

PLANNING APPLICATION FOR CONTINUED USE OF A SECTION OF THE FORMER FLYING FIELD FOR THE PROVISION OF DRIVING EXPERIENCES

HEYFORD PARK, UPPER HEYFORD

ADDENDUM PLANNING STATEMENT

ON BEHALF OF UPPER HEYFORD LP

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004**

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1. REVISED PROPOSALS FOR DRIVING EXPERIENCES

Introduction

- 1.1 Following negotiations on the above application and a consideration of alternative options for relocating the driving experiences operated by U-Drive on the Flying Field at Heyford, the following statement explains the revised proposals for consideration by the Local Planning Authority.
- 1.2 The Site Context, Planning History and Planning Policy remains as per the originally submitted Supporting Planning Statement, and this Addendum Statement should be read in conjunction with that earlier statement.

2. DESCRIPTION OF PROPOSALS

2.1 This description should be read in conjunction with accompanying drawing D.0291_96-C (contained at Appendix 1).

APPENDIX 1: DRAWING D.0291_96-C

2.2 The application site area has been defined so as to include the proposed means of access to the highway network on Camp Road. For information, as shown in green on the drawing, the route used for the maintenance of the vehicles used for the driver experiences together with their access route, is also indicated.

2.3 **Point A** – this is the access from Camp Road at Gate 17. Visiting members of the public to the event will utilise this access point to gain entry and exit the flying field area. They then head northwards along the existing perimeter road with the Flying Field to access an existing area of hardstanding where they are directed to park.

2.4 **Area B** – this is an area of hardstanding which is demarcated with traffic cones on event days. It is sufficient for some 70 customer cars to park. The hardstanding area extends to approximately 95m in length by 40m in depth.

2.5 **Point C** – Building 3208 is a former accommodation bungalow. It has planning permission for Class B1 use under the 2010 lead appeal. It is used on event days as a reception building by staff and customers.

2.6 **Area D** – this is an area of grass to the rear of Building 3208 which is used on event days for customers to view the driver experience vehicles further to the north on the hardstanding and typically has a mobile refreshment cabin and photograph stand. These temporary structures are removed after event days.

2.7 **Area E** – this is the area of hardstanding where customers get into and exit the driver experience cars with an accompanied driver, and then use the main runway for the driver experience laps.

2.8 **Area F** – this is an optional route for the driver experience vehicles that use the vehicle garage (see Area G) to access the hardstanding area to be driven on event days.

- 2.9 **Area G** – Building 337 is the former fire station building. It has permission for Class B2 use under the 2010 lead appeal. It is used to service the driver experience vehicle which are used on event days.

3. PLANNING EVALUATION

- 3.1 The driving experiences are operated by U-Drive Cars Ltd, catering for clients in the gift and corporate sectors, providing the opportunity for members of the public to drive a range of high performance cars.
- 3.2 The business has operated within Heyford Park for a period of more than 10 years, and the days when events occur are predominantly Monday to Saturday, with occasional use on Sundays from March – December (during 2014, there has been no use on a Sunday).
- 3.3 U-Drive employs 5 full-time and two part-time staff, but an average of 20 staff (including contract employees) are on site on event days. A maximum of 45 customers visit the site during each driving experience time slot which lasts for one hour each.
- 3.4 In addition to the economic benefits associated with the use, there are heritage benefits which result from the active use of this part of the Flying Field and hardstanding. The effect on the heritage assets and their setting is appraised in Section 4 of this Addendum.
- 3.5 This is also the issue of the operation of the heritage tours which operate on the Flying Field. An indicative route for the “Heritage Tour Route” is set out in the Heritage Centre Management Plan (HCMP) and Action HC2 therein establishes that the Heritage Centre will open for a minimum of 4 days per month, and that the guided tours across the Flying Field will normally be operated at times when the Heritage Centre is open.
- 3.6 Given that the operation of driver experiences does not typically occur on a Sunday, there is ample opportunity for heritage tours to be operated for at least 4 Sundays a month. Further, even on Saturdays, the driver experiences typically occur on only 2 or 3 Saturdays a month, so the scheduling of driver experience days and heritage tour days can be readily programmed so as not to coincide.
- 3.7 With regard to the operation of driver experience days with the general circulation of traffic accessing the northern parts of the Flying Field (once the western part of the perimeter road is closed when the Portway route is to be re-opened under the Flying Field Management Plan), there is sufficient room within the taxiway areas to the north of Building 3208 for the driver experience areas and the Flying Field access route to be properly demarked and safely operated.

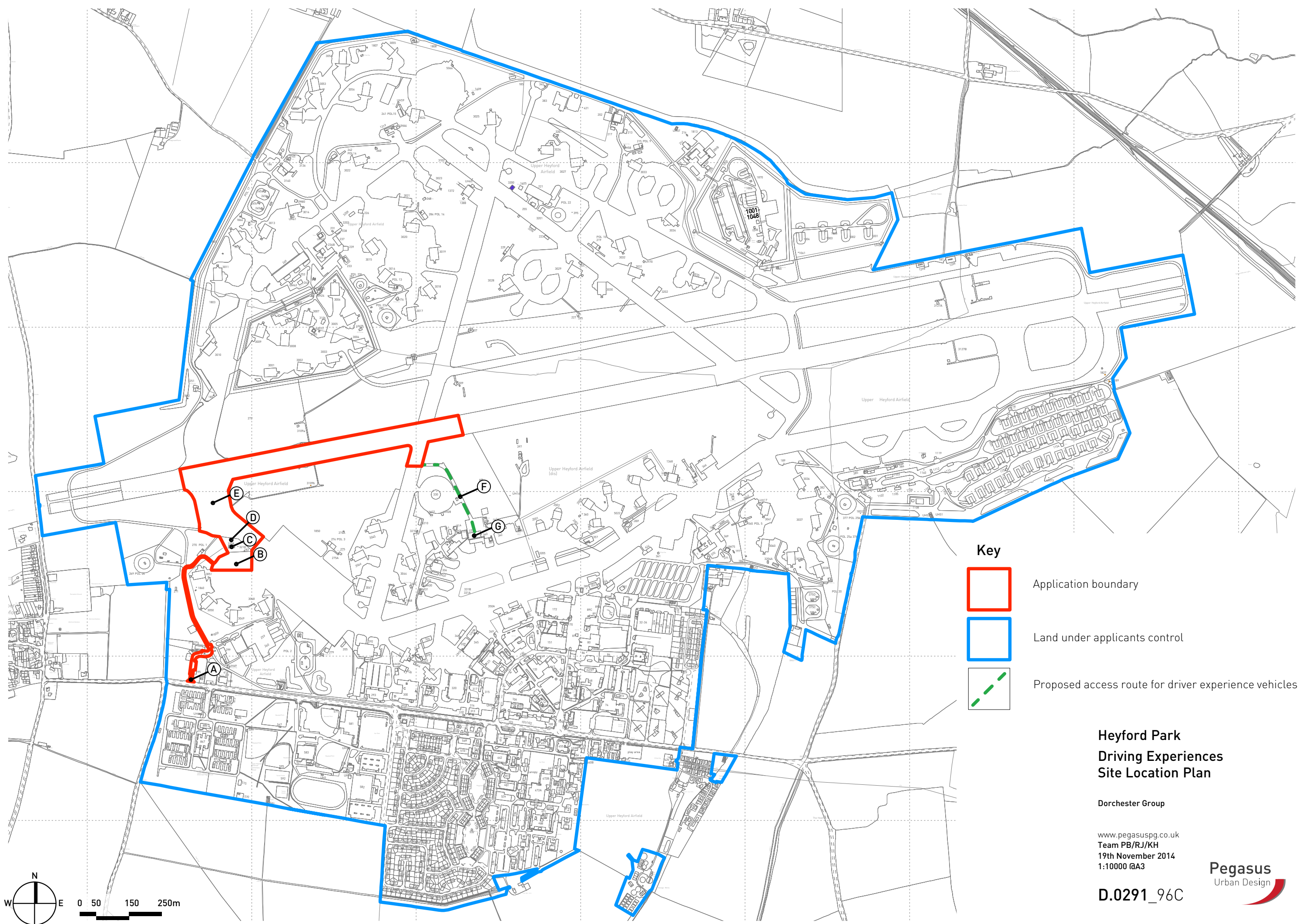
4. HERITAGE EVALUATION

- 4.1 The application site is located within the historic core of the Conservation Area as defined on the Conservation Area Appraisal and as such any proposed development needs to be carefully considered in order to protect the special historic character and appearance which have led to its designation.
- 4.2 The NPPF states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- 4.3 The proposed use sees the re-use of a number of existing buildings on site for a low key use which is considered to be 'consistent with their conservation'. It is also important to consider the temporary nature of the proposed use in that it only operates for some 43 days in a calendar year (January – December) and any temporary structures/parked vehicles will be removed from site during periods when the operation is not running. It is therefore considered that given the use is episodic in nature, nor does it result in any physical or permanent change to the historic landscape or character and appearance of the wider Conservation Area or setting of any of the statutorily Listed or Scheduled buildings or structures, the proposals would result in 'less than substantial harm' for the purposes of paragraphs 134 and 138 of the NPPF.
- 4.4 Paragraph 134 goes on to state that ***"where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."*** In this case, as well as securing what is considered to be the optimum viable use for the buildings and site area to which this application relates, the proposals also offer the opportunity for economic benefit in the form of the jobs associated with the operation and also an income to the landlords of the site which will allow for the continued protection and enhancement of the various heritage assets across the Conservation Area.



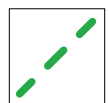
APPENDIX 1:

DRAWING D.0291_96-C

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Key

-  Application boundary
-  Land under applicants control
-  Proposed access route for driver experience vehicles

Heyford Park Driving Experiences Site Location Plan

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Team PB/RJ/KH
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