

Proposed Roller Shutter Door to Building 335

Heritage Assessment and Impact Study

REF: D.0342

DATE: 6th December 2017

Introduction

1. The following has been prepared by Pegasus Group on behalf of the Dorchester Group in relation to the proposed installation of a new roller shutter door to Building 335. This Statement considers the potential impact upon the Upper Heyford Conservation Area along with the Listed Buildings which are located within the vicinity of Building 335.

Methodology

2. The following assessment has been informed by *Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision Taking in the Historic Environment*¹ (henceforth referred to as *GPA 2: Managing Significance*), *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*² (henceforth referred to as *GPA 3: The Setting of Heritage Assets*) and English Heritage's Conservation Principles.³
3. Full details as to the methodology utilised are appended to this Statement (**Appendix 1**); however, it is pertinent to set out at this stage that *GPA 3: The Setting of Heritage Assets* states that:

“setting is not a heritage asset, nor a heritage designation”

4. Hence any impacts are described in terms of how they affect the significance of a heritage asset itself through changes to setting.
5. Within the NPPF, setting is defined as:

“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve.”

¹ Historic England, 2015, *Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision Taking in the Historic Environment*

² Historic England, 2015, *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*

³ English Heritage, 2008, *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment*

Elements of a setting may contribute to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”⁴

6. Therefore, setting can contribute to, detract from or be neutral with regards to heritage values, and so change to setting has the potential to diminish, enhance or leave unchanged the significance of a heritage asset through change to the value(s).
7. In order to relate to key policy, the following levels of harm may potentially be identified when assessing potential impacts of development on heritage assets, including harm resulting from a change in setting:
 - **Substantial harm or total loss.** It has been clarified in a High Court Judgement of 2013⁵ that this would be harm that would ‘have such a serious impact on the significance of the asset that its significance was either vitiated altogether or very much reduced’; and
 - **Less than substantial harm.** Harm of a lesser level than that defined above.
8. It is of course possible that the proposals will result in **No harm** (preservation). A High Court Judgement of 2014 is relevant to this⁶, in which it was held that with regard to preserving the setting of Listed building or preserving the character and appearance of a Conservation Area, preserving means doing no harm.
9. Preservation does not mean no change; it specifically means no harm. *GPA 2: Managing Significance* states that “*Change to heritage assets is inevitable but it is only harmful when significance is damaged*”. Thus, change is accepted in Historic England’s guidance as part of the evolution of the landscape and environment, it is whether such change is neutral, harmful or beneficial to the significance of an asset that matters.
10. With regards to changes in setting, *GPA 3: The Setting of Heritage Assets* states that “*protection of the setting of heritage assets need not prevent change*”, with the above statement regarding the natural, harmful or beneficial impact on the significance being key.
11. With specific regard to the content of this assessment, Paragraph 128 of the NPPF states:

“...The level of detail should be proportionate to an assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance...” (our emphasis)
12. Full details of the methodology used is set out within **Appendix 1**.

⁴ Ibid.

⁵ EWHC 2847, R DCLG and Nuon UK Ltd v. Bedford Borough Council

⁶ EWHC 1895, R (Forge Field Society, Barraud and Rees) v. Sevenoaks DC, West Kent Housing Association and Viscount De L’Isle.

Planning Policy Context

13. Building 335 is located within the former RAF Upper Heyford Conservation Area and within the wider Flying Field, outside of the New Settlement Area which is currently being redeveloped. It is also located within the vicinity of a number of Grade II Listed Buildings
14. Legislation relating to the Historic Environment is primarily set out within the Planning (Listed Buildings and Conservation Areas) Act 1990 which provides statutory protection for Listed Buildings and Conservation Areas.
15. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

“In considering whether to grant planning permission [or permission in principle] for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.

16. With regards to development within Conservation Areas, Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

“...with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character and appearance of that area”

17. The extant Development Plan comprises the:

- Cherwell Local Plan 2011-2031 Part 1, adopted 20 July 2015; and
- Cherwell Local Plan, adopted November 1996 (only those policies saved by the saving direction issued by the Secretary of State and which have not been subsequently superseded by the adoption of the Cherwell Local Plan 2011-2031 Part 1).

18. Other material planning considerations include national legislation, policy and guidance, comprising the:

- National Planning Policy Framework (March 2012); and
- National Planning Practice Guidance (various).

19. The accompanying Planning Statement identifies the key relevant planning matters contained within the Development Plan and other material planning considerations pertinent to the determination of the planning application, whilst a detailed summary of the national policy relating to the historic environment is provided at **Appendix 2**.

The Site

20. The application site comprises Building 335 which is a Nose Dock Shed, dating from 1959. The Building is located centrally within the wider Flying Field, to the south of the main runway.

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21. The application site is located within the former RAF Upper Heyford Conservation Area and is to the west of the Grade II Listed Control Tower (Building 340) and the north of the three other Nose Dock Sheds (Buildings 325, 327, 328) which are Grade II Listed. The site is described in detail within the accompanying application documentation.

Heritage Assets

22. Building 335 is a non-listed building located within the former RAF Upper Heyford Conservation Area which is a designated heritage asset as defined by the NPPF. It is also circa 100 metres to the west of the Grade II Listed Control Tower (Building 340) and circa 300 metres to the north of the group of three Grade II Listed Nose Dock Sheds (Buildings 325, 327 and 328).

23. The former RAF Upper Heyford military base was, as a whole, designated as a Conservation Area in 2006, reflecting the key role the military base played in the Cold War years and its distinctive military architecture and layout. The former RAF Upper Heyford Conservation Area Appraisal (CDC, April 2006) divided the wider site in to a number of 'Character Areas' as shown on the extract plan provided at **Appendix 3**, with the application site being within the 'Flying Field', and specifically 'Area 1D'. The Appraisal describes the 'Flying Field' and 'Area 1D' as:

"South Aircraft Shelters: The open aircraft shelters located in this area lack the dominant presence of the HASs. Current usage has robbed the landscape of any defining characteristics"

24. The significance of the area where Building 335 is located was considered within the Archaeology and Cultural Heritage Chapter of the Environmental Statement produced in support of the 'The Outline Consent' granted in January 2010 (a copy of the relevant Character Areas Plan is provided at **Appendix 4**) and described as:

"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."

"Area 1D: The South Aircraft Shelters

*Significance: **Medium***

The main structural feature if 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. Keys 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 Dock Shed	335	Very High
OA1D.4	Operations for Victoria Alert	357	Low
OA1D.5	Aircraft Hanger (washing)	336	Low
OA1D.6	Flight Line Fire Station	337	Low
OA1D.7	Hush House	1368	Medium
OA1D.8	Engine Test Cell	1443	Medium
OA1D.9	Fuel Storage and Maintenance	366	Low

25. Notwithstanding the above, it is clear that the character of this part of the Conservation Area has changed since both the above assessments were written, with the approved car processing area being drawn away from the front of the arc of hangers and buildings which include Building 335.
26. Additionally, whilst the Building is identified as being of high significance within the two assessments, Building 335 was not chosen to be Listed by Historic England when they Listed the three other Nose Dock Sheds to the south.
27. The Control Tower (Building 340) is located to the east of Building 335 and is a Grade II Listed Building, thus being a designated heritage asset of less than the highest significance as defined by the NPPF.
28. The List Entry, a full copy of which is provided at **Appendix 5**, confirms that the Control Tower was listed for primarily historic reasons stating:
- “Upper Heyford’s control tower listed primarily for historic reasons, dates from 1950-2 when the former RAF base was remodelled for USAF’s Strategic Air Command. Structures erected during the Cold War (1946-89) are among the most potent physical manifestations of the global division between capitalism and communism that shaped the history of the second half of the C20. Upper Heyford was among the key Cold War defence sites in England in the 1970s and 1980s when USAF F-111s based here provided part of NATO’s European intermediate range nuclear deterrent. The control tower was central, as its name suggests, to the base’s operation and is an integral part of the complex. Also included in the listing are its blast walls and the magnetometer housing and its surrounding square immediately to the north.”*
29. It is considered that the application site does not form part of the specific setting of the Control Tower which contributes to its significance, rather it forms part of the wider airfield landscape. There is limited intervisibility between the front (south east) elevation of Building 335, where the roller shutter door is proposed, and the Control Tower due to the intervening structures. Although, the two buildings are seen in the same view from the southern taxi way.
30. The other three Nose Dock Sheds which are located to the south of Building 335 were Listed at Grade II in April 2008. Building 335 was not Listed at this time.

31. The List Entries for each of the three other Nose Dock Sheds (Buildings 325, 327 and 328), which are provided at **Appendix 6**, confirm that the three Nose Dock Sheds were Listed for the following reasons, and being Grade II Listed are designated heritage assets of less than the highest significance as defined by the NPPF:

“One of three hangars built in 1951 to service the first American nuclear-armed bombers deployed here as part of the Cold War. They have historic interest for their rarity, their demonstration of the special relationship between Britain and the United States, and they have technical interest in their early use of aluminium as a building material. They form a group with other structures recommended for scheduling that together make Upper Heyford a unique surviving ensemble.”

32. Building 335 does not form part of this group of Nose Dock Sheds, and thus is not considered to form part of their specific setting, rather forming part of the wider airfield landscape.

Assessment of Impact

33. The proposed development is detailed in full on both the application plans and within the accompanying Planning Statement and can be summarised as follows:

Installation of a roller shutter door into the south-east elevation of Building 335.

34. The new metal roller shutter door will be installed within the existing opening panels which will be fixed in place like the remainder of the doors. The new opening will be 6m wide, and 4.4m high.
35. Whilst the insertion of the roller shutter door within the central two panels will see the removal of some fabric of the building, it is important to note that the Building is not statutorily Listed and the form, and general design of the building will remain legible. As such, it is considered that the proposed works would preserve the interest of this building.
36. The impacts of the proposed development upon the Conservation Area, as a whole, and the Listed Buildings will be discussed in turn:

Former RAF Upper Heyford Conservation Area

37. As set out above, the proposed works see the installation of a new roller shutter door within the existing front metal door panels. This would allow for the continued commercial use of the building.
38. It is important to recognise that whilst the application site is considered to be of historic interest, it is only one building of many which are located throughout the airfield landscape. The Conservation Area covers a vast area, including the whole of the Flying Field, with its significance identified as being primarily embodied in the Cold War landscape across the Flying Field. The application site itself represents a very small portion of the total area of the Conservation Area, and as noted in paragraph 138 of the NPPF, it is necessary to consider the relevant significance of the element which has the

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potential to be affected and its contribution to the significance of the designated heritage asset as a whole, i.e. would the application proposals undermine the significance of the Conservation Area as a whole.

39. Notwithstanding this, whilst the works will result in a minor change to the front of the building, the proposals would reflect similar roller shutter doors which are found throughout the Conservation Area, including within the QRA which is a Scheduled Monument (the installation of the doors here received support from Historic England) and would thus be sensitively assimilated into the wider site.
40. As such, notwithstanding the considerable weight attached to the requirements of Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is considered that the proposed development would serve to preserve the character and appearance of the Conservation Area as a whole.

Control Tower

41. The Control Tower (Building 340) is located to the south of the main runway, centrally within the Upper Heyford Conservation Area, to the east of Building 335, and is one of the five Grade II Listed Buildings on the wider site.
42. As set out above, the application site lies to the east of the Control Tower and whilst it forms part of the wider airfield landscape, is not considered to specifically contribute to the significance of the Grade II Listed Control Tower.
43. There is limited intervisibility between the Control Tower and Building 335 due to the intervening built form, although the front of Building 335 is seen in the same view as the rear of the Control Tower when viewed from the southern taxi way. The new shutter door has been designed and uses appropriate materials so to assimilate in to the existing building and within this part of the Conservation Area and will not appear incongruous or alien in the wider landscape.
44. As such, notwithstanding the statutory obligations of Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is considered that the proposed new roller shutter door, whilst introducing a new element on the south-eastern elevation of Building 335, will not impact upon the significance of the Grade II Listed Control Tower (which is primarily Listed for historic reasons and its role within the base's operation), through a change to its setting.

Nose Dock Sheds

45. The three other Nose Dock Sheds within the site are located to the south of Building 335 and form a distinct group together. The three Nose Dock Sheds (Buildings 325, 327 and 328) are individually Grade II Listed and are three of the five Grade II Listed Buildings across the site, along with the Control tower (Building 340) and one of the Squadron Headquarters (Building 234).
46. As set out above, whilst the application site is within the vicinity of the three other Listed Nose Dock Sheds, it does not form part of that grouping and is thus not considered to form part of its specific setting, other than being part of the wider airfield landscape.

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47. Whilst of the same design as the other three Nose Dock Sheds, Building 335 is located in a different context, being part of a group of other airfield buildings of varying design and function, separate to that of the close knit group of three Listed Nose Dock Sheds to the south.
48. As set out above, the design of the roller shutter door is such that it will assimilate into the built form of Building 335 and thus it is considered that the proposed new roller shutter door, whilst introducing a new element on the south-eastern elevation of Building 335, will not impact upon the significance of the three Grade II Listed Nose Dock Sheds (which are primarily Listed for historic and technical reasons and their group value), through a change to its setting.

Summary Conclusions

49. Building 335 is located centrally within the former RAF Upper Heyford Conservation Area and the Control Tower (Building 340) which lies to the east of the application site, and the three other Nose Dock Sheds, located to the south (Buildings 325, 327 and 328 are Grade II Listed Buildings).
50. The above analysis has concluded that the proposed works would preserve the character and appearance of the Conservation Area, as a whole and would not have an appreciable impact upon the significance of the Grade II Listed Buildings through changes within their setting.

Appendix 1 – Methodology

Assessment of significance

In the NPPF, heritage significance is defined as:

“the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”

Historic England’s Historic Environment Good Practice advice in Planning Note 2: Managing Significance in Decision Taking in the Historic Environment⁷ (henceforth referred to as ‘GPA 2: Managing Significance’) gives advice on the assessment of significance as part of the application process. It advises understanding the nature, extent, and level of significance of a heritage asset. In order to do this, GPA 2: Managing Significance also advocates considering the four types of heritage value an asset may hold, as identified in Historic England’s Conservation Principles⁸; **aesthetic**, **communal**, **historic** and **evidential**. These essentially cover the heritage ‘interests’ given in the glossary of the NPPF, which comprise archaeological, architectural, artistic and historic interest.

Conservation Principles provides further information on the heritage values it identifies:

- **Evidential value:** *the potential of a place to yield evidence about past human activity. This value is derived from physical remains, such as archaeological remains, and genetic lines.*
- **Historical value:** *the ways in which past people, events and aspects of life can be connected through a place to the present - it tends to be illustrative or associative. Illustrative value is the perception of a place as a link between past and present people and depends on visibility. It has the power to aid interpretation of the past through making connections with and providing insights into past communities and their activities through shared experience of a place. By contrast, associative value need not necessarily be legible at an asset. But gives a particular resonance through association with a notable family, person, event or movement.*
- **Aesthetic value:** *the ways in which people draw sensory and intellectual stimulation from a place. Aesthetic values can be the result of conscious design or fortuitous outcome or a combination of the two aspects. The latter can result*

⁷ Historic England, 2015, *Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision Taking in the Historic Environment*

⁸ English Heritage 2008 *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment*

from the enhancement of the appearance of a place through the passage of time.

- **Communal value:** *the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. This can be through widely acknowledged commemorative or symbolic value that reflects the meaning of the place, or through more informal social value as a source of identity, distinctiveness, social interaction and coherence. Spiritual value may also be part of communal value.*

Significance results from a combination of any, some or all of the values described above.

Listed Buildings and Conservation Areas are generally designated for their special architectural and historic interest. Scheduling is predominantly, although not exclusively, associated with archaeological interest.

Setting and significance

As defined in the NPPF:

“Significance derives not only from a heritage asset’s physical presence, but also from its setting.”⁹

Setting is defined as:

“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may contribute to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”¹⁰

Therefore, setting can contribute to, affect an appreciation of significance or be neutral with regards to heritage values.

It is also important to note that whilst a physical or visual connection between a heritage asset and its setting will often exist, it is not essential or determinative. This was recently considered in a High Court Judgement¹¹ where it was concluded that:

“The term setting is not defined in purely visual terms in the NPPF which refers to the “surroundings in which a heritage asset is experienced”. The word “experienced” has a broad meaning, which is capable of extending beyond the purely visual”.

Assessing change through alteration to setting

⁹ NPPF Annex 2

¹⁰ Ibid

¹¹ EWHC 1456, Steer v. Secretary of State for Communities and Local Government, Catesby Estates Limited, Amber Valley Borough Council, 2017.

How setting might contribute to these values has been assessed within this report with reference to *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*¹² (henceforth referred to as *GPA 3: The Setting of Heritage Assets*), particularly the checklist given on page 9. This advocates the clear articulation of 'what matters and why'.

In *GPA 3: The Setting of Heritage Assets*, a stepped approach is recommended, of which Step 1 is to identify the heritage assets affected and their settings. Step 2 is to assess 'whether, how and to what degree settings make a contribution to the significance of the heritage asset(s)'. The guidance includes a (non-exhaustive) check-list of elements of the physical surroundings of an asset that might be considered when undertaking the assessment including, among other things: topography, other heritage assets, land use, green space, functional relationships, degree of change over time and integrity. It also lists points associated with the experience of the asset which might be considered, including: views, intentional intervisibility, tranquillity, sense of enclosure, accessibility, rarity and associative relationships.

Step 3 is to assess the effect of the proposed development on the significance of the asset(s). Step 4 is 'maximising enhancement and minimising harm'. Step 5 is 'making and documenting the decision and monitoring outcomes'.

Descriptions of significance will naturally anticipate the ways in which impacts will be considered. Hence descriptions of the significance of Conservation Areas will make reference to their special interest and character and appearance, and the significance of Listed buildings will be discussed with reference to the building, its setting and any features of special architectural or historic interest which it possesses.

Levels of significance

In accordance with the levels of significance articulated in the NPPF, three levels of significance are identified:

- **Designated heritage assets of the highest significance**, as identified in paragraph 132 of the NPPF comprising Grade I and II* Listed buildings; Grade I and II* Registered Parks and Gardens; Scheduled Monuments; Protected Wreck Sites and Registered Battlefields (and also including some Conservation Areas) and heritage assets demonstrably of equivalent significance to Scheduled Monuments, as identified in paragraph 139 of the NPPF;
- **Designated heritage assets of less than the highest significance**, as identified in paragraph 132 of the NPPF, comprising Grade II Listed buildings and Grade II Registered Parks and Gardens (and also some Conservation Areas); and
- **Non-designated heritage assets**. Non-designated heritage assets are defined within the Government's

¹² Historic England, 2015, *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*

Planning Practice Guidance as “buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets¹³”.

Additionally, it is of course possible that sites, buildings or areas have **no heritage significance**.

Assessment of harm

Assessment of any harm will be articulated in terms of the policy and law that the proposed development will be assessed against, such as whether a proposed development preserves or enhances the character or appearance of a Conservation Area, and articulating the scale of any harm in order to inform a balanced judgement/weighting exercise as required by the NPPF.

In order to relate to key policy, the following levels of harm may potentially be identified:

- **Substantial harm or total loss.** *It has been clarified in a High Court Judgement of 2013¹⁴ that this would be harm that would ‘have such a serious impact on the significance of the asset that its significance was either vitiated altogether or very much reduced’; and*
- **Less than substantial harm.** *Harm of a lesser level than that defined above.*

It is also possible that development proposals will cause **no harm or preserve** the significance of heritage assets. A High Court Judgement of 2014 is relevant to this¹⁵. This concluded that with regard to preserving the setting of a Listed building or preserving the character and appearance of a Conservation Area, ‘preserving’ means doing ‘no harm’.

Preservation does not mean no change; it specifically means no harm. *GPA 2: Managing Significance* states that “*Change to heritage assets is inevitable but it is only harmful when significance is damaged*”. Thus, change is accepted in Historic England’s guidance as part of the evolution of the landscape and environment. It is whether such change is neutral, harmful or beneficial to the significance of an asset that matters.

As part of this, setting may be a key consideration. For an evaluation of any harm to significance through changes to setting, this assessment follows the methodology given in *GPA 3: The Setting of Heritage Assets*, described above. Again, fundamental to the methodology set out in this document is stating ‘*what matters and why*’. Of particular relevance is the checklist given on page 11 of *GPA 3: The Setting of Heritage Assets*.

It should be noted that this key document states that:

¹³ DCLG, Planning Practice Guidance, Paragraph: 039 (ID: 18a-039-20140306, Revision date: 06 03 2014)

¹⁴ EWHC 2847, R DCLG and Nuon UK Ltd v. Bedford Borough Council

¹⁵ EWHC 1895, R (Forge Field Society, Barraud and Rees) v. Sevenoaks DC, West Kent Housing Association and Viscount De L’Isle

“setting is not a heritage asset, nor a heritage designation”

Hence any impacts are described in terms of how they affect the significance of a heritage asset, and heritage values that contribute to this significance, through changes to setting.

With regards to changes in setting, GPA 3: The Setting of Heritage Assets states that *“protection of the setting of heritage assets need not prevent change”*.

Additionally, it is also important to note that, as clarified in the Court of Appeal¹⁶, whilst the statutory duty requires that special regard should be paid to the desirability of not harming the setting of a Listed Building, that cannot mean that any harm, however minor, would necessarily require planning permission to be refused.

Benefits

Proposed development may also result in benefits to heritage assets, and these are articulated in terms of how they enhance the heritage values and hence significance of the assets concerned.

¹⁶ Palmer v Herefordshire Council & Anor [2016] EWCA Civ 1061 (04 November 2016)

Appendix 2 – Planning Policy

The National Planning Policy Framework

National policy and guidance is set out in the Government’s National Planning Policy Framework (NPPF) published in March 2012. This replaced the previous suite of national Planning Policy Statements, Planning Policy Guidance notes and some Circulars, including those related to heritage, with a single streamlined document. The NPPF needs to be read as a whole, and is intended to promote the concept of delivering sustainable development.

The NPPF sets out the Government’s economic, environmental and social planning policies for England. Taken together, these policies articulate the Government’s vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The NPPF continues to recognise that the planning system is plan-led and that therefore Local Plans, incorporating Neighbourhood Plans where relevant, are the starting point for the determination of any planning application, including those which relate to the historic environment.

The overarching policy change applicable to the proposed development is the presumption in favour of sustainable development. This presumption in favour of sustainable development (the ‘presumption’) sets out the tone of the Government’s overall stance and operates with and through the other policies of the NPPF. Its purpose is to send a strong signal to all those involved in the planning process about the need to plan positively for appropriate new development; so that both plan making and development management are proactive and driven by a search for opportunities to deliver sustainable development, rather than barriers. Conserving historic assets in a manner appropriate to their significance forms part of this drive towards sustainable development.

The purpose of the planning system is to contribute to the achievement of sustainable development and the NPPF sets out three ‘dimensions’ to sustainable development: an economic role, a social role, and an environmental role. The presumption is key to delivering these ambitions, by creating a positive pro-development framework which is underpinned by the wider economic, environmental and social provisions of the NPPF.

The NPPF also sets out 12 no. core planning principles for delivering sustainable development. For the purposes of this Statement, particular regard should be had to the tenth core principle, which identifies at paragraph 17 of the NPPF that planning should:

“conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations”

Heritage Assets are defined in Annex 2 of the NPPF (page 52) as:

“A building, monument, site, place, area or landscape meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the Local Planning Authority (including Local Listing)”

Significance is also defined (page 56) as:

“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting”

Section 12 of the NPPF relates to ‘Conserving and enhancing the historic environment’ and states at paragraph 129 that:

“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal”

Paragraph 131 goes on to state 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;*
- *The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *The desirability of new development making a positive contribution to local character and distinctiveness”*

With regard to the impact of proposals on the significance of a heritage asset, paragraph 132 is relevant and reads as follows:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alterations or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites should be wholly exceptional”*

In the context of the above, it should be noted that paragraph 133 reads as follows:

“Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss or all of the following apply:

- *the nature of the heritage asset prevents all reasonable uses of the site; and*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *the harm or loss is outweighed by the benefit of bringing the site back into use”*

Paragraph 134 goes on to state:

“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”

The NPPF also provides specific guidance in relation to development within Conservation Areas, stating at paragraph 137 that:

“Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably”

Paragraph 138 goes on to recognise that *“not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance”* and with regard to the potential harm from a proposed development states:

“Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated as substantial harm under paragraph 133 or less than substantial harm under paragraph 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole” (our emphasis)

With regards to non-designated heritage assets, paragraph 135 of NPPF states that:

“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”

Overall, the NPPF confirms that the primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent it. Local Authorities should approach development management decisions positively, looking for solutions rather than problems so that applications can be approved wherever it is practical to do so. Additionally, securing the optimum viable use of sites and achieving public benefits are also key material considerations for application proposals.

National Planning Guidance

The Department for Communities and Local Government (DCLG) launched the planning practice web based resource in March 2014, accompanied by a ministerial statement which confirmed that a number of previous planning practice guidance documents were cancelled.

This also introduced the national Planning Practice Guidance (PPG) which comprised a full and consolidated review of planning practice guidance documents to be read alongside the NPPF.

The PPG has a discrete section on the subject of ‘Conserving and enhancing the historic environment’ which a paragraph 009 (ID: 18a-009/20140306 revision date 06.03.2014) confirms that the consideration of ‘significance’ in decision taking is important and states:

“Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals.”

In terms of assessment of substantial harm, paragraph 017 (ID: 18a-017-20140306 revision date 06.03.2014) confirms that whether a proposal causes substantial harm will be a judgement for the individual decision taker having regard to the individual circumstances and the policy set out within the NPPF. It goes on to state:

“In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset’s significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting.

While the impact of total destruction is obvious, partial destruction is likely to have a considerable impact but, depending on the

circumstances, it may still be less than substantial harm or conceivably not harmful at all, for example, when removing later inappropriate additions to historic buildings which harm their significance. Similarly, works that are moderate or minor in scale are likely to cause less than substantial harm or no harm at all. However, even minor works have the potential to cause substantial harm" (our emphasis)

With regard to design the PPG states at paragraph 02 (ID: 26-002-20140306 revision date 06.03.2014) that:

"Good design should:

- ensure that development can deliver a wide range of planning objectives*
- enhance the quality of buildings and spaces, by considering amongst other things form and function; efficiency and effectiveness and their impact on well being*
- address the need for different uses sympathetically."*

Paragraph 23 (ID: 26/023/20140306 revision date 06.03.2014) goes on to explain how to consider buildings and the spaces between them and reads as follows:

"Plans, policies and decisions can effectively manage physical form at a variety of scales. This is how planning can help achieve good design and connected objectives. Where appropriate the following should be considered:

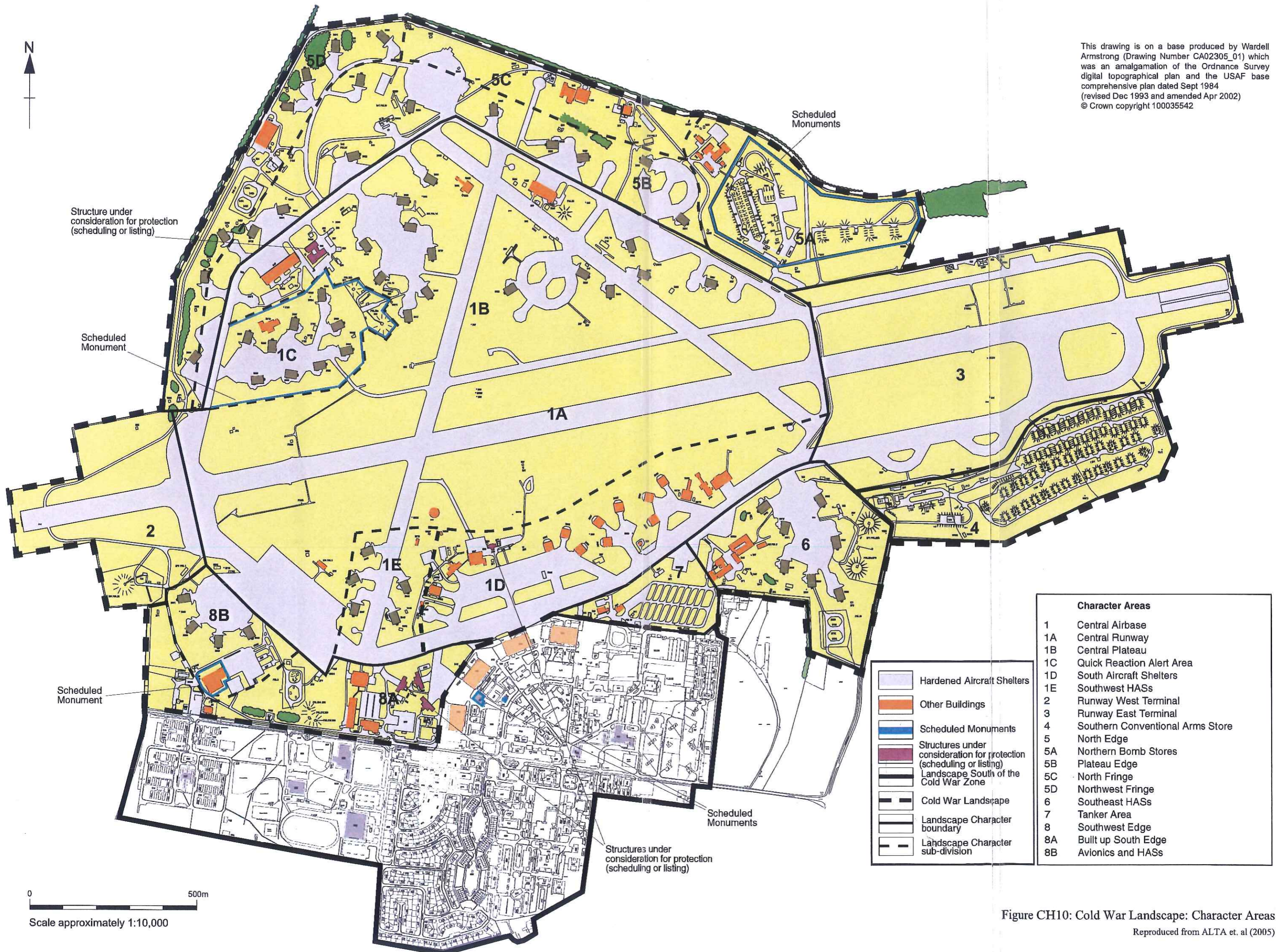
- layout – the way in which buildings and spaces relate to each other*
- form – the shape of buildings*
- scale – the size of buildings*
- detailing – the important smaller elements of buildings and spaces*
- materials – what a building is made from"*

Appendix 3 – Conservation Area Appraisal Character Areas Plan



Appendix 4 – 2007 Environmental Statement Character Areas Plan

This drawing is on a base produced by Wardell Armstrong (Drawing Number CA02305_01) which was an amalgamation of the Ordnance Survey digital topographical plan and the USAF base comprehensive plan dated Sept 1984 (revised Dec 1993 and amended Apr 2002) © Crown copyright 100035542



0 500m
Scale approximately 1:10,000

Figure CH10: Cold War Landscape: Character Areas
Reproduced from ALTA et. al (2005)

Appendix 5 – Control Tower List Entry

CONTROL TOWER (BUILDING 340), UPPER HEYFORD AIRBASE

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: CONTROL TOWER (BUILDING 340), UPPER HEYFORD AIRBASE

List entry Number: 1392508

Location

CONTROL TOWER (BUILDING 340), UPPER HEYFORD AIRBASE

The building may lie within the boundary of more than one authority.

County: Oxfordshire

District: Cherwell

District Type: District Authority

Parish: Upper Heyford

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 07-Apr-2008

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 495960

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Upper Heyford's control tower listed primarily for historic reasons, dates from 1950-2 when the former RAF base was remodelled for USAF's Strategic Air Command.

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Structures erected during the Cold War (1946-89) are among the most potent physical manifestations of the global division between capitalism and communism that shaped the history of the second half of the C20. Upper Heyford was among the key Cold War defence sites in England in the 1970s and 1980s when USAF F-111s based here provided part of NATO's European intermediate range nuclear deterrent. The control tower was central, as its name suggests, to the base's operation and is an integral part of the complex. Also included in the listing are its blast walls and the magnetometer housing and its surrounding square immediately to the north.

History

Legacy Record - This information may be included in the List Entry Details.

Details

UPPER HEYFORD

1715/0/10012 Control Tower (Building 340), Upper Heyford Airbase

II Military airfield control tower of 1950-2 with associated blast wall and magnetometer base. Currently identified as Upper Heyford Building 340.

EXTERIOR: Built around a steel frame, it comprises a central, red brick, two-storey tower (33ft 6ins by 32 ft 6ins) surmounted with an octagonal steel-framed glazed visual control room which gives a 360 degree view of the complete aerodrome with the main runway to the north. Mounted alongside on the flat roof (which has metal railings around its edge) are two ariels and, at the north-west corner, a small observation penthouse, possibly for signalling. Flanking the tower to east, west and south are single-storey flat-roofed wings housing electrical gear and offices. The east and west flanking wings (each 25ft by 23ft) also have railings around their edges. The tower has small, square-paned Crittall-type metal windows, with a projecting (probably added) oriel-like booth to the central first-floor window on the north side.

INTERIOR: The main entrance is at the rear of the right-hand wing. This gives on to a corridor which runs the width of the building. The right-hand wing contains two front rooms, one which housed GPO equipment and one the monitor room. At the rear of the wing was a rest room and female lavatory. The front half of the main tower was the radio equipment room, with officers' lavatory, signals workshop and staircase to the rear. The left wing contained ancillary rooms, including the main medium voltage switchgear room, accessed from external doors. The small wing to the south housed a ventilating plant room and pyro store.

In the tower concrete stairs with a metal handrail lead to the first floor, largely occupied by the radar control room. Double doors give access on to the flat roofs of the east and west wings. The other first-floor rooms comprised a rest room and the SATCO's office. A stairwell at the rear contains a steep steel ladder leading up to the rear of the visual control room. This has pull-down, purple-tinted, sun screens to the windows and sound-proof tiles to the walls and ceiling.

One ground-floor door has a hand-painted shield recording its occupancy (probably near the end of the station's life) by the Air Weather Service. The greater part of the control tower's telephone and other equipment has been stripped although some switchgear and housings do survive.

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PLANNING | DESIGN | ENVIRONMENT | ECONOMICS

ASSOCIATED FEATURES: Immediately to the front (north) and west of the building are prefabricated 2m tall sand-filled blast walls. Similarly protected is a fuel tank (itself not of historic interest) between the tower and the gravelled square.

Ten metres north of the blast wall is a gravelled square, c.20m across, defined by concrete-kerbs and concrete posts which formerly supported a wire fence. In the centre of the square is the 1.5m high bollard-like metal housing of a magnetometer, an instrument (removed) which detected radar signals coming from the east.

HISTORY: A Royal Flying Corps station was established at Upper Heyford in 1915. In the 1920s it became one of the RAF's bomber stations under the Home Defence Expansion Scheme promoted by Lord Trenchard. During WWII it was used as a training station by Bomber Command. In the early 1950s the base was among those which passed to the USAF's Strategic Air Command, one of four which lay well inland from the vulnerable east of England. It then was extensively remodelled: structures erected at this time including new runways and bomb stores, the control tower and four Nose Docking Sheds for aircraft maintenance (q.v.). Between 1953 and 1965 B-47 SAC Stratojets operated out of here. The base then passed to USAF Europe and for the remainder of the 1960s it was mainly used by reconnaissance aircraft including U2s, RF101 Voodoos, and later Phantoms. Then in 1970 a new generation of advanced bomber, the F-111, was deployed here. Its all-weather capability and technical sophistication made the aircraft one of the key components of NATO's nuclear deterrent in the 1970s, it being the sole carrier of the USA's intermediate range nuclear deterrent in Europe. Upper Heyford was the only F-111 Wing in Europe until the allocation of F-111s to RAF Lakenheath in 1977. After 1984 and the introduction of Cruise Missiles the F-111s' purpose became the hunting down of the Warsaw Pact's mobile SS20 missiles. In 1986 F-111s from Upper Heyford and Lakenheath attracted worldwide attention for a retaliatory strike on Libya, while in 1990 Upper Heyford's F-111s participated in operation Desert Shield after Iraq's invasion of Kuwait, and Desert Storm to liberate Kuwait. In 1993 in the defence draw-down after the end of the Cold War, and in part due to the obsolescence of the F-111, the aircraft was withdrawn from the base. Shortly afterwards Upper Heyford was returned to the RAF which declared it surplus to military needs.

The control tower was one of seven produced c.1950-3 to drawing 5223a/51. Four were at the Very Heavy Bomber bases of Upper Heyford, Brize Norton, Fairford, and Greenham Common; one at Mildenhall tanker aircraft base; and two at the upgraded Biggin Hill and North Weald fighter stations. Upper Heyford's stands centrally within the south half of the flying field, south of and overlooking the main runway. It operated as the weather and radio receiver for the airbase and was central to its operation.

SUMMARY OF IMPORTANCE: listed primarily for historic reasons, Upper Heyford's control tower dates from 1950-2 when the former RAF base was remodelled for USAF's Strategic Air Command. Structures erected during the Cold War (1946-89) are among the most potent physical manifestations of the global division between capitalism and communism that shaped the history of the second half of the C20. Upper Heyford was among the key Cold War defence sites in England in the 1970s and 1980s when USAF F-111s based here provided part of NATO's European intermediate range nuclear

deterrent. The control tower was central, as its name suggests, to the base's operation and is an integral part of the complex. Also included in the listing are its blast walls and the magnetometer and its surrounding square immediately to the north.

SOURCES: Former RAF Upper Heyford Conservation Plan (3 vols., September 2005); P. Francis, Control Towers: The Development of the Control Tower on RAF Stations in the UK (1993), 96-7

Selected Sources

Books and journals

Francis, P , Control Towers: The Development of the Control Tower on RAF Stations in the UK, (1993), 96 97

National Grid Reference: SP 51224 26394

Map



Appendix 6 – Nose Dock Sheds List Entries

NOSE DOCK HANGAR AT FORMER RAF UPPER HEYFORD (BUILDING 325)

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: NOSE DOCK HANGAR AT FORMER RAF UPPER HEYFORD (BUILDING 325)

List entry Number: 1392505

Location

NOSE DOCK HANGAR AT FORMER RAF UPPER HEYFORD (BUILDING 325)

The building may lie within the boundary of more than one authority.

County: Oxfordshire

District: Cherwell

District Type: District Authority

Parish: Upper Heyford

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 07-Apr-2008

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 490616

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

One of three hangars built in 1951 to service the first American nuclear-armed bombers deployed here as part of the Cold War. They have historic interest for their rarity, their demonstration of the special relationship between Britain and the United

States, and they have technical interest in their early use of aluminium as a building material. They form a group with other structures recommended for scheduling that together make Upper Heyford a unique surviving ensemble.

History

Legacy Record - This information may be included in the List Entry Details.

Details

UPPER HEYFORD

1715/0/10007 Nose dock hangar at former RAF Upper Heyford (Building 325)

GV II Nose dock hangar. 1951 to designs made c.1950-1, almost certainly by the British Ministry of Works as it followed the form of a wartime hangar used to service the Sunderland flying boats, but for the United States Air Force Strategic Air Command. Aluminium cladding on aluminium frame, with corrugated steel roof. Stepped 'T'-shape, with a long cantilevered front to create the long opening needed to accommodate the American B50Ds, KB29Ps, and later the B47 Stratojet that were based here. Folding doors on this long elevation of aluminium. Internal bracing also of aluminium.

HISTORY: RAF Upper Heyford was established as a bomber station as part of the Home Defence Expansion Scheme of 1923. Following the breakdown of East-West relations with the Berlin Crisis of 1948, it was identified for use by the USAF Strategic Air Command in 1950 as a permanent site for its aircraft. The existing hangars were too small for the massive new bombers, so a specific hangar type was developed, known as a 'nose dock'. As the name suggests, the nose dock hangars sheltered only the front section of the aircraft, so that it was possible to work on its nose and engines under cover. Cover for the rest of the aircraft was not regarded as important.

Upper Heyford was served by squadrons of KB-29P refuelling aircraft from the end of 1951 and from June 1953 by the B47 Stratojet. The aircraft were deployed in Britain on 90-day rotations, so that only routine maintenance and emergency repairs had to be undertaken here. By the late 1950s a policy of 'reflex alert' was established, which meant that Upper Heyford was used intensively while other bases saw little action. The base became the centre for the F111-E in 1970, and was the only European airfield for these planes until 1977 when Lakenheath was similarly upgraded.

The Upper Heyford trio are not only the most complete survivals of this type of hangar, but are of interest in being built of aluminium, then in its infancy as a building material. In 1956 the American journalist John Peter wrote that 'aluminium has been more widely used for large structural applications in Great Britain than in any other country. British engineers have produced brilliant designs whose ingenuity and precision have brought structural use of this easy-to-erect material to a cost roughly equivalent to that of steel.'

The hangars have historic interest as rare built survivals of this era, demonstrating graphically the special relationship between Britain and the United States, and they have technical interest in their early use of aluminium as a building material. The

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three hangars form a group with other Cold War survivals of similar interest, and together demonstrate the phases of the American nuclear deterrent in Britain as is found at no other base.

Sources John Peter, *Aluminium in Modern Architecture*, Reynolds Metals Company/ Reinhold Publishing, New York, 1956, p.66 Wayne D Cocroft and Roger J C Thomas, *Cold War, Building for Nuclear Confrontation 1946-1989*, English Heritage, 2003, pp.52-71

Selected Sources

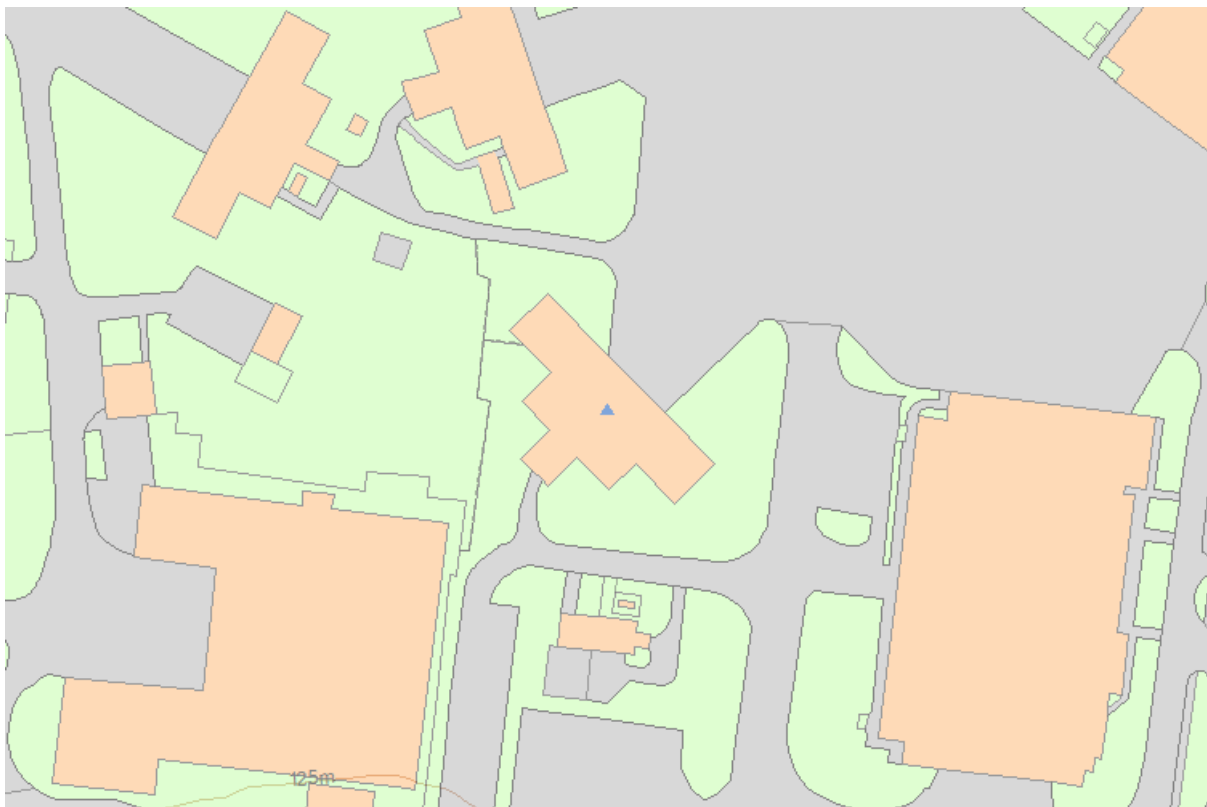
Books and journals

Cocroft, W D, Thomas, R J C, *Cold War - Building for Nuclear Confrontation 1946-1989*, (2003), 52-71

John, P, *Aluminium in Modern Architecture*, (1956), 66

National Grid Reference: SP 51041 25942

Map



NOSE DOCK HANGAR AT FORMER RAF UPPER HEYFORD (BUILDING 327)

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: NOSE DOCK HANGAR AT FORMER RAF UPPER HEYFORD (BUILDING 327)

List entry Number: 1392506

Location

NOSE DOCK HANGAR AT FORMER RAF UPPER HEYFORD (BUILDING 327)

The building may lie within the boundary of more than one authority.

County: Oxfordshire

District: Cherwell

District Type: District Authority

Parish: Upper Heyford

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 07-Apr-2008

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 490929

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

One of three hangars built in 1951 to service the first American nuclear-armed bombers deployed here as part of the Cold War. They have historic interest for their rarity, their demonstration of the special relationship between Britain and the United States, and they have technical interest in their early use of aluminium as a building

material. They form a group with other structures recommended for scheduling that together make Upper Heyford a unique surviving ensemble.

History

Legacy Record - This information may be included in the List Entry Details.

Details

UPPER HEYFORD

1715/0/10008 Nose dock hangar at former RAF Upper Heyford (Building 327)

GV II Nose dock hangar. 1951 to designs made c.1950-1, almost certainly by the British Ministry of Works as it followed the form of a wartime hangar used to service the Sunderland flying boats, but for the United States Air Force Strategic Air Command. Aluminium cladding on aluminium frame, with corrugated steel roof. Stepped 'T'-shape, with a long cantilevered front to create the long opening needed to accommodate the American B50Ds, KB29Ps, and later the B47 Stratojets that were based here. Folding doors on this long elevation of aluminium. Internal bracing also of aluminium.

HISTORY: RAF Upper Heyford was established as a bomber station as part of the Home Defence Expansion Scheme of 1923. Following the breakdown of East-West relations with the Berlin Crisis of 1948, it was identified for use by the USAF Strategic Air Command in 1950 as a permanent site for its aircraft. The existing hangars were too small for the massive new bombers, so a specific hangar type was developed, known as a 'nose dock'. As the name suggests, the nose dock hangars sheltered only the front section of the aircraft, so that it was possible to work on its nose and engines under cover. Cover for the rest of the aircraft was not regarded as important.

Upper Heyford was served by squadrons of KB-29P refuelling aircraft from the end of 1951 and from June 1953 by the B47 Stratojet. The aircraft were deployed in Britain on 90-day rotations, so that only routine maintenance and emergency repairs had to be undertaken here. By the late 1950s a policy of 'reflex alert' was established, which meant that Upper Heyford was used intensively while other bases saw little action. The base became the centre for the F111-E in 1970, and was the only European airfield for these planes until 1977 when Lakenheath was similarly upgraded.

The Upper Heyford trio are not only the most complete survivals of this type of hangar, but are of interest in being built of aluminium, then in its infancy as a building material. In 1956 the American journalist John Peter wrote that 'aluminium has been more widely used for large structural applications in Great Britain than in any other country. British engineers have produced brilliant designs whose ingenuity and precision have brought structural use of this easy-to-erect material to a cost roughly equivalent to that of steel.'

The hangars have historic interest as rare built survivals of this era, demonstrating graphically the special relationship between Britain and the United States, and they have technical interest in their early use of aluminium as a building material. The

three hangars form a group with other survivals of similar interest, and together demonstrate the phases of the American nuclear deterrent in Britain as is found at no other base.

Sources John Peter, *Aluminium in Modern Architecture*, Reynolds Metals Company/ Reinhold Publishing, New York, 1956, p.66 Wayne D Cocroft and Roger J C Thomas, *Cold War, Building for Nuclear Confrontation 1946-1989*, English Heritage, 2003, pp.52-71

Selected Sources

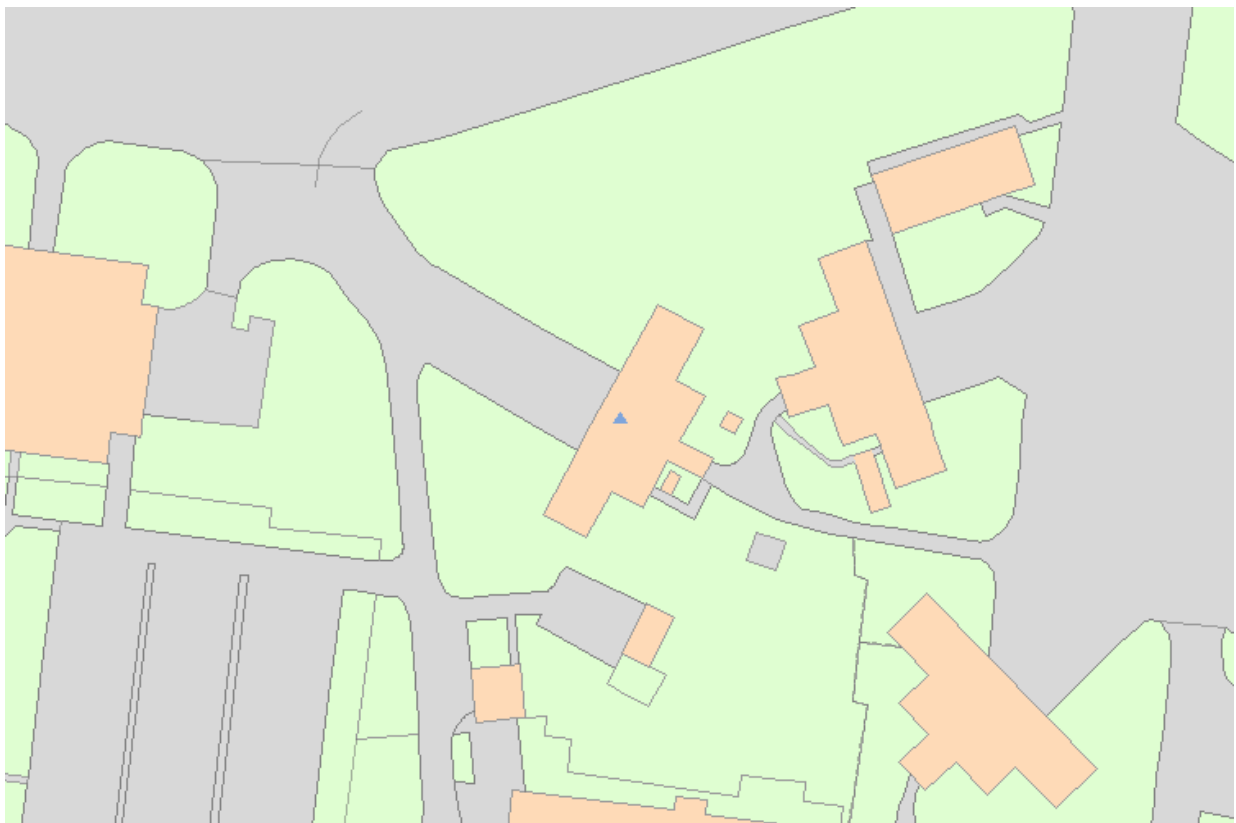
Books and journals

Cocroft, W D, Thomas, R J C, *Cold War - Building for Nuclear Confrontation 1946-1989*, (2003), 66

John, P, *Aluminium in Modern Architecture*, (1956), 52-71

National Grid Reference: SP 50967 26001

Map



NOSE DOCK HANGAR AT FORMER RAF UPPER HEYFORD (BUILDING 328)

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: NOSE DOCK HANGAR AT FORMER RAF UPPER HEYFORD (BUILDING 328)

List entry Number: 1392507

Location

NOSE DOCK HANGAR AT FORMER RAF UPPER HEYFORD (BUILDING 328)

The building may lie within the boundary of more than one authority.

County: Oxfordshire

District: Cherwell

District Type: District Authority

Parish: Upper Heyford

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 07-Apr-2008

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 490931

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

One of three hangars built in 1951 to service the first American nuclear-armed bombers deployed here as part of the Cold War. They have historic interest for their rarity, their demonstration of the special relationship between Britain and the United States, and they have technical interest in their early use of aluminium as a building

material. They form a group with other structures recommended for scheduling that together make Upper Heyford a unique surviving ensemble.

History

Legacy Record - This information may be included in the List Entry Details.

Details

UPPER HEYFORD

1715/0/10009 Nose dock hangar at former RAF Upper Heyford (Building 328)

GV II Nose dock hangar. 1951 to designs made c.1950-1, almost certainly by the British Ministry of Works as it followed the form of a wartime hangar used to service the Sunderland flying boats, but for the United States Air Force Strategic Air Command. Aluminium cladding on aluminium frame, with corrugated steel roof. Stepped 'T'-shape, with a long cantilevered front to create the long opening needed to accommodate the American B50Ds, KB29Ps, and later the B47 Stratojet that were based here. Folding doors on this long elevation of aluminium. Internal bracing also of aluminium.

HISTORY: RAF Upper Heyford was established as a bomber station as part of the Home Defence Expansion Scheme of 1923. Following the breakdown of East-West relations with the Berlin Crisis of 1948, it was identified for use by the USAF Strategic Air Command in 1950 as a permanent site for its aircraft. The existing hangars were too small for the massive new bombers, so a specific hangar type was developed, known as a 'nose dock'. As the name suggests, the nose dock hangars sheltered only the front section of the aircraft, so that it was possible to work on its nose and engines under cover. Cover for the rest of the aircraft was not regarded as important.

Upper Heyford was served by squadrons of KB-29P refuelling aircraft from the end of 1951 and from June 1953 by the B47 Stratojet. The aircraft were deployed in Britain on 90-day rotations, so that only routine maintenance and emergency repairs had to be undertaken here. By the late 1950s a policy of 'reflex alert' was established, which meant that Upper Heyford was used intensively while other bases saw little action. The base became the centre for the F111-E in 1970, and was the only European airfield for these planes until 1977 when Lakenheath was similarly upgraded.

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The hangars have historic interest as rare built survivals of this era, demonstrating graphically the special relationship between Britain and the United States, and they have technical interest in their early use of aluminium as a building material. The

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Sources John Peter, *Aluminium in Modern Architecture*, Reynolds Metals Company/ Reinhold Publishing, New York, 1956, p.66 Wayne D Cocroft and Roger J C Thomas, *Cold War, Building for Nuclear Confrontation 1946-1989*, English Heritage, 2003, pp.52-71

Selected Sources

Books and journals

Cocroft, W D, Thomas, R J C, *Cold War - Building for Nuclear Confrontation 1946-1989*, (2003), 52-71

John, P, *Aluminium in Modern Architecture*, (1956), 66

National Grid Reference: SP 51014 26019

Map

