



PARCELS 11, 13, 16, 17, 39, 40 **DESIGN CODE**

FEBRUARY 2025

PREPARED BY A2 ARCHITECTURE & DEVELOPMENT ON BEHALF OF DORCHESTER LIVING





CONTENTS

1.0

INTRODUCTION

PLANNING BACKGROUND		6
PURPOSE OF THIS DOCUMENT		7
THE ROLE OF THE DESIGN CODE		8
HOW TO USE THIS DESIGN CODE		9
DEVELOPMENT WIDE PARAMETERS		10-12
	PLANNING BACKGROUND PURPOSE OF THIS DOCUMENT THE ROLE OF THE DESIGN CODE HOW TO USE THIS DESIGN CODE DEVELOPMENT WIDE PARAMETERS	PLANNING BACKGROUNDPURPOSE OF THIS DOCUMENTTHE ROLE OF THE DESIGN CODEHOW TO USE THIS DESIGN CODEDEVELOPMENT WIDE PARAMETERS



SITE ANALYSIS

2.01	SITE LOCATION	 14-15
2.02	SITE CONNECTIVITY	 16
2.03	CHARACTER CONTEXT	 17-21

3.	0

OVERARCHING CODES

3.01	HIGHWAYS HIERARCHY	 23
3.02	HIGHWAYS - INFRASTRUCTURE	 24
3.03	HIGHWAYS - STREET TYPES	 25-28
3.04	HIGHWAYS – PEDESTRIAN & CYCLE NETWORK	 29
3.05	HIGHWAYS - PARKING STANDARDS	 30
3.06	HIGHWAYS - PARKING TYPOLOGIES	 31
3.07	CYCLE STORE & REFUSE STRATEGY	 32
3.08	SUSTAINABLE DESIGN	 33
3.09	LANDSCAPE OVERVIEW	 34
3.10	LANDSCAPE DESIGN QUALITY	 35
3.11	TYPICAL SOFT LANDSCAPE PALETTE	 36
3.12	TREE PLANTING STRATEGY	 37
3.13	TYPICAL HARD LANDSCAPING PALETTE	 38
3.14	BOUNDARY TREATMENT STRATEGY	 39
3.15	BUILDING FORM GUIDANCE	 40-41

4.0

4.01	PARCEL
4.02	REGULA
4.03	LAND US
4.04	LAND US
4.05	LAND US
4.06	LAND US
4.07	CHARAC
4.08	CODING



5.01	PARCEL
5.02	LAND US
5.03	LAND US
5.04	LAND US
5.05	LAND US
5.06	LAND US
5.07	LAND US
5.08	CHARAC
5.09	CODING

PARCEL 11

EL LOCATION	 44
ATION PLAN	 45
USE - DENSITY & BUILDING HEIGHTS	 46
USE - ROUTES & ROADS	 47
USE – LANDSCAPE	 48
USE - KEY LANDSCAPE SECTIONS	 49
ACTER PRINCIPLES (Z4+Z3)	 50-51
NG TABLE	 52-53

PARCEL 13

EL LOCATION	 54
USE - PARAMETERS	 55
USE - DENSITY	 56
USE - BUILDING HEIGHTS	 57
USE - LANDSCAPE	 58
USE - KEY LANDSCAPE SECTIONS	 59
USE - ROUTES & ROADS	 60
RACTER PRINCIPLES (Z7)	 61
NG TABLE	 62-63

6.0

PARCEL 16

6.01	PARCEL LOCATION	
6.02	LAND USE - PARAMETERS	67
6.03	LAND USE - DENSITY	68
6.04	LAND USE - BUILDING HEIGHTS	69
6.05	LAND USE - LANDSCAPE	
6.06	LAND USE - KEY LANDSCAPE SECTIONS	
6.07	LAND USE - ROUTES & ROADS	72
6.08	CHARACTER PRINCIPLES (Z1)	73
6.09	CODING TABLE	74-75



PARCEL 39

8.01	PARCEL LOCATION	 90
8.02	LAND USE - PARAMETERS	 91
8.03	LAND USE - DENSITY	 92
8.04	LAND USE - BUILDING HEIGHTS	 93
8.05	LAND USE - LANDSCAPE	 94
8.06	LAND USE - KEY LANDSCAPE SECTIONS	 95
8.07	LAND USE - ROUTES & ROADS	 96
8.08	CHARACTER PRINCIPLES (Z3)	 97
8.09	CODING TABLE	 98-99



10.01 CC



PARCEL 17

7.01	PARCEL LOCATION	 78
7.02	LAND USE - PARAMETERS	 79
7.03	LAND USE - DENSITY	 80
7.04	LAND USE - BUILDING HEIGHTS	 81
7.05	LAND USE - LANDSCAPE	 82
7.06	LAND USE - KEY LANDSCAPE SECTIONS	 83
7.07	LAND USE - ROUTES & ROADS	 84
7.08	CHARACTER PRINCIPLES (ZI)	 85
7.09	CODING TABLE	 86-87



PARCEL 40

9.01	PARCEL LOCATION	 102
9.02	LAND USE - PARAMETERS	 103
9.03	LAND USE - DENSITY	 104
9.04	LAND USE - BUILDING HEIGHTS	 105
9.05	LAND USE - LANDSCAPE	 106
9.06	LAND USE - KEY LANDSCAPE SECTIONS	 107
9.07	LAND USE - ROUTES & ROADS	 108
9.08	CHARACTER PRINCIPLES (Z4)	 109
9.09	CODING TABLE	 110-111







CONCLUSION CHECKLIST

CONDITION CHECKLIST

..... 113

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INTRODUCTION

1.01	PLANNING BACKGR
1.02	PURPOSE OF THIS D
1.03	THE ROLE OF THE DE
1.04	DEVELOPMENT WIDE
1.05	MASTERPLAN DEVEL



- OUND OCUMENT
- SIGN CODE
- PARAMETERS
- OPMENT



Aerial view of Heyford Park

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1.01 PLANNING BACKGROUND

This Design Code has been prepared on behalf of Dorchester Living, pursuant to condition 6 of the approved Hybrid Planning Application (18/00825/HYBRID). The Application details are as follows:

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 AI);
- 670 m² comprising a new medical centre (Class DI);
- 35,175 m² of new employment buildings, (comprising up to 6,330 m² Class Bla, 13,635 m² Blb/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 DI);
- 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 DI/AI 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 DI);
- 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 Blb/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);

- and
- specified in Schedule 2.

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:

I. 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.

Buildings 73 and 2004 (Class DI);

Buildings 391, 1368, 1443, 2005, 2006, 2007, 2008 and 2009 (Class DI/D2 with ancillary AI-A5 use);

• Building 340 (Class DI, D2, A3);

20.3ha of hardstanding for car processing (Sui Generis);

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

Associated infrastructure works, including surface water attenuation provision and upgrading Chilgrove Drive and the junction with Camp Road."

PURPOSE OF THIS DOCUMENT 1.02

Following discussions with Cherwell District Council, it has been agreed that Dorchester Living will prepare a single document, this Design Code, which will include the necessary details to address condition 6. Once approved, it will provide design principles to guide future Reserved Matters proposals.

This Design Code, formed with due regard to the approved Parameter Plans, Design and Access Statement, and other documents approved at the outline stage, relates to Parcels **11, 13, 16, 17, 39, and 40** of the Composite Parameter Plan submitted as part of the Hybrid Application. It serves as a comprehensive guide for architects, planners, developers, and stakeholders, offering clear and detailed instructions essential for shaping the landscape of Heyford Park.

The Design Code outlines the fundamental principles, standards, and aesthetic factors necessary for creating a coherent and harmonious built environment for the specified parcels within the Heyford Park masterplan by:

- Establishing a long-term vision and a design-led framework for the site.
- Building upon the outline planning application and establish design principles for the future parcels.
- Providing certainty to the Landowner, Local Authority, Developer, and Community.
- Serving as a clear guide for developers working on individual development parcels.
- Setting the guidance for more detailed design work.

Future Reserved Matters applications will be submitted in accordance with this code. Variations from the code may be acceptable to provide flexibility for different design or site constraints.



1.03 | THE ROLE OF THE DESIGN CODE

Design Codes serve as detailed design rules outlining the two and three-dimensional design elements of a specific development. The accompanying flow diagram below illustrates the collaborative process undertaken with Cherwell District Council in formulating this Design Code.



BUILD OUT

Developer Implementation and Quality Monitoring

HOW TO USE THIS DESIGN CODE

This Design Code is structured to provide a clear and complete document providing a criteria which outlines both Mandatory and Desired requirements for future Reserved Matters stages at Heyford Park. Examples of how to locate this information are detailed below and can be found adjacent. The code specifies the level of prescription needed to meet these requirements, aligning with the approved outline DAS, associated parameters, and conditions as well as National and Local policies.

To ensure ease of navigation, the Design Code is divided into sections that guide the user through each parcel of the development, this structured approach ensures clarity and accessibility for stakeholders at all stages of development planning.

1.0-2.0 Introduction and Site Analysis: The initial sections provides a comprehensive overview of Heyford Park, including the approved outline application, the existing character, and the wider site context.

3.0 Overarching Coding: Site-wide coding is detailed here, addressing highways, car and cycle parking, waste management, sustainability, and landscaping.

4.0-9.0 Parcel-Specific Coding Sections: Subsequent sections are organised by parcel, with each detailing the specific requirements for its respective area. At the conclusion of each parcel section, a dedicated coding table summarises key information and requirements.





STAGE 1 - Highlighted at the top of the page is a Mandatory or Desirable coding tag which is relative to page as a whole.

STAGE 2 - Specific details keyed out within each section/ page in illustrative frames to specify Mandatory or Desirable coding.

STAGE 3 - Added to the end of the section is a coding summary for each parcel in a table format - These tables will decipher which information is Mandatory and Desirable coding.

Regulating Plans are included at the beginning of each parcel section which outlines the coding requirements.

D

STAGE1

*Key information/plans that are deemed 'MANDATORY' in this Design Code will be presented within a box like this throughout the document - This means it is a **<u>REQUIREMENT</u>**. This information must be followed for adherence of this Design Code relating to future Reserved Matters applications of which there is **NO FLEXIBILITY**.

MANDATORY

1.04

STAGE 2

*Key information that is deemed 'DESIRABLE' to influence future Reserved Matters design will be presented within a box like this throughout the document - however it is **NOT** a requirement. This information will help steer the design of the subsequent Reserved Matters and positively reflect this Design Code.

STAGE 3

DESIGN CODE | HEYFORD PARK, BICESTER

1.05 **DEVELOPMENT WIDE PARAMETERS**

Many of the key principles such as the movement network, densities and building heights were set out in the approved Parameter Plans and 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. The following plans, along with the Design and Access Statement, were approved as part of the Hybrid planning application:



APPLICATION BOUNDARY

P16-0631_33P



APPLICATION BOUNDARY [449.2HA]

BUILDING HEIGHTS PARAMETER PLAN

P16-0631_08-2J

KE

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.

COMPOSITE PARAMETER PLAN

P16-0631_08AS



PROPOSALS KEY		
LAND USE		
	EXISTING BUILT DEVELOPMENT/PRO	
	EXISTING COMMERCIAL AREAS	
	EXISTING APPLICATIONS WITHIN MA: LAND SOUTH OF CAMP ROAD, VILLAG & PYE HOMES PESIDENTIAL	
	RESIDENTIAL	
	CREATIVE CITY / COMMERCIAL	
	CAR PROCESSING	
	MIXED USE	
	FLYING FIELD PARK	
	CORE VISITOR DESTINATION AREA	
	EDUCATIONAL SITE WITH POTENTIAL (AGE TBC) INCLUDING NEW BUILDING	
	ANCILLARY OPEN ACTIVITY SUCH AS	
	FILMING ACTIVITY AREA	
	HEYFORD FREE SCHOOL SITES TO BE EXTENDED/EXPANDED	
	UP TO 60 EXTRA CARE DWELLINGS (0 0.9HA	
	AREA FOR COMMUNITY USES	

ONTROL TOWER PARK

APPROVED PLANS FROM HYBRID APPLICATION



DESIGN CODE | HEYFORD PARK, BICESTER

FOOTPATH/BRIDLEWAY ROUTE



SITE ANALYSIS

SITE LOCATION 2.01 SITE CONNECTIVITY 2.02 CHARACTER CONTEXT 2.03





2.01 | SITE LOCATION

Located near the village of Upper Heyford, approximately 16 miles northeast of Oxford, Heyford Park occupies a strategic position in the Cherwell Valley. Accessible via major roadways like the M40 motorway and the A34 road. The closest railway stations, located 2 miles from the site, are Lower Heyford and Bicester (6miles), offering connections to nearby towns and cities. The site is well-connected to surrounding towns through a network of bus routes, offering multiple stops and sustainable transportation options.

The proximity to Bicester ensures a integration of urban amenities as well as rural charm. Beyond its strategic connectivity, Heyford Park is surrounded by the natural beauty of Oxfordshire, it's an excellent destination for various recreational activities such as walking and cycling all set against the picturesque countryside backdrop.

In the evolving landscape of Heyford Park, recent years have witnessed the emergence of new developments that contribute to the area's modern character. These contemporary residential projects seamlessly blend with the natural surroundings, offering a harmonious integration of architecture and landscape. The designs reflect a commitment to sustainable and functional living spaces, incorporating green initiatives and communal areas to foster a sense of community. The former American Airbase adds a touch of history to this contemporary canvas, creating a distinctive backdrop for future developments to harmonise with the existing elements of Heyford Park.

To seamlessly integrate further proposed development with the surrounding context, we conducted thorough site visits to assess its evolution. These visits provided invaluable insights into former character zones, enabling us to align the design parameters of future developments with the revised character areas. Considering factors such as infrastructure, vegetation, neighbouring buildings, and community dynamics, we shaped the design parameters of each parcel. This process equips us to prescribe design guidelines that honour the area's heritage and identity while enhancing overall aesthetic and functional qualities. Ultimately, our aim is to cultivate a built environment that becomes an integral part of the neighbourhood's tapestry, enriching the lives of its inhabitants and fostering unity and cohesion within the community.







To develop a comprehensive design code that seamlessly integrate the proposed development with the surrounding context, we have undertaken site visits to assess the site's evolution and interviewed Dorchester Living the owner and lead developer of the site since 2009. Our commitment to blending our architectural vision with the existing environment and respecting established character areas drove this effort. During these visits, we gained invaluable insights into former character zones, enabling us to integrate future developments in line with the revised character areas.

In addition to these visits, we considered factors such as surrounding buildings, infrastructure, vegetation and community dynamics which has influenced the design parameters of each parcel. By meticulously studying the scheme's evolution within this context, we are better equipped to prescribe design guidelines that respect the area's heritage and identity while enhancing the overall aesthetic and functional qualities of our project. Our goal is to create a built environment that becomes an integral part of the neighbourhood's tapestry, enriching the lives of its inhabitants and fostering a sense of unity and cohesion within the community.













2.01 SITE LOCATION



CHARACTER CONTEXT | 2.03

In alignment with the approved Hybrid Application, this design code initially analysed the seven character areas established for Heyford Park. These areas are described in the approved Design Code which can be found within Application **10/01642/OUT.**

By exploring the distinctive urban forms and building details of each area, this design code aims to seamlessly integrate the essence of Heyford Park into the fabric of future proposed developments. This strategic use of existing character ensures a harmonious blend of tradition and innovation, fostering a vibrant and contextually sensitive community. The locations of the character areas are illustrated on the masterplan below.

We have conducted a further thorough analysis of character areas for future parcels, as outlined in the Hybrid Application **18/00825/HYBRID** approved DAS **P16-0631_81G MARCH 2020**. The refined character areas seamlessly integrate into this proposal, guiding the design details for upcoming parcels. This comprehensive assessment pinpointed key street typologies, distinctive spaces, and local design elements that genuinely encapsulate the area's character.

The refined character areas play a pivotal role in organising zones, essential for establishing a robust sense of place. Each proposed zone incorporates unique design elements, delving into built form principles, changes in height, setbacks, landscape treatments, architectural detailing, colour schemes, and materials—detailed exploration of the relevant character areas follow on the subsequent pages.





KEY

CA1 - VILLAGE CENTRE	
CA2 - VILLAGE CENTRE RESIDENTIAL	
CA3 - TRIDENT HOUSING	
CA4 - CAMP ROAD	
CA5 - VILLAGE GREEN	
CA6 - RURAL EDGE	
CA7 - CORE HOUSING	
CA8 - CARSWELL CIRCLE	



KEYImage: Second second

Z1 - HEYFORD SOUTH

The Heyford South (Rural Transition) zone is situated to the west and east of Heyford Park, south of Camp Road. These areas will exhibit an informal and organic character, prioritising development that optimises views. The design will be more open to enhance the emphasis on the landscape.

Typically, dwellings will be detached, with those on the periphery generally accessed via private landscaped drives. It is encouraged for dwellings to have a variety of setbacks and ridge lines.

The sports park is positioned to the south of Parcel 17, accompanied by the community orchard along the parcel's edges. This contributes to establishing a gentle and natural boundary with the surrounding countryside.



ZI RESIDENTIAL FIGURE GROUND

DESIGN PRINCIPLES	CATEGORY
Urban Form	Organic and informal street str
Function	To provide an attractive residential environment that relates to the surroundevelopment.
Building Typology	Typically detached dwellings fronting onto the POS, SUDs corridors, commu Semi-detached and terraces are also prop
Building Lines	Irregular with spaces between buildings to a
Architectural Style	Traditional
Landscape Treatment	Informal tree planting to soften the urban edge and buildings should 'fe corridor through parcel 16. A community orchard is located around t

ructure.

ding countryside and reduces the urban feel of the

unity orchard/allotment and adjacent countryside. posed in other areas

Illow for landscaping.

eather' into the rural edge. To continue the SUDs the northern and western edges of parcel 17.

Z3 - HEYFORD BESPOKE

The Heyford Bespoke zones, situated north of Camp Road on the western side and within the central area, feature housing in a perimeter block format, aligning with the existing base layout. This design fosters a strong public and private realm relationship, with fronts facing the public realm and private backs in gardens. Tree planting along shared routes and garages set back from the building line soften the street scene impact from vehicles.

Inspired by the Arts and Crafts form in Carswell Circle and Officers' Housing at Heyford, this zone combines formal and informal streets, presenting dwellings with a clear presence onto streets and public realm. Eaves and ridge lines maintain consistency between building groups while allowing variation along the street.



DESIGN PRINCIPLES	CATEGORY
Urban Form	Perimeter block arrangement with a strong sense of
	Mixture of formal and informal
Function	To provide an attractive residential environment, ge
Building Typology	Mix of detached, semi-detached and t
Building Lines	Consistent between groups of dwellings but wi
Architectural Style	Traditional. Build upon the Arts and Crafts chara
Landscape Treatment	Soft landscaping will be simple and planting will be used to

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



public-private realm definition.

- streets.
- enerally away from key routes.
- erraced housing.
- ill vary across the parcel.
- acter found at Heyford Park.
- o screen and break up parking areas.

Z4 - TRIDENT NORTH

The Trident North zone will maintain the existing housing character to the south - Trident Housing. Situated next to the north-south pedestrian link to Flying Field Park, it extends from the current Trident housing to the proposed Contemporary Airfield Living Zone. Comprising contemporary-style houses and apartments, this zone is designed within a campus-style environment.

Streets within the zone will generally follow a formal layout, with dwellings presenting a clear presence and frontage to streets and public spaces. Building lines will exhibit consistency across groups of buildings.

The majority of buildings will have a height of 3 storeys, with a provision for 2.5 storeys in transitional units where the transition from 2 to 3 storeys occurs. To the west of the north-south pedestrian link, a care home is planned, adhering to the same principles and character as the built form opposite.

Given the zone's location, development should consider the scale of the existing airbase buildings adjacent to this area.





DESIGN PRINCIPLES	CATEGORY
Urban Form	Terraced housing and apartments in regular blocks detached from each link to the proposed Flying Fie
Function	To provide a legible route with building frontages of high architectural q Flying Field Park
Building Typology	Predominantly terraces and apartments. A care home is pro
Building Lines	Strong consistent formal build
Architectural Style	To take architectural cues from surrou
Landscape Treatment	Planting will be used to screen and break

other. Aid in creating the strong linear north-south Id Park.

uality defining the north-south linear route to the

posed to the west of the linear route.

ing line.

nding buildings.

up parking areas.

Z7 - OFFICERS HOUSING

Nestled on the eastern side of Heyford Park, directly across from the former officers' housing, this zone is thoughtfully crafted to mirror the distinctive character of the historic officers' residences.

Within this zone, the dwellings are envisioned as large detached houses, artfully situated within beautifully landscaped spaces. The design emphasises substantial setbacks and an informal arrangement of building lines, fostering an ambiance that is both informal and organic in character.

The unique charm of the former officers' housing is a guiding influence in shaping the architectural character and identity of this zone. Residents will benefit from direct access to their homes from Larsen Road, enhancing the overall accessibility and convenience of the community.





DESIGN PRINCIPLES	CATEGORY
Urban Form	Frontage onto Larsen Road. Large dwellings with large gardens to follow th
Function	To provide a set of large dwellings that respect the
Building Typology	Large detached family hou
Building Lines	Informal building line with large gaps between buildings
Architectural Style	Traditional. Build upon the Arts and Crafts character of th
Landscape Treatment	Retention of the existing vegetation along with the provision of r

he character of the former officers housing opposite.

he former officers housing.

sing.

to allow to large gardens to plots.

e former officers housing opposite.

new planting to create a soft organic feel.

OVERARCHING CODES

3.01	HIGHWAYS HIERAR
3.02	HIGHWAYS - INFRA
3.03	HIGHWAYS - STREE
3.04	HIGHWAYS - PEDES
3.05	HIGHWAYS - PARK
3.06	HIGHWAYS - PARK
3.07	CYCLE STORE & REI
3.08	SUSTAINABLE DESIG
3.09	
3.10	LANDSCAPE DESIG
3.11	TYPICAL SOFT LANI
3.12	TREE PLANTING STR
3.13	TYPICAL HARD LAN
3.14	BOUNDARY TREAT
3.15	BUILDING FORM GU



- СНҮ
- STRUCTURE
- ET TYPES
- STRIAN & CYCLE NETWORK
- ING STANDARDS
- ING TYPOLOGIES
- FUSE STRATEGY
- ЭN
- /IEW
- N QUALITY
- OSCAPE PALETTE
- RATEGY
- DSCAPING PALETTE
- MENT STRATEGY
- JIDANCE

3.01 HIGHWAYS HIERARCHY

Establishing a well-defined movement network is a fundamental design concept for achieving a successful development at Heyford Park.

The accompanying plan showcases the Street Hierarchy and Pedestrian Routes Plans with highway access points, established in the approved Hybrid Application (18/00825/HYBRID) DAS. This framework ensures that all areas of future development will be easy to navigate, safe, and secure. The plan further highlights the locations of the parcels providing key context relevant to this Design Code.

The movement hierarchy clearly defines the main routes and demonstrates how the development connects with the wider area, emphasising strong links to key transportation routes and pathways which should be considered and built upon within future RM and detailed design applications. Additionally, it showcases essential local amenities ensuring convenient access for future residents.

Key details defining each street typology for this Design Code will include:

- Scale and setting of the street
- · Movement network: Designed to be pedestrian and cyclist friendly to maximise sustainable transport forms, from overall street hierarchy down to design and detail.
- Parking strategies: Varying depending on site location, density, and housing typology. Engineering requirements: Including SUDs and drainage.
- · Materials and details: Coordinated for consistency across the site.



	Retail
—	Bus Route, Vehicle & Footways
—	Primary Vehicular Route
—	Primary Pedestrian/Cycle Route
—	Secondary Pedestrian/Cycle Route

DESIGN CODE | HEYFORD PARK, BICESTER

3.02 HIGHWAYS - INFRASTRUCTURE

In developing this design code, one of our primary aims is to foster a clear and interconnected community, steering away from a repetitive road pattern whilst integrating not only vehicular connectivity but pedestrian and cycle as well. A key element is the establishment of a precise street hierarchy defining movement parameters for the development parcels. Streets and open spaces are strategically integrated across diverse character areas, ensuring seamless continuity through the parcels. Their intentional design, considering connectivity, location, and function, emphasises their vital role as integral components of public space.

All Highway typologies adhere to Oxfordshire County Council (OCC) highway adoptable standards where applicable, reflecting our commitment to optimal development practices and regulatory compliance. While not detailing every highway aspect, the street typology code instructs technical specifications, providing certainty to designers while allowing flexibility in development parcel articulation within various themes. Where street typology and/or edge types are not specified, the design should ensure an appropriate transition between connecting streets.

Within Heyford Park, a design speed of 20 mph is set for most roads, including Camp Road and particularly in the Village Centre. This speed limit is further reduced to 10 mph for lower-order streets, including lanes and private drives.

LOW SPEED NEIGHBOURHOOD

The highway network beyond Camp Road, is designed to discourage higher speeds due to their shorter and more varied alignments. To create a safer environment, secondary, shared, and private streets can implement three types of traffic calming, pedestrian and cycle priority measures:

- When transitioning between road typologies and entering a street, a slight raised ramp will indicate the material change to help moderate vehicle speed.
- Horizontal deflection (using either side buildouts or central pinch points)
- Raised block-paved tables at junctions (with gentle ramps)

The detailed design and locations of these pedestrian and cycle priority features will be determined in future Reserved Matters submissions.



The location for each street type is indicatively illustrated on the Routes & Roads plans which are detailed in each relevant parcel section.





ADOPTION ARRANGEMENTS

In line with the suggested highways table the proposed road hierarchy allows us to adopt some roads, whist retaining some newly proposed roads as private to ensure OCC standards are met.



PRIMARY STREET

Camp Road, an existing adopted highway running west to east through Heyford Park, serves as the main street, establishing a street hierarchy for parcels while promoting north-south connectivity and creating a central "heart" for the development. New Primary Streets will complement this by offering safe and convenient routes for pedestrians, cyclists, and vehicles. Pedestrian and cycle priority measures will be implemented to effectively reduce vehicle speeds, fostering a safe and confident environment for all users.

Landscaping features, including tree-lined streets and boulevards, will enhance the area's character, with street lighting thoughtfully designed in coordination with trees to ensure appropriate and safe illumination throughout the development. Formal hedges positioned outside the private curtilage will provide clear delineation between public and private spaces, with their maintenance overseen by private management companies. Properties will be set back to allow for street planting, pedestrian movement, and direct access to dwellings, creating a harmonious and accessible streetscape.

DESIGN SPEED	
FOOTWAY	• 2.0m on
CYCLEWAY	•
VERGE	3.0m
BUS ACCESS	
MAX PROPERTIES	
CARRIAGEWAY WIDTH	
CARRIAGEWAY SURFACING	
VERGE SURFACING	G
FOOTWAY SURFACING	As carriageway (specific
KERBING	Driveways and
TRAFFIC CALMING	 Raised block-po Horizontal deflection Road
ON STREET PARKING	
FORWARD VISIBILITY	
JUNCTION SIGHTLINES	
JUNCTION SPACING	
JUNCTION RADI	
STREET LIGHTING (To be agreed at detail stage)	
STATUTORY SERVICES	In
DRAINAGE	Over e
ADOPTION	
LANDSCAPE/TREE PLANTING	 Hedgerows outside
BOUNDARY TREATMENT	Refer to bo

3.03 **HIGHWAYS - STREET TYPES**

MANDATORY

PRIMARY STREET

20mph

Set back from carriageway Priority for pedestrians north side, 3.0m shared on south side

 Priority for cyclists Set back from carriageway 3.0m (including footway)

can provide SUDs/ planting

Yes

No restriction

6.5m

Asphalt (HRA)

rass and or shrub planting

cation to be determind at detailed design stage)

• Flush Kerb

d wide crossovers will have dropped kerbs

aved tables at junctions (with gentle ramps) on (using either side build-outs or central pinch points)

d typology transition raised ramp

Off-street

45m

2.4 x 45m

Site Specific

6.0m

Column mounted

shared footway/cycleway

dge into swale (predominantly)

Adopted by council

Formal - tree lined avenue Landscaped boulevards Landscaped frontages private curtilage under control by management company

oundary treatment strategy on page 39

3.03 | HIGHWAYS - STREET TYPES



SECONDARY STREET

Secondary streets serve as the primary entryways to most development parcels, establishing a welcoming transition into residential areas. These streets are designed to maintain the appearance of primary routes while incorporating reduced planted verges and direct driveway access to properties.

Pedestrian and cycle priority is emphasised through features such as horizontal deflection to slow vehicle speeds and raised tables at key crossing points and junctions. These measures ensure seamless connections to footpaths on both sides of the road, prioritising safe and convenient pedestrian movement. Regularly spaced street trees and verge planting enhance the streetscape, while visitor parking is thoughtfully integrated into the landscaped verges, balancing functionality with aesthetic appeal.

	SECONDARY STREET
DESIGN SPEED	20mph
FOOTWAY	2.0m both sides
CYCLEWAY	On Road
VERGE	Optional verge or Visitor parking on one side
BUS ACCESS	-
MAX PROPERTIES	Up to 50
CARRIAGEWAY WIDTH	Appropriate to use (guide 5m)
CARRIAGEWAY SURFACING	Asphalt (HRA) with block paved junctions
VERGE SURFACING	Grass
FOOTWAY SURFACING	As carriageway
KERBING	PCC Half Batter Kerb 125mm upstand
TRAFFIC CALMING	 Raised block-paved tables at junctions (with gentle ramps) Horizontal deflection (using either side build-outs or central pinch points Road typology transition raised ramp
ON STREET PARKING	On-street visitor Parking bays integrated within verges
FORWARD VISIBILITY	33m
JUNCTION SIGHTLINES	2.4 x 25m
JUNCTION SPACING	Site Specific
JUNCTION RADI	4.0m
STREET LIGHTING (To be agreed at detail stage)	Column mounted
STATUTORY SERVICES	In footway
DRAINAGE	Gully or permeable paving
ADOPTION	Adopted by council/Controlled via management
LANDSCAPE/TREE PLANTING	 Regular tree planting Low level hedgerow Landscaped frontages Additional planting on traffic calming build outs
BOUNDARY TREATMENT	Refer to boundary treatment strategy on page 39



SHARED SURFACES - MEWS STREETS

These streets adopt a casual and informal layout, offering access to smaller residential clusters while fostering a sense of community. The shared surfaces, finished with traditional block paving, create a seamless environment that accommodates both pedestrians and vehicles while integrating private outdoor spaces for residents.

In alignment with the principles outlined in the Manual for Streets, designs need to emphasise an informal approach that naturally encourages low vehicle speeds. This strategy will prioritise pedestrian safety, supporting a walkable environment, and promote social interaction within intimate residential zones.

Perpendicular frontage parking must be seamlessly integrated into the public realm, providing access to mews parking while ensuring adequate spatial containment and preserving the cohesive character of the streetscape. Thoughtfully designed landscaping and well-planned transitions between private and communal spaces enhance both functionality and visual appeal.

	SHARED SURFACES - MEWS STREETS
DESIGN SPEED	10mph
FOOTWAY	Shared surface
CYCLEWAY	Shared surface
VERGE	-
BUS ACCESS	-
MAX PROPERTIES	Up to 25
CARRIAGEWAY WIDTH	• 4.2-6.0m
	Block paying or similar
	Shrub planting
KERBING	Flush Kerb and / or PCC Bull Nosed Kerb 25mm upsi where drainage is required
TRAFFIC CALMING	 Road typology transition (potential for raised ra Block paving (or similar) material will act as tro calming
ON STREET PARKING	Yes
FORWARD VISIBILITY	10m
JUNCTION SIGHTLINES	2.4 x 45m
JUNCTION SPACING	Site Specific
JUNCTION RADI	4.0m
STREET LIGHTING (To be agreed at detail stage)	Column mounted
STATUTORY SERVICES	In shared footway/cycleway
DRAINAGE	Over edge into swale (predominantly)
ADOPTION	Controlled via management
LANDSCAPE/TREE PLANTING	 Intermittent/informal tree planting Low level hedgerow Landscaped frontages
BOUNDARY TREATMENT	Refer to boundary treatment strategy on page



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39

3.03 | HIGHWAYS - STREET TYPES



SHARED SURFACES - EDGE LANES

Situated along the green edges of the development, Edge Lanes feature an informal character, defined by distinctive surface finishes that differentiate them from shared spaces. This design enhances the area's charm, seamlessly integrating with the open surroundings while contributing to a nuanced aesthetic through enhanced landscaping elements.

Direct access to plots will be provided, with visitor parking positioned in bays along the verge adjacent to the green edge. These bays should be carefully integrated into the landscaped verge to maintain the visual quality of the streetscape while ensuring functionality. Soft landscaping, including native planting and tree species, will be incorporated around the parking bays to provide a natural buffer and reinforce the green edge character.

	SHARED SURFACES - EDGE LANES
DESIGN SPEED	10mph
FOOTWAY	Shared surface
CYCLEWAY	Shared surface
VERGE	Optional verge
BUS ACCESS	_
MAX PROPERTIES	Up to 5
CARRIAGEWAY WIDTH	3.7-6.0m
CARRIAGEWAY SURFACING	Block paving / permeable surface (parking court only)
VERGE SURFACING	Site Specific
FOOTWAY SURFACING	_
KERBING	PCC Bull Nosed Kerb 25mm upstand where drainage is required
TRAFFIC CALMING	 Road typology transition (potential for raised ramp) Block paving (or similar) material will act as traffic calming
ON STREET PARKING	Off-streetVisitor Parking bays
FORWARD VISIBILITY	10m
JUNCTION SIGHTLINES	2.4 x 45m
JUNCTION SPACING	Site Specific
JUNCTION RADI	-
STREET LIGHTING (To be agreed at detail stage)	Column mounted
STATUTORY SERVICES	In shared footway/cycleway
DRAINAGE	Over edge into swale (predominantly)
ADOPTION	Controlled via management
LANDSCAPE/TREE PLANTING	 Intermittent/informal tree planting Landscaped frontages
BOUNDARY TREATMENT	Refer to boundary treatment strategy on page 39

HIGHWAYS - PEDESTRIAN & CYCLE NETWORK 3.04

Walking and cycling are the most sustainable modes of transportation which are actively encouraged throughout the development. This commitment is underscored by careful consideration and thoughtful design of street types, ensuring seamless connectivity for all residents and visitors in a safe and aesthetically pleasing environment.

Camp Road serves as the main artery for all types of movement, offering a direct link to the Village Centre and further amenities. Pathways to and through primary open spaces should offer strategic and attractive routes across the development promoting sustainable movement opportunities across Heyford Park.



- Footway widths to be 2m or more
- Combined foot/cycleways to be minimum 3m
- A 3-meter foot/cycleway runs along Camp Road (Primary Street) route. In other areas, cyclists will primarily use the carriageway due to the low volume of traffic
- For lower category road cyclists will join the carriageway due to lower



The following principles should further guide the design of the pedestrian network within the development:

 Access points will provide meaningful pedestrian and cycle access addition to vehicles

 Well designed, direct and convenient walking and cycling routes that follow manual for streets user hierarchy

• Establish direct, barrier-free routes

• Pathways will be designed to be attractive, well-lit, and safe

• Ensure accessibility for all, using surface treatments to differentiate usability

 Ensure routes are overlooked by properties to enhance natural and urban surveillance levels

3.05 **HIGHWAYS - PARKING STANDARDS**

Parking will be thoughtfully designed and situated in convenient locations that are safely overlooked. Efforts will be made to minimise its impact on the street scene. This approach will incorporate landscaping elements such as hedges and planting for screening where suitable, to ensure a harmonious integration with the surrounding environment.

To meet Oxfordshire County Council (OCC) standards, both allocated and unallocated visitor parking will be designed in line with the requirements outlined by OCC Highways and the OCC Street Design Guide.

ALLOCATED PARKING

Allocated parking will be provided to follow OCC standards as below.

CAR PARKING PROVISION AT HEYFORD PARK		
NUMBER OF BEDROOMS PER DWELLING	MAXIMUM NUMBER OF ALLOCATED SPACES	
1	1.5	
2	2	
3	2	
4+	4	

Allocated parking will primarily be located on-plot, within the curtilage of the property, positioned either at the front or side of the dwellings. Individual bays and garages will be set back from the building line to ensure convenient access to homes.

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

Perpendicular parking bays will be broken up in maximum of 4 spaces.

Perpendicular parking spaces should measure $2.5m(W) \times 5.0m(L)$ when positioned adjacent to another parking space or open area. If one side of the space is constrained, the width must be increased to a minimum of 2.7m, and if both sides are constrained, the width must be increased to at least 2.9m.

Each dwelling will include at least one parking space equipped with an (EV) charging point, in compliance with Building Regulations Part S.

Disabled parking will be provided in accordance with the appropriate OCC adopted standards.

UNALLOCATED & VISITOR PARKING

Following OCC Parking Standards, unallocated and visitor parking will be provided at a rate of 0.2 spaces per dwelling.

Where visitor parking is incorporated on-street (using parallel bays), it will be thoughtfully designed and enhanced through landscaping or planting to soften its appearance and integrate it seamlessly into the streetscape.

Landscaped edges, high curbs, and planted boulevards, along with on-plot parking crossovers, create a traffic-calmed environment that discourages stopping and reduces on-street parking. Context-specific strategies, such as yellow lines on primary roads or traffic calming elements, can further deter on-street parking in future RM proposals.

GARAGES

Garages of 3 x 6m internal dimension will be required if garages are to count towards parking provision.

reduced.

REAR PARKING COURTS

be bleak spaces.

If rear parking courts are proposed, they should adhere to the following principles to provide high quality, attractive spaces:

Allocated spaces should be provided (e.g. space in front of a garage for the reason of road safety) this will enable the number of unallocated spaces to be

Parking courtyards to the rear of properties are the least preferred solution. Although it reduces the visual impact of cars on the street it also reduces human activity on the street and large rear courtyards can

• Ensure residential dwellings are thoughtfully designed to maximise active overlooking, promoting effective natural surveillance and fostering a sense of safety.

Utilise a combination of hard and soft landscaping to create an attractive, green environment within the communal area that complements the surrounding built form.

Design landscaping to offer year-round structure and visual appeal, enhancing the courtyard's atmosphere while providing seating to create a welcoming space for users.

Incorporate opportunities for informal amenities, including feature tree planting to serve as key focal points within the space.

HIGHWAYS - PARKING TYPOLOGIES

This table details the parking typologies proposed for the development, including any usage restrictions and specific landscaping requirements that extend beyond the general guidance provided.

	NAME	ТҮРЕ	ALLOCATED	DESCRIPTION
1	PARKING SQUARE	Off-plot	Optional	 Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings and good surveillance from neighbouring properties
2	LANDSCAPED PARKING COURT	Off-plot	Optional	 Group(s) of parking bays and/or garages located adjacent to building frontages or within a shared courtyard (generally limited up to 8 dwellings) Provide good surveillance from neighbouring properties No tandem parking
3	PARALLEL	On street	No	 Parking located parallel along the roadside Accessed directly off the road Can be marked or unmarked Easily accessible for visitor use Maximum of 4 bays per row without a landscaped break
4	PERPENDICULAR	On-plot	Optional	 Parking located perpendicular along the roadside making it easily accessible directly off the road Parking to be located directly outside the dwellings it serves Generally suited to streets where speeds are kept to a minimum Parking to be separated by landscaping and/or foot-ways into maximum rows of 4 bays without a landscaped break
5	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 (maximum of 2 bays deep) Can be joined to neighbouring parking bay
6	DETACHED GARAGE	On-plot	Yes	 Private Garage located next to the dwelling Set back from prominent frontages Maximum of 2 bays deep Can be joined to neighbouring garage
7	ATTACHED/ INTERNAL GARAGE	On-Plot	Yes	 Can be joined to neighbouring garage and allows for room above Can be joined to neighbouring parking bay Private Garage integrated into the dwelling Set back to provide parking in-front and convenient dwelling access Can offer access into the house
8	MEWS	On-plot/Off-Plot	Yes	 Row of terraced garages with residential uses above To be utilised adjacent to mews street entrances and/or within mews street only Integrated garage or car port with allowance for additional parking in front Provide enhanced natural surveillance over parking Serving dwellings in the vicinity only

MANDATORY

3.06

LANDSCAPING

- Small to medium size tree planting with compact canopy shape where space allows (ST02 + ST03). Structural evergreen understorey planting, species to be hardy and resilient to urban condition (SL01+SL03).
- Small to medium size tree planting with compact canopy shape where space allows (ST02 + ST03). Structural evergreen understorey planting, species to be hardy and resilient to urban condition (SL01+SL03).
- Structural evergreen understorey planting, species to be hardy and resilient to urban condition (SL03).
- Small to medium size tree planting with compact canopy shape where space allows (ST02+ST03). Structural evergreen understorey planting, species
- to be hardy and resilient to urban condition (SL03).
- To match plot planting style for specific street typologies.
- To match plot planting style for specific street typologies.
- To match plot planting style for specific street typologies.
- Small to medium size ornamental tree planting where space allows (ST03). • Mix of structural shrub and flowering herbaceous understorey planting (SL01+SL02+SL03).

CYCLE STORE & REFUSE STRATEGY 3.07

SECURE CYCLE STORE :

Cycling is encouraged as a sustainable transport option to reduce short car journeys. The flat terrain of the site makes cycling around the core settlement easy and accessible. Strategic cycle routes and links are already established in the master plan and the broader Heyford Park development (see Section 3.01 Highways Hierarchy). Future proposals will enhance these routes and create additional linkages, forming a well-connected and safe cycling network.

Cycle parking will be provided close to front doors, ensuring it is secure, convenient, and accessible.

- Resident cycle parking: 1 space for 1-bedroom units, 2 spaces for larger units.
- Visitor cycle parking: 1 stand per 2 units where there are more than 4 units.

Garages should be designed to allow space for car plus storage of cycles;

- 1 stand = 2 spaces. The number of stands to be provided from calculations to be rounded upwards;
- Preferred stand is of 'Sheffield' type;
- Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations through the development; and
- If a dwelling does not have a garage, a secure cycle store will be provided





RECYCLING & REFUSE COLLECTION STRATEGY:

A refuse strategy will be developed at the Reserved Matters stage to determine how bins and recycling will be collected. Bin Collection Points (BCPs) will be strategically placed within 25 meters of the furthest dwelling curtilage and 30 meters from the nearest adoptable road to ensure efficient bin collection within allowable carry distances.

Efforts will focus on reducing household waste while encouraging recycling and composting. Each dwelling will comply with Cherwell District Council's recycling policies and will feature waste storage that meets British Standards.

Further facilities within the wider Heyford Park development will support additional recycling efforts by providing containers for glass, textiles, drink cartons, food tins, drink cans, etc.

The street layouts have been designed to facilitate easy manoeuvring of waste collection vehicles, ensuring kerbside collection is achievable throughout the scheme.

Dwelling Refuse

Bin storage locations will vary depending on the parcel and character area. In most cases, bins will be stored within private amenity areas, such as dedicated spaces in gardens accessible via rear paths. Alternatively, bins may be positioned at the front of properties within the private curtilage. Designated collection points will be provided at the edge of front gardens or roadside to facilitate convenient pickup.

Apartment Refuse

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.

Refuse Storage Design



Cherwell District Council operates a weekly kerbside collection service for food waste, alongside alternating weekly collections for recyclable and garden waste, as well as non-recyclable waste.

Bin stores should be appropriately ventilated. If located at the front of properties or visible from the street, they must be screened or enclosed with vegetation or walls and constructed from timber or the same material as the dwelling to blend into the streetscape and minimise its visual impact.

SUSTAINABLE DESIGN 3.08

MANDATORY

FUTURE-HOMES STANDARDS

There is still uncertainty around the specific requirements of the 2025 Future Homes Standard with the Government currently consulting of the 'Home Energy Model' about demonstrating compliance. Work is underway to understand how the new development can comply along with the potential impacts of these new regulatory requirements.

SUSTAINABLE TRANSPORT

An important step in improving sustainability is to reduce reliance on the use of the private car. The developer has made financial commitments to allow for the Oxfordshire County Council to improve the bus service between Heyford Park and Bicester. A travel plan has also been prepared with each house having the ability to have a trial run on the bus service via green travel vouchers.

To encourage cycling across the development each dwelling will be provided with sufficient secure cycle storage with either a garage or shed being provided. Sheffield stands will be provided with key destination areas around the development including the village centre and open space.



A comprehensive approach to sustainability will be taken throughout the formation of this design code. The development will meet all required planning and building regulation requirements. Consideration of the visual impact that sustainable measures could have on the development will be considered and mitigated from the inception of the design.

SUSTAINABLE LANDSCAPE APPROACH

A landscape led approach is incorporated from the conception of the scheme which positively respond to the site and surrounding settings, expand and enhance the green and blue infrastructure network, deliver urban greening such as street trees, parks and SuDS.

- Street tree and parks will help to reduce urban air temperatures to mitigate urban heat island effects, lower surface temperature of buildings in summer to reduce need for air conditioning and act as wind barrier in winter to preserve heat, thus reducing energy consumption.
- The development will also look to reduce the risk of flooding through the use of **sustainable urban drainage systems** (SuDS), including the use of permeable surfacing, rain gardens and swales where feasible.

ENERGY & SUSTAINABLE HOMES PRINCIPLES

The development will foster sustainable design principles that ensure compliance with the statutory guidelines of Part L requirements as a minimum. To reduce the visual impact and to maximise efficiency on systems parcel layout designs will take these into account with them being installed in the least intrusive locations.

The following methods should be explored and can be implemented where appropriate into future proposals at detailed design stages (RM):

- Electric Vehicle (EV) charging points to all on plot parking, complying with Part S Building Regulations (2021)
- Air Source Heat Pumps (ASHP) to supply Heating and hot water, located in discreet locations at the side or back of properties where air flow is not restricted
- Photovoltaic (PV) Where solar panels are integrated, they will be designed to sit flush with the roof tiles, minimising visual disruption and maintaining the aesthetic quality of the roof and facades. In prominent locations, roof materials should be carefully selected and coordinated with the panels to ensure a cohesive appearance where appropriate. A technical review will be conducted at the detailed design stage to identify the most efficient panel locations. The orientation of the built form will guide placement, with panels installed across all east, west, and south-facing roofs.

All Dwellings will be constructed to the following building standards:

ELEMENT	DESCRIPTION	U-VALUE
External Wall (houses)	Traditional construction including aircrete block inner leaf with 150mm blown fibre insulation and 12.5mm plasterboard finish.	
Party Wall	Twin leaf aggregate block with blown fibre sound insulation within the cavity, 12.5 plasterboard finish either side.	
Ground Floor	Suspended beam and block EPS floor system	Subject to building regulations and policy legislation
Roof	 400mm loft roll insulation between & over roof joists Mineral wool between rafters and insulated plasterboard under 	
Windows	uPVC double glazed achieving whole unit g0value of 0.34	
Thermal Mass	Calculated	
Air Leakage	Good crack template selected within DSM	



3.09

LANDSCAPE OVERVIEW



PUBLIC OPEN SPACE

The development prioritises a network of thoughtfully designed public open spaces that serve as valuable community assets and will be carefully treated to reflect the wider landscape setting. These areas are strategically located to ensure easy access for residents, offering a blend of landscape parks, pocket green space, and productive community landscape features. The design will emphasise inclusivity, with spaces provided for relaxation, social interaction, play, and community activities.



CONNECTIVITY

Connectivity will be a core element of the design, ensuring seamless integration within the development and with surrounding areas. Pedestrian-friendly pathways, cycle lanes, and well-planned road networks are designed to encourage sustainable modes of travel. The layout will promote easy access to key amenities, public transport links, and wider communities.





STREETSCAPE

The streetscape will be carefully curated to enhance the aesthetic appeal and functionality of the development. Tree-lined streets, landscaped plot frontages and verges, and carefully thought out hard landscape palette that are designed to compliment the architectural style, ensuring a cohesive look with the surrounding residential areas and developments.



for future generations.



PLAY & RECREATION

The development will be designed with active lifestyles in mind, featuring a range of play and recreational opportunities for different age groups. These will include Local Area for Play and Local Equipped Area for Play strategically located throughout the development, ensuring that all residents have easy access to spaces that promote health, well-being, and social interaction.



Sustainable drainage systems (SuDS) will be integral to the development's infrastructure, include swales, attenuation basins, and rain gardens which will mitigate water-related risks while enhancing the visual appeal of the landscape. The integration of SuDS contributes to the overall sustainability and environmental resilience of the development.





BIODIVERSITY

Biodiversity will be enhanced through the incorporation of natural habitats, green corridors, and native plant species throughout the development. These are designed to support local wildlife, promote ecological balance, and contribute to the well-being of residents by providing a natural, green environment. The development will aim to create a harmonious blend of urban living with nature, ensuring a thriving ecosystem

SUSTAINABLE DRAINAGE

STREETSCAPE





Primary street with striking avenue trees and potential to accommodate pedestrian and cycle links





The planting palette for the parcels will consist of both native and ornamental shrubs, herbaceous, grasses planting with structural evergreen and deciduous species that provide seasonal interest

PUBLIC OPEN SPACE LANDSCAPE



Open green space with movement routes to connect key areas and enhance permeability of pedestrian access, seating and play will be strategically placed

Linear and pocket green space with integrated productive landscape to deliver recreational and educational opportunities while encouraging social interaction

BIODIVERSITY ENHANCEMENT





Native POS trees and species rich grassland to conserve and enhance existing biodiversity value of the sites





Ecological enhancement feature as required to ecologist recommendation

SUSTAINABLE DRAINAGE



SuDS features including swales, attenuation basins, and rain gardens to be integrated as part of the public realm design







TYPICAL SOFT LANDSCAPE PALETTE 3.11

All street trees should be suitable for urban conditions. Where located close to buildings, roads or underground services, suitable root barrier protection should be provided for all trees. Tree planting strategy is elaborated in more detail on the following page.

Plot frontages will be planted to promote diversity of form and colour, seasonal variance, as well as providing refuge and foraging for wildlife. Front gardens will be planted with a mix of shrubs, herbaceous, and grasses and be in general accordance with the typologies set out below:

POS facing plots (SL01+SL02):

 Informal planting style with more herbaceous, grass planting and seasonal colour.

Primary&secondaryroadfacingplots(BP01+SL01+SL02):

• Formal planting style with hedges delineate the plot frontages. A balanced mix of structural shrubs and flowering herbaceous to provide form and seasonality.

Tertiary street facing plots (SL01 + SL02):

 A balanced mix of structural shrub and flowering herbaceous to provide form and year round interest.

Parking courts (SL03):

• Predominantly structural evergreen planting to provide structure and partitions between parking bays. Species to be hardy and resilient to urban condition.





Typical root barrier detail for tree planting

Secondary & Tertiary Street Trees (ST02)

- Carpinus betulus 'Frans Fontaine' Pyrus calleryana 'Chanticleer' - Sorbus aucuparia 'Streetwise'

- Acer campestre - Betula pendula - Carpinus betulus - Fagus sylvatica
- Prunus avium
- Pinus sylvestris
- Pinus nigra
- Quercus robur
- Sorbus aucuparia
- Sorbus aria
- Tilia cordata

- Malus 'Cox Orange Pippin'
- Malus 'John Downie
- Pvrus communis
- Prunus avium 'Bigarreau Napoléon'

- Acer campestre
- Corylus avellana
- Ligustrum vulgare
- Ilex aquifolium
- Viburnum opulus



Structural shrub planting (SLO3)



Wetland meadow (SL06)

To be read alongside Landscape sections in individual parcel sections

TREE PLANTING STRATEGY

The tree planting strategy of the scheme will align with the County's tree planting policies and the guidelines outlined in the National Planning Policy Framework (NPPF). This approach ensures the delivery of extensive tree planting for the scheme through a well-structured green infrastructure network.

Sustainable Benefit of Trees

Tree planting will help to reduce urban air temperatures to mitigate urban heat island effects; lower surface temperature of buildings in summer to reduce need for air conditioning; act as wind barrier in winter to preserve heat, thus reducing energy consumption. Tree planting can also help control flood risk through canopy catchment and tree roots while sequestering carbon.



Typical Tree Planting Typologies

Public Open Space



Tree planting within the Public Open Space will consist of mainly local native tree species to promote biodiversity value. Large and striking specimen tree planting will be proposed at strategic locations to aid wayfinding and enhance aesthetic appeal of the landscape.

Primary Street



Secondary Street



Tertiary Street



MANDATORY

Primary street trees should be single stem and to be planted as semimature specimens. They should be larger species and generally achieve no less than 16+m at mature height. They should be placed in streets with higher strategic importance, planted in rows or avenues to create an avenue or boulevard aesthetic and reinforce the linear nature of the route. No more than two different species of Primary Street Trees should be planted per street.

Secondary street tree planting should be planted as minimum 4-4.5m high. The canopy shape should be compact to avoid damage to surrounding buildings and infrastructure. Species selection should be resilient to urban condition and comply with NHBC requirements in terms of water demand.

Tertiary street tree should be planted where space allows to soften the streetscene and add ornamental value to the landscape. Species should be small to medium in size and be resilient to urban condition.

3.13

TYPICAL HARD LANDSCAPING PALETTE

Simple palette of hard materials has been chosen that responds to the design of the street hierarchy. The more urban primary streets and footways will be surfaced in tarmac.

Shared surfaces will be surfaced in block paving laid in herringbone pattern. These routes should be designed to be more pedestrian friendly with flush pedestrian and vehicular surfaces.

Private drives/parking courts will be surfaced with a traditional coloured block paving laid in herringbone pattern or reinforced gravel surfacing. The private front paths will be surfaced with good quality paving flags.

Pedestrian/cycle routes through POS connecting to the surrounding residential landscape and open spaces to be surfaced with a self binding gravel material. Mown path to be used where appropriate within the POS to create an organic and natural appearance.

Street furniture to be strategically placed throughout the development area where appropriate. Benches to be placed at suitable location with careful consideration regarding view, proximity to dwellings, and visual appeal of the landscape.





Lighting Column* (SF03)



*or similar

Primary Street Paving



Block paving* (HL03)



Asphalt* (HL04)



Slab Paving* (HL07)

To be read alongside Landscape sections in individual parcel sections

BOUNDARY TREATMENT STRATEGY 3.14

A hierarchical boundary treatment strategy has been adopted to ensure that both robustness and quality are provided. The scheme design for each parcel should be in general accordance with the principles set out below:

- Brick wall with colour and bond to match dwellings to be used where boundary facing primary streets/public open space/key access point. Structural shrub/hedge planting is to be incorporated along the frontage of walls where space allows.
- Timber fencing or brick walls will be used alongside boundaries between gardens or side access of dwellings. This will not be more than 1.8m in height.
- Boundary to parking courts should be made of robust and appropriate wall materials and be perforated where possible to improve natural surveillance.
- Plot frontages are to be planted in-line with the street hierarchies and character areas of each parcel. Estate railing or similar to be incorporated where required to delineate plot boundaries.
- Boundaries fronting onto the public open space will include natural style fencing where protection is required with mixed species native hedges and informal natural planting to maintain the natural feel of the open space.



Ornamental planting to plot frontages



Closeboard fence between gardens or side access of dwellings



Mixed species native hedgerow to natural POS



Formal low hedge to plot frontages



Brick walls to primary streets/ public open space/key access point frontages



Estate rail fence to public open space boundaries where required

3.15 **BUILDING FORM GUIDANCE**

The approved parameter plan within application 18/00825/HYBRID (page 12) has served as a foundation, establishing key principles for the future parcels.

Taking into consideration the information gathered from the site visits, the proposed Land Use plans in the further sections are set out to define the essential aspects and the parameter principles, these include:

- Primary access points
- General development parcel dimensions
- Building heights
- Key frontages and focal spaces
- Key building locations
- Landscaping/open space typology areas.

This offers guidance to subsequent parcels of design and planning as the project progresses towards its overall vision; ensuring that the development aligns seamlessly with the broader objectives and requirements.

General Urban Design Principles

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.

Architectural Design

The development proposals will establish a diverse and easily recognisable character by modulating the structural form, prioritising this over relying solely on superficial decoration. Unlike the commonplace elevation treatments of standard house types that tend to limit opportunities for expressing the building's structure, often resulting in flat façades requiring relief through decorative details, the architectural design approach embraces specific details.

This will include the incorporation of eave depths significant enough to allow for shading and wall modulation. Well-projected eaves contribute to a pronounced definition of structures, introducing light and shadow dynamics to the facade for visual interest, as opposed to arbitrary ornamentation.

Building Details

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.

Details considered include:

- Building details (window arrangement and proportions balconies etc);
- Building materials for roofs and façades; and Scale and proportion of the building and its
- fenestration

gardens;

the building line.

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.

Key Corners

Prominent corners of the development are key to aiding legibility and wayfinding and will provide animation and surveillance to the street, with both sides of the development facing the public realm. Key corners identified on the Land Use plans within each section, these locations frame the key views identified for each parcel. However, the precise number and location of these are subject to detailed design during any Reserved Matters Application.

Development Block Principles

Broad block structures have been established within the Hybrid application. The following land use plans and principles will be established to inform future detailed design. Dwellings within the blocks will form back-to back relationships, thereby enclosing rear

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

Legibility and Wayfinding

Urban / Build Form

The relationship between buildings is crucial in shaping an area's character. Key elements include the proportion, massing, scale, and layout of structures. Additional factors, such as defining building lines, eave heights, ridge heights, and the spacing between buildings, are vital in creating or either formal or informal character areas. With the characters already established for Heyford Park, the key point is ensuring that these principles are considered and embedded into future schemes. The key elements of the built form will therefore be addressed for each parcel within their character areas and include:

- Land use parameters (relationship of buildings and the relationship between spaces);
- Urban Form
- Building typology (terrace, detached semidetached etc);
- Density (generally higher in development core and lower where transition to wider landscape);
- Building lines (consistent or varied);
- Building Height;
- Roofscape (roof form, consistent or varied eaves/ridge heights);
- Scale and proportion of the buildings and its fenestration;
- Building details and materials;

Key Outward Facing Frontages

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.

Designs for all frontages will 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.

Landmark Buildings

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

- Diverse materials, colours, façade treatments, and architectural styles should be employed to visually distinguish landmark buildings from the rest of the development.
- · Main architectural elements should also be emphasised to create a feature.
- Scale can also be increased to provide landmark buildings with the opportunity to achieve a strong presence within the development.

Focal Spaces

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;
- 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.
- 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.

Materials

general:

- etc

Separation

- character.

Fenestrations

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.

Preference will 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

• 3 – 4 finishes maximum in a single elevation

 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

The Cherwell Residential Design SPD establishes the standard separation distances for new developments to follow:

 Rear-facing windows of habitable rooms: Minimum 22 meters for privacy.

• Side-facing windows of habitable rooms: Minimum 14 meters if there is no significant level change.

• Front-facing windows of habitable rooms: Minimum 10 meters, depending on street width.

• Buildings of different heights: Additional 3 meters setback per floor above two storeys.

 New development and existing buildings: Minimum 20 meters to maintain privacy and





4.01	PARCEL LOCATION
4.02	REGULATION PLAN
4.03	LAND USE - DENSI
4.04	LAND USE - ROUTE
4.05	LAND USE - LANDS
4.06	LAND USE - KEY LA
4.07	CHARACTER PRINC
4.08	CODING TABLE

- Y & BUILDING HEIGHTS
- S & ROADS
- CAPE
- NDSCAPE SECTIONS
- CIPLES (Z4+Z3)

4.01 | PARCEL LOCATION

Parcel II is located in the central region of Heyford Park. The parcel has been consented for residential use in the approved Hybrid application 18/00825/HYBRID and is situated nearby the former RAF Upper Heyford land to the north. Comprising of 3.06ha, the site currently features hard-standing areas, office buildings, and industrial structures. The surroundings are primarily residential to the east and west, with commercial activities to the north.





4.02 **REGULATION PLAN**

The Regulating Plan outlines the key principles and parameters for the future development of Parcel 11, ensuring a coherent and functional urban landscape through a layered approach. It sets out the design code, incorporating scale, building heights, highway infrastructure, green spaces, landmark buildings, and focal points to effectively guide future proposals.

Additional coded elements not illustrated on the Regulating Plan but outlined as development parameters in this document include density, land use, landscaping, character areas, along with additional coding information covering surface water management, public realm, built form, sustainable design, parking, and waste management in the Design Coding table.

Parcel 11 is a brownfield site allocated for up to 80 dwellings, with green spaces strategically located on both the eastern and western sides of the parcel. The primary objective is to achieve the harmonious integration of green spaces and sustainable infrastructure within a clearly defined block structure, fostering a vibrant and connected community.

Below is an extract of the Approved Parameter Plan alongside the proposed Regulating Plan for Parcel 11. Together, these plans demonstrate how the proposal aligns with the approved outline parameters.





- Building Heights up to 13m
- Open Green Space

- Root Protection Area
- Existing Trees to be removed
- Approved Primary Cycle/ Pedestrian Route

- Approved Primary Street
- Focal Point ΙΔΡ

4.03 | LAND USE - DENSITY & BUILDING HEIGHTS

Medium and higher density will reflect its strategic location; proximity to the retained industrial airfield structures that sit adjacent to the western boundary, while also considering the neighbouring new build residential dwellings.

An embedded presence along Lindh Road is essential to bolster the passage through Heyford Park, while higher density development will be strategically placed to inform the design and continue the design language to future parcels.



The Approved Building Heights Parameter Plan states illustrates that the Parcel II is designated for up to 13m (3 storey), however, by allocating some of the site to 2.5 storey this will better reflect the surrounding existing residential area to the east forming a cohesive transition.

Dwellings within focal spaces, predominantly 3-storey, will create a strong presence, along with a 3-storey apartment block to serve as feature buildings framing the open space. This strategy will reflect the character of the neighbouring airfield while considering the future proposal of the care facility along the western boundary.









The main road that will facilitate Parcel 11 has been already been pre determined in the parameter plan, which is subject to a separate application. At this stage only the primary street is defined, further details can be found within the RM application under ref 24/01612/REM.

Further typologies such as secondary streets, lanes/mews are not coded at this stage, but are illustrated alongside as possible locations with technical details and specification for these typologies are included within section 3.0 in order to give certainty to designers of street components, whilst allowing flexibility in the articulation of development parcels.

- The scale and setting of the street network should been designed to be pedestrian and cyclist-friendly, promoting sustainable forms of transport. This approach will influence both the overall street hierarchy and the detailed design of the spaces.
- Efforts should been made to enhance non-vehicular routes to mitigate predetermined car usage throughout the development and the wider Heyford Park site.
- The approved primary cycle and pedestrian route follows the desire lines through the parcel, separating the landscape buffer and connecting the residential area to the broader community.





4.04 LAND USE - ROUTES & ROADS

DESIGN CODE | HEYFORD PARK, BICESTER

4.05 | LAND USE - LANDSCAPE

Parcel 11 will incorporate a green link corridor open space to provide key connection to the Trident area to the south and enable walking/cycle links to the Flying Field Park. The open space will provide a recreational area, with open grass areas and a LAP (Local Area for Play). Seating will also be provided in strategic locations.

- Tree planting along the green link corridor will have a formal character, reinforcing the Trident layout and the contemporary airfield living aesthetic of the zone.
- A series of pocket green spaces are also proposed within the parcel to help placemaking.
- Play provision to be included to meet requirements help highlight well-being routes for the new community.
- Plot planting to be informal in character where fronting the public open space.
- Formal planting style to be used within the urban parcel to reflect the street hierarchy. (Refer to soft landscape palette page for detail.)



Feature Specimen Tree

Secondary Street Tree

Ornamental Planting

Water Pipe & Easement

Street Furniture (Bench)

Primary Street Tree

POS Tree

LAP

- Parcel Boundary
- Existing Trees/Vegetation
 Road Structure
- Pedestrian Route
- Cycle Route
- Building Frontages
- Public Open Space
- Existing hard standing
- Proposed fence to existing building boundary

B'	
	000

PLAN PRODUCED BY LANDSCAPE ARCHITECTS - LIZ LAKE - * PLEASE NOTE * THE INDICATIVE ROAD LAYOUT AND FRONTAGES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY TO HIGHLIGHT THE LANDSCAPING APPROACH TO FRONTAGE AND STREET TYPES









01

1

4





SECTION PRODUCED BY LANDSCAPE ARCHITECTS - LIZ LAKE -* PLEASE NOTE * THE INDICATIVE LAYOUT, BUILDING HEIGHTS AND FRONTAGES

4.07 **CHARACTER PRINCIPLES**



Z4 - TRIDENT NORTH

The character of future proposals for Parcel 11 should respond to the existing built environment while incorporating elements from surrounding recent developments, particularly the characteristics of CA3 (Trident Housing) and relevant features of the proposed character area within the parcel, Z3 (Heyford Bespoke). For further details on character areas Z3 and Z4 (Trident), please refer to Section 2.0.

Streets within the zone will generally follow a formal layout, with contemporary style dwellings that consist predominantly of terraces and apartments designed to present a strong presence and clear frontage to streets and public spaces. Larger proposed buildings will serve as landmarks, visually framing the existing airfield hangars along the western boundary of the parcel. This approach will create a campus style environment which enhances urban surveillance across the open spaces and along the cycle and pedestrian routes, connecting the northern parcel to the wider movement network and community.

* PLEASE NOTE * STREETSCENES ARE ILLUSTRATIVE AND THE PURPOSE IS TO SHOWCASE CODING DETAILS FOR CHARACTER AREA AND POTENTIAL BUILD FORMS

CA8 Z4 🛛 **Z4** CA3

Z4 - CHARACTER LOCATION

COLOUR PALETTE





ROOFLINE TO RESPOND & **REFLECT EXISTING HANGAR**/ **INDUSTRIAL BUILDINGS**



PROTRUDING WINDOW SURROUNDS & BOX BAY ON LANDMARK BUILDINGS









MODERN CASEMENTS & LARGE WINDOWS TO REFLECT SCALE OF **BUILD FORM**



MIX OF MATERIALS FOR CONTEMPORARY DETAILING



PORCH TO CREATE PROMINENT ENTRANCE/STRONG FRONTAGE



ROOFSCAPE



WINDOWS WITH BRICK **HEADER & CILLS**



FRONT FACING/BAY WINDOW ON CORNER TURNER

Z3 - CHARACTER LOCATION



COLOUR PALETTE



CHARACTER PRINCIPLES

The character of future proposals for Parcel 11 will respond sensitively to the existing built environment, aligning with the character zones outlined in the approved Hybrid Application. Key elements will be drawn from surrounding developments, including Z4 (Trident North) within the site boundary, CA3 (Trident Housing) to the south, and CA8 (Core Housing) along the eastern boundary.

The Heyford Bespoke character will create a seamless transition between the surrounding character areas and the newly revised zone types defined within the Hybrid Application. Character Area Z3 represents a bespoke character type, blending formal and informal streets with a mix of detached, semi-detached, and terraced housing. Dwellings are designed to establish a strong presence along streets providing attractive public spaces. Eaves and ridge lines will maintain consistency within building groups while allowing for variation along the street. Materials, building forms, and roof styles will be contextually driven to ensure a harmonious transition between zones.

* PLEASE NOTE * STREETSCENES ARE ILLUSTRATIVE AND THE PURPOSE IS TO SHOWCASE CODING DETAILS FOR CHARACTER AREA AND POTENTIAL BUILD FORMS



Z3 - HEYFORD BESPOKE

MANDATORY

4.07



4.08 CODING TABLE

PARCEL 11	MANDATORY/ DESIRABLE	CATEGORY	DEFINITION/DETAIL	
	CONDITION 1			
LAND USE		Key Objectives - To resp	ond to surrounding buildings and neighbouring characters specifically; the airfield buildings (industrial) to the west and the deve	
	MANDATORY	DENSITY	 Medium to high density The parcel density will average approximately 45 DPH over the whole parcel 	
	MANDATORY	LAYOUT	 Blocks arranged in simple but formal perimeters - providing a strong sense of public-private realm definition Vehicular accesses link to the existing highway, footpath and cycle network following the approved Parameter Plan Create a north-south link between the Flying Field Park and Camp Road Clearly defined edges, frontage onto the open space areas for natural surveillance 	
	MANDATORY	PUBLIC SPACE	 The south-western corner should be treated as a transitional point and should provide openings to the development and integrate with prop developments green corridor Landscape led approach which showcases a hierarchy of spaces which integrates within the public realm 	
	MANDATORY	CHARACTER AREA	 Reflective of existing and future surrounding character areas; consisting of Z3 Heyford Bespoke and Z4 Trident North Style to reflect the Arts ar Additional consideration for surrounding CA3 & CA8 character context Responsive and sensitive of neighbouring elements and existing airfield hangar and barracks characteristics Contemporary approach to design and campus style environment 	
			For full details regarding Landscaping Design Codes please refer to Section 3.0	
	MANDATORY	PUBLIC OPEN SPACE	 Create an integrated network of green infrastructure linking within the linear open space to the west and climate resilient streets with high-qu Provision for a range of meaningful open spaces set within the proposed green corridor providing recreational zones and play spaces 	
	DESIRABLE	AMENITY SPACE	Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens	
APE	DESIRABLE	PLAY AREA	 Link and transition to the open space along the north-eastern boundary Proposed LAP that sits within the green corridor 	
SC	DESIRABLE	RETAINED TREES	Important existing trees should be retained where possible and integrated into future development proposals.	
LAND	MANDATORY	NEW PLANTING	 Establish a strong hierarchy of street tree planting as part of the green infrastructure network Create native habitat of local provenance where possible to enhance biodiversity value of the site Formal tree planting style along the green link POS to reinforce the Trident layout Incorporate a climate resilient plot frontages planting palette 	
	DESIRABLE	FOOTPATHS	 The proposal will incorporate and connect to the existing pedestrian network as well as the primary pedestrian & cycle route proposed within Embellished pedestrian network that follows the desire line from north to south which connects to further residential and community surround Meaningful links throughout the development promoting social interaction among safe and secure pedestrian paths for the community 	
	DESIRABLE	LIGHTING	 Lighting elements should be considered and implemented to future RM design proposals to ensure public and private spaces provide sufficient principles and ensures safety for residents and visitors within the development to ensure safety and highlight architectural details, creating and an anticipation of the state o	
	DESIRABLE	STREET FURNITURE	Street furniture to be formal style and strategically placed within POS areas	
			CONDITION 3	
SURFACE WATER	MANDATORY	DRAINAGE SYSTEM	 Permeable surfaces will allow for sufficient drainage, while planting situated around the parking areas will further mitigate potential surface v Soak-away in gardens to facilitate surface water run-off Further prelim information in section 3.0 	
	DESIRABLE	SPECIFIC FEATURES	Should be specified in future RM applications following detailed design	
			CONDITION 4	
PUBLIC REALM			For full details of Road Typologies and Parking Standards Design Codes refer to Section 3.0	
	MANDATORY	ROAD HIERARCHY	Provision of a clear hierarchy of connected spaces and places, including streets with shared surfaces which are accessible by a variety of us	
	MANDATORY	DEVELOPMENT EDGES	 Existing trees and vegetation will offer natural screening to enhance privacy and create a more attractive boundary Consideration of existing residential properties and RAF Hangars - as well as proposed future Care home facilities on western boundary Well-designed access points will be provided along edges to ensure easy connections to nearby amenities and green spaces 	
	MANDATORY	BUILDING LINE	 Generous setback from streets to give a verdant character Strong, consistent formal build line between groups of buildings with some variation of frontage setbacks dependent on house type 	

lopments to the south and east

posed cycle and pedestrian route through the

Ind Crafts character found at Heyford Park

uality urban greening.

n the hybrid parameters dings

ient lighting which complies with secure by design an inviting atmosphere

vater flooding

ers

			CONDITION 5		
BUILT FROM	MANDATORY	SCALE & PROPORTION	 Varying building scales ranging of 2-3 storey development to provide diversity to the street composition while complementing adjoining Large scale existing retained hangars' considered and proposals should take account of the scale of these buildings to reinforce and existing adjoining adjoining Allowance for transitional unit heights where change from 2-3 storey Allowance for a 3 storey apartment block facing south western edge and open space 		
	MANDATORY	MATERIALS	 Mix of red multi brick, grey multi brick, cream/grey render/cladding To integrate relevant character area palettes & blend naturally with the surrounding context 		
	MANDATORY	ROOFSCAPE	 Constant eave height with regular form Gables to follow a rythematic approach will align with surrounding contextual features, creating a visually cohesive and integrated design Terminating building on the end of the street will feature mirroring elements to provide symmetrical detailing and framing of the street 		
	MANDATORY	ROOF TREATMENT	Grey tile, Slate/Slate effect		
	MANDATORY	ELEVATIONAL TREATMENT	 4 finishes should be the maximum in a single elevational composition Where buildings are intended as a focus or landmark within proposals - elements should be emphasised to create a feature. 		
	MANDATORY	FENESTRATIONS	 The configuration of windows and doors should be informal and arranged to provide comfortable surveillance and variation among the facade Balconies and other projecting features should be utilised to animate the facade Front facing/ Bay windows on corner turners 		
	MANDATORY	LANDMARK & MARKER BUILDINGS	Incorporation of a landmark building on the South western corner that will act as a transitional building through the existing parcels whilst refle gateway to the open space and green corridor which runs through the site		
	MANDATORY	BUILDING DETAIL	 Dependent on building style: brick detailing should be varied throughout the character to add subtle but impactful visual adjustments Style will reflect the Arts and Crafts character found at Heyford Park Buildings will be provide a contemporary approach with provisional mix of apartments, and terraced housing, with potential for some semi-de 		
	MANDATORY	KEY FRONTAGES	 Reflective of green corridor Incorporate landscaped areas and pockets of green spaces to enhance visual appeal Active street frontages will provide sufficient urban surveillance within the development 		
	DESIRABLE	GATEWAYS	 The entrances to the development will be designed as accessible and attractive features, welcoming residents and visitors alike They will serve as key focal points, enhancing the overall aesthetic to provide clear wayfinding throughout the wider development area which 		
			CONDITION 6		
		1	For full details regarding Sustainability please refer to Section 3.8		
	DESIRABLE	AIR SOURCE HEAT PUMP	Where proposed on a parcel these should be located in suitable locations and identified within an RM application		
ABLF N	DESIRABLE	PV	 Where proposed on a parcel these should be located in suitable locations with property roofscape to be orientated to maximise effectivity and Consideration to minimise visual impact 		
AIN SIG	DESIRABLE	WATER RECYCLING	Potential for systems such as low flow taps and dual flush toilets and other water fixtures should be incorporated and specified in future RM ap		
UST, DE	DESIRABLE	WASTE STRATEGY	 Use eco-friendly and recyclable materials in construction where possible to minimise waste and reduce the environmental impact Locally sourced materials will be preferred and used where possible to ensure a reduction in transport emissions 		
S	DESIRABLE	ALTERNATIVE SOLUTIONS	Centralised systems will be utilised where possible and identified within an RM application		
			CONDITION 7		
			For full details regarding Highways & Parking Design Codes please refer to Section 3.0		
SND	MANDATORY	CAR PARKING	 Parking typologies include a mix of type 2, 5 and 7 with potential of type 3 The layout design will ensure that parking areas are overlooked and visible, enhancing public surveillance and safety EV provision will be considered and design into future RM proposals ensuring compliance with CDC requirements 		
ARk	MANDATORY	CYCLE PARKING	Secure and conveniently located resident and visitor cycle parking will be provided throughout the development.		
ΡA	MANDATORY	TRAFFIC CALMING	 Raised tables will be incorporated into secondary Transitional roads will feature raised ramps Shared surfaces and lanes comprise of reduced road width and block paving carriageway surfacing *or similar 		
			CONDITION 8		
ш			For full details regarding Waste Strategy please refer to Section 3.0		
WASTE	MANDATORY	WASTE STRATEGY	 External bin storage will be provided in private amenity spaces for dwellings with adequate drag distances in-line with to collection points For apartment blocks convenient and well-designed communal bin storage will be located externally All external refuse stores visible from the street will be seamlessly integrated into the streetscape by using materials consistent with the dwellin visual impact. 		

lings and the surrounding context. e the character of this area

des

ecting the exiting industrial units adjacent and acting as a

etached elements arranged in groups of 4 – 8 units.

will include landmark buildings and landscaped features

d identified within an RM application

oplications to sustainably reduce water wastage

ngs or incorporating planting as a screen to minimise