

16 CULTURAL HERITAGE

16.1 INTRODUCTION

16.1.1 Oxford Archaeology (OA) was commissioned on behalf of the North Oxfordshire Consortium in September 2006 to prepare a cultural heritage chapter for the ES for the proposed development at Heyford Park.

16.1.2 The cultural heritage comprises three 'strands' of potential receptors:

- historic buildings and structures (some of which may be Scheduled, Listed or locally designated);
- the historic landscape (elements of which may be protected by legislation or by designation); and
- archaeological deposits (elements of which may also be protected by legislation or by designation, and which are generally below-ground).

16.1.3 The approach taken in this assessment has been to examine in detail the area of the site (New Settlement Area and Flying Field Area) and a Study Area of 1km around it. The chapter includes the methodology of assessment, detailed baseline for both the archaeological and historic environment resource, an impact assessment and assessment of effects. Consultation has been undertaken to discuss these effects and a mitigation section has been included. Further details on the mitigation strategy for the built heritage is included within the separate Base Management Plan, prepared as part of the application.

16.1.4 This chapter had been completed according to the following drawings:

- Cooper Partnership's: Heyford Park, Landscape Key Plan (Plan L10);
- Pegasus: Status (0111-17-1c);
- Pegasus: Change of Use Plan (0111-22-1d).
- REAL: Parameter Plans (1135_060 - 064)

16.2 SCOPE

16.2.1 The general approach and methodology has been to collate and analyse information on the cultural heritage resource, including archaeological sites and monuments, local geology and topography, ground conditions, historic buildings and historic landscape features within the Study Area. This was undertaken to determine the likely nature, extent, preservation and importance of any cultural heritage receptors that may be present.

16.2.2 The majority of the site falls within the historic parish of Upper Heyford but also encompasses land within the historic parishes of Ardley (to the east) and Somerton (to the north).

16.2.3 A gazetteer of all identified Cultural Heritage features within the Study Area is provided in Appendix CH.A01. These features have each been given an Oxford Archaeology (OA) site number. This Appendix is divided into two sections; Appendix CH.A01(A) Built Heritage within the site and Appendix CH.A01(B) Archaeology within the Study Area. Figure CHI shows the location of all identified Cultural Heritage features within the Study Area. Figures CHI0 and CHI4 show the Cold War Character Areas and designated sites within this landscape.

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16.2.4 This assessment has been conducted with regard to the Institute of Field Archaeologists (IFA) standards as set out in the Standards and Guidance for archaeological desk-based assessment (IFA 2001).

16.3 METHOD STATEMENT

Legislation and Guidance

16.3.1 This assessment has taken into account relevant national and local legislation, policy and guidance, including:

- Town and Country Planning Act 1990;
- Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999;
- Ancient Monuments and Archaeological Areas Act 1979;
- DoE Planning Policy Guidance Note 16, Archaeology and Planning 1990;
- DoE/DNH Planning Policy Guidance Note 15, Planning and the Historic Environment 1994;
- Oxfordshire County Council Oxfordshire Structure Plan 2016 (Adopted October 2005);
- Cherwell District Council Local Plan 1996 (Adopted November 1996);
- Non-Statutory Cherwell Local Plan 2011
- RAF Upper Heyford Revised Comprehensive Planning Brief (draft supplementary planning document) Sustainability Appraisal July 2006

Planning Background: The National Context

16.3.2 The Town and County Planning system (Town and Country Planning Act 1990) provides a Framework for the protection of archaeological and historic remains threatened by development, principally through the application of the relevant Planning Policy Guidance Notes.

16.3.3 *Planning Policy Guidance: Archaeology and Planning* (PPG 16) sets out the Secretary of State's policy on archaeological remains. It acknowledges the potentially fragile and finite or irreplaceable nature of such remains (para. 6), and states that the desirability of preservation of archaeological remains and their setting is a material consideration within the planning process (para. 18). PPG 16 provides that there is a presumption in favour of the physical preservation of nationally important archaeological remains (para. 8), and that where preservation *in situ* is not justified it is reasonable for planning authorities to require the developer to make appropriate and satisfactory provision for excavation and recording of remains (para. 25).

16.3.4 Paragraph 22 adds: 'Local planning authorities can expect developers to provide the results of such assessments and evaluations as part of their application for sites where there is good reason to believe there are remains of archaeological importance'. PPG 16 also notes that in spite of the best pre-planning application research, there may be occasions when the presence of archaeological remains only becomes apparent once development has commenced (para. 31).

16.3.5 *Planning Policy Guidance: Planning and the Historic Environment* (PPG15) establishes the Secretary of State's policy on historic buildings and conservation areas. It states that 'It is fundamental to the Government's policies for environmental stewardship that there should be effective protection for all aspects of the historic environment' (para. 1.1). In respect of Development Control, PPG15 says of local planning authorities (para. 2.11): 'They should expect developers to assess the likely impact of their proposals on the site or structure in

question, and to provide such written information or drawings as may be required to understand the significance of a site or structure before an application is determined’.

- 16.3.6** The underlying principle of this guidance is that the archaeological resource represents a finite and non-renewable resource and that its conservation should be the primary goal of archaeological resource management. The principle of PPG 15 and PPG 16 are reflected in the relevant Local Development Plans.

Planning Background: The Regional and Local Context

- 16.3.7** *Oxfordshire County Council Oxfordshire Structure Plan 2016* (Adopted October 2005). The Structure Plan provides strategic land-use and environment policies for the County. Policies EN 4, 5 and 6 refer to protection of the cultural heritage.
- 16.3.8** *Cherwell District Council Local Plan 1996* (Adopted November 1996). The Local Plan refers to protection of the cultural heritage through implementation of Policies C18-27.
- 16.3.9** *Non-Statutory Cherwell Local Plan 2011*. The Non-statutory Local Plan refers to protection of the cultural heritage through implementation of Policies EN 39-49. Policy EN 49 (para. ii) specifically refers to RAF Upper Heyford:

‘The council will seek, through negotiation and legal agreement, the demolition and removal of all buildings and structures within the former R.A.F Upper Heyford base visually prominent from Rousham Park, with the exception of those buildings, structures and complexes of the cold war era that have been identified by English Heritage as being of national importance.’

Consultations

- 16.3.10** Consultation has been undertaken with Mr Richard Oram, Oxford County Archaeological Curator on the necessity and scope of archaeological evaluation works needed to inform the ES and on the outline strategy for future mitigation. The archaeological investigation works were completed with approval by the County Archaeologist (email correspondence is included at the end of this document). Consultations have been undertaken with English Heritage and Cherwell District Council and an integrated Base Management Plan has also been completed in consultation with English Heritage and Cherwell District Council.

Summary of Sources consulted

OA consulted a range of sources holding primary and secondary data recording cultural heritage features. These comprise:

- The National Monuments Record (maintained by English Heritage) - digital records of Designated Sites (Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Historic Battlefields), and Archaeological monuments and activities;
- The Oxfordshire Sites and Monuments Record (maintained by Oxfordshire County Council) - records of archaeological sites, monuments and cropmarks;
- Aerial photographs held at the National Monuments Record (maintained by English Heritage);
- The Oxfordshire County Record Office (maintained by Oxfordshire County Council) - historic maps and documentary sources;

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- The Centre for Oxfordshire Studies, Oxford (maintained by Oxfordshire County Council) - historic maps;
- The Sackler Library, Oxford - published secondary sources;
- Archives of former RAF Upper Heyford (held by the North Oxfordshire Consortium) - detailed technical drawings of buildings, structures and services;
- Reports on previous archaeological and geotechnical investigations within the site and the Study Area (held by the North Oxfordshire Consortium and Oxford Archaeology);
- aerial photographs supplied by Cooper Partnership
- Secondary and documentary sources held by Oxford Archaeology;
- On-line archaeological and historical records held by the Archaeology Data Service (<http://ads.ahds.ac.uk/>) and the Defence of Britain Project (<http://www.britarch.ac.uk/projects/dob/index.html>).
- Past reports undertaken on the airbase, in particular the Conservation Plan (ACTA et. al 2005), a Landscape Character Assessment of the Airbase South of the Cold War Zone (ACTA 2006) and RAF Upper Heyford (Airfield Research Publishing 1996).

Built Heritage Assessment Principles

Character Areas within the site

16.3.11 An overall description of the development of the built heritage by phase is described in Section 16.5 (paragraphs 16.5.78 to 16.5.102). Following this the site is divided into two main areas for the assessment of significance and impacts; The Cold War Landscape and the Landscape South of the Cold War Zone (figure CH9). Within this the landscapes have been further divided into 15 Character Areas, which have been adopted from previous research, and form the basis of the built heritage assessment within the site. Those within the Cold War landscape were taken from the Conservation Plan (ACTA et al 2005) and are divided into 8 Character Areas (1-8), in some cases these were further subdivided into components within this (figures CH10 and CH14). The Conservation Plan grouped buildings according to period, function and administration units and this information was illustrated to provide a picture of how the Cold War landscape developed and was used (figure CH11). This information was assimilated using documentary, map, air photograph and oral sources. In particular the landscape of the 1970s and 1980s is one of 'Flexible Response' which can be defined in relation to both function and period (figure CH12). However, this information does not give an impression of the overall character of the Airbase, therefore the Character Areas are based purely on visual characteristics including those of buildings. This was undertaken by the Countryside Agency method, but ignoring features such as storage areas used under temporary planning permissions (ACTA et al. 2005, pg. 4). Each Character Area and building has been given an OA Reference number, and these follow the following format:

- Character Area: Oax (e.g. - OA1D South Aircraft Shelters)
- Building/or group of buildings: Oax.x (e.g. - OA1D.3 - The Control Tower (which is within Character Area OA1D)).

16.3.12 A Landscape Character Assessment of the Airbase South of the Cold War Zone was undertaken in 2006 (ACTA), as this area was not included in the Conservation Plan. This area comprises all the land south of Camp Road, the technical area bounded by the 1920s aircraft sheds in the west and the houses off Soden Road and Larsden Road. The Character Areas identified were numbered 1 to 7 in the report, and these have been

renumbered 9 to 15 within this chapter because of obvious confusions with duplication of numbers. As with the Cold War Landscape some of the Character Areas were further subdivided into smaller components. These Character Areas are illustrated in figure CH14 and a phased plan of the structures is provided in figure CH15.

The Character Areas are as follows:

OA Number	Description	Number in Previous Report
COLD WAR LANDSCAPE (ACTA et. al 2005)		
1	Central Airbase	1
1A	Central Runway	1A
1B	Central Plateau	1B
1C	Quick Reaction Alert Area	1C
1D	South Aircraft Shelters	1D
2	Runway West Terminal	2
3	Runway East Terminal	3
4	Southern Conventional Arms Store	4
5	North Edge	5
5A	Northern Bomb Stores	5A
5B	Plateau Edge	5B
5C	North Fringe	5C
5D	Northwest Fringe	5D
6	Southeast HASs	6
7	Tanker Area	7
8	Southwest Edge	8
8A	Built up South Edge	8A
8B	Avionics and HASs	8B
LANDSCAPE SOUTH OF THE COLD WAR ZONE (ACTA 2006)		
9	School Huts	1
10	Sports Fields and Large Buildings	2
10A	Sports Fields	2A
10B	Superstore/ Hospital	10B
11	South Residential Area	3
11A	South Bungalows	3A
11B	Mixed Use Area	3B

OA Number	Description	Number in Previous Report
I1C	Semi-Detached Houses	3C
I1D	Carswell Circle North	3D
I1E	Carswell Circle South	3E
I2	Barracks and Institutions	4
I2A	Store/ Petrol Station	4A
I2B	Parade Ground Buildings	4B
I2C	West Barracks	4C
I2D	1930s Area	4D
I3	East Huts	5
I4	Technical Area	6
I4A	Aircraft Sheds	6A
I4B	Service Area	6B
I4C	Copse and Open Ground	6C
I4D	Post-War Open Landscape	6D
I4E	1920s Core	14E
I5	North Residential Area	15
I5A	Officer Housing	15A
I5B	North Bungalows	15B

Assessment of Significance

- 16.3.13** The Character Areas and key structures are described in Section 16.5 (paragraphs 16.5.103 to 16.5.153) and within this a significance is attributed to the overall Character Area and individual key structures (figure CH13). The assessment criteria of significance is described in more detail in Section 16.4 of this report.
- 16.3.14** It was not possible to include all structures within the assessment because of the vast number, and therefore the selection of structures was based on significance (i.e. - those of higher significance are detailed) and size. The inclusion of size is based on the premise that changes to larger structures are more likely to affect the setting of significant elements of the landscape. For example, the removal of a structure of negligible significance may result in a large effect by opening up views to the proposed development. In some circumstances a structure which does not fit into these two categories is detailed, because it will be directly impacted by the proposed development and therefore it is necessary to include it in the assessment. A Gazetteer listing all structures by Character Area is included within Appendix CH.A1(A) of this chapter, this includes basic information such as building number, date, building description and reference. The gazetteer can therefore be cross-referenced to obtain more information about the individual structures referenced within

the chapter. The information within this Gazetteer was taken from the Heyford Park Building Appraisal (Roger Evans 2006), Former RAF Upper Heyford The Conservation Plan (ACTA et. al 2005) and Former RAF Upper Heyford Airbase: Landscape South of the Cold War Zone (ACTA 2006) as well as documents held within the North Oxfordshire Consortium.

- 16.3.15** The Conservation Plan (ACTA et. al 2005) determined significances for Character Areas and structures to the north of the Cold War Zone and this information has been used in determining levels of significance within this assessment. Those south of the Cold War zone have been determined to some extent through the ACTA 2006 document which listed buildings and features of 'Special Interest'. However this did not detail levels of significance, and therefore these were determined here through professional judgement.

Assessment of Impact

- 16.3.16** The impacts to the Character Areas and key structures within the site are described in 16.5 (paragraphs 16.5.103 to 16.5.153). The demolition/construction impacts are discussed followed by those impacts on setting, and professional judgement is used to determine the degree of impact. This information is summarised in tabular format within which the overall effect of the impact is calculated based on the significance of receptor, the magnitude of change upon it (Appendix CH.A2).

16.4 OVERALL ASSESSMENT CRITERIA

Assessment Methodology

- 16.4.1** The methodology used has been to assess the Significance of Environmental Effect upon each receptor impacted by the proposals. The Significance of Environmental Effect is determined by two variables:
- The significance of the receptor (the importance of the cultural heritage feature in local, regional or national terms); and
 - The impact upon the receptor (the level of impact of the proposals upon the receptor).

Identification of Potential Receptors and Definition of Sensitivity

- 16.4.2** This methodology was based on guidance and principles set out in DMRB 11 (1993), GOMMS (DETR 2000), and updated by DoT Transport Analysis Guidance (DoT 2004). The definition of impacts on settings in this methodology follows the advice given in PPG 15, which considers impacts on setting as direct. The categories used to describe the significance of a potential receptor are illustrated in Table CH1.

Table CHI: Criteria used to describe the significance	
Significance	Equivalent to
Very High	World Heritage Sites. Scheduled Monuments. Grade I and II* Listed Historic Buildings. Sites or structures which appear to be of equivalent status to the above, but which have not been assessed previously for listing or scheduling
High	Some Scheduled Monuments Registered Historic Park or Garden Conservation Area. Grade II Listed Buildings Sites which, although not of schedulable quality, are nevertheless rare and important examples of significant monument or site types
Medium	Well preserved examples of common and less significant monument or site types. Significant sites (see above) which are so badly damaged that too little remains to justify inclusion into a higher grade.
Low	Important Sites on a Local or parish level. Sites with a Local or parish value or interest for education or cultural appreciation.
Negligible	Sites or features with no significant value or interest. Sites which are so badly damaged that too little remains to justify inclusion into a higher grade.
Uncertain	Possible archaeological sites for which there is limited existing information. It has not been possible to determine the importance of the site based on current knowledge. Such sites might comprise isolated findspots or cropmarks visible on air photographs.

Identification of Potential Impacts during Construction and Definition of Impact

16.4.3 Impacts are defined as the physical changes to the environment attributable to the construction and operation of the scheme. Impacts to the cultural heritage resource may be of a number of kinds:

- Direct primary impacts resulting in destruction of monuments, buildings or buried remains;
- Direct secondary impacts resulting in destruction e.g. by compression of buried deposits, vibration or by drying out of waterlogged remains;
- Direct impacts upon setting reducing the appreciation of the resource e.g. by noise, visual intrusion, dust; and

- Severance by removing a monument or site from its context.

16.4.4 Construction impacts are most commonly direct and primary impacts. These may involve:

- demolition and clearance works, including topsoil stripping; and
- excavation e.g. for structures/services, planting, drainage works.

16.4.5 They may also be secondary impacts, for instance:

- Vibration damage to historic buildings and other structures from piling;
- De-watering of environmentally sensitive deposits through drainage alterations; and
- De-watering may also occur through cumulative minor impacts to drainage.

16.4.6 There may also be setting issues (direct impacts) affecting Scheduled Monuments, Listed Buildings or other Designated Sites, such as:

- noise affecting the context and appreciation of historic sites;
- dust; and
- visual intrusion through the removal of screening.

16.4.7 The determination of impact is based on the vulnerability of the receptor, its current state of survival/condition and the nature of the impact upon it. The criteria for this are set out in Table CH2. The survival and extent of archaeological deposits is often uncertain and consequently impact is difficult to predict with any certainty.

Impact	Description of Impact
High	Complete destruction of the site or feature; Change to the site or feature resulting in a fundamental change in the ability to understand and appreciate the resource and its historical context and setting
Medium	Change to the site or feature resulting in an appreciable change in the ability to understand and appreciate the resource and its historical context and setting
Low	Change to the site or feature resulting in a small change in the ability to understand and appreciate the resource and its historical context and setting
No effect	Negligible change or no material change to the site or feature. No real change in the ability to understand and appreciate the resource and its historical context and setting

Identification of Significance Criteria

- 16.4.8** The significance of adverse environmental effect listed in Table CH3 is an indication of the effect without mitigation. Change may also result in corresponding beneficial environmental effects, though for the cultural heritage resource these are usually only related to setting.

Impact	Significance					
	Very High	High	Medium	Low	Negligible	Uncertain
High	Large	Large	Large	Moderate	Neutral	Unknown
Medium	Large	Large	Moderate	Moderate/Slight	Neutral	Unknown
Low	Large	Moderate	Moderate/Slight	Moderate/Slight	Neutral	Unknown
No effect	Neutral		Neutral	Neutral	Neutral	Neutral

16.5 CULTURAL HERITAGE BASELINE (EXISTING CONDITIONS)

Topography and Geology

- 16.5.1** Heyford Park lies on the very edge of the East Cherwell Plateau. The former airbase lies on land that slopes slightly to the south, from c 140 m on its northern edge to c 120 m on its southern edge. To the west, the ground falls away relatively steeply from the plateau edge into the valley of the River Cherwell, whilst to the north-east, east and south-east the ground falls away gently to the North Oxfordshire claylands.
- 16.5.2** The underlying geology of the site is composed of Mid Jurassic Greater Oolite Limestone (BGS Sheet 218). On the slopes of the Cherwell Valley to the west the underlying strata of the Inferior Oolite and Upper Lias are successively exposed. The Greater Oolite supports a light, calcereous well-drained soil of the Aberford Association, which is a fertile soil suitable for arable cropping (SSEW 1984, 71).
- 16.5.3** The Greater Oolite supports a light free draining Redzina soil, which is a fertile soil suitable for arable cropping but prone to parching in dry summers. These soils are rarely deep and archaeological features and deposits that may be present are very susceptible to plough damage. Where they survive undisturbed archaeological deposits may be very close to the ground surface.

Designated Sites within the site

- 16.5.4** The Cold War Landscape and Landscape south of the Cold War Zone (figure CH9) has been designated a Conservation Area. There are historic structures within the Conservation Area, apart from those discussed within this ES. These range in significance from medium to negligible significance are all structures area detailed within the Gazetteer (Appendix CH.A1A).
- 16.5.5** A number of Cold War structures within the site were Scheduled in December 2006 (Figure CH10, Monument Number 30906) under Section I of the Ancient Monuments and Archaeological Areas Act of 1979. The five distinct areas of protection include:
- **OA1C** The Quick Reaction Alert Area (QRAA): this includes hardened aircraft shelters, security fence, watch tower, fuel supply point and hardened crew buildings (building numbers 3001-3009, 2010, 3104 & 3105) (SAM 30906-01);
 - **OA5A** The Northern Bomb Store and Special Weapons Area: this is contained within a security fence and includes 'special' and conventional bomb stores (building numbers 1001-1008, 1011, 1032-1048, 1050, 1060, 1870) (SAM 30906-02);
 - **OA8B.1** The Avionics Maintenance Facility (building number 299) (SAM 30906-03);
 - **OA14B.2** The Hardened Telephone Exchange (building number 129) (SAM 30906-04);
 - **OA14A.4** The Battle Command Centre (building number 126)(SAM 30906-05).
- 16.5.6** Further structures currently being considered for protection by DCMS (Listed or Scheduling) following recommendations by OA (ACTA et. al 2005) include (and see figure CH10):
- **OA8A.1** Three Nose Docking Sheds (building numbers 325, 327 & 328)
 - **OA1B.1** Squadron Headquarters (building number 234)
 - **OA1D.3** The Control Tower (building number 340)

Designated Sites within the Study Area

- 16.5.7** There are three Scheduled Monuments within the Study Area. These comprise:
- **OA 55** Somerton Manor House. Earthworks and remains of hall. The original house was built in the early 16th century and demolished in the late 18th to early 19th century (c 1km north west of the site).
 - **OA 56** Ardley Wood Moated Ringwork. Sub-rectangular earthwork enclosure believed to have originally been a Norman ringwork re-used later in the medieval period as a dry-moated settlement site (c 550m east of the site).
 - **OA 57** Upper Heyford Tithe Barn. Early 15th century stone barn, substantially unaltered and in good condition (c 800m west of the site).
- 16.5.8** There are no Historic Parks or Gardens, Historic Battlefields or Listed Buildings within the site.
- 16.5.9** There is one Historic Park within the Study Area, Middleton Park (**OA 24**), which is a Grade II Listed 18th/19th century landscaped park (c 900m south of the site).
- 16.5.10** There are 25 Listed Buildings within the study area. These comprise:
- **OA 57** Grade I Listed Building (c 790m west of the site)
 - **OA 6** and **OA 18** Grade II* Listed Buildings (nearest Grade II* Listed Building to the site is **OA 18**, c 750m west of the site)
 - **OA 2-17**, **OA 19-23**, **OA 74** Grade II Listed Buildings (nearest Grade II Listed Building to the site is **OA 11**, c 230m north of the site)
 - **OA 62** Grade III (locally) Listed Building (c 730m east of the site)

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16.5.11 There are three Cherwell District Council Conservation Areas within the study area. These comprise:

- **OA I** Former RAF Upper Heyford Airbase (the site)
- **OA 104** Somerton (c 940m north west of the site)
- **OA 105** Ardley (c 580m east of the site)

Previous Archaeological Work in the Site and Study Area

Within the site

16.5.12 Prior to this work, and with the exception of chance finds and observations, there is one recorded archaeological event within the site (Samuels 1999) and a further five within the study area.

16.5.13 As part of the EIA process OA undertook a geophysical survey within three areas of the site to be potentially disturbed by the development (Archaeological Surveys Dec 2006), which led to an evaluation based on the results of the geophysical survey (OA March 2007). The results of this work are included within Appendix CH.A3 and CH.A4 and have been used to inform the conclusions of this chapter. The locations of all archaeological Interventions can be seen on Figure CH2.

1999 evaluation

16.5.14 Within the site a series of trenches were excavated by John Samuels Archaeological Consultants during May 1999. The results were summarised thus:

'The results indicated that there had been considerable ground disturbance over much of the site. The trenches around the south-eastern group of hangars 'the Christmas Tree' (trenches 10, 11, 12, 13, and 14) indicated an area of very heavily disturbed ground. The line of 'Aves Ditch', a major prehistoric boundary, was not found, although another possibly prehistoric linear feature was located in this area. There was evidence to suggest that there was some survival of archaeological remains at the western end of the former airfield' (Samuels, 1999, pg.3)

2006 geophysical survey

16.5.15 A detailed magnetic survey was undertaken over c 7 ha of grassland within the site. The survey was conducted in three parts, to the extreme western and eastern nibs of the former runway and a strip along the western perimeter (figure CH2, appendix CH.A3). These three areas were targeted as:

- at this stage of the design process it was proposed that they were to be subject to ground disturbance;
- they appeared to have been relatively undisturbed in the past;
- they could have archaeological potential based on cropmarks in the vicinity.

16.5.16 These three main areas were split into fourteen smaller areas. The survey revealed: 'widespread magnetic debris and disturbance from modern material such as buried services which were located within the majority of the survey areas. Low magnitude positive linear and discrete anomalies were found within nine of the fourteen separate survey areas, however due to the proximity of modern structures and buried services their origin could not be confidently interpreted. It is possible that such anomalies may relate to cut features but it is possible that they have a modern origin' (Archaeological Surveys 2006, pg.1).

16.5.17 The report concluded that:

'Survey Areas 1 and 2 at the eastern end of the site contain many positive and negative linear anomalies that are parallel with the runway. It is possible that they are associated with the airfield or relate to former agricultural activity.

In the western extremity of the site, Areas 6 and 10 and 12 and 14, all contain positive linear and discrete anomalies with a low magnitude. Although this type of anomaly may be a response to the magnetically enhanced fill of cut features such as ditches and pits, due to their proximity to modern features and ground disturbance their origin cannot be determined.

Survey Area 3 contains a low magnitude positive curvilinear anomaly that appears to form a pennanular cut feature. A cautious approach has been taken with the interpretation of this anomaly as the survey area is close to and contains a number of modern features that have resulted in magnetic disturbance and debris. Underground pipelines and other buried services indicate that the area has been greatly modified during the use of the airbase' (ibid pg. 11).

2007 Trenching

- 16.5.18** Three trenches were excavated in areas where planting is proposed, targeted on areas where the geophysical survey suggested that archaeological features may be present (Figure CH2). Trench 2 was targeted on Area 3 where a curvilinear anomaly was identified. This trench revealed two sides of a ring ditch of probable Iron Age date. This feature is likely to be a round house suggesting settlement in this vicinity.
- 16.5.19** Trench 3 was excavated just to the north of trench 2, in Area 4, and revealed a further curvilinear ditch, probably indicative of Iron Age settlement. This feature was not previously identified during the geophysical survey but did lie within an area of magnetic debris which may have served to obscure the feature.
- 16.5.20** Trench 1 was excavated to the south of trenches 1 and 2, and located to investigate a magnetic disturbance. This trench revealed only the remains of ridge and furrow (evidence of a medieval farming technique) and post-medieval disturbances. All these features identified in trenches 1-3 lay below a layer of made ground associated with levelling and landscaping undertaken when the airfield was laid out. Modern service trenches were also discovered.
- 16.5.21** In general therefore areas around trenches 2 and 3 have a high potential to contain evidence relating to a settlement of Iron Age date. In general the geophysics worked quite well identifying features below the level of disturbance but only excavation will reveal if these features are of archaeological value.

Within the Study Area:

- An archaeological evaluation at Orchard Road in Ardley (OA 1032), carried out by Oxford Archaeological Unit (now Oxford Archaeology) in 1988, revealed a late medieval to post-medieval lynchet ditch and an undated posthole.
- Wessex Archaeology carried out a series of fieldwalking, geophysical surveys and evaluations (OA 1031) along a route through Ardley, Stoke Lyne, and Hardwick prior to the A43: M40-B4031 improvements in 1993. At Ardley the project recorded a Mesolithic lithic implement.
- A Watching Brief carried out by Oxford Archaeological Unit in August 1994 south of Somerton (OA 1072) recorded four east-west aligned ditches. The discovery of Middle Iron Age pottery within the ditches suggested a nearby settlement.

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- Oxford University Archaeological Society carried out excavations in 1997 and 1998 at Aves Ditch (OA 1046). Sectioning of the linear earthwork within The Gorse recovered Iron Age pottery from the bank and a mutilated adult burial from the bottom of the ditch.
- John Moore Heritage Services carried out a Watching Brief at Two Trees Farmhouse in Upper Heyford in 1999 (OA 1050). A post-medieval ditch and wall were found, which were thought to mark a property boundary.

Aerial Photography

- 16.5.22** The shallow light free draining soils over the Oolitic Limestones of the Cotswolds and East Cherwell Uplands quickly parch in dry conditions and are, therefore, an ideal soil type for the identification of archaeological sites by aerial photography. Prior to the 1990s, however, relatively little aerial photography could be undertaken in the area of Heyford Park due to the flight restrictions imposed by the presence of the United States Air Force (USAF). The closure of the airbase in 1994 coincided with a succession of hot summers and aerial reconnaissance soon added significantly (nearly 300 new sites) to the number of identified sites in the area (Featherstone and Bewley, 2000, 13 - 24). The majority of the new sites identified were interpreted as being Iron Age in date. This has led to a significant reinterpretation of the nature and scale of later prehistoric settlement on the Limestone uplands. Prior to the 1990s the area was believed to be characterised by isolated and widely scattered enclosures. Now, although enclosures still predominate, they are often to be found in groupings such as are represented in the vicinity of Heyford Park (Barclay et al, 1996, 5)
- 16.5.23** Whilst many cropmarks were discovered close, and in some cases, adjacent to the airfield site, no cropmarks were identified within the airfield itself. This could be due to the fact that archaeological features may have been destroyed during the construction of the airfield, but as other evidence shows (geophysics and limited trenching) this is unlikely to be the case all over this area. It could therefore either be due to the masking effect of made ground used to level the airfield in which case any archaeological features would be buried, screened and protected from view and/or damage. The pasture that covers the site could also screen any features from view. Ploughed land, or that sown with crops, is the best medium for discovering crop/soil marks.
- 16.5.24** A series of high definition APs taken in October and November 2006 were examined. No new archaeological features were identified from these photographs as in the vast majority of fields the crop was just beginning to grow. These conditions do not allow clear identification of soil marks (best on freshly cultivated ground) or cropmarks, which are normally formed when the crop is more mature.

Archaeological Baseline

The Palaeolithic Period (c 500,000 BC to c 8500 BC)

- 16.5.25** Palaeolithic populations were hunter gatherers and few in number who periodically exploited the periphery of the ice sheets. Climatic conditions varied widely during this period with at least four full glaciations recorded with intervening warm periods suitable for human exploitation.

- 16.5.26** The countryside exploited by the hunter gatherers was therefore sometimes open grassland but often semi-tundra with dwarf birch and willow scrub (Evans 1975). Very little remains to indicate their presence and what there is has often been disturbed from its original depositional sequence by later re-working through glacial, riverine and human activity. Remains of the period are therefore highly ephemeral and consist mainly of stone tools and remains of the animals with which Palaeolithic populations co-existed and hunted.
- 16.5.27** Palaeolithic hunter gatherers may potentially have been periodically exploiting the resources of the region, utilising river valleys, such as that of the Cherwell to access hunting territories within the peripheries of the Thames watershed (Lewis et al 1992). In the Oxfordshire region, the river terrace gravels are the principal sources of Palaeolithic artefacts.
- 16.5.28** There are no recorded sites or finds of Palaeolithic origin within the site or the study area. Although numerous artefacts dating to the Palaeolithic period have been recovered throughout Oxfordshire, the vast majority are from south and west Oxfordshire, and there are no recorded finds from within the vicinity of the site.

The Mesolithic Period (c 8500 - c 3400 BC)

- 16.5.29** Evidence for Mesolithic activity is more prevalent than for the preceding Palaeolithic period, but still mainly comprises isolated surface finds or artefacts retrieved from rivers. Mesolithic populations were again few in number and were mainly hunter gatherers re-colonising Britain after the end of the last Ice Age. Mesolithic remains are seldom recognised during formal excavation but can be detected during large scale and systematic fieldwalking exercises. Much evidence of Mesolithic date will have been disturbed by later erosional activity by rivers and agriculture and/or masked by the build up of alluvium and colluvium within river valleys.
- 16.5.30** Evidence suggests that Mesolithic communities were exploiting areas within the Thames Valley and alongside its tributaries (Lewis, 2000, 54 - 55) such as the Cherwell. By the later Mesolithic period, the Cherwell Valley may potentially have been the focus for seasonal camps and small scale clearances of woodland during spring to summer with winter hunting on the adjacent higher ground.
- 16.5.31** Mesolithic microliths and other flints found near the confluence of the Cherwell and Ray may possibly be associated with a riverside encampment, and there have been further finds northwards up the Cherwell Valley towards the site (Case, 1986, 18).
- 16.5.32** There are no recorded sites or finds of Mesolithic origin within the site, although a Mesolithic lithic implement was recovered within the study area during an archaeological evaluation in Ardley (OA 31).

The Neolithic period (c 3400 - 2400 BC)

- 16.5.33** Settlement evidence for the Neolithic period can be more easily recognised than from the Palaeolithic and Mesolithic periods as structures and earthworks with a wider selection of find types including pottery enter the archaeological record. Monument types represented from this period include Long barrows, Mortuary

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Enclosures, Cursus Monuments, Causewayed Enclosures, Henges and the first instances of barrows with encircling ring ditches.

- 16.5.34** Pollen studies have suggested that woodland clearances for animal husbandry and, to a limited extent, agriculture began in the early Neolithic period. These clearances coincide with a change from lime with oak and pine woodland to beech dominated woodland by c 2,000 BC. These clearances are also associated with the first, albeit limited, appearance of cereal grains in the archaeological record (Girling and Grieg, 1977/1985). Studies of snail assemblages appear to confirm that woodland clearances were occurring throughout the south of Britain with an increase in grassland suggesting a use of the cleared areas for grazing (Allen, 1991). The Neolithic clearances initially appear to have consisted of relatively small and temporary assarts within the woodland. Evidence is available to indicate that a degree of secondary woodland regeneration of Elm, Lime and Ash occurred on many previously cleared areas (Whittle 1978). There may have been a shift from a relatively mobile pastoral society utilising riverine resources in spring and autumn with hunting in upland woodland during the winter to a more settled husbandry based society, with clearer territorial definition, by the later Neolithic.
- 16.5.35** In the Upper Thames region (which includes the Limestone uplands adjacent to the Cherwell) Neolithic settlement may have spread into areas peripheral to the Thames Valley along tributary valleys such as the Cherwell (Barclay et al, 1996, 6 - 14). Interestingly there appears to be a divide along the line of the Cherwell to the west, the Cotswold massif is characterised by the presence of Long Barrows of the Cotswold/Severn type which appear to be entirely lacking east of the Cherwell.
- 16.5.36** The majority of the evidence for Neolithic settlements in Oxfordshire is located in the south of the county on the gravel terraces (Steane, 1996, 20). This is due in part to the large scale gravel extraction taking place near Yarnton and Wallingford, and the subsequent archaeological excavations such as those carried out by Oxford Archaeology.
- 16.5.37** There are no recorded sites or finds of Neolithic origin within the site or study area. The nearest Neolithic evidence is from Steeple Aston (c 2.5km west of the site, and hence to the west of the River Cherwell (see below) where a pit possibly dating to the Neolithic, and other re-deposited Neolithic artefacts were recovered during an excavation (Cook & Hayden, 2000, 101).

The Bronze Age (c 2400 - 700 BC)

- 16.5.38** During the Bronze Age, an intensification of land use may be associated with a change in agricultural practices in response to increasing population and associated greater social complexity (Cunliffe 1991). Natural divisions of land such as river lines (e.g. the Cherwell) and ridges would also probably have become more important as boundaries (Salway 1999, figure CH6) with rivers also becoming important communication routes. The beginnings of extensive colluviation and silting into watercourses, resulting from increasing woodland clearances and arable uptake, can be attributed as starting in the Later Bronze Age.

- 16.5.39** The divide between the east and west sides of the River Cherwell shown in the Neolithic period appears to continue into the earlier Bronze Age with a greater number of ring ditches recorded in the Cotswolds to the West of the Cherwell compared with the East Cherwell Uplands, on the edge of which Upper Heyford lies (Featherstone and Bewley, 2000, pg.21).
- 16.5.40** The most characteristic feature of the Middle and Late Bronze Age in Britain, and especially in the Thames Valley, is the appearance of a managed and established farming landscape with land divisions and identifiable settlements (Miles, 1997, pg.9). Extensive sites have now been recognised on the Terraces of the Thames Valley at Yarnton/Cassington, Stanton Harcourt, Farmoor, Dorchester and Abingdon. The uplands of the Cotswolds and East Cherwell remain, however, apparently little exploited and possibly peripheral until the later Bronze Age/Early Iron Age. Where upland sites have been recognised there is evidence that they may have been involved in pastoral stock keeping, specifically of cattle and sheep.
- 16.5.41** There are no recorded sites or finds of Bronze Age origin within the site. However, evidence for Early Bronze Age activity within the immediate vicinity of the site is given by the name of the Hundred in which the site lies. The 'Ploughley Hundred' is named after Ploughley Barrow, a probable Bronze Age Barrow located on high ground within the parish of Fritwell, and first noted by Plot in 1724 (Pugh, 1959, pg. 2 & 135). It is also conceivable that a peculiar circular triple ditched enclosure on the edge of the plateau to the west of the River Cherwell, overlooking Lower Heyford may be a Henge monument (Featherstone and Bewley, 2000, Plate 7). In addition, a Bronze Age barrow (OA 1071) is recorded in the SMR as being seen as a cropmark in Ardley, although the area is now affected by housing. Cropmarks representing a possible pit alignment (OA 1052) are located to the east of the airfield.

The Iron Age (c 700 BC - AD 43)

- 16.5.42** The archaeological record for the Iron Age shows an expanding population developing increasingly intensive farming methods (Miles, 1997, pg.13). This has led to there being a deeper imprint of Iron Age activity on the landscape, and as such evidence of Iron Age settlement within Oxfordshire is plentiful and complex (Miles, 1986, pg.51). The area in which the site lies is no exception, with an Early Iron Age enclosure having been recorded south of Fritwell (c 1km north of the study area) (Henig & Booth, 2000, pg.9), and numerous cropmarks recently identified on aerial photographs likely to be of Iron Age origin (see below).
- 16.5.43** The proliferation of enclosed sites now recognised on the upland limestones of the Cotswolds and East Cherwell plateau (on which former RAF Upper Heyford stands) has been interpreted as colonisation of the upland massifs during the Early to Middle Iron Age (Miles, 1996, 12). This colonisation will probably have spread along tributaries of the Thames, such as the Cherwell. The great majority of the sites recognised comprise enclosed farmsteads or stock enclosures, broadly of the 'banjo' type (OA 1028, 1037 and 1044 and also as part of OA 1025 and 1058). Enclosed sites are rare within the main Thames Valley and it is possible that these upland enclosures represent a differing form of land tenure (perhaps a greater degree of private landholding) than the apparently more communal open settlements within the Thames Valley. As such these enclosures may represent a foretaste of the prevalent Villa sites that were to become established on the

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Cotswold uplands during the Roman period (Hingley, 1984, pg. 72- 88). It should, however, be born in mind that unenclosed sites in the form of open settlements, without deep boundary features, may also have been present here but these will not show up clearly on aerial photographs and may only survive as artefact scatters within the plough soil.

16.5.44 The Later Iron Age was a period of burgeoning population growth, despite a worsening climate, with an increasingly complex social hierarchy becoming established (Cunliffe, 1991). During the Later Pre Roman Iron Age the study area may have been within a border area between the Catevaulani to the east, Dobunni to the west and Atrebatas to the south. The river line of the Cherwell has been associated as a boundary line between the Catevaulani and the Dobunni (Salway, 1999 Fig. CH6). During the Late Iron Age it is becoming evident that these border areas may have attracted more centralised settlement known as Oppidum. These Oppidum may have served as ports of entry for trade along the Thames to Kent and the continent as well as centres for political exchange. Examples from the Thames Valley include Dyke Hills at Dorchester and Abingdon. A similar function could be ascribed to upland sites, defined by linear ditch systems such as the Berkshire Grim's Dyke and more pertinently the extensive linear ditch system of the Oxfordshire Grim's Dyke between Woodstock and Charlbury. It has been noted that the Thames valley Oppidum at Dyke Hills (Dorchester) and Abingdon may be paired on opposite banks of the Thames, which probably served as a boundary (Salway, 1999, pg. 1 - 22 and Lambrick, 1998). Little is known about the Aves Ditch (OA 1027). However, recent trenching has shown that it has a bank on its east side and in the area where it has been investigated it overlay an early Iron Age enclosure. It probably therefore dates to Late Iron Age defence/boundary system (Henig and Booth 2000, pg. 28). If it does date to this period, it may possibly be the Catevaulanian twin to the (probably Dobunni) Oxfordshire Grim's Dyke to the west of the Cherwell. The line of this ditch/boundary was not established during excavation across its presumed line within the site (Samuels 1999). The reasons why this may not have picked up evidence for this feature is discussed below.

16.5.45 Within the study area there are three sets of cropmarks clearly showing Banjo enclosures which date to the Iron Age (OA 1028, 1037 and 1044). In addition two areas of enclosures/settlement sites cropmarks (OA 25 and 58) appear to also include Banjo enclosures, and as such would also date to the Iron Age. There are also a number of cropmarks which are not as easy to accurately date, but which are most likely to have Iron Age origins due to their proximity to the known Iron Age sites in the area. These comprise

- Three sets of circular cropmarks (OA 1029, 1045 and 1087).
- Nine groups of linear and rectilinear enclosures (OA 1033, 1039, 1040, 1041, 1048, 1067, 1083, 1086 and 1088)
- Two groups of cropmarks depicting both linear and circular enclosures (OA 1038 and 1054)

16.5.46 Trench excavation targeted on geophysics anomalies revealed the presence of two ring ditches - possibly evidence for Iron Age houses and settlement.

Romano-British Period (AD 43 - 410)

- 16.5.47** Roman Oxfordshire was divided politically between three long-established civitates; the Catuvellauni, the Atrebates and the Dobunni, so despite there being small towns and settlements within what is now Oxfordshire, there was no central administration and no major towns (Henig & Booth, 2000, pg. 34). The postulated Late Iron Age boundary, Aves Ditch, along the line of the Cherwell between the Civitas of the Catuvellauni to the east and Dobunni to the west (OA 1027) appears to have remained an important feature in the Roman administration of the British province. This appears to have survived throughout Roman rule into the 4th century (Salway, 2000, Figs CH1 - CH2 and CH7 - CH8). It is known to have been utilised by the Romans as a road, and is labelled on the OS map of 1833 (figure CH6b) as Wattle Bank or Ash Bank. The 1833 1st edition 1" mile map, although small scale, clearly shows a bank to the west of the current extent of Aves Ditch, possibly just to the south of the site, implying that the line of the road used today, may not be following the original alignment which lay to the west (OA 1106). Conversely these earthworks to the west could be earthworks associated with, but not following, Aves Ditch.
- 16.5.48** There is very little evidence for early Roman military occupation in the region, except the early Roman fort at Alchester, which lies at the junction of Akeman Street Roman Road with the main (probably military) road from the south coast port Chichester via Silchester and Dorchester to Watling Street at Towcester (Salway, 1999, pg. 1 - 22). Akeman Street became established soon after the consolidation of Roman rule as the major route between the Civitas capitals of St Albans (Verulamium) and Cirencester (Corinium). This major road lies just to the south of the study area (c 1.5 km) and crosses the Cherwell on the northern edge of Kirtlington. The Port Way (OA 1047), which runs along the western edge of the site is a spur branching north from the Akeman Street. The presence of Roman roads usually attracted associated Roadside settlements and burials.
- 16.5.49** The most prominent aspect of Roman archaeology within Oxfordshire are the villas, of which there are many examples. The nearest of these to the site is that at Middleton Stoney (c 2.5km to the south of the site) (Young, 1986, pg. 60). The majority of Roman Oxfordshire villas appeared particularly from the second century and seemed to have formed estate centres with a primary interest in agriculture (Henig & Booth, 2000, 82). By the late Roman period (4th century) they may be the landed estates of government officials and churchmen (Salway 1999). Once more however, there appears to be a divide along the line of the Cherwell with a greater prevalence of Villa sites to the west compared with the east Cherwell uplands.
- 16.5.50** There is one further recorded site of Romano British origin within the Study Area; a number of Romano British pottery shards found south of Ardley in 1973 and c 500m south-east of the site within the Study Area (OA 1060).

The Early Medieval Period (AD 410 - 1066)

- 16.5.51** Little is known of the period after the withdrawal of the Romans from Britain. The 1839 Tithe Map of Ardley shows the parish boundary to partially follow the line of Aves Ditch (OA 27), which suggests that the ditch was still a visible landmark when the parishes were laid out in the early medieval period. It is therefore plausible that Aves Ditch was also a boundary prior to the formation of the parish, and perhaps used as a tribal

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boundary in the 7th and 8th centuries between Mercia to the north, Wessex to the south and Hwicce to the west. Blair highlights the uncertainty of allocating exact boundaries to tribes during this period (1994, pg. 52) and it may be the case that the site and the study area were located in a 'no mans land'.

16.5.52 It was not until the eleventh century that Oxfordshire as an administrative area was formed. Blair believes the formation of Oxfordshire can be dated with confidence to just before the first references to it, as Oxnaford scire in 1010-11 and provincia Oxnafordnensi in 1012 (1994, 104).

16.5.53 There are no recorded sites of early medieval origin within the site. A Saxon burial mound to the south east of Little Heyford, and other nearby graves (Pugh, 1959, pg. 186) makes it possible that this area was settled from the 6th century. It is also possible that settlements existed at the other local locations now occupied by villages. The discovery of early medieval inhumations with grave goods (OA 1043) just south of the airfield in the nineteenth century may be linked to one of these early settlements. The exact location of this discovery is not known but appears to be located close to Aves Ditch, the present parish boundary. It was common in this period to locate cemeteries close to parish boundaries.

The Later Medieval Period (AD 1066 - 1550)

16.5.54 During the later medieval period, the landscape within which the site lies was probably similar to that seen on the post-medieval maps discussed below, possibly utilised as common arable and grassland on high ground and by settlements located within areas of arable which still exist today.

16.5.55 There are a number of settlements within the study area which are mentioned in the Domesday book of 1086. The Domesday book records that an estate assessed at 10 hides was held in 'Haiford', (Pugh, 1959, pg.197), whilst a certain Ralph held five hides in Lower Heyford (Ibid, pg. 183). 'Haiford' would therefore appear to represent Upper, rather than Lower Heyford. Domesday book also mentions Somerton as being under the lordship of Odo of Bayeux and Miles Crispin (Ibid, pg. 291), and Ardley is recorded as being held by Robert d'Oilly (Ibid, pg. 8).

16.5.56 There is one recorded find of later medieval date within the site, an iron dagger (OA 66) found at the northern extent of the airfield. Aside from current settlements/houses a further ten later medieval sites have been recorded in the archaeological records as falling within the study area. These comprise:

- A Grade II* Listed Church (OA 106)
- A turf maze (OA 1026)
- Two sets of earthworks (OA 1055 and 1056)
- A Tithe Barn (OA 1057)
- Two fishponds (OA 1063 and 1073)
- A penannular brooch (OA 1064)
- Two sunken medieval villages at Upper Heyford and Ardley villages (OA 1061 and 1081)

Post-Medieval Period (AD 1550+)

16.5.57 The site lies within the parishes of Upper Heyford, Ardley and Somerton. The earliest map consulted showing the site and its surroundings in some detail is the Davies Map of Oxfordshire, dating to 1797 (figure CH5a).

This is not a totally accurate portrayal but does give some indication of the land use across the site, road layout and settlement. The most obvious difference to later maps is the arrangement of roads across the site. In the area of Ballards Copse (also seen on the First edition 6 inch map and discussed below), the road alignment and number of roads is totally different to that seen in the mid 19th century with roads converging from Upper Heyford and Somerton villages (neither seen on later maps), as well as those which are present on later maps running along the line of Aves Ditch. The roads in this area do not converge directly but form a series of junctions formed round 'Child Grove'. The route of Aves Ditch is clear to the south and north of the site, but in the area of Child Grove its alignment is made up of a number of roads and its course is not the straightened version seen on later maps. This implies that the exact alignment of the Ditch was not followed in this area during this period, possibly due to the lack of restriction in the landscape caused by the fact that this eastern part of the site appears to lie in Common pasture land. The rest of the site (with the exception possibly of the northern strip which is enclosed), appears to lie in unenclosed arable land, part of the Upper and Lower Heyford Fields. Examining the land use on Davies and the topography shows clearly that these open, common fields were laid out in the medieval period within the upland plateaux of each parish. The 1833 map (figure CH5b) also hints that that the roads laid out in the mid-19th century do not follow the original line of Aves Ditch in this area, as the earthwork annotated (OA 1106) to the west of the current road shows (see above).

- 16.5.58** Camp Road is not in existence during this period, although a road runs from Upper Heyford village to Middleton Stoney, to the south of what would become Camp Road. A kiln lies beside this road near its junction with Aves Ditch, at a location today named Lime Hollow. This, and the nature of the underlying geology, implies it was likely to be a lime kiln. It is likely that this is that Listed in the SMR to the east (OA 1009). Other such kilns may be present within the site.
- 16.5.59** The 1833 map (figure CH5b) does not show details such as field boundaries but does show the structure of the landscape and shows that the roads had been formalised into the pattern seen today (see next paragraph). The map shows the earthwork to the west of the current Aves Ditch ('Remains') as discussed above and also shows that Child Grove is now known as Chilgrove.
- 16.5.60** The 1839 Tithe map of Ardley (figure CH6) includes the eastern most kilometre of the site, and shows it to be divided into a number of fields (OA 1089). The accompanying apportionment shows that the fields which lie within the site were mostly arable, with the exception of one small plot which contained a cottage (OA 1098). The road alignment around the junction with Aves Ditch is by this time as it is shown on the First Edition 6 inch map and thus changed from its 18th century alignment. This probably coincided with the enclosure of the landscape, whereby the unenclosed lands were enclosed into small private landholdings, thus formalising the structure of the landscape and roads.
- 16.5.61** The majority of the site falls within the parish of Upper Heyford and is shown on the 1842 Enclosure map of Upper Heyford parish (figure CH7). The field names reflect the fact that they have been recently enclosed with names such as First Allotment, Third Allotment etc. The formalisation and enclosure of the landscape

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(OA 1090) has included the addition of Camp Road and the removal of the two roads, discussed above, seen on the Davies map: Upper Heyford to Middleton Stoney (although the line of this appears to be followed by a Path to Caulcott Bottom Style) and Somerton to Aves Ditch which would have run through the centre of the site.

16.5.62 There are no Tithe Maps for Somerton or Upper Heyford parishes, nor Enclosure maps for Somerton or Ardley. This unfortunately means that for most of the site, the earliest detailed and accurate map viewed is the 1885 1st edition Ordnance Survey map (figure CH8). This map shows six features within the site for the first time. These comprise:

- A series of field boundaries (OA 1091)
- Three groups of buildings (OA 1096, 1097 and 1099)
- Three small quarries (OA 1094 and 1095)
- A well (OA 1100)
- Tower and Well (OA 1096)

16.5.63 The map shows in detail the layout of the field boundaries and farms, paths and copses. Within the site lies Ballards Copse, within the vicinity of the road junctions with Aves Ditch and which may include elements of Child Grove seen in 1797, and Gorse Cover within which the tower and well and OA 1096 lie. Interestingly the line of Aves Ditch is labelled Yeh Bank Wattle just to the north of the site implying that possibly a bank associated with this feature still remained at this date outside the airfield.

16.5.64 In addition to the post-medieval features within the site, within the study area there are a further 40 features dated to the post-medieval period, identified from archaeological sources. These comprise:

- 21 Grade II Listed Buildings (OA 1002-1005, 1007-1017, 1019-1023, 1074)
- Ten historic extant structures (OA 1030, 1049, 1051, 1053, 1065, 1075-1077, 1079 and 1084)
- Three sites of former buildings (OA 1036, 1078 and 1082)
- Two quarries (OA 1069 and 1070)
- One Grade II* Listed Building (OA 1018)
- One Grade III Listed Building (OA 1062)
- One Grade II Listed Historic Park (OA 1024)
- One milestone (OA 1059)

16.5.65 The subsequent Ordnance Survey maps do not show any new structures within the site, but both the 2nd edition of 1900 and the 3rd edition of 1923 show slightly altered field layouts (OA 1092 and 1093 respectively). Once established as an airfield, there were three main periods of construction prior to the present layout, c 1926 (OA 1101), c 1939 (OA 1102) and c 1945 (OA 1103).

Summary of Archaeological Potential

16.5.66 The potential for the site to contain primary archaeological deposits from the Palaeolithic period is very low. On the Limestone upland, on which former RAF Upper Heyford stands, any deposits which may have contained in situ Palaeolithic material have long since been eroded away. The potential of the site containing dislocated artefacts of the Palaeolithic period is uncertain, but probably very low. Any artefacts which do

survive will most likely have undergone a high degree of transportation, but will still be considered as of high archaeological significance.

- 16.5.67** Similarly, the potential for the site to contain significant archaeological deposits of the Mesolithic period is very low, although there is a higher potential for artefacts of this period to remain in the plough soils. Although these artefacts may also have been affected by transportation, concentrations of discoveries may prove to offer relevant information.
- 16.5.68** Despite the presence of Neolithic features at Steeple Aston, there are no archaeological features and artefacts within the site and study area. In addition, the overall lack of Neolithic evidence to the east of the River Cherwell suggests a low potential for archaeology of this period to be discovered within the site.
- 16.5.69** In a similar pattern to the Neolithic period, there are less recorded Bronze Age sites to the east of the River Cherwell than to the west. However, the presence of a barrow at Ardley (OA 1071), the pit alignment near Ashgrove Farm and the Ploughly Barrow, on similar high ground, do suggest a higher potential for Bronze Age archaeology. In addition, the presence of the circular triple ditched enclosure (OA1034) on the edge of the plateau overlooking Lower Heyford, although outside of the study area, may have been a focal point of Bronze Age activity and as such it is likely that activity associated with this feature occurred within the study area. Therefore, there is an uncertain but moderate potential for Bronze Age archaeology within the site.
- 16.5.70** There is a very high potential for Iron Age settlement within the site. Iron Age ring ditches have been found in the western part of the site. Aves Ditch is known to run through the site, and the abundance of 'banjo' enclosures and other enclosures of the Iron Age within the study area, all suggest a high potential particularly where probable Iron Age features appear to run into the airfield (OA 1025, 1033 and 1054).
- 16.5.71** Many of the enclosures identified as being potentially Iron Age in date within the study area may well have continued in existence into the early Roman period. The relevance of Aves Ditch and Port Way within the Roman period is well known and it is possible that many of the enclosures seen as cropmarks continued into the Roman period. The site's location between Aves Ditch and Port Way highlights the potential for settlement within this area.
- 16.5.72** It is known from the Domesday book that the majority of the surrounding villages to the site existed by the 11th century. It is therefore likely that these were the main settlement sites throughout the later, early medieval period, and as such it is unlikely that there were additional settlements within the site. However, the presence of the Anglo Saxon cemetery at the edge of the site, close to the parish boundary, suggests the possibility of other burials. Aves Ditch forms the parish boundary of the newly formed parishes and is likely to have still been visible at this date at least to the north and south of the airfield.
- 16.5.73** During the later medieval and post-medieval periods, the majority of the site appears to have been part of the Open Fields of Upper and Lower Heyford, with the eastern part of the site used as Common pasture. Remnants of ridge and furrow has been discovered in the west of the site. At no time during these periods do any of the settlements encroach on the site. The line of the road following Aves Ditch appears not to have

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been fixed as it travels through the site and the ditch itself may lie to the west. Enclosure formalised the layout of the road into its 19th and 20th century alignment. However, its alignment to the north of the site appears to have still been visible as a bank in 1797 and to the south in 1833. In 1833 a bank/earthwork can be seen to the west of the road. The 19th century maps viewed show a number of buildings which previously stood within the site, which have been mentioned previously, and there is a possibility of other, unmapped, structures, including lime kilns, being present within the site associated with later agricultural activity.

Impacts and survival

16.5.74 The archaeological potential of the site depends greatly on the previous impacts to which it has been subjected. Information regarding previous impacts was obtained from the following sources:

- Upper Heyford Proposed Layout 1926 from Francis, P. (1996) 'RAF Upper Heyford' *Airfield Research Publishing*
- Upper Heyford Site Plan 1939 from Francis, P. (1996) 'RAF Upper Heyford' *Airfield Research Publishing*
- Upper Heyford Site Plan 1945 from Francis, P. (1996) 'RAF Upper Heyford' *Airfield Research Publishing*
- Figure 5 from ACTA (2006) Former RAF Upper Heyford Airbase: *Landscape Character Assessment of the Airbase South of the Cold War Zone*
- Ordnance Survey (1999) 1:25,000 Explorer 191
- Aspinwall & Company (1997) *RAF Upper Heyford Land Quality Assessment Phase Two: Intrusive Survey Factual Report Appendices, Project No: 07686- Final Report*
- Information from a walkover survey undertaken by OA in October 2006

16.5.75 These sources were examined and the results were plotted on Figure CH3. The majority of information used came from borehole and test pit results excavated across the site which allowed tentative conclusions to be made concerning areas which may have been truncated where archaeological deposits may not survive and areas where the build up of made ground for levelling associated with the airfield may have protected archaeological deposits. Information from these sources is indicative only as they only provide a small window into the ground and the exact interpretation of deposits can be problematic.

16.5.76 Aerial photographs and historic maps have also been examined to identify areas of potential past disturbance which may have affected the survival of archaeological deposits. Similar information was obtained/confirmed during a detailed walkover of the site. It has been assumed that where buildings exist on the site that archaeological survival beneath and immediately surrounding these buildings would have been compromised and probably removed, although there may be survival in pockets in these areas.

16.5.77 Figure CH3 shows that the majority of areas where construction/disturbance building has taken place, whether associated with the airfield, housing and/or the recreation areas to the south, the ground has been significantly disturbed, leading to the disruption, truncation or destruction of archaeological deposits. It has been assumed that all archaeological deposits within the footprint of the runways and taxiways would have been destroyed during their construction. In other areas of hardstanding, depending on its depth, some deeper archaeological deposits may survive in a truncated state. Some degree of levelling of the airbase site must have been carried out prior to construction. This may have been carried out by making up the ground, by depositing spoil or by

removing the ground surface. The extent of this is not known. However, the Samuel's trenches and test pit results suggest that in the many grass areas the natural stratigraphy has been retained, with natural topsoils over natural subsoils. OA trenches also revealed that archaeological deposits survive, albeit truncated, below layers of made ground. Archaeological survival was discovered by OA and Samuel's trenches at both ends of the runway, despite pockets of disturbance and/or contamination.

The Built Heritage and Cold War landscape baseline

World War I (1914-1918)

- 16.5.78** Former RAF Upper Heyford has a high concentration of buildings dating from the First World War to the end of the Cold War. In general those dating from the periods of the World Wars are located to the south of the landscape, and those relating to its Cold War history are situated in the vast landscape to the north (see Figure CH9). The phasing of the structures within these two landscapes is illustrated in Figures CH11 and CH15, and the OA reference numbers provided after the buildings within this text are detailed in Appendix CH.A1(A).
- 16.5.79** The military occupation of the land dates from 1916 when it came briefly into use for the Royal Flying Corps, when Canadian engineers laid out a field with six hangars and a tarmac hangar apron. This apron may also have served as part of the runway, making Upper Heyford the first airfield in Britain to be so equipped. The airfield opened in 1918 as Number Three Mobilisation Station with 122, 157 and 158 Squadrons and the Canadian Royal Air Force were also established at Upper Heyford. The aerodrome covered 267 acres, of which 46 acres were taken up by station buildings. The type, layout and quantity of buildings were typical of Training Depot Stations built at this time, but the actual position of technical and domestic accommodation was unique to Upper Heyford (ACTA 2006, pg. 2).
- 16.5.80** The war ended before the Squadrons became active, and the airfield was not kept on the permanent list of RAF stations. By the end of the 1920s the site was deconstructed as roads were broken up, underground services removed and all buildings were demolished with the exception of 'one small hut' (Dobinson 2000). The 3rd edition Ordnance Survey map of 1923 shows no evidence of the airfield. The land was returned to New College Oxford in 1919 at the end of the war, and not re-purchased by the President of the Air-Council until 1924 (ACTA et. al 2005 21).

The Trenchard Years (1924-1930)

- 16.5.81** In 1923 the 52-Squadron scheme for the site was the first within the Gloucestershire/Oxfordshire group of airfields to get Treasury approval. The land was therefore repurchased in 1924 and funds allocated to build an airfield with scope for expansion. The land purchased in 1924 extended beyond the World War I site to include land south of Camp Road, and at this time an aerodrome was designed for three Squadrons of twelve aircraft with an additional 50% reserves. During this period Sir Hugh Trenchard, the Chief of Air Staff between 1919 and 1930, heavily influenced the strategic selection of bases, and to some extent their layout. This influence is clearly reflected in the plan at RAF Upper Heyford, and was the model on which airfields of its

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type were based in the period 1925-1934. The radial road pattern of the Trenchard layout has survived despite later infill, and provides clear structure to the southern area of the landscape.

- 16.5.82** The design layout of the airbase was influenced by dispersal, to avoid large numbers of planes, equipment and men being hit by a single bombing run. The extant A-Frame hangars (OA14A.1, buildings numbers 151, 220, 315, 345, 350 and 172), and barrack blocks (OA12B.6, building nos. 440, 450, 466, 471, 480, 483 & 485) were constructed with modest separation, and the Officers' Mess and Single Officers' Quarters (OA14E.4, building no.74) were designed so that all senior officers were not located in one building at one time. In particular the plan of the A-Frame hangars is distinctive and set in an arch with two sheds further into the site. The roads are formed with a short, wide section at the entrance and four roads radiating from it to the perimeter and a road parallel to the arc of the hangars cut across the north, northwest and northeast radial roads.
- 16.5.83** Significant surviving structures from this period of development include the Guardhouse (OA14E.3, building no. 100), Station Officers (OA14E.2, building no. 52), the A-Frame Hangars and the Officers' Mess and Single Officers' Quarters. The landscape associated with the latter is of particular note and includes lawns, entrance gate and flanking walls leading off the road. These structures are largely unaltered, retain their landscape setting and have considerable group value with uniformity of design, material and style (ACTA 2006 22). The Married Officers' Quarters are also of significance with little alteration and high group value, those of particular merit are houses 1 and 3 of Larsen Road (OA15A.2), and houses 1-10 on Soden Road (OA15A.1).
- 16.5.84** Further structures of this phase considered to be of interest are the Station Armoury and Lecture Room (OA14B.1, building no. 125), the Institute (OA12B.3, building no. 455), Sergeants' Mess (OA12B.2, building no. 457), the Single Sergeant's Quarters (OA12B.1, building no. 459), Dining Room and Cookhouse (OA12B.4, building no. 474), Ration Store and Shops, Barrack Block Type B (OA12B.7 building no. 485) and six rows of residential building comprising Carswell Circle North (OA11D, building nos. 535-540) (ACTA 2006 22).
- 16.5.85** The buildings (with the exception of the A-Frame hangars) are largely English bond, red brick with scattered blues, some with architectural embellishments including quoins, pillars and Roman arches. Other buildings are more basic reflecting their functional purpose such as the Parachute Store (building no. 132) and Lubricant Store (building no. 133) and Inflammables Store (building no. 145).
- 16.5.86** The airfield became operational in 1927 when Oxford University Air Squadron used it to gain flying experience, and in 1928 the RAF were again reinstated. Between 1931 and 1942 the airbase at Upper Heyford regularly housed at least three bomber squadrons.

The RAF Expansion Period (1934-9)

- 16.5.87** The RAF Expansion period refers to the era of German re-armament, resulting in the expansion and reorganisation of the RAF, until the outbreak of war. This led to large-scale rebuilding of Britain's airfields, as reflected in the phase of construction within the southern landscape at Upper Heyford Airbase. Pre-war considerations are reflected in the architectural design of the buildings of this period, which do not have the grandeur of earlier structures.

- 16.5.88** Significant structures of this period include the Dining Room and Institute (OA12D.1, building no. 488), the Barrack Blocks Type H (OA12D.2, building nos. 489, 498 and 500). These structures have group value and form a distinctive landscape, with architectural detailing typical of the period including porthole windows and fluted frames (ACTA 2006 22). As well as the construction of further functional buildings such as the Central Heating Station (OA12B.8, building no. 467) and Petrol Tanker Sheds (building nos. 171 and 316), a number of buildings were extended such as the Station Armoury.
- 16.5.89** RAF Upper Heyford played an important role in preparing Britain's air force for World War II, perhaps the most significant contribution was the use of one of its aircraft as a test target for the Daventry BBC transmitter, in researching the use of radio waves in detecting enemy aircraft. The increasing threat from Germany led to the formation of six new squadrons, and during the first six months before the outbreak of the war, it was primarily engaged in crew training.

World War II (1939-1945)

- 16.5.90** The outbreak of the war in 1939 led to a change in the role of the airbase, as operational Squadrons were put on a war footing and training became paramount. The base also continued to be involved in the development of military radio and radar technology, and nationals from all Commonwealth and allied nations passed through training courses there. The 16 Operational Unit was the station's principal resident unit for the majority of the war and the unit took part in the first Thousand Bomber raid in Cologne, the second 'Millennium' raid to Essen, the third Thousand Bomber raid on Bremen and the 'Main Force' raids against Hamburg and Dusseldorf. During this period there was limited construction with the airbase.
- 16.5.91** The most substantial alteration was within what later became the Cold War landscape, with the replacement of grass runways with a concrete runway in 1943/4 by John Laing. In particular, work began on the construction of the eastern division of the Northern Bomb Store, now a Scheduled Monument (OA5A, building nos. 1001-1004 and 1025). Within the area to the south the principal structures of interest are the Married Officers' Houses nos. 19, 9 and 11 Larsen Road and no. 9 of Soden Road (OA15B.3) (ACTA 2006 22). These date from the immediate post-war use of the airbase by the RAF.

The Cold War (1945-93)

- 16.5.92** The primary historical and archaeological interest of the former airbase is its role during the Cold War, in particular the substantial 'Cold War landscape' at the north of the site. The core of this landscape is considered to be of international significance.
- 16.5.93** The start of the Cold War was effectively a continuation of the tensions between the World War II allies, and the end is generally taken as the opening of the Berlin Wall in 1989. The war can be divided into three main phases as set out below, and the phases of construction at Upper Heyford airbase reflect these episodes in history.

The First Cold War 1945-1964

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- 16.5.94** The period 1945-50 was the time of the Marshall Plan, the hardening of attitudes between the Eastern and Western Blocs, culminating in the Berlin Airlift and the Korean War and the emergence of China as a significant communist power. At this time RAF Upper Heyford was relatively quiet and largely remained a training unit.
- 16.5.95** The period 1950-1963 was the time of Mutually Assured Destruction (MAD), and in 1950 the British Government approved the formation of permanent United States Air Force (USAF) bases in Britain. In June 1950 work began at former RAF Upper Heyford to remodel the airfield extensively, and it became one of Strategic Air Command's (SAC) 'principal bases in Britain' (MPP 2001). In all approximately 170 new buildings were erected at this time, including a number within the Southern Conventional Bomb Store (OA4 building), maintenance structures as well as runways, spectacles, aprons and hardstanding. Between 1957 and 1959 the improvements included provision for Reflex Alert, (whereby aircraft had to be airborne within 15 minutes of the alert being given), and aircraft were also used for reconnaissance in the Soviet Union. Within the area to the south of Camp Road, the USAF occupation of the airbase saw the beginnings of expansion of the residential areas and the development of 'Little America'. This area was also infilled with associated buildings such as a Petrol Station (OA12A, building no. 493), Chapel (OA11B.1, building no. 572), Supermarket (OA7B.1, building no. 581, building no. 576), Gymnasium (OA10A.2, building no. 583) and Baseball Pitch (OA10).
- 16.5.96** Structures of high significance which were completed during this period include the Northern Bomb Store (OA5A) and the Squadron Headquarters (OA1B.1, building no. 234), all Scheduled Monuments. Structures that are currently under consideration for protection with DCMS, which fall within this period, include three Nose Docking Sheds (OA8A.1, building nos. 325, 327 and 328), and the Control Tower (OA1D.2, building no. 340).

Sustained Deterrence USAFE 1965-1979

- 16.5.97** This was the beginning of détente culminating in President Nixon's visits to Beijing and Moscow, which continued through the 1970s and saw the hardening of NATO and the Warsaw Pact frontline bases.
- 16.5.98** In March 1965 the USAF stopped regular SAC rotations in England, and RAF Upper Heyford was transferred to the United States Airforce Europe (USAFE). In 1966 France withdrew from NATO, and all US aircraft on French bases were redeployed, thus the 66th Tactical Reconnaissance Wing of the 4th Allied Tactical Force was moved to the airbase. In this phase the airbase continued to be used as a forward base by SAC, and with the use of B52 bombers the runway was widened. In the late 1960s and early 1970s new buildings included maintenance and munitions structures, as well as the Victoria Alert Area in the south.
- 16.5.99** The next phase of operation in the 1970s was of 'Sustained Deterrence', which saw a major episode of building, in order to house the three Squadrons of 20th Tactical Fighter Wing. Each Squadron had an establishment of 24 aircraft and required £20,000,000 worth of construction. These changes and the subsequent hardening of buildings created the 'Landscape of Flexible Response' and the base became operational in the 1970s with the arrival of 20th Tactical Fighter Wing's three squadrons (55th, 77th & 79th).

These were equipped with F111 'Aardvark', and by July 1971 RAF Upper Heyford could claim to be the largest fighter base in Europe. To the south the USAF occupation saw the expansion of 'Little America', particularly the construction of bungalows employing a standard design and materials (OA11A & OA15B).

16.5.100 As a result of the vulnerability of these aircraft, Hardened Aircraft Shelters (HAS) were provided between 1977 and 1980, and it is this phase of the airbase that still dominates its character today. These structures are considered to be of national significance, and the Quick Reaction Alert Area, which includes 9 shelters providing NATO with the first level of response to a pre-emptive nuclear attack is a Scheduled Monument (OA1C, building nos. 3001-9, 2010, 3104-5). The Avionics (OA8B.1, building no. 299). The Hardened Telephone Exchange (OA14B.2, building no. 129) and Battle Command Centre (OA14A.4, building no. 129) are also Scheduled Monuments. At this time the rear of the Squadron Headquarter Buildings were hardened, making these structures of national significance, and building no. 234 (OA1B.1) has been recommended for statutory protection.

The Second Cold War 1980-1993

16.5.101 The 20th Tactical Fighter Wing's role changed in 1984 with improved Warsaw Pact defences, and the F111s were replaced in the UK by the introduction of mobile GLCM Cruise Missiles. In 1987 a Treaty led to the dismantling of medium and short-range nuclear missiles, and by this date the 42nd Squadron joined Upper Heyford. Several of these took part in the suppression of Libyan air defences in 1986. From the 1980s the threat of the Soviet Union declined, although F111s from Upper Heyford were involved in the First Gulf War (1991) and the Kurdish Relief (1992), as well as operations during the Bosnian Conflict. Strategic arms treaties of 1991 and 1993 led to the end of the Cold War. In 1993 the F111s left Upper Heyford, and the base was handed back to the MoD in 1994.

16.5.102 This phase of operation is reflected in further construction within the Cold War landscape largely to serve the 42nd Squadron. Structures considered to be of national significance include a group of 6 HASs to the northwest of the landscape (building no. 3052 – 55 and 3058) and a Squadron Headquarters (OA5C.1, building no. 383).

Summary of Built Heritage and Cold War landscape potential

Overview

16.5.103 The heritage potential of the site is high as reflected in its designation as a Conservation Area in 2006. In general those structures dating from the periods of the World Wars are located to the south of the Cold War Zone (Character Areas 9-15), and overall are of less significance. Those relating to its Cold War history are situated in the vast area to the north, and generally the landscape and structures are of higher significance (Character Areas 1-8).

16.5.104 *Cold War Landscape*: The closure of the Airbase soon after the end of the Cold War, means that the extent of survival is high with little demolition. The coherent Cold War landscape is almost unaltered from its original form, and this landscape of 'Flexible Response' is considered to be of international significance, as reflected in

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recent Scheduling of key structures and areas. The landscape and buildings have been graded from negligible to very high, and this information is also illustrated in figure CHI3.

16.5.105 *Landscape to the south of the Cold War Zone:* The landscape to the south of the Cold War zone (Character Areas 9-15) dates from the mid 1920s, and the more significant structures of this period lie within Character Area 14. These are the A-Frame aircraft sheds within Character Area 14A, and the core 1920s area of Character Area 14E. Character Area 14 also retains its radial plan form reflecting Trident's influence over the military landscape. Character Area 12 also contains buildings of significance from this period, although overall the structures are of less architectural merit, and the landscape is less coherent. Elsewhere the landscape south of the Cold War zone has been subject to considerable infill, particularly in the Post-War period. There are two hardened Cold War structures within the landscape, both of which are Scheduled Monuments; these are the Telephone Exchange and Battle Command Centre within Character Area 14. The landscape and buildings have been graded from negligible to very high in significance, and this information is also illustrated in figure CHI5.

16.5.106 The significance of the Character Areas is illustrated within figures CHI3 and CHI5, however in examples where there are buildings of higher significance within a lower significance Character Area these are highlighted. For example Character Area OA12 is of low significance but includes structures of medium significance. However, where there are structures of lower significance within an area of higher significance these are not highlighted (e.g. - negligible structures within an area of low significance). This is because within this Assessment only key structures are graded. It was not in the scope of this study to illustrate the significance and associated impacts of every structure.

16.5.107 The following text describes each of the Character Areas identified, tabulates the key structures within each and attributes significances to the Character Area and components. In examples where key structures are not tabulated, this is due to the fact that they are not prominent structures or because the Character Area clearly defines the group of structures without need for further elaboration (for example the Quick Reaction Alert Area (Character Area 1C) or the East Huts (Character Area 13)). A full list of all structures is provided within the Gazetteer (Appendix CH.A1(A)).

Cold War Landscape

16.5.108 OAI CHARACTER AREA 1: CENTRAL AIRBASE

Significance: High

This area is characterised by the open, plateau top landscape dominated by meadow grassland and hard surfaces punctuated by airfield buildings. Historically, it is the core of the airbase defined by the runways constructed in the 1940s, and extended with areas of hardstanding in the 1950s. This landscape is further divided below into five components.

16.5.109 OA1A Area 1A: Central Runway

Significance: Medium

This is a simple, open landscape dominated by uniform plains of meadow grassland, hard surfaces and wide horizons. The HASs surrounding this area provide uniformity and create a landscape which articulates clearly the Cold War history. All elements of this Character Area are listed within the Gazetteer (Appendix CH.A1(A)).

16.5.110 OA1B Area 1B: Central Plateau

Significance: Medium

This continues the characteristics of Character Area 1A but is punctuated by groups of HASs, which are situated in distinctive groups which reflect the Squadron groups and function of the airbase. Key elements of this Character Area are tabulated below, all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA1B.1	55th Squadron Headquarters	234	High
OA1B.2	HASs	3015-21, 3023, 3028-32 & 3035	High
OA1B.3	Hush House	1372	Medium
OA1B.4	Munitions Storage Building	249	Medium
OA1B.5	Aircraft Storage Building	221	Medium

16.5.111 OA1C Area 1C: The Quick Reaction Alert Area

Significance: Very High

This Scheduled Monument is an area enclosed by a double fence, dominated by nine HASs, giving a distinctive Cold War atmosphere. Its distinctiveness is emphasised by the fact that it sits in a slight depression. All elements of this Character Area are listed in the Gazetteer.

16.5.112 OA1D Area 1D: The South Aircraft Shelters

Significance: Medium

The main structural feature of this landscape is the Victoria Alert Complex, and also includes a mixture of buildings to the west. The prominent feature of this landscape is car storage, which has compromised the military coherence of the landscape. Key elements of this Character Area are tabulated below. All elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA1D.1	Victoria Alert Complex	2001-09	Medium
OA1D.2	Control Tower	340	High
OA1D.3	Nose Docking Shed	335	Very High

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Ref.	Description	Building No.	Significance
OAID.4	Operations for Victoria Alert	357	Low
OAID.5	Aircraft hangar (washing)	336	Low
OAID.6	Flight Line Fire Station	337	Low
OAID.7	Hush House	1368	Medium
OAID.8	Engine Test Cell	1443	Medium
OAID.9	Fuel Storage and Maintenance	366	Low

16.5.113 OAIE Area IE: Southwest HASs

Significance: High

This is a distinctive sharply-defined group of HASs with good visual links to the open areas to the north. Key elements of this Character Area are tabulated below. All elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OAIE.I	HASs	3043-47	High

16.5.114 OA2 AREA 2: RUNWAY WEST TERMINAL

Significance: Low

This area has some of the characteristics of Character Area IA (Central Runway) but has long range views over the Cherwell Valley and more immediate views of Upper Heyford village. This is in sharp contrast to the isolated character of Character Area I. Key elements of this Character Area are tabulated below. All elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA2.I	Runway	NA	Medium

16.5.115 OA3 AREA 3: RUNWAY EAST TERMINAL

Significance: Low

Historically, this area lies outside the core of the landscape constructed in the 1950s. It has some of the characteristics of Character Area IA, but also has long range views to Fritwell and Caulott Plateaux, and therefore the overall character is different to Character Area IA. Key elements of this Character Area are tabulated below. All elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA3.1	Runway	NA	Medium
OA3.2	North taxiway (1980s)	NA	Medium
OA3.3	South taxiway	NA	Low

16.5.116 OA4 AREA 4: SOUTHERN CONVENTIONAL ARMS STORE

Significance: Low

This area includes all structures within the arms store, and is dominated by the four rows of igloo stores, as well as a small number of auxiliary structures. All elements of this Character Area are listed in the Gazetteer.

16.5.117 OA5 AREA 5: NORTH EDGE

Significance: Low - Medium

The area encapsulates the northern perimeters of the site, including the Northern Bomb Store, groups of HASs and associated structures. The area has many of the characteristics of the central airbase (Character Area 1) but the trees and intermittent views across the landscape outside the base become more significant to the north. The landscape is divided into four key components. All elements of this Character Area are listed in the Gazetteer.

16.5.118 OA5A Area 5A: Northern Bomb Store and Special Weapons Area

Significance: High

This Scheduled Monument is a self-contained area, surrounded by a double perimeter fence. The area to the east housed 'special' (nuclear) weapons and that to the west conventional arms. High security was maintained by extant distinctive octagonal guard towers and 1980s pillboxes. The area lies on land falling away slightly to the north-west and sits in a slight hollow, which emphasises its separation from the rest of the airbase and gives it a very enclosed Cold War character. This area also includes the 77th Squadron Headquarters building and associated structures, which lie to the northwest of the site outside the perimeter fence. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA5A.1	77th Squadron Headquarters	NA	High

16.5.119 OA5B Area 5B: Plateau Edge

Significance: Medium-Low

This area sits just inside the northern parameters of the site and is dominated by HASs, however it does not have the Cold War atmosphere of the core landscape (Character Area 1), and is influenced by the landscape

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outside the site to the north. Within the Character Area the landscape to the east and west is of medium significance whilst the central area is considered to be of low significance. This is because of the functional relationship of the landscape to the Squadron groupings. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA5B.1	HASs	3013-14, 3022, 3024-27, 3033-34 & 3036	High
OA5B.2	Engine Test Cell	1319	Medium

16.5.120 OA5C Area 5C: North Fringe

Significance: Medium-Low

This encompasses the northeast area of the site as the land drops away from the plateau edge. The characteristics of the Landscape of Flexible response are retained, with hardened structures including the Squadron Headquarters. However, there is a mixture of enclosure from boundary planting and openness to the north, which detracts from the isolated Cold War atmosphere seen in other areas. The area to the east is considered to be of medium significance, because of its functional association with the 77th Squadron and the area to the west is of local significance. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA5C.1	Squadron Headquarters (42 nd)	383	High
OA5C.2	Administration building	216	Medium

16.5.121 OA5D Area 5D: Northwest Fringe

Significance: Medium-Low

This encompasses the area at the north of the landscape and is similar to Character Area 5C but is narrower and more sharply defined. The area to the south is considered to be of medium significance because of its functional relationship with 55th Squadron, whilst that to the north is of low significance. Here the landscape is more closely associated with that beyond the site than within it. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA5D.1	HASs	3053-55, 3010-12	High
OA5D.2	Storage/ Warehouse	3135	Low

16.5.122 OA6 AREA 6: SOUTHEAST HASs

Significance: Medium-Low

This area is dominated by HASs which have a distinctive quality because they are close together. The area however is less coherent, and is compromised by poor visual links to the core landscape (Character Area I). It also lacks the enclosed atmosphere because of low range views to the south and east. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA6.1	HASs	3036-42	High
OA6.2	Squadron Headquarters (79 th)	370	High
OA6.3	Admin structures	3204	Low

16.5.123 OA7 AREA 7: TANKER AREA

Significance: Low

A small indeterminate area dominated by the grassland of the tanker standings. It is largely without a character of its own, and is influenced by the mass of buildings beyond the boundary to the south. All elements of this Character Area are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA7.1	Tanker structures	354, 381	Negligible

16.5.124 OA8 AREA 8: SOUTHWEST EDGE

Significance: Low-High

This area includes a mixture of structures at the parameters of the Cold War landscape, bounded by Camp Road at the south. The Character Area is divided into two key components. All elements of this Character Area are listed in the Gazetteer.

16.5.125 OA8A Area 8A: Built Up Edge

Significance: Low

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This is an indeterminate area dominated to the west by the Nose Docking Sheds, and large functional structures, but which lack coherence in period or purpose. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA8A.1	Nose Docking Sheds	325, 327-8	Very High
OA8A.2	Aircraft Maintenance & Flight Simulator	292-4, 300	Low

16.5.126 OA8B Area 8B: Avionics and HASs

Significance: High

This area has close links with the 'Landscape of Flexible Response' because of its open character, and the hardened presence of the HASs and Avionics Maintenance Facility. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA8B.1	Avionics	299	Very high
OA8B.2	HASs	3048-51	High

Landscape south of the Cold War Zone

16.5.127 OA9 AREA 9 SCHOOL HUTS

Significance: Negligible

These huts lie to the west of the site, and the parameters are marked by Camp Road to the north, Kirtlington Road (with intervening grass strip) to the west, open countryside to the south and sports pitches to the east. Within this, the area is uniformly defined by basic single storey huts which are in close groupings and of the same shape and colour (cream with USAF paint scheme). The area now has a rundown appearance with a prominent water tower at the north end. All elements of this Character Area are listed in the Gazetteer.

16.5.128 OAI0 AREA 10 SPORTS FIELDS AND LARGE BUILDINGS

Significance: Low

This area is defined by Camp Road to the north, the School Huts to the west and the bungalows to the east. In general this is an open landscape with few buildings and trees, which is in contrast to the surrounding landscape. The landscape is divided into two key components. All elements of this Character Area are listed in the Gazetteer.

16.5.129 OA10A Area 10A Sports Fields*Significance: Low*

The area includes open sports facilities (Baseball Pitches and Tennis Courts), with prominent sports buildings at the centre. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA10A.1	Gym	583	Low

16.5.130 Area 10B Area 10B Superstore/ Hospital*Significance: Low*

Area 10B has large spaces of hard standing and is dominated by the Store and Hospital. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA7B.1	Supermarket	581	Low
OA7B.2	Hospital	582	Low

16.5.131 OA 11 AREA 11 SOUTH RESIDENTIAL BUILDINGS*Significance: Low*

The area contains a mixture of high-density houses, which do not have the spacious, vegetated, garden-city attributes of the housing north of Camp Road. Overall, the parameters are set by open countryside to the south, the sports area to the west and barracks and institutions to the east. The Character Area is subdivided into five groups. All elements of this Character Area are listed in the Gazetteer.

16.5.132 OA11A Area 11A South Bungalows*Significance: Low*

Character Area 11A is characterised by its uniformity of buildings and plan, with light grey bungalows and gardens. All elements of this Character Area are listed in the Gazetteer.

16.5.133 OA11B Area 11B Mixed Use Area*Significance: Low*

In contrast to 11A this area is more indeterminate and open, with small prefabricated or block structures of mixed use and materials. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OAI1B.1	Chapel	572	Low
OAI1B.2	Chapel Support	549	Low
OAI1B.3	Married Warrant Officers Quarters	543	Low
OAI1B.4	Grocery Store/Laundrette	547	Low
OAI1B.5	Residential structure	546	Low

16.5.134 OAI1C Area 11C South Semi-Detached Houses

Significance: Low

An area of dense, uniform 1950s brown brick housing with tile roofs, blank gable ends set in two east-west rows and two pairs orientated north/south at the ends. The lack of gardens gives the buildings a utilitarian appearance and the window fenestration gives the structures an incoherent appearance. All elements of this Character Area are listed in the Gazetteer.

16.5.135 OAI1D Area 11D Carswell Circle North

Significance: Low/ Medium

An aesthetically pleasing group consisting of six rows of houses enclosed around a hexagonal green, which are uniform in appearance having recently been repaired and painted white. This gives a garden-city quality to the area with stylised vernacular details in gables, windows, doorways and bay windows. The space between the groups of buildings prevents the form from being oppressive, and emphasises group value. These structures are defined as being of low significance, although they are at the high end of this spectrum being of Low-Medium value. All elements of this Character Area are listed in the Gazetteer.

16.5.136 OAI1E Area 11E Carswell Circle South

Significance: Low

This group is based on the same plan as those to the north but lack the uniformity, with only four sides of the hexagonal built and with housing facing away from the green. This lack of uniformity is emphasised by the gardens facing toward the centre with sheds at the ends, presenting a blank wall to the central space. Structurally, the houses have dark red/brown brick, tile roofs and squat chimneys. All elements of this Character Area are listed in the Gazetteer.

16.5.137 OAI2 AREA 12 BARRACKS AND INSTITUTIONS

Significance: Low

The origin of this area is based on two simple layouts; the barracks and other buildings set around the parade ground at the north end (1925-6), and the late 1930s layout of the Institute and H-block barracks to the south. A number of structures within this landscape are of medium significance, particularly within Character Areas 12B and 12D. However, overall the landscape lacks coherence due to post-war infill, and the structures are a

mixture of periods and styles dominated by large institutional buildings. All elements of this Character Area are listed in the Gazetteer.

16.5.138 OAI2A Area 12A Store/Petrol Station

Significance: Low

This small open area is dominated by open hard surfaces and built up edges, with Camp Road to the north and the edge of the petrol station tarmac to the east. This Character Area is interesting from a social history point of view, in depicting life on the Airbase and the creation of 'Little America', but the individual structures are not of significance. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OAI2B.1	Single Sergeants' Quarters	459	Low
OAI2A.2	Store	492	Low
OAI2A.3	Petrol Station	493	Low

16.5.139 OAI2B Area 12B Parade Ground Buildings

Significance: Low

A confusing mixture of buildings in various periods, styles, material and quality with considerable infill characterise this area. The primary 1920s layout is formed around the Parade Square with a Sergeants' Mess, Institution, Cookhouse and Barrack Blocks. Some of these structures have been subject to additions, and the barracks have been substantially altered/rebuilt except building no. 485. Those that have been rebuilt may be of negligible significance but have been valued at low because they have group value, and add to value of the Character Area. The western parameters of this area include Post-War structures such as a Thrift Shop and Store. These structures have been less well maintained than the 1920s buildings to the north of Camp Road, are presently empty, and some have considerable external vegetation, particularly the Sergeants' Mess (OAI2B.2).

16.5.140 The 1920s structures facing Camp Road (OAI2B.1-OAI2B.3) are of particular interest and are architecturally impressive structures, which add value to the core 1920s landscape opposite (Area 14E). Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OAI2B.1	Sergeants' Mess	457	Medium
OAI2B.2	Institute	455	Medium
OAI2B.3	Dining Room and Cookhouse	474	Medium

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Ref.	Description	Building No.	Significance
OA12B.4	Ration Shop	475	Low
OA12B.5	Barrack Block Type C (substantially rebuilt)	450, 440, 480, 483, 466 & 471	Low
OA12B.6	Barrack Block Type B	485	Medium
OA12B.7	Central Heating Station	467	Low
OA12B.8	Recreation Centre and Open Mess	472	Low

16.5.141 OAI2C Area 12C West Barracks

Sensitivity of Receptor: Low

This area is dominated by functional Post-War rectangular, long barracks, with large areas of hardstanding for car-parking. These structures are of little value and may be of negligible significance, but their number and location mean that they have some group value. All elements of this Character Area are listed in the Gazetteer.

16.5.142 OAI2D Area 12D 1930s Area

Significance: Low

The 1930s character of this area has been retained to the north with large low-range buildings in a spacious setting, which include the Institute and H Barrack Blocks. To the south, the coherence is compromised by two Post-War Barrack Blocks (building nos. 445-6). The H Barracks Blocks are of medium significance, although architecturally they are not as impressive as the 1920s structures within Area 12B along Camp Road (OA12B.1-OA12B.3). Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OA12D.1	Dining Room and Institute	488	Medium
OA12D.2	H Barrack Blocks	489, 498 & 500	Medium

16.5.143 OAI3 AREA 13 EAST HUTS

Significance: Negligible

This small area is similar to Character Area 9 with small, closely packed white huts which are now run-down. All elements of this Character Area are listed in the Gazetteer.

16.5.144 AI4 AREA 14 TECHNICAL AREA

Significance: Medium/ Low

This area contains a wide range of high-density building types, but with clusters of structures of similar materials that are defined within five components. The area has been subject to infilling but the character of

the 1920s landscape has been retained reflecting the Trenchard layout, with six dominant A-Frame aircraft sheds, and the survival of the major buildings in prominent positions. The Character Area is divided into five components. All elements of this Character Area are listed in the Gazetteer.

16.5.145 OAI4A Area 14A Aircraft Sheds

Significance: Medium

This area is dominated by the aircraft sheds which despite being modified and painted in USAF colours, and despite infilling of buildings around them, retain their original character. This is emphasised by the plan form with enclosed spaces, broken by long vistas along the radiating avenues. The Character Area also includes the Scheduled Monument of the Battle Command Centre, which is a hardened Cold War structure. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OAI4A.1	Aircraft Sheds	151, 172, 350, 345, 320, 315	Medium
OAI4A.2	Main Workshop	130	Low
OAI4A.3	Night Flying Equipment Store	158	Low
OAI4A.4	Battle Command Centre	126	Very High

16.5.146 OAI4B Area 14B Service Area

Significance: Low

This is a complex area with a wide range of building materials and types, but does not contain any major dominating structures. It consists largely of yards/parking areas and single storey buildings and clusters of minor 1920s red brick structures, with Post-War (mainly office) structures to the east. A prominent characteristic is the plan form and radiating avenues which is considered to be of medium significance. This Character Area includes the Scheduled Monument of the Telephone Exchange, which is a Hardened Cold War structure.

16.5.147 Although the Armoury and Lecture building (OAI4B.1) is of medium value, it is considered to be of medium-low value and is not as architecturally impressive as the 1920s structures within Character Area 14E. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OAI4B.1	Armoury and Lecture	125	Medium
OAI4B.2	Hardened Telephone Exchange	129	Very High
OAI4B.3	Motor Transport Shed	115 & 117	Low

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Ref.	Description	Building No.	Significance
OAI4B.4	Main Church and Store	133	Low
OAI4B.5	Works Service	59	Low
OAI4B.6	Canal Boat Workshop	103	Medium
OAI4B.7	Power House	114	Low

16.5.148 Area 14C Copse and Open Ground

Significance: Negligible

The most prominent characteristic of this area is the mature trees, and large areas of hard standing with Post-War sheds. All elements of this Character Area are listed in the Gazetteer.

16.5.149 Area 14D Post-War Open Landscape

Significance: Low

This open landscape is characterised by large areas of hardstanding and grassland with trees, and widely spaced large Post-War buildings. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OAI4D.1	Innovation Centre	77 & 78	Low
OAI4D.2	Accommodation Block	41	Low
OAI4D.3	Commissary	32-35	Low

16.5.150 Area 14E 1920s Core

Significance: Medium

This OA 14E area contains the characteristics of the 1920s layout, with the principal structures largely intact (with the exception of the north elevation of 74) and separated by lawns with scattered trees. The structures within this Area are of the highest significance within the landscape south of the Cold War zone, and are enhanced by the spacious setting. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OAI4E.1	Crew Briefing Hut	51	Negligible
OAI4E.2	Station Officers	52	Medium
OAI4E.3	Guardhouse	100	Medium

Ref.	Description	Building No.	Significance
OAI4E.4	Officers' Mess and Single Officers' Quarters	74	Medium

16.5.151 OAI 5 AREA 15 NORTH RESIDENTIAL AREA

Significance: Low

This area divides clearly into Officers' houses to the south and bungalows to the north, and is separated from Area 14 by a tree-lined edge and open countryside to the east. All elements of this Character Area are listed in the Gazetteer.

16.5.152 OAI 5A Area 15A Officers' Housing

Significance: Medium

The area is characterised by its suburban appearance, with housing in green spacious settings. There is a mixture of style and materials including Garden City style, Georgian Revival and 1950s housing to the north with less architectural embellishment. The 1920s housing of Larsden Road has been valued as of medium significance, however these are considered to be of medium-low significance and are not as impressive as those within Area 14E. Key elements of this Character Area are tabulated below. All elements are listed in the Gazetteer.

Ref.	Description	Building No.	Significance
OAI5A.1	Housing, Soden Road	1-10	Low
OAI5A.2	Housing, Larsden Road (1920s)	1 & 3	Medium
OAI5B.3	Housing, Larsden Road (1950s)	9, 11 & 19	Low

16.5.153 OAI 5B Area 15B North Bungalows

Significance: Low

The uniform 1960s/70s bungalows characterise this area layout in a compact unit with gardens to the rear, and trees forming much of the perimeter boundaries. All elements of this Character Area are listed in the Gazetteer.

16.6 IMPACT ASSESSMENT

Potential below-ground impacts to the archaeological resource

Within the Flying Field Area

16.6.1 No Scheduled Monuments are directly or indirectly affected by the proposed development.

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16.6.2 The Flying Field Area itself, which has the highest archaeological potential due to the high chance that any remains may have survived previous impacts, will suffer minimal new impacts below-ground. Impacts which will take place on within the Flying Field Area include:

- General fencing associated with demarcating areas and paths
- Reinstatement of Aves Ditch and Portway
- The removal of the runway nib perimeter road and tarmac spine road at the western nib of the runway
- Planting and management along the perimeter of the airfield
- Removal of the tarmac spine road at the eastern nib of the runway and the excavation of new ponds

All these works are illustrated on the Landscape Key Plan (Plan LI0) (See Landscape and Visual section of the ES) and have been summarised on Figure CH4.

16.6.3 The fencing will comprise driven piles and will not constitute a significant archaeological impact.

16.6.4 The restatement of the 19th century alignment of Aves Ditch will comprise the fencing of a wide area flanking the alignment seen on the 1st edition 6 inch map (Figure CH8). This will not affect any archaeological deposits present apart from the minimal intrusion of the piled fence posts. The reinstatement of Portway will also only be defined by driven fence posts and will be mostly left as grass with a permeable path for disabled access.

- Significance of archaeological resource: uncertain (probably high)
- Magnitude of change: negligible
- Significance of effect: unknown (probably neutral)

The reinstatement of the alignment of this historic route is seen as a positive effect on the historic landscape and will enhance the historic integrity of the landscape.

16.6.5 The eastern part of the western nib of the runway is made up of an area of concrete, which will be scarified, which will have no archaeological impact. To the west of this the runway is mainly comprised of gravel and grass which will be left in situ (further details are to be found in the Landscape and Visual section of the ES). Running through this gravel and grass area the tarmac spine road will be removed as will the runway nib perimeter road. It is not known how thick the roadways are but their original insertion is likely to have removed any archaeological potential in their footprint. Once this tarmac is removed the hole will be backfilled, if considered too deep to be left open, using soil scraped from the surrounding grassland within the original perimeter fence. This will constitute the main archaeological impact within this area. Cropmarks outside the perimeter in this area, pre-determination geophysics (OA) and trenching (Samuels and OA) have proven that archaeological remains exist in this area which have survived relatively undisturbed and which may only be c 0.30m at the most below the current ground surface. The impact to the archaeological resource from the scraping up of soil without mitigation in this area is therefore likely to be high.

- Significance of archaeological resource: probably low/medium
- Magnitude of change: medium/high
- Significance of effect: moderate/slight

16.6.6 The eastern most part of the eastern nib is made up of gravel and grass which will be left in situ. Removal of the 6m wide tarmac spine road of unknown depth (drawing I802-48c) running through the middle of the runway will take place. This road will be removed, progressively working off the adjoining tarmac surface with machinery running along the spine road. Once this tarmac is removed the hole will be backfilled, if considered too deep to be left open, using soil scraped from the surrounding grassland within the original perimeter fence. This will constitute the main archaeological impact within this area. Geophysical survey in this area revealed anomalies but their significance was undetermined and it was concluded that they were likely to be of agricultural origin or features associated with the airfield. Within the area of removed tarmac two areas will be excavated more deeply to utilise as newt ponds. It is unlikely that the excavation of these ponds will have any additional impact as it is anticipated that the archaeological deposits in these areas have already been removed or severely truncated.

- Significance of archaeological resource: probably negligible/low
- Magnitude of change: medium
- Significance of effect: slight /neutral

16.6.7 There will be planting along the western and southern perimeter of the airbase and a small area in the north, this is described in detail in the Landscape and Visual chapter of the ES (Chapter I4). The trees planted will be whips inserted into shovel splits to ensure minimal disturbance below ground when the trees are planted. Whilst this is not a significant impact, it is known that the roots of trees can cause archaeological impacts when the trees start to grow and that ultimately the removal of the roots when the tree dies can also cause disruption to archaeological deposits below ground. For this reason in the area thought most archaeologically sensitive where planting is proposed (the north western perimeter where known cropmarks can be seen entering the airbase (OA I025, I033 and I054)) pre-determination evaluation in terms of geophysical survey and archaeological trenching has been undertaken.

16.6.8 The results of this work (see appendices CH. A3 and CH .A4) have shown that a number of anomalies were identified using geophysics of which about half when tested by trench evaluation turned out to be modern and the other half of potential archaeological interest. Two of the three trenches (trenches 2 and 3 in the north west) revealed significant, albeit truncated, archaeological features interpreted as Iron Age ring ditches, indicative of settlement. Therefore tree roots in this area are likely to cause an impact to these features and associated remains.

- Significance of archaeological resource: low/medium
- Magnitude of change: medium
- Significance of effect: moderate/slight

16.6.9 The remaining areas of planting are either impact areas which are likely to have already been disturbed by previous ground disturbance and/or those areas which do not have such a visible high archaeological potential, seen either from trenching, geophysics or aerial photographs. Impacts from tree planting within these additional areas is therefore not considered significant.

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Within the built up areas to south

16.6.10 All the areas where new housing, business development (comprising the New Settlement Area) and reworking of the car storage areas area (all three areas marked on Figure CH4) are proposed have already previously been developed. This previous development includes housing, utility buildings such as superstores, barracks blocks and institutional buildings, industrial/airfield buildings and technical areas providing servicing support and sheds for aircraft maintenance. Most, if not all, archaeological deposits in the footprints of these buildings and nearby are likely to have been destroyed. There is a chance that some archaeological deposits may survive in pockets surrounding these buildings, in gardens and under areas of shallow hardstanding, but it is likely that these areas were also disturbed during construction of their associated facilities, services and landscaping. The chance of discovering significant archaeology surviving in these areas is likely therefore to be low.

- Significance of archaeological resource: uncertain (probably low)
- Magnitude of change: low
- Significance of effect: unknown (probably slight)

16.6.11 Additional less intrusive impacts will occur to the west of the main residential development in the context of remodelling the sports pitches and provision of the provision of new changing rooms. Once again previous levelling and truncation in these areas will have compromised and probably mostly destroyed any archaeological deposits. The far western half of this area is to be used for grazing which will have no impact.

- Significance of archaeological resource: uncertain (probably low/none)
- Magnitude of change: low
- Significance of effect: slight/none

Assessment of Impacts to the Built Heritage and Landscape Character

16.6.12 The following section discusses the impacts on the built heritage within the site, and uses the Character Areas and significances described in Section 16.5 (paragraphs 16.5.103 to 16.5.153) as the basis for the assessment. The environmental effects to the built heritage and landscape character within this section are described in the following format:

- a) Direct Primary Impacts
- b) Impacts on setting from changes inside the Character Area
- c) Impacts on setting from changes outside the Character Area

16.6.13 In examples where a Character Area is further subdivided into smaller Character Areas (for example OAI), an overview of the impact to the larger character is described followed by more specific analysis of the smaller Character Areas within this. A summary of the environmental effects to the site is provided within Section 16.7 and the resulting Environmental Impacts Effects are tabulated in Appendix CH.A2.

16.6.14 OAI CHARACTER AREA I: CENTRAL AIRBASE

Significance: High

The QRA lies to the west of Character Area OAI and is a Scheduled Monument (no. 30906-01) (OAI C). The Squadron Headquarters (OAI B.1) is situated directly to the north of the QRA and is currently being considered for Listing or Scheduling. To the south within Character Area OAI D, the Control Tower (OAI D.2) is also currently being considered for Scheduling or Listing.

16.6.15 *Direct Primary Impacts:* There is no proposed construction or demolition within Character Area OAI, and therefore there will be a **neutral effect** within this core historic landscape.

16.6.16 *Impacts on setting from changes inside OAI:* There will be no significant changes and therefore a **neutral effect** to the setting of the Character Area.

16.6.17 *Impacts on setting from changes outside OAI:* The main significant changes in setting will occur as a result of changes to the south of the Central Airbase. The demolition of the HASs within Character Area OA6, will have a low-medium impact on the setting of the southern part of OAI in particular OAI D: South Aircraft Shelters. However this Character Area is of medium significance only, and lacks the coherence of the surrounding landscape within OAI, which is in part due to the car storage within this area. These changes will have a **moderate effect** on the setting of Character Area I.

16.6.18 The demolition within Character Area OA5D, which includes 4 HASs (OA5D.1) and a Storage Facility (OA5D.2) will have no impact to the setting of Character Area OAI. The topography drops away, as the observer moves further to the north and there are no strong visual connections between Character Area OAI and OA5D. Overall the impact as a result of changes within Character Area OA5D will be of **moderate/ slight effect** to the setting of Character Area OA5D.

16.6.19 The proposed development within the landscape to the south of the Cold War zone will largely be screened by proposed planting and the A-Frame hangars (OAI 4A.1), therefore this will have a **neutral effect** on the setting of OAI. The exception to this will be southward views from the viewing platform of the Control Tower (OAI D.2) which will be changed. This feature is of high significance and the change in view will constitute a medium impact, resulting in a **moderate effect** on its setting.

16.6.20 Within Character Area OA8A it is proposed to demolish three visually intrusive structures, which will also have a **positive effect** on the setting of the landscape directly to the north. The hardstanding used by QEK for the storing of cars will also be reduced in the area, currently this extends to and includes the central runway, and this will be reallocated to include the southern taxiway within Character Area OAI D only.

16.6.21 OAI A Character Area IA: Central Runway

Significance: Medium

Direct Primary Impacts: The full length of the central runway within the Character Area, is to be maintained and therefore there will be a **neutral effect** on the setting of the Character Area.

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- 16.6.22** *Impacts on setting from changes inside OA1A:* There will be no significant changes and therefore a **neutral effect** environmentally on the setting of this Character Area.
- 16.6.23** *Impacts on setting from changes outside OA1A:* The proposed QEK parking area is located directly to the south of the runway, occupying the hardstanding of the Victoria Alert Complex (OA1D) and the southeast HASs (OA6). This will entail the demolition of some structures including the HASs within the latter area, as well as within the Tanker Area (OA7) and the Copse and Open Ground (OA14C). It is not proposed to erect additional structures.
- 16.6.24** The most significant aspects of this area to the south of the runway and in closest vicinity to the runway are currently used for car storage including the southeast HASs (OA6) and the Victoria Alert complex (OA1D). Therefore if this space is continued to be utilised in the current manner, there will be a **neutral effect** on the setting of the Character Area, because there will be no change in use. The demolition within these areas however will result in the reduction of the military character of the landscape, in particular between the runway and the HASs in OA6 because views are possible between these receptors. There will be a **moderate/ slight effect** on the setting of Character Area OA1A, because the military character of the landscape has already been reduced by the use of the area for car storage.
- 16.6.25** Long range views towards the area of proposed development are possible, but there will be a **neutral effect**. This view is mitigated by the retention of the substantial aircraft hangars (OA14A.1), and proposed screening between the two landscapes. Additionally this southern landscape although military, does not have the Cold War characteristics of that to the north.
- 16.6.26** The proposed demolition within Character Area OA5D will have a **neutral effect** on Character Area 1A, because visual connections are not possible to Character Area 5: North Edge.
- 16.6.27** **OA1B Character Area 1B: Central Plateau**
Significance: Medium
 The Squadron Headquarters is located to the west of Character Area 1B, which is currently under consideration for Scheduling or Listing by DCMS.
- 16.6.28** *Direct Primary Impacts:* There will be a **neutral effect** to the setting of the Character Area OA1B, with no proposed demolition, alterations to existing structures or new development.
- 16.6.29** *Impacts on setting from changes inside OA1B:* There will be no significant changes within this Character Area, and a **neutral effect** to the central plateau.
- 16.6.30** *Impacts on setting from changes outside OA1B:* Within the northwest fringe (OA5D) it is proposed to demolish 4 HASs (OA5D.1) and a Storage Facility (OA5D.2), however this will have a **neutral effect** on the setting of Character Area OA1B. This area to the north is more closely visually linked with the landscape beyond the site, than the landscape within it. The Storage Facility is not characteristic of the Cold War landscape, and serves to distract from the setting of the hardened Cold War structures and therefore its demolition is a **positive impact** to the setting of Character Area OA1B.

- 16.6.31** Long range views from Character Area OA1B to the landscape south of the Cold War zone and the area of proposed development, will have a **neutral effect** on Character Area OA1B to the north. To the south of OA1B, as discussed in relation to Character Area OA1A, views are mitigated by the retention of the substantial aircraft hangars (OA14A.1), and proposed screening between the two landscapes. The use of the hardstanding for car storage to the south, means that the prominent characteristic is of cars glinting in the sunlight and overall the development will have a **neutral effect** on the setting of the Character Area and structures.
- 16.6.32 OA1C Area 1C: Quick Reaction Alert Area**
Significance: Very High
The QRA is a Scheduled Monument (no. 30906-01).
- 16.6.33** *Direct Primary Impacts:* There will be a **neutral effect** to the Quick Reaction Alert Area (QRA).
- 16.6.34** *Impacts on setting from changes inside OA1C:* There will be no significant changes within this Character Area, and therefore there will be a **neutral effect** to the setting of the Scheduled Monument.
- 16.6.35** *Impacts on setting from changes outside OA1C:* There will be no change in views between Character Area OA1C and the proposed HAS demolition within Character Area 5. There will therefore be a **neutral effect** on the setting of Character Area OA1C, in part because the 3 bay Munitions Storage Building (OA1B.4) obstructs visual connections. This Character Area will also be screened by intermediate HASs, and as the observer moves further north the land topography drops away again preventing visual links. The demolition of the Storage Facility (OA5D.2) is a **positive impact**, because this is not characteristic of the Cold War landscape and serves to distract from the hardened Cold War structures.
- 16.6.36** To the southwest of the QRA it is proposed to return Character Area OA2 (Runway West Terminal) to the surrounding landscape, with the removal of the hardstanding and the reinstatement of Portway. This will be of **neutral effect** to Character Area OA1C because it is not visually part of the core landscape, and therefore does not enhance the characteristics of the Character Area. The current fencing surrounding OA2 further enhances its isolation from the Cold War landscape.
- 16.6.37** Within Character Area OA1C long distance views to the south, and towards the area of proposed development will be of **neutral effect** to the setting of the Character Area.
- 16.6.38 OA1D Area 1D: The South Aircraft Shelters**
Significance: Medium
This area contains the Control Tower (OA1D.2) which is currently under consideration for Scheduling or Listing.
- 16.6.39** *Direct Primary Impacts:* There is no proposed demolition or construction within this Character Area, and therefore there will be a **neutral effect** to the South Aircraft Shelters.

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- 16.6.40** *Impacts on setting from changes inside OAID:* The Character Area is currently used by QEK for car storage, with the exception of the section to the west between the Control Tower (OAID.2) and the west edge of the Character Area. Currently this Character Area is dominated by the stored cars, and the military distinctiveness is lost so that it has no defining characteristics. The continued use of this space by QEK will therefore entail no change and **neutral effect** to the Character Area and the key buildings within it.
- 16.6.41** *Impacts on setting from changes outside OAID:* Demolition is proposed directly at the south of the southern boundary of Character Area OAID within Character Areas OA6 (Southeast HASs), OA7 (Tanker Area) and Area 14C (Copse and Open Ground). OA7 is dominated by grassland and is influenced by the buildings to the south, and therefore demolition within this Character Area will have a **neutral effect** on Area OAID and the key structures within this area (OAID.1 – OAID.9). Character Area OA6 has a distinct Cold War character and includes seven nationally significant HASs, which are proposed for demolition. Visually these HASs enhance the character of Character Area OAID, however the visual links between the two Character Areas are currently reduced by the car storage. Additionally Character Area OA6 (along with OA7 and OA14C) is not part of the historic core of the Airbase. The impact to the will therefore be of **moderate effect** to the setting of Character Area OAID.
- 16.6.42** In terms of impacts to individual structures, at the east end of Character Area ID there are clear views to the HASs within Character Area OA6, and the military associations between these components will therefore be lost. There will be a medium impact to these structures, and these include a Hush House (OAID.7), Engine Test Cell (OAID.8) and Aircraft Fuel, Storage and Maintenance building (OAID.8). The varying significances of these structures means that the adverse environmental effect will be of **moderate effect** to the Hush House and Engine Test Cell, and **moderate/ slight effect** to the Fuel Storage and Maintenance structure. The Victoria Alert Complex (OAID.1) includes nine open shelters situated roughly centrally within the Character Area, and overall these will be subject to a low impact and **moderate/ slight effect**. There will be a **neutral effect** to the setting of the structures at the west end of the Character Area (OAID.2- OAID.6), because visually they are more closely linked with the HASs within Character Area 1E (OA1E). Additionally car storage currently in this area means that visual and cultural associations are substantially reduced.
- 16.6.43** Further demolition is proposed within Character Area OA14 (Technical Area) and Character Area OA8A (Built Up South Edge), which lie directly to the south and southwest of Character Area OAID. These structures are not culturally or historically associated with the Cold War landscape, and the retention of the A-Frame hangars means that the visual link between the two military landscapes will be retained. The proposed demolition in Character Areas OA14 and OA8A will not change the setting of Character Area OAID, and this is therefore considered to be of **neutral effect** to the setting of Character Area and associated structures.
- 16.6.44** The proposed development to the south will overall have a **moderate/ slight effect** on the setting of Character Area OAID. The development will to some extent be screened from OAID by the large A-Frame hangars (OA14A.1), however views to the east and west may be possible. At the east of the Character Area,

there are visual connections between the key structures (OAID.1, OAID.7-OAID.9) and the development to the south of Character Area OA7 (The Tanker Bay). To the west, the proposed development within Character Area OA8A will also be viewed from key structures (OAID.2-OAID.6), although the proposed screening at the boundary of the two landscapes will to some extent mitigate against the impact. The car storage within Character Area OAID means that the military character of this area is substantially reduced and limits views to the south. The low impact to these structures will result in a **moderate/ slight effect** to the setting, with the exception of the Nose Dock (OAID.3) and Control Tower (OAID.2). The very high significance of the Nose Dock will entail a **large effect** to the setting of the structure, resulting from the low impact. In relation to the Control Tower it is arguable that in standing at the top of this structure the views will be considerably altered, and therefore this is considered to be a **large effect** to the setting of the structure.

16.6.45 The proposed development will entail a reduction in the use of the area for car storage by QEK, which will have a **positive effect** on the setting of Character Area OAID. Currently the car storage includes the hardstanding surrounding the aircraft shelters, which will be reduced to include the area of the taxiway within Character Area OAID only.

16.6.46 OAIE Area IE Southwest HASs

Significance: High

16.6.47 *Direct Primary Impacts:* There is no proposed demolition or construction within Character Area OAIE, and therefore there will be a **neutral effect** to the southwest HASs.

16.6.48 *Impacts on setting from changes within OAIE:* There will be no significant changes within this Character Area, and a **neutral effect** to the southwest HASs.

16.6.49 *Impacts on setting from changes outside OAIE:* Character Area OAID lies directly adjacent to Character Area OAIE, which is the proposed location for QEK car storage. However, this area is currently being used for this purpose, and the parking will not be allocated at the western end of Character Area OAID. Furthermore the total area used for the proposed car storage within Character Area OAID will be reduced from that existing, therefore there will be no change and a **neutral effect** to the setting of Character Area OAIE. The reduction of the proposed car storage within Character Area OAID will also have a **positive effect** on the setting of Character Area OAIE.

16.6.50 The proposed demolition and construction within Character Area OA14 (Technical Area), lies directly to the southeast of Character Area OAIE, however this will have a **neutral effect** to the setting of OAIE. The proposed screening and extant buffer created by the A-Frame hangars (OA14A.1) will prevent visual connections between the two receptors. It is proposed to demolish three structures within OA8A (Built Up South Edge), which is also considered to be of **neutral effect** to the setting of OAIE. These large extant structures although military in function are visually intrusive, and are not in character with the military function of the Airbase and detract from the Cold War landscape. Therefore the removal of these structures is

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considered to be a **positive effect** to the setting of Character Area OA1E. The proposals for the site will entail the removal of cars from this Character Area and the hardstanding to the west, and this will also result in a **positive impact** to the setting of Character Area OA1E.

16.6.51 OA2 AREA 2: RUNWAY WEST TERMINAL

Significance: Low

16.6.52 Direct Primary Impacts: It is proposed that this Character Area will be returned to low fertility grassland, and the runway nib, perimeter fence and spine link removed and a proposed 2.2m high quality visual fence erected at the east end of the area running in a north/south axis. The Cold War security fence will be removed and the Portway reconnected running in a north/south axis across the Character Area. In sum this Character Area will largely be removed from the former Airbase, and returned to the surrounding landscape. The runway is of medium significance, although its removal will be of high impact and therefore this will be a **large effect**.

16.6.53 Impacts on setting from changes inside OA2: The changes within Character Area OA2, and in particular the removal of hardstanding (OA1A.1) and the construction of a high visual quality fence, will entail a **moderate effect** to the setting of the Character Area. This Character Area is of low significance and is currently fenced off, so that it is not part of the core Cold War landscape of Character Area 1. Also, long views over the Cherwell Valley and the edge of Upper Heyford village means that it belongs more to the surroundings than the military landscape.

16.6.54 Impacts on setting from changes outside OA2: The direct primary impacts will mean that the military characteristics of the Character Area will be lost. Therefore changes in the surrounding landscape to the setting of the Character Area are not relevant and will have a **neutral effect**.

16.6.55 OA3 AREA 3: RUNWAY EAST TERMINAL

Significance: Low

16.6.56 Direct Primary Impacts: The proposed development will entail that the 1950s extension to the runway is retained, with the exception of the east tip, although the taxiways surrounding this will be removed and scarified. At the east end, the link to the runway will be removed, ponds for Great Crested Newts constructed and Aves Ditch, which runs in a roughly north/south axis across the site, will be reinstated. A proposed 2.2m fence will be erected on a roughly north/south axis in alignment with Aves Ditch which will be of high visual quality

16.6.57 The eastern tip of the medium significant runway will be removed, as well as the 6m link at the east end, overall this is considered to be a **moderate/slight effect**. The removal of the taxiways will be a high impact, and be of **large effect** to the north taxiway and **moderate effect** to the south taxiway due to their differing significances.

16.6.58 Impacts to setting from changes inside OA3: This military character of this area has been significantly reduced and there is currently sheep grazing within the grassland. There will be a medium impact to the Character Area as a result of the changes, which will result in a **moderate/slight effect** to the setting of OA3.

16.6.59 *Impacts to setting from changes outside OA3:* The impact of the demolition and development within the site will have a **neutral effect** on the Character Area, because there are no strong visual connections between the two areas.

16.6.60 OA4 AREA 4: SOUTHERN CONVENTIONAL ARMS STORE

Significance: Low

16.6.61 *Direct Primary Impacts:* There is no proposed demolition or construction within the Character Area resulting in a **neutral effect**.

16.6.62 *Impacts on setting from changes inside OA4:* The planting and fence associated with the reinstatement of Aves Ditch will have a **neutral effect** on the setting of OA4 because it will follow the boundary of the Character Area and therefore will retain the visual grouping and isolation of the Character Area. The fence will also be of high visual quality.

16.6.63 *Impacts to Setting from changes outside OA4:* To the north, changes within Character Area OA3 will impact Character Area OA4. The east end terminal/nib of the runway is to be taken out of its military context and returned to the surrounding landscape. The taxiways will be removed and scarified. The hardstanding of the runway will remain untouched. The removal of the eastern nib will have an impact on the setting of OA4, as will the removal of the taxiway. However, these impacts are judged as low given:

- the small area involved at the nib;
- the fact that the sight line of the taxiways would not be lost;
- the fact that that the east end of the runway is currently used for sheep grazing so that the military character has already been substantially reduced; and
- the topography of the land means that the igloos sit in a slight depression and therefore the hardstanding (which is the main characteristic of Character Area OA3) is not readily visible.

16.6.64 The overall effect of the changes to the north will therefore only have a **moderate/ slight effect** on the setting of OA4.

16.6.65 To the west of Character Area OA4 a group of 7 HASs will be demolished (Character Area OA6), in addition to a group of minor buildings lying further to the west. This will have the effect of isolating the Southern Conventional Bomb Store from its context within the wider military landscape. Therefore the additional impact of demolishing these 7 HASs on the setting of OA4 will be of **moderate/slight effect**.

16.6.66 The proposed new settlement area will lie some distance to the southwest of Character Area OA4, and will have a **neutral effect** on the setting of this character area.

16.6.67 OAS AREA 5: NORTH EDGE

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Significance: Low/ Medium

The Scheduled Monument of the Northern Bomb Store and Special Weapons Area (OA5A) lies to the east of this Character Area.

- 16.6.68** *Direct Primary Impacts:* The demolition of the 4 HASs of high significance within Character Area OA5C will be of **large effect** to these structures.
- 16.6.69** *Impacts on the setting from changes inside OA5:* This HAS demolition within Character Area OA5D will reduce the Cold War characteristics of Character Area OA5, as the 56 HASs form the basis of the landscape of Flexible Response. In particular Character Areas OA5B and OA5C will be impacted, as these areas have close visual and cultural links with Character Area OA5D. Overall the HAS demolition will be of medium impact, resulting in a **moderate effect** to the setting of the Character Area. The proposed planting within the southwest area of Character Area OA 5D, will have a **moderate effect** on this Character Area, because it will visually separate this area which is of medium significance.
- 16.6.70** *Impacts on the setting from changes outside OA5:* The proposed development to the south of the Cold War zone will be of **neutral effect** on the setting of Character Area 5, because the topography of the landscape means that there are no strong visual connections between these two receptors.
- 16.6.71** *Positive Impacts:* The demolition of the Storage/Warehouse building (OA5D.2) will have a **positive impact** on Character Area OA5, because this structure dilutes the Cold War characteristics of the landscape.
- 16.6.72** **OA5A Area 5A: Northern Bomb Stores and Special Weapons Area**
Significance: High Significance
 The Northern Bomb Store is a Scheduled Monument (no. 30906-02).
- 16.6.73** *Direct Primary Impacts:* This Character Area includes the Northern Bomb Store and Squadron Headquarters, the latter is situated outside the double fencing of the Bomb Store to the northwest. There will be a **neutral effect** on the structures, as there is no proposed demolition or construction within the Character Area.
- 16.6.74** *Impacts on the setting from changes inside OA5A:* There is no proposed demolition or construction and therefore there will be a **neutral effect** to the setting of Character Area OA5A.
- 16.6.75** *Impacts on the setting from changes outside OA5A:* The impact of the HAS demolition to the west is also considered to have a **neutral effect** on the setting of Character Area 5A. The Northern Bomb Store sits in an enclosed space within a slight depression, and intermittent structures prevent views to Character Area OA5D.
- 16.6.76** To the south of Character Area OA5 the proposed removal of the hardstanding within Character Area OA3 (Runway East Terminal) and the reinstatement of Aves Ditch, will be of low impact to Character Area OA5A. There are no structures within this Character Area OA3, and because the Bomb Store sits within a depression the visual links will not be affected. As a result of the high significance of Character Area OA5A, there will be a **large effect** to the setting of the Character Area. The erection of a fence along the line of Aves Ditch is

considered to be of **neutral effect** to the setting of Character Area OA5A, because it will not have a strong visual impact.

16.6.77 Views to the south and to the new settlement area are not possible from the Northern Bomb Store, and therefore this will be of **neutral effect** to the setting of Character Area OA5A. The use of the Character Area OA1D (South Aircraft Shelters) by QEK for car storage is also considered to be of **neutral effect** because there is no change to the current status. The demolition of the HASs within Character Area OA6 (Southeast HASs), will have a **neutral effect** to the setting of Character Area OA5A because there are only limited visual links between these areas. It is just possible to see the roofs of the HASs but the prominent characteristic of views is of car storage.

16.6.78 OA5B Area 5B North Fringe

Significance: Medium - Low

16.6.79 Direct Primary Impacts: There will be a **neutral effect** to Character Area OA5B, as there is no proposed demolition or construction within the Character Area.

16.6.80 Impacts on the setting from changes inside OA5B: There will be a **neutral effect** to the setting of Character Area OA5B, as there is no proposed demolition or construction within the Character Area.

16.6.81 Impacts on the setting from changes outside OA5B: To the north of Character Area OA5B and within Character Area OA5D (Northwest Fringe), it is proposed to demolish four HASs, with the retention of the footprints for historic value. These structures are closely associated with the overall character and add value to Character Area OA5B. The demolition of the Storage Warehouse (OA5D.2) to some extent mitigates against the loss of the four HASs, and overall the demolition will be of **moderate/ slight effect** to the setting of Character Area OA5B.

16.6.82 Within Character Area OA2 (Runway West Terminal), the hardstanding at the east end will be removed and this area returned to grassland. This will impact the south end of Character Area OA5B, as the loss of this military landscape will to an extent result in the reduction of the military context of Character Area OA5B. However, as the observer moves further to the north within Character Area OA5B, views are not possible to Character Area OA2, and the fencing surrounding the west end of the runway means that the military association between the two receptors is reduced. Overall, given these factors it is considered that there will be a **moderate/ slight effect** on the setting of Character Area OA5B, as a result of changes within Character Area OA2.

16.6.83 Visual links between Character Area OA5B and to the south are not possible, and therefore it is considered to have a **neutral effect** on the setting of Character Area OA5B.

16.6.84 OA5C Area 5C North Fringe

Significance: Medium-Low

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- 16.6.85** *Direct Primary Impacts:* There will be a **neutral effect** on Character Area OA5C, as there is no proposed demolition or construction within this Character Area.
- 16.6.86** *Impacts on the setting from changes inside OA5C:* There will be a **neutral effect** on the setting of Character Area OA5C, as a result of changes within the Character Area as there is no proposed demolition or construction within the Character Area.
- 16.6.87** *Impacts on the setting from changes outside OA5C:* The demolition of the four HASs within Character Area OA5D will impact on Character Area OA5C, because of the visual and cultural connections between the two receptors, especially to the north of Character Area OA5D. However, the topography of Character Area OA5D is more closely linked with the surrounding landscape than the site, and the medium impact will result in a **moderate/ slight effect** to the setting of Character Area OA5C. The demolition of the Storage/Warehouse facility (OA5D.2) within Character Area OA5D will have a **positive impact** on Character Area OA5C, as this structure dilutes the military setting of Character Area OA5C.
- 16.6.88** The proposed development to the south of the Cold War landscape will have a **neutral effect** on the setting of Character Area OA5D, because visual connections are not possible between the two areas.
- 16.6.89** **OA5D Area 5D Northwest Fringe**
Significance: Medium-Low
- 16.6.90** *Direct Primary Impacts:* The proposed development will result in the demolition of 4 of the 7 HASs (OA5D.1) (building nos. 3052-3055) within Character Area OA5D, although the footprints of the buildings will be retained for heritage value. These structures are of high significance and the high impact will result in **large effect** to the HASs. The Storage/Warehouse facility (OA5D.2) will also be demolished, this structure is considered to be of low significance and the high impact will entail a **moderate effect** to the structure.
- 16.6.91** The four HASs (OA5D.1) (building nos. 3010-3013) to the southwest of Character Area OA5D will be screened from the outside landscape through planting of new whips, although there will be no modifications to the structures. This will have a **neutral effect** on the HASs, although the setting of the structures will be impacted as described below.
- 16.6.92** *Impacts on the setting from changes inside OA5D:* The demolition of four of the seven HASs within Character Area OA5D is considered to be of high impact, as these structures form the basis of the Cold War characteristics of Character Area OA5D. This demolition will therefore result in a **moderate effect** to the setting of Character Area OA5D and the remaining HASs. The demolition of the Warehouse/Storage structure (OA5D.2) is considered to be a **positive impact** on the setting of Character Area OA5D, as this structure is not in context with the Cold War characteristics of Character Area OA5D.
- 16.6.93** The planting of the new whips in the area of the four southwest HASs is considered to be of low impact on the setting of the four HASs and Character Area OA5D, as the stark Cold War context of the structures and landscape will be reduced. Overall this will be of **moderate** and **moderate/ slight effect** to the setting of the structures and Character Area OA5D respectively.

- 16.6.94** *Impacts on the setting from changes outside OA5D:* Character Area OA2 (Runway West Terminal) lies directly to the south of Character Area OA5D, and the proposed removal of the hardstanding within it will have a **neutral effect** on the setting of Character Area OA5D. The proposed screening will prevent visual connections, and this area is currently fenced off and not part of the core Cold War landscape.
- 16.6.95** The proposed development to the south of the Cold War landscape will have a *neutral effect* on the setting of Character Area OA5D, as visual connections between this Character Area and the development to the south will not be possible.
- 16.6.96** **OA6 AREA 6 SOUTHEAST HASs**
Significance: Medium Low
- 16.6.97** *Direct Primary Impacts:* All 7 HASs within the Character Area are proposed for demolition (OA6.1), this will have a high impact and **large effect** to the structures. The hardstanding will be retained, and one structure (OA6.3) will be demolished to allow for this development. These structures are of low significance and the demolition will be of **moderate effect** to the admin structures.
- 16.6.98** *Impacts on the setting from changes inside OA6:* The demolition of the 7 HASs will remove the military context of the area. These substantial changes will have a **large effect** on the setting of Character Area OA6.
- 16.6.99** The 7 HASs proposed for demolition and the Squadron Headquarters make up a functional Squadron group and the demolition of the HASs will remove this relationship (see ACTA et al 2005, Fig.17 for Squadron groups). Overall, these changes within Character Area OA6 will have a **large effect** on the setting of the Squadron Headquarters.
- 16.6.100** The continued storage of cars by QEK in Character Area OA6 will have a **neutral effect** on the setting of Character Area OA6 because there will be no change in use. Likewise the erection of the high visual quality fence will follow the east boundary of the area and therefore will not have an impact on the setting of the Character Area.
- 16.6.101** *Impacts on the setting from changes inside OA6:* An area of proposed development lies directly to the southwest of Character Area OA6, within Character Areas OAI4D and OAI5B. Flat landscape between the extant structures within OA6 and the development within OAI4D and OAI5B, will result in clear views between these two areas. OAI4D and OAI5B are residential and post-war open landscapes lying outside the Cold War landscape, and visually these do not currently enhance the setting of OA6. Overall, the development within these two areas will be of **moderate effect** to the setting of Character Area OA6.
- 16.6.102** The impact of the remaining development within the landscape to the south of the Cold War will be of **moderate/ slight effect** to the setting of Character Area OA6, because views will be long range and screening will mitigate against the impact.

16.6.103 **OA7 AREA 7 TANKER AREA**

Significance: Low

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- 16.6.104** *Direct Primary Impacts:* It is proposed that QEK will use Character Area OA7 as car storage, involving the demolition of some minor military structures (OA7.1). This will have a **moderate effect** on the structures proposed for demolition within Character Area OA6.
- 16.6.105** *Impacts on the setting from changes inside OA7:* The use of Character Area OA7 for car storage by QEK, and the demolition will be a high magnitude of change to the setting of Character Area OA7. However this landscape has little character of its own, and is currently an open area dominated by the grassland between the tanker standings. Overall it is considered that the changes within the area will have a **moderate effect** on the setting of Character Area OA7.
- 16.6.106** *Impacts on the setting from changes outside OA7:* The proposed development within Character Areas OA14D and OA15B, is directly to the south of the Character Area 7, and the close proximity means that there will be strong visual connections between the two areas. However, the Tanker Area is of low significance and is dominated by the landscape to the south, as opposed to the core Cold War landscape to the north. Overall this will result in a **moderate/ slight effect** on the setting of Character Area OA7.
- 16.6.107** In general much of the remaining development to the south of the Cold War landscape will be masked by extant structures and screening, and overall this will have a **moderate/ slight effect** on the setting of Character Area OA7.
- 16.6.108** **OA8 AREA 8 SOUTHWEST EDGE**
Significance: Low-High (Medium)
The Avionics Maintenance Facility (OA8B.1) is within this Character Area, which is a Scheduled Monument (no. 30906-03). The Character Area also includes three Nose Docking Sheds (OA8A.1) which are of very high significance, and currently under consideration for Scheduling or Listing.
- 16.6.109** *Direct Primary Impacts:* The demolition of the three Aircraft Maintenance structures (OA8A.2) will be of high impact and will have a **moderate effect** to the three structures. However these are visually intrusive structures, and the demolition will have a **positive effect** on the setting of the Nose Docks.
- 16.6.110** *Impacts on the setting from changes inside OA8:* The demolition of the three Aircraft Maintenance structures (OA8A.2) will have a low impact on the setting of Character Area OA8. Although military in function these are large visually intrusive structures which do not have the stark Cold War features which are characteristic of the Landscape of Flexible Response. The demolition will have a **moderate/slight effect** on the setting of Character Area OA8.
- 16.6.111** Overall, the proposed development to the south of the Cold War zone will have a **neutral effect** on the setting of Character Area OA8. The proposed development will be screened by proposed planting, and this will also serve to visually create a more unified space within the Character Area. Currently this is diluted by visual links to the south particularly in relation to the three Nose Docking Sheds. The proposed removal of car storage from within Character Area OA8, will have a **positive impact** on the setting of the structures within it.

16.6.112 OA 8A Area 8A Built up South Edge

Significance: Low

16.6.113 The Character Area includes the three Nose Docking Sheds (OA8A.1) which are currently under consideration for Listing or Scheduling.

16.6.114 Direct Primary Impacts: The proposed development will include the demolition of the three large Aircraft Maintenance structures (OA8A.2) within Character Area 8A, as well as a minor structure to the south of Nose Dock number 325. The direct impact to the structures will therefore be high and this will have a **moderate effect** on the structures.

16.6.115 *Impacts on the setting from changes inside OA8A:* The Aircraft Maintenance buildings (OA8A.2) are large visually intrusive structures which dwarf the internationally significant Nose Docks (OA8A.1). The demolition of OA8A.2 will therefore enhance the setting of the three Nose Docks, and result in an overall **positive impact** on the setting of the Nose Docks as well as Character Area 8A. The construction of the 2.2m high visual quality fence will further serve to unify the Nose Docks and Cold War landscape from the development and landscape to the south.

16.6.116 The demolition of the structures is to enable development in the Character Area, which will be situated in close proximity, being directly to the southwest of the three Nose Docks. The reduction in height of the buildings from those existing, means that this will visually enhance the setting of the Nose Docks, and furthermore the proposed planting will screen the proposed development from the military structures. Visually, this will also create a close group of structures, whereby the character is less diluted by the surrounding landscape. Overall, the development will have a **neutral effect** on the setting of the Nose Docks and Character Area OA8A, because the enhanced setting will mitigate against adverse impacts. Additionally, the character of this landscape is not part of the core Cold War landscape and is an area without clear function.

16.6.117 *Impacts on the setting from changes outside OA8A:* The impact of the remaining development to the south (that excluding Character Area OA8A as described above), will be of **neutral effect** on the setting of Character Area OA8A and the structures within it. The proposed screening will prevent long range views to the south and have the effect of unifying Character Area OA8A more closely with the Cold War landscape. Those structures currently opposite Character Area OA8A include the sports area and huts (Character Area OA9 and OA10), which do not enhance the Cold War setting of Character Area OA8A.

16.6.118 The continued use of the hardstanding to the north-east of Character Area OA8A by QEK for car storage will be of no change, and therefore of **neutral effect** to the setting of Character Area OA8A and the structures within it.

16.6.119 OA8B Area 8B Avionics and HASs

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Significance: High

As stated above, this Character Area includes the Scheduled Monument of the Avionics Maintenance Facility (no. 30906-03).

- 16.6.120** *Direct Primary Impacts:* There will be no demolition or construction within Character Area 8B, and therefore there will be a **neutral effect** to Character Area OA8B and structures.
- 16.6.121** *Impacts on the setting from changes inside OA8B:* There will be a **neutral effect** on the setting of Character Area OA8A and its structures as a result of changes within the OA8A, as there is no demolition or construction within Character Area 8B.
- 16.6.122** *Impacts on the setting from changes outside OA8B:* The development proposes the demolition of structures on the opposite side of Camp Road, (Character Areas OA9 and OA10). This will have a **neutral effect** on the setting of the Character Area and structures, in particular the Avionics Maintenance Facility, because these do not enhance the Cold War setting of Character Area OA8B, and extant screening reduces views to this area. The proposed development will entail the return of Character Area OA9 to grassland, and the continued use of Character Area OA10 as a sports area potentially with less substantial (visible) buildings.
- 16.6.123** The development south of the Cold War zone (excluding OA9 And OA10 discussed above) will not be visible from Character Area OA8B, and in particular the Avionics Maintenance Facility. Therefore there will be a **neutral effect** to the setting of the structures and Character Area OA8B.
- 16.6.124** The removal of hardstanding within OA2 (Runway West Terminal), will have a **neutral effect** because visually OA8B is not closely connected with Character Area OA8B.

Landscape south of the Cold War zone

16.6.125 OA9 AREA 9 SCHOOL HUTS

Significance: Negligible

- 16.6.126** *Direct Primary Impact:* There will be a high impact to the structures within Character Area 9 as all the school huts are to be demolished. However these structures are of negligible significance, and in poor condition and there will therefore be a **moderate effect** on the built heritage.
- 16.6.127** This Character Area is a self-contained unit without strong connections to the surrounding landscape, and therefore the loss will not significantly impact our understanding of the site. There is no proposed development within the Character Area.
- 16.6.128** *Impacts on the setting from changes inside OA9:* The demolition of all structures within Character Area OA9 and the return of the area to the surrounding arable landscape, will have a **neutral effect** to the setting of Character Area OA9. This is because the military context of the landscape is lost and therefore the effect of changes within it are not relevant.

16.6.129 *Impacts on the setting from changes outside OA9:* The changes within the site will be of **neutral effect** to the setting of Character Area OA9, because the total loss of the military context of Character OA9 means that such factors are not applicable.

16.6.130 OA10 AREA 10 SPORTS FIELD AND LARGE BUILDINGS

Significance: Low

16.6.131 *Direct Primary Impacts:* All structures within Character Area OA10 are to be demolished, which will be of high impact to the built heritage and Character Area (OA10A.1-OA10A.2). Whilst this Character Area is of interest in terms of the social understanding of the Airbase and 'Little America', it is of low built significance in terms of its built heritage. There will be a **moderate effect** to Character Area OA10 and the built heritage as a result of the demolition.

16.6.132 *Impacts on the setting from changes inside OA10:* The demolition within the area will entail the loss of the military context of Character Area OA10 and the structures within this, which will be of **neutral effect** to the Character Area and structures. This is because the total loss of the Character Area will mean that the impact of a change in setting is not relevant.

16.6.133 *Impacts on the setting from changes outside OA10:* The proposed demolition within Character Area OA10 will result in the loss of the military context of the Character Area, and therefore the impact of the surrounding proposed development is not applicable. Therefore there will be a **neutral effect** on the setting of Character Area OA10 and the structures as a result of the proposed development.

16.6.134 OA10A Area 10A Sports Fields

Significance: Low

16.6.135 *Direct Primary Impacts:* The proposed development will result in the loss of the Gym (OA10A.1), although it is proposed to build one further structure only within the Character Area. The demolition will be a high impact and result in a **moderate effect** to the built heritage.

16.6.136 *Impacts on the setting from changes inside OA10A:* The demolition within the area will entail the loss of the military context of Character Area OA10A and the structures within this, which will be a **neutral effect** on the setting of the Character Area. This is because the total loss of the Character Area will mean that the impact of a change in setting is not relevant.

16.6.137 *Impacts on the setting from changes inside OA10A:* The proposed demolition within Character Area OA10A will result in the loss of the military context of the Character Area, and therefore the impact of the surrounding proposed development is not applicable. Therefore there will be a **neutral effect** to the setting of Character Area OA10A and the structures as a result of the proposed development.

16.6.138 OA10B Area 10B Superstore/ Hospital

Significance: Low

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- 16.6.139** *Direct Primary Impacts:* The extant structures in this Character Area will be demolished which include the Supermarket (OA10B.1) and Hospital (OA10B.2), which will have a **moderate effect** on the built heritage.
- 16.6.140** *Impacts on the setting from changes inside OA10B:* This area will be replaced with new housing which will have a *neutral effect* on the setting of Character Area OA10B. This is because the military context of the Character Area is lost, and the impact of the changes in setting are not relevant.
- 16.6.141** *Impacts on the setting from changes outside OA10B:* The proposed demolition within Character Area OA10B will result in the loss of the military context of the Character Area, in particular due to the proposed construction of residential housing within Character Area OA10B. Therefore the impact of the surrounding proposed development is not applicable, and there will be a **neutral effect** to the setting of Character Area OA10B as a result of the proposed development.
- 16.6.142** **OAI I AREA II SOUTH RESIDENTIAL AREA**
Significance: Low
- 16.6.143** *Direct Primary Impact:* Considerable demolition is proposed within the Character Area which will be of high impact to Character Area OAI I. However the components of Character Area II (with the exception of Carswell Circle North) are of low significance, and overall the demolition will be of **moderate effect** to the built heritage within Character Area OAI I.
- 16.6.144** *Impacts on the setting from changes inside OAI I:* Much of the housing within Character Area OAI I will be demolished, and the demolition will be replaced by further rebuild. The only proposed retained elements of Character Area II are Carswell Circle North (OA IID), the Chapel (OAI IB.1), the Chapel Support (OAI IB.2) and the Married Warrant Officers Quarters (OAI IB.3). Therefore the overall residential characteristics of the area will be retained, although the historical context of the buildings will be removed. There will be an overall loss of the 'Little America' aspect of this character area.
- 16.6.145** Carswell Circle North is the most significant aspect of Character Area II which is of low/medium significance. This Character Area will be retained although there will be a high impact on its setting as a result of the demolition of surrounding housing particularly Carswell Circle South.
- 16.6.146** *Impacts on the setting from changes outside OAI I:* The proposed new build surrounding OAI I will be residential, and therefore the development outside OAI I is considered to be of **moderate/slight effect** on the setting of the remaining structures within Character Area OAI I. The extensive demolition within OAI I means that the historical context of the area has already been substantially reduced, which reduces the impact of development outside OAI I on the setting of the Character Area. The development to the north of Camp Road will not impact the setting of Character Area OAI I, because the intermittent built heritage means that direct visual connections will not be possible.

16.6.147 **OAI IA Area IIA South Bungalows**

Significance: Low

16.6.148 *Direct Primary Impacts:* All bungalows within the character area will be demolished, and reconstruction will take place in the vicinity of these buildings. Overall there will be a **moderate effect** on the built heritage within Character Area OA11A.

16.6.149 *Impacts on the setting from changes inside OA11A:* This area will be replaced with new housing which will have a **neutral effect** on the setting of Character Area OA11A. This is because the military context of the Character Area is lost, and the impact of the changes in setting are not relevant.

16.6.150 *Impacts on the setting from changes outside OA11A:* The proposed demolition within Character Area OA11A will result in the loss of the military context of the Character Area. Therefore the impact of the surrounding proposed development is not applicable, and there will be a **neutral effect** to the setting of Character Area OA11A as a result of the proposed development.

16.6.151 OA11B Area 11B Mixed Use Area

Significance: Low

16.6.152 *Direct Primary Impacts:* This Character Area is to be substantially redeveloped resulting in the demolition of the majority of structures including the Grocery Store/Laundrette and residential structure (OAB.4 & OAB.5). Three structures to the southeast will be retained which include the Chapel (OA11B.1), Chapel Support (OA11B.2) and Married Officers Quarters (OA11B.3). The direct impact will be of **moderate effect** to the built heritage within Character Area OA11B.

16.6.153 *Impacts on the setting from changes inside OA11B:* There will be a **moderate effect** to the setting of Character Area OA11B and the retained structures as a result of changes within OA11B. Those structures which are to be demolished are of low significance, and those which are to be retained are in close proximity and therefore will retain a group value.

16.6.154 *Impacts on the setting from changes outside OA11B:* Character Area OA11B will be substantially changed with only the retention of a small section of the east. As a result the impact of the surrounding redevelopment is to an extent not relevant. The landscape surrounding Character Area OA11B, will be subject to considerable redevelopment for residential use, in particular to the south of the Character Area within OA11A. Carswell Circle North (OA11D) which lies directly to the south will be retained as will the residential building lying directly to the east (building 544). Overall there will be a **moderate effect** to the setting of the character area and retained structures as a result of changes outside OA11B.

16.6.155 OA11C Area 11C Semi-detached Houses

Significance: Low

16.6.156 *Direct Primary Impacts:* All houses within Character Area 11C are to be demolished and this area redeveloped. The high impact to the structures will have a **moderate effect** on the structures. This Character Area is however of low significance dating from the 1950s, and does not significantly add to the historic value or understanding of the site.

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- 16.6.157** *Impacts on the setting from changes inside OAI IC:* The total loss and redevelopment of the Character Area means that the effect of the changes within Character Area OAI IB are not relevant, and therefore are of **neutral effect** to the setting of OAI IB.
- 16.6.158** *Impacts on the setting from changes outside OAI IC:* The total loss and redevelopment of the Character Area means that the effect of the changes within the site are not relevant, and therefore are of **neutral effect** to the setting of OAI IB.
- 16.6.159 OAI ID Area IID Carswell Circle North**
Significance: Low/ Medium
- 16.6.160** *Direct Impacts:* There is no proposed demolition or redevelopment within this Character Area, and therefore there will be a **neutral effect** on the structures and Character Area OAI ID.
- 16.6.161** *Impacts on the setting from changes inside OAI ID:* There is no proposed demolition or construction within the Character Area, and therefore there will be a **neutral effect** to the setting of Character Area OAI ID as a result of changes within the Character Area.
- 16.6.162** *Impacts on the setting from changes outside OAI ID:* The Character Area is coherent and has a high group value, which is enhanced by the surrounding historic residential housing in particular the radial plan form and housing of OAI IA. This area of bungalows is proposed for demolition and development, although it will be replaced with residential housing thus ensuring continuity of the overall residential characteristics of the area.
- 16.6.163** Directly to the south, the loss of Carswell Circle South (OAI IE) will be of medium impact, although this is in close vicinity and is of the same plan form, it does not have the group value of its predecessor to the north. The demolition proposed directly to the east, and redevelopment in Character Area OAI 2 will have an impact on the setting of Carswell Circle North, because it will lessen the overall military character of the landscape. However these structures are Barracks and Institutions, in contrast to the housing, and therefore this is considered to be of low impact to the setting of the structures and Character Area OAI ID. Overall the cumulative impact will be a **large effect** to the setting of Character Area OAI ID.
- 16.6.164 OAI IE Area IIE Carswell Circle South**
Significance: Low
- 16.6.165** *Direct Primary Impacts:* This area is to be demolished and redeveloped, however the structures and plan form are of less significance than Carswell Circle North and the demolition will be of **moderate effect** to this built heritage.
- 16.6.166** *Impacts on the setting from changes inside OAI IE:* The total loss of the area means that the impact of the changes on the setting of OAI IB are not relevant and are of **neutral effect**.
- 16.6.167** *Impacts on the setting from changes outside OAI IE:* The total loss of the area as a result of demolition and redevelopment, means that the impact of the changes on the setting of OAI IB are not relevant and are of **neutral effect**.

16.6.168 OAI2 AREA 12 BARRACKS AND INSTITUTIONS

Significance: Low

- 16.6.169** *Direct Primary Impacts:* This Character Area is being substantially redeveloped, resulting in the loss of all the built heritage with the exception of the Sergeants Mess (OA12B.1) and Institute (OA12B.2). This will be of high impact and the demolition will be of **moderate effect** to the Character Area and built heritage.
- 16.6.170** *Impacts on the setting from changes inside OA12:* Although the setting of the two retained structures will be substantially altered, the retention of the 1920s structures on the north side of Camp Road within Character Area 14E, will serve to retain an aspect of the 1920s setting of the two structures. In balance the demolition within Character Area OA12 will have a **large effect** on the setting of OA12B.1 and OA12B.2, and a **moderate effect** on OA12A.1.
- 16.6.171** *Impacts on the setting from changes outside OA12:* The Character Area will be largely demolished with the exception of OA12B.1 and OA12B.2, and therefore the impact of demolition is only relevant to these two structures. As discussed above, the retention of the 1920s core within OA14E will ensure the period setting of the structures is retained, and this will serve to mitigate against views of the proposed development to the north. To the west of the structures following demolition, an area will be left as open landscape and as a result views will be possible to Carswell Circle North. Overall there will be a **moderate/ slight effect** on OA12A.1 and a **moderate effect** on OA12B.1 and OA12B.2 as a result of changes to the setting of the retained structures outside OA12.
- 16.6.172** Some of the buildings which are prescribed as proposed for demolition within the scheme may be retained if viable within Character Area OA12, and should further structures be retained the effect detailed above will be reduced.
- 16.6.173 OAI2A Area 12A Store/Petrol Station**
- Significance: Low*
- 16.6.174** *Direct Primary Impacts:* All standing structures within this Area are proposed for demolition including the Store (OA12A.2) and Petrol Station (OA12A.3), however the Single Sergeant's Quarters will be retained (OA12A.1). This will be a **moderate effect** to the demolished built heritage of the area. These structures and small Character Area, although of interest in terms of the social history of the site are of low (if not negligible) significance.
- 16.6.175** *Impacts on the setting from changes inside OA12A:* The total loss of the Character Area with the exception of OA12A.1 will have a **moderate effect** on the setting of the only retained structure and to the Character Area.
- 16.6.176** *Impacts on the setting from changes outside OA12A:* There will be extensive demolition surrounding the Character Area particularly to the south which will have a **moderate effect** to the setting of Character Area OA12A.

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16.6.177 OAI2B Area 12B Parade Ground Buildings

Significance: Low

16.6.178 *Direct Primary Impacts:* All structures with the exception of the Institute (OAI2B.2) and Sergeants' Mess (OAI2B.1) will be demolished and this includes the Dining Room and Cookhouse (OAI2B.3), Ration Shop (OAI2B.4) and Barrack Blocks (OAI2B.5, OAI2B.6), Central Heating Station (OAI2B.7) and Recreation Centre and Open Mess (OAI2B.8). Redevelopment is proposed for the area and the space at the west of the Character Area will become largely open with a school & playing field, and that to the east will be utilised for new build.

16.6.179 The direct impact to those structures which are proposed for demolition will be of **moderate effect** to the built heritage with the exception of the Barrack Block Type C (OAI2B.5), Dining Room and Cookhouse which are of medium significance. The demolition of these structures will have a **large effect** on this built heritage, however the remaining structures are of low significance only. The two retained structures (OAI2B.1 and OAI2B.2) are to the north of the Character Area, and add value to Character Area 14E.

16.6.180 *Impacts on the setting from changes inside OAI2B:* This Character Area is of low significance, as it is not a coherent landscape and has a confusing mixture of buildings of various periods, styles and materials. The demolition and rebuild will mean that the military characteristics of the Character Area are lost, with the exception of the Institute and Sergeants' Mess.

16.6.181 The surrounding redevelopment within the Character Area, will indirectly impact the setting of these structures which is a **large effect**.

16.6.182 *Impacts on the setting from changes outside OAI2B:* Redevelopment to the north (OAI14) will have a **moderate/ slight effect** to the setting of the retained structures. The Guardhouse (OAI14E.3) and Station Office (OAI14E.2) directly opposite will be retained, in addition to the Trident radial plan. The retention of these built structures will mask much of the redevelopment within Character Area OAI14.

16.6.183 The landscape to the south will also be lost (OAI2C and OAI2D) which will have a **moderate effect**, as although these share a functional relationship architecturally, they are different. The Store and Petrol Station (OAI2B) to the west will be lost, although these do not add value to the retained 1920s structures, therefore this is of **neutral effect**.

16.6.184 OAI2C Area 12C West Barracks

Significance: Low

16.6.185 *Direct Primary Impacts:* All structures within this Area will be demolished resulting in a **moderate effect** to the structures.

16.6.186 *Impacts on the setting from changes inside OAI2C:* The total loss of the Character Area means that the impact of the changes to the setting of OAI2C are not relevant, and are of **neutral effect**.

16.6.187 *Impacts on the setting from changes outside OA12C:* The total loss of the area as a result of demolition and redevelopment, means that the impact of the changes to the setting of OA12C are not relevant and are of **neutral effect**.

16.6.188 OA12D Area 12D 1930s Area

Significance: Low

16.6.189 *Direct Primary Impacts:* All structures within this Character Area will be demolished, and the area redeveloped for new build housing. There will be a **moderate effect** to the structures, with the exception of the Dining Room and Institute (OA12D.1) and H Barrack Blocks (OA12D.2). These two structures are of medium significance and therefore they will be subject to a large **effect**.

16.6.190 *Impacts on the setting from changes inside OA12D:* The total loss of the Character Area means that the impact of the changes to the setting of OA12D are not relevant, and would have a **neutral effect**.

16.6.191 *Impacts on the setting from changes outside OA12D:* The total loss of the area as a result of demolition and redevelopment, means that the impact of the changes to the setting of OA12D are not relevant and would have a **neutral effect**.

16.6.192 OA13 AREA 13 EAST HUTS

Significance: Negligible

16.6.193 *Direct Primary Impact:* The huts will be demolished and the land developed for housing, which will be of **neutral effect** to Character Area OA13 because these are of negligible significance.

16.6.194 *Impacts on the setting from changes inside OA13:* The total loss of the Character Area means that the impact of the changes to the setting of OA12D are not relevant, and are of **neutral effect**.

16.6.195 *Impacts on the setting from changes outside OA13:* The total loss of the area as a result of demolition and redevelopment, means that the impact of the changes to the setting of OA12D are not relevant and are of **neutral effect**.

16.6.196 OA14 AREA 14 TECHNICAL AREA

Significance: Medium/ Low

This Character Area includes two Scheduled Monuments, the Battle Command Centre (no. 30906-05) and the Hardened Telephone Exchange (no. 30906-04).

16.6.197 *Direct Primary Impacts:* Much of the Character Area will be redeveloped which will be of high impact to Character Areas OA14B and OA14C and medium impact to OA14D, however these are of low to negligible significance. Overall the demolition will be of **moderate effect** to the built heritage. There will be no direct primary impact to the Scheduled Monuments of the hardened Battle Command Centre and Telephone Exchange.

16.6.198 *Impacts on the setting from changes inside OA14:* The redevelopment will have a medium impact on the setting of Character Areas 14D and 14E, because the redevelopment will be in close proximity and have direct visual

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connections with the areas of development. Elsewhere the landscape will be subject to low impacts.

Therefore overall there will be a **moderate effect** to the setting of Character Area OA14 as a result of changes within Character Area 14. This includes the construction of the 2.2m high visual quality fence which will run along the north edge of the Character Area and between the A Frame hangars. This will serve to provide greater unity to Character Area whilst still permitting visual connections to the area to the Cold War landscape, as it will be of high visual quality.

16.6.199 Impacts on the setting from changes outside OA14: The proposed development within Character Areas OA11 and OA12 on the opposite side of Camp Road, and Character Area OA15 will overall have a **moderate/slight effect** on the setting of Character Area 14. The linear feature of Camp Road means that strong visual connections will not be possible to the area of redevelopment south of Camp Road. To the east the residential redevelopment of Character Area 15 will be of low impact, because this area is currently used for residential use.

16.6.200 OAI4A Area 14A Aircraft Sheds

Significance: Medium

The Character Area includes the Scheduled Monument of the Battle Command Centre (So. 30906-05), as detailed above.

16.6.201 Direct Primary Impacts: The A-Frame sheds (OA14A.1) which are the dominant feature and characteristic of the Character Area are to be retained, although many of the less significant structures infilling the area will be demolished. The Main Workshop (OA14A.2) and Night Flying Equipment (OA14A.3) will be demolished and these structures will also be subject to a **moderate effect**. Limited new build is proposed within this area, with the erection of two office structures to the east of the Armoury and Lecture building (OA14B.1).

16.6.202 Impacts on the setting from changes inside OA14A: There is limited proposed development within Character Area 14A, although there will be demolition of structures of low or negligible significance. This will open up the area between the hangars, and the loss of these structures will have a low impact and a **moderate/slight effect** on the setting of Character Area OA14A.

16.6.203 Although the Battle Command Centre (OA14A.5) will be retained, demolition of structures within the Character Area must be given consideration in relation to the setting of the Scheduled Monument. There will be demolition in the immediate vicinity of the structure, including a shed to the east (Building 123) and minor structures to the west (Building 318, 316 & 313). However these structures, and others in the Character Area, do not enhance the setting because they are architecturally contrasting and of various periods and styles. The Battle Command Centre is a hardened structure which is in uniformity with other structures within the Cold War landscape, however within Character Area 14A it is not within its functional context. Therefore the loss of such structures does not affect the setting of the building, and indeed, in the case of structures such as the shed, demolition will enhance the setting, resulting in a positive impact. The demolition will open up the Character Area enabling a more open landscape, and therefore provide more presence to the architecturally striking building. The retention of the aircraft sheds (OA14A.1) means that the military character of the Area

is retained, and therefore demolition within the Character Area is considered to be of low impact resulting in a **large effect** to the setting of the Battle Command Centre.

16.6.204 *Impacts on the setting from changes outside OA14A:* Directly to the north and north-east of the Aircraft Sheds it is proposed that QEK will occupy Character Areas OA7 and the hardstanding of Character Area OA1D for car storage. The impact to the A-Frame sheds is reduced by the current use of the area as a Business Park, and therefore the change will be of **moderate/ slight effect** only to the setting of Character Area OA14A.

16.6.205 The proposed new built will be located directly to the south of the Battle Command Centre within Area 14B, although direct views will to some extent be reduced by the proposed planting. This will create a buffer between the building and development, and also have the effect of visually drawing the structure into the military landscape of the Aircraft Sheds (OA12A). Overall this will result in a low impact and **large effect** to the setting of the Battle Command Centre. The impact of proposed development elsewhere is considered to be of **neutral effect** to the setting of the Battle Command Centre, because it will be screened by extant structures.

16.6.206 A heritage centre is proposed within hangar 315 which will utilise the close vicinity of the Battle Command Centre, situated directly to the northeast, to enhance the visitor experience. This will facilitate an understanding of the site and an appreciation of the significance of the site within the context of Cold War history.

16.6.207 OA14B Area 14B Service Area

Significance: Low

This Character Area includes the Scheduled Monument of the Hardened Telephone Exchange, as detailed above.

16.6.208 *Direct Primary Impacts:* The development will entail the demolition of the majority of structures within this Character Area, and the construction of new housing and offices, although the prominent radial plan form will be retained. The demolition will include the sheds, Main Church and Store, Works Service and Power House (OA14B.3, OA14B.4, OA14B.5 and OA14B.7) which will be of moderate effect on the setting of the area.

16.6.209 *Impacts on the setting from changes inside OA14B:* The demolition detailed above will be of **moderate effect** to the setting of Character Area OA14B, because the majority of structures will be demolished and replaced with new housing and offices, which will result in the loss of much of the military character of the area.

16.6.210 The demolition and construction within Character Area OA14B will impact the setting of the Hardened Telephone Exchange (OA14B.3), which is situated to the southeast of the Battle Command Centre (OA6B.5), and is also a Scheduled Monument. The close proximity of the Battle Command Centre means that the impacts described for the Command Centre, are the same as those for the Hardened Telephone Exchange.

16.6.211 There will be considerable demolition in the immediate vicinity of the Telephone Exchange, however these structures and others in the Character Area, do not enhance the setting because they are architecturally contrasting and of various periods and styles. The Telephone Exchange is a hardened structure which is in

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uniformity with other structures within the Cold War landscape, however within Character Area 14B it is not within its functional context. Therefore the loss of such structures does not affect the setting of the building, and indeed may enhance the setting of the Telephone Exchange, resulting in a positive impact. The demolition will open up the Character Area enabling a more open landscape, and therefore provide more presence to the architecturally striking building. The retention of the Armoury and Lecture structure (OA14B.1) situated directly to the east of the Hardened Telephone Exchange means that the immediate military context of the structure will be retained, and overall demolition within the Character Area is considered to be of low impact to the structure. The proposed development within Character Area 14B will be screened by planting, which again will have the effect of visually drawing the building into the northern parameters of Character Area 14B. Overall, the redevelopment of Character Area 14B will be of low impact, resulting in a **large effect** to the setting of the Hardened Telephone Exchange.

- 16.6.212** The Armoury and Lecture building (OA14B.1) is proposed for retention, and there will be a **moderate/ slight effect** to the setting of the building. It will be screened from the proposed development to the southeast by planting and being situated next to the Hardened Telephone Exchange the two structures will retain an isolated military context. The Workshop (OA14B.6) will be subject to a **moderate effect** as the immediate surrounding military structures will be removed thus significantly reducing the setting of the building.
- 16.6.213** The Canal Boat Workshop will also be retained although the development within the Character Area means that it will be taken out of its military context. There will be extensive development to the north, although to the east and west planting is proposed only. The A Frame hangars will be retained providing military context to the structure, and the structures currently to the north (such as building 106) do not enhance the military setting of the structure. Overall there will be a **moderate effect** to the setting of the Canal Boat Workshop as a result of changes in setting within Character Area OA14B.
- 16.6.214** Impacts on the setting from changes outside OA14B: Elsewhere, the proposed development is considered to be of **neutral effect** to the setting of the Hardened Telephone Exchange and Lecture and Armoury structure because it will be screened by extant structures and proposed screening. There will be a **moderate/slight effect** to the setting of the Canal Workshop (OA14B.6) as a result of changes outside OA14B, because the retention of the A Frame hangars will ensure the structure retains some military context. The development to the south of Camp Road will to a small extent impact the setting of the building but there are not strong visual connections between these two areas.
- 16.6.215 OA14C Area 14C Copse and Open Ground**
Significance: Negligible
- 16.6.216** *Direct Primary Impacts:* There will be demolition of negligible structures within the Character Area to facilitate the use of this space within the business area, although several structures (buildings 80, 89 and 88) will be retained. This will be of low impact to the structures and Character Area, which is dominated by the

hardstanding and vegetation, and is of negligible historical significance. The resulting primary impact will therefore be of **neutral effect** to the structures and Character Area.

16.6.217 Impacts on the setting from changes inside OAI4C: The use of Character Area I4C as a business area will mean that there will be a continued use of the area, as it is currently used for a mixture of industrial/business purposes. The demolition of some minor structures means that overall there will be a low impact and **neutral effect** to the setting of Character Area I4C, as a result of changes within Character Area I4C.

16.6.218 Impacts on the setting from changes outside OAI4C: The retention of the A Frame hangars situated directly to the west of the Character Area will continue to enhance the military context of Character Area OAI4C. The proposed planting will also mean that Character Area OAI4C will be more closely visually associated with the structures within Character Area OAI4A. To the east, within Character Area OAI4D there will be extensive demolition, although further to the south the substantial Innovation Centre (OAI4D.1) will be retained. The proposed planting to the south of Character Area OAI4C will serve to screen the proposed development within Character Area OAI4B. Overall there will be a **neutral effect** to the setting of Character Area as a result of changes outside OAI4C.

16.6.219 OAI4D Area I4D Post War Open Landscape

Significance: Low

16.6.220 Direct Primary Impacts: The Accommodation Block (OAI4D.2) and Commissary (OAI4D.3) will be demolished which will be a high impact and of **moderate effect** to the structures.

16.6.221 Impacts on the setting from changes inside OAI4D: The Innovation Centre (OAI4D.1) will be retained, which lies directly to the south-west of the development within Character Area I4D. There will be a **moderate effect** to the setting of the Innovation Centre as a result of changes within Character Area I4D, because this will be the only retained built structure within the Character Area.

16.6.222 Overall, there will be a **moderate effect** to the setting of Character Area I4D as a result of the proposed development within the Character Area. This effect is only applicable to the southern division of Character Area I4D, because the northern area will lose its military context as a result of redevelopment.

16.6.223 Impacts on the setting from changes outside OAI4D: The impact of development surrounding the Character Area is only applicable to the south, as the north area is being developed, thus losing its military context. The proposed development within Character Area I4B will have a **moderate/slight effect** on the setting of the Innovation Centre (OAI4D.1) and Character Area I4D, as this is located directly to the west. The development within the remaining surrounding landscape will be of **neutral effect** to the setting of Character Area I4C because visual connections are not possible to the south of Camp Road and to the west of the A Frame Hangars.

16.6.224 OAI4E Area I4E 1920s Core

Significance: Medium

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- 16.6.225 Direct Impacts:** All structures within this Character Area will be retained with the exception of a later addition to the Crew Briefing Hut (OA14E.1) which is a **positive impact** as it compromises the architectural integrity of the Station Officers building (OA14E.2). Overall there is a **neutral effect** as a result of direct impacts to the structures and Character Area OA14E.
- 16.6.226 Impacts on the setting from changes inside OA14E:** It is proposed to construct additional structure within this Character Area which will impact the setting of the retained buildings and the character of the area. These retained structures are of architectural merit which is enhanced by the spacious settings, which to an extent will be infilled, although the open green to the south of the Officers Mess (OA14E.4) will be retained. The proposed new buildings directly at the south of the Officer's Quarters (OA14E.2) and to the north of the Guardhouse (OA14E.3) will occupy the locations of existing later additions to the buildings. Overall the proposed development within Character Area OA14E is considered to have a **moderate effect** on the setting of the Character Area and built heritage.
- 16.6.227 Impacts on the setting from changes inside OA14E:** Substantial demolition and new build is proposed surrounding Character Area 14E, although directly to the east the structures on Soden Road (OA15A) will be retained. The development, in particular within Character Area OA14B, will have a medium impact on the setting of this core Area, although the radial plan of the Area will be retained. The buildings will to an extent be screened by the proposed planting, which will create a tight group and a core nucleus of structures. Overall there will be a **moderate effect** on the setting of the structures and Character Area, with the exception of the Crew Briefing Hut (OA14E.1) which will be of **neutral effect** to the setting as a result of changes outside OA14E because it is of negligible significance.
- 16.6.228 OAI 5 AREA 15 NORTH RESIDENTIAL AREA**
Significance: Low
- 16.6.229 Direct Primary Impacts:** The demolition of a pair of bungalows (OA15B.1) to the north of Character Area 15 will have a **moderate effect** on the pair of bungalows. No further demolition is proposed within Character Area 15.
- 16.6.230 Impacts on the setting from changes inside OA15:** The only change within the area will be the demolition of the pair of bungalows which will be replaced by one residential unit. The continued residential characteristics of this area will result in a **neutral effect** to the Character Area as a result of changes outside OA15.
- 16.6.231 Impacts on the setting from changes outside OA15:** The redevelopment of the surrounding military landscape is considered to be of **neutral effect** to the setting of the Character Area as a whole. Extant structures and screening will mean that visual connections between Character Area 15 and the areas of proposed development are not possible.

16.6.232 OAI 5A Area 15A Officers' Housing*Significance: Medium*

- 16.6.233** *Direct Primary Impacts:* There will be a **neutral effect** to the houses on Soden and Larsen Roads, as no demolition is proposed within Character Area OA15A.
- 16.6.234** *Impacts on the setting from changes inside OA15A:* This Character Area is a small self-contained unit, which is visually separated from the surrounding site, although there are visual connections to Character Area 14E which will be retained. The proposed residential development to the north of the Character Area is in close proximity but will to an extent be screened by planting, and will be a continuation of the residential character of the area. Overall, there will be a **moderate/slight effect** to the setting of OA15A as a result of changes inside the Character Area.
- 16.6.235** *Impacts on the setting from changes outside OA15A:* Development within the site will be of **neutral effect** to the setting of Character Area 15A, as this will be screened by extant structures and existing vegetation.
- 16.6.236** **OA15B Area 15B North Bungalows**
Significance: Low
- 16.6.237** *Direct Primary Impacts:* A pair of bungalows will be demolished within Trenchard Circle to allow for a small area of new build within this Character Area. There will be a **moderate/slight effect** to the pair of bungalows.
- 16.6.238** *Impacts on the setting from changes inside OA15B:* The demolition of a pair bungalows and the construction of only one small residential structure in their footprint is proposed within the Character Area. This will have a **neutral effect** on the setting of Character Area OA15B.
- 16.6.239** *Impacts on the setting from changes outside OA15B:* Development is proposed within Character Area 14D which is directly to the west of Character Area 15B. There are visual connections between the two receptors, however the extant buildings within OA14D do not add value to Character Area OA15B, and the replacement with residential structures is in keeping with the residential character of Character Area 15B. Overall, the proposed development within OA14D will have a **neutral effect** on the setting of Character Area 15B. The surrounding development will also be of **neutral effect** to the setting of Character Area 15B, because strong visual connections are not possible between this area and the site.

Impact to Built Heritage outside the site and within the study area

- 16.6.240** The listed buildings are clustered within the surrounding villages of Upper Heyford, Lower Heyford, Ardley and Fewcott and there are also four listed structures within the area between these villages. These are illustrated in Figure CHI. The proposed development within the site will have a **neutral effect** on the setting of these structures. Within Upper Heyford, Lower Heyford and Caulcott the topography of the land slopes steeply down into the village and away from the site, and therefore views to Heyford Park are not possible from the listed buildings. Troy Farm House (OA1011) lies directly to the north of Heyford Park and has direct views across a field to the Cold War landscape. The proposed demolition of the HASs at the northwest fringe may improve the setting of this structure, resulting in a **positive impact**. Visual connections to the site from the listed buildings within Ardley and Fewcott are not possible.

16.7 SIGNIFICANCE OF ADVERSE ENVIRONMENTAL EFFECTS

16.7.1 The following table assimilates the information within the Significance of Adverse Environmental Effects Table, to provide a overview of the environmental effect on the site.

16.7.2 The large totals reflect the individual assessments given in Appendix CH.A2, which may be buildings or areas (e.g. the 10 large effects detailed for the 'Cold War Landscape' within the table are in the following locations: OA1D 2 locations - 2 buildings; OA2 1 location; OA3 1 location, OA5 1 overall; OA5A 1 location; OA5D 1 location - 4 buildings; OA6 3 locations - 7 buildings and 2 settings). Clearly these figures could be totalled in different ways to produce greater or smaller figures.

Summary of Significance of Adverse Environmental Effects Table			
Adverse Environmental Effect	Cold War Landscape	Landscape South of the Cold War Zone	Total within the site
Neutral	69	39	108
Moderate/ Slight	22	3	35
Moderate	19	35	54
Large	10	8	18

16.7.3 *Cold War Landscape:* Despite the large numbers of individual large and moderate effects, the overall impact to the built heritage within the Cold War landscape is considered to result in a slight/moderate effect. The core nationally significant landscape (Character Area 1) will be retained, with some selective planting around the perimeters, and changes within the Cold War Airbase are confined to the Character Areas surrounding this core. There will be no direct impact on the three Cold War Scheduled Monuments which include the Quick Reaction Alert Area, Northern Bomb Store and Avionics Maintenance structure.

16.7.4 The proposed development will entail the demolition of four HASs within Character Area OA5D at the northwest fringe of the site, and seven HASs within Character Area OA6 at the southeast edge of the flying field. These structures are of high significance, however their location is not within the core Central Airbase - Character Area 1 - which is of high significance. The landscape of the northwest fringe (OA5D) is more closely linked with the landscape beyond the site than the landscape within it, as the land drops away northwards from the plateau edge. However, the characteristics of the Landscape of Flexible Response remain. The topography means that visual connections between this Character Area (OA5D) and elsewhere within the Airbase are not strong, thus lessening the impact of demolition. To the southeast, the HASs do not have a

strong visual link with the major part of the Landscape of Flexible Response, and the area lacks the simplicity and openness of Character Area 1. The footprints of all HASs will be retained for heritage value.

- 16.7.5** The west nib of the runway within Character Area 2 will be removed, as well as the north and south taxiways to the east and the 6m wide link to the runway at the east. These areas are not part of the highly significant core of the historic landscape, and the topography means that the hardstanding is not visible from much of the site and therefore the removal will not significantly impact the Cold War landscape.
- 16.7.6** The QEK car storage within Character Area OA1D will be continued, therefore this constitutes no change and will result in no adverse effect. The proposed space used for QEK car storage will be reduced and will no longer extend to Character Area OA1, it will be confined to Character Areas OA1D and OA6. Three Aircraft Maintenance structures will be demolished within Character Area OA8A, however these are of low significance and the demolition of these large, visually intrusive structures will enhance the setting of the three Nose Dock sheds which are of very high significance.
- 16.7.7** *The landscape to the south of the Cold War zone:* The greatest impact to the site as a result of the proposed development, is that which is proposed for land to the south of the Cold War landscape. This will result in a high overall impact but given that the majority of this landscape is of less significance than that to the north, the overall effect will constitute a moderate/slight effect. However, this area includes two Scheduled Monuments - the Hardened Telephone Exchange and the Hardened Battle Command Centre - which will be subject to a small change in their setting, resulting in a low magnitude of change leading to a large effect on the setting of these features.
- 16.7.8** It is proposed to create a heritage centre within Hangar 315 which is located in close proximity to the Battle Command Centre and will incorporate this building into the visitor experience. This will result in a positive impact to the site as a whole.
- 16.7.9** The proposed development will entail the demolition of structures throughout this landscape, most extensively within OA11 (South Residential Area) and OA12 (Barracks and Institutions). The most significant structures are within Character Area OA14E, which forms the 1920s core, and includes architecturally impressive structures, within spacious settings. There will be a moderate effect on the settings of these buildings as a result of proposed development directly to the north-west, although the radial Trenchard plan of Character Area 14 will be retained. The A-Frame Aircraft Sheds (of medium significance) within Character Area 14A will also be retained, which will help screen the proposed new development from the Cold War landscape, and retain the military setting of many of the retained structures.
- 16.7.10** There will be extensive demolition and rebuilding within Character Area OA12 which consists of Barracks and Institutions, although the Institute, Single Sergeant's Quarters and Sergeants Mess at the north will be retained which will serve to enhance the 1920s structures of Character Area OA14E. Character Area OA12 is of low significance although does contain some structures of medium significance, but within this spectrum they are of medium/low value. The extensive demolition of the bungalows (and other structures) within Character Area

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OAI I will have a moderate effect on the Character Area as a whole. These structures are of low value but there will be a cumulative effect due to a high reduction in the 'Little America' aspect of the site.

- 16.7.11** A 2.2m high fence is proposed between the two landscapes, running between the A Frame hangars and separating the Cold War landscape from the area to the south. This fence will be a high visual quality fence and will serve to unify the Cold War landscape, and overall is not considered to impact the setting of the two landscapes.
- 16.7.12** In summary, the proposed development will result in an overall reduction of the character of the military context outside the nationally important core area. Within the Cold War landscape this is considered to be of slight/ moderate effect and of moderate/ slight effect to the area to the south of the Cold War landscape.
- 16.7.13** The proposed future uses for structures within the site include retail, business, general industrial, business general industrial, business storage and distribution, general industrial storage and distribution, residential, non-residential and the remainder will be of nil use. The structures within the area are currently in use for the same or similar purposes, in particular many of the HASs within the airbase are used for storage and distribution which ensures that they are maintained. In general the use of such buildings ensures that the condition is observed rather than being left to deteriorate, thereby ensuring the longevity of the buildings. The Management Plan sets out guidelines for the protection of historic structures which will continue in use, such as provisions in leases, therefore the proposed uses for the structures is not considered to affect the structures. Those structures proposed for nil use are currently not in use with the exception of the Squadron Headquarters (building 370, OA6.2), therefore this will constitute no change. These structures' condition will be monitored in accordance with the Management Plan, in particular those structures of high significance such as the Avionics Maintenance building and the Squadron Headquarters.
- 16.7.14** There will be no significant change to the settings of the Listed buildings outside the site but within the Study Area.

16.8 MITIGATION

Archaeological Deposits

- 16.8.1** Reinstatement of Aves Ditch and Portway: No significant negative effects have been identified and therefore no mitigation is required. Reinstatement of these features will constitute an overall positive effect on the historic landscape.
- 16.8.2** There will be no significant adverse effect of works to the eastern nib nor to the areas defined on Figure CH4 as Areas of Housing, Area of employment buildings and QEK area, therefore no further archaeological mitigation will be necessary in these areas.
- 16.8.3** The backfilling of the tarmac spine road and runway nib perimeter road in the western nib with soil from the surrounding area will have a moderate/slight adverse effect. This can be mitigated through a watching brief

undertaken during this operation, which would be undertaken to ensure any archaeological deposits are suitably dealt with. This would reduce the significance of effect in this area to Neutral.

16.8.4 There is likely to be a significant effect to archaeological deposits identified in the vicinity of trenches 2 and 3 from the establishment of new trees in these areas. It is proposed that the areas to be planted will be stripped under archaeological supervision, removing the overburden to reveal the archaeological horizon. Any archaeological deposits will then be suitably dealt with in these areas prior to planting. This would reduce the significance of effect in these areas to neutral.

16.8.5 All archaeological mitigation has been discussed with Mr Oram, Oxfordshire County Council, and agreed in outline. All archaeological works will have to be undertaken to a detailed brief written by Mr Oram prior to these works being started.

Built Heritage

16.8.6 The proposed development within the site will result in impacts to the built heritage of varying degrees of effect. The level of mitigation is dependent on the effect to the structure or character area, and these are summarised in Appendix CH.A2.

16.8.7 A Base Management Plan is submitted with the planning application which sets out the long-term management of the site, including a 'Historical and Cultural Heritage' section. The mitigation and future management of the site to an extent must be adaptable and able to meet the changes and needs of the site. For example, a number of structures are currently with DCMS under consideration for protection, and therefore the results of this will need to be given appropriate consideration.

16.8.8 All structures within Heyford Park fall into one of three categories:

- They may be contained as currently used, with no reuse;
- They may be demolished;
- They may be retained and new uses proposed which may involve intervention into fabric or adaptation.

16.8.9 A programme of building recording will serve the following purposes:

- It will provide a record of those structures which are to be retained and not re-used, as a basis for their management;
- It will provide a record of those structure to be demolished;
- It will provide a record against which proposals for intervention or adaptation which will require consent can be considered.

16.8.10 The programme of building recording should follow English Heritage 2006 guidance *Understanding Historic Buildings, a guide to good recording practice*, which sets out and describes levels of recording from 1-4. The level of recording required should be undertaken in consultation with English Heritage and the Oxfordshire County Archaeologist, and be based on the adverse environmental effects. The guidance sets out requirements for drawn, photographic and written records which should be adapted to meet the requirements of structures within the site. Many of the structures contain significant internal fixtures and fittings, such as the Battle

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Command Centre and building 2010 within the Quick Reaction Alert Area. Such features must be taken into account in the recording programme. It is understood that English Heritage have drawn up specifications for building recording at Heyford Park which are currently under consultation, and should form the basis of future recording.

- 16.8.11** One objective of this work is to create an ordered archive of the site, and the vast number of structures means that the methodology for this must be clearly established at the commencement of the recording programme. All recording should be incorporated into a single archive and a suitable base plan used (such as the one currently held by NOC), which will provide a base plan for all recording work.
- 16.8.12** The site contains one of the most significant assemblages of USAF war art in the country, some of which have previously been recorded by English Heritage. These are within buildings 52, 299, 485 and 446, however there are numerous further examples of war art particularly within the HASs and Northern Bomb Store (many of these are detailed within the Conservation Plan (ACTA 2005)). Some of these are external and therefore a fragile resource subject to environmental conditions. As a result the recordings of this should be a priority. English Heritage in 2004 published *Military War Art: Guidelines on its Significance, Conservation and Management*, which should be used as the basis for the recording programme.

Mitigation of Indirect Impacts (Noise and visual intrusion)

- 16.8.13** Many of the structures, particularly those of higher significance, within the site were built to withstand nuclear blasts and therefore indirect impacts such as noise and visual intrusion are not considered to result in a significant impact to the built heritage.

Residual Effects

- 16.8.14** There will be no residual effects on the below and above ground archaeological resource, given that the evaluation and mitigation strategy proposed will neutralise all adverse effects. In general the successful completion of the mitigation process will alleviate some of the effects, and the residual loss will thereby be diminished.

Cumulative Effects

- 16.8.15** Cumulative effects within the Cultural Heritage have been fully integrated in the preceding assessment. The most significant cumulative effect will be the extensive loss of structures of low significance, such as the bungalows within Character Area OA I I, which will significantly reduce the 'Little America' aspect of the site.

16.9 CONCLUSIONS

- 16.9.1** The site has a proven potential to contain deposits of the Iron Age and probably the Roman period. Archaeological evaluation in the form of geophysics and trial trenching has confirmed the presence of Iron Age features associated with settlement, albeit truncated and disturbed in places. The presence of Aves Ditch and Portway through the site is indicative of evidence from the Roman period. Aerial photographs of the area also suggest the landscape was extensively exploited during these periods. However, the main development (New

Settlement Area) lies in an area heavily truncated and disturbed by later development and it is considered that the proposed development will have no further adverse effects in these areas. Across the airfield, where survival is better, there will be limited impacts, tree planting being the most significant. In areas where this is proposed, where survival is thought to be good and in areas which have a high archaeological potential, a programme of archaeological mitigation has been agreed with the County Archaeologist to mitigate any adverse effects on the archaeological resource. In addition there will be a positive effect on the historic landscape from reinstatement of Aves Ditch and Portway.

- 16.9.2** The built heritage potential of the site is reflected in its designation as a Conservation Area and the recent scheduling of five Cold War sites, whilst three further sites are currently being considered for protection. Overall, the structures dating from the periods of the World Wars are located to the south of the Cold War landscape and are of less significance (Character Areas 9-15). Those relating to the Cold War history are situated in the vast area to the north, and generally the landscape and structures are of higher significance (Character Areas 1-8). This coherent Cold War landscape is almost unaltered from its original form and the landscape of 'Flexible Response' is considered to be of international significance.
- 16.9.3** The overall impact on the built heritage as a result of the proposed changes within the Cold War landscape is considered to result in a slight/moderate effect. The core, nationally significant landscape (Character Area 1) will be retained, with some selective planting around the perimeters, and changes within the Cold War Airbase are confined to the Character Areas surrounding this core. There will be no direct impact to the three Cold War Scheduled Monuments which include the Quick Reaction Alert Area, Northern Bomb Store and Avionics Maintenance structure. The most significant change within the Cold War landscape will entail the demolition of four HASs within Character Area OA5D at the northwest fringe of the site, and seven HASs within Character Area OA6 at the southeast edge of the site. These structures are of high significance, however their location is not within the core Central Airbase of Character Area 1, which is of high significance. Further changes include the removal of the runway nib to the west, scarification of taxiways to the east and the demolition of three aircraft maintenance structures. Again, these areas are not part of the highly significant core of the historic landscape and the hardstanding is not visible from much of the Airbase, therefore their removal will not significantly impact the Cold War landscape.
- 16.9.4** The greatest impact to the site as a result of the proposed development will be to the south of the Cold War landscape, however this area is of less significant and in summary will result in moderate/slight effect. The proposed development will entail the demolition of structures throughout the area in particular within Character Areas OA11 and OA12 (South Residential Area and Barracks and Institutions). The most significant structures are located within the 1920s core (Character Area 14E) and there will be a moderate effect to the setting of the structures as a result of the proposed development, although the Trenchard radial plan will be retained. There will be extensive demolition within Character Area 12 which consists of Barracks and Institutions of medium/ low significance, although the Institute, Single Sergeants' Quarters and Sergeants' Mess will be retained. Within Character Area OA11 there will be extensive demolition of bungalows which although

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of low significance will have a cumulative effect and result in a significant reduction in the 'Little America' aspect of the site.

- 16.9.5** The two Scheduled Ancient Monuments of the Hardened Telephone Exchange and the Hardened Battle Command Centre, will be subject to a large effect as a result of a low impact to the setting of these features. However, given the relatively low level of impacts on the setting of these buildings this is not seen to be of high significance. The development will be of neutral effect to the setting of the Listed buildings within the study area.
- 16.9.6** In summary, there will be considerable change within the site although the core Cold War landscape (Character Area 1) will not be directly impacted. The demolition will predominantly be located within the less significant area to the south of the Cold War landscape. A programme of mitigation will be agreed with the County Archaeologist and English Heritage, which will entail the recording of the adversely effected structures and Character Areas. This programme of investigation will increase the understanding of modern military history, and the proposed heritage centre and open days are also beneficial aspects of the proposals. Further positive impacts include reduction in the area of car storage used by QEK and the demolition of three aircraft maintenance structures within Character Area 8A will also enhance the setting of the very significant Nose Docking sheds.

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Email correspondence between the County Archaeologist and Oxford Archaeology:

From: Oram, Richard - Environment and Economy

[mailto:Richard.Oram@Oxfordshire.gov.uk]

Sent: 15 March 2007 12:43

To: klara spandl

Subject: RE: raf upper heyford

Dear Klara

Thank you for the plan of the proposed planting works. It appears to have changed slightly from the earlier plans I have received. To confirm then: The area of planting around trenches 2 & 3 will need to be stripped and recorded. As there was only a plough furrow found in trench I then I don't think it will be necessary to excavate around this area and the planting to the south of the runway is in the location of a POL tank and I think we can accept that that will be heavily truncated. The

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planting area to the north of trenches 2 & 3 appears from aerial photos to already be fairly wooded.

Although the tarmac removal on the western side of the runway will not have any archaeological implications the spreading of soil from either side to fill the resulting void has the potential to impact on archaeological deposits as the nearby trenches were only 0.3m deep onto natural. It would be prudent therefore to have a watching brief on this section. The tarmac on the eastern side of the runway can be expected to have removed any archaeology. Although we don't know the exact thickness of the tarmac as it is a runway I think it is highly likely that it was stripped down to solid geology during the construction. This will also remove the need for any work on the newt ponds.

I would agree that the fencing in of Aves ditch would not require any mitigation and although the plan shows some planting to the southern side of the route this is in an area likely to have been truncated by more POL tanks and associated services. We therefore agreed that we would not require any work there.

We did agree that the settlement area would not require any further work as the development in this area, although piecemeal, has been fairly dense and what little might have survived would be in a very fragmentary

and isolated state. I think this is probably the same for the recreation area as well. Although the plans show it as a green and flat area I would suspect that this is after some harsh landscaping.

That about covers our requirements, of course we would need to be fairly flexible in the brief because as you have mentioned the final plans are yet to be frozen but, as it is unlikely to change far beyond what we already expect, I would be happy to write the brief for this as soon as you require it.

If I can be of any further assistance then please do not hesitate to let me know.

Regards

Richard

-----Original Message-----

From: Oram, Richard - Environment and Economy

[mailto:Richard.Oram@Oxfordshire.gov.uk]

Sent: 13 March 2007 17:18

To: klara spandl

Subject: RE: raf upper heyford

Klara,

I have the report for Upper Heyford, its good that something was found

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at least, have had a lot of empty jobs lately and you start to wonder.

In terms of further mitigation we are going to need to have the areas affected by planting around the two trenches (2 & 3) stripped and excavated ahead of the planting. Whilst the report recommends a watching brief as a minimum level of mitigation I am sure you can see that for tree and hedge planting this is not really appropriate as the small holes for the root bole are not going to give us much information archaeologically and the roots will subsequently expand to cover a much larger area.

There are a couple of other areas that I am not certain if there will be any work needed, the area west of trench 1 and the other side of the runway if there is to be any improvement works carried out.

If you have an updated map showing the impacts then that would help significantly. I would be happy to pop down though if you feel we need to discuss this. I have no preference either way.

Thanks

Richard

-----Original Message-----

From: klara spandl [mailto:k.spandl@oxfordarch.co.uk]

Sent: 13 March 2007 16:26

To: Oram, Richard - Environment and Economy

Subject: raf upper heyford

Dear Richard

I believe you now have a copy of the evaluation report for the Upper Heyford site. I would like if possible to discuss the likely scope off mitigation required for the various impacts so an outline of the agreed strategy can be included within the ES. How would you like to do this - I could send an updated map showing the impacts and include a explanation of each or we could meet up again to discuss. What is your preference?

Regards

Klara

> Klara Spandl

> Head of Heritage Management Services

Oxford Archaeology