



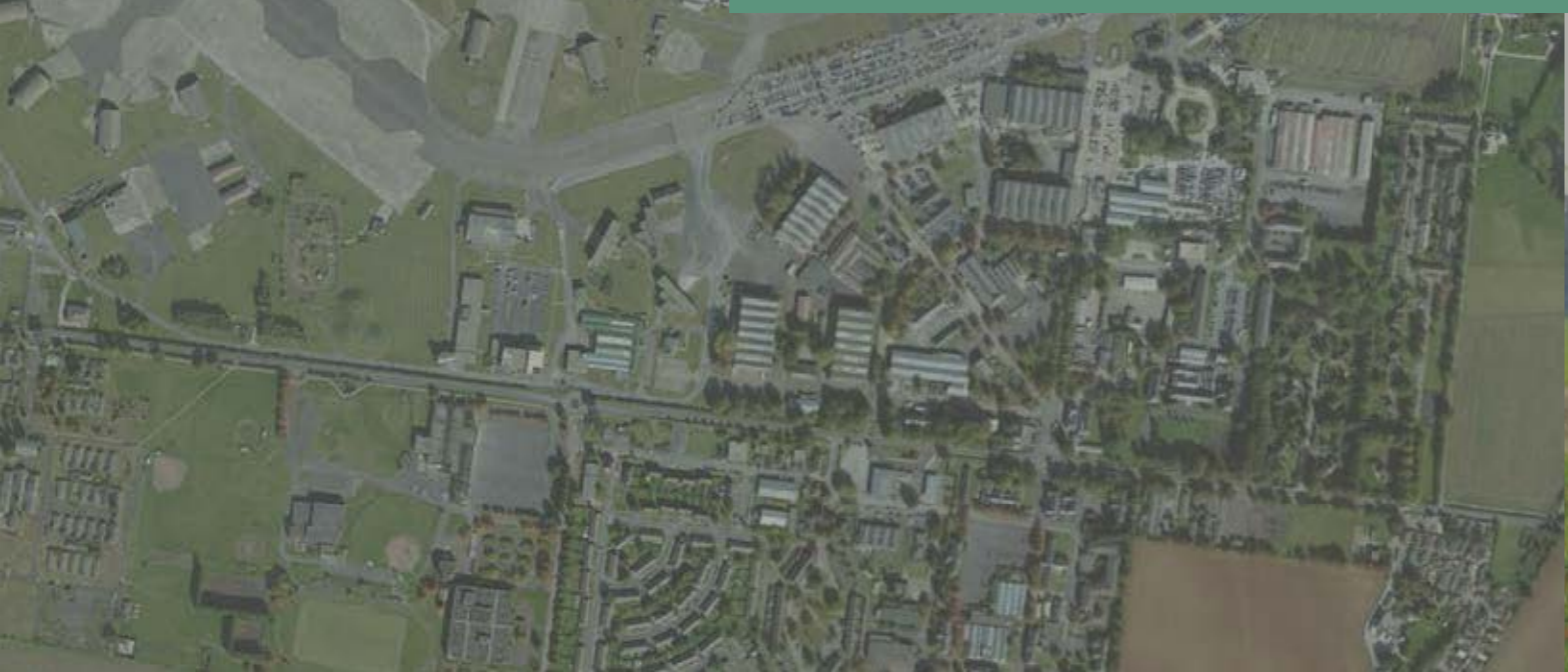
# HEYFORD MASTERPLAN

## GREEN INFRASTRUCTURE STRATEGY

PREPARED BY PEGASUS DESIGN  
P16-0631\_83 | APRIL 2018



DORCHESTER  
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## CONTENTS

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SECTION 1	INTRODUCTION	PAGE 05
SECTION 2	GREEN INFRASTRUCTURE POLICY CONTEXT	PAGE 11
SECTION 3	THE SITE & STUDY AREA	PAGE 21
SECTION 4	BASELINE STUDY	PAGE 29
SECTION 5	LANDSCAPE STRATEGY & DEVELOPMENT PROPOSALS	PAGE 59
SECTION 6	GREEN INFRASTRUCTURE PROPOSALS	PAGE 65
SECTION 7	TREE MITIGATION STRATEGY	PAGE 87
SECTION 8	SUMMARY	PAGE 93
APPENDIX 1 - MANAGEMENT & MAINTENANCE STRATEGY		

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Pegasus Design  
Pegasus House  
Querns Business Centre  
Whitworth Road  
Cirencester  
GL7 1RT  
www.pegasusgroup.co.uk | T 01285 641717

Prepared by Pegasus Design  
Pegasus Design is part of Pegasus Group Ltd  
Prepared on behalf of Dorchester Living Limited  
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An aerial photograph of a residential development, showing a mix of green spaces, paved roads, and building footprints. A semi-transparent green rectangular box is centered over the image, containing the title text. The background shows a mix of green fields, some brownish patches, and a network of roads and structures.

# SECTION 1 INTRODUCTION



## VISION

TO IDENTIFY AND CREATE A GREEN INFRASTRUCTURE NETWORK TO MAINTAIN AND PROVIDE A HIGH QUALITY SERIES OF SPACES FOR THE LOCAL AND WIDER COMMUNITY THAT WILL SUPPORT AND CONTRIBUTE TO THE OVERALL VISION FOR THE MASTERPLAN AT HEYFORD PARK.

GREEN INFRASTRUCTURE WILL ENSURE THAT FUTURE DEVELOPMENT AT HEYFORD PARK IS INTEGRAL TO AN ATTRACTIVE, ACCESSIBLE AND CONNECTED PLACE WHERE PEOPLE WANT TO LIVE AND WHERE BIODIVERSITY THRIVES. THE GREEN INFRASTRUCTURE NETWORK WILL PROTECT, PRESERVE, CREATE AND SUPPORT HABITATS, THE LANDSCAPE CHARACTER AND PROVIDE AN ATTRACTIVE SENSE OF PLACE, PROMOTING AN INCLUSIVE, SAFE AND COHESIVE COMMUNITY ENABLING SUSTAINABLE TRAVEL MOVEMENTS AND PROMOTING HEALTHY ACTIVE LIFESTYLES.

# SECTION 1 | INTRODUCTION

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## THE VISION FOR FUTURE DEVELOPMENT AT UPPER HEYFORD

- 1.1 Heyford Park has an extensive history rooted in its use as a military airbase and its recent re-development to meet local housing needs, as allocated in the Cherwell Local Plan 2011-2031 under Policy Villages 5. Recent development and the transformation of the site have acknowledged the need for an overall comprehensive masterplan for the site going forward to guide and shape proposals for further development. Part of the masterplanning process is to understand, and consider the different elements of the site, one of which is Green Infrastructure.
- 1.2 Green Infrastructure (GI) will help to ensure that the Masterplan for Heyford Park is an attractive, accessible and connected place where people want to live and where biodiversity thrives within the cultural and heritage setting of the former Air Base. The Green Infrastructure Masterplan will help to deliver a cohesive and high quality Green Infrastructure network and shape the on-going development across the site and will help to:
- Protect, preserve, create and support habitats that enable biodiversity, habitats and species to survive and thrive.
  - Encourage and promote healthy active lifestyles through the provision of high quality, safe and accessible open space for leisure, recreation, sport and play;
  - Consider and support the local landscape character to provide an attractive sense of place, recognising the cultural heritage assets that help to define Heyford Park;
  - Create and support inclusive, safe and cohesive communities;
  - Protect and enhance existing Green Infrastructure assets to be enjoyed and valued by everyone including future generations;
  - Protect and support the setting of cultural and heritage assets;
  - Enhance connectivity to promote and facilitate sustainable travel movements; and
  - Is resilient and adaptive in the face of climate change.

## PURPOSE OF THE GREEN INFRASTRUCTURE STRATEGY

- 1.3 This Green Infrastructure (GI) Strategy has been prepared by Pegasus Group on behalf of the Dorchester Living Limited to accompany the Heyford Park Masterplan for the Application Site and has been submitted as part of the hybrid planning application for the Proposed Development.
- 1.4 This GI Strategy should be read in conjunction with the Masterplan and the Design and Access Statement (DAS) and the relevant chapters of the Environmental Statement (ES) that it has drawn upon.
- 1.5 The purpose of the GI Strategy is to illustrate how GI has been integrated into the design proposals to form part of a strategic approach that would realise a range of environmental, social and economic benefits and enhancements. To support and contribute to the vision for Heyford Park Masterplan, a Green Infrastructure Network will be created and maintained to provide a high quality of spaces for the local and wider community.
- 1.6 This strategy has been produced to ensure that the development facilitates the multi-functionality and connectivity of GI assets in line with the principles of GI and those of sustainable development.
- 1.7 The GI Strategy refers to the GI and landscape planning policy documents produced by Cherwell District Council, as the Local Planning Authority within which the site lies and considers best practice guidance for Green Infrastructure.

## PLANNING HISTORY OF UPPER HEYFORD

- 1.8 Heyford Park has an extensive planning history, the most notable planning applications with regards the Site are the two relatively recent decisions involving the comprehensive redevelopment of the former RAF Upper Heyford Air Base as a whole or part thereof. This is discussed in detailed within the Planning Statement and within the ES.



Aerial 1989 © USA National Archives



Parallel Routes © Chris Mollineux





## DEFINING GREEN INFRASTRUCTURE

- 1.9 Green Infrastructure principles represent an approach to development that has a critical role in meeting environmental, social and economic challenges. For GI to be effective it needs to be planned through a spatial network of interconnected and integrated features.
- 1.10 Natural England's Green Infrastructure Guidance (2009) defines GI as... **'A strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features.'**
- 1.11 Green Infrastructure is embedded within national and local landscape planning policy and guidance, refer to Section 2 for analysis of relevant policy.

## TYPES OF GREEN INFRASTRUCTURE

- 1.12 Typical Green Infrastructure assets include:
- Parks and Gardens – urban parks, Country and Regional Parks, formal gardens;
  - Amenity Greenspace – informal recreation spaces, playing fields, housing green spaces, domestic gardens, village greens, urban commons, other incidental space, green roofs;
  - Natural and semi-natural urban green spaces – woodland and scrub, grassland (e.g. downland and meadow), heath or moor, wetlands, open and running water, waste lands and disturbed ground, bare rock habitats (e.g. cliffs and quarries);
  - Green corridors – rivers and canals including their banks, road and rail corridors, cycling routes, pedestrian paths, and rights of way;
  - Sports playing fields – sport and recreation including football pitches, cricket pitches, tennis courts etc; and
  - Other – allotments, community gardens & orchards, city farms, cemeteries, churchyards and natural burial grounds, canals, Registered Commons, village and town greens and heritage sites.

- 1.13 Each Green Infrastructure asset provides a range of existing functions and has the potential, through a considered and planned approach, to provide additional targeted functions to provide multi-functionality. The functions that Green Infrastructure assets perform provide multiple benefits for local communities and these are summarised below.

## BENEFITS OF GREEN INFRASTRUCTURE

- 1.14 Typical Green Infrastructure benefits can include:
- Improving quality of place by using the natural environment to create high quality living and recreational environments for where we live and work;
  - Improving physical and mental health and social well-being by creating good quality green space and opportunities for relaxation and healthy physical activity as well as providing the infrastructure necessary to encourage people to walk, run, cycle and play;
  - Investment in GI can provide multi-functional open spaces and parks bringing benefit to people, wildlife and the environment;
  - Protecting and enhancing landscape character and biodiversity by using land improvements and management to deliver biodiversity gain and overall landscape enhancement;
  - Sustaining economic growth and investment. High quality environments offer comparative location advantages to attract and retain business and a skilled labour pool;
  - Increasing land and property values by creating attractive environments around new and existing residential, commercial and employment areas;
  - Flood Alleviation and Water Management: installing Sustainable Urban Drainage systems, permeable surfaces and open spaces in urban areas;
  - Improving skills and educational attainment by providing an 'outdoor classroom' to learn new skills or understand more about the way we live;
  - Obtaining products from the land by using natural assets sourced locally in favour of imported goods; and
  - Climate Change Adaption and Mitigation: tree planting for natural air cooling, amelioration of the micro-climate, reduce the energy demands of a development and CO<sup>2</sup> absorption.

## PRINCIPLES OF GREEN INFRASTRUCTURE

- 1.15 Typical principles of Green Infrastructure include:
- Multi-functionality - an ecosystem services<sup>1</sup> led approach to integrate with, contribute to and enhance natural systems;
  - Interconnectivity, through the connection of urban and countryside areas whilst creating new recreational and amenity facilities;
  - Connectivity - avoid fragmentation of existing habitats, and natural features, to increase potential for natural regeneration and migration of species of flora and fauna associated with the effects of climate change;
  - Contribute to protection, conservation and long term management of the local landscape;
  - Maintain and enhance biodiversity, ensuring that development results in a net gain of Biodiversity assets;
  - Provide a focus for social inclusion, community development and lifelong learning; and
  - Be designed and managed to a high standard of quality to deliver social, economic and environmental benefits.

## BLUE INFRASTRUCTURE

- 1.16 Blue Infrastructure is a term used in relation to Green Infrastructure for natural and semi-natural 'blue' elements eg. ponds, streams and SuDs features. There are a number of functions and benefits associated with Blue Infrastructure elements such as alleviating flooding, controlling water run-off as well as providing habitat for wildlife. Within this GI Strategy, elements of Blue Infrastructure are considered and require integration within the GI Masterplan.

Footnote<sup>1</sup> - The term 'ecosystem services' is defined by the UK National Ecosystem Assessment as "The benefits provided by ecosystems that contribute to making human life both possible and worth living."





**SECTION 2**  
GREEN INFRASTRUCTURE  
POLICY CONTEXT

# SECTION 2 | GI POLICY CONTEXT

## POLICY OVERVIEW

- 2.1 As a term, GI means different things to different people depending on the context in which it is applied, with many definitions. In this way, support for GI has grown within the UK following policy guidance with drivers at the national and local level.

## INTERNATIONAL POLICY

### European Landscape Convention (ELC)

- 2.2 The European Landscape Convention (ELC) specifically addresses the requirement to protect, manage and create landscapes. It applies to all landscapes, towns and villages as well as the open countryside, the coast and inland areas.

## NATIONAL POLICY

- 2.3 At a national level the key policy and guidance documents that underpin the provision of GI are the:

### National Planning Policy Framework (NPPF)

- 2.4 The NPPF published on 27th March 2012 aims to protect the environment and to promote sustainable growth stating in paragraph 73 that:

**“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities.”**

- 2.5 Paragraph 118 of the NPPF notes how biodiversity should be considered by local planning authorities when deciding planning applications, and that “opportunities to incorporate biodiversity in and around developments should be encouraged”.

### A Green Future – Our 25 year Plan to Improve the Environment (2018)

- 2.6 The 25 year environment plan sets a number of goals including to achieve “enhanced beauty, heritage and engagement with the natural environment”. It recognises the actions required to help focus policy on the environment in order to safeguard natural assets and managed environmental pressures in order to experience the many benefits.

### The Natural Environment White Paper – The Natural Choice: Securing the Value of Nature (2011)

- 2.7 This statement outlines the Government’s vision for the natural environment over the next 50 years. It recognises the need for...

**“Urban Green Infrastructure to complete links in our national ecological network. Urban green space allows species to move around within, and between, towns and countryside.”**

### Biodiversity 2020: A Strategy for England’s Wildlife and Ecosystem Services (2011)

- 2.8 This strategy sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea and how implementing biodiversity policy con-tributes to our international and EU commitments.

### Open Space Strategies - Best Practice Guidance (2009)

- 2.9 This guidance updates and replaces CABE Space’s Green Space Strategies: A Good Practice Guide (2004). Here, the Mayor of London and CABE Space advises local planning authorities and their stakeholders on how to prepare open space strategies and provides a variety of case studies.

### Natural England: Green Infrastructure Guidance (2009)

- 2.10 Natural England’s GI guidelines states that GI:

**“Should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types...”**



## LOCAL POLICY

- 2.11 At a local level the key policy and guidance documents that underpin the provision of GI for the Application Site include:

### Cherwell District Council, Adopted Cherwell Local Plan 2011-2031 (2015)

- 2.12 Cherwell Local Plan 2011-2031 was adopted on 20th July 2015. A review of policies has been carried out with policies relevant to the GI Strategy identified below.
- Policy BSC10: Open Space, Outdoor Sport and Recreation Provision;
  - Policy BSC11: Local Standards of Provision - Outdoor Recreation;
  - Policy BSC12: Indoor Sport, Recreation and Community Facilities;
  - Policy ESD7: Sustainable Drainage Systems (SuDS);
  - Policy ESD10: Protection and Enhancement of Biodiversity and the Natural Environment;
  - Policy ESD13: Local Landscape Protection and Enhancement;
  - Policy ESD 15: The Character of the Built and Historic Environment; and
  - Policy ESD 17: Green Infrastructure.

**Policy BSC10: Open Space, Outdoor Sport and Recreation Provision**

2.13 Policy BSC 10 seeks to ensure that sufficient quantity and quality of, and access, to open space, sport and recreation is provided for through the protection of existing sites; addressing deficiencies in provision through enhancement of existing provision; improving access to facilities; and, securing new provision.

**Policy BSC 11: Local Standards of Provision – Outdoor Recreation**

2.14 Policy BSC11 notes that “Development proposals will be required to contribute to the provision of open space, sport and recreation, together with secure arrangements for its management and maintenance. The amount, type and form of open space will be determined having regard to the nature and size of development proposed and the community needs likely to be generated by it.”

2.15 Provision should usually be made on site in accordance with the minimum standards of provision as set out in ‘Local Standards of Provision - Outdoor Recreation.

2.16 Table 1 below shows the open space requirements according to the type of provision as per local standards. It categorises open space into four main typologies; general green space, play space, outdoor sports and allotments. Each open space type has an accessibility standard relating to the travel distance and time to open space as well as the minimum size of provision. The Application Site is deemed to be rural in line with Policy Villages 5.

**BSC12: Indoor Sport, Recreation and Community Facilities**

2.17 Policy BSC12 notes the requirements for indoor sport, recreation and community facilities provision “to encourage the provision of community facilities to enhance the sustainability of communities”.

2.18 Policy BSC12 states that provision should be maintained in accordance with the local standards of provision by protecting and enhancing the existing facilities, improving access to existing facilities and ensuring that development contributes to the provision of new/improved facilities.

Table 1 – Local Standards of Provision – Outdoor Recreation within the Cherwell Local Plan 2011-2031 (Extract of table 7, page 77-78)

Type of Provision	Quantitive Standard	Accessibility Standard	Minimum size of provision	Threshold for on-site provision
<b>General Green Space</b> (parks and gardens / natural and semi-natural / amenity green space)	2.4 ha per 1000 urban dwellers 2.74ha per 1000 rural/ urban edge dwellers	5 minute walk (amenity open space) 400m 15 minutes walk other (1200m)	200m2	10 urban dwellings 6 rural / urban edge dwellings
<b>Play Space</b> (combining provision for younger and older children including MUGAs)	0.78ha per 1000 people	5 minutes walk (400m) except for NEAPs 15m walk (1200m)	LAP - 100m2 activity zone; 400m2 including buffer LEAP- 400m2 activity zone; 3600m2 including buffer NEAP- 1000m2 activity zone; 8500m2 including buffer NB: In some cases a combined all-age area of play will be preferable to provision of LAPs/LEAPs/NEAPs.	10 dwellings (for a LAP) 50 dwellings (for a LEAP and LAP) 100 dwellings for a NEAP and LEAPs/LAPs
<b>Outdoor Sports</b> (combining tennis courts / bowling greens / golf courses / playing pitches) to be accompanied by changing facilities where appropriate.	1.13ha per 1000 people	Football, rugby, cricket; 10 minute walk (800m) urban areas, 10 minute travel time (8km) rural areas. Tennis courts: 15 minute walk (1200m) urban areas, 15 minute travel time (12 km) rural areas Bowling greens, golf courses: 15 minute travel time (12km)	0.12ha	65 dwellings
<b>Allotments</b>	0.37 ha per 1000 people	10 minute walk (800m)	0.2ha	275 dwellings

2.19 The policy suggests that provision can be achieved through dual use access agreements with schools. The provision is set as:

- Sports Hall - 0.315 badminton courts (per 1000 population)
- Swimming Pool - 9.31m2 swimming water area (per 1000 population)
- Squash Courts - 0.059 courts (per 1000 population)
- Health and Fitness - 5.28 stations (per 1000 population)
- Indoor Bowls - 0.045 rinks (per 1000 population)
- Synthetic Turf Pitches (STPs) - 0.046 pitches (per 1000 population)
- Athletics Tracks - 0.0012 8 lane facility (per 1000 population)

**Policy ESD7: Sustainable Drainage Systems (SuDS)**

2.20 Policy ESD7 notes how SuDS solutions should be integrated within developments to protect ground water resources, and surface water run-off, with suitable SuDS features used to help reduce pollution and provide landscape and wildlife benefits. Provision for their future management and maintenance should also be considered.

### Policy ESD10: Protection and Enhancement of Biodiversity and the Natural Environment

- 2.21 Policy ESD10 aims to protect and enhance the biodiversity of the natural environment in a number of ways, this includes:
- “In considering proposals for development, a net gain in biodiversity will be sought by protecting, managing, enhancing and extending existing resources, and by creating new resources
  - The protection of trees will be encouraged, with the aim to increase numbers
  - Relevant habitat and species surveys and associated reports will be required to accompany planning applications which may affect a site, habitat or species of known or potential ecological value
  - Planning conditions/obligations will be used to secure net gains in biodiversity by helping to deliver Biodiversity Action Plan targets and/or meeting the aims of Conservation Target Areas. Developments for which these are the principal aims will be viewed favourably
  - Development proposals will be expected to incorporate features to encourage biodiversity, and retain and where possible enhance existing features of nature conservation value within the site. Existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity
  - A monitoring and management plan will be required for biodiversity features on site to ensure their long term suitable management.”
- 2.22 Other points seek to ensure that any harmful impacts of development are mitigated and compensated, with demonstration that the effects are mitigated, in addition soils will be encouraged to be reused within the developments.
- 2.23 The policy recognises designated sites such as SSSIs, species and habitat of principal importance would require mitigation to achieve a net gain in biodiversity/geodiversity should loss or damage occur through development.

### Policy ESD13: Local Landscape Protection and Enhancement

- 2.24 Policy ESD13 states that a states that the Council “seeks to conserve and enhance the distinctive and highly valued local character of the entire District” paragraph B.248.
- 2.25 The policy also notes that: “Opportunities will be sought to secure the enhancement of the character and appearance of the landscape, particularly in urban fringe locations, through the restoration, management or enhancement of existing landscapes, features or habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows.”
- 2.26 It notes that “development will be expected to respect and enhance local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted if they would:
- Cause undue visual intrusion into the open countryside
  - Cause undue harm to important natural landscape features and topography
  - Be inconsistent with local character
  - Impact on areas judged to have a high level of tranquility
  - Harm the setting of settlements, buildings, structures or other landmark features, or
  - Harm the historic value of the landscape.”
- 2.27 Further local landscape character guidance is included within the baseline section of this GI Strategy.
- 2.28 In paragraph B.252, the setting of the River Cherwell is identified as one of the most important elements of the landscape that can add to the character and identity of an area.
- 2.29 Paragraph B.253 continues that the Council will seek retention of woodland, trees, hedges, ponds, walls and any other features deemed “important to the character or appearance of local landscape as a result of their ecological, historic or amenity value” and it concludes that: “Proposals which would result in the loss of such features will not be permitted unless their loss can be justified by appropriate mitigation and/or compensatory measures to the satisfaction of the Council.”

### Policy ESD 15: The Character of the Built and Historic Environment

- 2.30 Policy ESD 15 states that “successful design is founded upon an understanding and respect for an area’s unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design.”
- 2.31 The policy states that new development should provide information on the potential impact on heritage assets as well as:
- Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions.
  - Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions.
  - Support the efficient use of land and infrastructure, through appropriate land uses, mix and density/ development intensity.
  - Contribute positively to an area’s character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting.
  - Conserve, sustain and enhance designated and non designated ‘heritage assets’ including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF and National Planning Policy Guidance (NPPG)....
  - Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages .

- Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette.
  - Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features.
  - Demonstrate a holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing.
  - Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space
  - Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible. Well designed landscape schemes should be an integral part of development proposals to support improvements to biodiversity, the micro climate, and air pollution and provide attractive places that improve people's health and sense of vitality
- 2.32 The policy also seeks to implement best practice such as the Manual for Streets and urban design principles including Secured by Design as well as incorporating energy efficient design, limit the impact of light pollution and use locally sourced sustainable materials where possible.

### Policy ESD 17: Green Infrastructure

- 2.33 Policy ESD17 notes the importance of Green Infrastructure in "securing adequate green infrastructure [as] an important component of achieving sustainable communities". It highlights components such as PRow, the River Cherwell as important GI components for health and well-being and biodiversity.
- 2.34 The District's green infrastructure network will be maintained and enhanced through the following measures:
- Pursuing opportunities for joint working to maintain and improve the green infrastructure network, whilst protecting sites of importance for nature conservation
  - Protecting and enhancing existing sites and features forming part of the green infrastructure network and improving sustainable connectivity between sites in accordance with policies on supporting a modal shift in transport, open space, sport and recreation, adapting to climate change, Sustainable Drainage Systems (SuDS), biodiversity and the natural environment, Conservation Target Areas, heritage assets, and the Oxford Canal.
  - Ensuring that green infrastructure network considerations are integral to the planning of new development. Proposals should maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling, and connecting the towns to the urban fringe and the wider countryside beyond
  - All strategic development sites (Section C: 'Policies for Cherwell's Places') will be required to incorporate green infrastructure provision and proposals should include details for future management and maintenance.





- Management of the flying field should preserve the Cold War character of this part of the site, and allow for public access. New built development on the flying field will be resisted to preserve the character of the area.
- Landscape Visual and Heritage Impact Assessments should be undertaken as part of development proposals and inform the design principles for the site.
- Proposals should demonstrate an overall management approach for the whole site.
- A neighbourhood centre or hub should be established at the heart of the settlement to comprise a community hall, place of worship, shops, public house, restaurant, and social and health care facilities. Proposals should also provide for a heritage centre given the historic interest and Cold War associations of the site.
- The scale and massing of new buildings should respect their context. Building materials should reflect the locally distinctive colour palette and respond to the materials of the retained buildings within their character area, without this resulting in pastiche design solutions.
- Public open space should be provided to form a well connected network of green areas, suitable for formal and informal recreation.
- Provision of Green Infrastructure links to the wider development area and open countryside.”

2.38 Policy Villages 5 also sets out the requirement for the provision of SuDS in line with the aforementioned Policy ESD7 and the Council’s Strategic Flood Risk and states that a full Arboricultural Survey should be undertaken to inform the masterplan, incorporating as many trees as possible and reinforcing the planting structure where required. In addition, it suggests that an archaeological field evaluation to assess the impact of the development on archaeological features would be required with proposals requiring to be subject to local plan development policies.

2.39 It notes that Public Art should also be provided. Other components of GI such as climate change mitigation and adaption is also referenced

2.40 Policy Villages 5 is accompanied by the policy map which sets out the extent of Upper Heyford and annotates ‘Areas with potential for additional development identified under Policy Villages 5’, refer to Fig 1.

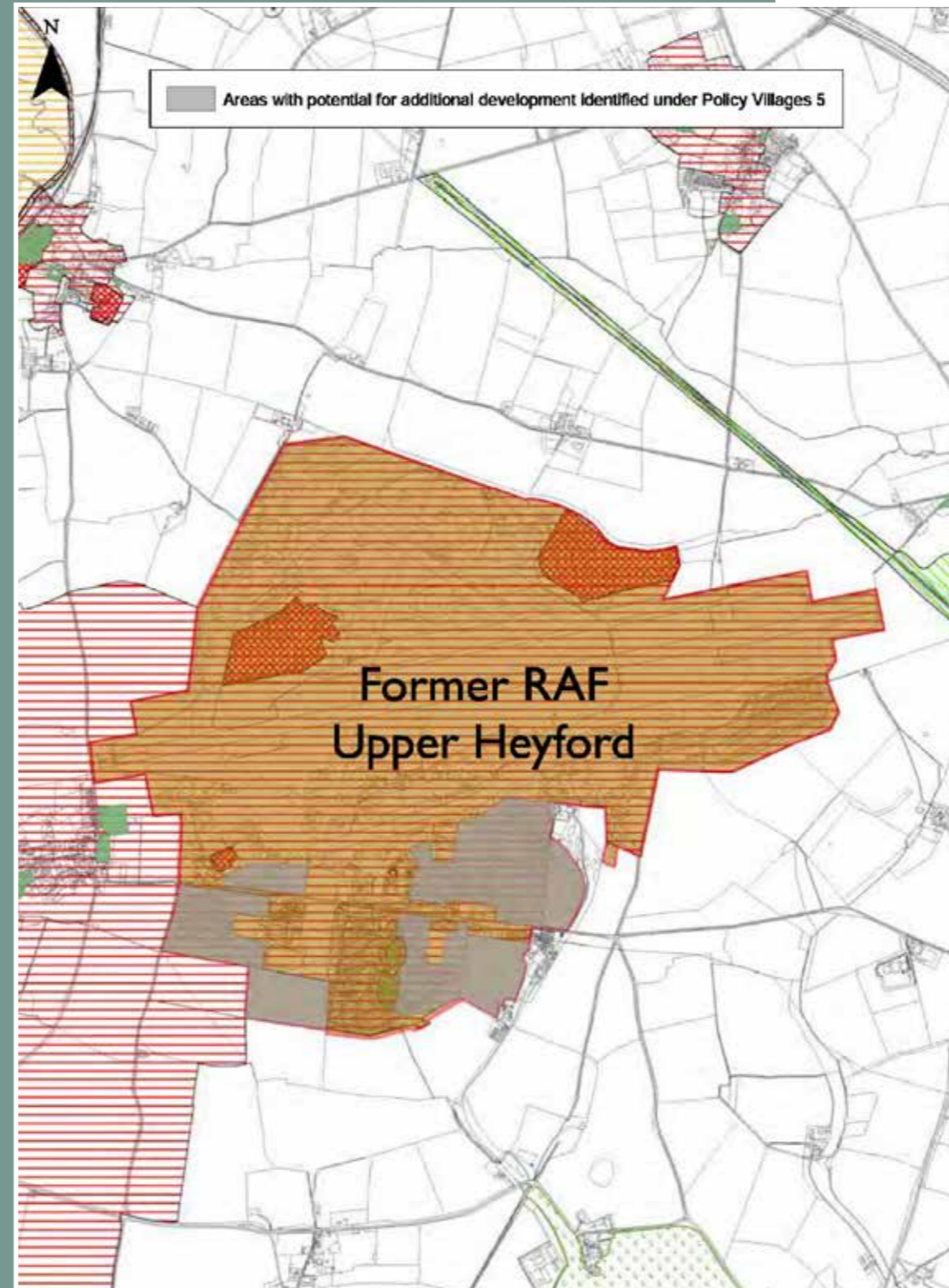


FIGURE 1. EXTRACT OF POLICY VILLAGES 5 PLAN



## GUIDANCE AND CHERWELL DISTRICT COUNCIL'S PUBLISHED DOCUMENTS RELEVANT TO GREEN INFRASTRUCTURE AT UPPER HEYFORD

### Developer Contributions Supplementary Planning Document (SPD) (February 2018)

- 2.41 The recently published SPD sets out the developer contributions in relation to Section 106 planning obligations in the absence of a Community Infrastructure Levy (CIL) charging schedule within the District. The document seeks to detail how planning obligations can help to ensure provision is met should the developer not be able to meet the required provision on-site or with improvements to existing provision.
- 2.42 The SPD recognises the 'Healthy New Towns' programme which promotes **“innovative ways to encourage people to live more healthy lives and the many opportunities for the built environment to support this objective.”**
- 2.43 It notes that Bicester was successful in being selected as an exemplar healthy new town, and that the **“built environment has a role to play in promoting health and well-being of communities in the whole of the Cherwell District and it is a Council priority to ensure new developments support this aim.”**
- 2.44 The SPD sets out thresholds and contributions for a number of elements (in conjunction with the specific local plan policies) including cemeteries, community hall facilities, health and well-being, heritage, nature conservation, biodiversity, indoor sport, open space, play facilities, outdoor sport, recreation and public art.
- 2.45 The section of open space, play facilities, outdoor sport and recreation recognises the local standards of provision as set out within the adopted Local Plan.

### Site Specific Guidance Documents

- 2.46 The Proposed Development falls within the site of the former Air Base and the Council has published a number of documents outlining the vision for this site and guidance in relation to the requirements for developments within it.
  - 2.47 These are discussed within the LVIA which forms part of the ES and highlighted here, as to mark their relevance to the character of the Cold War landscape at the former Air Base.
  - 2.48 It is important to note that, broadly speaking the information contained within the published documents such as the RAF Upper Heyford Conservation Area Appraisal (2006) and the RAF Upper Heyford Revised Comprehensive Planning Brief (2007) relates to the former Air Base as a heritage asset as an example of a Cold War landscape. These documents also discuss the issue of landscape character assessment within the Air Base and in the wider countryside, including Rousham Park.
- RAF Upper Heyford Conservation Area Appraisal (2006)**
- 2.49 The 'RAF Upper Heyford Conservation Area Appraisal' (2006) discusses the character of the former Air Base in landscape terms and considers the inter-visibility of the airfield from the surrounding countryside.
- RAF Upper Heyford Revised Comprehensive Planning Brief (2007)**
- 2.50 The 'RAF Upper Heyford Revised Comprehensive Planning Brief' (2007) adopted as a Supplementary Planning Document (SPD) by the Council provides further information in relation to the former Air Base and the surrounding landscape. Of particular interest is the policy quoted in paragraph 4.4.5 which states: **“New development should respond to the established character of distinct character areas where this would preserve or enhance the character or appearance of the conservation area.”**
  - 2.51 However, the SPD focuses on the heritage value of the site and discusses the site of the former Air Base in the context of the Policy H2 of the Oxfordshire Structure Plan 2016 rather than in general landscape and visual terms.









**SECTION 3**  
THE SITE &  
SITE CONTEXT

## SECTION 3 | THE SITE & SITE CONTEXT

### THE SITE

- 3.1 The former RAF Upper Heyford airbase (the Former Air Base) is located approximately 5.3km north-west of Bicester, and 1.7km south-west of Junction 10 of the M40 Motorway, in Oxfordshire. The site is located within the administrative area of Cherwell District Council and the parishes of Upper Heyford, Somerton and Ardley.
- 3.2 The Application Site covers circa 457 hectares of land occupying much of 505 hectares the former Air Base site, but excludes areas of completed and ongoing residential and associated development within Heyford Park or areas subject to separate planning applications yet to be determined such as Land South of Camp Road and Village Centre North.
- 3.3 The Application Site is located largely to the north of Camp Road and includes the section of Camp Road that lies between Kirtlington Road/Port Way to the west and Chilgrove Drive to the east, but includes other parcels of land to the south of Camp Road as shown on Figure 2.
- 3.4 Upper Heyford is the closest settlement and is separated from the south-west corner of the former runway by Somerton Road.

### Recent History

- 3.5 The former Air Base was owned by the Ministry of Defence and was leased to the United States Air Force (USAF) from the 1960s until 1994. The Air Base had a number of land uses, with a residential area for personnel, an area that provided ancillary facilities and services such as a hospital, supermarket, petrol station, school and sport facilities for the military personnel and their families.
- 3.6 There are many features within the Application Site that remain from the military use of the site, the former Air Base boundary is marked by a barbed-wire topped chain link security fences, beyond which lies open countryside to the north, east, and west. The southern boundary in part lies adjacent to open countryside, former Air Base structures, or new build development within Heyford Park. The boundaries and neighbouring land uses of individual development parcels within the Application Site varies according to its relationship with existing built form or open land.

- 3.7 Most of the buildings are of a utilitarian military nature including hardened aircraft shelters, and other hardened buildings including the Avionics buildings (refer to Photograph 1), telephone exchange, battle command centre and special weapons stores, which form the Scheduled Ancient Monument dating from the Cold War period.
- 3.8 Other buildings from this period include iconic structures such as nose docking sheds, the control tower and the former squadron headquarters building, which are, or are to be, Grade 2 listed.
- 3.9 The former Air Base site was divided into three main character areas relating to the military land uses: the main Flying Field and Technical Area, north of Camp Road and the Residential Area to the south of Camp Road. The residential areas each comprise their own character areas that reflect the date of construction and their function.

### Land Use

- 3.10 The Application Site encompasses, broadly speaking, the irregular-shaped land parcel of the former Air Base to the north and south of Camp Road, but excludes areas of completed and ongoing residential and associated development within Heyford Park.
- 3.11 A number of commercial companies have offices/units within the buildings within the flying field, notably British Car Auctions (BCA) uses parts of the runway for vehicle storage and processing (refer to Photograph 2).
- 3.12 Two parcels of 'greenfield' agricultural land beyond the former Air Base boundary are also included within the Application Site in accordance with Policy 5 Villages of the CDC Local Plan. These are located to the west of Tait Drive/east of Port Way, with the second located to the west of Heyford Leys Farm, within the southeast of the Application Site.
- 3.13 Heyford Park Free School also has a campus within the Application Site, comprising classrooms, sports and recreation facilities. There are a number of community facilities that have been developed as part of the military base and it's inhabitants, notably the Heyford Park Chapel and Community Centre.

### Access

- 3.14 Camp Road dissects the site and provides a connection to Upper Heyford to the west and east towards the B430. Residential roads reach south from Camp Road with roads leading to the previous Technical Area to the south, with some residential roads to recent parcels of development including Larsden Road and Soden Road.
- 3.15 The blue infrastructure of the River Cherwell and Oxford Canal provides an additional layer of connectivity, which are located to the west of the Application Site.

### Public Rights of Way

- 3.16 Only one Public Right of Way (PRoW), footpath 388/4/20, falls within the southwest corner of the Application Site, diagonally crossing parcel 18 in a northwest to southeast direction providing a link to the settlement of Upper Heyford.
- 3.17 No other PRoW lie within the Application Site, however, several footpaths and bridleways terminate at or follow the boundary, having been severed or diverted by construction of the former Air Base. Notably, these include two historic long-distance routes comprising Aves Ditch at the east along Chilgrove Drive, and Port Way to the west of the former runway.

### Topography and Drainage

- 3.18 The Flying Field occupies a plateau east of the Cherwell Valley and comprises convex high ground, with landform falling away locally to the north and south (refer to Figure 3). Topographically there are subtle variations in levels across the Flying Field, undulating locally to the north, south, east and west, although the former runway is slightly elevated above neighbouring land uses for much of its c.3km length at between 135m AOD and 130m AOD (the western end slopes down to c.112m at Somerton Road). The northern part of the Flying Field reaches approximately 130m to 135m Above Ordnance Datum (AOD) and gently slopes to the south at Camp Road which lies at c.125m AOD toward the western edge of the Application Site, and at c. 120m AOD at Chilgrove Drive junction.
- 3.19 To the south of Camp Road, parcels 16 and 18 occupy land that slopes generally to the south at c.122m AOD although a ditch that forms the boundary between the two parcels forms a shallow 'valley' at less than 120m AOD.



FIGURE 2. AERIAL PLAN



Photograph 1 - Avionics Building



Photograph 2 - British Car Auctions use of the Application Site



Photograph 3 - Southern Bomb Stores



Photograph 4 - Security fence around the Flying Field



Photograph 5 - Control Tower



Photograph 6 - Rousham Park & Gardens

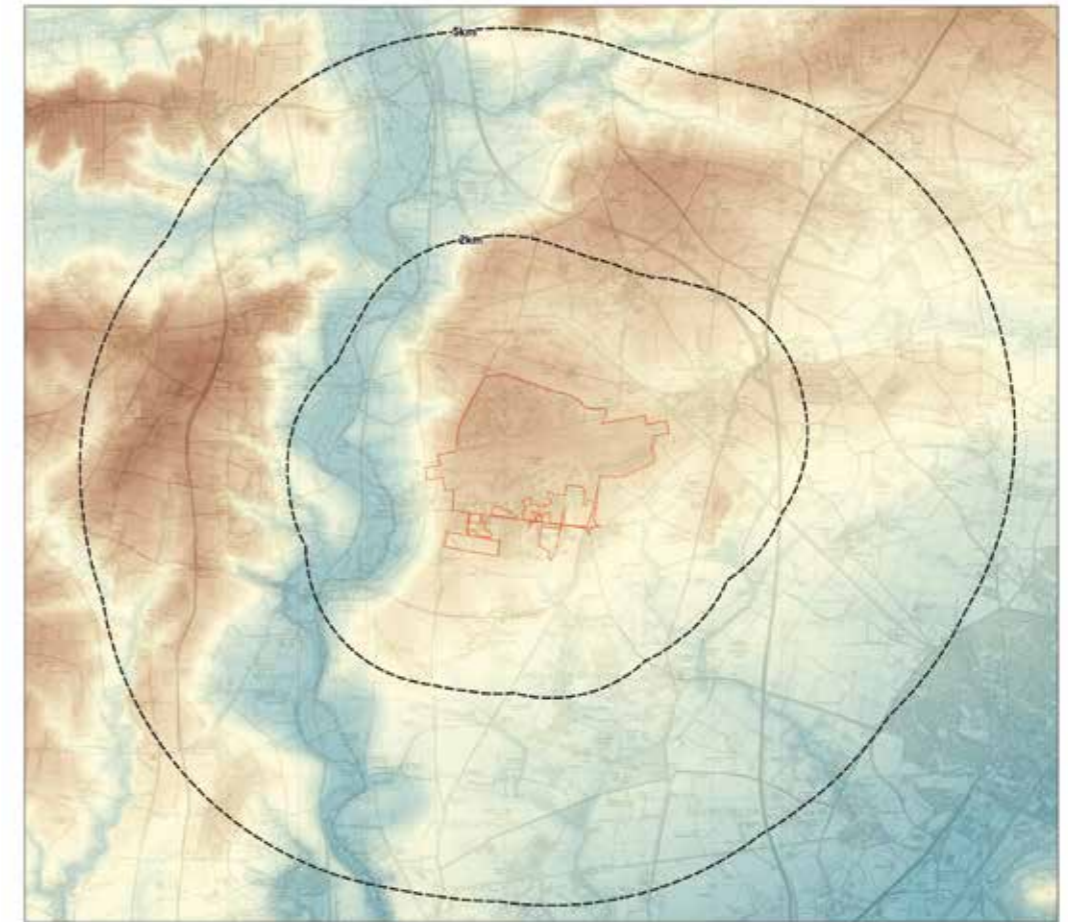


FIGURE 3. TOPOGRAPHY PLAN

**KEY**  
 Application Boundary  
**DTM (metres above ordnance datum)**  
 Value  
 High : 156.139  
 Low : 62.0582





- 3.20 Landform within parcel 17 slopes gently south-eastward from c.120m at its northern edge toward the Sewage Works which lies at about 115m AOD.
- 3.21 The ditch drains southward from the Land South of Camp Road site between parcels 16 and 18. No natural water bodies occur on site, but several water storage and drainage features are present within the Flying Field, historically used during the Air Base operation for firefighting.
- 3.22 Recent development includes SuDs features, such as the linked corridor of attenuation basins located south of Camp Road between Bovis parcels B2A, B2B and B5, to the north of Parcel 16.
- 3.23 The Application Site is located within Flood Zone Risk 1, and at low / negligible risk of flooding.

#### Built Form

- 3.24 Due to its scale and former functions, the built form within the Application Site is varied in form, size and architectural style.
- 3.25 The built form to the north of Camp Road is complex and large in scale comprising utilitarian military structures of the technical area and Flying Field. However, buildings such as Heyford Park Free School are more domestic in scale, in addition to the residential properties off Larsden Road and Soden Road.
- 3.26 To the south of Camp Road, the greenfield parcels (no. 16 and 18) comprise arable land with no built form or paved access and abut the existing residential uses within Heyford Park.

#### Vegetation

- 3.27 Across the Application Site, north of Camp Road tree and shrub planting appears to be planted in a haphazard manner with areas of grassland separating built form and areas of hard standing, with a large number of mature trees within the technical and domestic site and some peripheral planting undertaken in the 1980s.
- 3.28 To the south of Camp Road, within the residential areas, vegetation is domestic in nature, with areas of public open space. This comprises mature trees, amenity grass with recent planting in newly developed green spaces.

- 3.29 Species are varied across the site with a mix of native and ornamental species, with the planting perceived to provide a specific function such as screening, highway trees or domestic landscaping. Past management of amenity grass has been regimented to present a well maintained appearance in line with the military use of the site.
- 3.30 Notable vegetation includes tree, hedgerow and/or shrub planting along the south-western and north-western boundary of the Flying Field. The southern boundary of the Southern Bomb Stores (refer to Photograph 3) includes blocks of tree planting; vegetation also flanks Chilgrove Drive and the western boundary of the parcel 26 east of Tait Drive. A dense tree belt lies outside of but adjacent to the northern boundary of the Flying Field.

#### Boundaries

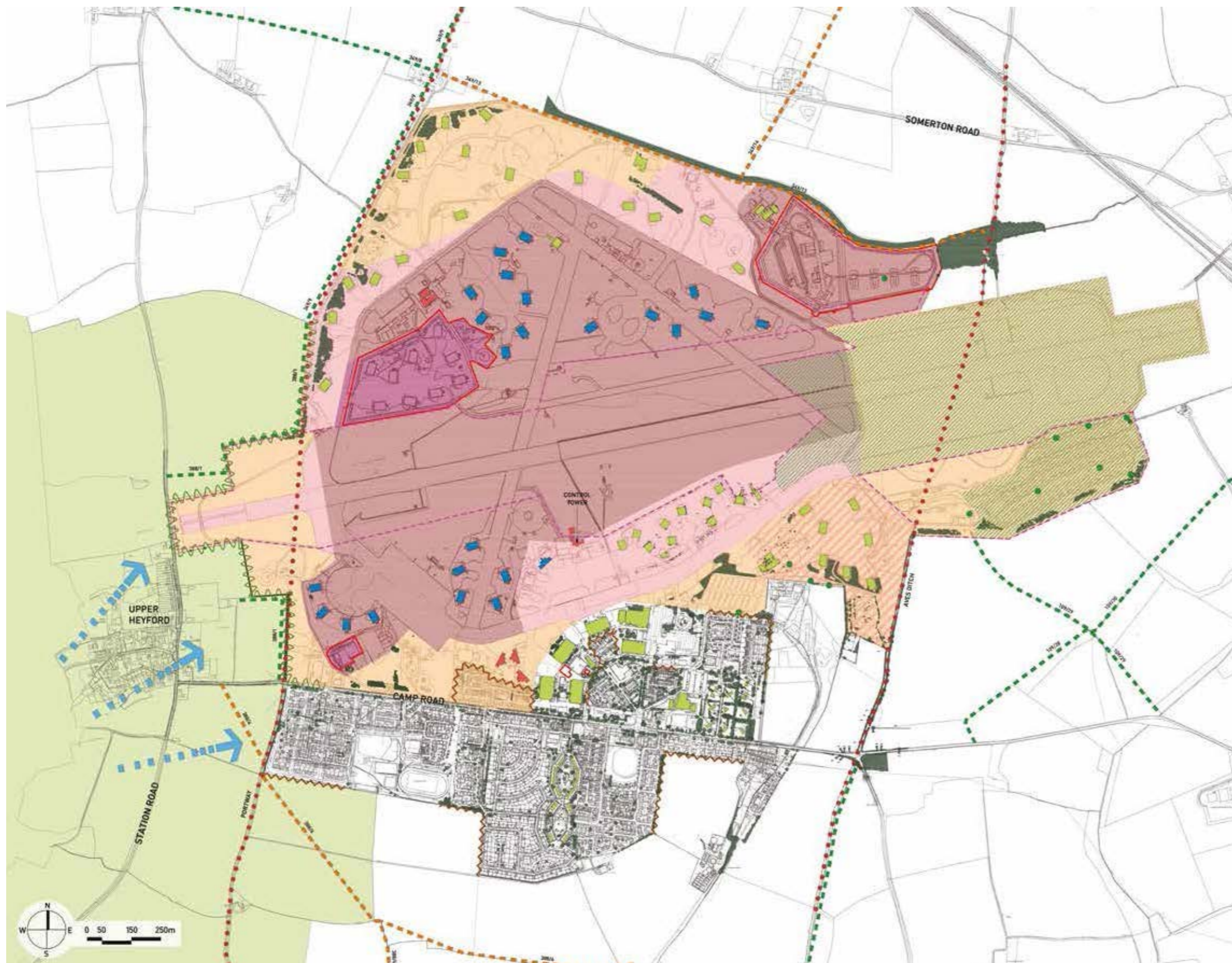
- 3.31 A c.2.25m high chain link (refer to Photograph 4) and barbed wire security fence surrounds the former Air Base and defines and encloses much of the external boundaries (and occasional internal boundaries) of the Application Site.
- 3.32 The former Air Base security fence has been removed in a number of sections to help facilitate recent development. In places, boundaries have been replaced with timber post and rail fencing and hedgerow planting where adjacent to residential properties. Boundaries are still required to maintain secure boundaries across the Application Site in line with the planning obligations.
- 3.33 Along the northern and western boundaries of parcel 17 west of Heyford Leys Farm, and it has been replaced by timber post and rail fencing with hedge planting adjacent to existing housing; the eastern boundary of this parcel is formed by existing hedgerows and/or tall chain link fencing of the Sewage Works, and the southern boundary is marked by a gappy hedgerow separating parcel 17 from open countryside.

#### Statutory and Non-Statutory Designations

- 3.34 Due to the site's unique past a number of features, buildings and areas have been designated at varying levels of importance. These cover both cultural heritage and ecological assets within the Application Site.

#### Cultural Heritage

- 3.35 The Flying Field represents the historic core of the former Air Base and is of national, regional and local significance due to its Cold War associations.
- 3.36 The former Air Base as a whole was designated as a Conservation Area in 2006, reflecting the key role that the airbase played in the Cold War years, and its military architecture and layout with the Flying Field comprising approximately 10km of runways.
- 3.37 Key Cold War structures scheduled under the Ancient Monuments and Archaeological Areas Act of 1979 include:
- The Hardened Telephone Exchange;
  - The Battle Command Centre;
  - The Quick Reaction Alert Area (QRAA): this includes hardened aircraft shelters, security fence, watch tower, fuel supply point and hardened crew buildings;
  - The Northern Bomb Store and Special Weapons Area: this is contained within a security fence and includes 'special' and conventional bomb stores; and,
  - The Avionics Maintenance Facility.
- 3.38 In addition, several structures within the Application Site are covered by a Grade II listing, these include three Nose Docking Sheds, the Squadron Headquarters, and the Control Tower (refer to Photograph 5).
- 3.39 There are also a number of non-designated heritage assets within the Application Site which together help form the cultural heritage of the site.
- 3.40 Within the vicinity of the Application Site there are further designations, including the Registered Park and Gardens at Middleton Park, and Rousham Hall to the south west of the Application Site. The Rousham Conservation Area includes the historic cores of both Upper Heyford and Lower Heyford and lies just to the west, adjoining the Application Site.



KEY	
<b>HERITAGE</b>	
	<b>AREA OF LOCAL SIGNIFICANCE</b> SOURCE: RAF UPPER HEYFORD REVISED COMPREHENSIVE PLANNING BRIEF 2007 SPD SUMMARY OF SIGNIFICANCES DRAWING REF. 13
	<b>AREA OF REGIONAL SIGNIFICANCE</b> SOURCE: RAF UPPER HEYFORD REVISED COMPREHENSIVE PLANNING BRIEF 2007 SPD SUMMARY OF SIGNIFICANCES DRAWING REF. 13
	<b>AREA OF NATIONAL SIGNIFICANCE</b> SOURCE: RAF UPPER HEYFORD REVISED COMPREHENSIVE PLANNING BRIEF 2007 SPD SUMMARY OF SIGNIFICANCES DRAWING REF. 13
	<b>AREA OF INTERNATIONAL SIGNIFICANCE</b> SOURCE: RAF UPPER HEYFORD REVISED COMPREHENSIVE PLANNING BRIEF 2007 SPD SUMMARY OF SIGNIFICANCES DRAWING REF. 13
	<b>NON LISTED BUILDINGS OF LOCAL SIGNIFICANCE</b> SOURCE: RAF UPPER HEYFORD CONSERVATION AREA APPRAISAL (APRIL 2004) FIGURE 7
	<b>NON LISTED BUILDINGS OF NATIONAL SIGNIFICANCE</b> SOURCE: RAF UPPER HEYFORD CONSERVATION AREA APPRAISAL (APRIL 2004) FIGURE 7
	<b>LISTED BUILDINGS</b> SOURCE: DRAWING BY PEGASUS REF. 0 024_11 'CONTRIBUTORS' PLAN MARCH 2014
	<b>SCHEDULED MONUMENTS</b> SOURCE: DRAWING BY PEGASUS REF. 0 024_34 SCHEDULED MONUMENTS SLP JULY 2014
	<b>HISTORIC ROUTES</b> SOURCE: RAF UPPER HEYFORD REVISED COMPREHENSIVE PLANNING BRIEF 2007 SPD PHL 3 CULTURAL CONTEXT DRAWING 018
<b>LANDSCAPE/ECOLOGY</b>	
	<b>LOCAL WILDLIFE SITE</b> SOURCE: RAF UPPER HEYFORD REVISED COMPREHENSIVE PLANNING BRIEF 2007 SPD PRIORITY AREAS DRAWING REF. 12
	<b>ROUSHAM CONSERVATION AREA</b> SOURCE: CHERWELL DISTRICT COUNCIL
	<b>AREA OF ECOLOGICAL IMPORTANCE</b> SOURCE: RAF UPPER HEYFORD REVISED COMPREHENSIVE PLANNING BRIEF 2007 SPD PRINCIPAL NATURE CONSERVATION FEATURES DRAWING REF. 02
	<b>VIEWS FROM ROUSHAM PARK &amp; HOUSE TO FORMER RAF UPPER HEYFORD AIRBASE</b> SOURCE: RAF UPPER HEYFORD REVISED COMPREHENSIVE PLANNING BRIEF 2007 SPD ROUSHAM PARK & CONSERVATION AREA DRAWING 01C
	<b>SITES WHERE GREAT CRESTED NEWT IS CONFIRMED</b> SOURCE: RAF UPPER HEYFORD REVISED COMPREHENSIVE PLANNING BRIEF 2007 SPD PRINCIPAL NATURE CONSERVATION FEATURES DRAWING REF. 02
	<b>SENSITIVE LANDSCAPE EDGE</b> EDGE DEFINED BY TOP OF CHERWELL VALLEY
	<b>EXISTING VEGETATION</b> SUBJECT TO DETAILED TREE SURVEY
<b>PUBLIC RIGHTS OF WAY</b>	
	<b>EXISTING FOOTPATHS</b> SOURCE: OXFORDSHIRE COUNTY COUNCIL DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY
	<b>EXISTING BRIDLEWAY</b> SOURCE: OXFORDSHIRE COUNTY COUNCIL DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY
<b>OTHER</b>	
	<b>RESIDENTIAL EDGE</b>

FIGURE 4. CONSTRAINTS PLAN



## Ecology

- 3.41 A Local Wildlife Site (LWS) has been designated to protect the calcareous grassland in the eastern end of the site, but other areas are recognised as ecological assets on account of the habitat for ground nesting birds.
- 5.1 There are no internationally designated statutory sites within 5km of the site, whilst there is statutory designation within 2km of the site; the Ardley Cutting and Quarry Site of Special Scientific Interest (SSSI). This SSSI is approx. 130m from the Application Site boundary at its closest point and runs in a linear shape from northwest to southwest. It is sited for its biological interest (as well as geological) which include limestone grassland.
- 5.2 There are four non-statutory designated sites and areas identified for future biodiversity enhancement within 2km of the Application Site. These include:
- Upper Cherwell Valley Conservation Target Area (CTA);
  - Tusmore and Shelswell Parks CTA;
  - Rush Spinney Local Wildlife Site (LWS); and
  - Upper Heyford Airfield LWS - This site measures 74.41 ha and is enclosed in the Application Site boundary. It covers much of the eastern part of the Application Site and includes an area of grassland which ranges in diversity and includes some species-rich areas which are strongly calcareous in character, areas on thicker soils which are more neutral in character. These are contiguous to areas of grassland within the Application Site of similar character which are not within the designated site. The southern part of this LWS includes a series of water tanks known to support a large population of great crested newts. A range of other protected and notable species are associated with LWS, including 14 species of butterfly, skylark, linnet, corn bunting, tree sparrow and grey partridge. This ecological feature is considered to be of County value.

## SURROUNDING LANDSCAPE CONTEXT

### Surrounding Landscape and Settlements

- 5.3 The Application Site is largely surrounded by agricultural land within its immediate surroundings, with the existing residential development bordering the south of the Application Site, to the south of Camp Road.
- 3.42 Predominantly rural in character, and under agricultural use the site's surroundings are interspersed with villages including Fritwell 1.4km to the north, Ardley with Fewcott 0.7km to the northeast, Middleton Stoney 2.2km to the southeast, Caulcott 0.8km to the south, Lower Heyford 1.1km to the southwest, Steeple Aston 2.1km to the west, Middle Aston 2.2km to the west, North Aston (2.7km) and Somerton (0.9km) to the northwest.
- 3.43 In addition, a number of individual houses, farmsteads and hamlets occur between the settlements within approximately a 1km radius of the Application Site, including clockwise from the north: Troy Farm and Troy Cottages, Crossroads Farm, Upton Cottage, Ashgrove Farm, Manor Farm (Middleton Stoney), Lime Hollow/The Gorse, Cheesman's Barn, Mudginwell Farm, Village Farm (Somerton) and Portway Cottage.

### Land Uses

- 3.44 Other notable land uses and built form within vicinity of the Application Site includes Cherwell Valley Motorway Service Area 1.7km to the northeast and Ardley Quarry/ Ardley Energy Recovery Facility (ERF) about 1.2km to the southeast.
- 3.45 The River Cherwell, Oxford Canal and the Birmingham to Oxford rail line lie to the west of the Application Site as they pass by the settlements of Upper and Lower Heyford.

### Public Rights of Way (PRoW)

- 3.46 There is a network of public footpaths and bridleways to the north of the perimeter of Heyford Park linking Fritwell and Somerton. There are also a number of existing PRoW's providing links to Caulcott and Lower Heyford to the south, Upper Heyford and Steeple Ashton to the west and Ardley to the north east of the Application Site.

## Topography

- 3.47 Topographically, the landscape gently slopes to the southeast toward Gagle Brook and south toward Gallos Brook. To the west, the valley of River Cherwell creates a strong landform and separates the Application Site from the higher ground located further west. The A4260 marks that higher ground but is not perceptible due to the distance and intervening vegetative screening; it is approximately 3.7km away at its closest point near Hopcrofts Holt.

## Cultural Heritage

- 3.48 Four Registered Parks and Gardens occur within the wider context of the Application Site including Aynho 3.8km to the north, Middleton Stoney 650m to the southeast, Kirtlington 3.6km to the south and Rousham 2km to the southwest (refer to Photograph 6).
- 3.49 The Application Site is sited on a plateau location east of the Cherwell Valley that contains not only Rousham Park, Grade 1 Listed Park and Garden and several other Conservation Areas (CA) that adjoin the site including the Rousham, Lower Heyford and Upper Heyford CA.
- 3.50 There are further Scheduled Monuments and Listed Buildings within the vicinity of the site, for a full description, refer to the Cultural Heritage chapter within the ES.



A photograph of a field of dandelions in the foreground, with a water tower and farm buildings in the background. The image is overlaid with a semi-transparent green rectangle containing the text.

**SECTION 4**  
BASELINE STUDY  
- GI ASSETS

# SECTION 4 | BASELINE STUDY - LANDSCAPE CHARACTER

## LANDSCAPE CHARACTER

4.1 The landscape character of the Application Site and its surroundings is defined by a number of published guidance documents.

### National Landscape Character

4.2 Natural England's National Landscape Character Area (NCA) guidance (2015) locates the Application Site within NCA107 Cotswolds. Whilst the NCAs provide a recognised, national spatial framework the scale of the mapping and information makes it of limited use at the local scale. With the NCA's having a 'broad brush' strategic approach it is not considered appropriate for the purpose of this a GI Strategy nor does it mention the former RAF Upper Heyford Air base as a notable feature.

### Local Landscape Character

4.3 The local landscape character studies that refer to the Application Site are summarised below:

- Oxfordshire Wildlife and Landscape Study (undated); and
- Cherwell District Landscape Assessment (1995).

### Oxfordshire Wildlife and Landscape Study (undated)

4.4 The current Landscape Character Assessment (LCA) for Oxfordshire is the Oxfordshire Wildlife and Landscape Study (OWLS). The OWLS assessment classifies four landscape character types within the vicinity of the Application Site:

- Farmland Plateau – including the former Air Base;
- Wooded Estatelands – encompassing land to the southeast of Caulcott centred on Middleton Park;
- Farmland Slopes and Valley Sides – comprising land lying broadly between Station Road/Somerton Road and the River Cherwell flood plain; and
- River Meadowlands – encompassing the flood plain and valley floor of the River Cherwell.

4.5 The study area is located within the Farmland Plateau landscape type. Key characteristics are listed as:

- "Level or gently rolling open ridges dissected by narrow valleys and broader vales.
- Large, regular arable fields enclosed by low thorn hedges and limestone walls.



Public footpath 289/4/10 north of Caulcott, looking northwest (Upper Heyford Plateau LCA)

- Rectilinear plantations and shelterbelts.
- Sparsely settled landscape with a few nucleated settlements.
- Long, straight roads running along the ridge summits."

4.6 A number of local character areas are described within the overall Farmland Plateau landscape type, including ref. H Fritwell, in which the Application Site lies, for which the landscape character is described as:

**"This area is characterised by large, regularly-shaped arable fields and medium-sized mixed plantations. There are small fields of semi-improved grassland surrounding villages. There are also a few large blocks of ancient semi-natural woodland, including Stoke Wood and Stoke Little Wood, which add to the wooded character of this area. The field boundaries are dominated by hawthorn and blackthorn hedges with scattered hedgerow trees, although the latter are almost totally absent to the south of Upper Heyford airfield. Hedges are generally low in height, except around Fritwell and Ardley where they are taller and more species-rich."**

4.7 The former Air Base is referenced under 'forces for change', which states: **"...the open plateau landscapes are very exposed and agricultural buildings and other large structures, such as the industrial units at Enstone Airfield, are particularly prominent. Similarly, the structures associated with Upper Heyford airfield are very visible across the Cherwell Valley..."**

4.8 In response to the 'forces for change', a number of Landscape Strategy guidelines are also noted to "conserve the open and remote character of the landscape, and maintain the large-scale field pattern." Relevant guidelines include:

- "Conserve the open, spacious character of the landscape by limiting woodland planting on the more exposed ridge tops. Locate new planting in the dips and folds of the landscape and establish tree belts around airfields, quarries and other large structures to reduce their visual impact using locally characteristic native tree and shrub species such as ash, oak and beech.
- Strengthen the field pattern by planting up gappy hedges using locally characteristic species such as hawthorn and blackthorn.
- Promote environmentally-sensitive maintenance of hedgerows, including coppicing and layering when necessary, to maintain a height and width appropriate to the landscape type...
- Maintain the sparsely settled rural character of the landscape by concentrating new development in and around existing settlements. The exposed character of the plateau is particularly sensitive to visually intrusive development, large buildings and communication masts..."

4.9 Key recommendations conclude the Farmland Plateau landscape type as to **"safeguard and enhance the open, sparsely settled character of the landscape whilst maintaining and strengthening its pattern of hedgerows, stone walls, small woodlands and tree belts."**



View from East Street, Fritwell, from the bridge footway over the M40, looking south (within the Upper Heyford Plateau LCA).



Somerton Road, Fewcott at bridge over the railway line, from the grass verge near the bridge, looking south.



Bridleway 109/29/30, south of the Application Site, on the approach from Camp Road near the junction with bridleways 109/28/10 and 109/30/10, looking northwest.

### Cherwell District Landscape Assessment (1995)

- 4.10 The OWLS notes that it should be read in conjunction with LCA's available at district level, which for the Application Site comprises the Cherwell District Landscape Assessment and provides an analysis of the character of the landscape at a local level. However, it should be noted that subsequent to the Cherwell District Landscape Assessment published in November 1995, the former Air Base has been designated as RAF Upper Heyford Conservation Area, and some areas and buildings within it have been designated as Scheduled Monuments.
- 4.11 The Applicate Site is located within the Upper Heyford Plateau LCA which continues further north and south. The Cherwell Valley LCA is adjacent to the west with the Oxfordshire Estate Farmlands LCA located to the south east at the eastern end of Camp Road and stretches further north east, and south.

### Upper Heyford Plateau LCA

- 4.12 The Upper Heyford Plateau LCA is, broadly speaking, located to the east of Cherwell River. It reaches the surroundings of the Croughton Airfield and Tusmore Park to the north-east and encompasses the settlement of Souldern to the north. It includes a short section of the M40 motorway and the settlements of Fritwell, and Ardley. The London Marylebone to Birmingham Snowhill railway line separates the northern part of this LCA from its central part which encompasses the former Air Base. To the south of the former Air Base the LCA forms a narrow triangular area between Middleton Park to the east; Kirtlington and Kirtlington Park to the south; and a break of the plateau with the valley of the River Cherwell to the west.
- 4.13 Broadly speaking this LCA is characterised by an elevated topography and is described in para 3.57 of the 'Cherwell District Landscape Assessment' as **"...an exposed, level, open plateau, which dips very gently into rolling hills to the south-east. Upper Heyford Airbase comprises about a third of this character area and dominates the landscape."**
- 4.14 Gentle undulations characterise this LCA with the topography falling to the west into the River Cherwell valley. The former Air Base is surrounded by countryside. Smaller

enclosed pastoral fields are generally located around villages and intensive arable cultivation tends to be located in open and level or gently rolling large fields.

- 4.15 The southernmost and northernmost parts of this LCA share a similar weak field pattern and landscape condition (para 3.60 and 3.61) and are describes and having **"...few hedges and virtually no trees."** and **"...fields of arable land tend to run into one another with no visual or physical interruption."**
- 4.16 Beyond the former Air Base, the development pattern is of small settlements with those located in the northern part of this LCA generally positioned on an elevated ground. The assessment also notes the night time light pollution with the street and security lighting on the former Air Base visible over long distances.
- 4.17 Two ancient routes, the Portway and Aves Ditch, are also noted as special features; the former following the alignment of Kirtlington Road which forms the western boundary of the Application Site. Aves Ditch lies to the east and is separated from the Application Site by existing buildings with the former Air Base.
- 4.18 The presence of the M40 has a strong influence over the character of the northern part of this LCA. Traffic and noise is discernible from the surrounding area and from the eastern part of the former Air Base. Views of the large scale built form within the former RAF Upper Heyford influence the way this LCA is perceived. The repetitive pattern of buildings and their strongly geometric form are evident from a number of locations within the surrounding landscape.
- 4.19 The Upper Heyford Plateau LCA does not attract a statutory landscape designation. However, the former Air Base is subject to heritage designation as the RAF Upper Heyford Conservation Area. Further, land immediately to the south and west of the Application Site falls within Rousham Conservation Area.

## Cherwell Valley LCA

- 4.20 This LCA is associated with the valley of River Cherwell which is located to the west of the Application Site. It stretches as a relatively narrow corridor between Banbury to the north to Kirtlington to the south. The western boundary of this LCA is defined by a higher ground marked by the presence of the A4260. The higher ground of the Heyford Plateau defines the extent of the eastern boundary with a number of local roads following the edge of the plateau.
- 4.21 The changes in the local topography are evident with the roads following the sloping ground and often running along the higher ground. A number of settlements, such as Steeple Aston or Middle Aston are located on the upper slopes of the valley.
- 4.22 The valley floor is characterised by the meandering course of River Cherwell with pastoral fields located either side. Riparian vegetation and mature trees line the course of the river and the Oxford Canal. Isolated trees, groups of trees, and hedgerow trees are frequent. Tree vegetation is also frequent along the railway line, which runs to the west of the River Cherwell before crossing to the east of the River northwest of Upper Heyford village. The field pattern along the river is mostly of medium to small scale pastoral fields. Arable fields are predominantly localised on the valley sides and are of medium to large scale. The openness of the fields allows for distant views across the valley: "...more open and unstructured, with long views across the valley."
- 4.23 The Council's aforementioned assessment mentions a number of special features associated with the Cherwell Valley LCA. Notably, Rousham Park, is located on the edge of this LCA with the Cherwell Valley forming a backdrop to the views gained from the park.
- 4.24 A broad swathe of the Cherwell Valley LCA to the northeast of Rousham Park, to the west of the former Air Base and the Application Site, designated within the Rousham Conservation Area. A number of settlements and its vernacular architecture are also mentioned in the published document.
- 4.25 The Cherwell Valley LCA does not attract a statutory landscape designation.
- 4.26 Refer to Figure 5 for the Landscape Character Areas Plan.



View from Public footpath 296/8/10, Middle Aston, leading from Middle Aston to Somerton, looking southeast (across the Cherwell Valley LCA towards the Upper Heyford Plateau LCA).



Rousham Park - Grade I Registered Park

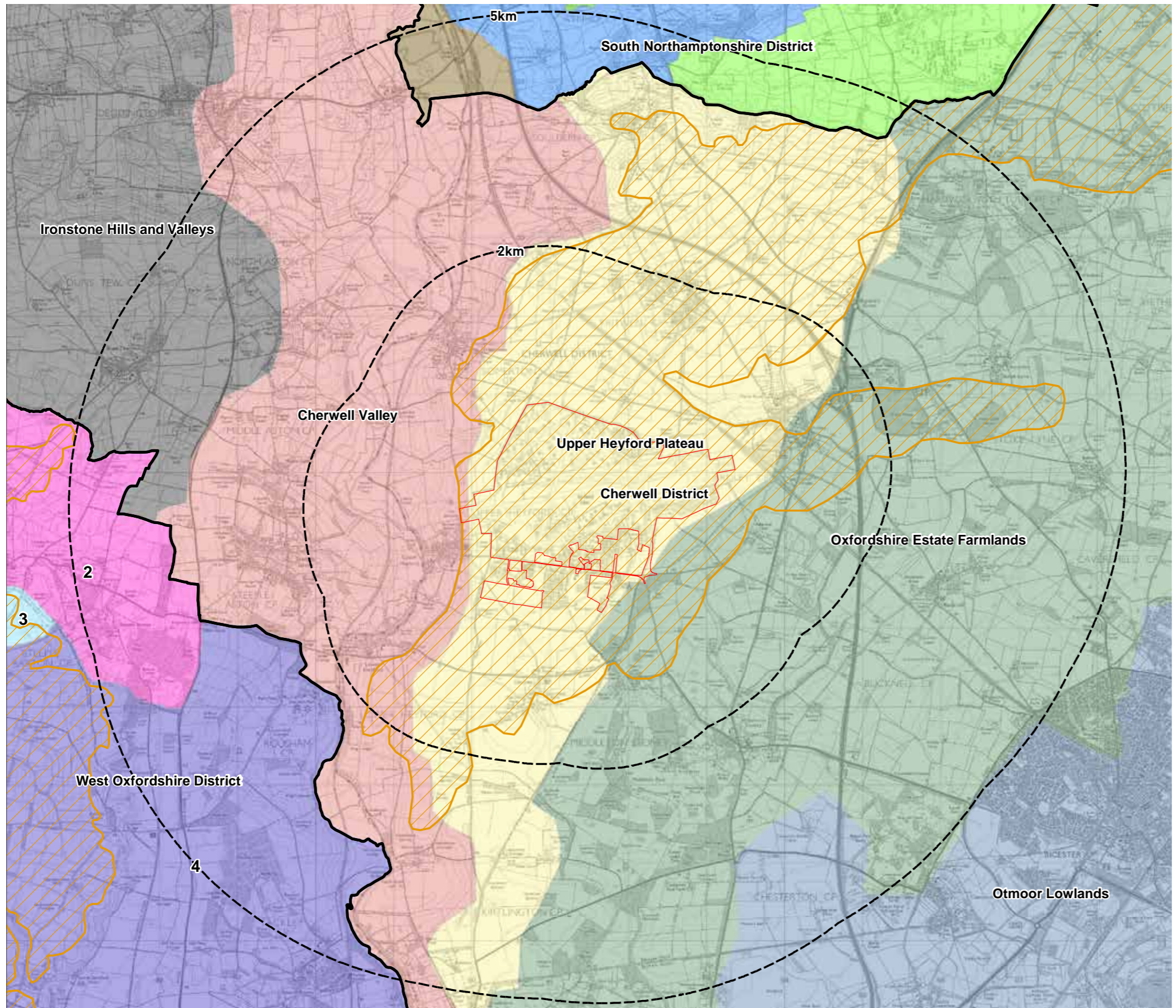


Public footpath 364/6/20, Steeple Aston, near Cow Lane and the 'Eyecatcher', looking east.



Bridleway 109/30/10 near the B430, from the higher ground along the initial section of the bridleway, looking west (within the Upper Heyford Plateau LCA)





- KEY**
- Application Boundary
  - Local Authority Boundary
- Oxfordshire Wildlife and Landscape Study (2004)**
- Landscape Character Types**
- Farmland Plateau
- Northamptonshire Landscape Character Assessment (2010)**
- Landscape Character Areas:**
- 10a: Croughton, Aynho and Farthinghoe Plateau
  - 13a: Middleton Cheyney and Woodford Halse
  - 17a: River Cherwell Floodplain
- West Oxfordshire Landscape Assessment (1998)**
- Landscape Character Areas**
- 2. Ironstone Valleys & Ridges
  - 3. Enstone Uplands
  - 4. Eastern Parks & Valleys
- Cherwell Landscape Assessment (1995)**
- Landscape Character Areas**
- Cherwell Valley
  - Ironstone Hills and Valleys
  - Otmoor Lowlands
  - Oxfordshire Estate Farmlands
  - Upper Heyford Plateau

FIGURE 5. LANDSCAPE CHARACTER AREAS PLAN

# SECTION 4 | BASELINE STUDY - GI ASSETS

## KEY EXISTING GREEN INFRASTRUCTURE ASSETS

4.27 The existing GI assets within the Application Site and the surrounding area are summarised in this section under the themes:

- Cultural Heritage
- Biodiversity and Ecology
- Sustainable Movement
- Sports, Play and Recreation
- Social Infrastructure including Community Involvement

## CULTURAL HERITAGE

4.28 As discussed within the Cultural Heritage chapter of the Environmental Statement, and Section 3, there has been a number of heritage surveys carried out in relation to the structures and artefacts at the former Air Base. These cover three main themes; archaeology, built heritage and the historic landscape and key points are discussed in the following section.

## Designations

4.29 The Application Site includes a number of designations, from the RAF Upper Heyford Conservation Area, Listed Buildings, Scheduled Monuments and non-designated archaeological and historic landscape features within the Application Site and the surrounding vicinity. These are referenced in Section 3 - the Site and Site Context. Their retention is key to the baseline conditions of the Application Site with the cultural heritage assets forming a layer which helps define the Cold War landscape at Upper Heyford. These assets require preservation and safeguarding in line with the responsibilities of the custodians of the features and require consideration within the GI masterplan.

## Archaeology

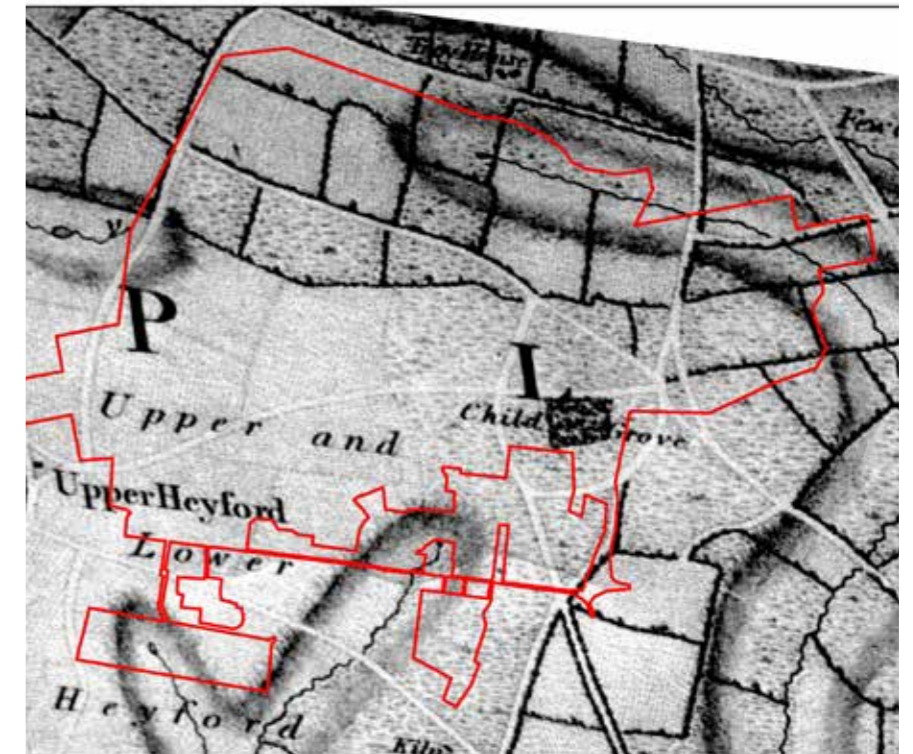
4.30 Assessments undertaken as part of the ES have identified that the Application Site has the potential to contain archaeological features from all periods, especially those dating to the Iron Age and Roman Periods.

4.31 Key aspects, in relation to the GI baseline of the Application Site relate to historic routes, enclosure and features that are visible today. Port Way which forms part of the Application site boundary dates from the Roman period and 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 (to the east) as a boundary and possible routeway may suggest a presence during this period.

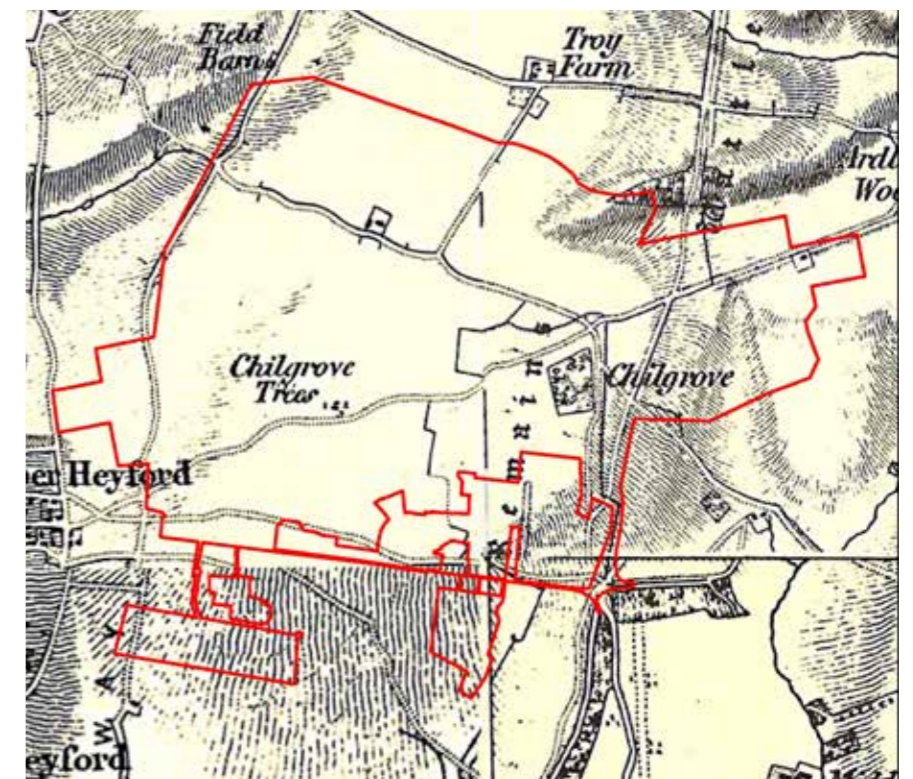
4.32 The 1833 map does not show details such as field boundaries but does show the structure of the landscape and shows that the roads had been formalised into the pattern seen today. The map shows the earthwork to the west of the current Aves Ditch ('Remains') and also shows that Child Grove is now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

4.33 As part of the Cultural Heritage studies, a number of the hedgerows have been assessed in relation to the Hedgerow Regulations (1997) in terms of their sensitivity or constraint as a historic hedgerow and their links to archaeological features. Notably, a number of the Historic Hedgerows are located in conjunction with historic routes that dissect the site, including Port Way and Aves Ditch along Chilgrove Drive.

4.34 It is noted within the ES chapter that previous activity at the Airbase may have impacted and affected the survival of artefacts both above and below the ground.



Map of Oxfordshire, Davis 1797



1833 Ordnance Survey Map



### The Built Heritage and the Cold War Landscape

- 4.35 The Former RAF Upper Heyford has a plethora of history relating to military activity over the years and the activities and social history of those based at Upper Heyford.
- 4.36 The Application Site 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. Features 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. However, many of these structures have recently been demolished to facilitate development of the area.
- 4.37 Sir Hugh Trenchard (Chief of Air Staff between 1919-1930) heavily influenced the selection of bases, and to some extent their layout. This influence is reflected in the plan at RAF Upper Heyford, and was the model on which other airfields of its type were based in the period 1925-1934. For example the radial road pattern of the Trenchard layout has survived despite later infill, and provides clear structure to the southern area of the landscape.
- 4.38 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 (building no. 455), Sergeants' Mess (building no. 457) and six rows of residential building comprising Carswell Circle North (building nos. 535-540).
- 4.39 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 addition, work began on the construction of the eastern division of the Northern Bomb Store (now a Scheduled Monument).
- 4.40 The primary historical and archaeological interest of the former Air Base 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 and comprises both the open landscape and built form.

- 4.41 During the period 1950-1963 there was a influx of activity at Upper Heyford, with the British Government approving the formation of permanent USAF bases in Britain. A number of buildings were erected during this period including a number within the Southern Bomb Stores, the Squadron Headquarters, Northern Bomb Store, Control Tower and three Nose Docking Sheds (all now covered by designations). 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'.
- 4.42 Hardened Aircraft Shelters (HAS) were provided between 1977 and 1980 due to the vulnerability of aircraft at the base. These structures are considered to be of national significance and dominate the site's character today.
- 4.43 The coherent Cold War landscape of the Flying Field 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.
- 4.44 The size and components of 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.



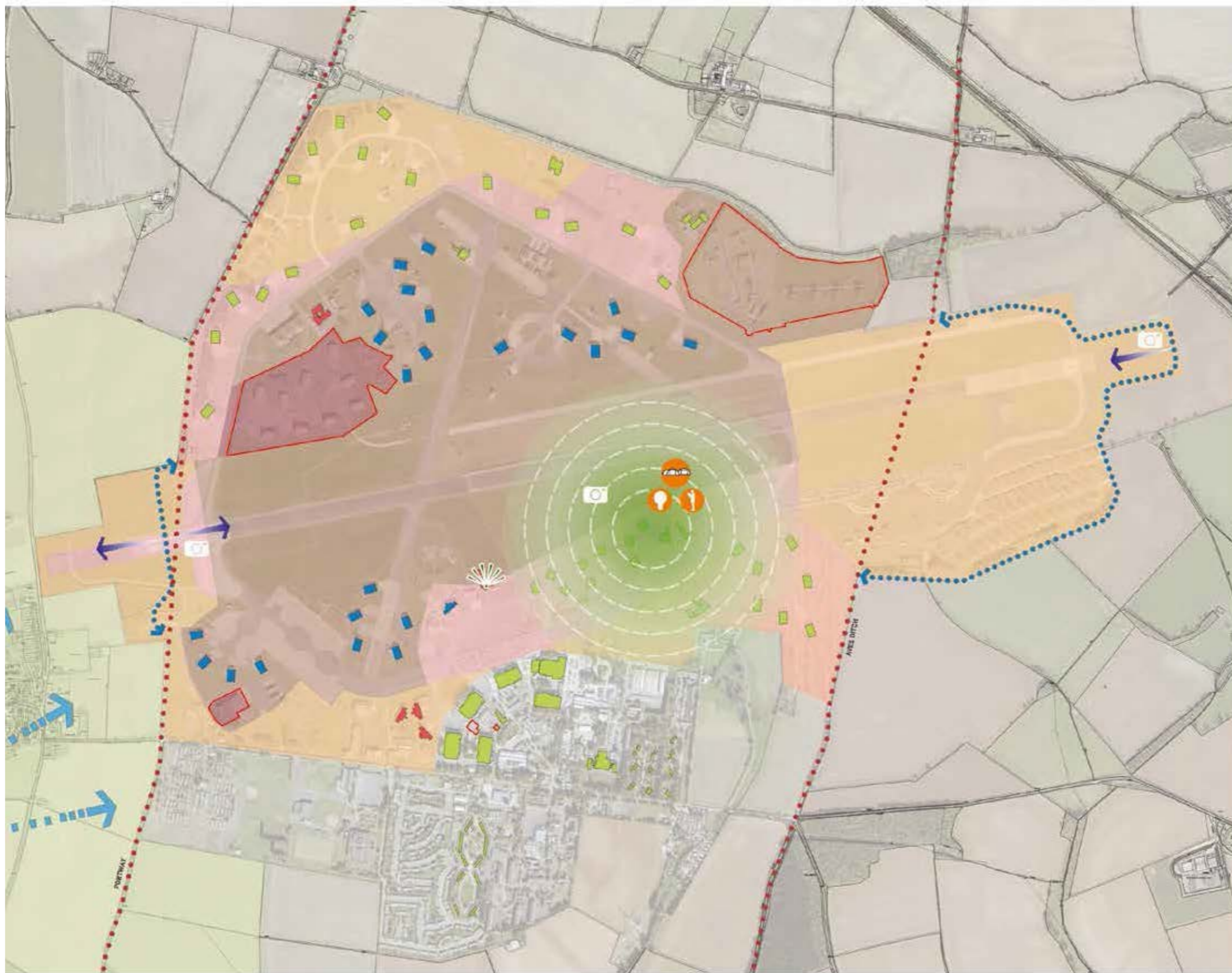
View across the runway - a Cold War landscape



View across the runway towards the Control Tower and Water Tower



Hardened Aircraft Shelter (HAS)



- Area of Local Significance
- Area of Regional Significance
- Area of National Significance
- Area of International Significance
- Rousham Conservation Area
- Scheduled Monuments
- Non Listed Buildings of Local Significance
- Non Listed Buildings of National Significance
- Listed Buildings
- Historic Routes
- Opportunity to Reinstate Historic Routes
- Creation of a Destination at the heart of the Application Site
- Opportunity for site users and tourism visitors to see the Cold War Landscape
- Destination to aid the interpretation of the Cold War landscape and the cultural heritage assets within the site, making the built form legible and sharing the social history of the site. Opportunity for interpretation boards to highlight key features for users to see and use as an educational resource.
- Potential to use innovative ways to showcase the site's cultural heritage.
- Utilising key buildings such as the Control Tower to show users views across the Cold War Landscape.
- Views from Rousham Park & House to Former RAF Upper Heyford Airbase
- Key views to be accessed via the reinstatement of historic routes to enable views to be experienced

**FIGURE 6. CULTURAL HERITAGE: OPPORTUNITIES & CONSTRAINTS PLAN**



### Cultural Heritage - Constraints & Opportunities

4.45 As previously discussed, the cultural heritage assets within the Application Site result in a number of archaeological, built heritage and Cold War landscape features that are both constraints and opportunities to be integrated into the GI Masterplan.

#### Constraints

4.46 The key constraints are:

- **Built Heritage** - enabling the interpretation of the built form within the Cold War landscape, consideration of views to key buildings without conflicting preservation of heritage assets.
- **Designations** - consider the impact on designated structures and artefacts including Scheduled Monuments, Listed Buildings and the Conservation Area. Historic hedgerows - retain where possible or re-create where removal is required due to development.
- **Setting** - consider the character around the retained structures with the aim to preserve the setting of the asset; which plays a key role in the function and coherency of the landscape and connectivity between assets where applicable. Limit the impacts of the proposed development / demolition on key structures / features through considered mitigation.
- **Management and maintenance** - consider the future requirements in terms of management of structures in terms of securing their future use/survival.

#### Opportunities

4.47 The key opportunities for Cultural Heritage are:

- **Built Heritage** - retain and preserve structures and artefacts, undertake works where necessary in line with necessary permissions.
- **Legibility** - provide information to local people and visitors about the past activities at Upper Heyford through key interventions eg. heritage tourism events and facilities or interpretation boards, walking trails and tours. To enable a wider audience to use the landscape as an education resource and provide facilities for interpretation of the site's Cultural Heritage e.g. museum or visitor centre.
- **Access** - enable access (free and/or managed) so users can experience the key features within the site e.g. experience the Cold War landscape.

- **Character & Setting** - Retain the austere character of the Cold War landscape to be experienced by all. Consider views to highlight the Cold War landscape to allow interpretation of the site's cultural heritage. Consider screening structures to reduce conflicts between land uses and retain setting and character around key buildings/areas.
- **Multi-functionality** - consider temporary development/ land use to limit impacts on assets eg. filming around buildings. Potential change of uses provides opportunities for buildings to be retained and maintained for use to secure their long term future.
- **Precedents** - consider other relevant sites with heritage assets, their use of the built form and how it is interpreted by users. Consider how assets are used within GI to form destinations for recreation and tourism.

4.48 The constraints and opportunities for cultural heritage are shown on Figure 6.

## BIODIVERSITY AND ECOLOGY

4.49 As highlighted within the Section 3 and the Ecology chapter of the Environmental Statement, there are a number of ecological features within to the Application Site including habitat that support a number of key species. The ecological elements are to be considered and integrated within the GI Masterplan and key points are discussed in the following section.

### Designations

4.50 As previously discussed there are a number of designated sites within the Application Site's vicinity, with part of the grassland adjacent to the runway designated as a Local Wildlife Site.

4.51 The Upper Heyford Airfield LWS covers much of the eastern part of the Application Site and includes an area of grassland which ranges in diversity and includes some species-rich areas which are strongly calcareous in character, areas on thicker soils which are more neutral in character.

4.52 The southern part of this LWS includes a series of water tanks known to support a large population of great-crested newts. A range of other protected and notable species are associated with LWS, including 14 species of butterfly, skylark, linnet, corn bunting, tree sparrow and grey partridge. This ecological feature is considered to be of County value and requires consideration within the GI Masterplan as a key feature of the ecology layer which helps to define the former Air Base and contribute to the previously discussed Cold War landscape.

### Habitats

4.53 Overall the Application Site is dominated by neutral and calcareous grassland, interspersed with areas of hard standing, and isolated woodland plots, refer to Figure 7.

4.54 The majority of the Application Site is dominated by poor semi-improved neutral grassland. In the central and eastern sections of the Application Site unimproved neutral and calcareous grasslands are present (much of which is located within the Upper Heyford Airfield LWS). Standing water is present within concrete water tanks, these are predominately located in the south and east of the Application Site.

4.55 Three parcels (parcels 16, 17, 18) of disconnected land are present to the south the Application Site and are occupied by arable and amenity grassland.

4.56 The southern part of the Application Site largely consists of more densely packed buildings with areas of amenity grass and scattered tree planting.

4.57 As discussed within the cultural heritage section, there are important hedgerows within the site, valued from both a heritage and ecology perspective. Two hedgerows either side of Chilgrove Drive have been assessed as being important under the Hedgerow Regulations (1997).



Unimproved neutral grassland



Amenity grassland with conifer plantation in the southwest of the Application Site



Unimproved and semi-improved calcareous grassland in the Southern Bomb Stores (the light brown areas are unimproved calcareous)





Typical on site waterbody - manmade storage tanks



Curlew



Skylark

### Protected / Notable Species

4.58 The baseline with regards to species was obtained through field surveys, reviews of recent monitoring reports and are summarised below:

- **Bats** - The habitats within the Application Site offer foraging habitats for a range of bat species. Overall these are relatively common and widespread species with the exception of barbastelle. Whilst some of the trees within the site are considered to have roosting potential, no evidence of roosting has been found to date. It is noted that it is possible that bats use the Chilgrove Drive linear feature for foraging and then proceed or arrive from the linear features formed by plantation woodland blocks along the eastern edge of the Application Site or continue onto the offsite habitats.
- **Badgers** - There are records of badger within 2km of the Application Site, with the site itself supporting a number of setts, mostly located along its periphery.
- **Other mammals** - Suitable habitat for brown hare is deemed to be the open grassland within the Application Site, especially those at the centre, east and west of the Flying Fields. No records showed this species, however there were several observations whilst other surveys were undertaken within the Application Site. Hedgehogs were recorded within the Application Site. Whilst other records were recorded locally, the habitats within the Application Site were not considered to support polecat, water vole and otter. The small areas of woodland and scrub within the Application Site are considered too small and isolated to support dormouse.
- **Reptiles** - The Application Site as a whole supports a population of common lizard and a small population of grass snake.
- **Great crested newts (GCN) and amphibians** - The Application Site supports gcn with the majority of species found within the concrete-lined water storage tanks and a number of more natural-looking ponds, albeit artificially created. In addition, common toad was found to be breeding in pond LF5, however the species was not recorded within the other habitat or water bodies within the Application Site.
- **Birds** - The Application Site supports a number of bird species, with a number of species known to occur within the Upper Heyford Airfield LWS. A number of which are either Red or Amber listed Birds of Conservation Concern. Species found include, skylark, corn bunting, curlew and yellowhammer. The ecological surveys have shown that parts of the Application Site notably the grassland, scrub and hedgerows support a breeding bird community. In addition, the central airfield which

offers open grassland associated with hard standing offers suitable habitats for breeding and foraging. The winter assemblage of the Application Site is likely to be centered on the use of open grassland within the Airfield as these offer suitable foraging areas for wintering birds.

- **Terrestrial invertebrates** - invertebrates found within the Application Site are likely to be associated with the unimproved calcareous and unimproved neutral grasslands. Further interest is likely to arise from the presence of mosaics of habitats.

### Biodiversity Impact Assessment Calculator

4.59 The Biodiversity Impact Assessment Calculator (Warwickshire, Coventry and Solihull, 2014) has been used as a tool to calculate the biodiversity value of the Application Site before and after development to determine whether the Proposed Development as a whole is likely to be compliant with government policy. It also helps to determine whether the Proposed Development is likely to result in no net loss, loss or gain in biodiversity credits.

4.60 The metric is limited in that the location of ecological features is not a factor thus the connectivity of the ecological features will also need to be considered in the development of the GI Masterplan in accordance with ecological design principles.

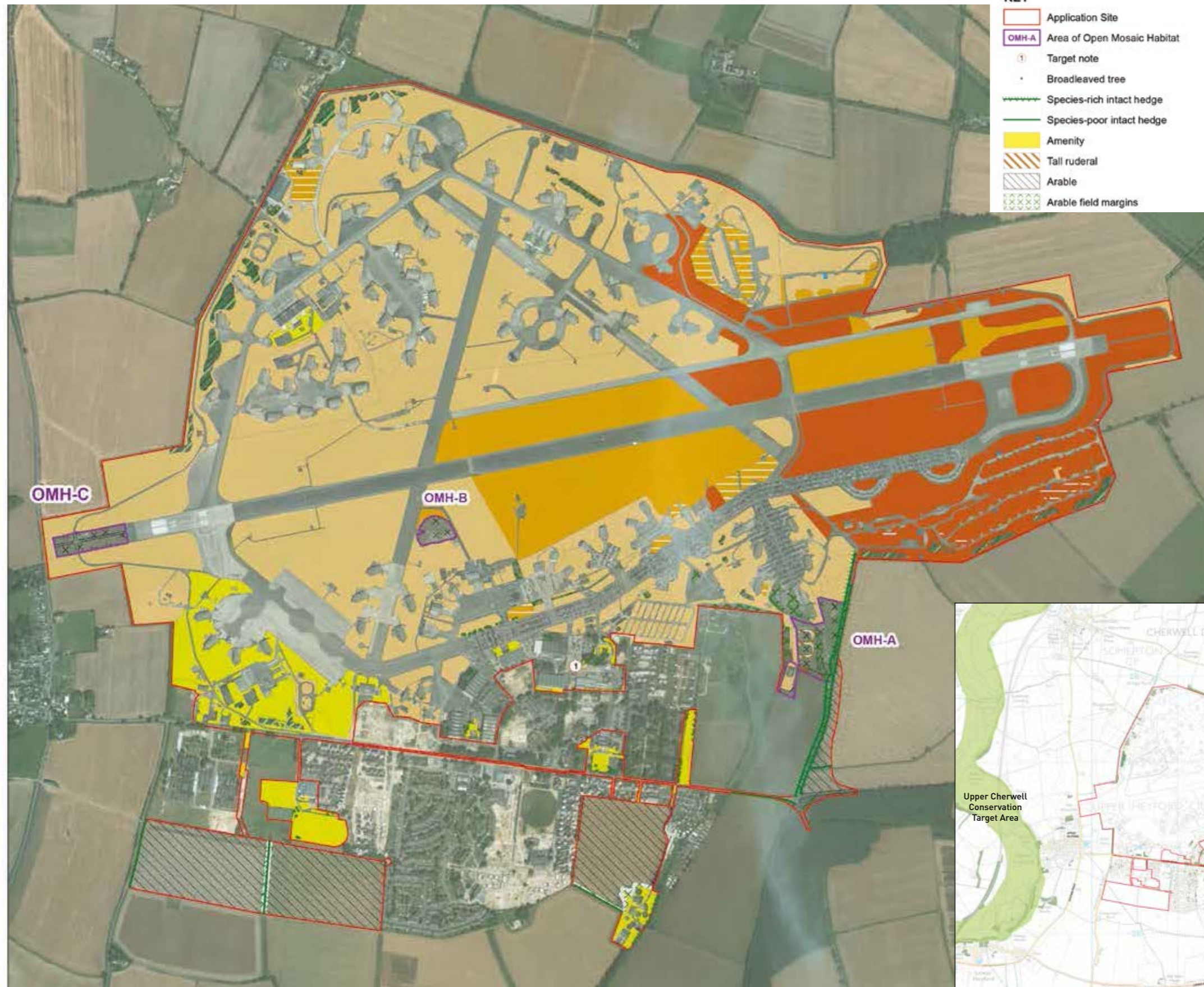
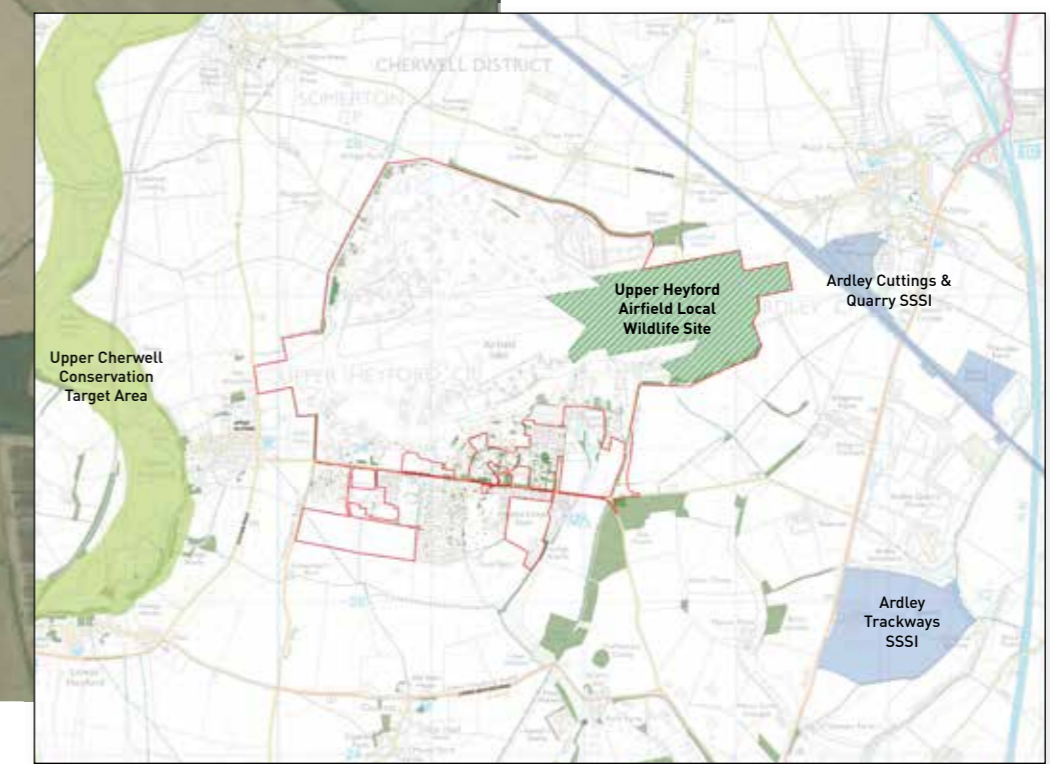


FIGURE 7. (LEFT) PHASE 1 HABITAT MAP (BY BSG ECOLOGY)

FIGURE 8. (BELOW) ECOLOGICAL DESIGNATIONS PLAN







Grassland adjacent to the runway to the north of the Control Tower.  
 (Species-poor semi-improved grassland with areas of unimproved neutral grassland, refer to Phase 1 Habitat Map)



Short ephemeral/ruderal vegetation in the east of the Application Site



Dry ditch in the east of the Application Site



Arable land in the South of the Application Site



Grassland within the Northern Bomb Stores  
 (Species-poor semi-improved grassland with areas of semi-improved neutral grassland, refer to Phase 1 Habitat Map)

## Biodiversity and Ecology - Constraints & Opportunities

4.61 As previously discussed, the ecological assets within the Application Site are a key layer of the site's character and provide both constraints and opportunities to be integrated into the GI Masterplan.

### Constraints

4.62 The key constraints are:

- **Designations** - consider the impact on designations, safeguarding and expansion of the LWS.
- **Habitat** - protection to ensure habitats are unaffected, limit deterioration of habitat within the GI proposals.
- **Species** - timing constraints eg. no vegetation suitable for nesting birds will be removed during the breeding season (March to September inclusive); or demolition of buildings which offer habitat for nesting birds to be undertaken outside the nesting bird season. Should removal of suitable vegetation or demolition become necessary during the nesting bird season, checks can be carried out by a suitably experienced ecologist. Similarly licences may be required, or works undertaken or supervised by an ecologist to ensure no legislation is breached. Consider the timing of maintenance activities to limit impacts on key species.
- **Responsibility to protect** - protection of species through mitigation measures eg. translocation, cat & dog proof fence, or limited access, control of activities to limit detrimental impacts.
- **Lighting** - requirement to control artificial lighting to avoid impacting habitat and species.
- **Biodiversity** - limit development proposals that would result in a loss of biodiversity, with the aim to improve biodiversity across the site to achieve a net gain.
- **Management and maintenance** - consider the future requirements in terms of the management and maintenance of habitat and species through the production of a Landscape and Ecology Management Plan (LEMP) to include management of non-native invasive species.

### Opportunities

4.63 The key opportunities for Biodiversity and Ecology are:

- **Designations** - consider connectivity of habitats to designated sites such as Ardley Cutting and Quarry SSSI from the Upper Heyford Airfield LWS.
- **Habitat and species** - creation of habitat using native species to mitigate habitat loss, notably through the creation of strategic landscape buffers planting (scrub and tree planting). Improve connectivity between habitat to enable movement and foraging for key species.
- **Responsibility to protect** - protect species and preserve habitat through mitigation measures eg. limited access, cat & dog proof fence.
- **Enhancement** - enhance existing features and habitat where necessary, include bat and bird boxes, hibernacula and log piles as part of the GI proposals. Provision for roosting bats of roosting features incorporated into the fabric of buildings or on retained trees adjacent to GI or retained suitable habitats.
- **Access** - enable access (free and/or managed) so users can use greenspaces without causing a conflict to ecological features. Consider timing of access, amount and control of activities e.g. dog walking.
- **Character & Setting** - maintain character of ecological features including sparse open grassland with periphery planting around the Application Site's boundaries. Where necessary replicate existing features with similar species and composition.
- **Multi-functionality** - consider the function of mitigation planting from a landscape and ecological perspective in terms of species choice, composition of planting eg. strategic buffer planting and the role the planting has for foraging, shelter and movement. Consider conflicting uses of the site and how this may affect the function of the ecological features eg. limiting access, potentially damaging activities eg. vehicular access to the grassland habitats.
- **Mitigation Hierarchy: Avoid, Mitigate & Compensate** - consider mitigation planting to limit affects of development proposals including, careful lighting design, cat & dog proof fencing, creation of habitat including ponds to support GCN.
- **Biodiversity** - improvement of existing habitat to support enhancement to biodiversity across the site to provide a net gain. Consider offsetting options to achieve biodiversity net gain in line with the character and the setting of the Application Site.

- **Management and maintenance** - consider the most appropriate long term management for the species and habitat, include monitoring where necessary. Management aims and prescriptions to be detailed within LEMP.

4.64 The constraints and opportunities for biodiversity and ecology are shown on Figure 9.



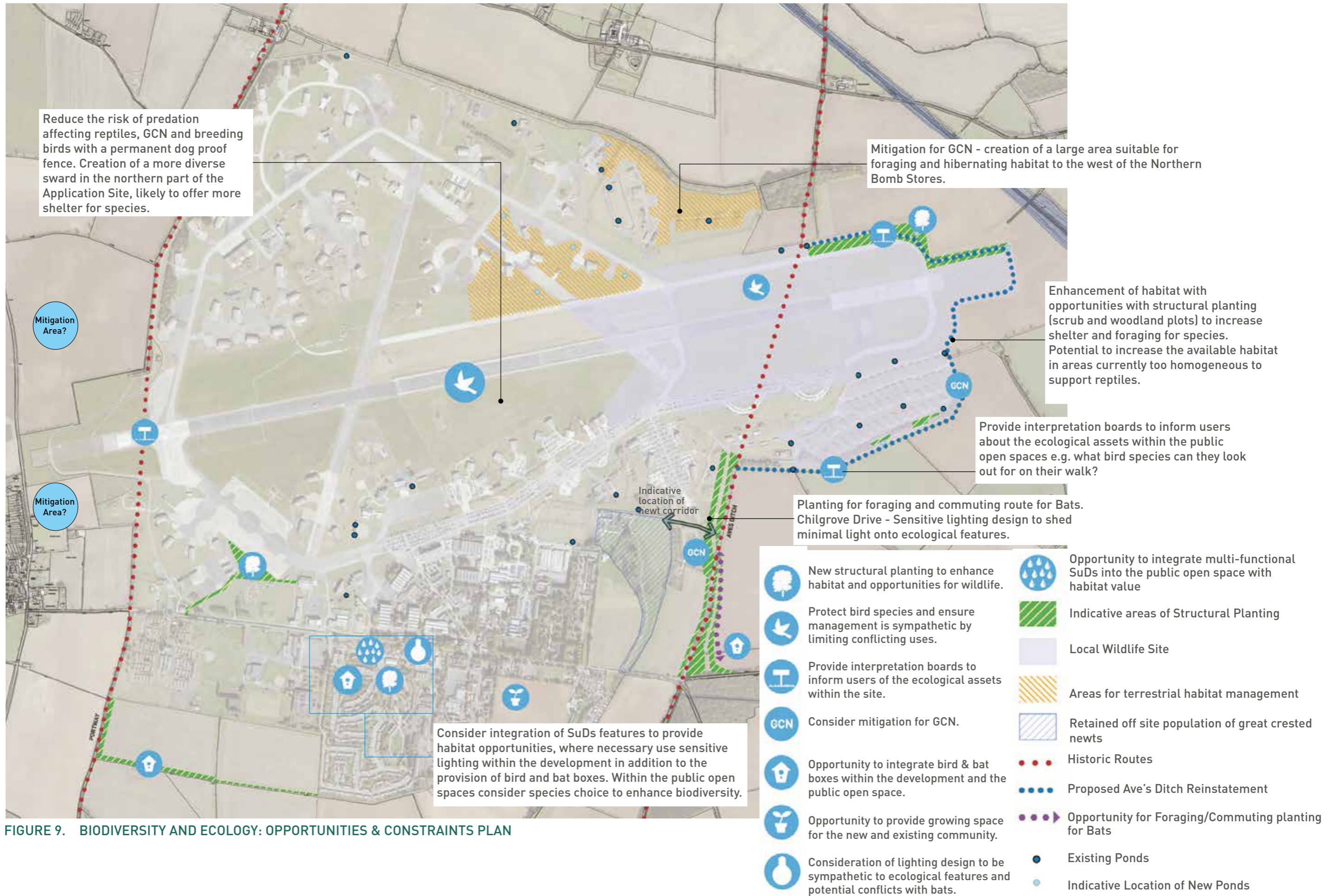


FIGURE 9. BIODIVERSITY AND ECOLOGY: OPPORTUNITIES & CONSTRAINTS PLAN

## SUSTAINABLE MOVEMENT

4.65 As discussed within the Transport and Access chapter of the Environmental Statement (ES), there are a number of existing highways and footpaths within the Application Site and access issues to be considered in the development of the GI Masterplan. The Travel Plans (residential and commercial) included within the ES set out measures to increase sustainable movement for users by helping to reduce parking pressures, providing support and alternatives to car use and helping to improve health and well-being by promoting cycling, walking and use of public transport helping to reduce congestion and pollution.

### Context

4.66 Former RAF Upper Heyford is located within a network of predominately rural roads, with the M40 motorway to the northeast of the Application Site, and the A4260 Banbury to Oxford road situated to the west. Within the Application Site, Camp Road forms the arterial route east to west, and provides walking and cycle access across the Application Site.

4.67 As detailed within the site description, there are several footpaths and bridleways that terminate at or follow the Application Site boundary. A PRow crosses the arable field (Parcel 18) in the south west corner of the Application Site. The historic routes of Portway and Aves Ditch are currently severed by the Flying Field.

4.68 Heyford Park is currently served by an hourly bus service (no. 25a, Mon-Sat) that runs between Bicester and Oxford via Heyford and Kirtlington, with bus stops located on Camp Road.

4.69 There are no dedicated cycleways in the local area, other than that proposed along to the south side of Camp Road as part of the original consented scheme. The closest National Cycle Network route is NCN 5, the West Midlands Cycle Route that connects Reading to Bangor through Oxford. The route is accessed off the A4260 Banbury Road, about 7.5km west of the Application Site.

4.70 Within the existing residential areas there are a number of footpaths providing access around the Application Site and the recent residential parcels and associated public open space.

## Sustainable Movement- Constraints & Opportunities

4.71 There are a number of constraints and opportunities for sustainable movement to be considered and integrated into the GI Masterplan.

### Constraints

4.72 The key constraints are:

- **Accessibility** - existing access to be integrated within the proposals. Requirements of commercial, HGV loads across the Flying Field and along Camp Road. Potential conflicts between users and vehicles.
- **Access Infrastructure** - constraints of existing built form and road/footpath network.
- **Adoption & Maintenance** - constraints of maintaining existing adopted highways and access points.

### Opportunities

4.73 The key opportunities are:

- **Accessibility** - improve accessibility across the Application Site and into the wider area - consideration of PRow within/around the Application Site. Consider the provision of sustainable travel options, and new/ improved bus services that connect to other transport nodes. Improve existing highways. Opportunity to create a bike-pool or cycle hire scheme (with associated bicycle user group) to encourage use of sustainable methods of transport to, from and around Heyford Park. Consider routes of HGV access to prioritise safe routes for other users. Opportunity to prioritise sustainable models of transport with the creation of safe, green and legible walking routes.
- **Legibility & Permeability** - opportunity to improve legibility across the site along key access routes integrating waymarker signs to direct walkers and cyclists to key GI spaces. Opportunity to create permeable links across the Application Site with an integrated footpath and cycle network. Consideration of precedents to aid interpretation of routes to aid health and well-being.
- **Access Infrastructure** - opportunity to improve access through the Proposed Development, including reinstatement of Portway and Aves Ditch and provision of footpath and cycle routes. Provision of cycle parking to help encourage use and the consideration of other services to improve public transport services to/from Heyford Park. Provision of circular routes around the Application Site for informal recreation and dog walking.



Opportunity to provide cycleways through green corridor

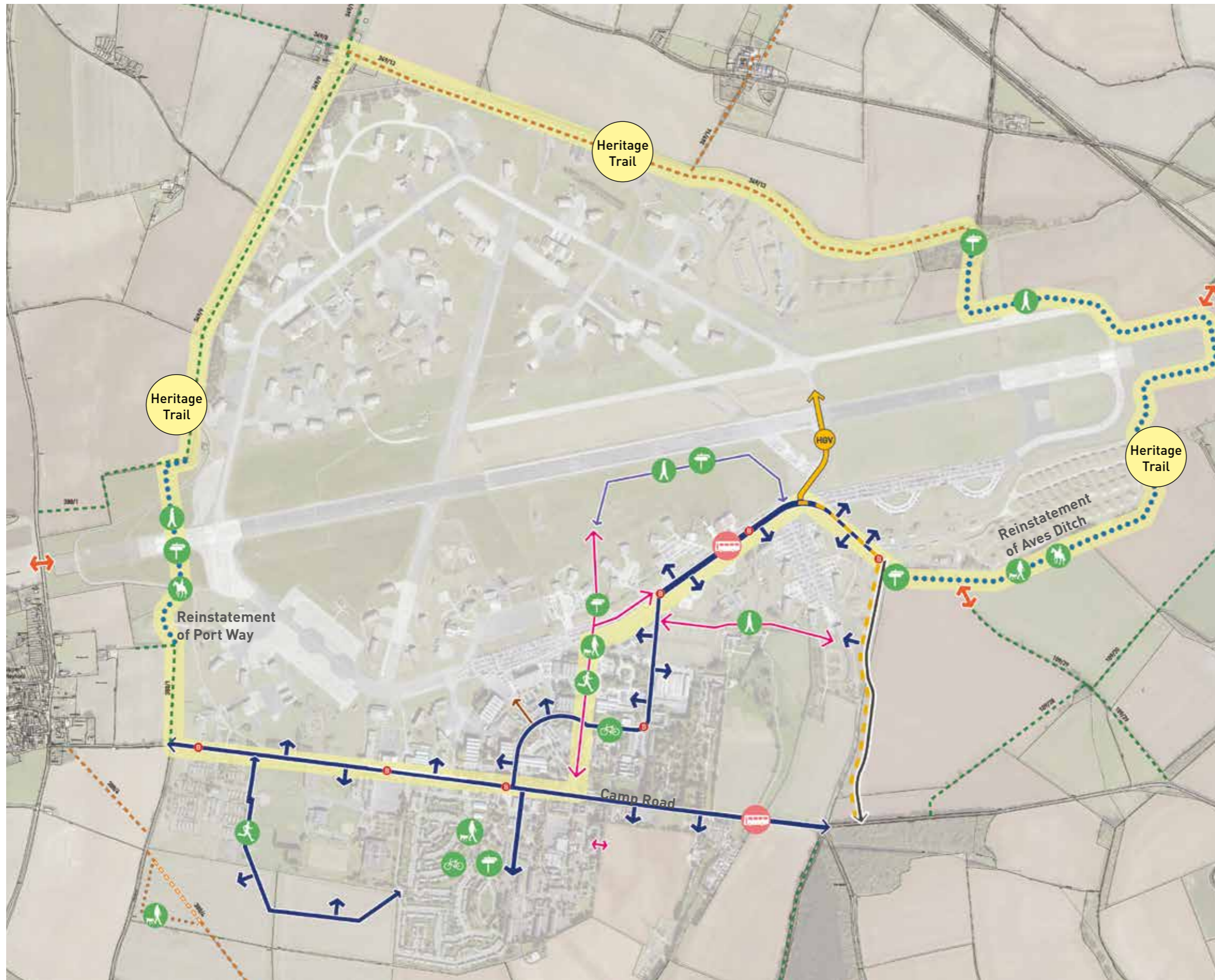


Green lane / bridleway 388/1 between Camp Road and the security fence - looking north

- **Adoption & Maintenance** - consider long term management of road network ie. which highways are to be adopted and how footpaths need to be maintained, including PRowS.

4.74 The constraints and opportunities for sustainable movement are shown on Figure 10.

4.75 As a part of the sustainable movement for the proposed development, the next section looks in detail at the historic routes of Portway and Aves Ditch and how the GI Masterplan needs to consider them and sensitively design their reinstatement for future use and enjoyment.







-   Improve access for walking and informal recreation eg. dog walking for the local community as well as providing safe, green links for running.
- 
-  Reinstatement of Aves Ditch to include bridleway
-  Provide and promote safe links for cyclists.
-  Use waymarkers to promote links into the wider PRoW network.
-  Enhance the existing bus provision with route around the site with bus stops
-  Promote safe links across the site for all users, existing and new
-  Improve connectivity from Camp Road
-  Potential to improve links into the wider PRoW network with new connections
-  Reduce conflicts between users, whilst ensuring functional route for HGVs across the site
-  Implementation of Heritage Trail around the site

FIGURE 10. SUSTAINABLE MOVEMENT OPPORTUNITIES & CONSTRAINTS PLAN

**HISTORIC ROUTES**

4.76 This section of the GI Strategy looks at the constraints and opportunities for the retention and enhancement of the Aves Ditch and the reinstatement of the historic Portway route, in order to inform the GI Masterplan.

**Background**

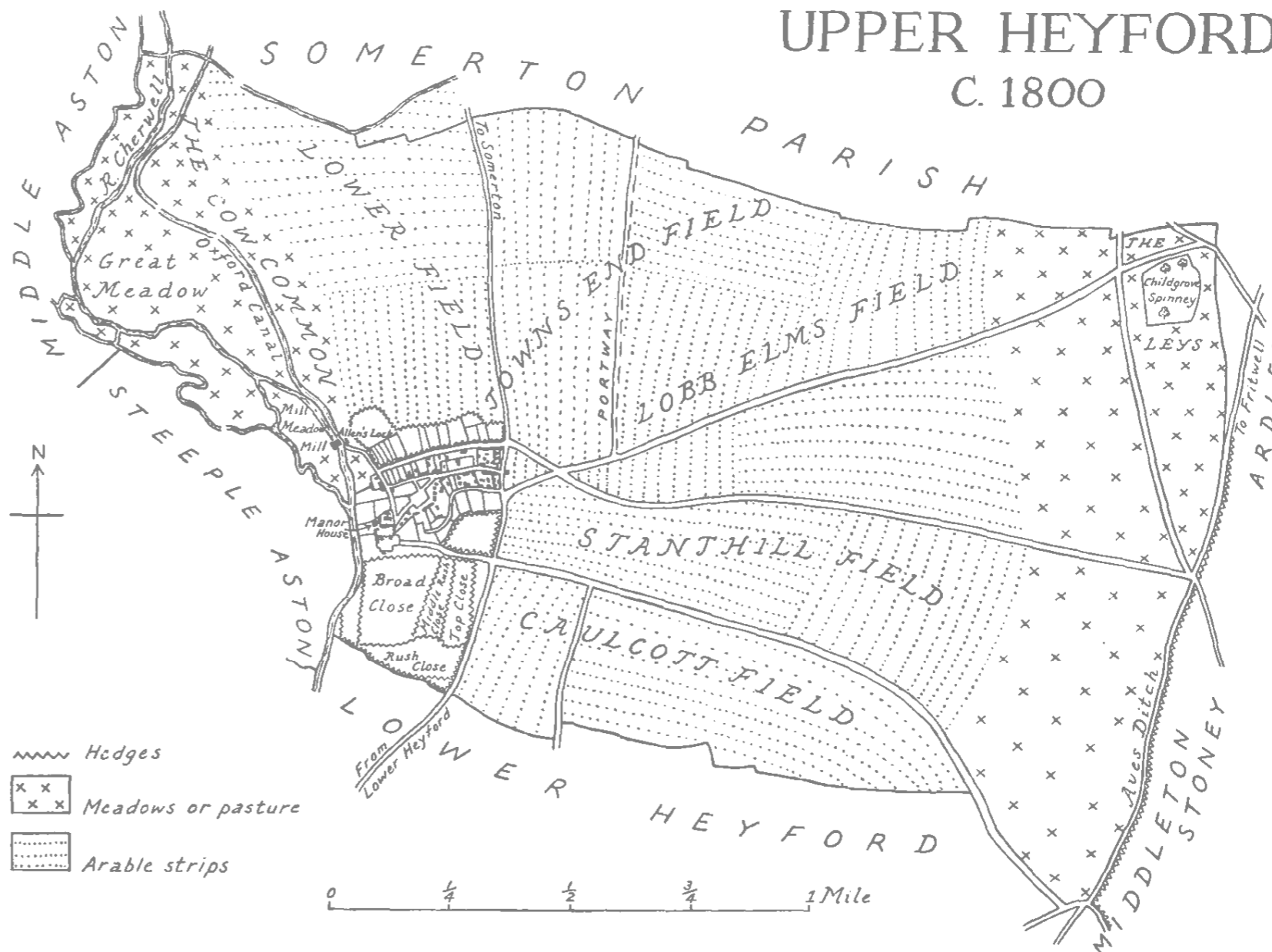
4.77 An ancient route, the Portway (or Port Way), is noted as a special feature within the 'Cherwell District Landscape Assessment'. Portway follows the alignment of the Port Way/Kirtlington Road adjacent to the western boundary (in part) of Heyford Park, comprising public highway with a short section (c. 430m) of bridleway (route 388/1) to the north of Camp Road forming an extension to this route. 'Port' refers to its destination, the market, at Oxford, Margary (1967) describes the road "as far as Heyford a road follows it and is somewhat raised, and then green lanes, sometimes showing agger, mark it".

4.78 The Portway route was truncated by the expansion of the former Air Base. The southern section of bridleway 388/1 therefore stops at the chain link security fence that encompasses the former airbase, before resuming to the north of the former runway (still as bridleway 388/1), beyond the security fence. At present, there is no alternative PRow within or without the security fence connecting the southern and northern sections of bridleway 388/1.

4.79 The central point along the runway occupies locally occurring high ground on the Heyford plateau. Landform therefore falls away to the north, east, south and west, with the most marked change in topography occurring to the west as the plateau meets the scarp of the Cherwell Valley. Portway lies to between the 'crown' of the runway and the lower lying land to the west.

4.80 The Victoria County History (VCH) makes reference to Aves Ditch and the 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" ref. VCH Oxon, vol 6, 7-8.**

4.81 Policy Villages 5 notes the "retention and enhancement of existing PRow, and the provision of links from the development to the wider PRow network, including the reinstatement of the historic Portway route across the western end of the extended former main runway as a public right of way on its original alignment.

**Portway Reinstatement**

4.82 A Portway Views Study was commissioned by Dorchester Living Limited to provide a visual appraisal in respect of the committed reinstatement of the ancient Portway long distance trackway as it traverses the Flying Field.

4.83 The appraisal considered and recorded the extent and context of sequential views gained from the Portway route across the airbase to the east, and the Cherwell Valley to the west. The appraisal sought to guide the location, extent and nature of any mitigation measures that may be required to screen users of the Portway from visual detractors and/or sensitive land uses within Heyford Park, particularly those relating to British Car Auctions (BCA) car processing activities.





Port Way view from the northern end of the realigned route, close to the security fence, looking west towards the Cherwell Valley.



Aves Ditch - View within the green corridor south of the Southern Bom Stores



Northern boundary - route of proposed reinstatement



Northern boundary - route of proposed reinstatement

### Aves Ditch Reinstatement

- 4.84 The reinstatement of Aves Ditch is to be considered in conjunction with the proposals for improvements to Chilgrove Drive and the GI Masterplan in terms of utilising existing GI assets such as the green corridor to the south of the Southern Bomb Stores.
- 4.85 Refer to Table 2 and Figure 11 for the historic route opportunities and constraints.

## Historic Routes- Constraints & Opportunities

Table 2 – Constraints, Opportunities and recommendations for reinstatement of the Historic Routes

	Portway	Aves Ditch	General Considerations for the Historic Routes
Constraints	<ul style="list-style-type: none"> <li>• <b>Views</b> -The visual appraisal within the Portway Views Study identifies that without mitigation, much of the reinstated Portway route would gain, to varying degrees, views of stored vehicles that would detract from the experience and interpretation of the former Flying Field.</li> <li>• The <b>experience and interpretation</b> of the Portway route and the Flying Field influenced according to the location of the view, elevation of the viewpoint and intervening landform and intervening built form.</li> <li>• Consideration regarding the prejudicing the amenity of Portway users through careful design and mitigation.</li> </ul>	<ul style="list-style-type: none"> <li>• Considerations of the amenity value of views from Aves Ditch in relation to the PRow users including horse riders along the bridleway.</li> <li>• Limitations of retaining secure boundaries with the Flying Field and Southern Bomb Stores</li> </ul>	<ul style="list-style-type: none"> <li>• Requirement to resolve <b>potential conflicts</b> between users and assets, e.g. ecologically sensitive habitats and species.</li> <li>• Requirement to maintain a secure perimeter to the site and to certain existing land uses eg. BCA and the eastern part of the runway by the Local Wildlife Site to prevent access.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>• The extent of the BCA area that is visible from Portway may be controlled through <b>mitigation</b>. Three general forms of mitigation, or a combination thereof, have been identified: <ul style="list-style-type: none"> <li>(1) Control or limitation of views from the route to selected vantage points by introduction of physical screens or barriers (tree, shrub and/or hedgerow planting; walls or fences; bunds; or a combination of methods) adjacent to or in close proximity to the viewpoint. In this way the experience of the receptor could be orchestrated.</li> <li>(2) Introduction of physical screens or barriers (tree, shrub and/or hedgerow planting; walls or fences; bunds or a combination of methods) between the viewpoint and the vehicle storage area, which may be adjacent to or in close proximity to the vehicles. Engineered structures could be designed to be in keeping with those already present on the Flying Field.</li> <li>(3) Creation of sub areas within the storage areas within which vehicles are graded or restricted to a maximum height, subject to operational BCA constraints.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Consideration of key views for <b>interpretation</b> of cultural heritage and the Cold War landscape.</li> <li>• Experience of the route to be enhanced through provision of views and multi-functional route including interpretation boards for ecological assets.</li> <li>• Consider retention and enhancement of existing vegetation where possible, potential to include structural planting within new route to enhance and enclose the route.</li> </ul>	<ul style="list-style-type: none"> <li>• Consideration of access into the wider PRow network</li> <li>• Designs of the reinstated historic routes to deliver a pleasant and varied pathway, potential to create drama along the Portway route by permitting selected views to features of interest, including a Raised Vista with sightlines to the Control Tower, the runway and northern part of the Flying Field. Potential to provide interpretation of key views along Aves Ditch.</li> <li>• Design to consider relevant best practice for PRow in terms of stakeholder requirements and material choices due to setting. Consideration of the construction methods to protect existing landscape features.</li> <li>• Management to be sensitive to ecological assets and meet the requirements of the PRow.</li> </ul>
Recommendations	<ul style="list-style-type: none"> <li>• Provide a combination of mitigation options be adopted <b>to manage and orchestrate the experience gained by receptors travelling along the Portway route</b>. Limit views to the areas of stored vehicles which would detract from the experience and interpretation of the former Flying Field,</li> <li>• Solid barriers in the form of steel crib walling or free-standing concrete wall units could flank the path as it crosses the runway, with strategic openings created to contrast with the enclosed character of the green lane, revealing expansive views and the scale of the runway to the east. Wing walls (in combination with screens closer to the BCA areas) could be positioned to restrict views toward the BCA storage areas.</li> <li>• Screening to mitigate views to be considered in relation to the existing screening structures within the Application Site.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider how Aves Ditch can be integrated into green corridor to balance requirements of ecology mitigation, users and secure boundaries.</li> </ul>	<ul style="list-style-type: none"> <li>• Positively manage views to aid the experience and interpretation of the former Flying Field and the Cold War landscape.</li> <li>• Manage views to key buildings and features of interest whilst effectively screening and providing a secure boundary where required.</li> <li>• Mitigation options to consider control of viewpoints, view cones and direction of vistas; introduction of physical screens and barriers including tree and shrub planting, earth bunds and free standing structures in keeping with those</li> </ul>





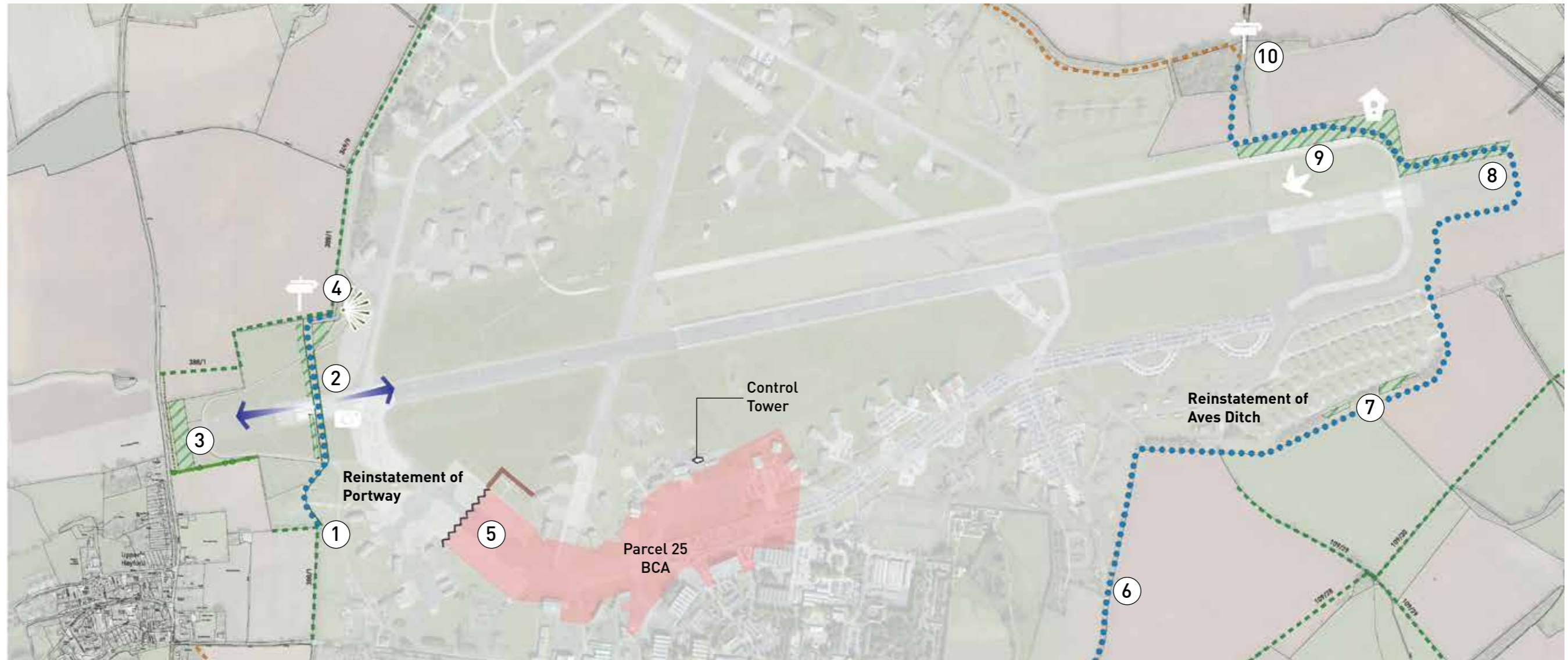












FIGURE 11. HISTORIC ROUTES (REINSTATEMENT) OPPORTUNITIES AND CONSTRAINTS PLAN

- ① Reinstatement of Portway route where the path is currently severed.
- ② The route through to the south and north of the runway could be enclosed, with designed breaks in flanking vegetation that permit and control glimpses of the southwest area of the Flying Field (i.e. building 299 and POL24), without enabling views to the BCA areas. The strategic openings will help to reveal expansive views and the scale of the runway to the east to enable interpretation of the Cold War Landscape.
- ③ Views to the west, towards the Cherwell Valley to be experienced from the centre of the runway to contrast the view to the east. Strategic buffer planting along Somerton Road to enhance the view.
- ④ Opportunity for a raised vista with sightlines to the Control Tower, the runway and northern part of the Flying Field on the existing mound. Potential to provide interpretation of key views along Aves Ditch to highlight Cold War landscape. Links to provide a connection into the wider PRoW network.

- ⑤ Opportunity to screen BCA and vehicles within processing/storage area to provide secure boundary and retain and respect Cold War character and the setting of cultural heritage assets.
- ⑥ Alignment of Aves Ditch to be integrated with the Chilgrove Drive improvements.
- ⑦ Reinstatement of Aves Ditch within the existing green corridor to the south to the Southern Bomb Stores. Additional planting to repeat the existing vegetation within this green corridor and provide a buffer to the route.
- ⑧ Views to be afforded across the runway to from Aves Ditch towards the west, boundary of Aves Ditch to be secure to prevent access onto the Flying Field to protect ecological features.
- ⑨ Opportunity to integrate Aves Ditch into green corridor with potential to integrate ecological features as well as interpretation boards to highlight multi-functional route.
- ⑩ Integration within the existing PRoW network to the north.

	Location enable views of the Cold War Landscape		Key view across the runway
	Route to be multi-functional and aid wildlife enhancements		Viewpoint to aid interpretation of Cold War Landscape
	Links to provide connection into wider PRoW network		Indicative areas of Structural Planting
	Integration of ecological features into green corridor of the reinstated Aves Ditch corridor		Reinstatement of Historic Routes
	Consideration of screening elements to help provide secure boundary and screen BCA land use whilst retaining and resetting the Cold War setting.		Existing Public Rights of Ways

## SPORTS, PLAY AND RECREATION

- 4.86 Across the existing and recently developed residential areas of Heyford Park there are a series of play areas, sports pitches and amenity spaces for recreation for the existing community.
- 4.87 These GI assets are primarily located south of Camp Road (as part of the residential area of the Former Air Base) or located in relation with the Heyford Park Free School. A number of the sports pitches are dual use in this way and provide opportunities for both the school and the community.

### Sports and Recreation

- 4.88 The original masterplan included sports pitches to meet the required provision for the residential development, notably the Village Green which offers informal amenity, a cricket pitch and play opportunities at the heart of the community, located south of Camp Road.
- 4.89 In addition an area of public open space south of Camp Road within the Residential Area has been transformed into a Community Garden by the local residents. It is maintained by the Heyford Park Residents and Community Development Association.
- 4.90 There a number of existing recreational assets within Heyford Park including those implemented as part of the outline consent. Sporting events are also hosted at Heyford Park with the "Race at the Base" inviting local runners to experience running at the base further integrating the Application Site within the local and wider community.

### Play Provision

- 4.91 A Play Strategy (see page 84-85) was previously developed with the aim to provide a range of play and sports provision for a variety of ages, within walking distance of all residents as part of the wider network of green spaces throughout Heyford Park. This was shared with the local community when discussing improvements to the existing spaces, this included new play equipment, planting and street furniture, the locations of the existing play provision are shown on Figure 12.



Play space within previously developed phase at Heyford Park

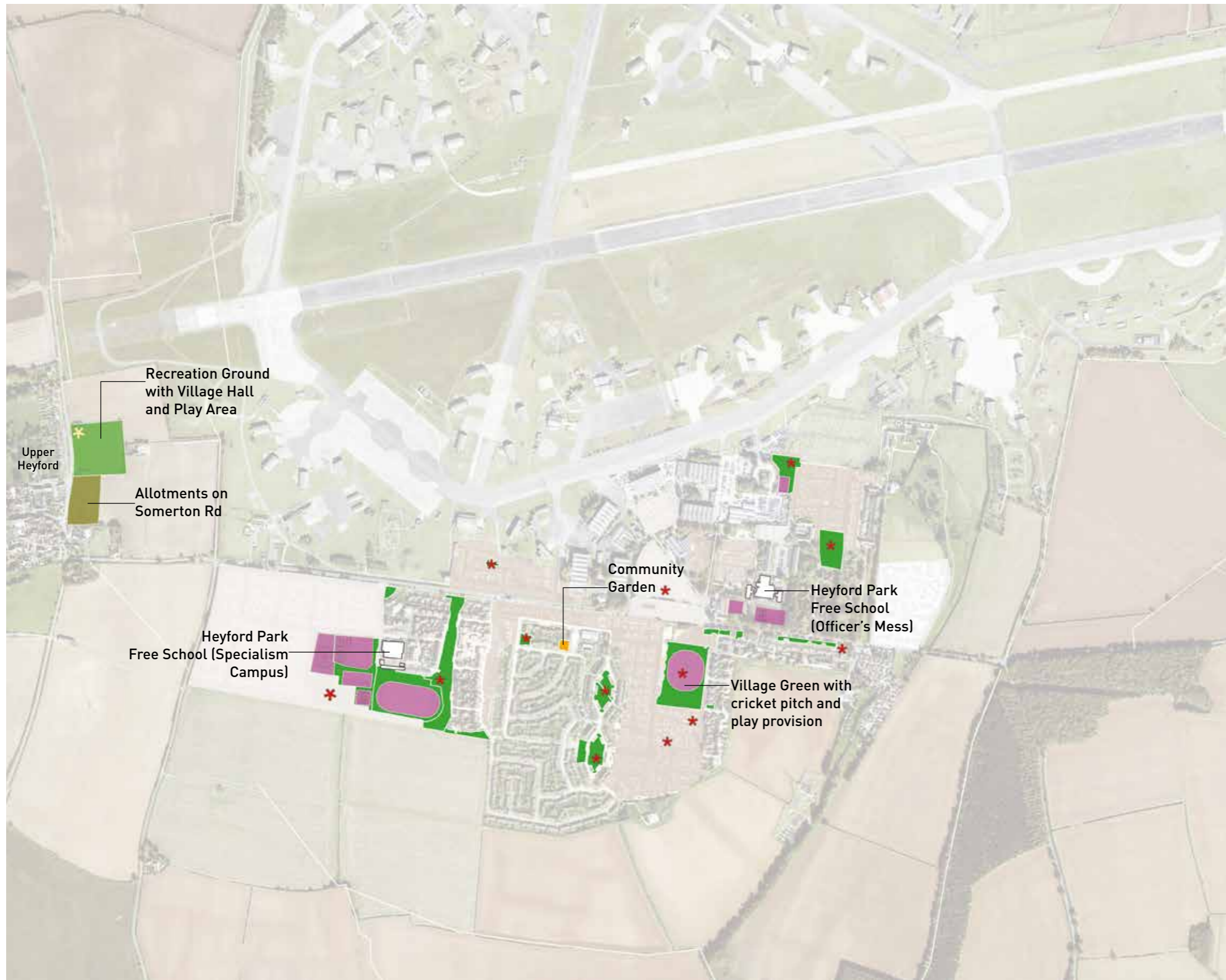


Artist impression of the cricket pitch on the Village Green



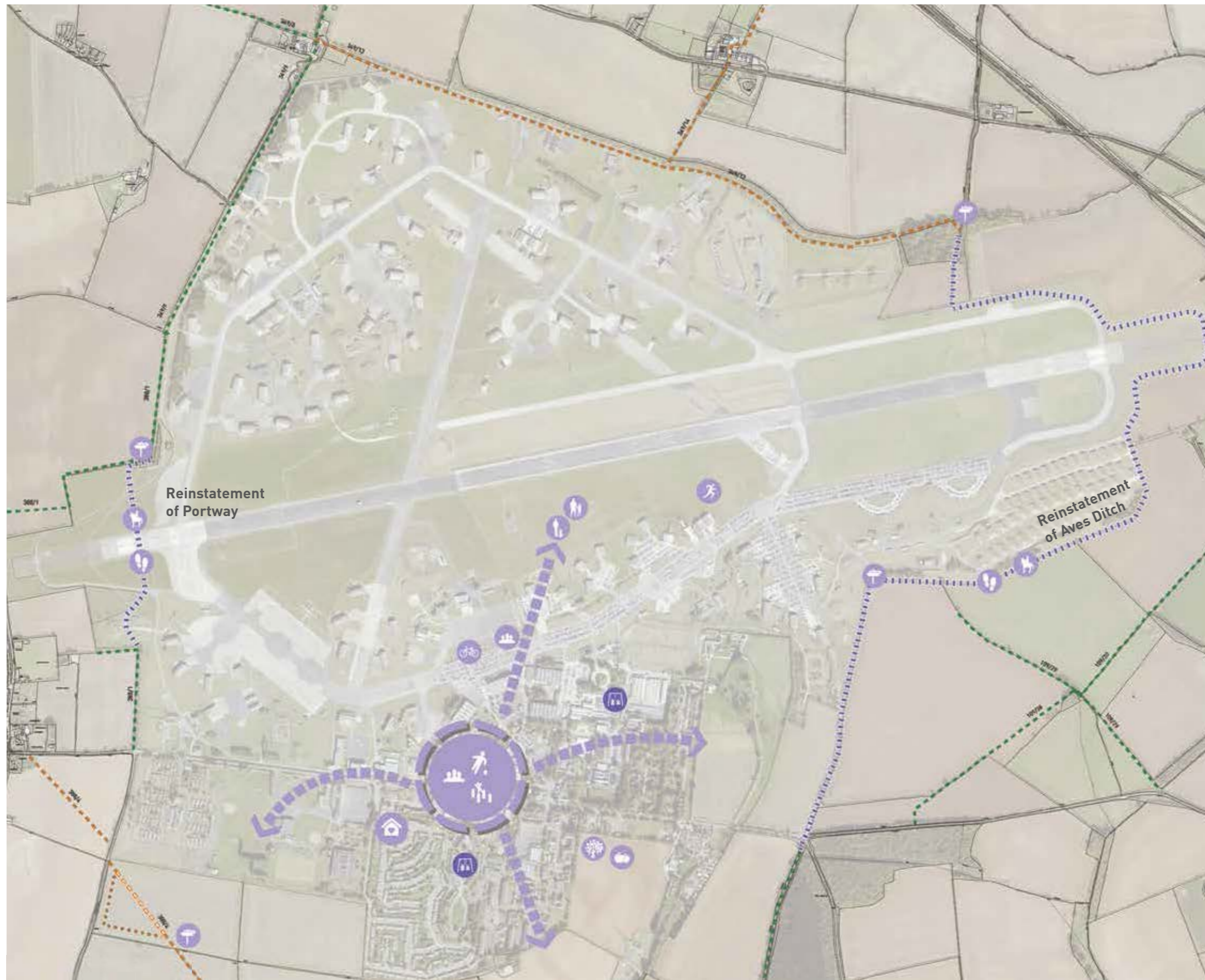
Race at the Base





- Sports Provision
- General Green Space
- Community Garden
- Allotments (Off-site)
- \* Play Provision (On-Site)
- \* Play Provision (Off-Site)

FIGURE 12. EXISTING/COMMITTED PROVISION FOR SPORT, PLAY AND RECREATION



-   Opportunity to provide the community with a productive landscape.
-   Waymarkers to promote routes to encourage active lifestyles with links to the wider PRoW network
-   Create a hub of community recreation assets for all
-   Provision of play opportunities to enhance existing provision
-   Provision of sport and informal recreation opportunities to be accessible for all
-   Legible routes to improve access across the site
-   Improve access to recreation for all to enjoy and experience

FIGURE 13. SPORT, PLAY AND RECREATION OPPORTUNITIES & CONSTRAINTS PLAN



## Sports, Play and Recreation - Constraints & Opportunities

4.92 The previous pages discussed the existing baseline sport, play and recreation features at Heyford Park, there are a number of constraints and opportunities for this theme to be integrated into the GI Masterplan.

### Constraints

4.93 The key constraints are:

- **Provision** - consider the distribution and typologies of the provision in terms of the accessibility across the Application Site and relationship with existing provision.
- **Multi-functionality** - Consider the existing network of spaces and their function and their role within the site.
- **Accessibility** - consider how the spaces can be accessible for the whole community enabling integration into the existing PRow network and paths within the site enabling safe, green links for users. Consider potential conflicts between users through the sport, play and recreational spaces.

### Opportunities

4.94 The key opportunities are:

- **Provision** - consider how the spaces can provide opportunities for all, be inclusive and accessible. Promoting health and well-being for the new and existing community. Opportunity to create a hub for community recreation assets at key locations within the site. Consider and integrate existing provision as baseline GI network and the creation of a destination space to help define the site providing a variety of opportunities.
- **Multi-functionality** - Aim to create multi-functional spaces integrating links and waymarkers to cultural heritage and ecological features where appropriate. Opportunity to provide the community with productive landscape and spaces for seasonal events and activities.
- **Accessibility** - consider access into and around the spaces (and in relation to the PRow network), in terms of play equipment consider inclusivity of informal and formal provision and accessibility to the community and wider user groups eg. tourist visitors. Provide legible routes to improve access around the site and between recreation and sport assets.

4.95 The constraints and opportunities for the sports, play and recreation are shown on Figure 13.



Destination space to provide informal recreation and education resource



Opportunity to install interpretation boards to highlight cultural heritage



Opportunity for play to be integrated within public open spaces

## SOCIAL INFRASTRUCTURE

4.96 There are a wide range of social and economic issues that exist today and those which will be affected by the Proposed Development within the Application Site. Both themes have impacts on the GI in terms of providing connectivity between services and users which will help to ensure GI is integrated into the everyday work and life of the community. This section briefly looks at the existing socio-economic baseline and the opportunities for future growth in relation to GI.

4.97 There are a variety of consented local facilities at Heyford Park with higher order services located in the nearby towns of Bicester, Oxford and Banbury. There are currently no consented healthcare facilities on site.

### Retail

4.98 There are a range of food and non-food retail opportunities consented at Heyford Park in the Village Centre, located to the south of Camp Road close to the centre of the development area.

### Education

4.99 There is an existing and operational school on the Heyford Park site serving both primary and secondary students, known as Heyford Park Free School. At the time of writing (March 2018) a temporary nursery is also under construction located to the north of Camp Road on the western edge of the development area.

4.100 The Free School is located on two campuses; one to the north of Camp Road, to the east of the Village Centre and one to the south of Camp Road, east of Phase 9 development area.

### Leisure

4.101 There are several consented leisure facilities at Heyford Park as follows:

- A community centre/village hall which is located south of Camp Road in the vicinity of the Village Centre;
- A sports centre/gym with sports pitches which are located at the school campus to the south of Camp Road;
- A cricket pitch which is located to the south of the Village Centre;

- A boutique hotel (16 beds) with associated space, bowling alley and cinema which is located to the south of Camp Road as part of the Village Centre;
- A pub/restaurant which is located to the south of Camp Road as part of the Village Centre; and
- A heritage facility which is located to the north of Camp Road as part of the Village Centre.

### Employment

4.102 There are 1,700 jobs currently at Heyford Park, the majority of these are located on the Flying Field located to the north of the Application Site and accessed via a gate at the western edge of the development area. Some of the jobs are located in the development area to the north of the Village Centre.

### Community Involvement

4.103 Dorchester Living Limited already seek the benefits of community involvement at Heyford Park and understand the advantages of involving the "local community to help facilitate empowering planning". They have played an active role in the set up, operation and activities of the Heyford Park Free School including the time capsule project for the Village Green. Community events are also planned, which has included seasonal fetes, running events and they also support the community garden located on Brice Road, south of Camp Road. Residents are also invited to participate in consultation events with the Heyford Park Residents and Community Development Association playing an active role in community life.

### Socio-economic Infrastructure and GI

4.104 There is potential for the GI proposals to offer a wide range of social benefits for the existing and new community at Heyford Park. This as well as the proposed development would have a beneficial impact on the local economy with increased visitors, social facilities and employment land use bringing additional employment to Heyford Park.

## Constraints

4.105 The key constraints are:

- **Provision** - consider the potential conflicts between public and private users and those of the existing community including consultation to help encourage involvement to discuss and help shape the elements of proposed development within the Application Site. Consider and manage the requirements of the existing community and the future provision to improve social infrastructure for all.
- **Designations & Assets** - Potential conflicts with cultural heritage and ecological designations and features. Protection and safeguarding to be considered when providing access near important features.

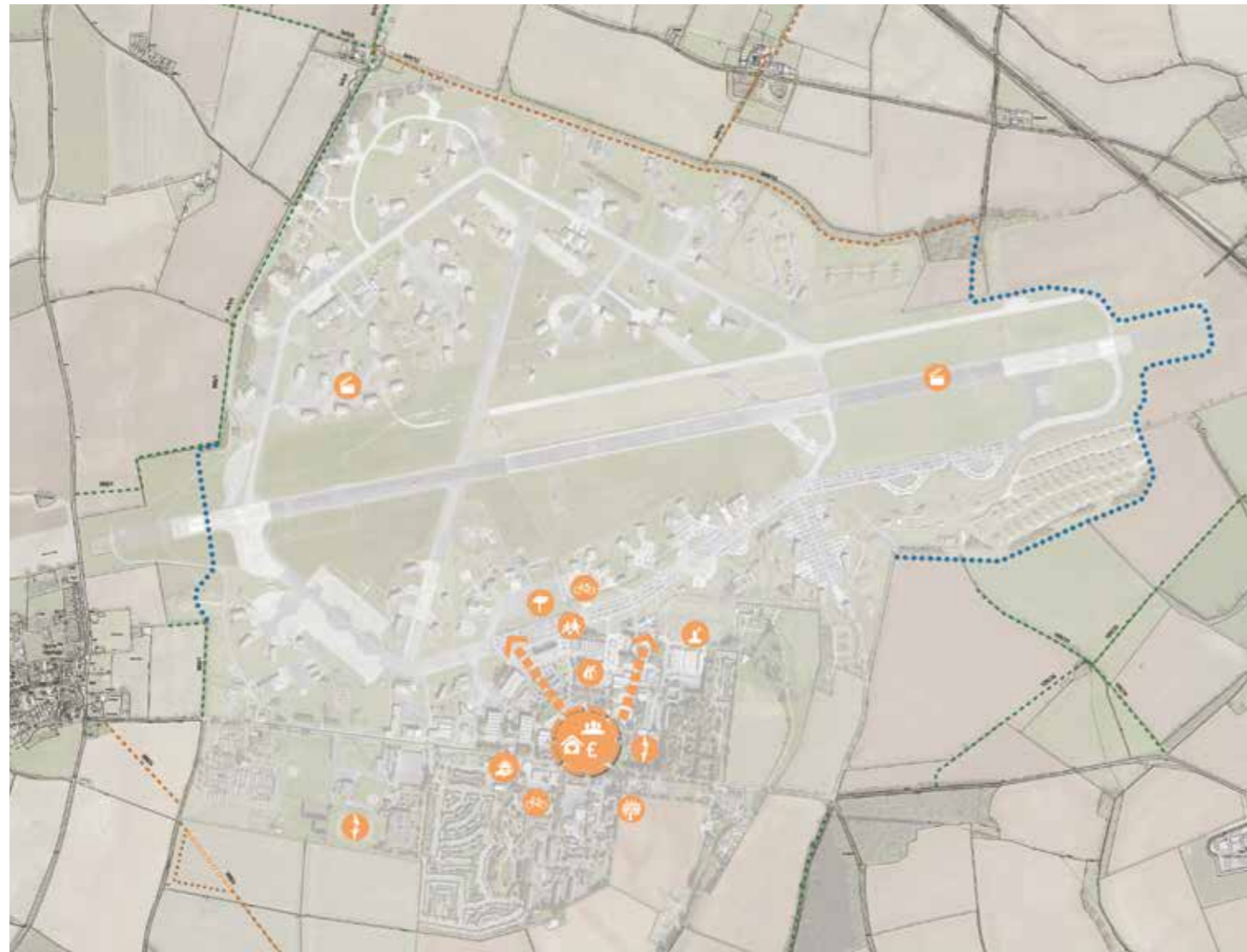
## Opportunities

4.106 There are a number of opportunities for integration including:

- **Legibility** - opportunity to provide interpretation boards at key entrances and waymarkers to provide an aid to key public open spaces to help highlight information regarding the space in terms of landscape and ecological benefits to the site. Also, consider the distribution and legibility of GI proposals with links to community facilities.
- **Access** - ensure sufficient access to social infrastructure using GI elements to improve connectivity/inclusivity.
- **Multi-functionality** - Community groups could be encouraged to get involved in education utilising the cultural heritage and ecology resources eg. by organising seasonal / wildlife specific walks and talks Continued links with Heyford Park Free School so the GI can provide students with a learning and play resource. Consider the health and well-being benefits. Continue to provide opportunities for filming within the site as well as providing employment land for job creation.
- **Community Involvement** - Opportunity to establish a local wildlife group of volunteers to help maintain specific areas of public open space eg. help to maintain an orchard to help establish a sense of ownership. Involve community groups and schools with key events during development of Heyford Park.

4.107 The constraints and opportunities for the social infrastructure theme are shown on Figure 14.





-  Continued links with Heyford Park Free School enabling the school to utilise the GI assets within the site .
-  Ensuring all users are considered and GI assets are inclusive and accessible.
-  Encourage community involvement to help create a sense of place and community. Provide links to the Local Centre (north & south) to create a destination at the heart of the site in which the community grows and thrives.
-  Opportunity to provide legible links to social infrastructure assets. Locations of assets to be along key routes to enhance access through the site and link GI assets so they can be experienced during everyday activities including on the walk to school.
-  Opportunity to enhance community assets through productive landscape eg. allotments / community orchard.
-  Opportunities to create jobs.
-  Continue to utilise site for filming activities.
-  Help to define the heart of the community with accessible social infrastructure for all.

FIGURE 14. SOCIAL INFRASTRUCTURE OPPORTUNITIES & CONSTRAINTS PLAN



Heyford Park Free School



Village Centre - artist's impression of new market and brasserie



Times capsule project undertaken with children from Heyford Park Free School.

## BLUE INFRASTRUCTURE

4.108 The blue infrastructure in relation to the Application Site is discussed within the Hydrology and Flood Risk chapter of the ES. This section identifies the blue infrastructure issues that need to be considered in the development of the GI Masterplan.

### Context

- 4.109 The closest watercourse, of note, to the Application Site is the River Cherwell which is approximately 0.6km beyond the western boundary of the site. There are a number of small streams close to the Application Site's boundaries and flow away from the site.
- 4.110 Currently, the Application Site is served by an extensive surface water drainage system, with a private waste water treatment plant (Upper Heyford Sewage Treatment Works) located in the southeast corner of the Application Site to deal with foulwater before being discharged.
- 4.111 The development at Land South of Camp Road includes proposals for rain gardens within the public open space as an element of blue infrastructure to help within the SuDs strategy.



Extract of rain gardens within Land South of Camp Road proposals.

## Blue Infrastructure - Constraints & Opportunities

- 4.112 A drainage strategy would be integrated within the proposed parcels of development and GI Masterplan to create a fully integrated layer of blue infrastructure.
- 4.113 The drainage strategy includes the implementation for the Sustainable Urban Drainage System (SuDs) that will (subject to detailed design) will introduce source control measures as well as swales and attenuation basins to help control and manage surface run-off.

### Constraints

- 4.114 The key constraints are:
- **Change in land use** - development to increase impermeable surfacing within the Application Site with the construction of buildings, highways and other hard surfaces, opportunity to intercept and manage rainfall run-off.
  - **Multi-functionality** - consider impact on existing drainage system and consider if upgrades are required.
  - **Pollution and Contaminants** - Avoid and mitigate to prevent any potential pollution/contaminants issues.

### Opportunities

- 4.115 The key opportunities are:
- **Sustainable Urban Drainage System** - Opportunity to develop SuDs strategy intercept and manage rainfall run-off and discharge surface water to the surrounding streams. Incorporate pollution controls into the SuDs strategy.
  - **Multi-functionality** - SuDs elements e.g. attenuation basins and swales have the potential to be 'natural' in character and form part of a multi-functional open space.
  - **Pollution and Contaminants** - potential to upgrade the existing waste water treatment plant to maintain/improve water quality. Incorporate management of potential pollutants eg. hydrocarbons and sediment from the proposed highways and other surfaces.
  - **Mitigation by Design** - consider measures (upgrades, location of SuDs features, control of pollutants) as part of the design and layout of the Proposed Development (at the detailed design stage) and integrate within the GI Masterplan. Implement 'standard' measures into the construction and detailed design of the Proposed Development as part of mitigation.



Multi-functionality - SuDs features within public open space



Indicative swale within green corridor



Indicative attenuation basin - multi-functional to form habitat for wildlife







The background is a faded aerial photograph of a residential neighborhood with a grid-like street pattern. A semi-transparent green rectangular box is centered on the page, containing white text. The text is arranged in three lines: 'SECTION 5' in a bold, sans-serif font, followed by 'LANDSCAPE STRATEGY &' and 'DEVELOPMENT PROPOSALS' in a regular, sans-serif font. The number '23' is visible on the left side of the map, and a road with a dashed orange line is visible at the bottom. Two white L-shaped corner brackets are positioned at the top-left and bottom-right corners of the green box.

**SECTION 5**  
LANDSCAPE STRATEGY &  
DEVELOPMENT PROPOSALS

# SECTION 5 | LANDSCAPE STRATEGY & DEVELOPMENT PROPOSALS

## LANDSCAPE STRATEGY

- 5.1 The Landscape Strategy sets the foundations for the GI Masterplan to be able to create a successful and cohesive development at Heyford Park.
- 5.2 The development of the Landscape Strategy has included consideration of the issues relating to the GI baseline for the Application Site notably the cultural heritage and ecological constraints and opportunities. In addition it has considered how to integrate the existing GI framework within the GI proposals to enable the overall masterplan to be accessible, distinct and legible.
- 5.3 Key objectives (illustrated on Figure 15) of the landscape strategy are as follows:

### Cultural Heritage

- Create a distinctive sense of place incorporating the cultural heritage assets that help to define the Cold War landscape;
- Retain, preserve and enhance the cultural heritage assets within the landscape;
- Respect the setting of key cultural heritage assets, including those of significance and/or designated;
- Consideration of views to key buildings and those that allow the perception of the Cold War landscape; and
- Improve access and connectivity between the cultural heritage assets and their legibility within the landscape.

### Biodiversity and Ecology

- Retention and enhancement of key habitat features;
- Incorporation of GI to ensure ecological connectivity and functionality within the site;
- Promote opportunities to improve and enhance biodiversity to achieve a biodiversity net gain;
- Consideration of planting species for habitat creation to enhance biodiversity and maintain the site's character;
- Retention and enhancement of key habitat features (including existing woodland, scrub and hedgerows where possible);
- Retention of badger setts and foraging/dispersal corridors where possible;
- Creation of habitat / ecological features suitable for species where there are impacts from the development proposals;
- Promote opportunities for new habitat creation through integration of drainage and landscape proposals;
- Consideration of plant species for habitat creation to improve and enhance biodiversity; and
- Consider management requirements to protect key habitat and species.

### Sustainable Movement

- Improvement of access throughout the site to improve the pedestrian and cycle network and links into the wider area;
- Provision of new pedestrian and cycle links through the site with appropriate surfacing, signage and crossing points of roads to create and promote safe walking and cycling links through the development;
- Promote sustainable movement methods through the creation of safe, green and legible routes;
- Integrate waymarkers and signage to promote sustainable movement to improve the health and well-being of the community;
- Retention and integration of existing Public Rights of Way; and
- Incorporation of the existing PRowS and provide links into the wider area including the reinstatement of Aves Ditch and Portway.

### Sports, Play and Recreation

- Create a variety of play and education opportunities with both informal and formal provision;
- Create a sense of place within the public open spaces to represent the local identity of Upper Heyford to enhance the place making of Heyford Park;
- Create a diverse range of open spaces which successfully combine functions, ecology, character and existing GI assets;
- Create a variety of play opportunities across the development (utilising connections to the existing spaces) with a number of informal and formal play spaces with a wide range of play opportunities for all ages and abilities;
- Create visually attractive spaces for both formal and informal amenity and recreation recognising key visual amenity elements;
- Provide safe links between spaces to ensure usability of public open spaces with clear signage where appropriate to maximise legibility; and
- Provide sports provision for the whole community to benefit from.



### Social Infrastructure

- Use waymarkers and interpretation boards to highlight key information to aid site users access through the site to enhance legibility between community facilities and assets;
- Encourage community involvement within the site as an educational resource
- Create opportunities for local community groups to take part within community life through the utilisation of the public open spaces eg. allotments/community orchards; and
- Improve connectivity between the social infrastructure through integration with GI to improve inclusivity within the public open space.

### Blue Infrastructure

- Use a sensitive, holistic approach to design the attenuation basins and SuDs features to enable their seamless integration into the public open spaces;
- Create visually attractive SuDs features to become key features and multi-functional areas within the public open spaces. Spaces that are both functional for amenity and recreation as well as encompassing habitats of high ecological value;
- Introduce source control measures to intercept water where possible, this includes maximising areas of soft landscaping; and
- Control surface run-off from the site to a level significant below greenfield rate as well as mitigate flood risk and storm water control on the site with the use of attenuation basins.

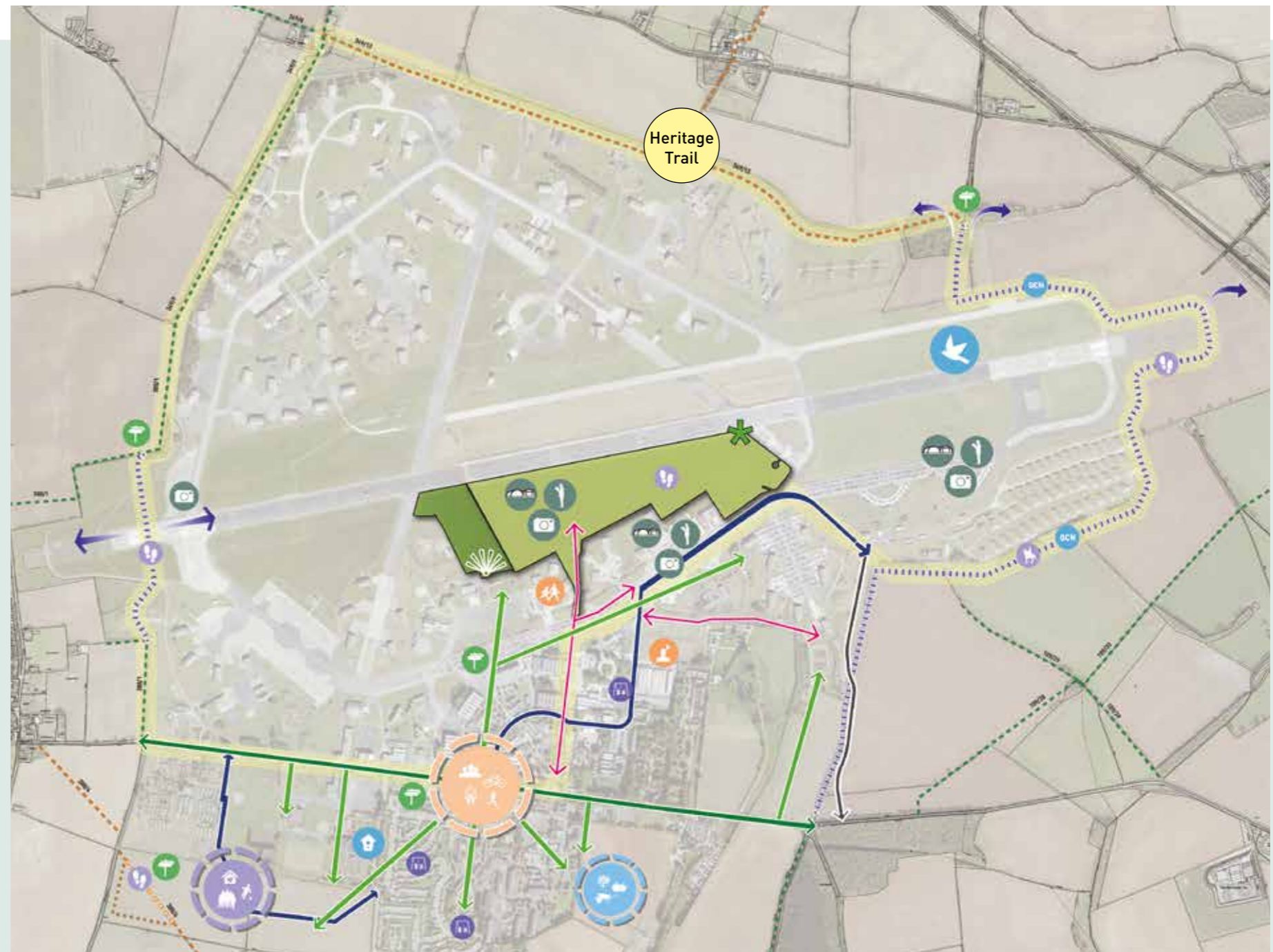














FIGURE 15. LANDSCAPE STRATEGY

<ul style="list-style-type: none"> <li> Use waymarkers to promote links within the existing and proposed movement network.</li> <li> Promote sustainable movement to improve the health and well-being of users with connections into the wider PRow network.</li> <li> Integrate existing play provision to create a series of play opportunities across the site for all to enjoy.</li> <li> Provision sports and play provision for the whole community to use.</li> </ul>	<ul style="list-style-type: none"> <li> Retention and creation of key habitat for species where necessary to create opportunities to improve GI assets for ecology in order to create multi-functional GI assets.</li> <li> Provision of bird and bat boxes within the development and appropriate GI corridors.</li> <li> Opportunity to enhance GI assets through the creation of a productive landscape eg. allotments / community orchard.</li> </ul>	<ul style="list-style-type: none"> <li> Opportunities to create jobs.</li> <li> Ensuring GI assets are inclusive and accessible for all.</li> <li> Encourage community involvement to help create a sense of place and community. Opportunity to provide safe, green and legible links to social infrastructure assets.</li> </ul>	<ul style="list-style-type: none"> <li> Retain and preserve the Cold War Landscape and Cultural Heritage assets so they can be experienced by users. Installation of interpretation boards to highlight key assets.</li> <li> Implementation of the Heritage Trail to provide (managed) access to the key assets.</li> </ul>
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## DEVELOPMENT PROPOSALS

5.4 The proposed development, submitted as a hybrid planning application consisting of:

- demolition of buildings and structures as listed in Schedule 1;
- outline planning permission for up to:
  - 1,175 new dwellings (Class C3);
  - 60 close care dwellings (Class C2/C3);
  - 929 m<sup>2</sup> of retail (Class A1);
  - 670 m<sup>2</sup> comprising a new medical centre (Class D1);
  - 35,175 m<sup>2</sup> of new employment buildings, (comprising up to 6,330 m<sup>2</sup> Class B1a, 13,635 m<sup>2</sup> B1b/c, 9,250 m<sup>2</sup> Class B2, and 5,960 m<sup>2</sup> B8);
  - 2.4 ha site for a new school (Class D1);
  - 925 m<sup>2</sup> of community use buildings (Class D2); and 515 m<sup>2</sup> of indoor sports, if provided on-site (Class D2);
  - 30m in height observation tower with zip-wire with ancillary visitor facilities of up of 100 m<sup>2</sup> (Class D1/A1/A3);
  - 1,000 m<sup>2</sup> energy facility/infrastructure with a stack height of up to 24m (sui generis);
  - 2,520 m<sup>2</sup> additional education facilities (buildings and associated external infrastructure) at Buildings 73, 74 and 583 for education use (Class D1);
  - creation of areas of Open Space, Sports Facilities, Public Park and other green infrastructure.
- the change of use of the following buildings and areas:
  - Buildings 357 and 370 for office use (Class B1a);
  - Buildings 3036, 3037, 3038, 3039, 3040, 3041, and 3042 for employment use (Class B1b/c, B2, B8);
  - Buildings 217, 3102, 3136, 3052, 3053, 3054, and 3055 for employment use (Class B8);
  - Buildings 2010, 3008, and 3009 for filming and heritage activities (Sui Generis/Class D1);
  - Buildings 2004, 2005 and 2006 for education use (Class D1);
  - Buildings 366, 391, 1368, 1443, 2007, 2008 and 2009 (Class D1/D2 with ancillary A1-A5 use);
  - Building 340 (Class D1, D2, A3);
  - 20.3ha of hardstanding for car processing (Sui Generis); and
  - 76.6ha for filming activities (Sui Generis);

- the continuation of use of areas, buildings and structures already benefiting from previous planning permissions, as specified in Schedule 2.
- associated infrastructure works, including surface water attenuation provision and upgrading Chilgrove Drive and the junction with Camp Road.

5.5 Refer to Figure 16 for the Masterplan, each parcel of proposed development is discussed within the DAS.





FIGURE 16. MASTERPLAN







**SECTION 6**  
GREEN INFRASTRUCTURE  
PROPOSALS

# SECTION 6 | GREEN INFRASTRUCTURE PROPOSALS

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## GI PROPOSALS

- 6.1 This section of the GI Strategy looks at each of the key public open spaces within the GI Masterplan (refer to figure 17), identifies their key features and functions, and sets the principles and parameters for their detailed design.
- 6.2 The key public open spaces within the Proposed Development are:
- Flying Field Park;
  - Control Tower Park;
  - Sports Park; and
  - Community Orchards and Allotments.
- 6.3 The reinstatement of Portway and Aves Ditch historic routes is also considered to be a main element of the GI Masterplan to enhance connectivity within the Application Site and enabling links into the wider PRoW network, and is included within this section.
- 6.4 The green spaces are an integral part of the place making at Heyford Park and create a strong GI structure across the site whilst respecting the existing landscape character of the site including the Cold War Landscape. The elements of new GI have been a driving factor in the creation of new routes and spaces within the masterplan and aim to integrate within the existing settlement and GI framework to reinforce the sense of place. The elements further help to define the public and private spaces whilst adding colour, seasonal interest and function to the environment at the smaller scale.

- 6.5 Successful green spaces help create more attractive places and provide safer routes. From an ecological perspective they can also increase flood protection and sustainable drainage as well as providing better micro-climates and enhance biodiversity. Design Council CABE outline the following 8 qualities of successful open spaces. Each having been considered during the baseline study and the identification of constraints and opportunities. The qualities are:

- Sustainability;
- Character and distinctiveness;
- Definition and enclosure;
- Connectivity and accessibility;
- Legibility;
- Adaptability and robustness;
- Inclusiveness; and
- Biodiversity.





FIGURE 17. GI MASTERPLAN

## GI Provision

6.6 These key public open spaces form part of the overall open space provision which meet the outdoor recreation provision requirements set out in the Local Plan (refer to Table 3). The provision requirements have been generated on the average occupancy rate per dwelling for the area of 2.39 and is set out in Figure 18.

### General Green Space

6.7 During the detailed design stage the general green space will be sub-divided into open space typologies of parks and gardens, natural and semi-natural, and amenity green space.

6.8 The locations of the parks and gardens and amenity green space will be chosen to maximise accessibility for the new community as well as creating spaces to respect the Cold War landscape where necessary. Areas of natural and semi-natural green space will be located where the cultural heritage and ecology constraints limit the landscape proposals. Here, areas of naturalistic grassland will help to reinforce the Cold War Landscape, create habitat and improve access to users for informal recreation in line with the landscape strategy aims.

### Play Space

6.9 The play spaces have been categorised into the different types of provision ie. LAPs, LEAPs and NEAPs in accordance with the accessibility standards and provision for each development parcel. Their locations will create a network of play spaces across Heyford Park and have considered the existing play provision. This is indicated on the GI Provision plan and will be designed at the detailed design stage in accordance with the parameters and principles set out within the play strategy within this GI Strategy.

6.10 Note that definitions and details about what defines LAPs, LEAPs and NEAPs is discussed within the play strategy within this GI Strategy, refer to pages 84-85.

### Outdoor Sports

6.11 The outdoor provision is located within the proposed Sports Park and is described in the following section. The exact pitch provision is to be defined at the detailed design stage subject to discussions with relevant stakeholders regarding the requirements within the district.

Table 3 – GI Provision

Type of Provision	Quantitative Standard	Provision Provided
<b>General Green Space</b> (parks and gardens / natural and semi-natural / amenity green space)	2.4 ha per 1000 urban dwellers 2.74ha per 1000 rural/urban edge dwellers	7.69 ha
<b>Play Space</b> (combining provision for younger and older children including MUGAs <sup>2</sup> )	0.78ha per 1000 people	2.19 ha
<b>Outdoor Sports</b> (combining tennis courts / bowling greens / golf courses / playing pitches) to be accompanied by changing facilities where appropriate.	1.13ha per 1000 people	3.17 ha
<b>Allotments</b>	0.37 ha per 1000 people	1.04 ha

Footnote<sup>2</sup> - MUGA - multi-use games area

### Allotments

6.12 The provision for allotments within the GI Masterplan is designed as a community orchard and allotments. This follows consultation with the local community and is designed as per the qualitative standards of provision within the Local Plan.

### Surrounding Parks Study

6.13 The proposed Flying Field Park and Control Tower Park measures an area of 24.4ha in total. The DAS includes an examples of surrounding parks within Oxfordshire, it is clear that this new park will provide a substantial and vast open space for new and existing residents of Heyford and the surrounding areas. Refer to the DAS for the surrounding parks study.

6.14 The design parameters and principles for the Flying Field, Control Tower Park and the other main public open spaces are now discussed within this section.





FIGURE 18. GI PROVISION

## FLYING FIELD PARK

- 6.15 The Flying Field Park is central to the Application Site and located on the southern edge of the Flying Field. The public open space provides a vast open space for public use and is linked to the Core Visitor Destination Area. Directly to the west is the Control Tower Park which is similar in character but has alternative uses and access arrangements.
- 6.16 The Flying Field Park will feature an Observation Tower (up to 30m in height) located at the eastern end of the runway. This provides opportunities to experience views across the runway and experience the Cold War Landscape from a different perspective. The tower will have the potential to contain a zip wire which will provide fun interpretation of how it would have felt to land on the runway.

### Design Parameters

- 6.17 The main design parameters for the Flying Field Park are as follows:
- Retention of the grassland to retain the Cold War landscape, minimum intervention to retain the existing character.
  - Provision of new paths (approx. 6m in width) to reduce users entering the grassland.
  - Provide a legible link to the Trident Area with the green link to the south. Potential for public art on secure boundary with Parcel 25.
  - Provision of signage, interpretation boards and gates to highlight rules of the space and convey the character / cultural heritage of the space.

### Design Principles

- 6.18 Principles to be taken forward within the detailed design are:
- Grassland to be retained and managed to maintain condition. Refer to Appendix 1.
  - Footpath to provide access around the Flying Field Park, approx. 6m in width to reduce conflicts between users and discourage walking on the grassland. Surface materials to be considered at the detailed design stage. Opportunity to add activity and distance markers on the runway to encourage users to be active to benefit community health and well-being.
  - Street furniture within the Flying Field Park will provide opportunities for users to sit and enjoy the space and experience the Cold War landscape, provide information on the rules of the space and what activities are prohibited. Other elements will help to reduce litter and dog faeces on the grassland which is to be discouraged for both social and ecological reasons.
  - Seating opportunities to be located by Building 391, the Observation Tower and at key locations along the footpath.
  - Signage to inform users of the Flying Field Park's rules, opening details and information of whom to contact to report any incidents. Signage would also provide information about the walking/cycle routes and facts about the ecology, views and the Cold War landscape.
  - Screening wall / public art detail by the southern entrance will help to introduce users to the Flying Field Park and the Cold War landscape and educate about the cultural heritage and ecology of the Application Site. This will help to create an identity for the park and a sense of place for its users.
  - Fencing - security fence to be retained with new sections proposed to enclose the space and control access to the Flying Field. Fencing to help retain the Cold War landscape and be cat & dog proof in line with ecological requirements.
  - Gates to be provided.



# Flying Field Park





## CONTROL TOWER PARK

6.19 The Control Tower Park is central to the Application Site and located on the southern edge of the Flying Field, directly to the west of the Flying Field Park. It provides a multi-functional space for events and seeks to retain the Cold War Landscape for users to enjoy and experience.

### Design Parameters

6.20 The main design parameters for the Control Tower Park are as follows:

- Retention of the grassland to retain the Cold War landscape, minimum intervention to retain the existing character.
- Provision of new paths to reduce users entering the grassland.
- Provision of signage and gates to convey the character / cultural heritage of the space as well as manage access.

### Design Principles

6.21 Principles to be taken forward within the detailed design are:

- Grassland to be retained and managed to maintain condition. Refer to Appendix 1.
- Footpath to provide access around the space, width and surface materials to be considered at the detailed design stage.
- Street furniture within the Control Tower Park will provide opportunities for users to sit and enjoy the space and watch events which could be held within the space. There is the potential to have seating at key locations to highlight to users views across the Cold War landscape.
- Gated access points to managed access into the space and provide information on the rules of the space and what activities are prohibited. Other elements will help to reduce litter and dog faeces on the grassland which is to be discouraged for social and ecological reasons.
- Seating opportunities to be at key locations along the footpath.
- Fencing - security fence to be retained with new sections proposed to enclose the space and control access to the Flying Field. Fencing to help retain the Cold War landscape. Gates to be provided to control access to/from the Flying Field Park.





# Control Tower Park





## SPORTS PARK

- 6.22 The Sports Park is located to the south of Camp Road adjacent to the existing sports provision belonging to the Heyford Free School which is to be extended/expanded as part of the masterplan within parcel 32. Located by the proposed development at Land South of Camp Road (which is yet to be determined) and adjacent to parcel 16 the Sports Park will provide a variety of sport and recreation opportunities for the new and existing community.
- 6.23 Directly to the east of the Sports Park is the site (parcel 34) for the new changing/sport and community sports facility. The parcel would also comprise parking provision and amenity green space with screening planting to defined the boundary with the residential development within parcel 16.
- 6.24 The landscape proposals aim to integrate the Sports Park into the existing landscape framework as well as strengthen its boundaries and incorporate the PRow which crosses the space. The northern boundary provides a connection with the Land South of Camp Road proposals with footpath links.

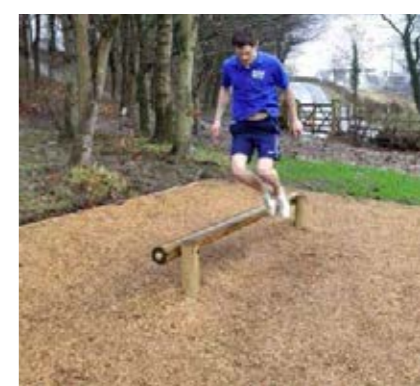
### Design Parameters

- 6.25 The main design parameters for the Sports Park are as follows:
- Changing facilities to be provided within the Community Sports Facilities building directly to the east
  - The amenity grass of the sports pitches will maintained to meet the standard required for the specific sport and standard of play.
  - Seating opportunities and bins provided. To prevent and discourage dog fouling within the sports pitch area there will be adequate provision of dog bins and signage around the periphery of the Sports Park to highlight the walking route around the edge of the space. Signage at entrances to the park will note that dogs should be kept on leads.
  - No manhole covers or other hardware are to be located within, or closely located to the edge of the sports pitches.

- Vehicles including caravans, motorbikes and cars will not be permitted onto the sports pitches except for maintenance and emergency vehicles. Bollards and/or fencing to secure the edge of the Sports Park with the road. Details of these features are to be confirmed at the detailed design stage.
- There needs to be a sensitive approach to lighting design (if required) due to the proximity of the Rousham Conservation Area.

### Design Principles

- 6.26 Principles to be taken forward within the detailed design are:
- Grassland fringe to be managed as species rich grassland. Refer to Appendix 1.
  - Central pitch area to be amenity grass maintained in a suitable condition for the sports. Sports pitch design and layout to meet best practice guidelines
  - Formal footpath to provide link to public open space to the north, with informal footpaths/mown footpaths around the edge of the Sports Park within the species rich long grass.
  - Structural buffer planting along the southern and western boundary to provide physical and visual buffer as well as an ecological feature for wildlife. Refer to the structural planting section for more detail.



# Community Orchard / Allotments

## COMMUNITY ORCHARDS / ALLOTMENTS

6.27 The Community Orchard and Allotments are located within the public open space directly to the south of parcel 17, an area of Community Orchard around the north and western edges of the parcel adjacent to existing dwellings.

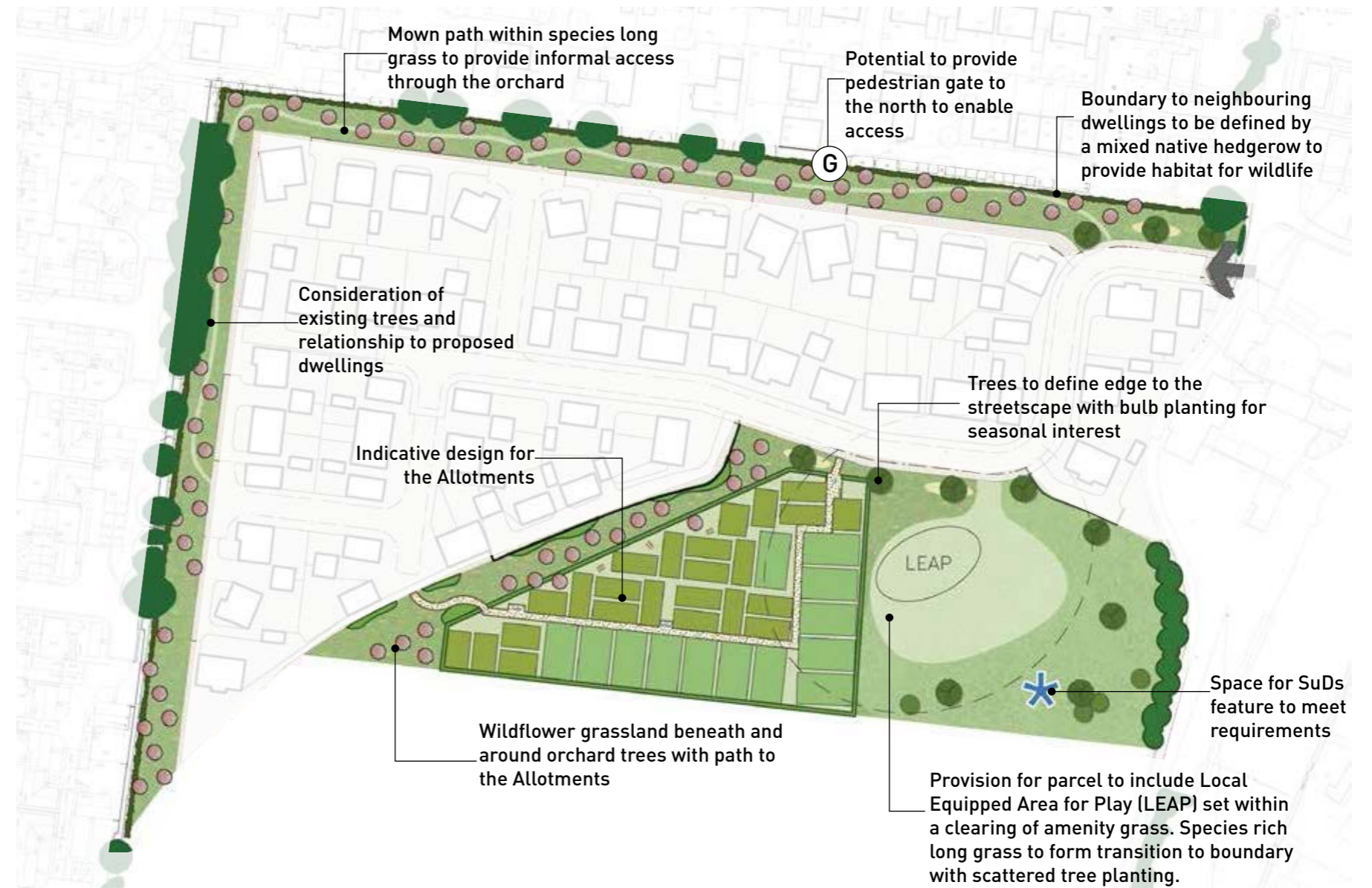
### Design Parameters and Principles

6.28 The main design parameters and principles for the area of Allotments and the surrounding Community Orchard are as follows:

- Boundaries around the Allotments to be clearly defined. Its location to enable informal surveillance from the surrounding public open space which also includes play provision and SuDs feature.
- Separation between the existing dwellings defined with a mixed native hedgerow to provide habitat value and connectivity. Nut and berries to be favoured in order to create foraging opportunities.
- Plot sizes to maximise number of plots within the space based on traditional plots of 250m<sup>2</sup> (10 rods), 125m<sup>2</sup> (5 rods) and 62.5m<sup>2</sup> (2.5 rods) where space is limited.
- Plots to be defined and prepared with suitable topsoil. If after installation they are not immediately rented they shall be covered to reduce weed growth.
- Clear boundary definition for the Allotments in keeping with the landscape setting adjacent to the proposed dwellings. Water troughs provided within the Allotments. Rabbit and deer to be provided where necessary along the boundaries of the Allotments.
- Orchard tree planting in grid system (7-10m spacing) with groups of same species, and consideration given to pollination requirements of trees (ie. self fertile, or requirement to be paired with other species.)
- Fruit tree specification to be considered in relation to time until first crop and longevity of the orchard. Trees to be protected from pests, and large enough to reduce chances of vandalism. Minimal use of herbicides/pesticides so fruit can be harvested by the community.
- Informal mown path through the wildflower grassland to provide access through the space as well as habitat value to aid biodiversity improvements.

- Seating opportunities and bins provided. To prevent and discourage dog fouling within the community orchard there will be adequate provision of dog bins and signage. Dogs will not be permitted within the allotments.
- Consideration of existing trees around the periphery of the site. Potential for installation of a pedestrian gate to enable access from the dwellings to the north and/or west.
- Management to be ecologically / landscape led to maximise biodiversity benefits. Opportunity to 'train' the local community so they can adopt maintenance/harvesting of the orchard trees and benefit from the crops.

- Consideration of species to be used within the orchard, species of local provenance to be encouraged with species chosen for their pollinating qualities, fruit and aesthetics. Species could include:
  - Apple - *Malus domestica* 'Blenheim Orange' (late sep /early oct crop for eating fresh/cookery)
  - Apple - *Malus domestica* Cox's Orange Pippin' (mid sep crop for juicing/eating fresh/cookery)
  - Plum - *Prunus domestica* 'Jubilee' (mid aug for crop for eating fresh/cookery)
  - Pear - *Pyrus communis* 'Concorde' (early oct crop for eating fresh)
  - Pear - *Pyrus communis* 'Beth' (crop late august for eating fresh)
  - Damson - *Prunus insititia* 'Merryweather' (mid sep crop for cookery).



# Portway and Aves Ditch Reinstatement

## REINSTATEMENT OF AVES DITCH AND PORTWAY

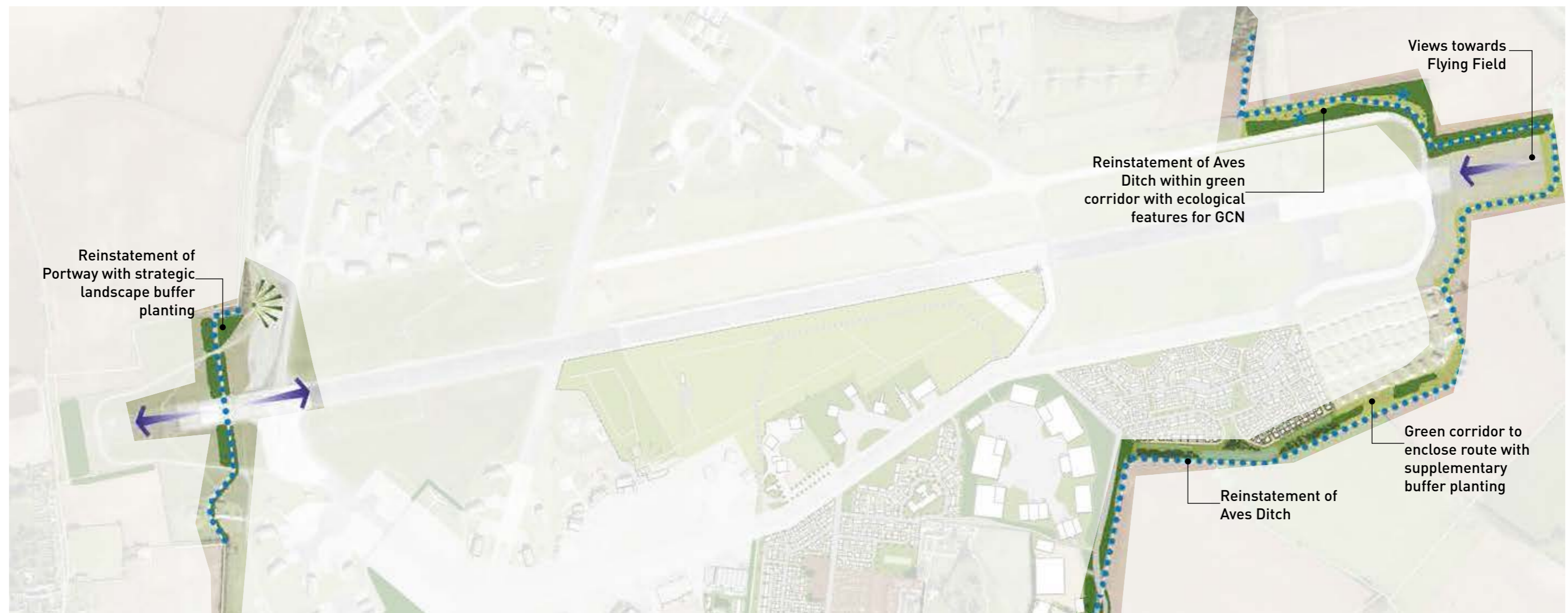
6.29 The reinstatement of the historic routes is a key element of the GI proposals helping to achieve better accessibility around the site.

### Design Parameters

6.30 The main design parameters for the reinstatement of Aves Ditch and Portway are:

- Enclosure - ensuring adequate and secure boundaries where required to channel users along the route and prevent access to land uses and Flying Field to protect grassland. Fencing to be in keeping with existing fencing within the site.
- Surface treatments - to be considered in relation to the type of path ie. footpath and/or bridleway.

- Views and amenity - consider which views need to be allowed and where they need to be screened to ensure privacy of sensitive land use (e.g. BCA) within and towards the site's surroundings. Consider which views are key for the interpretation of the Cold War Landscape.
- Legibility (wayfinding & signage) - consider the best location for wayfinder markers and signage to encourage use of the routes and where links to other PRowS and consider which GI assets spaces need to be highlighted to provide legibility across the site.
- Consider the landscape setting for the routes in relation to the function of route and other features such as ecological elements for wildlife e.g. GCN ponds and grassland.



## RESIDENTIAL PARCELS

- 6.31 Each residential parcel provides elements of public open space in line with the open space requirements for the new residents. Whilst the Sports Park (Parcel 18) and Allotments (and community orchard within Parcel 17) are provided as one quantum of space to create destination spaces with primary functions.
- 6.32 This section looks at each of the residential parcels and provides design objectives for their detailed design. This should be read in conjunction with the DAS which splits down the residential parcels into different residential zones each with distinct characters and features.

### PARCEL 10

#### Key Landscape Elements:

- Consideration of frontage along Camp Road and transition to internal streetscape. Tree planting to reinforce boulevard style of Camp Road. Set back of dwellings to enable separation from public footpath and verge spaces to extend the existing boulevard with generous sized trees and landscaping.
- Multi-functional public open spaces including play opportunities, SuDs, informal amenity greenspace and semi-natural tree belt along the northern boundary of the parcel.
- The open space at the centre of the parcel contains POL 21. This feature is proposed to be retained and incorporated into the public open space if possible and enhanced to become a playable landscape which will represent the palimpsest of the former air base history.

#### On-Plot Landscape:

- Landscape fronting Camp Road to be formal in character with tree planting within the grass verge and/or front gardens to replicate character along Camp Road.
- Landscaping along Camp Road to highlight the sense of arrival into the site, and filter through the hierarchy of streets within the Parcel.
- Soft landscaping will be simple and planting will be used to screen and break up parking areas along the frontage with Camp Road. Planting within the internal roads to further define plots and soften plot boundaries and parking with tree planting where possible.
- Tree planting will be located along shared routes between vehicles and pedestrian spaces.

### PARCEL 16

#### Key Landscape Elements:

- Planting to define the southern boundary in keeping with southern boundary of the Sports Park, to soften the urban edge and buildings to 'feather' the parcel into the rural edge.
- Green space with SuDs corridor continuing the character from the north to provide key function to the public open space whilst enhancing views from the surrounding dwellings. Tree and shrub planting to help define transition from public to private realm.
- Public open space to be informal and organic in character to match the dwellings character, with views over the countryside to emphasise the role of the landscape framework.
- Street trees within verge to define the road that bisects the site leading to the wider area.

#### On-Plot Landscape:

- Plot boundaries to help integrate the private gardens into the streetscape, informal in character to further emphasise the rural edge.
- Landscaping to help demarcate boundaries between public spaces, private drive and front/rear gardens with informal tree planting to help achieve rural transition character.



Green link corridor to provide key link to the Trident area to the south and enable walking/cycle links to the Flying Field Park. Informal play provision to include fitness/play trail along the route to help improve health and well-being for the existing and new community.

**PARCEL 35**

**Key Landscape Elements:**

- Public open space to be formal in character to reinforce the Trident layout and contemporary airfield living zone.
- Play provision to be included to meet requirements and create a local and small scale destination adjacent to the local centre north.
- Existing trees along avenue to be retained and integrated along the green link corridor.

**On-Plot Landscape:**

- Plot boundaries to help integrate the buildings into the existing and proposed landscape setting.
- Landscaping to help demarcate boundaries between the public and private spaces with formal tree planting and landscaping to help achieve formal character of Trident Area at the centre of the site.

The end of the green link within the Trident Area enables a legible link to the north whilst providing play opportunities for the new residents at the heart of the development adjacent to the local centre and Heyford Park Free School.

Community orchard around the green edge of Parcel 17. There is potential to provide links to the adjacent housing to integrate it as a community resource.

Community orchard and allotments within the public open space sound the proposed dwellings helps to form the rural transition to the arable farmland beyond. The green space is multi-functional and provides play opportunities as well as a SuDs element.

Western green space to blend with the existing open space and play provision within Airfield Park.

**PARCEL 11**

**Key Landscape Elements:**

- Public open space to be formal in character to reinforce the Trident layout and contemporary airfield living zone along the green link corridor.
- Play provision to be included to meet requirements help highlight well-being routes for the new community.
- The western greenspace is to be informal in character and assimilate with the existing greenspace (Airfield Park).

**On-Plot Landscape:**

- Landscaping to help demarcate boundaries between the public and private spaces with formal tree planting and landscaping to help achieve formal character of trident area at the centre of the site.
- Planting to help screen and provide separation between parking areas.
- Style of planting to be formal where fronting the green link corridor to the Trident Area and informal in character elsewhere to reflect the street hierarchy.

**PARCEL 13**

**Key Landscape Elements:**

- The incidental public open space to be informal in character to reinforce the character of the former offices housing off Larsden Road and helps to retain the character of Camp Road.
- Retention of existing vegetation to provide green setting for the plots.
- Landscape treatments to replicate the character of properties that front Camp Road.

**On-Plot Landscape:**

- Plot boundaries to help integrate the dwellings into the existing landscape framework and help to create a soft green feel to the street, organic in style and character to match the adjacent properties.

Public open space adjacent to Camp Road to provide setting for new dwellings and retain green edge to the road helping to mark arrival into the space.

**PARCEL 17**

**Key Landscape Elements:**

- Community orchard around the north and western boundary to soften transition to existing dwellings as well as provide key community space.
- Area of orchard trees to soften the transition to the allotments within the southern green space which also comprises a SuDs feature and play provision.
- Public open space to be informal and organic in character to match the dwellings character, with views over the countryside to emphasise the role of the landscape framework.

**On-Plot Landscape:**

- Plot boundaries to help integrate the private gardens into the streetscape, informal in character to further emphasise the rural edge character of the parcel.
- Landscaping to help demarcate boundaries between public spaces, private drive and front/rear gardens with informal tree planting to help achieve rural transition character. Potential for on-plot species to favour fruiting species to further enhance the orchard style of the surrounding productive landscape.

### PARCEL 12

#### Key Landscape Elements:

- The green link corridor is to be formal in character to reinforce the Trident layout and contemporary airfield living zone along the green link corridor.
- Planting along the western frontage is to help soften the built edge against the taxiway and retain separation with Parcel 25.

#### On-Plot Landscape:

- The on-plot landscaping is to help reinforce the contemporary architectural style of the dwellings with strong yet simple themes to help create a sense of place for dwellings fronting the southern taxiway.
- Streets will be designed to replicate the street hierarchy with formal and informal styles of planting where appropriate.

### PARCEL 21

#### Key Landscape Elements:

- Public open spaces fronting the southern taxiway represent a palimpsest of the Former Air Base history, and are to be open in character providing views across to the Core Visitor Destination Area that utilises the existing built form.
- The green link corridor is to be formal in character to reinforce the Trident layout and contemporary airfield living zone along the green link corridor. Planting along the western frontage is to help soften the built edge against the taxiway.

#### On-Plot Landscape:

- The on-plot landscaping is to help reinforce the contemporary architectural style of the dwellings with strong yet simple themes to help create a sense of place for dwellings fronting the southern taxiway.
- Streets will be designed to replicate the street hierarchy with formal and informal styles of planting where appropriate.



Areas of public open space to be open enabling views to the north. The open grassland of the space will maintain the Cold War landscape and integrate it within the new residential parcel adjacent to the southern taxiway.

Area of green space to enable links to the south and form transition to Parcel 12.

Greenspace to the front of the office building to soften the setting of the building providing transition in scale to the surrounding streetscape and proposed dwellings.

Green link Corridor to provide key green route to the Trident Area to the south and enable walking/cycle links to the Flying Field Park.

Green space to enhance the existing park and provide green links within the development parcel. Further play provision to the included here if required to enhance the existing provision and meet the needs of the new community.

Public open space to provide a wide range of play opportunities for the new community set within a landscaped space to help mark the transition between the public and private realms.





OBSERVATION TOWER

27 EAST

FILMING AREA

24

TEMPORARY SET CONSTRUCTION/EVENT PARKING ALONG TAXIWAY

Flying Field Park

Vista through to Flying Field

Vista through to Flying Field

Areas of public open space to be open enabling views to the Flying Field to the north. The open grassland of the space will maintain the Cold War landscape and integrate it within the new residential parcel.

Links to the Flying Field Park which includes green space provision for Parcel 23 to comprise interpretation boards and waymarkers to highlight connections and aid accessibility.

SOUTHERN TAXIWAY

SOUTHERN BOMB STORES

23

Area of public open space to provide informal play opportunities for the new community. Landscaping elements eg. location of footpath and tree planting to help maintain vista through the parcel to the Flying Field.

Incidental area of green space to provide stepping stones from the southern corridor to the green space to the north and highlight vista to the Flying Field.

22

CREATIVE CITY

The southern green corridor is to be enhanced through the incorporation of SuDs and areas of additional planting. The corridor also contains the reinstatement of Aves Ditch thus providing connections into the wider site and beyond into the PRow network.

**PARCEL 23**

**Key Landscape Elements:**

- Public open spaces fronting the southern taxiway represent a palimpsest of the Former Air Base history, and are to be open in character providing views across to the Flying Field Park which provides public open space to be utilised by Parcel 23.
- Public open spaces to be informal in character, with those facing the southern taxiway open in character to reflect the Cold War landscape and views to the Flying Field to the north.
- The southern green corridor is to retain the existing vegetation and incorporate the SuDs features as well as the reinstated route of Aves Ditch. This corridor is to comprise informal play opportunities and trim-trail elements and would reach into the green space to the north helping to create a healthy landscape to provide benefit to the people's well-being.

**On-Plot Landscape:**

- The on-plot landscaping is to help reinforce the strong consistent building line and architectural style of the dwellings with strong yet simple themes to help create a sense of place for dwellings fronting the southern taxiway.
- Street hierarchy and landscape treatments to reinforce repetitive nature of the built form to create a sense of place and clear style to the planting.

## PLAY STRATEGY

### THE CURRENT PLAY STRATEGY

6.33 Across the current settlement at Heyford Park there a series of play spaces and sports pitches provided for the community to enjoy developed during both the military days for personnel's families and developed during recent/ongoing approved development. The overall aim of the Play Strategy has been to provide a range of play and sports provision for a variety of ages, within walking distance of all residents as part of the wider network of green spaces throughout the site for users to explore.

### Play Area Design

6.34 The existing play areas( shown on Figure 19) have been designed carefully to ensure a range of play opportunities are provided and where possible have been themed to create interest and spark imagination. The focus for the play strategy has been on imaginative play and social interaction. Imaginative play is believed to be a vital element in the development of children's social and emotional skills, language and problem solving. The spaces have been provided by Bovis Homes and the Dorchester Living Limited in relation to each of the recent development parcels.

6.35 For older children there are a number of fitness trails and a number of sports pitches including 5-A-Side pitches and multi-use games areas which will be available for community use.

6.36 As part of the planning conditions associated with the outline application, a number of play spaces (Roper Road, Carswell A and Carswell B) have been updated with new play equipment and landscaping during the development of the GI Strategy. Their design aims to further enhance the play opportunities available to the local community in line with the design principles and parameters discussed on the opposite page.

### Consultation

6.37 The existing Heyford Park Play Strategy was presented to the community during the recent development. The design of the spaces developed through community feedback from the client and the local residents as well as Cherwell District Council.

6.38 Future play areas will be designed in consultation with the community at Heyford Park and their thoughts integrated into the proposal where practical.



FIGURE 19. EXISTING PLAY PROVISION



## FUTURE PLAY & SPORTS PROVISION

6.39 The play spaces will be designed at the detailed design stage as part of each development parcels. Their designs will be developed in consideration of best practice guidance including the Design for Play: a guide to creating successful play spaces by Play England which provides ideas and practical resources for building new play spaces in a fresh and inspiring manner. The guide advocates a fresh design-led approach to commissioning, based on 10 principles and encapsulated in one golden rule: a successful play space is a place in its own right, specially designed for its location, in such a way as to provide as much play value as possible. The play and green spaces at Heyford Park will aim to achieve the following objectives:

- Designed to enhance its setting;
- Located in the best possible place;
- Close to nature;
- Designed so that children can play in different ways;
- Geared towards encouraging disabled and able-bodied children to play together;
- Loved by the community;
- Where children of all ages play together;
- Designed to enable children to stretch and challenge themselves in every way;
- Maintained for play value and environmental sustainability; and
- Flexible and able to evolve as the children grow.

### General Design Parameters

- **Safety** - Designed, manufactured, installed and maintained in accordance with EN1176 and EN1177 in respect of any play equipment. All equipped play areas should be subject to an independent post-installation inspection.
- **Safety surfacing** to comply with critical fall height requirements as identified by the play manufacturers specification, and compliant with BS EN 11777 and BS7188.

6.40 In addition to the accessibility standards within the Local Plan, the Fields in Trust - planning and design for outdoor sport and play guidance (2008) will be considered in the design of the play spaces. Key attributes of the spaces are included for reference...

### Local Area for Play - LAP

- **Age** - children up to the age of 6 for doorstep play
- **Accessibility** - within 1 mins walking time of the child's home. Positioned beside a pedestrian route that is well used within an area designed to allow informal observation and supervision.
- **Activity zone** - 100 sq m with a minimum buffer zone of 5m that separates the activity zone and the forward-most part of the nearest dwelling that faces the LAP.
- **Function** - to allow for ease of informal observation and supervision with a primary function to enable and encourage informal play and social interaction. The LAP requires no formal equipment whilst encouraging play within a safe landscape setting.
- **Setting** - in a location that is well-drained, reasonably flat surfaced with grass or a hard surface.
- **Boundary treatment** depending on location of LAP to provide barrier upon entering or leaving the space eg. knee rail or planting.

### Local Equipped Area for Play - LEAP

- **Age** - A LEAP is an area of open space specifically designed and laid out with features including equipment for children who are beginning to go out and play independently close to where they live.
- **Accessibility** - Typically 5 mins walking time. Positioned beside a pedestrian route that is well used.
- **Activity zone** - 400 sq m with a minimum buffer zone of 10m that separates the activity zone and the boundary of the nearest property. A minimum of 20m should be provided between the activity zone and the habitable room of the nearest dwelling.
- **Function** - includes stimulating and challenging play experiences with play opportunities for balancing, rocking, climbing, social and imaginative play as well as swinging, sliding etc. It is recommended that a min. of 6 play experiences are included. The space should also allow for 'chase' type games.
- **Setting** - The location of the LEAP should be well-drained, reasonably flat surfaced with grass or a hard surface as well as impact absorbing surfaces beneath and around play equipment where necessary...

- **Boundary treatment** - designed with features to form a perimeter to the space including gates and signage noting that dogs are not welcome within LEAP.

### Neighbourhood Equipped Area for Play - NEAP

6.41 A NEAP is defined as an area of open space specifically designed and laid out with mainly for older children of relative independence, who have the freedom to range further from home, but there are also play opportunities for younger children. Located within 15 minutes walking time of the children's home the space provides a meeting place for older children and opportunities for active and passive play with play equipment and an area of hard surface.

- **Accessibility** - within 15 mins walking distance of a child's home, positioned beside a pedestrian route that is well used.
- **Activity zone** - minimum activity zone is 1000sq m comprising an area for play equipment and structures, and a hard surface area of at least 465 sq m (the min needed to play 5-a-side football). A minimum buffer zone of 30m from the activity zone and the boundary of the nearest property containing a dwelling. Buffer zone to include varied planting to provide scent, colour and texture.
- **Function** - Play space designed to have stimulating and challenging experiences with opportunities for balancing, rocking, climbing, sliding and swinging etc. It is recommended that a min. of 9 play experiences are included with adequate space to allow children to actively play and play 'chase' type games.
- **Setting** - The location of the NEAP would be a well-drained site, with both grass and hard surfaced areas as well as impact absorbing surfaces beneath and around play equipment where necessary.
- **Boundary treatment** - recognisable boundary with landscape features such as fencing or planting.
- **Other** - Seating to be provided with bins and signage to tell users that dogs are not welcome. Signage will also include contact details of the play area's operators with an invitation to report any incident or damage. Convenient and secure parking facilities for bicycles.

## GI - HERITAGE OPPORTUNITIES

6.42 The Heritage Strategy has identified that the allocation of additional housing at Heyford Park has “provided a unique opportunity to consolidate and expand” the heritage vision for the site and has looked at what defined the ‘DNA’ of the Heyford Park site.

6.43 The study has focused on the viability, accessibility, attraction and interpretation of the heritage opportunities, with these elements overlapping into themes considered within GI Masterplan.

6.44 The Heritage offer focuses on the following:

- Identifying the key themes regarding the history of the site- such as technology and aviation innovation, spying and espionage and national identity, all of which have been prominent at any point during the history of the base and considering how these are best interpreted for others.
- Contemplating the best way to attract new audiences to the site in order to broaden the current appeal that Heyford Park has.
- Finding viable new uses for key structures that will enable their refurbishment.
- Combining the heritage with leisure uses so that the residents of Heyford Park can regularly access the asset of the airfield as part of day to day life.
- Consolidating current heritage obligations so that the promises we have already made can be brought to fruition



**1. HERITAGE TOURISM OFFER - A PAID FOR EXPERIENCE FOR WIDER AUDIENCES**

**2. ELEMENTS THAT ARE ACCESSIBLE AND ENTWINED WITH LEISURE INCL. VIEWS & TRAILS**

**3. A DYNAMIC HERITAGE TOUR OFFER - A PAID FOR OFFER THAT EMPHASISES IMPORTANT STRUCTURES**

**4. MAINTAINING AND MANAGING EXISTING POINTS OF INTEREST**

## (1) HERITAGE TOURISM

### OBJECTIVES

- To create a mid-level tourist attraction to provide an innovative range of attractions, services and amenities that celebrate the Former Air Base's assets by successfully interpreting the heritage story of the site for new audiences.
- Delivering creative, immersive, experiences ranging from the thrilling and adrenalin driven, to the discovery and educational.
- Combining the heritage and commercial tourism offer to provide viable and sustainable uses for more buildings.

### HOW WILL THIS BE ACHIEVED?

- 6.45 The following components are to be included as part of Dorchester Living Limited's Section 106 obligations;
- Heyford Park Observation Tower - aim to construct a observation tower (up to 30m in height) that will have the potential to also contain a zip line (zip line not part of S106 obligations). Not only will the observation tower provide an opportunity to view Heyford Park from above in order to fully appreciate the expanse of the site, but the zip line is a fun interpretation of how it would have felt to land on the runway at Heyford Park. The intention is to locate this at the north-east end of the runway.
  - Control tower- refurbish the Control Tower as part of our S106, likely to be a café/restaurant to serve users of the Flying Field Park, with some further function space to facilitate larger events.
  - Flying Field Park - all of the above will be located within a fully accessible public park that will have strong green connectivity from the Trident, ensuring it becomes well-utilised leisure and amenity space for residents. With Control Tower Park adjacent with potential to be used as an arena for events due to the adjacency of the Control Tower.
  - Refurbish Building 366 Fuel System building as the new Heritage Centre with Cold War artefacts, exhibition boards and reading room / study area.
- 6.46 Future opportunities could include:
- Refurbish shelters (2009, 2008, 2007) within the Victor Alert Area these into an adrenaline park could include a climbing wall, skate park and public picnic seating area.
  - The Hush House building 1368 - utilise structure as an educational science and technology hub with interactive code breaking escape room.
  - Create a Cold War Gallery and Sculpture Park in the Engine Testing Cell building 1443 broadening the cultural understanding for visitors.
  - Flight Simulator to help visitors experience what it was like to land at the Former Air Base.

## (2) LEISURE TRAILS

- 6.47 A free, unguided heritage trail is part of the original commitment from the Lead Appeal under the obligation for the "Upper Heyford Trail" which was to be a circular walk around the perimeter of the Flying Field and include 8 interpretation boards (NB. not within the Flying Field Employment Area) .

### OBJECTIVES

- Providing free and accessible routes to create heritage leisure trails that residents or visitors can easily enjoy.
- These trails will be focused on leading walkers and cyclists to the most important buildings and facilities, as well as highlighting key views or vistas that will help to interpret the site.

### HOW WILL THIS BE ACHIEVED?

- 6.48 Two key buildings (the Control Tower and Building 129 - Telephone Exchange) of high significance will be highlighted by proposed interpretation boards outside the buildings to enable visitors and local people to learn about these structures separate to an official tour.

#### Upper Heyford Trail

- 6.49 An obligation of the first masterplan, the Upper Heyford Trail comprises a circular walk around the Flying Field perimeter with at least 8 no. Interpretation boards to enhance the experience of the users and explain key facts about the Flying Field structures and history. This will also improve the connectivity in GI terms to increase movement across the site for the new and existing community and from the surrounding villages as raised during Public Consultation events. Overall this is a key element entwining the interpretation of the Application Site's history in everyday life.

## (3) A NEW TOUR OFFER

### OBJECTIVES

- To review the current tour offer set out in the original masterplan and to commit to a more dynamic offer to help create a broader audience for the tour.
- To ensure that the tour offer focuses on key heritage themes and providing access to structures that are of the greatest importance.

## HOW WILL THIS BE ACHIEVED?

- 6.50 Two tours would be developed, one targeted at enthusiasts with a deeper understanding of the heritage, and one aimed at local residents or heritage tourism visitors who will be introduced to the site. Transport for these tours is to be provided by Dorchester Living Limited as per the obligations in the original masterplan.
- 6.51 The tour will be an enhancement of the existing tour, whilst enabling access to a number of structures with improved access integrated into the proposed masterplan.

## (4) MAINTAINING AND MANAGING

### OBJECTIVES

- To consolidate proposals set out within the obligations of the original masterplan to ensure the maintenance and management of the existing structures and artefacts of the greatest historical importance.
- To ensure the Heritage Centre is able to evolve and expand beyond the ambitions of the original masterplan, yet still be able to provide the core obligations that formed the original Heritage Centre Management Plan.
- To prevent further deterioration of key structures / artefacts via a commitment to maintenance.

#### The Heritage Centre

- 6.52 As the masterplan has evolved, opportunities to relocate the Heritage Centre from Building 103 to Building 366 have been discussed to provide an enhanced location at the heart of the new destination area. The Heritage Centre as a minimum would comprise exhibition boards, Cold War artefacts, video presentation room to accommodate 30 people, reading room/study area, archive room, refreshment area and gift shop.
- 6.53 The new Heritage Centre would be open to the public no less than 4 days a month as per the current obligation, and Dorchester Living Limited would provide staffing to assist with this.

#### Maintenance and Deterioration

- 6.54 An obligation of the original masterplan would be retained to ensure the Flying Field remains in an appropriate state of repair. This includes a commitment to a quinquennial review survey of the retained buildings on the Flying Field, which will also include the Command Centre and Telephone Exchange, to ensure these remain wind and watertight.



The background features a light green, semi-transparent illustration of a park scene. On the left, a large, detailed tree stands prominently. In the upper right, a small bird is shown in flight. At the bottom, there are silhouettes of people: a child and an adult walking together, a person standing near a playground structure, and another person standing further to the right. The overall aesthetic is clean and nature-oriented.

# SECTION 7

## TREE MITIGATION STRATEGY

# SECTION 7 | TREE MITIGATION PLANTING

## TREE MITIGATION PLANTING

7.1 Past development at Heyford Park has resulted in the loss of trees and other vegetation in order to facilitate the development. Discussions with Cherwell District Council have been on-going to facilitate a strategy to provide tree planting to mitigation against tree loss within the proposed GI Masterplan.

### Background

- 7.2 Tree and shrub planting within the Application Site appears to be planted in a haphazard manner with areas of grassland (managed amenity grass and longer rough grass) separating built form and areas of hard standing.
- 7.3 Species are varied across the site with a mix of native and ornamental species, with the planting to provide a specific function such as screening, highway trees or domestic landscaping.
- 7.4 Past management of amenity grass has been regimented to present a well maintained appearance in line with the military use of the site. Trees and other vegetation has generally been maintained so as to maintain their function. Any failings and tree deaths has also resulted in 'natural' tree loss, with unsafe trees advised for removal by the Arboricultural Consultant during the recent development of the site.
- 7.5 Notable vegetation which contributes to the character of the site includes tree, hedgerow and/or shrub planting along the south-western and north-western boundary of the Flying Field, the southern boundary of the Southern Bomb Stores flanking Chilgrove Drive, and the western boundary of the parcel east of Tait Drive.

### Aims

- 7.6 The requirement for new planting within the Application Site requires consideration of a number of issues, including potential conflicts with ecology features, impact on views, impacts on the Cold War landscape and setting of cultural heritage assets and biodiversity.
- 7.7 The aims of the mitigation planting are:
- To use mitigation planting to reinforce existing field and property boundaries/the site boundary in keeping with existing vegetation;
  - To use mitigation planting to reinforce existing field and property boundaries, PRoW routes, notably those affected by the past use of RAF Upper Heyford which were dissected eg. Port Way and Aves Ditch;
  - To use native species to enhance existing species within the site;
  - To improve biodiversity within the Application Site through habitat creation, linking of wildlife corridors and creating diverse species mix suitable for the site's biodiversity plan.

### Long Term Vision

- 7.8 The long term vision for the tree mitigation planting is that the planting successfully establishes and matures to integrate with the existing vegetation and continues to form a strong landscape framework across the Application Site. This would help to limit impacts on the Cold War landscape and reinforce the sense of place.

### Maintenance

- 7.9 Maintenance of the tree mitigation planting will help to ensure successful establishment, this would be included within the LEMP. Considerations include:
- Timing - timing of works to consider ecological constraints ie. no vegetation suitable for nesting birds will be removed during the breeding season (March to September inclusive). Should removal of suitable vegetation or demolition become necessary during the nesting bird season, checks would be carried out by a suitably experienced ecologist.
  - Vegetation to be enhanced with ecological features eg. bird/bat boxes to benefit wildlife.

### Indicative Planting Schedules

- 7.10 A range of planting mixes have been compiled to create a species diverse approach to mitigation planting across the site. The mixes recognises the existing species found within the site and its environs and feature native species to benefit biodiversity and habitat creation.
- Note: All planting should avoid rigid, geometrical grids and lines, and should group species together in clusters of 5-7 plants (12-20 where necessary, depending on size of the area to be planted).

1. SYMPATHETIC PLANTING TO RETAIN CHARACTER WITHIN THE SITE

2. CONSIDER APPROPRIATENESS OF SPECIES

3. CONSIDER FUNCTION OF PLANTING IN TERMS OF ECOLOGY / SCREENING VALUE





- 1 Boundary Reinforcement**  
 Treebelt planting with pockets of woodland with scalloped edges to reinforce northern boundary of the Flying Field. Understorey to provide eco-tone opportunities to link with wider wildlife and pond corridors and habitat.
- 2 Aves Ditch Realignment**  
 Hedgerow planting with areas of treebelt planting to reinforce southern boundary of the Southern Bomb Stores.
- 3 Chilgrove Drive**  
 Mitigation planting to enhance the improvements to Chilgrove Drive including habitat improvements to reinforce ecological connectivity. Planting to be in keeping with historic axis of Chilgrove Drive / Aves Ditch.
- 4 Enhancement of Sports Park boundary**  
 Opportunity to create green corridor boundary to the Sports Park and PRow network that circumvents the Sports Park.
- 5 Enhancement of development parcel boundaries with sensitive edge**  
 Opportunity to provide buffer planting on the edge of the Flying Field to define the boundary of the development parcel and help screen adjacent land uses as well as create a secure boundary.
- 6 Portway Improvements**  
 Treebelt planting to provide buffer to Portway route, location of planting to blend in with character of existing vegetation around the site's periphery. Hedgerow planting with trees along route of Portway to help enclose and screen the PRow. To the north there is potential to extend the bund and propose tree planting to blend with existing screening feature and vegetation.
- Portway (west) Improvements**  
**7** Opportunity to enhance the boundary of the site with a 10m wide treebelt to integrate the proposals into the existing landscape framework in the surrounding vicinity.

FIGURE 20. TREE MITIGATION PLAN

NATIVE TREE BELT PLANTING - MIX A						
Location: General tree belt planting mix						
Species	Common Name	% in Mix	Height cm	Age + Times Transpl.	Root Condition	Planting Density
Acer campestre	Field Maple	15	60-80	1+1	B	Woodland to be planted at 3.0m centers
Corylus avellana	Hazel	25	100-125	1u1	B	
Euonymus europaeus	Spindle	5	60-80	1+2	B	
Fagus sylvatica	Beech	15	100-125	1+2	B	
Prunus avium	Cherry	15	100-125	1+2	B	
Quercus robur	Oak	20	100-125	1+2	B	
Tilia cordata	Small Leaved Lime	5	100-125	1+2	B	

NATIVE TREE BELT PLANTING - MIX B						
Location: To be planted along the southern boundary of the Southern Bomb Stores.						
Species	Common Name	% in Mix	Height cm	Age + Times Transpl.	Root Condition	Planting Density
Acer campestre	Field Maple	25	60-80	1+1	B	Woodland to be planted at 3.0m centers
Acer platanoides	Norway Maple	10	100-125	1+2	B	
Corylus avellana	Hazel	25	100-125	1u1	B	
Euonymus europaeus	Spindle	5	60-80	1+2	B	
Fagus sylvatica	Beech	15	100-125	1+2	B	
Prunus avium	Cherry	15	100-125	1+2	B	
Tilia cordata	Small Leaved Lime	5	100-125	1+2	B	

NATIVE TREE BELT PLANTING - MIX C						
Location: To be planted around the northern and western boundaries of the Flying Field.						
Species	Common Name	% in Mix	Height cm	Age + Times Transpl.	Root Condition	Planting Density
Acer campestre	Field Maple	25	60-80	1+1	B	Woodland to be planted at 3.0m centers
Corylus avellana	Hazel	30	100-125	1u1	B	
Euonymus europaeus	Spindle	5	60-80	1+2	B	
Fagus sylvatica	Beech	15	100-125	1+2	B	
Ilex aquifolium	Holly	5				
Prunus avium	Cherry	15	100-125	1+2	B	
Tilia cordata	Small Leaved Lime	5	100-125	1+2	B	

NATIVE STRUCTURE PLANTING - UNDERSTOREY PLANTING						
Location: To be planted as understory to areas of tree belt planting across the site.						
Species	Common Name	% in Mix	Height cm	Age + Times Transpl.	Root Condition	Planting Density
Acer campestre	Field Maple	10	60-80	1+1	B	Woodland to be planted at 3.0m centers
Crataegus monogyna	Common Hawthorn	20	80-100	1u1	B	
Corylus avellana	Hazel	10	100-125	1+1	B	
Cornus sanguineum	Dogwood	10	80-100	1+1	B	
Ligustrum vulgare	Wild Privet	10	80-100	1+1	B	
Prunus spinosa	Blackthorn	10	80-100	1+1	B	
Malus sylvestris	Crab Apple	10	80-100	1+1	B	
Rosa canina	Dog Rose	5	60-80	1+1	B	
Viburnum lantana	Wayfaring Tree	15	80-100	1+1	B	

MIXED NATIVE HEDGEROW PLANTING - MIX A							
Location: To be used for sections of proposed hedgerow.							
Species	Common Name	% in Mix	Height cm	Age + Times Transpl.	Habit	Root Condition	Planting Density
Acer pseudoplatanus	Sycamore	5	60-80	1+1	Feathered	B	Woodland to be planted at 3.0m centers
Crataegus monogyna	Common Hawthorn	40	60-80	1+1	Feathered	B	
Corylus avellana	Hazel	15	60-80	1+1	Feathered	B	
Euonymus europaeus	Spindle	10	60-80	1+1	Bushy	B	
Ligustrum vulgare	Wild Privet	5	60-80	1+1	Feathered	B	
Prunus spinosa	Blackthorn	10	60-80	1+1	Feathered	B	
Rosa canina	Dog Rose	10	60-80	1+1	Feathered	B	
Sambucus nigra	Elder	5	60-80	1+1	Feathered	B	

HEDGEROW TREE PLANTING						
Location: To be planted within sections of proposed hedgerow at irregular intervals as individual or small groups of 2-3.						
Species	Girth (cm)	Height (cm)	Form	Clear Stem (cm)	Container Size	Planting Density
Acer campestre	14-16	425-600cm	EHStd	Min 200cm	75L	To be planted as specimens within sections of proposed hedgerow - subject to location.
Acer pseudoplatanus	14-16	425-600cm	EHStd	Min 200cm	75L	
Carpinus betulus	14-16	425-600cm	EHStd	Min 200cm	75L	
Fagus sylvatica	14-16	425-600cm	EHStd	Min 200cm	75L	
Malus sylvestris	12-14	425-600cm	SStd	Min 200cm	75L	
Prunus avium	14-16	425-600cm	EHStd	Min 200cm	75L	
Quercus robur	14-16	Min 450cm	EHStd	Min 200cm	75L	
Tilia cordata	14-16	425-600cm	EHStd	175-200cm	75L	

NATIVE SHRUB PLANTING						
Location: To be planted in areas where space is limited ie. limited width for hedgerow						
Species	Common Name	Height cm	Ages/ Times Transpl.	Habit	Root Condition	Planting Density
Cornus sanguinea	Dogwood	100-125	1+2	Branched	B	Native shrub planting to be planted at 2/m <sup>2</sup>
Corylus avellana	Hazel	100-125	2x	Branched	B	
Crataegus monogyna	Common Hawthorn	100-125	1+2	Branched	B	
Euonymus europaeus	Spindle	100-125	-	Bushy	B	
Prunus spinosa	Blackthorn	100-125	1+2	Branched	B	
Rosa canina	Dog Rose	100-125	1+2	Branched	B	
Sambucus nigra	Elder	100-125	1+1	Branched	B	
Viburnum opulus	Guelder Rose	100-125	1+2	Branched	B	





**Strategic Landscape Buffer - Aves Ditch Reinstatement Corridor**  
 The proposed tree belt planting along the route of the reinstated historic route aims to create a green corridor that does not affect open grassland the Cold War landscape of the Flying Field whilst integrating the ecological enhancements. This will result in a multi-functional corridor with the PRoW, ecological corridor including GCN breeding habitat (ponds and grassland) as well as log piles and hibernacula. Bird and bat boxes can be installed once the tree planting reaches maturity. Interpretation boards and waymarkers will help to provide educational benefits to the route highlighting the ecological principles of the space and adding a further interactive element to the Aves Ditch corridor.

<p>Local Wildlife Site</p> 	<p>Strategic Landscape Buffer</p> 	<p>Reinstatement of Aves Ditch</p> 	<p>Ecological Corridor - Habitat Creation</p> 	<p>Strategic Landscape Buffer - with Ecological Enhancements eg. hibernacula bird &amp; bat boxes and log piles</p> 	<p>Site Boundary</p>
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**Strategic Landscape Buffer - Sports Park**  
 The proposed reinforcement of the Sports Park boundary will help to define the site boundary in keeping with the surrounding field boundaries and shelterbelts. The planting will also help to filter views to the proposed development in relation to the topography of the site and surrounding area. The strategic landscape buffer will also provide additional ecological enhancements in terms of hibernacula and log piles, species will be chosen to reinforce those found within the site. The transition from the amenity space within the Sports Park and the informal recreation corridor that comprises pockets of native shrub planting and scattered trees aims to enhance the form of the proposals incorporating informal paths to further promote health and well-being routes within the natural environment.

<p>Strategic Landscape Buffer</p> 	<p>Informal Recreation Corridor - with scattered trees and pockets of shrub planting with transition to species rich long grass</p> 	<p>Sports Pitches</p> 
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UPPER HEYFORD

SOMERTON ROAD

STATION ROAD

CONTEMPLATION SHELTER

PORTAL POWER PANE  
30

CONTROL TOWER

CAR PROCESSING AREA

CAR PROCESSING AREA  
25

37

19

35

38

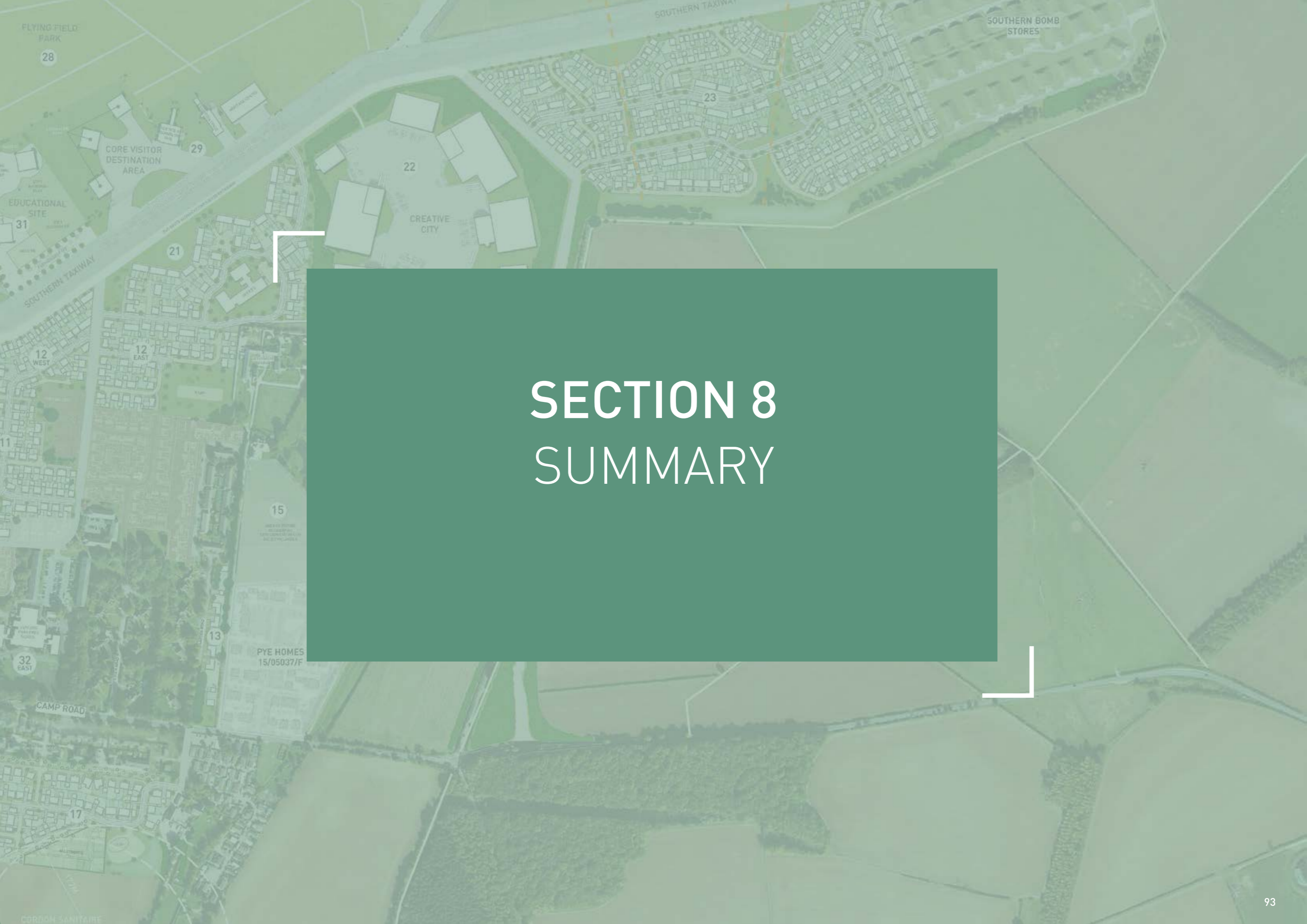
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# SECTION 8 SUMMARY

## SECTION 8 | SUMMARY

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- 8.1 The aim of this Green Infrastructure Strategy is to set out the strategic approach to provide a network of high quality multi-functional and interconnected green spaces for Heyford Park. These green spaces will be capable of delivering biodiversity enhancement and quality of life benefits for the existing and future community.
- 8.2 GI will have a positive influence in shaping Heyford Park and would provide a strategically planned network of multi-functional green spaces that includes both the public and private domain and ranges from formal areas to informal areas and natural habitats consisted with the existing baseline of GI assets.
- 8.3 The GI will encourage healthy active lifestyles, support and maintain habitats that enable biodiversity to survive and thrive, is resilient and adaptive to climate change, is connected and promotes sustainable travel, and provides a sense of place and supports safe and inclusive communities.
- 8.4 The GI associated with Heyford Park would also help meet the requirements and aspirations of a variety of national and local planning policy and guidance.
- 8.5 Through an analysis of existing baseline conditions, key policy requirements and aspirations key objectives were identified in which GI design and planning needs to respond.
- 8.6 This has led to the creation of the Landscape Strategy and informs the GI Masterplan with the initial design proposals for the key public open spaces:
- Flying Field Park;
  - Control Tower Park;
  - Sports Park; and the
  - Community Allotments and Community Orchard.
- 8.7 In addition, the design objectives have been set for the residential parcels in relation to what they need to provide and consider in terms of their function and relationship with the site's cultural heritage, ecology and other GI themes.
- 8.8 Green Infrastructure (GI) will help to ensure that the Masterplan for Heyford Park is an attractive, accessible and connected place where people want to live and where biodiversity thrives within the cultural and heritage setting of the former Air Base. The Green Infrastructure Masterplan will help to deliver a cohesive and high quality Green Infrastructure network and shape the on-going development across the site and will help to:
- Protect, preserve, create and support habitats that enable biodiversity, habitats and species to survive and thrive.
  - Encourage and promote healthy active lifestyles through the provision of high quality, safe and accessible open space for leisure, recreation, sport and play;
  - Consider and support the local landscape character to provide an attractive sense of place, recognising the cultural heritage assets that help to define Heyford Park;
  - Create and support inclusive, safe and cohesive communities;
  - Protect and enhance existing Green Infrastructure assets to be enjoyed and valued by everyone including future generations;
  - Protect and support the setting of cultural and heritage assets;
  - Enhance connectivity to promote and facilitate sustainable travel movements; and
  - Is resilient and adaptive in the face of climate change.





HEYFORD PARK - PROPOSED GI MASTERPLAN

PLANNING | DESIGN | ENVIRONMENT | ECONOMICS | WWW.PEGASUSPG.CO.UK | TEAM/DRAWN BY RVE | APPROVED BY P.M. AS/PB/MCC | DATE: 17/04/19 | SCALE: NTS B A3 | DRWG: P14-0631\_B4 SHEET NO. 01 REV: A | CLIENT: DORCHESTER GROUP

Pegas  
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GREEN INFRASTRUCTURE STRATEGY

**APPENDIX 1**  
MANAGEMENT AND MAINTENANCE  
STRATEGY

## MANAGEMENT AND MAINTENANCE STRATEGY

- 1.1 The complex nature of the Application Site and the elements that define Heyford Park notably the cultural heritage and ecological assets require sensitive and considered management.
- 1.2 This appendix seeks to set out a management and maintenance aims for the site going forward taking into account the past management plan and the new development parcels.

### MANAGEMENT PLAN FOR THE FLYING FIELD, 2008

- 1.3 The Management Plan for the former Flying Field at Heyford Park (submitted as part of the hybrid planning application) sets out the management aims and objectives for the Flying Field in terms of buildings, structures and landscape and its future conservation, management and enhancement. Fig 1 identifies the Flying Field area in which the Management Plan covers.

### Purpose of the Original Management Plan

- 1.4 The aims of the Management Plan were to “secure a sustainable and positive future for the Flying Field that suitably reflects its historical importance and ecological interest.” Whilst the document includes information to establish a regulatory regime, its purpose was to be a visionary document, “looking to establish a thriving and vibrant business environment which lies within a special heritage context, creating a valued ‘Heritage Business Park’ environment”.
- 1.5 The Management Plan was incorporated and implemented under the Section 106 obligations for the site to ensure that its contents were implemented in a way which secures:
  - Management, protection and enhancement of cultural heritage features;
  - Landscape protection, management and enhancement;
  - Ecological protection, management and improvement; and
  - Creation and management of public access through and around the Flying Field.

## Policy Context and Trends

- 1.6 It is important to note that the original Management Plan was written in conjunction with the principal objectives within the overarching local policy at the time of its creation as well as the revised Comprehensive Development Brief for the base, and Supplementary Planning Documents by Cherwell District Council.
- 1.7 The future management vision and maintenance prescriptions would have regard for the current policy and best practice guidance in terms of species and habitats from the relevant bodies such as Natural England. The proposed maintenance prescriptions would also take into account recent ecological studies and their findings and consider potential conflicts with the proposed land uses and users within the Masterplan.

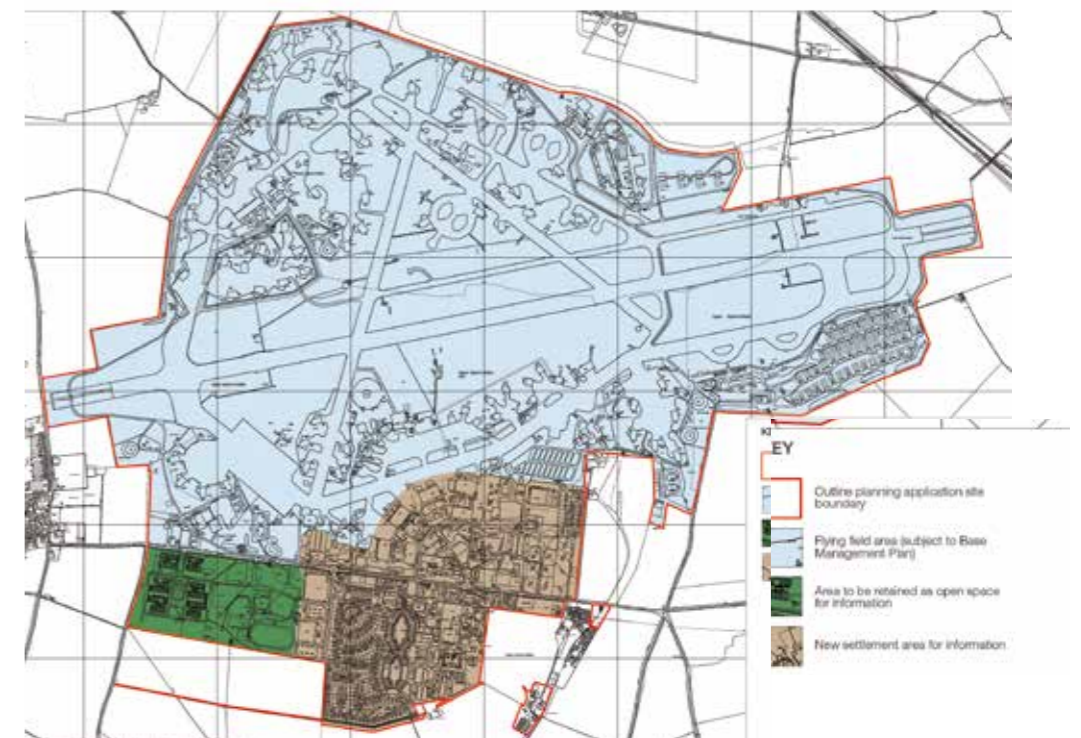
### Management Company Role and Function

- 1.8 The original Management Plan was implemented by a Management Company (ie. Dorchester Group) and enforced through the S106 and covenants.
- 1.9 The purpose of the Management Company was to control and manage the objectives within the Management Plan to ensure that all planning conditions relating to historic/cultural, ecological and public access issues on the Flying Field were appropriately discharged as well as ensure compliance with all covenants in the S106 relating to the Flying Field.
- 1.10 The Management Company will have the following functions:
  - To manage and control access to the Flying Field including the operation of a single manned access point with the retention of a perimeter security fence;
  - To ensure the maintenance of the existing buildings and structures within the Flying Field in a consistent manner;
  - To ensure the maintenance of the open land on the Flying Field in a manner commensurate with ecological enhancement of the grassland;
  - To manage controlled public access for heritage visits onto the Flying Field by means of guided bus tours;

- To maintain a safe means of access to all the buildings within the site utilizing the existing runways and roads within the Flying Field;
- To undertake all landscape actions as approved by CDC.
- In the first instance to police all planning conditions, Section 106 requirements (as these apply to the Flying Field), and all conditions in leases.
- To appoint a Liaison Group of local stakeholders to advise on aspects of the management of the Flying Field and compliance with this Plan.

### Liaison and enforcement

- 1.11 Cherwell District Council are the enforcing LPA in terms of enforcing any breaches of the Management Plan. In addition, a liaison group (including key stakeholders) was set up to help monitor progress of the Management Plan in terms of the protection of historic assets and biodiversity improvements and provide recommendations to the Management Company.



**FIG 1 - MANAGEMENT PLAN AREA (N.0111\_58-1)**



## HISTORIC AND CULTURAL HERITAGE

1.12 The historic and cultural heritage elements of the Management Plan correspond the designated assets within the site and are subject to separate licences and permissions for preservation and management. This section of the GI Strategy is looking to help provide a vision for the future management of the flying field, this does not include structures of buildings, but addresses the GI elements of the management.

### Rationale for Objectives

1.13 The rationale for the historic and cultural heritage relates to the responsibilities to preserve and maintain the assets covered by statutory designations, this includes the Conservation Area, Scheduled Monuments, and listed buildings due to the significance of these assets.)

1.14 To facilitate a management regime that allows:

- The character and appearance of the Flying Field to be preserved and enhanced;
- The fabric of all retained buildings and structures which contribute positively to the character of the Conservation Area, to be maintained;
- Retention of the functional relationship between buildings and structures;
- Public access to parts of the Base with historic significance, commensurate with the need to maintain adequate security for occupants and ecological interest.

### Heritage Objectives – Flying Field

- Maintain appropriate controls over uses involving external storage or activity across the Flying Field to preserve the austere military character.
- Ensure that any re-use of retained buildings is compatible with conserving their historic and cultural interest.
- Minimise any alterations to existing buildings.

## LANDSCAPE

1.15 To provide a management and planting regime that allows:

- The retention of visual openness for the Flying Field
- Achievement of the proper management of the existing peripheral woodland and hedgerows
- Reintroduction of indigenous species, including ash, oak and beech in appropriate locations at the margins of the Flying Field

- The conservation and enhancement of indigenous grassland
- The avoidance of visually intrusive development

### Objectives – Landscape

- Provide a landscape management regime for the Flying Field which ensures the growth to maturity of existing planting
- To manage the Flying Field to maintain visual openness, including the continuation of the grass management regime.
- Remove inappropriate alien conifers from the Flying Field.
- Ensure that any new planting on the Flying Field accords with the retention of openness and the objectives of the Farmland Plateau defined by the County Council in Oxfordshire Wildlife and Landscape Strategy 2004.

1.16 The Management Plan states that “particular attention will be paid to ensure that any existing or new landscape treatment for the Flying Field conforms to the appropriate landscape character guidance for the area”.

## ECOLOGY

1.17 To provide a management regime that allows:

- The enhancement of biodiversity across defined areas on the Flying Field;
- Protection and enhancement of the County Wildlife Site and Ecologically Important Landscape.

### Objectives – Ecology

- To protect, maintain enhance and expand species-rich calcareous grassland (CG3-5) within specified limits
- To protect, maintain enhance and expand species-rich neutral grassland (MG5) within specified limits
- To maintain the current mosaic of grassland, scrub and hedgerow habitats within the Flying Field within specified limits
- To maintain the assemblage and extent of breeding and passage birds, where compatible with management objectives 1-3 with priority afforded to Skylark, Meadow Pipit, Linnet and Waders species
- To protect, maintain and enhance the meta-population of great crested newts within the Flying Field
- To protect, maintain and enhance populations of bats within the Flying Field
- To protect, maintain and enhance populations of badgers within the Flying Field

- To maintain and enhance the overall biodiversity value of the Flying Field where compatible with management objectives 1 – 7 with particular priority given to invertebrates and reptiles.
- To comply with all legal obligations in relation to the management of biodiversity.

## PUBLIC ACCESS AND MOVEMENT WITHIN THE FLYING FIELD

1.18 To provide a management regime that allows:

- Improved public access across the Flying Field and to the facilities within the New Settlement Area;
- Interpretation of the Base’s history and ecology;
- Controlled access to the Flying Field’s historic and cultural assets;
- Safe access for occupants of buildings within the Flying Field.

### Objectives - Public Access Movement within the Flying Field

- To reinstate and maintain Portway and Aves Ditch as public rights of way through the Flying Field.
- To introduce interpretation boards relating to the Base’s history and ecology along public rights of way around the Flying Field.
- To fund improved footpath links between the Flying Field and the surrounding villages.
- To allow for approved tours with visits to selected areas on the Flying Field using a mini bus.
- To formulate an Access Strategy and Parking Strategy to control safe entrance and egress to the Flying Field.
- To introduce a Cold War Park focussed on the 4 HAS in the North West part of the Flying Field.

1.19 Within the historic and cultural heritage section of the Management Plan there are actions relating to the fencing within the site. This includes the limiting of further “subdivision of the Flying Field either by fencing or inappropriate planting other than that permitted as part of the outline application (with the exception of temporary stock proof fencing to allow for grazing)”.

1.20 The public access states that fencing may be “required to prevent potentially damaging trespass and the misuse of the runway, as well as for health and safety requirements of the commercial uses on the Flying Field; therefore wider public access onto the Flying Field (except in respect of tours by interested parties) is not facilitated”.

## Ecological Mitigation and Management Strategy

- 1.21 The Ecological Mitigation and Management Strategy (written by Ecological Planning and Research Limited, 2008, submitted as Appendix 1 of the Management Plan) sets out the ecological objectives, monitoring objectives and the areas identified for biodiversity enhancement.
- 1.22 The Ecological Mitigation Plan, as stated within the Management Plan is subject to a wider review every 5 years. The proposed Masterplan and proposed management vision would therefore help to inform the review and preparation of a revised Landscape and Ecological Management Plan.

## Ecological Management Objectives

### 1. To protect, maintain, enhance and expand species-rich grassland within specified limits.

Rationale: CWS, UK Biodiversity Action Plan and the Oxfordshire BAP and Habitat Action Plan.

### 2. To protect, maintain, enhance and expand species-rich neutral grassland within specified limits.

Rationale: CWS, UK Biodiversity Action Plan and the Oxfordshire BAP and Habitat Action Plan.

### 3. To maintain the current mosaic of grassland, scrub and hedgerow habitats within the Flying Field within specified limits.

Rationale: UK Biodiversity Action Plan - in particular habitat for ground nesting birds.

### 4. To maintain the assemblage and extent of breeding and passage birds, where compatible with management objectives 1-3 with priority afforded to the following species:

- a. Skylark
- b. Meadow Pipit
- c. Linnet
- d. Waders

Rationale: UK Biodiversity Action Plan, priority species identified for conservation with the aim to protect the bird assemblage.

### 5. To protect, maintain and enhance the meta-population of great crested newts within the Former RAF upper Heyford.

Rationale: EU/UK protected species.

### 6. To protect, maintain and enhance populations of bats within the Former RAF upper Heyford.

Rationale: EU/UK protected species, UK Biodiversity Action Plan and the Oxfordshire BAP and the local Oxfordshire Habitat Action Plan.

### 7. To protect, maintain and enhance population of badgers within the Former RAF upper Heyford.

Rationale: Badger and their setts are protected by UK law.

### 8. To maintain and enhance the overall biodiversity value of the Former RAF Upper Heyford where compatible with management objectives 1-7 with particular priority given to:

- a. Invertebrates;
- b. Reptiles

Rationale: Priority species and habitat of importance with the opportunities for enhancement to provide greater level of biodiversity.

### 9. To comply with all legal obligations in relation to the management of biodiversity at the Former RAF Upper Heyford, in particular, but not exclusively limited to, the following legislation:

- a. Wildlife and Countryside Act 1981 (as amended);
- b. Habitats Regulations 2007;
- c. Natural Environment and Rural Communities Act 2006;
- d. Weeds Act 1959.

Rationale: To comply with the law relating to the protection of habitats and species within the UK.

## Monitoring

- 1.23 Annual monitoring was deemed to be appropriate to monitor the nature conservation features then extending to 5 year intervals after the first 5 years. The monitoring is to be undertaken by an independent ecologist, reporting to the Liaison Group. Where relevant, consultation would be required with the Liaison group to revise targets as well as the Management Plan.

## Delivery

- 1.24 The Ecological Mitigation and Management Strategy would form part of any lease with a tenant farmer and the requirements to be implemented will form part of the legal agreement should the leaseholder change.

## Compartments

- 1.25 The management prescriptions included on the adjacent page (Table 2 - Annual Management Prescriptions, Appendix 7 of the Ecological Mitigation and Management Strategy ) are set out in relation to compartments for habitat types across the site, as shown on Figure 2 (Map 4 - Mitigation and Management Strategy).

Extract of Appendix 7: Management Prescriptions for the Flying Field - Table 2: Annual Management Prescriptions

Timing	Management Prescriptions				
November - March	Allow livestock into compartments 1, 2, 7, 9, 10, 13, 14	Encourage low intensity winter grazing to break up the sward. Sheep grazing must not exceed 5 per ha or be very carefully monitoring to prevent overgrazing. Use of low numbers of cattle or horses (4-5 in number across the site) would break up the sward better if these could be made available.	Monitor the condition of the vegetation for area of over/under-grazing and over dunging. Restrict access of livestock into over grazed/dunged areas and concentrate livestock on under-grazed areas, using temporary fencing.	Check cat proof fencing and repairs as necessary	Monitor breeding use of new ponds and original water tanks by GCN in compartments 1,4,14.
April - July	From the beginning of April, majorly reduce grazing livestock within the compartments 1-2 ponies/cows. Remove sheep	Monitor site for invertebrate use through selected checks of important areas eg. Banks and County Wildlife Site.	Monitor breeding use of new ponds and original water tanks by GCN in compartments 1,4,14.		
August - October	Allow grazing livestock back into Compartments 1,2,7,9,10,13	Low intensity grazing, with 5 sheep per ha, or 4-5 in total of cattle/horse/ponies. If using a mixture of grazers, reduce the number of sheep to between 2-3 per ha.	Monitor the condition of the vegetation for areas of over/under dunging. Restrict the access of livestock into over-grazed areas, using temporary fencing.	Close mow banks to ensure bare ground for invertebrates use - use strimmer to break up ground where necessary.	Monitor use of pill boxes by bats in compartment 11.



FIG 2 - EXTRACT OF MAP 4 - MITIGATION & MANAGEMENT STRATEGY BY EPR

## FUTURE MANAGEMENT VISION FOR THE FLYING FIELD

- 1.26 The future management for the Flying Field and the wider site needs to be considered in relation to the past management of the area, in terms of what management prescriptions were successful and whether there are any lessons learned. It also needs to take into account any recent ecological findings (including changes in legislation) that need to be considered for the future management as well as the proposals within the Masterplan and GI Masterplan and how they need to be maintained to ensure their success.
- 1.27 The following management aims would be addressed at the detailed design stage for the proposed development with a management plan that would address the landscape and ecological management prescriptions for the site. In this way, the Mitigation and Management Strategy would be reviewed to understand if the ecological mitigation objectives are still relevant to the Masterplan and GI Masterplan proposals and how the management plan should be implemented.

## HISTORIC AND CULTURAL HERITAGE

### AIMS

- 1.28 To facilitate a management regime that aims to:
- The maintain the character and appearance of the Flying Field - in terms of the Cold War Landscape;
  - Retain the functional relationship between buildings , structures and the landscape where possible through sensitive landscape design and management; and
  - Maintain adequate security for occupants and ecological interests whilst providing opportunities for public access (within the Flying Field Park) and along Portway and Aves Ditch.

### OBJECTIVES

- Maintain appropriate controls over uses involving external storage or activity across the Flying Field to preserve the austere military character.
- Ensure that any re-use of retained buildings is compatible with conserving their historic and cultural interest.

## LANDSCAPE

### AIMS

- 1.29 To provide a management and planting regime that allows:
- The retention of visual openness for the Flying Field;
  - Achievement of the proper management of the existing peripheral woodland and hedgerows;
  - Reintroduction of indigenous species, including oak and beech in appropriate locations at the margins of the Flying Field;
  - The conservation and enhancement of indigenous grassland; and
  - The avoidance of visually intrusive development.

### OBJECTIVES

- Provide a landscape management regime for the Flying Field which ensures the growth to maturity of existing planting and helps to ensure successful establishment of new planting.
- To manage the Flying Field to maintain visual openness, including the continuation of the grassland management regime in line with ecological parameters.
- Remove inappropriate alien conifers from the Flying Field.



## ECOLOGY

### AIMS

- 1.30 The following points are the high level ecology aims or measures which we have set out in the ES. Future management of the site will be required to help achieve these aims to protect the existing ecological features within the site and ensure the successful establishment of new habitat.
- Habitat enhancement for great crested newts will be implemented in the northern part of the airfield which will aim to create rough grassland and eight new ponds to compensate for the loss of those currently supporting great crested newt. The location of the terrestrial habitat and ponds will benefit the northern population and enhance linkage to the populations in the southern bomb store. This will indirectly benefit invertebrates, reptiles and foraging bats, as well as ground nesting birds, by providing a more diverse sward structure.
  - Retention of a dispersal corridor with the provision of crossing point to avoid fragmentation of off-site retained ponds supporting the great crested newt from the retained population in the eastern side of the southern bomb store.
  - Creation of habitats off site on existing arable land to offset the loss of unimproved calcareous grassland from the Application Site. This will total just over 30ha and is located so as to enhance existing high value grassland habitats at the western end of the Application Site. The creation and management of this habitat will aim to create a high value un-improved grassland in 10 years.
  - Measures will be implemented in the Flying Field Park and Filming Areas to ensure their value for biodiversity and nesting birds is retained as far as possible. This will include the continuation of current habitat management and timing constraints to filming activities to ensure sensitive periods (the early nesting season) are not adversely affected.

- Installation of a cat-proof fence along the northern side of the proposed development parcels to limit disturbance and predation by domestic cats to ground nesting birds and reptiles in the airfield area.
- To comply with all legislation in relation to the management of notable species and adhere to good practice principles.

## PUBLIC ACCESS AND MOVEMENT WITHIN THE FLYING FIELD

### AIMS

- 1.31 To provide a management regime that allows:
- Improve public access across the Flying Field and to the facilities across the Application Site and within the existing settlement;
  - To improve access along the historic routes of Aves Ditch and Portway;
  - Interpretation of the Base's history and ecology;
  - Controlled access to the Flying Field's historic and cultural assets; and
  - Safe and secure access for occupants of buildings within the Flying Field.

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PLANNING



DESIGN



ENVIRONMENT



ECONOMICS

Pegasus Group  
Pegasus House  
Querns Business Centre  
Whitworth Road  
Cirencester  
Glos  
GL7 1RT

Telephone: 01285 641717

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