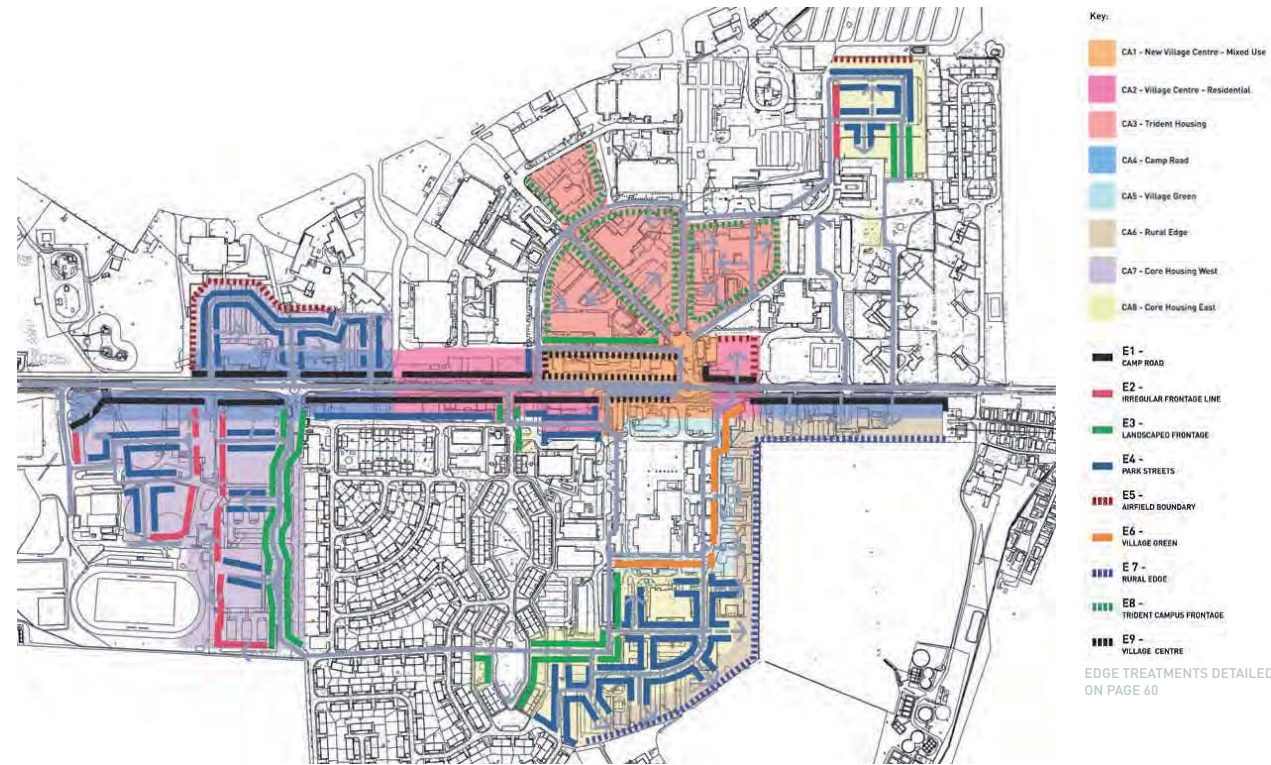


3.1 Design Code References



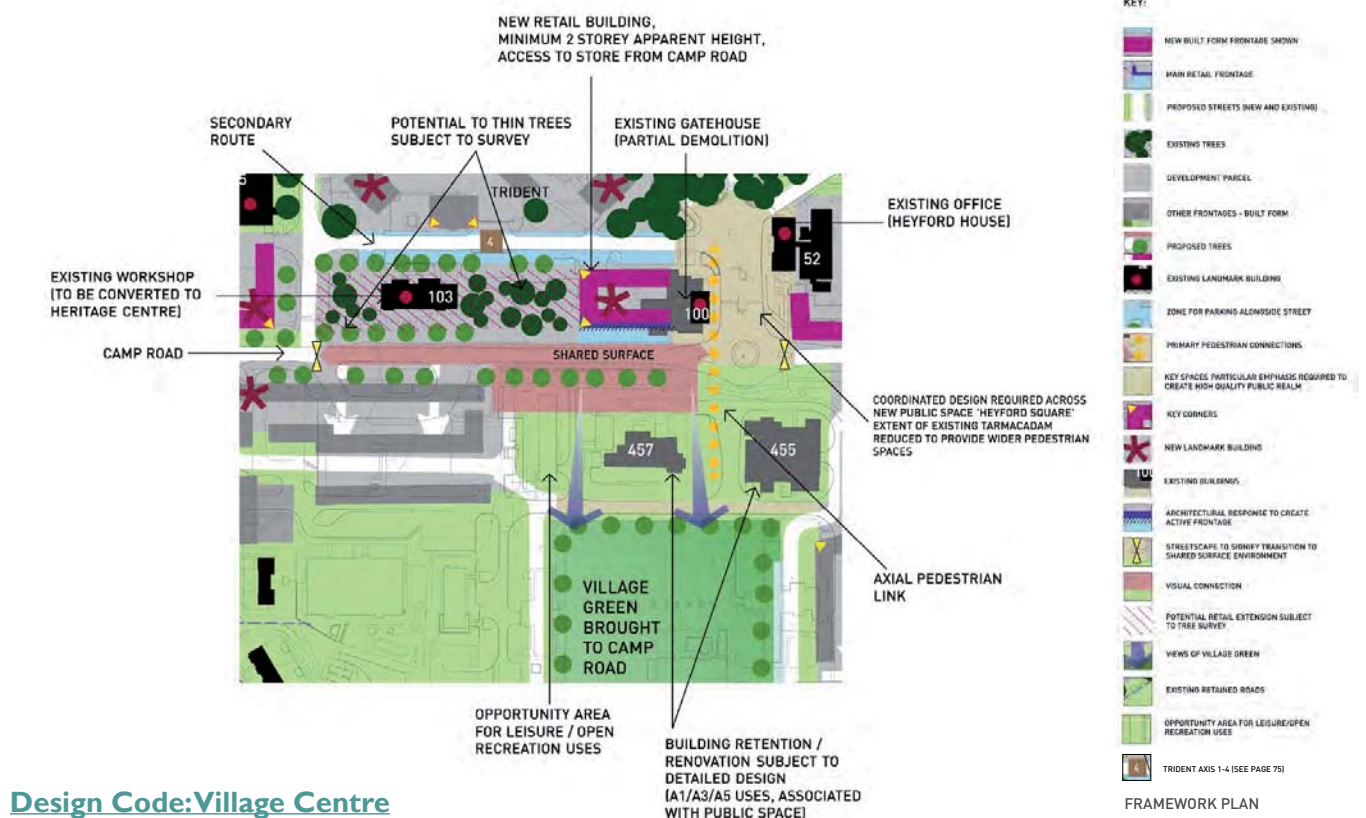
- EXISTING TREES AT UPPER HEYFORD**
- 2.19 The mature tree structure of the site is key defining characteristic of the site, especially along Camp Road and along the Trident area.
 - 2.20 There is a wide range of tree species on the site, some native and some non native.
 - 2.21 The native species include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

Design Code: Development Framework



Design Code: Public Realm Strategy

Design Code: Tree Retention Plan



Design Code: Village Centre

3.2 Heyford Park Wider Connectivity

Wayfinding & Navigation to the Village Centre

Heyford Park is not a new community in many ways as it was first conceived with a utilitarian logic required by the airforce to ensure maximum connectivity between the different parts of the base.

As a result the underlying road and pedestrian infrastructure is incredibly efficient in connecting visitors and residences to the key public nodes along Camp Road.

The planning of Heyford Park as a residential community built upon this natural connectivity and established a masterplan which put a Village Centre at the heart of the development. This was further established through the introduction of traditional village public amenities like a Village Green, Market Square and Parade of local shops and businesses which would effectively serve this emerging community.

The wayfinding diagram (shown to the right) illustrates very quickly the spatial arrangement of the Village Centre at the heart of the development, connected to the surrounding residential and commercial developments by pedestrian links. This is further amplified by the concentric distance circles which help give an understanding of the access each community has to the village centre amenities.



3.3 Design Concepts

Heyford Village Connectivity

The Northern Plot is the second half of the Heyford Village Centre Masterplan and as such complements and completes the vision for the villages central public spaces and amenity.

Of key importance are the pedestrian and visual connections from the Village Centre to the surrounding communities both along East - West along Camp Road as well as North- South from the Trident down to the Square.

Spaces which Relate to the Building Function

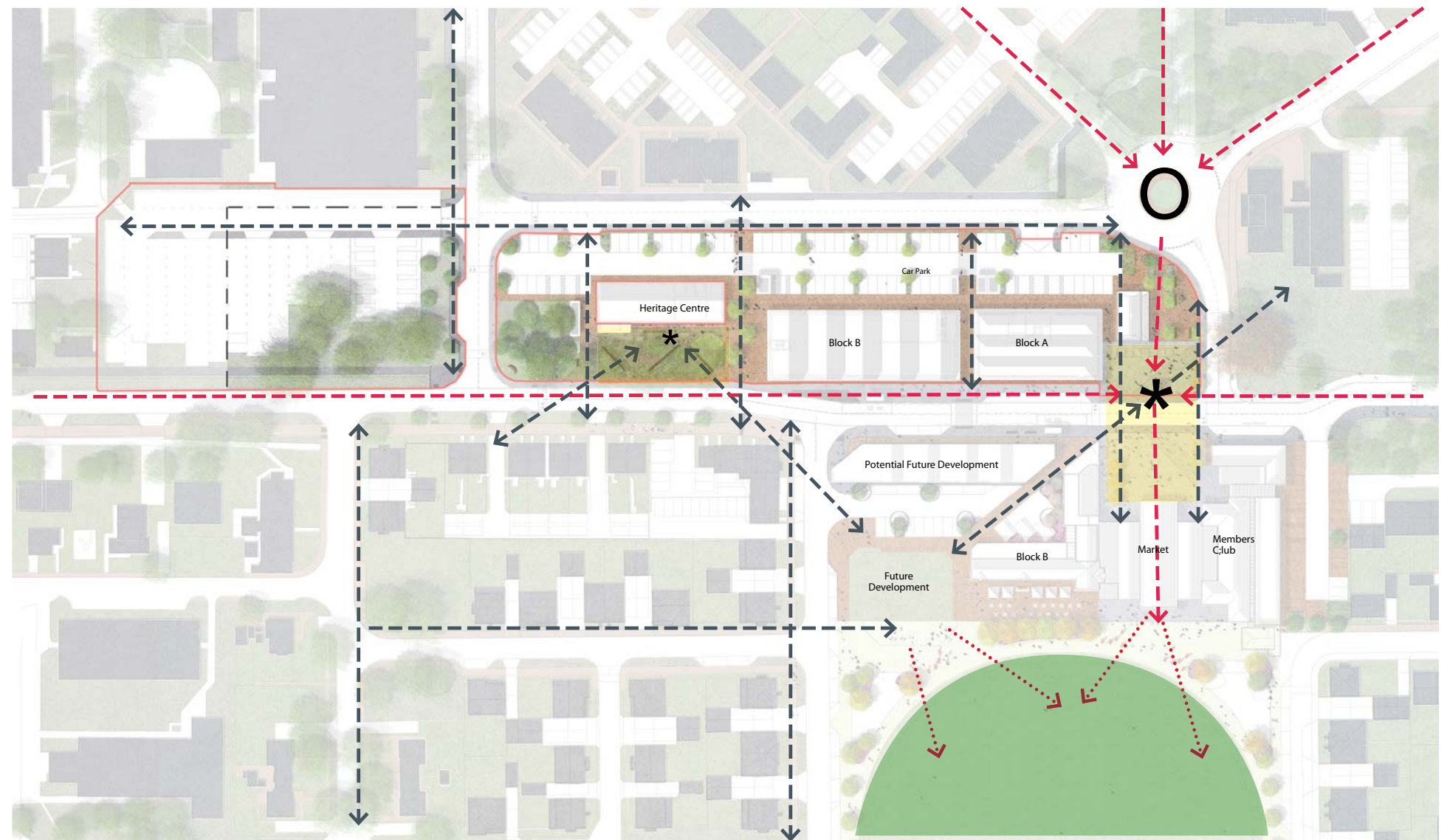
The Landscape proposals for the Northern Plot draw on the character and materials established in the Southern Plot. Further to this, the external spaces have been designed in response to Cultural, Commercial, Residential & Retail uses proposed. As a result the Northern Plot landscape is both attractive and ties in with the wider landscape character while also being purposeful and responsive to the buildings and their users.

A Landscape For All Seasons

The design has considered the all season character of the landscape and how it will help animate the Village Centre providing year round interest to visitors and residents alike. This has been primarily achieved through careful selection of Tree and Shrub species and in the thoughtful planning of key public spaces to showcase the planting.

A Functional Landscape

The site has numerous activities which it needs to provide for, as a result the public realm layout has been designed in a functional manner. It has to be attractive for the Public, easy for the residents to access their homes and functional for those delivering to the retail outlets.



Wider Connectivity Diagram

- - - - - → Sight Lines
- - - - - → Directions of movement

3.4 Public Space Programme

Heritage Gardens

Located to the West of the Village Centre and directly in front of Building 103, the existing trees have been retained to create a new Heritage Gardens which connect with Building 103. This space provides a low key destination on Camp Road which is connected to the Village Centre but gives pedestrians a quieter more reflective space in contrast to the commercial activity of the Village Square.

Pedestrian Links

Running North - South, a number of pedestrian routes have been created which help connect residential development in the north through to the commercial and public amenities along Camp Road. These spaces are designed to be informal social spaces where residents and visitors can park their bicycle or take a break by sitting and chatting to Neighbours. Where possible, trees have been retained or planted to provide interest, colour and shade for pedestrians.

Car Park Spaces

Distributed around the site, the car park spaces provide essential parking close to the Village Centre amenities. To the west an additional car park will be established to serve the Village Centre North as well as the whole of the Village Centre. The landscape of these spaces breaks up the large areas of hard standing by introducing tree and shrub planting to provides colour, texture and interest. It also serves to introduce natural shade and cooling to spaces which would have a lot of reflected heat during summer months.

Village Square

The Village Square is the central event space within the Village Centre and as such much social activity will take place here. In the Northern portion of the square, a number of possible elements are suggested such as signage boards and public sculpture which would work together to provide year round interest to the space. As the main destination in the Village Centre, the space will be designed using robust materials which are in keeping with the quality and character of the Village Centre architecture.



Heritage Gardens



Seasonal Colour & Interest



Car Parking Spaces



Village Square



Animated Public Spaces

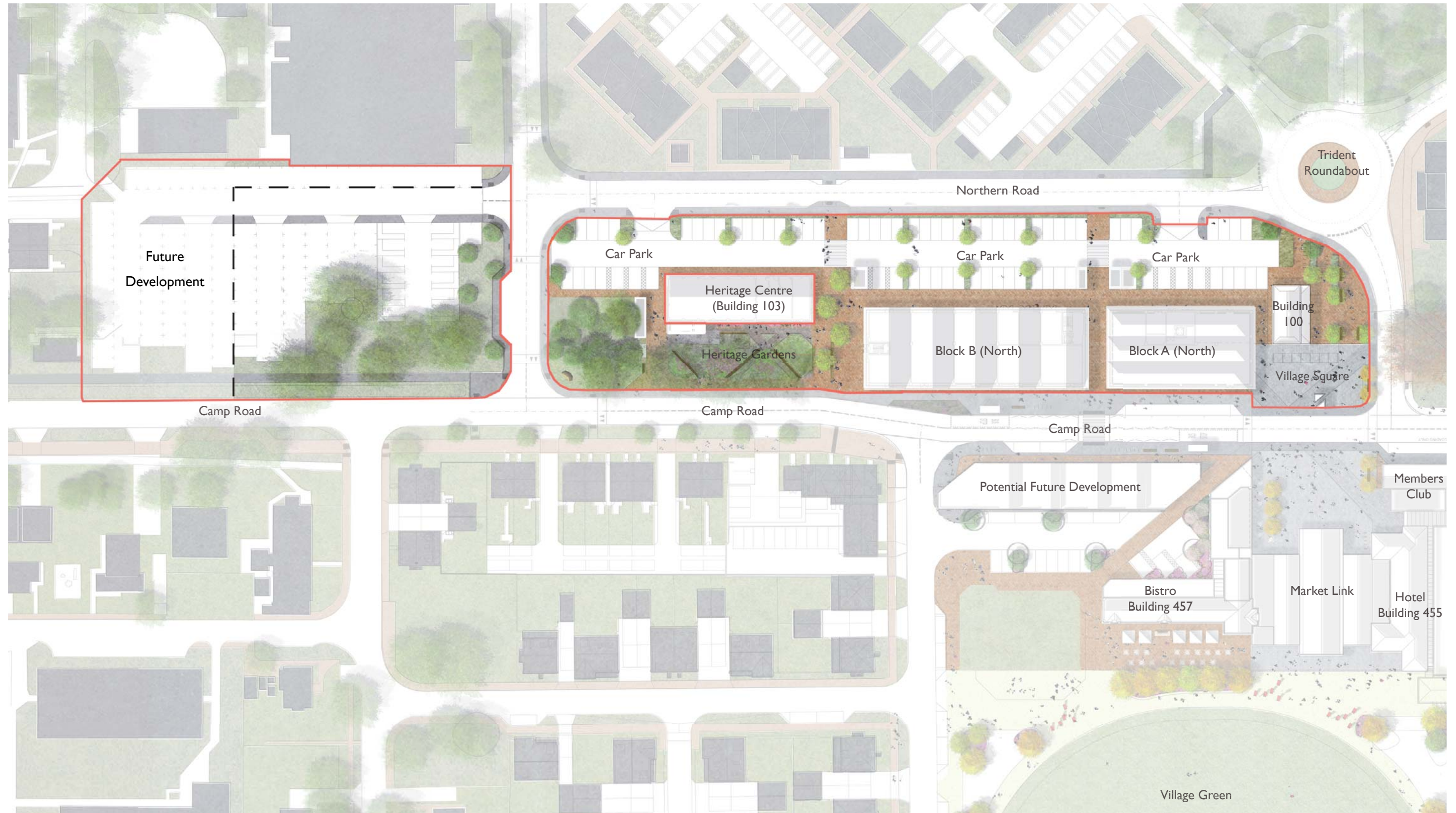


Tree Lined Streets

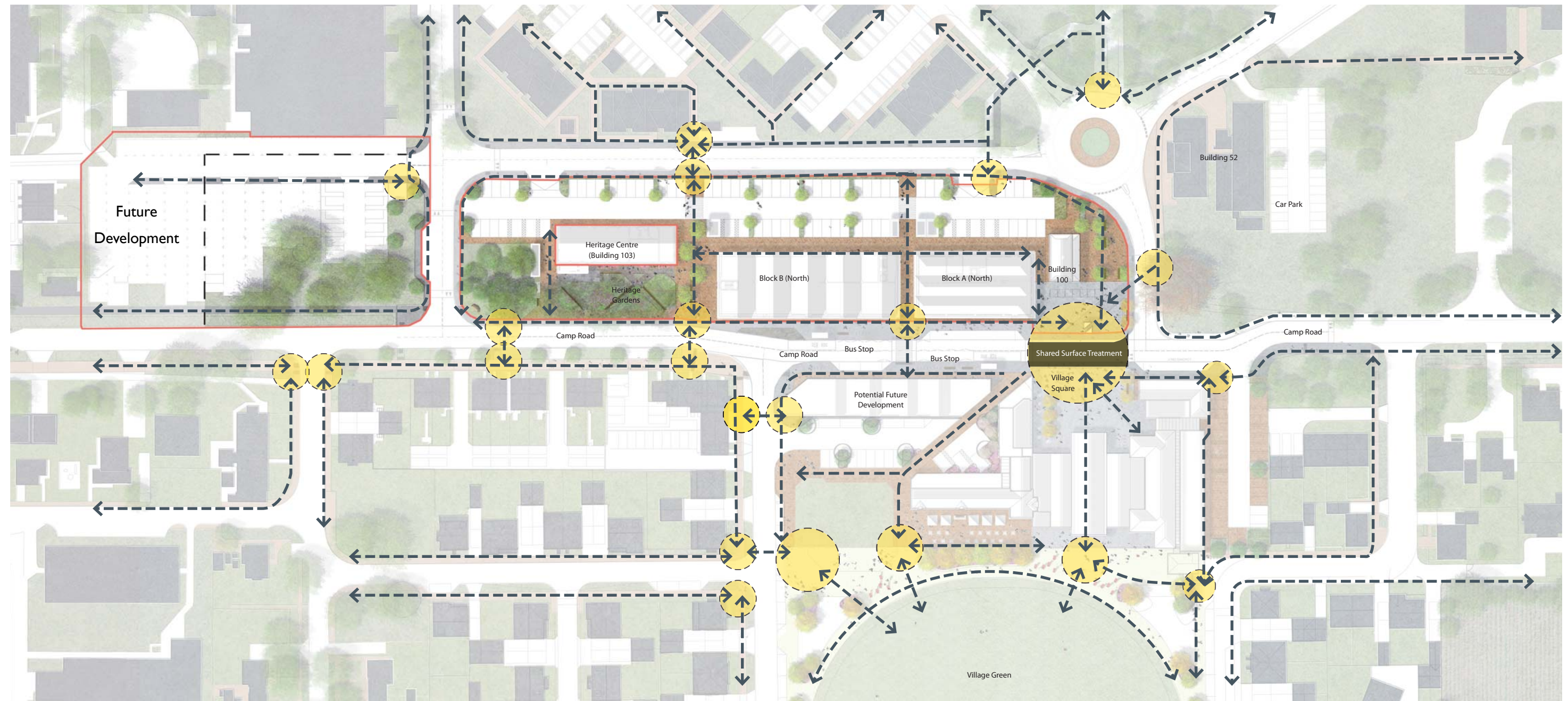


Pedestrian Friendly

3.5 Landscape Masterplan (Roof Plan)



3.6 Pedestrian Movement



Pedestrian Movement Diagram

The central issue regarding Pedestrian Movement throughout the Village Centre is one of Permeability .Traditional village centres were formed around a central square or market which connected all the lanes and alleys ensuring that residents could easily access public amenities and their community. In the modern world, these same issues exist and it has been one of the central aims to ensure that clear wayfinding and access are designed into proposals.

As a result, the site picks up on the East - West axis of Camp Road and the North - South axis of the Trident to create multiple routes crossing in these directions throughout the masterplan to create a variety of different public spaces but also to ensure quick and efficient pedestrian access is designed into the structure of the plan.

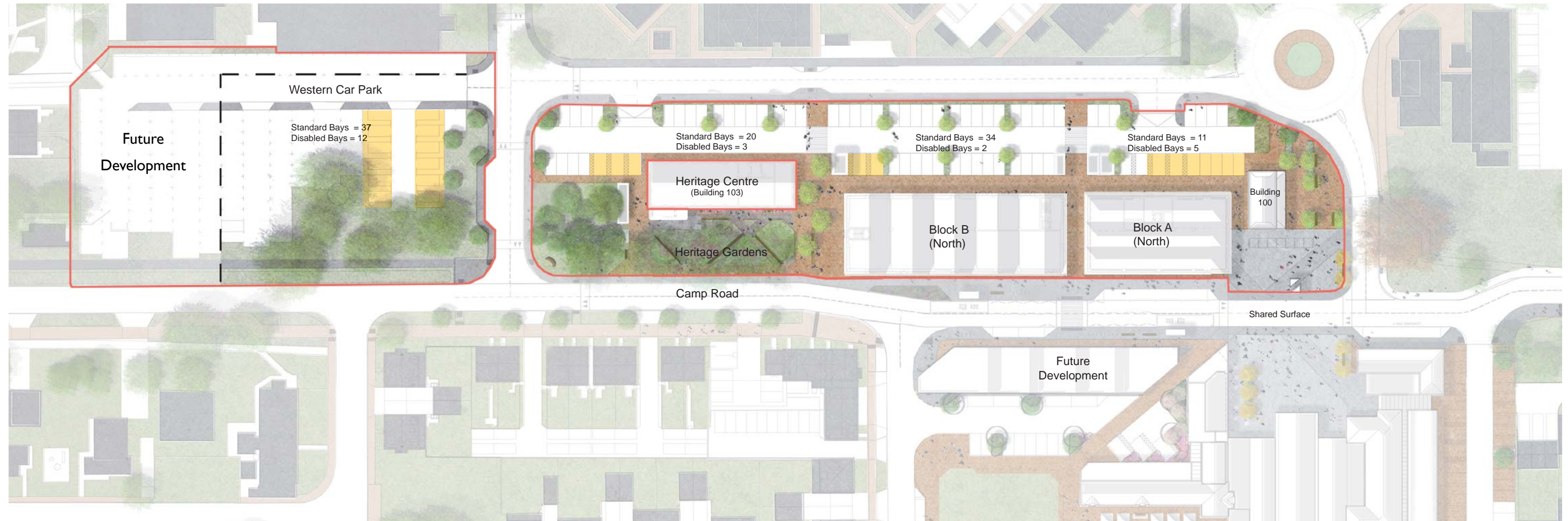
One of the key outcomes of this pedestrian network is the generation of a hierarchy of public spaces. These sub-consciously guide pedestrians through the development in a logical way.

Key:

- Pedestrian Route
- Public Space / Meeting Point
- Share Surface



3.7 Car Parking Provision



Car Parking Strategy Plan

The Car Parking Strategy for Heyford Park Village Centre North has been developed in keeping with the Heyford Park Design Code as well as OCC Parking Standards to determine the appropriate number, mix and location of parking on site.

As the development is a mixture of proposed uses, parking provision will need to provide for the new residents on the site (residential) as well as the influx of visitors and shoppers accessing the new shopping (retail units) and cultural amenities (heritage centre).

Parking provision on site consists of:

Standard Car Parking Bays	102
Disabled Car Parking Bays	22
Total Car Parking Bays	124

This represents a 5 to 1 ratio of standard parking to disabled parking. Further to this, disabled bays have been appropriately located with close proximity to building entrance points to facilitate easy access.

Heyford Park Design Code - Parking Standards

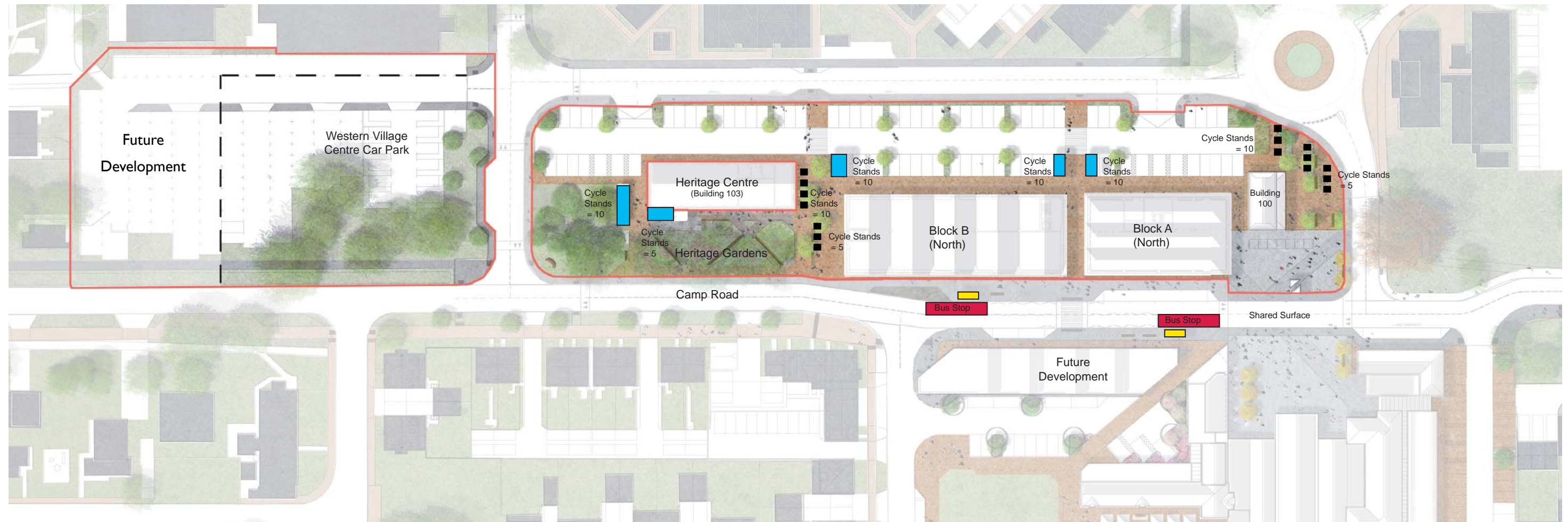
PERPENDICULAR: EG. ON DRIVEWAYS AND PARKING COURTS	MINIMUM LENGTH (M)	MINIMUM WIDTH (M)
SPACE FOR PEOPLE WITH MOBILITY DIFFICULTIES	5.5	2.9+1.0
STANDARD SPACE (UNOBSTRUCTED)	5.0	2.5
STANDARD SPACE (OBSTRUCTED ON ONE SIDE)	5.0	2.7
STANDARD SPACE (OBSTRUCTED ON BOTH SIDES, INCLUDES CAR PORTS AND UNDERCROFTS)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

NUMBER OF BEDROOMS PER DWELLING	MAXIMUM NUMBER OF ALLOCATED SPACES	TARGET NUMBER OF VISITOR SPACES WHEN MINIMUM ALLOCATED SPACE PER DWELLING IS PROVIDED	MINIMUM ALLOCATED SPACES
1	1.5	1	0.25
2	2	1	0.25
3	3	2	0.25
4+	4	2	0.5

OCC Car Parking Requirements

Building	Residential (1 space per 2 bed, 2 per 3 bed)	Visitor (0.25 spaces per dwelling)	Retail (1 space per 14sq.m)	Cultural (1 space per 2sq.m)	B1 Use (1 space per 30sq.m)	Requirement	Provision
Block A	12	3	30			45	16
Block B	20	5	30			55	36
Heritage Centre				15		15	23
Building 100					3	3	
Western Car Park							49
						118	124

3.8 Bus & Cycle Provision



Bus & Cycle Strategy Plan

The connectivity throughout the development is key both for pedestrians and for vehicles. The arrangement of the buildings in relation to the car parking area has also been considered in respect to the volume of car parking and cycle parking required for the associated uses. As part of this submission a transport layouts have been prepared by Woods Hardwick.

The Bus provision for the site is currently provided to the south of the site on Camp Road where 2 bus stops with shelter are proposed. These locations are central to the development and will provide convenient access for buses going into Bicester and other surrounding towns and villages.

Secure internal cycle parking has been provided for residents, while ample external cycle storage has been provided throughout the site for the groundfloor retail units and heritage center.

As part of the cycle strategy for the site, clear access routes from adjacent roads have been identified where cyclists can dismount and park their bicycles before walking into the Village Centre. Further to this, secure cycle storage has been provided for staff working in the village centre, with open stands provided for visitors who would park bicycles for shorter periods of time and would not require secure storage.

OCC Cycle Parking Calculations

	m2	No of staff	Staff stands	Visitor stands	Total
Building 103	341	49	4	17	21
D2 Assembly & Leisure					
Block B	757.3	15	3	4	6
Non-Food Retail					
Block A	489.5	10	1	2	3
Food Retail					
Building 100	82	12	1	4	5
B1					
Total	1669.8				36

Residential Secured Cycle Parking Provision

2-Bed Apartments	=	56 No. cycle spaces (28 x 2 spaces)
3-Bed Apartments	=	6 No. cycles spaces (2 x 3 spaces)
Visitors	=	15 No. cycle spaces (30 apartments/ 2)
TOTAL	=	77 No. cycle spaces (equates to 39 Stands)

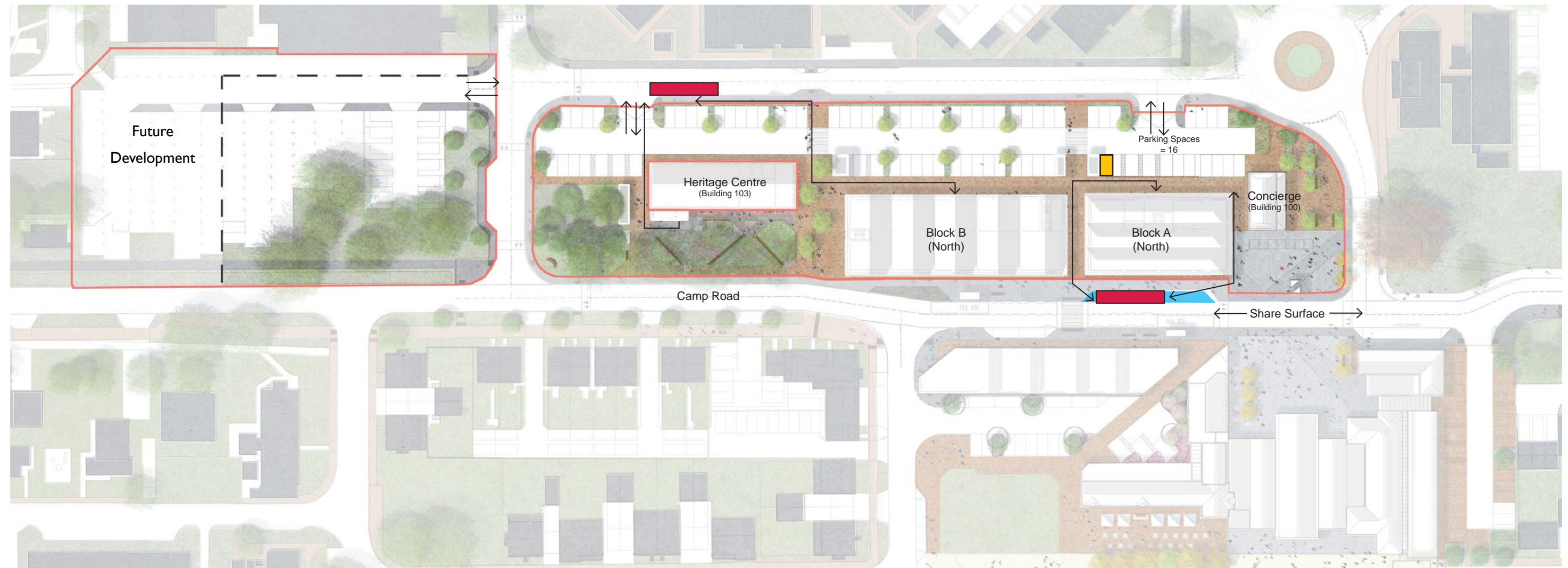
Key:

- Cycle Parking
- Cycle Routes
- Bus Stop Location
- Bus Shelter
- Secure Cycle Parking



Total onsite Cycle Parking Provision	
Cycle Parking Stands (Not Covered / Secured)	30
Cycle Parking Stands (Covered / Secured)	45
Total Cycle Stand Provision	75
(Total Cycle Spaces Provision)	(150)

3.9 Delivery/ Refuse Collection Strategy



Delivery / Refuse Collection Strategy





Within the development, consideration has been given for refuse collection and for delivery access to ensure that both buildings are efficiently serviced with minimum disruption to the community and commercial activities of the development.

In the case of refuse collection, rubbish trucks can pull up along the road along the northern boundary which abutts the development and can arrange for kerbside access to the bin stores to enable efficient refuse collection (see diagram for reference).

For deliveries, these will be coordinated with the facilities management and the occupier to be set at designated times so that they cause minimal disruption. As part of the delivery strategy a loading bay has been identified which is close to the external refuse store for Block A.

For Block B, at present it is not clear which tenants will be occupying the premises and what their servicing / delivery needs are. We are currently looking at how to provide a delivery strategy for these buildings which is appropriate workin with facilities management, however there is an opportunity from the front loading bay or the rear.

Key:

- Delivery / Refuse Collection link 
- Refuse Truck Stopping Point 
- Delivery Bay 
- External Bin Store (18m²) 

The intention for the external bin store is to use the same timber & steel structure to keep a common style throughout the Heyford Park development. Examples are provided of both the cycle & bin stores for reference:

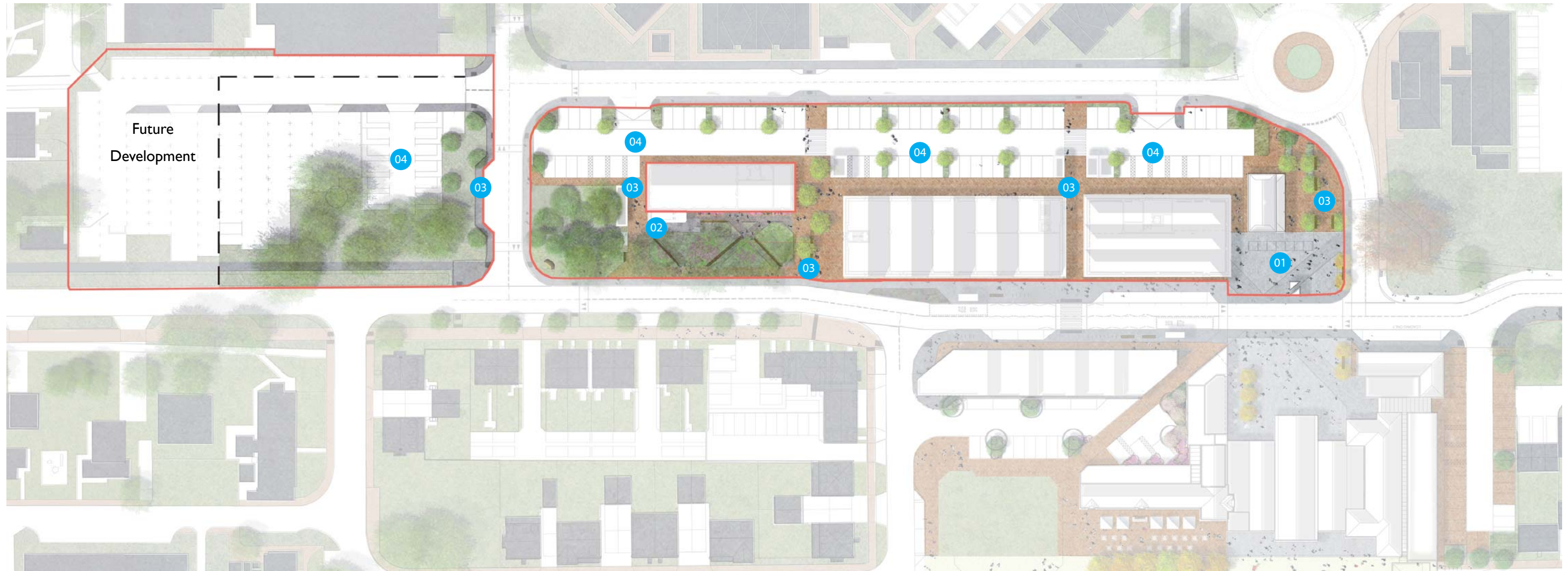


Falcozan Steel & Timber
Cycle Shelter or similar approved



Falcozan Steel & Timber Bin Store
or similar approved

3.10 Paving Strategy



Paving Strategy

The quality of the hard surfaces throughout the development are of key importance as they will communicate the value and importance of the Village Centre within the wider Heyford Park Development. Because of this, a selected palette of quality paving has been chosen to enhance the development and create an attractive robust and functional landscape which the community can enjoy throughout the years.

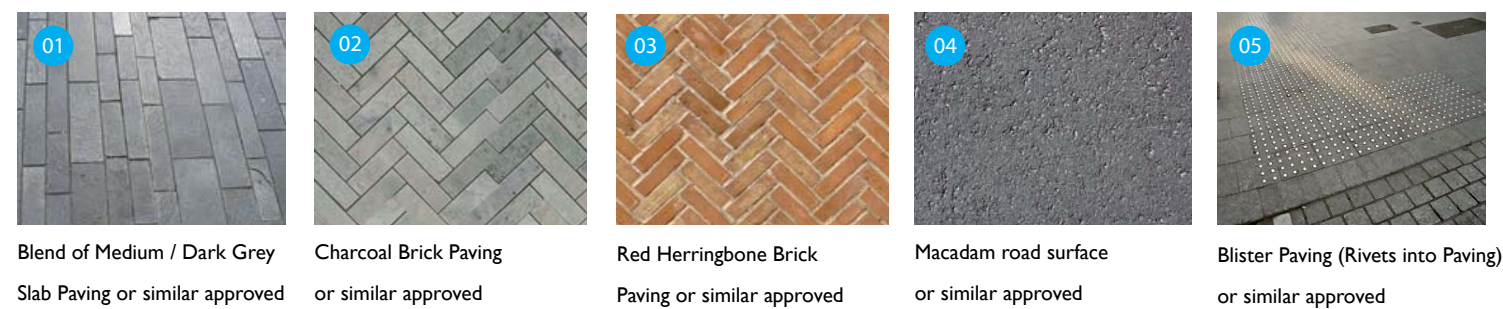
The selection of materials has also considered the new retail uses along Camp Road and the Village Square which will generate an increased footfall throughout the area. As a result the selection of paving materials has been reviewed to ensure they are both robust and easy to maintain over time.

Use of paving has generally been broken into 3 main types across the site to fit with the character and type of use intended in that location:

1. Heritage Gardens - Charcoal Brick Paviours or similar approved
2. Car Park Spaces - Red Brick Paviours or similar approved
3. Village Square - High quality paving slabs laid in linear pattern

These materials together form a general character for the landscape of Heyford Park.

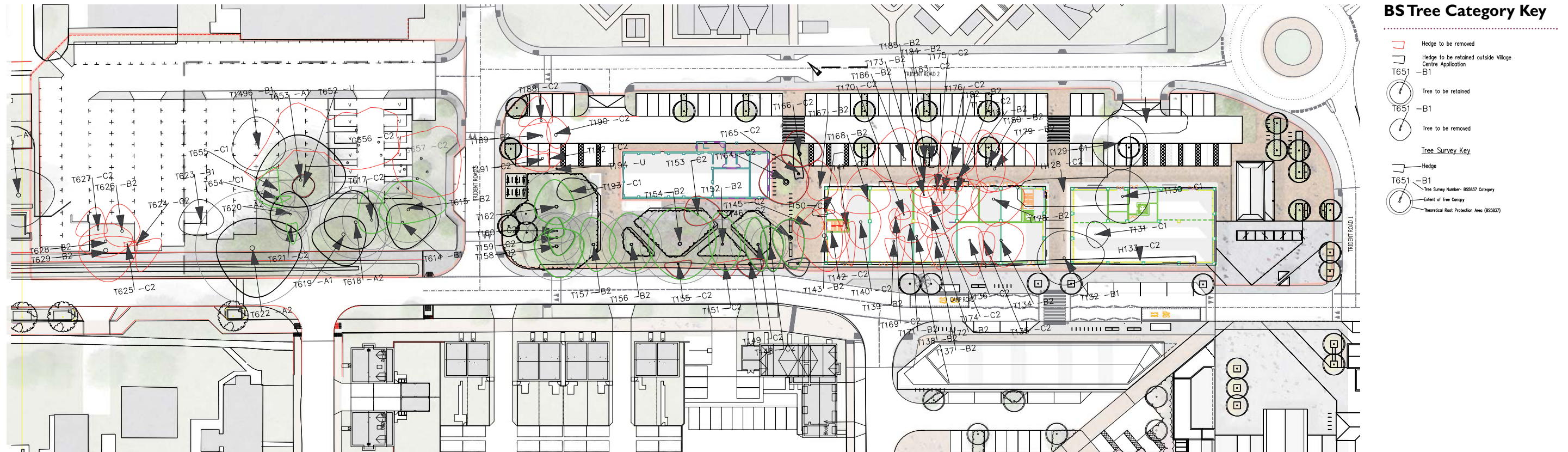
Paving Materials Palette



Landscape Design and Disabled Access

The public realm has given consideration to disabled access by managing the levels across the site to avoid step access. This has been complemented by the choice of materials which have clean and level surfaces allowing for efficient movement for wheel chair users. The design also includes tactile paving at key points adjacent to the road ways and at crossings for visually impaired visitors in keeping with Department of Transport guidelines.

3.11 Tree Removal Strategy



Tree Removal Plan

Tree Survey Summary

(Paraphrased from AIA report submitted with this application)

The scope of the assessment was to visit the site and to re-survey relevant trees, groups and hedges in accordance with BS5837:2012 'Trees in relation to design, demolition and construction – recommendations.' These trees have previously been surveyed by Pegasus Group over the period from March 2015 to June 2016 and we have been provided with a copy of this tree survey, within our tree survey we have used the same tree numbers as the earlier Pegasus Group tree survey. Followed up with an AIA provided by Ruskins.

The site included a total of 88 items including 79 individual trees, a group of 5 trees, 2 hedges, a group of cherry laurels and a shrub were surveyed.

The tree species are dominated by beech and sycamore which make up almost 80% of the tree resource with beech 41% and sycamore 37.5% of the tree population, with the remaining species forming only 20% of the tree stock in this area.

The tree resource consists predominately of Category C trees which make up over 60% of the tree resource with 36% of the trees qualifying as Category B trees. There are no Category A trees and only 1 Category U tree.

Tree Removal Strategy

(Paraphrased from AIA report submitted with this application)

A total of 70 trees, 2 hedgerows and 1 group of cherry laurels are to be removed to allow for the Village Centre development of these 13 trees could be expected to be removed as part of any tree management programme.

The trees to be removed to allow for the proposed development are 20 'B' category tree and 49 'C' category trees and 3 'C' category hedgerow / shrub groups.

The trees to be removed are identified on the Tree Removals Plan (shown above) and within the Arboricultural Impact Assessment report. The principal of removing trees to allow for an appropriate layout subject to appropriate new tree planting is supported in all the relevant planning policies and in BS5837 (2012). 'Trees in relation to design, demolition and construction – Recommendations' which states that:

The constraints imposed by trees, both above and below ground should inform the site layout design, although it is recognized that the competing needs of development mean that trees are only one factor requiring consideration. Certain trees are of such importance and sensitivity as to be major constraints on development or to justify its substantial modification.

It is the opinion of the AIA report that none of the trees to be removed are of considered to be of 'such importance or sensitivity to be major constraints on development or justify its substantial modification'.

Tree Removal / Replacement Schedule

Total Existing Trees on site	88
Trees to be retained	+ 18
Trees To Be Removed	- 13
Poor Condition (Cat C & U)	
Trees To Be Removed	- 57
To Faciliate Development (Cat B & C)	
Total Trees to be Removed	- 70
Proposed Tree Planting	+ 34

3.12 Tree Replacement Strategy



Tree Planting Strategy

Following review of the existing trees on the site with the Council Tree Officer, it was noted that any proposal for tree loss should be made within the context of a wider tree replacement / planting strategy to establish tree cover and health for Heyford Park going forward in the longer term.

As a result, the Tree Planting Strategy has been developed to provide selected tree species which will compliment the character and quality of the development as well as contribute to the overall tree health and canopy cover across the wider Heyford Park development.

Of the 70 trees proposed for removal 13 of these trees are in poor condition leaving a loss of 57 trees. This proposal caters for the planting of 34 new trees on site to help replace this loss. Further information is provided in the AIA report to explain this justification for this, and to accommodate further tree provision offsite.

The structure of the tree planting strategy has 4 main drivers which are as follows:

Road side Planting

This consists of a selection of deciduous (*Platanus x hispanica*) species which have a good form and are suitable for street planting.

Car Parking Planting

Within the parking courtyards, use of *Platanus orientalis* will provide good structure, shade and seasonal colour to these spaces.

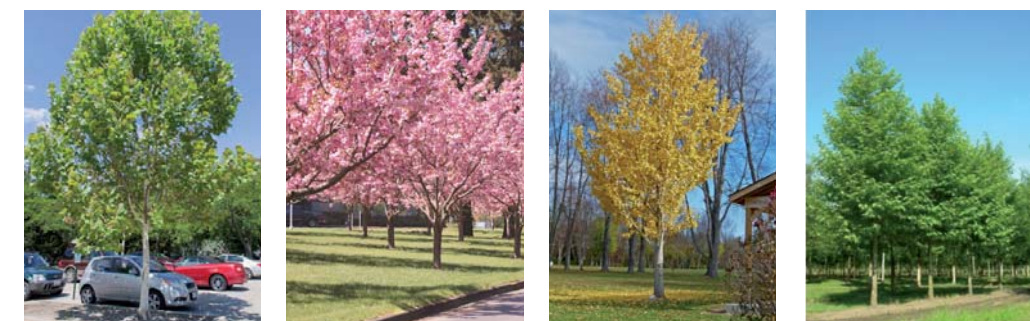
Village Square Feature Planting

In keeping with the southern portion of the Village Square, *Ginkgo biloba* are located on the Eastern boundary which will provide strong lime, yellow and orange seasonal colour. In contrast, the North are places a grid of 5 *Prunus serrulata* which will provide accent of pink colour during spring.

Specification & Planting Notes

Tree species and planting methodology will be specified to a significant size and are planted in a manner to ensure their successful establishment and health in the long term. All plants shall conform to BS 3936 and National Planting Specification

Proposed Tree Selection



Platanus x hispanica

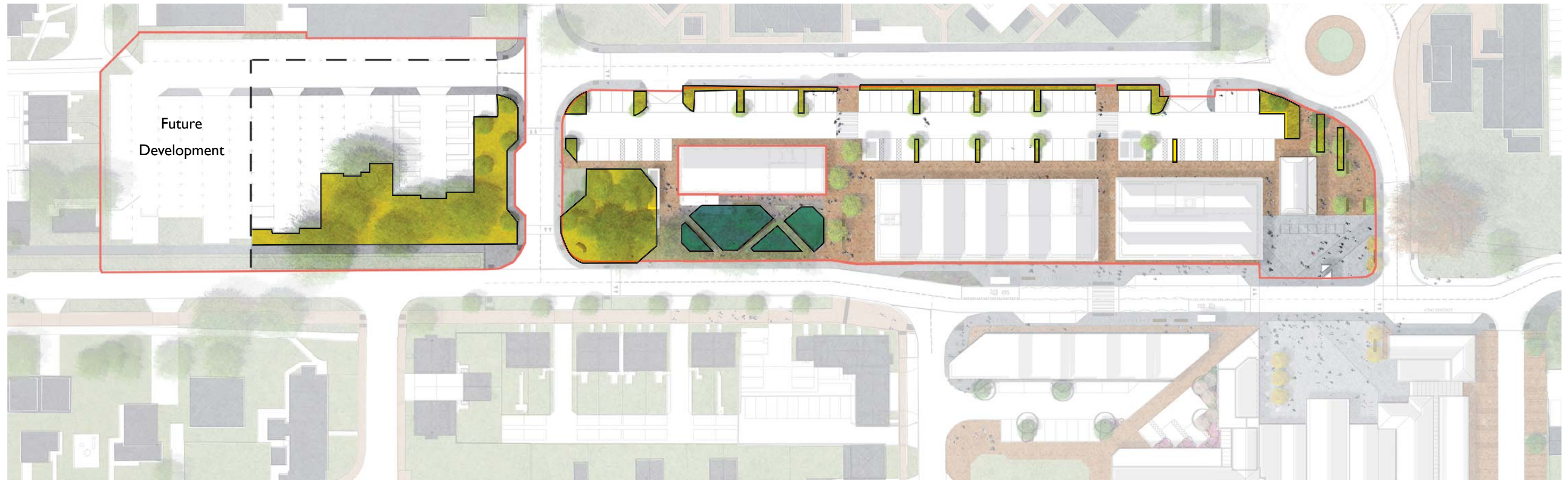
Prunus serrulata

Ginkgo biloba

Platanus orientalis



3.13 Planting Strategy



Public Realm Amenity Landscape

The Landscape Design of the Village Centre Northern Plot has been developed in keeping with the previous planting strategy proposed and approved on the Village Centre Southern Plot application.

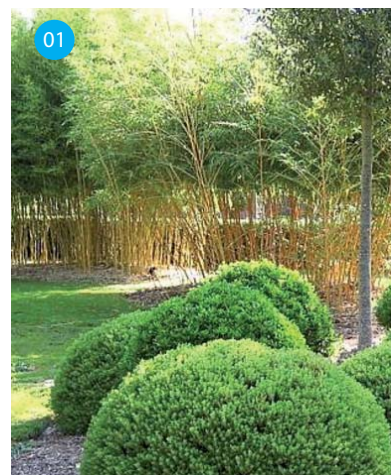
The Northern Plot is made up of several landscape character areas including the Village Square, Car Parking Spaces, Road Side Planting & Heritage Gardens which are an essential to the social life of the Village Centre. These spaces will have a high level of access and use visitors and residents alike as they will be used daily throughout the year.

The shrub planting strategy for these spaces focuses on developing an amenity shrub planting mix which mixes seasonal flowering shrubs, grasses and herb planting with more structural shrubs to create a planting mix which creates a strong character and identity for the Village Centre.

One particular area of interest will be the Heritage Gardens associated with the Heritage Centre (Building 103). This area is located under mature Beech trees and requires particular attention in selecting plants which are shade tolerant while also supporting and enhancing the garden experience.

The shrub planting has also been selected based on hardiness, ease of maintenance as well as low water consumption in keeping with sustainable water use.

Amenity Shrub Planting Mix



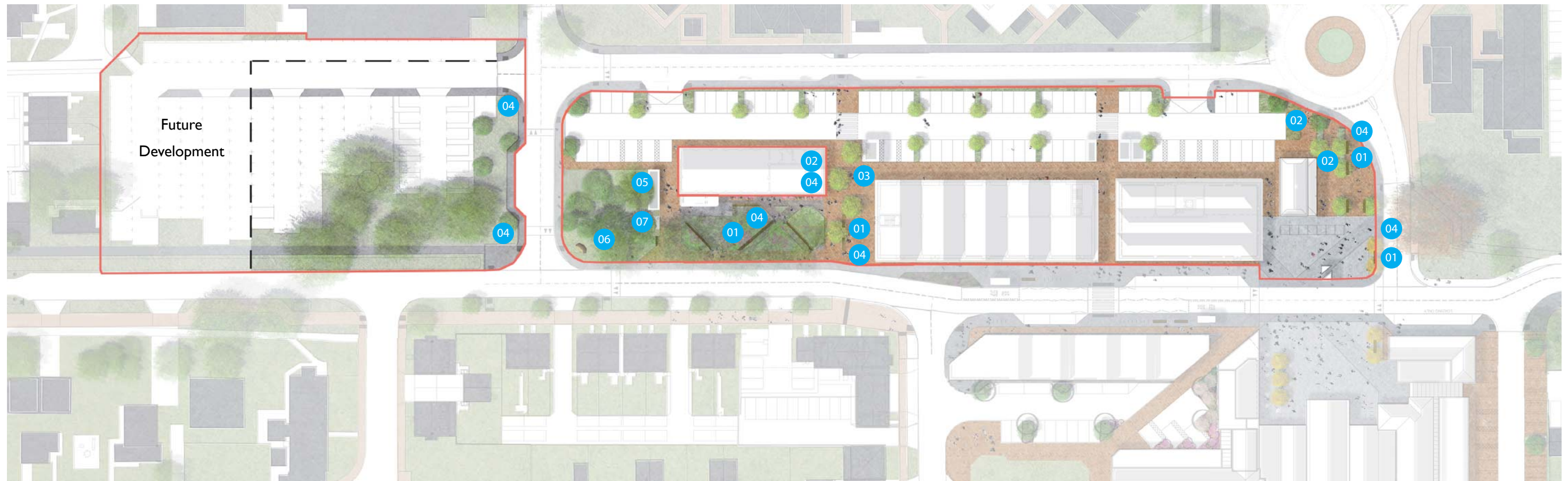
Shrub Planting Palette

Building 103 Gardens



- | | | |
|--------------------------------|--|--------------------|
| 01 Hebe rakaiensis | 05 Sarrococca hooeriana | 09 Vinca major |
| 02 Salvia officinalis purpurea | 06 Calamagrostis x acutifolia 'Rubrum' | 10 Vinca minor |
| 03 Santolina chamaecyparissus | 07 Viburnum burkwoodii | 11 Liriope muscari |
| 04 Perovskia 'Blue Spire' | 08 Cornus canadensis | |

3.14 Street Furniture Plan



External Furniture Strategy

A public furniture strategy for the Village Centre has been developed to create a consistent character to the public realm and also to assist the management in maintaining the products.

An important aspect of the street furniture is that it draws on architectural elements like steel, stone, and timber as they are part of the overall design aesthetic of the Village Centre.

Further to this, consideration has been given to the durability and robustness of the products as well as their comfort for use. This is an important aspect, as if seating is not comfortable, it will not be fully utilised and reduce willingness of community to socialise in these spaces. The location of furniture within the development is a critical factor in encouraging its use.

Finally, it is worth noting that elements like signage within the scheme will draw upon the wider Heyford Park signage strategy so that this proposal is intergrated into the overall wayfinding strategy.

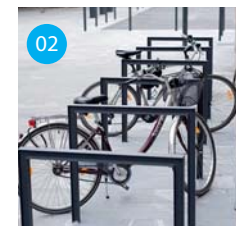
In regards to the proposed Bus Shelters located on Camp Road, the specification for the shelters will be coordinated with Cherwell & Oxfordshire County Council to ensure that the Shelters are consistent with the wider bus shelter character and strategy.

In addition the design, manufacture, installation, maintenance and operation of all street furniture products will comply with British Standards, relevant Codes of Practice and Construction Design Management regulations.

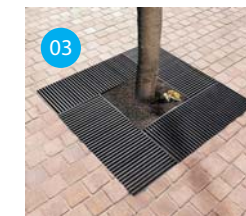
Structure shrub planting



01 Steel Frame with Hardwood Timber Facing or similar approved



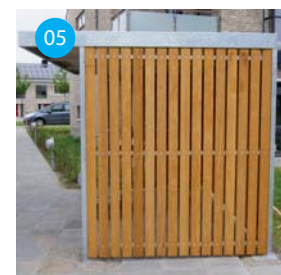
02 Sheffield Cycle Stands or similar approved



03 Basic Tree Grate - Concept Urban or similar approved



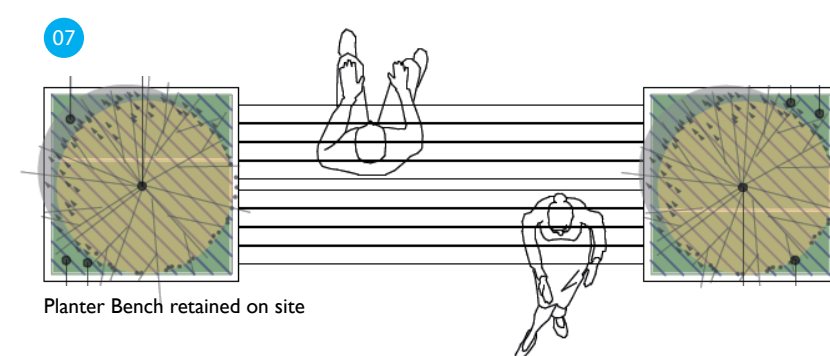
04 Powder coated 80L Rubbish Bin or similar approved



05 Falcozan Powder coated Steel & Timber Cycle Shelter or similar approved



06 Existing RAF Memorial Retained on site but relocated.



07 Planter Bench retained on site