

Service areas

T7 The frequency of service areas on the major highway network will be limited. New service areas or extensions will be permitted only if they are of a high standard and where there is a transport need for improved roadside services.

- 4.26 A proliferation of roadside services would damage the countryside and, because they would be unlikely to attract private investment in the more expensive facilities needed for heavy lorries, would not be in the best interest of the road user. The policy seeks to limit environmental intrusion, reduce access onto major roads and encourage developers to make higher standards of provision on a limited number of well-appointed sites. The County Council considers that the motorway service areas (including an overnight lorry park) located at junction 10 (Ardley) and at junction 8, provide all the motorway service areas needed in Oxfordshire.



The location of housing development and use of existing will be monitored in special 10 year period to assess the progress of the local development strategy and assess the impact on the environment. This information will enable the County Council to assess the impact of housing on the environment and to monitor the impact of housing development on the environment and to assess the impact of housing development on the environment.

Upper Heyford

- H2 a) Land at RAF Upper Heyford will provide for a new settlement of about 1000 dwellings and necessary supporting infrastructure, including a primary school and appropriate community, recreational and employment opportunities, as a means of enabling environmental improvements and the heritage interest of the site as a military base with Cold War associations to be conserved, compatible with achieving a satisfactory living environment.**
- b) Proposals for development must reflect a revised comprehensive planning brief adopted by the district council and demonstrate that the conservation of heritage resources, landscape, restoration, enhancement of biodiversity and other environmental improvements will be achieved across the whole of the former air base in association with the provision of the new settlement.**
- c) The new settlement should be designed to encourage walking, cycling and use of public transport rather than travel by private car. Improvements to bus and rail facilities and measures to minimise the impact of traffic generated by the development on the surrounding road network will be required.**



- 7.7 Land declared surplus by the Ministry of Defence at the former airbase at Upper Heyford represents an opportunity to achieve an appropriate balance between environmental improvements to a rural part of Oxfordshire, conservation of the heritage interest from the Cold War, and re-use of some existing buildings and previously developed land located in the former technical and residential core area of the base. However, the scale of development must be appropriate to the location and surroundings. The County Council is opposed to the development of a large new settlement due to the site's relatively isolated and unsustainable rural location, the threat of urbanisation in a rural area, the location of the site in relation to Bicester with which it would compete for investment in services and facilities, and conflict with the objectives of Government planning policy in PPG13 to provide accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel by car²⁹. Therefore, the Plan provides for modest development of about 1,000 houses. There are about 300 existing houses on the site of which some or all could be retained or demolished, but the total limit of about 1,000 dwellings will be the determining factor. This proposal has been recognised by the First Secretary of State as 'an exception to normal sustainability objectives as a means of facilitating the remediation of the former airbase to enable the site to present a more environmentally acceptable face than it does now'³⁰.
- 7.8 Proposals for development must be in accordance with a revised comprehensive planning brief for the site adopted by Cherwell District Council. Care should be taken to ensure that the heritage interest of the site as an air base with Cold War associations, landscape restoration and biodiversity are all taken into account in deciding appropriate measures. In revising the comprehensive planning brief, the District Council should continue to consult English Heritage and the developer on how heritage conservation issues should be addressed, including treatment of buildings from the Cold War era that English Heritage have recommended for protection. A conservation plan for the whole area of the air base is being prepared by the District Council in partnership with English Heritage, to enable appropriate decisions to be reached in revising the comprehensive planning brief.
- 7.9 In drawing up development proposals attention should be paid to ensure a satisfactory living environment is provided for future residents. Proposals should be designed to a high quality in accordance with policy H3 and will need to provide for appropriate on- and off-site infrastructure to meet the needs of the development in accordance with policy G3, including primary and secondary education, library facilities, and public transport and other highway and transport improvements. Proposals should not provide for any further significant growth beyond that envisaged in policy H2.

²⁹ In June 2003 the Secretary of State refused permission for proposals for development of a settlement on the site because he considered that the scheme did not comply with the development plan. Cherwell District Council is to review the comprehensive planning brief to bring it up to date and to make it consistent with the Secretary of State's decision.

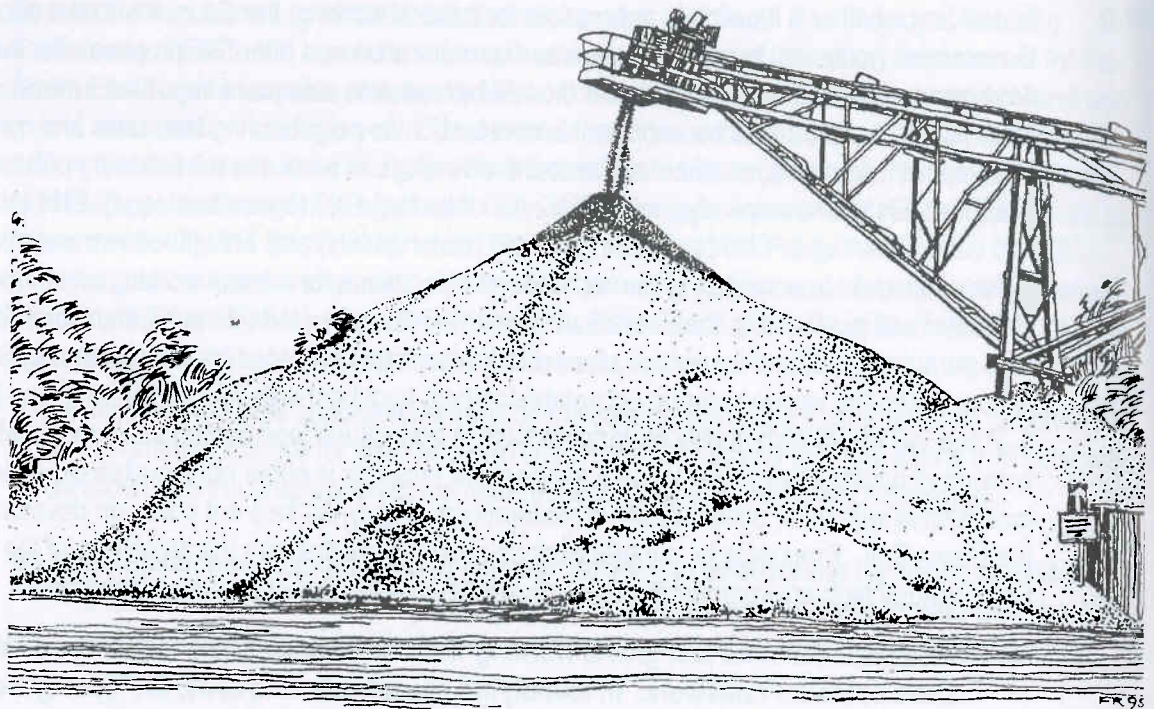
³⁰ Office of the Deputy Prime Minister, 23 June 2003, reference APP/C3105/A/02/1080800.

M2 Locations for sand and gravel working will be identified in the Minerals and Waste Development Framework. In identifying appropriate locations, the County Council will take account of the distribution of sand and gravel resources; the existing pattern of supply and distribution of workings; proximity to main market areas; accessibility to the main transport routes; risk of birdstrike; restoration and after use potential; and development plan policies, in particular which seek to safeguard:

- important archaeological remains, historic buildings and areas;
- areas and sites of nature conservation importance, especially Special Areas of Conservation and Sites of Special Scientific Interest;
- features of landscape importance, especially Areas of Outstanding Natural Beauty;
- best and most versatile agricultural land;
- the water environment;
- land uses which are sensitive to nuisance; and
- the safety and convenience of all road users, including pedestrians and cyclists.

11.9 The identification in the development plan of locations for mineral working provides certainty as to where new mineral extraction development is likely to be permitted and where it is not likely within the period of the plan. The Oxfordshire Structure Plan 2011, adopted in 1998, identified four general locations where the principal of sharp sand and gravel working was accepted, at Sutton Courtenay; Sutton Wick; Stanton Harcourt (Lower Windrush Valley); and Eynsham-Cassington-Yarnton. This Structure Plan does not identify locations for mineral working; this will be done in the Minerals and Waste Development Framework.





- 11.10 In identifying locations for sand and gravel working in the Minerals and Waste Development Framework, the County Council will seek to make sufficient provision for both soft sand and sharp sand and gravel for Oxfordshire to meet its agreed apportionment of the South East's supply requirement throughout the plan period, to enable continued supply of aggregates to the construction industry at appropriate levels. The assessment of options for locations will include consideration of the advantages and disadvantages of concentrating workings in large strategic resource areas compared with a more dispersed pattern of smaller working areas. It will also consider the scope that different locations offer not only for environmental damage to be minimised or mitigated but also for benefits to be secured, for example, through increased biodiversity or the creation of opportunities for recreation. In assessing the impact of new locations for mineral workings on environmental interests and on residential properties and other sensitive land uses, the Council will consider the cumulative impact of mineral working across an area and the impact of traffic, particularly on routes connecting workings to main transport routes. The potential for material to be transported other than by road will also be taken into account.
- 11.11 Pending preparation of the Minerals and Waste Development Framework Core Strategy and Minerals Site Proposals Document, the factors in policy M2 will be material considerations in the determination of planning applications for sand and gravel working.