

Appendix 2

Planning Position Statement by North Oxfordshire Consortium Ltd

30th May 2008

1. The site of the former RAF Upper Heyford, known as Heyford Park, is subject to Policy H2 of the adopted Structure Plan 2016, which provides for the development of a new settlement of about 1,000 dwellings, including appropriate community, recreational and employment opportunities, as a means of enabling environmental improvements and the heritage interest of the site as a military base with cold war associations.
2. The Draft Cherwell Local Plan 2011 progressed to the stage of Pre-Inquiry Changes, but a Local Plan Inquiry was not held and the Local Plan as far it reached in December 2004 has been adopted for the purposes of Development Control, although its status is a non-statutory Local Plan. For Heyford Park, the policies broadly reflect those of Structure Plan Policy H2.
3. The development of the site is also to be guided by a revised Comprehensive Planning Brief for the site, which was adopted by Cherwell District Council in March 2007. Despite significant issues arising over the Council's imposition of policy changes without further public consultation, the Council proceeded to adopt the Brief in a form which has caused the NOC considerable concern. It is noted that the Brief makes provision for the retention of Paragon (formerly known as QEK) and car processing as an integral component of the lasting solution for the site as well as for a temporary transitional period pending completion of the new settlement.
4. NOC prepared and submitted an outline planning application which took into account the policies of the Revised Comprehensive Planning Brief for the site which was registered by the Council in November 2007. This application was appealed against non-determination in March 2008. At the same time, a duplicate application was submitted in order to allow negotiations to continue with the Council. The masterplan for the site and the accompanying supporting assessments and documentation all envisage the retention of the car processing use on 17 hectares (c.40 acres).
5. The outline planning application and masterplan encompasses the whole of the former airfield site. The NOC have incorporated car processing within the proposed lasting solution. It is anticipated that detailed phasing negotiations will be necessary as part of the determination of this application, and it would appear sensible that any changes to Paragon's operational footprint should also be framed within wider discussions on the Management Plan for the Flying Field site.

6. Assuming that permission is forthcoming after the public inquiry to be held into the lasting solution scheme which is scheduled for September/October 2008, it is expected that a period of several years for infrastructure delivery for the new settlement and wider airfield will need to be undertaken, in concert with new residential and commercial development together with associated social infrastructure.
7. In summary, the incorporation of Paragon's operations, both on an interim basis for the proposed 5 year period, and indeed into the longer term, will be consistent with the NOC's wider aspirations to achieve a reasonable balance of jobs and residential opportunities, whilst securing environmental objectives and also preserving and enhancing the character of Conservation Area. The retention and incorporation of Paragon car processing is an integral part of delivering a viable and workable lasting solution for the site.