



Land north of  
CAMP ROAD  
**HEYFORD PARK**

**DESIGN AND ACCESS  
STATEMENT**

December 2021

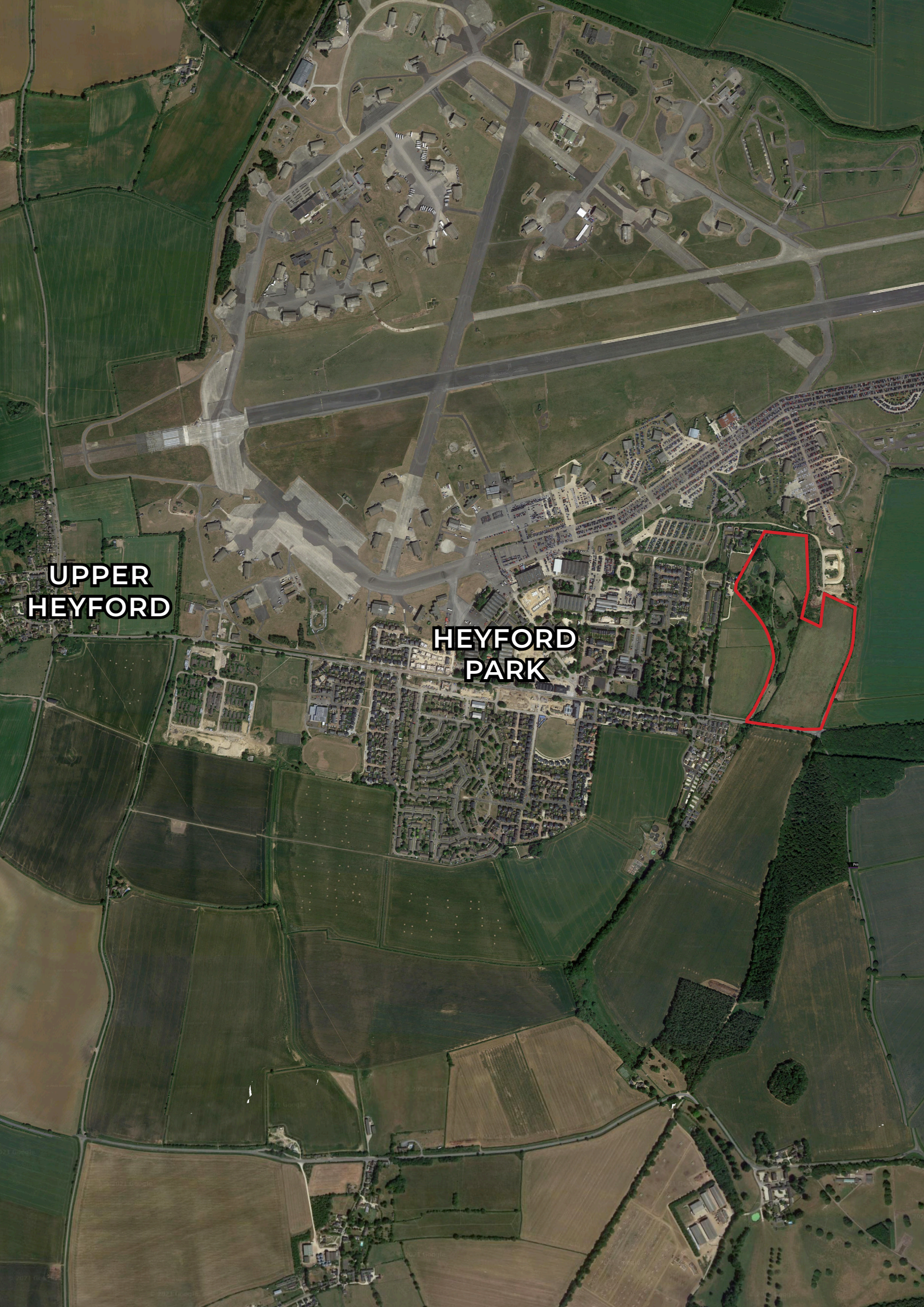


**Richborough**  
Estates



LONE STAR LAND





**UPPER  
HEYFORD**

**HEYFORD  
PARK**





# Foreword

We are delighted to present this Design and Access Statement in support of the Outline Planning Application (all matters reserved except for vehicular access) for up to 230 dwellings and associated infrastructure, landscape and biodiversity enhancements.

In this Design and Access Statement, we focus on a strategic development opportunity on the land on the eastern edge of Heyford Park and its capacity for delivering new homes in Oxfordshire.

This Site is controlled by Richborough Estates Ltd and Lone Star Land Ltd. Richborough Estates is one of the UK's most successful strategic land promotion businesses who work in partnership with landowners, Councils and local stakeholders to bring land forward for housing in the most efficient and beneficial manner possible. At the forefront of their ethos, the Richborough team strive to create a lasting legacy. Lone Star Land strives to excel in the field of land promotion, planning and development. They pride themselves on building a strong personal relationship with clients based on open and honest first class communication. This assists with providing a smooth transition through the complexities of the planning process to reach an agreeable and successful outcome expeditiously.

The vision for land north of Camp Road, Heyford Park, is to deliver a high-quality, locally-distinguishable and sustainable addition to the village. The proposed development will provide a unique opportunity to deliver much needed new housing to the village, enhancing and complementing the existing settlement edge.

The landscape-led masterplan will be ecologically sound and respect the existing green infrastructure, seeking to create a strong and positive legacy for the village.

The Site will deliver up to 230 dwellings, 35% of which will be affordable. There will be opportunities for informal recreational spaces and improved connections between the existing settlement and the countryside beyond.

Prepared by: For:



Richborough  
Estates



LONE STAR LAND



## **Foreword**

### **1 Introduction 6**

Heyford Park	6
Site Description	8
Objectives	8
Site Proposal	8

### **2 Contextual Analysis 12**

Planning Policy Context	12
History	16
Character	18
Local Services & Facilities	24
Transport & Movement	26
Landscape	28
Ecology	32
Flood Risk & Drainage	34
Utilities	36
Heritage & Archaeology	38

### **3 Design Evolution 40**

The Early Masterplan	40
Consultation Strategy	42
Constraints and Opportunities	44
Concept and Vision	48

### **4 Masterplan Strategy 50**

The Masterplan	50
Placemaking Strategy	54
Land Use	56
Access & Movement	58
Building Heights	70
Density	72
Landscape & Open Space	74
Sustainability Strategy	80

### **5 Conclusion 84**

Benefits of the proposal	84
Building for a Healthy Life	88
National Design Guide	90

### **Introduction**

An overall introduction to Heyford Park, the site and development proposals, including overarching objectives and Vision.

Introduction

### **Contextual Analysis**

A detailed summary of all the site assessment work carried out to ensure an informed approach to the design development of the site.

Context Analysis

### **Design Evolution**

A detailed constraints and opportunities plan, summarising all the findings of the site assessment work, and a concept plan for the site.

Design Evolution

### **Masterplan Strategy**

Presentation of the Illustrative Masterplan and the design principles adopted to ensure a robust development proposal.

Masterplan Strategy

### **Conclusion**

A summary of the key benefits of the proposal and its merit as the next logical location for new development in Heyford Park.

Conclusion



# Introduction

## Heyford Park

Heyford Park is a parish village in Oxfordshire, England. It is located at the former RAF Upper Heyford airfield, 1.6km east of the village of Upper Heyford. Since the closure of the airfield in 1994, it has been used for industrial and commercial purposes, with recent development providing new housing and community facilities at Heyford Park.

In a regional context, the village of Heyford Park is situated approximately 10km north-west of Bicester and 27km north of Oxford. All of these radiating centres are significant areas for employment, strategic infrastructure connectivity and major local providers for shops and services, including shopping centres and high street retail, universities, theatres, cinemas, art galleries and museums. The village of Heyford Park is connected by a bus route running between Oxford and Bicester. It is located less than 4 miles from junction 10 of the M40.

Bicester's advantageous geographical position has resulted in proliferated urban development, accommodating large residential developments, innovative and sustainable Eco Towns and commercial schemes, and is a major node for tourism. The range of recreational activities also supports the local population, offering diverse employment opportunities and leisure facilities for a varied demographic.

Heyford Park is therefore an increasingly desirable place to live, whereby residents can benefit from the vibrancy and extensive opportunities of a large town nearby, with the tranquillity and communal strength of a village. This is already being realised with major plans already existing for the development and growth of Heyford Park (see Planning Policy Context for more detail), within the conservation area and beyond. These include 1,000+ new homes, with new local facilities, education, employment and health care provision.



Recent Heyford Park Development



New housing along Camp Road



**KEY:**

— Site boundary

**UPPER  
HEYFORD**

**HEYFORD  
PARK**





## Site Description

The proposed Site is located in Heyford Park, to the east of Upper Heyford. The Site covers an irregular area of land measuring 11.68ha, as shown on the Location Plan on the previous page. It is proposed that approximately 5.9ha of the Site is suitable for development based on the current technical work.

To the west lies a field (with a planning application for up to 89 dwellings, currently undetermined) and horse paddocks, with former Officers Houses within the airfield set behind vegetation beyond. Letchmere Farm with associated landscaped gardens lies to the north-west, and the RAF airfield lies to the north-east. This part of the airfield contains areas of hard standing mounds and some isolated, disused structures. Chilgrove Drive lies to the east with agricultural land beyond. Oxfordshire Strategic Rail Freight Interchange is proposed on this land (see application 21/02008/SCOP). An arable field, woodland and an area of static park homes lie to the south, beyond Camp Road.

There is currently no public access into the Site, with Public Rights of Way limited to a bridleway to the south-east of the Site (beyond Camp Road) and a network of bridleways to the east of the Site (beyond Chilgrove Drive). Motorists currently utilise Camp Road, Chilgrove Drive and two roads which connect to the B4030 and B430 to the south and east. These roads meet at the south-eastern corner of the Site. There are no pavements along these routes.

## Objectives

The main objective of this proposal is to create a distinguishable, high quality and landscape-led development - providing new homes, sensitively integrated into the community in a sustainable location.

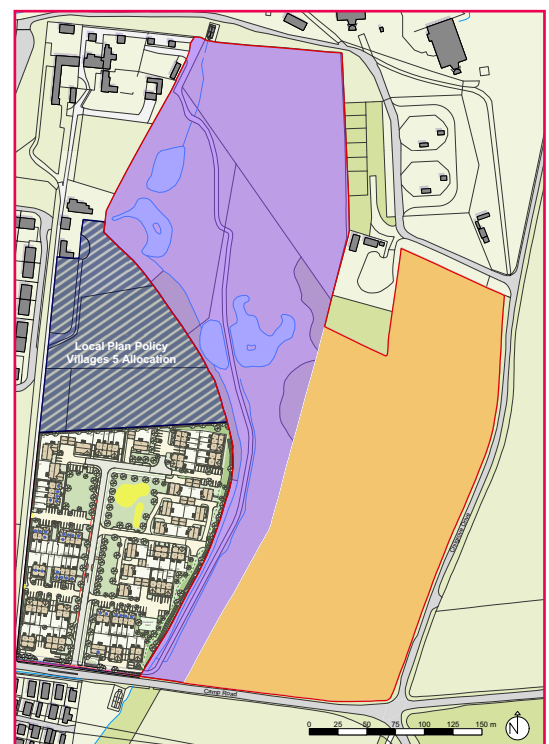
The proposals will demonstrate strong urban design and placemaking principles, delivering homes that people will want to live in as well as creating spaces for informal recreation with safe and liveable streets. Homes will be well connected to encourage walking and cycling, promoting a healthy way of life. It is important to create a development

with a locally distinctive character to form a natural, comfortable extension to existing settlements. This is achieved by integrating with existing uses and landscape structures, respecting built heritage and celebrating local features.

## Site Proposal

The Site as described in this Design and Access Statement (outlined in red) is under the control of two land promoters (see the diagram below). The orange area (5.78ha) is controlled by Richborough Estates Ltd and the purple area (5.91ha) is controlled by Lone Star Land Ltd. The Site presents a fantastic opportunity to deliver much needed new housing for the District and is proposed to deliver up to 230 dwellings. These would be set within high-quality landscaping and open spaces, with access provided via a junction onto Camp Road to the south.

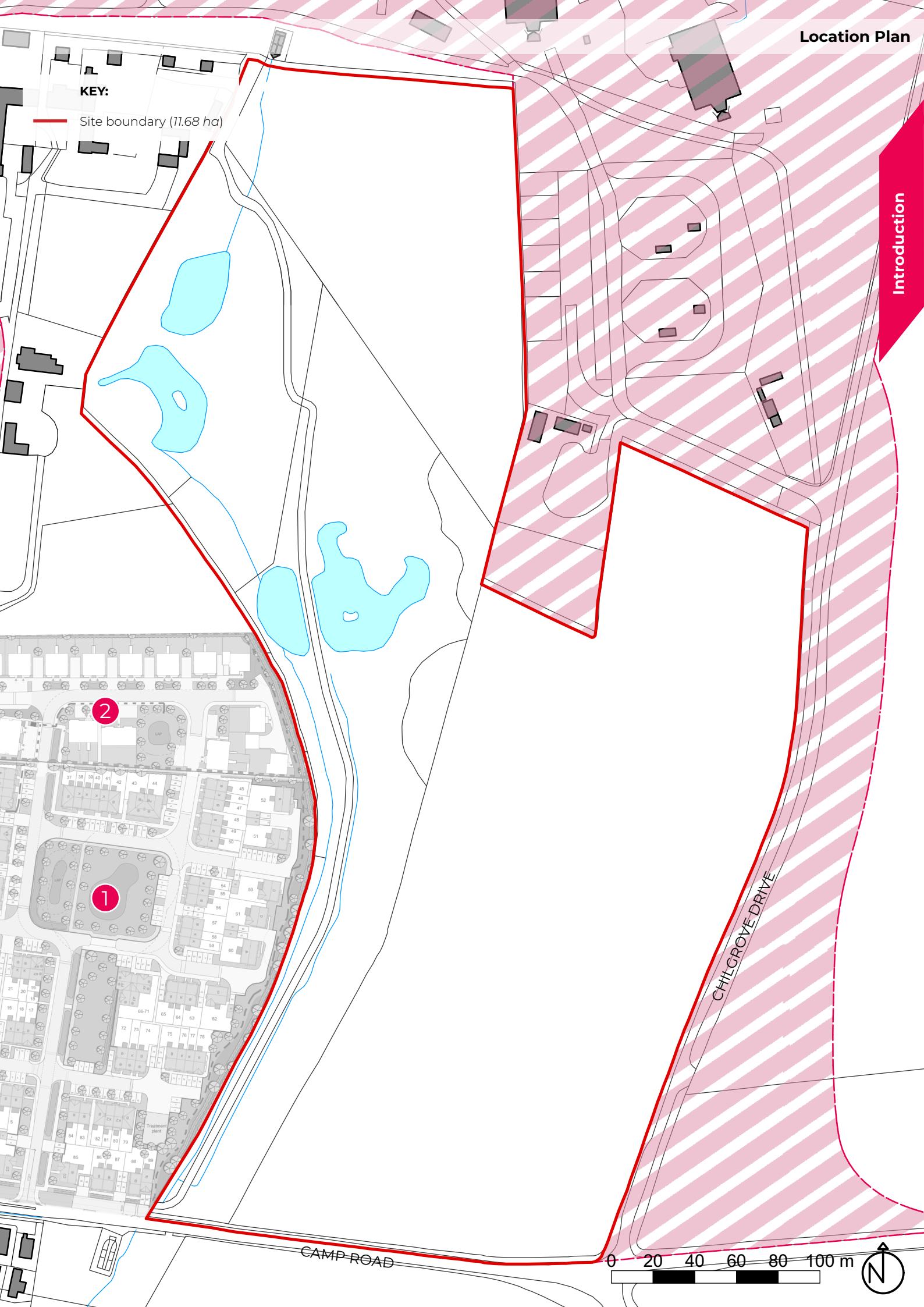
The layout of the Site is simple, geometric and structured - reflecting the historic character and the legacy of the airbase. The proposed public open space will be well defined, generous, overlooked by development and central to the layout of the Site to reflect the historic patterns and architectural character. It is proposed that the development will consist of a mix of densities and tenure, helping to meet the need affordable housing in the local area and the wider District.



KEY:

— Site boundary (11.68 ha)

Introduction





Viewpoint Locations



View looking south-west across the Site towards Heyford Park







View looking north across pond



View across Site from Camp Road



View looking north along farm track



View along Chilgrove Drive



View looking west across the Site



View looking east across northern parcel of the Site







# Contextual Analysis

## Planning Policy Context

This section provides a summary of the relevant national and local planning policies that are necessary to consider in bringing forward the proposals for the Site.

### Local Plan

#### *Cherwell Local Plan*

The adopted Cherwell Local Plan Part 1 2011 to 2031 sets the development framework for Cherwell District up to 2031. The Local Plan's spatial strategy identifies at Policy Villages 5 the creation of a sustainable new community at the former RAF Upper Heyford.

The policy allocates 1,600 dwellings in addition to the 761 dwellings already granted planning permission at the time of the adoption of the Plan. Alongside the creation of new dwellings, a significant amount of employment land is allocated at the former airbase alongside various community facilities and new infrastructure. Upper Heyford as a new settlement is at the early stages of its development and it must continue to grow and evolve to create a place that Cherwell can be proud of.

Policy Villages 5 identifies areas of previously developed land to deliver the new community but crucially also identifies greenfield sites that will need to come forward for development in order to protect historic areas of the airbase and to ensure that the quantum of development within the policy can be delivered. Clearly therefore, the creation of a new sustainable community at Upper Heyford relies on the development of greenfield sites in

addition to previously developed land.

The review of the adopted Cherwell Local Plan must act positively to ensure that the long term aspirations and objectives of a new community at Upper Heyford are delivered. With that comes the need for new and additional infrastructure and community facilities to support the growing population of the settlement. Key to this will be the allocation of further greenfield sites for residential development which will directly contribute to the delivery of these new facilities and infrastructure. Most notably the creation of a new secondary school – a community facility that must be secured in order to provide a truly sustainable settlement at Upper Heyford.



### *Draft Cherwell 2017 HELAA*

The Site subject of this vision document was assessed within the Draft Cherwell 2017 HELAA (Housing and Economic Land Availability Assessment) under sites '216' and '217'. The Site within this submission and under the control of Richborough Estates was assessed independently to the sites included under site 217, this included land under the control of Lone Star Land also subject of this submission and land

under the control of Pye Homes that benefits from a resolution to grant planning permission.

Site 216 (assessed individually) and site 217 were assessed with recommendations within the HELAA as being entirely 'Suitable', 'Available' and 'Achievable' for residential development. At the time this was without land promoters agreements with landowners in place to support the promotion and development of the Site. This now further reinforces the delivery of the entirety of the Site now submitted within this Vision Document.

Richborough Estates and Lone Star Land look forward to working closely with Cherwell District Council to deliver this sustainable extension to the growing community at Heyford Park. Additional sustainable residential development at Heyford Park will support the needs of this growing community.

### Design Considerations

As part of the design proposals, consideration will be given to local and national design guidance, including the *Cherwell Residential Design Guide SPD* and the *National Design Guide and the National Planning Policy Framework* to ensure good design is at the forefront. This will include meaningful analysis as required by the SPD, articulating a clear vision and providing a robust masterplan that is responsive to the unique local conditions of Heyford Park and the site. It will employ the principles of good urban design as set out in the SPD including active frontage development, strong perimeter blocks, and provision of street trees.

### Land north of Camp Road, Heyford Park

Previous Oxfordshire Structure Plans and Cherwell Local Plans have recognised Heyford Park as a highly suitable and highly sustainable location for housing and economic growth and the delivery of new and improved infrastructure, services and facilities.

The development of land to the north of Camp Road provides a unique opportunity to 'plug into' that existing committed growth and to provide further sustainable growth in the emerging Local Plan and beyond up to 2050 to meet the objectives of the soon to be created Oxfordshire Spatial Plan.

Further growth in this location through the development of this land will not only meet the future housing needs to the District in way that positively addresses the increasing importance of the climate change agenda, but will allow the developing community of Heyford Park to thrive and grow.

The Site can be developed with no significant harm to those areas of the former airbase that are rightly protected. Development can fully integrate with existing and future phases of the site.



**KEY:**

- Site boundary
- Land in same ownership
- Conservation Area

**1** 18/00825/HYBRID - Heyford Park Camp Road Upper Heyford Bicester OX25 5HD

Hybrid/mixed application for up to 1,235 dwellings; retail; medical centre; employment; schools; community use buildings; indoor sports provision; energy facilities; 30m high observation tower with zip-wire; changes of use and demolition to existing buildings; open space; sports facilities; green infrastructure; and upgrades to Chilgrove Drive and the junction with Camp Road.

Status: Outline approval.

**2** 21/02008/SCOP - Land At Junction Of B430 And Camp Road Heyford Park

Consultation on Environmental Statement Scoping Opinion request for nationally significant infrastructure proposal - Oxfordshire Strategic Rail Freight Interchange.

Status: Scoping opinion issued.

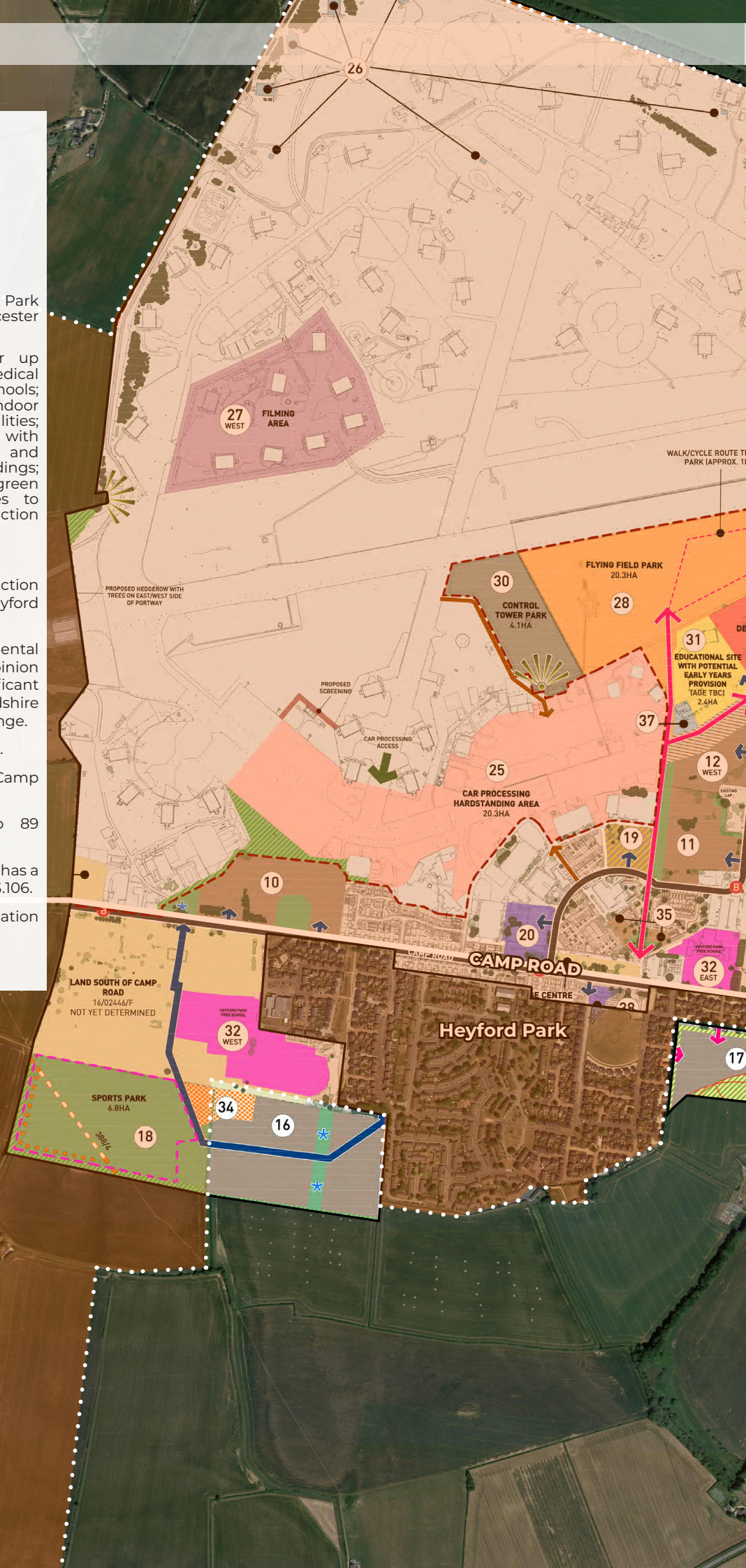
**3** 15/01357/F - Land north of Camp Road.

Full application for up to 89 dwellings.

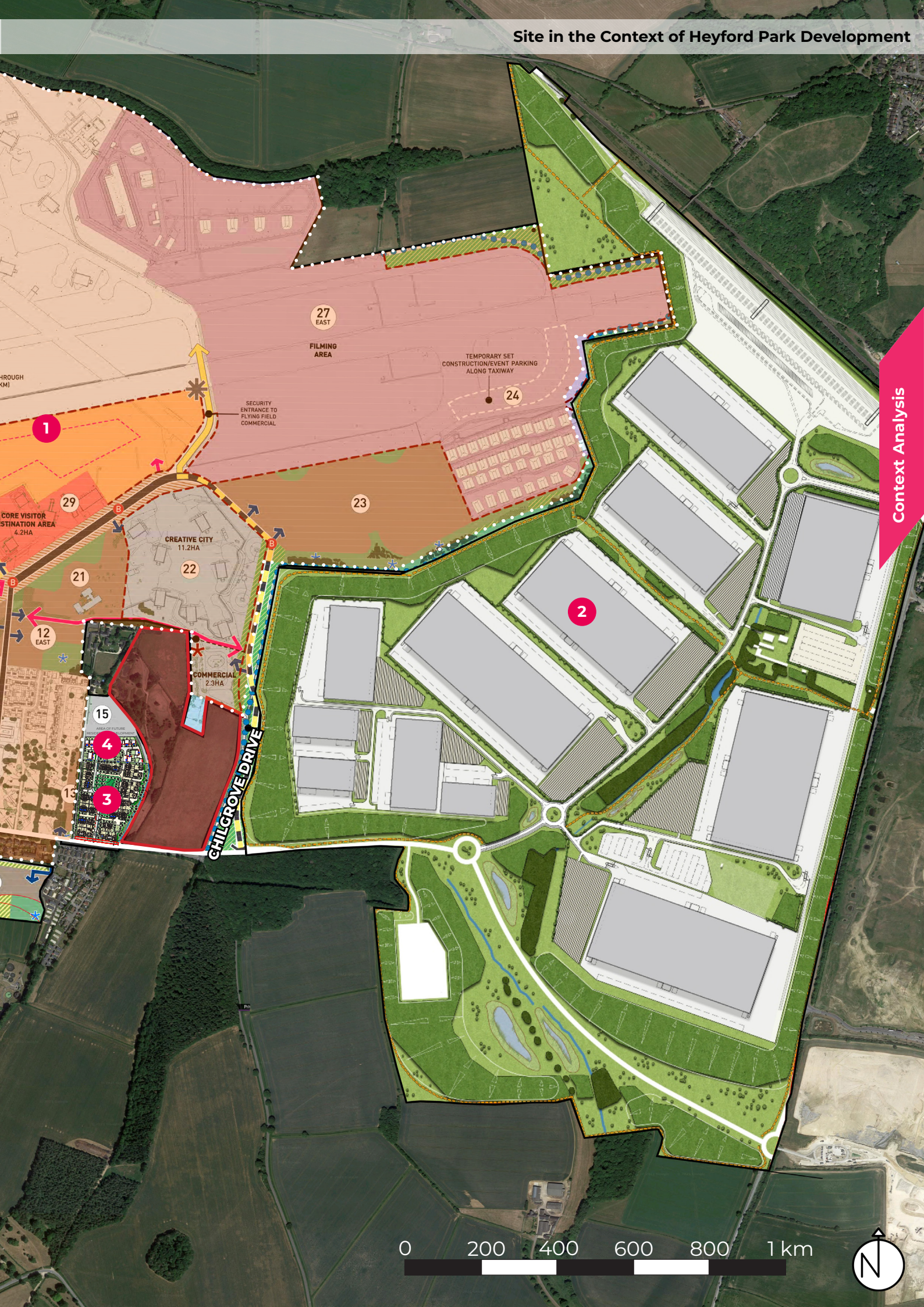
Status: Undetermined. Phase 1 has a resolution to grant subject to S.106.

**4** 21/03523/OUT - Outline application for up to 31 dwellings.

Status: Undetermined







Context Analysis





## History of Heyford Park

Heyford Park is a young village in Oxfordshire and came about due to the building of the Upper Heyford airfield during the First World War in **1916**. Before this, the majority of the land was arable fields.

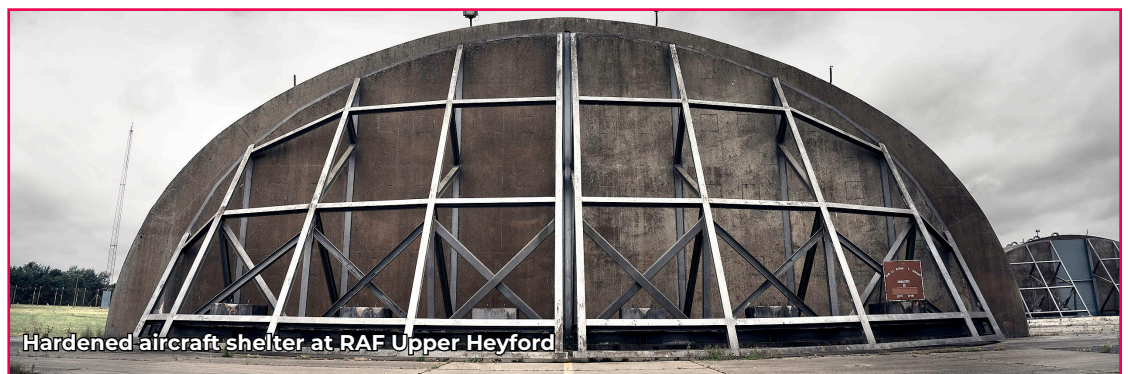
The Upper Heyford airfield was first used in 1916. Until 1950 it was mainly used as a training base but later served as a Cold War airbase.

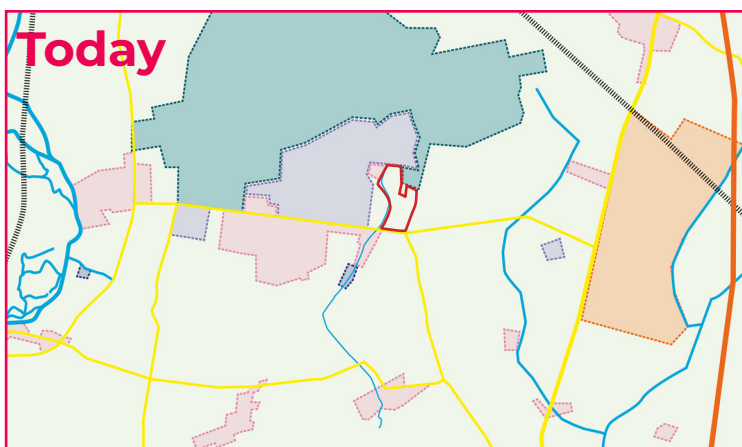
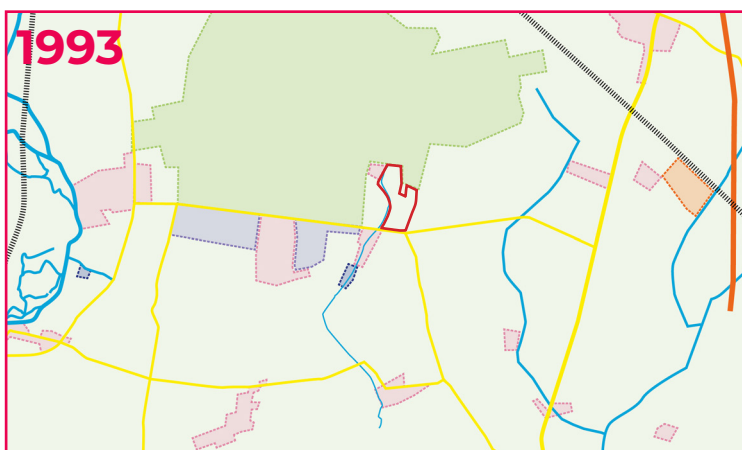
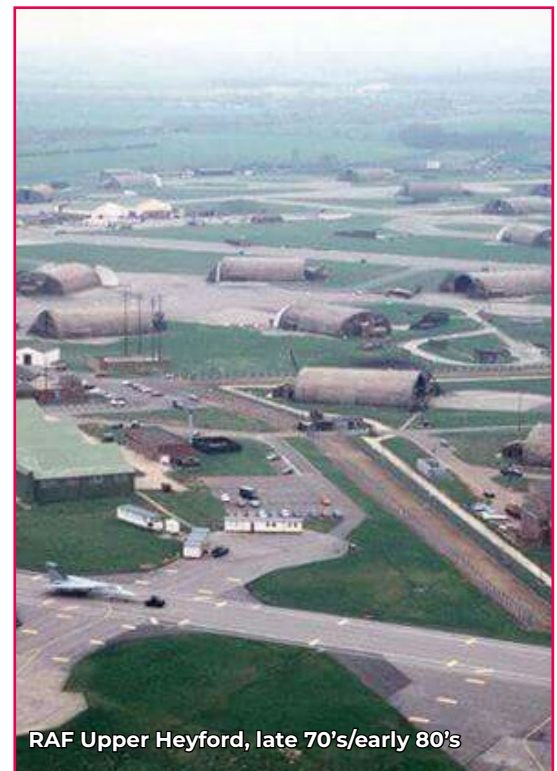
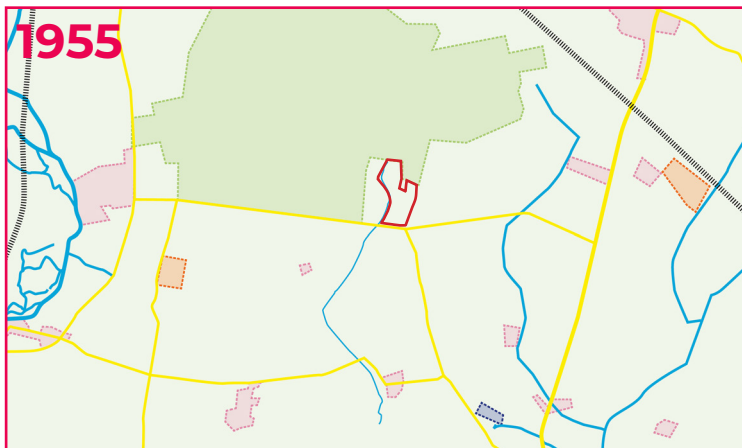
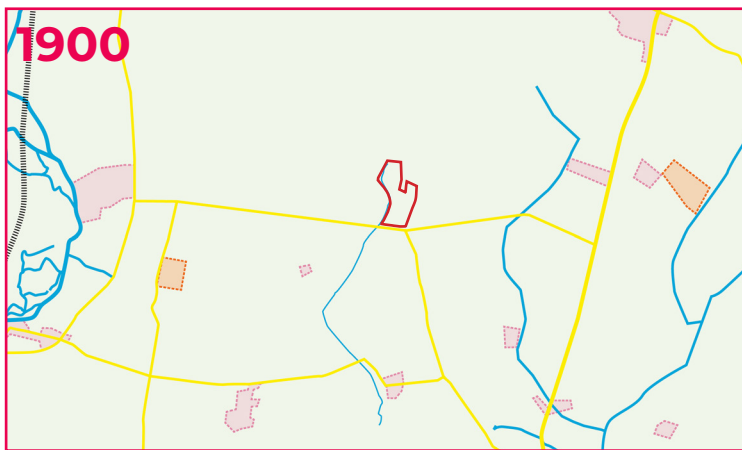
The Royal Flying Corps first used the airfield for a short period before it became the location of an RAF station between 1919 and 1950. During this time, the airfield was mainly used by various units of the RAF as a training facility. Houses were built nearby for the airmen and officers.

From **1950** to 1994, the airfield was used as a USAF (United States Air Force) station for training strategic bombers, fighters and fighter-bomber aircrafts. During this time, more houses and bungalows were built for further airmen and officers, expanding on the existing housing built between 1920-1950. These bungalows are still standing in Heyford Park today as rental homes.

The airfield closed to aviation in **1994** and was then used for industrial and commercial purposes. Upper Heyford airfield and its housing were deemed a Conservation Area due to its unique nature as a Cold War airbase, with its multiple Cold War relics, including disused bunkers, water towers, huts and fences. Many of the airfield buildings are preserved as scheduled Ancient Monuments and Listed Buildings.

**Today**, the runways of the former airfield are home to wildlife; some of the buildings are used for purposes such as automotive storage, while other buildings remain abandoned. Several of the aircraft shelters were placed on the English Heritage list of scheduled monuments in 2010. Heyford Park is currently being redeveloped with 700 new homes, offering an exciting future for the area and its community.





**KEY:**

- Site boundary
- Strategic road infrastructure
- M40
- Development
- Industrial & employment sites
- Railway
- River
- Airfield
- Disused airfield
- Sewage works
- Quarry





## Character

### Housing Densities in Heyford Park

The following spread analyses a range of the densities found in Heyford Park, studying both historical and modern development. There is a vast range of densities, reflecting Heyford Park's post-war expansion.

There are areas of lower density (around 20dph) single storey development that in the past housed the military.

The more recent development in Heyford Park includes areas of 2-2.5 storeys, showcasing a variety of densities between 25dph (Hart Walk), around 30-35dph (Williams Road) up to 3 storeys and 40-45dph (Hampden Square).





Soden Road: 6 dph



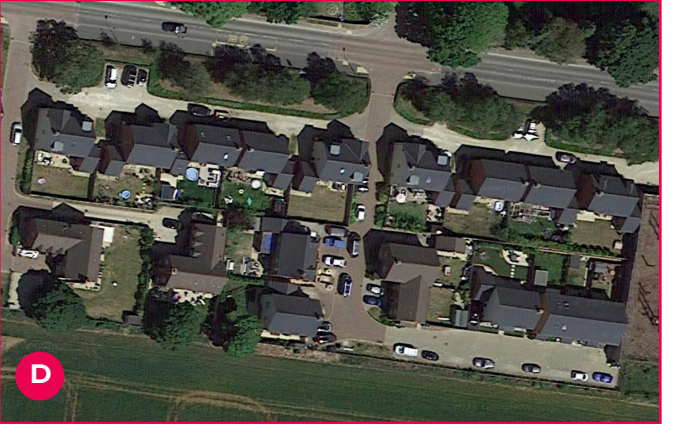
Portal Drive: 21 dph



Carswell Circle: 24 dph



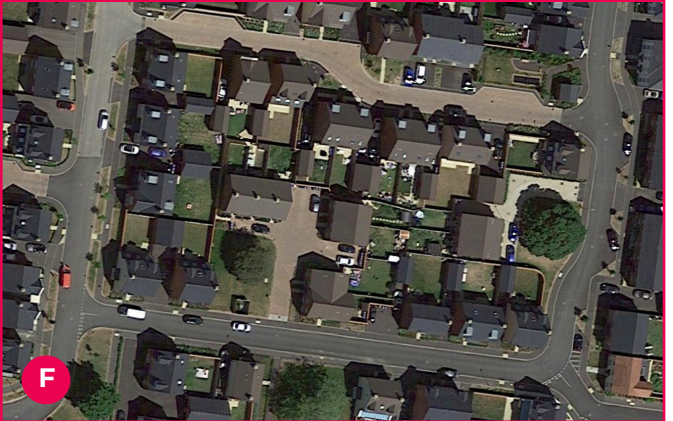
Hart Walk: 25 dph



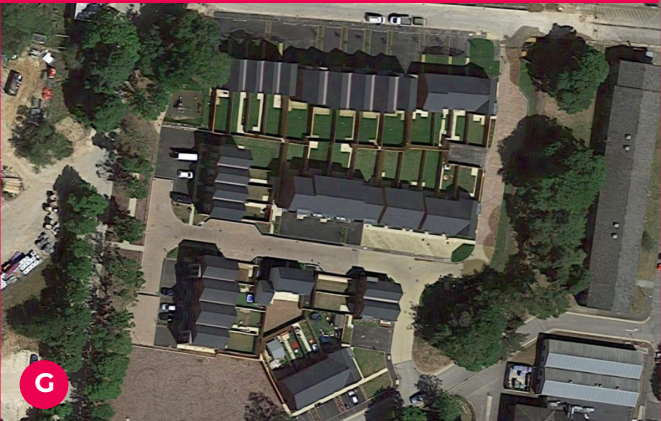
Broad Way: 30 dph



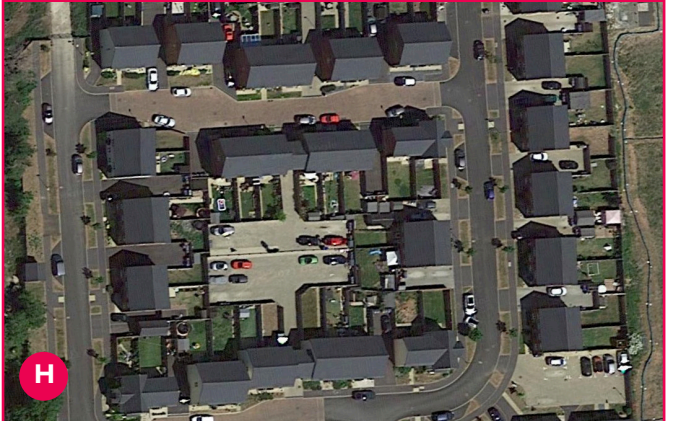
Williams Road: 32 dph



East Castle Street: 42 dph



Hampden Square: 43 dph





### Pattern of Development

The development patterns of Heyford Park's neighbourhoods reflect the growth of the village's military heritage, contributing to its distinct character.

The photos demonstrate the contemporary approach recent developments have taken for new homes. They consist of a mix of detached, semi-detached and terraced

homes and demonstrate an ordered and/or geometric character reflecting Heyford Park's military history.

The plan demonstrates the geometric regularity in street layout, with key secondary streets running perpendicular and parallel to the primary streets such as Camp Road.



- Recent Bovis Homes development
- Swales and basins create a green-blue feature corridor through the development
- Detached, semi-detached and terraced properties
- 2 storeys
- Parking typically on plot to the site, with some garages and use of rear parking courts
- Combination of red brick, cream and white render facade



- Military housing
- Semi-detached, single storey properties create an area of lower density
- Footpath to one side of the street
- Parking on plot to the side of properties
- Grey rendered facade

- 2-storey terraced properties
- White render facade
- Front gardens facing the pavement
- Parking on other side of the street
- Buildings wrapping around a central large open green space







- Recent development adjacent to the industrial area on the former airfield
- Up to 3 storeys, delivering higher densities of development
- Parking on plot to frontages or in integral garages
- Contemporary terraced townhouse properties and some flats
- Gable fronted properties respond to the built form of the industrial uses opposite and pick up on the form of the mixed use units on the Camp Road
- Use of balconies



- Barn style development
- Lower density
- Wide frontages
- Generous front gardens
- Clusters of buildings



- Recent development
- 2 - 2.5 storeys
- Combination of red brick and white/cream render facade
- Mix of large detached, semi-detached and terraced properties
- Various parking options: on street/next to properties/in garages/parking courts



- Recent development of 2.5 - 3 storeys
- White render facade
- Sweeping crescent surrounding the green
- Parking to the side of properties with garages set back
- Shared surface street with low level planting to frontages





### Pattern of Development

The analysis has highlighted key features to take forward within the design proposals for Land north of Camp Road, Heyford Park.

There is a general geometric regularity in the street layout, with key roads running perpendicular and parallel to the artery roads such as Camp Road.





There are a mix of characters both within the former military housing and the more recent development. Taller storey heights, linked dwellings and continuous frontage are used to deliver higher density development. Detached and semi-detached homes are also used with a regular and ordered rhythm, reflecting Heyford Park's military history.

Densities are varied, ranging from 25dph-45dph for recent developments. The proposals adjacent to the Site sit in the middle of this range at 36dph and up to 2 storeys. The proposals should respond to the surrounding context whilst meeting the preference of the Local Authority to provide a minimum of 40dph.

### Character Summary

- Geometric, grid-like street pattern
- Green focal spaces
- Linked dwellings and continuous frontages to primary routes
- Up to 3 storeys to create enclosure and for key buildings
- Regular rhythm of built form
- Barn style development located to the north west of the Site.

#### KEY:

-  Site boundary
-  Street Pattern (white)
-  Green focal spaces and linear parks
-  Proposals adjacent to Site (up to 2 storeys, 36dph)









## Local Services & Facilities

A range of facilities and services exist in Heyford Park which can be reached from the Site within a reasonable walking distance, as depicted on the plan below. To the west of the site, existing facilities include Heyford Park School (formerly pre-2019: 'Heyford Park Free School'), a convenience store, squash courts and a gym (part of Heyford Park School).









Heyford Park School is an Academy that offers free education for up to 840 students, aged 3-19. The Heyford Park Innovation Centre is located approximately 500m from the Site, and offers a wide range of employment opportunities which attract entrepreneurs specialising in technology and science. On-site kitchens, flexible office spaces; meeting rooms; laboratories; and regular networking and collaborative events make this Centre a thriving innovation hub with significant potential.

Proposals for the new Heyford Park Village Centre along Camp Road will consist of a mix of retail and residential

units to accommodate local businesses and a diverse community. A new village green will support sporting activities such as cricket, uniting both the existing and future community cohesively.

Further to the west lies the historic district of Upper Heyford, where there are further facilities including a public house, village hall, and 14th-century Church of England (St Mary's).

### KEY:

- |  |                     |   |   |
|--|---------------------|---|---|
|    | Site boundary       |    | Dental Clinic                                   |
|    | School              |    | Bike & Coffee Shop                              |
|    | Innovation Centre   |    | Green Space                                     |
|    | Convenience Store   |    | Sports Grounds                                  |
|    | Sainsbury's Local   |    | Heyford Park Employment/Residential Development |
|    | Place of Worship    |    | Public Rights of Way                            |
|    | Industrial Services |  | Bus stops                                       |
|   | Fitness Centre      |   |   |
|  | Events Venue        |   |   |
|  | Squash Courts       |   |   |

### Facilities & Services Plan





The bus services near the site and within Heyford Park provide opportunities for travel to larger centres for employment, leisure and retail purposes. The large market town of Bicester is located to the east, just a 15-minute drive or 30-minute cycle/bus journey, which further unlocks a vast range of services and facilities such as major supermarkets and a proposed business park ('Bicester Gateway') including 15,000m<sup>2</sup> of office space.

Heyford Rail Station is located c.3 miles to the southwest of the site and provides a direct morning and evening service to Oxford.



**St Mary's Parish Church (old Upper Heyford)**



**Heyford Park School**



**Heyford Park Cricket Ground**



**Heyford Park Play Area**

### Local Services & Facilities Summary

- As part of the wider Heyford Park proposals, further facilities such as education, leisure, retail and employment developments, are planned to be developed in the near future;
- A number of facilities, including Heyford Park Free School, are located within the 2km walking distance referred to in MfS guidance, and as included in the former PPG13 guidance; and
- Access to all these facilities is available via the existing footway/cycleway network in the vicinity of the site.



**Recently constructed supermarket and retail/commercial units with residential above**



## Transport & Movement

A **Transport Assessment** has been undertaken by Hub Transport to demonstrate a technical understanding of the pertinent transport and highways matters related to the development of the Site.

### Local Highway Network

The geographical scope of assessment has been agreed with the Local Highway Authority.

There are significant highway infrastructure proposals for the wider Heyford Park development that will improve the capacity of the existing highway network; these proposals have been taken into account within the Transport Assessment report.

The location of the site is adjacent to the Camp Road/Chilgrove Drive signalised junction proposals, agreed as part of the wider Heyford Park development infrastructure; a minor improvement to this layout is proposed as part of the development mitigation.

The proposed residential development would have a modest trip generation of just over two vehicles every minute during peak periods. The development traffic distribution utilises the Bicester

Transport Model, which takes into consideration the proposed highway infrastructure improvements in the area.

Further afield, the impact across the wider highway network is minimal as traffic disperses.

### Sustainable Travel Options

Figure 1 details local facilities in the vicinity of the site that will typically be used on a day-to-day or weekly basis by residents. It should also be noted that as part of the wider Heyford Park proposals, further facilities are planned including education, leisure, retail and employment. A Sainsbury's Local has been the first retail store to open as part

#### KEY:

- Site boundary;
- Existing Site vehicular access;
- Proposed vehicular access;
- Proposed signalised junction & crossing;
- Proposed zebra crossing;
- ↔ Proposed pedestrian connection;
- Public Right of Way bridleway;
- - - Proposed future bridleway
- Existing bus stops;

Site Access Plan



of the wider Heyford Park development retail centre.

A number of facilities, including Heyford Park Free School, are located within the average walk distance of 1.36km (National Travel Survey 2020 data), whilst all are within the maximum 2km walking distance referred to in MfS guidance.

Access to all facilities is via the existing footway/cycleway network in the vicinity of the site. Footways will be provided from the site on the northern side of Camp Road, with a crossing point to the footway/cycleway on the southern side. Connections will also be provided to proposed public open space adjacent to the housing, as well as the future footpath/bridleway to the east of the site along Chilgrove Drive.

Existing bus stops are located on Camp Road c.550m to the south of the site, with new closer bus stops also proposed as part of the adjacent Pye Homes development. Bus service number 250 provides an hourly service throughout the day, Monday to Saturday, between Bicester and Heyford Park. Financial contributions towards the improvement of bus service provision are expected, in line with that of the wider Heyford Park development, alongside new bus stop provision on the realigned Chilgrove Drive.

Heyford Rail Station is located c.3 miles to the southwest of the site and provides a direct morning and evening service to Oxford. Bicester North and Bicester Village Rail Stations are located c.6 miles to the southeast of the site and provides regular services to London Marylebone, Birmingham, Oxford and Banbury. The number 250 bus service runs to Bicester Town Centre and stops within walking distance of both Bicester North and Bicester Village Rail Stations.

A Residential Travel Plan and Travel Information Packs has been prepared to support the application and to encourage residents at the site to travel via sustainable modes.

### Access

Vehicular access to the development is proposed off Camp Road, approximately 100m to the west of the Camp Road/Chilgrove Drive junction. The proposed access takes the form of a priority

T-junction and has been set out in line with Oxfordshire County Council's Residential Road Design Guide.

As part of the access strategy, the proposed zebra crossing associated with the wider approved Heyford Park development will be relocated slightly to allow for an extension to the footway provision along the northern side of the carriageway.

### Design Considerations

A number of key design considerations have emerged following the baseline review, and should be incorporated into the evolving masterplan. These are summarised below:

- The development will provide high quality connections to the wider Heyford Park development, including the significant employment opportunities, local facilities and school;
- High-quality pedestrian and cycle links will be provided within the site and connect with the existing (and proposed upgraded) Chilgrove Drive bridleway, as well as to the existing bus service on Camp Road. The bus service provides opportunities for travel to larger centres for employment, leisure and retail purposes;
- The development should make a contribution to the bus service provision, in line with the wider Heyford Park development;
- The development should ensure that high quality broadband connections are provided to each dwelling to allow for home working where possible; and
- The development should deliver minor improvements to the proposed Camp Road/Chilgrove Drive signalised junction, to provide additional highway network capacity in the vicinity of the site.



## Landscape

A **Landscape and Visual Technical Note** has been produced by Tyler Grange Group Limited to inform the site's promotion and inform initial masterplanning options. This note comprised of a desktop analysis and fieldwork and sought to provide preliminary advice relating to landscape character and visual amenity. This work has since been followed by the production of a **Landscape and Visual Impact Assessment (LVIA)** to accompany the outline planning application for the residential development of the site.

### Site description

The site lies to the north of Camp Road, at the junction of Camp Road and Chilgrove Drive, to the south east of the former RAF airfield at Upper Heyford. It comprises two agricultural fields and a linear strip of land which follows a watercourse. The field located to the immediate west of Chilgrove Drive, is rectangular in shape, its boundaries defined by overgrown hedgerows (which are gappy in places), hedgerow trees, fencing associated with the boundary to the RAF airfield and a small area of degraded stone walling. The topography dips westwards, towards the watercourse within the site. The field located to the north-east

is triangular in shape, its boundaries defined by overgrown hedgerows (which are gappy to the western edge), hedgerow trees and fencing with the boundary of the RAF airfield. This area also includes paddocks to its southern edge. The western-most field of the site contains small woodland copses, scattered trees (including mature oaks within the north-western field), ponds and comprises managed grassland with an access track to its western edge. The topography of this field follows the watercourse which lies to the western boundary, with the depressions for the ponds. It lies within a lower lying area of land with the fields to the east and west rising beyond. In addition, there is a small portion of the site boundary which includes a portion of the garden and an

#### KEY:

	Site boundary		Isolated trees
	Conservation Area Upper Heyford Former RAF Airfield		Ponds
	Paddocks		Watercourse
	Arable fields		Remnant stone wall
	Landscaped Gardens & public open space		Overgrown hedgerow (gappy)
	Woodland		Soft edge to development
	Grassland		Letchmere Farm

### Viewpoint Locations & Summary of Landscape Opportunities





access to a property near Letchmere Farm.

There is no public access into the site, with public rights of way limited to a bridleway to the south-east of the site (beyond Camp Road) and a network of bridleways to the east of the site (beyond Chilgrove Drive).

### Landscape Character

At a national level, the site lies within National Character Area (NCA) 107: Cotswolds, which covers a large geographical area.

A county-level Character Assessment for Oxfordshire has been undertaken, named the Oxfordshire Wildlife and Landscape Study. Within this assessment, the site lies within The Farmed Plateau Landscape Type. As with the national level, this assessment has sought to review landscape character at a large scale.

At a district level, the site and its surroundings are described within the 'Cherwell Landscape Character Assessment' (1995). The site lies within 'the Upper Heyford Plateau' landscape character area (LCA) which is described as lying to the east of the Cherwell Valley and forming a distinctive landform unit of elevated ground which dips gently

away to the south-east and falls more steeply to the west into the Cherwell Valley. It is situated on the highest part of the oolitic limestone belt and is characterised by extensive areas of rolling arable land with a distinctively denuded character. The disused airbase of Upper Heyford is noted as a dominant element within the landscape of this area. To the south east of the former air base landscape lies the Oxfordshire Estate Farmlands LCA. This borders the site on its southern edge, south of Camp Road. This is an agricultural landscape comprising gentle undulations and the land gently falls away to the south east.

Also at a district level, the site and its surroundings are described within the 'Countryside Design Summary' (June 1998). The site lies within the 'Ploughley Limestone Plateau' which shares many of the characteristics of the Cherwell Landscape Character Assessment.

The observations from the fieldwork conclude that the site is representative of 'the Upper Heyford Plateau' character, strongly influenced by its context adjacent to Camp Road and the disused airbase. New built form within this area is not uncommon or uncharacteristic.



The access track to Letchmere Farm, off Camp Road



The intersection on the south-eastern corner of the Site

### Visual Context

A desktop study was undertaken in the first instance which involved reviewing the published context to identify any published important views. As a result of this initial study, no published 'important' views to or across the site were identified. Zone of Theoretical Visibility mapping was then undertaken to identify the potential visibility of built development of up to 11m within the site, based upon terrain data alone (excluding built form and vegetation within the landscape). This desktop analysis was then informed by field visits, conducted on clear days in September 2020 and April 2021, which enabled an analysis of the extent of visibility of the site to be undertaken.

Wider views of the site from the north and west are limited by the built form and vegetation within the former RAF airfield. Wider views from the south are limited by the static caravans located to the south of Camp Road and an area of woodland which is located to the south-east of the site. Views of the site from the east are limited by the lack of public access within this area of the landscape. The following views/visual context will need to be considered in respect to the development of the site:

- Views from existing dwellings which surround the site (Letchmere Farm buildings to the north-west, static caravans to the south-west and new dwellings within the former RAF airfield);
- Views from the local road network (including Camp Road, Chilgrove Drive and the routes which connect to the B4030 and B430 to the south and east);
- Views from the bridleway located to the south-east of the site;
- Views from the bridleway network to the east of the site (beyond Chilgrove Drive).

### Design Considerations

The information gathered within the initial landscape and visual analysis have culminated in the production of Landscape and Visual Recommendations. These are summarised as follows:

- Locate the development parcels primarily within the eastern and northern parts of the site, with open space and recreation afforded to the west.
- Consider the treatment of the development parcels to the east and north of the site and the creation of the new settlement edge.
- Retain existing trees, hedgerows and woodland copses and set development parcels within this existing green network to provide the opportunity for a connected Green Infrastructure scheme and mature landscape framework.
- Retain and enhance the 'wet corridor' and enhance this corridor either as a recreational or ecological resource.
- Promote new tree planting, replace and restock the hedgerow network and include the restoration and provision of new stone walls in accordance with the published landscape character and policy guidance.
- Seek opportunities to provide new recreational routes within open spaces/green corridors.
- Respond to the proposed development to the west in terms of pattern, scale, materials and linkages.





Camp Road, near the Static Caravans located to the south of Camp Road



The bridleway located to the south-east of the Site



Along Chilgrove Drive



A bridleway located to the east of the Site.



## Ecology

An **Ecological Impact Assessment (EcIA)** is currently being formulated for the site at the Land north of Camp Road, Heyford Park, Oxfordshire to demonstrate a technical understanding of the ecological constraints of the Site.

### Statutory & Non-statutory Sites

No designated sites were located on site. Non statutory designated sites were located within short distance to the site. Effects upon these sites can be managed within the EcIA. The site lies within Impact Risk Zones (IRZ) for two nationally designated sites. The site proposals are of a type that are likely to impact these designated sites. Impacts on these sites can be managed within the EcIA.

### Habitats

The habitats on site included ephemeral vegetation, amenity grassland, improved grassland, broadleaved plantation woodland, dense and scattered scrub,

broadleaved scattered trees, poor semi-improved grassland, tall ruderal, inundation vegetation, standing water, intact species-poor hedgerow, intact species poor with trees, dry and

#### KEY:

- Site boundary
- Existing ponds with indicative buffer
- High risk item - roosting bats, GCN
- Moderate risk item - breeding birds, invertebrates
- High risk item - red kite nest
- Moderate risk item - horsetail
- Habitats to be created
- Habitats to be enhanced
- Hedgerows to be retained and enhanced
- Existing watercourse
- ↔ Ecological corridors/networks

## Ecology Opportunities and Constraints



wet ditch, stream, buildings and bare ground. Six hedgerows were located on site and are Habitats of Principal Importance under the NERC Act (2006) (HPI). If more than 20m of the hedgerows are to be removed, then further hedgerow assessment (HEGS) should be conducted. Four other HPI habitats were located within close proximity to the site. Impacts on these habitats can be managed within a Construction and Environmental Management Plan (CEMP). Horsetail was also located on site. If this plant is to be impacted as part of the works, it should be carefully removed by hand and treated.

### Protected Species

Four ponds were located on site which are considered to be breeding habitats for great crested newts (GCN). These ponds are to be retained. However, habitats suitable for GCN are to be removed in close proximity to these ponds. Therefore, a mitigation licence from Natural England is recommended to permit development.

A red kite nest was identified on site. Further red kite surveys are recommended on site to be undertaken in the spring to determine the location and usage of the red kite nests on site prior to construction works.

The habitats on site including ephemeral vegetation, inundation vegetation, marginal vegetation, scrub, hedgerows and woodland are suitable for invertebrate species.

Two moderate bat roosting potential trees were located on site close to the roads to be constructed on site. It is recommended that these trees are retained, and a root protection zone is installed on these trees. Habitats on site are suitable for commuting and foraging bats. Sensitive bat lighting strategy is recommended to be detailed within a CEMP to reduce impacts on these habitats.

Water vole surveys were conducted on site which revealed the stream of site to not be used by water voles with surrounding foraging habitats being suboptimal for water voles.

### Design Considerations

A number of key design considerations have emerged following the baseline review and should be incorporated into the masterplan. These are summarised below:

- High value habitats e.g. ponds, woodland and wetland should be retained with low value habitats preferred for removal e.g. improved grassland;
- Hedgerows should be retained and enhanced where possible. Removal of hedgerows should be minimised. Enhancement should include 'gapping up' of hedgerows using native species to improve connectivity. Root protection zones should be installed around hedgerows to prevent disturbance to commuting species during construction;
- Bat, bird and hedgehog boxes are recommended on trees, buildings and hedgerows on site, as well as insect hotels;
- Habitats such as scrub, broadleaved plantation woodland and grassland on site should be enhanced using tree and native planting. New habitats should be created on site, two ponds, wildflower meadows and woodland;
- Soft landscaping proposals should deliver new tree, hedgerow and woodland planting to provide an overall enhancement to tree canopy cover of the Site, as well as multi-functional environmental and amenity benefits. A suitable ongoing management plan should be in place to support protected species should they be present and ensure ongoing biodiversity gain; and
- The site should also be enhanced by excluding and avoiding construction works around horsetail (invasive species) and for the horsetail to be treated on site.'



## Flood Risk & Drainage

A **Flood Risk Assessment** has been undertaken by BWB Consulting to demonstrate an understanding of the Site.

The Site is greenfield in nature and the topography of the Site falls to the southwest with an ordinary watercourse system present and running north to south within the western parcel.

Mapping held by the British Geological Survey (BGS) demonstrates that the Site and immediate surrounding area is underlain by limestones of the White Limestone Formation, with no recorded superficial deposits. These deposits are not considered to be within a Source Protection Zone (SPZ).

### Flood risk

The Environment Agency (EA) Flood Map for Planning does not include the ordinary watercourse located to the west of the Site. In the absence of this mapping, EA surface water flood risk mapping has instead been used to inform the flood extent of this watercourse. The mapping demonstrates that surface water flooding associated with this watercourse does not encroach upon the areas proposed for development.

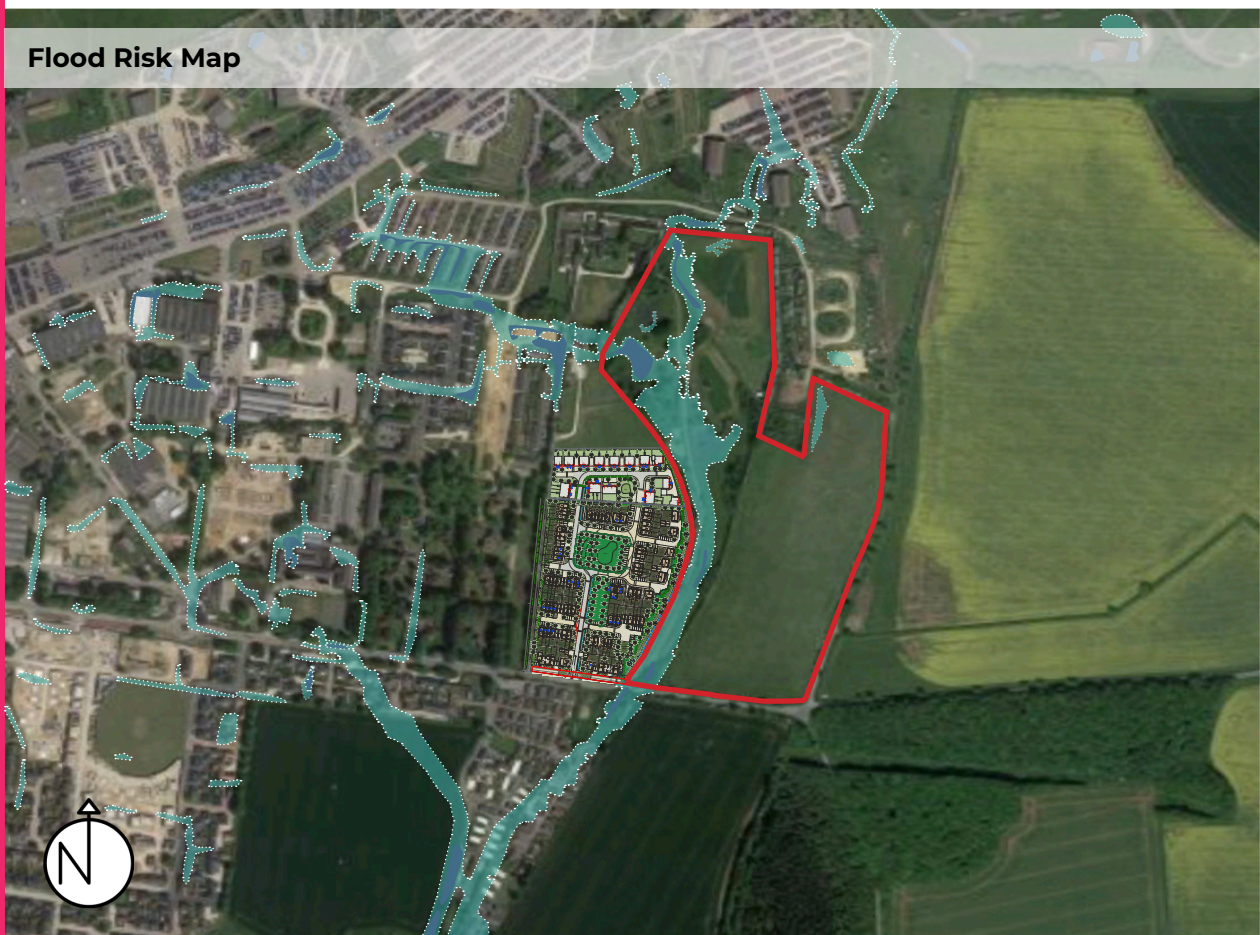
This approach is considered conservative and there is likely to be opportunities to refine flood extents as part of more detailed assessments at a later stage.

Furthermore, the mapping demonstrates that the majority of the land proposed for development is at a very low risk of surface water flooding with only isolated areas of low (1 in 1000 year event) to medium (1 in 100 year event) probability of surface water flooding being located within the development parcels. Available LiDAR data demonstrates this is associated with topographical depressions and unlikely to represent actual fluvial flood risk.

#### KEY:

- Site boundary
- Low - Medium Risk (1 in 1000 - 1 in 100 years)
- High Risk (1 in 30 years)

**Flood Risk Map**



The proposed development has also been assessed against a further range of potential flood risk sources including canals, groundwater, reservoirs and sewers. None of these flood sources have been found to pose a barrier to any potential development.

### Proposed Surface Water Drainage

An appropriate Surface Water Management Strategy, which complies with the latest local and national advice as well as Sustainable Drainage Systems (SuDS) principals (Amenity, Biodiversity, Water Quality and Water Quantity), will be implemented on the Site to attenuate the increase in surface water runoff caused by development. In line with the first tier of the drainage hierarchy, the use of infiltration should be investigated owing to the favourable ground conditions in the form of freely draining soils and an underlying geology of limestone. Soakaway testing performed as part of the planning application site to the west has demonstrated favourable infiltration rates which have enabled the use of a largely infiltration led surface water drainage strategy.

In the absence of infiltration testing for this Site, a discharge to the adjacent watercourse system has instead been assumed for the purpose of preparing the illustrative layout. Surface water runoff from the development is proposed to be stored in a series of detention basins located at the low point of the development. In line with national and local guidance it is proposed that these will discharge to an appropriate point within the wider surface watercourse network at a rate equivalent to the greenfield QBAR rate. Appropriate storage will be provided to accommodate runoff for all events up to the 1 in 100-year event, with an additional allowance for both climate change and urban creep.

Through the application of Sustainable Urban Drainage Systems (SuDS), surface water will be stored within the Site and subjected to multiple stages of treatment to guarantee that the water quality in the wider area is protected. Wherever possible SuDS features will be above ground to enhance the aesthetic amenity of the development and provide valuable habitats for the local wildlife. Example SuDS features that will

be incorporated into the development wherever possible include dry extended detention basins, swales and permeable paving.

### Foul Water Drainage

It is proposed to drain foul water separately from surface water. Foul flows from the development will either be conveyed to a public foul sewer west of the Site, conveyed to a private waste treatment centre to the south (subject to agreement) or treated on-site by a small-scale treatment plant. Due to the distance to foul sewer network, it is likely a connection offsite would require a foul pumping station. Should an option be chosen in which a foul pumping station is required, it will be located in the lowest point of the development parcel(s) which will enable a gravity connection to be made from the development. Additionally, a 15m cordon sanitaire will be provided around any pumping station for foul drainage management of the Site.

### Design Considerations

A number of key design considerations have emerged following the baseline review, and should be incorporated into the evolving masterplan. These are summarised below:

- Proposed drainage basins should be located on the Site in such a way that they respond to existing site levels and that they connect into the existing infrastructure network;
- The proposed basin(s) should be sized and positioned to take account of the requirements of the new development and the existing constraints of the Site; and
- Incorporation of SuDS features, including swales, dry extended detention basins and permeable paving, to provide water quality and biodiversity benefits.



## Utilities

A **Desk Based Utilities Assessment** has been undertaken by BWB Consulting to demonstrate an understanding of the Site.

It has been identified that, electricity and telecommunications infrastructure are located within the development boundary, and adjacent clean water. Also noted in the area is a network of GTC owned gas infrastructure, and Thames Water combined sewerage network.

An online search was conducted using Line Search and Digdat and portals to identify the potential affected utility providers who have assets on or in the vicinity of the development area. Those identified can be seen in the table below.

### Scottish and Southern Energy (SSE) (Electricity)

Records indicate that within the boundary at the south along Camp Road there are two 11kV cables that head west to east to a pole mounted overhead 11kV network, these 11kV overheads travel north within the boundary before diverting west across the boundary. They terminate at a pole mounted transformer into an underground LV supply, supplying the agricultural buildings north-west of the boundary.

At this point SSE have not been contacted in relation to diversionary works, it is anticipated that protection or diversionary works would be required once the masterplan is finalised to negate the build over of assets.

SSE have a well-established low and high voltage network to the west (Upper Heyford) and south of site, offering potential to provide suitable

points of electricity connection, a strategy will need to be agreed with SSE to understand capacity and delivery requirements.

### GTC (Electric)

The GTC Record plans show a network of LV mains present within the residential properties north and south of Camp Road, adjacent Larsen Road. The GTC service area terminates beyond the western site boundary and shows that the site boundary is clear of assets.

### GTC (Gas)

GTC gas have apparatus in Upper Heyford adjacent to Larsen Road supplying residential properties west of the site boundary, this network terminates beyond the western site boundary.

The proposals do not have an adverse effect on this network and could offer a suitable point for connection; a strategy will need to be agreed with GTC to understand capacity and delivery requirements.

### Scotia Gas Networks (Gas)

The Site boundary and wider area is shown to be clear of SGN assets. Further, the SGN record plans show that the residential properties in the vicinity of Larsen Road to the north and south of Camp Road are supplied by GTC in the absence of SGN assets in the area.

### Thames Water (Potable Water)

Thames Water (TW) records indicate that a 355mm High Performance Polyethylene Pipe (HPPE) water main is present running outside the southern boundary along Camp Road. Parallel to the 355mm main there is a 16" clean water trunk main and these assets head in a west to east direction within the

Utility	Provider	Existing Infrastructure
Electricity	Scottish and Southern Energy	Within the Site
Electricity	GTC	Near the Site
Gas	GTC	Near the Site
Gas	Scotia Gas Networks (SGN)	Near the Site
Portable Water	Thames Water (TW)	Near the Site
Foul/Surface Water	Privately owned	Near the Site
Telecommunications	Openreach (OR)	Within and near the Site



carriageway. This network may offer a suitable point of connection for the development.

### Drainage Infrastructure (Wastewater)

Thames Water (TW) records indicate that there is a privately owned combined drainage infrastructure which exists adjacent to the proposed development, this network terminates within a sewerage treatment works west of the site boundary, located south of Camp Road. Although these assets are showing with the records received from TW, these assets are not owned or maintained by TW, however there this network may offer a suitable point of connection for the proposed development.

### Openreach (Telecommunications)

Openreach records indicate that along Camp Road to the south are assets outside the proposed site boundary which slightly enters the boundary at the far south-east before exiting and continuing along Camp Road, also heading northwards up Chilgrove Drive in the verge across the road from the site boundary.

At the north of the boundary the underground BT asset changes into an overhead service within the boundary, before exiting and supplying agricultural buildings further north-west.

Openreach records indicate the proposals do not have an adverse effect on the development but offer a potential for connection; a strategy will need to be agreed with Openreach to understand capacity and delivery requirements.

### HSE

The HSE consultation received confirms that the identified site does not lie within an HSE zone of hazard, accident, or pipeline, and confirms that the HSE does not need to be consulted for this development.

### Conclusions

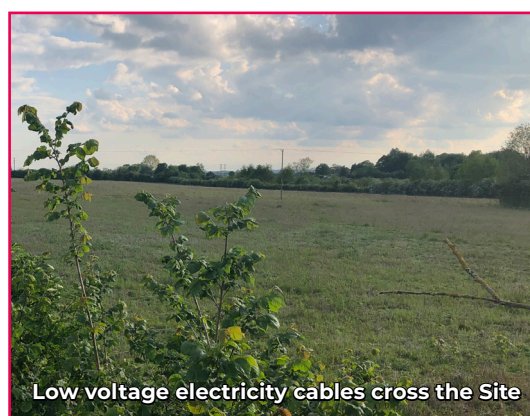
Early indication is that utility capacity can be provided by existing infrastructure or through network reinforcing works. Consideration will need to be given to continue the supply to the existing customers, while facilitating the delivery of the new development.

It is not anticipated that any of these utilities identified are in any way a barrier to the development site and there is no reason why the development should not be allocated from a utility's perspective.

### Design Considerations

A number of key design considerations have emerged following the baseline review and should be incorporated into the evolving masterplan. These are summarised below:

- It is assumed that utility capacity can be provided by existing infrastructure or through network reinforcing;
- Overhead electricity cables should be incorporated into the design where possible. If necessary there could be an opportunity for them to be diverted or undergrounded; and
- The inclusion of Electrical Vehicle charging points should be considered.





## Heritage & Archaeology

A **desk-based Heritage Assessment** has been undertaken to demonstrate an understanding of the Site. The planning application is supported by a Built Heritage Statement which identifies sensitive built heritage assets and considers the impact of the scheme in accordance with the NPPF and Historic England guidance.

There are no designated heritage assets within the Site. The northern and western boundaries of the Site are immediately adjacent to the RAF Upper Heyford Conservation Area and there are a number of Grade II Listed Buildings and a Scheduled Monument situated within the Conservation Area that are associated with the historic operation of the airbase.

In terms of archaeological potential, there are no non-designated heritage assets recorded on the Site on the Historic Environment Record. A **Geophysical Survey** of the site has been undertaken which has identified a number of anomalies that appear most likely to relate to the former agricultural use of the site, as well as possible quarrying and natural features. The Geophysical Survey will inform an Archaeological Desk-Based Assessment of the Site; both

reports will be submitted in support of any future planning application. There is no suggestion at this stage that the Site contains buried remains that would be a constraint to development of the Site.

The only built heritage asset identified as being sensitive to the development of the site is the RAF Upper Heyford Conservation Area. The Site forms a small part of the setting of the RAF Upper Heyford Aircraft Hangers and the Hardened Aircraft Shelters located within it (non-designated heritage assets) but is a neutral element that makes no contribution to their respective significance. The development will result in a small visual change within their settings, but this will be seen in the context of nearby residential areas and will not compete or change the visual and spatial relationships found within the formal extent of the airbase. Consequently, the proposed development will result in no harm to the significance of the RAF Upper Heyford Conservation Area and non-designated heritage assets within it.

### KEY:

- Site boundary
- Conservation Area
- ✱ Listed buildings
- ✱ Scheduled Monuments

## Conservation Area & Listed Buildings Plan





### Design Considerations

Notwithstanding the limited interaction with heritage assets, a number of key design considerations have been incorporated into the masterplan to avoid impacts on the Conservation Area. These are summarised below:

- Design and scale of built development along the northern, southern and western boundary addresses and responds to the character of the adjacent Conservation Area; and
- The layout of the scheme respects the wider development to the west and how the existing settlement has evolved.



Cold War structures, scheduled Monuments



Grade II Listed Control Tower on the former airbase



Nose Dock Hangers at Upper Heyford



Looking north-east across the Site's western field and in the direction of the Site's northern field. A partial view of a Hardened Aircraft Shelter is identified by the arrow.



# Design Evolution

## The Early Masterplan

An early Illustrative Masterplan was prepared to demonstrate the initial thoughts of how the Site could be developed. This took on board the early technical and environmental assessments that had been undertaken and was utilised in pre-application discussions.

The Illustrative Masterplan proposed up to 210 dwellings, 35% of which would be affordable housing. Vehicular access was proposed central to the southern boundary along Camp Road with a primary road leading through the heart of the development. The proposed street grid was simple and geometric, reflecting the historic character of the air base, with the street hierarchy used to help create character.

The masterplan proposed outward looking streets to ensure overlooking of all streets and public spaces, creating a safe environment. All boundary vegetation was proposed to be retained save for areas associated with the delivery of access through the Site. Landscape buffers around the edges of the Site allowed for the integration of circular recreational routes ensuring maximum accessibility to the new green spaces and the existing footpath network surrounding the Site.

With regard to the setting of the RAF Conservation Area to the north of the Site, a larger landscape buffer was included and the housing along the northern areas of the Site were proposed to be lower density housing and the potential for bungalows to minimise the

visual impact.

The main area of public open space was proposed in the west of the Site, running north to south. Retention of existing ponds and introduction of new attenuation measures allowed for the creation of a 'wet corridor'. This 'wet corridor' would provide significant recreational benefits and enjoyment to both existing and new residents as well as enhanced biodiversity through the creation of new habitats.

Retention of existing vegetation and planting of new trees and hedgerows was proposed to aid with visual screening of the Site and integration into the existing landscape as well as biodiversity enhancements.

- 1 Site access
- 2 Primary road
- 3 Secondary roads/shared surface lanes
- 4 Enhanced native hedgerow boundary planting
- 5 New landscape buffer respecting setting of Conservation Area
- 6 Central green spaces to act as a focal point
- 7 'Wet corridor' open space
- 8 Attenuation ponds located in lowest part of the Site
- 9 Play space
- 10 Recreational routes/possible trim trails
- 11 Lower density development







## Consultation Strategy

Given the location of the Site there are few immediately affected neighbours and, as a result, no public exhibitions have been held. Meetings have been held with the Dorchester Group and contact was made with Pye Homes (applicants of the proposed development immediately west of the Site), with a meeting planned early in 2021. A 'Zoom' meeting was held with Heyford Park Parish Council and a pre-application meeting has also held with Cherwell Planning Department.

### Pre-application discussions with Cherwell DC

While no formal written advice has been received, a 'Zoom' meeting was held with Andrew Lewis, Principal Planning Officer to discuss the early proposals on 24th June 2021.

Mr Lewis set out a number of important contextual issues; these included the position of the new Chilgrove Road access to the airfield, flooding in October 2020 to the south of Heyford Park, highways issues and potential sustainable solutions, ecology, and heritage. The proposals for the adjoining Dorchester land were discussed in light of the impact they might have on the form of the scheme on the subject site.

The early illustrative masterplan proposed up to 210 dwellings at an average of 35-40 dwellings per hectare (dph) and as noted on the previous pages, this scheme proposed lower density development with single storey dwellings along the northern edge of the Site to respect the setting of the Conservation Area. Mr Lewis noted that some sites elsewhere in Heyford Park are perhaps underdeveloped and set out that this scheme should be landscape led and that the best use of land would be made with a density of at least 40dph. He argued that there did not appear to be a justification for bungalows as proposed in northern area and that there exists an opportunity for a centre with taller buildings. The adjoining site to the north is earmarked for commercial activity and this in turn will have an impact on the heritage sensitivities of the Site and would also suggest that a simple, more modern architecture might be an appropriate response for the Site.

Mr Lewis noted that the lower density areas of the existing settlement, such as the officers houses from the 1930's, have an Arts and Crafts aesthetic whereas more recent higher density development have a more modern and plain architecture. He suggested that this proposal has a potential opportunity to make this a centre for a new character for Heyford Park.

Mr Lewis felt that the wetland areas were a "wonderful" idea but noted that it would be important to provide routes through to the west to ensure connectivity for both new and existing residents without spoiling the biodiversity value and appearance of the wetland areas.

He concluded that in terms of the principle of the development it would be for the promoters to demonstrate that the benefits of the development are not significantly and demonstrably outweighed by the harms. Highways and traffic will be key considerations in any planning balance.






### Heyford Park Parish Council

A 'Zoom' meeting was held with Members of Heyford Park Parish Council on 25th November 2021. This was not a formal meeting of the Parish Council.

The scheme was described to the Members who then asked a series of questions relating to matters such as highways, access, noise and foul water disposal. Members also set out some important local context, such as their desire to provide for play areas, community buildings and a burial ground.

Members welcomed the large provision of green space within the scheme and advised that it should be fully publicly accessible. They would welcome links to the existing and proposed development to the west of the Site. As a matter of detail, they would like a plan showing which roads would be adopted and those that would remain private.



Design feature	Early Masterplan proposals	Consultation feedback & technical assessments	Final Masterplan considerations
<div></div> <div>1. Street form &amp; hierarchy</div>	One primary access road served off Camp Road; grid like street network; circular recreational routes	+ <div>Access located further west along Camp Road; opportunities for taller building along primary route to aid with character and density</div>	= <div>Clear distinction of road hierarchy to assist in character and placemaking; use of tree planting; connections to the east and planned upgrades to Chilgrove Drive; cycle routes</div>
<div></div> <div>2. Building form &amp; composure</div>	Average 35-40dph; lower density and single storey development along northern edge	+ <div>Min. 40dph; no justification for lower density or single storey development; modern architecture; new character for Heyford Park</div>	= <div>Min. 40dph with opportunities for higher density and taller buildings to assist with character and placemaking; modern architecture; farmstead character in the north</div>
<div></div> <div>3. Building lines &amp; parking</div>	Outward looking streets; parking tucked between dwellings	+ <div>No specific comments</div>	= <div>Continuous frontages along primary street; focal squares; frontage parking with landscaping to assist with street character; adequate visitor parking; EV charging</div>
<div></div> <div>4. Materials &amp; details</div>	Respectful of Heyford Park architectural character	+ <div>Opportunities for modern architecture and materials; domestic scale</div>	= <div>Modern architecture/materials; possible inspiration from hangers to the north; sustainable materials and construction methods</div>
<div></div> <div>5. Public spaces</div>	Retention and enhancement of existing vegetation; 'wet corridor' POS; green spaces along primary route; landscape buffers	+ <div>Landscape-led; provide good accessibility to POS; provision of play areas; ensure protection of habitats</div>	= <div>Celebrate 'wet corridor' as key asset; central green focal space; street trees; play areas; enhancement of existing vegetation with native species; ecology corridors</div>



## Constraints & Opportunities

Taking into account the analysis carried out for the Site and the advice received from the pre-application discussions undertaken, the following opportunities and constraints should be considered when developing the masterplan layout:

### Access & Movement

Vehicular access to the development is proposed off Camp Road, approximately 100m to the west of the Camp Road/ Chilgrove Drive junction. The proposed access takes the form of a priority T-junction and has been set out in line with Oxfordshire County Council's Residential Road Design Guide. Appropriate visibility splays can be provided at the access junction in line with MfS standards for a road subject to a 30mph speed limit and a 2m footpath with flank either side.

The zebra crossing will be provided to the west of the site access, near to where new footway/cycleway provision (3m wide) on the southern side of Camp Road is provided, to increase the connectivity and ease of active travel.






















The existing field access to the Site, located in its south east corner, will be removed and the hedgerow gap filled in with suitable planting to soften views into the development edge.

There is an opportunity to vastly improve connectivity across this Site and maximise opportunities for sustainable travel, whilst reducing the need to travel by car wherever possible. This will be done with footpaths and cycle routes along roads, as well as additional, well located recreational routes through green spaces.

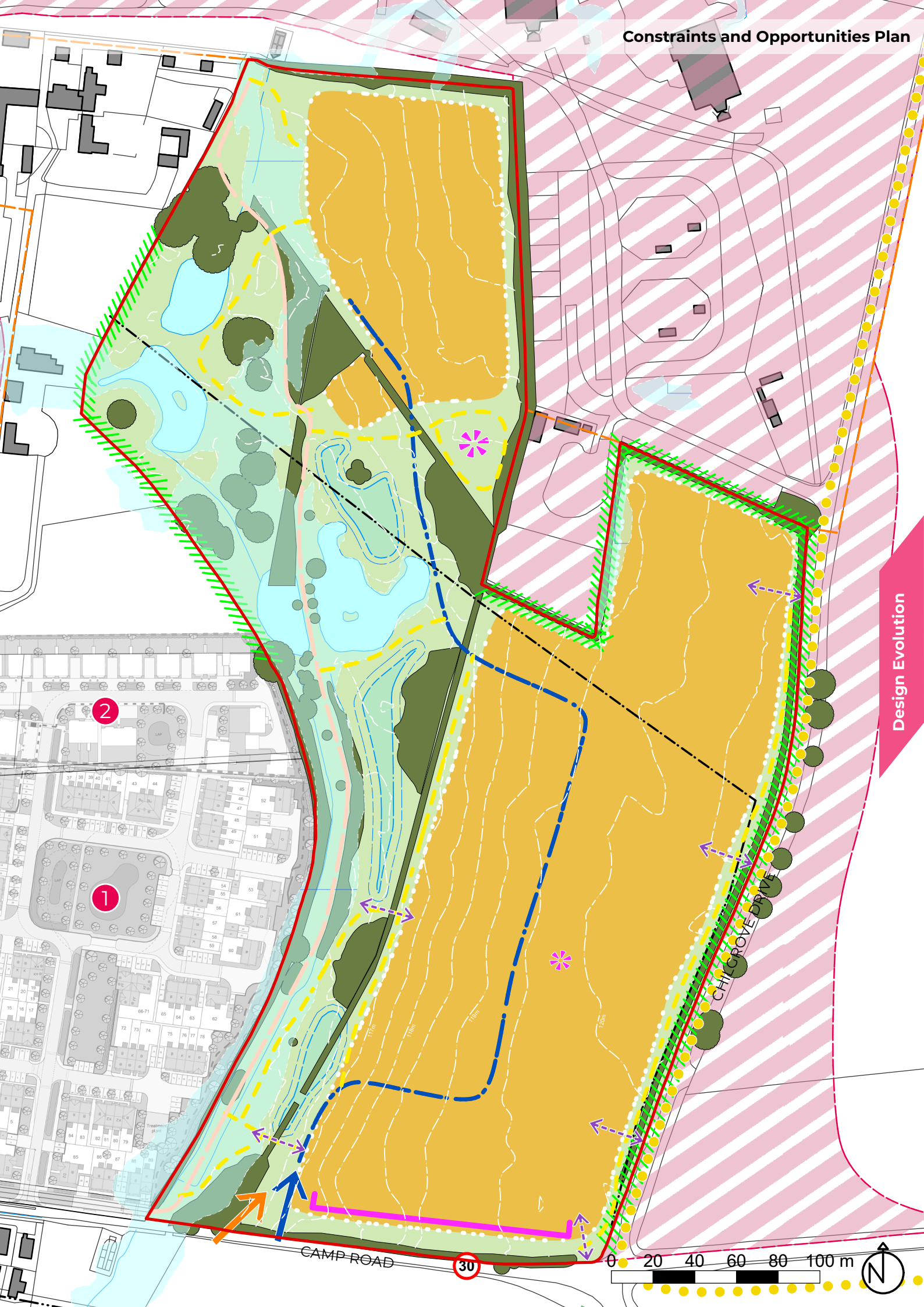
The new street hierarchy will use different street designs to create character, legibility and speed control. The masterplan will create nodal points to assist legibility and ease of movement.

### Existing vegetation

The hedgerows which form the field boundaries comprise Hawthorn, Blackthorn and Bramble primarily with other native species and they are overgrown and gappy in places. The retention and enhancement of these features where possible and provision of a 5m no construction buffer, will ensure

-  Site boundary (11.68ha)
-  Hybrid/mixed application for upto 1,235 dwellings; retail; medical centre; employment; schools; community use buildings; indoor sports provision; energy facilities; 30m high observation tower with zip-wire; changes of use and demolition to existing buildings; open space; sports facilities; green infrastructure; and upgrades to Chilgrove Drive and the junction with Camp Road  
**(18/00825/HYBRID)**  
Status: Outline Approval
- 1** Full application for 89 dwellings  
**(15/01357/F)**  
Status: Undetermined
- 2** Outline application application for up to 31 dwellings  
**(21/03523/OUT)**  
Status: Undetermined
-  Existing site access point
-  Existing trees/hedgerows to be retained (where possible)
-  Conservation Area boundary
-  Existing watercourses
-  Existing ponds
-  High voltage electric cable
-  Low voltage electric cable
-  Bridleway
-  Other route with public access
-  Existing track
-  Proposed vehicular access point
-  Indicative link road through proposed development
-  Proposed recreational circulation opportunities
-  Potential pedestrian/cycle connections
-  Existing building-line continued
-  Proposed residential development opportunities
-  Proposed play space
-  Area reserved for attenuation
-  Enhanced boundary planting







the protection of existing habitats and aid with visual screening. New hedgerow and tree planting should be incorporated, particularly along the northern boundary, to provide additional screening and respect the setting of the adjoining Conservation Area. Some removal will be necessary to secure vehicular and pedestrian connections into and through the Site.

The 'wet corridor' along the west side of the Site will be retained and enhanced as it will provide new residents with a local mature public open green space for recreation.

### Landscape

The existing landscape features will inform the landscape-led design approach to the masterplan, as they provide the existing landscape framework.

Proposed built form will be visually broken up to allow space for green infrastructure including pocket parks and native trees. Street, garden, feature trees and copses will be proposed throughout the site to introduce more canopy cover and green corridors for ecological and environmental resilience, enhancement of local biodiversity, habitat provision and the local landscape character. Along with reducing the housing density, this green infrastructure will soften views of the built development edge to the wider countryside, particularly along the east boundary.

Newly formed high quality green spaces and public open spaces can be connected with movement routes and loops to promote well-being, play, sport, active travel and recreational activities.

The small existing stone wall will be restored, and new stone walls incorporated in accordance with the published landscape character and policy guidance.

### Ecology

There are several opportunities to secure biodiversity net gain in the Site. All new tree and hedgerow planting is to be native and green spaces will be linked up in continuous corridors for good wildlife movement. A variety of other ecological habitats will be introduced

including wildflower grassland areas, wetland areas, ponds and Sustainable Drainage Systems.

There are opportunities for new housing/ nesting boxes and hibernacula to be located within the Site for bats, birds, dormouse, reptiles and hedgehogs and a dark corridor is proposed along the west boundary for the protection of existing ecological commuting and foraging corridors. Further surveys will be required to establish the presence of species on Site.

A 5m construction buffer will be given to all existing hedgerows on site to prevent disturbance to commuting species during the proposed development.

### Drainage & Topography

The entirety of the Site is situated within Flood Zone 1, however part of the Site along the western boundary is at risk of surface water flooding. The existing watercourse should be utilised to intercept overland flows as well as provision of on-site attenuation basins to ensure there will not be an increase in the likelihood of flooding elsewhere. Landscaping in and around the basins will create new habitats.

The Site is relatively flat, with a gentle slope to the west of the Site (towards the linear strip of land where the watercourse lies) from its centre. The orientation of streets and location of houses will consider the contours sensitively and the lowest points will be kept free from development.

On-site attenuation will be provided in this area to manage surface water runoff and provide biodiversity and amenity benefits. Swales will be created along the west and southern boundaries to further manage surface water run off and to create attractive habitats for biodiversity and aesthetic beauty.

The provision of on-Site attenuation basins should ensure there will not be an increase in the likelihood of flooding elsewhere. Landscaping in and around the basins should create new habitats and aid in the delivery of biodiversity gains and contribute to the development character.



## Heritage

There are no designated heritage asset constraints within the Site. The northern and western boundaries of the site are immediately adjacent to the RAF Upper Heyford Conservation Area and there are a number of Grade II Listed Buildings and a Scheduled Monument situated within the Conservation Area that are associated with the historic operation of the airbase. Sensitive design and inclusion of landscape buffers to the northern edge of the Site will ensure that there is likely to be little harm to their setting.

Proposals should be mindful of the local vernacular to ensure a development that fits into its context.

## Residential Development Potential

Development is proposed for the majority of the Site, with the exception of public open space to the west and north west of the Site and around the boundaries.

The assessments carried out indicates that the Site has capacity for up to 230 dwellings.

## Potential Design Opportunities





## Concept & Vision

The overarching concept for the Site is to create a high quality landscape-led place that integrates with the existing landscape, protecting and enhancing the mature trees and hedgerows, water features and visual character. The proposals will be sensitive to the existing visual context within the wider landscape setting, whilst delivering new homes, new areas of public open space and retaining and enhancing habitats for wildlife.















The landscape-led proposals will include tree lined streets, generous areas of public open space with circular walking routes and new play areas for children, promoting health and wellbeing. Retained and enhanced landscape features promote biodiversity, provide spaces for wildlife and nature conservation.

The masterplan concept allows the opportunity to create vibrant multi-use spaces for multi-generational enjoyment. This Site should be a place for everyone, anytime, any day and should create new homes for those living and working in the settlement and the surrounding district.

The proposals create a well connected new residential development with a mix and choice of housing for a balanced community.

The proposed street structure is geometric, with an integrated green focal space, reflecting the existing character of Heyford Park. Taller storey heights are proposed as landmark buildings. The primary route should be tree lined, reflecting the character of the existing settlement and the development adjacent to the Site.

The proposals ensures a legacy - with development becoming a positive gain and complementing its location, on the eastern edge of Heyford Park. The high quality design fits into the surrounding context, whilst delivering identity and distinctiveness. The Site provides an opportunity to create a new development nestled within the wider growth proposals for the whole of village, whilst enhancing landscape and complimenting this area of the settlement and the approach into Heyford Park from the east.

-  Site boundary (11.68ha)
  -  Proposed residential development area
  -  Proposed open space
  -  Squares/focal spaces
  -  Key frontage
  -  Proposed location of flat blocks
  -  Potential for taller buildings
  -  Proposed farmstead style housing
  -  Proposed recreational routes
  -  Proposed play space
  -  Existing vegetation retained (where possible)
  -  Proposed vegetation
  -  Existing ponds
  -  Proposed attenuation basins
- ① Access into the Site should be at 90 degrees to Camp Road, a vernacular characteristic of Heyford Park
  - ② The layout of the Site should be simple, geometric and structured, reflecting the historic character and the legacy of the air base as well as the proposals to the west
  - ③ Development parcels should be outwards looking to respect, reinforce and frame the streets, green spaces and edges
  - ④ The primary street should be tree lined to reflect the characteristics of the existing settlement and underpin the street hierarchy
  - ⑤ There is potential for connectivity to the east along Chilgrove Drive to allow for integration with the proposed upgrades as part of the wider Heyford Park masterplan proposals
  - ⑥ Landmark buildings should be utilised around proposed squares/focal spaces to aid the placemaking strategy
  - ⑦ A central green space should be incorporated to provide a focal space for the community
  - ⑧ The integration of some 3 storey dwellings and continuous frontages along the primary street will aid the placemaking strategy and is reflective of the character of Heyford Park
  - ⑨ A farmstead characteristic should be incorporated in the north to reflect the nearby farmstead
  - ⑩ The majority of the proposed public open space should be located in the west forming a 'wet corridor' providing recreational opportunities as well as ecological enhancements
  - ⑪ Buffers around the northern edges should be incorporated to create ecological corridors ensuring that existing vegetation is retained and enhanced as well as ensuring that development is respectfully set back from the Conservation Area (despite the heritage assessment concluding that the site makes no contribution to the setting of the CA)





Design Evolution



# Masterplan Strategy

## The Masterplan

An Illustrative Masterplan has been prepared to demonstrate one way in which the Site could be developed, taking on board the technical and environmental assessments that have been undertaken.

The Illustrative Masterplan confirms that the Site will deliver up to 230 dwellings, 35% of which would be affordable housing. It is the intention that the affordable units would be integrated throughout the development and be tenure blind to an integrated community. The housing mix is reflective of local housing needs.

The Site is accessed from Camp Road by the primary street which leads through the heart of the development. The proposed street network is geometric and grid-like, reflecting the historic pattern of the air base and the adjacent Pye Homes scheme. The proposed street grid is sensitive to topography and orientated to maximise on solar gain potential.

A distinguished road hierarchy helps to create character and identity as well as serving to slow internal traffic speeds through design rather than signage.

The masterplan creates outward looking streets which are enhanced through the integration of front gardens and verdant green edges overlooking the public spaces. This creates activity and safe overlooking within the development.

The integration of a network of

- ① Proposed vehicular and pedestrian access via Camp Road
- ② Proposed pedestrian/cycle connection to Camp Road
- ③ Proposed pedestrian/cycle connection to Chilgrove Drive
- ④ Primary tree lined street with foot/cycleway
- ⑤ Secondary street
- ⑥ Shared surface
- ⑦ Linked private drive
- ⑧ Private drive/lane
- ⑨ Proposed footpaths/recreational routes
- ⑩ Central green space to act as focal point with playspace (LAP)
- ⑪ Playspace (LEAP)
- ⑫ 'Wet corridor' public open space to provide ecological enhancement and recreation benefits
- ⑬ Attenuation basins
- ⑭ Existing ponds
- ⑮ Existing vegetation retained and enhanced as necessary with locally characteristic and native species
- ⑯ Proposed hedgerow strengthening the field pattern by planting up gappy existing hedges
- ⑰ Proposed native wet woodland
- ⑱ Proposed native tree belts around airfield to enhance urban fringe and reduce the visual impact using locally characteristic and native species
- ⑲ Proposed scattered clusters of native tree planting to give impression of linear tree belt to enhance urban fringe and softening of built form







pedestrian routes which are connected to the existing Public Right of Way ensures maximum accessibility to the new green spaces and residential areas and to the existing surrounding streets and footpath network, promoting good placemaking, health and wellbeing.

The proposals will connect into the proposed improvements to the footway network along Camp Road, providing convenient access to the west and to the various services and facilities offered in Heyford Park.

The landscaping will be soft and native with a formal structure of tree planting along the primary road to create a legible hierarchy of streets. Additional tree planting in the form of large native species to the focal space will break up rooflines of taller dwellings. The enhancement of existing vegetation and introduction of new tree planting will provide additional softening and a native character to the landscape.

The introduction of attenuation measures located at the lowest area of the Site in the 'wet corridor' running north-south, will help mitigate against any drainage issues and through sensitive planting along the edges of the basins, create new habitats. This green corridor will also provide recreational opportunities, providing public access and enjoyment for both new and existing residents to an attractive landscape with a number of existing ponds and mature landscaping that is currently largely inaccessible.

Planted landscape buffers to the north will be integrated to aid with visual

screening and respect the setting of the Conservation Area.

It is proposed that informal and incidental natural play areas will be integrated within the green spaces throughout the Site for enjoyment of children of all ages. These play areas will benefit from natural surveillance. There is also scope for the integration of public art throughout the Site.

Within the development, smaller focal spaces will give localised areas for more significant landscape contributions to the street scene.

The development of the Site will increase overall sustainability of the area by promoting access to nature, and encouraging walking, jogging, and other recreational activities.

The proposals promote a low carbon development by incorporating opportunities for reducing energy consumption and enabling more efficient use of energy, through the orientation of streets and buildings to maximise solar energy for passive heating and cooling and natural ventilation and scope to install Electric Vehicle (EV) Charging Infrastructure.

The development can accommodate all ecological and arboricultural recommendations and creates a fantastic addition to the north of the settlement of Heyford Park whilst respecting the character of the village and enhancing it for future generations.





## Potential Design Opportunities/Precedents





## Placemaking Strategy

The masterplan demonstrates robust urban design and placemaking principles, delivering a place that people will want to live in as well as creating spaces for informal recreation with safe and liveable streets.

The integration of recreational routes/natural trails throughout the open space and proposal ensures that this scheme connects with the existing street network in Heyford Park, as well as integrating the settlement into the surrounding countryside. This blurs the line between natural and urban landscapes whilst promoting good placemaking, health, and well-being for existing Heyford Park residents and a new community to the settlement.

### Gateways

The access to the Site will be designed to create a landscaped gateway, with enhanced hedgerow and clusters of native tree planting and properties orientated to create a strong frontage. This creates a change in character and landscape, signalling a new place and providing Heyford Park with a complimentary new character area. It will be paramount that the gateways are designed to create interest and set the benchmark for design quality.

### Focal points

It is important to integrate both new and existing communities spatially, and consequently, a green focal point will provide space for social interaction for new and existing residents.

Green focal points located in the north-western part of the Site create a publicly accessible feature for the northern meadow, combining children's play areas with natural landscape features and recreational walking routes.

These green focal points are designed as a less formal approach to a traditional village green, where residents can host communal activities and come together in safe, overlooked and generous outdoor space for picnics, parties, sporting and leisure activities.

A focal point located in the in the south of the development along the primary route delivers a different character, with large trees breaking up the built form.

The proposal will be framed around the existing extensive and mature landscaping and ponds to create a pleasant environment for recreation.

### Transition Nodes

At key nodes throughout the development, there are transitions of character to add interest and variety. Characters can be achieved through the use of different architectural styles, densities, street types or use of materials.

### Landmarks

Landmark buildings and landscapes provide opportunities for streets and spaces to be framed with key, landmark architecture, helping to create identity and interest.

Landmark buildings can be distinguished by being taller than those surrounding or through architectural materiality and design. To create an exciting and interesting development, and to aid in wayfinding, a number of landmark buildings should be placed across the masterplan at key points.

#### KEY:

-  Site boundary
-  Development parcels
-  Gateway
-  Nodes
-  Green focal point
-  Landmark buildings
-  Primary street
-  Frontages







## Land Use

The plan opposite sets the parameters for the land use strategy for the proposed development.

The whole developable area of the Site (approx 5.9ha) will be comprised of residential use.

## Housing Strategy

The dwellings will be designed to reflect the character and aesthetic qualities of the wider Heyford Park area and mirror design features of the settlement. High quality, vernacular materials for homes will aid the integration of this development within the settlement.

The illustrative masterplan proposes a variety of different house types, providing a range of sizes catering for the needs of different people. The internal layouts will all be designed to meet the National Minimum Standards and will consider market preference and modern ways of living. The proposals take into account standards set out in the Cherwell Residential Design Guide SPD (adopted July 2018) including minimum separation distances within the block structure and the use of terraced properties to create continuous frontage. Houses will be designed to allow for flexibility and adaptation in order to encourage residents to stay for longer depending on life circumstances, for example first time buyers, young families, growing families and downsizers. The scheme will ensure there is a wide range of choice.

The proposed housing mix would be broadly in line with the recommendations of the Local Planning Authority, unless local circumstances at the time of an application justify a different mix. The proposals consist of a mix of apartments, terraced, semi-detached and detached properties.

## Affordable Housing Strategy

Policy BSC3: Affordable Housing requires at least 35% affordable housing to be provided. The masterplan proposes 35% affordable housing, meeting the requirement set out in the policy. The development proposes that affordable dwellings are distributed evenly across the Site and that they will be tenure blind to create an integrated community.

## Parking Strategy

Parking provision (including allocated and unallocated spaces) will be provided in compliances with policy requirements including Oxfordshire's Parking Standards For New Residential Developments.

The majority of parking spaces will be provided on plot - either in garages and car ports or driveway spaces will be provided to accommodate cars. In some instances, it may be necessary to provide some on street allocated parking spaces. This will be in close proximity to dwellings for ease of access.

Visitor spaces, predominantly unallocated along streets, will also be provided. These will be evenly distributed throughout the development. Overall parking provision will be in accordance with the Local Planning Authority guidance.

Adequate provision for cycle storage will be made for all properties to encourage the use of alternative modes of transport to the car.

## Refuse Strategy

Adequate provision for refuse storage will be made in either garages or back gardens of all properties. This will ensure that bins are not left on the streets.

All roads will be designed to adequate widths and turning to accommodate refuse collection vehicles. Several shared surface streets are looped to assist service vehicle movements, designing out turning heads.

Homes should be designed with adequate storage space to encourage recycling and composting to minimise overall waste. Where required, waste collection points will be integrated into streetscenes in a positive way.



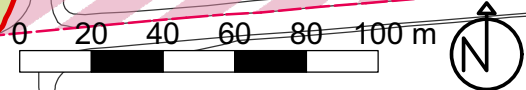




Masterplan Strategy

CHILCROVE DRIVE

CAMP ROAD





## Access & Movement

The plan below sets the parameters for the access and movement strategy for the proposed development.

The movement hierarchy delivers a clear, permeable and legible network of distinctive streets and pedestrian routes, helping to create character and identity as well as serving to slow internal traffic speeds through design rather than signage.

It is proposed that the primary access will be off Camp Road, to the south of the Site. The proposed access takes the form of a priority T-junction, with an extension to the footway provision along the northern side of the carriageway also proposed.

A tree lined primary street with green verges runs through the centre of the development. Footpaths will be provided on both sides of the street, with a shared pedestrian and cycle route provided on the southern side of the street into the centre of the Site and then linking through towards Chilgrove Drive. The primary route transitions in character towards the north. Secondary mews streets with shared surfaces branch off this primary route in a geometric pattern, providing a legible street hierarchy.

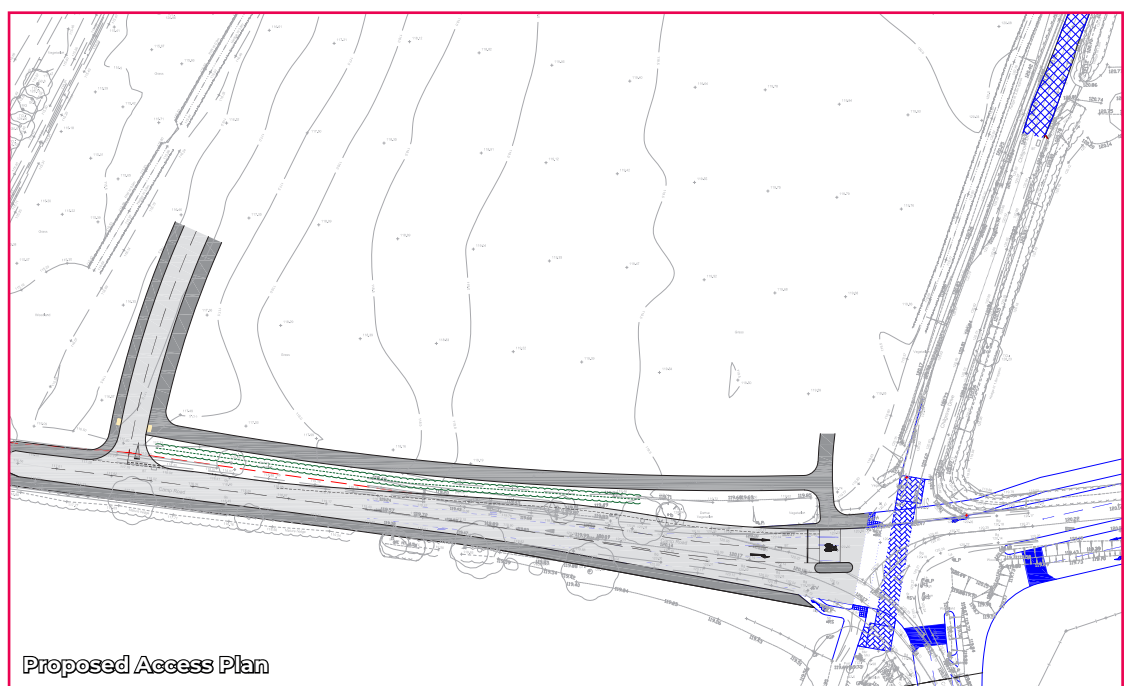
Changes in street type and road surfaces are proposed to aid in creating

character, as well as break and provide interest to hard standing. Some shared surface streets and private drives will also be integrated, providing a soft development edge.

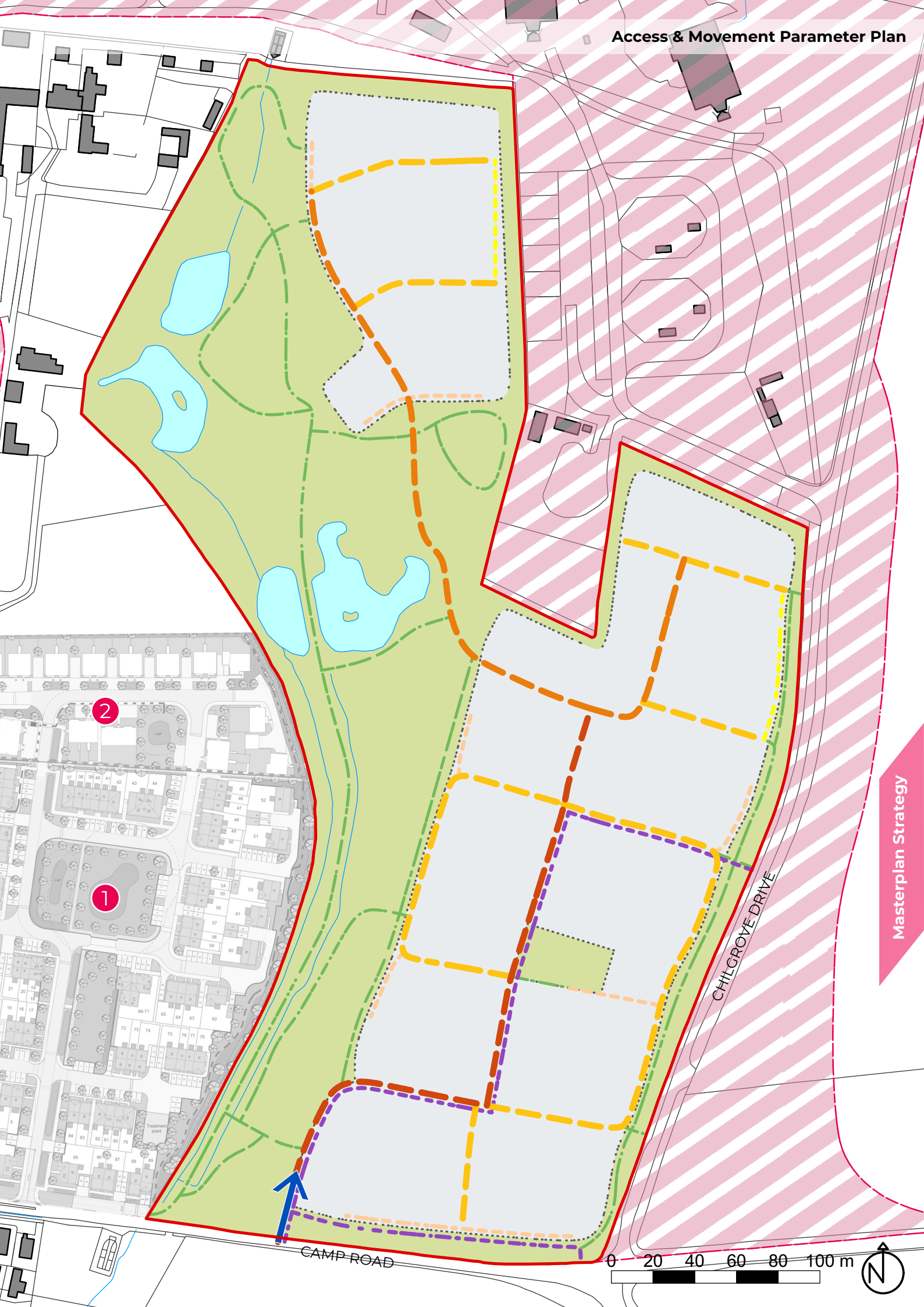
New recreational routes within the site will provide connections with existing and proposed footpaths along Camp Road and the wider PRow network.

The masterplan creates outward looking streets which are enhanced through the integration of front gardens, tree planting and green edges overlooking the public spaces. This creates activity and safe overlooking within the development.

- Site boundary (11.68ha)
- Residential development
- Green space
- Existing pond
- Existing watercourse
- Primary street with foot/cycleway (main tree lined street)
- Secondary street
- Shared surfaces
- Linked private drive
- Private drive/lane
- - - Proposed footpaths
- - - Proposed cycle route







Masterplan Strategy



### Creating Character

The masterplan should create a distinguished place where people will want to live, work and play. The proposals provides a scale of development affording the opportunity for a distinct landscape-led housing scheme with the ability to deliver something new and special for Heyford Park.

Whilst the design of the masterplan and the integration with the existing landscape fits with the context of the settlement, there is also an opportunity to provide enhanced placemaking and architecture of varying character.

A distinguished built form and a strong design hierarchy helps to create character and identity, with opportunities to explore an architectural typology offering something new to the market.

This character could be a contemporary interpretation of the existing character of Heyford Park or a number of landscape character areas that change and evolve as you move from one area of the development to another.

Varied street typologies are used to deliver variation in character across the scheme. Varied landscape, distinct architectural styles and typologies, and varied densities within the development will create design interest and variety, delivering a special place and a sense of belonging.

### Streets

The masterplan proposes three key street typologies with distinct characters, providing permeability, legibility and aiding with wayfinding throughout the Site.

The following pages provide an indication of the different characters that the streets deliver. This character is determined by the distances between frontages across the street, building heights, building line, footpaths, on-street parking, front gardens and landscaping.



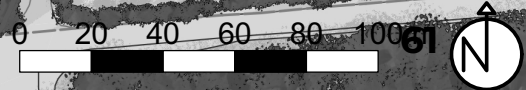




Masterplan Strategy

CAMP ROAD

CHILCOTE DRIVE





### Primary Street

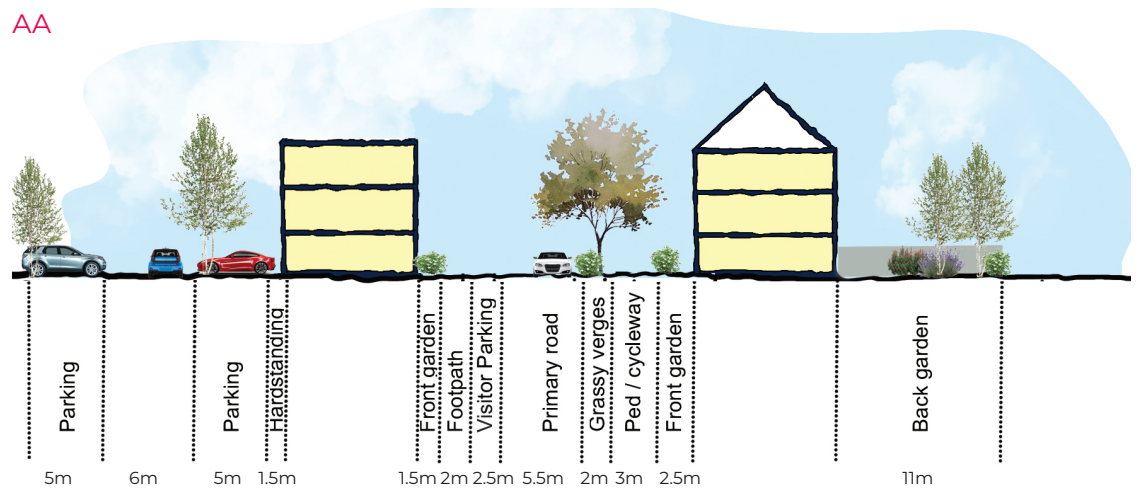
The primary street features regular tree planting on one or both sides of the street, creating a green spine through the development. A green focal square featuring a LAP is located centrally.

Taller buildings are located along the primary route at key corners and towards the green, with linked dwellings and continuous frontage creating a formal character. Parking is located to the side of properties or in drive through car ports, ensuring adequate parking provision and avoiding a car dominated frontage. This ensures that the formal rhythm of dwellings and built form is maintained.



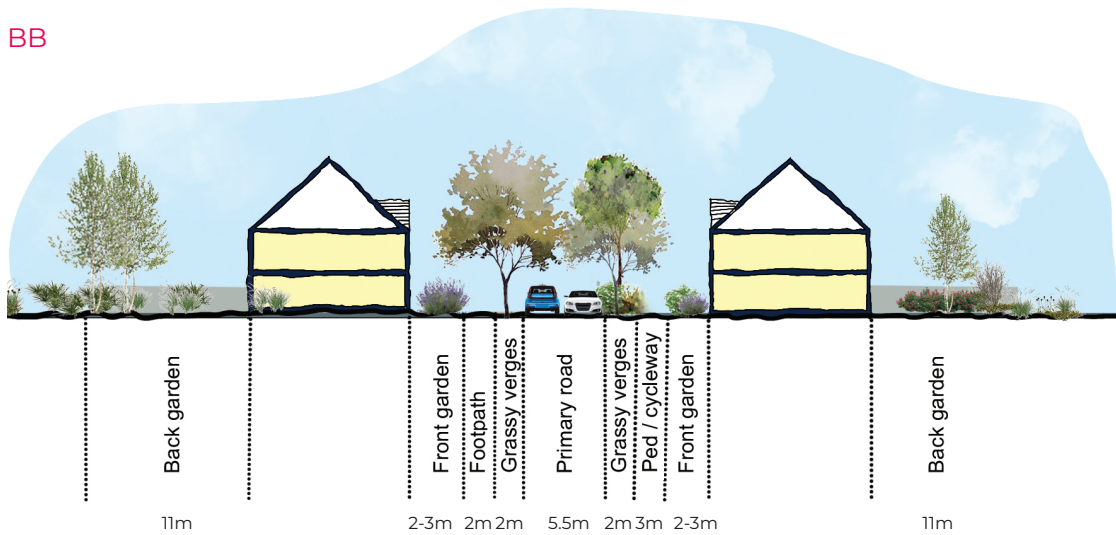
### Typical Street Section

AA





BB



## PRIMARY STREET - GENERAL PRINCIPLES

Carriageway Width	5.5m
Footpath	2m, 3m where shared foot and cycleway
Verge/Tree Planting	Tree planting in verge to either one or both sides of street
Cycleway	Shared ped/cycle route for part of the street
Traffic Calming Options	Change of surface
Access to Properties	Direct access
Landscape Design	Tree lined
Front Garden	1.8m-3.6m





### Secondary Street

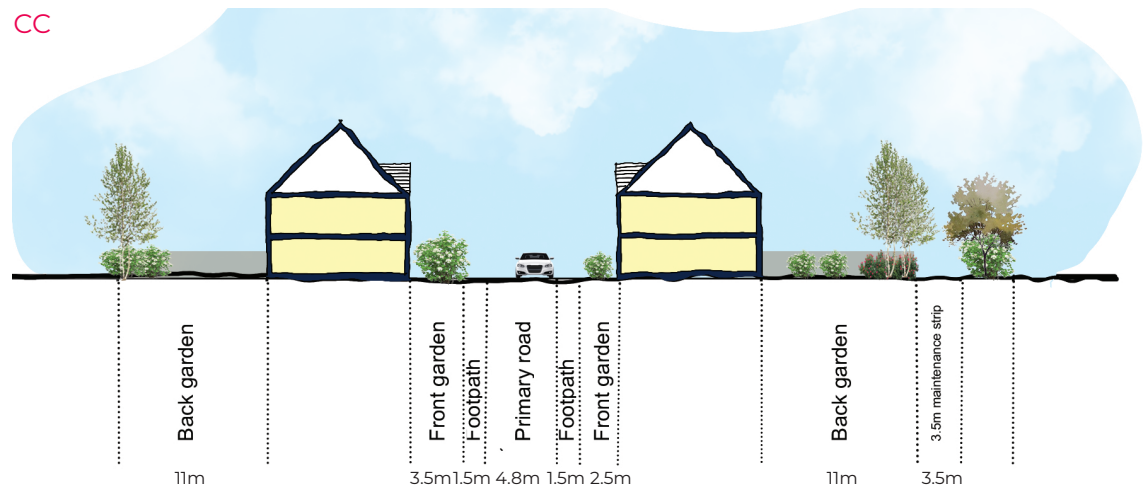
Further into the Site, the primary street transitions to a smaller scale secondary street, reflecting the change in character further north and serving less dwellings. The street reduces in width and becomes more informal. Tree planting features within the open space and footpaths are located to one side of the street towards the north.



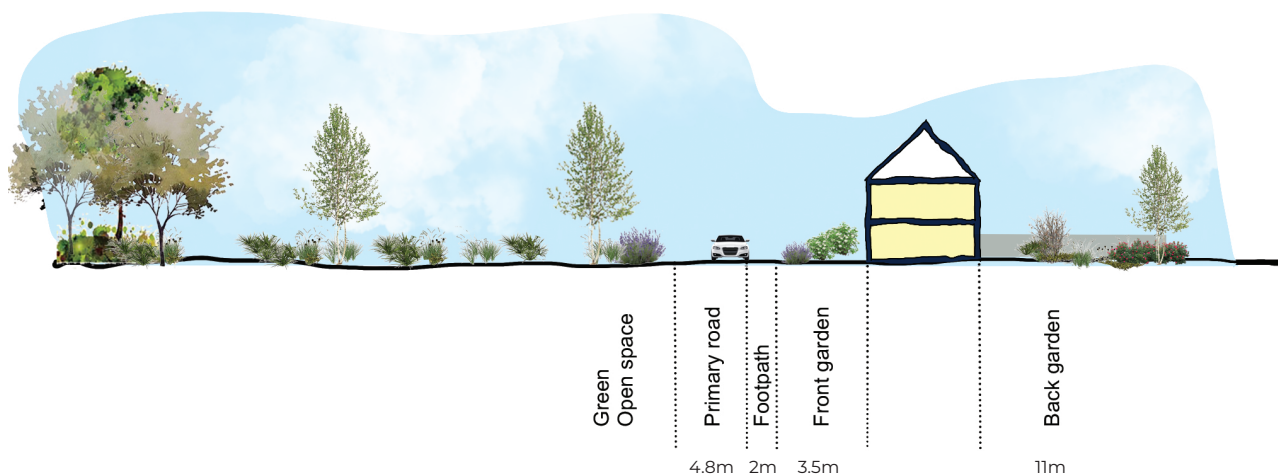
Potential design opportunities

\*May be up to 2.5 storeys, refer to parameter plan.

### Typical Street Section







## SECONDARY STREET - GENERAL PRINCIPLES

Carriageway Width	4.8m
Footpath	1.5m- 2m to one or both sides of street with continuous raised footways at junctions
Verge/Tree Planting	Tree planting in public open space & within private curtilages
Cycleway	In carriageway
Traffic Calming Options	Horizontal & vertical deflection
Access to Properties	Direct access
Landscape Design	Street trees and plot landscaping
Front Garden	1.5m-4m





### Shared Surface Streets

The shared surface streets connect from the primary and secondary streets through the neighbourhood areas and towards the development edge. They are typically perpendicular to the primary route, providing a grid layout.

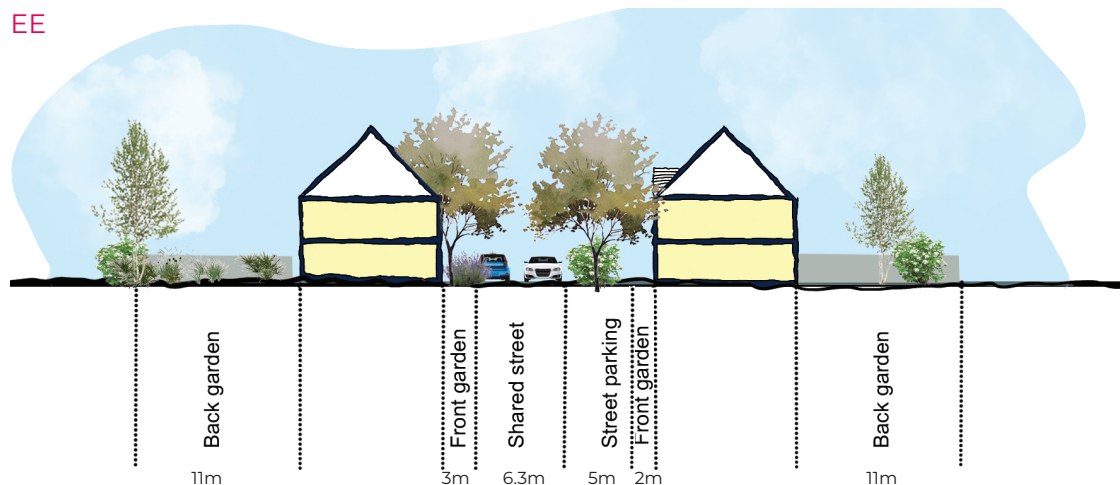
These shared surface streets feature homes set back behind frontage parking interspersed with landscaping and tree planting.

Looped streets promote connectivity and assist servicing vehicles by designing out turning heads.

\*May be up to 2.5 storeys, refer to parameter plan.

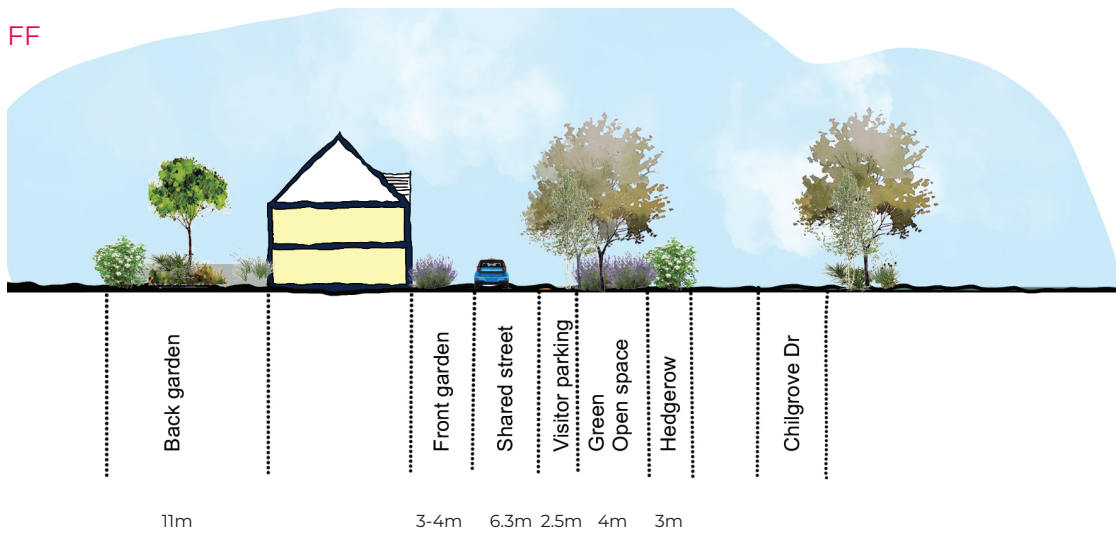


### Typical Street Section





FF



## SHARED SURFACE - GENERAL PRINCIPLES

Carriageway Width	6.3m overall (including service strips)
Footpath	Shared surface, pedestrians have priority
Verge/Tree Planting	Informal, irregular tree planting
Cycleway	In carriageway
Traffic Calming Options	Horizontal & vertical deflection
Access to Properties	Direct access
Landscape Design	Street trees, plot landscape & variation in hard surfacing materials
Front Garden	1.2m +





### Lane

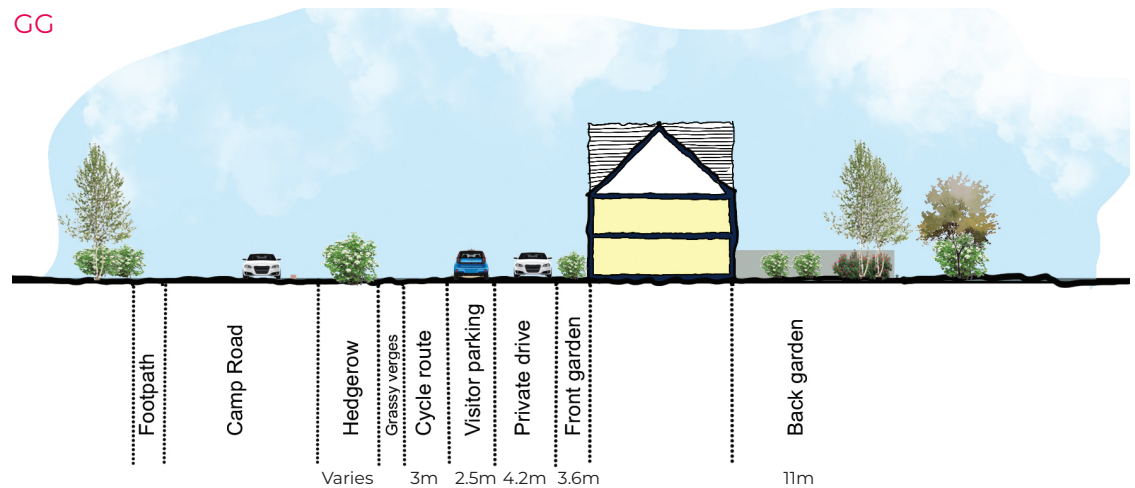
Smaller lanes are located towards the edges of the development. These take the form of shared surface streets and private drives. These encourage slower vehicle speeds and prioritise pedestrian and cyclist movement. They form the transition between the built development edge and the public open space.



Potential design opportunities

### Typical Street Section

GG







LANE - GENERAL PRINCIPLES	
Carriageway Width	3.75m-4.5m
Footpath	Shared surface, pedestrians have priority
Verge/Tree Planting	Informal, irregular tree planting to POS
Cycleway	In carriageway
Traffic Calming Options	N/A
Access to Properties	Direct access
Landscape Design	Plot landscape
Front Garden	1.5m-4m





## Building Heights

The plan opposite sets the parameters for the height of proposed development across the Site.

It is proposed that the Site will accommodate up to three storeys. This will consist of predominantly two storey development, with three storeys located along the primary route at key corners and around the focal space, including some three storey apartments.

- Site boundary (11.68ha)
- Up to 2 storeys
- Up to 2.5 storeys
- Up to 3 storeys
- Green space
- Existing pond
- Existing watercourse



2 storey, barn style development, responding to the character of the development immediately to the west of the Site.

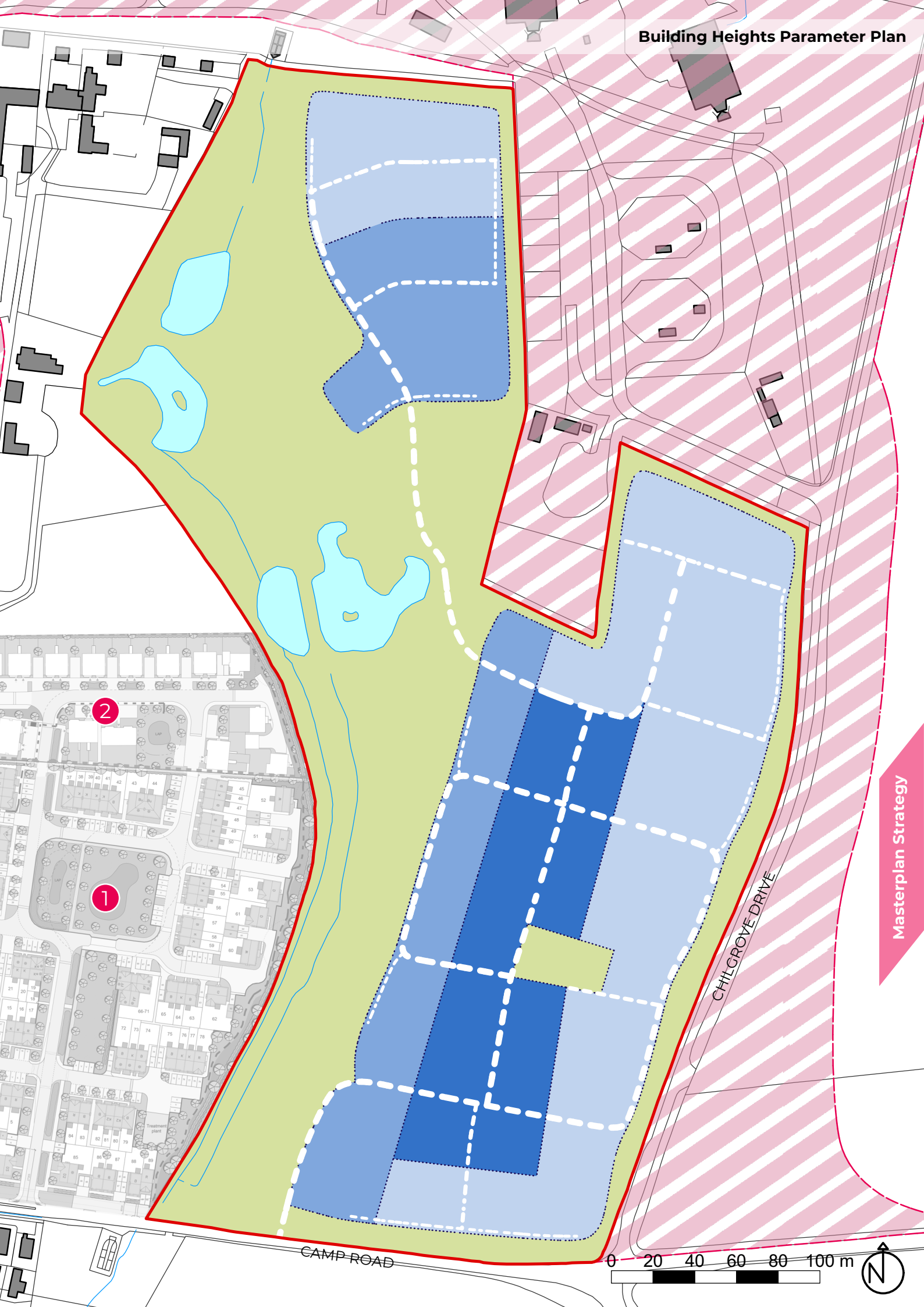


Linked 3 storey dwellings



3 storey apartments with to corners and varied storey heights within the street scene

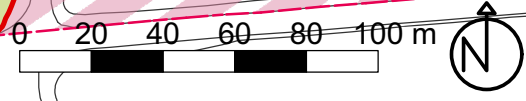




Masterplan Strategy

CHILCROVE DRIVE

CAMP ROAD





## Density

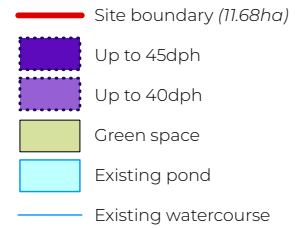
The plan opposite sets the parameters for the density of proposed development across the Site.

There will be a higher density along the primary route, with linked dwellings, apartments and a more formal arrangement in this area.

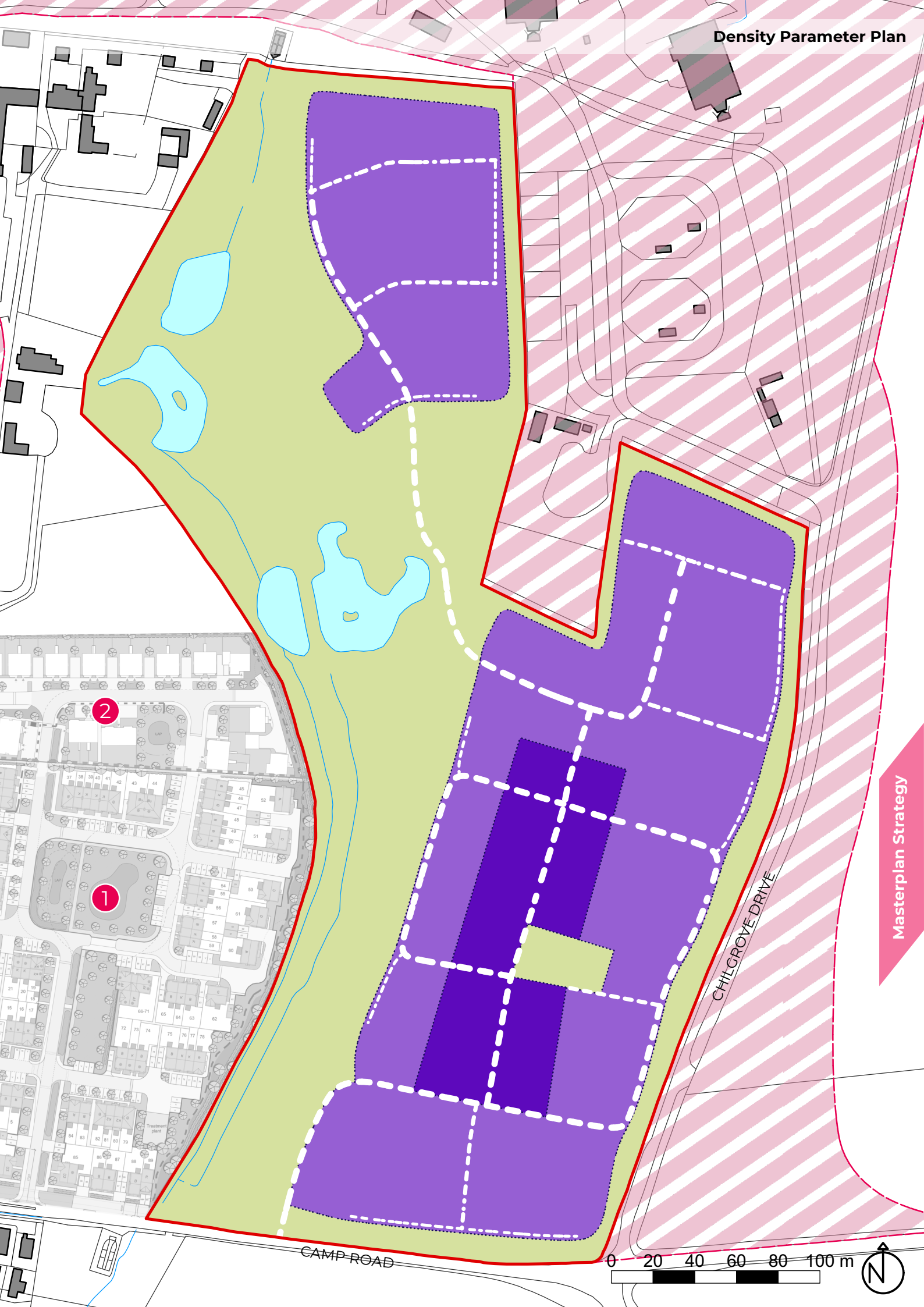
Towards the edges of the site, a lower density is proposed, with larger, detached properties located in this area.

The range of densities provides the flexibility to integrate a variety of housing typologies at a later detailed design stage, provides variety and responds to the existing context.

Across the development, a minimum average density of 40dph is proposed.







CAMP ROAD

CHILCROVE DRIVE

0 20 40 60 80 100 m





## Landscape and Open Space

The plan opposite sets the parameters for the open space strategy for the proposed development.

Where possible, existing site vegetation will be retained and enhanced (including planting up gappy hedgerows) with locally characteristic native species in order to protect existing habitats and aid with screening visual containment of the development. Additional tree planting will aid the in creation of locally characteristic linear tree belts.

The open space to the west of the Site will be a green-blue corridor, incorporating the existing ponds, new planted SuDS, mature vegetation, recreational routes and habitats for wildlife.

Proposed tree and hedgerow planting throughout the Site development will provide a connected green infrastructure network through the proposals, providing green streets and spaces.

- Site boundary (11.68ha)
- Residential development
- Green space
- Existing pond
- Existing watercourse
- SuDS feature
- Existing vegetation to be retained
- Proposed vegetation
- Proposed footpaths
- Proposed cycle route
- Main tree lined street
- Proposed play space - 400m<sup>2</sup> LEAP (20m buffer to buildings)
- Proposed play space - 100m<sup>2</sup> LAP (5m buffer to buildings)

Extracts showing open space details from the masterplan



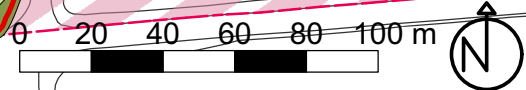




Masterplan Strategy

CHILCROVE DRIVE

CAMP ROAD



The overarching vision for Heyford Park is to deliver a high-quality, locally-distinguishable and sustainable addition to the settlement - where people can live, work and play.

In order to achieve this, the proposed landscaping will be soft and native to reflect the location of the Site on the edge of the settlement whilst enhancing the existing landscape character of the area.

One of the key concepts of the proposal is the inclusion of green corridors integrated with pedestrian routes, offering connectivity between the development and the existing village.

These corridors will serve both recreational and ecological purposes, providing naturalistic walking routes on desire lines, whilst offering habitats for wildlife.

The corridors will create continuous links between existing and proposed landscape features and ensure the creation of connected habitats. The central 'wet corridor' running through the middle of the Site consists of a number of existing ponds and mature vegetation that will be retained and will also integrate SuDS to improve water quality and biodiversity.

The 'wet corridor' and largely north-western part of the Site will provide new publicly accessible informal open space containing small woodland copses, trees, ponds and managed grassland, incorporating a series of pathways to be used for nature walking trails and social activities. This will be a community asset for both existing and new residents. This green space will help anchor and bring together the proposed new development with the proposals coming forward to the west of the Site.

A central green space to the south of the Site has been integrated to reflect the patterns and architectural character of Heyford Park and adjoining proposals which also include focal green spaces.

Overlooked play areas, benefiting from natural surveillance for nearby dwellings, have been distributed throughout the Site and are easily accessible by all new and existing residents. These will take the form of formal, informal

and incidental natural play areas with further opportunities for incidental play elsewhere in the development.

Enhanced boundary planting to the north is proposed to soften views of the development and respect the setting of the Conservation Area whilst diversifying the overall green infrastructure palette.

The integration of front gardens and verdant edges provides for an attractive streetscape and is characterful of Heyford Park and the wider area.

This landscape-led masterplan will successfully respond to the opportunities and constraints of the Site, creating a strong and positive legacy for the village and its community.

#### KEY:

-  Site boundary
-  Development parcels
-  Green Corridors
-  Central green space
-  Existing hedgerows retained & enhanced
-  Existing tree groupings retained and enhanced where necessary
-  Existing ponds
-  Sustainable drainage
-  Footpaths
-  Play Area
-  Tree lined primary street
-  Existing vegetation retained & enhanced as necessary with locally characteristic & native species
-  Proposed hedgerow strengthening the field pattern by planting up gappy existing hedges
-  Proposed native wet woodland
-  Proposed native tree belts around airfield to enhance urban fringe and reduce the visual impact using locally characteristic native species
-  Proposed scatter clusters of native tree planting to give impression of linear tree belt to enhance urban fringe and soften built form



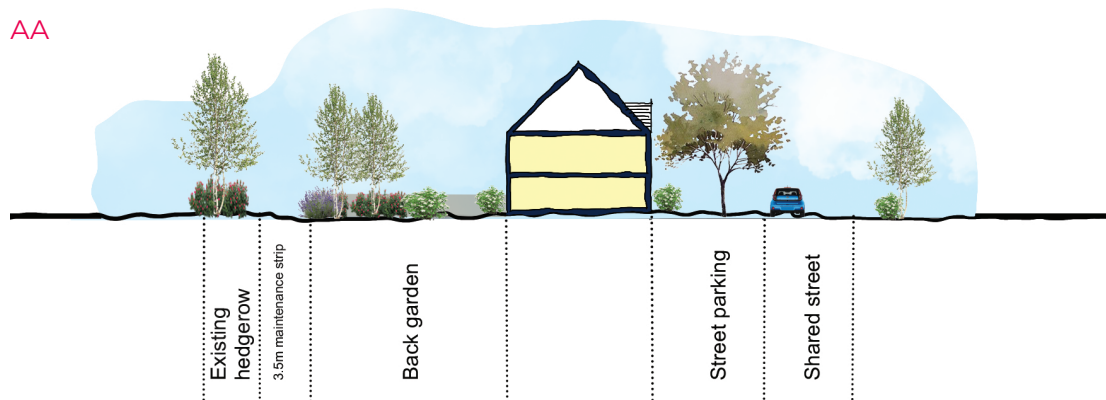


### Relationship with Site boundaries

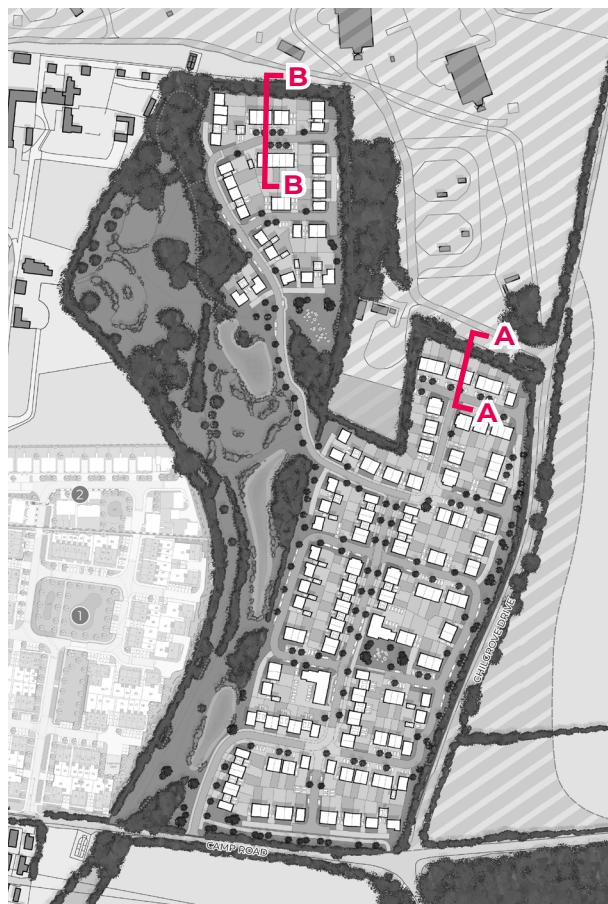
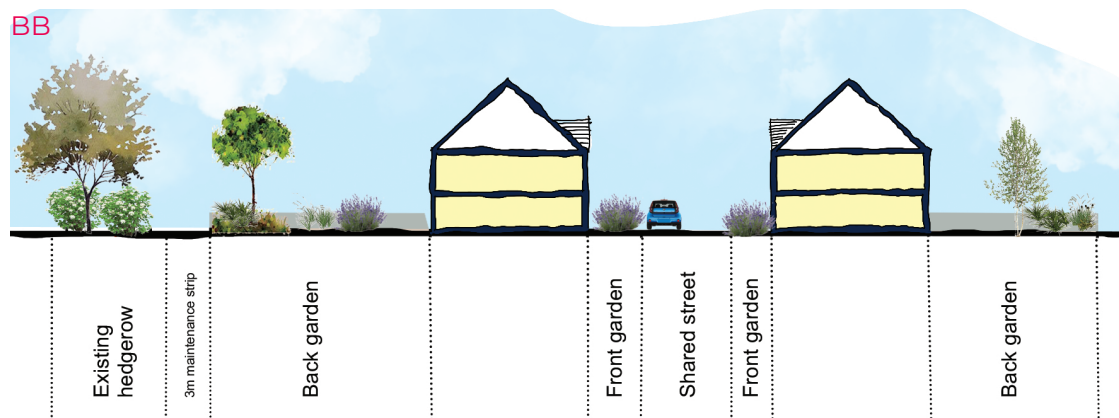
The sections below detail the relationship between the built form, landscape and Site boundaries towards the northern edge.

Managed ecology buffers to the northern edge ensure that existing hedgerows are maintained, delivering ecological and arboricultural benefits.

AA



BB





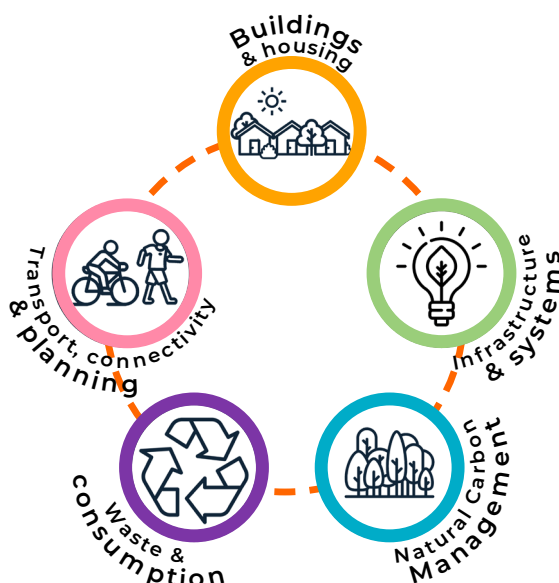
## Potential Landscape Opportunities/Precedents





## Sustainability Strategy

The Illustrative Masterplan is designed with sustainability as a core principle, recognising Oxfordshire County Council's Climate Emergency Declaration and their Climate Action Framework. Further detail for new developments are anticipated within the Oxfordshire Plan 2050.



### Active Travel Strategy

The Site layout makes efficient use of land whilst the framework incorporates an active travel strategy and encourages this with traffic free walking and cycling routes providing connectivity and promoting well-being.

The Site promotes connections to the wider Public Rights of Way network, providing an integrated network of additional walking and cycling routes.

### Sustainable Drainage

Development is situated outside of major flood risk areas. Sustainable urban drainage has been designed into the proposals from the outset, improving the current surface water runoff, managing the new surface water runoff, promoting biodiversity and providing amenity benefits through a series of attractive ponds and swales including new rich planted habitats.

### Green Infrastructure & Ecological Resilience

The green infrastructure strategy is at the heart of the proposals and fully

integrated throughout the development. Existing trees, hedgerows, habitats and ecological corridors are to be retained and enhanced with additional native planting supporting biodiversity and ecological resilience. New tree planting provides increased canopy cover whilst street trees are proposed to aid climate resilience, providing shading during the summer months and acting as wind breaks. The wider green infrastructure will also help reduce the developments carbon footprint and flood risk.

### Sustainable Communities

A mix of dwelling sizes will allow for a sustainable community, including family homes, provision for home working and homes for the elderly. Homes will be supplied with high specification broadband connection to minimise the need to travel to/from work.

### Renewable Energy Resources & Efficiency

Buildings will be designed to be fully compliant with the Building Regulation requirements, with high sustainability standards of energy efficiency including A+ rated white goods and high performance building materials. Buildings will be designed to be thermally efficient with high insulation to reduce reliance on main heating systems and boilers will be selected which achieve high efficiency.

Streets, buildings and roof pitches will be orientated to maximise solar energy, passive heating and cooling and natural ventilation. Building heights will be carefully considered to ensure appropriateness to the local context and avoid overshadowing. All homes will provide an electric vehicle (EV) charging point. Buildings should be fitted with water efficient fittings, water butts and additional water harvesting uses.

### Recycling & Sustainable Construction

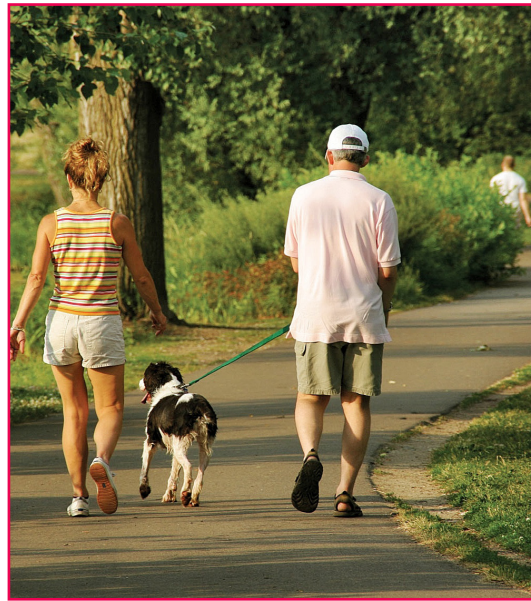
Waste should be reduced where possible during the construction of the development. Sustainable, intelligent and high quality construction techniques should be adopted whilst applying the circular economy principle and waste management hierarchy (prevention, prepare for re-use, recycling, recovery and last option disposal). Where possible construction labour and building materials will be



sourced sustainably, promoting low carbon development by incorporating opportunities for reducing energy consumption and enabling more efficient use of energy.

### Mitigating Effects of Pollution

During construction, developers will be encouraged to sign up to a considerate constructors scheme such that disturbance from construction will be minimised, in particular noise. Low lighting levels should be adopted in areas with hedgerows, trees and ecological corridors. No land contamination is currently evident on Site. Development proposals will be undertaken such that no land contamination occurs.

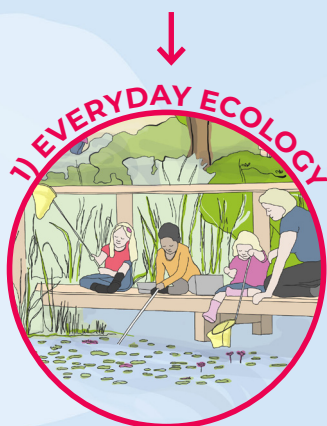




Five design principles which have influenced the masterplan to maximise its short and long-term sustainability.

**A Green Future: Our 25  
Year Plan to Improve  
the Environment (2018)**

Produce a healthier,  
greener environment  
where plants and  
animals can thrive.



Retaining and  
**enhancing** existing  
green and blue systems  
whilst establishing new  
**natural landscaping  
features.**

**The Sustainable  
Development Goals**

Achieve social equity,  
inclusivity, accessibility,  
and opportunity for all.



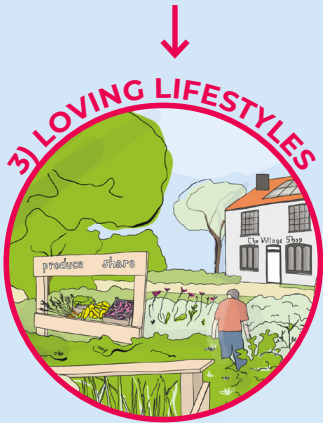
Ensuring that all  
demographics have  
the right to buy a home  
**(affordability)**, and are  
able to access public  
spaces.





### Paris Agreement (2015)

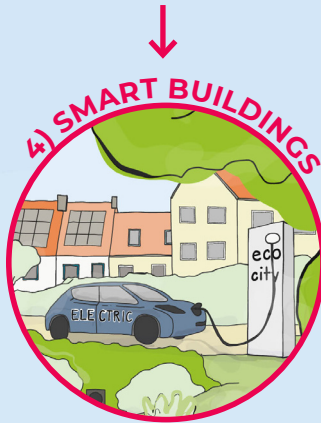
Mitigate against rising global temperatures in an effort to tackle climate change.



Promoting long-term **sustainable lifestyles** - such as local food production, and reducing vehicle dependency.

### The Clean Growth Strategy (2017)

Promoting renewable energies for both residents and businesses.



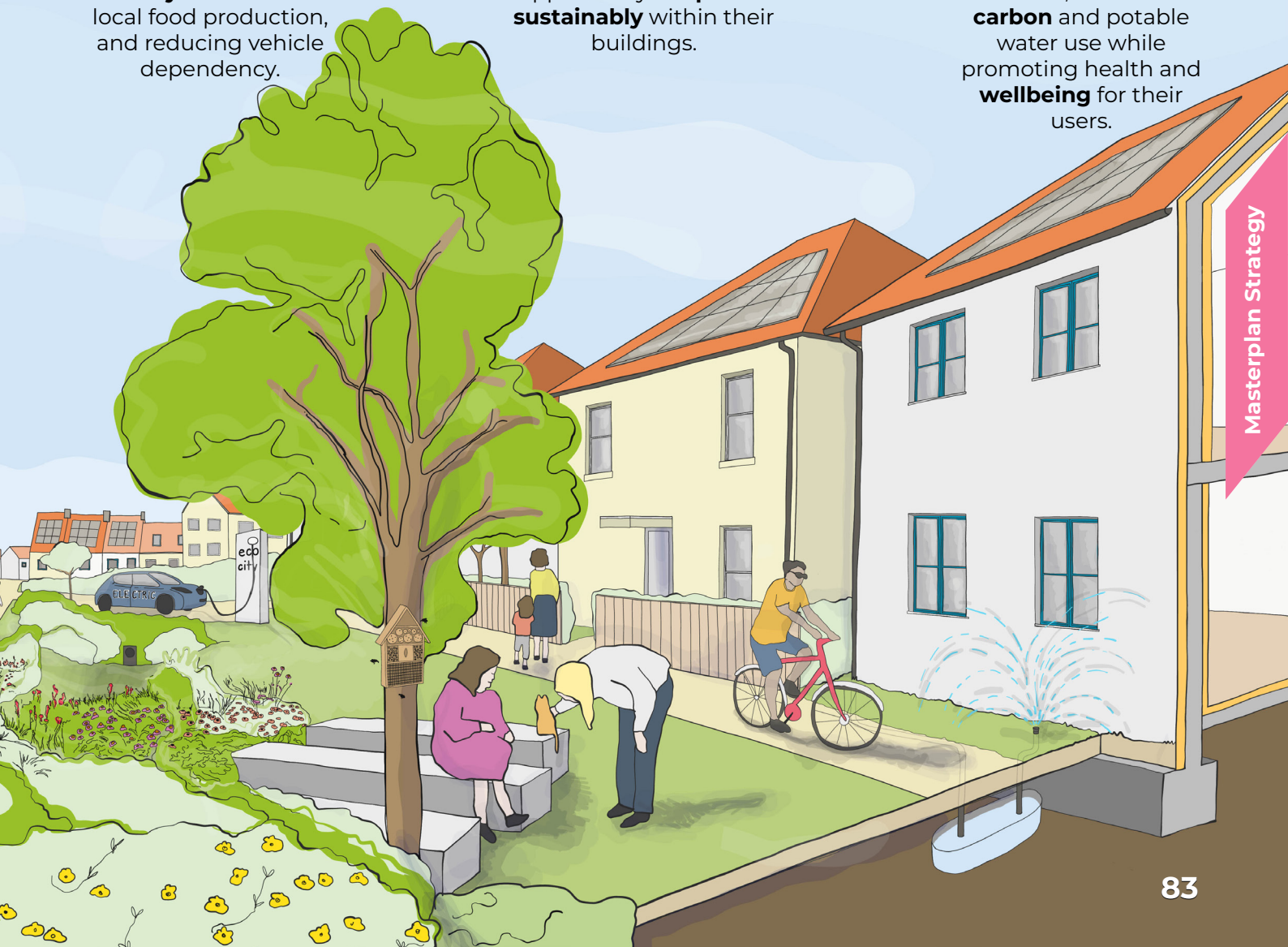
Providing residents and businesses with the opportunity to **operate sustainably** within their buildings.

### The 2030 Climate Challenge

Series of targets for reducing operational energy, embodied carbon and potable water.



Buildings reducing operational energy demand, **embodied carbon** and potable water use while promoting health and **wellbeing** for their users.



# Conclusion

## Benefits of the proposal

This document has set out a Vision for the development of land on the eastern edge of Heyford Park.

The proposals are demonstrably deliverable based on the site assessment work that has been carried out to date. The Illustrative Masterplan describes a high quality and locally distinctive new residential offering for Heyford Park.

### The benefits of the proposal include:

- The delivery of **up to 230 dwellings** - a mix of **market** and **affordable** housing - to boost housing delivery at a sustainable location of growth within the District;
- A **mix of house types and sizes**, including the provision of 35% **affordable housing**, catering for varied needs;
- An attractive, **'landscape-led'** residential development, incorporating front gardens and green verges and new publicly accessible green spaces with incidental **play areas** which will be overlooked by homes ensuring a safe and welcoming space for recreation for both new and existing residents;
- Potential for **circular walks** linking to the wider existing

Public Right of Way network;

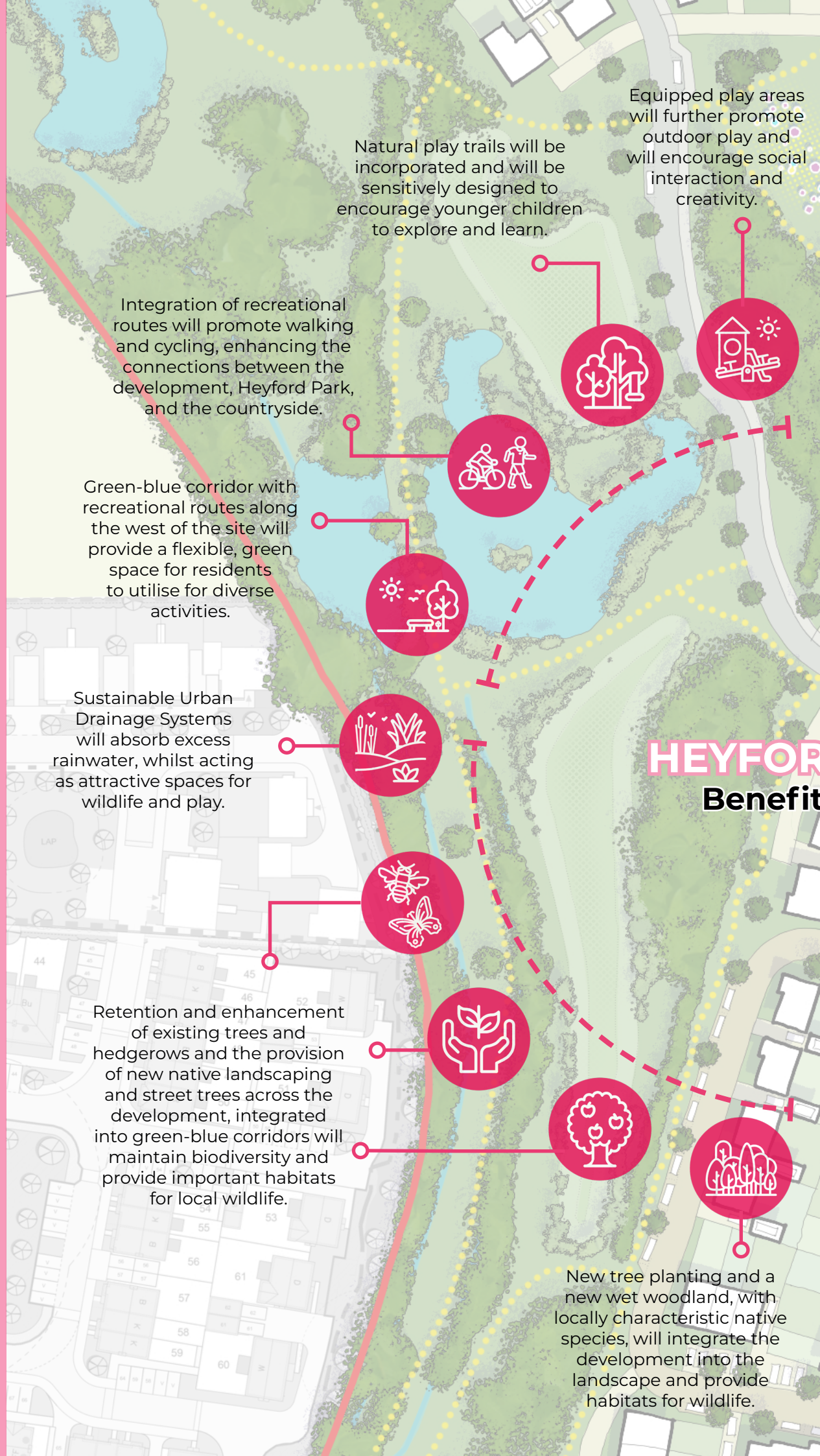
- A development which respects the setting of the adjoining Conservation Area through the set back of dwellings and integration of a mature landscape buffer. The incorporation of lower density development will ensure minimal visual impact;
- An opportunity to reinforce the existing **landscape character** through the retention and enhancement of existing landscaping and the planting of new trees and hedgerows;
- The potential to create **biodiversity enhancements** through enhancement of landscaping through new tree planting, SuDS features and the introduction of ecology and wildlife corridors;
- The provision of **Electric Vehicle (EV) Charging** Infrastructure for new dwellings;
- The ability to deliver **exemplar design standards** through built form and green infrastructure allowing both new and existing residents the opportunity to live, work and play; and
- Direct, indirect and induced **jobs created** through the construction of the development, stimulating the local economy.







## DESIGN AND ACCESS STATEMENT





A mix of 1-5 bedroom dwellings will provide Heyford Park with an important housing injection, contributing to the overall vibrancy and vitality of the village.

A mix of 2 and 3 storey dwellings will create an interesting street scene, utilising varied heights, roofscapes, typologies and materials to enhance the Sites local identity whilst attracting a diverse demographic residency.

Landmark buildings generate important focal points which contribute to the neighbourhoods identity and add further interest to the streetscene.

Jobs will be created through the construction of the development, stimulating the local economy.

As part of the development, financial contributions will be made to assist in improving local services, facilities and infrastructure

Communal spaces will strengthen the relationship between both residents within the development, and with adjacent neighbourhoods.

The installation of Electric Vehicle (EV) Charging Infrastructure will contribute to the schemes overall sustainability.

## HEYFORD PARK Housing for all

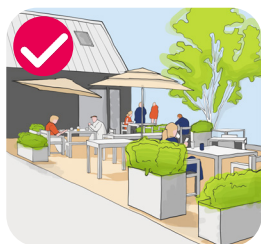


## Building for a Healthy Life (July 2020)

The 12 principles set in the recently published BHL document additionally helped structure the masterplan. These principles have been categorised into three sections:

1. **Integrated neighbourhoods;**
2. **Distinctive places;**
3. **Streets for all.**

Inspired by BHL, the following checklist ensures that the TOWN scheme brings plentiful benefits to both people and nature through the creation of a cohesive, attractive, and overall more sustainable development.



### Building for a Healthy Life considerations

#### 1) Natural connections

*Create permeable, green corridors to better integrate both wildlife and people across the surrounding landscapes.*

**Yes,** new connections provided to existing context, new footpaths and cycling links, connected to local trails and paths. New green links connect habitats and create new recreational routes connecting to the footpath network.

#### 2) Walking, cycling, + public transport

*Routes should be attractive, safe, and enjoyable, and which discourage private vehicle usage.*

**Yes,** the masterplan provides additional walking and cycling routes, and there are existing bus stops nearby, promoting sustainable means of transportation.

#### 3) Facilities and services

*Establish diverse social infrastructure which is accessible to all, and which promotes outdoor activity.*

**Yes,** the development will deliver generous public open spaces and new play areas, with recreational links to the existing network.

#### 4) Homes for everyone

*Varied housing + tenure forms should be dispersed across the site, and all residents deserve equal opportunities.*

**Yes,** the dwelling mix in the masterplan is varied and will meet the local housing requirements with a provision for 35% affordable homes evenly distributed and tenure blind.

#### 5) Making the most of what's there

*Transform urban + natural threats into unique opportunities through asset enhancement.*

**Yes,** the masterplan framework responds to and enhances existing features on site and in the surrounding context.



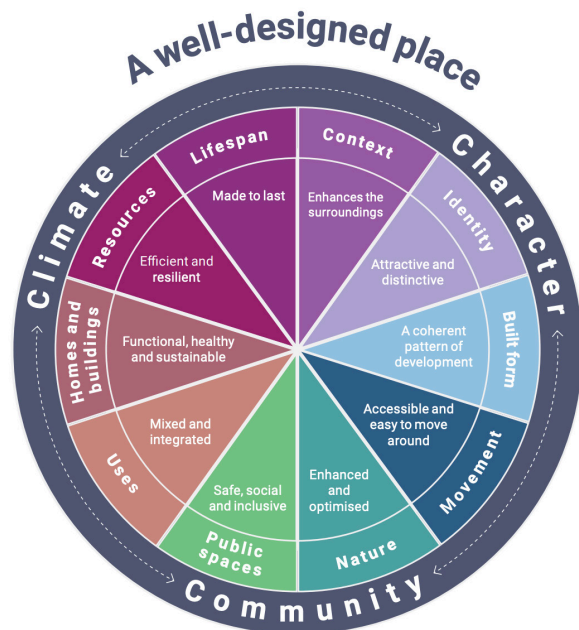


Building for a Healthy Life considerations	Justification
<b>6) A memorable character</b> <i>Compliment the locality of the area (from integrated landscape design to distinctive architectural detailing.)</i>	<b>Yes</b> , this is the whole basis for the design, the masterplan framework has been designed to follow local distinctiveness and create characterful streets.
<b>7) Well defined streets and spaces</b> <i>Transform the streets into a genuine experience by designing active and interesting edges.</i>	<b>Yes</b> , the streets and spaces are defined with landscapes features and a clear hierarchy is present.
<b>8) Easy to find your way around</b> <i>Character areas, landmarks, and nodal points should assist in the proprioception of residents.</i>	<b>Yes</b> , there is a clear primary route through the masterplan. Green nodal spaces, defined streets and landmark buildings provide legibility and means of wayfinding through the settlement.
<b>9) Healthy streets</b> <i>Build streets not roads (attractive spaces for social interaction and activity, upon transport and movement).</i>	<b>Yes</b> , the masterplan is designed to ensure this is a liveable and safe place. Shared surface streets prioritise pedestrians and cyclists, whilst trees help to create green, healthy streets.
<b>10) Cycle and car parking</b> <i>Provide diverse vehicle parking solutions, but design even more creative and accessible cycle parking alternatives.</i>	<b>Yes</b> , sufficient car and cycle parking will be provided in legible places and is integral to the streetscape and landscape.
<b>11) Green and blue infrastructure</b> <i>Natural networks should help structure the whole masterplan, to enrich sensory experience and biodiversity.</i>	<b>Yes</b> , the whole design of the masterplan is landscape-led, ensuring the development is set within generous and sensitive landscaping promoting biodiversity and well-being of the wider community.
<b>12) Back of pavement, front of home</b> <i>Define the private realm, providing residents with confidence in their ownership which encourages plot personalisation.</i>	<b>Yes</b> , the masterplan is clearly defined through public and private spaces.

## National Design Guide (January 2021)

The National Design Guide reveals 10 key design characteristics which work together to establish the physical **character**, sense of **community**, and **climate** sensitivity of a development (the three C's). These elements ensure that a place positively 'influences the quality of our experience as we spend time in them and move around them'.

The checklist below summarises how each of these characteristics have been incorporated throughout our masterplan in Curbridge, helping us to ensure that our proposals will deliver a high quality neighbourhood which successfully achieves the three C's.



National Design Guide considerations	Justification
<b>1) Context</b> <i>"...is the location of the development and the attributes of its immediate local and regional surroundings".</i>	The surrounding land uses, transport connections, historic assets, and environmental constraints and opportunities have been thoroughly analysed.
<b>2) Identity</b> <i>"...comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them".</i>	A character area study revealed the pattern of development across the settlement over time, and highlighted positive attributes which have been reflected in the masterplan.
<b>3) Built form</b> <i>"...is the interrelationship between blocks, streets, buildings and open spaces that creates an attractive place to live, work and visit".</i>	Secure perimeter blocks create outward-looking housing which face onto streets and spaces, ensuring active and safe frontages.
<b>4) Movement</b> <i>"...includes walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport".</i>	All properties can store bicycles in their garages or gardens. Wide footpaths and recreational routes which connect the existing pedestrian network promotes sustainable travel across the wider neighbourhood.





National Design Guide considerations	Justification
<b>5) Nature</b> <i>...contributes to people's quality of lives, "natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water".</i>	The landscape-led scheme incorporates vegetation across the masterplan, enhancing the overall green and blue infrastructure palette of the Site and surrounding area.
<b>6) Public spaces</b> <i>...considers the "quality of the spaces between buildings" which "support a wide variety of activities and encourage social interaction".</i>	Green public spaces and play areas promote communal interaction, bringing together both new and existing residents by celebrating the outdoors.
<b>7) Uses</b> <i>...provide a mix of tenures and housing types that "reflect local housing need and market demand", and offers diverse land uses which "support daily life".</i>	A range of house types and sizes - from 1 to 5 beds - accommodates a diverse demographic residency and helps establish a blended community, whilst boosting the local supply of housing to meet rising demands.
<b>8) Homes &amp; buildings</b> <i>...should be "functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and wellbeing of their users and all who experience them".</i>	All homes meet National Minimum Standards to ensure high and healthy standards of living. Each garden is at least 10 meters in length, offering private spaces for play and relaxation whilst facilitating local food production.
<b>9) Resources</b> <i>..."respond to the impacts of climate change by being energy efficient" and "adapting to anticipated events... such as the increasing risk of flooding".</i>	Roofs provide opportunities for solar panel installations. SUDs mitigate against potential flood risks by absorbing excess water whilst offering further biodiversity benefits.
<b>10) Lifespan</b> <i>...places should "sustain beauty over the long term" and contribute "to the quality of life" of residents, to promote the physical care and respect of the neighbourhood.</i>	Incorporating hard and soft landscaping, attractive public spaces, establishing a clear street hierarchy, and designing beautiful homes will make residents feel proud of where they live.

Prepared by:



**edge Urban Design**

Suite 2, 7 Buttermarket  
Thame  
Oxfordshire  
OX9 3EW

Phone: 01865 522395

Email: [enquiries@edgeUD.co.uk](mailto:enquiries@edgeUD.co.uk)

[www.edgeUD.co.uk](http://www.edgeUD.co.uk)

edge Urban Design part of edge Placemaking Group Ltd  
Company Reg No: 1147550 | VAT Reg No: 299 0720 69

For:



**Richborough Estates Ltd**

Second Floor, Waterloo House  
20 Waterloo Street  
Birmingham  
B2 5TB

Phone: 0121 633 4929

Email: [info@richboroughestates.co.uk](mailto:info@richboroughestates.co.uk)

[www.richboroughestates.co.uk](http://www.richboroughestates.co.uk)

Company Reg No: 04773757 | VAT Reg No: 923 6721 24



**Lone Star Land Ltd**

50 High Street  
Henley in Arden  
B95 5AN

Phone: 01564 781735

Email: [info@lonestarland.co.uk](mailto:info@lonestarland.co.uk)

[www.lonestarland.co.uk](http://www.lonestarland.co.uk)

Company Reg No: 07134980 | VAT Reg No: 986 5549 52