

**FULL PLANNING APPLICATION FOR THE ERECTION OF
297 RESIDENTIAL DWELLINGS (USE CLASS C3)
COMPRISING A MIX OF OPEN MARKET AND AFFORDABLE
HOUSING, TOGETHER WITH ASSOCIATED WORKS
INCLUDING PROVISION OF NEW AND AMENDED
VEHICULAR AND PEDESTRIAN ACCESSES, PUBLIC OPEN
SPACE, LANDSCAPING, UTILITIES AND
INFRASTRUCTURE, AND DEMOLITION OF EXISTING
BUILT STRUCTURES AND SITE CLEARANCE WORKS**

**LAND SOUTH WEST OF CAMP ROAD (DORCHESTER PHASE
9),
HEYFORD PARK, UPPER HEYFORD, OXFORDSHIRE**

PLANNING STATEMENT (INCLUDING AFFORDABLE HOUSING & S106 HEADS OF TERMS)

ON BEHALF OF HEYFORD INVESTMENTS LLP

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

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PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

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1. INTRODUCTION

- 1.1 This Planning Statement has been prepared by Pegasus Group on behalf of Heyford Park Investments LLP (“the Applicant”).
- 1.2 The Statement is in support of a full planning application for the erection of 297 dwellings at Dorchester Phase 9 of the Heyford Park development (“the application site”) on land south-west of Camp Road on the Former RAF Upper Heyford airbase, Upper Heyford, Oxfordshire. The proposal will involve the demolition of all of the existing buildings on site previously associated with Upper Heyford American High School, together with the construction of new and modified access points onto Camp Road and the provision of associated infrastructure and open space / recreational facilities.

Pre-Application Consultation

- 1.3 The Applicant has engaged in pre-application discussions with representatives of Cherwell District Council through a series of general Heyford Park planning meetings as well as dedicated pre-application meetings held in June, July and August 2016.
- 1.4 A more detailed summary of these pre-application discussions and the resultant evolution of the proposals can be found in Section 3 of the Design and Access Statement.

Community Consultation

- 1.5 The Applicant has undertaken consultation with the local community, holding a public exhibition on Wednesday 12th October 2016, which was attended by circa 40 people. Full details of this consultation event are contained in the Statement of Community Involvement which accompanies the application.

Purposes and Structure of the Planning Statement

- 1.6 This Planning Statement considers the relevant National and Local Planning Policy against which the application should be determined with particular reference to: the adopted policies contained within the Cherwell Local Plan (2011-2031); and the National Planning Policy Framework (NPPF).
- 1.7 This Statement is not intended to duplicate matters referred to elsewhere, rather it provides a comprehensive overview of the land use and planning merits of the

development, to be considered against the relevant planning policies and other material considerations pertinent to this application.

1.8 The Structure of this Planning Statement is as follows:

- **Section 2: Application Site and Surrounding Area** – Provides a description of the Application Site and its immediate surrounding context, and an overview of the relevant planning history;
- **Section 3: The Proposed Development** – Provides a summary of the Proposed Development and describes the proposed access, layout, scale, appearance and landscaping strategy etc.;
- **Section 4: Affordable Housing Statement** – Provides a summary of the proposed housing mix in the context of the Local Plan policy and on-going discussions with the Council;
- **Section 5: Planning Obligations** – Addresses the need or otherwise for a Section 106 Agreement;
- **Section 6: The Planning Framework** – Provides a summary of the key relevant planning and heritage legislation, policy and guidance at a national and local level that together comprise the Development Plan and material planning considerations;
- **Section 7: - Planning Assessment** -Assess the Proposed Development in the context of the extant planning policy of the Development Plan and material planning considerations and;
- **Section 8: Summary and Conclusions** – Provides a summary of the key findings from this planning statement.

1.9 This Statement should be read alongside the suite of technical documents that accompany this application including:

- Design and Access Statement;
- Environmental Statement;
 - Including Non-Technical Summary
- Tree Survey, Arboricultural Impact Assessment and Tree Protection Plan;
- Statement of Community Involvement; and
- Existing Buildings Package.

2. SITE AND SURROUNDING AREA

Application site and surroundings

- 2.1 The application site forms of part of the Former RAF Upper Heyford, its military use having ceased in 1994. The Heyford Park base extends to approximately 520 hectares in total with the location of the application site identified on the Location Plan that accompanies the application.
- 2.2 The former airbase base is located approximately 7km north-west of Bicester, 13km south-east of Banbury and 3km south-west of Junction 10 of the M40 Motorway, in Oxfordshire, lying within the administrative area of Cherwell District Council and the parish of Upper Heyford.
- 2.3 The airbase as a whole was designated as a Conservation Area in 2006, reflecting the key role that the airbase played in the Cold War years, and its military architecture and layout.
- 2.4 The former RAF Upper Heyford Site was a military base owned by the Military of Defence that was leased by the United States Air Force from the 1960s until its vacation of the base in 1994. The Application Site falls within the 'residential area' of the former military base, an area that provided ancillary facilities and services such as a hospital, supermarket, petrol station, school and sport facilities for the military personnel and their families.
- 2.5 The Application Site itself comprises 12.04 hectares of land formerly occupied by the Upper Heyford American High School situated to the south of Camp Road, the main access road which runs west-east through Heyford Park and from which the site has an existing access.
- 2.6 The Application Site boundary is predominately defined by a chain-link fence topped by raked anti-climb barbed wire mounted on concrete posts, to a height of approximately 2.2m, with the exception of variations to the eastern boundary where it crosses through the former sports facilities.
- 2.7 The Application Site is occupied by several buildings including: six rows of single-storey classroom blocks constructed in rendered brickwork with fibre cement/asbestos roof; a central single-storey school building with integral boiler house constructed in brickwork with fibre cement/asbestos roof, with brickwork tower and chimney; a gymnasium constructed in brickwork and profiled sheet infill panels and roof; and leisure building. The buildings are generally in a poor

state of repair with broken windows/door, damaged render with some partial demolition/damage to structural elements.

- 2.8 The remainder of the Application Site is occupied by a combination of access roads/footpaths, an electricity sub-station, water tank and hardstanding, as well as grassland associated with former sports pitches with sports dug-outs (baseball pitches and tennis courts) and grounds.
- 2.9 There are several trees located primarily along/adjacent to the Application Site's boundary to the north and west, with some trees interspersed between some school units, and hedgerow along the Application Site's perimeter to the north and west. The grounds are overgrown, the access road shows signs of breaking up and several footpaths are no longer discernible. Further details of the existing vegetation and tree cover can be found in the accompanying Design and Access Statement together with the Tree Survey, Arboricultural Impact Assessment documentation.
- 2.10 The Application Site is currently vacant. In the absence of any redevelopment of the Application Site, it is to be expected that the existing buildings would continue to degrade and that the grounds would continue to be overgrown and eventually colonise with scrub
- 2.11 To the east of the Application Site is the sports facilities associated with Heyford Park Free School, set amongst on-going residential development, as part of the overall redevelopment of Heyford Park.
- 2.12 To the north of the Application Site, on the opposite side of Camp Road (also within Heyford Park) is the former 'flying field' comprising runways / taxiways and associated aircraft hangars and supporting stores, maintenance workshops, operation rooms, offices, and security buildings etc., the majority of the existing buildings are being used for commercial purposes.
- 2.13 To the south and west the land is generally used for agriculture and comprises arable/grazing fields of varying size and shape with several woodland belts.
- 2.14 The western and southern boundaries of the Application Site are contiguous with the Rousham Conservation Area.
- 2.15 In addition to forming part of the RAF Upper Heyford Conservation Area, the former base also contains a number of Scheduled Monuments identified as 'Cold

War Structures at the former Upper Heyford designation (Reference: 1021399) as well as several listed buildings and non-designated heritage assets as noted in the 'RAF Upper Heyford Conservation Area Appraisal' produced by Cherwell District Council in 2006.

- 2.16 Whilst located within the RAF Upper Heyford Conservation Area, none of these heritage designations lie either in or within direct proximity of the Application Site. A more detailed analysis of these heritage designations can be found in the accompanying Environmental Statement.

Planning History

- 2.17 The former RAF Upper Heyford military base, now known as Heyford Park, has an extensive planning history. The most notable planning applications with regards the Application Site are the two relatively recent decisions involving the comprehensive redevelopment of the former RAF Upper Heyford military base as a whole or part thereof.
- 2.18 The first of these decisions, referred to as the 'Lead Appeal', relates to an outline planning application (08/00716/OUT) for the formation of a new settlement of 1,075 dwellings, together with associated works and facilities, including employment uses, community uses, a school, playing fields and other physical and social infrastructure, across the entire former military base.
- 2.19 The scheme was allowed at appeal (APP/C3105/A/08/2080594) dated 11 January 2010 and is subject to comprehensive S106 Unilateral Undertaking. The Lead Appeal identified the Application Site as being retained as open space.
- 2.20 Following the purchase of the site by the Dorchester Group, a revised scheme, referred to as the 'Outline Consent' for the redevelopment of the central core of Heyford Park known as the 'New Settlement Area' was submitted to Cherwell District Council.
- 2.21 The application sought permission for a proposed new settlement of 1,075 dwellings including the retention and change of use of 267 existing military dwellings to residential Class C3 and the change of use of other specified buildings, together with associated works and facilities, including employment uses, a school, playing fields and other physical and social infrastructure.

- 2.22 The application was approved by Cherwell District Council on the 22 December 2011 under application reference 10/01642/OUT.
- 2.23 Save for a small area of land along the southern boundary of the Heyford Park Free School sports facilities, the permitted development excludes the Application Site but provides the context to the on-going development of the New Settlement Areas.
- 2.24 Part of this context includes an approved Design Code and a series of parameter plans to which regard has been given as set out in the accompanying Design and Access Statement.
- 2.25 Development in pursuance of the New Settlement Area is being taken forward through a combination of reserved matters and outline applications by the Dorchester Group or Bovis Honas as set out below:

Phase	LPA Reference	Date Approved
Dorchester Phase 1	13/01394/REM	19 th Feb 2014
Dorchester Phase 2 (was Phase 5)	14/01366/REM	9 th Dec 2014
Dorchester Phase 3 (was Phase 2)	14/01500/REM	26 th Nov 2014
Dorchester Phase 4 & 5b	15/01612/REM	11 th Jan 2016
Dorchester Phase 5a	13/01811/OUT 16/00627/REM	31 st Mar 2016 31 st Aug 2016
Dorchester Phase 6	16/00263/F	To be determined (resolved to approve subject to a S106)
Dorchester Phase 8	16/00864/REM	Not yet determined
Bovis Phase B1	13/00711/REM	19 th Feb 2014
Bovis Phase B2a	13/01584/REM	19 th Feb 2014
Bovis Phase B2b/B5	14/01740/REM	20 th Jan 2015
Village Green	15/00153/REM	6 th April 2016

- 2.26 In addition, a detailed planning application for the development of the Village Centre South (16/01000/F) was approved 3rd November 2016, with an application for the Village Centre North to follow.

3. THE PROPOSED DEVELOPMENT

3.1 This application relates to a full planning application for the following:

“Erection of 297 residential dwellings (Use Class C3) comprising a mix of open market and affordable housing, together with associated works including provision of new and amended vehicular and pedestrian accesses, public open space, landscaping, utilities and infrastructure, and demolition of existing built structures and site clearance works”

Land Use:

3.2 The Application Site extends to 12.04 hectares of land, with the table below setting out the land uses and approximate quantum of development.

Land Uses and Floorspace to be provided

Land Use	Hectares
Residential Land Use – including residential dwellings, private gardens, private drives, access roads and associated footways/cycleways, and associated streetscape landscaping	9.04
Public Open Space – providing landscaped public open space, including areas of play and surface water attenuation provision	3.00 (circa)
Infrastructure	0.01 (circa)
Total	12.04

3.3 The rationale for the pattern of land use is set out within the accompanying Design and Access Statement.

Demolition

3.4 All existing buildings and structures within the Application Site would be demolished, including all remaining classrooms, the central school building with boiler room, gymnasium, leisure building, electricity sub-station and sports dug-outs. All existing access roads, footpaths and hardstanding would also be broken up.

Accommodation

3.5 The Proposed Development would provide 297 residential units at a density of approximately 38 dwellings per hectare (net), with a range of accommodation types over a predominately 2 to 2 ½ storey scale with 3 storey buildings at key landmark points of the Application Site.

3.6 The breakdown of accommodation is set out below:

Market Housing	
No. of Beds	No. of Units
2	27
3	81
4	77
5	23
Sub-Total	208
Affordable Housing – Rented	
No. of Beds	No. of Units
1	19
2	22
3	19
4	2
Sub-Total	62
Affordable Housing - Intermediate	
No. of Beds	No. of Units
1	8
2	8
3	9
4	2
Sub-Total	27
Total Market Housing	208
Total Affordable Housing	89
GRAND TOTAL	297

3.7 A significant element of affordable housing is provided, 89 of the proposed 297 units which represents a provision of 30%. The location of the affordable housing is displayed on the Planning Layout drawing that accompanies the application.

3.8 Further information on the provision of affordable housing within the proposals is set out in **Section 4**.

3.9 The residential units would comprise a combination of detached, semi-detached and terraced dwellings, and apartments. The footprint of the individual residential dwellings and apartments would be relative to the accommodation provided, the dwelling type, location within the Application Site and/or tenure.

- 3.10 The height of accommodation (individual dwellings or apartment blocks) would vary between 2, 2.5 or 3 storeys to a maximum height to ridge of circa 13m above adjacent ground level with the remaining development up to circa 11.5m above adjacent ground; the 3 storey buildings (dwellings or apartments) would be focused towards the centre of the site and to the north-east, forming the aforementioned landmark buildings.
- 3.11 The design of the units has been prepared with direct reference to the Design Code approved for the 'New Settlement Area' in order to ensure a consistent yet adaptive form of development reflective of earlier residential phases.
- 3.12 The proposed materials would be a mix of Ibstock red brick, various shades of smooth and roughcast render set beneath Marley tiles chosen from a grey, blue and brown palette. Full details of the proposed materials can be found on the Materials Layout Plan submitted with the Application.

Access and Parking

- 3.13 The Proposed Development would be accessed via two new access points created onto Camp Road to the north, with a third access point onto Izzard Drive to the east. These accesses would provide the primary access connection to the principal streets running in a 'H' pattern on the site linked by Mews Streets providing access to secondary spaces and private drives.
- 3.14 A further five secondary points of access would be constructed to private drives serving a limited number of dwellings; four of these would be to Camp Road with the fifth to Izzard Road.
- 3.15 Resident and visitor parking would be provided in a combination of allocated spaces and visitor spaces, provided as garages, dwelling frontage bays, courtyard parking and parallel street parking. A total of 778 spaces are proposed, all of which would accord with the parameters set out in the previously approved 'New Settlement Area' Design Code.
- 3.16 Cycle parking is also provided within garages or lockable sheds or storage areas as applicable in accordance with approved standards.
- 3.17 In seeking to ensure the integration and connectivity of the Development Proposals to existing built form, pedestrian and cycle access would be provided through combined pedestrian / cycle footways adjacent to the estate roads, a

dedicated central footpath running north-south, a perimeter trial and other footpath linkages offering clear connection to the adjacent phases and the existing and proposed facilities of Heyford Park to the east.

Landscaping and Green Infrastructure

3.18 Landscaping for the Development Proposals comprises a combination of existing and new tree planting, hedgerows and specimen shrubs.

3.19 The design of the formal streetscape landscaping and public open space adopt and incorporate the following key principles:

- Retention and enhancement of existing tree and hedgerow vegetation along the Application Site boundaries, specifically to the north, west and south, subject to the findings of the arboricultural survey;
- Retention and enhancement of existing trees within the Application Site, where feasible and subject to the findings of the arboricultural survey;
- Provision of recreation areas in accordance with the local authority's standards including a hierarchy of a NEAP, LEAP and numerous LAPS;
- Provision of new tree planting to provide shade in summer, break up the urban streetscene and introduce a desirable and distinctive sense of place to the new urban form;
- Provision of 'green corridors' through the scheme to soften views from within and outside of the Proposed Development, including the 'Rain Gardens' feature along the central axis and the 'Linear Path' and trim trail along the north, west and southern boundaries.
- Provision of a physical and visual buffer between the Proposed Development and the open countryside to the south and west of the Application Site; and
- Incorporation of the surface water attenuation basin and other landscape features alongside sustainable urban drainage elements.

Surface Water Drainage and Flood Risk

3.20 Full details of the flood risk management and drainage strategy are set out within the submitted Flood Risk Assessment with the detailed design a matter for control via potential future conditions.

3.21 However it is envisaged that the surface water drainage strategy will consist of a combination of a conventional drainage network as well as Sustainable Urban Drainage Systems.

3.22 Given the natural topography of the Application Site, surface water will be conveyed to the attenuation pond located in the southern section of the site adjacent to the existing outfall to Gallos Brook.

- 3.23 The design of the attenuation pond will be sufficient to accommodate the anticipated flows with a flow control device placed downstream of the pond restricting flows in line with greenfield run-off rates.
- 3.24 Sustainable Urban Drainage measures will be provided within the Development Proposals, by way of swales adjacent to driveways and private drives with such open channels providing ecological and visual benefits supplemented by dedicated landscaping.
- 3.25 In addition the use of permeable paving within private roads, driveways and courtyards provides further SUDS measures to improve run off quality.
- 3.26 Foul drainage will be served via the provision of a pumping station adjacent to the attenuation pond, which will facilitate connection to the existing sewerage system to the east of Phase 4.

Utilities and Infrastructure

- 3.27 Although details of regarding the capacity and/or improvements to the main services necessary to support the development are set out within the application plans, they will include:
- 1 new distribution sub-stations (circa 4m x 4m) on land to be provided within the north part of the Application Site;
 - A new GTC low pressure system to be designed, which will be fed from the existing medium pressure 250mm gas main in Camp Road via gas governor;
 - Connecting the existing 355mm water main in Camp Road to the Application Site;
 - A new adoptable foul water pumping station to be added within the south eastern section of the Application Site which will connect to (via new mains) to existing connection points within the Bovis Homes areas to the east.
- 3.28 Each plot would be provided with services such as foul drainage, water supply, electricity and gas supply, and telecommunications

4. AFFORDABLE HOUSING STATEMENT

4.1 In recognition of the operation of **Local Plan Policy BSC3** and **Policy Villages 5**, the proposals include affordable housing of different tenures and accommodation types across 30% of the overall dwellings.

4.2 As set out in the table below the affordable housing would equate to 89 units of the overall 297 with the tenures split at a ratio of 70% (62 units) affordable rented accommodation and 30% (27 units) intermediate housing in line with the requirements of **Policy BSC3**.

Affordable Housing – Rented	
No. of Beds	No. of Units
1	19
2	22
3	19
4	2
Sub-Total	62
Affordable Housing – Intermediate	
No. of Beds	No. of Units
1	8
2	8
3	9
4	2
Sub-Total	27
Total Affordable Housing	89

4.3 The rented elements would comprise predominantly one and two bed flat accommodation provided within the landmark buildings to the centre and north east of the Application Site, with additional two, three and four bed houses interspersed across the proposals.

4.4 The intermediate elements would consist of one and two bed flat accommodation together with three and four bed dwelling houses and one and two 'Flats over Garages' units.

4.5 The location of the units is indicated on the submitted Planning Layout and demonstrates an overall 'pepper-potting' of units across the wider proposals.

4.6 As has been the case on earlier Dorchester Phases, it is intended that the units will be provided by Heyford Regeneration in its role as a Registered Provider with the overall provision and control of the affordable units forming a key obligation within the S106 Agreement.

5. PLANNING OBLIGATIONS

5.1 In advance of detailed negotiations with both the District and County Councils it is not possible to be precise about the exact nature of the S106 Agreement.

5.2 However it is anticipated that contributions are likely to relate to the following areas in line with the operation of **Policy Villages 5**:

- Education – contributions towards the provision of a new primary school and if required secondary school place provision in accordance with an agreed formula;
- Health Care – contributions towards health care provision in accordance with an agreed formula;
- Open Space – on and off site provision of recreational facilities by way of either direct physical provision or financial contributions in accordance with an agreed formula;
- Community Facilities – contributions towards nursery, community hall, local centre and / or neighbourhood policy facility;
- Off-site highway works and public transport improvements / provision including Travel Plan measures;
- Countryside access improvements; and
- Utilities and infrastructure improvements.

5.3 These obligations are in addition to the provision of affordable housing as set out in **Section 4**.

6. THE PLANING FRAMEWORK

6.1 The determination of a planning application is to be made pursuant to Section 38(6) of the Planning and Compulsory Purchase Act 2004, which is to be read in conjunction with Section 70(2) of the Town and Country Planning Act 1990. Section 38(6) requires LPAs to determine planning applications in accordance with the Development Plan, unless there are material considerations which indicate otherwise. Section 70(2) provides that in determining planning applications the Local Planning Authority (LPA): -

“shall have regard to the provisions of the Development Plan, so far as material to the application and to any other material considerations”.

6.2 In addition, Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), places a statutory duty on local planning authorities to ensure that any proposals preserve or enhance the character and appearance of Conservation Areas. The Act sets out the general duty of local planning authorities as respects Conservation Areas in the exercise of their planning functions, stating that:

“In the exercise, with respect to any buildings or other land in a conservation area, of any [functions under or by virtue of] any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area”.

6.3 Accordingly, the statutory requirements of Section 70(2) of the Town and Country Planning Act 1990, Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 should be considered in conjunction in the determination of a planning application.

6.4 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).

6.5 Other material planning considerations include national and local policy and guidance, comprising the:

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

- The Emerging Mid-Cherwell Neighbourhood Plan.
- 6.6 Cherwell District Council are in the early stages of preparing their Local Plan Part 2: Development Management Policies and Sites. The Local Plan Part 2 is to conform to the strategic policies and overall development strategy set out in the Local Plan Part 1 and cover the same time period, 2011 to 2031. The purpose of the Local Plan Part 2 is to provide detailed planning policies to assist with the implementation of strategic policies and the development management process, to identify smaller, non-strategic development sites for housing, employment, open space and recreation, travelling communities and other land uses. Consultation on the Proposed Submission Plan is programmed for late 2016 / early 2017, but has not yet been published.
- 6.7 This chapter identifies the relevant planning matters contained within the Development Plan and other material planning considerations pertinent to the planning application under consideration.

The Development Plan

Cherwell Local Plan 2011-2031

- 6.8 The Development Plan comprises the policies of the adopted Cherwell Local Plan 2011-2031 (adopted 20th July 2015). The relevant policies from the adopted Local Plan are considered below.
- 6.9 The Executive Summary to the Local Plan confirms that an objective of the Plan is to boost significantly the supply of housing and meet the objectively assessed need for Cherwell identified in the Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 – some 1,140 dwellings per annum or a total of 22,800 from 2011 to 2031.
- 6.10 **Paragraph B.96** sets out that the Local Plan seeks to deliver growth in accordance with the NPPF's Core Planning Policies including, inter alia, seeking to secure high quality design and a good standard of amenity by developing new neighbourhoods and achieving regeneration and redevelopment of key sites, and encouraging the effective re-use of existing land and buildings and bring forward sites that contain land of lesser environmental value such as at the Former RAF Upper Heyford.

6.11 In line with this approach **Policy PSD1: Presumption in Favour of Sustainable Development** states that the Council will take a proactive approach to reflect the presumption in favour of sustainable development as contained in the NPPF, work proactively with applicants to jointly find a solution and to secure development that improves the economic, social and environmental conditions of the area. Furthermore, that the Council will approve applications that accord with the policies of the statutory Development Plan without delay unless material considerations indicate otherwise.

6.12 With regard to the former airbase, **paragraph C.288** indicates that the site was previously subject to a policy from the Oxfordshire Structure Plan 2016 (Policy H2) which was saved by the South East Plan and retained upon the South East Plan's revocation. However, **Policy Villages 5**, discussed below, replaces Policy H2 in guiding future redevelopment of the site, as Policy H2 has now been superseded by the adoption of the Local Plan and therefore carries no weight.

6.13 **Policy Villages 5 (Former RAF Upper Heyford)** specifically allocates this 520 hectare site for, inter alia, a settlement of approximately 1,600 dwellings (in addition to the 761 dwellings (net) already permitted).

6.14 **Policy Villages 5** sets out the description of the allocation as:

"This site will provide for a settlement of approximately 1,600 dwellings (in addition to the 761 dwellings (net) already permitted) and necessary supporting infrastructure, including primary and secondary education provision and appropriate community, recreational and employment opportunities, enabling environmental improvements and the heritage interest of the site as a military base with Cold War associations to be conserved, compatible with achieving a satisfactory living environment. A comprehensive integrated approach will be expected."

6.15 **Policy Villages 5** also sets a range of 'key specific design and place shaping principles' which apply, in whole or part, to the entire allocated site unless specifically stated, of which those most relevant to this planning application are:

"• Proposals must demonstrate that the conservation of heritage resources, landscape, restoration, enhancement of biodiversity and other environmental improvements will be achieved across the whole of the site identified as Policy Villages 5

• In order to avoid development on the most historically significant and sensitive parts of the site, new development is to be focused to the south of the flying

field and on limited greenfield land to the south of Camp Road (and one greenfield area to the north of Camp Road, east of Larsen Road)

- The areas proposed for development will need special consideration to respect the historic significance and character of the taxiway and entrance to the flying field, with development being kept back from the northern edge of the indicative development areas
- The settlement should be designed to encourage walking, cycling and use of public transport rather than travel by private car, with the provision 258 Cherwell Local Plan 2011-2031 Part 1 Section C - Policies for Cherwell's Places of footpaths and cycleways that link to existing networks. Improved access to public transport will be required
- Development should accord with Policy ESD 15 and include layouts that maximise the potential for walkable neighbourhoods with a legible hierarchy of routes
- Retention and enhance of existing Public Rights of Way, and the provision of links from the development to the wider Public Rights of Way network, ...
- Layouts should enable a high degree of integration with development areas within the 'Policy Villages 5' allocation, with connectivity between new and existing communities
- Measures to minimise the impact of traffic generated by the development on the surrounding road network will be required through funding and or physical works, including to any necessary capacity improvements around junction 10 of the M40, and to the rural road network to the west of the site and around Middleton Stoney including traffic calming and management measures ...
- Development will provide for good accessibility to public transport services and a plan for public transport provision will accompany any planning application
- Design and layout should reflect the management and mitigation of noise impacts associated with the development
- A Travel Plan should accompany any development proposals ...
- Integration of the new community into the surrounding network of settlements by reopening historic routes and encouraging travel by means other than private car as far as possible.
- The preservation of the stark functional character and appearance of the flying field beyond the settlement area, including retention of buildings of national interest which contribute to the area's character (with limited,

fully justified exceptions) and sufficient low key re-use of these to enable appropriate management of this area

- The achievement of environmental improvements within the site and of views to it including the removal of buildings and structures that do not make a positive contribution to the special character or which are justified on the grounds of adverse visual impact, including in proximity to the proposed settlement, together with limited appropriate landscape mitigation, and reopening of historic routes ...
- The conservation and enhancement of the ecological interest of the flying field through appropriate management and submission of an Ecological Mitigation and Management Plan, with biodiversity preserved and enhanced across the site ... and wildlife corridors enhance, restored or created, including provision for habitat for great crested newts and ground nesting birds in particular. A net gain in biodiversity will be sought
- Development should protect and enhance the Local Wildlife Site (including the new extension to the south)
- Provision of a range of high quality employment opportunities, capable of being integrated into the fabric of the settlement, and providing that the use would not adversely affect residents or other businesses and would not have an unacceptable impact on the surrounding landscape, historic interest of the site, or on nearby villages
- New and retained employment buildings should make a positive contribution to the character and appearance of the area and should be located and laid out to integrate into the structure of the settlement
- A full arboricultural survey should be undertaken to inform the masterplan, incorporating as many trees as possible and reinforcing the planting structure where required
- New development should reflect high quality design that responds to the established character of the distinct character areas where this would preserve or enhance the appearance of the Former RAF Upper Heyford Conservation Area
- New development should also preserve or enhance the character and appearance of the Rousham, Lower Heyford and Upper Heyford conservation Area ... and their settings
- Management of the flying field should preserve the Cold War character of this part of the site, and allow for public access. New built development on the flying field will be resisted to preserve the character of the area
- Proposals should demonstrate an overall management approach for the whole site

- The removal or remediation of contamination or potential sources of contamination will be required across the whole site
- The scale and massing of new buildings should respect their context. Building materials should reflect the locally distinctive colour palette and respond to the materials of the retained buildings within their character area, without this resulting in pastiche design solutions
- Public art should be provided
- Recycling and potential reuse of demolition materials where possible
- Public open space should be provided to form a well connected network of green areas, suitable for formal and informal recreation
- Provision of Green Infrastructure links to the wider development area and open countryside ...
- Provision of sustainable drainage including SuDSS in accordance with Policy ESD7: Sustainable Drainage Systems (SuDS) taking account of the Council's Strategic Flood Risk Assessment development should be set back from watercourses
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5
- Development on the site will be required to investigate the potential to make connections to and utilise heat from the Ardley Energy Recovery facility to supply heat demands of residential and commercial development on the site.
- An archaeological field evaluation to assess the impact of the development on archaeological features.
- In all instances development proposals will be subject to the other appropriate development plan policies."

6.16 **Policy Villages 5** is accompanied by a corresponding **Policy Villages 5 Insert Map** contained in Appendix 5 of the Local Plan, which sets out the extent of Upper Heyford and annotates 'Areas with potential for additional development identified under Policy Villages 5'.

6.17 The Application Site falls within the western area so identified on the Insert Map.

APPENDIX 1: POLICY VILLAGES 5 AND INSERT MAP

6.18 Other policies contained within the adopted Local Plan of relevance to this application are summarised below.

- 6.19 **Policy SLE4: Improved Transport and Connections** supports, inter alia, the implementation of key transport proposals including “Transport Improvements at ... the Former RAF Upper Heyford in accordance with the County Council’s Local Transport Plan and Movement Strategies”. **Policy SLE4** also provides for new development to provide financial and/or in-kind contributions to mitigate the transport impacts of development, and seeks that all development, where feasible, should facilitate the use of sustainable modes of transport. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported
- 6.20 **Policy BSC 1: District Wide Housing Distribution** sets out the housing requirements across the district and in respect of this planning application is surpassed by the site specific allocation **Policy Villages 5: Former RAF Upper Heyford** above
- 6.21 **Policy BSC 2: The Effective and Efficient Use of Land – Brownfield Land and Housing Density** states an expectation to make effective and efficient use of land through encouraging re-use of previously developed land, requiring at least 30 dwellings per hectare density unless justified otherwise.
- 6.22 **Policy BSC 3 (Affordable Housing)** advises that all developments at Banbury and Bicester that include 11 or more dwellings (gross), or which would be provided on sites suitable for 11 or more dwellings (gross), will be expected to provide at least 30% of new housing as affordable homes on site. Whilst at Kidlington and elsewhere, all proposed developments of the same thresholds will be expected to provide at least 35% of new housing as affordable homes on site. Furthermore, all qualifying developments will be expected to provide 70% of the affordable housing as affordable/social rented dwellings and 30% as other forms of intermediate affordable homes.
- 6.23 **Policy BSC 4 (Housing Mix)** continues that the Council will not only aim to increase the supply of housing but to encourage a mix that can help improve the functioning of the housing market system, make it more fluid, and enable households to more easily find and move to housing which they can afford and which better suits their circumstances.
- 6.24 The supporting table to **Policy BSC4** seeks the following housing mix:

	1 bed	2 bed	3 bed	4-bed
Market	5%	25%	45%	25%
Affordable	25-30%	30-35%	30-35%	5-10%
All Dwellings	15%	30%	40%	15%

6.25 The supporting text to **Policy BSC 3** at paragraph B.114 indicates that **Policy BSC 4** is only the starting point for assessing the mix of affordable housing and that the mix will be further informed by the Council's Housing Register and local housing need surveys. There has been considerable survey work at Heyford Park over recent years which has informed the derivation of a local lettings policy and assessment of needs in this particular instance.

6.26 **Policy ESD1: Mitigating and Adapting to Climate Change** sets out the measures that will be taken to mitigate the impact of development within the district on climate change at a strategic and development level.

6.27 **Policy ESD2: Energy Hierarchy and Allowable Solutions** seeks the promotion of the 'energy hierarchy' which comprises: reducing energy (e.g. use of sustainable design and construction); supplying energy efficiently and giving priority to decentralised energy supply; renewable energy; and make use of allowable solutions.

6.28 **Policy ESD3: Sustainable Construction** is intended to facilitate the reduction in energy use as set out in the provisions of **Policy ESD2** and reflects the objective of the Local Plan to secure the delivery of sustainable development.

6.29 **Policy ESD4: Decentralised Energy Systems** encourages the use of decentralised energy provision (heat and/or power), with a feasibility assessment required for all applications of 100 dwellings or more, informed by the renewable energy map (Appendix 5 of the Local Plan) and heat demand densities by DECC (see Appendix 3 of the Evidence Base).

6.30 **Policy ESD5: Renewable Energy** encourages the use of renewable energy where there is no unacceptable impact including cumulative impact on the identified features. A feasibility assessment is required for all applications of

greater than 100 dwellings or more, to assess whether renewable energy is deliverable and viable.

- 6.31 **Policy ESD6: Sustainable Flood Risk Management** requires the application of the sequential approach to managing flood risk in accordance with the NPPF and NPPG.
- 6.32 **Policy ESD7: Sustainable Urban Drainage** requires the implementation of surface water drainage system (SUDS) to manage surface water run-off.
- 6.33 **Policy ESD8: Water Resources** seeks to protect water quality, ensure adequate water resources and promote sustainability in water usage.
- 6.34 **Policy ES10: Protection and Enhancement of Biodiversity and the Natural Environment** seeks to protect and enhance biodiversity through a range of measures including seeking net gains in biodiversity; encouraging the protection of trees; encouraging the reuse of soils; protecting against significant harm arising from development proposals and the safeguarding of identified habitats and designated sites.
- 6.35 **Policy ESD13 (Local Landscape Protection and Enhancement)** advises that development proposals will be expected to respect and enhance the local landscape character, with appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted where they would, inter alia, be inconsistent with local character.
- 6.36 **Policy ESD15 (The character of the built and historic environment)** advises that where development is in the vicinity of any of the District's natural or historical assets the delivery of a high quality design that complements the asset will be essential. The policy requirements set out in **ESD 15** apply to all types of development, including housing.
- 6.37 **Paragraph B.268** highlights the appearance of new development and its relationship with its surrounding built and natural environment as potentially having a significant effect on the character and appearance of an area. The need to secure new development that can positively contribute to the character of its local environment is of key importance and reflects the approach and significant criteria listed under **Policy ESD15**.
- 6.38 The criteria given in **Policy ESD15** are:

“• Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions

- Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions

- Support the efficient use of land and infrastructure, through appropriate land uses, mix and density/development intensity

- Contribute positively to an area’s character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting

- Conserve, sustain and enhance designated and non designated ‘heritage assets’ (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF and NPPG. Proposals for development that affect non-designated heritage assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in the NPPF and NPPG. Regeneration proposals that make sensitive use of heritage assets, particularly where these bring redundant or under used buildings or areas, especially any on English Heritage’s At Risk Register, into appropriate use will be encouraged

- Include information on heritage assets sufficient to assess the potential impact of the proposal on their significance. Where archaeological potential is identified this should include an appropriate desk based assessment and, where necessary, a field evaluation.

- Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages

- Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette

- Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features

- Demonstrate a holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing. The principles set out in The Manual for Streets should be followed
- Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space
- Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation
- Be compatible with up to date urban design principles, including Building for Life, and achieve Secured by Design accreditation
- Consider sustainable design and layout at the masterplanning stage of design, where building orientation and the impact of microclimate can be considered within the layout
- Incorporate energy efficient design and sustainable construction techniques, whilst ensuring that the aesthetic implications of green technology are appropriate to the context (also see Policies ESD 1 - 5 on climate change and renewable energy)
- Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible (see Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment and Policy ESD 17 Green Infrastructure). Well designed landscape schemes should be an integral part of development proposals to support improvements to biodiversity, the micro climate, and air pollution and provide attractive places that improve people's health and sense of vitality
- Use locally sourced sustainable materials where possible.

The design of all new development will need to be informed by an analysis of the context, together with an explanation and justification of the principles that have informed the design rationale. This should be demonstrated in the Design and Access Statement that accompanies the planning application. The Council expects all the issues within this policy to be positively addressed through the explanation and justification in the Design & Access Statement. ..."

- 6.39 **Policy ESD17: Green Infrastructure** seeks to maintain and enhance the District's green infrastructure through: pursuing opportunities for joint working to maintain and improve the network; protecting and enhancing sites and features

forming the network and improving sustainable connectivity; ensuring the green infrastructure network is integral to the planning of new development; and incorporation of green infrastructure in strategic sites (i.e. those allocated under Section C of the Local Plan).

Cherwell Local Plan 1996

- 6.40 The following saved policies of the Cherwell Local Plan, adopted November 1996, remain extant and relevant to the proposed development following the adoption of the Cherwell Local Plan 2011-2031: -
- 6.41 **Policy C23 (Retention of features contributing to character or appearance of a Conservation Area)** states that there will be a presumption in favour of retaining buildings, walls, trees or other features which make a positive contribution to the character or appearance of a Conservation Area.
- 6.42 **Policy C25: Development affecting the site or setting of a scheduled ancient monument** seeks to protect the site and its setting of a scheduled monument as well as other nationally important archaeological sites and monuments, for which the Council will have regard to the desirability of maintaining its overall historic character including its protection, enhancement and preservation.
- 6.43 **Policy C28 (Layout, design and external appearance of new development)** advises that control will be exercised over all new development, including conversions and extensions, to ensure that the standards of layout, design and external appearance, including the choice of external-finish materials, are sympathetic to the character of the urban or rural context of that development. In sensitive areas such as Conservation Areas, the Area of Outstanding Natural Beauty and areas of high landscape value, development will be required to be of a high standard and the use of traditional local building materials will normally be required.

Statement of Common Ground

- 6.44 During the Examination Hearings for the now adopted Local Plan, a **Statement of Common Ground (SoCG)** was agreed between the Dorchester Group and Cherwell District Council. The signed SoCG represents the most up-to-date position of the District Council and was presented to the Examination to clarify the Council's position and interpretation of **Policy Villages 5** and its implementation.

6.45 The SoCG confirms that:

“Both the Dorchester Group and Cherwell District Council believe that the Proposed Modifications to allocate additional development through Policy Villages 5 represents an appropriate response to the uplift in housing requirements necessary to ensure that the Local Plan addresses the objectively assessed housing need.”
(Paragraph 3.2)

“That the provision of additional growth at Former RAF Upper Heyford can be accommodated so that it consolidates and complements the on-going creation of a distinctive new community. Growth at Upper Heyford is being supported by the delivery of new affordable housing and new services and facilities” (Point 2 under the matters that the Parties agree)

“The implementation of the approved scheme and the development of identified brownfield land in particular should not be delayed.” (Point 9 under the matters that the Parties agree)

6.46 In terms of the longer term opportunities for development at the Upper Heyford site the SoCG states:

“The parties agree that to secure a high quality development (for housing and employment) there will be a need for a comprehensive review of the proposed development at the site that considers the important heritage landscape setting of the site and how additional development can be successfully integrated within existing consented development. This will provide the means to secure development incorporating high quality design that relates closely to the history of the site”.
(Paragraph 6)

6.47 There is therefore consensus with the District Council that the Upper Heyford site has an important role to play both in terms of meeting identified housing needs, and to accommodate significant additional employment.

Other Material Considerations

National Planning Policy Framework

6.48 The National Planning Policy Framework (NPPF) was published on 27 March 2012. The NPPF sets out the Government’s overarching planning policies for England. **Paragraph 14** of the NPPF sets out a presumption in favour of sustainable development, which for decision taking means:

“approving development proposals that accord with the development plan without delay; and where the

development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- Specific policies in this Framework indicate development should be restricted."

6.49 The NPPF translates these sustainable development dimensions into a series of 12 core planning principles. For the purposes of this application, particular regard should be had to the following principles:

- "Proactively drive and support sustainable economic development to deliver the homes, business and industrial, infrastructure and thriving local place that the county needs. Every effort should be made objectively to identify and then meeting the housing, business and other development needs of an area, and respond positively to wider opportunities for growth ...
- ...always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings ...
- encourage the effective use of land that has been previously developed (brownfield land), provided that it is not of high environmental value
- 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
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."
(NPPF Paragraph 17)

6.50 To this end, for decision-taking the NPPF states that:

"Local authorities should approach decision making in a positive way to foster the delivery of sustainable development. LPAs should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible." (NPPF Paragraph 187)

6.51 **Section 1: Building a Strong, Competitive Economy** seeks to secure economic growth to create jobs and prosperity, stating that:

"The Government is committed to ensuring that the planning system does do everything it can to support

sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system."

6.52 **Section 4: Promoting Sustainable Transport** seeks to facilitate sustainable development whilst contributing to the wider sustainability and health objectives, reducing the need to travel and balancing favour towards sustainable modes of transport.

6.53 Development that may generate significant volumes of traffic are required to be supported by a Transport Statement or Assessment.

6.54 **Paragraph 32** goes onto state that

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

6.55 **Section 7: Requiring Good Design** attaches great importance to the design of the built environment, seeking to achieve high quality and inclusive design for all development including individual buildings, public and private spaces and wider area development schemes.

6.56 Planning decisions should aim to ensure that developments: function well and add to the overall quality of an area for their lifetime; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of a site to accommodate development and create and sustain an appropriate mix of uses, support local facilities and transport networks; respond to local character and history, reflecting the identity of local surroundings and materials; create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping (**paragraph 58**).

6.57 The NPPF encourages the use of design codes where they could help deliver high quality outcomes. However, design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.

- 6.58 In addition, the NPPF directs that decisions should not impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.
- 6.59 Furthermore, it is noted that whilst visual appearance and architecture are very important factors, the securing of high quality and inclusive design extends beyond aesthetic considerations, such that planning decisions should consider the connections between people and places and the integration of new development into the natural, built and historic environment (**paragraph 61**).
- 6.60 **Section 8: Promoting Healthy Communities** sets a number of objectives, not least that developments should promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life and that have clear and legible pedestrian routes, high quality public space and which encourage active and continual use of public areas (**paragraph 69**).
- 6.61 **Section 10: Meeting the Challenge of Climate Change, Flooding and Coastal Change** seeks to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure.
- 6.62 With regards flood risk the NPPF (**paragraph 100**) requires that inappropriate development in areas of flood risk should be avoided. In the determination of planning applications local planning authorities should ensure that flood risk is not increased elsewhere and should only be considered appropriate in areas at risk of flooding where informed by a site-specific flood risk assessment, following a sequential test and, if required, an exception test (**paragraph 103**). However, the requirements of the sequential test need not apply for individual developments on sites allocated in development plans following a sequential test (**paragraph 104**).
- 6.63 **Section 11: Conserving and enhancing the natural environment** provides the policy framework with regards conserving and enhancing the natural environment. (**paragraph 109**).

- 6.64 *Previously Developed Land* - A key principle of this section includes the decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value (**paragraph 111**).
- 6.65 *Ecology and Nature Conservation* - Local authorities are required to make distinctions between the hierarchy of international, national and locally designed sites so that protection is commensurate with their status and gives appropriate weight to their importance and contribution made to wider ecological networks (**paragraph 113**).
- 6.66 *Pollution and Land Contamination* - **Paragraph 120** seeks to prevent unacceptable risks from pollution and land instability, such that decisions should ensure that new development is appropriate in its location.
- 6.67 **Section 12: Conserving and Enhancing the Historic Environment** directs local planning authorities to take a positive strategy to the conservation and enjoyment of the historic environment and specifically that they should “... **recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance**” and that in doing so they should take into account “... **the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation ...**” (**paragraph 126**)
- 6.68 As a general principle, the NPPF requires applicants to describe the significance of any heritage asset and the contribution made by their setting; however, the NPPF guides that this should be to the level of detail proportionate to the asset's importance and no more than is sufficient to inform the understanding of the potential effects of the Proposed Development upon their significance (**paragraph 128**).
- 6.69 Accordingly, the NPPF requires 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 129)**

6.70 In the determination of planning applications, local planning authorities are directed to 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.”
(paragraph 131)**

6.71 Furthermore, with regard to the impact of development proposals on the significance (sensitivity) of the heritage asset, the NPPF states that: -

“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. ... As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. 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” (paragraph 132)

6.72 The NPPF clearly guides the degree to which harm should be considered with respect to the sensitivity and importance of the heritage asset, such that: -

“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 133)

“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” (paragraph 134)

“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” (paragraph 135)

“Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred” (paragraph 136)

- 6.73 The NPPF asserts that not all elements (buildings, structures etc.) will necessarily contribute to the significance of a Conservation Area and that 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, whilst proposals that would result in the loss of a building or element that does make a positive contribution should be treated as either substantial harm (**under paragraph 133**) or less than substantial harm (**under paragraph 134**) taking into account the relevant significance of the element affected and its contribution to the Conservation Area as a whole.

Planning Practice Guidance

- 6.74 On 6th March 2014 the Department for Communities and Local Government (DCLG) launched the **Planning Practice Guidance (PPG)** web-based resource.
- 6.75 In terms of design, the PPG largely reflects the policies set out in the NPPF. It again reiterates that pre-application discussions are an opportunity to discuss the design policies, requirements and parameters that will be applied to a site

whereby the Local Authority can explain the design issues they feel are most important and the developer can explain their own objectives and aspirations.

- 6.76 With regard to Design Codes, it is recommended that LPAs should consider using one to help deliver high quality outcomes where for example they wish to ensure consistency across large sites which may be in multiple ownership and/or where development is to be phased and more than one developer and design team is likely to be involved. It goes on to say that design codes should wherever possible avoid overly prescriptive detail and encourage sense of place and variety (unless local circumstances can clearly justify a different approach).
- 6.77 Matters relating to the historic environment are addressed within the section entitled 'Conserving and Enhancing the Historic Environment'. The PPG confirms that the consideration of 'significance' in decision taking is important and states that heritage assets may be affected by direct physical change or by change in their setting. It goes on to say that 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.
- 6.78 The PPG also provides guidance in respect of non-designated heritage assets such 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 assets.
- 6.79 In terms of guidance on how to assess if there is there is substantial harm in respect of heritage assets, the PPG states: -

"What matters in assessing if a proposal causes substantial harm is the impact on the significance of the heritage asset. As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset's physical presence, but also from its setting.

Whether a proposal causes substantial harm will be a judgment for the decision taker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. 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.

Policy on substantial harm to designated heritage assets is set out in paragraphs 132 and 133 to the National Planning Policy Framework." (paragraph 017¹, emphasis added)

6.80 With regards unlisted buildings in a Conservation Area, the PPG states:

"An unlisted building that makes a positive contribution to a conservation area is individually of lesser importance than a listed building (paragraph 132 of the National Planning Policy Framework). If the building is important or integral to the character or appearance of the conservation area then its demolition is more likely to amount to substantial harm to the conservation area, engaging the tests in paragraph 133 of the National Planning Policy Framework. However, the justification for its demolition will still be proportionate to the relative significance of the building and its contribution to the significance of the conservation area as a whole" (paragraph 018)²

6.81 The PPG states that non-designated heritage assets may comprise:

"...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 assets." (paragraph 039³).

6.82 In some areas, local authorities identify some non-designated heritage assets as 'locally listed'.

The Emerging Mid-Cherwell Neighbourhood Plan

¹ PPG Conserving and Enhancing the Historic Environment, Paragraph: 017 Reference ID: 18a-017-20140306, last revised 06/03/2014 (searched November 2016)

² PPG Conserving and Enhancing the Historic Environment, Paragraph: 018 Reference ID: 18a-018-20140306, last revised 06/03/2014 (searched November 2016)

³ PPG Conserving and Enhancing the Historic Environment, Paragraph: 039 Reference ID: 18a-039-20140306, last revised 06/03/2014 (searched November 2016)

6.83 The Mid-Cherwell Neighbourhood Plan area was designated on 14 April 2016 and comprises the consortium of Parish Councils as listed below:

- Kirtlington Parish Council
- Duns Tew Parish Council
- Lower Heyford Parish Council
- Middleton Stoney Parish Council
- Somerton Parish Council
- Steeple Aston Parish Council
- Middle Aston Parish Council
- North Aston Parish Council
- Ardley with Fewcott Parish Council
- Fritwell Parish Council
- Upper Heyford Parish Council
- Heyford Park Residents' Association
- The Dorchester Group.

6.84 Whilst at an early stage in its preparation the Mid-Cherwell Neighbourhood Plan has considerable support from a large number of Parish Council's, representing a collection of communities and Parishes that occupy a distinctive area of the Cherwell District, all of which have a close functional relationship to the only strategic employment site outside of the main towns and Banbury and Bicester, the former RAF Upper Heyford Site (Policy Villages 5).

Supplementary Planning Documents

- RAF Upper Heyford Conservation Area Appraisal – April 2006.
- RAF Upper Heyford Revised Comprehensive Planning Brief 2007.

7. PLANNING ASSESSMENT

7.1 Section 38(6) of the Planning and Compulsory Purchase Act requires proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise. This section provides an analysis of the proposal against the extant Development Plan and those matters which are material to the determination of the planning application at a national and local level.

7.2 To assess whether the Proposed Development would meet the relevant provisions of the Development Plan, the key planning issues are considered to be:

- Principle of Development;
- Archaeology and Cultural Heritage;
- Landscape and Visual Amenity;
- Design and Form of Housing;
- Transport and Access;
- Flood Risk and Drainage; and
- Sustainable Construction and Energy.

Principle of Development:

7.3 The former RAF Upper Heyford base, within which the Application Site lies, is a strategic allocation as expressly stated by **Policy Villages 5** of the adopted Development Plan.

7.4 **Policy Villages 5** sets out a clear commitment to the strategic allocation of Heyford Park for approximately 1,600 new dwellings as part of the Council's delivery of new housing across the plan period in line with **Policy BSC 1**.

7.5 The importance of this allocation in meeting the housing needs of the District is emphasised in Paragraph C.291 of the Local Plan which states that:

"The site is allocated in this Local Plan as a means of securing the delivery of a lasting arrangement on this exceptional large scale brownfield site, whilst additional greenfield land is now allocated in the context of meeting the full objectively assessed housing needs of the District

by realising the opportunities presented by the development of this new settlement. The former airbase currently has planning permission for a new settlement of some 1,075 homes (gross), and Policy Villages 5 provides for additional development through a combination of the intensification of the density of development on the less sensitive previously developed parts of the site, and new, limited, greenfield development in areas that would be complimentary to the approved development.The policy allows for residential development focused to the south of the flying field, avoiding the most historically sensitive parts of the site, and on limited greenfield land to the south of Camp Road...."

7.6 This support for strategic residential growth is reiterated within **Policy Villages 5**, which whilst setting out a number of key objectives for Heyford Park as a whole, clearly supports residential development on land to the south of Camp Road as stated in the second 'Key site specific design and place shaping principles'.

7.7 The **Insert Map for Policy Villages 5** annotates the Application Site as one of the 'Areas with potential for additional development identified under Policy Villages 5' (Please refer to **Appendix 1**).

Archaeology and Cultural Heritage:

7.8 The accompanying Environmental Statement (ES) addresses the potential effects of the Proposed Development with regard to both archaeological and cultural heritage (**ES Chapter 13**). The ES satisfies the requirements of **NPPF Paragraph 128** and **Policy ESD15** in providing an assessment of both the significance of the heritage assets on the Application Site and their setting together with an evaluation of the impact of the proposal on the identified assets.

7.9 In establishing the baseline conditions for the consideration of Archaeology and Cultural Heritage, **ES Chapter 13** identifies the diverse range of heritage assets affecting and within the Application Site and the wider area with the key assets being:

- RAF Upper Heyford Conservation Area;
- Scheduled Monuments within the former RAF Upper Heyford
 - The Hardened Telephone Exchange;
 - The Battle Command Centre;
 - The Quick Reaction Alert Area (QRAA);

- The Northern Bomb Store and Special Weapons Area; and
- The Avionics Maintenance Facility (the nearest structure at c.140m to the north of the Application Site).
- Grade II Listed Structures within the Former RAF Upper Heyford:
 - Three Nose Docking Sheds (the nearest structure at c.600m to the north east of the Application Site);
 - Squadron Headquarters; and
 - The Control Tower.
- Registered Parks and Gardens outside of Former RAF Upper Heyford:
 - Middleton Park (Grade II) (c.900m south of the Application Site); and
 - Rousham Hall with landscaped pleasure gardens (Grade I) (c.2km to the south west of the Application Site).
- Rousham Conservation Area (which adjoins the Application Site to the immediate west).

7.10 In addition **ES Chapter 13** acknowledges the presence of the existing hut buildings on the site formerly occupied by the Upper Heyford American High School and their relationship as part of the wider RAF Upper Heyford Conservation Area.

7.11 **ES Chapter 13** also identifies the existing hedgerow marking the western boundary of the site along the line of Portway (a Roman road), as being classed as an 'Historic Hedgerow' and afforded protected by virtue of the 1997 Hedgerow Regulations.

7.12 *Archaeological Remains (known and unknown)* – The Archaeological and Cultural Heritage Assessment confirms that there are no known sites of archaeological interest within the Application Site and that the potential for remains from the Palaeolithic and Neolithic periods is very low. Given the proximity of the site to the Roman Road known as Portway and the identification of other Iron Age deposit within the wider, there is potential for archaeological remains of this type to be present. However the assessment concludes that with mitigation, i.e. a suitable agreed programme of archaeological works and recording the effects / potential effects could be reduced to an acceptable level.

7.13 *Historic Hedgerows* – As the hedgerow is to be retained in situ as part of the Proposed Development, there would be no impact on this feature with mitigation provided by way of design. This mitigation can be seen from the submitted Planning Layout which indicates the retention of the hedgerow in its entirety and the offsetting of built form along its length.

- 7.14 *Built Heritage* – The Application is located on the southern side of Camp Road within the residential area of Heyford Park historically known as ‘Little America’. The historic role of this area in connection with the military occupation of the Former RAF Upper Heyford was to provide residential, educational and ancillary services to the military activities on the base with such activities occurring on the Flying Field Area to the north of Camp Road. The RAF Upper Heyford Conservation Area Appraisal identifies the area as ‘10E’ with a character area entitled ‘School and other areas of prefabricated buildings’.
- 7.15 As a consequence of this lesser role, the Application Site is significantly divorced from the main military areas of the base and the identified heritage assets therein and instead occupies a less sensitive part of Heyford Park on its extreme western periphery.
- 7.16 Although intervisible with the scheduled Avionics Maintenance Facility, the southern aspect of the Facility consists of the protective bank and concrete structure with the main working face of the Facility being to the north towards the Flying Field. The southern aspect was clearly the back side of the building, probably designed to disguise its use and significance from Camp Road and was not a place where access would have been readily available.
- 7.17 Whilst the Development Proposals would cause a change to this southern setting, the Archaeology and Cultural Heritage Assessment confirms that would be of a minor nature.
- 7.18 With regard to the loss of the existing unlisted conservation area buildings associated with the former school use, the assessment considers these buildings to be of low significance and of limited historic interest as part of the peripheral use of the site in the late and post-war periods. Mitigation for this loss can be achieved by a suitable programme of recording during the construction process.
- 7.19 The assessment goes on to conclude there are no significant impacts on listed or unlisted buildings in either of the village conservation areas of Upper and Lower Heyford.
- 7.20 *Impact on Conservation Area* – The Archaeology and Cultural Heritage Assessment states that the Application Site is of low significance when seen in the context of the wider RAF Upper Heyford Conservation Area with the replacement

of the existing huts with housing having a minor impact. Mitigation can however be achieved by way of site screening and design.

- 7.21 *Impact on Historic Landscapes* – The Archaeological and Cultural Heritage Assessment identifies that the Development Proposals have the potential to impact on the setting of Grade I Rousham Park and the key views from the gardens to the wider landscape. However, any such impact is considered to be negligible with views from the Registered Park and Garden to the Application Site both limited and restricted by intervening topography and landscaping as well as distance. The assessment goes on to propose that enhanced mitigation can be achieved by way of careful consideration of construction compounds and final street lighting, a conclusion mirrored by the Landscape and Visual Amenity Assessment contained in **ES Chapter 11**.
- 7.22 The Archaeological and Cultural Heritage Assessment contained in **ES Chapter 13**, provides a proportionate level of detail to enable the significance of the heritage assets affected by the Development Proposals to be comprehensively assessed in line with the requirements of **NPPF paragraph 128**.
- 7.23 The Assessment concludes that when coupled with the proposed mitigation, the Development Proposals will have minimal impact on designated heritage assets and falls well below a threshold of substantial harm outlined in **NPPF paragraphs 132 and 133**.
- 7.24 In this manner it has been demonstrated that the Development Proposals will comply with the fifth bullet point of **Local Plan Policy ESD15** which requires new development proposals to:
- “Conserve, sustain and enhance designated and non-designated heritage assets (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF and NPPG.”***
- 7.25 This accordance with policy is further reflected by compliance with the relevant **Key site specific and place shaping principles 1, 2 and 24** set out in **Policy Villages 5** namely:
- **“In order to avoid development on the most historically significant and sensitive parts of the site, new development is to be focused to the south of the flying field and on limited greenfield land to the south of Camp Road (and one greenfield area north of Camp Road, east of Larsden Road).**

- **New development should preserve or enhance the character and appearance of the Rousham, Lower Heyford and Upper Heyford Conservation Area, as well as the Oxford Canal Conservation Area, and their settings."**

7.26 The absence of any identified material impact on the vista and setting of Rousham Park also ensures compliance with **saved Local Plan Policy C11**, with the preservation and safeguarding of the remaining heritage assets according with the requirements of **saved Local Plan Policies C23 and C25**.

Landscape and Visual Amenity

- 7.27 **ES Chapter 11** provides a comprehensive assessment of the Landscape and Visual Amenity implications of the proposal and responds to the policy requirements set out in **Local Plan Policies ESD13, BSC10** and the key principles outlined in **Policy Villages 5** together with **saved Local Plan Policies C11 and C28** and the guidance in **NPPF Core Principles**.
- 7.28 **ES Chapter 11** comprises a Landscape and Visual Impact Assessment which has been prepared with direct reference to the published Landscape Assessments and Landscape Capacity documentation produced by Cherwell District Council in connection with the Former RAF Upper Heyford base.
- 7.29 The assessment identifies that the Application Site lies within the character area of 'Farmland Plateau' for the purposes of the county wide *Oxfordshire Wildlife and Landscape Study (OWLS)*.
- 7.30 At a more local, district, level, the Application Site is located in the Upper 'Heyford Plateau Landscape Character Area (LCA)' as defined within the *Cherwell District Landscape Assessment (1995)*, an area which continues to the north and south of the Application Site, with the Cherwell Valley LCA adjacent to the west.
- 7.31 The Application Site is not subject to any statutory landscape designations although it is acknowledged that it is covered by the wider Upper Heyford Conservation Area.
- 7.32 The assessment confirms that the character of the existing site is influenced by the presence of boundary treatment including mature hedgerows along its western boundary (the Portway), mature trees in the western and northern part and non-native evergreen trees in the south-eastern corner.

- 7.33 This leads to the Application Site being relatively enclosed with limited opportunities for views out to the surrounding countryside to the west, with the northern view being characterised by the expansive flying field area. To the east are views of the recent residential development by Bovis Homes with views to south being of open countryside through the exiting perimeter fence.
- 7.34 Given this existing situation and the retention and enhancement of both the western and northern boundaries through additional planting together with further planting along the southern boundary, the Assessment concludes that the Development Proposals will have little effect on the fabric of the landscape.
- 7.35 Having considered the Development Proposals from a series of agreed viewpoints, there would be no direct physical effects on the Cherwell Valley LCA, with the appreciation of the landscape being largely unchanged and the overall character of the LCA preserved.
- 7.36 Indeed the location of the development within the Heyford Park settlement, together with the reinforcement of the existing western tree lined boundary to the Application Site would fully accord with the guidelines set out within the OWLS for the Farmland Plateau LCA, in that it would concentrate new development at existing settlements thereby maintaining the sparsely settled rural character of the landscape.
- 7.37 The Assessment also confirms that subject to mitigation by design, the valued vistas and landscape views from within the Registered Park and Garden of Rousham Park, will not be affected in line with the requirements of **saved Local Plan Policy C11**. This mitigation includes the setting back of development from the western edge of the Application Site and the careful consideration of street lighting all of which have been incorporated as part of the application submission.
- 7.38 Overall the Assessment demonstrates that the Development Proposals will be appropriate to the character of the local landscape and provide suitable landscape mitigation measures in terms of visual amenity, with key areas of change being limited to the immediate vicinity along Camp Road, where the Application Site is seen in the context of the on-going development of the wider Residential Area of Heyford Park. This context includes the removal of the existing former school huts, which due to their on-going degradation currently have a negative impact on local landscape character.

- 7.39 At a site specific level, the Development Proposal incorporate the creation of significant new areas of landscape features and green infrastructure to supplement the aforementioned boundary enhancements. These include the creation of a dedicated landscape and sustainable drainage corridor (the 'Rain Gardens') running north-south along the central axis of the proposals passing through a key central Local Area for Play (LAP) which acts as a focal point, together with a bespoke trim trail along the northern, western and southern boundaries terminating in the provision of further LAPS, LEAPS and a NEAP in the south eastern corner.
- 7.40 This features are in addition to the extensive avenues of landscaping proposed along the two principal access routes and will bring forward both landscape and ecological benefits.
- 7.41 It can therefore be seen that the Development Proposals will not cause undue visual intrusion into the open countryside or cause harm to important natural features and will be consistent with local character whilst simultaneously providing forward enhancements to established hedgerows and existing landscape features.
- 7.42 In addition the provision of dedicated on-site recreation facilities along with a network of green infrastructure will provide direct access to recreation facilities and enhanced open space.
- 7.43 In this manner the Development Proposals are fully in accordance with the landscape parameters set out in **Local Plan Policy ESD13**, the **Key site specific and place shaping principles 1, 7, 22, 25, 35 and 36 of Policy Villages 5**, as well as the recreation objectives contained in **Local Plan Policy BSC10**.
- 7.44 Further compliance with saved **Local Plan Policies C11 and C28** has also been demonstrated.

Design and Form of Housing

- 7.45 As outlined in **Section 2**, the Outline Permission granted by Cherwell District Council in December 2011 under reference 10//01642/OUT for 1,075 dwellings in total, plus associated commercial uses on RAF Upper Heyford, was subject to a series of parameter plans, which were in turn were used as a basis for the production of a Design Code.

- 7.46 The requirement for a Design Code (“the Code”) was set out in Condition 8 of the Outline Permission and the Code was subsequently approved by the District Council in November 2013.
- 7.47 The Code establishes clear design criteria for each development area, setting out the level of prescription alongside desired and mandatory requirements.
- 7.48 Although it is important to note that the Application Site lies outside of the limits of the Outline Permission and is not subject to the formal requirements of the Code, the principles and guidance in the Code have been used to guide the Application Proposals so as to ensure consistency and a holistic approach to the development of the settlement area. The voluntary adoption of the Code forms part of the integrated comprehensive approach to Heyford Park required in compliance with **Policy Villages 5**.

Pre-application discussions

- 7.49 The Design and Access Statement, prepared by Focus on Design, that accompanies the planning application describes the design evolution of the proposed development.
- 7.50 Pre-application discussions were initially held with Cherwell District Council in June, July and August 2016 resulting in the following key revisions to the scheme at the request of Officers:
- Retention of additional trees towards the western and eastern boundaries;
 - Relocation of the LAP to the south eastern corner;
 - Relocation of landmark buildings to the north eastern section of the site;
 - Change of street hierarchy and introduction of tree lining;
 - Introduction of a loop road through the site;
 - Extension and enhancement of east-west green corridor and the introduction of the ‘Rain Gardens’;
 - LEAP added to the western boundary; and
 - More detached dwellings to western areas fronting Camp Road.
- 7.51 In ensuring a holistic approach to the design rationale, the Development Proposals builds on the parameter and Character Areas set out in the Code and transposes a number of the key requirements to the Application Site.
- 7.52 The rationale identifies that the Character Areas of CA4 Camp Road, CA6 Rural Edge Housing and CA7 Core Housing West set out in the Code are of direct

relevance to the Application Site and as such the design principles and criteria given in the Code for these areas are applied to the site.

7.53 Whilst these CAs are appropriate for the majority of the Application Site, a new CA was created for the central section of the site which is based on the Carswell Circle area of the New Settlement Area and is therefore known as the Carswell Circle Character Area.

7.54 In demonstrating a comprehensive approach to design, the following points are highlighted:

Layout and Scale

- The Planning Layout proposes an overall density of 38 dph as agreed with Officers during pre-application discussions. The density varies across the layout with the highest density areas being located in the central and landmark building sections of the site and the lower ones on the rural western and southern edges in recognition of the approach indicated on the Code Indicative Building Density Plan.
- The building heights will accord with the Indicative Building Heights Plan of the Code, being predominantly a mix of 2 to 2.5 storeys for the majority of the site with the exception of 3 storey elements within the central and landmark areas.
- A mix of detached, semi-detached, terraced and apartment units served by a hierarchy of streets with variable set-backs from the road edge dependant on either Camp Road, Principal Streets, Mews or Rural Edge location with the scheme.
- The creation of Key Spaces along Camp Road including a Key Gateway and landmark building on the north eastern corner of the Application Site to emphasis the gateway status.
- The provision of a hierarchy of play areas to cater for a wide range of age groups with facilities consisting of a number of Local Areas for Play (LAPS), Local Equipped Areas of Play (LEAP), a Neighbourhood Equipped Area of Play (NEAP) and a Trim Trail.

Architectural Design

- Within CA4 Camp Road buildings will build upon the Arts and Craft character of Heyford Park with detached housing of simple detailing, set back from the road.
- Within CA6 Rural Edge a lower density of built form with buildings of a less formal character with greater variety of roof and ridge lines.
- Within CA7 Core Housing West simple formal housing with consistent eaves and ridge lines around a mix of formal and informal streets;
- Within CA Carswell Circle simple formal housing inspired by the Arts and Crafts form of Carswell Circle arranged around formal streets. No blank walls to front onto the street or public realm.

Materials:

- A relatively simple palette of material will be used varying according to the Character Area and which will reflect the early 20th Century Arts and Craft Architecture.
- Maximum 3-4 finishes in a single elevational composition.
- Change of materials used to express geometry of the building rather than just for variety.

Parking:

- Overall, parking will be provided on plot and/or adjacent to properties. Parking will be provided as a mix of on plot and courtyard parking with on plot provided as a mix of hardstanding and detached garages;
- Visitor parking will be provided on street in the form of parallel parking spaces in line with Oxfordshire County Council Parking Guidance; and
- In total, and in accordance with the Design Code, 727 parking spaces will be provided for the residential properties along with 51 visitor spaces giving rise to a total parking allocation of 778 spaces across the proposed development.

Recycling and Refuse Collection:

- The Refuse Plan that accompanies the application identifies the location of areas for the storage of refuse and recycling.
- These will be positioned within the curtilage of each dwelling within the rear garden area with communal storage arrangements for the apartments.
- The proposed arrangement will therefore allow residents to store containers away from frontages.

Landscaping:

- A simple planting palette of low / medium native hedgerows with additional tree planting within.
- The creation of the 'Rain Garden' along the central north-south axis of the scheme, providing a visually appealing landscape feature whilst also acting as part of the sustainable urban drainage system.
- The creation of the Linear Park / SUDs corridor along the western and southern boundaries of the scheme providing opportunities for passive and active recreation by way of LAPS and LEAPS. The Linear Park will be planted with large tree species and will include grassed open swales as part of the SUDs.
- The reinforcement and enhancement of Camp Road through new tree planting and the retention of existing trees.
- The incorporation of existing trees into the creation of the Gateway Feature to provide visual landscape connections to the existing built form.

Footpaths and Cycleways

- The provision of cycle paths along the north-south Principal Streets and central landmark area providing access to and from Camp Road in addition to facilitating connections to existing cycle paths within the adjacent Phase. This in turn will enable safe access to the approved Village Centre and associated facilities.

- The provision of a network of dedicated pedestrian footpaths running through the scheme in both a north-south and west-east orientation enabling separate pedestrian access to the adjacent education facilities and the facilities on the wider settlement.
- Both networks will facilitate a high degree of integration and connectivity between existing and proposed communities and provide a legible hierarchy of routes which maximise the potential for walkable routes.

7.55 It is evident from the design approach set out and the key elements identified above that the Development Proposals will complement and enhance the character of Heyford Park and is based on a Design Code previously considered acceptable by Cherwell District Council.

7.56 The Development Proposal will deliver a high quality, safe, attractive, durable and healthy place to live which reflects and compliments the existing built form with which it is well integrated.

7.57 The Development Proposals are therefore fully compliant with the requirements of **Local Plan Policy ESD 15** and **Key site specific and place shaping principles 5, 6, 8, 21 and 31 of Policy Villages 5** together with saved **Local Plan Policy C28**.

Transport and Access

7.58 Matters of Transport and Access are considered by way of the Transport Assessment contained in **ES Chapter 6**, with commentary regarding the provision of pedestrian improvements, cycleways and car parking provision given in the preceding design assessment above.

7.59 The Development Proposals would be served via two new principal access routes taken from Camp Road to the north, with a third access achieved from Izzard Road to the east. As part of these proposals, the existing site access known as Eglin Street would be modified to provide a pedestrian corridor as part of the 'Rain Gardens'.

7.60 In addition to the main principal access points, four further small cul-de-sacs will be created onto Camp Road, with a fifth onto Izzard Road.

- 7.61 The Traffic Assessment (TA) and accompanying Residential Travel Plan, have considered the Development Proposal in the full context of the wider Heyford Park proposals and the consented schemes therein.
- 7.62 The TA includes an assessment of the resultant impact on seven key local junctions / links, which are:
- Camp Road / Kirtlington Road junction;
 - Camp Road / Somerton Road junction;
 - Camp Road / Chilgrove Drive / Minor Road junction;
 - Minor Road / B430 junction;
 - Middleton Stoney junction (B430 / B4030);
 - M40 Junction 10 Southern Roundabout; and
 - HopsCrofts Holt Junction.
- 7.63 The TA concludes that with the exception of the Middleton Stoney junction and the M40 Junction Southern Roundabout, all of the junctions will be operating within capacity.
- 7.64 In the case of the Middleton Stoney and M40 Southern Roundabout junctions, mitigation schemes are proposed within the TA which fully mitigate the impact of the Development Proposal. These mitigation schemes indicate the provision of a right turning bay and footway realignment for the Middleton Stoney junction and the provision of additional road markings for the M40 Southern Roundabout junction.
- 7.65 Both of these improvements, along with other identified highway improvements could be secured via way of the S106 Obligations outlined in **Section 5** of this Statement.
- 7.66 In ensuring pedestrian accessibility to and from the Application Site, the existing foot way on the northern boundary will be retained with limited realignment and will link up with the existing foot way to the wider Heyford Park area. These works will be complimentary to the consented scheme of highway and pedestrian improvements already being undertaken along Camp Road.

- 7.67 These linkages will enable ease of pedestrian access to not only the consented facilities in Heyford Park but also to the public transport network serving the area. In this regard the Development Proposals will be approximately 500m away from the existing bus stops on the western end of Camp Road, from where regularly hourly services to and from Oxford and the surrounding area operate via services 25A and 90.
- 7.68 In light of the above and in combination with the measures proposed within the Residential Travel Plan, it can be seen that the Development Proposals are well placed near existing and consented employment and leisure uses, with the consented and proposed highway enhancement providing opportunities for future residents to live and works locally and to travel via sustainable modes.
- 7.69 The existing highway network, subject to the identified mitigation schemes, has sufficient capacity to cater for the additional traffic generated by the Development Proposals and will not have a severe impact on the operation of the network or highway safety.
- 7.70 The Development Proposals are therefore fully in accordance with the requirements of **NPPF paragraph 32** and **Key site specific and place shaping principles 5, 9, 10 and 12 of Local Plan Policy Villages 5**.

Flood Risk and Drainage

- 7.71 The planning application is accompanied by a Flood Risk Assessment (FRA) (see **ES, Appendix 9.1**) with an assessment of the potential effects on surface and groundwater more generally also undertaken (see **ES, Chapter 9**).
- 7.72 The FRA identified that the Application Site falls within an area of low probability of flooding (Flood Zone 1). As the ground conditions are such that infiltration is not likely to be a viable option, it is proposed that surface water drainage will be directed to a series of attenuation areas within the Application Site, using Sustainable Urban Drainage System (SuDS) techniques, with waters ultimately discharged at a greenfield rate to an existing watercourse. Surface water drainage will be directed via swales into an attenuation pond prior to discharging via a control outlet to Gallos Brook. Given the incorporation of attenuations ponds to control discharge rates, the risk of flooding to the Application Site and elsewhere is determined to be negligible.

- 7.73 Accordingly, the Proposed Development will be in accord with the relevant criteria contained in **Local Plan Policy ESD6** in that the planning application is accompanied by and the design informed by a site-specific FRA, that development represents appropriate development in the context of its nature and the existing flood risk (Flood Zone 1) and therefore would not give rise to flooding either within the Application Site or elsewhere.
- 7.74 Furthermore, the inclusion of SUDs accords with the relevant **Key site specific and place shaping principles 36 and 37** of **Local Plan Policy Villages 5** and **Local Plan Policy ESD7**, and thereby similarly demonstrates climate change mitigation measures in accordance the further **key principle 39 of Policy Villages 5** and **Local Plan Policies ESD1**.
- 7.75 In addition, the Development Proposals are in further compliance with **Local Plan Policy ESD10** in that the proposed surface water drainage strategy includes a SUDs treatment mechanism to minimise the risk of pollution from surface waters affecting watercourses.

Sustainable Construction and Energy

- 7.76 In accordance with the operation of **Local Plan Policy ESD3**, a Construction Specification for the new units forms part of the application and sets out how the construction of the units will comply with the principles of sustainable construction.
- 7.77 In line with current Government policy sustainable construction will be achieved via compliance with the Building Regulations regime.
- 7.78 However, these requirements will be exceeded in respect of water efficiency, where an average limit of 110 litres per day per person will be achieved.
- 7.79 Alongside this careful consideration has been given to the orientation and layout of the dwellings so as to maximise solar gain and natural lighting, with the construction techniques outlined in the Construction Specification minimising associated energy demands.
- 7.80 As outlined in the Design and Flood Risk assessment above, the Development Proposals incorporate extensive use of Sustainable Urban Drainage Systems with the purposefully designed 'Rain Garden' and 'Linear Park' maximising this potential.

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- 7.81 In this manner the Development Proposals comply with **Local Plan Policies ESD1 and ESD3** and the associated **Key site specific design and place shaping principles 38 and 39 of Policy Villages 5**.
- 7.82 With regard to the potential for the Development Proposals to utilise a decentralised energy system and other renewable energy initiatives in line with **Policies ESD4 and ESD5**, key site specific design and place shaping principle 40 of **Policy Villages 5** sets out a dedicated and bespoke requirement for Heyford Park to investigate the potential for connections to the Ardley Energy Recovery facility.
- 7.83 In seeking to facilitate such investigations, the Applicant has been in discussions with the relevant Heat Network Project Officer at Cherwell District Council.
- 7.84 These discussions have confirmed that the current primary focus of the project is to secure funding to investigate the feasibility and provision of connections from the energy recovery facility to Bicester and its surrounding developments.
- 7.85 The consideration of a connection to Heyford Park is seen as an additional element which could be incorporated at a later date following the successful implementation of the Bicester connection which is the primary objective.
- 7.86 The potential to secure connection between Heyford Park and Ardley Energy Recovery facility, remains a matter of on-going investigation and funding which is beyond the direct control of the Applicant.
- 7.87 Thus in accordance with the requirement of **Policy Villages 5**, the potential for such a connection has been appropriately investigated as part of the Development Proposals, with the proposals themselves not prejudicing the future provision of connection.

8. SUMMARY AND CONCLUSIONS

- 8.1 The principle of residential development on land to the South of Camp Road is enshrined in the Strategic Allocation of Former RAF Heyford for approximately 1,600 dwellings as set out in **Policy Villages 5** of the adopted Development Plan.
- 8.2 It has been demonstrated that the Development Proposals will accord with the extensive key site specific and place shaping principles set out in **Policy Villages 5** and will focus development away from the most historically significant and sensitive parts of Former RAF Upper Heyford thereby preserving the setting of the identified heritage assets and the character and appearance of the designated Conservation Area.
- 8.3 With specific regards to the demolition of the former Upper Heyford American High School buildings it has been demonstrated that the buildings make no significant contribution to the area and are of poor quality, utilitarian design with their continuing degradation being visually harmful to the area. Their removal and replacement with residential units of a bespoke design will preserve the character and appearance of the Conservation Area in full accordance with adopted policy.
- 8.4 Special consideration has been given to ensuring a sympathetic form and design of development that both respects and evolves the previously approved Design Code for the wider Heyford Park, enabling the proposals to be seen as a natural and holistic continuation of development which reflects and compliments the identified varying characters areas of the settlement and promotes an integrated and comprehensive approach to development of Heyford Park.
- 8.5 No harm has been identified to landscape character or valued landscapes with the proposals incorporating measures to safeguard and enhanced historic hedgerows and landscape boundaries whilst simultaneously encouraging opportunities for recreation in both formal and informal manners.
- 8.6 By way of the proposed landscape corridors and pedestrian / cycleway network, the proposal will be highly integrated with the existing Heyford Park development and its associated facilities ensuring that future residents have sustainable access to the community of Heyford Park and beyond.
- 8.7 The proposals will not give rise to any severe impact on the local highway network with sufficient capacity available to safely accommodate the arising traffic generation subject to the identified mitigation measures.

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- 8.8 The proposals will not be at risk of flooding nor increase the risk of flooding elsewhere and incorporate dedicated sustainable urban drainage systems to address climate change whilst also providing ecological enhancements.
- 8.9 In summary this planning statement has demonstrated that the Proposed Development is in accordance with the relevant policies of the Development Plan and other material considerations. The planning appraisal has also demonstrated that the Proposed Development is in accordance with the principles of sustainable development. Therefore, in accordance with the Local Plan (Policy PSD1) and the NPPF (paragraph 14) this planning application should be approved without delay.

APPENDIX 1

POLICY VILLAGES 5 AND INSERT MAP

Policy Villages 5: Former RAF Upper Heyford

C.284 The former RAF Upper Heyford site is located 7 km north west of Bicester, in an isolated rural location, within the parishes of Upper Heyford, Somerton and Ardley. The airbase site measures approximately 500 hectares in total.



C.285 The US Air Force vacated the airbase in 1994 and since 1996 this unique site has been allocated for residential led mixed uses as enabling development to secure environmental improvements and conservation of the heritage interest of the site associated with its former use as a Cold War military base.

C.286 The airbase is located at the top of a plateau and is set within otherwise open countryside. Land to the west falls sharply to the Cherwell valley and Oxford Canal (the Canal itself has been designated as a Conservation Area). The Grade I listed Rousham Park is located in the valley to the south west of the site. The Rousham, Lower Heyford and Upper Heyford Conservation Area adjoins the airbase site, whilst the airbase itself has been designated as a

Conservation Area in view of the national importance of the site and the significant heritage interest.

C.287 There are a number of Scheduled Ancient Monuments, listed buildings, and non designated heritage assets of national importance on site, as well as other unlisted buildings that make a positive contribution to the character or appearance of the conservation area, and much of the airfield is of ecological importance including a Local Wildlife Site (recently extended in area). The site has been divided into three main functional character areas: the main flying field and a technical site to the north of Camp Road and the residential area that is mainly to the south of Camp Road which itself consists of five distinctive character areas reflecting different functions and historic periods of construction. The flying field represents the core area of historic significance, and is of national significance due to its cold war associations.

C.288 The site was previously subject to a policy from the Oxfordshire Structure Plan 2016 (Policy H2) which was saved by the South East Plan and retained upon the South East Plan's revocation. Policy Villages 5 below replaces Policy H2 in guiding the future redevelopment of the site and provides a positive policy framework within which opportunities to accommodate development are considered having regard to known constraints, principally heritage, ecology and transport impacts associated with additional development.

C.289 Since the airbase closed in 1994 temporary planning permissions were granted for the reuse of a large number of the buildings on the site. At present there are just over 300 residential dwellings on the site, the majority of which are rented. Buildings used for employment purposes provide around 1000 jobs. The Cherwell

Innovation Centre is also located on the site, providing serviced offices and flexible office space, lab space, and meeting rooms. The Centre is home to a large number of science, technology and knowledge-based businesses. Paragon Fleet Solutions operate on a large part of the former airbase, undertaking office, technical and transport related activities centred around 'car processing'.

C.290 A number of matters raised in a 2008 public inquiry, set out in the appeal decision from the Secretary of State in January 2010 remain relevant to the consideration of the scale, location and type of development that can take place at Upper Heyford including:

- the delivery of the required balance of historical/cultural objectives, environmental improvements, ecological benefits and public access
- whether the scale, type and location of employment and storage proposed for the flying field would harm the character of the Conservation Area and setting of Listed Buildings
- the extent of demolition/reuse of historic buildings on the site
- whether adequate opportunities for travel other than by private car would be delivered
- whether adequate infrastructure could be delivered; and
- whether a comprehensive and lasting approach to the whole site could be delivered.

C.291 The site is allocated in this Local Plan as a means of securing the delivery of a lasting arrangement on this exceptional large scale brownfield site, whilst additional

greenfield land is now allocated in the context of meeting the full objectively assessed housing needs of the District by realising the opportunities presented by the development of this new settlement. The former airbase site currently has planning permission for a new settlement of some 1,075 homes (gross), and 'Policy Villages 5' provides for additional development through a combination of the intensification of the density of development proposed on the less sensitive previously developed parts of the site, and new, limited, greenfield development around the main airbase site in locations that will be complementary to the approved development. The additional development areas are shown on inset map 'Policy Villages 5'. The policy allows for residential development focused to the south of the flying field, avoiding the most historically significant and sensitive parts of the site, and on limited greenfield land to the south of Camp Road (and one greenfield area to the north of Camp Road, east of Larsen Road). Given the rural and isolated location of the settlement, and its significant heritage interest, securing adequate transport arrangements and funding the necessary mitigation of transport and heritage impacts will be of particular importance, whilst 'Policy Villages 5' also makes provisions relating to the importance of high quality design to reflect the distinctive character areas of the site.

C.292 A comprehensive approach will be required and it will be necessary to demonstrate how the additional land identified can be satisfactorily integrated with the approved development. The additional land will not be permitted to be developed independently of the main development and infrastructure contributions will be expected for the wider scheme.

C.293 Consultation with Historic England will be required in formulating specific development proposals for the site, whilst regard should also be had to the following documents in preparing any such scheme:

- Upper Heyford Landscape Sensitivity and Capacity Assessment (2014)
- Upper Heyford Assessment Interim Final Report (2014)
- Strategic Housing Land Availability Assessment Update (2014)
- The 2014 approved masterplan for the site
- RAF Upper Heyford Revised Comprehensive Planning Brief SPD (2007)
- RAF Upper Heyford Conservation Area Appraisal (2006)
- Former RAF Upper Heyford Landscape Character Assessment of the Airbase South of the Cold War Zone (2006)
- Former RAF Upper Heyford Conservation Plan (2005)
- Former RAF Upper Heyford Landscape and Visual Impact and Masterplan Report (2004)
- Restoration of Upper Heyford Airbase – A Landscape Impact Assessment (1997).

Policy Villages 5: Former RAF Upper Heyford

Development Area: 520 ha

Development Description: This site will provide for a settlement of approximately 1,600 dwellings (in addition to the 761 dwellings (net) already permitted) and necessary supporting infrastructure, including primary and secondary education provision and appropriate community, recreational and employment opportunities, enabling environmental improvements and the heritage interest of the site as a military base with Cold War associations to be conserved, compatible with achieving a satisfactory living environment. A comprehensive integrated approach will be expected.

Housing

- **Number of homes – approximately 1,600 (in addition to the 761 (net) already permitted)**
- **Affordable housing – at least 30%**

Employment

- **Land Area – approximately 120,000 sq. metres**
- **Jobs created – approximately 1,500**

- **Use classes – B1, B2, B8**
- **Any additional employment opportunities further to existing consent to be accommodated primarily within existing buildings within the overall site where appropriate or on limited greenfield land to the south of Camp Road.**

Infrastructure Needs

All development proposals will be expected to contribute as necessary towards the delivery of infrastructure provision through onsite provision or an appropriate off-site financial contribution to:

- **Education – provision of a 2.22 ha site for a new 1-1.5 form entry primary school with potential for future expansion, if required, and contributions to primary and secondary school place provision**
- **Health – contributions required to health care provision**
- **Open Space – sports pitches, sports pavilion, play areas, indoor sport provision**
- **Community Facilities – nursery, community hall, local centre/hotel, a neighbourhood police facility**
- **Access and Movement – transport contributions and sustainable travel measures as detailed below, countryside access measures, fencing along the boundary of the new settlement and the flying field**
- **Utilities – contamination remediation, improvements to the water supply and sewerage network, as well as other utilities, may be required.**

Key site specific design and place shaping principles:

- **Proposals must demonstrate that the conservation of heritage resources, landscape, restoration, enhancement of biodiversity and other environmental improvements will be achieved across the whole of the site identified as Policy Villages 5**
- **In order to avoid development on the most historically significant and sensitive parts of the site, new development is to be focused to the south of the flying field and on limited greenfield land to the south of Camp Road (and one greenfield area to the north of Camp Road, east of Larsen Road)**
- **The areas proposed for development adjacent to the flying field will need special consideration to respect the historic significance and character of the taxiway and entrance to the flying field, with development being kept back from the northern edge of the indicative development areas**
- **The release of greenfield land within the allocated site Policy Villages 5 will not be allowed to compromise the necessary environmental improvements and conservation of heritage interest of the wider site**
- **The settlement should be designed to encourage walking, cycling and use of public transport rather than travel by private car, with the provision**

of footpaths and cycleways that link to existing networks. Improved access to public transport will be required

- Development should accord with Policy ESD 15 and include layouts that maximise the potential for walkable neighbourhoods with a legible hierarchy of routes
- Retention and enhancement of existing Public Rights of Way, and the provision of links from the development to the wider Public Rights of Way network, including the reinstatement of the historic Portway route across the western end of the extended former main runway as a public right of way on its original alignment
- Layouts should enable a high degree of integration with development areas within the 'Policy Villages 5' allocation, with connectivity between new and existing communities
- Measures to minimise the impact of traffic generated by the development on the surrounding road network will be required through funding and/or physical works, including to any necessary capacity improvements around Junction 10 of the M40, and to the rural road network to the west of the site and around Middleton Stoney including traffic calming and management measures
- Development will provide for good accessibility to public transport services and a plan for public transport provision will accompany any planning application
- Design and layout should reflect the management and mitigation of noise impacts associated with the development
- A Travel Plan should accompany any development proposals
- The construction of the settlement on the former technical core and residential areas should retain buildings, structures, spaces and trees that contribute to the character and appearance of the site and integrate them into a high quality place that creates a satisfactory living environment
- Integration of the new community into the surrounding network of settlements by reopening historic routes and encouraging travel by means other than private car as far as possible
- The preservation of the stark functional character and appearance of the flying field beyond the settlement area, including the retention of buildings of national interest which contribute to the area's character (with limited, fully justified exceptions) and sufficient low key re-use of these to enable appropriate management of this area
- The achievement of environmental improvements within the site and of views to it including the removal of buildings and structures that do not make a positive contribution to the special character or which are justified on the grounds of adverse visual impact, including in proximity to the proposed settlement, together with limited appropriate landscape mitigation, and reopening of historic routes
- The conservation and enhancement of the ecological interest of the flying field through appropriate management and submission of an Ecological Mitigation and Management Plan, with biodiversity preserved and

enhanced across the site identified as 'Policy Villages 5', and wildlife corridors enhanced, restored or created, including the provision for habitat for great crested newts and ground nesting birds in particular. A net gain in biodiversity will be sought

- Development should protect and enhance the Local Wildlife Site (including the new extension to the south)
- Visitor access, controlled where necessary, to (and providing for interpretation of) the historic and ecological assets of the site
- Provision of a range of high quality employment opportunities, capable of being integrated into the fabric of the settlement, and providing that the use would not adversely affect residents or other businesses and would not have an unacceptable impact on the surrounding landscape, historic interest of the site, or on nearby villages
- New and retained employment buildings should make a positive contribution to the character and appearance of the area and should be located and laid out to integrate into the structure of the settlement
- A full arboricultural survey should be undertaken to inform the masterplan, incorporating as many trees as possible and reinforcing the planting structure where required
- New development should reflect high quality design that responds to the established character of the distinct character areas where this would preserve or enhance the appearance of the Former RAF Upper Heyford Conservation Area
- New development should also preserve or enhance the character and appearance of the Rousham, Lower Heyford and Upper Heyford Conservation Area, as well as the Oxford Canal Conservation Area, and their settings
- Development on greenfield land within 'Policy Villages 5' should provide for a well-designed, 'soft' approach to the urban edge, with appropriate boundary treatments
- Management of the flying field should preserve the Cold War character of this part of the site, and allow for public access. New built development on the flying field will be resisted to preserve the character of the area
- Landscape/Visual and Heritage Impact Assessments should be undertaken as part of development proposals and inform the design principles for the site
- Proposals should demonstrate an overall management approach for the whole site
- A neighbourhood centre or hub should be established at the heart of the settlement to comprise a community hall, place of worship, shops, public house, restaurant, and social and health care facilities. Proposals should also provide for a heritage centre given the historic interest and Cold War associations of the site
- The removal or remediation of contamination or potential sources of contamination will be required across the whole site

- **The scale and massing of new buildings should respect their context. Building materials should reflect the locally distinctive colour palette and respond to the materials of the retained buildings within their character area, without this resulting in pastiche design solutions**
- **Public art should be provided**
- **Recycling and potential reuse of demolition materials where possible**
- **The provision of extra care housing and the opportunity for self build affordable housing in accordance with Policies BSC 3 and BSC 4**
- **Public open space should be provided to form a well connected network of green areas, suitable for formal and informal recreation**
- **Provision of Green Infrastructure links to the wider development area and open countryside**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Provision of sustainable drainage including SuDS in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the Council's Strategic Flood Risk Assessment development should be set back from watercourses**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5**
- **Development on the site will be required to investigate the potential to make connections to and utilise heat from the Ardley Energy Recovery facility to supply the heat demands of residential and commercial development on the site**
- **An archaeological field evaluation to assess the impact of the development on archaeological features**
- **In all instances development proposals will be subject to the other appropriate development plan policies.**

Policy Villages 5 - Former RAF Upper Heyford



