



# **Bicester Heritage**

**Heritage Partnership Agreement  
Final Draft Revision A  
6 October 2014**

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### Revision A:

**Amendments to Fig 16, Fig 39, and Fig 52**  
**Amendments to Specifically Agreed Uses**





## 1.0 Introduction & Objectives

- 1.1. The airbase at RAF Bicester essentially dates from 1925 (when the original Great War Flying Corps aerodrome was cleared) until 1994, when the offices and military hospital in use by the United States Air Force in Europe closed its operations (commensurate with the closing of RAF Upper Heyford). The airbase had grown from its 1916 airfield site of c. 180 acres to a major base of some 793 acres, through a strategic military expansion programme formulated by General Sir Hugh Trenchard, the Chief of Defence staff in the 1920's and 1930's, and which had subsumed surrounding farmland and houses. Although military operations had ceased by 1994, the MOD continued to own and maintain the land and buildings after that time, until a strategy of land disposal took effect.
- 1.2. In 2002 Cherwell District Council designated a major part of the airbase site as a Conservation Area ('CA'), and extended that area in 2008. The areas covered by the designation included ;
  - The domestic site (west of Buckingham Road, now converted to open residential use)
  - The pre-war married airmen's housing (adjacent to the domestic site)
  - The former officer's mess (Cherwood House on Buckingham Road)
  - The technical site (east of Buckingham Road)
  - The airfield
  - The defence structures (east of the airfield)
- 1.3. In March 2013, the Technical site, airfield and defence structures were acquired by Bicester Heritage (348 acres) with a view to conversion into a national centre for historic motoring and aviation excellence. The entire site acquired by Bicester Heritage falls within the CA boundary, though that CA is bisected by the Buckingham Road, which separates the flying field and Technical site, from the Domestic site and other housing to the west.
- 1.4. The character of the Conservation Area is described in detail in the Cherwell District Council 'RAF Bicester Conservation Area Appraisal' of October 2008. This Heritage Partnership Agreement ('HPA') does not repeat the detail or conclusions set out in that appraisal, but does refer to it, and draw from it, throughout.
- 1.5. The technical site and airfield suits Bicester Heritage's ambitions perfectly. The business has been set up as a specialist business park, providing international class facilities and service to the historic motoring and aviation sectors. The site's proximity to London, Birmingham and the Silverstone motorsport corridor, provides easy access for all clients, whether they are preparing for a race day, or simply looking to use their treasured vehicle for a Sunday afternoon outing. The grass-only airfield provides the perfect facilities for gliding and the perimeter track an excellent testing circuit for classic cars. The hangars provide ideal temperatures and humidity levels for storage, whilst the distribution of smaller buildings around the technical site generally offers the right size unit for workshop or office use. The combination of a historic site and historic vehicles use are a natural fit.
- 1.6. However, the appropriateness of a historic vehicle business at the site doesn't overcome the fact that this will be a new use. It will no longer be a military airfield, and although the expectation is that Bicester Heritage will be the most appropriate user possible, there is no doubt that change will occur, and will need to occur, to ensure that the new use is sustainable. And whilst to a large degree, the new owner's ambitions are entirely centred on the simple, sensitive repair and re-use of the existing properties, some new interventions are inevitable.
- 1.7. This HPA has been prepared to provide a blanket vision for the site. Given that there are more than 60 existing buildings (inc. structures) at the technical site alone (of which more than 30 are listed, or designated SAMs) it will provide an agreed baseline amongst all stakeholders as to the nature of the repair works and interventions that are possible without the time-consuming and costly independent planning /Listed Building applications which would otherwise be needed for each proposal.
- 1.8. For the purposes of this HPA, 'the site' refers to the land acquired by Bicester Heritage.



Fig 1: View towards Building 90 from the site entrance

## 2.0 The HPA-General Principles

- 2.1. This HPA describes how the new owner and its business will operate ; what uses are proposed and how those uses will work, and goes on to set out, building by building, the intended uses which it proposes be allowed by this HPA without the need for any further planning applications.
- 2.2. Against the backdrop of the CA character appraisal, it then describes all necessary repair and upgrading works, and sets out, building by building, the construction works which it proposes be allowed by this HPA without the need for any further planning or Listed Building applications.
- 2.3. Similarly, it also describes, again with reference to the special character of the CA, new landscape initiatives, and sets out, area by area, the new or adjusted landscaping which it proposes be allowed by this HPA without the need for any further planning and/or Listed Building applications.
- 2.4. This HPA acknowledges that where Bicester Heritage propose alterations or new works beyond the scope of this Agreement, such works will need to be covered by separate planning and/or Listed Building applications in their own right and are consequently not referred to here.
- 2.5. This HPA has been prepared to meet three particular needs ;
  - Although the site was under the management and maintenance of the MOD until March 2013, it is fair to say that many of its buildings, structures and landscaping, although of simple and robust construction, are in urgent need of repair. Several buildings are in an advanced state of decay, some have been fire-damaged and rot and degradation are prevalent. Prior to Bicester Heritage's acquisition of the site, 19 buildings on the technical site alone, were in such a state of disrepair that they were identified as being 'at risk'. Bicester Heritage need to optimise their assets to underpin their business plan. Any delay as a result of a protracted planning strategy based on individual applications will only hinder that ambition. The HPA is seen as an appropriate way of capturing an early and holistic agreement to allow for urgent repair and upgrading works to commence on site and early preservation to be secured.
  - The HPA is seen as a simplification of what might otherwise be extensive and complicated planning and/or Listed Building procedures (e.g. not only coping with 60 individual structures, but also landscaping proposals that in many cases are common to more than one structure) and it is expected that such simplification will bring about a saving in time and resources, which will help maximise investment into the asset, rather than procedural paperwork.
  - The HPA is seen as a more flexible way of planning for the long term, as it includes in many cases, options for alternative uses and construction which would be difficult to incorporate in a standard planning and/or Listed Building Application.
- 2.6. **USING THE HPA**
  - 2.6.1. After the initial chapters which describe the background and vision for the site, this HPA goes on schedule out the various uses and construction works which can be delivered on site without the need for separate Planning and Listed Building Consents.
  - 2.6.2. The particular clauses which confirm the detailed requirements to be met so as to avoid the need for such consents are **listed in red** at the end of each chapter, and are headed '**The Proposal**'.



Fig 2: Looking south towards the site entrance with Building 90 on the left and Building 86 on the right

## 3.0 The Vision

***'To create a world class, thriving business park by combining the assets of a unique heritage setting with exceptional stewardship of historic motoring and aviation.'***

### 3.1. Site assets

- 3.1.1. RAF Bicester was purposely designed to aid wartime camouflage, through a strategy of dispersed buildings in a wooded landscape. It is now a mature and beautiful site. It harbours a combination of building sizes and types in a verdant setting, and displays a consistent character which underpins its heritage value
- 3.1.2. Many of the buildings on the site are simple forms using a very limited palette of materials, but the combination of proportion and scale means they make a major contribution to the CA and are splendid assets in their own right
- 3.1.3. No other suitably sized site in the UK has the combination of proximity to both London and Birmingham, whilst being on the doorstep of the Silverstone motor industry and Formula 1. The M40 link is key to the long term goals of Bicester Heritage, providing fast and easy vehicular access. Kidlington airport is less than 15 minutes away, and both Birmingham and Heathrow airports less than 1 hour. Rail connections are very good - there are two stations within a 10 minute taxi drive.
- 3.1.4. Bicester has a thriving local retail asset – Bicester Village – which with proper coordination, management and connections, could provide mutually beneficial opportunities for both operations.
- 3.1.5. The link between the technical site and airfield allows for the combination of classic car testing, aeroplane use and storage which are central to the business plan. The unique setting and the new community which will evolve within it will help the development of associated clubs and leisure operations, and be a useful springboard for a series of educational initiatives.
- 3.1.6. The technical site has a good range of medium and large sized buildings, which appear to closely match tenant requirements
- 3.1.7. The technical site's buildings were largely designed for storage, workshop, office or similar national defence activities, most of which are very similar to those proposed now by Bicester Heritage. They are generally simple and robust buildings easily capable of dealing with both light and heavy industrial use, but at the same time also offering characterful places for business and leisure activities.
- 3.1.8. Bicester Heritage promote themselves as guardians of valuable client assets. The site's original need for security remains in the new use, and it seems easily capable of providing it.
- 3.1.9. The existing Gliding Club ensures the new business commences with at least one important tenant already in place.
- 3.1.10. Many of the larger buildings, by virtue of their original use, offer extensive column free spaces with tall ceilings, which are ideal not only for storage and workshop use, but also provide the inherent stable humidity and temperature levels needed for storage of historic motor cars, aeroplanes and motor cycles.
- 3.1.11. Much of the infrastructure needed for Bicester Heritage is already in place. Stormwater and foul drainage, electrical supplies etc and although upgrading will be necessary, the basic structure already exists.
- 3.1.12. Although MOD maintenance appears to have been limited, at least no significantly inappropriate repairs or additions were carried out prior to Bicester Heritage's acquisition.



Fig 3: Building 90 from the north-west



Wingdish Ln

Manzel Rd

Tumpke Rd

A4421

A4421

A4421

A4095

A4421

ingham Rd

Skimmingdish Ln

BC



### 3.2. Site Constraints

- 3.2.1. Some of the existing buildings on the site are either un-useable because of their small size, or in such poor repair that upgrading and refurbishment is economically unfeasible.
- 3.2.2. The Conservation Area, Scheduled Ancient Monument and Listed Building classifications, whilst entirely appropriate, must be also seen as constraints. On the one hand they protect the site asset, but on the other could restrict change and/or new development .
- 3.2.3. Given the site's size, it has few vehicular access points. That is an asset in security terms but a constraint in public access.
- 3.2.4. The existing trees pose major constraints in terms of maintenance and the potential invasion of their Root Protection Areas by new development or landscape interventions.
- 3.2.5. The Gliding Club is a wholly appropriate use and long standing tenant, but they have effectively been state subsidised and are likely to find it difficult to operate in a market environment.
- 3.2.6. Airfield operations, car testing and even vehicle workshop use will demand high levels of safety and public separation which may conflict with the character of the CA.

### 3.3. Opportunities

- 3.3.1. The openness of the site, its landscaped setting and character, when combined with classic car and aeroplane focused activities, seems capable of creating a business park with a difference – one that provides a fully serviced working environment in a historic and beautiful setting.
- 3.3.2. Bicester Heritage will provide a modern sympathetic use to what is considered to be the UK's most important Bomber Command site and a national Heritage asset.
- 3.3.3. The historic buildings on the site appear robust enough to accept adaptation and upgrading whilst preserving and often enhancing their character, so that tenants will gain the dual benefits of a heritage asset with 21<sup>st</sup> century facilities. Many buildings have the opportunity to become an exemplar of repair and restoration.
- 3.3.4. The dispersal of the site's buildings, which was so central to the Trenchard plan, offers the ability to phase construction and income generation, allowing some uses to commence whilst other phases of the site are still under construction or perhaps not even yet started.
- 3.3.5. Some of the large buildings, and probably at least one of the hangars, could provide a unique, public, leisure-focused motoring experience, combining retail, café, showroom and potentially indoor race-track uses.
- 3.3.6. The site has the potential to offer the most exciting mixed use public and private classic car and aviation experience in the UK, whilst preserving and enhancing a national asset.



Fig 5: View of The Fire Party House (Building 87) from the South

Fig 4: Aerial photograph of the Technical Site

### 3.4 The business plan

- 3.4.1. Bicester Heritage is a private company with extensive experience in all aspects of the classic car and aviation sector, coupled with UK wide experience in property investment and development.
- 3.4.2. Bicester Heritage will act as custodians for the site, and will raise the necessary funds for its conversion and upgrading. Bicester Heritage may choose to manage the site themselves but will otherwise initiate and direct the management company charged with ongoing maintenance and management of all external works and external building fabric. Flexible leases will be offered to tenants for the various uses on the site. They will incorporate service charges to cover the periodic external maintenance required. Some shorter term occupancies and tenancies at will may be secured through licences.
- 3.4.3. All long term leases will include fully repairing and insuring clauses placing responsibility on tenants to maintain their properties. Those tenants taking leases on listed buildings will be given detailed information on the nature of the asset and to what degree internal fitting-out is possible without the need for new Listed Building consent. All tenant fitting-out works will require Landlord approval prior to work commencing. The landlord will rely on his specialist consultant team to advise and recommend on the appropriateness of the tenant's installations and as to whether LBC will be required. Tenants falling under a licence will not be allowed any material internal alterations to their buildings (unless they are unlisted) and the maintenance and management of those buildings will remain with the landlord.
- 3.4.4. Conversion, repair and upgrading of the site will commence in phases to suit tenant demand and funding availability. Phase 1 will include the westernmost buildings (89, 87, 88 and 82, and also key administrative buildings e.g. 100 – the technical site latrines) and the conversions will include office, workshop and overnight accommodation use, alongside conversion of 89 into the site's temporary administrative centre. Phase 2 will include the remaining buildings in the northern half of the site, other than the hangars. The remainder of the site will be developed in future phases with completion of the first phases of basic repair and re-use of the technical site targeted for early 2015.
- 3.4.5. The site will be marketed as a unique national centre for historic motoring and aviation excellence, and the early tenants are likely to help develop the current cottage industry of specialist motoring expertise into a professional centre. Other interest in the site includes film companies who appreciate the site's unique character for film sets.

### 3.5 Economic statement

- 3.5.1 The conversion of the former RAF Bicester premises into the new home for Bicester Heritage will bring significant benefits to the locality beyond the immediate improvements gained by the removal of many buildings from the 'at risk' register, and the upgrading and refurbishment of the entire complex of structures.
- 3.5.2. There will be economic benefits too, in the form of new jobs throughout the site of varying types and skill levels and not necessarily all motor related. Supporting trades will include catering, hotel and office administration, transport, property, arts and crafts.
- 3.5.3. Bicester Heritage is significantly involved with the creation of apprenticeships throughout the site in conjunction with tenants. We underwrote the creation of the framework for the new Ofqual- approved Historic Vehicle Restoration Apprenticeship in conjunction with the Federation of British Historic Vehicle Clubs ([www.fbhvc.co.uk/trade-and-skills/apprenticeship](http://www.fbhvc.co.uk/trade-and-skills/apprenticeship)) and have energetically helped the local Banbury and Bicester College to start offering the course in 2014. The first two apprentices started work at Bicester Heritage in September 2014.
- 3.5.4. Local marketing for Bicester will be improved by key public events organised and published by Bicester Heritage, which will attract nationwide press coverage. Such events will include the Alvis International weekend (<http://alvisevents.wordpress.com/ride-and-drive-at-bicester-heritage/>) and the Central London Advanced Motorists Club (<https://www.surveymonkey.com/s/CLAM>)



Fig 6: The Station Offices (Building 147)

## 4.0 Administrative Information

### 4. ADMINISTRATIVE INFORMATION

#### 4.1. The parties

##### 4.1.1. APPLICANT

Bicester Heritage Ltd  
Buckingham Road  
Bicester  
OX27 8AL  
Tel: 01869 327928  
[hq@bicesterheritage.co.uk](mailto:hq@bicesterheritage.co.uk)

##### 4.1.2. LOCAL PLANNING AUTHORITY ('LPA')

Cherwell District Council ('CDC')  
Bodicote House  
Banbury  
OX15 4AA  
01295 227001  
Planning officer ; Clare Mitchell  
[Clare.mitchell@cherwell-dc.gov.uk](mailto:Clare.mitchell@cherwell-dc.gov.uk)  
Conservation officer ; Rose Todd [rose.todd](mailto:rose.todd)

##### 4.1.3. STATUTORY CONSULTEE

English Heritage  
The Engine House  
Fire Fly Avenue  
Swindon  
SN2 2EH  
01793 414700  
[customers@english-heritage.org.uk](mailto:customers@english-heritage.org.uk)

4.2. This HPA covers the time period 1 January 2014 – 31 December 2018, after which the Agreement will be reviewed and redrafted if necessary. Any works proposed at the site during this time but not covered by this HPA, will need to be the subject of separate planning and/or Listed Building applications.

4.3. Appeals by the applicant against non-determination by the LPA, or following refusal by the LPA (to agree the terms of this HPA) are to be made to:

The Planning Inspectorate  
Customer Support Team  
Room 2/13  
Temple Quay House  
2 The Square  
Bristol BS1 6PN  
[enquiries@planning-inspectorate.gsi.gov.uk](mailto:enquiries@planning-inspectorate.gsi.gov.uk)



Fig 7: The Lubricant Store (Building 96)

## 5.0 Site Plans

- 5.1. Figure 8 shows the site location and Bicester Heritage ownership.
- 5.2. Figure 9 identifies the technical site, schedule ancient monuments and defence structures.
- 5.3. Figure 10 shows listed buildings within technical site.
- 5.4. Figure 11 shows building reference numbers.
- 5.5. Figure 12 shows the conservation area boundary.
- 5.6. Figure 13 shows the ecology plan for the site.

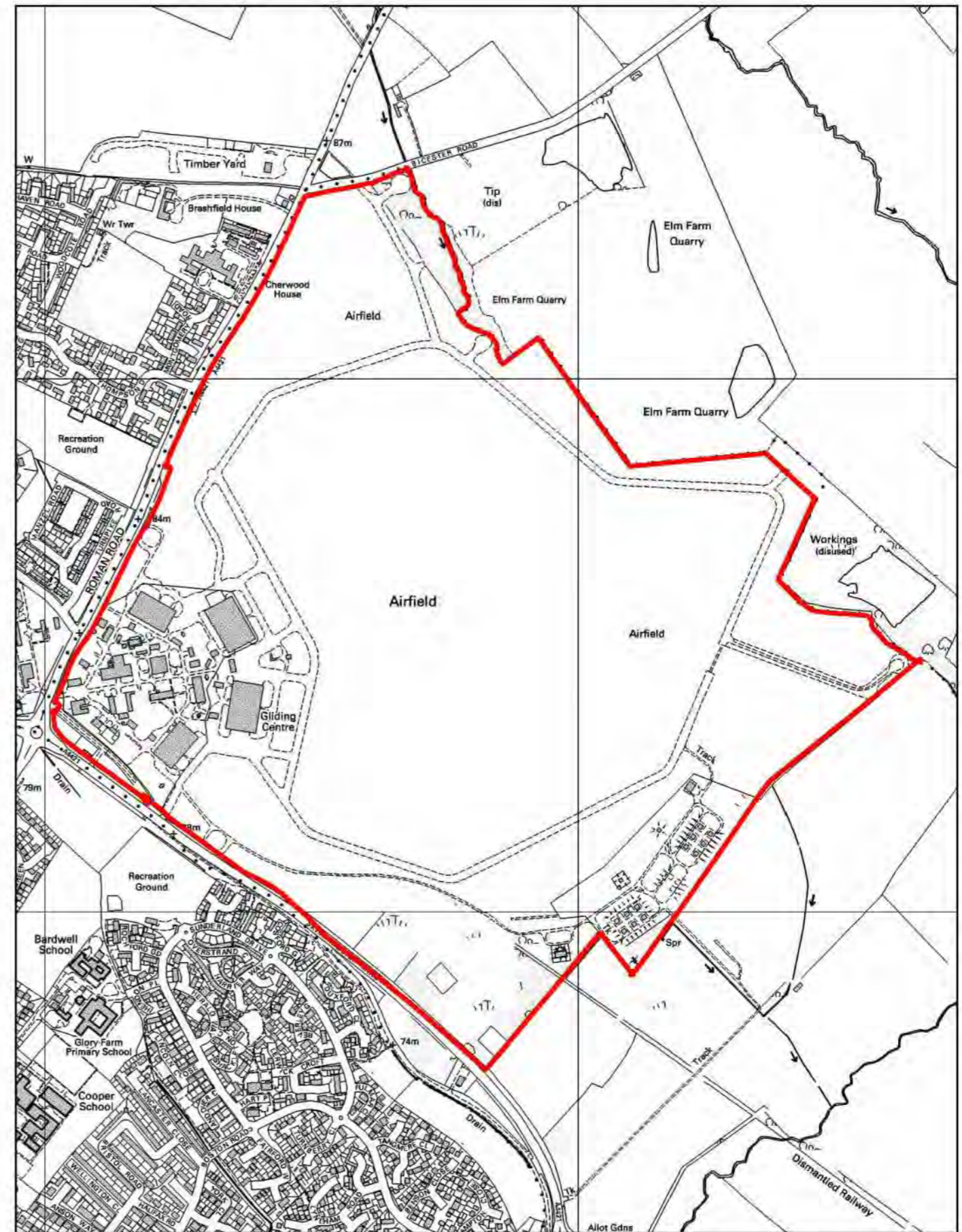


Fig 8: Location Plan showing Bicester Heritage ownership

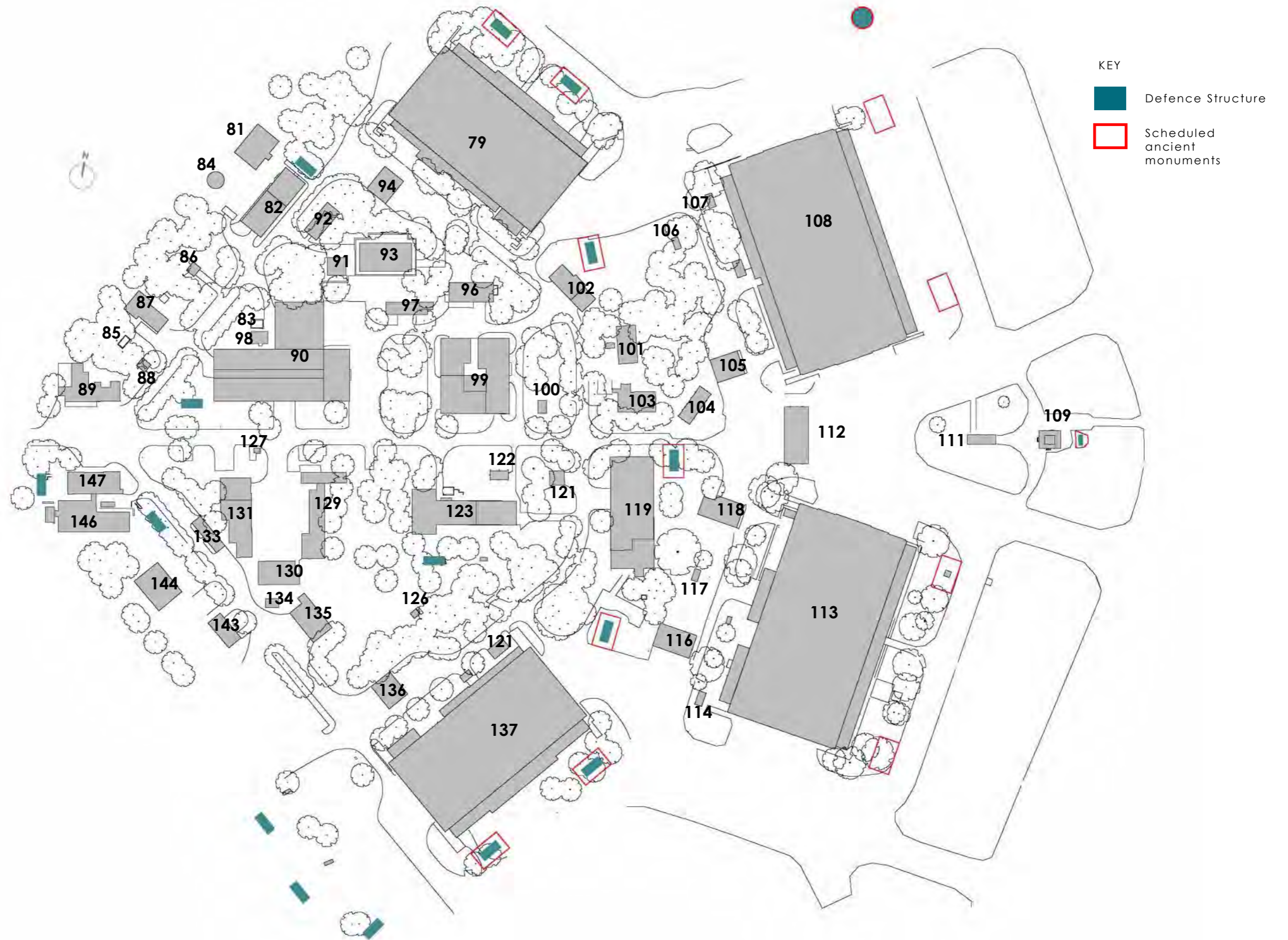


Fig 9: Site plan showing existing buildings, schedule ancient monuments and defence structures

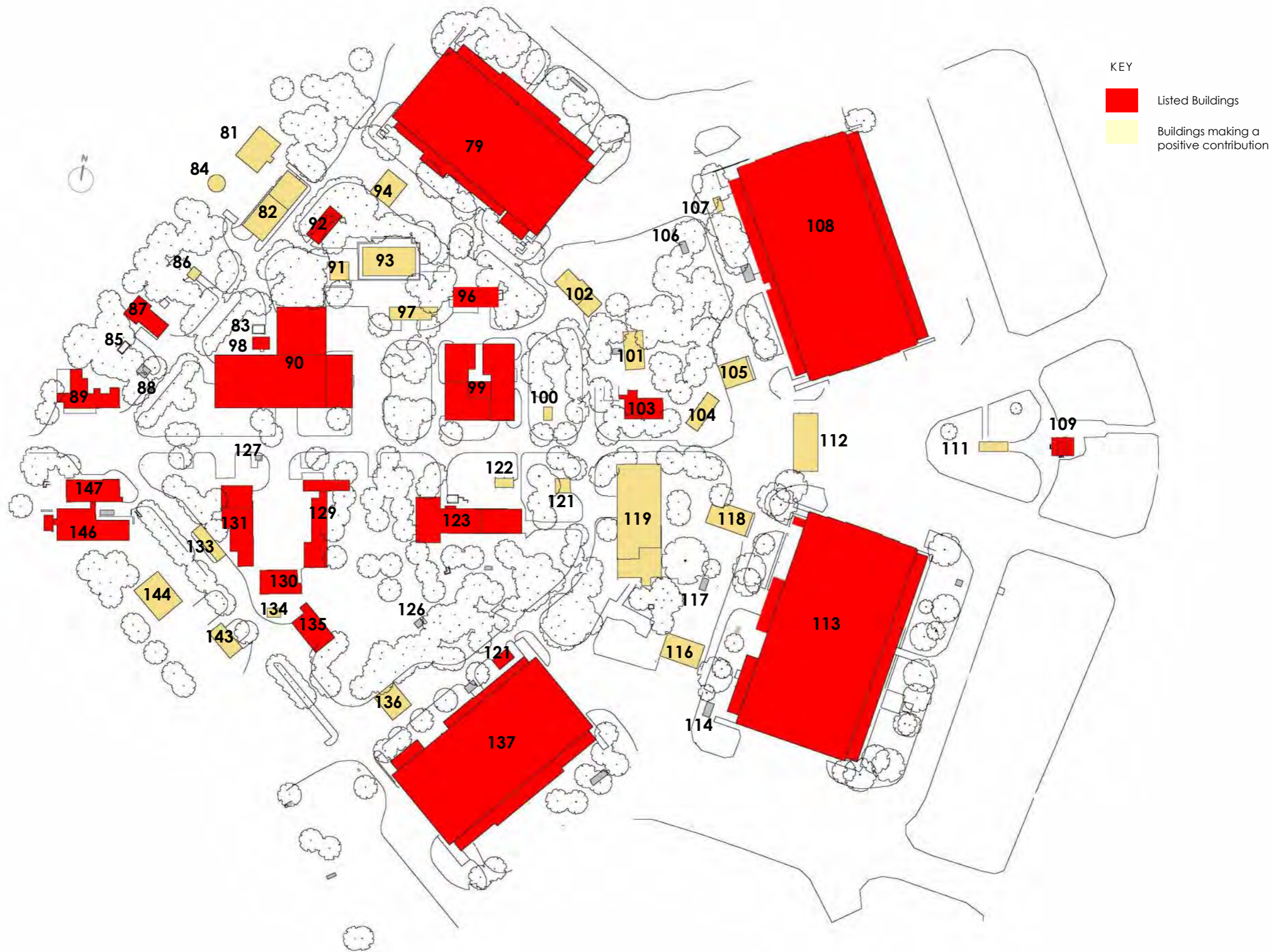


Fig 10: Listed buildings, within the technical site

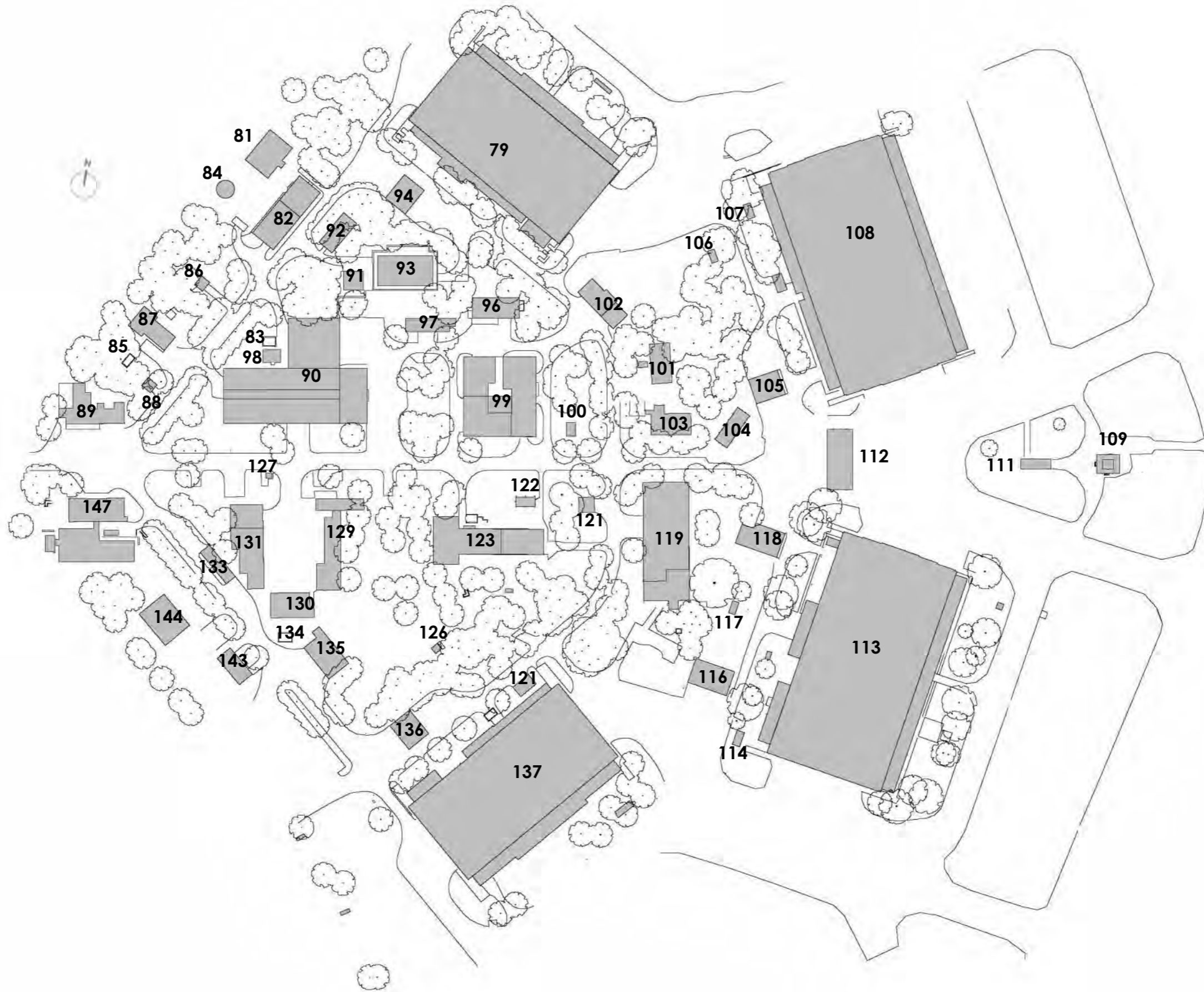


Fig 11: Building Reference Numbers



Fig 12: The Conservation Area Boundary

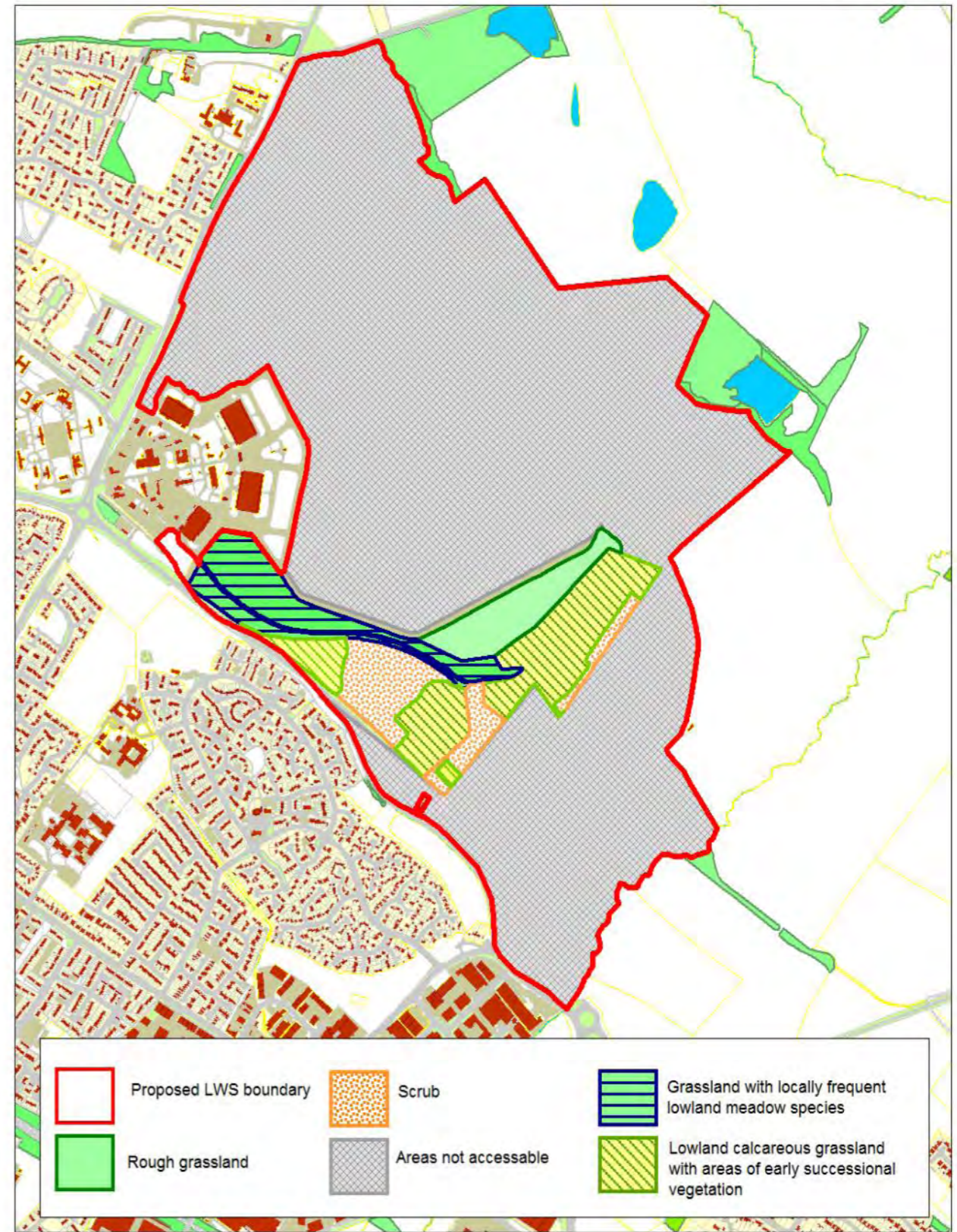


Fig 13: The ecology plan for the site







## 6.0 Conservation Framework

6.1 The 2008 CA character appraisal prepared by CDC extensively covers ;

- The justification for Conservation Area designation
- The history of the site and its various development periods
- The existing established character
- The predominant building types and styles
- The building materials
- The landscape features

6.2 The unique heritage quality of the site is demonstrated by the fact that it is still possible to trace how it contributed towards the development of airfield design, from Sir Hugh Trenchard's Air Defence of Great Britain in the 1920s, through the RAF expansion period in 1930s, to the readiness for war in 1939. A number of the buildings and structures are the only remaining examples, or the best-preserved examples, of their type and viewed together in their context, provide a unique experience.

6.3 The character of the CA today is still based on those underlying original concepts, and the 'significance' of the site is demonstrated by 10 principles ;

- The spatial relationships within the site, and between the technical site and other parts of the airfield. The dispersal of accommodation in relatively small buildings, in order to minimise damage from airborne attack. The insular nature of the site, hidden behind extensive boundary planting and fencing, to protect security.
- The 'trident' road design symmetry, focused on the Guardhouse and Station Offices, which separated the site into aeroplane and motor transport buildings (central road), day-to-day-operational buildings (left branch), and maintenance buildings (right branch).
- The symmetrical layout of the early A type hangars (two were built out of six originally planned) and how this was superseded by, but continued in, the arrangement of the two later C type hangars.
- The tree planting and extensive grassed areas which contributed to aerial camouflage, and some of which (the avenue planting) underlined the formality and symmetry of the layout.
- The low scale of all buildings outside the hangars, aimed at restricting obstructions to aircraft
- The use of brickwork in Flemish bond for most buildings, together with concrete and slate, providing the first use of permanent materials for airfield design.
- The campus style layout of the buildings and their lack of any enclosing curtilage.
- The use of a simple neo-Georgian 'British military' architecture for most of the earliest phases, and its development through to the first touches of 'art-deco' work in the 1930s.
- The use of a small palette of paint colours, some of which helped provide camouflage.
- The openness and grass finish to the airfield, and its functional planning next to the watch tower and hangars.

6.4. Bicester Heritage acknowledge that the owners of the site have a duty to respect the established character of the CA and that any changes to it will need to preserve or enhance that character. Their philosophy for the site's development is underpinned by the over-arching need for conservation of the existing important heritage fabric.

6.5. However, notwithstanding the significance of the CA, the original use and need for the airfield has now disappeared. Its conversion into a classic car and aeroplane centre is probably one of the few uses which

6.6. Notwithstanding the 10 principles of significance, there is clearly capacity for change ;

- of use, as many of the important buildings are domestic in scale and architectural style, and appear to lend themselves to a variety of new tenants
- in those parts of the layout and setting which have been altered since 1939, including barriers and boundary treatments
- in those buildings whose form and detailing have been altered since 1939
- to those existing areas of unimproved grasslands, where there is an opportunity to ensure both ecological and historic conservation
- to those services or buildings which do not meet current health and safety requirements, building and/or fire regulations, or where upgrading cannot be avoided by law
- to all existing buildings and landscaping, provided any new works pass the tests set out in PPG15 and preserve or enhance the character of the CA



Fig 14: View from north of the site, Old Power House (Building 82)

## 7.0 The Scheme Proposals

Bicester Heritage proposals for the site include ;

- 7.1. The development of the site as a single holistic entity, and with retention of the airfield and technical site as two individual component parts.
- 7.2. The conversion of the site into a national centre for motoring and aviation excellence, supported by ancillary administration, catering and overnight accommodation.
- 7.3. The repair, upgrading and conversion of the four hangars to classic car and aviation related uses, including storage and workshops (with ancillary office accommodation) and, in the longer term, a wider spread of uses including leisure events and conferencing.
- 7.4. The repair, upgrading and conversion of all other buildings to a mixture of workshop, showroom, office, catering or overnight accommodation use, with very limited external change other than new signage.
- 7.5. The retention of the existing main vehicular entrance only for tenants, their customers, engineers, related clubs and associated specialists , and the conversion of the gliding club access off Skimmingdish Lane into a new public vehicular entrance to the site. The re-opening of an earlier access to the site (now closed) off Buckingham Road, and a similar access point off Bicester Road to the north (though the Buckingham and Bicester Road entrances will be subject to separate planning applications).
- 7.6. The retention of most existing external hardstandings and grassed areas, but the creation of small areas of new car parking within the site for both tenant, customer and public use.
- 7.7. The upgrading of all existing mechanical, electrical and public health facilities to modern standards, including new facilities for the visually and physically impaired.
- 7.8. The careful retention of all existing important trees, but a selective management plan for the removal and replacement of all over-mature, defective or self-seeded trees or soft landscaping.
- 7.9. The creation of new signage within the site, and at the site access points, to maintain safety and security between public and private tenants.
- 7.9. The re-use, wherever possible, of existing external lighting standards, and the use of new external lighting only where it cannot be avoided.

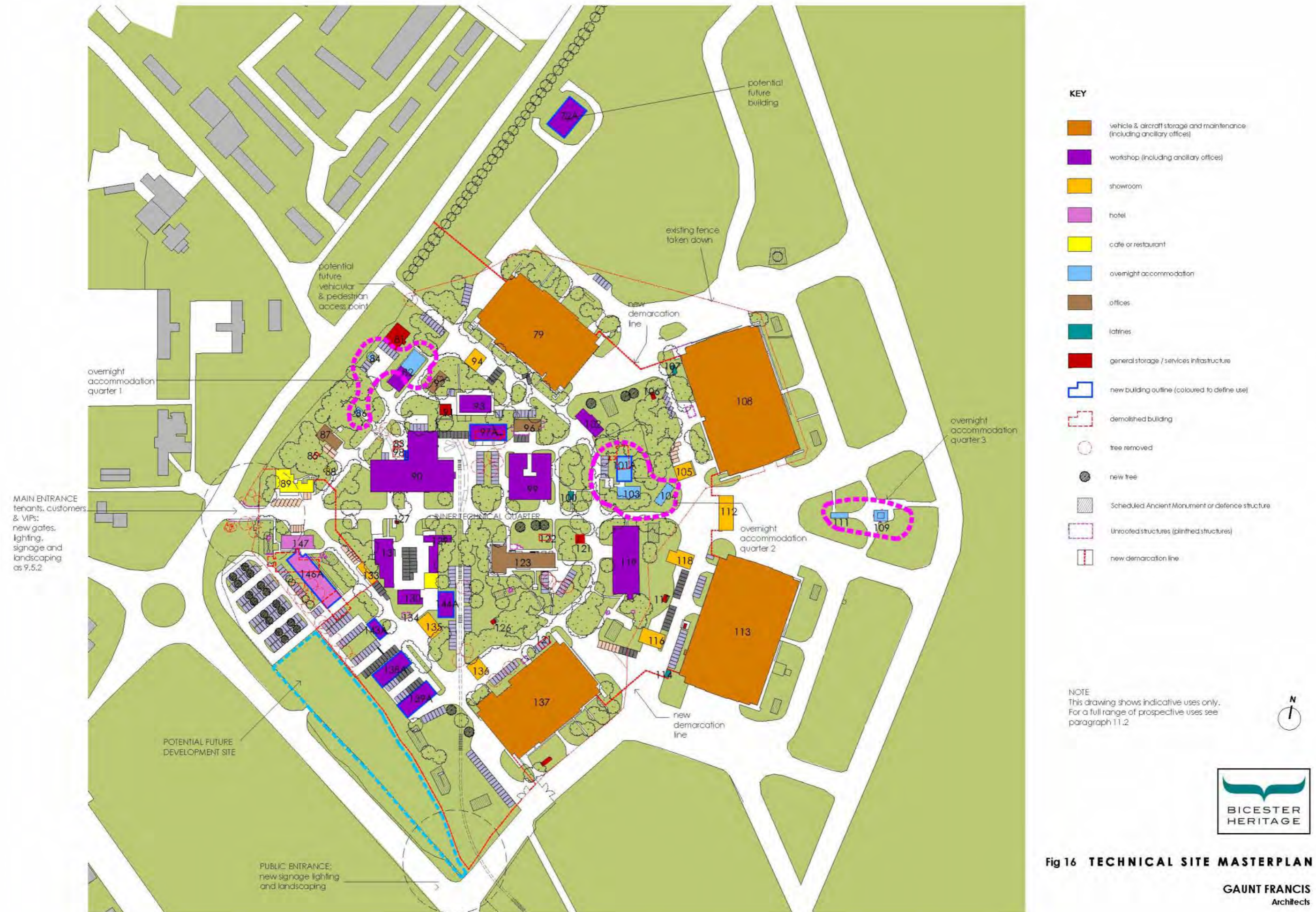


Fig 15: Side view of Type A hangar

## 8.0 The Site Masterplan

8.1. Fig 16 shows the proposed outline masterplan for the Technical Site. This sets out Bicester Heritage's vision for:

- Access
- Zoning
- General uses (though subject to 11.2 of this HPA)
- Potential new development (subject to separate planning applications)
- Car parking



## 9.0 Access

### 9.1 Existing main entrance

9.1.1. Public pedestrian access and tenant/customer vehicular access will be provided at the existing main entrance at the junction of Buckingham Road with Skimmingdish Lane. There is ample room at that existing entrance for any public car visitor choosing it by mistake to be re-directed and to turn around.

9.1.2 This entrance will be provided with new gates, lighting, signage and security fencing, and will be closed out of normal working hours. 24 hour security will be provided on site, from a security unit housed at the eastern end of the guardhouse (a self-contained room).

9.1.3. This entrance is a 30 minute walk from the centre of Bicester town, or a 5 minute taxi ride from Bicester North train station (10 mins from Bicester Town train station) which provides access to London Marylebone and Birmingham. There is a bus stop immediately outside this entrance providing services from Bicester town and the surrounding area.

### 9.2 Skimmingdish Lane

9.2.1. This currently provides vehicular access to the airfield and gliding club (hangar 113) but will become a new public vehicular access for Bicester Heritage. New car parking is proposed inside this entrance, largely using the existing hard standings.

### 9.3 Buckingham Road

9.3.1. It is proposed to re-open the vehicular access that still exists (but is closed off). This will provide a new private access to buildings in the northern part of the site, without interrupting either the existing main entrance or the proposed Skimmingdish Lane access. It is acknowledged that independent planning consent will be required for this.

### 9.4 Bicester Road (Stratton Audley)

9.4.1. Access points to the site exist off this road to the north of the airfield. Bicester Heritage propose to re-open these to provide servicing access to the airfield. It is acknowledged that independent planning consent will be required for this.



Fig 17: Approach from main entrance

## 9.5. Separation and security

9.5.1. The masterplan anticipates dividing the site broadly into 4 zones ;

- the airfield site, which includes everything within the perimeter track, and the area fronting hangar 113, but which would extend to the airfield boundary for major public events
- all the area outside the airfield perimeter track, east of the Technical site, which would retain public access
- the publicly accessible parts of the technical site. This includes the main entrance between buildings 89 and 147; the area south of the 'right branch' trident road and the areas around the hangar buildings
- the 'inner' technical site, which would be private to tenants, and which would contain the majority of technical site buildings. These buildings would be accessible to members of the public through prior appointment.

9.5.2. It would clearly be unsafe (and insecure for tenants) if public accessibility was allowed between these zones, and so the intention is to limit accessibility between each. The zones are shown on Figure 16. These differ between location ;

- around the airfield site, security will be provided by steel green rigid mesh panels and posts
- the 'inner' technical site will be separated from the publicly accessible areas and hangars either by low 'estate' type fencing or simply by signage. It is accepted that any new fencing within the site will need to be subject to planning consent.
- the main entrance will be guarded by new landscaping incorporating new perimeter walls and gates, faced in grass berms, and all as figures 19 and 20.

## 9.6 The Proposals

9.6.1. Those aspects of the new access arrangements that will not require either planning or Listed building consent will be limited to ;

- the use of the existing main entrance as a public pedestrian entrance and private vehicular entrance as outlined above
- the use of the existing Skimmingdish Lane entrance as a new public vehicular entrance for the site, as outlined above
- the new gates and landscaping proposals for the existing main entrance as outlined above.



Fig 18: Approach from main entrance, Building 90 to left



Fig 19: Top view of proposed landscaping and gates



Fig 20: Aerial view of proposed landscaping and gates







## 10.0 New uses & Their Likely Impacts

### 10.1. Aviation and classic car storage (the existing hangars)

- 10.1.1. The use of the large hangars for the promotion of historic car and aviation is a central theme that has underpinned Bicester Heritage since its evolution. And yet the scale of these buildings is so vast that even modest adjustments (say, insulation or replacement windows) involves major capital expense, so it seems very likely that major interventions will be avoided in the early developments. The intended use requires a secure, dry, (background heated) controlled ventilation environment with localised administration facilities, with the only likely material impact on the main spaces being new lighting and heating systems, and full internal re-decoration.
- 10.1.2. The business plan centres on leisure use, and providing easily accessible, well-equipped storage for private classic vehicles alongside facilities that allow their owners to enjoy their treasured possessions without the burden of costly and spatially expensive storage. Customer's cars, aeroplanes and other motor vehicles will be stored within the buildings, under individual covers, until they are collected for occasional use or worked on mechanically. The building's vast internal spaces and concrete floors are perfect for maintaining constant temperatures. After use customers vehicles are returned to the buildings, where they are checked, maintained and cleaned ready for the next visit. The 'occasional uses' might be a Sunday drive around the Oxfordshire countryside, a competitive event nearby, or a spin round the airfield perimeter 'testing track'. The operator will have a lease agreement or licence with Bicester Heritage for the building, and be a specialist in the field of classic car and aviation-quality facilities and care. They will offer knowledgeable and diligent guardianship, setting rigorous standards in vehicle storage, preservation and preparation. The huge benefit of Bicester Heritage is that they will also be in the midst of a growing group of specialist heritage automotive and aviation businesses, giving their customers options to save time and resources when their motorcar, aeroplane or motor cycle requires attention.
- 10.1.3. Customers will probably arrive either by train, taxi or shuttle bus from the Bicester Village Outlet Centre. Bicester Heritage will arrange customer collection from Bicester North train station, and also provide covered transport for customer's vehicles from or to events. If customers arrive by car, they will check in at the entrance lodge before being directed to park in one of the new perimeter car parks, and thereafter to the customer's reception within the building. Staff numbers will be small and administration is limited, so the reception facilities (and changing rooms / showers) will be located within the existing perimeter room (s) which surround the main space, and which will be lightly converted for office and ancillary use. Security is paramount. The storage buildings will be permanently manned, and fitted with steel doors and internal electronic surveillance.
- 10.1.4. The hours of operation will be 9am – 6pm, seven days a week. Weekends may well be the busiest periods. Occasional evening events are also likely. It seems likely that the hangar buildings will see the most intense use of any of the buildings on the Technical Site.

There is also likely to be the need for temporary uses in the hangar buildings, until such time that they are permanently converted. Such temporary uses will generally be confined to car storage and workshop areas, with no material changes made to any part of the building fabric.



Fig 21: the sliding end doors of Building 79



Fig 22: Interior view of Building 79

## 10.2 Technical workshops (generally existing workshop and store buildings)

- 10.2.1. This is probably the simplest of the proposed uses, in terms of impact upon the heritage asset. Many of Bicester Heritage's customers prime needs are for technical workshop space and mechanical assistance. Bicester Heritage will offer very appropriate floorspace for this (in many cases it would be a very similar use to its original military requirements) and indeed help create a community of like-minded enthusiasts.
- 10.2.2. Many of the buildings at the technical site are ideally suited – large span, column free buildings with plenty of rooflights (and often windows) for daylight, and large service access doors. The floors are often robust concrete, designed for heavy loadings.
- 10.2.3. Tenants would take a short or long term lease over the proposed workshop spaces. Appropriately sized units would be created by subdividing the larger buildings (many are already subdivided) and ensuring each unit has an available servicing access, welfare facilities, lighting, power, ventilation and water supply/sink. A small office is usually required, but many of the buildings have existing ancillary rooms ideally suited for this. Some workshops would need lifting gear. (lifting gear already exists in some)
- 10.2.4. Customers would drive their vehicles to the workshops. Occasional parking for vehicles outside the building will be required. There are no confirmed hours of working, and during summer months it is anticipated that tenants may wish to continue working in the buildings well into the evening, especially those that might take the benefit of overnight accommodation on site (see below). Security will need to be tight as many of the motor vehicles are very valuable, but it is not considered that any security measures will negatively impact on those buildings which are listed.



Fig 23: Building 99 interior

On right, Fig 24: Building 90 interior



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**10.3. Showrooms / Craft workshops (Petrol tanker sheds)**

- 10.3.1. These would house a mix of tenants, many related to the aviation and motor vehicle industries, but some might be local companies needing economic space and keen to link into the Bicester Heritage community.
- 10.3.2. The workshops would generally use the old Petrol Tanker sheds – simple flat roofed buildings fitted with roller shutter doors each end to allow access from one side to the other, but occasionally this use would also take place in the larger workshop and store buildings. They would be simply fitted out, but with more prominent 'front windows' that would showcase the tenants and create interesting and active frontages around the site. The 'front windows' would take the form of full height glazed walls, fitted one end behind the roller shutters. The glazing would incorporate ventilation lights and front doors. The roller shutters would be pulled down when the buildings are not in use.
- 10.3.3. Tenants would take short or long term leases on the units, which would be fitted out with power, lighting, welfare facilities and water supply/sink. Typical tenants would include upholsterers, joiners, blacksmiths etc



Fig 25: Building 136

On right, Fig 26: Building 94 exterior



EXTENSION

**10.4. Offices and Function Rooms (Existing Store buildings and office accommodation)**

- 10.4.1. The significant difference between workshop buildings and offices is in the nature of the interior environment. The office buildings will be capable of maintaining higher temperatures of heated space, more controlled ventilation and better equipped power, lighting and data services. The interiors will need to be capable of occupational densities of around 1 person / 10m2 net useable space.
- 10.4.2. Tenants might be professional services (architects, designers, modelmakers etc ) or back-up administrative offices for Bicester Heritage type workshop tenants. They will take the benefit of short or long term leases (or possibly short term licences) and have parking close by. The buildings will need fitting out to Cat A standards with BS and DDA compliant access, sanitary accommodation, lighting, and electrical services. Internal secondary glazing will be needed in many.
- 10.4.3. Building 123 is anticipated as being the office centre of the site, housing both high quality office space and 'club' facilities. This may include a club room with catering/bar facilities which will be flexible enough to provide a setting for corporate events, and an external roof terrace.



Fig 27: Building 87

On right, Fig 28: Building 123 is anticipated to become an office centre for the site. The flat roof on the right hand side might become a useful external terrace for functions





**10.5. Overnight accommodation (existing buildings already sub-divided, or eminently suitable for conversion)**

- 10.5.1. Like the office accommodation, the overnight accommodation would realise very few external changes to buildings, but their internal environment would be essentially domestic – i.e. greater environmental control, with better equipped power and lighting, and clearly a different set of internal finishes and fittings. Three 'quarters' are proposed for this use, grouping buildings suitable for this conversion, and are easily adaptable to the proposed use, either because they are already divided into rooms, or because the division needed would have little or no impact on the heritage asset.
- 10.5.2. The use would require contemporary fittings (kitchens and bathrooms etc) as well as (in places) new staircases and doors, but the buildings chosen ensure these can be introduced whilst respecting the robust character of most existing interiors.
- 10.5.3. Customers would book use of the accommodation with the Bicester Heritage office, on the basis of daily or weekly stays. The tenants would be linked with the site i.e. they would be customers / clients of Bicester Heritage, and not outside members of the public simply looking for places to stay. The accommodation would be cleaned by Bicester Heritage at the end of each stay, though tenants would manage interim cleaning, refuse disposal and pay for energy use. Parking would be available in one of the perimeter car parks.
- 10.5.4. New interventions to create the overnight accommodation would clearly be of their time – contemporary in form - and with the aim of retaining as much as possible of the existing internal finishes and character.
- 10.5.5. It is expected that any building interventions required by this use, which would materially impact on the Conservation Area or on any Listed or heritage asset, would be the subject of an independent planning and listed building application, outside the terms of this HPA.



Fig 29: Building 82

On right, Fig 30: Building 104, the unlisted building is one of a number that appears suitable for conversion to overnight accommodation



### 10.7. Hotel (The Station Offices)

- 10.7.1 Alongside proposed café use in 89, the original Station Offices provides a clear opportunity to develop a new welcoming 'entrance' to the site, and as workshops would present safety issues this close to a vehicular entrance, the buildings are better suited to accommodation of some sort, either offices or overnight accommodation.
- 10.7.2 147 has an ideal frontage and set of immediate inner rooms to suit a small boutique hotel use, though office use would also be appropriate. In both cases, however, the rear half of the building is of far lesser value and is more difficult to convert. There seems to be a case for retaining the valuable front (northern) half and redeveloping the rear to a more efficient layout commensurate with its final use (and such redevelopment to be subject to a separate planning and Listed Building application)
- 10.7.3. The key issue for both office and hotel use in this location would be car parking. It is expected that the existing Buckingham Road entrance will be retained but accessed only by tenants and customers. All other visitors would use the existing entrance off Skimmingdish Lane. Parking for 147 would be provided off the main entrance. Although it would have a car park entrance at the 'rear', the building's main entrance would clearly be on its northern elevation and it would face the site, not any new car parking to the south.
- 10.7.4. The hotel would either be managed directly by Bicester Heritage or by a selected specialist operator. It would effectively be self-contained, operating solely within its own demise, but attracting customers from the site.
- 10.7.5. It would be large enough to ensure it remains a sustainable business concern, but not so large as to include conference or leisure operations, circa 100 rooms. It would operate 24 hours a day, 7 days a week, and probably be in the 2 or 3 star bracket.
- 10.7.6. If it was converted to office accommodation, the physical impact on the listed asset would probably be very similar (accepting a redeveloped rear half of the building) as would the need for dedicated external parking. The main difference would be hours of operation, and the fit-out of the retained northern half of the building.



Fig 31: External view of Building 147

On right, Fig 32: Building 147 exterior



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**10.8. Storage (Existing storage and/or infrastructure buildings)**

- 10.8.1. The intention is to use those buildings which are either too small, too uninhabitable (without major surgery), or both, for straightforward storage use.
- 10.8.2. They would need to be repaired and redecorated externally, but probably very little work would be needed internally. They would need permanent passive ventilation, lighting and power.
- 10.8.3. They would be used for the storage of maintenance equipment (for buildings) or for fuel and vehicular parts.



Fig 33: Building 81



Fig 34: Building 91

**10.9. Ablution blocks (The Technical Latrines)**

- 10.9.1. These buildings were always latrines, so can be refurbished for the same use, even though sanitary fittings, lighting and finishes would be fitted to modern specifications.
- 10.9.2. The aim will be to recreate the period interior of the original building(s), but with modern heating and a better insulated envelope
- 10.9.3. The building(s) will be free to use to all tenants and visitors on the site, 24 hours a day every day.



Fig 35: Building 100



Fig 36: Building 107

### **Classic car and aviation leisure pursuits (the existing Hangars)**

- 10.10.1. 113 is currently home to the Gliding Club, but the rental costs are high and a more appropriate, lower cost home might be found elsewhere. (see below) If 113 is no longer used by the Gliding club, and if 108 / 113 are not used for the storage of classic cars and aeroplanes, it will be because they could have a more sustainable and exciting future in mixed use with a visitor attraction/draw .
- 10.10.2. The most likely attractions will be ;
- Retail forums for the sale/hire of classic cars or aeroplanes to the public
  - Broader retail outlets including clothing and accessories
  - Showroom/museum use for classic cars and aeroplanes to the public
  - Ancillary café/restaurant outlets, as part of a classic car & aeroplane related retail or showroom/museum use
  - Indoor racing circuits and/or a broader related leisure offer
- 10.10.3. In all likelihood the proposed visitor attraction will be a mixed use combination of all these. Bicester Heritage have visited Meilenwerk in Stuttgart (<http://www.meilenwerk.com/meilenwerk/english>) and have noted the success of a similar mixed-use operation there.
- 10.10.4. The impact on the heritage asset, will however, be limited. Retail forums, showroom and café/restaurant use would probably require the installation of glazed retail 'pods' within the main space (which would be structurally independent and be unconnected to the existing fabric) These, and any racing circuit track requirements would be subject to independent planning and listed building applications. In all other respects the work proposed would match that needed for the classic car and aviation storage use. There may be an increased requirement for heating and ventilation within any retail pods, but this would be self-contained.
- 10.10.5. Any classic car and/or aeroplane related leisure proposals, aimed at public use, could require specific 'customer' signage and security. That could be challenging in heritage terms and will need to be subject to independent planning, listed building and advertisement applications.



Fig 37: Gliding club, Building 113

On right, Fig 38: Gliding club interior





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## 10.0 New uses & Their Likely Impacts

### 10.11. **The Gliding Club and Air Cadets**

- 10.11.1 Both these users have long associations with Bicester Airfield, but at present neither has a cost efficient, sustainable home. Hanger 113 was MOD subsidised for the Gliding club, and that arrangement has been continued on a temporary renewal basis whilst a long term sustainable solution is found. Continuing to occupy a unit of 113's size seems likely to be beyond the limited resources enjoyed by the Gliding club, whose stated preference is for a more efficient modern building no larger than 2,000m<sup>2</sup>
- 10.11.2. The Air Cadets have an agreement with Bicester Heritage to locate a new HQ on the technical site of c. 1,500m<sup>2</sup>, subject to planning.
- 10.11.3. It appears that the most appropriate way forward in both cases is to agree locations for new buildings for both these parties. It may also be that the best locations lie outside the technical site, on land beyond the airfield perimeter track, where independent road access is available. There is historical precedent for buildings in these locations and many advantages to all parties should suitable locations in this area be agreed.
- 10.11.4. It is clear nevertheless, that new buildings on the edge of the airfield will require a substantial amount of consideration, not least to consider the impact on the CA, and will fall outside the realms of this HPA. It remains however, Bicester Heritage's ambitions for both these tenants in the future.

### 10.12. **Classic car and motorcycle testing (Airfield perimeter track)**

- 10.12.1. The airfield perimeter track is currently used only for maintenance access.
- 10.12.2. Bicester Heritage see significant advantage in combining this existing maintenance use with its use as a testing track for classic cars and motorcycles, subject to all necessary safety mechanisms being in place –clearly the safe co-existence of activities is paramount. It is not anticipated that any material change (visually) will be required to the perimeter track for this increase in scope, though repair works will be necessary as will completion of the circuit (it is currently incomplete on the eastern side)
- 10.12.3. All repair works and reinstatement of incomplete sections will be done to match the existing work. No additional external lighting is anticipated.

### 10.13. **Events (airfield)**

- 10.13.1. An opportunity exists to utilise the large open airfield space for open air public events without requiring any permanent installations (which could detrimentally impact the heritage asset). Such events might include;
- Classic car and/or motorcycle festivals (car fest midlands?)
  - Music concerts
  - It is recognised that agreement will be required for any event staging. No single event is likely to last more than 28 days.

## 11.0 Specifically Agreed Uses

- 11.1. As has already been explained, the new uses appear entirely compatible with the CA and the existing listed buildings. Bicester Heritage will nevertheless need flexibility to adjust the proposed uses to many of the buildings, commensurate with tenant demand and phasing, on the understanding that the character of the CA will not be degraded by such adjustment.

### 11.2. **The proposal**

Changes of use which will not require planning consent will be limited to ;

- 11.2.1. *Hangars (buildings 79, 108, 113 and 137) - Change of use to B8 classic car, motorcycle and/or aviation storage, with ancillary B1(a) office/administration space, or A1 'showroom' use.*
- 11.2.2. *Large workshops (Buildings 82 (part), 90, 93, 97, 99, 102, 112, 119, 129, 130, 131, 133, 134, 135, 143) - Change of use to B2 technical/mechanical workshops with ancillary B1(a) office accommodation, or A1 'showroom' use or B8 storage.*
- 11.2.3. *Small workshops (Buildings 82 (part), 86, 87, 88, 92, 96, 101, 103, 104, 123, 129, 144 ) - Change of use to B1(b/c) technical workshops, B1(a) offices, or C3 overnight accommodation (ancillary to Bicester Heritage) or B8 storage or A1 (showroom) use.*
- 11.2.4. *Tanker sheds (Buildings 94, 105, 112, 118, 116, 133, 135, 136 ) - Change of use to B1(b/c) craft workshops, B2 technical/mechanical workshops, B1(a) offices, or A1 (showroom) use.*
- 11.2.5. *Bespoke buildings - 89 – change of use to A3 café/restaurant or B1(a) offices; 147– change of use to C1 hotel or B1(a) offices, 111 & 109 – change of use to A3 café/restaurant or C3 overnight accommodation or B1 (a) offices.*
- 11.2.6. *Services buildings ( lavatories / plant rooms / stores etc – 81, 84, 86, 88, 91, 106, 107, 114, 117, 121, 122, 126 & 127 ) - Change of use to B8 (if required).*

## 12. Demolition

- 12.1. No demolition of any existing buildings is proposed within this HPA. Any demolition considered by the applicants will be dealt with by independent planning and/or Listed Building applications.





## 13.0 Specifically Agreed Refurbishment Works

- 13.1. Refurbishment of many of the buildings on the site is urgently required, but in doing so, there seems an opportunity to upgrade many, so as to go some way towards, or in some cases meet, prevailing Building Regulations or good building practice.
- 13.2. There are often reasons why the refurbishment works cannot meet or exceed current regulations, and generally because such improvement would materially degrade the character of the listed building, but some physical improvements are possible without such degradation. These include ;
- a. Replacement of asbestos or similar deleterious roofing slates with modern artificial slates.
  - b. The incorporation of modern thermal roof insulation, provided its incorporation does not require raising of the roof finish or an inferior finish internally.
  - c. The incorporation of modern wall insulation (dry lining) provided its incorporation does not conceal original finishes which are part of the special character of the interior.
  - d. The incorporation of modern M+E services, provided these do not detract from the character of any listed building interior, including, where appropriate, renewable energy provision (p.v. or solar thermal) to flat roofed buildings only.
  - e. The incorporation of new internal doors, partitions or other works so as to meet prevailing fire regulations, and providing the new work does not detract from the special character of any listed building interior.
  - f. Works to provide improved access for the physically impaired or disabled, provided such works do not impair the special character of the site or building.
  - g. General upgrading of rainwater systems and sanitary facilities.

### 13.3. The Proposal

Those works not requiring planning, listed building or conservation area consent will be limited to ;

1. Any external or internal repair/replacement works (including the roof) provided all detailing and materials match existing.
2. The upgrading of any existing natural Welsh slate finished pitched roofs to provide thermal insulation, all in accordance with the 'Specifically Agreed Construction'
3. The upgrading of any internal partitions, ceilings, doors and door frames to meet current fire regulations provided the new internal finishes match the original work.
4. The replacement of any asbestos roofing slates with artificial slates provided they are of the same size and fixed to match the existing pattern.
5. The replacement of any plastic external rainwater goods with painted cast iron.
6. The replacement of any roller shutter doors with new roller shutters in the same opening, provided any original external winding mechanisms are retained (even if not operational) and that shutter boxes are not installed externally.
7. The upgrading of all external door thresholds to meet current DDA requirements (where necessary) by raising external ground levels to provide a flush threshold .
8. The removal of all redundant 'built-in' services (flues, vents, cables, electric meters etc) and their replacement with brickwork, pointing, roofing or the like to match the existing surrounding work.
9. The upgrading of any roof rainwater systems, provided the upgraded versions cannot be seen from ground level outside the building or from within it.
10. The replacement of window and door gaskets (if they originally existed) with modern versions provided there is no material visual detriment.

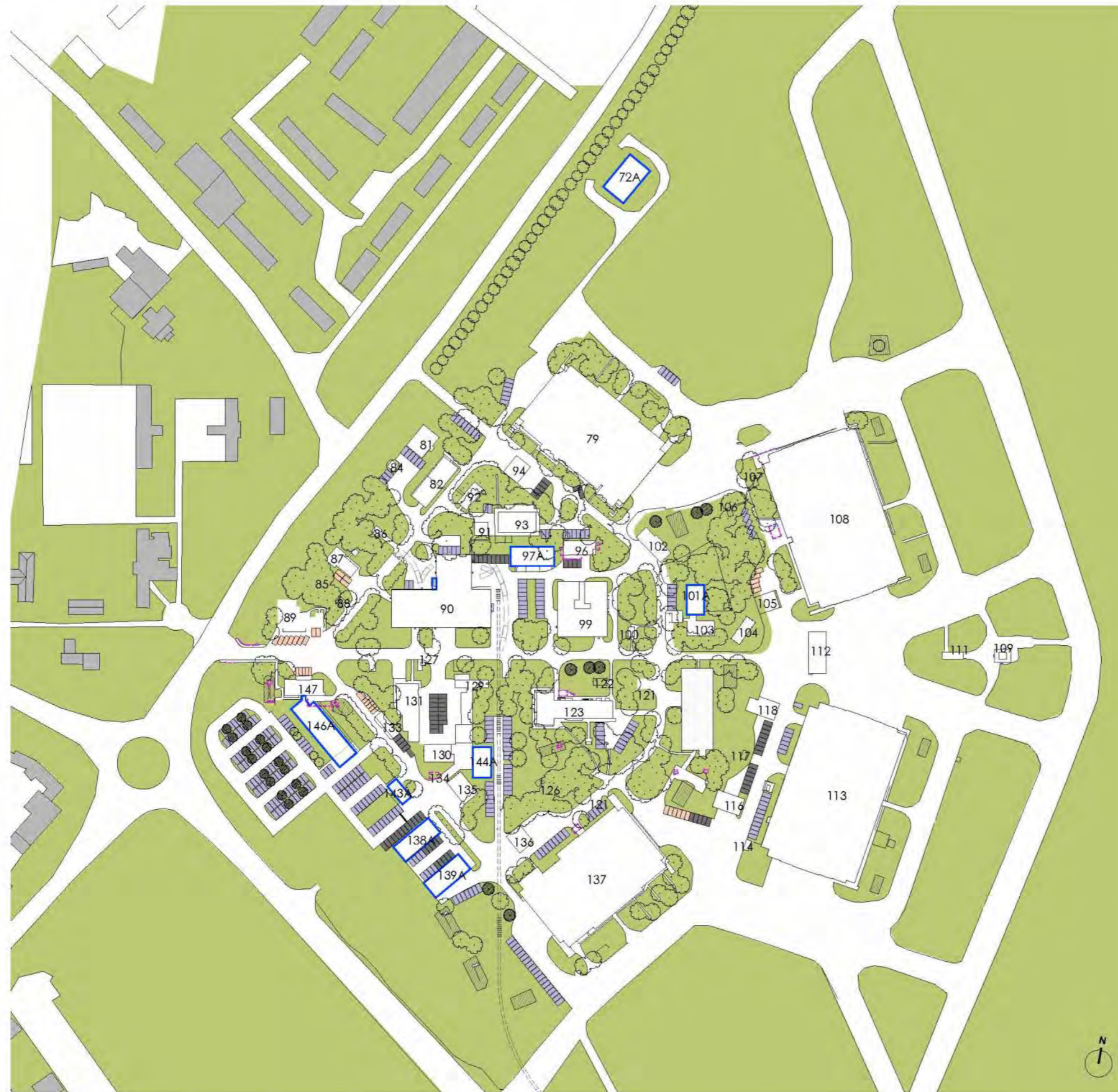
11. Internal redecoration (masonry and joinery) using the agreed colour schemes and paint specifications set out in this HPA
12. External redecoration of previously painted masonry or joinery, using the agreed colour schemes and paint specifications set out in this HPA
13. Removal of internal asbestos and other deleterious materials and replacement in the best quality matching modern materials
14. The provision of new sanitary accommodation as the 'Specifically Agreed Construction'
15. Replacement of foul and stormwater above and below ground drainage in new painted cast iron
16. Replacement of all water supply pipework in new copper
17. Removal of internal non-original non-loadbearing partitions and doors
18. New internal lighting as the 'Specifically Agreed Construction'
19. New internal heating as the 'Specifically Agreed Construction'
20. New door and window ironmongery as the 'Specifically Agreed Construction'
21. External signage as the 'Specifically Agreed Construction'
22. External lighting as the 'Specifically Agreed Construction'
23. The application of floor sealer/paint to all existing concrete or screeded floors
24. New p.v. or solar thermal panels to flat roofed buildings, including the hangars.
25. Replacement of natural welsh slate roofs to hangars, with new proprietary metal sheet roofing, provided the new finish cannot be seen from ground level.

## 14.0 Specifically Agreed External Landscaping (Technical Site Only)

- 14.1. Changes will be required to the existing landscaping on the site, in order to provide much needed additional car parking, to remove poor condition or inappropriate soft landscaping, and/or to provide improved safety and/or security.
- 14.2. The new landscaping works will aim to;
- Maintain the visual integrity of the CA
  - Avoid compromising the fabric of the heritage assets or their landscape setting.
  - Use matching and/or complementary species of soft landscaping.
  - Use matching external materials.
- 14.3. Car Parking and servicing:**
- 14.3.1. Whilst some large areas of tarmac already exist, (where the former use has become redundant e.g. refuelling areas and Petrol Tanker parking) which now appear to offer space for parking, some tenants will require reasonable proximity to demised parking close to their units, and additional public/customer parking will also be required. Some units already benefit from such provision but it is inevitable that new parking will be required.
- 14.3.2. So as to limit compromise to the special character of the CA, the new parking areas are located ;
- At the site perimeter
  - In the centre of the site, between the trident roads
- 14.3.3. The new parking areas generally use land previously covered in old redundant hardstandings or in grass. Occasionally some trees will need to be removed to create the new spaces, but only where those trees are at the end of their life and/or are low value self-seeding species easily replaced as part of a Landscape Management Plan (see 'soft landscaping' below)
- 14.3.4. The aim is to ensure that no parked 'modern' cars are visible in the important views down the tree-lined trident avenues from the vantage point outside 89/147.
- 14.3.5. New parking has also been allocated within existing tarmacked areas, but given the need for servicing vehicle movement (and large lorries, even articulated ones, cannot be ruled out) the space available for parking in these areas is limited.
- 14.3.6. The total quantum of parking within the technical site is within the maximum allowed by CDC policies for the uses proposed.
- 14.3.7. It will be important to avoid parking area demarcation that compromises the special character of the CA. White lines will be avoided, and if any demarcation is needed at all, it will take the form of brass (or similar) studs set into the new finish. The studs will be a max of 20mm in diameter, set flush into the surface finish at minimum 800mm centres. There will be no demarcation for servicing vehicles. Each parking space will be numbered, but it is not considered that this detracts from the character of the CA.
- 14.3.8. No additional external lighting will be provided for new parking areas.

### **14.4 External lighting :**

- 14.4.1. All existing external lighting was installed post WWII. It takes the form of reasonably tall (c. 8m) lighting standards, arranged one side of the trident roads, and fitted with glazed lantern luminaires.
- 14.4.2. Research has identified that the existing luminaires can be fitted with modern energy saving lamps, with no external changes to the fitting. This change will be made throughout the site.
- 14.4.3. Whilst the roadside lighting environment will not materially change, for health & safety reasons additional and/or improved external lighting will also be required on all buildings. This will be provided by;
- New external light fittings outside all main entrance doors
  - New external light fittings on the corners of buildings where they are needed to aid wayfinding



**KEY**

- existing car parking
- new spaces in existing hardstanding
- new spaces in existing soft landscaping
- existing and proposed buildings
- new building outline
- new tree
- Scheduled Ancient Monument or defence structure
- Unroofed structures (plinthed structures)

| Car Parking Allocation |                                                                                  |            |                        |
|------------------------|----------------------------------------------------------------------------------|------------|------------------------|
|                        | Facility/Use                                                                     | total GEA  | required car parking * |
| 1.                     | Vehicle & aircraft storage and maintenance (79, 108, 113, 137)                   | 17,735 sqm | 88.6                   |
| 2.                     | Workshops (82, 90, 93, 97A, 99, 102, 119, 129, 130, 131, 138A, 139A, 143A, 144A) | 5,981 sqm  | 119.6                  |
| 3.                     | Showrooms (94, 105, 112, 116, 118, 133, 135, 136)                                | 1,167 sqm  | 58.3                   |
| 4.                     | Cafe' or restaurant (88, 89, 129)                                                | 404 sqm    | 13.4                   |
| 5.                     | Overnight accommodation (82, 84, 86, 101A, 103, 104, 109, 111)                   | 724 sqm    | 19.0                   |
| 6.                     | Offices (87, 92, 96, 123)                                                        | 923 sqm    | 30.7                   |
| <b>TOTAL</b>           |                                                                                  |            | <b>330</b>             |

\* taken from Cherwell Local Planning Parking Standards

**Fig 39 PROPOSED CAR PARKING STRATEGY**



Fig 40 shows existing lighting standards. No additional roadside lighting standards are proposed



Fig 41 shows the type and finish of all new external light fittings to be used on all buildings



#### **14.5 Services infrastructure:**

- 14.5.1. *Electrical supply* – Buildings 82 and 93 (amongst others) helped provide full mains and back-up supply to Bicester airfield, which was then distributed below ground to all buildings. The system was almost entirely intact when Bicester Heritage acquired it, but with almost nothing in the way of modern upgrades or maintenance. Modern provision for Bicester Heritage will clearly take a different form, with a direct new incoming supply from the grid, and no need for major back-up provision (tenants can make their own arrangements for temporary provision if necessary) Furthermore, it would be a wasted opportunity to re-utilise the splendid fabric of both 82 and 93 for new incoming services provision when modern electrical services require far less space. Instead what is required, as part of an entirely new distribution network across the site following the distribution lines of the original, is a series of far smaller connection boxes – feeder cabinets – from which supplies can be transferred to surrounding properties. The feeder cabinets are of robust simple design, commensurate with the predominant character of the CA. It is considered that they do not detract from the character of the CA, and do not need any further cladding/ enclosure which would only serve to increase their bulk. They would be of steel construction, fitted with access doors for maintenance and coloured in Bicester Heritage Mid Brunswick Green.
- 14.5.2. *Water* – when Bicester Airfield was in wartime use, its water supply used building 84 for pressure and building 81 for capacity. Neither is now needed, and like the electrical supply facilities, both structures are excellent examples which could provide greater benefit in alternative use. A new mains water supply will be provided for the entire site, to replace the lead/iron network originally installed and never upgraded, and will follow the original distribution network across the site. It no longer requires any external features.
- 14.5.3. *Drainage* – all the existing buildings are linked, using a combined system, to a sewer connection at the western end of Skimmingdish Lane. The system is generally intact, though again has never been fully maintained or upgraded. New underground drainage will be installed to generally follow the lines of the original work. The only external impact will be the replacement of existing inspection chamber covers of insertion of new ones. Where such replacement is undertaken within hard landscaped areas, the inspection chambers will be fitted with recessed covers finished to match the surrounding work.
- 14.5.4. *Gas* – no gas supply is provided to the site.
- 14.5.5. *Telecommunications and data* – any new installations would be entirely fitted below ground, following the original electrical distribution network. No above ground structures would be necessary, beyond the feeder cabinets already described.

#### **14.6. Soft landscaping:**

- 14.6.1. The essence of the Trenchard layout and design was the dispersal of all buildings and their camouflage using abundant grass areas, tree planting, hedges and shrubbery. That concept underpins the character of the CA today, but unlike its wartime environment, the landscaping has now fully matured and, in many parts has exceeded maturity.
- 14.6.2. No major changes are required, but there is the need to properly maintain the existing soft landscaping and in so doing, to help create new landscaped areas (e.g. car parking and servicing ) for the benefit of the site, by targeting trees that have passed their life or are self-seeders and/or of low quality | (e.g. birch, sycamore etc) A Landscape Management Plan (LMP) will be prepared, which will cover ;
- The importance, or otherwise of all trees on the site, and their likely life
  - Trees which need replacement
  - Potential locations for, and type of, replacement trees, responding to the CA
  - Ongoing pruning and general maintenance
  - Ditto for shrubs and hedges.
- 14.6.3. Some areas need greater intervention e.g. the land in the south-west corner of the site, south of the former line of Skimmingdish Lane. This area has become completely overgrown and unmaintained, and yet provides a potential development area and new site frontage. It needs extensive clearing as part of the LMP.

#### **14.7 Hard landscaping:**

- 14.7.1. The site has a very simplistic pattern of hard landscaping ;
- Blacktop tarmac (and occasionally in-situ concrete) roads, parking and servicing areas
  - PC concrete kerbstones
  - Tarmac, PC concrete paving slabs, or in-situ concrete, for footpaths
- 14.7.2. Some local features have been lost, including the distribution rail tracks within the site leading to Building 90, though they may still exist below current finishes.
- 14.7.3. The intention is to repair all existing landscaping using matching materials, and to use the same materials in any new areas of landscaping created.

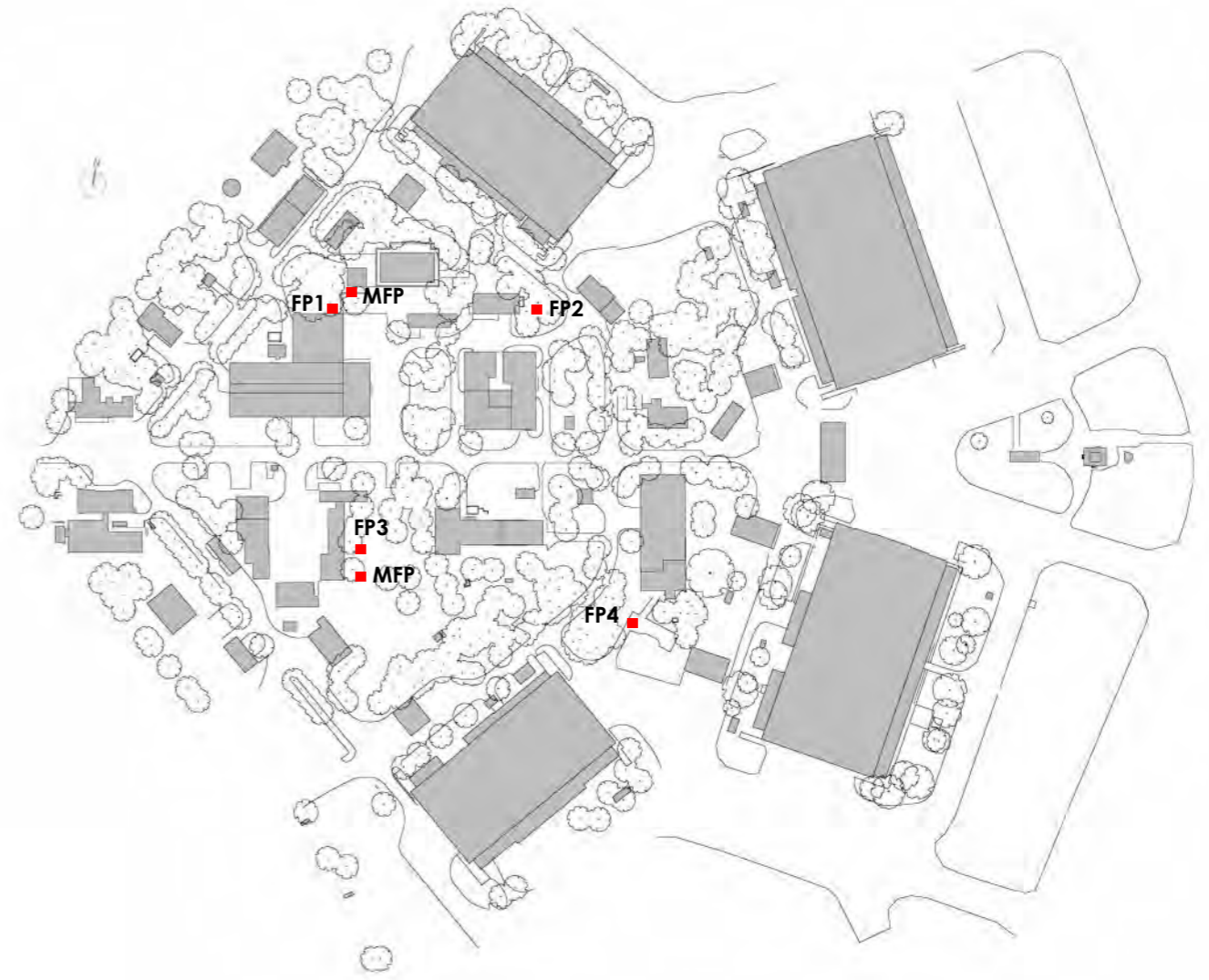


Fig 42 shows the typical dimensions and elevations for a feeder cabinet.

Fig 43 shows the locations of the new cabinets highlighted

#### 14.8 Signage:

- 14.8.1. There are generally two types externally ;
- Building signage
  - Freestanding wayfinding and safety signage
- 14.8.2. All the buildings on the site have unique numbers, and most have existing external signage displaying those numbers, which form part of the character of the CA.
- 14.8.3. Bicester Heritage have no need to remove or downgrade the existing numbering system, but it is inevitable that as changes of use occur, new tenants will want greater profile and presence within the site, through the use of more prominent signage. And if new building signage is required, there seems the opportunity for it to help create an interesting narrative – greater understanding of the original use of the building, as well as its new future, through a dual coding. What then becomes important is ;
- The scale of the sign in relation to the building it serves
  - Whether it is lit
  - Its colours
  - A reversible fixing strategy
- 14.8.4. Fig 44 shows a typical new building sign. It has been designed to utilise colours sympathetic to the original use and the new Bicester Heritage brand. The scale of the sign suits the building it serves and it has no need for external lighting beyond the proposed external fitting identified in fig 41. It will be plug and screw fixed through mortar joints and not through brickwork or concrete facings.
- 14.8.5. Wayfinding signage will inevitably be larger, but the new signage follows a similar design style and is no larger than is necessary for clarity. It will be fixed by galvanised MS posts set within the grassed areas.
- 14.8.6 Fig 45 shows details of a typical external landscape sign.

#### 14.9. The Proposal

Those Specifically Agreed External Landscaping Works not requiring planning or LB consent will be limited to ;

##### 14.9.1. Roads and footpaths

- The repair of all existing roads, footpaths, kerbs and the like, using surface finishes and construction detailing to match existing
- New roads and footpaths, where shown on Fig 39, provided the detailing of all construction (surface treatment, kerbs etc) matches existing similar works

##### 14.9.2. Car parking

- The repair of all existing car parking areas, using surface finishes and construction detailing to match existing, and provided there is no new surface parking delineation (white lines ) other than occasional studs as set out in this HPA.
- The provision of new car parking areas, where shown on Fig 39, provided surface materials and kerb detailing all match the surrounding existing work.

##### 14.9.3. Existing and new soft landscaping

- The selective pruning, cutting back and maintenance of all existing soft landscaping in accordance with an agreed LMP
- The selective removal of low value and/or defective trees and soft landscaping, and replacement with new species in agreed locations, all in accordance with an agreed LMP
- The provision of new soft landscaping around the existing main entrance in accordance with fig 19 and Fig 20

##### 14.9.4. External landscape signage

- The provision of new signage to all buildings in accordance with fig 44 provided it is fixed in a reversible manner through pointing and not through the face of any bricks or concrete
- The provision of new wayfinding and safety signage throughout the site as fig 45 provided it is always installed in soft landscaping or, if on buildings, as the building signage

##### 14.9.5. External lighting

- The provision of new external lighting adjacent to building main entrance doors, or on other parts of buildings if essential to aid in safety and wayfinding, and as fig 41.

##### 14.9.6. Services Infrastructure

- The provision of new services supplies and distribution throughout the site, generally following the lines of the original networks
- The provision of new external electrical feeder cabinets in accordance with fig 42 and fig 43.
- The provision of new inspection chambers provided their covers are recessed in areas of hardstanding and inlaid with new finishes to match the surrounding work



Fig 44 shows a typical new building sign. It has been designed to utilise colours sympathetic to the original use and the new Bicester Heritage brand. The scale of the sign suits the building it serves and it has no need for external lighting beyond the proposed external fitting identified in fig 39. It will be plug and screw fixed through mortar joints and not through brickwork or concrete facings.



Fig 45 shows details of a typical external landscape sign.

## 15.0 Colour Schemes and Paint Types

15.1. In depth research into the original paint colours used at the site has been carried out by Patrick Baty, the acknowledged expert in military paint and colours of the past four centuries, and who has personal experience in the decoration and maintenance of RAF sites. Patrick carried out site paint scrapes at the site and through laboratory analysis has been able to determine that four main colours were used on external timber and metalwork during the Second World War:

- Mid. Brunswick Green;
- White;
- Pale Cream;
- dark grey/Black.

15.2. It was also apparent that a number of the buildings had camouflage paint applied to them. The four main colours were not the only colours used, and indeed several buildings changed their colours many times through their wartime life.

15.3. A copy of Patrick's report for Bicester Heritage is now lodged with the archives unit in the Imperial War Museum

### 15.4. The Proposal

The only external or internal (in the case of listed buildings) redecoration work/repair not requiring planning and LB consent will be limited to:

- 15.4.1. External roofing fascias and soffits – trade eggshell oil paint ; colour ivory (BS - 10B15)
- 15.4.2. External window frames, opening lights and putty – trade eggshell oil paint ; colour ivory (BS – 10B15)
- 15.4.3. External rainwater goods – trade eggshell or flat oil paint ; colour dark grey / slate (BS 635)
- 15.4.4. External front entrance doors – trade eggshell oil paint ; colour mid Brunswick green (BS 381C) or Post Office Red. (LG 190)
- 15.4.5. Concrete or stone window cills, lintels or other facing work – lightly sand blast back to bare original finish, without removing the original facing
- 15.4.6. Internal walls and ceilings – trade emulsion paint ; colour ivory (BS 10B15)
- 15.4.7. Internal joinery – trade eggshell oil paint ; colour ivory (BS 10B15) or mid Brunswick Green (BS 381C) or Post Office Red (LG 190) or slate (BS 18B29)
- 15.4.8. Internal brickwork - trade emulsion paint: colour ivory (BS 10B15)

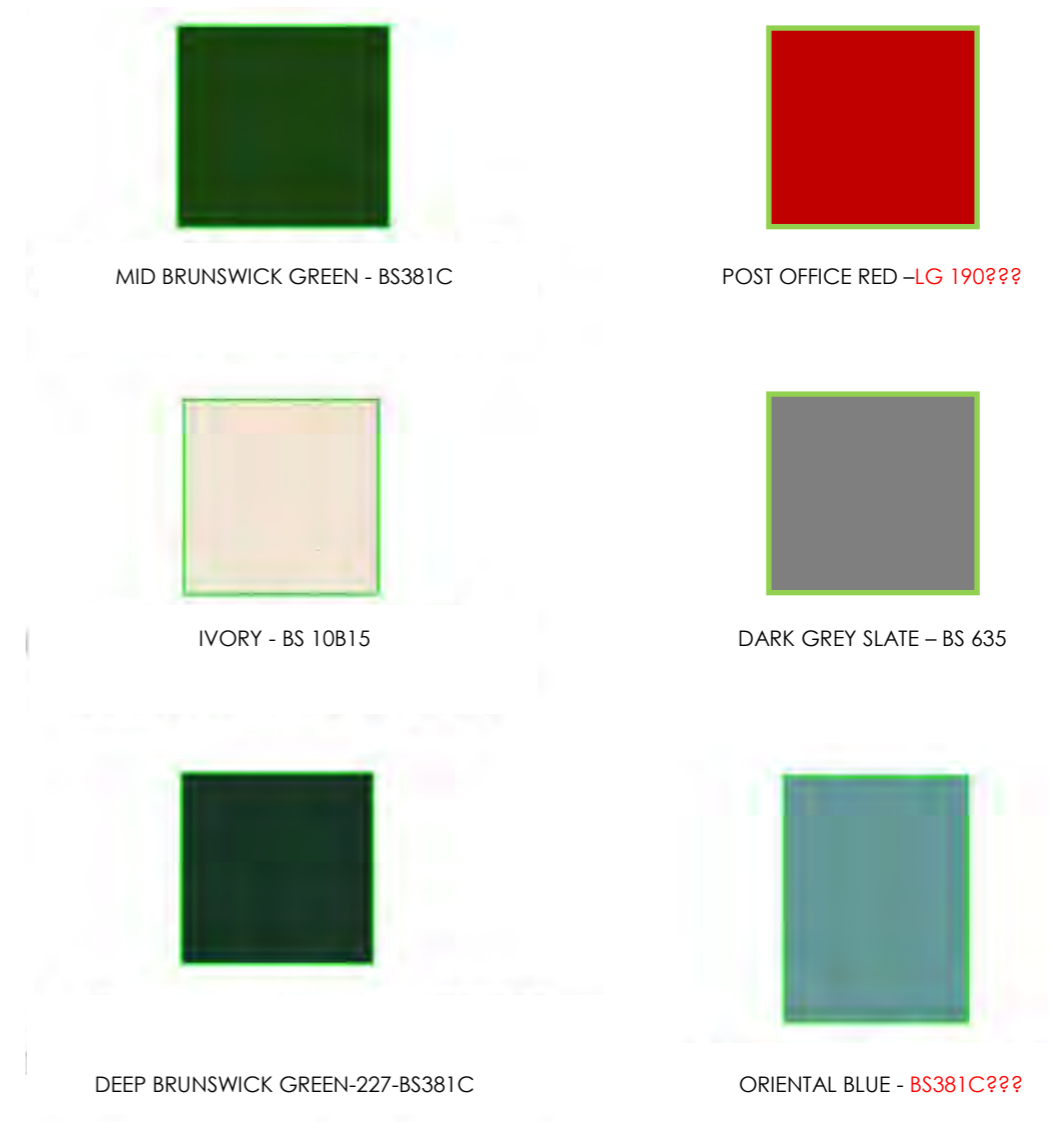
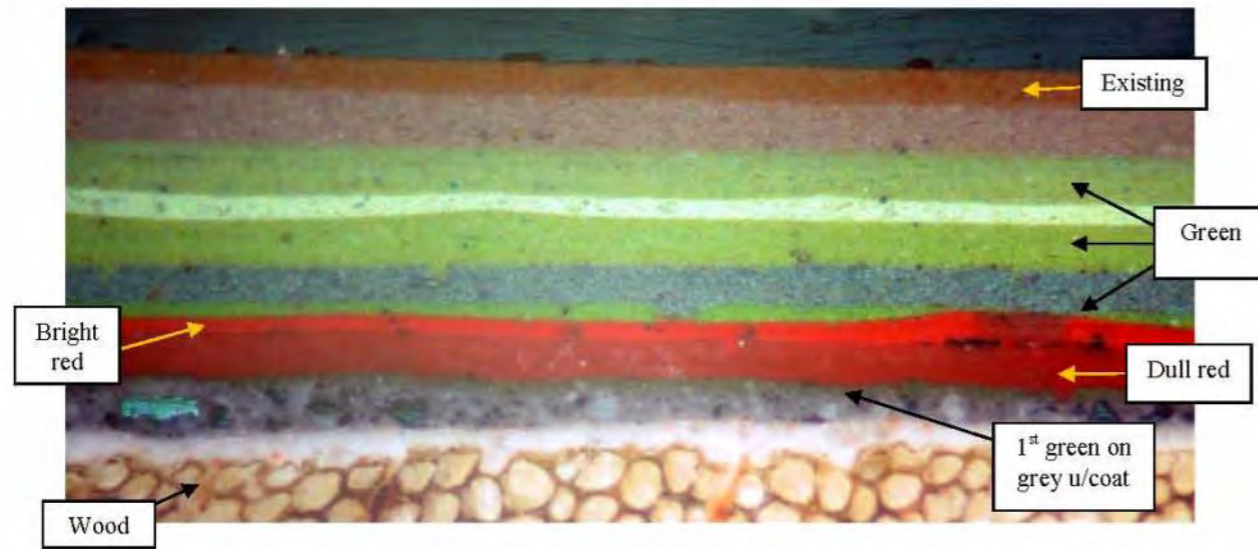


Fig 46 shows proposed external paint

APPENDIX ONE  
PHOTOMICROGRAPHS



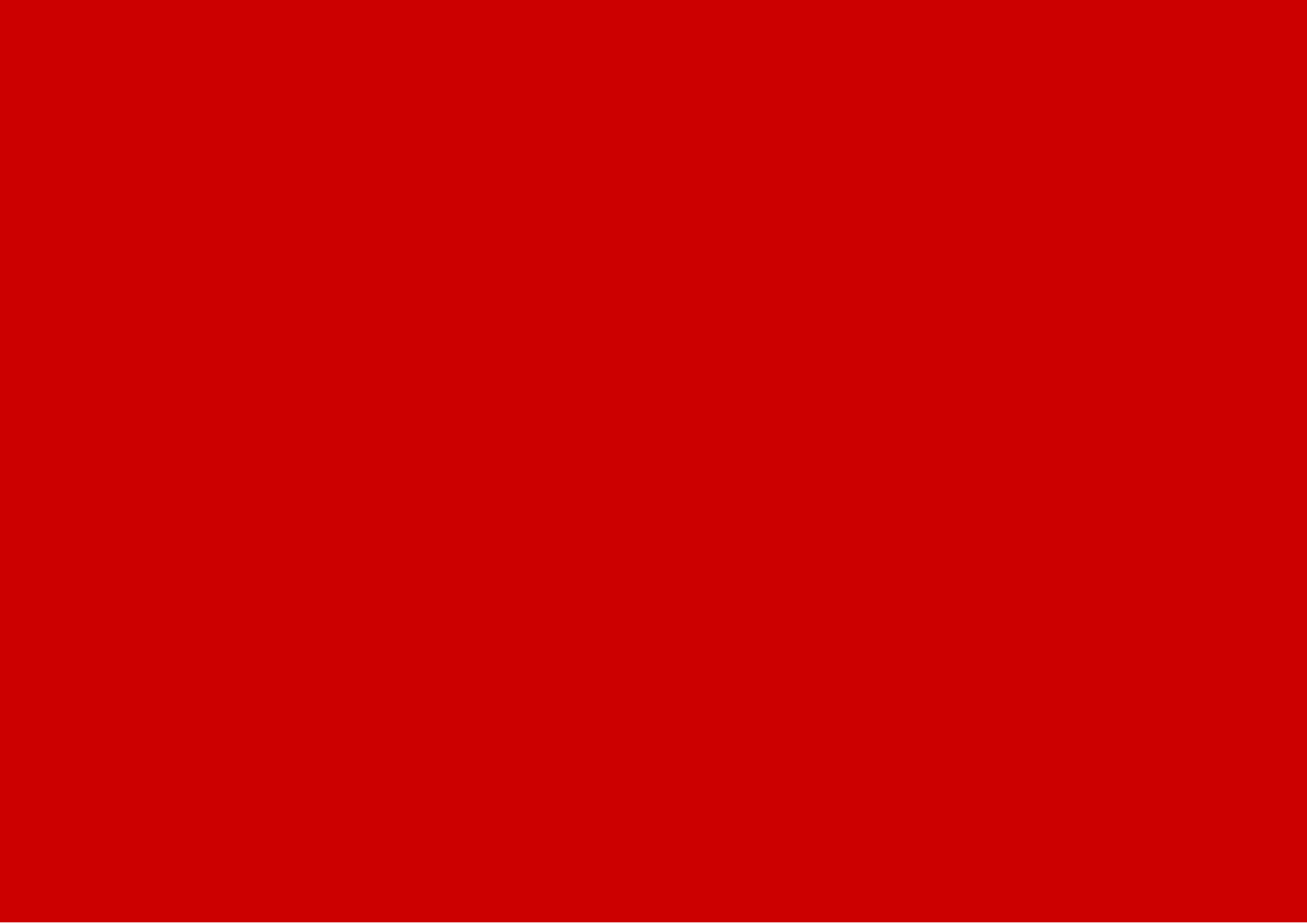
Photomicrograph of BIC/19 (x 200 digitally enlarged)  
Building 88: West side. R/H window. R/H frame



Photomicrograph of BIC/13 (x 200 digitally reduced)  
Building 89: South front. R/H lower window cill



Construction detailing





## 16.0 Specifically agreed works-Construction Detailing & Specification

- 16.1. Bicester Heritage and their architectural and planning consultants have worked closely with CDC conservation officers to agree appropriate detailing on each of the key first phase buildings on the site, and with the intention that such detailing would be agreed for all later phases.
- 16.2. The new construction detailing and specifications have all been considered in the context of PPG15, to ensure the character of the site and of the listed buildings or structures within it, are preserved or enhanced by the proposed new works.
- 16.3. **No planning or LB consents will be required for**
- 16.4. Roofing (see Fig 54-59, 61-63);
- 16.4.1. The replacement of existing Welsh slate roofs with new or second-hand Welsh slate on new battens and counter-battens (with new thermal insulation and vapour barriers between) provided no material increase in the size of any fascia, bargeboard or soffit boarding results.
- 16.4.2. Where necessary to match the original work, the replacement of existing Welsh slate roofs with new or second-hand Welsh slate directly onto sarking felt (Kingspan or sim) fixed directly onto tantalised sw sarking boards
- 16.4.3. Localised repair, where the replacement natural Welsh slates match existing sizes or are cut to match. (Where entire roof slopes are to be replaced, the replacement Welsh slate must be similar in size to existing, and must form consistent coursing with adjacent slopes.
- 16.4.4. The replacement of rotten or otherwise defective sarking boards and/or felt with new to match
- 16.4.5. The installation of new timber soffit boarding (to match the appearance of the existing internally exposed sarking boards) under the rafters of the existing building, with new thermal insulation and vapour barriers between the new boarding and the existing sarking boards.
- 16.4.6. The replacement of existing diamond laid asbestos roofing slates with new Eternit, Redland or similar artificial slates laid to match the existing sizes and pattern
- 16.4.7. The redecoration of all fascias, soffits and bargeboards with new external eggshell oil paint
- 16.4.8. The replacement of all valley gutters in code 4 lead
- 16.4.9. The replacement of all ridge tiles with new blue/black clay ridge tiles
- 16.4.10. The repair or replacement of all existing flat asphalt roofs with new asphalt or single ply membrane roofing, provided all fascias, upstands and copings visible from ground level match the original work
- 16.5. **Rooflights, Patent Glazing and roof vents (see Figure 61, 62 & 63);**
- 16.5.1. The removal of all defective existing patent glazed rooflights and their replacement with new aluminium patent glazing. The new work is to incorporate either replacement 6mm Georgian wired cast safety glass or 6mm toughened cast glass, provided only one type of such glass is used in each building, and allowing for the re-use of existing glass where possible and safe to do so.
- 16.5.2. The removal of all asbestos rope beading within the existing rooflights and its replacement with new neoprene or sim beading.
- 16.5.3. The incorporation of new electrically or mechanically operated top-hung opening lights within the new patent glazed rooflight systems provided that such systems are only installed if required by tenants.
- 16.5.4. The complete removal of the existing patent glazed rooflights from ;
- Building 96
  - The southfacing slopes of the northern wing of building 90
  - and their replacement with a Welsh slate roofing finish to match the surrounding work
- 16.5.5. The retention and repair of any existing roof ridge ventilators, as part of a passive permanent building ventilation system, when combined with low level external wall vents.
- 16.6. Rainwater goods;**
- 16.6.1. The replacement of all plastic rainwater goods with new painted cast iron to match the profile of the original work
- 16.6.2. The replacement of all existing defective rainwater goods with new painted cast iron to match the original work
- 16.6.3. The replacement of any defective valley gutters or main flat roof gutters not visible from ground level with new lead, zinc or single ply membrane gutters
- 16.7. **External walls;**
- 16.7.1. The repair of any existing defective brick walling (i.e. structurally unsound, prone to frost attack, prone to water or damp penetration, or unsympathetic modern replacement) with either existing bricks reclaimed from site, or new imperial bricks, to match the original work in terms of colour, bonding and overall general appearance
- 16.7.2. The repair of all existing defective pointing or jointing (i.e. unsound or unsympathetic poor quality modern repair) with new to match the profile, colour and mix of the original work
- 16.7.3. The replacement of any defective lintels, cills, cornices and concrete or stone facings (i.e. unsound or unsympathetic poor quality modern replacements) with new to match the type, colour and overall general appearance of the original work
- 16.7.4. The replacement of any defective wall vents, quoins, plinths or other element of original wall construction with new to match the original work
- 16.7.5. The repair or replacement of all existing original external render with new cementitious render, provided the colour and finish matches the original work
- 16.8. **External Windows and doors**
- 16.8.1. The replacement of all defective existing windows (i.e. rotten beyond salvage, warped beyond repair or unsympathetic modern replacements) with new metal or timber windows (as required to match the original work) including all ironmongery and provided only that tilt and turn opening lights can be replaced by top hung or bottom hung replacements if they match the size and location of the original work, and that original glazing can be replaced by modern clear float glass provided it matches the thickness and size of the original work
- 16.8.2. The replacement of all existing window ironmongery with new ironmongery to match, as far as is possible, the original work
- 16.8.3. The provision of new opening light black neoprene gaskets (if required for wind and weather-tightness) provided the general appearance of the opening light and surrounding window framework does not materially change from the original work as a result
- 16.8.4. The repair or replacement of all existing external doors and frames with new doors and frames to match the material, size, colour and construction pattern of the original work
- 16.8.5. The replacement of all existing door ironmongery with new ironmongery to match, as far as is possible, the original work

**16.9. Internal windows and doors (Listed buildings only):**

- 16.9.1. The repair and/or replacement of all defective internal doors and windows (i.e. unsound or non-compliant in building regulations terms) with new to match the size, location, and appearance of the original work.
- 16.9.2. The replacement of all defective ironmongery (i.e. inoperable or lacking in security) with new to match as far as is possible the original work

**16.10. Internal walls, ceilings and floors (Listed buildings only):**

- 16.10.1. The repair or replacement of existing painted plaster walls and ceilings with new emulsion painted plaster or plasterboard, provided any original internal cornices, skirtings, dado rails, ceiling roses, moulds or the like are repaired or faithfully reproduced in the new work.
- 16.10.2. The repair or replacement of all original skirtings, frames, linings and the like in new eggshell oil painted sw timber, provided they match the size and pattern of the original work
- 16.10.3. New access hatches as necessary for the proper maintenance of the building, provided their size and framing is the minimum possible; that there is no visible ironmongery and that the finish matches the surrounding work
- 16.10.4. The repair of all original concrete or screeded floors and the installation of new carpet, linoleum, rubber, vinyl or timber floorings to all office, overnight accommodation and craft workshop areas
- 16.10.5. The repair of all existing timber parquet, brick pavior or block floors with new to match existing
- 16.10.6. The replacement of any non-compliant internal walls and ceilings (i.e. non-compliant in building regulations or fire regulations terms) with new plasterboard faced, compliant alternatives, provided the finished appearance matches the original work
- 16.10.7. The provision of new thermally insulated, painted plaster faced internal 'dry-lining' to external walls, where such thermal upgrading is required by Building Regulations and cannot be avoided by any justification based on Listed Building impact, and only where the provision of such dry-lining can be incorporated in a reversible fashion without its fixings causing irrevocable damage to the heritage fabric and only where the work required is the minimum to meet compliance.

**16.11. Heating, electrical distribution and lighting (Listed buildings only):**

- 16.11.1. The provision of new internal wire-suspended fluorescent task lighting to all hangers, workshops, offices, cafes and overnight accommodation units as Fig 48
- 16.11.2. The provision of new ceiling mounted downlighter or fluorescent task lighting to all offices, cafes and overnight accommodation as Fig 49
- 16.11.3. The provision of new wall or ceiling hung, radiant electrical or fan assisted gas powered heater units in hangers, workshops and offices as Fig 51
- 16.11.4. The provision of gas or electrically powered wall hung boilers and associated LPHW radiator heating circuits in offices, cafes and overnight accommodation, using painted copper distribution pipework and painted cast iron or steel radiators
- 16.11.5. The provision of new belfast sinks, taps, drainage and all associated sanitary installations in workshops
- 16.11.6. The provision of new DDA compliant WC facilities, provided they are compartmentalised, and capable of later removal without affecting the listed fabric
- 16.11.7. The provision of new electrical power and data distribution trunking systems provided they are capable of later removal without affecting the listed fabric

- 16.11.8. The provision of all necessary smoke and fire detection systems, and all associated call points, alarms and wiring, provided the work is the minimum required to meet compliance
- 16.11.9. The provision of new external lighting over all unit front entrance doors as Fig 24, provided all supply wiring is hidden from view
- 16.11.10. The provision of new internal workshop lifting gear and carnage

**16.12 Signage**

- 16.12.1. The provision of new internal fire exit and any other necessary H&S signage to meet current fire and Building Regulations, provided only the minimum necessary is installed and the installation does not adversely impact any heritage asset



Fig 48: The provision of new internal wire-suspended fluorescent task lighting to all hangers, workshops, offices, cafes and overnight accommodation units



Fig 49: The provision of new ceiling mounted downlighter or fluorescent task lighting to all offices, cafes and overnight accommodation



Fig 50: Existing radiators such as this one in Building 90, will be re-used if possible



Fig 51: The provision of new wall or ceiling hung, radiant electrical or fan assisted gas powered heater units in hangers, workshops and offices





## 17.0 Bomb stores and Defence Structures

17.1 At present no proposals for these buildings or structures will be included in this HPA.

## 18.0 New development

18.1. It is anticipated that new buildings will be considered in several locations, as set out on Fig 49

18.1.1. Building 97 – a new workshop building to replace the existing Inflammable store

18.1.2. Building 135 – a new rear extension to the existing Special Repair Shed

18.1.3. Building 136 /138 – new workshops to replace the removed original Coal Yard buildings

18.1.4. It is accepted that whilst this HPA might anticipate the scope of new development outlined here, new planning applications will be needed for any of these proposals.

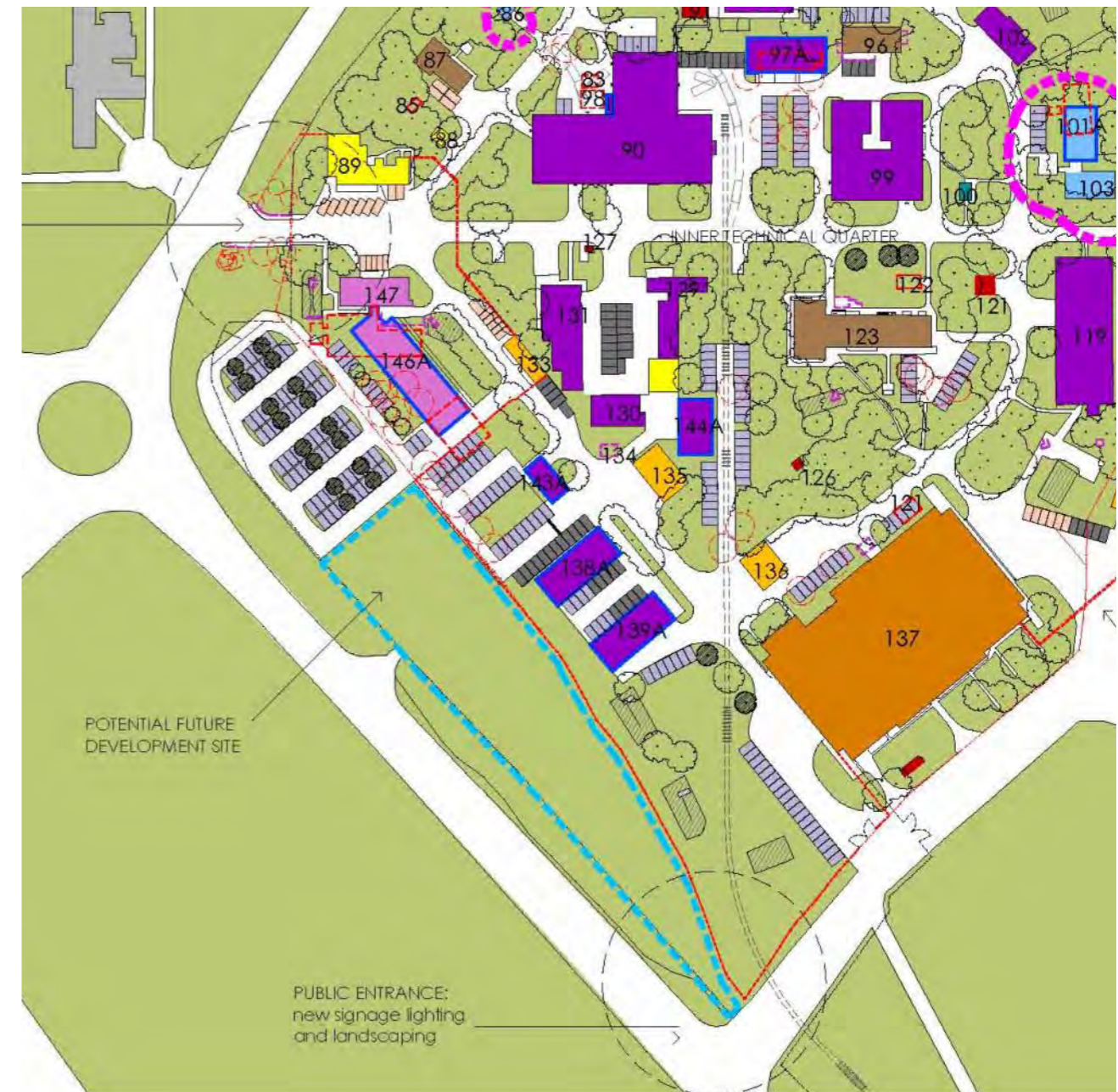


Fig 52: It is anticipated that new buildings will be considered in several locations

## 19.0 Exclusions

- 19.1 The following works are not covered by this HPA and would need independent planning, listed building and/or conservation area consents;
  - 19.1.1 Demolition (external or internal within LBs)
  - 19.1.2 New uses (or different use allocations) beyond those outlined in the 'Specifically agreed uses'
  - 19.1.3 Repair and refurbishment beyond the 'Specifically Agreed Refurbishment works'
  - 19.1.4 Construction changes beyond the 'Specifically Agreed Construction'
  - 19.1.5 Any extensions to existing buildings
  - 19.1.6 Any major internal changes to listed buildings
  - 19.1.7 Any additional security fencing or physical demarcation, beyond the 'Specifically Agreed New Access Arrangements'
  - 19.1.8 Any new paintwork colours beyond the 'Specifically Agreed Paint Colours' set out in this HPA
  - 19.1.9 Any new development
  - 19.1.10 Any landscape changes beyond those outlined 'Specifically Agreed External Works'



- 20.1 Specifically Agreed Uses - Use plan
- 20.2 Specifically Agreed Construction – agreed construction drawings and specifications
- 20.3 Existing plans and elevations of all buildings



Appendix



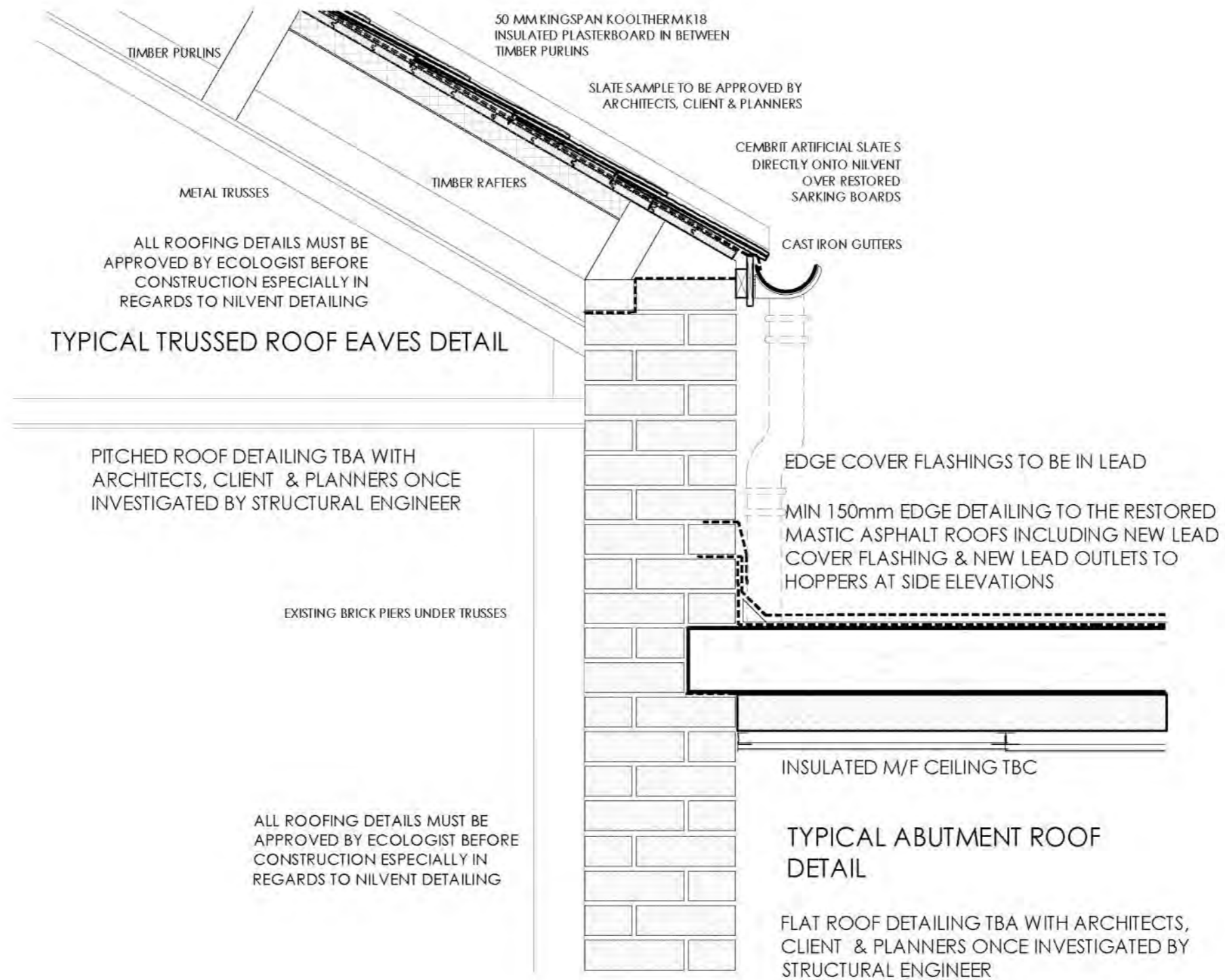
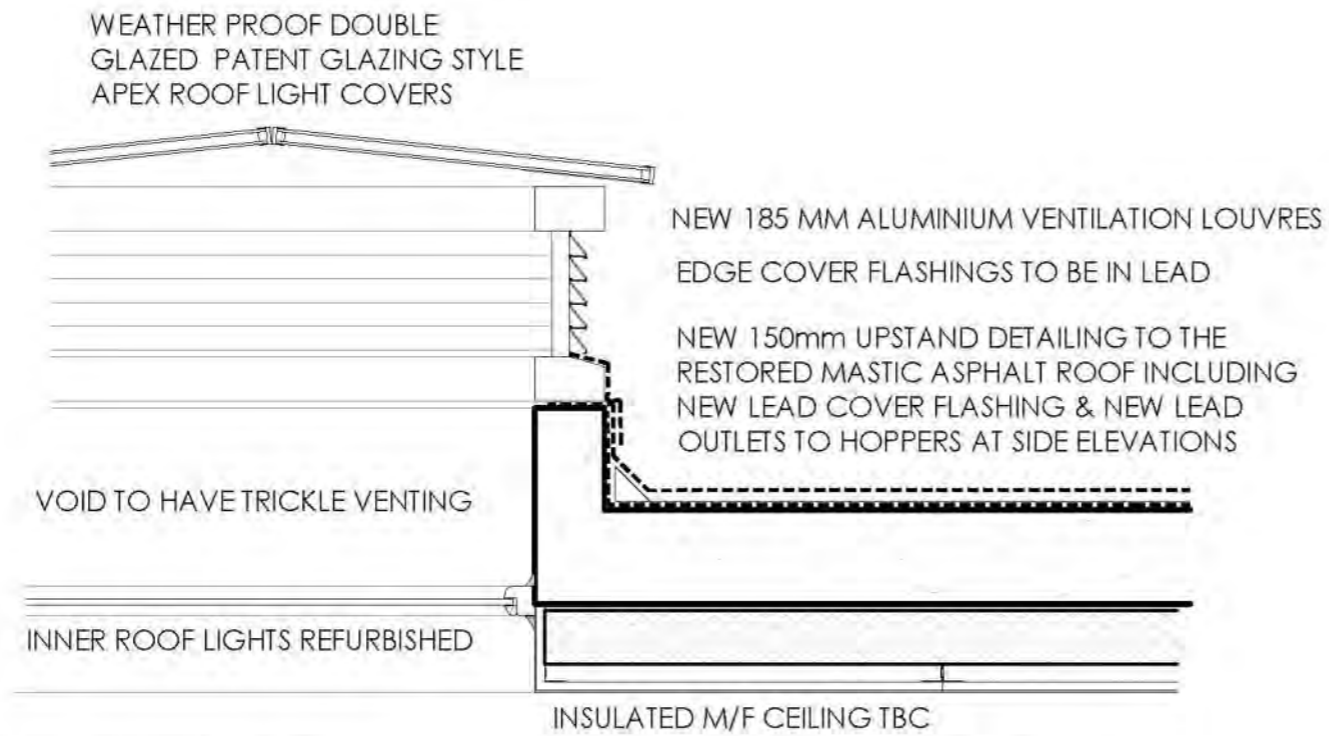


Fig 54 : Proposed detail for junction of pitched roof with flat roofs

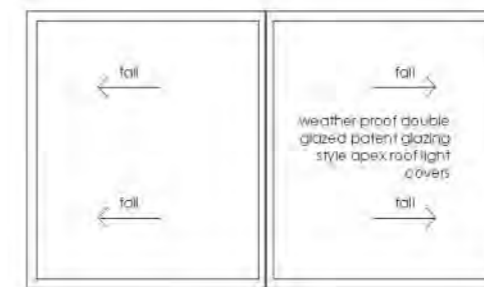
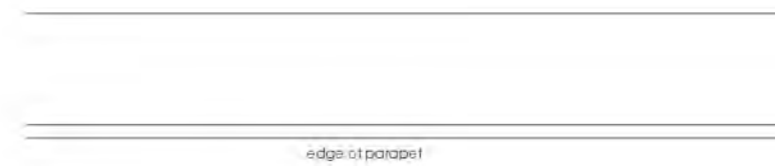


REFER TO STRUCTURAL ENGINEER FOR FLAT ROOF REMEDIATION DETAILS  
ALL ROOFING DETAILS MUST BE APPROVED BY ECOLOGIST BEFORE CONSTRUCTION ESPECIALLY IN REGARDS TO NILVENT DETAILING

ROOF DETAIL SCALE 1:10

TYPICAL ROOF LIGHT DETAIL

ROOF LIGHT DETAILING TBA WITH ARCHITECTS, CLIENT & PLANNERS ONCE INVESTIGATED BY STRUCTURAL ENGINEER



ROOF PLAN SCALE 1:20

Fig 55: Proposed detail of new rooflights in flat roofs

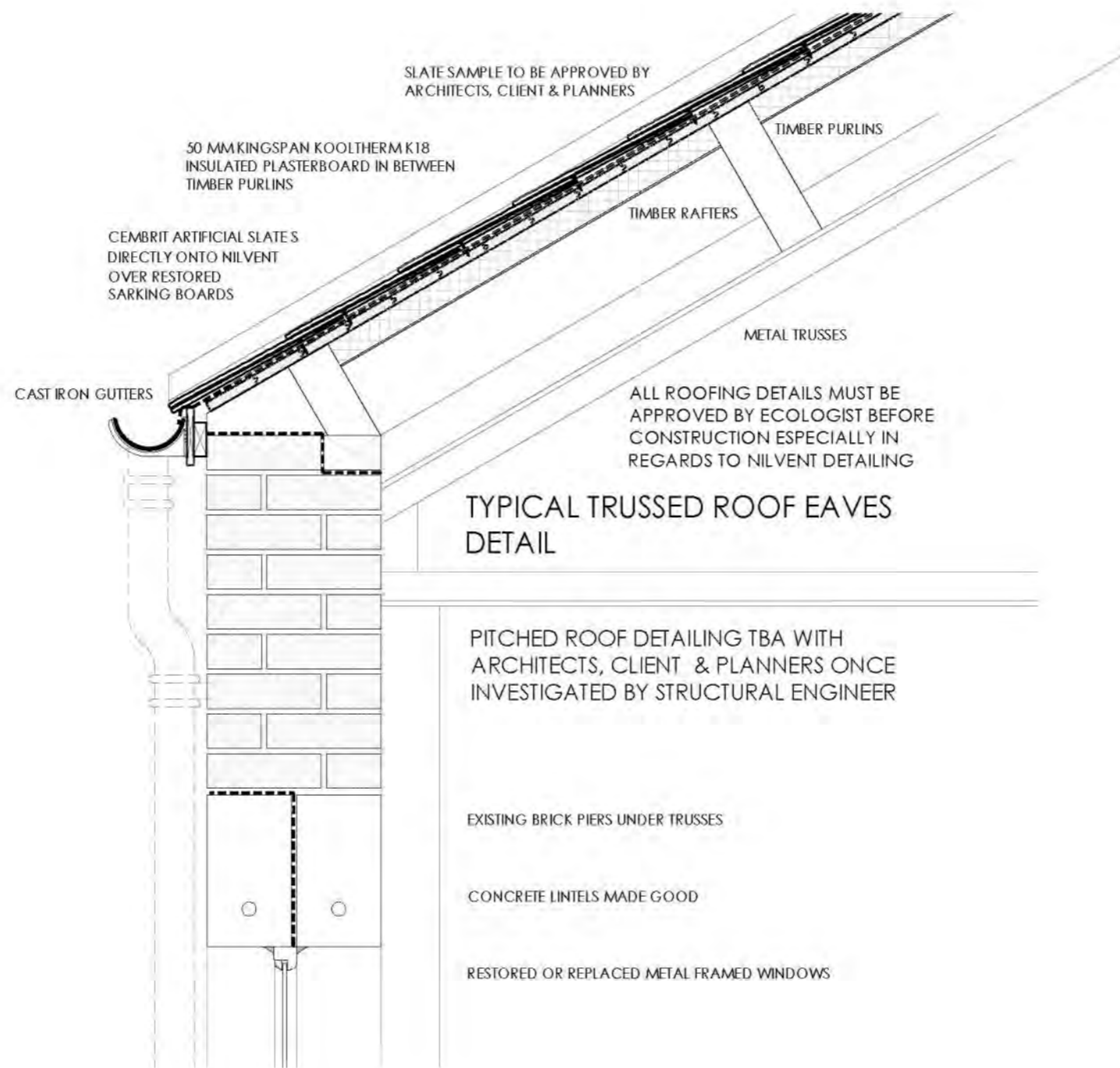
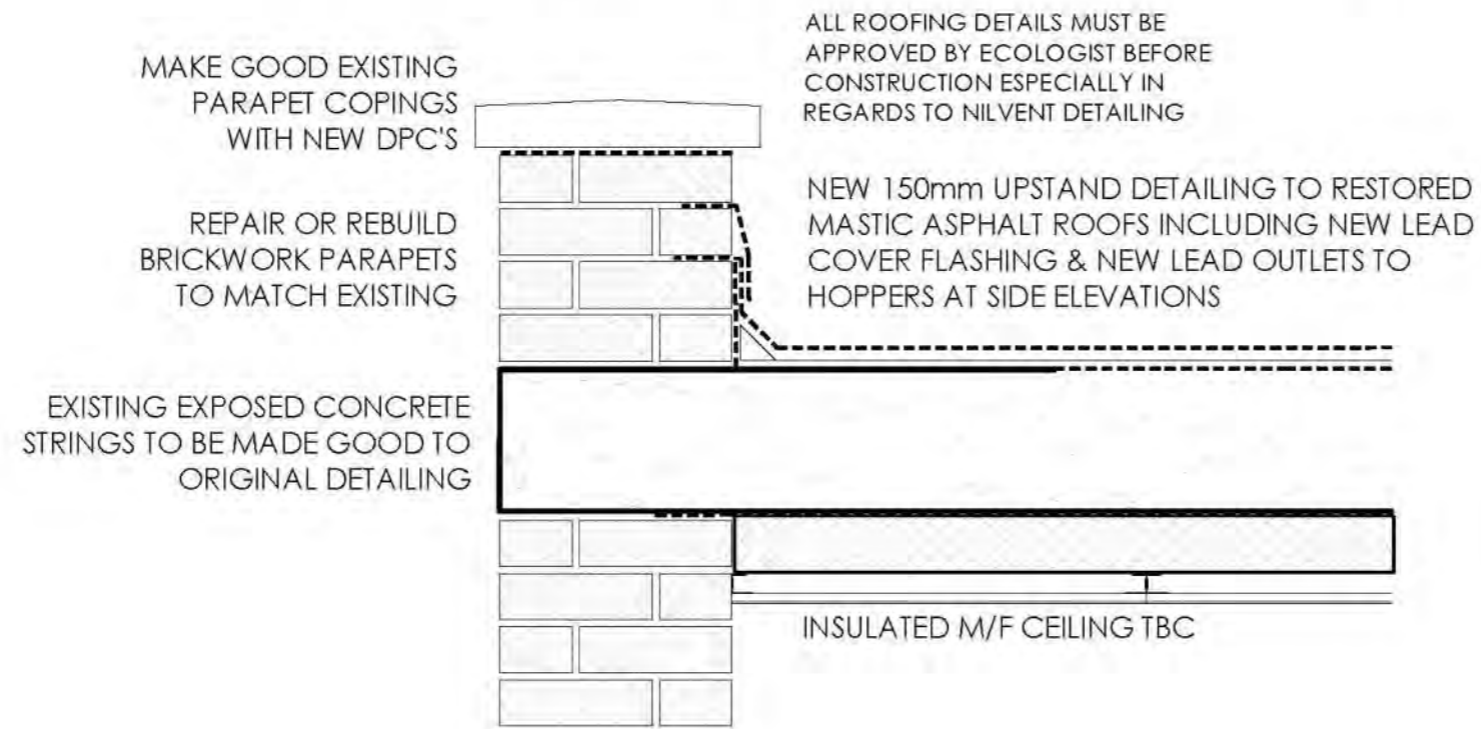


Fig 56: Typical trussed roof eaves detail

PARAPET EDGE COVER FLASHINGS TO BE IN LEAD & OUTLET FLASHINGS TO BE IN LEAD



FLAT ROOF DETAILING TBA WITH ARCHITECTS, CLIENT & PLANNERS ONCE INVESTIGATED BY STRUCTURAL ENGINEER

DETAIL 'D'

Fig 57: Proposed flat roof recovering

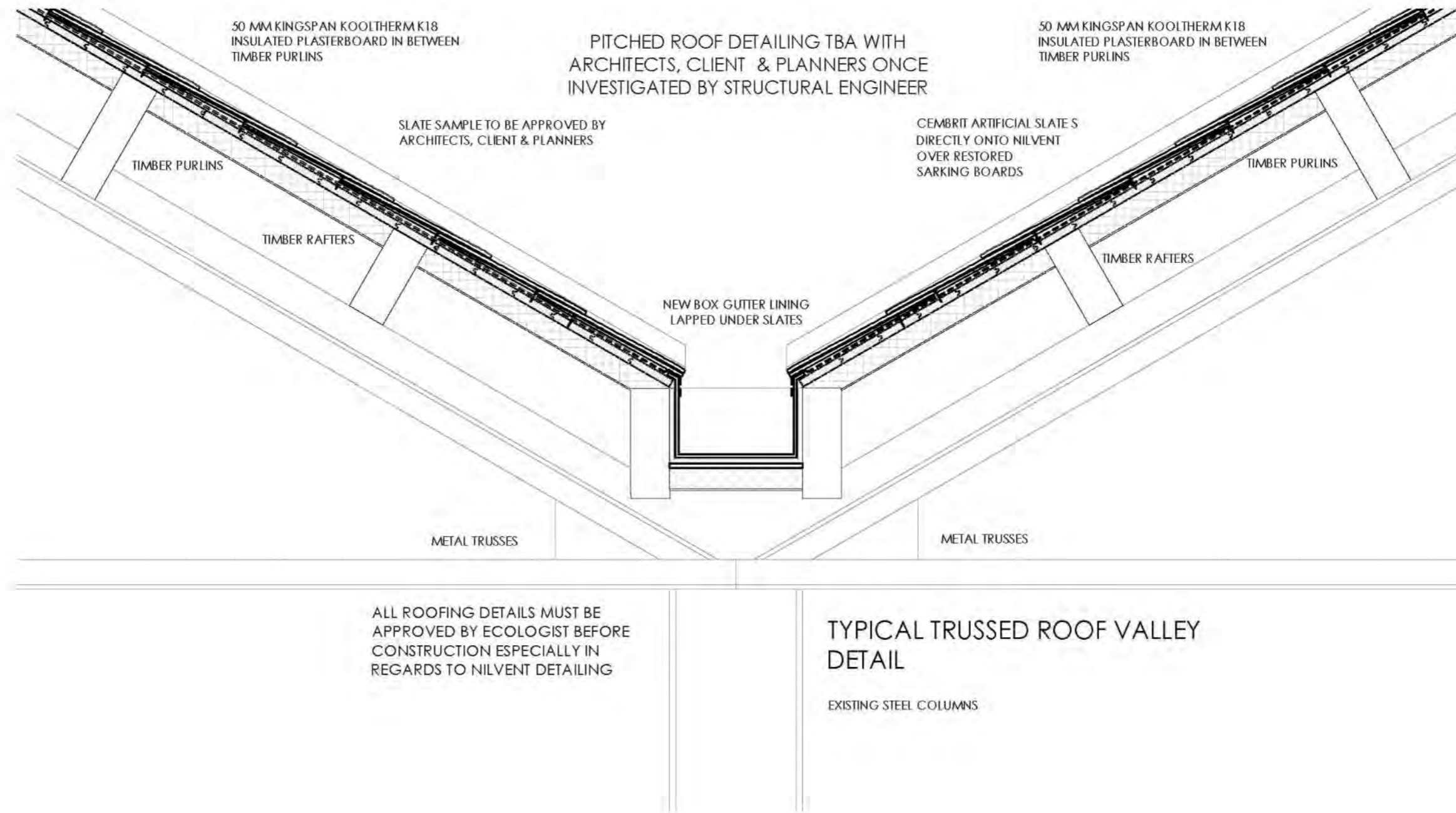


Fig 58: Proposed replacement valley gutter details

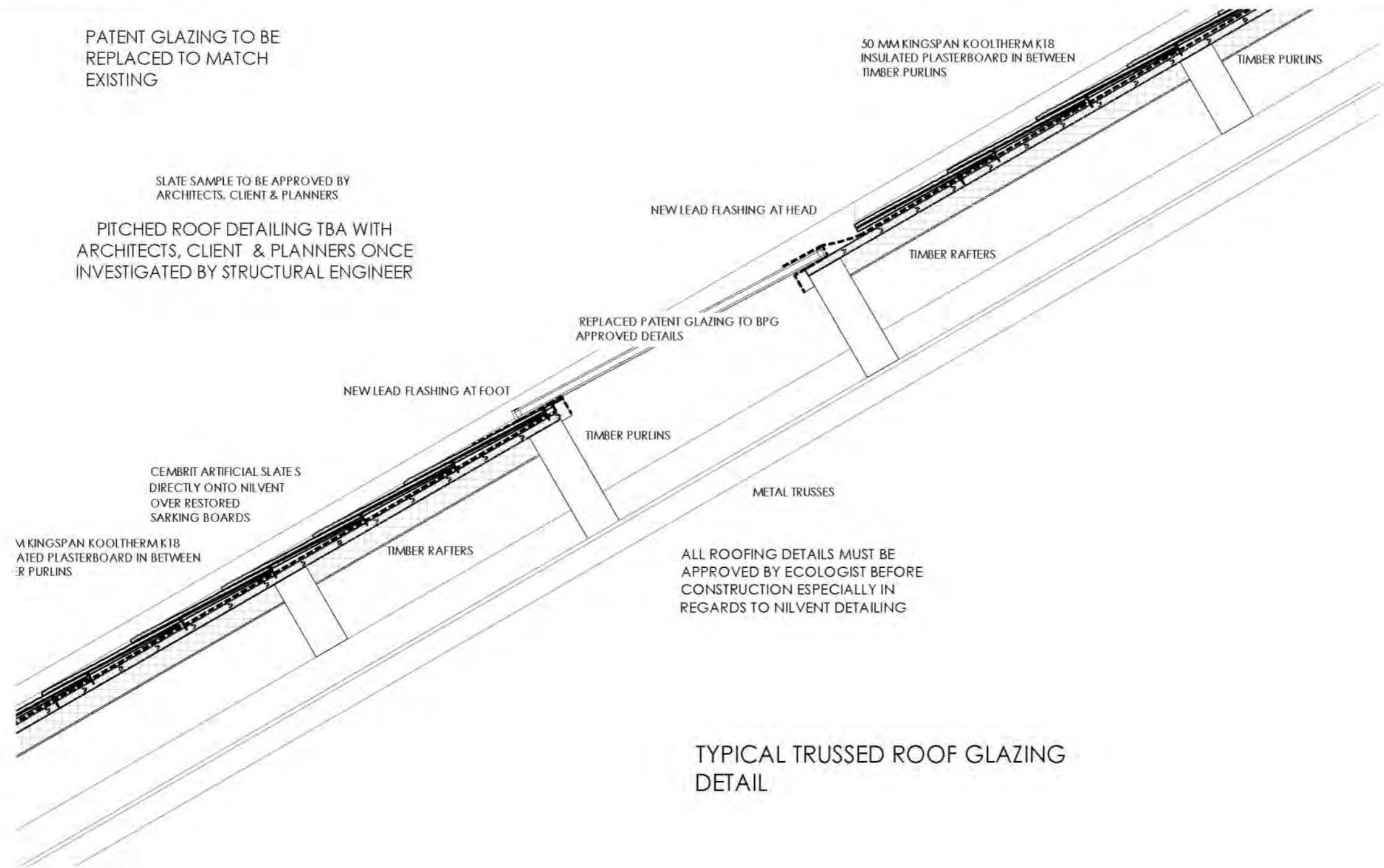
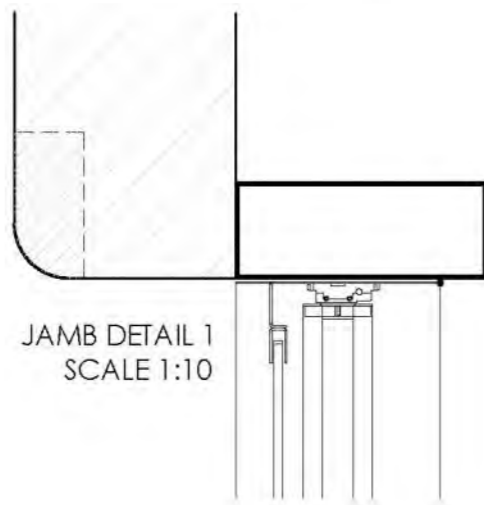
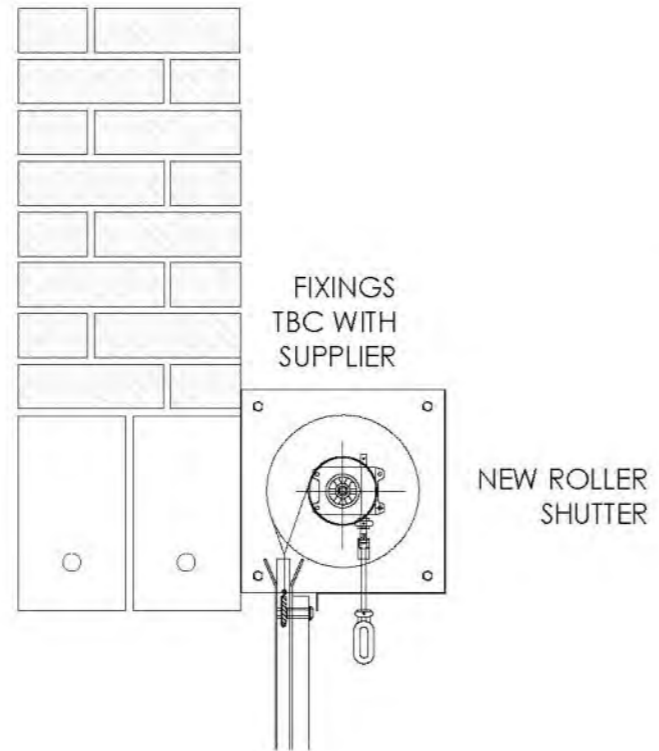


Fig 59: Proposed trussed roof glazing details



HEAD DETAIL 1-INBOARD SHUTTER  
SCALE 1:10



ELEVATION SCALE 1:20

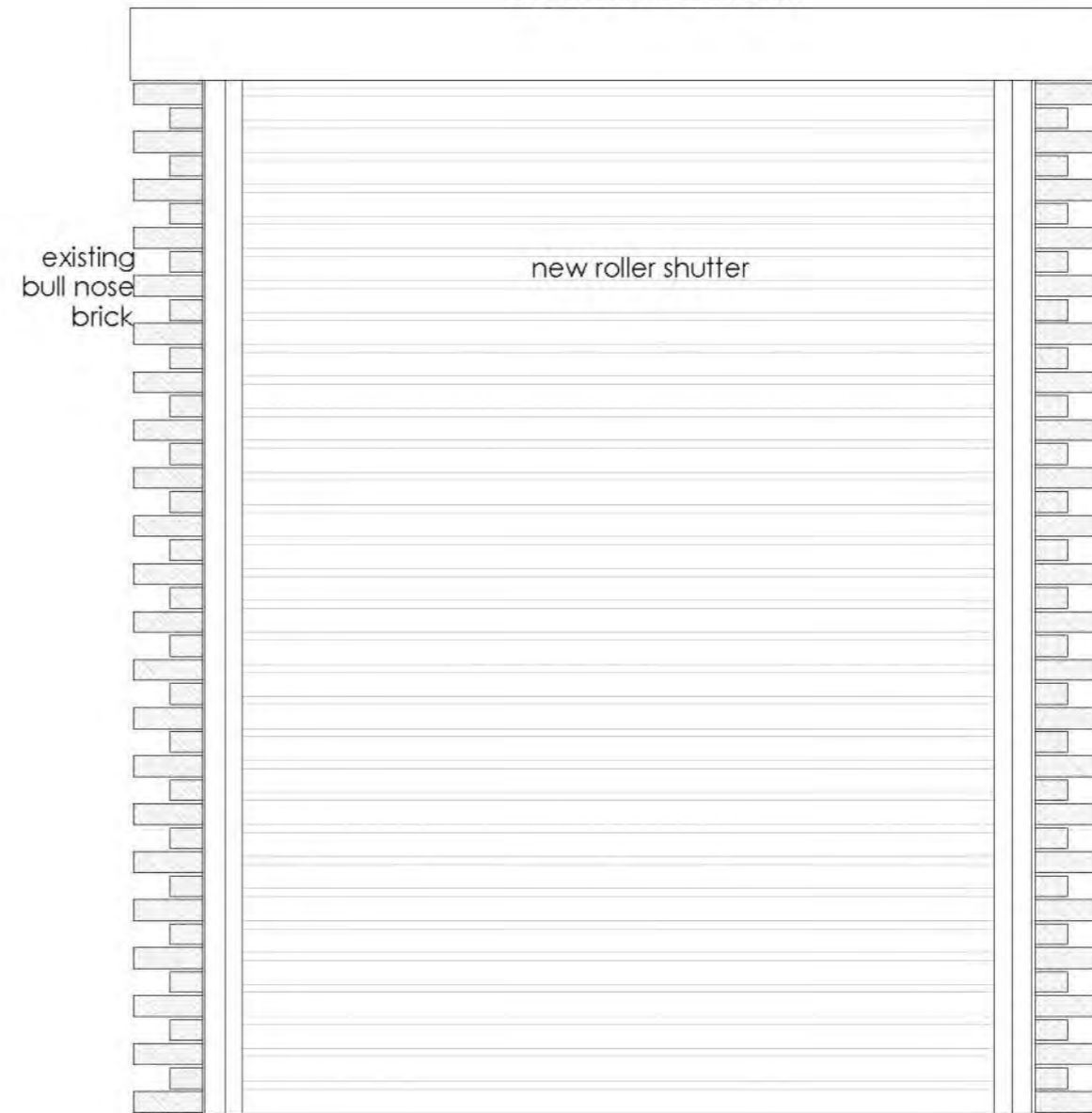


Fig 60: Proposed new service door details

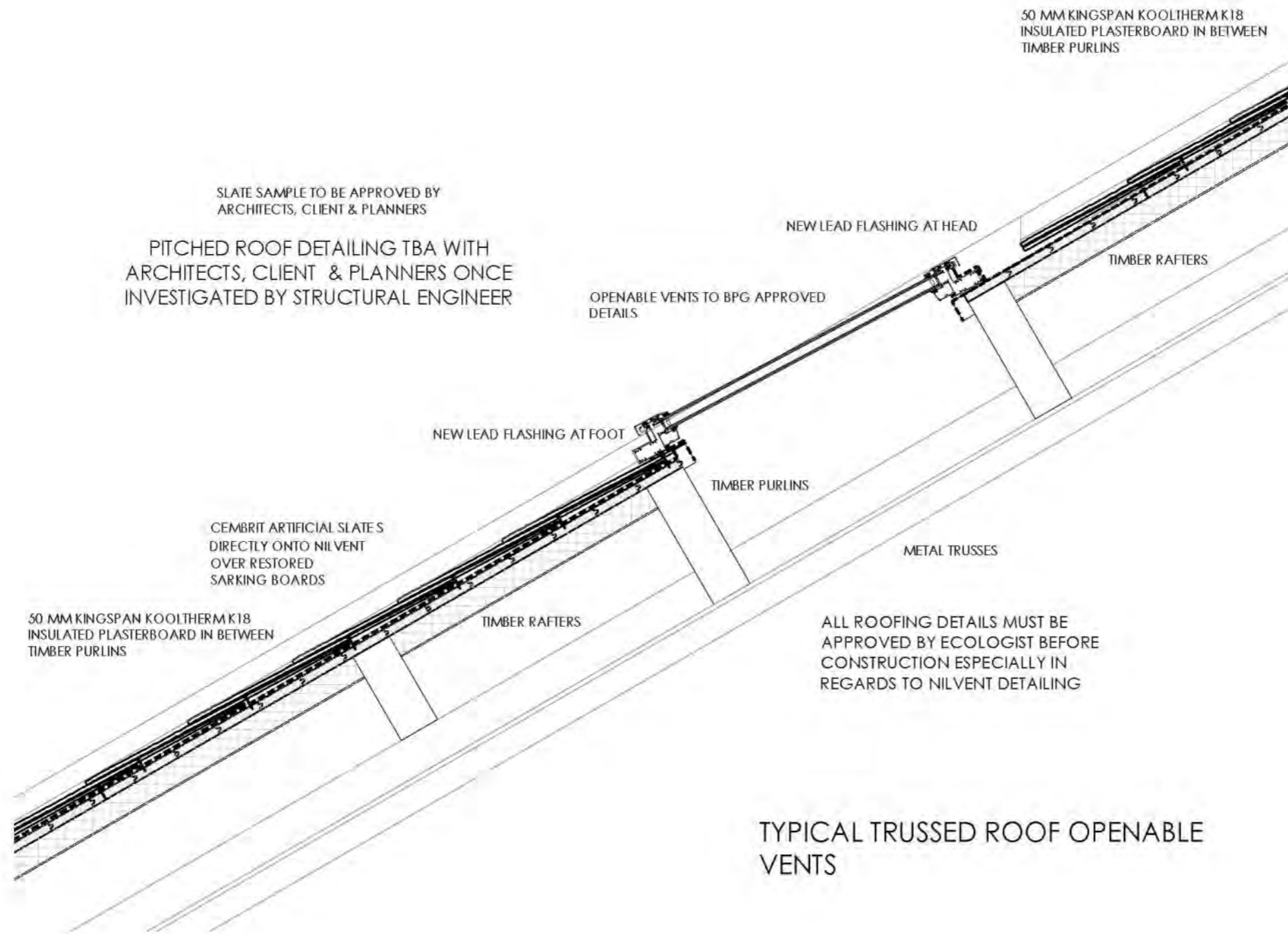


Fig 61: Proposed replacement patent glazing to roofs; new openable vents

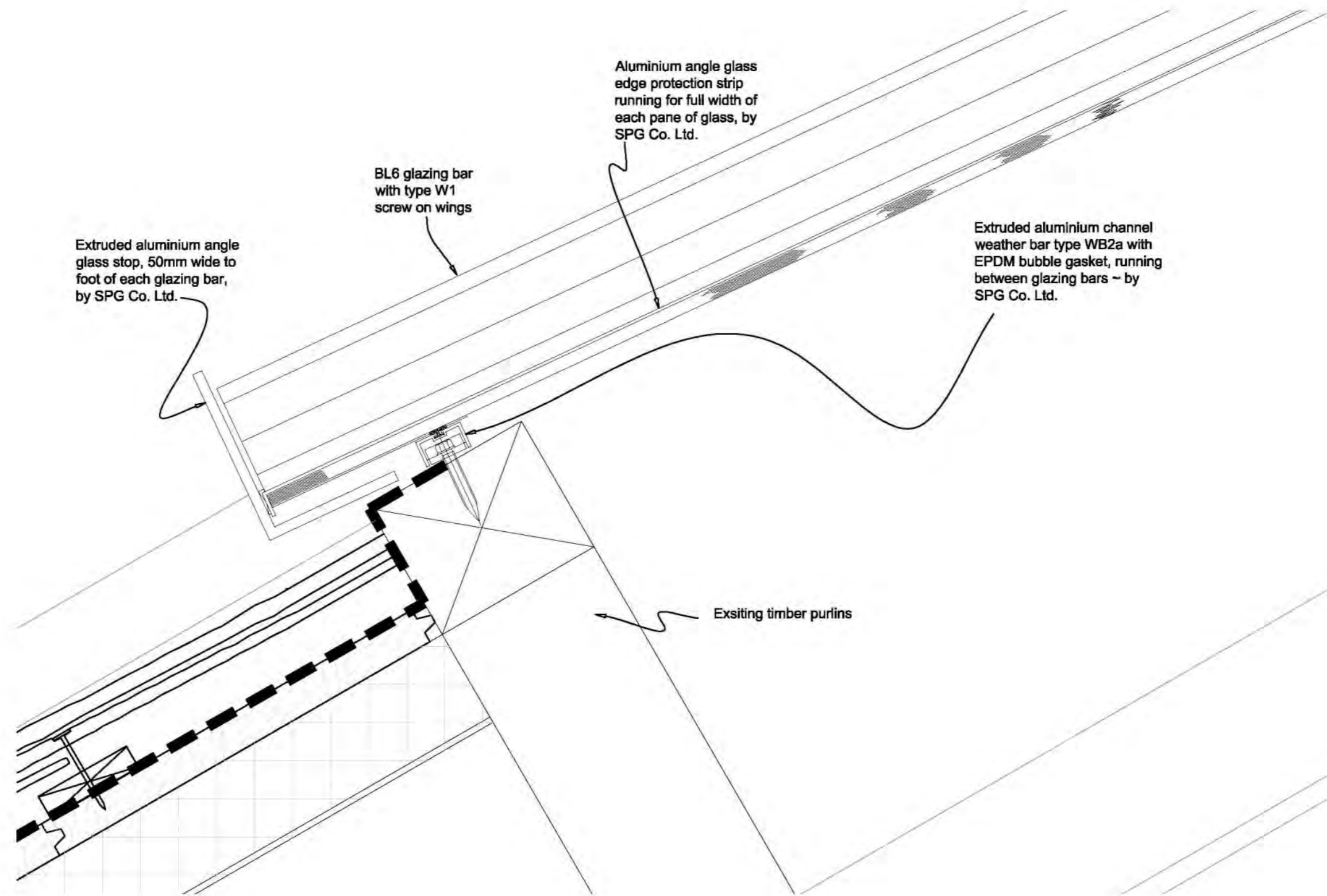


Fig 62: Proposed detail at cill of replacement patent glazing to roofs

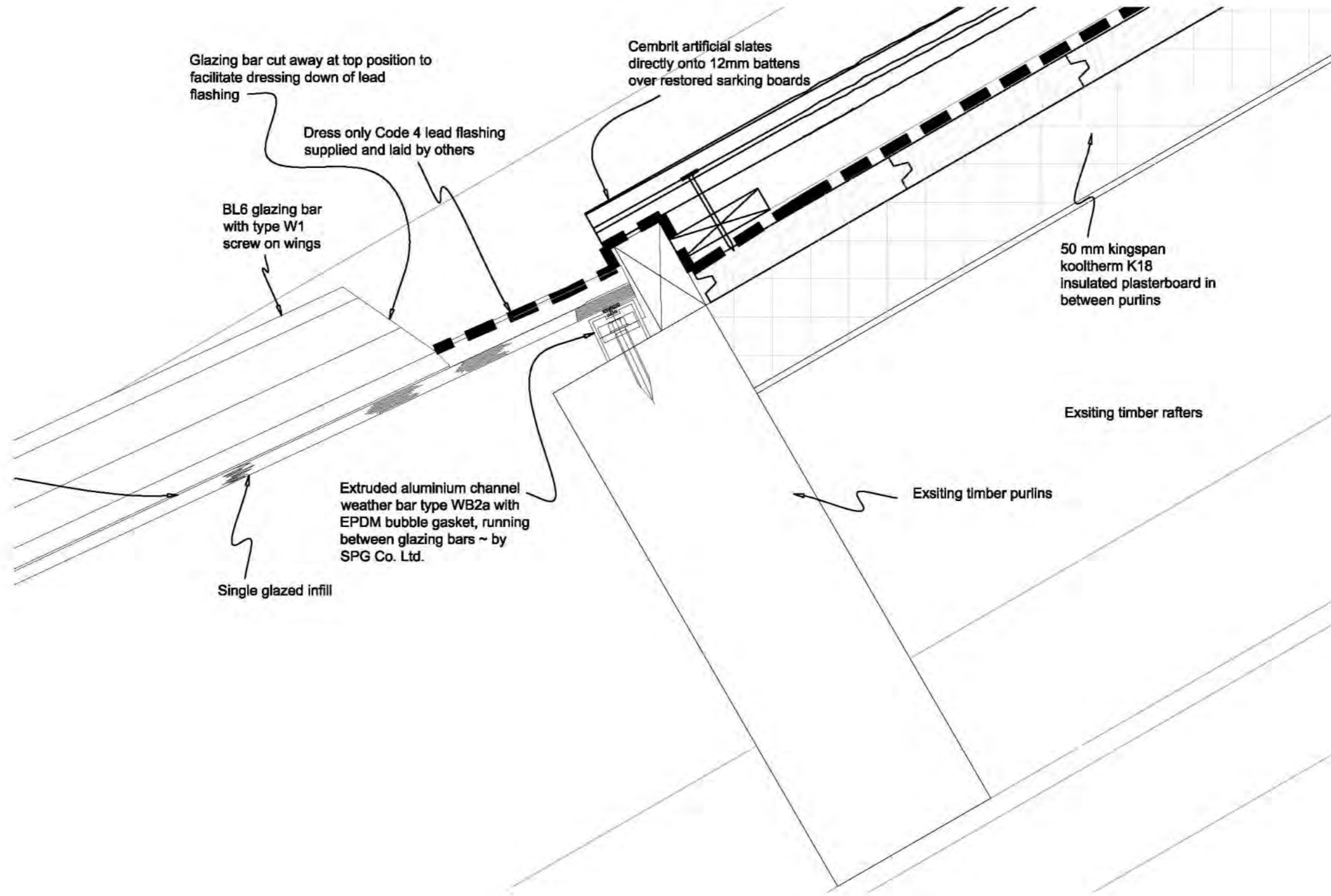
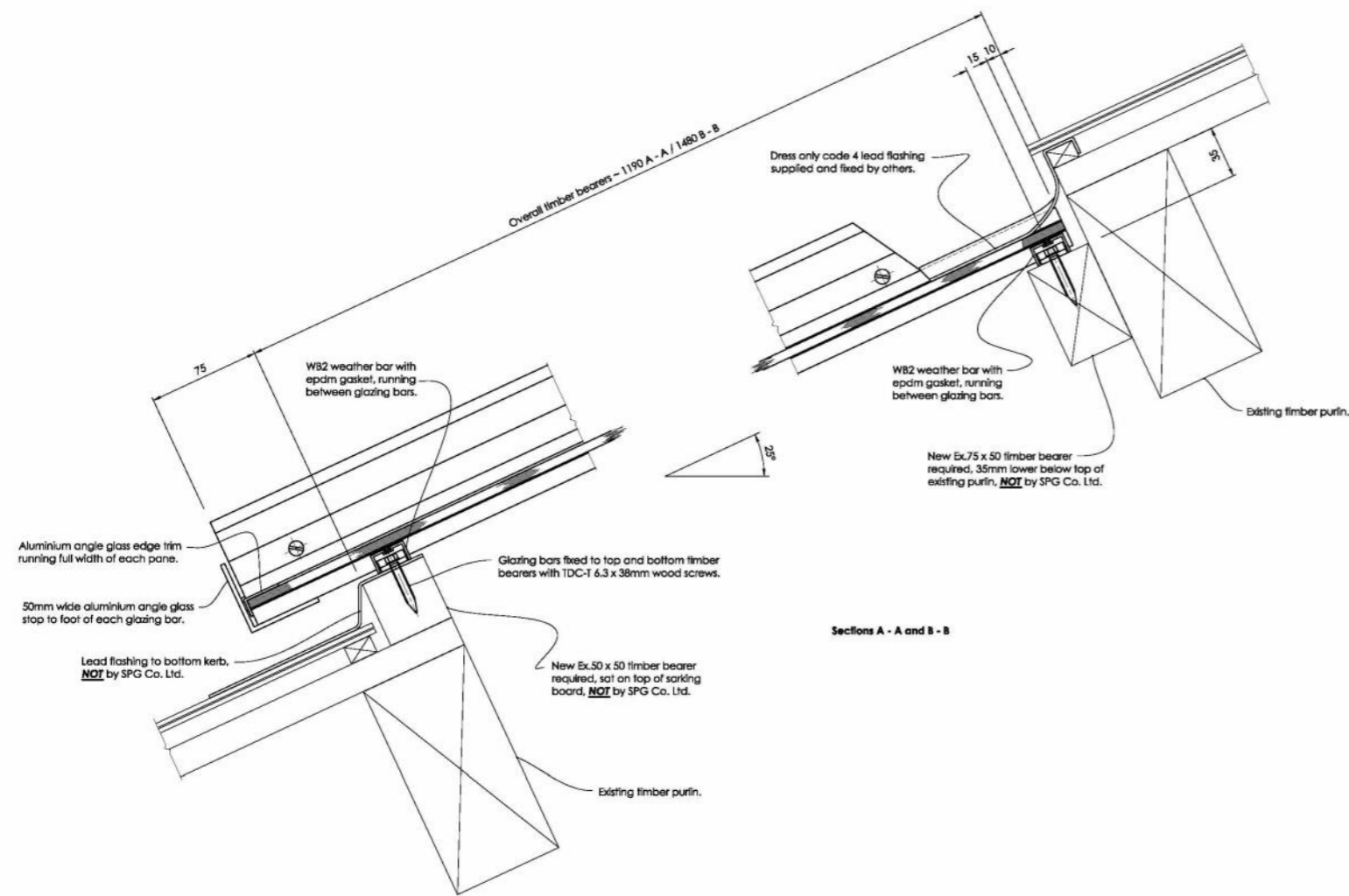
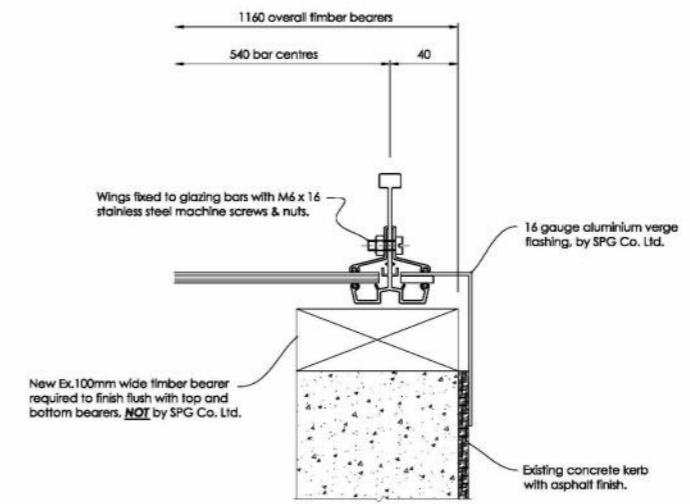
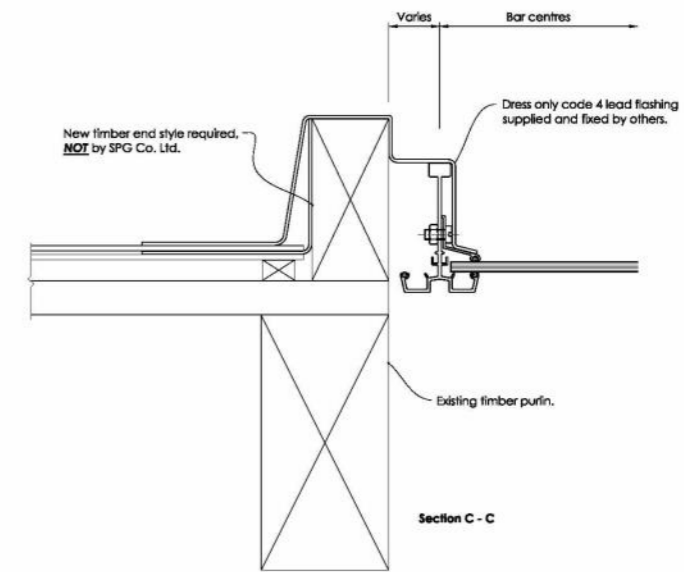


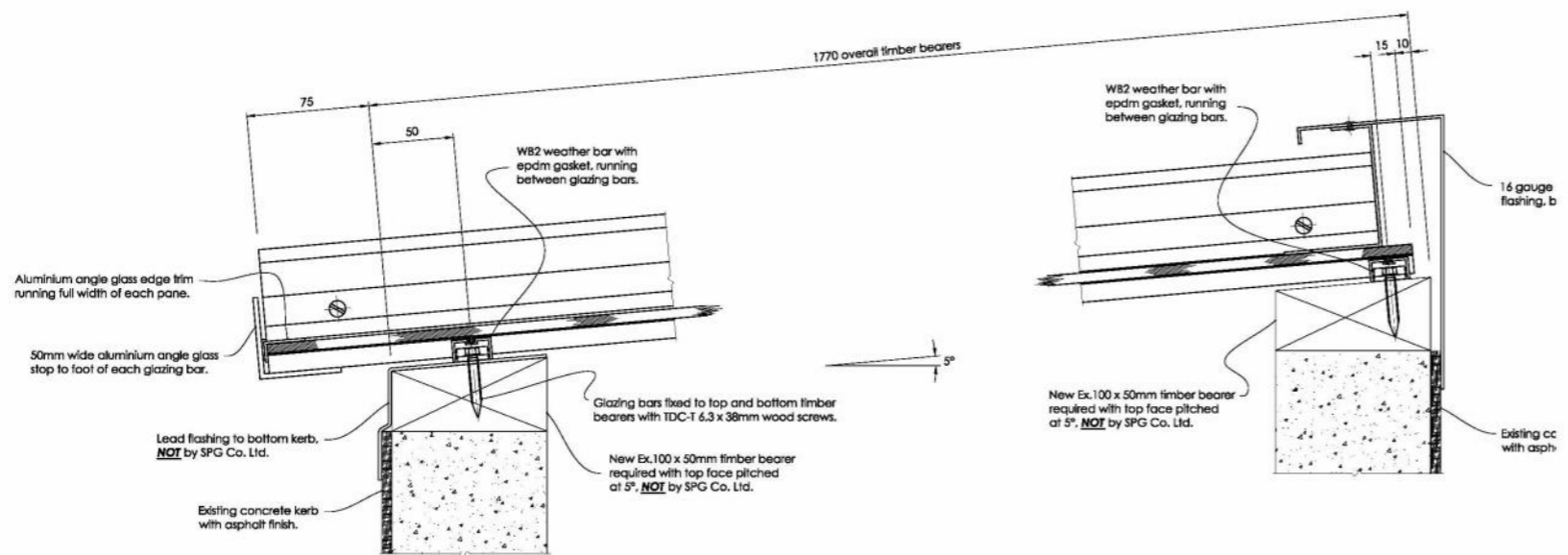
Fig 63: Proposed detail at head of replacement patent glazing to roofs



Sections A - A and B - B



Section E - E



Section D - D

| REV. | DATE | DESCRIPTION | INITIALS |
|------|------|-------------|----------|
|------|------|-------------|----------|

TITLE  
Sections through glazing to Building 90  
PROJECT  
Bicester Heritage  
Buckingham Road  
Bicester  
Oxon  
OX27 8AL  
MAIN CONTRACTOR  
Beard Construction Ltd.  
ARCHITECT  
Gaunt Francis Architects

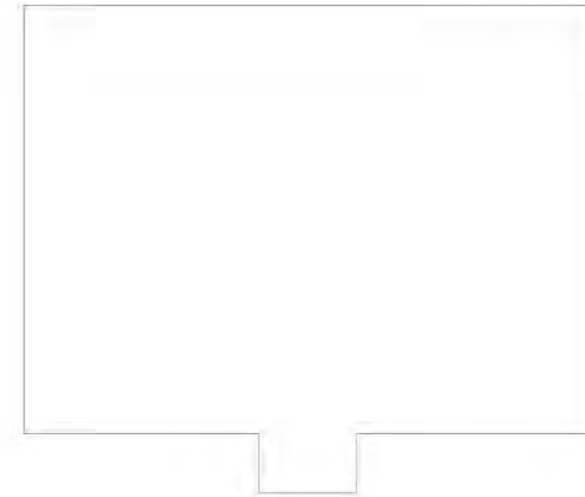
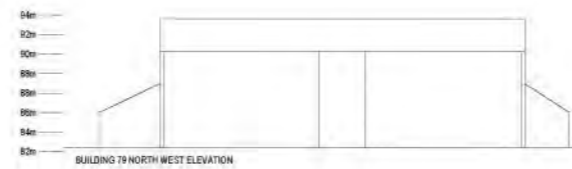
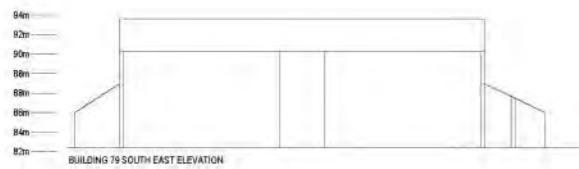
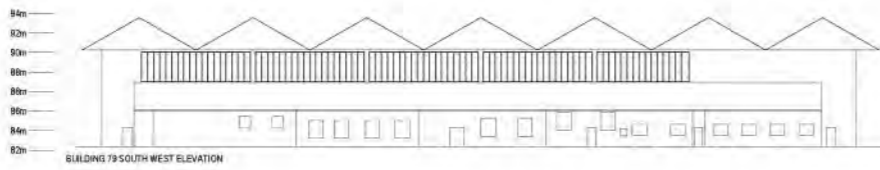
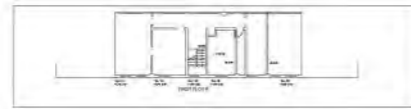
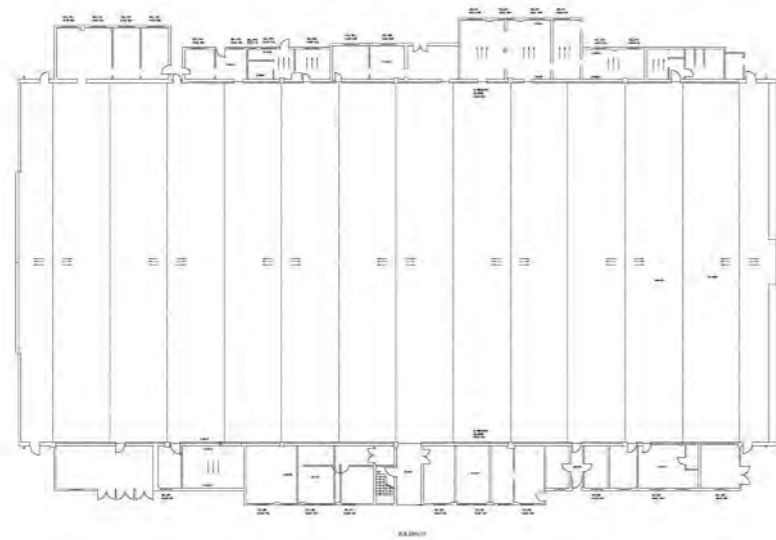
100 YEARS OF SERVICE  
Tel: 01924 461213 Fax: 01924 458063  
www.patent-glazing.com  
**The Standard**  
Patent Glazing Company

Flagship House  
Forge Lane  
Dewsbury  
West Yorkshire  
WF12 9EL

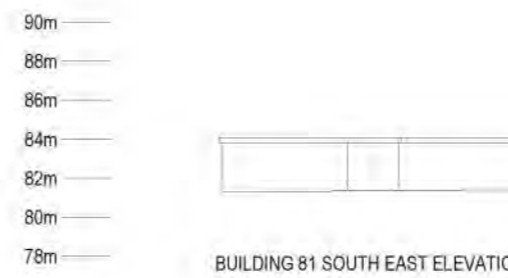
Email: info@patent-glazing.com  
GQP 3-3 ISSUE 1 AMENDMENT 1  
DRAWN BY: S Dean DATE: 11.09.14  
DRAWING No. 40814 / 02 REV. .

NOTES

- This drawing is copyright. It must not be copied or disclosed (in whole or in part) to third parties without our written consent.
- The design and details shown on this drawing conform to the requirements of BS 5936: Parts 1 and 2 - Patent Glazing and Sliding Glazing for Buildings.
- Do not scale dimensions or details from this drawing. If in doubt, please ask.
- Structural timber bearers to be designed by a Structural Engineer to withstand all loadings imposed by the patent glazing.
- Scales @A1: 1:2
- Finish: Aluminium sections to be supplied in their 'mill' finish state.
- Finish note - All joints to be sealed airtight with Autocal 1095 silicone sealant.
- This drawing to be read in conjunction with the following drawings:  
40814 / 01 - Plan on glazing to Building 90



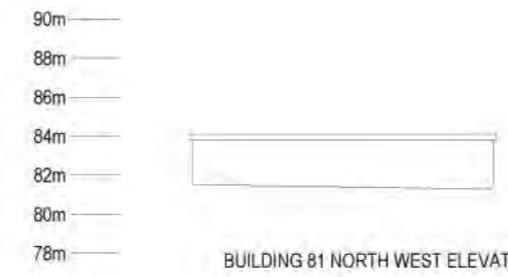
BUILDING 81  
(RESERVOIR TANK)



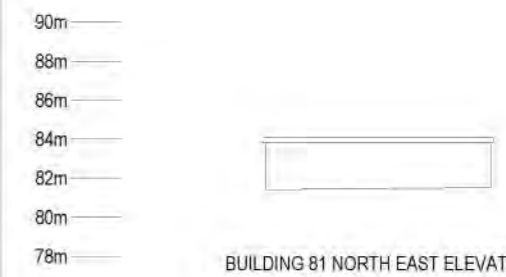
BUILDING 81 SOUTH EAST ELEVATION



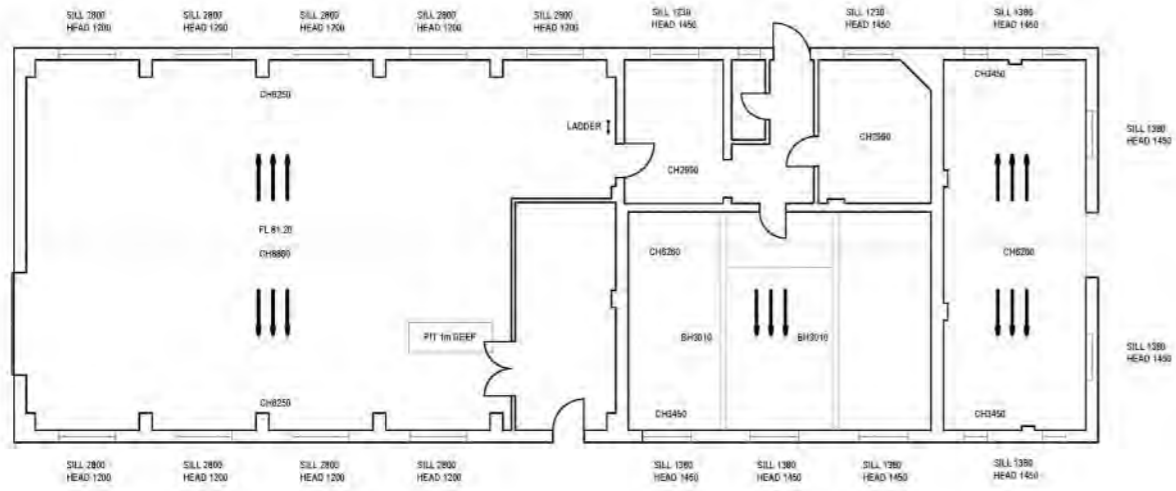
BUILDING 81 SOUTH WEST ELEVATION



BUILDING 81 NORTH WEST ELEVATION



BUILDING 81 NORTH EAST ELEVATION



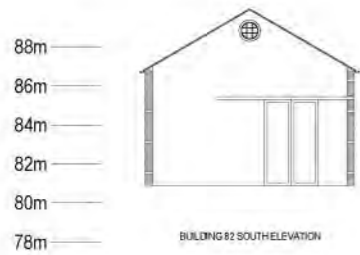
BUILDING 82



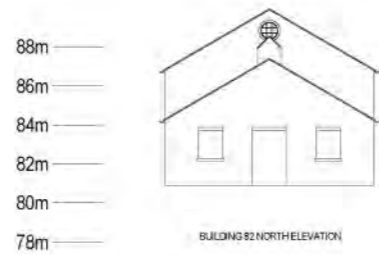
BUILDING 82 EAST ELEVATION



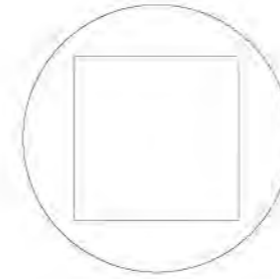
BUILDING 82 WEST ELEVATION



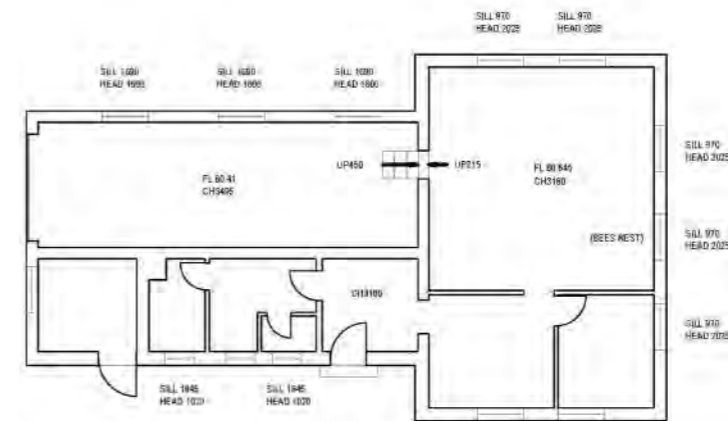
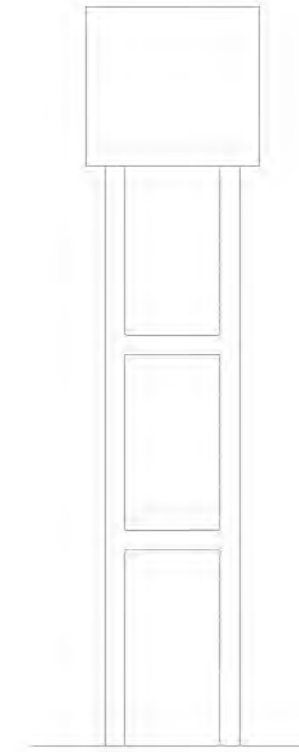
BUILDING 82 SOUTH ELEVATION



BUILDING 82 NORTH ELEVATION



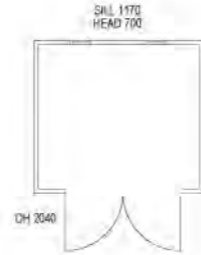
BUILDING 84  
HIGH LEVEL WATER TANK



BUILDING 87



BUILDING 86  
BORE HOLE PUMP  
HOUSE  
(SURVEYED FROM  
OUTSIDE)



BUILDING 88  
FIRE PARTY HUT  
(SURVEYED FROM  
OUTSIDE)

90m  
88m  
86m  
84m  
82m  
80m  
78m



BUILDING 86  
SOUTH EAST  
ELEVATION

90m  
88m  
86m  
84m  
82m  
80m  
78m



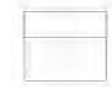
BUILDING 86  
SOUTH WEST  
ELEVATION

90m  
88m  
86m  
84m  
82m  
80m  
78m



BUILDING 88  
SOUTH EAST  
ELEVATION

90m  
88m  
86m  
84m  
82m  
80m  
78m



BUILDING 88  
SOUTH WEST  
ELEVATION

90m  
88m  
86m  
84m  
82m  
80m  
78m



BUILDING 86  
NORTH WEST  
ELEVATION

90m  
88m  
86m  
84m  
82m  
80m  
78m



BUILDING 86  
NORTH EAST  
ELEVATION

90m  
88m  
86m  
84m  
82m  
80m  
78m



BUILDING 88  
NORTH WEST  
ELEVATION

90m  
88m  
86m  
84m  
82m  
80m  
78m

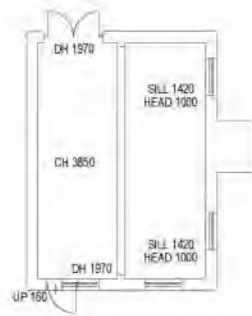


BUILDING 88  
NORTH EAST  
ELEVATION





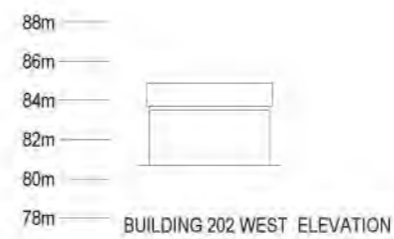
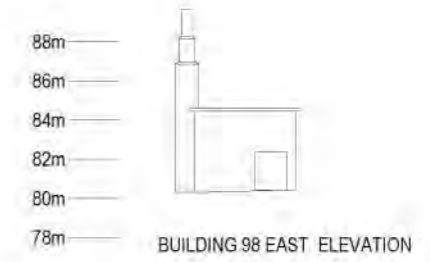
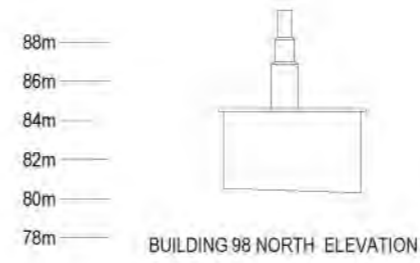
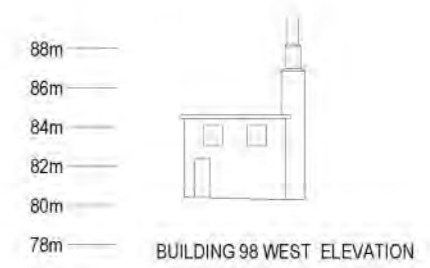
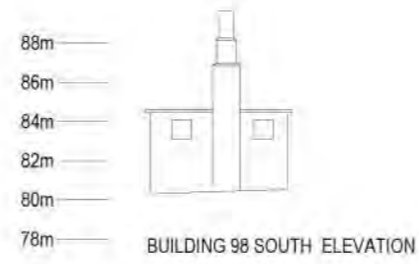
BUILDING 83

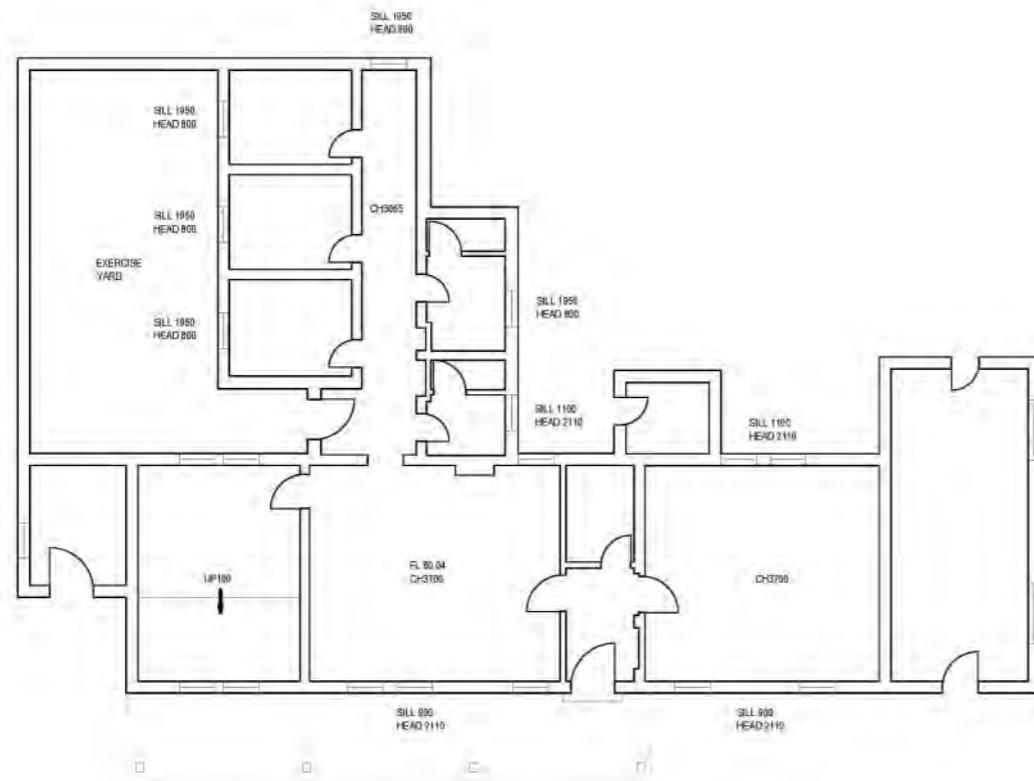


BUILDING 98  
PLANT ROOM



BUILDING 202  
(NO ACCESS- BUILDING  
UNSAFE)





BUILDING 89



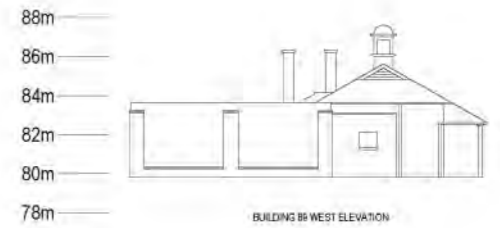
BUILDING 89 SOUTH ELEVATION



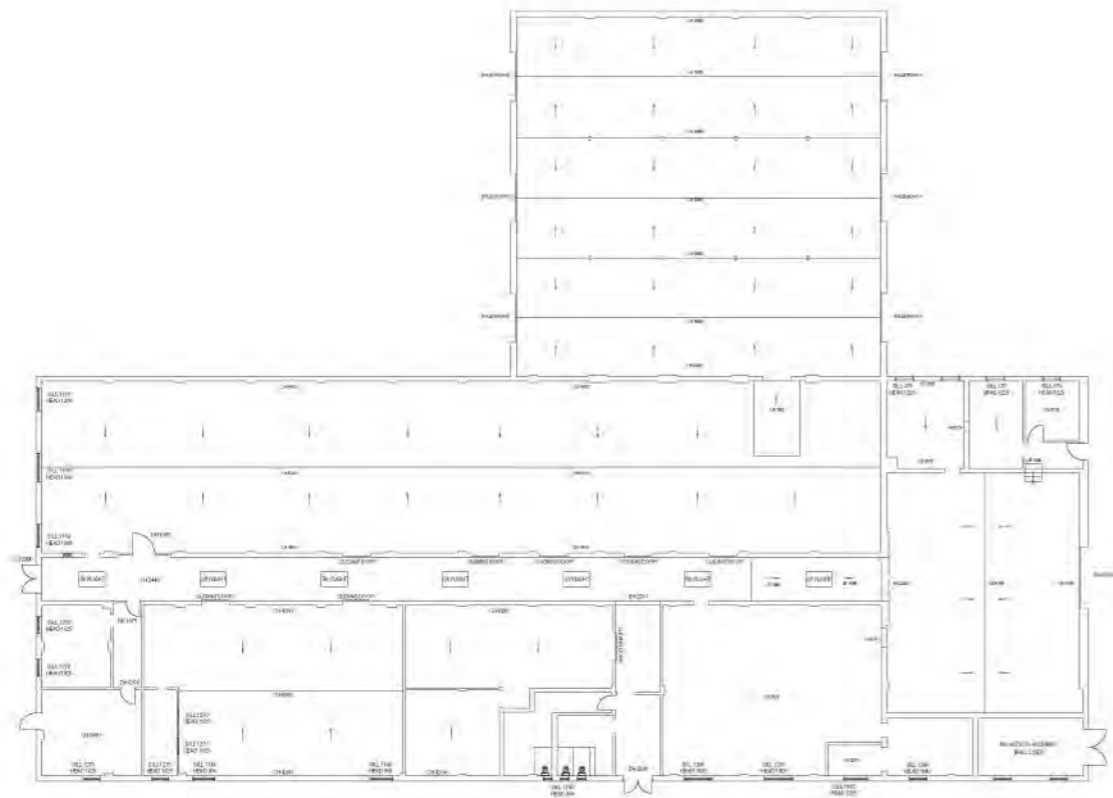
BUILDING 89 EAST ELEVATION



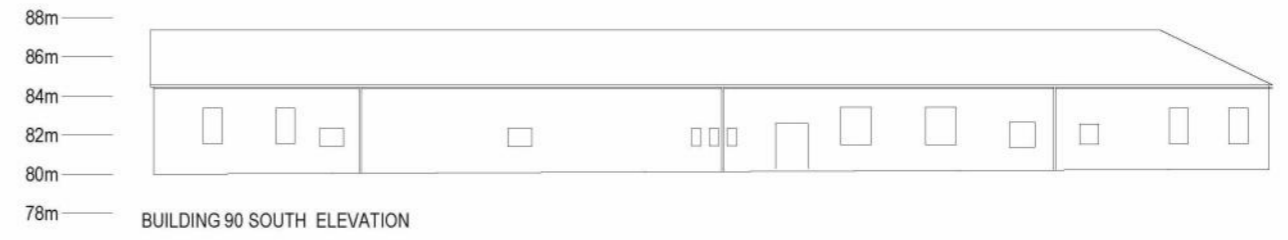
BUILDING 89 NORTH ELEVATION



BUILDING 89 WEST ELEVATION



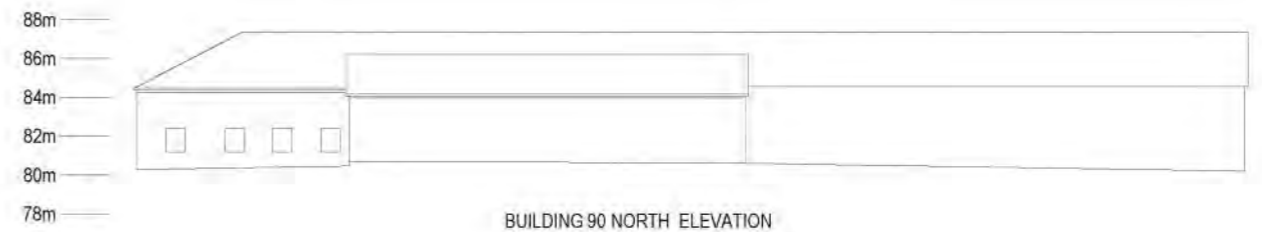
BUILDING 90  
MAIN STORES



BUILDING 90 SOUTH ELEVATION



BUILDING 90 WEST ELEVATION

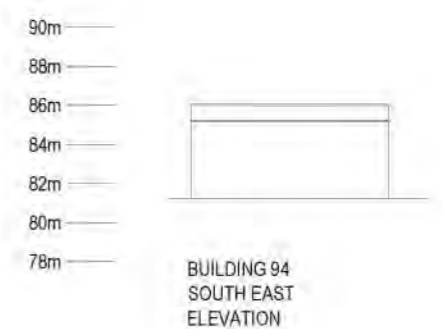
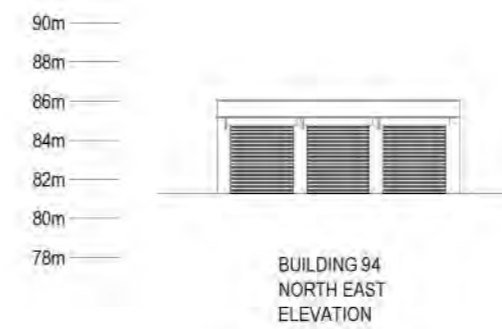
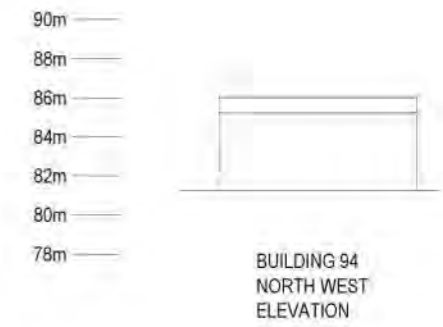
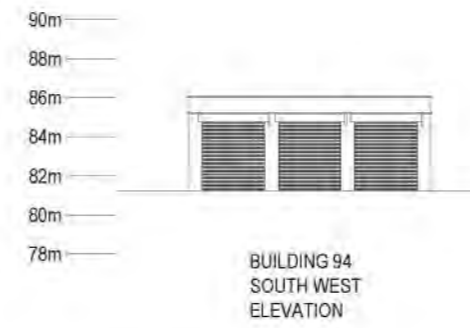
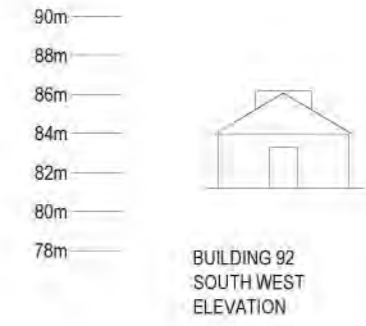
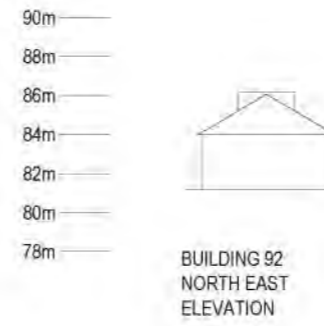
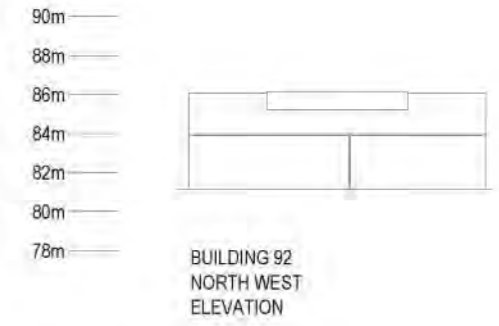
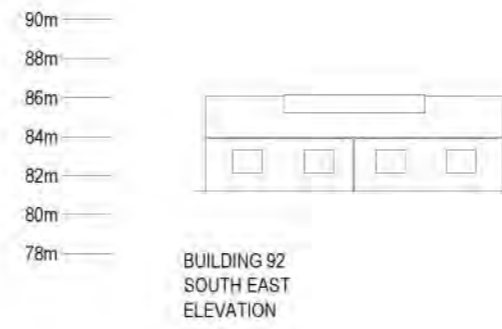
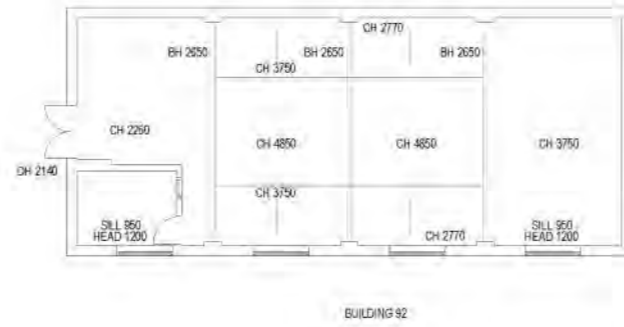
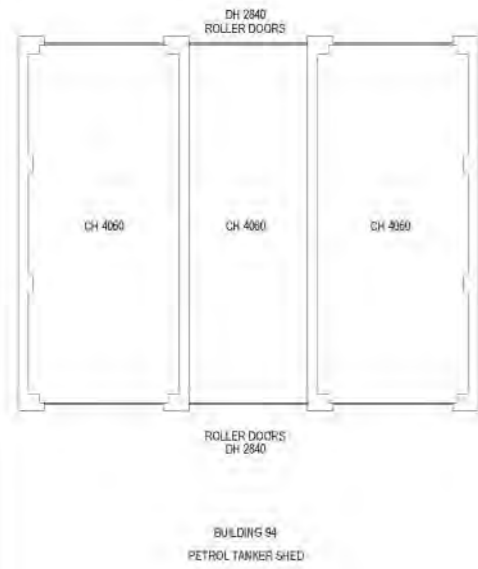


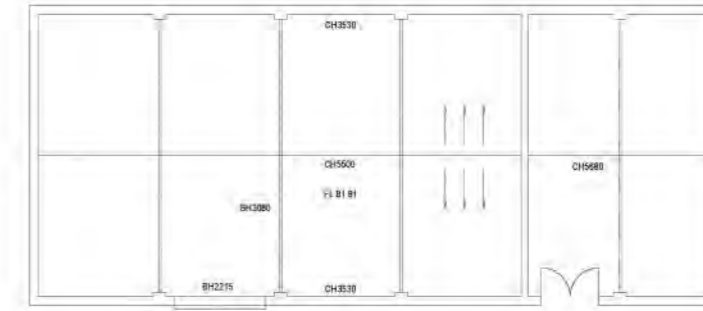
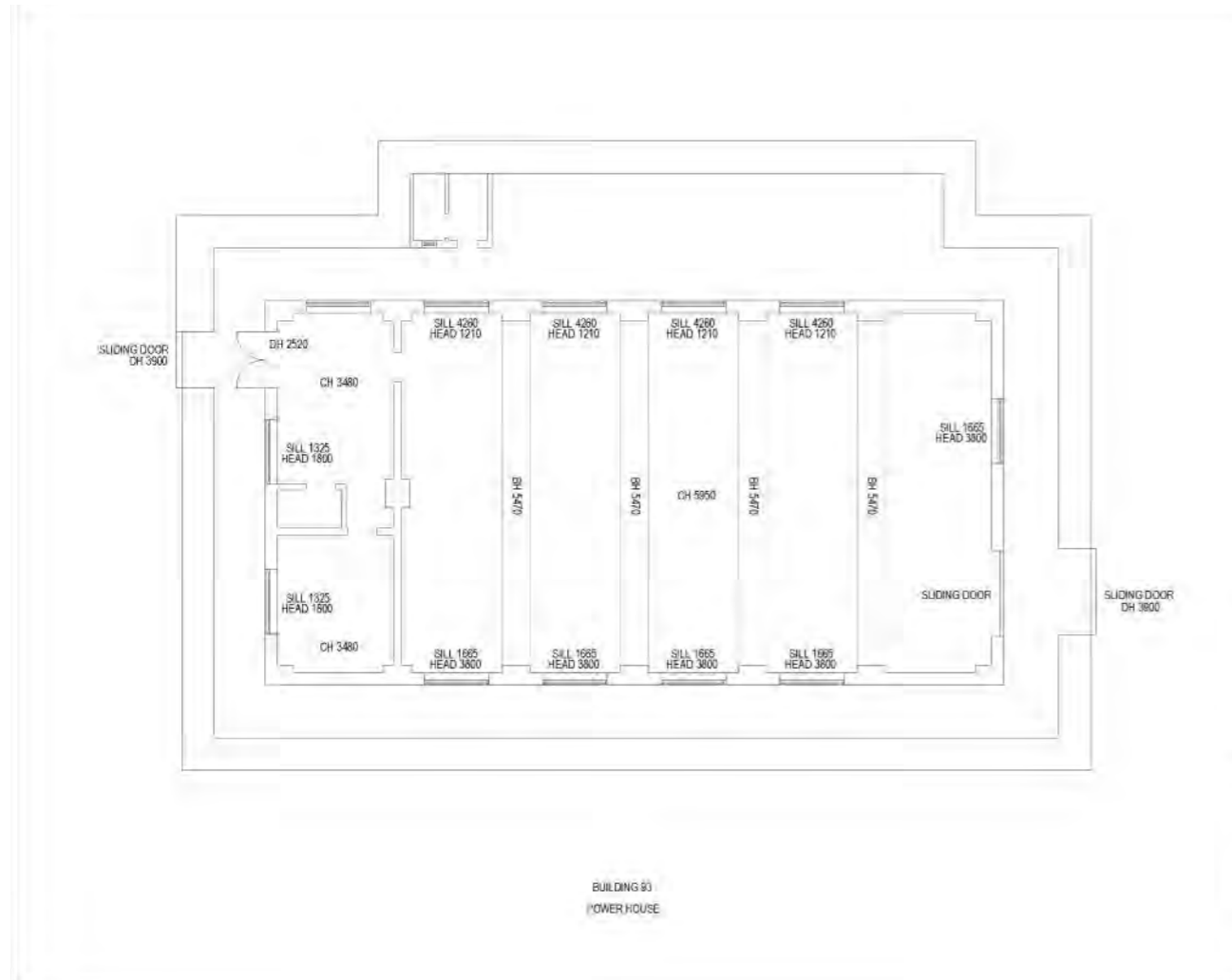
BUILDING 90 NORTH ELEVATION



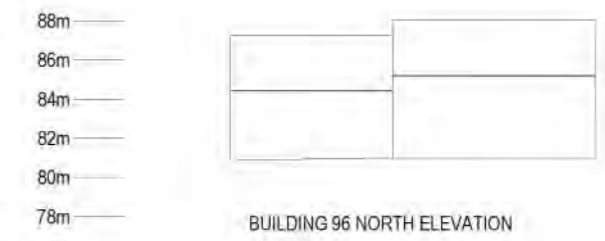
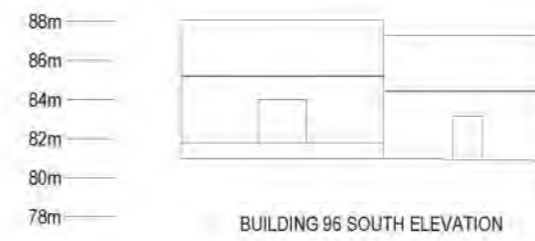
BUILDING 90 EAST ELEVATION

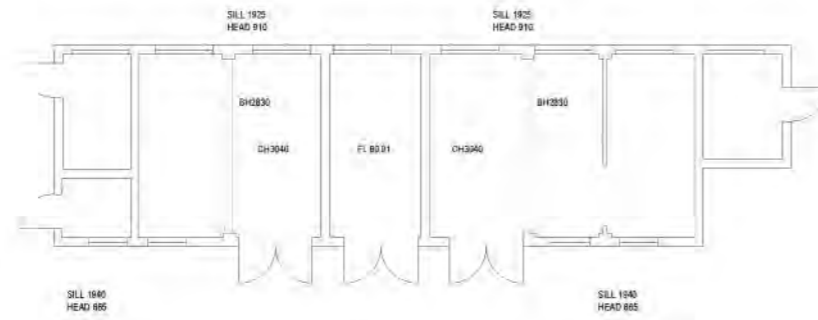
# 92 & 94



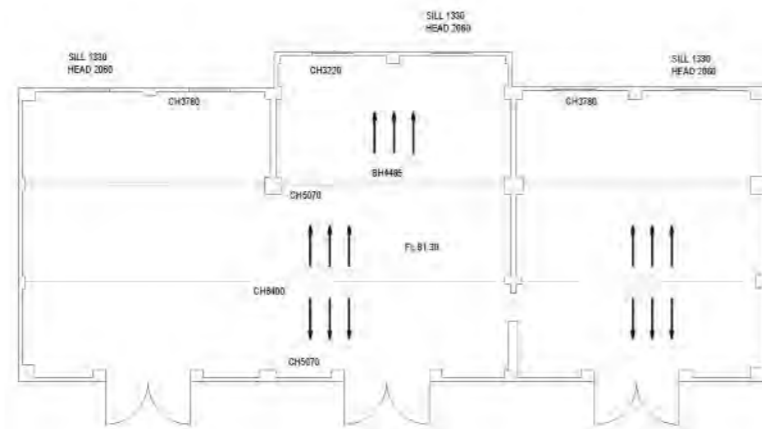


BUILDING 96





BUILDING 97



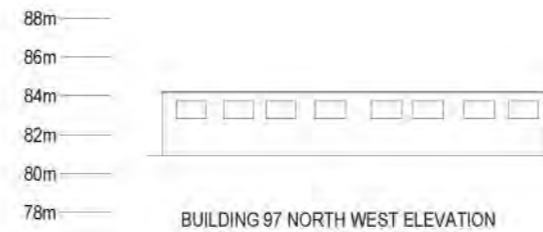
BUILDING 102



BUILDING 97 SOUTH EAST ELEVATION



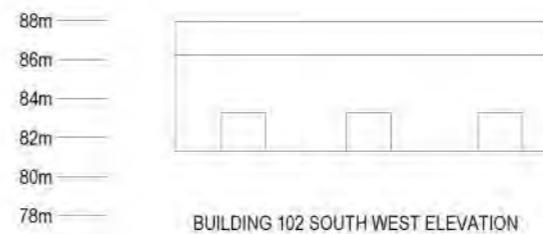
BUILDING 97 SOUTH WEST ELEVATION



BUILDING 97 NORTH WEST ELEVATION



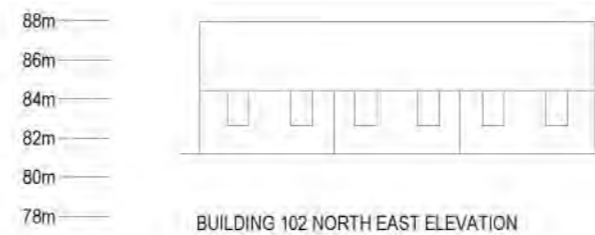
BUILDING 97 NORTH EAST ELEVATION



BUILDING 102 SOUTH WEST ELEVATION



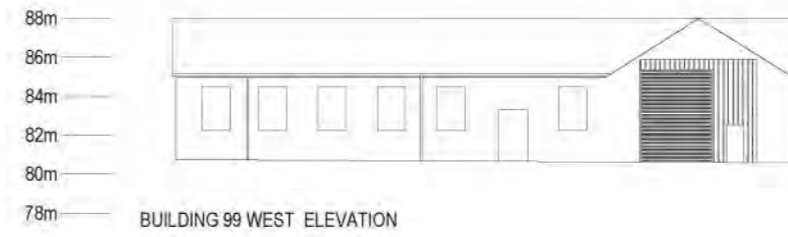
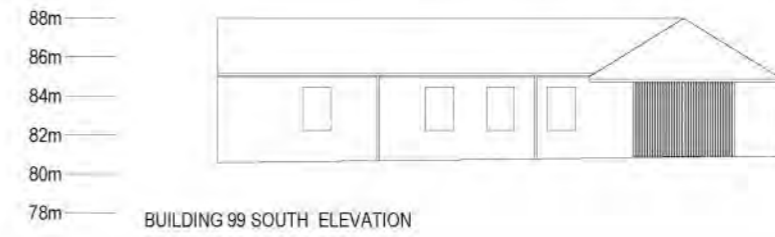
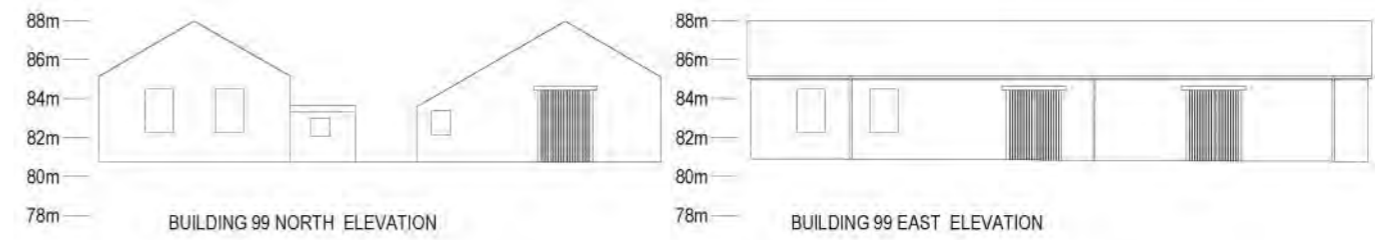
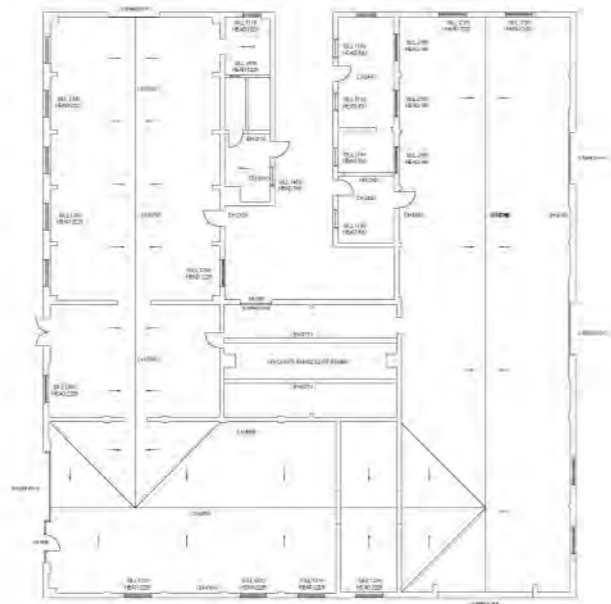
BUILDING 102 SOUTH EAST ELEVATION



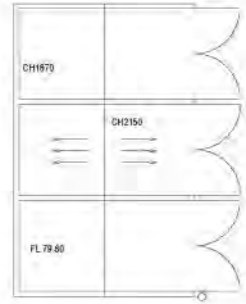
BUILDING 102 NORTH EAST ELEVATION



BUILDING 102 NORTH WEST ELEVATION



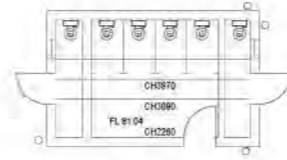
# 100, 121 & 126



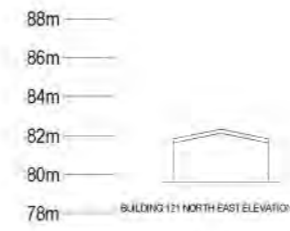
BUILDING 121



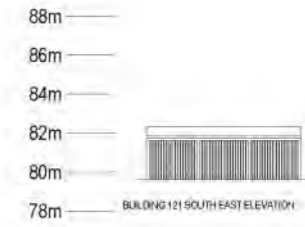
BUILDING 126



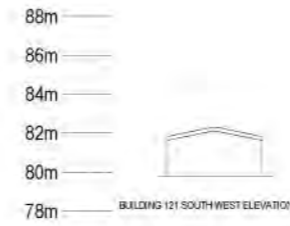
BUILDING 100



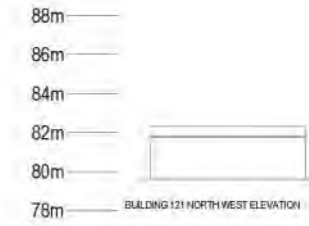
BUILDING 121 NORTH EAST ELEVATION



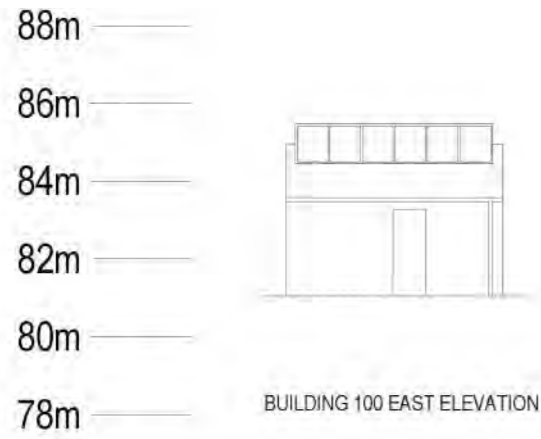
BUILDING 121 SOUTH EAST ELEVATION



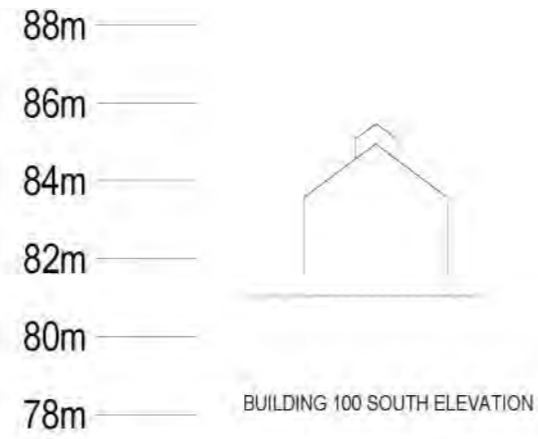
BUILDING 121 SOUTH WEST ELEVATION



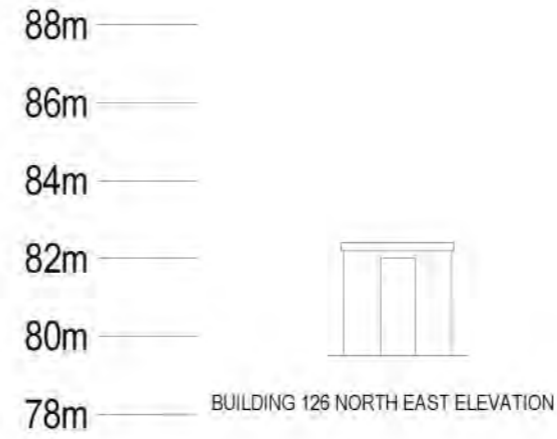
BUILDING 121 NORTH WEST ELEVATION



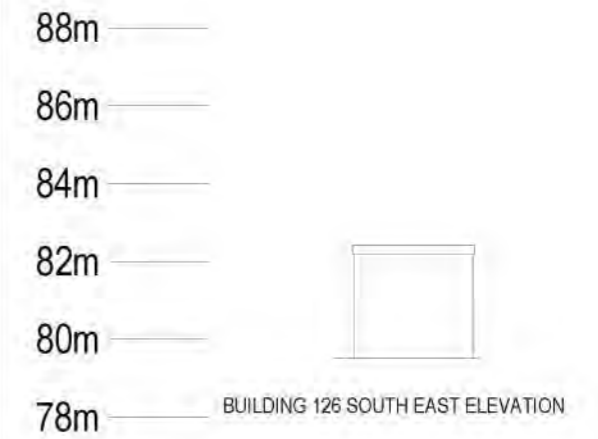
BUILDING 100 EAST ELEVATION



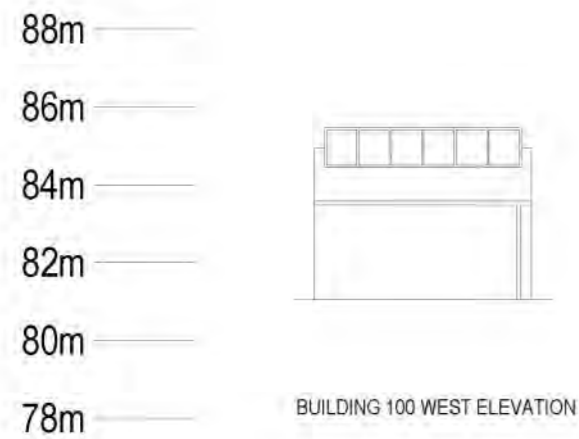
BUILDING 100 SOUTH ELEVATION



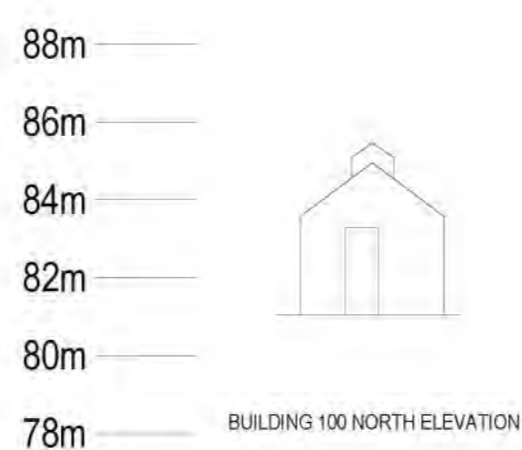
BUILDING 126 NORTH EAST ELEVATION



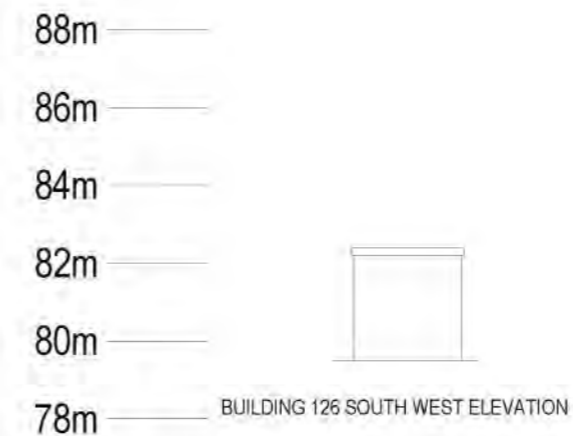
BUILDING 126 SOUTH EAST ELEVATION



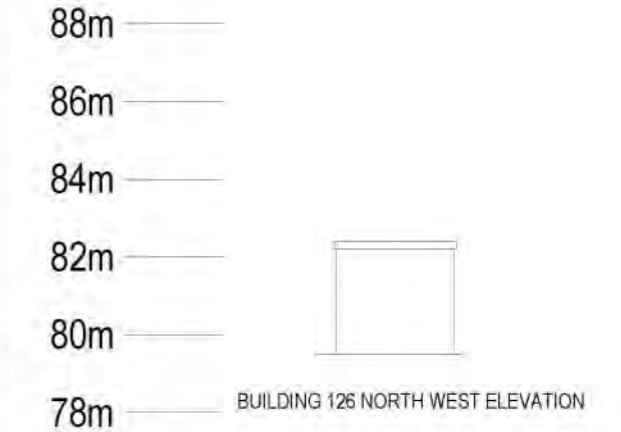
BUILDING 100 WEST ELEVATION



BUILDING 100 NORTH ELEVATION



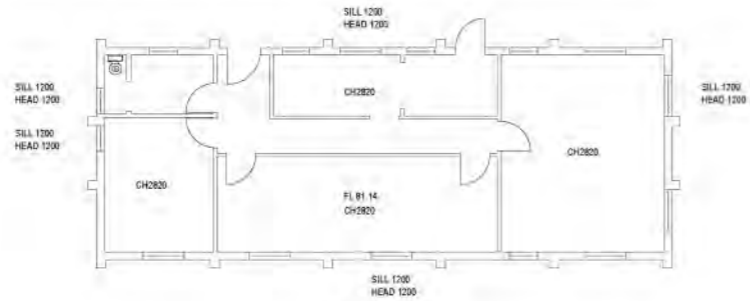
BUILDING 126 SOUTH WEST ELEVATION



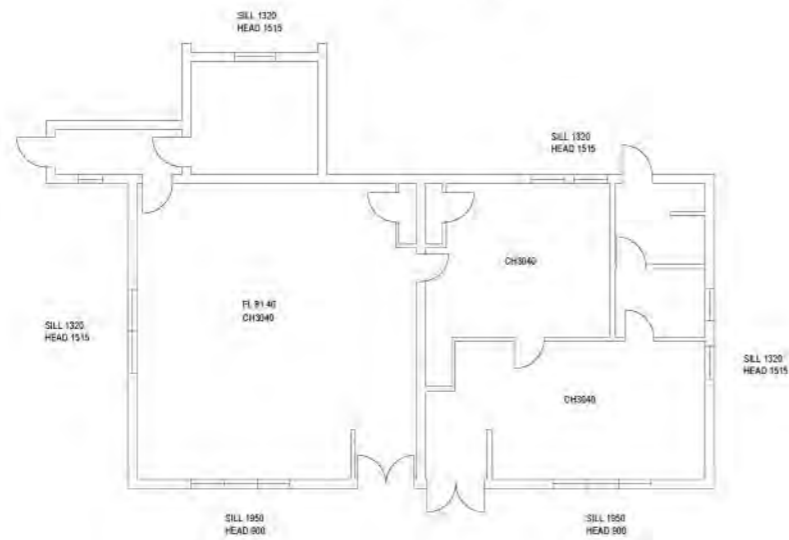
BUILDING 126 NORTH WEST ELEVATION



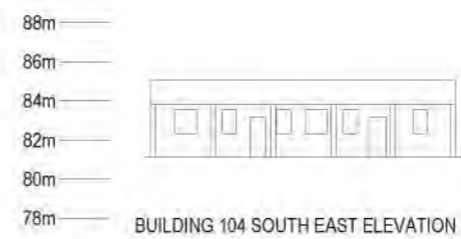
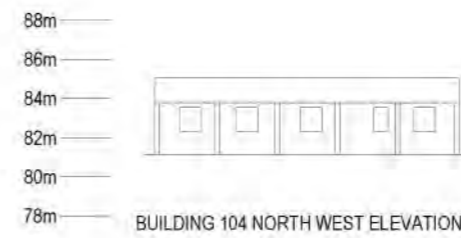
# 103 & 104



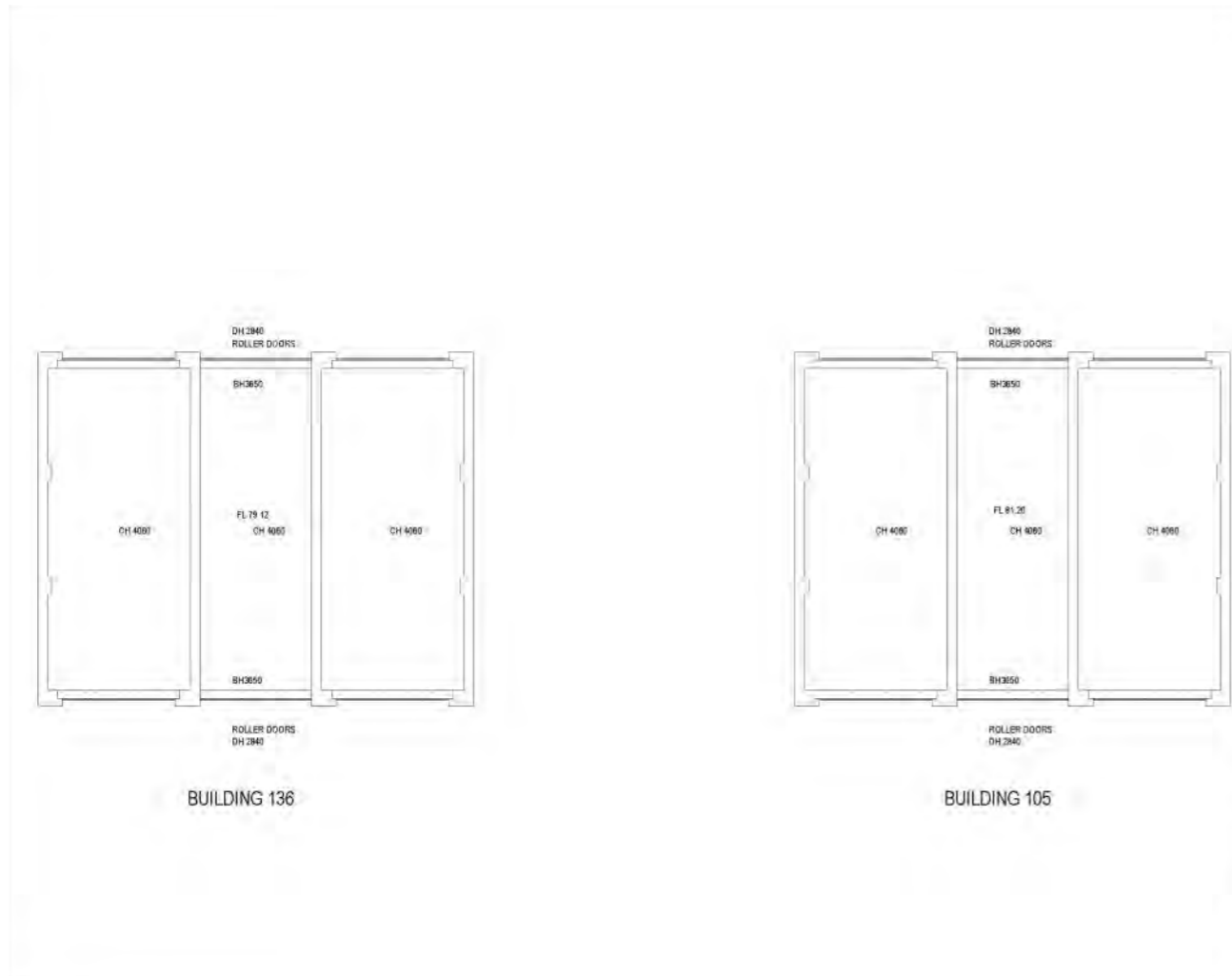
BUILDING 104



BUILDING 103

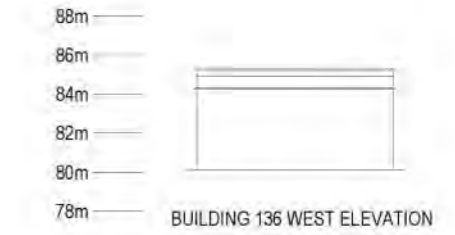
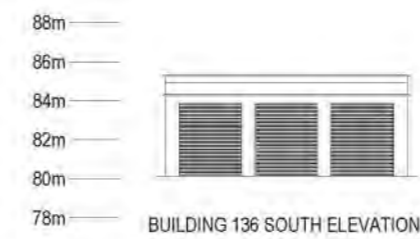
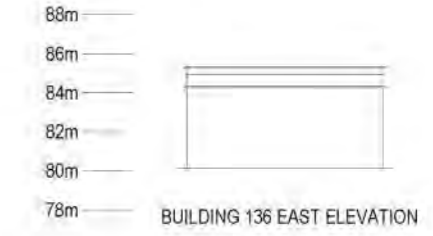
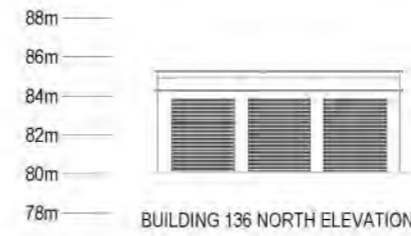
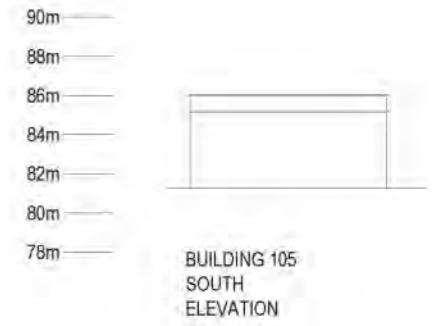
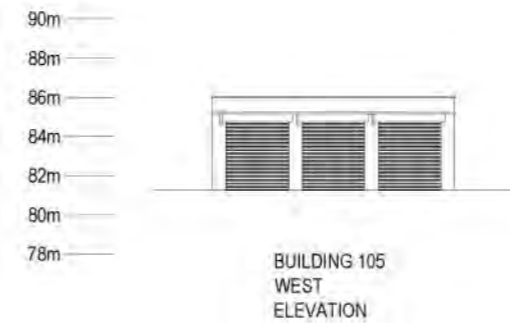
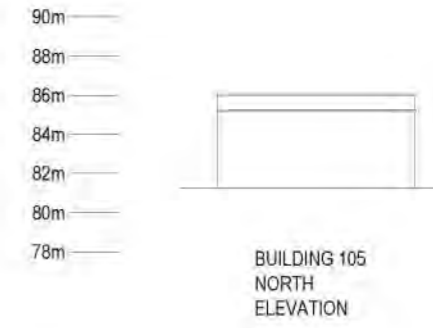
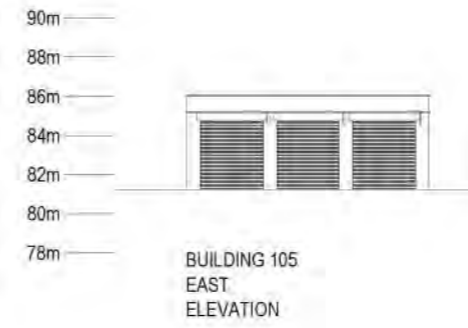


# 105 & 136

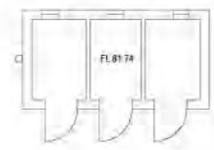


BUILDING 136

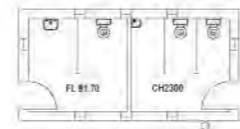
BUILDING 105



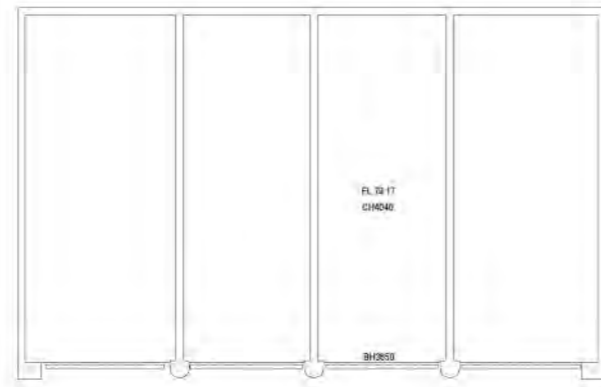
106, 107 & 135



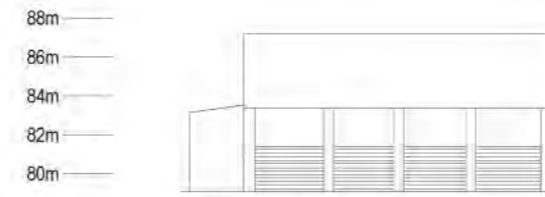
BUILDING 106



BUILDING 107



BUILDING 135



BUILDING 135 SOUTH WEST ELEVATION



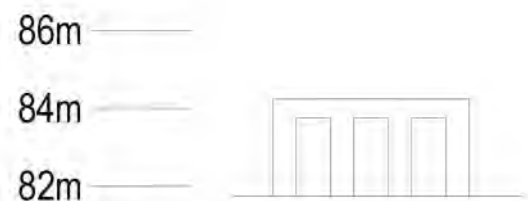
BUILDING 135 NORTH WEST ELEVATION



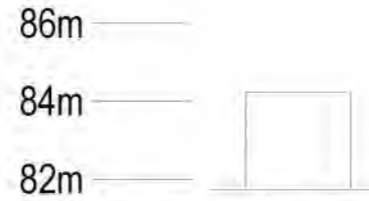
BUILDING 135 NORTH EAST ELEVATION



BUILDING 135 SOUTH EAST ELEVATION



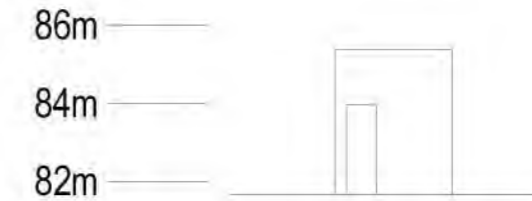
BUILDING 106 SOUTH WEST ELEVATION



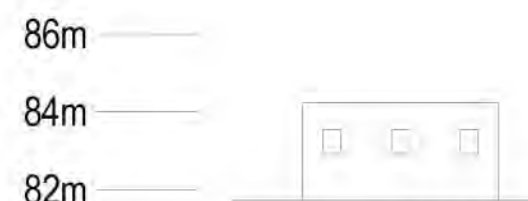
BUILDING 106 SOUTH EAST ELEVATION



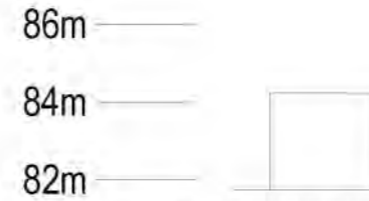
BUILDING 107 SOUTH WEST ELEVATION



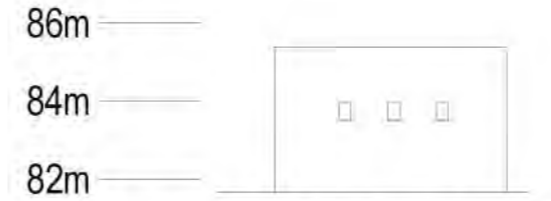
BUILDING 107 SOUTH EAST ELEVATION



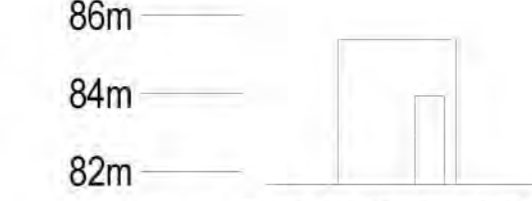
BUILDING 106 NORTH EAST ELEVATION



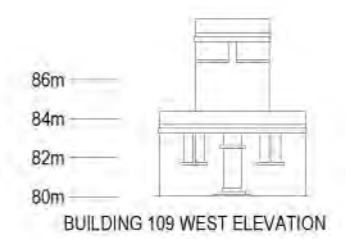
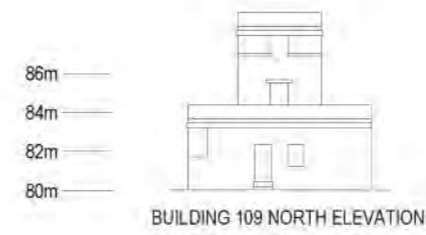
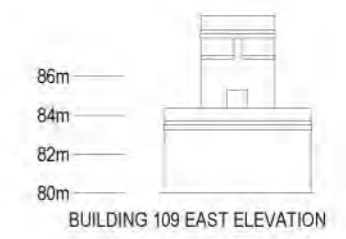
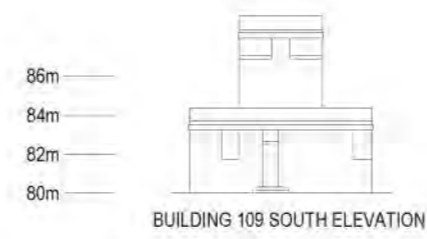
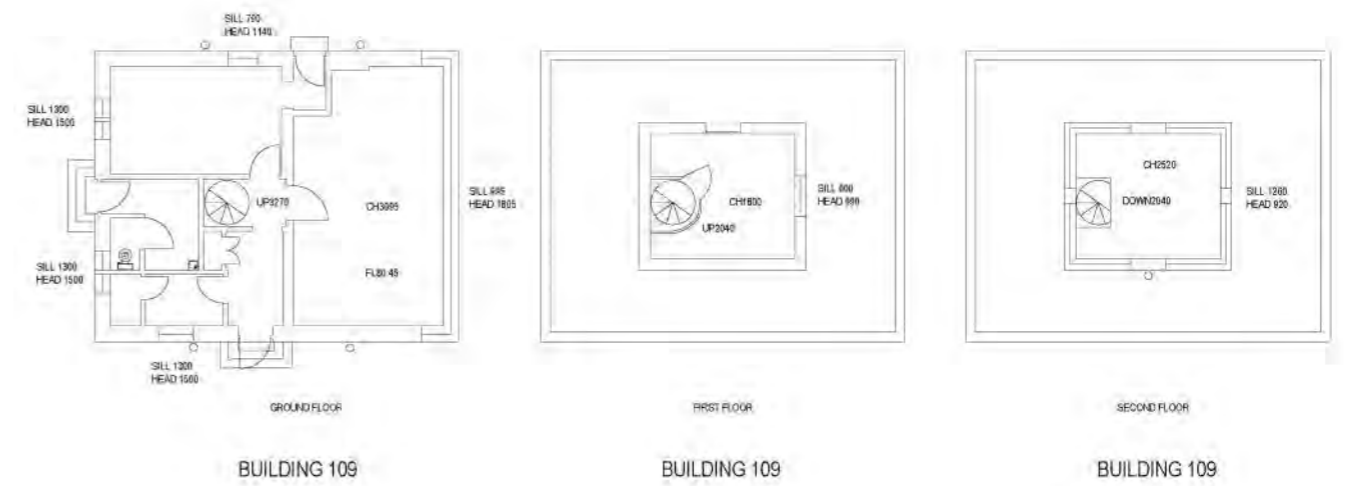
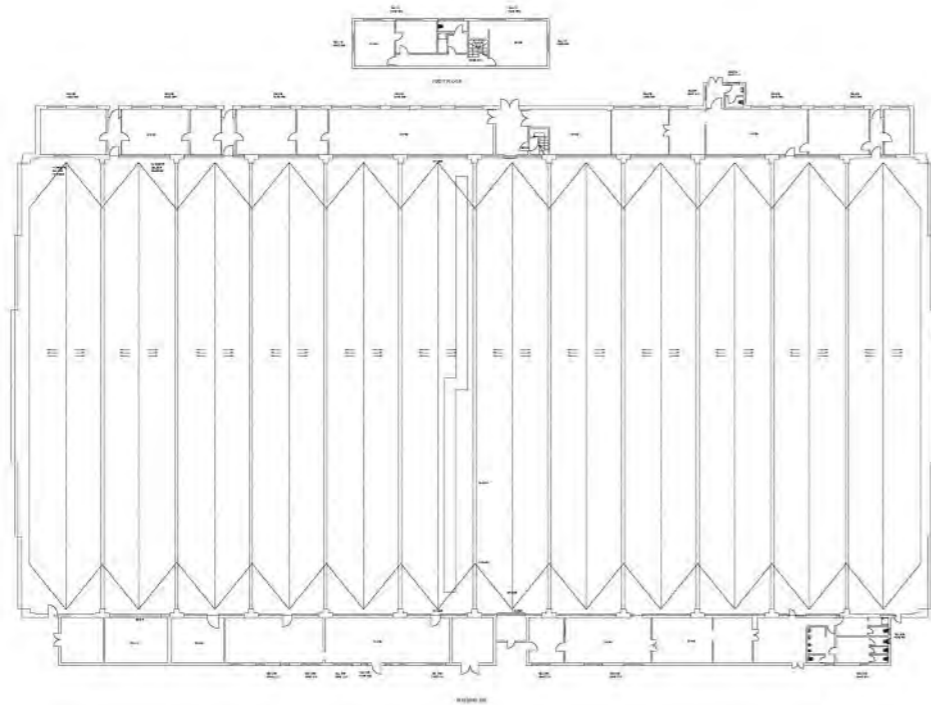
BUILDING 106 NORTH WEST ELEVATION



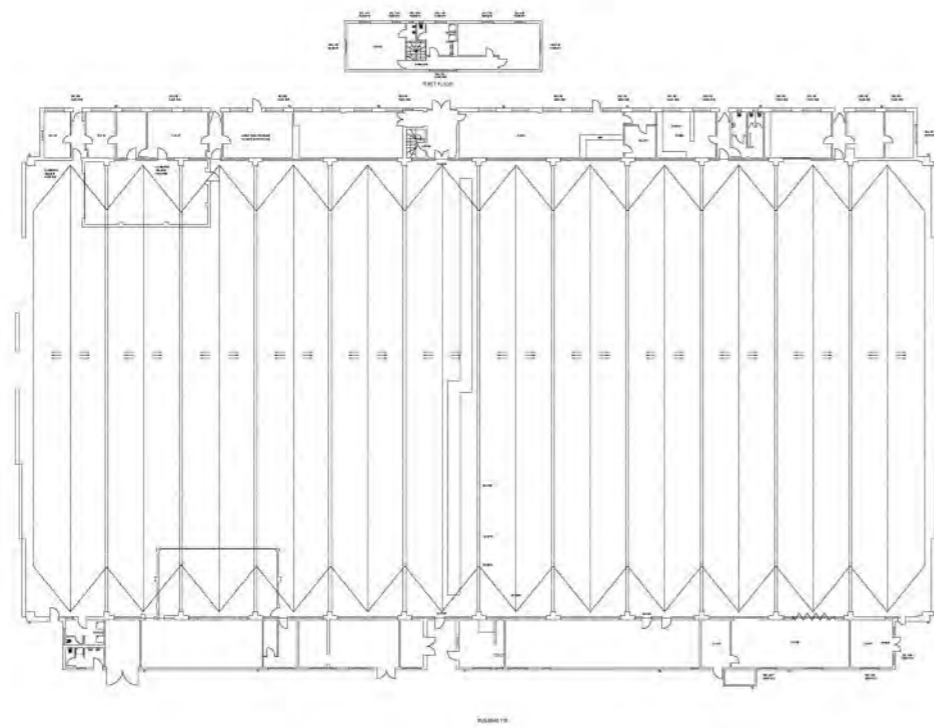
BUILDING 107 SOUTH EAST ELEVATION



BUILDING 107 SOUTH EAST ELEVATION



# 110 PLAN



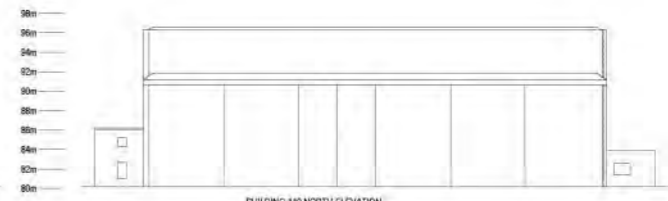
BUILDING 110 WEST ELEVATION



BUILDING 110 EAST ELEVATION

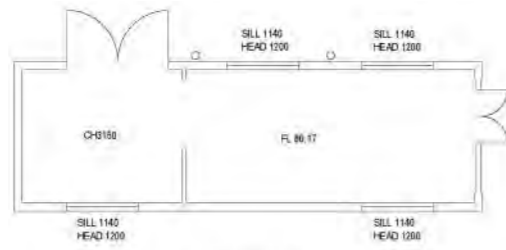


BUILDING 110 SOUTH ELEVATION

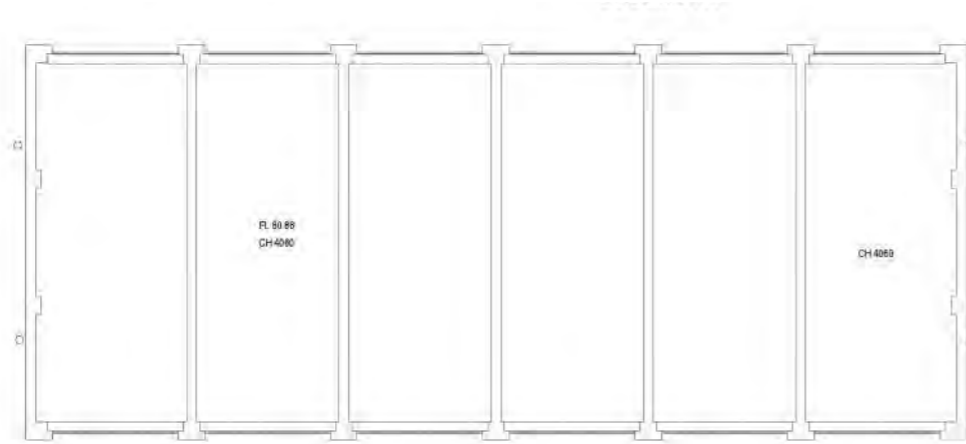


BUILDING 110 NORTH ELEVATION

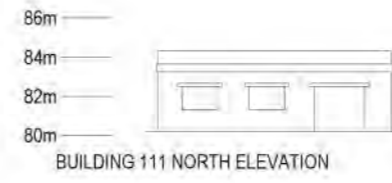
# 111&112



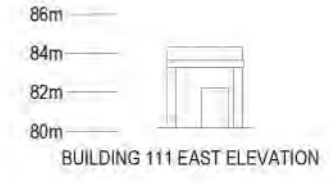
BUILDING 111



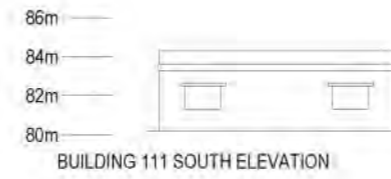
BUILDING 112



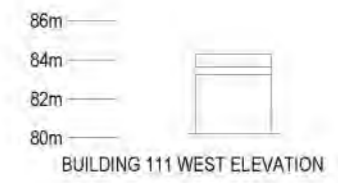
BUILDING 111 NORTH ELEVATION



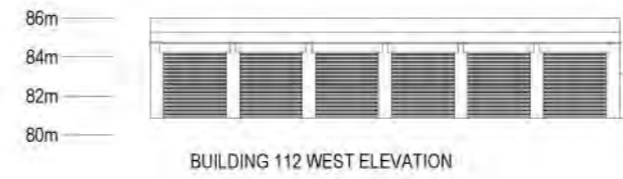
BUILDING 111 EAST ELEVATION



BUILDING 111 SOUTH ELEVATION



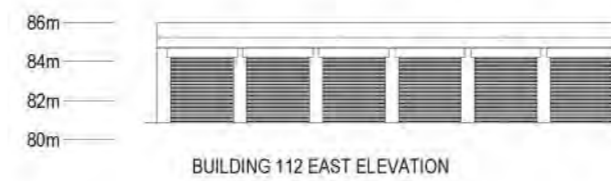
BUILDING 111 WEST ELEVATION



BUILDING 112 WEST ELEVATION



BUILDING 112 SOUTH ELEVATION

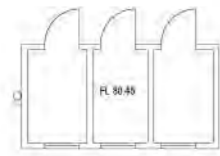


BUILDING 112 EAST ELEVATION

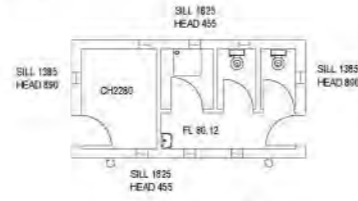


BUILDING 112 NORTH ELEVATION

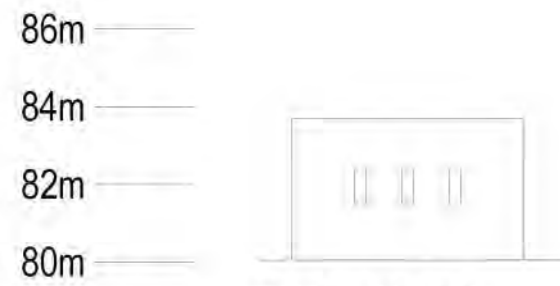
# 114 & 117



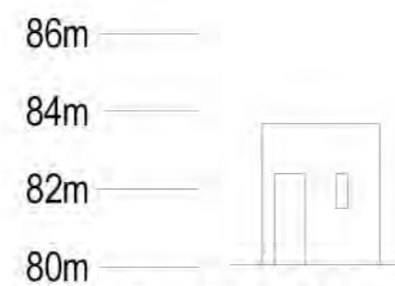
BUILDING 117



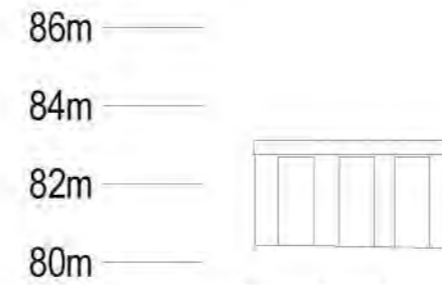
BUILDING 114



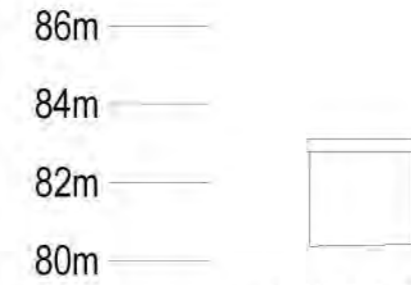
BUILDING 114  
WEST ELEVATION



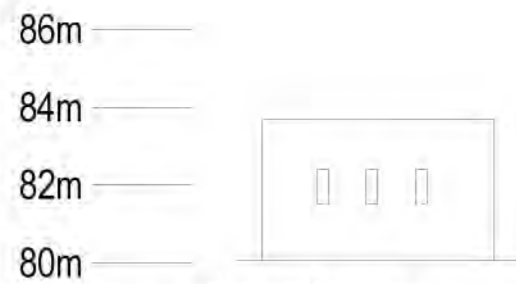
BUILDING 114  
SOUTH ELEVATION



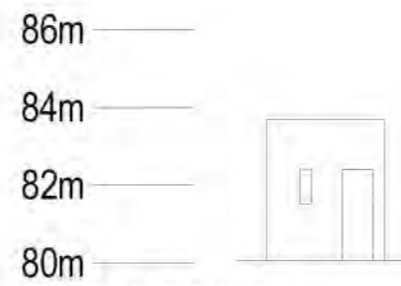
BUILDING 117  
WEST ELEVATION



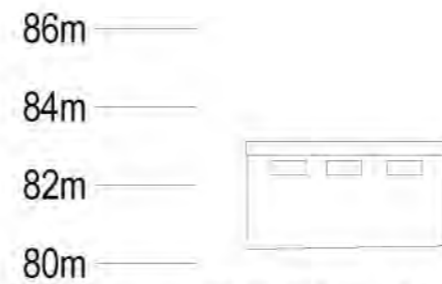
BUILDING 117  
SOUTH ELEVATION



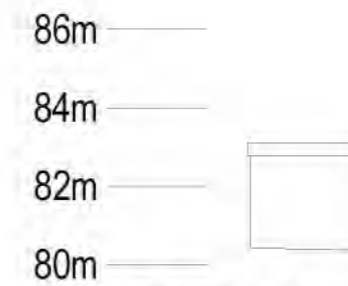
BUILDING 114  
EAST ELEVATION



BUILDING 114  
NORTH ELEVATION

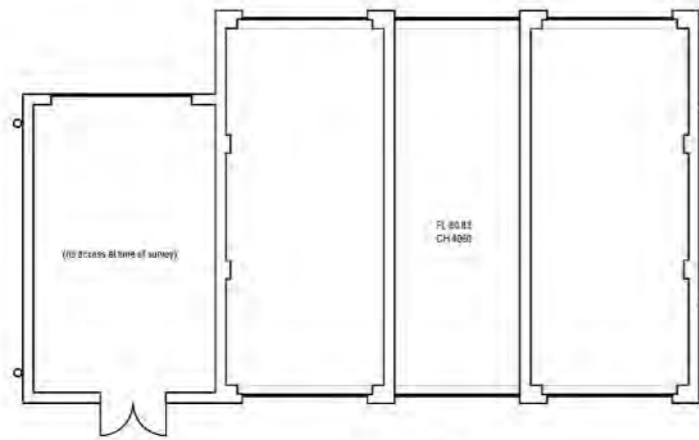


BUILDING 117  
EAST ELEVATION

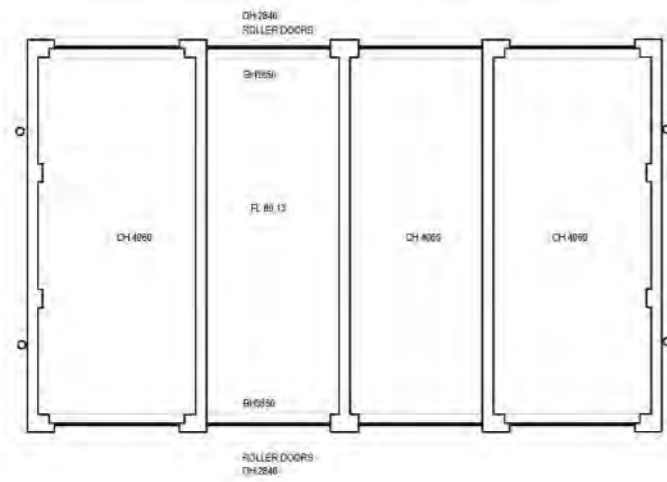


BUILDING 117  
NORTH ELEVATION

# 116 & 118



BUILDING 118



BUILDING 116



BUILDING 116 SOUTH WEST ELEVATION



BUILDING 116 NORTH WEST ELEVATION



BUILDING 116 NORTH EAST ELEVATION



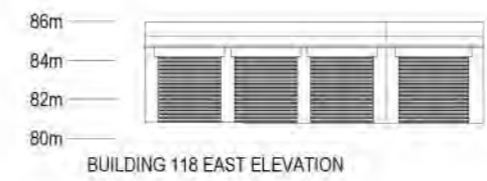
BUILDING 116 SOUTH EAST ELEVATION



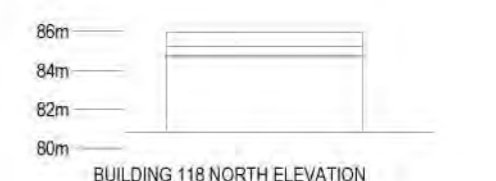
BUILDING 118 WEST ELEVATION



BUILDING 118 SOUTH ELEVATION

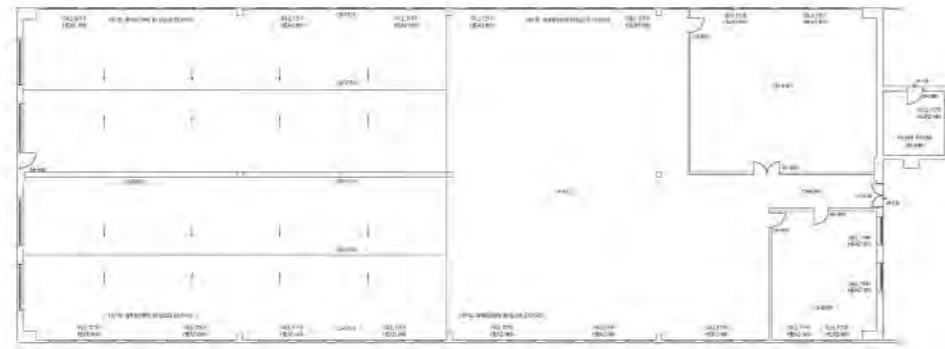


BUILDING 118 EAST ELEVATION

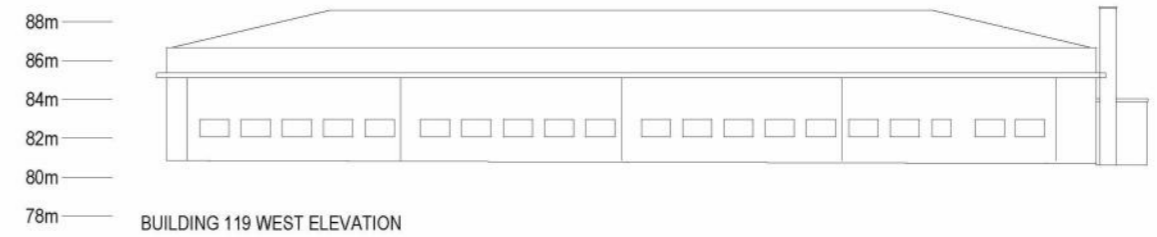


BUILDING 118 NORTH ELEVATION

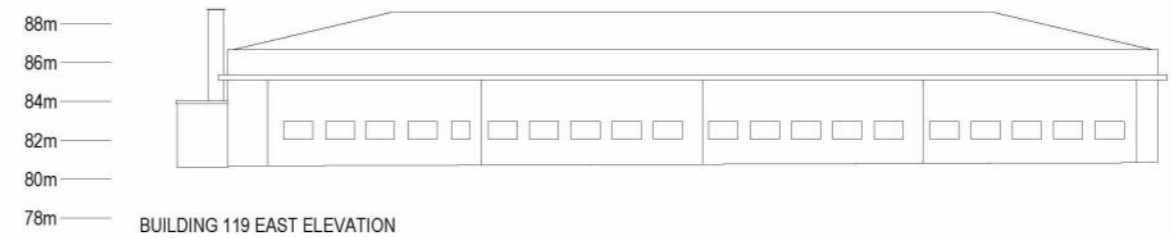




BUILDING 119  
FFMT SHED



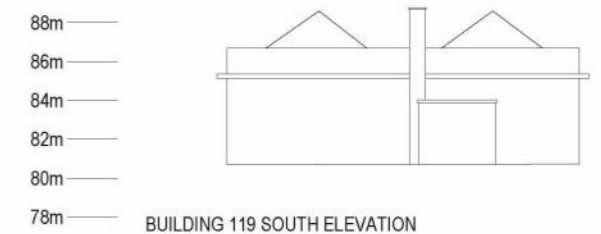
BUILDING 119 WEST ELEVATION



BUILDING 119 EAST ELEVATION



BUILDING 119 NORTH ELEVATION

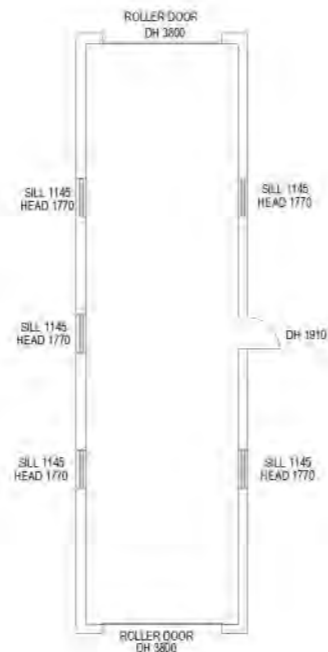


BUILDING 119 SOUTH ELEVATION

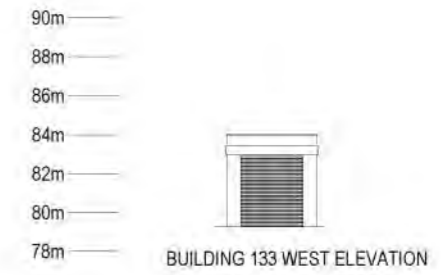
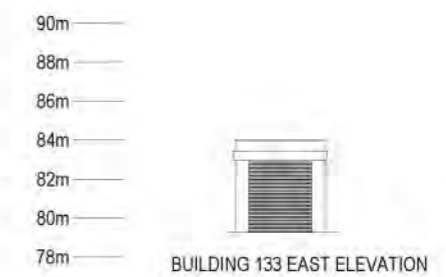
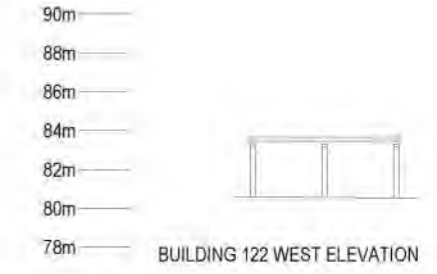
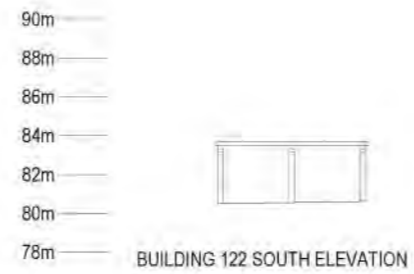
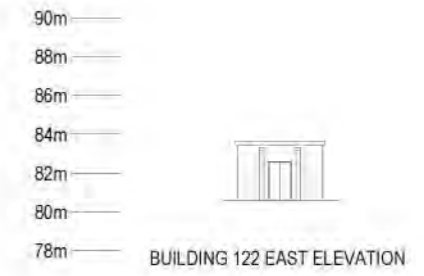
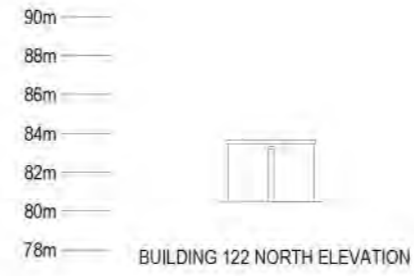
# 122 & 133

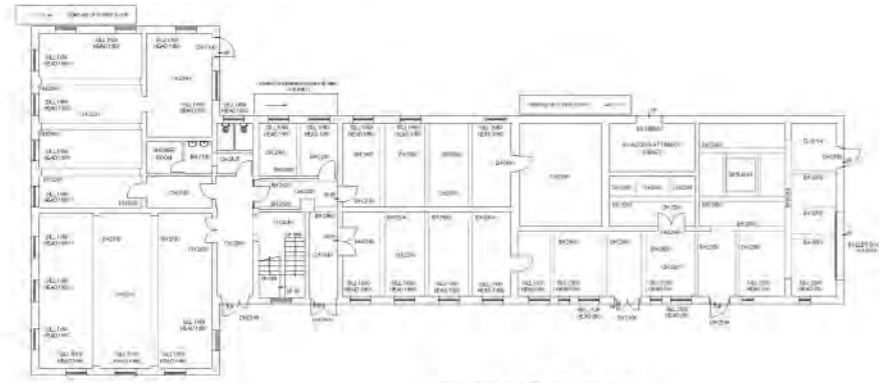


BUILDING 122  
SMALL ARMS  
AMMUNITION STORE

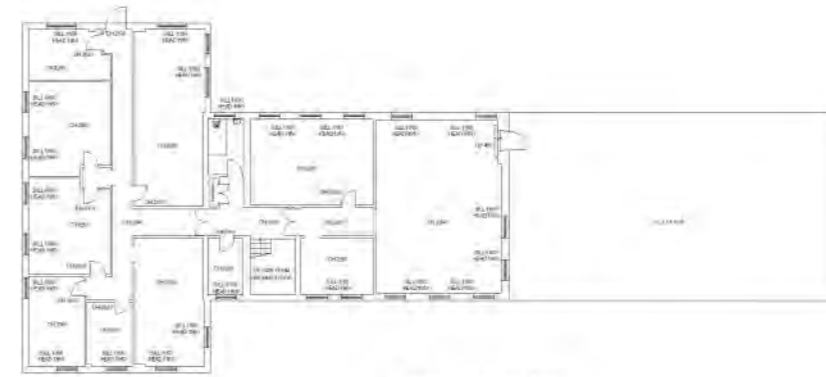


BUILDING 133  
(SURVEYED FROM  
OUTSIDE)  
ARTICULATED TRAILER  
SHED

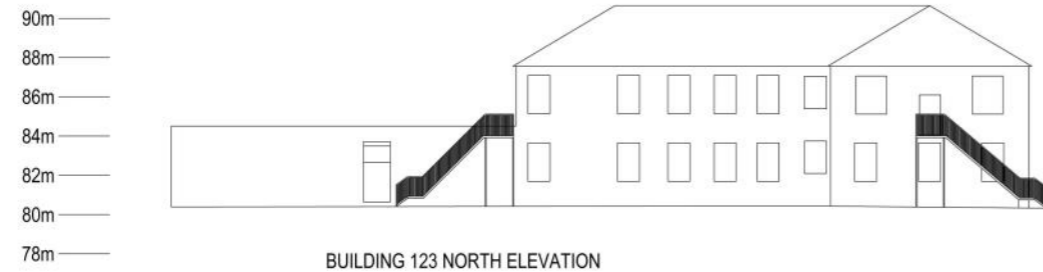




GROUND FLOOR  
BUILDING 123  
STATION ARMOURY/LECTURE  
ROOMS



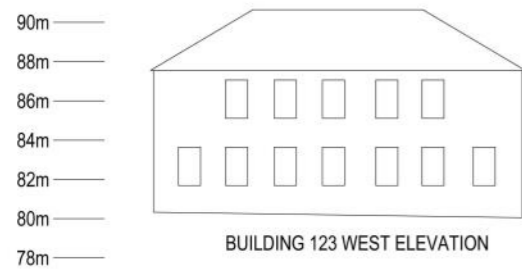
FIRST FLOOR  
BUILDING 123  
STATION ARMOURY/LECTURE  
ROOMS



BUILDING 123 NORTH ELEVATION



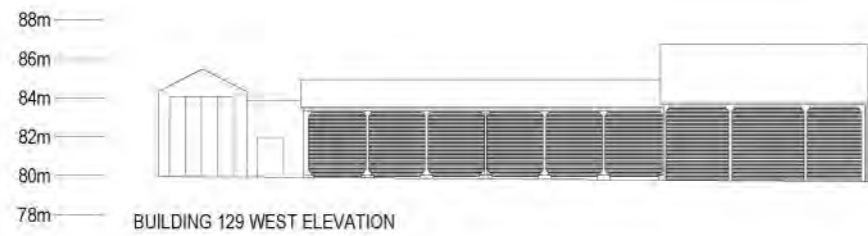
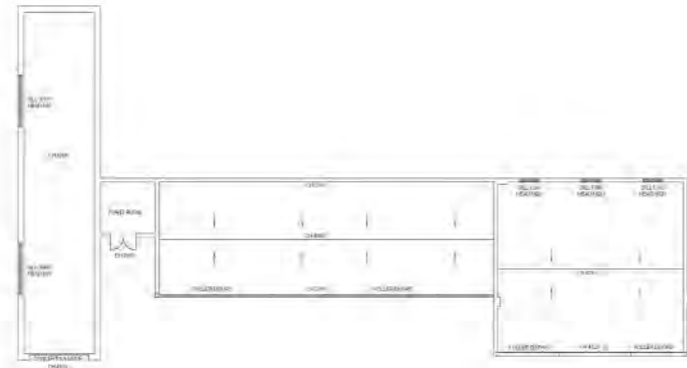
BUILDING 123 SOUTH ELEVATION



BUILDING 123 WEST ELEVATION



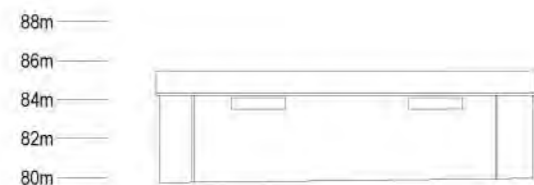
BUILDING 123 EAST ELEVATION



BUILDING 129 WEST ELEVATION



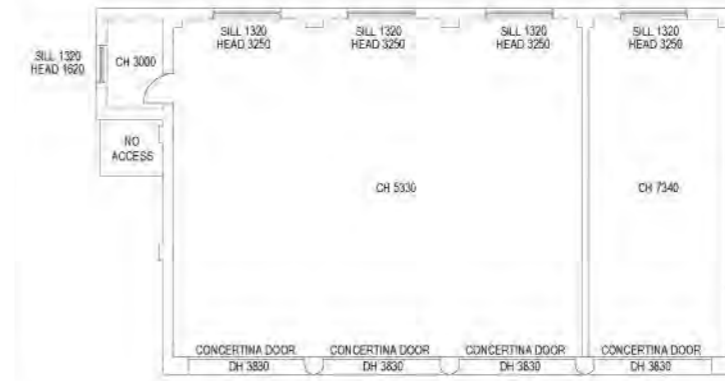
BUILDING 129 EAST ELEVATION



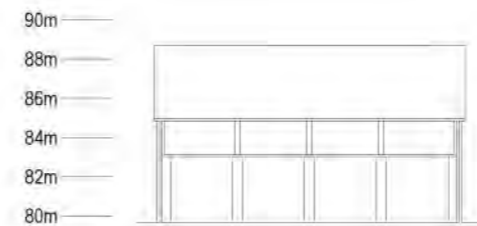
BUILDING 129 NORTH ELEVATION



BUILDING 129 SOUTH ELEVATION



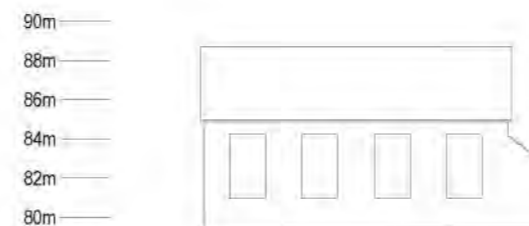
BUILDING 130



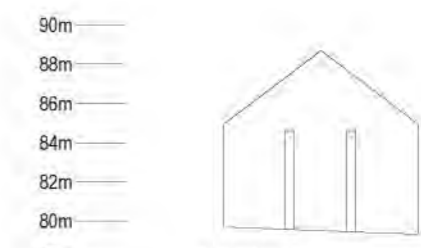
BUILDING 130 NORTH ELEVATION



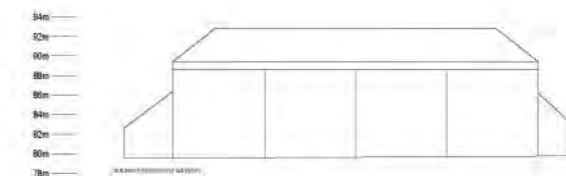
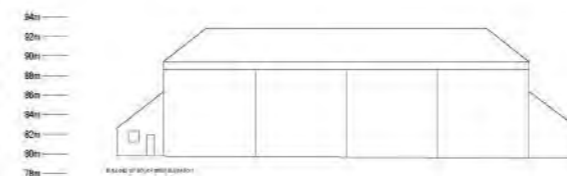
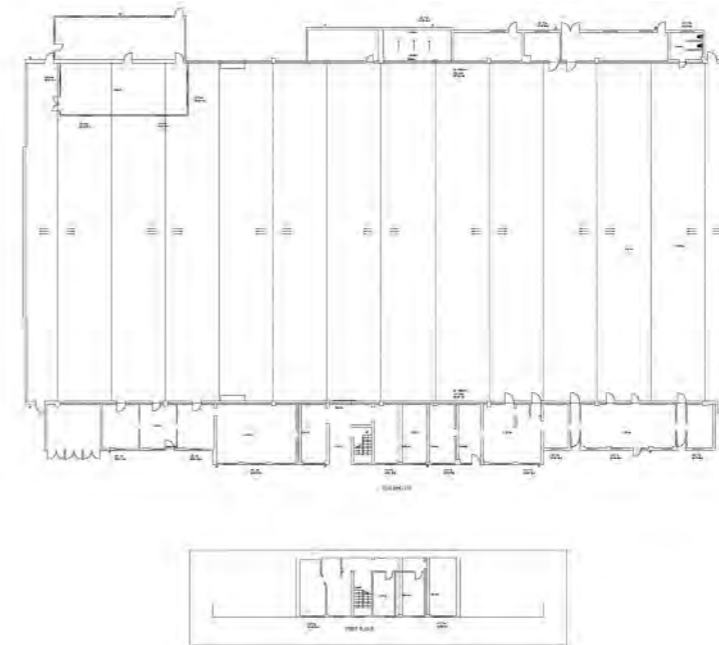
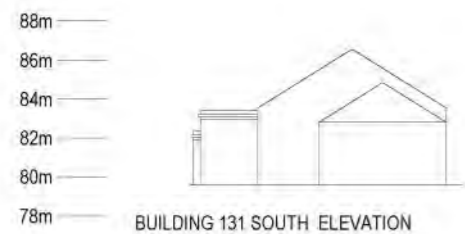
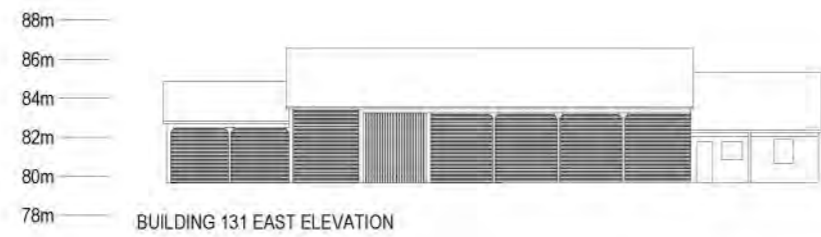
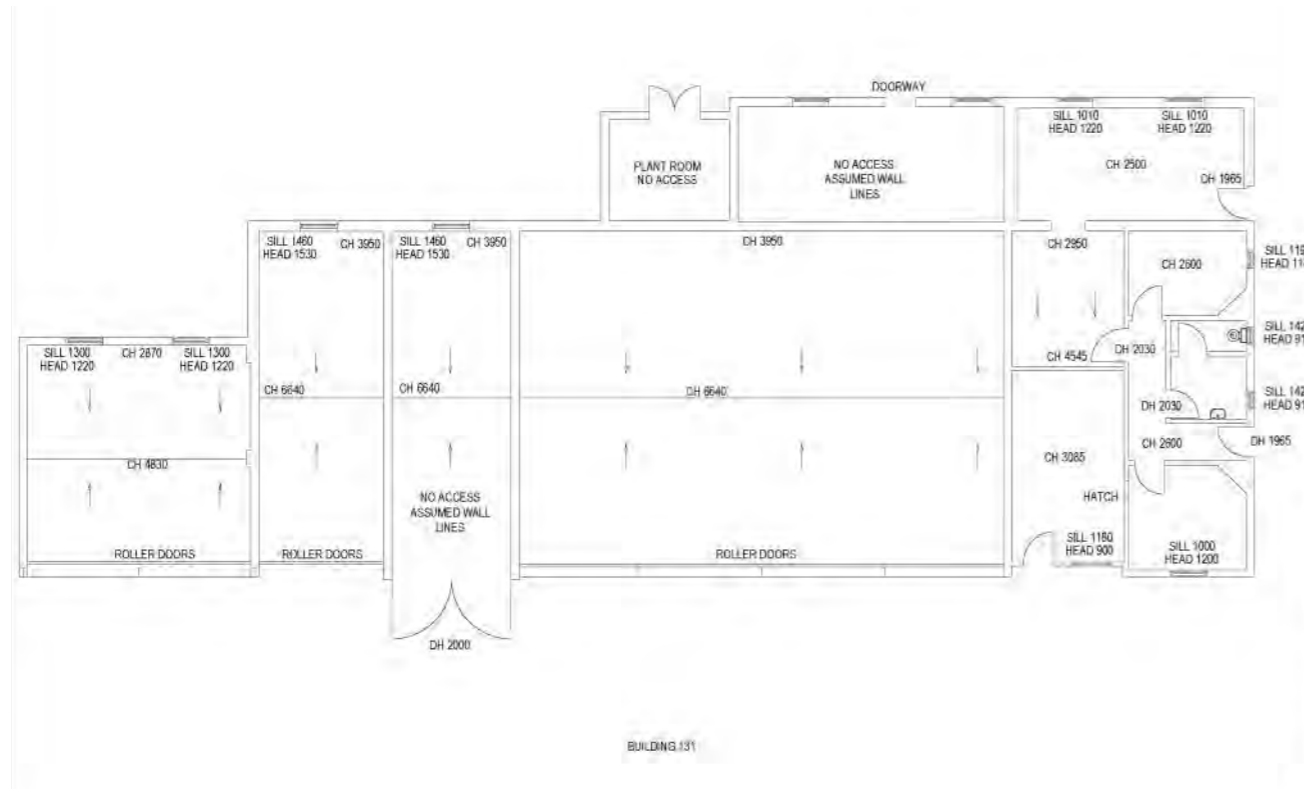
BUILDING 130 EAST ELEVATION

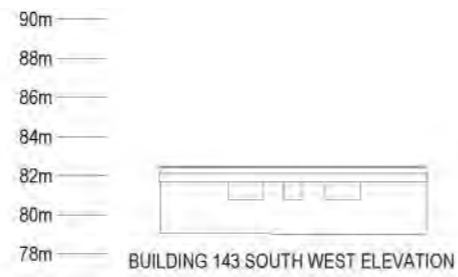
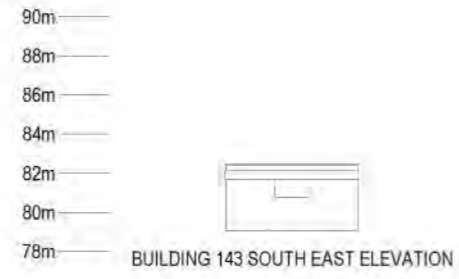
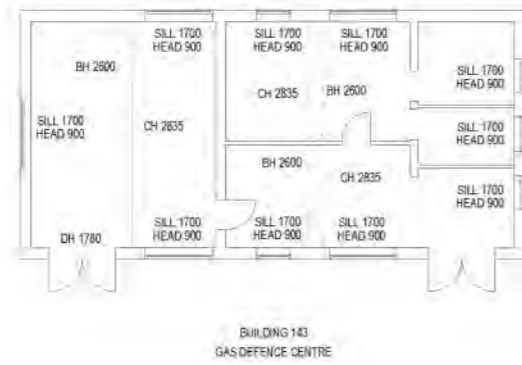


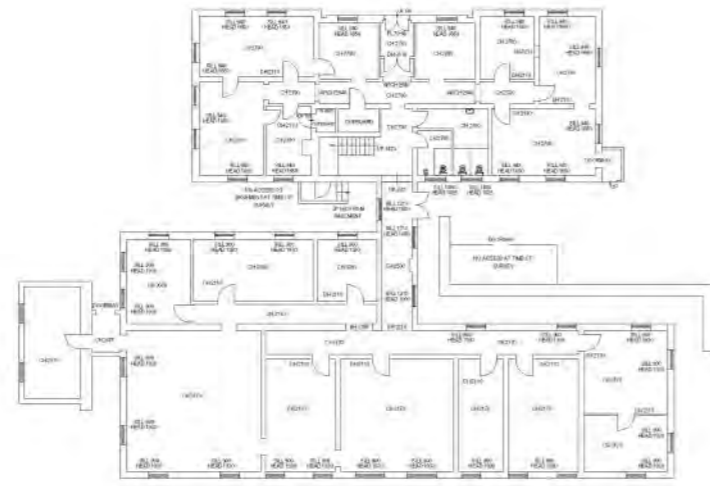
BUILDING 130 SOUTH ELEVATION



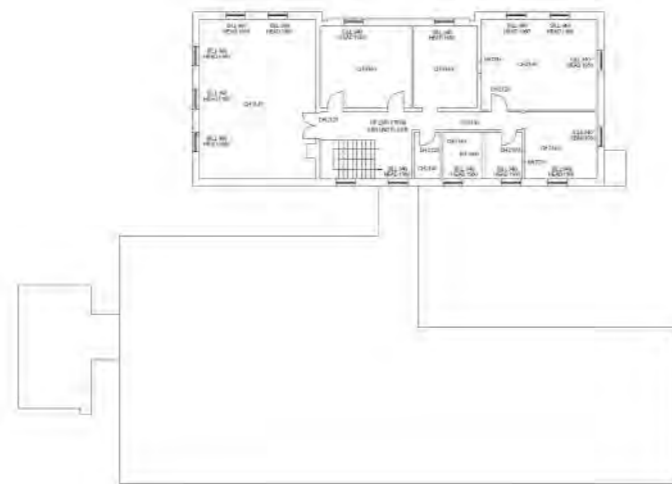
BUILDING 130 NORTH ELEVATION





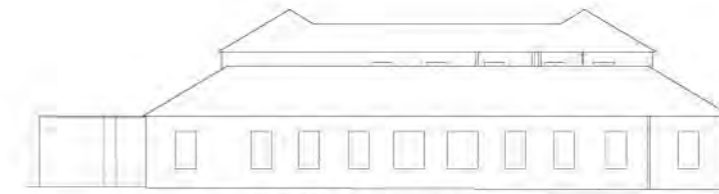


GROUND FLOOR  
BUILDING 146 & 147  
OPERATIONS  
BLOCK/STATION OFFICES



FIRST FLOOR  
BUILDING 146 & 147  
OPERATIONS  
BLOCK/STATION OFFICES

90m  
88m  
86m  
84m  
82m  
80m  
78m



BUILDING 146 & 147 SOUTH ELEVATION

90m  
88m  
86m  
84m  
82m  
80m  
78m



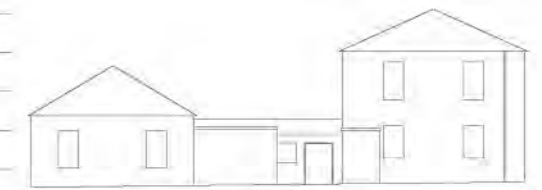
BUILDING 146 & 147 NORTH ELEVATION

90m  
88m  
86m  
84m  
82m  
80m  
78m



BUILDING 146 & 147 WEST ELEVATION

90m  
88m  
86m  
84m  
82m  
80m  
78m



BUILDING 146 & 147 EAST ELEVATION

architecture ▪ masterplanning ▪ sustainability

31 Southampton Row  
**London**  
WC1B 5HJ  
t. 020 7629 3993  
f. 020 7629 2953

Capital Tower  
Greyfriars Road  
**Cardiff**  
CF10 3AG  
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f. 029 2023 3994

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