



Bicester Heritage

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

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1.0 Introduction & Objectives

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



Fig 1: View towards Building 90 from the site entrance

2.0 The HPA-General Principles

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



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

3.0 The Vision

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

3.1. Site assets

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



Fig 3: Building 90 from the north-west



Skelton Rd

Skelton Rd

Turnpike Rd

A4421

A4421

A4421

A4095

Ham Rd

A4421

Skimmingdish Ln

3.2. Site Constraints

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

3.3. Opportunities

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



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

Fig 4: Aerial photograph of the Technical Site

3.4 The business plan

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

3.5 Economic statement

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



Fig 6: The Station Offices (Building 147)

4.0 Administrative Information

4. ADMINISTRATIVE INFORMATION

4.1. The parties

4.1.1. APPLICANT

Bicester Heritage Ltd
Buckingham Road
Bicester
OX27 8AL
Tel: 01869 327928
hq@bicesterheritage.co.uk

4.1.2. LOCAL PLANNING AUTHORITY ('LPA')

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

4.1.3. STATUTORY CONSULTEE

English Heritage
The Engine House
Fire Fly Avenue
Swindon
SN2 2EH
01793 414700
customers@english-heritage.org.uk

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

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

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



Fig 7: The Lubricant Store (Building 96)

5.0 Site Plans

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

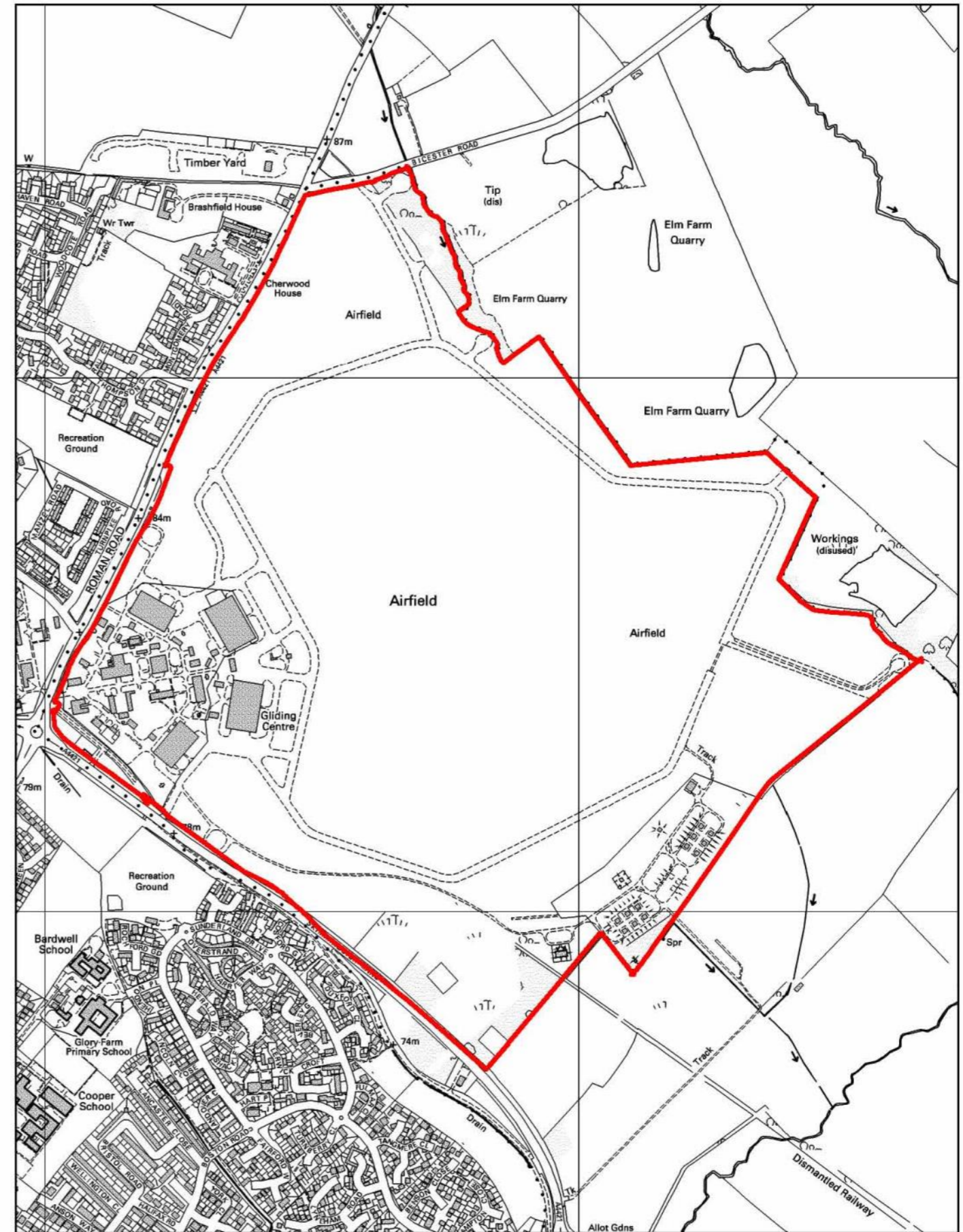


Fig 8: Location Plan showing Bicester Heritage ownership

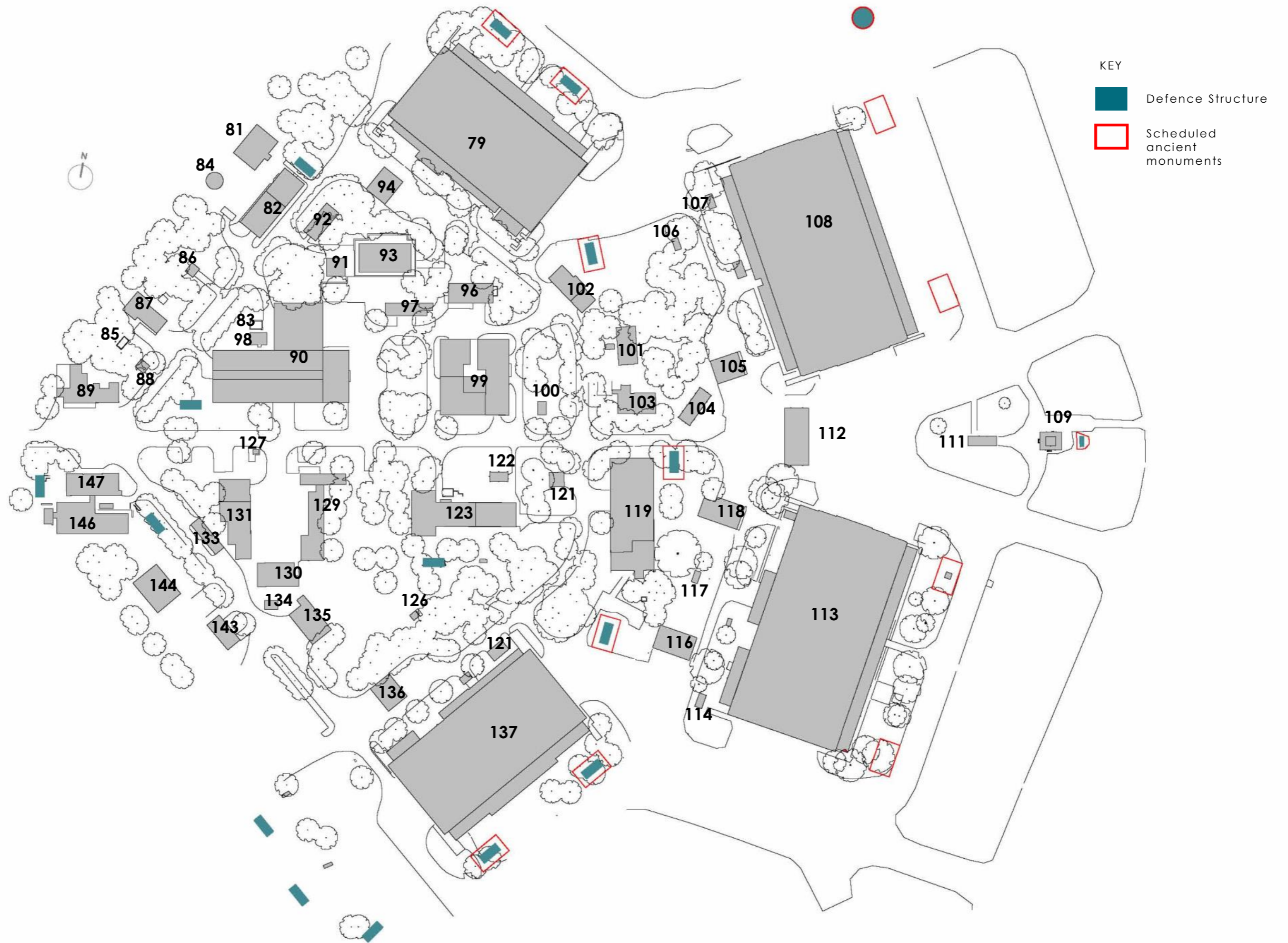


Fig 9: Site plan showing existing buildings, schedule ancient monuments and defence structures

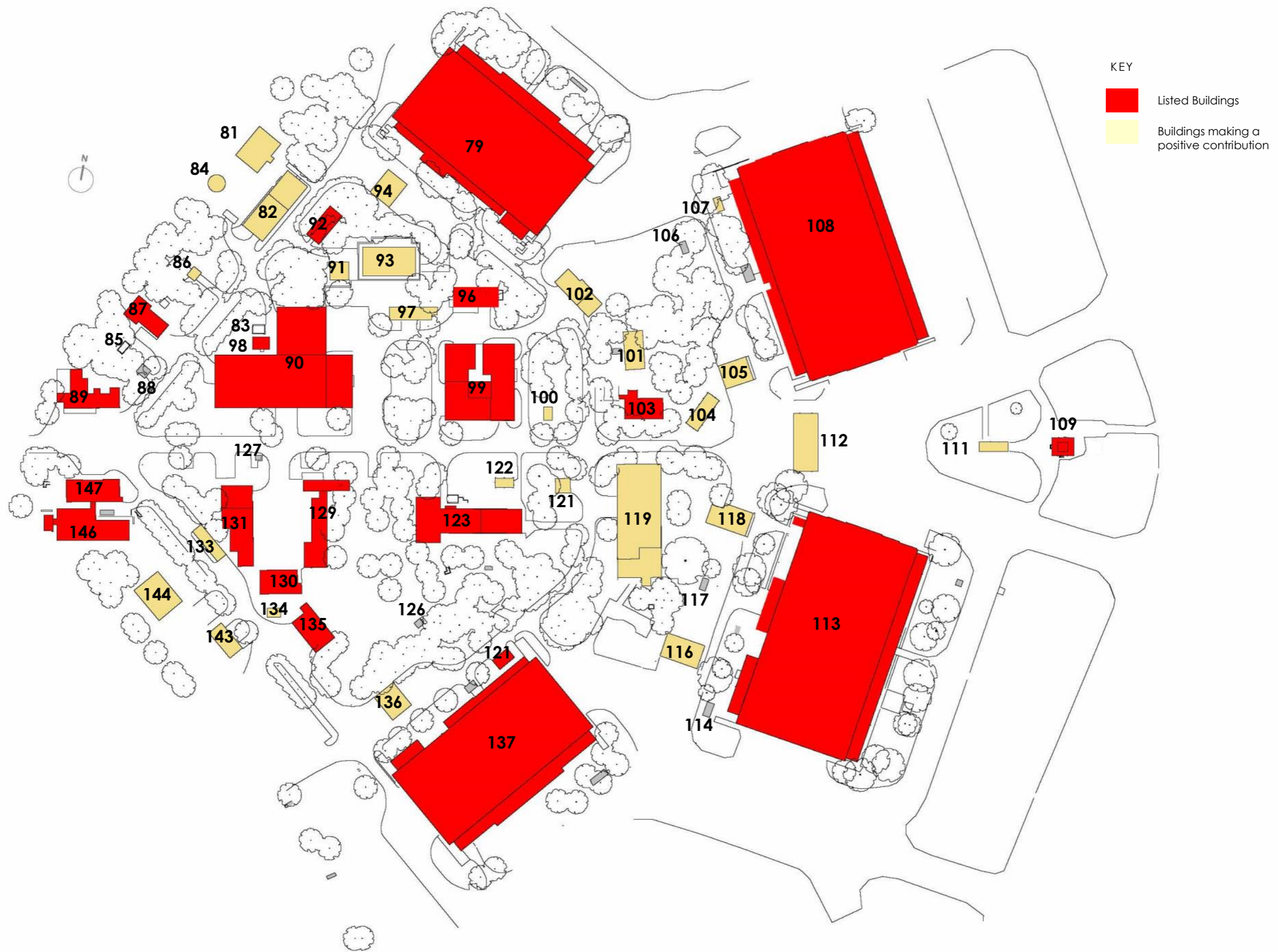


Fig 10: Listed buildings, within the technical site

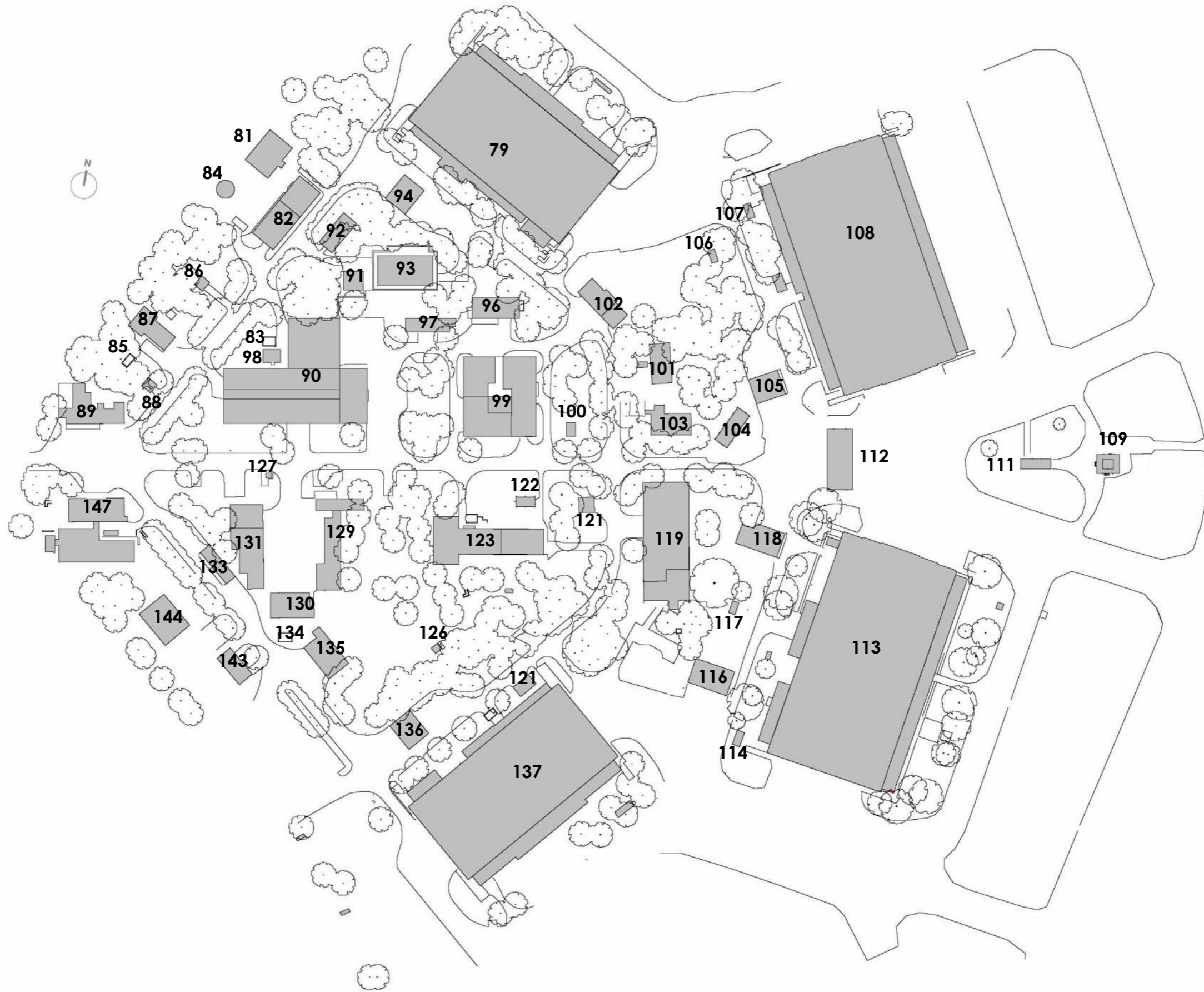


Fig 11: Building Reference Numbers



Fig 12: The Conservation Area Boundary

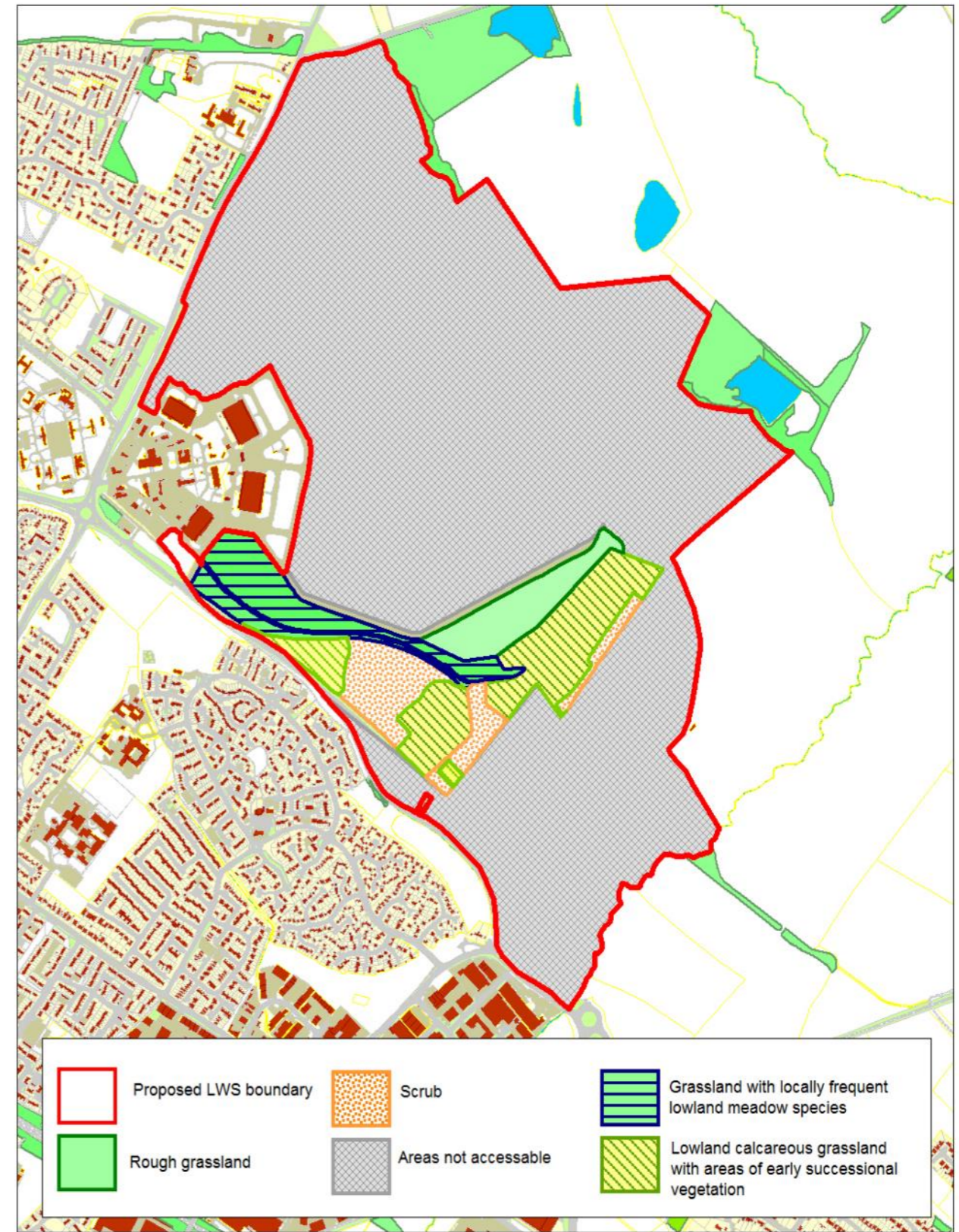


Fig 13: The ecology plan for the site

6.0 Conservation Framework

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

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

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

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

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

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

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

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

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



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

7.0 The Scheme Proposals

Bicester Heritage proposals for the site include ;

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



Fig 15: Side view of Type A hangar

8.0 The Site Masterplan

- 8.1. Fig 16 shows the proposed outline masterplan for the Technical Site. This sets out Bicester Heritage's vision for:
 - Access
 - Zoning
 - General uses (though subject to 11.2 of this HPA)
 - Potential new development (subject to separate planning applications)
 - Car parking
- 8.2. It is recognised that planning will be required for all changes of use and also Planning/Listed Building Consent for any extension, demolitions, and new works not covered by the HPA.



- KEY**
- vehicle & aircraft storage and maintenance (including ancillary offices)
 - workshop (including ancillary offices)
 - showroom
 - hotel
 - cafe or restaurant
 - overnight accommodation
 - offices
 - latrines
 - general storage / services infrastructure
 - new building outline (coloured to define use)
 - demolished building
 - tree removed
 - new tree
 - Scheduled Ancient Monument or defence structure
 - Unroofed structures (plinthed structures)
 - new demarcation line

NOTE
 This drawing shows indicative uses only.
 For a full range of prospective uses see
 paragraph 11.2



Fig 16 TECHNICAL SITE MASTERPLAN

GAUNT FRANCIS
 Architects

9.0 Specifically Agreed Refurbishment Works

- 9.1. Refurbishment of many of the buildings on the site is urgently required, but in doing so, there seems an opportunity to upgrade many, so as to go some way towards, or in some cases meet, prevailing Building Regulations or good building practice.
- 9.2. There are often reasons why the refurbishment works cannot meet or exceed current regulations, and generally because such improvement would materially degrade the character of the listed building, but some physical improvements are possible without such degradation. These include ;
- a. Replacement of asbestos or similar deleterious roofing slates with modern artificial slates.
 - b. The incorporation of modern thermal roof insulation, provided its incorporation does not require raising of the roof finish or an inferior finish internally.
 - c. The incorporation of modern wall insulation (dry lining) provided its incorporation does not conceal original finishes which are part of the special character of the interior.
 - d. The incorporation of modern M+E services, provided these do not detract from the character of any listed building interior, including, where appropriate, renewable energy provision (p.v. or solar thermal) to flat roofed buildings only.
 - e. The incorporation of new internal doors, partitions or other works so as to meet prevailing fire regulations, and providing the new work does not detract from the special character of any listed building interior.
 - f. Works to provide improved access for the physically impaired or disabled, provided such works do not impair the special character of the site or building.
 - g. General upgrading of rainwater systems and sanitary facilities.
- 9.3. The Proposal**
- Those works not requiring planning, listed building or conservation area consent will be limited to ;
1. Any external or internal repair/replacement works (including the roof) provided all detailing and materials match existing.
 2. The upgrading of any existing natural Welsh slate finished pitched roofs to provide thermal insulation, all in accordance with the 'Specifically Agreed Construction'
 3. The upgrading of any internal partitions, ceilings, doors and door frames to meet current fire regulations provided the new internal finishes match the original work.
 4. The replacement of any asbestos roofing slates with artificial slates provided they are of the same size and fixed to match the existing pattern.
 5. The replacement of any plastic external rainwater goods with painted cast iron.
 6. The replacement of any roller shutter doors with new roller shutters in the same opening, provided any original external winding mechanisms are retained (even if not operational) and that shutter boxes are not installed externally.
 7. The upgrading of all external door thresholds to meet current DDA requirements (where necessary) by raising external ground levels to provide a flush threshold .
 8. The removal of all redundant 'built-in' services (flues, vents, cables, electric meters etc) and their replacement with brickwork, pointing, roofing or the like to match the existing surrounding work.
 9. The upgrading of any roof rainwater systems, provided the upgraded versions cannot be seen from ground level outside the building or from within it.
 10. The replacement of window and door gaskets (if they originally existed) with modern versions provided there is no material visual detriment.
 11. Internal redecoration (masonry and joinery) using the agreed colour schemes and paint specifications set out in this HPA
 12. External redecoration of previously painted masonry or joinery, using the agreed colour schemes and paint specifications set out in this HPA
 13. Removal of internal asbestos and other deleterious materials and replacement in the best quality matching modern materials
 14. The provision of new sanitary accommodation as the 'Specifically Agreed Construction'
 15. Replacement of foul and stormwater above and below ground drainage in new painted cast iron
 16. Replacement of all water supply pipework in new copper
 17. Removal of internal non-original non-loadbearing partitions and doors
 18. New internal lighting as the 'Specifically Agreed Construction'
 19. New internal heating as the 'Specifically Agreed Construction'
 20. New door and window ironmongery as the 'Specifically Agreed Construction'
 21. External signage as the 'Specifically Agreed Construction'
 22. External lighting as the 'Specifically Agreed Construction'
 23. The application of floor sealer/paint to all existing concrete or screeded floors
 24. New p.v. or solar thermal panels to flat roofed buildings, including the hangars.
 25. Replacement of natural welsh slate roofs to hangars, with new proprietary metal sheet roofing, provided the new finish cannot be seen from ground level.

10.0 Specifically Agreed External Works



Fig 17 shows existing lighting standards. No additional roadside lighting standards are proposed



Fig 18 shows the type and finish of all new external light fittings to be used on all buildings

10.1 Services infrastructure:

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

10.2 Soft landscaping:

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

10.3 Hard landscaping:

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

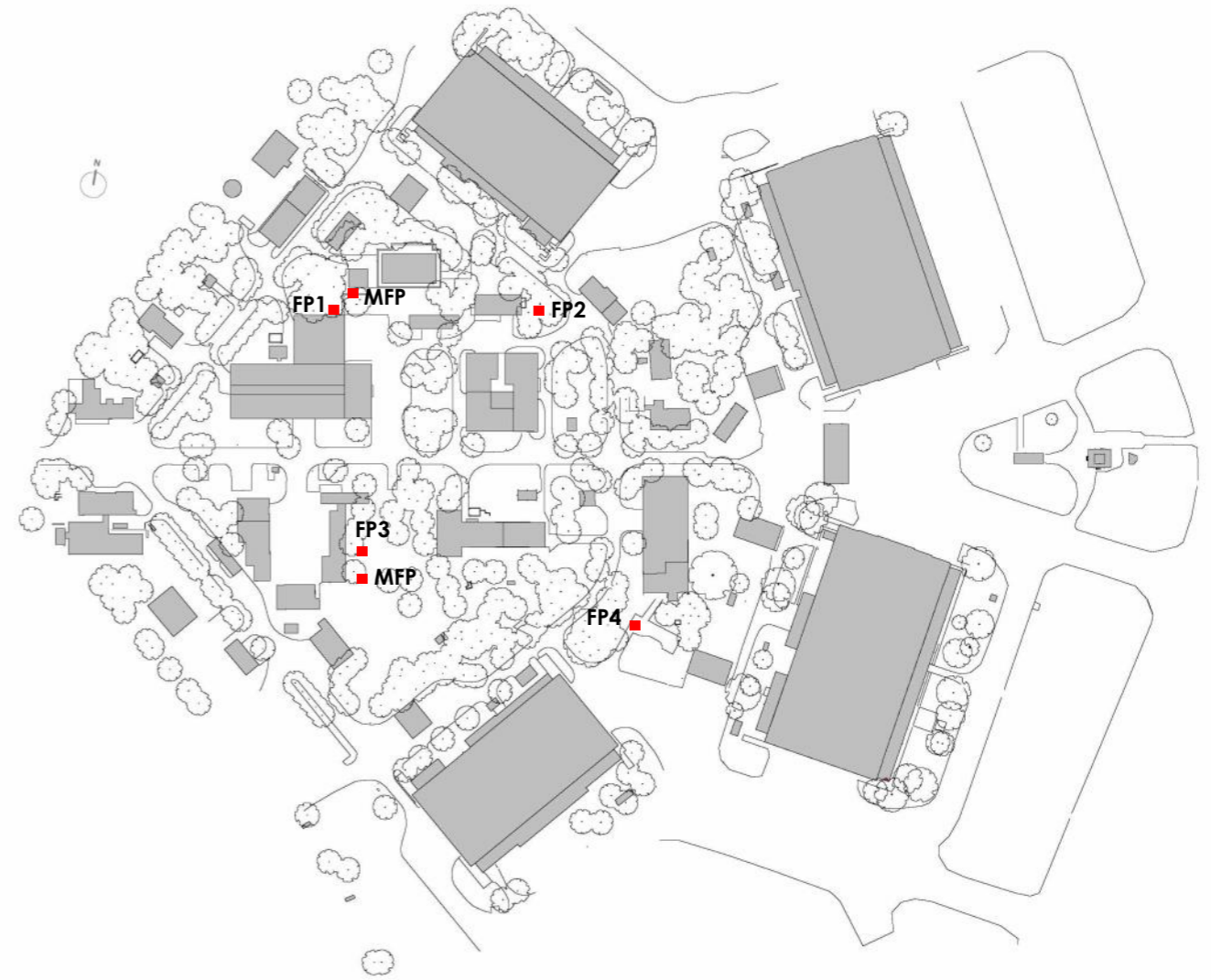


Fig 19 shows the typical dimensions and elevations for a feeder cabinet.

Fig 20 shows the locations of the new cabinets highlighted

10.4 Signage:

- 10.4.1. There are generally two types externally ;
- Building signage
 - Freestanding wayfinding and safety signage
- 10.4.2. All the buildings on the site have unique numbers, and most have existing external signage displaying those numbers, which form part of the character of the CA.
- 10.4.3. Bicester Heritage have no need to remove or downgrade the existing numbering system, but it is inevitable that as changes of use occur, new tenants will want greater profile and presence within the site, through the use of more prominent signage. And if new building signage is required, there seems the opportunity for it to help create an interesting narrative – greater understanding of the original use of the building, as well as its new future, through a dual coding. What then becomes important is ;
- The scale of the sign in relation to the building it serves
 - Whether it is lit
 - Its colours
 - A reversible fixing strategy
- 10.4.4. Fig 21 shows a typical new building sign. It has been designed to utilise colours sympathetic to the original use and the new Bicester Heritage brand. The scale of the sign suits the building it serves and it has no need for external lighting beyond the proposed external fitting identified in fig 18. It will be plug and screw fixed through mortar joints and not through brickwork or concrete facings.
- 10.4.5. Wayfinding signage will inevitably be larger, but the new signage follows a similar design style and is no larger than is necessary for clarity. It will be fixed by galvanised MS posts set within the grassed areas.
- 10.4.6 Fig 22 shows details of a typical external landscape sign.

10.5. The Proposal

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

10.5.1. Roads and footpaths

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

10.5.2. Car parking

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

10.5.3. Existing and new soft landscaping

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

10.5.4. External landscape signage

- The provision of new signage to all buildings in accordance with fig 21 provided it is fixed in a reversible manner through pointing and not through the face of any bricks or concrete
- The provision of new wayfinding and safety signage throughout the site as fig 21 provided it is always installed in soft landscaping or, if on buildings, as the building signage

10.5.5. External lighting

- The provision of new external lighting adjacent to building main entrance doors, or on other parts of buildings if essential to aid in safety and wayfinding, and as fig 22.

10.5.6. Services Infrastructure

- The provision of new services supplies and distribution throughout the site, generally following the lines of the original networks
- The provision of new external electrical feeder cabinets in accordance with fig 19 and fig 20
- The provision of new inspection chambers provided their covers are recessed in areas of hardstanding and inlaid with new finishes to match the surrounding work



Fig 21 shows a typical new building sign. It has been designed to utilise colours sympathetic to the original use and the new Bicester Heritage brand. The scale of the sign suits the building it serves and it has no need for external lighting beyond the proposed external works. It will be plug and screw fixed through mortar joints and not through brickwork or concrete facings.



Fig 22 shows details of a typical external landscape sign.

11.0 Colour Schemes and Paint Types

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

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

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

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

11.4. The Proposal

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

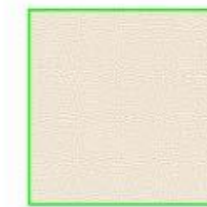
- 11.4.1. External roofing fascias and soffits – trade eggshell oil paint ; colour ivory (BS - 10B15)
- 11.4.2. External window frames, opening lights and putty – trade eggshell oil paint ; colour ivory (BS – 10B15)
- 11.4.3. External rainwater goods – trade eggshell or flat oil paint ; colour dark grey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



MID BRUNSWICK GREEN - BS381C



POST OFFICE RED - LG 190???



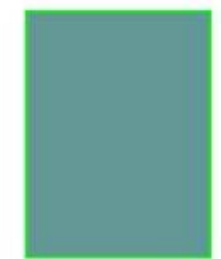
IVORY - BS 10B15



DARK GREY SLATE - BS 635



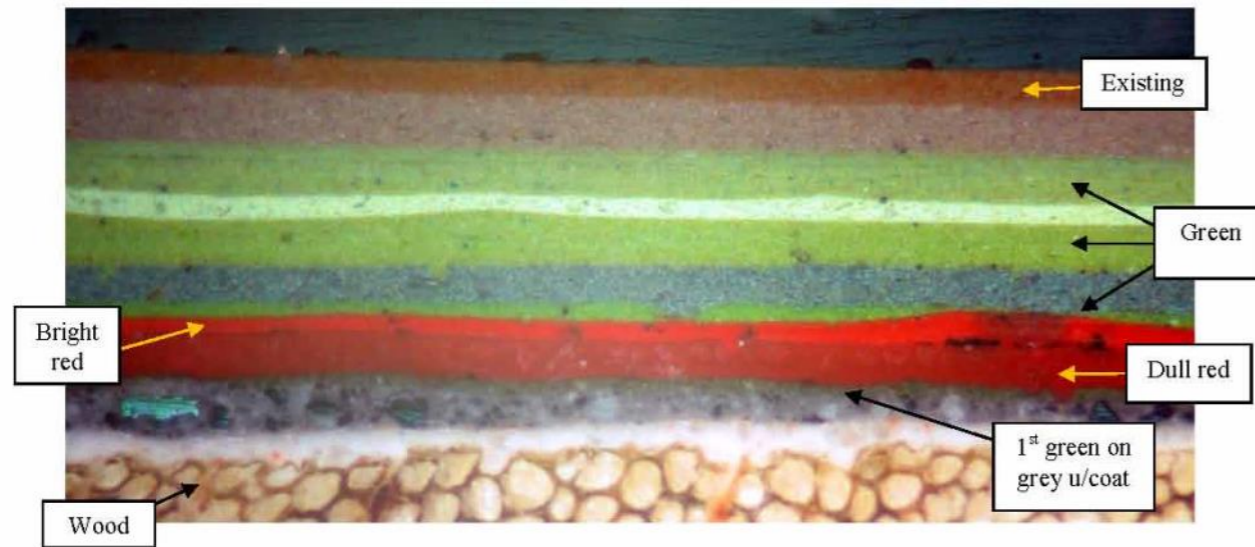
DEEP BRUNSWICK GREEN-227-BS381C



ORIENTAL BLUE - BS381C???

Fig 23 shows proposed external paint

APPENDIX ONE
PHOTOMICROGRAPHS



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



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



Construction detailing



12.0 Specifically agreed works-Construction Detailing & Specification

- 12.1. Bicester Heritage and their architectural and planning consultants have worked closely with CDC conservation officers to agree appropriate detailing on each of the key first phase buildings on the site, and with the intention that such detailing would be agreed for all later phases.
- 12.2. The new construction detailing and specifications have all been considered in the context of PPG15, to ensure the character of the site and of the listed buildings or structures within it, are preserved or enhanced by the proposed new works.
- 12.3. No planning or LB consents will be required for**
- 12.4. Roofing (see Fig 29-34, 36-38);**
- 12.4.1. The replacement of existing Welsh slate roofs with new or second-hand Welsh slate on new battens and counter-battens (with new thermal insulation and vapour barriers between) provided no material increase in the size of any fascia, bargeboard or soffit boarding results.
- 12.4.2. Where necessary to match the original work, the replacement of existing Welsh slate roofs with new or second-hand Welsh slate directly onto sarking felt (Kingspan or sim) fixed directly onto tantalised sw sarking boards
- 12.4.3. Localised repair, where the replacement natural Welsh slates match existing sizes or are cut to match. (Where entire roof slopes are to be replaced, the replacement Welsh slate must be similar in size to existing, and must form consistent coursing with adjacent slopes.
- 12.4.4. The replacement of rotten or otherwise defective sarking boards and/or felt with new to match
- 12.4.5. The installation of new timber soffit boarding (to match the appearance of the existing internally exposed sarking boards) under the rafters of the existing building, with new thermal insulation and vapour barriers between the new boarding and the existing sarking boards.
- 12.4.6. The replacement of existing diamond laid asbestos roofing slates with new Eternit, Redland or similar artificial slates laid to match the existing sizes and pattern
- 12.4.7. The redecoration of all fascias, soffits and bargeboards with new external eggshell oil paint
- 12.4.8. The replacement of all valley gutters in code 4 lead
- 12.4.9. The replacement of all ridge tiles with new blue/black clay ridge tiles
- 12.4.10. The repair or replacement of all existing flat asphalt roofs with new asphalt or single ply membrane roofing, provided all fascias, upstands and copings visible from ground level match the original work
- 12.5. Rooflights, Patent Glazing and roof vents (see Figure 36,37 & 38);**
- 12.5.1. The removal of all defective existing patent glazed rooflights and their replacement with new aluminium patent glazing. The new work is to incorporate either replacement 6mm Georgian wired cast safety glass or 6mm toughened cast glass, provided only one type of such glass is used in each building, and allowing for the re-use of existing glass where possible and safe to do so.
- 12.5.2. The removal of all asbestos rope beading within the existing rooflights and its replacement with new neoprene or sim beading.
- 12.5.3. The incorporation of new electrically or mechanically operated top-hung opening lights within the new patent glazed rooflight systems provided that such systems are only installed if required by tenants.
- 12.5.4. The complete removal of the existing patent glazed rooflights from ;
- Building 96
 - The southfacing slopes of the northern wing of building 90
 - and their replacement with a Welsh slate roofing finish to match the surrounding work
- 12.5.5. The retention and repair of any existing roof ridge ventilators, as part of a passive permanent building ventilation system, when combined with low level external wall vents.
- 12.6. Rainwater goods;**
- 12.6.1. The replacement of all plastic rainwater goods with new painted cast iron to match the profile of the original work
- 12.6.2. The replacement of all existing defective rainwater goods with new painted cast iron to match the original work
- 12.6.3. The replacement of any defective valley gutters or main flat roof gutters not visible from ground level with new lead, zinc or single ply membrane gutters
- 12.7. External walls;**
- 12.7.1. The repair of any existing defective brick walling (i.e. structurally unsound, prone to frost attack, prone to water or damp penetration, or unsympathetic modern replacement) with either existing bricks reclaimed from site, or new imperial bricks, to match the original work in terms of colour, bonding and overall general appearance
- 12.7.2. The repair of all existing defective pointing or jointing (i.e. unsound or unsympathetic poor quality modern repair) with new to match the profile, colour and mix of the original work
- 12.7.3. The replacement of any defective lintels, cills, cornices and concrete or stone facings (i.e. unsound or unsympathetic poor quality modern replacements) with new to match the type, colour and overall general appearance of the original work
- 12.7.4. The replacement of any defective wall vents, quoins, plinths or other element of original wall construction with new to match the original work
- 12.7.5. The repair or replacement of all existing original external render with new cementitious render, provided the colour and finish matches the original work
- 12.8. External Windows and doors**
- 12.8.1. The replacement of all defective existing windows (i.e. rotten beyond salvage, warped beyond repair or unsympathetic modern replacements) with new metal or timber windows (as required to match the original work) including all ironmongery and provided only that tilt and turn opening lights can be replaced by top hung or bottom hung replacements if they match the size and location of the original work, and that original glazing can be replaced by modern clear float glass provided it matches the thickness and size of the original work
- 12.8.2. The replacement of all existing window ironmongery with new ironmongery to match, as far as is possible, the original work
- 12.8.3. The provision of new opening light black neoprene gaskets (if required for wind and weather-tightness) provided the general appearance of the opening light and surrounding window framework does not materially change from the original work as a result
- 12.8.4. The repair or replacement of all existing external doors and frames with new doors and frames to match the material, size, colour and construction pattern of the original work
- 12.8.5. The replacement of all existing door ironmongery with new ironmongery to match, as far as is possible, the original work

12.9. Internal windows and doors (Listed buildings only):

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

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

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

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

- 12.11.1. The provision of new internal wire-suspended fluorescent task lighting to all hangers, workshops, offices, cafes and overnight accommodation units as Fig 25
- 12.11.2. The provision of new ceiling mounted downlighter or fluorescent task lighting to all offices, cafes and overnight accommodation as Fig 26
- 12.11.3. The provision of new wall or ceiling hung, radiant electrical or fan assisted gas powered heater units in hangers, workshops and offices as Fig 28
- 12.11.4. The provision of gas or electrically powered wall hung boilers and associated LPHW radiator heating circuits in offices, cafes and overnight accommodation, using painted copper distribution pipework and painted cast iron or steel radiators
- 12.11.5. The provision of new Belfast sinks, taps, drainage and all associated sanitary installations in workshops
- 12.11.6. The provision of new DDA compliant WC facilities, provided they are compartmentalised, and capable of later removal without affecting the listed fabric
- 12.11.7. The provision of new electrical power and data distribution trunking systems provided they are capable of later removal without affecting the listed fabric

- 12.11.8. The provision of all necessary smoke and fire detection systems, and all associated call points, alarms and wiring, provided the work is the minimum required to meet compliance
- 12.11.9. The provision of new external lighting over all unit front entrance doors as Fig 18, provided all supply wiring is hidden from view
- 12.11.10. The provision of new internal workshop lifting gear and carriage

12.12. Signage

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



Fig 25: The provision of new internal wire-suspended fluorescent task lighting to all hangers, workshops, offices, cafes and overnight accommodation units



Fig 26: The provision of new ceiling mounted downlighter or fluorescent task lighting to all offices, cafes and overnight accommodation



Fig 27: Existing radiators such as this one in Building 90, will be re-used if possible



Fig 28: The provision of new wall or ceiling hung, radiant electrical or fan assisted gas powered heater units in hangers, workshops and offices

13.0 Exclusions

- 13.1 The following works are not covered by this HPA and would need independent planning, listed building and/or conservation area consents;
 - 13.1.1 Demolition (external or internal within LBs)
 - 13.1.2 New uses (or different use allocations) beyond those outlined in the 'Specifically agreed uses'
 - 13.1.3 Repair and refurbishment beyond the 'Specifically Agreed Refurbishment works'
 - 13.1.4 Construction changes beyond the 'Specifically Agreed Construction'
 - 13.1.5 Any extensions to existing buildings
 - 13.1.6 Any major internal changes to listed buildings
 - 13.1.7 Any additional security fencing or physical demarcation, beyond the 'Specifically Agreed New Access Arrangements'
 - 13.1.8 Any new paintwork colours beyond the 'Specifically Agreed Paint Colours' set out in this HPA
 - 13.1.9 Any new development
 - 13.1.10 Any landscape changes beyond those outlined 'Specifically Agreed External Works'



Appendix

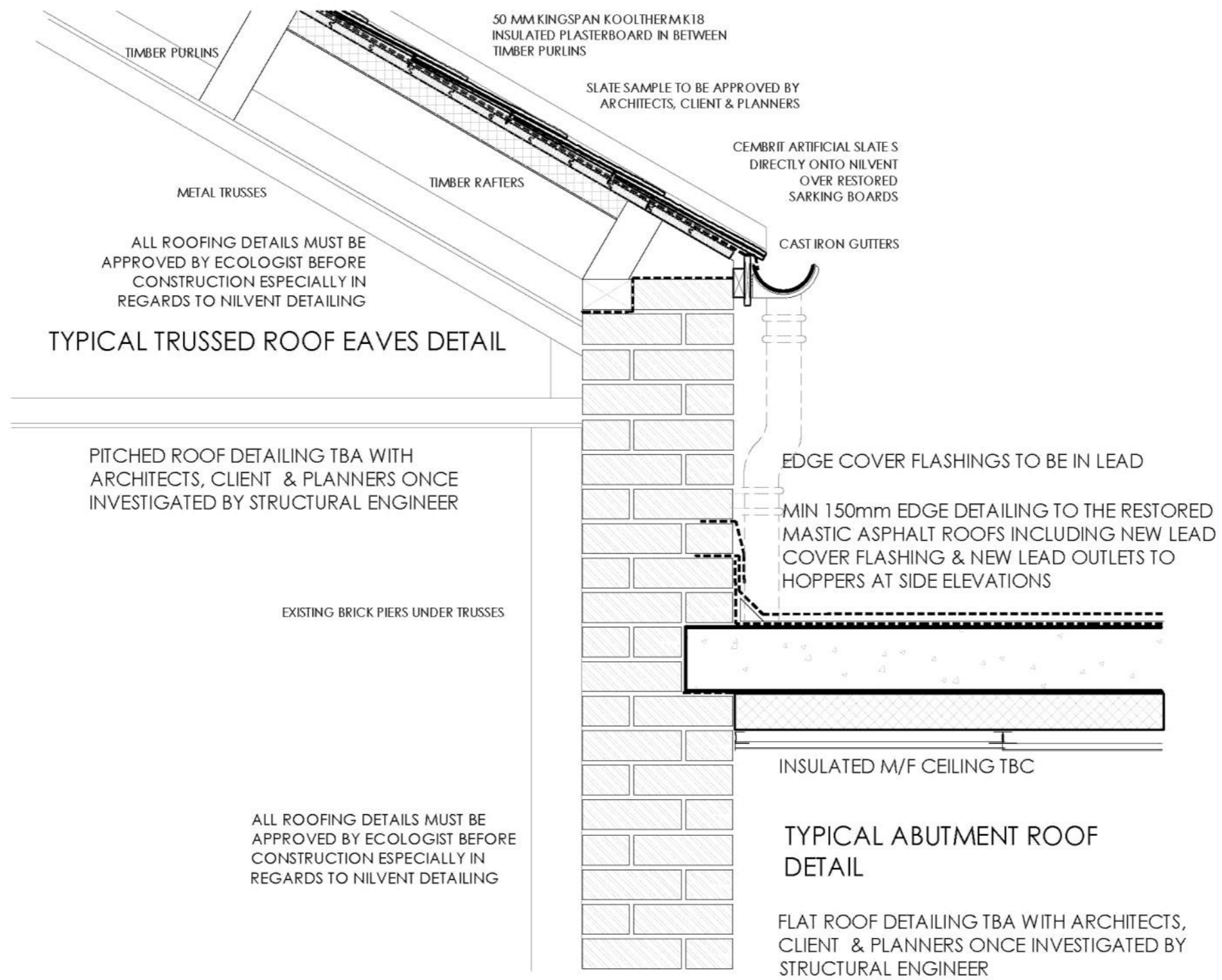
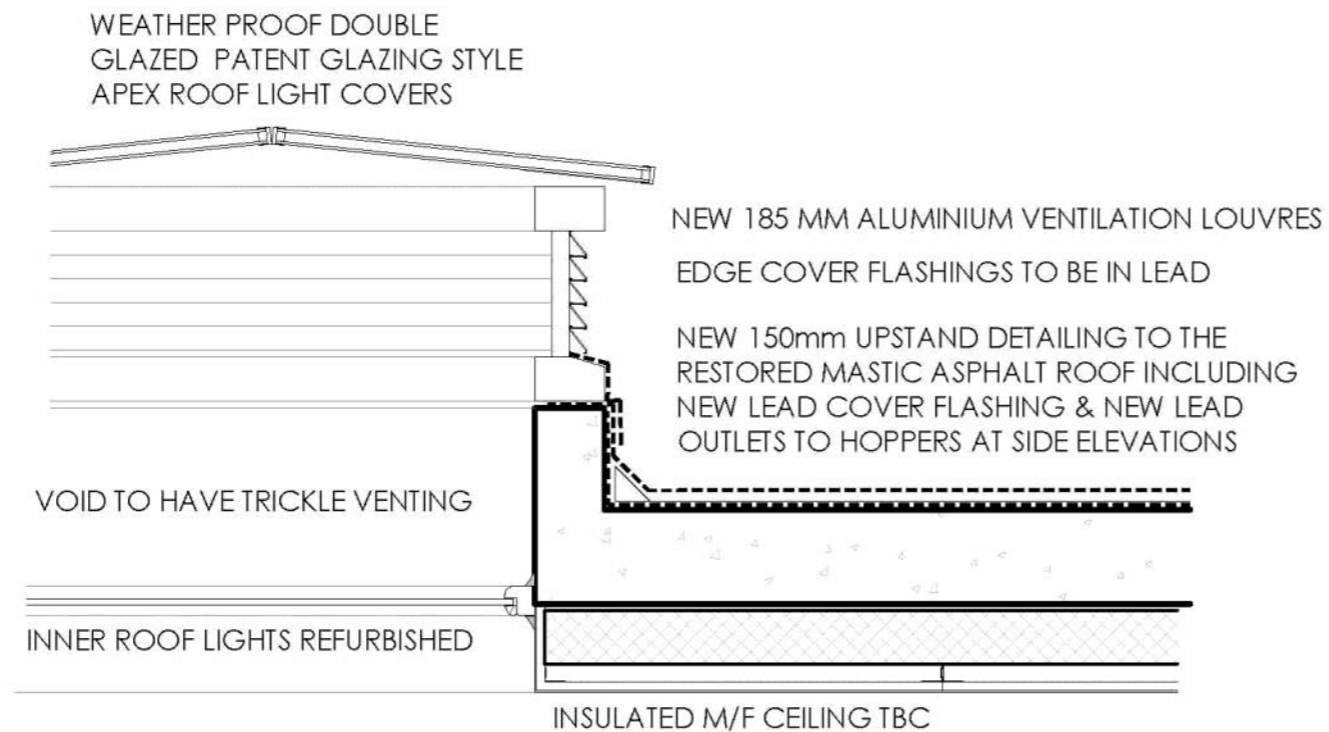


Fig 29 : Proposed detail for junction of pitched roof with flat roofs

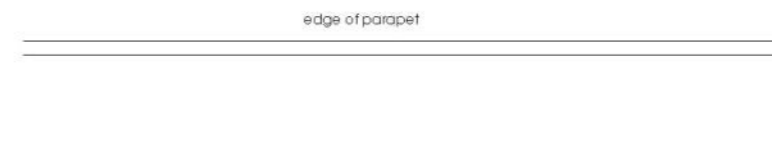
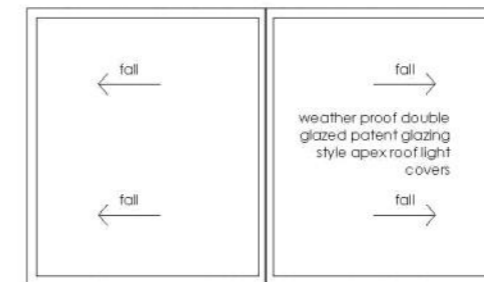
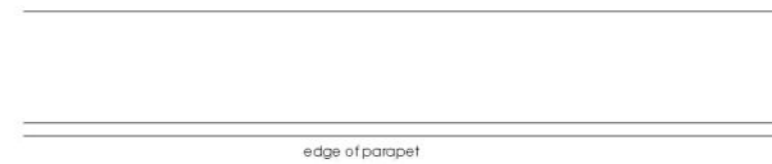


REFER TO STRUCTURAL ENGINEER FOR FLAT ROOF REMEDIATION DETAILS
 ALL ROOFING DETAILS MUST BE APPROVED BY ECOLOGIST BEFORE CONSTRUCTION ESPECIALLY IN REGARDS TO NILVENT DETAILING

ROOF DETAIL SCALE 1:10

TYPICAL ROOF LIGHT DETAIL

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



ROOF PLAN SCALE 1:20

Fig 30: Proposed detail of new rooflights in flat roofs

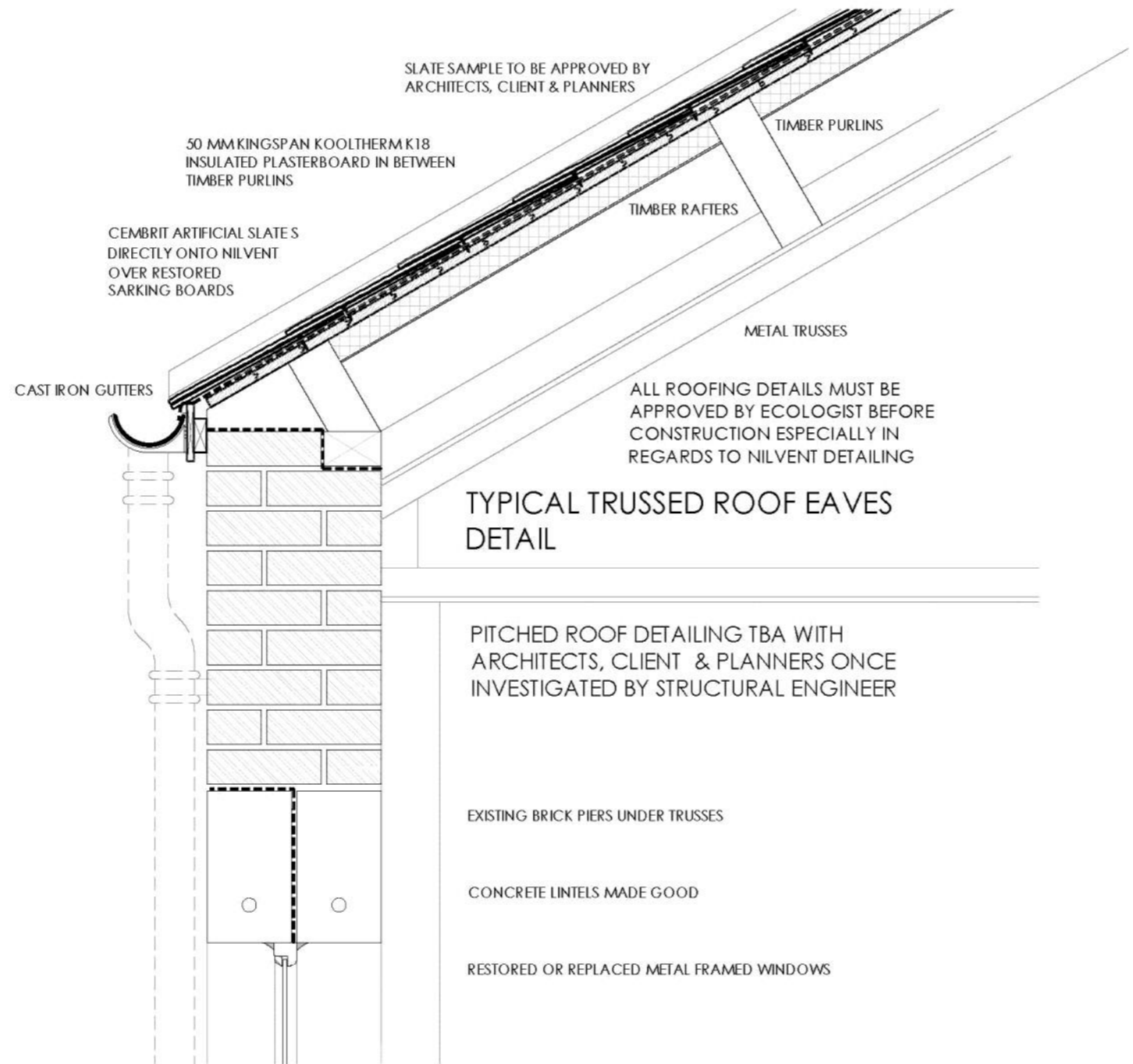
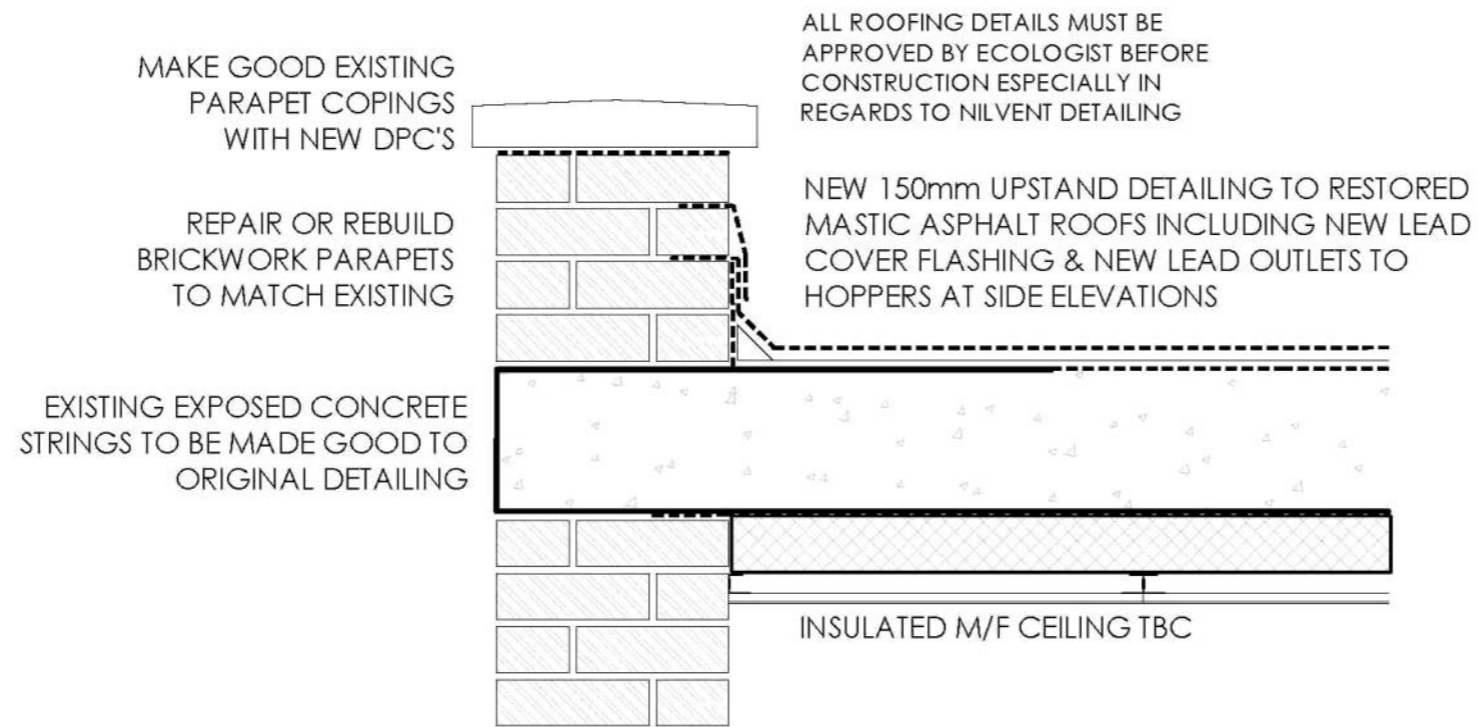


Fig 31: Typical trussed roof eaves detail

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



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

DETAIL 'D'

Fig 32: Proposed flat roof recovering

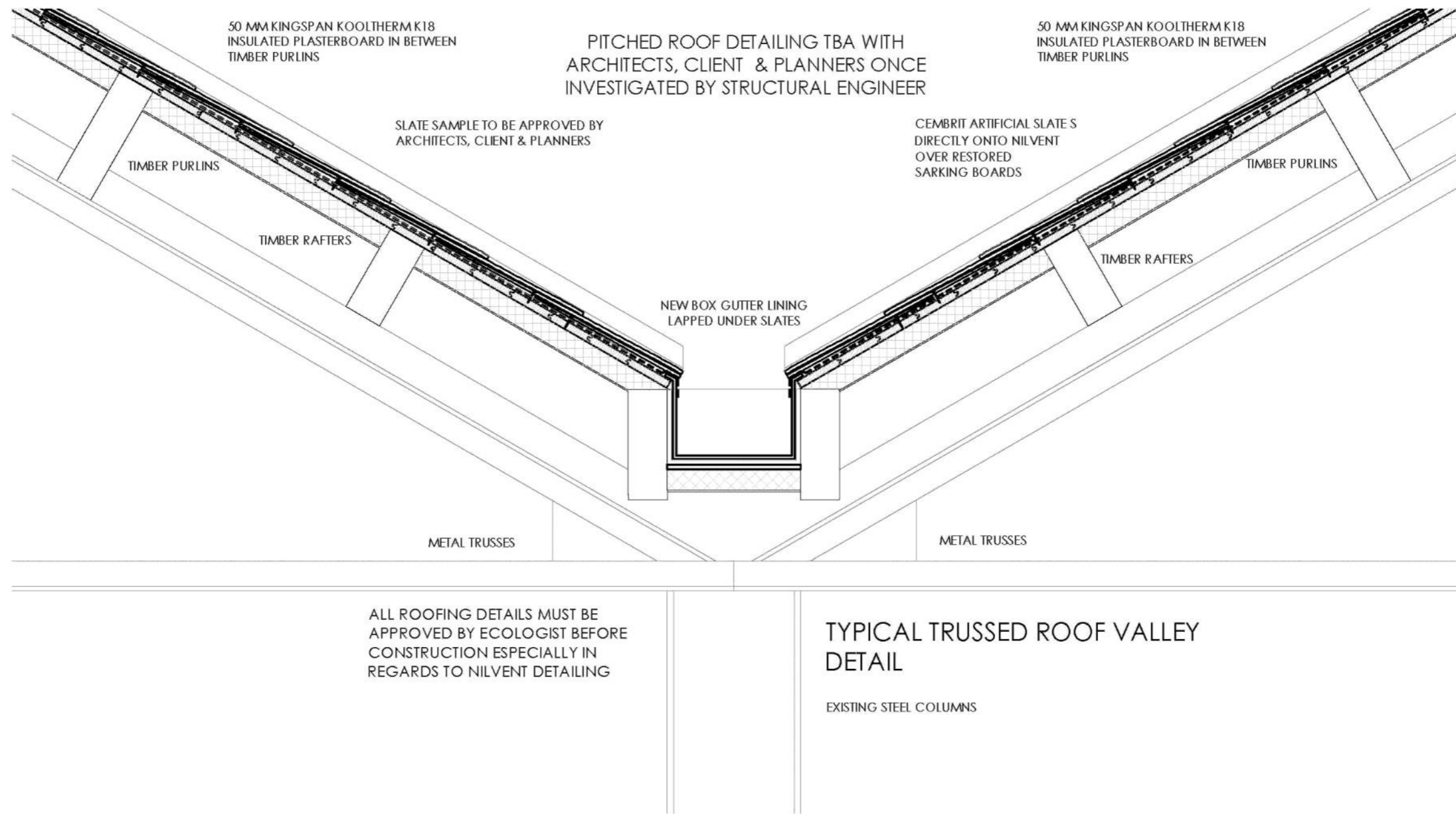


Fig 33: Proposed replacement valley gutter details

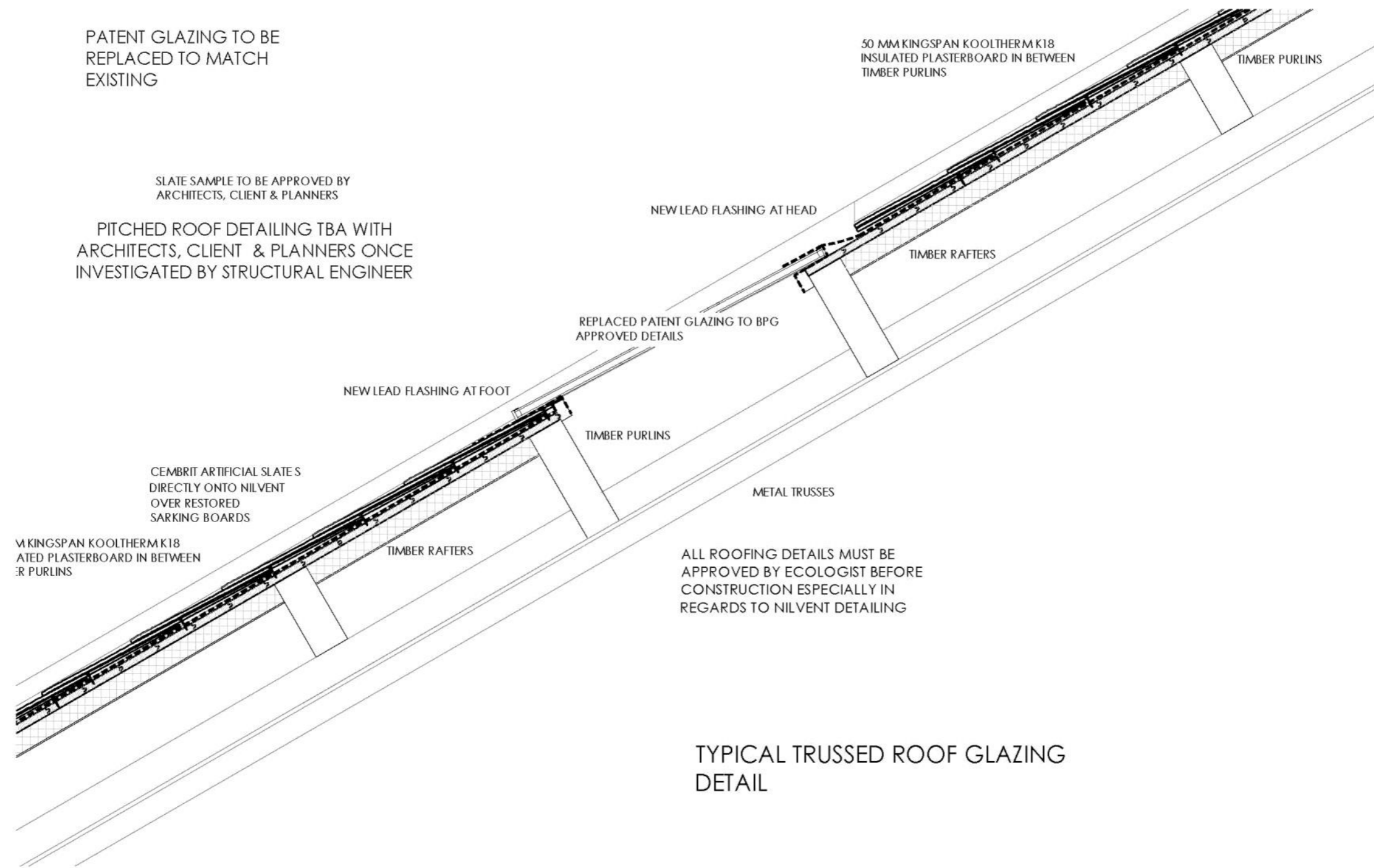
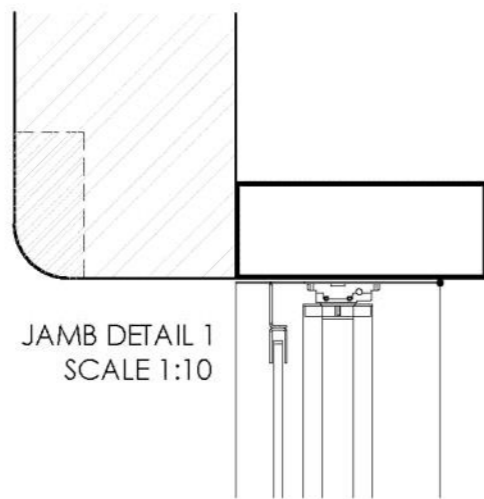
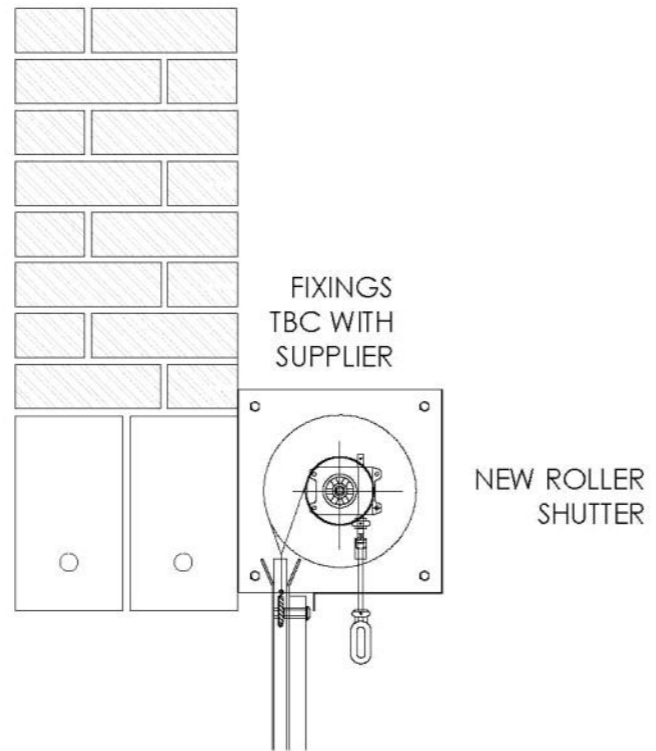


Fig 34: Proposed trussed roof glazing details

HEAD DETAIL 1-INBOARD SHUTTER
SCALE 1:10



ELEVATION SCALE 1:20

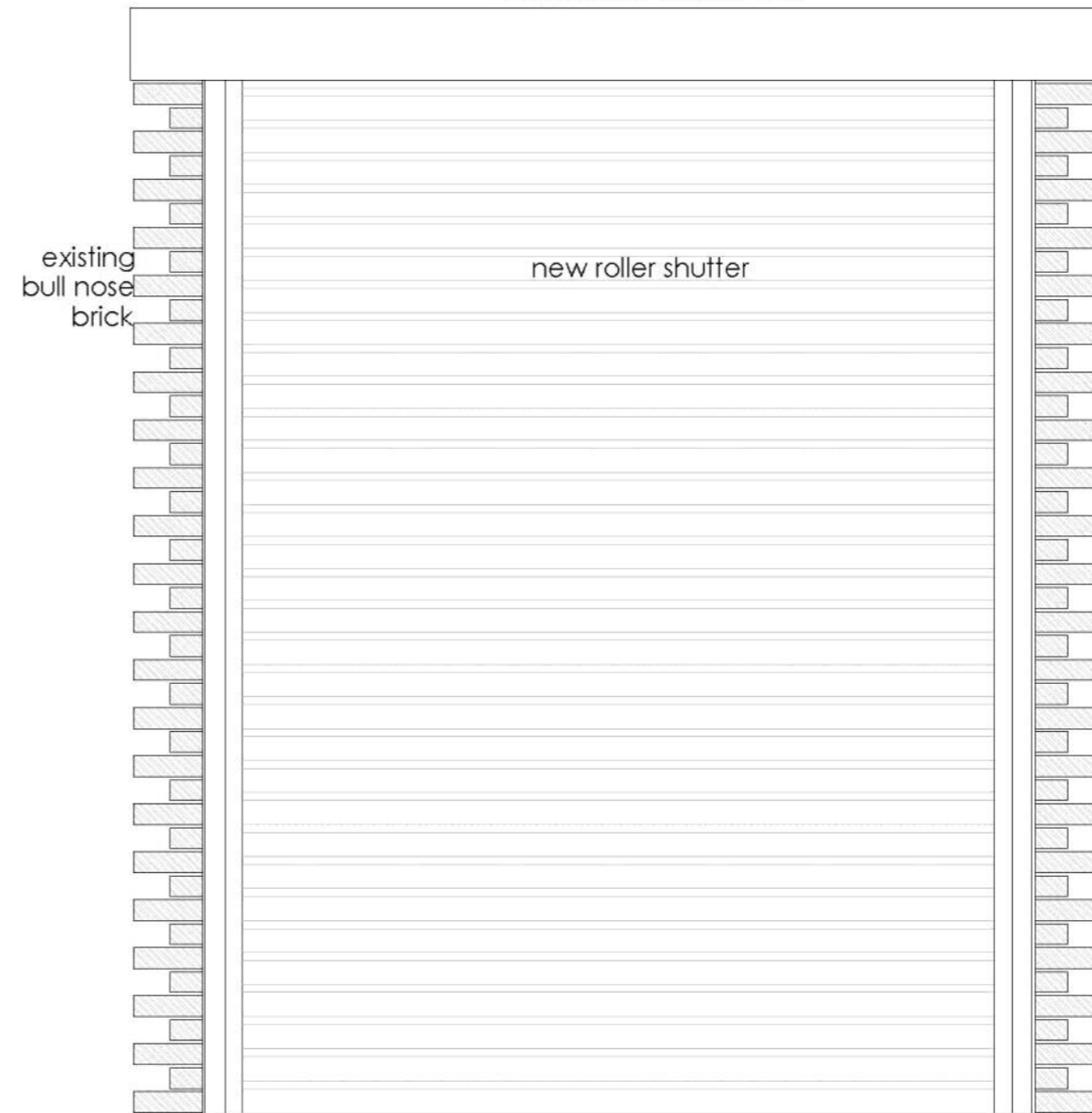


Fig 35: Proposed new service door details

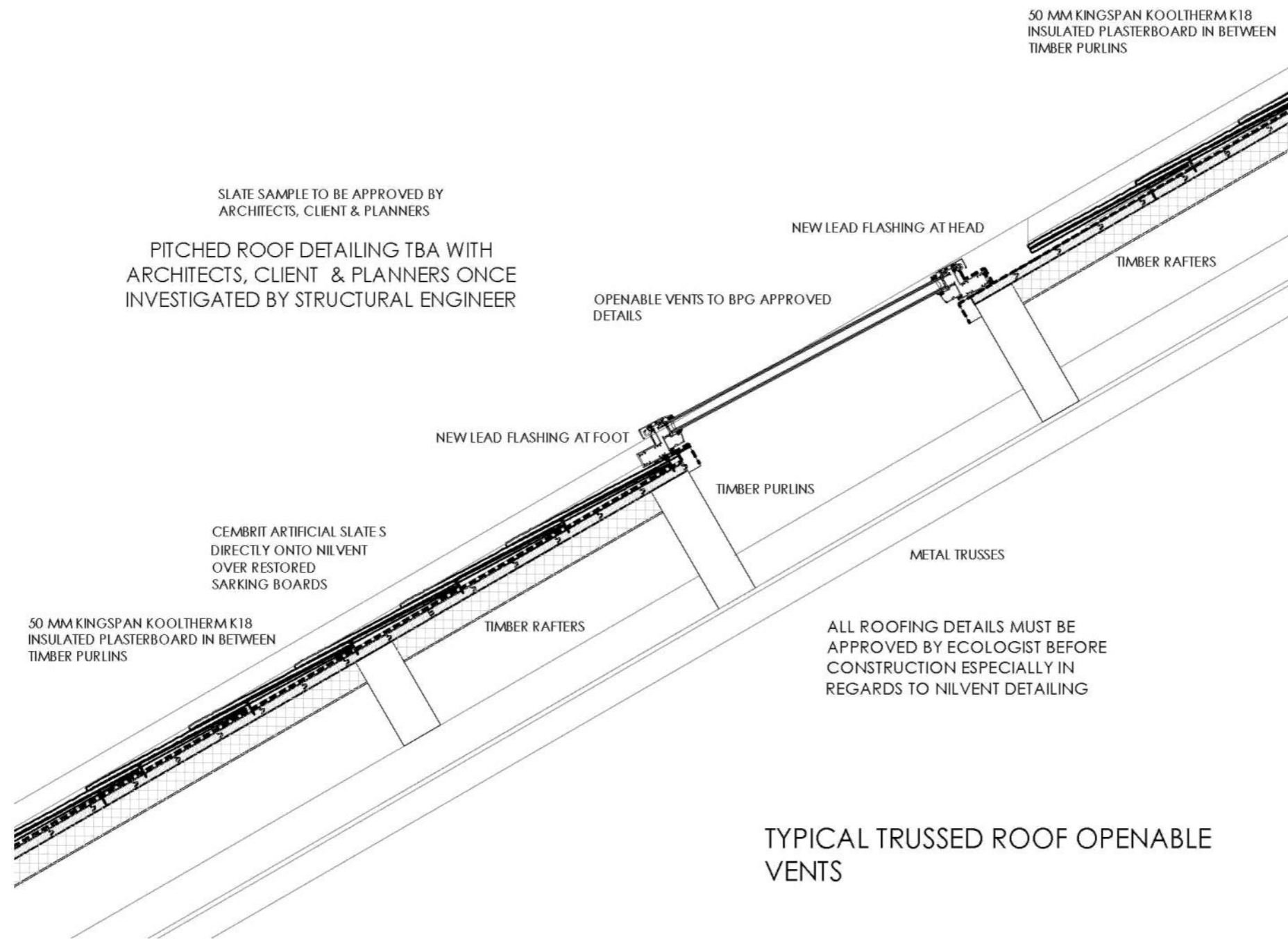


Fig 36: Proposed replacement patent glazing to roofs; new openable vents

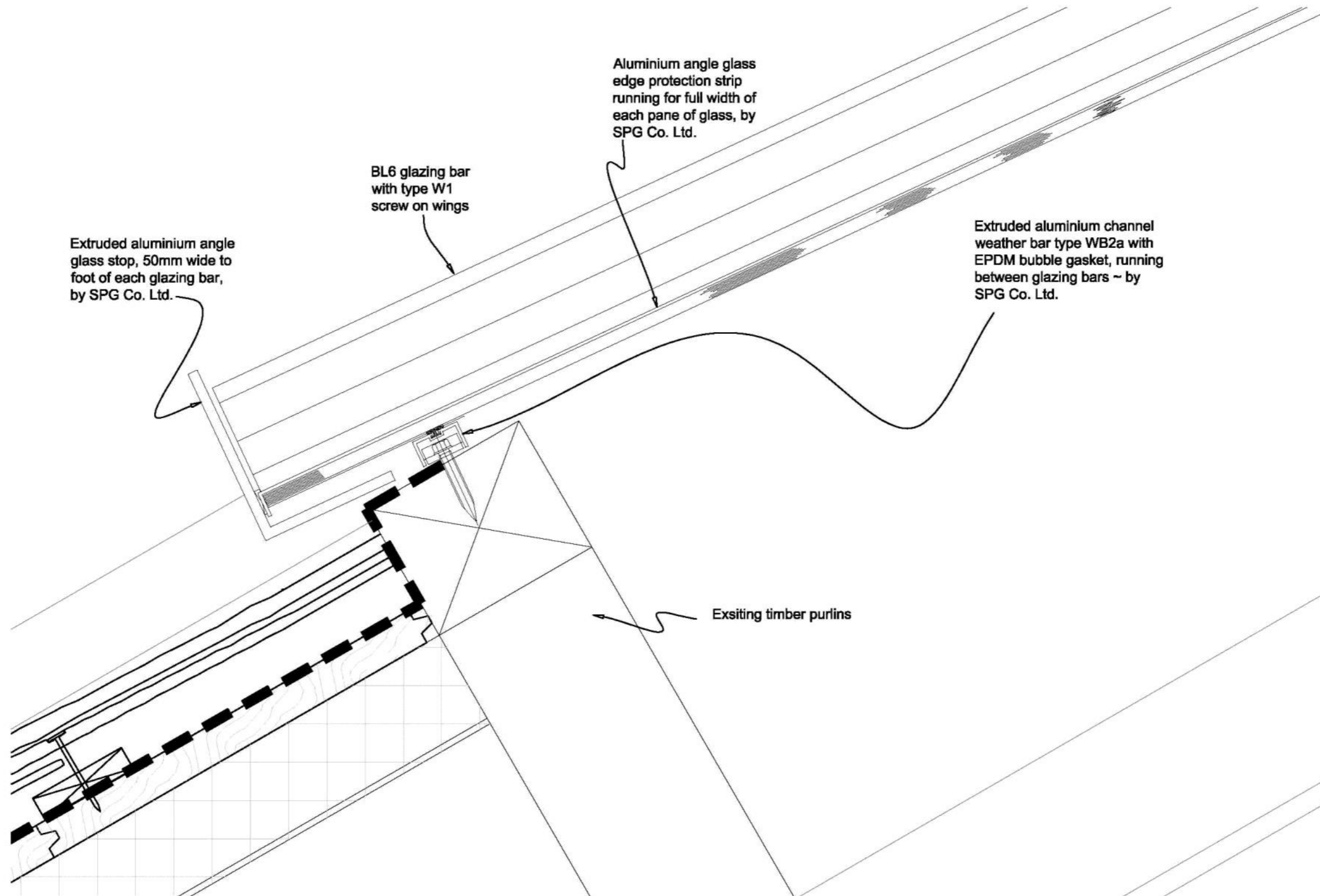


Fig 37: Proposed detail at cill of replacement patent glazing to roofs

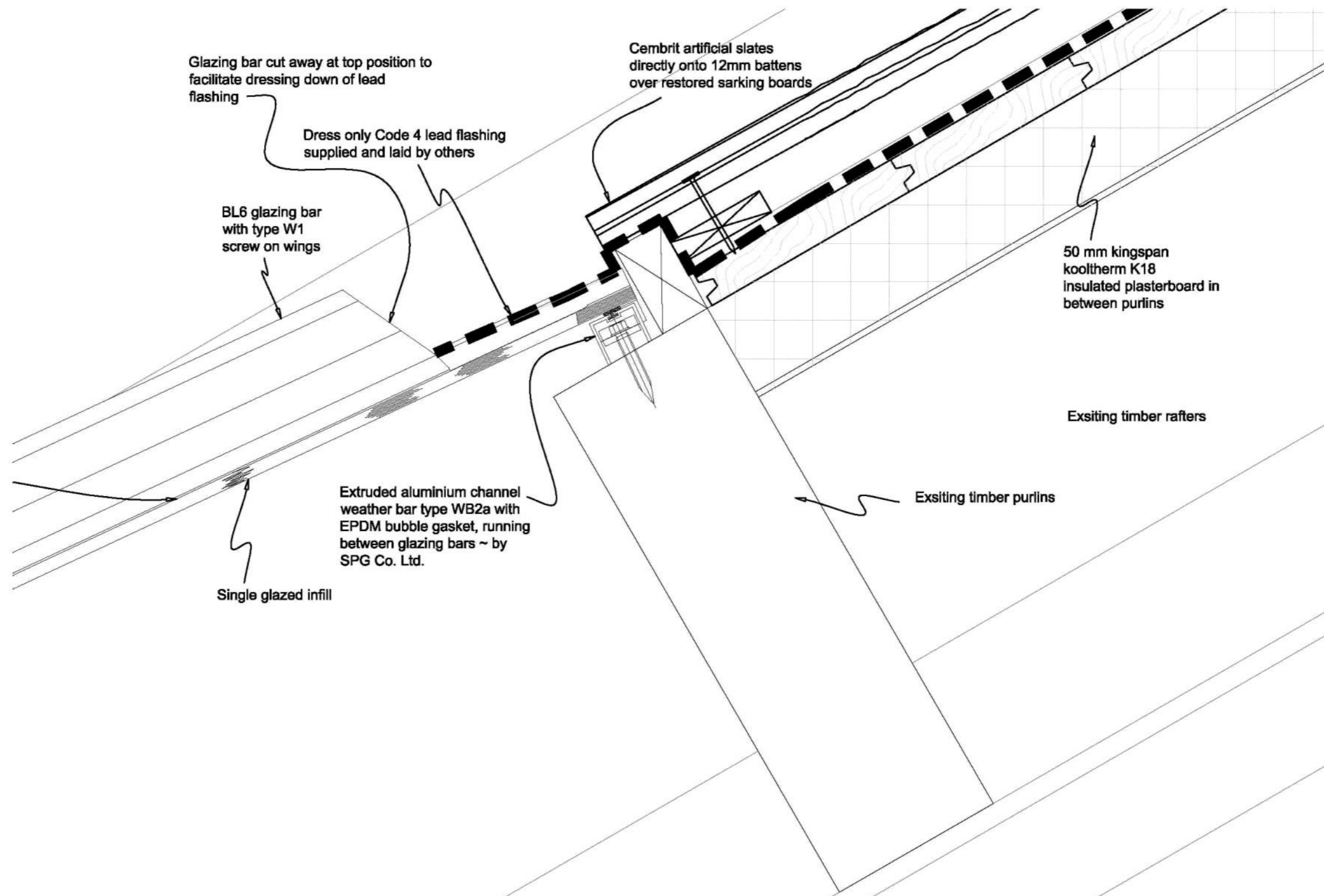
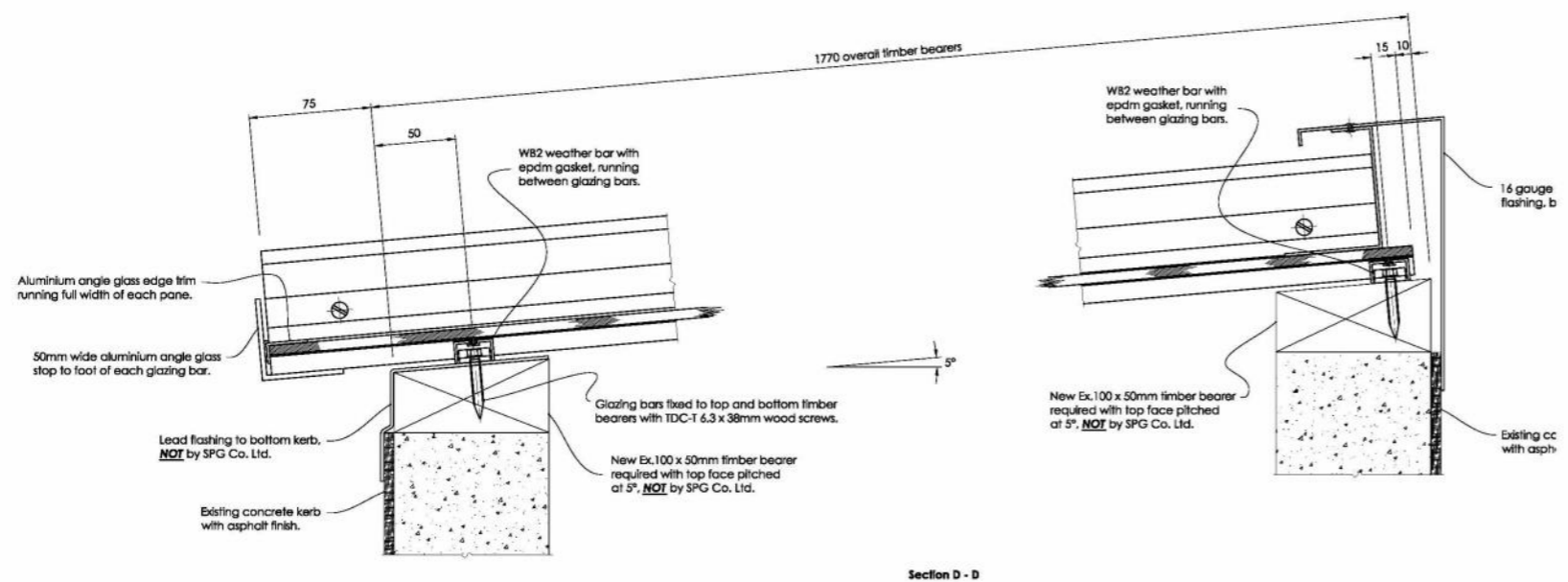
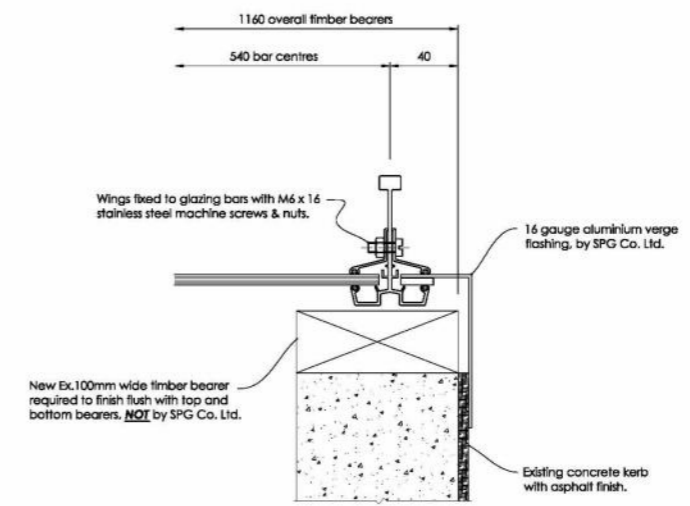
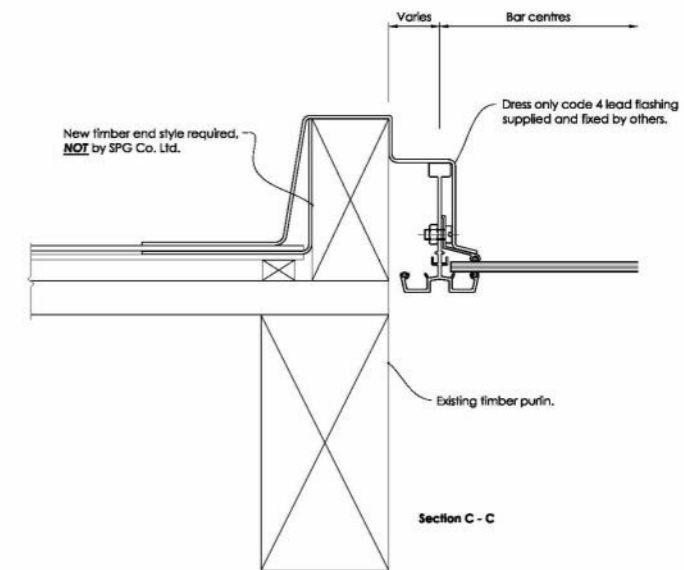
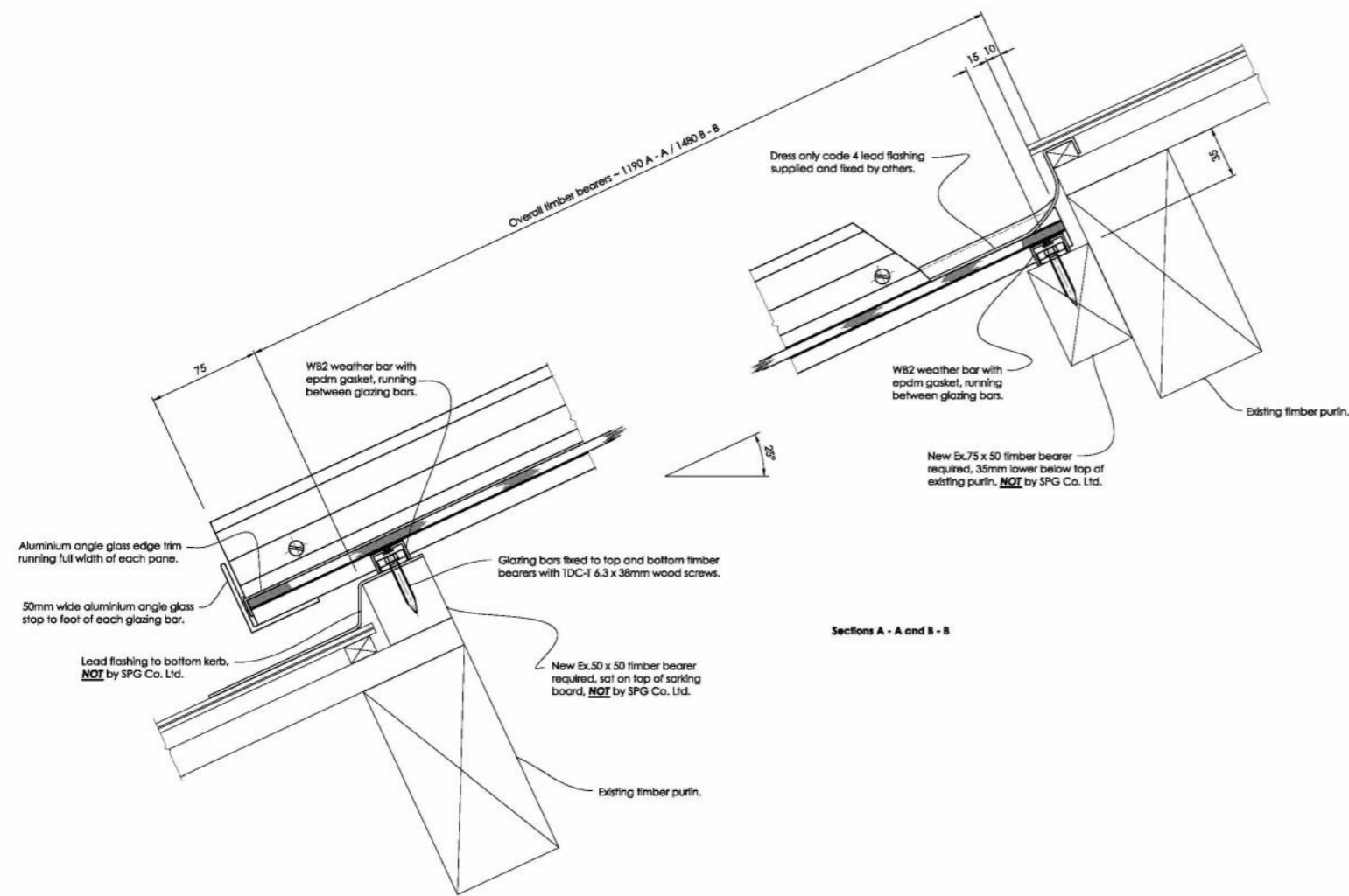


Fig 38: Proposed detail at head of replacement patent glazing to roofs



- NOTES**
- This drawing is copyright. It must not be copied or disclosed (in whole or in part) to third parties without our written consent.
 - The design and details shown on this drawing conform to the requirements of BS 8014: Parts 1 and 2 - Patent Glazing and Sliding Glazing for Buildings.
 - Do not scale dimensions or details from this drawing. If in doubt, please ask.
 - Structural timber bearers to be designed by a Structural Engineer to withstand all loadings imposed by the patent glazing.
 - Scales @A1: 1:2
 - Finish: Aluminium sections to be supplied in their mill finish state.
 - Finish note - All joints to be sealed airtight with Autocal 1095 silicone sealant.
 - This drawing to be read in conjunction with the following drawings: 40814 / 01 - Plan on glazing to Building 90

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

100 YEARS OF SERVICE
 Tel: 01924 461213 Fax: 01924 458083
 www.patent-glazing.com

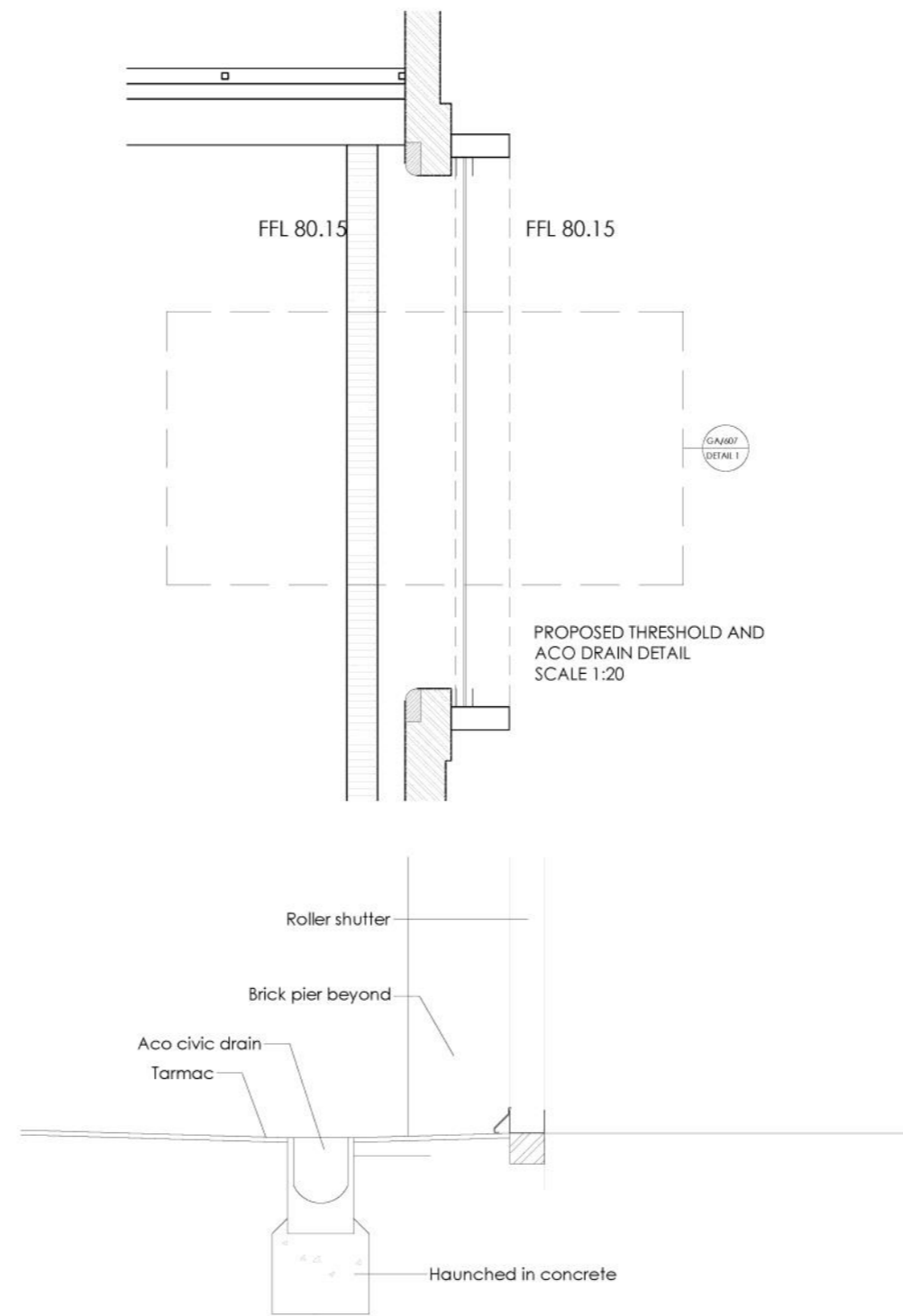
The Standard
 Patent Glazing Company

Flagship House
 Forge Lane
 Dewsbury
 West Yorkshire
 WF12 9EL

Email: info@patent-glazing.com

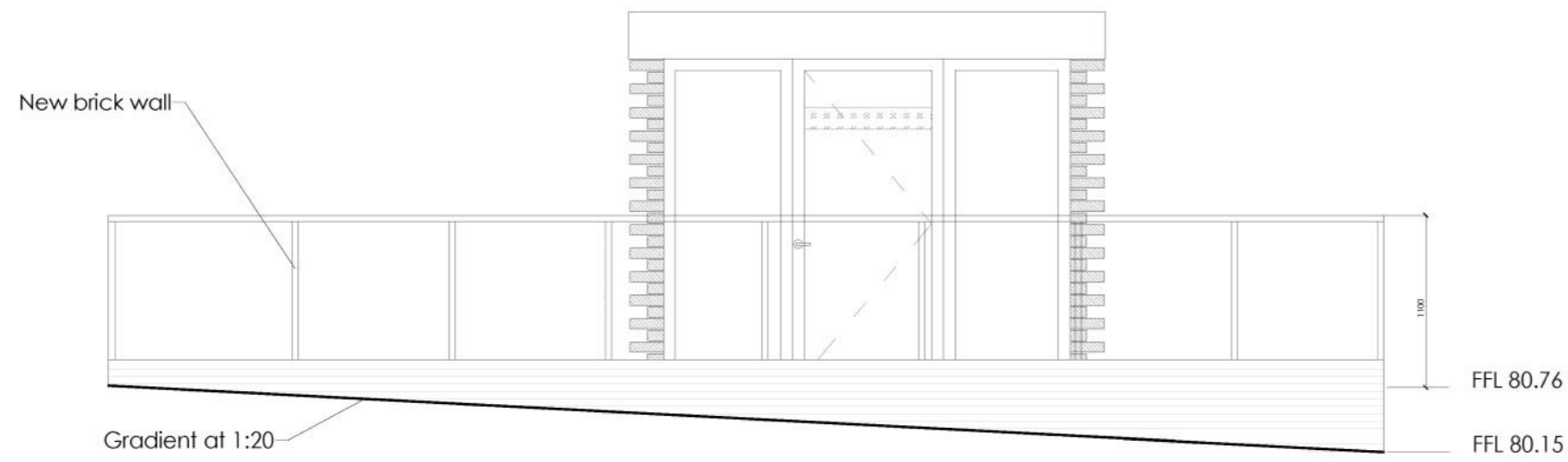
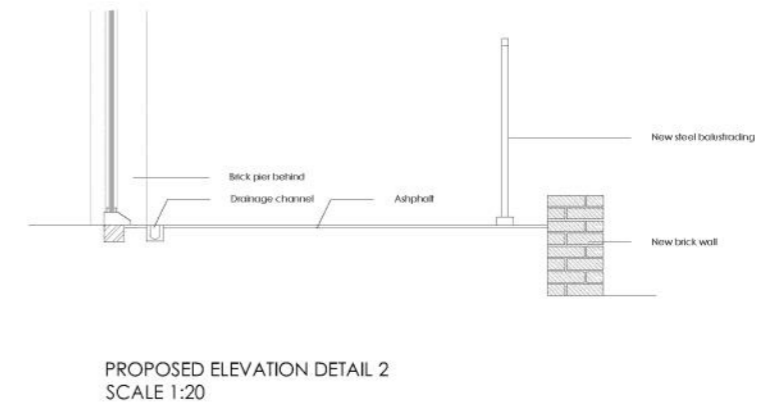
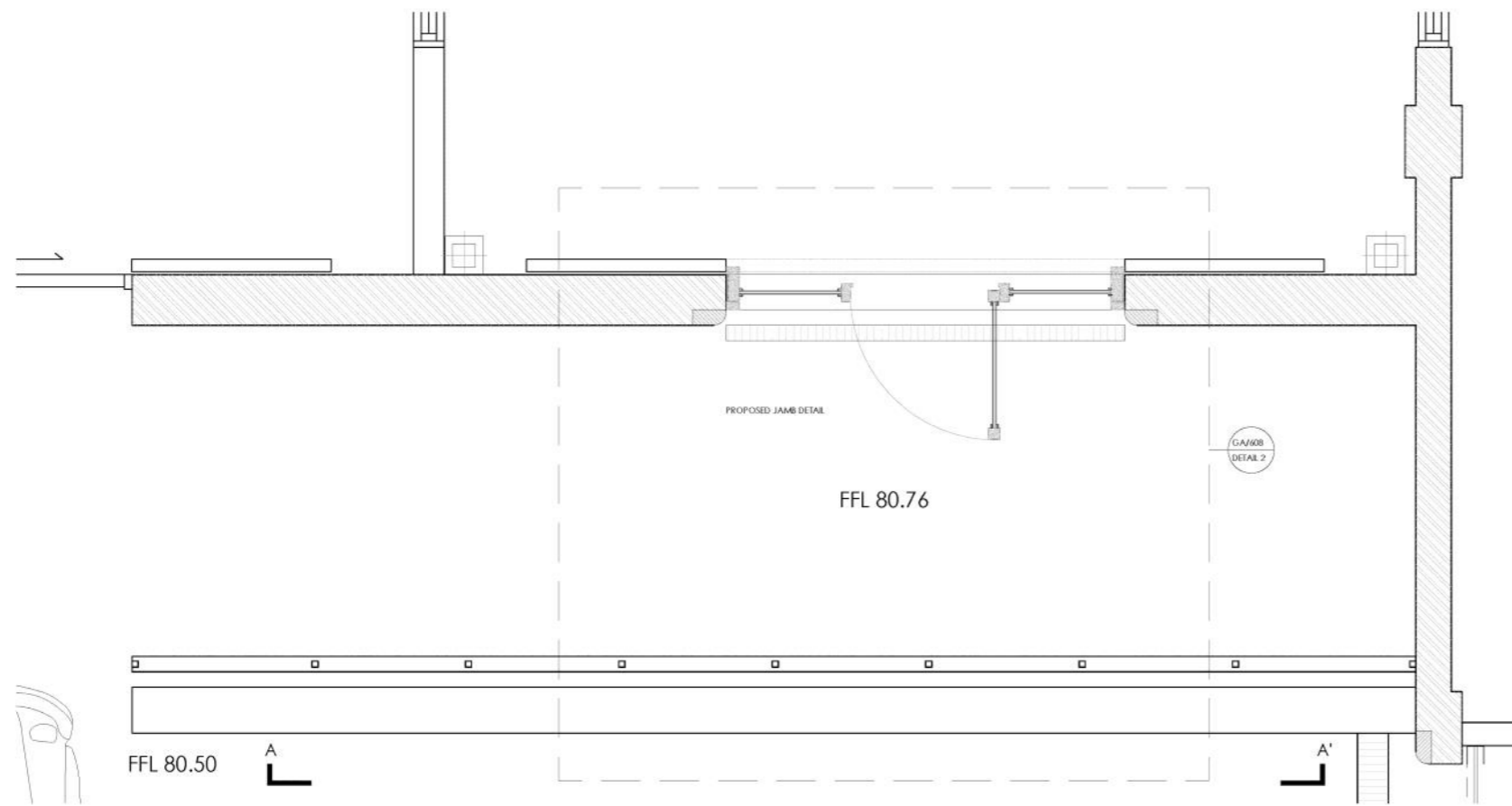
GQP 3-3 ISSUE 1 AMENDMENT 1
 DRAWN BY: S Dean DATE: 11.09.14
 DRAWING No. 40814 / 02 REV. .

Fig 39: Proposed patent glazing details



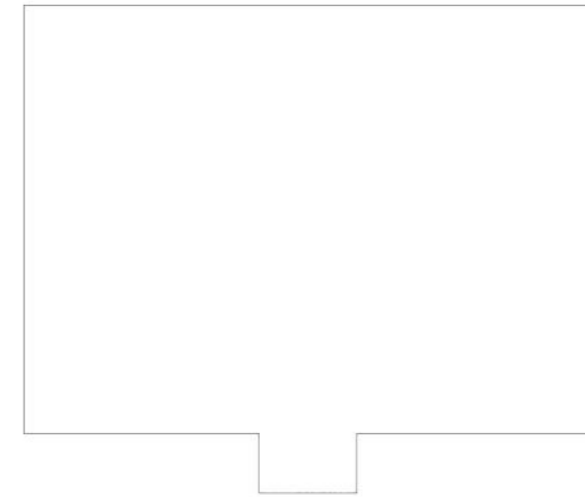
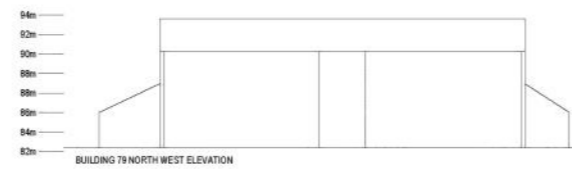
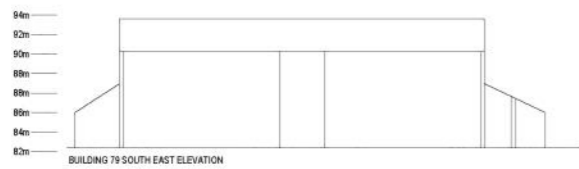
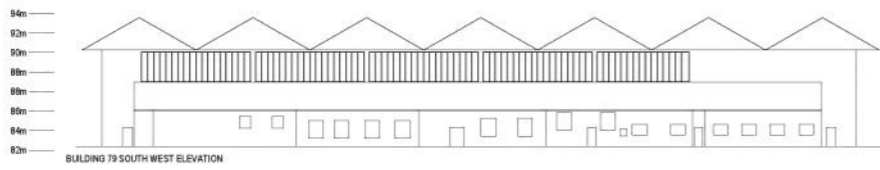
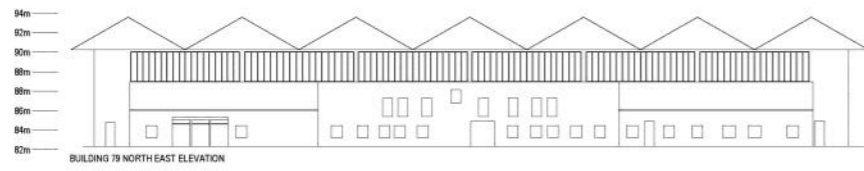
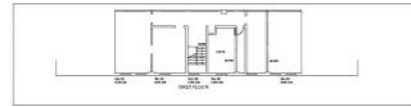
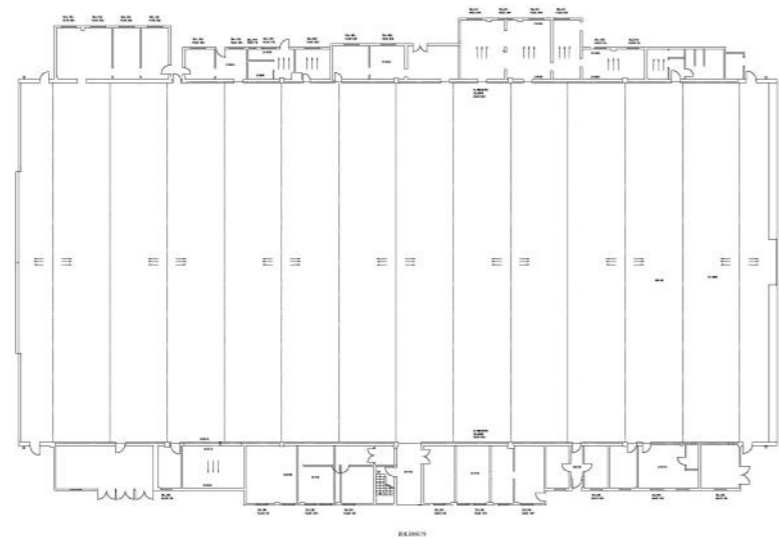
PROPOSED THRESHOLD AND ACO DRAIN DETAIL 1
SCALE 1:10

Fig 40: Proposed external works (Building 90 threshold detail)

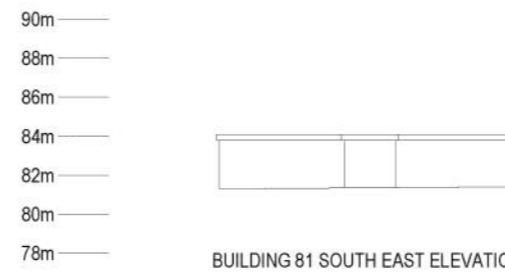


PROPOSED ELEVATION A
SCALE 1:20

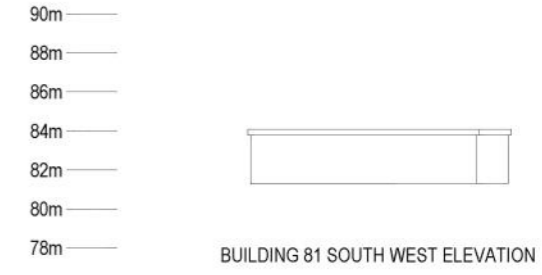
Fig 41: Proposed external works (Building 90 ramp detail)



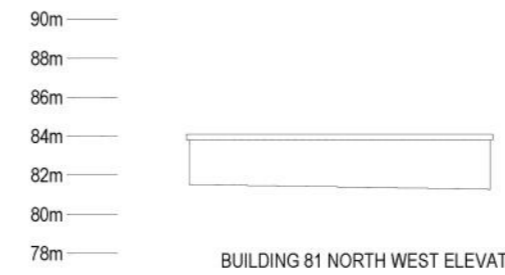
BUILDING 81
'RESERVOIR' TANK



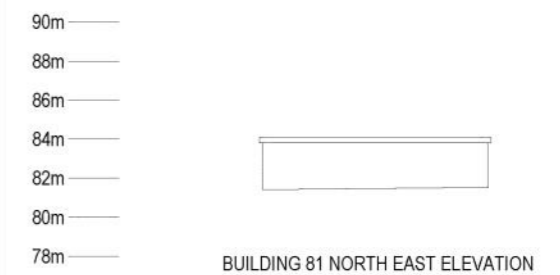
BUILDING 81 SOUTH EAST ELEVATION



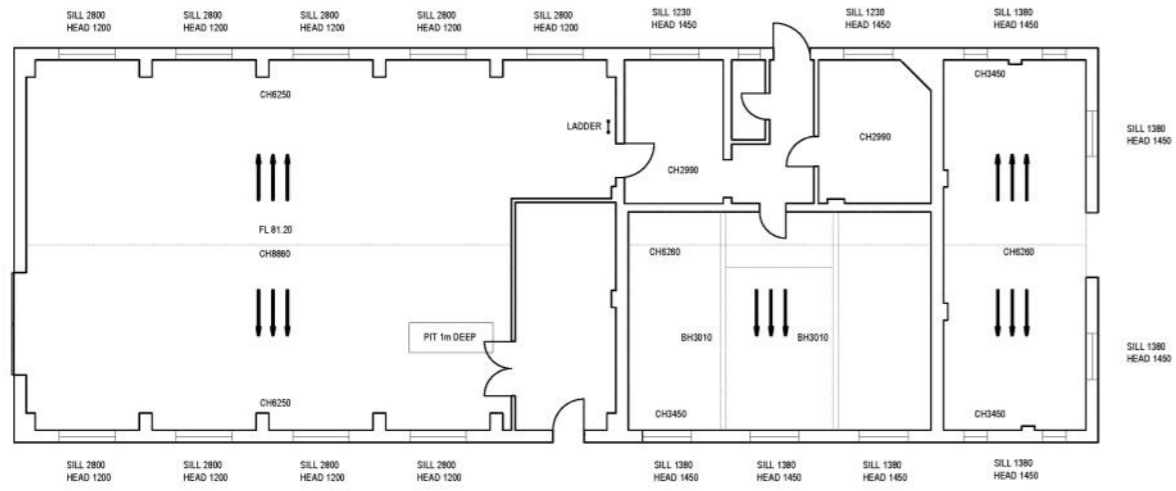
BUILDING 81 SOUTH WEST ELEVATION



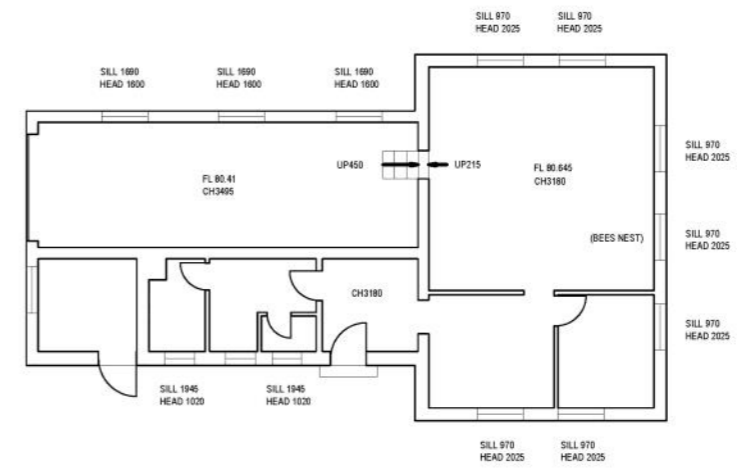
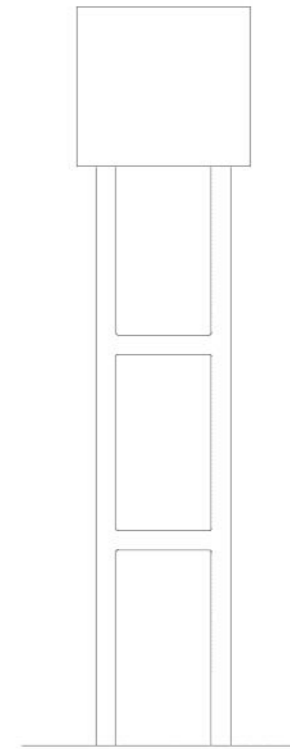
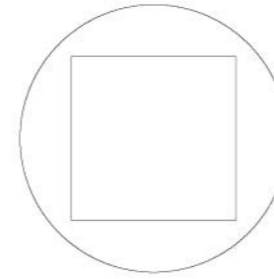
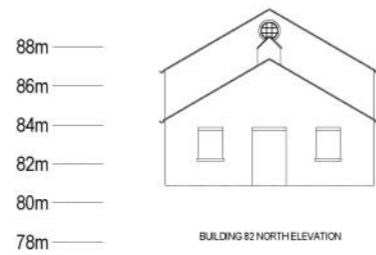
BUILDING 81 NORTH WEST ELEVATION



BUILDING 81 NORTH EAST ELEVATION



BUILDING 82

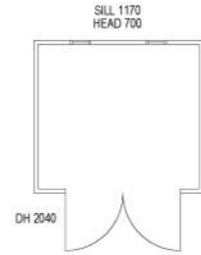


BUILDING 87

86 & 88



BUILDING 86
BORE HOLE PUMP
HOUSE
(SURVEYED FROM
OUTSIDE)



BUILDING 88
FIRE PARTY HUT
(SURVEYED FROM
OUTSIDE)

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



BUILDING 86
SOUTH EAST
ELEVATION

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



BUILDING 86
SOUTH WEST
ELEVATION

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



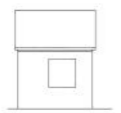
BUILDING 88
SOUTH EAST
ELEVATION

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



BUILDING 88
SOUTH WEST
ELEVATION

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



BUILDING 86
NORTH WEST
ELEVATION

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



BUILDING 86
NORTH EAST
ELEVATION

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



BUILDING 88
NORTH WEST
ELEVATION

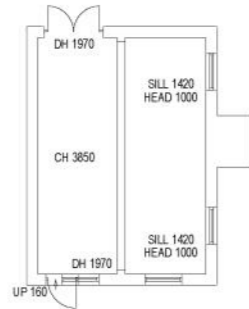
90m
88m
86m
84m
82m
80m
78m



BUILDING 88
NORTH EAST
ELEVATION



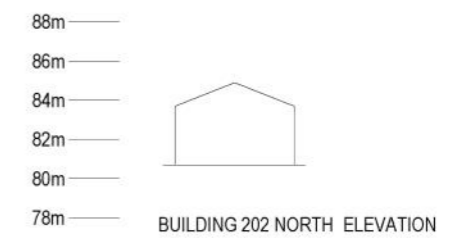
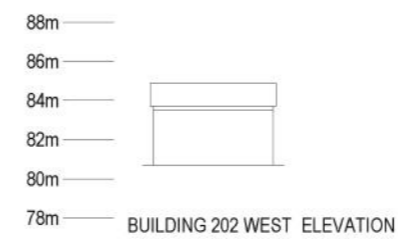
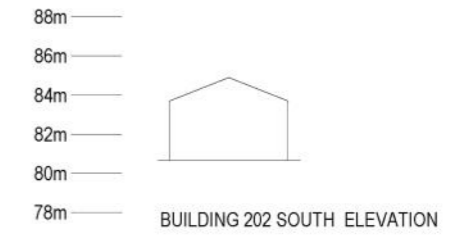
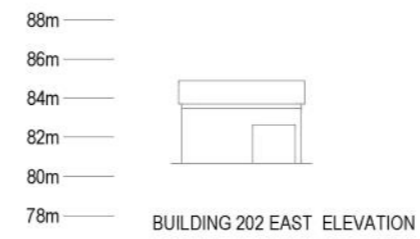
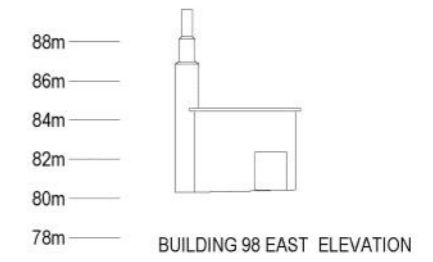
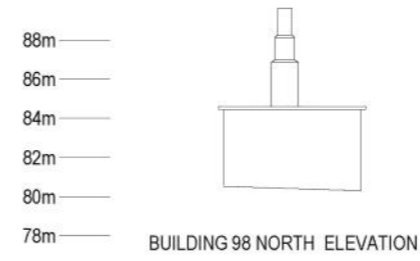
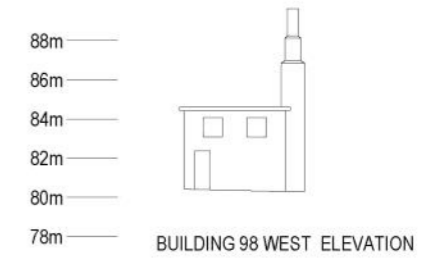
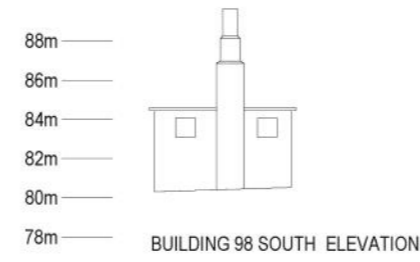
BUILDING 83

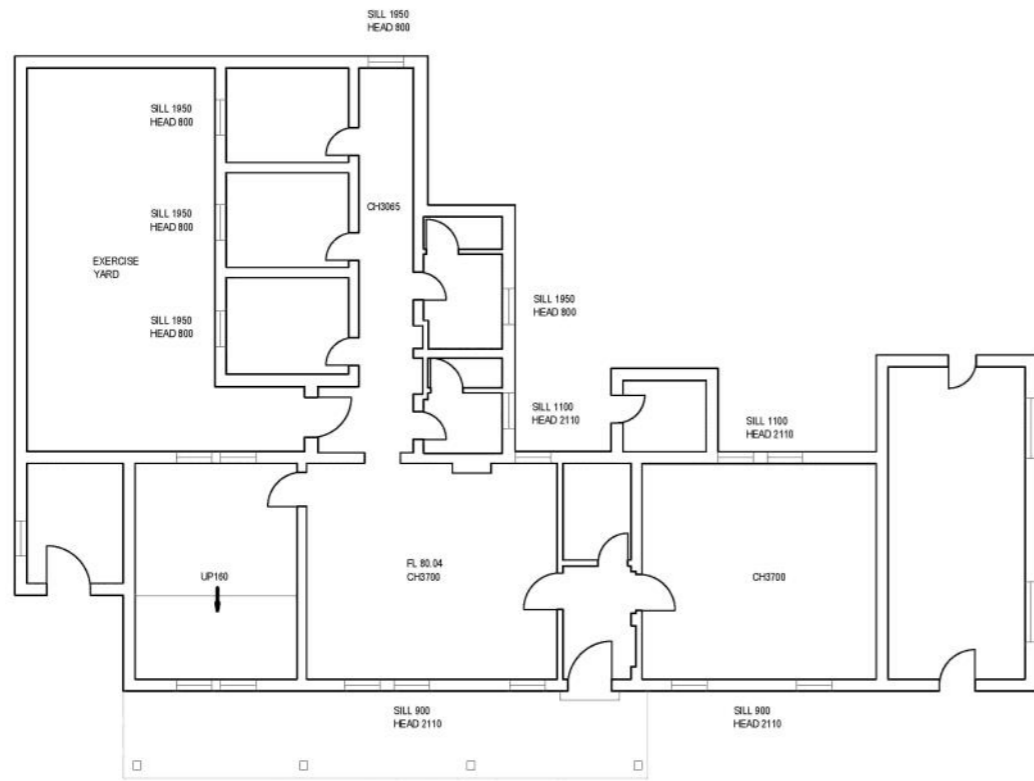


BUILDING 98
PLANT ROOM



BUILDING 202
(NO ACCESS-BUILDING
UNSAFE)

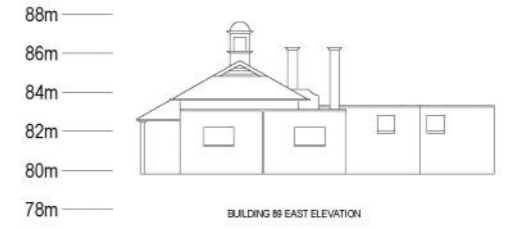




BUILDING 89



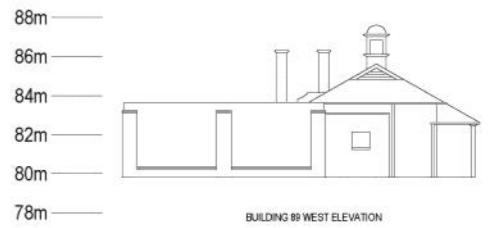
BUILDING 89 SOUTH ELEVATION



BUILDING 89 EAST ELEVATION



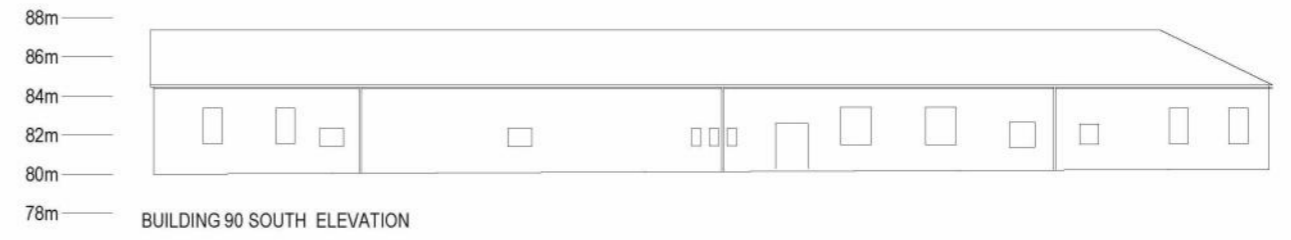
BUILDING 89 NORTH ELEVATION



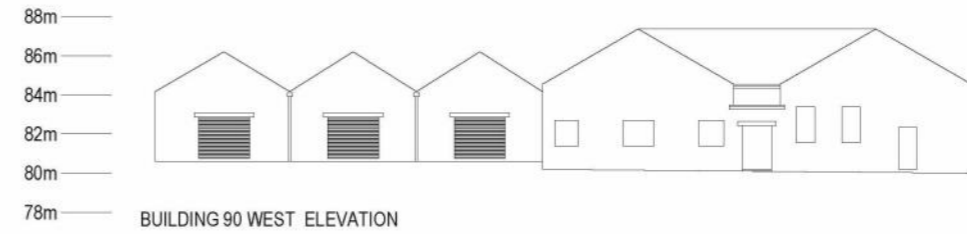
BUILDING 89 WEST ELEVATION



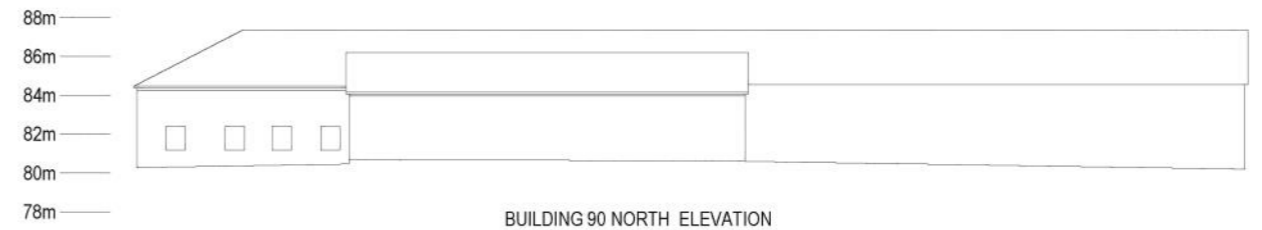
BUILDING 90
MAIN STORES



BUILDING 90 SOUTH ELEVATION



BUILDING 90 WEST ELEVATION

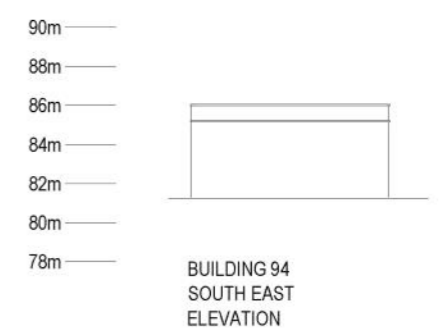
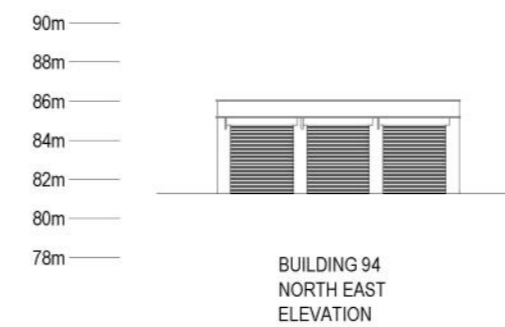
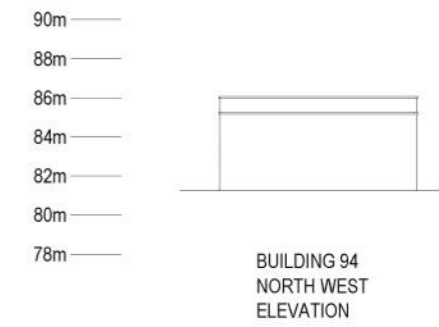
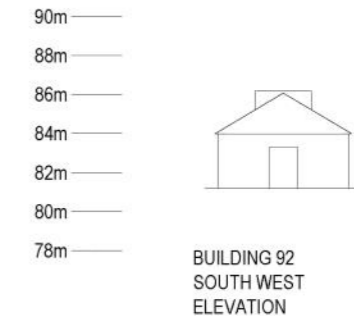
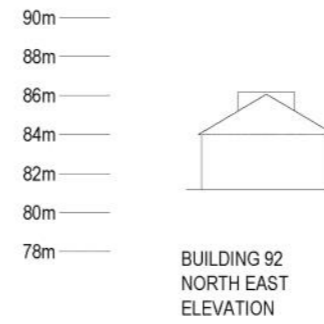
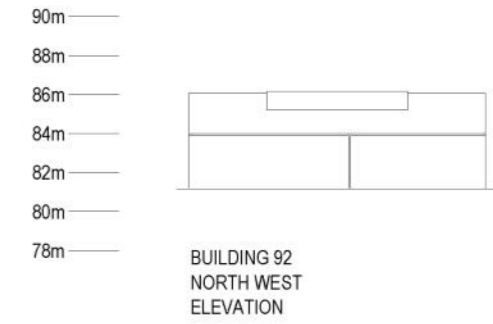
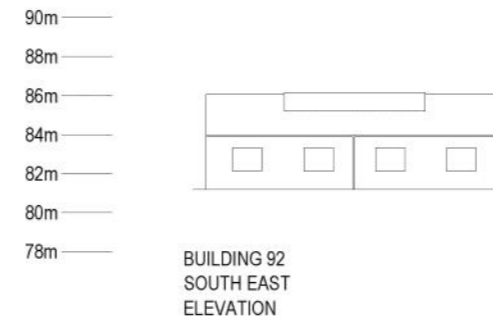
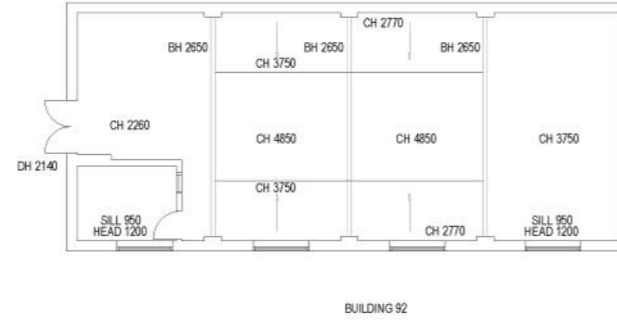
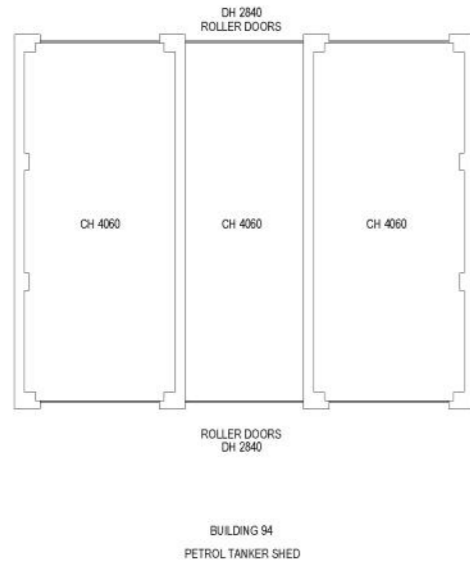


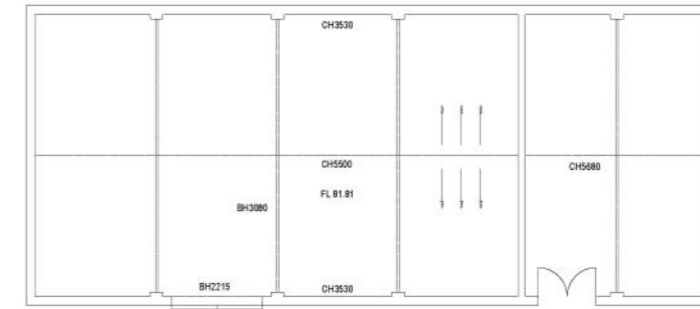
BUILDING 90 NORTH ELEVATION



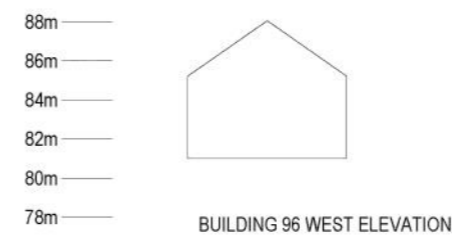
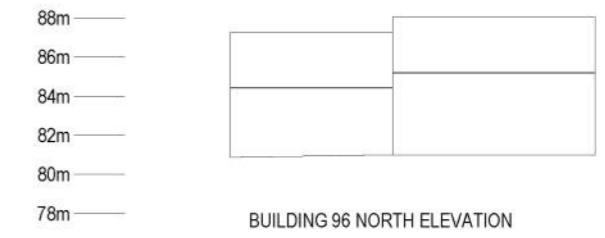
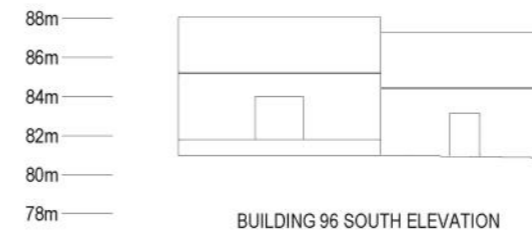
BUILDING 90 EAST ELEVATION

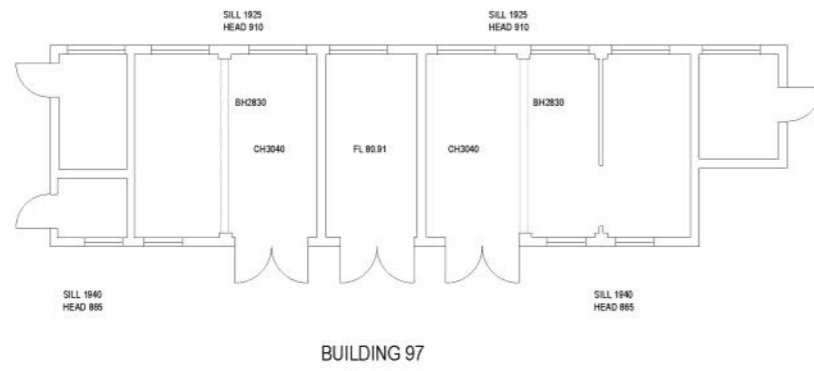
92 & 94



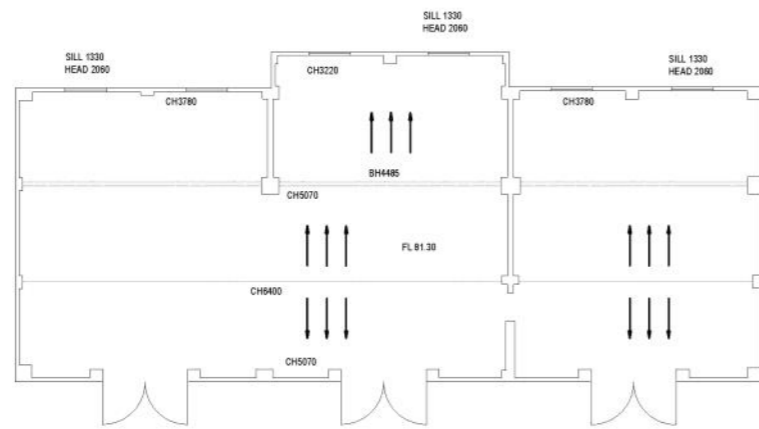


BUILDING 96





BUILDING 97



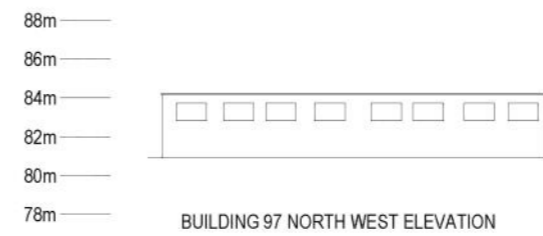
BUILDING 102



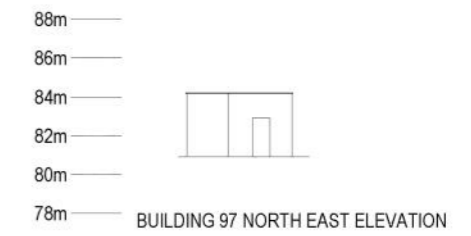
BUILDING 97 SOUTH EAST ELEVATION



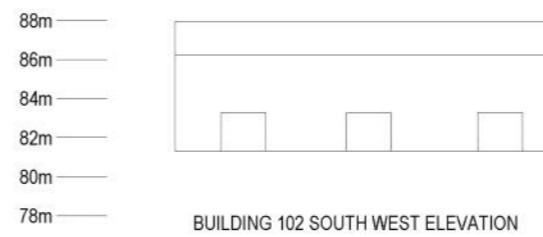
BUILDING 97 SOUTH WEST ELEVATION



BUILDING 97 NORTH WEST ELEVATION



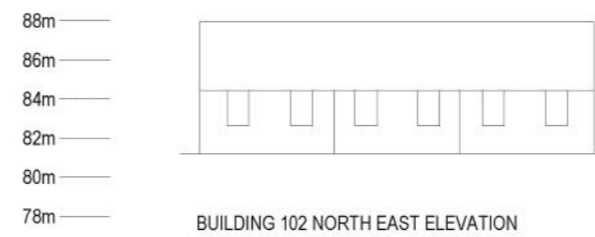
BUILDING 97 NORTH EAST ELEVATION



BUILDING 102 SOUTH WEST ELEVATION



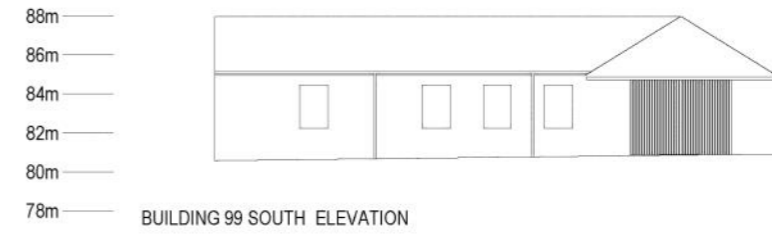
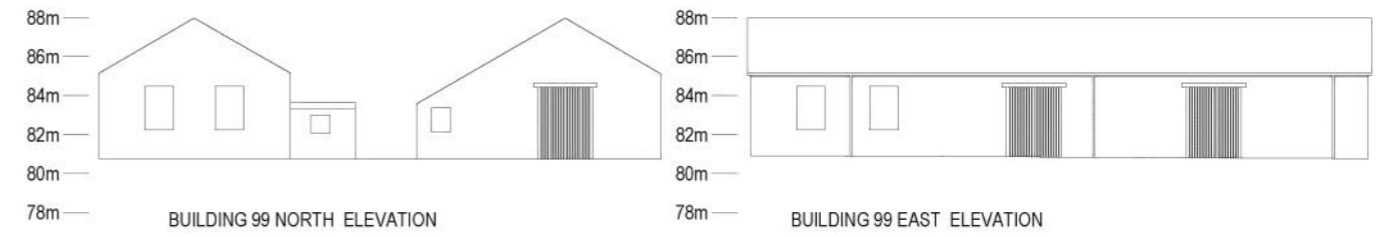
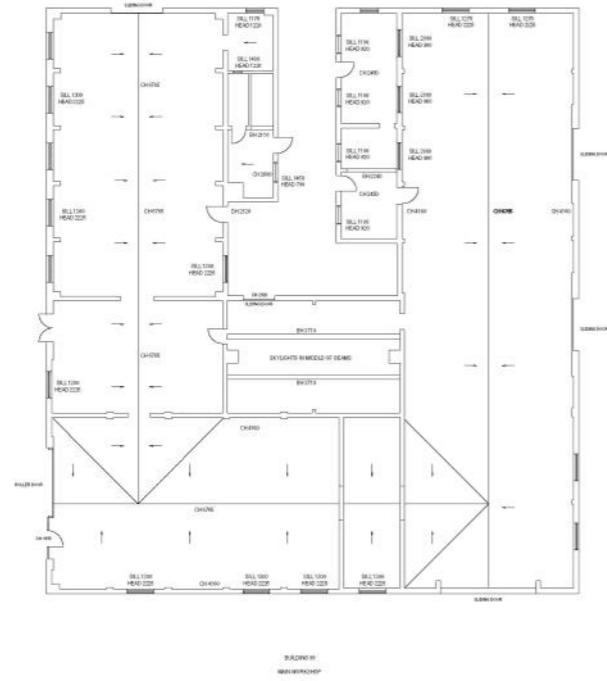
BUILDING 102 SOUTH EAST ELEVATION



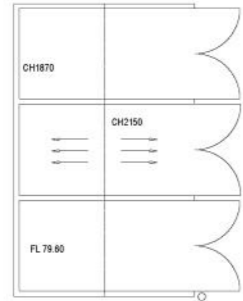
BUILDING 102 NORTH EAST ELEVATION



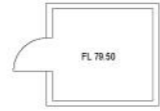
BUILDING 102 NORTH WEST ELEVATION



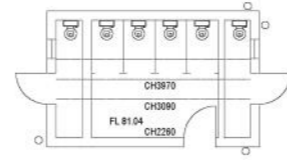
100, 121 & 126



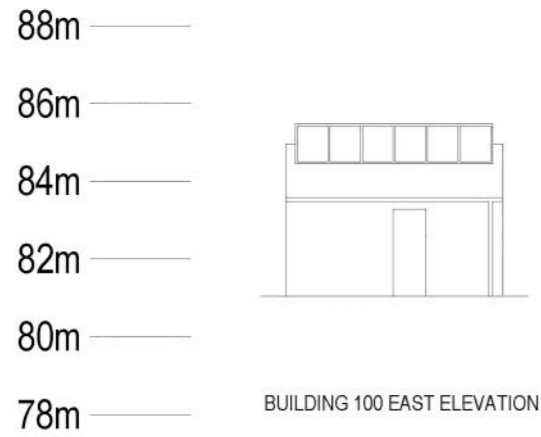
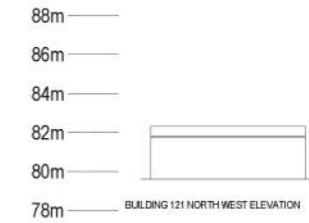
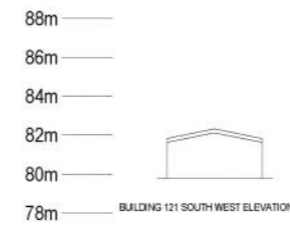
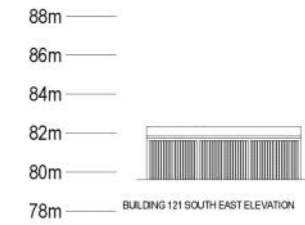
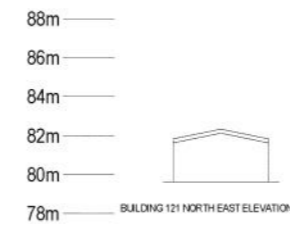
BUILDING 121



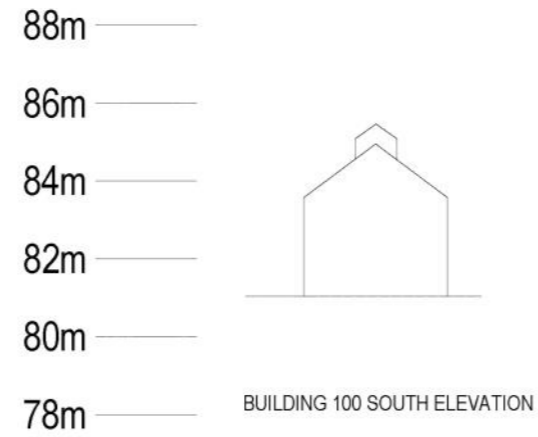
BUILDING 126



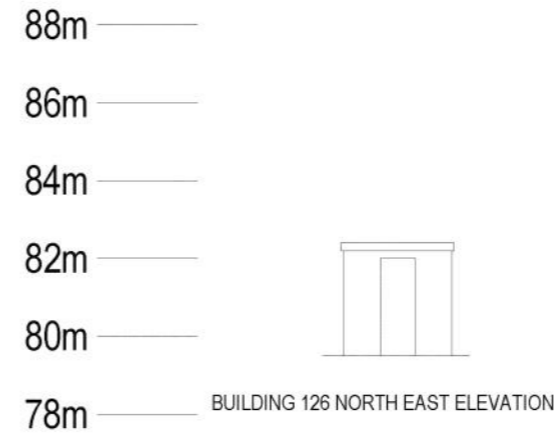
BUILDING 100



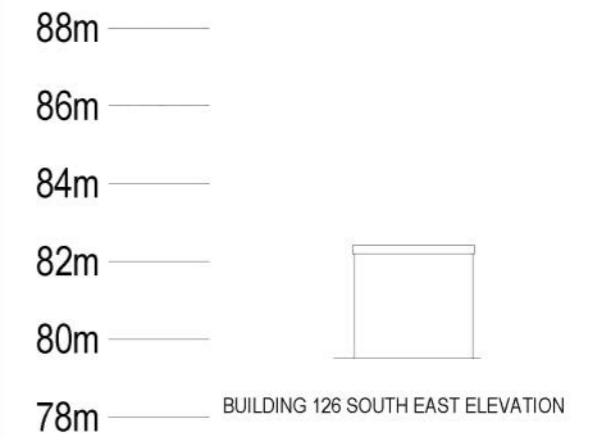
BUILDING 100 EAST ELEVATION



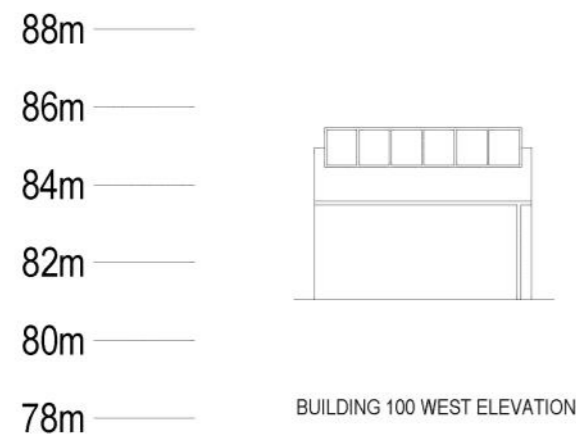
BUILDING 100 SOUTH ELEVATION



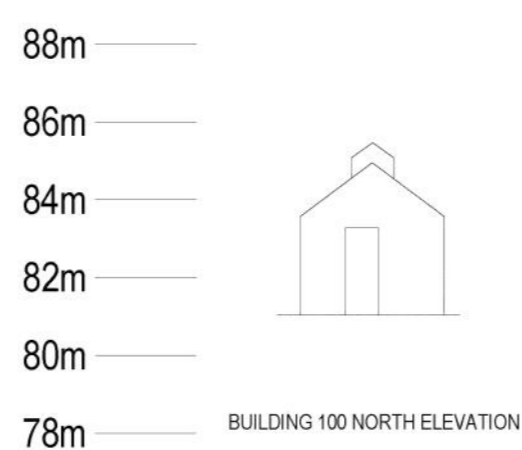
BUILDING 126 NORTH EAST ELEVATION



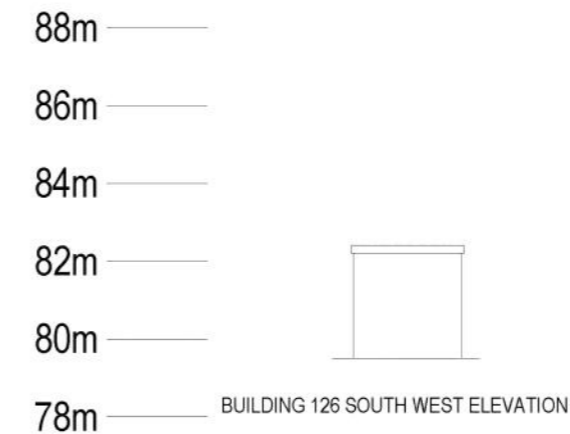
BUILDING 126 SOUTH EAST ELEVATION



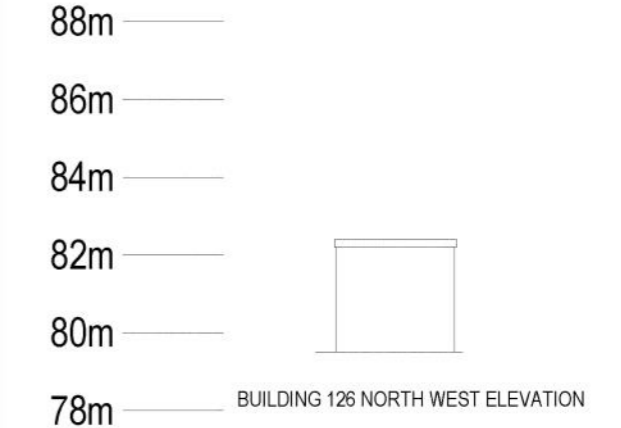
BUILDING 100 WEST ELEVATION



BUILDING 100 NORTH ELEVATION

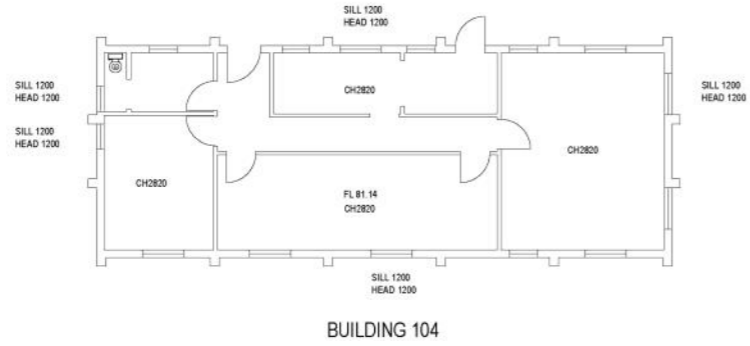


BUILDING 126 SOUTH WEST ELEVATION

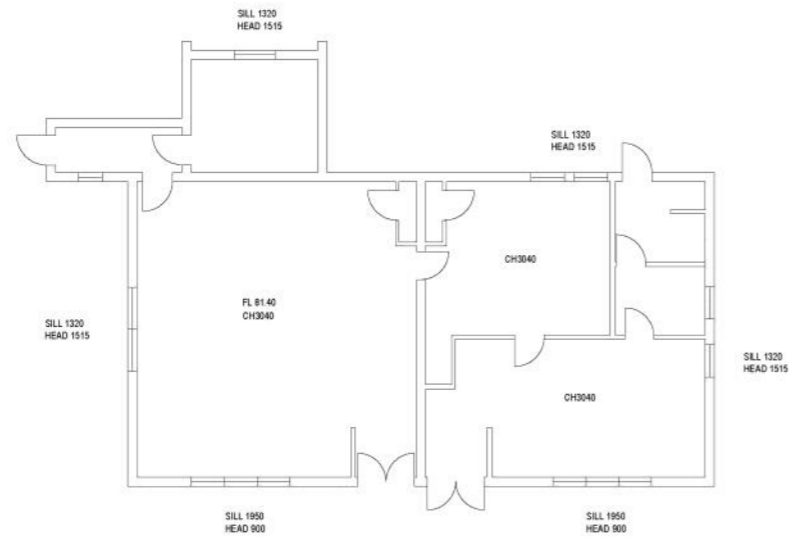


BUILDING 126 NORTH WEST ELEVATION

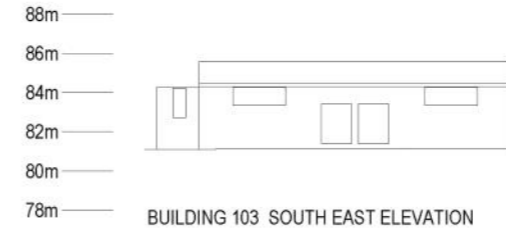
103 & 104



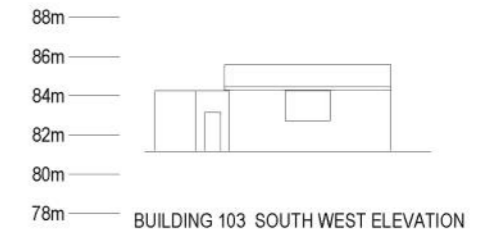
BUILDING 104



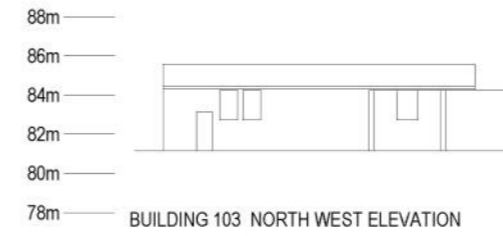
BUILDING 103



BUILDING 103 SOUTH EAST ELEVATION



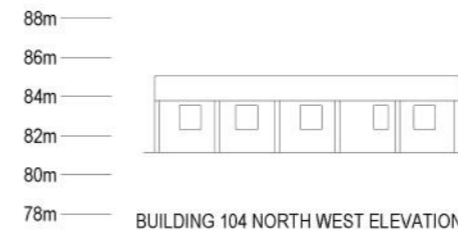
BUILDING 103 SOUTH WEST ELEVATION



BUILDING 103 NORTH WEST ELEVATION



BUILDING 103 NORTH EAST ELEVATION



BUILDING 104 NORTH WEST ELEVATION



BUILDING 104 SOUTH WEST ELEVATION

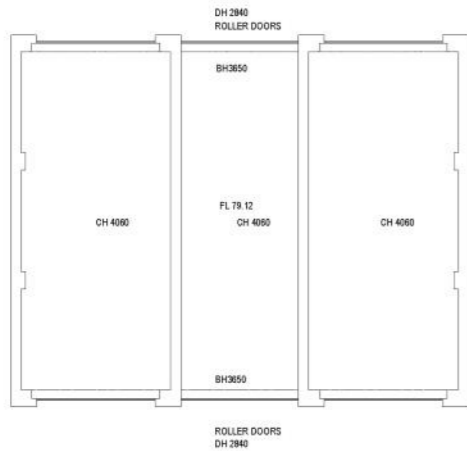


BUILDING 104 SOUTH EAST ELEVATION

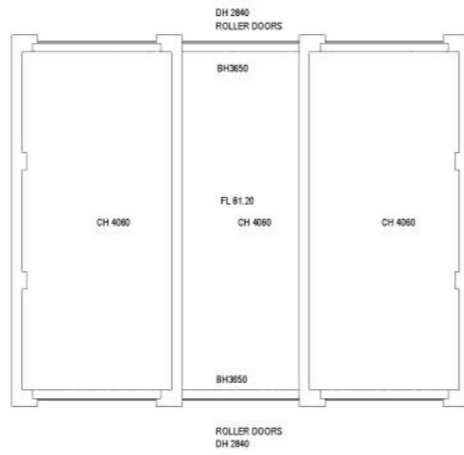


BUILDING 104 NORTH EAST ELEVATION

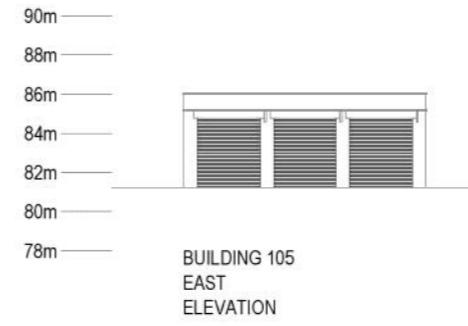
105 & 136



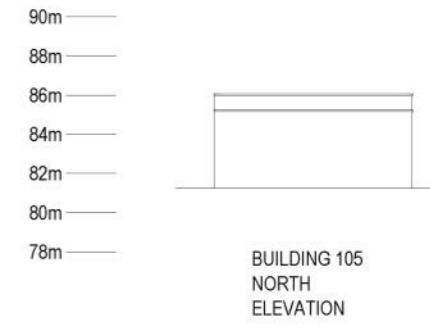
BUILDING 136



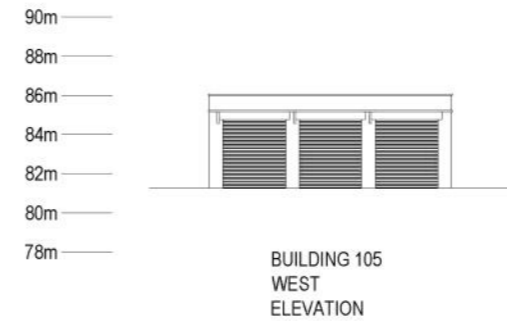
BUILDING 105



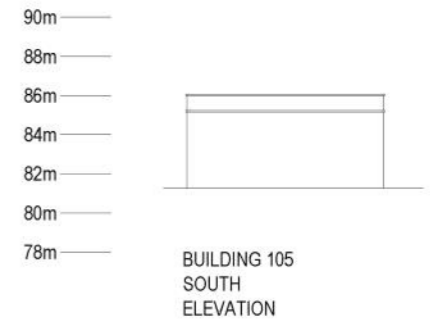
BUILDING 105
EAST
ELEVATION



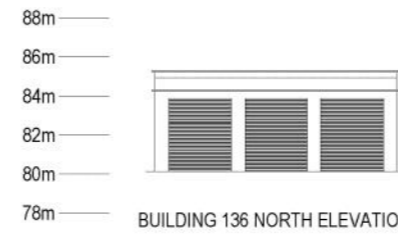
BUILDING 105
NORTH
ELEVATION



BUILDING 105
WEST
ELEVATION



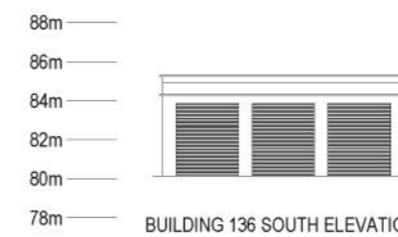
BUILDING 105
SOUTH
ELEVATION



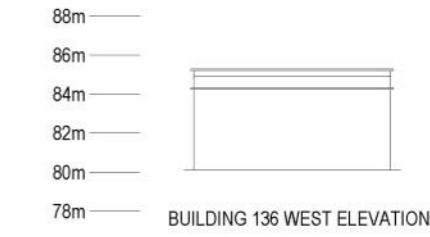
BUILDING 136 NORTH ELEVATION



BUILDING 136 EAST ELEVATION

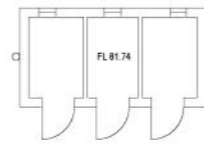


BUILDING 136 SOUTH ELEVATION

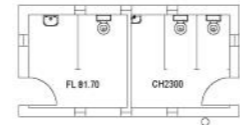


BUILDING 136 WEST ELEVATION

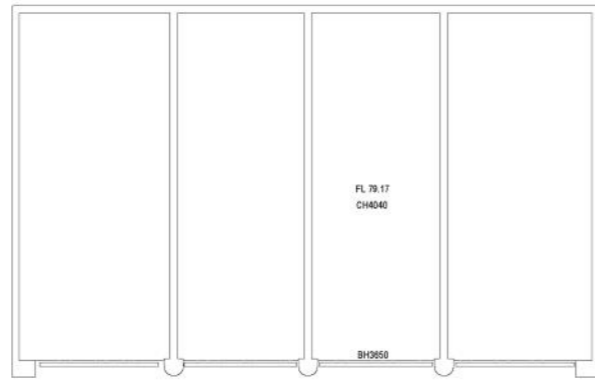
106, 107 & 135



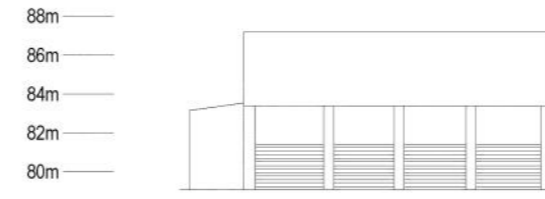
BUILDING 106



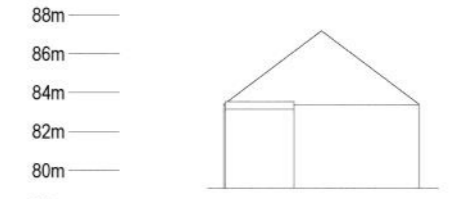
BUILDING 107



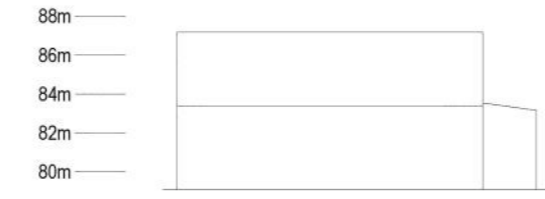
BUILDING 135



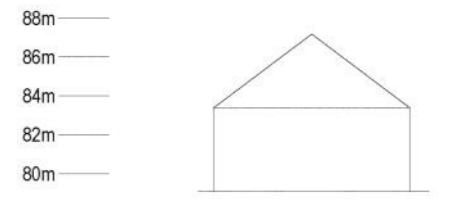
BUILDING 135 SOUTH WEST ELEVATION



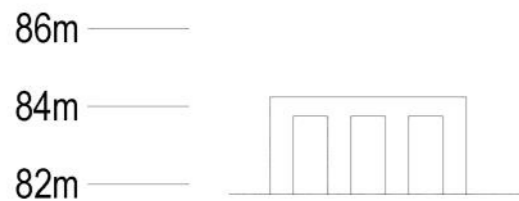
BUILDING 135 NORTH WEST ELEVATION



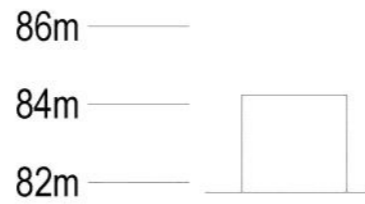
BUILDING 135 NORTH EAST ELEVATION



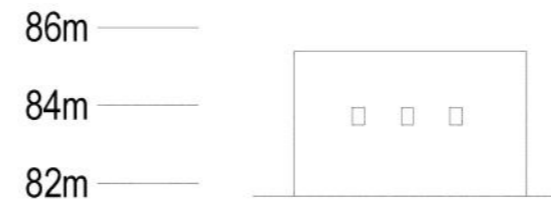
BUILDING 135 SOUTH EAST ELEVATION



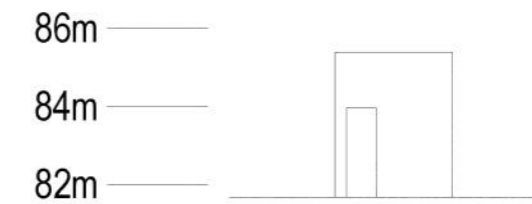
BUILDING 106 SOUTH WEST ELEVATION



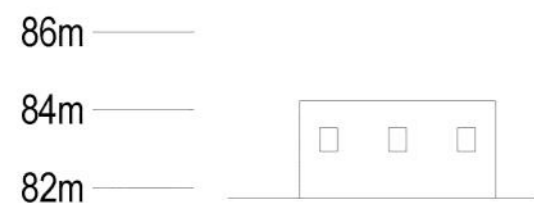
BUILDING 106 SOUTH EAST ELEVATION



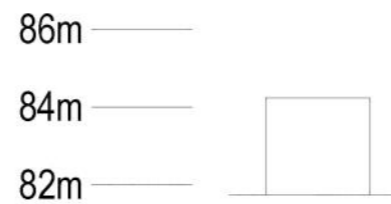
BUILDING 107 SOUTH WEST ELEVATION



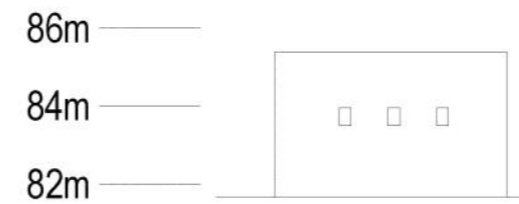
BUILDING 107 SOUTH EAST ELEVATION



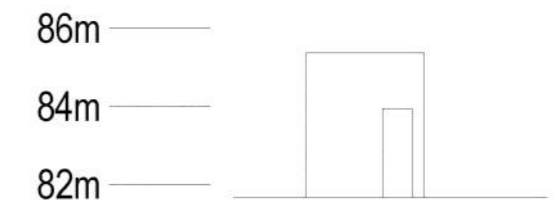
BUILDING 106 NORTH EAST ELEVATION



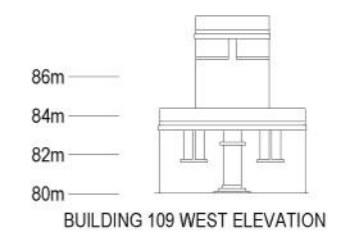
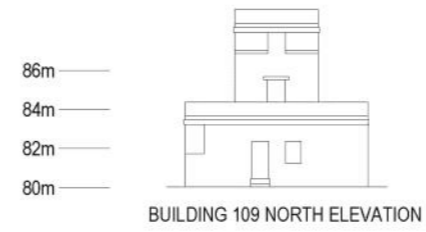
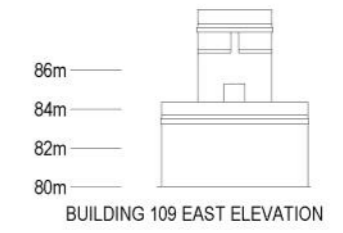
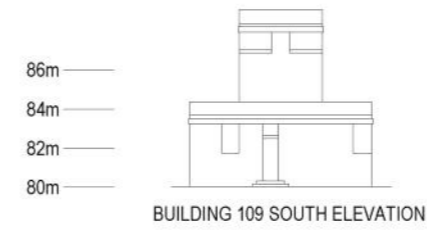
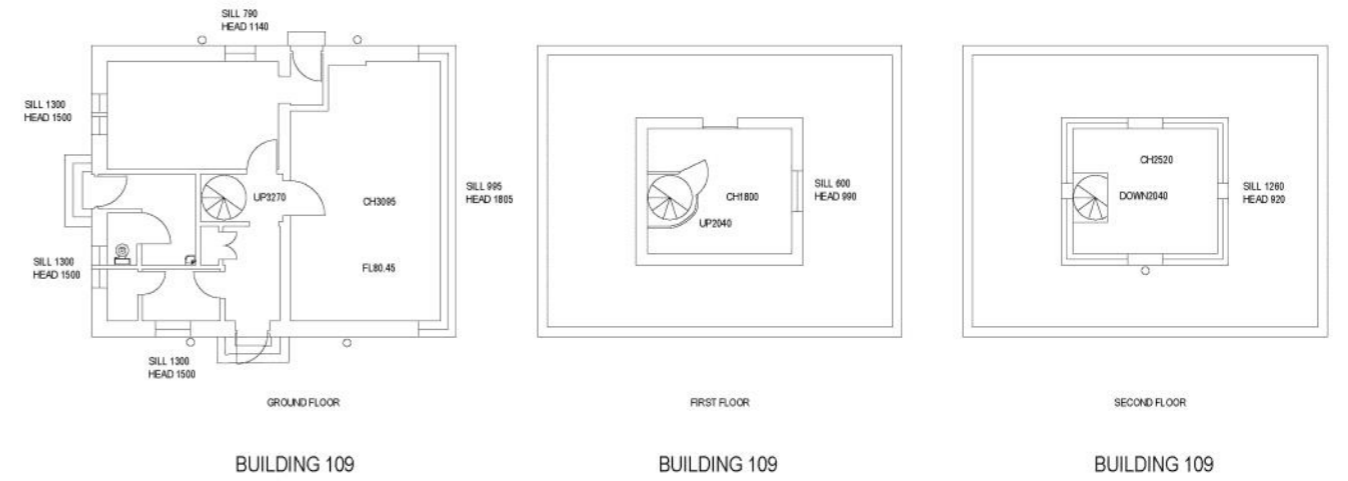
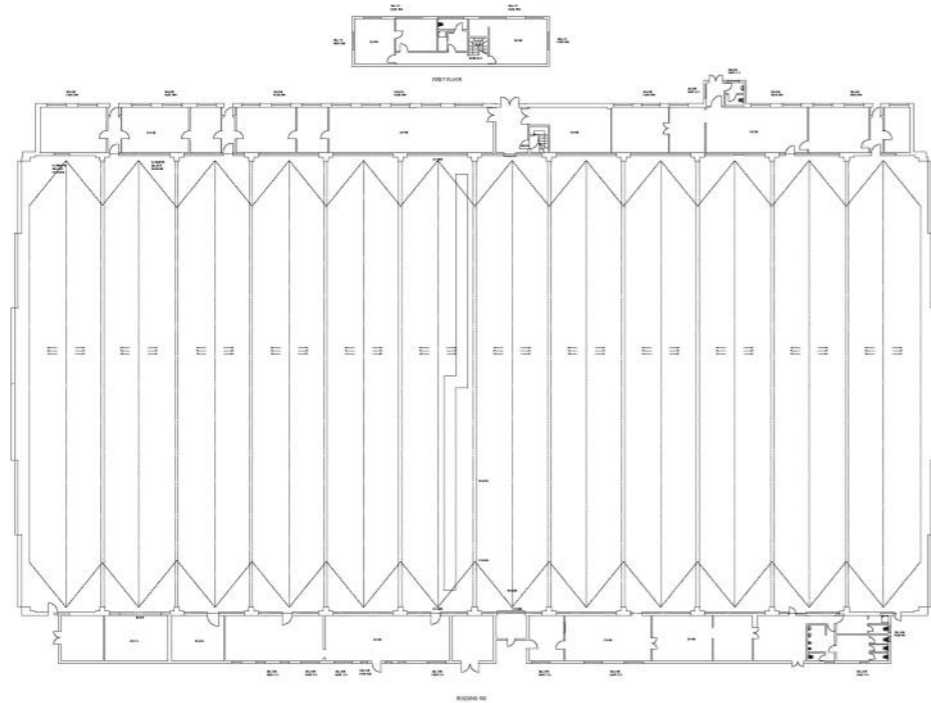
BUILDING 106 NORTH WEST ELEVATION



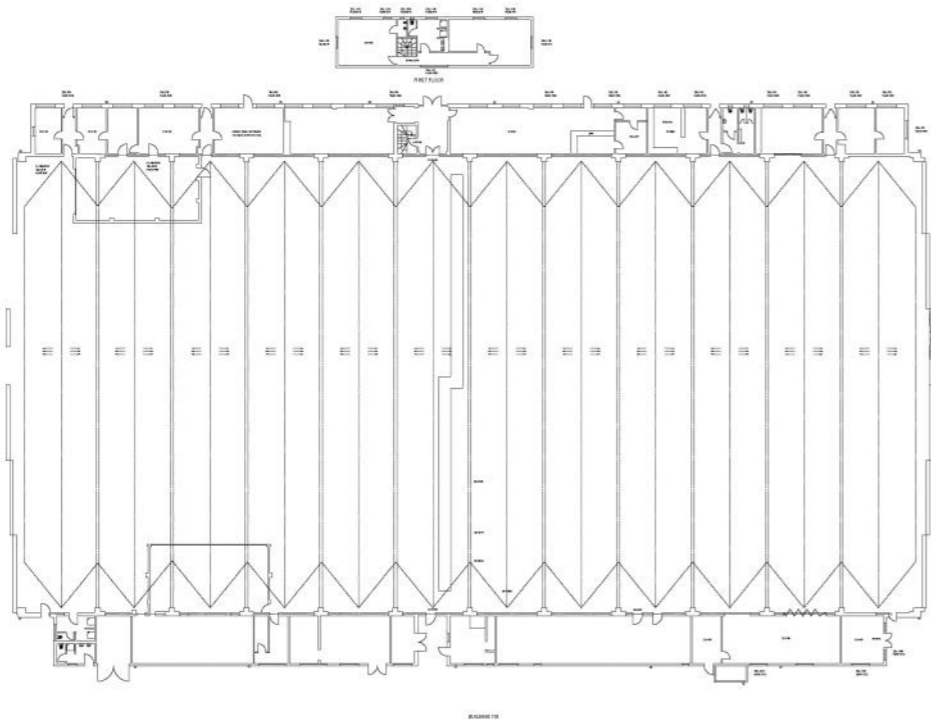
BUILDING 107 SOUTH EAST ELEVATION



BUILDING 107 SOUTH EAST ELEVATION



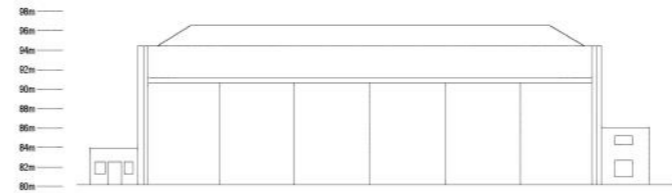
110 PLAN



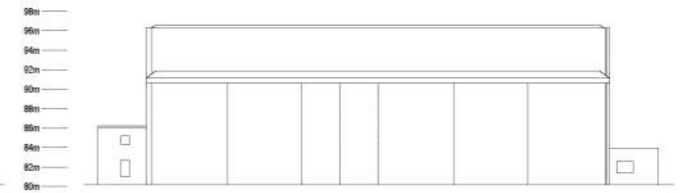
BUILDING 110 WEST ELEVATION



BUILDING 110 EAST ELEVATION

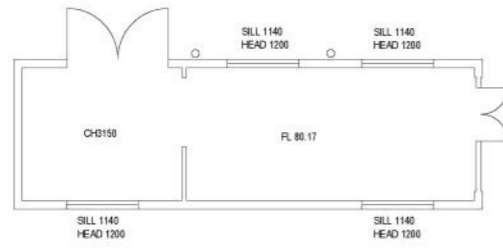


BUILDING 110 SOUTH ELEVATION

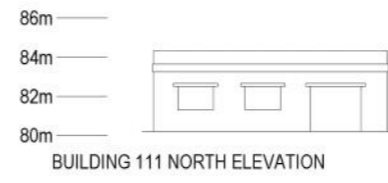


BUILDING 110 NORTH ELEVATION

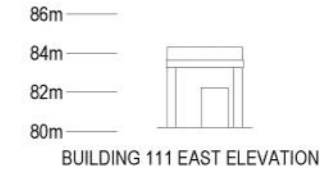
111&112



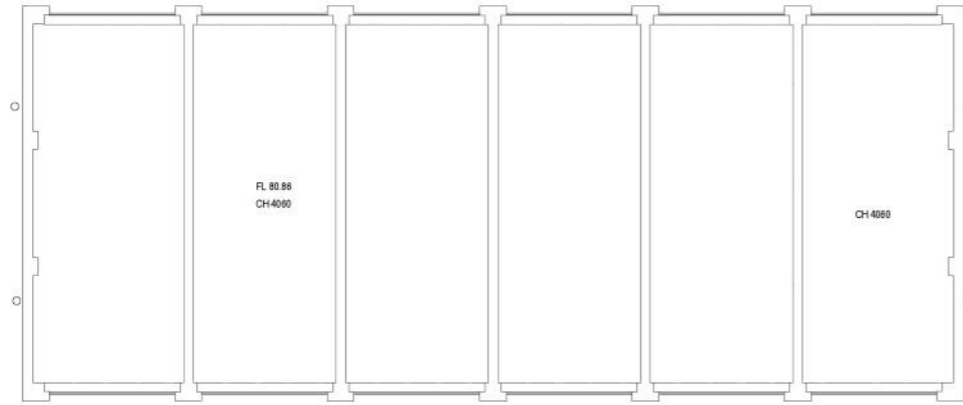
BUILDING 111



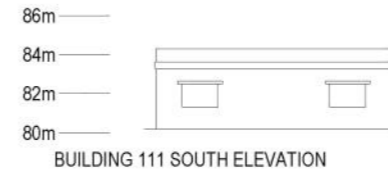
BUILDING 111 NORTH ELEVATION



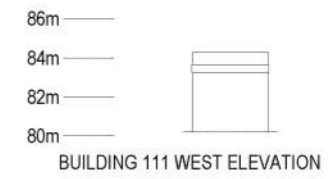
BUILDING 111 EAST ELEVATION



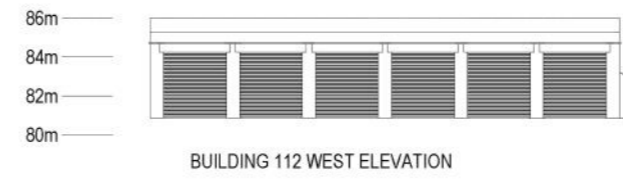
BUILDING 112



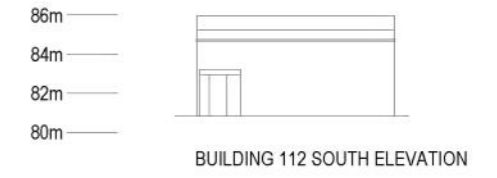
BUILDING 111 SOUTH ELEVATION



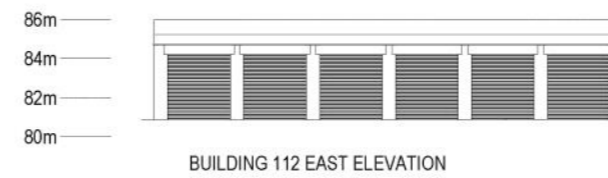
BUILDING 111 WEST ELEVATION



BUILDING 112 WEST ELEVATION



BUILDING 112 SOUTH ELEVATION

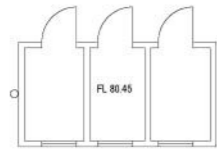


BUILDING 112 EAST ELEVATION

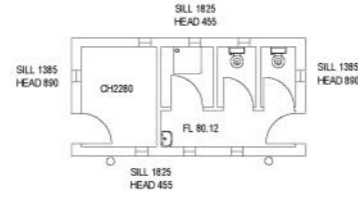


BUILDING 112 NORTH ELEVATION

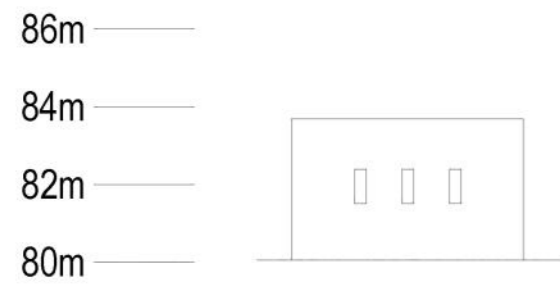
114 & 117



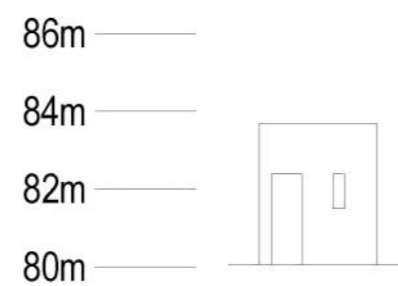
BUILDING 117



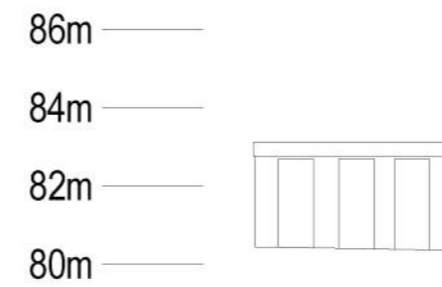
BUILDING 114



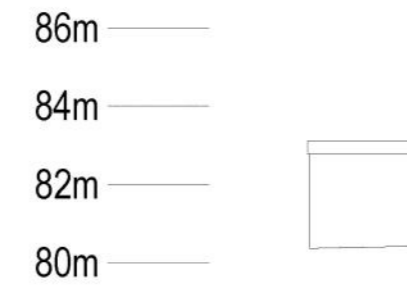
BUILDING 114
WEST ELEVATION



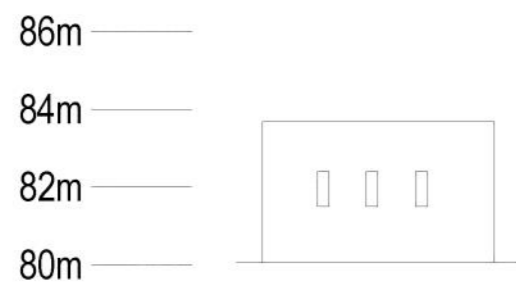
BUILDING 114
SOUTH ELEVATION



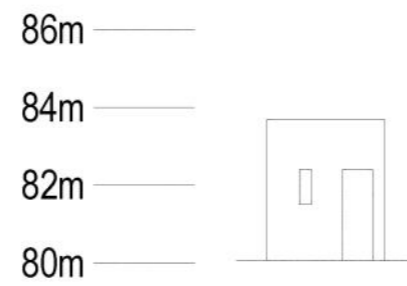
BUILDING 117
WEST ELEVATION



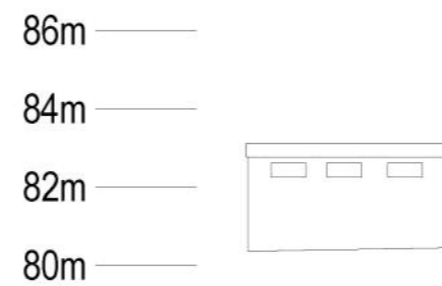
BUILDING 117
SOUTH ELEVATION



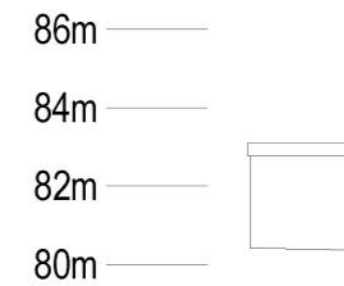
BUILDING 114
EAST ELEVATION



BUILDING 114
NORTH ELEVATION

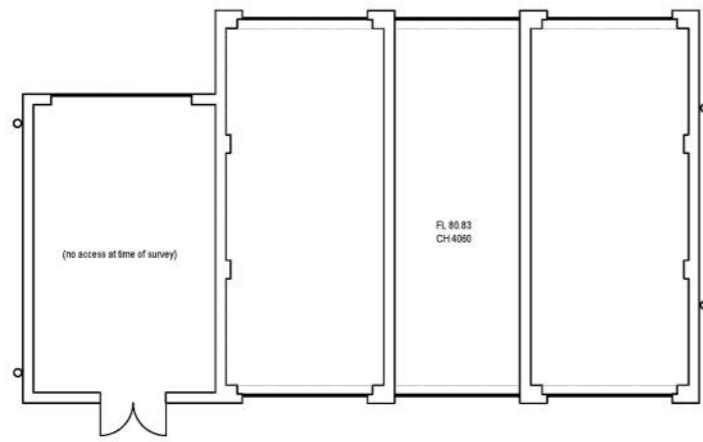


BUILDING 117
EAST ELEVATION

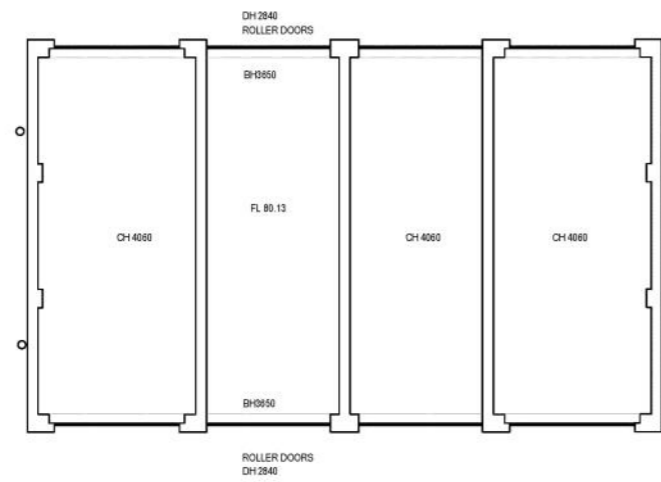


BUILDING 117
NORTH ELEVATION

116 & 118



BUILDING 118



BUILDING 116



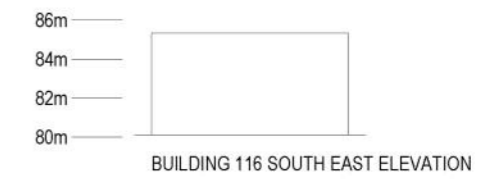
BUILDING 116 SOUTH WEST ELEVATION



BUILDING 116 NORTH WEST ELEVATION



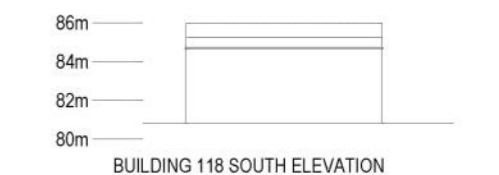
BUILDING 116 NORTH EAST ELEVATION



BUILDING 116 SOUTH EAST ELEVATION



BUILDING 118 WEST ELEVATION



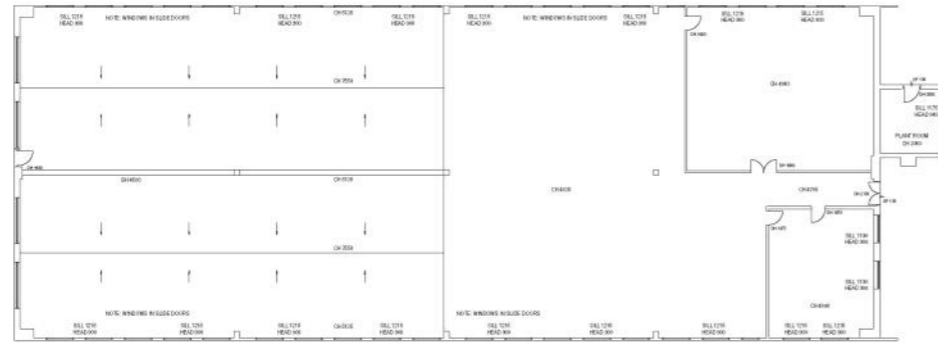
BUILDING 118 SOUTH ELEVATION



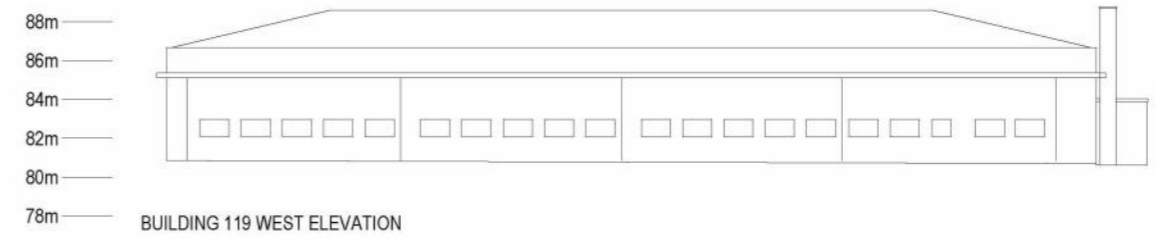
BUILDING 118 EAST ELEVATION



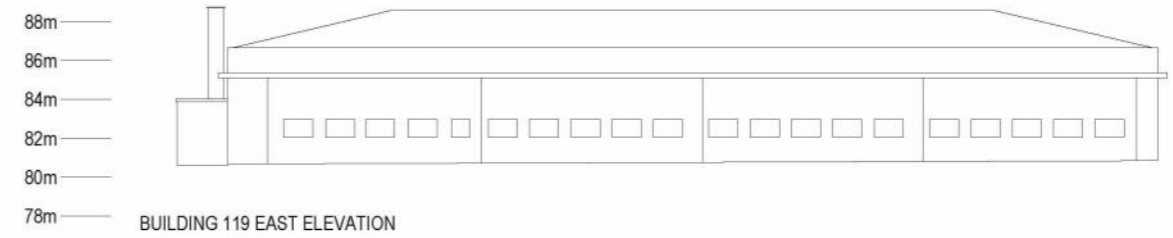
BUILDING 118 NORTH ELEVATION



BUILDING 119
FFMT SHED



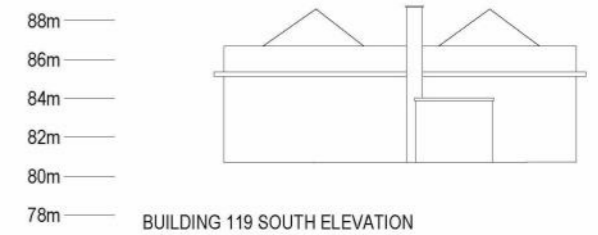
BUILDING 119 WEST ELEVATION



BUILDING 119 EAST ELEVATION



BUILDING 119 NORTH ELEVATION

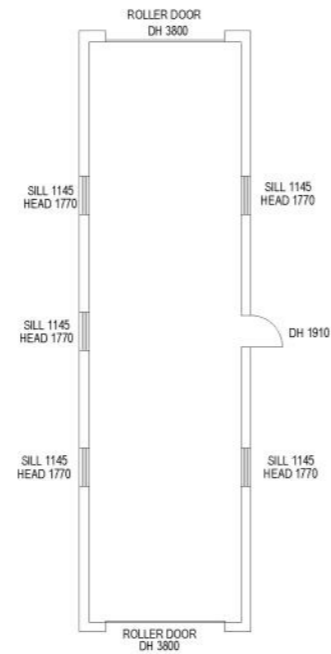


BUILDING 119 SOUTH ELEVATION

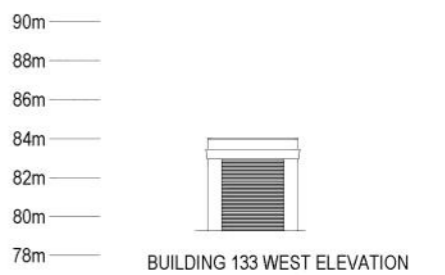
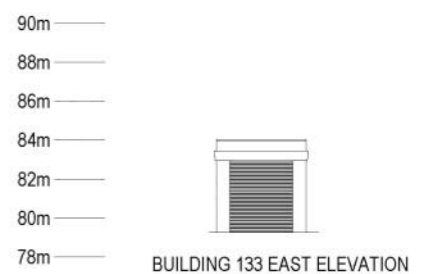
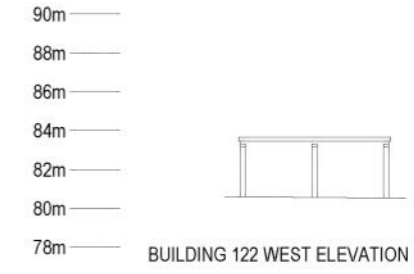
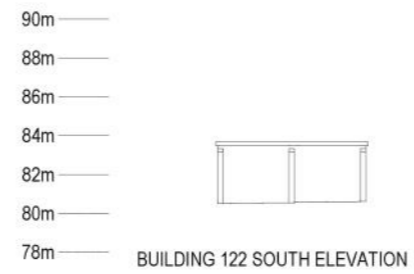
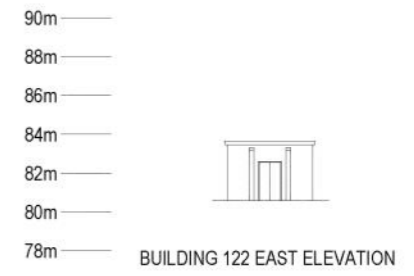
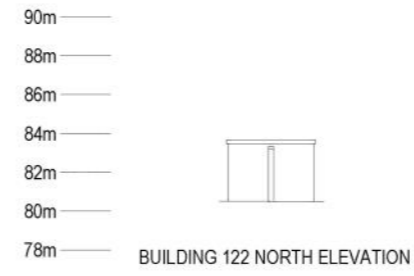
122 & 133

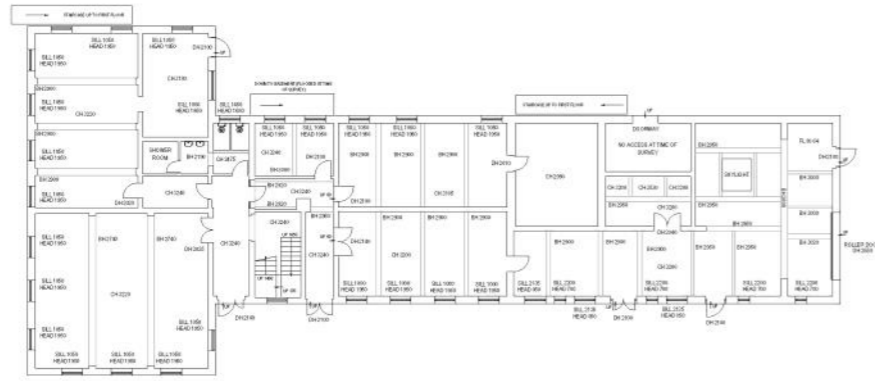


BUILDING 122
SMALL ARMS
AMMUNITION STORE

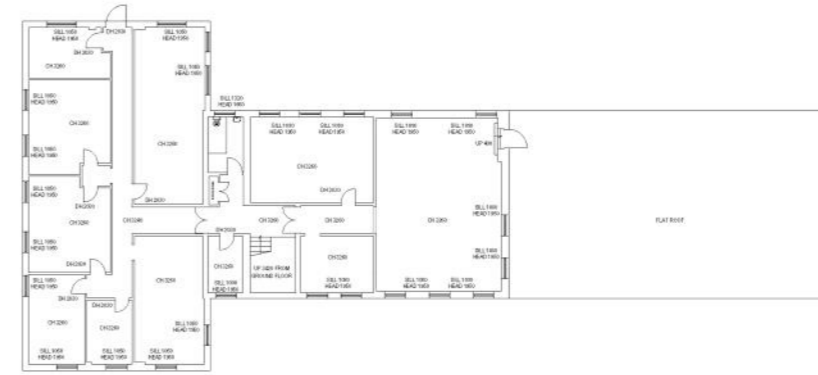


BUILDING 133
(SURVEYED FROM
OUTSIDE)
ARTICULATED TRAILER
SHED

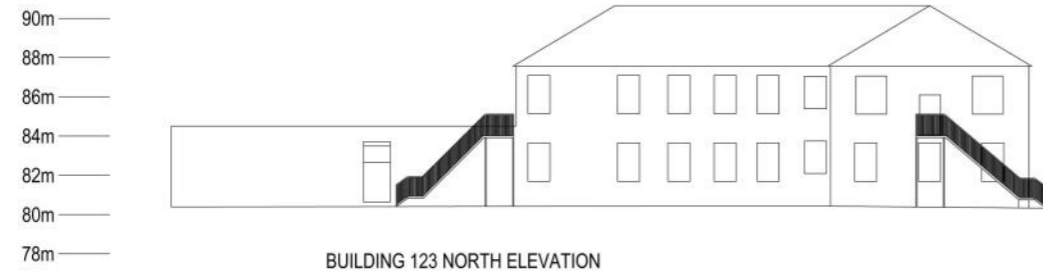




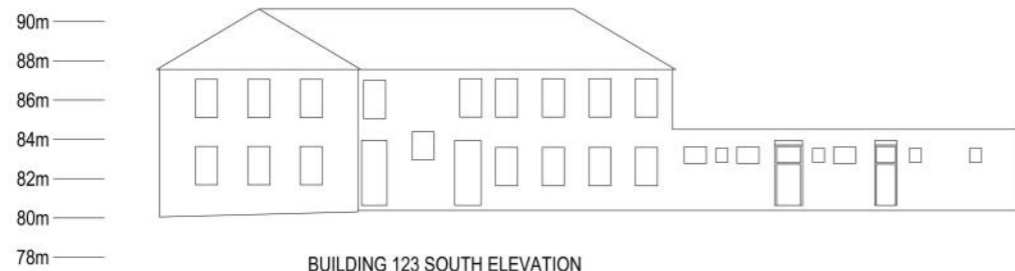
GROUND FLOOR
BUILDING 123
STATION ARMOURY/LECTURE
ROOMS



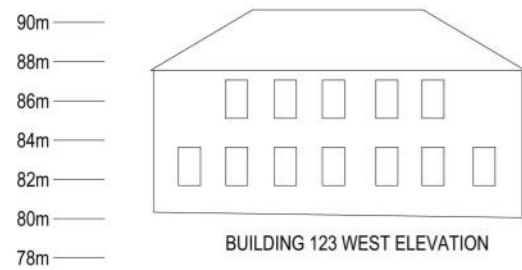
FIRST FLOOR
BUILDING 123
STATION ARMOURY/LECTURE
ROOMS



BUILDING 123 NORTH ELEVATION



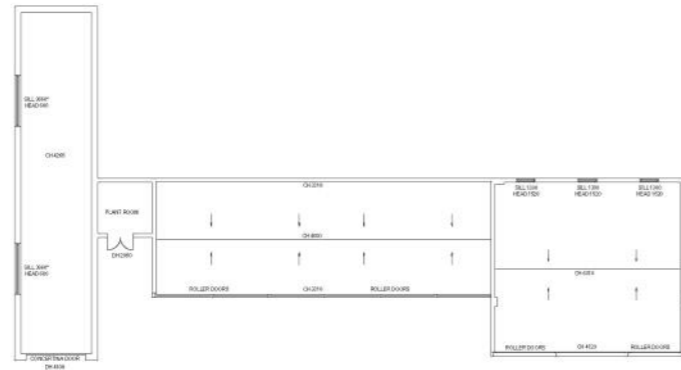
BUILDING 123 SOUTH ELEVATION



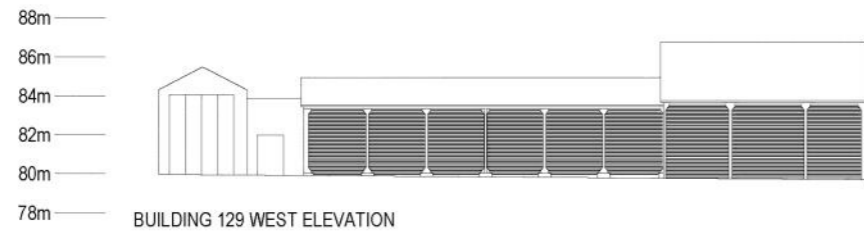
BUILDING 123 WEST ELEVATION



BUILDING 123 EAST ELEVATION



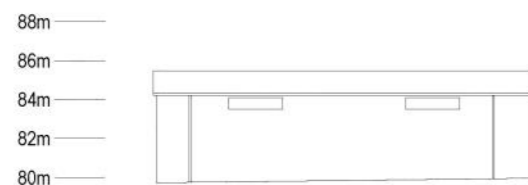
SHEDDING ON
FRONT BUILDING BAY



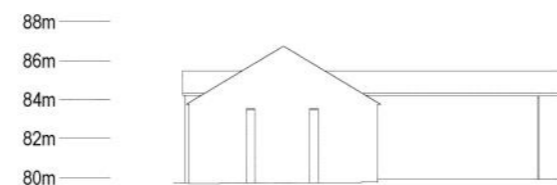
BUILDING 129 WEST ELEVATION



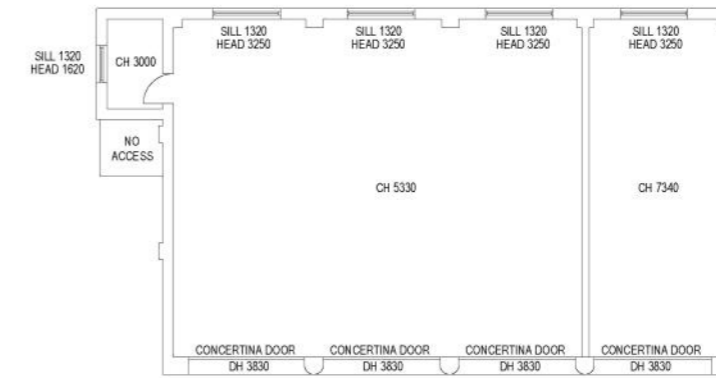
BUILDING 129 EAST ELEVATION



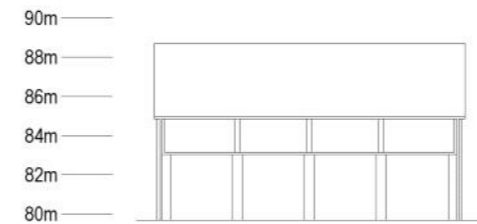
BUILDING 129 NORTH ELEVATION



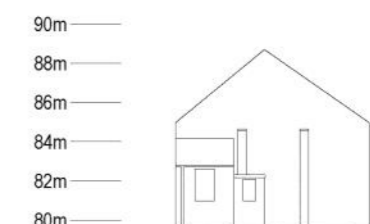
BUILDING 129 SOUTH ELEVATION



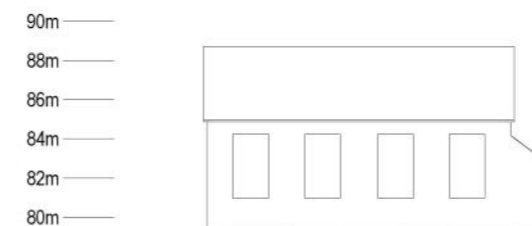
BUILDING 130



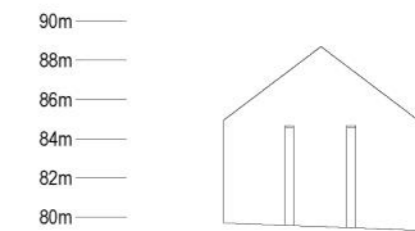
BUILDING 130
NORTH ELEVATION



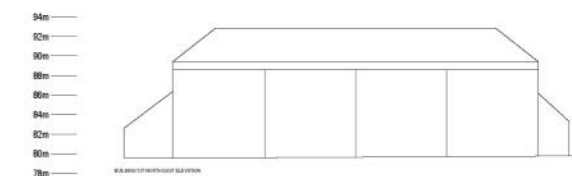
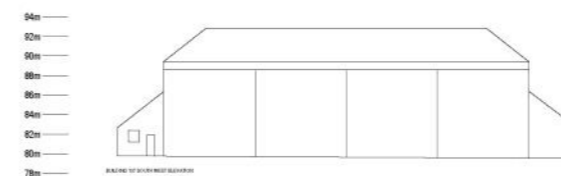
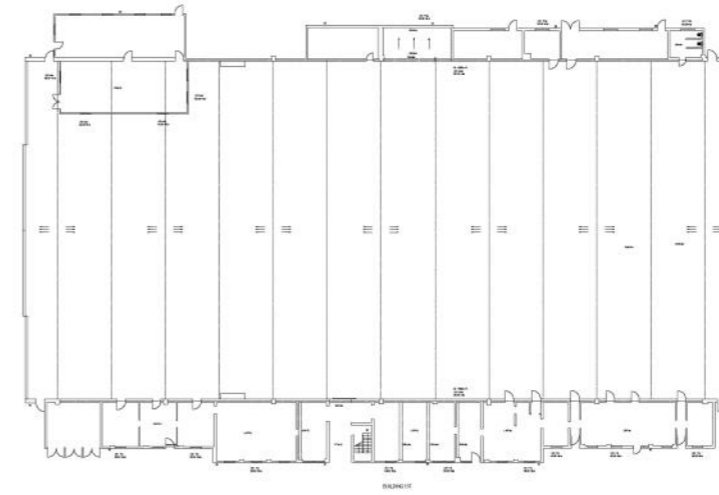
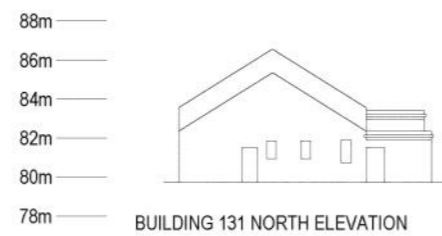
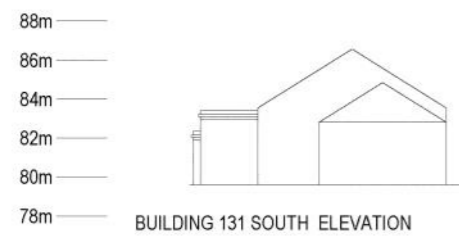
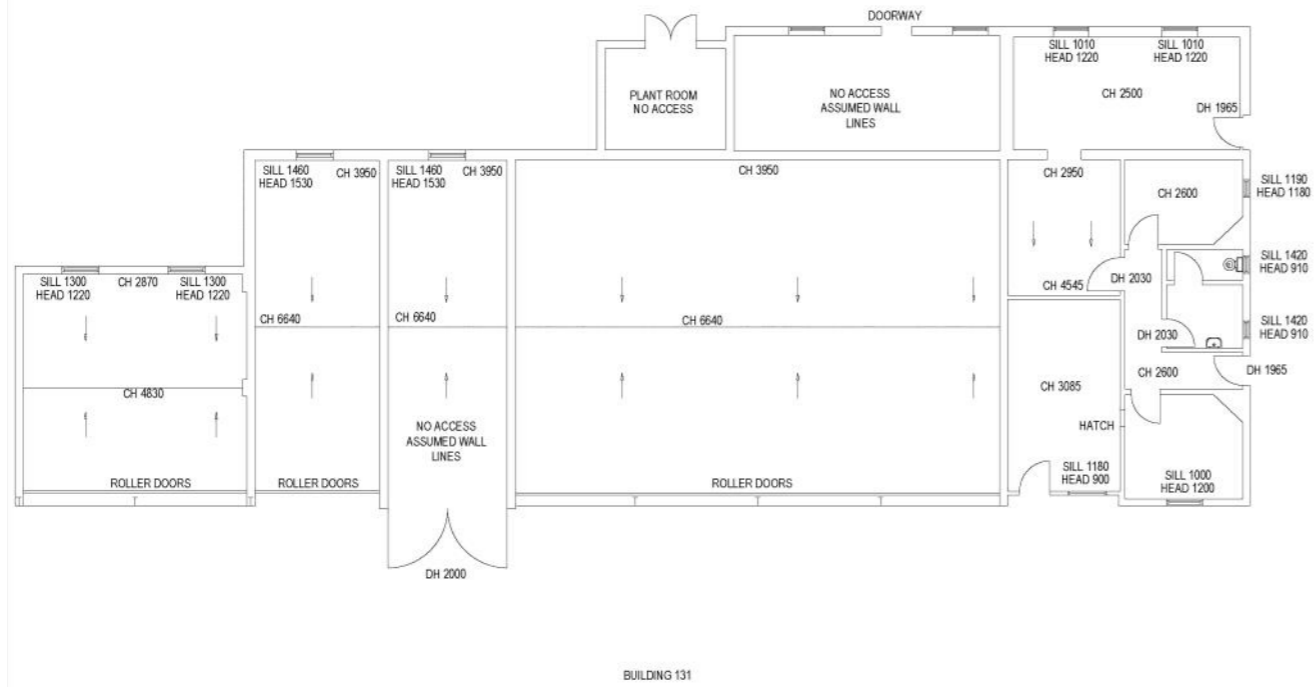
BUILDING 130 EAST
ELEVATION

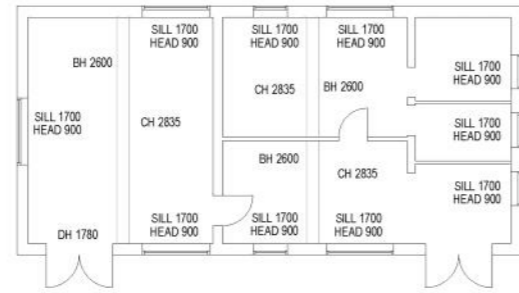


BUILDING 130
SOUTH ELEVATION

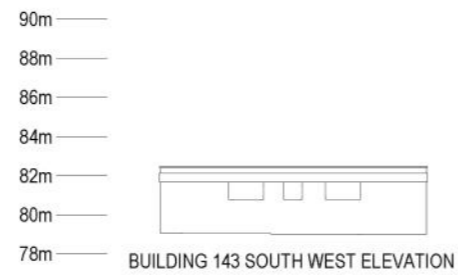
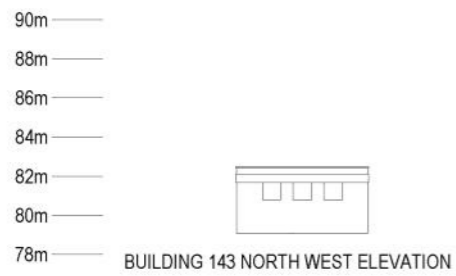
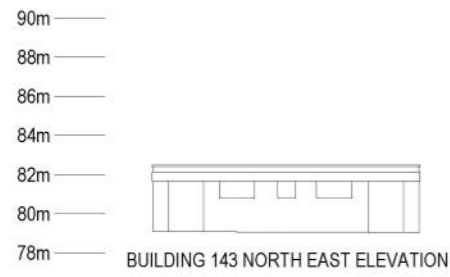


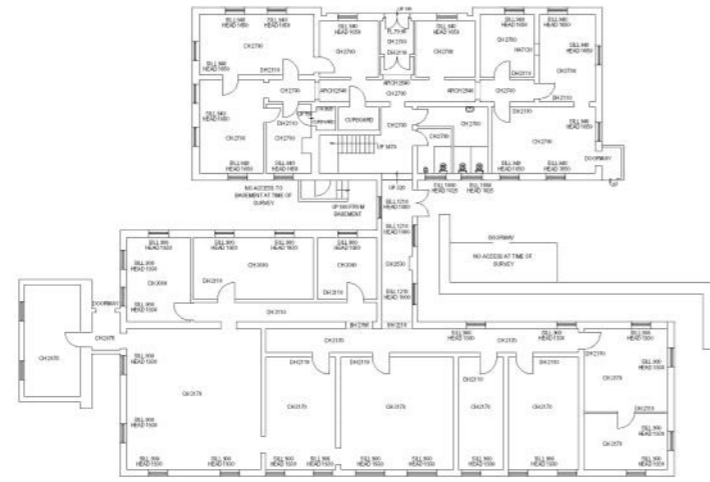
BUILDING 130
NORTH ELEVATION



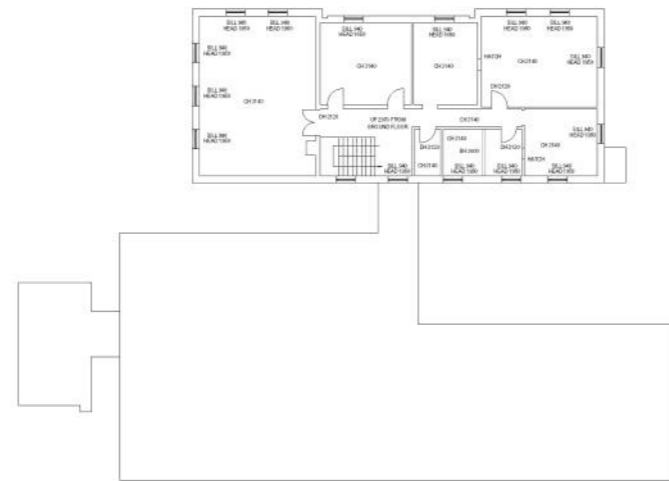


BUILDING 143
GAS DEFENCE CENTRE

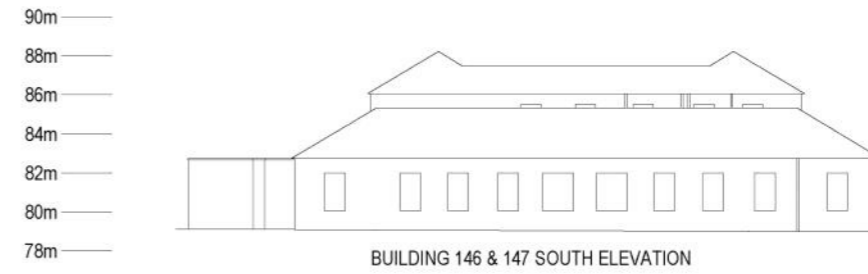




GROUND FLOOR
BUILDING 146 & 147
OPERATIONS
BLOCK/STATION OFFICES



FIRST FLOOR
BUILDING 146 & 147
OPERATIONS
BLOCK/STATION OFFICES



BUILDING 146 & 147 SOUTH ELEVATION



BUILDING 146 & 147 NORTH ELEVATION



BUILDING 146 & 147 WEST ELEVATION



BUILDING 146 & 147 EAST ELEVATION

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