RAF Croughton SATCOM

Planning Statement

March 2016
# Issue and revision record

<table>
<thead>
<tr>
<th>Revision</th>
<th>Date</th>
<th>Originator</th>
<th>Checker</th>
<th>Approver</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>August 2015</td>
<td>S.Birnie</td>
<td>D.Mackay</td>
<td>J.Halbrook</td>
<td>For lead division review</td>
</tr>
<tr>
<td>B</td>
<td>February 2016</td>
<td>S.Birnie</td>
<td>H.Ashworth</td>
<td>J.Douglas-Green</td>
<td>Issue to Client</td>
</tr>
<tr>
<td>C</td>
<td>March 2016</td>
<td>S.Birnie</td>
<td>H.Ashworth</td>
<td>J.Douglas-Green</td>
<td>Final Issue</td>
</tr>
<tr>
<td>D</td>
<td>March 2016</td>
<td>S.Birnie</td>
<td>H.Ashworth</td>
<td>J.Douglas-Green</td>
<td>Final Issue to LPA</td>
</tr>
</tbody>
</table>

---

**Information class:** Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.
# Contents

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Introduction</td>
<td>1</td>
</tr>
<tr>
<td>1.1</td>
<td>History of RAF Croughton</td>
<td>1</td>
</tr>
<tr>
<td>1.2</td>
<td>Background to Proposed Development</td>
<td>1</td>
</tr>
<tr>
<td>1.3</td>
<td>This Planning Application</td>
<td>1</td>
</tr>
<tr>
<td>1.4</td>
<td>This Planning Statement</td>
<td>1</td>
</tr>
<tr>
<td>1.5</td>
<td>Documents and Plans</td>
<td>2</td>
</tr>
<tr>
<td>1.6</td>
<td>Land Ownership and Access</td>
<td>3</td>
</tr>
<tr>
<td>1.7</td>
<td>Other Consents</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>Site Description and Site History</td>
<td>4</td>
</tr>
<tr>
<td>2.1</td>
<td>Site Description and Key Designations</td>
<td>4</td>
</tr>
<tr>
<td>2.2</td>
<td>Site History</td>
<td>9</td>
</tr>
<tr>
<td>3</td>
<td>Proposed Development</td>
<td>11</td>
</tr>
<tr>
<td>3.1</td>
<td>The Need for the Scheme</td>
<td>11</td>
</tr>
<tr>
<td>3.2</td>
<td>Proposed Development</td>
<td>11</td>
</tr>
<tr>
<td>3.3</td>
<td>Future Development at the Location</td>
<td>16</td>
</tr>
<tr>
<td>4</td>
<td>Planning Policy</td>
<td>17</td>
</tr>
<tr>
<td>4.1</td>
<td>Introduction</td>
<td>17</td>
</tr>
<tr>
<td>4.2</td>
<td>National Planning Policy</td>
<td>17</td>
</tr>
<tr>
<td>4.3</td>
<td>County Planning Policy</td>
<td>17</td>
</tr>
<tr>
<td>4.4</td>
<td>Local Planning Policy</td>
<td>20</td>
</tr>
<tr>
<td>4.5</td>
<td>Other Documents – Supplementary Planning Documents</td>
<td>28</td>
</tr>
<tr>
<td>4.6</td>
<td>Other Documents – Planning Guidance</td>
<td>29</td>
</tr>
<tr>
<td>4.7</td>
<td>Other Documents – Strategic Flood Risk Assessment</td>
<td>30</td>
</tr>
<tr>
<td>4.8</td>
<td>Other Documents - Conservation Strategy</td>
<td>30</td>
</tr>
<tr>
<td>5</td>
<td>Assessment</td>
<td>31</td>
</tr>
<tr>
<td>5.1</td>
<td>Principle of development</td>
<td>31</td>
</tr>
<tr>
<td>5.2</td>
<td>Design, Landscape and Visual Impact</td>
<td>33</td>
</tr>
<tr>
<td>5.3</td>
<td>Sustainability</td>
<td>37</td>
</tr>
<tr>
<td>5.4</td>
<td>Heritage</td>
<td>38</td>
</tr>
<tr>
<td>5.5</td>
<td>Contaminated Land</td>
<td>39</td>
</tr>
<tr>
<td>5.6</td>
<td>Ecology</td>
<td>39</td>
</tr>
<tr>
<td>5.7</td>
<td>Noise</td>
<td>40</td>
</tr>
<tr>
<td>5.8</td>
<td>Lighting</td>
<td>41</td>
</tr>
<tr>
<td>5.9</td>
<td>Traffic, Transport and Access</td>
<td>43</td>
</tr>
<tr>
<td>5.10</td>
<td>Flood Risk and Drainage</td>
<td>46</td>
</tr>
<tr>
<td>6</td>
<td>Conclusion</td>
<td>48</td>
</tr>
</tbody>
</table>
1. Introduction

1.1 History of RAF Croughton

RAF Croughton occupies an area of relatively flat ground 1 km to the south-east of the village of Croughton. It was built in 1938 as part of the RAF's massive pre-war expansion programme, started in 1935 in response to the increasing strength of the German armed forces. Known as Brackley Landing Ground, it became RAF Brackley in 1940 and obtained the name of RAF Croughton in July 1941. It consisted of a grass airfield with three grass runways, surrounded by a perimeter track. From June 1940 until July 1942 the station functioned as a satellite for RAF Upper Heyford and the No.16 Operational Training Unit (OTU), providing extra airfield space for night-flying training.

In September 1940, during the Battle of Britain, the airfield became designated as an emergency landing site in order to provide assistance to any operational aircraft returning damaged or with engine problems. The airfield was bombed several times in 1941. From July 1942 onwards, RAF Croughton functioned as a training base, for training on the gliders which played an important role during D-Day and the Battle of Arnhem. Training continued until after the war, but ceased on 25th May 1946.

In 1950, the USAF took over the airfield, giving RAF Croughton a new role as a communications base which it retains to the present day.

Source: Historic England – The National Heritage List for England

1.2 Background to Proposed Development

This project is required to provide a new purpose-built consolidated PL1 facility and Administrative facility. The new facilities are required to replace inadequate and inefficient, non-purpose-built facilities and to provide additional, purpose-built space to fully enable current operations.

Accommodation for a total of 195 personnel (84no. in the PL1 Building and 111no. in the Admin Building) is to be provided. An overview of the scope of the planning application is given below.

The development will replace Building 180 (and associated Buildings 184 and 186), immediately adjacent to the proposed site and buildings located on the north of the base (Buildings 30 and 43). Demolition of existing buildings, structures and antennae on the site are not included as part of this planning application.

1.3 This Planning Application

This planning application is for the following proposed development:
- Erection of PL1 building and associated plant;
- Erection of Admin Building;

354717/BNI/EST/100/D March 2016
- Erection of the entry control point and associated infrastructure and preparatory works for the proposed satellite terminals;
- Circulation areas for buildings including access road, hardstanding areas, lighting, fencing and landscaping and;
- The erection of a temporary car park;

1.4 This Planning Statement

The purpose of this document is as follows:
- Outline the proposed development;
- Demonstrate the requirement for the proposed development;
- Outline relevant national and local planning policy applicable to the development;
- Assess effects of the proposed development;
- Demonstrate accordance with relevant national and local planning policy, and;
- Outline any mitigation, if required.

1.5 Documents and Plans

This planning application submission consists of the following documents and plans:

Table 1.1: Components of this planning application

<table>
<thead>
<tr>
<th>Document/plans</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application Forms</td>
<td>Online – Planning Portal</td>
</tr>
<tr>
<td>Planning Statement</td>
<td>354717/BNI/EST/100</td>
</tr>
<tr>
<td>Design and Access Statement</td>
<td>12155-A(PL)00</td>
</tr>
<tr>
<td>Acoustic Planning Report</td>
<td>354717/BNI/EST/101</td>
</tr>
<tr>
<td>Flood Risk Assessment</td>
<td>354717/BNI/EST/102</td>
</tr>
<tr>
<td>Transport Statement</td>
<td>354717/BNI/EST/103</td>
</tr>
<tr>
<td>Heritage Assessment</td>
<td>354717/BNI/EST/104</td>
</tr>
<tr>
<td>Preliminary Ecological Appraisal</td>
<td>354717/BNI/EST/105</td>
</tr>
<tr>
<td>Contaminated Land Assessment</td>
<td>354717/BNI/EST/106</td>
</tr>
<tr>
<td>External Lighting Assessment Report</td>
<td>354717/BNI/EST/107</td>
</tr>
<tr>
<td>MOD Site Boundary Plan</td>
<td>-</td>
</tr>
<tr>
<td>Site Location Plan</td>
<td>MMD-354717-C-DR-00-XX-9001</td>
</tr>
<tr>
<td>Existing Site Layout Plan</td>
<td>MMD-354717-C-DR-00-XX-9002</td>
</tr>
<tr>
<td>Detailed Site Location Plan</td>
<td>MMD-354717-C-DR-00-XX-9003</td>
</tr>
<tr>
<td>Proposed Site Layout</td>
<td>MMD-354717-C-DR-00-XX-9004</td>
</tr>
<tr>
<td>PL1 Building External Plant Elevations</td>
<td>MMD-354717-C-DR-00-XX-9007</td>
</tr>
<tr>
<td>Typical Details – External Infrastructure</td>
<td>MMD-354717-C-DR-00-XX-9008</td>
</tr>
<tr>
<td>PL1 Building Floor Plan</td>
<td>MMD-354717-C-DR-00-XX-9010</td>
</tr>
</tbody>
</table>
1.6  Land Ownership and Access

The Ministry of Defence (MOD) owns all of the land which is the subject of the planning application. Access to the land is from two points, the main access is from the B4301 to the north, and from the A43 to the east which used as an emergency access and over-sized vehicles only.

Both of these routes are adopted highway.

1.7  Other Consents

Planning permission is the primary consent being sought for the construction of the new facility. A number of other consents and authorisations may also be required from South Northants Council and other organisations to support the overall development. These would include:

- Further planning permission(s) for the permanent car parking area and new satellite terminals; and
- Prior Approval for the demolition of existing buildings, structures and antennae on the site.
2 Site Description and Site History

2.1 Site Description and Key Designations

2.1.1 Site Description and Surroundings

RAF Croughton in which the application site is located within comprises a former airbase which is used at present as a communications facility. The site is owned by the MOD, but is occupied by the USAF.

The base is located approximately 1.2km east / south-east of the village of Croughton and is adjacent to the north-bound carriageway of the A43 which forms the south-eastern boundary of the site. The position of the base on the A43 is approximately 4.5km north-east of the junction of the A43 with the M40 at Cherwell Valley Services.

The northern part of the base contains the vast majority of the existing buildings. These have a wide range of uses, including accommodation, amenity, offices, workshops and storage, with a mixture of single, two storey and three storey heights. There are also car parks and a running track.

The southern part of the base functions as a high frequency antennae field and comprises mainly of pasture land which is surrounded by an arterial road. Within this part of the base there are also a variety of facilities including the current main SATCOM buildings, geodesic domes and operation antennae along with the associated access roads.

The application site is located immediately adjacent to the main buildings of the existing facility which is on the southern part of the base.

The main buildings of the existing facility are isolated from the buildings of the main base to the north and are accessed from the perimeter road which links to the main access, on the B4031. There a separate access/egress from the northbound carriageway of the A43, but this is for emergency use only.

The main buildings of the existing facility comprise two storey buildings dating from the 1950’s and ancillary equipment located within the perimeter road of the base. The main building has brick and brown cladding.

RAF Croughton has an elevated ridge line in the centre of the base running from east to west. The ground slopes down to the north and south. The elevation changes 30 metres at a slope of between 3-12% from the Village Gate up to the ridge. The terrain slopes at 2-4% down to the southeast from the ridgeline with an elevation change of 14 meters to the south perimeter fence.

The application site is readily visible from both carriageways of the A43 which runs parallel to the south-east boundary of the site, there is some screening present in the form of scattered trees and hedging which separate the site from the A43.

There are a number of farms and dwellings within the area surrounding the base, the areas immediately adjacent to the base comprise agricultural / arable land.
Figure 2.1 below shows the location of the development within RAF Croughton

Figure 2.1: Site Location
2.1.2 **Key Designations**

The key designations of the site are outlined below;

2.1.2.1 **Listed Buildings**

**Fighter Pens**

There are three, Grade II listed fighter pens within the vicinity of the development site, the closest of which is located approximately 390m north of the application site. The pens are three ‘type C’ fighter pens which were built in 1940-41, they are constructed of concrete and brick, and covered in earth with concrete hardstandings.

The listing of the structures describes the fighter pens;

* The three type C fighter pens at RAF Croughton, constructed 1940-41, are recommended for designation for the following principal reasons:

  * Rarity: fighter pens at former RAF aerodromes are quite rare, and this group of three is a good example, showing approaches to airfield defence

  * Intactness: the group survives in good condition, and its function is clear through the survival of hard-standings and the legible sites of adjacent structures

  * Historic Interest: RAF Croughton served as an Emergency Landing Ground during the Battle of Britain, and had an interesting history

  Source: Historic England – The National Heritage List for England

**Pimlico Farmhouse and Barns**

Pimlico Farmhouse and Barns are Grade II listed and is located approximately 1.5km south-west of the development site. The historic farm complex consists of a farmhouse and attached barns. The farmhouse is late 18th century with 20th century alterations. It has an L-shaped plan, squared coursed limestone blocks and a steeply pitched slate roof. Immediately to the east of the farmhouse is a yard enclosed by barns, including a threshing barn of coursed limestone rubble

**Croughton House and Gardens**

Croughton House is Grade II listed and is located approximately 1.8km north-west of the development site. The house sits at right angles to the road with the entrance front facing into the garden. It is an example of polite architecture constructed of the local limestone in ashlar cut blocks, with a rear wing in coursed limestone rubble. It is two storeys with a hipped roof and three equal bays. The door is centrally placed with sash windows either side and three sash windows on the first floor. The gate piers face onto Church
Lane, also of lime ashlar block with ball finials. The wall is rubble stone with dressed limestone coping. Maps from 1883 show Croughton House with a significant garden to the rear and east of the property with what appears to be an ornamental lake and Ha Ha to the south. Much of the garden has now been built on.

Policy BN5 of the West Northamptonshire Joint Core Strategy Local Plan (JCS) outlines the policy position with regards to development being undertaken near to Listed Buildings.

2.1.2.2 Other Heritage Assets

Medieval Village of Astwick and associated moated site

Earthworks of the deserted medieval village of Astwick covering an area of 450m x 150m, located approximately 1.2km north of the development site.

RAF Croughton Airfield

World War II airfield now used by USAF at RAF Croughton.

World War II airfield defence structures

As part of the airfield defence structures a mushroom construction pillbox and associated seagull trenches (so called because their V shape when viewed from the air was thought to look like a seagull) were identified as part of the Defence of Britain survey. There are also the remnants of three other fighter pens which were located on the eastern side of the perimeter taxiway. The location of these structures is unclear but they are not located on the development site.

Astwick Farm and cottages

Farmhouse and outbuildings, located approximately 1.5km north of the development site.

Warmington to Buckingham turnpike

The turnpike is a toll road established by an act of 1744, although the route in this location pre dates the turnpike with Croughton village developing along it in the 17th, 18th and 19th centuries. It ran from Warmington in Warwickshire to Buckingham. Through the study area it follows the line of the modern B4031, located approximately 800m north of the development site.

The PPG and NPPF outlines the relevant considerations with regards to development being carried out near to Heritage Assets.
2.1.2.3 Croughton Conservation Area

RAF Croughton is located within proximity of Croughton Conservation Area, which covers the part of the village of Croughton. The Conservation Area is located approximately 2km north-east of the site.

Saved policy EV11 of the South Northamptonshire Local Plan outlines to policy position with regards to development being undertaken outside of Conservation Areas.

*Note: A full description and assessment of all heritage assets on the site and in nearby locations is contained within the accompanying heritage statement.*

2.1.2.4 Flood Risk Areas

RAF Croughton is included within the Level 1 Strategic Flood Risk Assessment (SFRA) for West Northamptonshire. The site itself is not shown as being prone to flooding, it is within Flood Zone 1 which indicates that there is less than a 0.1 per cent (1 in 1000) chance of flooding occurring each year.

Off site, there is a channel running east west between the buildings on the north of the base and the B4031 which is shown as being in Flood Zone 2/3.

Policy BN7 of the JCS outlines to policy position with regards to development and flood risk.

National Policy is set out within the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

2.1.2.5 Croughton Plateau Landscape Character Area

The site is included within the Northampton County Council Environmental Character Assessment (ECA) which was published in 2006. The principal objectives of the document include;

- Development of key environmental datasets, develop and enhance sustainable planning and management of the landscape;
- Inform the development control process; and
- Guide the best use and targeting of resources in respect of management, conservation and enhancement of the landscape.

Key issues identified for the facility are as follows;

*The former military airfield at Hinton and RAF Croughton together, impose a distinctive utilitarian character to the local area. The Croughton site is a significant local landmark, with its systems of masts and receivers forming prominent and distinctive features on the horizons. Views across the site should be maintained. Woodland and screen belts are not characteristic and where screening is required, more sensitive naturalistic species should be planted.*
2.1.2.6 Air Quality Management Area (AQMA)

Whilst the proposed development is located close to the A43 and the M40, both major strategic routes, it is noted that neither of these routes are located within an Air Quality Management Area.

2.2 Site History

Table 2.1 below gives a list of recent planning history (the last 5 years) at RAF Croughton. This information was retrieved from the Local Planning Authority Public Access System on the 04.08.2015.

Table 2.1: Site History

<table>
<thead>
<tr>
<th>Application Reference</th>
<th>Submission Date</th>
<th>Application Address</th>
<th>Description of Development</th>
<th>Application Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/2015/3042/MAF</td>
<td>22/12/2015</td>
<td>RAF Croughton</td>
<td>Proposed BBQ shelter and toilet block</td>
<td>Approved</td>
</tr>
<tr>
<td>S/2013/1015/FUL</td>
<td>02/08/2013</td>
<td>RAF Croughton – Land adjacent to building 50</td>
<td>Proposed floodlit multi-use games area</td>
<td>Approved</td>
</tr>
<tr>
<td>S/2013/0901/PE</td>
<td>11/07/2013</td>
<td>RAF Croughton</td>
<td>To replace approx. 0.2km of 11kv overhead line supported on wooden poles</td>
<td>No objections</td>
</tr>
<tr>
<td>S/2013/0145/FUL</td>
<td>12/02/2013</td>
<td>RAF Crompton – Building 4</td>
<td>Erection of an aerial mast adjacent to Building 4</td>
<td>Approved</td>
</tr>
<tr>
<td>S/2012/1215/DEM</td>
<td>05/10/2012</td>
<td>RAF Croughton</td>
<td>Demolition of buildings 68 &amp; 69, a redundant telecommunications building and store</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>S/2012/0889/MAF</td>
<td>19/07/2012</td>
<td>Royal Air Force 422CES/CEPM</td>
<td>Replacement two storey dental and medical clinic</td>
<td>Approved</td>
</tr>
<tr>
<td>S/2012/0340/DEM</td>
<td>19/03/2012</td>
<td>RAF Croughton 3 to 17 (odd numbers) Sixth Street</td>
<td>Demolition of eight dwellings</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>S/2012/0078/DEM</td>
<td>21/01/2012</td>
<td>RAF Croughton Building 41</td>
<td>Demolition of a single storey building (Building 41)</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>S/2011/0749/HRN</td>
<td>10/06/2011</td>
<td>RAF Croughton</td>
<td>Removal of 2 x 10m lengths of hedgerow</td>
<td>No objections</td>
</tr>
<tr>
<td>S/2011/0687/DEM</td>
<td>27/05/2011</td>
<td>RAF Croughton 17, 19 &amp; 21 Barksdale Avenue</td>
<td>Prior notification of demolition of three single storey dwellings</td>
<td>Prior Approval Not Required</td>
</tr>
<tr>
<td>S/2011/0589/FUL</td>
<td>18/05/2011</td>
<td>RAF Croughton</td>
<td>Variation of condition 2 of planning permission S/2010/0837/FUL to increase the size of one of the extensions and to make changes to doors and windows of both extensions</td>
<td>Approved</td>
</tr>
<tr>
<td>Application Reference</td>
<td>Submission Date</td>
<td>Application Address</td>
<td>Description of Development</td>
<td>Application Status</td>
</tr>
<tr>
<td>------------------------</td>
<td>-----------------</td>
<td>---------------------</td>
<td>----------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>S/2010/1163/FUL</td>
<td>14/09/2010</td>
<td>RAF Croughton</td>
<td>Replace the flat roof with a pre-insulated pitched roof with matching gable cladding fasciae and rainwater downpipes</td>
<td>Approved</td>
</tr>
<tr>
<td>S/2010/0837/FUL</td>
<td>07/07/2010</td>
<td>RAF Croughton</td>
<td>Two single storey extensions to increase the size of the post office.</td>
<td>Approved</td>
</tr>
<tr>
<td>S/2010/0728/MAF</td>
<td>30/06/2010</td>
<td>RAF Croughton</td>
<td>Demolition of 16 bungalows and erection of 16 (replacement) two storey detached dwellings.</td>
<td>Approved</td>
</tr>
<tr>
<td>S/2010/0130/FUL</td>
<td>04/02/2010</td>
<td>RAF Croughton</td>
<td>Replace flat roof with pitched roof, new entrance porch, replacement windows and doors.</td>
<td>Approved</td>
</tr>
<tr>
<td>S/2010/0033/MAF</td>
<td>12/01/2010</td>
<td>RAF Croughton</td>
<td>Replacement of 16 no. bungalows with 16 no. two storey dwellings.</td>
<td>Refusal</td>
</tr>
<tr>
<td>S/2010/0016/FUL</td>
<td>07/01/2010</td>
<td>RAF Croughton</td>
<td>Replace flat roof with pitched roof and replace windows and doors. Erection of a new steel framed entrance canopy</td>
<td>Approved</td>
</tr>
<tr>
<td>S/2010/0012/FUL</td>
<td>04/01/2010</td>
<td>RAF Croughton</td>
<td>Alter &amp; extend 16 dwellings (single storey front extensions to eight, two storey front extensions &amp; first floor rear extensions to the other eight)</td>
<td>Approved</td>
</tr>
</tbody>
</table>

3 Proposed Development

3.1 The Need for the Scheme

The current facilities at RAF Croughton provide key support to the US Department of Defence, UK MoD, US Department of State and North Atlantic Treaty Organisation (NATO).

The existing buildings are 1950s constructed facilities that do not meet present day or future requirements. Electrical and mechanical systems are outdated, inefficient and provide no possibility of potential expansion. Administrative and functional support areas have both space and configuration limitations and recreation and welfare facilities are deemed inadequate.

Energy and annual maintenance costs for the building systems that support these facilities are considered excessive. All facilities are beyond economical repair due to their age, physical deterioration and the presence of asbestos based materials.

The proposed development will enable the relocation of employees from the existing SATCOM buildings to the new facility. All employees at the new facility will be existing employees already in residence at the base, therefore the proposed development does not involve an increase in staff at the base.

Once the new facilities are operational, the existing SATCOM buildings and associated infrastructure will be demolished.

The new facilities are required to replace these inadequate and inefficient communications facilities and to provide additional, purpose-built space in order to meet the current and future operational requirements of the USAF.

3.2 Proposed Development

The proposed SATCOM facility will be sited to the west of the existing SATCOM facility. The proposed development includes a number of new buildings, a surface car park (temporary), hard standing for new equipment and new footpath and vehicular access.

The proposed development comprises the following components:

- New PL1 Building within fenced compound; (approx. 2800sqm) and associated plant;
- New administrative facility (referred to as Admin Building herein); (approx. 2000sqm) and associated plant;
- Infrastructure including hardstanding for six satellite terminals, four of which will accommodate domes (to be installed at a later date under separate planning application). The area extending up to 30.5m around each satellite terminal foundation will also be a hardstand area linked by a service track as illustrated on the drawing proposals. The approximate area of the antenna field (hardstand and proposed grasscrete area) will be 7805m$^2$;
- Entry Control Facility for PL1 Building;
Planning Statement

- Main access road, building perimeter roads, plant hardstand area, temporary car park and footpaths (approx. 12,585sqm);
- Fencing, Lighting and Landscaping; and
- Provision of associated services (power, water, gas, communications).

The access will be a spur off the current access used for the existing SATCOM facility, the two new buildings will be connected to the Base road network via the new access road. The buildings will be partially served by a perimeter road, which will provide access for maintenance vehicles and fire engines or in the case of the Admin building, access to the warehouse.

The PL1 building will be located within a fenced compound. There will be a stock proof fence erected around the perimeter of the Admin Building which will enclose the building and to prevent livestock ingress.

A temporary car park will be constructed to the east of the new buildings, positioned southwest of Building 180. The car park will be utilised for at least two years.

The temporary car park will be replaced by a permanent car park, which shall be laid out on the footprint of the existing facility Building 180, once the new facility has been commissioned and the previous facility has been demolished.

It is envisaged that the area of the temporary car park would then be reinstated to grassland.

It is noted that demolition of the existing buildings / antennae and construction of the permanent car park are not included within the scope of this planning application.

A new surface and foul water drainage system will be installed as part of the development, foul water will connect to the Base wide network, surface water will be disposed of on-site through the use of an infiltration basin.

Potable water services will be extended from the existing network in the vicinity of Building 180 to supply the new facilities.

A detailed breakdown of the permanent works is given below;

3.2.1 Permanent Works

3.2.1.1 PL1 Building and Entry Control Facility

The PL1 building (southern building) will be 6.15m in height with a footprint of approximately 40.2m by 69.2m giving an approximate overall footprint of 2790m². The roof will be concealed by a parapet, which will be capped with reconstituted stones to match brickwork.
The walls will be in facing buff brick, laid in stretcher bond. The external doors to the PL1 Building shall be 12 gauge steel doors. Rainwater goods will be manufactured uPVC. This building has no windows.

The building has been designed to sit well within its context; the considered contemporary design reflecting the modern character of RAF Croughton as a working USAF base.

The overall form has been designed to sit low in the landscape, with the use of a buff brick proposed to reflect the colouring of the local stone so as to not appear as an unfamiliar feature within the wider landscape.

The entry control facility will be a small building located east of the PL1 building. The building will be 3.65m in height with a footprint giving an overall floor area of $20m^2$.

The materials of the building will match that of the main building i.e. buff brick, the roof will be concealed by a parapet.

External to the PL1 Building (along the northern elevation and western elevation) there will be a variety of mechanical and electrical external plant. This will consist of the following:

- High Voltage Ring Main Units;
- Transformers;
- Feeder pillars;
- Generators and generator fuel tanks; and
- External condenser units.

Sprinkler tanks and a pump house ($32m^2$) will also be installed to support fire fighting provisions.

Details of pump house provided in MMD-354717-C-DR-00-XX-9007.

### 3.2.1.2 Admin Building

The proposed Admin building has a stepped rectangular footprint, at its longest extents measuring 37.2m by 56.0m giving an approximate overall footprint of $1970m^2$. The height varies to reflect internal use and break up the massing, with the lower tier at 4.85m, the middle tier at 5.95m and the warehouse at 7.4m.

The overall design of the building is similar to the proposed communications building with concealed parapet roof, facing brick for the majority of the structure. The windows, doors and louvre panels will be grey powder coated aluminium while rainwater goods will be manufactured uPVC. The warehouse section of the building, which at its longest extents measures 11.2m by 15.1m, will be clad in a translucent external rain cladding system.
3.2.1.3 Infrastructure and Hardstanding for Satellite Terminals

Concrete pads will be installed for the satellite terminals. There will be six pads, two of which will have an area of 54 sqm and four of which having an area of approximately 201 sqm. The area extending up to 30.5m around each satellite terminal foundation will also be a hardstanding area linked by a service track as illustrated on the drawing proposals.

Electrical supply and communications links for the satellite terminals will be contained either within buried conduits or a below grade concrete cable trench.

Further details of these links will be known when detailed design for the satellite terminals is drawn up. The satellite terminals do not form part of this planning application.

3.2.1.4 Access Roads, Temporary Car Park and Pavements

Access will be taken off the existing access road serving the Building 180. Both the access road and temporary car parking area would be surfaced with tarmac. The temporary car park will have 117 spaces including 6 disabled accessible spaces.

There will be cycle stands provided adjacent to the temporary car-park. Bin stores will be provided next to the Admin building.

It is proposed that pedestrian access ways and pavements will be block paving.

The overall landscaping drawing references 12155/L(90)001 and 12155/L(90)002 shows this information.

3.2.1.5 Fencing / Gating

It is proposed that there would be security fencing enclosing the PL1 building and the area for the satellite terminals. The fence would be 2.44m in height and would extend approximately 670m (inner fence) and 7220m (outer fence) in the current configuration.

Further to this, the Admin building and temporary car-park would be enclosed with stock proof fence which is to be erected around the perimeter of the Admin building, temporary car-park and new access road, and would adjoin the main security fence. The fencing would be 1.37m in height and would extend for 1040m

There are vehicle gates proposed within the security fence line to allow access to the PL1 building. The main entrance will be through the entry control facility, with a secondary vehicle gate provided just north of the primary gate for emergency access and oversized vehicles.

Typical details of fencing and gating are shown on plan reference MMD-354717-C-DR-00-XX-9008.
3.2.1.6 Lighting

It is proposed that the development will be lit by a mixture of columns and lighting affixed to the buildings themselves. The lighting scheme will consist of the following:

- ‘Eaton’ wall-mounted LED lamps affixed to the main building
- ‘Eaton’ and ‘Philips’ floodlights on 8m columns within the area for the proposed satellite terminals, in the temporary car park and along the perimeter fence line

The overall lighting scheme for the external areas is assessed in the External Lighting Report.

3.2.1.7 Landscaping

A simple, low maintenance landscaping design is to be developed for the facility. The PL1 building has specific constraints which constrain landscaping requirements including:

- The provision of a minimum 9.14m ‘clear zone’ around the building and equipment; and
- Planting and landscaping to be no higher than 152mm within the ‘clear zone’.

An overall landscaping scheme is provided with the application documentation, and is shown on drawing references 12155/L(90)001 and 12155/L(90)002.

Full details of the hard and soft landscaping would be agreed with the Local Planning Authority. The design criteria of the overall scheme will complement the natural habitat and flora of the locality. New grassed areas shall be seeded.

3.2.1.8 Provision of Associated Services (power, water, gas, communications) and Drainage

It is proposed that surface water drainage will be via an infiltration basin which is to be located to the south-east of the temporary car park and access road.

Connections will be required in terms of power, water, gas, communications and drainage. Connections will be made to existing connections services on the site, with new lines provided where these are necessary.

3.2.2 Preliminary Works

Preliminary works would be undertaken ahead of construction and would include the following activities:

- Site drainage works;
- Earthworks for utilities / services;
- Site establishment including:
  - Ecological protective works (e.g. any works to ensure protected species are not affected)
  - Fencing the construction area;
  - Site compound set-up; and
  - Clearance of vegetation.
Preliminary works would be undertaken during the same season as the construction of the proposed development, to minimise any access restrictions and potential environmental impacts.

### 3.2.3 Temporary Works

#### 3.2.3.1 Site Compound

It is proposed that the site compound will be located on the site of the temporary car park. Within the site compound, storage containers, offices and welfare facilities would be provided. These would be in the form of single storey ‘vandal proof steel cabins’. The main facilities to be provided and management within the compounds would include the following:

- Provision and servicing of appropriate welfare facilities;
- Area for storage of waste (to be disposed at a licensed site);
- All storage areas containing hazardous substances would be appropriately managed to ensure the correct containment of any spillages before disposal to appropriate off site facilities; and,
- Hard standing surfaces would be created for site compounds; the surfaces would be permeable and are not expected to generate any significant increase in runoff.

### 3.3 Future Development at the Location

The following works will be required to complete the development;

- Removal of an existing antenna on the footprint of the proposed development;
- Installation of satellite terminals, equipment and any necessary enclosures (geodetic domes);
- The demolition of (Building 180 and associated Buildings 184 and 186) and replacement with a permanent car-park on the footprint; and
- The demolition of technical control buildings (Building 30 and 43).

The proposed site layout plan MMD-354717-C-DR-00-XX-9004 shows the proposed layout of these terminals within the context of the site and the proposed buildings.

It is anticipated that these future elements of the SATCOM development would be subject to a further planning application(s) (either a full planning application or application for prior approval).

It is noted that permitted development rights exist for the applicant due to the site being used for defence purposes and these would be reviewed to ascertain whether any of these rights could be utilised for the proposed future developments.
4 Planning Policy

4.1 Introduction

This chapter identifies relevant planning policy and includes a general assessment summary as to whether the proposed development is in accordance with the identified planning policies. A more detailed analysis of the development against the relevant policies is given in section 5 of this statement.

4.2 National Planning Policy

The National Planning Policy Framework (NPPF) and guidance within the Planning Practice Guidance (PPG) form the national policy guidance for the development.

The relevant national planning policy against which the proposed development should be assessed, is outlined in Table 4.1. A summary assessment of the proposal against the relevant policies is given within this table.

4.3 County Planning Policy

4.3.1 Northamptonshire Transportation Plan – Adopted 2012

The overall aim of the plan is “fit for purpose”, which means creating a transport “network that delivers what Northamptonshire needs to be able to function plus what it needs to be able to grow”. This aim is broken down into the six following objectives, which guide the Transportation Plan:

- **Fit for... the Future** – creating a transport system that supports and encourages growth and plans for the future impacts of growth, whilst successfully providing benefits for the County.
- **For... the Community** – through the transport system help to maintain and create safe, successful, strong, cohesive and sustainable communities where people are actively involved in shaping the places where they live.
- **For to... Choose** – ensuring that the people of Northamptonshire have the information and the options available to them to be able to choose the best form of transport for each journey that they make.
- **Fit for... Economic Growth** – creating a transport system that supports economic growth, regeneration and a thriving local economy and successfully provides for population and business growth.
- **Fit for... the Environment** – to deliver a transport system that minimises and wherever possible reduces the effect of travel on the build, natural and historic environment.
- **Fit for... Best Value** – being clear about our priorities for investment and focusing on value for money by prioritising what we spend money on and how it can be beneficial for the county as a whole and search for alternative sources of funding.
Strategic policy 3 states that the County will “ensure that all new developments are well connected by public transport and walking, cycling and motor vehicle routes, to the existing transport network” in order to “allow ease of movement… and provide access to employment and key services”.

4.3.2 Northamptonshire Highway Development Management Strategy - December 2013

The Northamptonshire Highway Development Management Strategy document, approved and adopted in December 2013, forms one of the ‘daughter documents’ to the overarching Northamptonshire Transportation Plan.

The document identifies how it ties in with the six overarching Northamptonshire Transportation Plan objectives, as follows:

- **Fit for… the Future** – these policies aim to minimise the impact of development on the transport and highway network and secure appropriate levels of funding.
- **For… the Community** – these policies aim to minimise the impact of development on surrounding communities.
- **For to… Choose** – these policies seek to ensure that a wide range of travel choices are available for all new developments.
- **Fit for… Economic Growth** – the policies will encompass all new employment sites in the county.
- **Fit for… the Environment** – the policies will encourage the development of travel plans that encourage less environmentally damaging travel.
- **Fit for… Best Value** – the policies encourage appropriate levels of developer funding to deliver value for money solutions to mitigate transport and highway impacts.”

The document identifies the following factors will be considered when Northamptonshire County Council review planning applications:

- Impact on highway safety;
- National and local planning policies;
- Relevant planning history of the site;
- Existing and future capacity of the local highway network;
- Design of any new access or road layouts;
- Impact on the quality of streetscape and place;
- Environmental issues;
- Convenience to users of the highway and of the development; and
- Published design standards.

Impacts of development should be appropriately assessed by the preparation of Transport Assessments, Transport Statements and Travel Plans. All developments are required to demonstrate that the likely
impacts are fully mitigated and that there is a ‘nil-detriment’ impact. The County Council will consider that any development that has demonstrated that it has ‘nil-detriment’ will have met the National Planning Policy Framework’s requirement for there to not be a “significant residual cumulative impact”.

The planning application is accompanied by a Transport Assessment. An assessment of the development with regards to highways and transport is undertaken in section 5 of this Planning Statement.

4.3.3 Northamptonshire Parking Strategy - January 2013

The Northamptonshire Parking Strategy is a further ‘daughter document’ to the overarching Northamptonshire Transportation Plan.

Parking Policy 5 within the strategy identifies that the County Council’s policy for non-residential developments is found within the Parking - Supplementary Planning Guidance (March 2003) and that all non-residential developments should be assessed against this document to determine the maximum parking requirement.

4.3.4 Northamptonshire Minerals and Waste Plan – Adopted 2014

The Northamptonshire Minerals and Waste Local plan provides the basis for investment in new minerals and waste development in Northamptonshire, and where in the county it should go to.

The Local plan also contains specific policy guidance regarding the management of waste within new developments.

4.3.4.1 Policy 30: Sustainable Design and Use of Resources.

Policy 30 states that new built development should seek to utilise the efficient use of resources in both its construction and its operation through;

- Design principles and construction methods that minimise the use of primary aggregates and encourage the use of building materials made from secondary and recycled sources,
- Construction and demolition methods that minimise waste production, and re-use and recycle materials (as far as practicable) on-site,
- The use of non-primary mineral construction materials, except where there is a need to protect and conserve the existing character of the area, which require traditional building materials (such as building and roofing stone),
- Design and layout that allows the sorting, recycling, biological processing and storage of waste, and
- Supporting the move to a low carbon economy by way of reduced greenhouse gas production through design and layout that incorporates energy and water efficiency, and where appropriate flood mitigation or attenuation measures.
A site waste management plan will be agreed as part of the pre-construction process which will outline how all construction waste will be managed within the development.

In view of this, it is considered that the development would be in accordance with this policy.

4.4 Local Planning Policy

4.4.1 West Northamptonshire Joint Core Strategy (JCS) Local Plan – Adopted December 2014

The JCS sets out the long-term vision and objectives for West Northamptonshire area for the plan period up to 2029, including strategic policies for steering and shaping development.

The document identifies specific locations for new strategic housing and employment and changes to transport infrastructure and other supporting community facilities, as well as defining areas where development will be limited.

4.4.1.1 Spatial Objectives

Objective 15 - High Quality Design, seeks to achieve high quality design in both rural and urban areas that takes account of local character and heritage and provides a safe, healthy and attractive place for residents, visitors and businesses.

4.4.1.2 Spatial Strategy

There are a number of policies within the document which are relevant to the SATCOM development at RAF Croughton;

Policy S1 – The Distribution of Development.

This policy sets out criteria for development within rural areas.

Policy S7 – Provision of Jobs

This policy sets out the targets for an increase of jobs within the area.

It is noted that paragraph 5.59 of the justification for policy S7 states as follows;

South Northamptonshire, like Daventry, is a largely rural district and struggles with the level of out-commuting and has a low job density. South Northamptonshire state in their Economic Development Strategy that they wish to address the issue of out-commuting and the impact this has on the sustainability of its urban and rural settlements. South Northamptonshire therefore needs to address the level of out-
commuting by providing employment opportunities which meet the professional profile of their resident workforce.

Policy S10 - Sustainable Development Principles

Policy S10 sets out the approach that should be taken in the design of development with regards to sustainability and the impact on the wider environment.

Policy BN2 - Biodiversity

The policy supports development that maintains existing designation and assets and delivers net gains in Biodiversity.

Policy BN5 – The Historic Environment and Landscape

This policy aims to conserve and enhance designated and non-designated heritage assets, their settings and landscapes.

Policy BN7 – Flood Risk

Policy BN7 sets out the approach to Flood Risk in new developments, the policy states that proposals will comply with requirement set out within the NPPF and the West Northamptonshire strategic flood risk assessments to address current and future flood risks with appropriate climate change allowances.

A summary assessment of the proposal against the above policies is included within Table 3.1 below

4.4.2 South Northamptonshire Local Plan (Part 2A) (In preparation – Options Consultation)

The proposed Local Plan will build on the JCS and will include a detailed and wide variety of policies to guide the decision making process for future planning applications across South Northamptonshire (excluding those parts within the Northampton Related Development Area).

It will establish a Rural Settlement Hierarchy for settlements within the District and consider amendments to the existing town and village confines and the identification of areas of important green space within those settlements as well as addressing development needs in those settlements.

The Local Plan will include site-specific allocations and accompanying policies. Allocations will be included covering land uses, together with specific policies for the development, management and use of land and buildings and in the delivery of regeneration, growth, design, built and natural environment and heritage objectives, together with the protection of important landscapes.
The Issues consultation stage of the Local Plan was completed in January 2014. The Council is currently considering these responses along with other available evidence and information and will be preparing an options document for further consultation now that the Joint Core Strategy has been adopted.

The document is in preparation and therefore does not at this time carry any significant weight in decision making.

4.4.3 South Northamptonshire Local Plan (1997) Saved Policies

The saved policies within the South Northamptonshire Local Plan together within those within the JCS form the main body of local policy against which decisions are made within South Northants. The policies relevant to the development are ‘Saved Policies’ by virtue of the direction from the SOS in 2007, and as such form part of the Local Development Plan for South Northants Council;

A summary assessment of the proposal against the relevant policies is included within Table 4.1 below.
<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
<th>Relevance</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Para. 6</td>
<td>The purpose of the planning system is to contribute to the achievement of sustainable development.</td>
<td>Sustainable development is considered the golden thread of national planning policy, therefore it is of relevance to all development and all development should aim to comply with it.</td>
<td>The proposal is essentially for the replacement of an existing facility on the same site. For the purposes of this assessment is considered that the proposal represents sustainable development due to the re-use of operational land at an existing facility.</td>
</tr>
<tr>
<td>Para. 7-8</td>
<td>Sustainable development has an economic, social and environmental role. These roles are mutually dependent. The economic role includes identifying and coordinating development requirements including the provision of infrastructure.</td>
<td>The proposal involves the replacement of a facility which provides employment within the area</td>
<td>The proposed development will lead to the retention of jobs at this location within South Northamptonshire, and will also provide ongoing support to local service and supply-chain businesses.</td>
</tr>
<tr>
<td>Para. 9</td>
<td>Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to): making it easier for jobs to be created in cities, towns and villages; replacing poor design with better design;</td>
<td>The proposal involves the replacement of a facility which provides employment within the area</td>
<td>The proposed development will have a modern, functional design.</td>
</tr>
<tr>
<td>Para 14</td>
<td>There is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan making and decision-making.</td>
<td>The proposal involves the replacement of a facility which provides employment within the area.</td>
<td>It is considered that benefits of the development to the local economy would outweigh any adverse impacts.</td>
</tr>
<tr>
<td>Para 17</td>
<td>The Core Planning principles include: proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. The securing of good design and ensuring a good standard of amenity for all existing and future occupants of land and buildings. Contributing to conserving and enhancing a good natural environment and reducing pollution Conserving heritage assets in manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.</td>
<td>The proposal involves the replacement of a facility which provides employment within the area.</td>
<td>The proposals will retain employment at an existing site location which will support the local economy.</td>
</tr>
<tr>
<td>Para 28</td>
<td>Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should: Support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings;</td>
<td>RAF Croughton is within a rural area.</td>
<td>The proposed development will lead to the retention and creation of jobs at this location within South Northamptonshire.</td>
</tr>
<tr>
<td>Para 32</td>
<td>All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether: the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.</td>
<td>The proposed development has the potential to lead to increased traffic and vehicular movements.</td>
<td>The site is not within an accessible location, not being located close to major bus routes or close to a railway station. The development does have good access to the highways network which will be utilised. The development is essentially a replacement of existing facilities as such there will not be a significant increase in traffic to or from the site. A transport statement accompanies the planning application, there will be no significant impacts from the development.</td>
</tr>
<tr>
<td>Para 56</td>
<td>The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.</td>
<td>The proposal includes the construction of new buildings and hardstanding areas.</td>
<td>The proposals will be of a high design quality, assessed in section 5, below.</td>
</tr>
<tr>
<td>Para 58</td>
<td>Planning policies and decisions should aim to ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.</td>
<td>The proposal includes the construction of new buildings and hardstanding areas.</td>
<td>The proposals will be of a high design quality, assessed in section 5, below.</td>
</tr>
</tbody>
</table>
Para. 99
New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change.

Relevance
The development would be at risk from the effects of climate change in the coming years. Therefore, climate resilience is an important consideration.

Compliance
The development will be designed taking into account climate change resilience.

Para. 100
Inappropriate development in areas of flood risk should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

Compliance
The development is not located within a high flood risk area. Adequate surface water drainage is capable of being provided on-site which will not increase flood risk elsewhere.

Para. 103
Development in areas of flood risk need to demonstrate that:
- Within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
- Development is appropriately flood resilient and resistant.

Para. 109
The planning system should contribute to and enhance the natural and local environment by;
- protecting and enhancing valued landscapes, geological conservation interests and soils;
- minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability;
- new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability;
- Inappropriate development in areas of flood risk should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

Para. 118
When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles;
- if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Para. 120
To prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Para. 123
Planning policies and decisions should aim to:
- avoid noise from growing to significant adverse impacts on health and quality of life as a result of new development;
- mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
- The development will lead to some loss of grassed, open area

Para. 125
By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Para. 132
When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Planning Practice Guidance

Climate Change, Para 001
Addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking.

Conserving and enhancing the historic environment, Para. 017
What matters in assessing if a proposal causes substantial harm is the impact on the significance of the heritage asset. As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset’s physical presence, but also from its setting. Whether a proposal causes substantial harm will be a judgment for the decision taker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm...
### Relevance

- **Policy 017-20140306**: Is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset’s significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting. Policy on substantial harm to designated heritage assets is set out in paragraphs 132 and 133 to the National Planning Policy Framework.

- **Design, Para.001**: Good quality design is an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development.

- **Light Pollution, Para.032**: Some proposals for new development, but not all, may have implications for light pollution. The following questions will help to identify when the possibility of light pollution might arise:
  - Does a new development proposal, or a major change to an existing one, materially alter light levels outside the development and/or have the potential to adversely affect the use or enjoyment of nearby buildings or open spaces?
  - Does an existing lighting installation make the proposed location for a development unsuitable? For example, this might be because:
    - the artificial light has a significant effect on the locality;
    - users of the proposed development (e.g. a hospital) may be particularly sensitive to light intrusion from the existing light source.
  - Does a proposal have a significant impact on a protected site or species e.g. located on, or adjacent to, a designated European site or where there are designated European protected species that may be affected?
  - Is the development in or near a protected area of dark sky or an intrinsically dark landscape where it may be desirable to minimise new light sources? Are forms of artificial light with a potentially high impact on wildlife (e.g. white or ultraviolet light) being proposed close to sensitive wildlife receptors or areas, including where the light shines on water? Does the proposed development include smooth, reflective building materials, including large horizontal expanses of glass, particularly near water bodies (because it may change natural light, creating polarised light pollution that can affect wildlife behaviour)?

### Compliance

- **Policy 017-20140306**: The proposal includes the construction of new buildings and hardstanding areas.

- **Design, Para.001**: The proposals will be of a high design quality, assessed in section 5, below.

- **Light Pollution, Para.032**: An external lighting assessment report, accompanies the planning application.

---

### West Northamptonshire Joint Core Strategy Local Plan

**Objective 15 – High Quality Design**

- Seeks to achieve high quality design in both rural and urban areas that takes account of local character and heritage and provides a safe, healthy and attractive place for residents, visitors and businesses.

**Policy S1 – The Distribution of Development**

- New development in the rural areas will be limited with the emphasis being on:
  - enhancing and maintaining the distinctive character and vitality of rural communities;
  - shortening journeys and facilitating access to jobs and services;
  - strengthening rural enterprise and linkages between settlements and their hinterlands; and
  - respecting the quality of tranquility.

  In assessing the suitability of sites for development priority will be given to making best use of previously developed land and vacant and under-used buildings in urban or other sustainable locations contributing to the achievement of a west northamptonshire target of 30% of additional dwellings on previously developed land or through conversions.

**Policy S10 – Sustainable Development Principles**

- Seeks to ensure development;
  - achieves the highest standards of sustainable design incorporating safety and security considerations and a strong sense of place;
  - be designed to improve environmental performance, energy efficiency and adapt to changes of use and a changing climate over its lifetime;
  - make use of sustainably sourced materials;
  - minimise resource demand and the generation of waste and maximise opportunities for reuse and recycling;
  - be located where services and facilities can be easily accessed by walking, cycling or public transport;
  - maximise use of solar gain, passive heating and cooling, natural light and ventilation using site layout and building

**Policy S10 – Sustainable Development Principles**

- The development will be subject to the effects of climate change and may contribute to climate change by virtue of the construction and operation of the building.

**West Northamptonshire Joint Core Strategy Local Plan**

- The proposals will be of a high design quality, assessed in section 5, below.
- The development is located a significant distance away from heritage assets on the base, as such it not considered there would be any detrimental impact on the setting of these structures.
- The proposals are on operational land will replace an existing facility and will assist in retaining employment opportunities within the area.
- The proposals will be of a high design quality and the lighting of the site will be carefully designed to respect the tranquility of the area.
- Construction will be managed carefully through the use of a CEMP and CTMS.
- The development will be constructed and operated in accordance with the MOD DREAM sustainable construction standards that aim to minimise the impact of new development on climate change.
- The development will make use of existing public transport links.
- The lighting scheme has been carefully designed to limit light spillage and light pollution to adjacent areas and adjacent occupiers. This is assessed in section 5, below.
- The development will be located where services and facilities can be easily accessed by walking, cycling or public transport.
- Cycling storage is incorporated into the design proposals.
### Policy S11 – Low Carbon and Renewable Energy

Major development and sustainable urban extensions should contribute to reductions in carbon emissions and adapt to the effects of climate change through the sustainable development principles (policy s10), so as to minimise energy using sustainable design and construction, maximise energy efficiency and the provision of low carbon and renewable energy, including where feasible and appropriate, through provision of decentralised energy.

Proposals should be sensitively located and designed to minimise potential adverse impacts on people, the natural environment, biodiversity, historic assets and should mitigate pollution. In addition, the location of wind energy proposals should have no significant adverse impact on amenity, landscape character and access and provide for the removal of the facilities and reinstatement at the end of operations.

All new non-residential developments over 500m² gross internal floorspace are required to achieve a minimum rating of at least BREEAM (bRE Assessment Method) very good standard (or equivalent) or any future national equivalent zero carbon standard from 2019. These requirements will apply unless it can be demonstrated that they would make the development unviable.

The development will be subject to the effects of climate change and may contribute to climate change by virtue of the construction and operation of the building.

The development will lead to some loss of grassed area. Impacts on biodiversity and ecology will be minimised and where necessary, mitigated for. An preliminary ecological appraisal accompanies the planning application.

The development will be constructed and operated in accordance with the MOD DREAM sustainable construction standards that aim to minimise the impact of new development on climate change.

### Policy BN7 – Flood Risk

The policy states that proposals will comply with requirement set out within the NPPF and the West Northamptonshire strategic flood risk assessments to address current and future flood risks with appropriate climate change allowances.

The development is located in a Flood Risk Zone 1 and incorporates hard surfacing. The development is not located within a high flood risk area. Adequate surface water drainage is capable of being provided on-site which will not increase flood risk elsewhere.

### South Northamptonshire Local Plan Saved Policies

#### G3 - General

Planning permission will normally be granted where the development is compatible in terms of type, scale, siting, design and materials with the existing character of the locality; possesses a satisfactory means of access and provides adequate parking, servicing and turning facilities, including for the disabled; does not result in the loss of undeveloped land which provides adequate parking, servicing and turning facilities, including for the disabled; will not unacceptably harm the amenities of any neighbouring properties; is neither of a hazardous nature nor likely to cause problems of pollution, noise, vibration, smell, smoke, discharge or fumes; does not unduly affect the existing or proposed transportation network; can be provided with access to the necessary infrastructure and public services without causing unacceptable visual intrusion into the surrounding landscape; does not result in the irreversible loss of the best and most versatile agricultural land; is sympathetic to the quality and character of any building listed as being of special architectural or historic importance or its setting; does not harm the character, appearance or setting of a conservation area; will not adversely affect sites of nature conservation value or sites of geological, geomorphological or archaeological importance; incorporates suitable landscape treatment as an integral part of the planning of the development; provides for satisfactory foul and surface water drainage; is not on or in proximity to land containing known mineral resources, or, if known resources exist, without first considering the need to safeguard these resources; is, where appropriate, accessible by public transport; has full regard to the needs of security and crime prevention.

The proposal comprises the construction of new buildings and hardstanding area. The site forms operational land of an existing base and involves the replacement of an existing facility.

Where not commented on below, a full assessment of these factors is made in section 5 of the document.

The development would not cause problems of pollution, noise, vibration, smell, discharge or fumes.

The development will not result in any loss of agricultural land.

The development would have satisfactory foul and surface water drainage. The development is located within a secure facility and would not lead to an increase in crime elsewhere.
<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
<th>Relevance</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EV1 - Design</strong></td>
<td>Proposals for new development will be expected to pay particular attention to the following elements of design;</td>
<td>The proposal comprises the construction of new buildings and hardstanding areas.</td>
<td>The development takes account of the landscape and the operational nature of the site. The proposals comprise a high quality design which utilise materials which are sympathetic to the surrounding site. The layout has been designed to take account of the operational requirements of the facility.</td>
</tr>
<tr>
<td></td>
<td>• existing site characteristics including landscape features and levels;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• the relationship with adjoining land and buildings;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• the scale, density, layout, height, massing, landscape and materials in relation to the site and its surroundings;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• the appearance and treatment of the spaces between and around buildings.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EV11 – Preservation and Enhancement of Conservation Areas</strong></td>
<td>Planning permission will not be granted for any development proposals outside a conservation area which have an adverse effect on the setting of the conservation area or on any views into or out of the area.</td>
<td>The site is located 2km from the Croughton Conservation Area.</td>
<td>It is not considered that the development would have any impact on the Conservation area.</td>
</tr>
<tr>
<td><strong>EV29 – Landscape Proposals</strong></td>
<td>Where a landscaping scheme is required as part of a development proposal, primarily where the proposal would have a significant visual impact, planning permission will only be granted where the scheme:</td>
<td>The proposed development is located within an open, grassed area on operational land. The proposals incorporate hard and soft landscaping.</td>
<td>Outline landscaping proposals accompany the planning application. These are proportionate to the development given the operational characteristics of the site location.</td>
</tr>
<tr>
<td></td>
<td>• (i) indicates on the submitted plans, taking account of policy ev22, existing vegetation and landscape features to be retained and removed and areas of new planting;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• (ii) identifies planting proposed; the species, type, size, siting and density of trees and shrubs</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• (iii) comprises indigenous plant species where appropriate;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• (iv) identifies significant earthworks and changes in ground levels, and boundary treatment;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• (v) identifies significant elements of hard landscaping features including furniture such as seating and play equipment together with surface treatments.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• (vi) identifies the routing of proposed underground and overground functional services, particularly in relation to existing vegetation and landscape features which are to be retained and any which are proposed.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4.5 Other Documents – Supplementary Planning Documents

4.5.1 Energy and Development (Adopted 2007)

This document provides guidance on ways in which development can be more energy efficient and maximise the use of renewable energy. The document provides specific guidance on planning issues connected with new development.

4.5.2 Energy Efficiency / Low Carbon and Renewable Energy (2013)

This SPD is split into two sections and applies to both residential and commercial development; the documents aim to contribute towards the reduction of greenhouse gas emissions by:

- Ensuring that the use of energy within development is minimised;
- Encouraging the integration of energy efficiency measures within new and existing development wherever possible and guiding applicants through this process; and
- Supporting renewable energy developments that are consistent with pursuing Council priorities.

The purpose of the Energy Efficiency SPD (Part 1) is to:

- To provide detailed guidance to support the positive implementation of the emerging Core Strategy Policies S10 and S11 in relation to energy efficiency and sustainable development principles;
- To summarise the legislation and policy context for energy efficiency;
- To provide information and guidance on the energy efficiency available and their application within South Northamptonshire for developers, householders and communities for both new and existing developments in how energy saving measures can be incorporated; and
- To provide an overview of the issues likely to be associated with a planning application.

In addition to the above, the purpose of the Low Carbon and Renewable Energy SPD (Part 2) is to;

To provide information and guidance on the energy efficiency and renewable energy technologies available and their application within South Northamptonshire for developers, householders and communities for:

- Both new and existing developments in how energy saving measures, and renewable energy developments can be incorporated, and the potential for renewable energy generation maximised; and
- On-site renewable energy generation as part of new developments.
The document also aims to provide information on the planning issues associated with the different renewable energy technologies and establish which technologies are likely to be appropriate in South Northamptonshire District.

4.5.3 Draft Biodiversity Supplementary Planning Document (2015)

This Supplementary Planning Document (SPD) is designed to be used by those considering and applying for planning permission in Northamptonshire.

This SPD explains how biodiversity shall be integrated into the development process to ensure that legislation and policy requirements are met and best practice standards are achieved. It offers a standardised approach which all applicants should follow. The SPD expands on the main principles set out in the National Planning Policy Framework and relevant local planning policies.

It is proposed that the document will be adopted by South Northants Council as a statutory SPD.

4.6 Other Documents – Planning Guidance

4.6.1 SPG – Light Pollution

This document sets out the issues that light pollution can cause, planning policies and design solutions.

4.6.2 SPG – Nature Conservation

This document sets out the importance of nature conservation in designing and considering new development proposals.

4.6.3 SPG – Parking (2003)

This document sets out the parking standards relevant to new development proposals within Northamptonshire. The document includes details of standard parking space sizes as well as car parking, servicing and cycle provision standards as well as guidance on good design.

4.6.4 SPG – Trees and Development

This document illustrates how trees can be a positive element in the design of new development. In addition, the document summarises the information about trees (existing and new) that the Authority will require on submission of a planning application.
4.7 Other Documents – Strategic Flood Risk Assessment

4.7.1 Strategic Flood Risk Assessment (SFRA) - Level 1, West Northamptonshire – (August 2009)

RAF Croughton is included within the Level 1 SFRA for West Northamptonshire. The site itself is not shown as being prone to flooding; it is within Flood Zone 1 which indicates that there is less than a 0.1 per cent (1 in 1000) chance of flooding occurring each year.

Off site, there is watercourse running east west between the buildings on the north of the base and the B4031 which is shown as being in Flood Zone 2/3.

4.8 Other Documents - Conservation Strategy

4.8.1 Preserving what is special – The Conservation Strategy for Northamptonshire

The strategy sets out the Council’s responsibilities and aspirations for the historic environment in the district.
5 Assessment

5.1 Principle of development

5.1.1 National Policy

5.1.1.1 National Planning Policy Framework (NPPF)

The NPPF is supportive of sustainable development and recognises that sustainable development has an economic, social and environmental role. It is stated that the economic role includes identifying and coordinating development requirements including the provision of infrastructure.

Paragraph 17 of the NPPF proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

Paragraph 28 of the NPPF encourages local policies to support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. In particular policies should support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings.

Paragraph 196 of the NPPF states planning law requires that applications for planning permission must be determined in accordance with the development plan unless other material considerations indicate otherwise. The framework is a material consideration in planning decisions.

Paragraph 197 of the NPPF states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

The development is necessary to provide ongoing support for national defence purposes and therefore is vital for the provision for infrastructure for UK defence purposes.

The new facilities are required to replace inadequate and inefficient, non-purpose-built communications facilities and to provide additional, purpose-built space in order to meet the current and future operational requirements of the USAF.

The development will replace an existing facility which is located on the same site and makes use of the existing base and operational land. The development will be of high quality and will be constructed to the MOD’s own DREAM sustainable building standards (to achieve a DREAM Excellent standard) which ensure that sustainability is incorporated within all parts of the construction process.

It is therefore considered that the NPPF is supportive of the proposed development coming forward.
5.1.2 County / Local Policy

5.1.2.1 Policy S1 of the West Northamptonshire Joint Core Strategy Local Plan

Policy S1 of the JCS (Distribution of Development) states that new development in rural areas will be limited, with the emphasis being on:

- enhancing and maintaining the distinctive character and vitality of rural communities;
- shortening journeys and facilitating access to jobs and services;
- strengthening rural enterprise and linkages between settlements and their hinterlands; and
- respecting the quality of tranquillity.

The development is to be located on operational land and will replace an existing facility. It is not considered given the context of RAF Croughton that the development would be out of character with the rural area (the effect on the surrounding landscape is assessed further within this report, below).

The development would support existing jobs both at the base and within the within the broader area of South Northamptonshire, which is noted ‘struggles with the level of out-commuting and has a low job density’ (text from the JCS).

Whilst not forming a ‘traditional’ rural enterprise, RAF Croughton nonetheless forms an important part of the employment makeup within an otherwise largely rural area. The proposed development would strengthen links between the base and the local area through safeguarding the future of the site.

The development represents an excellent example of RAF Croughton supporting existing employment opportunities within the area, as there are likely to be a number of service industries within the surrounding area which are supported by the continued presence of the base.

A noise assessment accompanies this planning application, and noise is considered further within this report, below, however given that the proposal replaces an existing facility, and the location of the development is close to the A43 which is a busy, strategic route, it is not considered that the development would have any significant long-term impact on the tranquillity of the area.

In view of this, it is therefore considered that the development is in accordance with this policy.

5.1.3 Conclusion – Principle of Development

The proposed development constitutes the replacement and upgrade of an existing facility on operational land. The proposal would be in accordance with National and County / Local Policy, and therefore it is considered that the principle of the development is acceptable.
An assessment of the impacts of the development is provided below, together with compliance with the applicable national, county and local policies. The section also outlines any necessary mitigation requirements.

5.2 Design, Landscape and Visual Impact

5.2.1 Design and Scale

The main buildings including the entry control building will be single storey and are designed to sit well within their context; the considered contemporary design is put forward to reflect the modern character of RAF Croughton as a working USAF base.

The overall form of the buildings has been designed to sit low in the landscape, with the use of a buff brick proposed to reflect the colouring of the local stone.

The warehouse section of the Admin building will be clad in an external rain cladding system which is proposed to help to break up the massing of the building as well as helping to reduce the impact of the structure from views with a visually less imposing material.

The plant areas will be located behind the main buildings and will be subordinate in terms of scale and height to the main buildings.

The hard and soft landscaping proposals compliment the buildings, and whilst the security fencing and gating is utilitarian, it is considered that the type and height of fencing and gating is appropriate within the context of the base and function of the facility.

The plant required for the operation of the facility will be located behind (to the north) of the PL1 building and Admin building, so will not detract from the main elevations of the two buildings or wider development site.

5.2.2 Landscape and Visual Impact

The base around the proposed development site is defined by a number of structures, installations and buildings comprising the existing facility and development linked to the function of the base.

These are located within a largely featureless landscape, the main buildings of the base being located on the north of the site. The site as a whole is not heavily screened from adjacent viewpoints, there being mixture of scattered groups of trees and hedges on the boundaries of the site, however some boundaries of the site are open to external views.

The site comprises the Croughton Plateau Landscape Character Area which is an area defined within the Northampton County Council Environmental Character Assessment (ECA).
Issues for this area defined within the ECA are identified as follows;

The former military airfield at Hinton and RAF Croughton together, impose a distinctive utilitarian character to the local area. The Croughton site is a significant local landmark, with its systems of masts and receivers forming prominent and distinctive features on the horizons. Views across the site should be maintained. Woodland and screen belts are not characteristic and where screening is required, more sensitive naturalistic species should be planted.

An overview of the main viewpoints into the site is provided below;

5.2.2.1 Views from the A43

The A43 is located at its closest point approximately 470m from proposed building PL1. Views of the development site are relatively open, with most of the eastern portion of the site, on which the development is proposed, visible from the A43.

The existing SATCOM facility is clearly visible from the A43 and is closer to the highway than the replacement buildings. The existing building is located approximately 335m from the A43 at the closest point.

5.2.2.2 Views from the B4031

The B4031 is separated from the northern boundary of the base by fields. The road is located some distance (in excess of 750m) from the nearest proposed building (Admin Building).

The topography of the site dips from the base, which is located on a plateau, towards this route. The fighter pens located on the northern part of the air base, which are raised above the surrounding land level, provide some screening of the existing base.

It is considered that any views of the development from the B4031 are likely to be limited to the Geodomes which do not form part of this application.

It is considered the proposed development would in particular be visible from the A43 due to the limited screening and topography of the site.

The development as a whole however, would be seen within the context of other structures on the site, and is located well away from the site boundaries.

5.2.2.3 Views from Adjacent Properties

The closest dwellings to the development site include the following properties:
- Astwick Farm - Approximately 650m north-west of the proposed Admin building
- Barley Mow Farm - Approximately 1.3km north-east of the proposed Admin building
- Juniper Hill (hamlet) - Approximately 1.2km east of the proposed buildings
Heath Farm - Approximately 730m south-east of the proposed PL1 building
Pimlico Farm - Approximately 1.3km south-west of the proposed PL1 building
White House Cottages / Lilybird Cottage - Approximately in excess of 300m away from the closest part of the development site.

The development may be visible from some of these properties, however, even the closest property (LilyBird Cottage) is 300m away from the closest part of the development site.

The development would be seen within the context of other structures on the site, and the operations of this part of the site which functions as a communications facility. The development is located well away from the site boundaries.

It is not considered that that the development would have any significant detrimental impact on the visual amenities that these residential properties presently enjoy.

5.2.2.4 Views from the Wider Area

There are several public rights of way within close proximity to the development site;

AK13

To the north of the site, footpath AK13 runs adjacent to the A43 then runs west to the south-east corner of Astwick Farm House, the footpath then runs north to join to join the B4031.

AK12 / AK14 / AF2 / AF8 / AF7

To the south-east of the site, AK12 is a Bridleway which crosses the A43 south of White House Cottages / Lilybird Cottage adjacent to the south-east corner of the site.

The bridleway runs west, adjacent to the southern boundary of the site. North of Pimlico farm, the bridleway turns north and becomes the AK14 and then AF2 and adjoins the highway which runs north south between Croughton Village and Roundhill farm to the south.

Footpath AF8 runs north-west from the junction of AK14 / AF2 and the highway, there is also an additional footpath, AF7 which runs north-west from Pimlico Farm, and dissects the highway which runs between Croughton Village and Roundhill Farm.

It is considered that the development may be visible from some viewpoints on these public rights of way due to the limited screening of the site and topography of the site. The development as a whole however, would be seen within the context of other structures on the site.
5.2.2.5 Construction

Mitigation measures during construction are limited, however, keeping a tidy site and ensuring materials are delivered on an as and when basis to avoid unnecessary stockpiles, would help to reduce construction impacts. Construction would in the most part be limited to daylight hours thereby limiting night time impacts.

During construction, steel container welfare units and site offices would be present in the construction compound, which is currently proposed to be located on the site of the temporary car park.

It is considered given the distance from the surrounding viewpoints of the site that construction of the proposed development would not have any significant impact on the visual amenities of the area.

5.2.2.6 Completed Development

Landscaping would form the main mitigation measure following construction. The design criteria of the overall scheme will complement the natural habitat and flora of the locality.

5.2.3 Conclusion – Design, Landscape and Visual impact

In view of the above assessment, it is considered that the design of the development would be appropriate to the site and that the development would not have a significant detrimental impact on the landscape character of the area or would have a significant detrimental visual impact on viewpoints or on the visual amenities of occupiers of properties within the vicinity of RAF Croughton.

Furthermore, it is considered the ongoing communications function of the base and (future) construction of the proposed satellite terminals is in accordance with the character of the existing landscape as defined in the Croughton Plateau Landscape Character Area ECA.

The development would replace an existing facility, and would represent an improvement the visual appearance of the existing development.

The main buildings proposed on site are single-storey and so would not be greater in height than the existing buildings on the site. Appropriate hard and soft landscaping including planting would be undertaken where possible, where such planting would not conflict with operational constraints of the facility.

As such it is considered that the development is in accordance with saved policies G3 & EV1 of the South Northamptonshire Local Plan (SNLP), Objective 15 of the JCS, and the NPPF.
5.3 Sustainability

It is MoD policy to minimise the adverse environmental effects of its projects and operations. Economically recycled or recyclable materials and products are to be utilised where available. The structure shall be designed to minimise:

- Energy consumption;
- Emission of pollutants, harmful radiation or ozone depleting chemicals; and
- Consumption of products associated with the destruction of tropical rainforests or threatened animal species.

In addition to this it is also MOD policy that new buildings are assessed against DREAM ratings.

DREAM specifically addresses the unique nature of MOD buildings and sites and provides the MOD with an equivalent to the industry standard BREEAM. It is designed to assess construction projects impact on a wide range of environmental aspects including Biodiversity, External Environmental Quality, Energy, Internal Environmental Quality, Procurement, Travel, Water and Waste.

The Contractor will undertake a DREAM assessment of the project in accordance with current MOD guidelines and advise the Project Manager of the findings of the study. This project is required to achieve a DREAM “Excellent” rating.

Building projects are assessed at the Survey, Design, Construction and Operations stages using a system of environmental issues grouped within the following categories:

- Biodiversity and Environmental Protection;
- External Environmental Quality (Operation Stage Only);
- Energy;
- Internal Environmental Quality (Operation Stage Only);
- Procurement;
- Travel;
- Water; and
- Waste.

The End User has already expressed interest in the use of sustainable design in the development of the new facility including:

- Rain water harvesting;
- Photovoltaics on the Admin Building; and
- Sustainable Drainage Solutions (detailed within this Planning Statement).

The above section outlines that the sustainability is considered as part and parcel of the development process and it is considered that the development will represent sustainable construction in terms of construction and operation of the facility.

As such it is considered that the development is in accordance with objective 9 & policies S10 & S11 of the JCS, the NPPF and the PPG.
5.4 Heritage

A heritage statement accompanies the planning application and identifies the impact of the development on the relevant heritage assets on and off site.

Heritage assets include WWII features / listed defence assets on the site, as well as listed buildings off-site, medieval earthworks, and Croughton Conservation Area. A summary of the assessment is outlined below;

5.4.1 Within the Base

Within RAF Croughton the proposed facility will have a slight impact on the historic setting of both the World War II airfield and the Grade II listed type C fighter pens. The buildings will be located within the landing ground, an area where historically there were few structures due to its use. However the original cluster of buildings to the north of the perimeter taxiway has expanded into the landing ground during the latter part of the 20th century and early 21st century, for example the new medical and dental centre as well as communications equipment and their ancillary buildings. The flat open nature of the landing ground will remain the dominant character and the historic function, use and relationship between the landing ground and the World War II structures and defences will still be apparent. The proposed SATCOM facility will interrupt long views to the fighter pens and across landing ground, but not to the extent that the historic setting or ability to understand function and use of RAF Croughton during World War II will be unduly compromised.

5.4.2 Outside of the Base

The proposed facility will have no impact on the heritage significance of Astwick medieval village, Croughton Conservation Area, Croughton House, Astwick Farm or Pimlico Farm. These heritage assets are all outside of the base and therefore there will be no direct impact on their evidential value, for example historic fabric. The historic agricultural setting of these assets has already been compromised by the construction of RAF Croughton in 1938, its post war expansion and the significant road network. Therefore construction of the proposed facility will have no further detrimental effect on the historic setting of these assets. Due to the topography and existing landscape features the proposed facility will not affect key views to, from and within these assets.

In view of the above, it is considered that the development is in accordance with saved policy EV11 of the SNLP, the NPPF and PPG.
5.5 Contaminated Land

The proposed development has the potential to pose a risk to human health through the potential mobilisation of contaminants within contaminated soils in terms of the construction process itself as well as the use of the proposed buildings.

A Contaminated Land Assessment accompanies the planning application. The following section sets out a summary of the outcomes of the assessment.

It is considered that generally the site is considered to pose a moderate to low contamination risk due to the low levels of contamination recorded in the soil samples. However, the desk study information suggests there is some potential for contaminants to be encountered (typically fuel) particularly if groundwater levels are found to be higher during construction.

It is recommended that it would be prudent to carry out a ground gas risk assessment based on monitoring data from standpipes. This, if considered necessary, would be carried out prior to the completion of the design in order to capture any ground gas mitigation solutions within the building design.

A CEMP (Construction Environmental Management Plan) will be utilised for the construction process which will ensure that those involved in the construction process will be sufficiently safeguarded from any contamination on the site.

In view of this, it is considered that the development would be in accordance with policy G3 of the SNLP, the NPPF and PPG.

5.6 Ecology

A preliminary ecological assessment (PEA) has been undertaken which accompanies this planning application. The following section sets out the relevant ecological considerations and assessment of the proposed development.

The assessment identifies that are eleven non-statutory designated Local Wildlife Sites, six Potential Wildlife Sites and three Pocket Parks within 2km of the base. It is considered that the majority of these sites are highly unlikely to be adversely impacted by the works given their distance from the areas application site and the nature of the works.

The southern part of RAF Croughton, within which the facility site lies, is a Potential Wildlife Site and part of that habitat will be lost as part of the works. This designation is for sites which have not been surveyed to confirm their status. The works area comprises the following habitat types:

- Improved grassland;
- Amenity grassland;
- Bare ground; and
- Species-poor hedgerows.
Adjacent habitats are buildings and hard standing.

It is noted within the assessment that the habitats within and adjacent to the proposed works area have potential to support breeding birds, wintering birds and bats (the potential for bats only being on Building 180. The risk of adversely impacting other protected and notable species is low.

Recommendations are made for enhancement measures to increase the nature conservation value of the site, including a green roof, installation of bird and bat boxes, planting of trees and hedgerows, and management of grassland to promote biodiversity.

It is noted however that the USAF have advised that the installation of a green roofs cannot be provided on the proposed buildings for operational reasons. It is also noted that the scope of management of the grassland is limited due to the operational requirements of the facility.

Bird and bat boxes are not included within the scheme. Trees are considered inappropriate in the area due to potential interference with communications, however shrubs, some hedges and low maintenance meadows are proposed as part of landscape proposals.

Prior to the commencement of development, a CEMP will be prepared which will include a plan to identify and implement protection of Flora, Fauna and Habitat from the construction work.

Given the above assessment and subject to appropriate mitigation being agreed, it is not considered that the development would have any significant impact on the ecology or biodiversity of the site, as such, it is considered that the development is in accordance with policy G3 of the SNLP, BN2 of the JCS, the NPPF and PPG.

5.7 Noise

It is noted that the development site is relatively isolated, being located a significant distance from residential dwellings, the closest being Lilybird Cottage which is in excess of 300m away from the closest element of the development site.

The proposal is not a ‘noisy development’ by the nature of the use, and whilst there will be some traffic noise associated with comings and goings from the facility, there will be some noise from the existing facility at present as well as background noise by virtue of the sites’ proximity to the A43.

It is anticipated that there would be some noise and disturbance during the construction process, but this by its very nature would be temporal and can be managed through the appropriate control of construction works on the site.

An assessment of the noise impacts of the development has been undertaken and is contained within the within the Acoustic Planning Report which accompanies the planning application. The following section sets out a summary of the outcomes of the assessment.
5.7.1 Construction

Construction noise and vibration have been considered in a qualitative manner. The control of noise and vibration during the construction of the site should be undertaken using the contractors Environmental Management Plan that incorporates the principles of best practicable means.

5.7.2 Operation of Facility

A comprehensive noise survey representative of both the development area and noise sensitive receptors around RAF Croughton has determined that the existing site is consistent with its location, quiet and rural with higher measured noise levels near to roads such as the A43.

Measurement surveys have informed calculation assessments which indicate that the noise levels from the development would be below the existing noise levels. As such it is concluded that operational noise levels due to this development will not cause an impact at residential properties around the site.

It is recommended that the design for the site avoids plant with a tonal or other discernible character (such as intermittency of operation or impulsive sounds) where practical, as this may require additional noise attenuation of up to 10dB(A).

In view of the above, subject to the agreement of a suitable CEMP and adherence to the recommendations regarding plant (above), it is not considered that the development would not have an impact on residential occupiers within the vicinity of the site.

As such, it is considered that the development is in accordance with policy G3 of the SNLP, the NPPF and PPG.

5.8 Lighting

An external lighting assessment report accompanies the planning application. The following section sets out a summary of the outcomes of the assessment.

5.8.1 Proposed Lighting Scheme

In order to minimise over-lighting of the proposed facilities, Mott MacDonald have undertaken extensive liaison with the USAF to fully understand the external lighting requirements.

The lighting scheme has therefore been designed to efficiently meet the Lux levels required.

It is proposed that area lighting around the facilities will use floodlights mounted on 8m columns; and the area between the security fences will be illuminated by road lanterns mounted on 6m columns erected within the inner fence line and facing outwards.
Both will use LED or alternative light sources to provide an average maintained illuminance at a level which is required for operations.

Lighting to the temporary car park will be provided via floodlights incorporating LED lamps mounted on a maximum of 4 No. 8m high columns.

Bollards with LED lamps will be provided to illuminate the pedestrian routes between the temporary car park and the two buildings, bulkhead fittings would be provided on buildings.

5.8.2 Scope and Assessment

A ‘Relux’ lighting assessment is included within the accompanying documentation which illustrates the general lighting levels, the extent of the overspill lighting which is expected to occur in each area and the immediate impact on the sensitive receptors.

This has been undertaken in order to demonstrate that the external lighting layout has been proposed in consideration of reducing the impact of lighting on to the environment and neighbouring properties.

In addition to this, where practicable, the following additional visual impact minimisation solutions have been incorporated from Northamptonshire County Council guidance:

- Beam angles of lights will not exceed 70° from the vertical. The nearest sensitive receptor is over 350m from the flood lights hence these are envisaged to have minimal effect on the receptors;
- Light shields will be fitted to avoid both upward glare and the direct illumination of areas beyond a distance of 10 metres; and
- Lamps will be limited to 1kw with internal louvres fitted and asymmetric beams utilised that permit the front glazing of the unit to be kept at or near parallel to the surface being lit.

The ‘Relux’ external lighting assessment considers the proposed new build facilities only. It is noted that light from the existing facility, located adjacent to the proposed site, is not included in the model.

The transfer of the mission is expected to be undertaken in approximately 18 months, during which there is a possibility that both the existing Building 180 and new build facilities will be lit simultaneously (for a short duration).

The closest sensitive receptor, Lilybird Cottage, is in excess of 300m away from the closest part of the development site. From the external lighting assessment undertaken it is apparent that the visual impact of the proposed lighting solution, on such adjacent properties would be negligible.
5.8.3 Conclusion

With respect to the identified the sensitive receptors, the desk top assessments of the site indicate that the effect of the external lighting on the overall light pollution levels will be minimal.

The ‘Relux’ external lighting assessment concludes that the worst case scenario impact that the lighting has on the surrounding area and residential properties is minimal, and that therefore it is considered that the proposed lighting scheme is suitable for the intended use.

It is noted that there will be some light spillage from the existing facility, and it is considered overall that the external lighting for the proposed development will have a minimal impact on the immediate environment with respect to light pollution.

In view of the above, it is not considered that the development would be contrary to policy G3 of the SNLP, the NPPF or the PPG.

5.9 Traffic, Transport and Access

A Transport Statement has been produced and accompanies this planning application. The following section sets out the relevant considerations and assessment of the proposed development.

5.9.1 Proposed Development

The PL1 building will accommodate a total of 84 employees and will operate 24 hours per day, 7 days a week. Some personnel will work on a shift basis however the building is designed to accommodate all 84 employees in the event of a recall. The Admin building will accommodate 111 employees, who will work more typical office working hours on a single shift basis.

The proposed new facilities will enable the relocation of employees from the existing buildings to the new facility. All employees at the new facility are existing employees at the base and the proposed development does not involve an increase in staff at the base.

The existing buildings will become vacant prior to their planned demolition some 18 months later. The demolition of these existing buildings, totalling around 9005m² of property space, will be subject to separate applications / consents.

5.9.2 Proposed Parking Provision

It is proposed to provide a temporary 117 space car park, including 6 disabled spaces, in the proximity of the new facility, which will be used prior to the demolition of existing building 180. As shown on the proposed site layout, the temporary car park will be located between the existing SATCOM building and the proposed new facility and will be accessed from the new access road.
Following the demolition of building 180 it is proposed that a permanent 117 space car park is constructed on the site of the existing building (subject to separate applications / consents).

Guidelines for parking provision at USAF bases are identified within a ‘facility requirements’ document of the Air Force Manual (AFMAN 32-1084 Facility Requirements). This document specifies that development of the nature of the proposed SATCOM facility be provided with parking at a level of 60% of assigned personnel. With 185 personnel at the new facility, this equates to 117 parking spaces (at 60% provision).

The proposed level of car parking is designed to accommodate shift change over periods and an element of increased usage during training events or emergency periods (as is currently the case).

It is noted that parking is already available at the base for the existing employees, including parking in the north of the base for administrative employees. However, given the nature of the activities and the scale of the base, it is necessary to provide parking in close proximity to the facilities.

Parking provision across the whole base will be reviewed as part of longer term proposals at the base that will see employees transfer to RAF Croughton from other bases. These proposals will form part of a separate planning application at a later date.

As part of the development proposals, a total of 24 secure and covered cycle parking spaces will be provided.

**5.9.3 Proposed Access**

Vehicular access to RAF Croughton will remain unchanged with vehicles continuing to access the base from the B4031 and the A43 providing access for emergencies and for oversized vehicles.

As shown in the proposed layout plan, access to the new temporary car park will be taken from a new road, which will connect into base’s internal road network on the existing building access road.

**5.9.4 Traffic Impact**

The proposed development will enable the relocation of current employees from the existing buildings to the new facility. Once this relocation has been undertaken, the existing buildings will remain vacant until demolition.

No additional permanent employees will be employed at the base following the completion of the proposed development.

As the proposals involve the relocation of existing base employees only, there is no intensification of use or increase in vehicle movements anticipated. Therefore there will be no off site highway or traffic impacts arising from the development.
5.9.5 **Construction Impact**

It is anticipated that the construction phase of the development will last approximately 18 months. This allows for the construction of the new buildings, new service roads and pedestrian walkways.

Throughout the construction period it is anticipated that regular construction working hours will be Monday to Friday, between 07:30 and 17:30 hours. Further information on the anticipated construction traffic is contained within the Transport Statement (document reference 354717/BNI/EST/103).

A Construction Traffic Management Plan (CTMP) will be produced that will confirm details such as construction working hours, construction traffic routes and will identify an appropriate area for contractor staff to park. The CTMP will be discussed and agreed with the relevant highways authorities, in this case Northamptonshire County Council, Oxfordshire County Council and Highways England.

It is envisaged that the B4031 access will be used by most construction related traffic. The B4031 is the most appropriate access for smaller vehicles, such as contractors’ cars and light goods vehicles, and the Village Gate is the best place for the necessary security checks to take place.

It is anticipated that the A43 access would be more suitable for occasional oversized vehicles. This would reduce the potential for larger vehicles conflicting with local traffic on the B4031. In addition, the base’s internal road network, which is narrow in places and with some sharp bends, is generally not suitable for accommodating oversized vehicles.

The CTMP will include appropriate measures to reduce the impact of construction vehicles and particularly HGVs. This will include measures such as the provision of wheel washing facilities on site and dust covers on vehicles reduce the spread of mud and dust onto the surrounding highways. The contractors will also be provided within instructions to ensure, for example, that they travel to/from the site safely and drive in an appropriate and considerate manner.

5.9.6 **Public Rights of Way**

There are no public rights of way affected by the development in terms of the construction or the operation of the development.

5.9.7 **Conclusion**

It is not considered that there would be a significant impact on the traffic, transport or access during the operational phase of the development.

There may be some temporal traffic and access impacts associated with the construction phase of the development, but managed correctly through a CTMP (and / or CEMP), it not considered that the development would have a significant detrimental impact on traffic, transport or access.
In view of this, it is considered that the development is in accordance with policy G3 of the SNLP, S10 of the JCS, the Northamptonshire Highway Development Management Strategy and the NPPF.

5.10   Flood Risk and Drainage

RAF Croughton is included within the Level 1 SFRA for West Northamptonshire. The site itself is not shown as being prone to flooding, it is within Flood Zone 1 which indicates that there is less than a 0.1 per cent (1 in 1000) chance of flooding occurring each year.

Off site, there is a channel running east west between the buildings on the north of the base and the B4031 which is shown as being in Flood Zone 2/3.

A separate Flood Risk Assessment (FRA) has been prepared for this development and accompanies this planning application.

The following section sets out a summary of the outcomes of the assessment.

5.10.1   Flood Risk

The FRA concludes that the site can be classified as being within Flood Zone 1, an area with low fluvial flood risk.

The assessment shows the development to be outside the flood envelope of all other identified sources of flood potential and as such the development type is deemed to be suitable for this location.

The management of storm water generated the development itself will be the principle flood risk to this development.

5.10.2   Surface Water Drainage

A design example for a suitable surface-water drainage scheme is provided within the accompanying FRA.

A SuDS based system is considered to be the primary measure for dealing with surface water drainage from the development with a provisional strategy being developed as part of this Planning Statement.

The natural topography of the site and the favourable ground conditions indicates that a basin and/or swale based infiltration system may be a viable for this development. This type of system would not only meet the attenuation requirements but would also provide opportunities for the creation of new habitats and improvements to water quality in accordance with the requirements of the SuDS Hierarchy.

It should be noted that the site is an operating military base and as such it is possible that there are security and operational constraints which will need to be taken into account during the design process.
This could include restrictions on the use of open water features, however, by regular consultation with base, other methods such as the use of swales as flow conveyance could be explored to ensure that the final design is not only sustainable but also meets the operational requirements of the end user.

The indicative location of the proposed infiltration basin is shown within the FRA and on the proposal plans, it is considered that the finalised design of suitable surface water drainage system for the site is capable of being controlled by condition.

5.10.3 Conclusion

It is considered in view of the above assessment, and subject to the agreement of an appropriate surface water drainage scheme, that the development would not be at any significant risk of flooding, and would not increase the risk of flooding elsewhere.

As such, it is considered that the development is acceptable and is in accordance with policy G3 of the SNLP, policy BN7 of the JCS, the NPPF and PPG.
6 Conclusion

6.1 Principle of Development

The Planning Statement demonstrates that principle of development is acceptable, in particular:

- Need has been demonstrated for the development, and the development which comprises sustainable, economic development is supported by national planning policy; and
- The development would be in accordance with county and local planning policies in regards to the ongoing provision of employment within rural areas in this area of South Northamptonshire.

6.2 Effects on the Environment

This Planning Statement and the supporting documentation demonstrate that:

- There will some impacts and effects on the environment, particularly in terms of landscape, but these will not be significant;
- Mitigation including the preparation of a CEMP and CTMP will minimise any impacts and effects on the environment during the construction phase;
- The impacts and effects of the development once completed will not be significant;
- Mitigation including appropriate planting and landscaping and will minimise any impacts on the environment; and
- The development will be in accordance with the relevant national, county and local planning policies.
## 7 Glossary

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Air Quality Management Area (AQMA)</strong></td>
<td>Any parts of an authority’s area where the air quality objectives are not being achieved, or are not likely to be achieved within the relevant period must be identified and declared an AQMA.</td>
</tr>
<tr>
<td><strong>Biodiversity</strong></td>
<td>The biological diversity of the earth’s living resources. The total range of variability among systems and organisms at the following levels of organisation: bioregional, landscape, ecosystem, habitat, communities, species, populations, individuals, genes and the structural and functional relationships within and between these different levels.</td>
</tr>
<tr>
<td><strong>Conservation Area</strong></td>
<td>An area designated by the Council under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historical interest. The Council will seek to preserve and enhance the character and appearance of these areas.</td>
</tr>
<tr>
<td><strong>Construction Environmental Management Plan (CEMP)</strong></td>
<td>A CEMP includes the specific measures that will be taken to control and manage the environmental impacts that may otherwise occur for each of the environmental topics, such as noise, air quality, water resources and ecology. In addition a description of the planned works and the general site arrangements should be included in the construction environmental management plan.</td>
</tr>
<tr>
<td><strong>Construction Traffic Method Plan (CTMP)</strong></td>
<td>Outlines routes for construction related traffic along the highway network and specific access points. Includes traffic management measures and management of access to public rights of way.</td>
</tr>
<tr>
<td><strong>Contaminated Land</strong></td>
<td>Contaminated land is used in general terms to describe land polluted by heavy metals, e.g. arsenic, cadmium and lead; oils and tars; chemical substances and preparations, e.g. solvents; gases; asbestos; and radioactive substances. Contaminated land is defined legally as land where substances could cause significant harm to people or protected species, and/or significant pollution of surface waters or groundwater. This definition refers to contamination caused by past uses of sites such as former factories, mines, steelworks, refineries and landfills.</td>
</tr>
<tr>
<td><strong>The decibel (dB)</strong></td>
<td>Sound and noise are commonly described using the decibel (dB) scale, which is logarithmic in nature to relate to the response of the human ear. The range of human hearing commonly varies from the threshold of audibility (0dB) to the threshold of pain (120dB). Such limits are seldom experienced in practice and typical levels might vary between 30dB in a quiet bedroom at night to 90dB at the kerbside of a busy road.</td>
</tr>
<tr>
<td><strong>DIO</strong></td>
<td>Defence Infrastructure Organisation</td>
</tr>
<tr>
<td><strong>DREAM</strong></td>
<td>(Defence Related Environmental Assessment Method) - DREAM specifically addresses the unique nature of MOD buildings and sites and provides the MOD with an equivalent to the industry standard BREEAM. It is designed to assess construction projects impact on a wide range of environmental aspects including Biodiversity, External Environmental Quality, Energy, Internal Environmental Quality, Procurement, Travel,</td>
</tr>
</tbody>
</table>
Water and Waste. DREAM is a web based tool which comprises of a series of modules for defence building types and covers new build and refurbishment project.

Effects
Changes in the elements, characteristics, character and qualities of environmental resources as a result of development. These effects can be both positive and negative.

Environment Agency
The Environment Agency is a non-departmental public body, established in 1996 and sponsored by the United Kingdom government’s Department for Environment, Food and Rural Affairs, with responsibilities relating to the protection and enhancement of the environment in England.

Environmental Impact
A change in the existing environment condition that could be caused directly or indirectly by a development.

Flood Risk Assessment (FRA)
An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Greenhouse Gases
A greenhouse gas (GHG) is a gas in the atmosphere that absorbs and emits radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect.

Groundwater
Water beneath the earth’s surface, often between saturated soil and rock, that supplies wells and springs.

Habitat
The environment an organism lives in for any part of its life cycle.

Heavy Goods Vehicle
A UK lorry (truck) weighing more than 3.5 tonnes.

Historic Environment
All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Listed Buildings
All buildings built before 1700 which survive in anything like their original condition are listed, as are most of those built between 1700 and 1840.

MOD
Ministry Of Defence

National Planning Policy Framework (NPPF)
The National Planning Policy Framework sets out the Government’s planning policies for England and how these are expected to be applied. It sets out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so.

Noise
A sound that can be described as being unwanted.

Noise Sensitive Receptors (NSRs)
Noise-sensitive receptors can best be defined as those locations or areas where frequent human use occurs.
Planning Practice Guidance (PPG)  
A series of documents launched in June 2014 bringing together many areas of English Planning guidance into a new format, linked to the National Planning Policy Framework.

Public Rights of Way (PROW)  
Paths on which the public have a legally protected right to pass and re-pass.

SuDS  
Sustainable Drainage Systems

Sustainable Development  
Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The concept of sustainable development can be interpreted in many different ways, but at its core is an approach to development that looks to balance different, and often competing, needs against an awareness of the environmental, social and economic limitations we face as a society.

USAF  
United States Air Force