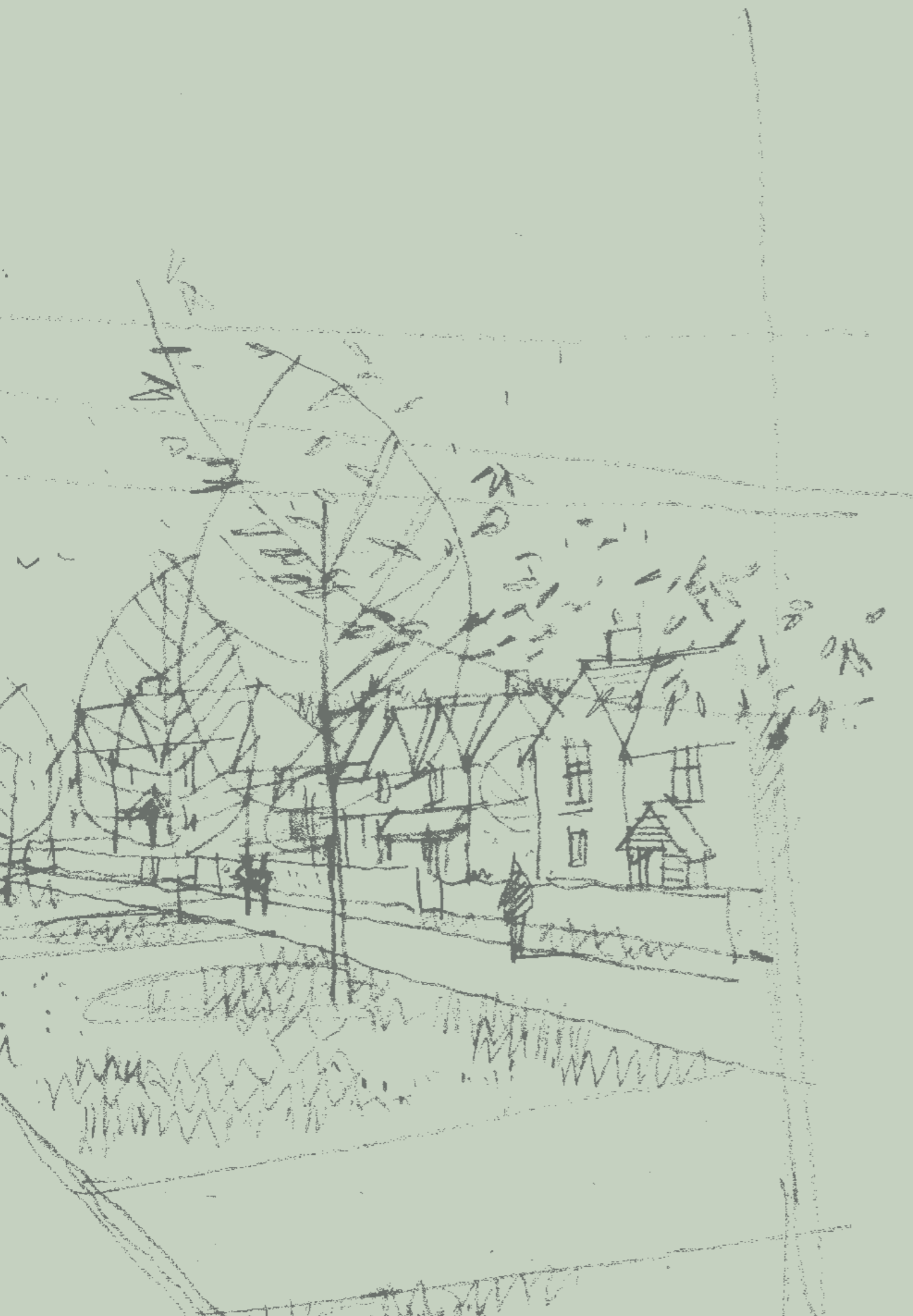


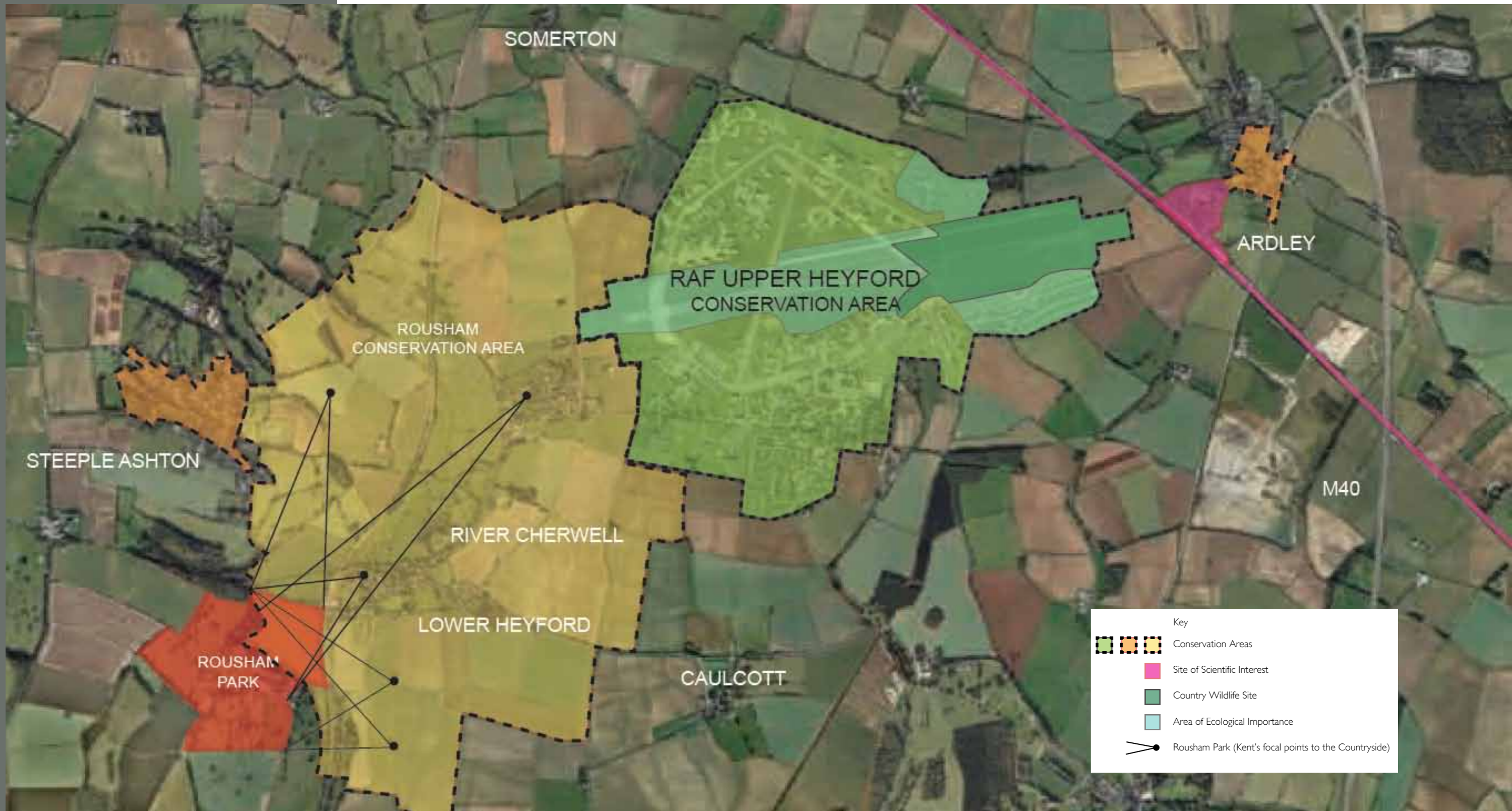
ESTABLISHING A VISION AND DEVELOPMENT FRAMEWORK

2



INDICATIVE DESIGN CONCEPT CAMP ROAD

2. ESTABLISHING A VISION AND DEVELOPMENT FRAMEWORK



EXTENT OF CONSERVATION AREA

CURRENT SITUATION

- 2.1 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.
- 2.2 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.

SITE HERITAGE AND HISTORIC CONTEXT

- 2.3 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.
- 2.4 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.

COLD WAR LANDSCAPE

- 2.5 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.
- 2.6 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 the airfield.

SITE HERITAGE: LANDSCAPE

- 2.7 The airfield was originally built in 1916 in response to a requirement for trained aircrews for the Royal Flying Corps during WWI.
- 2.8 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.
- 2.9 The end of the Cold War resulted in the de-commissioning of RAF Upper Heyford in 1993.
- 2.10 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.
- 2.11 It is this framework which provides a visually unifying element to the site and a framework for a range of character areas.
- 2.12 The Trident, in particular, is a distinctive feature of the military development of the site, which together with a range of buildings create a strong physical focus at the heart of the developed area.
- 2.13 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.
- 2.14 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.

2.15 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 372), 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 351);
- Buildings 123 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.

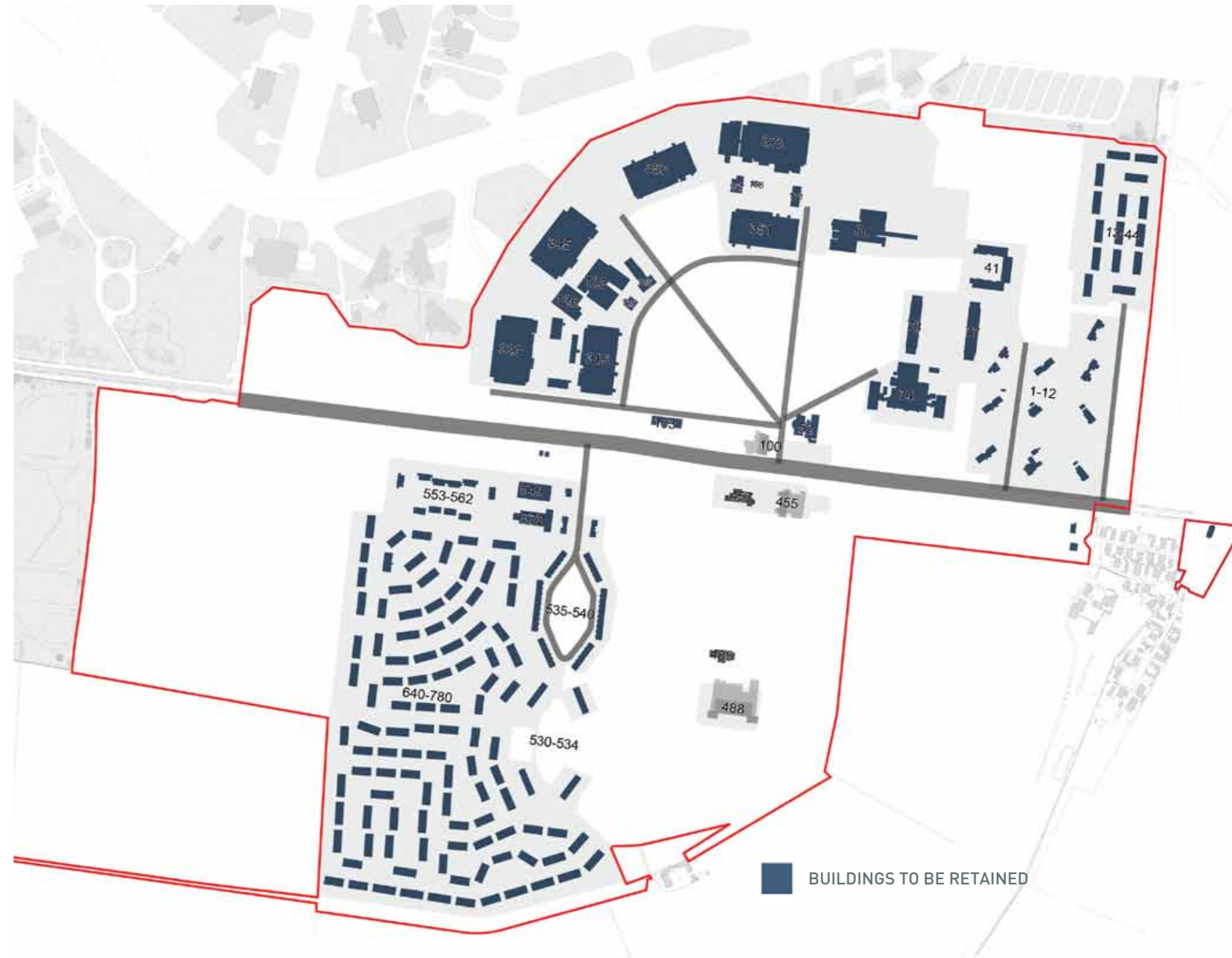


2.16 In terms of the key spaces to be retained, the following key spaces which should be incorporated within new masterplan proposals:

- The Parade Ground 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

2.17 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:

- 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





EXISTING TREES AT UPPER HEYFORD

- 2.18 The mature tree structure of the site is key defining characteristic of the site, especially along Camp Road and along the Trident area.
- 2.19 There is a wide range of tree species on the site, some native and some non native.
- 2.20 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.
- 2.21 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

RETAINED TREES

- 2.22 The plan opposite shows the extent of trees and key groups across the site. A substantial amount of vegetation lies within areas that will be unaffected by the proposed development, there are however a number of locations (as highlighted) 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.

TREE RETENTION PLAN

HERITAGE ZONES AND EXISTING CHARACTER AREAS

2.23 The Conservation Area Appraisal Statement identifies three broad areas:

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

THE FLYING FIELD (OUTSIDE THE SETTLEMENT AREA)

2.24 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.

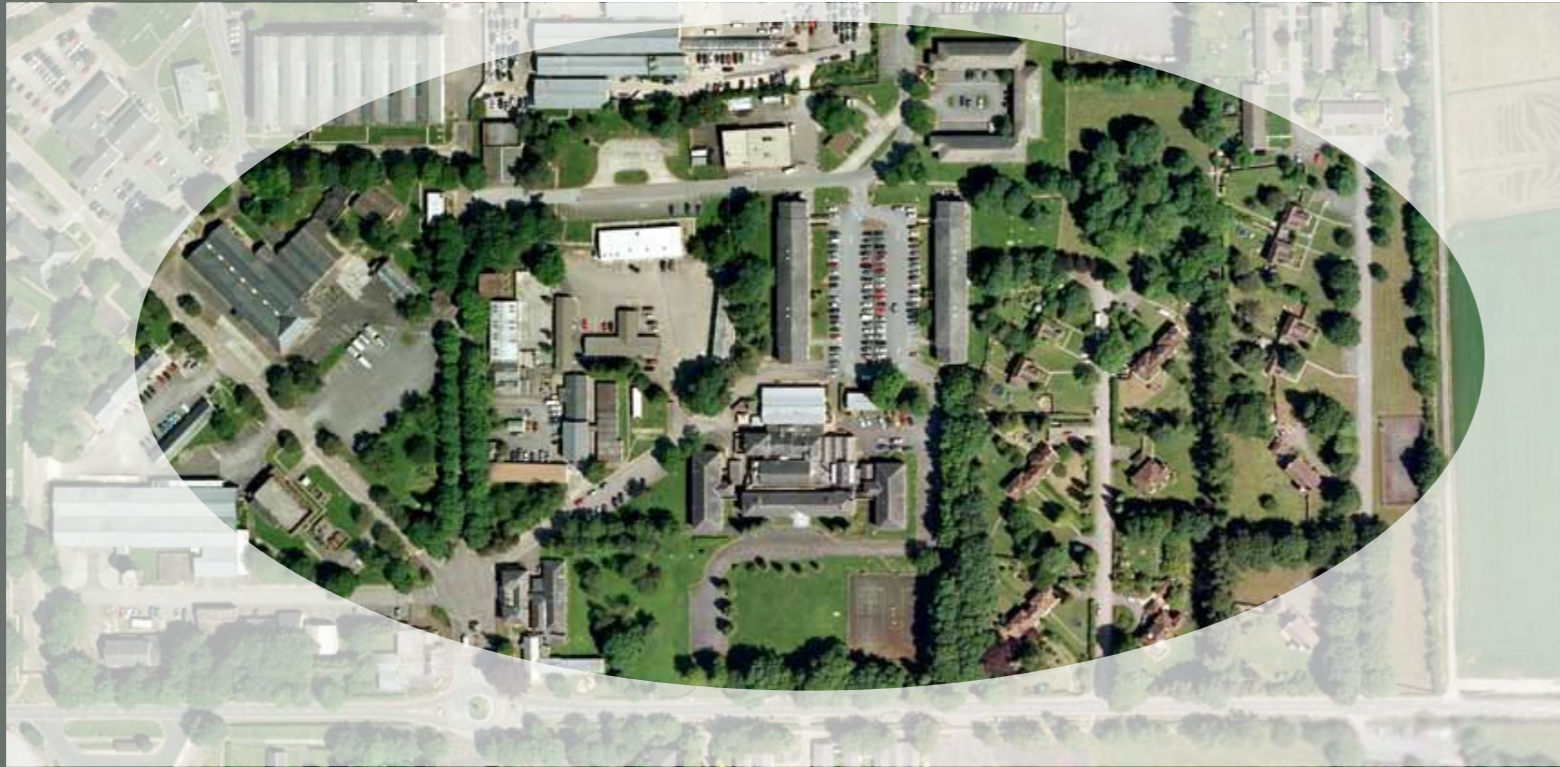
TECHNICAL SITE AND RESIDENTIAL ZONES

2.25 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.

2.26 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 space that follow the geometry of the layout.

2.27 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.





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

OFFICERS' AND SNCOS' FAMILY QUARTERS:

2.29 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:

2.30 The original houses in Carswell Circle and Carswell Crescent 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 very low density existing community. This area is subject to a phased programme of refurbishment.

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

- 2.31 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 not distinguished in the external layout of the area.



WELFARE FACILITIES AND RECREATIONAL AREA:

- 2.32 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:

- 2.33 The area is isolated and the buildings are in poor condition.
2.34 The Conservation Area Appraisal does not identify any conservation value in this area.





BUILDINGS 21 & 23



BUILDINGS 32 & 34



BUILDING 35



BUILDING 123



BUILDING 313



BUILDING 533



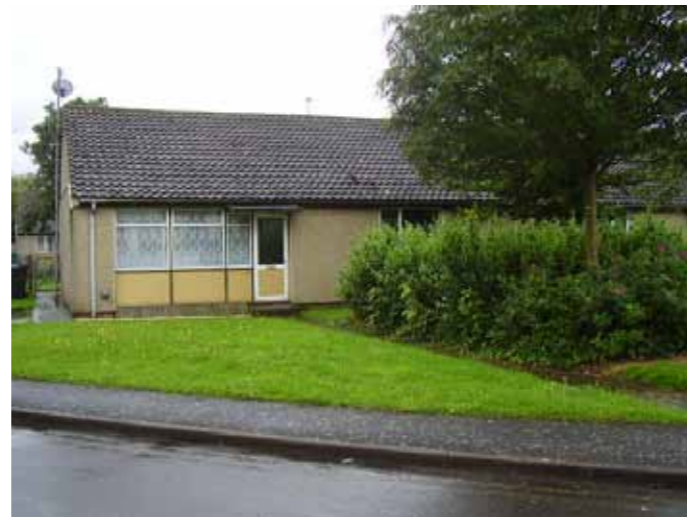
BUILDING 534



BUILDING 547



BUILDING 549



BUILDING 650



BUILDING 716



BUILDING 886

OTHER STRUCTURES

2.35 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 a general recognition of the significance of small features, such as fire hydrants, that reflect American influence on the appearance of the settlement.

2.36 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 adjoining in other juxtaposition. The code and character areas will resolve a number of these interrelationships

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 opportunities, constraints and solutions.



BUILDING 650



BUILDING 2



BUILDING 1



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.



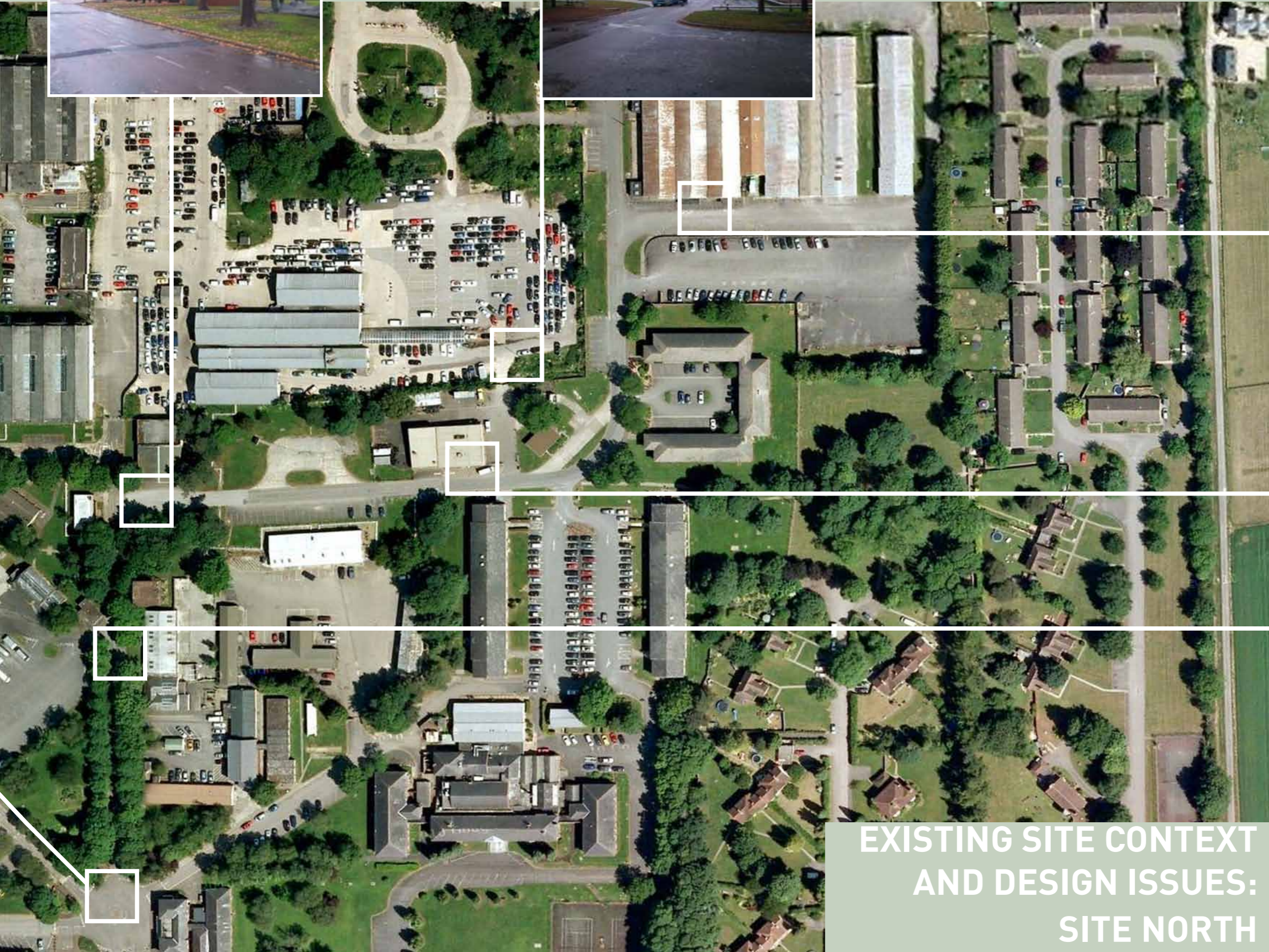
EXISTING ROAD THAT WILL BECOME A NEW MAIN STREET, EXISTING BUILDINGS ON LEFT REMOVED (OF NO HERITAGE VALUE) TO MAKE WAY FOR NEW MIXED USE VILLAGE CENTRE



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 STREET 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



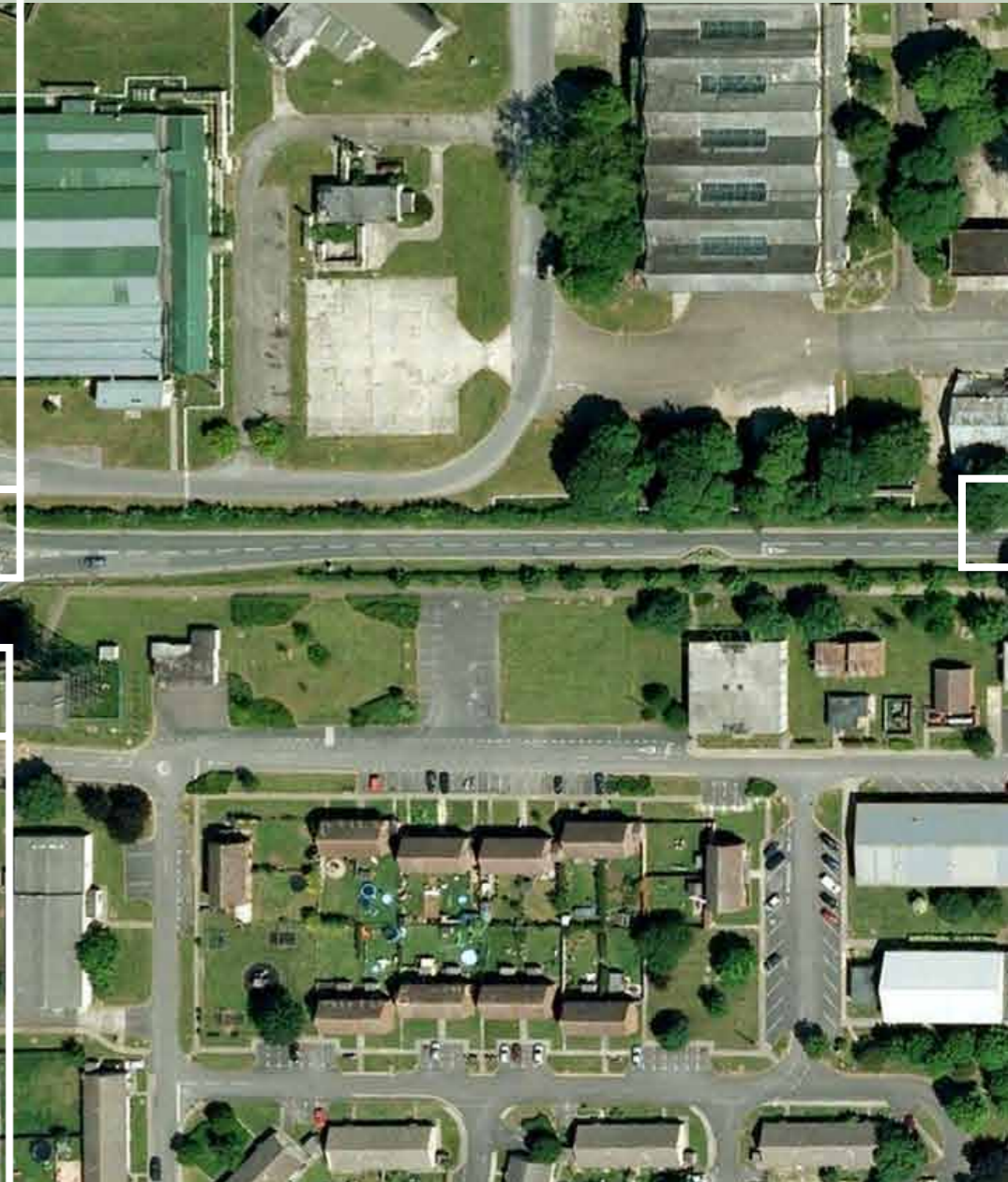
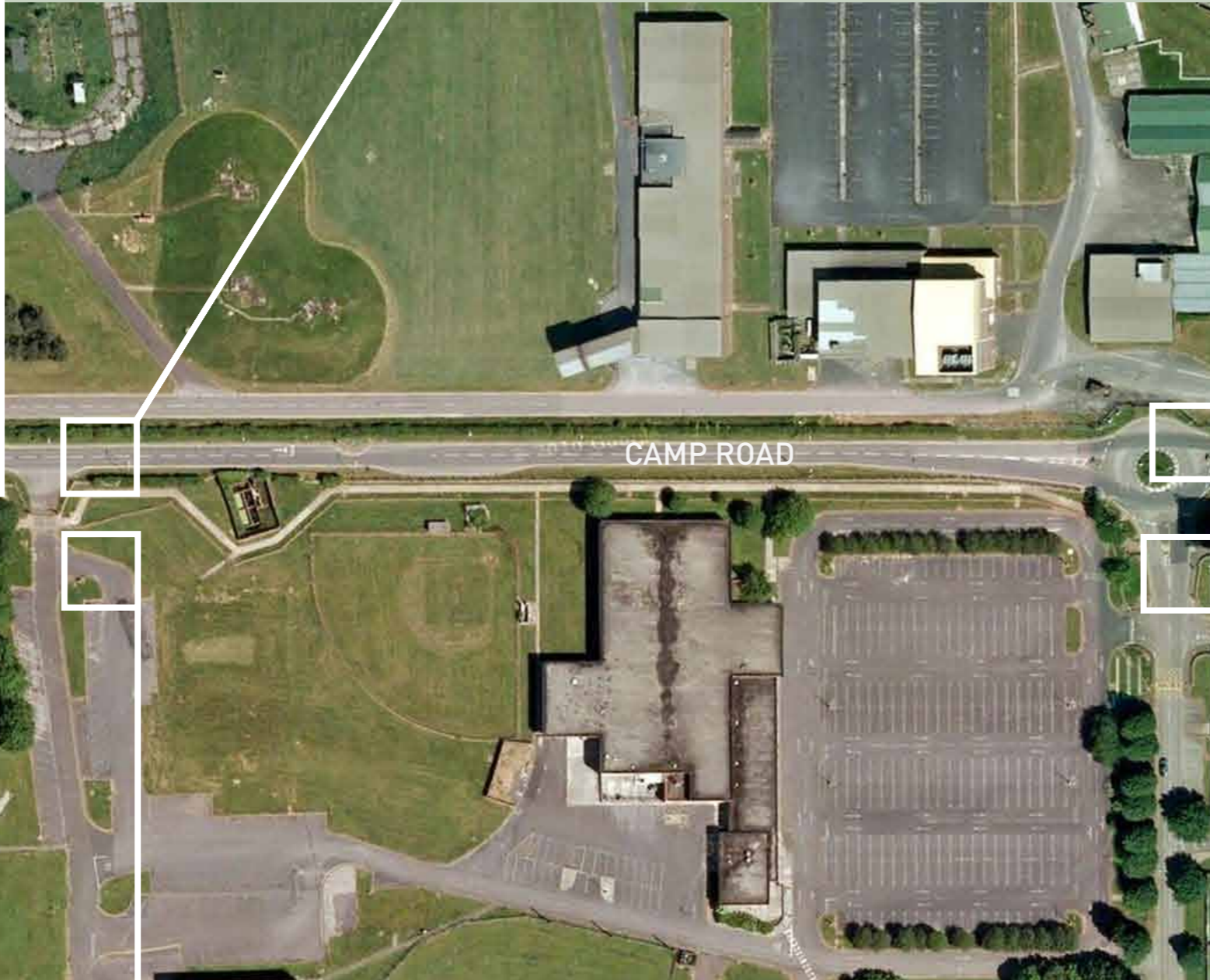
EXISTING SECURE FENCING TO SOUTH OF CAMP ROAD CAN BE REMOVED



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.



OPEN VIEW TOWARDS EXISTING GYM WILL BE LARGELY SCREENED BY NEW DEVELOPMENT.



EXISTING ROADS CURRENTLY ADJOIN THE BACK GARDENS OF THE EXISTING BUNGALOWS. POTENTIAL TO IMPROVE SECURITY/ RELATIONSHIP VIA NEW DEVELOPMENT



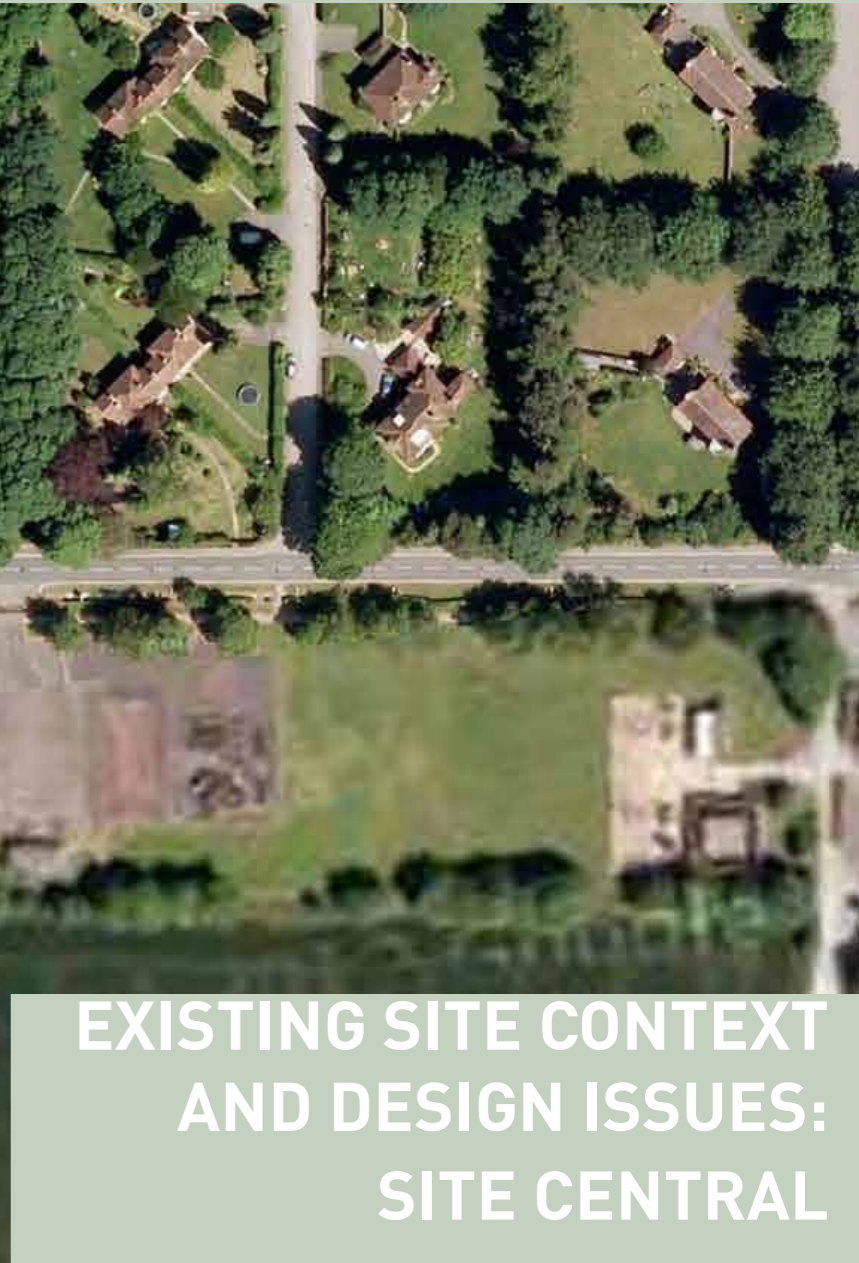
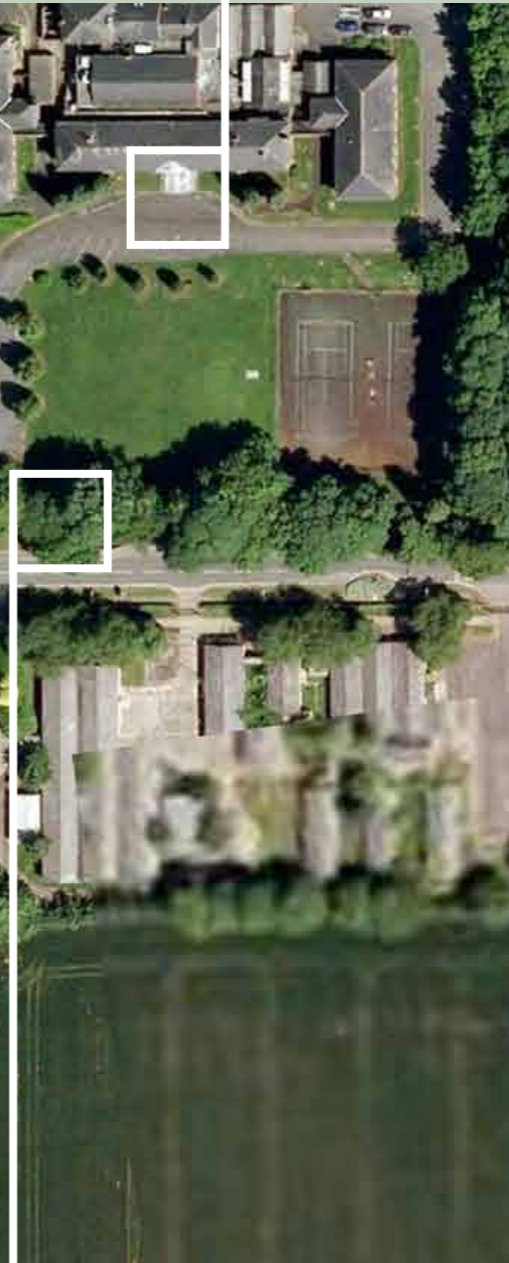
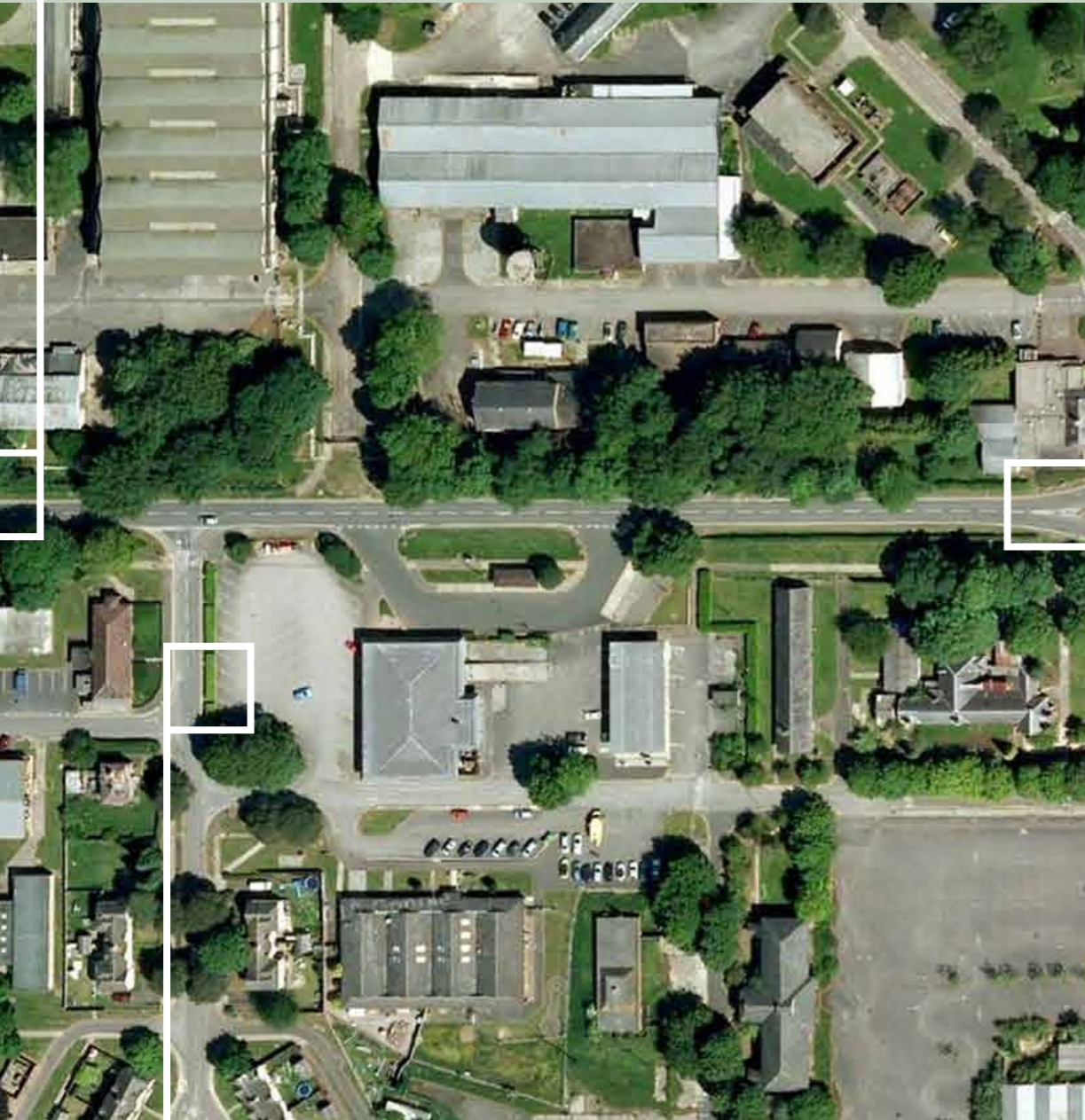
CAMP ROAD - EXISTING FOOTPATHS WITH POTENTIAL TO BE UPGRADED TO PROVIDE NEW FOOT/ CYCLEWAYS



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



EXISTING BUILDING TO BE RETAINED (SUBJECT TO FREE SCHOOL APPLICATION)



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.



EXISTING OPEN 'GREEN' AND SPORTS AREA TO BE RETAINED .

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, BUT THERE ARE WELL DEFINED BOUNDARIES AND EXISTING POINTS OF CONNECTION.





CARSWELL CRESCENT ARTS & CRAFTS INFLUENCE.



OPEN 'GARDEN CITY' INSPIRED GREEN FOCUS



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

EXISTING SITE CONTEXT AND DESIGN ISSUES: SITE SOUTH

MATERIALS

2.38 The following shows the range of of building materials used across the site . Overall the use of materials varies considerably and there opportunities for the code to establish a more coherent use as part of the materials code.

SITE NORTH - EXISTING



PEBBLE DASH WALL AND PANTILE (CONCRETE) ROOF



RED/BROWN BRICK WITH SLATE ROOF



BROWN BRICK TILE ROOF

OVERVIEW

BRICK, WHILST EVIDENT, IS LESS DOMINANT IN THE SITE NORTH ZONE.

EXISTING HANGARS AND ANCILLARY STRUCTURES EXHIBIT GREATER USE OF INDUSTRIAL STYLE CLADDING (ROOF/WALL)

SITE CENTRAL - EXISITING



BRICK AND SLATE ROOFING



RED BRICK, SLATE ROOF WHITE PAINTED COLUMNS



RED BRICK, SLATE ROOF FEATURE RENDERED GABLE

OVERVIEW

BRICK DOMINATES WITH SLATE/SLATE EFFECT COMMON
GREY/WHITE WINDON FRAMES EVIDENT

SITE SOUTH - EXISTING



RENDER AND TILE



RENDER AND TILE



BRICK AND SLATE EFFECT

OVERVIEW

BRICK PREDOMINATES BUT RENDER IS COMMON.
SLATE EFFECT TILE IS THE MAIN ROOFING MATERIAL BUT RED/BROWN TILE CAN ALSO BE SEEN



BRICK AND TILE

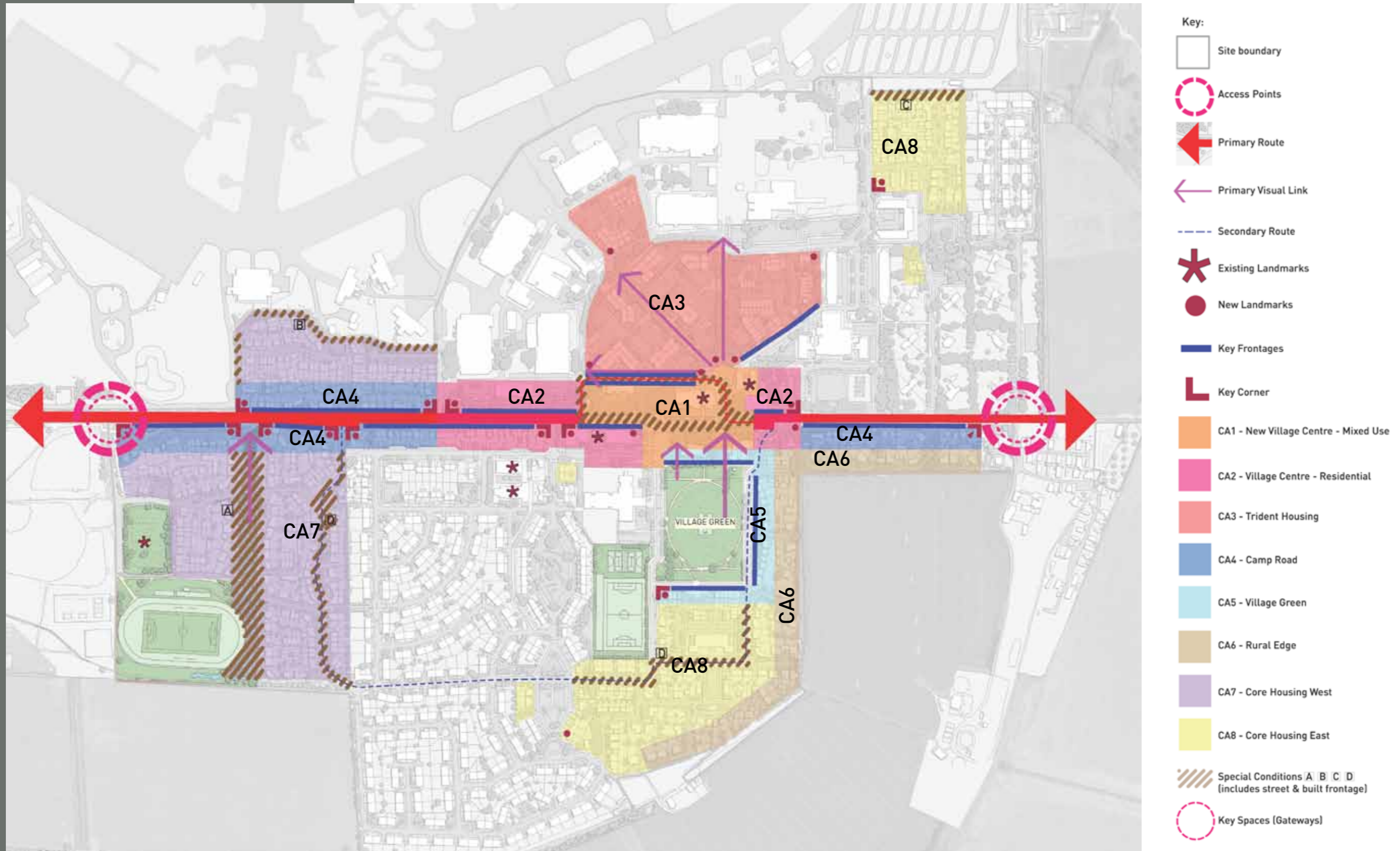


BRICK AND SLATE EFFECT



ROUGH CAST RENDER AND TILE

2. ESTABLISHING A VISION AND DEVELOPMENT FRAMEWORK



REGULATING PLAN

THE DESIGN CODE FRAMEWORK OVERALL VISION

2.39 TO PRODUCE A HIGH QUALITY LIVING ENVIRONMENT WITH A CLEAR AND RECOGNISABLE IDENTITY, REFLECTING AND INTEGRATING THE VALUED CHARACTERISTICS OF THE EXISTING HEYFORD PARK ENVIRONMENT. THE AIM IS TO CREATE AN ATTRACTIVE PLACE TO LIVE, INTERACT, RELAX, PLAY, SHOP AND WORK. DEVELOPMENT WILL BE SET WITHIN A LANDSCAPE FRAMEWORK THAT REFLECTS THE EXISTING CHARACTER AND ENCOURAGES VARIED BIODIVERSITY. DEVELOPMENT CODES WILL ESTABLISH A SAFE, ATTRACTIVE AND SECURE NEIGHBOURHOOD WITH STREETS AND PLACES THAT PROMOTE SOCIAL INTERACTION AND CONFIDENCE IN THE SUSTAINABLE FUTURE OF HEYFORD PARK.

2.40 Many of the key principles such as the movement network, building heights and density have already been set out by the Design and Access Statement (DAS) for the site. This DC will build upon the work already undertaken for the site such as the Illustrative Masterplan and DAS.

2.41 The key aspects focused on included:

- Analyse and refine the character areas defined by the outline DAS.
- Define the issues that will influence the character areas
- Define what the features / areas are that provide continuity through the site including streets / public realm / landscape
- Define the character cues which will differentiate the character areas. These build upon the character of the existing site, the cues generally reflect the 20th and 21st century rather than traditional Oxfordshire villages, this is a change in approach from that put forward in the outline application.

REGULATORY PLAN (SEE OPPOSITE)

2.42 In order to provide a clear framework a regulatory plan has been created. The Regulatory Plan is a two-dimensional plan that sets out the design coded development parameters of the site. Design components include:

- ACCESS POINTS
- VEHICLE/PEDESTRIAN AND CYCLISTS PRIMARY/ SECONDARY ROUTES
- KEYNOTE/LANDMARK DWELLINGS - EXISTING AND NEW.
- KEY BUILDING FRONTAGES INCLUDING WHERE FRONTAGES ARE TO BE BE DESIGNED AS A COMPOSITION.
- CHARACTER AREAS.
- LINKAGES AND LEGIBILITY.
- IMPORTANT POINTS OF TRANSITION.
- KEY SPACES.
- LOCATIONS WHERE SPECIAL CONDITIONS ARE RELEVANT

2.43 The Regulatory Plan sets the precedent for the detailed information that is to follow. These Regulatory Plans interpret the parameters that were established in the initial planning application and which also formed the basis of the Design and Access Statement. The plan takes these forward and becomes the principal tool for accessing subsequent planning applications.

KEY FRONTAGES

2.44 Key frontages will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing, materials and architectural detailing of the buildings framing key open spaces and streets to ensure these buildings have frontages that would contribute towards creating a unique and memorable experience of distinctive quality and character. Key building frontages are also highlighted that will be more prominent and visible from public routes.

EXISTING AND NEW LANDMARKS

2.45 Landmark buildings, focal points and a clear hierarchy of routes and intersections are considered to increase the legibility of development. Legibility refers to the degree to which people can understand and identify with the built environment. Building and layout design, planting and

views will be utilised to form visual focal points and create identifiable routes.

2.46 Landmarks are identified in that they should be designed to be distinctive from the adjacent built form, they can be designed utilising variations in materials, colours, frontage treatment and architectural styles and do not necessarily dictate the need for a different type of built form.

KEY SPACES (GATEWAYS)

2.47 Key spaces are located at the main entrances to Camp Road to mark points of recognizable landscaped spaces or public art to assist with legibility.

2.48 These key spaces represent gateways into the development.

KEY CORNERS

2.49 Prominent development parcel corners that turn key corners will become focal points and should also provide animation and surveillance with both sides of the development parcel facing the public realm.

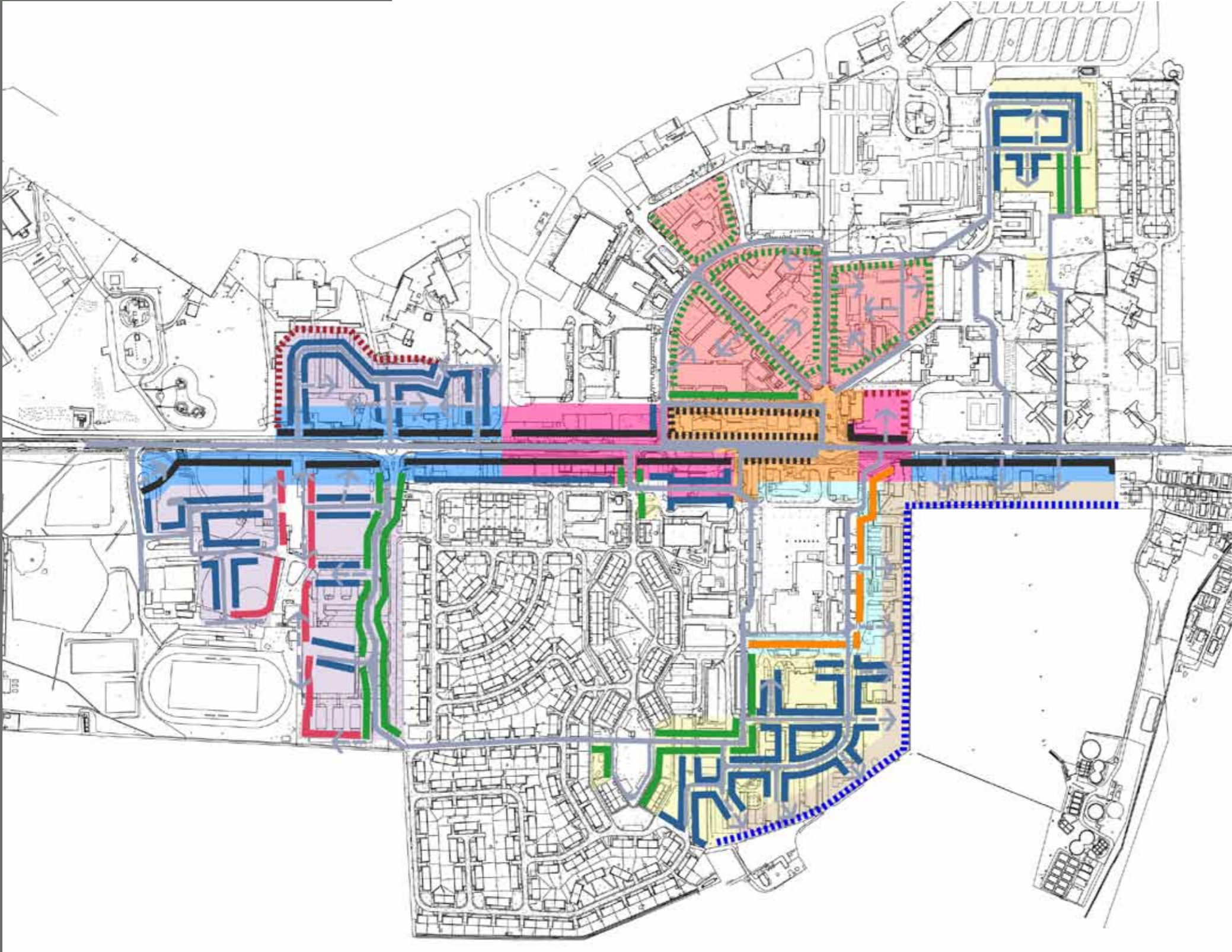
SPECIAL CONDITION AREAS

2.50 Certain areas require a special approach in response to particular opportunities and constraints, with a distinct design over and above that set out by the character area definition.

2.51 The areas that are set out are:

- A - SUDs corridor forming a north/south route.
- B - North western development edge where there is a need to define a clear boundary.
- C - North eastern edge where there is a need to define a edge to the housing and preclude the car storage in the airfield from dominating residential character.
- D - Secondary Street through new (east/west) housing.

2. ESTABLISHING A VISION AND DEVELOPMENT FRAMEWORK



- Key:
- CA1 - New Village Centre - Mixed Use
 - CA2 - Village Centre - Residential
 - CA3 - Trident Housing
 - CA4 - Camp Road
 - CA5 - Village Green
 - CA6 - Rural Edge
 - CA7 - Core Housing West
 - CA8 - Core Housing East
 - E1 - CAMP ROAD
 - E2 - IRREGULAR FRONTAGE LINE
 - E3 - LANDSCAPED FRONTAGE
 - E4 - PARK STREETS
 - E5 - AIRFIELD BOUNDARY
 - E6 - VILLAGE GREEN
 - E7 - RURAL EDGE
 - E8 - TRIDENT CAMPUS FRONTAGE
 - E9 - VILLAGE CENTRE

EDGE TREATMENTS DETAILED ON PAGE 67

CHARACTER AREAS PLAN

2.52 The Design & Access Statement approved as part of the Outline Planning Application provided a character assessment (see adjoining plans and following illustrations) the approach to the character areas at the outline stage has been updated and the proposed character areas now comprise;

- CA1 NEW VILLAGE CENTRE MIXED USE.
- CA2 VILLAGE CENTRE - RESIDENTIAL.
- CA3 TRIDENT HOUSING.
- CA4 CAMP ROAD.
- CA5 VILLAGE GREEN.
- CA6 RURAL EDGE.
- CA7 CORE HOUSING - WEST
- CA8 CORE HOUSING - EAST.

2.53 Analysis of the key design features of the surrounding context along with precedents will be used inform the design approach and creation of Character Areas. This Design Code process involved a review of the original Character Areas, but chose to refine the approach to create better character definition and respond to updated site constraint information.

2.54 The Regulatory Plan has been developed through the design process to ensure that the Design Codes are responsive to its context, and to the needs of the existing and future communities, any stakeholders, policy framework and is finally fitting CDC's aspirations for the site and the wider area. The Regulatory Plans serve as the over-arching plans that transfer the vision and the principles onto the site.

2.55 The following pages have been included to provide an overview of the character areas proposed.

CHARACTER AREA OVERVIEW

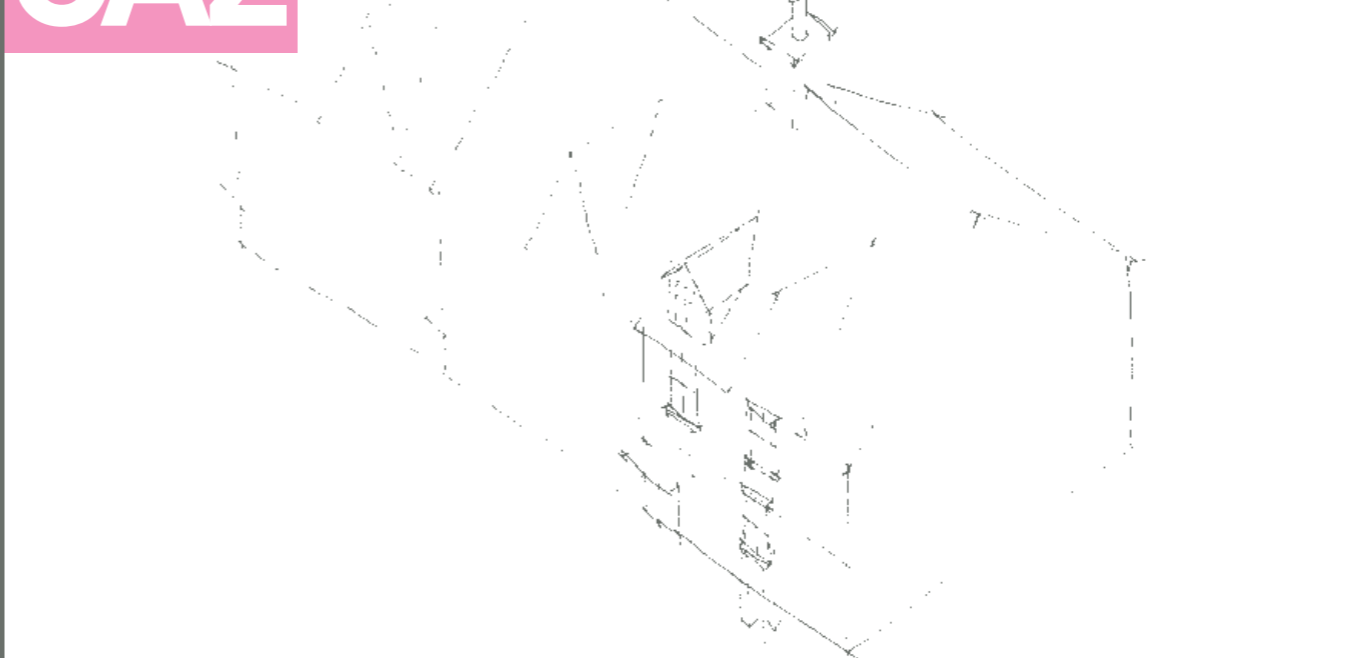
CA1

NEW VILLAGE CENTRE - MIXED USE



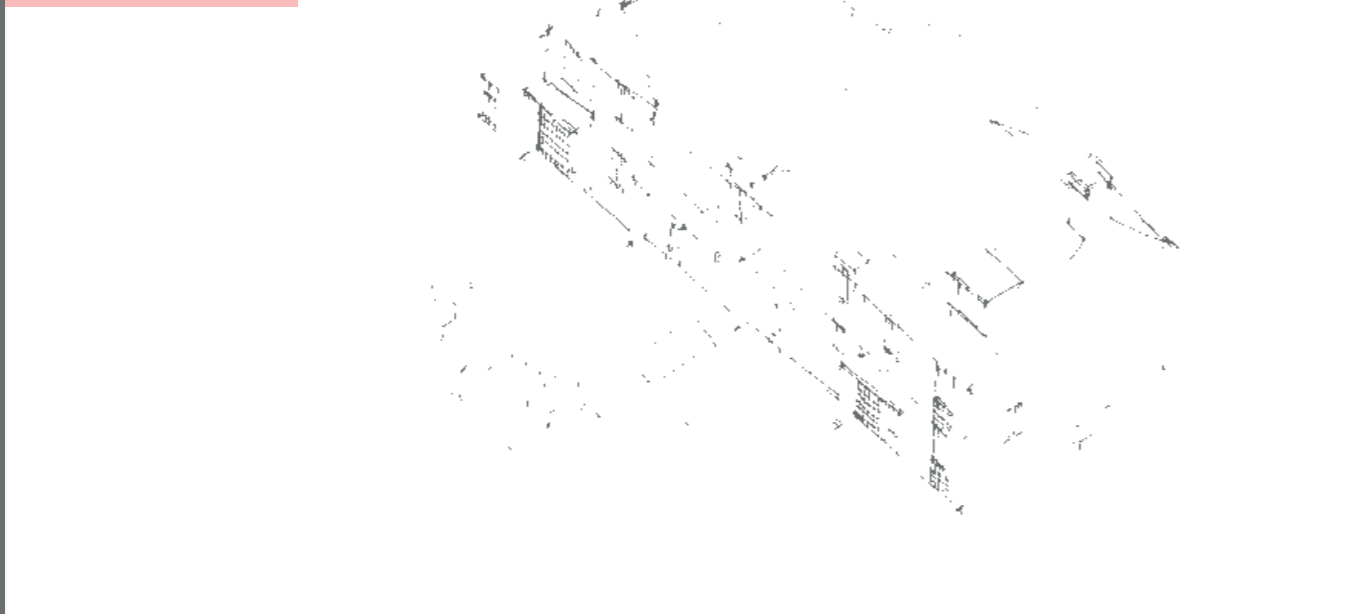
CA2

NEW VILLAGE CENTRE - RESIDENTIAL



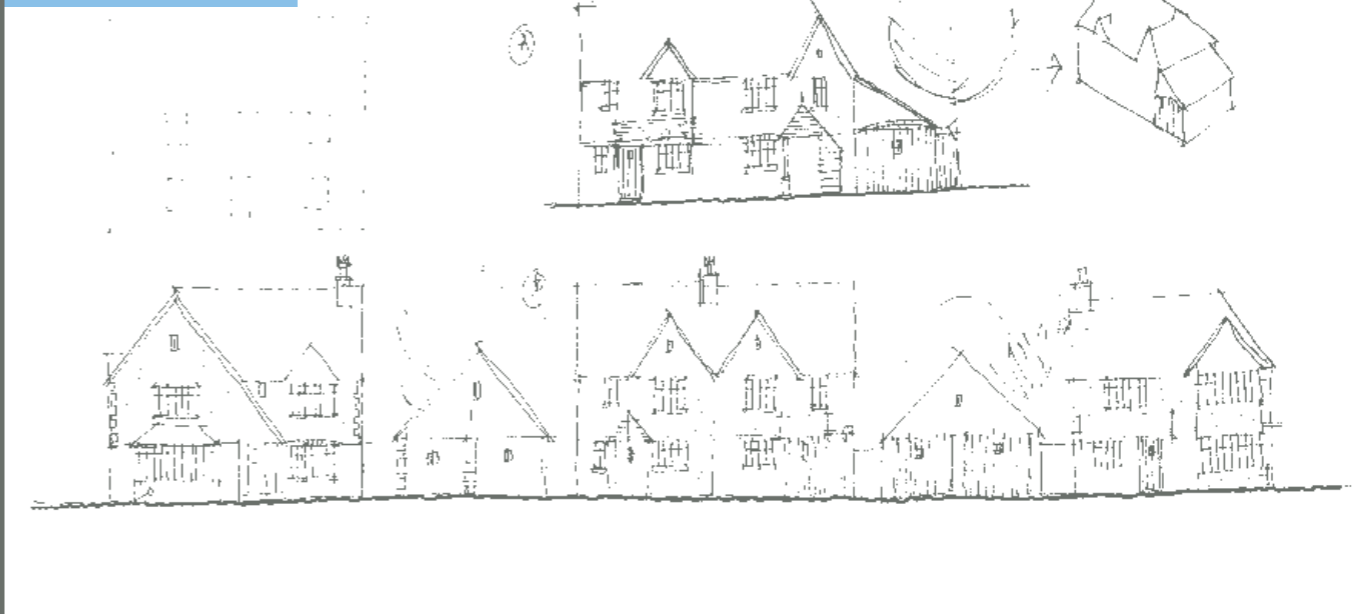
CA3

TRIDENT HOUSING



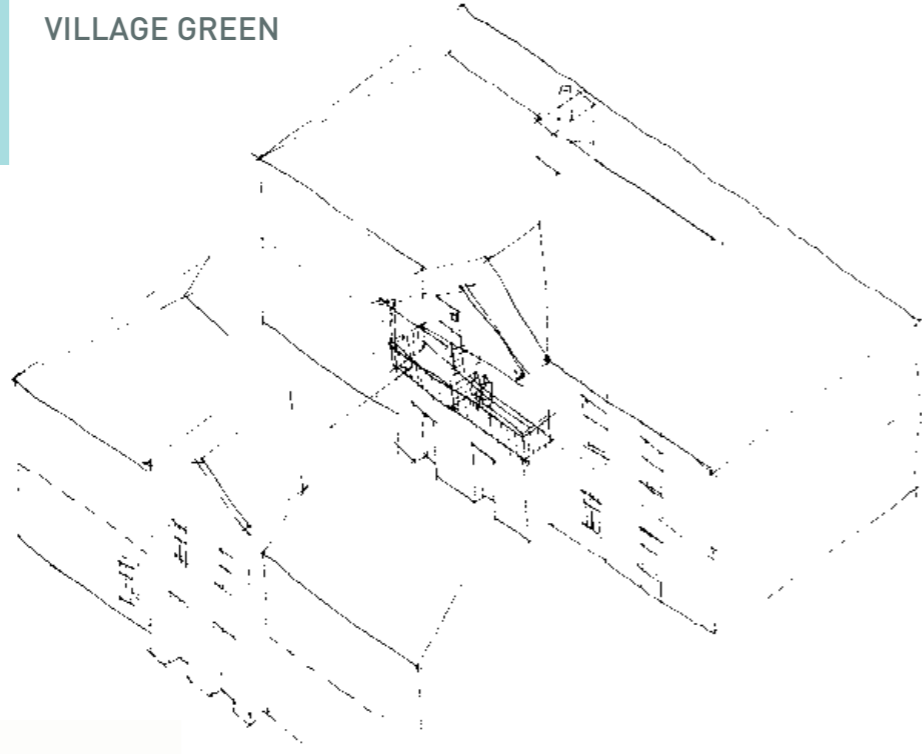
CA4

CAMP ROAD



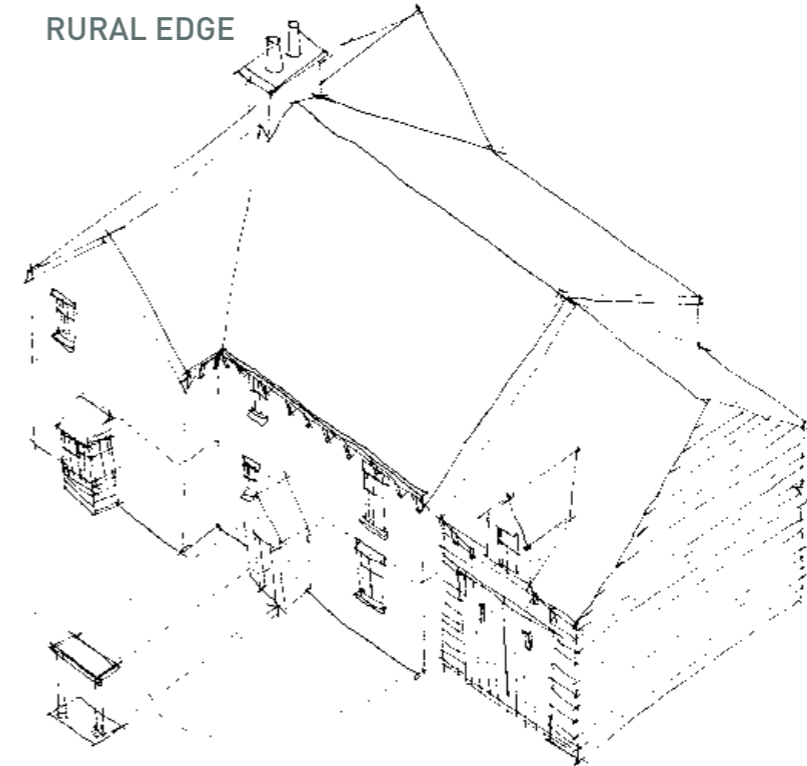
CA5

VILLAGE GREEN



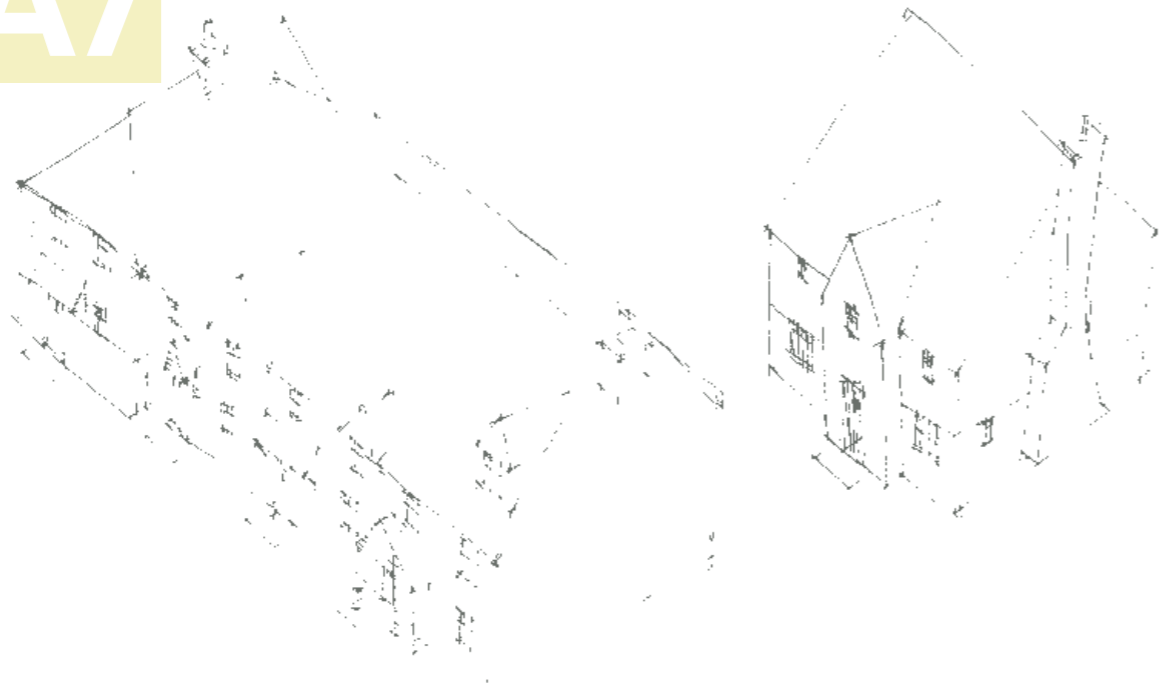
CA6

RURAL EDGE



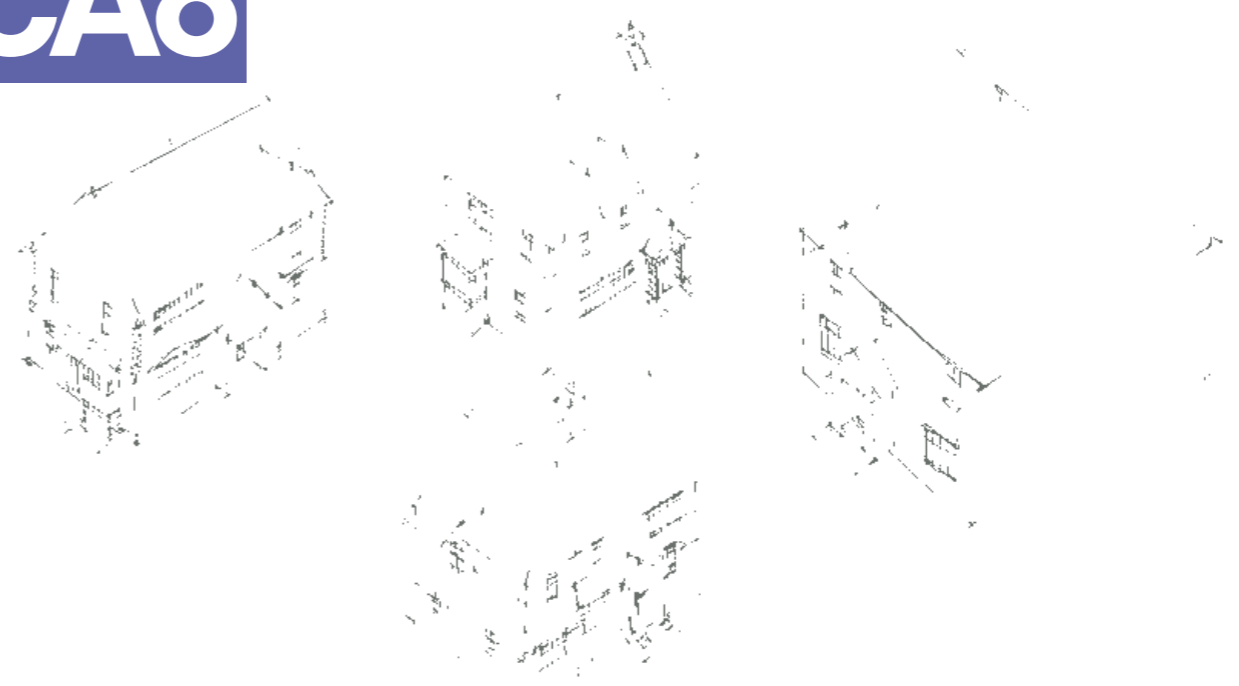
CA7

CORE HOUSING - WEST



CA8

CORE HOUSING - EAST



SHAPING THE CHARACTER AREAS CODE

- 2.56 The character areas will be created by the application of the road hierarchy, density, building heights, built typology edge types and other detailed components to be used across the site.
- 2.57 It is therefore important to note that the place making will be a combination of factors as illustrated opposite.

THE UNITS OF CHARACTER

1

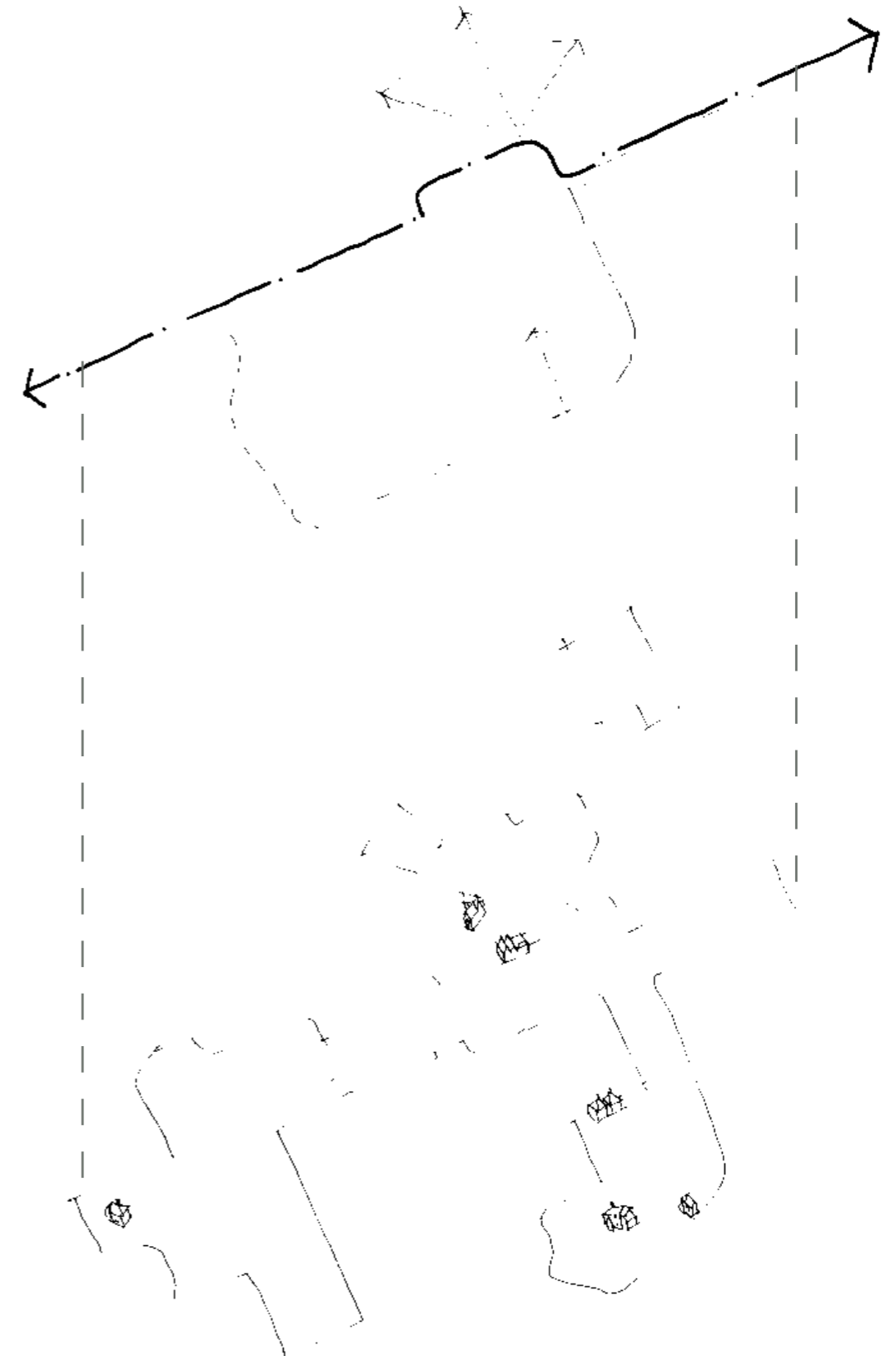
ROAD HIERARCHY

SEE SECTION 3 OF THIS DESIGN CODE

2

BUILT FORM TYPOLOGY

SEE SECTION 4 OF THIS DESIGN CODE





3

EDGE TYPES

SEE SECTION 4 OF THIS DESIGN CODE

4

CHARACTER AREAS

SEE SECTION 4 OF THIS DESIGN CODE

