

Lane

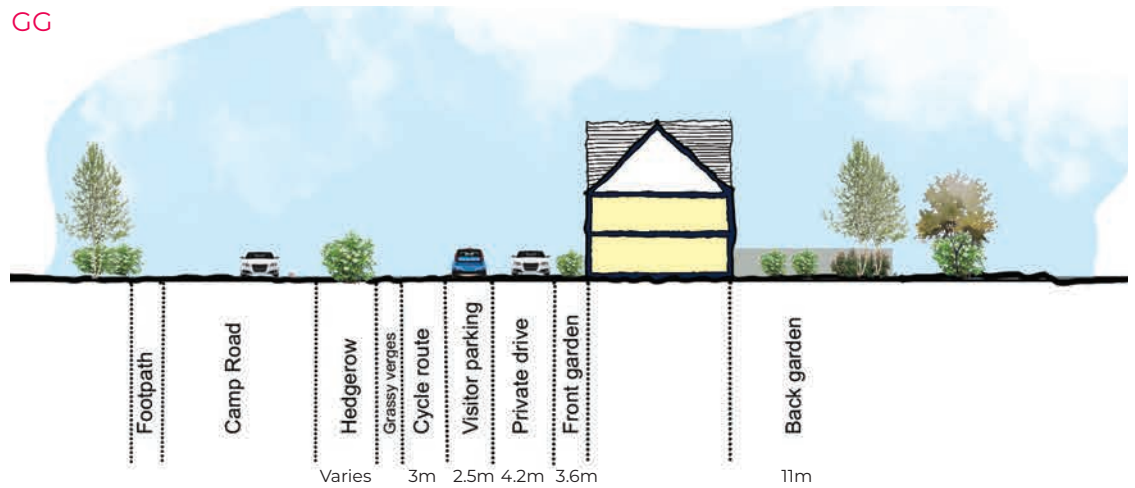
Smaller lanes are located towards the edges of the development. These take the form of shared surface streets and private drives. These encourage slower vehicle speeds and prioritise pedestrian and cyclist movement. They form the transition between the built development edge and the public open space.



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



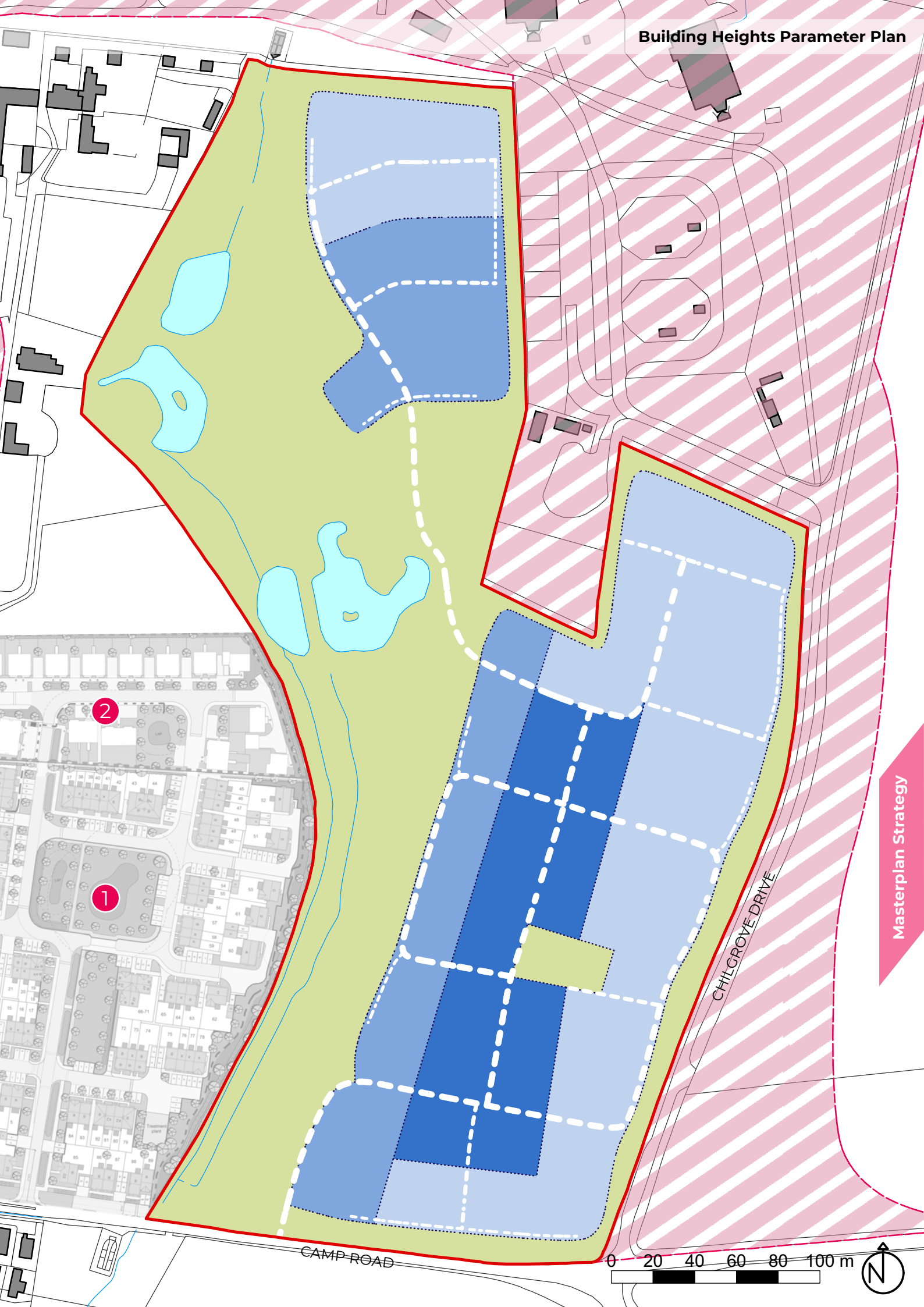
2 storey, barn style development, responding to the character of the development immediately to the west of the Site.



Linked 3 storey dwellings



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



Masterplan Strategy

CHILCROYE 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.

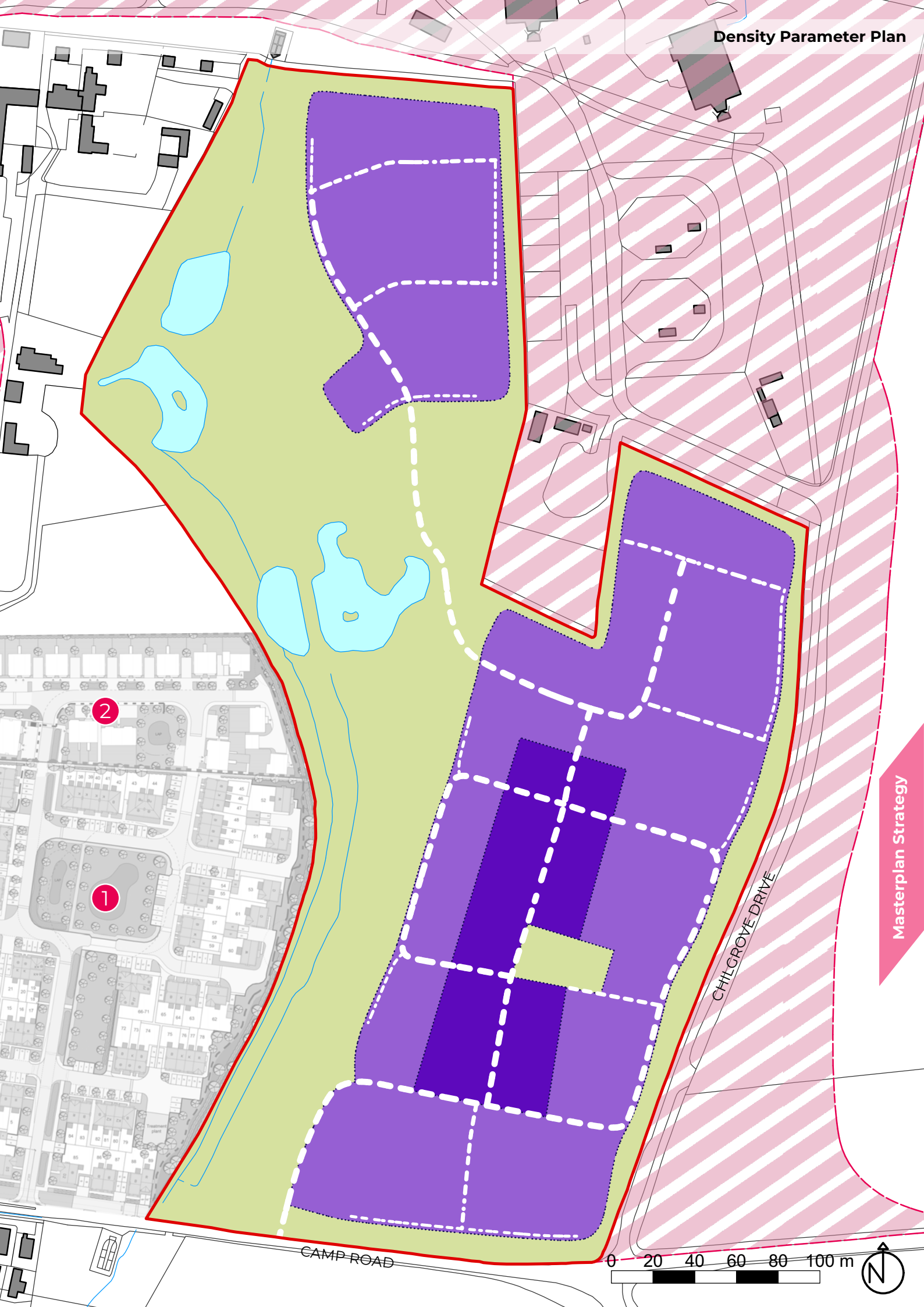
Towards the edges of the site, a lower density is proposed, with larger, detached properties located in this area.

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.

-  Site boundary (11.68ha)
-  Up to 45dph
-  Up to 40dph
-  Green space
-  Existing pond
-  Existing watercourse





Masterplan Strategy

CHILCROVE DRIVE

CAMP ROAD



2

1














## Landscape and Open Space

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

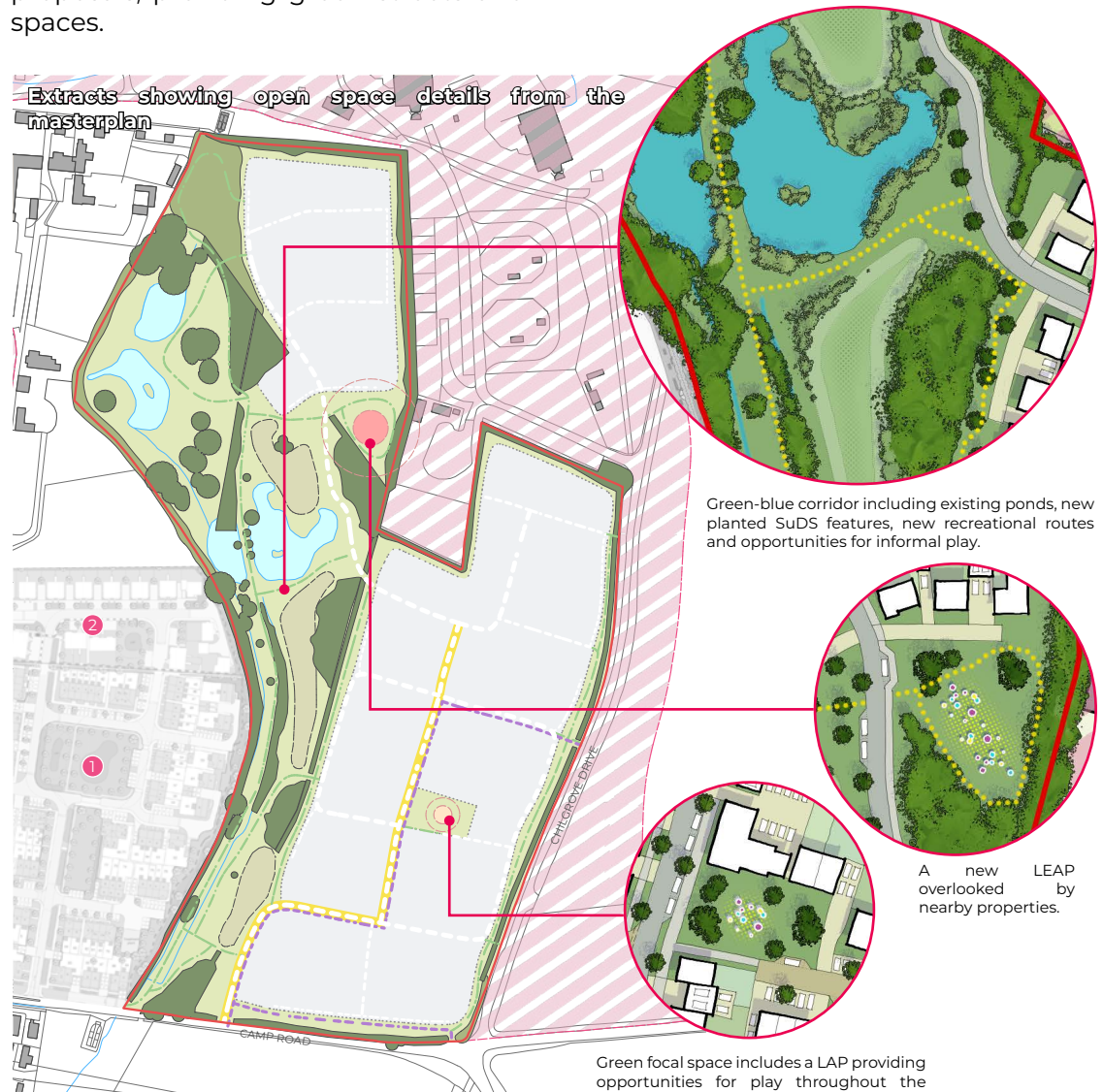
Where possible, existing site vegetation will be retained and enhanced (including planting up gappy hedgerows) with locally characteristic native species in order to protect existing habitats and aid with screening visual containment of the development. Additional tree planting will aid the in creation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



Green-blue corridor including existing ponds, new planted SuDS features, new recreational routes and opportunities for informal play.

A new LEAP overlooked by nearby properties.

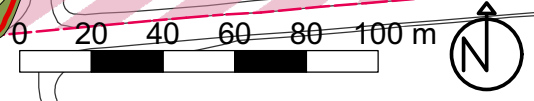
Green focal space includes a LAP providing opportunities for play throughout the development.



Masterplan Strategy

CAMP ROAD

CHILCROVE DRIVE





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



Masterplan Strategy

Enhanced buffer planting

Enhanced buffer planting

Enhanced buffer planting

Wet corridor open space

Play area

Play area

CHILGROVE DRIVE

CAMP ROAD

0 20 40 60 80 100 m

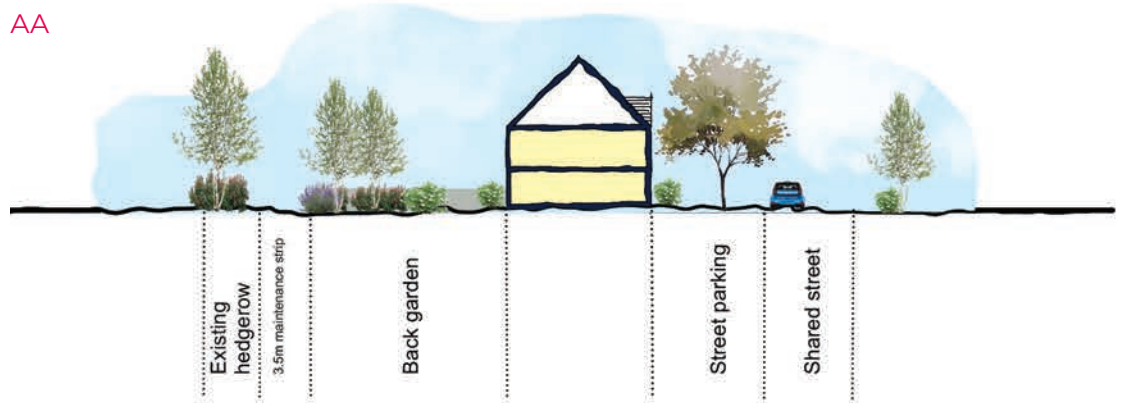


**Relationship with Site boundaries**

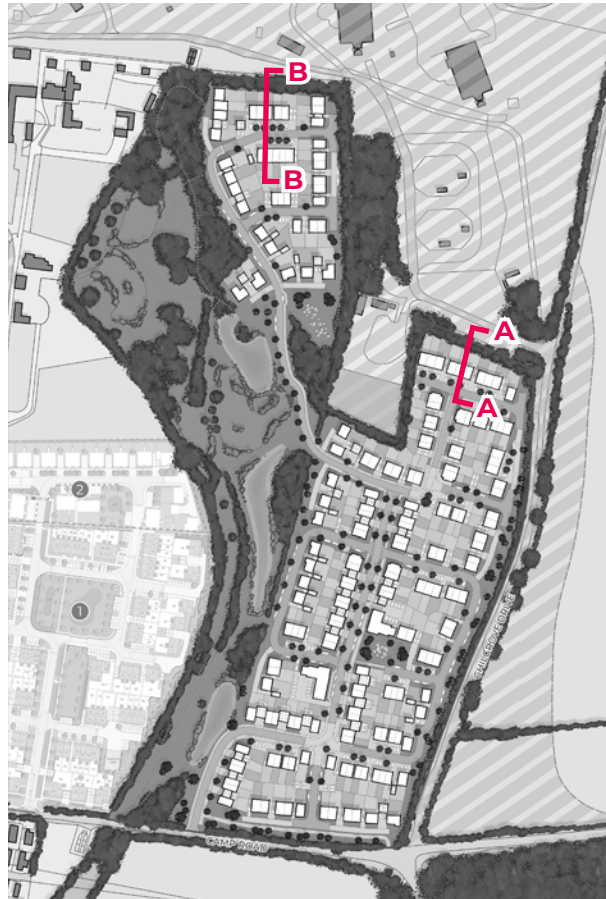
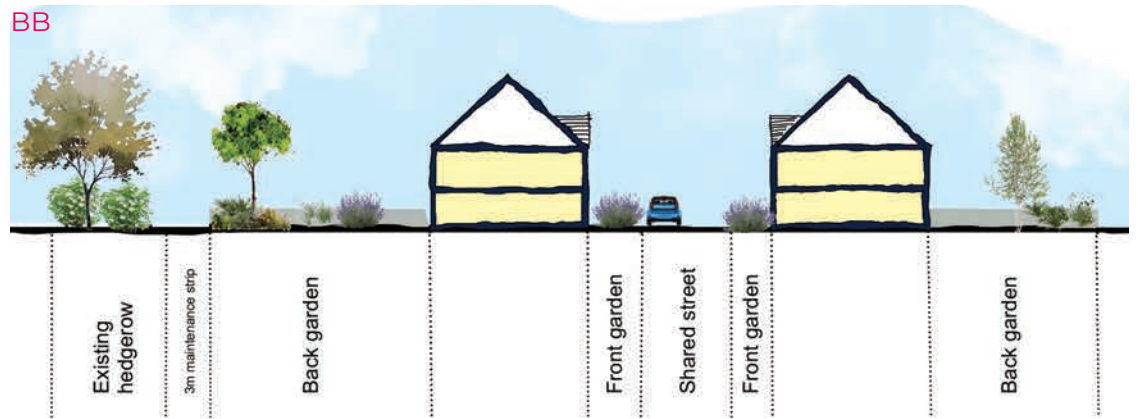
The sections below detail the relationship between the built form, landscape and Site boundaries towards the northern edge.

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

AA



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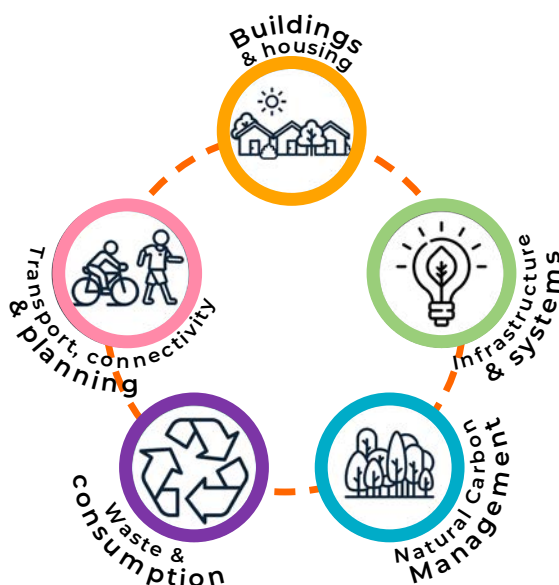


Potential Landscape Opportunities/Precedents



## 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