








# Heyford Park

## Design and Access Statement

V10



CLIENT & CONSULTANT MASTERPLANNING TEAM			
	Dorchester group of Companies	Dorchester Group / NOC (Oxford) Heyford Park House Heyford Park Upper Heyford, Bicester Oxfordshire OX25 5HD	
	Frogmore	11-15 Wigmore Street London, W1A 2JZ	
	Pegasus Planning Group	Pegasus House Querns Business Centre Whitworth Road Cirencester Gloucester GL7 1RT	
	Scott Brownrigg	St Catherine's Court 46-48 Portsmouth Road Guildford GU2 4DU	
	Macgregor Smith, Landscape	Christopher House 11-12 High Street Bath, BA1 5AQ	
	Peter Brett Associates LLP	Caversham Bridge House Waterman Place Reading Berkshire RG1 8DN	
	Waterman Group	Versailles Court 3 Paris Garden London SE1 8ND	4th Floor Civic House 156 Great Charles Street Queensway Birmingham B3 3HN
	Oxford Archaeology	Janus House, Osney Mead Oxford OX2 0ES	
	Quantem	3rd Floor, Quality House 5-9 Quality Court Chancery Lane London WC2A 1HP	

Scott Brownrigg  
St. Catherine's Court  
46-48 Portsmouth Road  
Guildford  
Surrey  
GU2 4DU

T: +44 (0)1483 568 686  
F: +44 (0)1483 575 830  
W: scottbrownrigg.com

(c) Scott Brownrigg 2010

*This document is formatted for double sided printing.*

On 21 June 2010 the document version "create North Oxford Consortium Limited file name" of the Heyford Park Design and Access Statement was formally handed over to North Oxford Consortium Limited for further amendments. From 21 June 2010 North Oxford Consortium Limited take full responsibility for this document without recourse to Roger Evans Associates Limited (trading as studio | REAL).

Roger Evans Associates Limited (trading as studio | REAL) were the originators of some of the information within this document and therefore retain Copyright on some of the images and illustration contained within this document unless otherwise credited.

Issue Status	Prepared by	Checked By	Date	Revision	Notes
Draft	J. Richards	B. Calton	30/07/2010	v3	Design team & Local Authority feedback
Draft	J. Richards	B. Calton	06/09/2010	v6	Design team & Local Authority feedback
Draft	L. Deda	B. Calton	01/10/2010	v8	Design team & Local Authority feedback
Final	L. Deda	B. Calton	22/10/2010	v10	PPG/Client feedback

DATE	REFERENCE	ISSUED BY
Oct 2010 - Planning Application	Heyford Park DASnew.indd	Scott Brownrigg Limited



# Vision Statement - Heyford Park

The former RAF Upper Heyford Airbase has a distinct character which reflects its unique military heritage and which is also reflected in the variety of its buildings, neighbourhoods, and the distinctive layout of its core areas.

Allied with this, the site has the advantage of sitting within a stunning area of countryside, with its rich tapestry of fields, woodlands, historic routes and villages that have developed over many hundreds of years. The landscape and evolving built form strategy seeks to celebrate the best of these two elements; the rich military heritage of the site; with its distinctive military layouts and campus landscapes focussed on Camp Road; and the rich character of the surrounding landscapes and quality Oxfordshire Village environments.

The vision at Heyford Park seeks to bring these elements together to create an attractive and readily accessible setting to the new vibrant and sustainable development, with formal 'military' landscapes defining the central, community heart of the new village, and a variety of landscape types defining the more organic village edge areas, to link these visually and physically to the adjacent landscapes, within an holistic green framework and combining new homes in a historic military setting.

The Masterplan Vision Strategy is based upon the following principles:

- 1.0 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.
- 2.0 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.
- 3.0 Retain and enhance areas of significant green space within the development and provide 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.

- 4.0 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.
- 5.0 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.
- 6.0 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.
- 7.0 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.
- 8.0 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.
- 9.0 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.
- 10.0 Establish distinctive 'gateways' at key locations to create a sense of arrival into the new settlement.
- 11.0 Create new character areas for housing to create local distinctiveness and a sense of place for Heyford Park's future evolution.
- 12.0 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.
- 13.0 Retain and maintain, where practical the existing mature tree cover to the site.

The Public Realm and Open Space Strategy seeks above all to unify the different development areas into a coherent whole, by 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, with the distinctive military heritage of the site celebrated by formal landscapes at its heart.

The built form that combines new and old together is woven within a fabric of existing and new landscape features to create a true sense of place that is successful, vibrant and a place people want to live and grow up in.





# Contents

<b>1.0</b>	<b>Context 5</b>	
1.1	Planning	5
1.2	Background	5
1.3	Conservation Area	14
1.4	Existing Visual Study	17
1.5	Existing Landscape Character	20
1.6	Responding to Context	25
1.7	Opportunities and constraints	28
1.8	Summary of Constraints	31
1.9	Summary of Opportunities	33
<b>2.0</b>	<b>Design Approach</b>	<b>36</b>
2.1	Initial Concept	36
2.2	Conceptual Evolution	38
2.3	Concept - Live/Work/Play/Learn	39
2.4	Use	40
2.5	Masterplan Design Merits	49
2.6	Layout	50
2.7	Existing Landscape	52
2.8	Housing types & tenure	54
2.9	Tenure/Type	56
2.10	Land Use Classification	58
<b>3.0</b>	<b>Movement Structure &amp; Access</b>	<b>62</b>
3.1	Wider Context	62
3.2	Transport Assessment	63
3.3	The Masterplan	63
3.4	The Flying Field	64
3.5	Proposed street network within the settlement	64
3.6	Pedestrians and Cyclists	66
3.7	Public Transport	67
3.9	Street Design Principles	69
3.8	Car parking	69
3.10	Street Hierarchy	71
<b>4.0</b>	<b>The Landscape Strategy</b>	<b>78</b>
4.1	The Landscape Masterplan Principles	80
4.2	The Green Infrastructure: Key Components	81
4.3	Parks, Squares and Doorstep Greens	82
4.4	Play and Sport Provision	83
4.5	The Planting Strategy	87
<b>5.0</b>	<b>Scale</b>	<b>93</b>
5.1	Density	93
5.2	Height	95
5.3	Massing	95
5.4	Open Space	97
<b>6.0</b>	<b>Layout</b>	<b>101</b>
6.1	Design Parameters	101
6.2	Urban Design Principles	101
6.3	Key Built Form Generators	102
6.4	Urban Design Guidance	102
6.5	Specific Character Areas	104
6.6	Proposed Character Areas Summary	118
<b>7.0</b>	<b>Appearance</b>	<b>120</b>
7.1	Masterplan Objectives	120
7.2	Neighbourhood structure	120
7.3	Appearance	122
<b>8.0</b>	<b>Indicative Phasing</b>	<b>127</b>
8.1	Summary	127
8.2	Layout	127
<b>9.0</b>	<b>Sustainability</b>	<b>130</b>
9.1	Masterplan Layout and Land Use	130
9.2	Green Infrastructure and BioDiversity	131
9.3	Building Form	131
9.4	Social Sustainability	131
9.5	Security and Safety	133
9.6	Water Resource and Flood Risk	133
9.7	Sustainable Transport	134
9.8	Waste	134
9.9	Climate Change and Energy Strategy	134
9.10	Minimise Resource Use	135
<b>10.0</b>	<b>Appendices</b>	<b>137</b>
10.1	Appendix A	137
10.2	Appendix B	151
10.3	Appendix C	157



# Introduction

0

**Introduction**

This Design and Access Statement (DAS) for Heyford Park masterplan has been prepared to help link the general development principles to future final detailed designs for the settlement area.

The DAS explains how considered ideas and proposals have been reached and identifies how an illustrative masterplan for the new and retained buildings are contextually appropriate and part of the sustainable long term solutions for a successful community.

The DAS accompanies and supports a hybrid planning application for Heyford Park and covers both the design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with.

The DAS explains the design principles and concepts for the amount of development proposed, the layout of development in the way the buildings, routes and open spaces have been carefully considered; the scale relating to height, in relation to the immediate context; landscaping principles and the treatment of public and private space are illustrated and also the general appearance of the built form across the masterplan is explained.

**Heyford Park**

The masterplan has evolved from a previously consented masterplan (the lead appeal) that illustrated a way in which the settlement area could come forward.

This DAS refers to a new illustrative masterplan with general principles that are not dissimilar to the previous consented masterplan. The general disposition of land uses across the settlement area are similar, the detail however, reflects a more sustainable approach distinctly different from the previous consented masterplan.

This can be described, in summary, in the following way:

The illustrative masterplan considers the retention within the settlement area of almost all existing bungalows and houses across the site, differing from the consented masterplan in that the majority of homes were proposed to be removed from across the whole of the settlement area.

A number of existing heritage buildings have been reintroduced into the illustrative masterplan along with the complete inclusion of the original area dedicated to the former parade ground, which now forms part of the larger Village Green, at the very heart of the community.



*Aerial photo - Provided by Roger Evans Associates*

The remaining vacant plots made available by the removal of existing redundant military buildings are used for new housing respecting the orthogonal nature of the existing roads and site layout.

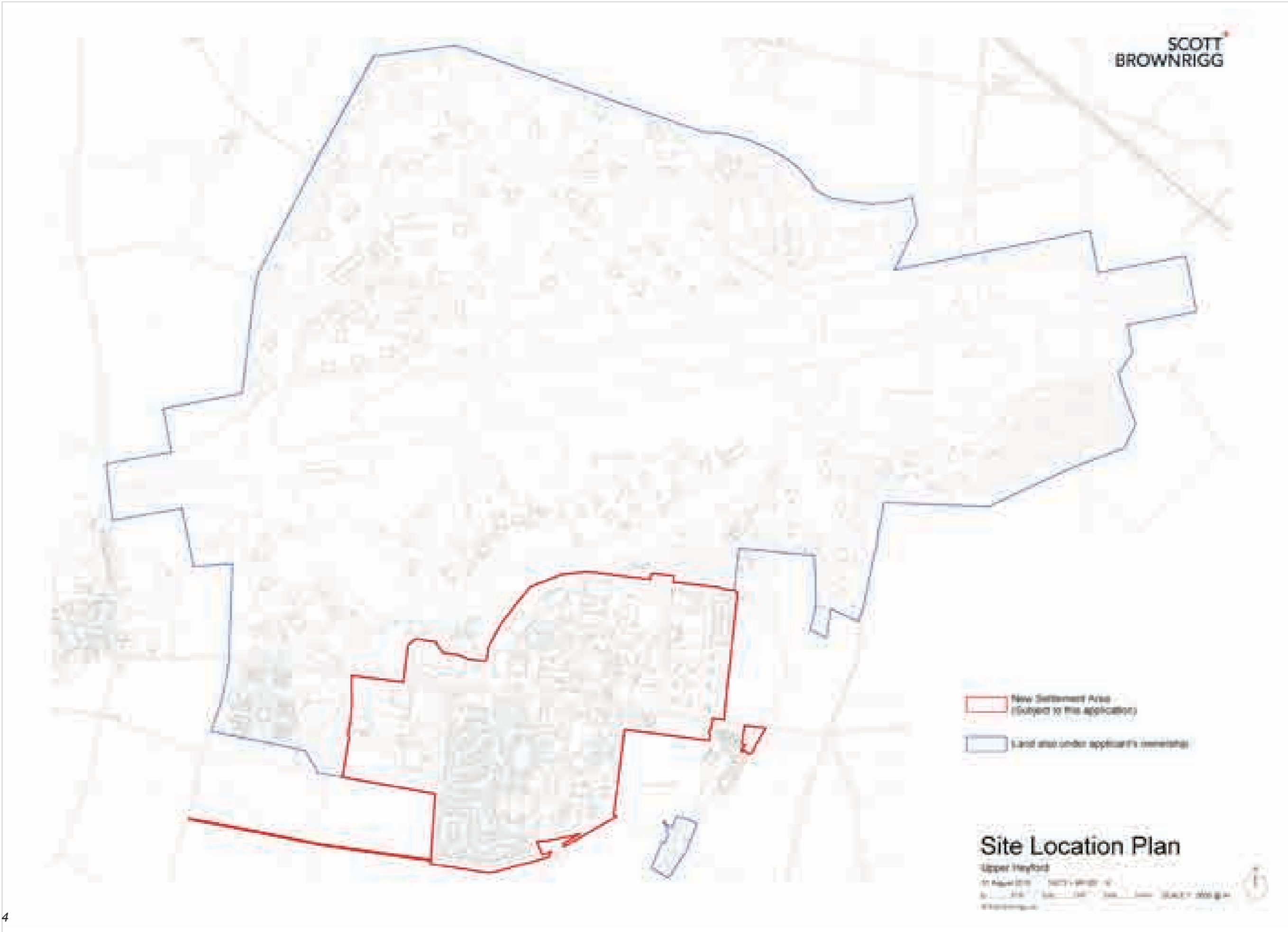
The DAS explains, how by retaining the existing homes, heritage buildings, existing mature landscaping and the parade ground, the remaining plots can be redeveloped as new housing and community support facilities within the settlement area.

The masterplan illustrates the key ingredients that will enable a well connected, sustainable community to continue to evolve and mature within an established setting incorporating key facilities and uses that delivers a vibrant and successful 'Live . Work . Play . Learn' environment at Heyford Park.

## 1

# Context

- Planning
- Background
- Existing Conditions
- Opportunity & Constraints
- Key Opportunities



## 1.0 Context

### 1.1 Planning

#### 1.1.1 Planning Introduction

The planning application to which this Statement refers is based upon a strategic growth policy for about 1,000 dwellings in accordance with Policy H2 of the Oxfordshire Structure Plan 2016. This policy originates from the earlier Structure Plan (to 2011) which identified the base a suitable location for development following the cessation of military use in 1994. Policy H2 provides the overarching Development Plan Policy H2 for the site:

#### 1.1.2 Heyford Park

H2 a) Land at RAF Heyford Park will provide for a new settlement of about 1,000 dwellings and necessary supporting infrastructure, including a primary school and appropriate community, recreational and employment opportunities, as a means of enabling environmental improvements and the heritage interest of the site as a military base with Cold War associations to be conserved, compatible with achieving a satisfactory living environment.

b) Proposals for development must reflect a revised comprehensive planning brief adopted by the district council and demonstrate that the conservation of heritage resources, landscape, restoration, enhancement of biodiversity and other environmental improvements will be achieved across the whole of the former Air Base in association with the provision of the new settlement.

c) The new settlement should be designed to encourage walking, cycling and use of public transport rather than travel by private car. Improvements to bus and rail facilities and measures to minimise the impact of traffic generated by the development on the surrounding road network will be required.

Cherwell District Council's approach towards securing a new settlement at Upper Heyford in the light of the requirements of Policy H2 is established within the Revised Comprehensive Planning Brief, as adopted in March 2007.

Of key importance is the designation of the site as a Conservation Area in April 2006, which brings a statutory duty to preserve or enhance all the aspects of the character or appearance that define this area's special interest.

There has been a long and complex planning history, which culminated in a planning appeal and inquiry into comprehensive proposals for a new settlement submitted by the North Oxfordshire Consortium Ltd in February 2008 for 1,075 dwellings incorporating new dwellings and employment buildings within the New Settlement Area together with some retained buildings and structures and permanent changes of use on the balance of the site comprising the wider

Flying Field. This scheme was granted planning permission by the Secretary of State on 11th January 2010.

With the acquisition of the site by the Dorchester Group in late summer 2009, an alternative vision for the site has been created. This Design and Access Statement sets out that alternative vision and design approach. The application only concerns the New Settlement Area; the Flying Field part of the site remains unchanged from that consented in January 2010. The overall quantum of development proposed in this new application is very similar to that approved in January 2010, although a far greater use of retained buildings is now proposed as a more sympathetic and sustainable approach to securing a new settlement at Upper Heyford.

## 1.2 Background

#### 1.2.1 Heyford Park

Heyford Park is the name given to the development of the former RAF Upper Heyford establishment situated near to the village of Upper Heyford. The Dorchester Group of Companies & Frogmore purchased the total site in October 2009, during which time it has continued to exist as a community providing both housing and employment. This Design and Access Statement accompanies an hybrid planning application for the regeneration of the settlement area only.

This application includes provision for new housing, employment, community, retail, education and leisure facilities, whilst also retaining existing site facilities. Cherwell District Council's Draft Comprehensive Planning Brief for the site, adopted as a Supplementary Planning Document (SPD) on 5th March 2007, includes allowance for a total of about 1,000 dwellings on the site together with the provision of 1,300 jobs. It includes requirements for a primary school site to County Council standards, sports and play facilities based on adopted policy, and a mixed-use local centre with a community hall and place of worship. The vision set out for the site in the brief requires a comprehensive scheme that deals with the whole of the site including the development area and the wider airfield which is subject to an existing planning consent January 2010. Development proposals will need to demonstrate that they:

*“will represent a satisfactory lasting arrangement and will deliver the environmental improvements and heritage interest required. Comprehensive proposals will also be required to demonstrate that a satisfactory relationship can be achieved between new development and existing buildings and between the new settlement, the historic environment of the airfield and buildings”.*

#### 1.2.2 Purpose and structure of this document

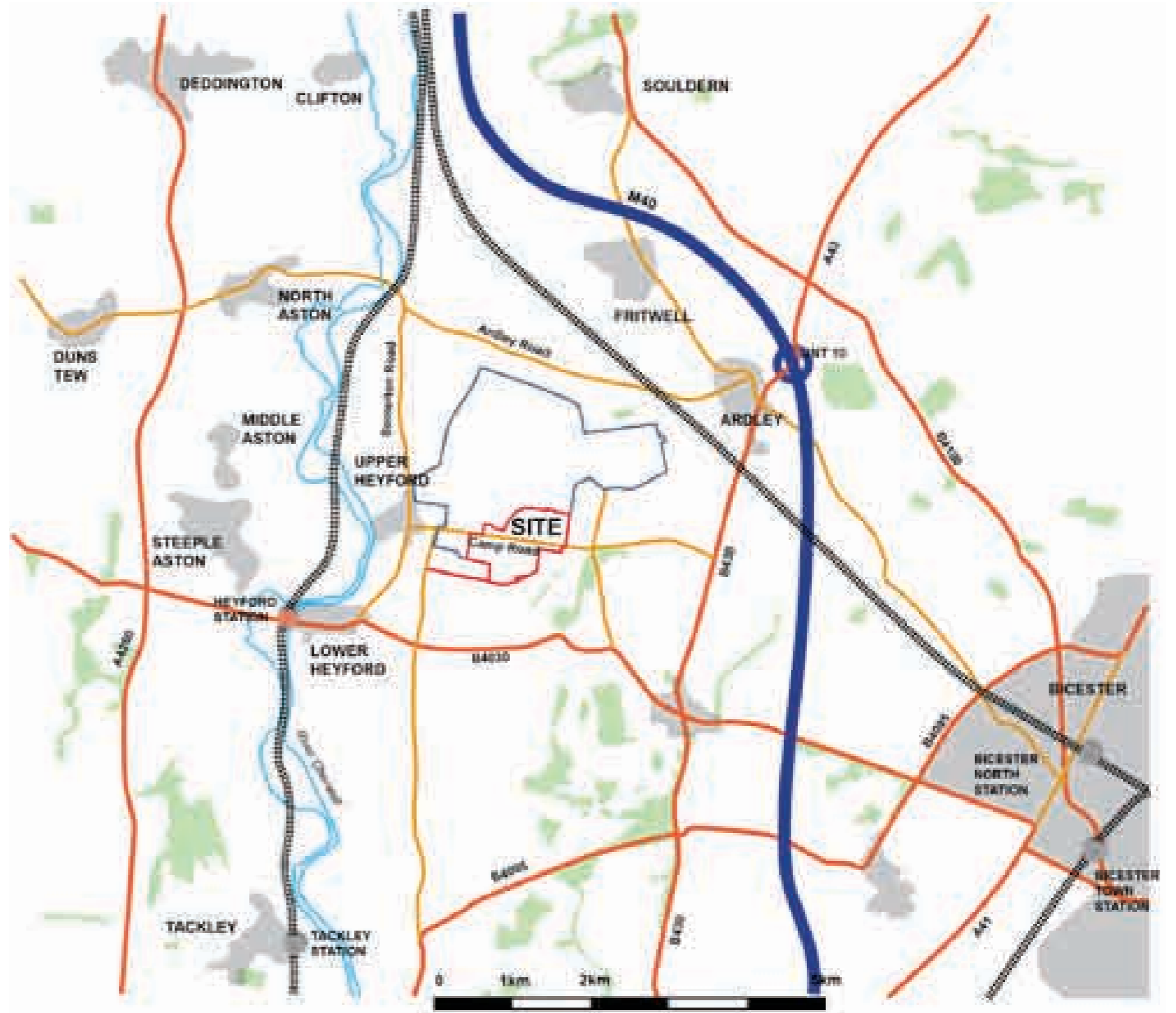
Changes to the operation of the development control system came into effect on 10th August 2006. They require an outline planning application to be accompanied by a Design and Access Statement to explain the design principles and concepts that have informed the development and how access issues have been dealt with.

This Design and Access Statement should be read in conjunction with the Heyford Park Building Appraisal, the Environmental Statement (ES), the Transport Impact Assessment (TIA) and the Statement of Community Involvement (SCI), which accompany the planning application. All of these documents inform, and are informed by, the Design and Access Statement.



1.2.3 Site Location

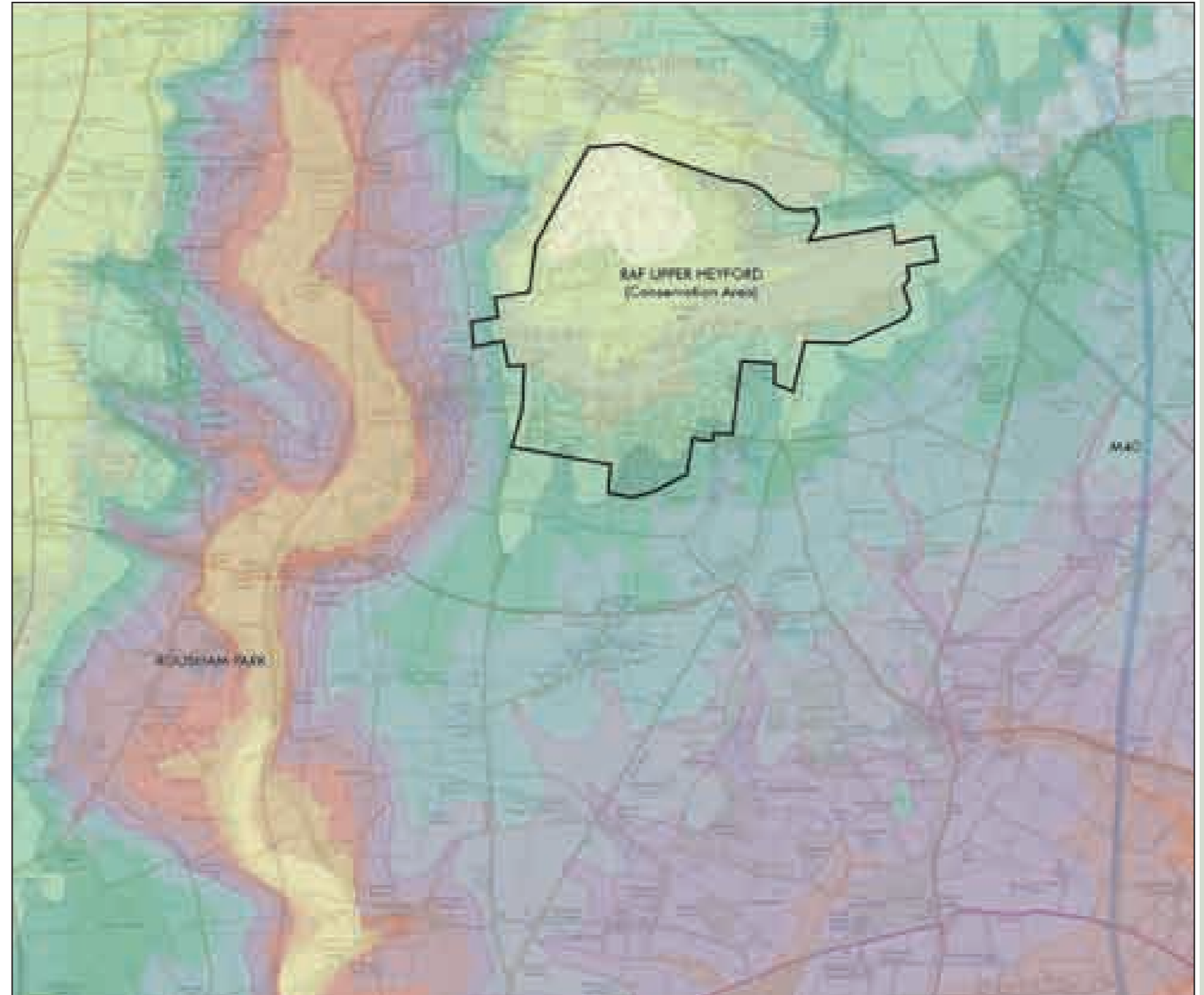
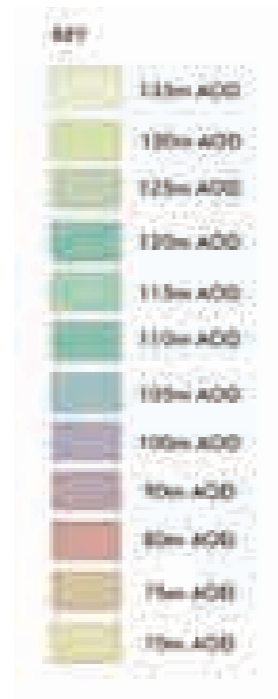
The former RAF Upper Heyford Airbase is located north east of Bicester, in Oxfordshire. It is within close proximity of the M40.



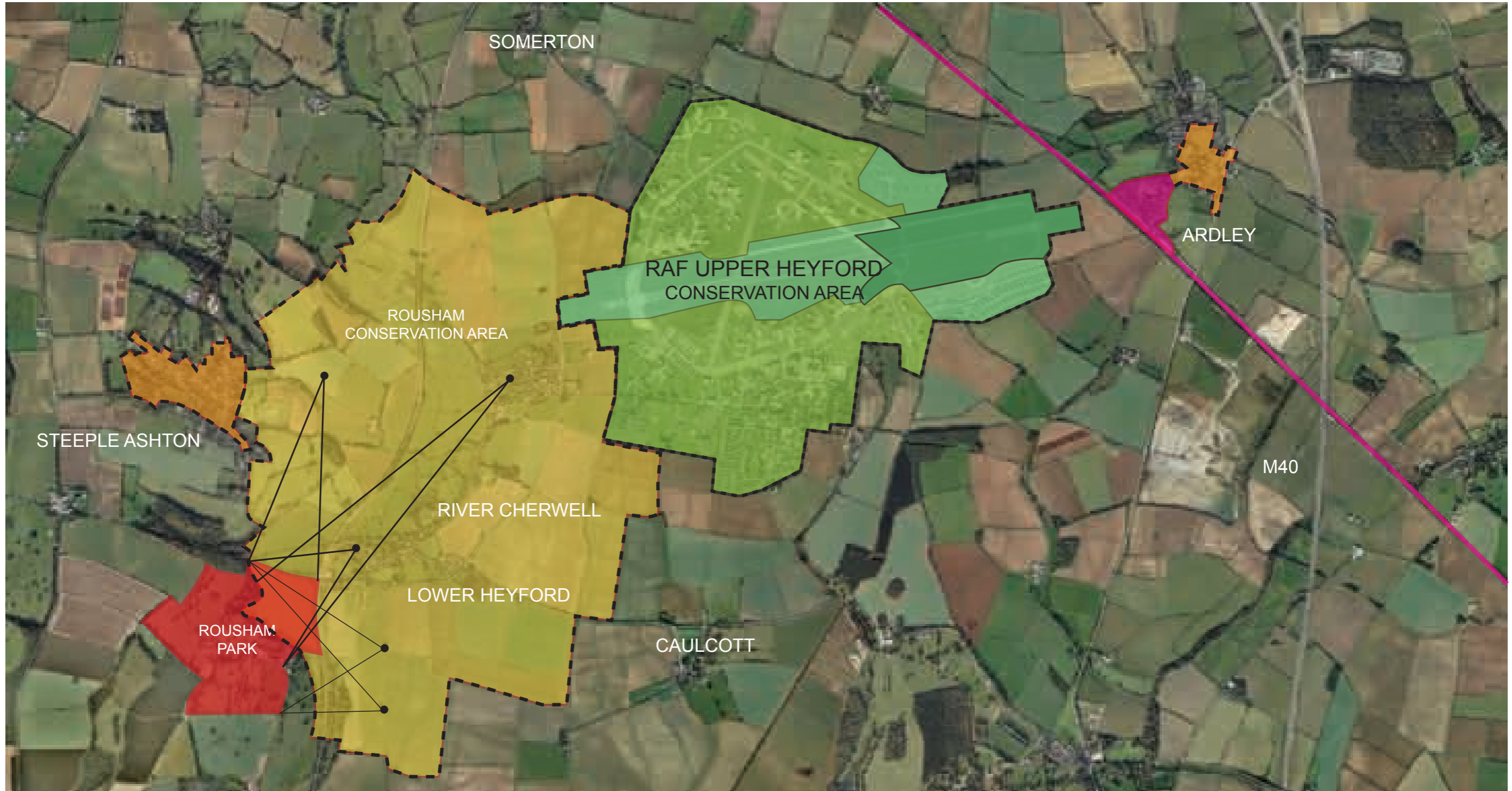
### 1.2.4 Site Topography

The former RAF Upper Heyford Airbase as a whole sits on an elevated plateau north of the Oxfordshire town of Bicester.

However, the proposed development occupies an area which lies just below the top of the plateau and which is subject to localised undulations in levels which help to screen views to the development from the south, west and east.



Topography Plan



Wider Conservation Context

**1.2.5 Site Heritage and Historic Context**

- Key
- Conservation Areas
  - Site of Scientific Interest
  - Country Wildlife Site
  - Area of Ecological Importance
  - Rousham Park (Kent's focal points to the Countryside)

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. 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. Today, these elements together with a number of significant buildings of the era create a distinctive core area, with a unique character.

The site as a whole sits within attractive rolling countryside, characterised by distinctive Cotswold villages, a number of which are also designated as Conservation Areas.

To the South West lies Rousham House and Gardens, which is a Grade I Listed property whose grounds were laid out by William Kent. Rousham is significant in this study, as a number of key vistas were established in the original plans, some of which looked north and north east, in the direction which in later years was to be occupied by RAF Upper Heyford.

**1.2.6 Early Archaeology**

The site has a proven potential to contain deposits of the Iron Age and probably the Roman period. Archaeological evaluation in the form of geophysics and trial trenching has confirmed the presence of Iron Age features associated with a settlement, albeit it truncated and disturbed in places. The presence of Aves Ditch and Portway through the site is indicative of evidence from the Roman period. Aerial photographs of the area also suggest the landscape was extensively exploited during these periods.

**1.2.7 Current Situation**

Today Heyford Park consists of a now 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.

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 in the event that the January 2010 planning consent were to be implemented in full with full occupation of all the buildings consented in that scheme.

**1.2.8 Cold War Landscape**

The built heritage potential of the site is reflected in its designation as a Conservation Area and the recent scheduling of five Cold War sites dating from the period 1945-1993, whilst three further sites are currently being considered for protection. The closure of the airbase soon after the end of the Cold War means that the extent of survival is high with little demolition. The coherent Cold War landscape is almost unaltered from its original form, and this landscape of 'Flexible Response' is considered to be of national and, in some elements, international significance, as reflected in recent scheduling of key structures and areas. 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 situated in the vast area to the north, and generally the landscape and structures are of higher significance.

**1.2.9 Current Day Built Environment**

Today, Heyford Park consists of occupied residential houses and bungalows providing homes to approximately 800 people and a commercial community of 1000 employees who occupy both heritage and relatively modern office accommodation. Much of the remaining buildings on site have been unused and are locked from access.

A group of supporting community facilities including local retail, ecclesiastical and community support buildings serve the existing residential and working community on the park.

**1.2.10 Heritage**

A number of heritage assets within the application site have been proposed 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 key features to be retained are shown on the Buildings and Roads to be Retained Parameter Plan on page 26.

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';
- South of Camp Road, Buildings 457 and 485 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.

In addition, two buildings have the potential to be partially retained with later additions and extensions partially demolished. These are also identified within the Revised Comprehensive Planning Brief as 'Other buildings making a positive contribution to be retained':

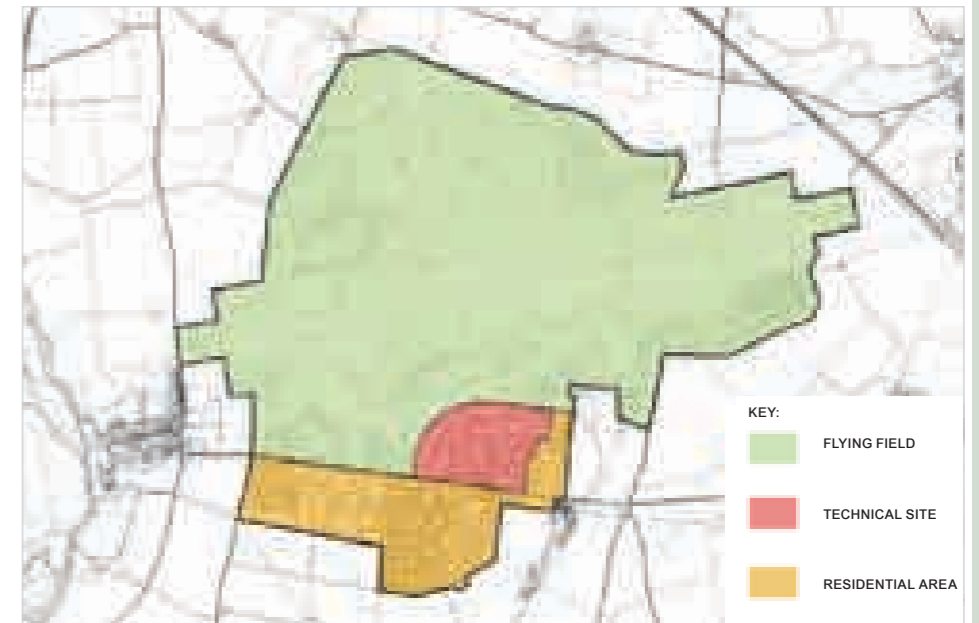
- Building 488, The Lamplighters building, south of Camp Road; and
- Building 100, north of Camp Road.

In terms of the key spaces to be retained, the Revised Comprehensive Planning Brief identifies 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



Historic photo of the airfield



Broad spatial elements identified in Conservation Area Appraisal Statement

In terms of key road patterns to be retained, the Revised Comprehensive Planning Brief 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



1.2.11 Site Heritage : Landscape

The airfield was originally built in 1916 in response to a requirement for trained aircrews for the Royal Flying Corps during WWI.

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.

The end of the Cold War resulted in the de-commissioning of RAF Upper Heyford in 1993.

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.

The mature tree structure of the site (summarised on the plan opposite) is now as much of a key defining characteristic of the site, especially along Camp Road and along the Trident of Trenchard. It is this framework which provides a visually unifying element to the site and an often pleasing framework to a range of character areas.

The Trident, in particular, is a distinctive feature of the military development of the site, which together with the Parade Ground and associated buildings create a strong physical focus at the heart of the developed area.

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 provides a unique environment which is characteristic of both military and architectural development through the Twentieth Century. Their various landscape characters are described in more detail later.

Security issues during the site's military operational use led to the construction of a security boundary fence which physically and visually separates the site from its wider host landscape.



Existing Native Trees & Hedgerows  
Existing Woodland  
Existing Trees within former RAF base



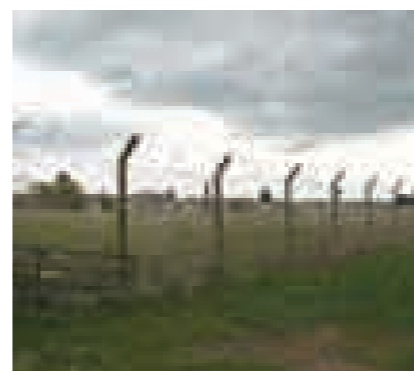
Officers' Housing



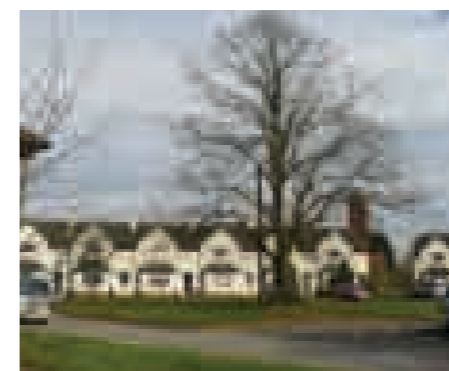
Officers' Mess



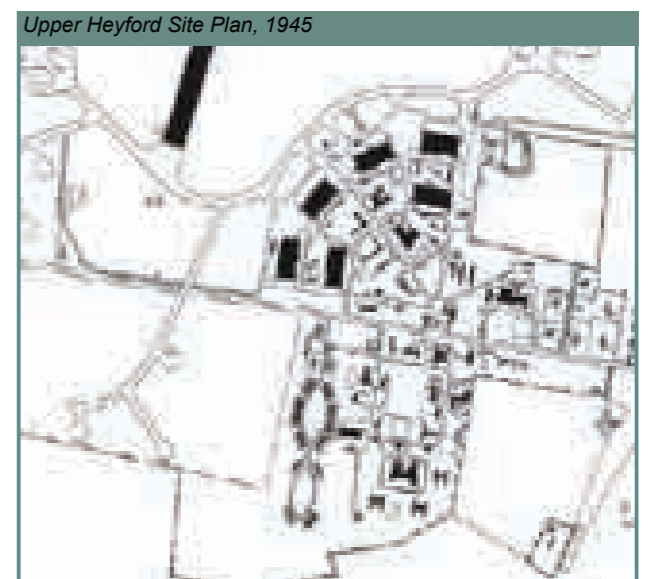
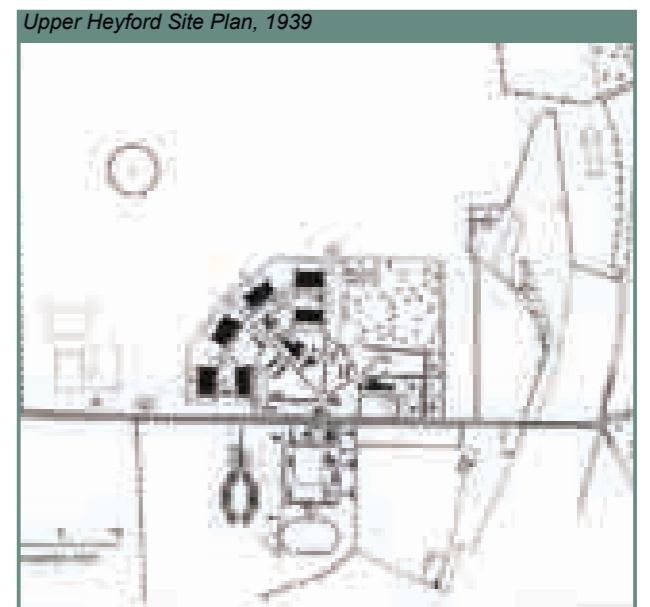
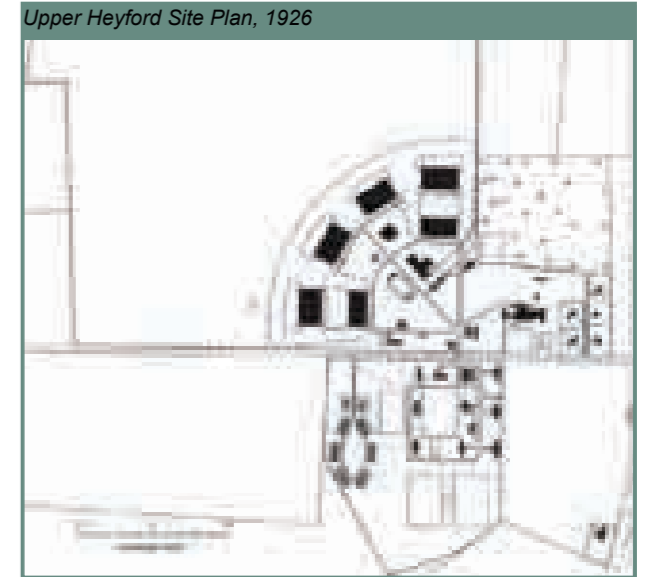
Mature Trees



Security Fence boundary



Existing Vegetation Cover



Cold War Landscape Character plan



Existing Tree Survey Context



The various categories of trees are shown on the plan above and are categorised in accordance with BS5837:2005, as surveyed in 2005:

- Category A: Those trees of high quality and value; in such a condition as to be able to make a substantial contribution, and which should therefore be retained.
- Category B: Those trees of moderate quality and value; those in such a condition as to make a significant contribution, in the medium term, and which should therefore be retained unless no other solution can be found.
- Category C: Those trees of low quality and value; currently in adequate condition to remain until new planting could be established or young trees with a stem diameter below 150mm, and which can therefore be removed to allow for development.
- Category R: Those trees in such a condition that any existing value would be lost within 10 years and which should in the current context be removed for reasons of sound arboricultural management. Generally, that is, trees that are dead, diseased or dying

1.2.12 Existing Trees at Upper Heyford

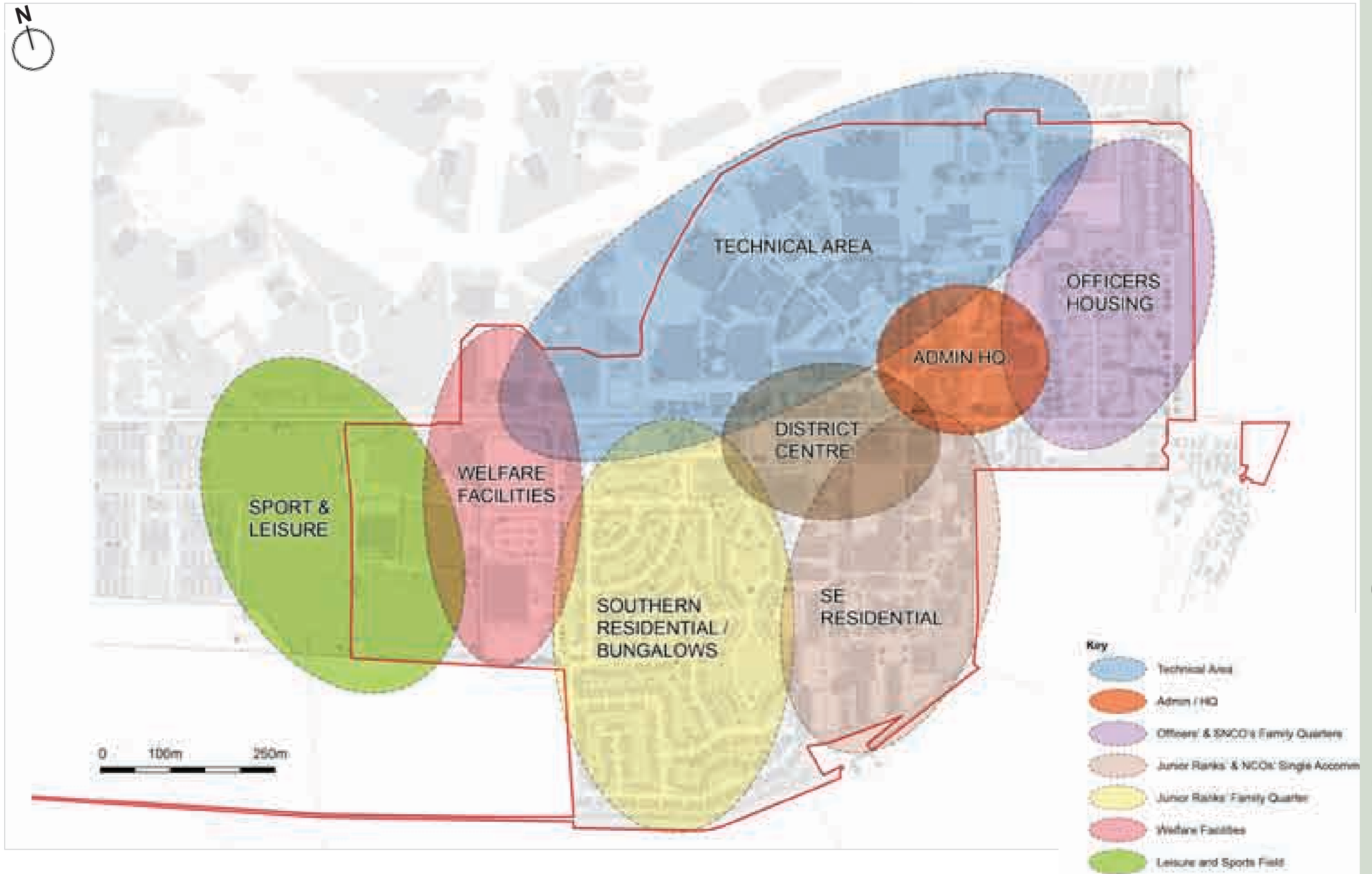
The site at Upper Heyford is characterised by its mature trees which provide a distinctive backdrop to the existing core administrative areas and the area of officers housing to the east of the proposed development area.

There is a wide range of tree species on the site, some native and some non-native. 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.

These 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.



Historic Site Context plan



Broad disposition of original uses (with reference to Conservation Area Appraisal)

### 1.3 Conservation Area

#### 1.3.1 RAF Upper Heyford Conservation Area

##### Conservation Area

The former air base is designated as a Conservation Area. Two site structures have also been designated as scheduled monuments, both of which require a sensitive and careful approach to the assessment of the impact on landscape character. Other scheduled monuments, Grade II listed buildings, historic parks and a Site of Special Scientific Interest (SSSI) also exist near to the site. In particular, Rousham Park (listed Grade I in the English Heritage Register of Parks and Gardens) lies within 2km and there are designated Conservation Areas at Ardley, Fritwell, Kirtlington, North Aston, Rousham, Somerton and Steeple Aston. A Conservation Area is currently proposed for Fewcott (please see image on page 8).

##### Character Areas – The Flying Field (outside the settlement area)

The Conservation Area Appraisal Statement identifies three broad spatial elements: the flying field, the technical site and the residential zone.

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, which imparts another visual character.

##### Character Areas – Technical Site and Residential Zones

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 their development contrasts manifestly with the openness of the flying field.

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. 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.

These areas are distinct among themselves:

##### Officers' and SNCOs' family quarters:

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:

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 of spacious and useful residences, subject to a phased programme of refurbishment.

##### Barracks (junior ranks' and NCOs' single accommodation):

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 materialised because access routes and parking / service areas are often not distinguished in the external layout of the area.

##### Welfare facilities and recreational area:

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:

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

##### Buildings and Structures – Statutory Designations

In the context of a national review of recent military heritage, English Heritage (EH) considered that structures pertinent to the "Flexible Response" period of the Cold War were of national and international importance and therefore worthy of preservation. These structures have been statutorily protected on the basis of their historic significance. On the wider airfield, these include the Control Tower, the Squadron HQ building, the QRA, the Avionics Maintenance Facility and the Northern Bomb Stores. Within / adjacent to the settlement area it includes the three Nose Docking Sheds, the Hardened Telephone Exchange and the Battle Command Centre. The scheduled structures within the settlement area are illustrated within the adjacent plan.

##### Conservation Area

The Conservation Area Appraisal identifies over a hundred other structures that contribute significantly to the Cold War character of the airbase or shed light onto 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.



Officers' housing



Airmen's family housing and bungalows



Barracks (RAF Domestic and Residential Section)

## Footpaths and Historic Routes

A number of historic routes traversed the airbase site prior to its construction, including the Portway and Aves Ditch. A number of Planning documents relating to this site identify the aspiration for these links to be reconnected across the site as a whole.

Further, there are a number of existing public rights of way in the vicinity of the wider site, which could be tapped into to connect the development area with the surrounding countryside.

**1.3.2 Wider Landscape Context**

In order to establish the principles of the overall landscape strategy for the proposed development area at Heyford Park, a series of contextual studies to determine the character of the surrounding landscape were undertaken, so that key characteristics might be used to inform boundary treatments and landscape within the site, ensuring seamless integration and a distinct sense of place.

**1.3.3 Landscape Character assessment**

The site is located a short distance to the North West of Bicester, on a plateau in the north Oxfordshire countryside with good links to the M40. The proposed development area covers the previously developed areas of the former RAF Upper Heyford airbase, in the southeastern quarter.

**1.3.4 Plateau Landscape**

The former RAF Upper Heyford site is located on a distinctive plateau within a wide, open landscape, which The Oxfordshire Wildlife and Landscape Study identifies as part of the 'Farmland Plateau' character area.

This is described as follows:

- "This landscape type is characterised by a high limestone plateau with a

distinctive elevated and exposed character, broad skies and long-distant views. Large-scale arable fields dominate the landscape, with some medium-sized plantations partially obscuring the otherwise open views.

- Level or gently rolling open ridges dissected by narrow valleys and broader vales.
- Large, regular arable fields enclosed by low thorn hedges and limestone walls
- Rectilinear plantations and shelterbelts
- Sparsely settled landscape with a few nucleated settlements
- Long, straight roads running along the ridge summits".

There have been a number of other studies which describe the landscape character of this area, including the Countryside Design Summary (CDC 1998) and the Cherwell District Landscape Assessment - Cobham Resource Consultants 1998, which reiterate the description of the local character as a plateau landscape, referring to it as the 'Ploughley Limestone Plateau and Upper Heyford Plateau respectively. However, there are localised variations in this landscape, which influence the perception of the site from the immediate area. These are outlined below:

To the west of the former RAF Base the land falls away to the Cherwell Valley, which is characterised in this area by a loose patchwork of fields, copses and mature hedgerows, and distinct traditional settlements which sit on the edge of the valley on both sides, including Upper Heyford, Steeple Ashton and Somerton. Larger woodland belts area are a characteristic of the slopes around Steeple Ashton.

**1.3.6 The Gorse and The Heath**

This locally undulating area to the south east of the former RAF base is part of the Oxfordshire Estate Farmlands and is subtly different to the plateau landscape, and influences the perception and views of the proposed development from this direction. The landscape here is characterised by a series of remnant woodlands and copses, including The Gorse and The Heath, and smaller field patterns, remnants of C18 parklands and estate farmland. The land is locally more undulating, creating a more intimate and enclosed character to the landscape and containing views to the site. Larger tree belts help to contain views from the south east and in views looking out from the site and create a heavily wooded horizon.





## 1.4 Existing Visual Study

### 1.4.1 Visual Analysis

#### Key views within Site

A Selection of the key visual elements within the site are annotated as follows:

- The security fence that encloses the western end of the runway, visible from Upper Heyford village;
- Many mature trees along the eastern edge of the settlement area, adjacent to the officers' housing, help to assimilate the flying field into its surrounds;
- Two large steel water towers (buildings 291 & 63) are clearly visible from outside the base;
- Hardened aircraft shelters and a warehouse on the northern edge of the base (buildings 3052, 3053, 3054, 3055 & 3135) are visible from locations to the north/north-west of the site;
- Other large structures, such as the hospital and store (building 582) are visible from the south of the site;
- Bungalows along the southern edge of the settlement area are also visible from the south; and
- The extensive tree cover within the site and along Camp Road.
- Inappropriate coniferous planting.

#### Key views within the settlement area

Within the settlement area views are limited, this is due to the enclosure offered by mature trees and significant buildings, which create contained vistas rather than open views. The main views are:

- Vistas along Camp Road east and west, contained by mature trees on both sides;
- Vistas through Carswell Circle and Crescent north and south, framed by the narrow entrances into the main spaces and contained by the crescents of the houses on both sides;
- Views across the parade ground, contained by mature trees and the eaves lines of large barrack blocks;
- Vistas from the gatehouse along the four radial streets of the Trident layout, contained by mature avenue trees, particularly along the north-south arm which provides the potential main link between the north and south sides of the settlement area; and
- Glimpses from the Trident area between the largest hangars to the wider airfield.
- Long views from Camp Road north towards Trenchard circle are framed by mature trees and a linear road layout.

1	2	3
4	5	6
7	8	9
10	11	12

- 1) Security fence
- 2) Chilgrove Drive forms part of the eastern boundary of the site
- 3) Water tower at Gordon Road
- 4) Officers housing
- 5) Disused hospital
- 6) View to the bungalows on Harris Road, south edge of site
- 7) Mature planting and neat hedgerows on Camp Road
- 8) Row of conifers on Soden Road
- 9) Glimpses to the airfield between the Type A hangars
- 10) View into Carswell Circle
- 11) The parade ground - the major formal space of the historic establishment
- 12) Views from the gatehouse along the arms of the Trenchard street layout - designed for easy surveillance







Edge Condition

- Open Boundaries with Views into Existing Site Area
- Vegetated Boundaries with Restricted Views into Existing Site Area
- - - Public Right of Way
- Existing Native Trees & Hedges
- Existing Trees

1.4.3 Edge Character

An analysis of the viewpoints showing the existing site in the context of the surrounding landscape show different boundary characteristics which reflect the different characteristics of the adjacent landscape.

1. Open boundaries to south and west reflect more open, exposed character of adjacent large scale agricultural land use, with large fields and low trimmed thorn hedges.
2. Vegetated boundaries to the south east and eastern boundaries of the existing site reflect more the 'wooded' and vegetated character of the adjacent landscape which is also characterised by smaller fields, a mix of uses and more intimate topography.
3. Views along Camp Road looking East show more wooded landscape character to the east of the site.
4. Some boundaries to southwest are open, with intrusive perimeter fence.
5. Intermittent tree and hedge planting to the west of the proposed development area, provide some relief to the open western areas, albeit fragmented.





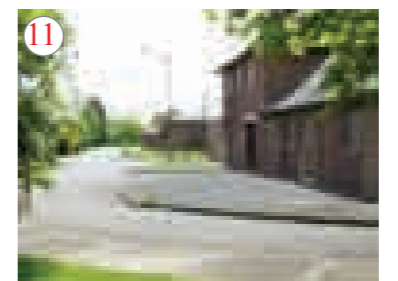
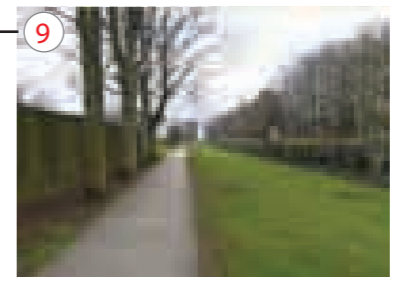
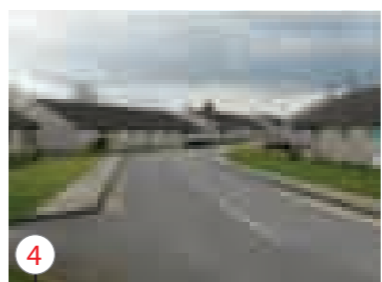
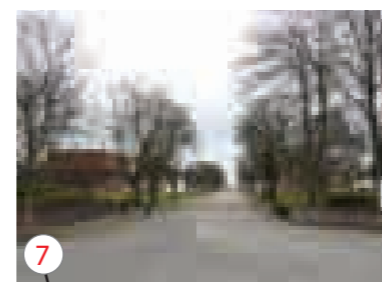
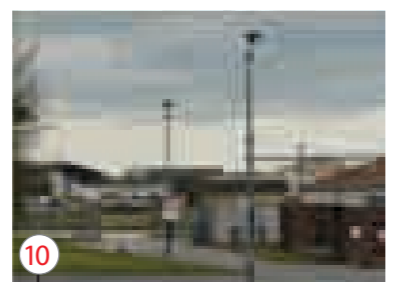
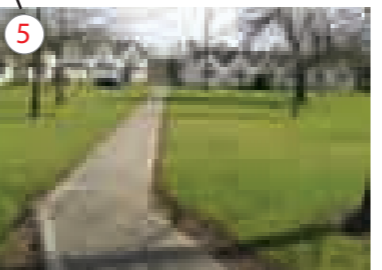
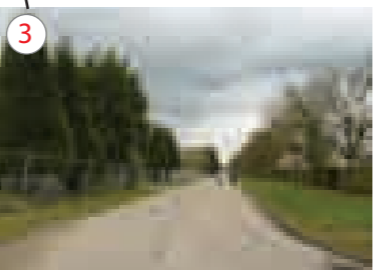
Key

- Listed or Scheduled Buildings
- Buildings making a positive contribution required for retention
- Buildings making a positive contribution for possible retention
- Existing tree coverage
- Core administrative centre
- Trident feature and key vistas within character area 7

Note:  
Character plan based on fig 4, comprehensive planning brief, 2007, Cherwell district council.



As part of our context studies we also undertook a landscape character assessment of the site area proposed for development



1.5 Existing Landscape Character

1. Regimented derelict military hutments. Open airfield grassland landscape enclosed by security fence.
2. Open playing fields. Expanses of grass with a few shelterbelts and monolithic hall building, enclosed by fences.
3. Former hospital and stores buildings set in wide car parks with sparse planting.
4. 1950s housing mostly rendered bungalows and a few 2-storey brick blocks in regular patterns with open plan front gardens and minimal landscape.
5. Carswell Circle: 1920s garden city style development with rendered terraces overlooking and encircling a small communal green with trees.
6. Mixed military grid layout based on original 1920s parade ground and administrative buildings, with later barrack block additions, incorporating many mature trees of amenity value.
7. Former airfield operational area laid out in accordance with Trenchard 'trident' layout of radial streets lined with now mature trees set in grass, surrounding former hangars, workshops and administrative buildings.
8. Former officers' housing. Detached very low density housing set in expansive grounds with a canopy of mature trees.
9. Camp Road forming a spine and an unusually clear line of sight throughout the development, framed by mature trees. But unsightly edge.
10. Remnant airfield operations buildings overlooked from Camp Road including views into the airfield.
11. Core Administrative Area. Significant buildings and formal campus landscapes

Existing Landscape Character Area Photo References



Character Area ①



Character Area ②



Character Area ③



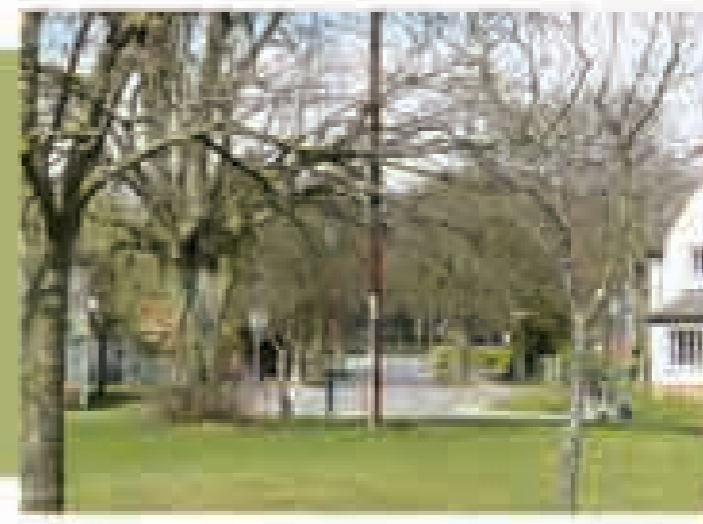
Existing Landscape Character Area Photo References



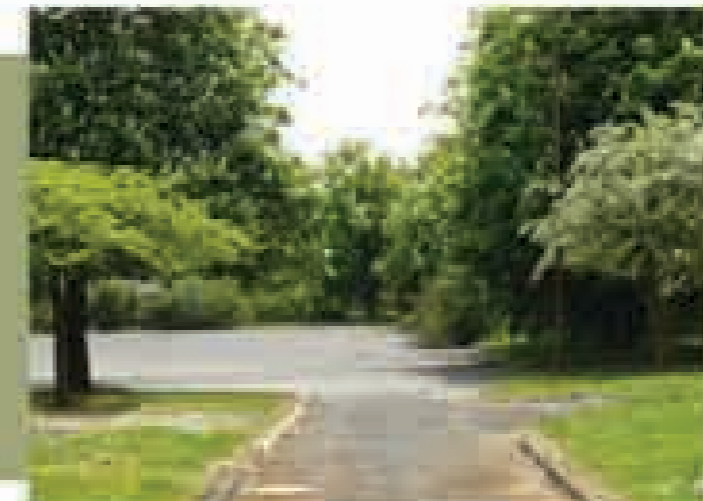
Character Area 4



Character Area 5



Character Area 6



Existing Landscape Character Area Photo References



Character Area 7



Character Area 8



Character Area 9



Existing Landscape Character Area Photo References



Character Area 10



Character Area 11



H e y f o r d P a r k



## 1.6 Responding to Context

### 1.6.1 Historic context

RAF Upper Heyford is one of a number of Conservation Areas within a four kilometre radius, but all the others are traditional rural settlements of high architectural and environmental quality. They have grown into the landscape, while RAF Upper Heyford was imposed upon it. The new settlement masterplan must integrate with its landscape as naturally as possible.

The other Conservation Areas are characterised by a consistency of architectural scale, form and / or materials; domestic in nature except for one or two landmark buildings. Within the settlement area at Heyford Park, scale varies very greatly; certain parts of the settlement and landscape have very different architectural characters, and there are some uncomfortable juxtaposition. These attributes contribute significantly to the unique character of the Conservation Area, but the masterplan will have to resolve design issues that derive from the change of an formal military establishment into a coherent new settlement providing modern residential and employment development. The Comprehensive Planning Brief recognises the potential design problems this creates and the need to create “a satisfactory living environment” in this context.

The status of RAF Upper Heyford as a Conservation Area presumes that all buildings and structures will be retained and that the conservation interest of the area will be preserved and enhanced. A number of buildings in the settlement area will require demolition, in the interests of creating a satisfactory living environment. A more detailed justification for the demolition of certain larger buildings within the settlement area is provided and has been discussed with CDC and English heritage to agree a retention / demolition plan.

In other respects, the masterplan has minimal impact on key designations within the settlement area. The former command point and communications block, which are scheduled monuments, are preserved and will be made available for public access as described in the Management Plan for the Flying Field consent. The A-type hangars, which are so critical to the unique scale of their setting, are all to remain.

The masterplan also responds to local needs in terms of employment, housing and community facilities. The structure of the settlement around a central hub of facilities is fundamental to the masterplan, with a focus on local shops, a primary school, a pub/restaurant and the existing chapel and community hall and new quality public open space are critical in creating good place-making.

#### **The Landscape of rural settlements: Precedent Studies**

As part of our studies we undertook a study of typical North Oxfordshire villages in order to understand common characteristics which might inform the proposals for the emerging Heyford Park masterplan to ensure that it is well integrated with its surroundings and has a sense of place which reflects the heritage not only of the site but the surrounding countryside and its villages.

These villages are often characterised by wide ‘High Streets’ and broad tree lined verges, sometimes in association with attractive water courses. At their centres there are small squares, traditionally where markets would have been held, with incidental areas of open space or village ‘greens’ distributed through the peripheral areas.

Historically villages would have grown up around a central High Street, with residential areas added over time, in blocks often reflecting field boundaries where land was incrementally released for development.

The interface between the villages and the surrounding countryside is characterised by a variety of landscapes; principally larger agricultural fields giving way to smaller fields, paddocks, informal open space, and blocks of woodland, and an edge which steps in and out at infrequent intervals reflecting the incremental growth of the villages over time. However, more recent boundaries reflect the larger field patterns seen today, with more formal and regular edges.

#### **The settlement in its landscape**

In considering the relationship of the redeveloped settlement to the landscape, the traditional development patterns of villages in the local area are a useful reference. The aerial view of Clifton shows how a main street has become established with a fairly continuous frontage of buildings, with lanes joining it laterally. The edge of the settlement is quite ragged, and the landscape frequently extends into the village as fields and paddocks between the lateral lanes. This arrangement allows a high proportion of properties even in the centre of the village to have a strong association with the landscape, and hedgerows and paddocks close to the village provide a transition between the built edge of the village and the open countryside.

The new settlement area also has a critical relationship with the open, even bleak, landscape of the Cold War flying field, especially in creating a satisfactory living environment in areas north of Camp Road. At the western end, there is both the broad aspect over the flying field and the presence of large technical buildings, such as the nose-docks, which are to be retained. It is important to have a residential element here to support the principle of a mixed-use community for living and working, rather than allow Camp Road to segregate uses. The arrangement helps to strengthen the centre of gravity of the whole settlement around neighbourhood facilities on Camp Road. It is also critical to establish a clear “gateway” to the settlement on Camp Road in the west, to strengthen its identity and underline its separation from Upper Heyford village. This housing area is orientated southwards, extending the development pattern across Camp Road, and tree planting softens the edge to the airfield and technical buildings.

At the northeast of the new settlement area, the tobacco houses Trenchard Circle and officers housing are to be retained. New housing replaces existing storage buildings and consolidates this as a residential area, again supporting a balanced mix of uses north of Camp Road. Here, remaining employment buildings are lower in scale and more distant than to the west and have an outlook over intervening green space which is to be enhanced by planting of street trees. To the north the area links into the reinstated footpath connection to landscape beyond the airfield via Aves Ditch and this connects directly into the green network of the housing area.

### 1.6.2 Character within the settlement

The appraisal notes the variation in character areas presented by development in the settlement area and across the airfield, which is closely related to operational uses and reflected in the physical pattern of development. The masterplan proposals preserve this pattern, while introducing a mix of uses into the central area and providing a common focus for business and residential activities in the neighbourhood facilities on Camp Road. Different existing characters are preserved and enhanced – for example, the geometry and campus style of the Trenchard area, the formality of layout around the parade square, the leafy arcadia of the officers’ mess and housing and the green corridor of Camp Road. The retention of the majority of the bungalows and housing retains an established character with a residential community already in place.

The new housing areas draw on these precedents with both strongly structured layouts and generous green areas. Variations in the kind of housing create a further variety of character. Towards the centre, densities are higher and street character is more urban, typically apartments are located centrally responding to the larger footprints hangars. At the edge, plots are bigger, lanes are wider with informal verges and large detached properties with larger gardens and lower densities contribute to a softer recreational edge.

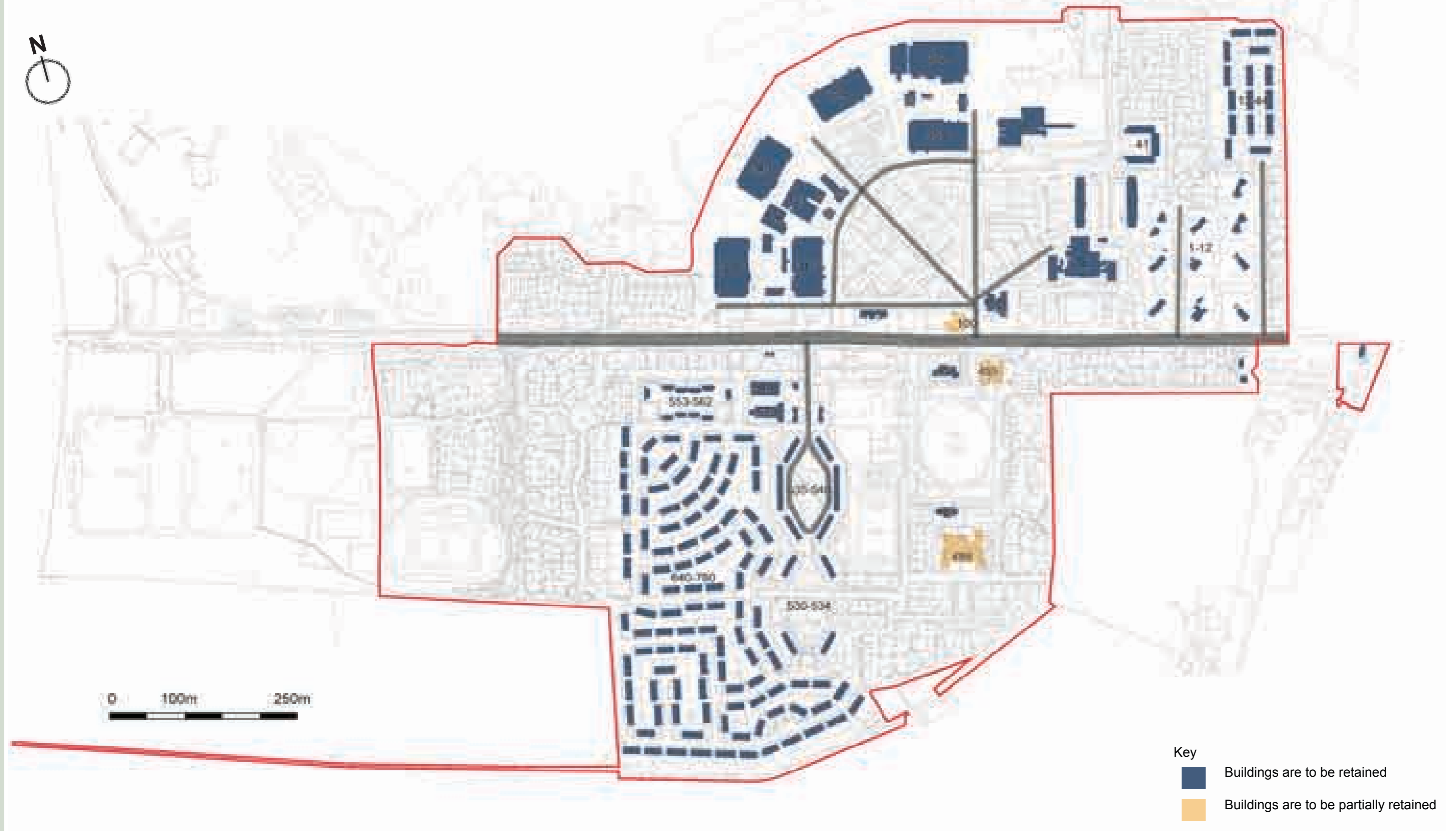
Reference will still be made to the strong architectural character of the early RAF development – particularly the controlled geometry of street layouts and spaces, the “British Military” (quote, Conservation Area Appraisal) style of the key buildings using traditional materials and details in simple ordered designs, and the quiet formality of green elements. These characteristics can translate comfortably into modern residential design.



*A Study of Village Edges around Upper Heyford shows a variety of characteristics, but generally informal, irregular edges reflecting incremental development over time. By contrast, the end of the existing Upper Heyford residential edges are more regular reflecting larger scale field patterns, characteristic of the plateau landscapes.*

1.6.3 Key Buildings & Structures to Be Retained

The site contains many buildings of historic importance, some of which have recently been subject to designation as Scheduled Monuments. Those buildings that are outside the settlement area should be unaffected by any construction processes, though some demolition work will be required in their vicinity where boundary treatments will need to be altered.





The two scheduled monuments located within the settlement area are also unaffected by construction work as they are situated away from the main regeneration zone. These concrete buildings were formerly used as the base's Battle Command Centre and Hardened Telephone Exchange (buildings 126 & 129, area 7) and will be adjacent to the existing Heritage Centre on the site. The form of the Trident area and the old parade ground, to the north and south of Camp Road respectively, are also considered to be of historic significance in the layout of the air base and detailed discussion with CDC & EH have resulted in their retention as an important Heritage reference. These elements will therefore be incorporated within the development and will serve to inform its character areas.







1	2	3
4	5	6
7	8	9
10	11	12

- 1) Carswell Crescent – 1920s RAF terraced housing: two units were later combined into one to meet American expectations for domestic space standards (building no 535-540)
- 2) Church - existing community facilities are well used and should be retained and improved (building no 572)
- 3) Community hall (building no 549)
- 4) The gatehouse:- the original 1925 part although extended by a poor later addition (building no 100)
- 5) Type A Hangars:- their relationship to the open expanse of the airfield is key (building no 315 and the likes)
- 6) The narrow-boat workshop retains some of the character of the Technical Area (building no 103)
- 7) Pavilion building (building no 457)
- 8) Heyford House, former HQ building is currently in office use (building no 52)
- 9) Officers' Mess:- a landmark building from the original 1925 RAF development (building no 74)
- 10) Pub and restaurant building (building no 455)
- 11) Lamp lighter (building no 488)
- 12) The 'I' Building (building no 485)



**Opportunities and Constraints - Landscape**



- Key**
-  Camp Road - Strong central spine with potential to link development area via series of 'greenways' to the wider countryside
  -  Historic core of site
  -  Foreshortened views to site mitigated by mature hedgerow tree planting to boundary, and mature trees within site.
  -  Medium to long distance views to site mitigated by existing vegetation and topography

**1.7 Opportunities and constraints**

The review of the existing site conditions at RAF Upper Heyford above has identified a series of opportunities and constraints which have informed the development of the landscape strategy for the proposed development area which is set out on the following pages. A summary of the key opportunities and constraints is given below:

**1.0 Site Heritage**

The architecturally and environmentally distinctive historic core of the development area provides an opportunity to create a new community heart which celebrates the rich heritage and conservation status of the site in this central location, making use of key historic buildings and street patterns.

**2.0 Camp Road**

Camp Road provides a very strong and distinctive link east/west across the site, with a strong, clear character, reflecting the military heritage and characteristics of the wider landscape, and providing the link between the north and south sectors of the development area.

**3.0 Existing Landscape Character**

The existing variety in landscape character across the proposed development areas, including extensive stands of mature trees, provides opportunities to create a rich 'tapestry' of landscape character areas across the proposed development which would help to reinforce the unique sense of place at Upper Heyford, and help to integrate the development into the surrounding landscape.

**4.0 Views from East**

The site is well screened in views from the east due to existing tree cover in the locality and mature hedgerow to the boundary of the site.

**5.0 Views from West**

Although the Upper Heyford airbase as a whole is located on a plateau, views of the existing and proposed residential areas are largely screened by the gently rolling topography of the countryside to the south, mature hedgerow planting, and blocks of mature trees within the surrounding hedgerows.

**6.0 Historic Network of Footpaths**

The historic network of footpaths and field boundaries has been disrupted by construction of the airbase, but could be reconnected through redevelopment of the southern areas.

**7.0 Gateways**

The existing 'gateways' into the site are currently physically and visually very weak, and will need to be developed to create a distinctive edge to the proposed new settlement.



Summary Constraints plan





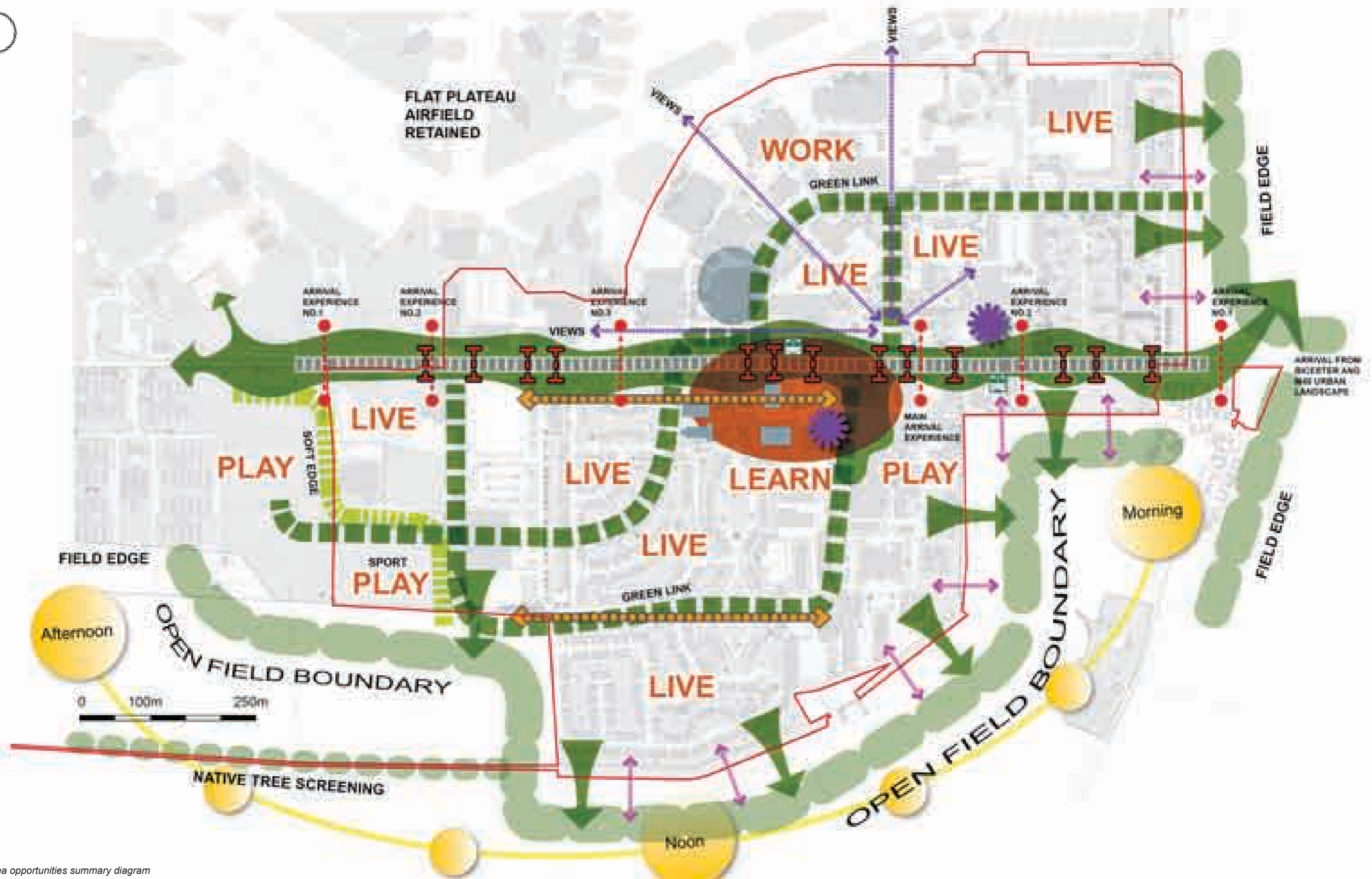
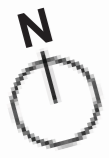
### 1.8 Summary of Constraints

This series of drawings map the key constraints to development presented by the site. There are major areas of constraint on the former Flying Field, which determine that new development will largely be restricted to the existing settlement area. Within the settlement area, the effects of many of the more minor constraints can be mitigated, but the layout of proposals is very significantly determined by physical constraints such as trees and buildings to be retained. The main issues include:

- Conservation Area and listed / scheduled buildings;
- Ecological designations;
- Visual and physical barriers and intrusions;
- Redundant structures and areas of defective infrastructure.
- Root protection areas;
- Creation of jobs and new housing to strengthen the existing community and its supporting facilities;
- Retained Heritage buildings as agreed with CDC / EH;
- Retained Heritage open space (Parade Square) areas as agreed with CDC / EH;
- Retention of existing residential low density housing - bungalows and housing areas;
- Retention of existing street patterns where possible;
- Protection of views from Rousham Park to any new development areas;
- Proximity between new development adjacent to Heritage and retained airfield buildings; and
- Dominance of Camp Road preventing safe and convenient north to south connectivity.



Summary Opportunities plan



Site area opportunities summary diagram



## 1.9 Summary of Opportunities

This series of drawings show the broad scope of opportunities for new development in the settlement area and benefits that could be gained in the wider context. As a living and working environment Heyford Park can be made more attractive and sustainable by:

- Improving physical links between the existing separate areas within the settlement area – e.g. north to south across Camp Road and east to west between family housing and adjacent areas;
- Creating a compact settlement area with neighbourhood facilities and public transport within 400 metres of most housing;
- Retaining existing trees, heritage and residential buildings of attractive historic character;
- Extending the formal avenue structure of the original RAF layout;
- Connecting a sequence of green open spaces, as a necklace of interconnected routes between living and walking environments;
- Retain 313 existing properties and refurbishing them to provide spacious accommodation;
- Make best use of available land;
- Bring into more valuable use, existing recreation and play space;
- Integrate heritage buildings into residential areas providing more mixed uses;
- Retain the shape of the existing parade ground and update it for modern recreational uses;
- Deliver valuable community support uses for existing heritage buildings;
- Deliver the ingredients for a true village centre surrounded and sustained by a wide mix of vibrant uses creating activity, interaction and footfall to sustain local uses; and
- Reinterpret military formality into new residential community structure retaining ideal street patterns and local historic artefacts such as the American hydrants and small scale public art element.



## 2

# Design Approach

- Concept
- Use
- Amount
- Layout
- Tenure / Type

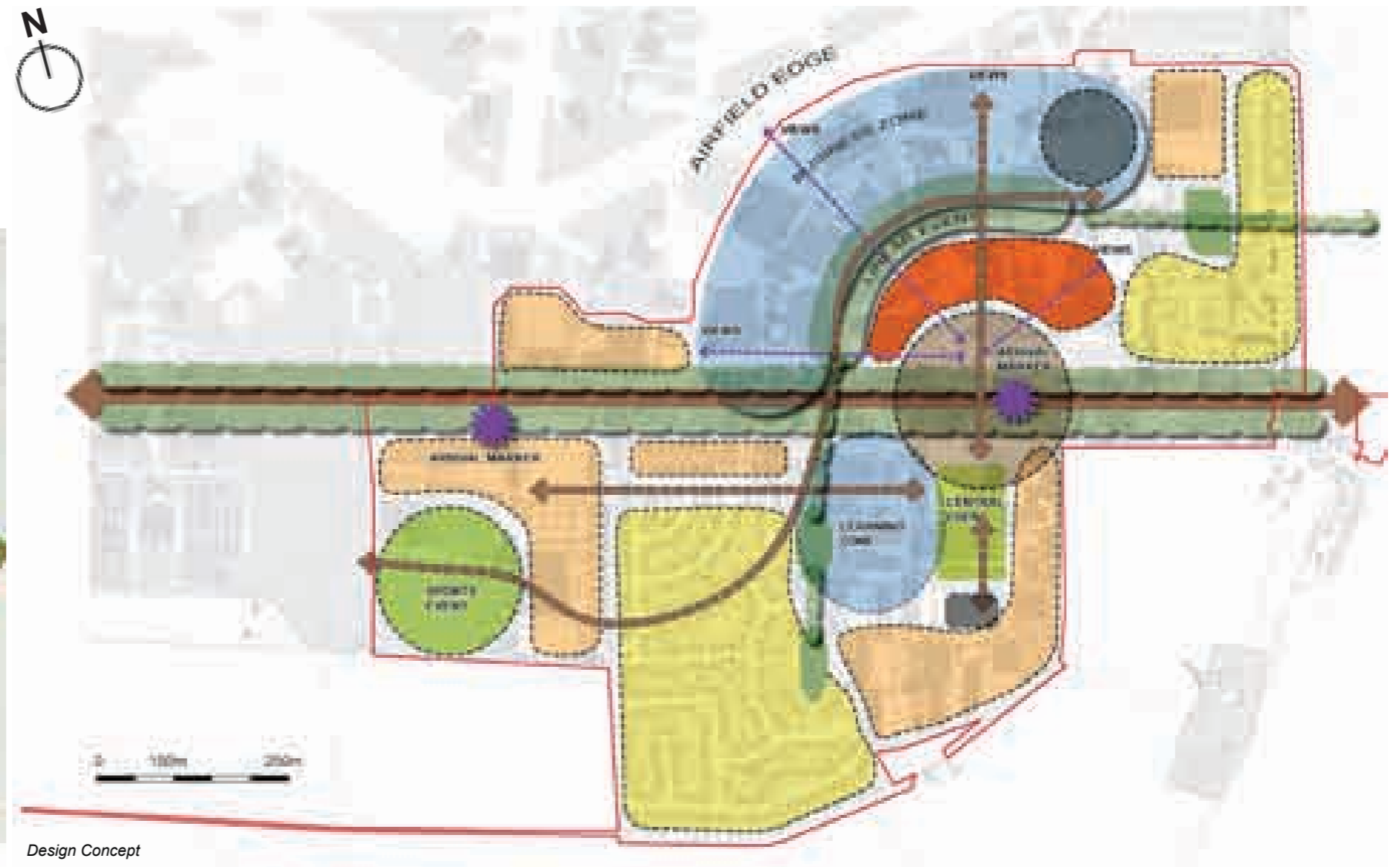
## 2.0 Design Approach

### 2.1 Initial Concept

By interpreting the key issues of the site it has been possible to form a conceptual model which illustrates key spatial triggers which will influence the masterplan. These are identified as:

- Central spine / boulevard and access through site;
- Reconnected streets to north and south of Camp Road;
- Identification of key marker buildings along boulevard;
- Connected landscape structure through out site;
- Retention of existing buildings;
- New build strategy for proposed residential dwellings;
- Integration of new dwellings within existing site;
- Retention of a business zone incorporating hangars;
- Retained important views around site;
- Creation of a learning zone for local community; and
- Provision of public amenity space and sports grounds;

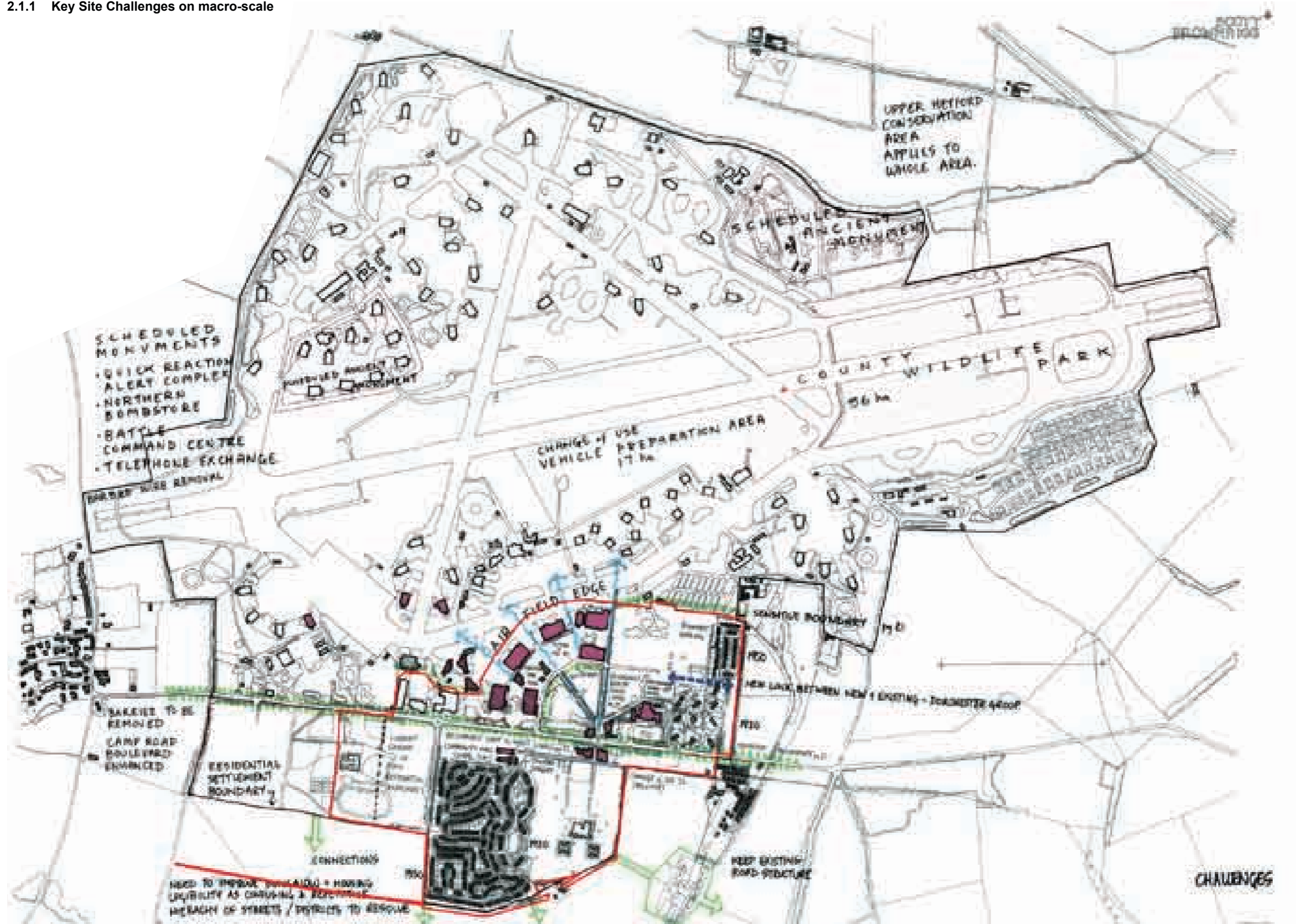
Contextual Principles

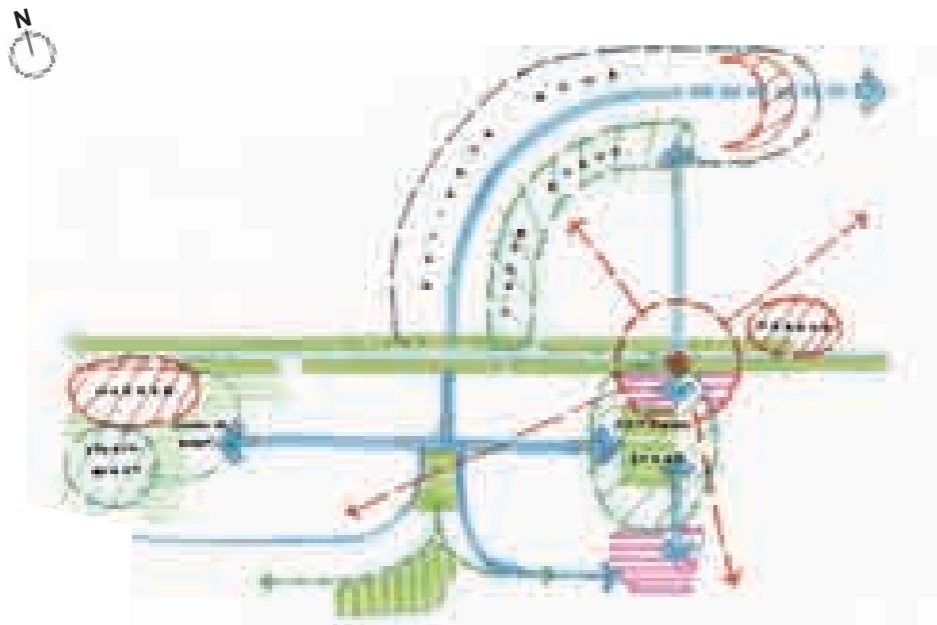


Design Concept

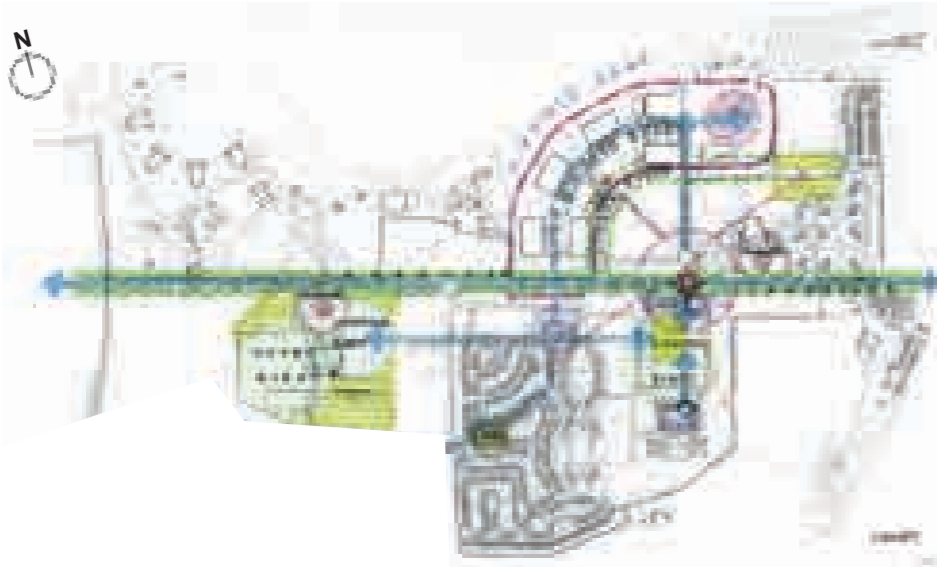


2.1.1 Key Site Challenges on macro-scale

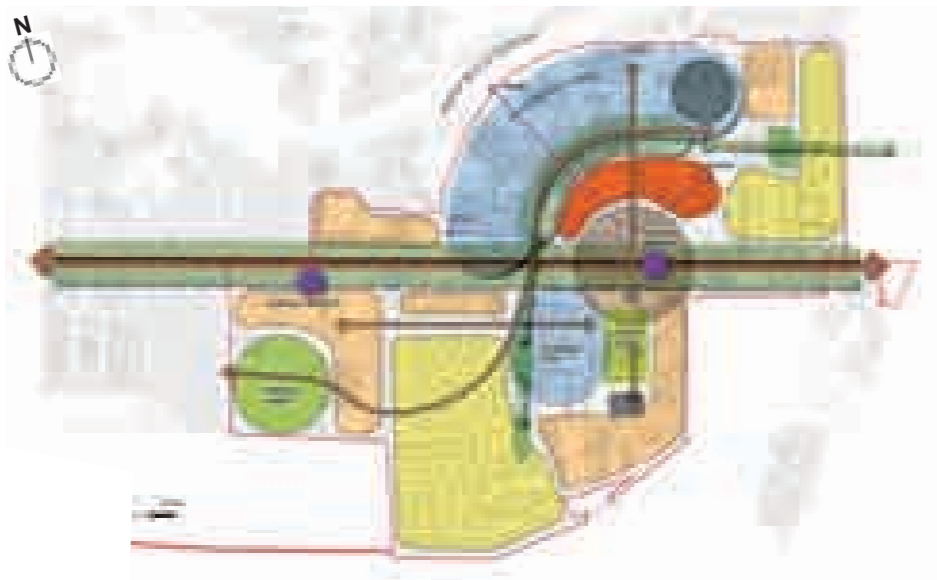




Initial conceptual diagram



Conceptual evolution



conceptual diagram

## 2.2 Conceptual Evolution

The evolution of the masterplan began from an initial concept sketch following a detailed visit and first responses to the brief, issues, challenges and opportunities, socio economic factors and a masterplanning initial reaction to these combined influences.

Place making requires a consistent yet evolving vision to be developed for Heyford Park, fed by more information through the course of the project and includes key stakeholder feedback through the process of masterplanning as a design considers and absorbs more and more detail.

The concept sketches on this page chart the process where the concept has been retained from the very early stages of the project through to the illustrated masterplan. It can be clearly seen that the initial concept and philosophy applied to the site has been retained and the combination of all factors have helped evolve the thoughts and outcomes of the masterplan.

The principles of 'markers' to announce the entrance to the site along Camp Road is very strong and retained throughout the masterplanning process

The principles of a central 'event space' - to become the new Village Green in the final masterplan is a fundamental element of the place making strategy

The Central spine along Camp Road is conceptually the main route that needed to be reinforced by buildings and landscaping which is still the intention within the illustrative masterplan

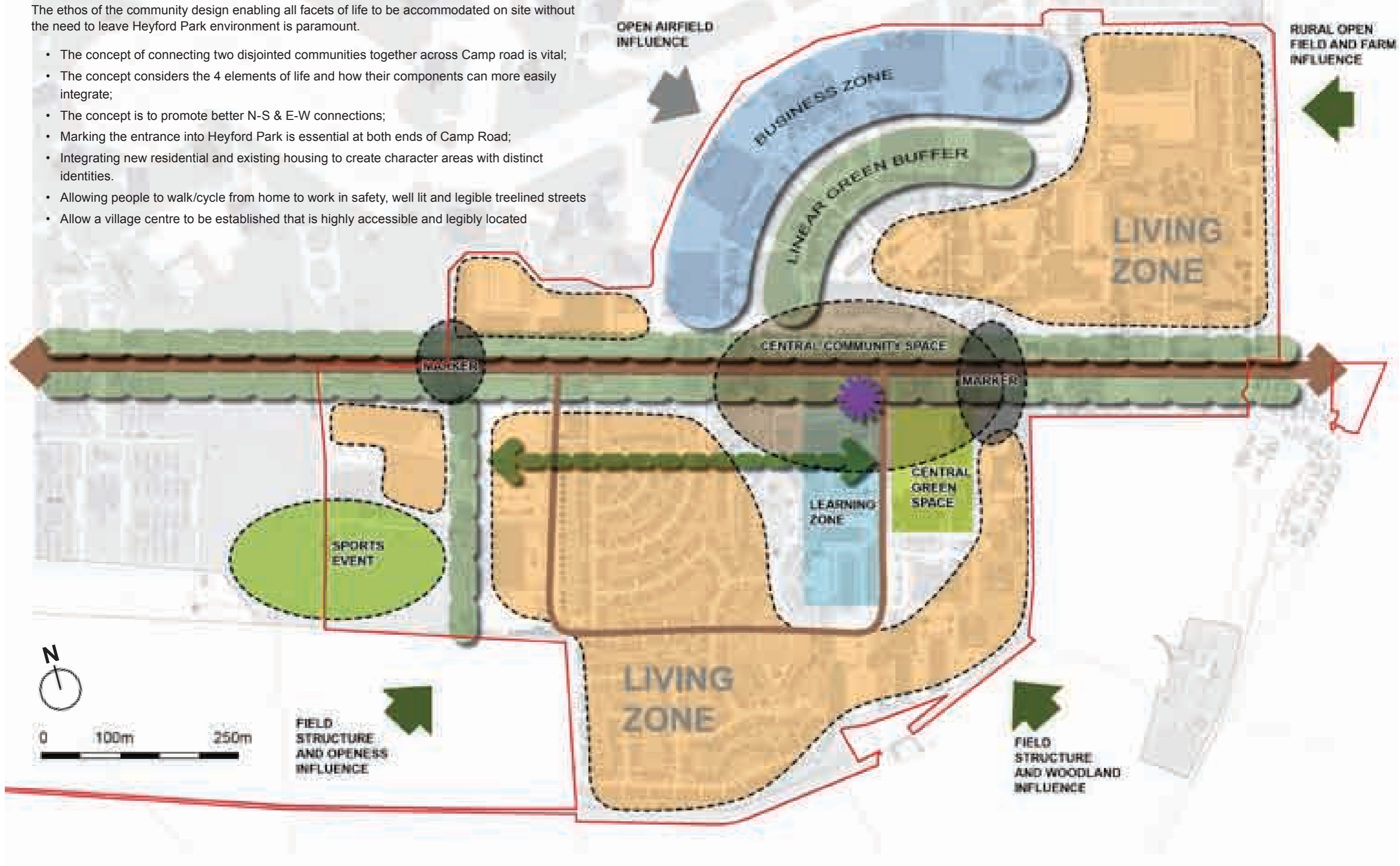
The evolution of the concept identifies the inclusion of the existing residential buildings and how greater permeability is required to link districts together which has evolved from the macro site wide scale to local street level connectivity and the initial concepts strongly advocated the better north south connections across Camp Road to create a better connected community, this is seen as a constant throughout the masterplanning process from early concept to illustrative masterplanning.

The circular concept diagram that combines all the thoughts together identifies the rationalisation of all these thoughts into one image capturing the influences and issues in one succinct diagram. Future development of the masterplan can be judged against the original concepts and diagrams to check the philosophy of strong place making and contextual appropriateness is maintained.

### 2.3 Concept - Live/Work/Play/Learn

The ethos of the community design enabling all facets of life to be accommodated on site without the need to leave Heyford Park environment is paramount.

- The concept of connecting two disjointed communities together across Camp road is vital;
- The concept considers the 4 elements of life and how their components can more easily integrate;
- The concept is to promote better N-S & E-W connections;
- Marking the entrance into Heyford Park is essential at both ends of Camp Road;
- Integrating new residential and existing housing to create character areas with distinct identities.
- Allowing people to walk/cycle from home to work in safety, well lit and legible treelined streets
- Allow a village centre to be established that is highly accessible and legibly located



2.4 Use

**Main Development Uses**

The existing settlement of Heyford Park 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.

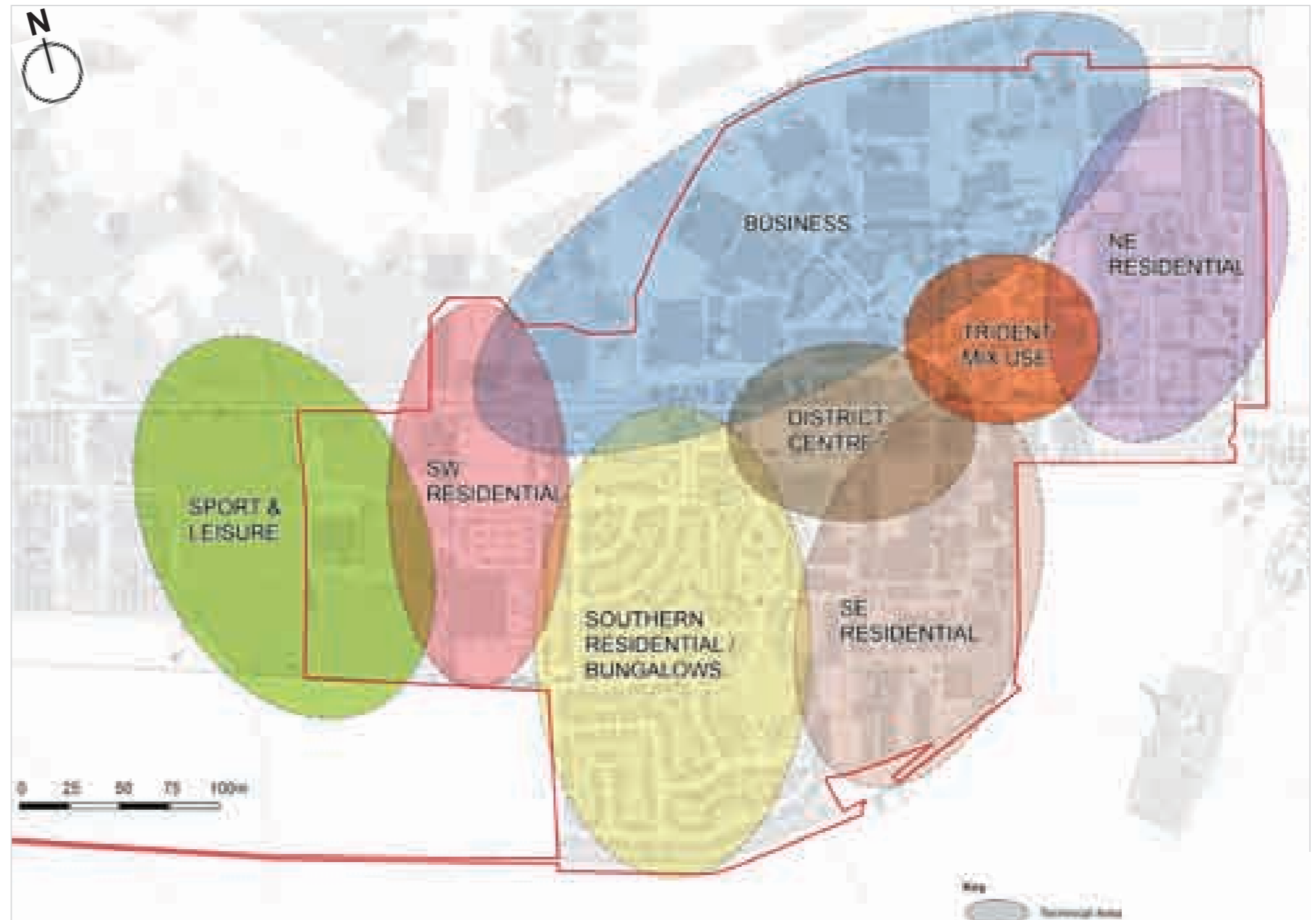
In the new development, this balance of uses is maintained with an increased amount of housing and some additional employment development. Community uses, such as a new primary school, nursery and a new shop, and the existing church and community hall, are provided to meet the needs of people living and working at Heyford Park. Re-use of some of the former technical and administrative buildings can accommodate businesses to cater to local people, such as a pub-restaurant and cafe use, in the former officers’ mess, care home facilities that can also serve the wider Heyford Park community. Most of the buildings in existing employment use are retained within the settlement area, and some employment space is created in new buildings within the settlement area north of Camp Road and a serviced office use in the former Lamplighter Building.

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 – mostly storage – 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. New housing will occupy areas surrounding existing residential use: the bungalows and barrack blocks south of Camp Road will all be refurbished. North of Camp Road, officers’ family housing will be retained and houses and flats will be extended into the former technical trident area.

The various uses within the settlement area are planned with reference to the village centre, which provides 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. It also meets the expectations of CDC’s Comprehensive Planning Brief in balancing dwellings and employment opportunities.

There are potential conflicts in the requirements of different uses for access. 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 by coming off Camp Road to the east side of the officers mess, through a new road between the existing innovation centre turn buildings and up through the trident NW road onto the flying field. The position of the neighbourhood centre (including the school) on Camp Road is such that it is easily accessible for people from within the settlement areas, but also convenient for people and for deliveries and servicing from outside, without disturbance to nearby residential areas.

Heyford Park is a distinct settlement within the wider rural landscape setting characterised by openness and by areas of mature trees within the settlement area. The treatment of this landscape is therefore a key structuring element of the design. These are quantified in the schedule of accommodation on page 59.



New Land Use Context Plan  
 \*Refer to page 24 “Historic Context Plan” to show evolution of land uses

- Key**
- Technical Area
  - Admin (HQ)
  - Officers & SACOs Family Quarters
  - Junior Rates & NCOs Single Accommodation
  - Junior Rates Family Quarter
  - Welfare Facilities
  - Leisure and Sports Field

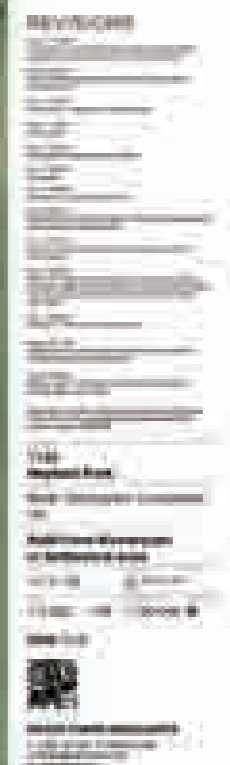


Previous Consented Masterplan (January 2010)

Lead Appeal  
reference:  
08/00716/OUT



- 1. Main Building
- 2. Main Building
- 3. Engineering
- 4. Engineering
- 5. Main Building
- 6. Main Building
- 7. Main Building
- 8. Main Building
- 9. Main Building
- 10. Main Building
- 11. Main Building
- 12. Community Centre
- 13. Church
- 14. Fraternal Building
- 15. Fraternal Building
- 16. Fraternal Building
- 17. Fraternal Building
- 18. Fraternal Building
- 19. Fraternal Building
- 20. Fraternal Building
- 21. Fraternal Building
- 22. Fraternal Building



H e y f o r d P a r k





1) Draft issued potential development plot layout

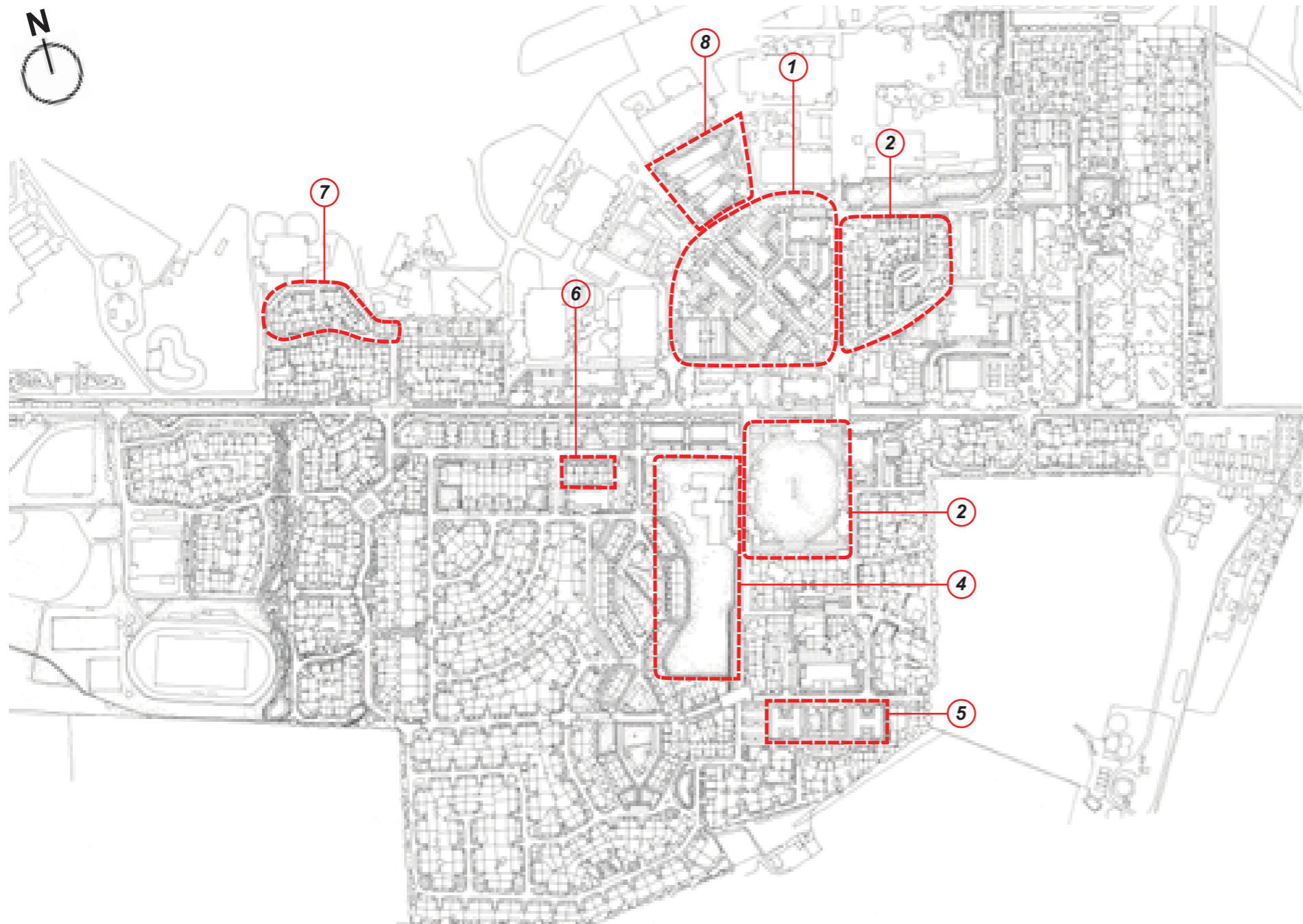
### 2.4.1 Design Evolution

The masterplan development has taken place over a period of 9 months, with the resulting submitted illustrated scheme superseding the existing consented masterplan, as illustrated previously.

The sequence of changes reflect comments agreed through the design team meetings including the local authority, English Heritage and the client. These changes are summarised as:

- Proposal based around demolition and new build, with retained domestic housing and bungalows;
- Increased size of small village green, retained existing heritage building and rearrangement of school plot;
- More heritage buildings retained, inclusion of key parade ground open space.

First Issued New Masterplan



2) First issued new masterplan (pre-revA)

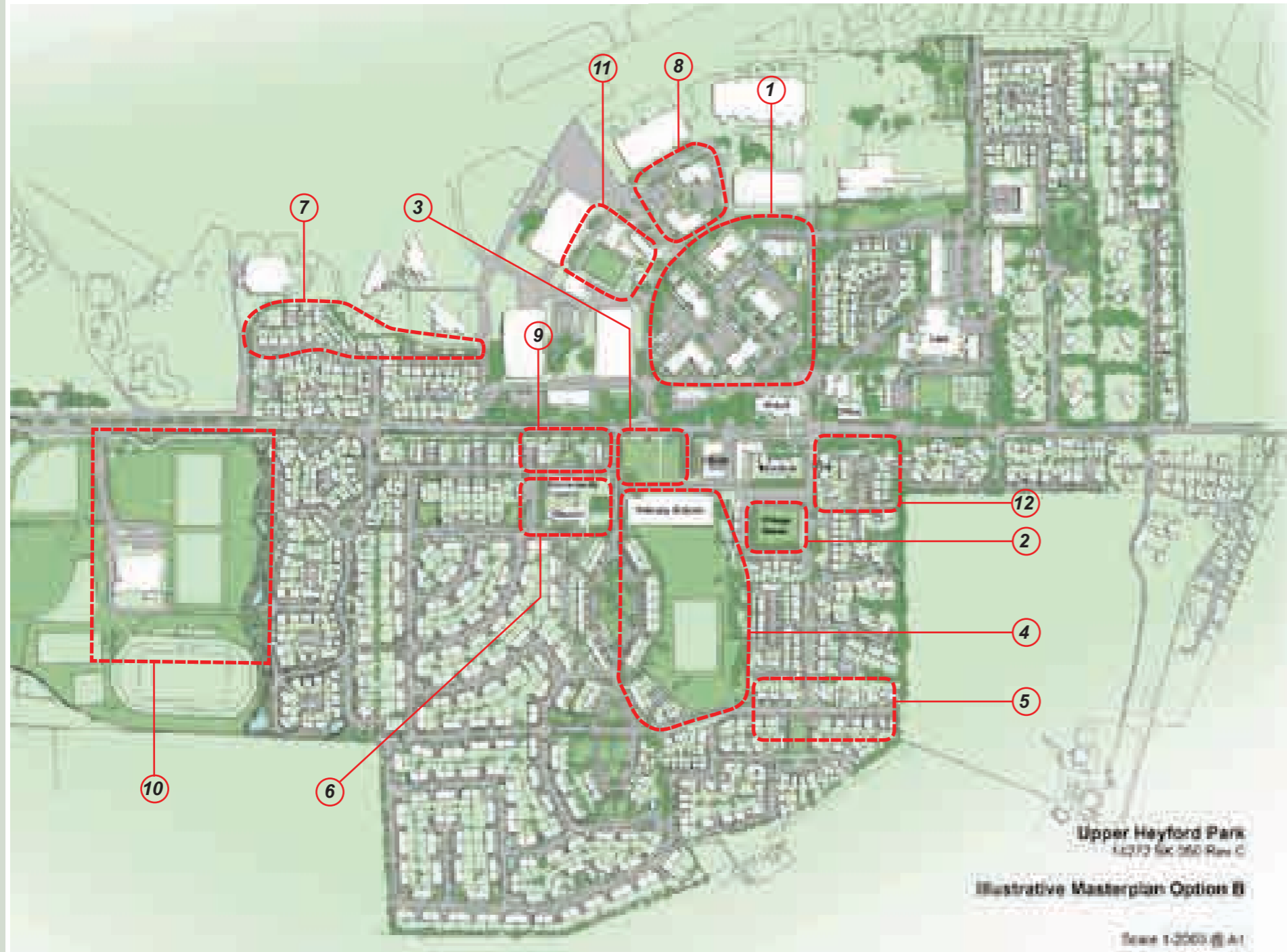
**Initial Design for Masterplan resulting in the following masterplan issues:**

- 1) Issue: Formal layout of new apartments along the Trident main route to strongly define / reinforce the street with 3 storey apartments representing an urban layout.
- 1) Response: English Heritage suggested the history of the Trident area was made up from informal and piecemeal building layouts that should be represented in the new build to represent an informal reference.
- 2) Issue: Formal housing fronting the Trident streets and creation of strongly defined central space defined by houses fronting new and existing roads. Layout promotes north south connection.
- 2) Response: English Heritage suggested the domestic scale of detached homes does not reflect the historic urban grain of long connected elevations and footprints of buildings developed in a piecemeal unstructured manner that should be represented in the new layout.
- 3) Issue: Village Green developed to be highly visible along Camp Road acting as visual arrival space for visitors, residents and employees.
- 3) Response: CDC and English Heritage suggest the retention of important heritage buildings were more important than the village green fronting Camp road and this could still be achieved with heritage buildings retained.
- 4) Issue: Primary school site developed in previous consented masterplan location (7 alternative options explored in the 1st 3 months).
- 4) Response: CDC commented on the size and orientation of the primary school site establishing the need that a minimum of 2.22ha is required and illustrated site layout fell below the 2.22ha area.
- 5) Issue: H buildings were considered viable retention buildings.
- 5) Response: Further assessment of the H buildings demonstrated in commercial use / size, constraining layout and quality of built stock in appropriate to new masterplan.
- 6) Issue: Community building replaced by housing and community building located in either new build location or in proposed pub / restaurant.
- 6) Response: Existing community building considered appropriate for retention and location established in local residents mind.
- 7) Issue: Nose Dock Shed's Housing developed to make maximum use of settlement area.
- 7) Response: English Heritage suggested the proximity of homes close to the existing hangar and nose dock sheds was inappropriately too close, and the loss of bunds and landscaping from the consented masterplan had been lost - to be reinstated.
- 8) Issue: Commercial development illustrated on masterplan representing new build office accommodation.
- 8) Response: Footprint of commercial building felt inappropriate for the location alongside new apartments in the Trident area.

**Conclusion**

Items 1-8 require revising to reflect CDC and English Heritage views and the reuse, retention or removal of buildings following further appraisal of buildings and sites.

Revision C, Option B



3) Revision C, Issue Option B 12th July 2010

**Design evolution of Masterplan resulted in the following masterplan issues:**

- 1) Response: Informal apartment layout developed to address English Heritage view that the piecemeal informality of this Trident area should be represented by the new apartment layout.
- 2) Issue: The previously consented masterplan interpreted the Parade Ground as a small village green. The village green represented half the actual size of the original Parade Ground with the other half represented as a public open space along Camp Road (3), in front of the primary school.
- 3) Issue: The previously consented masterplan provided a public open space fronting Camp Road reinforced by the school, community building and retail shops.
- 4) Issue: The previously consented masterplan identified a 2.22ha primary school site.
- 5) Issue: The masterplan layout suggested the removal of the 'H' buildings (2no.), the Lamplighter Building and the 'I' building and replace the buildings with residential development.
- 6) Response: English Heritage recommended the retention of the 'I' building and the original part of the Lamplighter Building back into the masterplan which has been achieved.
- 7) Response: The community building is reintegrated into the masterplan in its original location alongside the existing church.
- 8) Response: Housing is redesigned along the boundary of the Nose dock and hanger building pulling buildings away from the tree belt.
- 9) CDC recommended that the distance between building of the consented masterplan be represented on the emerging masterplan and include the bund and tree belt.
- 10) Response: The commercial buildings have been replaced by apartment buildings to reduce the impact of the footprint and amount of car parking in the plot.
- 11) Response: Two water tanks of heritage value retained back into the masterplan with an area of public open space surrounding the tanks.
- 12) Response: Sports pitches were added to optimise leisure space alongside the settlement area boundary.
- 13) Issue: Open space provision demonstrated these pitches were in excess of the requirement and did not need to be provided.
- 14) Response: Open space in place of existing industrial building introduced around scheduled ancient monument.
- 15) Response: Existing industrial building proven to be required to be retained as having viable commercial use.
- 16) Issue: Housing build around the rear of the proposed pub/restaurant fronting Camp road.
- 17) Response: Housing subsequently felt to be inappropriate in such close proximity to restaurant service and car park area, housing numbers to be reduced in this area.

Revision G, Option C



6) Revision G, Issued Option C

**Design evolution of Masterplan resulted in the following masterplan issues:**

- 1) Issue: Following English Heritage's comments regarding the new residential development to the east of the Trident area.
- 2) Response: This should be represented by longer terraced elevations and the removal of housing adjacent to the Trident road and tree boulevard. The new layout represents this new arrangement.
- 3) Issue Response: At the agreement with English Heritage and CDC the building no 459 could be removed to open the view to the village green in return for the full return and reinterpretation of the existing Parade Ground as a Village Green multi-use space including a running track, cricket green, children's play space, new lawns and paths to connect East and West routes. The parade ground length is retained and the width increased by one half to make a usable public open space at the heart of the scheme.
- 4) Issue: Housing in close proximity to the pub / restaurant service area removed and substantially reduced and enlarged car parking served directly from Camp road (but not a through road).
- 5) Response: The Parade Ground new Village Green is integrated into the masterplan fronted by residential, school, shops, pavilion, restaurant and public house.
- 6) Response: The 'I' building (no. 485) and Lamplighter (no.488) are integrated into the masterplan fronting a new public space.
- 7) Response: The primary school site is fully designed as a 2 form entry primary school (only 1.5 form entry school required in the masterplan) including a design for the school internal and external layout.
- 2.22ha have been provided for within a dedicated red line boundary. The school's fronts the village green to promote activity and access between both uses.
- 8) Response: Housing development across 2 plots developed to achieve the required 1075 units with a settlement boundary. Views from Rousham Park assessed a nil impact on these important views achieved. Development is located on an existing car park and a large footprint retail store.
- 9) Response: Housing redesigned away from the Nose dock and hangar building, a large earth bund and dense landscaped planting on top of the bund developed all in line with the details of the previously consented masterplan.



Current Masterplan

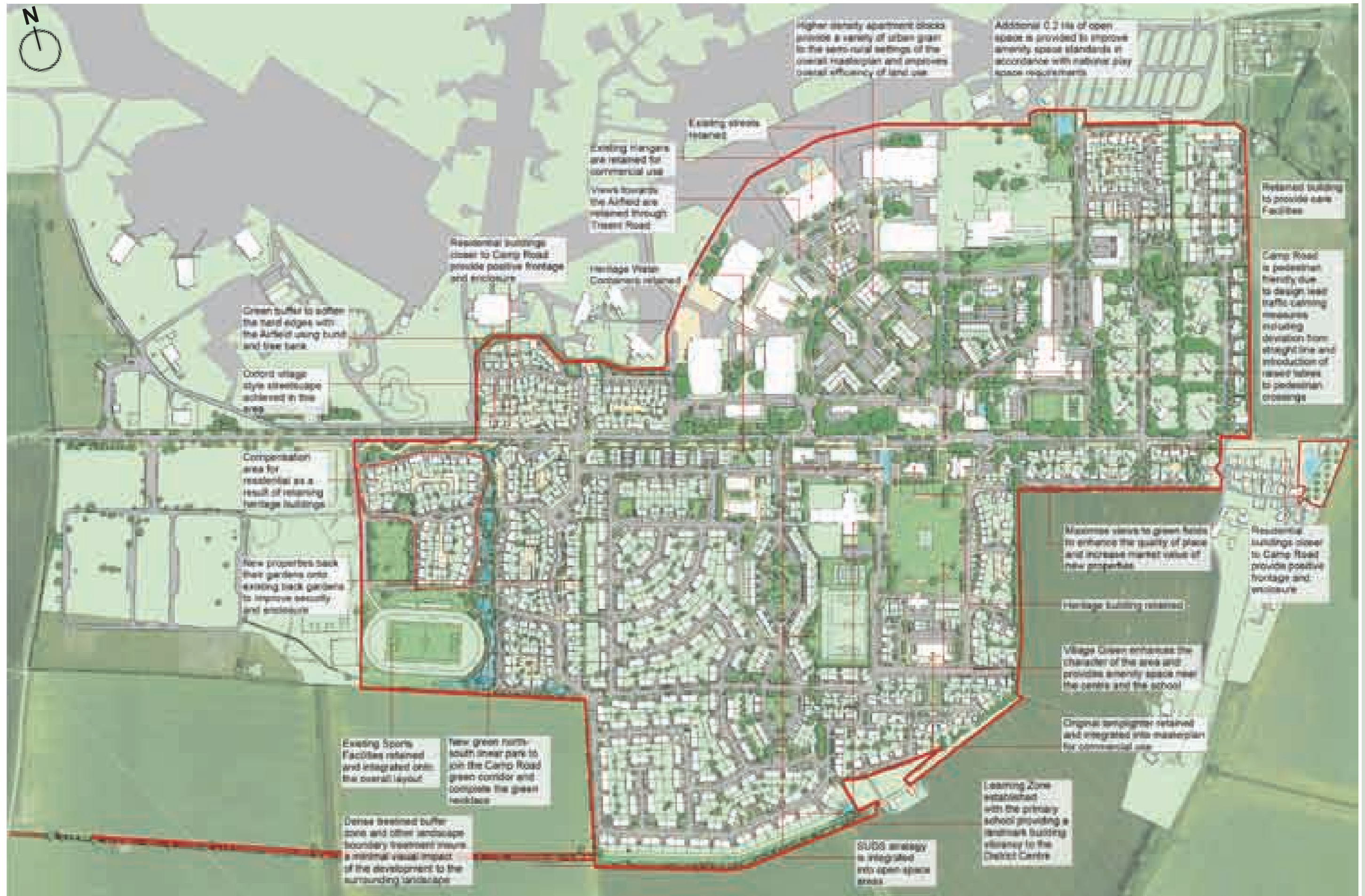


**Design evolution of Masterplan resulted in the following masterplan issues:**

- 1) Response: HGV access route defined and road / parking arrangement adjusted to enable HGV access. Swept curves and access to flying field to be achieved from Camp road through the Trident area without impacting upon the central area of residential district.
- 2) Response: Camp road design refined with on street parallel parking, defined crossing points and swept curve testing to prove scheme works.
- 3) Response: Residential access off Camp road redesigned to align with Soden Road (and reduce conflict with HGV access into site).
- 4) Response: Open space created by removal of existing building (no. 459 and designed as formal water feature contributing to visual quality of arrival space).
- 5) Response: Landscaping introduced to boundary to aid screening of existing / new housing.
- 6) Issue: Evolution of SUDS strategy following detailed discussion with the Environment Agency.
- 7) Response: Landscaping introduced to field boundary to contribute to screening of existing / new housing.
- 8) Response: Camp road crossing and junctions redesigned and refined to promote better north / south connections and contribute to traffic calming.
- 9) Response: Camp road design refined to deflect traffic off Camp road, through the site, south of existing hangars and back into Camp road created for all traffic except the bus route.
- 10) Response: Camp road design refined to prompt right hand turn only form south of Camp road enabling a 'circular route' to be promoted around the new retail / shops and allowing bus / coach drop off north of primary school and alongside the shopping environment.
- 11) Issue: Existing industrial buildings returned to masterplan.

7) Revision I, Issued Option C, Current Masterplan.





Proposed Masterplan- Important elements of illustrated layout

- |                                |   |
|--------------------------------|---|
| 1. New housing                 | 12. Community Centre                                      |
| 2. New offices                 | 13. Church  |
| 3. Business area               | 14. Position of primary school building: design by others |
| 4. Employment area             | 15. Nursery   |
| 5. Retail area                 | 16. Village Green   |
| 6. Existing housing            | 17. Sports facilities                                     |
| 7. Existing bungalows          | 18. Network of equipped areas for play                    |
| 8. Existing nose docks         | 19. Additional land ownership                             |
| 9. Heritage Centre             | 20. Apartment area  |
| 10. Pub/Restaurant             |   |
| 11. Hotel/Care Home facilities |   |



## 2.5 Masterplan Design Merits

The illustrative masterplan identifies the layout for the redevelopment of the settlement area at Heyford Park, identifying its main components and relationships to its context. The thinking behind the masterplan for the settlement area, follows a comprehensive study of the existing and historic context of the site which has influenced the urban design approach and proposed layout of uses.

The key features of the new masterplan include:

- Visual links between the development and the surrounding countryside;
- A green network which links open spaces within the settlement area;
- The retention of existing trees throughout the development, so far as this is possible;
- The extension of green links and lanes southwards within the development;
- Drainage systems which minimise rapid run-off of rainfall, with swales alongside green lanes and retention ponds as a Sustainable Drainage Strategy (SUDS);
- A village centre at the heart of the settlement, easily walkable from residential and employment areas, centred around a new Village Green space;
- A new retail store and shops in the village centre, with a new primary school, facility for a crèche, converted heritage buildings provides pub/ restaurant/ pavilions and business units;
- Camp Road traffic calmed at frequent intervals by street junctions and pedestrian crossing points and refuges, and narrowed and diverted design to promote north south connections;
- New apartments and housing centred on the Trident street pattern north of Camp Road apartments.
- Existing houses retained on Soden Road, Larsen Road, Gordon Road, and Carswell Circle / Carswell Crescent and bungalows retained across the settlement area;
- New office buildings north of Camp Road;
- Existing buildings around the gatehouse tidied up and extended with new office, retail and residential accommodation;
- A new linear park to the south of Camp Road;
- A landscaped southern edge to the bungalows;
- Retention of more heritage buildings than in the original consented masterplan; and
- Retention where possible of existing road network.

### 2.5.1 Design issues and response

The site's special significance is embodied in the designation of the former military establishment of RAF Upper Heyford as a Conservation Area for its importance as an historic example of a Cold War airbase. The original military use was imposed uncompromisingly on the landscape and its subsequent development has added further intrusive features. Now, the major challenge for the site, and its design, is to resolve the many conflicting layers of development that its history has created.

At the heart of the masterplan proposals are some fundamental objectives to address the design tensions that arise from these issues:

- Create an open and integrated community living and working playing and learning at Heyford Park, where historically these functions were segregated and access denied to most of the airbase;
- Retain the character of the flying field and specialist buildings in the Conservation Area, while recognising their visual impact in the wider surrounding landscape as consented in the original application;
- Maintain the very large scale of the relationship between historic buildings and the flying field, while achieving the human scale required of residential areas; and
- Determine an appropriate character for the residential and commercial development, noting that the established RAF character differs significantly from local historic character in both settlement layout and building traditions;

The design response, which is set out in detail in this document, is based on some key ideas:

- Place new development only within the area of the existing core settlement area boundary, in order to maintain the relationship of the built area and the open landscape and consented flying field;
- Remove the clutter of poor buildings and structures within the settlement area in order to emphasise the settlement in its landscape setting;
- Apply principles of good urban design to create successful mixed use residential communities;
- Retain the formality of the street layout in the existing settlement area and extend it into new and redeveloped area, where appropriate;
- Reinforce the new village centre with new shopping and school facilities and to retain and improve key community buildings;
- Provide new uses for retained buildings within the settlement area;
- Achieve these objectives through the use of sound urban design principles;
- Retain the linearity of Camp Road yet change the emphasis to promote greater north south connectivity;
- Promote greater permeability and legibility across new & existing residential areas;

## 2.6 Layout

### 2.6.1 Design Evolution - Current Masterplan

The new masterplan development has taken place over the past 9 months with the resulting submitted masterplan superseding the existing consented masterplan. (The lead appeal)

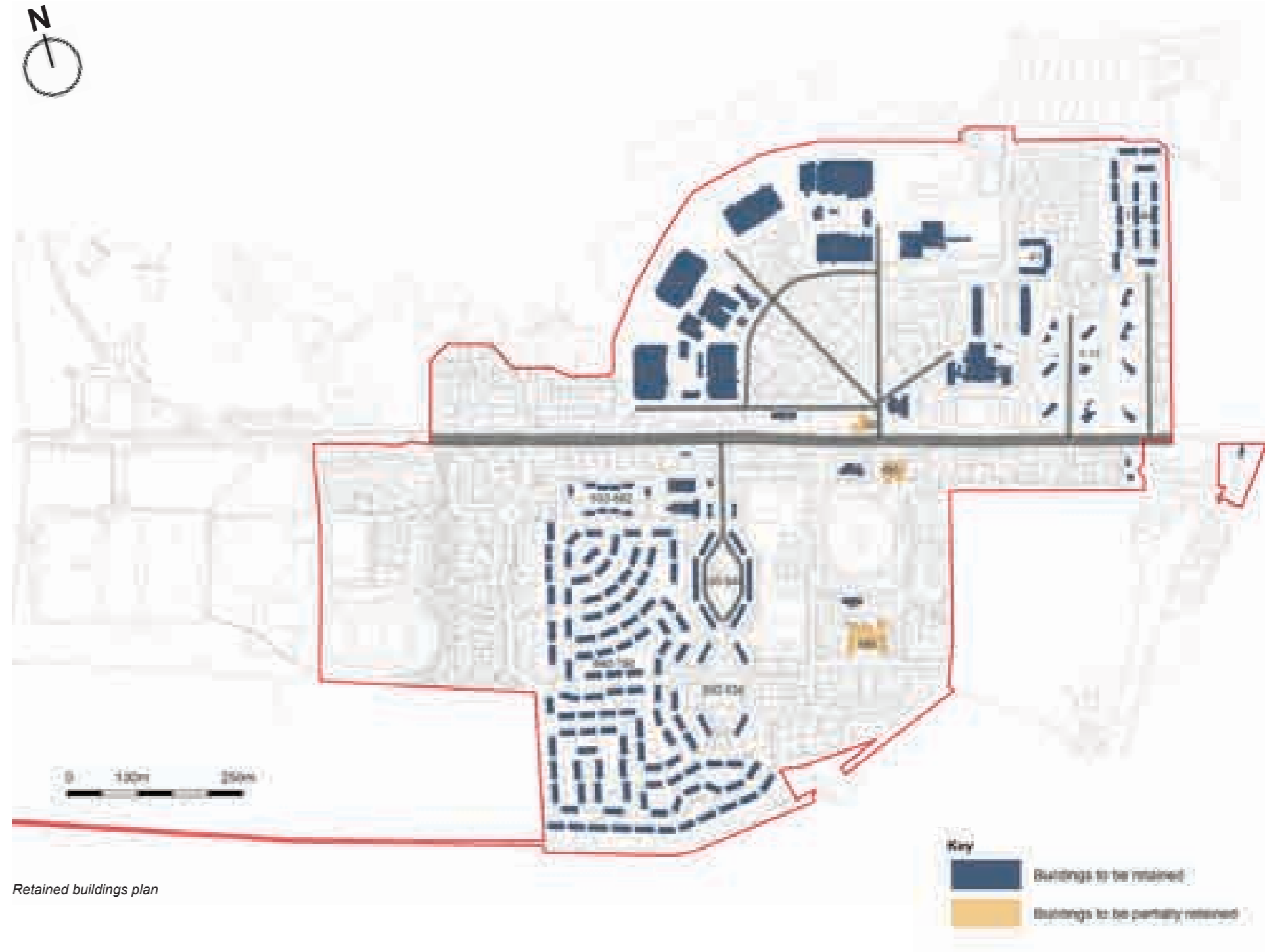
The overriding change in layout between the current consented masterplan and the illustrative masterplan subject to this application is the retention of 313 existing homes comprising low density bungalows (240 No.) and low and medium density existing houses (73 No.) across the settlement area. The previous consented masterplan considered the demolition and removal of existing homes (retaining just 70 existing homes) whereas the new illustrative masterplan embodies a more environmental and sustainably appropriate approach.

This approach is a fundamental shift in the masterplan and is a result of a more sustainable and environmentally responsible approach to the retention of properties that can be reused economically and make commercial sense. Their refurbishment / reuse is appropriate and is a sensible solution for an established community of 800 people living at Heyford Park.

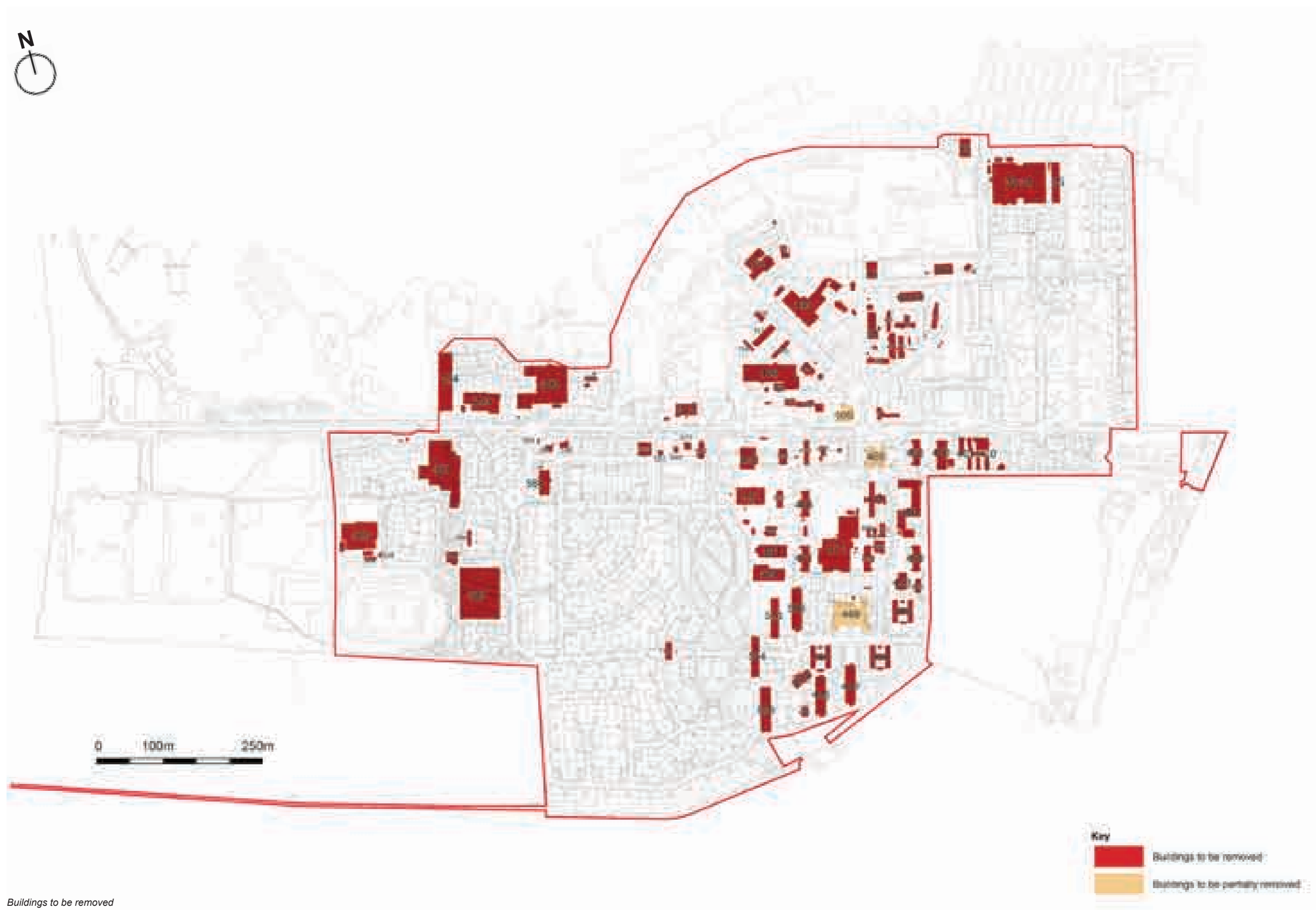
The approach also considers the retention of existing trees and hedgerows across the masterplan, where possible and the retention where applicable to existing road networks that reflect the military heritage of the site.

The masterplan has evolved with significant changes in many areas of the master plan including the retention of more heritage buildings as desired by English heritage and Cherwell District Council and includes the full retention of the parade square back into the masterplan as the formal public space at the heart of the community.

In addition, the opportunity to re-masterplan a new community from the consented scheme has meant that many of the key stakeholders have been able to engage with the new client team and evolve a more appropriate masterplan that considers the community and its supporting facilities.







Buildings to be removed





Approximate Locations of Trees to be Removed and Retained

## 2.7 Existing Landscape

### 2.7.1 Key features of design evolution include

- Village Green (Multi Use space) for the community to hold a range of social and leisure events upon;
- Retention of more existing Heritage buildings integrated into the masterplan;
- Retention of the Landscape framework across the site;
- Integration of as much of the existing road structure as possible;
- Retention of plots that exist between kept roads and landscaping;
- Creation of arrival marker spaces at both main ends of the site;
- Redesign of Camp Road to provide a pedestrian dominant environment;
- Integration of a SUDS strategy across the masterplan; and
- Focus upon the central district area promoting a variety of vibrant uses fronting the main village green.

New supporting facilities, spaces and places are designed to support the new and existing communities within Heyford Park. These have been added within the masterplan to create the following:

- A vibrant community life;
- Active district centre at confluence of footfall and appropriate desire lines;
- Mix of uses needed by a 1000+ population;
- Usable space that is of a scale to provide flexible use that benefits a 365 day a year environment; and
- Facility 'outside' that mean people do not need to drive off Heyford PARK to find them.

### 2.7.2 Road Network

A sequence of road network diagrams are illustrated on page 53 splitting up the highly permeable street network across Heyford Park and helping describe the layering of retained, removed and new roads and accesses across the settlement area.

Much of the street pattern is influenced by

1. The retention of the existing housing and bungalows
2. The regimented military street pattern that historically sits below the new masterplan layout and where possible has been retained to reflect the settlement areas historical development.
3. Manual for streets place making of better connected communities where new development is proposed.
4. Creation of a legible and accessible hierarchy of streets across the settlement area

The individual plots that have internal courtyard parking accessways are for future detailed design and would be dealt with on a plot by plot basis as these come forward in planning applications, however the 'estate road' network serving the plots are created to connect different distinct district plots together, enabling future development to be judged against this permeable network.

The four diagrams illustrate

- A. Existing roads within the settlement boundary being retained - a principle of the new illustrative masterplan to retain as much of the existing infrastructure network as possible - for sustainable and practicable reasons.
- B. Existing roads within the settlement boundary that are to be removed through the development of the plot by plot masterplanning process where the road retention is not possible for practicable reasons.
- C. New principal estate roads serving the development within the settlement boundary to facilitate better connectivity in an east west and north south direction.
- D. Combining all the existing and new street network into one diagram that illustrates how the masterplan is a better connected community with a permeable street pattern creating an appropriate urban grain of perimeter blocks and walk able streets.

Road Network



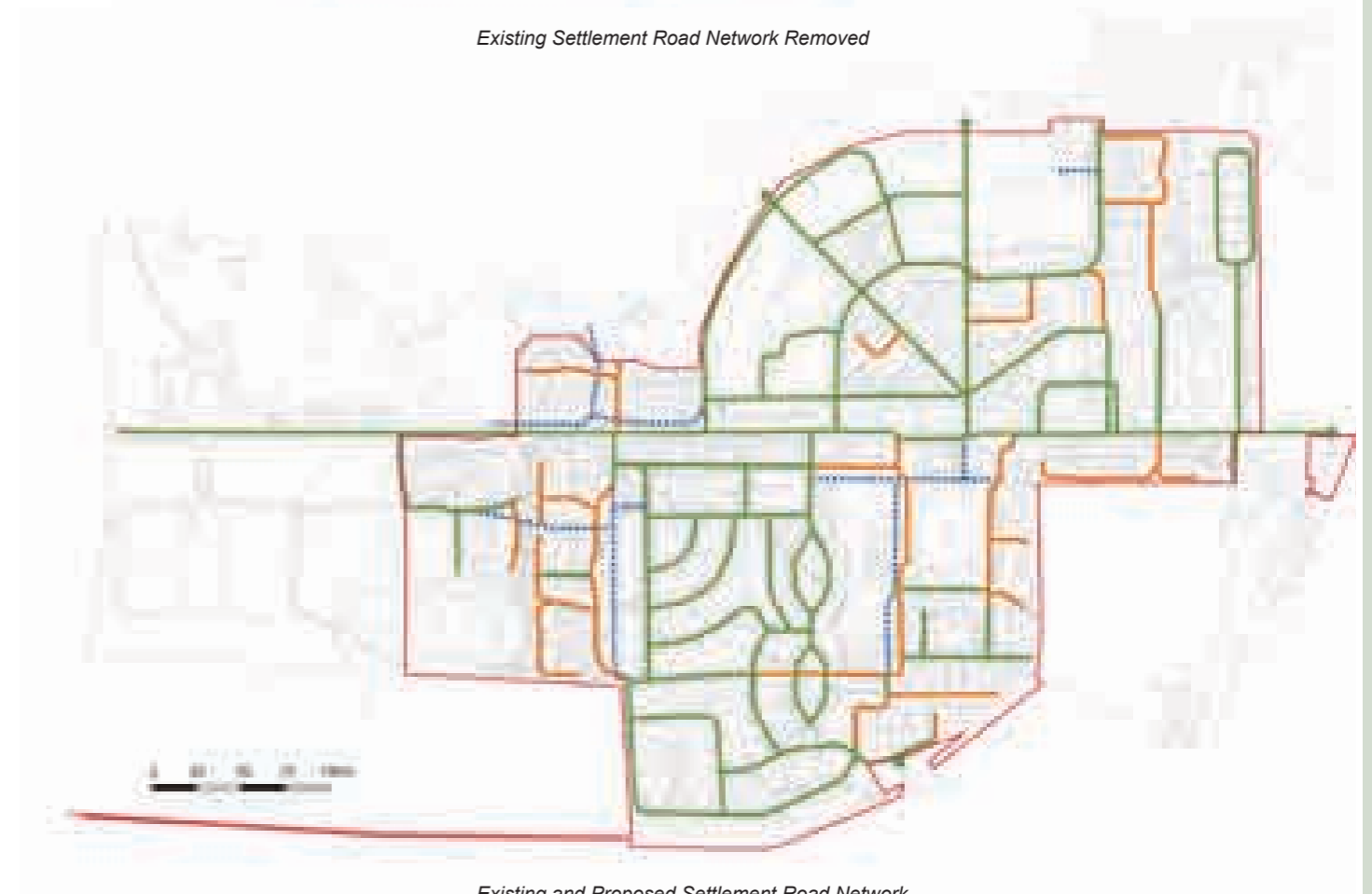
Existing Settlement Road Network Retained



Existing Settlement Road Network Removed



Proposed New Road Network Added



Existing and Proposed Settlement Road Network

**2.8 Housing types & tenure**

**2.8.1 A mixed and balanced community**

The commitment is to create a mixed and balanced community for the scheme. This will be achieved through a variety of house types, sizes, tenures and the ability of existing residents to remain at Heyford Park for the long term.

**Standards:**

All the new dwellings shall be built to current Building Regulation standards and will achieve Eco Homes Very Good status. This will reduce the energy running costs for the occupiers as well as contribute to the sustainability agenda. If public subsidy is received then the affordable housing can be built to the prevailing Housing Corporation standards. The provision of a number of mobility dwellings will need to be identified for specific occupiers and incorporated within the development.

The existing bungalows are on a program of full refurbish to improve insulation, services and thermal performance of doors and windows.

**2.8.2 Market Housing**

Within the market sector, dwelling types will range from one and two-bedroom flats to five-bedroom houses. The masterplan is designed for a range of plot widths which are able to accommodate different sizes of house. The table below to the right shows the mix of house types possible within the layout. The disposition of plot widths to create variety, mix and distinctive characters in different parts of the neighbourhood is described in 4.5 below.

**2.8.3 Affordable Housing**

A range of dwelling sizes and types of tenure is proposed for the new neighbourhood. 30% of the dwellings are to be affordable, in line with the Council's adopted policy. The mix indicated in the table, is based on the Council's initial assessment of need. This may be amended as specific requirements for rehousing tenants at Heyford Park is established.

**2.8.4 Amount**

The Comprehensive Planning Brief sets a residential development target of "about 1,000" dwellings. Estimates of population and employment generation are linked to this number, based on average statistics in Cherwell district for household occupancy and the level of economic activity within the population.

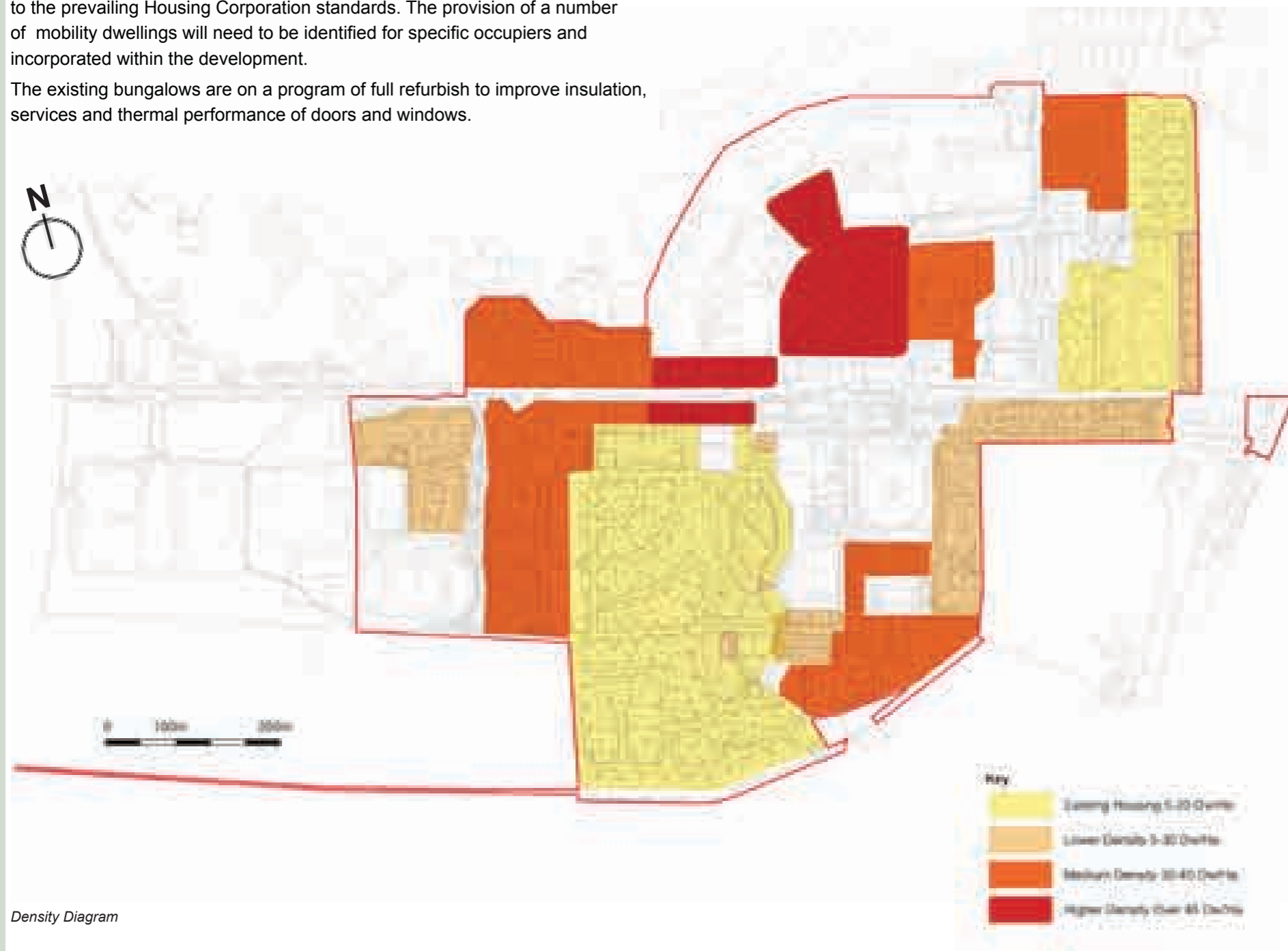
**Housing**

In developing the masterplan, it has been established that about 1,000 houses is indeed an appropriate approximate level of development within the settlement area proposed in the Comprehensive Planning Brief, but that up to 10% more could be provided when more detailed consideration is given to the layout. This level achieves all the objectives for the settlement area set out in the brief without significantly increasing the impact of the development on its context.

The proposals are accordingly for 1,075 dwellings, set out within this chapter. 762 of these are new build and 313 are retained existing houses/bungalows.

**Employment**

The Brief notes that 1,000 dwellings would create about 1,331 economically active people. Pro rata, 1,075 dwellings create 1,431 economically active people. Including jobs already based at Heyford Park, it is estimated that new employment development and the re-use of vacant buildings will create about 1,777 jobs in total.



Density Diagram

**Proposed Dwelling Mix**

Target Accommodation	Target Percentage (%)
<b>Apartments</b>	
1 Bedroom	10
2 Bedroom	15
<b>Houses</b>	
2 Bedroom Semi-detached	12
3 Bedroom Semi-detached	22
3 Bedroom Detached	15
4 Bedroom Semi-detached	8
4 Bedroom Detached	10
5 Bedroom Detached	8
<b>Total</b>	<b>100</b>

### 2.8.5 Residential Density

Existing housing densities are generally low, at less than 20 dwellings per hectare (dph) (actually 16dph) in areas occupied by bungalows and below 10dph (actually 6dph) in areas of officers' housing on Soden Road and Larsen Road. Areas of low density development is thus characteristic of Heyford Park, within the settlement boundary.

Whilst the existing retained dwellings are relatively low density, the average density of 36 dph is achieved in the submitted illustrative masterplan.

Densities across the site vary to reflect the character areas of the masterplan. These include higher densities characterised by apartments in the Trident areas, medium densities close to the district centre and at the centre of main residential areas, whilst lower densities exist towards the outer edges abutting the fields & rural edges (see drawing on page 41)

The average density proposed for new housing is therefore just over 35 dph, i.e. making best use of available land as recommended by PPS3. This density excludes areas of existing housing and bungalows to be retained.

#### *Density ranges*

Within areas of new housing there will be different residential characters ranging above and below the overall average density. Density variations relate primarily to the variety of plot widths that the masterplan provides: higher densities where there are more apartments than average (i.e. 45 dph or more), medium densities where medium and narrower plots predominate (30 - 45 dph), and lower densities where wider and medium plots predominate (18 - 30 dph, similar to existing densities on the site).

The density diagram on page 41 shows broadly where these areas of density lie, i.e. with higher densities closer to the Trident area & commercial core at the centre of the settlement where greater numbers of people will have easiest walking access to them. The highest densities are in the Trident area and immediately adjacent to the centre, where three-storey development that includes apartments is proposed to achieve the more formal area character appropriate the historic form of the original RAF base.

### 2.8.6 Dwelling size related to density

The masterplan shows clearly the variation in plot sizes in each development block. Individual houses types will vary, but there will be a broad correlation

between the width of plots and the size of house that it can accommodate, and the range has been planned with reference to housing demand. The mix in any particular location is also designed to provide visual variety and appropriate development character (also see 4.5.2).

The range of dwelling sizes related to plot widths are broadly:

- Narrow plots: 4.8 - 6 metres wide, 2-3 bedroom houses, 76 to 90m<sup>2</sup>
- Medium plots: 6 – 10 metres wide, 3-4 bedroom houses, 90 to 105m<sup>2</sup>
- Wide plots: 10 - 20 metres wide, 4-5 bedroom houses, 105+ m<sup>2</sup>
- 3-storey plots: < 6 metres wide, 3-4 bedroom houses, 90 to 105m<sup>2</sup>
- Apartments: averaging 62m<sup>2</sup> + 15m<sup>2</sup> common parts

#### *The Settlement Edge*

The approach to the design of the new settlement edge described above sets out how the surrounding landscape will extend into the developed area creating lower density housing & wider plots and larger gardens on the edges.

### 2.8.7 Employment

Heyford Park already has a range of employment activities located across the site, ranging from office, workshop, light industrial and storage and distribution activities, including Class B1, B2 and B8 uses. In June 2008, a survey identified that around 1,000 full-time equivalent jobs were based at Heyford Park. The amount of floorspace occupied fluctuates, although in June 2008, some 69,000 sq.m of floorspace across the site was occupied at that time.

Two of the existing buildings already have permanent planning permission for employment use, these being Building 52 (Heyford Park House) and Buildings 77/78 (the Innovation Centre). The previous consented planning application permission proposes additional employment development, the majority covered by the change of use, but with some new build commercial buildings within the proposed new settlement area.

### 2.8.8 Shops & Services

#### *Retail*

The proposal includes for 1400m<sup>2</sup> of retail within new and converted buildings within the Village Centre.

#### *Family restaurant / public house*

The proposals include the conversion of the existing officers building (Building 455). The amount of Class A3/A4 floorspace for conversion to a pub/restaurant is indicated within the schedule.

The proposals also include the retention of the 'I' building (no.485) to be refurbished into 12 apartments.

### *Business Space*

The existing Lamplighter Building (No.488) is planned to be retained and converted to service business units enabling commercial use to be located within the residential area to provide a mix of uses.

### 2.8.9 Education

#### *Primary School*

The floor area of the proposed primary school is currently under discussion with Oxfordshire County Council. A site of 2.22 hectares has been identified for a 1.5 Form entry school that could be expanded to a 2 Form entry school.

#### *Nursery School*

The childcare centre currently occupies approximately 200 m<sup>2</sup> of building no. 442. It is proposed to relocate the facility in accommodation of similar size, using part of the new primary school building.

#### *Care Home*

The Officers' Mess (no. 74) is identified for conversion to a care home use. The total existing complex is over 5,000 m<sup>2</sup>, of which approximately 4,000 m<sup>2</sup> might be suitable for re-use.

#### *Heritage Centre*

Hangar 315 is identified as a Heritage Centre to provide interpretation and exhibition space in the existing buildings of 2,450 m<sup>2</sup>, and new visitor facilities including a café of 400 m<sup>2</sup>.

#### *Pavilion Building*

The proposal is to retain building 457 and refurbish it into a pavilion serving the cricket green & public open space. Possible uses are:

- Changing rooms for sports events on the village green;
- Community building;
- Cafe serving the wider community; and
- Short let office accommodation.

The preferred use would be those uses serving the village green.



## 2.9 Tenure/Type

### 2.9.1 Commercial space

The illustrative masterplan identifies that Building 488 (The Lamplighter), an elegant heritage building that was the former dining mess for the US air force can be converted to serviced business units. The Lamplighter has had many additions to its original building footprint and ugly mechanical and electrical plant draped over the building. It is proposed that all the recently extensions and M&E plant are removed and the simple 'U' shaped building fronting the street is retained and converted. Whilst a full commercial viability test has not been undertaken, to explore integrating commercial use into the land South of Camp Road, this is the one building that would more easily benefit from this use and add the vibrancy of a mix of uses within a residential district.

The illustrative masterplan identifies that Bdg 103, the building currently housing the narrow boat restoration facility may in the future be converted to commercial space should the current use not be maintained.

### 2.9.2 Shops and services

#### *Retail*

The illustrative masterplan identifies the retention and reuse of buildings and the extensions to existing retained buildings and new build opportunities to provide quality retail space in support of the working and residential community at Heyford Park. In addition, passing trade along Camp Road has the opportunity to benefit from shops that line Camp Road in similar styles as many of the surrounding Oxford villages.

The new retail is provided as supporting retail and not destination retail thus there is not the intention that Heyford Park competes with Bicester but rather supports the local community and provides on site facilities that negate the need to get in the car and drive off site just for milk and newspapers. The provision of supporting retail demonstrates a viable and sustainable approach to serving the local community on site.

The illustrative masterplan identifies that Bdg 100, an elegant heritage building that fronts the main entrance into the north park of Heyford Park be retained. The front part of the building currently occupied by Thames Valley Police is to be maintained in its current form whereas the rear of this building has been added to over time in unsympathetic extensions that are industrial rather than complementary to the style of the original building. It is proposed that the rear industrial extensions be removed and complementary '1930's style extension be built to provide vital retail space addressing Camp Road and the Trident area.

#### *Family Restaurant / Local Public House*

Building 455 should be retained and converted to a family restaurant and public house. Internal inspection identifies that the space and layout is most suited to this type of use and when integrated into a public realm strategy that includes children's play space associated with the restaurant and the proximity to the village green, the use is most appropriate.

#### *Pavilion*

The illustrative masterplan identifies that Bdg 457, a good quality single storey former dining space can be refurbished to provide facilities directly serving

the new Village Green, these ground facilities could include changing and administration facilities if the Village Green provides a village style cricket pitch. The building could provide local café space serving the village green activities and could form a local information centre for visitors and the village community. The building faces directly south overlooking the new Village Green and is sheltered by the retained row of fine Chestnut trees and will have the surrounding additional modern portacabins removed to return the building to its former original layout.

#### *Care Facility*

The illustrative masterplan identifies that Bdg 74, the very fine Officer's Mess two storey building north of Camp Road is to be retained and converted to a Care facility. The extensive grounds and symmetry of the building and internal layout promote the conversion to a care facility with the additional benefit that this care support can extend outwards to serve the wider community and the market for elderly people living at Heyfoird Park can be supported by on site care facilities which provides an additional social infrastructure to the new masterplan.

### 2.9.3 Primary School

Extensive discussions have taken place with Oxfordshire County Council Education department regarding the content and detail of the new primary school and the new illustrative masterplan identifies the agreed 2.22ha 1.5form entry primary school site with nursery place facilities. The primary school has been conceived by Oxfordshire County Council as a sketch which has been interpreted onto the new illustrative masterplan and the external play space calculated to meet Oxfordshire County Council space criteria for a school of this size.

See Appendix C for Primary School Site Analysis documentation.

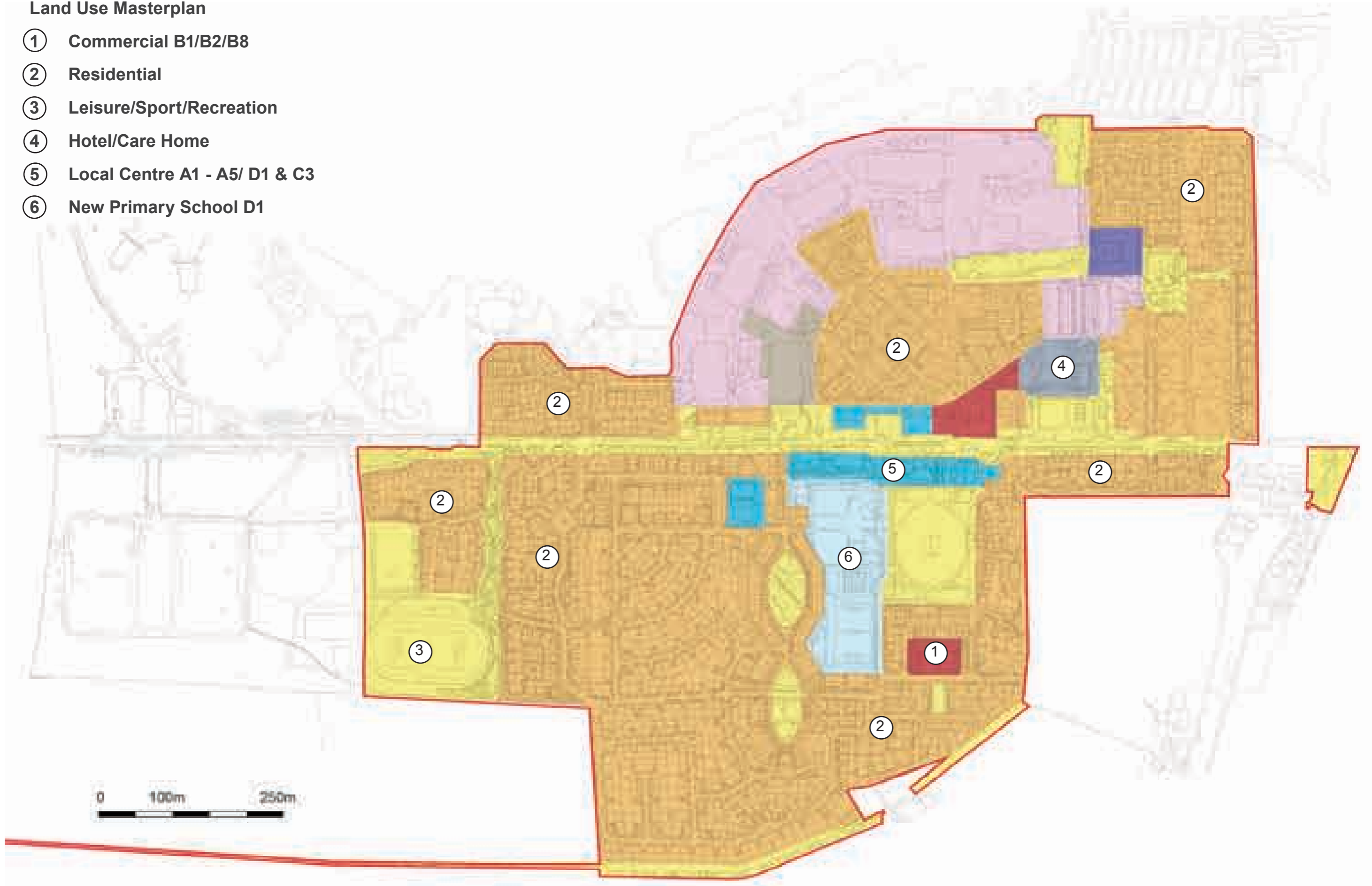
### 2.9.4 Buildings to be demolished

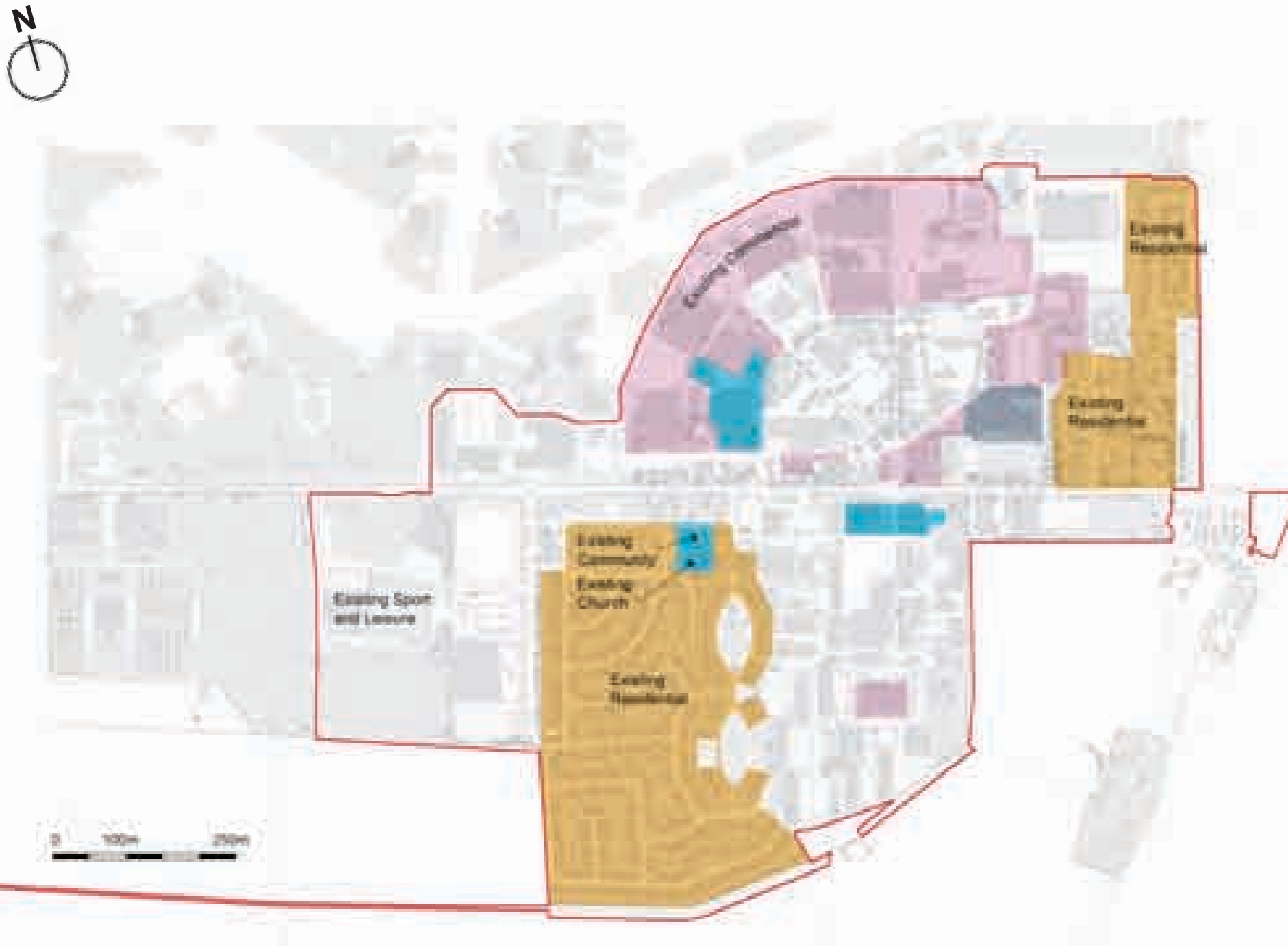
The demolition schedule and plan within the planning documentation identifies those buildings to be demolished within the conservation area. The list includes those buildings within the settlement area that were identified in the comprehensive planning brief as appropriate for retention however both Cherwell District Council and English Heritage have discussed buildings within the settlement area and the new illustrative masterplan identifies more buildings for retention than the former consented masterplan had allowed for. These buildings identified for demolition are consistent with the consented masterplan with the exception of Building 459, which has subsequently been agreed by all parties that the reuse of the building is not viable and therefore is removed for the betterment of the masterplan objectives.



### Land Use Masterplan

- ① Commercial B1/B2/B8
- ② Residential
- ③ Leisure/Sport/Recreation
- ④ Hotel/Care Home
- ⑤ Local Centre A1 - A5/ D1 & C3
- ⑥ New Primary School D1





Land Use Classification



### 2.10 Land Use Classification

The new illustrative masterplan has proposed uses that do not vary from the existing consented masterplan and comprise of:

- New residential
- New retail
- New education
- New open space
- New commercial
- Retained refurbished heritage buildings
- Retained refurbished housing; and
- Retained refurbished bungalows
- Retained commercial

However the proportion of each has subtly changed due to the retention of the existing bungalows to the south of Camp Road and the retention of Carswell Crescent plus retained housing along Gordon Road. The remaining areas not defined in the key and within the application boundary, will be used to locate the new residential accommodation within.

The tenure / type mix is scheduled within the table on page 56 overleaf

**New Settlement Area - Accommodation Schedule Comparison**

Ref	Item	Lead Appeal	Latest masterplan	Notes
1)	<b>Class C3 (residential dwellinghouses): up to 1,075 dwellings (including the retention and change of use of the majority of existing military housing and the change of use of various buildings), comprising:</b>	1,075	1,075	Masterplan in progress to achieve preferred mix. Cannot be more than 1075 in total.
	(a) Existing 46 dwellings already benefitting from a Certificate of Lawful Use or Development for Class C3;	n/s	46	
	(b) change of use of 253 dwellings to Class C3 (already subject to planning application 10/00640/F);	n/s	253	
	(c) change of use of 12 dwellings along Dacey Drive to Class C3;	n/s	12	
	(d) change of use of 2 dwellings along Dow Street to Class C3;	n/s	2	
	(e) erection of 762 new dwellings; and	n/s	764	Note as above.
	(f) demolition of 2 existing dwellings, no.'s 5 and 7 Portal Drive South.	n/s	-2	
	(g) Change of Use of Building 455	1177 sq.m	n/a	Now Class A3/A5
	(h) Change of use of Building 485	n/a	595 sq.m.	1 block building, assumes 12 x unit conversions
2)	<b>Class D1 (non residential institutions) comprising change of use of:-</b>	5,694	5,820	
	(a) Building 549	580	580	Community hall
	(b) Building 572	680	680	Chapel
	(c) Building 126	869	869	Heritage centre
	(d) Building 129	241	241	Heritage centre
	(e) Building 315	3,100	3,100	Heritage centre
	(f) Building 457	224	n/a	Now Class A3/A5
	(g) New build		350	Creche
3)	<b>Class C1/C2 use</b>	4,020	5,682	Note Class C2 use is additional
	Change of Use of Building 74 (4,020 sq.m) to a Class C1/D1 use.	4,020	n/a	
	Change of Use of Building 74 to a Class C1/C2 use.	n/a	4,020	Residential Home
	Change of Use of Building 41 to a Class C1 use.	n/a	1,662	Student accommodation
4)	<b>Class A1 provision</b>	1,013	1,400	
	Building 459	270	n/a	Now to be demolished
	New Build	743	1,400	Building typology to be defined
5)	<b>Class A3-A5 provision</b>	340	1,713	
	(a) Building 455	n/a	1,177	
	(b) Building 457	n/a	224	
	Building 103	312	312	
	New Build	28	0	No new build proposed
6)	<b>Provision of 1 no. Primary School on 2.2 hectares.</b>	2.2	2.2	Same quantum
7)	<b>Class B1 provision, comprising:-</b>	10,333	5,821	
	(a) change of use of Building 100	557	557	TVP office
	(b) change of use of Building 125	897	897	
	(c) new build	7,803	1,020	New 3 storey building to the south of Building 52
	new build extension Building 100	416	n/a	
	new build extension Building 52	660	n/a	
	(d) change of use of building 123	n/a	1,847	
	(e) change of use of building 488	n/a	1,500	Lamplighter building: Assumes 50% demolition of 2,973 sq.m building
	Not needed for 52, 77/78			Already have separate permanent consent, part of baseline
8)	<b>Mixed Class B2/B8 provision, comprising change of use of :-</b>	20,833	20,833	Same quantum
	(a) Building 80	2,198	2,198	
	(b) Building 151	3,100	3,100	
	(c) Building 172	5,135	5,135	
	(d) Building 320	3,600	3,600	
	(e) Building 345	3,600	3,600	
	(f) Building 350	3,200	3,200	
9)	Class B8 provision of up to 50 sq.m. involving change of Use of Building 158.	50	50	Same quantum
10)	Change of Use of Structure 89a (10 sq.m) to a petrol pump station (sui generis use).	10	10	Same quantum
11)	Provision of playing pitches and courts, sports pavilion plus incidental open space including NEAPS and LEAPS.	n/a	n/a	Not net effect on development areas
12)	Provision of all infrastructure to serve the above development including the provision of the requisite access roads and car parking to District Council standards.	n/a	n/a	Not net effect on development areas
13)	Removal of boundary fence to the south of Camp Road.	n/a	n/a	Not net effect on development areas
14)	Removal of buildings and structures within New Settlement Area as detailed in separate schedule (to be agreed);	n/a	n/a	Not net effect on development areas
15)	Landscaping alterations including the removal of identified trees within the Conservation Area (see separate schedule) and planting of new trees and off-site hedgerows and access track.	n/a	n/a	Not net effect on development areas



## 3

# Movement Structure & Access

- Street Hierarchy
- Street Structure
- HGV Route
- Public Transport / Cycle Routes



### 3.0 Movement Structure & Access

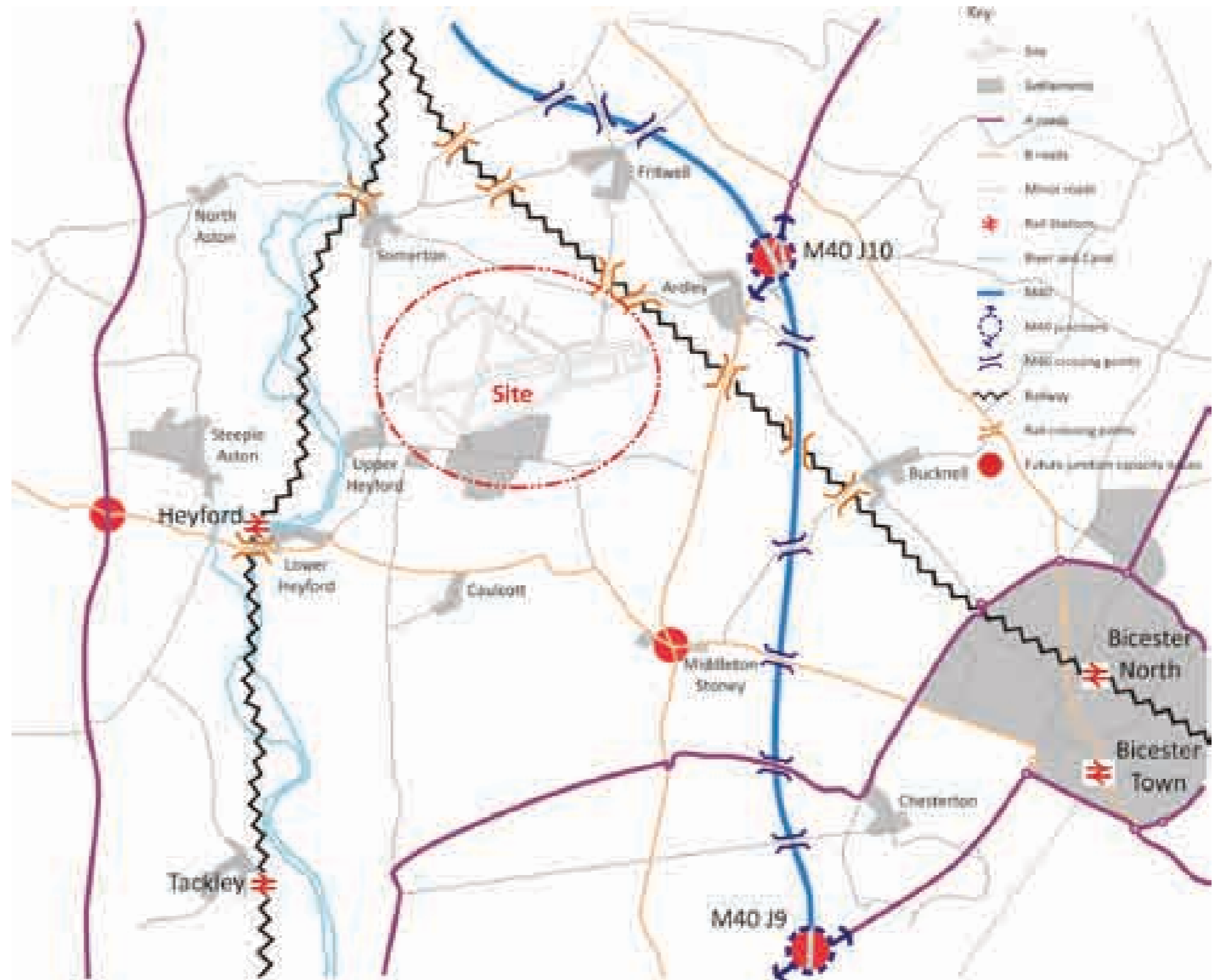
#### 3.1 Wider Context

Heyford Park is located on the site of the former RAF Upper Heyford, which lies in a rural area of Oxfordshire approximately 20km due north of Oxford.

The site is located within a network of predominately country roads, many of which are unclassified, although Junction 10 on the M40 motorway is located 6km to the east and the A4260 Banbury to Oxford Road runs from north to south some 6km to the west.

The nearest railway stations are at Lower Heyford (4km from the site) and Bicester. Bus routes already serve the site, with improvements being planned associated with the development as part of a package of measures to improve accessibility.

The wider transport context for the site is shown in Figure 3.1.



Wider Transport Context

### 3.2 Transport Assessment

The Transport Assessment, which accompanies the planning application identifies only limited impacts from the development beyond the immediate site and highlights the key proposals for transport and access improvements in the wider context which includes:

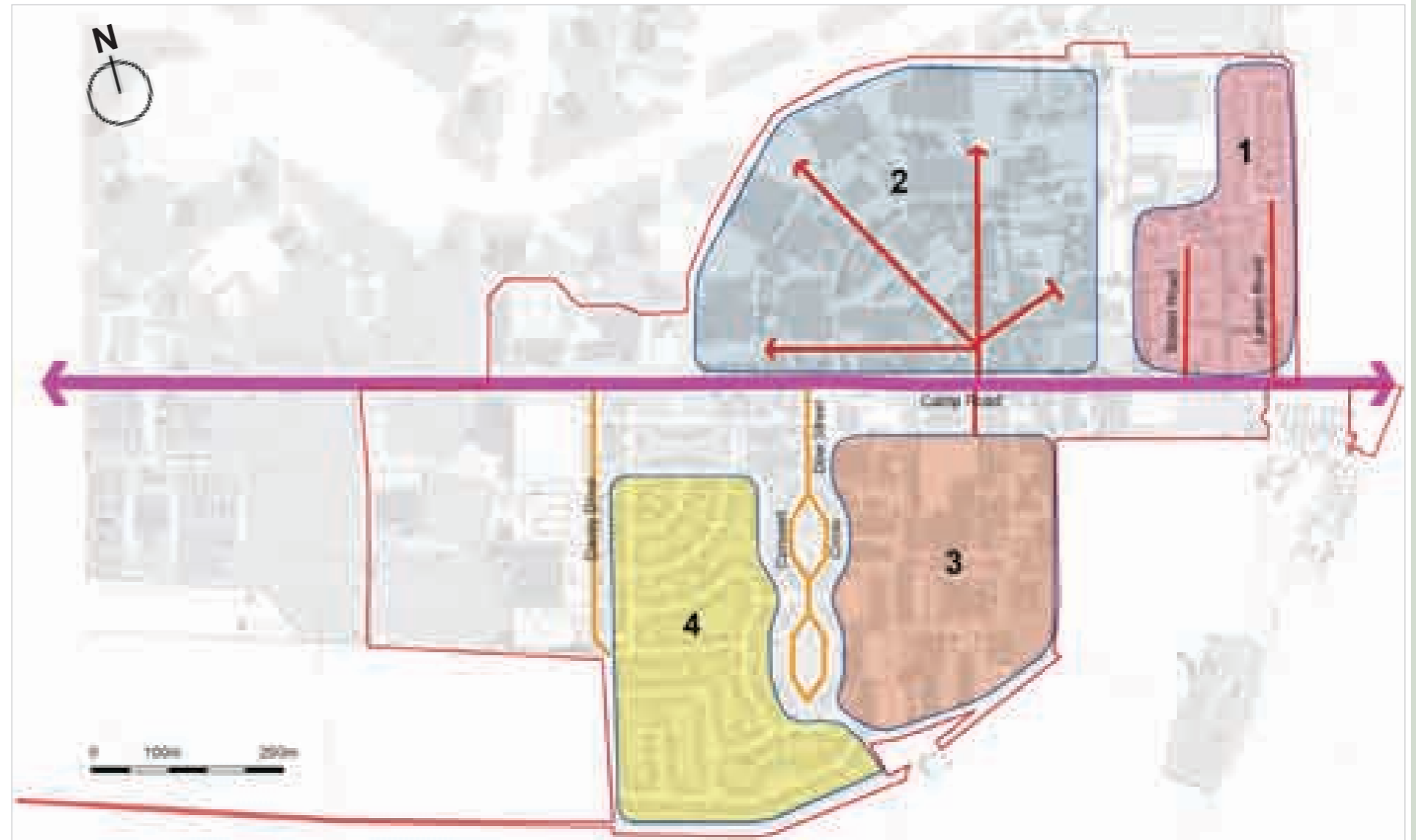
- An increased frequency of buses to destinations beyond the settlement;
- Improvements at two junctions on the surrounding road system, at Middleton Stoney and the M40 junction 10; and
- Improvements to rural footpath connections around the settlement area, reinstating some that were interrupted by the construction of the airfield.

### 3.3 The Masterplan

The masterplan has been developed with movement and access considerations being fully integrated into the design approach. Movement and access has been considered within the broader site, including the Flying Field and the redeveloped settlement area, which is the subject of this application.

Fundamental to the masterplan are clear and legible movement networks and a distinctive character based on the design, function and spatial quality of streets.

Within the new development area, the siting of buildings within the masterplan is carefully considered in the way access relates to the street: essentially direct, convenient and promoting high levels of activity and surveillance.



Existing Street Pattern plan

- ① Existing Trenchard Circle and officers housing street pattern
- ② Existing Trident road structure
- ③ Existing residential quarter where new development will alter existing street patterns
- ④ Existing Bungalow street pattern

### 3.4 The Flying Field

The flying field does not form part of this application, but consideration of this area has informed the development and movement and the access strategy for the settlement area.

There is a separate Management Plan for the Flying Field which sets out in detail how access will be provided and maintained to the former Flying Field. This management plan was developed as part of the original planning application and is still current and deliverable.

The masterplan for the settlement area has taken this management plan into consideration and specifically the following key points:

- Businesses in buildings on the Flying Field require access for goods and deliveries, often by HGVs, and for employees.
- The Flying Field is very extensive, so that vehicular rather than pedestrian access is more practical in most cases albeit that a detailed transport strategy has been drawn up to encourage the use of sustainable modes of transport as much as possible.
- An attractive aspect of the location for many existing businesses is the secure nature of the site, and their preference would be to have minimal access points with a high degree of control over movements.

The illustrative masterplan proposes an HGV route from the eastern edge of Camp Road through the innovation building site and along the southern edge of the existing hangars enabling safe, secure HGV access to the flying field. Please see Street Hierarchy Plan on page 70 for location.

### 3.5 Proposed street network within the settlement

#### 3.5.1 Camp Road

Camp Road will remain as the main vehicular route to the settlement area, and measures will be taken to mitigate its impact as a busy through route that divides the site.

At present it relies on build-outs to create stopping points with single direction priority at a number of locations through the developed area. Links between the areas to the north and south of the road will be improved and gated access points directly onto Camp Road will be removed. Priority to pedestrian movement will also be given throughout the development and roundabouts will be replaced with managed junctions as necessary.

Options were considered to redirect traffic from Camp Road through the central area onto parallel routes on its north or south sides as a more radical speed attenuation measure. On balance, it was judged that this would affect areas within the neighbourhood, extending the effects of through traffic, and that the strength of the Camp Road alignment is a fundamental characteristic of Heyford Park which the design should work with and not deny.

#### 3.5.2 Principal streets

Land use proposals seek to provide more balance of residential development each side of Camp Road and to strengthen the function of the neighbourhood centre.

A reduction of heavy traffic along Camp Road within the settlement is very desirable, but business traffic needs to be separated as far as possible from residential traffic north of Camp Road.

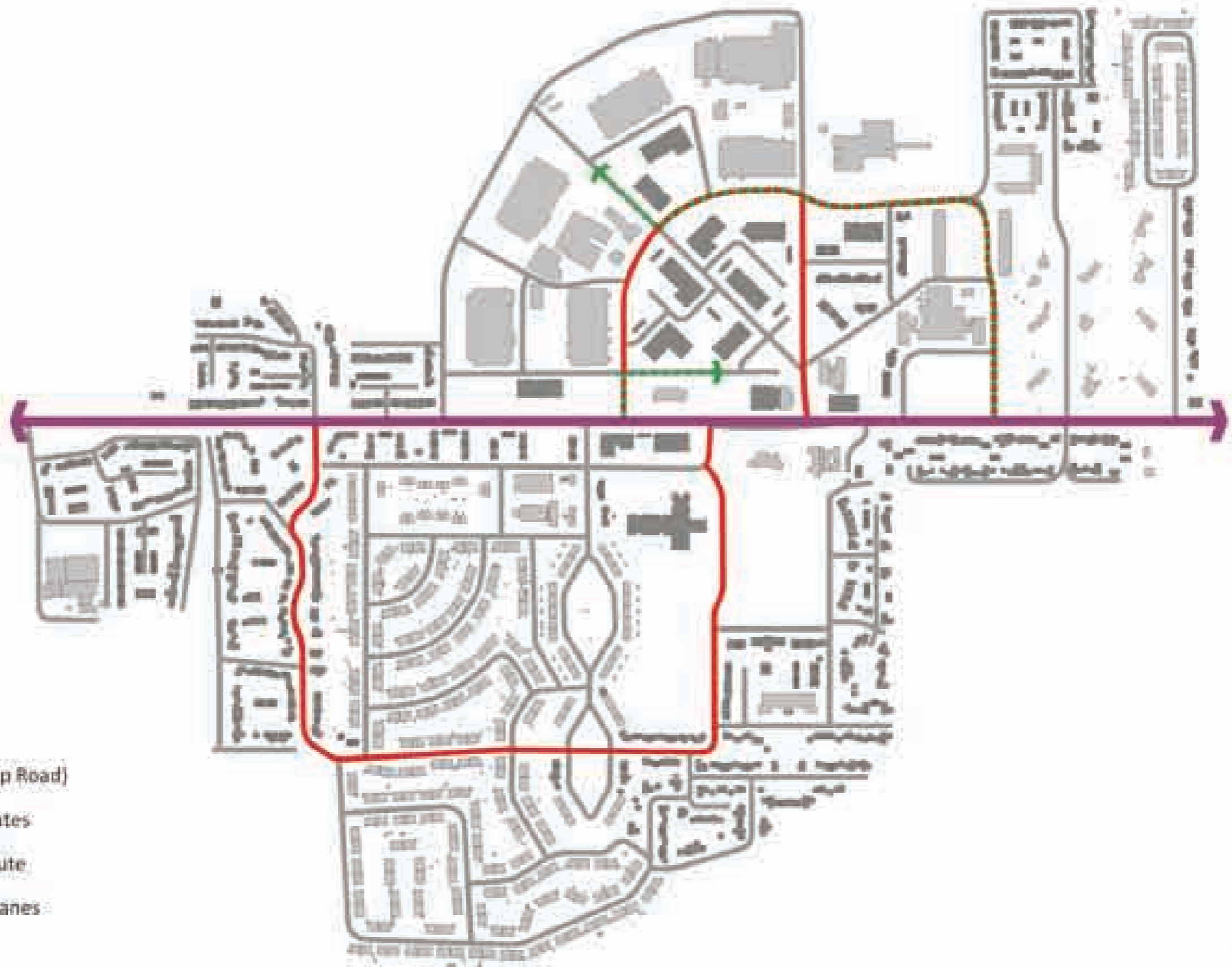
The proposed movement structure showing how the street pattern will be ordered using existing and new streets to structure the neighbourhood is shown in Figure 3.2. The main features of the principal roads are:

- Camp Road is retained as the main through route, linking the neighbourhood to the surrounding area.
- Main streets are extended from Camp Road at Dacey Drive and the Main Gate to serve residential areas.
- A new east-west street is created that links Dacey Drive to the barracks area to complete the principal street grid south of Camp Road and to provide a bus link through the existing residential area.
- A new main road extends northwards from Camp Road, beside the former Officers' Mess, which brings the main heavy business traffic into the business area via the Innovation Centre. HGVs will therefore no longer need to travel along the full length of Camp Road to gain access to the flying field.

#### 3.5.3 Residential street network

Within this main structural street grid is the network of interconnected minor streets that serve the majority of the development. The existing street pattern has been used where possible, but construction and geometric standards may need to be addressed, - specifically on the proposed bus route if the road needs to be upgraded to adoptable standards.

Generally, a lattice street pattern has been devised to reflect existing layouts and to suit the new residential layout and protect mature trees, giving a comprehensive access network throughout the neighbourhood.



- Key:
- Primary route (Camp Road)
  - Primary Service Routes
  - Main Circulatory route
  - Access streets and lanes
  - Existing Buildings
  - Proposed Buildings

Principle movement structure



### 3.6 Pedestrians and Cyclists

The lattice street structure creates a permeable layout that allows movement through the development. This promotes walking and cycling, and all new streets will be designed in detail to allow safe use on dedicated paths or shared surfaces. The main points include:

- The landscape belt alongside Camp Road will include a safe cycling and walking route that will be well separated from the traffic.
- A strong east-west axis through the neighbourhood centre which picks up all the main facilities and extends into the street pattern.
- A strong north-south axis through Carswell Circle and the neighbourhood centre, which crosses Camp Road at designated crossing points to link with routes on the north side.

The main pedestrian and cycle routes, are shown on the adjacent drawing.



**Key:**

- Cycle Routes
- Walkable Street Network
- Existing Buildings
- Proposed Buildings

Key Pedestrian and Cycle Routes

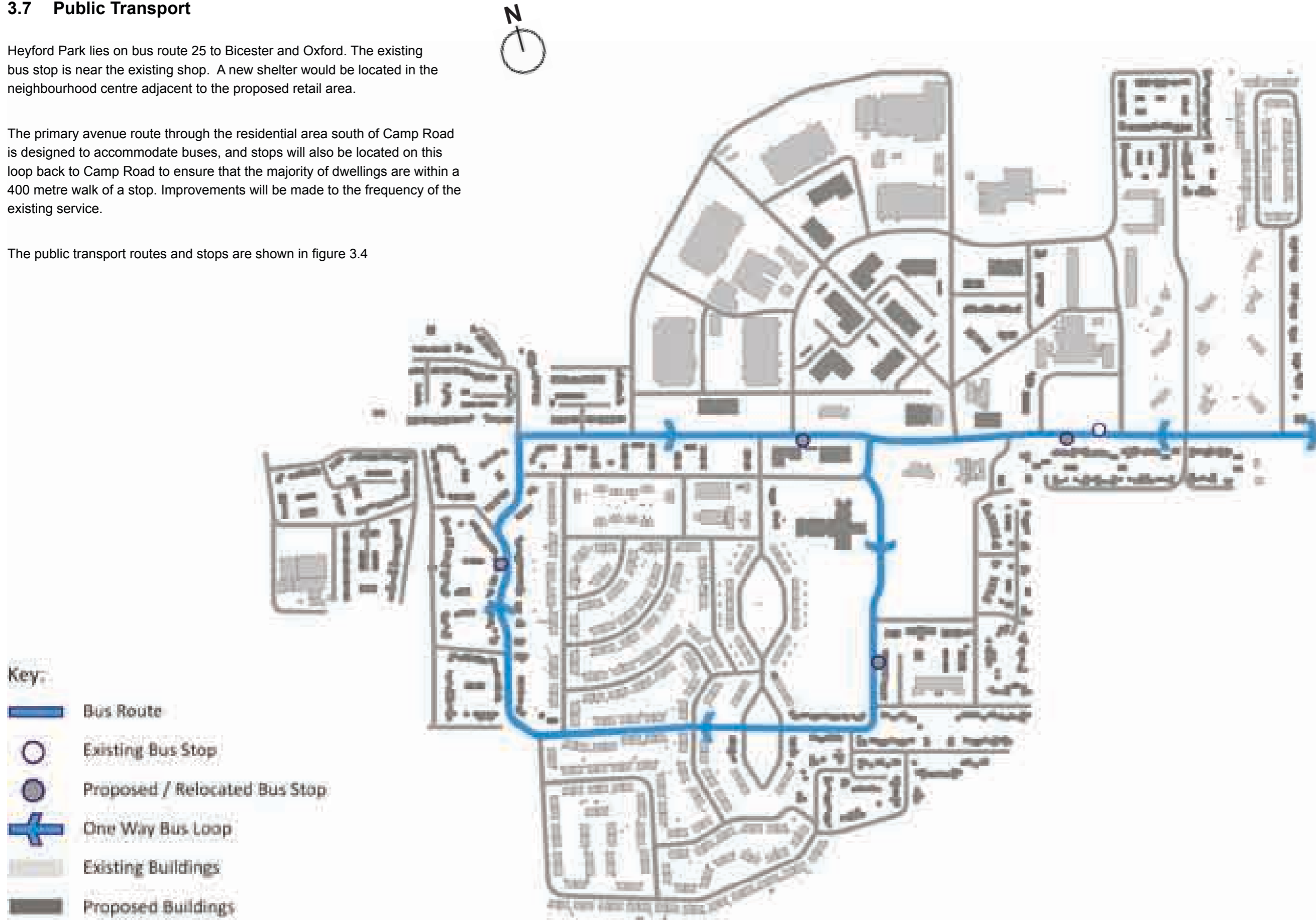







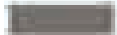
### 3.7 Public Transport

Heyford Park lies on bus route 25 to Bicester and Oxford. The existing bus stop is near the existing shop. A new shelter would be located in the neighbourhood centre adjacent to the proposed retail area.

The primary avenue route through the residential area south of Camp Road is designed to accommodate buses, and stops will also be located on this loop back to Camp Road to ensure that the majority of dwellings are within a 400 metre walk of a stop. Improvements will be made to the frequency of the existing service.

The public transport routes and stops are shown in figure 3.4



- Key:**
-  Bus Route
  -  Existing Bus Stop
  -  Proposed / Relocated Bus Stop
  -  One Way Bus Loop
  -  Existing Buildings
  -  Proposed Buildings

Public Transport Routes and Stops



### 3.9 Street Design Principles

The general approach taken for the street design in the masterplan has been for Camp Road to act as an integrating spine, pulling together north & south settlement areas.

The streets that provide access off Camp Road have been designed with active frontages, quality landscaping and direct pedestrian crossings and facilities. These crossings are facilitated in the main by informal courts at these locations – technically raised tables – in order to give priority to pedestrians and to slow down vehicle speeds.

The settlement area has been designed with a number of street design measures that integrate good movement and access with other features of the masterplan. These include:

- Traffic calming along Camp Road: a variety of features at approximately 60 metre intervals which linked to the wider landscape and built form masterplan cause vehicles to slow down and consider other road users such as pedestrians and cycles
- Changes in street surfaces to indicate changing road-user priorities;
- Street design that includes on-street parking, street trees and landscaping that promote a sense of urban activity to discourage speed;
- Footpaths alongside the main routes, separated by green verges in many instances;
- Shared surface areas where pedestrians have clear priority over vehicles;
- Car parking in small areas under high levels of supervision from surrounding houses; and
- Similarly, parking for community facilities in groups to provide choice and convenience for access, and reduced visual impact of parking areas.

Each street has the potential to be unique by virtue of its alignment – both horizontal and vertical – and the containment afforded by buildings with traffic speeds being reduced through design rather than signage. In addition, the proposals are for a simple palette of high quality materials to be used for all streets.

### 3.8 Car parking

The current Oxfordshire County Council guidance on Residential parking standards car parking provision for areas outside urban centres is for maxima of:

- Single bedroom dwellings: 1 space
- 2 and 3 bedroom dwellings: 2 spaces
- 4 bedrooms or more: 3 spaces or more “on merit”

These levels date back to guidance given in PPG3, which is superseded by a more flexible approach in PPS3 that takes local issues into account.

Recent research in Oxfordshire shows that Cherwell District has a higher car ownership rate than average, particularly in rural wards such as Upper Heyford. The research also indicates that over half of garages are not used for car parking.

The effect of these characteristics is that there is more potential pressure on street space for car parking and that street and plot layouts need to be flexible in the way they accommodate parking.

At the same time, it is a basic design objective that the visual impact of vehicles in the public realm should be limited as much as possible, and that parked cars in particular should not dominate the street scene.

Parking can be introduced into the scheme in a number of ways that allow building occupants good surveillance of their vehicles, that allow safe and flexible access for visitors and that reduce the visual impact of groups of vehicles in the public realm.

The masterplan accommodates parking in the following ways:

- In designated bays on the street, or in shared surface street areas.
- In small shared areas behind houses
- In courts serving flats, with good visibility from them.
- On plots beside / behind houses, not in front.

The approach for the provision of this car parking has been design lead in that the highway layout is based on the character of the public realm first and the requirement for adequate capacity for parking to be accommodated within it.

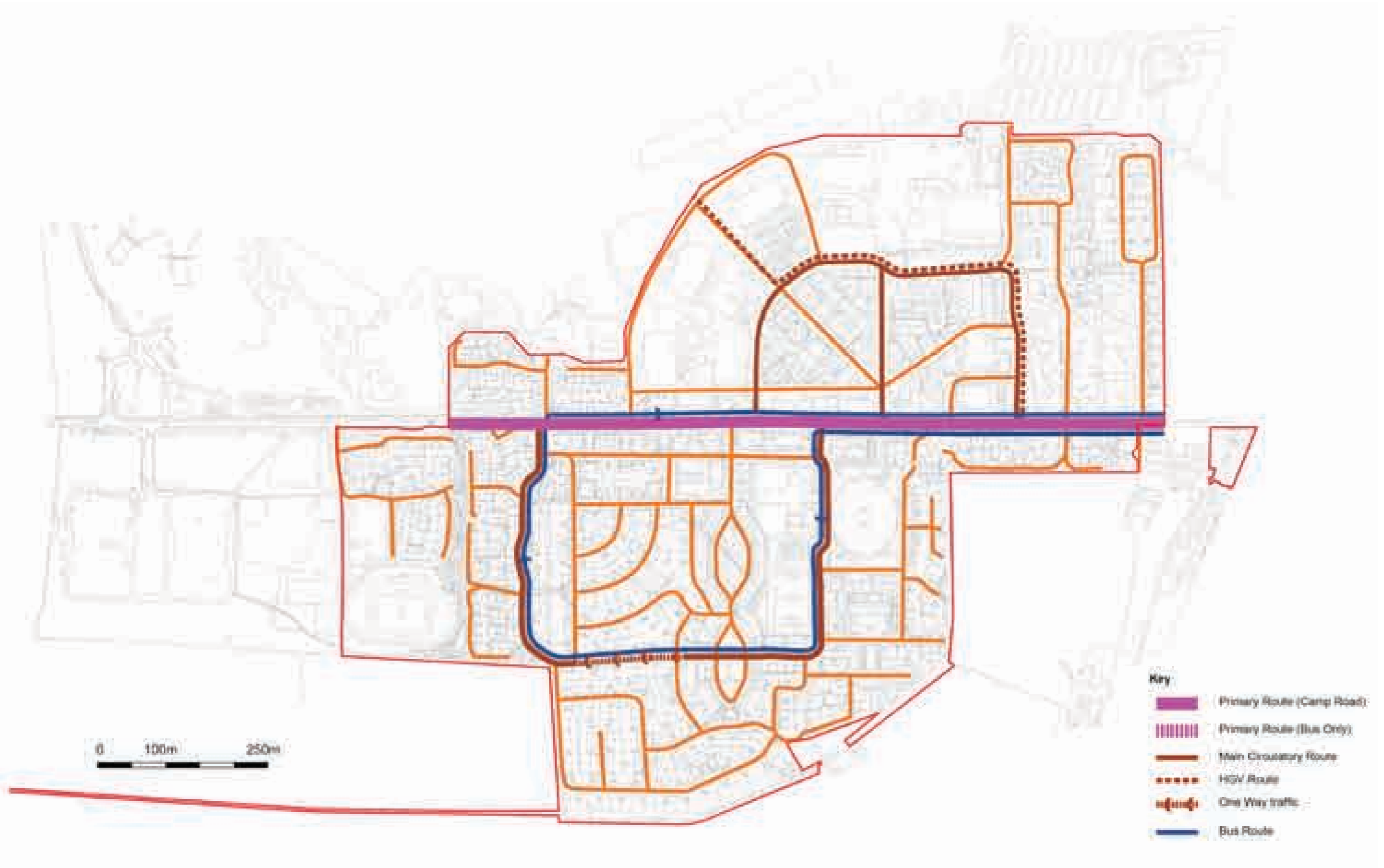
The informal character of lanes and mews allows incidental parking provision, incorporated into street features, landscaping and tree planting.

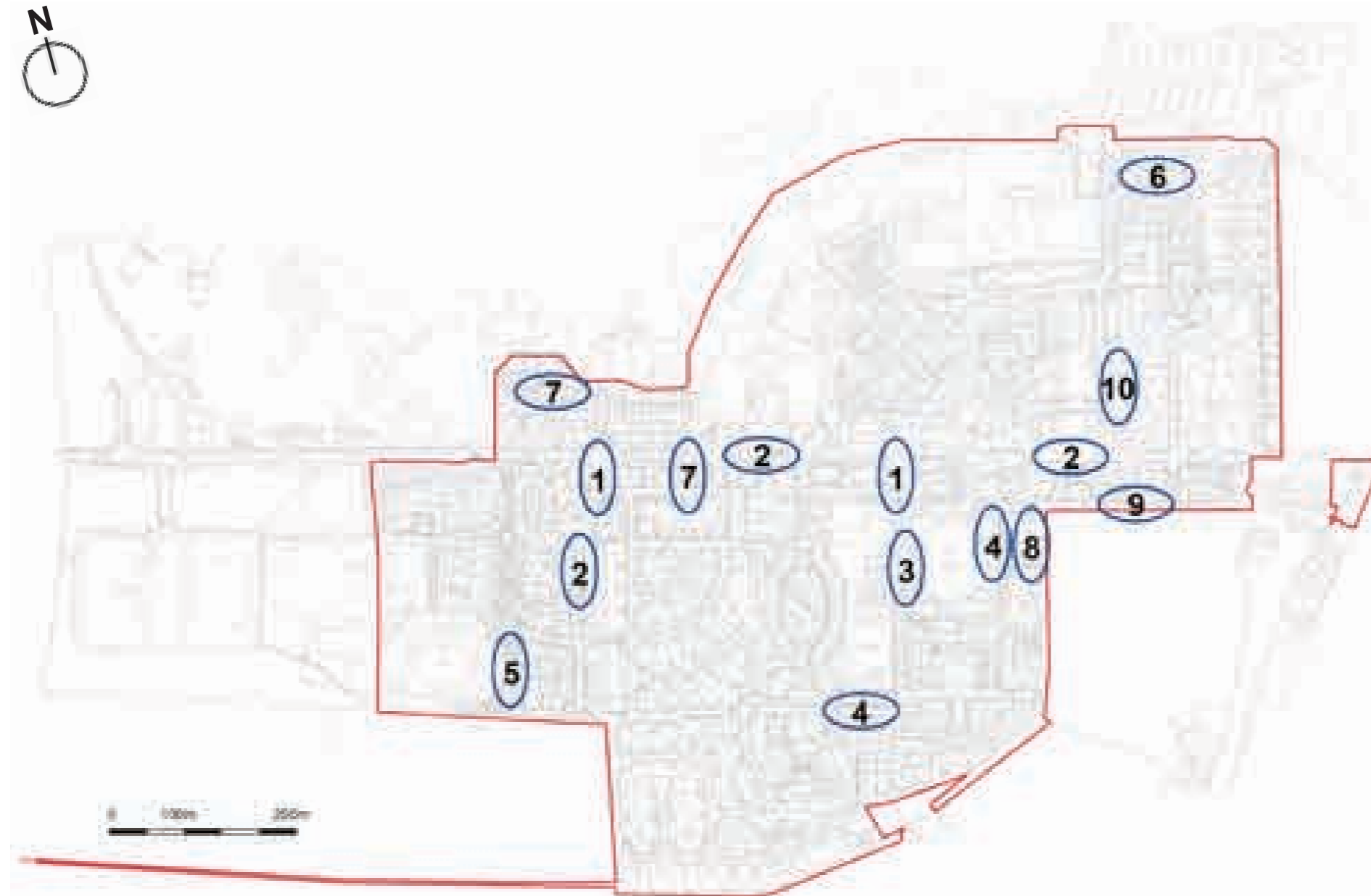
In respect to car parking for employment areas the buildings to be retained are mostly large scale with significant existing associated hard surfaced areas that are used for car parking.

The masterplan proposes that this car parking is reorganised within a landscape environment, to use existing and new hard surfaced areas between buildings, within the limits of tree root protection areas in the trident area.

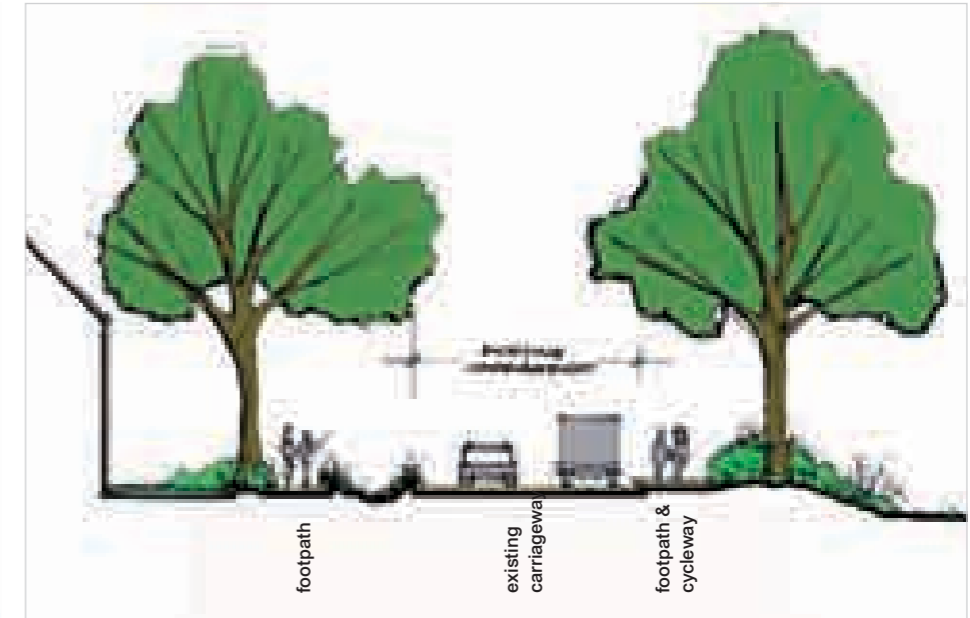


### Street Hierarchy plan





- Key to the following 10 cross sections illustrating typology of street widths within Illustrated Masterplan
1. Main Access
  2. Camp Road
  3. Main Avenue
  4. Secondary and tertiary
  5. Green Lane
  6. Mews
  7. Minor lanes
  8. Shared Drives
  9. Green Edges
  10. HGV Route



Camp Road (2)

### 3.10 Street Hierarchy

#### 3.10.1 Main Access

These are the largest and most important streets in the hierarchy and include Camp Road. They form the main entrances to the development and give access to the settlement centre. They are formal streets with street trees. Pedestrian tables at junctions provide crossing points and traffic calming. Development along the primary road reflects the formal nature of the street.

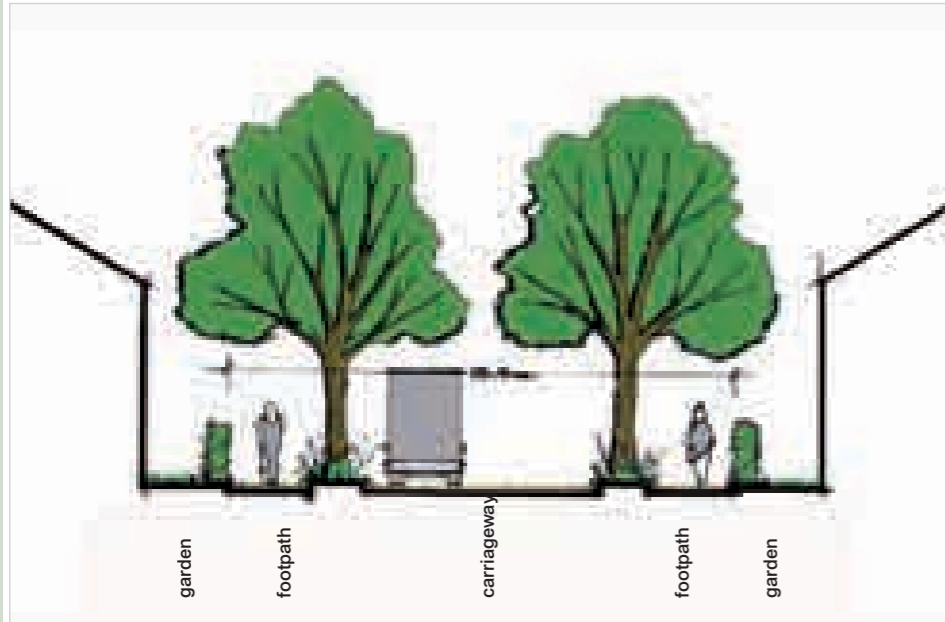
#### 3.10.2 Camp Road

In sections the carriageway will be rebuilt offset from existing alignments between junctions and crossing points. Existing footways will be retained, and additional footway cycleways added into wide verge sections where none exist at present.

Key dimensions for new sections:

- Carriageway width – 6.5 metres clear to accommodate bus routes, with on-street parking in additional bays;
- Pavement width – typical min. 2.0 metres, on both sides of street.
- Design speed – 20 mph maximum





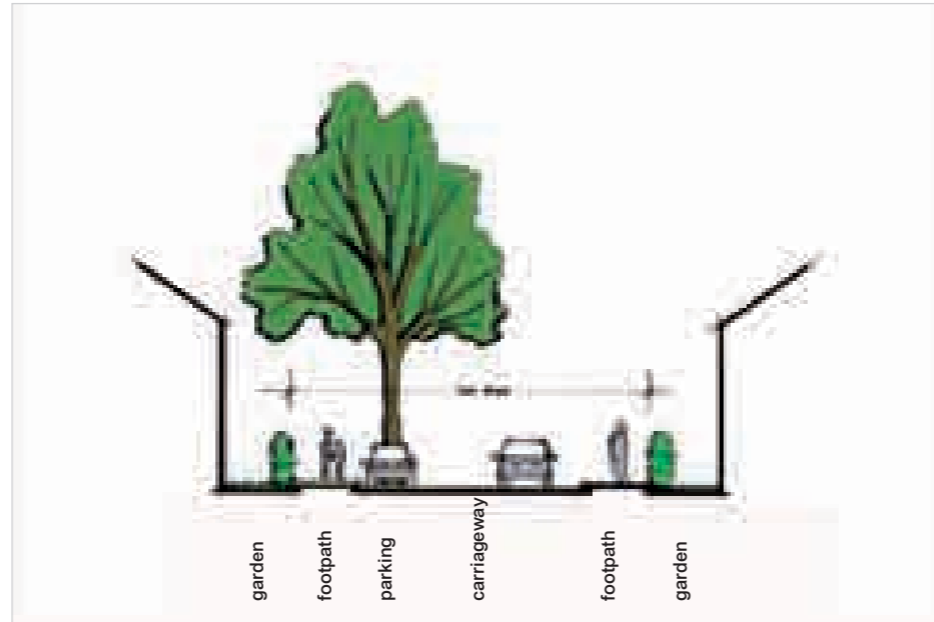
Main avenue (1)

3.10.3 Main Avenues

Main avenues are extended north and south from the existing gatehouse and Dacey Drive (adapting the existing street as necessary). An east-west main avenue links these two. The overall corridor is wide, allowing avenues planting on both sides and parking bays on the street, while accommodating bus routes as required.

Key dimensions:

- Carriageway width – 6.5 metres clear to accommodate bus routes, with on-street parking in additional bays;
- Pavement width – typical min. 2.0 metres, on both sides of street;
- Design speed – 20 mph maximum.



Tertiary road (4)

3.10.4 Secondary and Tertiary

**East/west street**

The east-west 'streets are intended to permit passive solar gain to dwellings on both sides of its carriageway. Houses on these streets are more likely to be terraced.

Key dimensions:

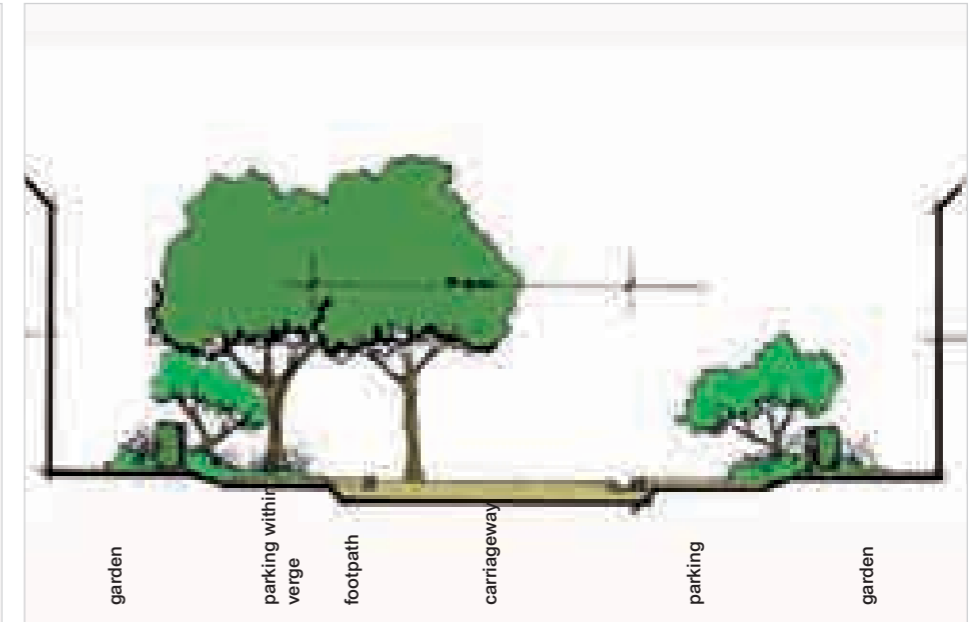
- Frontage to frontage – 12 - 16 metres;
- Carriageway width – min. 4.8 metres, widening to accommodate car parking;
- Front gardens – min. 1.5 metres, max. 3 metres;
- Pavement width – min. 1.35 metres;
- Design speed – 20 mph maximum.

**North/south street**

'Streets' running north/south will generally be fronted by wider plots and detached or linked houses which have passive solar potential on gable walls. Linking elements are therefore of paramount importance. The street has pavements on both sides of the carriageway which widen to accommodate occasional street trees or informal parking.

Key dimensions:

- Frontage to frontage – min. 10.5 metres;
- Carriageway width – min. 4.8 metres, max. 8.8 metres widening to accommodate parking and street trees;
- Pavement width – min. 1.35 metres;
- Front gardens – min 1.5 m, max. 3 metres;
- Design speed – 20 mph maximum.



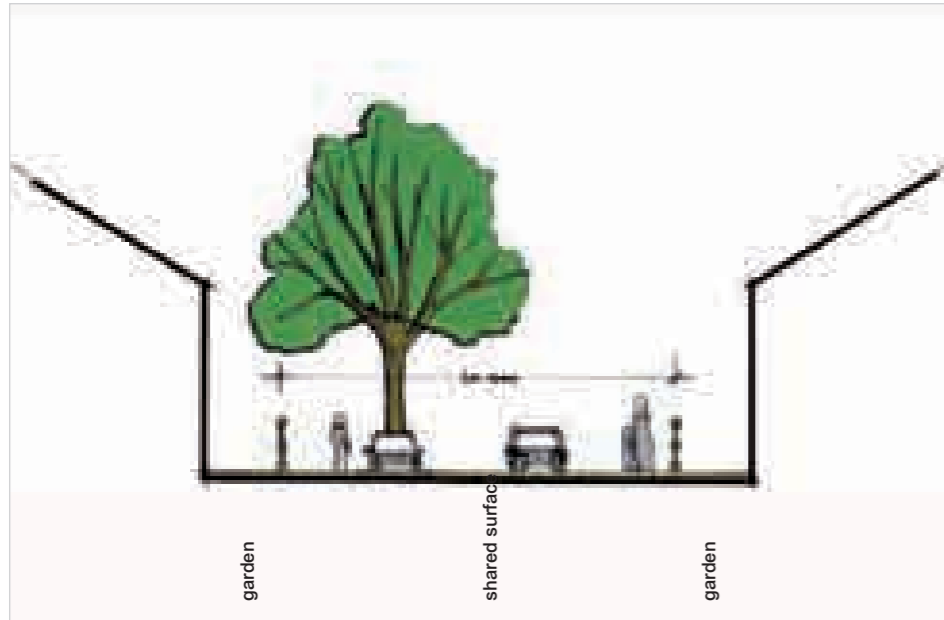
Green lane (5)

3.10.5 Green Lane

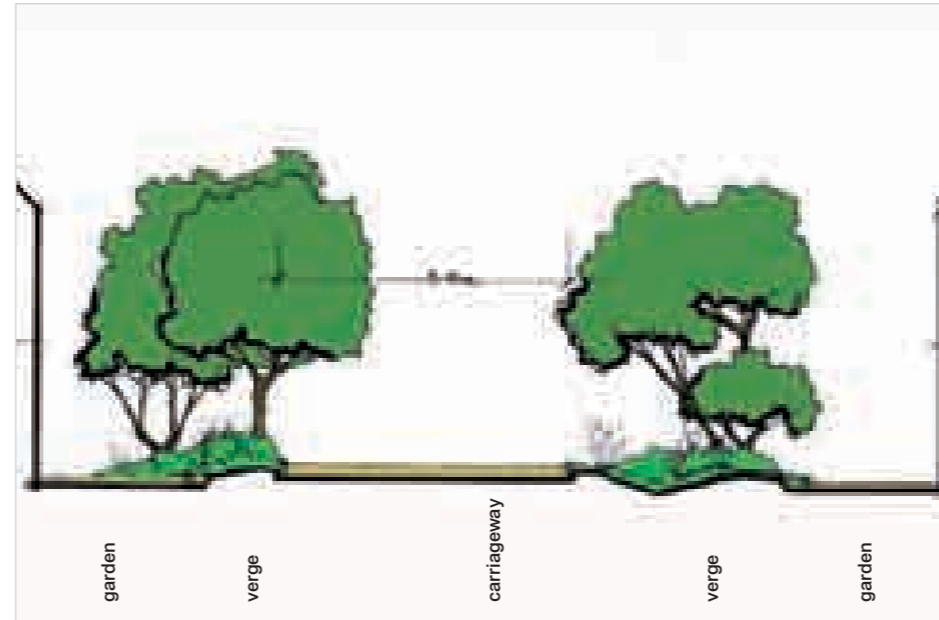
Reflecting the spaciousness and landscape influence at Heyford Park, a number of streets are treated as green lanes, with a broader, more informal section allowing the introduction of swales for drainage and appropriate planting. The range of plot sizes will be similar to streets, depending on orientation.

Key dimensions:

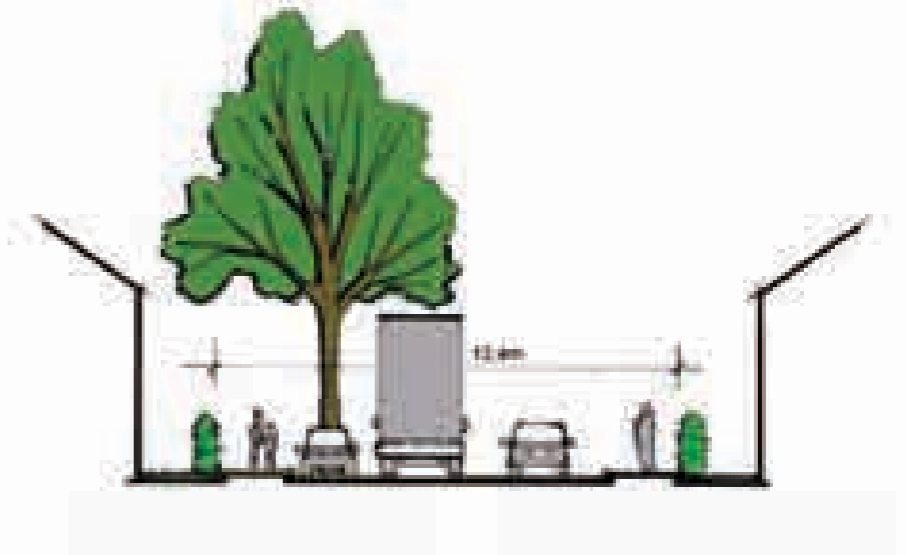
- Frontage to frontage – varies, but generally 20 metres+;
- Carriageway width – min. 4.8 metres, max. 8.8 metres widening to accommodate parking and street trees;
- Pavement width – min. 1.35 metres;
- Front gardens – 3 to 5 metres;
- Design speed – 20 mph maximum



Mews/Minor lane



Shared drive



**3.10.6 Mews (6)**

The 'mews' are the lowest in the street type hierarchy, located within deep perimeter blocks with a return frontage and vehicular access at both ends. It is an informal, shared surface street accommodating small groups of houses and parking arranged to maximise surveillance of the space. Trees will be positioned to terminate vistas, shade parking areas and act as traffic calming devices.

Key minimum dimensions:

- Typical frontage to frontage – 10 metres;
- Minimum carriageway width - 3.7 metres;
- 0.5m non-adoptable margin where houses have no formal front gardens – should be capable of accommodating climbing plants and shrubs;
- Design speed – 4 mph

**3.10.7 Minor Lane (7)**

Minor lanes (as distinct from green lanes) are informal, shared surface streets which are defined by the building frontages on both sides. Buildings are positioned directly on the street, often with no formal front boundary treatments. The lane can widen in places to form a parking court with vehicles accommodated either at right angles or parallel to the houses.

Key dimensions:

- Frontage to frontage – min 7 metres;
- Carriageway width – min. 4.8 metres;
- 0.5m non-adoptable margin where houses have no front gardens – should be capable of accommodating climbing plants and shrubs;
- Shared surface for pedestrians and vehicles;
- Design speed – 10 mph maximum

**3.10.8 Shared Drives (8)**

Shared drives are a useful way of extending access to individual properties from informal streets and lanes near the perimeter of development, avoiding the potential visual dominance of full carriageway construction. They are not intended for local authority adoption, and may serve up to 5 dwellings. The end of the adopted street must give appropriate turning provision for service vehicles.

Key dimensions:

- Driveway width – 3.0 metres widening to 4.8 metres to accommodate passing and turning at junctions of individual property access points;
- 0.5 metres non-adoptable margin where houses have no front gardens
- should be capable of accommodating climbing plants and shrubs;
- Shared surface for pedestrians and vehicles;
- Design speed – 4 mph

**3.10.9 Green Edges (9)**

Green edges exist against some formal and informal green space. Their characteristics can therefore be quite different and may be similar to green lanes. Houses could be set back from the carriageway to allow larger front gardens, or a more formal frontage may be appropriate against parkland.

Key dimensions:

- Carriageway width – 4.8 metres widening to 6.8m to accommodate casual on-street parking;
- Pavement width – typical min. 1.35 metres, on inside of street only;
- Design speed – 20 mph maximum

**3.10.10 HGV Access (10)**

The masterplan allows for a new HGV access to the flying field coming from Camp Road at the Eastern side of the settlement area and a new road and improvements to the existing road are envisaged.

The section identifies the ability to combine the HGV access to the east of the Officer's Dining Building through the site for the Innovation buildings (car parking areas to be remodelled to enable new HGV access through the spaces) and into the Trident radial road. The HGV's then turn into the flying field between the central Hangar buildings.

The HGV access is incorporated to the east of the settlement area such that large vehicle access is taken away from the majority of residential housing and allows more direct access to business users of the Hangars alongside the flying field.

The width of road is determined by the need to allow HGV movement alongside residential and employee car movement and also to enable a safe and secure access off Camp Road through the site.

Key Dimensions:

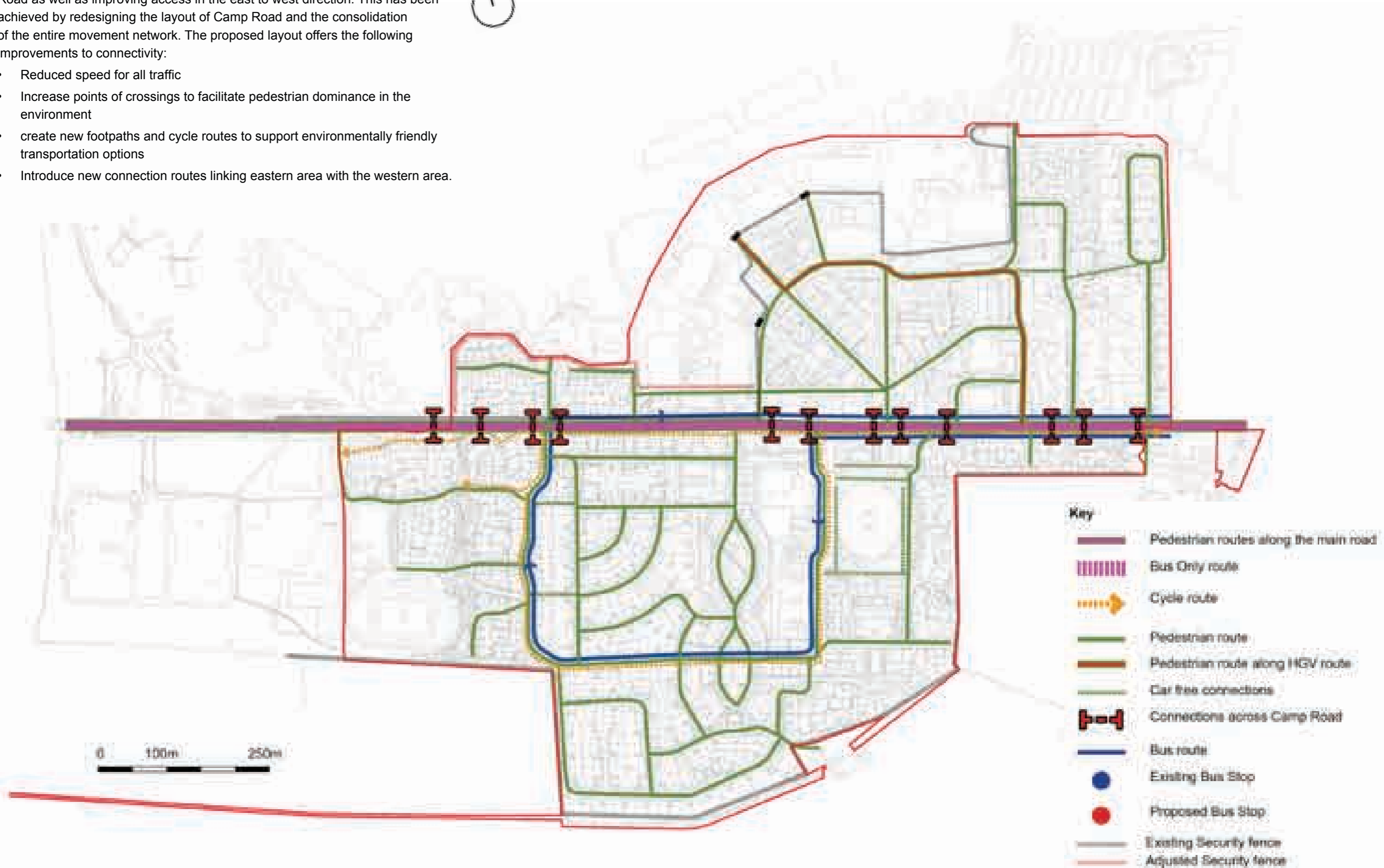
- Carriageway width - 6.5 metres clear to accommodate HGV routes. Few on street parking areas are envisaged along the HGV route.
- Pavement Width - typical min. 2.0 metres on both sides of the street
- Design Speed - 20mph maximum
- Tree under canopy - to enable HGV access without damage to vehicle or trees

The proposed masterplan movement network is guided primarily by connectivity principles particularly establishing links between the south and north of Camp Road as well as improving access in the east to west direction. This has been achieved by redesigning the layout of Camp Road and the consolidation of the entire movement network. The proposed layout offers the following improvements to connectivity:

- Reduced speed for all traffic
- Increase points of crossings to facilitate pedestrian dominance in the environment
- create new footpaths and cycle routes to support environmentally friendly transportation options
- Introduce new connection routes linking eastern area with the western area.



### Connectivity









## 4

# Landscape Strategy

- Strategy
- Key Components
- Play & Sport
- Planting Strategy

## 4.0 The Landscape Strategy

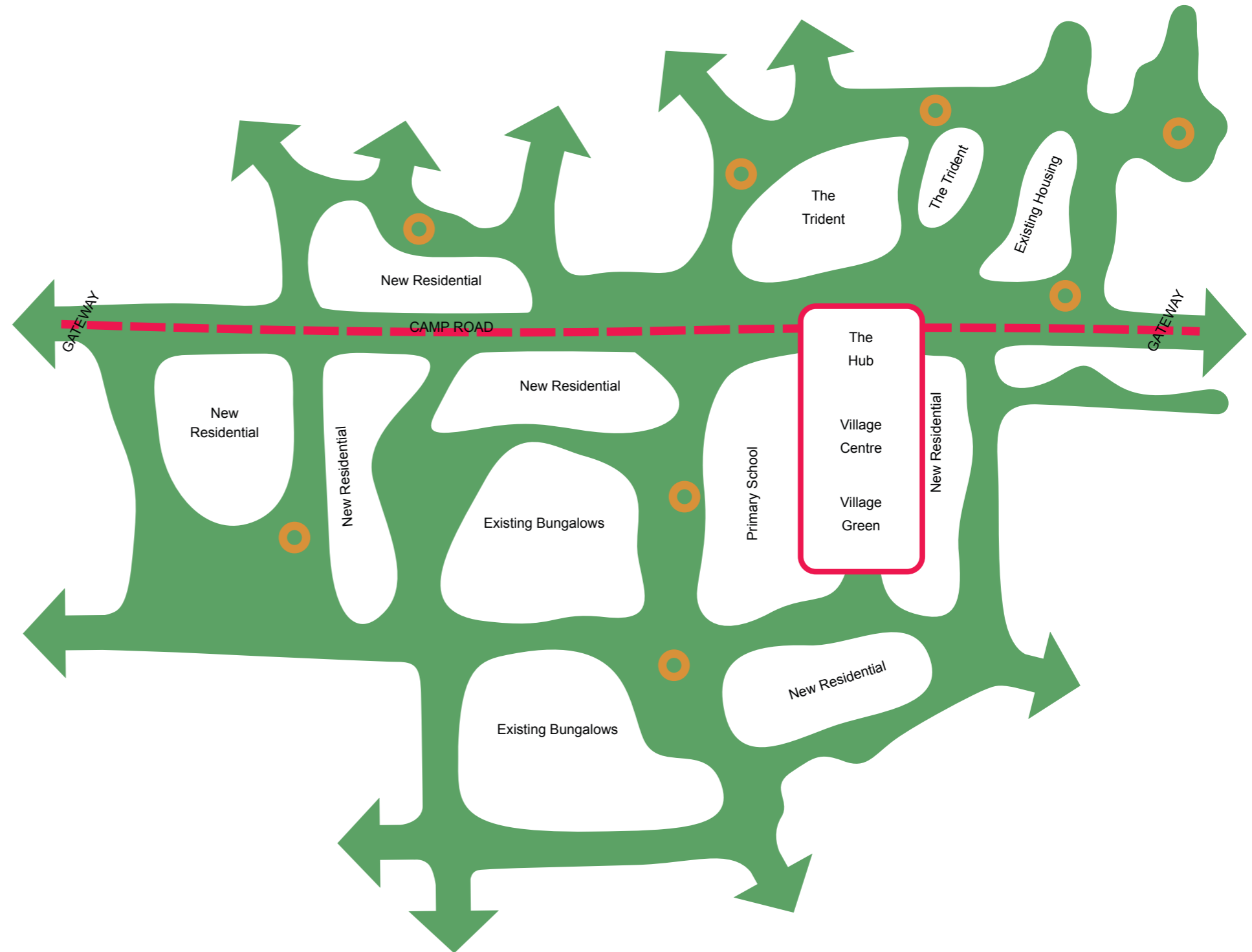
The former RAF Upper Heyford Airbase has a distinct character which reflects its unique military heritage and which is also reflected in the variety of its buildings, neighbourhoods, and the distinctive layout of its core areas.

Allied with this, the site has the advantage of sitting within a stunning area of countryside, with its rich tapestry of fields, woodlands, historic routes and villages. The landscape strategy seeks to celebrate the best of these two elements; the rich military heritage of the site; and its distinctive military layouts and campus landscapes focussed on Camp Road; and the rich character of the surrounding landscapes.

It seeks to bring these elements together to create an attractive and readily accessible setting to the new development, with formal 'military' landscapes defining the central, community heart of the new village, and a variety of landscape types defining the more organic village edge areas, to link these visually and physically to the adjacent landscapes, within an holistic green framework.

The Landscape Strategy is based upon the following principles:

- 1.0 Retain key buildings and open space within the historic core of the administrative area to provide the backdrop to a new community hub, which is distinctive and celebrates the heritage of the site.
- 2.0 Retain and maintain, where practical the existing mature tree cover to the site
- 3.0 Significantly upgrade Camp Road to provide a strong east west spine which provides the focal point for pedestrian movement and activity connecting north and south parts of the development area.
- 4.0 Retain and enhance areas of significant green space within the development and provide of new public open space to create a comprehensive network of open space across the development, which acts as a focus for recreation.



5.0 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.

6.0 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.

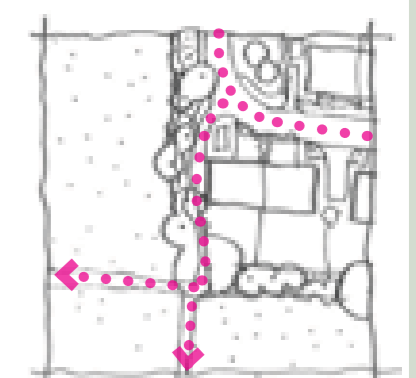
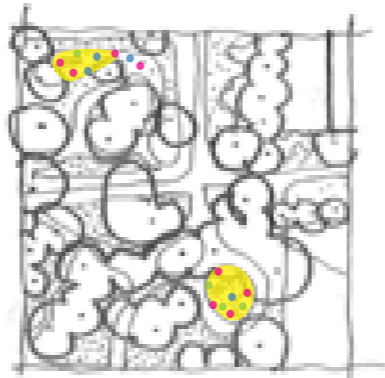
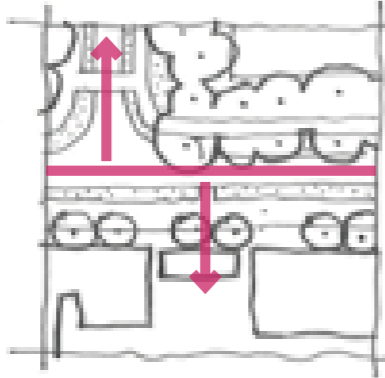
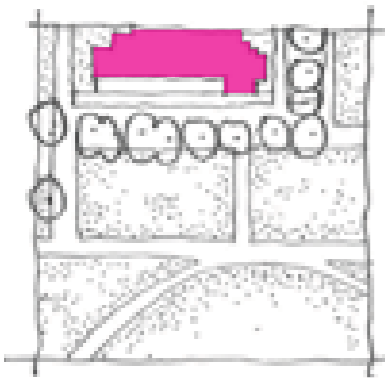
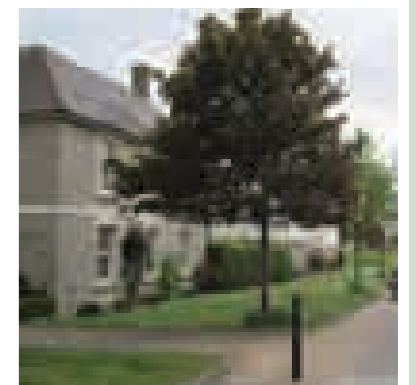
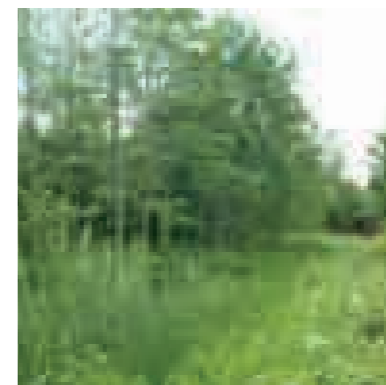
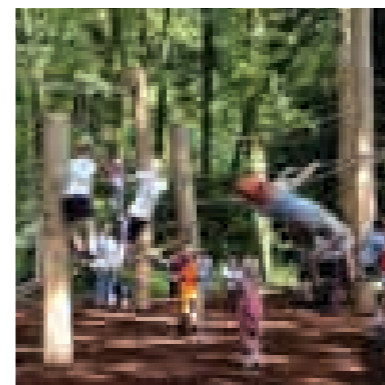
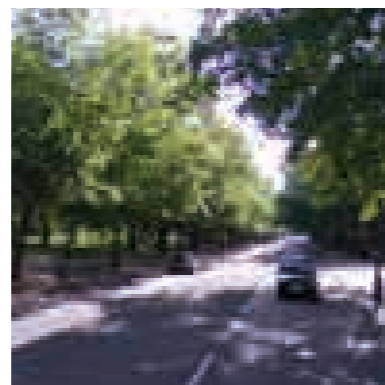
7.0 Reconnect historic routeways into and through the site, to help integrate the site into the surrounding areas.

8.0 Establish distinctive 'gateways' at key locations to create a sense of arrival into the new settlement.

9.0 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, to help to integrate the development into the wider landscape.

10.0 Promote diversity

The Public Realm and Open Space Strategy seeks above all to unify the different development areas into a coherent whole, by creating an attractive and readily accessible green infrastructure which reflects and celebrates the wider landscape and heritage of the site, and reconnects it visually to the surrounding countryside, with the distinctive military heritage of the site celebrated by formal landscapes at its heart.



**Formal Community Space**

Formal 'Campus' Landscapes at heart of development

**Central Pedestrian Spine**

Camp Road to be upgraded to form a strong landscape spine connecting all areas of the development area.

**Enhanced Landscape Character + Biodiversity**

Distinctive landscape character of different site areas and surrounding countryside extended into and reinforced across development area

**Play and Sport**

Play and Sport provided in central locations within all neighbourhoods for all ages

**Surface Water Attenuation**


Surface Water Attenuation areas integrated to green infrastructure


**New Links to Countryside**


A comprehensive network of footpaths and cycleways to be created, linking key community activities, neighbourhood parks and play with the wider landscape.


4.1 The Landscape Masterplan Principles





- 

**New Community Heart**  
Camp Road and key buildings to be retained and enhanced, to create a distinctive and unique focus for community activity at the heart of the proposed development area, reinforcing the rich heritage of the site and creating a unique sense of place.
  
- 

**Re-engaging the Development with the Wider Landscape**  
Existing boundaries to be reinforced to reflect their existing form and character, and that of the adjacent landscape. To re-engage the development with the wider landscape and countryside both in respect of character and promotion of biodiversity.
  
- 

**Extensive Network of Accessible Green Space + Promotion of biodiversity**  
Comprehensive network of green routes throughout the development area to provide easy pedestrian and cycle access to all areas, connections to the wider landscape public rights of way and paths, and future links to the wider landscape of the flying field and beyond, as a means of reintegrating the proposals into the wider landscape.
  
- 

**Variety of Landscape Character Areas**  
Proposed landscape character areas are intended to reflect the existing rich variety in site landscape character areas, and those of the adjacent landscapes to help reinforce the heritage of the site, while integrating it into the surrounding landscapes and creating a unique sense of place. A landscape which promotes biodiversity.
  
- 

**Play and Sport Provision Central to Community**  
Play and Sport provision to be provided in accordance with FIT standards, and those of Cherwell District Council, as a key component of the overall Green Framework of Accessible Green Space.  
  
Each play area to be developed to provide not only a wide range of exciting play opportunities, but also to reflect the surrounding landscape character to help create a distinctive sense of place and unique play experience.
  
- 

**Sense of Arrival**  
Clear gateways into the development to be created through appropriate landscape treatment to provide a positive sense of arrival at either end of Camp Road.





### 4.2 The Green Infrastructure: Key Components



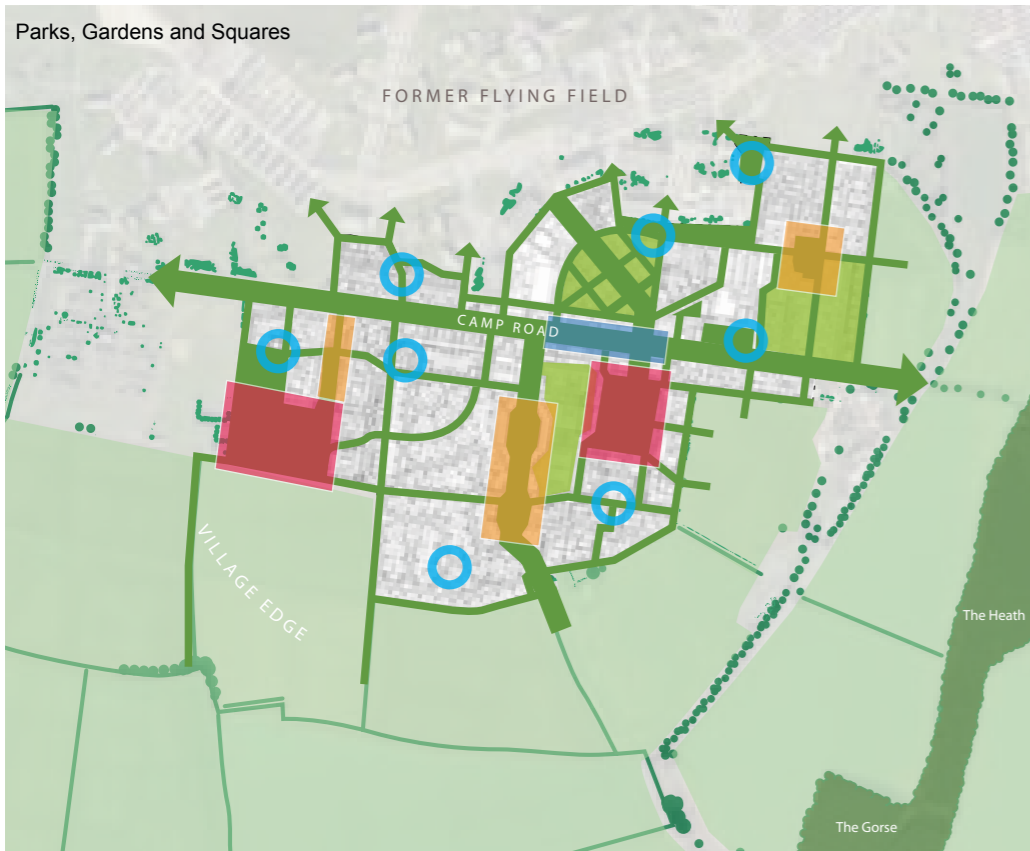
- Key
- Network of accessible green space
  - Existing native trees and hedges (off site)
  - Existing woodland
  - Agricultural Land
  - Additional strategic green space which is not accessible to the public but contributes to the overall character of the site



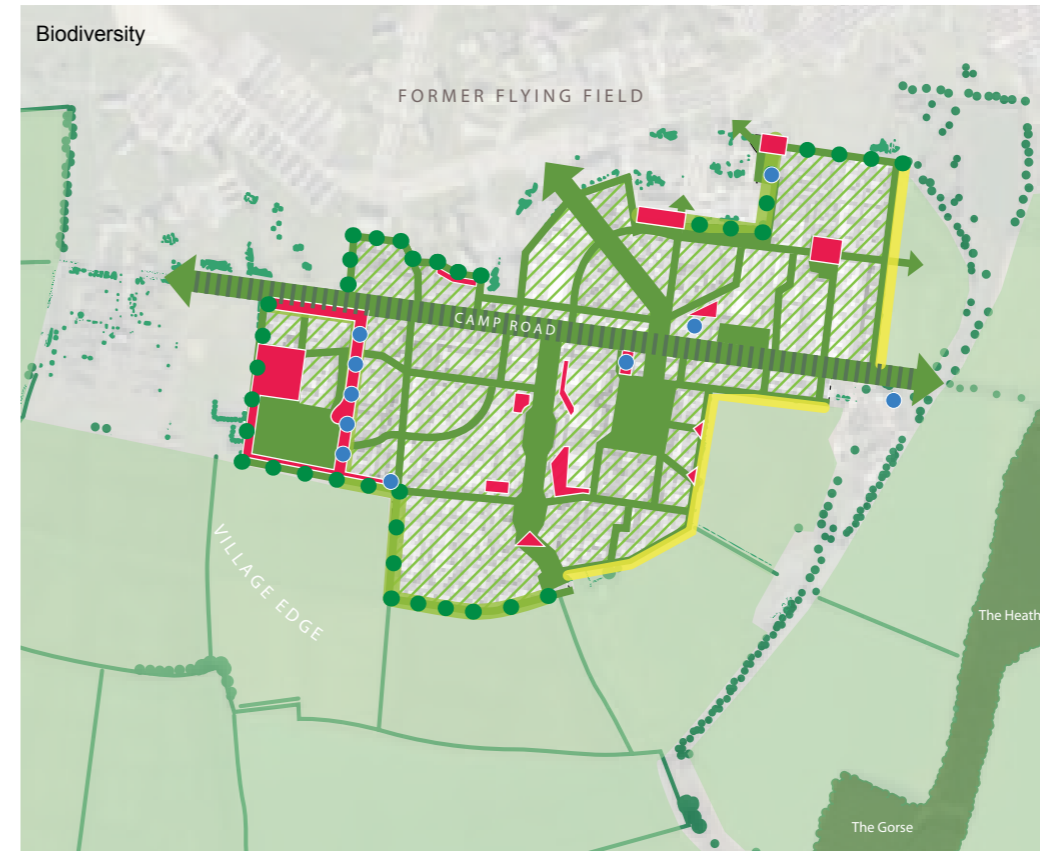
- Key
- Existing Public Rights of way
  - Strategic Pedestrian & Cycle Links within Site
  - Bridleway

One of the primary objectives of the landscape proposals for the site is that there are significantly improved links between the developed area and the surrounding countryside. To achieve this a comprehensive network of pedestrian routeways and cycleways is to be provided throughout and across the site, which will connect into the wider network of public footpaths.

Some of these routes will follow designated car free 'greenways' through parks, while others will follow key roadways to ensure that there is easy, direct access between the key areas of the site. Camp Road will provide the principle artery which ultimately connects all these routes together.



- Key
- A Four Tier Hierarchy  
To ensure every resident is within walking distance of a range of different open spaces.
- The 'Hub'  
A focus to the community, associated with local shopping and community facilities and transport.
  - Community Parks  
Sports facilities  
Play facilities  
Areas for nature  
Performance space  
Visitor parking  
Strategic cycleway and pedestrian route
  - Neighbourhood Parks  
In the heart of residential neighbourhoods:  
To include:  
Attractive garden areas  
Quiet recreation areas  
Play facilities  
Areas for nature  
Strategic cycleway and pedestrian route
  - Doorstep Greens  
Green 'Oasis' for quiet local recreation and doorstep play for children. Occasional small scale green space for informal recreation and doorstep play will be distributed throughout the residential areas.



- Key
- Proposed 'Green Link'
  - Stormwater attenuation ponds
  - Areas of Natural Open Space.  
A range of habitat types upon the National Vegetation Classification
  - Primary 'Green Corridors'  
Camp Road to provide a contiguous avenue of trees, with hedgerows and wide 'natural' verges providing a strategic green corridor through the development  
Tree and shrub species to be chosen which are consistent with BREEAM recommendations for habitat creation. Existing hedgerow and trees to be reinforced, with native species and gradual phasing out of non-native species
  - Street Trees  
In general street framework and where practical tree species will be chosen consistent with BREEAM recommendations. Towards the site boundaries native species chosen from the National Vegetation Classification will be employed
  - Secondary 'Green Corridor'  
Existing security fence removed and replaced with native hedge planting

The design and planting materials, and maintenance of the Green infrastructure will encourage biodiversity. A network of street trees, rain gardens, swales, hedgerows and copses will be a key part of the Green Framework. A resource for nature and for education.



### 4.3 Parks, Squares and Doorstep Greens

Throughout the proposed development area a series of parks, gardens and greens will be created to provide important amenity and recreational space for the community at Heyford Park. The intention is that everyone has access to a significant space for recreation within easy reach of their home, providing for a wide range of activities which all ages can enjoy. The principle parks and gardens will each have a different character reflecting the existing or adjacent landscape character with a view to reinforcing the rich heritage of the site, and creating a distinct sense of place.

#### 4.3.1 The Hub

At the heart of the new settlement a community heart will be created which will include retail, community facilities and the new school. These facilities will be connected by a series of squares, terraces and shared surfaces, which will be designed to reinforce the heritage of the site, through the use of simple, formal and 'campus' style landscapes and the retention of the significant existing trees.

#### 4.3.2 Community Parks

Two new community parks will be created within the new development. These will include the Village Green and the Sports Fields.

The Village Green is located adjacent to the school and is focused upon the original Parade Ground. This space will provide a formal open space which will be framed by specimen trees, and characterised by simple lawns which can be used for a wide variety of community events, and sports as well as cricket. Play facilities will also be provided in this central location providing a focus for activity after school, and at the heart of the community.

The Sports Fields will provide an area of community space which is to be developed primarily for sport, but which will also include a significant play area, and extensive areas of 'Natural Open Space' to its margins.

#### 4.3.3 Neighbourhood Parks

A number of neighbourhood parks are to be provided which will provide facilities for play, sport and general recreation.

#### Soden Park

The first of these will be focused upon an area of existing open space close to the officers' housing, and will provide the focus of recreation in the northern areas of the scheme. This space will be substantially improved to provide play opportunities, a wildlife garden, and seasonal gardens for residents to enjoy beneath the existing mature tree canopy. This park also forms an important part of the overall green framework of the site, with strategic pedestrian and cycle routes passing through.

#### Crescent Gardens

The two existing interconnecting open spaces associated with Carswell Circle will be substantially upgraded to provide play and informal sport opportunities, together with the creation of gardens which will reflect the themes of the landscape theories of the time. These gardens will provide an important focus for recreation for the residents of the retained bungalows of Little America and the adjacent crescents.

These gardens also form an important part of the overall green framework of the site, with strategic pedestrian and cycle routes passing through.

#### Willow Park

This park will be located in the western area of the proposed development, providing a focus for recreation in this area focused upon the series of water attenuation areas proposed for this area. The park will provide informal opportunities for play and activity, with an emphasis on natural landscape and features, including wetland meadows, pollarded willows and marginal planting.

This park provides a strategic pedestrian link between Camp Road and the Sports Fields to the south.

#### Doorstep Greens

Small areas of amenity open space will be set aside throughout the development as 'Doorstep Greens'; green oasis for quiet local recreation and doorstep play within easy reach of each of the various neighbourhoods.



### 4.4 Play and Sport Provision

There are a number of national and local planning policies and guidance documents which set down standards for the provision of play and activity space for older children in new and existing developments. The most relevant documents are as follows:

**The RAF Upper Heyford Revised Comprehensive Planning Brief 2007**

**Clause '4.7.3.1 Children's Play':**

"Children make up a significant proportion of the population and the Council's adopted and non-statutory policy seeks provision for sport and children's play based on a minimum of 2.43 hectares per 1000 population. For a development of 1000 dwellings this would equate to approximately 1.9ha of children's play space and a total of 3.8ha of land for sports pitches."

**Cherwell District Council's Local Plan**

**Chapter Seven, Recreation and Community Facilities Policy R8:**

"The District Council will require in connection with all new housing developments the minimum provision of 2.43 hectares (6 acres) of public outdoor recreation playing space per 1,000 population, together with secure arrangements for its long term maintenance. The amount, type and form of outdoor playing space will be determined having regard to the nature and size of the development proposed and the community needs likely to be generated by it. Provision should usually be made on site, but where this is not possible or is more appropriate off site, a contribution towards suitable off site provision may be sought, secured through a legal agreement".

Children's playing space (including designated equipped areas) and more casual/informal play areas within housing areas: 0.8ha (2 acres). (This = 8m<sup>2</sup> per person).

Outdoor formal sports provision 1.6ha per 1000 (4 acres) of which 1.2ha per 1000 (3 acres) should be for sports pitches. (This = 16m<sup>2</sup> per person).

The Council's minimum requirements are based on the NPFA's recommendations in the absence of local standards at the present time.

**Fields in Trust (formerly The National Playing Fields Association) 2008**

The NPFA became the Fields In Trust in 2007, and the original Six Acre Standard upon which Cherwell District Council's standards have been based, has been updated.

The updated benchmark standards for the provision of Outdoor Sport and Play are set out below. These are intended primarily as guidance to assist with developing 'local' standards and planning new developments, and to help protect provision in existing residential areas. They have been developed to accord with a survey of local authorities in England.

**Sport Space Requirements**

**Playing Pitches**

Urban	1.15 hectares per 1000 population
Rural	1.72 hectares per 1000 population
Overall	1.20 hectares per 1000 population

**All Outdoor Sport**

Urban	1.60 hectares per 1000 population
Rural	1.76 hectares per 1000 population
Overall	1.60 hectares per 1000 population

**Walking Distances**

Playing pitches - available within 1.2 km 3/4 mile 10-15minutes walk of all dwellings within major residential areas

Athletics 1 synthetic track per 250,000 - available within 30 minutes drive time in urban areas/45mins in rural areas

Tennis community courts within 20 minutes travel time (walking time in urban areas, car in rural areas)

Bowling Greens – 1 green within 20 minutes travel time (walking in urban areas, car in rural areas)

**All Playing Space Space Requirements**

Designated Equipped Playing Space	0.25 hectares per 1000
Informal Playing Space	0.55 hectares per 1000
Overall Children's Playing Space	0.80 hectares per 1000

**Walking Distances**

	Walking Distance	Straight Line Distance
Local Areas for Play	100m	60m
Local Equipped Area for Play	400m	240m
Neighbourhood Equipped Area for Play	1000m	600m

Based upon a national average of 2.345 people per household this breaks down as:

ASSUMPTIONS				
1075 Dwellings 2,345 people per household Anticipated population = 2523 people (2500)				
PLAY AND SPORT REQUIREMENTS BASED UPON THE PROVISION OF 1075 DWELLINGS				
Activity	RAF Upper Heyford Revised Comprehensive Planning Brief 2007	Fields in Trust (Rural Areas)	R'ment	Total shown on plan
Overall Children's Play Space	0.81 ha per 1000/8m <sup>2</sup> per person	0.8 ha per 1000/8m <sup>2</sup> per person	2.0ha	4.4ha including informal Playing Space (2.4ha)
Playing Pitches	1.6ha per 1000/16m <sup>2</sup> per person	1.72 ha per 1000/17m <sup>2</sup> person	4.2ha	4.2ha
Total of Play and Sport	2.43 ha per 1000	2.52 ha for 1000 (Rural requirement)	6.2ha	8.6ha

**Detailed Play Space Requirements**

Fields in Trust, in reviewing the original Six Acre Standard, have retained the principle of a hierarchy of play spaces of various sizes to make provision for specific age groups, provided within prescribed walking distances. The guideline requirements are set out below:

Facility	Time	Walking Distance	Radial Distance	Min Size	Nearest Dwelling Characteristics	Play Experience	Age Range
Local Area for Play	1 min	100m	60m	100m <sup>2</sup>	5m from activity zone	Small low-key play area	Up to 6 years
Local Equipped Play Area	5 min	400m	240m	400m <sup>2</sup>	10m from activity zone	Min 6 play experiences	Predominantly primary school age
Neighbourhood Equipped Area for Play	15min	1000m	600m	1000m <sup>2</sup>	30m from activity zone	Min 9 play experiences including ball games	Primarily older children, but also may provide for all age groups

**4.4.1 Play and Sport Strategy**

We have developed a Strategy for Play and Sport at Heyford Park, which is based upon these standards set above by Cherwell District Council, to ensure that play and activity spaces are readily accessible within each neighbourhood, to each age group, and providing a wide range of activities and facilities.

In accordance with National and Cherwell District Council Standards a hierarchy of play and activity spaces is to be provided as follows:

**Local Areas for Play**

Doorstep Play Spaces for children up to 6 years of age principally. These spaces are primarily for children to play in designated open space close to home.



Local Areas For Play

**Local Equipped Places for Play**

Local Equipped Places for Play for children and young people up to 16 years and above. These spaces are intended to provide play and activity opportunities for all age groups within a designated space set aside within a large park setting where all community members can come together.



Typical Local Equipped Play Spaces



Typical Local Equipped Play Spaces

**Neighbourhood Equipped Area for Play**

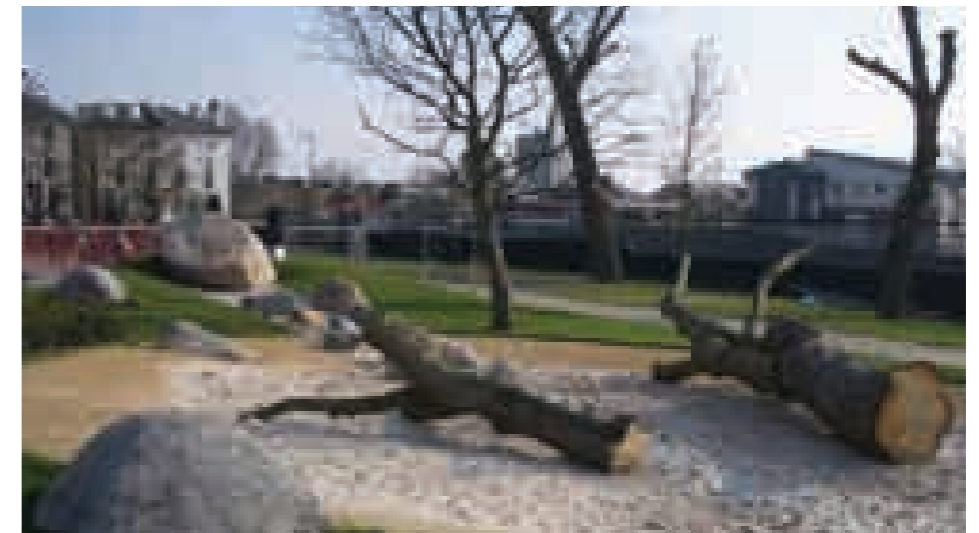
A larger Neighbourhood Play Space is proposed to the western margins of the new development, which will provide extensive play opportunities in association with the principle sports provision for the site as a whole.

Wherever possible we have used existing open space within the site, especially where this is characterised by mature trees or an open aspect to the countryside, to help reinforce visual and physical links with the wider landscape. All play spaces have been located where they are over-looked, and close to strategic pedestrian routes wherever possible.

Within the proposed development area there is also a significant quantum of informal play space - open space which is available for spontaneous play opportunities without formal provision of equipment.



Typical Neighbourhood Play Spaces










### Proposed Play and Sport Provision



**KEY**

-  Sports Pitches Total Area Shown = 4.2 ha
-  Neighbourhood Equipped Area for Play (NEAP) = 0.2 ha
-  Local Equipped Area for Play (LEAP) = 0.6 ha
-  Local Area for Play (LAP) = 1.0 ha
-  Informal Play Space = 2.6 ha

**Total = 8.6 ha**

Proposed Play and Sport Provision

H e y f o r d P a r k



- Key
- Local Equipped Play Spaces
  - 240m Radial Walking Distance to Local Equipped Play Space
  - Neighbourhood Equipped Play Space
  - 1200 Radial Walking Distance



## 4.5 The Planting Strategy

### 4.5.1 Introduction

Planting is seen as a critical element in the creation of an attractive and stimulating environment at Heyford Park.

Planting and in particular a strong tree cover has many benefits for its citizens, promoting a sense of well-being and good health, as well as promoting nature and supporting biodiversity within the built environment. The planting strategy below has been developed to ensure that there is seasonal interest throughout the year, with planting also being used to engender a very unique sense of place and distinctive character across the development.

This strategy has been used as the basis for the planting palettes outlined below.

The enhancement of biodiversity has also been an important consideration in developing the strategy through the re-introduction of native species, the phasing out of non-native species currently prevalent on the site, and the reinforcement of existing and creation of new green corridors.

### 4.5.2 Design Principles

The strategy has been based upon the following design principles:

Planting should:

- Be used to create a distinct sense of place, by making references to historic, cultural or natural influences relevant to the area.
- Be used to reinforce a hierarchy of routes through the development through the use of appropriate scale
- Provide an attractive setting to the urban environment.
- Promote biodiversity
- Respond to the scale of adjacent buildings
- Provide seasonal interest

### 4.5.3 The Strategy

There are four principle components of the planting strategy:

#### **Robust Framework**

The planting strategy aims to provide a very strong and robust overall structure within which individual strategies will be developed for key public spaces to help create a dynamic and unique environment. The existing tree cover to the site is one of its key assets and will be dealt with sensitively. To enable the site to become a modern residential environment there will be some losses, but these will be mitigated by the additional significant new plantings. A tree management and maintenance plan will be implemented to ensure longevity of the tree stock.

#### **Sense of Place**

Key public places, parks and gardens will each have their own unique planting strategies. Initial ideas for these are set down in the following pages.

#### **Habitat creation and biodiversity**

Habitat creation and promotion of biodiversity is an important element of the strategy. A number of nature parks will be provided within the development,

each designed to support a number of natural habitats. Wherever possible additional habitats will be provided and created to support biodiversity throughout the scheme.

### 4.5.4 Sustainability

Planting plays an important role in the creation of a sustainable development. To this end plant selection will be based upon the following criteria:

- Use of low maintenance, drought tolerant plants
- Use of disease/pest resistant plant species
- Preference for use of locally sourced plant stock
- Target percentage of native/wildlife friendly species
- Use of plants to control micro-climate and pollution
- Avoidance of high-allergen plants species
- Retention of existing vegetation where possible and/or appropriate
- Carbon balancing - measures taken to optimise the carbon balance of the development.

### 4.5.5 Principles of the Planting Palettes

The overall planting strategy seeks to provide a strong unifying framework of green, publicly accessible space which provides strong and attractive routes between residential areas and the community heart, and on the larger scale, between the open countryside to the south and the large open spaces of the flying field to the north as noted above.

These routes will connect with the existing public access routes beyond the site boundary, and reinstate old routes and hedgerows which would have once crossed the site, to ensure that the new development areas respond to the 'grain' of the surrounding countryside.

The rich heritage of the site itself and the unique character of the landscape beyond its boundaries, provides opportunities for creating a rich tapestry of landscape characters within the new development, which will be woven together by the robust overall framework of open space and a variety of planting palettes.

The existing landscape of the central areas will be retained and reinforced to maintain its 'campus' character. Open space will be provided via a series of open courts and simple lawns with a simple high tree canopy providing the backdrop and avenues of trees to reinforce Camp Road and key retained buildings, within a coherent formal setting reflecting the heritage of the site.

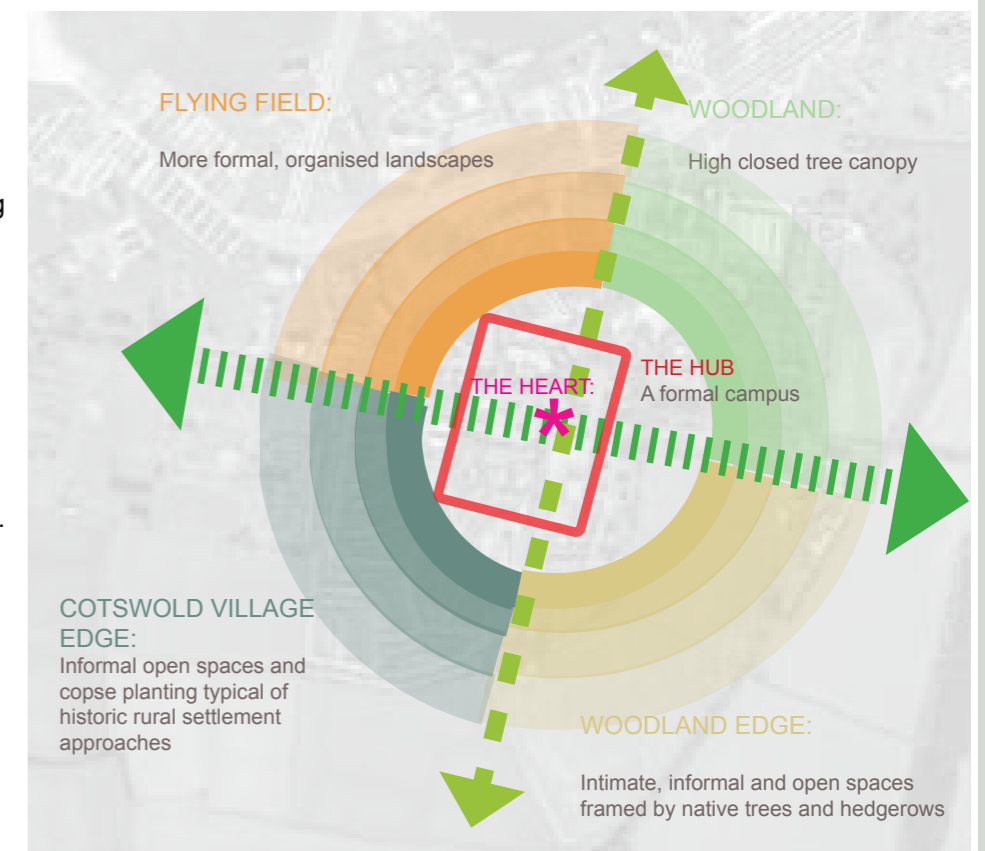
This character area will provide the setting to all of the main community activities, including the school and the heart of the community : Heyford Square.

Landscape within the residential areas beyond this will respond to both the adjacent landscapes and the character of the vegetation or built form which already exists on site, be it woodland, woodland edge, open agricultural land or the flying field itself.

By responding in this way, each of the different residential areas will have a unique character, with landscape which helps to integrate the development into its surroundings, while being linked together around the central core areas, with their more formal 'campus' style landscapes, and Camp Road in particular.

To achieve this robust framework, reinforcement of site heritage through planting, and integration of development in wider landscape, the following planting palettes are proposed.

- Camp Road Avenue Tree Planting
- the Trident and Campus Landscapes
- Native Woodland Edge
- Woodland Tree Planting to Eastern Areas
- Garden Suburb Planting
- Little America - Bungalow Landscapes



### Proposed Planting Strategy

- Key
- Camp Road Avenue Planting
  - The Trident and Campus Planting
  - Village Edge Planting
  - Woodland Edge Planting
  - Woodland Tree Planting
  - Garden Suburb
  - Street Tree Planting Bungalow Area



H e y f o r d P a r k

### Planting proposals





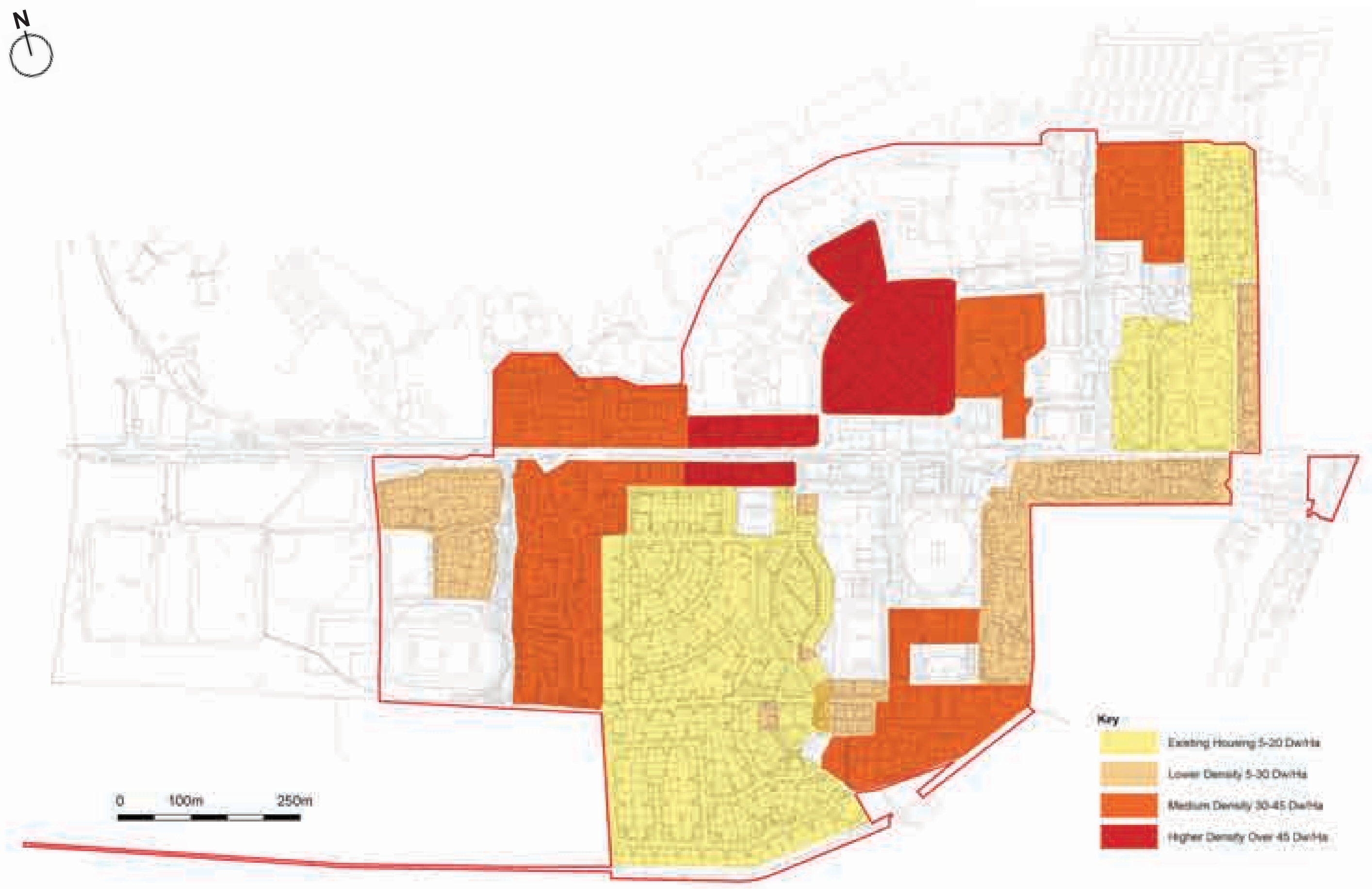
# 5

## Scale

- Density
- Height
- Massing
- Open Space



Density plan



## 5.0 Scale

Scale is one of the most challenging issues for the design of the Heyford Park masterplan and it presents itself in both the widest landscape context and at the level of individual buildings within the settlement area. The extraordinary relationship of the huge A-frame hangars at the edge of the flying field and the vast expanse of the flying field itself is a unique characteristic of the Conservation Area and is to be preserved through the retention of the hangars. The relationship of the hangars to new more domestic scale development within the settlement area then has to be resolved, and the masterplan proposes a "buffer zone" of new apartment buildings of a scale that mediates between the two by stepping from 3 storey apartments adjacent to the hangars down to 2 storey apartments adjacent to the domestic housing. This is planned to help "reduce the scale of " the development gradually from the hangar to a domestic scale.

By contrast, most of the existing family housing at Heyford Park is single storey, consisting of 210 bungalows. However, the higher quality officers' housing is of two storeys, and the future new housing will be very compatible with it in scale.

Key character buildings in the settlement are also one or two-storey, such as Heyford House and former barrack blocks, the 'I' building and Lamplighter. These are two storey but on a larger scale than the domestic character of the family housing.

### Residential Development

New residential development will be predominantly two-storey, reflecting the established scale within most of the settlement area. In key locations, for example around formal spaces such as the parade ground or Trident area, building heights can be three-storey to reflect the larger scale formality of the early RAF buildings in those locations.

### Employment Development

Employment use is proposed in the Lamplighter building which is a dominant 2 storey retained building within the heart of the residential district. This has been chosen to promote expansion of employment use into the southern area of the site and contribute to the varied mix of uses across the masterplan. Residential development in the Trident area in the form of larger apartment buildings is included between the differing architectural scales of hangars and domestic housing.

### Retail Development

New retail space is proposed to the north of the primary school site as supporting facilities at the heart of the mixed use village green area. To contribute to retail sustainability, apartments are proposed above the shops promoting a mixed use activity and a more 24/7 vibrancy to area of the masterplan that are not detrimental to surrounding uses. The scale is thus up to 3 storey's to enable a visual clue as to where the village centre exists promoting, through height a greater sense of legibility.

## 5.1 Density

The residential densities proposed respond to the traditional urban form of higher densities closer to the centre of settlement, reducing towards the edge of the settlement area. The highest density area is proposed around the local centre and in the Trident Area, reflecting the more formal street pattern and strong tree lined avenue framework. The new build medium and lower density areas are located towards the edge of the settlement area towards the western and eastern edges. A variety of densities will be achieved as reflected not only in the new build areas, but also in the retained residential areas and buildings, introducing a variety of densities.

Overall, the net density achieved will be approximately 36 dwellings per hectare averaged over the residential areas of the new settlement area.

Within the settlement boundary the illustrative masterplan proposes 1075 units and this is consistent with the previous consented masterplan.

The new illustrative masterplan contains the same level of development but there is a subtle shift in density patterns as a result of the sustainable solution of retaining 313 existing properties.

The retention of 240 existing bungalows are at a density ranging between 16 - 20 dwellings per hectare that is nearly half the average density set by the original consented masterplan whilst the existing 16 officers housing that were also included in the previous consented masterplan is at a 5 dwellings per hectare density. There are a further 57 retained houses in Carswell Circle, Carswell Crescent and dispersed within the settlement area that present densities of 26 dwellings per hectare.

The challenges facing the masterplan is to illustrate appropriate densities within the remaining settlement that do not exceed the appropriate densities for a new community. The intention of an average 34-36 dwellings per hectare is still a target and the remaining plots available for new build residential has been designed to reflect the intentions of the previous consented masterplan with a central high density core that is alongside the existing commercial areas and typified by large footprint apartment buildings at a density of 45dw/ha or higher leading onto a central area of housing around the district centre and along Camp Road that is typified by medium density housing of 30-45 dw/ha whilst the intention of the illustrative masterplan has always been to provide the lowest densities of development alongside boundaries that abut fences to fields and typified by large detached houses on larger plots.

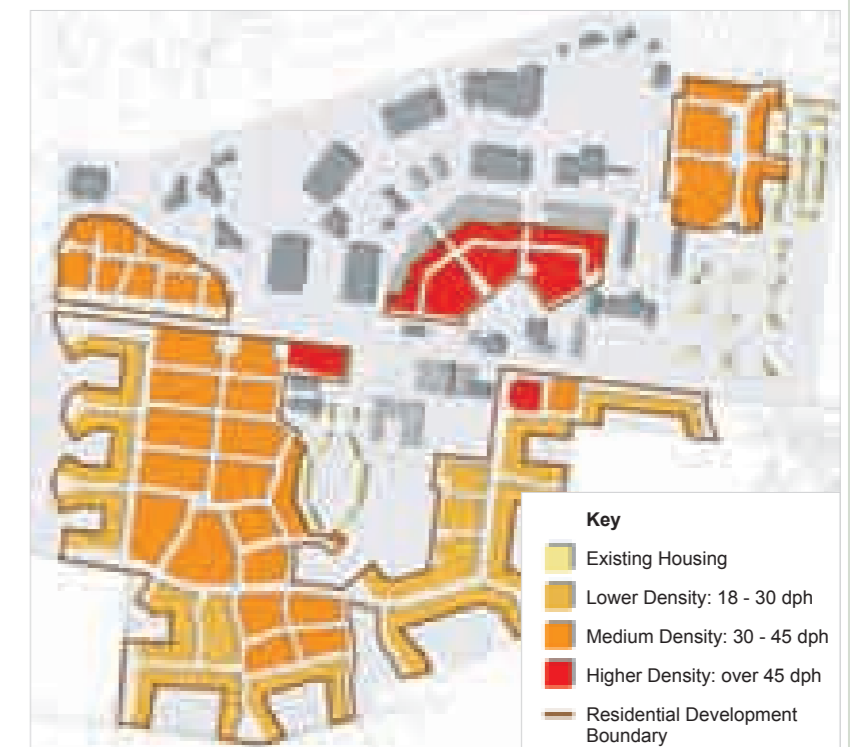
There is therefore a clear hierarchy of densities starting from high density in the centre of the site through to a middle band of medium density development and then low density development to the outer field edges of the site. The existing houses and bungalows contribute to this by having low densities towards the outer edges of the sites as well.

The retained bungalows south of Camp Road comprising 210 units is the obvious change between the consented masterplan density and the new illustrative masterplan with lower densities of around 20 dw/ha extending deep into the settlement area and physically changes the parameters of the masterplan - see inset diagram of original density plan.

### Housing

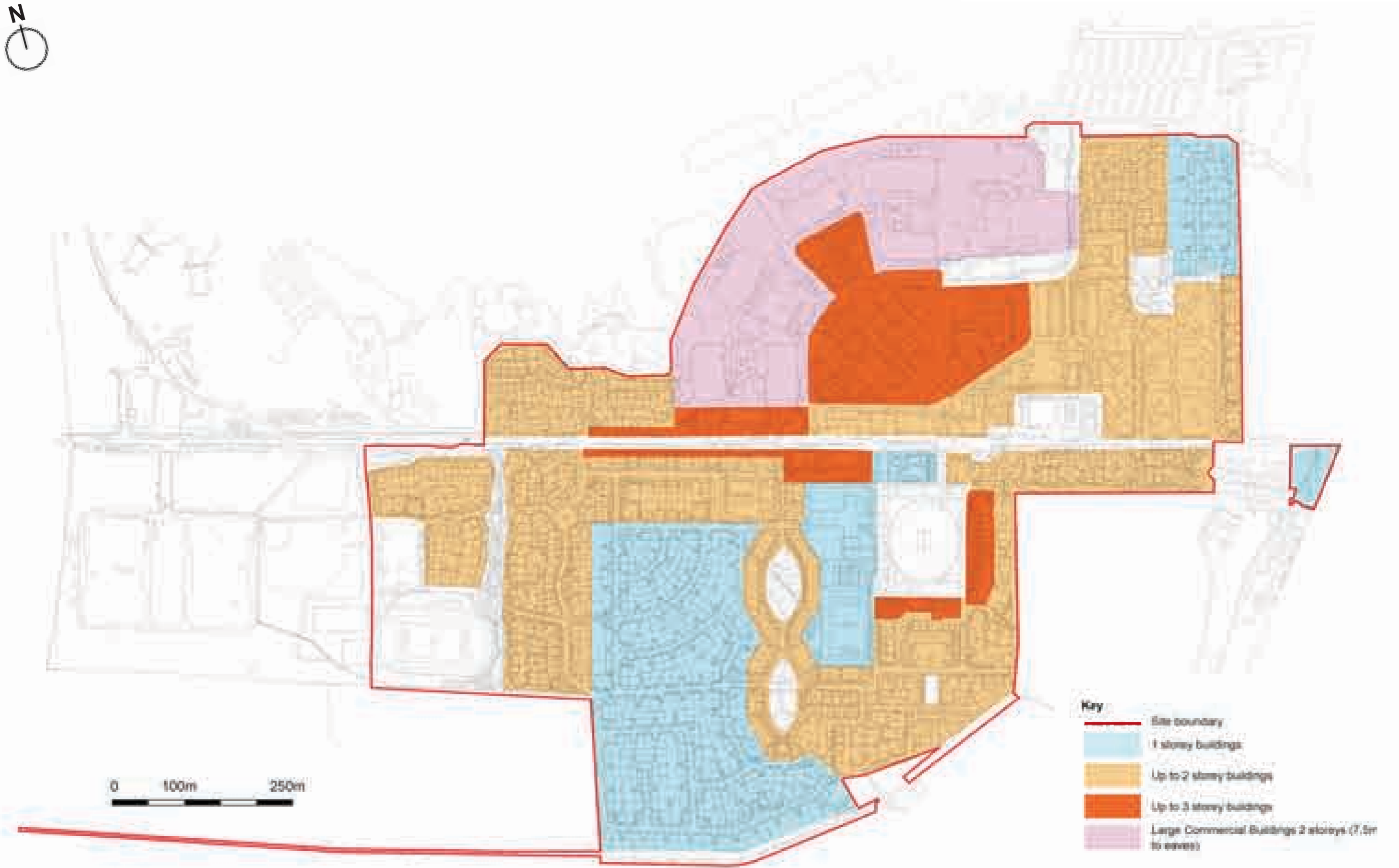
Having described the variation between the consented masterplan and the new illustrative masterplan it is clear that the new masterplan still delivers the intentions of the original consent and still supports the objectives for the settlement area set out in the original brief without significantly increasing the impact of the development on its context. It is, however, a result of a number of factors that the settlement boundary has edged westwards in line with the existing building (Bdg 583). These include the retention of more heritage buildings on the masterplan than originally consented, the retention of the larger footprint representing the Parade Ground, as public open space and the low density bungalows across 20% of the available residential masterplan. It is however understood that CDC & English Heritage will support this minor expansion of settlement area if the views from Rousham Park are not affected. This has been appraised by Macgregor Smith (see landscape section Chapter 8) which conforms no visual impact affects this important Rousham viewing corridor.

It is therefore proposed that the 1075 residential units comprising 313 existing retained and 762 new homes represent an appropriate level of density development across the overall settlement area.



Previously approved Housing Densities Plan (Roger Evans masterplan) for comparison

Height plan



## 5.2 Height

The residential heights proposed respond to the traditional urban form of higher storey height around key spaces to better define public open space such as the Village Green whilst reducing in height towards the edge of the settlement area down to domestic two storey and existing one storey bungalow heights; thus providing a downward gradient towards the surrounding field boundaries from the centre of the settlement area.

Along with the proposed density plans the higher storey heights are also reflected by the higher densities at the centre of the Trident Area where more apartment buildings are located in proximity to the very high existing Hangar buildings, the residential storey height will be the highest. This is an appropriate contextual response to the immediate built form and density characteristics of the settlement area.

The average residential height is two storey domestic height across much of the masterplan as the new build residential is of a traditional height characteristic. The existing retained residential buildings range from 1 storey bungalow to 2 storey houses and the new build residential reflects this existing two storey element.

For good urban design reasons, the housing fronting the Village Green to the East and South of the space can be up to 3 storey height as the public open space has a width requiring strong linear form and bolder height to enclose this space. Whilst the primary school to the West of the Village Green is only one storey in height the retained existing mature tree belt running north - south along the western edge of the Village Green provides the appropriate scale and

height required to match the height of the new homes to the East and South of the Green.

Existing buildings to the North of the Village Green are of 2 storey military height (such as the proposed pub/restaurant) and the existing retained pavilion building is fronted by a line of tall Chestnut trees helping to enclose the northern edge of this Green.

Whilst a general two storey height blanket across the new build housing is a consistent theme, good Urban Design placemaking requires variety in the architectural approach to provide clear local legibility markers and as such key views, linear road vista end stops and definition to corner junctions across the development should allow buildings to locally respond to the need to create height to provide end stops and visual markers. These may be in the form of increased height in localised architectural ways and this architecture helps define the smaller scale spaces in an appropriate manner.

Anticipated localised height variation can take the form of changes in roof pitch, additional appropriate corner features, additional small scale 3rd floor elements that are designed to mark specific elements in the settlement area.

## 5.3 Massing

The scale and massing of the new illustrative masterplan (illustrated on page 49) is consistent with the consented masterplan and reflects exactly the intentions of the original concept.

This can be summarised by the adjoining diagram that depicts the massing on the masterplan.

The intention is to reflect the larger footprint massing that is represented by the hangar buildings within the settlement boundary adjacent to the flying field with larger footprint and taller apartment buildings in the north west quarter of the settlement area. This represents a quarter of the masterplan where the massing reflects existing urban form. The massing then steps down to a medium scale, represented by terraced and lower apartment blocks that surround the district centre. This reduction in massing and scale continues towards the field boundaries with the buildings being broken up into detached larger plot layouts that blend more readily with the openness of the surrounding wider open landscape field conditions.



Building heights conceptual structure



Previously approved Housing Heights Plan (Roger Evans masterplan) for comparison

Green Infrastructure Plan



- Key**
- Open Space
  - Open Ground
  - Natural Open Space
  - Green Route
  - Structure Planting
  - Play Surface with Retention Features
  - Play Equipment Area for Play (P&A)
  - Local Equipped Area for Play (L&A)



## 5.4 Open Space

The Landscape Strategy set out within section 4.0 has been developed by Macgregor Smith in response to the opportunities and constraints identified through the landscape appraisal and study. Through this analysis it has been defined that the landscape proposals for the new development area set out to achieve the following:

- Contribute to the creation of a unique and attractive setting to new development;
- Celebrate the heritage of the site, especially at its core; and
- Provides distinctive and varied character areas across the site which respond both to the existing landscape character of the site and those of the surrounding countryside, to ensure its sympathetic integration into the wider landscape.

Through applying these principles, the adjacent parameter plan diagram defines the main formal and semi-formal landscape areas that have resulted from this approach, which contributes to the positive creation of community open spaces that will be accessible to the wider settlement community.



*Walking distances from centre of settlement  
400 metres, approximately 5 minutes walk*

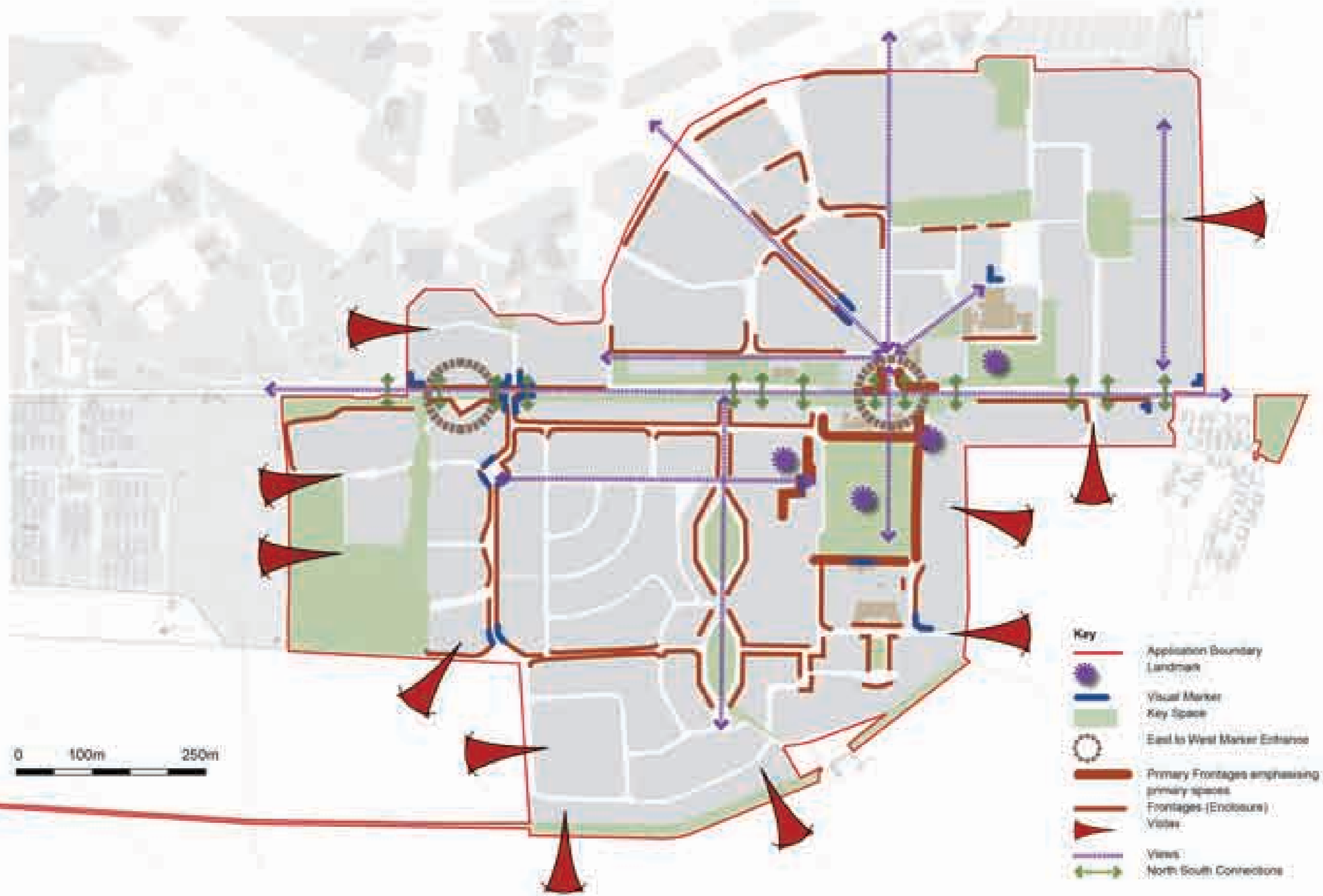


## 6

# Layout

- Design Parameters
- Specific Character Areas
- Design Criteria
- Best Practice

Urban Design Rationale



- Key**
-  Application Boundary
  -  Landmark
  -  Visual Marker
  -  Key Space
  -  East to West Marker Entrance
  -  Primary Frontages emphasising primary spaces
  -  Frontages (Enclosure)
  -  Views
  -  Views
  -  North-South Connections

## 6.0 Layout

### 6.1 Design Parameters

#### 6.1.1 Approach

This section describes the main elements of the built-form masterplan for the proposed new Upper Heyford settlement area and its relationship to the wider flying field.

The masterplan aspires not just to create a layout within which well designed buildings and amenities can function satisfactorily, but to also create a public realm - a common ground in both a geographical and a human sense - which engenders a sense of community. This realm comprises the streets, squares and parkland through which the place will be experienced. Individual elements can become communal outdoor 'rooms' and are joined together in a way that will make the settlement 'legible' to residents and visitors alike.

#### 6.1.2 The Concept

The development proposals of Upper Heyford redevelopment will knit in with its existing context and relationship to the wider landscape character to form a cohesive plan that sets a new standard for living within the settlement area. Whilst the ethos of a 'rural settlement' is considered, a focus on the setting, character and high quality design reveals this development to be a celebration of modern town planning and urban design, where reuse of its exist military structure has provided a sense of heritage and identity. The Upper Heyford development will have its own distinct qualities, whilst responding to its surrounding context.

The proposed illustrative masterplan has been developed in response to the following design strategies as illustrated in the parameter plans illustrated within this document:

- Landscape
- Access
- Density
- Building Heights
- Land Use
- Development Parameters

The additional strategy plans described in this document combine to illustrate the information presented within the application parameter plans and additional detailed level of information used to describe how the development has evolved.

### 6.2 Urban Design Principles

The urban design principles described are highlighted on the development parameter plan which will inform the detailed development proposals. The following is a brief summary:

- The site has been divided into a number of character areas defined by a network of existing and proposed streets and public spaces responding to the topographical and landscape features identified in the initial site analysis which reflect the retention of the exist residential and heritage building;
- The frontages of the urban blocks have been given a hierarchy depending on the importance of the street or public space that it fronts onto or the importance of the building itself;
- The focal points of key vistas and prominent corners throughout the site have been identified. The elevations framing those key vistas have also been highlighted as needing special attention;
- Opportunities for significant buildings visible from within the site have been identified in order to assist with orientation around the settlement area;
- Buildings have been set well back at strategic locations to provide opportunity for a significant landscape features and / or pedestrian and cycle movement such as the central Village Green;
- The retained listed and historic buildings have been included within the design, with retained landscape and significant trees now providing new opportunities based on its historical context;
- A central open space has been provided off Camp Road as a representation of the historic parade ground, providing a new community space at the heart of the settlement surrounded by a mix of uses;
- A secondary and larger open space is provided towards the south western end of the site primarily for recreation / sport, and retains the existing facility.
- Secondary frontages through the site have also been identified;
- Pedestrian cycle links have been introduced through the settlement into a coherent connective structure to encourage reduced vehicular activity within the development; and
- East west and north south connectivity has been a paramount issue to improve.



### 6.2.1 Urban Blocks

The site has been divided into development areas based upon its existing settlement layout formed by a network of streets, public spaces and retained buildings. The resultant built form is structured by creating housing areas of various densities around the original central structure and settlement edge, with new taller apartments blocks positioned closer to the larger retained hangars in the centre. The resultant 'Urban' or 'Perimeter' block form now provides a complete connected cluster of development based on the existing settlement access structure. This new masterplan will prove to be robust over time and provide flexibility in:

- Accommodating most forms of development;
- Helping reduce the risk of crime by providing a clear distinction between public spaces and private gardens;
- Reduce the need for exposed fences and walls;
- Provide natural surveillance of public areas from well used spaces from within the homes;
- Provide a sustainable layout by promoting walking and cycling in a more secure environment;
- By giving an individual character to streets and spaces create a strong 'sense of place' which helps with orientation around the site; and
- Promote a vibrant heart to the scheme surrounding a new Village Green.

Where practical, individual buildings within the perimeter block form 2 distinct faces. A public front with natural surveillance and private backs, containing private gardens and private parks. The public face will front onto streets and areas of public activity and the private face will address private gardens and other private spaces within the urban block.

"Making frontages 'active' adds interest, life and vitality to the public realm." (Urban Design Compendium, 2000, pg89)

### 6.2.2 Natural Surveillance

The quality of streets, public spaces, parks and informal landscape areas is improved significantly when active frontages (windows, entrances to buildings, internal spaces visible from the outside) are orientated towards the public realm. This optimises security, visual amenity and place making. Active frontages can be achieved through built form and the considered location of building entrances that will generate higher pedestrian activity in prominent locations, visible within public spaces. Corner buildings should be utilised to minimise blank walls and dead frontages facing streets.

## 6.3 Key Built Form Generators

### 6.3.1 Key Frontages

The frontages of the urban blocks have been graded with a hierarchy to help create a strong sense of place and help to orientate around the site. A description of the grading is as follows:

- Primary frontage - Camps Road, major public spaces and avenues: Rich in architectural detail and a wider pallet of materials. Generally higher quality finishes. Roofs as gables or the leading edge of mono-pitches;
- Secondary Frontage - All other street frontage. Less rich in architectural detail and a simpler pallet of materials. Most roofs as gables or leading edge of mono-pitches but some flat roofs in smaller scale spaces;
- Tertiary/Mews Frontage - Centre of urban blocks and private spaces. Minimal architectural detail and limited pallet of materials. Roofs as gables, shallow end of mono-pitches or flat; and
- Buildings are unique by virtue of their situation e.g. overlooking a square or Village Green, addressing a main street or at the end of a street acting as a visual marker or important legibility node.

The detailed design of house types will respond to the range of conditions that the masterplan generates. In particular, locations are created for:

### 6.3.2 Landmark buildings

There are some locations where a 'landmark' building is called for, for example at the end of a long vista or at gateways to character areas. These are indicated by symbols on the masterplan.

### 6.3.3 Corner buildings

The importance of street junctions has been highlighted, and corner sites are therefore critical in the overall plan. Where identified, buildings should 'turn the corner' i.e. be designed with elevations that address both directions, not leaving visible ends blank.

### 6.3.4 Buildings overlooking mews courts

At least two houses should front a mews court and houses at the entrance to a mews should ensure that some windows overlook the space to provide natural surveillance.

### 6.3.5 Building Height

In general, new buildings are two storeys, rising to three at landmark locations and close to retained hangars in the Trenchard area. Some apartments will be required in the affordable provision and apartment blocks can be used where the masterplan demands greater height and visual impact.

Building heights are arranged so that new office buildings provide a transition between the hangars and new housing. The hangars are 8-10 metres at the eaves, while 3-storey housing is 7.5 to 8 metres. The office blocks are two storeys, but with storey heights of 3 to 3.5 metres, and are of a larger architectural scale generally, so that in form and scale they mediate between the hangars and other development.

### 6.3.6 Plots Layouts

The plan will provide a range of plot widths and depths. Formal frontages with an architectural rhythm, such as a terrace of town houses, may require a uniform division of land into plots. Informal streets, however, may benefit from a mix of plot widths to give variety along the street. The uniform repetition of detached houses will generally be avoided. Plot widths relate in part to dwelling size, and a good mix of plot widths in a given area indicates a good mix of dwelling sizes and types. Wider plots are also useful where plot depths are limited, helping to achieve good private garden areas.

Blocks are generally of sufficient depth to achieve privacy through distance between houses. In many cases this will allow wide frontage, shallow depth plots on one side of the block with narrow deep plots on the other. Houses on smaller plots will need to create privacy through layout; larger gardens can create their own privacy. The masterplan also creates a special kind of garden space around the southern edge, backing onto open paddocks without intruding onto the open countryside.

## 6.4 Urban Design Guidance

### 6.4.1 Built Form Guidance - Parameter Plan

The Development Parameter Plan will provide key information for setting out buildings in the masterplan, providing an overarching structure and form to the development proposals.

The illustrated plan sets out the key criteria are as:

- Urban Blocks - Zone of development;
- Principle Frontages - Position of built form extent;
- Landmarks - Buildings with architectural interest;
- Building characteristics - built form including corner buildings, marker buildings and landmarks, designed to create a streetscape incident;
- Existing buildings - Heritage buildings retained to improve historic context;
- Locally Listed buildings - Retained as required by planning guidance;
- Key open spaces - Provision of public amenity and heritage;
- Significant Views - Retention / creation of important views to improve structure; and
- Vistas outside of site - retention / creation of important views beyond site from boundary.

#### 6.4.2 Built Form Guidance - Streetscene

Architectural elements within each building must relate to the requirements of the overall street-scene. In particular, all parts of buildings visible from the public realm must be considered as complete architectural compositions, where they collectively form the streetscene and impact on the public realm. Guidance considered is:

- Create obvious main frontages.  
Primary street frontages are required to be active, and in residential areas activeness equates to movement at building entrances and visibility through fenestration. Blank façades to any street frontage undermine this principle.
- Treat visible end elevations as part of the street scene.  
Standard house plans are frequently drawn up with just front and back elevations, even when designed to be detached or end-of-terrace units. Windows should be provided to principle rooms and standard plans amended to suit an end/side condition as necessary.
- Arrange terraces broadly to a consistent roofline.  
Linked groups and terraces of houses provide strong enclosure of the street scene, and this is most effective where groups are kept simple and the terrace appears as a cohesive unit. Variations in frontage alignments are better achieved through the position of terraces in the street rather than individual buildings in the terrace.
- Design plan types to common depths.  
Individual house plans should be able to link together neatly to allow varied groupings in blocks and terraces with varying plot widths and achieve cohesive terraces.
- Design with simple structural units.  
Larger buildings tend towards larger structural spans, and this can create over-dominant massing of buildings and rooflines. Larger buildings may be better composed from a combination of smaller structural elements.

#### 6.4.3 Built Form Guidance - Architectural Elevations

- Visual interest can be achieved through modulation of structural form rather than superficial decoration.  
Standard house-type elevational treatments often minimise opportunities to express the structure of the buildings reducing the façade to a flat plane which then requires relief with decorative details.
- Design eaves deep enough to allow shading and modelling on walls.  
Well-projected eaves can provide both strong definition of the structures containing street space and lower the perceived height of the building (features which counter the “boxy” character of modern houses). Light and shadow on the façade provides visual interest (rather than arbitrary decoration).
- Use simple projections of structure such as window bays to achieve modulation and shading.  
Similarly, jettied upper floors and bays can provide visual interest as a composition of simple units.
- User deeper door and window reveals

Give a sense of depth to openings in the elevation, emphasising the relationship of solid and void.

- The various character areas also relate to the heritage of the various areas within the settlement boundaries, with a common theme of contemporary 1930’s architecture denoting new build in contrast to the austere red/brown brick of the heritage buildings and the dominant grey’s of the hangar / airfield buildings.

#### 6.4.4 Built Form Guidance - Fenestration

Within each building or group, the main architectural elements form a “hierarchy” of parts, which should reflect the relative importance of their functions. This applies particularly to the composition of windows and doors within an elevation and makes a link between the internal functions of the building and its external environment.

- Emphasise entrances.  
The entrance is the most important part of the front elevation and requires more than just a door to express its significance. Set backs, recesses, canopies and steps in the façade can all modulate the elevation to emphasise and provide shelter to the entrance.
- Express windows in principal rooms.  
Principal rooms, e.g. lounges and main bedrooms, warrant larger or more prominent windows than other functions like kitchens and bathrooms. Elevations should be composed with these as more dominant elements.
- Lower window-sills in principal rooms for better views out.  
Windows in principal rooms should also afford better views out and better daylight levels. This should include designing sill heights below the eye level of people seated in the room so that they have a view out or down into the street.
- Arrange windows for comfortable surveillance.  
This is particularly important at entrances so that occupants have views over entrance paths and doors, and can be achieved through distinctive details such as corner windows and projecting bays.

#### 6.4.5 Built Form Guidance - Elements

- Limited palette of materials.  
The range of facing materials used in existing buildings at Heyford Park, which reflect the 1930’s architecture, are relatively limited and should be the basis for the selection of finishes in new development. 3-4 finishes should be the maximum in a single elevational composition
- Relate material contrasts to building form and structure.  
Materials should not be deployed just for the sake of variety, but used to express the geometry of the building design – e.g to projecting elements, at breaks in the elevation, etc.

- Main architectural elements (entrances, projecting elements) as focal features in selected locations.  
Where buildings are intended as a focus or marker in the masterplan, their main architectural elements (entrances, projecting elements, etc.) should be emphasised to create a feature.

#### 6.4.6 Built form guidance - Plot Sizes

Buildings are arranged for the most part in perimeter blocks where new build is proposed that defines public fronts (streets) and private backs (gardens and courtyards). Block dimensions have been calculated to maximise the privacy of rear gardens at given densities. Most dwellings are sited at the front of the plot in order to delineate streets and optimise private gardens using a minimum of 3m private front gardens in most places except where direct street frontage is desired. In general, minimum back-to-back dimensions of 21 metres are allowed, with an 8 to 10 metre zone for the dwelling itself. At the front of the block, street corridors are 15 to 25 metres depending on the street type. These dimensions generate minimum block sizes of 40-50 metres between street corridors and a street network of typically 50-60 metres between centre lines.

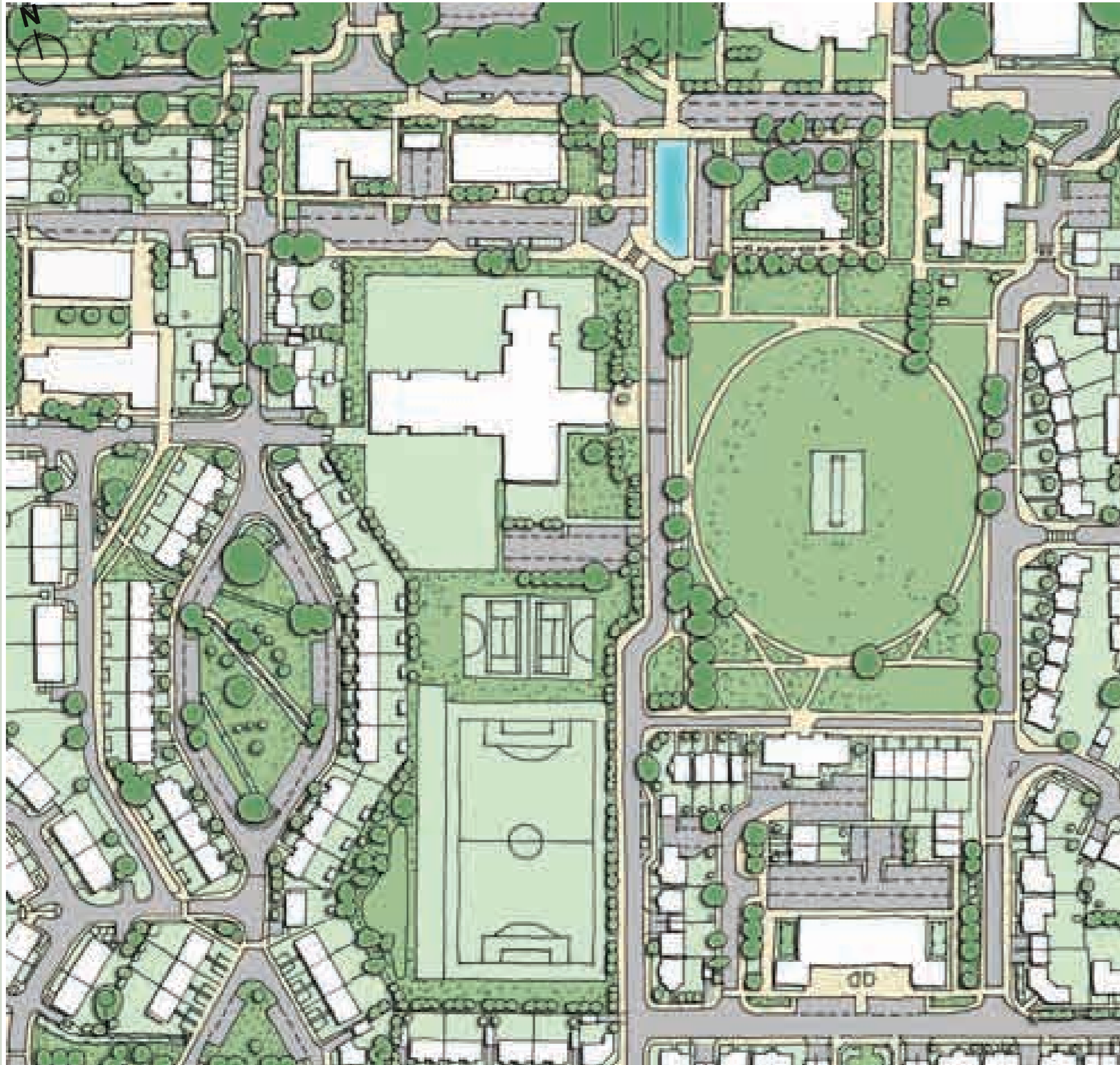
Dwellings are terraced, semi-detached linked or detached according to location. The pattern of existing development at Heyford Park lies very close to the optimum east-west axis to benefit from solar energy, and the design of new areas in the street network intentionally retains and exploits this attribute. Streets running within 30 degrees of an east-west axis benefit from access to passive solar energy and are largely terraced, linked houses or detached.

#### 6.4.7 Built Form Guidance - Plot Series

In broad terms there are three plot types – narrow, medium and wide – these lend different characters to the areas of the masterplan in which they are situated. Variations in widths are encouraged to give visual interest, and the range of widths in any one series is broad. The characters generated by the three series are broadly:

- Narrow plots: more or less continuous frontages, terraced building forms, relatively little set-back from the build-to line, front plot boundary close to or on the build-to line.
- Medium plots: less continuous frontages, linked and articulated building forms, some set-backs from the build-to line and front plot boundaries in front of the build-to line with space for planting and low boundary features (e.g. hedges or fences).
- Wide plots: generally detached buildings separated by planting and boundary features, significant variation in set-back and front boundary lines allowing generous planting, possibly even screening from the street.





## 6.5 Specific Character Areas

Important to the settlement area is the creation of varied character areas to provide a library of house types and a sustainable mix of community.

The key areas are:

- The Village Green surrounded by a new Village Centre;
- Trident housing;
- Housing to the north of Camp Road to the west side of settlement area;
- Housing to south of Village Green;
- Housing to East of Village Green;
- Housing south of Trenchards circle;
- Settlement Boundary Extension; and
- Higher Density Core.

### 6.5.1 The Village Green

Landscape within the village centre will be simple and formal, with large parkland trees and generous lawns beneath, reminiscent of both a traditional village green and formal campus landscapes reflecting the site's heritage, and providing the backdrop to significant retained buildings. A focus for local shopping and community facilities where a priority is given to a "people friendly" environment. Accompanied by traffic calming and additional public realm treatment, this area becomes an attractive 'hub' to Upper Heyford, one where movement of pedestrians and cyclists is encouraged and made safe and attractive. The retention of many existing mature trees, will be supplemented with similar species such as Walnut, Sugar Maple, and along Camp Road, Lime avenues.

The new illustrative masterplan has evolved to include a specific centre for the community that has been designed to contribute to the sustainable living / working environment and integrate new space and uses seen in surrounding villages that have already established a village centre.

From the very first concept ideas for Heyford Park, the masterplan has always envisaged a central open space that is highly visible and accessible from all of the settlement area and surrounded by many uses within short walking distanced from one another.

The diagram on the left demonstrates the uses proposed within the village centre and their proximity to one another helping to support each use with important footfall desire lines in front of front entrances to these uses.

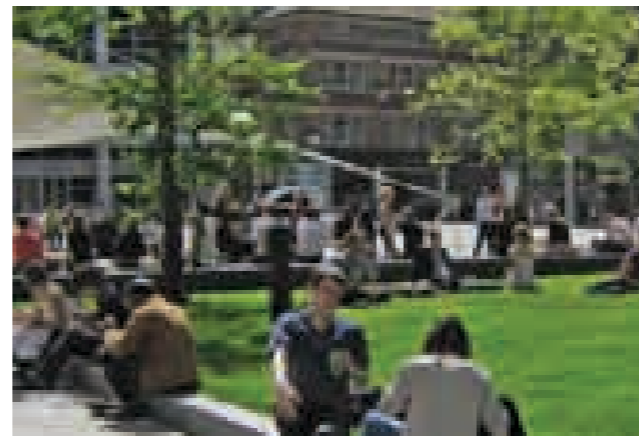
At the very heart of the scheme is the Village Green, a multiuse quality open space that is designed to offer many uses throughout the year. The District centre has been designed for the following uses:

A Village Green incorporating dimensional requirements to offer Village cricket to happen.

A Village Green that has a 360 degree running track around its perimeter as a trim trail.



Village 'green'



The hub of the site

A Village Green that has some informal parking spaces when events might take place. These include local farmers market monthly events, annual village fete, weddings in marquees, heritage events as part of the wider Heyford Park environment.

A Village Pavilion to the north of the Village Green providing Village Green changing / administration areas and possible smaller scale café space with outside seating to the south facing elevation below the Chestnut trees.

A village family public house and restaurant overlooking new green space and paths and a children's play area to the south, all facing the Village Green area.

An iconic Primary School design that reinforces the western side of the Village Green and in close proximity to the village shops, Two retail units with 2 floors of apartments over. These retail spaces can provide food/beverage and local sandwich shops, hairdressers, vets, estate agents and local fruit and vegetables rather than fast food outlets. In front of these shops are communal parking areas that combine with the school to provide parent drop off, school coach lay-by and dedicated apartment parking. Servicing the shops a lay-by on Camp Road is provided for so vehicles can access the refuse and store areas without impacting upon the local street scene.

The Community building is retained and is located along a primary East West pavement route directly associated with the village centre.

The Church building is retained and is located along a primary East West pavement route directly associated with the village centre.

Across Camp Road, connected by a series of new pedestrian dominated crossing points is the retail store associated with the partly retained and extended building 100.

Camp Road parallel parking is provided for visitor to Heyford Park and can then use the retail store as a primary base as they pass through. This store is the principle large retail and is intentionally located alongside the apartment areas and employment zone to facilitate a better mix and use of the retail provision on site.

Existing and new office buildings surrounding and reinforcing the main north entrance into Heyford Park is provided contributing to the vibrant mix of uses in this area.

Camp Road has been redesigned (in conjunction with detailed discussions with Oxfordshire County Council highways department to promote a pedestrian dominant environment with deflections from the linear straightness of the existing road (whilst retaining the visual linearity of the street).

A loop road around the new shops and apartments provides for a localised circulatory route to aid local movement patterns in this area with a right hand only exit out onto Camp Road to the west of these shops.

More dominant formal housing and retention of the I building (Bdg 485) reinforce the remaining two sides of the Village Green environment.

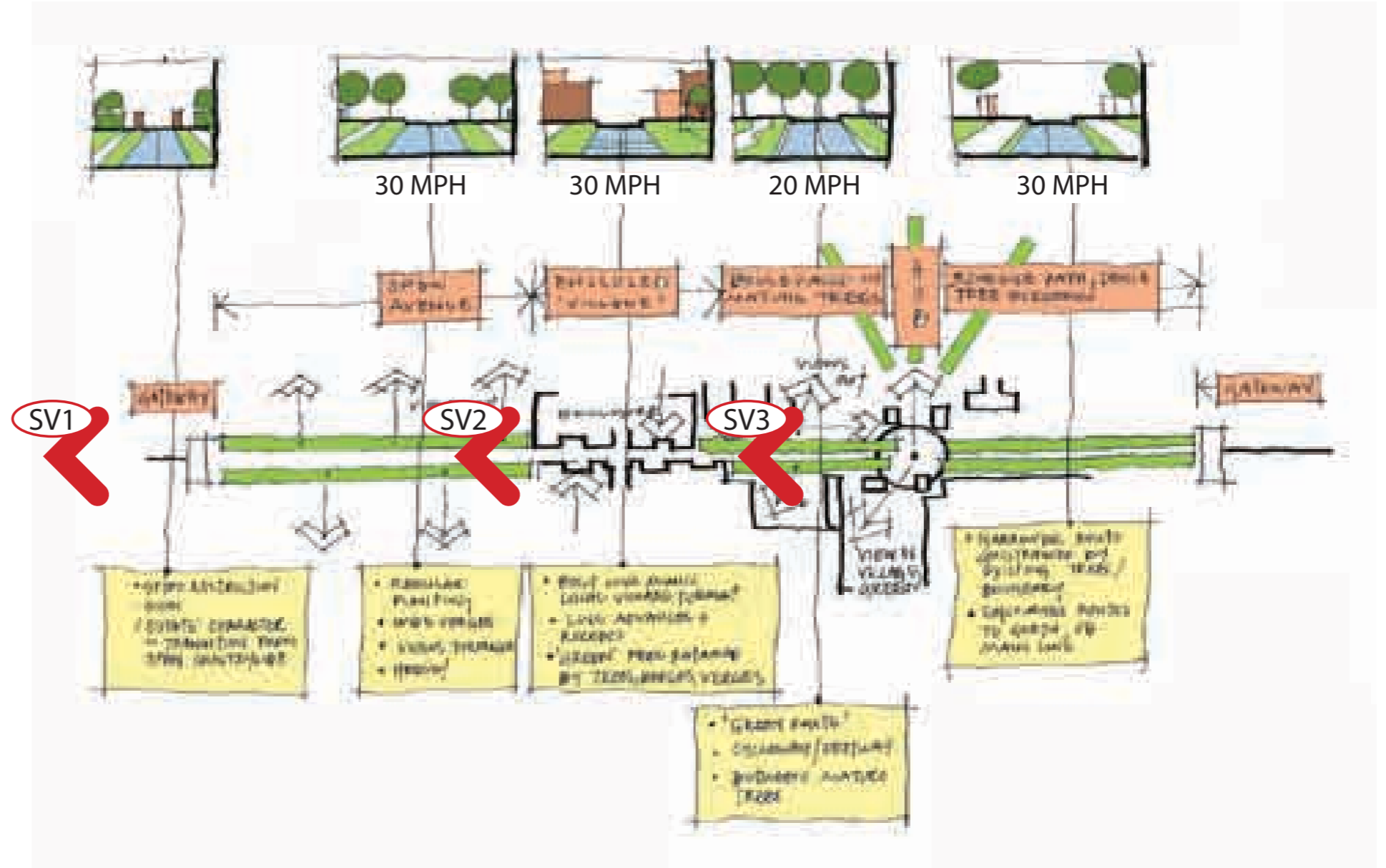
Where possible East/West and North/South connectivity has been promoted for pedestrian and cyclist permeability of the masterplan and the closure of the southern road from Camp Road in front of the proposed Public House/ Restaurant is seen as a positive enhancement to the area replacing tarmac with gardens and pathways. The Southerly visual connection of the historic Trident area is however maintained.

6.5.2 Camp Road

Camp Road is a very important unifying element which runs through the heart of the development providing the principal artery for vehicles, pedestrians, and cyclists and the green network of routes and recreation spaces.

Its straight alignment is characteristic of the area, but issues of speed and often poor roadside fabric have denuded any attractiveness. It is proposed to retain the "straight" character whilst transforming its edge treatment and reduce speed through traffic calming. In this way it can provide an altogether more "people friendly" environment rather than the often unattractive and divisive one it is today.

Existing mature trees will be retained and reinforced with similar new avenue tree planting, with generous verges and walkways beneath providing an attractive route west to east through the scheme, reminiscent of the High Streets of Cotswold villages. In selected locations buildings will be brought closer to the road to frame views along the road and to create a dynamic urban form. Opportunities for providing informal play and recreation elements along the length of the route will be explored to encourage optimum use of the route, to ensure that it does not become a divisive element.





CAMP ROAD



sketch view 1.0 : Gateway



sketch view 2.0 : "enclosed" village



sketch view 3.0 : the hub. Heyford community square



Open Avenue Character



Traffic Calmed Routes



### 6.5.3 Higher Density Core

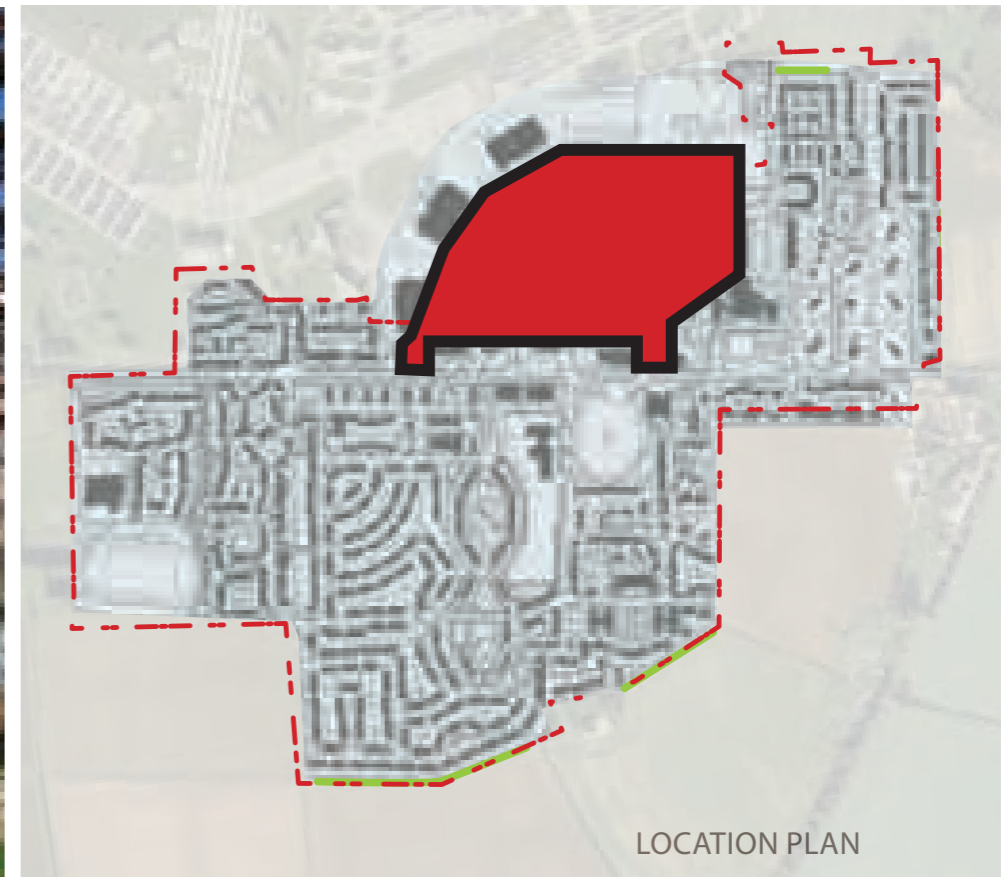
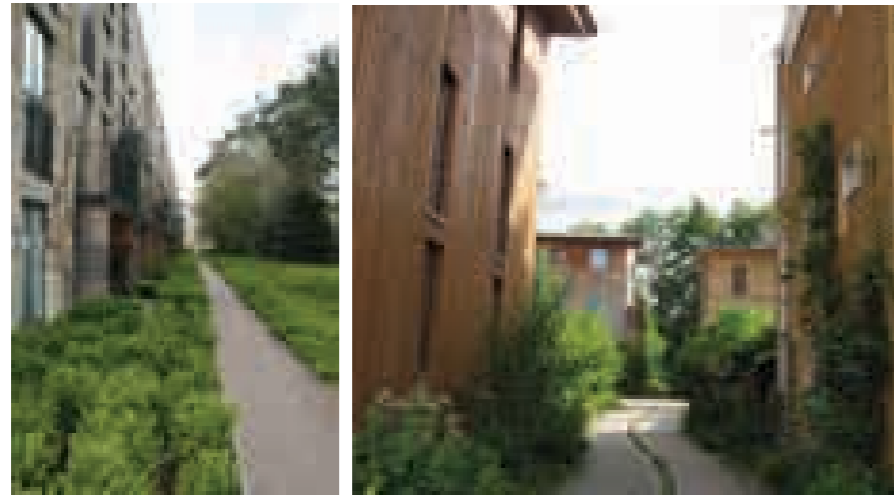
Within the settlement boundary a group of 87 new medium density homes are proposed north of Camp Road.

These have a specific relationship and differ from many other elements of the masterplan residential for the following reasons:

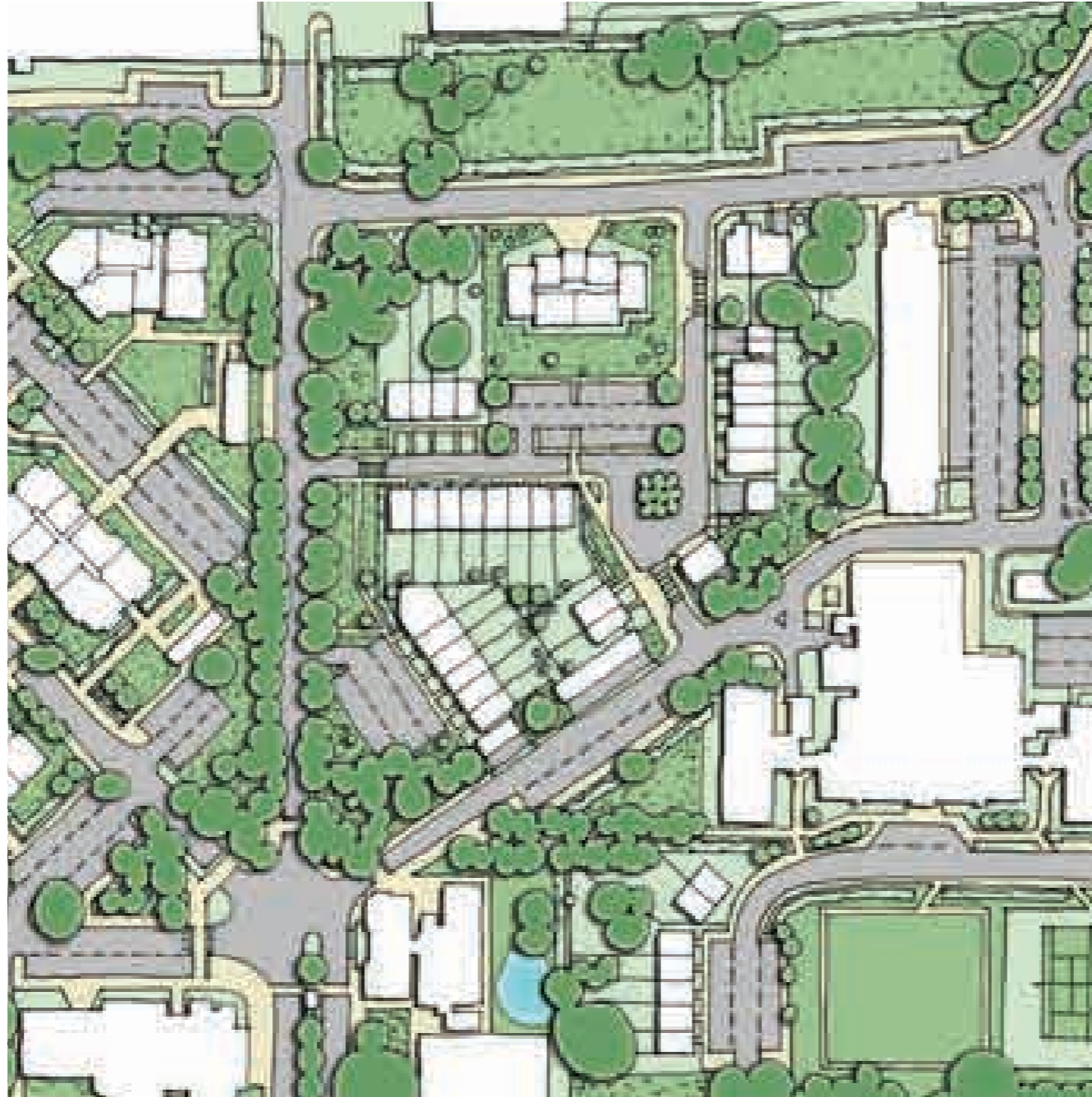
- They sit to the south of the airfield and alongside the 3 Nose dock buildings and large hangar;
- They sit to the West of the group of large dominant hangar buildings within the settlement boundary;
- They contribute specifically to the Western Entrance into Heyford Park and as such the Western most elevations should be treated with care to contribute to the arrival sequence into the masterplan;
- The location and character of the buildings strongly reflects the surrounding local village morphology of buildings grouped close together, addressing the street more directly and with on street parking and accesses to courtyards and drives as seen in many of the villages around Upper Heyford;
- The character of these 87 homes also needs to be carefully treated so they sit as a family to all the other new build residences at Heyford Park and do not feel like an island of development disconnected with the remaining settlement boundary; and
- In addition, the northern edge of the housing has reflected the approval of the previous consent in that a landscaped tree lined 'bund' has been provided to screen and divide the housing from the nose dock area. Housing has also been pulled away from the boundary to provide the required distance between the heritage buildings and new build residences.



Larger scale landscapes in this area will reflect the characteristics of the flying field and the heritage of the site. Planting will become increasingly informal on the outer edges of this area with the use of more native species, responding to wide open landscapes of the flying field and marking the transition from open spaces to the more intimate landscapes of the central areas. The gaps in the avenues of the Trident will be filled with species to match the existing and to ensure continuity of this key site characteristic into the future.



Shared surfaces in 'Flying Field' residential area



#### 6.5.4 Trident Area Housing

The trident area character area is directly influenced by 2 uses. To the West the dominant grey hangar buildings frame views towards the airfield and provide a backdrop for new residential apartments that have been developed within the two segments of the trident areas. The existing roads and trees have been retained, the informal low level commercial and education uses will be removed and the new 3 storey apartments have been placed to reflect English heritage's comments that the new build proposals should form an 'irregular' layout respectfully representing the random historic nature of the sites past development.

The character area in this location is represented by larger footprint residential apartments that relate more positively to the large footprint hangar buildings.

The second use is the more domestic scale and low level commercial buildings to the East of the trident area and the new apartment buildings placed along the eastern edge of the Trident area have been stepped down by one storey to just two storey, more in keeping with the domestic 2 storey housing and office heights. This element acts as a transition between dominant heritage hangars to the west and 2 storey homes to the East.

Mature boulevards and groups of trees in this area contribute to the softening of the apartment character area and provide a highly structured framework that reflects the street pattern and historic formality of this arrival space.

The Trident (3 prongs) is fully maintained as visual and physical connections to the airfield between the hangars however the southern most trident area parallel to Camp Road is closed off with removable bollards at the eastern end (main entrance area) as this was consented as part of the previous application.

### 6.5.5 Housing south of Trenchard Circle

New homes south of Trenchard Circle have been proposed to reflect the nature of the existing Officers housing which contain very low density (5 dw/ha) 5 - 7 bedroom existing detached properties set in large heavily wooded gardens. The new homes (only 8 new properties proposed) reinforce the linear street (Larsen Road) leading to Trenchards Circle and help reinforce this street that currently has an open edge to the east of the road. The character of these properties sitting alongside the existing field boundary and exiting track road leading to existing farm buildings outside the settlement boundary is typified by very large single detached properties on large plots, distinctly different from the other development plots across the settlement boundary. These homes also act as the most easterly arrival into Heyford Park and should set the character and standard for visitors to the area. The house immediately on Camp Road / Larsen Road should be a formal high quality property as it is the first seen on the masterplan and should have the grandeur required to announce this arrival.



### 6.5.6 Housing to the west of Trenchard Circle

The housing West of Trenchards Circle within the residential district, north of camp road, is split into two distinct areas, the first being the courtyard / mews square shaped development directly abutting the bungalows of Trenchards Circle as this accessed from an extension to the existing Soden Road leading to a formal square shaped perimeter block of tighter knit housing around a central courtyard of cars and gardens.

This has been informed by the plot dimension being a strict square shape with regular boundaries.

The housing here can have a distinctly different character, whilst still feeling part of the overall residential district through the use of the limited palette of materials proposed for the new residential development.

The urban grain of this perimeter block is different from the others proposed across the remaining illustrative masterplan and will eventually front new commercial areas to the West.

The second bespoke area of housing sits to the East of the central core of apartments and the Trident areas. Having consulted English Heritage and reflected their view that the area of housing previously drawn in the earlier masterplan layouts that the housing should reflect the historic arrangements seen on this plot, the character of this area of approximately 40 units reflects the previous informal nature of the buildings on this plot and that the semi detached housing fronting the tree lined boulevard was felt to be inappropriate thus smaller blocks of terraced homes and a small 2 storey apartment block has been created in a more dispersed open arrangement whilst still preserving good urban design of secure back to back gardens where possible.





**6.5.7 Housing south of the Village Green**

The character of the housing proposed south of the Village Green is influenced by the retention of the 'I' Building (Bdg 485) which is a large deep red brick residential building proposed to be refurbished into apartments facing directly northwards over the new Village Green and the impressive Lamplighter building (Bdg 488) which will be proposed to be converted into two storey serviced business suites with courtyard parking to the rear (in place of the previous extensions to the lamplighter building itself) The new houses facing the Village green need to be imposing to deal with the wide open space of the green whilst the housing to the sides of the lamplighter directly address streets and have a softer relationship with the surrounding new build residential plots. The character is to form a perimeter block development helping to shield the car parking associated with the lamplighter building and provide active street frontages to all the sides of the plot. The housing facing the Village Green should be three storeys to reflect the importance of the open space in front of the housing and apartments.

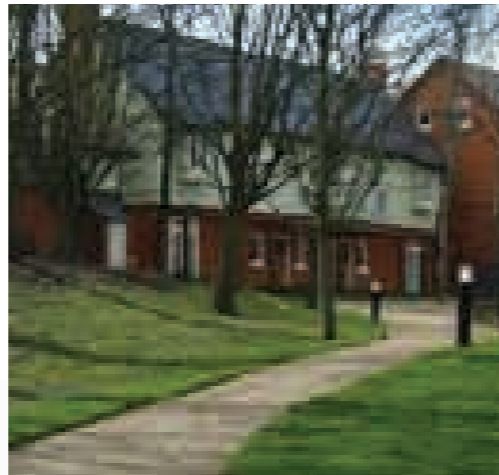
**6.5.8 Housing to the East of the Village Green**

6.5.9

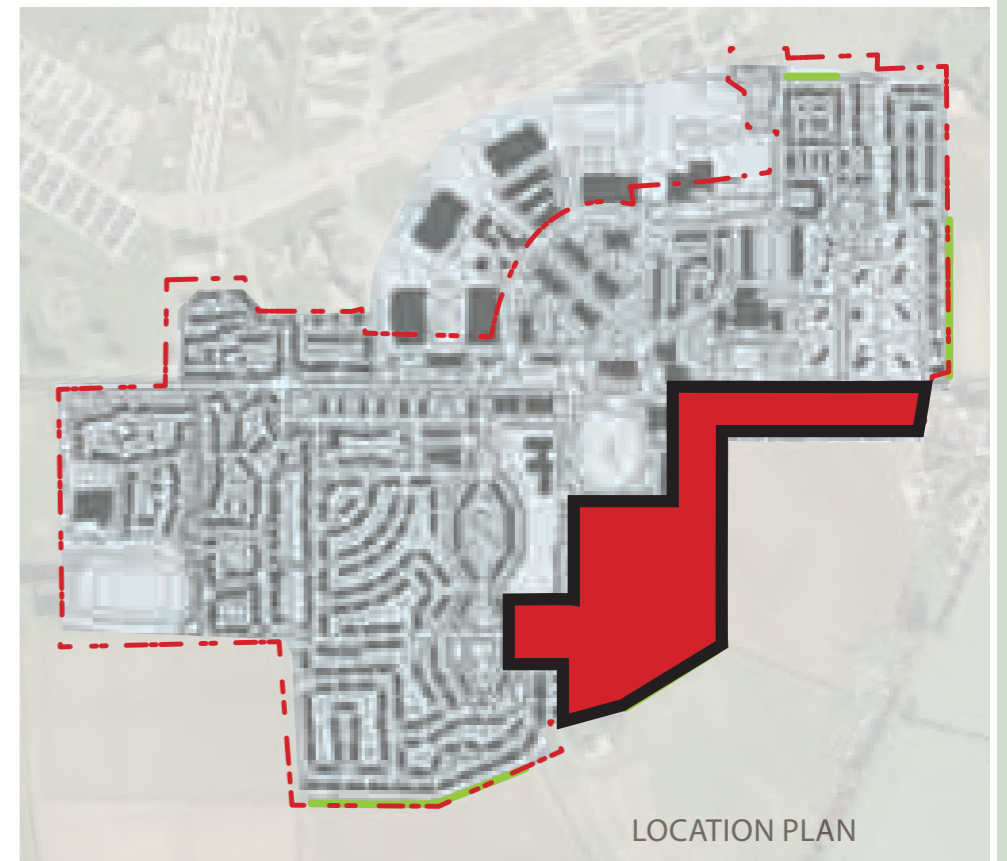
The character of the housing proposed east of the village green is influenced by two open areas. To the west of the plots is the Village Green and housing facing this should be three storeys to help reinforce the public open space and deal with the formality of the central feature whilst the eastern edge overlooks open rural field structure and this translates into housing that is detached large properties with lots of space between each property to fragment the skyline and bring longer distance views from within the settlement area out into the surrounding field environment. The character of this area is thus a split personality with a formal crescent of housing reinforcing the Village Green and the open dispersed character of detached homes in larger plots to the eastern field boundary, with both sides responding to their respective context.



Landscape proposals in this area will respond to the surrounding landscape character and the existing mature tree cover within the site, by looking to recreate the characteristics of a woodland edge habitat, with intermittent open spaces framed by native tree planting in informal groups or 'copses' and hedgerows. The illustrations show how the site edge development boundaries and connecting streets can be provided with this new tree framework, and with an effective landscape management and maintenance scheme achieve the intended character.



Pedestrian 'greenways' provide access to all areas, and connections to wider landscape



LOCATION PLAN



**6.5.10 Housing West of the southern Bungalows**

The character of housing that abuts the existing bungalows to the south of Camp Road is typical medium density perimeter blocks arranged in a North South linear form addressing the new bus route and also helping to secure the boundary of the existing bungalows by providing back garden to back garden secure solutions - a point raised by Cherwell District Council and the existing situation is not a good example of secure by design layouts. The new masterplan achieves this secure by design requirement and allows for a new road to be build fronted on both sides by new housing. There are 4 distinct perimeter plots with modern solutions for courtyard car parking and limited on street parking around each plot.

The layout performs several functions:

- Creating a formal avenue of housing reinforcing the bus route back to Camp Road through a sequence of spaces;
- Creating valuable permeable links to the existing retained sports and leisure facilities to the west of the site by encouraging paths and cycle routes to connect with existing east west routes; and
- Of particular note the existing pavement structure through the existing retained bungalows leading from the Hangars, through the centre of the bungalow district and looping through the new western residential area directly and legibly connects with the leisure space and the plots have been adjusted over the evolution of the masterplan to pick up upon this desire route to enable greater permeability of the scheme and help unite existing with new buildings.

The character of these four plots is also dominated by the requirement for on site Sustainable Drainage Solutions (SUDS) and the masterplan introduces a new publicly accessible landscaped linear park that incorporates lakes and ponds and water features that respond to the climate and deal with the run off of rainwater on site holding it before being dispersed over time to the natural water course. This area is fronted by large detached properties that address the field and ponds creating a more random layout similar to an established village settlement edge.

The settlement boundary has been extended to the Western edge of the building 583 as a result of the retention of existing houses, more retained heritage buildings and the incorporation of the full parade ground and introduction of a Village Green at the heart of the community. The trade off for retaining more in the masterplan than previously consented is the agreement to allow two plots of housing fronting Camp Road to extend beyond the previous settlement boundary. This was debated throughout the masterplan evolution and accepted such that any new development does not impact upon the Rousham viewing corridor, for which Macgregor Smith have appraised the views and concluded there is not visual impact associated with these low 2 storey domestic scale plots.



*Housing West of the southern Bungalows district*

The outer areas of the development will be less dense than more internal areas, with informal open space or 'paddocks' and 'copse' planting providing a soft interface between the wider landscape and new development. Existing planting in this area will be retained and reinforced with native 'copse' planting and informal open space, to ensure that the development and associated planting appears integrated with the landscape in long distance views to the site. A number of swales will be provided as part of the overall SUDs strategy, within and adjacent to residential areas, and woven into a linear Nature Park celebrating this part of Oxfordshire. This is an opportunity to provide a significant contribution to the biodiversity of the site.



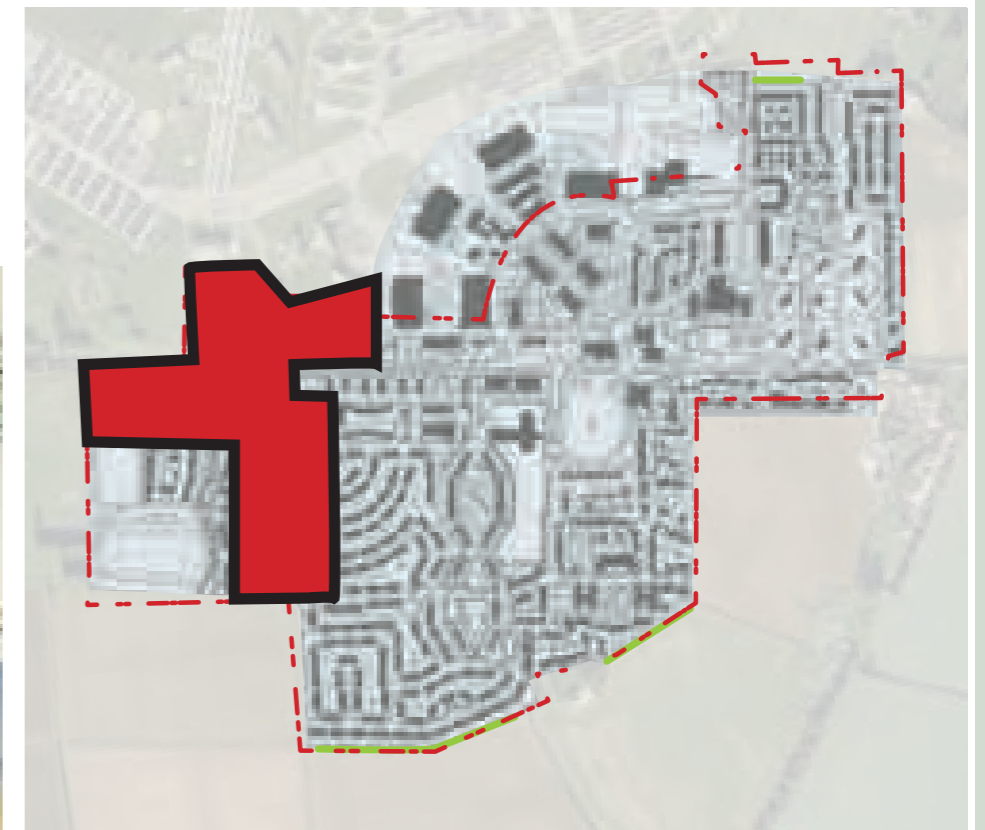




Open 'greens' and tree planting soften interface between countryside and development



Surface water attenuation will in part be provided by a number of linked ponds. An extensive linear 'nature' park within the western residential area will provide a focus for recreation, play biodiversity as well as providing water attenuation.



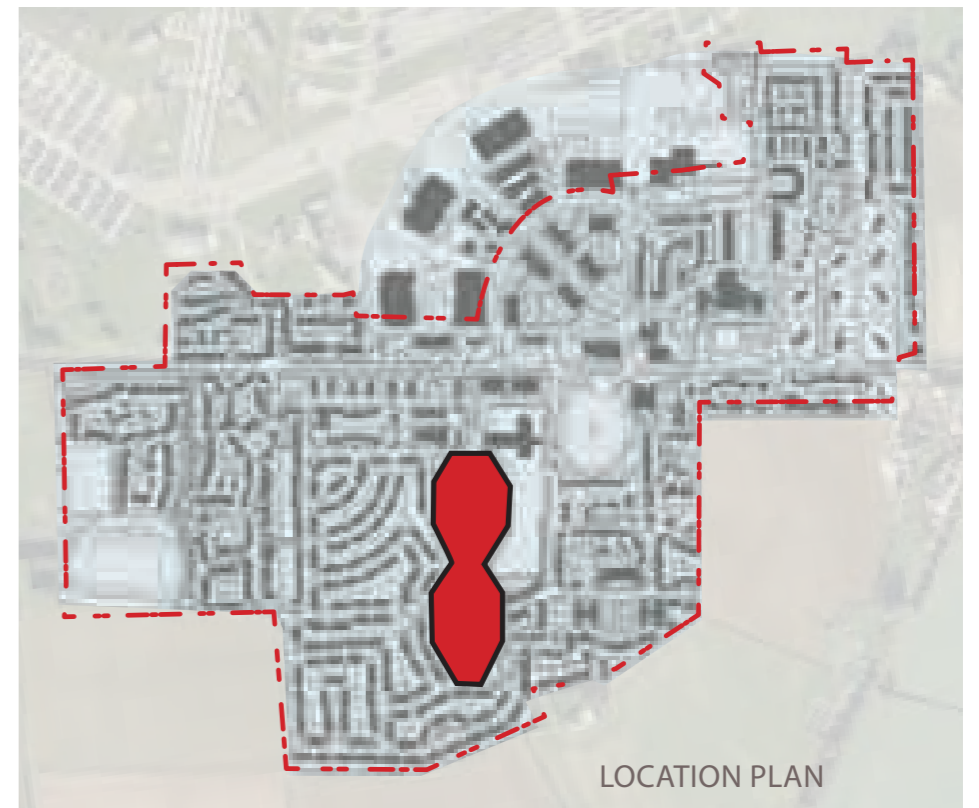
LOCATION PLAN



6.5.11 Retained residential Areas (Carswell Crescent & Carswell Circle)

Areas of retained housing will be improved through the introduction of new tree planting, formal hedge planting to define property boundaries, and improvements to the roadscape to make it more pedestrian friendly and attractive. The overall character of the area is intended to be reminiscent of the landscapes of the 'garden city' movement, with a more formal, gardenesque character than the outer areas. This is an existing landscape, albeit in a tired and worn condition. The treatment will be simple : upgraded lawns, new footpaths and new/upgraded play facilities. Shrub planting species will promote diversity within a framework of trees chosen for consistency with the "Garden City".

The Lower Carswell Crescent housing will be remodelled to place front doors and habitable rooms overlooking the central public realm space which in turn will improve the security and appearance of this area.



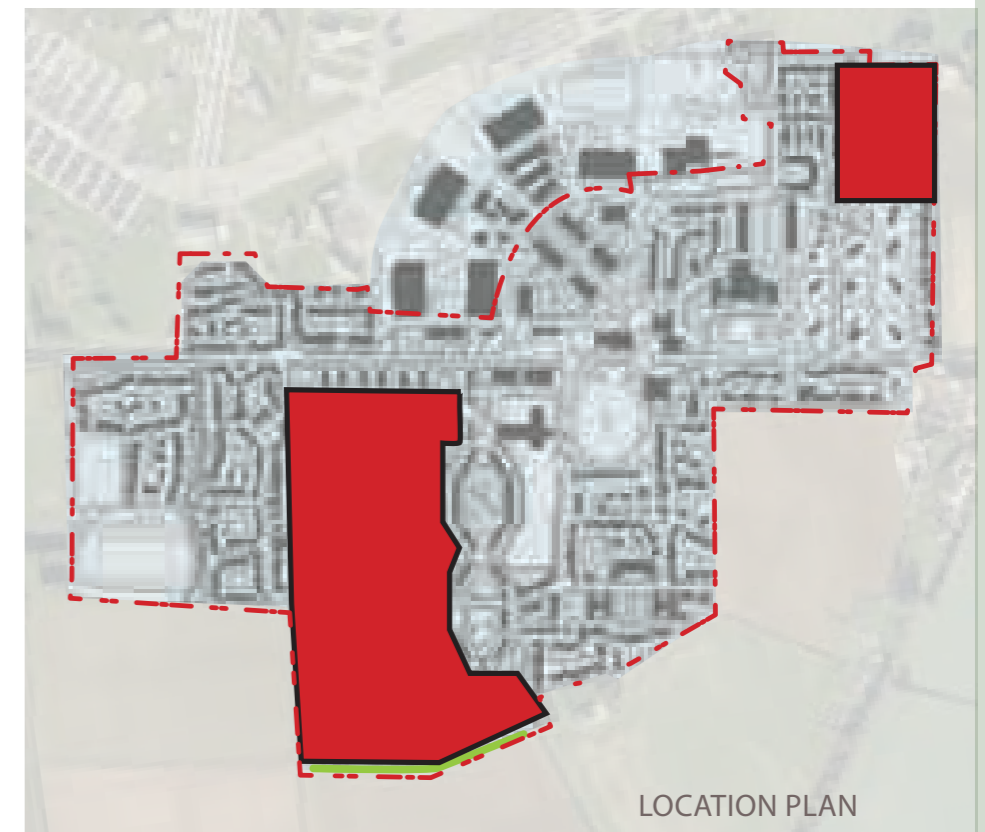
LOCATION PLAN

Parks and play spaces in core areas

Areas of retained housing will be improved through the introduction of rejuvenated lawns, new tree planting, keeping the open character typical of this style of development, and improvements to the roadscape to make it more pedestrian friendly and attractive. The overall character of the area is intended to be reminiscent of the landscapes of the 'garden city' movement, with a more formal, gardenesque character than the outer areas. Objects of 'Americana' interest from the days of the USAF are retained.



Parks and play spaces in core areas



## 6.6 Proposed Character Areas Summary

The proposed landscape character areas are intended to reinforce the best characteristics of the existing landscape within the site, and to reflect the landscapes of the adjacent countryside. The different landscape typologies will help to create a distinct sense of place which reflects different land uses, periods of development and the rich heritage of the site.

**1. Camp Road :** An important unifying element running through the heart of the development. Existing tree planting to be reinforced with new native specimen trees and simple lawned areas beneath.

**2. Village Green:** Providing informal open spaces and a soft interface between the wider landscape and new development.

**3. Carswell Circle (north and south):** Existing areas of housing to be improved through the introduction of new planting helping to improve the roadscape and define property boundaries.

**4. Village Centre / THE HUB:** A simple and formal landscape reflecting the site's heritage, reinforcing formal tree planting and avenues with formal lawns beneath.

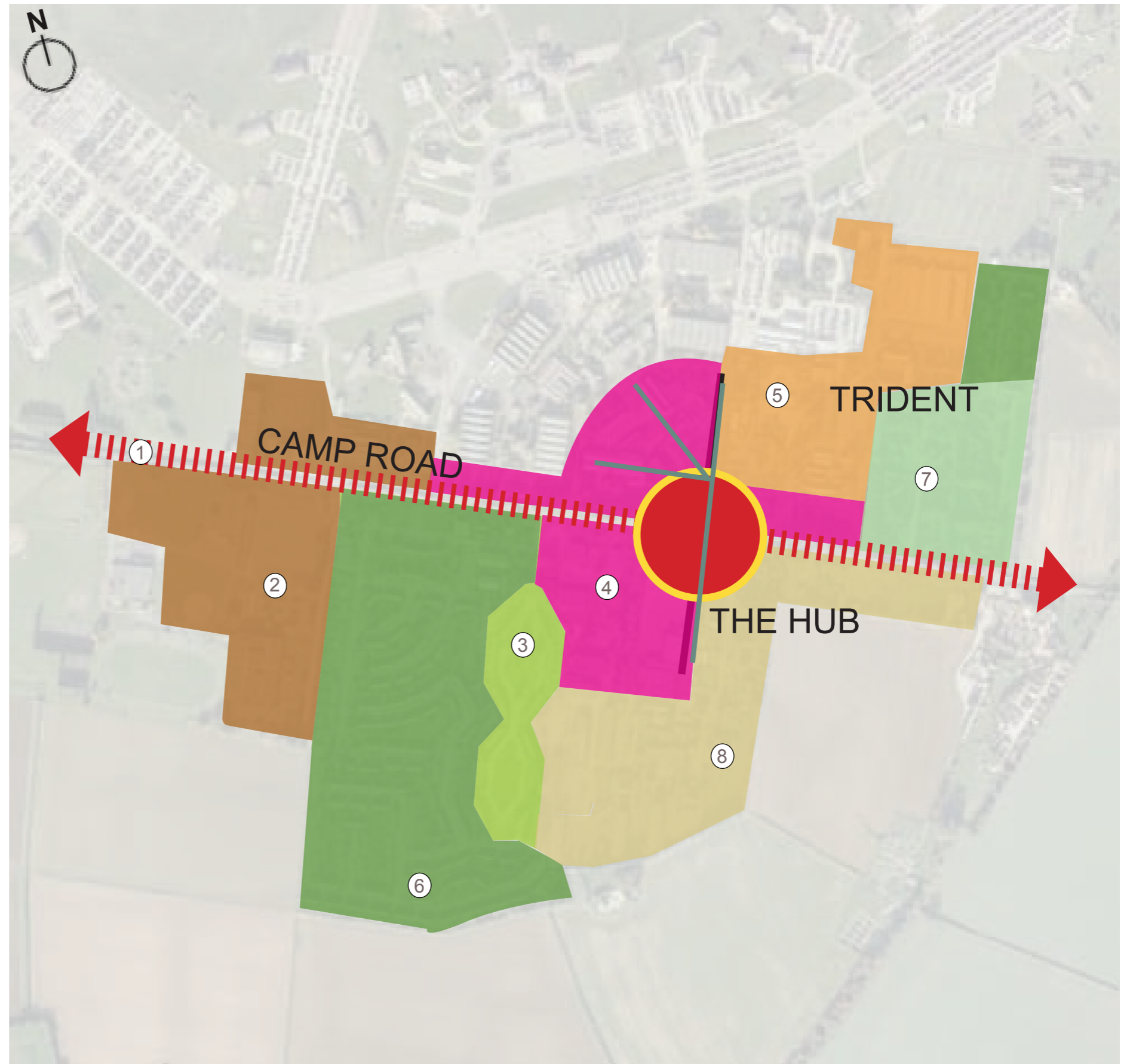
**5. Flying Field Interface:** Larger scale landscapes reflecting the character of the flying field, and military history of the site through formal avenue planting and clipped neat hedges.

**6. Open Landscape Character Area:** The southern most areas of the retained bungalows will be improved by introducing new tree planting, hedge planting to property and site boundaries, and road improvements. However, as this area is visible from outside the site, planting will be predominantly native with lower growing trees being proposed which will not break the 'skyline', in contrast with the retained housing further within the site, which could be more formal and gardenesque to reflect the garden city landscapes.

**7. Woodland Character Area:** Landscape improvements in this area will reinforce the distinctive 'wooded' character which is provided by the mature tree cover which is a distinctive feature of the eastern areas of the site.

New tree planting will be introduced to fill gaps and reinforce the overall tree canopy with formal lawns and groundcover woodland species beneath.

**8. Woodland Edge Character Area:** This area will recreate the characteristics of a woodland edge habitat.



## 7

# Appearance

- Masterplan Design Principles
- Illustrative Masterplan
- Wayfinding & Layout



## 7.0 Appearance

### 7.1 Masterplan Objectives

The masterplanning approach has been to embrace the special open setting, military context and modern history of the airbase and express this in a way that affords a taste of its heritage to everyone who will live, work and visit. The open landscape character, RAF history, a sense of military formality, spaciousness and modern Americana all contribute to this flavour and are used to create attractive, desirable and unique locations.

Six specific masterplan objectives are identified:

#### 1. *Plan for neighbourhoods*

It is essential that the development is conceived as a true neighbourhood and not just as a housing estate. Within the settlement boundary Heyford Park village will include not only housing but also extensive areas of employment. The vision for the neighbourhood must also take account of the interests of the many people who already live, work or visit.

Neighbourhoods are distinguished by having a village centre with a range of facilities within easy walking distance of residential areas and accessible by all. Most people are prepared to undertake a five to ten minute walk in their daily lives and this prescribes a neighbourhood with a radius of a quarter to half of a mile. At Heyford Park the masterplan must provide a balanced development, with housing in both the existing residential areas and the original camp centre as well as employment across the area to contribute to vitality of the community.

#### 2. *Design with nature*

There are a number of major natural assets that need to be incorporated into the masterplan. The retained elements should be connected by landscape corridors to create both visual continuity of landscape and provide potential for wildlife corridors.

The key elements which inform the plan include:

- Many mature trees, of which a substantial number are of the highest grade;
- A defined open character plateau landscape;
- Agricultural fields surrounding the airbase;
- Gentle slopes southwards, picking up the natural drainage of the area;
- Ecological habitats, preserved because of limited public access due to airfield security;
- SUDS strategy overlaid onto the masterplan to limit impact from beyond the settlement boundary.

#### 3. *Create a legible public realm*

The network of streets, squares, open space and incidental spaces will shape people's view of the new village. The way in which street pattern, townscape, land use and human activity are combined is therefore at least as important as the individual buildings.

A permeable street layout (i.e. that which facilitates a choice of convenient

walking routes) combined with a hierarchy of street types, differentiated through width, enclosure and design treatment, emphasises the relative importance of routes within a network. Views and vistas, nodes and landmarks should aid orientation, creating memorable sequences of spaces as one moves through the neighbourhood.

#### 4. *Promote local distinctiveness*

Successful neighbourhoods have unique characteristics that flow from the way in which buildings respond to the natural landscape. By careful placement and orientation of buildings, the underlying topography of the site can be revealed, extending the area's natural features into the village and helping to establish a 'genius loci' that makes the village unique.

At Heyford Park, there is the very special built and historic setting of the airfield and military settlement related to it. This provides precedents for the scale, form, materials and layout of new development, but also sets challenges for designs that mediate between the scale of buildings like the aircraft hangars and residential areas.

#### 5. *Ensure safe and convenient access for all*

A range of residential densities should be provided to suit different locations within the site and make efficient use of land. Amenities such as primary education, community facilities, convenience shopping and essential local services should be provided within the development to minimise the need for off-site travel. Land use and movement patterns are interrelated and the following criteria set out requirements for streets and paths:

- Pedestrian and cycle movement is to be encouraged through a 'permeable' or connected street structure;
- Streets other than the main access roads will seek to restrict vehicular movement to 20 mph through design;
- The bus route should be located such that stops can be provided within 400m distance of most dwellings; and
- Measures must be employed on Camp Road through the settlement area to calm traffic speeds and give priority to movements within the settlement, i.e. Promote north to south connectivity.

#### 6. *A lasting arrangement*

The masterplan must provide a framework for a lasting arrangement for the preservation and management of the historic and natural assets of the whole of the site. At the same time it must ensure sustainable development principles are embedded in the design of new parts of the neighbourhood, minimising the consumption of power, water and fuel and reducing the environmental impacts of waste, drainage and construction materials.

Most buildings should be capable of adaptation over time to ensure that change and flexibility of occupancy is achieved. A range of house types, size and tenure can encourage a broad social mix and enable people to remain in their community throughout the changing circumstances of their lives.

### 7.2 Neighbourhood structure

Many issues have influenced the design of the masterplan layout: one of the first has been the ambition to create a coherent village centred on primary facilities within walking distance of the maximum number of people living and working in the settlement.

Having established the broad disposition of uses within the village structure, the next consideration is to design a physical structure for the development based on landscape, movement patterns and linkages through it as a sequence of streets, spaces and landmarks. Some key components of this experience are existing features – for example the tree-lined corridor of Camp Road, the geometry of the Trident street layout and the formal space of the former parade ground. Elsewhere a new layout has to be set out for new development, incorporating these existing elements into an overall structure.

The layout is structured upon a hierarchy of streets determined by their significance in the network and urban design character rather than traffic flows or engineering considerations. At the highest level is a simple grid of access avenues, which cross and include Camp Road to integrate the street pattern throughout the settlement boundary. Below this is a network of streets, lanes and mews which are designed in accordance with the design character of particular areas of the layout.

#### 7.2.1 Walking Distances

It has been a key aim of the masterplan for the new Heyford Park settlement to keep the layout of new and retained development areas well connected and compact within the constraints of the existing site. Most people are willing to undertake a five-minute walk to reach local shops and services from their home or place of work. A maximum distance that people might be prepared to walk for everyday purposes is generally considered to be 10 minutes. Those walking times translate into walking radii (or 'pedsheds') of 400m and 800m respectively, and these are critical dimensions for planning the neighbourhood. Most people living and working at Heyford Park will be within convenient walking distances of the local shop, community facilities and school. The new neighbourhood centre is more or less equidistant from the furthest housing areas, 620 metres from new housing in the south-west and 700m from existing bungalows in the north east, and existing retained housing in the north-east. As far as possible, bus stops will be located within 400m (a 5 minute walk) from all areas of the site.

### 7.2.2 Village Centre

A further aim of the masterplan has been to establish a strong village centre as the focus for all areas north and south of Camp Road, and a critical issue for the proposed new settlement structure has been the creation of a satisfactory relationship between new and retained community facilities. The operation of the military base dictated that the main gatehouse on Camp Road was the focal point of the establishment in visual, functional and traffic terms. Some of the key buildings to be retained are grouped around this point, so that it remains the strongest visual focus of the village; but the key community buildings - shop, church and hall - are sited some 250 metres to the west, making integration difficult.

Options considered for creating a strong, well-integrated centre for the neighbourhood included:

- Provision of a principle village green space as a unifying major space at the heart of the community surrounded by village facilities;
- Providing a conversion of the existing building 455 into a family village restaurant and public house with a boutique small scale hotel providing rooms above the restaurant;
- Redeveloping the area of the existing shop, including its car park and petrol station, with higher density mixed use development;
- Providing a multiuse pavilion building in support of many community uses on the new village green;
- Providing new retail along Camp Road to support the community.

It has been concluded that there was little benefit in rebuilding the church and hall, especially if their setting could be improved and their location already established in the minds of the existing 800 residents living at Heyford Park. The shop, on the other hand, occupies a site that could be far better used for development or amenity space, and there could be justification for providing a more commercially attractive building. A further key building to be accommodated in the masterplan is the primary school, and options for its site include a central location. The preferred option taken forward in the masterplan brings these elements together around a new village green, which becomes a focal space for the village centre fronted by a mix of uses sustaining this space.

### 7.2.3 New Primary School

A number of locations (7no.) were explored and discussed with the County and District Councils. These included options for the site on the south-western and south-eastern sides of the site, where the visual impact of school fields could be absorbed into the surrounding landscape. After consideration, the preference is for a central location, immediately to the east of Carswell Circle, where the school will be reasonably equidistant to residential areas and also close to other community uses in the village centre.

### 7.2.4 Business

Business uses are across the settlement area but primarily located north of Camp Road. Access for heavy goods vehicles (HGVs) is a key issue, and how it will be provided to minimise the impact on the neighbourhood, especially residential areas. Most business activity will remain in existing buildings in the core settlement area of the neighbourhood and on the airfield. Where as the lamplighter is proposed as secured office accommodation to the south of the village green to support a better mix of uses across the masterplan. The HGV access has been designed to leave Camp road and travel to the east side of Building 74 along a newly framed entrance road, up between the innovation buildings on a new central carriageway and turning left into the north side of the trident area between buildings 345 and 324 and onto the airfield.

### 7.2.5 The settlement area

The Trident area is proposed for mixed business and residential uses. Some new small scale residential accommodation will be provided around the quadrant road, south-east of the A-type hangars between existing buildings and new residential development. Poorer quality existing buildings will be demolished to provide space for better residential development, such as the apartment core areas existing across the two quadrant areas of the trident road structure, to the left of the hangar 151, and also to the south of hangar building 315 + 320 along Camp road.

### 7.2.6 Retained Buildings in Context

#### *Social club and dining facility, building 488*

This is a later building (1935), which has been enlarged on its northern side with a clutter of extensions. It includes some large recreation rooms and halls. The scale of the building does not lend itself easily to conversion to residential use.

### 7.2.7 Buildings to be demolished

The Demolition Schedule and Plan within the Planning Documentation lists buildings to be demolished within the Conservation Area, summarising the reasons for their removal. The list includes some within the settlement area that were identified in the Comprehensive Planning Brief as appropriate for retention and some required for retention. All those required for retention in the brief will be retained except where accepted by English Heritage and CDC (Building 459), as are key spaces that the Brief identifies. One building is described as appropriate for retention but will be removed in the masterplan:

#### *Former offices, Building 474*

This single storey brick building has an aspect over the parade ground. The barracks area generally is to be redeveloped as a housing areas and the new village green and for the primary school. This particular building is one of the original 1925 buildings and was built as an office, but it is less significant than the HQ buildings of the same date north of Camp Road, which are to be retained. It has little potential for viable change of use within the new residential area and is shown as demolished on the illustrative masterplan.

### 7.2.8 Land use surrounding the site

The former RAF Upper Heyford was established within open farmland and this remains the general context of the settlement. There are a number of farmsteads within 200 metres of the site boundary with associated agricultural and residential uses. The settlement is separated from the village of Upper Heyford by open landscape, and this separation will be further enhanced by the clearance of former school buildings in the south-western part of the site. A mobile home site, Heyford Leys Park, lies to the south-east of the settlement, separated by an agricultural field, and the sewage treatment works lies to the south of Heyford Leys Park.

### 7.3 Appearance

All of the considerations set out in this chapter of the DAS affect appearance, and the purpose of the masterplan is to draw them together into a single coherent concept. The design of street sections and surfaces, the scale and massing of individual building elements, the composition of their façades and finishing materials, the design of boundaries, and trees, planting and landscape combine to create distinctive areas within the development and a distinctive development overall. It is intended that Design Codes will be developed before detailed designs are proposed that will define these elements.

Choices could be made to model the appearance of the development on particular elements of the existing settlement, but it is very variable, much of it is considered to be unattractive (certainly in neighbouring communities), and many of the building types are redundant as far as new development is concerned. There is a strong and consistent local building vernacular in surrounding villages, but it is not represented at all in Heyford Park and any extensive use of it in the new development could appear fake or pastiche.

As a modern, sustainable mixed development, there is a strong argument for an appearance that reflects modern methods of construction, high environmental performance and aspirations to contemporary lifestyle. In addition, there are some clear characteristics of greenness and openness, and a simple but pleasing architecture in some of the original buildings. The remainder of this section sets out some design criteria based on a rational approach to appearance that can express a range of characters throughout the masterplan.

In addition a programme of complete refurbishment of bungalow units in Trenchards circle highlight how visually unappealing buildings can be completely transferred and refurbished to provide exciting spacious and attractive modern residences that are aspirational contemporary homes set in a historic environment.

#### 7.3.1 Architecture and Materials

The most consistent architectural precedents at Heyford Park are the 1925 RAF buildings and 1940's bungalows. These are designed in simple, controlled styles with careful thought for the placement and proportion of elevational elements such as windows and doors and a minimum of applied decoration. Materials are almost exclusively red brick walls and brown clay plain roof tiles, assembled to good quality, traditional details (e.g. flat-arched brickwork window heads, bonnet roof hips). The Officers' Mess is notable for its pale stone portico. Bright colours are not used for painted elements. It is noticeable that the traditional materials of the region (e.g. stone walling and slated roofs) are not used.

The bungalows, being pebble coated prefabricated concrete panels have turned grey over the past 70years yet the newly refurbished bungalows are clean smooth rendered pure white with roof tiles giving a clean contemporary feel for the 210 units.

This architecture can readily be referenced in the design of new housing and other buildings. Simple "traditional" designs would be suitable, but equally more contemporary designs that express modern methods of construction and the simple rectilinear proportions of the original buildings would be appropriate. In any case, stylistic pastiche, architectural "add-ons" and other embellishments are unnecessary: distinctiveness for individual properties will be achieved through their unique positioning in a carefully considered street scene.

#### 3.9.3 Landscape Design

The mature setting of retained housing areas at Heyford Park is an essential part of their special character. Species of new planting will be selected to reinforce and complement this character. A table of proposed species and typical usage is included at Appendix B.

#### 3.9.4 Design Criteria

The matrix shown on the following page spread sets out the main design criteria that determine the particular character of areas within the masterplan. These headings will be defined in detail by design codes. The main matrix describes the key characteristics in broad terms, which are nevertheless specific to each area. The illustrations on the facing page show possible design responses through precedent photographs and by reference to key characteristics of existing buildings at Heyford Park.



Before and after images reflecting current bungalow refurbishment





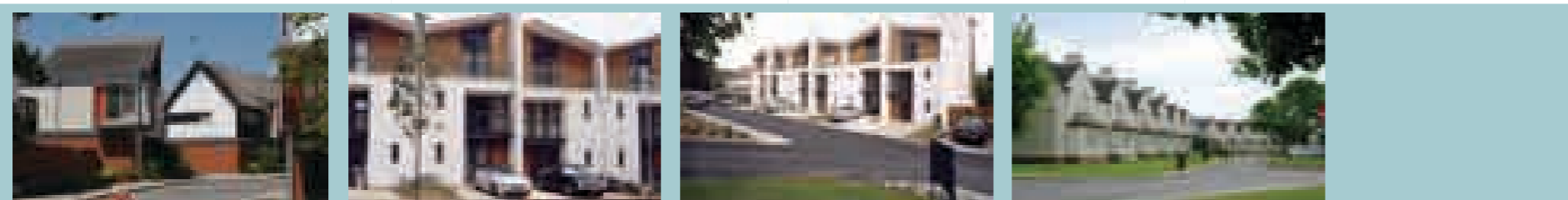
1 2 3 4

- 1) Formal tree-lined character of main access avenue (Newhall, Harlow)
- 2) Building form facing Parade Square - 3storey apartments or town houses
- 3) Formal enclosure created by townhouses
- 4) Existing form of barracks buildings in the Parade Square area



5 6 7 8

- 5) Red-brick forms reflecting form of existing officers' housing in lower density areas (former Queen Elizabeth Barracks, Guildford)
- 6) Alternative brick forms: former Caterham Barracks, Surrey
- 7) Bold housing design: Whitelands Park, Wandsworth
- 8) Officers housing near Trenchards Circle



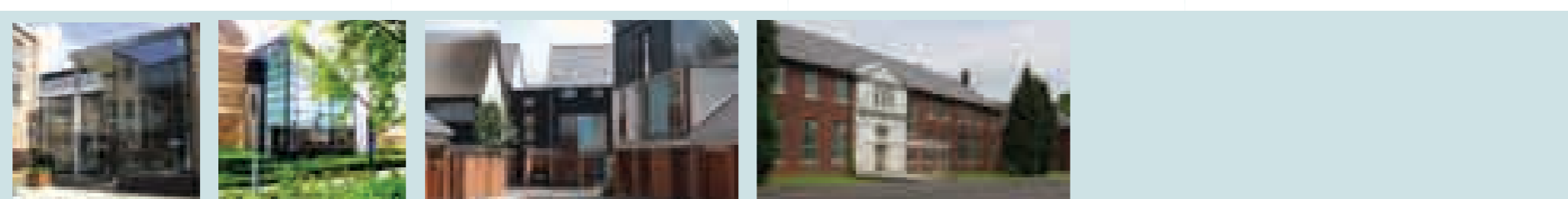
9 10 11 12

- 9) Informal higher density streets defined by building frontages using traditional materials and modern architectural forms
- 10) Strong townhouse terrace form helping define space for north-south streets giving higher density, strong containment and opportunities
- 11) Formal terrace/mews form of contemporary homes, Whitelands Park, Wandsworth
- 12) Strong containment in Carswell Circle (to be retained), with repeated gable elements and rendered façades



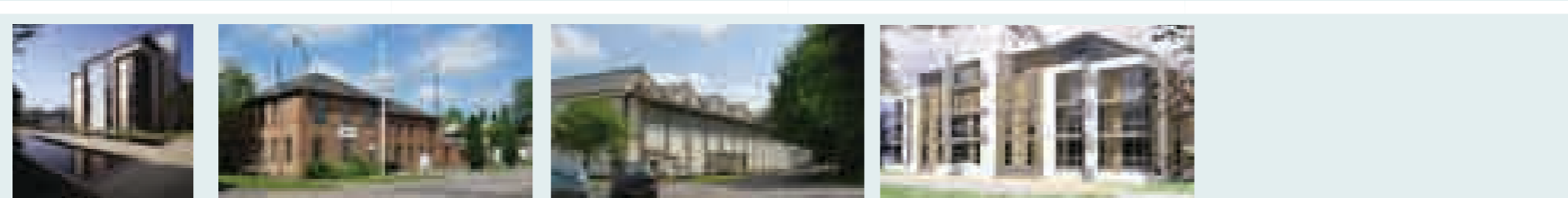
13 14 15 16

- 13) Active shopping frontage with residential accommodation above: new general store facing central park and Camp Road
- 14) Formal neighbourhood park using artwork and simple landscape design
- 15) Forms for 3-storey apartments with commercial or residential uses at street level: facing central park and Camp Road
- 16) Original community buildings in plain architectural language (former junior ranks' mess, to be redeveloped)



17 18 19 20

- 17) Simple modern additions in reusing existing buildings - e.g. gatehouse, officers' mess (Round Foundry, Leeds)
- 18) Simple modern architectural style facing pedestrian cycle route
- 19) 3-storey mews development within the Trenchard layout
- 20) Officers' mess to be reused for hotel / conference use



21 22 23

- 21) Four storey apartment blocks mediating between hangers large scale massing and domestic housing, Whitelands Park, Wandsworth
- 22) Retained brick office buildings
- 23) Existing form of A-type hangars - metal cladding, bold forms
- 24) Four storey contemporary apartments for Trident Area, Whitelands Park, Wandsworth



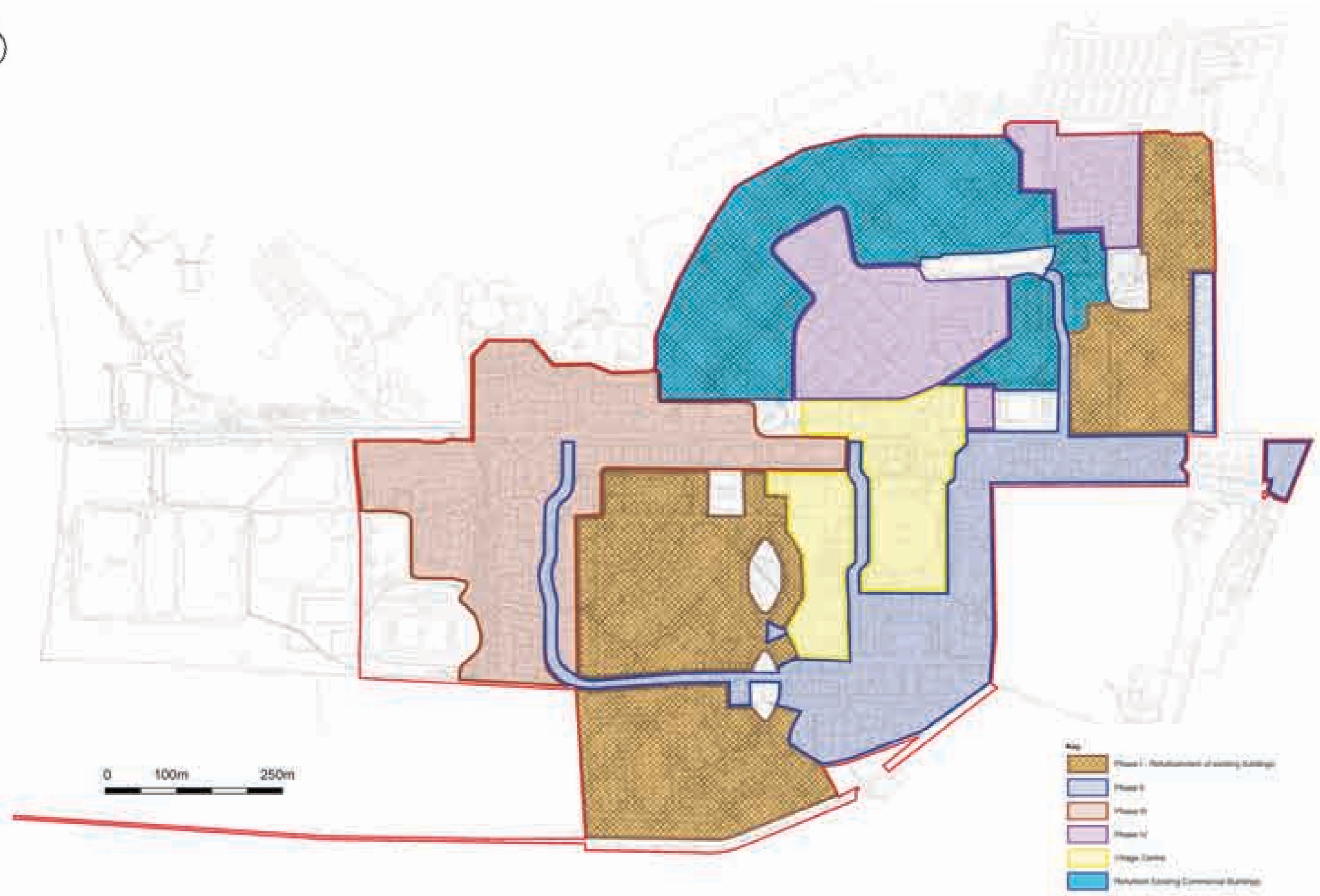


## 8

# Indicative Phasing

- Summary
- Layout Phasing

Indicative Phasing Plan



0 100m 250m

- Phase 1: Rehabilitation of existing buildings
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Rehabilitated Existing Commercial Buildings

## 8.0 Indicative Phasing

### 8.1 Summary

Indicative phasing plan has been developed for the settlement area to reflect the retention of the existing 313 bungalows and houses across the illustrative masterplan and indicates a phased approach to bring forward the settlement area.

The broad progression of redevelopment would be clockwise from the south-east, building new infrastructure and replacing existing housing in a rolling programme incorporating the village green as part of an initial phase setting the standard for public open space at the heart of the community.

Phasing also needs to take account of an appropriate range of house types for each stage, reflecting both the different planned characters of development areas and recognising the rolling programme of refurbishment to the existing 210 bungalows across the settlement area. The detailed planning of the phasing strategy should also consider exactly where boundaries between phases occur. Completion of infrastructure, for example, will typically be street by street, so that there are benefits in planning phases accordingly. This has the benefit of completing streets with their infrastructure and public realm design together: phases based on blocks are likely to border a number of streets, which may compromise the properly coordinated completion of the public realm strategy.

### 8.2 Layout

#### *Phase 2*

The illustrative phasing diagrams suggest the area around the new Village Green and retained heritage buildings will be an initial quality standard setting phase with creation of the village green, clearance of the primary school and the consideration for refurbishment/conversion of the pavilion and village pub/restaurant. This will, in conjunction with the on going refurbishment programme of bungalow refurbishment across the whole site will begin to recreate the village community area.

The houses along the South Eastern edge of the settlement area would be proposed as the next phase of development once the existing barrack blocks and military ancillary building have been cleared away. The refurbishment of 15-20 apartments and the construction of between 130-180 new homes would help blend the existing bungalow and housing areas south of the Camp road together as a cohesive district.

#### *Phase 3*

The illustrative phasing diagram suggests phase 2 would consider the Western edge of the settlement area south and north of the Camp road coming forward as new build replacement of the redundant hospital and supermarket and extensive concrete/tarmac parking replaced by 200-220 houses to the south of Camp road, plus 24 new apartments over the new shops, crèche building in the village centre plus 85-100 new houses north of Camp road all developed through the creation of 8-9 separate plot parcels that blend with the existing bungalows and houses being retained.

#### *Phase 4*

The plan suggests the concluding phase of residential development will be within the Trident area and to the west of Trenchard Circle, which completes the plots where informal small scale development is to be removed and apartments and mews courts built. This phase envisages 6 individual plots of accommodation delivering between 300-320 new apartments and houses.

#### *Phase 1 - Refurbishment programme*

Throughout the course of the delivering of new homes, a comprehensive refurbishment programme will continue to deliver high quality accommodation of the 313 bungalows and houses across the whole of the site, transforming substandard housing and single storey accommodation to bright, modern and contemporary living accommodation in parallel with quality new housing

#### *Village Centre*

At the heart of the community is the Village Centre located around the former Parade Ground (now the Village Green). The public open space and supporting facilities are located in this easily accessible area. Within the village centre the refurbishment of heritage buildings into community uses to support and enhance the live-work-play-learn approach to the illustrative masterplan will be integrated with and brought forward alongside the community of new homes.





# 9

# Sustainability

## 9.0 Sustainability

### 9.1 Masterplan Layout and Land Use

Sustainable communities are delivered not only by sustainable buildings but also through comprehensive masterplanning. The proposals deliver a mix of uses which provide opportunities for people to live, work and play within Heyford Park. Sustainability principles are embedded in the layout of the masterplan as well as the standards of design and construction.

Sustainability is critical to Cherwell District Council's Comprehensive Development Brief for the site. The brief sets the amount of housing and employment in the future Heyford Park settlement at a scale that balances the impact of total new and existing development on its surroundings with the benefits of maintaining employment, providing new homes and managing the historic and natural resource of the Conservation Area.

#### 9.1.1 Land Use

Heyford Park is an existing settlement providing a balance of residential and employment uses within a clearly defined area of built development. The proposals include for the provision of mixed uses including employment, housing and community facilities, with the neighbourhood centre providing the heart of the development. This would create a mixed and balanced community, encouraging community cohesion. The Masterplan proposals provide for a variety of house types, sizes, tenures and the ability of existing residents to remain at the site for the long-term.

The proposals increase the amount of employment floorspace and number of resident dwellings over the existing situation, however the development is delivered entirely on previously developed land in a more compact form. The proposals comprise a mix of refurbishment of existing buildings, demolition and new build. This re-use of brownfield land, the retention and refurbishment of existing buildings and significant improvement of the efficiency of development are fundamental to the sustainability of Heyford Park.

#### 9.1.2 Orientation and Design for Solar Gain

The pattern of existing development at Heyford Park lies close to the optimum east-west axis to benefit from solar energy, and the design of new areas in the street network intentionally retains and exploits this attribute thereby maximising opportunities for natural daylight, solar gain by the orientation of buildings, dwelling type and internal layout design.

Building orientation and façade design will aim to maximise natural daylight whilst controlling solar gain as well as minimising the effect of overshadowing on gardens and to principal living rooms.

#### 9.1.3 Layout

The Masterplan has been designed around a series of walkable neighbourhoods with the provision of green routes to encourage walking and cycling. The proposed layout allows for an acceptable walking time to key facilities of five to ten minutes, which seeks to discourage the unnecessary use of vehicles for short journeys. The flat nature of the Site enables walking and cycling around the Site. Pedestrian linkages and Public Rights of Way surrounding the Site would be reinstated to encourage recreational walking and cycling.

All residential areas are design on "HomeZone" principles thereby providing priority to pedestrians overall street space and vehicle speeds are kept below 20 mph and as close to walking pace as possible.

The masterplan layout provides easy access to key facilities and delivers improvements to the local footpath and bridleway network to encourage people to access the countryside. A cycle routes are also provided within the scheme.

The laying out the street network has incorporated retained buildings into street frontages. The siting individual buildings will avoid the root protection areas of retained trees to avoid damage that might affect their health.

#### 9.1.4 Green Infrastructure

The proposals provide a network of multifunction green space providing; biodiversity enhancements, sustainable drainage, recreation and sport facilities, neighbourhood parks and play space, visual screening, both private and communal gardens and informal open space.

#### 9.1.5 Street trees and Micro-climate

Streets will incorporate tree planting to provide shading and attractive environments, without excessive shading of windows. This will be delivered by ensuring the provision of street trees by early coordination of services and agreements with local authorities.

The mix and location of trees will have regard to high and low level protection from winds. Native species will be priorities wherever possible.

Three planting along with the water features will help to reduce the heat island effects.

#### 9.1.6 Local Facilities

The masterplan provides a good range of neighbourhood facilities, so that most of the needs of people living and working in the settlement can be met locally without unnecessary travel.

The masterplan retains and enhances existing facilities including the chapel and community hall. In addition, a number of new facilities are proposed including a new school, a care facility, Neighbourhood Centre, retail uses, a hotel and a heritage centre which would be accommodated in the retained hangar (building 315) to provide permanent space to exhibit material from the Airbase.

Two Neighbourhood Equipped Areas of Play (NEAP) and five Local Equipped Areas of Play (LEAP) would be created across the site. The NEAP and LEAP are strategically located within, or adjacent to the principal residential areas to provide accessible recreational facilities.

#### 9.1.7 Sustainable Urban Drainage Systems (SUDS)

A sustainable approach to water management will be employed across the site which includes minimising hard surfaces and the use of sustainable drainage systems including permeable paving, filter drains, swales and balancing ponds. These measures have been integrated into the design of the masterplan.

#### 9.1.8 Conservation and Enhancement of Existing Assets

At the heart of the masterplan proposals is the re-use of existing development assets. A large proportion of the development comprises retention and refurbishment of buildings

The development would be designed to preserve and enhance the character and appearance of the Conservation Area. The key buildings of historical importance would be retained and integrated into the development. The buildings to be retained have been agreed with Cherwell District Council and English Heritage.

## 9.2 Green Infrastructure and BioDiversity

The former flying field contains a County Wildlife Site (designated for its species rich grassland) and protected species (badgers, bats and great crested newts) have been noted on the site. The grassland habitats also support bird assemblages of County value.

The existing County Wildlife Site will be enhanced through the wider development proposals which include the scarification of a major part of the taxiway and removal of the east and west nibs of the runway. Important areas of the County Wildlife Site will be fenced off and public access will be controlled to protect the habitat for ground nesting birds. A Management Plan for the Flying Field is being developed to maintain favourable conservation status and ensure continued habitat for protected species.

The existing Heyford Park site has a distinctive formal character with tree lined avenues, lawns and areas of green space. Based on the existing character of the site, the key green infrastructure and landscaping principles of the proposals are:

- retention and enhancement of significant areas of green space within the masterplan, together with the creation of new public open space, which acts as a focus for recreation.
- provide a green network which links open spaces within the residential areas, creating an attractive and readily accessible green framework.
- reinforce the existing boundaries where these are vegetated to maintain a visual screen to the site and wooded character within and beyond the site to integrate the development into the wider landscape.
- retention of trees throughout the site, where possible.
- to preserve and enhance the visual character and public realm within the site through the creation of formal and informal green spaces and a network of green corridors.

Green spaces would be created within each neighbourhood area and would comprise areas of natural open space, open space and sports grounds. The Old Parade Ground, adjacent to the proposed Neighbourhood Centre, would be restored to create an area of open space, together with a sports ground. This would form a multi-use village green and a focus point for the community. Further areas of open green space, together with sports grounds would be provided principally to the west and north-east of the Site. A corridor of green space would be created along the entire length of Camp Road to encourage pedestrian movement. Areas of green spaces would be connected through a number of green links, which would act as wildlife corridors.

The site is dominated by semi-mature and mature trees, particularly to the north of Camp Road in the 'Trident' area, in the eastern part of the site currently occupied by housing and along Camp Road. Where possible, trees would be retained to preserve the setting and character of the site. Formal structural planting would extend the entire length of the southern boundary to screen the site from views from the south. Further tree planting would frame roads and green spaces to enhance the setting of the Conservation Area.

## 9.3 Building Form

### 9.3.1 Sustainable Design Standards

As a large proportion of the development comprises retention and refurbishment, buildings and materials will be reused resulting in considerable carbon savings and reduction in waste when compared to demolition and new build option.

The aim of the proposals is to deliver Code for Sustainable Homes levels 4, 5 and 6 housing for new build in accordance with the Governments aspirations. For new build non-residential buildings a minimum of BREEAM 'very good' would be targeted.

Build for Life Standards have been taken into consideration during the masterplan design (refer to relevant section below). Secure by Design Standards are also aspired to.

The proposals aim to ensure at least 10% of the units are wheelchair accessible, with the majority of the new build units complying with Lifetime Homes standards.

### 9.3.2 Amenity of Dwellings

The scheme provides dwellings with a high level of internal amenity, for example, space standards, views from rooms, flexibility of rooms to accommodate different layouts, maximising internal daylighting and sunlight penetration, and minimising noise nuisance particularly between attached dwellings and apartments and also between internal rooms.

### 9.3.3 Efficient and Adaptable Built Forms

The design of buildings aims to encourage the use of efficient forms that use fewer materials during construction and are more efficient to heat and cool allowing buildings to adapt to changing circumstances – both uses and users.

Residential dwellings are to be designed to allow greater lifestyle flexibility including live/work homes, life-long homes and Lifetime Home standards.

The existing B8 units comprise the hangars that are inherently flexible spaces which can be easily refurbished to accommodate a range of uses. The fit out for these building would ensure easy of refurbishment and adaptation in the future.

## 9.4 Social Sustainability

### 9.4.1 Sense of Place and Community Interaction

The development employs a design approach that strengthens the sense of place and local distinctiveness and responds to the character of the former airbase and the existing built form on the site. The development has the potential to improve community interaction through the centralising of meeting places and communal areas, complemented by provision of play and recreational areas, both for residents and the workers on the site.

### 9.4.2 Social Facilities

The development at Heyford Park will be focussed around a Neighbourhood Centre containing the local shops, pub/restaurants, primary school, church and community hall. All facilities are within a five to ten minute walk from the outermost areas of the housing development. Formal and informal recreation spaces will be integrated throughout the development. Communal recreational space will be provided in residential areas to provide circulation areas for social interaction, with the aim of enhancing community cohesion.

### 9.4.3 Health, Wellbeing and Encouraging Sustainable Lifestyles

The proposals include for the provision of mixed uses including employment, housing and community facilities, with the Neighbourhood Centre providing the heart of the masterplan. This would create a mixed and balanced community, encouraging community cohesion.

The layout of the masterplan encourages walking and cycling as there is easy access to key facilities and the development is interspersed with areas of multi-use public open space. The masterplan would be relatively compact with neighbourhood facilities and public transport within 400 metres of most housing. Improvements are proposed to the local footpath and bridleway network will encourage people to access the countryside.

The masterplan proposals provide for a variety of house types, sizes, tenures and the ability of existing residents to remain at the Site for the long-term.

### 9.4.4 Employment and Business Opportunities

A range of commercial businesses, including laboratories, storage, logistics and information technology businesses, operate on the site and immediately to the north of the site on the Flying Field area. A range of commercial unit sizes would be provided within the masterplan in response to market demand. The type of end users is not known at this stage but it is envisaged that the plots would be especially attractive to: research and development; science based businesses; and storage and distribution type of business. The masterplan will therefore provide a range of business and employment opportunities.



#### 9.4.5 Building for Life Standards

CABE and Home Builders Federation have produced a checklist in four categories that helps assess the design quality of new housing schemes. As the scheme is an outline application only, the constructional issues have yet to be finalised, but the masterplan is able to deliver almost all of the other criteria, achieving at least “silver” standard (14 of the 20 criteria). Following detailed design of the buildings, the scheme will achieve the “gold” standard (16 or more criteria). The following notes give brief responses to the 20 questions; more detail is given in relevant sections of the DAS.

#### 9.4.6 Character

The following issues have all influenced redevelopment options and the final masterplan layout.

##### ***Does the scheme feel like a place with a distinctive character?***

A particular aim has been to use the openness of the existing setting to create a spacious design where as many people as possible have direct contact with green space. This has influenced the design of the settlement edge, which draws on precedents of the surrounding villages.

##### ***Do buildings exhibit architectural quality?***

Detailed designs have not yet been prepared, but building forms are planned to relate to the distinctive military style of the former airbase and existing military buildings are retained.

##### ***Are streets defined by a well-structured building layout?***

The layout is planned in “perimeter blocks”, where buildings have a close relationship to a range of different street types.

##### ***Do the buildings and layout make it easy to find your way around?***

The street plan reflects the strong geometry of the military layout and providing direct links and interconnections between all parts of the development.

##### ***Does the scheme exploit existing buildings, landscape or topography?***

The majority of the most distinctive existing buildings are retained, and a feature of the layout is the character of the edge between housing and the open countryside.

#### 9.4.7 Roads, Parking and Pedestrianisation

All residential areas are conceived on “HomeZone” principles, i.e. where pedestrians have priority over all street space and vehicle speeds are kept below 20 mph and as close to walking pace as possible.

##### ***Does the building layout take priority over the roads and car parking, so that the highways do not dominate?***

The layout is designed as a sequence of spaces linked by streets all defined by the alignments of building frontages.

##### ***Are the streets pedestrian, cycle and vehicle friendly?***

As described above the layout of the development is based on HomeZone principles. Cycle routes and improvements to pedestrian facilities are proposed as part of the proposals.

##### ***Is the car parking well integrated and situated so it supports the street scene?***

Car parking is provided between and behind buildings, while street space itself is planned to accommodate cars this has been done so that small groups of car parks have been integrated into the public realm design so that they do not dominate the street scene.

##### ***Does the scheme integrate with existing roads, paths and surrounding development?***

The existing layout was poorly integrated, and a key aim of the new design was to improve connections between the various parts of the settlement.

##### ***Are public spaces and pedestrian routes overlooked and do they feel safe?***

All routes are faced by building frontages providing passive surveillance.

#### 9.4.8 Design and Construction

These points will be more completely addressed at the detailed design stage. The masterplan nevertheless facilitates them by providing a distinctive setting, clear purposes for spaces, good orientation for buildings and efficient positioning of buildings on their plots.

##### ***Is the design specific to the scheme?***

Design codes are to be developed prior to submission of reserved matters.

##### ***Is public space well designed and does it have suitable management arrangements in place?***

The design of public space will be undertaken integrally with development of house types and detailed highway design.

##### ***Do buildings or spaces outperform statutory minima, such as Building Regulations?***

This is dependent on the status of regulations and codes at the time of construction.

##### ***Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?***

No specific construction methods have yet been considered.

##### ***Do internal spaces and layout allow for adaptation, conversion or extension?***

This will be addressed in detailed building designs.

#### 9.4.9 Environment and Community

There is a strong existing community at Heyford Park, and a high proportion of people who both live and work there. The new proposals ensure that they can continue to do so and that new residents will be able to enjoy the same benefits.

##### ***Does the development have easy access to public transport?***

Existing bus services will be extended to meet demand.

Does the development have any features that reduce its environmental impact?

Details are being developed for sustainable urban drainage systems, and the layout promotes good solar orientation.

##### ***Is there a tenure mix that reflects the needs of the local community?***

The scheme will provide a proportion of affordable housing is provided with both shared ownership / equity arrangements and full rental.

##### ***Is there an accommodation mix that reflects the needs and aspirations of the local community?***

A significant proportion of the affordable provision will be to re-house existing residents in new homes to modern standards, and the mix will reflect demand.

##### ***Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafés?***

The masterplan is focused around a neighbourhood centre with community facilities, shops, a pub and a new primary school. All residents and most working people are within a ten minute walk of these facilities (most within five minutes).

## 9.5 Security and Safety

Matters of personal safety and security of property have been considered in the masterplan, as discussed in the government guidance publication “Safer Places – The Planning System and Crime Prevention”. The headings below follow the same sequence, describing how the issues have been dealt with in the Heyford Park masterplan.

### 9.5.1 Access and Movement

A primary objective of the masterplan layout is to create as “legible” a street plan as possible. This means that, while there are many connections within it, they all link logically and directly to other parts of the neighbourhood. The layout means it is easy to find one’s own way around and it easy to direct someone else through it. Street junctions are frequent and intervisible, so there is no part of the layout that is out of sight from an adjoining street. All streets provide direct frontage and access to properties and there are some pedestrian-only areas. The pedestrian spine in the centre of the settlement is intended as a safe route to school and local facilities, and is designed to be well overlooked. All parts of the layout therefore benefit from direct surveillance from buildings, from the strong likelihood of people entering the street at junctions and from visibility by passing car drivers. The employment area north of Camp Road is served by a new street designed to separate the heaviest employment traffic from residential traffic before it passes through the main part of the settlement.

### 9.5.2 Layout Structure

The core of the layout is broadly planned around the perimeter block principle – i.e. buildings are placed close to the street, enclosing private space within the block. This arrangement provides much more security for vulnerable areas behind buildings where they are not visible from the public realm. Building frontages create and overlook all public space. The major public spaces in the development have clear purposes related to buildings overlooking them – e.g. as a meeting place in the centre close to facilities, play areas close to the school and car parking for local residents in other parts of the scheme.

### 9.5.3 Surveillance

Good surveillance from buildings has been a primary objective in the design of the masterplan. Buildings are positioned on all pedestrian routes to have sight-lines not just directly over them, but also along them. Corner buildings have a particular role in this, and are designed to give frontage and surveillance on all sides. Buildings at the ends of terraces are similarly handled, with prominent windows to side streets rather than blank walls. A high proportion of private car parking is not directly on individual plots, and the layout is carefully designed to ensure that all allocated parking places can be located within direct view of the dwellings they serve. For flats and employment buildings, employees’ and residents’ parking is in planned areas behind the development frontages and with direct access for people into the rear of the building.

### 9.5.4 Ownership

Clear ownership of private and public areas will contribute to a greater respect for the environment in general. The perimeter block arrangement results in fewer intermediate areas between buildings and the street. Front gardens in residential areas are generally short and separated from the street by low fences or hedges. Small front areas allow individual owners to personalise their homes with plants, pots, etc., which contribute to the sense that the neighbourhood is well supervised and managed. In some places dwelling frontages are directly on the street, typically with a narrow area in private ownership designated by a change in surface material. All streets, green spaces, verges and swales will either be adopted or maintained by a management company or the local authority. In the Trenchard area, a more open arrangement of buildings in landscape space is proposed for employment buildings and flats, maintained by the management company.

### 9.5.5 Physical Protection

Most physical protection measures will depend on the detailed design of premises and the inclusion of specialist crime prevention fittings and installations. It is important that these kinds of measures are not visually intrusive, which might give the wrong impression that there are problems in the neighbourhood. On the wider airfield, retention of security fencing has been a matter for careful consideration. It has proved beneficial for existing businesses, which will remain, to have the security and control that has been part of the historical character of Heyford Park. It will also benefit conservation of the ecological and historical legacy of the airfield to retain original security fencing, as more public access is anticipated.

### 9.5.6 Activity

The layout is designed to promote social use of outdoor space by all age groups. The centre of the development is in mixed use, with employment, residential and social activities throughout the day and evening. The design of building types calls for main access points, where the most activity is concentrated, to be from main streets and spaces. This applies particularly to apartments and business buildings where car-parking areas are behind buildings, but where main entrances should still be from the street side, and the masterplan calls for a main entrance to the community hall to be provided onto the central park space at Dow Street.

## 9.6 Water Resource and Flood Risk

The site lies within a low flood risk area. While the majority of the site’s catchment will remain unchanged, development of the Heyford Park neighbourhood will result in changes to the surface water run-off characteristics. A surface water management strategy has been developed to facilitate the implementation of sustainable drainage measures. The surface water management strategy aims to:

- maximise natural run-off losses through infiltration techniques,
- maximise surface water run-off quality improvements through natural techniques such as swales,
- reduce the total volume of surface water run-off discharged.

To manage flood risk, sustainable drainage systems would be incorporated into the development to attenuate surface water runoff from the site. Sustainable drainage would be in the form of balancing ponds strategically located in green spaces and permeable paving in areas of hard-standing, car parks and roads. These measures would also help to improve water quality. Oversized pipes and underground attenuation tanks are proposed to manage surface water runoff in areas which are constrained by existing buildings.

A Flood Risk Assessment has been prepared which determines that, provided suggested mitigation measures are in place, the proposed development will not adversely affect on-site, neighbouring or downstream developments and their flood risk.

Water conservation measures would be employed to ensure that, as a minimum, the mandatory standards in the Code for Sustainable Homes and BREEAM can be achieved. This will include water efficient fittings and fixtures, rainwater harvesting for gardens (rainwater butts) and rainwater harvesting / grey water recycling. These measures will reduce potable water demand.

## 9.7 Sustainable Transport

### 9.7.1 Pedestrians and Cycling

Pedestrian and cycle movements are encouraged through the design of the proposed development in order to discourage the unnecessary use of motor vehicles for short journeys. The neighbourhood layout offers an acceptable walking time to key facilities of five to ten minutes. The flat nature of the site means that walking and cycling around the core settlement area is easy. Pedestrian linkages and rights of way across the wider site and off-site footpaths which currently do not connect to the site, will be reinstated to encourage recreational walking and cycling.

Cycle parking will be provided for all residential dwellings. For commercial operators cycling parking would also be provided, along with shower, change and locker facilities to encourage people to cycle to work.

### 9.7.2 Bus Transport

The site is currently serviced by a single bus route (25/25A/25B) between Oxford and Bicester, via local villages. There are two existing bus stops on Camp Road. A further two bus stops are proposed in the residential area to the south of Camp Road. The masterplan provides for a route through the main residential area suitable for buses. The proposals ensure that most residential dwellings are within 400m of a bus stop.

Further discussions have been held with Chiltern Railways related to the investigation of a shuttle mini-bus service to serve Bicester North station from Heyford Park. A shuttle mini-bus is also proposed from Heyford Park to the Flying Field area.

### 9.7.3 Travel Plan

A Travel Plan will be developed as the design of the scheme progresses. Further details on the proposed improvements to public transport and the Travel Plan framework can be found in the Heyford Park Transport Assessment accompanying the planning application.

## 9.8 Waste

### 9.8.1 Construction Process and Materials

Buildings will be designed to minimise waste generation during the construction phase. The refurbishment of existing properties would result in a reduction of overall waste generated in comparison to a 100% demolition and new-build development. Demolition materials would be reused on the site wherever possible including for road base. A minimum of 30% of demolition materials will be re-used on site, with materials not used on the site being recycled off site where possible.

A Site Waste Management Plan would be developed and implemented as part of the construction process to identify measure to reduce waste and maximise opportunities to re-use and recycle waste arisings. It is envisaged that modern methods of construction such as prefabrication will be used to minimise waste generation.

### 9.8.2 Refuse during the Operation of the Development

Opportunities for a reduction in the generation of household waste will be optimised and recycling and composting by the end users will be encouraged. The development will comply with Cherwell District Council's recycling policies. Within each building waste storage will meet the British Standard and with Code for Sustainable Homes requirements. This will include space for two wheelie bins (one for general waste and one for green and kitchen waste) as well as two recycling boxes. As present the Council recycle plastic bottles and containers, newspaper and magazines, paper and card and aerosol cans. All dwellings with gardens will also be provided with a compost bin. For flats, communal waste storage areas will be provided including a bulky goods store.

In addition, bring sites will be provided to increase the proportion of the waste stream which can be recycled thereby encouraging sustainable waste behaviour. This would include recycling containers for glass, textiles, drink cartons, food tins, drink cans and small electrical items.

The street layout has been design to allow a waste collection vehicle to manoeuvrability and to ensure kerb side collection is achievable throughout the scheme.

## 9.9 Climate Change and Energy Strategy

As mentioned above, the proposals include measures to reduce the heat island effect and to manage and mitigate flood risk (such as sustainable drainage features and storm water attenuation). The pattern of existing development at Heyford Park lies close to the optimum east-west axis to benefit from solar energy.

The energy strategy for the site proposes a combination of passive design measures (such as high insulation and glazing specification) and highly efficient plant and equipment to reduce the energy demands from the buildings. For the new build phases of development, it is proposed that the feasibility for incorporating CHP and renewable will be reviewed as part of the reserved matters applications to ensure the most efficient systems are employed to maximise the reduction in carbon emissions. It is envisaged that the later stages of the development will employ CHP on a phase or plot basis as well as micro-generation through PV, wind and ground source heat pumps. At this stage gas fired CHP is considered to be the most economical and feasible solution, however as the development progresses alternative renewable fuels such as biomass, biofuels and hydrogen will be investigated. The aspiration is that the system will be future proofed to allow flexibility for future connection between plots/phases of Heyford Park, the wider masterplan area and also to other developments in the area.

There are two sustainable energy projects currently proposed in the vicinity of the site including a wind farm and a waste to energy plant. Opportunities to obtain heat and power from these facilities will also be investigated in due course.

The energy strategy is flexible to ensure that new technologies and sustainable solutions can be adopted as the build out programme progresses.



## 9.10 Minimise Resource Use

### 9.10.1 Sustainable Construction

The development will adopt a range of sustainable construction measures to encourage the efficient use of materials including waste reduction, re-use and recycling.

Environmental impacts of the construction process will be minimised through the development and implementation of an Environmental Management Plan and Site Waste Management Plan as well as requiring the contractor to sign up to the Considerate Constructors Scheme and ICE's Demolition Protocol.

### 9.10.2 Resource Efficient Buildings

New dwellings would be constructed to current Building Regulation Standards and to achieve the required Code for Sustainable Home level. New non-residential buildings would be designed to meet BREEAM 'Very Good' as a minimum.

New buildings would be designed and constructed with low energy loss. Built form that uses fewer materials during construction would be encouraged, thereby creating buildings that are more efficient to heat and cool. New buildings would also be designed to minimise resource use, including water efficient appliances.

### 9.10.3 Sustainable Landscapes

Landscape design and management will seek the minimum level of energy use and to re-use resources. In particular:

trees will be grown on locally, using locally indigenous materials.

trees with low water demand will be selected wherever possible.

mulches and soils will be created using recycled materials from trees to be removed, appropriately composted on site for a minimum of two years.

planting will be indigenous and low maintenance.

care will be taken not to use inappropriate or unnecessary chemicals.

There are existing allotments to the west of the site and it is envisaged that these could be extended to accommodate the new population. This will allow for local food production, community interaction and education.

### 9.10.4 Education and Awareness

The development would be managed by a management company. As part of their responsibilities, the management company will work to raise awareness of sustainability issues and also promote sustainable lifestyles. This will include:

- inform and advise the new community of the low-energy and water conservation measures applied to their dwelling.
- provide clear requirements for small extensions to the dwelling, particularly conservatories to ensure that the location and design of the extension does not compromise the low-energy measures of the original dwelling design.
- include information on the design and development principles of Heyford Park.
- provide information to the residents and tenants on waste minimisation and recycling.
- the main energy and water supply will be metered and monitored.
- information will be provided to residents and occupiers on energy and water use.
- provision of information on sustainable transportation.
- new residents would be provided with information pack would address issues such as water conservation, public transport, cycling and other ideas to promote sustainable living.

The proposals also include for a heritage centre to provide education on the history of the area.





A

# Appendix A

- Landscape Visual Appraisal
- Proposed Species
- Boundary Landscape
- Biodiversity
- Street sections

# Landscape Visual Appraisal

## Site Context

As part of our context studies we undertook an initial appraisal of the views from the wider and immediate landscape to the proposed development area, in order to establish possible impacts upon key views. It should be noted that previous visual appraisals have looked at the whole of the RAF Upper Heyford Airbase, and have not looked in detail at the possible impact of the current proposed development area specifically.

The following pages summarise our initial visual appraisals of views of the development area from the wider landscape, and in particular from Rousham Park, which are considered to be of particular historic importance, and from the countryside immediately beyond the site boundaries. Further and much more detailed work has been undertaken by other members of the Design Team as part of the EIA and is dealt with separately. We summarise our own findings below:

## Wider Views

We have undertaken an initial assessment of the possible impact of the proposed development at Upper Heyford as shown on the plan, upon views from outlying areas, and as noted above, particularly from Rousham Park.

## Views from the West

A number of locations to the west of RAF Upper Heyford were visited to establish possible views to the proposed development site. A number of key viewpoints typical of those from this side of the airbase are described below:



VP 1 view taken from approach road to rousham park looking north eastwards towards raf upper heyford.

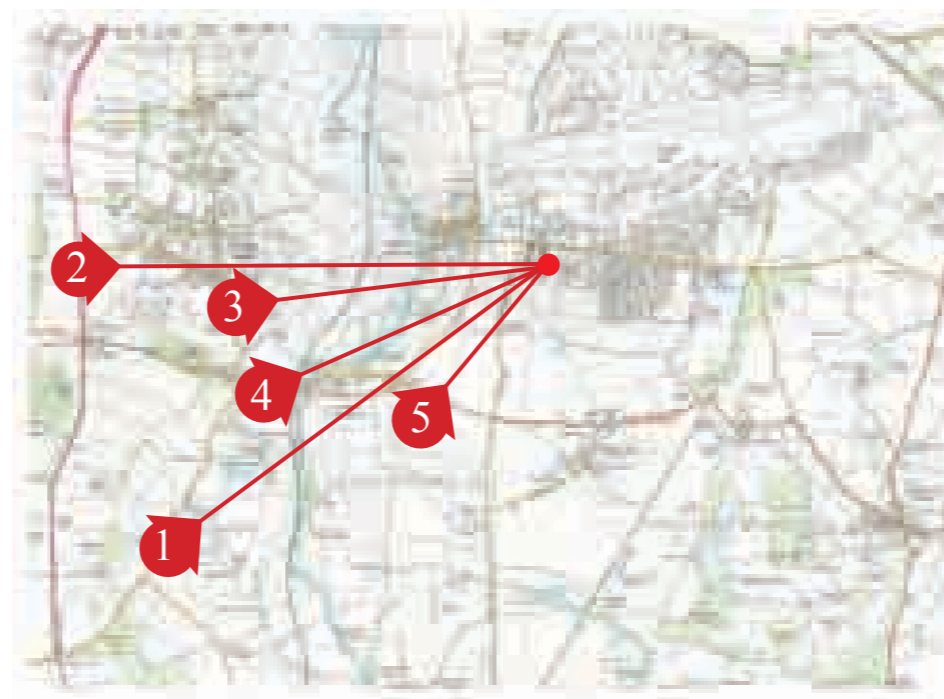
In this view the overall site can be glimpsed beyond a foreground of well vegetated countryside characterised by mature hedgerows and large specimen trees. The western water tower is apparent in this view and is the only indicator that the airbase lies beyond the trees and vegetation in the foreground. The majority of the Airbase cannot be seen in this view because of the intervening trees and hedgerows, and the proposed development area is not evident at all.



VP 2 View taken from A 4260 looking directly east over Lower Heyford towards the RAF Upper Heyford Airbase.

In this view the overall airbase site is visible on the horizon, stretching across the top of a distinct plateau. However, the location of the airbase is suggested only by the water towers, chimneys and fragmented, somewhat uncharacteristic vegetation to its western margins.

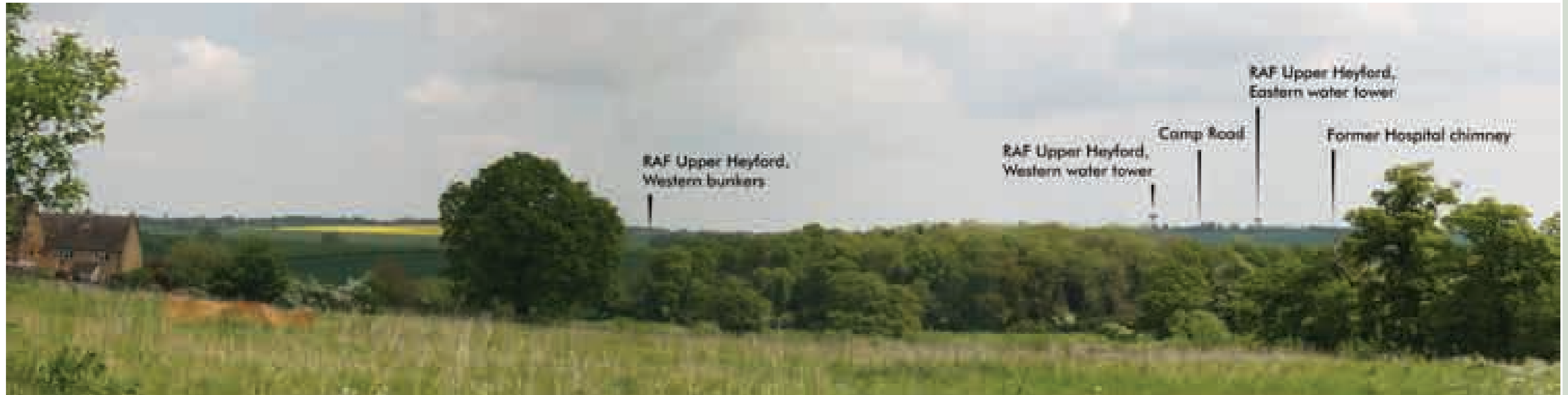
The proposed development area itself lies beyond a foreground of vegetation, including mature coniferous hedges along the western and southern edges of the existing tennis courts, and informal and intermittent planting within the western margins of the airbase site. Beyond this, further tree planting within the development site helps to integrate existing built form into the landscape. Furthermore, the land in this area begins to drop away very gently to the east, further minimising views of both existing and potential new development in this area.



Viewpoint locations and key water towers within RAF Upper Heyford (Approximately 30m high)

- Western water tower adjacent to old RAF schools buildings.
- Water tower along Camp Road near centre of site.





VP3  
View from Lower Heyford looking north east towards the former Airbase and Upper Heyford.  
In this view the proposed development area is screened by gently rising land and intermittent planting to the western boundaries of the site.



VP4  
View from Heyford Bridge looking north eastwards towards the former RAF Upper Heyford Airbase.  
The developed areas of the Upper Heyford Airbase are largely screened, in this view, by vegetation along the Cherwell Valley and the rising ground between the valley and the plateau upon which the airbase sits.





VP5

View from Steeple Ashton looking east towards the former RAF Airbase, which sits on the horizon.

The western towers are clearly visible in this view with hedge planting along Camp Road and the site boundaries, as well as intermittent planting within the site helping to reduce the visual impact of the existing developed areas on site. The proposed development area sits to the right of the Former Hospital in this view and has minimal visual impact.

## Conclusion

From our initial appraisal of views from the West, we would therefore conclude that views to the proposed development area from the west will not be impacted upon by the proposed development as this will be substantially lower than the 30m water towers currently visible, and that any development will be screened by existing vegetation both on the western areas of the site and within the countryside in between.

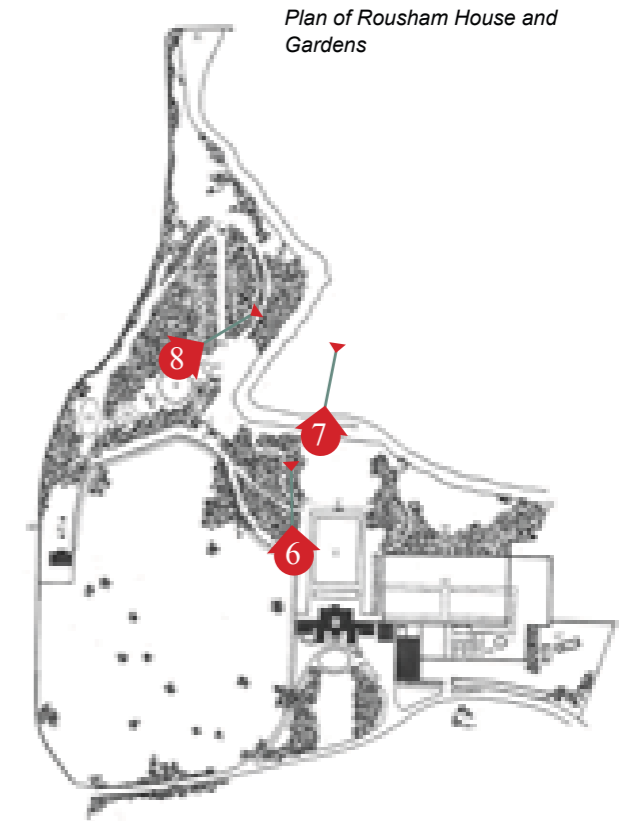
Furthermore, there are opportunities in redeveloping the site area proposed, to improve the overall setting of the proposed development area by introducing new native hedgerow tree planting, which will overtime, replace the coniferous hedges, and provide informal blocks of native tree planting which will help to 'anchor' the development within its wider rural setting, and to create a more homogenous edge to the site, more in keeping with the surrounding countryside.

## Views from Rousham House and Gardens

Rousham House and Gardens form an important historical landscape which lies on the east facing slopes of the Cherwell Valley to the southwest of the RAF Upper Heyford Airbase. The gardens and parklands were laid out by William Kent (1685-1748), and represent an important phase in English Landscape Design. The importance of these gardens is acknowledged by the Grade I listing which covers the grounds at Rousham. The gardens include a series of ponds, cascades, and follies, and were structured to make the most of views of the outlying countryside to the north and east. Kent created, within the layout of the gardens, a series of framed views to existing and man-made focal points in the countryside beyond.

As well as a review of previous assessments of views from Rousham, we also undertook our own initial appraisal of the potential visual impact of the proposed development area at Upper Heyford upon the historic vistas proposed by Kent at the time of Rousham's construction.

Key views are described below:



VP6  
View taken from the back of Rousham House looking north across the main lawn towards Kent's original 'Eyecatcher'.

The 'Eyecatcher' is just visible in the distance over a foreground of mature trees and hedgerows, and framed by trees either side of the lawn.

The proposed development area is not visible in this view, as the site is located to the east of this view.



VP7  
View taken from the 'Lion and Horse' sculpture on the main lawn at Rousham looking northeast towards RAF Upper Heyford.

The western extremities of the airbase site can be glimpsed to the right of this view. Further views of the whole site, and the proposed development area itself are not visible, as these are restricted by mature tree planting to the boundaries of Rousham House and Gardens, to the immediate right hand side of this view.



VP8  
View looking north east from above 'Praeneste Terrace' looking towards the RAF Upper Heyford Airbase.

The airbase as a whole is only just visible in this view, with the westernmost water tower marking its general location. Mature trees and hedgerows in the middle distance, principally in within the Cherwell Valley provide a screen to views of the airbase as a whole, with vegetation to the western margins of the site, further reducing the impact of the airbase as a whole, and the proposed development area in particular on views from this point.



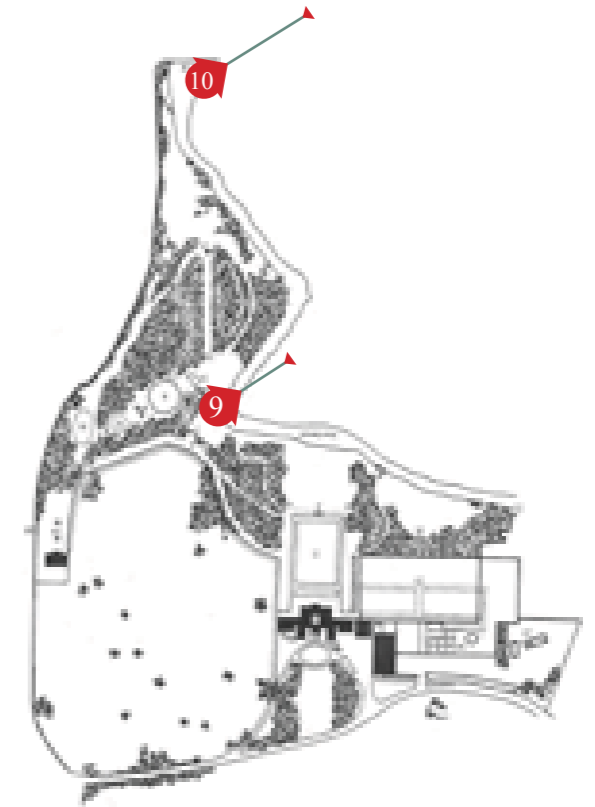
VP9  
View looking north east from below 'Praeneste Terrace' towards the RAF Upper Heyford Airbase.

In this view the airbase is evident by the glimpsed view of the water tower at the western end of the overall site. The viewpoint here is relatively low, and the overall site is not evident, as it is screened by existing mature tree and hedgerow planting associated with the River Cherwell and the intervening countryside.



VP10  
View looking north east from the margins of the River Cherwell.

In this view the airbase as a whole is visible, with the western water tower forming a clear focal point. However the proposed development area is not evident as it is screened by vegetation within the River Cherwell Valley and vegetation to the western margins of the airbase as a whole.



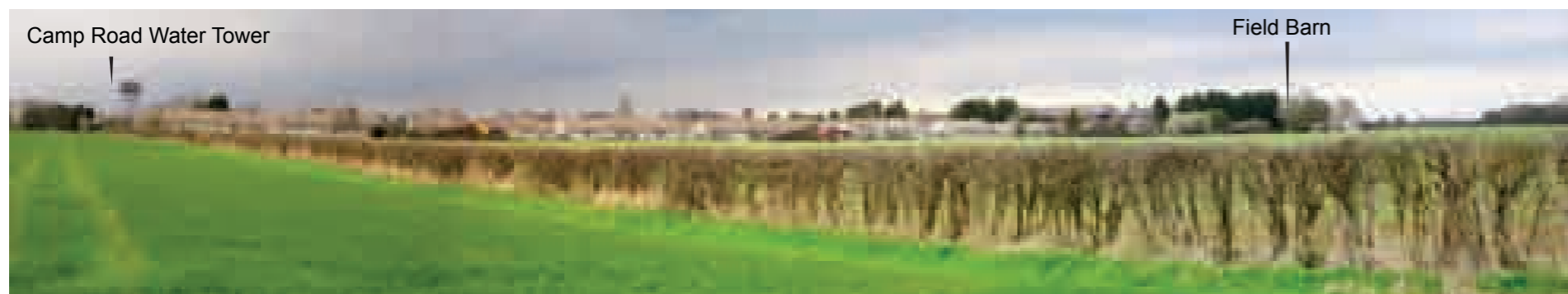
### Conclusion

In conclusion, our visual appraisal of views of the proposed development area from Rousham Park suggest that the proposed development would not impact upon the character and original design intent of Kent's plans, with the development area being screened by existing vegetation to the western margins of the RAF Upper Heyford site as a whole, and vegetation within the countryside between Rousham and the proposed development area.

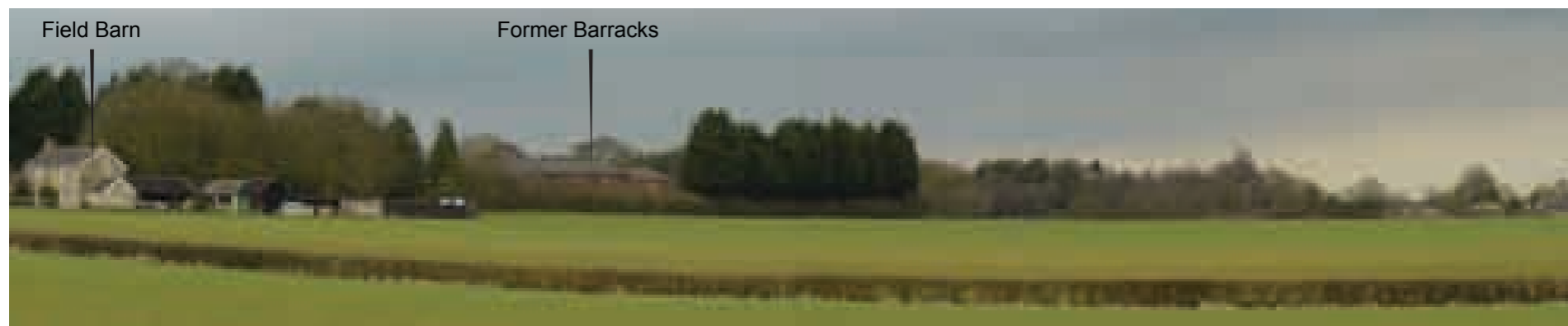
Furthermore, there are only occasional, glimpsed views through existing mature parkland planting from within the gardens in any event, and significant improvements to these glimpsed views will be achieved through the removal of the taller, intrusive structures within the airbase site which will take place as a consequence of redevelopment of the site overall; and the opportunities created by redevelopment for replacing inappropriate fragmented planting seen in views from Rousham with more coherent native hedgerow and copse planting, more in keeping with the landscape character of the area as a whole.



view point 11 - view looking south west shows open, exposed landscape characterised by low thorn hedges. bungalows are clearly visible over open fields.



view point 12 - view from south looking towards bungalows. tree planting within existing developed area is more visible. landscape beyond site is again open and exposed.

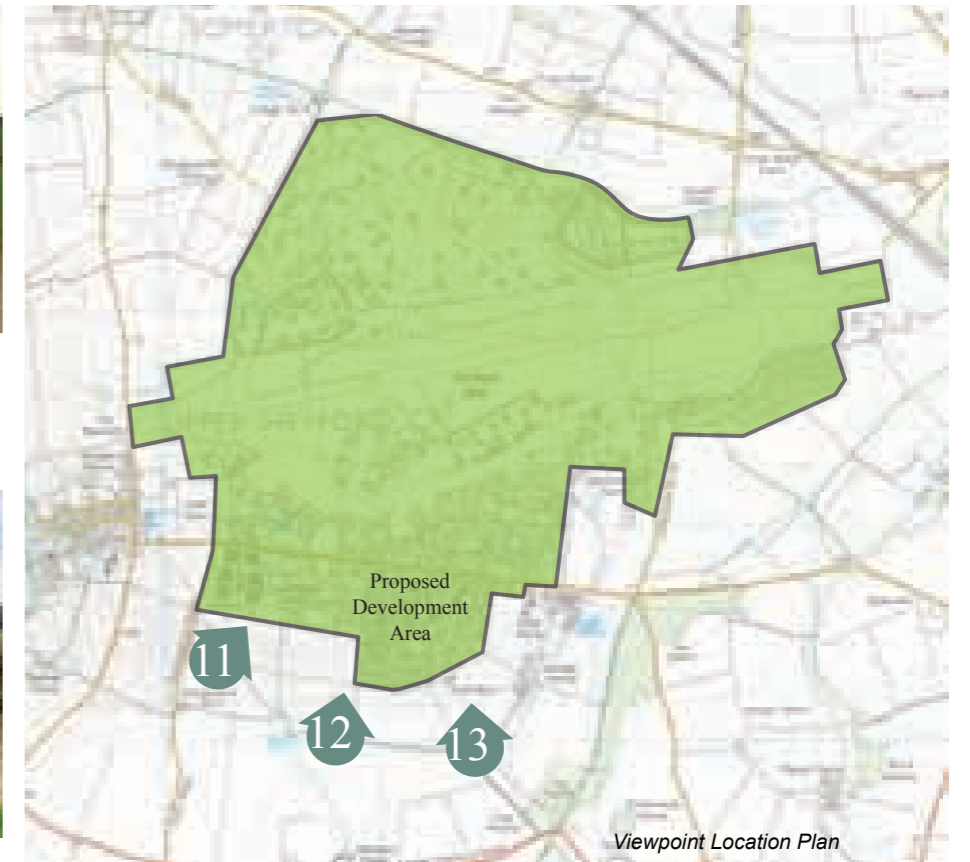


view point 13 - view from south east shows well vegetated site boundary, with the more 'wooded' character within the eastern areas of the site becoming more apparent

**VP11 and VP12 Views from the South West/South**

The bungalows which are to be retained within the proposed development area are currently seen as a backdrop to open, large scale agricultural fields, bordered by low trimmed hawthorn hedges in keeping with the general characteristics of this area of Oxfordshire countryside. The topography of the landscape to the immediate south, being very gently undulating, ensures that views to this part of the site are localised. This view from the southwest clearly shows the fragmented character of vegetation to the western areas of the site, including evergreen hedges to screen/shelter sports facilities, and intermittent tree planting within existing development areas.

These views could be improved through the removal of the existing perimeter fence, and the introduction of a native low trimmed hedge and intermittent, informal native tree species within it, and the housing area beyond, in line with the mitigation proposals set down in the RAF Upper Heyford Revised Comprehensive Planning Brief 2007. That is, the requirement for limited appropriate mitigation planting ....'iii. along the southern boundary to integrate the severe built edge of the former airmen's bungalows into the agricultural landscape when viewed from the south and west....A mix of hedgerow with hedgerow trees and small groups of trees would be acceptable ...'



Viewpoint Location Plan

**Views from the South and East looking towards proposed development area.**

The proposed development area is seen from the east behind a dense, mature hedgerow which includes a significant number of mature trees, including Pinus spp. Furthermore the existing site in this location is characterised by a significant number of existing mature trees, which screen existing buildings and help to integrate existing buildings into the landscape. The landscape beyond the site boundaries in this area is characterised by smaller fields, areas of scrub, and blocks of mature trees, including The Heath and The Gorse, and associated mature hedgerows, creating a far more intimate and enclosed character to those areas to the west.

In conclusion therefore, the proposed development will have negligible impact upon views from the east, as these are currently restricted by existing woodland off-site, and by hedgerow planting to the boundary. Additional mitigation could be provided by reinforcement of the existing planting and removal overtime of the non-native screen planting and replacement with woodland belts similar to those at the Gorse and Heath.

**Views from the North**

The proposed development area is screened in views from the north by the topography of the plateau upon which the airbase sits, with the development area being located where the plateau begins to dip to the south. The area is also further screened in long distance views from this direction by the various airbase buildings which are to be retained to the north of Camp Road.



**Visual Appraisal Summary**



**Conclusion**

Following our appraisal of the potential impacts of the proposed development upon views from the wider landscape, which has been undertaken to establish landscape character primarily and to help inform planting proposals, it is our conclusion that there would be negligible impacts upon these views.

With regard specifically to the potential impact of the proposed development upon views from Rousham House and Gardens, again, it is our conclusion that there would be negligible impact upon these views. These are, as existing, limited and restricted views, with the proposed development area being seen beyond a variety of hedgerows and screen planting belts, which can be reinforced and supplemented as part of the development proposals with appropriate new hedgerow planting and blocks of trees to echo this existing grain of Landscape and to achieve accordance with the recommendations of the RAF Upper Heyford Revised Comprehensive Planning Brief 2007 – Mitigation of Landscape Impacts.

In other views to the proposed development area it is screened currently by a variety of hedgerows and screen planting belts, and these would be reinforced and supplemented as part of the development proposals with appropriate new hedgerow planting and blocks of trees in accordance with the recommendations of the RAF Upper Heyford Revised Comprehensive Planning Brief 2007 – Mitigation of Landscape Impacts.

Further and much more detailed work has been undertaken by other members of the Design Team as part of the EIA and is dealt with separately.

**Proposed Species**

**Camp Road Avenue Tree Planting**

Wherever possible Camp Road to be planted/replanted with an avenue of Limes to reinforce this strong axial route, and the formality of the military heritage.

Tree species:

- Tilia x euchlora - planted as 14-16cm clear stem trees @ 7m centres
- The Trident and Campus Landscapes

Planting in these areas to be more formal, with a distinct 'campus' or parkland character. The proposed trees will reflect this, using larger growing trees with distinct shapes and character, which sit well in large areas of grass.

Tree species could include:

- Acer saccharinum
- Juglans regia
- Fraxinus excelsior 'Raywood'
- Thuja plicata
- Planted as 14-16cm clear stem trees @ 5-7m centres

**Native Woodland Edge Planting to Western and Southern Boundaries**

Planting to the western edges to include hedge planting and intermittent blocks of trees to create copses, to 'anchor' the development and the site overall in views from the west, and to recreate the soft and informal characteristics of a typical village edge. Areas of meadow and open grassland will also be created to create this 'softer' edge. Species to include:

**Trees**

- Acer campestre
- Fagus sylvatica
- Fraxinus excelsior
- Sorbus aria
- Sorbus aucuparia

**Shrubs**

- Corylus avellana
- Crataegus laevigata
- Ilex aquifolium
- Taxus baccata
- Ligustrum vulgare
- Viburnum opulus

Hedge plants to be 60-90 cm transplants, planted in 3 staggered rows at 5/ lin m, or 400mm c/s

**Native Woodland Edge Planting to Southern and Eastern Boundaries**

Planting to the southern and eastern boundaries to include hedge planting and intermittent blocks of trees to reinforce existing boundary hedges. Existing non-native species to be phased out and replace with more appropriate species characteristic of the area and to help integrate the site into its surroundings. Species to include:

**Trees**

- Acer campestre
- Fagus sylvatica
- Fraxinus excelsior
- Sorbus aria
- Sorbus aucuparia

**Shrubs**

- Corylus avellana
- Crataegus laevigata
- Ilex aquifolium
- Taxus baccata
- Ligustrum vulgare
- Viburnum opulus

Hedge plants to be 60-90cm transplants, planted in 3 staggered rows at 5/ lin m, or 400 c/s

**Woodland Tree Planting to Eastern Residential Areas**

Planting to the eastern areas to reinforce the existing mature 'wooded' character around Soden Road, using species which already predominate in this area to help reinforce its distinctive character.

Tree Species to include:

- Carpinus betulus
- Fagus sylvatica
- Pinus sylvestris
- Planted as 12-14cm/14-16cm specimens @5-7m centres

**Garden Suburb Planting**

Planting within Carswell Circle to have a distinctive 'Garden Suburb' character including trimmed privet hedges and ornamental trees, reflecting the existing character and age of this part of the site.

Tree species could include:

- Juglans regia
- Fagus sylvatica
- Malus sps
- Prunus avium 'Plena'
- Sorbus aucuparia

Planted as 12-14cm/14-16cm specimens @5-7m centres

**Bungalow Landscapes**

These areas are currently characterised by a variety of small growing trees, with no overall coherent character. The intention is that new and replacement planting provides a more coherent character by utilising a few select species only, with a number of taller growing trees to give the area a more distinctive character and to 'anchor' it in views to the site. Species to be more ornamental in character to reflect the distinct heritage of 'Little America'.

Tree species to include:

- Liriodendron tuliperfera
- Prunus avium 'Plena'
- Robinia pseudocacia

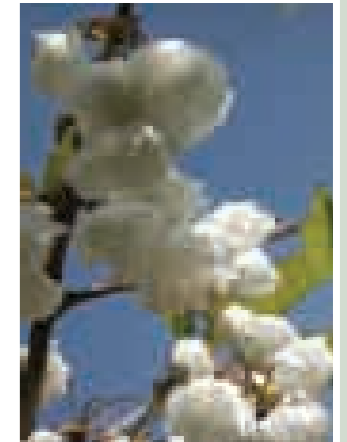
- planted as 12-14cm/14-16cm specimens @ 5-7m centres



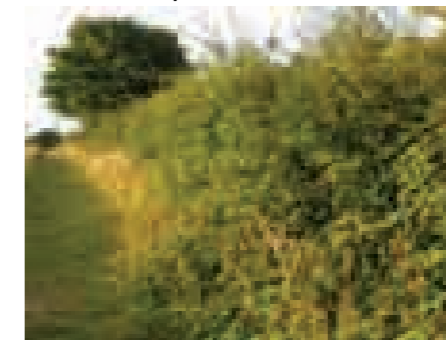
*Crataegus monogyna*



*Viburnum opulus*



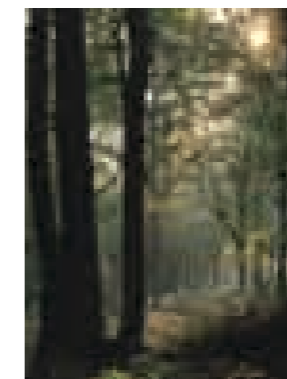
*Prunus avium*



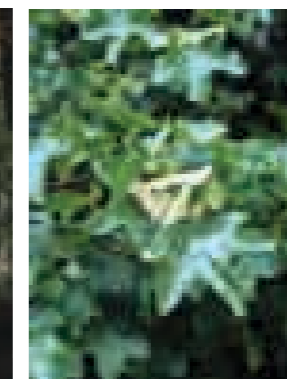
*Native hedgerow*



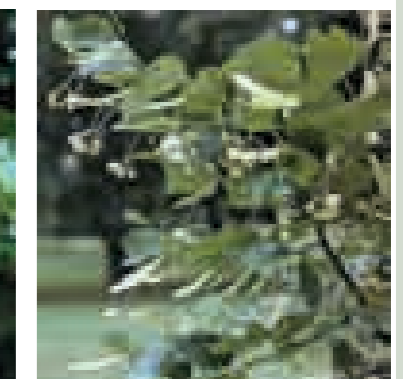
*Corylus avellana*



*Fagus sylvatica*

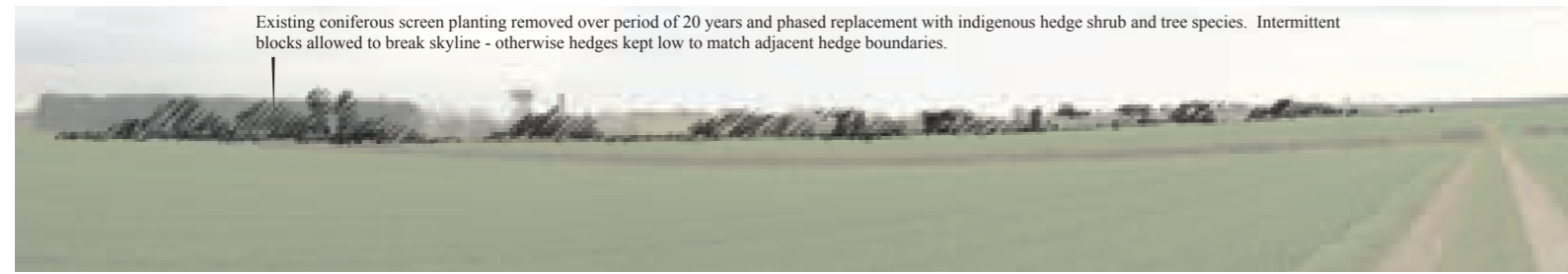


*Acer campestre leaf*

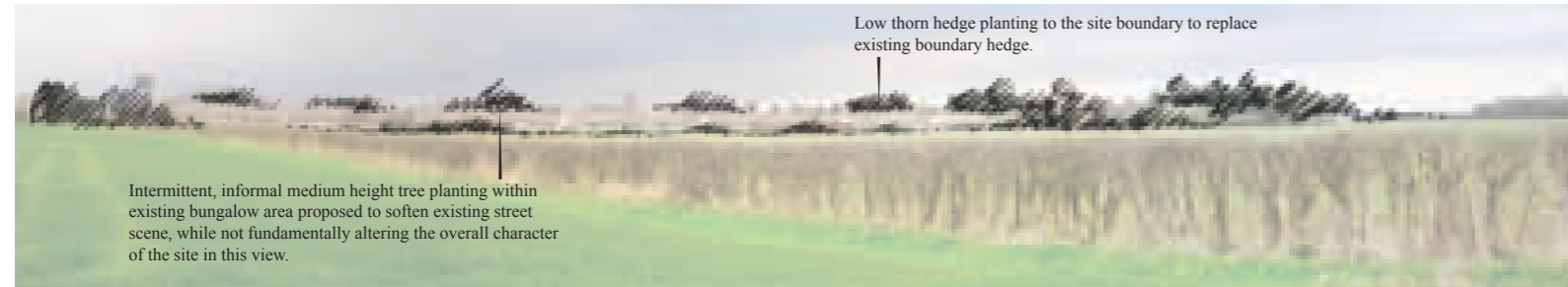


*Tilia euchlora*

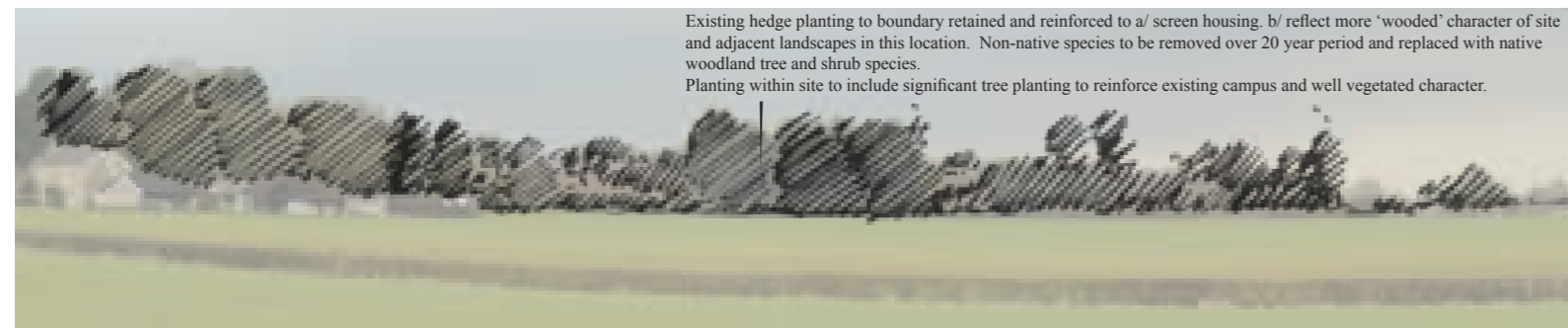
Proposed Boundary Landscapes



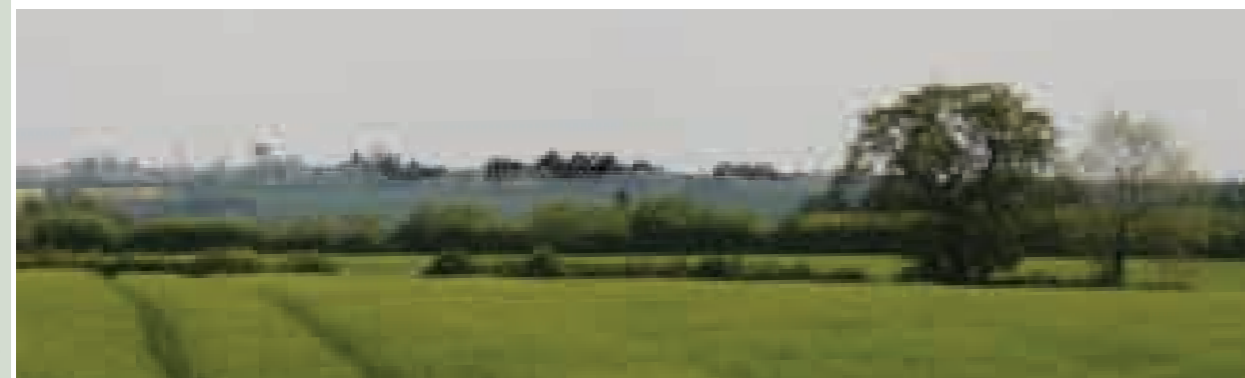
View FROM SOUTH WEST



View FROM SOUTH



View FROM EAST








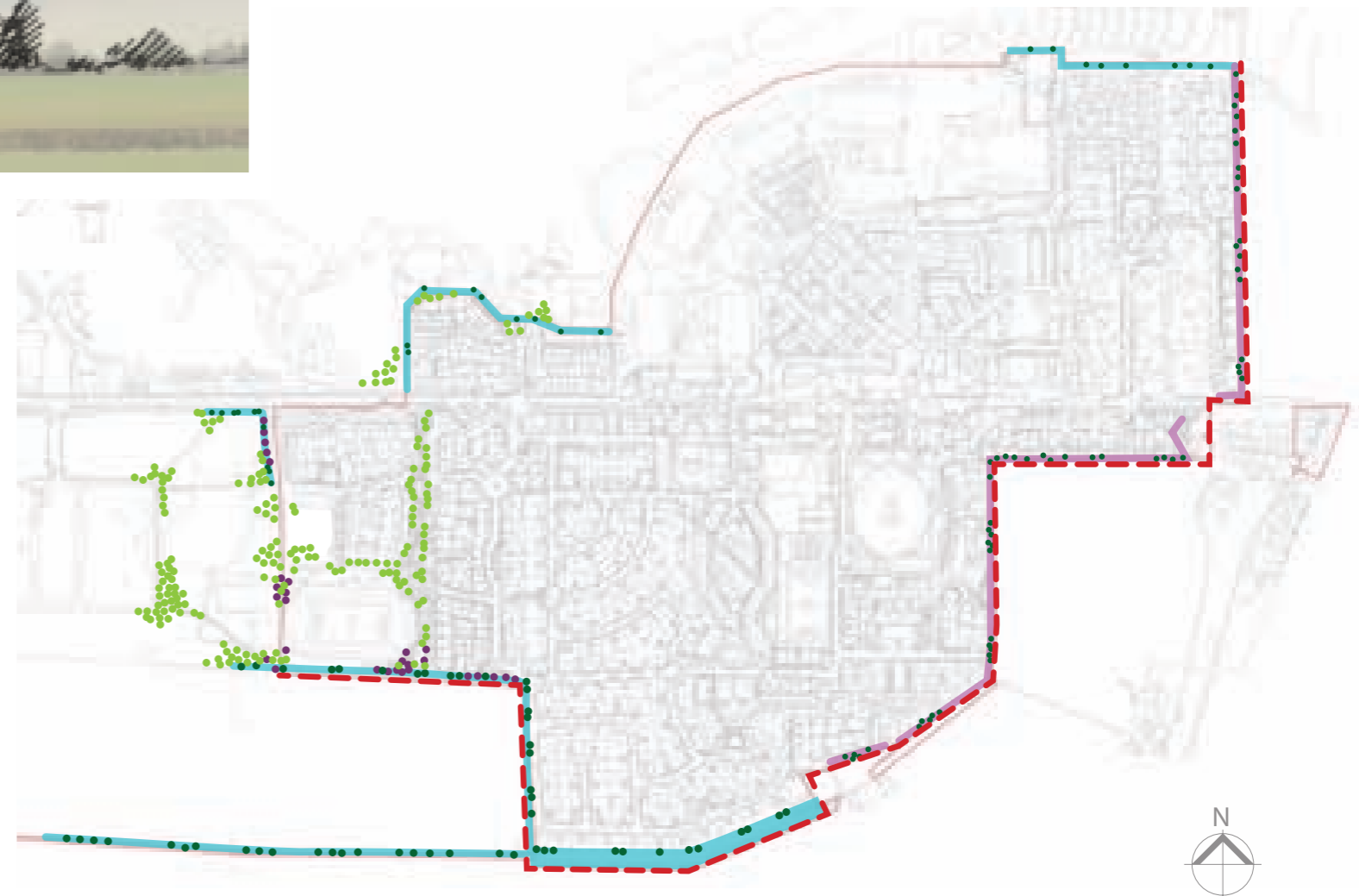
View FROM west

Existing planting to the western and southern edges of the site will be substantially reinforced with strategic hedgerow and tree planting, to replicate the copses frequently seen on the edges of plateaus and hilltops in the area. Native species would be used to replace, over time the non-native species which currently provide screening to the western edges.

It is not proposed that a woodland screen is created, which would be uncharacteristic of the area, but rather a softer more intermittent edge of hedgerows and copses reflecting also the edges found to traditional villages. This planting in combination with removal of the security fence would also help to create a more coherent edge to the Airbase as a whole, and help to achieve a much more sensitive fit with the wider landscape. See sketch view of proposed planting in View From West.

Key

-  Proposed Native Hedge & Standard Trees
-  Proposed intermittent edge of hedgerow & copses
-  Existing boundary hedge reinforced with new hedgerow planting existing 'leylandii' removed over time + replaced
-  Existing Trees - see trees to be retained dwg.
-  Existing Security Fence Removed



H e y f o r d P a r k



**The green framework : Biodiversity & links to natural green space**



**KEY**

- Existing Green Corridors beyond Site Boundaries including existing hedgerows, tree belts and woodland.
- Existing Strategic Green Corridor Retained and Reinforced.
- Existing Secondary Green Corridor Retained and reinforced
- New Hedgerow planting to create New Green Corridor
- Proposed Areas of Natural Green Space
- Strategic Pedestrian Cycle Link to Countryside beyond development.
- Proposed 'Green' Link - Pedestrian
- Existing Public Rights of Way.

**Biodiversity Strategy**

Alongside the delivery of recreational objectives green infrastructure should function to encourage biodiversity.

This aspiration and requirement is well documented in the requirement of Cherwell District Council, PPS9 and the Southern Plan (CC8 NRM5):

“Local authorities and partners will work together to plan, provide and manage connected and substantial networks of accessible multi-functional green space. Networks would be planned to include both existing and new green infrastructure. They need to be planned and managed to deliver the widest range of linked environmental and social benefits including conserving and enhancing biodiversity as well as landscape, recreation, water management, social and cultural benefits to underpin individual and community health and ‘well being’.

Local Authorities and other bodies shall avoid a net loss of biodiversity, and actively pursue opportunity to achieve a net gain across the regional. They shall require Green infrastructure to be identified, developed and implemented in conjunction with new development.”

Our proposals seek to provide a network of interconnected habitats, through the reinforcement of existing green corridors, the creation of new green corridors and the provision of ‘green links’ – pedestrian greenways connecting key open space areas, -both formal and natural, where the emphasis will be upon using native ‘Street’ trees and creating wide verges where possible, managed to optimise biodiversity. Working with our character area strategy the green infrastructure is multi-functional merging sport, play, footways, and cycleways with linked habitats and the surface water management.

Areas of ‘natural’ green space will also be created in association with the provision of community parks, where native ‘woodland’ edge and meadow habitats will be created, and in incidental spaces throughout the development. The provision of water attenuation ponds in various locations across the development will also provide opportunities for creating marginal, and wet meadow habitats.

Where our character areas call for a range of non-native species we have, as far as practical followed the BREEAM recommendations for non-native species (berries, fruit and flowers) which encourage wildlife.

Principle habitats created will include woodland, woodland edge, hedgerows and wildflower meadows to park edges and verges, and marginal habitats to proposed surface water attenuation ponds throughout the site.



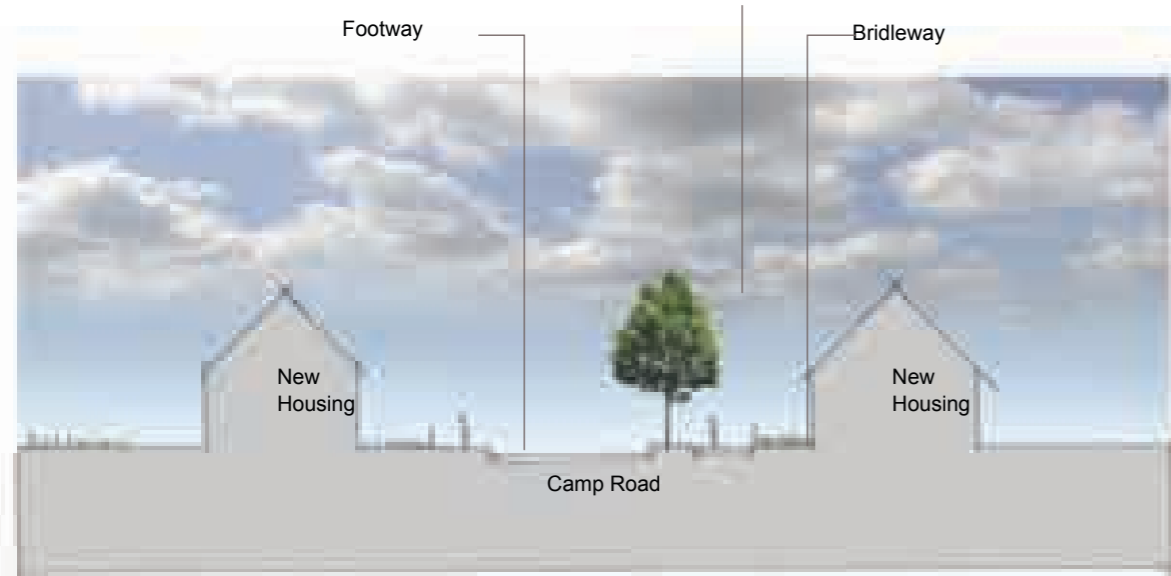
Street Sections



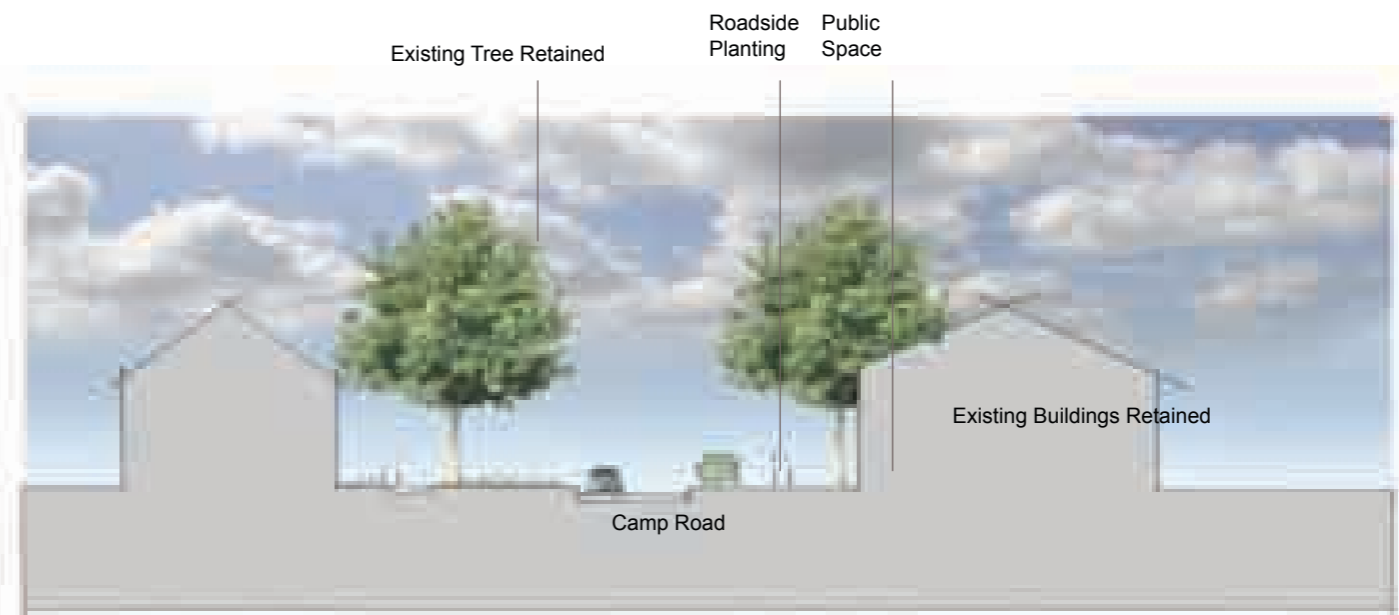
- Existing Trees
- Proposed Trees
- Proposed Native Hedge and Shrub Planting
- Play Area
- Sports Pitch
- Buildings
- Proposed SUDs
- Cycleways and footpaths
- Fence to be Removed

H  
e  
y  
f  
o  
r  
d  
  
P  
a  
r  
k

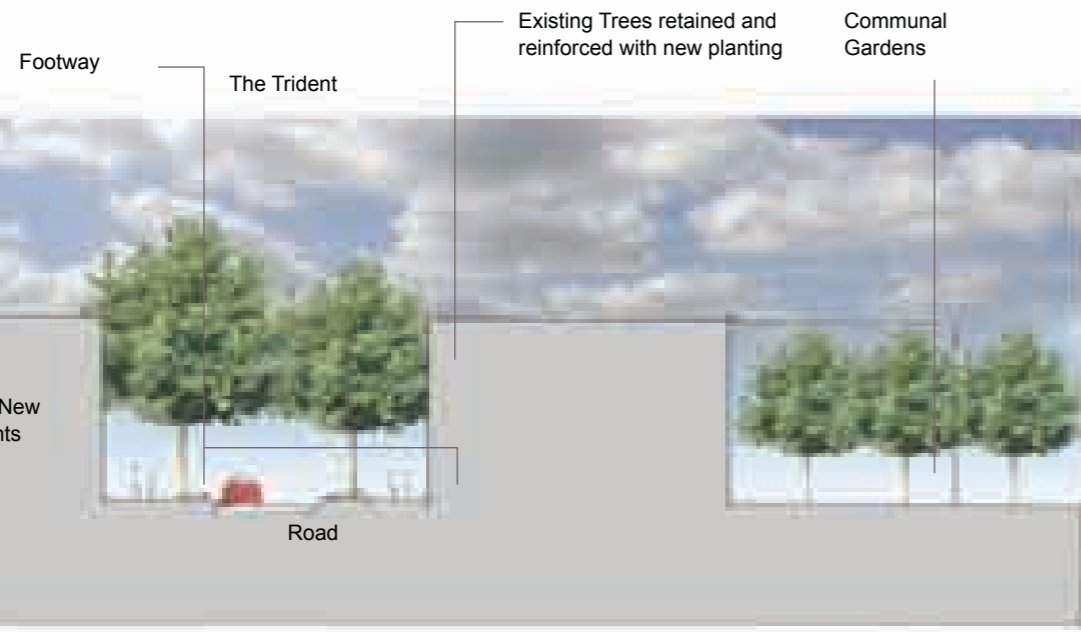
Proposed new avenue planting to reinforce existing avenue of trees along Camp Road



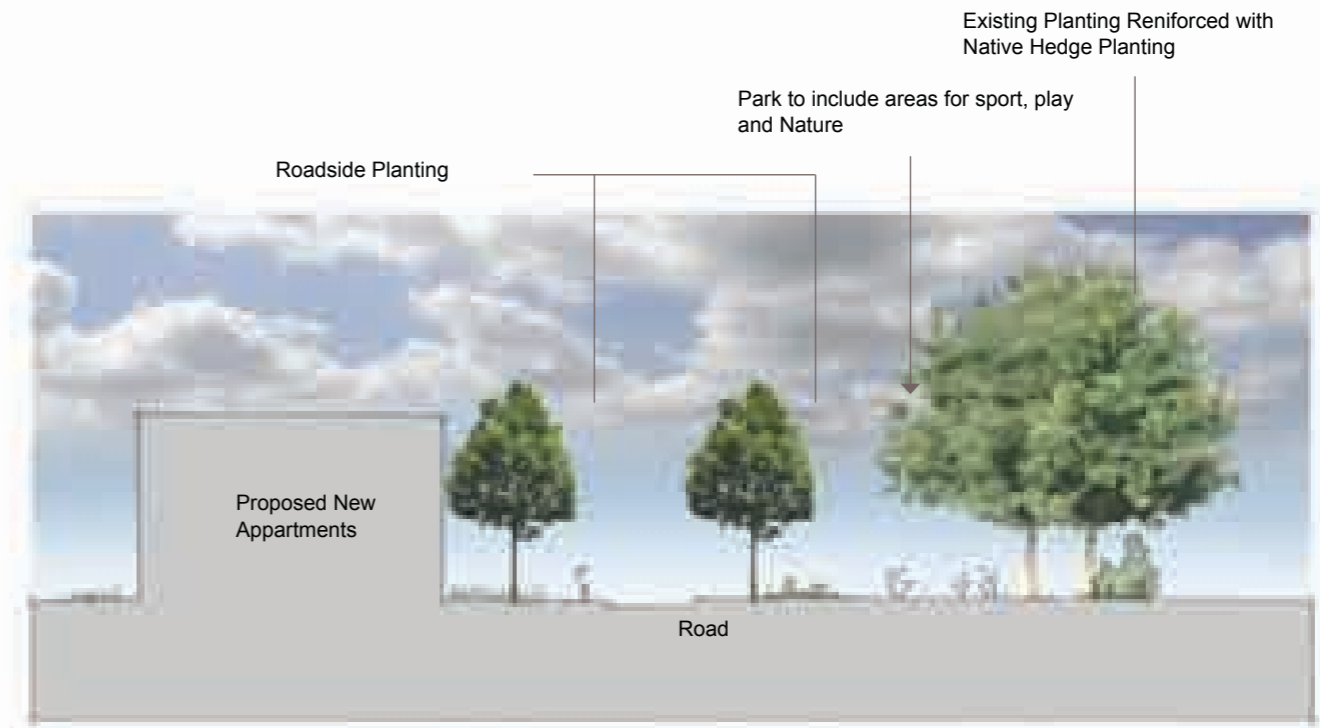
Section A



Section B



Section C



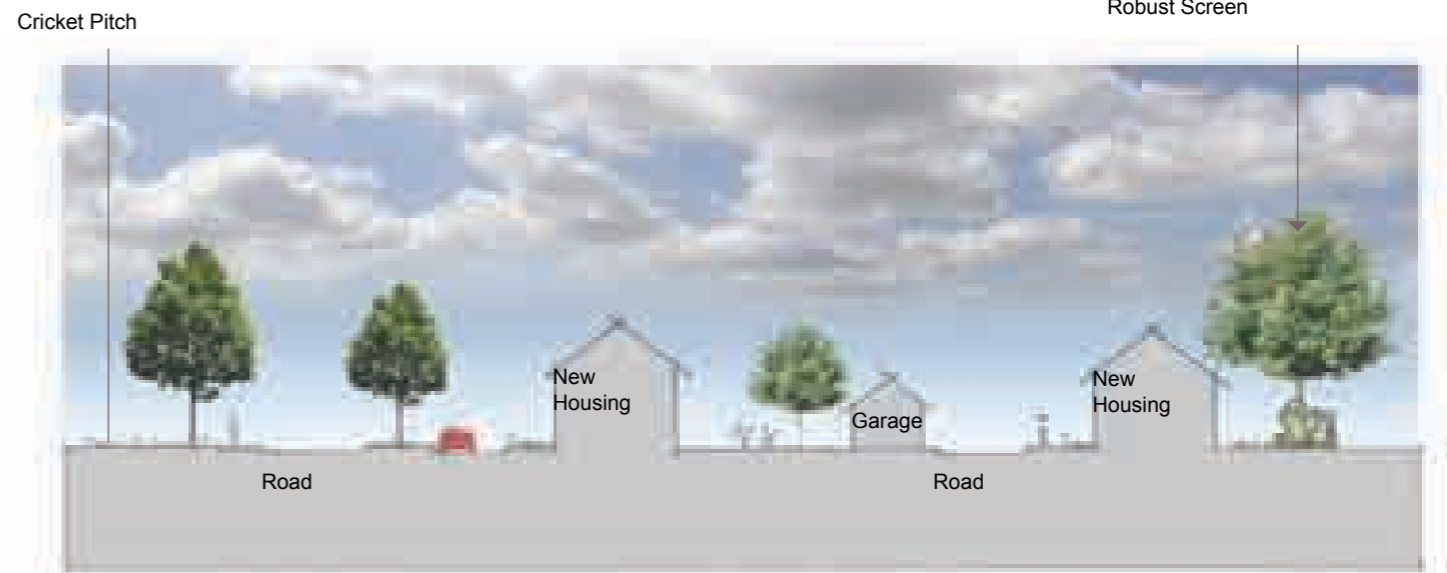
Section D

Existing Boundary Planting Reinforced with Native Hedgerow Planting to Provide Robust Screen



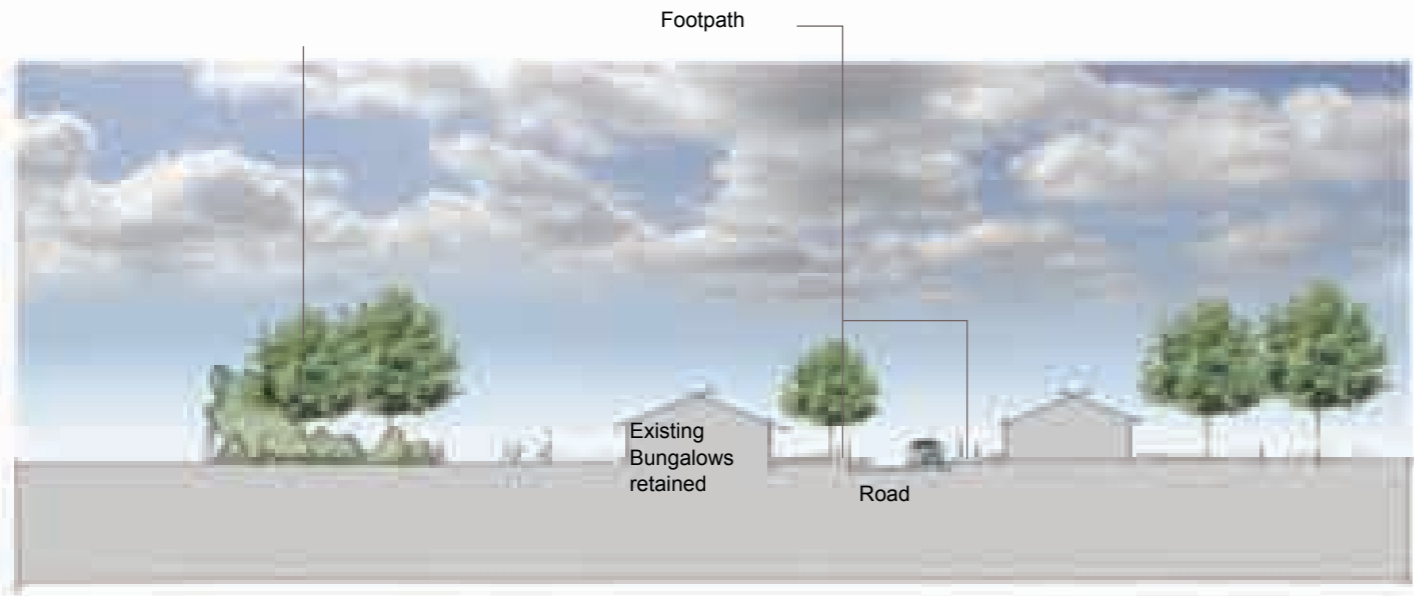
Section E

Existing Boundary Planting Reinforced with Native Hedgerow Planting to Provide Robust Screen



Section F

Existing Security Fence Removed and Replaced with Native Copse planting

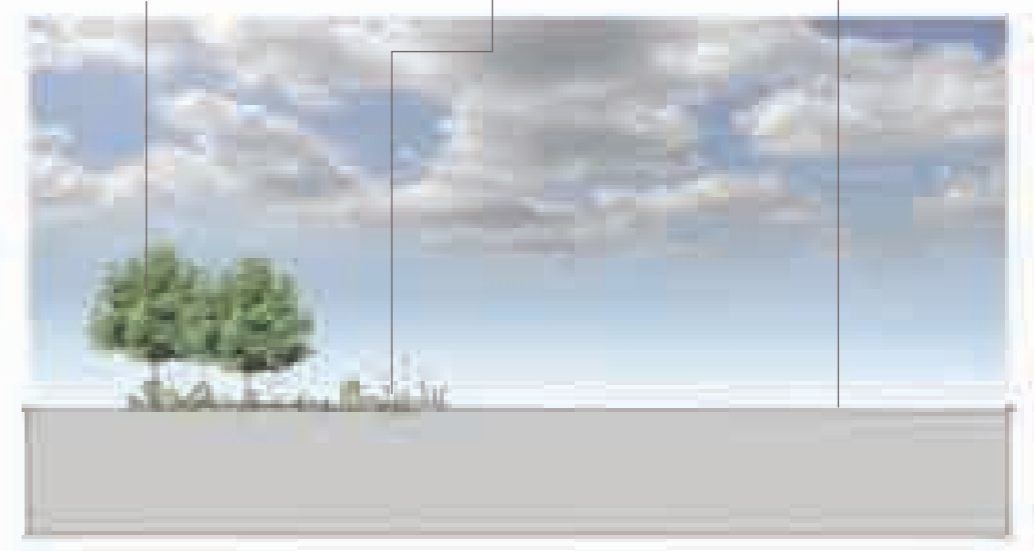


Section G

Existing Security Fence Removed and Replaced with Native Copse planting

Natural Open Space Managed for Wildlife

Sports Fields



Section H

# B

# Appendix B

- Planting Detail



## Planting Detail

### Camp Road Avenue Tree Planting

Wherever possible Camp Road to be planted/replanted with an avenue of Limes to reinforce this strong axial route, and the formality of the military heritage. Tree species:

Tilia x euchlora - planted as 14-16cm clear stem trees @ 7m centres

### The Trident and Campus Landscapes

Planting in these areas to be more formal, with a distinct 'campus' or parkland character. The proposed trees will reflect this, using larger growing trees with distinct shapes and character, which sit well in large areas of grass. Tree species could include:

Acer saccharinum

Juglans regia

Fraxinus excelsior 'Raywood'

Thuja plicata

- planted as 14-16cm clear stem trees @ 5-7m centres

### Native Woodland Edge Planting to Western and Southern Boundaries

Planting to the western edges to include hedge planting and intermittent blocks of trees to create copses, to 'anchor' the development and the site overall in views from the west, and to recreate the soft and informal characteristics of a typical village edge. Areas of meadow and open grassland will also be created to create this 'softer' edge. Species to include:

#### Trees

Acer campestre

Fagus sylvatica

Fraxinus excelsior

Sorbus aria

Sorbus aucuparia

#### Shrubs

Corylus avellana

Crataegus laevigata

Ilex aquifolium

Taxus baccata

Ligustrum vulgare

Viburnum opulus

### Native Woodland Edge Planting to Southern and Eastern Boundaries

Planting to the southern and eastern boundaries to include hedge planting and intermittent blocks of trees to reinforce existing boundary hedges. Existing non-native species to be phased out and replace with more appropriate species characteristic of the area and to help integrate the site into its surroundings.

Species to include:

#### Trees

Acer campestre

Fagus sylvatica

Fraxinus excelsior

Sorbus aria

Sorbus aucuparia

#### Shrubs

Corylus avellana

Crataegus laevigata

Ilex aquifolium

Taxus baccata

Ligustrum vulgare

Viburnum opulus

#### Typical Mix

Woodland Tree Planting to Eastern Residential Areas

Planting to the eastern areas to reinforce the existing mature 'wooded' character around Soden Road, using species which already predominate in this area to help reinforce its distinctive character. Tree Species to include:

Carpinus betulus

Fagus sylvatica

Pinus sylvestris

- planted as 12-14cm/14-16cm specimens @5-7m centres

### Garden Suburb Planting

Planting within Carswell Circle to have a distinctive 'Garden 'Suburb' character including trimmed privet hedges and ornamental trees, reflecting the existing character and age of this part of the site.

Species could include:

Juglans regia

Fagus sylvatica

Malus sps

Prunus avium 'Plena'

Sorbus aucuparia

- planted as 12-14cm/14-16cm specimens @5-7m centres

### Bungalow Landscapes

These areas are currently characterised by a variety of small growing trees, with no overall coherent character. The intention is that new and replacement planting provides a more coherent character by utilising a few select species only, with a number of taller growing trees to give the area a more distinctive character and to 'anchor' it in views to the site. Species to be more ornamental in character to reflect the distinct heritage of 'The Bungalow Landscape'. Tree species to include:

Liriodendron tuliperfera

Prunus avium 'Plena'

Robinia pseudocacia

- planted as 12-14cm/14-16cm specimens @ 5-7m centres

## Outline Planning Specification

### 1.0 Site Preparation and Earthworks

All existing trees and vegetation to be retained which are close to areas of new building activity, shall be protected from damage by protective fencing. This shall comprise a scaffold framework of vertical and horizontal tubes, well braced to resist impacts, with vertical tubes spaced at a maximum interval of three metres. Onto this, weldmesh panels should be securely fixed with wire or scaffold clamps, in accordance with BS 5837 (2005). Protective fencing is to be located one metre beyond the canopy spread of individual trees or tree groups, and the contained area is to remain completely undisturbed for the duration of the contract.

1.2 Generally, all earthworks shall be executed in accordance with BS4428 'General Landscape Operations'. As far as possible, all subsoil and topsoil shall be sourced from the development site, and sampled and analysed in line with the detailed specification, including visual, physical and chemical analysis.

1.3 Depth of soils should be geared towards achieving a minimum depth of 700mm of viable rooting depth (topsoil and subsoil combined) within all planting areas.

Topsoil shall be spread to the following depths, with subsoil to make up the 700mm depth:

Shrub areas	Topsoil : 450mm	Subsoil : 250mm
Woodland areas	Topsoil : 300mm	Subsoil : 400mm
Grass seeded areas	Topsoil : 100mm	Subsoil : 600mm
New turf verges	Topsoil : 50mm (overlying existing topsoil where existing grass removed)	

1.4 Ground profiles to be left with smoothly flowing contours, free from localised depressions, high spots and abrupt angles, feathering smoothly into adjacent existing ground. Cultivate topsoil to produce an even surface free from lumps and clods.

1.5 The need for ameliorants and fertilisers shall be reviewed following receipt of the soil analysis, prior to soil spreading.

### 2.0 Planting

2.1 Handling and transportation of all plants shall be carried out in accordance with Horticultural Trade Association's 'Plant Handling' recommendation (1987).

2.2 All planting operations shall be carried out in accordance with BS5326:1975; BS4043:1966, and BS4428:1968. Advanced nursery stock to BS5236:1975.

#### 2.3 Trees

All trees shall be supplied in accordance with the plant schedules by named nurseries.

2.3.1 Tree Pit Construction shall occur as follows :

Standards / Heavy Standard trees (12-14cm - 18-20cm girth) to be excavated to :

•1.2-1.5m x 1.2-1.5m diameter x (depth of rootball + 300mm)

The lower half of the tree pit (below the rootball) shall be backfilled with: 300mm depth washed, medium /coarse sand

An aeration / irrigation pipe shall be inserted around the rootball

The upper half of the tree pit (around the rootball) shall be backfilled with: topsoil, ameliorated with compost and fertiliser as specified below

2.3.2 Tree planting backfill shall contain:

80% by volume : Topsoil  
 20% by volume : Mushroom Compost  
 3 kg/m<sup>3</sup> : Enmag Fertilizer

#### 2.4 Ornamental Shrub Planting

All ornamental shrubs shall be supplied in accordance with the plant schedules by named nurseries. Shrub pits to be excavated to allow a 75mm clearance around the edges of the root system. Sides and bottom of pits shall be loosened to relieve any compaction. Backfill for each plant to include 50g of SA1 Enmag.

Bark mulch shall consist of matured British conifer bark with an even particle size distribution between 5-35mm. The mulch to be Melcourt 'Amenity Grade Bark Mulch' or similar approved, and a representative sample of the mulch shall be supplied for approval prior to delivery to site.

#### 2.5 Transplants

All transplants to be planted in a pit 300mm diameter x 300mm depth, to accommodate fully the outstretched spread of roots. Backfill with excavated topsoil and gently firm in place. Ensure plants are planted to level of nursery mark.

Plants to be evenly spaced and grouped in accordance with proportion of mix in small irregular blocks to give a 'natural' appearance, avoiding straight lines.

All transplants to be fitted with rabbit guards of an appropriate diameter. To be 12mm square plastic mesh tree guards, 600 mm high, in black, brown or green, fixed with soft wood stake.

#### 2.6 Grassed areas

2.6.1 Turfing : Turf to be Tillers "Arena", supplied to BS3969. Pre-turfing fertiliser to be Fisons 'PS5' applied at a rate of 70g/m<sup>2</sup>. The turves will be laid with half lapped joints and well butted up.

2.6.2 Seeding : British Seed Houses 'A19' grass seed mix. Pre-seeding fertiliser to be Fisons 'PS5' applied at a rate of 70g/m<sup>2</sup>, sowing rate : 25g/m<sup>2</sup>.

**3.0 Maintenance**

3.1 Following the date of Practical Completion, the Contractor shall maintain all the landscape areas for a period of 12 months. The maintenance period for all semi mature trees shall be for a period of 24 months.

3.2 The Contractor shall maintain the whole of the grassed and planted areas in a manner which ensures the establishment of healthy and vigorous plants and a close textured, weed free grass sward and which creates a tidy weed free appearance. The ground to all woodland and native shrub edge planting shall be maintained completely weed free.

Allowance shall be made in pricing for watering, to maintain all subjects in a healthy moist condition to facilitate optimum conditions for early establishment. Allowance shall be made for extra maintenance in any periods of unusually prolific grass and weed growth. The height of grass shall be maintained at a height of between 35mm and 50mm at all times.

3.3 During the maintenance period the Contractor will be expected to :

Establish a regular pattern of site visits throughout the season.

Carry out routine maintenance operations.

Correct any defects which become apparent during the earliest suitable weather conditions.

Ensure all areas are fertilized as specified below, either during or at the end of the maintenance period as appropriate to the season / handover dates.

The Contractor will provide confirmation of the date that this operation was undertaken prior to the final inspection.

Attend handover meetings with the Landscape Architect and Client at the end of 12 and 24 months, and regular meetings with the Landscape Consultant to monitor defects and maintenance.

**The Existing Trees of Heyford Park**

The former airbase site including flying fields and military accommodation has Conservation Area protection under the 'Listed Buildings and Conservation Areas Act' 1990. An integral feature of the conversation area appraisal relates to the value of existing tree and vegetation coverage. Deciduous tree planting forms the majority of the species mix with some coniferous specimen planting to junior ranks accommodation and taller facility buildings such as the former hospital.

Some of the key larger stature tree species comprises Cedar, Beech, Hornbeam and Sycamore mainly to the central administration areas of the base and higher ranking accommodation blocks with small trees planting to incidental open spaces area.

The masterplan proposals seek to incorporate the existing tree structure into the new spaces of the Green Infrastructure and new street arrangements. To do this we have worked with the Tree Survey carried out in 2006 by Nicholson Nurseries. This survey was carried out to BS5837:2005 Trees in Relation Construction. Its findings, and recommendations including root protection zones around each individual tree were followed carefully in developing the arrangements for development shown.

This proposal is of course a masterplan and the general arrangements are for illustrative purposes only. Further detailed proposal will be subject to Reserved Matters applications, where another much finer examination of matters such as protection zones will be addressed.

That being said, an objective of this masterplan is to retain as much as possible of Heyford Park's aesthetic asset as possible and so out general arrangements have been considered in such a way that, subject to inevitable fine tuning at the Reserved Matter stage, our objective can be achieved. The plan below summarises the impact of the masterplan on the existing trees. Further illustrations of how we aim to achieve integration into the Green Infrastructure are given in the Character Area descriptions below.

There are inevitably some losses, amounting to only 231 trees representing 4.2% of all existing trees within the application boundary. Of this percentage:

- 0.07% are Category A
- 1.9% are Category B
- 2.14% Category C

Category R trees represent 5.8% of trees lost and will be removed for arbouricultural management and health and safety reasons as part of a wider maintenance and management strategy.

In mitigation and to take Heyford Park's green infrastructure forward as a key part of this new settlement we anticipate at least a further 400 trees to be planted.

Introduced tree species such as coniferous screen planting is typical of the Cold War landscape and will be phased out over a period of time to be replaced by native tree planting providing greater biodiversity and interest.

Regularly trimmed hedgerows pass along part of Camp Road; these are part of the character of the road and include species such as ligustrum and sycamore however many of these hedgerows have become ivy clad and therefore species poor. On the southern and eastern boundaries are less highly maintained with a wider variety of mature species such as hawthorn. Whilst some areas will be lost as part of the wider green infrastructure improvements to the site further extensive new hedgerows will be provided more than compensating for these losses through broader species selection, inter-connection and management.

To assure longevity of the tree cover to the park the existing and new tree plantations will be subject to the Landscape Maintenance plan, summarised below.

### Outline Maintenance and Management Schedules

#### Vegetation Maintenance and Management Schedule - Over One Year

Operation	Annual frequency of operation	Month											
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>1.0 Existing vegetation - trees and shrubs</b>													
Ideally, tree works should occur in <b>September / October</b> , which avoids the period of bird nesting, hibernating bats and bats with dependent young present. If the presence of bats / badgers / watervoles / nesting birds etc is suspected, an ecologist should be employed to carry out the necessary surveys, and appropriate action taken.													
Remedial tree works to maintain trees in a safe condition	1X												
Dead wood removal (retained on site wherever possible)	1X												
Prune shrubs to maintain tidy condition (exact timing dependent on species)	1X												
Trim hedges	1X												
<b>2.0 Newly planted trees</b>													
Formative pruning	1X												
Adjust tree ties, replace as necessary	1X												
Weed control around base of trees	1X												
Topping up mulch in circle to base of trees in grass	as required												
Apply fertiliser	1X												
Firming	12X												
Check stakes and guys, and re-tighten / replace / remove as necessary	2X												
Watering as necessary	12X												
Tree replacements when required	1X												
Pest and disease control (when required)	as required												

Operation	Annual frequency of operation	Month											
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>3.0 Amenity Grass and Grass Verges</b>													
Mowing	25-30X												
Weed control (using approved herbicide)	as required												
Strimming and / or edging with edging shears (to borders and road edges) to occur at each cut	25-30x												
Fertiliser	2X												
Aeration (every 3 years)													
Scarifying	2X												
Rolling of formal lawns	1X												
Reinstatement as necessary	as required												
<b>4.0 Grasslands</b>													
Mowing	2X												
Weed control (using approved herbicide)	as required												
Reinstatement as necessary	as required												
<b>5.0 Woodland Planting Areas</b>													
Weed control - application of residual herbicide to maintain whole of woodland area / edge mix completely weed free	1X												
Check stakes, shelters and guards, and adjust / replace / remove as necessary	as required												
Firming	as required												
Thinning / coppicing, to occur on a rotational basis (not required in first 3 years)	1X												

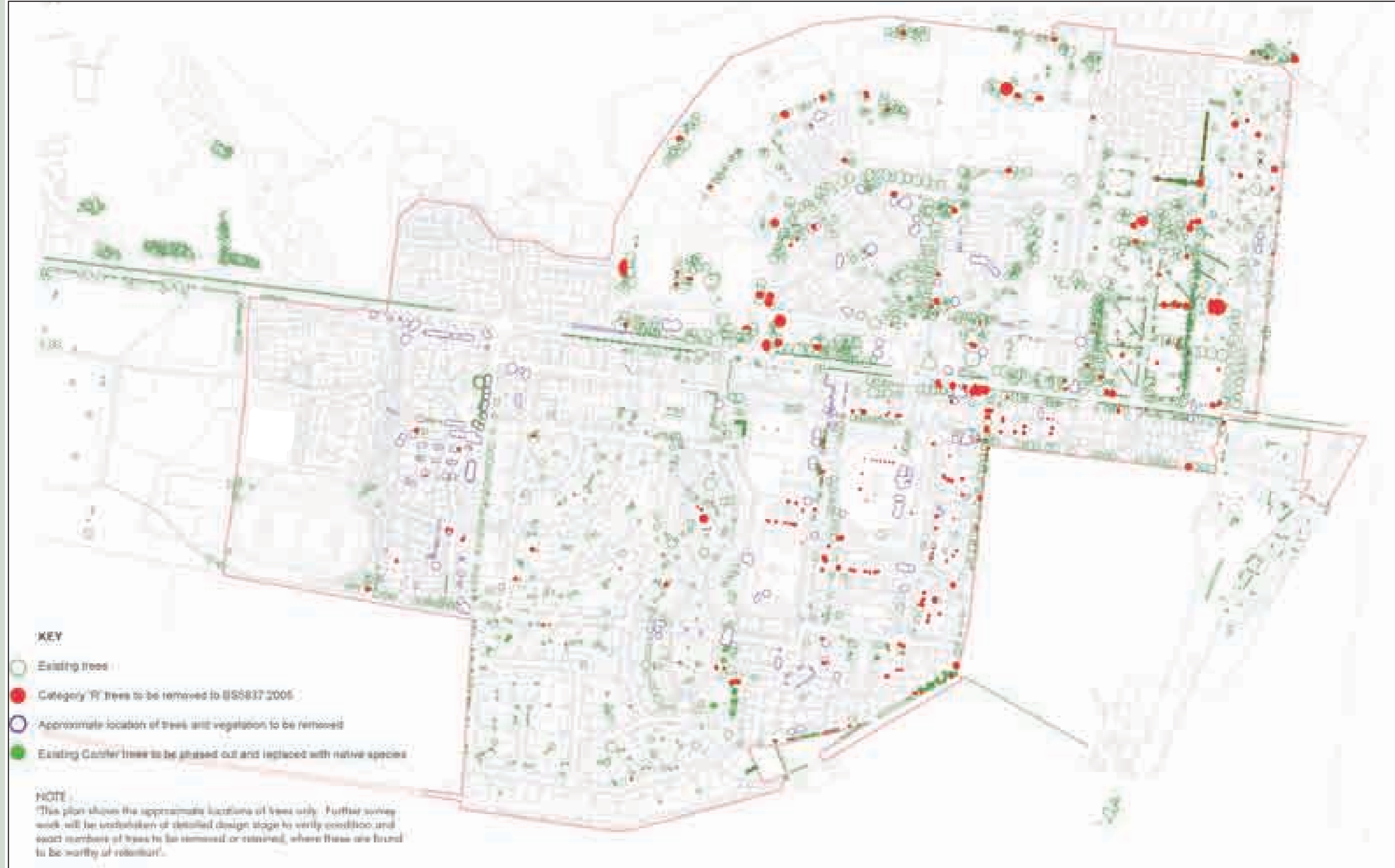
#### Vegetation Maintenance and Management Schedule - Year 1 - Year 10 Operations

Operation	Annual frequency of operation	Year									
		1	2	3	4	5	6	7	8	9	10
<b>1.0 Existing vegetation - trees</b>											
Ideally, tree works should occur in <b>September / October</b> , which avoids the period of bird nesting, hibernating bats and bats with dependent young present. If the presence of bats / badgers / watervoles / nesting birds etc is suspected, an ecologist should be employed to carry out the necessary surveys, and appropriate action taken.											
Remove existing trees shown on Landscape Strategy plans for removal. To include stump grinding, removal of rootstock and all arisings from site, and making good the ground to tie in to the existing landscaping	1X										
Remedial tree works to maintain trees in a safe condition, in relation to pests and diseases, storm damage etc, and initially with reference to the arboricultural report	1X										
Re-planting of trees as required, to replace failed trees	1X										
Remove / reduce height of Leyland Cyprus hedge to Sawtry Way boundary To occur in the period between Year 6 and Year 10 Subject to a review by Air Base in relation to security, and dependent upon successful establishment of new woodland belt	as required										
Trim hedges (exact timing dependent on species)	as required										
<b>2.0 Amenity Grassland and Verges</b>											
Mowing	25-30X										
Weed control (using approved herbicide)	as required										
Strimming and / or edging with edging shears (to borders and road edges) to occur at each cut	25-30X										
Fertiliser	2X										
Aeration (every 3 years)											
Scarifying	2X										
Rolling of formal lawns	1X										
Leaf Removal	as required										
Reinstatement as necessary	as required										
<b>3.0 Grasslands to north east corner</b>											
Mowing	2X										
Weed control (using approved herbicide)	as required										
Reinstatement as necessary	as required										
<b>4.0 Native Woodland Planting</b>											
Weed control - application of residual herbicide to maintain whole of woodland and edge mix areas completely weed free	1X										
Check stakes, shelters and guards, and adjust / replace / remove as necessary	as required										
Firming	as required										
Thinning / coppicing, to occur on a rotational basis	every 3 years										
<b>5.0 Tree Planting</b>											
Formative pruning	1X										
Remove tree ties	1X										
Weed control around base of trees and topping up mulched circles around trees in grass	1X										
Apply fertiliser	1X										
Firming											
Check stakes and guys, and re-tighten / replace / remove as necessary	2X										
Watering as necessary	as required										
Tree replacements when required	1X										
Pest and disease control (when required)											
Thinning as necessary	1X										

H e y f o r d P a r k



Illustrative layout of existing trees which could be lost through the Illustrative Masterplan



H e y f o r d P a r k

# C

# Appendix C

- Education Location Analysis

## Education Location Analysis

### Locations 1 - 5

All 5 sites have been identified as potential school locations to serve the community at Heyford Park. On the basis of the land area, according to DCSF building bulletins, the sites can accommodate the following:

Site 1 - Primary School Layout.

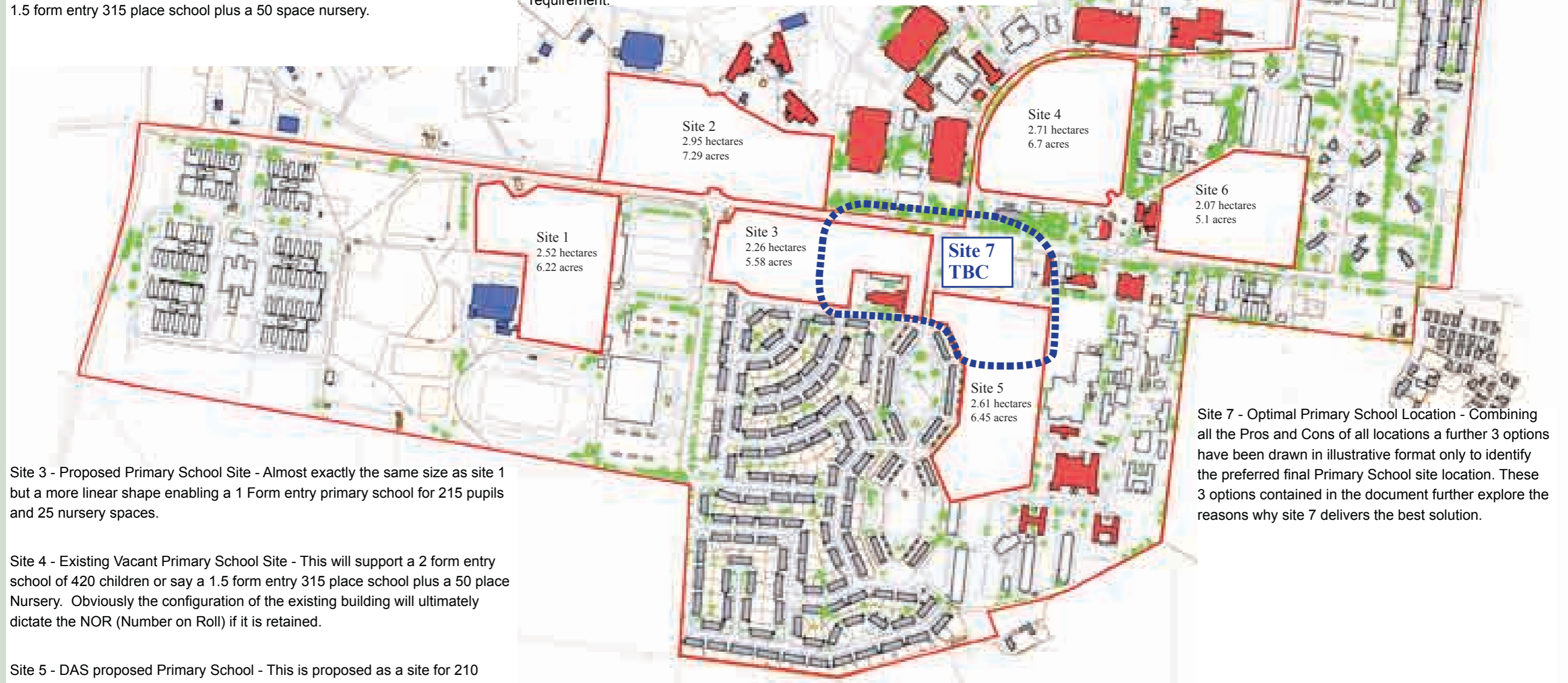
A 1 Form entry primary school utilising the adjacent leisure / sports / recreation areas as an immediate benefit to the school. 210 pupils and 25 nursery spaces.

Site 2 - Primary School - Location north of Camp Road. A 1 Form entry primary school utilising the entire site 2 for a 2 Form entry school of 420 children or a 1.5 form entry 315 place school plus a 50 space nursery.

Schools are an excellent opportunity for striking iconic buildings, but the impact of their site layouts can be detrimental to neighbourhood design. In particular, they bring with them large potentially dull areas of playing fields, which require visually intrusive security fencing and disrupt the finer grain of compact residential development.

It would be very desirable to integrate well designed school buildings into the existing retained urban grain of the masterplan to overcome the negative impact of physical design parameters associated with primary school design and to locate a school which balances as central a location as possible alongside achieving best value from housing and community design requirement.

Site 6 - Officer Mess Location - A1 Form entry primary school within existing Officers Mess conversion utilising historic building and symmetrical extensions. The open space fronting Camp Road is retained to form open space marker, secure recreational area and is accessible from residential district north and south of Camp Road.



Site 3 - Proposed Primary School Site - Almost exactly the same size as site 1 but a more linear shape enabling a 1 Form entry primary school for 215 pupils and 25 nursery spaces.

Site 4 - Existing Vacant Primary School Site - This will support a 2 form entry school of 420 children or say a 1.5 form entry 315 place school plus a 50 place Nursery. Obviously the configuration of the existing building will ultimately dictate the NOR (Number on Roll) if it is retained.

Site 5 - DAS proposed Primary School - This is proposed as a site for 210 pupils plus 25 nursery places. The floor area of the primary school is currently under discussion with Oxfordshire County Council. A site of 2.22 hectares has been identified (site 5).

Site 7 - Optimal Primary School Location - Combining all the Pros and Cons of all locations a further 3 options have been drawn in illustrative format only to identify the preferred final Primary School site location. These 3 options contained in the document further explore the reasons why site 7 delivers the best solution.

**Site 1 - Primary School Location**

**Pros**

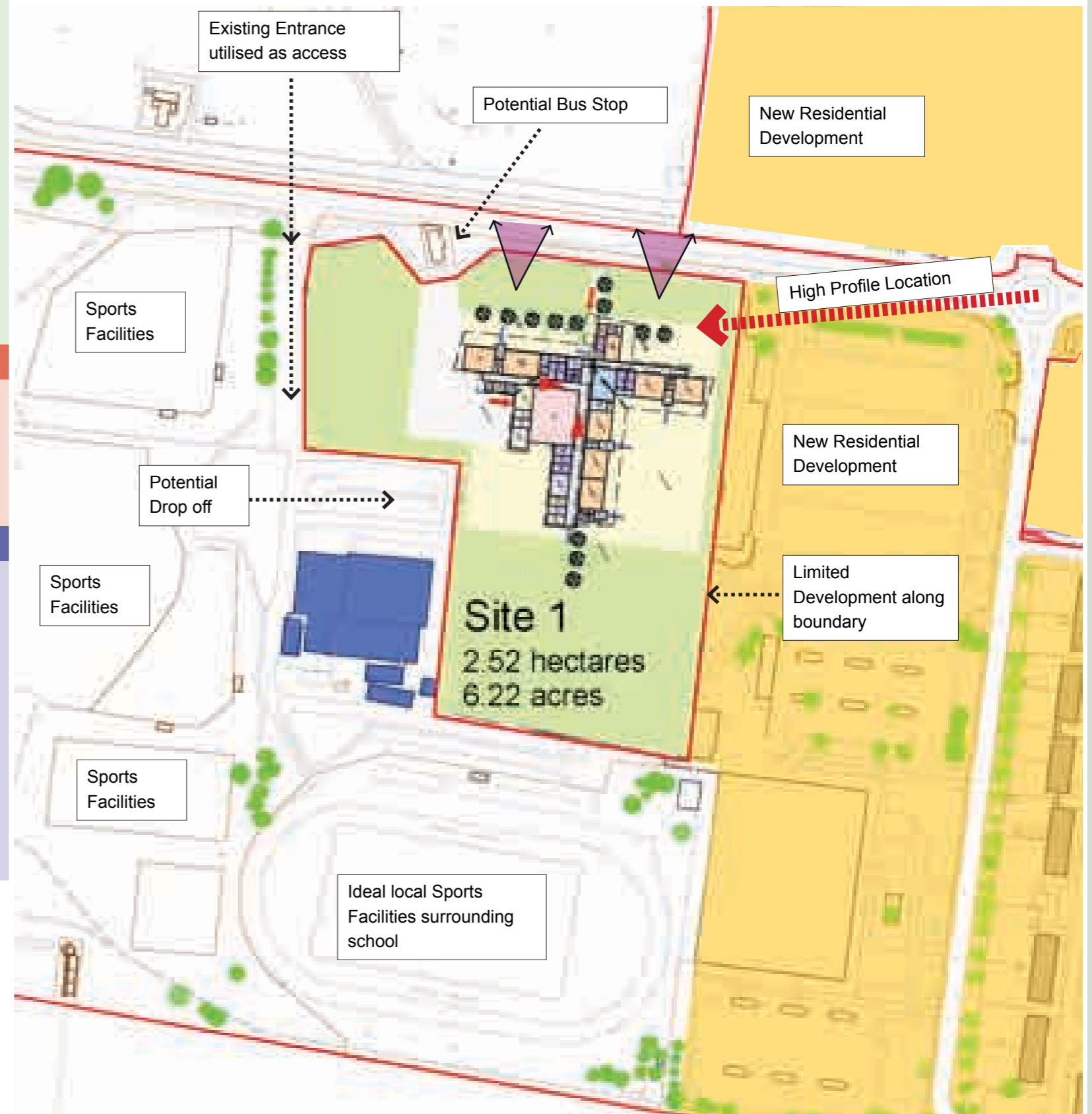
- High Profile Camp Road location and significant marker to Heyford Park entering from west.
- Utilises ideal land surrounded by leisure and sport facilities
- Connected by cycle / footpath from heart of community
- Bounded by only one residential district to restrict overlooking.
- Good secured boundary to all sides, which limits impact on commercial sales value for housing
- Offers a balance of school and leisure activities to the west of Heyford Park locating education and family leisure activities together.
- Does not impact upon permeability through rest of site
- Building can reinforce Camp Road
- Link to local Bus Stop at entrance
- Any car movement is taken into site and away from Camp Road
- Drop off located adjacent potential "David Lloyd" style gym.

**Cons**

- The most westward of the 5 sites
- 1 long residential boundary to east
- Limited Option for expansion except for utilisation of sports facilities, which would require relocation of entrance road.

**Local Authority Feedback (15 February 2010)**

- Not seen as a sustainable location to the west of the masterplan - too peripheral and isolated from the heart of scheme.
- Shape and orientation was considered very favourable
- Building fronting Camp Road
- Play fields to south of building
- Iconic building advertising Heyford Park on Main Road
- Offer wide range of community uses out of school hours.
- Considered single residential boundary only to be undesirable - prefer residential to front as many sides as possible.
- Size of site was felt appropriate subject to design.





Site 2 - Primary School Location

**Pros**

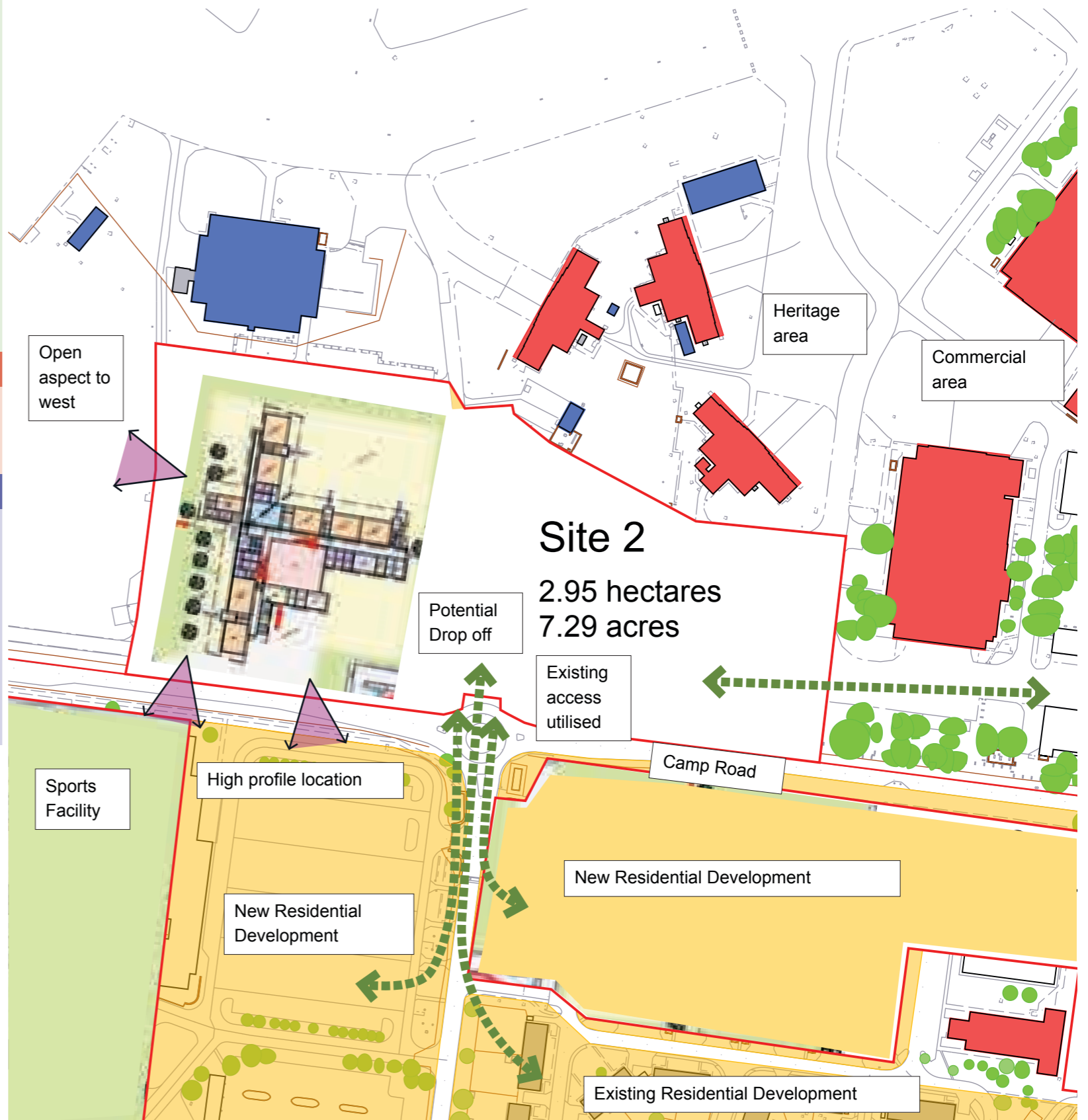
- High profile location along Camp Road and significant marker into Heyford Park from west.
- Utilises good sized land parcel with immediate access to sport and leisure areas to the south.
- Excellent location between major residential district (existing and new) plus linked directly alongside commercial area as a route to work.
- Site can expand to enlarge primary school.
- Long east - west orientated site for a sustainable primary school design.
- Existing roundabout (converted to traffic calmed pedestrian dominant public realm space) to enable safe crossing between south and north the district.
- Located alongside museum / heritage buildings to promote education development.
- Lower building form sits comfortably within open areas of airfield.
- Cars taken off Camp Road and can circulate internally within north site.
- Location aligns itself with new housing to the southern plots to promote a sense of new community.

**Cons**

- Camp Road would need a change of character - traffic calming and promotion of pedestrian and cyclist over the car to enable safe crossing.

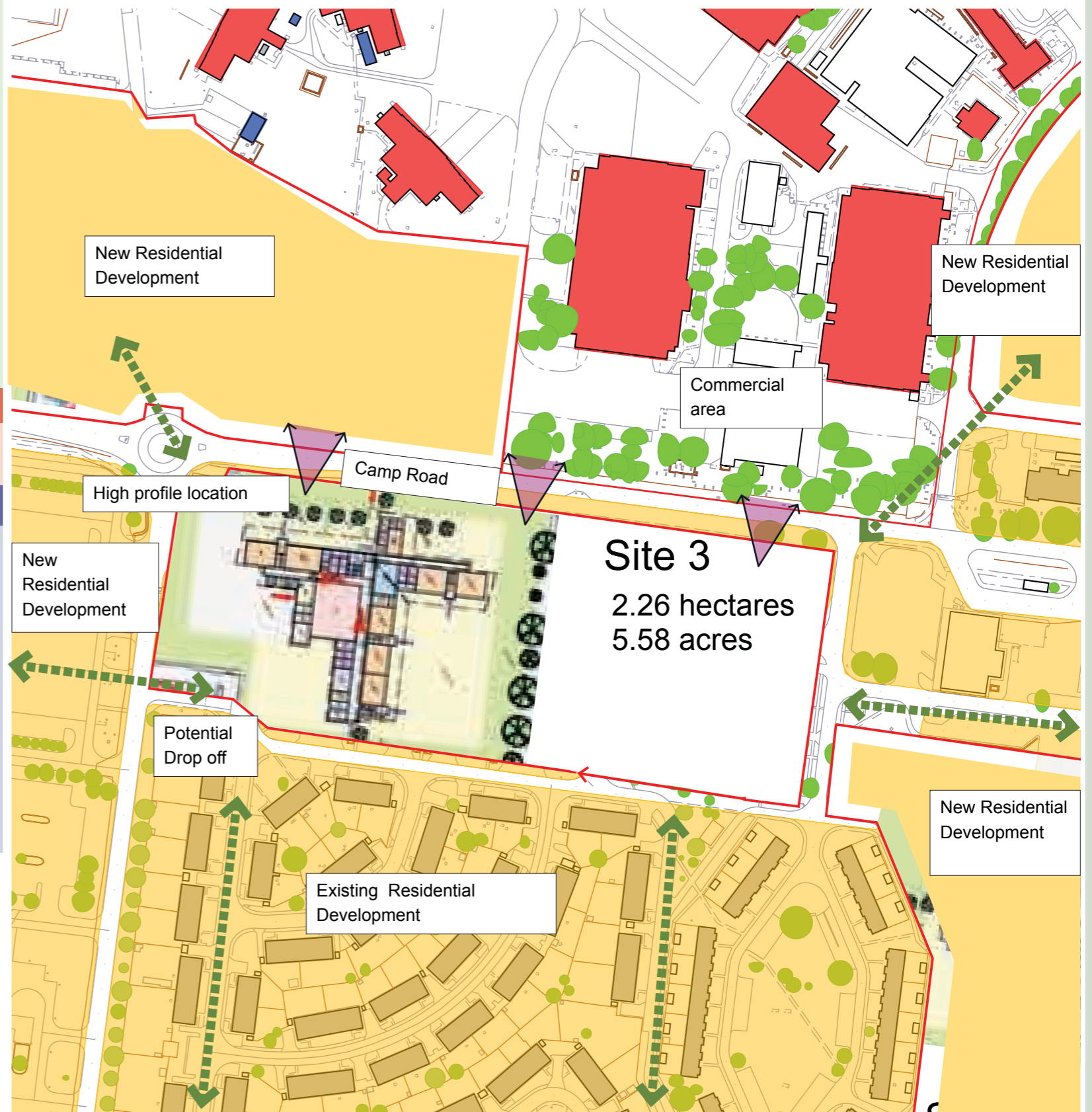
**Local Authority Feedback (15 February 2010)**

- Not seen as a sustainable location to the west of the masterplan
- Concern regarding crossing Camp Road to the school site
- Concern regarding proximity of commercial and historic building was felt inappropriate.
- Disused the 'walking' link between Home, school and work as a daily circuit.
- Concern over the proximity of playing field alongside Camp Road could have acoustic problems, but building could be delt with technically.
- Iconic building advertising Heyford Park was felt important



**Site 3 - Primary School Site**

<b>Pros</b>
<p>High Profile Camp Road location close to all local facilities and embedded within the residential district.</p> <p>Linked by existing path / space and road networks.</p> <p>Integrated with existing church site for community hub</p> <p>Separated from residential site boundaries to improve security nature of primary school site</p> <p>Close to local leisure / sports activities</p> <p>Located on desire route for 'walk to work' promotion across the housing area.</p> <p>Located south of commercial zone</p> <p>Located adjacent to the main bus stop serving the whole of Heyford Park.</p> <p>Close to supporting facilities</p> <p>Does not restrict permeability through site</p> <p>Any car movement is taken off Camp Road using existing roundabout and road infrastructure.</p> <p>Drop off located near church.</p> <p>Provides a school embedded within the residential community without creating barriers between districts.</p> <p>Could integrate existing nursery building into the site</p>
<b>Cons</b>
<p>The smallest site constrained by church, which could limit open space allowance.</p> <p>Limited option for expansion of the school</p>
<b>Local Authority Feedback (15 February 2010)</b>
<p>Considered a viable location due to proximity to heart of scheme. 2nd favourite location.</p> <p>Requires removal of church (or integration into scheme)</p> <p>School building to be placed to east of site fronting a new hardscaped square with access to community facilities and primary school entrance.</p> <p>Close to bus stop.</p> <p>Requires a design to mitigate noise from Camp Road.</p> <p>Achieves a 'walking' link between home, school and work in a legible route.</p> <p>Size of site was felt appropriate (if church removed).</p> <p>Dimensions of site was questioned (actual site dims: 97m x 260m, 2.49 Ha including church site)</p>





Site 4 - Primary School Location

**Pros**

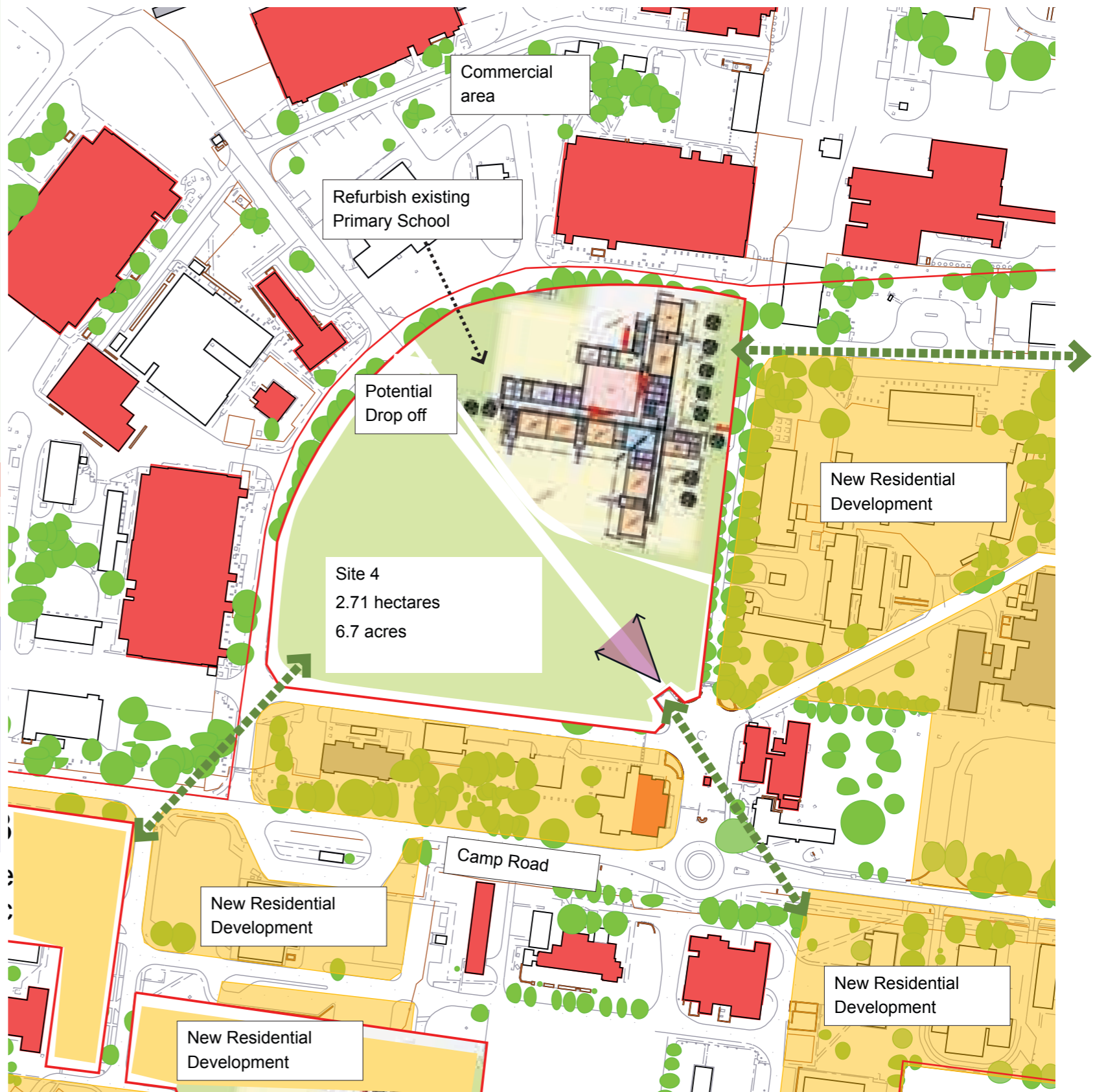
- Site potentially utilises existing Primary school footprint if possible
- Enables a Primary School to be located adjacent to both commercial and residential areas to the north of Camp Road.
- Site is well contained by large trees and dominant historic hanger buildings.
- Located near museum and heritage buildings to promote education development.
- Site can retain viewing axis along road to define school and playing space either side of historic axis.
- Lower building form sits within an "island site" surrounded by existing pavement and streets to promote greater access to site on foot and cycle.
- Cars taken off Camp Road through "security barrier" main access to provide secure school environment.
- Site has ability to enable primary school expansion (limited).
- Connected to legible street / pavement routes.
- All sides of site secure with little overlooking.
- Does not impact upon permeability of the site.
- Local Bus stop very close.
- Drop off accommodated on existing street pattern to reduce peak congestion.
- Close to all local support facilities and at heart of scheme.

**Cons**

- Site is hidden from main residential district
- Possible uncomfortable location against large hangers
- Use of potential high value housing land may not make economic sense.

**Local Authority Feedback (15 February 2010)**

- In urban design terms the historic nature of this crescent site was strongly argued against a school being located here
- Proximity to historic and large commercial buildings was questioned.
- Discussion over where the residential element is, surrounding the plot.
- Historic 'trident' axis has to be maintained visually and physically.
- Discussion over reuse of existing 'education building' questioned its viability.



**Site 5 - DAS Suggested Location**

**Pros**

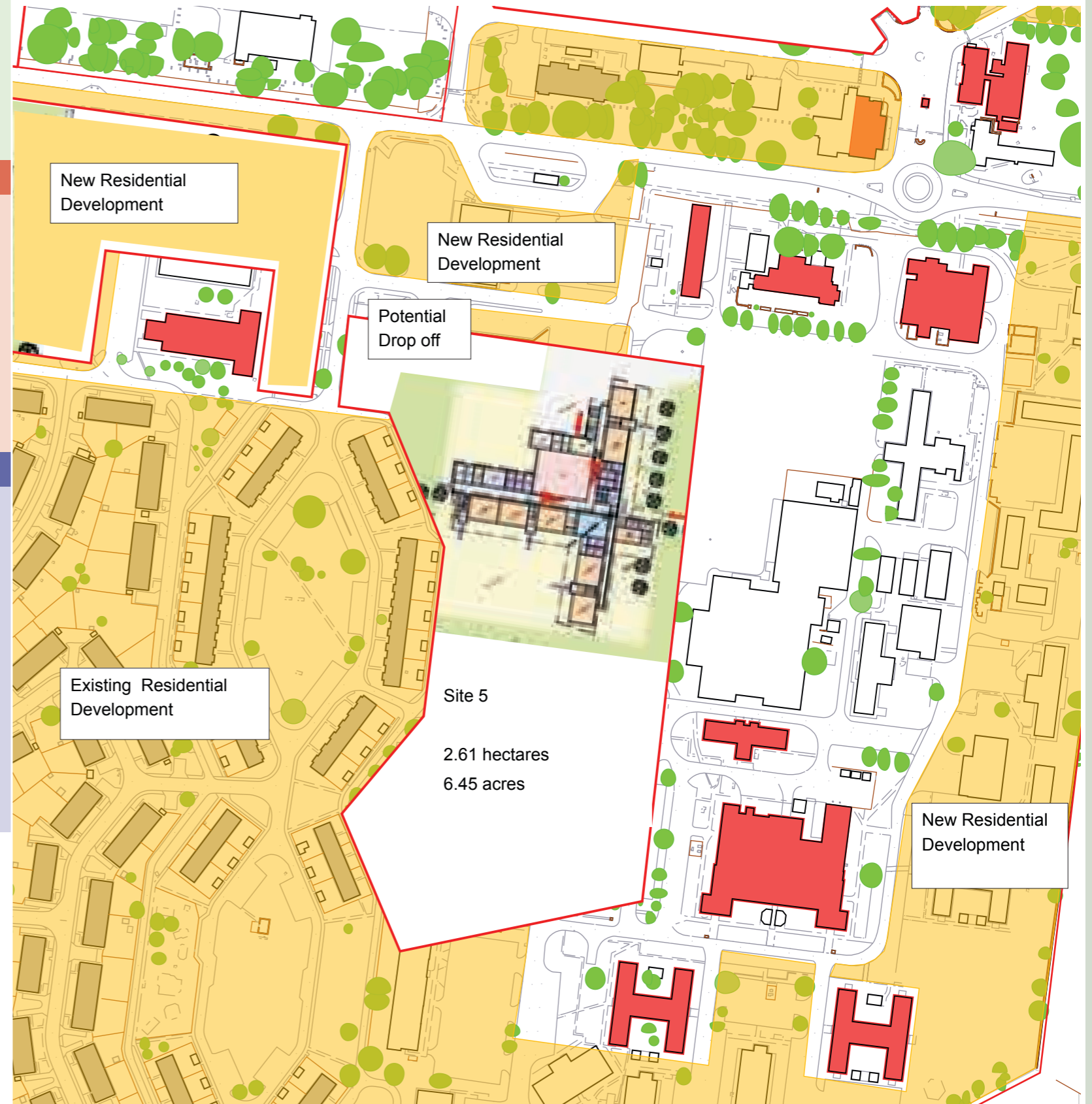
- Located within existing / new residential district.
- Located close to Bus stop.
- Located close to community supporting facilities.
- Overlooks village green (if able to include in heart of scheme).
- DAS suggests site 5 as location for primary school.
- Current discussions held with Education authority have focused on site 5.

**Cons**

- Centred within the residential district
- Prevents good east-west permeability across site due to 240 metres long north-south fence.
- 740 metres of security fence around the site within a residential district undermines the masterplan objectives of a more permeable grain.
- Residential sale values for properties directly overlooking the school will be less - especially as site 5 is located in a more dense residential district.
- School does not have easy access / visibility from Camp Road.
- Prevents an urban grain from forming alongside retained historic buildings
- Creates a wider 'loop' road rather than a more intimate residential street pattern.

**Local Authority Feedback (15 February 2010)**

- Preferred location in DAS
- Close to centre of site
- Within walking distance of many of residential areas
- Can combine parking for shops/restaurants with drop off to school at peak times.
- Surrounded by housing for good surveillance
- Local Authority identified site as a contamination hazard which needs addressing.
- Did not feel the 'boundary' prevented east west movement within masterplan but acknowledged that reorientation could help improve permeability
- Suggested an alternate option (site 7) be developed to combine best bits of site 3 and 5 to be developed and included for review.
- Consider an east to west orientation
- Consider Banbridge Cattlemarket Primary School as a good reference





Site 6 - Primary School Location

Pros

- High profile Camp Road location and significant marker for Heyford Park entering from east.
- Utilises existing building with extensions and existing south facing open space
- Surrounded by residential (new and existing)
- Close to new community support facilities and village green
- Tree boundaries help define site
- Existing road structures helps serve new drop off area
- Good secured boundary partially exist.
- Does not impact on permeability through the rest of the site
- Brings back into economic use an existing special building
- Close link to bus stop.
- Any car movement is into site and away from Camp Road.
- Drop off located on existing internal road system.
- Existing high profile garden at front of building an ideal existing play area.
- Access from security entrance point maintains good security access.
- Potential to extent building symmetrically.
- Close to POS with play area potential.

Cons

- Smallest of sites may compromise Education Standards
- Existing building may not convert economically or easily to a primary school - study required
- Open space requirement may be compromised

Local Authority Feedback (15 February 2010)

- A conflict with Camp Road crossing (a main road) and access at the front of the building undermining the security of a primary school were key issues.
- Accessing the school from the rear was felt unsuccessful.
- Size of site was felt too small to enable 1.5 Form entry and external space standards to be met.
- Felt too remote from heart of the residential site.
- Officers Mess is locally listed and in conservation area - PPG challenge to demolish building and rebuild would be resisted.
- View of Local Authority was, this is the best non-statutory listed building on park and more suited to hotel / retirement home.



**Site 7 - Optimal Primary school location combining best ideas of site 3&5 together**

Options study context	Design references (Local Authorities advised the following references	Initial Design Data
<p>Taking all the previous comments on all the sites a further 3 options are now presented to evaluate the best location for the primary school site.</p> <p>The third option is the preferred option with the primary school facing on to the village green and combines the objectives of the overall masterplan delivering greater permeability along the east west routes creating a real community heart to the scheme where the primary school plays a key role in defining central public space</p> <p>Creating an iconic primary school that acts as a marker</p> <p>Promotes the objective of walking from residential districts past the school site and on to the commercial centre of the scheme</p> <p>Creates vibrancy and activity in the key public open space and be part of the close connection to the community supporting facilities including being adjacent to the bus interchange and the public entrance square</p>	<p>Banbridge Cattlemarket Primary School</p> <p>Option 7 to be close to Bus stop and combine use of school drop off with shop parking</p> <p>Building to front Camp Road and face east.</p> <p>Acoustic response to play field.</p> <p>To respond to Local Authority primary school design brief.</p> <p>Be closely linked to village community facilities.</p> <p>Be an iconic building contributing to wealth of buildings on masterplan / site.</p> <p>Encourages a home, school, work walking route from as many residential units across.</p> <p>Be a 1.5 Form entry (minimum) primary school and encourage community use facilities outside of school hours.</p> <p>Be minimum 2.22 hectares size.</p> <p>Any design to also show</p> <p>Adjacent land use</p> <p>Pedestrian / cycle / car movement patterns</p> <p>Desire routes within masterplan.</p>	<p>14 class school for 450 pupils aged 3-11 including 90 places in the foundation stage (fs)</p> <p>Gross internal space = 2,625m<sup>2</sup></p> <p>Based upon 1H = 14 class primary school brief January 2007 and 2H external space requirement of 19,300m<sup>2</sup> (1.93ha)</p> <p>Gross site area 2.22ha.</p> <p>Southerly aspect for learning and social spaces are ideal.</p> <p>Long frontage to the school to promote community use / access is desirable.</p> <p>Some overlooking by residential property promotes natural supervision.</p> <p>Sensitive to traffic noise for external spaces - A survey and advice from an acoustic consultant would help deal with this.</p> <p>Connection, collocations with community facilities seen as positive design solution.</p> <p>Where site fencing is used it is to be role top railing type.</p> <p>Design data issued by Oxfordshire County Council.</p>

### Option 1 Revised Site 3 Study

#### Options study context

Located adjacent to existing church which is integrated into the scheme to provide additional community facilities.

New public square fronting church and school created

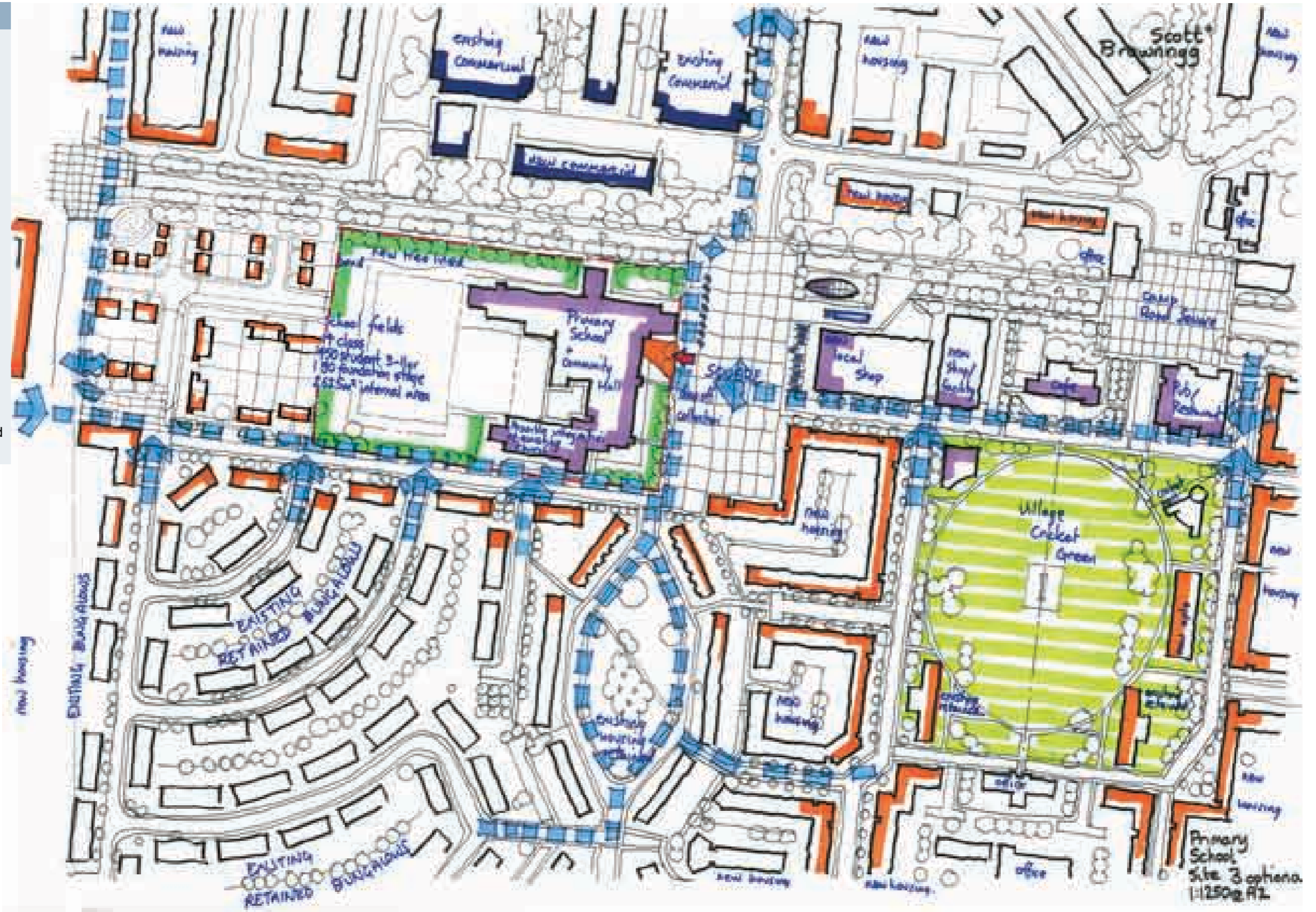
Bus stop integrated into square

Strong iconic building frontage to Camp Road and new square

School entrance on primary desire route

Circulation drop off and waiting all contained in new square

School, shops, church, community facilities and housing all combined around one central square.





**Option 2 Site 7 Study**

Options study context

Located adjacent to village cricket green.

New public square fronting church and school created

Bus stop relocated into square

Strong iconic building frontage to Camp Road and new square

Less well defined playing field boundary to cricket green

School entrance on primary desire route

Circulation drop off and waiting all contained in new square



H e y f o r d P a r k



### Option 3 Optimal Primary School Site

Options study context

Located adjacent to village cricket green at the heart of the new community.

New public square fronting community facilities and acting as arrival square from Camp Road has been created

Bus stop relocated into new square next to primary school entrance and shops

Strong iconic building frontage to Camp Road and new square

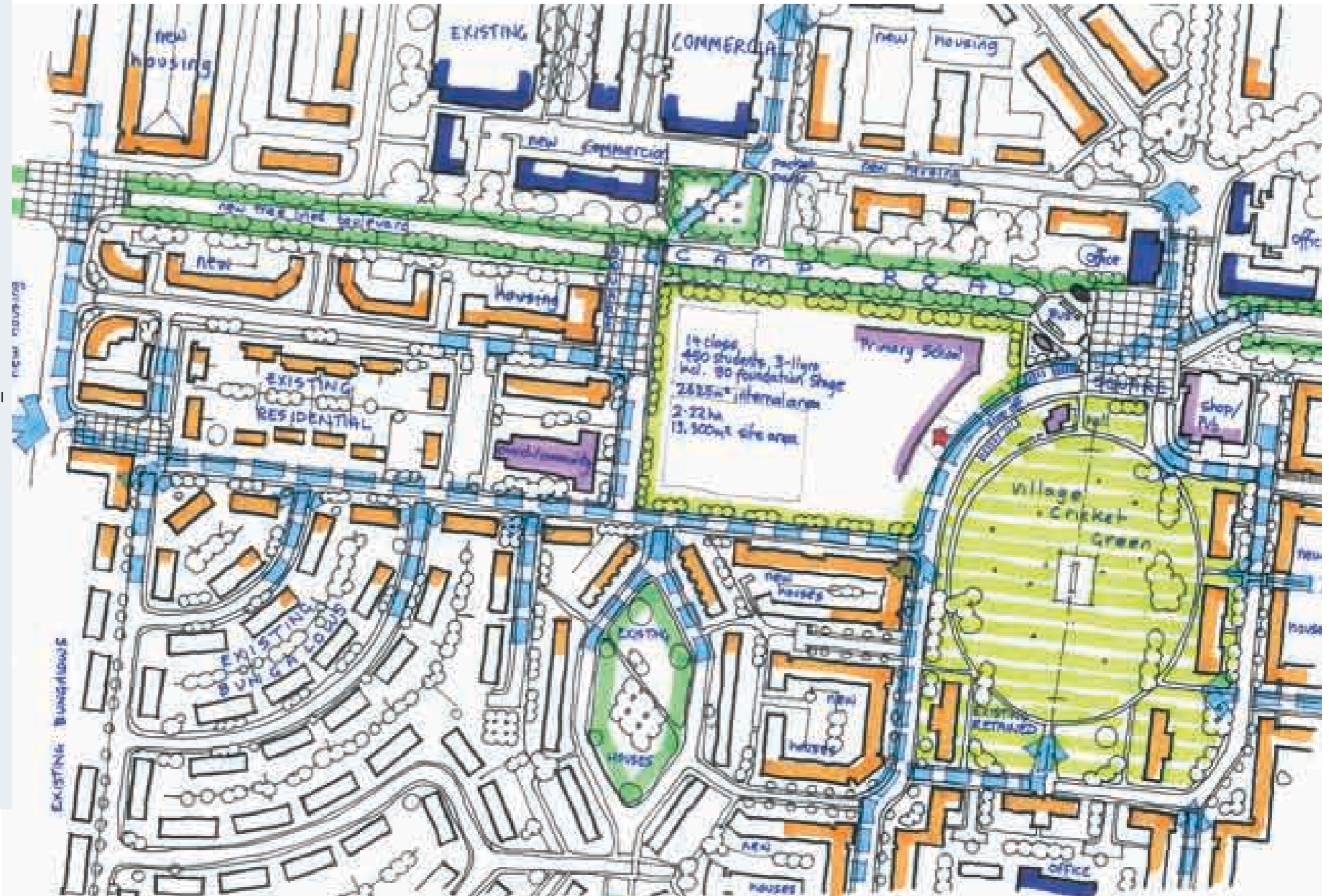
School entrance on principal desire route

Circulation drop off and waiting all contained along village green boundary at front of the school.

New residential development overlooks school.

School & community facilities all closely located together within very short walking distance (100 metres)

This location promotes the desired east west connections throughout the masterplan.





CAD Option 1



CAD Option 2

