**From:** Harris, Paul - E&E [<mailto:Paul.Harris@Oxfordshire.gov.uk>]   
**Sent:** 02 July 2018 13:48  
**To:** Planning  
**Cc:** Andrew Lewis; Planning Consultations - E&E; White, Joy - E&E; Rutterford, Beth - E&E  
**Subject:** RE: 11/00282/DISC - Discharge of Condition 30 of outline planning permission 08/00716/OUT

Dear Cherwell Planning,

Thank you for sending through this consultation. Please take account of these points in relation to countryside access and public rights of way. I have copied response to Oxfordshire County Council’s Single Response facility as well as key officers.

1. Condition 30 is well overdue for both Portway and Aves Ditch. **It is requested that a condition is imposed requiring full implementation within 6 months** of the date of approval of this application, as per PA1 of the Flying Field Management Plan.
2. Condition 30 as a whole needs to be kept un-discharged given the need to see all of the public rights of way measures delivered. Given the lack of implementation of the whole condition OCC requests that planning enforcement action is taken by Cherwell DC over the failure to reopen Aves Ditch across the Flying Field, unless that can be completed at the same time as the Portway works. It is considered that, even with uncertainties of flying field development and the presence of protected species in the Southern Bomb Stores, it was and is possible to fully reopen Aves Ditch and Chilgrove Drive to walkers, cyclists and equestrians, even just as a permissive route, with permanent surfacing works and fencing to be undertaken at a later stage.
3. Re  drawing/specification **D.0342\_51-4C Fencing Elevation Detail**. This proposes 1.5m high post and rail fencing on the non-security side. Note that this should be fencing that is livestock proof (as there are grazing animals there) and also to prevent access to any structures outside of the security fenced area, unless these will have their own protection measures.   OCC will not accept any liability for any fencing and this needs to be managed as part of public open space. The livestock-proof fencing and applicant’s ongoing liability for fencing maintenance need to be conditioned if planning permission is granted.
4. **Part objection to** drawing/specification **D.0342\_51-1C Prop Footpath Routes** –. The use of timber edging is not acceptable for a public rights of way as these often break down over time and when impacted by mowing and service machinery and may become redundant after initial settling period. An acceptable alternative would be the use of recycled plastic path edging boards and recycled plastic pegs. However, by excavating a slightly deeper path tray and increasing compacted sub-base to 120/150mm as well as incorporation of soil/earth shoulders the need for edging should be avoided.   Instead of Type 1, the use of clean recycled Type 1 or the specialist sub-base material should be used and laid according to manufacturer’s specification. The proposed road access gates should not open across the public right of way.   Note that the drawing should be titled ‘Bridleway Routes”. These adjustments to the specification need to be conditioned if planning permission is granted.
5. N**o objection to** drawing/specification **D.0342\_51-3C Proposed Northern Fencing Detail**. The inclusion of a viewing area is particularly welcomed
6. In terms of the Western Airfield Road Layout preferred option (doc 39304-5501-SK47A), the request from rights of way is that vehicle speed, noise and frequency is to be physically reduced and monitored in order that heavy vehicles do not startle or otherwise interfered with non-motorised users of Portway.   That said, it is unclear why this layout is proposed for HGV movements when the eastern part of the airfield and the New Chilgrove Drive is meant to manage this access. Extensive use of this route by HGVs will impact on bridleway users as well as residents of Upper Heyford.  These speed, noise and frequency control provisions need to be conditioned if planning permission is granted.

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