

# HEYFORD PARK

THE FORMER RAF UPPER HEYFORD

## DESIGN CODE

VERSION 5

PEGASUS B.0286\_2G  
PURSUANT TO CONDITION 8  
OF 10/01642/OUT



**'LOCAL PLANNING AUTHORITIES SHOULD CONSIDER USING DESIGN CODES WHERE THEY COULD HELP DELIVER HIGH QUALITY OUTCOMES. HOWEVER, DESIGN POLICIES SHOULD AVOID UNNECESSARY PRESCRIPTION OR DETAIL AND SHOULD CONCENTRATE ON GUIDING THE OVERALL SCALE, DENSITY, MASSING, HEIGHT, LANDSCAPE, LAYOUT, MATERIALS AND ACCESS OF NEW DEVELOPMENT IN RELATION TO NEIGHBOURING BUILDINGS AND THE LOCAL AREA MORE GENERALLY.'**

PARAGRAPH 59 OF NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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# INTRODUCTION

1

## THE VISION

- 1.1 The overarching vision at Heyford Park is that of a new Oxfordshire settlement, building on the mature landscape and existing heritage of the site to create a desirable place to live, learn, work and relax. An opportunity to create the facilities of a larger centre, whilst maintaining the sense of community that is one of the defining characteristics of the Park and the established community who already live on the site. The site has the advantage of siting within an attractive rural area of countryside, with its rich tapestry of fields, woodlands, historic routes and villages that have developed over many hundreds of years.
- 1.2 The Park is a designated conservation area, reflecting not only its unique military heritage but also the variety of its buildings, neighbourhoods, and the distinctive layout of its core areas. The military activity evolved over its many phases, from the 1920s with its early RAF history through its subsequent occupation by the USAF and the Cold War period. The buildings and their spaces reflect their original military functions, so that residential uses predominate south of Camp Road, whereas the more functional and technical areas lay to the north of Camp Road having a different character.
- 1.3 The Vision at Heyford Park seeks to celebrate the best existing elements together to create an attractive and readily accessible framework to create a vibrant and sustainable settlement and community, centred on a new community heart to the village and Camp Road. This also acts as a strong visual, functional, landscape and historic connection through the centre of the site, drawing the various new character areas together. A landscaping scheme will define the more organic village edge areas, to link these visually and physically to the adjacent landscapes, all set within a comprehensive green framework across the Park.
- 1.4 The overall Vision is based upon the following design principles:
- Provide the right ingredients for a vibrant village heart at the centre of the settlement area, easily walkable from residential and commercial areas. A new Village Green space will be created in the centre of the development, providing formal and informal places to meet, relax and play. These new facilities will be sustained by the community and provide essential local uses required to enable a vibrant community of residents and workers to exist. The development will be retaining and refurbishing the majority of the existing housing and bungalows across the site as a sustainable and environmentally sensitive solution whilst integrating new housing with these existing properties.
  - Inspiration is drawn from the simple more military Arts and Crafts architectural forms found at Heyford, built upon to create desirable homes with architectural cues from the estate.
  - The Trident Area is an opportunity for a different approach responding to the different character of its neighbouring buildings, landscaping and location
  - Camp Road's form and function is to be maintained, however the strong east west connection will now be balanced by bringing the north south relationship much closer through the use of shared surfaces and crossing areas providing activity connecting the previously separated north and south parts of the development area.
  - Other buildings will be integrated into the site as appropriate, depending upon their contribution and ability to deliver positively to the creation of the new settlement. The former Officers' mess, Building 74, is an example of a building which has a positive contribution which can be successfully retained and reused.
  - Create new character areas for housing to create local distinctiveness and a sense of place for Heyford Park's future evolution, based on the existing distinctive landscape character areas and reflecting the heritage of the Park.
  - Reinforce the existing boundaries where these are well vegetated to maintain an improved visual screen to the settlement.
  - Retain and maintain, where practical, the existing mature trees within the site.
- 1.5 The overall aim is to unify the different development areas into a coherent whole, by enhancing the character of the area, creating an attractive and readily accessible green framework which reflects and celebrates the wider landscape and heritage of the site, and reconnects it to the surrounding countryside. This will incorporate the more formal landscape framed by the distinctive military heritage within the site. This approach will create a fabric of existing and new landscape features to create a true sense of place that is successful, vibrant and a place in which people want to live.
- 1.6 This Design Code explains the overarching structuring concepts which have informed the proposed detailed design approaches, and have resulted in the identification of eight specific character areas. The key elements proposed for each character area are:
- **CA1 – New Village Centre**
  - **CA2 – Village Centre – Residential**
  - **CA3 – Trident Housing**
  - **CA4 – Camp Road**
  - **CA5 – Village Green**
  - **CA6 – Rural Edge**
  - **CA7 – Core Housing West**
  - **CA8 – Core Housing East**

**1.7 CA1 – New Village Centre** - The new Village Centre is located at the heart of Heyford Park and the area provided a clear arrival point to the site historically, and will continue to do so in the future.

- This part of the development will provide a new high quality space in the Village Centre comprising of a shared surface and hardstanding with multi-uses flowing into a new village green allowing retail and leisure in the heart of the development.
- The character of this area is determined in part by a number of existing buildings (such as Heyford House and the gate house) which will continue to have a strong role in the centre when the development is completed.
- The Village Centre’s character will also be influenced by the continuing linear form of Camp Road, which as it leads up to the centre, the traffic will be calmed by the use of shared surfaces. Camp Road will continue to provide a strong east-west axis through the development, with its wide verges and tree lined character retained as far as possible.
- A range of facilities and community uses will be situated across the Village Centre to act as a new community hub for the people who live and work at Heyford Park, these may include new retail, restaurant/pub, the new heritage centre, play areas, and areas of informal and formal hardstanding and green spaces for the community to use.

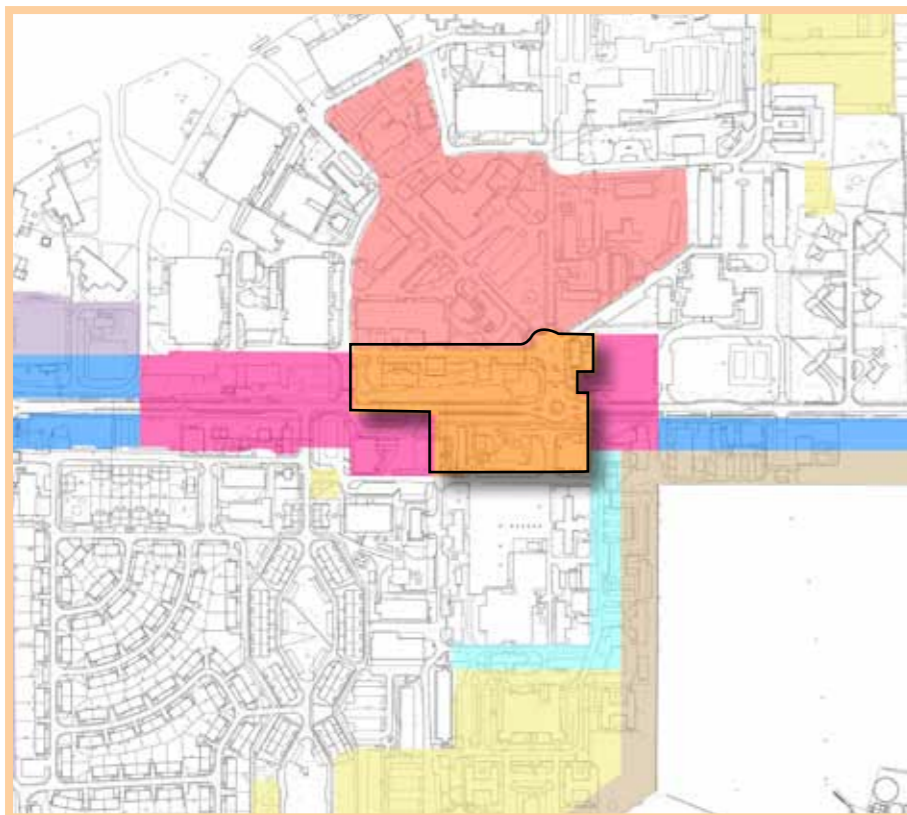
- As the Village Centre will lie at the heart of the settlement, it will have important vehicular, pedestrian and cycle connections to the other character areas at Heyford Park, most particularly the Village Green Area to the south and the Trident area to the north.

**1.8 CA2 – Village Centre – Residential** - This area provides the transition between the east and west along Camp Road and entry into the Village Centre:

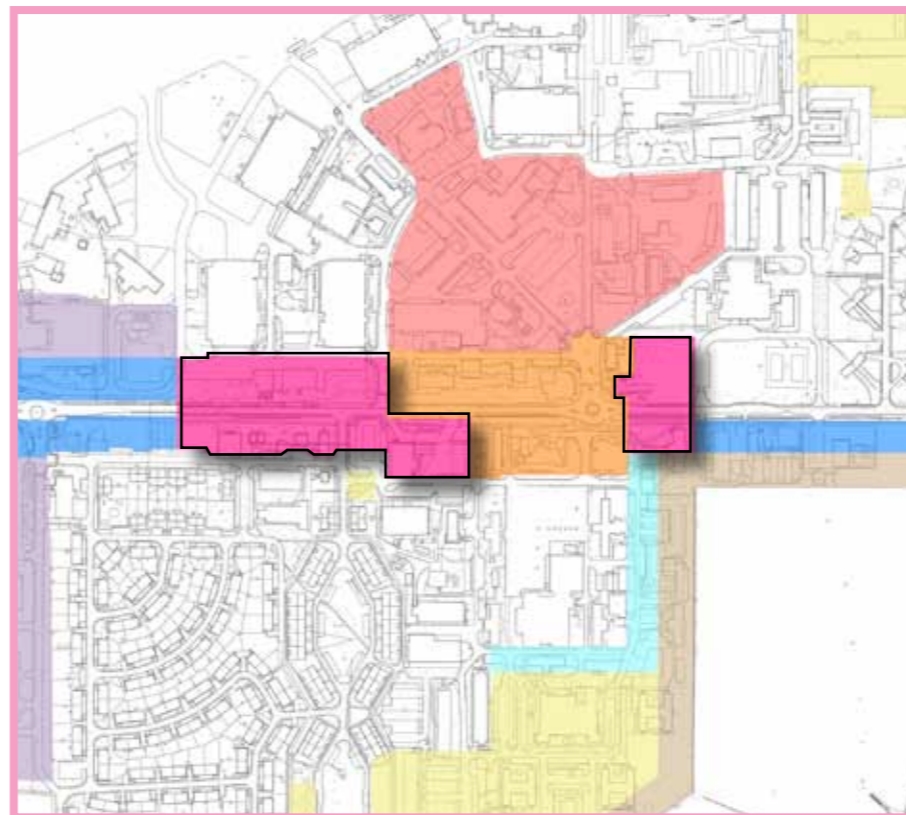
- The objective of development in this area is to provide greater presence along Camp Road, providing a clear transition to the Village Centre area.
- Camp Road is currently defined by its strong linear character, wide verges and mature tree planting, which provide scale to the route. This character will be retained.
- The area provides an interface to a number of existing built areas, including the opportunity of providing a new more attractive entrance into Carswell Circle.
- To the north of the western part of the character area, new development will take full account of the scale of the existing hangars.

**1.9 CA3 – Trident Housing** - This area is located immediately to the north of the New Village Centre. The vision for this area is based around a campus style of development, with clearly defined buildings that sit within an open space structure:

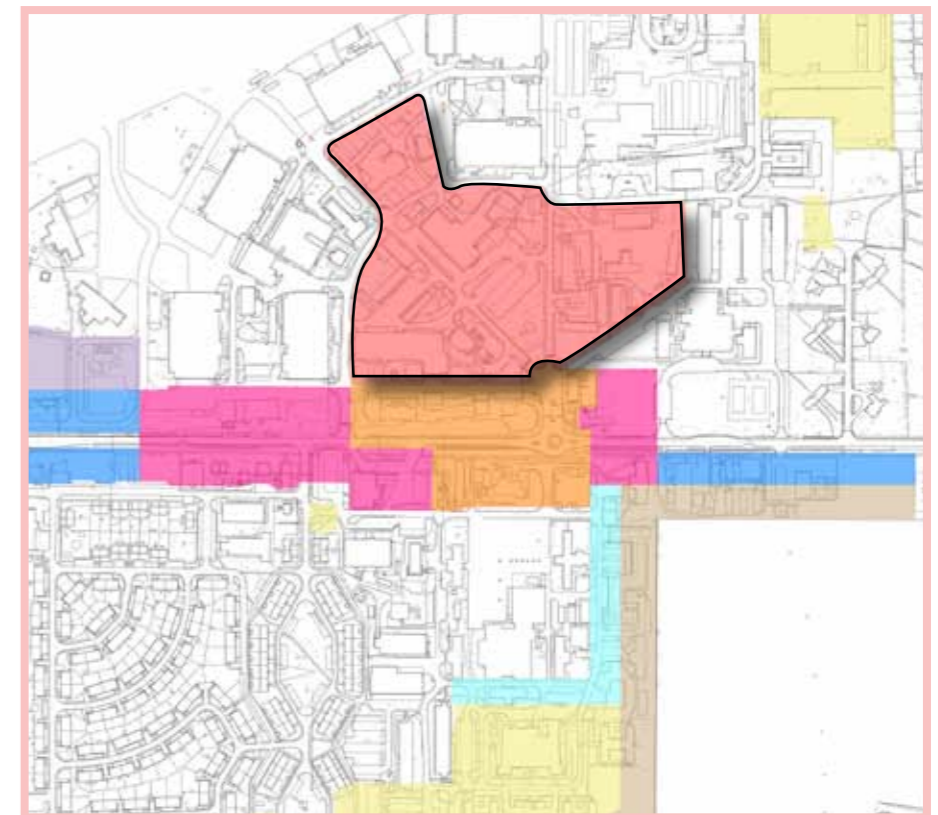
- Much of the character of the Trident area originates from its existing road alignment, which is defined by the formal axial routes which radiate from the apex, adjacent to the Village Centre.
- There is the opportunity for apartments or terraces of houses that read as single buildings.
- The streets are defined by existing tree planting which will provide a mature setting for development.
- The northern boundary of the Trident area interfaces with some of the large scale airfield buildings and development in this area should take account of the scale of these buildings and reinforce and enhance the character of this area.
- The area provides an opportunity for a more contemporary approach to design.



CHARACTER AREA 1 - NEW VILLAGE CENTRE



CHARACTER AREA 2 - VILLAGE CENTRE RESIDENTIAL



CHARACTER AREA 3 - TRIDENT HOUSING

**1.10 CA4 – Camp Road** - Camp Road is the main route running through the site, connecting Heyford Park with the neighbouring villages and towns beyond:

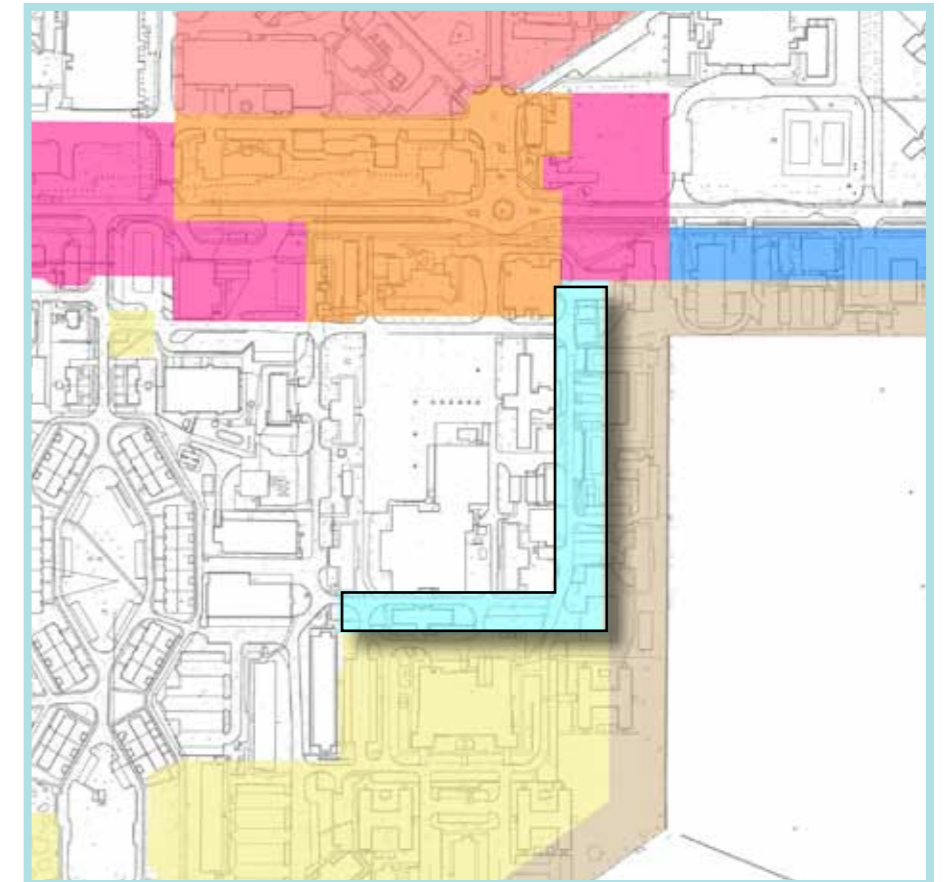
- This character area will provide a gateway into the settlement.
- Camp Road has a distinct linear character, reinforced by wide verges and avenue tree planting.
- The character of buildings in this area of Camp Road will build upon the Arts and Crafts character of the Officers housing located to the east of the site. This is typified by predominantly detached housing, with simple detailing.



CHARACTER AREA 4 - CAMP ROAD

**1.11 CA5 – Village Green** - The Village Green is the largest open space within Heyford Park, located to the south of the Village Centre having once formed the parade ground:

- The landscape design of the village green should respect the formal and rectilinear character of this space.
- Development in this area will establish a character that clearly defines the edge of the space, together with a strong sense of formality with a unified, regular massing of houses with consistent approach to design and symmetry.
- Visual and physical connections will be provided to help orientate pedestrians towards the Village Centre.



CHARACTER AREA 5 - VILLAGE GREEN



**1.12 CA6 – Rural Edge** - This area makes up the south eastern area of Heyford Park, creating a less formal character that fits with its more rural context beyond the edge of the former air base:

- The area looks out over the countryside and will provide a lower density of housing in loose clusters.
- Development will be laid out informally with less adherence to specific building lines.
- Houses will be encouraged to have a greater variety of roof and ridge lines to create a more informal character.
- Development in this area should maximise the views over the open countryside, and integrate the buildings into the surrounding landscape

**1.13 CA7 – Core Housing West** - The core housing area to the west of the site is located to the north and south of Camp Road. Although this area forms a significant area of development, it will have a variation of details depending on location.

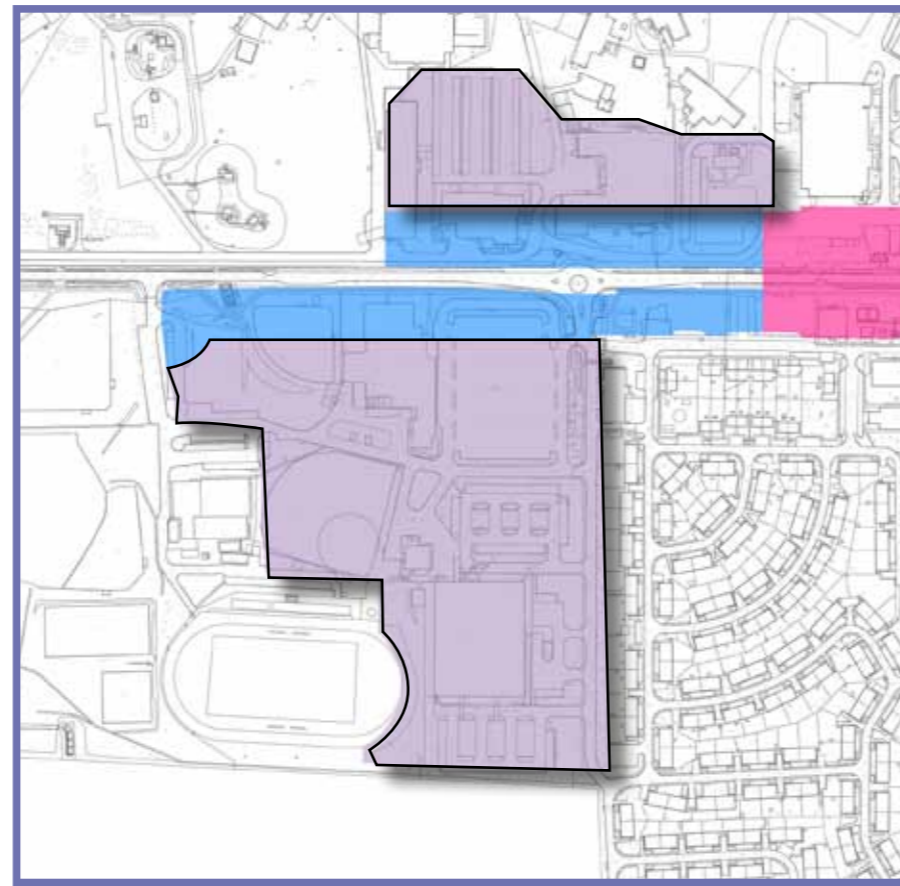
- The character of development will be inspired by the simple Arts and Crafts form which can be found in Carswell Circle and the Officers’ housing at Heyford. The simple cues that define these areas are to be developed and evolved in this character area.
- There will be a mixture of formal and informal streets, with dwellings providing clear presence and frontage onto streets and public realm.
- The character will vary upon the context and for example, respect the residential amenity of existing housing where they adjoin new housing, there is also a series of special condition areas identified and these are explained later in the code.

**1.14 CA8 – Core Housing East** - The core housing area to the east of the site is also located to the north and south of Camp Road. This area forms a significant area of development to the south and a smaller development to the north:

- The character of development will also be inspired by the simple Arts and Crafts form which can be found in Carswell Circle and the Officers’ housing at Heyford. The simple cues that define these areas are to be reinterpreted in this character area.
- There will be a mixture of formal and informal streets, with dwellings providing clear presence and frontage onto streets and public realm.
- Development will sit next to existing buildings and needs to reflect this specific context. To the north development will be accessed via the existing Officers housing, and will back on to the existing bungalows and airfield and again include several special edge condition areas that are explained later in the code. To the southwest of the character area development will infill areas of Carswell Circle South.



**CHARACTER AREA 6 - RURAL EDGE**



**CHARACTER AREA 7 - CORE HOUSING WEST**  
(THIS AREA INCLUDES SPECIAL CONDITION AREAS A, B, C AND D (IN PART) WITH THE XTENT OF THESE SHOWN IN SECTION 4)



**CHARACTER AREA 8 - CORE HOUSING EAST**  
(THIS AREA INCLUDES SPECIAL CONDITION AREAS C AND D (IN PART) WITH THE XTENT OF THESE SHOWN IN SECTION 4)

**USER GUIDE**  
(PART 1 of 2)

1.15 The document has been divided into logical sections and colour coded for ease of reference as follows;

**INTRODUCTION**  
1.16 Sets out the vision for the site , the structure of the document and the approach to the design.

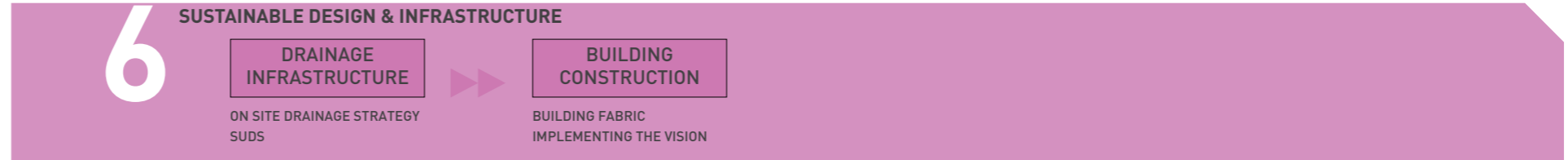
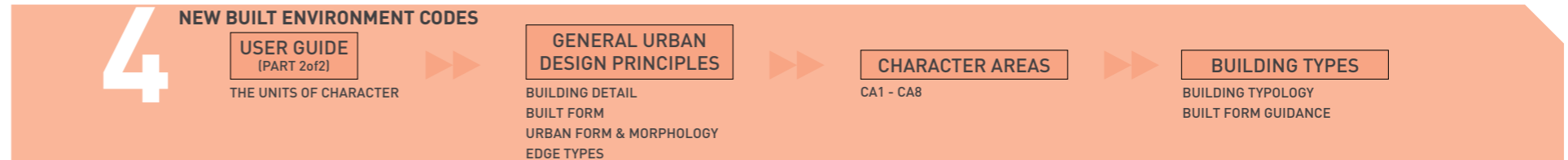
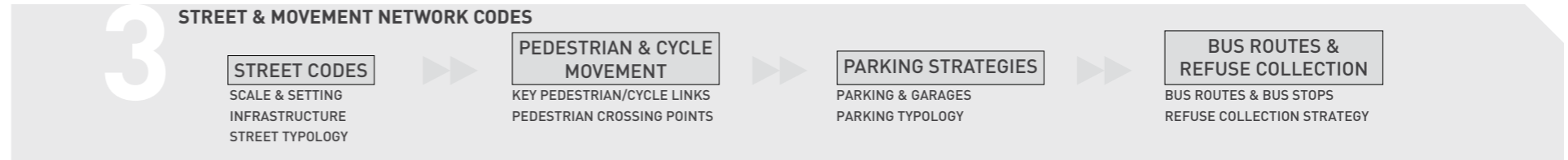
**MASTERPLAN FRAMEWORK**  
1.17 Describes the site and different stages of development that have taken place over time, followed by an overview of the outline approval and refinements made to the original masterplan.

**STREET & MOVEMENT NETWORK CODE**  
1.18 Streets and movement routes are one of the main structuring elements and each street type is coded to assist legibility. Pedestrian and cyclist movement is defined, along with parking strategies, bus routes and refuse collection.

**NEW BUILT FORM ENVIRONMENT CODES**  
1.19 This chapter explains the components of new built elements including general urban design principles and edge types, as well as architectural detailing and materials.

**PUBLIC REALM CODE**  
1.20 This section explains the code for the landscape elements including site-wide disposition of landscape spaces, play areas, as well as boundary treatments and street furniture details.

**SUSTAINABLE DESIGN & INFRASTRUCTURE**  
1.21 As required by the design code condition this section explains the approach to drainage and fabric first approach to building construction.



## DESIGN CODING APPROACH

### DESIGN CODING APPROACH BACKGROUND

- 1.22 In 2011 (22/12/11) Cherwell District Council (CDC) granted planning permission for the development of part of the former RAF Upper Heyford camp, now marketed as Heyford Park (ref 10/01642/OUT).
- 1.23 The development includes up to 762 new dwellings and in addition, the change of use of 267 military dwellings to residential use (Class C3), plus 46 existing residential dwellings and associated facilities and infrastructure, with permission, therefore, for 1075 dwellings in total, plus associated commercial uses.

### PURPOSE OF THE CODE

- 1.24 The outline permission defined the development form and principle of development in a series of parameter plans, and these are used as a basis for the design code work. The parameter plans are shown in Section 2.

1.25 The outline permission conditioned the requirement for a Design Code under condition 8 (grey boxes) as follows:

**'No reserved matters applications shall be made for any phase until a Design Code for that phase of the New Settlement Area, as identified in Condition 7 above, has been submitted to and approved in writing by the Local Planning Authority.'**

The outline permission states that the Design Code shall comprise:

- i) Land use, density, layout of streets and public spaces and character areas;
- ii) Landscape, including for the immediate setting of the new settlement, to include retained trees and vegetation, new planting, public open space, amenity space, children's play areas, sports facilities, footpaths, public spaces, together with adoption arrangements and extent;
- iii) Surface water control, including design standards and methodology for sustainable drainage systems, details of specific features, including appropriate options for Sustainable Urban Drainage (SUDS), swales, together with adoption arrangements and extent;
- iv) Public realm, including hierarchy of streets and public spaces, characteristics, dimensions, building line and or setbacks, materials, means of enclosure, street furniture, including street lighting, and car parking, methods to control traffic speeds and create legibility, together with adoption arrangements and extent;
- v) Built form, including scale, materials, roof treatment, elevational treatment, treatment of landmark and marker buildings, key frontages and gateways;
- vi) Sustainable design, including the measures to be incorporated to ensure that the development complies with at least the minimum Code Level required by the Building Regulations in the Code for Sustainable Homes and to assess the impact this would have on appearance;
- vii) Car and cycle parking, including standards of provision by land use and dwelling type; and
- viii) Waste recycling, including how the Councils standards for individual householders' waste and recycling bins are to be accommodated within the dwelling curtilage and refuse vehicle access to these obtained.

The development shall thereafter be carried out in accordance with the approved Design Codes.  
Reason - Design Codes, together with the Approved Master Plan, are required at the beginning of the development process to ensure that the subsequent reserved matters applications are considered and determined by the Local Planning Authority in the context of an overall approach for the site consistent with the requirement to achieve a high quality design as out in the Environmental Statement, the Revised Comprehensive Planning Brief for the site, and Policies UH4 of the Non Statutory Cherwell Local Plan, H2 of the Oxfordshire Structure Plan 2016 and comply with Policies CC6, CC7 and H5 of the South East Plan 2009.'



AERIAL PHOTOGRAPH OF SITE

1.26 The Council and Developer have discussed the requirements for Design Codes to guide the residential development at Heyford Park. The objective of producing Design Codes is not to add another layer of complexity to the planning process, but to provide a clear framework for development that is supported by all parties. This is particularly important on a strategic development site such as this which may be developed by several developers / house builders over the life of the scheme.

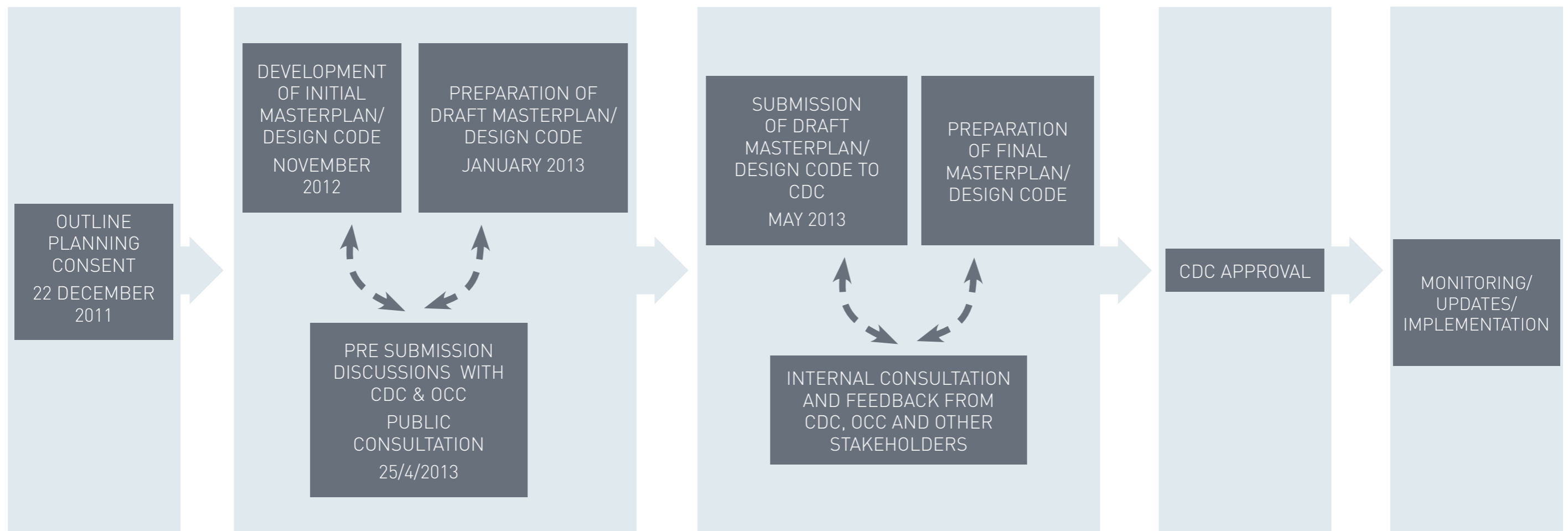
1.27 The Design Codes are proposed in order to;

- ESTABLISH A LONG TERM VISION FOR THE SITE AND DESIGN LED FRAMEWORK FOR THE SITE
- BUILD UPON THE WORK ESTABLISHED BY THE OUTLINE PLANNING APPLICATION AND THE DESIGN AND ACCESS STATEMENT FOR THE AREA
- ENSURE OVERALL COORDINATION AND CONSISTENCY BETWEEN DEVELOPMENT SITES
- PROVIDE A LEVEL OF CERTAINTY TO THE LANDOWNER, COUNCIL, DEVELOPER AND THE COMMUNITY
- PROVIDE A CLEAR GUIDE FOR DEVELOPERS WORKING ON INDIVIDUAL PLOTS AND SETS THE CONTEXT FOR MORE DETAILED DESIGN WORK.

1.28 The code establishes clear performance criteria for each development area, setting out the level of prescription alongside desired and mandatory requirements.

1.29 There may be circumstances where a designer working up proposals in accordance with the Code feels that a design proposal could better contribute to the quality and identity of the development by localised deviation from the Code. In these circumstances, a rationale for the approach being proposed is recommended in conjunction with early discussions with CDC.

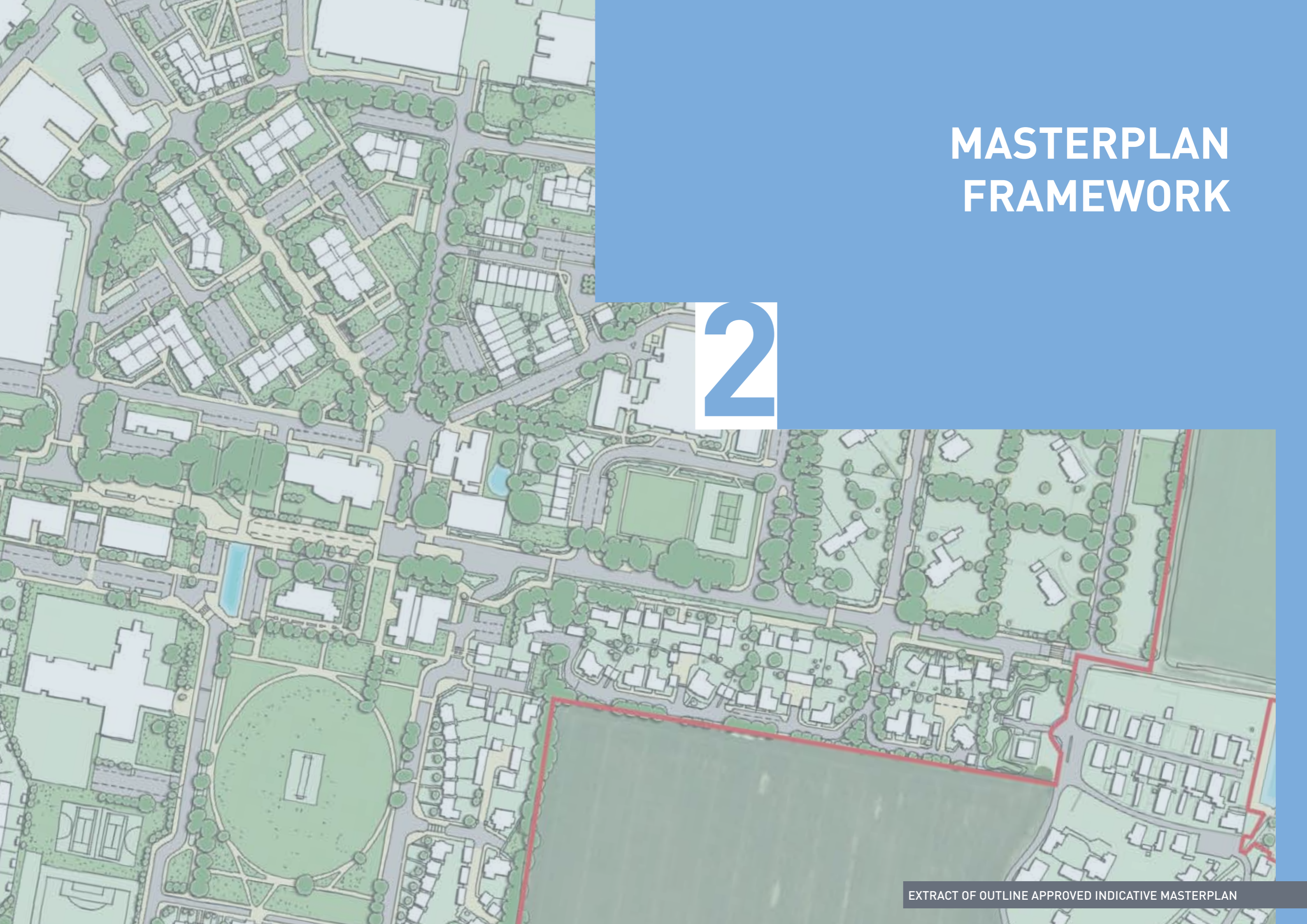
# DESIGN CODING PROCESS FLOW DIAGRAM

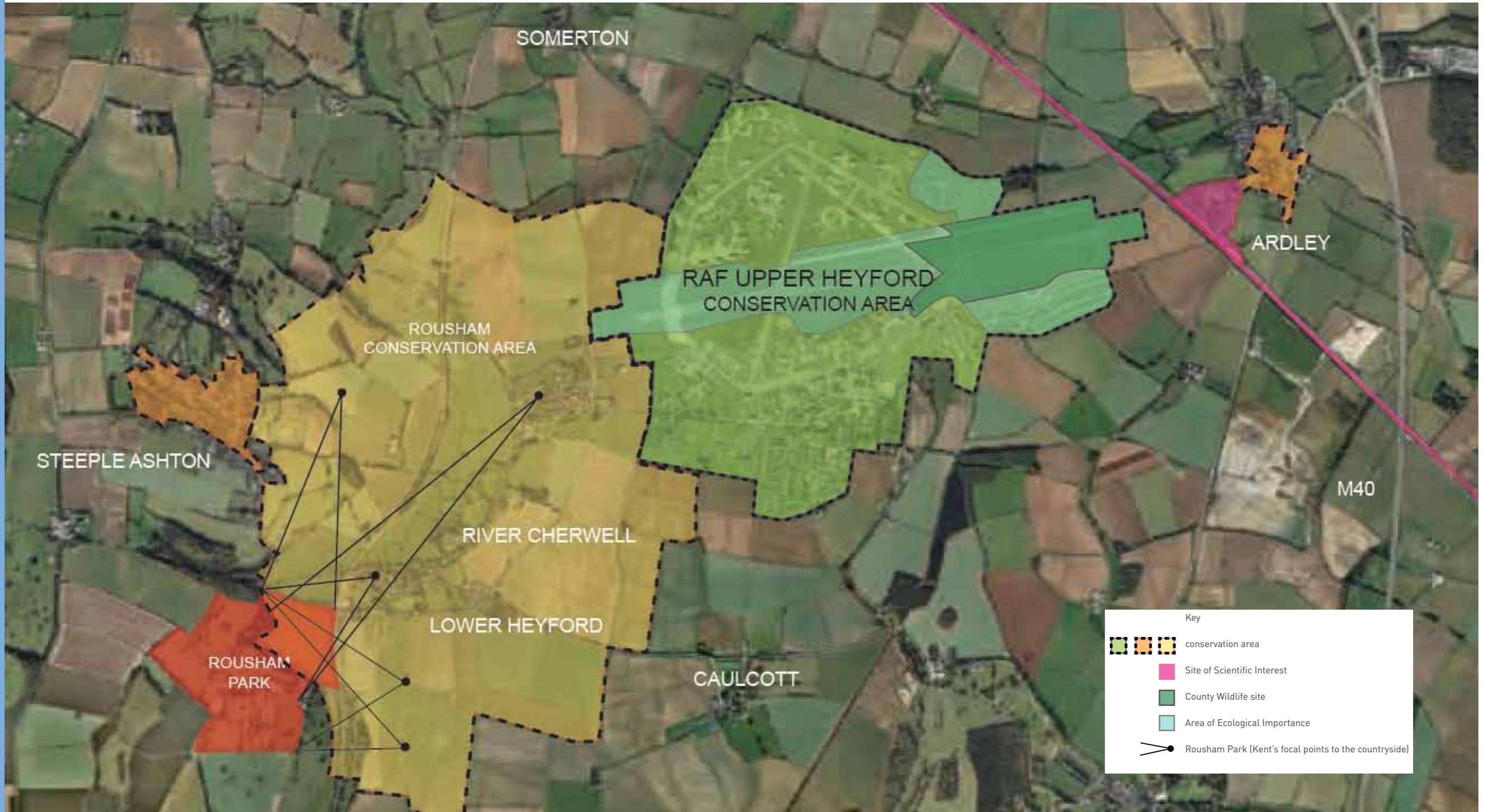




# MASTERPLAN FRAMEWORK

# 2





SURROUNDING DESIGNATIONS AND EXTENT OF CONSERVATION AREA



## THE SITE & ITS HISTORY

### SITE HERITAGE AND HISTORIC CONTEXT

- 2.1 This Design Code relates to an area generally to the south of the former airfield with the majority of the airfield not subject to design code requirements. The surrounding landscape around the base is covered by a range of designations including the heritage asset of Rousham Park, with William Kent's (William Kent was an English Landscape Architect who designed Rousham Park in the 18th century) focal points shown on the plan opposite, Rousham and Steeple Aston conservation areas as well as sites of ecological interest on the wider airfield.
- 2.2 The former RAF Upper Heyford Airbase as a whole is designated as a conservation area, reflecting the key role that the Airbase played in the Cold War years, and the distinctive architecture and layouts which arose from that use.

### COLD WAR LANDSCAPE

- 2.3 The built heritage potential of the site is reflected in its designation as a conservation area and the scheduling of Cold War sites dating from the period 1945-1993. The closure of the airbase soon after the end of the Cold War means that the extent of survival is high with little demolition.
- 2.4 Overall, the structures dating from the periods of the World Wars (1914-1945) are located to the south of the Cold War landscape and are of less significance. Those relating to the Cold War history are primarily situated in the large area to the north, alongside the airfield.

### SITE HERITAGE: LANDSCAPE AND BUILT FORM

- 2.5 The airfield was originally built in 1916 in response to a requirement for trained aircrews for the Royal Flying Corps during WWI.
- 2.6 Immediately after the war, the airfield was abandoned, although this was short-lived, and in 1923 the site was brought back into use. It continued to have a significant role in Britain's air defence systems up to and including WWII. However, it was the Cold War period after the war which saw the most intense period of development and use and occupation by the American Airforce USAF.
- 2.7 The end of the Cold War resulted in the de-commissioning of RAF Upper Heyford in 1993.
- 2.8 Today, there are a number of buildings on site which reflect this rich heritage and give the site a distinct character, with different areas reflecting various stages of development.
- 2.9 It is this framework which provides a setting for a range of character areas.

- 2.10 The Trident layout at the centre of the proposed development area, and the Parade Ground just south of Camp Road are just two of the significant elements of the original plans, and represent military and airfield layouts typical of their era.
- 2.11 Existing residential buildings also have a distinct character, such as the Officers' housing on Soden Road, and the 1950's bungalows, also known as 'Little America'. Although of very different character the sum of all the various areas at Upper Heyford are characteristic of both military and architectural development through the Twentieth Century.
- 2.12 There are a number of functional structures that relate to the site's military operational use for example, security issues led to the construction of a security boundary fence which physically and visually separates the site from the wider landscape.

2.13 A number of heritage assets within the original outline application site are to be retained in recognition of the positive value the buildings, open spaces and street patterns make to the character and appearance of the conservation area. The particular buildings which have been previously assessed as being worthy of retention include:-

- The A Frame hangars (Buildings 320, 345, 350, and 172), identified within the Revised Comprehensive Planning Brief as 'Other buildings making a positive contribution to be retained'. Two further A Frame hangars are also to be retained (Buildings 315 and 151);
- Buildings 129 and 126 which are designated Scheduled Monuments;
- North of Camp Road, Buildings 52, 77, 78, 74, 103, and 125 which are identified within the Revised Comprehensive Planning Brief as 'Other buildings making a positive contribution to be retained';
- The properties located around Carswell Circle (north)
- The Officers housing north of Camp Road.



KEY

- SCHEDULED MONUMENTS
- LISTED BUILDINGS
- NON LISTED BUILDINGS OF NATIONAL SIGNIFICANCE
- NON LISTED BUILDINGS OF LOCAL SIGNIFICANCE
- OTHER BUILDINGS THAT MAKE A CONTRIBUTION TO BE RETAINED

**CONSERVATION AREA APPRAISAL PLAN**  
 (BASED ON CDC APPRAISAL. A NUMBER OF NON LISTED BUILDINGS OF LOCAL SIGNIFICANCE WERE AGREED FOR REMOVAL AT THE OUTLINE APPLICATION SITE)

- 2.14 In terms of the key spaces to be retained, the following key spaces which should be incorporated within new masterplan proposals (these are highlighted on the plan opposite):
- An open space to the south of Camp Road.
  - The open area in front of Building 74 to the north of Camp Road.
  - The open area to the north of the Officers housing north of Camp Road.
  - The open area located at the centre of Carswell Circle
- 2.15 In terms of key road patterns to be retained, work done to date identifies the following road patterns which should be incorporated within new masterplan proposals (these are highlighted on the plan opposite):
- The Camp Road east-west alignment.
  - The northern part of the Carswell Circle.
  - The four principal axis of the Trident pattern north of Camp Road.
  - The Officers housing street pattern in a north-south alignment to the north of Camp Road.



1. SCHOOL HUB
2. SPORTS FIELDS & LARGE BUILDINGS
  - 2A SPORTS FIELDS
  - 2B SUPERSTORE/HOSPITAL
3. SOUTH RESIDENTIAL AREA
  - 3A SOUTH BUNGALOWS
  - 3B MIXED USE AREA
  - 3C SEMI DETACHED HOUSES
  - 3D CARSWELL CIRCLE NORTH
  - 3E CARSWELL CIRCLE SOUTH
4. BARRACKS & INSTITUTIONS
  - 4A STORE/PETROL STATION
  - 4B PARADE GROUND BUILDINGS
  - 4C WEST BARRACKS
  - 4D 1930S AREA

5. EAST HUTS
6. TECHNICAL AREA
  - 6A AIRCRAFT SHEDS
  - 6B SERVICE STATION
  - 6C COPSE & OPEN GROUND
  - 6D POST-WAR OPEN LANDSCAPE
  - 6E 120S CORE
7. NORTH RESIDENTIAL AREA
  - 7A OFFICER HOUSING
  - 7B NORTH BUNGALOWS



EXISTING SITE CHARACTER AND PERIODS OF CONSTRUCTION

## EXISTING SITE FEATURES

### HERITAGE ZONES AND EXISTING CHARACTER AREAS

2.16 The conservation area Appraisal Statement identifies three broad areas:

- flying field,
- technical site and
- residential zone.

### THE FLYING FIELD (OUTSIDE THE SETTLEMENT AREA)

2.17 It describes the overall impression of the flying field as one of openness, noting that the hardened aircraft shelters are dispersed over a wide area in the northern part and so present no visual barrier. It notes the different spatial organisation of 'enclaves' such as the Quick Reaction Alert Area (QRA), Northern Bomb Store and Special Weapons Area and their siting in natural hollows that set them apart from the rest of the base. It further notes the relationship in the southern part of large buildings to the openness of the flying field.



### TECHNICAL SITE AND RESIDENTIAL ZONES

2.18 Together, these areas cover that included in the settlement area as defined by CDC's Comprehensive Planning Brief for RAF Upper Heyford. The density of development contrasts markedly with the openness of the flying field.

2.19 The defining features of the technical area include the arc of four Type 'A' hangars that mark the boundary between the technical area and the flying field; some original 1920s buildings such as the Officers' Mess; and the strong overall structure of the Trident layout, which is emphasised by trees and open spaces that follow the geometry of the layout.

2.20 The Appraisal Statement summarises the area as a "campus" layout of deliberately sited, mixed-function buildings, in an open setting with organised tree planting. The residential zone is further divided into sub-areas that comprise the Officers' family housing area, airmen's (junior ranks') family housing areas, airmen's and NCOs' barracks and social facilities, a service and recreational area, and an area of prefabricated buildings that included the school, church and community building.





2.21 Within the residential zone there are distinct areas as follows;

**OFFICERS' AND SNCOS' FAMILY QUARTERS:**

2.22 Originating with senior Officers' large brick detached houses in extensive grounds, the area was added to in the 1950s with smaller junior Officers' family houses which follow the same architectural and landscape principles. The Appraisal describes a "'leafy suburb' setting of grass and 'organised tree planting'".



**JUNIOR RANKS' (AIRMEN'S) FAMILY HOUSING AND BUNGALOWS:**

2.23 The original houses in Carswell Circle and Carswell Circle are described as "garden city style rendered buildings located originally in an open setting". This distinctive character is overwhelmed in the context of bungalows that dominate the rest of the airmen's family housing areas. The bungalows present a low density existing community. This area is subject to a phased programme of refurbishment.

**BARRACKS (JUNIOR RANK'S AND NCO'S SINGLE ACCOMMODATION):**

2.24 The Appraisal identifies the grid-like orientation to the original parade ground and the architectural character of the original 1920s buildings. It again describes a campus-style character, but it is to a rectilinear geometry rather than the distinctive Trident fan-shape of the technical area. Later developments continue the orthogonal siting of buildings, although a truly gridded street layout has not formed because access routes and parking / service areas are often dispersed.

**PLAN HIGHLIGHTING ORIGINAL PARADE GROUND LOCATION**



**WELFARE FACILITIES AND RECREATIONAL AREA:**

2.25 The Appraisal identifies no coherence in the layout of this area. It comprises large utilitarian buildings (hospital, family store) within areas of sports grounds and parking.

**PREFABRICATED BUILDINGS:**

2.26 The area is isolated and the buildings are generally in poor condition.

2.27 The conservation area Appraisal does not identify any conservation value in this area.





**BUILDINGS 21 & 23 TO BE RETAINED**



**BUILDING 716 TO BE RETAINED**



**BUILDING 650 TO BE RETAINED**



**BUILDING 2 TO BE RETAINED**



**BUILDING 533 TO BE RETAINED**



**BUILDING 650 TO BE RETAINED**



**BUILDING 1 TO BE RETAINED**

### **OTHER STRUCTURES**

- 2.28 The conservation area appraisal identifies over a hundred other structures that contribute significantly to the Cold War character of the airbase or relate to the historic development of the site as well as the social context of class division within the RAF. These range from small technical or operational structures, such as pillboxes, to some family housing and extensive and visually imposing buildings such as the Officers' Mess. There is also a general recognition of the significance of small features, such as fire hydrants, that reflect American influence on the appearance of the settlement.
- 2.29 A comprehensive assessment of buildings was undertaken at the outline approval stage and each building on the site has a unique reference number, as shown in the photographs opposite (showing both buildings that will be retained as well as buildings to be demolished to make way for new development). The pattern of built form spread across the site often leaves domestic scale and commercial scale buildings adjoining each other. The code and character areas will resolve a number of these interrelationships





**BUILDING 313 TO BE REMOVED**



**BUILDING 123 TO BE REMOVED**



**BUILDING 35 TO BE REMOVED**



**BUILDINGS 32 & 34 TO BE REMOVED**

## CURRENT SITUATION

- 2.30 Heyford Park consists of a well established community which provides residential accommodation to approximately 800 people. This community is supported by a range of facilities including local retail, ecclesiastical and community buildings.
- 2.31 In addition, there is a thriving business community located within a variety of buildings across the site. A wide range of employment is located at Heyford Park, ranging from small business located within office suites, to the Oxford Innovation Centre, to Paragon Fleet Solutions, whose car processing business employs some 500 people and is currently one of the largest employers situated in Cherwell District Council. In total, over 1,000 people are employed at Heyford Park and the site has the potential for some 1,777 employees to be located across the entire site.

## EXISTING TREES AT UPPER HEYFORD

- 2.32 The mature tree structure of the site is key defining characteristic of the site, especially along Camp Road and in the Trident area.
- 2.33 There is a wide range of tree species on the site, some native and some non native.
- 2.34 The native species include *Fagus sylvatica* and *Pinus silvestris*, with blocks of hawthorn trees as an understorey, while non-native species include *Acer pseudoplatanus*, and 'Leylandii' trees which appear to be hedges which have matured into trees.
- 2.35 A substantial amount of vegetation lies within areas that will be unaffected by the proposed development, there are however a number of locations where tree removal will be required to prevent the development being compromised and/or where a more coherent replacement (new) tree planting strategy is proposed.
- 2.36 The trees fall into a number of categories, ranging from trees worthy of retention and of significance to the site, to those which need to be removed because they are dead, diseased or dying. More detailed arboricultural work is subject to ongoing submissions in relation to outline conditions.

## EXISTING SITE OVERVIEW

- 2.37 Unlike a new residential urban extension the site has an existing network of streets and spaces, with different levels of definition. the following pages describe and illustrate the existing site qualities and highlights constraints and opportunities.



EXISTING ROUNDABOUT AT THE JUNCTURE OF THE 4 TRIDENT STREETS, EXISTING OPEN CHARACTER DETERS PEDESTRIAN MOVEMENT.



THE OPEN CHARACTER OF THE FLYING FIELD CONTRASTS WITH THE RESIDENTIAL DEVELOPMENT, THE FLYING FIELD RETAINS A SECURE BOUNDARY (WITHOUT PUBLIC ACCESS) BUT THERE WILL BE INTERMITTENT VIEWS OVER THE AREA FROM THE NORTHERN DEVELOPMENT EDGE.



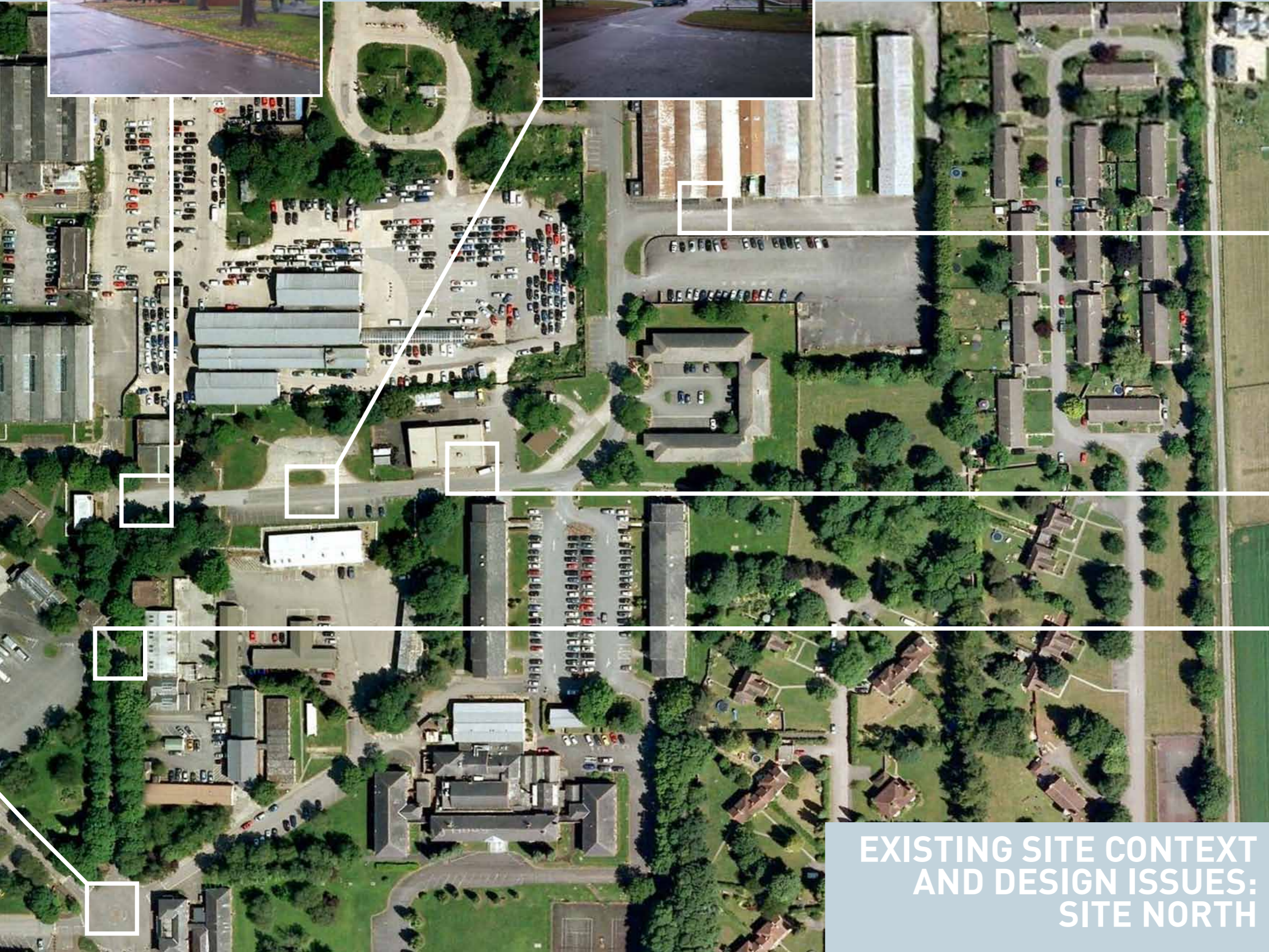
EXISTING BUILDINGS ON LEFT REMOVED (OF NO HERITAGE VALUE) TO MAKE WAY FOR NEW MIXED USE VILLAGE CENTRE.



GLIMPSES TO AND FROM EXISTING RETAINED BUILDINGS ALREADY INFORMS A CAMPUS STYLE LAYOUT TO THE TRIDENT AREA.



DEDICATED HGV ROUTE IS ALLOWED FOR IN THE ROAD HIERARCHY.



EXISTING STRUCTURES (LEFT) WILL BE REMOVED TO ALLOW FOR RESIDENTIAL DEVELOPMENT



ROUTES THROUGH EXISTING EMPLOYMENT, NEW RESIDENTIAL STREETS WILL IMPROVE DEFINITION AND LEGIBILITY OF RETAINED THROUGH ROUTES.



EXISTING TRIDENT TREE LINED AVENUE TO BE RETAINED.

# EXISTING SITE CONTEXT AND DESIGN ISSUES: SITE NORTH



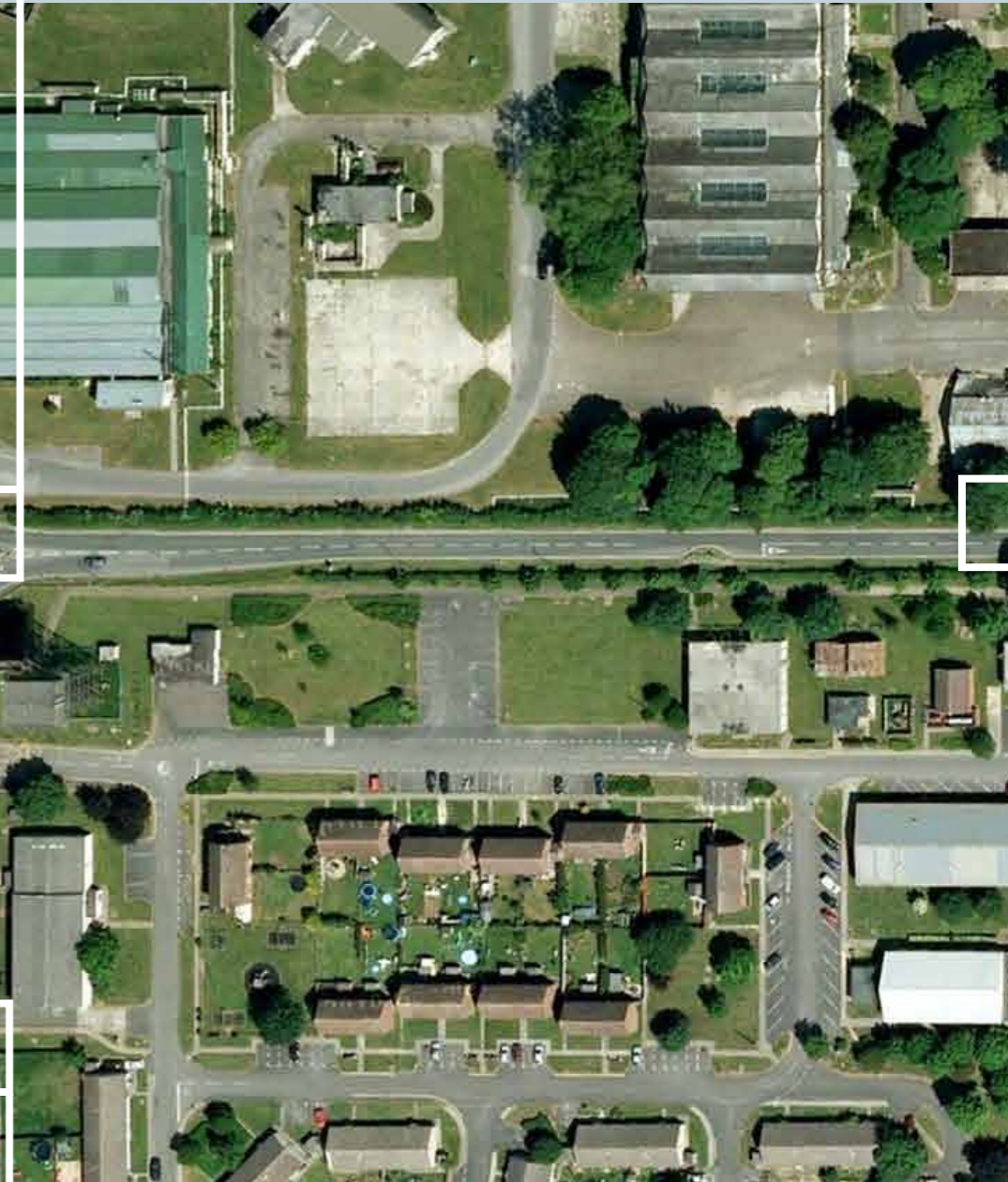
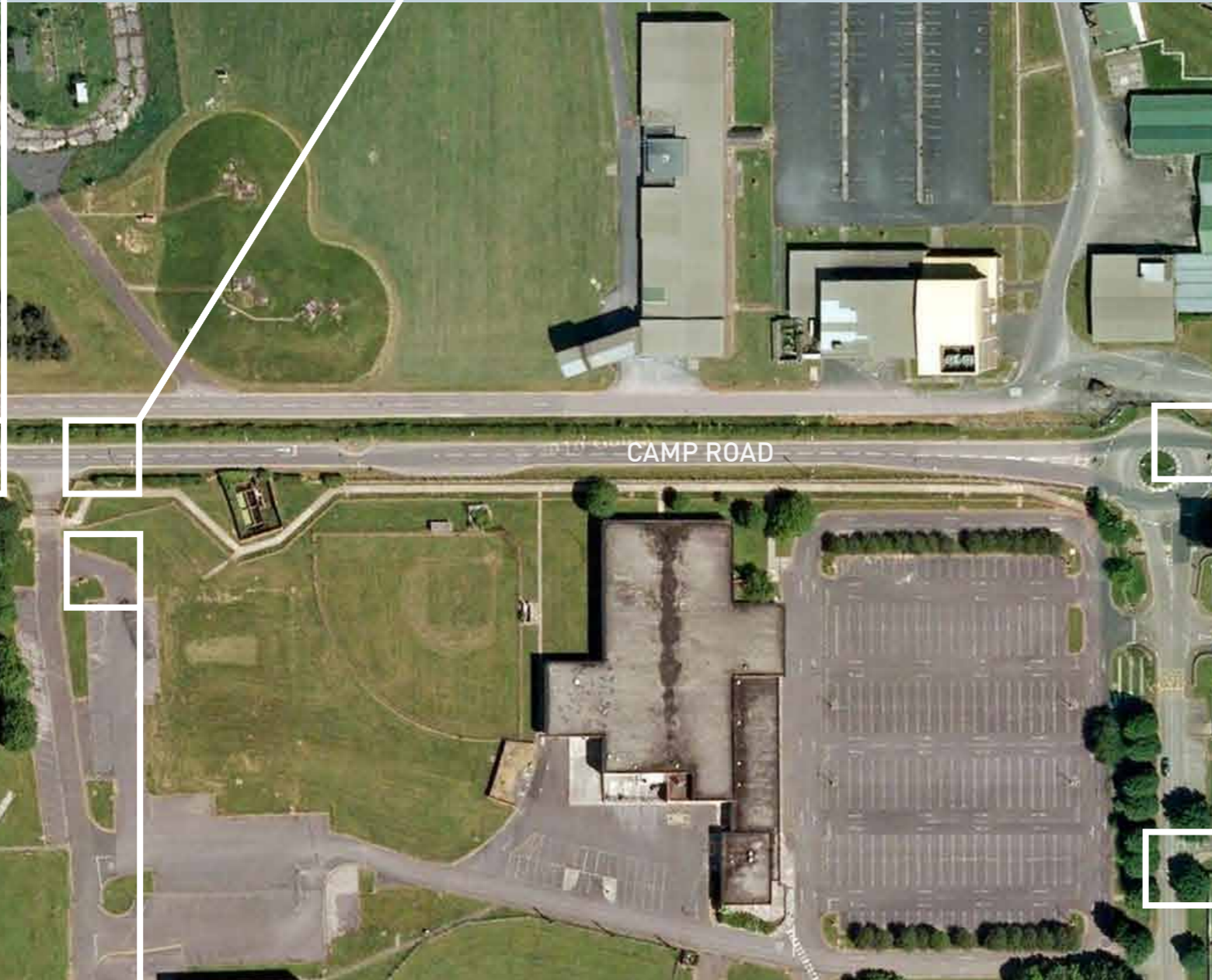
EXISTING SECURE FENCING TO SOUTH OF CAMP ROAD TO BE REMOVED.



EXISTING HEDGEROW SCREENS SECURE FENCING TO NORTH OF CAMP ROAD.



EXISTING CAMP ROAD (WEST) HAS ONLY INTERMITTENT/ SEMI MATURE TREE PLANTING. OPPORTUNITY FOR NEW TREE LINED AVENUE TO IMPROVE THE CHARACTER AND CREATE A MORE DEFINED AVENUE.



LAND TO WEST OF CAMP ROAD.



EXISTING ROADS CURRENTLY ADJOIN THE BACK GARDENS OF THE EXISTING BUNGALOWS.

POTENTIAL TO IMPROVE SECURITY/ RELATIONSHIP VIA NEW DEVELOPMENT.



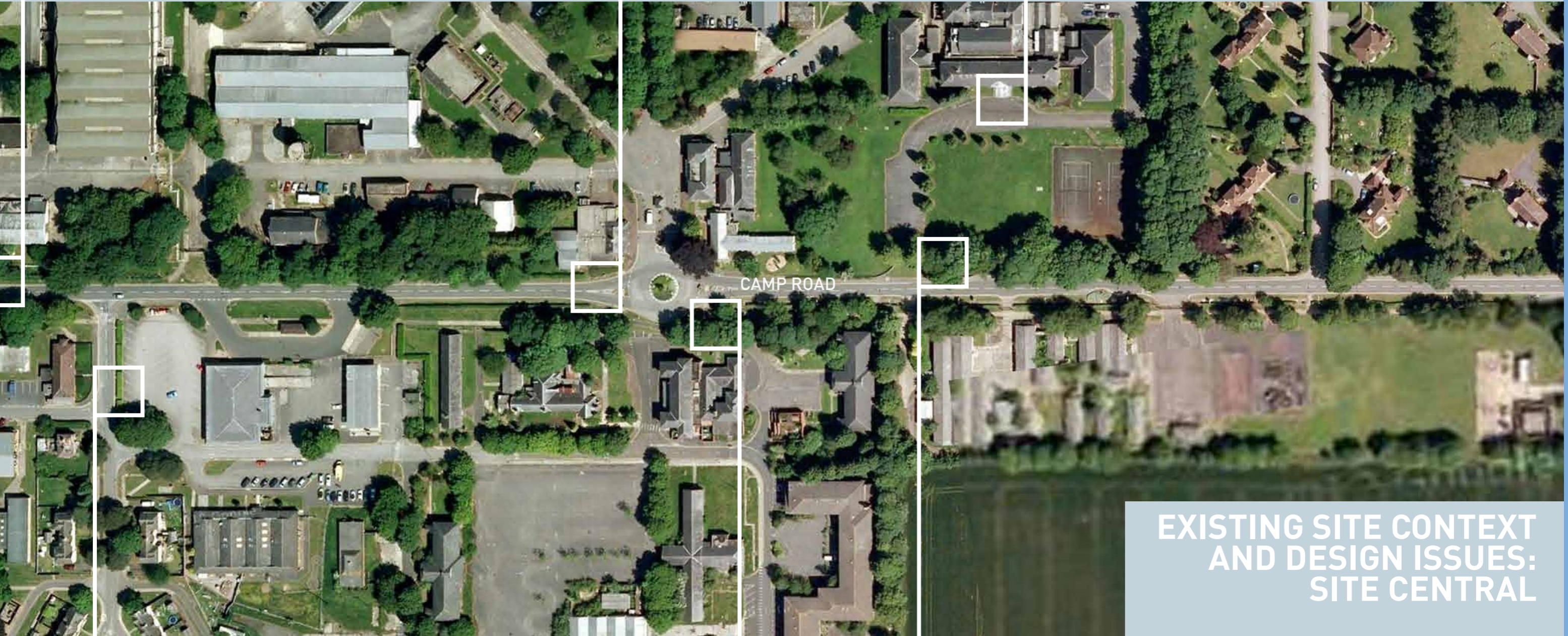
CAMP ROAD - EXISTING FOOTPATHS WITH POTENTIAL TO BE UPGRADED TO PROVIDE NEW FOOT/ CYCLEWAYS.



CAMP ROAD (EAST) TYPIFIED BY LARGER MORE MATURE TREE PLANTING THAN CAMP ROAD WEST.



EXISTING BUILDING TO BE RETAINED.



## EXISTING SITE CONTEXT AND DESIGN ISSUES: SITE CENTRAL



EXISTING ON SITE FACILITIES TO BE REGENERATED OVER TIME WHEN NEW VILLAGE CENTRE CREATED.



CAMP ROAD AT PRESENT OFTEN LACKS COHERENT RELATIONSHIP TO BUILT FORM.



A CHARACTERISTIC OF CAMP ROAD IS VIEWS UNDER TREE CANOPIES TO DEVELOPMENT BEYOND.



EXISTING TREE LINED STREET WITH LINK TO CARSWELL CRESCENT.



TWO STOREY HOUSING TO NORTH OF BUNGALOWS.

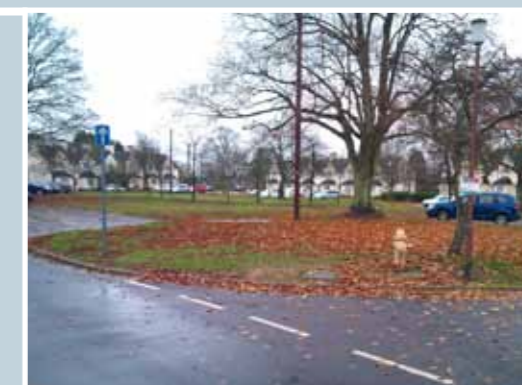


EXISTING BUNGALOWS DOMINATE THE MIDDLE OF THE SOUTHERN AREA.





CARSWELL CIRCLE ARTS & CRAFTS INFLUENCE.



OPEN 'GARDEN CITY' INSPIRED GREEN FOCUS.



DWELLING TYPOLOGY CHANGES FROM GABLE FRONTED TO STANDARD TERRACED FORM TO THE SOUTH OF CARSWELL CIRCLE.

## EXISTING SITE CONTEXT AND DESIGN ISSUES: SITE SOUTH

## EXISTING ARCHITECTURAL PRECEDENTS

2.38 As detailed earlier, the development of Heyford Park covers a broad period and there is a range of architectural styles associated with each period. Overall there are relatively few houses of architectural merit, but there are themes that can be developed in the new building designs in particular a simple arts and crafts inspired architecture is evident alongside occasional neo-georgian inspired housing. The images and details opposite highlight key details including:

- Frequent gable fronted properties often with clipped eaves;
- Simple window proportions often in a symmetrical arrangement;
- Prominent chimneys;
- Flat canopy covered porches with occasional pitched roof;
- Older 1920s units tend to have a lower window to surface area ratio.

2.39 Alongside domestic architectural precedents there are a range of buildings that accommodate barrack housing and support facilities (predominantly built in the 1920s). Elements of architectural merit from these buildings include:

- Prominent central gable or portico often in contrasting material.
- Relatively tall floor to ceiling heights.
- Windows with vertical emphasis symmetrically arranged.
- Fully hipped roofs with projecting eaves.
- Projecting brick quoins.
- Stone window cills and surrounds.

2.40 In terms of materials brick is the predominant material with render (rough cast and smooth) used occasionally. In terms of roofing materials, slate is common but red brown tile can also be seen.

2.41 The images opposite highlight architectural details evident within these broad typologies.

- Officers housing
- Other ranks housing
- Support facilities/barrack buildings

## A. OFFICERS HOUSING



SODEN ROAD:



SODEN ROAD:



SODEN ROAD:



SODEN ROAD:



LARSDEN ROAD:



## B. OTHER RANKS HOUSING



GABLE FRONTED

CORBEL DETAIL

FEATURE CHIMNEY

FLAT ENTRANCE CANOPY

GABLE FRONT

CORBEL BRICK DETAIL

BELLCAST PLINTH

GABLET

CASEMENT WINDOW

BELLCAST HEADER

CHIMNEY STACK

GABLETS

FLAT CANOPY PORCH

1ST FLOOR BAY WINDOW

DORMER

CASEMENT WINDOWS

RAFTER FEET

MULTIPLE DIFFERENT SIZED CASEMENT WINDOWS

SINGLE GLAZED DOOR

SINGLE PITCH ROOF

CASEMENT WINDOW - ASYMMETRIC ARRANGEMENT

CENTRAL DOUBLE DOOR

SINGLE PITCH ROOF

CASEMENT WINDOW

## C. SUPPORT FACILITIES/BARRACKS BUILDINGS



PROMINENT OVERHANGING EAVES

BRICK BANDING

BRICK ON EDGE CILL

HIPPED ROOF

CASEMENT WINDOWS

L & T SHAPED BUILDING FORM SYMETRICALLY ALLIGNED WINDOW ARRANGEMENT

L & T SHAPED BUILDING FORM SYMETRICALLY ALLIGNED WINDOW ARRANGEMENT

PORTICO

STONE CILLS

TIMBER DOOR

CASEMENT WINDOWS WITH TOP FAN OPENINGS

BRICK SLIP ABOVE WINDOW HEAD

PROMINENT OVERHANGING EAVES

FLAT CANOPY TO ENTRANCE

PROMINENT OVERHANGING EAVES  
STONE WINDOW SURROUND

PROJECTING BAYS WITH HIPPED ROOFS

CASEMENT WINDOWS

RECESS IN EXTERNAL BRICK WALL TO CREATE VERTICAL EMPHASIS

PROJECTING FULL HIPPED GABLE

FEATURE CHIMNEY  
HIPPED ROOF

ASYMMETRICAL TRANSITION IN SCALE SINGLE/TWO STOREY



- Key -
- Application Boundary
  - Key road to be retained
  - Buildings for retention
  - Buildings for partial retention

BUILDINGS & ROADS  
PARAMETER PLAN



- Key -
- Application Boundary
  - Open Space
  - Natural Open Space
  - Sports ground
  - Green Routes (see DAS)
  - Structure Planting (see DAS)
  - Surface Water Attenuation Feature (precise number, location and dimension to be determined)

GREEN INFRASTRUCTURE  
PARAMETER PLAN



- Key -
- Application Boundary
  - Main Circulatory Route
  - Primary Route (Camp Road)
  - Bus Route
  - - - HGV Route
  - One way traffic

ACCESS PARAMETER PLAN

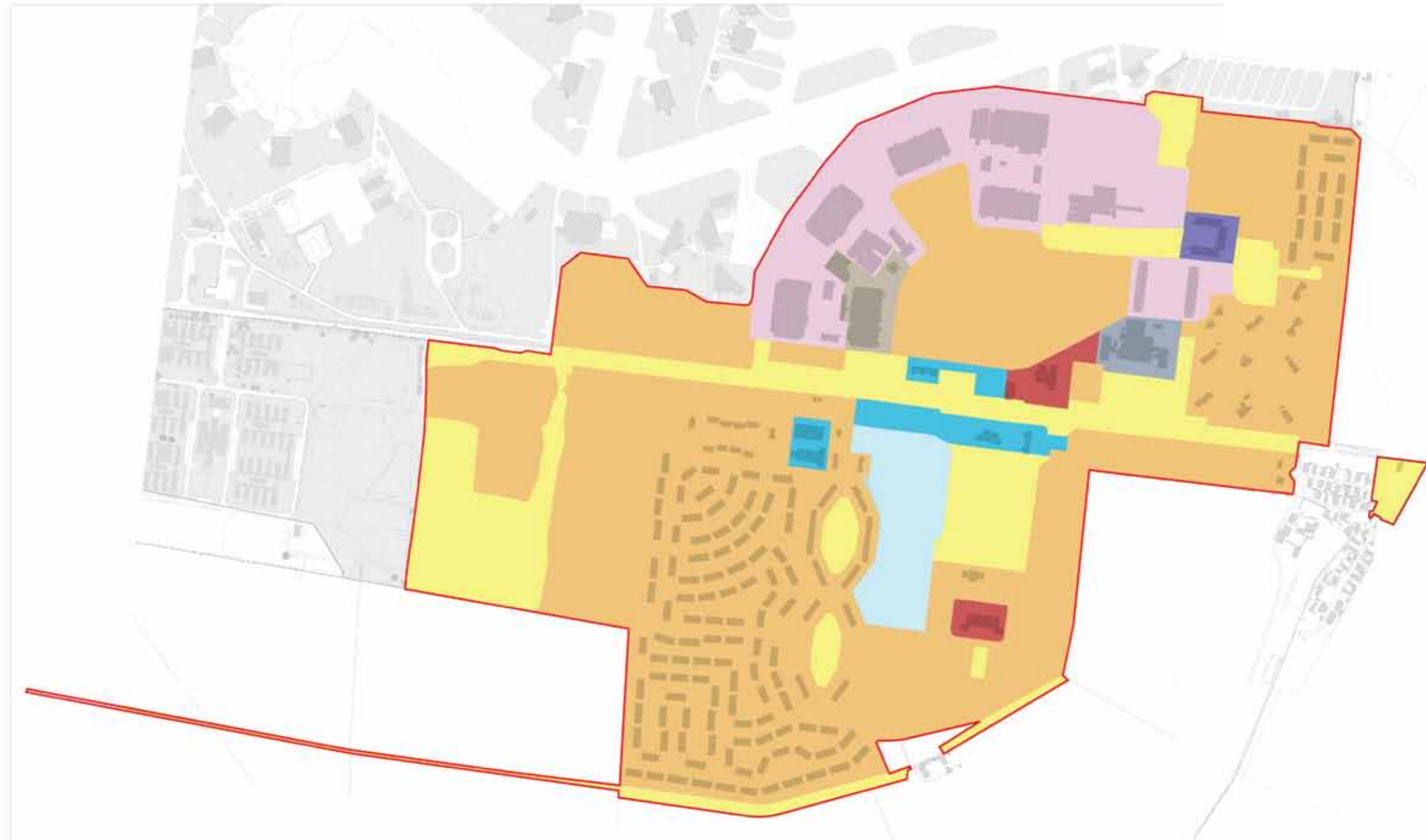


- Key -
- Application Boundary
  - 1 storey buildings  
Eaves height not to exceed 7.5m  
above local ground level
  - Up to 2 storey buildings  
Eaves height not to exceed 10m  
above local ground level
  - Up to 3 storey buildings  
Eaves height not to exceed 13m  
above local ground level
  - Up to 4 storey buildings  
Eaves height up to 16m  
above local ground level

BUILDING HEIGHTS  
PARAMETER PLAN

**APPROVED 2011 OUTLINE APPLICATION**

2.42 Many of the key principles such as the movement network, building heights and density were set out in the Design and Access Statement (DAS) and the parameter plans that accompanied the outline permission . These are shown opposite and below. This Design Code will build upon the work already undertaken for the site such as the Illustrative Masterplan and DAS.



Key: -

Land required for infrastructure (including green infrastructure)

Residential Class C3

Commercial Class B1/B2/B8

Commercial Class B1

Local centre Class A1-A5 / D1 and C3 use

Heritage Class D1

New Primary School Class D1

Institutional Residential Class C1

Hotel/Care home facility Class C1/C2

**DEVELOPMENT USES PARAMETER PLAN**

## OUTLINE APPROVED MASTERPLAN

- 2.43 The outline application permission allowed for a range of uses to complement the existing settlement of Heyford Park that reflects the nature of the original RAF community, with housing, social and welfare facilities, and employment that comprised both technical and administrative activities. These uses were, and still are, contained in the developed "settlement area", distinct from the extensive, open flying field. They were themselves separated into functional areas, most obviously the technical area north of Camp Road and the main residential areas to the south.
- 2.44 In the new development, this balance of uses is maintained with an increased amount of housing and some additional employment development. Community uses, such as a new primary school, nursery and a new shop, and the existing church and community hall, are provided to meet the needs of people living and working at Heyford Park.
- 2.45 Re-use of some of the former technical and administrative buildings can accommodate businesses to cater to local people, which may include uses such as a pub-restaurant and cafe use and other facilities that can also serve the wider Heyford Park community. The general distribution of uses will follow the established pattern. The contrast between the open flying field and the settlement area will be preserved with some business activity taking place in retained buildings on the flying field, while the rest will be in former workshop / office buildings and some new buildings within the settlement area.
- 2.46 New housing will occupy areas surrounding existing residential use: the bungalows and barrack blocks south of Camp Road will be subject to a scheme of refurbishment. North of Camp Road, Officers' family housing will be retained and residential use will be extended into the former technical trident area.
- 2.47 The planned Village Centre seeks to provide a range of community facilities within a ten-minute walk for people both living and working in Heyford Park. The mix of uses available in this new neighbourhood will allow people to live and work in close proximity, provide variety and vitality in the environment, and will give extra support to key facilities patronised by both residents and people who come in to work, balancing residential and employment opportunities.

- 2.48 Certain employment uses will require service by heavy goods vehicles and the masterplan provides for a new access to divert the main business traffic away from residential areas off Camp Road to the east of the officers' mess, through a newly dedicated road onto the flying field.
- 2.49 The table opposite explains how the original masterplan principles are taken forward in the design code with the new development including;

- I. CENTRAL VERDANT CAMP ROAD PROVIDING MAIN ACCESS THROUGH SITE;
- II. CONNECTED STREETS TO NORTH AND SOUTH OF CAMP ROAD;
- III. RETENTION OF VALUED EXISTING BUILDINGS;
- IV. IDENTIFICATION OF KEY LANDMARK BUILDINGS (NEW AND EXISTING);
- V. ASSEMBLING NEW AND EXISTING LANDSCAPE SPACES TO CREATE A CONNECTED NETWORK THROUGHOUT SITE;
- VI. NEW BUILD AREAS INTEGRATED AMONGST EXISTING DEVELOPMENT AREAS FOLLOWING THE HISTORIC STREET LAYOUT WHEREVER POSSIBLE;
- VII. RETENTION OF A BUSINESS ZONE INCORPORATING HANGARS;
- VIII. CREATION OF A RECOGNISABLE VILLAGE CENTRE AS A NEW ATTRACTIVE DESTINATION; AND
- IX. PROVISION OF PUBLIC AMENITY SPACE AND PLAY AREAS;

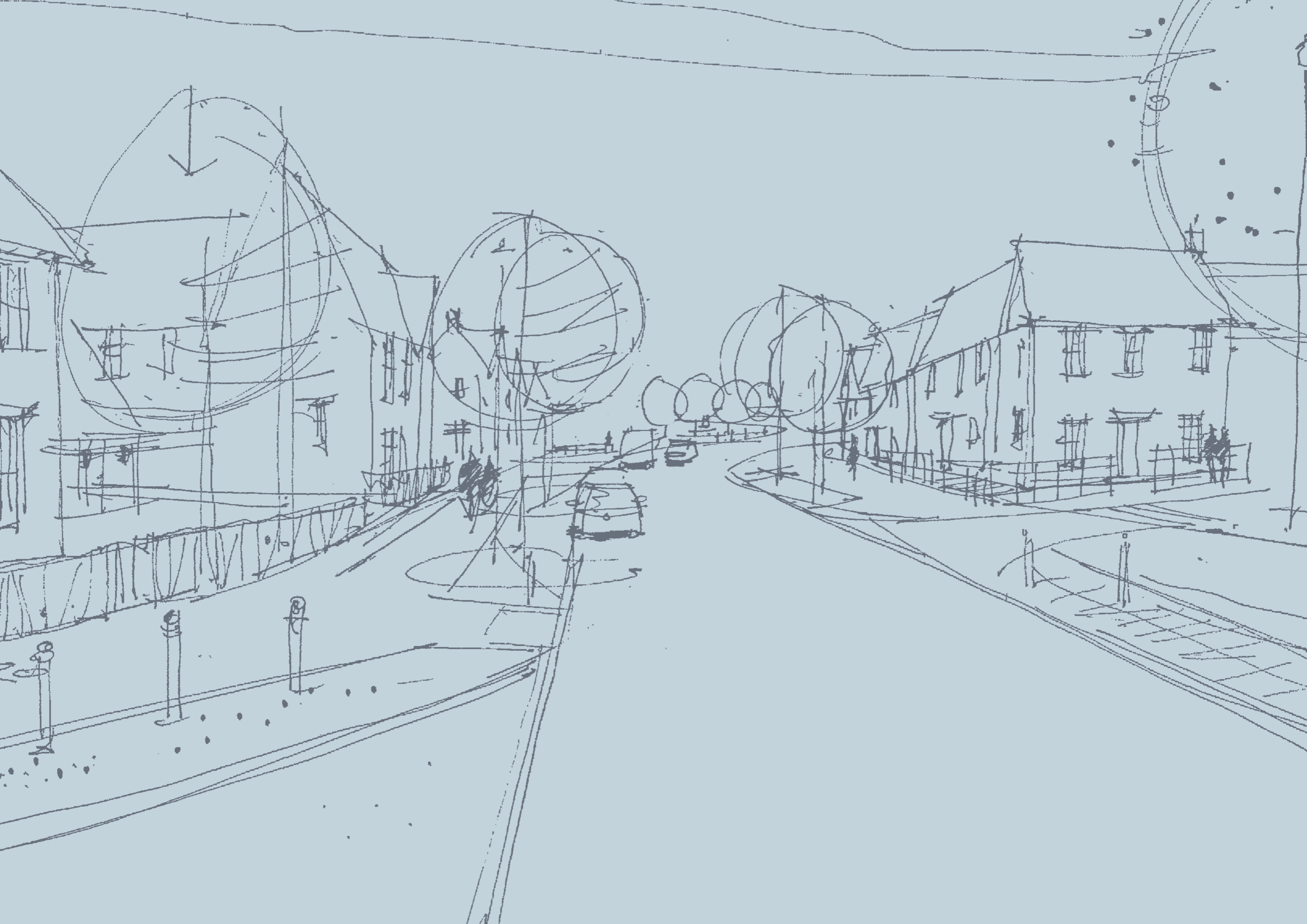
## REFINEMENTS TO THE OUTLINE APPROVED MASTERPLAN

### REFINING THE OUTLINE DAS AND MASTERPLAN APPROACH

- 2.50 The Design Code was subject to public consultation as detailed in Appendix A, so that the existing community has been made aware that the original Masterplan was subject to change in certain areas.
- 2.51 The Design Code process undertaken over a period of months has highlighted the need to refine the original DAS and Masterplan in a number of ways including;

- I. REFINED CHARACTER AREA EXTENT AND DEFINITION WITH THE TRIDENT AREA BEING DEALT WITH AS ONE AREA.
- II. VILLAGE CENTRE ON CAMP ROAD REWORKED TO CREATE A DEFINED SENSE OF PLACE VISUALLY AND PHYSICALLY CONNECTED TO THE VILLAGE GREEN.
- III. SUBSTANTIAL NEW AND UPDATED INFORMATION RELATING TO BUILDING TYPE AND URBAN FORM AND ASSOCIATED REFINEMENT OF APPROACH IN RELATION TO DENSITY AND SCALE.
- IV. ADDITIONAL STREET HIERARCHIES OUTLINED.
- V. UPDATED BUS STOP LOCATIONS PROVIDED.
- VI. UPDATED CAMP ROAD CROSSING POINTS PROVIDED.
- VII. MASTERPLAN HOUSING AREA LOCATIONS UPDATED.
- VIII. PLAY AREA LOCATIONS UPDATED
- IX. DEVELOPMENT TO FRONT ONTO CAMP ROAD (OUTLINE APPLICATION HAD AREAS WHERE DEVELOPMENT BACKED ON TO CAMP ROAD)

	PRINCIPLES (FROM OUTLINE APPLICATION)	DESIGN CODE RESPONSE
1	Retain key buildings and open space within the historic core of the administrative area to provide the backdrop to a new village community hub, which is distinctive and celebrates the heritage of the site.	Retained buildings are used as key buildings and denoted as such in the regulating plan. Village Centre design approach to reinforce its role as a landmark of community identity and include a new heritage centre.
2	Significantly upgrade Camp Road to provide a strong east west spine which provides the focal point for safer north south pedestrian movement and providing activity connecting north and south parts of the development area together in a more unified cohesive form.	Camp Road is given a unique character through dedicated building typology, edge character and landscaping (existing and new tree planting). Crossing points are defined in the code.
3	Retain and enhance areas of significant green space within the development and provision of new quality public open space to create a comprehensive network of open space across the development, which acts as a focus for recreation and community interaction.	Create a green infrastructure strategy that promotes multifunctional open space overlapping passive and active planning uses alongside SUDs and engineering requirements.
4	Provide all the right ingredients for a successful Village Centre at the heart of the settlement area, easily walkable from residential and commercial districts centred around the new Village Green space.	Village Centre concept is retained and reaffirmed through design coding of new building elements.
5	Provide new facilities that are sustained by the community and provide essential local uses required to enable a vibrant community of residents and workers to exist. These facilities can reuse existing heritage buildings to bring them back into successful long term use and safeguard their future.	The aspiration for delivery of new facilities is encouraged by updating the zone for mixed use Village Centre uses and providing a more defined framework for development. To include a new heritage centre & existing buildings integrated generally in positions of importance.
6	Reinforce the existing boundaries where these are well vegetated to maintain visual screen to site area and wooded character within and beyond the site, and to help integrate the development areas into the wider landscape.	Boundaries will be reinforced with specific edge types and landscape framework around the development.
7	Provide new low hedgerows and intermittent native tree planting to the western site boundaries, to help integrate new development areas into the landscape in views from the west to the site, by replicating the softer, more informal edges of traditional rural settlements.	New native hedgerows and intermittent tree planting will be provided around the peripheral areas and built form varied building lines coded. Character areas promote 'rural' edge special character where adjoining eastern countryside edge.
8	Retain existing housing and bungalows across the site as a sustainable and environmentally sensitive solution at Heyford Park and integrate new housing with existing properties.	The code is designed to be deliverable over a period of time to create a recognisable character reflecting the better attributes of the existing housing and creating a self sustaining catalyst for new development.
9	Reconnect historic route ways into, through and connect beyond the site, to help integrate the site into the surrounding areas, and to establish new links into the flying field.	The design code strategy identifies east/west and north/south routes around the new residential development and defines Camp Road crossing points to limit severance of northern and southern areas.
10	Establish distinctive 'gateways' at key locations to create a sense of arrival into the new settlement.	The design code regulating plan defines gateways (east/west) into the development on the Camp Road.
11	Create new character areas for housing to create local distinctiveness and a sense of place for Heyford Park's future evolution.	The design code character areas promote not only characteristics that reinforce the existing character, via arts and crafts theme reinterpretation of the original base architecture, but goes further to create distinctive new character such as the village green, SUDs corridor and the rural edge typologies.
12	Use the existing distinctive landscape character areas of the site to create a variety of distinctive character areas across the development, which will help to reinforce the unique character of this site, and help to integrate the development into the wider landscape.	Landscape character and space between built form is an intrinsic part of the design code with details provided to create distinct sense of place.
13	Retain and maintain, where practical the existing mature tree cover to the site.	Tree survey work will be carried out in line with the conditions attached to the outline approval. The coding work and discussions reaffirmed the existing tree cover is, and should continue to be, one of the defining characteristics of the site.



# STREET MOVEMENT & NETWORK CODES

# 3

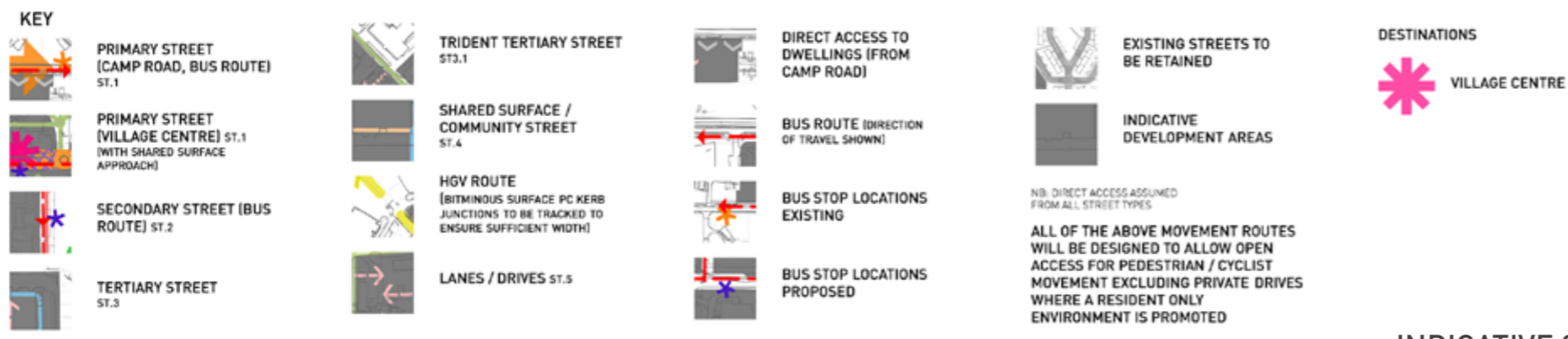


INDICATIVE DESIGN CONCEPT DRAWING -  
SHOWING NEW TREE LINED RESIDENTIAL STREETS

## STREET CODES

### HIERARCHY OF STREETS AND SPACES

- 3.1 Streets and open spaces will cross different character areas and will be important in providing continuity across the site. Streets should be designed as key aspects of the public space. The nature and form of the streets will vary according to their connectivity and the design of open spaces adjoining roads will occasionally vary depending on their location on site and their function.
- 3.2 The key aspects are:
  - Scale and setting of the street;
  - Movement network designed to be pedestrian and cyclist friendly to maximise sustainable forms of transport. This relates both to the overall street hierarchy down to design and detail;
  - Parking strategies depending upon the site location, density and housing typology;
  - Engineering requirements including SUDs and drainage;
  - Materials and details that coordinate and have a level of consistency across the site.
- 3.3 The street typology code does not code every highway detail within the development. The code does, however, instruct the design specifications for all street typologies within the site, give certainty to designers over the acceptable components of the street whilst allowing some flexibility to articulate some development parcels in different ways. Where street typology and/or edge types are not specified, it is expected that the street typology will be designed to make an appropriate transition between the streets that they link.
- 3.4 It should be noted that the improvement of Camp Road, the primary street, will form part of the advance infrastructure works that will facilitate future reserved matters applications and to be delivered in a phased manner to be agreed. The treatment of the existing streets may be subject to some variation at a more detailed design stage, but the general hierarchy should be observed.



INDICATIVE STREET HIERARCHY PLAN



## INFRASTRUCTURE

- 3.5 Each street typology has its own characteristics, these are summarised in the plans, sections and table overleaf.
- 3.6 A design speed of 20mph applies to most roads within Heyford Park, reducing to 10 mph for lower order streets including lanes and private drives. Camp Road will retain its existing 30 mph speed limit but will be calmed to reduce actual traffic speeds.

### PRIMARY STREET - CAMP ROAD ST.1

- 3.7 Camp Road is an existing adopted highway that dissects Heyford Park separating the residential properties in the south from the industrial units to the north.
- 3.8 It is proposed to improve Camp Road to provide a route for pedestrians and cyclists as well as cars. The introduction of traffic calming features will bring traffic speeds down giving confidence to pedestrians. Camp Road will also become a shared surface space where it passes through to the Village Centre.
- 3.9 A number of traffic calming events will be introduced along Camp Road with priority varying from east to west. These features require non-priority traffic to slow or stop and the visual narrowing of the road to the priority traffic also forces drivers to slow. These build outs also provide narrow, enhanced crossing points for pedestrians. There is also parking off Camp Road in the Village Centre complimenting traffic calming measures.
- 3.10 Raised tables will be introduced at junctions of side roads with Camp Road. These features will be constructed from block paving with kerb upstands reduced from 125mm to 25mm. Drivers are forced to slow due to the ramps up to the raised table, buses will also be considered in the design of the raised tables. The contrast in surfacing and reduced kerb upstands creates further changes in driver perception further slowing traffic.
- 3.11 The Camp Road Village Centre shared surface area may occasionally be diverted to the north of the Heritage Centre when community events take place near the Village Centre. Some additional parking will also be provided around the Heritage Centre.
- 3.12 Camp Road in the vicinity of the Village Centre will therefore be a clearly identifiable space promoting attractive north/south connections and a clear 'heart' to the development.

- 3.13 Elsewhere, Camp Road will generally comprise largely of a 1.8m footway to the north and a 3m shared footway/cycleway to the south separated from the highway by a verge incorporating SUDs and tree planting predominantly in a 3m wide area replicating the typical verge width seen on the site at present. Some parcels will have direct plot access off Camp Road.
- 3.14 Camp Road will be populated by trees both new and existing to maintain the verdant character to the existing Camp Road. Street lighting will be designed in conjunction with the trees to ensure safe and acceptable levels of lighting throughout the development, further details to be provided at S278 and RMA stage.

### SECONDARY STREETS

- 3.15 Secondary Streets provide the key bus route to the south of Camp Road and the primary vehicular access to the retained housing stock.
- 3.16 Secondary streets will be designed to provide convenient access to the local bus service with the provision of bus stops through the development. Street design will incorporate horizontal deflection and raised tables to slow traffic. Footways both sides of the road will allow for quality pedestrian links with street trees and verge planting provided at intervals

### TERTIARY STREETS

- 3.17 Tertiary Streets will provide the main access into development parcels from Primary and Secondary Streets. These streets will be formal in their design to reinforce the perception of main vehicular route albeit that the reduction in planted verges and direct access to driveways will alert drivers that they are entering a residential environment. Within the Trident area the existing road kerb lines and footways will be retained and enhanced so that the scale and form of the campus style environment respects the Trenchard historic form.

### SHARED SURFACE/LANES

- 3.18 These streets will be more informal and provide access to smaller groups of dwellings. Shared surfaces will be traditional block paved and bound gravel surfaces to accommodate pedestrians and vehicles alike. Their design will be informed by Manual for Streets and the informal nature will ensure vehicle speeds are kept to a minimum. Lanes are to be found on green edges of the development. These will be informal spaces but differentiated from shared spaces in the surface finishes.

### HEAVY GOODS VEHICLE (HGV) ROUTE

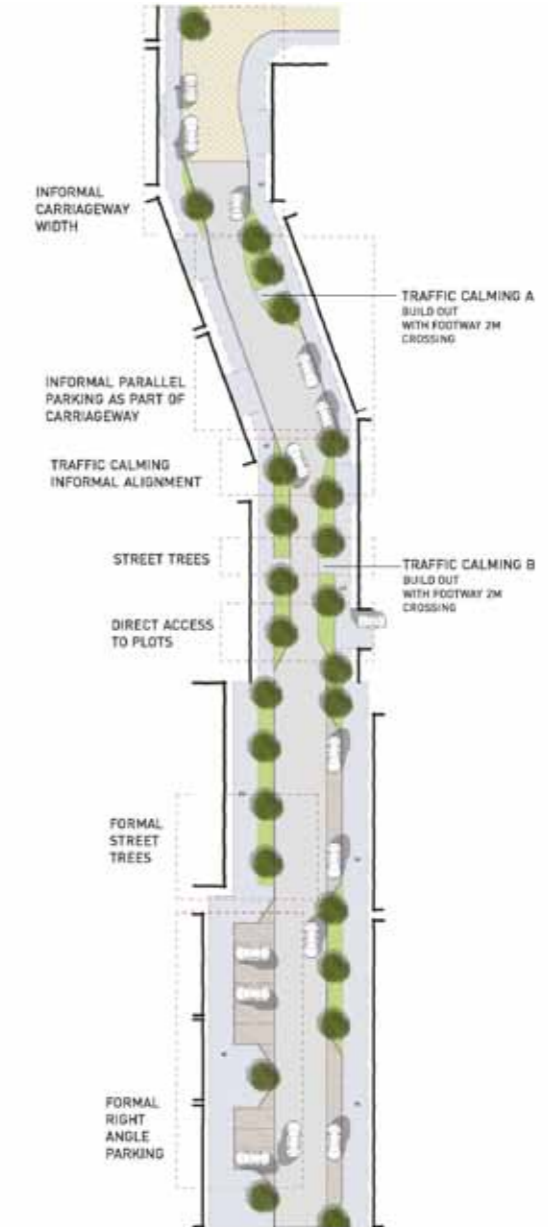
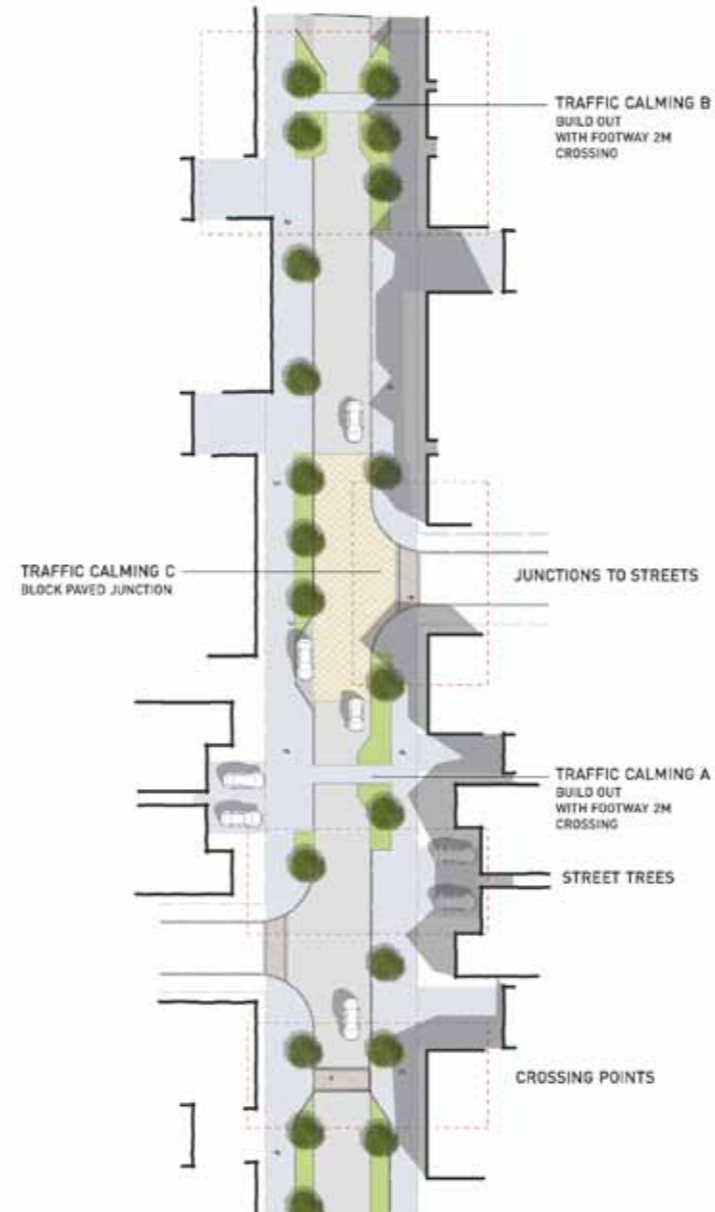
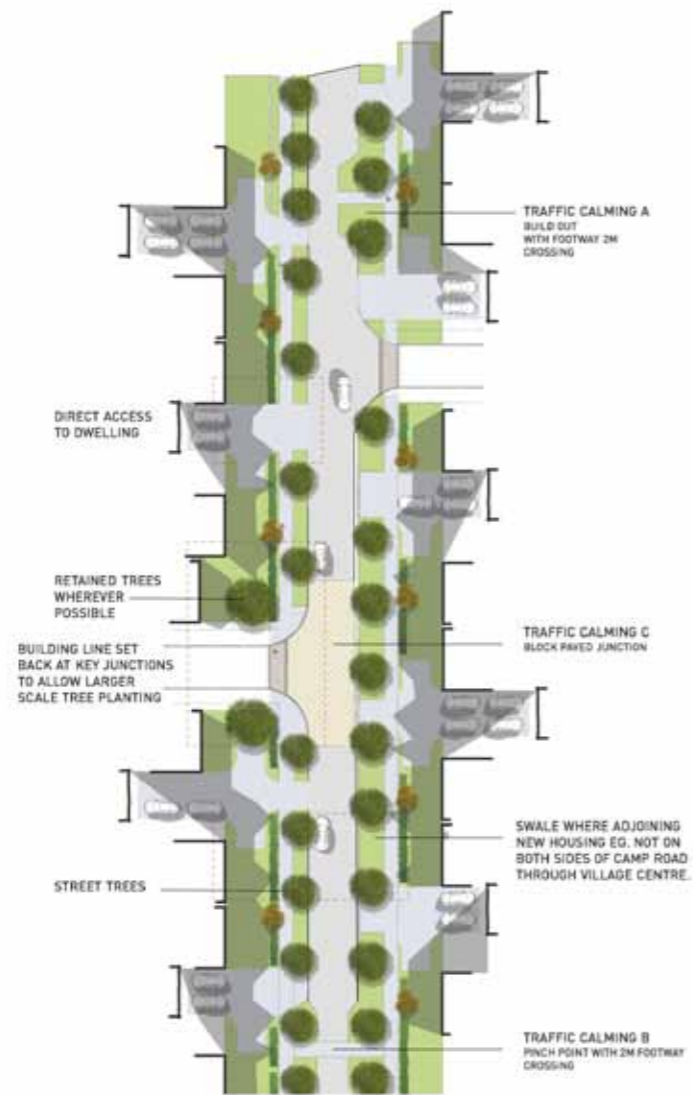
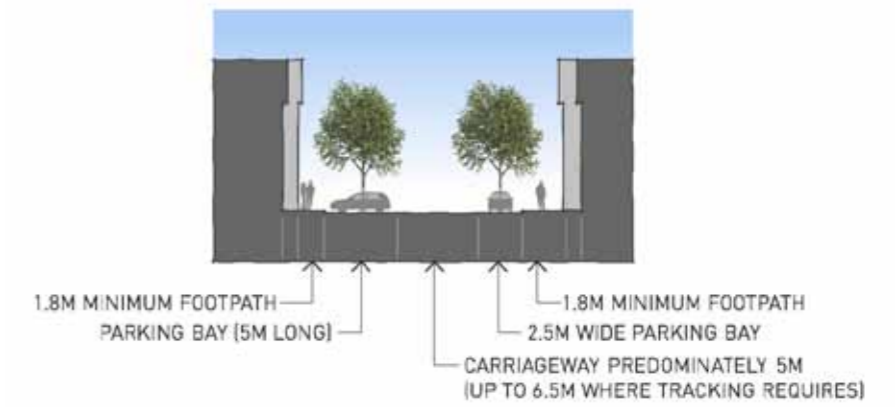
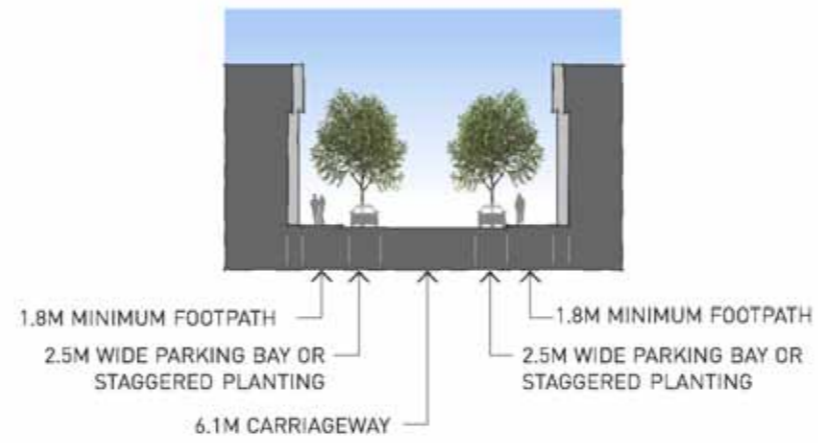
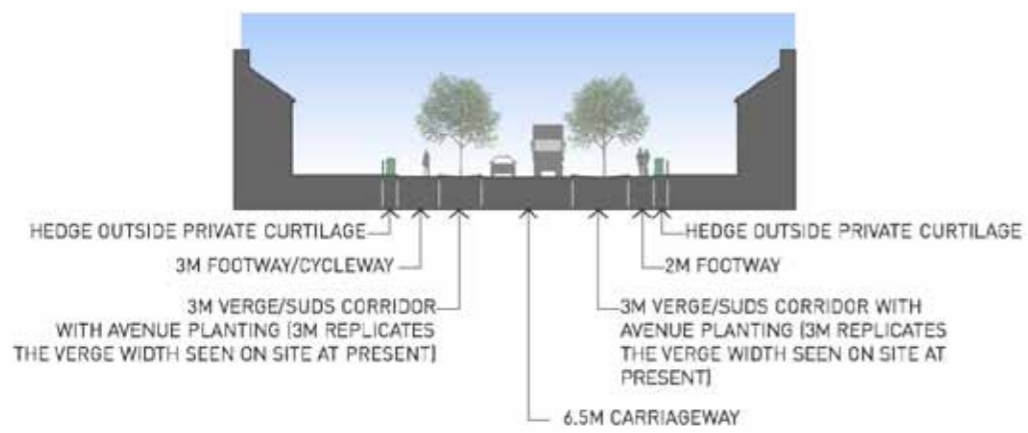
- 3.19 The proposed HGV route is shown on the street hierarchy plan. The route will be accommodated within existing roads/hard surfaced areas and vehicle tracked at the detailed design stage.

### TRAFFIC CALMING BEYOND PRIMARY STREET ST1 (CAMP ROAD)

- 3.20 Beyond Camp Road the street do not follow such a long straight alignment and are less likely to encourage higher speeds, however, subject to safety audits the secondary and tertiary streets have three traffic calming options;
  - Horizontal Deflection (either by left or right build out or by central pinch point) and
  - Raised block paved tables at junctions (with gradual approach ramps)
  - Tertiary Streets additionally having an informal alignment.
- 3.21 The exact form and location of calming features are subject to future Reserved Matter submissions.



CAMP ROAD



**TYPICAL INDICATIVE PLAN SECTION  
PRIMARY STREET (CAMP ROAD) ST.1**

**TYPICAL INDICATIVE PLAN SECTION (WHERE NEW ROADS)  
SECONDARY STREET ST.2**  
INFORMAL

**TYPICAL INDICATIVE PLAN SECTION  
TERTIARY STREET ST.3**

KERB/  
GULLY TYPE

FLUSH KERB  
NO GULLIES AS SWALE

PC KERB AND GULLY

PC KERB AND GULLY

STREET & PAVEMENT SURFACE MATERIALS



VILLAGE CENTRE

- PAVING SLABS TO FOOTWAYS
- BLOCKWORK TYPE 3
- MACADAM
- BOUND GRAVEL SURFACE



NOTES:

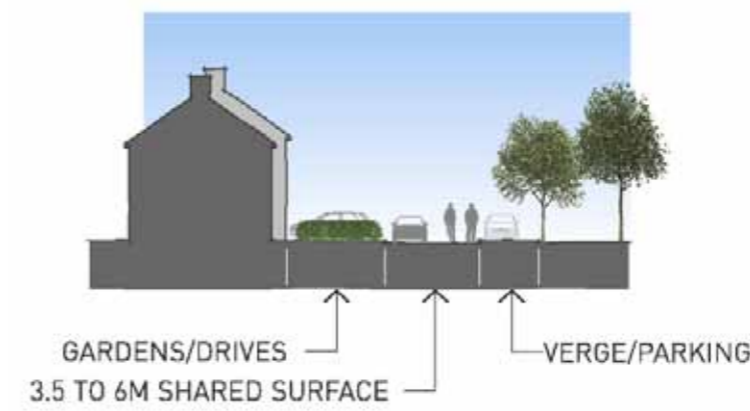
BLOCKWORK GULLYS TO BE GREY BRINDLE

0.5M MINIMUM SETBACK TO BUILDING FRONTAGE TO ALLOW FOR PORCH CANOPIES AND OPENING WINDOWS NOT TO OVERLAP ADOPTED HIGHWAY

REFER TO EDGE TYPES FOR DESIGN TREATMENT BEYOND MINIMUM FRONTAGE LINE

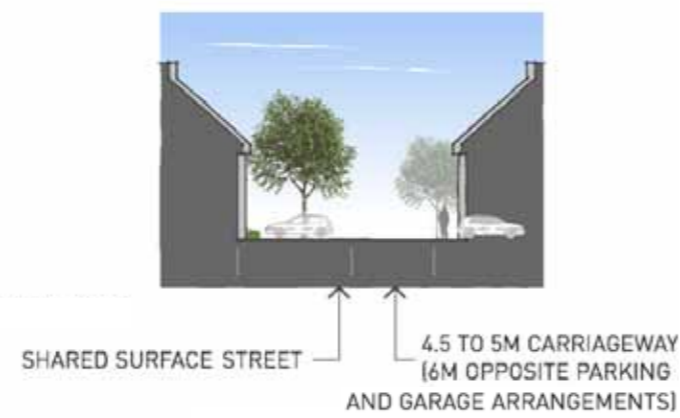
IMAGES OPPOSITE SHOW TYPICAL INDICATIVE ARRANGEMENT. FINAL STREET DESIGN TO CREATE A BALANCED DESIGN APPROACH WITH ELEMENTS CONSIDERED COMPREHENSIVELY.

ROAD STREET WIDTH TO BE ADJUSTED TO TIE INTO EXISTING ROADS WHERE THEY JOIN TO CREATE A CONSISTENT ROAD EDGE.



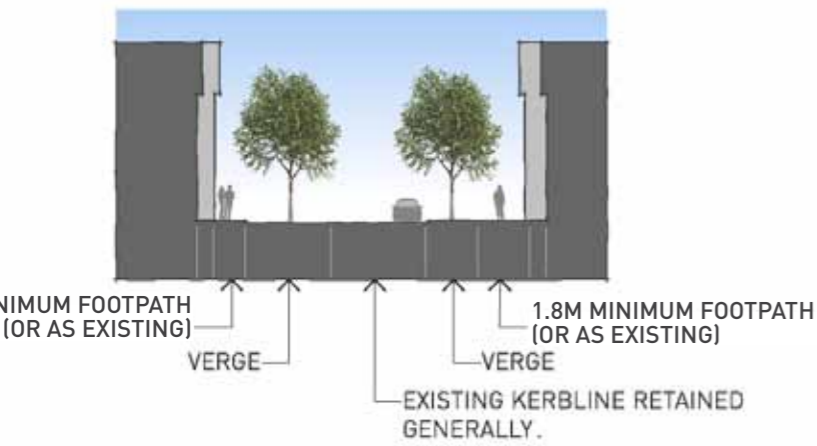
TYPICAL INDICATIVE PLAN SECTION LANES (GREEN EDGE) ST.5

FLUSH KERB/SUDS



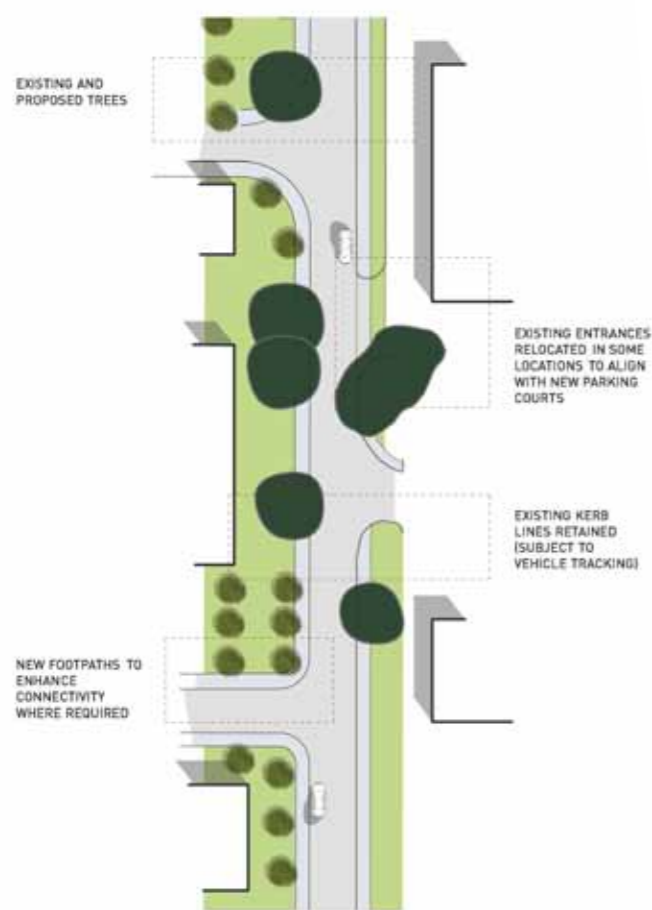
TYPICAL INDICATIVE PLAN SECTION SHARED SURFACE (COMMUNITY STREET) ST.4

CENTRAL BLOCKWORK GULLY/ DRAINAGE CHANNEL



TYPICAL INDICATIVE PLAN SECTION TRIDENT TERTIARY STREET ST.3.1

PC KERB AND GULLY OR 3 COURSE RUNNING BOND BLOCKWORK GULLY



ROAD STREET WIDTH TO BE ADJUSTED TO TIE INTO EXISTING ROADS WHERE THEY JOIN TO CREATE A CONSISTENT ROAD EDGE.

### LAPS AND STREET INTEGRATION

- 3.22 The approach to the LAPS is set out in the public realm code section; in terms of the relationship to streets, LAPS should be designed to maximise child safety via separating play areas via fencing and/or mounding. LAPS should also be located where the traffic movement is at a relatively low levels and the design speed is below 30mph.
- 3.23 Shared surface streets are designed to encourage community use and will offer opportunities for casual play space over and above dedicated facilities.

### ADOPTION ARRANGEMENTS

- 3.24 All new streets will be built to adoptable standards albeit existing retained highways serving the retained housing stock or industrial units to the north will be retained under private ownership for the medium term.
- 3.25 There are existing roads within the development that may be retained to serve the new residential parcels. Intrusive investigation will be required to determine the current condition of these roads and if appropriate repairs/strengthening will be undertaken to bring them up to an adoptable standard. Should the condition survey show significant short comings in relation to adoptable specification the developer may choose not to offer these for adoption or seek to fully reconstruct such sections.
- 3.26 The location for each street type within the layout is shown on the street hierarchy plan and detailed opposite.



# STREET HIERARCHY TABLE

	PRIMARY STREET ST1 (CAMP ROAD)	SECONDARY STREET ST2	TERTIARY STREET ST3	TERTIARY STREET ST 3.1 (TRIDENT)	SHARED SURFACE ST4	LANES ST5	PRIVATE DRIVE/ PARKING COURT
DESIGN SPEED	30 mph existing speed limit (20mph design speed)	20 mph	20 mph	20mph	10 mph	10 mph	10 mph
FOOTWAY	2.0m on north side, 3m shared on south side	1.8m both sides	1.8m both sides	1.8 or as existing	Shared surface	Shared surface	None
CYCLEWAY	3.0m including footway	On Road	On Road	On Road	Shared surface	Shared surface	None
VERGE	Primarily 3m in areas with new housing adjacent	Staggered	None	None	None	None	None
BUS ACCESS	Yes	Yes	No	No	No	No	No
MAX PROPERTIES	No restriction	Up to 300	Up to 50	Site specific	Up to 25	Up to 25	N/A
CARRIAGEWAY WIDTH	6.5 m	6.1 m	5.5 – 6.5 m	Existing kerblines	4.5 – 5.0 m (6m opposite parking/garaging)	3.5 – 6.0 m	N/A
ACCESS TO PROPERTIES	Some grouped access (such access shall be no closer than 12.5m with a driveway at a maximum width of 3m)	100% direct access	100% direct access	Some direct and grouped access	100% direct access	100% direct access	100% direct access
CARRIAGEWAY SURFACING	Asphalt (HRA)	Asphalt (HRA) with block paved junctions	Asphalt (HRA) with block paved junctions	Asphalt (HRA) with block paved junctions	Block paving	Asphalt (HRA)/Block Paving	Permeable surface (parking court only)
VERGE SURFACING	Grass	Grass	Grass	Grass	Shrub Planted	Shrub Planted	Site Specific
FOOTWAY SURFACING	As carriageway	As carriageway	As carriageway	As carriageway			
KERBING	Flush Kerb	PCC Half Batter Kerb 125mm upstand	PCC Half Batter Kerb 125mm upstand	Typically flush kerb with allowance for PCC Half batter kerb 125mm upstand or 25mm upstand	Flush kerb and/or PCC Bull Nosed Kerb 25mm upstand where drainage required	PCC Bull Nosed Kerb 25mm upstand	PCC Bull Nosed Kerb 25mm upstand
TRAFFIC CALMING OPTIONS	A	Horizontal deflection (left or right build out)	Horizontal deflection (left or right build out)	Horizontal deflection (left or right build out) calming at 100–150m	-	-	-
	B	Horizontal deflection (central pinch point)	Horizontal deflection (central pinch point)	Horizontal deflection (central pinch point)	-	-	-
	C	Raised table (gentle approach ramp)	Raised table (gentle approach ramp)	Raised table (gentle approach ramp)	-	-	-
	D	-	-	Informal alignment (calming method D)	-	-	-
SWEPT PATHS	Buses, refuse vehicle and Emergency Service Vehicles	Buses, refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Motor vehicles
ON STREET PARKING	Off-street	On street parking bays 2.5 by 6m	On street parking bays 2.5 by 6m	On street parking bays 2.5 by 6m	On street informal bays 2.5 by 6m	Visitor parking bays	Visitor parking bays
FORWARD VISIBILITY	45m	33m	10m	10m	10m	10m	
JUNCTION SIGHTLINES	2.4 x 45m	2.4 x 33m	2.4 x 25m	2.4 x 25m	2.4 x 25m	2.4 x 25m	
JUNCTION SPACING	Site Specific	Site Specific	Site Specific	Site Specific	Site Specific	Driveway Crossovers	Driveway Crossovers
JUNCTION RADII	6m	6m	4m	4m	4m	4m	
STREET LIGHTING (to be agreed at detailed stage with OCC)	Column mounted	Column mounted	Column mounted	Column mounted	Column mounted	Column mounted	None
STATUTORY SERVICES	In shared footway/cycleway	In footway	In footway	In footway/c carriageway if trees constraint	In carriageway (see note below)	In carriageway(see note below)	In carriageway (see note below)
DRAINAGE	Over edge into swale (predominantly)	Gully or permeable paving	Gully or permeable paving	Gully or permeable paving	Gully or permeable paving	Gully or permeable paving / Over edge	Gully or permeable paving / Over edge
LANDSCAPE/TREE PLANTING	Tree lined avenue (see CA4) supplemented by hedge in public realm.	Regular tree planting on alternating sides of road.	Regular tree planting on alternating sides of road.	Existing trees retained wherever possible. New tree planting to promote campus layout.	Intermittent tree planting.	Intermittent tree planting.	Intermittent tree planting.

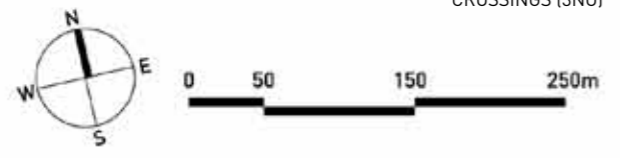
NOTE: 1 - Services will be within footways or within the carriageway in clearly defined zones.  
 2 - Junctions will be tracked (in particular Bus Routes) at the detailed design stage  
 3 - Verges landscape treatment to be grass unless otherwise agreed.  
 4 - Lighting columns require 5m setback from tree planting.

5 - Common infrastructure will be subject to RM applications.  
 6 - Carriageway routes to be tracked to ensure minimum widths wherever possible.  
 7 - 2x2m visibility where private drives exiting into public realm.



- KEY**
- CAMP ROAD - DEDICATED 3m FOOT - CYCLEWAY
  - GREEN ROUTES (Pedestrian routes through spaces with landscaped emphasis)
  - PEDESTRIAN ROUTES (includes routes along main road, HGV route)
  - 3m FOOT CYCLEWAY
  - SHARED SPACE
  - DEVELOPMENT AREAS
- DESTINATIONS**
- VILLAGE CENTRE
  - PRIMARY OPEN SPACE / RECREATION AREAS

**NOTE:**  
ROAD TYPES SHOWN FOR EASE OF REFERENCE.  
PLEASE REFER TO EARLIER SECTION FOR DETAILS.



**ROUTES & LINKAGES PLAN**

## PEDESTRIAN & CYCLE MOVEMENT

3.27 Walking and cycling are the most sustainable forms of movement and are promoted throughout the development.

3.28 Some of the key pedestrian links include:

- Links to Village Centre and school;
- Links to and across primary open space and recreational areas; and
- Recreational routes in and around the development

3.29 Camp Road will be the primary route for all forms of movement creating a direct link to the Village Centre. As mentioned in the previous illustrations, a 3m foot/cycleway is provided along this route. Elsewhere, cyclists will predominately use the carriageway due to the low volume of vehicle movement.

3.30 Specific design codes have not been specified for these routes but the following rules should be applied to all routes:

- Create direct barrier free routes;
- Create attractive, well lit and safe routes;
- Create routes that can be used by everyone and consider use of surface treatments to aid in orientation; and
- Make sure all routes are overlooked by properties with good levels of natural surveillance.

## PEDESTRIAN CROSSINGS









3.31 As previously mentioned, Camp Road will be the main route through the site and to ensure it does not become barrier between the development and other destinations, crossing points will be defined to enable all users to cross Camp Road safely.

3.32 These positions are located on the plan opposite and overleaf and are positioned to create direct and easily navigable routes. The final position of these routes will be determined by the detailed design and technical requirements. Albeit, crossing points across Camp Road are to be generally located where other roads in the hierarchy intersect with Camp Road and/or where desire lines are likely to occur.



PROPOSED PEDESTRIAN CROSSINGS

**KEY**

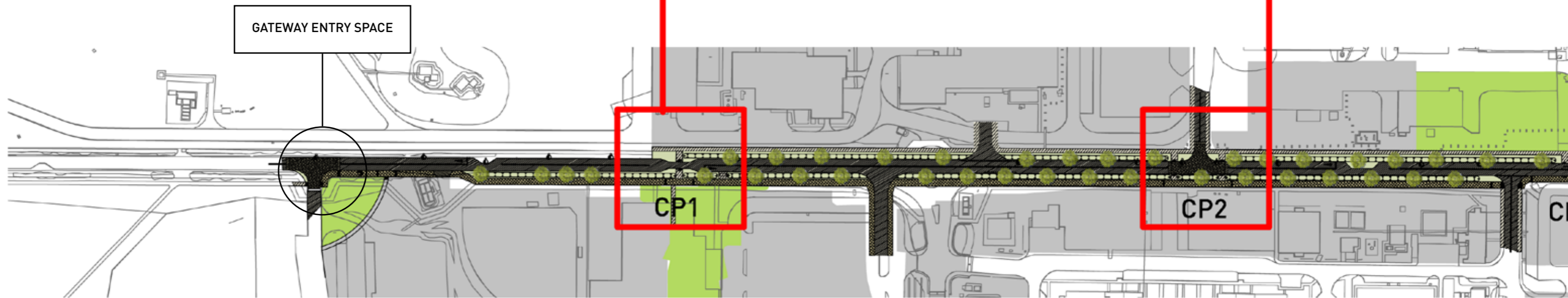
-  BITUNMINOUS CARRIAGEWAY
-  BLOCK PAVE CARRIAGEWAY
-  BITUNMINOUS FOOTWAY
-  BITUNMINOUS SHARED FOOTWAY /CYCLEWAY (UNSEGREGATED)
-  BLOCKPAVE FOOTWAY/FEATURE AREA
-  VERGE
-  PROPOSED SWALE (HIGHWAY DRAINAGE ONLY)
-  PROPOSED TREE PLANTING

**CP** INDICATIVE CROSSING POINT

\*ALL DETAILS SHOWN SUBJECT TO ENGINEERS DETAILS

SUDS CORRIDOR INTEGRATED WITH BUIKD OUT/CENTRAL PINCH POINT TO PROVIDE ATTRACTIVE CROSSING POINT

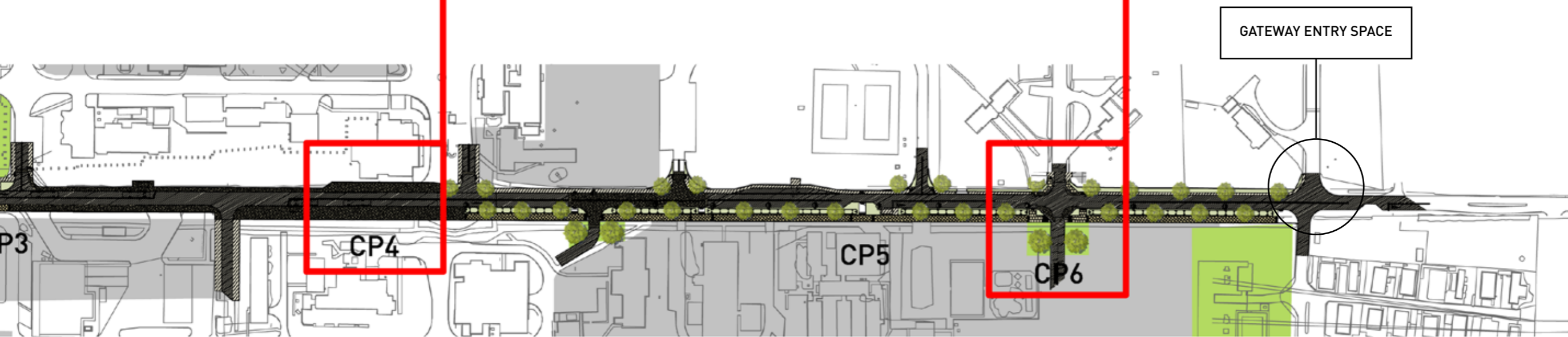
RAISED TABLE COMBINED WITH CROSSING POINT





VILLAGE CENTRE SHARED SURFACE  
CALMING/CROSSING INTEGRATED HIGH  
QUALITY PUBLIC REALM THAT IS TO BE  
DEALT WITH COMPREHENSIVELY

SETBACKS FOR OPEN SPACES TO ALLOW  
ADDITIONAL TREE PLANTING AT KEY  
PARCEL ENTRY JUNCTIONS



CAMP ROAD INDICATIVE MASTERPLAN

## PARKING STRATEGIES

- 3.33 The following tables show the minimum space sizes acceptable.
- 3.34 A vehicle/pedestrian sight splay of 2m x 2m (back of highway to side of driveway) will normally be required where the parking space abuts the back of footway or highway boundary.
- 3.35 Car ports and undercroft parking areas are less likely to be used for purposes other than parking a vehicle. Car ports 5.0m long by 2.9m wide and greater will count as a parking space.
- 3.36 Where parking is to be provided on-street, parking bays adjacent to the general carriageway may be appropriate in certain cases but it should be broken up in maximum groups of about 4 spaces.
- 3.37 As per Oxfordshire standards when for reasons of good urban design more allocated spaces are provided than the standard amount (eg space in front of a garage for the reason of road safety) then the number of unallocated spaces may be reduced.

PERPENDICULAR: EG.ON DRIVEWAYS AND PARKING COURTS	MINIMUM LENGTH (M)	MINIMUM WIDTH (M)
SPACE FOR PEOPLE WITH MOBILITY DIFFICULTIES	5.5	2.9+1.0
STANDARD SPACE (UNOBSTRUCTED)	5.0	2.5
STANDARD SPACE (OBSTRUCTED ON ONE SIDE)	5.0	2.7
STANDARD SPACE (OBSTRUCTED ON BOTH SIDES, INCLUDES CAR PORTS AND UNDERCROFTS)	5.0	2.9
INSIDE GARAGE (GARAGES BELOW THIS WILL NOT COUNT AS A PARKING SPACE)	6.0	3.0

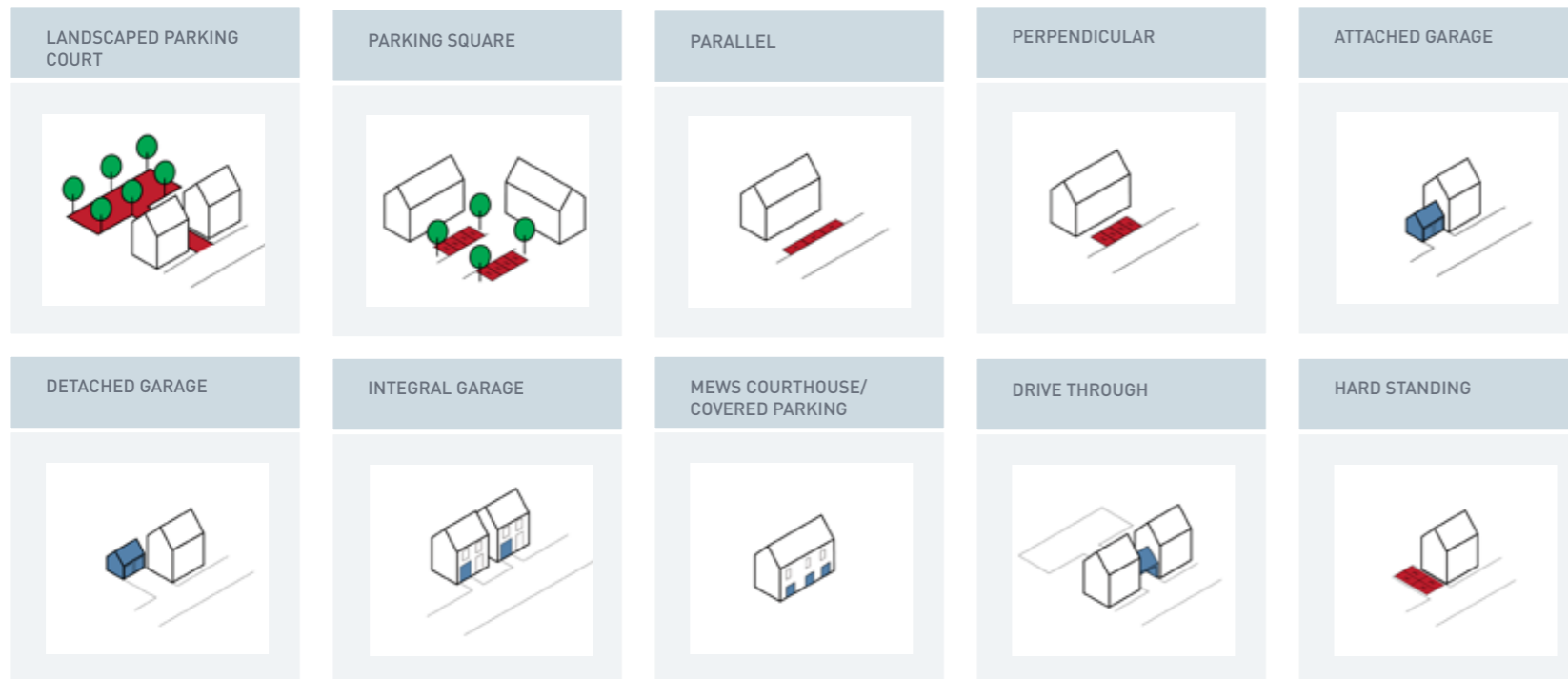
## PARKING AND GARAGES

- 3.38 The table opposite sets out the range of parking accepted across the development. Overall on plot and/or adjacent parking convenient to properties will be encouraged as opposed to large rear parking courts remote from dwelling entrances.
- 3.39 CDC are yet to adopt the Oxfordshire County Council parking standards, and the unique constraints of the site require a site specific variation (as noted at item 2.6 of the parking standards). However it should be noted that garages of 3x6m internal dimension will be required if garages are to count towards parking standards.

CAR PARKING PROVISION AT HEYFORD PARK			
NUMBER OF BEDROOMS PER DWELLING	MAXIMUM NUMBER OF ALLOCATED SPACES	TARGET NUMBER OF VISITOR SPACES WHEN MINIMUM ALLOCATED SPACE PER DWELLING IS PROVIDED	
		MINIMUM ALLOCATED SPACES	
1	1.5	1	0.25
2	2	1	0.25
3	3	2	0.25
4+	4	2	0.5

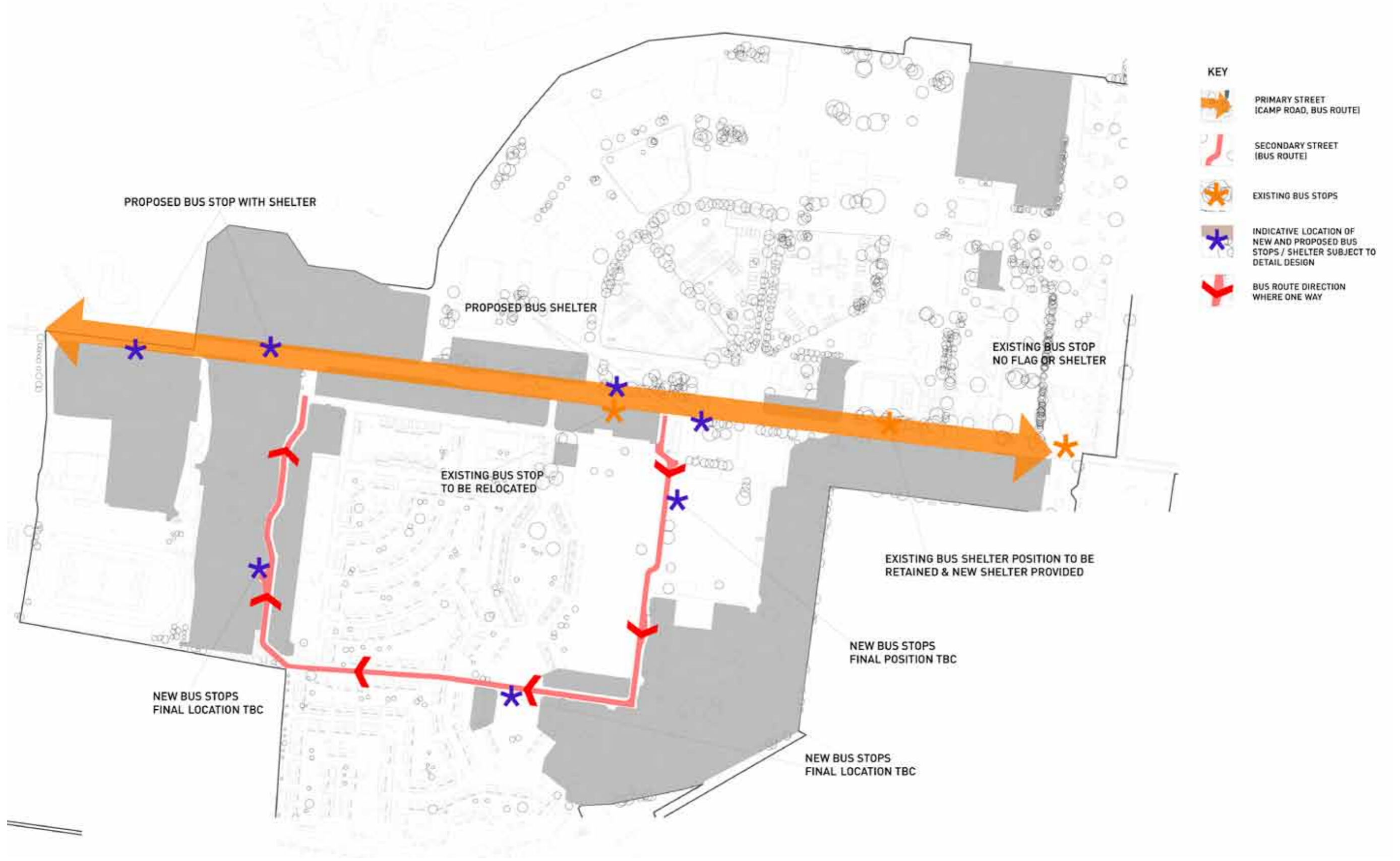
## PARKING TYPOLOGY TABLE

Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	CA1/CA2/CA3	N/A	--
LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.	CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.
PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	Not allowed on majority of camp road hence excluded from ca4 where away from village centre. Parallel parking is allowed in the Village Centre itself.
PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Tandem allowed to make efficient use of land. Parking to be separated by landscaping and/or footways into maximum rows of 4N <sup>o</sup> . bays.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	
MEWS COURT-HOUSE/ COVERED PARKING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.	CA2	ST3/ST4	--
ATTACHED/INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.	CA2/CA4/CA5/ CA6/CA7/8	ST1/ST5	Garages to be set back behind building line with tandem parking allowed in this instance camp road ca4 to serve 2 dwellings where possible.
DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.	CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.
HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.	CA2-CA8	ST1-ST5	--
DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.	CA2-CA8	ST1-ST5	Garages to be setback from prominent frontages.



NOTE: Parking dimensions to accord with OCC standards

**BUS ROUTES & REFUSE COLLECTION**



PROPOSED BUS ROUTE & STOP LOCATIONS

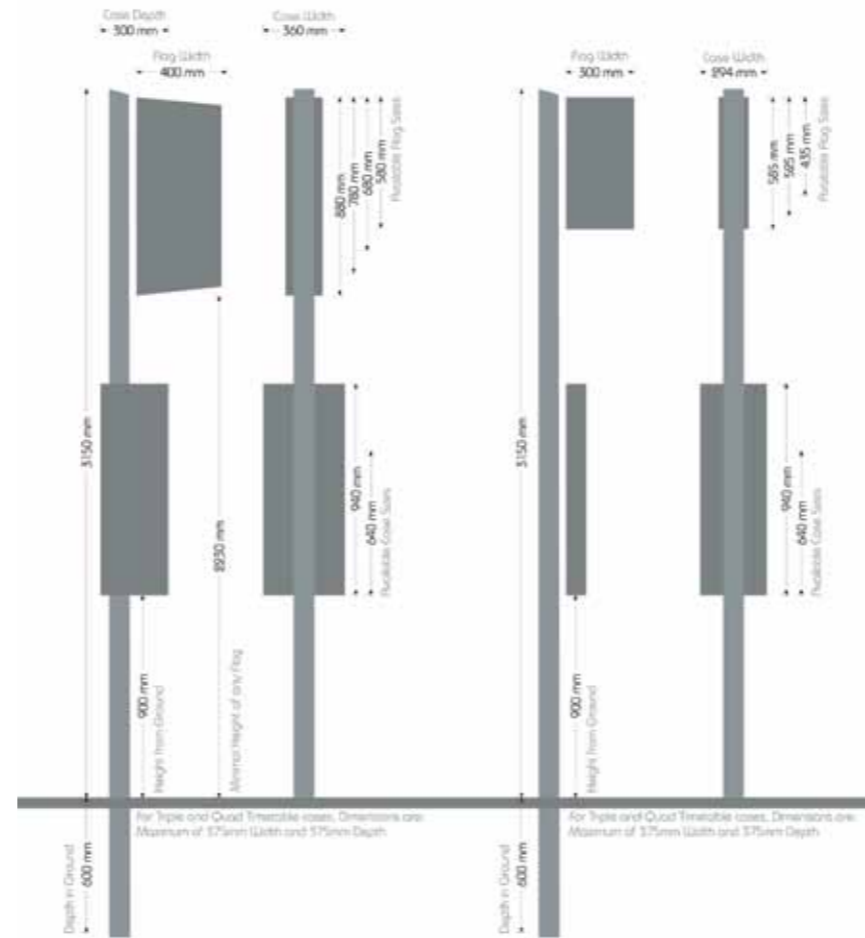
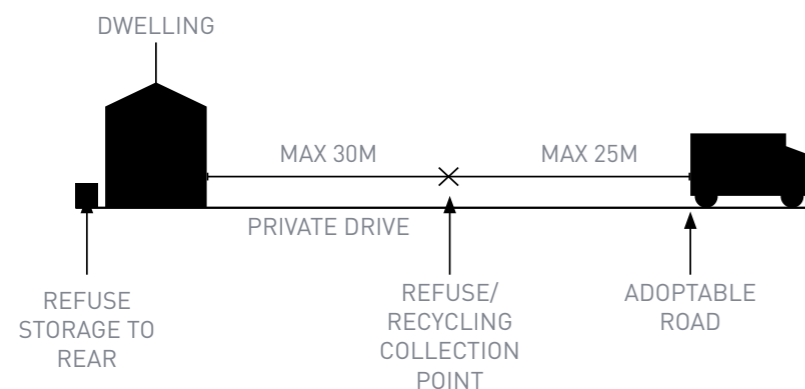
## BUS ROUTES AND BUS STOPS

- 3.40 A bus route will run along the Camp Road. Bus stops will be located near the development to enable a walking catchment for the majority of the development within a distance of 400m.
- 3.41 Specific design codes have not been specified for these Bus Stops but the following rules should be applied:
- Bus stop shelters where provided will be simple in style; provide good shelter from wind and rain and include seating;
  - Use low floor bus services and level access kerbing to be provided;
  - Allow easy unobstructed access to and from the stop;
  - Remove street furniture which prevents passengers boarding and alighting; and
  - Allow the bus to line up within 50mm of and parallel with the kerb.

## RECYCLING AND REFUSE COLLECTION STRATEGY

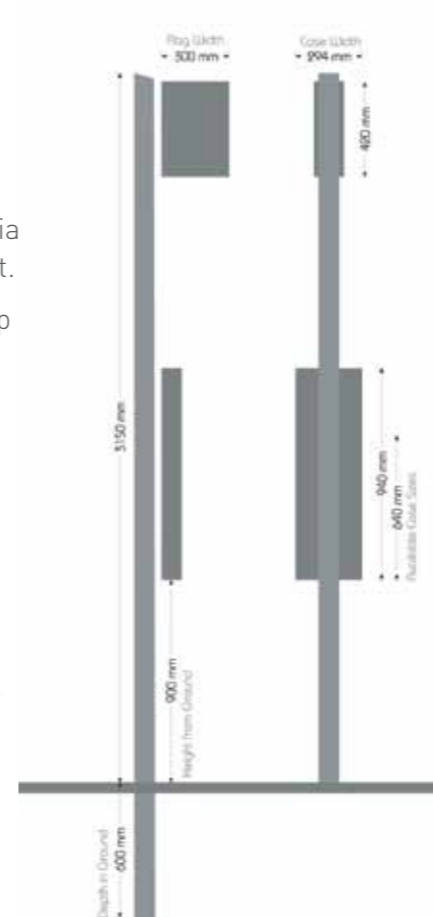
- 3.42 A refuse strategy plan will need to be prepared for each development parcel at the RMA stage to assess how the bins and recycling will be collected. A number of Bin Collection Points (BCP) will be required and will be positioned at a maximum distance of 30m from the furthest dwelling curtilage and positioned a maximum of 25m from the nearest adoptable road. This will ensure any future bin collection operate within the maximum bin carry distances.

## REFUSE & RECYCLING COLLECTION DIAGRAM



## PROPOSED BUS STOP SIGN (OR SIMILAR APPROVED)

- Post - premium routes' post extruded aluminium post; capable of component fixing via bracket; silver 3750mm height.
- Flag - premium route bus stop flag 316 grade stainless steel welded construction; graphite caps and security fixings, 4-12 route number capacity. uv stable screenprinted vinyl graphics.
- Timetable case - single a4 (1/2/3/4 x 900 length) extruded aluminium case assembly; secure fit graphite/aluminium moulded caps; uv stable polycarbonate screens.



## DWELLING REFUSE

- 3.43 Cherwell DC provide one green non-recyclable waste bin, one brown food and garden waste bin, kitchen caddy and two blue recycling boxes and currently have an alternate week collection of household rubbish and recycling from all residential premises throughout the district. The design of layouts should allow rear access to allow residents to store waste bins away from dwelling frontages and within the dwelling curtilage. If an instance arises where this is not possible then an enclosure to the front or side of the dwelling will need to be provided for bin storage.

## APARTMENTS AND VILLAGE CENTRE REFUSE

- 3.44 Residents of apartments and Village Centre businesses will require access to communal bin stores (there are different packages available for commercial waste depending on the amount the business recycles). The blue and brown recycling bins are emptied one week, and the green waste bins are emptied the following week. Residents in flats have kitchen caddies for food waste to go in the brown bins in the bin stores. The bins are collected from the bin store and are not generally moved to the kerbside. Communal bin stores will require screened refuse stores similar to the image below constructed in brick or timber.
- 3.45 There is a separate glass recycling collection facility elsewhere on the development thereby avoiding a requirement for black wheeled bins for the collection of glass bottles and jars.
- 3.46 The on site communal recycling point will be relocated and the code requires that any new location should limit the impact on residents, in particular, noise associated with glass collection bins.



EXAMPLE OF COMMUNAL BIN STORE SCREENING REFUSE STORE FROM PUBLIC REALM

