

## **OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**

**District:** Cherwell

**Application no:** 23/02827/F

**Proposal:** 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.

**Location:** Land At Heyford Park, Camp Road, Upper Heyford, Oxfordshire, OX25 5HD

**Response Date:** 28/11/2023

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This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

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## **General Information and Advice**

### **Recommendations for approval contrary to OCC objection:**

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via [planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

### **Outline applications and contributions**

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

### **Where a S106/Planning Obligation is required:**

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**  
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

**Security of payment for deferred contributions** - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more

- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

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## **Transport Schedule**

**Recommendation:**

**Objection for the following reasons:**

- The impact of an increase in HGV movements along Camp Road has not been assessed or justified.
- The intensification of use of the site by HGVs, and the occupation of the “Hush House”, would require the construction of the Bus Route and Primary HGV Access to binder course level.

**Comments:**

### **Introduction**

This application is for the use of part of the Heyford Park site for car storage and processing over a period of five years. Similar applications on a comparable red line area have been previously approved.

### **Traffic impact**

The Transport Statement (TS) focusses on the movement of the 40 staff likely to be on site daily. There will be two shifts, so commutes will generally be outside of the network peak hours. The level of employment is likely to be similar to that of previous operations at the site, so can be considered as acceptable.

Information in the TS on the number of HGV (car transporter) movements is lacking. Sections 4.4.2, 5.2.9 and 5.2.18 state that there will be up to 100 HGV movements per day in the peak periods (June to September). There is no explanation as to how this figure is derived. Movements for off-peak months are not given.

5.2.18 says “...it can be concluded that this [100 HGV movements per day] will have a negligible impact on the local highway network.” However, there is no justification of this statement and no attempt to assess the impact on the local highway network, which is a reason for objection.

In the Technical Note titled “Response to Highway Officer Comments on behalf of Paragon Fleet Solutions Ltd”, dated 1 April 2019 and submitted with application ref. 18/02169/F, the

transport consultant confirms that “*The number of HGV movements to and from the site will therefore remain at no more than 25 per day, as per the current situation.*”

Given that it is now being proposed that operations will require up to 100 car transporter movements per day, that is a four-fold increase which will have an unacceptable impact, given that all access is via the gate at the western end of Camp Road. Camp Road passes through the village centre of Heyford Park, has traffic calming in the form of build-outs and vertical deflections, and accommodates relatively high volumes of pedestrians, cyclists and, in particular, schoolchildren walking and cycling between the school which is split between two sites on opposite sides of Camp Road.

Application 18/02169/F clarifies that the car processing capacity will be 8,000 vehicles per annum, while the number of car parking spaces will be 7,869.

In contrast, the TS for the current application says that “...*approximately 10,000 cars would be processed at the application site*” (4.2.1) and “...*from a current storage capacity of 3,000 vehicles up to 10,000 vehicles*” (6.1.1).

It is acknowledged that an intensification of use is proposed, but the scale of the increase must be clearly calculated and explained.

It is realistic that the storage capacity can be increased from 7,869 (or 3,000) to 10,000, when the red line area is virtually the same as before?

It would be helpful to have a clear distinction in all documents on the number of cars being *transported on/off site* and the number being *stored*.

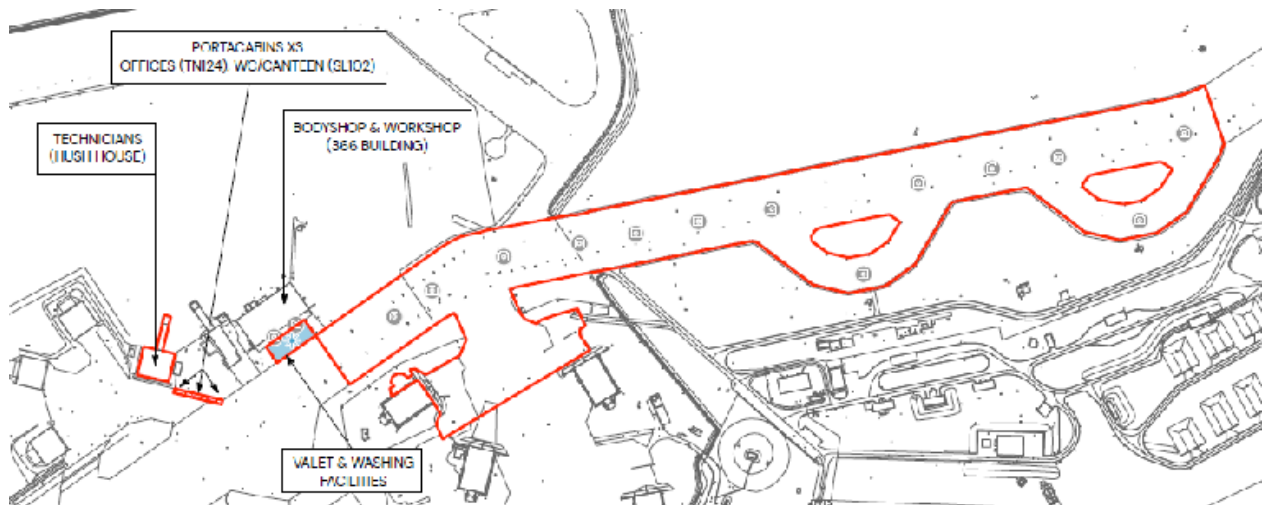
### **Legal agreements**

Since the last permission for temporary car parking, the S106 for the Heyford Park development covered by application no. 18/00825/HYBRID has been signed.

The red line area for the current application falls partly within the area designated as Area A (shown in blue) in the S106.

Section 2 of the Seventeenth Schedule in the S106 details the covenants with respect to the provision of the Bus Route and Primary HGV Access road. The road must be completed to binder course prior to first occupation of any commercial unit or dwelling on any part of Area A. The intention of this covenant is to provide a more suitable HGV route into the site rather than continuing the HGV traffic on the currently used route via the south-west corner of the airfield and Camp Road through the village centre, which has been altered to provide a better environment for sustainable travel modes.

As these proposals will intensify the use of the car storage area and increase HGV movements, it is considered that this triggers the need for the Bus Route and Primary HGV Access road to be delivered first. Furthermore, the proposals include the occupation of the Hush House building, which is within Area A.



Extract from Site Location Plan



Extract from 18/00825/HYBRID S106 showing Area A

As the new route will not be available, this is a reason for objection.

### **Phasing plan**

If the application is approved and car storage is allowed for a period of five years, this may have consequences for the future delivery of the Bus Route and Primary HGV Access, which may be triggered by other requirements such as the provision of the primary school. The western half of the red line area will be required for the construction of this road. How will the car storage use be curtailed to enable construction to take place?

A Phasing Plan or similar should be provided to demonstrate the scheduling of these future activities.

### **Routeing agreement**

It will need to be ensured that the Routeing Agreement (dated 8 September 2022), which in turn references the 2014 Routeing Agreement, is made applicable to this application, if permitted.

### **Public Rights of Way**

It should be noted that the alignment of the Aves Ditch bridleway connection has not been fully clarified and finalised so this extension of the temporary permission could preclude restoration to an alignment inside and across the Flying Field.

Works to restore/recreate the Aves Ditch bridleway, which are still outstanding, are required by the terms of the S106 for application no. 10/01642/OUT.

**Officer's Name: Roger Plater**

**Officer's Title:** Transport Planner

**Date:** 20 November 2023

**Application no: 23/02827/F**

**Location:** Land At Heyford Park, Camp Road, Upper Heyford, Oxfordshire, OX25 5HD

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## **Lead Local Flood Authority**

### **Recommendation:**

Objection

### **Key issues:**

No Drainage related documents submitted

### **Detailed comments:**

Thanks for providing the documents. These have all been reviewed, there are outstanding drawings and documents that needs to submitted.

We would advise that there is **insufficient information** available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.

Our information requirements in support of an full application are outlined in our document Local Standards and Guidance for Surface Water Drainage in document:

[Surface Water Drainage - Oxfordshire County Council - Flood Toolkit  
\(oxfordshirefloodtoolkit.com\)](http://oxfordshirefloodtoolkit.com)

Further details of the proposed drainage system must be included. This includes, but is not limited to, the following:

- a. Calculation of existing greenfield runoff rates from the site area.
- b. Topography plan
- c. Detailed Drainage Plans
- d. As the site is currently greenfield/brownfield, evidence that surface water discharge from the proposed development will not exceed existing greenfield runoff rates.



- e. Calculations demonstrating the proposed attenuation has sufficient volume to contain a number of return periods, up to and including the 1 in 100 year, for a range of storm durations, from 15 minutes up to 10080 minutes.
- f. Further details of the attenuation proposed, including depths and volumes.
- g. An operation and maintenance plan, including details of every aspect of the proposed drainage system, and details of who will be responsible for the maintenance.
- h. An exceedance plan demonstrating that flooding will not be routed towards buildings in the event of the proposed drainage system failing.

**Officer's Name: Shada Hasan**

**Officer's Title: LLFA Engineer**

**Date: 27 November 2023**

**Application no: 23/02827/F**

**Location:** Land At Heyford Park, Camp Road, Upper Heyford, Oxfordshire, OX25 5HD

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## **Archaeology**

### **Detailed comments:**

The site lies in an area of significant archaeological interest and potential, and Historic England and the Cherwell Conservation Officer should also be consulted on this application. The applicant has submitted a Heritage Assessment with this application, however, this does not use up to date HER information, obtained from the Oxfordshire HER. The consultation of Heritage Gateway is not appropriate for planning purposes.

The proposals do not appear to have any new below ground impacts, and therefore, there are no archaeological constraints to this scheme.

**Officer's Name: Victoria Green**

**Officer's Title:** Planning Archaeologist

**Date:** 10th November 2023