



# HEYFORD MASTERPLAN


## DESIGN AND ACCESS STATEMENT

PREPARED BY PEGASUS DESIGN  
P16-0631\_81G | MARCH 2020



DORCHESTER  
LIVING





“THE CREATION OF HIGH QUALITY BUILDINGS AND PLACES IS FUNDAMENTAL TO WHAT THE PLANNING AND DEVELOPMENT PROCESS SHOULD ACHIEVE. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, CREATES BETTER PLACES IN WHICH TO LIVE AND WORK AND HELPS MAKE DEVELOPMENT ACCEPTABLE TO COMMUNITIES. BEING CLEAR ABOUT DESIGN EXPECTATIONS, AND HOW THESE WILL BE TESTED, IS ESSENTIAL FOR ACHIEVING THIS. SO TOO IS EFFECTIVE ENGAGEMENT BETWEEN APPLICANTS, COMMUNITIES, LOCAL PLANNING AUTHORITIES AND OTHER INTERESTS THROUGHOUT THE PROCESS.”

(PARA 124, NPPF 2019).

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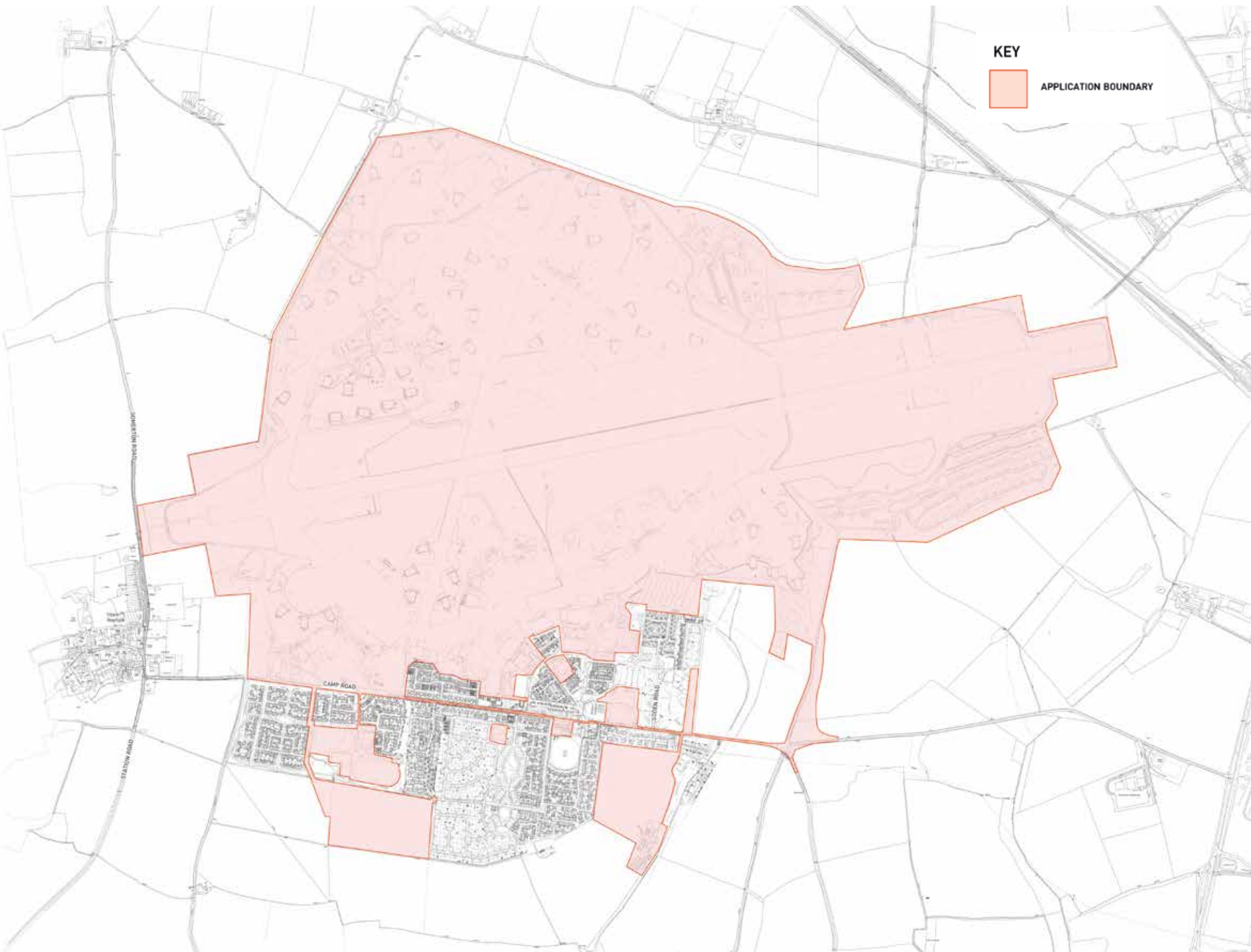
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An aerial photograph of a campus or industrial site. A large, dark blue rectangular box is centered over the image, containing white text. The background shows various buildings, parking lots, roads, and green spaces. A prominent road runs diagonally across the upper half of the image. In the lower right, there is a large, dark green wooded area. The overall scene is a mix of developed and undeveloped land.

# SECTION 1 INTRODUCTION



# SECTION 1 | INTRODUCTION

## PURPOSE OF THE STATEMENT

- 1.1 This Statement has been prepared by Pegasus Urban Design on behalf of Dorchester Group to accompany the Hybrid Planning Application for a Mixed Use development at Heyford Park.

A hybrid planning application consisting of:

- demolition of buildings and structures as listed in Schedule 1;
- outline planning permission for up to:
  - » 1,175 new dwellings (Class C3);
  - » 60 close care dwellings (Class C2/C3);
  - » 929 m2 of retail (Class A1);
  - » 670 m2 comprising a new medical centre (Class D1);
  - » 35,175 m2 of new employment buildings, (comprising up to 6,330 m2 Class B1a, 13,635 m2 B1b/c, 9,250 m2 Class B2, and 5,960 m2 B8);
  - » 2,415 m2 of new school building on 2.4 ha site for a new school (Class D1);
  - » 925 m2 of community use buildings (Class D2); and 515 m2 of indoor sports, if provided on-site (Class D2);
  - » 30m in height observation tower with zip-wire with ancillary visitor facilities of up of 100 m2 (Class D1/A1/A3);
  - » 1,000 m2 energy facility/infrastructure with a stack height of up to 24m (sui generis);
  - » 2,520 m2 additional education facilities (buildings and associated external infrastructure) at Buildings 73, 74 and 583 for education use (Class D1);
  - » creation of areas of Open Space, Sports Facilities, Public Park and other green infrastructure.
- the change of use of the following buildings and areas:
  - » Buildings 3036, 3037, 3038, 3039, 3040, 3041, and 3042 for employment use (Class B1b/c, B2, B8);
  - » Buildings 217, 3052, 3053, 3054, 3055, 3102, and 3136 for employment use (Class B8);
  - » Buildings 2010 and 3009 for filming and heritage activities (Sui Generis/Class D1);
  - » Buildings 73 and 2004 (Class D1);
  - » Buildings 391, 1368, 1443, 2005, 2006, 2007, 2008 and 2009 (Class D1/D2 with ancillary A1-A5 use);
  - » Building 340 (Class D1, D2, A3);
  - » 20.3ha of hardstanding for car processing (Sui Generis); and
  - » 76.6ha for filming activities, including 2.1 ha for filming set construction and event parking (Sui Generis);
- the continuation of use of areas, buildings and structures already benefiting from previous planning permissions, as specified in Schedule 2.
- associated infrastructure works, including surface water attenuation provision and upgrading Chilgrove Drive and the junction with Camp Road.

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1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a Design and Access Statement.

1.3 The purpose of this statement is to explain;

**“how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users”  
(para. 34, Planning Practice Guidance ID 26-034-20140306, March 2014).**

The Town and Country Planning (Development Management Procedure) (England) Order 2015 also states the following requirements:

“(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:

- (a) the design principles and concepts that have been applied to the development; and
  - (b) how issues relating to access to the development have been dealt with.
- (3) A design and access statement must:
- (a) explain the design principles and concepts that have been applied to the development;
  - (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
  - (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
  - (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
  - (e) explain how specific issues which might affect access to the development have been addressed.”



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1.4 The more recently published government white paper 'Fixing our broken housing market' (February 2017) also seeks to reinforce the importance of design stating:

**“(1.44) We want to ensure that communities can influence the design of what gets built in their area. Local people want new developments to reflect their views about how their communities should evolve, whether it is in keeping with the traditional character of their area or a beautiful contemporary design that adds to the existing built environment. Good design is also fundamental to creating healthy and attractive places where people genuinely want to live, and which can cater for all members of the community, young or old.”**

**“(1.45) 73 per cent of people say they would support the building of more homes if well designed and in keeping with their local area.  
(National Housing and Planning Advice Unit (2010) Public Attitudes to Housing).”**

This document achieves this within the following sections:

**Section 1: Introduction** – outlines the purpose of the document;

**Section 2: Assessment** – considers the site and its surroundings in terms of the physical, social and planning context;

**Section 3: Design Principles and Sustainable Structuring** – presentation of the design principles that have been derived from a combination of Government Policy and site assessment;

**Section 4: Involvement and Evolution** – outlines the stakeholder consultation undertaken, as well as its key findings and design evolution;

**Section 5: Design Proposals** – presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance.

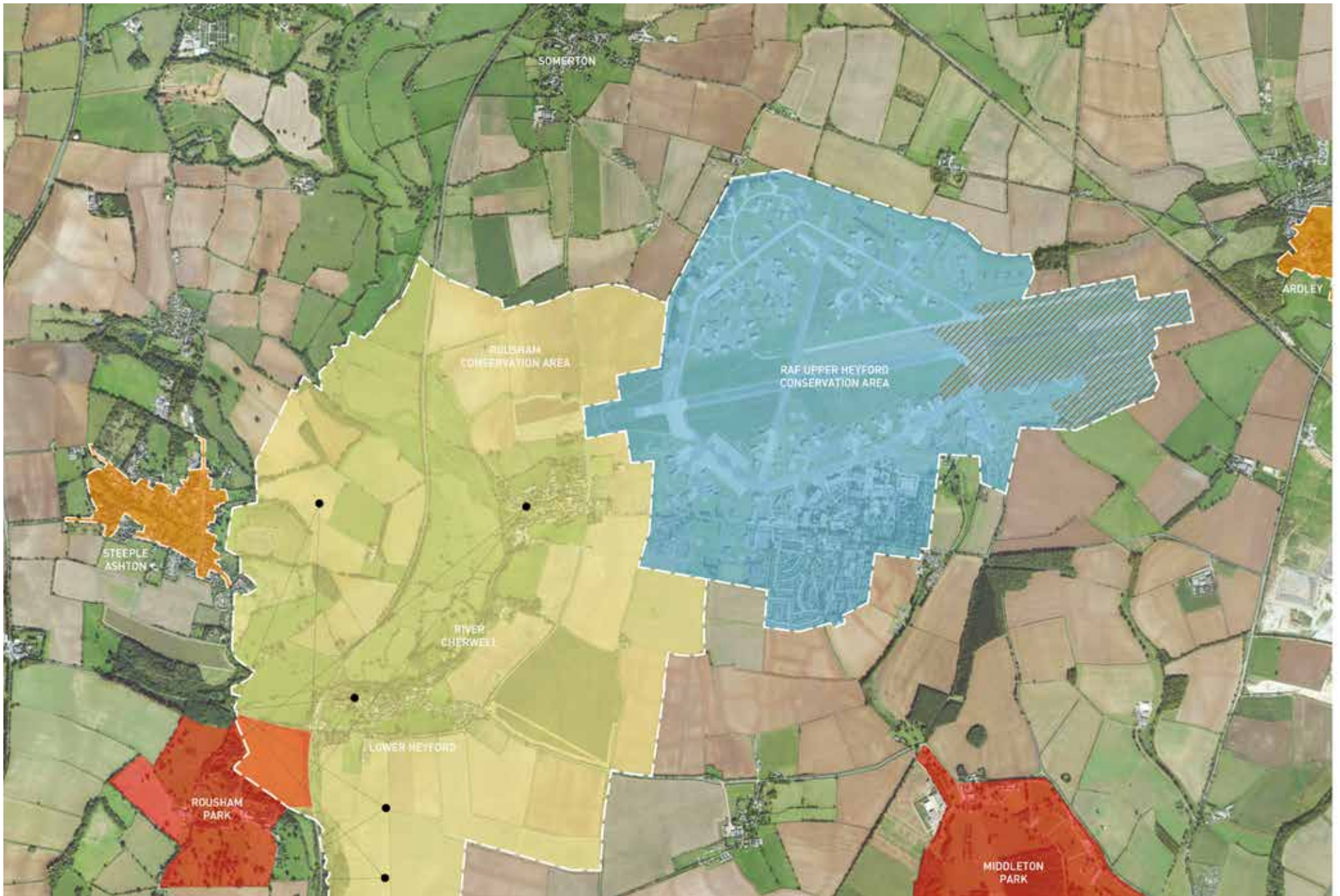
**Section 6: Summary**

1.5 This statement should be read in conjunction with the Hybrid Planning Application and its accompanying documents including the Planning Statement, Environmental Statement, Flood Risk Assessment, Transport Statement, Sustainability Assessment, and Statement of Community Involvement.



The background of the slide is a landscape photograph. In the foreground, there is a concrete dam structure with a metal railing on top, extending from the bottom right towards the center. The area behind the dam is a grassy field. In the middle ground, there is a line of trees and a small stone structure. The sky is a clear, light blue. A dark blue square is overlaid in the center, containing the text. Two white L-shaped corner brackets are positioned at the top-left and bottom-right corners of the dark blue square.

# SECTION 2 ASSESSMENT



- KEY**
-  CONSERVATION AREAS
  -  LOCAL WILDLIFE SITE
  -  LOCAL PARKS
  -  ROUSHAM PARK (KENT'S FOCAL POINTS TO THE COUNTRYSIDE)

SURROUNDING DESIGNATIONS AND EXTENT OF CONSERVATION AREA

# SECTION 2 | ASSESSMENT

- 2.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken

## HISTORICAL AND PHYSICAL CONTEXT

### Site Heritage & Historic Context

- 2.2 There are a range of designations across the surrounding landscape including the heritage asset of Rousham Park, with William Kent's (William Kent was an English Landscape Architect who designed Rousham Park in the 18th century) focal points shown on the plan opposite, Rousham and Steeple Aston conservation areas as well as the local wildlife site within the application area.
- 2.3 The former RAF Upper Heyford airbase as a whole is designated as a conservation area, reflecting the role that the airbase played in the Cold War years, and the distinctive architecture and layouts which arose from that use.
- 2.4 The former base contains a number of Scheduled Monuments identified as 'Cold War Structures' at the former Upper Heyford designation as well as five listed buildings.

### Cold War Landscape

- 2.5 The built heritage potential of the site is reflected in its designation as a conservation area and the scheduling of Cold War structures. The closure of the airbase soon after the end of the Cold War means that the extent of survival is high.

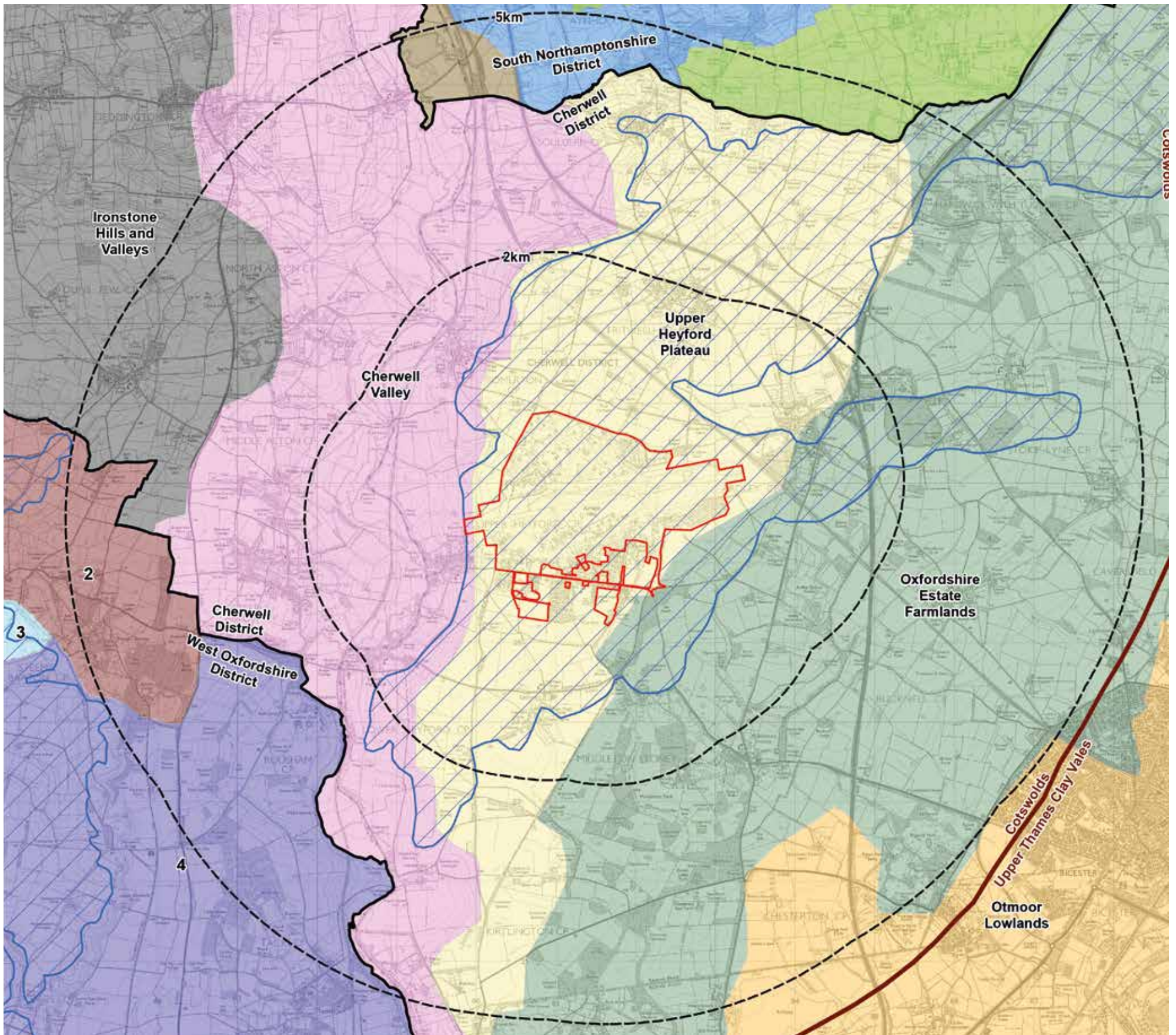
### Site Heritage: Landscape & Built Form

- 2.6 The airfield was originally built in 1916 in response to a requirement for trained aircrews for the Royal Flying Corps during WWI.
- 2.7 Immediately after the war, the airfield was abandoned, although this was short-lived, and in 1923 the site was brought back into use. It continued to have a significant role in Britain's air defence systems up to and including WWII. However, it was the Cold War period after the war which saw the most intense period of development and use and occupation by the American Airforce USAF. The former base was leased by the USAF from the 1960s until the military vacation of the base in 1994.
- 2.8 The end of the Cold War resulted in the de-commissioning of RAF Upper Heyford in 1993.
- 2.9 Today, there are a number of buildings on site which reflect this rich heritage and give the site a distinct character, with different areas reflecting various stages of the development.
- 2.10 It is this framework which provides a setting for a range of character areas.




## SITE'S IMMEDIATE CONTEXT

- 2.11 The site comprises circa 449.2ha of land at the former RAF Upper Heyford and agricultural fields in immediate locality.
- 2.12 Beyond the immediate environs of the Application Site, the land is generally used for agriculture and comprises arable/grazing fields of varying size and shape with several woodland belts.
- 2.13 There are several villages within the proximity of the site, including Upper Heyford 0.11km to the west, Lower Heyford circa 0.92km to the south-west, Ardley circa 0.6km to the west and Somerton circa 1.06km to the north.
- 2.14 Outside of the former military base, but within the ownership of the applicant and within the application site, is the sewage treatment works (parcel 36), located to the south-east of parcel 17 which is accessible from Camp Road.





## KEY

-  Application Boundary
-  Local Authority Boundary
-  National Character Areas




### Oxfordshire Wildlife and Landscape Study (2004)

#### Landscape Character Types

-  Farmland Plateau

### Northamptonshire Landscape Character Assessment (2010)

#### Landscape Character Areas:

-  10a: Croughton, Aynho and Farthinghoe Plateau
-  13a: Middleton Cheyney and Woodford Halse
-  17a: River Cherwell Floodplain

### West Oxfordshire Landscape Assessment (1998)

#### Landscape Character Areas

-  2. Ironstone Valleys & Ridges
-  3. Enstone Uplands
-  4. Eastern Parks & Valleys

### Cherwell Landscape Assessment (1995)

#### Landscape Character Areas

-  Cherwell Valley
-  Ironstone Hills and Valleys
-  Otmoor Lowlands
-  Oxfordshire Estate Farmlands
-  Upper Heyford Plateau

## LANDSCAPE & ECOLOGICAL CONTEXT

- 2.15 A Landscape and Visual Impact Assessment supports this application and can be found in the Environmental Statement.
- 2.16 The Application Site is not located within any statutory or non-statutory landscape designations, however land immediately to the south and west of the Application Site falls within the Rousham Conservation Area (which contains the Rousham Park and Garden). The Application Site is located within the farmland landscape character type (within the Oxfordshire Wildlife and Landscape Study, 2004) and the following Landscape Character Areas (LCAs) within the Cherwell Landscape Assessment (1995):
- Upper Heyford Plateau LCA;
  - Oxford Estate Farmlands LCA; and
  - The Cherwell Valley LCA.

### Visual context and any mitigation measures

- 2.17 The LVIA has undertaken a study of key receptors and assessed views towards the site in relation to the proposals. Through landscape and visual assessment and discussions during the development of the masterplan there are a number of mitigation measures to be included within the masterplan and GI masterplan. This includes consideration of sensitive lighting to mitigate any potential effects on the Rousham Conservation Area and other sensitive receptors, including ecological habitats, screening of views towards land uses e.g. BCA from key routes like the Portway historic route, and the screening of views with localized strategic buffer planting where appropriate to the landscape character.
- 2.18 The coherent Cold War landscape of the Flying Field is largely unaltered from its original form and it is principally of significance due to it being able to illustrate different periods of the strategic defence during the Cold War.

## ECOLOGY

- 2.19 The Environmental Statement considers the ecological assets related to the Application Site and seeks to conserve, enhance and improve biodiversity in line with the policy and guidance following the baseline surveys.
- 2.20 The eastern section of the Application Site is designated as a Local Wildlife Site (LWS) called Upper Heyford Airfield. This LWS sits within parcels 23, 24, 27 and 28, the designation aims to protect the calcareous grassland within the Flying Field area. There are no other statutory or non-statutory environmental designations affecting the site, except for legislation with regards to protected species and their habitats, notably great crested newts and an assemblage of ground nesting birds including some species listed as Birds of Conservation Concern.
- 2.21 Within 2km of the Application Site there are a number of statutory designations including the Ardley Cutting and Quarry Site of Special Scientific Interest (SSSI). This SSSI is approx. 130m from the Application Site boundary at its closest point and runs in a linear shape from northwest to southwest. It is designated for its biological interest (as well as geological) which include limestone grassland.
- 2.22 There are four non-statutory designated sites and areas identified for future biodiversity enhancement within 2km of the Application Site. These include the Upper Cherwell Valley Conservation Target Area (CTA); Tusmore and Shelswell Parks CTA; Rush Spinney Local Wildlife Site (LWS); and the Upper Heyford Airfield LWS.



- 2.23 Some of the recommendations to maintain and enhance biodiversity across the Application Site are integrated within the Green Infrastructure (GI) proposals and include the general proposals to:
- Retain and enhance key habitat features (including existing trees, areas of grassland and hedgerows) where possible;
  - Protect key species through sensitive management and control of activities which may cause a negative impact;
  - Incorporation of GI to ensure ecological connectivity and functionality across the Site;
  - Where habitats are affected for key species, mitigate through creation and improvement of suitable habitat;
  - Consideration of species for new planting notably the structural buffer planting around the periphery of the Application Site to enhance ecological corridors;
  - Creation of opportunities for new habitat creation through integration of landscape proposals including bird and bat boxes, hibernacula;
  - Considered approach to the design of public open spaces and development parcels, including a sensitive lighting strategy; and
  - Biodiversity offsetting with creation of suitable habitat.
- 2.24 The ecology assessment identifies the existing ecological baseline and seeks to achieve a net biodiversity gain (in line with local planning policy) as part of the proposals. This is to be achieved by a number of proposals including:
- Terrestrial habitat improvements (rough grassland, scrub areas and woodland) to avoid impacts on valued areas of grassland habitat;
  - Increase habitats available to support reptiles;
  - Mitigation for great crested newts (GCN), creation of foraging and hibernating habitat, with replacement breeding habitats for gcn where affected;
  - Sensitive management of grassland with the aim to create a more diverse sward;
  - Planting to support foraging and commuting bats along Chilgrove Drive; and
  - Reduce the risk of predation by domestic cats with cat & dog proof fencing.



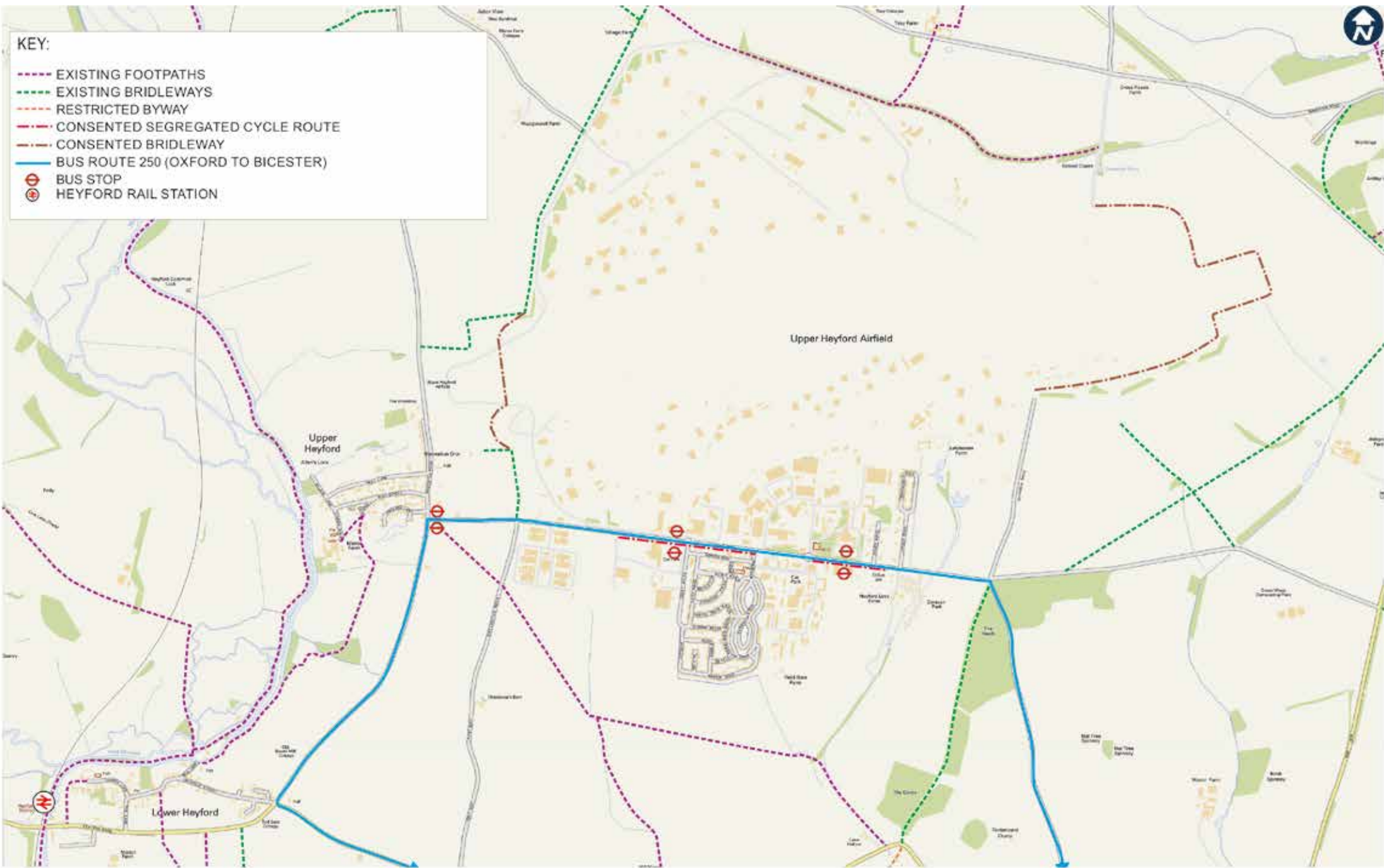
## EXISTING VEGETATION

- 2.25 Within the Application Site, north of Camp Road, the vegetation appears to have been planted in a haphazard manner during the 1980s. Buildings and areas of hard standing are separated by areas of grassland.
- 2.26 To the south of Camp Road, within the residential areas, vegetation is domestic in nature, with areas of public open space comprising mature trees, amenity grass with recent planting in newly developed green spaces.
- 2.27 Species are varied across the site with a mix of native and ornamental species, with the planting providing specific function such as screening, highway trees or domestic landscaping. Past management of amenity grass has been regimented to present a well-maintained appearance in line with the military use of the site.
- 2.28 A tree survey has been submitted in support of this application and can be found in the Environmental Statement.

## TOPOGRAPHY

- 2.29 The Flying Field occupies a plateau east of the Cherwell Valley and comprises convex high ground, with landform falling away locally to the north and south. There are subtle variations in levels across the Flying Field, undulating locally to the north, south, east and west, although the former runway is slightly elevated above neighbouring land uses for much of its c.3km length at between 135m AOD and 130m AOD (the western end slopes down to c.112m at Somerton Road). The northern part of the Flying Field reaches approximately 130m to 135m Above Ordnance Datum (AOD) and gently slopes to the south at Camp Road which lies at c.125m AOD toward the western edge of the Application Site, and at c. 120m AOD at Chilgrove Drive junction.
- 2.30 To the south of Camp Road, parcel 16 occupies land that slopes generally to the south at c.122m AOD although a ditch located on the western boundary forms a shallow 'valley' at less than 120m AOD.
- 2.31 Landform within parcels 17 and 18 slopes gently south-eastward from c.120m at its northern edge toward the Sewage Works which lies at about 115m AOD.





EXISTING MOVEMENT & CONNECTIONS PLAN  
 TAKEN FROM STANTEC TRANSPORT ASSESSMENT

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## CONNECTIONS AND PUBLIC TRANSPORT

### Existing Access Arrangements

- 2.32 The site is currently accessed via a number of locations along Camp Road between Larson Road to the east and Gate 7 to the west. Gate 7 currently provides the only main access to the flying field.
- 2.33 Chilgrove Drive will be one of many access points to the proposed development. Chilgrove Drive is currently a narrow rural road of varying carriageway width which runs north to south and connects with Camp Road.

### Existing Road Network

- 2.34 Heyford Park is located on the former RAF Upper Heyford site, which lies approximately 20km north of Oxford. The nearest towns to the site are Bicester, approximately 7.5km to the south-east, and Banbury, approximately 15.5km to the north west.
- 2.35 The former RAF Upper Heyford is located within a network of predominantly rural roads, many of which are unclassified. Junction 10 of the M40 is located to the north east of the site and the A4260 Banbury to Oxford Road is situated to the west of the site and runs from north to south.
- 2.36 Camp Road forms the arterial route through the former RAF Upper Heyford and connects it to Somerton Road/Station Road to the west and to Chilgrove Drive and the B340 in the east. Camp Road is approximately 6m wide where it passes through the existing development, with one lane in either direction for the majority of the carriageway, and reduction to single-lane operation at five locations to provide traffic calming features.

### Existing Pedestrian and Cycle Routes

- 2.37 Camp Road provides walking and cycle access from the application site towards Upper Heyford to the west, and community, education and leisure opportunities to the east. Street lighting is providing along the entire length of Camp Road and the speed limit is restricted to 30mph.
- 2.38 There is a 3m cycle/footpath running adjacent to Camp Road on the south side which is separated from the carriageway by verges, hedgerows and security fences in places. On the north side of Camp Road, a 2m wide footpath runs intermittently.
- 2.39 There are a network of public footpaths and bridleways to the north of the perimeter of Heyford Park linking Fritwell and Somerton.
- 2.40 There are also a number of existing public right of ways criss-crossing the local area which provide connections to Caulcott and Lower Heyford to the south, Upper Heyford and Steeple Aston to the west and Ardley to the north east of the site.

- 2.41 The Portway and Aves Ditch are key routes which were curtailed when the site came into military use and will be reinstated as part of the consented development scheme:
- Portway – a bridleway to the west of the site running in a north-south direction linking to the existing bridleway BW 9; and
  - Aves Ditch – a bridleway to the east of the site running in a north-south direction linking to existing bridleway BW 7.
- 2.42 There are no dedicated cyclepaths in the local area, other than that proposed along the north side of Camp Road as part of the consented scheme. The closest National Cycle Network route is National Cycle Network 5, the West Midlands Cyle Route which connects Reading to Bangor through Oxford. The route can be accessed about 7.5km west of the proposed development site.

## EXISTING PUBLIC TRANSPORT NETWORK

### Bus

- 2.43 The site is currently served by the 250 bus service and runs between Oxford and Bicester, via Heyford Park along Camp Road. There are currently 2 pairs of bus stops on Camp Road. One to the west of the Village Centre junction access and serves buses operating in either direction. There is another bus stop located on the northern side of Camp Road approximately 150m to the east of the Village Centre junction. The second pair of bus stops are located close to the junction with Station Road.

### Rail

- 2.44 The nearest railway stations are at Lower Heyford, 4km from the site and Bicester, 7km from the site. Great Western Railways operate the line from Heyford Station which runs from Banbury to Oxford. Services are provided approximately every 90-120 minutes. Chiltern Railways operate from the Bicester Stations which provides a service between London Marylebone and Banbury, Kidderminster and Oxford.



**KEY:**

- Employment
- Health
- Village Centre (Retail/Leisure)
- Education
- Leisure
- Crow-Fly Distance from Village Centre, in 500m increments with average walking/cycling speed indicated

**FACILITIES PLAN**

TAKEN FROM STANTEC TRANSPORT ASSESSMENT

## FACILITIES AND SERVICES

2.45 There are a variety of consented local facilities at Heyford Park. Higher order services are located in the nearby towns of Bicester (7.5km), Oxford (20km) and Banbury (16km) and can be accessed by bus, train or car.

### Retail

2.46 There are a range of food and non-food retail opportunities consented at Heyford Park in the Village Centre, located to the south of Camp Road close to the centre of the development area.

### Education

2.47 There is an existing and operational school on the Heyford Park site serving both primary and secondary students, known as Heyford Park Free School. There is also a temporary day nursery located to the north of Camp Road on the western edge of the development area.

2.48 The Free School is located on two campuses; one to the north of Camp Road, to the east of the Village Centre and one to the south of Camp Road, east of Phase 9 development area.

### Leisure

2.49 There are several consented leisure facilities at Heyford Park as follows:

- A sports centre/gym with sports pitches which are located at the school campus to the south of Camp Road;
- A boutique hotel (18 beds) with associated space, bowling alley and cinema which is located to the south of Camp Road as part of the Village Centre;
- A pub/restaurant which is located to the south of Camp Road as part of the Village Centre;
- A heritage facility which is located to the north of Camp Road as part of the Village Centre; and
- A convenience store which is located north of Camp Road as part of the Village Centre.

### Healthcare

2.50 There are no consented healthcare facilities on site.

### Employment

2.51 There are circa 1,700 jobs currently at Heyford Park, the majority of these are located on the flying field located to the north of the site and accessed via gate 7 at the western edge of the development area. Some of the jobs are located in the development area to the north of the Village Centre.



## SURROUNDING CHARACTER ANALYSIS

2.52 A thorough assessment of the character of Heyford Park has been carried out. Seven character areas have been chosen to study as each area illustrates an expansion of Heyford with contrasting urban forms and building details as each area provides a unique palette of reference for analysis.

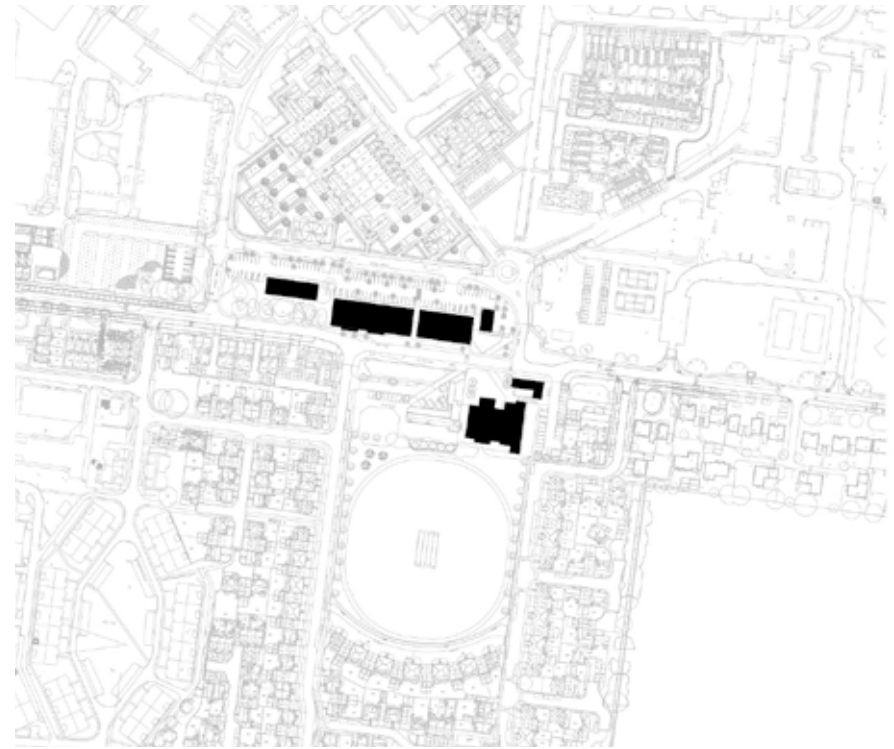


EXISTING CHARACTER AREAS PLAN

## CA1 - Village Centre

2.53 The Village Centre is located at the heart of Heyford Park and the area provides a clear arrival point to the site historically and will continue to do so in the future.

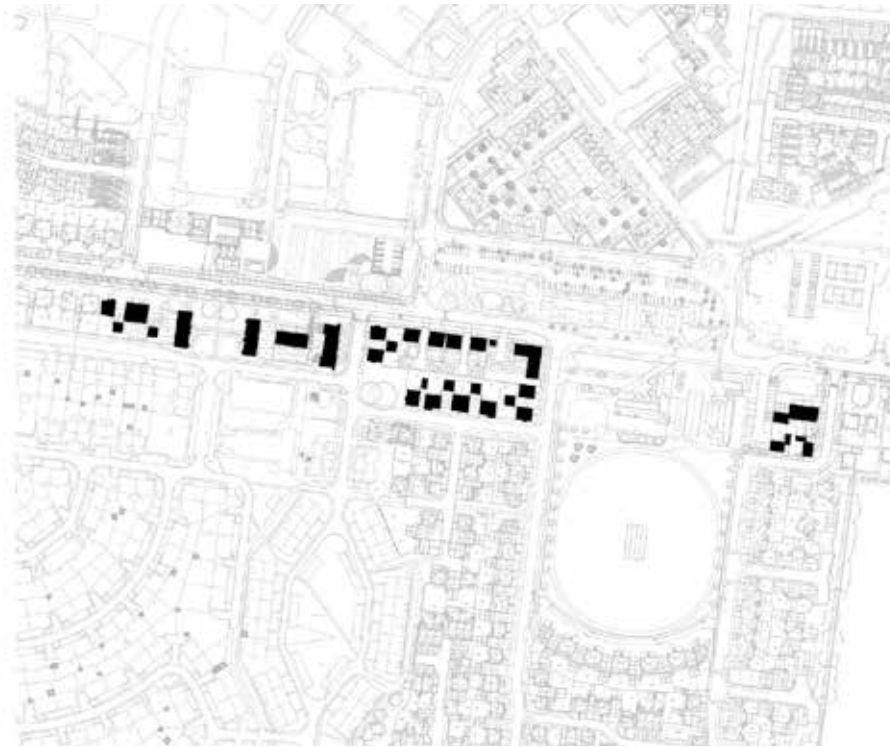
- The Village Centre provides a new high quality space comprising shared surface and hardstanding with multi-sues flowing into the village green allowing retail and leisure in the heart of Heyford Park.
- The character of this area is determined in part by a number of existing buildings (such as Heyford House and The Gate House) which will continue to have a strong role in the centre when the development is complete.
- The Village Centre's character is influenced by the linear form of Camp Road, which as it leads up to the centre, the traffic is calmed by the use of shared surfaces.
- A range of facilities and community uses are to be situated across the Village Centre to act as a new community hub for the people who live and work at Heyford Park.
- As the Village Centre lies at the heart of Heyford Park, it has important vehicular, pedestrian and cycle connections to other areas of Heyford Park, most particularly the Village Green to the south and the Trident areas to the north.



VILLAGE CENTRE FIGURE GROUND PLAN



APPROVED VILLAGE CENTRE NORTH ILLUSTRATION



VILLAGE CENTRE RESIDENTIAL FIGURE GROUND PLAN

## CA2 – Village Centre Residential

2.54 Village Centre Residential is located to the west and east of the Village Centre along Camp Road. This character consists of high/medium density housing generally facing Camp Road in short terraces and semi-detached houses, providing a transition between the greater massing of the Village Centre and the lower density Camp Road to the east and west.

- Strong presence along Camp Road, providing a clear transition to the Village Centre area.
- Incorporates wide verges and mature tree planting, which provides scale to Camp Road and perpetuate the tree lined character.

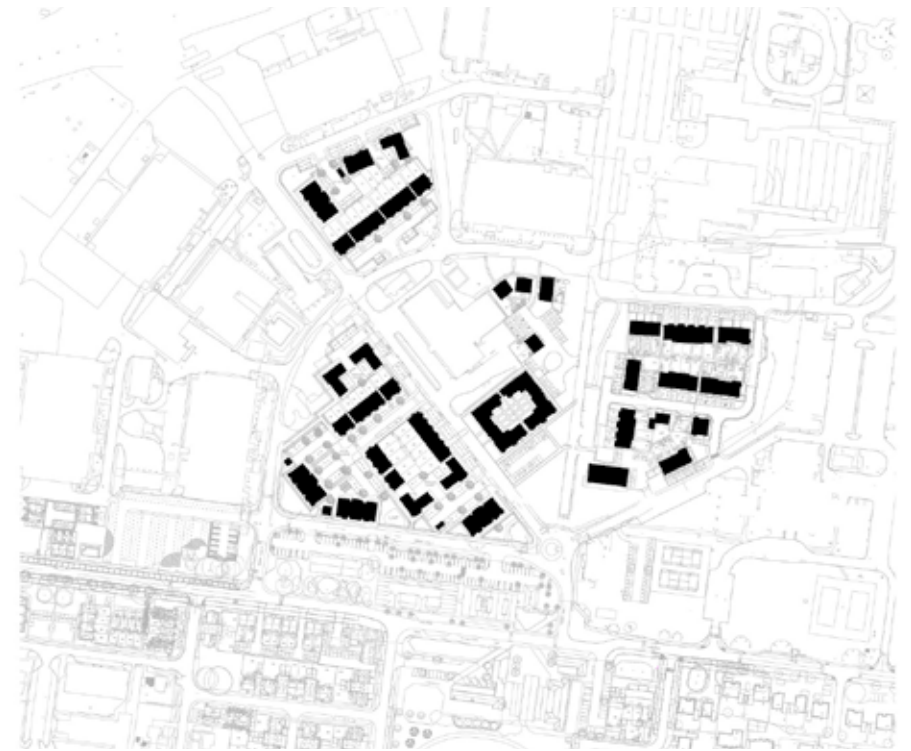


APPROVED ILLUSTRATIVE STREET SCENE



### CA3 – Trident Housing

- 2.55 The Trident is located immediately north of the Village Centre. The Trident consists of a mixture of approved applications and applications waiting to be premitted. Therefore, an assessment of the design proposals have been carried out.
- 2.56 The character of this area is a contemporary campus style development, with clearly defined buildings that site within an open space structure.
- Much of the character of the Trident area originates from its existing airfield road alignment, which is defined by the formal axial routes which radiate from the apex, adjacent to the Village Centre.
  - The development comprises apartments and terraces of houses that read as single buildings and are contemporary in style.
  - The streets are defined by mature tree planting.



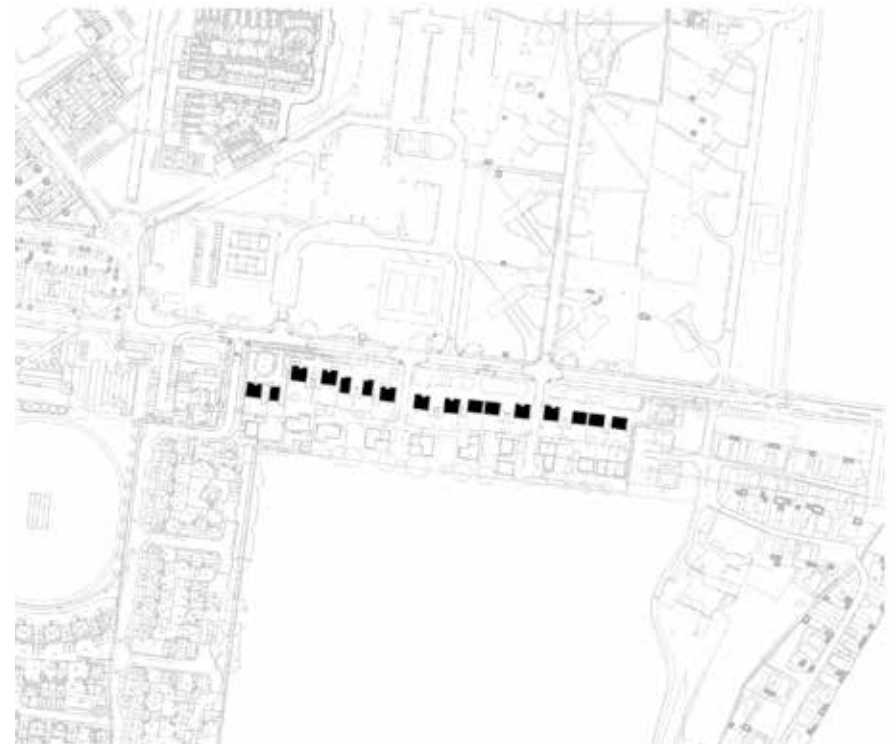
TRIDENT HOUSING FIGURE GROUND PLAN



EXISTING TRIDENT HOUSING

## CA4 – Camp Road

- 2.57 Camp Road is the main route running through Heyford Park connecting with the neighbouring villages and town beyond.
- This area includes the main entrance (east and west) into Heyford Park which provides a clear sense of arrival. Camp Road has a distinct linear character, reinforced by wide verges and avenue tree planting.
  - Camp Road accommodates traffic calming to break up vehicular activity with raised tables and tactile paving. There is a shared foot/cycleway to one side of Camp Road separated in sections by tree planted verges.
  - The character of buildings in this area builds upon the Arts and Crafts character of the Officers Housing located to the east of Heyford Park. The dwellings along Camp Road are predominantly detached housing with simple detailing. Housing is predominantly two storey and mainly setback from Camp Road by landscaping and private drives.



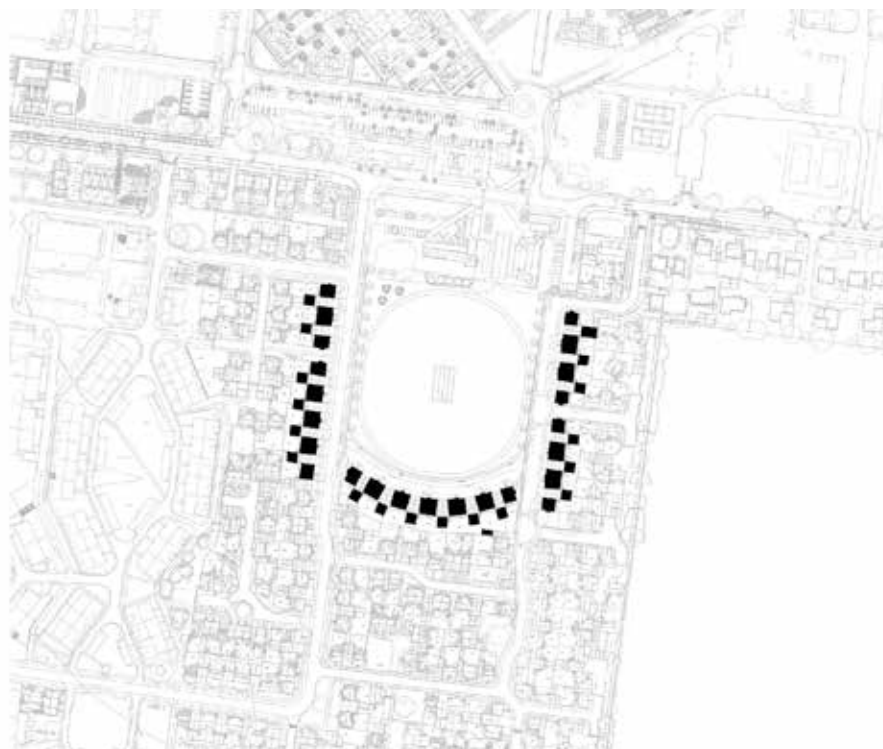
CAMP ROAD FIGURE GROUND PLAN



## CA5 - Village Green

2.58 Located on the south-eastern side of Heyford Park, this area comprises set piece housing that fronts onto the village green. The density is higher for housing fronting onto the Village Green as it responds to the former parade ground once situated in this area.

- The Village Green comprises 2.5 and 3 storey detached and semi-detached dwellings laid out in a formal approach with common building lines and regularised space between buildings.
- The Village Green is the largest open space with Heyford Park and the landscape design respects the formal and rectilinear character of this space providing a strong sense of formality with a unified, regular massing of houses with a consistent approach to design and symmetry.
- Clear visual and physical connections are provided to help orientate pedestrians towards the Village Centre.



VILLAGE GREEN FIGURE GROUND PLAN

## CA6 – Rural Edge

2.59 Located on the south-eastern edge of Heyford Park, this area comprises predominantly large detached dwellings adjoining the wider landscape, generally served off private drives.

- Large mature trees are located along this boundary which allows for a greater landscape emphasis.
- Development is laid out informally with less adherence to specific building lines.
- Houses have a variety of roof and ridge lines which adds to the informal character.



RURAL EDGE FIGURE GROUND PLAN

## CA7 – Core Housing

- 2.60 The core housing area is located on the western and eastern side of Heyford Park, north and south of Camp Road. Housing is arranged in a simple and formal 'perimeter block' manner which reflects the form of the rectilinear existing base layout. This promotes a strong sense of public and private realm relationship with fronts facing the public realm and private backs in the gardens, which are generally not exposed or visible.
- Tree planting is located along shared routes between vehicles and pedestrians.
  - Garages are set back from the building line which softens the impact of cars in the street scene.
  - The Arts and Crafts character of the area has been inspired by the Officers' housing at Heyford.
  - This area consists of a mixture of informal and formal streets, with dwellings providing clear presence and frontage onto streets and public realm.
  - A SUDs corridor is located south of Camp Road where large detached dwellings front onto and are generally served off private drives.



CORE HOUSING FIGURE GROUND PLAN





CONSTRAINTS & OPPORTUNITIES PLAN

## CONSTRAINTS AND OPPORTUNITIES

- 2.61 The constraints and opportunities presented by the site are utilised to inform and structure the development proposals. These are outlined below and illustrated, where appropriate, on the Constraints and Opportunities plan shown opposite.



## CONSTRAINTS

- THE RETENTION OF, WHERE PRACTICABLE, THE EXISTING VEGETATION WITHIN THE APPLICATION SITE;
- THE RETENTION AND PROTECTION OF THE LISTED BUILDINGS;
- THE RETENTION AND PROTECTION OF THE SCHEDULED MONUMENTS;
- THE PROXIMITY OF ROUSHAM CONSERVATION AREA;
- THE RETENTION AND PROTECTION OF THE RAF UPPER HEYFORD CONSERVATION AREA;
- THE HISTORIC ROUTES THAT CROSS THE APPLICATION SITE;
- THE EXISTING PROWS AND BRIDLEWAYS THAT ARE IN CLOSE PROXIMITY TO THE SITE; AND
- THE RETENTION AND PROTECTION OF THE LOCAL WILDLIFE SITE.

## OPPORTUNITIES

- PROVISION OF SUSTAINABLE DEVELOPMENT SUPPORTED BY AMENITY SPACE, COMMUNITY FACILITIES AND INFRASTRUCTURE;
- PROVISION OF A NUMBER OF ACCESS POINTS TO SERVE THE PROPOSED DEVELOPMENT WHILST CONNECTING WITH THE EXISTING MOVEMENT NETWORK;
- PROVISION OF A NUMBER OF PEDESTRIAN ROUTES THROUGH THE SITE, INCORPORATING THE EXISTING PROWS AND CONNECTING TO THE EXISTING PEDESTRIAN NETWORK;
- TO REINSTATE THE HISTORIC ROUTES, AVES DITCH AND PORTWAY;
- TO ENHANCE PEDESTRIAN ACCESS ONTO THE FLYING FIELD;
- PROVISION OF ADDITIONAL EDUCATIONAL FACILITIES TO SERVE BOTH THE EXISTING AND NEW COMMUNITY;
- PROVISION OF EMPLOYMENT OPPORTUNITIES WITHIN THE DEVELOPMENT PROPOSALS, INCLUDING RETAINING AND USING THE EXISTING AIRFIELD BUILDINGS;
- PROVISION OF MIXED USE AREAS TO HELP CATER FOR THE EVERYDAY NEEDS OF THE NEW AND EXISTING COMMUNITY;
- PROVISION OF A SUSTAINABLE RESIDENTIAL DEVELOPMENT WITH A UNIQUE IDENTITY AND CHARACTER THAT ALSO COMPLEMENTS AND TAKES POSITIVE DESIGN CUES FROM THE LOCAL VERNACULAR;
- PROVISION OF A RANGE OF HOUSETYPES, SIZES AND TENURES;
- PROVISION OF A NETWORK OF GREEN INFRASTRUCTURE WHICH COMPLEMENTS THE EXISTING AIRBASE FEATURES AS WELL AS PROVIDING FOR THE NEEDS OF THE NEW COMMUNITY; AND
- PROVISION OF A SUSTAINABLE URBAN DRAINAGE SYSTEM.

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## DESIGN RELEVANT PLANNING POLICY

- 2.62 Government guidance in the form of the National Planning Policy Framework (NPPF) states that there is a presumption in favour of sustainable development (Paragraph 10) and sets out an over-arching social objective in support of this which involves:
- “to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being” (para 8(b), NPPF 2019)**
- 2.63 The Government continues to place a high emphasis on design with the revised National Planning Policy Framework (2019) (NPPF) providing detailed advice at Section 12: Achieving well-designed places.
- 2.64 The contribution that good design makes to sustainable development is set out in paragraph 124, as follows:
- “The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.” (para. 124, NPPF 2019)**
- 2.65 The NPPF is also clear at paragraphs 125 and 126 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.
- 2.66 Paragraph 127 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
  - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
  - optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
  - create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 2.67 National Planning Policy Framework (NPPF 2019) Section 9: Promoting sustainable transport (para. 102), points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.
- “...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.” (para. 102 sub-section e) NPPF 2019)**

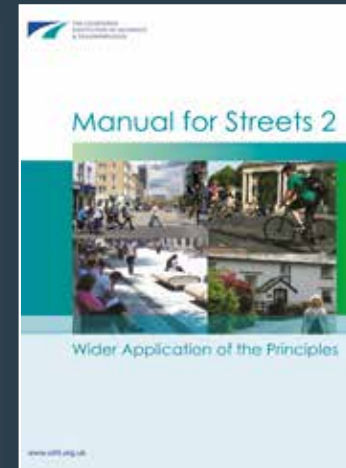
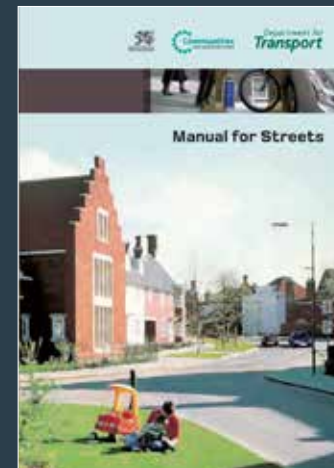


2.68 National guidance in the form of the National Design Guidance, published in October 2019 further reinforces the NPPF's commitment to requiring good design. The following table highlights the key 10 principles checklist from the Guide.

- Context – enhances the surroundings;
- Identity – attractive and distinctive;
- Built form – a coherent pattern of development;
- Movement – accessible and easy to move around;
- Nature – enhanced and optimised;
- Public spaces – safe, social and inclusive;
- Uses – mixed and integrated;
- Homes and buildings – functional, healthy and sustainable;
- Resources – efficient and resilient;
- Lifespan – made to last.

2.69 Whilst the National Planning Policy Framework (NPPF) and the prior publication of Planning Practice Guidance (March 2014) has replaced the Planning Policy Statements the following design guidance documents are still relevant to creating good design:

- Manual for Streets 1 & 2 (DOT/DCLG 2007/2010);
- Building for Life 12 (Cabe at the Design Council, Design for Homes and the Home Builders Federation, 2012) and
- Design and Access Statements – How to write, read and use them (CABE 2006).



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## LOCAL PLANNING POLICY

- 2.70 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, when determining planning applications, a Local Planning Authority is required to:
- “have regard to the provisions of the Development Plan, so far as material to the application and to any other material considerations.”**
- 2.71 The development plan pertaining to this determination of these proposals consists of:
- Cherwell Local Plan 2011-2031 Part 1, adopted July 2015;
  - The saved policies of the Cherwell Local Plan, adopted 1996 which have not been superseded by the 2015 Local Plan; and
  - Mid Cherwell Neighbourhood Plan 2018-2031, made in May 2019.
- 2.72 In setting out the strategy for the provision and distribution of housing within the plan period, the 2015 Local Plan allocates dedicated sites for development, of which the application site forms one.
- 2.73 Policy Villages 5 (Former RAF Upper Heyford) of the 2015 Local Plan, specifically allocates the application site as a new settlement for approximately 1,600 new dwellings (in addition to the 761 already permitted) together with a range of associated supporting facilities and infrastructure.
- 2.74 Policy Villages 5 sets out that that the allocation is to comprise:
- “This site will provide for a settlement of approximately 1,600 dwellings (in addition to the 761 dwellings (net) already permitted) and necessary supporting infrastructure, including primary and secondary education provision and appropriate community, recreational and employment opportunities, enabling environmental improvements and the heritage interest of the site as a military base with Cold War associations to be conserved, compatible with achieving a satisfactory living environment. A comprehensive integrated approach will be expected.”**
- 2.75 In conjunction with associated policies within the 2015 Local Plan, Policy Villages 5 also seeks the achievement of a number of related objectives for the application site, which, inter alia, seek to support the efficient re-use of brownfield land, the sensitive safeguarding and re-use of heritage assets and the provision of affordable housing.

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## MID CHERWELL NEIGHBOURHOOD PLAN

- 2.76 The Neighbourhood Plan refers to Policy Villages 5 and notes that the new housing, employment opportunities, facilities and services will play a major role of provision within the NP area.
- 2.77 The NP contains Policy PD concerning non-coalescence adjacent to Heyford Park, Policy PD4 protecting important views and vistas, policy PD5 concerning building and site design, Policy PC2 supporting the provision of a health facility at Heyford Park, and Policy PC3 supporting the provision of a cemetery or green burial facility at, or adjacent to, Heyford Park.

## SUPPLEMENTARY PLANNING GUIDANCE

- 2.78 In addition to the Development Plan, Cherwell District Council have also adopted the following Supplementary Planning Documents:
- Former RAF Upper Heyford Revised Comprehensive Planning Brief- March 2007
  - Developer Contributions Supplementary Planning Document – February 2018
- 2.79 Paragraph 1.2 of the adopted Developer Contributions SPD clarifies that the role of the SPD is that it:
- “Provides a clear indication of the Council’s essential requirements from new development in respect of the provision of infrastructure, community facilities and services. It will enable developers to understand planning obligation requirements and costs from an early stage in the development process and to make appropriate provision when formulating costs and undertaking financial appraisals.”**
- 2.80 Paragraph 3.2 of the SPD goes on to confirm that:
- “Although the scope for securing S106 planning obligations has been reduced since April 2015 due to pooling restrictions, it is expected that planning obligations will still be sought for:**
- Affordable Housing; and
  - Infrastructure which is required to mitigate the direct impact of a development. It should, however, be noted that this is a general guide and development proposals will continue to be assessed on a case by case basis with the individual circumstances of each site being taken into consideration when identifying infrastructure requirements.”
- 2.81 The guidance with this SPD has been considered as part of the draft of Heads of Terms for planning obligations arising from the proposals, which are set out in the accompanying Planning Statement.





**SECTION 3**  
DESIGN  
PRINCIPLES &  
EVOLUTION

- 
- 3.1 In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of the constraints and opportunities will ensure that the proposals are sensitively assimilated on the site and into the surrounding landscape and urban fabric. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.
  - 3.2 The masterplan has evolved through the different application of the development principles and through consultation with stakeholders and the project team. The diagrams and plans opposite show the design principles and earlier versions of the design proposals. Due to the size of the site, combined with the complexity of the identified constraints and opportunities, and the significant amount of project team meetings undertaken, the design proposals for the development have evolved considerably over time.
  - 3.3 The principles which have been developed in order to steer the design of the new community have been derived from the site assessment in conjunction with the delivery of a high quality development which achieves the criteria set out within the NPPF, namely:



# SECTION 3 | DESIGN PRINCIPLES & EVOLUTION

## FUNCTION AND QUALITY

“...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development” (paragraph 127, point A, NPPF 2019)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site where possible;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- Establish a distinctive identity through well-designed spaces and built form;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- Minimise the impact of the development on the open countryside and surrounding context; and
- Provision of Sustainable Urban Drainage Systems to ensure that the development does not increase the risk from flooding in the area.

## VISUALLY ATTRACTIVE

“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (paragraph 127, point B, NPPF 2019)

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features in order to soften the built form, particularly towards the countryside edge of the development; and
- Enrich the qualities of the existing place, with distinctive responses that complement its setting, respect the grain of the area and acknowledge local character.



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## RESPONSE TO CONTEXT

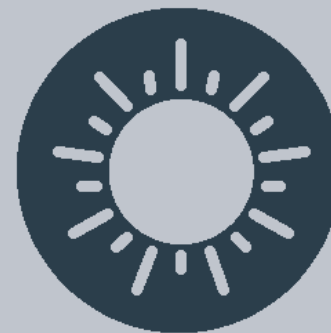
“...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)” (paragraph 127, point C, NPPF 2019)

- Integration of the development into the existing built form fabric of the surrounding area particularly in relation to scale, height and massing;
- Respond to the existing site topography including the consideration of views in and out of the site;
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

## STRONG SENSE OF PLACE

“...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; (paragraph 127, point D, NPPF 2019)

- Make efficient use of land through proposing a development with an appropriate density;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variation in enclosure of private spaces;
- Consider carefully texture, colour, pattern and durability of materials and how they are used; and
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.





## ACCESSIBILITY

**“...optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks” (paragraph 127, point E, NPPF 2019)**

- Integration of the proposed development into the existing movement network including new public transport provision with bus stops located within easy walking distance of all the new dwellings;
- Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a clear movement hierarchy providing easily recognisable routes which balances the street as a space alongside its function as a movement corridor; and
- Maximisation of the connections to the Town Centre via sustainable routes for pedestrians, cyclists and public transport users.

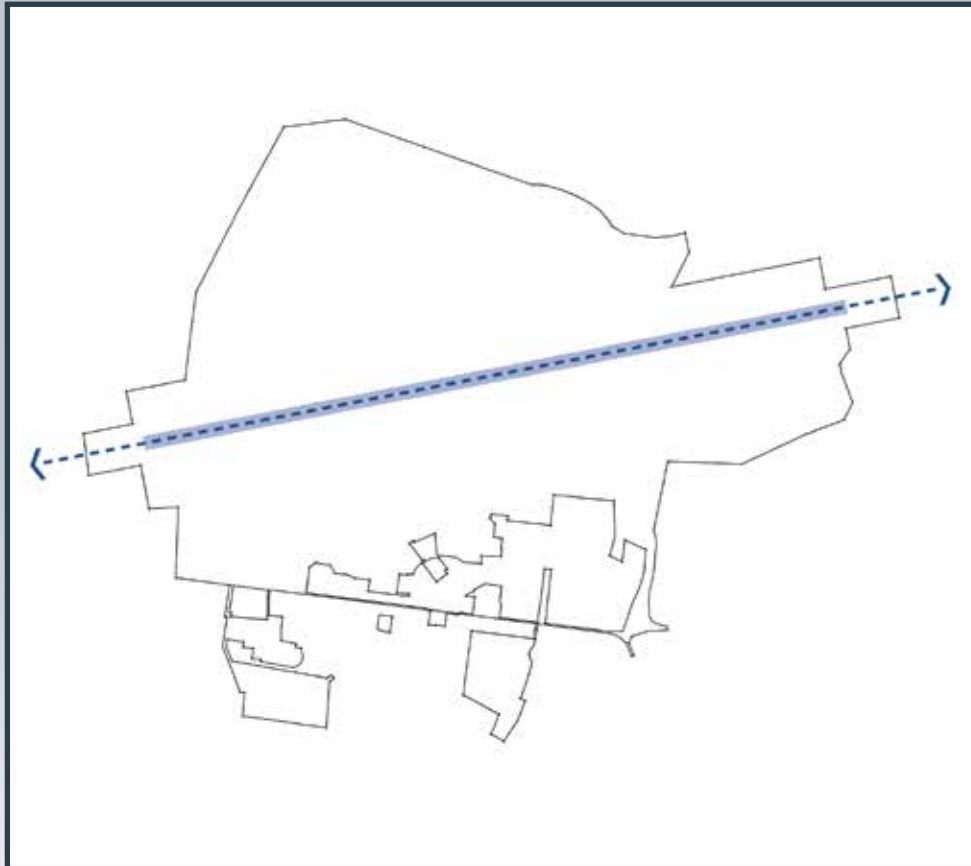


## SAFE, INCLUSIVE AND ACCESSIBLE PLACES

**“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience” (paragraph 127, point F, NPPF 2019)**

- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in enclosure of private spaces; and
- Control of access to private areas, particularly rear gardens and parking courts.

# DESIGN PRINCIPLES



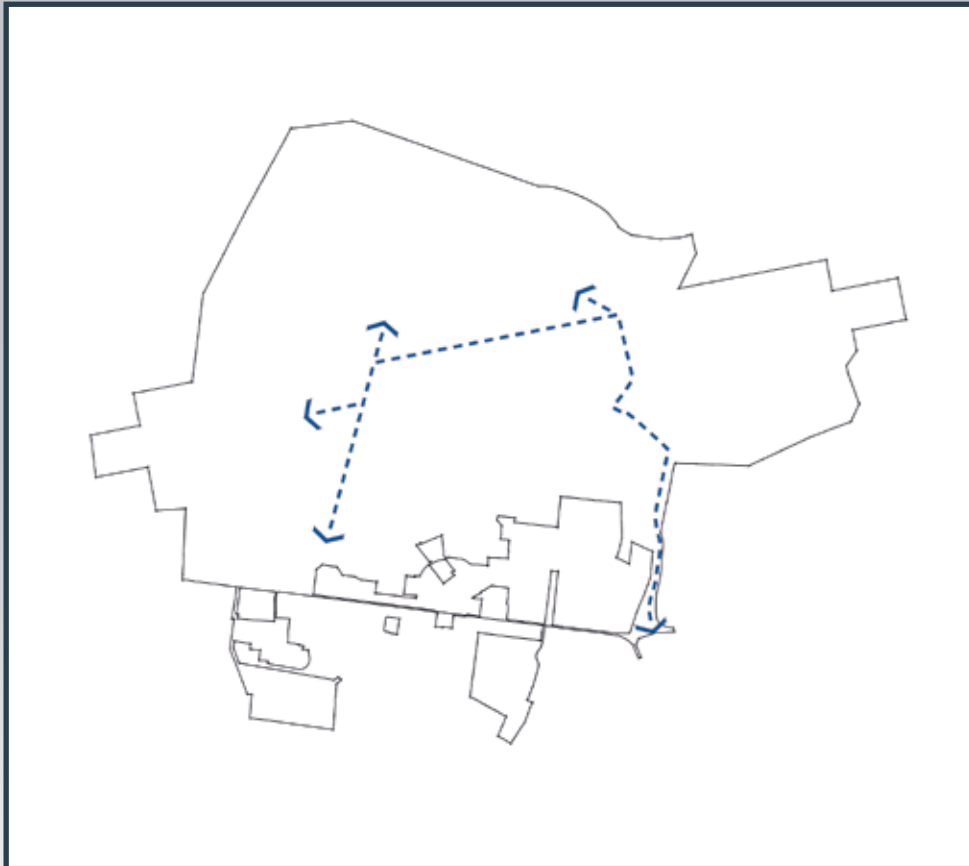
RUNWAY PRINCIPLE PLAN

RETAIN LINES OF SIGHT AND VIEWS ALONG THE RUNWAY AND MAINTAIN ITS SENSE OF SCALE.



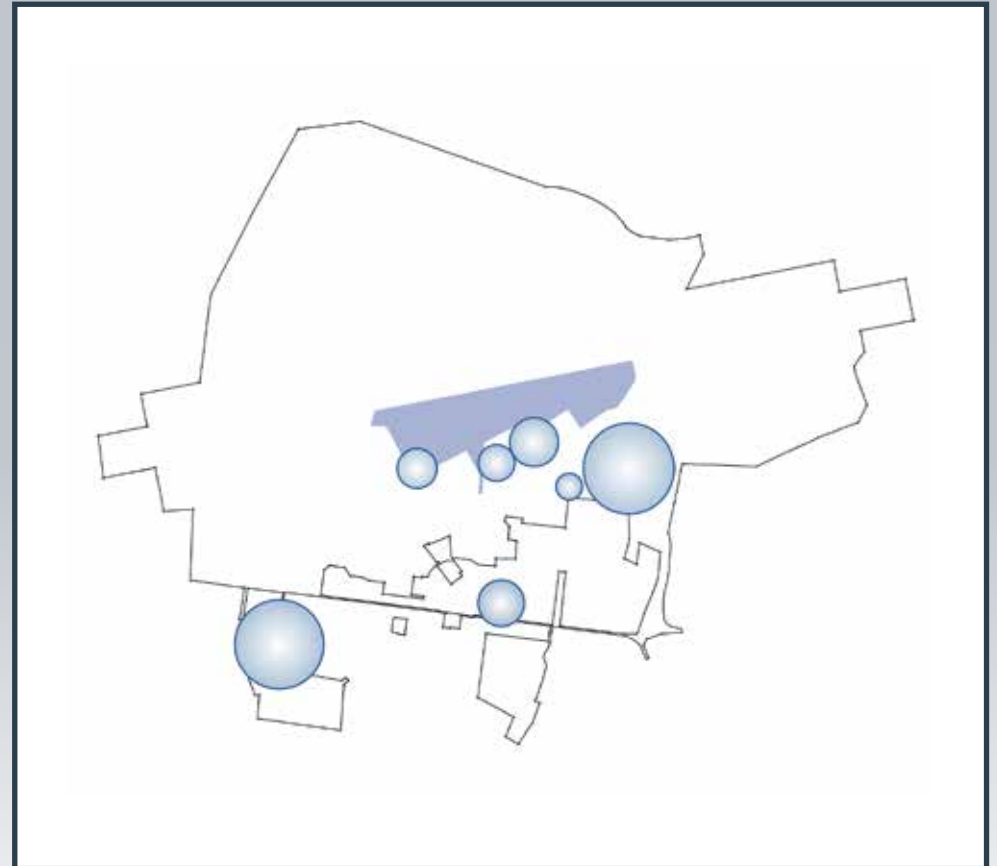
PEDESTRIAN PRINCIPLE PLAN

REINSTATE HISTORIC ROUTES TO PROVIDE PEDESTRIAN CONNECTIONS AROUND THE WHOLE SITE AND TO PROVIDE NEW STRONG CONNECTIONS.



HGV PRINCIPLE PLAN

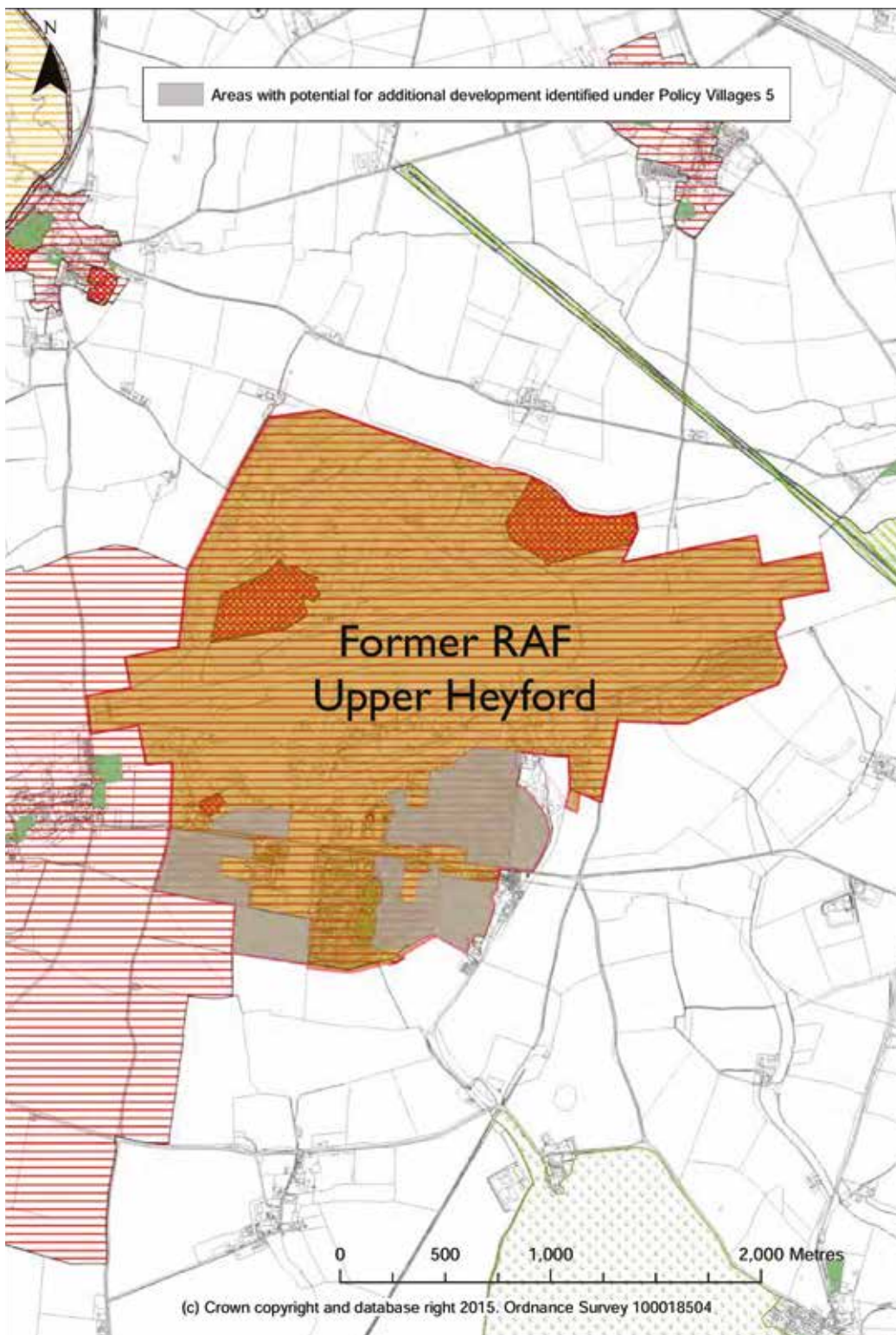
PROVISION OF HGV ACCESS TO THE FLYING FIELD ALONG CHILGROVE DRIVE.



HERITAGE PRINCIPLE PLAN

ENHANCE SETTING AND ACCESS TO KEY COMMUNITY FACILITIES AND HERITAGE ASSETS.

# MASTERPLAN EVOLUTION



POLICY VILLAGES 5 MAP

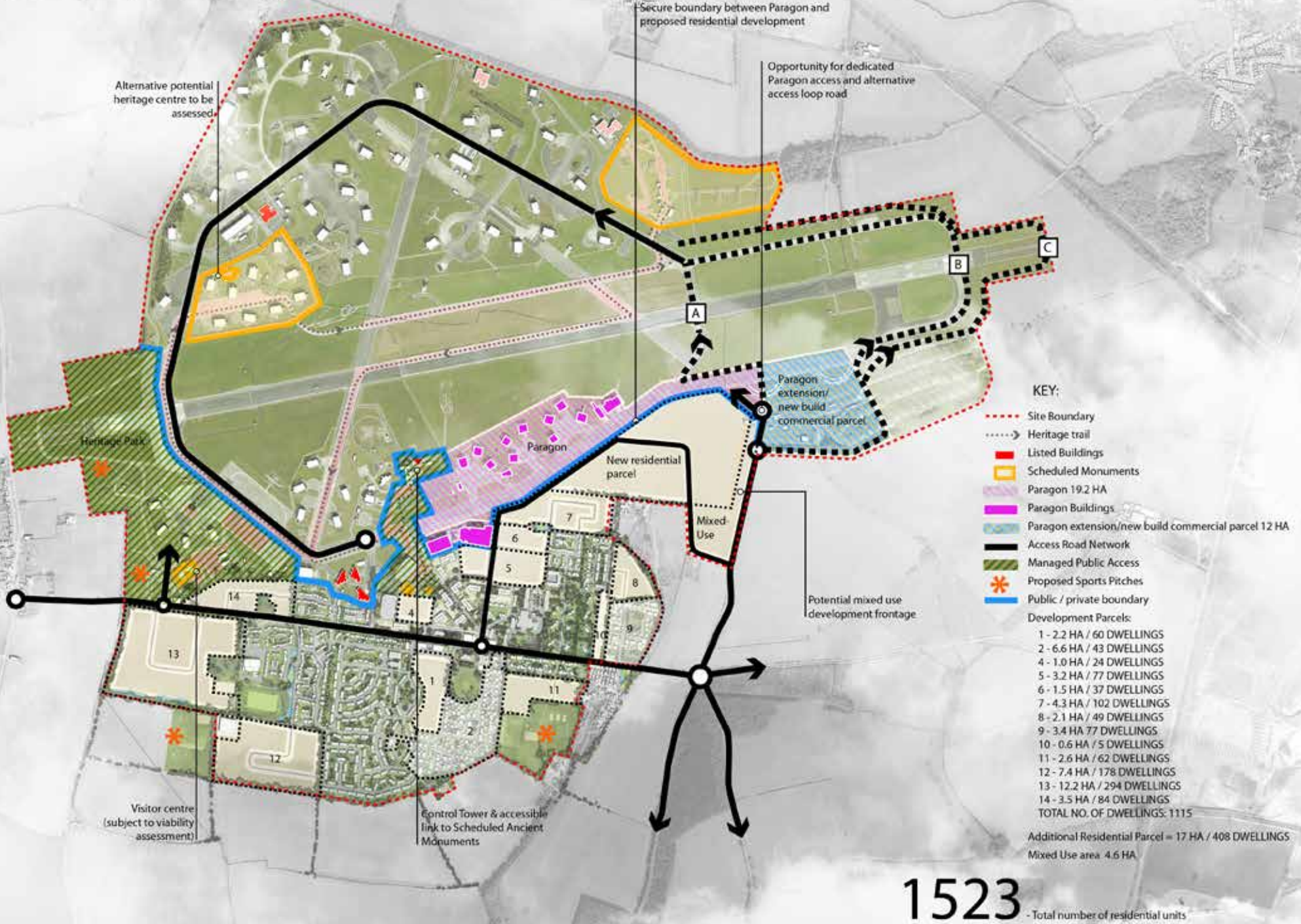
## POLICY VILLAGES 5

- 3.4 The Cherwell Local Plan 2011-2031 was adopted on 20th July 2015. It contains a strategic site specific policy for the development of the former RAF Upper Heyford airbase, Policy Villages 5, in which 1,600 dwellings and 1,500 jobs are proposed in addition to the approved outline masterplan. The policy boundary area extends the brownfield development area to include greenfield land in order to meet the full objectively assessed housing needs of the district. The additional development areas are shown on the map below. However, the potential development areas shown within Policy Villages 5 are not large enough to provide for the required amount of development.

## LDA DESIGN FRAMEWORK

- 3.5 Following the adoption of Cherwell Local Plan, work began on a framework plan. This was undertaken by LDA Design and was a joint commission by Cherwell District Council and Dorchester Group. The purpose of the framework plan was to establish a clear development framework for the site. A framework document was prepared and submitted to Dorchester Group and Cherwell District Council in March 2016. Its key elements were:
- “It provides for a new access to the flying field for commercial traffic along Chilgrove Drive.
  - This facilitates the creation of a new parcel of land for commercial development.
  - The land for residential development on the Policy Villages 5 inset map needs to be extended and an area is identified where this can take place.
  - An area can be set aside for a Heritage Park with its own access and the possibility of a new Heritage Visitor Centre.
  - The Framework Plan retains all designated heritage assets.” (LDA Design Framework Document, March 2016)
- 3.6 The framework document came to the conclusion that in order to accommodate the 1,600 homes and 1,500 jobs, the development area would need to extend into the area to the south of the southern taxiway on the flying field, additional to that shown as areas with development potential in the local plan.

# Proposed Development Framework



INSERT LDA FRAMEWORK PLAN

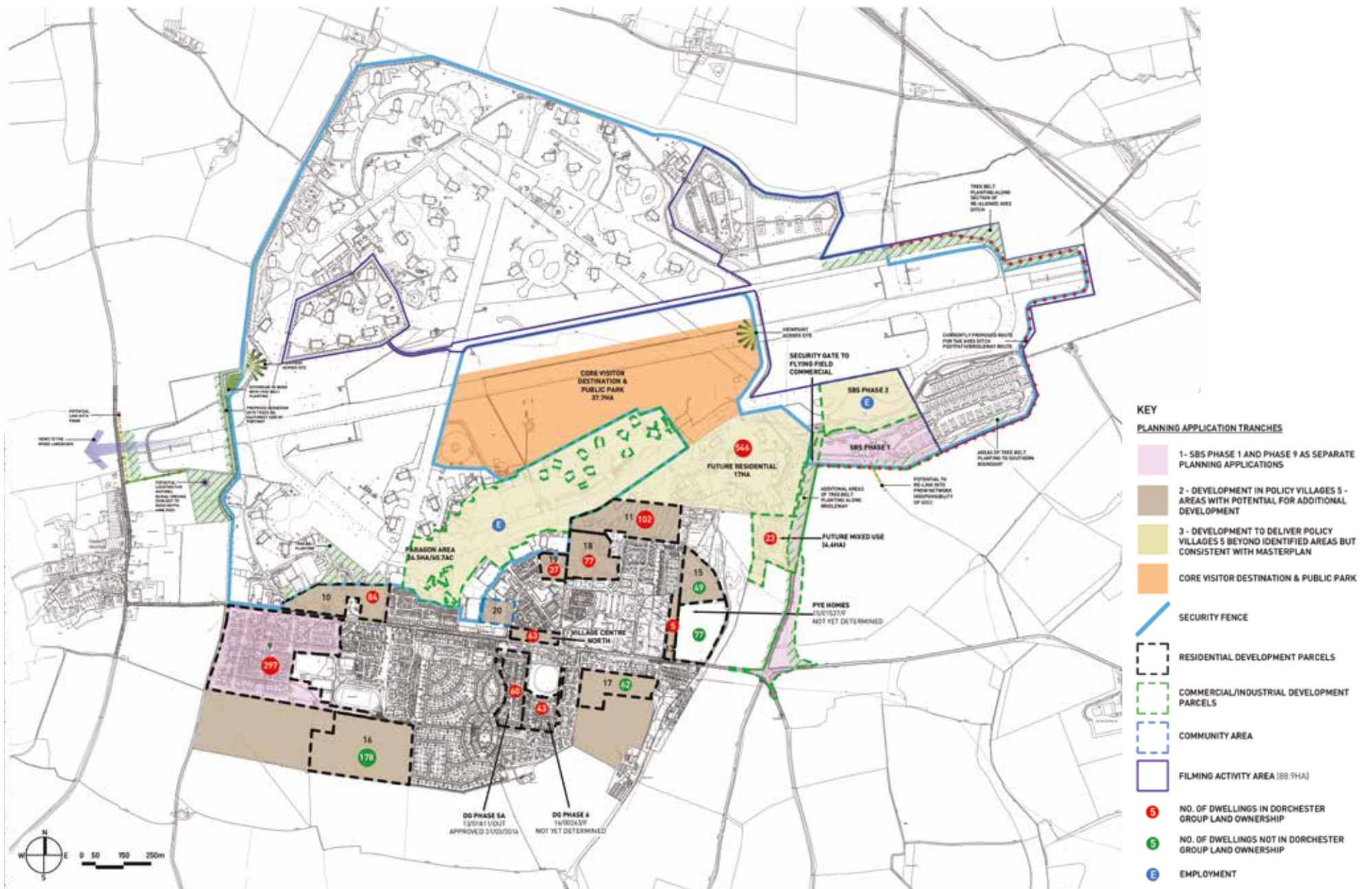
An aerial photograph of the Heyford Masterplan site, showing a central residential and commercial development with a prominent road network. The site is surrounded by agricultural fields in various shades of green and brown. A semi-transparent dark grey text box is overlaid on the upper right portion of the image.

## HEYFORD MASTERPLAN – CDC/DORCHESTER WORKSHOP

- 3.7 On 3rd April 2017, various masterplan options that were developed following the initial LDA work were presented to Cherwell District Council (CDC). This presentation also set out the context of a new vision for heritage and tourism at Heyford. The options proposed to bring visitors into the heart of the site, rather than the periphery of the site.

## Option A1

- Identifies core heritage area and opportunity for a significant new public park.
- Identifies employment areas and Southern Bomb Stores Phase 1 and 2 to accommodate 1,500 jobs as per LDA suggested approach.
- Paragon – largely in the same area but moved slightly westwards to provide a cohesive area.
- The need for security and may be opportunities to introduce bunding in particular areas commensurate and elsewhere on the flying field.
- Ecology issues can be carefully considered and addressed through a review of the EMP.
- Wider green infrastructure with opportunities for enhancement identified associated with re-provision of Portway and Aves Ditch.



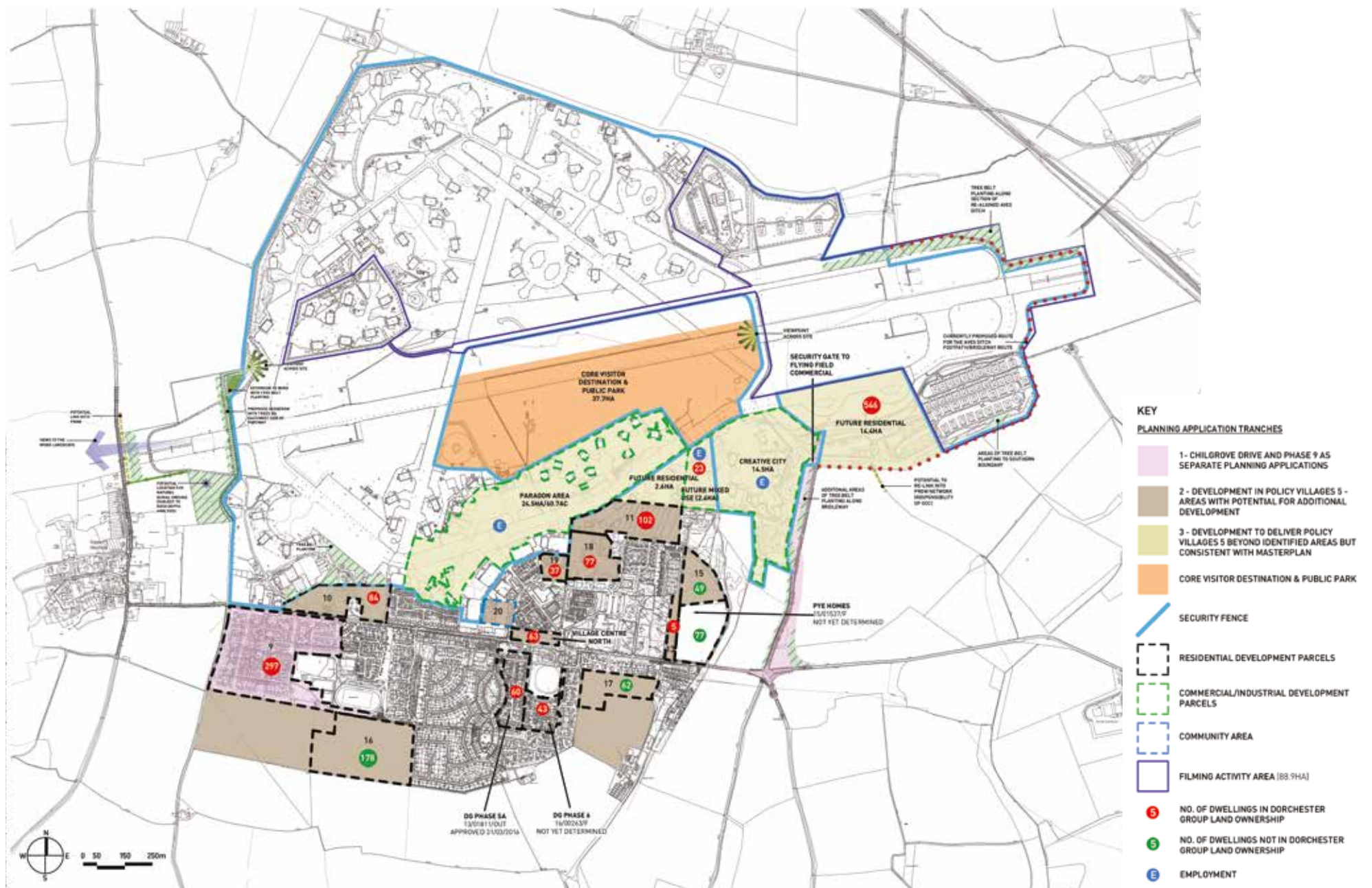
PHASING TRANCHES PLAN OPTION A1





## Option A3

- Employment proposed to be located within the 'Christmas Tree' HAS structures.
- Residential located on the Southern Bomb Stores.



PHASING TRANCHES PLAN OPTION A3

## Option A4

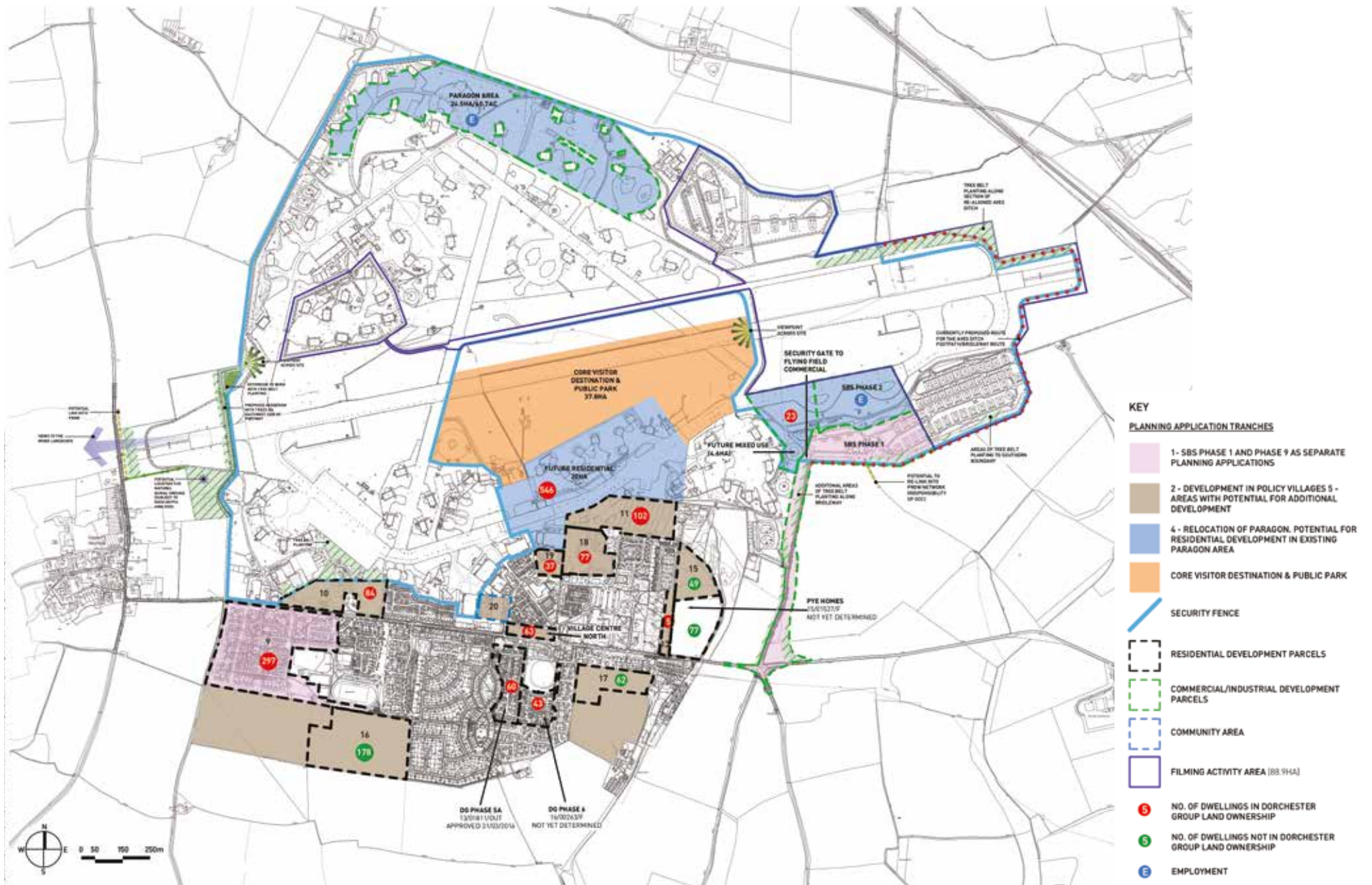
- Similar approach to Option A3 but with Paragon relocated further to the south west.



PHASING TRANCHES PLAN OPTION A4

## Option B

- Relocation of Paragon to the north.

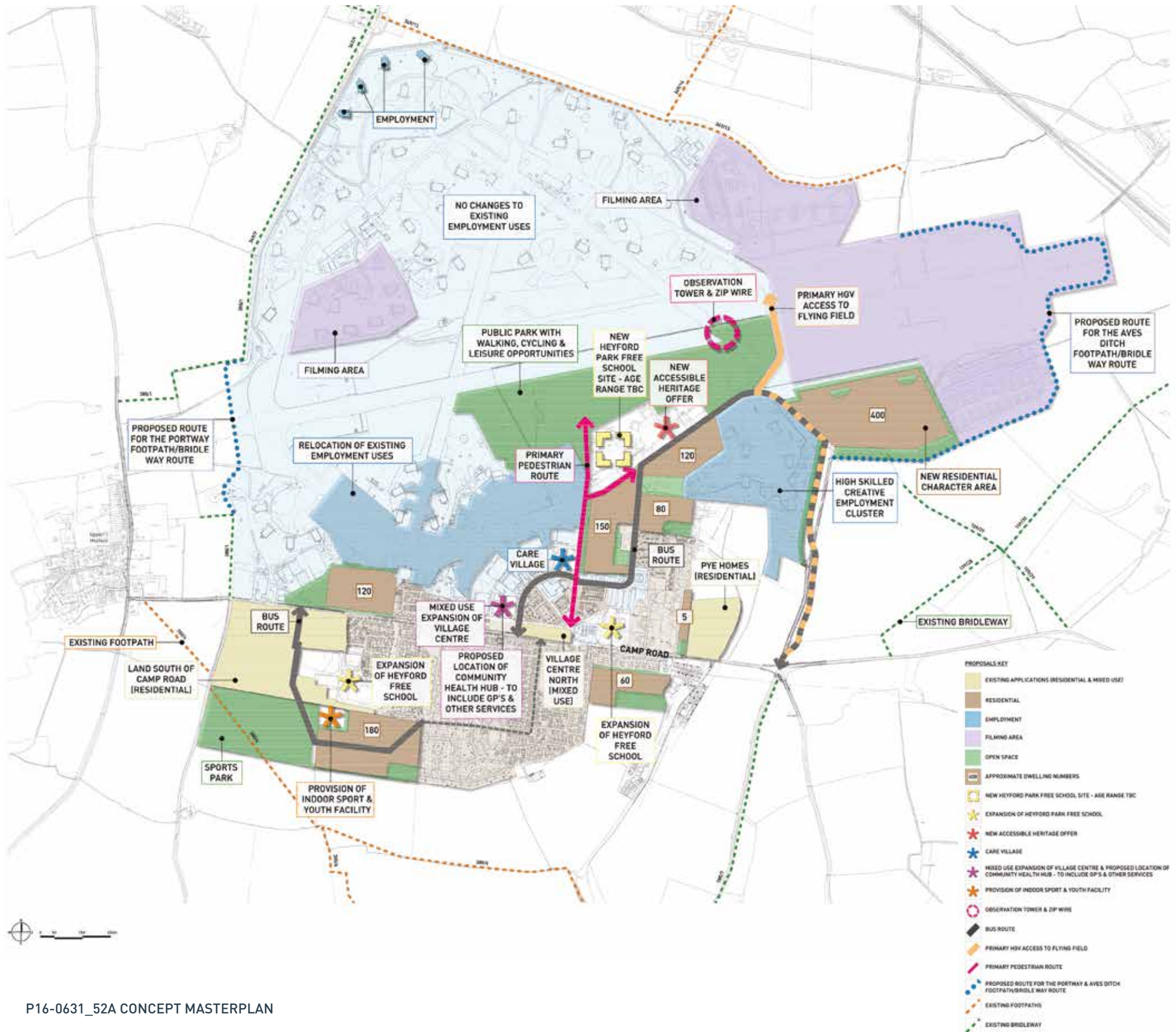


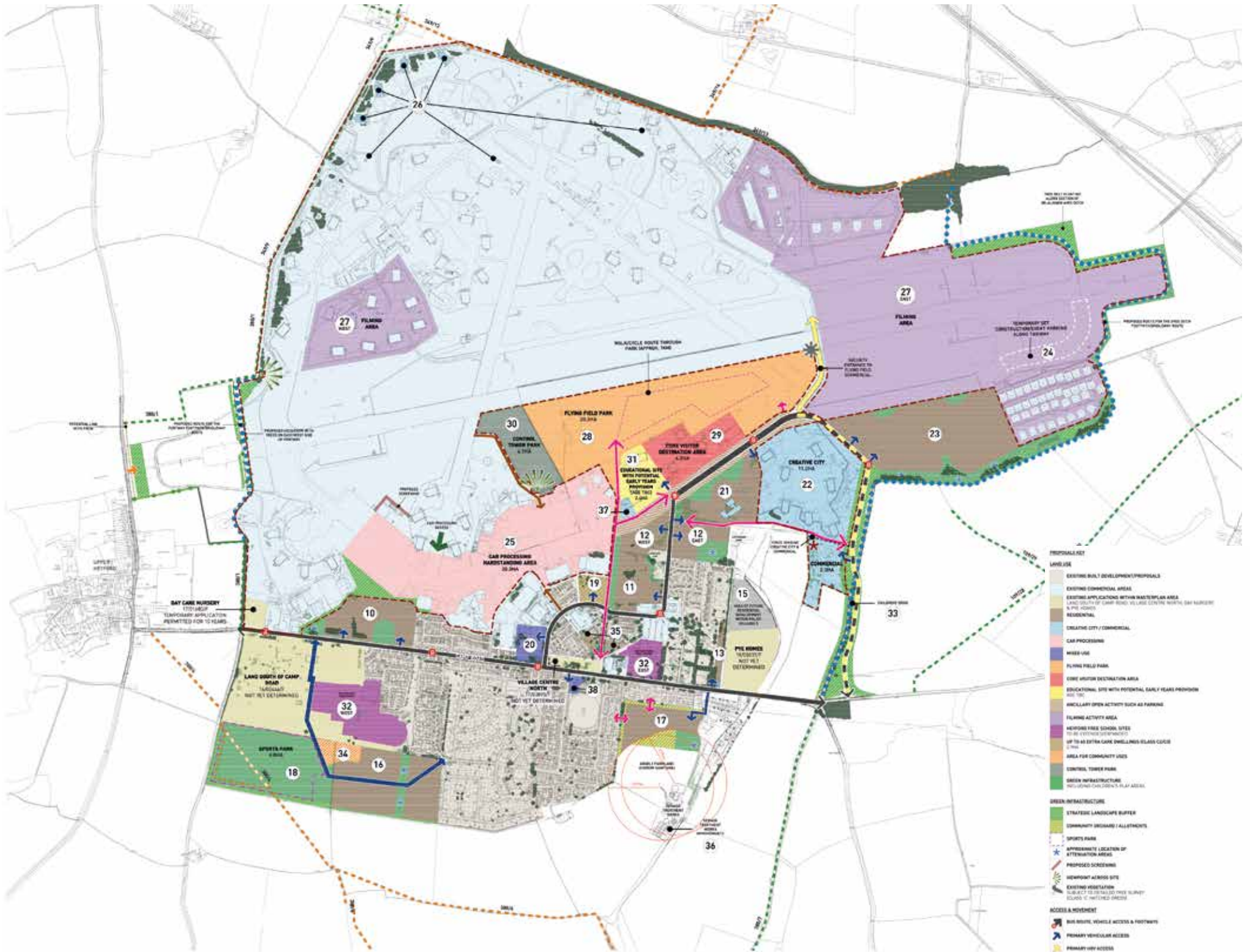
PHASING TRANCHES PLAN OPTION B

- 3.8 Following the presentation, some of the key comments provided by Cherwell District Council were:
- Avoid development on the flying field. New development should be focused to the south of the flying field and on limited greenfield land south of Camp Road;
  - General principle of providing public access to the site is considered positive but the 'stark, functional character' should be retained;
  - The proposal of an observation tower as a fundamental element of the visitor experience is understood but the location of the tower would need to be carefully considered. Placement directly on the centre of the runway would clearly undermine the significance of the heritage asset to which it is aiming to provide understanding;
  - The proposal to re-use the former Control Tower as an observatory is welcomed;
  - The proposal to find a new use for the 'Christmas Tree' HAS structures is welcomed. It is important that the functional, military aesthetic should be maintained as well as the distinctive relationship between them;
  - Issues of relocated Paragon to the north would be a visual impact on the surrounding landscape and the setting of the heritage assets;
  - Southern Bomb Stores could be retained and adapted to provide for a range of small businesses; and
  - The proposal to reinstate former public rights of way is supported.

## HEYFORD MASTERPLAN EXHIBITION

- 3.9 Following the presentation to Cherwell District Council, the masterplan was progressed with input from Historic England, Cherwell District Council, Oxfordshire Council Council, the Local Enterprise Partnership and local stakeholders.
- 3.10 Initially, a presentation to update the CDC Councillors on the masterplan progress was made on 28th September 2017 at Bodicote House. Letters and emails were sent to key stakeholders inviting them to an event on Tuesday 3rd October 2017.
- 3.11 Three drop in public consultation sessions were held at Heyford Park on Thursday 5th October, Saturday 7th October and Tuesday 10th October 2017. The exhibition was well attended, with approximately 187 people passing through the door over the course of three days.
- 3.12 The preliminary development proposals were set out on display boards at the exhibitions. Representatives from both Dorchester and the consultant team were in attendance throughout.
- 3.13 Those attending the exhibition were invited to record their views on the 'Comments Form' available at the event. These could be completed at the exhibition and dropped into the 'Comments Box' or returned to Heyford Park House by 17th October 2017 using a freepost envelope.
- 3.14 For details on the comments received as a result of the latest round of consultation can be found within the accompanying Report of Community Engagement. However, as a result, the following amendments have been made to the proposals:
- Revised open space strategy to allow dogs into the Flying Field Park and provision of a 1km pedestrian route;
  - An 'Upper Heyford Trail' is proposed to provide a circular pedestrian route around the whole site;
  - New bus stops are to be provided at strategic locations along this route to ensure that the vast majority of dwellings are situated within 400m of a bus stop, with many within a walking distance of 200m;
  - Increased pedestrian connectivity around Heyford Park to aid in creating safe and convenient routes for the residents; and
  - To help soften the development on the countryside edge, landscape buffers and community orchard/allotments have been proposed.





P16-0631\_08Z COMPOSITE PARAMETER PLAN SUBMITTED AS PART OF THE 2018 HYBRID PLANNING APPLICATION

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## 2018 HYBRID PLANNING APPLICATION

- 3.15 A Hybrid Planning Application was submitted in April 2018, which was duly registered by Cherwell District Council on 17th May 2018 and given the reference 18/00825/HYBRID.
- 3.16 The Original Application has been the subject of formal consultation by the Council and there have been numerous stakeholder meetings with various interested parties and statutory consultees over the last two years to continue to progress and resolve matters including transport, heritage, education and ecology amongst others.
- 3.17 As a result of these negotiations, Dorchester Group propose to amend the Original Application through a number of changes to the description of development, the application boundary and parameter plans. In summary, these changes comprise:
- 1) Parcel 11 – increase in number of dwellings proposed from 80no. in the Original Application to 84no. dwellings in the Revised Application, and inclusion of an additional Primary Vehicular Access route;
  - 2) Parcel 12 – increase in number of dwellings proposed from 120no. in the Original Application to 123no. dwellings in the Revised Application, and inclusion of additional Primary Vehicular Access route in Parcel 12 West;
  - 3) Parcel 16 – an area of community orchard and allotments is now shown to the west of the Parcel and the central area of open space has been enlarged;
  - 4) Parcel 17 – the residential area has been reduced to allow for the incorporation of a Sports Park to the south, although the proposed dwelling numbers on the parcel remain unchanged at 62no. The Primary Vehicular Access arrangements have also been amended in the Revised Application in association with the relocated Area of Community Uses (Parcel 34);
  - 5) Parcel 18 – relocation of the cricket pitch from the 1.075 unit consent and a reduction in its area to 4.2ha, with lighting to extend hours of use to be provided in the relocated area;
  - 6) Parcel 20 – revised in site area in the Revised Application so as to exclude the A Frame Building 315 which is now proposed to be retained and remain in Class B8 use as per its lawful permitted use outside of the application area;
  - 7) Parcel 21 – increase in number of dwellings proposed from 102no. in the Original Application to 122no. dwellings in the Revised Application. The demolition of Building 370 is now included in the Revised Application so as to facilitate its demolition and redevelopment should the Design Charrette exercise conclude that its removal would result in an improved design solution for this parcel;
  - 8) Parcel 22 – the site area of Creative City has been reduced from 11.2 ha in the Original Application to 11.1 ha in the Revised Application in recognition of the Primary Pedestrian/Cycle Route which is routed through this area and will need to be fenced on both sides to maintain security for the commercial operations either side. Addition of structural landscaping strip to the south of the Parcel and Letchmere Farm;
  - 9) Parcel 23 – reduction in number of dwellings proposed from 470no. in the Original Application to 430no. dwellings in the Revised Application;
  - 10) Parcel 25 – change to some site boundaries of the car processing area to pull the area away from the Grade II listed nose dock sheds situated to the south of the site area, although the overall extent and site area remains at 20.3ha;
  - 11) Parcel 28 – The Flying Field Park area has increased from 20.3ha in the Original Application to 20.5ha in the Revised Application due to changes in the shape of the New School site (Parcel 31) and the Core Visitor Destination Area (Parcel 29);
  - 12) Parcel 29 – change in site boundaries, with removal of Building 366 from the Revised Application site area and incorporation of Buildings 2005 and 2006 within the amended Core Visitor Destination Area. Site area reduces from 4.2ha in the Original Application to 3.6ha in the Revised Application;
  - 13) Parcel 31 – change in site boundaries for the school site following detailed discussions with the County Education Authority and Historic England, site area remains at 2.4ha;
  - 14) Parcel 33 – removal of landscaping strip shown to the west of Chilgrove Drive which was outside the application site in the Original Application;
  - 15) Parcel 34 – this area of community uses has been relocated from the south west of the masterplan area to now be located in the south east in association with the relocation of the Sports Park (Parcel 18);
  - 16) Parcel 35 – deletion of the Parcel and the 27no. new dwellings that had previously been consented from the existing Phase 8 reserved matters approval (located towards the southern part of Trident area);
  - 17) Parcel 37 – deletion of Parcel and removal of Building 357 as part of detailed discussion with County Education Authority concerning the adjacent proposed new school site;
  - 18) Parcel 38 – increase in site area to reflect the current build out and development of Village Centre South;
  - 19) Parcel 39 – new parcel with the addition of 13no. dwellings;
  - 20) Parcel 40 – new parcel with the addition of the 27no. dwellings (which now removed from the former Parcel 35). Buildings 132 and 133 have been removed;
  - 21) General – the existing Public Rights of Way notation has been removed from the Composite Parameters Plan as no changes are proposed in this regard other than the addition of new routes as shown in the Key. There is now no longer need to seek the closure of the PROW 388/4 which was previously required to facilitate the development of the Sports Park when it was proposed to be relocated towards the south west of the masterplan area in the Original Application.

An aerial photograph of a residential development, overlaid with a semi-transparent blue map. The map shows various areas and roads. Labels include 'DAY CARE NURSERY', 'BUND', 'CAR PROCESSING ACCESS', 'CAR PROCESSING AREA 25', 'CONTROL TOWER PARK', 'CONTROL TOWER', 'CONTROL TOWER PARK 30', 'CONTEMPORARY SHELL', 'CAMP ROAD', 'HAYFORD PARK FREE SCHOOL', '32 WEST', '39', and '38'. Road numbers 25, 30, 32, and 38 are also visible. The text 'Palimpsest' is written in a large, white, serif font, followed by a quote in a smaller, white, serif font.

*Palimpsest*  
*“something reused or altered  
but still bearing visible traces  
of its earlier form”*



An aerial map of an urban planning site, overlaid with a semi-transparent dark blue rectangle containing the title. The map shows various zones and roads. Key features include: 'MAIN RUNWAY' at the top left; 'FLYING FIELD PARK' (28) in the upper left; 'CORE VISITOR DESTINATION AREA' (29) in the upper center; 'EDUCATIONAL SITE' (31) in the center left; 'CREATIVE CITY' (22) in the center; 'SOUTHERN TAXIWAY' running horizontally across the middle; '12 WEST' and '12 EAST' residential blocks; '11' residential block; '19' residential block; '32 EAST' residential block; 'CAMP ROAD' in the lower center; '17' residential block; '34' residential block; 'SPORTS PARK' (18) at the bottom left; and 'L'ORON SAINTE' at the bottom. A large brown field is on the right side. Orange dashed lines with arrows indicate a path or boundary. White L-shaped corner markers are present on the map.

# SECTION 4 DESIGN PROPOSALS



# SECTION 4 | DESIGN PROPOSALS



**KEY**

-  INDICATIVE RESIDENTIAL DEVELOPMENT
-  INDICATIVE GREEN INFRASTRUCTURE
-  APPROVED DEVELOPMENT
-  DEVELOPMENT NOT YET DETERMINED

## INDICATIVE MASTERPLAN

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## USE & AMOUNT OF DEVELOPMENT

(The Town and Country Planning (Development Management Procedure) (England) Order 2015 states that “amount” means (a) the number of proposed units for residential use).

### Residential - up to 1175 dwellings (Class C3)

- 4.1 The development achieves an average density of 35 dwellings per hectare (dph). This density will allow for the formation of differing densities across the development including higher density towards the existing urban areas and the flying field and lower densities near landscape sensitive areas. Overall the density results in the efficient use of the site, whilst at the same time promoting densities which are appropriate to the local area and which will help assimilate the development into the surrounding areas.
- 4.2 The density will also allow for a range of dwellings across the site with varying sizes and tenures in order to accommodate a variety of household types. This will provide a hierarchy of dwellings from large detached properties with larger plots through to smaller terraced forms allowing for a variety in the proposed streetscape. The scheme will be predominantly housing with a small proportion of apartments where appropriate.

#### Parcel 10 – Up to 130 dwellings

This development parcel is located to the west of the site adjacent to the approved Bovis Homes application, north of Camp Road. This parcel achieves a density of 37dph which responds well with the existing and proposed developments surrounding it. An element of green infrastructure is located in the centre and to the western side of this parcel.

#### Parcel 11 – Up to 84 dwellings

This parcel is located to the north of The Trident. Parcel 11 achieves a density of 37dph which will reflect that of the proposed Trident residential areas. Green infrastructure associated with this parcel will be located on both the eastern and western sides of the parcel.

#### Parcel 12 – Up to 123 dwellings

Parcel 12 is located to the north of parcel 11 and extends up to the southern edge of the southern taxiway and westwards to the north of the existing residential development. This parcel achieves a density of 40dph which continues the high density of the existing Trident residential areas and proposed parcel 11 towards the flying field. An element of green infrastructure is included on the western and eastern sides of this parcel.

#### Parcel 13 – Up to 6 dwellings

This development parcel is located to the north of Camp Road to the west of the existing area of Officers Housing. The density proposed for this parcel is 13dph which reflects that of the Officers Housing opposite. An element of green infrastructure is located to the south of the parcel.

#### Parcel 16 – Up to 178 dwellings

This parcel is located on the south western side of the application site adjacent to the existing bungalows. The parcel achieves a density of 29dph which responds well to the surrounding countryside south of the parcel. The green infrastructure associated with this parcel will be located

through the centre of this parcel.

#### Parcel 17 – Up to 62 dwellings

This parcel is located south of the recent development along Camp Road. The density proposed is 36dph, reflecting the location of the parcel on the countryside edge and adjacent to the recent developments. The green infrastructure associated with this parcel will be located to the south.

#### Parcel 21 – Up to 122 dwellings

Parcel 21 is located on the southern edge of the southern taxiway. This parcel achieves a density of 35 dph. The green infrastructure associated with this parcel is situated on the edge of the southern taxiway which follows the lines of the existing hardstanding areas.

#### Parcel 23 – Up to 430 dwellings

This development parcel is located on the eastern side of the application site adjacent to the existing Southern Bomb Stores. This parcel achieves a density of 37dph creating a high density development with strong frontage onto the flying field. An element of green infrastructure is located to the southern edge of this parcel.

#### Parcel 39 - Up to 13 dwellings

This development parcel is located to the south of Camp Road. This parcel achieves a density of 41dph. An element of green infrastructure is located at the southern edge of this parcel.

#### Parcel 40 - Up to 27 dwellings

This parcel is located adjacent to the existing Trident housing, north of Camp Road. This parcel achieves a density of 57dph which reflects the high density of the existing Trident housing. An element of green infrastructure is located within this parcel.

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### **Affordable Housing**

- 4.3 30% of the total number of dwellings proposed will be affordable. Affordable housing will be provided within the development in a series of clusters. These will include affordable rented, shared ownership and low cost/ reduced cost market housing, details of the precise tenure arrangements will be submitted at Reserved Matters Stage through consultation with the Planning Authority and will be informed by the affordable housing provisions contained within the Section 106 Agreement.

### **Close Care**

- 4.4 Up to 60 close care dwellings are proposed to the north of the existing Trident.



RESIDENTIAL LAND USE PLAN

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## Education

- 4.5 A new educational site (parcel 31) is proposed as part of the proposed development along with proposals for additional facilities at the existing Heyford Free School sites. The new educational site is located to the north of the southern taxiway adjacent to the proposed Core Visitor Destination Area and Flying Field Park.



EDUCATION LAND USE PLAN

## Mixed Use Areas

- 4.6 Mixed use areas provide a good basis for building communities that, in turn, will provide support to the facilities. The Masterplan proposes a Core Visitor Destination Area, Medical Centre, Retail and Community Buildings.
- 4.7 The consented Village Centre North and South schemes will provide a range of facilities that could possibly include a local food store, other retail uses, public house and community uses. A diverse mix of uses will contribute towards making this area an active and vibrant place throughout the day.
- 4.8 The retail and community buildings (parcel 38) are proposed adjacent to the existing Village Centre South. The medical centre (parcel 20) is proposed north of Camp Road in the vicinity of the Village Centre. These provide further facilities within the centre of Heyford Park.
- 4.9 The Core Visitor Destination Area will provide a range of attractions and activities for the community and will utilise buildings that were previously left unused and vacant. The attractions and facilities are outlined below and will be supported by a selection of cafes, restaurants and retail outlets. The attractions will be as follows:
- Heritage Centre (building 1368) – refurbish as the new Heritage Centre that, alongside the museum exhibits and archive storage, will also contain a conference space and research facility. In addition, a flight simulator could be installed within one of the open shelters that will simulate landing a Heyford Bomber at Heyford Park. The existing Heritage Centre currently housed in building 103 will be relocated into this space.
  - Exhibition Space (building 1443) – repair and refurbish the building to provide an exhibition space which could be utilised to home exhibitions such as a Cold War Gallery and Sculpture Park and also feature on Heritage Site Tours.
  - Adrenaline Park (Victor Alert Area – buildings 2005–2009) – refurbish five of the open shelters into an adrenaline park which could include a climbing wall, skate park and public picnic seating area.



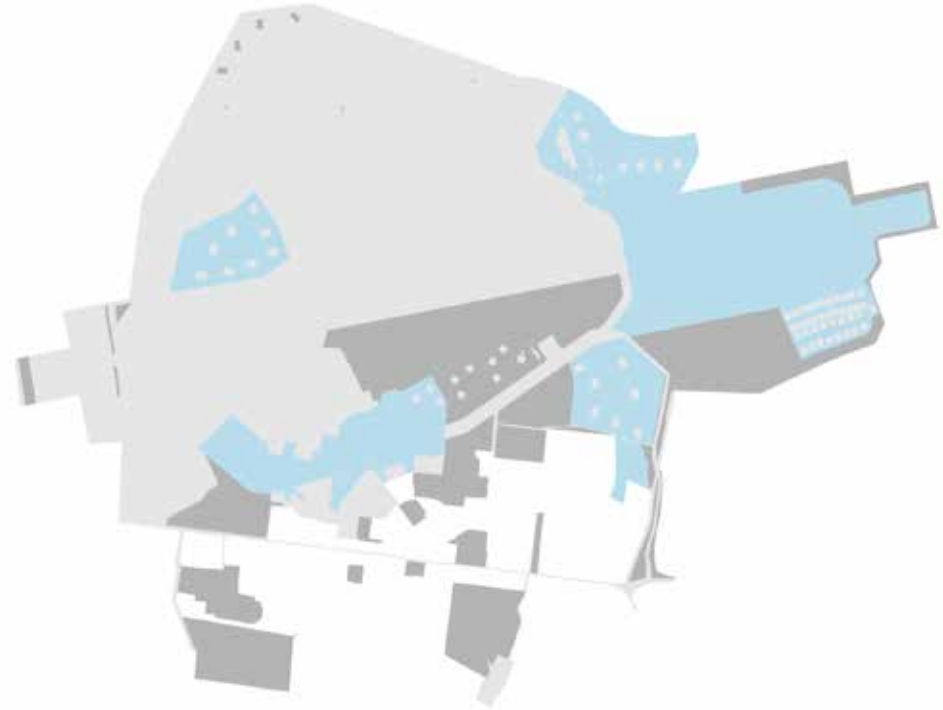
MIXED USE LAND USE PLAN

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## Employment

4.10 Areas of land have been set aside to allow for employment opportunities to the local residents and those living within the wider area. The employment proposals are as follows:

- Buildings within the northern flying field – refurbish buildings 217, 3052–3055, 3102, 3136 into employment use.
- Car Processing Area – area of hardstanding. The location and extent of land is proposed to be altered from the area currently granted planning consent. The total area remains 20.3ha.
- Creative City – refurbish buildings 3036, 3037, 3038, 3039, 3040 and 3041 into employment use. This area will utilise the existing HAS structures on the former base by refurbishing the existing structures as well as providing new employment buildings, which will be separated from the HAS structures. Creative City is located adjacent to Chilgrive Drive, providing direct access to the wider road network.
- Filming Area – located over two areas within the proposed development area, this area is proposed to be used for filming activities and no existing buildings are proposed to be demolished. Within the eastern filming area, temporary set construction/parking is located along the southern taxiway.



EMPLOYMENT LAND USE PLAN



## PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

- 4.11 The development proposals include the provision of areas of open space for recreation, sport, leisure, amenity green space, strategic landscaping and to aid in the appreciation of the heritage at Heyford Park.
- 4.12 The amount of open space provided has been designed in order to cater for the recreational needs of the existing and new community and to meet the requirements of Cherwell Local Plan.
- 4.13 To establish the minimum quantum of open space provision, the following Fields In Trust identified quantities have been applied, based on a development of 1,175 dwellings at an average of 2.39 persons per household:
- General Green Space – 2.74ha/1000 population, totalling 7.69ha requirement;
  - Play Space – 0.78ha/1000 population, totalling 2.19ha requirement;
  - Outdoor Sports – 0.31ha/1000 population, totalling 3.17ha requirement; and
  - Allotments – 0.37ha/1000 population, totalling 1.03ha requirement.

### Flying Field Park & Control Tower Park

- 4.14 A substantial public Flying Field Park covering approximately 20.5ha within the core of the flying field is a key feature of the development. The park will be an informal landscape and include a range of amenities and facilities for casual and informal use by visitors and the local and commercial community. The Flying Field Park will have a strong green connectivity from the Trident, ensuring it will become a well utilised leisure and amenity space for residents.
- 4.15 The Flying Field Park will feature an Observation Tower, up to 30m in height, located on the eastern end of the runway. The Observation Tower provides an opportunity to experience views west across the main runway and the core of the flying field from above. The tower will have the potential to also contain a zip wire which will provide a fun interpretation of how it would have felt to land on the runway at Heyford Park.
- 4.16 To the west of the Flying Field Park and north of the Control Tower, the Control Tower Park is proposed covering approximately 3.9ha. This park is proposed to be used as an area for events in association with the Control Tower building itself.



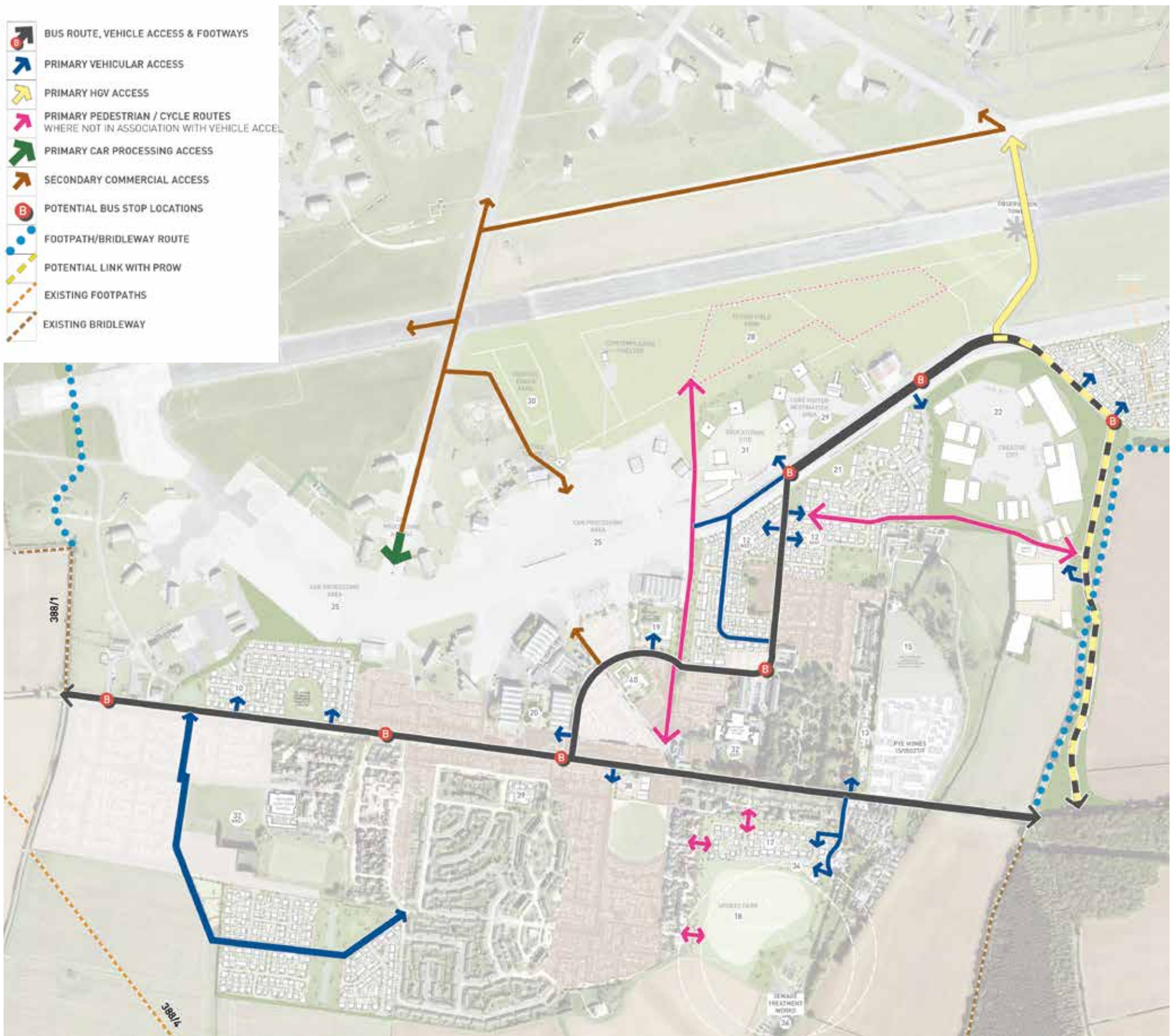
POS LAND USE PLAN

### Sports Provision

- 4.17 A sports park covering approximately 4.2ha is proposed to the south of Parcel 17. A sports pavillion is proposed adjacent to the sports park.

### Allotments/Community Orchard

- 4.18 The community allotments are located to the west of Parcel 16 and a community orchard is located around the northern and western edges of Parcel 17.



STREET HIERARCHY PLAN

# LAYOUT & ACCESS

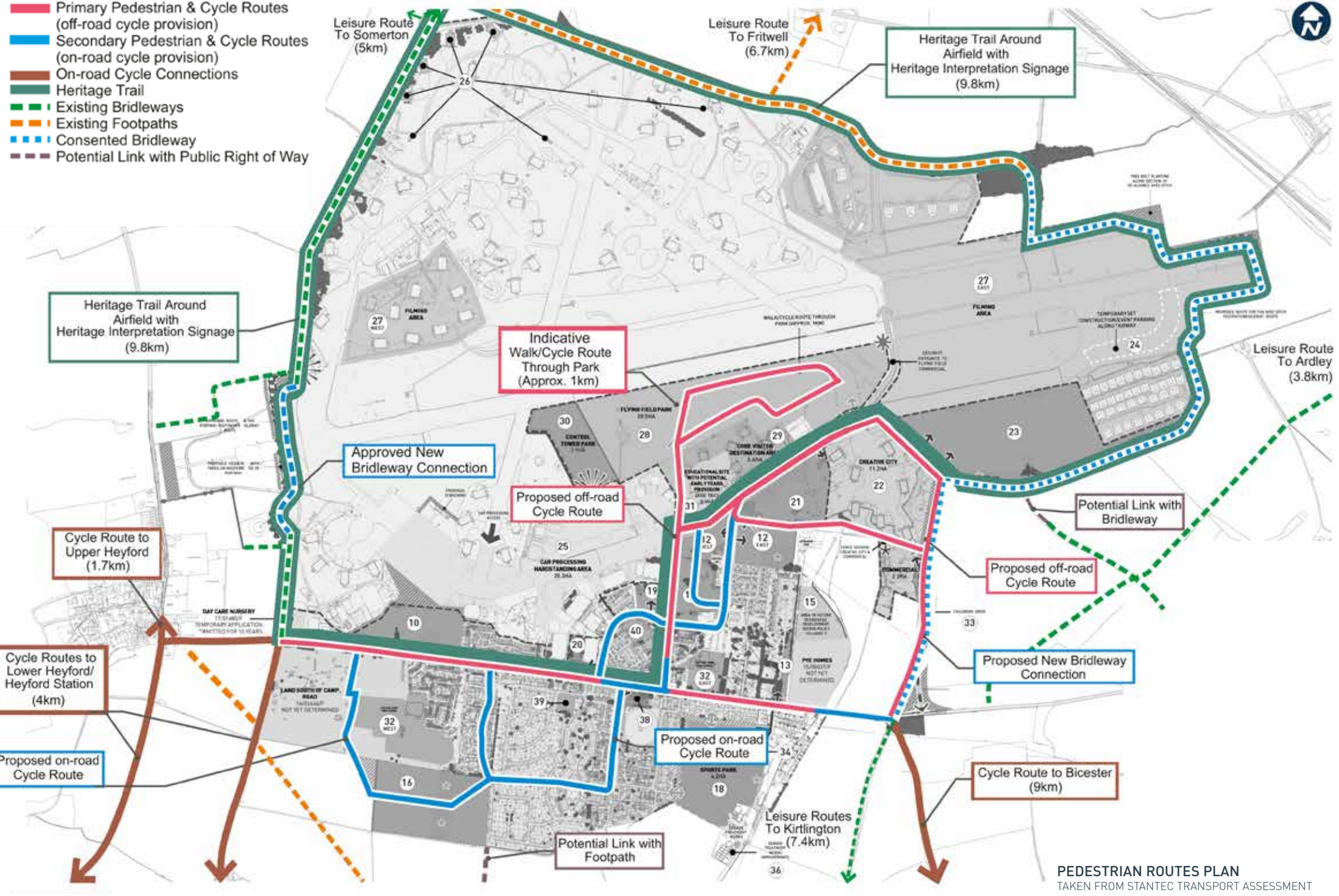
## PROPOSED MOVEMENT AND ACCESS

- 4.19 The Indicative Masterplan shows the disposition of land uses and the proposed structure for movement within the development. A well connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.
- 4.20 The development proposals have been influenced by “Manual for Streets 1 & 2” which encourages designers to move away from standardised prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities.
- 4.21 The proposed development will be accessed by pedestrian, cyclist, horse riders and vehicular accesses linking the existing highway, footpath and cycle network.
- 4.22 It is proposed the development will be accessed via six access points off Camp Road, all of which are existing and will be upgraded appropriately. Parcel 10, located to the west of the scheme, will be directly accessed off Camp Road.
- 4.23 It is proposed that the existing Southern Taxiway will be utilised as a proposed main route to serve the development. Historically there was a road running along the southern edge of the taxiway so this will be reinstated to represent the palimpsest of the former air base history.
- 4.24 Chilgrove Drive, located on the eastern side of the site, is proposed to be realigned along with a new footpath and bridleway for the Aves Ditch. It is also proposed there will be a new traffic signal controlled junction with Camp Road. Chilgrove Drive will be the main HGV access onto the flying field.
- 4.25 A new bus route is proposed to serve the development. To the north of Camp Road, the bus route will form a loop, passing the existing Trident, running along the southern taxiway and Chilgrove Drive. New bus stops are to be provided at strategic locations along this route to ensure that the vast majority of dwellings are situated within 400m of a bus stop, with many within a walking distance of 200m.





- Key:
- Primary Pedestrian & Cycle Routes (off-road cycle provision)
  - Secondary Pedestrian & Cycle Routes (on-road cycle provision)
  - On-road Cycle Connections
  - Heritage Trail
  - Existing Bridleways
  - Existing Footpaths
  - Consented Bridleway
  - Potential Link with Public Right of Way



PEDESTRIAN ROUTES PLAN  
TAKEN FROM STANTEC TRANSPORT ASSESSMENT

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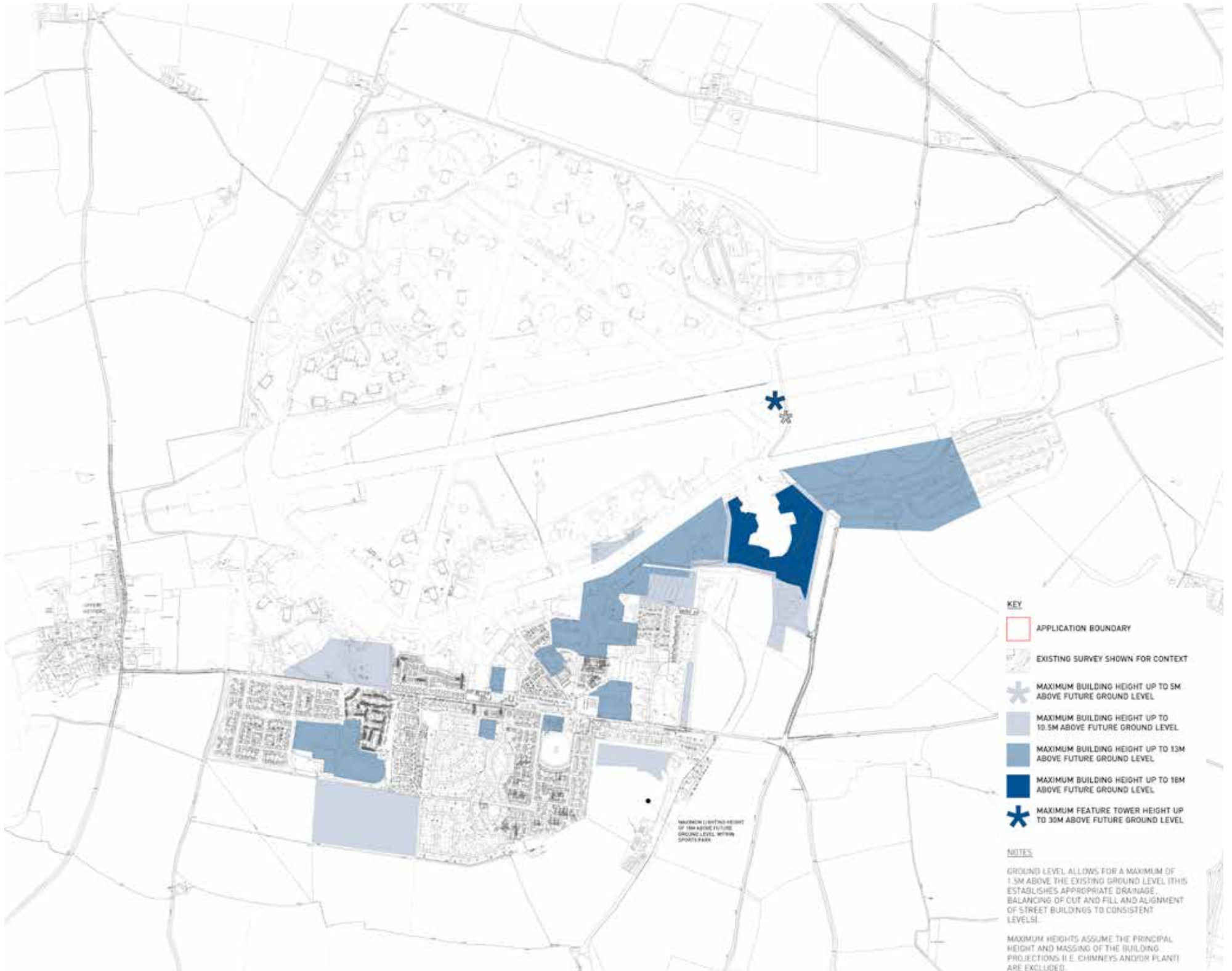
## FOOTPATHS, BRIDLEWAYS AND CYCLEWAYS

- 4.26 The location of the site close to the established community and close to public transport nodes are positive characteristics which have been maximised through the provision of safe, direct, convenient and interesting pedestrian routes. In order to achieve this, safe and convenient routes through the site, particularly for those people with disabilities, require a fundamental understanding of the elements required to achieve inclusive access and should be used to inform the detailed design proposals.
- 4.27 The development of a pedestrian/cycle network within the site is seen as an integral part of the transport infrastructure for the site. The potential for connection to any future off-site network will allow users of all ages and abilities to move safely and conveniently between all points of the development and surrounding facilities.
- 4.28 The proposals include the Upper Heyford Trail which comprises a circular walk around the flying field perimeter that will include at least eight interpretation boards so that pedestrians can gain knowledge of the history of the former airbase on their route.
- 4.29 An off-road north-south linear pedestrian route is proposed from the existing Trident to the Flying Field Park providing a safe and convenient route for pedestrians. Another key pedestrian route within the development is the east-west route that runs along an existing track to the south of parcel 21 linking Chilgrove Drive with the main route through the development.
- 4.30 Within the Flying Field Park, a 1km route is proposed providing a key route within the existing flying field. Interpretation boards are proposed to be located throughout the park, providing information on the site, its history and key views and buildings.
- 4.31 The proposals also include reinstating Aves Ditch which will provide links from Camp Road to the circular Upper Heyford Trail.
- 4.32 The following measures to provide accessibility by foot and cycle are proposed:
- Provision of pedestrian/cycle links through the site;
  - Internal road layout design to ensure low traffic speeds. The design will promote safe walking and high permeability through the site, and limit potential for anti-social behaviour;
  - Particular attention to be paid to surface quality, and sufficient 'overlook' to provide a sense of safety and security for users; and
  - Appropriate signage and crossing points of roads through the development, to include dropped kerbs, tactile paving and guardrails as appropriate.

- 4.33 Pedestrian and cyclist links have been located so as to encourage residents to use them and in particular, utilise the already established routes across the site. Pedestrians are led into the site from well-lit links created between existing and proposed residential areas including the new recreation area to the south east of the site. All pedestrian links will be suitable for use by disabled people.
- 4.34 Cycle use is encouraged through the high degree of permeability within the layout. With traffic movement low within this phase due to dwelling numbers, cyclists will therefore find it safe and convenient to use the streets for cycling.

## PARKING

- 4.35 Parking will be provided in accordance with OCC's latest standards at the time of any subsequent detailed planning applications.
- 4.36 The majority of allocated parking will be provided on-plot and is generally located to the side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.
- 4.37 Courtyard parking within the development blocks should be designed so that they have their own sense of place and will serve only a few units, thus creating a private well defined area with good surveillance from dwellings. Parking in these courts should also be provided so that parking is convenient for the user to promote its use. Generally, there will be only one vehicular access point preferably through the building line. These areas will be overlooked by properties in order to increase perceived and actual safety.
- 4.38 Disabled parking is also provided through larger spaces to enable sufficient room for disabled users to enter and exit the vehicle and located no more than 50m from the principal entrance to the building it serves.
- 4.39 Disabled parking and cycling parking numbers will be provided in accordance with the appropriate standards.



- KEY**
- APPLICATION BOUNDARY
  - EXISTING SURVEY SHOWN FOR CONTEXT
  - MAXIMUM BUILDING HEIGHT UP TO 5M ABOVE FUTURE GROUND LEVEL
  - MAXIMUM BUILDING HEIGHT UP TO 10.5M ABOVE FUTURE GROUND LEVEL
  - MAXIMUM BUILDING HEIGHT UP TO 13M ABOVE FUTURE GROUND LEVEL
  - MAXIMUM BUILDING HEIGHT UP TO 16M ABOVE FUTURE GROUND LEVEL
  - MAXIMUM FEATURE TOWER HEIGHT UP TO 30M ABOVE FUTURE GROUND LEVEL

**NOTES**

GROUND LEVEL ALLOWS FOR A MAXIMUM OF 1.5M ABOVE THE EXISTING GROUND LEVEL (THIS ESTABLISHES APPROPRIATE DRAINAGE, BALANCING OF CUT AND FILL AND ALIGNMENT OF STREET BUILDINGS TO CONSISTENT LEVELS).

MAXIMUM HEIGHTS ASSUME THE PRINCIPAL HEIGHT AND MASSING OF THE BUILDING. PROJECTIONS (I.E. CHIMNEYS AND/OR PLANT) ARE EXCLUDED.

BUILDING HEIGHTS RELATE TO PROPOSED BUILDINGS ONLY. EXISTING RETAINED BUILDING HEIGHTS WILL REMAIN UNCHANGED.

MAXIMUM LIGHTING HEIGHT OF 16M ABOVE FUTURE GROUND LEVEL WITHIN SPORTS PARK



BUILDING HEIGHTS PARAMETER PLAN

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## CONTINUITY AND ENCLOSURE

- 4.40 The design of the development proposals are broadly based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of existing residents. This continuity assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment. Proposed dwellings form a continuation of the building line to the adjacent existing dwellings in order to minimise overlooking and to incorporate the new development into the existing urban form without forming any physical barriers. The new development will provide frontage over the proposed areas of public open space and also provide surveillance over the new recreation area.
- 4.41 The design solution for the site reflects the variety in townscape form that can be seen in the area. However, as this is an edge of the town location, some streets could incorporate a more open aspect with elevations set back behind more traditional front gardens. In locations where gable ends of houses adjoin the street, additional windows may be incorporated on these elevations to reinforce the level of surveillance of public areas.
- 4.42 Development plots will be defined by a range of boundary treatments including walls, bollards, railings and hedging, depending upon their location, in order to clearly define public and private spaces.
- 4.43 Key frontages such as those following the main route through the development will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition in order to provide a cohesive element to these prominent positions.

## SCALE AND DENSITY

- 4.44 As previously stated, the development proposals achieve an average density of approximately 35dph which accords with Government guidance on ensuring the efficient use of land, yet is reflective of the scale of the local area. This density also reflects Cherwell densities as well as taking into account the restrictions of a conservation area and brownfield site.
- 4.45 The above stated average density enables a range of densities to be applied within the development proposals. Higher density areas are expected to be north of the existing Trident housing, south of the southern taxiway and adjacent to the southern bomb stores. Lower density approaches are to be utilised towards the countryside edge in order to incorporate a more landscaped dominated character.
- 4.46 As discussed, a variety of house types, tenures and sizes are provided which will assist in creating a balanced community as a variety of households can be accommodated thereby minimising the potential of social exclusion.

## BUILDING HEIGHTS AND MASSING

- 4.47 The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. Two storey units will be placed adjacent to Camp Road and the surrounding countryside to minimise the impact of new development. Three storey units are proposed to the north of the existing Trident Housing and to the south of the southern taxiway where a stronger frontage and presence is appropriate. Four storey units are proposed adjacent to the existing Trident housing in key locations to provide distinctiveness in the street scene.
- 4.48 Landmark buildings, along with focal points and a clear hierarchy of routes and intersections are considered to increase the legibility of developments. Landmark buildings are identified that should be designed to be distinctive from the adjacent built form. These can be designed to utilise variations in materials, colour, frontage treatment and architectural styles and do not necessarily dictate the need for increased height.

## APPEARANCE AND CHARACTER

- 4.49 Following a detailed assessment of Heyford Park and its environs, street typologies, distinctive spaces, materials and details have been identified that exhibit distinctive local design and these can be further incorporated into the detailed design of the new development. This will ensure the architectural response of the proposal reflects traditional local character, rather than the more recent development in the immediate surroundings.
- 4.50 Zones have been defined within the development that will help to achieve the creation of a sense of place. The proposed zones for the development are as follows:
- 4.51 Each zone will contain its own individual design elements which aid in making it distinct from other areas. It will include built form principles, changes in height, set backs, landscape treatments, architectural detailing, colour and use of materials. The boundaries between zones are not prescriptive and will naturally evolve as the detailed design progresses.

### Residential Zones

Z1 – Heyford South (Rural Transition)

Z2 – Camp Road

Z3 – Heyford Bespoke

Z4 – Trident North

Z5 – Contemporary Airfield Living (as part of the Design Charette)

Z6 – Creative City Living (as part of the Design Charette)

Z7 – Officers Housing



RESIDENTIAL ZONES PLAN



## Commercial Zones

Z8 – Mixed Use

Z9 – Commercial

Z10 – Airfield Park

Z11 – Education

Z12 – Creative City

Z13 – Visitor Destination

## DESIGN CHARRETTE

*Dorchester Living, Historic England and Cherwell District Council have agreed to hold a design competition to inform the character of three parcels (parcels 12, 21 and 23). These parcels are located towards the south east of the Cold War airfield, a unique site of international importance, and a conservation area with a very distinctive character. The parcels will each require a unique architectural approach, distinct from what has already been provided at Heyford Park.*

*The built form proposed for the parcels should be sensitive to the historic nature of the site and the stark Cold War landscape. Where possible, the existing form of the hardstanding lines could be retained to represent the base's historical form.*

*Architecture is to be of a high quality, innovative and sympathetic to the setting of the dwellings, responding positively to the character of the surrounding buildings and the airfield.*



COMMERCIAL ZONES PLAN

## Z1 – Heyford South (Rural Transition)

- 4.52 The Heyford South (Rural Transition) zone is located on the western and eastern sides of Heyford Park, south of Camp Road.
- 4.53 These zones will be informal and organic in character with development maximising the views over the open countryside. The development will be more open in form to allow greater landscape emphasis.
- 4.54 Dwellings will be typically detached with dwellings on the edge generally served off private landscaped drives. Dwellings are encouraged to have a variety of set backs and ridge lines.
- 4.55 The sports park is located to the south of Parcel 17, along with the community orchard located around the edges of this parcel. This aids in creating a soft and organic edge to the surrounding countryside.

### DESIGN PRINCIPLES

Urban Form	Organic and informal street structure.
Function	To provide an attractive residential environment that relates to the surrounding countryside and reduces the urban feel of the development.
Building Typology	Typically detached dwellings fronting onto the POS, SUDs corridors, community orchard/allotment and adjacent countryside. Semi-detached and terraces are also proposed in other areas.
Building Lines	Irregular with spaces between buildings to allow for landscaping.
Architectural Style	Traditional.
Landscape Treatment	Informal tree planting to soften the urban edge and buildings should 'feather' into the rural edge. To continue the SUDs corridor through parcel 16. A community orchard is located around the northern and western edges of parcel 17.





## Z2 – Camp Road

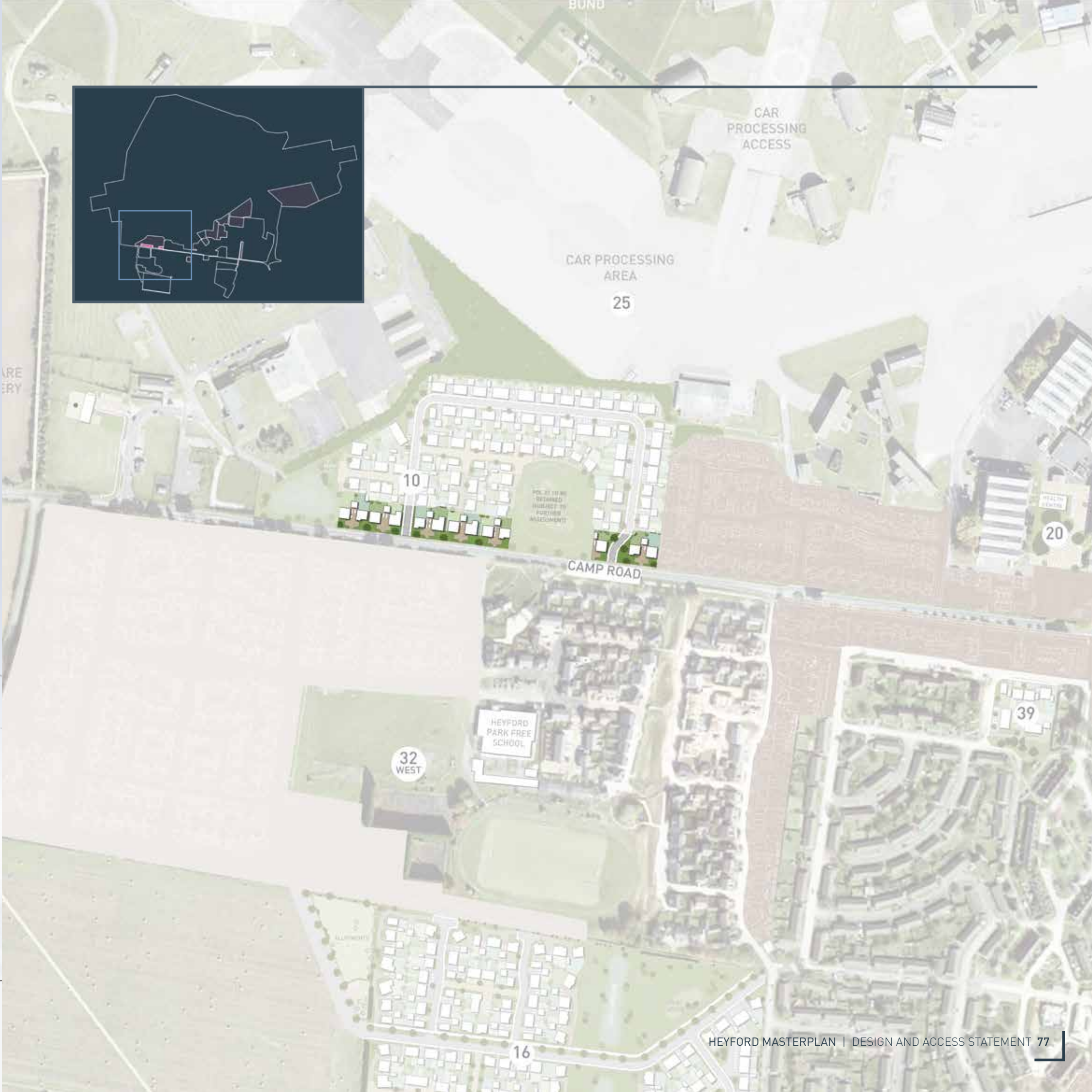
- 4.56 Camp Road is the main route running through the site, connecting Heyford Park with the neighbouring villages and towns beyond.
- 4.57 This zone is located to the north of Camp Road on the western entrance into Heyford Park and provides for a clear sense of arrival to the site. This zone will continue the existing character of Camp Road which has been developed over recent years. Camp Road itself has a distinct linear character, reinforced by wider verges and avenue tree planting which has been retained through recent developments and proposed to be retained and enhanced in this zone.
- 4.58 The character of buildings in this area of Camp Road will build upon the Arts and Crafts character of the Officers' housing located to the east of the site. This is typified by predominantly brick detached housings, with simple detailing. Housing will be predominantly two storey and mainly set back from public footpaths and open space to take into consideration verge spaces to extend the existing boulevard with generous sized trees and landscaping. Dwellings will be directly accessed off Camp Road via shared private drives.

### DESIGN PRINCIPLES

Urban Form	Dwellings set back from Camp Road with direct access. Development will reinforce and continue the linear and green character of the street.
Function	To provide and continue legibility along Camp Road and to create an attractive residential route.
Building Typology	Large detached family housing set back from footpaths and open space.
Building Lines	Formal and consistent building line onto Camp Road, except where trees vary the building line.
Architectural Style	Traditional. Build upon the Arts and Crafts character found at Heyford Park.
Landscape Treatment	Formal street planting at regular spacing within grass verges and/or front gardens.



ILLUSTRATIVE DRAWING



### Z3 – Heyford Bespoke

- 4.59 The Heyford Bespoke zones are located to the north of Camp Road, on the western side of the site and within the central area.. The housing will be simple and formal in a ‘perimeter block’ format reflecting the form of the rectilinear existing base layout and recent developments and proposals. This promotes a strong sense of public and private realm relationship with fronts facing the public realm and private backs in the gardens, which are generally not exposed or visible.
- 4.60 Tree planting will be located along shared routes between vehicles and pedestrians. Garages will be set back from the building line to soften the impact of cars in the street scene.
- 4.61 The character of this zone has been inspired by the simple Arts and Crafts form which can be found in Carswell Circle and the Officers’ Housing at Heyford. The simple cues that define these areas will be developed and evolved in this zone.
- 4.62 There will be a mixture of formal and informal streets, with dwellings providing clear presence and frontage onto streets and public realm. Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of the street.
- 4.63 POL 21 requires further assessment to confirm the details of the public open space and development within the parcel.

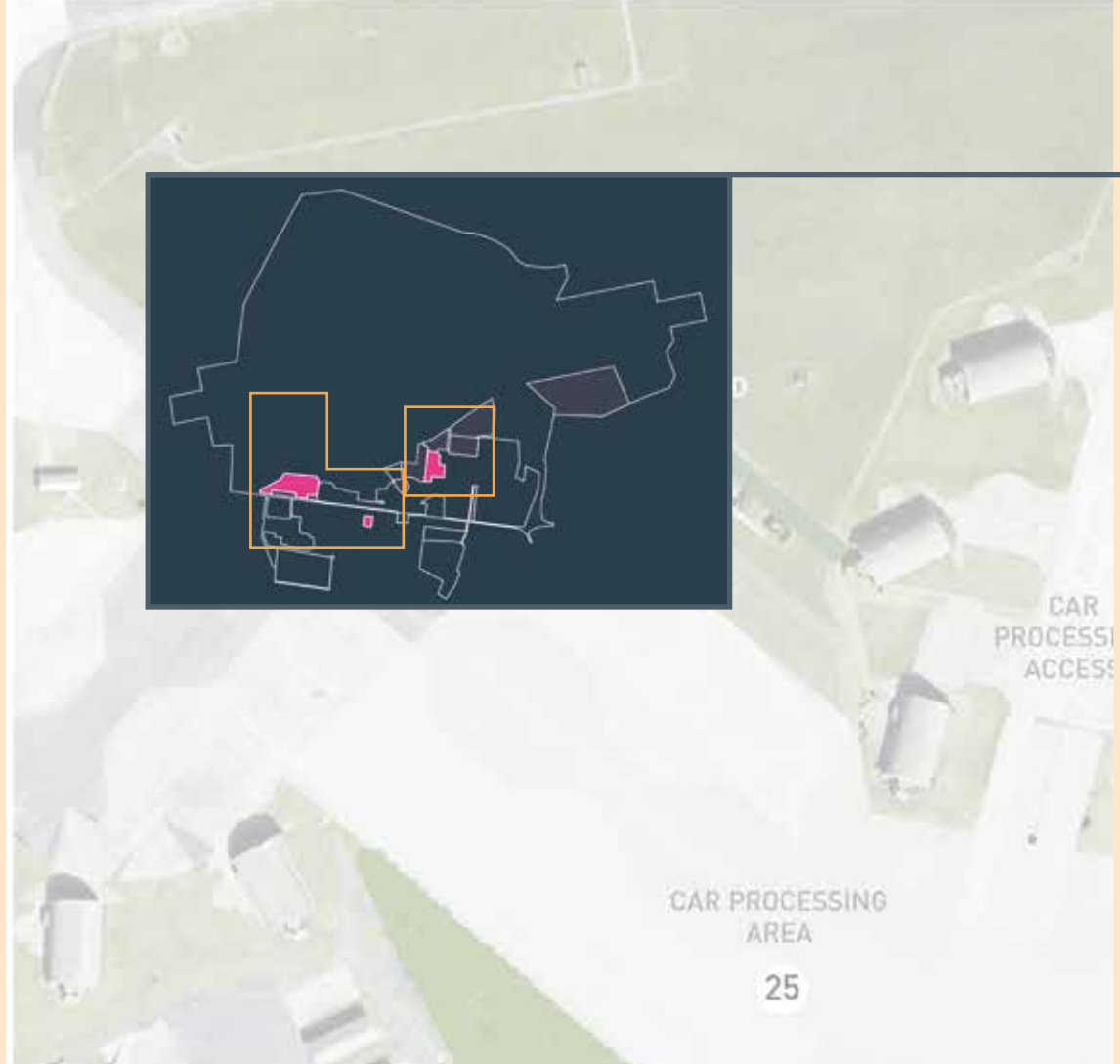
#### DESIGN PRINCIPLES

Urban Form	Perimeter block arrangement with a strong sense of public-private realm definition. Mixture of formal and informal streets.
Function	To provide an attractive residential environment, generally away from key routes.
Building Typology	Mix of detached, semi-detached and terraced housing.
Building Lines	Consistent between groups of dwellings but will vary across the parcel.
Architectural Style	Traditional. Build upon the Arts and Crafts character found at Heyford Park.
Landscape Treatment	Soft landscaping will be simple and planting will be used to screen and break up parking areas.

*Parcel 11 - Given the proximity to parcel 12 which is included in the Design Charrette, proposals are subject to the Design Charette and not limited to the design principles set out above*



ILLUSTRATIVE DRAWING



## Z4 – Trident North

- 4.64 The Trident North zone will continue the character of the existing housing to the south. This zone is located adjacent to the linear north-south pedestrian link to the Flying Field Park and continues up from the existing Trident housing to the proposed Contemporary Airfield Living Zone. This zone will comprise contemporary style houses and apartments set within a campus style environment.
- 4.65 Streets will generally be formal, with dwellings providing clear presence and frontage onto streets and public realm. Building lines will be consistent across a group of buildings.
- 4.66 Buildings will predominantly be 3 storey in height with allowance for 2.5 storey transitional unit height where change from 2 to 3 storey.
- 4.67 To the west of the linear north-south pedestrian link, a care home is proposed which will follow the same principles and character of the built form opposite.
- 4.68 Due to the location of the zone, development should take into account the scale of the existing airbase buildings which sit next to this zone.

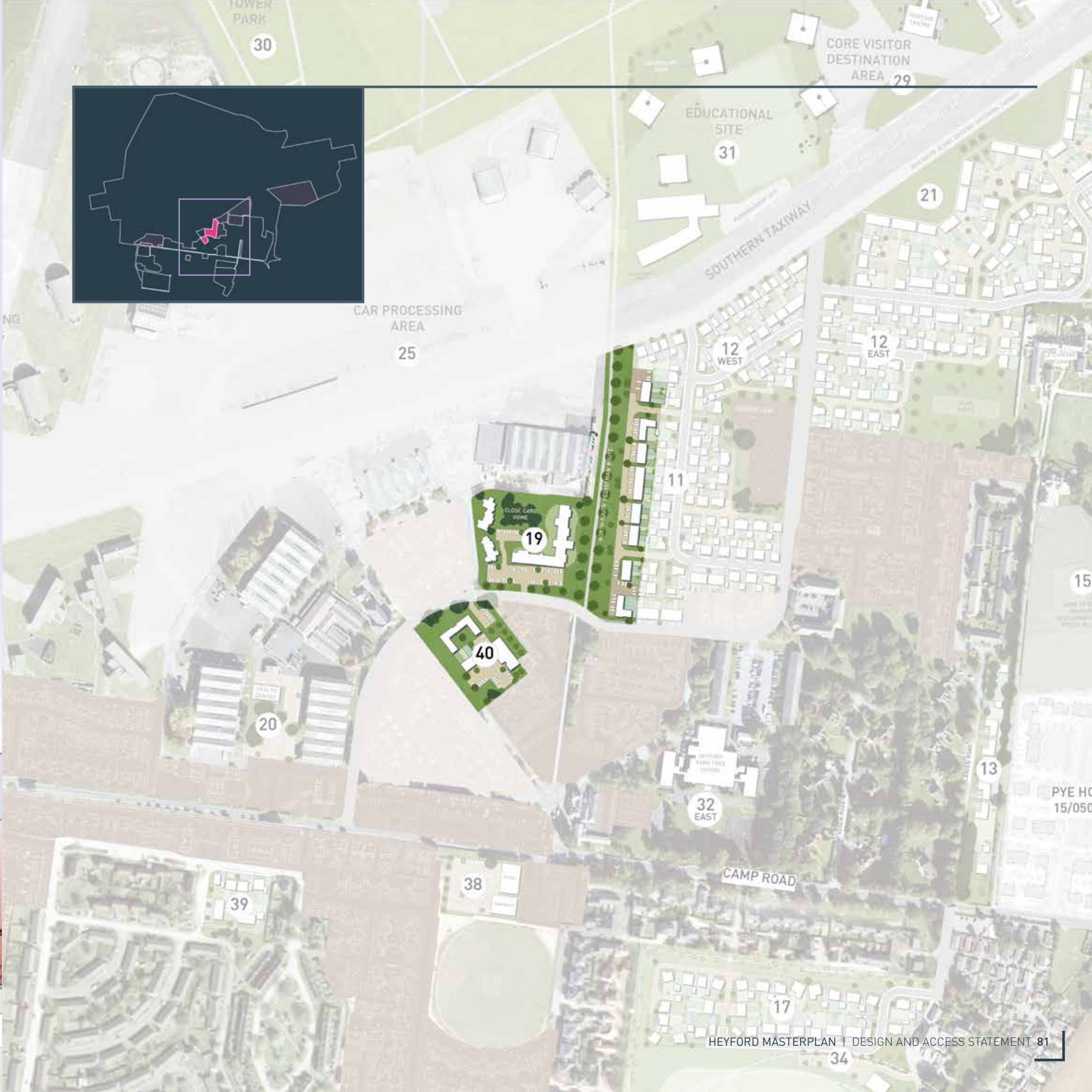
## DESIGN PRINCIPLES

Urban Form	Terraced housing and apartments in regular blocks detached from each other. Aid in creating the strong linear north-south link to the proposed Flying Field Park.
Function	To provide a legible route with building frontages of high architectural quality defining the north-south linear route to the Flying Field Park.
Building Typology	Predominantly terraces and apartments. A care home is proposed to the west of the linear route.
Building Lines	Strong consistent formal building line.
Architectural Style	To take architectural cues from surrounding buildings.
Landscape Treatment	Planting will be used to screen and break up parking areas.

## ILLUSTRATIVE DRAWING







## Z5 – Contemporary Airfield Living

- 4.69 This zone is located to the south of the southern taxiway. The frontage onto the taxiway will be one of the key features in the development and the structure of the parcels, where possible, will follow existing hardstanding lines to represent the former base history. The western frontage onto the taxiway is proposed to comprise contemporary narrow fronted houses that will provide a strong outlook onto the airfield. The eastern frontage onto the taxiway is proposed to comprise contemporary terraced housing and will follow the existing hardstanding line of the taxiway. The remainder of the zone will be contemporary.
- 4.70 This zone will be directly accessed off the southern taxiway, where a road was once located (see photo opposite).

### DESIGN PRINCIPLES

Urban Form	Frontage onto the southern taxiway. Development will generally be formal, comprising a regular and unified massing of built form. Coherent groups of housetypes and styles to be used fronting onto the taxiway.
Function	To provide a strong frontage onto the taxiway and where possible, follow the existing hardstanding lines.
Building Typology	Detached narrow fronted dwellings to the western frontage and series of terraced dwellings to the eastern frontage. Predominantly semi-detached and terraced housing elsewhere.
Building Lines	Strong consistent formal building line fronting the taxiway whilst a more irregular building line with varying setbacks is proposed in other areas.
Architectural Style	Contemporary style fronting onto the taxiway, taking architectural cues from surrounding buildings. The remainder of the zone to be a mix of contemporary and traditional style.
Landscape Treatment	The existing green spaces along the taxiway are to be retained and kept open with no planting to represent the palimpsest of the former air base history. Tree planting is proposed on the western frontage to help soften the development edge against the taxiway. Planting will be used to screen and break up parking areas.

*Proposals are subject to the Design Charette, therefore are not limited to the design principles set out above.*

INCREASED SCALE OF BUILDINGS DUE TO LOCATION OF THE ZONE NEXT TO THE TAXIWAY

STREET PLANTING TO SOFTEN DEVELOPMENT

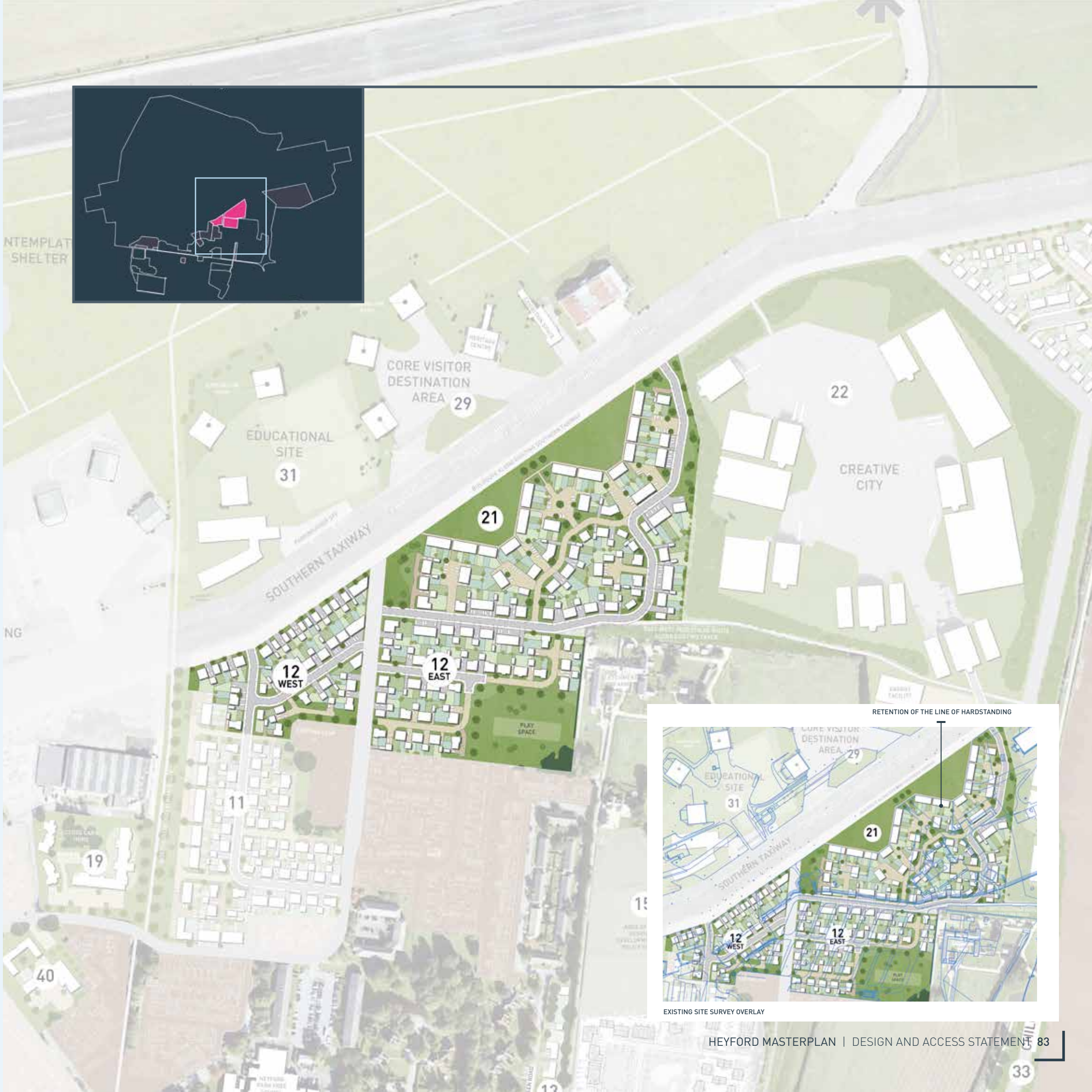


ILLUSTRATIVE DRAWING (SUBJECT TO THE THE DESIGN CHARETTE)

ROAD ALONG TAXIWAY TO BE REINSTATED



1989 AERIAL VIEW OF HEYFORD FLIGHTLINE



## Z6 – Creative City Living

- 4.71 The Creative City Living zone is located on the eastern side of Heyford Park adjacent to the existing southern bomb stores.
- 4.72 Frontage onto the airfield should reflect the repetitive nature of the existing southern bombs stores, through the use of repetitive architecture taking advantage of the views over the airfield.
- 4.73 The structure of this zone is proposed to represent a palimpsest of the former air base history i.e. roads are proposed to follow the existing road alignments. Strong vistas through to the airbase are proposed from the Aves Ditch bridleway running along the southern edge of this zone.

### DESIGN PRINCIPLES

Urban Form	Frontage onto the southern taxiway. Coherent groups of housetypes and styles to be used fronting onto the taxiway.
Function	To represent the palimpsest of the former air base history by following the existing roads of the southern bomb stores and retaining key areas of green space.
Building Typology	Detached dwellings to represent the repetitive nature of the adjacent southern bomb stores. Predominantly semi-detached and terraced housing elsewhere.
Building Lines	Strong consistent formal building line fronting the taxiway whilst a more irregular building line with varying setbacks is proposed in other areas.
Architectural Style	Contemporary.
Landscape Treatment	The existing green spaces along the taxiway are to be retained and kept open with no planting to represent the palimpsest of the former air base history. Tree planting is proposed elsewhere on the frontage to help soften the development edge against the taxiway. Planting will be used to screen and break up parking areas.

*Proposals are subject to the Design Charette, therefore are not limited to the design principles set out above.*

DWELLINGS TO REFLECT REPETITIVE NATURE OF SOUTHERN BOMB STORES

RETENTION OF GREEN SPACES ALONG TAXIWAY

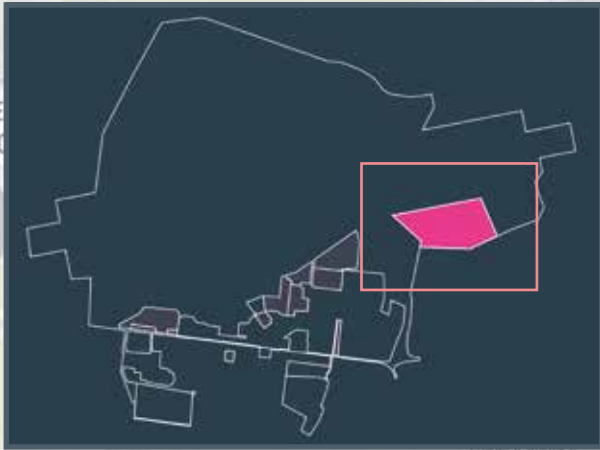
PROPOSED ROAD FOLLOWS ALIGNMENT OF EXISTING HARDSTANDING



EXISTING SITE SURVEY OVERLAY



ILLUSTRATIVE DRAWING (SUBJECT TO DESIGN CHARETTE)



EXISTING SOUTHERN BOMB STORE LOCATED ADJACENT TO ZONE



## Z7 – Officers Housing

- 4.74 This zone is located on the eastern side of Heyford Park, opposite the former officers' housing. The character of this zone will reflect the former officers housing.
- 4.75 Dwellings will be large detached houses set in landscaped spaces with large set backs and informal building lines. This zone will be informal and organic in character. Dwellings will be directly accessed off Larsen Road.



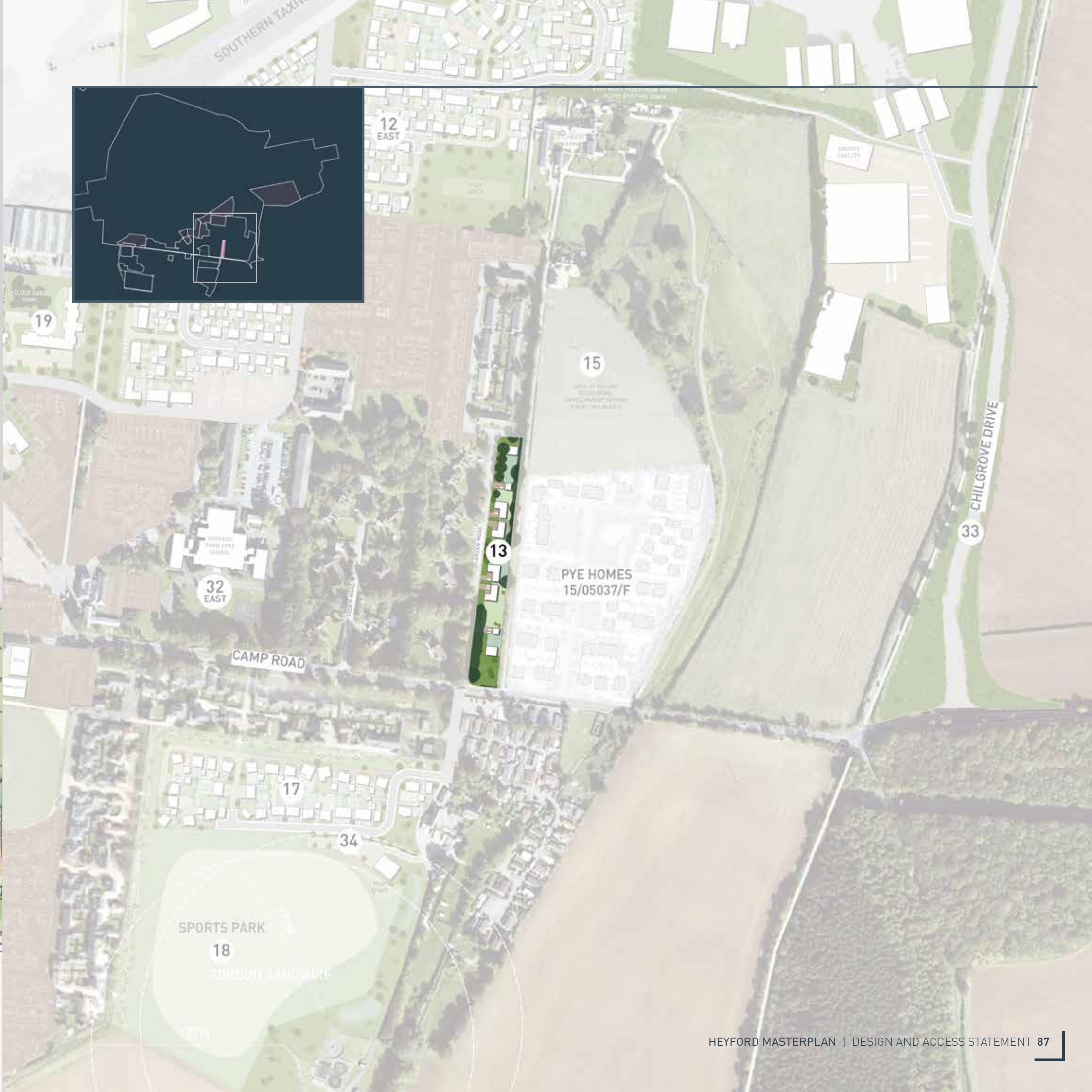
EXISTING FORMER OFFICERS HOUSING LOCATED OPPOSITE THIS ZONE

### DESIGN PRINCIPLES

Urban Form	Frontage onto Larsen Road. Large dwellings with large gardens to follow the character of the former officers housing opposite.
Function	To provide a set of large dwellings that respect the former officers housing.
Building Typology	Large detached family housing.
Building Lines	Informal building line with large gaps between buildings to allow to large gardens to plots.
Architectural Style	Traditional. Build upon the Arts and Crafts character of the former officers housing opposite.
Landscape Treatment	Retention of the existing vegetation along with the provision of new planting to create a soft organic feel.



ILLUSTRATIVE DRAWING



## Z8 – Mixed Use

- 4.76 The Mixed Use zone is located north and south of Camp Road. It is proposed the area north of Camp Road will comprise a medical centre. The area south of Camp Road could provide a retail and community buildings.
- 4.77 The character of this zone will be similar to the Village Centre and will be contemporary in style.





## Z9 - Commercial

4.78 The Commercial zones will be contemporary in style and will utilise the existing buildings on the airfield. The eastern commercial area is located directly off Chilgrove Drive providing convenient and easy access to the wider road network.



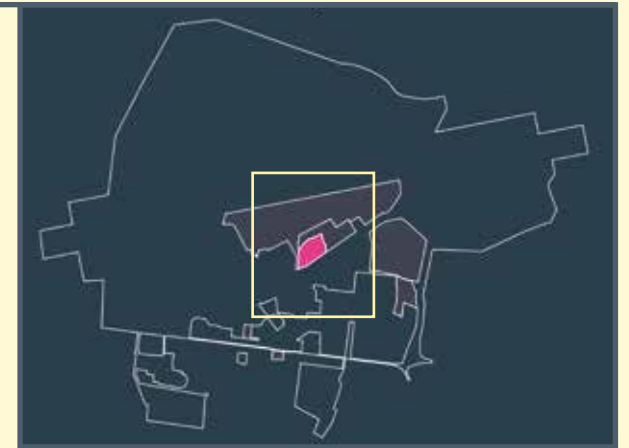
## Z10 – Airfield Park

4.79 The Airfield Park is the most northern zone and comprises the Flying Field Park (20.5ha) and Control Tower Park (3.9ha). The Airfield Park comprises a range of landscapes, amenities and facilities for casual and informal use. The open character of the flying field will be retained and enhanced with multiple walking and cycling routes within the park. This zone will have a strong landscape character and provide space for events and festivals to be held. More detail of these parks are discussed within the Green Infrastructure Strategy.



## Z11 - Education

- 4.80 The Education zone comprises the educational site (parcel 31) and is located adjacent to the airfield park, north of the southern taxiway and on the eastern edge of the linear link. One of the existing airfield hangars (building 2004) will be retained and adapted for educational purposes. The hangar remains intact, following its original function as a building to 'contain objects.' The educational site is directly accessed off the southern taxiway.



EXISTING HANGAR TO BE ADAPTED FOR EDUCATIONAL PURPOSES

## Z12 – Creative City

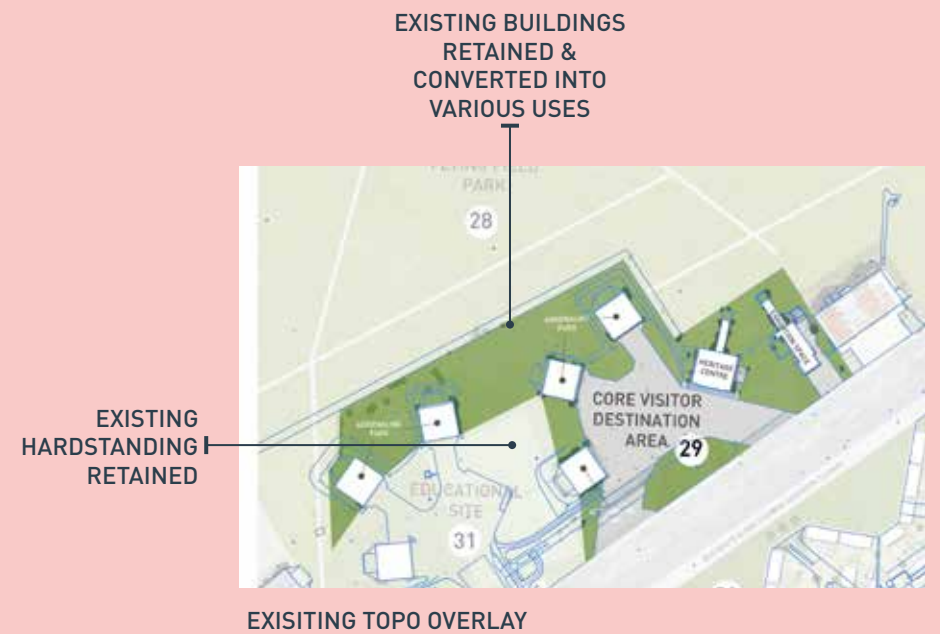
- 4.81 The Creative City zone is located on the eastern side of Heyford Park and covers the area of a group of HAS structures. These structures will be retained and converted into uses associated with filming, gaming and creative industries.
- 4.82 Creative City features a cluster of hardened aircraft shelters (HAS) which are orientated towards the main runway. This relationship lends itself to a set of stages, workshops and production offices arranged around a shared landscape.
- 4.83 The retention of the arrangement of the buildings and central space will represent the palimpsest of the former air base history. Each HAS entrance door is visible from the taxiway to retain the existing layout and form of this area.
- 4.84 It is proposed that the southern HAS could be used as a covered entrance way for the main security gate. This will be an opportunity to play up the aviation history and create an atmospheric experience when entering the studio lot.



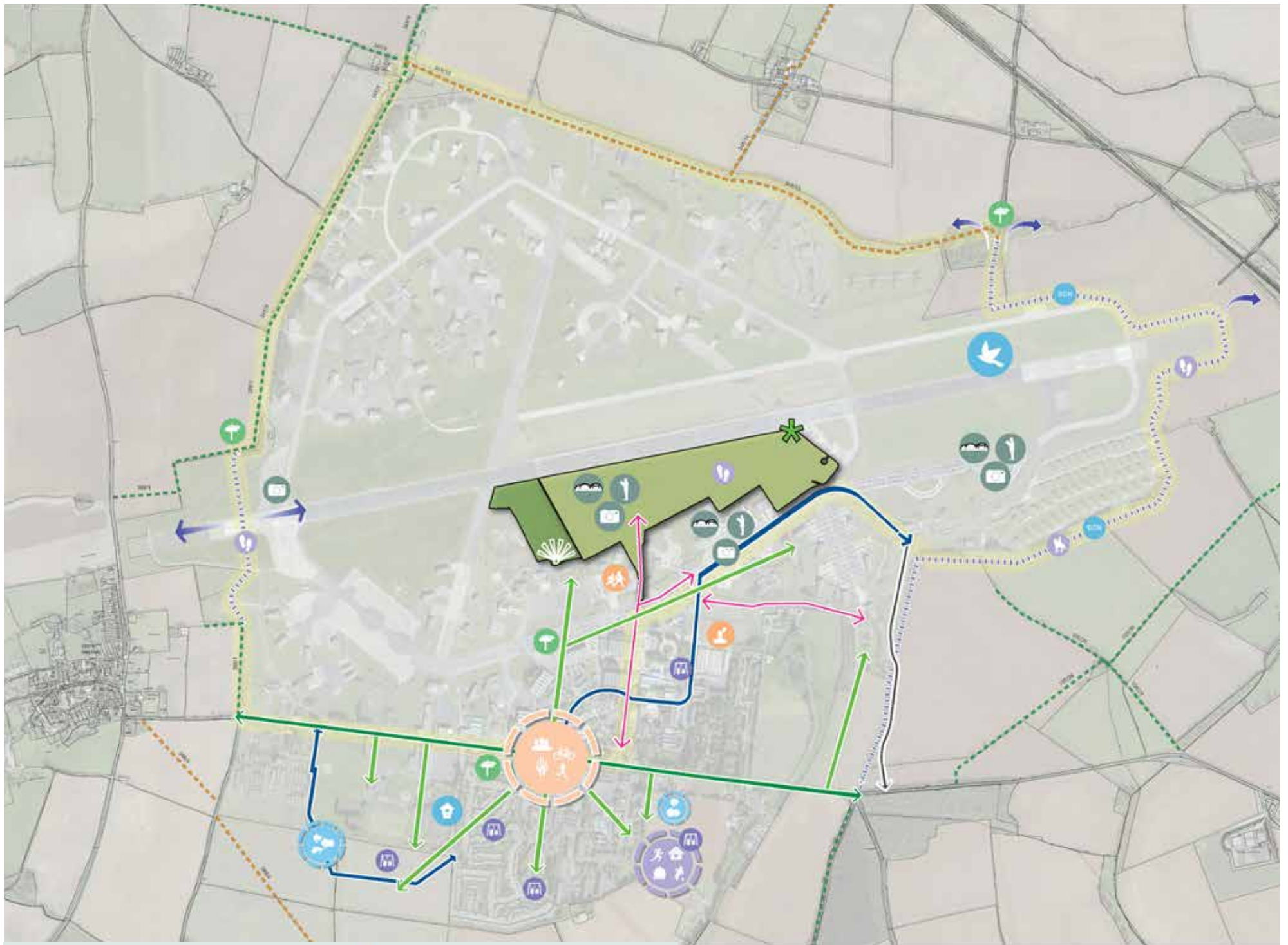
LOOKING SOUTH TOWARDS THE EXISTING HAS'S

## Z13 – Visitor Destination

- 4.85 The Visitor Destination zone is located adjacent to the Airfield Park and Education zones, north of the southern taxiway. The existing HAS structures are proposed to be retained and converted into tourism facilities.
- 4.86 The character of this zone will consist of the former Cold War character of the existing buildings that are proposed to be retained and converted into various visitor attractions and facilities.



LOOKING SOUTH TOWARDS THE PROPOSED VISITOR DESTINATION AREA FROM THE FLYING FIELD



- 1. Use waymarkers to promote links within the existing and proposed movement network.
- 2. Promote sustainable movement to improve the health and well-being of users with connections into the wider FROW network.
- 3. Integrate existing play provision to create a series of play opportunities across the site for all to enjoy.
- 4. Provision sports and play provision for the whole community to use.
- 5. Retention and creation of key habitat for species where necessary to create opportunities to improve GI assets for ecology in order to create multi-functional GI assets.
- 6. Provision of bird and bat boxes within the development and appropriate GI corridors.
- 7. Opportunity to enhance GI assets through the creation of a productive landscape eg. allotments / community orchard.
- 8. Opportunities to create jobs.
- 9. Ensuring GI assets are inclusive and accessible for all.
- 10. Encourage community involvement to help create a sense of place and community. Opportunity to provide safe, green and legible links to social infrastructure assets.
- 11. Retain and preserve the Cold War Landscape and Cultural Heritage assets so they can be experienced by users. Installation of interpretation boards to highlight key assets.
- 12. Implementation of the Heritage Trail to provide (Managed) access to the key assets.

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## LANDSCAPE STRATEGY

- 4.87 Landscape design is a key component for creating a successful development at Heyford Park in addition to the cultural heritage and ecological assets that make the site distinct. The green spaces are an integral part of the place and create a strong landscape structure across the site whilst respecting the existing landscape character of the site including the Cold War Landscape. The elements of new green infrastructure have been a driving factor in the creation of new routes and spaces within the masterplan and aim to integrate within the existing settlement and GI framework to reinforce the sense of place. The landscape elements further help to define the public and private spaces whilst adding colour, seasonal interest and function to the environment at the smaller scale.
- 4.88 Successful green spaces help create more attractive places and provide safer routes. From an ecological perspective they can also increase flood protection and sustainable drainage as well as providing better microclimates and enhance biodiversity. Design Council CABI outline the following 8 qualities of successful open spaces:
- Sustainability;
  - Character and distinctiveness;
  - Definition and enclosure;
  - Connectivity and accessibility;
  - Legibility;
  - Adaptability and robustness;
  - Inclusiveness; and
  - Biodiversity
- 4.89 The landscape strategy has been developed in order to integrate the existing GI framework within the site and enable the overall masterplan to be accessible, distinct and legible. The development of the landscape strategy has included consideration of the cultural heritage and ecological constraints and opportunities as set out within the GI Strategy.
- 4.90 Key aims of the landscape strategy are as follows:
- Create a distinctive sense of place incorporating the cultural heritage assets that help to define the Cold War landscape;
  - Create a diverse range of open spaces which successfully combine functions, ecology, character and existing GI assets;
  - Create a variety of play and education opportunities with both informal and formal provision;
  - Provide outdoor sports provision to benefit the whole community;
  - Create a sense of place within the public open spaces to represent the local identity of Upper Heyford to enhance the place making of Heyford Park;
  - Retention and enhancement of key habitat features;
  - Incorporation of GI to ensure ecological connectivity and functionality within the site;
  - Promote opportunities to improve and enhance biodiversity to achieve a biodiversity net gain;
  - Consideration of planting species for habitat creation to enhance biodiversity and maintain the site's character;
  - Improvement of access throughout the site to improve the pedestrian and cycle network;
  - Incorporation of the existing PRoWs and provide links into the wider area including the reinstatement of Aves Ditch and Portway (historic routes); and
  - Incorporate SuDs to create multi-functional assets to help reduce and control surface run-off.

## SURROUNDING PARKS STUDY

4.91 The proposed Flying Field Park and Control Tower Park measures an area of 24.4ha in total. Following an assessment of surrounding parks within Oxfordshire, it is clear that this new park will provide a substantial and vast open space for new and existing residents of Heyford and the surrounding areas.

4.92 There are a number of existing parks within Oxfordshire, the below have been used to compare the size and scale with the proposed new park at Heyford Park:

- Langford Park, Bicester (approx. 16ha) located 11km from the site;
- Spice Ball Country Park, Banbury (approx. 19ha) located 24km from the site;
- South Park, Oxford (approx. 20ha) located 23km from the site;
- Bure Park Nature Reserve, Bicester (approx. 8ha) located 9km from the site; and
- Raleigh Park, North Hinksey (approx. 10ha) located 24km from the site.



PROPOSED FLYING FIELD PARK 24.4HA





LANGFORD PARK, BICESTER  
APPROX. 16HA



SPICE BALL COUNTRY PARK, BANBURY  
APPROX. 19HA

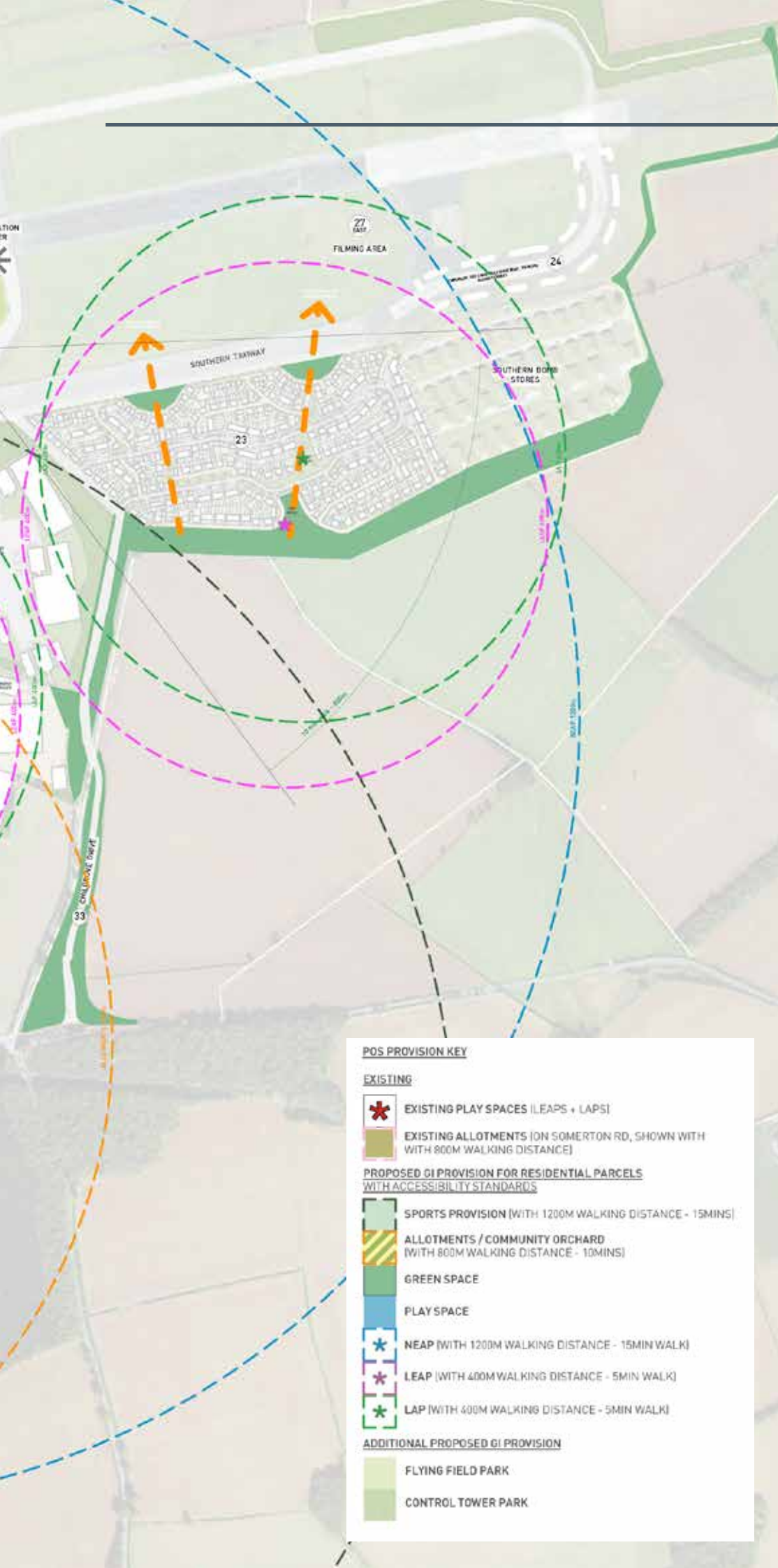


BURE PARK NATURE RESERVE, BICESTER  
APPROX. 8HA



RALEIGH PARK, NORTH HINKSEY  
APPROX. 10HA





## OPEN SPACE STRATEGY AND TYPOLOGIES

4.93 The overall landscape strategy aims to provide the users, residents and visitors of Heyford Park with a variety of multi-functional public open spaces in accordance with the open space standards set within the Local Plan. The open space typology general green space comprises parks and gardens, amenity green space and natural and semi-natural green space. Open space provision also includes the typologies: play spaces, outdoor sports and allotments.



LANDSCAPE BUFFER SECTION - SPORTS



LANDSCAPE BUFFER SECTION - NORTHERN BUFFER

## RETENTION AND MANAGEMENT OF EXISTING VEGETATION

4.94 Existing vegetation within the Application Site is to be retained (subject to service runs and quality) and incorporated into the public open spaces where necessary. This includes enhancement of habitat where suitable to aid biodiversity whilst maintaining the character of the site notably the Cold War landscape adjacent to the Flying Field.

4.95 Areas of new structural buffer planting aims to mitigate previous tree loss across the site and proposes new areas of planting around the periphery of the site to limit impacts on the Cold War landscape that is open. The main areas of the new planting are around the northern edge of the Flying Field along the reinstated route of Aves Ditch and Portway as well as along the southern boundary of the Southern Bomb Stores.

4.96 The development has also been assessed against Design for Play: a guide to creating successful play spaces by Play England which provides ideas and practical resources for building new play spaces in a fresh and inspiring manner. The guide advocates a fresh design-led approach to commissioning, based on 10 principles and encapsulated in one golden rule: a successful play space is a place in its own right, specially designed for its location, in such a way as to provide as much play value as possible. The play and green spaces aim to achieve the following objectives, as set out within the play strategy within the GI Strategy:

- Designed to enhance its setting;
- Located in the best possible place;
- Close to nature;
- Designed so that children can play in different ways;
- Geared towards encouraging disabled and able-bodied children to play together;
- Loved by the community;
- Where children of all ages play together;
- Designed to enable children to stretch and challenge themselves in every way;
- Maintained for play value and environmental sustainability;
- Flexible and able to evolve as the children grow.



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## SUSTAINABLE DESIGN

- 4.97 The presumption in favour of sustainable development is at the heart of the planning system as set out in the National Planning Policy Framework (NPPF) and Local Plans.
- 4.98 Resolution 24/187 of the United Nations General Assembly define sustainable development as development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (WCED Report “ Our Common Future” (1987)) and is captured within the NPPF. As set out within paragraph 6 of the NPPF, “the policies in paragraphs 18 to 210, taken as a whole, constitute the Government’s view of what sustainable development in England means in practice for the planning system. The NPPF goes on to describe a presumption in favour of sustainable development should be seen as a golden thread running through both plan-making and decision-taking.

## Adaptability

- 4.99 The development should be flexible enough to respond to future changes in use, lifestyle and demography. This means creating flexibility in the use of property, public spaces and service infrastructure and introducing new approaches to transportation, traffic management and parking. The development should therefore be flexible in order to accommodate future changes of use and circumstances through evolving social, technological and economic conditions.

## Sustainable building techniques

- 4.100 Where appropriate, sustainable building construction techniques will be used in line with current building regulations. Sustainable construction measures typically comprise a combination of the following:
- Improved energy efficiency through siting, design and orientation;
  - Water conservation measures;
  - Considering fabric efficiency in the design of buildings;
  - Use of building materials capable of being recycled; and
  - An element of construction waste reduction or recycling.

## Crime prevention

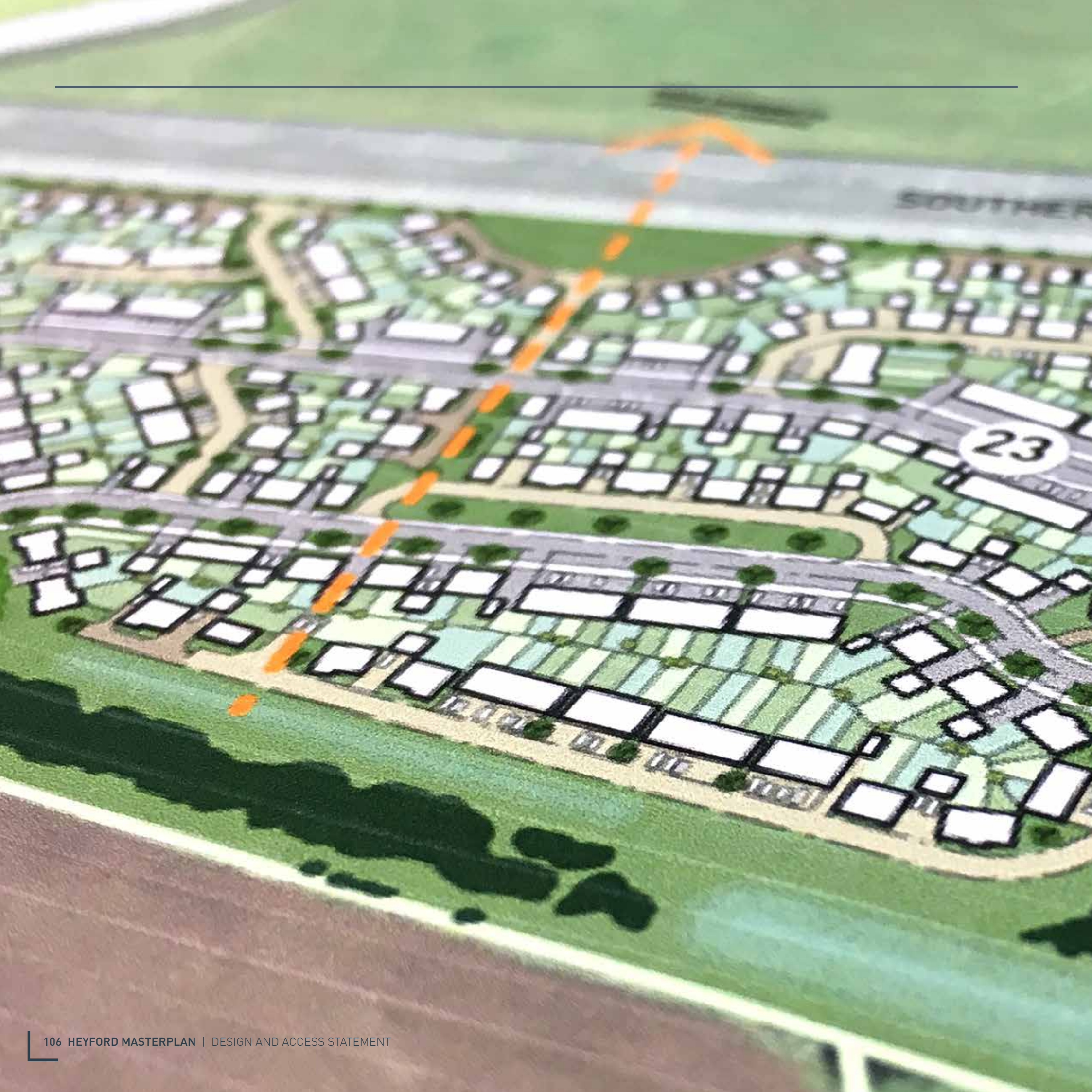
- 5.101 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:
- “...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience” (para. 127 subsection F, NPPF 2019)**
- 4.102 The design proposals for Heyford Park are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: the Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.
- 4.103 When designing new developments, these should create areas that are attractive and contain clearly defined public and private areas that relate well with one another and create no ambiguity. In addition, the development should enable residents to take pride in their surroundings without the fear of crime, which in turn will create a sense of shared ownership and responsibility.
- 4.104 Landscape design is essential in achieving an environment that creates a sense of place and community safety. In this context, landscape design encompasses the planning, design and management of external, public spaces. Well designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.
- 4.105 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.
- 4.106 In forming the design proposals the following key attributes have been included:
- Buildings are generally orientated back to back to ensure rear gardens are not exposed;
  - Public open spaces, and in particular children’s play space are well overlooked by the surrounding built form;
  - All routes are necessary and serve a specific function or destination, where the use of parking courts or private drives have been utilised, these areas serve only a few dwellings and are well overlooked by the surrounding built form;
  - The internal street network forms the required connected loop within the site, lower category roads serve smaller groups of dwellings but with a clearly different street character to signal a semi-private environment.
  - Elsewhere, there are semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to know it ‘belongs’ to the dwellings;
  - The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
  - Natural surveillance is promoted wherever possible; and
  - Architectural details which promote natural surveillance are to be designed into dwellings, not only through window positioning, but also through the use of bay windows in key locations to give a further angle of natural surveillance.







**SECTION 5**  
**SUMMARY**



# SECTION 5 | SUMMARY

5.1 The proposed development will create housing choice, employment opportunities and new amenity spaces for the existing and new community whilst improving public access across the site and to the wider pedestrian network.

5.2 The masterplan is founded on the best practice in urban design, community integration and sustainable development, with strong links to the wider area. It aims to create a development for the 21st Century, whilst reflecting the desirable elements of the local vernacular.

5.3 In this context, the development will respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high quality design and best practice to create a townscape that is varied and sympathetic to its environment. The aim must be to achieve a development with a strong identity and distinct sense of place whilst at the same time integrating with the existing community.

5.4 The development proposals will be achieved in the following way:

- DEVELOPMENT ENABLING IMPROVED ACCESS AND INTERPRETATION OF THE HISTORIC COLD WAR CONSERVATION AREA;
- THE CREATION OF AN INTEGRATED RESIDENTIAL COMMUNITY WITH A SENSITIVE RELATIONSHIP TO THE EXISTING SETTLEMENT;
- THE CREATION OF PEDESTRIAN ROUTES THROUGH THE DEVELOPMENT;
- PROVIDING A DEVELOPMENT THAT IS WELL CONNECTED, READILY UNDERSTOOD AND EASILY NAVIGATED;
- PROVISION OF MIXED USE DEVELOPMENT WITH EDUCATION, EMPLOYMENT AND OTHER COMMUNITY FACILITIES;
- THE CREATION OF A STRONG LANDSCAPE STRUCTURE THAT RESPONDS TO THE LOCAL AREA AND RETAINS AND ENHANCES THE IMMEDIATE LOCALITY;
- CREATION OF A NEW PUBLIC PARK;
- PROVIDING A RANGE OF DWELLING SIZES, TYPES AND TENURES THAT OFFERS AN ACCESSIBLE AND ACCEPTABLE CHOICE OF LIFESTYLES; AND
- PROMOTING THE OBJECTIVES OF SUSTAINABLE DEVELOPMENT THROUGH LAYOUT AND DESIGN.

**CAR PROCESSING  
HARDSTANDING AREA**  
20.3HA



10

20

39

HEYFORD PARK  
FREE SCHOOL  
32  
WEST

16

B

B

CAMP ROAD



# APPENDIX 1


















## COMPOSITE PARAMETER PLAN



# COMPOSITE PARAMETER PLAN P16-0631\_08Ai

## PROPOSALS KEY










### LAND USE

	EXISTING BUILT DEVELOPMENT/PROPOSALS
	EXISTING COMMERCIAL AREAS
	EXISTING APPLICATIONS WITHIN MASTERPLAN AREA LAND SOUTH OF CAMP ROAD, VILLAGE CENTRE NORTH, DAY NURSERY & PYE HOMES
	RESIDENTIAL
	CREATIVE CITY / COMMERCIAL
	CAR PROCESSING
	MIXED USE
	FLYING FIELD PARK
	CORE VISITOR DESTINATION AREA
	EDUCATIONAL SITE WITH POTENTIAL EARLY YEARS PROVISION (AGE TBC) INCLUDING NEW BUILDING
	ANCILLARY OPEN ACTIVITY SUCH AS PARKING
	FILMING ACTIVITY AREA
	HEYFORD FREE SCHOOL SITES TO BE EXTENDED/EXPANDED
	UP TO 60 EXTRA CARE DWELLINGS (CLASS C2/C3) 0.9HA
	AREA FOR COMMUNITY USES
	CONTROL TOWER PARK
	GREEN INFRASTRUCTURE INCLUDING CHILDREN'S PLAY AREAS





### GREEN INFRASTRUCTURE

	STRATEGIC LANDSCAPE BUFFER
	COMMUNITY ORCHARD / ALLOTMENTS
	SPORTS PARK
	APPROXIMATE LOCATION OF ATTENUATION AREAS
	PROPOSED SCREENING
	VIEWPOINT ACROSS SITE
	EXISTING VEGETATION SUBJECT TO DETAILED TREE SURVEY (CLASS 'C' HATCHED GREEN)

### ACCESS & MOVEMENT

	BUS ROUTE, VEHICLE ACCESS & FOOTWAYS
	PRIMARY VEHICULAR ACCESS
	PRIMARY HGV ACCESS
	MAINTENANCE ACCESS
	PRIMARY PEDESTRIAN / CYCLE ROUTES WHERE NOT IN ASSOCIATION WITH VEHICLE ACCESS
	PRIMARY CAR PROCESSING ACCESS
	SECONDARY COMMERCIAL ACCESS
	POTENTIAL BUS STOP LOCATIONS
	FOOTPATH/BRIDLEWAY ROUTE

### OTHER

	SECURITY FENCE
	PARCEL NUMBER
	OBSERVATION TOWER & ZIPWIRE
	APPROXIMATE LOCATION OF ENERGY INFRASTRUCTURE / FACILITY

### HEYFORD RESIDENTIAL PROVISION

#### DORCHESTER LAND **PART** OF THIS APPLICATION

PARCEL	NO. OF DWELLINGS	NO. OF PEOPLE
10	130	311
11	84	201
12	123	294
13	6	14
21	122	292
23	430	1028
39	13	31
40	27	65

<b>TOTAL</b>	<b>935</b>	<b>2235</b>
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#### DORCHESTER LAND **NOT PART** OF THIS APPLICATION

PARCEL	NO. OF DWELLINGS	NO. OF PEOPLE
LAND SOUTH OF CAMP ROAD	297	710

#### THIRD PARTY LAND **PART** OF THIS APPLICATION

PARCEL	NO. OF DWELLINGS	NO. OF PEOPLE
16	178	425
17	62	148

<b>TOTAL</b>	<b>240</b>	<b>574</b>
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#### THIRD PARTY LAND **NOT PART** OF THIS APPLICATION

PARCEL	NO. OF DWELLINGS	NO. OF PEOPLE
15	69	117
PYE HOMES	79	189

<b>TOTAL</b>	<b>128</b>	<b>306</b>
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#### **TOTAL**

	NO. OF DWELLINGS
ON PARAMETER PLAN	1600
PART OF THIS APPLICATION	1175
NOT PART OF THIS APPLICATION	425

NOTE: NO. OF PEOPLE IS BASED ON 2.39 PERSONS PER DWELLING

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DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



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