HEYFORD PARK
PHASE/PARCEL 10
DESIGN CODE

PREPARED BY PEGASUS URBAN DESIGN
ON BEHALF OF DORCHESTER LIVING

P22-1703_03B / September 2022

“THE CREATION OF **HIGH QUALITY, BEAUTIFUL AND SUSTAINABLE** BUILDINGS AND PLACES IS FUNDAMENTAL TO WHAT THE PLANNING AND DEVELOPMENT PROCESS SHOULD ACHIEVE. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, CREATES BETTER PLACES IN WHICH TO LIVE AND WORK AND HELPS MAKE DEVELOPMENT ACCEPTABLE TO COMMUNITIES...”

(PARA. 126, NPPF 2021)

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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED

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September 2022 Project code P22-1703

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RED LINE SITE AERIAL

01 INTRODUCTION.

The Vision at Heyford Park

1.1 The overarching vision at Heyford Park is that of a new Oxfordshire settlement, building on the mature landscape and existing heritage of the site to create a desirable place to live, learn, work and relax. An opportunity to create the facilities of a larger centre, whilst maintaining the sense of community that is one of the defining characteristics of the Park and the established community who already live on the site. The site has the advantage of siting within an attractive rural area of countryside, with its rich tapestry of fields, woodlands, historic routes and villages that have developed over many hundreds of years.

1.2 The Park is a designated conservation area, reflecting not only its unique military heritage but also the variety of its buildings, neighbourhoods, and the distinctive layout of its core areas. The military activity evolved over its many phases, from the 1920s with its early RAF history through it subsequent occupation by the USAF and the Cold War period. The buildings and their spaces reflect their original military functions, so that residential uses predominate south of Camp Road, whereas the more functional and technical areas lay to the north of Camp Road having a different character.

1.3 The Vision at Heyford Park seeks to celebrate the best existing elements together to create an attractive and readily accessible framework to create a vibrant and sustainable settlement and community, centred on a new community heart to the village and Camp Road. This also acts as a strong visual, functional, landscape and historic connection through the centre of the site, drawing the various new character areas together. A landscaping scheme will define the more organic village edge areas, to link these visually and physically to the adjacent landscapes, all set within a comprehensive green framework across the Park.

Planning Background

1.4 This Design Code has been prepared by Pegasus Urban Design on behalf of Dorchester Living, pursuant to condition 6 of the approved Hybrid Planning Application (18/00825/HYBRID).

1.5 The description of the Hybrid Application reads:

"A hybrid planning application consisting of:

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

1.6 As part of the Hybrid Application and subsequent approval the pre-commencement condition states that:

"Where any reserved matters submission would not accord with the design principles set down in the Proctor Matthews Upper Heyford (Design) Strategy Document – June 2020, no reserved matters applications shall be determined for any phase of residential development until a new Design Code for that phase of the residential development, as identified in Condition 5 (reserved matters) above, has been submitted to and approved in writing by the Local Planning Authority.

The Design Code shall comprise:

1. *Land use, density, layout of streets and public spaces and character areas.*
2. *Landscape, including for the immediate setting of the new settlement, to include retained trees and vegetation, new planting, public open space, amenity space, children's' play areas, sports facilities, footpaths, public spaces, together with adoption arrangements and extent.*
3. *Surface water control, including design standards and methodology for sustainable drainage systems, details of specific features, including appropriate options for Sustainable Urban Drainage, swales, together with adoption arrangements and extent;*
4. *Public realm, including hierarchy of streets and public spaces, characteristics, dimensions, building line and or set backs, materials, means of enclosure, street furniture, including street lighting, and car parking, methods to control traffic speeds and create legibility, together with adoption arrangements and extent;*
5. *Built form, including scale, materials, roof treatment, elevational treatment, treatment of landmark and marker buildings, key frontages and gateways;*
6. *Sustainable design, including the measures to be incorporated to ensure that the development complies with at least the minimum Code Level required by the Building Regulations in the Code for Sustainable Homes and to assess the impact this would have on appearance.*
7. *Car and cycle parking, including standards of provision by land use and dwelling type; and*
8. *Waste recycling, including how the Councils standards for individual householders' waste and recycling bins are to be accommodated within the dwelling curtilage and refuse vehicle access to these obtained.*

Parcels 12,21 and 23 in particular shall accord with the design principles set down in the Proctor Matthews Upper Heyford (Design) Strategy Document-June 2020

The development shall thereafter be carried out in accordance with the approved Design Codes."

Reason – Design Codes, together with the Approved Master Plan, are required at the beginning of the development process to ensure that the subsequent reserved matters applications are considered and determined by the Local Planning Authority in the context of an overall approach for the site consistent with the requirement to achieve a high quality design as out in the Environmental Statement, Policy Villages 5 of the Cherwell Local Plan 2031 Part 1 and in accordance with the Government guidance contained within the National Planning Policy Framework.

1.7 Following discussions with Cherwell District Council, it has been agreed that Dorchester Living will prepare a single document (this Design Code) that will include the necessary and appropriate level of detail to address condition 6, which once approved will provide design principles to guide Reserved Matters proposals.

1.8 This Design Code and the design principles established within it have been formed having due regard to the approved Parameter Plans, Design and Access Statement and other plans and documents that were approved at the outline stage. This Design Code relates to Phase 10 of the Composite Parameter Plan submitted as part of the Hybrid Application.

Purpose of the Design Code

1.9 Cherwell District Council and Dorchester Living have discussed the requirements for the Design Code to guide the development of Phase 10 at Heyford Park. The objective of producing the Design Code is to provide a clear framework for development, that is supported by all parties, to ensure the quality of design is achieved without over complicating the process.

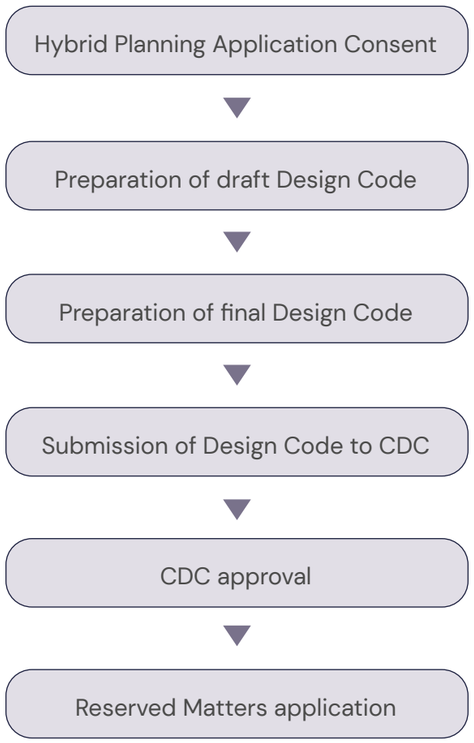
1.10 The Design Code is intended to:

- Establish a long-term vision, and a design-led framework for the site;
- Build upon the work established in the outline planning application, and the design and access statement for the site;
- Provide a level of certainty to the landowner, Local Authority, Developer and the community;
- Provide a clear guide for developers working on individual development parcels; and
- Set the context for more detailed design work.

1.11 The Reserved Matters application for Phase 10 will be submitted in accordance with the code. However, variations away from the code may be considered acceptable in exceptional circumstances where design or site constraints dictate a more suitable alternative approach.

Design Coding Process

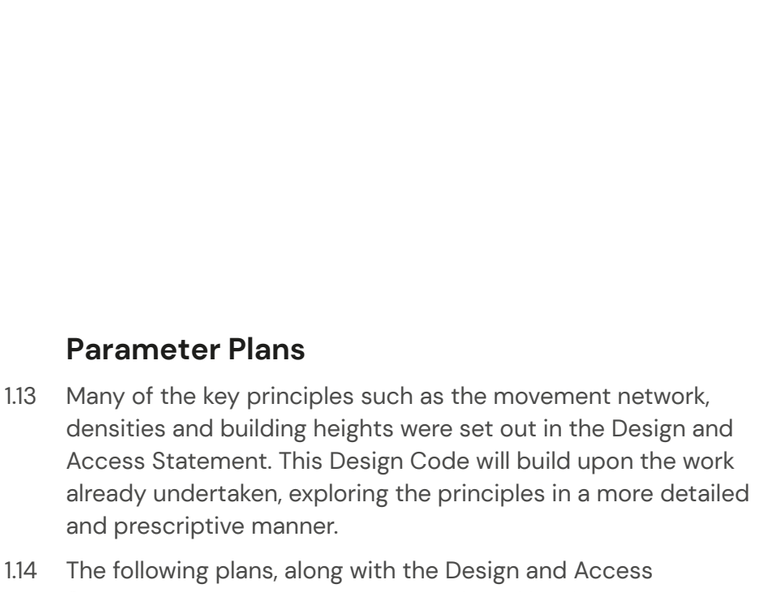
1.12 Design Codes are a form of detail design guidance that establishes the two and three dimensional design elements of a particular development. The flow diagram presented below illustrates the process undertaken in conjunction with Cherwell District Council, in the preparation of this Design Code.



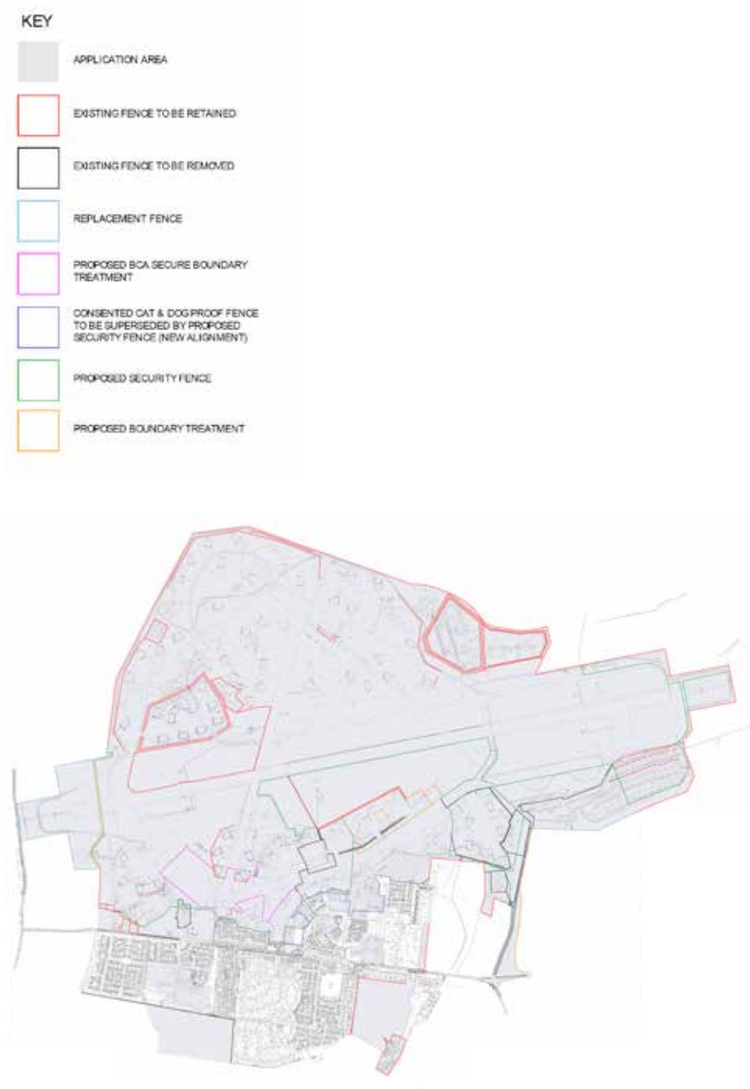
Parameter Plans

1.13 Many of the key principles such as the movement network, densities and building heights were set out in the Design and Access Statement. This Design Code will build upon the work already undertaken, exploring the principles in a more detailed and prescriptive manner.

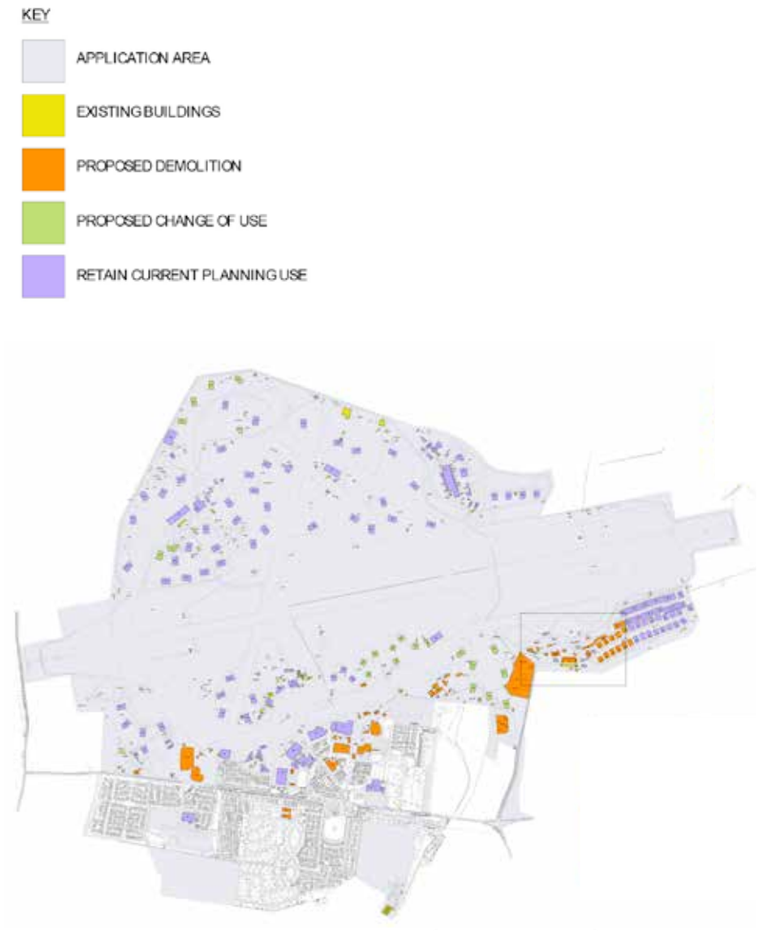
1.14 The following plans, along with the Design and Access Statement, were approved as part of the Hybrid planning application:



EXISTING SITE PLAN (P16-0631_94A)



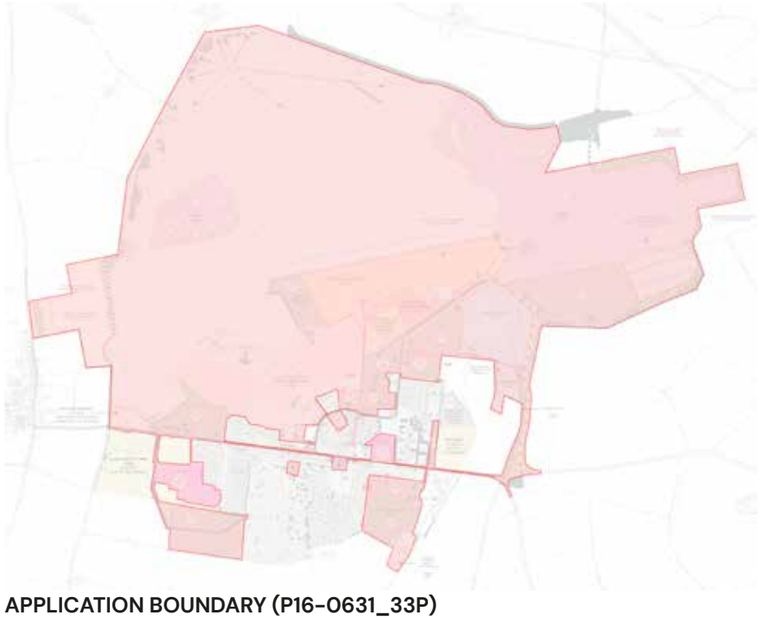
EXISTING AND PROPOSED FENCE PLAN (P16-0631_65G)



DEMOLITION AND CHANGE OF USE PLAN (P16-0631_34Q)

KEY

APPLICATION BOUNDARY (449.2HA)



APPLICATION BOUNDARY (P16-0631_33P)

KEY

APPLICATION BOUNDARY

EXISTING SURVEY SHOWN FOR CONTEXT

MAXIMUM BUILDING HEIGHT UP TO 5M ABOVE FUTURE GROUND LEVEL

MAXIMUM BUILDING HEIGHT UP TO 5M ABOVE FUTURE GROUND LEVEL

MAXIMUM BUILDING HEIGHT UP TO 10.5M ABOVE FUTURE GROUND LEVEL

MAXIMUM BUILDING HEIGHT UP TO 13M ABOVE FUTURE GROUND LEVEL

MAXIMUM BUILDING HEIGHT UP TO 18M ABOVE FUTURE GROUND LEVEL

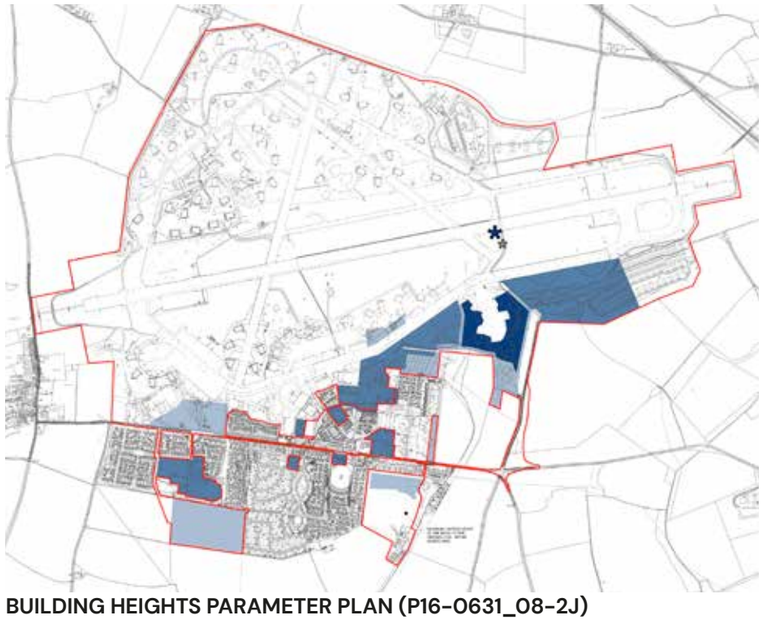
MAXIMUM FEATURE TOWER HEIGHT UP TO 30M ABOVE FUTURE GROUND LEVEL

NOTES

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

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

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



BUILDING HEIGHTS PARAMETER PLAN (P16-0631_08-2J)

PROPOSALS KEY

LAND USE

EXISTING BUILT DEVELOPMENT/PROPOSALS

EXISTING COMMERCIAL AREAS

EXISTING APPLICATIONS WITHIN MASTERPLAN AREA
LAND SOUTH OF CAMP ROAD, VILLAGE CENTRE NORTH, DAY NURSERY & PYE HOMES

RESIDENTIAL

CREATIVE CITY / COMMERCIAL

CAR PROCESSING

MIXED USE

FLYING FIELD PARK

CORE VISITOR DESTINATION AREA

EDUCATIONAL SITE WITH POTENTIAL EARLY YEARS PROVISION
(AGE TBC) INCLUDING NEW BUILDING

ANCILLARY OPEN ACTIVITY SUCH AS PARKING

FILMING ACTIVITY AREA

HEYFORD FREE SCHOOL SITES
TO BE EXTENDED/EXPANDED

UP TO 60 EXTRA CARE DWELLINGS (CLASS C2/C3)
0.9HA

AREA FOR COMMUNITY USES

CONTROL TOWER PARK

GREEN INFRASTRUCTURE
INCLUDING CHILDREN'S PLAY AREAS

GREEN INFRASTRUCTURE

STRATEGIC LANDSCAPE BUFFER

COMMUNITY ORCHARD / ALLOTMENTS

SPORTS PARK

APPROXIMATE LOCATION OF ATTENUATION AREAS

PROPOSED SCREENING

VIEWPOINT ACROSS SITE

EXISTING VEGETATION
SUBJECT TO DETAILED TREE SURVEY
(CLASS 'C' HATCHED GREEN)

ACCESS & MOVEMENT

BUS ROUTE, VEHICLE ACCESS & FOOTWAYS

PRIMARY VEHICULAR ACCESS

PRIMARY HGV ACCESS

MAINTENANCE ACCESS

PRIMARY PEDESTRIAN / CYCLE ROUTES
WHERE NOT IN ASSOCIATION WITH VEHICLE ACCESS

PRIMARY CAR PROCESSING ACCESS

SECONDARY COMMERCIAL ACCESS

POTENTIAL BUS STOP LOCATIONS

FOOTPATH/BRIDLEWAY ROUTE

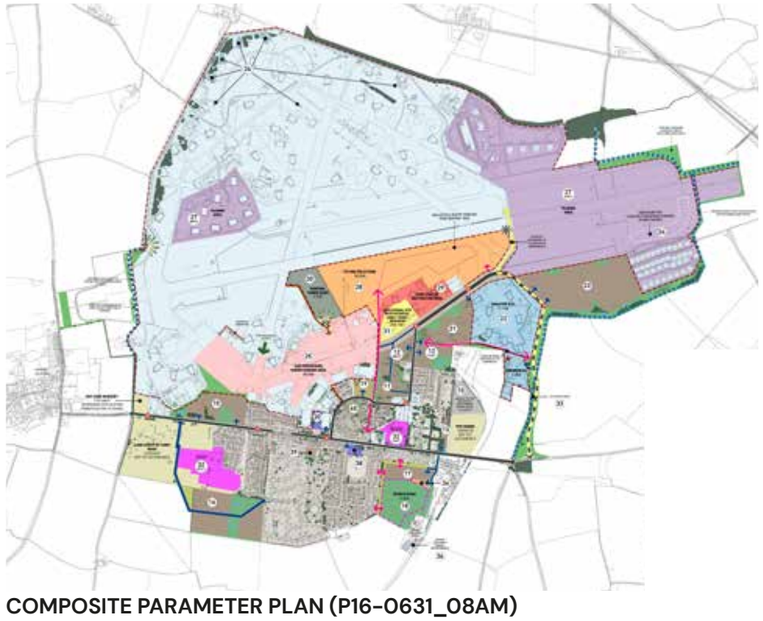
OTHER

SECURITY FENCE

PARCEL NUMBER

OBSERVATION TOWER & ZIPWIRE

APPROXIMATE LOCATION OF ENERGY INFRASTRUCTURE / FACILITY



COMPOSITE PARAMETER PLAN (P16-0631_08AM)

AERIAL IMAGE OF PHASE 10 AREA

02 ASSESSMENT.

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

Historical and Physical Context

Site Heritage & Historic Context

2.2 There are a range of designations across the surrounding landscape including the heritage asset of Rousham Park, with William Kent's (William Kent was an English Landscape Architect who designed Rousham Park in the 18th century) focal points shown on the plan opposite, Rousham and Steeple Aston conservation areas as well as the local wildlife site within the wider Hybrid Application.

2.3 The former RAF Upper Heyford airbase as a whole is designated as a conservation area, reflecting the role that the airbase played in the Cold War years, and the distinctive architecture and layouts which arose from that use.

2.4 The former base contains a number of Scheduled Monuments identified as 'Cold War Structures' at the former Upper Heyford designation as well as five listed buildings.

Cold War Landscape

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

Site Heritage: Landscape & Built Form

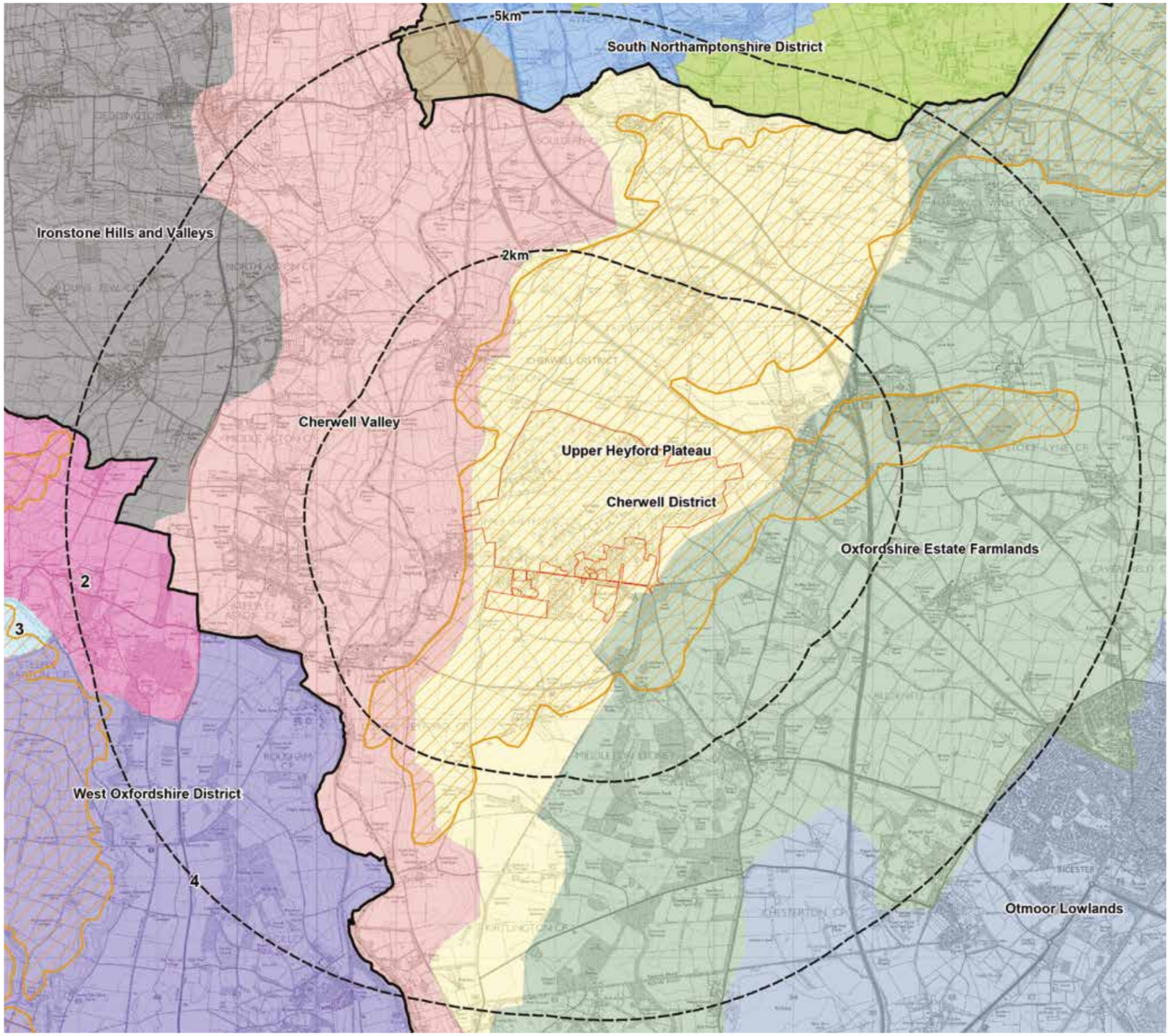
2.6 The airfield was originally built in 1916 in response to a requirement for trained aircrews for the Royal Flying Corps during WWI.

2.7 Immediately after the war, the airfield was abandoned, although this was short-lived, and in 1923 the site was brought back into use. It continued to have a significant role in Britain's air defence systems up to and including WWII. However, it was the Cold War period after the war which saw the most intense period of development and use and occupation by the American Airforce USAF. The former base was leased by the USAF from the 1960s until the military vacation of the base in 1994.

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

2.9 Today, there are a number of buildings on the Hybrid Application Site which reflect this rich heritage and give the site a distinct character, with different areas reflecting various stages of the development.

2.10 It is this framework which provides a setting for a range of character areas.



LANDSCAPE CHARACTER AREAS

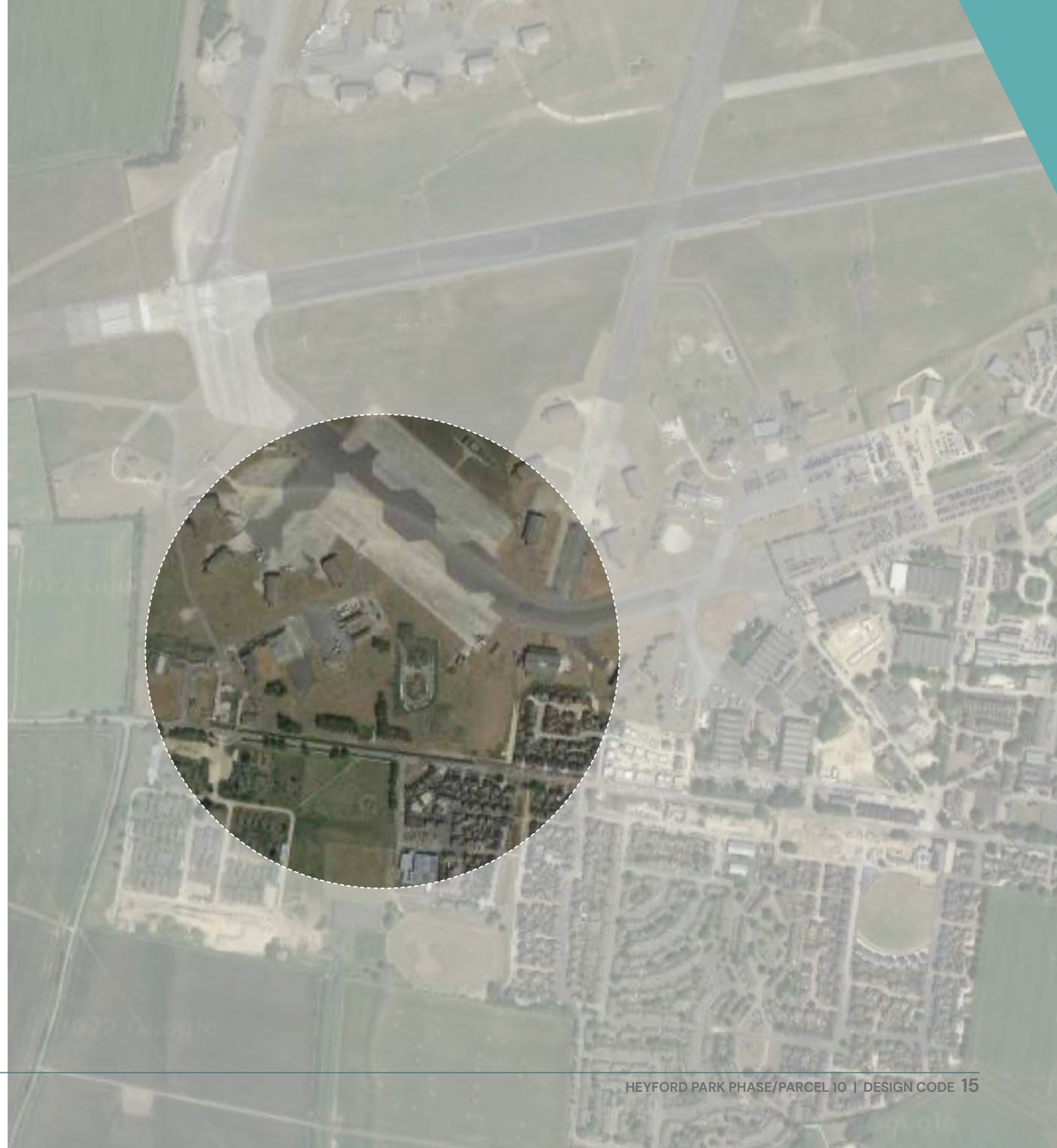
Site's Immediate Context

2.11 Phase 10 is a residential parcel that extends to a total of 5.77ha and sits within the approved Hybrid Application Site which comprises circa 449.2ha of land at the former RAF Upper Heyford.

2.12 Phase 10 is located to the south west of the former airfield and to the western side of the Hybrid Application area. This development parcel sits north of Camp Road and adjacent to the completed Bovis Homes and Dorchester Living developments.

2.13 Beyond the immediate environs of Heyford Park, the land is generally used for agriculture and comprises arable/grazing fields of varying size and shape with several woodland belts.

2.14 There are several villages within the proximity of Heyford Park, including Upper Heyford 0.11km to the west, Lower Heyford circa 0.92km to the southwest, Ardley circa 0.6km to the west and Somerton circa 1.06km to the north.



EXISTING CHARACTER AREAS PLAN

Surrounding Character Analysis

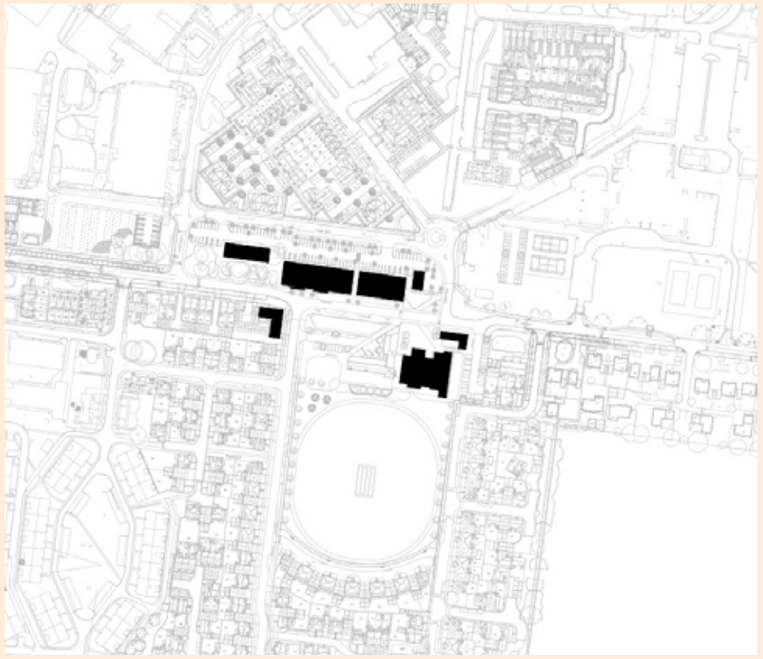
2.15 A thorough assessment of the character of Heyford Park has been carried out. Eight character areas have been chosen to study as each area illustrates an expansion of Heyford with contrasting urban forms and building details as each area provides a unique palette of reference for analysis.

CA1

Village Centre

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

- The Village Centre provides a new high quality space comprising shared surface and hardstanding with multi-sues flowing into the village green allowing retail and leisure in the heart of Heyford Park.
- The character of this area is determined in part by a number of existing buildings (such as Heyford House and The Gate House) which will continue to have a strong role in the centre when the development is complete.
- The Village Centre's character is influenced by the linear form of Camp Road, which as it leads up to the centre, the traffic is calmed by the use of shared surfaces.
- A range of facilities have been delivered including a Pub, retaurant, bowling alley plus retail anchored by a Sainsbury's Local. As part of the Hybrid Application this will include a new community centre.
- As the Village Centre lies at the heart of Heyford Park, it has important vehicular, pedestrian and cycle connections to other areas of Heyford Park, most particularly the Village Green to the south and the Trident areas to the north.



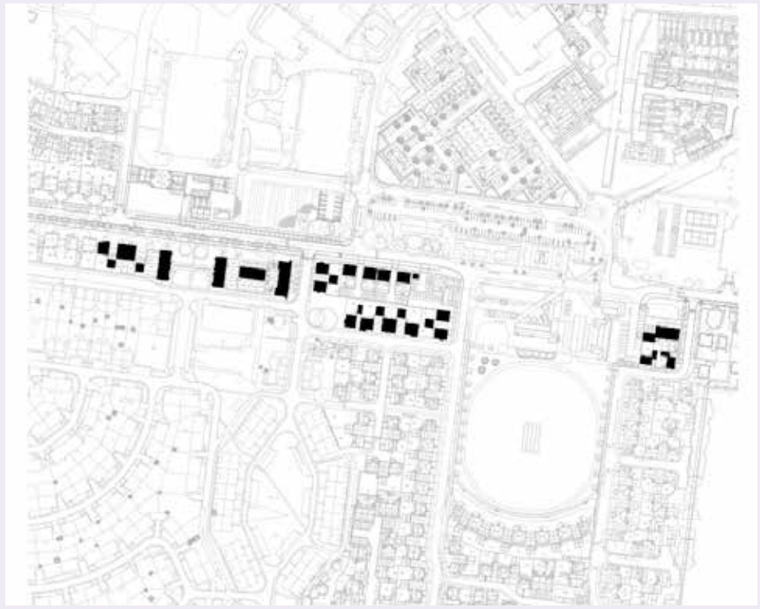
VILLAGE CENTRE FIGURE GROUND

CA2

Village Centre Residential

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

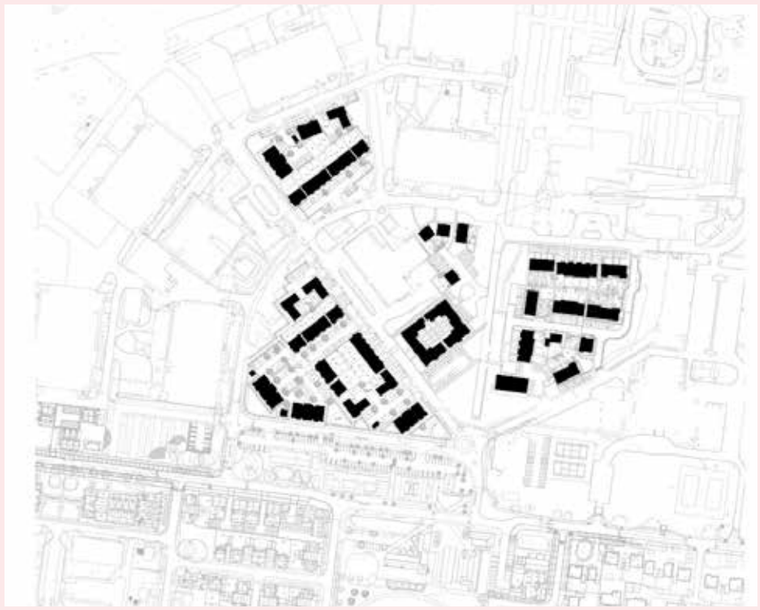
- Strong presence along Camp Road, providing a clear transition to the Village Centre area.
- Incorporates wide verges and mature tree planting, which provides scale to Camp Road and perpetuate the tree lined character.



VILLAGE CENTRE RESIDENTIAL FIGURE GROUND

APPROVED ILLUSTRATIVE STREET SCENE

CA3



TRIDENT HOUSING FIGURE GROUND

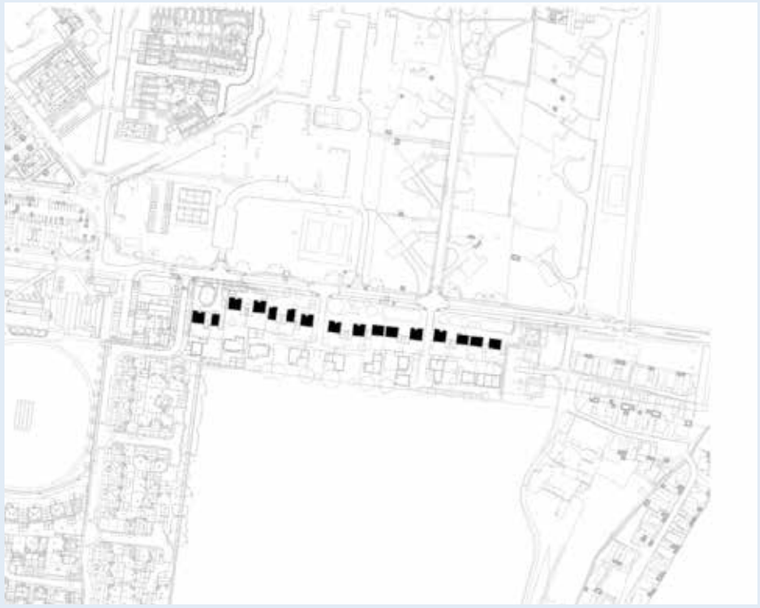
CA3 – Trident Housing

2.18 The Trident is located immediately north of the Village Centre.

2.19 The character of this area is a contemporary campus style development, with clearly defined buildings that site within an open space structure.

- Much of the character of the Trident area originates from its existing airfield road alignment, which is defined by the formal axial routes which radiate from the apex, adjacent to the Village Centre.
- The development comprises apartments and terraces of houses that read as single buildings and are contemporary in style.
- The streets are defined by mature tree planting.

APPROVED ILLUSTRATIVE STREET SCENES



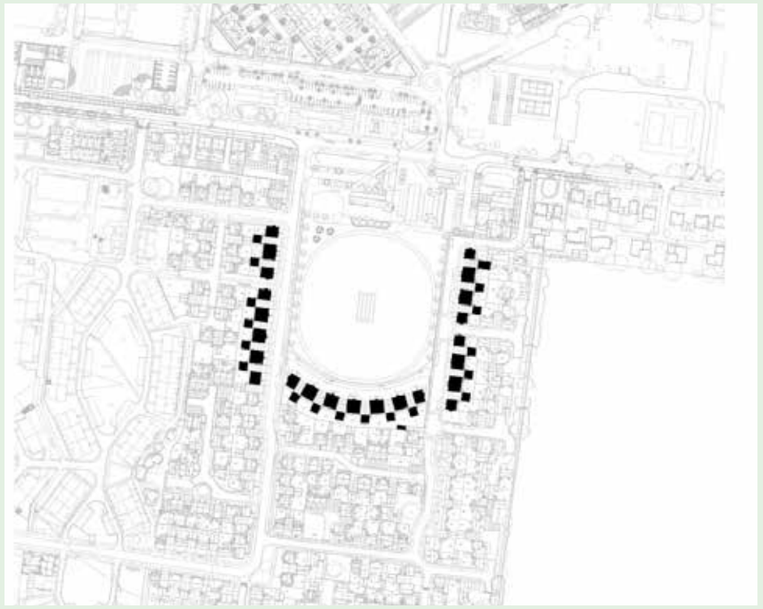
CAMP ROAD FIGURE GROUND

CA4

Camp Road

2.20 Camp Road is the main route running through Heyford Park connecting with the neighbouring villages and town beyond.

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



VILLAGE GREEN FIGURE GROUND

CA5

Village Green

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

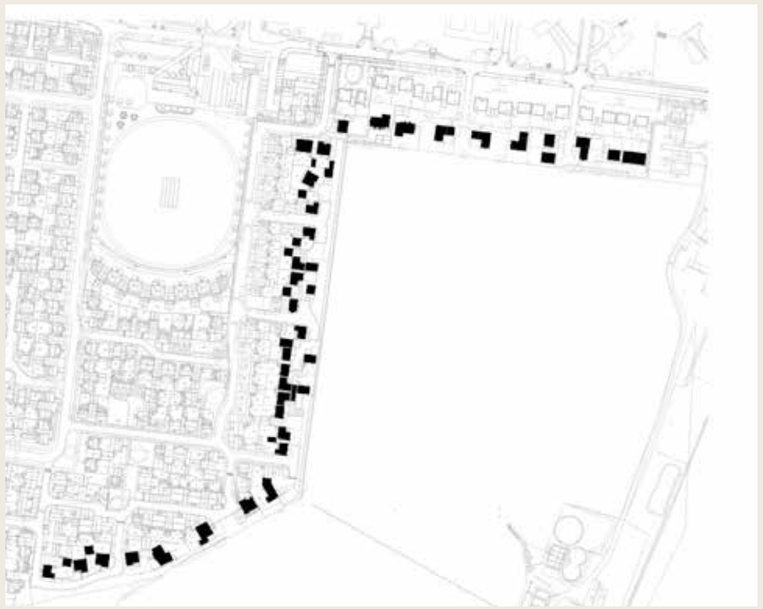
- The Village Green comprises 2.5 and 3 storey detached and semi-detached dwellings laid out in a formal approach with common building lines and regularised space between buildings.
- The Village Green is the largest open space with Heyford Park and the landscape design respects the formal character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

CA6

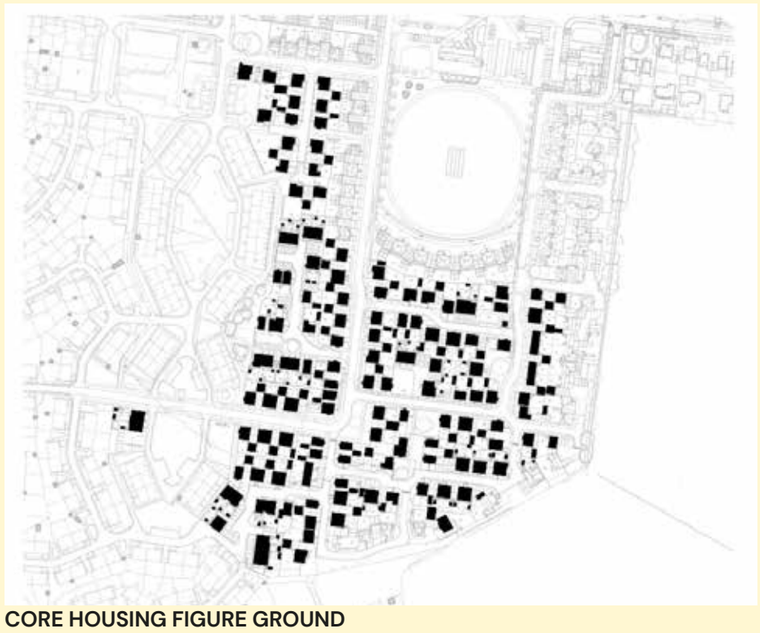
Rural Edge

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

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



RURAL EDGE FIGURE GROUND



CORE HOUSING FIGURE GROUND

CA7

Core Housing

2.23 The core housing area is located on the western and eastern side of Heyford Park, north and south of Camp Road. Housing is arranged in a simple and formal 'perimeter block' manner which reflects the form of the rectilinear existing base layout. This promotes a strong sense of public and private realm relationship with fronts facing the public realm and private backs in the gardens, which are generally not exposed or visible.

- Tree planting is located along shared routes between vehicles and pedestrians.
- Garages are set back from the building line which softens the impact of cars in the street scene.
- The Arts and Crafts character of the area has been inspired by the Officers' housing at Heyford.
- This area consists of a mixture of informal and formal streets, with dwellings providing clear presence and frontage onto streets and public realm.
- A SUDs corridor is located south of Camp Road where large detached dwellings front onto and are generally served off private drives.

CA8

Carswell Circle

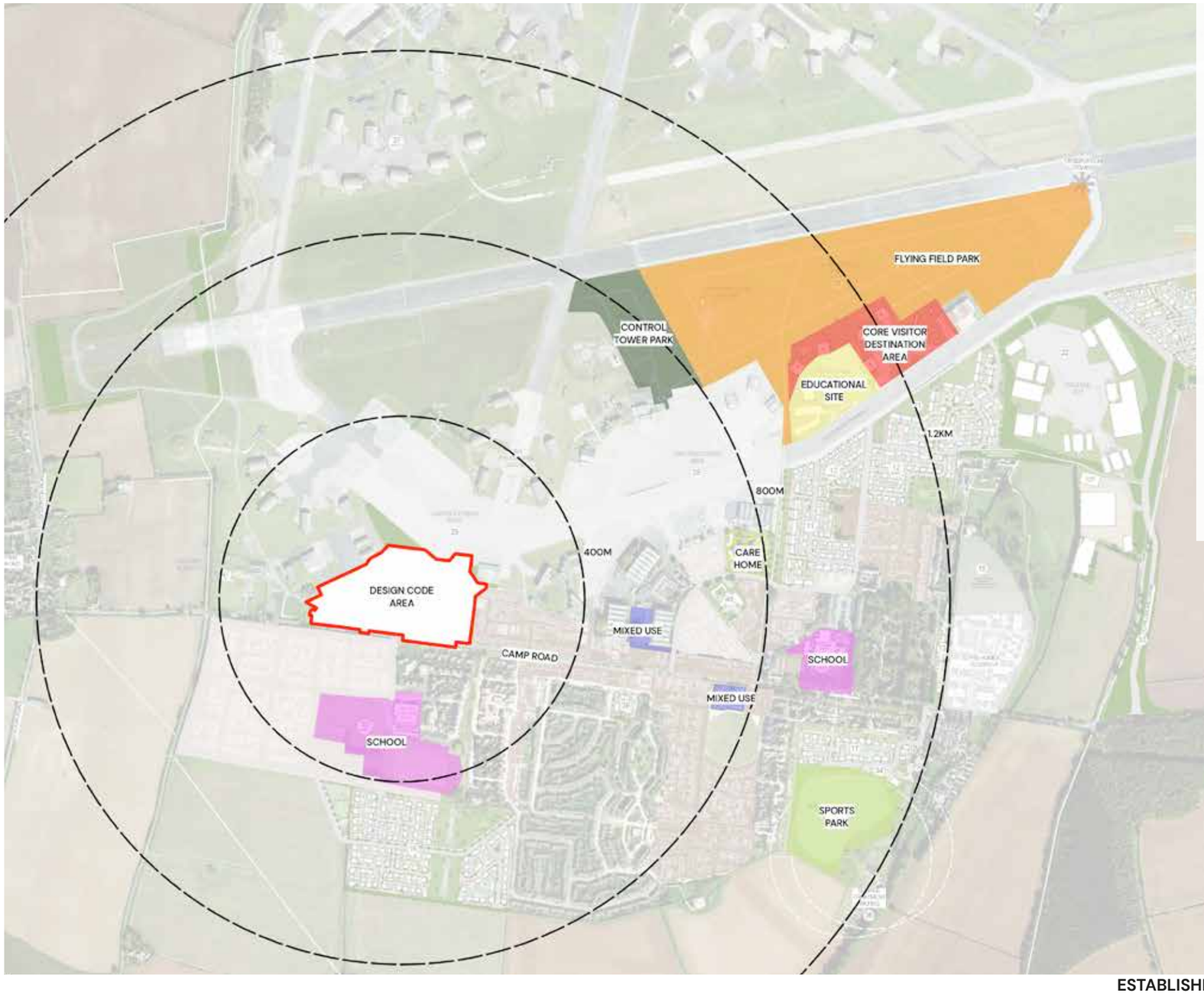
2.24 The Carswell Circle character area is based on the character of CA7 Core Housing West but with greater emphasis on reflecting the character of Carswell Circle.

- Housing to be simple and formal.
- Tree planting to be located within formal verge areas.
- The character of the development has been inspired by the simple Arts and Crafts form of Carswell Circle.
- The streets will be formal.
- Eaves and ridge lines are typically consistent between groups of buildings but may vary along the street.

CARSWELL CIRCLE FIGURE GROUND

APPROVED CARSWELL CIRCLE STREET SCENE

03 REGULATING PLAN FRAMEWORK.



ESTABLISHING COMMUNITY DESTINATIONS

Structuring Element 1:
Establishing Community Destinations

3.1 The existing and proposed non-residential land uses are well established within the Hybrid application with their locations forming defining elements of the Regulatory Plan accompanying this Design Code.

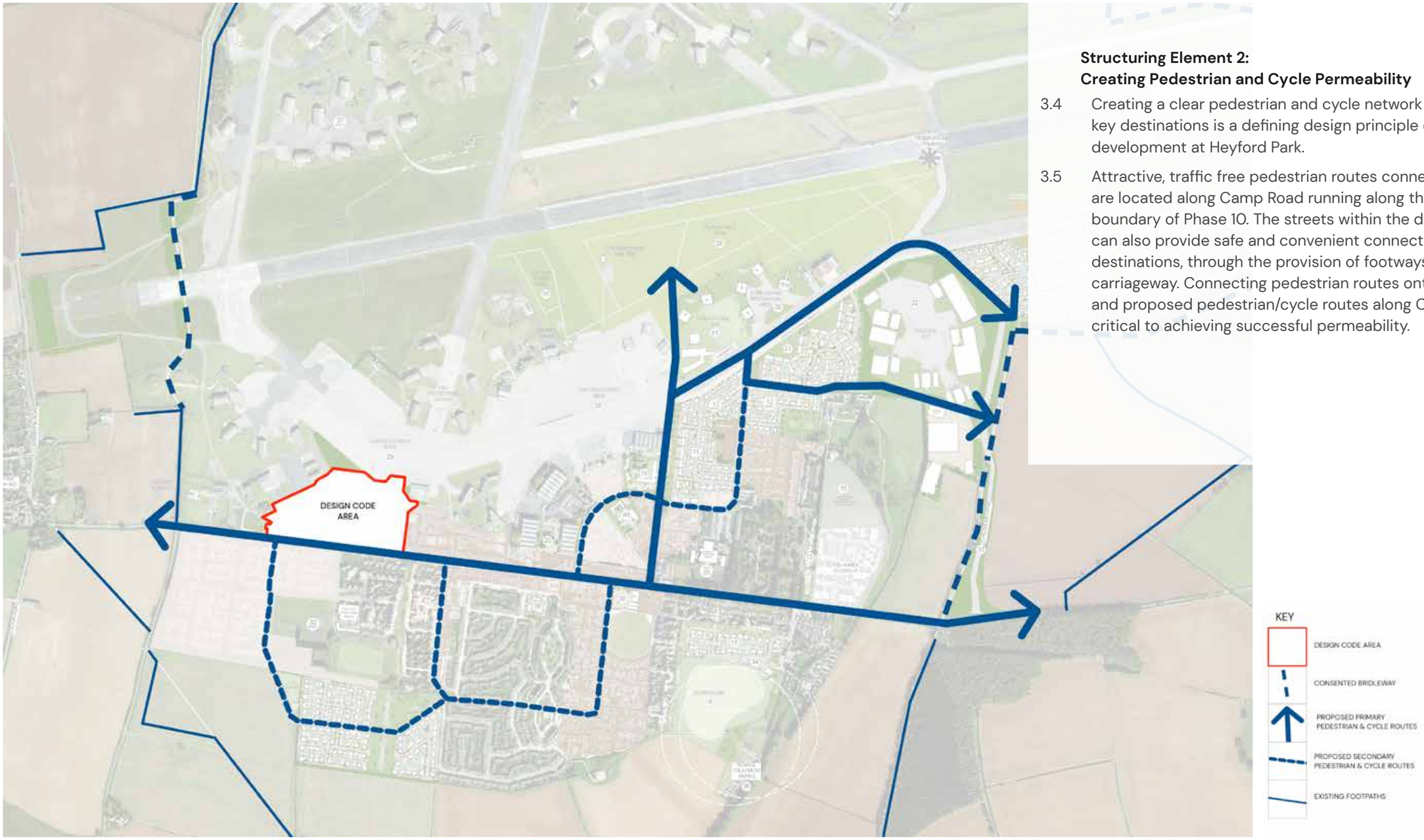
3.2 The establishment of an accessible existing multi-functional green infrastructure, with amenity open space, formal play provision, the proposed Control Tower Park/Flying Field Park and proposed Core Visitor Destination Area creates additional destination 'events' between the existing community and development at Phase 10.

3.3 Key destinations are illustrated on the plan opposite alongside 400m, 800m and 1.2km isochrones, thus demonstrating their proximity and accessibility to the proposed development and the wider context.

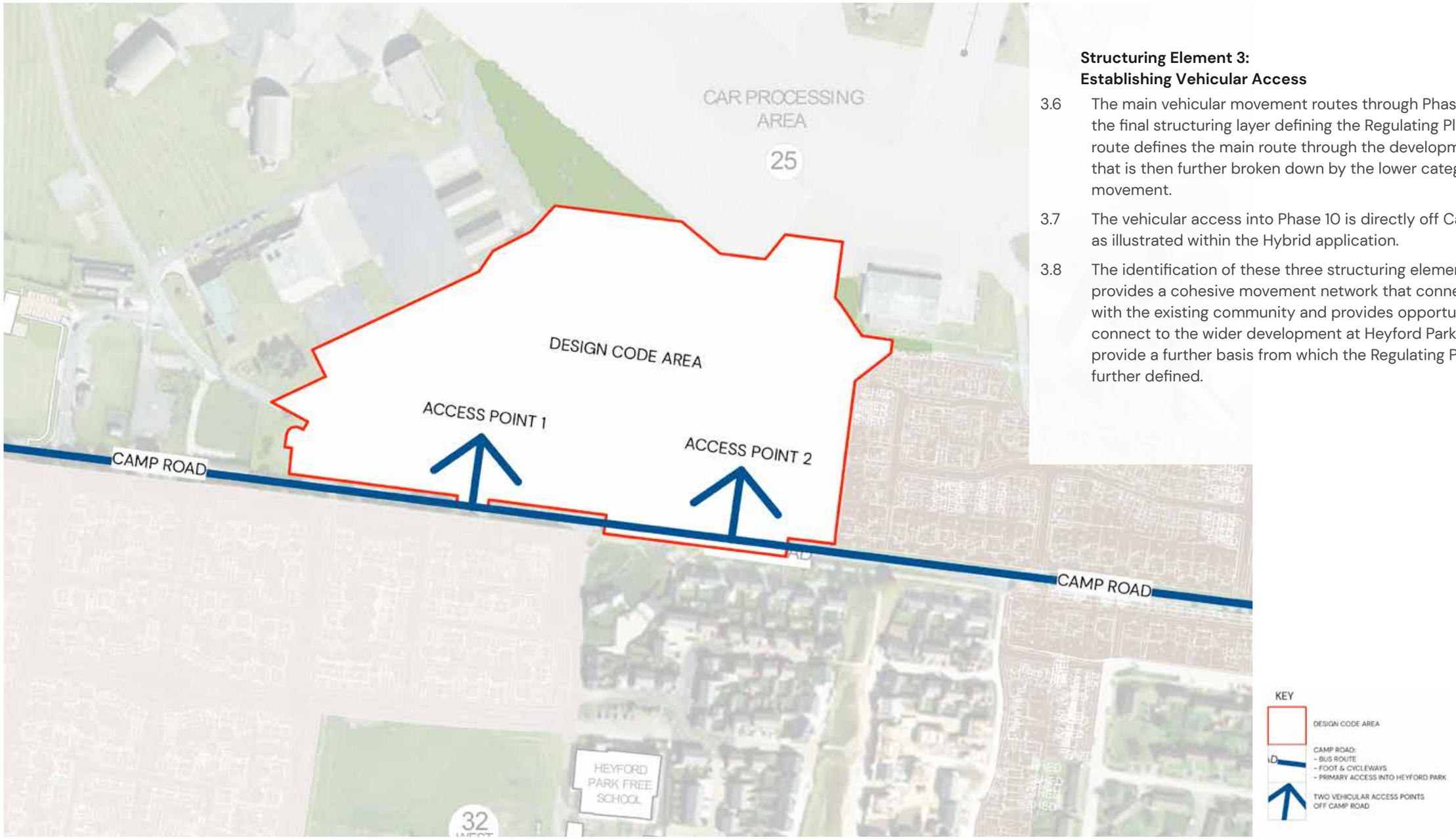
Structuring Element 2:
Creating Pedestrian and Cycle Permeability

3.4 Creating a clear pedestrian and cycle network that connects key destinations is a defining design principle of a successful development at Heyford Park.

3.5 Attractive, traffic free pedestrian routes connecting the uses are located along Camp Road running along the southern boundary of Phase 10. The streets within the development can also provide safe and convenient connections to the key destinations, through the provision of footways alongside the carriageway. Connecting pedestrian routes onto the existing and proposed pedestrian/cycle routes along Camp Road is critical to achieving successful permeability.



CREATING PEDESTRIAN AND CYCLE PERMEABILITY



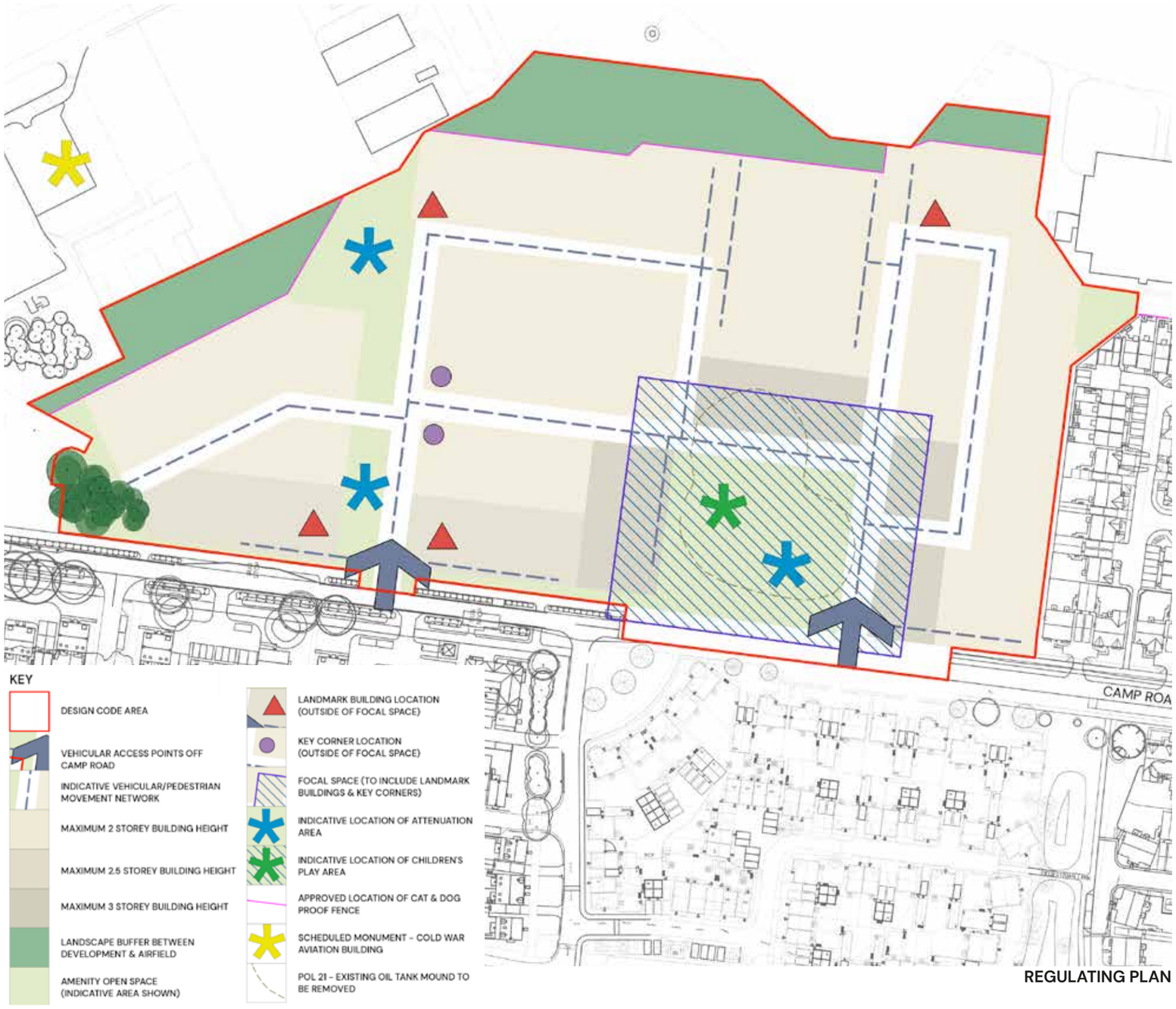
ESTABLISHING VEHICULAR ACCESS

Structuring Element 3:
Establishing Vehicular Access

3.6 The main vehicular movement routes through Phase 10 are the final structuring layer defining the Regulating Plan. This route defines the main route through the development that is then further broken down by the lower categories of movement.

3.7 The vehicular access into Phase 10 is directly off Camp Road as illustrated within the Hybrid application.

3.8 The identification of these three structuring elements provides a cohesive movement network that connects with the existing community and provides opportunities to connect to the wider development at Heyford Park. They also provide a further basis from which the Regulating Plan can be further defined.



REGULATING PLAN

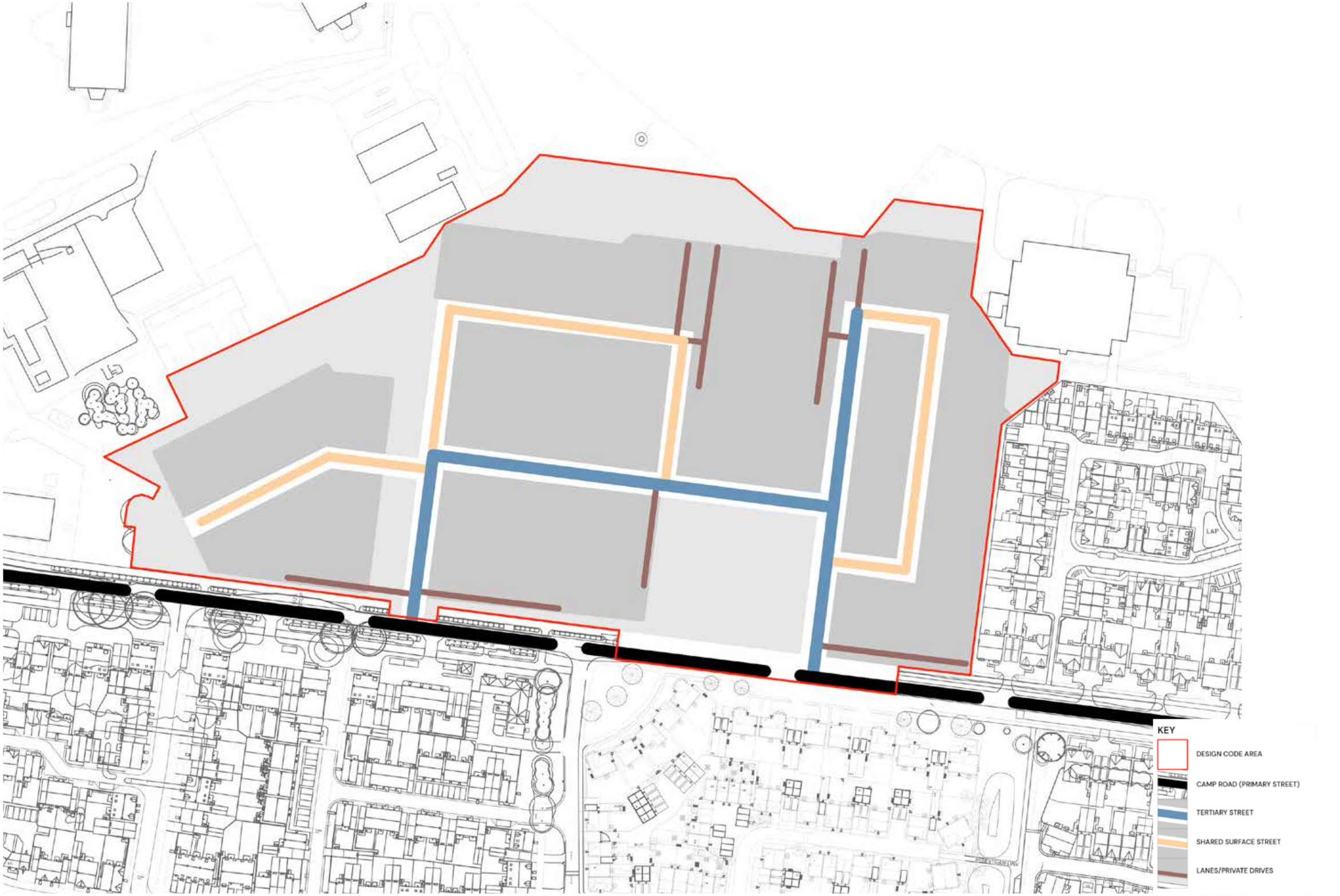
The Regulating Plan

3.9 This is a two-dimensional plan that simplifies the Design Code principles. It displays factors that may affect the design development and highlights the features of the site to be focused on. It therefore sets out the design code development parameters, which include:

- Proposed land uses;
- General development parcel dimensions;
- Building heights;
- Key frontages;
- Key focal spaces;
- Key building locations; and
- Landscaping/open space typology areas.

3.10 Further design coded elements that are not shown on the Regulating Plan but set development parameters within this document include:

- Density;
- Street/Movement hierarchy (vehicular and pedestrian);
- Building typologies;
- Housing mix and affordable housing design principles;
- Architectural style and appropriate detailing;
- Building materials and use of colour;
- Boundary treatments; and
- Public realm design.



STREET TYPOLOGY PLAN

04 ACCESS & MOVEMENT CODE.

Street Typology Code

4.1 To enable the creation of a legible and permeable development, that is not dominated by a repetitive road layout, it is important to establish a street hierarchy that clearly defines the movement parameters for the development.

4.2 Streets and open spaces will cross different character areas and will be important in providing continuity across Phase 10. Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, location within the development proposals and function.

4.3 The key aspects defining each Street Typology are:

- Scale and setting of the street;
- Movement network designed to be pedestrian and cyclist friendly to maximise sustainable forms of transport, this relates to both the overall street hierarchy and the detailed design of the spaces;
- Parking strategies depending upon the location, density and building typology;
- Engineering requirements; and
- Materials and details that coordinate and have a level of consistency across the phase.

4.4 The street typology code does not code every highway detail within the phase; however it instructs the technical specifications for all street typologies within the phase, in order to give certainty to designers over the acceptability of street components, whilst allowing flexibility in the articulation of development parcels, within different variations of the same themes.

Movement and Circulation

4.5 As part of the Hybrid application, Phase 10 includes the creation of a two new vehicular access points from Camp Road to the south of the Phase 10 development parcel.

4.6 A design speed of 20mph applies to most roads within Heyford Park, and through the new Village Centre in particular, reducing to 10mph for lower category streets including lanes and private drives. Camp Road has a speed limit of 30mph but it is calmed to reduce actual traffic speeds.

4.7 This network of streets has been further broken down into three different street typologies. The location of each of these typologies, along with proposed pedestrian routes are indicated on the proposed street typology plan presented opposite. The details of the street typologies are set out on the following pages along with a summary table of each street type.

Camp Road (Primary Street)

4.8 Camp Road is an existing adopted highway that runs directly west to east through Heyford Park. It is situated along the southern boundary of Phase 10.

4.9 In recent years, Camp Road has been improved to provide a safe and convenient route for pedestrians and cyclists as well as cars. The introduction of traffic calming features has brought traffic speeds down giving confidence to pedestrians. Camp Road has become a shared surface space within the 'Village Square' as it passes the new Village Centre, situated to the east of Phase 10. Camp Road in the vicinity of the Village Centre has become a clearly identifiable space promoting attractive north\south connections and a clear 'heart' to the development.

Secondary Streets

4.10 Secondary streets provide the main access into the development parcel at Phase 10 off Camp Road. These streets will be formal in their design to reinforce the perception of main vehicular route albeit the reduction in planted verges and direct access to driveways will alert drivers that they are entering a residential development. Footways on both sides of the carriageway will allow for pedestrian links for ease of movement when travelling on foot.

Shared Surface

4.11 These streets are more informal and provide access to smaller groups of dwellings. Shared surfaces will be traditional block paved to accommodate pedestrians and vehicles. Their design will be informed by Manual for Streets and the informal nature will ensure vehicle speeds are kept to a minimum.

Lanes/Private Drives

4.12 Lanes/Private Drives are located on the green edges of the development. These will be informal spaces but differentiated from shared spaces in the surface finishes.

Traffic calming within Phase 10

4.13 The streets in phase 10 will not follow such a long straight alignment as Camp Road and are less likely to encourage higher speeds. However, subject to safety audits the secondary and tertiary streets have three traffic calming options:

- Horizontal deflection (either by left or right build out or by central pinch point);
- Raised tables at junctions (with gradual approach ramps); and
- Tertiary streets additionally having an informal alignment.

4.14 The exact form and location of traffic calming features are subject to future Reserved Matters submissions.

Pedestrian/Cyclist Network and Movement

4.15 Walking and cycling are the most sustainable forms of movement and are promoted throughout the development.

4.16 Some of the key pedestrian links from the development include:

- Links to the Village Centre, School and Sports Park;
- Links to the Destination Park and Core Visitor Destination Area;
- Links to the Heritage Trail, Aves Ditch and Portway; and
- Recreational routes in and around Heyford Park.

4.17 Specific design codes have not been specified for these routes, but the following rules should be applied to all routes:

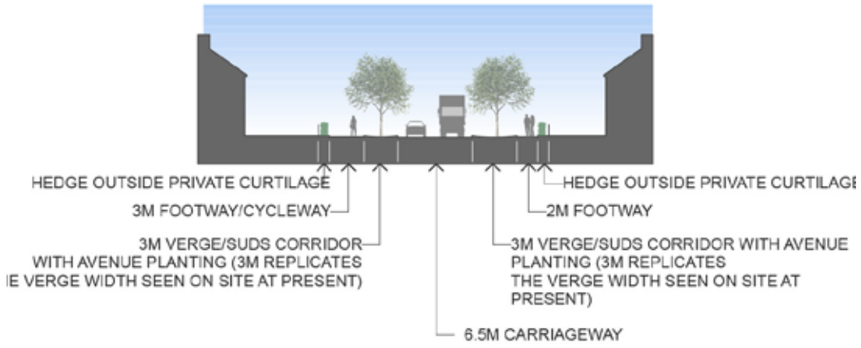
- Footways to be 2m or more in width;
- Combined foot/cycleways to be minimum 3m in width;
- Create direct barrier free routes;
- Create attractive, well-lit and safe routes;
- Create routes that can be used for everyone and consider the use of surface treatments to aid in orientation and legibility; and
- Make sure routes are overlooked by properties with good levels of natural surveillance.

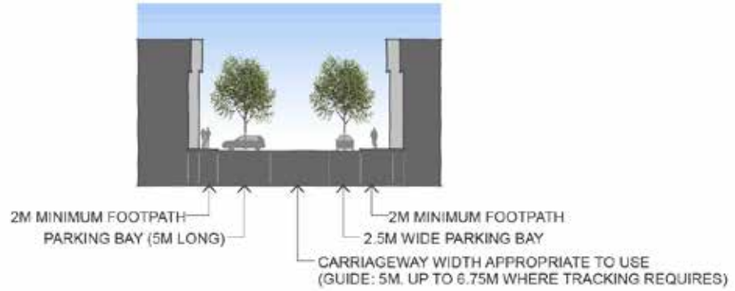
4.18 As previously mentioned, the development will be accessed via Camp Road. To ensure Camp Road does not become a barrier to pedestrian/cyclist movement, crossing points will be defined where appropriate, to enable all users to cross safely.

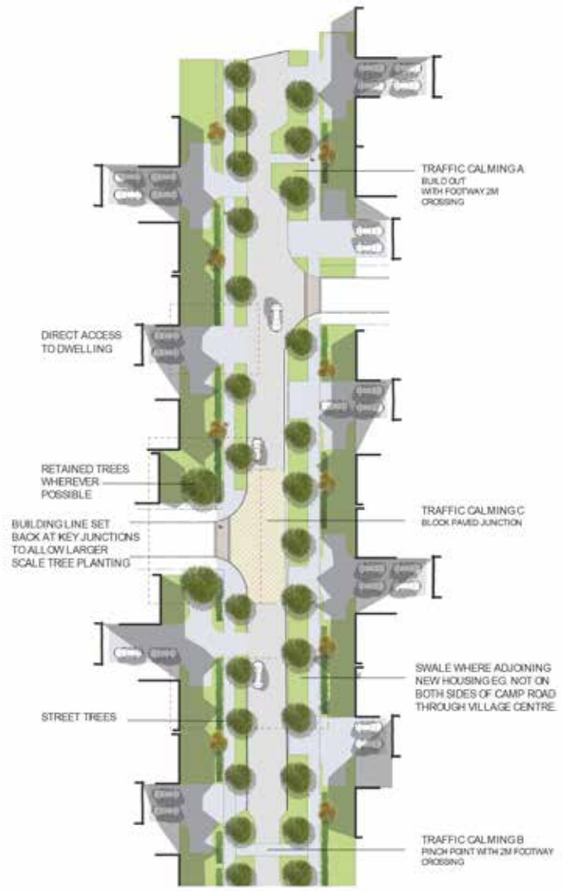
STREET HIERARCHY TABLE

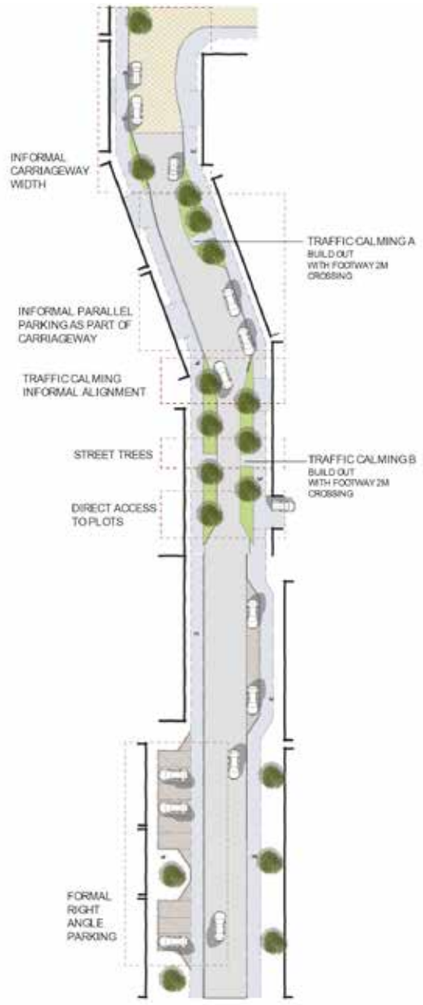
		PRIMARY STREET (CAMP ROAD)	SECONDARY STREET	SHARED SURFACE	LANES	PRIVATE DRIVE
DESIGN SPEED		30 mph existing speed limit (20mph design speed)	20 mph	10 mph	10 mph	10 mph
FOOTWAY		2.0m on north side, 3m shared on south side	2m both sides	Shared surface	Shared surface	None
CYCLEWAY		3.0m including footway	On Road	Shared surface	Shared surface	None
VERGE		Primarily 3m in areas with new housing adjacent	Optional verge or visitor parking	None	None	None
BUS ACCESS		Yes	No	No	No	No
MAX PROPERTIES		No restriction	Up to 50	Up to 25	Up to 25	Up to 5
CARRIAGEWAY WIDTH		6.5m (existing)	Appropriate to use (guide 5m)	4.5-8m (7m with perpendicular parking to one side, 8m with perpendicular parking to both sides)	3.5 – 6.0 m	N/A
ACCESS TO PROPERTIES		Some grouped access (such access shall be no closer than 15m with a driveway at a maximum width of 3m across the verge)	100% direct access	100% direct access	100% direct access	100% direct access
CARRIAGEWAY SURFACING		Asphalt (HRA)	Asphalt (HRA) with block paved junctions	Block paving	Asphalt (HRA)/Block Paving	Permeable surface (parking court only)
VERGE SURFACING		Grass	Grass	Shrub Planted	Shrub Planted	Site Specific
FOOTWAY SURFACING		As carriageway	As carriageway			
KERBING		Flush Kerb	PCC Half Batter Kerb 125mm upstand	Flush kerb and/or PCC Bull Nosed Kerb 25mm upstand where drainage required	PCC Bull Nosed Kerb 25mm upstand	PCC Bull Nosed Kerb 25mm upstand
TRAFFIC CALMING OPTIONS	A	Horizontal deflection (left or right build out)	Horizontal deflection (left or right build out) calming at 100–150m	-	-	-
	B	Horizontal deflection (central pinch point)	Horizontal deflection (central pinch point)	-	-	-
	C	Raised table (gentle approach ramp)	Raised table (gentle approach ramp)	-	-	-
	D	-	Informal alignment (calming method D)	-	-	-
SWEPT PATHS		Buses, refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Motor vehicles
ON STREET PARKING		Off-street	On street parking bays 2.5 by 6m	On street informal bays 2.5 by 6m	Visitor parking bays	Visitor parking bays
FORWARD VISIBILITY		45m	10m	10m	10m	
JUNCTION SIGHTLINES		2.4 x 45m	2.4 x 25m	2.4 x 25m	2.4 x 25m	
JUNCTION SPACING		Site Specific	Site Specific	Site Specific	Driveway Crossovers	Driveway Crossovers
JUNCTION RADII		6m	4m	4m	4m	
STREET LIGHTING (to be agreed at detailed stage with OCC)		Column mounted	Column mounted	Column mounted	Column mounted	None
STATUTORY SERVICES		In shared footway/cycleway	In footway	In carriageway (see note below)	In carriageway(see note below)	In carriageway (see note below)
DRAINAGE		Over edge into swale (predominantly)	Gully or permeable paving	Gully or permeable paving	Gully or permeable paving / Over edge	Gully or permeable paving / Over edge
LANDSCAPE/TREE PLANTING		Tree lined avenue (see CA4) supplemented by hedge in public realm.	Regular tree planting on alternating sides of road.	Intermittent tree planting.	Intermittent tree planting.	Intermittent tree planting.

NOTE:
1 - Services will be within footways or within the carriageway in clearly defined zones.
2 - Junctions will be tracked (in particular Bus Routes) at the detailed design stage
3 - Verge landscape treatment to be grass unless otherwise agreed.
4 - Lighting columns require 5m setback from tree planting.
5 - Common infrastructure will be subject to RM applications.
6 - Carriageway routes to be tracked to ensure minimum widths wherever possible.
7 - 2x2m visibilty where private drives exiting into public realm.

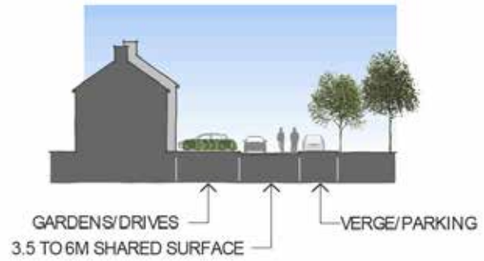


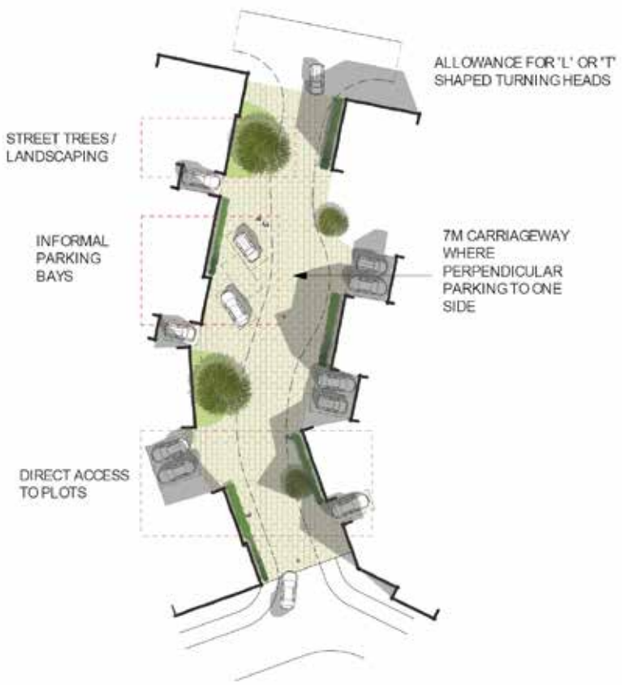






	TYPICAL INDICATIVE PLAN SECTION PRIMARY STREET (CAMP ROAD)	TYPICAL INDICATIVE PLAN SECTION SECONDARY STREET
KERB/GULLY TYPE	FLUSH KERB, NO GULLIES AS SWALE	PC KERB AND GULLY





TYPICAL INDICATIVE PLAN SECTION
SHARED SURFACE

CENTRAL BLOCKWORK GULLY/ DRAINAGE CHANNEL

TYPICAL INDICATIVE PLAN SECTION
LANES/PRIVATE DRIVES

FLUSH KERB/SUDS

Parking Typologies

4.19 A vehicle/pedestrian splay of 2 x 2m (back of highway to side of driveway) will normally be required where the parking abuts the back of the footway or highway boundary.

4.20 Where parking is on street, parking bays adjacent to the general carriageway may be appropriate in certain cases but should be broken up in maximum groups of 4 spaces.

4.21 As per Oxfordshire standards, when for reasons of good urban design and more allocated spaces are provided than the standard amount (e.g space in front of a garage for the reason of road safety) then the number of unallocated spaces may be reduced.

4.22 It should be noted that garages of 3 x 6m internal dimension will be required if garages are to count towards parking standards.

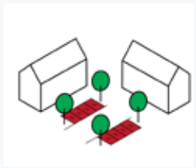
4.23 The table opposite sets out the parking typologies accepted across the development. Overall parking is encouraged to be provided in a location that is convenient and ideally within the curtilage of properties, either to the front or side of dwellings.

4.24 A limited number of rear parking courts are acceptable provided that they are actively overlooked by dwellings to provide natural surveillance.

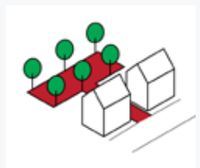
PERPENDICULAR: EG.ON DRIVEWAYS AND PARKING COURTS	MINIMUM LENGTH (M)	MINIMUM WIDTH (M)
SPACE FOR PEOPLE WITH MOBILITY DIFFICULTIES	5.5	2.9+1.0
STANDARD SPACE (UNOBSTRUCTED)	5.0	2.5
STANDARD SPACE (OBSTRUCTED ON ONE SIDE)	5.0	2.7
STANDARD SPACE (OBSTRUCTED ON BOTH SIDES, INCLUDES CAR PORTS AND UNDERCROFTS)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

CAR PARKING PROVISION AT HEYFORD PARK			
NUMBER OF BEDROOMS PER DWELLING	MAXIMUM NUMBER OF ALLOCATED SPACES	TARGET NUMBER OF VISITOR SPACES WHEN MINIMUM ALLOCATED SPACE PER DWELLING IS PROVIDED	MINIMUM ALLOCATED SPACES
1	1.5	1	0.25
2	2	1	0.25
3	3	2	0.25
4+	4	2	0.5

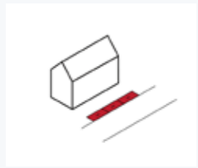
1 - PARKING SQUARE



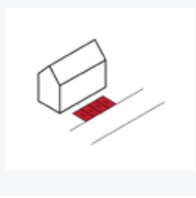
2 - LANDSCAPED PARKING COURT



3 - PARALLEL

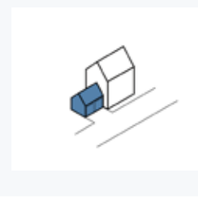


4 - PERPENDICULAR



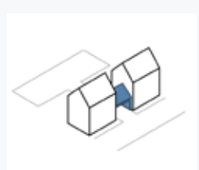
5 - MEWS COURTHOUSE/ COVERED PARKING

6.1 - ATTACHED GARAGE



6.2 - INTEGRAL GARAGE

7 - DRIVE THROUGH



8 - HARD STANDING

9 - DETACHED GARAGE

NOTE: Parking dimensions to accord with OCC standards

PARKING TYPOLOGY TABLE

	Name	Type	Allocated	Description	Comments
1	PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.
2	LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.
3	PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.
4	PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Parking to be separated by landscaping and/or footways into maximum rows of 4N°. bays.
5	MEWS COURT-HOUSE/ COVERED PARK-ING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.
6	ATTACHED/ INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.
7	DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.
8	HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.
9	DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring ga-rage and allows room above.

Cycle Parking

4.25 Cycle parking should follow Oxfordshire's minimum approved standards:

- Resident cycle parking: 1 space for 1 bed unit, 2 spaces for larger units.
- Visitor cycle parking: In addition to the above, 1 stand per 2 units where more than 4 units.

4.26 As a guide:

- Garages should be designed to allow space for car plus storage of cycles in line with Oxfordshire's design guides where appropriate;
- 1 stand = 2 spaces. The number of stands to be provided from calculations to be rounded upwards;
- Preferred stand is of 'Sheffield' type;
- All cycle parking facilities to be secure and located in convenient locations; and
- Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations through the development

Recycling and Refuse Collection Strategy

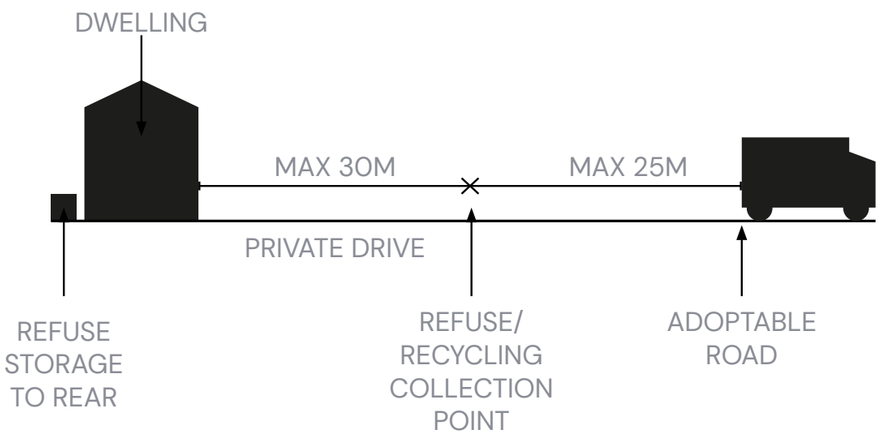
4.27 A refuse strategy will need to be prepared at the Reserved Matters stage to assess how the bins and recycling will be collected. A number of Bin Collection Points (BCP) will be required and will be positioned at a maximum distance of 30m from the furthest dwelling curtilage and positioned a maximum of 25m from the nearest adoptable road. This will ensure any future bin collection operate within the maximum bin carry distances.

Dwelling Refuse

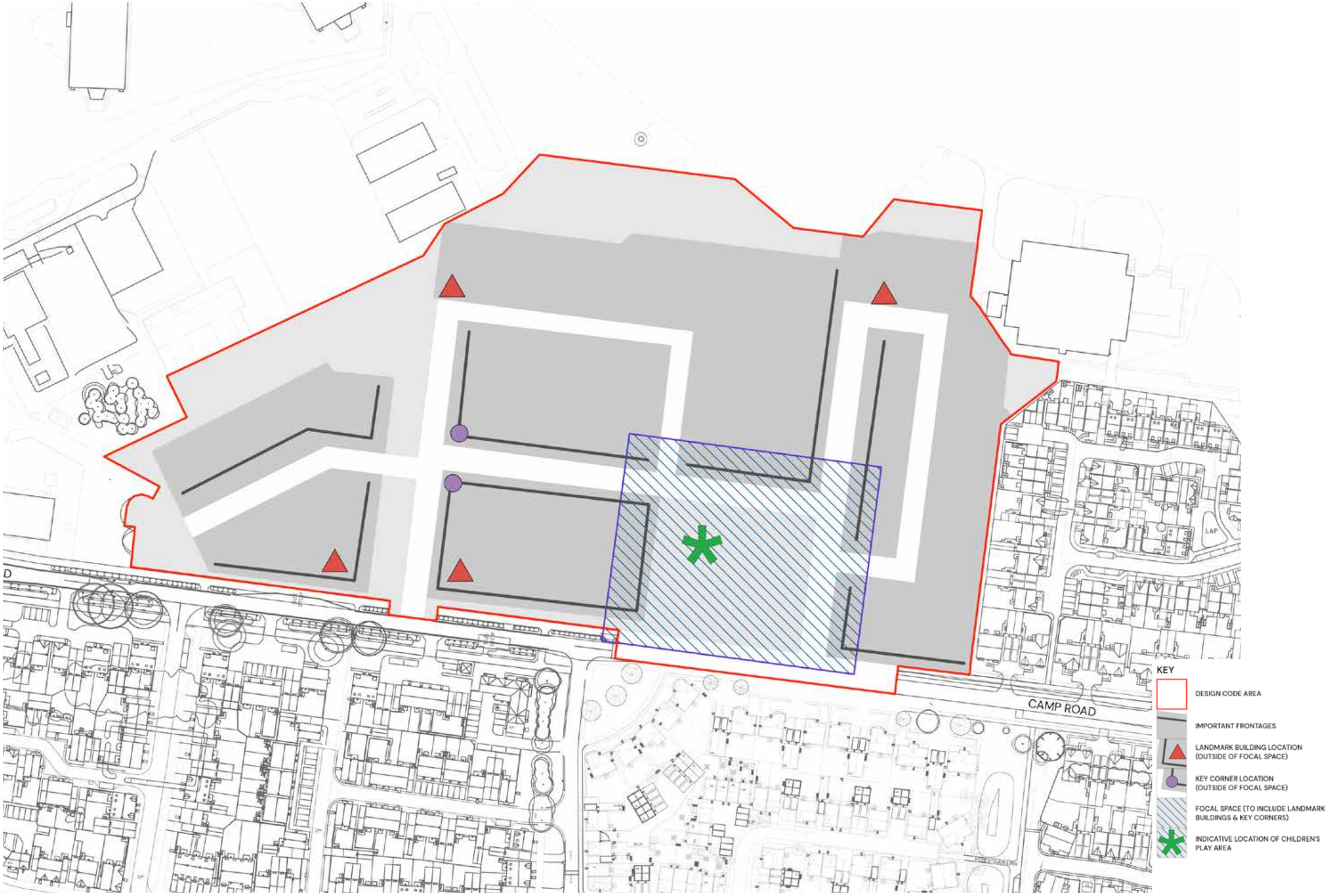
4.28 Cherwell District Council provide one green non-recyclable waste bin, one blue recycling bin, one brown garden waste bin and a kitchen caddy. The bins are currently always emptied once a fortnight, however the kitchen caddy is emptied weekly along with one other bin.

Apartment Refuse

4.29 Residents of apartments will require access to communal bin stores. The amount of bins required will depend on the number of apartments within an apartment building. The bins are collected from the bin store are not generally moved to kerbside. Communal bin stores will require screened refuse stores, constructed in either brick or timber.



REFUSE & RECYCLING COLLECTION DIAGRAM



URBAN DESIGN PRINCIPLES PLAN

05 NEW BUILT ENVIRONMENT CODE.

Units of Character

5.1 The new built environment is coded by dividing the following units of placemaking into different components:

- Street Typologies (see previous chapter)
- General Urban Design Principles
- Building Form Guidance
- Character Areas
- Public Realm

General Urban Design Principles

5.2 The following section sets out and establishes general urban design principles that are to be used to inform the detailed design of any future Reserved Matters Applications, alongside the above-mentioned units of character. The plan opposite visually represents the General Urban Design Principles.

Key Outward Facing Frontages

5.3 Key outward facing frontages will be particularly prominent and critical to the appearance of the development. Particular attention should be paid to the massing, materials and architectural detailing of buildings framing key open spaces and streets, to ensure these buildings have frontages that would contribute towards creating a unique and memorable experience of distinctive quality and character.

5.4 Designs for these frontages should be approached using the composite street elevations, where emphasis is given to the contextual surrounding and the nature of the public realm to be created.

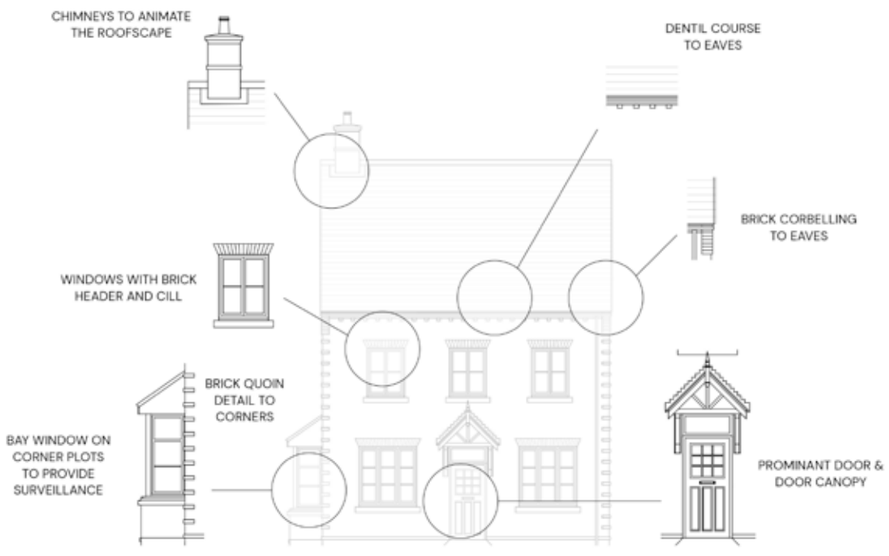
Legibility and Wayfinding

5.5 Landmark buildings, nodal points and a clear hierarchy of routes and intersections are considered to increase the legibility of the development. Legibility refers to the degree to which people can understand and identify with the built environment. Building and layout design, planting and views will be utilised to form visual focal points and create identifiable routes.

Landmark Buildings

5.6 Landmark building locations are identified where they frame and/or terminate key views, vistas or nodal points. These buildings should be designed to be distinctive from the adjacent built form and can be designed utilising variations in materials, colours, frontage treatment and architectural styles.

5.7 Landmark buildings have the opportunity to be an increased scale such as 2.5 or 3 storey to achieve a strong presence within the development.



ILLUSTRATIVE LANDMARK BUILDING

Nodal Points

5.8 Nodal points are located within the development to help provide variety and diversity in the public realm, and aid the creation of a well-balanced development. Visual links between nodal points tie the proposals together, ensuring that the development is easy to navigate. The visual linking of the built environment with the open space and landscape features further enhances a verdant residential character, through the visual in heritage of open space and landscape.

Key Corners

5.9 Prominent corners of the development are key to aiding legibility and wayfinding and should provide animation and surveillance to the street, with both sides of the development facing the public realm.

5.10 Key corners identified on the Urban Design Principles Plan frame the key views identified, however the precise number and location of these are subject to detailed design during any Reserved Matters Application.

Focal Spaces

5.11 As illustrated on the Regulating Plan, a focal space has been identified within Phase 10, to enhance legibility and wayfinding, aiding the proposed movement strategy. A green focal space will be located in and around the area of where POL 21 was situated, offering the opportunity for formal play facilities to be located in a safe, overlooked area of accessible public open space.

5.12 It is not intended to code these spaces, however, a set of principles have been identified to inform the detailed design of these spaces:

- Built form will create positive, strong build lines, positively terminating or framing key views; and
- Built form located within/overlooking the focal space should be designed carefully, with consideration given to the architectural themes, material, scale and massing appropriate to the overarching character area.

5.13 Built form within the focal space should be designed with consideration given to the whole of the focal space appearance and character area. Access routes and key views to the focal spaces should be incorporated where appropriate to aid legibility.

Urban Form and Morphology

5.14 The way that buildings relate to one another is one of the most important aspects that can be used to define an areas character. The proportion, massing, shape and layout of buildings are important elements of character. Other cues such as defining building lines, eave heights, ridge heights, alongside the rhythm/spacing between buildings will be important in establishing formal or informal character areas.

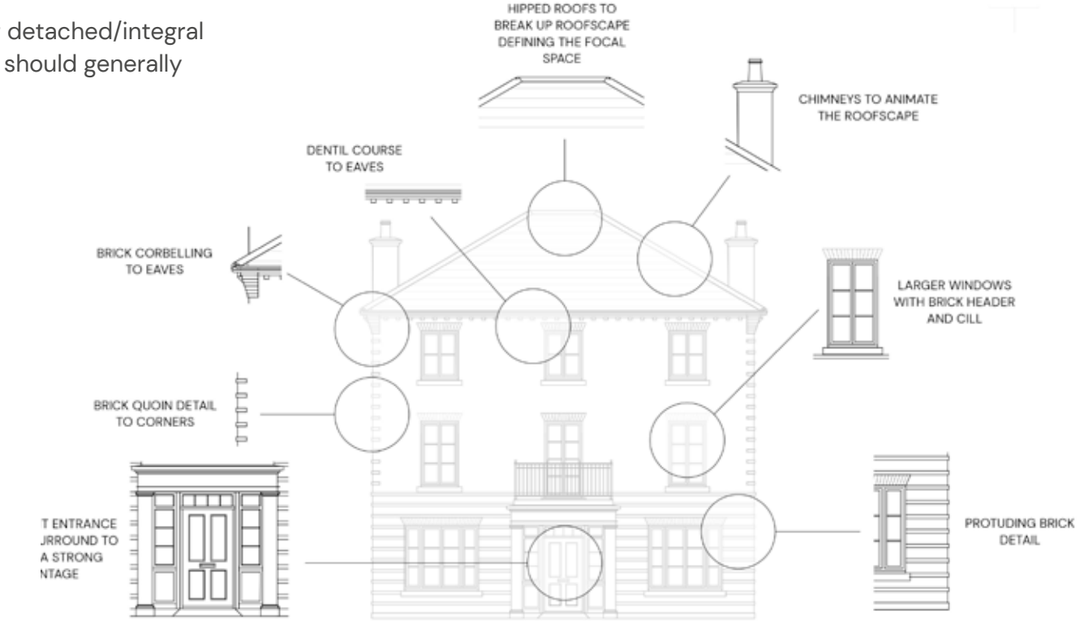
5.15 The key aspect of urban morphology will therefore be addressed for each character area and include:

- Urban form (relationship of building to one another);
- Building typology (terrace, detached etc);
- Density (generally higher in development core and lower where transition to wider landscape);
- Building lines (consistent or varied);
- Height/Enclosure;
- Roofscape (roof form, consistent or varied eaves/ridge heights);
- Scale and proportion of the buildings and its fenestration (important for both urban form and detail);
- Building details;
- Building materials;
- Landscape Design; and
- Parking.

Development Block Principles

5.16 Broad block structures have been established within the Hybrid application, its related plans and documents and by the Regulatory Plan. The following parameters and principles can be established to inform their detailed design:

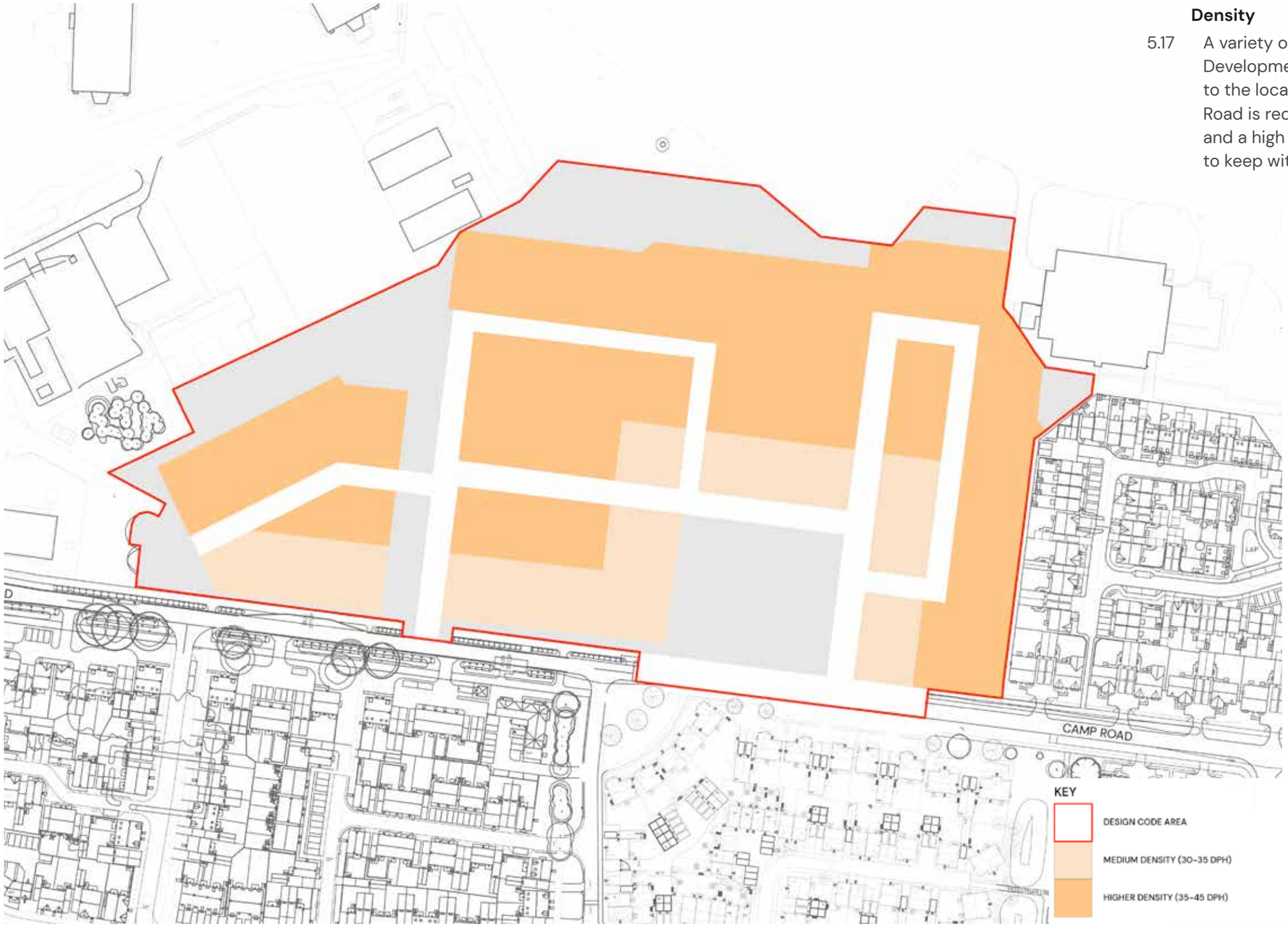
- Dwellings within the blocks will form back-to back relationships, thereby enclosing rear gardens;
- Generally the interior areas or the block will contain rear gardens, however there may be instances where the incorporation of rear parking courts to serve groups of terraces is necessary. Where these occur they should only serve a limited number of dwellings, be well surveyed, and incorporate soft landscaping to soften the built environment;
- The exterior of the blocks will be defined by the fronts of dwellings and exposed side elevations must be active; and
- On plot parking provision, in the form of detached/integral garages or hard surfaced parking areas, should generally be located behind the building line.



ILLUSTRATIVE FOCAL SPACE BUILDING

Density

5.17 A variety of densities are proposed throughout Heyford Park. Development at Phase 10 will be medium to high density due to the location of the parcel. A strong frontage onto Camp Road is required to reinforce the route through Heyford Park and a high density will be located on the edge of the airfield to keep within the military feel.



DENSITY PLAN

BUILDING HEIGHTS PLAN

Building Heights

5.18 Building heights will vary across Phase 10. The development will predominantly consist of up to 2 storey reflecting the surrounding recent developments at Heyford Park. However, there is opportunity for 2.5 storey dwellings along Camp Road.

5.19 To create a strong presence, dwellings within the focal space will predominantly be 3 storey. There is also an opportunity for 3 storey apartment blocks to be feature buildings.

Building Form Guidance

Street Scene Overview

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

- Create obvious main frontages: street frontages are required to be active. Within residential areas activeness equates to movement at building entrances and visibility through fenestration. Blank facades to any street frontage undermine this principle;
- Treat visible gable end elevations as part of the street scene: windows should be provided to principal elevations, and amended to suit an end/side condition as necessary; and
- Dwellings should be orientated to ensure that living space fronts onto street.

Building Details

5.21 The materials and details will vary in difference areas of the development. The proposal is for a relatively simple palette of materials to be established that will vary according to the character area and condition.

5.22 Details considered include:

- Building details (window arrangement and proportions, balconies etc);
- Building materials for roofs and facades; and
- Scale and proportion of the building and its fenestration (for both urban form and detail).

Architectural Design

5.23 The aim for the development proposals is to create a varied, identifiable character through modulation of structural form, rather than rely upon superficial decoration in isolation. Standard house type elevational treatments often minimise opportunities to express the structure of the buildings reducing the façade to a flat plane which then requires relief with decorative details. The architectural design approach encourages details that include:

- Eave depths wide enough to allow shading and modelling on walls: well projected eaves can provide both strong definition of the structures with light and shadow on the façade providing visual interest (rather than arbitrary decoration);
- Simple projections of structure such as bay windows to achieve modulation and shading. Similarly, ground floor and/or double height bays can provide visual interest; and
- Door and window reveals are encouraged (approximately 30-50mm) to give a sense of depth to openings in the elevations, emphasising the relationship of solid and void.

Materials

5.24 Preference should be given to a limited palette of materials. The range of facing materials used in existing buildings in Heyford, its residential suburbs and the surrounding area are relatively similar to one another and should be the basis for the selection of finishes within the new development. In general:

- 3 – 4 finishes should be the maximum in a single elevational composition;
- Materials should not be deployed just for the reasons of variety, but used to express the geometry of the building design, for example to projecting elements, at breaks in the elevation etc; and
- Where buildings are intended as a focus or marker within the development proposals their main architectural elements (i.e. entrances, projecting elements) should be emphasised to create a feature.

Fenestration

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

- Emphasising entrances – the entrance is the most important part of the front elevation and requires more than just a door to express its significance. Setbacks, recesses, canopies and steps in the façade can all modulate the elevation to emphasise and provide shelter to the entrance;
- Define windows in principal rooms – principal rooms such as lounges and main bedrooms may warrant larger or more prominent windows than other functions like kitchens and bathrooms;
- Arrange windows for comfortable surveillance – this is particularly important at entrances so that occupants have views over entrance paths and doors, and can be achieved through distinctive details such as corner windows and projecting bays; and
- The scale and proportion of windows should be considered in relation to the façade composition. The way this is done will depend on the window type and their vertical and horizontal orientation.

Character Areas

5.26 Character Areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development.

5.27 Due to the size of the development the character of the design is predominantly the same, with most of the variation through the street hierarchy, therefore the development has been split into three character areas.

5.28 The Camp Road and Heyford Bespoke character areas detailed were established within the Hybrid Application. Following a detailed assessment of the site, there is an opportunity to create a third character area, Heyford Green, surrounding the green space where the historic POL oil tank was located. The following pages describe how each character area is designed in such a way to help create a varied and diverse townscape.

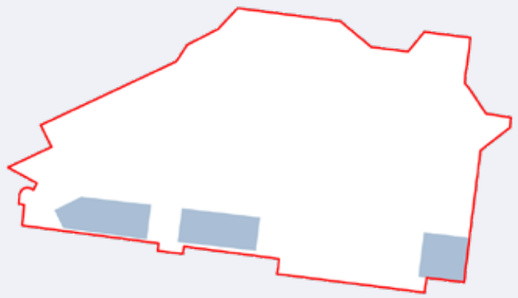
CHARACTER AREAS PLAN

CA1: Camp Road

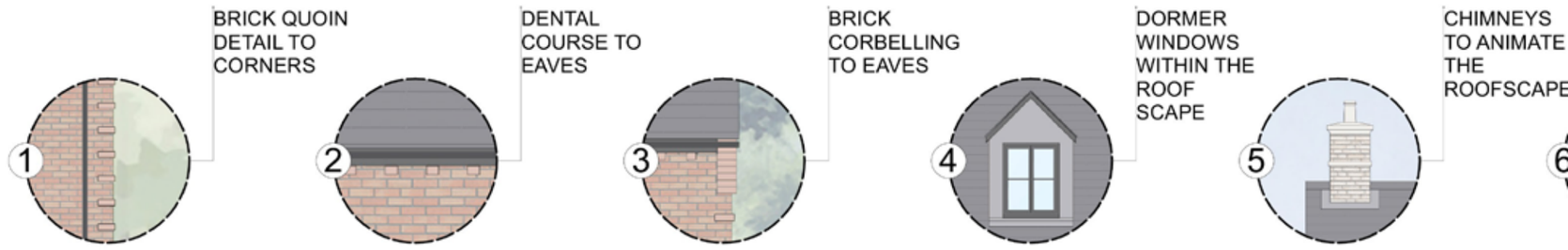
5.29 Camp Road is the main route running through Heyford Park, connecting the development with the neighbouring recent developments and surrounding towns and villages beyond.

5.30 This character area is located to the north of Camp Road along the southern boundary of Phase 10 and provides for a clear sense of arrival to the site. This character area will continue the existing character of Camp Road which has been developed over recent years. Camp Road itself has a distinct linear character, reinforced by wider verges and avenue tree planting which has been retained through recent developments and proposed to be retained and enhanced in this character area.

5.31 The character of buildings in this area of Camp Road will build upon the Arts and Crafts character of the Officers' housing located to the east of the development. This is typified by predominantly brick detached dwellings, with simple detailing. Housing will be a mix of 2 and 2.5 storey and mainly set back from public footpaths and open space to take into consideration verge spaces to extend the existing boulevard with generous sized trees and landscaping. Dwellings will be directly accessed off Camp Road via shared private drives.



	Code Category	Definition
1	Urban Form	• Buildings mainly set back from Camp Road, direct access to dwellings from camp road. • Generally larger family housing to provide an appropriate level of scale. • Development will reinforce the linear and green character of the street, by providing consistent high quality development along its length..
2	Building Typology	• Detached and semi-detached housing. • Housing will be predominantly larger plot house types. • Corner turner buildings will be required at key junctions.
3	Density	• Will generally be medium/low across the camp road frontage - 30-35dph.
4	Building Lines	• Consistent frontage in terms of being setback from camp road with variations allowed from main frontage for gable and bay projections. • The building line will be set back from Camp Road though main frontage to be consistent between groups of dwellings.
5	Height/Enclosure	• 2 and 2.5 storey.
6	Roofscape	• Consistencey in eaves and ridge line required. • Roof pitches should vary depending on the building typology. • Dormer windows will break up the roof line.



CA1 STREET SCENE

	Code Category	Definition
7	Scale/Proportion	• Street composition to provide variation rather than repetition through varied use of house types. • Proportional buildings with simple volumes encourages with the overall scale and massing being consistent.
8	Building Detail	• Door canopies to be prominent flat pitched or gabled pitched. • Gabled frontage to all Camp Road garages. • Buildings will reflect the Arts and Crafts character found at Heyford Park.
9	Building Materials	• Walls - brick • Roof - slate or slate effect
10	Landscape Design	• Formal street tree planting at regular spacings within wide grass verges and/or front gardens. Residential frontages to be simple formal hedges. • Development will be set back behind a landscaped verge. this will be formally planted with avenue tree planting either on or off plot.
11	Parking	• Predominantly on plot with paired arrangements of garages and driveways.

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CA2: Heyford Bespoke

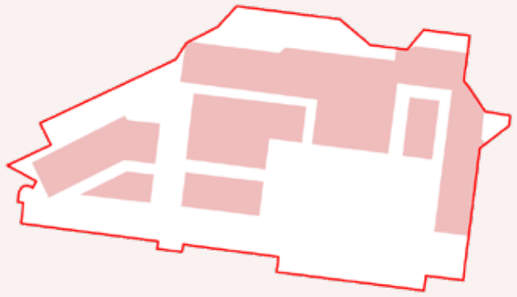
5.32 The Heyford Bespoke zones are located to the north of Camp Road, on the western side of the site and within the central area. The housing will be simple and formal in a 'perimeter block' format reflecting the form of the rectilinear existing base layout and recent developments and proposals. This promotes a strong sense of public and private realm relationship with fronts facing the public realm and private backs in the gardens, which are generally not exposed or visible.

5.33 Tree planting will be located along shared routes between vehicles and pedestrians.

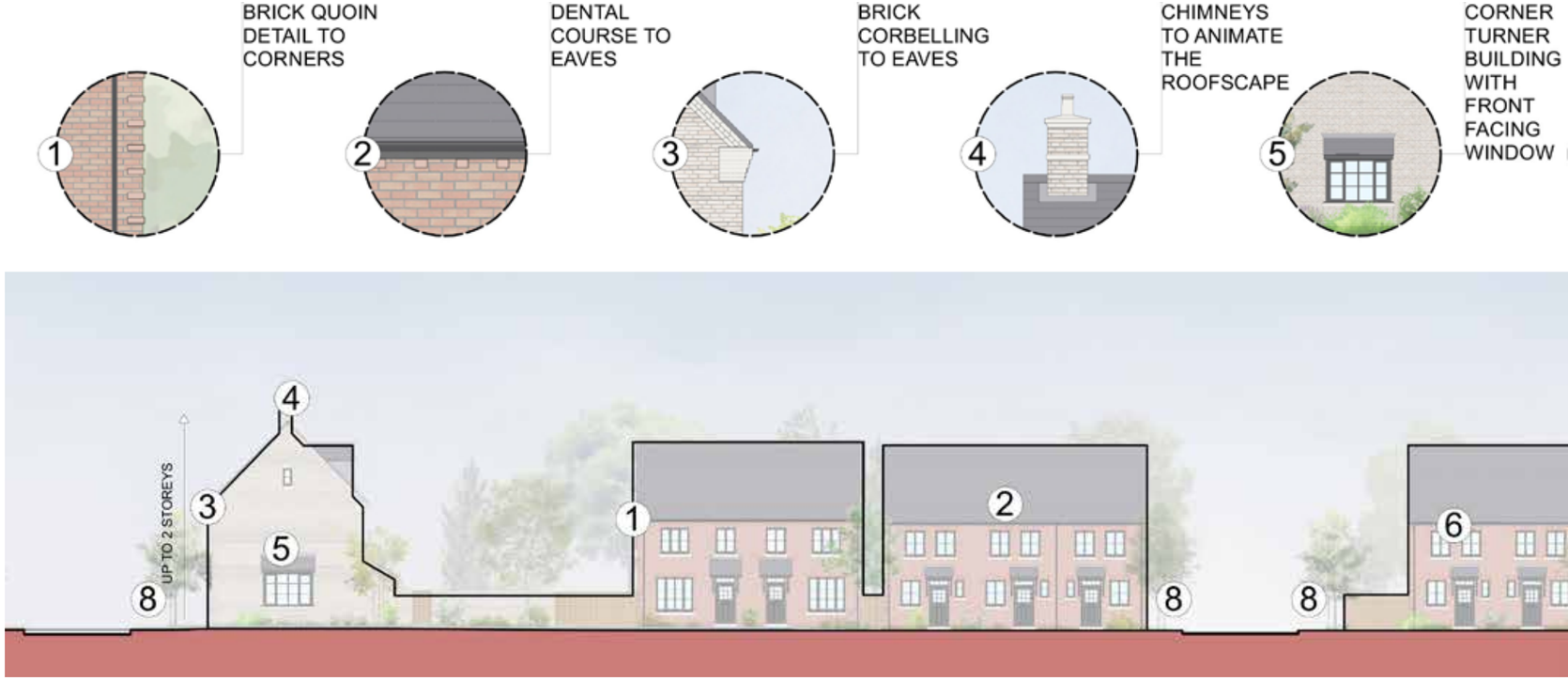
5.34 This character area has been inspired by the simple Arts and Crafts form which can be found in Carswell Circle and the Officers' Housing at Heyford. The simple cues that define these areas will be developed and evolved in this character area.

5.35 There will be a mixture of formal and informal streets, with dwellings providing clear presence and frontage onto streets and public realm. Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of the street.

5.36 The previous position of POL 21 within Phase 10 allows for an opportunity to create an attractive green focal space as mentioned previously.

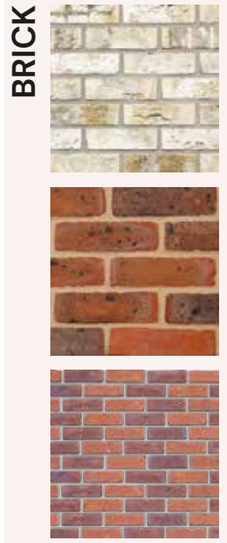


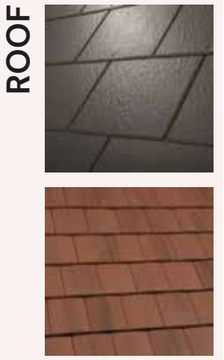
	Code Category	Definition
1	Urban Form	• Arranged in perimeter blocks with a strong sense of public-private realm definition. • The area should have a mixture of formal and informal srteets and places which will be articulated through the land-scape and building form and detail. • Dwellings will provide a clear presence and frontage onto streets and public realm. • Development will back or side onto the landscape buffer separating the development from the airfield.
2	Building Typology	• Detached and semi-detached housing with short terraces. • Corner turner buildings are required at key junctions.
3	Density	• Will generally be 35-45dph but will vary through the development.
4	Building Lines	• Building lines should be consistent between groups of buildings but may vary along the length of the street.
5	Height/Enclosure	• Predominantly 2 storey with 2.5/3 storey at key locations.
6	Roofscape	• Eaves and ridge lines will typically be consistent between groups of buildings but may vary along the length of the street. • Roof pitches should vary depending on the building typology. • Dormer windows will break up the roof line.

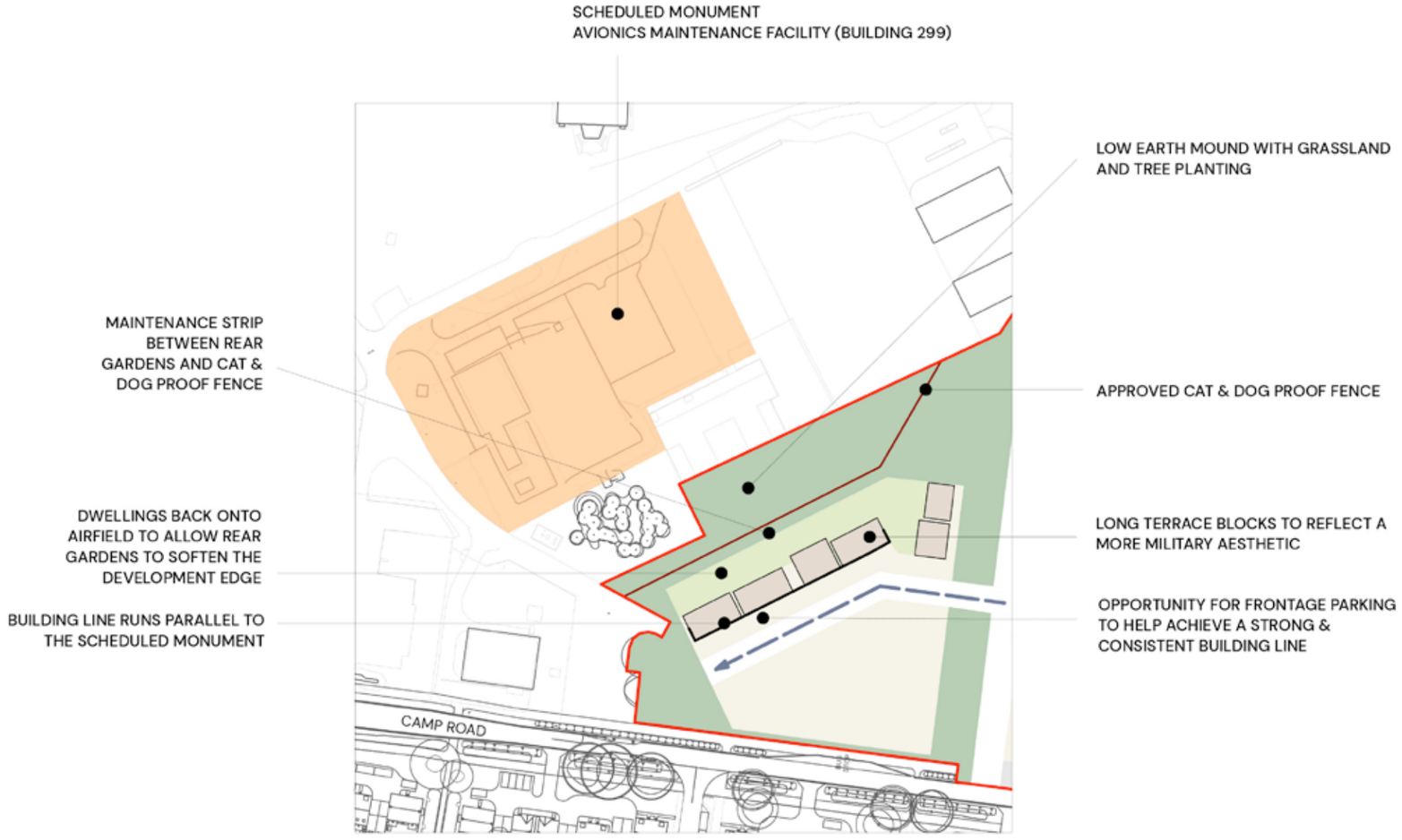


CA2 STREET SCENE

	Code Category	Definition
7	Scale/Proportion	• Building scale to be complementary to adjoining buildings. • Plot scale and size to be proportionate to surrounding context.
8	Building Detail	• Traditional details, entrance to be defined with canopy. • Dwellings should be configured to ensure that, wherever possible, windows to habitable rooms front onto the street and public realm. • Buildings should be designed to ensure that there are no blank walls onto the street and public realm.
9	Building Materials	• Walls - brick • Roof - slate or slate effect, red tile
10	Landscape Design	• Soft landscaping to be simple and predominantly open frontages.
11	Parking	• Range of parking stratgies following good practice guidance. • Parking will be predominantly on plot adjacent to the plot.







SCHEDULED MONUMENT DESIGN PRINCIPLES

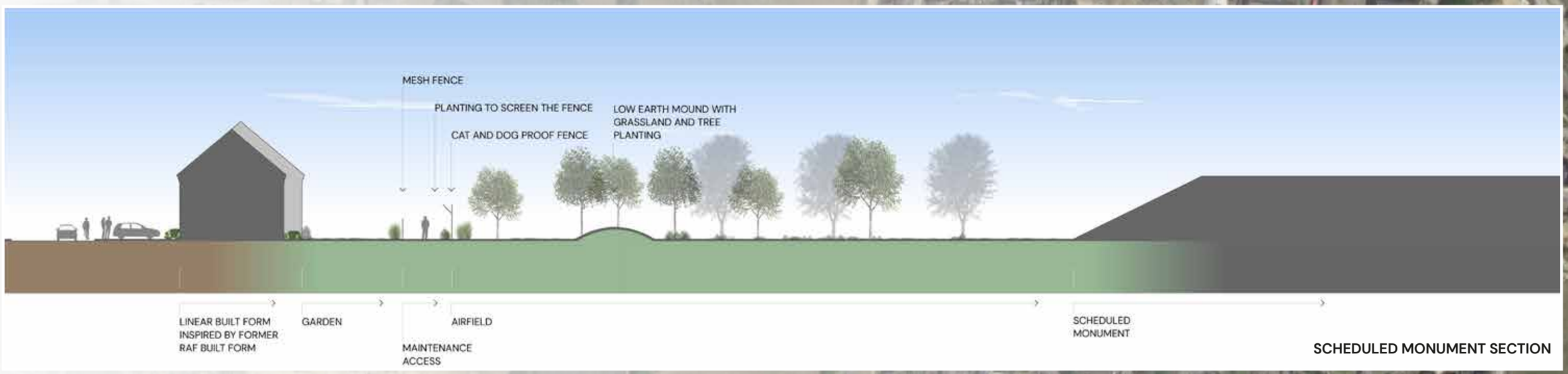
AVIONICS MAINTENANCE FACILITY SCHEDULED MONUMENT

Scheduled Monument

5.37 Within this character area, there is an area on the western side of the layout which needs to be carefully designed due to the close proximity to the Avionics Maintenance Facility (Building 299) which was scheduled in 2004 and identified as International Significance. This section details the design principles to help design this sensitive area of the layout.

Design Principles

- Building line should run parallel to the Scheduled Monument.
- Dwellings in this area should be long terrace blocks to reflect a more military aesthetic.
- Dwellings back onto the airfield to create a green buffer between development and the Scheduled Monument.
- Allow for a maintenance strip between back gardens and the approved cat and dog proof fence. There is opportunity for low planting to help screen the fence.
- Opportunity for frontage parking in this area to help achieve the strong building line.

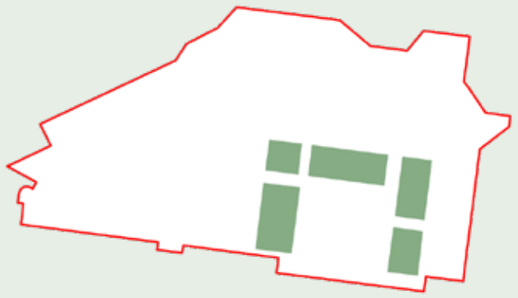


SCHEDULED MONUMENT SECTION

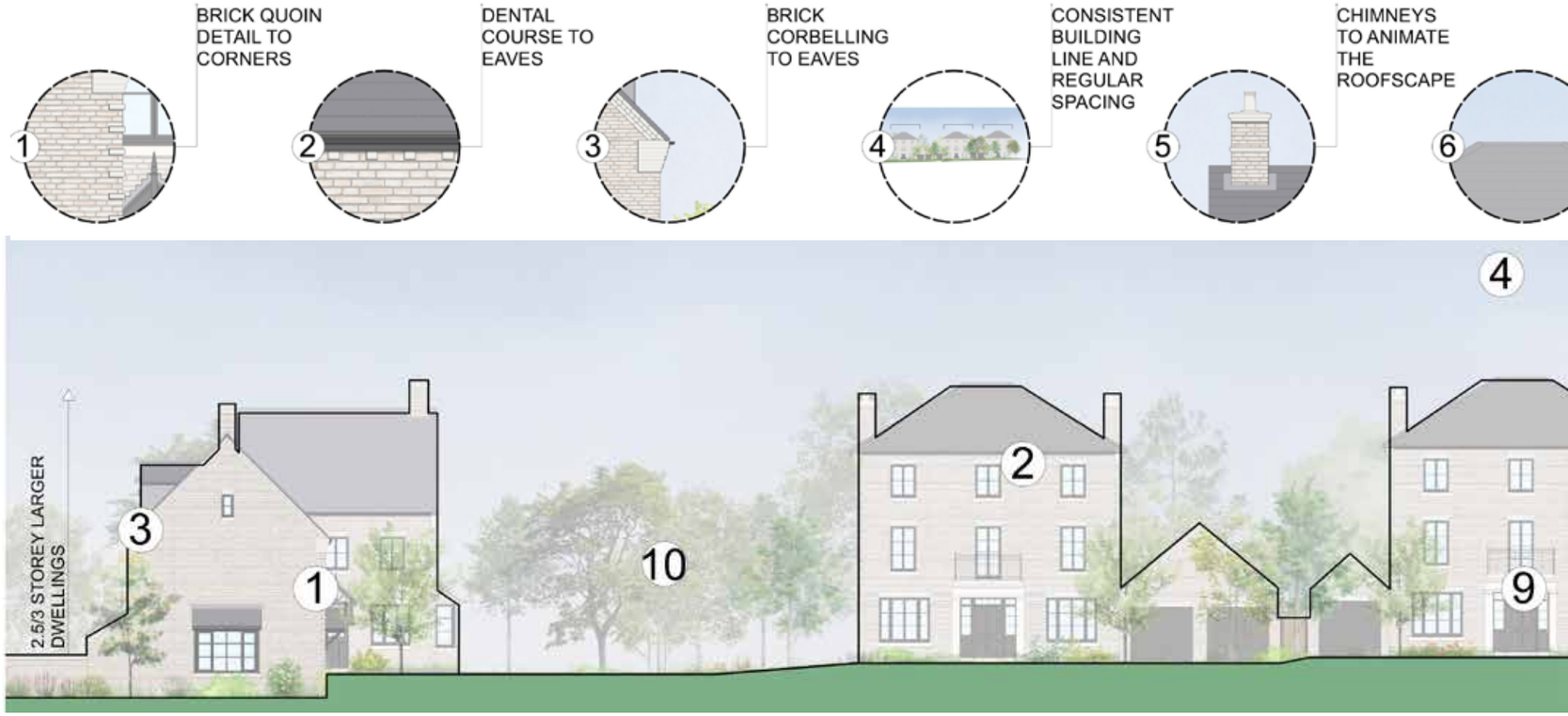
CA3: Heyford Green

5.38 This character area is located around the green space where the historic POL oil tank was located. The character of this area follows similar principles to the existing 'Village Green' character area located to the south of the Village Centre as identified in the surrounding character analysis earlier in the document. Set piece housing will front onto the green space, creating a strong presence in this area.

- The Heyford Green character area comprises 2.5 and 3 storey detached and semi-detached dwellings laid out in a formal approach with common building lines and regularised space between buildings.
- The landscape design respects the formal and rectilinear character of this space providing a strong sense of formality with a unified, regular massing of houses with a consistent approach to design and symmetry.
- This character area provides strong surveillance onto the green space which has the opportunity for a children's play area.



	Code Category	Definition
1	Urban Form	• Frontage onto the green space. • Formal - unified and regular massing. • Coherent groups of house types and styles to be used.
2	Building Typology	• Large detached and semi-detached dwellings.
3	Density	• Will generally be medium 20-25dph.
4	Building Lines	• Consistent frontage with regular spacings between dwellings. • Development will follow formal fixed building line.
5	Height/Enclosure	• 2/3 storey. • Development should have greater presence than other areas in the development.
6	Roofscape	• Opportunity for hipped roofs in this character area. • A consistent eaves and ridge line should be maintained.



CA3 STREET SCENE

	Code Category	Definition
7	Scale/Proportion	• Relatively deep front to back symmetric buidings. • Consistency in plot width across elevations.
8	Building Detail	• Symmetrically arranged windows with greated height than width. • Should be clear unity between building features and formal geometry.
9	Building Materials	• Wall - light brick • Woof - slate/slate effect only.
10	Landscape Design	• Consistent and formal planting to match the character of the built form. • Formal and rectilinear landscape character, • A play area will form a component in this area, designed in a manner complementary to the attractive visual prominence of the area.
11	Parking	• Parking will be located alongside the housing and predominantly be on plot.

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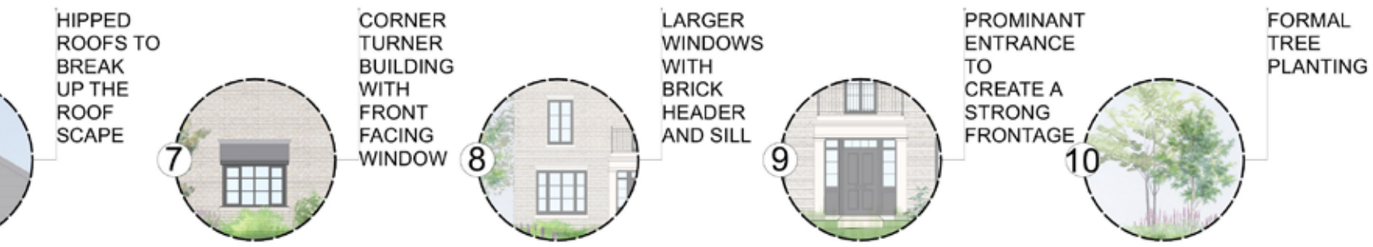
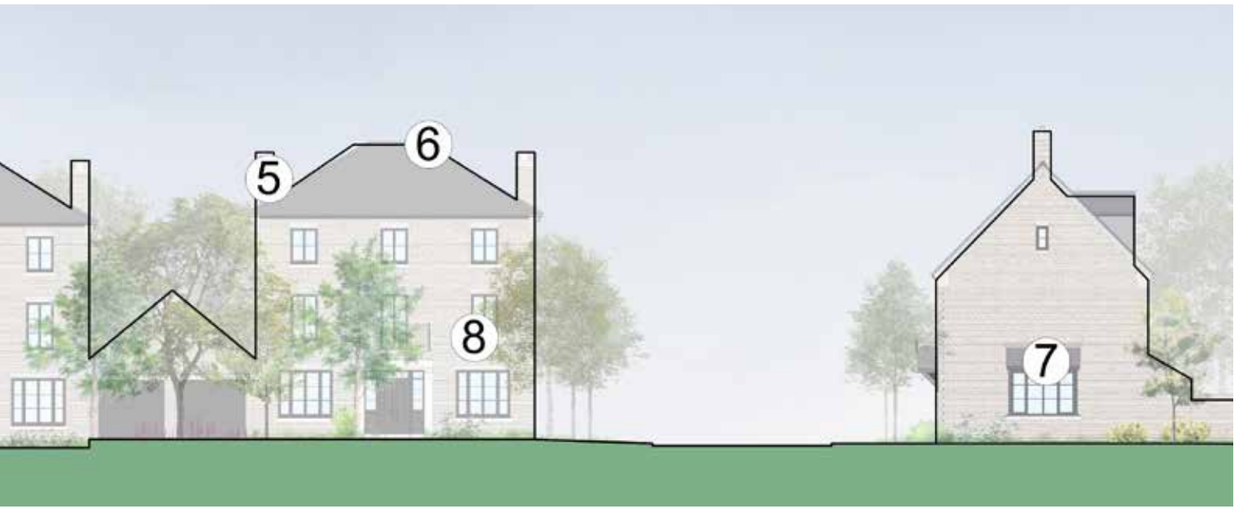




EXTRACT OF GI PROVISION PLAN
REF. P16-0631_70B

LANDSCAPE STRATEGY PLAN

Landscape Strategy

1. Relationship with Scheduled Monument and treatment to parcel boundary
2. Relationship with the Flying Field edge and character of landscape to be considered with screening planting, mounding to provide some vertical screening and maintain some views towards the Flying Field.
3. Cat and dog proof fence to be considered as part of site wide strategy
4. Retention of existing vegetation
5. Siting of landscaping to provide legible links into the parcel and provide visual amenity with network of greenspaces
6. Relationship with Camp Road and landscape edge to the south
7. Multi-functional green space for play with natural surveillance
8. Incidental greenspace to provide pockets of public open space within the parcel.

06 LANDSCAPE.

Landscape Strategy

6.1 The Landscape Strategy for Parcel 10 should be guided by the principles of the green infrastructure strategy for the wider Heyford site whilst responding to the specific parcel opportunities and constraints. Considerations include:

- The provision of accessible greenspace aim to create a multi-functional landscape for the new residents. This comprises space for SuDs (drainage basins), incidental open space and play with and green tracts where possible to plant tree lines and grass verges.
- Consideration of the parcels setting within the Heyford site acknowledging constraints and opportunities such as the existing below ground services, proximity to the Scheduled Monument, and the Cold War landscape character.
- The layout should accommodate modest amounts of space for green space in accordance with the open space requirements. The green space should include planting to soften the urban fabric and help break up areas of hard standing within the parcel whilst acknowledging the frontage with Camp Road and the Flying Field area to the north.
- Consideration of Parcel 10's northern boundary with the requirement for separation and screening from the surrounding land uses, and Scheduled Monument.
- Considerations for ecological enhancement should be included eg. a range of grassland habitats should be proposed to provide visual amenity, as well as refuge and habit for wildlife.

Open Space Provision

6.2 As per the overall GI strategy, open space should comprise general green space, play provision (LEAP - Local Equipped Area for Play and LAP - Local Area for Play). This will provide accessible and suitable play opportunities for the new residents and community within the proposed GI network that utilises the sites existing assets. Sports provision and allotments is provided on a site wide basis with designated space for a Sports Park and Allotments elsewhere within the wider site.

6.3 In accordance with local policy, general greenspace should be provided at 2.74ha per 1,000 population, and play provision at 0.78ha per 1,000 population which is transposed to a LEAP and LAP within Parcel 10 as per the GI Strategy.

Scheduled Monument - Landscape Design Principles

6.4 The northern boundary is characterised by its association with the flying field and the existing buildings of the air base, this includes the scheduled monument Avionics Maintenance Facility (Building 299) as previously discussed within this Design Code.

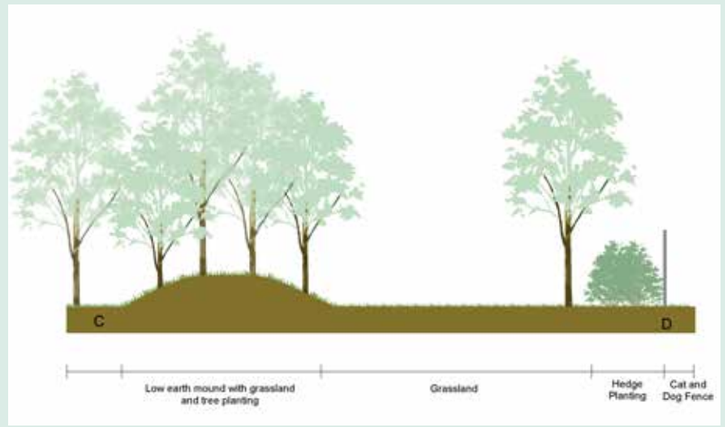
6.5 Comments received (during the pre application process) from the council landscape/tree officer as well as the heritage officer have informed the landscape treatment for the boundary, and how it should provide a transition between the Cold War character and residential development.

6.6 The landscape design response to this has developed from the hybrid application stage where previously advice and stakeholder discussions focused on a more dense structural landscape buffer along the north and western edge of Parcel 10 in order to provide an physical and visual screen along with the required cat and dog proof fence.

6.7 The cat and dog fence strategy provides a means of enclosure to the parcel and helps to secure the site. Beyond the security fence, and within the red line, mitigation tree planting in conjunction with earth bunding helps to both mitigate trees loss on the site and to emulate the flying field/ cold war planting character of the air base. This approach reflects the pre-application discussions with the LPA officers.

6.8 In addition, the design rationale aims to replace groupings of trees with grass beneath, to maintain views through to the flying field but to soften the proposals and create a corridor that emulates scattered group tree planting that is characteristic of the setting.

SCHEDULED MONUMENT - LANDSCAPE DESIGN PRINCIPLES FOR BOUNDARY



INDICATIVE SECTION THROUGH LANDSCAPE BOUNDARY

KEY

Soft Landscaping

- Existing Trees Retained
- Proposed Tree Planting
- Proposed Native Hedge/Scrub Planting
- Proposed Single Species Native Hedge
- Proposed Shrub Planting
- Proposed Amenity and Rear Garden Grass - Flowering Lawn Mixture EL1
- Proposed Grassland/Wildflowers - EM3 Special General Purpose Meadow Mixture
- Proposed Grassland - Damp tolerant grassland/wildflower mix EG8 tolerant of being seasonally wet and drier in summer

Hard Landscaping

- Proposed Highway Access and Paths - Tarmac path with kerb edging
- Proposed Road Access - Permeable Block Paving
- Proposed Transition Strips - Permeable Block Paving
- Proposed Paving - Front/rear garden paths, paving slabs 450x450mm
- Proposed Wetpour Safety Surfacing

Services

- Drainage Easement
- Services Corridor
- Proposed Foul Water Sewer
- Proposed Surface Water Sewer
- Proposed High Capacity Drainage Channel

Boundary Treatments

- Proposed 2.5m Chain Link Cat Dog Fence
- Proposed 1.8m High Close Board Fence
- Proposed 1.8m High Screen Wall
- Proposed 1.2m High Bow Top Fencing

EXTRACT OF LANDSCAPE PROPOSALS PLAN (SHEET 1)
REF. LAS242 03 C BY LANDARB SOLUTIONS DATED 29.06.22

6.9 The adjacent landscape proposals plan show how the design principles can be transposed into the landscape design for the areas of public open space as well as front gardens and associated curtilage. The proposals have been developed in line with pre-app discussions and build upon the landscape strategy for the parcel. The open space includes groups of scrub planting and standard tree planting to delineate the open space and create a sense of place that has seasonal interest and can be identified as an area of play for the development.

6.10 Within the parcel, there are several opportunities for open space that permeate the built form with the aim of providing areas of informal access, delineated with tree planting with SuDs features to provide multi-functional elements. The linear pockets of open space help break up the urban fabric of the layout and provide tracts of green infrastructure from Camp Road and connect visually to the northern greenspace that bounds the parcel from the adjoining Flying Field area to the north.

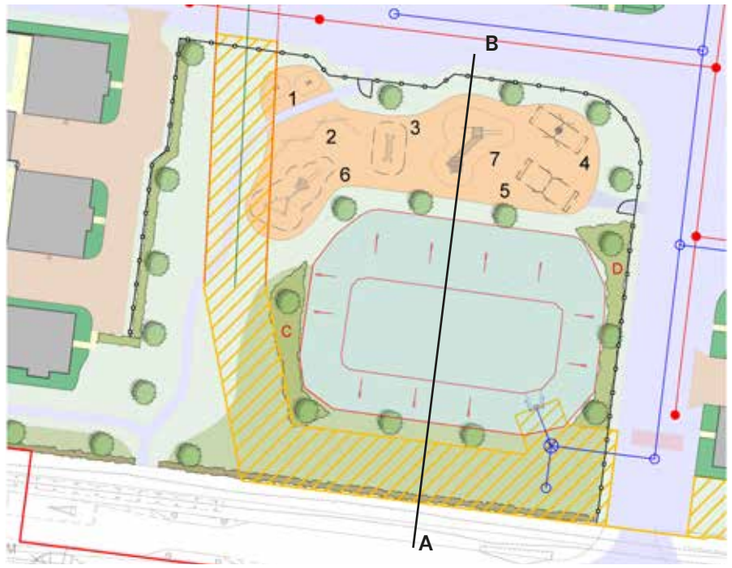
6.11 Design Principles to be integrated within the detailed landscape design:

- The boundary with the flying field should be clearly defined (with consideration of the alignment of the cat and dog proof fence) with the mounding and tree planting to provide some screening with the siting of trees to help retain some glimpses to the north.;
- Greenspaces should be provided throughout the development for the integration of SuDs basins, incidental open space and green tracts for tree and areas of grassland. This will help to provide some biodiversity enhancement and green the proposals to provide visual amenity and create an attractive place to live and play.
- Where space allows larger growing and more native trees should be prioritised, with more ornamental and smaller species used where space is tighter around parking courts and drives around the built edge.
- The layout accommodates modest amounts of space for planting to soften the urban fabric and help break up areas of hard standing.
- The planting palette should include native tree species that are already present on site and within the wider area, as well as ornamental species to provide visual interest - refer to the adjacent indicative species list. Species should include 'Plants for Pollinators' and species recommended by HTA as being species that are hardy, low maintenance and appropriate for a range of aspects throughout the on-plot design.
- A range of grassland habitats should be used that feature hardy flowering lawn mixtures that are good for wildlife, as well as grassland areas used within open space and SuDs areas that tolerate seasonal wetting and provide refuge and habit for wildlife.

PRECEDENT IMAGE - TILIA CORDATA 'GREENSPIRE'

INDICATIVE SPECIES LIST

Tree Planting	Shrub & Herbaceous Planting
• Amelanchier lamarckii • Betula pendula (N) • Carpinus betulus 'Frans Fontaine' • Fagus sylvatica (N) • Larix decidua • Prunus avium (N) • Pinus sylvestris (N) • Pryus calleryana 'Chanticleer' • Pinus nigra • Tilia cordata (N) • Tilia cordata 'Greenspire' • Sorbus aria (N) • Sorbus aucuparia (N) • Sorbus commixta 'Embley' (N) dentotes native species	• Bergenia cordifolia 'Purpurea' • Buxus sempervirens 'Faulkner' • Cotoneaster conspicuus 'Decorus' • Cornus alba 'Elegantissima' • Cornus alba 'Kesselringii' • Carpinus betulus (Hedge) (N) • Cotoneaster 'Skogholm' • Cistus 'Silver Pink' • Choisya ternata • Ceonothus thrysiflorus var. 'Repens' • Elaeagnus x ebbingei • Euonymus Emerald 'n' gold • Euonymus Emerald Gaiety • Fagus sylvatica (Hedge) • Geranium 'Johnsons Blue' • Hebe albicans 'Red Edge' • Hebe rakiensis • Hypericum Hidcote • Lavandula Hidcote • Lonicera Bagessens Gold • Lonicera 'Maygreen' • Mahonia Apollo • Olearia haastii • Osmanthus burkwoodii • Potentilla Abbotswood • Potentilla Elizabeth • Potentilla Red Ace • Prunus 'Otto luyken' • Photinia x fraseri 'Red Robin' • Rosa 'Kent' • Rosa 'Hertfordshire' • Rosa 'Suffolk' • Spirea Anthony Waterer • Spirea 'Goldflame' • Symphoricarpos 'Hancock' • Sarcocca hookeriana • Skimmia 'Kew White' • Skimmia japonica 'Rubella' • Senecio sunshine • Vinca minor • Viburnum davidii • Viburnum tinus 'Eve Price'
Native Scrub Planting / Native Hedgerow Mix	
• Acer campestre (20%) • Corylus avellana (10%) • Crataegus monogyna (20%) • Cornus sanguinea (10%) • Ligustrum vulgare (20%) • Ilex aquifolium (10%) • Viburnum opulus (10%)	



LEAP / LAP EXTRACT

Play opportunities

1. Springers provide independent opportunities for younger years with rocking and swaying pieces
2. Balancing logs for agility, balance and imaginative play
3. Balancing beams for agility, balance paired to compliment the balance beams
4. Nest swings to provide flexible swing for individual or group use with inclusive element
5. Traditional double swing so play can be enjoyed in groups or singularly
6. Tower and climber multi-unit
7. Double tower with valley bridge would provide many play opportunities for individuals and groups of children with social, imaginative play as well as climbing, sliding movement.

Play Provision and Amenity Open Space

6.12 The play provision is concentrated within the centre of the southern part of the site and features an area of open space that is intended to be multi-functional, naturally surveilled and attractive.

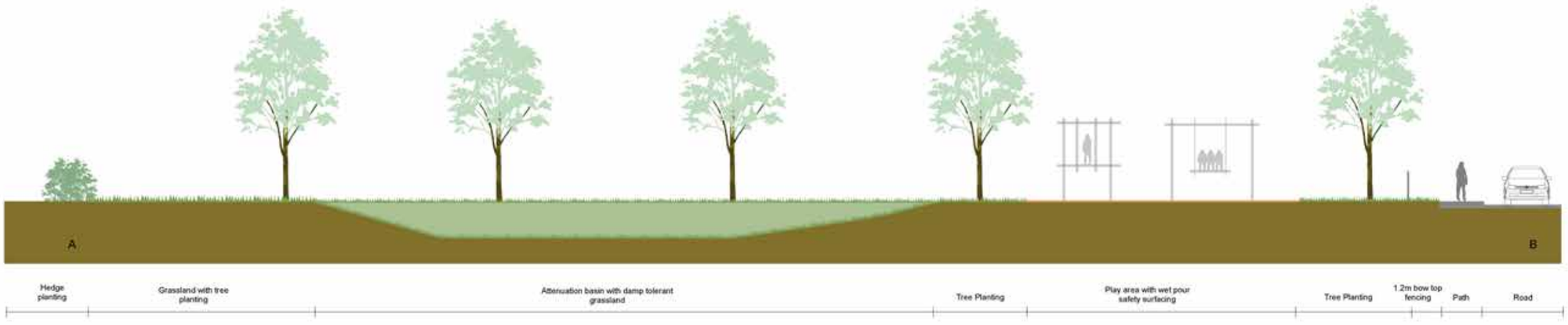
6.13 The location of the play space builds upon the distribution of open space, amenity and play spaces from the approved hybrid application, and shown within the composite parameter plan. The site wide green infrastructure (including play) strategy aims to provide suitable play and open space for the new and existing community whilst recognising the character of the unique site and its constraints and opportunities such as the schedules monument and Cold War landscape. The siting of the LEAP (local equipped area for play) and LAP (local area for play) within Parcel 10 ensures that new residents have accessible play in accordance with policy and best practice.

6.14 The adjacent extract plan shows the layout of the play space along with suggested equipment to ensure a wide range of play opportunities are provided for young and older children of all abilities. The play equipment would be installed and subject to the relevant play safety and surfacing standards including BS EN 1176.

6.15 The play provision is based upon a naturalistic approach to play using timber-based play units, featuring a combination of play pieces that encourage team play, balancing, climbing, sliding, and spinning. The safety surfacing will be wet pour and there will be bow top fencing to the northern and eastern boundaries between the play area and the road.

6.16 There are drainage easements through the open space which prevent planting, however the space has been designed such that the easements are accommodated but also provide informal open space around the suds basin in additional to the area of activity of the play features north of the basin.

6.17 Within the wider open space a suds basin is proposed as part of the drainage strategy, this will be seasonally wet but dry for large periods throughout summer offering a green setting for the play space as well as biodiversity enhancement with the grassland within the basin.



INDICATIVE SECTION THROUGH PLAY SPACE

KEY - BS 5837 : 2012 Categories

- Tree Category A - High Quality
- A Category - Hedgerow, Group, Woodland
- Tree Category B - Moderate Quality
- B Category - Hedgerow, Group, Woodland
- Tree Category C - Low Quality
- C Category - Hedgerow, Group, Woodland
- Tree Category U - Unsuitable for Retention
- Root Protection Area to BS:5837:2012
- Shrub Mass / Offsite Tree
- Survey Item to be Removed

EXTRACT OF TREE RETENTION AND LOSS PLAN
REF. LAS242 02 B BY LANDARB SOLUTIONS DATED 27.06.22

Tree Strategy

6.18 The proposals have been informed by a full BS: 5837:2012 tree survey and impact assessment report. The proposals have included the retention of a mixed group of trees in the south western corner of the site, to retain a green and leafy character closest to the Camp Road frontage.

6.19 The tree retention and loss plan shows the existing trees to be retained, and those to be removed to facilitate the development with the tree strategy below showing the proposed new tree planting and the distribution of species.

6.20 Whilst several groups have been removed to facilitate the proposals, this has been mitigated through an extensive planting scheme that seeks to replace trees and emulate the Cold War character of mixed species tree planting.

6.21 The tree species have been chosen for their size, form, to contribute to function as screening, streetscape aesthetics and visual interest as well as character in order to fit in with the site's existing vegetation. Species have also been chosen for their biodiversity potential including fruiting species for visual and seasonal interest as well as habitat value for pollinators.

EXTRACT OF LANDSCAPE PROPOSALS PLAN (SHEET 2)
REF. LAS242 03 C BY LANDARB SOLUTIONS DATED 29.06.22

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