF Upper Heyford.

5.6 Policy Villages 5 (Former RAF Upper Heyford) ("**PV5**") specifically allocates this 520-hectare site for, inter alia, a settlement of approximately 1,600 dwellings (in addition to the 761 dwellings (net) already permitted). The allocation includes social and community infrastructure and the expectation is for a comprehensive integrated approach to development. Planning permission 18/00825/HYBRID and its associated Planning Obligation provide the most recent chapter in the site history and will deliver this overarching objective.

5.7 PV5 also sets a range of 'key specific design and place shaping principles' which apply, in whole or part, to the entire allocated site unless specifically stated, which include the following.

- Proposals must demonstrate that the conservation of heritage resources and other environmental improvements will be achieved across the whole of the site.
- In order to avoid development on the most historically significant and sensitive parts of the site, new development is to be focused to the south of the flying field.

- The areas proposed for development adjacent to the flying field will need special consideration to respect the historic significance and character of the taxiway and entrance to the flying field, with development being kept back from the northern edge of the indicative development areas .
- The preservation of the stark functional character and appearance of the flying field beyond the settlement area, including the retention of buildings of national interest which contribute to the area's character (with limited, fully justified exceptions) and sufficient low-key re-use of these to enable appropriate management of this area .

5.8 Other relevant policies are summarised as follows.

5.9 Policy **SLE1** (Employment Development) states that employment development will be focussed on existing employment sites. It also states that on existing operational or vacant employment sites employment development, including intensification, will be permitted subject to compliance with other policies in the Plan and other material consideration.

5.10 Policy **ESD 10** (Protection and Enhancement of Biodiversity and the Natural Environment seeks to protect and enhance biodiversity through a range of measures.

5.11 Policy **ESD13** (Local Landscape Protection and Enhancement) advises that development proposals will be expected to respect and enhance the local landscape character, with appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted where they would, inter alia, be inconsistent with local character.

5.12 Policy **ESD15** (The character of the built and historic environment) advises that where development is in the vicinity of any of the District's natural or historical assets the delivery of a high-quality design that complements the asset will be essential.

5.13 The following saved policies of the **Cherwell Local Plan**, adopted November 1996, remain extant and relevant to the proposed development following the adoption of the Cherwell Local Plan 2011-2031:-

5.14 Policy **C23** (Retention of features contributing to character or appearance of a Conservation Area) states that there will be a presumption in favour of retaining buildings, walls, trees or other features which make a positive contribution to the character or appearance of a Conservation Area.

5.15 Policy **C28** (Layout, design and external appearance of new development) advises that control will be exercised over all new development, including conversions and extensions, to ensure that the standards of layout, design and external appearance, including the choice of external-finish materials, are sympathetic to the character of the urban or rural context of that development. In sensitive areas such as Conservation Areas, the Area of Outstanding Natural Beauty and areas of high landscape value, development will be required to be of a high standard and the use of traditional local building materials will normally be required. Statement of Common Ground.

5.16 The **Mid Cherwell Neighbourhood Plan ("MCNP")** is also part of the Statutory Development Plan. The MCNP has been prepared in conjunction with a consortium of 11 parishes, including Heyford Park Parish, within which the application sites lie, together with the Dorchester Group. The MCNP was made on 14th May 2019 i.e. before the grant of planning permission 20/0638/F which extended the life of the car processing use on the eastern part of the southern taxiway.

5.17 Although the MCNP does not include dedicated policies relating to Heyford Park (and a number of its policies specifically exclude development at Heyford Park) it does include the following topic specific policy:

6 **PD4** – Protection of Important Views and Vistas; RAF Upper Heyford 2006: Para 6.4 and Figs 9,10 and 11

5.18 In terms of *other material considerations*, the National Planning Policy Framework (NPPF) was revised on 20th July 2021 and 5th September 2023 (only in relation to onshore wind farms) and sets out the Government’s overarching planning policies for England.

5.19 Paragraph 11 of the NPPF sets out a presumption in favour of sustainable development, which for decision taking means: “c) approving development proposals that accord with an up to-date development plan without delay d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: the application of policies in this Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

5.20 Section 4 relates to decision making. Paragraph 38 states that LPAs should “....approach decisions on proposed development in a positive and creative way....Decision- makers at every level should seek to approved applications for sustainable development where possible...”.

5.21 Section 6 relates to building a strong economy. Paragraph 81 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

5.22 Paragraph 85 relates to supporting a prosperous rural economy and states that the use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

5.23 Section 9 relates to Promoting Sustainable Transport and recognizes that transport policies have an important role to play in facilitating sustainable development. Paragraph 109 states that development should only be resisted on transport ground where there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

5.24 Section 11: Making Effective Use of Land seeks to promote the effective use of land in meeting the need for homes and *other uses* (our emphasis), whilst safeguarding and improving the environment.

5.25 Matters relating to the historic environment are addressed within the ‘Conserving and Enhancing the Historic Environment’ section (16) of NPPF. The PPG confirms that the consideration of ‘significance’ in decision taking is important and states that heritage assets may be affected by direct physical change or by change in their setting. It goes on to say that being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its

setting, it is very important to understanding the potential impact and acceptability of development proposals.

5.26 Paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more impact the asset, the greater the weight should be). This is irrespective of whether any potential harm, total loss or less than substantial harm to its significance. A detailed commentary on the heritage balance to be applied to this current proposal is provided in the Heritage Statement which accompanies this application.

6. ECONOMIC CASE FOR THE APPLICATION

6.1 The preceding section on the site history confirms that car processing has been a consistent economic activity on the wider Airfield since the lead appeal. As explained earlier, the majority of the application site has been the subject of three 'consecutive' temporary permissions, the most recent of which expired in the Spring of this year.

6.2 Whilst planning permission is sought for the use of the application site for car processing for a five-year period, the characteristics and operational detail of the proposed 'end user', CEVA Logistics are material to the application. To meet its operational needs, CEVA Logistics requires the capacity for up to 10,000 vehicles until late 2028.

6.3 CEVA Logistics is a global logistics company fully owned by CMA CGM Group with 750 offices around the globe, around 150,000 employees, a \$56 Billion combined turnover and 566 shipping vessels, served by 45 terminals. CEVA Logistics also has a significant air and road freight infrastructure and 11 million sq.metres of warehouse capacity globally, being present in more than 170 countries.

6.4 More specifically, CEVA provides logistics solutions for new and used cars alongside mobility services to a number of customers throughout the UK. It's two compounds are strategically located near Ports in Sandtoft (Doncaster) and Sheerness (Kent) and provide a large range of key services to support the Finished Vehicle Logistics ('FVL') market. The Sandtoft site is around 24 ha in size and stores up to 10,000 vehicles, with a daily processing of around 100 vehicles through various technical services. The Sheerness site is also around 24 ha in size with storage capacity of 18,000 vehicles, with 300 vehicles being processed on a daily basis.

6.5 CEVA Logistics would be entering into a new geographical area in the UK and the five-year term limits its exposure to risk. The location of the site is well-suited for FVL business as CEVA can reach approximately 90% of its customers within a four-hour drive. Additionally, the location is relatively near to port locations.

6.6 CEVA's key customer in this case would be Stellantis, a leading global automaker and Heyford will process vehicles for Peugeot, Citroen and DS. The use would involve pre-delivery inspection (e.g. software updates, part fitments, fuelling), EV charging, valeting and cleaning and ply lining of vans and small damage repair. A flowchart showing the relevant processes to be undertaken by CEVA Logistics is attached as **Appendix 1**.

6.7 In terms of employment at the site, a new local workforce will be required to support the operations. Employees would comprise managers operatives (principally moving vehicles around the site), jobs in vehicle preparation, technical roles and administration staff. This would result in a total of 40 FTE jobs serving the application site. During peak periods, additional seasonal staff would be appointed to support and augment the operations.

7. PLANNING ASSESSMENT

7.1 The determination of a planning application is to be made pursuant to Section 38(6) of the Planning and Compulsory Purchase Act 2004, which is to be read in conjunction with Section 70(2) of the Town and Country Planning Act 1990. Section 38(6) requires LPAs to determine planning applications in accordance with the Development Plan, unless there are material considerations which indicate otherwise. Section 70(2) provides that in determining planning applications the Local Planning Authority (LPA) shall have regard to the provisions of the Development Plan, as far as material to the application and to any other material considerations.

7.2 The principle of accommodating car processing within the Conservation Area at Upper Heyford was initially established by the grant of planning permission by the SoS on the lead appeal in 2008 (appeal ref: APP/C3105/08/208594). Moreover, and since that decision, the principle of using the application site on a temporary basis for car processing has already been previously established.

7.3 In terms of car processing, the use *itself* would be confirmed to significant and existing swathes of hardstanding and would not introduce change to the character or appearance of the Conservation Area that has not previously been considered by the LPA. The associated ancillary facilities comprise three portable buildings of limited height and mass, and valet and washing bays (with self-contained drainage) being located on existing areas of hardstanding. These ancillary features will have minimal visual impact in themselves and will be viewed alongside the proposed car processing use.

7.4 The NPPF advises LPAs to make planning decisions that help create conditions in which businesses can invest, expand and adapt (paragraph 82). More specifically, significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

7.5 In terms of the Development Plan, Policy Villages 5 relates specifically to RAF Upper Heyford and for the site to provide for, inter alia, employment opportunities. Policy SLE1 concerns employment development and states that employment development will be focussed on existing employment sites and that, inter alia, employment development, including *intensification*, will be permitted on existing employment sites subject to compliance with other policies in the Plan and other material considerations.

7.6 There is clear support from the Government at a national level to build a strong and competitive economy through business development the adopted Development Plan seeks to support existing businesses. The interaction between Ceva Logistics and Stellantis would also give the application site and Cherwell District in general a global profile.

7.7 This statement has provided a commercial profile for CEVA Logistics set out their business plans for the application site, which would result in immediate employment of 40 FTE staff across a range of roles. Clearly, the economic contribution of the employment would be amplified by annual wage expenditure and expenditure with local suppliers as well as the important, but indirect benefits to Cherwell District arising from running an arm of an international business at Heyford Park.

7.8 The arrival of CEVA Logistics would introduce a new business which contributes to the local economy and which also reinforces the sustainable and multi-use community at Heyford Park with both houses and jobs in close proximity creating the opportunity to live and work in Cherwell. CEVA's arrival is particularly important at a time when the macro and UK economic landscape is very volatile and where business investment is often harder to come by.

7.9 In view of the foregoing comments, we consider that that the economic and employment considerations resulting from the CEVA Logistics proposal are a significant and compelling material consideration, being capable of providing the justification required for planning permission in accordance with planning policy at a national and local level. In terms of the impact of the proposal, the key issues are well rehearsed and have been assessed during the determination of a number of earlier permissions.

7.10 In landscape terms, the Landscape and Visual Assessment which accompanies this Statement demonstrates that the proposed use would continue to be concealed from public views outside the site.

7.11 The Assessment confirms that the proposed use cannot be seen from the greater majority of the Upper Heyford Conservation Area. It is also evident that views from the only vantage points (from the main runway) are views in which the existing/ extant car processing operations can also be seen. Therefore, the proposal does not intrude into views or the character of the Conservation Area.

7.12 With regard to the character of the Conservation Area , the application site lies outside the Core Area of National Significance and away from the Scheduled Monuments and Listed Buildings. This point is emphasised in the accompanying Heritage Statement. The proposal would also bring about the use of (vacant) Building 1368 for the lifespan of the permission as an ancillary facility for the car processing operation.

7.13 In highway terms, no objections were raised by the Highway Authority as a consultee or by the LPA in their granting of the three earlier temporary permissions. The use of the land was considered to have no material impact on the level of traffic generated or on the route traffic would take. It is considered that the same conclusion is also applicable to the current proposal.

7.14 For all these reasons it is concluded that the proposals are supported by the economic and employment considerations, and that these material considerations outweigh any minimal impacts. In view of this, we respectfully recommend that a temporary planning permission is granted so as to enable CEVA Logistics to occupy the application site and bring invaluable investment to the locality and wider District as soon as possible.

8. SUMMARY AND CONCLUSIONS

8.1 The summary and conclusions are set out as follows;

- Car processing operations are a long-established use at Heyford Park having operated from before the Lead Appeal decision.
- The principle of car processing is well-established and the use of a large part of the application site itself has been previously approved for use in connection with car processing operations.
- The current application seeks a further temporary planning permission for 3 years until 31st December 2028 for the continued use of the land. This marks a further chapter in its commercial history. The proposed use does not introduce a new change to the character or appearance of the Conservation Area that has not previously been considered. The temporary use of the land is required by CEVA Logistics to meet their ongoing operational requirements .
- The economic benefits arising from the proposed use are set out in paragraphs above. In addition, the proposal would generate rental income for the wider Heyford Park estate as it prepares to deliver complex and costly infrastructure allied to comprehensive mixed-use development.
- The NPPF highlights the importance of making planning decisions that help create conditions in which businesses can invest, expand and adapt with significant weight placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- The adopted Development Plan supports employment opportunities at former RAF Upper Heyford and focussing employment development, including intensification, on existing employment sites subject to compliance with other policies in the Plan and other material considerations.
- The use is on the least sensitive part of the site in terms of the character of the Conservation Area. In addition, no publicly accessible views from outside the site and Conservation Area are affected.
- In physical and visual terms , circumstances have therefore not materially changed since the previous planning applications where temporary permissions for car processing use were considered acceptable.
- It is therefore concluded that the application is considered to be acceptable in all respects and in accordance with planning policy at both a national and a local level.