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Banbury

July 17th 2018

Application No: 18/00825/HYBRID

Mid-Cherwell Neighbourhood Plan Forum wishes to comment on the above planning application, and we apologise for this late submission, hoping that there is still time to take the comments into account.

As you know, the applicants – Dorchester Group – are an associate member of our Forum, and we have had some discussion of the proposals with them. It is accepted that the Full Member organisations – the 11 parish councils – as the majority group in the Forum, have the right to make their views known on matters affecting Heyford Park, acknowledging Dorchester’s potential conflict of interest.

The Forum is broadly supportive of the application, although some of our individual member parishes have submitted points of concern on their own behalf.

We have the following comments:

1. It is good to have, at last, a comprehensive document that provides local communities with a detailed overview of the finished development. It has been very difficult to assess individual elements without this important context. We congratulate the Dorchester Group and their advisers on delivering this and on paying attention to many of the detailed points that have been made by parish councils and others in recent months and years.
2. The MCNP Forum is particularly pleased to see planned provision of community facilities including the large park, a perimeter path and reinstatement of historic paths, a site of 0.1 ha for a medical facility, and another of 0.9 ha for 60 close-care dwellings.
3. We welcome the provision of a Sports Park and note that public access to the whole of the site appears to be maintained, with no physical separation of the diverted Public Right of Way from the rest of the field. Assuming this to be case, MCNP is considering withdrawal of its proposed designation of the field as Local Green Space UH5.
4. We remain concerned about the impact of increased traffic on surrounding parishes, and we note that OCC Highways are not satisfied with the responses to numerous questions that they

previously asked about such impact. We would expect to see satisfactory responses to these questions before approval is given to the application.

5. In particular, we believe that the impact of increased traffic will be felt by all the surrounding parishes, and that a Section 106 agreement that flows from this application should provide for mitigation for all the surrounding parishes, and not only for those currently identified.

6. We remain concerned about the future of bus services serving Heyford Park and surrounding parishes, and consider that provision of a health facility and extra-care housing will increase demand for such services. We consider that long-term support for bus services should be a requirement of a S.106 agreement.

7. We support (UHPC) Upper Heyford Parish Council's request that there should be no maintenance access at the western end of the runway on to Somerton Road, and would point out that MCNP is currently working with OCC Highways on a mitigation scheme for Somerton Road in the vicinity of such a possible access, using previous S.106 monies.

8. We also support UHPC in its request that a site for a cemetery be found on or adjacent to Heyford Park, as per MCNP's emerging policy PC4. We are aware that efforts are being made in this regard, but we consider that fulfilment should be a requirement of a S.106 agreement.

9. We are also aware that reference is made in submission documents to efforts to minimise light pollution from development at Heyford Park, but we believe that our emerging policy PD6 is necessary to ensure that such efforts continue, particularly in respect of future employment-related development.

10. Finally, we agree with Historic England that much of the housing design so far at Heyford Park suffers from an absence of specialist design input which could better reflect the special character of the site. We consider that remaining areas of housing development, especially those in identified "character areas", would benefit greatly from the skilful application of contemporary design and innovation, while reflecting the historical importance of parts of the site.

Yours sincerely,

Martin Lipson
Chairman.