

9 ARCHAEOLOGY AND CULTURAL HERITAGE

9.1 INTRODUCTION

9.1.1 The Proposed Development for the former RAF Upper Heyford Airbase with regard to potential impacts for Cultural Heritage, including archaeology, landscape, and built heritage has been assessed.

9.1.2 The cultural heritage comprises three 'strands' of potential receptors:

- historic buildings and structures (some of which may be scheduled, listed or locally designated);
- the historic landscape (elements of which may be protected by legislation or by designation); and
- archaeological deposits (elements of which may also be protected by legislation or by designation, and which are generally below-ground).

9.1.3 The approach taken in this assessment has been to examine in detail the area of the Application Site, and an area of 1km around it (the Study Area). These are shown in **Figure 9.1**. From this information the assessment considers the heritage sensitivity of the Application Site by identifying known archaeological or historical features within it and using this information to judge the unknown archaeological potential of it. It also looks at the effects of the Proposed Development on the setting of designated heritage assets within the Conservation Area and the Study Area and within its visual envelope. The report looks at the significance of the effects of the Proposed Development upon this resource and includes a suggested outline evaluation and mitigation strategy to reduce any significant effects identified.

9.2 ASSESSMENT APPROACH

Methodology

9.2.1 Environmental assessment uses the baseline data to describe the survival and extent of cultural heritage features that may be affected by the Proposed Development. The assessment methodology presented here is based on that outlined in the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3 Part 2, in the amended document HA 208/07, issued by the Highways Agency in August 2007. Although this was written for road schemes in particular, it is accepted as current best-practice. This updated version of DMRB divides the cultural heritage resource into three sub-topics: Archaeological Remains, Historic Buildings and Historic Landscape.

9.2.2 The methodology applies the same three stages for each type of cultural heritage receptor, but the criteria used to decide both the sensitivity of individual receptors within each sub-topic and the magnitude of change on them are specific to the particular topic. The assessment of the significance of the effects is identical in all three cases. Details of these criteria are given below.

9.2.3 The magnitude of change assessment refers to the change that is predicted to take place to the existing condition of the environment as a result of the Proposed Development.

9.2.4 The significance of an effect is generally determined as the combination of the 'sensitivity and/or value; of the affected environmental receptor and the predicted 'extent' and/or 'magnitude' of the change. The assessment of significance ultimately relies on professional judgement, although comparing the extent of the level of change

with criteria and standards specific to each environmental topic can guide this judgement.

Sensitivity of Receptors

9.2.5 Details of criteria specific to this assessment are defined in the following **Tables 9.1 – 9.6**, while **Table 9.7** outlines the significance matrix.

9.2.6 Determination of the sensitivity of receptors (sites and features) has been based mainly on existing designations, but allows for professional judgement where features are found which do not have any formal national or local designation.

Table 9.1: Receptor Sensitivity/Value - Archaeology

Receptor Sensitivity/ Value	Description
Very High	World Heritage Sites (including nominated sites). Assets of acknowledged international importance. Assets that can contribute significantly to acknowledged international research objectives.
High	Scheduled monuments (including proposed sites). Undesignated assets of schedulable quality and importance. Assets that can contribute significantly to acknowledged national research objectives.
Medium	Designated or undesignated assets that contribute to regional research objectives.
Low	Designated and undesignated assets of local importance. Assets compromised by poor preservation and/or poor survival of contextual associations. Assets of limited value, but with potential to contribute to local research objectives.
Negligible	Assets with very little or no surviving archaeological interest.
Unknown	The Importance of the resource cannot be ascertained as there is insufficient information about its form, survival and date.

Adapted from: DMRB HA208/07 Annex 5 Table 5.1.

9.2.7 There is the potential for previously unknown below-ground archaeological features and deposits to be present. These would be of unknown sensitivity.

Table 9.2: Receptor Sensitivity/Value - Historic Buildings

Receptor Sensitivity/ Value	Description
Very High	Structures inscribed as of universal importance such as World Heritage Sites. Other buildings of recognised international importance.
High	Scheduled monuments with standing remains. Grade I and Grade II* (Scotland: Category A) Listed buildings. Other Listed buildings that can be shown to have exceptional qualities

Receptor Sensitivity/ Value	Description
	<p>in their fabric or historical associations not adequately reflected in the listing grade.</p> <p>Conservation areas containing very important buildings.</p> <p>Undesignated structures of clear national importance.</p>
Medium	<p>Grade II (Scotland: Category B) Listed buildings.</p> <p>Historic (unlisted) buildings that can be shown to have exceptional qualities in their fabric or historical associations.</p> <p>Conservation areas containing buildings that contribute significantly to its historic character.</p> <p>Historic Townscape or built-up areas with important historic integrity in their buildings, or built settings (e.g. including street furniture and other structures).</p>
Low	<p>'Locally Listed' buildings (Scotland Category C(S) Listed buildings).</p> <p>Historic (unlisted) buildings of modest quality in their fabric or historical association.</p> <p>Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings (e.g. including street furniture and other structures).</p>
Negligible	Buildings of no architectural or historic interest or buildings of an intrusive character.
Unknown	Buildings with some hidden (i.e. inaccessible) potential for historic significance.

Adapted from: DMRB HA208/07 Annex 6 Table 6.1.

Table 9.3: Receptor Sensitivity/ Value - Historic Landscape

Receptor Sensitivity/ Value	Description
Very High	<p>World Heritage Sites inscribed for their historic landscape qualities.</p> <p>Historic landscapes of international value, whether designated or not.</p> <p>Extremely well preserved historic landscapes with exceptional coherence, time-depth, or other critical factor(s).</p>
High	<p>Designated historic landscapes of outstanding interest.</p> <p>Undesignated historic landscapes of outstanding interest.</p> <p>Undesignated historic landscapes of high quality and importance, and of demonstrable national value.</p> <p>Well preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factor(s).</p>
Medium	<p>Designated special historic landscapes.</p> <p>Undesignated historic landscapes that would justify special historic landscape designation, landscapes of regional value.</p> <p>Averagely well-preserved historic landscapes with reasonable coherence, time-depth or other critical factor(s).</p>
Low	<p>Robust undesignated historic landscapes.</p> <p>Historic landscapes with importance to local interest groups.</p> <p>Historic landscapes whose value is limited by poor preservation and/or</p>

Receptor Sensitivity/ Value	Description
	poor survival of contextual associations.
Negligible	Landscapes with little or no significant historical interest.

Adapted from: DMRB HA208/07 Annex 5 Table 7.1.

Identification of types of Change or Impact

9.2.8 Changes or impacts are defined as the physical changes to the environment attributable to the construction and operation of the Proposed Development. They are different from effects. The significance of the effects of the Proposed Development are generated by the magnitude of change and the sensitivity of the resource.

9.2.9 Changes or impacts to the cultural heritage resource may be of a number of kinds:

- Direct impacts resulting in destruction of monuments, buildings or buried remains;
- Direct impacts resulting in destruction e.g. by compression of buried deposits, vibration or by drying out of waterlogged remains;
- Indirect impacts upon setting, reducing the appreciation of the resource e.g. by noise, visual intrusion, dust; and
- Severance by removing a monument or site from its context.

9.2.10 Construction impacts are most commonly direct impacts. These may involve:

- Demolition and clearance works, including topsoil stripping; and
- Excavation e.g. for structures/services, planting, drainage works.

9.2.11 They may also be other direct impacts, for instance:

- Vibration damage to historic buildings and other structures from piling;
- De-watering of environmentally sensitive deposits through drainage alterations; and
- De-watering may also occur through cumulative minor impacts to drainage.

9.2.12 There may also be setting issues (indirect impacts) affecting Scheduled Monuments, Listed buildings, other designated sites or the wider historic landscape, such as:

- Alteration of their surrounding;
- Noise affecting the context and appreciation of historic sites;
- Dust; and
- Visual intrusion through the removal of screening.

9.2.13 In any area where topsoil is removed the below-ground archaeology can be adversely affected. Removal of topsoil is an archaeological impact as it exposes any archaeology that may be present immediately beneath the topsoil, which is then damaged by subsequent movement of vehicles and plant involved in construction activities (i.e. through rutting, disturbance and compaction). In addition, it is possible that topsoil removal without archaeological supervision may result in overstripping, which would have a direct impact upon archaeological deposits located beneath the topsoil, or understripping, where archaeological features are concealed beneath a thin layer of topsoil but are then exposed and unprotected from subsequent construction activities.

9.2.14 The impact of excavation for groundworks, foundations, roads and services could lead to a major magnitude of change to the archaeology. Where ground disturbance is likely to exceed 0.25m in depth this could result in the destruction of all shallow below-ground archaeological features and severe truncation of deeper features.

Identification of the Magnitude of Change

9.2.15 There are a number of variables in determining magnitude of change. These include the sensitivity or vulnerability of a site to change (for example, depth of alluvium, or the presence of made-ground), the nature of past development or management effects, and the differing nature of Proposed Development processes such as piling and topsoil stripping.

9.2.16 The survival of archaeological deposits within any given area is often uncertain at this stage without further physical archaeological evaluation, as is their exact extent. Magnitude of change can be difficult to predict with any certainty, for that reason.

9.2.17 For historic buildings and landscapes physical changes through loss or diminution of fabric and components are one principal area, while changes to visual and other aspects of setting can be equally damaging.

Table 9.4: Magnitude of Change - Archaeology

Magnitude of Change	Description
Major	The Proposed Development would cause a large change to existing environmental conditions. Change to most or all key archaeological materials, such that the resource is totally altered. Comprehensive changes to setting.
Moderate	The Proposed Development would cause a noticeable change to existing environmental conditions. Changes to many key archaeological materials, such that the resource is clearly modified. Considerable changes to setting that affect the character of the asset.
Minor	The Proposed Development would cause a small change to existing environmental conditions. Changes to key archaeological materials, such that the asset is slightly altered. Slight changes to setting.
Negligible	The Proposed Development would cause no discernible change to existing environmental conditions. Very minor changes to archaeological materials, or setting.
No Change	The proposed development will not impact upon existing environmental conditions or their setting. No change

BASED ON: DMRB HA208/07 ANNEX 5 TABLE 5.3.

Table 9.5 Magnitude of Change - Historic Buildings

Magnitude of Change	Description
Major	The Proposed Development would cause a large change to existing environmental conditions. Change to key historic building elements, such that the resource is totally altered. Comprehensive changes to the setting.
Moderate	The Proposed Development would cause a noticeable change to existing environmental conditions. Change to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly modified.
Minor	The Proposed Development would cause a small change to existing environmental conditions. Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.
Negligible	The Proposed Development would cause no discernible change to existing environmental conditions. Slight changes to historic buildings elements or setting that hardly affect it.
No Change	No change to the fabric or setting of an historic building.

SOURCE: DMRB HA208/07 ANNEX 6 TABLE 6.3.

Table 9.6: Magnitude of Change - Historic Landscape

Magnitude of Change	Description
Major	The Proposed Development would cause a large change to existing environmental conditions. Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit.
Moderate	The Proposed Development would cause a noticeable change to existing environmental conditions. Changes to many key historic landscape elements, parcels or components, visual change to many key aspects of the historic landscape, noticeable differences in noise or sound quality, considerable changes to use or access; resulting in moderate changes to historic landscape character.
Minor	Changes to few key historic landscape elements, parcels or components, slight visual changes to few key aspects of historic landscape, limited changes to noise levels or sound quality; slight changes to use or access; resulting in limited changes to historic landscape character.
Negligible	The Proposed Development would cause no discernible change to existing environmental conditions. Very minor changes to key historic landscape elements, parcels or components, virtually unchanged visual effects, very slight changes in noise levels or sound quality; very slight changes to use or access; resulting in a very small change to historic landscape character.
No Change	No change to elements; parcels or components; no visual or audible changes; no changes arising from in amenity or community factors

SOURCE: DMRB HA208/07 ANNEX 7 TABLE 7.3.

Assessment of Significance

9.2.18 The predicted environmental effect outlined in **Table 9.7** below represents the effect without mitigation. The overall effect is calculated based on the sensitivity of receptor and the magnitude of change upon it.

9.2.19 Where the significance of the effect is designated 'unknown' then further investigation of the issue is generally necessary. This may include further details on the impacts or further clarification of the presence and/or nature of the cultural heritage resource.

Table 9.7: Significance Matrix

Magnitude of Change/Impact	Sensitivity of Receptor/Value					
	Very High	High	Medium	Low	Negligible	Unknown
Major	Very Large	Large/ Very Large	Moderate/ Large	Slight/ Moderate	Slight	Uncertain
Moderate	Large or Very Large	Moderate/ Large	Moderate	Slight	Neutral/ Slight	Uncertain
Minor	Moderate/ Large	Moderate/ Slight	Slight	Neutral/ Slight	Neutral/ Slight	Uncertain
Negligible	Slight	Slight	Neutral/ Slight	Neutral/ Slight	Neutral	Uncertain
No Change	Neutral	Neutral	Neutral	Neutral	Neutral	Uncertain

Source: Based on DMRB HA208/07 Chapter 5, Table 5.1 and guidance provided for this ES

Summary of Sources Consulted

9.2.20 Previous work at Upper Heyford has resulted in a number of key reports with valuable data and assessments which continue to be of value.

9.2.21 These include the Conservation Plan (ACTA et. al 2005)¹, a Landscape Character Assessment of the Airbase South of the Cold War Zone (ACTA 2006)² and RAF Upper Heyford (Airfield Research Publishing 1996) and the previous EIA for development at Upper Heyford (OA 2007).³ Individual Environmental Assessment (EA) reports have since been produced on behalf of the Applicant for Proposed Development at The Southern Bomb Stores (2016)⁴ and Heyford Park Camp Road (2016)⁵.

¹ ACTA, OA and the Tourism Company (2005) *Former RAF Upper Heyford Conservation Plan* (Unpublished report)

² ACTA, (2006) *Landscape Character Assessment of the Airbase South of the Cold War Zone*

³ Oxford Archaeology, 2007 *Heyford Park, Oxfordshire, Environmental Impact Assessment*

⁴ Oxford Archaeology, 2016 *Former RAF Upper Heyford, Southern Bomb Stores*

⁵ Oxford Archaeology, 2016 *Former RAF Upper Heyford, South of Camp Road*

9.2.22 The following range of sources holding primary and secondary data recording cultural heritage features have been consulted:

- The National Heritage List and National Monuments Record (NMR) - (now the Historic England (formerly English Heritage) Archive) - digital records of designated sites (Scheduled Monuments, Listed buildings, Registered Parks and Gardens, historic battlefields), and archaeological monuments and activities;
- The Oxfordshire Historic Environment Record (HER) (maintained by Oxfordshire County Council) - records of archaeological sites, monuments and cropmarks (2006, consulted for update in September 2017);
- Aerial photographs held by Historic England in Swindon (2006, consulted for update of images held in April 2015);
- The Oxfordshire County Record Office and Centre for Oxfordshire Studies (maintained by Oxfordshire County Council) - historic maps and documentary sources;
- Published sources held in the Sackler Library, Oxford;
- Archives of former RAF Upper Heyford (held by the Dorchester Group - detailed technical drawings of buildings, structures and services);
- Reports on previous archaeological and geotechnical investigations within the Site and the Study Area (held by Oxford Archaeology and as referenced in the footnotes);
- Secondary and documentary sources held by Oxford Archaeology (OA);
- On-line archaeological and historical records held by the Archaeology Data Service (<http://ads.ahds.ac.uk/>) and the Defence of Britain Project (<http://www.britarch.ac.uk/projects/dob/index.html>);
- Conservation areas, Cherwell District Council website;
- Conservation Area Appraisal, Cherwell District Council 2006; and
- Numerous visits to the Application Site over the course of the project.

Aerial Photography

9.2.23 Aerial photographs dating from the 1930s onwards were examined at the former NMR in Swindon (now Historic England Archive). The shallow, light free draining soils over the Oolitic Limestones of the Cotswolds and East Cherwell Uplands quickly parch in dry conditions and are, therefore an ideal soil type for the identification of archaeological sites by aerial photography if taken at the right time of year. However, prior to the 1990s, relatively little aerial photography could be undertaken in the area of RAF Upper Heyford due to the flight restrictions imposed by the presence of the United States Air Force (USAF). The closure of the flying field in 1994 coincided with a succession of hot summers and aerial reconnaissance soon added significantly (nearly 300 new sites) to the number of identified sites in the area (Featherstone and Bewley, 2000, 13 – 24).⁶ The majority of the new sites identified were interpreted as being Iron Age in date. This has led to a significant reinterpretation of the nature and scale of later prehistoric settlement on the Limestone uplands. Prior to the 1990s the area was believed to be characterised by isolated and widely scattered enclosures. Now, although enclosures still predominate, they are often to be found in groups such as represented here (Barclay et al, 1996, 5).⁷

⁶ Featherstone, R. & Bewley, R. (2000) 'Recent Aerial Reconnaissance in North Oxfordshire', *Oxoniensia* 65 13-26.

⁷ Barclay, A. Bradley, R. Hey, G. and Lambrick, G. (1996) 'The Earlier Prehistory of the Oxford Region in the Light of Recent Research', *Oxoniensia* 61, 1-20.

9.2.24 Whilst many cropmarks were discovered close, and in some cases adjacent, to the RAF Upper Heyford Conservation Area, no definite cropmarks have been identified within it. This could be due to the fact that archaeological features may have been destroyed during the construction of the airfield, but as other evidence shows (geophysics and limited trenching) this is unlikely to be the case all over this area. It could therefore either be due to the masking effect of made ground used to level the airfield in which case any archaeological features would be buried, screened and protected from view and/or damage or to the fact that arable land is the best medium for identifying crop/soil marks, not pasture or concrete.

9.2.25 A series of high definition aerial photographs (APs) taken in October and November 2006 were examined. No new archaeological features were identified from these photographs as in the vast majority of fields the crop was just beginning to grow. These conditions do not allow clear identification of soil marks (best on freshly cultivated ground) or cropmarks, which are normally formed when the crop is more mature.

9.2.26 Google Earth (GE) images labelled as dating to 2004, show a series of circular and semi-circular pasture marks across much of the Flying Field which are likely to be non-archaeological in origin and caused by a specific type of fungus.

Legislative and Policy Framework

9.2.27 This assessment has taken into account relevant national and local legislation, policy and guidance, including:

- Town and Country Planning Act 1990;
- Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999;
- Planning (Listed Buildings and Conservation Areas) Act 1990;
- Ancient Monuments and Archaeological Areas Act 1979;
- Hedgerow Regulations 1997;
- National Planning Policy Framework (March 2012);
- Draft revised National Planning Policy Framework (March 2018);
- Oxfordshire County Council Oxfordshire Structure Plan 2016 (Adopted October 2005);
- The Cherwell Local Plan 2011-2031 (Adopted July 2015);
- The Cherwell District Council Local Plan 1996; and
- RAF Upper Heyford Revised Comprehensive Planning Brief (supplementary planning document) Sustainability Appraisal March 2007.

Planning Background: The National Context

9.2.28 The National Planning Policy Framework (NPPF) (DCLG 2012⁸) replaced Planning Policy Statement 5: (PPS5) Planning for the Historic Environment (issued March 2010) which in turn replaced the two Planning Policy Guidance Notes, PPG 15 and PPG 16.

9.2.29 The NPPF sets out the Government's planning policies on the conservation of the historic environment and the rationale for its conservation. It covers all aspects of the historic environment within a common set of policies, which recognise that heritage assets are a non-renewable resource and that heritage conservation has wider benefits, while accepting that the level of conservation should be commensurate with the

⁸ DCLG National Planning Policy Framework, 2012

significance/sensitivity of the assets concerned. It is supported by developing guidance, in this case, Conserving and enhancing the historic environment, published 10/04/2014.

9.2.30 The policy takes a holistic approach to the historic environment, identifying all elements within this environment that are worthy of consideration in planning matters as 'heritage assets'. A heritage asset is identified by NPPF as an environmental component that holds meaning for society over and above its functionality. This term includes buildings, parks and gardens, standing, buried and submerged remains, areas, sites and landscapes, whether designated or not and whether or not capable of designation. 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. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of 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" (para 132).

"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance." (para 128).

"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" (Para 135).

9.2.31 NPPF also discusses how the historic environment could also make a positive contribution to the design of new development as set out policies:

"In determining planning applications, local planning authorities should take account of:

- **the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;**
- **the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and**
- **the desirability of new development making a positive contribution to local character and distinctiveness"** (para 131).

9.2.32 The Hedgerow Regulations 1997 make provision for the protection of hedgerows considered to be of landscape and/or historical and natural history importance. The Regulations state that a hedgerow can be considered to be 'important' if it meets certain criteria; in summary:

- It marks a boundary between parishes existing before 1850;
- It marks an archaeological feature or a site that is a Scheduled Monument or noted on the Historic Environment Record; or
- It marks the boundary of a pre-1600 estate or manor or a field system pre-dating the Enclosure Acts.

9.2.33 Before the removal of any hedgerow to which these Regulations apply, Cherwell District Council must be notified. If the planning authority considers the hedgerow to be of some historic significance, it may serve a hedgerow retention notice to the effect that the hedgerow should not be removed.

Planning Background: The Regional and Local Context

9.2.34 'The South East Plan' was the Regional Spatial Strategy for the South East. It was revoked by the Secretary of State for Communities and Local Government in March 2013. The revocation of the South East Plan decentralises planning powers to local authorities. However, the NPPF requires councils to work together to address strategic priorities across boundaries and development requirements which cannot be wholly met within their own areas under the duty to co-operate. The policies relating to Upper Heyford have been replaced with Cherwell Local Plan Policy Villages 5: Upper Heyford, which forms part of the Cherwell Local Plan 2011-2031 (adopted July 2015). This adopted policy provides for the implementation of a series of developments and enabling environmental improvements with the conservation of the heritage interest.

9.2.35 The Cherwell District Council Local Plan 1996 (Adopted November 1996) referred to protection of the cultural heritage through implementation of a series of saved policies; Policies C18-27, but now superseded by the Adopted 2031 plan.

9.2.36 The Cherwell Local Plan 2011-2031 (Adopted July 2015), represents the most up to date plan to be considered within the planning process. The policy most relevant to archaeology and cultural heritage is Policy ESD15: The Character of the Built and Historic Environment, which states that new development should:

“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 setting, and ensure new development is sensitively sited and integrated in accordance with advice 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 [now Historic England’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."

Scoping Criteria

9.2.37 No formal scoping exercise was undertaken as part of this EIA process but the assessment was informed by consultations with Cherwell District Council (CDC) and Historic England (HE), and extensive published data.

9.2.38 The general approach and methodology has been to collate and analyse information relating to the cultural heritage resource, including archaeological sites and monuments, local geology and topography, ground conditions, historic buildings and historic landscape features within the Study Area. This was undertaken to determine the likely nature, extent, preservation and value of any cultural heritage receptors that may be present.

9.2.39 A gazetteer of all identified cultural heritage features within the Study Area is provided in **Appendix 9.1** (**9.1A** refers to historic buildings in the vicinity within the Upper Heyford Airbase and **9.1B** all other heritage assets). These features have each been given an Oxford Archaeology (OA) site number. **Figure 9.1** shows the application boundary and 1km Study Area. **Figure 9.3** shows all Listed Buildings, Scheduled Monuments and non-designated archaeological and historic landscape features within the Application Site and Study Area. **Figure 9.2** shows all Conservation Areas and Registered Parks and Gardens within the Application Site and Study Area. **Figures 9.4** to **9.8** comprise copies of the relevant historic mapping showing pertinent details of the Application Site. **Figures 9.9** to **9.12** concentrate on the built heritage with **Figure 9.9** showing key landscapes and built heritage designations, **Figure 9.10** Cold War Landscape phases, **Figure 9.11** The Cold War Landscape' - Character Areas and summary of significance and **Figure 9.12** showing the Landscape South of the Cold War Zone - Character Areas and summary of significance.

Scope of landscape and built heritage assessment

9.2.40 With regard to the Built Heritage within the former RAF Upper Heyford the assessment has been carried out within a series of previously defined Character Areas. An overall description of the development of the built heritage by phase is described in the baseline. Following this the site is divided into two main areas for the assessment; The Cold War Landscape (**Figure 9.11**) and the Landscape South of the Cold War Zone (**Figure 9.12**). Within this the landscapes have been further divided into 15 Character Areas, which have been adopted from previous research, and form the basis of the built heritage assessment within the site. Those within the Cold War landscape were taken from the Conservation Plan (ACTA et al 2005⁹) and are divided into 8 Character Areas (1-8), in some cases these were further subdivided into components within this. The Conservation Plan grouped buildings according to period, function and administration units and this information was illustrated to provide a picture of how the Cold War landscape developed and was used (**Figure 9.10**). This information was assimilated using documentary, map, air photograph and oral sources. Key buildings within the Character Areas and have been given an OA Reference number, and these follow the following format: Character Area: OA x (e.g. - OA1D South Aircraft Shelters). Building/or group of buildings: OAx.x (e.g. - OA1D.3 - The Control Tower (which is within Character Area OA1D)).

⁹ As note 1 above

9.2.41 A Landscape Character Assessment of the Airbase South of the Cold War Zone was undertaken in 2006 (ACTA¹⁰), as this area was not included in the Conservation Plan. This area comprises all the land south of Camp Road, the technical area bounded by the 1920s aircraft sheds in the west and the houses off Soden Road and Larsden Road. The Character Areas identified were numbered 1 to 7 in the report, and these have been renumbered 9 to 15 within this report because of obvious confusions with duplication of numbers. As with the Cold War Landscape some of the Character Areas were further subdivided into smaller components.

9.2.42 The Character Areas to the south of the Flying Field have seen substantial alterations due to recent redevelopment of the area, to the extent that in some examples entire Character Areas have been lost. These Character Areas are however still referred to in the text for ease of understanding, and to ensure this ES can easily be referenced to previous heritage studies. Some of the Character Areas are also outside the Application Boundary. In examples where a Character Area has been lost in part or totality due to development, or is outside the Application Boundary, this is noted within the description of individual Character Areas.

9.2.43 Outside the RAF Upper Heyford Conservation Area, consideration has been given to the built heritage in the surrounding Conservation Areas as listed below in 9.3.11 (Ardley, Fewcott, Oxford Canal and Rousham), but most of this has been scoped out for lack of any significant impact.

9.2.44 The single historic landscape issue to be considered is the internationally renowned Rousham Park, a Grade I Registered Park and Garden in Rousham (West Oxfordshire) but partly falling within the Rousham Conservation Area in Cherwell District.

Scope of below-ground archaeology and historic hedge assessment

9.2.45 The assessment of the below-ground impacts and impacts on historic hedges is referenced with regard to the individual Application Parcels within the Application Site.

9.2.46 This assessment has been conducted with regard to the Chartered Institute for Archaeologists (CIfA) standards as set out in the Standards and Guidance for historic environment desk-based assessment (CIFA 2014,¹¹ updated January 2017). The assessment methodology presented here is based on that outlined in the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3 Part 2, in the amended document HA 208/07, issued by the Highways Agency in August 2007.

Pre-planning Consultation

9.2.47 *RAF and Cold War built heritage:* throughout the project there has been a continuous process of consultation with Cherwell District Council, their conservation officer, and with Historic England (formerly English Heritage) and their advisory committee (HEAC). This has included site visits, exchange of developing plans for the site, and receipt of advisory notes and letters.

9.2.48 During the completion of this ES, Historic England produced a document entitled 'Former RAF Upper Heyford, Cherwell, Oxfordshire: A reassessment of the flying field Conservation Area' (Cocroft 2017). This report was completed following a request by Historic England's listing team to reassess the Flying Field, and benefitted from the new

¹⁰ As note 2 above

¹¹ CIfA (2014) *Standards and Guidance for historic environment desk-based assessment* (updated January 2017)

archive sources which have been made available since Historic England's initial assessment in the 1990s.

9.2.49 *Archaeology*: Consultation with Historic England, Cherwell District Council and the Oxfordshire County Council Archaeological Service was undertaken as part of the previous Masterplans and other planning applications within the Southern Bomb Stores (SBS). These comments have informed this latest schemes assessment and fed into the development of the overall design and development of an evaluation and mitigation strategy to lessen any significant effects on the cultural heritage arising from the Proposed Development. The recommendations previously made are that evaluation works be carried out where impacts are proposed and previous ground disturbance is unknown or likely to be minimal. This will inform the need for and/or scope of any further mitigation.

Limitations to the Assessment

9.2.50 Previously unknown below-ground archaeological features and deposits can often survive undetected until an intrusive archaeological investigation or development work takes place. Very little archaeological excavation has been carried out within the Application Site and Study Area. As a general rule a low level of previous work increases the level of uncertainty of an assessment of the archaeological potential of an area. In general, therefore it should not be assumed that an absence of evidence for below ground archaeological features and deposits provides an accurate picture of the archaeological potential of an area.

9.2.51 Further research would provide a more in-depth understanding of the Cold War heritage of former RAF Upper Heyford. A recent assessment of the strategic significance of RAF Upper Heyford has been undertaken by Col. James P Cook.¹² The key previous studies of the Flying Field include the Conservation Plan (ACTA et al 2004) and work by Paul Francis (1996), as well as various documents produced by Oxford Archaeology including impact assessments, building recording reports and photographic studies (predominantly considering the inter-war buildings of the landscape south of the Flying Field). A renewed programme of desk-based research focusing on the Flying Field, taking into account reports and archive documents released since the Conservation Plan in 2005, would provide more in-depth understanding of the use, history and significance of the Cold War landscape.

9.3 BASELINE CONDITIONS

Site Description, Context, Designations

Topography and Geology

9.3.1 The Application Site lies north and south of Camp Road in the RAF Upper Heyford Conservation Area. This Conservation Area comprises of built-up areas, current re-development and open spaces.

9.3.2 The Application Site lies on the very edge of the East Cherwell Plateau. The former airbase lies on land that slopes slightly to the south, from c 140 m on its northern edge to c 120 m on its southern edge. To the west, the ground falls away relatively steeply from the plateau edge into the valley of the River Cherwell, whilst to the north-

¹² Cook, J P, 2017 *A strategic consideration of the Cold War Heritage of the Former RAF Upper Heyford Base*

east, east and south-east the ground falls away gently to the North Oxfordshire claylands.

9.3.3 The underlying geology of the Application Site is composed of Mid Jurassic Greater Oolite Limestone (BGS Sheet 218). On the slopes of the Cherwell Valley to the west the underlying strata of the Inferior Oolite and Upper Lias are successively exposed. The Greater Oolite supports a light, calcareous well-drained soil of the Aberford Association, which is a fertile soil suitable for arable cropping (SSEW 1984, 71).¹³ These soils are rarely deep and archaeological features and deposits that may be present are very susceptible to plough truncation. Where they survive undisturbed archaeological deposits may be very close to the ground surface.

Designated Sites within RAF Upper Heyford

9.3.4 The majority of the Application Site falls within the RAF Upper Heyford Conservation Area as defined and described with the Conservation Area Appraisal (CDC 2006¹⁴). Within the conservation area there are a number of Scheduled Monuments and Listed buildings (**Figure 9.3**). Parcel 18 of the Application Site falls within the Rousham (including Upper and Lower Heyford) Conservation Area.

9.3.5 Five Cold War structures within the former RAF Upper Heyford were scheduled in December 2006 under Section 1 of the Ancient Monuments and Archaeological Areas Act of 1979 (all OA 1128). These are:

- The Hardened Telephone Exchange (OA14B.2) between Application Parcels 19 and 20;
- The Battle Command Centre (OA14A.4) between Application Parcels 19 and 20;
- The Quick Reaction Alert Area (QRAA): this includes hardened aircraft shelters, security fence, watch tower, fuel supply point and hardened crew buildings (OA1C) in Application Parcel 27 (west);
- The Northern Bomb Store and Special Weapons Area: this is contained within a security fence and includes 'special' and conventional bomb stores (OA5A) in Application Parcel 27 (east); and
- The Avionics Maintenance Facility (OA8B.1) west of Application Parcel 10.

9.3.6 Several structures around the Application Site have recently been listed at Grade II by the DCMS (April 2008) following recommendations by OA (ACTA et al, 2005)¹⁵ (plotted on **Figure 9.3**). These are:

- Three Nose Docking Sheds (OA 1123-5) south of Application Parcel 25;
- Squadron Headquarters (OA 1127) north of Application Parcel 27; and
- The Control Tower (OA 1126) within Application Parcel 30.

Designated Sites within the Study Area

9.3.7 As shown on **Figure 9.1** the Study Area is 1km around the perimeter of the RAF Upper Heyford Conservation Area, and designated sites are shown on (**Figures 9.2 and 9.3**).

¹³ Soil Survey of England and Wales [SSEW] (1984) *Soils and their Use in South East England* (Bulletin no.15)(Lawes Agricultural Trust, Harpendon)

¹⁴ Cherwell District Council. April 2006. *RAF Upper Heyford Conservation Area Appraisal*.

¹⁵ ACTA, OA and the Tourism Company (2005) *Former RAF Upper Heyford Conservation Plan* (Unpublished document)

Scheduled Monuments

- 9.3.8 There are three Scheduled Monuments within the Study Area;
- the Upper Heyford Tithe Barn (OA 1057), dating to the early 15th century (c 500m west of the Application Site);
 - Ardley Road moated ringwork (OA 1056) (c 900m to the north east of the Application Site); and
 - Somerton Manor House, earthwork remains of hall (OA 1055) (c 1km to the north west of the Application Site).

Registered Parks and Gardens

9.3.9 There are two Registered Parks and Gardens within or near the Study Area, Middleton Park (OA 1024), which is a Grade II listed 18th/19th century landscaped park, some 900m south of the Application Site and part of which lies within the Study Area, and Grade I Rousham, within 750m of the Study Area but with some of its Conservation Area and landscape setting lying within the Study Area. Rousham House, a Grade I listed 17th-century house with pleasure gardens laid out in the 1720s and extended by Kent¹⁶ between 1737-41, lies c 2km to the south west of the Application Site and is plotted on **Figure 9.2**. Rousham lies in the parishes of Rousham and Steeple Aston (West Oxon District), and partly in Lower Heyford (Cherwell District); the majority of the designated landscape is Grade I Registered but does not form part of any West Oxon Conservation Area; but the part of the designated landscape lying in Lower Heyford falls within the Rousham Conservation Area of Cherwell District that includes the villages of Lower and Upper Heyford and the wider setting of the designed landscape in the Cherwell Valley.

Listed Buildings

- 9.3.10 There are 27 Listed buildings within the Study Area. These include:
- OA 1057 Grade I Listed building (c 750m west of the Application Site);
 - OA 1006 and OA 1018 Grade II* Listed buildings (nearest Grade II* Listed building to the Application Site is OA 1018, c 750m west of the Application Site);
 - OA 1002-1005, 1007 & 1008 (to the east of application site), OA 1009 and 1010 (to the south of the application site), OA 1011 (to the north of the application site) and OA 1012-1017, OA 1019-1023, OA 1074, OA 1120-1122 (to the west of the Application Site), Grade II Listed buildings (nearest Grade II Listed building to the Application Site is OA 1022, c 300m west of the Application Site); and
 - OA 1062 Grade III (locally) Listed building (c 4km east of the Application Site).

Conservation Areas

- 9.3.11 In addition to the RAF Upper Heyford Airbase there are five Cherwell District Council Conservation Areas within the Study Area. These comprise:
- OA 1109 Rousham Conservation Area which includes the historic village centres of both Upper Heyford and Lower Heyford. Part of the Application Site (Parcel 18) falls within the conservation area, the rest of the Application Site and lies just to the east, adjoining the conservation area;
 - OA 1179 Oxford Canal Conservation Area c 600, to the west;
 - OA 1104 Somerton Conservation Area c 1km to the north west;

¹⁶ Tim Mowl, *William Kent: Architect, Designer, Opportunist* (2006).

- OA 1105 Ardley Conservation Area c 1km to the north east of the Flying Field; and
- OA 1178 Fewcott Conservation Area c 1km to the north east of the Flying Field.

Non-designated heritage assets

Undesignated Archaeological Sites within the Application Site

9.3.12 There are a number of undesignated archaeological sites within the Application Site (**Figure 9.3**). Within the actual Application Parcels known undesignated sites have been tabulated in **Table 9.8**:

Table 9.8: Undesignated archaeological sites within the Application Parcels

Parcel No.	OA No.	Sensitivity/ value	Previous disturbance	Sensitivity/ value based on likely survival*	Description
10	1103	Low	Potential survival low due to landscaping and construction of underground features	Negligible	Part of layout of 1945 military airport tarmac – no longer extant
11	1102 1093 1091 1096	Low	Partial disturbance in areas of buildings and hardstanding, but also apparently undisturbed areas of trees and grass – Therefore may be below-ground survival in pockets	Low/ Negligible	1102 – possible military building built by 1839 – no longer extant 1093 – non extant field boundary seen on 1923 historic map 1091 – non extant field boundary seen on 1885 historic map 1096 - Building first shown on the 1885 OS map labelled The Tower. Set within an enclosed piece of land. By the 1900 2nd edition, the large building has gone and there is only a smaller building present.
12	1103 1091	Low	Disturbance probably located within upper layers only from tarmacing and levelling – survival possibly good below and away from these impacts	Low	1103 - Part of layout of 1945 military airport tarmac – no longer extant 1091 - non extant field boundary seen on 1885 historic map

Parcel No.	OA No.	Sensitivity/ value	Previous disturbance	Sensitivity/ value based on likely survival*	Description
13	1091	Low	Survival probably good – minimal likely disturbance	Low	Possible remains of 1091– non extant field boundary seen on 1885 historic map on eastern boundary
16	n/a	Unknown	Survival probably good – minimal likely disturbance	Unknown	No known archaeology present
17	1090	Low	Survival probably good – minimal likely disturbance apart from cultivation	Low	Non extant possible remains of 1090 – non extant field boundary seen on 1842 historic map on western boundary
18	1047	Medium	Survival probably good – minimal likely disturbance apart from cultivation	Medium	Alignment of Port Way
19	1101 1090	Low	Disturbance likely to be significant	Negligible	1101 – non extant military remains and infrastructure seen on 1926 historic map 1090 – non extant field boundary seen on 1842 historic map
20	1101	Low	Disturbance likely to be significant	Negligible	1101 – non extant military remains and infrastructure seen on 1926 historic map
21	1091 1092 1103	Low	Disturbance probably located within upper layers only from tarmacing and levelling – survival possibly good below and away from these impacts	Low	1103 - Part of layout of 1945 military airport tarmac – no longer extant 1091– non extant field boundary seen on 1885 historic map 1092 – non-extant 1900 field boundaries
22	1151 1089 1103 1091 1100 1090 1027	Medium if associated with Aves Ditch (1027) Low – non extant field boundaries	Survival likely in pockets, especially in the south	Medium and Low/Negligible	Lies just to the west of Aves Ditch (OA 1027). Has potential to contain archaeology associated with this feature Non extant remains of field boundary seen 1900 1090 – non extant field boundary seen on 1842 historic map

Parcel No.	OA No.	Sensitivity/ value	Previous disturbance	Sensitivity/ value based on likely survival*	Description
					<p>1103 - Part of layout of 1945 military airport tarmac – no longer extant</p> <p>1091 – non extant field boundary seen on 1885 historic map</p> <p>1151 Close to evaluation to the east carried out by Cotswold Archaeology – no features of archaeological interest discovered.</p> <p>1089 – Field boundaries first shown on the 1839 Tithe Map of the parish of Ardley.</p> <p>The majority of the field boundaries are shown on all subsequent maps including the OS revision of 1923, with the exception of one NW-SE aligned footpath which was shown only on the 1839 map.</p> <p>1100 – Well seen on 1885 OS map</p>
23	1027 1035 1089 1090	Medium (1027) Low	Possible survival in pockets especially to the north and south of parcel	Medium (1027) Low/ Negligible	<p>1027 – Aves Ditch</p> <p>1035 – Non-extant earthwork at Ballard's Copse</p> <p>1089 – non extant boundary seen 1839</p> <p>1090 - non extant remains of 1090 – non extant field boundary seen on 1842 historic map</p>
24	n/a	Unknown	n/a	Unknown	No proposed below ground impacts
25	n/a	Unknown	n/a	Unknown	No proposed below ground impacts
26	n/a	Unknown	n/a	Unknown	No proposed below ground impacts
27	n/a	Unknown	n/a	Unknown	No proposed below ground impacts

Parcel No.	OA No.	Sensitivity/ value	Previous disturbance	Sensitivity/ value based on likely survival*	Description
28	1085 1091 1090	Low	Likely to have Suffered impacts from levelling but may be survival in pockets	Low/ Negligible	1091– non extant field boundary seen on 1885 historic map 1090– non extant field boundary seen on 1842 historic map 1085 – Area of Samuels Evaluation showing disturbance
29	n/a	Unknown	n/a	Unknown	No proposed below ground impacts
30	n/a	Unknown	n/a	Unknown	No proposed below ground impacts
31	1091 1103	Low	Disturbance from construction of HASs likely to be high	Negligible	1091 – non extant field boundary seen on 1885 historic map 1103 - Part of layout of 1945 military airport tarmac – no longer extant
32 (west)	1091 1093 1103	Low	Good survival in areas of recreation grounds	Low	1091 – non extant field boundary seen on 1885 historic map 1103 - Part of layout of 1945 military airport tarmac – no longer extant 1093– non extant field boundary seen on 1923 historic map
32 (east)	1103 1101 1102 1091	Low	Likely minimal disturbance in east of parcel	Low	1103 - Part of layout of 1945 military airport tarmac – no longer extant 1101 – military buildings and infra-structure seen on 1926 map 1102 - military buildings and infra-structure seen on 1939 map 1091 - non extant field boundary seen on 1885 historic map
33	1027 1151 1150	Medium Low	Good	Medium Low	1027 – alignment of Aves Ditch 1151/1150 – Cotswold

Parcel No.	OA No.	Sensitivity/ value	Previous disturbance	Sensitivity/ value based on likely survival*	Description
	1089 1090 1103				Archaeology geophysics evaluation found no significant archaeology 1103 - Part of layout of 1945 military airport tarmac – no longer extant Non extant remains of 1090– non extant field boundary seen on 1842 historic map 1089 – non extant boundary seen 1839
34	n/a	Unknown	Survival probably good – minimal likely disturbance apart from cultivation	Unknown	No known archaeology present
35	1101	Low	Disturbance likely to be significant	Negligible	1101 – non extant military remains and infrastructure seen on 1926 historic map
36	n/a	Unknown	n/a	Unknown	No proposed below ground impacts
37	n/a	Unknown	n/a	Unknown	No proposed below ground impacts
38	1101	Low	Disturbance likely to be significant	Negligible	1101 – non extant military remains and infrastructure seen on 1926 historic map

*The Sensitivity/value of the sites has been assessed taking into account their likely survival based on likely previous disturbance and impacts, see **Table 9.10** below for more detailed explanation.

9.3.13 The Application Site has the potential to contain as yet unidentified archaeological deposits and finds, the likelihood of which is discussed below.

Archaeological work within the Application Site

Evaluation 1999

9.3.14 Within the Application Site a series of trenches were excavated by John Samuels Archaeological Consultants during May 1999 (Samuels 1999) (OA 1085). The results were summarised thus:

'The results indicated that there had been considerable ground disturbance over much of the site. The trenches around the south-eastern group of hangars 'the Christmas Tree' (trenches 10, 11, 12, 13, and 14) indicated an area of very heavily

disturbed ground. The line of 'Aves Ditch', a major prehistoric boundary, was not found, although another possibly prehistoric linear feature was located in this area. There was evidence to suggest that there was some survival of archaeological remains at the western end of the former airfield' (Samuels, 1999, pg.3)

9.3.15 As part of the ongoing EIA process OA undertook a geophysical survey geophysical survey (Archaeological Surveys Dec 2006) and a trench evaluation (OA March 2007¹⁷).

Geophysical Survey 2006

9.3.16 A detailed magnetic survey was undertaken over c 7 ha of grassland within the Application Site in 2006. The survey was conducted in three parts, to the extreme western and eastern nibs of the former runway and a strip along the western perimeter OA 1113, 1114).

9.3.17 These three main areas were split into fourteen smaller areas. The survey revealed:

'widespread magnetic debris and disturbance from modern material such as buried services which were located within the majority of the survey areas. Low magnitude positive linear and discrete anomalies were found within nine of the fourteen separate survey areas, however due to the proximity of modern structures and buried services their origin could not be confidently interpreted. It is possible that such anomalies may relate to cut features but it is possible that they have a modern origin' (Archaeological Surveys 2006, pg.1).

9.3.18 The report concluded that:

'Survey Areas 1 and 2 at the eastern end of the site contain many positive and negative linear anomalies that are parallel with the runway. It is possible that they are associated with the airfield or relate to former agricultural activity.

In the western extremity of the site, Areas 6 and 10 and 12 and 14 (OA 1113), all contain positive linear and discrete anomalies with a low magnitude. Although this type of anomaly may be a response to the magnetically enhanced fill of cut features such as ditches and pits, due to their proximity to modern features and ground disturbance their origin cannot be determined.

Survey Area 3 (OA1114) contains a low magnitude positive curvilinear anomaly that appears to form a penannular cut feature. A cautious approach has been taken with the interpretation of this anomaly as the survey area is close to and contains a number of modern features that have resulted in magnetic disturbance and debris. Underground pipelines and other buried services indicate that the area has been greatly modified during the use of the airbase' (*ibid* p. 11).

¹⁷ Oxford Archaeology (March 2007) *Heyford Park, Upper Heyford, Oxfordshire, Archaeological Evaluation Report.*

Trenching 2007

9.3.19 In 2007, three trenches were excavated in the west, targeted on areas where the geophysical survey suggested that archaeological features may be present (OA 1113). Trench 2 was targeted on Area 3 where a curvilinear anomaly was identified. This trench revealed two sides of a ring ditch of probable Iron Age date (OA1159). This feature is likely to be a roundhouse suggesting settlement in this vicinity.

9.3.20 Trench 3 was excavated just to the north of trench 2, in Area 4, and revealed a further curvilinear ditch, probably indicative of Iron Age settlement. This feature was not previously identified during the geophysical survey but did lie within an area of magnetic debris which may have served to obscure the feature.

9.3.21 Trench 1 was excavated to the south of trenches 1 and 2, and located to investigate a magnetic disturbance. This trench revealed only the remains of ridge and furrow (evidence of a medieval farming technique) and post-medieval disturbances. All these features identified in trenches 1-3 lay below a layer of made ground associated with levelling and landscaping undertaken when the airfield was laid out. Modern service trenches were also discovered.

Geophysical Survey 2015

9.3.22 The southern part of the Application Site to the east and west of Chilgrove Drive has been subject to geophysical survey and archaeological trial trenching (OA 1175). The 2015 geophysical survey consisted of a detailed magnetometer survey carried out over the agricultural land either side of Chilgrove Drive, and a resistivity survey carried out within the airbase. The magnetometer survey revealed several linear ditch-like features and widespread magnetic debris relating to agricultural activity. The resistivity survey indicated variability, likely to relate to shallow geology and ground disturbance caused by the construction of features associated with the airbase (Archaeological Surveys Ltd 2015).¹⁸

Archaeological Trench Evaluation 2015

9.3.23 Following the geophysical survey, a series of twelve trenches were excavated in 2015. No features or deposits of archaeological interest were identified and no evidence of Aves Ditch was found. The evaluation concluded that the surviving elements of Aves Ditch were either limited to the line of Chilgrove Drive or had been destroyed during the development of the airfield. Trenches excavated west of Chilgrove Drive revealed evidence of modern disturbance truncation and landscaping associated with the airbase (Cotswold Archaeology 2015).¹⁹

Archaeological work within the Study Area:

9.3.24 An archaeological evaluation at Orchard Road in Ardley (OA 1032), carried out by Oxford Archaeological Unit (now Oxford Archaeology) in 1988, revealed a late medieval to post-medieval lynchet ditch and an undated posthole.

9.3.25 Wessex Archaeology carried out a series of fieldwalking, geophysical surveys and evaluations (OA 1031) along a route through Ardley, Stoke Lyne, and Hardwick prior

¹⁸ Archaeological Surveys Ltd, 2015, *Former RAF Upper Heyford Southern Bomb Store Access Road Oxfordshire*.

¹⁹ Cotswold Archaeology, 2015, *Southern Bomb Store Upper Heyford Oxfordshire. Archaeological Evaluation*

to the A43: M40-B4031 improvements in 1993. At Ardley the project recorded a Mesolithic lithic implement.

9.3.26 A Watching Brief carried out by Oxford Archaeological Unit in August 1994 south of Somerton (OA 1072) recorded four east-west aligned ditches. The discovery of Middle Iron Age pottery within the ditches suggested a nearby settlement.

9.3.27 Oxford University Archaeological Society carried out excavations in 1997 and 1998 at Aves Ditch (OA 1046). Sectioning of the linear earthwork within The Gorse recovered Iron Age pottery from the bank and a mutilated adult burial from the bottom of the ditch.

9.3.28 John Moore Heritage Services carried out a Watching Brief at Two Trees Farmhouse in Upper Heyford in 1999 (OA 1050). A post-medieval ditch and wall were found, which were thought to mark a property boundary.

9.3.29 Thames Valley Archaeological Service (TVAS)²⁰ undertook geophysical survey and archaeological trial trenching on land to the north of Camp Road and north east of the Application Site (OA 1149). The geophysical survey identified several anomalies; however, the subsequent trial trenching demonstrated that these features were a result of geological changes and agricultural activity.

Historic Hedgerows

9.3.30 The location and possible sensitivity of hedges within or defining the Application Parcels are summarised in **Table 9.9**.

Table 9.9: Hedgerows within the Application Parcels

Application Parcel Number	OA Number	Sensitivity /value	Description
13		Low	Boundary first seen on 1 st edition OS 1885, but not seen on earlier maps therefore not protected under Hedgerow Regulations -
16		Low	S, W and E boundaries not seen earlier than 1885 OS map. Northern boundary seen first on 1842 enclosure map but is more fence than hedge today - therefore not protected under Hedge Regulations
18	1116	Medium Low Low	Western boundary runs along boundary of Port Way, a Roman Road (OA 1047). Hedge first seen on Enclosure Map of 1842. Protected under Hedgerow Regulations (see below) Northern boundary seen first on 1842 enclosure map but is more fence than hedge today- therefore not protected under Hedge Regulations S and E boundaries not seen earlier than 1885 OS map - therefore not protected under Hedge Regulations

²⁰ TVAS (2015) *Land at Camp Road, Upper Heyford, Oxfordshire. An Archaeological Evaluation*; TVAS (2015) *Land at Camp Road, Upper Heyford, Oxfordshire. Geophysical Survey (Magnetic)*.

<i>Application Parcel Number</i>	<i>OA Number</i>	<i>Sensitivity /value</i>	<i>Description</i>
22		Low	Southern boundary not seen till 1885 OS map- therefore not protected under Hedge Regulations
33	1177	Medium	Hedge first seen on 1797 map and associated with Aves Ditch (OA 1027) – see below. Protected under the Hedgerow Regulations

9.3.31 The hedge marking the westernmost boundary of the Application Site (Application Parcel 18) (OA 1116) runs along the line of Port Way, a Roman Road (OA 1047 – see below for details). Whilst the road can be traced on all historic maps it is unclear as to whether a hedge followed it on the earliest maps and it is perhaps unlikely to have been hedged as it crossed the unenclosed land seen in 1797 (**Fig. 9.4**). A hedge is probably shown for the first time on the Upper Heyford Enclosure map of 1842 (**Fig. 9.7**).

9.3.32 An inspection of the hedge itself showed that this was a well-established hedge typical of enclosure, with Hawthorn and May being the predominant species. The undergrowth was such within the Application Site that no banks/ditches could be seen. On inspection of the road side of the hedge the road could be seen to lie above the verges on both sides, especially on the western side where the verge slopes quite steeply down to the field. There is less of a slope on the eastern side, but it is possible that the raised road may reflect the fact that the original Roman Road would have been raised, consisting of a bank (*agger*), probably with flanking ditches.

9.3.33 This hedge following this road is protected under the Hedgerow Regulations as marking an archaeological feature on the HER, i.e. Port Way.

9.3.34 The hedge to the east of Chilgrove Drive (Application Parcel 33) (OA 1177) is shown on the Davis map of 1797 running from the south along a track to just short of the southern boundary of what would become the Southern Bomb Stores. It is seen again on the Tithe map of 1838 but does not run as far north as seen on the previous map. The Upper Heyford enclosure map of 1842 also shows it stopping at the same point. It is seen again on the OS 1st edition map of 1885 stopping at a similar point. Inspection has shown that the hedge contains intermittent trees and shows signs of having been ‘laid’ in the past, with the size of these branches suggesting that this was not a recent event. It is likely therefore that the southern half of the hedge to the east of Chilgrove Drive will be protected under the Hedgerow Regulations as being part of a field system pre-dating the Enclosure Acts.

9.3.35 The hedge also fulfils the criteria of:

- **marking a boundary between parishes existing before 1850, given the parish boundary can be traced to the early medieval period; and**
- **incorporating an archaeological feature noted on the HER, being along the line of Aves Ditch (OA 1027)**

9.3.36 Whilst the hedge itself does not look old, in that it has probably been replanted in the last 100 years, the Hedgerow Regulations Guide (1997²¹) states that they are protected if they have been in existence for 30 years or more.

²¹ DEFRA *The Hedgerow Regulations 1997 A Guide to Good Practice*.

9.3.37 In both the cases these hedges are "Subject to regulation 8(4), hedgerows are important for the purposes of the Regulations if they:

- **Have been in existence for 30 years or more; and**
- **Satisfy at least one the criteria set out in Part 2 of Schedule 1 to the Regulations."**

9.3.38 Schedule 1 criteria relevant to archaeology and history are those summarised above.

Archaeological Baseline

The Palaeolithic Period (c 500,000 BC to c 8500 BC)

9.3.39 Palaeolithic populations were hunter gatherers and few in number who periodically exploited the periphery of the ice sheets. Climatic conditions varied widely during this period with at least four full glaciations recorded with intervening warm periods suitable for human exploitation.

9.3.40 The countryside exploited by the hunter gatherers was therefore sometimes open grassland but often semi-tundra with dwarf birch and willow scrub (Evans 1975).²² Very little remains to indicate their presence and what there is has often been disturbed from its original depositional sequence by later re-working through glacial, riverine and human activity. Remains of the period are therefore highly ephemeral and consist mainly of stone tools and remains of the animals with which Palaeolithic populations co-existed and hunted.

9.3.41 Palaeolithic hunter gatherers may potentially have been periodically exploiting the resources of the region, utilising river valleys, such as that of the Cherwell to access hunting territories within the peripheries of the Thames watershed (Lewis et al 1992).²³ In the Oxfordshire region, the river terrace gravels are the principal sources of Palaeolithic artefacts.

9.3.42 There are no recorded sites or finds of Palaeolithic origin within the Application Site or the Study Area. Although numerous artefacts dating to the Palaeolithic period have been recovered throughout Oxfordshire, the vast majority are from south and west Oxfordshire and there are no recorded finds from within the vicinity of the Site.

The Mesolithic Period (c 8500 - c 3400 BC)

9.3.43 Evidence for Mesolithic activity is more prevalent than for the preceding Palaeolithic period, but still mainly comprises isolated surface finds or artefacts retrieved from rivers. Mesolithic populations were again few in number and were mainly hunter gatherers re-colonising Britain after the end of the last Ice Age. Mesolithic remains are seldom recognised during formal excavation but can be detected during large scale and systematic fieldwalking exercises. Much evidence of Mesolithic date will have been disturbed by later erosional activity by rivers and agriculture and/or masked by the build-up of alluvium and colluvium within river valleys.

²² Evans, J. (1975) *The Environment of Early Man in the British Isles* (Paul Elek, London).

²³ Lewis, J., Wiltshire, E. & Macphail, R. (1992) 'A Late Devensian/Early Flandrian Site at Three Ways Wharf, Uxbridge: Environmental Implications' in Needham, S. & Machlin, M. (eds) (1992) *Alluvial Archaeology in Britain* (Oxbow, Oxford).

9.3.44 Evidence suggests that Mesolithic communities were exploiting areas within the Thames Valley and alongside its tributaries (Lewis, 2000, 54-55)²⁴ such as the Cherwell. By the later Mesolithic period, the Cherwell Valley may potentially have been the focus for seasonal camps and small scale clearances of woodland during spring to summer with winter hunting on the adjacent higher ground.

9.3.45 Mesolithic microliths and other flints found near the confluence of the Cherwell and Ray may possibly be associated with a riverside encampment, and there have been further finds in the Cherwell Valley not too far away from the Application Site (Case, 1986, 18).²⁵

9.3.46 There are no recorded sites or finds of Mesolithic origin within the Application Site, although a Mesolithic lithic implement was recovered within the Study Area during an archaeological evaluation in Ardley (OA 1031).

The Neolithic Period (c 3400 - 2400 BC)

9.3.47 Settlement evidence for the Neolithic period can be more easily recognised than from the Palaeolithic and Mesolithic periods including structures and earthworks and there is a wider selection of find types including pottery entering the archaeological record. Monument types represented from this period include long barrows, mortuary enclosures, cursus monuments, causewayed enclosures, henges and the first instances of barrows with encircling ring ditches.

9.3.48 Pollen studies have suggested that woodland clearances for animal husbandry and, to a limited extent, agriculture began in the early Neolithic period. These clearances coincide with a change from lime with oak and pine woodland to beech dominated woodland by c 2,000 BC. These clearances are also associated with the first, albeit limited, appearance of cereal grains in the archaeological record (Girling and Grieg, 1977).²⁶ Studies of snail assemblages appear to confirm that woodland clearances were occurring throughout the south of Britain with an increase in grassland suggesting use of the cleared areas for grazing (Allen, 1991²⁷). The Neolithic clearances initially appear to have consisted of relatively small and temporary assarts within the woodland. There was a shift from a relatively mobile pastoral society utilising riverine resources in spring and autumn with hunting in upland woodland during the winter, to a more settled husbandry based society, with clearer territorial definition by the later Neolithic.

9.3.49 In the Upper Thames region (which includes the Limestone uplands adjacent to the Cherwell) Neolithic settlement may have spread into areas peripheral to the Thames Valley along tributary valleys such as the Cherwell (Barclay et al, 1996, 6 – 14).²⁸ Interestingly there appears to be a divide along the line of the Cherwell. To the west, the Cotswold Massif is characterised by the presence of Long Barrows of the Cotswold/Severn type which appear to be entirely lacking east of the Cherwell.

²⁴ Lewis, J, 2000 *The Archaeology of Greater London*

²⁵ Case, H. (1986) 'The Mesolithic and Neolithic in the Oxford Region' in Briggs, G., Cook, J. and Rowley, T (1986) *The Archaeology of the Oxford Region* (Oxford University Department for External Studies, Oxford).

²⁶ Girling, M. & Grieg, J. (1977) 'Palaeoecological Investigations of a Site at Hampstead Heath, London', *Nature* 268, 45-47.

²⁷ Allen, M. (1991) 'The Vegetational History at Barton' in Clark, R. (ed) *Excavations at Barton Ring Ditches, Landscape History and Archaeology*, *Bedfordshire Archaeological Journal* 19).

²⁸ Barclay, A Bradley, R Hey, G and Lambrick, G (1996) 'The Earliest Prehistory of the Oxford Region in the Light of Recent Research', *Oxoniensia* 61, 1-20.

9.3.50 The majority of the evidence for Neolithic settlements in Oxfordshire is located in the south of the county on the gravel terraces (Steane, 1996, 20).²⁹ This is due in part to the large scale gravel extraction which has taken place near Yarnton and Wallingford, and the associated archaeological excavations.

9.3.51 There are no recorded sites or finds of Neolithic origin within the Application Site or Study Area. The nearest Neolithic evidence is from Steeple Aston (c 2km west of the Application Site, and hence to the west of the River Cherwell where a pit possibly dating to the Neolithic, and other redeposited Neolithic artefacts were recovered during an excavation (Cook & Hayden, 2000, 101).³⁰

The Bronze Age (c 2400 - 700 BC)

9.3.52 During the Bronze Age, an intensification of land use may be associated with a change in agricultural practices in response to increasing population and associated greater social complexity (Cunliffe 1991).³¹ Natural divisions of land such as river lines (e.g. the Cherwell) and ridges would also probably have become more important as boundaries (Salway 1999,³² figure 6) with rivers also becoming important communication routes. The beginnings of extensive colluviation and silting into watercourses, resulting from increasing woodland clearances and arable uptake, can be attributed as starting in the later Bronze Age.

9.3.53 The divide between the east and west sides of the River Cherwell suggested in the Neolithic period appears to continue into the earlier Bronze Age with a greater number of ring ditches recorded in the Cotswolds to the west of the Cherwell compared with the East Cherwell Uplands, on the edge of which Upper Heyford lies (Featherstone and Bewley, 2000, pg.21).³³

9.3.54 The most characteristic feature of the Middle and Late Bronze Age in Britain, and especially in the Thames Valley, is the appearance of a managed and established farming landscape with land divisions and identifiable settlements (Miles, 1997, pg.9).³⁴ Extensive sites have now been recognised on the Terraces of the Thames Valley at Yarnton/Cassington, Stanton Harcourt, Farmoor, Dorchester and Abingdon. The uplands of the Cotswolds and East Cherwell remain, however, apparently little exploited and possibly peripheral until the later Bronze Age/Early Iron Age. Where upland sites have been recognised there is evidence that they may have been involved in pastoral stock keeping, specifically of cattle and sheep.

9.3.55 There are no recorded sites or finds of Bronze Age origin within the Application Site. However, evidence for Early Bronze Age activity near to Upper Heyford can be found at Fritwell, where the name of the medieval administrative area of 'Ploughley Hundred' took its name from the Ploughley Barrow. This is a probable Bronze Age barrow located on high ground within the parish of Fritwell, and first noted by Plot in 1724

²⁹ Steane, J. (1996) *Oxfordshire* (Pimlico County History Guides, London)

³⁰ Cook, S and Hayden, C (2000) 'Prehistoric and Roman Settlement near Heyford Road, Steeple Aston, Oxfordshire', *Oxoniensia*, 65, 161-210.

³¹ Cunliffe, B. (1991) *Iron Age Communities in Britain* 3rd edition (Routledge, London)

³² Salway, P. (1999) 'Roman Oxfordshire. The Tom Hassall Lecture for 1997' *Oxoniensia* 64 1-22.

³³ Featherstone, R. & Bewley, R. (2000) 'Recent Aerial Reconnaissance in North Oxfordshire', *Oxoniensia* 65 13-26.

³⁴ Miles, D. (1997) 'The Later Prehistory of the Oxford Region (The Tom Hassall Lecture for 1996)', *Oxoniensia* 62, 1-20.

(Pugh, 1959, pg. 2 & 135).³⁵ It is also conceivable that a peculiar circular triple ditched enclosure on the edge of the plateau to the south west of the Application Site, overlooking Lower Heyford may be a henge monument (Featherstone and Bewley, 2000, Plate 7)³⁶ (OA 1034) dating to this period. In addition, a Bronze Age barrow in Ardley (OA 1071) is recorded in the HER as being seen as a cropmark, although the area is now affected by housing. Cropmarks representing a possible pit alignment (OA 1052) are located to the east of the airfield and a Bronze Age spear tip was found east of Aves Ditch c 500m to the south of the southern boundary (OA 1156).

The Iron Age (c 700 BC - AD 43)

9.3.56 The archaeological record for the Iron Age shows an expanding population developing increasingly intensive farming methods (Miles, 1997, pg.13).³⁷ This has led to there being a deeper imprint of Iron Age activity on the landscape, and as such evidence of Iron Age settlement within Oxfordshire is plentiful and complex (Miles, 1986, pg.51).³⁸ The area in which the Application Site lies is no exception, with an Early Iron Age enclosure having been recorded south of Fritwell (Henig & Booth, 2000, pg.9),³⁹ and numerous cropmarks recently identified on aerial photographs likely to be of Iron Age origin (see below).

9.3.57 The proliferation of enclosed sites now recognised on the upland limestones of the Cotswolds and East Cherwell plateau (on which the Application Site stands) has been interpreted as the result of colonisation of the upland massifs during the Early to Middle Iron Age (Miles, 1986, 12).⁴⁰ This colonisation will probably have initially spread along tributaries of the Thames, such as the Cherwell. The great majority of the sites recognised comprise enclosed farmsteads or stock enclosures, broadly of the 'banjo' type. Enclosed sites are rare within the main Thames Valley and it is possible that these upland enclosures represent a differing form of land tenure (perhaps a greater degree of private landholding) than the apparently more communal open settlements within the Thames Valley. As such these enclosures may represent a foretaste of the prevalent Villa sites that were to become established on the Cotswold uplands during the Roman period (Hingley, 1984, 72-88).⁴¹ It should, however, be borne in mind that unenclosed sites in the form of open settlements, without deep boundary features, may also have been present here but these will not show up as clearly on aerial photographs and may only now survive as artefact scatters within the plough soil.

9.3.58 The Later Iron Age was a period of burgeoning population growth, despite a worsening climate, with an increasingly complex social hierarchy becoming established (Cunliffe, 1991).⁴² During the Later Iron Age the Study Area may have lain within a border area between the Catuvellauni to the east, Dobunni to the west and Atrebates to

³⁵ Pugh, R. B. (ed) (1959) *VCH Oxon VI A History of the County of Oxford Volume 6, Ploughley Hundred* (Oxford University Press).

³⁶ Featherstone, R. & Bewley, R. (2000) 'Recent Aerial Reconnaissance in North Oxfordshire', *Oxoniensia* 65 13-26.

³⁷ Miles, D. (1997) 'The Later Prehistory of the Oxford Region (The Tom Hassall Lecture for 1996)' *Oxoniensia* 62, 1-20.

³⁸ See fn 30.

³⁹ Henig, M. & Booth, P. (2000) *Roman Oxfordshire* (Sutton Publishing, Gloucestershire).

⁴⁰ Miles, D. (1986) 'The Iron Age' in Briggs, G., Cook, J. and Rowley, T (1986) *The Archaeology of the Oxford Region* (Oxford University Department for External Studies, Oxford).

⁴¹ Hingley, R. (1984) 'Towards Social Analysis in Archaeology: Celtic Society in the Iron Age of the Upper Thames Valley' in Cunliffe, B. & Miles, D. (1984) *Aspects of the Iron Age in Southern Central Britain* (Oxford University Monograph No. 2).

⁴² Cunliffe, B (1991) *Iron Age Communities in Britain* 3rd edition

the south, with a boundary perhaps formed by Aves Ditch (OA 1027) in the east of the Application Site. The river line of the Cherwell has also been proposed as a boundary line between the Catuvellauni and the Dobunni (Salway, 1999 Fig. 6).⁴³ During the Late Iron Age it is becoming evident that these border areas may have attracted more centralised type of settlement known as an *Oppidum* (town). These *Oppida* may have served as ports of entry for trade along the Thames to Kent and the continent as well as centres for political exchange. Examples from the Thames Valley include Dyke Hills at Dorchester and one at Abingdon. A similar function could be ascribed to upland sites, defined by linear ditch systems such as the Berkshire Grim's Dyke and more pertinently the extensive linear ditch system of the Oxfordshire Grim's Dyke between Woodstock and Charlbury. It has been noted that the Thames Valley *Oppidum* at Dyke Hills (Dorchester) and Abingdon may be paired on opposite banks of the Thames, which probably served as a boundary (Salway, 1999, 1-22,⁴⁴ and Lambrick, 1998).⁴⁵

9.3.59 Until recently, little was known about the Aves Ditch (OA 1027) which crosses the western part of the Application Site. However, recent trenching and re-analysis of earlier information has shown that it had a large bank on its east side, and where excavated was *c* 2m deep (Sauer et al; 2005)⁴⁶ (OA 1046). The bank and the ditch extended *c* 10m in width. In the area investigated, it overlay an early Iron Age enclosure, possibly used for stock (*ibid*)⁴⁷. It is surmised from abundances of coin evidence on and near these boundaries that they were often used as a meeting place for trade (Sauer et al; 2005⁴⁸).

9.3.60 Excavations carried out in the 1930s further to the south of this showed that the combined width of the bank and ditch was *c* 13m. The 1990s excavation suggested that the top of the bank was used as a routeway, possibly as an integral part of the original design in the late Iron Age, but certainly subsequently during the Roman period and later. The linear earthwork (OA 1106) just to the east of Chilgrove Drive may be associated with it, as may the earthworks marked on the OS map of 1833 seen at OA 1035 just to the north of the Application Site.

9.3.61 What has been identified as Aves Ditch within the Application Site probably therefore represents the line of the original bank which has been used a routeway possibly since the Iron Age. The authors of the 2005 publication⁴⁹ suggest that the line of the routeway which runs along Chilgrove Drive can be seen in places to form a slightly elevated causeway today and suggest that the passage of people, animals and carts over this bank would have caused its significant erosion over time which has led to the eroded feature seen today. They also suggest that the top of the bank could have been deliberately levelled to aid transport with the material removed used to fill the ditch (*ibid* 45).

9.3.62 A site inspection carried out in February 2015 noted that the road can still be seen as raised from the fields to the east and west. This is more evident in some areas where a 0.5 to 1.5 m difference can be seen to other areas where the difference is much less pronounced. Whilst there are some hints of ditches intermittently on both sides,

⁴³ Salway, P. (1999) 'Roman Oxfordshire. The Tom Hassall Lecture for 1997' *Oxoniensia* 64 1-22

⁴⁴ *Ibid*.

⁴⁵ Lambrick, G. (1988) 'Frontier Territory Along the Thames' *British Archaeology* No. 33

⁴⁶ Sauer E, W, Booth P, Erwin P, Hacking P, Hoffmann B, knight S and Robinson M 2005, *Linear earthwork, tribal Boundary and Ritual Beheading: Aves Ditch from the Iron Age to the Early Middle Ages*. BAR British Series 402.

⁴⁷ See footnote 40.

⁴⁸ Sauer et al., *Linear earthwork*.

⁴⁹ See fn 61

these do not appear deliberate, more a result of the height differences. The hedge on the east of the bank whilst protected by the Hedgerow Regulations is not likely to be of great antiquity. No traces of either the bank and ditch could be seen running through the area of the southern bomb stores.

9.3.63 It is likely therefore that Chilgrove Drive forms a later incarnation of the former routeway/path which followed the Aves Ditch bank. However, following the geophysical survey, a series of twelve trenches were excavated. No features or deposits of archaeological interest were identified and no evidence of Aves Ditch was found. The evaluation concluded that the surviving elements of Aves Ditch were either limited to the line of Chilgrove Drive or had been destroyed during the development of the airfield. Trenches excavated west of Chilgrove Drive revealed evidence of modern disturbance truncation and landscaping associated with the airbase (Cotswold Archaeology 2015).⁵⁰

9.3.64 Other investigations have also been undertaken c 1km to the south of the Site in the vicinity of its junction with Lower Heyford Road (OA 1107, OA 1108, OA 1111, OA 1112). These investigations revealed a series of Iron Age farmsteads of mainly Middle Iron Age date (OA 1108) and ditches (OA 1112), with cropmark evidence suggesting a banjo enclosure (OA 1112). Three Iron Age farmsteads were found during fieldwalking c 500m to the south of the airbase to the west of Aves Ditch (OA 1168) and a magnetic survey also found features nearby (OA 1160).

9.3.65 Within the Study Area there are five sets of cropmarks clearly showing banjo enclosures which date to the Iron Age (OA 1028, 1037, 1045, 1044, 1111). In addition, two areas of enclosures/settlement sites cropmarks (OA 1025 and 1058) appear to also include banjo enclosures, and as such would also date to the Iron Age. There are also a number of cropmarks in the Study Area which are not as easy to accurately date, but which are most likely to have Iron Age origins due to their proximity to the known Iron Age sites in the area. These comprise:

- Two sets of circular cropmarks (OA 1029 in the north east part of the Study Area, and 1087 in the north west part of the Study Area);
- nine groups of linear and rectilinear enclosures (OA 1033, 1039, 1040, 1041, 1048, 1067, 1083, 1086 and 1088); and
- two groups of cropmarks depicting both linear and circular enclosures (OA 1038 and 1054).

9.3.66 Trench excavation targeted on geophysics anomalies within the western part of the Application Site revealed the presence of two ring ditches, interpreted as evidence for Iron Age houses and settlement probably associated with the cropmarks seen across the Application Site boundary to the west (OA 1113). Probable prehistoric ditches were also identified during the excavation of evaluation trenches in 1999 (OA 1085) and undated ditches were located during a geophysical survey just to the north east of the Application Site (OA 1114).

9.3.67 It should be noted that whilst all these sites lie outside Application Site, a number of sites seen as cropmarks lie just outside it may extend into it.

Romano-British Period (AD 43 - 410)

9.3.68 Roman Oxfordshire was divided politically between three long-established civitates; the Catuvellauni, the Atrebates and the Dobunni, so despite there being small

⁵⁰ Cotswold Archaeology (2015), *Southern Bomb Store Upper Heyford Oxfordshire. Archaeological Evaluation*

towns and settlements within what is now Oxfordshire, there was no central administration and no major towns (Henig & Booth, 2000, 34⁵¹). The postulated Late Iron Age boundary, Aves Ditch, forming the boundary between the Civitas of the Catuvaullauni to the east and Dobunni to the west (OA 1027) appears to have remained an important feature in the Roman administration of the British province. This appears to have survived throughout Roman rule into the 4th century (Salway, 2000, figs 1, 2 and 7 - 8⁵²).

9.3.69 It has long been suggested that Aves Ditch was originally not an Iron Age boundary, but built as a Roman Road. However, this has been disproven by the recent work on the Ditch by Sauer et al; (2005⁵³). The work did suggest however, that banks, associated with ditches such as this, were often used in the Roman period and later as routeways used for minor traffic. They suggest that the:

“postulated transformation of the earthwork from a tribal boundary marker to a road following a probable administrative boundary seems natural; not only would the stone bank have been hard to remove and unsuitable for cultivation, we also must assume that for a tribal boundary earthwork to be controllable, if needed, there must have been a track following it from the start (maybe on the inside of the bank)” (ibid, 45)⁵⁴

9.3.70 There is very little structural evidence for early Roman military occupation in the region, except the early Roman fort at Alchester, which lies at the junction of Akeman Street Roman Road with the main (probably military) road from the south coast port of Chichester via Silchester and Dorchester to Watling Street at Towcester (Salway, 1999, 1-22).⁵⁵ Akeman Street became established soon after the consolidation of Roman rule as the major route between the Civitas capitals of St Albans (Verulamium) and Cirencester (*Corinium*). This major road lies just to the south of the Study Area (c 1.5 km) and crosses the Cherwell on the northern edge of Kirtlington.

9.3.71 The Port Way (OA 1047), forming the western boundary of part of the Application Site (Parcel 18), is a spur branching north from Akeman Street, running from Oxford to Hanwell. ‘Port’ refers to its destination, the market, in this case Oxford and is a word used in the Saxon period (Sauer, 1998, 10).⁵⁶ Margary (1967, 168)⁵⁷ describes the road (number 164A)

“As far as Heyford a road follows it and is somewhat raised, and then green lanes, sometimes showing agger, mark it”.

9.3.72 The presence of Roman roads attracted associated roadside settlements and related activities and also cemeteries/burials. Whilst there is no hard and fast rule, minor Roman roads which have an agger foundations and metalled surface, are usually up to c

⁵¹ Henig, M. & Booth, P. (2000) *Roman Oxfordshire* (Sutton Publishing, Gloucestershire).

⁵² Salway, P. (2000) *Roman Britain: A Very Short Introduction* (Oxford University Press).

⁵³ Sauer E, W, Booth P, Erwin P, Hacking P, Hoffmann B, Knight S and Robinson M 2005, *Linear earthwork, tribal Boundary and Ritual Beheading: Aves Ditch from the Iron Age to the Early Middle Ages*. BAR British Series 402.

⁵⁴ See fn 48.

⁵⁵ Salway, P. (1999) ‘Roman Oxfordshire. The Tom Hassall Lecture for 1997’ *Oxoniensia* 64 1-22.

⁵⁶ Sauer, E 1998, ‘In Search of the Port-way: Excavations in the Area of the Moated Site North of St. Mary’s Church in Kidlington’, *Oxoniensia*, vol 63, 11-22.

⁵⁷ Margary, I, D (1967) *Roman Roads in Britain*.

5m wide with the flanking ditches positioned anywhere between 1-15 m either side of the road surface (Paul Booth, Oxford Archaeology pers. comm.).

9.3.73 A site visit undertaken in May 2015 showed the road which today follows the alignment of Port Way could be seen to lie above the verges on both sides, especially on the western side where the verge slopes quite steeply down to the field. There is less of a slope on the eastern side, but it is possible that the raised road may reflect the fact that the original Roman Road would have been raised, consisting of an agger, probably with flanking ditches.

9.3.74 The most prominent aspect of Roman archaeology within Oxfordshire is the villas, of which there are many examples. The nearest of these to the Application Site is that at Middleton Stoney (c 2.5km to the south of the Site) (Young, 1986, 60).⁵⁸ The majority of Roman Oxfordshire villas appeared particularly from the second century and seemed to have formed estate centres with a primary interest in agriculture (Henig & Booth, 2000, 82).⁵⁹ By the late Roman period (4th century) they may be the landed estates of government officials and churchmen (Salway 1999).⁶⁰ Once more however, there appears to be a divide along the line of the Cherwell with a greater prevalence of Villa sites to the west compared with the east Cherwell uplands.

9.3.75 There is one further recorded Romano British site within the Study Area; a number of Romano British pottery sherds found south of Ardley in 1973 (OA 1060).

The Early Medieval Period (AD 410 - 1066)

9.3.76 Little is known of the period in the area after the withdrawal of the Romans from Britain. The 1839 Ardley Tithe Map shows that the parish boundary mostly follows the line of Aves Ditch (OA 1027), which suggests that the ditch was still a visible landmark when the parishes were laid out in the early medieval period. It is therefore plausible that Aves Ditch was also a boundary prior to the formation of the parish, and was perhaps used as a tribal boundary in the 7th and 8th centuries between the kingdoms of Mercia to the north, Wessex to the south and Hwicce to the west. However, Blair highlights the uncertainty of allocating exact boundaries to tribes during this period (Blair, 1994, 52).⁶¹

9.3.77 A decapitated adult male burial dating to this period was found during excavations of Aves Ditch in the 1990s, to the south east of the Application Site (OA 1046), also suggesting the Ditch was still visible at this time (Sauer et al 2005).⁶² Such burials are not unheard of in this period, with examples seen at Higham Ferrers in Northampton, and four have been found in the ditches associated with Grim's Ditch in South Oxfordshire (*ibid* 47).⁶³ Such burials are often seen as ritual in nature, although it would have also been easier to dispose of a body in a ditch than elsewhere. Sauer *et al.* suggests that the bank associated with the Ditch was still used as a routeway at the time (*ibid* 53)⁶⁴ and suggests that the burial lay at a crossroads of some antiquity. Often bodies buried at crossroads at this time were criminals or people Christians did not want

⁵⁸ Young, C. (1986) 'The Upper Thames Valley in the Roman Period' in Briggs, G., Cook, J. and Rowley, T (1986) *The Archaeology of the Oxford Region* (OU Department for External Studies, Oxford).

⁵⁹ See fn 38.

⁶⁰ See fn 41.

⁶¹ Blair, J. (1994) *Anglo Saxon Oxfordshire* (Alan Sutton Publishing Ltd, Gloucestershire).

⁶² Lambrick, G. (1988) 'Frontier Territory Along the Thames' *British Archaeology* No. 33.

⁶³ See fn 49.

⁶⁴ See fn 49.

in their cemeteries, an idea strengthened here perhaps by part of the head being dug up and removed at a later date.

9.3.78 The discovery of early medieval inhumations with grave goods (OA 1043) just outside the southern boundary of the Application Site, just to the south of the junction between Camp Road and Chilgrove Drive, in the 19th century may be linked to one of the early settlements. The exact location of this discovery is not known but appears to be located close to Aves Ditch, the present parish boundary. It has been plotted by the HER in the area labelled 'remains' on the 1833 OS map (**Figure 9.5**). It was common in this period to locate cemeteries close to parish boundaries. It is possible that this cemetery may also extend into the Application Site.

9.3.79 There are no recorded settlement sites of early medieval origin within the Application Site. The presence of a Saxon burial mound to the south east of Little Heyford, and other nearby graves⁶⁵ makes it possible that this area was settled from the 6th century. It is also possible that settlements existed at the other local locations now occupied by villages.

9.3.80 It was not until the eleventh century that Oxfordshire as an administrative area was formed. Blair believes the formation of Oxfordshire can be dated with confidence to just before the first references to it, as *Oxnaford scire* in 1010-11 and *provincia Oxnafordnensi* in 1012 (1994, 104).⁶⁶ The use of the route of Port Way presumably continued during this period, as its alignment is still used today.

9.3.81 The *Victoria County History* description of Ardley records that:

"Part of the eastern boundary [of Ardley] is also a natural one, the Gagle Brook or the Saxon *Sexig Broc*, and on the west it is the ancient pre-Roman dyke, Ashbank or Aves Ditch. A late 10th-century charter granted by Ethelred II shows that the Saxon boundaries corresponded closely with those of the 19th century.

Ardley Wood (40 a.) and Ballard's Copse (called Chilgrove in the 17th century, Child Grove in 1797, and probably to be identified with the 'lytle Ciltene' of a 10th-century charter) are the remains of more extensive woodland".⁶⁷

The Later Medieval Period (AD 1066 - 1550)

9.3.82 During the later medieval period, the landscape in the area within which the Application Site lay was probably similar to that seen on the post-medieval maps discussed below; utilised as common arable and grassland and settlements which still exist today within areas of arable.

9.3.83 There are a number of settlements within the Study Area which are mentioned in Domesday Book (1086). Domesday records that an estate assessed at 10 hides was held in 'Haiford', (VCH Oxon 6, 197), whilst a certain Ralph held five hides in Lower Heyford (*Ibid*, 183). 'Haiford' would therefore appear to represent Upper, rather than Lower Heyford. Domesday Book also mentions Somerton as being under the lordship of

⁶⁵ Pugh, R. B. (ed) (1959) *VCH Oxon VI* Victoria History of the County of Oxford, Volume 6 (Oxford University Press), 186

⁶⁶ Blair, J. (1994) *Anglo Saxon Oxfordshire* (Alan Sutton Publishing Ltd, Gloucestershire).

⁶⁷ VCH Oxon, vol 6, 7-8.

Odo of Bayeux and Miles Crispin (*Ibid*, 291), and Ardley is recorded as being held by Robert d'Oilly (*Ibid*, 8).⁶⁸

9.3.84 The medieval settlement of Upper Heyford c 500m to the west of the Application Site shows signs in the form of earthworks, that it was larger during the medieval period than the existing extent of the medieval remains suggest. The early village centred on the church and manor house (VCH, vol 6, 196-205).⁶⁹ It took its name from a ford which used to cross the river that was perhaps used mainly during the time of the hay harvest (*ibid*). The VCH from historical sources has mapped the open fields of the village and the Application Site lies in Caulcott Field prior to enclosure in the 19th century. Remnants of ridge and furrow have been found during the evaluation at the west end of the flying field (OA 1113) and can be seen from aerial photographs taken of the village (NMR - 24-181/30 and 36, 24481/23).

Post-Medieval Period (AD 1550+)

9.3.85 The site lies within the parishes of Upper Heyford, Ardley and Somerton. The earliest map consulted showing the site and its surroundings in some detail is the Davies Map of Oxfordshire, dating to 1797 (**Figure 9.4**). This is not a totally accurate portrayal but does give some indication of the land use across the site, road layout and settlement. The most obvious difference to later maps is the arrangement of roads across the site. In the area of Ballards Copse (also seen on the First edition 6 inch map and discussed below) the road alignment and number of roads is totally different to that seen in the mid-19th century with roads converging from Upper Heyford and Somerton villages (neither seen on later maps), as well as those which are present on later maps running along the line of Aves Ditch. The roads in this area do not converge directly but form a series of junctions formed round 'Child Grove'. The route of Aves Ditch is clear to the south and north, but in the area of Child Grove its alignment is made up of a number of roads and its course is not the straightened version seen on later maps. This implies that the exact alignment of the Ditch was not followed in this area during this period, possibly due to the lack of restriction in the landscape caused by the fact that this eastern part of the site appears to lie in common pasture land. The 1833 map (**Figure 9.5**) also hints that that the roads laid out in the mid-19th century do not follow the original line of Aves Ditch in this area, as the earthwork annotated (OA 1106) to the west of the current road shows (see above).

9.3.86 Davies also shows the head of a small valley with a stream in the south of the Application Site. No sign of this exists today, and it may have been levelled and filled in when the airbase was constructed.

9.3.87 The rest of the site (with the exception possibly of the northern strip which is enclosed), appears to lie in unenclosed arable land, part of the Upper and Lower Heyford Fields. Examining the land use on the Davies map and the topography shows clearly that these open, common fields were laid out in the medieval period within the upland plateaux of each parish.

9.3.88 Camp Road is not in existence during this period, although a road runs from Upper Heyford village to Middleton Stoney, to the south of what would become Camp Road. A kiln lies beside this road near its junction with Aves Ditch, at a location today named Lime Hollow. This, and the nature of the underlying geology, implies it was likely to be a lime kiln. It is likely that this is that Listed in the HER to the east (OA 1009). Other such kilns may be present within the Application Site.

⁶⁸ See fn 52 for these refs.

⁶⁹ VCH Oxon, vol 6, 196-205.

9.3.89 The 1833 map (**Figure 9.5**) does not show details such as field boundaries but does show the structure of the landscape and shows that the roads had been formalised into the pattern seen today (see next paragraph). The map shows the earthwork to the west of the current Aves Ditch ('Remains') as discussed above and also shows that Child Grove is now known as Chilgrove.

9.3.90 The 1839 Tithe map of Ardley (**Figure 9.6**) includes the easternmost kilometre of the site, and shows it to be divided into a number of fields (OA 1089). The accompanying apportionment shows that the fields which lie within the site were mostly arable, with the exception of one small plot which contained a cottage (OA 1098). The road alignment around the junction with Aves Ditch is by this time as it is shown on the First Edition 6 inch map and thus changed from its 18th century alignment. This probably coincided with the enclosure of the landscape, whereby the unenclosed lands were enclosed into small private landholdings, thus formalising the structure of the landscape and roads.

9.3.91 The majority of the Application Site falls within the parish of Upper Heyford and is shown on the 1842 Enclosure map of Upper Heyford parish (**Figure 9.7**). The field names reflect the fact that they have been recently enclosed with names such as First Allotment, Third Allotment etc. The formalisation and enclosure of the landscape (OA 1090) has included the addition of Camp Road and the removal of the two roads, discussed above, seen on the Davies map: Upper Heyford to Middleton Stoney (although the line of this appears to be followed by a Path to Caulcott Bottom Style) and Somerton to Aves Ditch which would have run through the centre of the site.

9.3.92 There are no Tithe Maps for Somerton or Upper Heyford parishes, nor Enclosure maps for Somerton or Ardley. This unfortunately means that for most of the site, the earliest detailed and accurate map viewed is the 1885 1st edition Ordnance Survey map (**Figure 9.8**). This map shows six features within the site for the first time. These comprise:

- A series of field boundaries (OA 1091)
- Three groups of buildings (OA 1096, 1097 and 1099)
- Two small quarries (OA 1094 and 1095)
- A well (OA 1100)
- Tower and Well (OA 1096)

9.3.93 The map shows in detail the layout of the field boundaries and farms, paths and copses. Within the site lies Ballards Copse, in the vicinity of the road junctions with Aves Ditch and which may include elements of Child Grove seen in 1797, and Gorse Cover within which the tower and well and OA 1096 lie. Interestingly the line of Aves Ditch is labelled *Yeh Bank Wattle* just to the north of the site implying that possibly a bank associated with this feature still remained at this date outside the airfield.

9.3.94 Aerial photographs taken in 1937 prior to the construction of the runway clearly show Aves Ditch as a clear, straight feature followed by a path/track. The landscape at this date in this area is almost identical to that seen on the map of 1885. A photograph taken in 1954 that shows its alignment can still be seen as a track outside the airfield, but also as surviving pasture mark sections within the Flying Field to the north and south of the concrete runway in Application Parcels 23 and 27, suggesting it should survive well below ground in this area.

9.3.95 The 1945 Google Earth image also shows the straight road running along the alignment of the Iron Age feature. (All photographic evidence of the aerodrome was removed from the images soon after they were taken, presumably for reasons of National Security).

9.3.96 In addition to the post-medieval features within the site, within the Study Area there are a further 40 features dated to the post-medieval period, identified from archaeological sources. These comprise:

- 21 Grade II Listed Buildings (OA 1002-1005, 1007-1017, 1019-1023, 1074)
- Ten historic extant structures (OA 1030, 1049, 1051, 1053, 1065, 1075-1077, 1079 and 1084)
- Three sites of former buildings (OA 1036, 1078 and 1082)
- Two quarries (OA 1069 and 1070)
- One Grade II* Listed Building (OA 1018)
- One Grade III Listed Building (OA 1062)
- One Grade II Listed Historic Park (OA 1024)
- One milestone (OA 1059)
- A limekiln (OA 1165).

9.3.97 The subsequent Ordnance Survey maps do not show any new structures within the site, but both the 2nd edition of 1900 and the 3rd edition of 1923 show slightly altered field layouts (OA 1092 and 1093 respectively). Once established as an airfield, there were three main periods of construction prior to the present layout, c 1926 (OA1101), c 1939 (OA 1102) and c 1945 (OA 1103), all of which are plotted on **Figure 9.3**.

Summary of Archaeological Potential

9.3.98 The potential for the Application Site to contain primary archaeological deposits from the Palaeolithic period is very low. On the limestone upland, on which former RAF Upper Heyford stands, any deposits which may have contained *in situ* Palaeolithic material will have long since been eroded away. The potential of the Application Site to contain dislocated artefacts of the Palaeolithic period is uncertain, but probably very low. Any artefacts which do survive will most likely have undergone a high degree of transportation.

9.3.99 Similarly, the potential for the Application Site to contain significant archaeological deposits of the Mesolithic period is very low, although there is a higher potential for artefacts of this period to remain in the plough/top soils. Although these artefacts may also have been affected by transportation, concentrations of discoveries may prove to be informative.

9.3.100 Despite the presence of Neolithic features at Steeple Aston, there are no archaeological features and artefacts within the Application Site and Study Area. In addition, the overall lack of Neolithic evidence to the east of the River Cherwell suggests a low potential for archaeology of this period to be discovered within the Application Site.

9.3.101 In a similar pattern to the Neolithic period, there are less recorded Bronze Age sites to the east of the River Cherwell than to the west. However, the presence of a barrow at Ardley (OA 1071), the pit alignment near Ashgrove Farm and the Ploughley Barrow, on similar high ground to the Application Site, do suggest a higher potential for Bronze Age archaeology. In addition, the presence of the circular triple ditched enclosure (OA 1034) on the edge of the plateau overlooking Lower Heyford to the south of the Application Site, may have been a focal point of Bronze Age activity and as such it is likely that activity associated with this feature occurred within the Study Area. Therefore, there is an uncertain but moderate potential for Bronze Age archaeology within the Application Site.

9.3.102 There is a very high potential for evidence of Iron Age settlement to be present within the Application Site. Iron Age ring ditches have been found in the Flying Field to

the west and evidence for settlement has been found throughout the Study Area and the abundance of 'banjo' enclosures and other enclosures of the Iron Age within the Study Area, all suggest a high potential particularly where probable Iron Age features appear to run into the airfield (OA 1025, 1033 and 1054). Perhaps more significantly, the route of the Iron Age tribal boundary Aves Ditch runs through the eastern part of the Application Site, through Application Parcels 33, 23 and 27.

9.3.103 Many of the enclosures identified as being potentially Iron Age in date within the Study Area may well have continued in existence into the early Roman period. The Roman Road, Port Way (OA 1047), which forms the western boundary of the Application Site and more specifically Application Parcel 18, is well known and is likely to have attracted settlement and burial in places along its length and there may be evidence for the road itself below ground within the Application Site in the form of an agger and/or ditches. Aves Ditch is thought to have continued in use during the Roman period as a routeway and may also have attracted activity.

9.3.104 It is known from Domesday that the majority of the surrounding villages to the Application Site existed by the 11th century. It is therefore likely that these were the main settlement sites throughout the medieval period, and as such it is unlikely that there were additional settlements within the Application Site. However, the presence of the Anglo-Saxon cemetery just to the south of the Application Site where Chilgrove Drive meets Camp Road, close to the parish boundary, suggests the possibility of other burials within the Application Site (OA 1043). Aves Ditch forms the parish boundary of the newly formed parishes (and may have been used for an earlier Saxon tribal boundary) and will have been visible at this date, probably with a trackway running along the bank. There may also be further burials actually within the ditch itself as seen when excavated c 1km to the south.

9.3.105 During the later medieval and post-medieval periods, the majority of the site appears to have been part of the Open Fields of Upper and Lower Heyford, with the eastern part of the site used as Common pasture. Remnants of ridge and furrow has been discovered in the west of the site. At no time during these periods do any of the settlements encroach on the site. The line of the road following Aves Ditch appears not to have been fixed as it travels through the site and the ditch itself may lie to the west. Enclosure formalised the layout of the road into its 19th and 20th century alignment. However, its alignment to the north of the site appears to have still been visible as a bank in 1797 and to the south in 1833. In 1833 a bank/earthwork can be seen to the west of the road. The 19th-century maps viewed show a number of buildings which previously stood within the site, which have been mentioned previously, and there is a possibility of other, unmapped, structures, including lime kilns, being present within the site associated with later agricultural activity. The 19th century maps show a number of tracks and field boundaries within the Site and there is a possibility of other, unmapped, structures, including lime kilns, being present within the Application Site associated with later agricultural activity. Aves Ditch was still used as a routeway during this period.

Previous Impacts and Survival

9.3.106 The archaeological potential, both known (see above **Table 9.8**) and unknown (see below – **Table 9.10**) of the Application Site will depend upon previous impacts to which it has been subjected. The majority of past impacts will have been caused by the construction of the airfield and associated buildings and can be seen from both ground and aerial survey.

9.3.107 It has been assumed that all archaeological deposits within the footprint of the runways and taxiways would have been destroyed during their construction. In other areas of hardstanding, depending on its depth, some deeper archaeological deposits may survive in a truncated state. Some degree of levelling of the airbase site must have

been carried out prior to construction. This may have been carried out by making up the ground, by depositing spoil or by removing the ground surface. The extent of this is not known. However, the Samuel's trenches and test pit results suggest that in the many grass areas the natural stratigraphy has been retained, with natural topsoils over natural subsoils. In the west the trenches showed that modern build-up layers were found to be up to 0.20m deep, often overlying the old ploughsoil between 0.15-0.35m deep. In contrast Samuels trenches and boreholes/testpits in the eastern part of the flying field suggest that the topsoil and possibly the subsoil, has been truncated in this area, again likely to be associated with the levelling of the site. This is perhaps confirmed by the type of grassland in this area which thrives on thin soil. This may have caused truncation to upper archaeological layers, but the fact that the line of Aves Ditch can still be seen in an aerial photograph of 1954 in this area, suggests that deeper features will survive. OA trenches at the eastern and western nibs also revealed that archaeological deposits survive, albeit truncated, below layers of made ground. Cotswold Archaeology trenching⁷⁰ revealed that made ground covers Application Parcel 33 and its surrounding ranging in depth from 0.3-1.5m.

9.3.108 The following analysis has been carried out for the parcels where ground disturbance is predicted examining where past construction may have affected the survival of any unknown archaeology present within the Application Parcels.

Table 9.10: Likely archaeological survival within each Application Parcel where below-ground impacts will occur from Proposed Development

Parcel Number	Previously disturbed
10	Potential survival low due to landscaping and constructing of underground features
11	Partial previous disturbance in areas of buildings and hardstanding, but also apparently undisturbed areas of trees and grass – Therefore may be below ground survival in pockets
12	Previous disturbance probably located within upper layers only from tarmacing and levelling – survival possibly good below and away from these impacts
13	Survival probably good – minimal likely disturbance
16	Survival probably good – minimal likely disturbance apart from cultivation
17	Survival probably good – minimal likely disturbance apart from cultivation
18	Survival probably good – minimal likely disturbance apart from cultivation
19	Previous disturbance likely to be significant
20	Previous disturbance likely to be significant
21	Previous disturbance probably located within upper layers only from tarmacing and levelling – survival possibly good below and away from these impacts
22	Survival likely in pockets, especially in the south
23	Possible survival in pockets especially to the north and south of parcel

⁷⁰ See fn 13.

Parcel Number	Previously disturbed
28	Likely to have suffered impacts from levelling but may be survival in pockets
31	Previous disturbance from construction of HASs likely to be high
32 (west)	Good survival in areas of recreation grounds
32 (east)	Likely minimal previous disturbance in east of parcel
33	Good Survival
34	Survival probably good – minimal likely disturbance apart from cultivation
35	Previous disturbance likely to be significant
38	Previous disturbance likely to be significant

The Built Heritage and Cold War Landscape Baseline

Historical Background

World War 1 (1914-1918)

9.3.109 Former RAF Upper Heyford has a high concentration of buildings dating from the First World War to the end of the Cold War. In general, those relating to its Cold War history are situated within the landscape of the Flying Field to the north (see **Figure 9.11**). In general, those relating to the First, Second and Inter-war periods were within the landscape to the south of the Flying Field, to the north and south of Camp Road (**Figure 9.12**). Many of these structures have recently been demolished to facilitate development of the area. The phasing of the structures within these two landscapes is illustrated in **Figure 9.10**.

9.3.110 The military occupation of the land dates from 1916 when it came briefly into use for the Royal Flying Corps, and Canadian engineers laid out a field with six hangars and a tarmac hangar apron. This apron may also have served as part of the runway, making Upper Heyford the first airfield in Britain to be so equipped. The airfield opened in 1918 as Number Three Mobilisation Station with 122, 157 and 158 Squadrons and the Canadian Royal Air Force were also established at Upper Heyford. The aerodrome covered 267 acres, of which 46 acres were taken up by station buildings. The type, layout and quantity of buildings were typical of Training Depot Stations built at this time, but the actual position of technical and domestic accommodation was unique to Upper Heyford (ACTA 2006, pg. 2).⁷¹

9.3.111 The war ended before the Squadrons became active, and the airfield was not kept on the permanent list of RAF stations. By the end of the 1920s the site was deconstructed as roads were broken up, underground services removed and all buildings were demolished with the exception of 'one small hut' (Dobinson 2000). The 3rd edition Ordnance Survey map of 1923 shows no evidence of the airfield. The land was returned to New College Oxford in 1919 at the end of the war, and not re-purchased by the President of the Air-Council until 1924 (ACTA et. al 2005 21).⁷²

⁷¹ See fn 2.

⁷² See fn 1.

The Trenchard Years

9.3.112 In 1923 the 52-Squadron scheme for the site was the first within the Gloucestershire/Oxfordshire group of airfields to get Treasury approval. The land was therefore repurchased in 1924 and funds allocated to build an airfield with scope for expansion. The land purchased in 1924 extended beyond the World War I site to include land south of Camp Road, and at this time an aerodrome was designed for three Squadrons of twelve aircraft with an additional 50% reserves. During this period Sir Hugh Trenchard, the Chief of Air Staff between 1919 and 1930, heavily influenced the strategic selection of bases, and to some extent their layout. This influence is clearly reflected in the plan at RAF Upper Heyford, and was the model on which airfields of its type were based in the period 1925-1934. The radial road pattern of the Trenchard layout has survived despite later infill, and provides clear structure to the southern area of the landscape.

9.3.113 The design layout of the airbase was influenced by dispersal, to avoid large numbers of planes, equipment and men being hit by a single bombing run. The extant A-Frame hangars (OA14A.1, buildings numbers 151, 220, 315, 345, 350 and 172), were constructed with modest separation, and the Officers' Mess and Single Officers' Quarters (OA14E.4, building no.74) were designed so that all senior officers were not located in one building at one time. In particular, the plan of the A-Frame hangars is distinctive and set in an arch with two sheds further into the site. The roads are formed with a short, wide section at the entrance and four roads radiating from it to the perimeter and a road parallel to the arc of the hangars cut across the north, northwest and northeast radial roads.

9.3.114 Significant surviving structures from this period of development to the north of Camp Road include the Guardhouse (OA14E.3, building no. 100), Station Officers (OA14E.2, building no. 52), the Station Armoury and Lecture Room (OA14B.1, building no. 125) and the A-Frame Hangars and the Officers' Mess and Single Officers' Quarters. The Married Officers' Quarters are also of significance with little alteration and high group value, those of particular merit are houses 1 and 3 of Larsen Road (OA15A.2), and houses 1-10 on Soden Road (OA15A.1).

9.3.115 To the south of Camp Road the landscape has been extensively redeveloped for residential housing, key surviving structures considered to be of interest are the Institute (OA12B.3, building no. 455), Sergeants' Mess (OA12B.2, building no. 457) and six rows of residential building comprising Carswell Circle North (OA11D, building nos. 535-540). The Institute and Sergeants' Mess have been given planning consent for remodelling, which is ongoing at the time of writing. The buildings (with the exception of the A-Frame hangars) are largely English bond, red brick with scattered blues, some with architectural embellishments including quoins, pillars and Roman arches.

9.3.116 The airfield became operational in 1927 when Oxford University Air Squadron used it to gain flying experience, and in 1928 the RAF were again reinstated. Between 1931 and 1942 the airbase at Upper Heyford regularly housed at least three bomber squadrons.

The RAF Expansion Period (1934-9)

9.3.117 The RAF Expansion period refers to the era of German re-armament, resulting in the expansion and reorganisation of the RAF, until the outbreak of war. This led to large-scale rebuilding of Britain's airfields, as reflected in the phase of construction within the southern landscape at Upper Heyford Airbase. Pre-war considerations are reflected in the architectural design of the buildings of this period, which do not have the grandeur of earlier structures.

9.3.118 Many key structures from this period were situated in the former barrack area to the south of Camp Road and have recently been demolished. These are recorded within Oxford Archaeology's building recording report (completed December 2016, awaiting approval from CDC).

9.3.119 RAF Upper Heyford played an important role in preparing Britain's air force for World War II, perhaps the most significant contribution was the use of one of its aircraft as a test target for the Daventry BBC transmitter, in researching the use of radio waves in detecting enemy aircraft. The increasing threat from Germany led to the formation of six new squadrons, and during the first six months before the outbreak of the war, it was primarily engaged in crew training.

World War II (1939-1945)

9.3.120 The outbreak of the war in 1939 led to a change in the role of the airbase, as operational Squadrons were put on a war footing and training became paramount. The base also continued to be involved in the development of military radio and radar technology, and nationals from all Commonwealth and allied nations passed through training courses there. The 16 Operational Unit was the station's principal resident unit for the majority of the war and the unit took part in the first Thousand Bomber raid in Cologne, the second 'Millennium' raid to Essen, the third Thousand Bomber raid on Bremen and the 'Main Force' raids against Hamburg and Dusseldorf. During this period there was limited construction with the airbase.

9.3.121 The most substantial alteration was within what later became the Cold War landscape, with the replacement of grass runways with a concrete runway in 1943/4 by John Laing. In particular, work began on the construction of the eastern division of the Northern Bomb Store, now a Scheduled Monument (OA5A, building nos. 1001-1004 and 1025). Within the area to the south the principal structures of interest are the Married Officers' Houses nos. 19, 9 and 11 Larsen Road and no. 9 of Soden Road (OA15B.3) (ACTA 2006 22). These date from the immediate post-war use of the airbase by the RAF.

The Cold War (1945-93)

9.3.122 The primary historical and archaeological interest of the former airbase is its role during the Cold War, in particular the substantial 'Cold War landscape' of the Flying Field. The core of this landscape is considered to be of international significance.

9.3.123 The start of the Cold War was effectively a continuation of the tensions between the World War II allies, and the end is generally taken as the opening of the Berlin Wall in 1989. The war can be divided into three main phases as set out below, and the phases of construction at Upper Heyford airbase reflect these episodes in history.

The First Cold War 1945-1964

9.3.124 The period 1945-50 was the time of the Marshall Plan, the hardening of attitudes between the Eastern and Western Blocs, culminating in the Berlin Airlift and the Korean War and the emergence of China as a significant communist power. At this time RAF Upper Heyford was relatively quiet and largely remained a training unit.

9.3.125 The period 1950-1963 was the time of Mutually Assured Destruction (MAD), and in 1950 the British Government approved the formation of permanent United States Air Force (USAF) bases in Britain. In June 1950 work began at former RAF Upper Heyford to remodel the airfield extensively, and it became one of Strategic Air Command's (SAC) 'principal bases in Britain' (MPP 2001). In all approximately 170 new buildings were erected at this time, including a number within the Southern Conventional Bomb Store

(OA4) (also known as the Southern Bomb Store), maintenance structures as well as runways, spectacles, aprons and hardstanding. Between 1957 and 1959 the improvements included provision for Reflex Alert, (whereby aircraft had to be airborne within 15 minutes of the alert being given), and aircraft were also used for reconnaissance in the Soviet Union. Within the area to the south of Camp Road, the USAF occupation of the airbase saw the beginnings of expansion of the residential areas and the development of 'Little America'. This area was also infilled with associated buildings, many to the south of the Flying Field have been demolished and archaeologically recorded, including the Petrol Station, Supermarket and Hospital.

9.3.126 Structures of high sensitivity which were completed during this period include the Northern Bomb Store (OA5A) and the Squadron Headquarters (OA1B.1, building no. 234), all Scheduled Monuments. Three Nose Docking Sheds (OA8A.1, building nos. 325, 327 and 328), and the Control Tower (OA1D.2, building no. 340) are also listed at Grade II.

Sustained Deterrence USAFE 1965-1979

9.3.127 This was the beginning of détente culminating in President Nixon's visits to Beijing and Moscow, which continued through the 1970s and saw the hardening of NATO and the Warsaw Pact frontline bases.

9.3.128 In March 1965 the USAF stopped regular SAC rotations in England, and RAF Upper Heyford was transferred to the United States Airforce Europe (USAFE). In 1966 France withdrew from NATO, and all US aircraft on French bases were redeployed, thus the 66th Tactical Reconnaissance Wing of the 4th Allied Tactical Force was moved to the airbase. In this phase the airbase continued to be used as a forward base by SAC, and with the use of B52 bombers the runway was widened. In the late 1960s and early 1970s new buildings included maintenance and munitions structures, as well as the Victoria Alert Area in the south.

9.3.129 The next phase of operation in the 1970s was of 'Sustained Deterrence', which saw a major episode of building, in order to house the three Squadrons of 20th Tactical Fighter Wing. Each Squadron had an establishment of 24 aircraft and required £20,000,000 worth of construction. These changes and the subsequent hardening of buildings created the 'Landscape of Flexible Response' and the base became operational in the 1970s with the arrival of 20th Tactical Fighter Wing's three squadrons (55th, 77th & 79th). These were equipped with F111 'Aardvark', and by July 1971 RAF Upper Heyford could claim to be the largest fighter base in Europe. To the south the USAF occupation saw the expansion of 'Little America', particularly the construction of bungalows employing a standard design and materials (OA11A & OA15B).

9.3.130 As a result of the vulnerability of these aircraft, Hardened Aircraft Shelters (HAS) were provided between 1977 and 1980, and it is this phase of the airbase that still dominates its character today. These structures are considered to be of national significance, and the Quick Reaction Alert Area, which includes 9 shelters providing NATO with the first level of response to a pre-emptive nuclear attack is a Scheduled Monument (OA1C, building nos. 3001-9, 2010, 3104-5). The Avionics (OA8B.1, building no. 299). The Hardened Telephone Exchange (OA14B.2, building no. 129) and Battle Command Centre (OA14A.4, building no. 129) are also Scheduled Monuments. At this time the rear of the Squadron Headquarter Buildings were hardened, making these structures of national significance, building no. 234 (OA1B.1) is recognised as an exemplar of the four Squadron Headquarters buildings and is now a Grade II Listed building.

The Second Cold War 1980-1993

9.3.131 The 20th Tactical Fighter Wing's role changed in 1984 with improved Warsaw Pact defences, and the F111s were replaced in the UK by the introduction of mobile GLCM Cruise Missiles. In 1987 a Treaty led to the dismantling of medium and short-range nuclear missiles, and by this date the 42nd Squadron joined Upper Heyford. Several of these took part in the suppression of Libyan air defences in 1986. From the 1980s the threat of the Soviet Union declined, although F111s from Upper Heyford were involved in the First Gulf War (1991) and the Kurdish Relief (1992), as well as operations during the Bosnian Conflict. Strategic arms treaties of 1991 and 1993 led to the end of the Cold War. In 1993 the F111s left Upper Heyford, and the base was handed back to the MoD in 1994.

9.3.132 This phase of operation is reflected in further construction within the Cold War landscape largely to serve the 42nd Squadron. Structures considered to be of national significance include a group of 6 HASs to the northwest of the landscape (building no. 3052 – 55 and 3058) and a Squadron Headquarters (OA5C.1, building no. 383).

Summary and Description of Built Heritage and Cold War Landscape

9.3.133 The heritage potential of the site is high as reflected in its designation as a Conservation Area in 2006. In general, those structures dating from the periods of the World Wars were located to the south of the Flying Field, although much of this area is outside the Application Boundary and many of these buildings have now been demolished. Those buildings relating to the Cold War history of the airbase are particularly significant and they are situated across the whole area of the Flying Field to the north (inside the Application Boundary) (**Figure 9.9**).

9.3.134 *The Cold War Landscape (the Flying Field)*: The closure of the Airbase soon after the end of the Cold War, means that the extent of survival is high with little demolition having taken place (**Figure 9.10**).

9.3.135 The coherent Cold War landscape is largely unaltered from its original form and it is of principally of significance due to it being able to illustrate different periods of the strategic defence during the Cold War. During the 1950s the key doctrine in defensive strategy was one of Mutually Assured Destruction (MAD) and the Northern Bomb Stores at Upper Heyford survive from this period. This compound is a Scheduled Monument and it is where the long range strategic bombers of this period, prior to the development of intercontinental ballistic missiles in the 1960s, would have been located.

9.3.136 In the 1960s the MAD doctrine was replaced by that of 'Flexible Response' and the landscape at Upper Heyford reflecting this period is considered to be of international significance. Among the facilities at Upper Heyford which were constructed in the 1970s as a result of 'Flexible Response' was the Quick Reaction Alert (QRA) area which is also a Scheduled Monument. Here F111 medium range bombers would have been permanently armed and ready to be deployed. These aircraft were based in protective hardened hangars (HASs). Early examples of these hangars prior to hardening are evident in the group of Open Aircraft Shelters within Area OA1D (**Figure 9.11**).

9.3.137 Also in this period there was a programme of constructing protective shelters for key functions to allow retaliatory strikes to be ordered after suffering a pre-emptive strike. At Upper Heyford these include a hardened Avionics building (building 299), a Hardened Telephone Exchange (building no.129) and a Hardened Battle Command Centre (building no.126), each of which are Scheduled Monuments.

9.3.138 The overall sensitivity/value of the landscape and buildings at the airbase have been graded from negligible to very high, and this information is also illustrated in **Figure 9.11**.

9.3.139 *Landscape to the south of the Cold War Zone*: The landscape to the south of the Cold War zone (Character Areas 9-15) dates from the mid-1920s, and is largely outside the Application Boundary (**Figure 9.12**). The more significant structures of this period lie within Character Area 14 and they include the six A-Frame aircraft sheds (within Character Area 14A) which are inside the development (parcel 25). Character Area 14 also retains its radial plan form reflecting Trident's influence over the military landscape. There are two hardened Cold War structures within the landscape (the Telephone Exchange and Battle Command Centre) both of which are Scheduled Monuments and within the Proposed Development area.

9.3.140 The landscape and buildings at Upper Heyford have previously been graded from negligible to very high in sensitivity/value. The more general heritage value of each Character Area is illustrated within **Figures 9.11** and **9.12** where there are examples of buildings of a higher value within a lower value Character Area these are highlighted. However, where there are structures of lower value within an area of higher value these are not highlighted (e.g. - negligible structures within an area of low value). The following text describes each of the Character Areas identified, it tabulates the key structures (structures with a 'medium' or higher sensitivity value or structures with a 'low' value that are considered to make a contribution to the character of the Character Area's) within each Character Area and attributes a sensitivity value to the Character Area and the key structures. The remaining structures within each character area are usually considered to have a 'negligible' or 'low' value and have not been individually discussed.

9.3.141 In Character Areas where key structures have not been identified, this is due to the fact that they do not contain prominent structures. The Character Areas have been assigned through previous research of the Conservation Area, and in some examples the extent of the development within the Conservation Area means that these are no longer extant. The areas have however been referenced within the document to facilitate understanding, and cross-referencing with previous heritage documents.

Cold War Landscape Character Areas (Figure 9.11)

CHARACTER AREA OA1: CENTRAL AIRBASE

Sensitivity: High

9.3.142 This area is characterised by the open, plateau top landscape dominated by meadow grassland and hard surfaces punctuated by airfield buildings. Historically, it is the core of the airbase defined by the runways constructed in the 1940s, and extended with areas of hardstanding in the 1950s. This landscape is further divided below into five components.

Area OA1A: Central Runway

Sensitivity: High

9.3.143 This is a simple, open landscape dominated by uniform plains of meadow grassland, hard surfaces and wide horizons. The HASs surrounding this area provide uniformity and create a landscape which articulates clearly the Cold War history.

Area OA1B: Central Plateau

Sensitivity: High

9.3.144 This continues the characteristics of Character Area 1A but is punctuated by groups of HASs, which are situated in distinctive groups which reflect the Squadron groups and function of the airbase. Key elements of this Character Area are tabulated below.

Table 9.11: Area OA1B: Key buildings

Ref.	Description	Building No.	Sensitivity
OA1B.1	55th Squadron Headquarters	234	High
OA1B.2	HASs	3015-21, 3023, 3028-32 & 3035	High
OA1B.3	Hush House	1372	Medium
OA1B.4	Munitions Storage Building	249	Medium
OA1B.5	Aircraft Storage Building	221	Medium

Area OA1C: The Quick Reaction Alert Area

Sensitivity: Very High

9.3.145 This Scheduled Monument is an area enclosed by a double fence, dominated by nine HASs, giving a distinctive Cold War atmosphere. All structures within the area are of very high heritage value, including key buildings such as the Hardened Crew Quarters and the Brunswick Tower. The distinctive character of the area is emphasised by the fact that it sits in a slight depression. Key elements of this Character Area are tabulated below.

Table 9.12: Area OA1C: Key buildings

Ref	Description	Building No.	Sensitivity
OA1C.1	Hardened aircraft shelters	3001-3009	Very High
OA1C.2	Hardened crew quarters	2010	Very High
OA1C.3	Substation	UH25, UH 76, 3103	Very High
OA1C.4	Reserve Fire Truck Facility (RFTF)	3104	Very High
OA1C.5	Brunswick watch tower	3105	Very High
OA1C.6	Access hatch	UH 24	Very High
OA1C.7	Observation tower	UH 22	Very High
OA1C.8	Fuel storage tank	281 POL 23b, 285 POL 23a	Very High

Area OA1D: The South Aircraft Shelters

Sensitivity: Medium

9.3.146 A key area of this landscape is the Victoria Alert Complex; to the east and west of this are a variety of structures including the Listed Grade II Control Tower. The prominent feature of this landscape is car storage, which has compromised the military coherence of the landscape. Key elements of this Character Area are tabulated below.

Table 9.13: Area OA1D: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA1D.1	Victoria Alert Complex	2001-09	Medium
OA1D.2	Control Tower	340	High
OA1D.3	Nose Docking Shed	335	High
OA1D.4	Operations for Victoria Alert	357	Low
OA1D.5	Aircraft hangar (washing)	336	Low
OA1D.6	Flight Line Fire Station	337	Low
OA1D.7	Hush House	1368	Medium
OA1D.8	Engine Test Cell	1443	Medium
OA1D.9	Fuel Storage and Maintenance	366	Low

Area OA1E: Southwest HASs

Sensitivity: High

9.3.147 This is a distinctive sharply-defined group of HASs with good visual links to the open areas to the north. Key elements of this Character Area are tabulated below.

Table 9.14: Area OA1E: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA1E.1	HASs	3043-47	High

CHARACTER AREA OA2: RUNWAY WEST TERMINAL

Sensitivity: Low

9.3.148 This area has some of the characteristics of Character Area 1A (Central Runway), however the military character of the area is reduced by long range views over the Cherwell Valley and more immediate views of Upper Heyford village. This is in sharp contrast to the isolated character of Character Area 1. Key elements of this Character Area are tabulated below.

Table 9.15: Area OA2: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA2.1	Runway	NA	Medium
OA2.2	Perimeter Road and Taxiway	NA	Low

CHARACTER AREA OA3: RUNWAY EAST TERMINAL

Sensitivity: Low

9.3.149 Historically, this area lies outside the core of the landscape constructed in the 1950s. It has some of the characteristics of Character Area 1A, but also has long range views to Fritwell and Caulcott Plateaux, and therefore the overall character is different to Character Area 1A. Key elements of this Character Area are tabulated below.

Table 9.16: Area OA3: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA3.1	Runway	NA	Medium
OA3.2	North taxiway (1980s)	NA	Medium
OA3.3	South taxiway	NA	Low

CHARACTER AREA OA4: SOUTHERN CONVENTIONAL ARMS STORE

Sensitivity: Low

9.3.150 This area includes all structures within the arms store, and is dominated by the four rows of igloo stores (also known as the Southern Bomb Store), as well as a small number of auxiliary structures to the east.

CHARACTER AREA OA5: NORTH EDGE

Sensitivity: Low to Very High

9.3.151 The area encapsulates the northern perimeters of the site, including the Northern Bomb Store, groups of HASs and associated structures. The area has many of the characteristics of the central airbase (Character Area 1), but the trees and intermittent views across the landscape outside the base become more significant to the north. The landscape is divided into four key components.

Area OA5A: Northern Bomb Store and Special Weapons Area

Sensitivity: Very High

9.3.152 This Scheduled Monument is a self-contained area, surrounded by a double perimeter fence. The area to the east housed 'special' (nuclear) weapons and that to the west conventional arms. High security was maintained by extant distinctive octagonal guard towers and 1980s pillboxes. The area lies on land falling away slightly to the north-west and sits in a slight hollow, which emphasises its separation from the rest of the airbase and gives it a very enclosed Cold War character. This area also includes the 77th Squadron Headquarters building and associated structures, which lie to the northwest of the site outside the perimeter fence. Key elements of this Character Area are tabulated below.

Table 9.17: Area OA5A: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA5A.1	77th Squadron Headquarters	209	High

Area OA5B: Plateau Edge

Sensitivity: Medium-Low

9.3.153 This area sits just inside the northern parameters of the site and is dominated by HASs, however it does not have the Cold War atmosphere of the core landscape (Character Area 1), and is influenced by the landscape outside the site to the north. Within the Character Area the landscape to the east and west is of medium sensitivity whilst the central area is considered to be of low sensitivity. This is because of the functional relationship of the landscape to the Squadron groupings. Key elements of this Character Area are tabulated below.

Table 9.18: Area OA5B: Key buildings

Ref.	Description	Building No.	Sensitivity
OA5B.1	HASs	3013-14, 3022, 3024-27, 3033-34 & 3036	High
OA5B.2	Engine Test Cell	1319	Medium

Area OA5C: North Fringe

Sensitivity: Medium-Low

9.3.154 This encompasses the northeast area of the site as the land drops away from the plateau edge. The characteristics of the Landscape of Flexible response are retained, with hardened structures including the Squadron Headquarters. However, there is a mixture of enclosure from boundary planting and openness to the north, which detracts from the isolated Cold War atmosphere seen in other areas. The area to the east is considered to be of medium sensitivity, because of its functional association with the 77th Squadron and the area to the west is of local sensitivity. Key elements of this Character Area are tabulated below.

Table 9.19: Area OA5C: Key buildings

Ref.	Description	Building No.	Sensitivity
OA5C.1	Squadron Headquarters (42 nd)	383	High
OA5C.2	Administration building	216	Medium

Area OA5D: The Northwest Fringe

Sensitivity: Medium-Low

9.3.155 This encompasses the area at the north of the landscape and is similar to Character Area 5C but is narrower and more sharply defined. The area to the south is considered to be of medium sensitivity because of its functional relationship with 55th Squadron, whilst that to the north is of low sensitivity. Here the landscape is more closely associated with that beyond the site than within it. Key elements of this Character Area are tabulated below.

Table 9.20: Area OA5D: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA5D.1	HASs	3053-55, 3010-12	High
OA5D.2	Storage/ Warehouse	3135	Low

CHARACTER AREA OA6: SOUTHEAST HASs

Sensitivity: Medium-Low

9.3.156 This area is dominated by HASs which have a distinctive quality because they are close together. The area however is less coherent, and is compromised by poor visual links to the core landscape (Character Area 1). It also lacks the enclosed atmosphere because of low range views to the south and east. Key elements of this Character Area are tabulated below.

Table 9.21: Area OA6: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA6.1	HASs	3036-42	High
OA6.2	Squadron Headquarters (79 th)	370	High
OA6.3	Admin structures	3204	Low

CHARACTER AREA OA7: TANKER AREA

Sensitivity: Low

9.3.157 A small indeterminate area dominated by the grassland of the tanker standings. It is largely without a character of its own, and is influenced by the mass of buildings beyond the boundary to the south. Key elements of this Character Area are tabulated below.

CHARACTER AREA OA8: SOUTHWEST EDGE

Sensitivity: Low-Very High

9.3.158 This area includes a mixture of structures at the parameters of the Cold War landscape, bounded by Camp Road at the south. The Character Area is divided into two key components.

Area OA8A: Built Up Edge

Sensitivity: Low

9.3.159 This is an indeterminate area dominated to the east by Listed Nose Docking Sheds, immediately to the south of these structures their military context has been lost due to the demolition of structures to allow for the redevelopment of the area for housing. Key elements of this Character Area are tabulated below.

Table 9.22: Area OA8A: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA8A.1	Nose Docking Sheds	325, 327-8	High

OA8B: Area 8B: Avionics and HASs

Sensitivity: Very High

9.3.160 This area has close links with the 'Landscape of Flexible Response' because of its open character, and the hardened presence of the HASs and the Scheduled Monument of the Avionics Maintenance Facility. Key elements of this Character Area are tabulated below.

Table 9.23: Area OA8B: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA8B.1	Avionics	299	Very high
OA8B.2	HASs	3048-51	High

Landscape south of the Cold War Zone (Figure 9.12)CHARACTER AREA OA9: [FORMER] SCHOOL HUTS

Sensitivity: Negligible

9.3.161 This area is almost entirely outside the Application Boundary and is subject to a separate application (16/02446/F), which has not yet been determined. The development proposals do however include a new north-to-south primary vehicle access route immediately inside the eastern edge of Area 9 and therefore this small part of the area has been included in the assessment. Accordingly, Area 9 is described below.

9.3.162 These huts lie to the west of the site, and the parameters are marked by Camp Road to the north, Kirtlington Road (with intervening grass strip) to the west, open countryside to the south and open sports pitches to the east. Within this area are a small number of surviving basic single storey huts, the remainder of which have already been demolished to facilitate redevelopment of the area.

9.3.163 This area was previously described in cultural heritage assessments (OA 2010)⁷³ as:

'These huts lie to the west of the site, and the parameters are marked by Camp Road to the north, Kirtlington Road (with intervening grass strip) to the west, open countryside to the south and sports pitches to the east. Within this, the area is uniformly defined by basic single storey huts which are in close groupings and of the same shape and colour (cream with USAF paint scheme). The area now has a rundown appearance with a prominent water tower at the north end'.

CHARACTER AREA OA10: [FORMER] SPORTS FIELDS AND LARGE BUILDINGS

Sensitivity: Low

9.3.164 This area is partially within the boundary of the application, but the area to the east falls outside it. The eastern area is subject to the Land south of Camp Road planning application and is considered within the cumulative effects.

⁷³ OA RAF Upper Heyford Environmental Impact Assessment (prepared 2010).

9.3.165 This area is defined by Camp Road to the north, Area OA9 the west and the bungalows to the east. In general this is an open landscape with few buildings and trees, which has recently been developed for educational and residential use. The landscape was formerly used as the sports area for the servicemen at Upper Heyford, today this area continues in use as a sports area for the Upper Heyford Free School. All elements of this Character Area are listed in the Gazetteer, and the former character of this area was previously described in cultural heritage assessments (OA 2010).

Area OA10A [Former] Sports Fields

Sensitivity: Low

9.3.166 The area now contains the sports facilities for Heyford Park School, including sports fields and the former military gym (building 583), which has been modernised for use by the school. To the east, the Character Area has been redeveloped for housing. Key elements of this Character Area are tabulated below, and all elements are listed in the Gazetteer.

Table 9.24: Area OA10A: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA10A.1	Gym	583	Low

9.3.167 The former character of this area was previously described in cultural heritage assessments (OA 2010).

Area 10B: [Former] Superstore/Hospital

Sensitivity: Low

9.3.168 This former military area has been recently redeveloped for residential use. This former character of this area was previously described in cultural heritage assessments (OA 2010).

CHARACTER AREA OA11: SOUTH RESIDENTIAL BUILDINGS

Sensitivity: Low

9.3.169 This area is entirely outside the Application Boundary and is not affected by the Proposed Development. Therefore, other than cumulative effects upon the Conservation Area, it has not been included in the ES.

CHARACTER AREA OA12: [FORMER] BARRACKS AND INSTITUTIONS

Sensitivity: Low

9.3.170 This area has recently been redeveloped for residential housing, and is entirely outside the Application Boundary. Therefore, other than cumulative effects upon the Conservation Area, it has not been included in the ES.

CHARACTER AREA 13: [FORMER] EAST HUTS

Sensitivity: Negligible

9.3.171 The structures in this area have been demolished and redeveloped for residential housing. This former character of this area was previously described in cultural heritage assessments (OA 2010).

CHARACTER AREA OA14: TECHNICAL AREA

Sensitivity: Medium - Low

9.3.172 This area contains a wide range of high-density building types, but with clusters of structures of similar materials. The area has been subject to infilling but the character of the 1920s landscape has been retained reflecting the Trenchard layout, with six dominant A-Frame aircraft sheds, and the survival of several major buildings in prominent positions including two Scheduled Monuments from the Cold War period. The Character Area is divided into five components.

Area OA14A: Aircraft Sheds

Sensitivity: Medium

9.3.173 This area is dominated by the aircraft sheds which despite being modified and painted in USAF colours, and despite infilling of buildings around them, retain their original character. This is emphasised by the plan form with enclosed spaces, broken by long vistas along the radiating avenues. The Character Area also includes the Scheduled Monument of the Battle Command Centre, which is a hardened Cold War structure. There has been some recent demolition in this area to allow for infilling between military structures. Key elements of this Character Area are tabulated below.

Table 9.25: Area OA14A: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA14A.1	Aircraft Sheds	151, 172, 350, 345, 320, 315	Medium
OA14A.3	Night Flying Equipment Store	158	Low
OA14A.4	Battle Command Centre	126	Very High

Area OA14B: Service Area

Sensitivity: Low

9.3.174 A prominent characteristic of this area is the plan form and radiating avenues which is considered to be of medium sensitivity. This Character Area includes the Scheduled Monument of the Telephone Exchange, which is a Hardened Cold War structure. There has recently been considerable demolition in this area to allow for the redevelopment, which is located within the surviving radiating road plan. A small number of military structures survive. Key elements of this Character Area are tabulated below.

Table 9.26: Area OA14B: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA14B.1	Armoury and Lecture	125	Medium
OA14B.2	Hardened Telephone Exchange	129	Very High
OA14B.4	Main Church and Store	133	Low
OA14B.6	Canal Boat Workshop	103	Medium

9.3.175 This area was previously described in cultural heritage assessments (OA 2010) as follows:

'This is a complex area with a wide range of building materials and types, but does not contain any major dominating structures. It consists largely of yards/parking areas and single storey buildings and clusters of minor 1920s red brick structures, with Post-War (mainly office) structures to the east. A prominent characteristic is the plan form and radiating avenues which is considered to be of medium significance. This Character Area includes the Scheduled Monument of the Telephone Exchange, which is a Hardened Cold War structure'.

Area OA14C: Copse and Open Ground

Sensitivity: Negligible

9.3.176 The most prominent characteristic of this area is the mature trees, and large areas of hard standing with Post-War sheds.

Area OA14D: Post-War open Landscape

Sensitivity: Low

9.3.177 This area falls outside the Application Boundary, but is described below because the Proposed Development directly surrounds it and its setting will be affected by the Proposed Development.

9.3.178 The southern area of the landscape retains a small number of military buildings which are detailed below. To the north, large military structures such as the Commissary, have been demolished to allow for the redevelopment of this area for housing.

Table 9.27: Area OA14D: Key buildings

<i>Ref.</i>	<i>Description</i>	<i>Building No.</i>	<i>Sensitivity</i>
OA14D.1	Innovation Centre	77 & 78	Low
OA14D.2	Accommodation Block	41	Low

9.3.179 This area was previously described in cultural heritage assessments (OA 2010) as follows:

‘This open landscape is characterised by large areas of hardstanding and grassland with trees, and some large Post-War buildings’.

Area OA14E: 1920s Core

Sensitivity: Medium

9.3.180 This area contains the characteristics of the 1920s layout, with the principal structures largely intact and separated by lawns with scattered trees. The structures within this area are of the highest sensitivity within the landscape south of the Cold War zone, and are enhanced by the spacious setting. The Officers’ Mess and Single Officers’ Quarters have been converted to Heyford Park Free School.

Table 9.28: Area OA14E: Key buildings

Ref.	Description	Building No.	Sensitivity
OA14E.1	Station Officers	52	Medium
OA14E.2	Guardhouse	100	Medium
OA14E.3	Officers’ Mess and Single Officers’ Quarters	74	Medium

CHARACTER AREA 15: NORTH RESIDENTIAL AREA

Sensitivity: Low

9.3.181 This area survives with its military origins, and it divides clearly into Officers’ houses to the south and bungalows to the north, and is separated from Area 14 by a tree-lined edge and open countryside to the east.

OA15A Area 15A: Officers’ Housing

Sensitivity: Medium

9.3.182 The area is characterised by its suburban appearance, with housing in green spacious settings. There is a mixture of style and materials including Garden City style, Georgian Revival and 1950s housing to the north with less architectural embellishment. The 1920s housing of Larsden Road has been valued as of medium sensitivity, however these are considered to be of medium-low sensitivity and are not as impressive as those within Area 14E. Key elements of this Character Area are tabulated below. All elements are listed in the Gazetteer.

Table 9.29: Area OA15A: Key buildings

Ref.	Description	Building No.	Sensitivity
OA15A.1	Housing, Soden Road	1-10	Low
OA15A.2	Housing, Larsden Road (1920s)	1 & 3	Medium
OA15B.3	Housing, Larsden Road (1950s)	9, 11 & 19	Low

OA15B Area 15B: North Bungalows

Sensitivity: Low

9.3.183 The uniform 1960s/70s bungalows characterise this area layout in a compact unit with gardens to the rear, and trees forming much of the perimeter boundaries.

9.4 ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS

Summary of Receptor type

9.4.1 **Table 9.30** provides a summary of those receptors that could be affected during construction and operation, and are discussed within this statement. It lists those in relation to Archaeology and Historic Hedgerows (discussed in Section 9.4.2) and Built Heritage (9.24).

9.4.2 RAF Upper Heyford Conservation Area Has been divided into 34 Character Areas with varying sensitivity values. **Tables 9.11-9.29** identify the key buildings (buildings with a ‘medium’ or higher sensitivity value or buildings of a ‘low’ sensitivity which contribute to the character of the Character Area), within each character area. The remaining buildings within each character area are considered to have a negligible to low sensitivity and have been excluded from **Table 9.30**, which summarises the sensitivity of key buildings within each Character Area.

9.4.3 The archaeological sensitivity of each of the parcels within the application site is discussed in **Table 9.8**. Thirteen non-designated archaeological receptors and two evaluations (OA 1085 and OA 1150-1) have been recorded within the 38 land parcels of the application site. Two medium sensitivity receptors have been identified, Aves Ditch (OA 1027), which passes through Plots 22, 23 and 33, and Port Way (OA 1047), which forms the western boundary of Plot 18. The remaining 11 archaeological receptors (OA 1035, 1089-93, 1100-1103, 1096) are considered to have a low sensitivity. Eight of the low sensitivity receptors (OA 1089-93, 1101-1103) are large heritage assets which pass through multiple plots. The evaluations (OA 1085 and OA 1150-1) did not identify any significant archaeological remains and thus are not referred to in **Table 9.30**.

Table 9.30 Summary of receptor type

Receptor Type	Receptor Sensitivity				
	Very High	High	Medium	Low	Negligible
A. Summary of On-Site Receptors					
<i>Archaeology and Historic Hedgerows</i>					
Undesignated Archaeology*			2 - Medium	11 - Low	
Historic Hedgerows			1 - Medium		
Archaeological Potential/unknown archaeology		unknown	unknown	unknown	Unknown
<i>*Based on whole features not individual impacts to parts of features within each Application Parcel</i>					
<i>Built Heritage</i>					
Conservation		1-High			

Receptor Type	Receptor Sensitivity				
	Very High	High	Medium	Low	Negligible
Areas					
RAF Upper Heyford Character Areas	3-Very High	3-High	4-Medium 4 Medium/Low	11-Low	3-Negligible
Key Buildings within RAF Upper Heyford Character Areas	12-Very High	12-High	18-Medium	12-Low	
B. Summary of Off-Site Receptors					
Registered Parks and Gardens	1-Very High		1-Medium		
Conservation Areas	1-Very High		4-Medium		
Listed Buildings		3-High	24-Medium		
Scheduled Monuments		3-High			

Effects During Construction on Archaeology and Historic Hedgerows

Development Impacts to Archaeology

9.4.4 This environmental statement is assessing a parameter plan not a detailed design. If CDC approve this application detailed plans will follow for each parcel of the parameter plan and at that point, if needed, a detailed assessment of the possible effects to the archaeological heritage resource can be prepared. However, at this time it is likely that the effects will be:

- Removal of some buildings and existing foundations/hardstanding within the development parcels in the Application Site. The buildings being removed and retained are shown on **Figure 4.1**: Demolition and Change of Use Plan and the extent of the development parcels within the Application Site can be seen in **Figure 4.2** Composite Parameter Plan; and
- Construction of housing, employment, insertion of services (e.g. schools, community centres, sports facilities, roads) and any landscaping.

9.4.5 It is assumed that all topsoil stripping, excavation of trenches for foundations and trenches and any other below ground impacts has the potential to affect below-ground archaeology present. The magnitude of change will be dependent on the likely survival of any archaeological deposits present. Likely survival based on previous below-ground impacts has been outlined in **Table 9.10**. However, only by physically investigating the deposits below ground can the hypothesis on survival be confirmed. Those Application Parcels where below-ground impacts on known features are anticipated are listed in **Table 9.8**.

Impacts on known Archaeology of Medium Sensitivity

9.4.6 There are two known sites of medium sensitivity within the Application Parcels. These are:

1. **Remains of the Port Way Roman Road** (OA 1047) may extend into the western strip of the Application Parcel 18 in the form of an agger surface and/or flanking ditches. This feature would be of medium sensitivity. The application proposes that this area be used for recreational purposes. Below ground impacts could come from levelling the site or from insertion of lighting. There are no new buildings proposed within Parcel 18 as can be seen from **Figure 4.3: Building Heights Parameter Plan**. If any archaeological remains are affected by the Proposed Development, given the potential limited nature of impacts and given that only one small section of a much longer road may be affected, the magnitude of change is considered overall to be minor leading to a **Slight Adverse effect**.

2. **Remains of Aves Ditch** (OA 1027) run through Application Parcels 33 and 23 (also through 27 but no below-ground disturbance is anticipated here). As part of the Proposed Development, it is proposed that Chilgrove Drive would be re-aligned. It is possible that elements of Aves Ditch survive below Chilgrove Drive, and/or below the level of modern disturbance.

The majority of the bank associated with Aves Ditch, itself followed by Chilgrove Drive, will be left intact. However, where the new road crosses Aves Ditch the bank will be removed. The bank will also be partly removed in the area of junction works to the south. Whilst overall only small parts of the bank will be removed, given its visibility in the landscape and the fact that the removal of these parts will affect its integrity as a linear landscape feature, this is considered to have a Medium magnitude of change on a moderate sensitivity heritage asset leading to a **moderate adverse effect**.

Where the road is built to the west of Chilgrove Drive it is likely to affect the ditch associated with Aves Ditch and any contemporary unknown features between the bank and the ditch. The 2015⁷⁴ evaluation (OA 1150 and OA 1151) demonstrated that this area was subject to modern disturbance. Made ground in this area ranges in depth from 0.3-1.5m and no evidence of Aves Ditch was revealed during the evaluation, suggesting the feature may have been subject of modern truncation. It is possible that elements of Aves Ditch survive adjacent to Chilgrove Drive, below the level of modern disturbance. The Proposed Development would likely only affect the upper fills of the ditch.

Where the ditch runs through Application Parcel 23 it is likely to already have been disturbed and or removed during the construction of the Southern Bomb Stores. In addition, the ditch runs for a considerable distance to the north and south of the Application Site. Given the level of modern disturbance, and the limited amount of ditch that would be impacted, the Proposed Development is considered to have a moderate magnitude of change on a medium sensitivity heritage asset, leading to a **moderate adverse effect**.

⁷⁴ See fn 15 and 16.

Impacts on known Archaeology of Low/ Negligible Sensitivity

9.4.7 **Table 9.8** summarises the heritage assets of Low and/or Negligible sensitivity based on their form and survival from previous impacts, which will be affected by the Proposed Development. All these assets relate to the use of the landscape in the post-medieval and modern periods in the form of field boundaries and structures and from earlier iterations of the airfield; buildings, infrastructure and runways (OA 1103, 1102, 1101, 1093, 1091, 1096, 1090, 1092, 1089, 1100, 1035).

9.4.8 It is assumed that these known archaeological features within the Application Parcels where below ground disturbance will take place (i.e. all those discussed in **Table 9.8**) and where the land is relatively undisturbed by previous ground disturbance (see **Table 9.11**), will be significantly disturbed or removed by the below ground development impacts.

9.4.9 The magnitude of change on these features will therefore be major. A major magnitude of change to heritage assets of low (where undisturbed) or negligible sensitivity (where they have been disturbed by past impacts) will lead to an overall **slight/ moderate adverse effect** (or slight where disturbed).

Impacts on unknown Archaeology

9.4.10 In Application Parcel 18 it is possible that along the whole route of Port Way as yet unknown sites and finds may be present dating from the Roman period, as cemeteries/burials and buildings were often located along these roads.

9.4.11 The whole Application Site has a high potential to contain deposits relating to settlement dating to the Iron Age and Romano-British periods. The evidence for this relates to the large amount of such sites seen in the Study Area.

9.4.12 The presence of the Anglo Saxon cemetery outside the eastern edge of the Site, close to the parish boundary, suggests the possibility of other burials (OA 1043).

9.4.13 Aves Ditch forms the parish boundary of the newly formed parishes (and may have been used for an earlier tribal boundary) and will have been visible at this date, probably with a trackway running along the bank. There may also be further burials actually within the ditch itself as seen when excavated to the south.

9.4.14 There may be evidence of medieval and post-medieval activity within the Application Site. This activity is likely to relate to the agricultural use of the landscape. Whilst the sensitivity of any such remains is uncertain they are unlikely to be sensitive.

9.4.15 In Application Parcels where Proposed Development impacts have been identified, which have been identified as relatively undisturbed (see **Table 9.11**), survival of any archaeological features is likely to be good, particularly within the undisturbed grassed areas. Given the unknown sensitivity of the potential archaeological remains, it is not possible to provide an assessment of the magnitude of any changes or significance of effect at this stage, further work would be needed to define the presence and sensitivity of this resource.

Changes to the Historic Hedgerow

9.4.16 The hedgerow running along the western side of Application Site Parcel 18 (OA 1116) is 'important' using the criteria of the 1997 Hedgerow Regulations. As shown on Figure 4.1: Composite Parameter Plan, this hedgerow is shown as a 'Strategic Landscape Buffer' and will therefore be retained during construction and operation of this Proposed Development as the western boundary of the Application Site.

9.4.17 The hedgerow running along the western side of Chilgrove Drive in Application Parcel 33 (OA 1177) is 'important' using the criteria of the 1997 Hedgerow Regulations. Two parts of this hedgerow will be removed during the junction works and where the new access route crosses Chilgrove Drive from east to west. The rest of this hedgerow is also a 'Strategic Landscape Buffer' on **Figure 4.2** Composite Parameter Plan and therefore will not be removed when this site is operational.

9.4.18 Cherwell District Council would need to be informed in advance to obtain permission for this to occur. Given that the hedge is defined as 'Important' under the Hedgerow Regulations, it has been judged as medium sensitivity in the context of the criteria used here. Although only two discreet areas will be removed, rather than its total destruction, this will affect the integrity of the remains of this hedgerow, therefore the magnitude of change will be moderate (assuming permission is given by CDC) leading to a **moderate adverse effect**.

Effects During Operation on Archaeology and Historic Hedgerows

9.4.19 There will be no additional effects during the operation of the development on the below-ground archaeological resource or historic hedgerows. The sections of historic hedgerow that are present on the western boundary (Port Way) and the eastern boundary (Aves Ditch) are being retained and will be managed and maintained as part of the ongoing maintenance of the Upper Heyford Site.

Effects during Construction and Operation on Built Heritage

9.4.20 The Application Site lies within the RAF Upper Heyford Conservation Area. The RAF Upper Heyford Conservation Area Appraisal divides this conservation area into character areas with differing sensitivities, which are described in the previous section and form the basis for the assessment. The following section discusses the construction and operational impacts of the Proposed Development upon the built heritage in each of these character areas and the resultant effect upon the character areas which make up RAF Upper Heyford Conservation Area.

9.4.21 The environmental effects to the built heritage and landscape character within this section are described in the following format:

- Direct Primary Impacts from Construction
- Impacts to the setting from changes inside the Character Area from Operation
- Impacts to setting from changes outside the Character Area from Operation

9.4.22 Whilst construction and operation effects have been discussed together within this section to avoid unnecessary repetition in the description, they have been split into the three headings above; direct changes from construction, and changes in setting from operation within and outside each Character Area. The separate operation and construction effects have also been summarised and split in **Table 9.32**.

9.4.23 In examples where a Character Area is further subdivided into smaller Character Areas (for example OA1), an overview of the impact to the larger character is described followed by more specific analysis of the smaller Character Areas within this and discussed below. A summary of the impacts to these smaller Character Areas (and main Character Areas where not sub-divided) of the sensitivity of the asset, magnitude of change and the overall environmental effects in Significance of Effects table (before Mitigation) is provided below and tabulated in **Table 9.32**.

CHARACTER AREA OA1: CENTRAL AIRBASESummary

Sensitivity: High

9.4.24 Overall, the central airbase is considered to be of national significance, within this the QRA lies to the west of Character Area OA1 and is a Scheduled Monument (no. 30906-01) (OA1C). The Squadron Headquarters (OA1B.1) is situated directly to the north of the QRA and is a Grade II Listed building. To the south within Character Area OA1D, the Control Tower (OA1D.2) is also a Grade II Listed building. The southern area of the Flying Field, Area OA1D, is of medium sensitivity.

Summary of Proposal within OA1

9.4.25 The proposed scheme within OA1 will provide several publicly accessible areas including 'Destination Park' (20.3 ha), the 'Core Visitor Destination Area' and 'Control Tower Park' (4.1 ha). It will also provide a heritage trail, an elevated viewing point, a zip wire, interpretation boards and greater connectivity within the Cold War landscape and to the Trident area (some of which are obligations from a previous planning approval). There are significant heritage benefits from the scheme particularly facilitating the appreciation of the Cold War structures and landscape to a wider audience, and using them as an education and leisure mechanism to provide more in-depth understanding of the significance and history of Upper Heyford.

9.4.26 The scheme will have direct impacts to non-listed structures and the Grade II Listed Control Tower, as well as to the setting of structures and character areas. The re-use of structures will be of benefit in securing their long-term preservation, as the current obligation for those structures which are not statutorily protected is to ensure they are wind and water-tight only. The scheme will however have adverse effects through construction and operational activities, which are discussed below. The proposed scheme also includes an area of car processing to the south (20.3 ha), which will have adverse effects, however car processing has been an established activity at Upper Heyford for a number of years, and this is in-part being resituated from the landscape to the east.

9.4.27 A discussion of the effects within Character Area OA1 is given below as well as a cumulative effect for OA1, individual effects are given within each character area (OA1A etc.).

Summary of Direct Primary Impacts from Construction

9.4.28 Two small structures of negligible sensitivity will be demolished in OA1. A 30m observation tower and a 5m ancillary building will be built towards the eastern end and south of, the main runway.

9.4.29 A total of 9 non-listed buildings of low sensitivity will be converted to new uses in Parcels 29 and 31. Those buildings within Parcel 29 (Building Nos. 366, 1368, 1443, 2007-2009) are proposed to be used as a heritage/tourism resource, and therefore new activities will take place within them, but minimal alterations will occur to the external walls of these buildings.

9.4.30 Within parcel 31 the proposed new use is a new 1.5 form entry Primary School to serve the Proposed Development. It is proposed that the new primary school will be located within the existing three open aircraft hangars of the Victor Alert area (building numbers 2004-2006, Area OA1D). Such conversions have successfully taken place within other structures within the UK and have created modern, light spaces that are deemed beneficial to the learning process for children. Such a conversion will require external

alterations to these buildings to amend the points of access and allow light into them. However, the basic external fabric will be retained although the internal fabric will be altered.

9.4.31 The changes to these structures whilst affecting the built fabric, will safeguard their long-term preservation and maintenance. Their proposed use of the buildings will also enable their appreciation by a wide audience, including as an educational resource. The direct primary effect to OA1 resulting from construction is a moderate/ slight effect, but given the described benefits of the scheme this is in balance considered to be a **moderate/ slight beneficial effect**.

Impacts to setting from changes inside OA1 from Operation

9.4.32 The main changes within Area OA1 which will have the potential to affect the setting of this area will be along the line of the runway and to the south of it. These will particularly be within Parcel 28 (Flying Field Park), Parcel 29 (Core Visitor Destination Area) and Parcel 31 (Educational site). The observation tower, zip wire, landing platform as well as the public park and public art area will alter the open, somewhat austere nature of the landscape. The number of visitors, especially on busy days, and the generally increased level of activity will also have an impact.

9.4.33 The footprint of the current area used for car processing operations (parcel 25) will change from its current location to the east in Character Areas OA3 and OA6 (a temporary permission) and OA1D (a permanent permission). Furthermore, the area proposed for use as a 'Core Visitor Destination Area' and 'Educational Site' is currently used for car processing, and the change of use to an educational and heritage use will also be beneficial.

9.4.34 The sensitivity of the setting of the character area OA1 is High and the cumulative magnitude of change from the Proposed Development within these three parcels is minor. Overall the impact to the setting from changes inside OA1 will result in an at most moderate/ slight effect, but given the educational and public heritage benefits of the scheme in OA1, this is **moderate/ slight beneficial effect**.

Impacts to setting of character area OA1 from changes outside OA1 during Operation

9.4.35 The main changes to the setting of OA1 from outside this area will be from changes to the south and east. Immediately to the south-east of the taxiway which will border the Core Visitor Destination Area and the Educational Site are two residential parcels (No's 12, 21). The full width of the southern taxiway is to be retained. The retention and use of the southern taxiway as a feature within the design of the masterplan will assist in retaining some of the military character along the boundary of Character Area OA1. The construction of residential properties in parcels 12 and 21 will lead to the probable loss of much (or all) of the military character from these areas that will change the setting of the adjacent OA1. The extent of the loss will depend on the external design of the new buildings that abut the southern taxiway.

9.4.36 There are also two other nearby residential parcels, Parcels 10, to the east and 23 to the west and these will also add to this change to the setting. There are also three areas (jointly Parcel 27) where filming activity will be undertaken and as each of these adjoin Area 1 they have the potential to change the setting of Area OA1. Filming activity is already an established practice within the airbase, and this will not constitute a change to the landscape.

9.4.37 Creative City (Parcel 22) will also adjoin Area OA1 towards the south-eastern corner of the taxiway and here the setting should be enhanced by the proposals because the existing car processing operations will be moved elsewhere at Upper Heyford and the

existing hanger structures are to be retained and used for employment. The design scheme in this area, will be sensitive to the HASs which are of national sensitivity, with additional (new) elements to the rear of the structures.

9.4.38 The combined change of these the described effects to the setting of OA1 will result in a moderate/ large adverse effect to the setting of Character Area OA1. These effects to the setting of Character OA1 must however be balanced against the cultural and educational benefits of the proposed scheme, coupled with the existing compromises already placed on the setting of the Character Area through use of surrounding areas for car processing. This mitigating measure will result in a **slight adverse effect** to the setting of Area OA1 as a result of changes outside the Character Area.

Character Area OA1A: Central Runway

Sensitivity: High

9.4.39 The full length of the central runway within the Character Area, is to be maintained as will the surrounding Cold War landscape. Much of the land to the south of the runway within this Character Area will become 'Flying Field Park' (Parcel 28) and at the eastern end of Character Area OA1 there will be a viewpoint across the site looking westwards down the runway. The proposed observation tower will be up to 30m in height with ancillary visitor and restaurant accommodation. Whilst further details of this structure are not know at this point, this new construction will be a sizable construction within the landscape, which will also provide a new visual vantage point of the military landscape.

Direct Primary Impacts from Construction

9.4.40 No buildings or structures are proposed for demolition in this Character Area although some new structures will be erected, including the observation tower, which once operational will lead to a primary change to the existing historic fabric. A 30m observation tower and a 5m ancillary building will be built towards the eastern end and south of, the main runway. The construction of the tower and the associated building works including cranes, will result in a temporary **moderate/ slight adverse effect**.

9.4.41 The construction of the 'Flying Field Park' (parcel 28) and the 'Control Tower Park' (parcel 30) within Character Area OA1A which covers a total area of 21.5 hectares to the south of the runway, may result in some minor works to create pathways through the Park. The effect of this work to this area of high sensitivity will have a **moderate/ slight adverse effect**

9.4.42 As confirmed in **Chapter 8: Ecology** it is the intention to keep the habitat type within Area OA1A the same to enable bird breeding etc., and so it is likely that the character type, during construction, would only have a negligible to low magnitude of change. This would result in a **slight adverse effect** on the character of Area OA1A.

Impacts to setting of character area OA1A from changes outside during Construction

9.4.43 To the south of Character Area OA1A, a 'Core Visitor Destination Area' (parcel 29) and 'Educational Site' (parcel 31) is proposed, which are situated within Character Area OA1D. These will not result in the demolition of the any buildings, but the use of military structures would be changed. Within the 'Educational Site', it is proposed that the new primary school will be built within the three hangers (UH building numbers 2004-2006, Area OA1D). There will be alterations to the internal and external elements of these hangers to enable the school to operate, but the buildings are not listed and have a low sensitivity. The magnitude of change caused by the re-purposing of these hangers will have a minor magnitude of impact upon the setting of the high sensitivity Character Area, therefore the proposed school will lead to a **moderate/**

slight adverse effect on the setting of Character Area OA1A. This effect is balanced against the heritage benefits of the proposed scheme and the re-use and maintenance of military structures which are not listed.

9.4.44 The proposed residential development in Application Parcel 21 (which straddles character areas OA6 and OA7), will not affect OA1A as it will be separated from OA1A by OA1D. The taxiway in this parcel will remain but will be repurposed for road parking areas and a cycleway. The negligible changes to the southern taxiway on the setting of Character OA1A will cause a **slight adverse effect** on the setting of OA1A.

Impacts to setting from changes inside OA1A from Operation

9.4.45 The operation of the observation tower and ancillary visitor and restaurant accommodation, will lead to a moderate magnitude of change and therefore a moderate/large effect on the setting of this central Cold War landscape. It will introduce a new sizable construction to the Character Area and change its remote, military character. The tower will however give a new and impressive view of the Cold War landscape, and enhance its wider public appreciation which will lead to a major benefit and therefore a **moderate/slight beneficial effect** to the historic appreciation of the site.

9.4.46 The eastern end and the area to the south of the runway will become part of the 'Flying Field Park' at former RAF Upper Heyford. There will also be a 'Control Tower Park' which is another area of public open space (4.1 hectares), extending from the Control Tower (Listed Grade II building). The increased visitor numbers to the Character Area will lead to a negligible to slight magnitude of change, therefore resulting in a slight adverse effect on its setting, as the military, functional and remote atmosphere of the landscape will be changed. The 'Flying Field Park' will however also open up the former airbase to more visitors, and allow wider audiences to appreciate and understand the Cold War Heritage of the site resulting in an overall **moderate/ slight beneficial** effect to Character Area OA1.

9.4.47 As confirmed in the **Chapter 8: Ecology** it is the intention to maintain the habitat type within Area OA1A as it is currently, this will enable bird breeding etc., and so it is likely that the character type, during the operation there would be a negligible magnitude of change. This would result in a negligible impact and **slight adverse effect** on the character of Area OA1A.

Impacts to setting of character area OA1A from changes outside during Operation

9.4.48 To the east of the Character Area, within OA3 (Runway East Terminal) and the Scheduled Monument of the Northern Bomb Store (OA5A), the area is proposed for use as a 'Filming Area' (parcel 27). This area, in particular the Northern Bomb Store, is already used occasionally for filming and therefore to some extent this will be a continuation of the current use. The use of this eastern area for filming will not involve the construction of additional permanent buildings, or the change of use of military structures but it may involve temporary film sets which will temporarily alter the character of the area and may temporarily dislocate the full length of the runway. It is proposed that these sets will be constructed in parcel 24. The western end of Area OA3 is however currently used for vehicle processing, which has an adverse effect on the setting of Area OA1A. Under this Proposed Development this use would cease. As a result of the proposed use of Area OA3 for filming there will be a **neutral/ no significant effect** to the setting of Character Area OA1A.

9.4.49 The use of the 'Core Visitor Destination Area' (parcel 29) and the 'Educational Site' (parcel 31) will entail increased visitor numbers to the area, which has the potential to change the setting of Character Area OA1A. These areas are currently partially used for car processing, and therefore this change use, away from car processing, will have a

low magnitude of change and therefore is considered to be a **moderate/ slight beneficial effect** to the setting of Character Area OA1A.

9.4.50 Character Area OA1E and the western area of Character Area OA1D is proposed for use for car processing on the hardstanding area (parcel 25). The current area of car processing does not extend so extensively to the west, and is predominantly within Character Area OA1D. The use of the western area for car processing which will be within Character Areas OA1D, OA1E and a small area of OA1A (directly to the west of OA1E), will lead to a **moderate/ large adverse effect** on the setting of this part of Character Area OA1A because it will dislocate it from the remaining site, and reduce the military character of this key landscape.

CHARACTER AREA OA1B: CENTRAL PLATEAU

Sensitivity: High

9.4.51 The Squadron Headquarters is located to the west of Character Area 1B, which is a Grade II Listed structure (no.495960). This area is to the north of the main runway and does not include any of the Application Parcels.

Direct Primary Impacts from Construction

9.4.52 No buildings will be demolished in this area or new structures erected. Therefore, the direct change in this area will equate to a **neutral/no significant effect**.

Impacts on setting from changes inside OA1B from Operation

9.4.53 Many of the buildings in this area are already in employment use, and all the buildings here will remain in their current planning use. There will also be no new structures so the change on the setting of the area will lead to a **neutral/no significant effect**.

Impacts to setting from changes outside OA1B

9.4.54 The character of Area OA5 to the north of OA1B will not greatly alter in the Proposed Development and thus the main impacts to the setting of OA1B, from outside this area, will be from the areas to the south (OA1A and OA1D) and south-east (OA3).

9.4.55 Proposals for Area OA1A will include the 30m tall tower at the east end, the zip-wire itself, public parks (parcels 28 and 30) and a small section of Character Area OA1A (to the west of OA1E) will be used for car processing. The Core Visitor Destination Area (parcel 29) in OA1D will also result in changes, and together these proposals will partially diminish the existing, open military character of the main flying field and thereby the setting of OA1B. Visually there is little to clearly distinguish between OA1A and OA1B so the impact of the extensive changes to OA1A will continue to some extent into OA1B. The existing character of these areas is of an open landscape, with widely spaced structures which communicate strongly the ambience of the Cold War. The natural topography of the landscape however means that visual connections from OA1B to the south are reduced. The proposals to make Area OA1A and OA1D into part of a visitor attraction will soften the landscape, adding elements of fun (i.e. the zip wire) and by definition making it attractive to visitors. The visitors themselves will also add to this change. In totality, these changes will equate to a minor magnitude of change on the setting of OA1B and this will lead to a moderate/ slight adverse effect.

9.4.56 Conversely the educational benefit of visitors will have a beneficial change on the appreciation and understanding of OA1B (as well as the rest of the site). This will lead to a **moderate/ slight beneficial effect**.

9.4.57 Area OA3 at the eastern end of the main runway is to be used as a filming area, together with the Northern Bomb Stores (OA5A), and there is potential for this use to temporarily change the setting of OA1B. Such filming activities are already taking place, and Scheduled Monument Consents have previously been given by HE for filming activities. A Filming Strategy will be prepared within which temporary filming consents will be managed, which will also incorporate any additional heritage strategies for areas that are not Scheduled.

9.4.58 There is potential for wider changes (albeit temporary ones) in OA3, which would diminish the open landscape, of which OA1B forms a part, however because these are temporary in nature and effectively managed, the effect will be **neutral** to the setting of OA1B.

9.4.59 Car processing is proposed to the south of the Flying Field within Character Areas OA1A, OA1E and OA1D. The natural topography of the landscape means that there will be a minor magnitude of change to the setting of OA1B from the car processing, resulting in an at most **moderate/ slight adverse effect**.

CHARACTER AREA OA1C: QUICK REACTION ALERT AREA

Sensitivity: Very High

9.4.60 The QRA is a Scheduled Monument (no. 30906-01). The QRA is currently used for filming and it is proposed that this use continues as part of the Proposed Development. Eight of the HASs in this area are already let out for storage although other existing structures are not.

Direct Primary Impacts from Construction

9.4.61 No buildings or structures will be demolished although three buildings will see a change of use. As this area is a Scheduled Monument, it is assumed that the filming here will be intended to utilise the dramatic existing character of the structures rather than attempting to alter the character by erecting new temporary structures and the use will encourage the retention and upkeep of existing structures. Therefore, it is assumed that there will be no meaningful direct primary changes and this will equate to a **neutral effect**.

Impacts to setting from changes inside OA1C from Operation

9.4.62 As outlined above it is assumed that the use of this area for filming will not involve the erection of large new temporary sets which periodically radically alter the area's character. HE has previously given Scheduled Monument Consents for filming in this area, and a Filming Activity Strategy will be put in place within which temporary filming consents will be managed.

If the filming in this area is undertaken with negligible magnitude of change and therefore no meaningful change to the area's character, then this would equate to a **neutral effect**.

Impacts to setting from changes outside OA1C from Operation

9.4.63 The various proposals and visitor attractions for the main Flying Field and the rest of Area OA1 will change the setting of Area OA1C. The QRA area within OA1C currently has a somewhat secretive, intimidating character and this sense of menace helps illustrate an essential part of the Cold War. This character will be diluted by the number of visitors and the wider recreational use of Area 1 and this negligible to slight change to the setting of OA1C will lead to a slight adverse effect. However, the visitors to the site will benefit from learning about the structures in OA1C and their role in the

wider Cold War. This educational benefit from the proposals outside OA1C will lead to an overall **moderate/ slight beneficial effect**.

9.4.64 The proposed car processing within development parcel 25 located within OA1D, OA1E and OA1A and the residential development within parcel 10 have the potential to affect the setting of the Quick Reaction Alert Area. The ground slopes down from the QRA in the north towards the area for Parcels 25 and 10 and the development in these areas will be visible, albeit distant. This will form a minor magnitude of change equating to a moderate/slight adverse effect while the car parking is in operation. However, the tree belt (once established) will provide a visual barrier between the QRA and development parcel 10, which will minimise the views resulting in a **slight adverse effect** on the setting of the QRA.

CHARACTER AREA OA1D: SOUTH AIRCRAFT SHELTERS

Sensitivity: Medium

9.4.65 Overall, the area of the South Aircraft Shelters is of medium sensitivity. It contains the Control Tower (OA1D.2) which is a Grade II Listed structure (no.495959). Part or all of parcels 25, 28, 29, 30 and 31 from the Proposed Development are within this Character Area.

Direct Primary Impacts from Construction

9.4.66 Two small buildings (359 and 5022) are proposed for demolition in OA1D in the planning application and there will be no direct impact to the Grade II Listed building of the Control Tower. The two small buildings are negligible significance, and their demolition will equate to a **slight adverse effect**.

9.4.67 The Listed Control Tower is proposed to be converted for use as part of the visitor attraction at Upper Heyford but its exact new use has not been determined at this time. This is likely to result in a negligible to minor level magnitude of change equating to a **slight adverse effect**. As a Listed Building this structure will be maintained, and any change will be subject to Listed Building Consent and therefore controlled preventing any harmful physical works. The re-use and increased accessibility to the building will generally be beneficial.

9.4.68 The Core Visitor Destination Area (Parcel 29) and the adjacent Education Site (parcel 31) will see the change of use of Buildings 366, 1368, 1443, 2007-2009. Building 366 (The Fuel System Building) will form the Welcome and Entertainment Centre. The nearby Hush House (No.1368) will form a Science and Technology Centre. Building 1443 will house an art gallery and sculpture park. Building 357 has been included as in parcel 22 'Creative City' and is likely to be converted to form office space.

9.4.69 Within parcel 31 the proposed new use is a new 1.5 form entry Primary School to serve the Proposed Development. It is proposed that the new primary school will be located within the existing three open aircraft hangars of the Victor Alert area (building numbers 2004-2006, Area). Such conversions have successfully taken place within other structures within the UK and have created modern, light spaces that are deemed beneficial to the learning process for children. Such a conversion will require external alterations to these buildings to amend the points of access and allow light into them. However, the basic external fabric will be retained although the internal fabric will be altered.

9.4.70 These buildings are of local (low sensitivity) and if they are converted this could lead to a moderate level of change to the historic fabric of the building. Detailed plans of building conversion are not available at this stage, but it likely that most changes will be internal only. These changes would equate to a slight adverse effect, however given that

the scheme will enable the reuse and maintenance of structures, the appreciation of military structures to a wider audience and provide an education resource, the scheme is considered to be a **moderate/ slight beneficial effect**.

Impacts to setting from changes inside OA1D from Operation

9.4.71 As outlined above, two small buildings will be demolished in this area and there will also be a change in use of many of the buildings and the public use of the 'Core Visitor Destination Area' (parcel 29) and Educational Site (Parcel 31). The character of OA1D will experience a moderate magnitude of change, however this effect will be offset by the beneficial effect resulting from the increased public access to, and wider appreciation of the military landscape and history of the former RAF Upper Heyford airbase resulting from the Proposed Development in this area. The re-use of structures within this area will ensure their maintenance and long-term preservation. Overall, the effect of these changes will result in a **moderate/ slight beneficial effect**.

9.4.72 The footprint of the existing car processing operations in OA1D will alter so there will be none in the 'Core Visitor Destination Area' (where there currently is some car processing), but there will be more further to the west which will be a negligible magnitude of change. Overall this change will equate to a **slight adverse effect**.

Impacts to setting from changes outside OA1D from Operation

9.4.73 There will be numerous changes to the setting of OA1D from proposals in other areas. These particularly include the zip wire, tower, some of the public park and the public art area in OA1A. These will impact on the military character of the area, as will three residential parcels (Parcels 12, 21 and 23) and 'Creative City' (parcel 22) which are to be constructed in Character Areas OA3, 4, 6 and 7. The extent of new development within neighbouring character areas will diminish the military character. These neighbouring character areas have a sensitivity ranging from High for OA1A to Low for OA3, 4 and 7. Due to the southern character areas experiencing a major magnitude of change the impact to the setting from changes outside OA1D will be a **moderate/ large adverse effect**. The heritage and educational benefits of the proposed scheme will help to mitigate against these changes resulting in a residual **moderate/ slight beneficial effect**.

CHARACTER AREA OA1E SOUTHWEST HASs

Sensitivity: High

Direct Primary Impacts from Construction

9.4.74 There is no proposed demolition or construction within Character Area OA1E and therefore there will be a **neutral/no significant effect** to the southwest HASs.

Impacts to setting from changes inside OA1E from Operation

9.4.75 Part of this area is proposed for use for car processing, which will impact the setting of the five HASs, and the area. The car processing will not surround all of the HASs, but will be situated immediately to the south of the two southern HASs, and extends to the east and west of Character Area OA1E. The application seeks full (permanent) permission, however the car processing is fully reversible and there will be no lasting harm to the site if in the future the cars area removed.

9.4.76 The car processing will have the most impact to the southern two HASs within OA1E, which will be reduced to the north of this small area. This will have a moderate magnitude of change to the setting of Character Area OA1E, resulting in a **moderate/**

large adverse effect to the setting of the HASs in Character Area OA1E while the car parking is in operation.

Impacts on setting from changes outside OA1E from Operation

9.4.77 Area OA1E is close to various parcels and proposals in the application boundary. In the areas immediately to the east and west there will be car processing, which extends in a north-east and north-west direction as it extends up the hard-standing to either side of area OA1E. This will also have a moderate magnitude of change to the setting of Character Area OA1E, resulting in a **moderate/ large adverse effect** to the setting of the HASs in Character Area OA1E.

9.4.78 Area OA8A is just to the south of OA1E and here Application Parcel 10 will comprise a new residential development. This will have little impact on the setting of OA1E, partly because the setting of OA1E is already compromised by the car processing, and because the effect will be reduced by the proposed green buffer at the north edge of development parcel 10. The key visual relationships of the structures in OA1E are towards the main flying field to the north. Development parcel 10 will therefore result in a moderate/ slight adverse effect to the setting of Character Area OA1E, which will be mitigated against in part by the proposed green buffer resulting in a **slight adverse effect**.

9.4.79 The Observation Tower and zip wire will be visible from parts of OA1E. These will have a limited impact on the setting of OA1E, as will proposals for Control Tower Park (Application Parcel 30), a short distance to the north-east and then more distant proposals for Flying Field Park. Overall the proposals for areas outside OA1E will have a negligible magnitude of change on the setting of OA1E and this will lead to a slight adverse effect. Given however the positive benefits of the heritage scheme, in balance this is considered to be a **moderate/ slight beneficial effect**.

CHARACTER AREA OA2: RUNWAY WEST TERMINAL

Sensitivity: Low

9.4.80 The west end of the runway has some of the characteristics of OA1A, but there are long views across the Cherwell Valley and more immediate views of the edge of Upper Heyford.

Summary of Proposals within OA2

9.4.81 Character area OA2 is situated at the eastern end of the runway, where there will be a footpath/ bridal route and a strategic landscape buffer running in a north/south direction. This will facilitate appreciation and access of the military landscape to a wider audience.

Direct Primary Impacts from Construction

9.4.82 There is no proposed demolition or construction within Character Area OA2 and therefore there will be a **neutral effect** to the area.

Impacts to setting from changes inside OA2 from Operation

9.4.83 The Port Way will be reinstated across the Character Area with associated planting. This is part of another planning application and is not assessed here. This is therefore a **neutral effect**.

Impacts to setting from changes outside OA2 from Operation

9.4.84 The establishment of the zip wire in Area OA1 would have an impact on the setting of Area OA2 although this would be masked from most of OA2 by the proposed planting established adjacent to the reinstated Port Way PROW. The Port Way will be reopening late 2018/ early 2019 and so the Port Way and associated planting is not part of this application. In summary, there is a **neutral effect** to the setting of OA2 from operational changes outside the landscape.

CHARACTER AREA OA3: RUNWAY EAST TERMINAL

Sensitivity: Low

9.4.85 The west end of the runway has some of the views of OA1A, but the land dips to the east and there are wide views across the more-or-less level surrounding farmland of the Fritwell and Caulcott Plateaux. The area is therefore very different from the central airbase (OA1A).

Summary of Proposal within OA3

9.4.86 Character Area OA3 will be used as a temporary filming area (Parcel 24 and 27). Filming activity is an established practice within the Flying Field, and has been permitted under Scheduled Monument Consent in the Northern Bomb Store. It is temporary in nature and effectively managed through a 'Filming Activity Strategy'. At the southern edge of the OA3 residential parcel 23 is proposed, which will extend up to the southern taxi-way.

Direct Primary Impacts from Construction

9.4.87 No buildings or structures will be demolished in this area which is currently largely managed by sheep grazing. Much of this area will become part of the proposed filming area (parcel 27) and although this will see temporary set construction (parcel 24) and parking changes, it should not involve significant permanent direct changes on the historic fabric and will be a **neutral effect**.

9.4.88 The main direct primary changes in OA3 will be from it forming the northern third of parcel 23 which is to form a residential development with c.470 new dwellings. It is not proposed to build on the southern taxiway within this area. This area is of low sensitivity and the minor magnitude of change will therefore equate to an overall **neutral/ slight adverse effect** from the Proposed Development.

Impacts to setting from changes inside OA3 from Operation

9.4.89 The use of most of OA3 as a filming area will probably involve the character of this part of the airbase periodically changing, depending on what is being filmed. This will mainly be in parcel 27 but it will also include parcel 24 which will involve a part of the taxiway being used by the filming company for parking and/or set construction.

9.4.90 Although the overall sensitivity of this area is low it does include the eastern third of the runway which is clearly one of the iconic elements of the overall airbase and which individually has a higher sensitivity. Filming within this area has previously occurred, as evident by the Scheduled Monument Consents given by HE for the Northern Bomb Store (Area OA5A). A Filming Strategy will be implemented within which temporary filming consents can be managed, and will incorporate any additional heritage strategies for those heritage assets which are not Scheduled.

9.4.91 The proposed filming activity could lead to some change of the appreciation of OA3 including the runway (which is of medium sensitivity, within the area of low sensitivity). This change however will be temporary and managed, and as discussed above is already an established and accepted practice. The overall effect will be of no change, and therefore a **neutral effect**.

9.4.92 Around the northern edge of the filming area there will be considerable tree planting extending to the south of the Southern Bomb Stores and linking it to the tree belt to the north of the Northern Bomb Stores. There is no fencing proposed across the runway, but a new fence is proposed around the internal edge of the perimeter road, requiring one new gated crossing point adjacent to the Southern Bomb Store.

9.4.93 The belt of trees will alter the current open nature of this edge of the airfield linking to the landscape beyond, and the short section of fencing proposed around the internal edge of the perimeter road will to a minor extent effect the visual links between areas OA3 and the landscape to the west. These links are however already compromised by the car processing within this area. In summary, this element of the proposals would lead to a **neutral/ slight adverse effect** on the setting of the area.

9.4.94 The removal of the existing car processing use from the taxiway to the south of the main runway and the 'spectacles' area will lead to a **slight/ moderate beneficial effect** to the setting of OA3, although the car processing within the 'spectacles' is temporary only.

9.4.95 The operation of the residential development (Application Parcel 23), partly in OA3, will alter the open character of the area and have an impact on the setting of OA3. It will be designed sensitively in a way that does not impact on the legibility of the taxiway that surrounds the airfield leading to a **neutral/ slight adverse effect**.

Impacts to setting from changes outside OA3 from Operation

9.4.96 The Proposed Development for c 470 new houses to the south (Application Parcel 23) will lead to change on the open nature of the eastern part of the airfield. As referred to above the northern third of Application Parcel 23 is within OA3 so the impact of this has been separately assessed, but two thirds of this parcel is outside OA3 and although this part of the new housing will be partly shielded by the part of the development that is within OA3 it will still compromise the overall character of the area. This will lead to a **minor adverse effect** on the setting of OA3.

9.4.97 The Northern Bomb Stores (OA5A) has Scheduled Monument consent for filming, and this has become an established practice for temporary periods. This has the potential to affect the setting of OA3 and the existing visual relationship between these two areas. If OA3 is also being used for filming purposes then the changes caused by also occasionally using the adjacent area is small. Area OA5A has also been used for filming on several occasions, which will result in no change to the landscape. Overall, the proposals will comprise a **neutral/ slight adverse effect** on the setting of OA3.

9.4.98 Flying Field Park (Application Parcel 28) will be immediately to the west of Area OA3 but this will essentially be an open space with grassland retained and managed as it is currently so it will have a **neutral/ slight effect** on the setting of OA3.

CHARACTER AREA OA4: SOUTHERN CONVENTIONAL ARMS STORE

Sensitivity: Low

9.4.99 The Southern Conventional Arms Stores (also known as the Southern Bomb Store) is dominated by the igloos of the bomb stores, and is largely visually isolated from the rest of the airbase except OA3.

Summary of Proposal within OA4

9.4.100 The eastern area of OA4 is will be used as a temporary filming area (Parcel 27). Filming activity is an established practice within the Flying Field, and has been permitted under Scheduled Monument Consent in the Northern Bomb Store. It is temporary in nature and effectively managed through a 'Filming Activity Strategy'. In the western half of OA4 residential parcel 23 is proposed. Character Area OA4 will benefit from the removal of car processing within OA3, OA1D and OA6 which immediately surround OA4, further to the west.

Direct Primary Impacts from Construction

9.4.101 The western half of OA4 is to be redeveloped as part of a residential development (Application Parcel 23) with c.470 dwellings although the northern third of this will be in Area OA3. This will involve the demolition of a number of structures of low or negligible sensitivity.

9.4.102 The following structures to be demolished are considered to be of low sensitivity: 1102-3, 1105, 1106, 1108, 1113, 1159-1164, 1181-1185, 1601-2. The high magnitude of change to these structures will equate to a **slight/ moderate adverse effect**.

9.4.103 The following structures to be demolished are considered to be of negligible sensitivity: 385-387, 1100, 1107, 1109, 1111, 1112, 1114, 1115, 1119, 1140, 1153, 186CAS, UH53. The high magnitude of change to these structures will result in a **slight adverse effect**.

9.4.104 The most sensitive of the structures to be demolished are the 'igloo' stores from the 1950s (1159-1162, 1183-1185) while other buildings are largely stores and auxiliary structures. Building No 1108 is a large metal-clad 1970s structure with blast wall and it functioned as a maintenance building to repair munitions. The Southern Bomb Stores contain examples of war art on the following structures: Building Nos 1006, 1008, 1009, 1114, 1159, 1161-1162. These will be recorded as part of the heritage mitigation measures.

9.4.105 The cumulative direct primary change of the proposals for Application Parcel 23 will have a high magnitude of change, including the associated construction works, on the historic fabric of Area OA4 and would lead to a **slight/ moderate adverse effect**.

9.4.106 The eastern half of Area OA4 is proposed for use as part of the filming area, the 'igloo' stores will remain *in-situ* and in their current planning use. As discussed above, filming activities are currently a permitted activity in this area, therefore there should be no meaningful direct change in the use of this area and a **neutral effect**.

Impacts to setting from changes inside OA4 from Operation

9.4.107 The residential development proposed for the western half of Area OA4 will alter the military character which comprises functional detached buildings many with

protective earth blast banks. This will lead to a major magnitude of change and therefore a **slight/ moderate adverse effect** on the setting of this area.

9.4.108 The use of the eastern half of this area for filming will presumably use the 'igloos' in their current form rather than leading to the construction of any new temporary structures. This is unlikely to have any meaningful change to the setting of the area and therefore a negligible magnitude of change and this will form a **neutral effect**.

Impacts to Setting from changes outside OA4 from Operation

9.4.109 The use of the area to the north (OA3) for filming (parcel 27) has the potential to temporarily alter the wider setting of Area OA4 and affect the understanding of the relationship between this area and the main runway. As discussed above filming activity is an established practice in this area as evident by the Scheduled Monument Consents, and effectively managed through a Filming Activity Strategy. The temporary use of OA3 for filming will lead to a **neutral effect** on the setting of OA4. This would be a temporary effect, but this is difficult to determine at this stage as it depends on the filming projects that take place within OA3.

9.4.110 The removal of car processing from OA3 will however lead to a minor positive magnitude of change and therefore a **neutral/ slight beneficial effect** on the setting of Character Area OA4.

9.4.111 'Creative City', within Area OA6, immediately to west (Application Parcel 22) has the potential to change the setting of OA4. In this area 29 minor structures will be demolished (see **Figure 4.3 Demolition and Change of Use Plan**), and the nationally significant HASs will have a change of use. Pre-planning consultation with Historic England indicates that in principle they are content with these HAS buildings having a change of use for employment and new buildings being attached to them. The removal of car processing will have a moderate magnitude of change on the setting of area OA6 and overall the changes in OA6 (Parcel 22) will comprise a **slight beneficial effect** on the setting of OA4.

CHARACTER AREA OA5: NORTH EDGE

Sensitivity: Low to Very High

9.4.112 The Scheduled Monument of the Northern Bomb Store and Special Weapons Area (OA5A) lies within the east of this Character Area. Character Area OA5 includes four smaller character areas OA5A-D, which in turn are further sub-divided. OA5 is part of the Landscape of Flexible Response, but the trees at the edge and the intermittent views across the landscape outside become more significant towards the north. A prominent feature of this landscape are the groups of HASs situated around spectacles and areas of hard-standing.

Summary of Proposals within OA5

9.4.113 The Scheduled Monument of the Northern Bomb Store and Special Weapons Area (OA5A), will be used for filming (Parcel 27) and also ongoing storage as currently consented. Filming activity is an established practice within the Flying Field, and has been permitted under Scheduled Monument Consent in the Northern Bomb Store. It is temporary in nature and effectively managed through a 'Filming Activity Strategy'. Elsewhere within OA5 the landscape will continue in its existing commercial use, with a change of use of 7 structures (including HASs) for a change of employment use.

9.4.114 The cumulative effect to changes within OA5 are discussed below, with individual effects evaluated within each character area (i.e – OA5A-D).

Direct Primary Impact from Construction

9.4.115 No buildings are proposed for demolition in OA5 and although there will be changes of use to four Hardened Aircraft Shelters in OA5D (Parcel 26), this will not involve significant direct primary changes and would be in keeping with other employment uses in this Character Area. Therefore, the cumulative effect to changes within OA5 will be a negligible level of change and a **neutral/ slight effect**.

Impacts to the setting from changes inside OA5 from Operation

9.4.116 Character Area OA5 should see very little change to its setting from proposals within this area. OA5A will form part of the filming area (Parcel 27) but the filming here will be around the existing monument so there will be no permanent changes. As previously discussed, filming activity is an established practice and controlled through Scheduled Monument Consents, and a Filming Activity Strategy will ensure that this temporary use will be well managed. The HASs in Area OA5D will see a change of use but again this should not significantly change the character of this area. Therefore, the changes will equate to a negligible magnitude of change and therefore a **neutral/ slight effect**.

Impacts to the setting from changes outside OA5 from Operation

9.4.117 The main area where proposals for outside OA5 will have the potential to change the setting inside OA5 is the filming area within Character Area OA3 (parcel 27). As discussed, the filming activity is an established practice which will be well managed and temporary in nature, which will lead to a **neutral effect** to the setting of OA5.

CHARACTER AREA OA5A: NORTHERN BOMB STORES AND SPECIAL WEAPONS AREA

Sensitivity: Very High

9.4.118 The Northern Bomb Store in this area is a Scheduled Monument (SAM no.30906-02). In the Proposed Development this area is to form part of the wider Filming Area (parcel 27), the main part of which is to the south-east. As previously discussed, this area is already occasionally used for filming on a temporary basis and has Scheduled Monument Consent to do so. The western corner of Area 5A will be outside the Filming Area and there is no new use proposed for this small area.

Direct Primary Impacts from Construction

9.4.119 The majority of this area is a Scheduled Monument and it is assumed that although it will be used for filming there will be no direct changes on the historic fabric and therefore a negligible magnitude of change. Therefore, this will lead to a **neutral effect**.

Impacts to the setting from changes inside OA5A from Operation

9.4.120 The use of this area for filming could have temporary changes to its military character but it is assumed that here the filming will largely use the monument as it is rather than importing sets. Scheduled Monument Consent has previously been given for filming here, and will be managed through a Filming Activity Strategy. Therefore the magnitude of change on the setting should be of no change and there would be a **neutral effect** to the setting from changes inside OA5A from operation.

Impacts to the setting from changes outside OA5A from Operation

9.4.121 The main proposals which are outside OA5, but which have the potential to change the setting within it, is the use of area OA3 for filming (part of parcel 27). In this area temporary film sets will be erected (parcel 24). The change in this parcel has the potential to affect the setting of the adjacent character areas such as OA5A. As previously discussed, the filming activity are already an accepted practiced that are temporary in nature, and will be effectively managed. This will comprise no change to OA5A and this will lead to a **neutral effect**.

9.4.122 Wider proposals such as the zip wire and Flying Field Park will be some distance from Area OA5A and views to this area are limited; only the top level of the Brunswick Tower will be visible. Due to the very high sensitivity of Area OA5A the minor magnitude of change of the wider proposals (e.g.zip wire) will lead to a moderate/ large adverse effect. This effect however must be viewed against the benefits of the proposed scheme, including the wider appreciation of the military heritage at Upper Heyford and its educational benefits, resulting in a **slight beneficial effect**.

CHARACTER AREA OA5B1 and B2: PLATEAU EDGE

Sensitivity: Medium - Low

9.4.123 There is no new use proposed for Area 5B1 and 2.

Direct Primary Impacts from Construction

9.4.124 **Neutral effect**.

Impacts to the setting from changes inside OA5B1 and 2 from Operation

9.4.125 **Neutral effect**.

Impacts to the setting from changes outside OA5B1 and 2 from Operation

9.4.126 There may be a very minor changes to the setting of OA5B1 through the use of OA5A as a filming area. As discussed previously filming in this area has previously been agreed through Scheduled Monuments Consents and is temporary in nature. Filming activities will also be effectively managed through a Filming Activity Strategy. Therefore, there be a no change impact to the character of OA5A and the effect on OA5B1 will be **neutral**.

CHARACTER AREA OA5C1 and 2: NORTH FRINGE

Significance: Medium-Low

9.4.127 There is no new use proposed for Area 5C1 and 2.

Direct Primary Impacts from Construction

9.4.128 **Neutral effect**.

Impacts to the setting from changes inside OA5C1 and 2 from Operation

9.4.129 **Neutral effect**.

Impacts to the setting from changes outside OA5C1 and 2 from Operation

9.4.130 There may be a very minor change to the setting of OA5B1 through the use of OA5A as a filming area. As discussed previously filming in this area has previously been

agreed through Scheduled Monuments consents and is temporary in nature. Filming activities will also be effectively managed through a Filming Activity Strategy. Therefore there will be **neutral effect** to the setting of OA5C1 and 2.

CHARACTER AREA OA5D1 and 2: NORTHWEST FRINGE

Sensitivity: Medium/ Low

Direct Primary Impact from Construction

9.4.131 There will be no demolition of constructions within OA5D1 and 2, resulting in a **neutral effect**.

9.4.132 There will be a change of use for four buildings (3052-3055). These buildings are Hardened Aircraft Shelters within OA5D1, which have been assessed as being of high sensitivity because, although they are not listed, they are considered to be of national significance. It is assumed that the change of use will lead to limited alterations to the historic fabric of the buildings during construction, and therefore a minor change and moderate/ slight adverse effect. The benefits offered through the use and maintenance of non-listed structures is considered to result in a **slight beneficial effect**.

Impacts to the setting from changes inside OA5D1 and 2 from Operation

9.4.133 Any significant changes to the buildings within OA5D1 from their change of use will probably be internal so there should be minimal changes to the setting of this area. The change of use may see other impacts such as increased car use through this area, but many buildings have already been let and the use of the building will help ensure its long term preservation. In balance there will be a **slight beneficial effect** to the setting of OA5D1 and 2 resulting from changes within it.

Impacts to the setting from changes outside OA5D1 and 2 from Operation

9.4.134 The only potential change from outside OA5D1 and 2 would be through the use of Area OA1C (the QRA) for filming which has a very high sensitivity. As discussed, filming in this area has previously been agreed through Scheduled Monuments consents and is temporary in nature. Filming activities will also be effectively managed through a Filming Activity Strategy. The effect of the continued practice of filming will be a **neutral effect** to the setting of OA5D1 and 2 from changes outside the area.

CHARACTER AREA OA6: SOUTHEAST HASs

Sensitivity: Medium/Low

9.4.135 Character Area OA6 has a distinctive character because the HASs and ancillary structures are relatively close together, but the visual links with the major part of the Landscape of Flexible response is poor, and it lacks the openness of the Central Airbase.

Summary of Proposal within OA6

9.4.136 The majority of this area is within development Parcel 22 and will comprise 'Creative City' (and adjacent commercial area), an area for Commercial and Industrial use. This will entail the change of use of buildings and the demolition of 22 structures, as well as the erection of new employment buildings and energy infrastructure. The design code for the new buildings will be sympathetic to the military character of the built heritage, and new elements will be too the rear of the HASs.

9.4.137 In addition to this Area OA6 will also include most of Application Parcel 21, a residential development for c.102 new dwellings.

Direct Primary Impacts from Construction

9.4.138 The proposals for Application Parcels 21 and 22 will see the demolition of 31 Buildings/structures in OA6. These are No's 189, 375A, 375B, 375C, 375D, 376, 377, 379, 382, 389, 1104, 1832, 1840, 1841, 3204, 3204A, POL 5, POL 20, POL 25a, POL 25b, UH17, 361, 362, 197, UH75, 371, 399, 368A, 368K, 369, 424.

9.4.139 In the 2005 Conservation Plan on Upper Heyford Airbase 15 of these structures were identified individually as being of local significance (see Fig 16 of 2005 Conservation Plan). These were No's 189, 375A-D, 376, 377, 382, 3204, 3204A, POL20, POL25b, 368K, 369 and 371. The direct impact of the demolition of 15 buildings of low sensitivity will comprise a medium magnitude of change to the Character Area OA6 leading to a **slight/ moderate adverse effect**.

9.4.140 The remaining 16 structures are of minor significance only (5 of which were not given an individual level of sensitivity in the Conservation Plan and therefore can be assumed to be of negligible intrinsic value). The direct changes caused by the demolition of 16 buildings of negligible intrinsic sensitivity will lead to a **slight adverse effect** on the heritage sensitivity of Area OA6.

9.4.141 The cumulative effect of the loss of these 31 structures will equate to a **slight adverse effect**.

9.4.142 In addition the proposals will see changes of use for Buildings 3036-3042 to various uses (research/light industry, general industry, storage) and Building 370 to offices. These include the seven Hardened Aircraft Shelters as well as the Headquarters of the 79th Squadron (Building 370). These have all been assessed as being of national significance (2005 Conservation Plan), and therefore high sensitivity. These buildings would be sensitively converted and when evaluated against the benefits of reusing the structures and ensuring their long-term maintenance, the direct primary impact on the structures will lead to a negligible magnitude of change and therefore a **slight beneficial effect** on the heritage of Area OA6.

9.4.143 The existing layout of roads and hardstanding will remain as it is when 'Creative City' is established, although a new Energy Facility is proposed in the southern section of OA6, which may involve some localised loss of existing fabric. The proposals will also involve the construction of new employment buildings, which will be designed to be sympathetic to the military character and significance of OA6.

9.4.144 Area OA6 includes areas immediately south of the taxiway although the taxiway itself in parcel 21 is in OA1D so the magnitude of change on this section of the application parcel has been assessed previously when considering character area OA1D. The direct primary change on the surface infrastructure of parcels 21 and 22 will comprise a minor magnitude of change and therefore a **slight adverse effect** on OA6, which is of low/ medium sensitivity.

Impacts to the setting from changes inside OA6 from Operation

9.4.145 The proposed residential development (parcel 21) will create a barrier between the nationally sensitive buildings (the HASs and Squadron HQ) in OA6, and the core of the airfield. This will partially dislocate Area OA6 from the central airfield and lead to changes to the setting of OA6. This will lead to a minor magnitude of change to the setting which will result in a **slight adverse effect**.

9.4.146 In addition the proposals will see changes of use for Buildings 3036-3042 to various uses (research/light industry, general industry, storage) and Building 370 to offices. These include the seven Hardened Aircraft Shelters as well as the Squadron

Headquarters of the 79th Squadron (Building 370), and they have all been assessed as being of national significance (2005 Conservation Plan) and therefore High sensitivity. The change of use will have an impact on the setting of OA6, however the proposal buildings will ensure their long-term preservation and appreciation, which in balance will result in a **slight beneficial effect**.

9.4.147 The existing use of all the hard standing in this area for car processing will cease creating a high magnitude of change on the setting (particularly around the HASs) that will lead to a **moderate/ large beneficial effect** on the heritage of this area.

9.4.148 The existing layout of hard standing and 'surface infrastructure' will largely remain in Application Parcel 22 (Creative City) although depending on its location the changes caused by the new Energy Facility on the existing setting may result in an adverse impact. Given, however, the overall benefits of the proposals in this area, this is considered to be a **neutral effect**.

Impacts to the setting from changes outside OA6 from Operation

9.4.149 Character Area OA6 will be substantially surrounded by proposed development parcels. In particular, there will be two residential parcels (Nos 12 and 23) which will adjoin OA6 to the east and west, and in each of these parcels it is anticipated that the existing military character will be entirely or very substantially lost. These areas are each of low sensitivity but there will be a cumulative loss of military character from the areas surrounding Parcel 22 and this will change the setting of Area OA6. The minor magnitude of change resulting from these two residential areas on the setting of OA6 will lead to a **slight adverse effect**.

9.4.150 To the north-west of Area OA6 will be the Flying Field Park (parcel 28) and the Core Visitor Destination Area (parcel 29). Flying Field Park will be largely an open area with various activities and it will include the zip wire and tower. Both these areas will see a high number of visitors and although few existing buildings will be demolished the current military character will be affected. This will form a minor level of magnitude of change on the setting of OA6 and will lead to a neutral/ slight adverse effect. Given the benefits of the Flying Field Park and Core Visitor Destination Area in terms of the re-use and maintenance of structures and the public benefits of enhanced understanding and access to military heritage, this is considered to be a **minor beneficial effect**.

CHARACTER AREA OA7: TANKER AREA

Sensitivity: Low

9.4.151 The tanker bay area is a interminate area dominated by the grassland of the tanker standings. It is largely without character and influenced by the mass of buildings beyond the boundary to the south.

Summary of Proposal within OA7

9.4.152 The tanker bay area will be developed for mixed-use and residential use, including areas of green space.

Direct Primary Impacts from Construction

9.4.153 This area will be comprehensively redeveloped with a residential development for c 120 new dwellings (parcel 12). Each of these parcels will also incorporate areas for Green Infrastructure. The proposals will see the demolition of six buildings or structures of low or negligible sensitivity (No's 352-354, 360, 361, 381 and 424).

9.4.154 The Conservation Plan (2005) assessed the following buildings as being of low significance: 352 and 354; the major magnitude of change to these structures will equate to a **slight/ moderate adverse effect**.

9.4.155 The following buildings are of negligible significance: 353, 360, 381 and 424. The major magnitude of change to these structures will equate to a **slight adverse effect**.

9.4.156 It is also anticipated that the existing roads (bar the southern taxiway), paths, parking bays etc will be entirely lost.

9.4.157 The area will see extensive changes, resulting in a cumulative major magnitude of change, but it is of low sensitivity so overall the proposals for this area will lead to a **slight/ moderate adverse effect** on the historic fabric of this area.

Impacts to the setting from changes inside OA7 from Operation

9.4.158 The existing character and setting within this area will be entirely lost by the proposals for c120 new dwellings. The sensitivity of this character area is low, but the magnitude of change will be major. This will lead to a **slight/ moderate adverse effect**.

Impacts to the setting from changes outside OA7 from Operation

9.4.159 Developments in areas adjacent to OA7 will have the potential to change the setting of OA7, these include the residential development to the south and west of the Tanker Bay area. Immediately to the south of the area has previously been developed for residential housing, and to the north and east the proposed developments will result in the use of the area for mixed use and the 'Creative City'. As the historic Cold War character of area OA7 will be entirely lost due to the Proposed Development these changes have not been considered as a separate effect.

CHARACTER AREA OA8: SOUTH-WEST EDGE

Sensitivity: Low and High

9.4.160 The Avionics Maintenance Facility (OA8B.1) is within this Character Area OA8B, which is a Scheduled Monument (no. 30906-03). The Character Area also includes three Nose Docking Sheds (OA8A.1) which are of very high sensitivity, and Grade II Listed structures (nos. 490616, 490929 & 490931). There is no Proposed Development within character area OA8B, Application Parcel 10 sits within character area OA8A and is for approximately 130 new dwellings.

Summary of Proposal within OA8

9.4.161 An area of residential development (parcel 10) is proposed at the east of the character area within OA8A. The Avionics Maintenance Facility lies to the east of this, with a strategically placed green buffer between the housing and Scheduled Monument to minimise visual links. The remaining character area will continue in its existing commercial use.

9.4.162 The cumulative effects to OA8 are discussed below, with individual effects including within the descriptions for OA8A and OA8B.

Direct Primary Impacts from Construction

9.4.163 The only direct changes in OA8 will be in area OA8A where six structures will be demolished (268, 276, 279, 392, 416, and POL2 (although it is possible the latter may be retained)). The Conservation Plan (2005) stated that structures no. 268, 279, 392 and POL2 are of low significance. Building numbers 276 and 416 are of negligible significance. The cumulative effect of the demolition of these buildings on Character Area OA8 would be low leading to a **slight/ moderate adverse effect**.

Impacts to the setting from changes inside OA8 from Operation

9.4.164 The main changes to the setting of Character Area OA8 will be in area OA8A where the area's military character and setting will be diminished by the redevelopment of the central section of this character area into new residential properties (parcel 10). This will further fragment the character of this area and form a cumulative impact with the already consented residential development on Camp Road (west of parcel 10, outside the Application Boundary).

9.4.165 The proposals inside the area will form a moderate magnitude of change within an area of low and high sensitivity resulting in a **moderate adverse effect** to the setting of the character area.

Impacts to the setting from changes outside OA8 from Operation

9.4.166 The main changes on the setting from outside OA8A and B will come from the extension of the car processing operations to the north and east (parcel 25). The main northward views from within OA8 across the airfield will not be directly altered but flanking views towards the east will be affected. Part of the area of car processing will be hidden from views within OA8 by existing buildings (particularly HASs) and the proposed planting to the north of parcel 10. The adjacent areas to the south of area OA8, along Camp Road, are essentially entirely outside the Application Boundary. Overall this will form a minor magnitude of change to the setting of OA8A and B and this will lead to a **slight adverse effect** while the car processing is in operation.

CHARACTER AREA OA8A: BUILT UP SOUTH EDGE

Sensitivity: Low

9.4.167 Although its overall sensitivity is low this Character Area includes the three Nose Docking Sheds (OA8A.1) which are Listed at Grade II.

9.4.168 The main proposal for this area is Application Parcel 10, a residential development with c.130 new dwellings and green infrastructure. This will be in the central part of OA8A to the west of a residential development facing Camp Road which is under construction and is outside the Application Boundary. The north-eastern part of the area is to be used for car processing although not in the area immediately surrounding the most significant buildings (Nose Docking Sheds). There is no specific use proposed for the western part of this Character Area although two small structures will be demolished here.

Direct Primary Impacts from Construction

9.4.169 The proposals for this area will see the demolition of seven structures, six of which will be in Application Parcel 10 (1403, 392, 268, 276, 279, POL2 (although it is possible that latter may be retained)) and one of which (416) will be in the area to the west of this. These are all structures of low or negligible sensitivity and several of them relate to the petrol, oil and lubricant storage facilities. There is also a water tank,

substation, tanker bay, mast and gas cabinet. The proposals will also see the loss of the existing surface infrastructure (hardstanding etc) from the area.

9.4.170 Four of the structures were assessed as being of local sensitivity in the 2005 Conservation Plan (268, 279, 392 and POL2). The direct impact resulting from the demolition of these buildings is a **slight/ moderate adverse effect**.

9.4.171 The others are considered to be of negligible sensitivity (276 and 416), which is a **slight adverse effect**.

9.4.172 The cumulative direct primary change from the demolition of these minor structures or features will lead to a low magnitude of change to the area and it will therefore lead to a **slight/ moderate adverse effect**.

Impacts to the setting from changes inside OA8A from Operation

9.4.173 The redevelopment of the central part of this area (parcel 10) would remove the military character within this parcel and also reduce the military character of the rest of Area 8A. The character of 8A has already been compromised by previous developments within this Character Area (particularly the residential development to the east of parcel 10, which is outside the application boundary). This limits the specific change of the proposals but there is a potential cumulative impact of the two adjacent residential developments (one already consented and being constructed) forming a long visual 'barrier' along Camp Road preventing views towards the airfield. The existing roadside hedgerow and POL2 however already prevent visual connections from Camp Road to this area. The sensitivity of area OA8A is low but the changes proposed from the application will result in a major magnitude of change. The change to the setting of OA8A from the proposed changes in Application Parcel 10 will lead to a **slight/ moderate adverse effect** on the general heritage of this area.

9.4.174 In addition to the proposals for parcel 10 the setting of this area will also be affected by the proposed extension of car processing into the north-eastern third of OA8A. Car processing elsewhere on the site has been viewed as having a detrimental change on the setting of individual buildings, as well as the landscape. The magnitude of change from the proposed car processing in the eastern third of OA8A on the general military character of OA8A will be limited to minor by the fact that most of this area has either already been redeveloped or will be redeveloped in the proposals. This will form a **neutral/ slight adverse effect**.

9.4.175 More specifically the car processing will lead to reversible changes to the settings of three grade II listed Nose Docking Sheds. The mainly grassed area between the buildings will remain without cars, but they will be parked on much of the immediately surrounding area and this will affect the appreciation of these buildings forming part of the wider airfield landscape. These three Listed buildings have already become isolated from their military landscape by residential development to the south, which will be further isolated by the car processing to the north. While it is recognised that the setting of the Nose Docking Sheds has already been significantly altered by earlier development to the landscape, the addition of the car processing will in summary lead to a **moderate/ slight adverse effect** while the car parking is in operation. It is also recognised that the car processing is a reversible effect.

Impacts to the setting from changes outside OA8A from Operation

9.4.176 The main changes to the setting in this area from outside of it will come from the proposed extension of the car processing area to the north. This will only change meaningfully at the eastern end of OA8A due to the fact that most of this Character Area has either already been redeveloped or will be in the proposals so the historic setting has

already been lost. The changes from the car processing outside OA8A on the three nose-docking sheds will be limited by the fact that they will be more affected by the car processing inside the area but it would comprise a minor level of change and due to the high level of sensitivity of the nose-docking sheds this would equate to a **moderate/ slight adverse effect** while the car parking is in operation.

CHARACTER AREA OA8B: AVIONICS AND HASs

Sensitivity: Very High

9.4.177 There are no new proposals for the whole of Area OA8B and the area will remain in its existing (or approved) planning use.

Direct Primary Impacts from Construction

9.4.178 There are no new development proposals for almost the whole of Area OA8B and the area will remain in its existing (or approved) planning use. One small area of grass will be integrated within the consented infrastructure. There is a **neutral effect** to the setting of OA8B.

Impacts to the setting from changes inside OA8B from Operation

9.4.179 The eastern corner of OA8B will form part of an area of green infrastructure. This area is already grass and this proposal will constitute a **neutral effect**.

Impacts to the setting from changes outside OA8B from Operation

9.4.180 The main effects on the setting of OA8B from outside this area will be from the proposals within OA8A, particularly the residential development (parcel 10) and also the car processing operations to the north-east in Areas OA1A and OA1E. The areas of car processing will be nearby and although the main views towards the runway and towards the north will not be affected, the flanking views towards the east will be affected, although this will be reduced by the planting around Area 10 once mature. The change to the general setting of OA8B from developments outside the area will form a moderate level of change and this will lead to a **moderate/ large adverse effect** while the car processing is in operation.

9.4.181 This residential development in OA8A (Application Parcel 10) will be close to the Scheduled Monument of the Avionics Building and although a new green area will be closest to the building there will still be a loss of military context and a diminishment of its setting. The area for car processing (Parcel 25) will be fairly close to the Avionics Building and it will be visible in flanking views (until the parcel 10 planting becomes established) but the main views across the open landscape of the airfield and towards the scheduled QRA area (in OA1C) will not be affected. The overall impact of changes outside OA8B on the setting of the Avionics Building will lead to a **large/ very large adverse effect** while the car processing is in operation.

LANDSCAPE SOUTH OF THE COLD WAR ZONE (Figure 9.12)

CHARACTER AREA OA9: [FORMER] SCHOOL HUTS

Sensitivity: Negligible

9.4.182 This area is almost entirely outside the Application Boundary and it is subject to a separate application (16/02446/F), which has not yet been determined. The development proposals do however include a new north-to-south route immediately inside the eastern edge of Area 9 that will enable access to Application Parcels 16 and 18 and therefore this small part of area OA9 has been included in the assessment.

Direct Primary Impacts from Construction

9.4.183 No demolition is proposed and there will be no (or negligible) direct primary changes. Therefore this equates to a **neutral effect**.

Impacts to the setting from changes inside OA9 from Operation

9.4.184 The creation of the new route will not lead to any meaningful changes on the setting of the Character Area and therefore this will equate to a **neutral effect**.

Impacts to the setting from changes outside OA9 from Operation

9.4.185 There will be no meaningful changes from outside OA9 on the setting of the small part of OA9 which is inside the Application Boundary. Therefore this equates to a **neutral effect**.

CHARACTER AREA OA10: [FORMER] SPORTS FIELD AND LARGE BUILDINGS

Sensitivity: Low

9.4.186 This area is partially within the boundary of the Application Site and partially outside it. The area that is inside this character area will form an expansion of the existing facilities for Heyford Park Free School (Application Parcel 32). Detailed planning is not being sought for this area at this time so there are no detailed or indicative plans within the application documentation, however, **Figure 4.2 Building Heights Parameter Plan** shows that Parcel 32 has the potential for new buildings and extensions to reach a height of 10.5m above future ground level.

9.4.187 The cumulative effect of the proposals is discussed below in OA10, with individual assessment given in OA10A and OA10B.

Direct Primary Impacts from Construction

9.4.188 There will be no demolition in this area or loss of significant historic fabric, and therefore this will equate to a **neutral effect**.

Impacts to the setting from changes inside OA10 from Operation

9.4.189 The only changes to Area OA10 will be from the proposed new facilities for the Free School (Application Parcel 32). It is anticipated that this will broadly follow the existing use of the area (sports facilities and further teaching space) and the change to the existing character will be minimal. This will comprise a **neutral/ slight effect**.

Impacts to the setting from changes outside OA10 from Operation

9.4.190 The only place where a development outside this Character Area had the potential to affect a part of OA10 which is within the Application Site would be Application Parcels 16 and 18 to the south. These parcels will blur the legibility of the historic boundary of the airbase but the cumulative minor magnitude of change on its setting will be limited. This will comprise a **neutral/ slight adverse effect**.

CHARACTER AREA OA10A: [FORMER] SPORTS FIELDS

Sensitivity: Low

Direct Primary Impacts from Construction

9.4.191 There will be no demolition in this area or loss of significant historic fabric and therefore this will equate to a **neutral effect**.

Impacts to the setting from changes inside OA10A from Operation

9.4.192 The character of this area is currently largely formed by open sports fields, sports facilities and a large gymnasium. The main building currently in this area (the gymnasium) will remain in its current planning use, and therefore it is likely that the effect on the setting will be minimal. This impact will form a **neutral effect**.

Impacts to the setting from changes outside OA10A from Operation

9.4.193 Impacts to the setting from changes outside OA10A: Application Parcel 32 (Free School site) within OA10A is surrounded by areas outside the Application Boundary and therefore changes to the setting of this area will be minimal. Slightly further to the south there is a large area outside the historic boundary of the airbase which is proposed for residential development (parcel 16) and a sports park (Application Parcel 18). This will have some changes to the setting of Area OA10A because it will blur the legibility of this element of the historic site boundary. This will lead to a **neutral/ slight adverse effect**.

CHARACTER AREA OA10B: [FORMER] SUPERSTORE/ HOSPITAL

Sensitivity: Low

9.4.194 This Character Area is entirely outside the Application Boundary and therefore, other than cumulative effects, it has not been directly assessed in the ES.

CHARACTER AREA OA11: [FORMER] SOUTH RESIDENTIAL AREA

Sensitivity: Low

9.4.195 This Character Area is entirely outside the Application Boundary and therefore, other than cumulative effects, it has not been directly assessed in the ES.

CHARACTER AREA OA12: [FORMER] BARRACKS AND INSTITUTIONS

Sensitivity: Low

9.4.196 This Character Area is largely outside the Application Boundary, although it contains parcel 38 (a mixed use area in the village centre). This is unlikely to be very different from existing development in that area and would therefore result in a **neutral effect**.

CHARACTER AREA OA13: [FORMER] EAST HUTS

Sensitivity: Negligible

9.4.197 This Character Area is entirely outside the Application Boundary and has already been developed, therefore, other than cumulative effects, it has not been directly assessed in the ES.

CHARACTER AREA OA14: TECHNICAL AREA

Sensitivity: Medium/ Low

9.4.198 This Character Area includes two Scheduled Monuments dating from the Cold War operation of the site, these are the Battle Command Centre (no. 30906-05) and the Hardened Telephone Exchange (no. 30906-04). The layout of Character Area 14 is based around the trident plan with large A Frame Hangars at the north-west edge of the area. This area formerly contained a number of technical buildings, although a significant number of these have been recently demolished as part of a previous planning application to facilitate its redevelopment.

9.4.199 Approximately half of this area is outside the Application Boundary. Parcels 11, 19, 20, 25 and the eastern part of 31 of the Proposed Development are within character area OA14. These parcels include a new residential area, extra care dwellings, medical centre and retail, car processing and further secondary education expansion.

9.4.200 The cumulative effects to OA14 are discussed below, with individual effects discussed in relation to each character area (OA14A – E).

Direct Primary Impacts from Construction

9.4.201 A total of 18 structures will be demolished across the whole of Character Area OA14. These will be in OA14A, where 12 will be demolished (Nos. 81, 151, 170-1, 157-158, 315-18, UH40 UH 41) and OA14C where 6 will be demolished (Nos, 352-4, 360A, 369A and 381). The buildings proposed for demolition in OA14C are of negligible sensitivity but two of those in OA14A are of medium sensitivity, the two of A-Frame sheds (Nos. 151, 315), which date from the 1920s and which alongside the other four A-Frame sheds are the dominant features which form the historic airfield character of this area. The other buildings proposed for demolition in OA14A include 12 other structures from the mid-20th century which are subsidiary to the large hangars; while these structures are mostly considered to be of low sensitivity, they include the Night Flying Equipment Store (No. 158) which has been highlighted as a key building within this Character Area.

9.4.202 The cumulative effect of the loss of these 18 structures from the character area will form a moderate level of magnitude of change to this medium sensitivity Character Area which will lead to a **moderate adverse effect**.

9.4.203 There will be no direct primary change to the Scheduled Monuments of the hardened Battle Command Centre and Telephone Exchange.

Impacts to the setting from changes inside OA14 from Operation

9.4.204 The main changes to the setting of OA14 from within this Character Area will be from Application Parcels 11 (residential), 19 (care dwellings) and 20 (medical centre and retail), 25 (car processing) and 32 (secondary school). Application Parcel 11 is in an area of negligible sensitivity but Application Parcels 19 and 20 are in an area of medium sensitivity and they will alter the existing balance between areas where the historic airfield character remains dominant and the areas which have lost this through redevelopment. These parcels will remove the two 'inner' A-frame sheds and reduce the understanding of there having been two concentric rings of these large hangars. This will reduce the legibility of this technical area of the 1920s airfield. This will comprise a moderate level of magnitude of change to the setting of the Character Area and this will lead to a **moderate adverse effect**.

Impacts to the setting from changes outside OA14 from Operation

9.4.205 The areas to the south and east of Character Area 14 are very largely outside the Application Boundary and therefore the main changes to the setting of OA14 from the Proposed Development from outside the area are almost entirely to the north and west (ie towards the Flying Field itself).

9.4.206 The main proposals immediately outside OA14 will be within Application Parcel 12, a residential development for 120 new dwellings and the large area to the north-west where the existing car processing operation, utilising the hard standing, is to be relocated (parcel 25). Application Parcel 12 will see the comprehensive redevelopment of Character Area OA7 (tanker area) and although this area is of low sensitivity the proposals will change the setting of OA14 through reducing the military character of the

surrounding area. The proposed location of the car processing area will affect the significant visual relationship between the technical area (OA14), including the remaining A-Frame hangars and the Flying Field itself. Car processing has however to some extent been located within the area to the north of Area OA14, and is therefore to some extent a continued use. The (reversible) storage of cars around the hangars within parcel 25/OA1B, obscuring the taxiways and hardstanding will reduce the understanding and legibility of these areas. Overall the proposals outside OA14 will form a minor level of change to OA14 and this will equate to a **slight adverse effect**, this however is reversible.

CHARACTER AREA OA14A: AIRCRAFT SHEDS

Sensitivity: Medium

9.4.207 This Character Area includes the Scheduled Monument of the Battle Command Centre (No. 30906 05) as detailed above.

9.4.208 Area OA14A is largely inside the Application Boundary but there is a small section towards the centre which is outside it as well as another large strip immediately facing Camp Road on the western edge which is also outside. This area includes development Application Parcels 19 (care dwellings) and 20 (medical centre) as well as small areas of the proposed car processing which is largely in the area to the north-west.

Direct Primary Impacts from Construction

9.4.209 In total 12 buildings are proposed for demolition in Character Area OA14A. Six buildings (315-318, UH40 and UH 41) are proposed for demolition within Parcel 20 (medical centre and retail development). The other five buildings (workshop (No.317), petrol tanker shed (Nos. UH40, 316 and building UH41) each date from the mid-20th century and are smaller structures between the much larger A-frame sheds. The five buildings in Application Parcel 19 (care dwellings) proposed for demolition are numbers 151, 157, 158, 170, 171. The other four buildings are each subsidiary structures between the larger sheds, dating from the mid-20th century.

9.4.210 The demolition of the medium sensitivity A-Frame hangars (Nos. 151, 315) hangars would cause a major level magnitude change to these buildings of medium sensitivity resulting in a **moderate/ large adverse effect**. The six A-Frame sheds from the 1920s which as a group form the dominant features and key characteristic of the Character Area.

9.4.211 The demolition of the low sensitivity buildings (Nos. 170-1, 157-8, 316-18, UH40, UH41) within Character Area 14A would result in a major level magnitude of change to these low sensitivity buildings resulting in a **slight/ moderate adverse effect**.

Impacts to the setting from changes inside OA14A from Operation

9.4.212 The proposed demolition and new build in Application Parcels 19 and 20, as well as the areas of car processing (parcel 25) will diminish the historic military/airbase character within OA14A. The loss of the two A-Frame sheds (and associated buildings) in Application Parcels 19 and 20 will expand the quadrant shaped area in OA14B where recent redevelopment has already meant that the dominant character is no longer that of an historic airfield. The outer row of four A-Frame sheds will survive but the understanding of there having been two concentric rings of hangars will be lost. The dividing line between the inner area, which has been largely redeveloped, and the outer area (with hangars) where the historic character substantially survives will be pushed out.

9.4.213 The historic military character and setting of OA14A will be further compromised by car processing which is being relocated into this Character Area and will particularly surround the A-Frame shed No. 350. Historically, these A Frame sheds would have been encumbered within a relatively open landscape, and this will be further reduced by the Proposed Development. However, development has occurred that has reduced this relationship including the New Settlement Area Permissions to the west of parcel 19. Overall there will be a moderate magnitude of change to the setting inside OA14A (an area of medium sensitivity), but given approved development this would at most lead to a **moderate adverse effect**.

9.4.214 This Character Area includes the Scheduled Monument of the Battle Command Centre and the effect on this from proposals inside OA14A should be considered separately. The general diminishment of the military character of this area will have an effect on the setting of the Battle Command Centre but there will be a particular change from the proposals for Application Parcel 20 (medical centre and retail facilities) which is immediately adjacent to the Battle Command Centre. The Battle Command Centre dates from 1980 so is considerably later than the 1920s buildings that form the dominant character of this area, and therefore to some extent it is an alien structure and it does not have a strong group value with the existing surrounding buildings. However, it does benefit from the general military/airbase character and its scheduled status of course means that it is of high sensitivity. The proposals within Area OA14A will form a minor level magnitude of change to the Battle Command Centre and due to its very high sensitivity this will equate to a **moderate/ large adverse effect**.

Impacts to the setting from changes outside OA14A from Operation

9.4.215 The area to the east of OA14A (OA14B) is largely outside the Application Boundary and here there will be no change to the setting of OA14A. However parcel 11 (residential development) adjoins OA14A (as it is within OA14B) and to the north-east and to the west is a large area where car processing (parcel 25) is proposed which sits within character areas OA1D and OA1E. The residential proposals for parcel 11 are within an area of negligible heritage sensitivity (OA14C) but development here will dilute the general military character of the wider area, including OA14A. The proposed car processing to the north-west (mainly within Area OA1D) will comprise relocation of existing car processing in the application site and general area and it will further compromise the significant visual relationship between the hangars in OA14A and the airfield itself which they served. As with many airfield buildings the A-Frame sheds would historically have stood as detached structures within an open landscape, and although this is to some extent already compromised, the presence of parked car processing surrounding them, obscuring the taxiways and hardstanding, changes the level of legibility of the airfield.

9.4.216 The fact that part of this area is already in use for car storage reduces the effect of the proposals. Overall the proposals for areas outside OA14A would have a minor level magnitude of change on the setting of OA14A and this would lead to a **slight adverse effect**.

CHARACTER AREA OA14B: SERVICE AREA

Sensitivity: Low

9.4.217 This Character Area includes the Scheduled Monument of the Hardened Telephone Exchange (Building No.129), as detailed above.

9.4.218 Most of this Character Area is outside the Application Boundary, with the exception of Parcel 35 (27 new dwellings) that extends into it. This remainder of the area is to remain in its current use. The part of the Character Area which is outside the Application Boundary has already been substantially redeveloped (or has permission for

development), and it is not thought that the additional housing will be more than a **neutral effect**.

Direct Primary Impacts from Construction

9.4.219 The development will not include any demolition of existing buildings in Character Area OA14B. Therefore, the direct primary change in this area will lead to a **neutral effect**.

Impacts to the setting from changes inside OA14B from Operation

9.4.220 As detailed above there will be no significant change to the setting of this Character Area and therefore this will lead to a **neutral effect**.

Impacts to the setting from changes outside OA14B from Operation

9.4.221 There will be various changes in the areas surrounding Character Area OA14B. The northwest nodule of OA14B will have car processing immediately to the north (parcel 25) and a medical centre/retail (Application Parcel 20) a short distance to the south. The works in Application Parcel 20 (in OA14A) will include the demolition of several buildings of medium sensitivity including one of the large 1920s A-frame hangars (315) which is a dominant structure and has a clear visual relationship with the buildings in OA14B. In addition, elements of the Proposed Development will have an impact on the setting of parts of OA14B all of which are outside the Application Boundary. These include a residential development (Application Parcel 11) immediately to the north of OA14B within OA14C, Application Parcel 19, a development with care dwellings, also immediately to the north and Application Parcel 20, a new medical centre and retail facilities to the west of OA14B. The proposals in these three parcels will include the demolition of 18 airbase buildings and the loss of much (or all) of the military character of these areas bordering OA14B. However, much of the military character of these parts of OA14B (outside Application Boundary) has already been lost. The overall impact of these activities on the setting of Character Area OA14B will be minor impact leading to a **neutral/ slight adverse effect**.

9.4.222 This Character Area of OA14B includes the Scheduled Monument of the Hardened Telephone Exchange (Building No.129) and the effect on this from changes outside OA14B should be assessed separately. Impacts in character area OA14A, particularly in the area of Application Parcel 20 (medical centre and retail facilities) will diminish the historic setting of the Hardened Telephone Exchange. The Scheduled building faces directly across a road to the site of Application Parcel 20 and it has a clear visual relationship with the existing buildings on this parcel. The building dates from the 1980s, which is considerably later than the 1920s buildings which form the dominant character of this area. It is therefore to some extent an alien structure and does not have a strong group value with the surrounding buildings. However, it does add to the general military character of the area, and its Scheduled status means that it is of very high sensitivity. The changes to the setting of the scheduled building from proposals outside OA14B will form a minor level magnitude of change and this will lead to a **moderate/ large adverse effect**.

CHARACTER AREA OA14C: COPSE AND OPEN GROUND

Sensitivity: Negligible

9.4.223 This Character Area is largely inside the Application Boundary and it includes most of Application Parcel 11 in the Proposed Development. This parcel is a residential development of c.80 new dwellings together with green infrastructure.

Direct Primary Impacts from Construction

9.4.224 Seven buildings or structures will be demolished in this area: numbers 80, 81, 85, 89, 89A, 89B & 89C. Each of these is of negligible sensitivity although they include minor structures from the Second World War period and therefore the high direct magnitude of change caused by their demolition will lead to a **slight adverse effect**.

Impacts to the setting from changes inside OA14C from Operation

9.4.225 The demolition of the buildings in OA14C and the proposals for the residential development will form a major level magnitude of change on the setting of this area. The existing military character will be entirely lost. However, as the area is of negligible sensitivity this will lead to a **slight adverse effect**.

Impacts to the setting from changes outside OA14C from Operation

9.4.226 Although the areas to the south and east of Area OA14C are outside the Application Boundary the areas to the north and west lie inside it and here there will be a major level of change which will affect the character within OA14C, resulting from residential and mixed use development. However, as area OA14C is of negligible sensitivity this will lead to a **slight adverse effect**.

CHARACTER AREA OA14D: POST WAR OPEN LANDSCAPE

Sensitivity: Low

9.4.227 This Character Area is entirely outside the Application Boundary and therefore, other than cumulative effects, it has not been directly assessed in the ES.

CHARACTER AREA OA14E: 1920's CORE

Sensitivity: Medium

9.4.228 The western half of this area is outside the Application Site but the eastern half, which comprises the Heyford Park Free School site (parcel 32), is inside it. New facilities for the school are proposed and when a detailed planning application is submitted to Cherwell District Council the details of the design can be assessed. However, Figure 4.2 Building Heights Parameter Plan show that any new buildings in this parcel have the potential to be up to 12m in height.

Direct Primary Impacts from Construction

9.4.229 There is no demolition proposed for this area. The proposed new facilities for the school would be sensitively designed and so there would only be minimal loss of the existing layout or 'surface infrastructure'. This will comprise a **slight adverse significant effect**.

Impacts to the setting from changes inside OA14E from Operation

9.4.230 It is proposed to construct additional facilities for the school within this Character Area and although details of the new buildings are not part of this ES, there is the potential for them to change the setting of the retained buildings and the character of the area. These retained structures are of architectural merit which is enhanced by the spacious settings. It is assumed that the planning controls will deliver a sensitively designed scheme for new buildings. The effect on the setting will therefore comprise a **slight adverse effect**.

Impacts to the setting from changes outside OA14E from Operation

9.4.231 This Character Area is surrounded on all sides by areas outside the Application Boundary and therefore there will be no real effect from changes in surrounding areas on the setting inside OA14E. This will therefore comprise a **neutral effect**.

CHARACTER AREA OA15: NORTH RESIDENTIAL AREA

Sensitivity: Low

9.4.232 The only part of Character Area OA15 which is inside the Application Boundary is a strip of grassland along the east side of OA15A. This strip of land forms Parcel 13 with the Proposed Development and will house six new dwellings.

Direct Primary Impacts from Construction

9.4.233 No built heritage will be demolished in this Character Area and therefore this will comprise a **neutral effect**.

Impacts to the setting from changes inside OA15 from Operation

9.4.234 The only construction in this area will be six new houses in the strip of land on the east side of OA15A (parcel 13) and as the overall historic character of this area when it was an active airbase was residential this proposal would comprise a **neutral effect**.

Impacts to the setting from changes outside OA15 from Operation

9.4.235 The strip of land which forms parcel 13 is inside the Application Boundary is surrounded by areas that form the remainder of character area OA15 and there will be no effect on the setting of this character area from the Proposed Development. This will comprise a **neutral effect**.

CHARACTER AREA OA15A: OFFICERS' HOUSING

Sensitivity: Medium

9.4.236 Although this Character Area is largely outside the Application Boundary it does include a north-to-south strip of land (parcel 13) which is proposed for a small residential development of six new dwellings and green infrastructure. This strip of land is to the east of Larsen Road and currently comprises grassland and disused tennis courts.

Direct Primary Impacts from Construction

9.4.237 No demolition of buildings is proposed for this area and although the tennis courts will be lost this will comprise a **neutral effect** on the built heritage of the area.

Impacts to the setting from changes inside OA15A from Operation

9.4.238 The main character of OA15A (to the west of the strip of land included in the application) is already formed of large houses and therefore six further houses to the east of Larsen Road will not significantly alter the setting of the overall Character Area. This will therefore comprise a **neutral effect** on the built heritage of this area.

Impacts to the setting from changes outside OA15A from Operation

9.4.239 The strip of land which is inside the Application Boundary is surrounded by areas of OA15A and there will be no changes to the setting of this area from the Proposed Development. This will comprise a **neutral effect**.

CHARACTER AREA OA15B: NORTH BUNGALOWS

Sensitivity: Low

9.4.240 This Character Area is entirely outside the Application Boundary and therefore, other than cumulative effects, it has not been directly assessed in the ES.

PROPOSED DEVELOPMENT SOUTH OF THE AIRBASE BOUNDARY

9.4.241 Three areas of Proposed Development (Sites 16, 17 and 18) occur in areas of open farmland adjacent to the southern boundary of the former airbase. Site 34 is within the area of Sites 16, 18, and 36 is the existing Sewage Treatment Works where no changes are proposed.

Proposed Development Parcels 16, 18 & 34Direct Primary Impacts from Construction

9.4.242 The building of a residential area with adjacent sports facilities (Application Parcel 16) and community uses (parcel 34) to the south of Character Area 10, and the creation of a Sports Park (Application Parcel 18) to the south of Character Areas OA9 & OA10 would impact on any buried archaeological remains (see above).

9.4.243 Application Parcel 18 sits partially within Rousham Conservation Area (OA 1109). As part of the Proposed Development Parcel 18 will be converted from agricultural land to a sports park, and the potential visibility of this parcel from the conservation area on the road between Lower and Upper Heyford would have a negligible impact on the high sensitivity conservation area, resulting in a **neutral effect**. There would be no other impacts on any heritage assets within the RAF Upper Heyford Conservation Area, or the setting of identified character areas.

Impacts to setting from changes inside Parcel 16, 18 and 34 from Operation

9.4.244 The Rousham Conservation Area contains the villages of Upper and Lower Heyford, each containing a number of Listed Buildings. The Proposed Development within Parcels 16, 18, and 34 would be largely screened from these settlements by the surrounding topography and planting along Kirtlington Road. This would be enhanced by the proposed planting to the south and west of parcel 18. Operational impacts upon Rousham Registered Park and Garden and the Conservation Area are discussed in detail in the section below on sites outside the Study Area/Application Site.

Proposed Development Parcel 17Direct Primary Impacts from Construction

9.4.245 The building of a residential area (with an area for Green Infrastructure) (parcel 17), to the east of Character Area OA12 and south of Character Area OA13, will only have impacts for any buried archaeological remains (see above).

9.4.246 There would be no other impacts on any heritage assets within the RAF Upper Heyford Conservation Area, or the setting of identified character areas.

Impacts to setting from changes inside Parcel 17 from Operation

9.4.247 No impacts have been identified on any heritage assets within the RAF Upper Heyford Conservation Area, or the setting of identified character areas.

OVERALL EFFECTS ON RAF UPPER HEYFORD CONSERVATION AREA*Impacts from Construction*

9.4.248 With the exception of Parcels 16, 18, 34, and part of Parcel 33 all of the Application Parcels fall within the RAF Upper Heyford Conservation Area. The construction of the Proposed Development will result in the demolition of a number of buildings across the conservation area. The RAF Upper Heyford Conservation Area Appraisal has divided the conservation area into character areas with varying sensitivities (discussed above). Buildings will be demolished in character areas with low, medium and high sensitivities resulting in effects ranging from slight to moderate effects upon the conservation area through loss of historic character, when taken together the construction stage impacts are considered to result in a medium impact upon the high sensitivity conservation area resulting in a **moderate to large adverse effect**.

9.4.249 This effect must be weighed against the benefits of the scheme and the measures that will be put in place to safeguard the heritage, in particular the re-use of structures will safeguard their long-term maintenance and preservation. Mandatory due process will be followed in delivering acceptable heritage/ design solutions to mitigate against adverse effects, such as planning permissions within the Conservation Area, as well as Scheduled Monument and Listed Building consents.

Impacts from Operation

9.4.250 The operational stage of the Proposed Development will result in new buildings, increased visitor traffic and changes to the character of the different character areas within the conservation area (discussed in detail above). Impacts resulting from the operation of the Proposed Development will effect low, medium and high sensitivity character areas resulting in a range of slight to moderate adverse effects, typically from changes in setting to historic and listed buildings, and Scheduled Monuments. When taken together the operation stage impacts are considered to have a Medium impact on the high sensitivity conservation area resulting in a **moderate to large overall adverse effect**.

9.4.251 This effect must be viewed against the benefits of the proposed scheme including increased access and enjoyment of the buildings and landscape, in addition to the educational benefits of both the heritage attractions and school. The implementation of measures such as the Filming Activity Strategy, the Lighting Strategy and Flying Field Management Plan, will also ensure that effects will be minimised and effectively managed.

EFFECTS ON DESIGNATED ASSETS OUTSIDE THE APPLICATION SITE*Impacts from Construction*

9.4.252 Changes to the skyline during the construction phase of the Proposed Development, caused by the demolition of existing structures and the presence of large scale plant e.g. cranes within the site, and the construction of new buildings within the Application Site has the potential to temporarily impact upon the setting of designated heritage assets outside of the Application Site. Impacts resulting from these construction activities are discussed below.

9.4.253 The Listed buildings are clustered within the surrounding villages of Upper Heyford, Lower Heyford, Ardley, Fewcott and Caulcott and there are also four listed structures, including a Grade II listed Barn to the north of Ashgrove Farmhouse (OA 1008), a Grade II listed lime kiln (OA 1009), the Grade II listed Horse and Groom Public House (OA 1010) and a Grade II listed bridge to the north of Allen's Lock (OA1023),

within the area between these villages. These are illustrated in Figure 9.3. Given its distance and elevation in relation to RAF Upper Heyford, the Proposed Development within the site will result in a negligible impact to the setting of these medium sensitivity receptors resulting in a **neutral effect** on the setting of these four structures. Within Upper Heyford, Lower Heyford and Caulcott the topography of the land slopes steeply down into the village and away from the site, and therefore views to Heyford Park are not possible from the medium and high sensitivity Listed buildings in these villages. Therefore, the settings of the listed Buildings within these villages will not be affected by the construction of the proposals within the Application Site leading to **no change**. Troy Farm House (OA 1011) lies directly to the north of Heyford Park and potentially has direct views across fields to the Cold War landscape, but is largely obscured by trees and hedges and will not be affected. Visual connections to the site from the listed buildings within Ardley and Fewcott are also not possible on account of distance, elevation and intervening vegetation.

9.4.254 The study area contains the Fewcott, Ardley, Somerton and Oxford Canal Conservation Areas. Construction works associated with the Proposed Development would not be visible from these conservation areas, and accordingly the Proposed Development is considered to have a negligible effect upon these medium sensitive heritage assets, resulting in a **neutral overall effect**.

Impacts from Operation

9.4.255 The provision of any outdoor sports lighting within Application Parcel 18 (and indeed any other street lighting) could potentially have an impact on the skyline above the Rousham Conservation Area (which includes Upper Heyford and Lower Heyford and adjoins the site on the west). A very small part of the perimeter of the site is potentially visible in distant views from parts of the internationally renowned Grade I Registered Rousham Gardens and the Proposed Development would be seen in the context of existing structures and lighting within the former airbase and Heyford Park. The Rousham landscape was especially designed to include the broad outlook over the Cherwell valley, and the conservation area accordingly has a very high sensitivity. While the magnitude of change to the setting of the Rousham landscape and conservation area from light pollution would be low, this would be a **moderate adverse effect** on the setting of the Rousham landscape and Rousham Conservation Area.

9.4.256 The Proposed Development would not be visible from any of the other conservation areas within the study area. Accordingly, the operation of the Proposed Development would result in a **neutral/slight effect** upon the medium sensitivity Fewcott, Ardley, Somerton and Oxford Canal Conservation Areas.

9.5 SCOPE OF MITIGATION AND ENHANCEMENT

Mitigation by Design – Setting effects Outside Application Site

9.5.1 The height and depth of the hedge marking the western boundary of Application Parcel 18 would be maintained, and the structural planning running parallel to this boundary and along the southern boundary of Parcel 18 will be substantially enhanced to help minimise any adverse effects from lighting on the Rousham Conservation Area and Registered Park and Gardens. On **Figure 4.2: Composite Parameter Plan** this hedge is marked as a “strategic landscape buffer” and so will be retained and managed as part of this Proposed Development.

Physical Mitigation and Enhancement – Archaeology and Historic Hedges

9.5.2 Construction and Environmental Management Plans (CEMPs) would be prepared for each Application parcel to avoid and/or reduce potential construction effects.

9.5.3 The Proposed Development has the potential to affect Aves Ditch (OA 1027) and any previously unidentified archaeological features associated with the ditch and bank (Application Parcels 33 and 23). Evaluation works have already been carried out within the Chilgrove Drive part of the Application Site (parcel 33). No archaeological features or finds were uncovered. The report concluded that features associated with Aves Ditch may lie under the road itself. Any disturbance of the road during the re-alignment and within potentially undisturbed areas of Application Parcel 23 to the north, would need the development of an agreed archaeological strategy as detailed in the CEMP. Such a strategy could include an archaeological watching brief. This would mitigate the adverse effects on this feature through preservation by record.

9.5.4 The Proposed Development may have an effect on any below ground remains associated with Port Way (OA 1047) in the west of the Application Site (Parcel 18). Any below ground disturbance within this area would need to be preceded by an agreed programme of archaeological evaluation which would inform the need of and scope of any further archaeological mitigation.

9.5.5 The Proposed Development would affect 11 post-medieval and modern features including field boundaries and infrastructure and features associated with earlier airport development phases. These features whilst not particularly sensitive in themselves do contribute to the understanding of the landscape during the periods represented. Whilst specific archaeological mitigation is unlikely to be required for these features in Application Parcels where previous ground disturbance has been minimal, it is likely they will be identified and therefore will be recorded during the archaeological strategy developed for discovering unknown archaeology across the Application Site (see below).

9.5.6 The site has the potential to contain unknown archaeology. An archaeological strategy would need to be developed and agreed for the whole Application Site where below ground impacts are proposed and where it is likely that archaeology may have survived previous impacts. Likely survival is discussed for each Application Parcel affected by below-ground impacts in **Table 9.11**. Such an evaluation strategy would inform the need for, and scope of, any further archaeological mitigation which would reduce the adverse effects of development upon this resource.

9.5.7 Any archaeological strategy for the Application Site would need to be discussed and agreed with the Planning Archaeologist, Historic and Natural Environment Team, Oxfordshire County Council, prior to any development commencing.

9.5.8 Prior to the removal of the two small sections of Historic Hedgerow within Application Parcel 33 (OA 1177), the hedgerow features and their relationship to any bank would, where required by CDC, be investigated and recorded.

Built Heritage and Landscape Mitigation

9.5.9 Buildings and structures of low sensitivity which are to be, wholly or partially demolished, will be subject to a programme of recording and survey which will mitigate the minor /moderate adverse effects of their destruction. Such mitigation will also help reduce the effects of the demolition of the few buildings of medium sensitivity, such as the two A-frame sheds in Character Area OA14A. Where construction works are carried out in the vicinity of Listed Buildings or Scheduled Monuments, these structures will be identified in the Construction and Environmental Management Plan (CEMP) and fenced off from the area of the development, to avoid or reduce potential construction impacts.

9.5.10 A Flying Field Management Plan, Lighting Strategy and a Filming Activity Strategy will ensure that change is effectively managed which will mitigate, in part, against adverse effects resulting from the proposed scheme.

9.5.11 An enhanced programme of desk-based research will enable more in-depth understanding of the Cold War heritage of the site. Documents have recently been released at the National Archives which will provide further information about the role of Upper Heyford in the Cold War, and the operation of its buildings. Documents are also held in the United States, some of which are accessible online, which would provide a valuable source of information. An updated analysis of information held within relevant archives, such as the English Heritage archives, would also provide a more in-depth understanding of Upper Heyford's role in the Cold War, in particular the period of Flexible Response.

9.5.12 The Proposed Development will greatly enhance the heritage benefits of former RAF Upper Heyford by enabling a wide audience to use the landscape as an educational resource. In addition to the more attractive elements of the heritage experience, such as the zip wire, this will also include heritage trails, and an improved heritage centre.

9.5.13 With regard to the potential impacts on views from Rousham Park, any light pollution on the horizons of the Rousham landscape would be minimised by design of lighting units and their planned layout which will include perimeter planting along the southern and western boundary of Parcel 18.

Table 9.31: Delivery of Mitigation Measures

**Effects have been grouped so as to avoid unnecessary repetition*

Character area/asset *	Measure to avoid, reduce or manage any adverse effects and/or to deliver beneficial effects	How measure would be secured		
		By Design	By S.106	By Condition
Character Areas	Implementation of CEMP	X	~	X
	Ensure maintenance of historic structures through use			
	Reduction in area of car parking (e.g. from Character Area OA3)	X	~	~
	Archaeological evaluation and investigation prior to development in accordance with an agreed programme of archaeological works	~	~	X
	Archaeological investigation and recording of buildings and structures prior to any demolitions in whole or in part	~	~	X
	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field	X	~	~
Aves Ditch archaeological remains (OA 1027) and Historic hedgerow OA 1177)	Implementation of CEMP An agreed programme of archaeological works.	~	~	X

<i>Character area/asset *</i>	<i>Measure to avoid, reduce or manage any adverse effects and/or to deliver beneficial effects</i>	<i>How measure would be secured</i>		
		<i>By Design</i>	<i>By S.106</i>	<i>By Condition</i>
Port Way OA 1047	Implementation of CEMP Evaluate and/or excavate features prior to ground disturbance occurring in parcel 18	~	~	x
Selection of field boundaries (OA 1035, 1089-93) and post-medieval structures (OA 1100, 1096) and modern military buildings and infra structure (OA 1101, 1102, 1103)	Implementation of CEMP Evaluate and or excavate as part of overall archaeological strategy for the Application Site developed to identify and record unknown archaeology	x	~	x
Rousham RPG and Conservation Area	Reduce all possible sources of light pollution, maintain/enhance perimeter planting around Parcel 18 Implementation of a lighting strategy	x	~	x

9.6 RESIDUAL EFFECTS ASSESSMENT

9.6.1 There will be no residual effects on the below-ground archaeological resource, given that the evaluation and mitigation strategy proposed should neutralise all adverse effects. In general the successful completion of the mitigation process will alleviate the effects, and the residual loss will thereby be diminished.

9.6.2 The residual effect to the built heritage will be greatly reduced by the programme of site and desk-based archaeological investigation and recording, as well as the heritage tourism and educational benefits of the scheme. These will ensure that this significant Cold War Flying Field can be appreciated by a wide audience. The completion of the mitigation scheme will alleviate the effects, ensuring that overall the proposal will have a reduced adverse effect to the site and the residual loss will be minimised. There will nonetheless remain a general loss of character in the RAF Upper Heyford Conservation Area, assessed as **slight to moderate adverse**, while the impact of the lighting on Rousham Park could be **moderate adverse** but more likely **slight adverse**.

Table 9.32: Residual Significance of Effects Assessment

Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Construction								
Port Way (OA 1047)	Levelling of the site in parcel 18	Medium	Minor	Permanent	Regional	Slight Adverse	Implementation of the CEMP Evaluate and/or excavate features prior to ground disturbance occurring	Neutral
Aves Ditch archaeological remains (OA 1027)	Removal of two sections of bank for Chilgrove Drive & PROW. Construction of foundations for dwellings in Parcel 23.	Medium	Moderate	Permanent	Regional	Moderate Adverse	Implementation of the CEMP An agreed programme of archaeological works	Neutral
Historic Hedgerow associated with Aves Ditch (OA 1117)	Removal of two parts of the Hedgerow during junction works and where the new access route crosses Chilgrove Drive from east to west.	Medium	Moderate	Permanent	Regional	Moderate Adverse	Implementation of the CEMP Agreed programme of recording	Neutral
Selection of field boundaries (OA 1035, 1089-93), post-medieval Structures	Removal of buildings and existing foundations/hardstanding within the development parcels. Construction of new buildings and	Low Negligible	High High	Permanent Permanent	Local Local	Slight/ Moderate Adverse Slight Adverse	Implementation of the CEMP Evaluate and or excavate as part of overall archaeological strategy for the	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
(OA 1100, 1096) and modern military buildings and Infrastructure (OA1101-1103)	insertion of services.						Application Site developed to identify and record unknown archaeology	
Unknown archaeological remains	Removal of buildings and existing foundations/hardstanding within the development parcels. Construction of new buildings and insertion of services	Unknown	Unknown (but possibly High)	Permanent	Unknown	Uncertain	Implementation of the CEMP Evaluate and or excavate as part of overall archaeological strategy for the Application Site developed to identify and record unknown archaeology	Neutral
Character Area OA1	Cumulative effect of direct impacts within OA1, including demolition of negligible structures, change of use of 9 structures of low sensitivity	High	Minor	Permanent	National	Moderate/ Slight Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field. Continued use and maintenance of structures will safeguard the long-term preservation of	Moderate/ Slight Beneficial

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
							non-listed structures Implementation of the CEMP Archaeological investigation and/ or recording buildings and landscape prior to demolition	
Character Area OA1A	Change in character arising from presence of cranes and construction observation tower site	High	Minor	Temporary	National	Moderate Slight	Implementation of the CEMP Archaeological investigation and/ or recording buildings and landscape prior to change	Slight Adverse
Character Area OA1A	Localised construction activity associated with the creation of pathways through Flying Field Park	High	Minor	Temporary	National	Moderate/ Slight Adverse	Implementation of the CEMP Archaeological investigation and recording buildings and landscape prior to change	Negligible
Character Area OA1A	Change in character type from construction	High	Negligible	Permanent	National	Slight Adverse	Implementation of the CEMP Archaeological investigation and/ or	Negligible

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
							recording buildings and landscape prior to change	
Changes in Character Area OA1A from outside during construction	Alterations to internal and external elements of buildings 2004-2006 in Area OA 1D	High	Minor	Permanent	National	Moderate/ Slight Adverse	Implementation of the CEMP Archaeological investigation and/ or recording buildings and landscape prior to conversion	Minor Adverse
Setting of Character Area OA1A from changes outside	Residential development in parcel 21 and changes to the southern taxiway	High	Negligible	Permanent	National	Slight adverse	Archaeological investigation and/ or recording buildings and landscape prior to change	Neutral
Construction in Character Area OA1B	No effect – no demolition or construction	High	No change	Permanent	National	Neutral	None required	Neutral
Character Area OA1C	No effect - no demolition or construction	Very High	No change	Permanent	National	Neutral	None required	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Character Area OA1D	Demolition of structures (359 & 5022)	Negligible	Major	Permanent	National	Slight	Implementation of the CEMP Archaeological investigation and recording buildings and landscape prior to demolition and conversion.	Negligible
Character Area OA1D	Loss of character resulting from construction work associated with the conversion of the Grade II listed Control Tower.	Medium	Negligible-minor	Permanent	National	Slight Adverse	Implementation of the CEMP Archaeological investigation and recording buildings and landscape prior to demolition and conversion. Conversion will facilitate re-use and maintenance of structure, and increased public access and appreciation	Negligible
Character Area OA1D	Conversion of low sensitivity buildings 366, 1368, 1443, 2007-2009	Low	Moderate	Permanent	National	Slight Adverse	Implementation of the CEMP Archaeological investigation and	Slight/ Moderate Beneficial

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
							<p>recording buildings and landscape prior to conversion</p> <p>Continued use and maintenance of structures will safeguard the long-term preservation of non-listed structures</p>	
Character Area OA1E	No effect - no demolition or construction	High	No change	Permanent	National	Neutral	None	Neutral
Character Area OA2	No effect - no demolition or construction	Low	No change	Permanent	Local	Neutral	None	Neutral
Character Area OA3	No effect - no demolition or construction and temporary filming activity	Low	No change	Permanent/ Temporary	Local	Neutral	None	Neutral
Character Area OA3	Loss or change of character from construction work associated with the proposed residential development (Parcel 23)	Low	Minor	Permanent	Local	Neutral/ Slight Adverse	<p>Implementation of the CEMP</p> <p>Archaeological investigation and/ or recording of buildings and landscape prior to demolition</p>	Neutral/ Slight

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Character Area OA4	Cumulative loss/change of character from demolition of low sensitivity buildings within the character area Construction works associated with the proposed residential development within the character area	Low	Major	Permanent	Local	Slight/ Moderate Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of buildings and landscape prior to demolition	Slight Adverse
Low sensitivity buildings inside Character Area OA4	Demolition of 1102-3, 1105, 1106, 1108, 1113, 1159-1164, 1181-1185, 1601-2	Low	Major	Permanent	Local	Slight/ Moderate Adverse	Implementation of the CEMP Archaeological investigation and recording of buildings and landscape prior to demolition	Slight Adverse
Negligible sensitivity buildings inside Character Area OA4	Demolition of 385-387, 1100, 1107, 1109, 1111, 1112, 1114, 1115, 1119, 1140, 1153, 186CAS, UH53	Negligible	Major	Permanent	Local	Slight Adverse	Implementation of the CEMP Archaeological investigation and recording of buildings and landscape prior to demolition	Neutral/ Slight Adverse

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Character Area OA5	No effect – no buildings proposed are for demolition. Change of use for four HASs (Parcel 26) in keeping with other employment in area.	Low - High	Negligible	Permanent	Regional	Neutral/ slight	Re-use and maintenance of non-listed structures will ensure their long-term preservation	Neutral
OA5A	No effect - no buildings proposed for demolition or conversion.	Very High	No effect	Permanent/ Temporary	International	Neutral	None	Neutral
Character Area OA5B1 and OA5B2	No effect - no proposed demolition or construction	Medium-Low	No change	Temporary/ Permanent	Regional/ Local	Neutral	None	Neutral
Character Area OA5C1&2	No effect - no proposed demolition or construction	Medium-Low	No change	Temporary/ Permanent	Regional/ Local	Neutral	None	Neutral
Character Area OA5D1 & D2	No effect - no proposed demolition or construction	Low	No change	Temporary/ Permanent	Local	Neutral	None	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Character Area OA5D1 & D2	Loss of character resulting from construction works and potential loss of historic fabric associated with the conversion of Building Nos. 3052 to 3055	Medium-Low	Minor	Permanent	National	Moderate/ Slight	Implementation of CEMP Archaeological investigation and/ or recording of buildings prior to conversion. Re-use and maintenance of non-listed structures will ensure their long-term preservation	Slight Beneficial
Low sensitivity buildings inside OA6	Demolition of 189, 375A-D, 376, 377, 382, 3204, POL20, POL25b, 368K, 369 and 371.	Low	Major	Permanent	Local	Slight Moderate Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of structures proposed for demolition and change of use, and surrounding landscape	Slight Adverse
Negligible sensitivity buildings inside OA6	Demolition of 16 structures	Negligible	Major	Permanent	Low	Slight Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of structures proposed	Neutral/ Slight Adverse

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
							for demolition and surrounding landscape	
Cumulative effect of demolition inside OA6	Demolition of 31 structures of negligible and low significance	Low – Negligible	Moderate	Permanent	Local – Regional	Slight Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of structures proposed for demolition and surrounding landscape	Neutral/ Slight Adverse
Changes of building's use in OA6	Change of use of buildings 3036-42 and 370	High	Minor	Permanent	National	Moderate/ Slight Adverse	Continued use and maintenance of structures will safeguard the long-term preservation of non-listed structures	Slight Beneficial
Taxiway and Surface infrastructure inside Character Area OA6	Construction activities e.g. scraping away of existing ground cover and levelling works on localised energy facility.	Medium/ low	Minor	Permanent	Regional/ Local	Slight Adverse	Implementation of the CEMP Archaeological investigation and recording of structures proposed for demolition, and surrounding landscape.	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Character Area OA7	Loss of character from construction works within OA7 and cumulative loss of historic fabric from building demolitions	Low	Major	Permanent	Local	Slight/ Moderate Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of landscape and buildings prior to demolition	Slight Adverse
Low sensitivity buildings inside Character Area OA7	Demolition of buildings 352 and 354	Low	Major	Permanent	Local	Slight/ Moderate Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of landscape and buildings prior to demolition.	Neutral
Loss of buildings of negligible significance within OA7	Demolition of buildings 353, 360, 381 and 424	Negligible	Major	Permanent	Low	Slight Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of landscape and buildings prior to demolition.	Negligible
Character Area OA8	Cumulative loss of character from the demolition of structures within Character Area OA8	Low and Very High	Low	Permanent	Local	Slight/ Moderate Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of	Slight Adverse

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
							landscape and buildings prior to demolition.	
Low sensitivity buildings inside Character Area OA8A	Demolition of 268, 279, 392 and POL2	Low	Major	Permanent	Local	Slight/ Moderate Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of landscape and buildings prior to demolition.	Slight Adverse
Negligible sensitivity buildings inside Character Area OA8A	Demolition of 276 and 416	Negligible	Major	Permanent	Local	Slight Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of landscape and buildings prior to demolition.	Neutral
Character Area OA8A	Cumulative loss of character from the demolition of buildings within OA8A	Low	Minor	Permanent	Local	Neutral/ Slight Adverse	Implementation of the CEMP Archaeological investigation and recording of landscape and buildings prior to demolition.	Slight Adverse

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Character Area OA8B	No effect – no demolition or construction	Very High	No change	Permanent	National	Neutral	None required	Neutral
Character Area OA9	No effect – no demolition or construction	Negligible	No change	Permanent	Local	Neutral	None required	Neutral
Character Area OA10	No effect – no demolition or construction	Low	No change	Permanent	Local	Neutral	None required	Neutral
Character Area OA10A	No effect – no demolition or construction	Low	No change	Permanent	Local	Neutral	None required	Neutral
Character Area OA10B	No effect – no demolition or construction	Low	No change	Permanent	Local	Neutral	None required	Neutral
Character Area OA11	No effect – no demolition or construction	Low	No change	Permanent	Local	Neutral	None required	Neutral
Character Area OA12	No effect – no demolition or construction	Low	No change	Permanent	Local	Neutral	None required	Neutral
Character Area OA13	No effect – no demolition or construction	Low	No change	Permanent	Local	Neutral	None required	Neutral
Character Area OA14	Cumulative loss of character from building demolition work including demolition of 18 structures.	Medium	Major	Permanent	Regional	Moderate Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of buildings and landscape prior to demolition	Minor Adverse

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Medium sensitivity buildings inside Character Area OA14	Demolition of 151 and 315	Medium	Major	Permanent	Regional	Moderate/ Large Adverse	Implementation of the CEMP Archaeological investigation and/ or recording of buildings and landscape prior to demolition	Moderate Adverse
Low sensitivity building in OA14A	Demolition of 170-1, 151, 157-8, 316-18, UH40, UH41	Low	Major	Permanent	Local	Slight/ Moderate	Implementation of the CEMP Archaeological investigation and/ or recording of buildings and landscape prior to demolition	Slight Adverse
OA14B	No effect – no demolition or construction	Low	No change	Permanent	Local	Neutral	None required	Neutral
OA14C	Demolition of seven structures (80, 85, 89, 89A, 89B and 89C)	Negligible	Major	Permanent	Local	Slight	Archaeological investigation and/ or recording of buildings and landscape prior to demolition	Neutral/ Slight Adverse
OA14D	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
OA14E	Minimal loss of the existing layout or 'surface infrastructure'	Low	Minor	Permanent	Local	Neutral/ slight adverse	Archaeological investigation and/ or recording of buildings and landscape prior to demolition	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
OA15	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
OA15A	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
OA15B	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
Rousham Conservation Area	Conversion of Parcel 18	High	Negligible	Permanent	National	Neutral	None required	Neutral
RAF Upper Heyford Conservation Area	Demolition of buildings across the conservation area	High	Medium	Permanent	National	Moderate to large Adverse	Implementation of the CEMP Archaeological investigation and recording of buildings and landscape prior to demolition	Slight to Moderate Adverse
Designated assets outside the application site	Changes to skyline during construction to assets of medium sensitivity	Medium	Negligible	Permanent	Regional	Neutral/ no effect	None required	Neutral/ no effect
Designated assets outside the application site	Changes to skyline during construction to assets of low sensitivity	Medium	Negligible	Permanent	Regional	Neutral/ no effect	None required	Neutral/ no effect
Fewcott, Ardley, Somerton	Changes to skyline during construction to assets of low	High	Negligible	Permanent	National	Neutral/ no effect	None required	Neutral/ no effect

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
and Oxford Canal Conservation Areas	sensitivity							
Operation								
Impacts to setting inside Character Area OA1	<p>Cumulative effect of changes in OA1 including the observation tower, zip wire, landing platform, public park and public art area and the number of visitors and increased level of activity.</p> <p>Change to footprint of current car processing area (parcel 25), from the east to the west to the southern area of OA1</p>	High	Minor	Permanent	National	Moderate/ Slight Adverse	<p>Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field.</p> <p>Archaeological recording of landscape setting prior to change.</p>	Moderate/ Slight Beneficial
Impacts to setting outside Character Area OA1	<p>Changes to the south and east, including residential parcels and 10,12,21,23 and 27.</p> <p>Car processing in</p>	High	Moderate	Permanent	National	Moderate/ large adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field.	Slight Beneficial

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
	parcel 25.						<p>Archaeological recording of landscape setting prior to change.</p> <p>Design approach sympathetic to historic military structures.</p>	
Impacts to setting inside Character Area OA1A	Observation tower, ancillary visitor centre and restaurant accommodation	High	Major	Permanent	National	Moderate/ Large	<p>Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field.</p> <p>New aerial vantage point of the Cold War landscape.</p>	Moderate/ Slight Beneficial
Impacts to setting inside Character Area OA1A	Operation of 'Control Tower Park' and 'Flying Field Park'	High	Negligible	Permanent	National	Slight Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field.	Moderate/ Slight Beneficial

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Impacts to setting inside Character Area OA1A	Maintenance of overall landscape	High	Negligible	Permanent	National	Slight Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field.	Moderate/ Slight Beneficial
Impacts to setting of Character Area OA1A from outside	Filming area within OA5A (parcel 27)	High	No change	Temporary	National	Neutral	None required	Neutral
Impacts to setting of Character Area OA1A from outside	The 'Core Visitor Destination Area' and 'Educational Site' (parcel 31), and removal of car processing from OA3	High	Minor	Permanent	National	Moderate/ Slight Beneficial	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field.	Moderate Beneficial
Impacts to setting of Character Area OA1A from outside	Extension of car processing and hardstanding area into Character Areas OA1D, OA1E and OA1A	High	Moderate	Permanent - Reversible	National	Moderate/ Large Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field. Proposed screening to the west of OA1E	Minor Adverse

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Impacts to setting from changes inside OA1B	Continuation of structures for current planning use.	High	No change	Permanent	National	Neutral	None required	Neutral
Impacts to setting from changes outside OA1B	Proposals in OA1A and OA1D to convert into a visitor attraction and the increased numbers of visitors (Parcels 28, 29 and 30)	High	Minor	Permanent	National	Moderate/ Slight Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field.	Moderate/ Slight Beneficial
Impacts to setting from changes outside OA1B	Filming activities in Character Areas OA3 and OA5A.	High	No change	Temporary	National	Neutral	Filming Strategy and Scheduled Monument consent	Neutral
Impacts to setting from changes outside OA1B	Car processing in OA1A, 1E and 1D	High	Minor	Permanent/ Reversible	National	Moderate/ Slight Adverse	None required	Moderate/ Slight Adverse
Impacts to setting from changes inside OA1C	Filming activities in OA1C [existing use]	Very High	No change	Temporary	National	Neutral	None required	Neutral
Impacts to setting from changes outside	Proposals for the visitor attractions for the main flying field and Area OA1A and	Very High	Negligible Low	Permanent	National	Slight Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider	Moderate/ Slight Beneficial

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
OA1C	increased number of visitors						appreciation of Cold War heritage and central area of Flying field	
Impacts to setting from changes outside OA1C	The proposed car processing within development parcel 25 (OA1D, OA1E and OA1A) and residential development in parcel 10	Very High	Minor	Reversible	National	Moderate/ Slight Adverse	Proposed planting within Parcel 10 Proposed screening to west edge of OA1E	Slight Adverse
Impacts to setting from changes outside OA1D	Changes to the use of buildings within character area OA1D, demolition of two minor structures and creation of 'Core Visitor Destination Area' and the 'Educational Site'.	Medium	Moderate	Permanent	Regional	Moderate Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field. Re-use and maintenance of buildings in OA1D	Moderate / Slight Beneficial
Impacts to setting from changes inside OA1D	Proposed car processing (Parcel 25) further to the west.	Medium	Negligible	Permanent - Reversible	National	Negligible	None required	Negligible
Impacts to setting from changes outside	Zip wire, tower, public park and art areas in OA1A, as well as parcels 12,21,	Medium	Major	Permanent - Reversible	National	Moderate/ Large Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public	Moderate/ Slight Beneficial

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
OA1D	23 and 22.						<p>appreciation of Cold War heritage and central area of Flying Field.</p> <p>Parcel 22 will be sympathetically design with the historic structures, particularly the HASs where new elements will be incorporated at the rear of the structures in keeping with the military character.</p>	
Impacts to setting from changes inside OA1E	Car processing within OA1E	High	Moderate	Permanent-Reversible	National	Moderate/ Large Adverse	None required	Moderate/ Large Adverse
Impacts to setting from changes outside OA1E	Car processing	High	Moderate	Permanent/ Reversible	National	Moderate/ Large Adverse	None required	Moderate/ Large Adverse
Impacts to setting from changes outside OA1E	Residential developments in OA8A (Parcel 10)	High	Minor	Permanent	National	Moderate/ Slight Adverse	<p>Tree Planting in Parcel 10.</p> <p>Proposed heritage strategy is to contain measures intended to</p>	Slight Adverse

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
							facilitate wider public appreciation of Cold War heritage and central area of Flying Field.	
Impacts on setting from changes outside OA1E	Visibility of visitor attractions in OA1A	High	Negligible	Permanent	National	Slight adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field.	Moderate/ Slight Beneficial
Impacts to setting from Changes inside OA2	No effects	Low	No change	NA	Local	Neutral	None required	Neutral
Impacts to setting from Changes outside OA2	No effects	Low	No change	NA	Local	Neutral	None required	Neutral
Impacts to setting from changes inside OA3	Filming activities	Low	No change	Temporary	Local	Neutral	Filming Activity Strategy	Neutral
Impacts to setting from Changes inside OA3	Tree planting, section of fence along the internal edge of the perimeter road	Low	Negligible	Permanent/ Temporary	Local	Neutral/ Slight	None required	Neutral / Slight

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Impacts to setting from Changes inside OA3	Removal of car processing to the south of the main runway and 'spectacles' area.	Low	Major	Temporary	Local	Slight/ Moderate Beneficial	None required	Slight/ Moderate Beneficial
Impacts to setting from Changes inside OA3	New development within Parcel 23 (inside OA3)	Low	Moderate	Permanent	Local	Slight	Archaeological and/ or building recording prior to change	Neutral/ Slight Adverse
Impacts to setting from changes outside OA3	New development within Parcel 23 (outside OA3)	Low	Minor	Permanent	Local	Neutral/ Slight Effect	Archaeological and/ or building recording of structures and landscape prior to change	Neutral Adverse
Impacts to setting from changes outside OA3	Filming Activity in OA5A and Flying Field Park in Parcel 28	Low	Negligible	Temporary	Local	Neutral/ Slight	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field.	Neutral
Impacts to setting from changes inside OA4	Filming in Character Area OA3	Low	No change	Temporary	Local	Neutral	Filming Strategy and Scheduled Monument Consent	Neutral

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Impacts to setting from changes inside OA4	Residential development in the western half of OA4	Low	Major	Permanent	Local	Slight/ Moderate Adverse	Archaeological and/ or building recording of structures and landscape prior to change	Slight Adverse
Impacts to setting from changes outside OA4	Filming in Character Area OA3	Low	No change	Temporary	Local	Neutral	None required	Neutral
Impacts to setting from changes outside OA4	Removal of car processing from OA3	Low	Minor	Permanent – reversible	Local	Neutral/ Slight Beneficial	None required	Neutral/ Slight Beneficial
Impacts to setting from changes outside OA4	Creative City in OA6, including change of use of HASs, demolition of structures and removal of car processing.	Low	Moderate	Permanent	Local	Slight Beneficial	None required	Slight Beneficial
Impacts to the setting from changes inside OA5	Use of OA5 for filming area (Parcel 27) and change of use of 7 structures.	Low to High	Negligible	Temporary and Permanent	Regional	Neutral/ Slight Adverse	Filming Strategy and Scheduled Monument Consent. Change of use of structures will ensure the maintenance and long-term preservation of non-listed structures	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Impact to setting from changes outside OA5	Filming area in OA3 (parcel 27).	Low to High	No change	Temporary	Local, Regional and National	Neutral	Filming Strategy and Scheduled Monument Consent	Neutral
Impacts to Setting from Inside OA5A	Use of area for filming	Very High	No change	Temporary	International	Neutral	Filming Strategy and Scheduled Monument Consent	Neutral
Impacts to the setting from changes outside OA5A	Use of OA3 as a filming area	Very High	No change	Temporary	International	Neutral	Filming Strategy and Scheduled Monument Consent	Neutral
Impact to setting from changes outside OA5A	Wider proposals including Flying Field Park	Very High	Minor	Permanent	International	Moderate/ Large Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field	Slight Beneficial
Impacts to setting from changes inside OA5B1 and OA5B2	No effect	Medium - Low	No change	Permanent/ Temporary	Local – Regional	Neutral	None required	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Impacts to setting from changes outside OA5B1 and OA5B2	No effect	Medium - Low	No change	Permanent/ Temporary	Local – Regional	Neutral	None required	Neutral
Impacts to setting from changes inside OA5C1 and 2	No effect	Medium - Low	No change	Permanent/ Temporary	Local – Regional	Neutral	None required	Neutral
Impacts to setting from changes outside OA5C1 and 2	Use of OA5A for filming	Medium - Low	No change	Permanent/ Temporary	Local – Regional	Neutral	Filming Strategy and Scheduled Monument Consent	Neutral
Impacts to setting from changes inside OA5D1 and 2	Change of use of structures	Medium – Low	Negligible	Permanent	Local – Regional	Neutral/ Slight Adverse	Long-term preservation and maintenance of non-listed structures	Slight Beneficial
Impacts to setting from changes outside OA5D1 and 2	Use of OA1C for filming	Medium/ Low	No change	Temporary	Local – Regional	Neutral	Filming Strategy and Scheduled Monument Consent	Neutral
Impacts to setting from changes inside OA6	Removal of car processing	Medium/ Low	Major	Temporary	Local/ Regional	Moderate/ Large Beneficial	None required	Moderate/ Large Beneficial
Impacts to setting from changes	New energy facility	Medium/ Low	Negligible	Permanent	Local/ Regional	Neutral/ Slight Adverse	None required	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
inside OA6								
Impacts to setting from changes inside OA6	Change of use of buildings 3036-3042 and building 370	Medium/ Low	Minor	Permanent	Local – Regional	Slight Adverse	Continued use and maintenance of structures.	Slight Beneficial
Impacts to setting from changes outside OA6	Development parcels surrounding character area, particularly 12 and 23.	Medium/ Low	Minor	Permanent	Local – Regional	Slight Adverse	None required	Negligible
Impacts to setting from changes outside OA6	Flying Field Park (Parcel 28) and Core Visitor Destination Area (Parcel 29)	Medium/ Low	Minor	Permanent	Regional/ Local	Neutral/ Slight Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field	Slight Beneficial
Impacts to the setting from changes inside OA7	Loss of character through extensive redevelopment	Low	Major	Permanent	Local	Moderate Adverse	Archaeological recording of landscape and military setting prior to change.	Minor Adverse
Impacts to the setting from changes outside OA7	No effect - the effects of surrounding developments are not considered due to the complete redevelopment of	Low	No change	Permanent	Local	Neutral	None required	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
	OA7.							
Impacts to the setting from changes inside OA8	Redevelopment of central area (Parcel 10)	Low and High	Moderate	Permanent	Local and National	Moderate Adverse	Archaeological recording of landscape and military setting prior to change.	Minor Adverse
Impacts to the setting from changes outside OA8	Extension of car processing in Parcel 25	Very High and Low	Minor	Permanent	International and Local	Slight to Moderate Adverse	None required	Minor Adverse (Reversible)
Impacts to the setting from changes inside OA8A	Residential development in OA8A	Low	Major	Permanent	Local	Slight/ Moderate Adverse	Archaeological recording of landscape and military setting prior to change.	Slight Adverse
Impacts to the setting from changes inside OA8A	Car processing	Low	Minor	Permanent – reversible	Local	Neutral/ Slight Adverse	Archaeological recording of landscape and military setting prior to change.	Neutral
Impacts to the setting from changes inside OA8A	Setting of Nose Docking Sheds resulting from car processing	High	Minor	Permanent – reversible	National	Moderate/ Slight Adverse	Archaeological recording of landscape and military setting prior to change.	Slight Adverse (Reversible)
Impacts to the setting from	Setting of Nose Docking Sheds resulting from car	High	Minor	Permanent – reversible	National	Moderate/ Slight Adverse	Archaeological recording of landscape and	Slight Adverse (Rever-

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
changes outside OA8A	processing to the north						military setting prior to change.	sible)
Impacts to the setting from changes inside OA8B	No effect	High	No change	Permanent	National	Neutral	None required	Neutral
Impacts to the setting from changes outside OA8B	Proposals within OA8A, particularly Parcel 10 and car processing within OA1A and OA1E	High	Moderate	Permanent - Reversible	National	Moderate/ Large Adverse	Archaeological recording of landscape and military setting prior to change. Planting around Parcel 10.	Moderate Adverse
Impacts to Avionics Building (Scheduled Monument) from changes outside OA8B	Residential Development (Parcel 10) and car processing (Parcel 25)	Very High	Moderate	Permanent Reversible	International	Large/ Very Large Adverse	Archaeological recording of landscape and military setting prior to change.	Large Adverse
Impact to setting from inside OA9	No effect	No change	Negligible	Permanent	Local	Neutral	None required	Neutral
Impact to setting from outside OA9	No effect	No change	Negligible	Permanent	Local	Neutral	None required	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Impact to setting from inside OA10	New facilities for the Free School	No change	Negligible	Permanent	Local	Neutral	None required	Neutral
Impact to setting from outside Character Area OA10	Application parcels 16 and 18 to the south	Low	Minor	Permanent	Local	Neutral/ Slight	Archaeological recording of landscape and military setting prior to change.	Neutral
Impact to setting from inside Character Area OA10A	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
Impact to setting from outside Character Area 10A	Application parcel 16 and 18	Low	Minor	Permanent	Local	Neutral/ Slight	Archaeological recording of landscape and military setting prior to change.	Neutral
OA11	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
OA12	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
OA13	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
Impacts to the setting from	Parcels 11, 19, 20, 25 and 32 and reduction in legibility	Medium	Moderate	Permanent	Regional	Moderate Adverse	Archaeological investigation and recording of buildings	Minor Adverse

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
changes inside OA14	of 1920s landscape						and landscape prior to development	
Impacts to the setting from changes outside OA14	Redevelopment surrounding Character Area including Parcel 12 and 25	Medium	Minor	Permanent	Regional	Slight Adverse	Archaeological investigation and recording of buildings and landscape prior to development	Neutral/ Slight Adverse
Impacts to the setting from changes inside OA14A	Demolition and new build in Parcels 19, 20 and 25	Medium	Moderate	Permanent	Regional	Moderate Adverse	Archaeological investigation and/ or recording of buildings and landscape prior to development	Minor Adverse
Battle Command Centre (Scheduled Monument) in OA14	Application 20 (Medical Centre and retail facilities)	Very High	Minor	Permanent	International	Moderate/ large Adverse	Archaeological investigation and recording of buildings and landscape prior to development	Minor Adverse
Impacts to the setting from changes outside OA14A	Parcel 11 and 25	Medium	Minor	Permanent (in part reversible)	Regional	Slight Adverse	Archaeological investigation and/ or recording of buildings and landscape prior to development	Neutral/ Slight Adverse
Impacts to development from changes inside OA14B	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Impact to the setting from changes outside OA 14B	Parcel 11, 19, 25, 20 including demolition of A-Frame hangar.	Low	Minor	Permanent	Local	Neutral/ slight adverse	Archaeological investigation and recording of buildings and landscape prior to development	Neutral
Hardened Telephone Exchange Scheduled Monument (Building 129)	Application 20 (Medical Centre and retail facilities)	Very High	Minor	Permanent	International	Moderate/ large Adverse	Archaeological and/ or recording of building and landscape and setting prior to change	Minor Adverse
Impact to setting from changes inside OA14C	Demolition of the buildings in OA14C and the proposals for the residential development	Negligible	Major	Permanent	Local	Slight Adverse	Archaeological and/ or recording of building and landscape and setting prior to change	Neutral/ Slight Adverse
Impact to setting from changes outside OA14C	Residential and mixed use development to the north and west	Negligible	Major	Permanent	Local	Slight Adverse	Archaeological and/ or recording of building and landscape and setting prior to change	Neutral/ Slight Adverse
Impact to setting from changes inside OA14D	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Impact to setting from changes outside OA14D	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
Impact to setting from changes inside OA14E	Additional school facilities	Medium	Minor	Permanent	Regional	Slight Adverse	Archaeological recording of landscape and setting prior to change	Slight/ Neutral Adverse
Impact to setting from changes outside OA14E	No effect	Medium	No change	Permanent	Regional	Neutral	None required	Neutral
Impact to setting from changes inside OA15	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
Impact to setting from changes outside OA15	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
Impact to setting from changes inside OA15A	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
Impact to setting from changes outside OA15A	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Impact to setting from changes inside OA15B	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
Impact to setting from changes outside OA15B	No effect	Low	No change	Permanent	Local	Neutral	None required	Neutral
Impact to setting of Conservation Area from changes inside Parcel 16, 18 & 34	No effect	Low	Negligible	Permanent	Local	Neutral/ no effect	None required	Neutral/ no effect
Impact to RAF Upper Heyford Conservation Area	New Buildings, increased visitor traffic and changes to the character of different character areas within the conservation area	High	Moderate	Permanent	National	Moderate to Large Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field Archaeological investigation and recording of buildings and landscape prior to development	Slight to Moderate Adverse

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Character Area/ Asset	Environmental Effect	Sensitivity of receptor/ value	Impact Magnitude	Nature of Impact (Temporary/ Permanent)	Level of Importance	Significance of Effect	Mitigation/ Enhancement	Residual Effects
Rousham Conservation Area	Light pollution	High	Minor	Permanent	National	Moderate to Slight Adverse	Proposed heritage strategy is to contain measures intended to facilitate wider public appreciation of Cold War heritage and central area of Flying Field Archaeological investigation and recording of buildings and landscape prior to development	Moderate to Slight Adverse
Fewcott, Ardley, Somerton and Oxford Canal Conservation Areas	Light pollution	Medium	Negligible	Permanent	Regional	Negligible	None required	Negligible

9.7 CUMULATIVE AND IN-COMBINATION EFFECTS

Impacts on the Archaeological Resource

9.7.1 The effects of the Proposed Development upon the archaeological resource would be fully mitigated through the appropriate and agreed level of excavation and recording set out above. It is probable that any adverse effects resulting from the cumulative developments set out in **Table 2.5 in Chapter 2:** of this Environmental Statement would also be mitigated by archaeological investigation and mitigation implemented. No additional adverse cumulative effects to the archaeological resource are therefore expected as a result of cumulative developments outlined in Table 2.5.

Impacts on the Historic Buildings and Landscape

9.7.2 Four of the eight separate cumulative developments will have a cumulative effect on the historic buildings and landscape of former RAF Upper Heyford to be found within the Application Site boundary. The other four are too far away from the Proposed Development to have a cumulative impact on the historic landscape of the area or on any specific heritage feature within the local area.

9.7.3 **Village Centre North:** Within the 'Village Centre North' (17/00895/F), two buildings will be demolished and one building will be partially demolished and three additional four-storey buildings will be added to the north and south of Camp Road. This will change the character of this military area (OA12A), although the area to the north of the village centre north application (OA14B) is currently being developed, as is the area to the south of Camp Road (OA11). Consequently, the context of the military buildings within area OA12A will be eroded and the buildings isolated from their earlier surrounds. The older element of building 100, which provides an entrance to this former technical area will be retained, which will provide a military context at the entrance to the site. Given the above context and the small area of the development, the cumulative effect to the masterplan application is considered to be a **neutral/slight adverse effect**.

9.7.4 **Pye Homes:** The 'Pye Homes' development (15/01357/F) which will entail (A) the creation of 79 dwellings outside the Upper Heyford Conservation Area but within a greenfield area, and (B) to the north of this 'Parcel 15' has the potential to provide 49 new dwellings. These two cumulative developments will lead to a minor change on the setting of Character Area 15, which was formerly a military residential area and retains the spaciouly set housing. The proposed residential development within the two parcels of land will therefore be in alignment within the function of the immediate military surrounds. Between the Pye Homes area and Character Area 15, it is proposed within this planning application to build five new dwellings within a linear area of land (parcel 13), which will act as a buffer between the two areas. Given the above context and the recent residential development of the landscape to the south of the Flying Field, the cumulative effect of the Pye Homes application on the Masterplan Application is considered to be a **neutral/slight adverse effect**.

9.7.5 **SW of Camp Road:** The Proposed Development within 'Land South West of Camp Road' (16/02446/F) will lead to a minor change to the setting of the built heritage of the area within that application, as many of the huts and the water tower which comprise this area have already been demolished. This application sits within landscape character area OA9 and has a negligible significance. Area OA9 is in an isolated area which has few visual and functional connections between the land to the east and north, and therefore the effect to the setting of the historic landscape from this proposal is considered to be minor adverse and therefore not significant. The cumulative effect of the Proposed Development on the 'Land South West of Camp Road' to the Masterplan Application is considered to be **neutral/slight adverse effect**.

Scheduled Monuments and Listed Buildings

9.7.6 The developments described above will have a very limited effect for Scheduled Monuments or Listed Buildings within the former RAF Upper Heyford Conservation Area. The 'Village Centre North' is in close proximity to the two Cold War Scheduled Monuments of the Battle Command Centre and The Hardened Telephone Exchange, however the current and proposed construction between the 'Village Centre North' development and the Scheduled Monuments means that historic context between the two areas has already been greatly reduced. The 'Land South of Camp Road' is situated opposite the scheduled Avionics Maintenance Facility, but is some distance away on the other side of Camp Road and within the Flying Field. The proposed Masterplan development will also screen the Avionics Maintenance Facility from Camp Road by the creation of a green buffer. The cumulative effect to the setting of Scheduled Monuments and Listed Buildings resulting from the cumulative developments is generally considered to be a **neutral effect**, except when for conservation areas.

RAF Upper Heyford Conservation Area

9.7.7 For the RAF Conservation Area overall, the cumulative effect of the Proposed Development in combination with the additional four developments detailed above represents a change to the heritage character of the High Sensitivity RAF Upper Heyford Conservation Area, resulting in a potential adverse effect that is greater than that of the individual developments. The cumulative effect of these developments on the high sensitivity conservation area has been assessed as **slight to moderate adverse**.

Rousham Conservation Area

9.7.8 For the Rousham (including Upper and Lower Heyford) Conservation Area, the effect of the Proposed Development (including possible sports pitch lighting), following mitigation has been assessed as minor. The Land South West of Camp Road' (16/02446/F) development may contain visible street lighting that could impact upon the high sensitivity conservation area (which includes the very high sensitivity Grade I registered park and garden). When taken together these two developments could result in an adverse effect that is greater than that of the individual developments. The cumulative effect of the potential light pollution resulting from these two developments could potentially be **moderate adverse**, but is more likely **slight**.

Summary

9.7.9 Generally, the cumulative effect of these four developments is at most minor, and the more significant cumulative effect is the construction of the four storey buildings in the Village Centre North. These will change the character of the entrance to the former 'Technical Area', and will be very prominent visually along Camp Road. However, in the case of the conservation areas, the cumulative effect on the erosion of character in the RAF Upper Heyford Conservation Area would be **slight to moderate adverse**, while the impact of street lighting on Rousham Park could potentially be **moderate adverse**, but more likely **slight**.

Table 9.33: Cumulative and In-Combination Effects Assessment

Site	Nature of Cumulative Effect	Significance
Archaeological remains	No Change	No significant adverse effects
Historic buildings and landscape of former RAF Upper Heyford Conservation Area	Individual effects of four cumulative developments to the landscape and buildings are former RAF Upper Heyford, including the setting of Listed Buildings and Scheduled Monuments.	Neutral to slight adverse effect
RAF Conservation Area	Overall cumulative and in-combination effect	Slight to Moderate adverse effect
Historic landscape of buildings and landscape of Rousham Conservation Area	Potential light pollution on skyline of Rousham landscape from Camp Road housing	Moderate adverse effect (more likely slight adverse)

9.8 MONITORING

9.8.1 Any future monitoring, following the application of the mitigation measures detailed in Section 9.5, would be specified in the Section 106 Agreement.

9.9 SUMMARY AND CONCLUSIONS

Archaeology and Historic Landscape

9.9.1 The Application Site has a potential to contain unknown archaeological features and finds from all periods especially those dating to the Iron Age and Roman periods. Iron Age enclosures have been found in the Flying Field and the Iron Age tribal boundary of Aves Ditch runs through the east of the Application Site. Port Way dating to the Roman period forms part of the western boundary of the Application Site and this may have attracted settlement and burial along its length. In addition the presence of an Anglo-Saxon cemetery just to the south of the Application Site and the continuing use of Aves Ditch as a boundary and possible routeway may suggest a presence during this period. Potential changes to Aves Ditch, Port Way, 13 post-medieval boundary features and features associated with earlier iterations of the airfield, and changes to an Historic Hedge running alongside Aves Ditch, protected by the Hedgerow Regulations would be reduced to neutral through an agreed plan of evaluation and mitigation to be undertaken prior to development. This plan would also include a staged programme of evaluation to assess the potential for unknown archaeology within relatively undisturbed areas to be affected by the Proposed Development. Any archaeological strategy for the Application Site would be discussed and agreed with the Planning Archaeologist, Historic and Natural Environment Team, Oxfordshire County Council, prior to any development commencing. This would lead to no significant residual effects and no cumulative effects upon archaeological features or finds.

Conservation Areas

9.9.2 The cumulative effect of the Proposed Development in combination with the additional four developments detailed above represents a change to the heritage character of the High Sensitivity RAF Upper Heyford Conservation Area, resulting in a potential adverse effect that is greater than that of the individual developments. The

cumulative effect of these developments on the high sensitivity conservation area has been assessed as **slight to moderate adverse**.

9.9.3 The effect of the Proposed Development upon the Rousham (including Upper and Lower Heyford) Conservation Area, following mitigation has been assessed as potentially moderate. The Land South West of Camp Road' (16/02446/F) development may contain visible street lighting that could impact upon the high sensitivity conservation area (which includes the very high sensitivity Grade I registered park and garden). When taken together these two developments may result in an adverse effect that is greater than that of the individual developments. The cumulative effect of these two developments could potentially be **moderate adverse**, but more likely **slight adverse**.

Built Heritage

9.9.4 The built heritage potential of the application site is reflected in its designation as a Conservation Area, within which are five scheduled Cold War sites and three buildings/ groups of buildings Listed at Grade II. The size and expenditure afforded to the landscape symbolises the very real threat posed by the Cold War, the US's commitment to the defence of Western Europe and the strong international relationships within NATO. The key significance of former RAF Upper Heyford lies in the high level of survival of the Cold War landscape. This includes individual buildings, and the space between these; all of which play a role in the function and coherency of the landscape, and provide material evidence of the evolving operation of a Cold War fast jet airfield.

9.9.5 Today, the landscape can be divided functionally and geographically into areas and zones. The two overarching landscapes within the Conservation Area are the 'Cold War Landscape' which comprises the Flying Field, and the 'Landscape South of the Cold War Zone'. The latter has undergone extensive development since it was given Conservation Area status in 2006, to the extent the demolition and new build within it has resulted in the total loss of some areas. The 'Cold War Landscape' remains well preserved, with many of the buildings and areas today being used and maintained for a variety of business uses.

9.9.6 The 'Landscape to the South of the Cold War Zone' is of less significance, and the buildings within it predominantly date from the inter-war period. This landscape was previously divided into six character areas, although some of these, as discussed above, are now lost. The surviving areas are of negligible, low and medium sensitivity, but include two Scheduled Cold War monuments. Within the 'Cold War Landscape' there are 8 Character Areas (numbered 1-8), which are considered to be of between low and very high/international significance. This coherent Cold War landscape is almost unaltered from its original form and the landscape of 'Flexible Response' is considered to be of international significance.

9.9.7 The Proposed Development will affect the Conservation Area by construction through the removal of structures, and operation by changing the settings of key buildings and landscapes. This will affect the character of the built heritage, areas and landscape.

9.9.8 Within the core Cold War landscape (Area OA1) there are no plans to demolish military structures, and structurally the Flying Field will be retained. In particular, the runway, and Scheduled Northern Bomb Store and Quick Reaction Alert Area will be retained and long-term impacts to these two areas will be limited. This means that there will be no significant construction effects on the main elements of the internationally significant Cold War landscape. Some buildings of low sensitivity will be converted to new uses, which will help to secure their long-term maintenance.

9.9.9 However, the setting of this core area will be affected through the presence of the new Observation Tower, the introduction of tourist facilities (parcel 29) and from residential developments. These changes will lead to some moderate to large adverse effects on the setting of this core, key character area from the operation of the Proposed Development. Adverse effects on the setting of the core area will be off-set to some extent by the major beneficial effect from opening up the site to tourism, and the subsequent educational benefits for people visiting the education and tourist facilities. Many of the changes are also reversible, it will for example be possible to remove the observation tower in the future years.

9.9.10 Within the Flying Field and away from this core area no buildings of medium or of high sensitivity will be demolished as a result of construction. There will however, be impacts on the setting from the operation of the scheme on existing buildings across the former airbase. This includes the use of the area to the east (parcel 27) for filming purposes, although these effects are considered to be temporary and neutral as this is an existing practice and will be managed through a 'Filming Activity Strategy'. Where changes in use are proposed to key structures, such as that proposed for the four hardened aircraft shelters in Character Area 5D (parcel 26), it has been assumed that the magnitude of change within them will be minor and the fact that the continued use of these buildings will ensure their long term preservation, will lead to slight beneficial effects.

9.9.11 The southern area of the 'Cold War Landscape' will be affected, through the demolition of buildings within the Southern Bomb Store (Area OA4), and within Area OA6. This will result in slight/moderate adverse effects to the built heritage and setting of the Southern Bomb Store. The group of HASs and associated buildings within Area OA6, will also be affected by the use of the area as 'Creative City' (parcel 22), which will entail the retention of the HAS structures plus the addition of buildings within the area. Whilst those proposed for demolition are of low sensitivity and equate to a slight/moderate effect, the overall effect of the alterations of these character areas of the historic landscape, which provide evidence of the operation of the Flying Field (for example the petrol mounds), will have a cumulative impact. The legibility of the 'Cold War Landscape' within this southern area will also be affected by the residential areas to the west of this (parcels 12 and 21). The residential development proposed to the west of 'Creative City', which is situated on the southern boundary of the Cold War landscape will have a slight adverse effect on the setting of the Flying Field.

9.9.12 Further to the west of the 'Cold War Landscape' the large relocated area of car processing (parcel 25) will affect the setting of the Cold War landscape, particularly the Scheduled Avionics building. It will reduce the coherency of the landscape and the connectivity between the Avionics and the hardstanding and HASs immediately to the east, within Area OA1E. Residential development immediately to the east (parcel 10) of this key building, will furthermore change the setting of this Avionics Maintenance Facility.

9.9.13 The 'Landscape to the South of the Cold War Zone' is in predominantly excluded from the Application Boundary, and as discussed above, is of less significance than the landscape to the north. The key area to be affected by the Proposed Development is within the 'Technical Area' of the Flying Field, of Area OA14. The proposals will result in the loss of the two key structures of the A Frame Hangars, although four will be retained. The setting of the retained military buildings, including the two Scheduled buildings of the Battle Command Centre and Telephone Exchange will be affected, particularly by the development parcels 19 and 20.

9.9.14 In summary during construction and following the implementation of the proposed mitigation, there will be a slight to moderate adverse effect upon the former RAF Upper Heyford Conservation Area.

9.9.15 Buildings and structures of low sensitivity to be demolished during construction will be subject to a programme of recording and survey which will mitigate the adverse effects of their destruction. Such mitigation will also help reduce the effects of the demolition of the few buildings of medium sensitivity, such as the two A-frame sheds in Character Area OA14A. For those buildings subject to change of use, their maintenance through use will provide a beneficial effect in securing their long-term future. An updated programme of desk-based research will also provide a more in-depth analysis of former RAF Upper Heyford, particularly during the Cold War, while generally the effect of investigation and recording of heritage at Upper Heyford would be beneficial.

9.9.16 During operation and following the implementation of the proposed mitigation, there will be a slight to moderate adverse effect upon the former RAF Upper Heyford Conservation Area, and potentially a moderate adverse effect upon the Rousham Conservation Area and landscape. There will be a slight adverse construction effect to the listed Control Tower, and a large/very large adverse operational effect to the Avionics Maintenance facility. The Battle Command Centre will through operation be subject to a moderate/large adverse effect and the Nose Docking Sheds will be subject to a moderate/slight adverse operational effect.

9.9.17 The Proposed Development will dramatically enhance the heritage benefits of former RAF Upper Heyford by enabling a wide audience to use the landscape as an educational resource. In addition to the more attractive elements of the heritage experience, such as the zip wire, this will also include heritage trails, an improved heritage centre, and more readily available public information. During operation there will be beneficial effects upon the core flying field resulting from the increased public and educational benefits of the Proposed Development, and beneficial effects upon resulting from the removal of the car processing site. There will also be beneficial effects to Character Areas OA1D, OA3, OA4, OA5 and OA6 resulting from the relocation of the car parking area from the taxiway and the reuse and maintenance of buildings within OA1D, OA5D1&2 and OA6; including the retention and reuse of the hangars within the character area.

Conclusions

9.9.18 In conclusion the heritage benefits of the proposed development, in particular the delivery of the enhanced heritage tourism/ education facilities, would result in a significant large beneficial effect to the former Air Base. The Proposed Development will affect the Conservation Area by construction through the removal of structures, and operation by changing the settings of key buildings and landscapes. This will affect the character of the built heritage, areas and landscape.

9.9.19 Within the core Cold War landscape there are no plans to demolish military structures, and structurally the Flying Field will be retained. In particular, the runway, and Scheduled Northern Bomb Store and Quick Reaction Alert Area will be retained and long-term impacts to these two areas will be limited. This means that there will be no significant construction effects on the main elements of the internationally significant Cold War landscape. Some buildings of low sensitivity will be converted to new uses, which will help to secure their long-term maintenance.

9.9.20 The heritage benefits of the scheme in addition to the proposed mitigation measures would help to reduce and offset the adverse effects on the Built Heritage of the Air Base, reducing the effects upon the Character Areas during construction to neutral or slight, and the effect on the RAF Upper Heyford Conservation Area to slight to moderate adverse. During operation the adverse effects upon the Character Areas, listed buildings and scheduled monuments would be reduced and offset to neutral or slight adverse, and the overall effect on the RAF Upper Heyford Conservation Area would be slight to moderate adverse. In addition, there is the potential for a moderate adverse

effect (more likely slight) upon the Rousham Conservation Area and landscape as a result of the potential increase in light pollution resulting from the Proposed Development

9.9.21 Potential adverse effects upon the known and potential archaeology would be reduced to neutral through an agreed plan of evaluation and mitigation to be undertaken prior to development. Any archaeological strategy for the Application Site would be discussed and agreed with the Planning Archaeologist, Historic and Natural Environment Team and Oxfordshire County Council, prior to any development commencing. This would lead to no residual effects and no cumulative effects are anticipated, while generally the effect of investigation and recording of heritage at Upper Heyford would be beneficial.