HEYFORD PARK

THE FORMER RAF UPPER HEYFORD

DESIGN CODE

VERSION 5.2

PEGASUS B.0286_2I

PURSUANT TO CONDITION 8
OF 10/01642/OUT

PREPARED BY PEGASUS URBAN DESIGN | OCTOBER 2013

‘LOCAL PLANNING AUTHORITIES SHOULD CONSIDER USING DESIGN CODES WHERE THEY COULD HELP DELIVER HIGH QUALITY OUTCOMES. HOWEVER, DESIGN POLICIES SHOULD AVOID UNNECESSARY PRESCRIPTION OR DETAIL AND SHOULD CONCENTRATE ON GUIDING THE OVERALL SCALE, DENSITY, MASSING, HEIGHT, LANDSCAPE, LAYOUT, MATERIALS AND ACCESS OF NEW DEVELOPMENT IN RELATION TO NEIGHBOURING BUILDINGS AND THE LOCAL AREA MORE GENERALLY.’

PARAGRAPH 59 OF NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

1

INTRODUCTION

THE VISION

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

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

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

1.4 The overall Vision is based upon the following design principles:

- Provide the right ingredients for a vibrant village heart at the centre of the settlement area, easily walkable from residential and commercial areas. A new Village Green space will be created in the centre of the development, providing formal and informal places to meet, relax and play. These new facilities will be sustained by the community and provide essential local uses required to enable a vibrant community of residents and workers to exist. The development will be retaining and refurbishing the majority of the existing housing and bungalows across the site as a sustainable and environmentally sensitive solution whilst integrating new housing with these existing properties.
- Inspiration is drawn from the simple more military Arts and Crafts architectural forms found at Heyford, built upon to create desirable homes with architectural cues from the estate.
- The Trident Area is an opportunity for a different approach responding to the different character of its neighbouring buildings, landscaping and location
- Camp Road's form and function is to be maintained, however the strong east west connection will now be balanced by bringing the north south relationship much closer through the use of shared surfaces and crossing areas providing activity connecting the previously separated north and south parts of the development area.
- Other buildings will be integrated into the site as appropriate, depending upon their contribution and ability to deliver positively to the creation of the new settlement. The former Officers' mess, Building 74, is an example of a building which has a positive contribution which can be successfully retained and reused.
- Create new character areas for housing to create local distinctiveness and a sense of place for Heyford Park's future evolution, based on the existing distinctive landscape character areas and reflecting the heritage of the Park.
- Reinforce the existing boundaries where these are well vegetated to maintain an improved visual screen to the settlement.
- Retain and maintain, where practical, the existing mature trees within the site.

1.5 The overall aim is to unify the different development areas into a coherent whole, by enhancing the character of the area, creating an attractive and readily accessible green framework which reflects and celebrates the wider landscape and heritage of the site, and reconnects it to the surrounding countryside. This will incorporate the more formal landscape framed by the distinctive military heritage within the site. This approach will create a fabric of existing and new landscape features to create a true sense of place that is successful, vibrant and a place in which people want to live.

1.6 This Design Code explains the overarching structuring concepts which have informed the proposed detailed design approaches, and have resulted in the identification of eight specific character areas. The key elements proposed for each character area are:

- **CA1 – New Village Centre**
- **CA2 – Village Centre – Residential**
- **CA3 – Trident Housing**
- **CA4 – Camp Road**
- **CA5 – Village Green**
- **CA6 – Rural Edge**
- **CA7 – Core Housing West**
- **CA8 – Core Housing East**

1.7 **CA1 – New Village Centre** - The new Village Centre is located at the heart of Heyford Park and the area provided a clear arrival point to the site historically, and will continue to do so in the future.

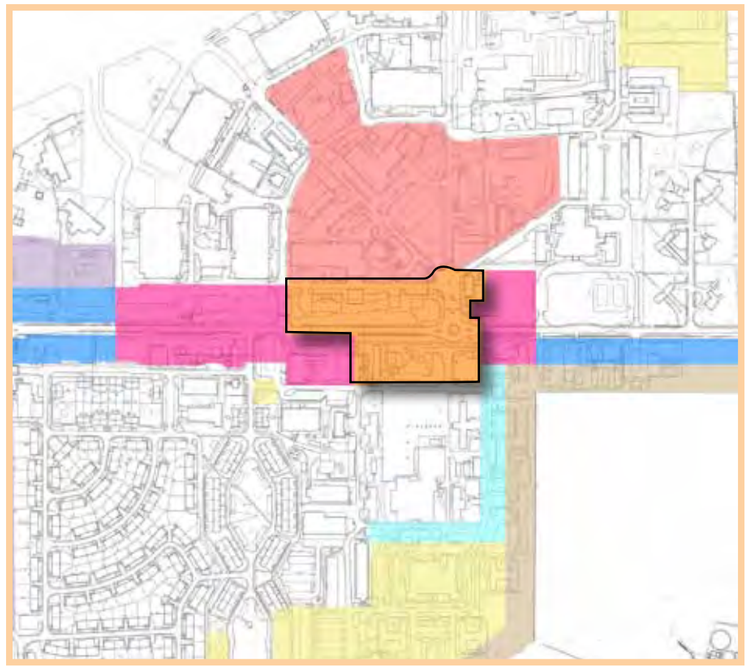
- This part of the development will provide a new high quality space in the Village Centre comprising of a shared surface and hardstanding with multi-uses flowing into a new village green allowing retail and leisure in the heart of the development.
- The character of this area is determined in part by a number of existing buildings (such as Heyford House and the gate house) which will continue to have a strong role in the centre when the development is completed.
- The Village Centre's character will also be influenced by the continuing linear form of Camp Road,which as it leads up to the centre, the traffic will be calmed by the use of shared surfaces. Camp Road will continue to provide a strong east-west axis through the development, with its wide verges and tree lined character retained as far as possible.
- A range of facilities and community uses will be situated across the Village Centre to act as a new community hub for the people who live and work at Heyford Park, these may include new retail, restaurant/ pub, the new heritage centre, play areas, and areas of informal and formal hardstanding and green spaces for the community to use.
- As the Village Centre will lie at the heart of the settlement, it will have important vehicular, pedestrian and cycle connections to the other character areas at Heyford Park, most particularly the Village Green Area to the south and the Trident area to the north.

1.8 **CA2 – Village Centre – Residential -** This area provides the transition between the east and west along Camp Road and entry into the Village Centre:

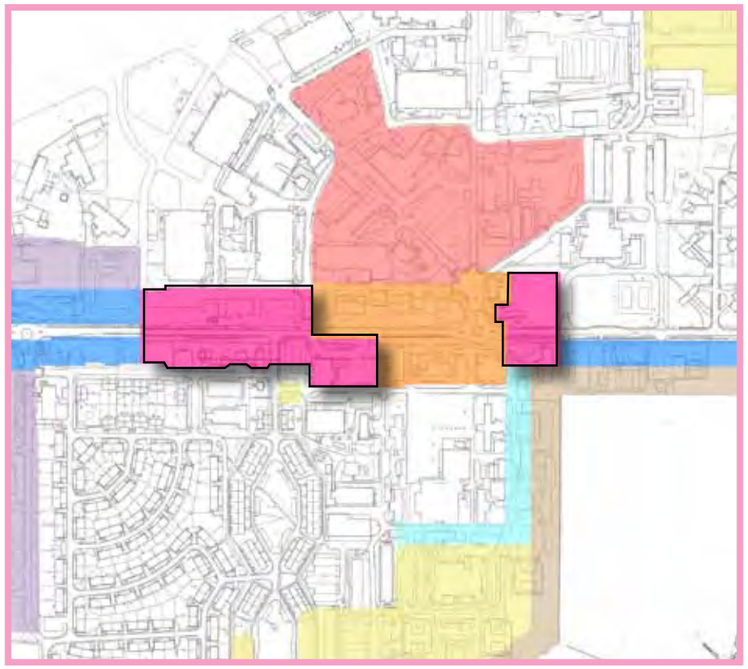
- The objective of development in this area is to provide greater presence along Camp Road, providing a clear transition to the Village Centre area.
- Camp Road is currently defined by its strong linear character, wide verges and mature tree planting, which provide scale to the route. This character will be retained.
- The area provides an interface to a number of existing built areas, including the opportunity of providing a new more attractive entrance into Carswell Circle.
- To the north of the western part of the character area, new development will take full account of the scale of the existing hangars.

1.9 **CA3 – Trident Housing -** This area is located immediately to the north of the New Village Centre. The vision for this area is based around a campus style of development, with clearly defined buildings that sit within an open space structure:

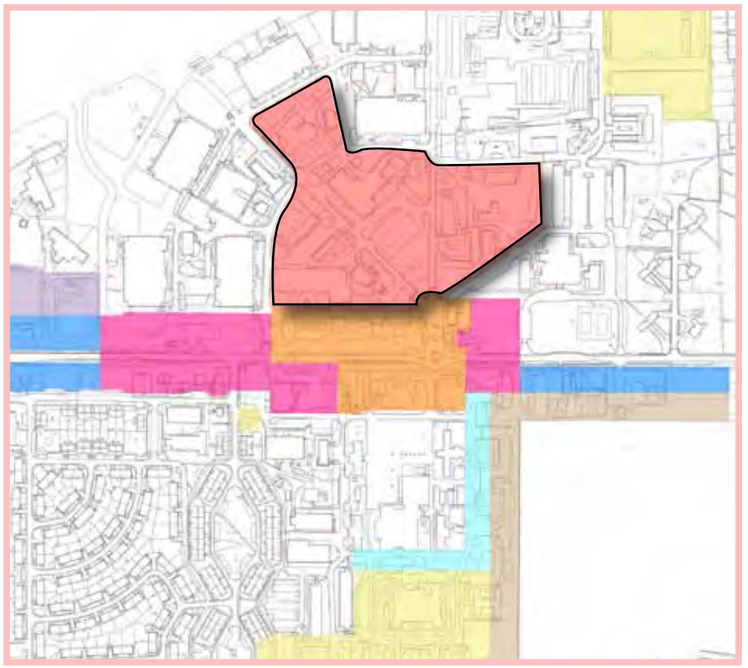
- Much of the character of the Trident area originates from its existing road alignment, which is defined by the formal axial routes which radiate from the apex, adjacent to the Village Centre.
- There is the opportunity for apartments or terraces of houses that read as single buildings.
- The streets are defined by existing tree planting which will provide a mature setting for development.
- The northern boundary of the Trident area interfaces with some of the large scale airfield buildings and development in this area should take account of the scale of these buildings and reinforce and enhance the character of this area.
- The area provides an opportunity for a more contemporary approach to design.



CHARACTER AREA 1 - NEW VILLAGE CENTRE



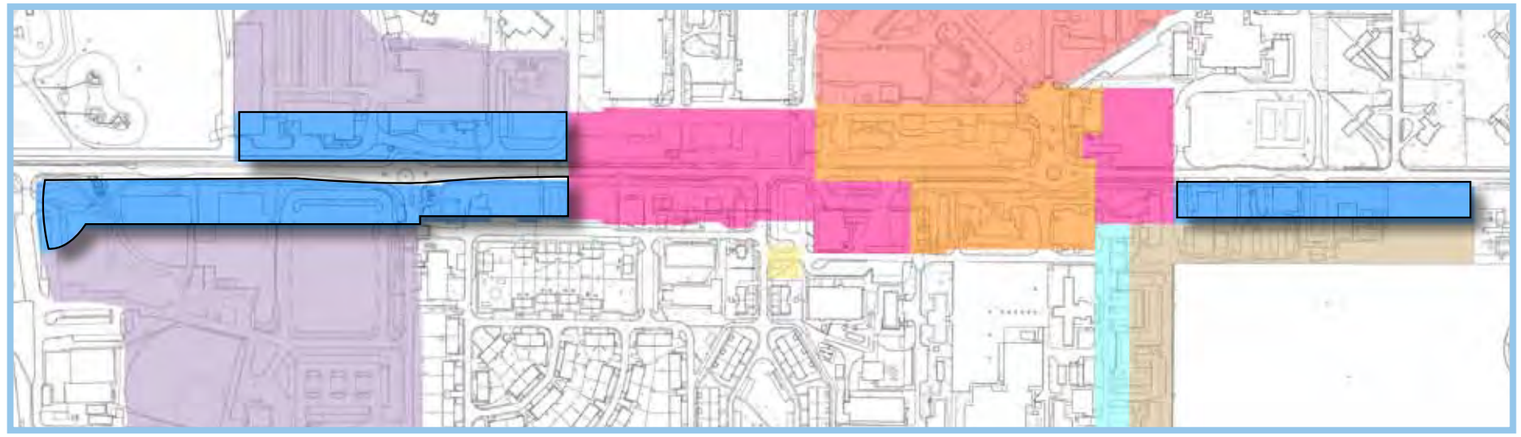
CHARACTER AREA 2 - VILLAGE CENTRE RESIDENTIAL



CHARACTER AREA 3 - TRIDENT HOUSING

1.10 **CA4 – Camp Road -** Camp Road is the main route running through the site, connecting Heyford Park with the neighbouring villages and towns beyond:

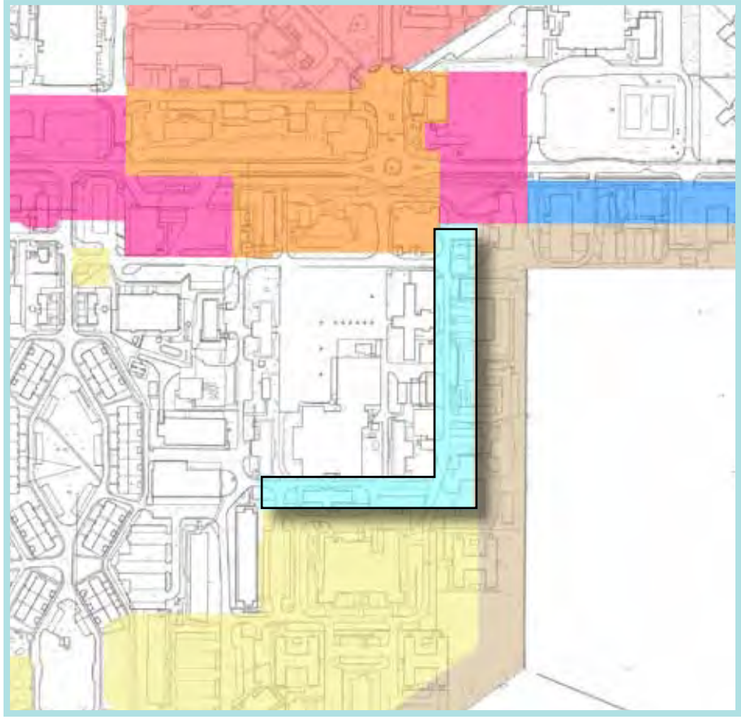
- This character area will provide a gateway into the settlement.
- Camp Road has a distinct linear character, reinforced by wide verges and avenue tree planting.
- The character of buildings in this area of Camp Road will build upon the Arts and Crafts character of the Officers housing located to the east of the site. This is typified by predominantly detached housing, with simple detailing.



CHARACTER AREA 4 - CAMP ROAD

1.11 **CA5 – Village Green -** The Village Green is the largest open space within Heyford Park, located to the south of the Village Centre having once formed the parade ground:

- The landscape design of the village green should respect the formal and rectilinear character of this space.
- Development in this area will establish a character that clearly defines the edge of the space, together with a strong sense of formality with a unified, regular massing of houses with consistent approach to design and symmetry.
- Visual and physical connections will be provided to help orientate pedestrians towards the Village Centre.



CHARACTER AREA 5 - VILLAGE GREEN

1.12 **CA6 – Rural Edge -** This area makes up the south eastern area of Heyford Park, creating a less formal character that fits with its more rural context beyond the edge of the former air base:

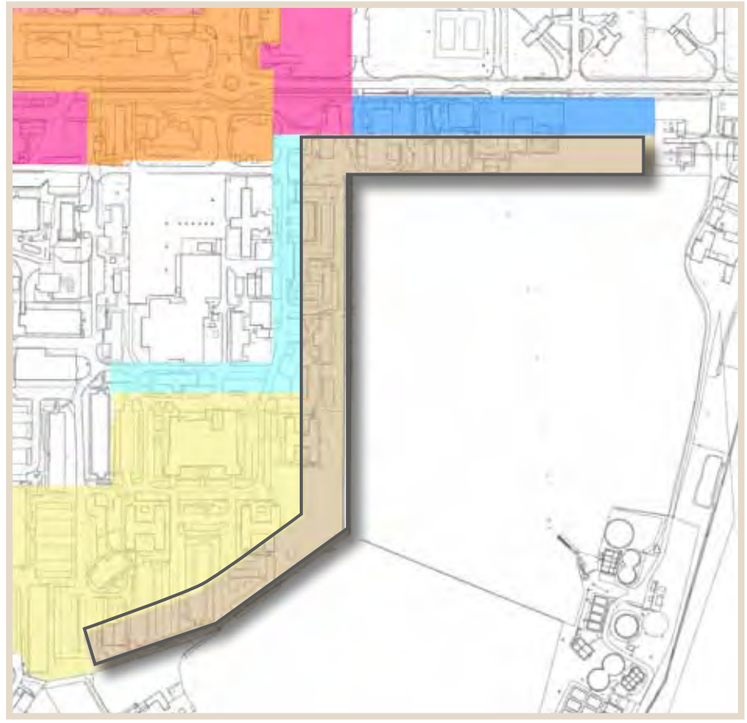
- The area looks out over the countryside and will provide a lower density of housing in loose clusters.
- Development will be laid out informally with less adherence to specific building lines.
- Houses will be encouraged to have a greater variety of roof and ridge lines to create a more informal character.
- Development in this area should maximise the views over the open countryside, and integrate the buildings into the surrounding landscape

1.13 **CA7 – Core Housing West -** The core housing area to the west of the site is located to the north and south of Camp Road. Although this area forms a significant area of development, it will have a variation of details depending on location.

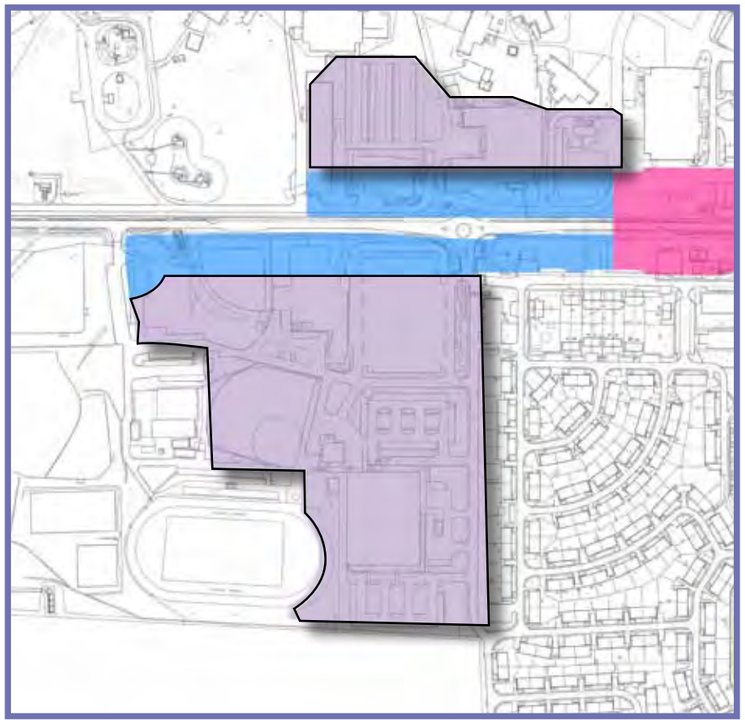
- The character of development will be inspired by the simple Arts and Crafts form which can be found in Carswell Circle and the Officers' housing at Heyford. The simple cues that define these areas are to be developed and evolved in this character area.
- There will be a mixture of formal and informal streets, with dwellings providing clear presence and frontage onto streets and public realm.
- The character will vary upon the context and for example, respect the residential amenity of existing housing where they adjoin new housing, there is also a series of special condition areas identified and these are explained later in the code.

1.14 **CA8 – Core Housing East -** The core housing area to the east of the site is also located to the north and south of Camp Road. This area forms a significant area of development to the south and a smaller development to the north:

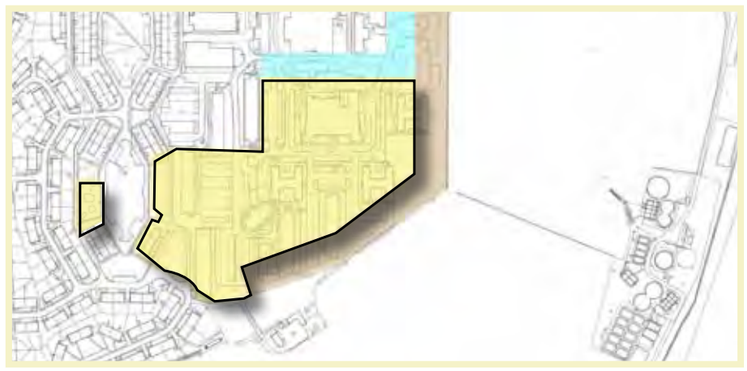
- The character of development will also be inspired by the simple Arts and Crafts form which can be found in Carswell Circle and the Officers housing at Heyford. The simple cues that define these areas are to be reinterpreted in this character area.
- There will be a mixture of formal and informal streets, with dwellings providing clear presence and frontage onto streets and public realm.
- Development will sit next to existing buildings and needs to reflect this specific context. To the north development will be accessed via the existing Officers housing, and will back on to the existing bungalows and airfield and again include several special edge condition areas that are explained later in the code. To the southwest of the character area development will infill areas of Carswell Circle South.



CHARACTER AREA 6 - RURAL EDGE



CHARACTER AREA 7 - CORE HOUSING WEST
(THIS AREA INCLUDES SPECIAL CONDITION AREAS A, B, C AND D (IN PART) WITH THE XTENT OF THESE SHOWN IN SECTION 4)



CHARACTER AREA 8 - CORE HOUSING EAST
(THIS AREA INCLUDES SPECIAL CONDITION AREAS C AND D (IN PART) WITH THE EXTENT OF THESE SHOWN IN SECTION 4)

USER GUIDE
(PART 1of2)

1.15 The document has been divided into logical sections and colour coded for ease of reference as follows;

INTRODUCTION

1.16 Sets out the vision for the site , the structure of the document and the approach to the design.

MASTERPLAN FRAMEWORK

1.17 Describes the site and different stages of development that have taken place over time, followed by an overview of the outline approval and refinements made to the original masterplan.

STREET & MOVEMENT NETWORK CODE

1.18 Streets and movement routes are one of the main structuring elements and each street type is coded to assist legibilty. Pedestrian and cyclist movement is defined, along with parking strategies, bus routes and refuse collection.

NEW BUILT FORM ENVIRONMENT CODES

1.19 This chapter explains the components of new built elements including general urban design principles and edge types, as well as architectural detailing and materials.

PUBLIC REALM CODE

1.20 This section explains the code for the landscape elements including site-wide disposition of landscape spaces, play areas, as well as boundary treatments and street furniture details.

SUSTAINABLE DESIGN & INFRASTRUCTURE

1.21 As required by the design code condition this section explains the approach to drainage and fabric first approach to building construction.

1 INTRODUCTION

THE VISION → USER GUIDE (PART 1of2) → DESIGN CODING APPROACH

DESIGN CODING APPROACH
- DESIGN CODING APPROACH BACKGROUND
- PURPOSE OF THE CODE
- DESIGN CODE PROCESS

2 MASTERPLAN FRAMEWORK

THE SITE & ITS HISTORY → EXISTING SITE FEATURES → OUTLINE APPROVED MASTERPLAN → REFINEMENTS TO THE OUTLINE APPROVED MASTERPLAN

THE SITE & ITS HISTORY
- SITE HERITAGE & HISTORIC CONTEXT
- COLD WAR LANDSCAPE
- SITE HERITAGE: LANDSCAPE

EXISTING SITE FEATURES
- CURRENT SITUATION
- EXISTING TREES
- HERITAGE ZONES
- EXISTING ARCHITECTURAL PRECEDENTS

OUTLINE APPROVED MASTERPLAN
- PARAMETER PLANS
- KEY PRINCIPLES

REFINEMENTS TO THE OUTLINE APPROVED MASTERPLAN
- DESIGN CODE RESPONSES TO DESIGN PRINCIPLES

3 STREET & MOVEMENT NETWORK CODES

STREET CODES → PEDESTRIAN & CYCLE MOVEMENT → PARKING STRATEGIES → BUS ROUTES & REFUSE COLLECTION

STREET CODES
- SCALE & SETTING
- INFRASTRUCTURE
- STREET TYPOLOGY

PEDESTRIAN & CYCLE MOVEMENT
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PARKING STRATEGIES
- PARKING & GARAGES
- PARKING TYPOLOGY

BUS ROUTES & REFUSE COLLECTION
- BUS ROUTES & BUS STOPS
- REFUSE COLLECTION STRATEGY

4 NEW BUILT ENVIRONMENT CODES

USER GUIDE (PART 2of2) → GENERAL URBAN DESIGN PRINCIPLES → CHARACTER AREAS → BUILDING TYPES

USER GUIDE (PART 2of2)
- THE UNITS OF CHARACTER

GENERAL URBAN DESIGN PRINCIPLES
- BUILDING DETAIL
- BUILT FORM
- URBAN FORM & MORPHOLOGY
- EDGE TYPES

CHARACTER AREAS
- CA1 - CA8

BUILDING TYPES
- BUILDING TYPOLOGY
- BUILT FORM GUIDANCE

5 PUBLIC REALM CODES

LANDSCAPE STRATEGY AND PLACEMAKING → PLAY AREAS → BOUNDARY TREATMENTS & STREET FURNITURE

LANDSCAPE STRATEGY AND PLACEMAKING
- PUBLIC REALM CODE
- PARKS & GARDENS

BOUNDARY TREATMENTS & STREET FURNITURE
- BOUNDARIES
- STREET FURNITURE

6 SUSTAINABLE DESIGN & INFRASTRUCTURE

DRAINAGE INFRASTRUCTURE → BUILDING CONSTRUCTION

DRAINAGE INFRASTRUCTURE
- ON SITE DRAINAGE STRATEGY
- SUDS

BUILDING CONSTRUCTION
- BUILDING FABRIC
- IMPLEMENTING THE VISION

DESIGN CODING APPROACH

DESIGN CODING APPROACH BACKGROUND

1.22 In 2011 (22/12/11) Cherwell District Council (CDC) granted planning permission for the development of part of the former RAF Upper Heyford camp, now marketed as Heyford Park (ref 10/01642/OUT).

1.23 The development includes up to 762 new dwellings and in addition, the change of use of 267 military dwellings to residential use (Class C3), plus 46 existing residential dwellings and associated facilities and infrastructure, with permission, therefore, for 1075 dwellings in total, plus associated commercial uses.

PURPOSE OF THE CODE

1.24 The outline permission defined the development form and principle of development in a series of parameter plans, and these are used a basis for the design code work. The parameter plans are shown in Section 2.

1.25 The outline permission conditioned the requirement for a Design Code under condition 8 (grey boxes) as follows:

'No reserved matters applications shall be made for any phase until a Design Code for that phase of the New Settlement Area, as identified in Condition 7 above, has been submitted to and approved in writing by the Local Planning Authority.'

The outline permission states that the Design Code shall comprise:

i) Land use, density, layout of streets and public spaces and character areas;

ii) 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;

iii) Surface water control, including design standards and methodology for sustainable drainage systems, details of specific features, including appropriate options for Sustainable Urban Drainage (SUDS), swales, together with adoption arrangements and extent;

iv) Public realm, including hierarchy of streets and public spaces, characteristics, dimensions, building line and or setbacks, 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;

v) Built form, including scale, materials, roof treatment, elevational treatment, treatment of landmark and marker buildings, key frontages and gateways;

vi) 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;

vii) Car and cycle parking, including standards of provision by land use and dwelling type; and

viii) 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.

The development shall thereafter be carried out in accordance with the approved Design Codes.
Reason - Design Codes, together with the Approved Master Plan, are required at the beginning of the development process to ensure that the subsequent reserved matters applications are considered and determined by the Local Planning Authority in the context of an overall approach for the site consistent with the requirement to achieve a high quality design as out in the Environmental Statement, the Revised Comprehensive Planning Brief for the site, and Policies UH4 of the Non Statutory Cherwell Local Plan, H2 of the Oxfordshire Structure Plan 2016 and comply with Policies CC6, CC7 and H5 of the South East Plan 2009.'

AERIAL PHOTOGRAPH OF SITE

1.26 The Council and Developer have discussed the requirements for Design Codes to guide the residential development at Heyford Park. The objective of producing Design Codes is not to add another layer of complexity to the planning process, but to provide a clear framework for development that is supported by all parties. This is particularly important on a strategic development site such as this which may be developed by several developers / house builders over the life of the scheme.

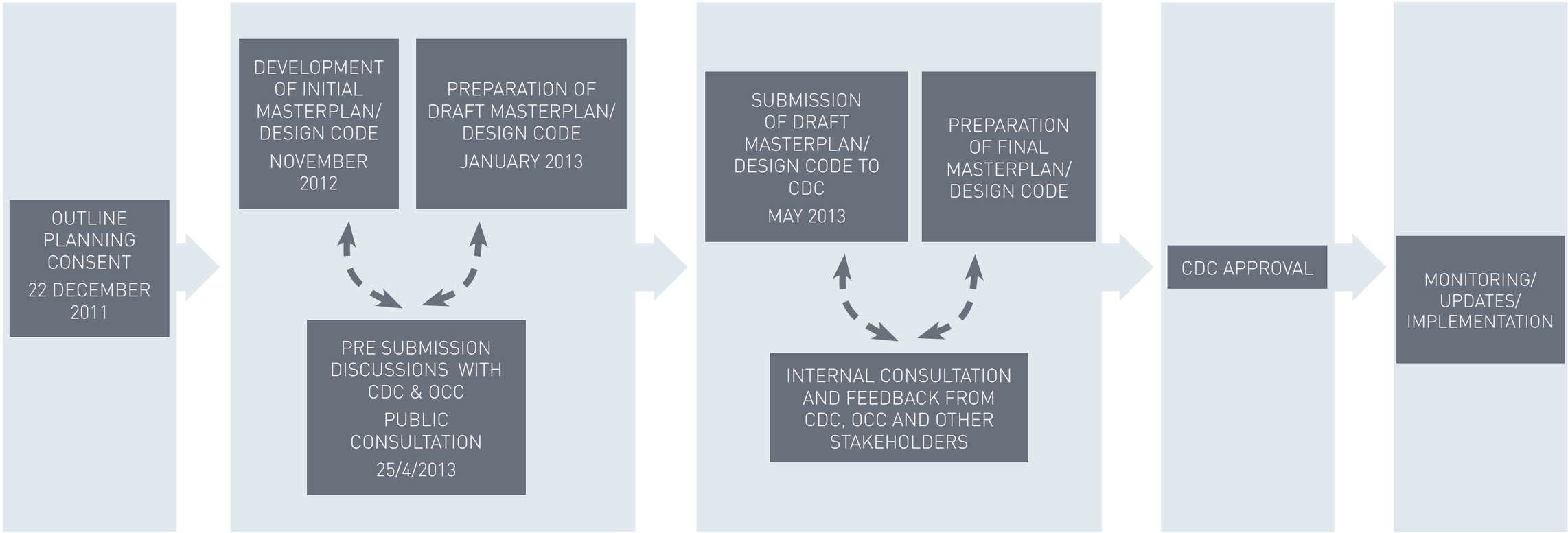
1.27 The Design Codes are proposed in order to;

- ESTABLISH A LONG TERM VISION FOR THE SITE AND DESIGN LED FRAMEWORK FOR THE SITE
- BUILD UPON THE WORK ESTABLISHED BY THE OUTLINE PLANNING APPLICATION AND THE DESIGN AND ACCESS STATEMENT FOR THE AREA
- ENSURE OVERALL COORDINATION AND CONSISTENCY BETWEEN DEVELOPMENT SITES
- PROVIDE A LEVEL OF CERTAINTY TO THE LANDOWNER, COUNCIL, DEVELOPER AND THE COMMUNITY
- PROVIDE A CLEAR GUIDE FOR DEVELOPERS WORKING ON INDIVIDUAL PLOTS AND SETS THE CONTEXT FOR MORE DETAILED DESIGN WORK.

1.28 The code establishes clear performance criteria for each development area, setting out the level of prescription alongside desired and mandatory requirements.

1.29 There may be circumstances where a designer working up proposals in accordance with the Code feels that a design proposal could better contribute to the quality and identity of the development by localised deviation from the Code. In these circumstances, a rationale for the approach being proposed is recommended in conjunction with early discussions with CDC.

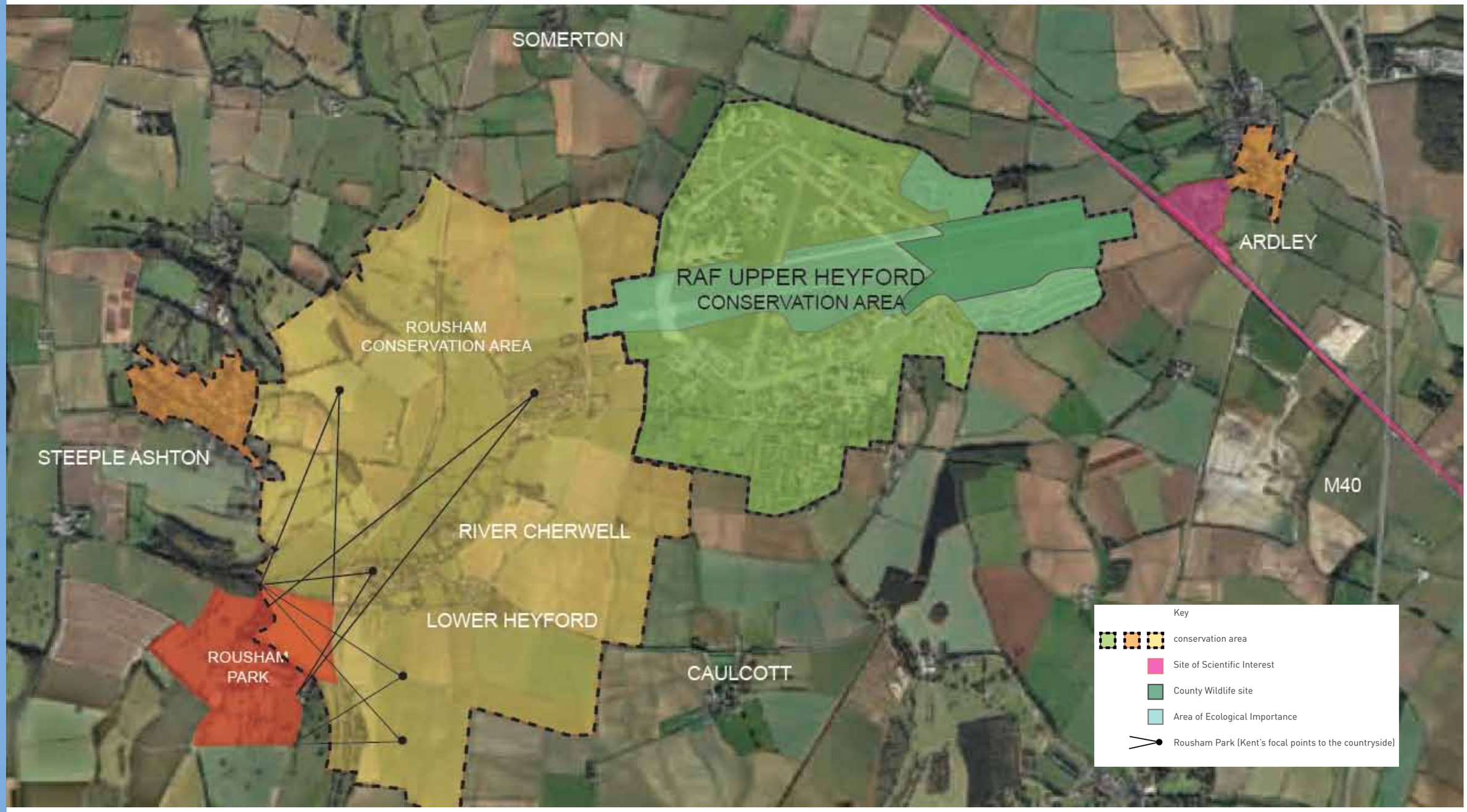
DESIGN CODING PROCESS FLOW DIAGRAM



MASTERPLAN FRAMEWORK

2

EXTRACT OF OUTLINE APPROVED INDICATIVE MASTERPLAN



SURROUNDING DESIGNATIONS AND EXTENT OF CONSERVATION AREA

THE SITE & ITS HISTORY

SITE HERITAGE AND HISTORIC CONTEXT

2.1 This Design Code relates to an area generally to the south of the former airfield with the majority of the airfield not subject to design code requirements. The surrounding landscape around the base is covered by a range of designations including the heritage asset of Rousham Park, with William Kent's (William Kent was an English Landscape Architect who designed Rousham Park in the 18th century) focal points shown on the plan opposite, Rousham and Steeple Aston conservation areas as well as sites of ecological interest on the wider airfield.

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

COLD WAR LANDSCAPE

2.3 The built heritage potential of the site is reflected in its designation as a conservation area and the scheduling of Cold War sites dating from the period 1945-1993. The closure of the airbase soon after the end of the Cold War means that the extent of survival is high with little demolition.

2.4 Overall, the structures dating from the periods of the World Wars (1914-1945) are located to the south of the Cold War landscape and are of less significance. Those relating to the Cold War history are primarily situated in the large area to the north, alongside the airfield.

SITE HERITAGE: LANDSCAPE AND BUILT FORM

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

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

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

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

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

2.10 The Trident layout at the centre of the proposed development area, and the Parade Ground just south of Camp Road are just two of the significant elements of the original plans, and represent military and airfield layouts typical of their era.

2.11 Existing residential buildings also have a distinct character, such as the Officers' housing on Soden Road, and the 1950's bungalows, also known as 'Little America'. Although of very different character the sum of all the various areas at Upper Heyford are characteristic of both military and architectural development through the Twentieth Century.

2.12 There are a number of functional structures that relate to the site's military operational use for example, security issues led to the construction of a security boundary fence which physically and visually separates the site from the wider landscape.

2.13 A number of heritage assets within the original outline application site are to be retained in recognition of the positive value the buildings, open spaces and street patterns make to the character and appearance of the conservation area. The particular buildings which have been previously assessed as being worthy of retention include:-

- The A Frame hangars (Buildings 320, 345, 350, and 172), identified within the Revised Comprehensive Planning Brief as 'Other buildings making a positive contribution to be retained'. Two further A Frame hangars are also to be retained (Buildings 315 and 151);
- Buildings 129 and 126 which are designated Scheduled Monuments;
- North of Camp Road, Buildings 52, 77, 78, 74, 103, and 125 which are identified within the Revised Comprehensive Planning Brief as 'Other buildings making a positive contribution to be retained';
- The properties located around Carswell Circle (north)
- The Officers housing north of Camp Road.

CONSERVATION AREA APPRAISAL PLAN
(BASED ON CDC APPRAISAL. A NUMBER OF NON LISTED BUILDINGS OF LOCAL SIGNIFICANCE WERE AGREED FOR REMOVAL AT THE OUTLINE APPLICATION STAGE)

2.14 In terms of the key spaces to be retained, the following key spaces which should be incorporated within new masterplan proposals (these are highlighted on the plan opposite):

- An open space to the south of Camp Road in the vicinity of the former parade ground.
- The open area in front of Building 74 to the north of Camp Road.
- The open area to the north of the Officers housing north of Camp Road.
- The open area located at the centre of Carswell Circle

2.15 In terms of key road patterns to be retained, work done to date identifies the following road patterns which should be incorporated within new masterplan proposals (these are highlighted on the plan opposite):

- The Camp Road east-west alignment.
- The northern part of the Carswell Circle.
- The four principal axis of the Trident pattern north of Camp Road.
- The Officers housing street pattern in a north-south alignment to the north of Camp Road.

1. SCHOOL HUB
2. SPORTS FIELDS & LARGE BUILDINGS
   - 2A SPORTS FIELDS
   - 2B SUPERSTORE/HOSPITAL
3. SOUTH RESIDENTIAL AREA
   - 3A SOUTH BUNGALOWS
   - 3B. MIXED USE AREA
   - 3C SEMI DETACHED HOUSES
   - 3D CARSWELL CIRCLE NORTH
   - 3E CARSWELL CIRCLE SOUTH
4. BARRACKS & INSTITUTIONS
   - 4A STORE/PETROL STATION
   - 4B PARADE GROUND BUILDINGS
   - 4C WEST BARRACKS
   - 4D 1930S AREA
5. EAST HUTS
6. TECHNICAL AREA
   - 6A AIRCRAFT SHEDS
   - 6B SERVICE STATION
   - 6C COPSE & OPEN GROUND
   - 6D POST-WAR OPEN LANDSCAPE
   - 6E 120S CORE
7. NORTH RESIDENTIAL AREA
   - 7A OFFICER HOUSING
   - 7B NORTH BUNGALOWS

EXISTING SITE CHARACTER AND PERIODS OF CONSTRUCTION

EXISTING SITE FEATURES

HERITAGE ZONES AND EXISTING CHARACTER AREAS

2.16 The conservation area Appraisal Statement identifies three broad areas:

- flying field,
- technical site and
- residential zone.

THE FLYING FIELD (OUTSIDE THE SETTLEMENT AREA)

2.17 It describes the overall impression of the flying field as one of openness, noting that the hardened aircraft shelters are dispersed over a wide area in the northern part and so present no visual barrier. It notes the different spatial organisation of 'enclaves' such as the Quick Reaction Alert Area (QRA), Northern Bomb Store and Special Weapons Area and their siting in natural hollows that set them apart from the rest of the base. It further notes the relationship in the southern part of large buildings to the openness of the flying field.

TECHNICAL SITE AND RESIDENTIAL ZONES

2.18 Together, these areas cover that included in the settlement area as defined by CDC's Comprehensive Planning Brief for RAF Upper Heyford. The density of development contrasts markedly with the openess of the flying field.

2.19 The defining features of the technical area include the arc of four Type 'A' hangars that mark the boundary between the technical area and the flying field; some original 1920s buildings such as the Officers' Mess; and the strong overall structure of the Trident layout, which is emphasised by trees and open spaces that follow the geometry of the layout.

2.20 The Appraisal Statement summarises the area as a "campus" layout of deliberately sited, mixed-function buildings, in an open setting with organised tree planting. The residential zone is further divided into sub-areas that comprise the Officers' family housing area, airmen's (junior ranks') family housing areas, airmen's and NCOs' barracks and social facilities, a service and recreational area, and an area of prefabricated buildings that included the school, church and community building.

2.21 Within the residential zone there are distinct areas as follows;

OFFICERS' AND SNCOS' FAMILY QUARTERS:

2.22 Originating with senior Officers' large brick detached houses in extensive grounds, the area was added to in the 1950s with smaller junior Officers' family houses which follow the same architectural and landscape principles. The Appraisal describes a "'leafy suburb' setting of grass and "organised tree planting".

JUNIOR RANKS' (AIRMEN'S) FAMILY HOUSING AND BUNGALOWS:

2.23 The original houses in Carswell Circle and Carswell Circle are described as "garden city style rendered buildings located originally in an open setting". This distinctive character is overwhelmed in the context of bungalows that dominate the rest of the airmen's family housing areas. The bungalows present a low density existing community. This area is subject to a phased programme of refurbishment.

BARRACKS (JUNIOR RANK'S AND NCO'S SINGLE ACCOMMODATION):

2.24 The Appraisal identifies the grid-like orientation to the original parade ground and the architectural character of the original 1920s buildings. It again describes a campus-style character, but it is to a rectilinear geometry rather than the distinctive Trident fan-shape of the technical area. Later developments continue the orthogonal siting of buildings, although a truly gridded street layout has not formed because access routes and parking / service areas are often dispersed.

PLAN HIGHLIGHTING ORIGINAL PARADE GROUND LOCATION

WELFARE FACILITIES AND RECREATIONAL AREA:

2.25 The Appraisal identifies no coherence in the layout of this area. It comprises large utilitarian buildings (hospital, family store) within areas of sports grounds and parking.

PREFABRICATED BUILDINGS:

2.26 The area is isolated and the buildings are generally in poor condition.

2.27 The conservation area Appraisal does not identify any conservation value in this area.

BUILDINGS 21 & 23 TO BE RETAINED

BUILDING 716 TO BE RETAINED

BUILDING 650 TO BE RETAINED

BUILDING 2 TO BE RETAINED

BUILDING 533 TO BE RETAINED

BUILDING 650 TO BE RETAINED

BUILDING 1 TO BE RETAINED

OTHER STRUCTURES

2.28 The conservation area appraisal identifies over a hundred other structures that contribute significantly to the Cold War character of the airbase or relate to the historic development of the site as well as the social context of class division within the RAF. These range from small technical or operational structures, such as pillboxes, to some family housing and extensive and visually imposing buildings such as the Officers' Mess. There is also a general recognition of the significance of small features, such as fire hydrants, that reflect American influence on the appearance of the settlement.

2.29 A comprehensive assessment of buildings was undertaken at the outline approval stage and each building on the site has a unique reference number, as shown in the photographs opposite (showing both buildings that will be retained as well as buildings to be demolished to make way for new development). The pattern of built form spread across the site often leaves domestic scale and commercial scale buildings adjoining each other. The code and character areas will resolve a number of these interelationships

BUILDING 313 TO BE REMOVED

BUILDING 123 TO BE REMOVED

BUILDING 35 TO BE REMOVED

BUILDINGS 32 & 34 TO BE REMOVED

CURRENT SITUATION

2.30 Heyford Park consists of a well established community which provides residential accommodation to approximately 800 people. This community is supported by a range of facilities including local retail, ecclesiastical and community buildings.

2.31 In addition, there is a thriving business community located within a variety of buildings across the site. A wide range of employment is located at Heyford Park, ranging from small business located within office suites, to the Oxford Innovation Centre, to Paragon Fleet Solutions, whose car processing business employs some 500 people and is currently one of the largest employers situated in Cherwell District Council. In total, over 1,000 people are employed at Heyford Park and the site has the potential for some 1,777 employees to be located across the entire site.

EXISTING TREES AT UPPER HEYFORD

2.32 The mature tree structure of the site is key defining characteristic of the site, especially along Camp Road and in the Trident area.

2.33 There is a wide range of tree species on the site, some native and some non native.

2.34 The native species include Fagus sylvatica and Pinus silvestris, with blocks of hawthorn trees as an understorey, while non-native species include Acer pseudoplatanus, and 'Leylandii' trees which appear to be hedges which have matured into trees.

2.35 A substantial amount of vegetation lies within areas that will be unaffected by the proposed development, there are however a number of locations where tree removal will be required to prevent the development being compromised and/or where a more coherent replacement (new) tree planting strategy is proposed.

2.36 The trees fall into a number of categories, ranging from trees worthy of retention and of significance to the site, to those which need to be removed because they are dead, diseased or dying. More detailed arboricultural work is subject to ongoing submissions in relation to outline conditions.

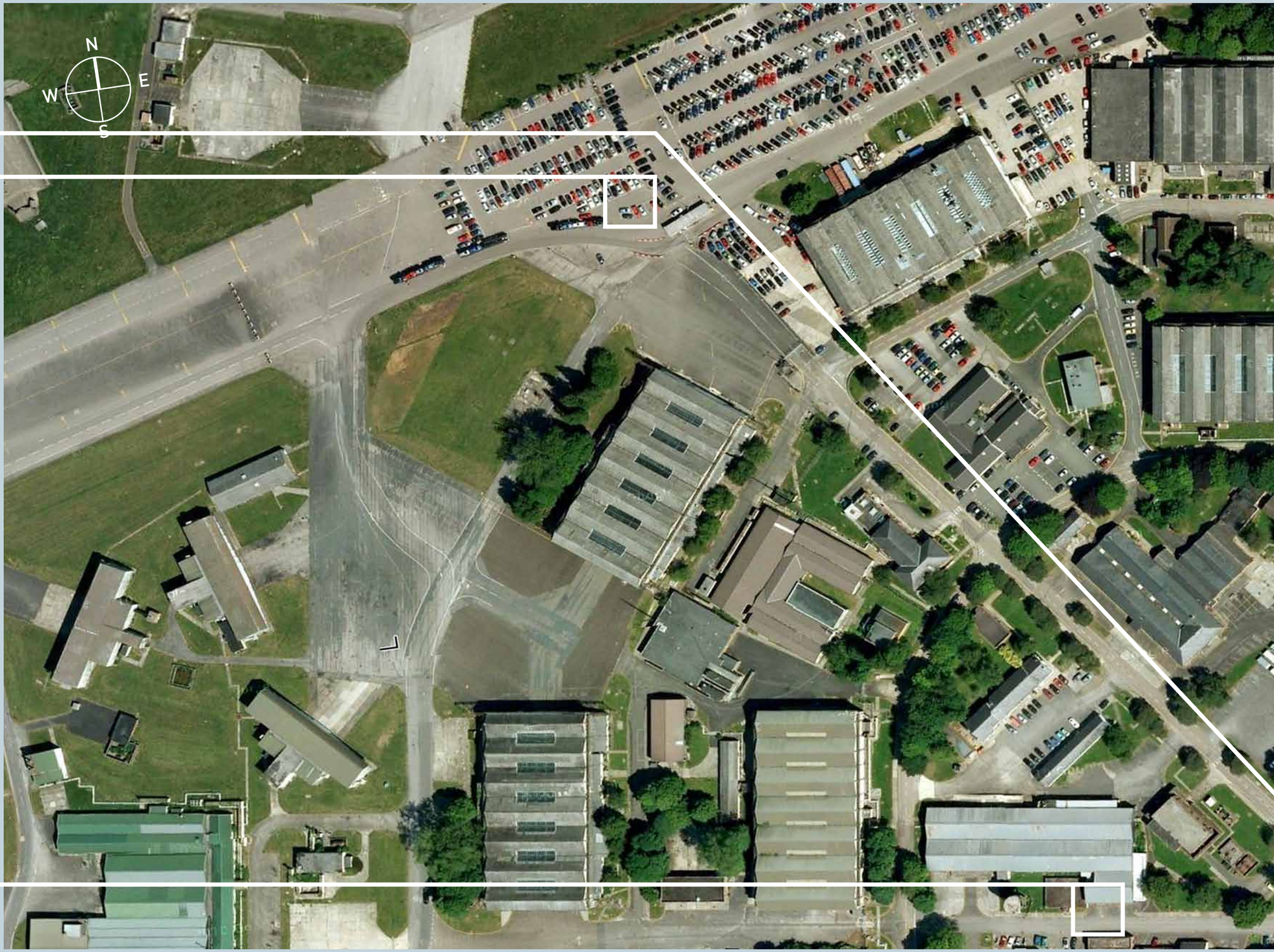
EXISTING SITE OVERVIEW

2.37 Unlike a new residential urban extension the site has an existing network of streets and spaces, with different levels of definition, the following pages describe and illustrate the existing site qualities and highlights constraints and opportunities.

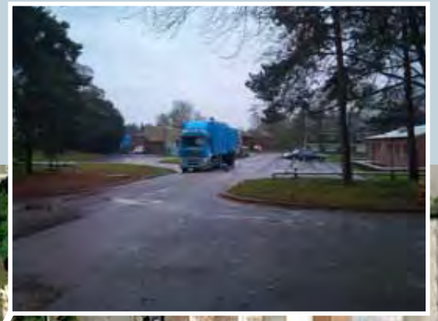
EXISTING ROUNDABOUT AT THE JUNCTURE OF THE 4 TRIDENT STREETS, EXISTING OPEN CHARACTER DETERS PEDESTRIAN MOVEMENT.

THE OPEN CHARACTER OF THE FLYING FIELD CONTRASTS WITH THE RESIDENTIAL DEVELOPMENT, THE FLYING FIELD RETAINS A SECURE BOUNDARY (WITHOUT PUBLIC ACCESS) BUT THERE WILL BE INTERMITTENT VIEWS OVER THE AREA FROM THE NORTHERN DEVELOPMENT EDGE.

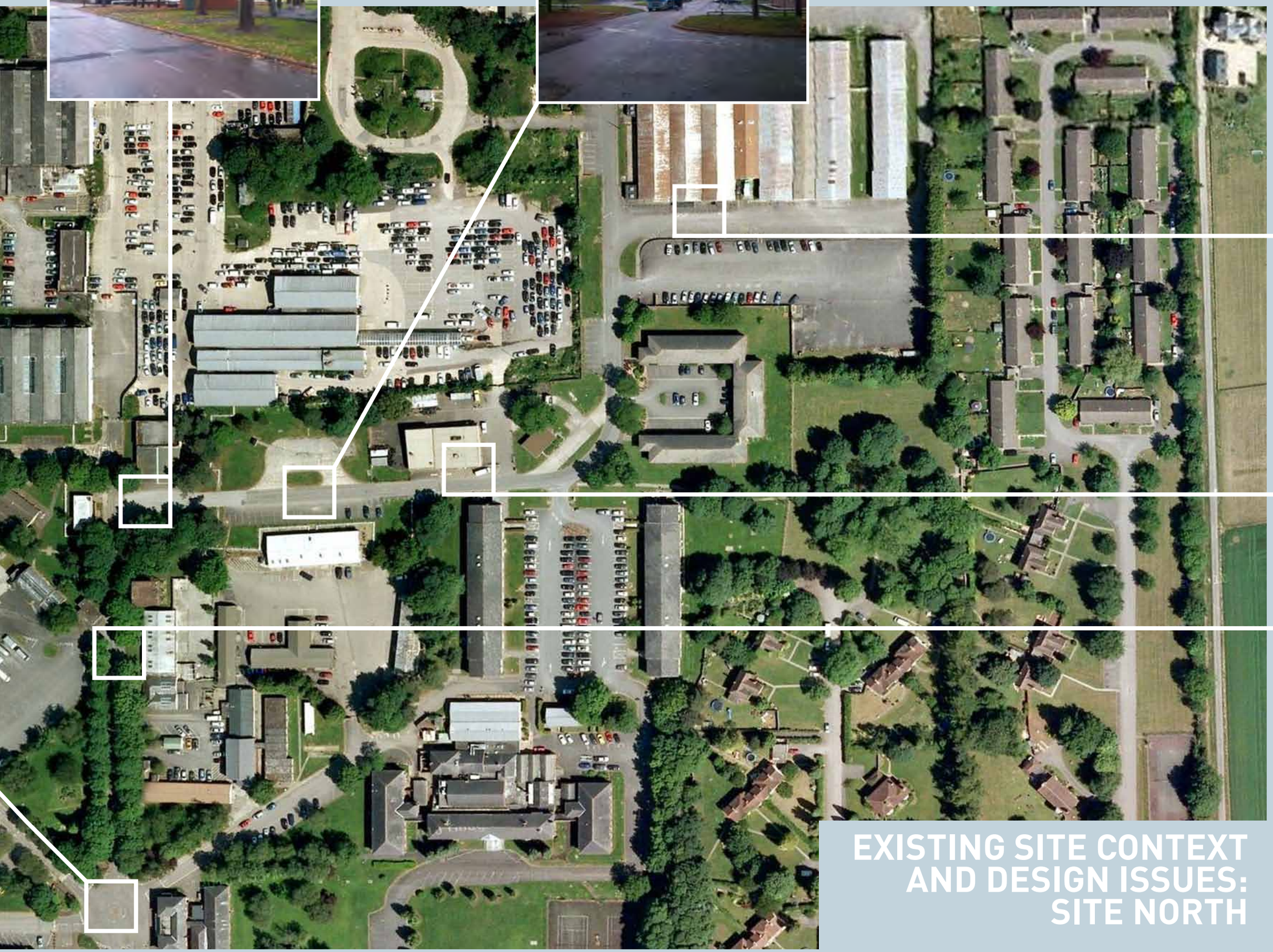
EXISTING BUILDINGS ON LEFT REMOVED (OF NO HERITAGE VALUE) TO MAKE WAY FOR NEW MIXED USE VILLAGE CENTRE.



GLIMPSES TO AND FROM EXISTING RETAINED BULDINGS ALREADY INFORMS A CAMPUS STYLE LAYOUT TO THE TRIDENT AREA.



DEDICATED HGV ROUTE IS ALLOWED FOR IN THE ROAD HIERARCHY.



EXISTING STRUCTURES (LEFT) WILL BE REMOVED TO ALLOW FOR RESIDENTIAL DEVELOPMENT

ROUTES THROUGH EXISTING EMPLOYMENT, NEW RESIDENTIAL STREETS WILL IMPROVE DEFINITION AND LEGIBILITY OF RETAINED THROUGH ROUTES.

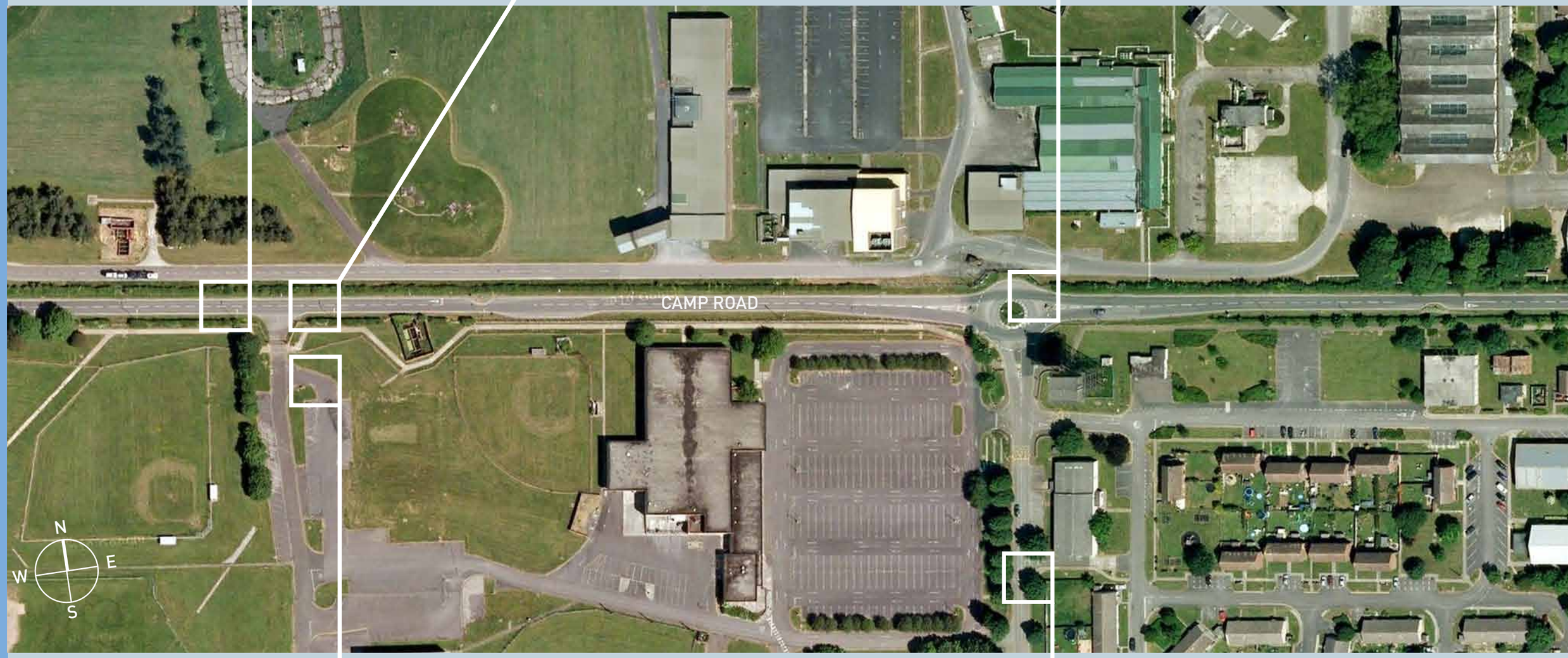
EXISTING TRIDENT TREE LINED AVENUE TO BE RETAINED.

EXISTING SITE CONTEXT AND DESIGN ISSUES: SITE NORTH

EXISTING SECURE FENCING TO SOUTH OF CAMP ROAD TO BE REMOVED.

EXISTING HEDGEROW SCREENS SECURE FENCING TO NORTH OF CAMP ROAD.

EXISTING CAMP ROAD (WEST) HAS ONLY INTERMITTENT/ SEMI MATURE TREE PLANTING. OPPORTUNITY FOR NEW TREE LINED AVENUE TO IMPROVE THE CHARACTER AND CREATE A MORE DEFINED AVENUE.



LAND TO WEST OF CAMP ROAD.

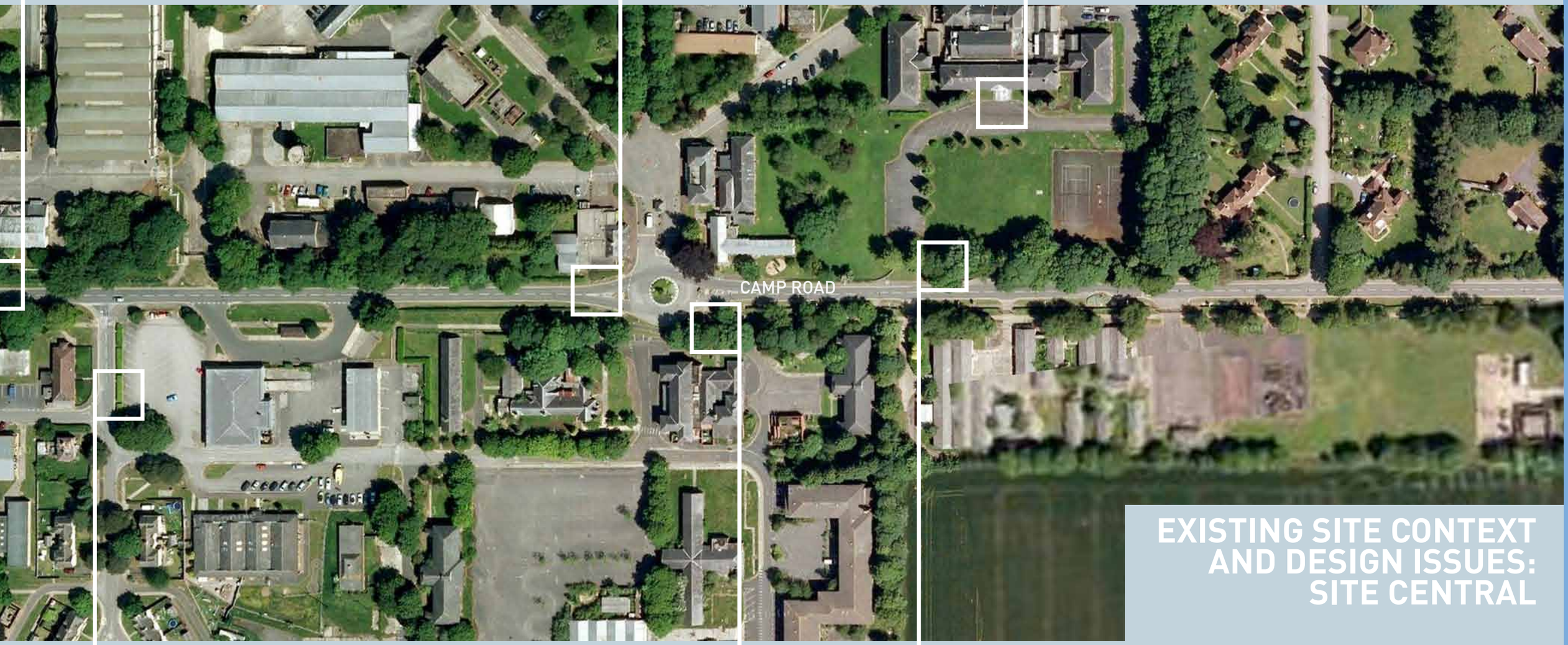
EXISTING ROADS CURRENTLY ADJOIN THE BACK GARDENS OF THE EXISTING BUNGALOWS.

POTENTIAL TO IMPROVE SECURITY/ RELATIONSHIP VIA NEW DEVELOPMENT.

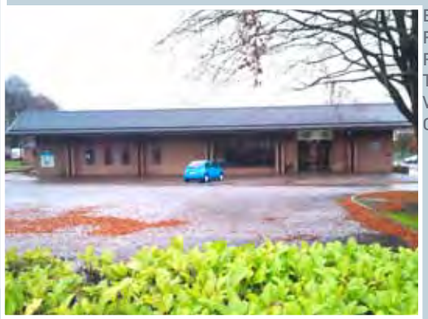
CAMP ROAD - EXISTING FOOTPATHS WITH POTENTIAL TO BE UPGRADED TO PROVIDE NEW FOOT/ CYCLEWAYS.

CAMP ROAD (EAST) TYPIFIED BY LARGER MORE MATURE TREE PLANTING THAN CAMP ROAD WEST.

EXISTING BULDING TO BE RETAINED.



EXISTING SITE CONTEXT AND DESIGN ISSUES: SITE CENTRAL



EXISTING ON SITE FACILITIES TO BE REGENERATED OVER TIME WHEN NEW VILLAGE CENTRE CREATED.

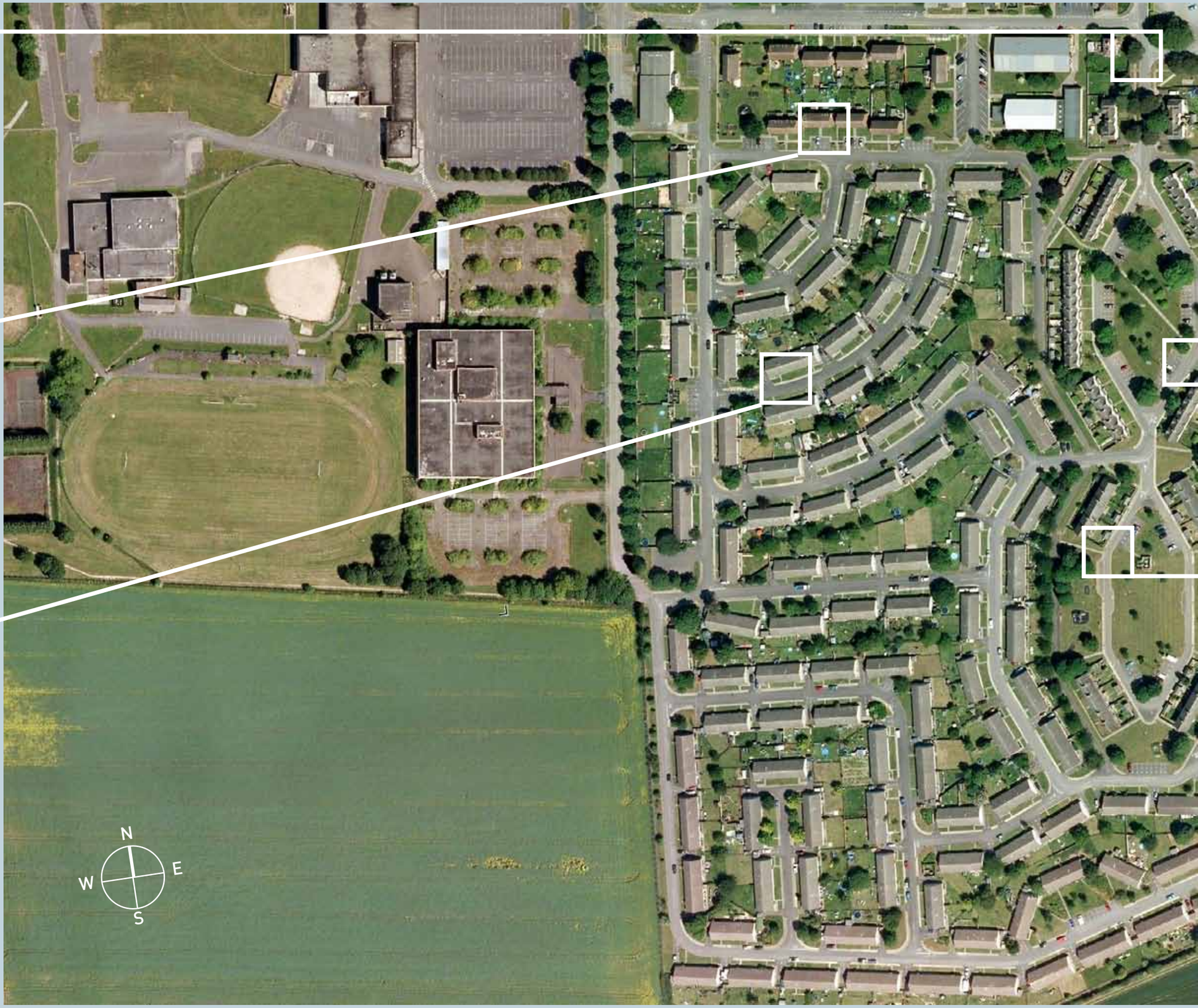
CAMP ROAD AT PRESENT OFTEN LACKS COHERENT RELATIONSHIP TO BUILT FORM.

A CHARACTERISTIC OF CAMP ROAD IS VIEWS UNDER TREE CANOPIES TO DEVELOPMENT BEYOND.

EXISTING TREE LINED STREET WITH LINK TO CARSWELL CRESCENT.

TWO STOREY HOUSING TO NORTH OF BUNGALOWS.

EXISTING BUNGALOWS DOMINATE THE MIDDLE OF THE SOUTHERN AREA.



CARSWELL CIRCLE ARTS & CRAFTS INFLUENCE.

OPEN 'GARDEN CITY' INSPIRED GREEN FOCUS.

DWELLING TYPOLOGY CHANGES FROM GABLE FRONTED TO STANDARD TERRACED FORM TO THE SOUTH OF CARSWELL CIRCLE.

EXISTING SITE CONTEXT AND DESIGN ISSUES: SITE SOUTH

EXISTING ARCHITECTURAL PRECEDENTS

2.38 As detailed earlier, the development of Heyford Park covers a broad period and there is a range of architectural styles associated with each period. Overall there are relatively few houses of architectural merit, but there are themes that can be developed in the new building designs in particular a simple arts and crafts inspired architecture is evident alongside occasional neo-georgian inspired housing. The images and details opposite highlight key details including:

- Frequent gable fronted properties often with clipped eaves;
- Simple window proportions often in a symmetrical arrangement;
- Prominent chimneys;
- Flat canopy covered porches with occasional pitched roof;
- Older 1920s units tend to have a lower window to surface area ratio.

2.39 Alongside domestic architectural precedents there are a range of buildings that accommodate barrack housing and support facilities (predominantly built in the 1920s). Elements of architectural merit from these buildings include:

- Prominent central gable or portico often in contrasting material.
- Relatively tall floor to ceiling heights.
- Windows with vertical emphasis symmetrically arranged.
- Fully hipped roofs with projecting eaves.
- Projecting brick quoins.
- Stone window cills and surrounds.

2.40 In terms of materials brick is the predominant material with render (rough cast and smooth) used occasionally. In terms of roofing materials, slate is common but red brown tile can also be seen.

2.41 The images opposite highlight architectural details evident within these broad typologies.

A. Officers housing.

B. Other ranks housing.

C. Support facilities/barrack buildings.

A. OFFICERS HOUSING

SODEN ROAD:

SODEN ROAD:

SODEN ROAD:

SODEN ROAD:

LARSDEN ROAD:

B. OTHER RANKS HOUSING

LARSDEN ROAD:

DOW ST:

CARSWELL CRESCENT:

GORDON ROAD:

NETTLETON DRIVE:

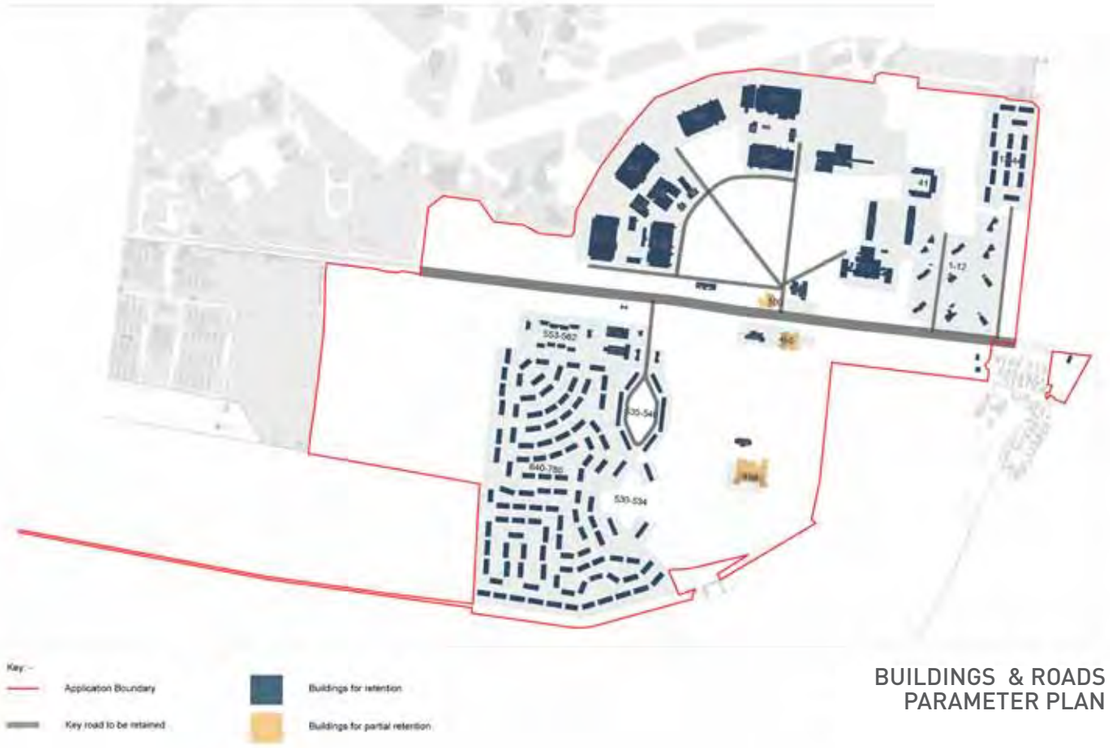
C. SUPPORT FACILITIES/BARRACKS BUILDINGS

BUILDING 125:

BUILDING NO. 74. FORMER OFFICER'S MESS (FREE SCHOOL)

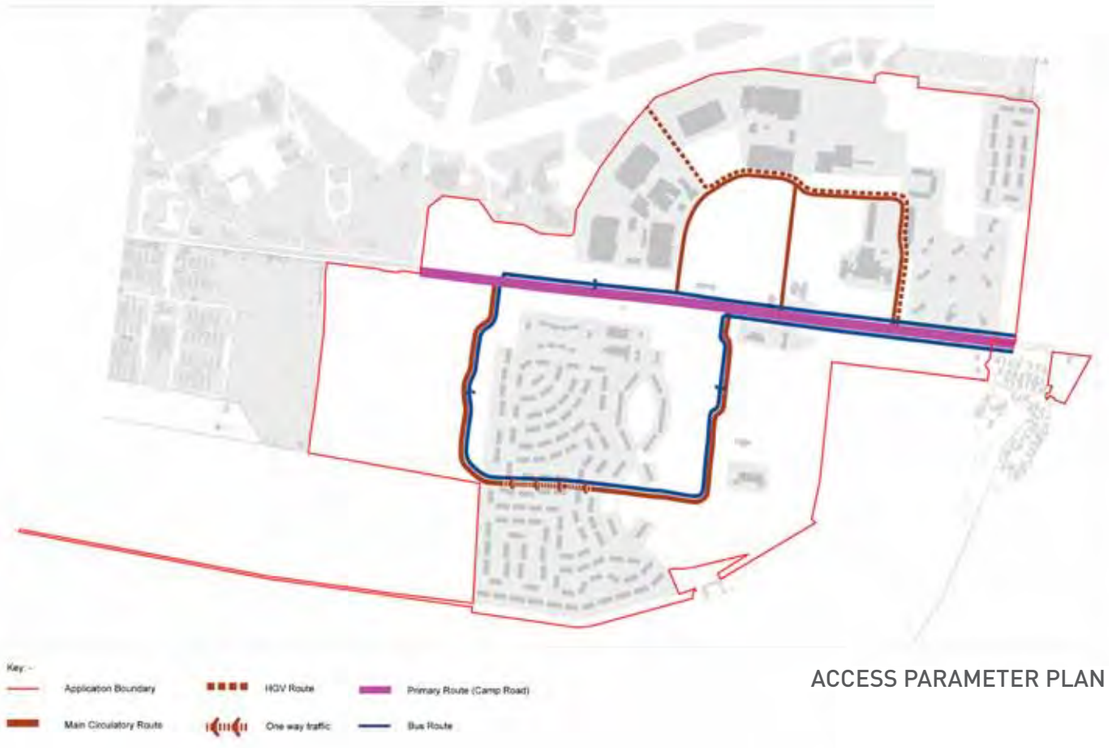
BUILDING NO. 485. FORMER BARRACK BLOCK

BUILDING NO. 455. FORMER INSTITUTE

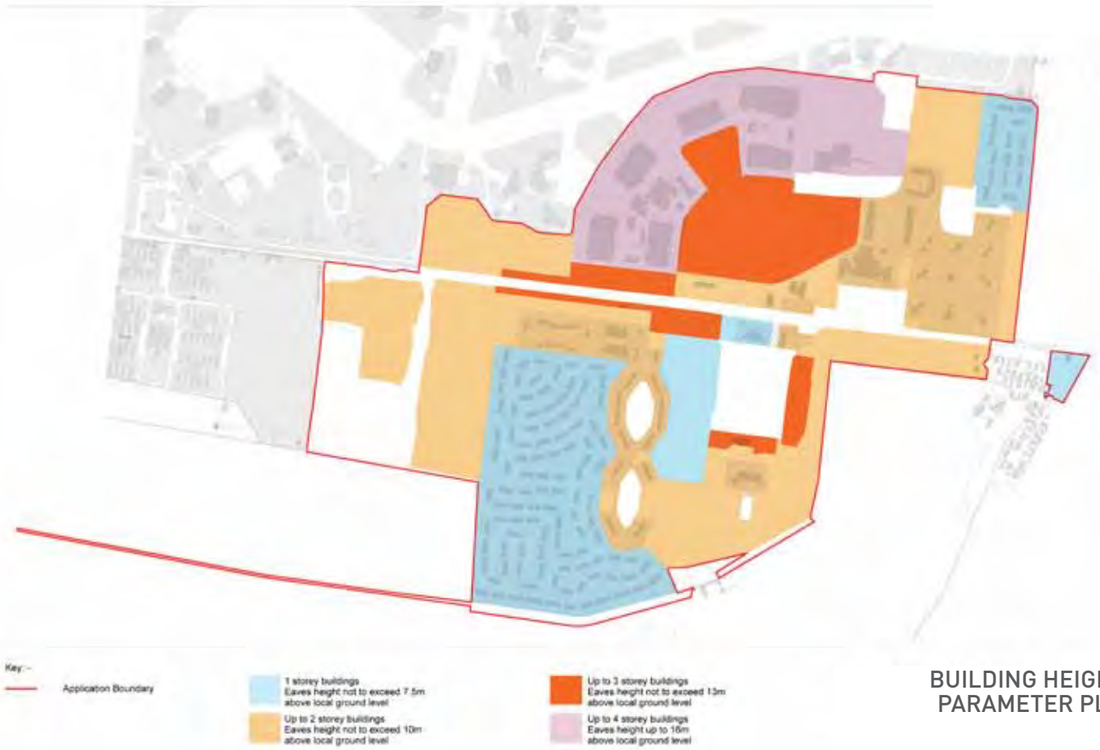


BUILDINGS & ROADS
PARAMETER PLAN

GREEN INFRASTRUCTURE
PARAMETER PLAN



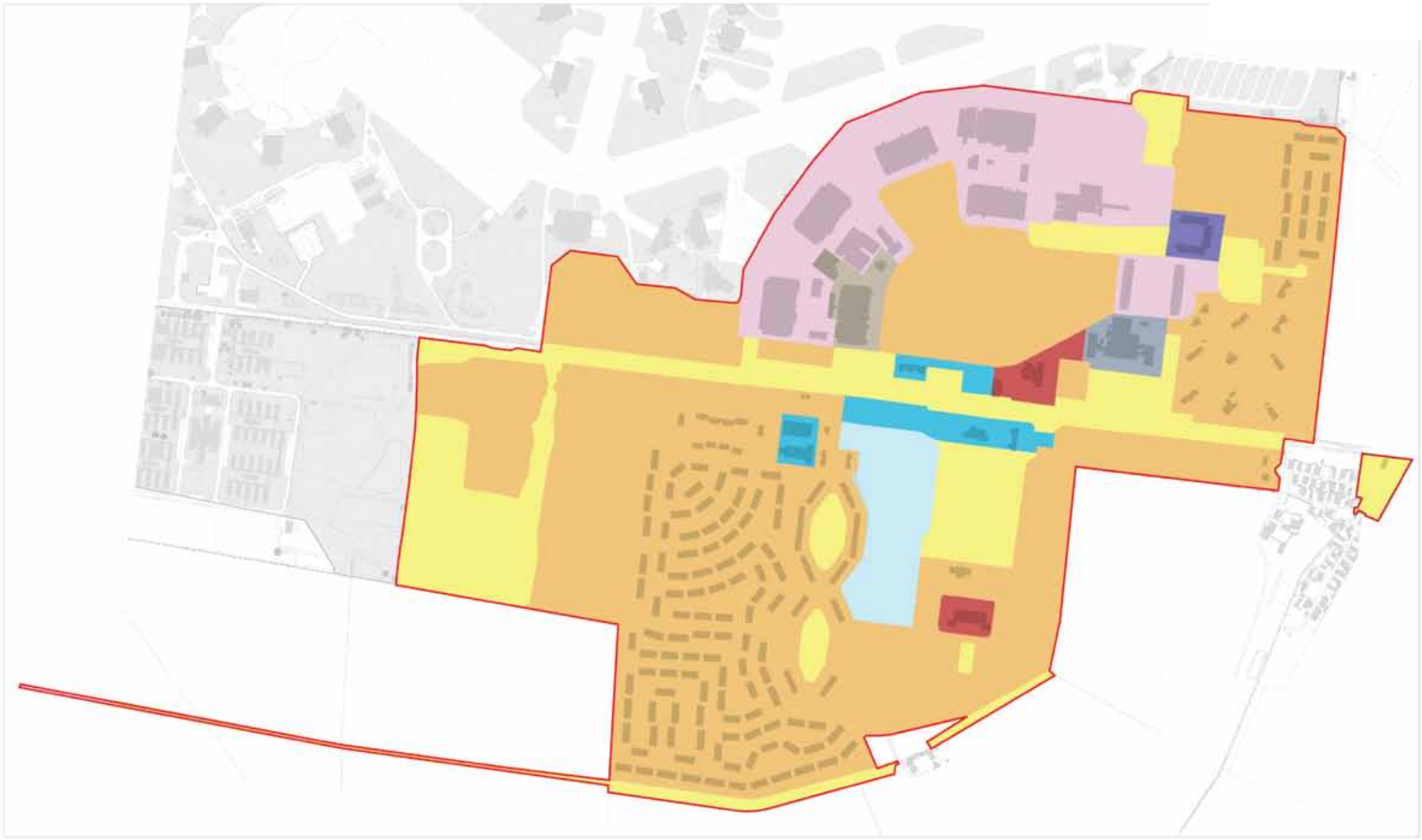
ACCESS PARAMETER PLAN



BUILDING HEIGHTS
PARAMETER PLAN

APPROVED 2011 OUTLINE APPLICATION

2.42 Many of the key principles such as the movement network, building heights and density were set out in the Design and Access Statement (DAS) and the parameter plans that accompanied the outline permission . These are shown opposite and below. This Design Code will build upon the work already undertaken for the site such as the Illustrative Masterplan and DAS.



DEVELOPMENT USES PARAMETER PLAN

OUTLINE APPROVED MASTERPLAN

2.43 The outline application permission allowed for a range of uses to complement the existing settlement of Heyford Park that reflects the nature of the original RAF community, with housing, social and welfare facilities, and employment that comprised both technical and administrative activities. These uses were, and still are, contained in the developed "settlement area", distinct from the extensive, open flying field. They were themselves separated into functional areas, most obviously the technical area north of Camp Road and the main residential areas to the south.

2.44 In the new development, this balance of uses is maintained with an increased amount of housing and some additional employment development. Community uses, such as a new primary school, nursery and a new shop, and the existing church and community hall, are provided to meet the needs of people living and working at Heyford Park.

2.45 Re-use of some of the former technical and administrative buildings can accommodate businesses to cater to local people, which may include uses such as a pub-restaurant and cafe use and other facilities that can also serve the wider Heyford Park community. The general distribution of uses will follow the established pattern. The contrast between the open flying field and the settlement area will be preserved with some business activity taking place in retained buildings on the flying field, while the rest will be in former workshop / office buildings and some new buildings within the settlement area.

2.46 New housing will occupy areas surrounding existing residential use: the bungalows and barrack blocks south of Camp Road will be subject to a scheme of refurbishment. North of Camp Road, Officers' family housing will be retained and residential use will be extended into the former technical trident area.

2.47 The planned Village Centre seeks to provide a range of community facilities within a ten-minute walk for people both living and working in Heyford Park. The mix of uses available in this new neighbourhood will allow people to live and work in close proximity, provide variety and vitality in the environment, and will give extra support to key facilities patronised by both residents and people who come in to work, balancing residential and employment opportunities.

2.48 Certain employment uses will require service by heavy goods vehicles and the masterplan provides for a new access to divert the main business traffic away from residential areas off Camp Road to the east of the officers' mess, through a newly dedicated road onto the flying field.

2.49 The table opposite explains how the original masterplan principles are taken forward in the design code with the new development including;

I. CENTRAL VERDANT CAMP ROAD PROVIDING MAIN ACCESS THROUGH SITE;

II. CONNECTED STREETS TO NORTH AND SOUTH OF CAMP ROAD;

III. RETENTION OF VALUED EXISTING BUILDINGS;

IV. IDENTIFICATION OF KEY LANDMARK BUILDINGS (NEW AND EXISTING);

V. ASSEMBLING NEW AND EXISTING LANDSCAPE SPACES TO CREATE A CONNECTED NETWORK THROUGHOUT SITE;

VI. NEW BUILD AREAS INTEGRATED AMONGST EXISTING DEVELOPMENT AREAS FOLLOWING THE HISTORIC STREET LAYOUT WHEREVER POSSIBLE;

VII. RETENTION OF A BUSINESS ZONE INCORPORATING HANGARS;

VIII. CREATION OF A RECOGNISABLE VILLAGE CENTRE AS A NEW ATTRACTIVE DESTINATION; AND

IX. PROVISION OF PUBLIC AMENITY SPACE AND PLAY AREAS;

REFINEMENTS TO THE OUTLINE APPROVED MASTERPLAN

REFINING THE OUTLINE DAS AND MASTERPLAN APPROACH

2.50 The Design Code was subject to public consultation as detailed in Appendix A, so that the existing community has been made aware that the original Masterplan was subject to change in certain areas.

2.51 The Design Code process undertaken over a period of months has highlighted the need to refine the original DAS and Masterplan in a number of ways including;

I. REFINED CHARACTER AREA EXTENT AND DEFINITION WITH THE TRIDENT AREA BEING DEALT WITH AS ONE AREA.

II. VILLAGE CENTRE ON CAMP ROAD REWORKED TO CREATE A DEFINED SENSE OF PLACE VISUALLY AND PHYSICALLY CONNECTED TO THE VILLAGE GREEN.

III. SUBSTANTIAL NEW AND UPDATED INFORMATION RELATING TO BUILDING TYPE AND URBAN FORM AND ASSOCIATED REFINEMENT OF APPROACH IN RELATION TO DENSITY AND SCALE.

IV. ADDITIONAL STREET HIERARCHIES OUTLINED.

V. UPDATED BUS STOP LOCATIONS PROVIDED.

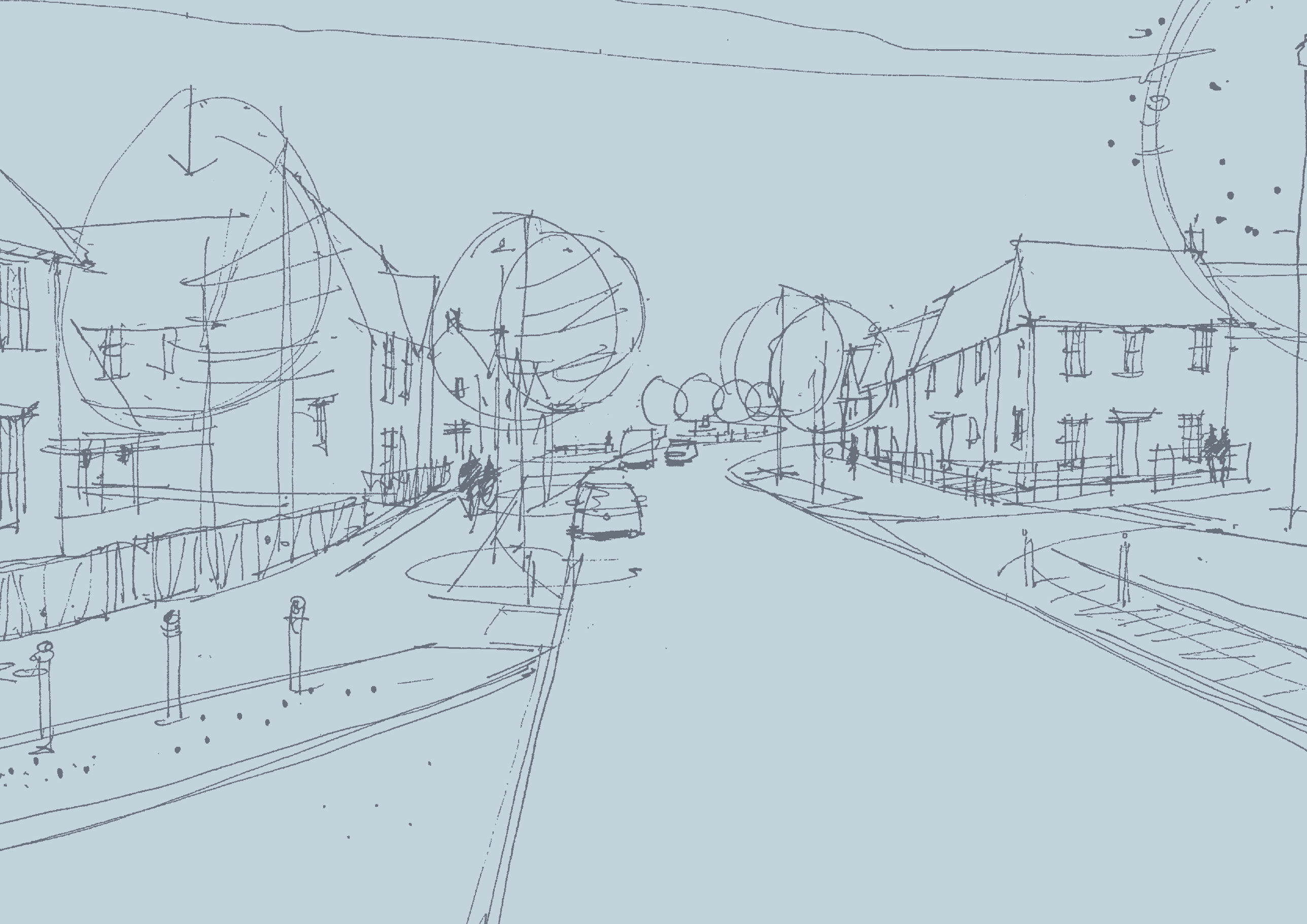
VI UPDATED CAMP ROAD CROSSING POINTS PROVIDED.

VII. MASTERPLAN HOUSING AREA LOCATIONS UPDATED.

VIII. PLAY AREA LOCATIONS UPDATED

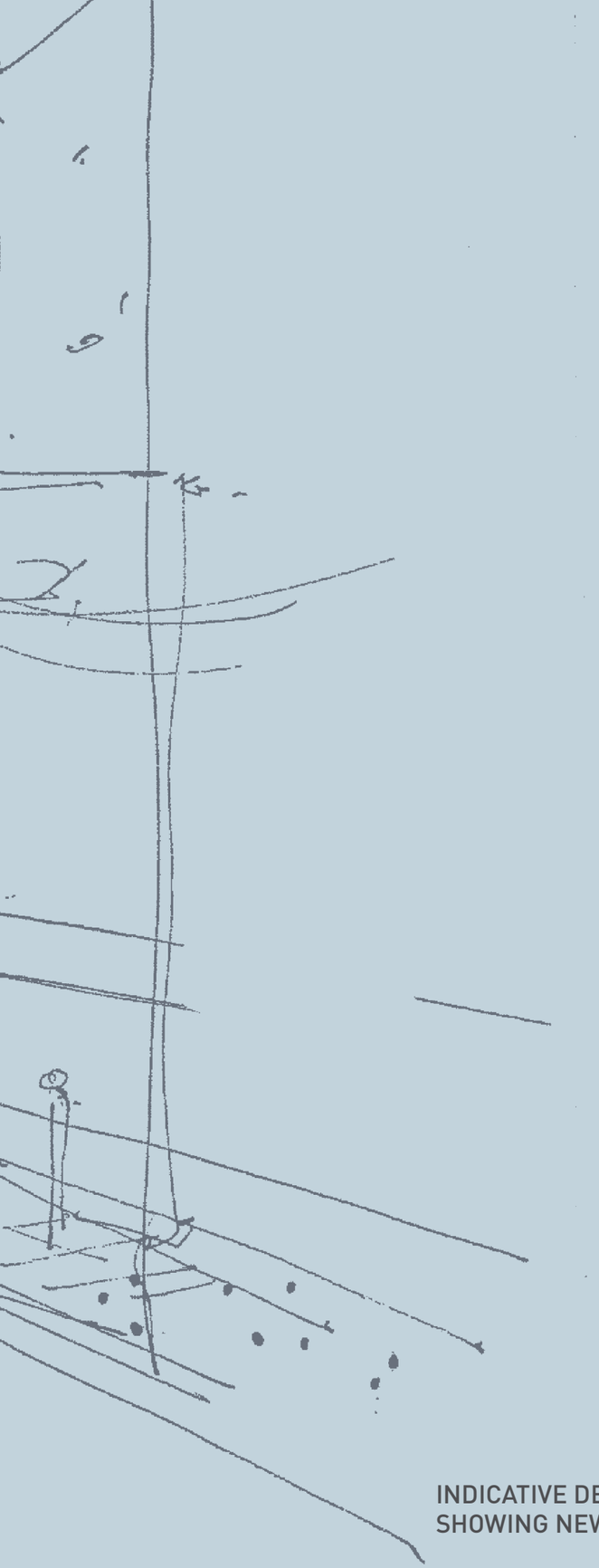
IX. DEVELOPMENT TO FRONT ONTO CAMP ROAD (OUTLINE APPLICATION HAD AREAS WHERE DEVELOPMENT BACKED ON TO CAMP ROAD)

	PRINCIPLES (FROM OUTLINE APPLICATION)	DESIGN CODE RESPONSE
1	Retain key buildings and open space within the historic core of the administrative area to provide the backdrop to a new village community hub, which is distinctive and celebrates the heritage of the site.	Retained buildings are used as key buildings and denoted as such in the regulating plan. Village Centre design approach to reinforce its role as a landmark of community identity and include a new heritage centre.
2	Significantly upgrade Camp Road to provide a strong east west spine which provides the focal point for safer north south pedestrian movement and providing activity connecting north and south parts of the development area together in a more unified cohesive form.	Camp Road is given a unique character through dedicated building typology, edge character and landscaping (existing and new tree planting). Crossing points are defined in the code.
3	Retain and enhance areas of significant green space within the development and provision of new quality public open space to create a comprehensive network of open space across the development, which acts as a focus for recreation and community interaction.	Create a green infrastructure strategy that promotes multifunctional open space overlapping passive and active planning uses alongside SUDs and engineering requirements.
4	Provide all the right ingredients for a successful Village Centre at the heart of the settlement area, easily walkable from residential and commercial districts centred around the new Village Green space.	Village Centre concept is retained and reaffirmed through design coding of new bulding elements.
5	Provide new facilities that are sustained by the community and provide essential local uses required to enable a vibrant community of residents and workers to exist. These facilities can reuse existing heritage buildings to bring them back into successful long term use and safeguard their future.	The aspiration for delivery of new facilities is encouraged by updating the zone for mixed use Village Centre uses and providing a more defined framework for development. To include a new heritage centre & existing buildings integrated generally in positions of importance.
6	Reinforce the existing boundaries where these are well vegetated to maintain visual screen to site area and wooded character within and beyond the site, and to help integrate the development areas into the wider landscape.	Boundaries will be reinforced with specific edge types and landscape framework around the development.
7	Provide new low hedgerows and intermittent native tree planting to the western site boundaries, to help integrate new development areas into the landscape in views from the west to the site, by replicating the softer, more informal edges of traditional rural settlements.	New native hedgerows and intermittent tree planting will be provided around the peripheral areas and built form varied building lines coded. Character areas promote 'rural' edge special character where adjoining eastern countryside edge.
8	Retain existing housing and bungalows across the site as a sustainable and environmentally sensitive solution at Heyford Park and integrate new housing with existing properties.	The code is designed to be deliverable over a period of time to create a recognisable character reflecting the better attributes of the existing housing and creating a self sustaining catalyst for new development.
9	Reconnect historic route ways into, through and connect beyond the site, to help integrate the site into the surrounding areas, and to establish new links into the flying field.	The design code strategy identifies east/west and north/south routes around the new residential development and defines Camp Road crossing points to limit severance of northern and southern areas.
10	Establish distinctive 'gateways' at key locations to create a sense of arrival into the new settlement.	The design code regulating plan defines gateways (east/west) into the development on the Camp Road.
11	Create new character areas for housing to create local distinctiveness and a sense of place for Heyford Park's future evolution.	The design code character areas promote not only characteristics that reinforce the existing character, via arts and crafts theme reinterpretation of the original base architecture, but goes further to create distinctive new character such as the village green, SUDs corridor and the rural edge typologies.
12	Use the existing distinctive landscape character areas of the site to create a variety of distinctive character areas across the development, which will help to reinforce the unique character of this site, and help to integrate the development into the wider landscape.	Landscape character and space between built form is an intrinsic part of the design code with details provided to create distinct sense of place.
13	Retain and maintain, where practical the existing mature tree cover to the site.	Tree survey work will be carried out in line with the conditions attached to the outline approval. The coding work and discussions reaffirmed the existing tree cover is, and should continue to be, one of the defining characteristics of the site.

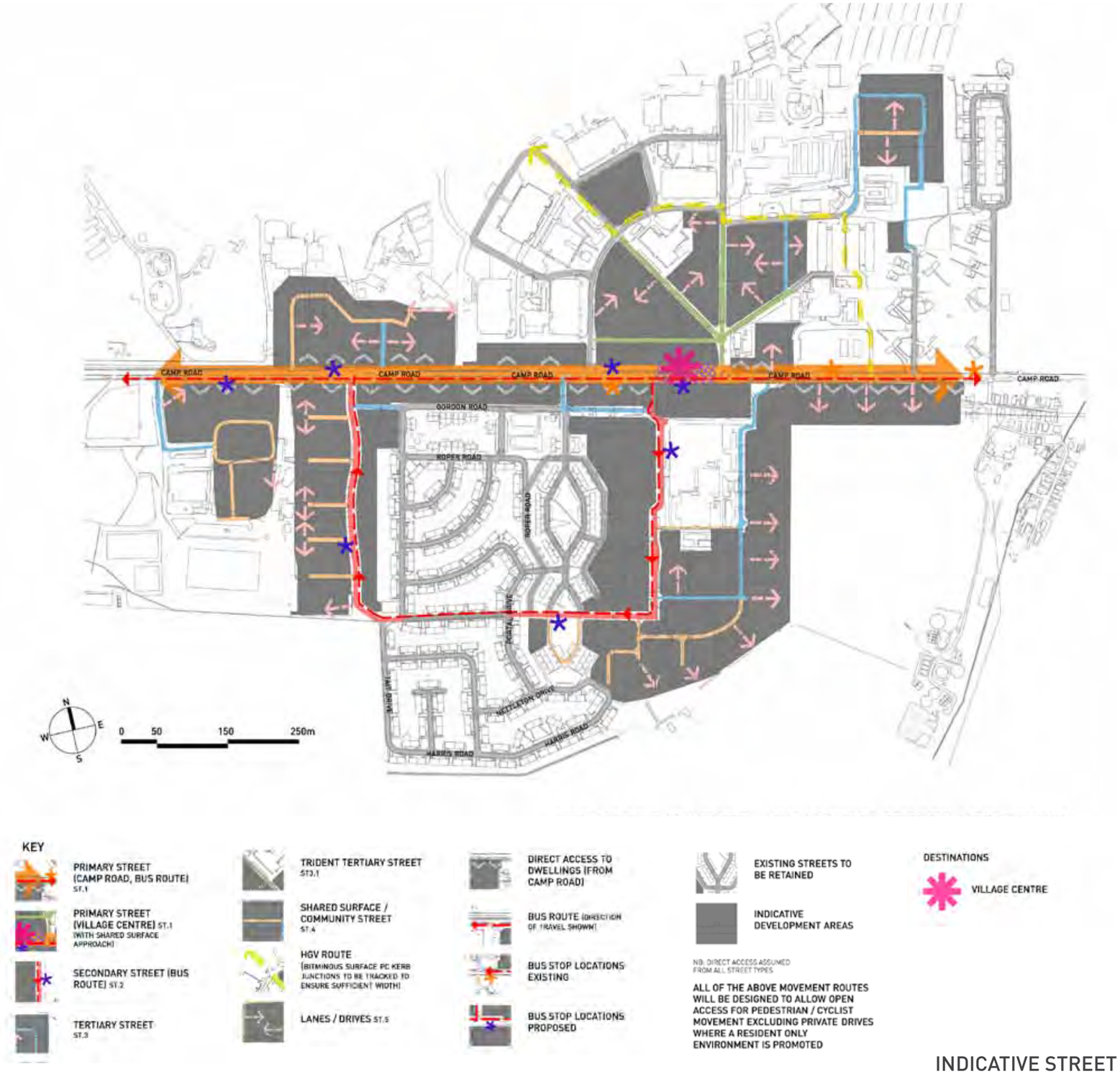


STREET MOVEMENT & NETWORK CODES

3



INDICATIVE DESIGN CONCEPT DRAWING -
SHOWING NEW TREE LINED RESIDENTIAL STREETS



INDICATIVE STREET HIERARCHY PLAN

STREET CODES

HIERARCHY OF STREETS AND SPACES

3.1 Streets and open spaces will cross different character areas and will be important in providing continuity across the site. Streets should be designed as key aspects of the public space. The nature and form of the streets will vary according to their connectivity and the design of open spaces adjoining roads will occasionally vary depending on their location on site and their function.

3.2 The key aspects are:

- Scale and setting of the street;
- Movement network designed to be pedestrian and cyclist friendly to maximise sustainable forms of transport. This relates both to the overall street hierarchy down to design and detail;
- Parking strategies depending upon the site location, density and housing typology;
- Engineering requirements including SUDs and drainage;
- Materials and details that coordinate and have a level of consistency across the site.

3.3 The street typology code does not code every highway detail within the development. The code does, however, instruct the design specifications for all street typologies within the site, give certainty to designers over the acceptable components of the street whilst allowing some flexibility to articulate some development parcels in different ways. Where street typology and/or edge types are not specified, it is expected that the street typology will be designed to make an appropriate transition between the streets that they link.

3.4 It should be noted that the improvement of Camp Road, the primary street, will form part of the advance infrastructure works that will facilitate future reserved matters applications and to be delivered in a phased manner to be agreed. The treatment of the existing streets may be subject to some variation at a more detailed design stage, but the general hierarchy should be observed.

INFRASTRUCTURE

3.5 Each street typology has its own characteristics, these are summarised in the plans, sections and table overleaf.

3.6 A design speed of 20mph applies to most roads within Heyford Park, and through the new Village Centre in particular, reducing to 10 mph for lower order streets including lanes and private drives. Camp Road will retain its existing 30 mph speed limit but will be calmed to reduce actual traffic speeds.

PRIMARY STREET - CAMP ROAD ST.1

3.7 Camp Road is an existing adopted highway that dissects Heyford Park separating the residential properties in the south from the industrial units to the north.

3.8 It is proposed to improve Camp Road to provide a route for pedestrians and cyclists as well as cars. The introduction of traffic calming features will bring traffic speeds down giving confidence to pedestrians. Camp Road will also become a shared surface space where it passes through to the Village Centre.

3.9 A number of traffic calming events will be introduced along Camp Road with priority varying from east to west. These features require non-priority traffic to slow or stop and the visual narrowing of the road to the priority traffic also forces drivers to slow. These build outs also provide narrow, enhanced crossing points for pedestrians. There is also parking off Camp Road in the Village Centre complimenting traffic calming measures.

3.10 Raised tables will be introduced at junctions of side roads with Camp Road. These features will be constructed from block paving with kerb upstands reduced from 125mm to 25mm. Drivers are forced to slow due to the ramps up to the raised table, buses will also be considered in the design of the raised tables. The contrast in surfacing and reduced kerb upstands creates further changes in driver perception further slowing traffic.

3.11 The Camp Road Village Centre shared surface area may occasionally be diverted to the north of the Heritage Centre when community events take place near the Village Centre. Some additonal parking will also be provided around the Heritage Centre.

3.12 Camp Road in the vicinity of the Village Centre will therefore be a clearly identifiable space promoting attractive north/south connections and a clear 'heart' to the development.

3.13 Elsewhere, Camp Road will generally comprise largely of a 2m footway to the north and a 3m shared footway/cycleway to the south separated from the highway by a verge incorporating SUDs and tree planting predominantly in a 3m wide area replicating the typical verge width seen on the site at present. Some parcels will have direct plot access off Camp Road.

3.14 Camp Road will be populated by trees both new and existing to maintain the verdant character to the existing Camp Road. Street lighting will be designed in conjunction with the trees to ensure safe and acceptable levels of lighting throughout the development, further details to be provided at S278 and RMA stage.

SECONDARY STREETS

3.15 Secondary Streets provide the key bus route to the south of Camp Road and the primary vehicular access to the retained housing stock.

3.16 Secondary streets will be designed to provide convenient access to the local bus service with the provision of bus stops through the development. Street design will incorporate horizontal deflection and raised tables to slow traffic. Footways both sides of the road will allow for quality pedestrian links with street trees and verge planting provided at intervals

TERTIARY STREETS

3.17 Tertiary Streets will provide the main access into development parcels from Primary and Secondary Streets. These streets will be formal in their design to reinforce the perception of main vehicular route albeit that the reduction in planted verges and direct access to driveways will alert drivers that they are entering a residential environment. Within the Trident area the existing road kerb lines and footways will be retained and enhanced so that the scale and form of the campus style environment respects the Trenchard historic form.

SHARED SURFACE/LANES

3.18 These streets will be more informal and provide access to smaller groups of dwellings. Shared surfaces will be traditional block paved and bound gravel surfaces to accommodate pedestrians and vehicles alike. Their design will be informed by Manual for Streets and the informal nature will ensure vehicle speeds are kept to a minimum. Lanes are to be found on green edges of the development. These will be informal spaces but differentiated from shared spaces in the surface finishes.

HEAVY GOODS VEHICLE (HGV) ROUTE

3.19 The proposed HGV route is shown on the street hierarchy plan. The route will be accomodated within existing roads/hard surfaced areas and vehicle tracked at the detailed design stage.

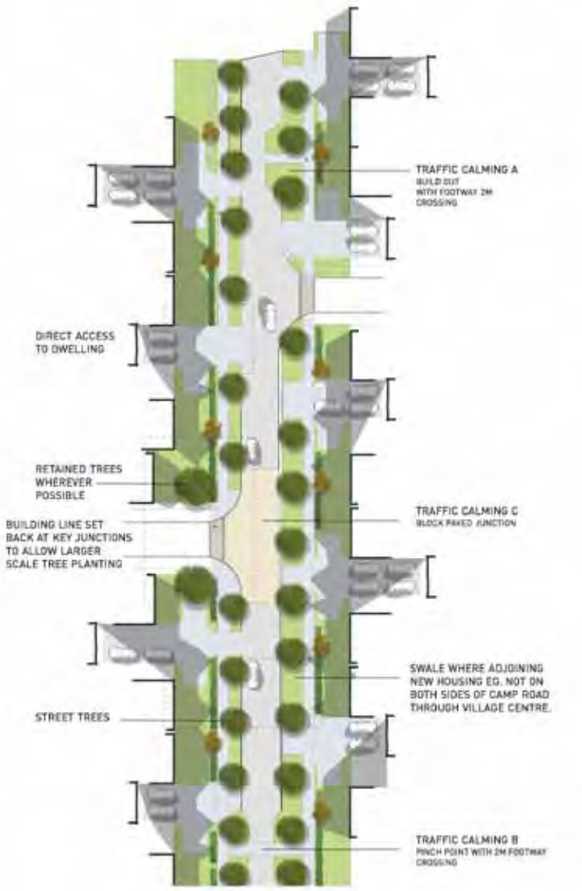
TRAFFIC CALMING BEYOND PRIMARY STREET ST1 (CAMP ROAD)

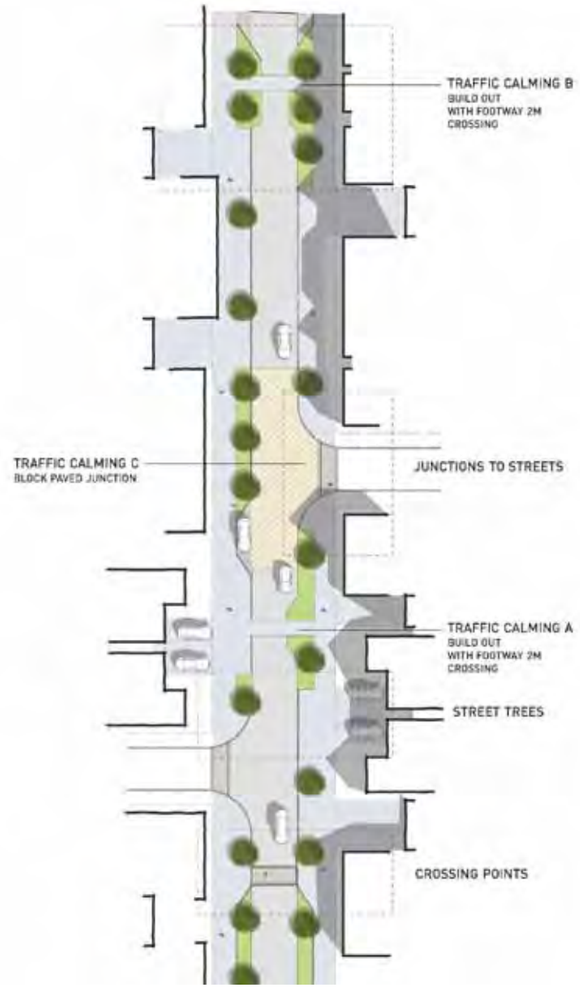
3.20 Beyond Camp Road the streets do not follow such a long straight alignment and are less likely to encourage higher speeds, however, subject to safety audits the secondary and tertiary streets have three traffic calming options;

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

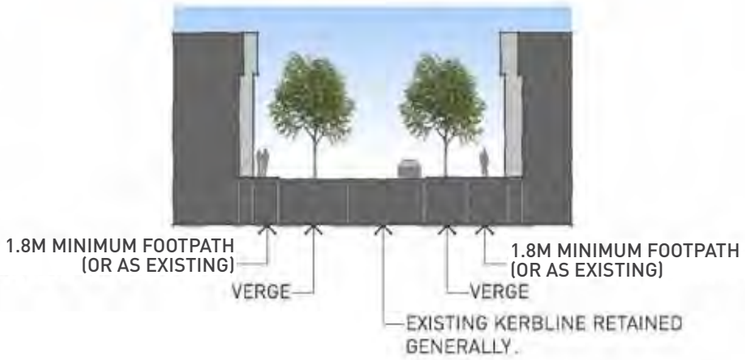
3.21 The exact form and location of calming features are subject to future Reserved Matter submissions.

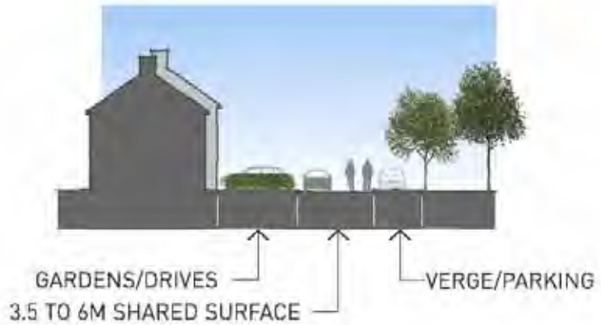
CAMP ROAD

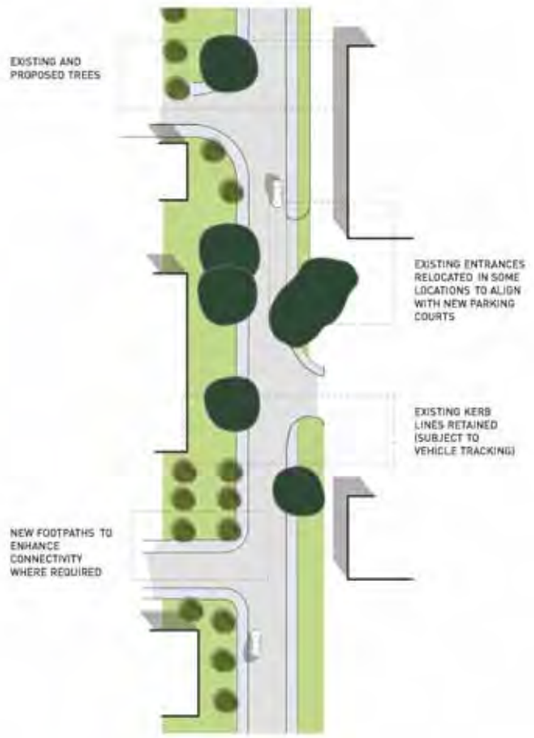




	TYPICAL INDICATIVE PLAN SECTION **PRIMARY STREET (CAMP ROAD) ST.1**	TYPICAL INDICATIVE PLAN SECTION **SECONDARY STREET ST.2**	TYPICAL INDICATIVE PLAN SECTION **TERTIARY STREET ST.3**
KERB/ GULLY TYPE	FLUSH KERB NO GULLIES AS SWALE	PC KERB AND GULLY	PC KERB AND GULLY







TYPICAL INDICATIVE PLAN SECTION
TRIDENT TERTIARY STREET ST.3.1

PC KERB AND GULLY OR 3 COURSE RUNNING BOND BLOCKWORK GULLY

TYPICAL INDICATIVE PLAN SECTION
SHARED SURFACE (COMMUNITY STREET) ST.4

CENTRAL BLOCKWORK GULLY/ DRAINAGE CHANNEL

TYPICAL INDICATIVE PLAN SECTION
LANES (GREEN EDGE) ST.5

FLUSH KERB/SUDS

STREET & PAVEMENT SURFACE MATERIALS

GREY ASPHALT SURFACE

BEIGE BLOCKWORK TYPE 1
MULTISTOCK RED/CHARCOAL

ASPHALT SURFACE WITH BLOCKWORK DEMARKED BAYS

ASPHALT SURFACE WITH BLOCKWORK DEMARKED BAYS

VILLAGE CENTRE

- PAVING SLABS TO FOOTWAYS
- BLOCKWORK TYPE 3
- ASPHALT
- BOUND GRAVEL SURFACE

NOTES:

BLOCKWORK GULLYS TO BE GREY BRINDLE

0.5M MINIMUM SETBACK TO BUILDING FRONTAGE TO ALLOW FOR PORCH CANOPIES AND OPENING WINDOWS NOT TO OVERLAP ADOPTED HIGHWAY

REFER TO EDGE TYPES FOR DESIGN TREATMENT BEYOND MINIMUM FRONTAGE LINE

IMAGES OPPOSITE SHOW TYPICAL INDICATIVE ARRANGEMENT. FINAL STREET DESIGN TO CREATE A BALANCED DESIGN APPROACH WITH ELEMENTS CONSIDERED COMPREHENSIVELY.

ROAD STREET WIDTH TO BE ADJUSTED TO TIE INTO EXISTING ROADS WHERE THEY JOIN TO CREATE A CONSISTENT ROAD EDGE.

LAPS AND STREET INTEGRATION

3.22 The approach to the LAPs is set out in the public realm code section; in terms of the relationship to streets, LAPs shoud be designed to maximise child safety via separating play areas via fencing and/or mounding. LAPs should also be located where the traffic movement is at a relatively low levels and the design speed is below 30mph.

3.23 Shared surface streets are designed to encourage community use and will offer opportunities for casual play space over and above dedicated facilities.

ADOPTION ARRANGEMENTS

3.24 All new streets will be built to adoptable standards albeit existing retained highways serving the retained housing stock or industrial units to the north will be retained under private ownership for the medium term.

3.25 There are existing roads within the development that may be retained to serve the new residential parcels. Intrusive investigation will be required to determine the current condition of these roads and if appropriate repairs/strengthening will be undertaken to bring them up to an adoptable standard. Should the condition survey show significant short comings in relation to adoptable specification the developer may choose not to offer these for adoption or seek to fully reconstruct such sections.

3.26 The location for each street type within the layout is shown on the street hierarchy plan and detailed opposite.

STREET HIERARCHY TABLE

		PRIMARY STREET ST1 (CAMP ROAD)	SECONDARY STREET ST2	TERTIARY STREET ST3	TERTIARY STREET ST 3.1 (TRIDENT)	SHARED SURFACE ST4	LANES ST5	PRIVATE DRIVE/ PARKING COURT
DESIGN SPEED		30 mph existing speed limit (20mph design speed)	20 mph	20 mph	20mph	10 mph	10 mph	10 mph
FOOTWAY		2.0m on north side, 3m shared on south side	1.8m both sides	1.8m both sides	1.8 or as existing	Shared surface	Shared surface	None
CYCLEWAY		3.0m including footway	On Road	On Road	On Road	Shared surface	Shared surface	None
VERGE		Primarily 3m in areas with new housing adjacent	Staggered	None	None	None	None	None
BUS ACCESS		Yes	Yes	No	No	No	No	No
MAX PROPERTIES		No restriction	Up to 300	Up to 50	Site specific	Up to 25	Up to 25	N/A
CARRIAGEWAY WIDTH		6.5 m	6.1 m	5.5 – 6.5 m	Existing kerblines	4.5 – 5.0 m (6m opposite parking/garaging)	3.5 – 6.0 m	N/A
ACCESS TO PROPERTIES		Some grouped access (such access shall be no closer than 15m with a driveway at a maximum width of 3m across the verge)	100% direct access	100% direct access	Some direct and grouped access	100% direct access	100% direct access	100% direct access
CARRIAGEWAY SURFACING		Asphalt (HRA)	Asphalt (HRA) with block paved junctions	Asphalt (HRA) with block paved junctions	Asphalt (HRA) with block paved junctions	Block paving	Asphalt (HRA)/Block Paving	Permeable surface (parking court only)
VERGE SURFACING		Grass	Grass	Grass	Grass	Shrub Planted	Shrub Planted	Site Specific
FOOTWAY SURFACING		As carriageway	As carriageway	As carriageway	As carriageway			
KERBING		Flush Kerb	PCC Half Batter Kerb 125mm upstand	PCC Half Batter Kerb 125mm upstand	Typically flush kerb with allowance for PCC Half batter kerb 125mm upstand or 25mm upstand	Flush kerb and/or PCC Bull Nosed Kerb 25mm upstand where drainage required	PCC Bull Nosed Kerb 25mm upstand	PCC Bull Nosed Kerb 25mm upstand
TRAFFIC CALMING OPTIONS	A	Horizontal deflection (left or right build out)	Horizontal deflection (left or right build out)	Horizontal deflection (left or right build out) calming at 100–150m	Raised table only to to maintain purity of historic kerb line	-	-	-
	B	Horizontal deflection (central pinch point)	Horizontal deflection (central pinch point)	Horizontal deflection (central pinch point)		-	-	-
	C	Raised table (gentle approach ramp)	Raised table (gentle approach ramp)	Raised table (gentle approach ramp)		-	-	-
	D	-	-	Informal alignment (calming method D)		-	-	-
SWEPT PATHS		Buses, refuse vehicle and Emergency Service Vehicles	Buses, refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Motor vehicles
ON STREET PARKING		Off-street	On street parking bays 2.5 by 6m	On street parking bays 2.5 by 6m	On street parking bays 2.5 by 6m	On street informal bays 2.5 by 6m	Visitor parking bays	Visitor parking bays
FORWARD VISIBILITY		45m	33m	10m	10m	10m	10m	
JUNCTION SIGHTLINES		2.4 x 45m	2.4 x 33m	2.4 x 25m	2.4 x 25m	2.4 x 25m	2.4 x 25m	
JUNCTION SPACING		Site Specific	Site Specific	Site Specific	Site Specific	Site Specific	Driveway Crossovers	Driveway Crossovers
JUNCTION RADII		6m	6m	4m	4m	4m	4m	
STREET LIGHTING (to be agreed at detailed stage with OCC)		Column mounted	Column mounted	Column mounted	Column mounted	Column mounted	Column mounted	None
STATUTORY SERVICES		In shared footway/cycleway	In footway	In footway	In footway/carriageway if trees constraint	In carriageway (see note below)	In carriageway(see note below)	In carriageway (see note below)
DRAINAGE		Over edge into swale (predominantly)	Gully or permeable paving	Gully or permeable paving	Gully or permeable paving	Gully or permeable paving	Gully or permeable paving / Over edge	Gully or permeable paving / Over edge
LANDSCAPE/TREE PLANTING		Tree lined avenue (see CA4) supplemented by hedge in public realm.	Regular tree planting on alternating sides of road.	Regular tree planting on alternating sides of road.	Existing trees retained wherever possible. New tree planting to promote campus layout.	Intermittent tree planting.	Intermittent tree planting.	Intermittent tree planting.

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

ROUTES & LINKAGES PLAN

PEDESTRIAN & CYCLE MOVEMENT

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

3.28 Some of the key pedestrian links include:

- Links to Village Centre and school;
- Links to and across primary open space and recreational areas; and
- Recreational routes in and around the development

3.29 Camp Road will be the primary route for all forms of movement creating a direct link to the Village Centre. As mentioned in the previous illustrations, a 3m foot/cycleway is provided along this route. Elsewhere, cyclists will predominately use the carriageway due to the low volume of vehicle movement.

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

- Create direct barrier free routes;
- Create attractive, well lit and safe routes;
- Create routes that can be used by everyone and consider use of surface treatments to aid in orientation; and
- Make sure all routes are overlooked by properties with good levels of natural surveillance.

PEDESTRIAN CROSSINGS

3.31 As previously mentioned, Camp Road will be the main route through the site and to ensure it does not become barrier between the development and other destinations, crossing points will be defined to enable all users to cross Camp Road safely.

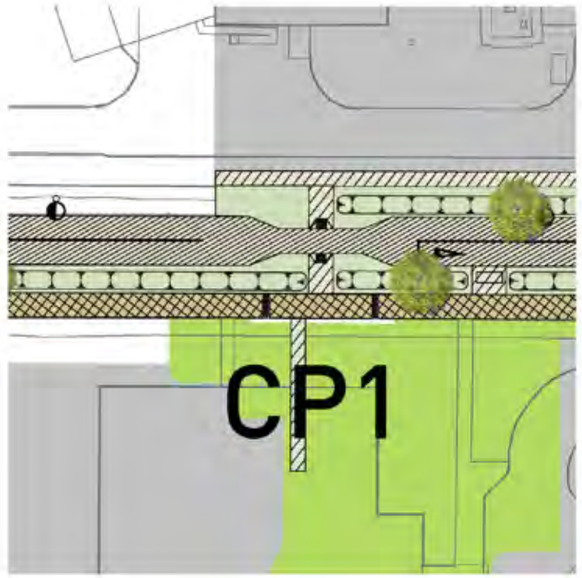
3.32 These positions are located on the plan opposite and overleaf and are positioned to create direct and easily navigable routes. The final position of these routes will be determined by the detailed design and technical requirements. Albeit, crossing points across Camp Road are to be generally located where other roads in the hierarchy intersect with Camp Road and or where desire lines are likely to occur.

PROPOSED PEDESTRIAN CROSSINGS

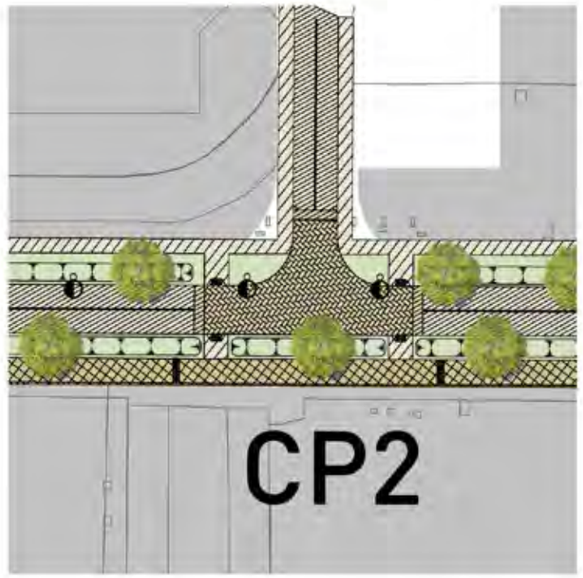
KEY

- BITUNMINOUS CARRIAGEWAY
- BLOCK PAVE CARRIAGEWAY
- BITUNMINOUS FOOTWAY
- BITUNMINOUS SHARED FOOTWAY /CYCLEWAY (UNSEGREGATED)
- BLOCKPAVE FOOTWAY/FEATURE AREA
- VERGE
- PROPOSED SWALE (HIGHWAY DRAINAGE ONLY)
- PROPOSED TREE PLANTING
- CP INDICATIVE CROSSING POINT

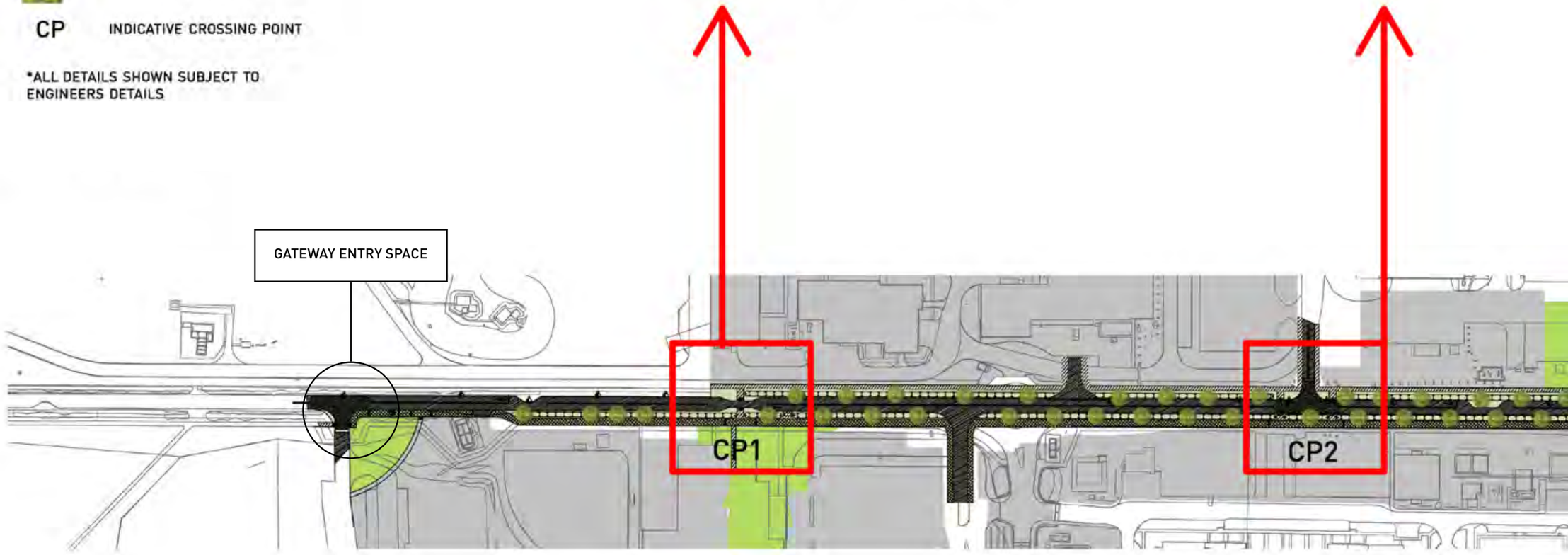
*ALL DETAILS SHOWN SUBJECT TO ENGINEERS DETAILS



SUDS CORRIDOR INTEGRATED WITH BUILD OUT/CENTRAL PINCH POINT TO PROVIDE ATTRACTIVE CROSSING POINT

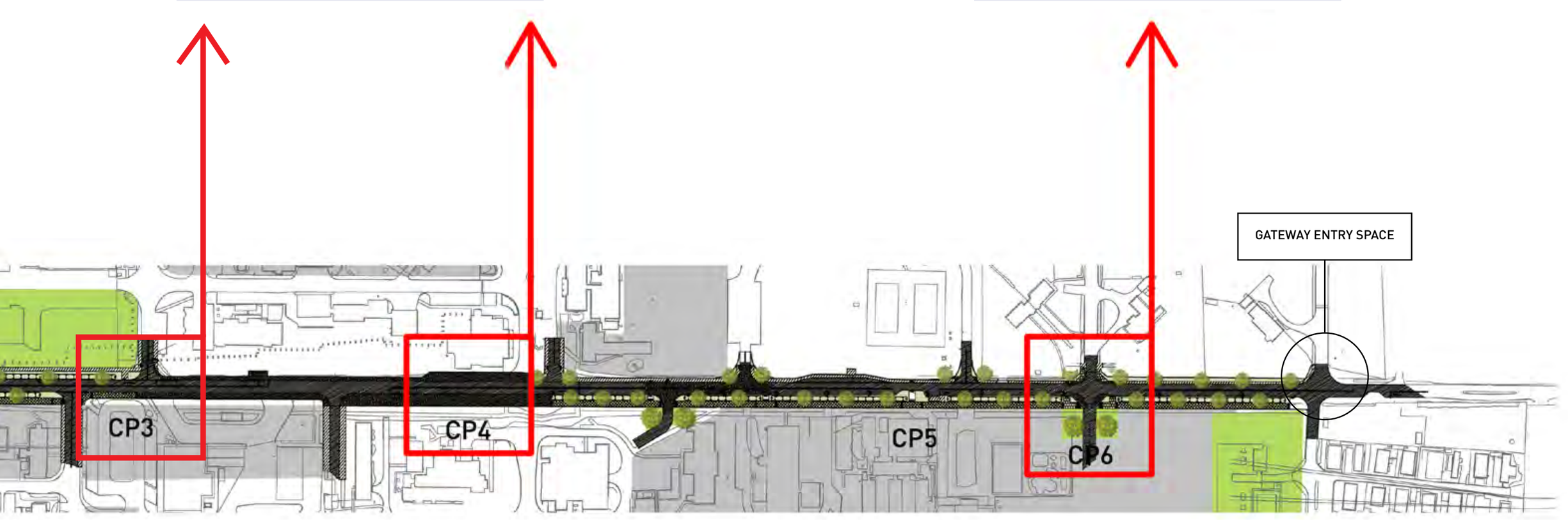


RAISED TABLE COMBINED WITH CROSSING POINT



VILLAGE CENTRE SHARED SURFACE CALMING/CROSSING INTEGRATED HIGH QUALITY PUBLIC REALM THAT IS TO BE DEALT WITH COMPREHENSIVELY

SETBACKS FOR OPEN SPACES TO ALLOW ADDITIONAL TREE PLANTING AT KEY PARCEL ENTRY JUNCTIONS



CAMP ROAD INDICATIVE MASTERPLAN

PARKING STRATEGIES

3.33 The following tables show the minimum space sizes acceptable.

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

3.35 Car ports and undercroft parking areas are less likely to be used for purposes other than parking a vehicle. Car ports 5.0m long by 2.9m wide and greater will count as a parking space.

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

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

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

PARKING AND GARAGES

3.38 The table opposite sets out the range of parking accepted across the development. Overall on plot and/or adjacent parking convenient to properties will be encouraged as opposed to large rear parking courts remote from dwelling entrances.

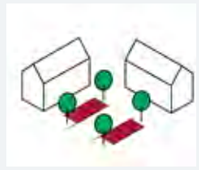
3.39 CDC are yet to adopt the Oxfordshire County Council parking standards, and the unique contraints of the site require a site specific variation (as noted at item 2.6 of the parking standards). However it should be noted that garages of 3x6m internal dimension will be required if garages are to count towards parking standards.

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

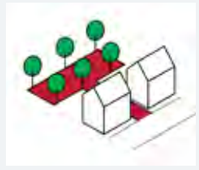
PARKING TYPOLOGY TABLE

	Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
1	PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	CA1/CA2/CA3	N/A	- -
2	LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.	CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.
3	PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	Not allowed on majority of camp road hence excluded from CA4 where away from Village Centre. Parallel parking is allowed in the Village Centre itself.
4	PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Parking to be separated by landscaping and/ or footways into maximum rows of 4Nº. bays.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	
5	MEWS COURT-HOUSE/ COVERED PARK-ING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.	CA2	ST3/ST4	- -
6	ATTACHED/ INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.	CA2/CA4/CA5/ CA6/CA7/8	ST1/ST5	Garages to be set back behind building line with tandem parking allowed in this instance camp road ca4 to serve 2 dwellings where possible.
7	DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.	CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.
8	HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.	CA2–CA8	ST1–ST5	- -
9	DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.	CA2–CA8	ST1–ST5	Garages to be setback from prominent frontages.

1 - PARKING SQUARE



2 - LANDSCAPED PARKING COURT



3 - PARALLEL

4 - PERPENDICULAR

5 - MEWS COURTHOUSE/ COVERED PARKING

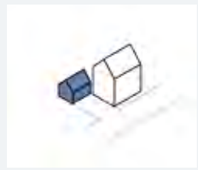
6.1 - ATTACHED GARAGE

6.2 - INTEGRAL GARAGE

7 - DRIVE THROUGH

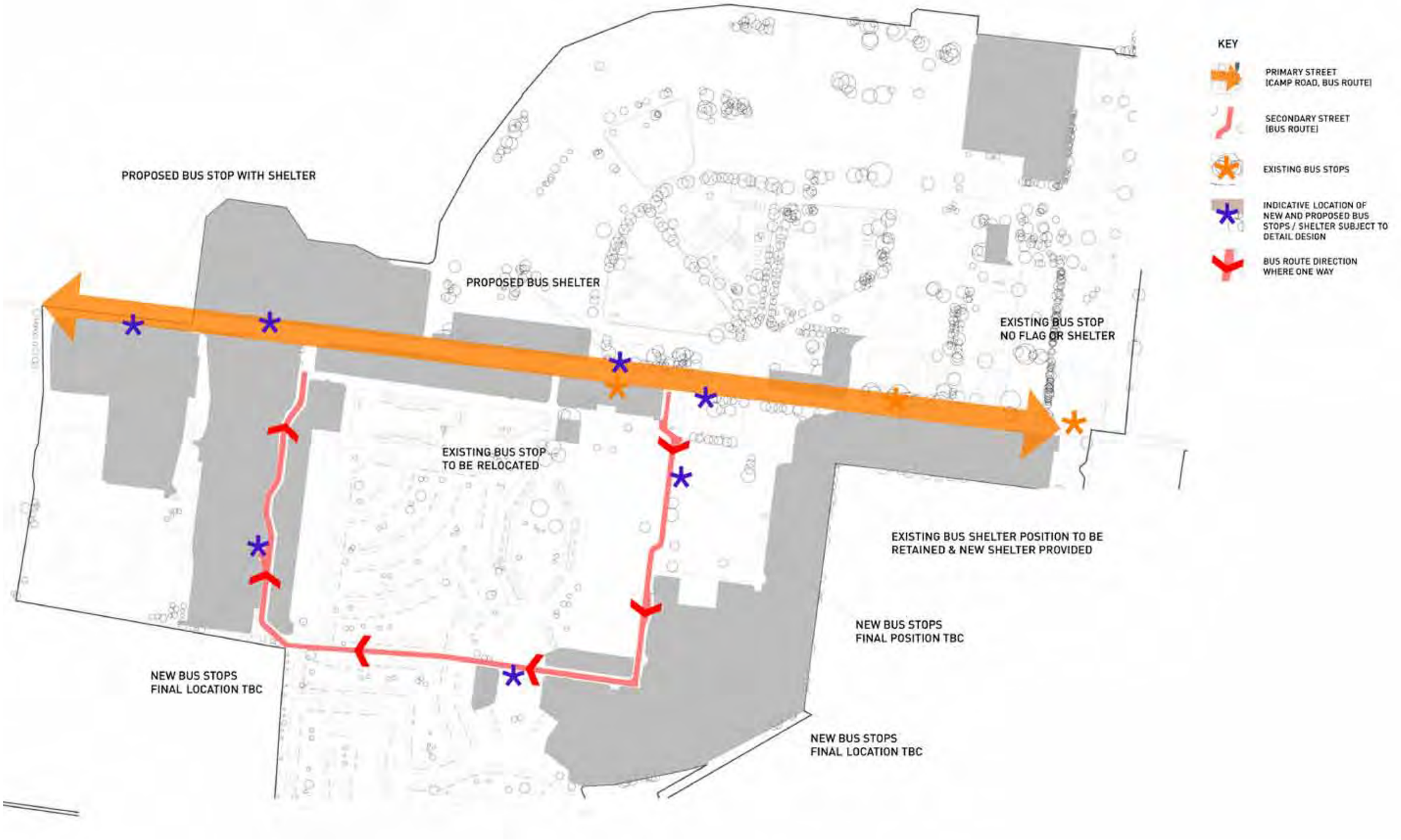
8 - HARD STANDING

9 - DETACHED GARAGE



NOTE: Parking dimensions to accord with OCC standards

BUS ROUTES & REFUSE COLLECTION



PROPOSED BUS ROUTE & STOP LOCATIONS

BUS ROUTES AND BUS STOPS

3.40 A bus route will run along the Camp Road. Bus stops will be located near the development to enable a walking catchment for the majority of the development within a distance of 400m.

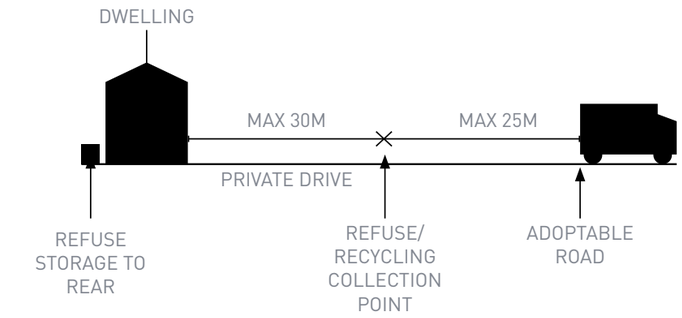
3.41 Specific design codes have not been specified for these Bus Stops but the following rules should be applied:

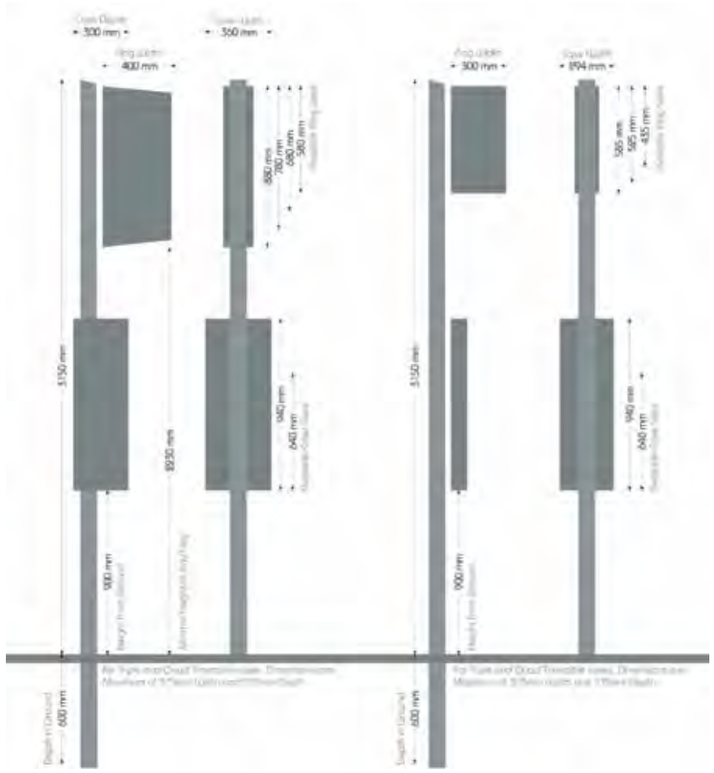
- Bus stop shelters where provided will be simple in style; provide good shelter from wind and rain and include seating;
- Use low floor bus services and level access kerbing to be provided;
- Allow easy unobstructed access to and from the stop;
- Remove street furniture which prevents passengers boarding and alighting; and
- Allow the bus to line up within 50mm of and parallel with the kerb.

RECYCLING AND REFUSE COLLECTION STRATEGY

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

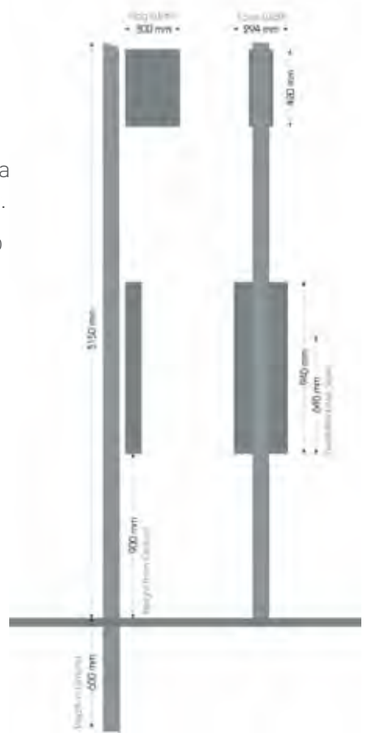
REFUSE & RECYCLING COLLECTION DIAGRAM





PROPOSED BUS STOP SIGN (OR SIMILAR APPROVED)

- Post - premium routes' post extruded aluminium post; capable of component fixing via bracket; silver 3750mm height.
- Flag - premium route bus stop flag 316 grade stainless steel welded construction; graphite caps and security fixings, 4-12 route number capacity. uv stable screenprinted vinyl graphics.
- Timetable case - single a4 (1/2/3/4 x 900 length) extruded aluminium case assembly; secure fit graphite/ aluminium moulded caps; uv stable polycarbonate screens.



DWELLING REFUSE

3.43 Cherwell DC provide one green non-recyclable waste bin, one brown food and garden waste bin, kitchen caddy and two blue recycling boxes and currently have an alternate week collection of household rubbish and recycling from all residential premises throughout the district. The design of layouts should allow rear access to allow residents to store waste bins away from dwelling frontages and within the dwelling curtilage. If an instance arises where this is not possible then an enclosure to the front or side of the dwelling will need to be provided for bin storage.

APARTMENTS AND VILLAGE CENTRE REFUSE

3.44 Residents of apartments and Village Centre businesses will require access to communal bin stores (there are different packages available for commercial waste depending on the amount the business recycles). The blue and brown recycling bins are emptied one week, and the green waste bins are emptied the following week. Residents in flats have kitchen caddies for food waste to go in the brown bins in the bin stores. The bins are collected from the bin store and are not generally moved to the kerbside. Communal bin stores will require screened refuse stores similar to the image below constructed in brick or timber.

3.45 There is a separate glass recycling collection facility elsewhere on the development thereby avoiding a requirement for black wheeled bins for the collection of glass bottles and jars.

3.46 The on site communal recycling point will be relocated and the code requires that any new location should limit the impact on residents, in particular, noise associated with glass collection bins.

EXAMPLE OF COMMUNAL BIN STORE SCREENING REFUSE STORE FROM PUBLIC REALM

NEW BUILT ENVIRONMENT

4

INDICATIVE DESIGN CONCEPT
DRAWING SHOWING CORE HOUSING
PROVIDING NATURAL SURVEILLANCE
OVER GREEN SPACE

USER GUIDE
(PART 2of2)

THE UNITS OF CHARACTER

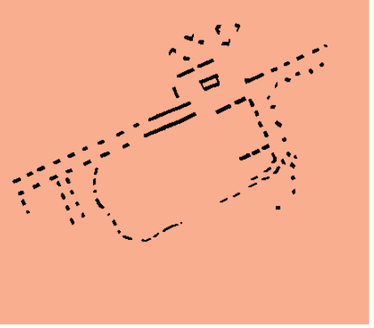
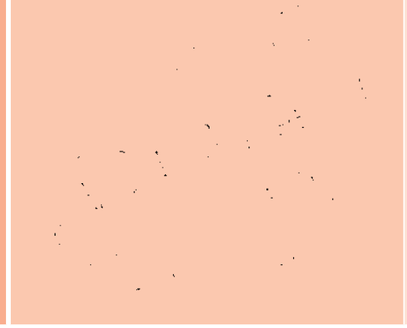
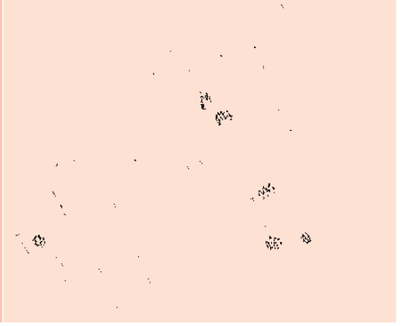
4.1 The new built environment is coded by dividing the units of placemaking into different components as follows;

A - STREET TYPOLOGIES

B - GENERAL URBAN DESIGN PRINCIPLES

C - CHARACTER AREAS

D - BUILDING TYPES

A	B	C	D
STREET TYPOLOGIES - SEE PRECEDING CHAPTER	GENERAL URBAN DESIGN PRINCIPLES - principles that apply to all new built elements including the regulating plan, density, building heights and edge types.	CHARACTER AREAS - area specific requirements including specific reference to retained buildings. Special condition areas are also included in this section.	BUILDING TYPES - placement of typologies across the site in relation to differing character areas, along with architectural detailing.
			

GENERAL URBAN DESIGN PRINCIPLES

CHARACTER UNIT B

4.2 Analysis of the key design features of the surrounding context along with precedents will be used inform the design approach and creation of Character Areas. This Design Code process involved a review of the outline Character Areas, but chose to refine the approach to create better character definition and respond to updated site constraint information.

4.3 The character areas are as follows;

- CA1 NEW VILLAGE CENTRE MIXED USE.
- CA2 VILLAGE CENTRE - RESIDENTIAL.
- CA3 TRIDENT HOUSING.
- CA4 CAMP ROAD.
- CA5 VILLAGE GREEN.
- CA6 RURAL EDGE.
- CA7 CORE HOUSING - WEST.
- CA8 CORE HOUSING - EAST.

4.4 The plan opposite shows the disposition of character areas and has been developed through the design process to ensure that the Design Codes are responsive to the context, and to the needs of the existing and future communities, any stakeholders, policy framework and is finally fitting CDC's aspirations for the site and the wider area. The Regulatory Plan (shown overleaf) and associated framework plans serve as the over-arching plans that transfer the vision and the principles onto the site.

KEY FRONTAGES

4.5 Key frontages will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing, materials and architectural detailing of the 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. Key building frontages are also highlighted that will be more prominent and visible from public routes.

EXISTING AND NEW LANDMARKS

4.6 Landmark buildings, focal points and a clear hierarchy of routes and intersections are considered to increase the legibility of 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.

4.7 Landmarks are identified in that they should be designed to be distinctive from the adjacent built form, they can be designed utilising variations in materials, colours, frontage treatment and architectural styles.

KEY SPACES (GATEWAYS)

4.8 Key spaces are located at the main entrances to Camp Road to mark points of recognizable landscaped spaces or public art to assist with legibility.

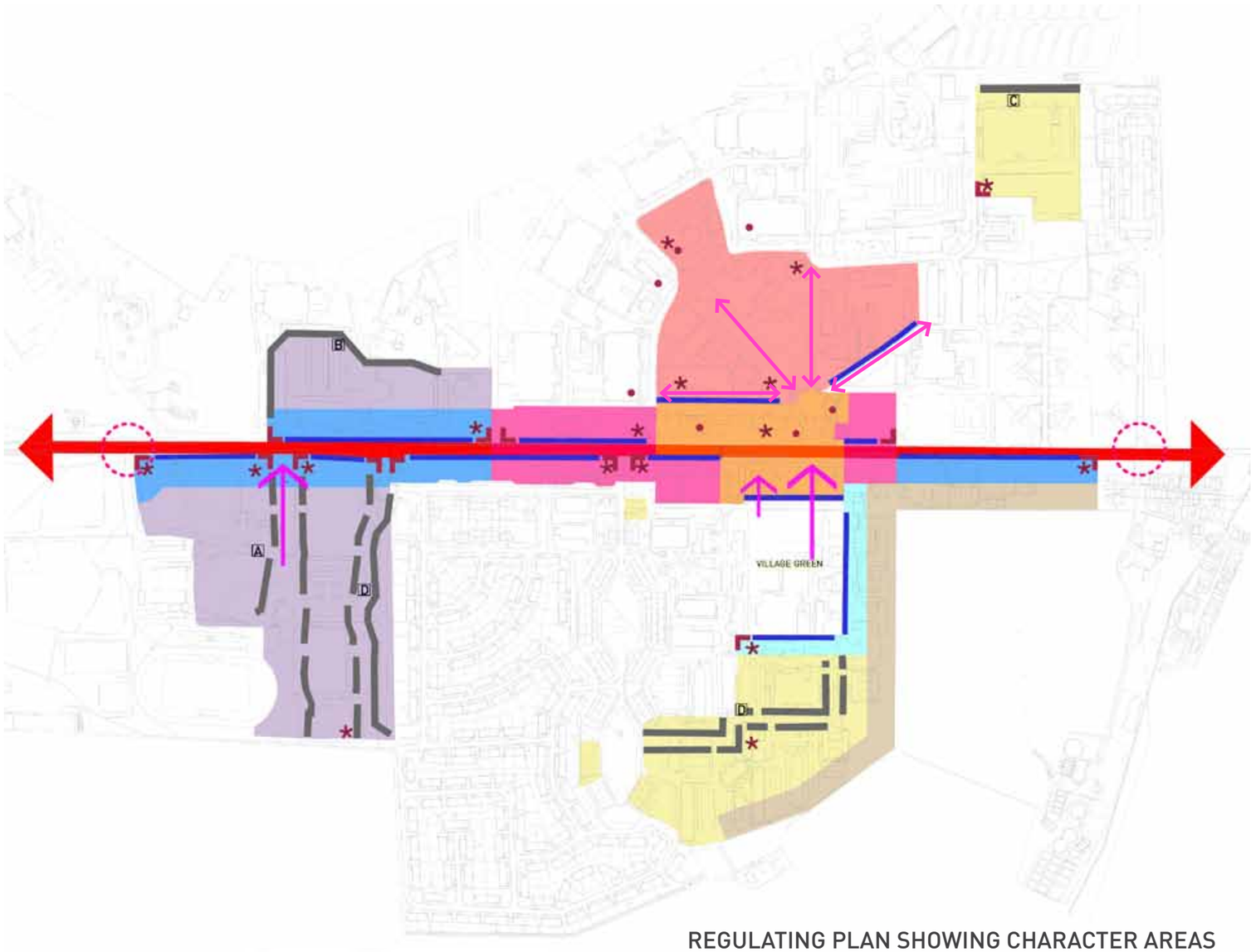
4.9 These key spaces represent gateways into the development.

KEY CORNERS

4.10 Prominent development parcel corners that turn key corners will become focal points and should also provide animation and surveillance with both sides of the development parcel facing the public realm.

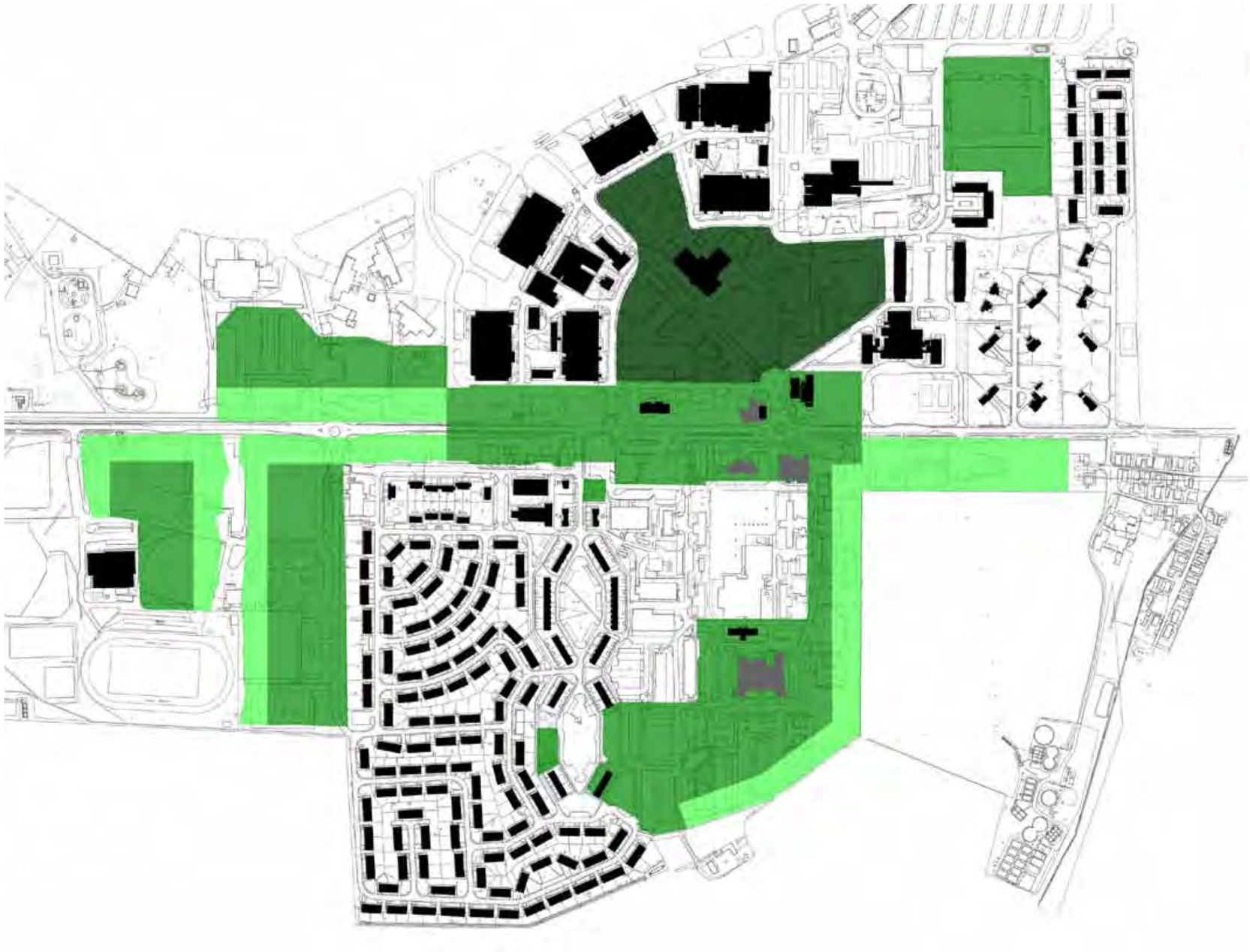
BUILDING DENSITY AND HEIGHTS

4.11 The plans overleaf provide an overview of the building density and heights proposed.



REGULATING PLAN SHOWING CHARACTER AREAS

KEY:
- PRIMARY ROUTE
- PRIMARY VISUAL LINK
- NEW LANDMARKS
- EXISTING LANDMARKS
- KEY FRONTAGES
- KEY CORNER
- CA1 - NEW VILLAGE CENTRE - MIXED USE
- CA2 - VILLAGE CENTRE - RESIDENTIAL
- CA3 - TRIDENT HOUSING
- CA4 - CAMP ROAD
- CA5 - VILLAGE GREEN
- CA6 - RURAL EDGE
- CA7 - CORE HOUSING WEST
- CA8 - CORE HOUSING EAST
- SPECIAL CONDITIONS A B C D
- KEY SPACES (GATEWAYS)

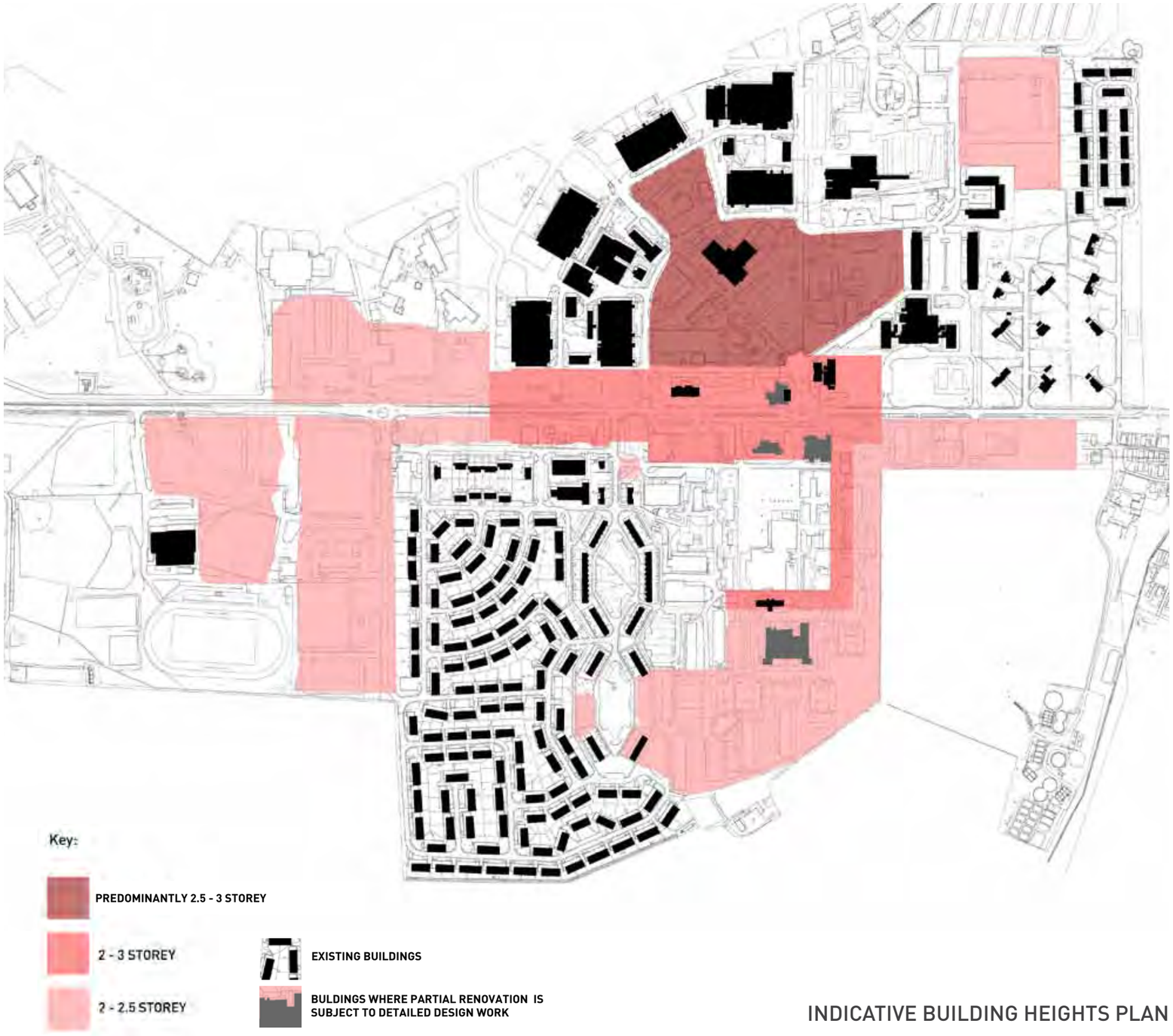


Key: (RELEVANT CHARACTER AREAS SHOWN)

- High/Medium - 38-50 dph (CA3)
- Medium - 30-38 dph (CA1/CA2/CA5/CA7/CA8)
- Medium/Low - Up to 30 dph (CA4/CA5/CA6/CA7)

BASED ON CURRENT DESIGN ASSUMPTIONS. THE EXACT BOUNDARY BETWEEN DENSITY AREAS MAY NEED TO VARY AT THE DETAILED DESIGN STAGE.

INDICATIVE BUILDING DENSITY PLAN



INDICATIVE BUILDING HEIGHTS PLAN

URBAN FORM AND MORPHOLOGY

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

4.13 The key aspects of urban morphology will therefore be addressed for each character area and include;

I. URBAN FORM (RELATIONSHIP OF BUILDINGS TO ONE ANOTHER, REFER TO EDGE TYPES OVERLEAF)

II. BUILDING TYPOLOGY (TERRACE, DETACHED ETC.)

III. DENSITY (GENERALLY HIGHER IN DEVELOPMENT CORE AND LOWER WHERE TRANSITION TO WIDER LANDSCAPE)

IV. BUILDING LINES (CONSISTENT OR VARIED)

V. HEIGHT / ENCLOSURE (SHOWN ON THE PLAN OPPOSITE)

VI. ROOFSCAPE (ROOF FORM, CONSISTENT OR VARIED EAVES / RIDGE HEIGHTS)

VII. SCALE AND PROPORTION AND THE BUILDINGS AND ITS FENESTRATION (IMPORTANT FOR BOTH URBAN FORM AND DETAIL).

VIII. BUILDING DETAIL

IX. BUILDING MATERIALS

X. LANDSCAPE DESIGN

XI. PARKING

XII. SERVICING (APPLICABLE TO VILLAGE CENTRE ONLY)

4.14 The character areas provide more detail in relation to the use of buildings height.

BUILT FORM- PLOT STRUCTURE

4.15 Buildings are arranged for the most part in perimeter blocks, albeit the Trident Area will not have a perimeter block approach. Where new build is proposed that defines public fronts (streets) and private backs (gardens and courtyards). The edge conditions set out the relationship of the dwelling to the back edge of pavement. Dwellings are terraced, semi-detached linked or detached according to location. It should be noted that the pattern of existing development at Heyford Park lies very close to the optimum east-west axis to benefit from solar energy, and the design of new areas in the street network intentionally retains and exploits this attribute. Streets running within 30 degrees of an east-west axis benefit from access to passive solar energy and are largely terraced, linked houses or detached.

EDGE TYPES

4.16 The plan here shows the range of edge types across the character areas in overview;

E1 - DEDICATED CAMP ROAD EDGE TYPE APPLIES TO CA2 AND CA4.

E2 - IRREGULAR FRONTAGE (DETACHED AND SEMI DETACHED) RESPONDING TO SPECIAL EDGE CONDITIONS A (AS DEFINED ON THE REGULATING PLAN) WITH DETACHED AND SEMI DETACHED ONLY OVERLOOKING OPEN SPACES.

E3 - LANDSCAPED FRONTAGES TO PROMOTE AND EXTEND VERDANT CHARACTER

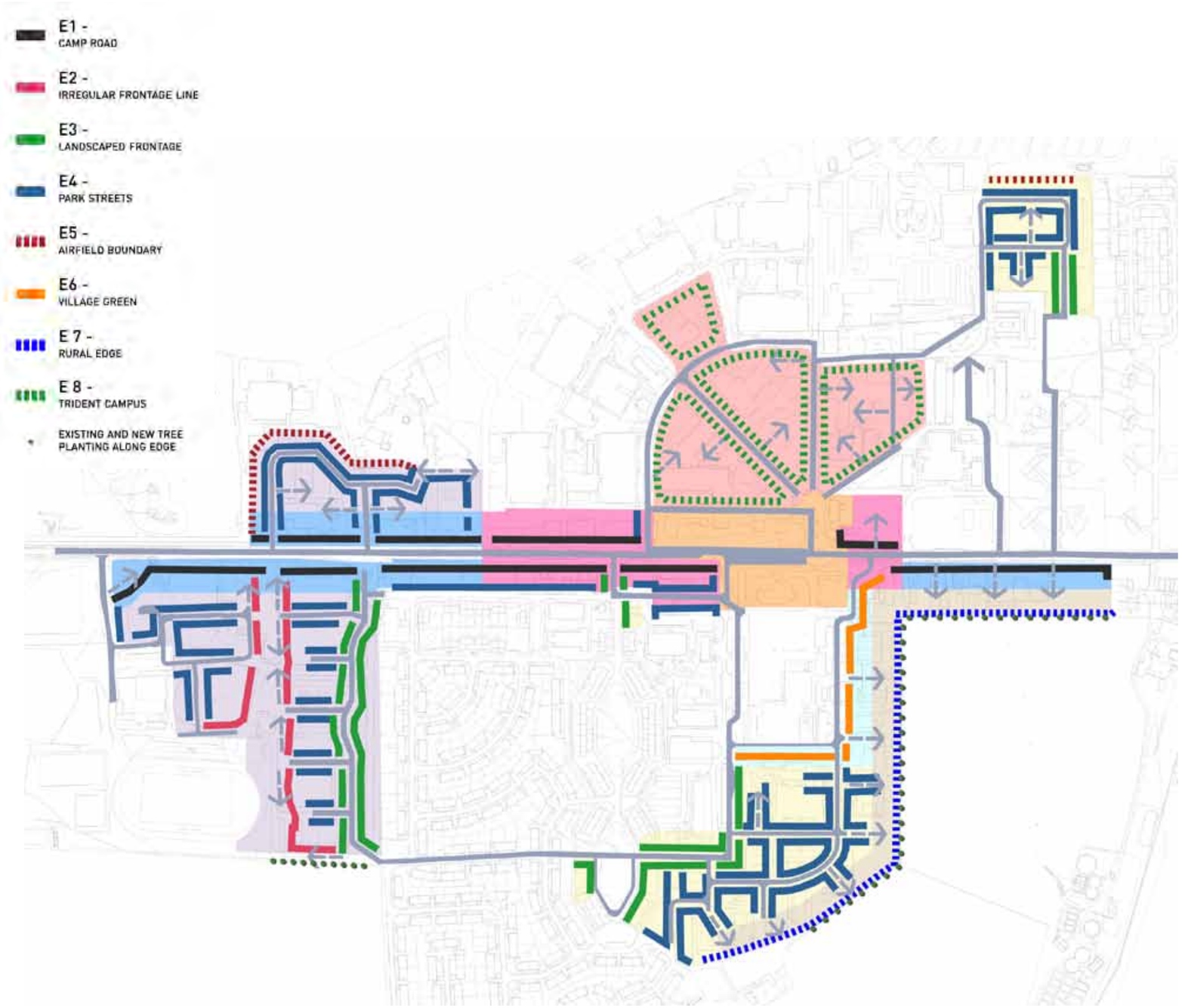
E4 - PARK STREETS GENERALLY CORE RESIDENTIAL AREAS CA7–CA8.

E5 - AIRFIELD BOUNDARY GENERALLY HOUSING BACKING ONTO AIRFIELD COMMERCIAL USES WITH ALLOWANCE FOR SCREENING OF SECURE CAT AND DOG PROOF FENCING.

E6 - VILLAGE GREEN THE MOST SYMMETRICALLY BALANCED EDGE TYPE WITH THE REPETITION OF BUILT FORM CREATING CONSISTENT BUILDING LINES.

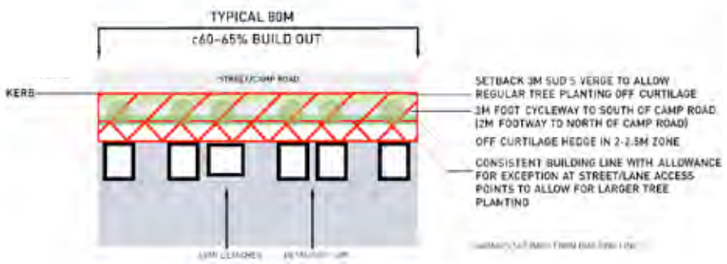
E7 - RURAL EDGE IS THE MOST IRREGULAR FRONTAGE, CA6 ONLY.

E8 - TRIDENT CAMPUS STYLE HISTORICAL BUILDING ALIGNMENT

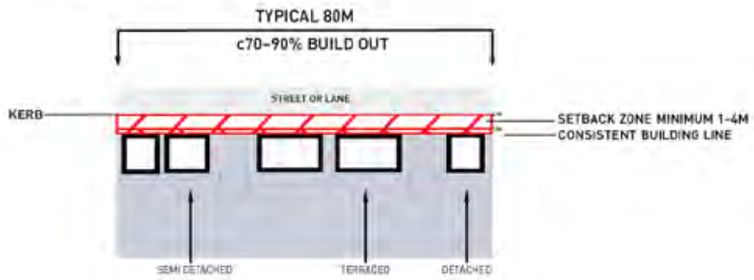


FRONTAGES AND EDGE TREATMENTS

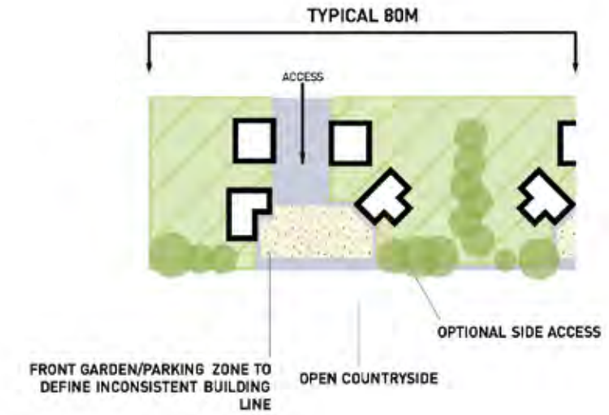
E1 -
CAMP ROAD



E4 -
PARK STREETS



E 7 -
RURAL EDGE



E2 -
IRREGULAR FRONTAGE LINE

E5 -
AIRFIELD BOUNDARY

E8 -
TRIDENT CAMPUS FRONTAGE

E3 -
LANDSCAPED FRONTAGE

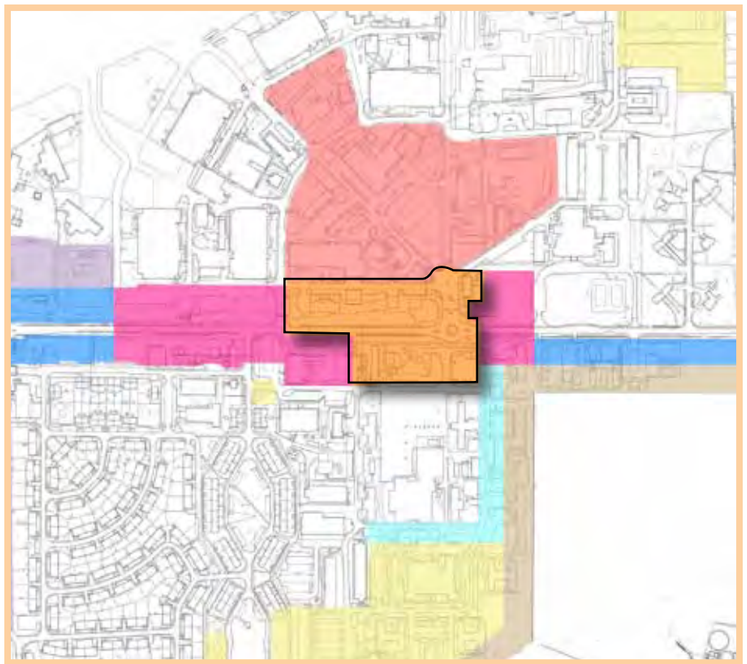
E6 -
VILLAGE GREEN

NOTE: SETBACK ZONE MAY ACCOMMODATE LANDSCAPING AND CAR PARKING.

BUILD OUT EXCLUDING GARAGES WHERE THEY ARE SET BEHIND THE BUILDING LINE. LINKING BOUNDARY TREATMENTS OVER 1.8M CAN CONTRIBUTE TO THE BUILD OUT PERCENTAGE.

BUILD OUT ASSUMES SOME FRONTAGES WILL HAVE ACCESS ROAD THROUGH AND THEREFORE %BUILD OUT TO EXCLUDE THIS ELEMENT.

CHARACTER AREA 1 - NEW VILLAGE CENTRE



CA1 – NEW VILLAGE CENTRE

4.17 The new Village Centre is located at the heart of Heyford Park at the traditional centre of the former airfield campus.

4.18 The character of this is determined by the key spaces of the village green, shared surfacing and the interelation with Camp Road and the access to the Trident area.

4.19 It is an area identifiable by a mixed-use approach and distinct from other areas. This area contains a range of uses that potentially includes community facilities, local centre, pub/ restaurant and retail use. Such uses will be encouraged to use the street and encourage activity at different times of the day to promote a vibrant character creating a community hub for the people who live and work at Heyford Park.

4.20 Mixed uses will front onto the street/primary link road and active frontages are encouraged. Between and above mixed use there may be apartments and terraced housing. The overlooking aspect of dwellings will encourage safety and surveillance onto the street. Built form creates a clearly defined sense of enclosure to the streets and builds upon the principle of fronting to the public realm and with architecturally animated edges.

4.21 At key locations two-three storey buildings front on to streets with greater massing located on key corner plots. This provides visual cues for legibility purposes when navigating through the centre.

4.22 The Village Centre's character will also be influenced by the continuing linear form of Camp Road, which is to be retained in its current alignment, the shared surface will create a centre where pedestrian movements take priority over vehicle movements as in many market town centres.

4.23 As the Village Centre will lie at the heart of the settlement, it will have important vehicular, pedestrian and cycle connections to the other character areas at Heyford Park, most particularly the Village Green Area to the south and the Trident area to the north.

4.24 To the east of the Village Centre is Heyford House. This is a noteworthy early 20th century building, typical of military architecture of this era. This building will continue to be a prominent landmark in the street scene, terminating a vista at the eastern end of the Village Centre.

4.25 The Gatehouse is currently located on the main access to the Trident area and this building needs to be integrated into future proposals. The scale of this building is single storey and any development proposals will need to consider how this building is sensitively integrated into the scheme with an appropriate transition in scale. This approach would require a sensitive design solution and it may be that independent buildings, following established buildings lines, are interposed between existing built form.

4.26 To the west of the Village Centre is building 103, currently used as a workshop. This building has been identified as a Heritage Centre and will therefore form an important part of the development.

4.27 There is a substantial amount of vegetation located along Camp Road in the vicinity of the Village Centre. While some of this will be thinned, it will remain an important site feature and development constraint.

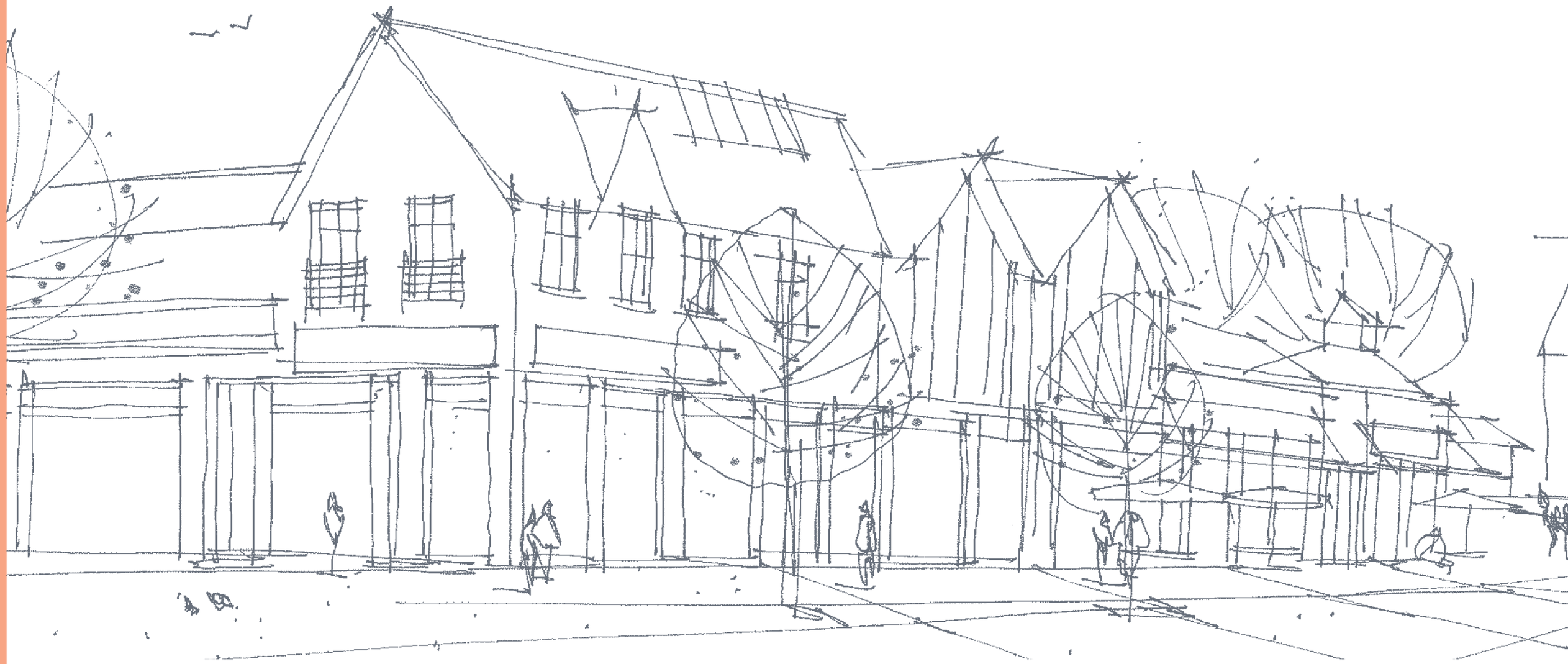
4.28 There is the potential to sensitively combine new development with the existing buildings such as the Gate House, Heyford House and buildings 457/455 are subject to detailed design but will be required to play an important part in the character of the area.

4.29 The following tables, plan, text and illustrations address the design components:

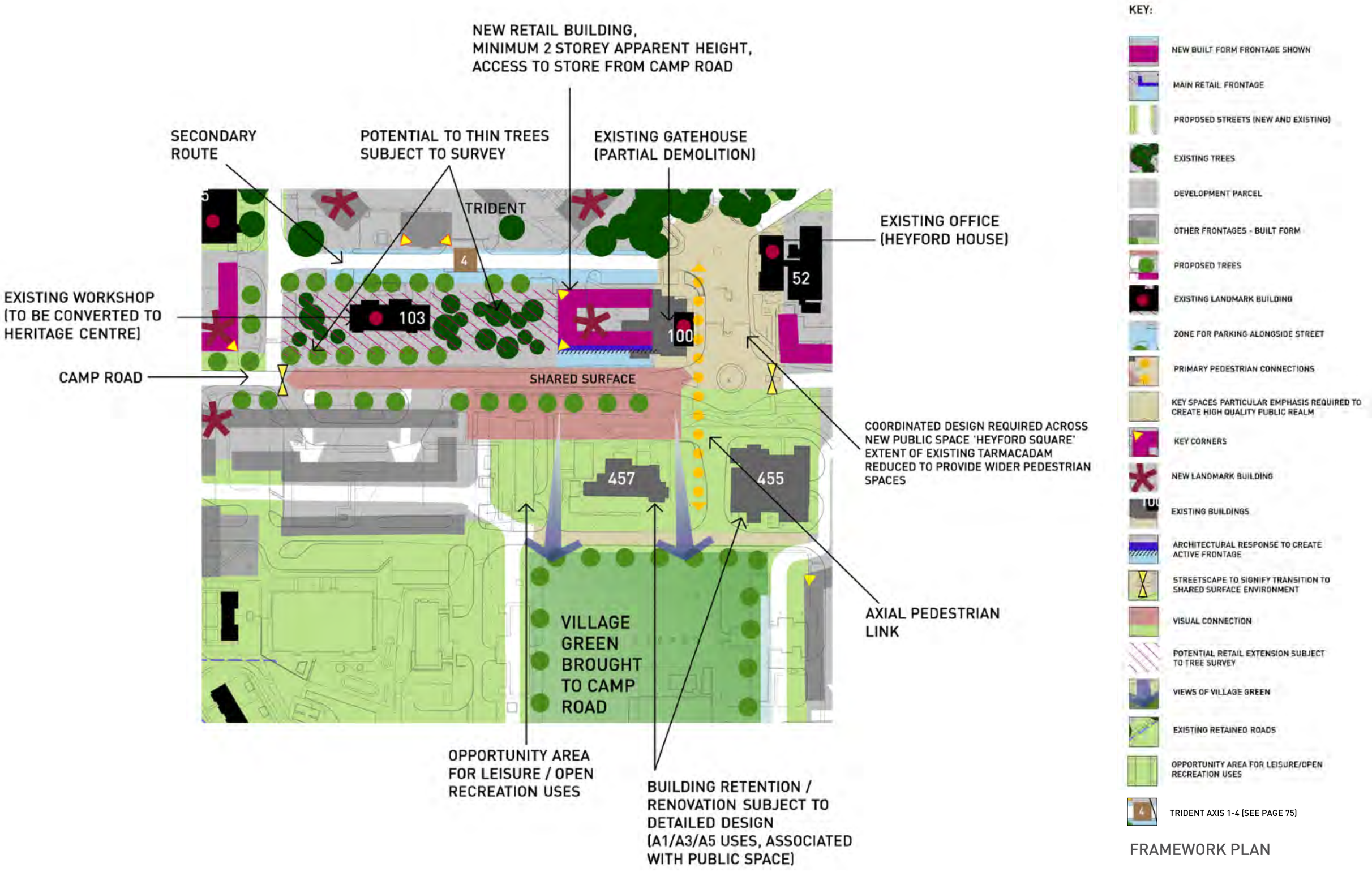
CA1 - NEW VILLAGE CENTRE

CA1	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Individual plots within development parcel for mixed-uses, allowance for relatively large building footprints. • The development area is defined by a simple movement and public realm plan, allowing views south towards the Village Green. • Development in this area should form the heart of Heyford Park, integrating both existing and new development. • The configuration of new development will need a clear relationship with the existing retained airfield buildings. • The built character should reflect and reinforce the public realm structure of the area. • Coordination of the north of the Village Centre with the South tangential meeting point of the Trident area will be required to avoid prominent blank building form.	No prescribed plot build out to allow flexibility for user demand.
2	BUILDING TYPOLOGY	• See typology table - Mixed use buildings design approach will need to maximise active frontage or animated fenestration where fronting public realm. Bespoke building types will be required for this area to respond to the local context and the demands of a mixed use space. • Large footprint buildings will be appropriate if it can be shown that the proposals provide active frontage to development to the north and the south of the Village Centre.	Avoid blank walls fronting public realm.
3	DENSITY	• Mixed use promoted with housing density subject to detailed design.	
4	BUILDING LINES	• Consistent frontage. • The building lines should clearly define the edge of the space. • Some projection beyond the building line might be appropriate to define key architectural features.	Service/Refuse areas are to be screened from public realm and/or enclosed by built form.
5	HEIGHT / ENCLOSURE	• Transition area allowing variation on height to existing buildings up to 2/3 storey (apparent height where not multiple use floor plates). • The scale of building 52 and 103 should be used to defined the height of adjacent proposed development. • The roofline of the proposed buildings will need to respond to the existing built form. • It may be necessary to step up development from the single storey gatehouse or set development away from these areas.	Transition in scale from existing retained buildings will be required ie gatehouse 1.5 storey transition zone.
6	ROOFSCAPE	• Varied eave height to provide transition where adjacent to lower existing buildings and gable ends to animate roofscape at maximum 20M intervals. • The roofline and heights should be carefully considered to provide an architectural set piece to the area. • There is the potential for a variety of roof forms, including flat roofs (with roof terraces) and gable features.	Large footprint retail will need varied roofscape to limit rectilinear elevations. Ground floor canopies/cover walkway within 2M of public realm frontages are encouraged.
7	SCALE AND PROPORTION	• 3m minimum ground floor height where not transient to existing buildings. • Greater presence and massing is required in this area and each building should be considered in relation to the others to provide a set piece.	Potential for residential above other uses or at ground floor.
8	BUILDING DETAIL	• Traditional or contemporary details - Align openings with gables symmetrical form: Tall window heights/openings encouraged to create vertical emphasis seen in exisiting buildings 52 and 103. • Building details should be clean with contemporary details allowing development to fit comfortably with the adjacent context. • Storey heights should be emphasised through architectural detail or changes in material. • There will be a higher proportion of glazing than other areas of the site. • There is the opportunity for balconies and other projecting features to animate the facade.	Located between CA3 trident contemporary CA2/CA5 traditional hence transitional approach required.
9	BUILDING MATERIALS	• Walls - Red brick, render, cladding in either grey or silver grey. • Roof - Slate/slate effect or profile sheet (finished grey). • Building materials should clearly relate to those adjacent, building a contemporary reinterpretation of the early 20th century materials. • A colour palette made up primarily of three complementary tones should be established to support contemporary detailing. • Building materials should be used to break up and give rhythm to the facade.	Elevations in the same plane fronting the public realm will need to use materials to provide an appropriate transition from airfield influences into residential areas South of Camp Road.
10	LANDSCAPE DESIGN	• Formal tree planting within high quality hard landscaping with pockets of soft landscaping will soften and provide interest. The opportunity for a vibrant south facing public space exists to the south of the Village Centre. Street furniture – modern design. • Heyford Square should be a space marking where the Trident Area meets the Village Centre. • There is extensive existing tree planting and any development proposals should retain important trees/tree groups. • New street planting, will complement existing planting and will be configured to help structure the public realm and perpetuate a verdant character.	Tree species to be uniform but will differ from the majority of Camp Road (CA4) to highlight 'arrival' in the mixed use Village Centre. Specimen trees of interest will highlight nodal points.
11	PARKING	• Parking will be located to the north and south of the main retail block. • Parking will be configured as part of the public realm design.	Large open expanses of parking are to be avoided, landscaping is encouraged to break up parking.
12	SERVICING	• Servicing will be located to the side of the block. • Loading and refuse areas will be discretely located at the side of buildings and configured so they do not front directly onto the public realm.	-

CA1 NEW VILLAGE CENTRE MIXED USE



NEW VILLAGE CENTRE INDICATIVE IMAGE

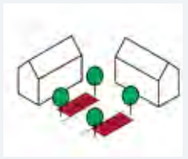


FRAMEWORK PLAN

PARALLEL

PERPENDICULAR

PARKING SQUARE



COMPARATIVE PARKING TYPOLOGY TABLE (PARKING TYPES APPROPRIATE IN THIS CHARACTER AREA ARE HIGHLIGHTED)

Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	CA1/CA2/CA3	N/A	- -
LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.	CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.
PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	Not allowed on majority of camp road hence excluded from ca4 where away from Village Centre. Parallel parking is allowed in the Village Centre itself.
PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Parking to be separated by landscaping and/ or footways into maximum rows of 4N°. bays.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	
MEWS COURT-HOUSE/ COVERED PARKING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.	CA2	ST3/ST4	- -
ATTACHED/INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.	CA2/CA4/CA5/ CA6/CA7/8	ST1/ST5	Garages to be set back behind building line with tandem parking allowed in this instance camp road ca4 to serve 2 dwellings where possible.
DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.	CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.
HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.	CA2–CA8	ST1–ST5	- -
DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.	CA2–CA8	ST1–ST5	Garages to be setback from prominent frontages.

CA1 - NEW VILLAGE CENTRE - MIXED USE - MATERIALS (OR SIMILAR APPROVED)

PREDOMINANT BUILDING WALL MATERIAL

Brick Type 1 - predominantly Red with occasional brown tones

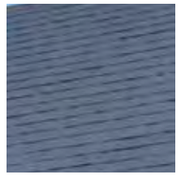
SECONDARY BUILDING WALL MATERIAL
(USED TO BREAK UP AND DETAIL ELEVATION)

Render - Ivory Colour

Render - Light Grey

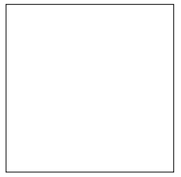
Grey Cladding

ROOF MATERIALS



Slate/Slate Effect

WINDOW COLOUR



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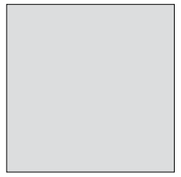
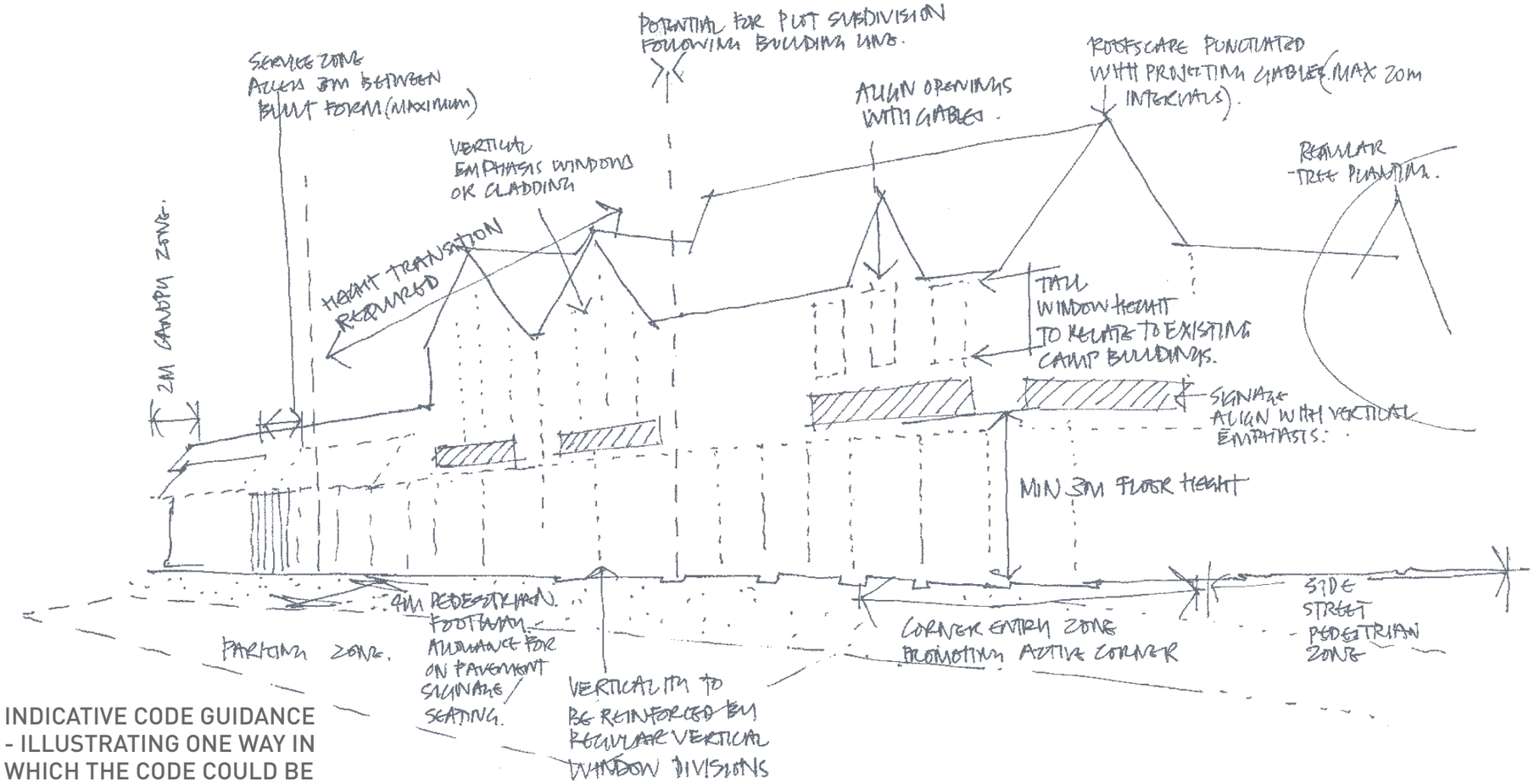
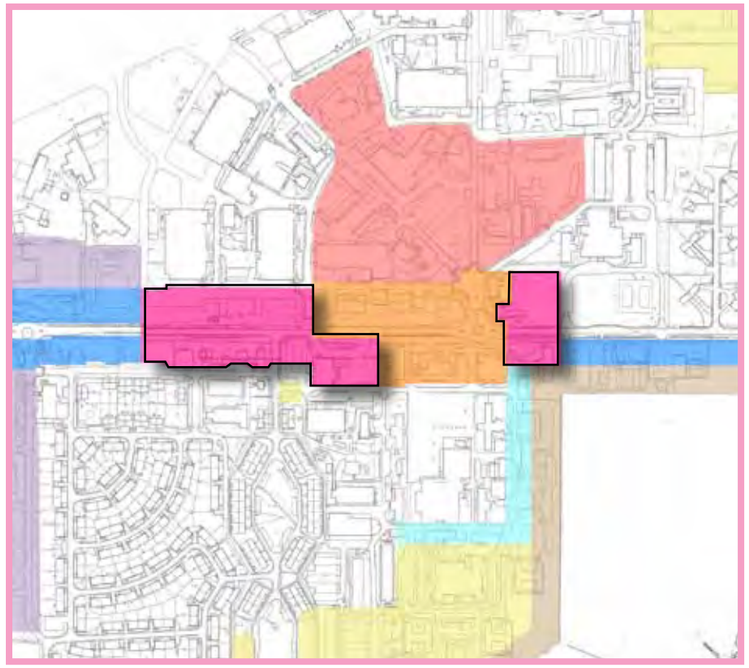


Light Grey



INDICATIVE CODE GUIDANCE - ILLUSTRATING ONE WAY IN WHICH THE CODE COULD BE IMPLEMENTED

CHARACTER AREA 2 - VILLAGE CENTRE RESIDENTIAL



CA2 – VILLAGE CENTRE RESIDENTIAL

4.30 High/medium density housing generally facing Camp Road in short terraces and semi detached houses, providing a transition between the greater massing of the Village Centre (CA1) and Village Green and the lower density Camp Road to the east and west (CA4). Design objectives include;

- Greater presence along Camp Road, providing a clear transition to the Village Centre area.
- Provide wide verges and mature tree planting, which provide scale to the Camp Road and perpetuate the tree lined character.
- The area provides an interface to a number of existing built areas, including the opportunity of providing a new more attractive entrance into Carswell Circle.
- To the northwest of the character area, new development will take full account of the scale of the existing hangars.

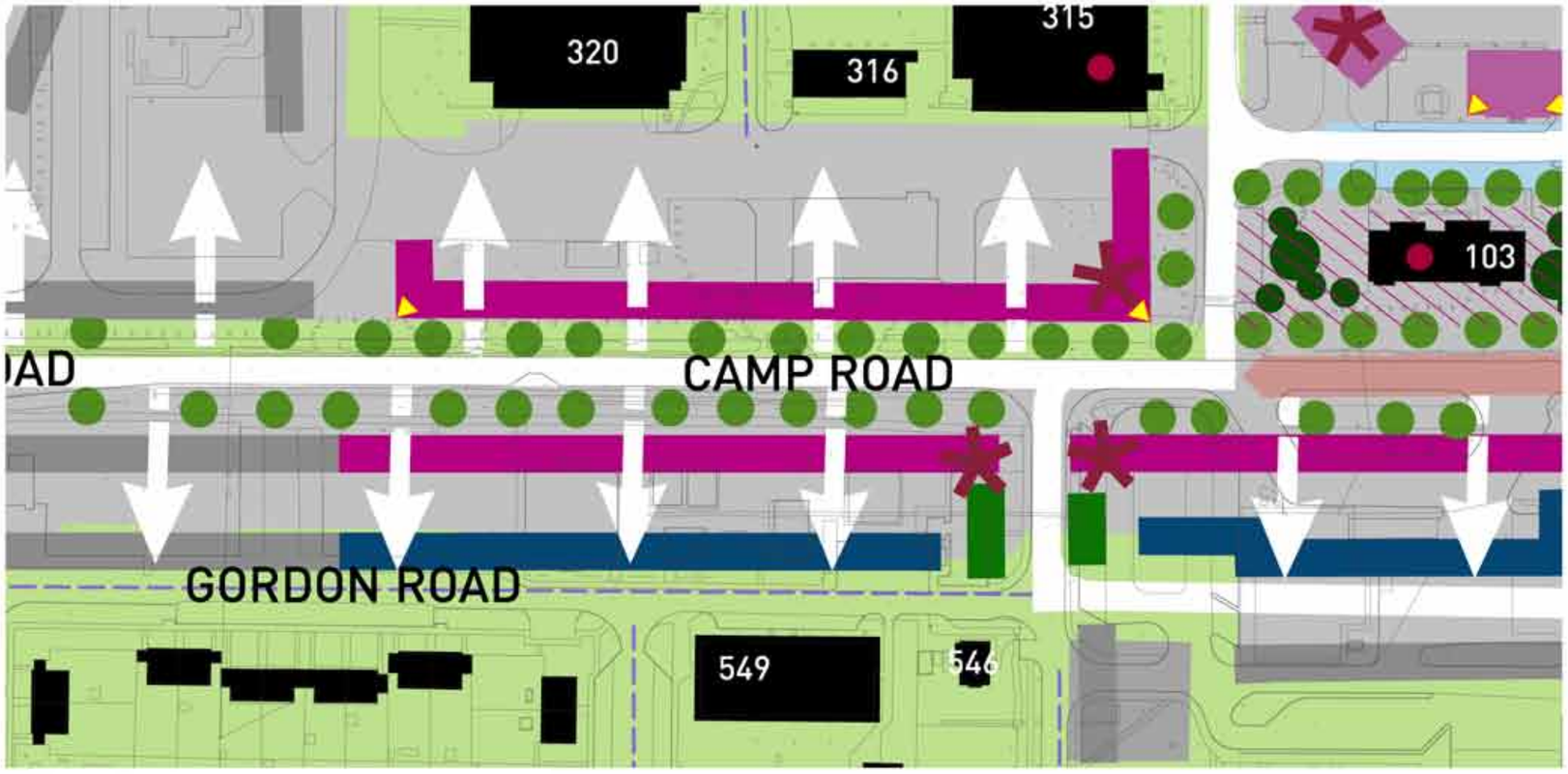
4.31 The following tables, plan, text and illustrations address the design components:

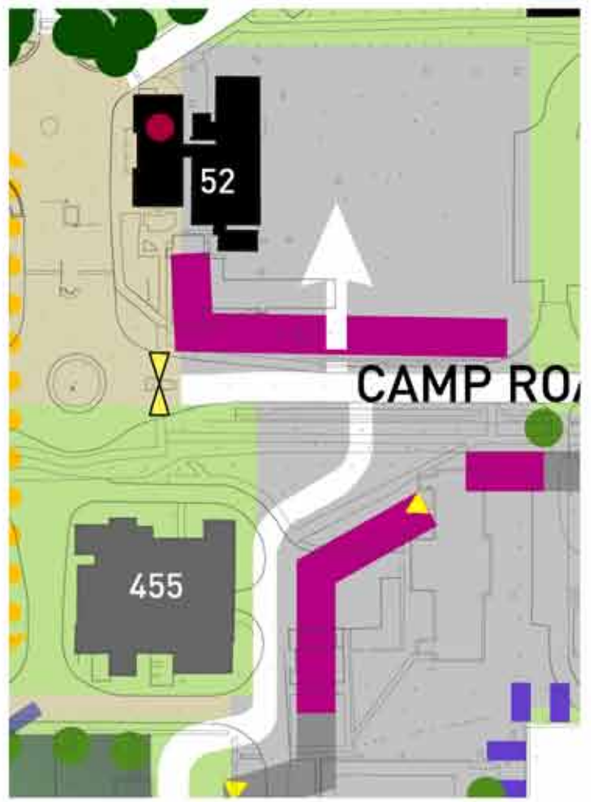
INDICATIVE DESIGN CONCEPT

CA2 - VILLAGE CENTRE RESIDENTIAL

CA2	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Consistent built frontage facing primary road network. • Greater presence and continuity of urban form is expected in this area of Camp Road. • Development should front directly onto Camp Road and reinforce its linear character. • Building types should be selected that ensure windows of habitable rooms give onto and provide surveillance of the street. • A street character should be developed that provides consistency and grouping of similar house types and heights. • Buildings should be arranged in groups of 4 – 10 which share similar characteristics. • Development should frame the entrance into the existing Carswell Circle Area, using landmark, corner turning buildings to support the orientation to this area of the site.	See Edge Types E1 (Camp Road interface), E3 (to reinforce connection to Carswell Circle) & E4 (Park Street frontages where away from Camp Road).
2	BUILDING TYPOLOGY	• See typology table - Heyford terraces and semi-detached housing. • Development will be predominantly terraced, with some semi detached dwellings. • Where terraced housing is proposed properties should have consistent features across the row. • Bespoke corner turning buildings will be required that address Camp Road and the Village Centre.	Terraces to be predominant (target 50% minimum).
3	DENSITY	• Will generally be higher than peripheral areas at 36–40dph.	-
4	BUILDING LINES	• Consistent to give coherance to built form. • See edge type E1/E3/E4 (in part). • Development should follow a predominant building line along the length of Camp Road.	Allowance for increase in E1/E3/E4 build out up to 90% and Camp Road setback predominantly 8M.
5	HEIGHT / ENCLOSURE	• Generally greater height and enclosure than adjacent CA4 Camp Road housing. • Development will have greater presence than other areas. This will be provided through steeper roof pitches (minimum of 45 degrees and greater use of 2.5 storey.	Predominantly 2.5st will be encouraged. Apparent 2.5 storey height can be provided by use of full gable fronting Camp Road.
6	ROOFSCAPE	• Pitched roofs with frequent gable or dormers to animate public realm frontages. • Housing will be predominantly ridged onto Camp Road. • Eaves lines will be consistent. • Gables where proposed should be functional. • Gables will be promoted on the corner turning buildings.	Main roof minimum 45° pitch.
7	SCALE AND PROPORTION	• Symmetric and proportionate in scale to plot size and surrounding context.	Regular dormer or gable spacing encouraged.
8	BUILDING DETAIL	• Traditional details providing a transition between other character areas and CA1 and CA4 which adjoin the area. • Dwellings should be designed to ensure no blank walls front onto the public realm. • Window arrangements to be predominantly symmetrical to provide transition from facilities/barracks that adjoin the edge of this area.	Bay windows allowed on corner and landmark plots. Chimney on corner plots, flat canopy on each main door where fronting public realm.
9	BUILDING MATERIALS	• Walls - predominantly brick (2 types minimum) or render. • Roof - slate/slate effect.	Occasional render may be used if all of dwelling. Materials to be agreed at RMA stage.
10	LANDSCAPE DESIGN	• Formal street tree planting, typically within grassed verges. Street furniture – modern design. • Camp Road is currently defined by strong existing planting which should be retained where possible. • To west of the Village Centre there is a substantial area of vegetation and development in this area needs to be carefully considered to retain as much high value tree cover as possible.	Street tree species to continue as the majority of Camp Road (CA4) to provide continuity and maintain the tree hierarchy. Verges could be planted with spring flowering bulbs to create interest.
11	PARKING	• Parking will be configured using a variety of types. • Drive through arches, with residential development above will be acceptable in this area. • As one of the objectives of development in this area is to promote a greater continuity of frontage, some rear parking will be acceptable in this location.	-

CA2 VILLAGE CENTRE - RESIDENTIAL





KEY:

- PROPOSED STREETS (NEW AND EXISTING)
- CAMP ROAD
- EXISTING TREES
- DEVELOPMENT PARCEL
- E1 - CAMP ROAD
- E2 - IRREGULAR FRONTAGE LINE
- E3 - LANDSCAPED FRONTAGE
- E4 - PARK STREETS
- OTHER FRONTAGES - BUILT FORM
- PROPOSED TREES
- EXISTING LANDMARK BUILDING
- ZONE FOR PARKING ALONGSIDE STREET
- KEY SPACES PARTICULAR EMPHASIS REQUIRED TO CREATE HIGH QUALITY PUBLIC REALM
- KEY CORNERS
- NEW LANDMARK BUILDING
- EXISTING BUILDINGS
- EXISTING RETAINED ROADS
- DIRECT PLOT ACCESS (2No DWELLINGS MINIMUM) REFER TO STREET HIERARCHY TABLE FOR SPACING

FRAMEWORK PLAN

PREDOMINANT BUILDING WALL MATERIAL

Brick
predominantly Red
with occasional brown
tones

BUILDING WALL MATERIAL FOR KEY NOTE DETAILING/ DENTIL COURSES

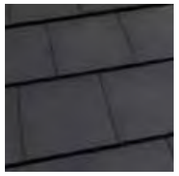
Brick Blue/Grey

SECONDARY BUILDING WALL MATERIAL

(USED TO BREAK UP AND DETAIL ELEVATION)

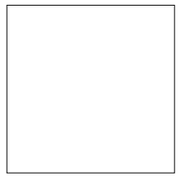
Render
Ivory Colour

ROOF MATERIALS



Slate/Slate Effect

WINDOW COLOUR



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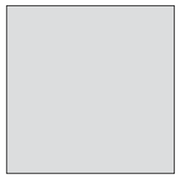


Light Grey

Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	CA1/CA2/CA3	N/A	- -
LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.	CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.
PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	Not allowed on majority of camp road hence excluded from ca4 where away from Village Centre. Parallel parking is allowed in the Village Centre itself.
PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Parking to be separated by landscaping and/ or footways into maximum rows of 4N°. bays.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	
MEWS COURT-HOUSE/ COVERED PARK-ING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.	CA2	ST3/ST4	- -
ATTACHED/INTE-GRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.	CA2/CA4/CA5/ CA6/CA7/8	ST1/ST5	Garages to be set back behind building line with tandem parking allowed in this instance camp road ca4 to serve 2 dwellings where possible.
DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.	CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.
HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.	CA2–CA8	ST1–ST5	- -
DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.	CA2–CA8	ST1–ST5	Garages to be setback from prominent frontages.

MEWS COURTHOUSE/ COVERED PARKING

ATTACHED GARAGE

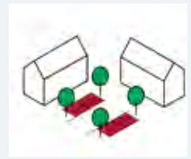
DETACHED GARAGE

HARD STANDING

INTEGRAL GARAGE

DRIVE THROUGH

PARKING SQUARE



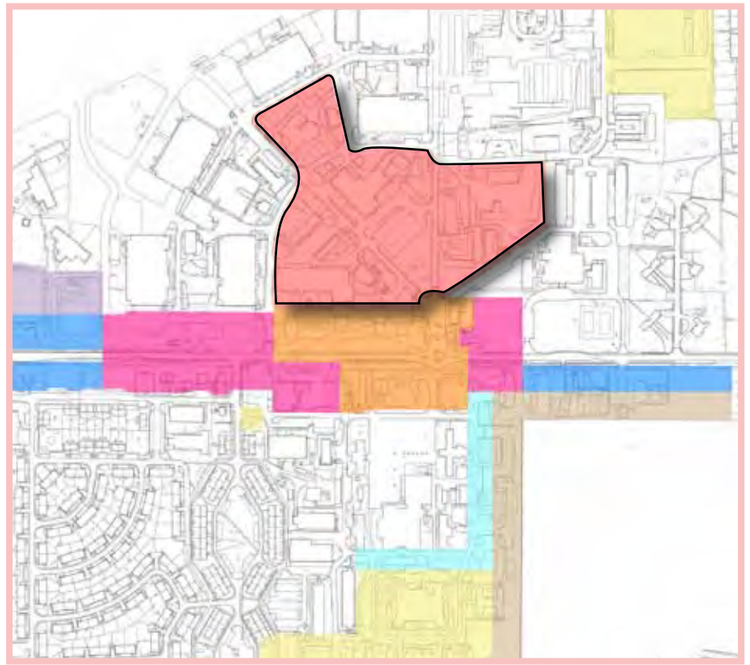
PARALLEL

PERPENDICULAR

COMPARITIVE PARKING TYPOLOGY TABLE

(PARKING TYPES APPROPRIATE IN THIS CHARACTER AREA ARE HIGHLIGHTED)

CHARACTER AREA 3 - TRIDENT HOUSING

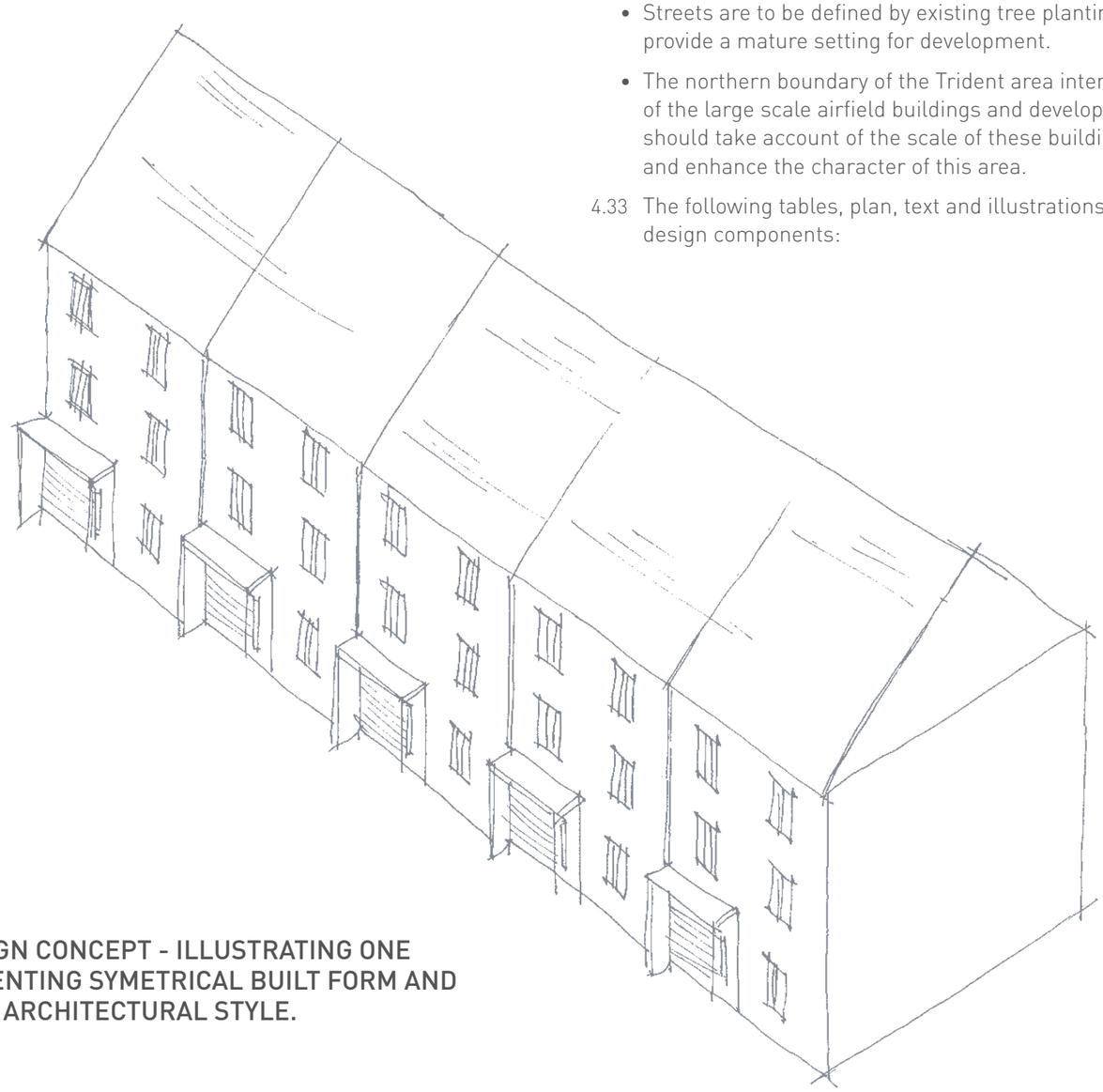


CA3 – TRIDENT HOUSING

4.32 Contemporary style houses and apartments set with a campus style environment to the north of the new Village Centre. Campus style development delivered by design objectives including;

- Buildings that sit within an existing and new landscape structure.
- Retain the character of the Trident area in particular the existing road alignment, which is defined by the formal axial routes which radiate from the apex, adjacent to the Village Centre.
- New built form to align with historic 45/90 degree building alignment.
- Streets are to be defined by existing tree planting which will provide a mature setting for development.
- The northern boundary of the Trident area interfaces with some of the large scale airfield buildings and development in this area should take account of the scale of these buildings and reinforce and enhance the character of this area.

4.33 The following tables, plan, text and illustrations address the design components:

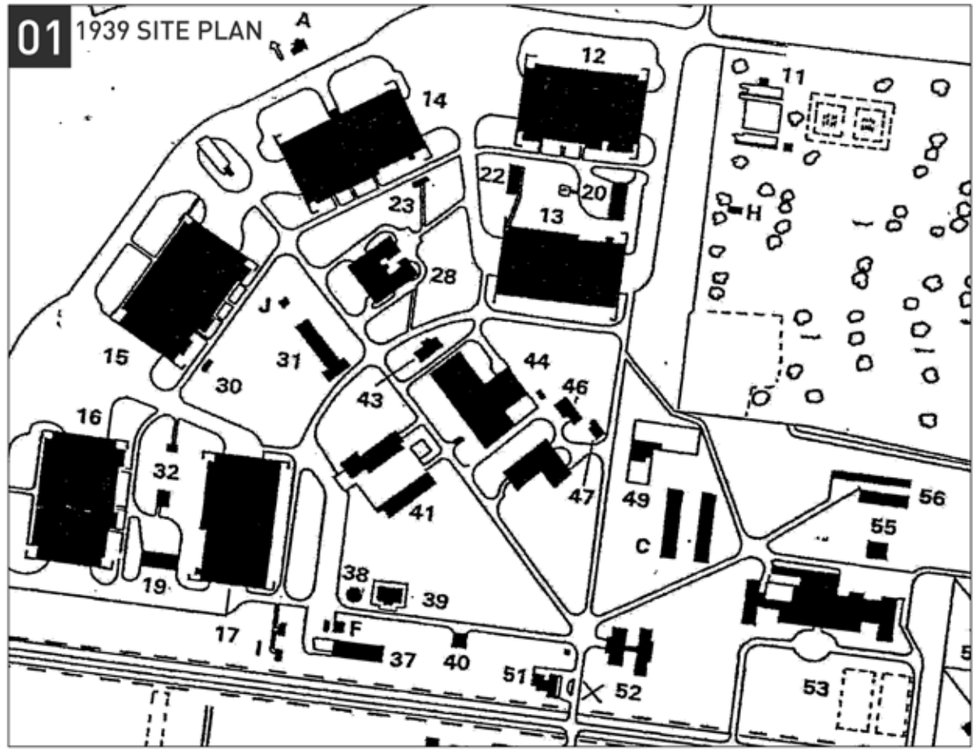


INDICATIVE DESIGN CONCEPT - ILLUSTRATING ONE WAY OF IMPLEMENTING SYMETRICAL BUILT FORM AND CONTEMPORARY ARCHITECTURAL STYLE.

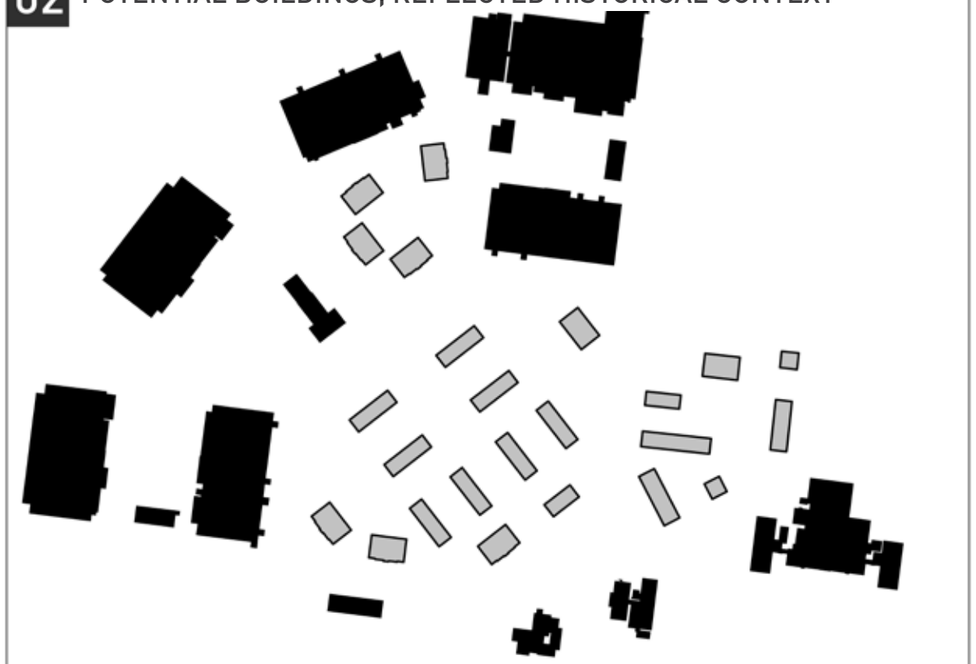
CA3 - TRIDENT HOUSING

CA3	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Built form set within existing and proposed tree planting. Terraced houses and apartments in regular blocks detached from each other with gardens and landscape features between built form. • The street form retains the existing radiating structure which clearly defines the development parcels. • The development will form a campus style with clearly articulated buildings set in landscape dominated space. • New built form to align with historic 45/90 degree building alignment.	-
2	BUILDING TYPOLOGY	• Bespoke building types will be required for this area to respond to the existing building facilities/barracks as well as adjacent hangar buildings. • Predominantly terraces/apartments. • A minimum of 4 terrace houses in a row.	See built form typology table. Apartments predominate up to 50%.
3	DENSITY	• Will generally be higher than other character areas 41+ dph.	Higher density achieved through higher proportion of apartments.
4	BUILDING LINES	• No predominant frontage with generous setback from streets to give a verdant character with buldings set amongst existing and new tree planting. • Building lines will be consistent across a group of buildings. • Perimeter block approach to be avoided.	Subject to tree survey.
5	HEIGHT / ENCLOSURE	• Predominantly 2.5/3st. Allowance for a 2.5 storey transitional unit height where change from 2–3 storey. • The roofline of future proposals will need to respond to the retained buildings in this area. • Development will have greater height around the apex of the site. • The height of development will need to respond to the scale of the existing buildings at the northern boundary to the character area.	Views between adjoining built form parcels will be encouraged. Minimum 5m gaps between development blocks promoted by edge type E8.
6	ROOFSCAPE	• Constant with regular form eave height and gable ends to animate sides and potential for contemporary roof form. • A consistent eaves and ridgeline should be maintained between groups of buildings. • Dormer windows where used should be well set back to break up the roof line.	Gable form to be explored to animate frontage.
7	SCALE AND PROPORTION	• Symmetrical and proportionate in scale and plot size to its surrounding context.	Contemporary form allowance for window sizes to vary in relation to room purpose.
8	BUILDING DETAIL	• Contemporary details. • Building details should be clean lines with simple details responding to adjacent context. • The configuration of doors and windows will not be formally arranged, but should animate the facade and provide a clear rhythm to the area. • No chimneys.	Potential for full height windows & box bay projecting window surrounds on landmark buildings. 'L' shaped flat top canopies to primary entrances & flat top dormers.
9	BUILDING MATERIALS	• Walls - Brick and render, with occasional use of contemporary cladding in silver or grey and/or stack bond brick panels to highlight doorways and entrances. • Roof - Slate/Slate effect.	Predominantly brick, occasional render and/or cladding. Materials to be agreed at RMA stage.
10	LANDSCAPE DESIGN	• Semi-formal street tree planting with frontages to be bounded by soft landscaping in blocks of mature species. • Street furniture to be formal style. • The apex of the site, where the Trident area meets the Village Centre is a critical area of the site and should be designed as high quality public realm, using changes in surfacing to manage vehicular movement. • The existing vegetation will be retained and integrated into development proposals alongside new significant tree planting. • Open frontage boundaries with the exception of parking courts where there is allowance for up to 1m high hedge planting to screen parked cars.	-
11	PARKING	• Parking will be configured through a variety of means and designed as an integrated part of the public realm design.	One of the only places at Heyford Park where the landscaped courtyard parking will be encouraged.

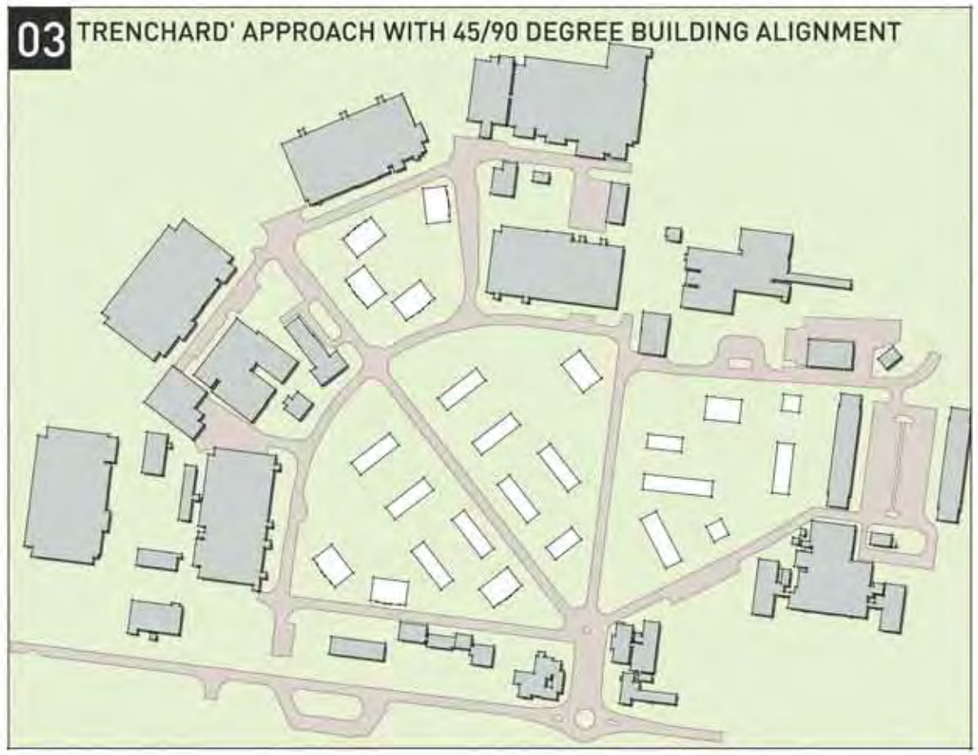
01 1939 SITE PLAN



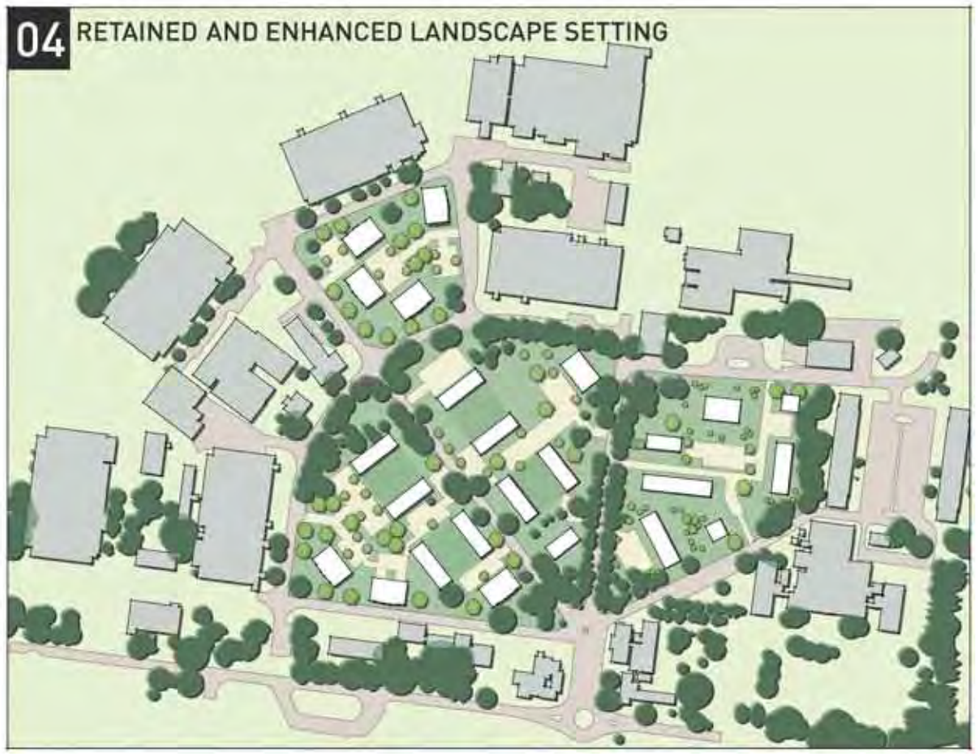
02 POTENTIAL BUILDINGS, REFLECTED HISTORICAL CONTEXT



03 TRENCHARD' APPROACH WITH 45/90 DEGREE BUILDING ALIGNMENT



04 RETAINED AND ENHANCED LANDSCAPE SETTING



DESIGN APPROACH ILLUSTRATIONS - TRIDENT AREA

KEY:

- NEW BUILT FORM
- PROPOSED STREETS (NEW AND EXISTING)
- EXISTING TREES
- DEVELOPMENT PARCEL
- OTHER FRONTAGES - BUILT FORM
- PROPOSED TREES
- EXISTING LANDMARK BUILDING
- ZONE FOR PARKING ALONGSIDE STREET
- PEDESTRIAN CONNECTIONS
- KEY SPACES PARTICULAR EMPHASIS REQUIRED TO CREATE HIGH QUALITY PUBLIC REALM
- KEY CORNERS
- NEW LANDMARK BUILDING
- EXISTING BUILDINGS
- EXISTING RETAINED ROADS & SPACES
- PRIMARY PEDESTRIAN MOVEMENT
- TRIDENT AXIS 1–4

FRAMEWORK PLAN

EXISTING TRIDENT AREA BUILDINGS

PROPOSED LANDSCAPE PARKING COURTS (BICESTER GARDEN COURT PRECEDENT)

CA3 - TRIDENT HOUSING - MATERIALS (OR SIMILAR APPROVED)

PREDOMINANT BUILDING WALL MATERIAL

Brick Type 1 - predominantly Red with occasional brown tones

SECONDARY BUILDING WALL MATERIAL
(USED TO BREAK UP AND DETAIL ELEVATION)

Brick Blue/Grey

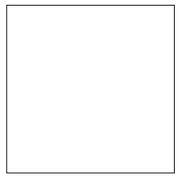
Render
Ivory or Sand Colour

Grey Cladding

ROOF MATERIALS

Slate/Slate Effect

WINDOW COLOUR



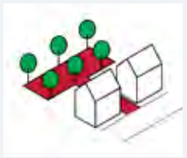
White

Warm Grey

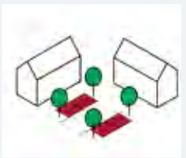
Light Grey

Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	CA1/CA2/CA3	N/A	- -
LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.	CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.
PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	Not allowed on majority of camp road hence excluded from ca4 where away from Village Centre. Parallel parking is allowed in the Village Centre itself.
PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Parking to be separated by landscaping and/ or footways into maximum rows of 4Nº. bays.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	
MEWS COURT-HOUSE/ COVERED PARKING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.	CA2	ST3/ST4	- -
ATTACHED/INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.	CA2/CA4/CA5/ CA6/CA7/8	ST1/ST5	Garages to be set back behind building line with tandem parking allowed in this instance camp road ca4 to serve 2 dwellings where possible.
DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.	CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.
HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.	CA2–CA8	ST1–ST5	- -
DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.	CA2–CA8	ST1–ST5	Garages to be setback from prominent frontages.

LANDSCAPED PARKING COURT



PARKING SQUARE

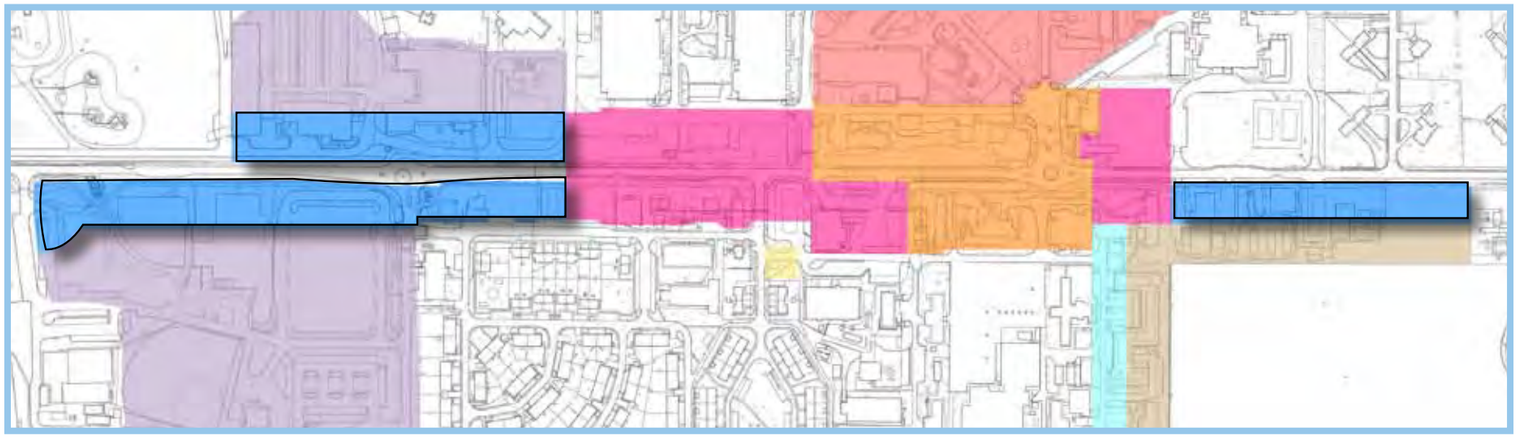


PARALLEL

PERPENDICULAR

COMPARITIVE PARKING TYPOLOGY TABLE
(PARKING TYPES APPROPRIATE IN THIS CHARACTER AREA ARE HIGHLIGHTED)

CHARACTER AREA 4 - CAMP ROAD



CA4 – CAMP ROAD

4.34 Camp Road is the main route running through the site, connecting Heyford Park with the neighbouring villages and towns beyond.

4.35 This character area includes the main entrance (east and west) into Heyford Park provides for a clear sense of arrival to the site. Priority in this character area is given to emphasising that this is a residential area with a piece of public art or signage as a focal point to the open space entry point (detail of public art/signage to be subject of future submissions). Camp Road itself has a distinct linear character, reinforced by wide verges and avenue tree planting and this will be retained and enhanced.

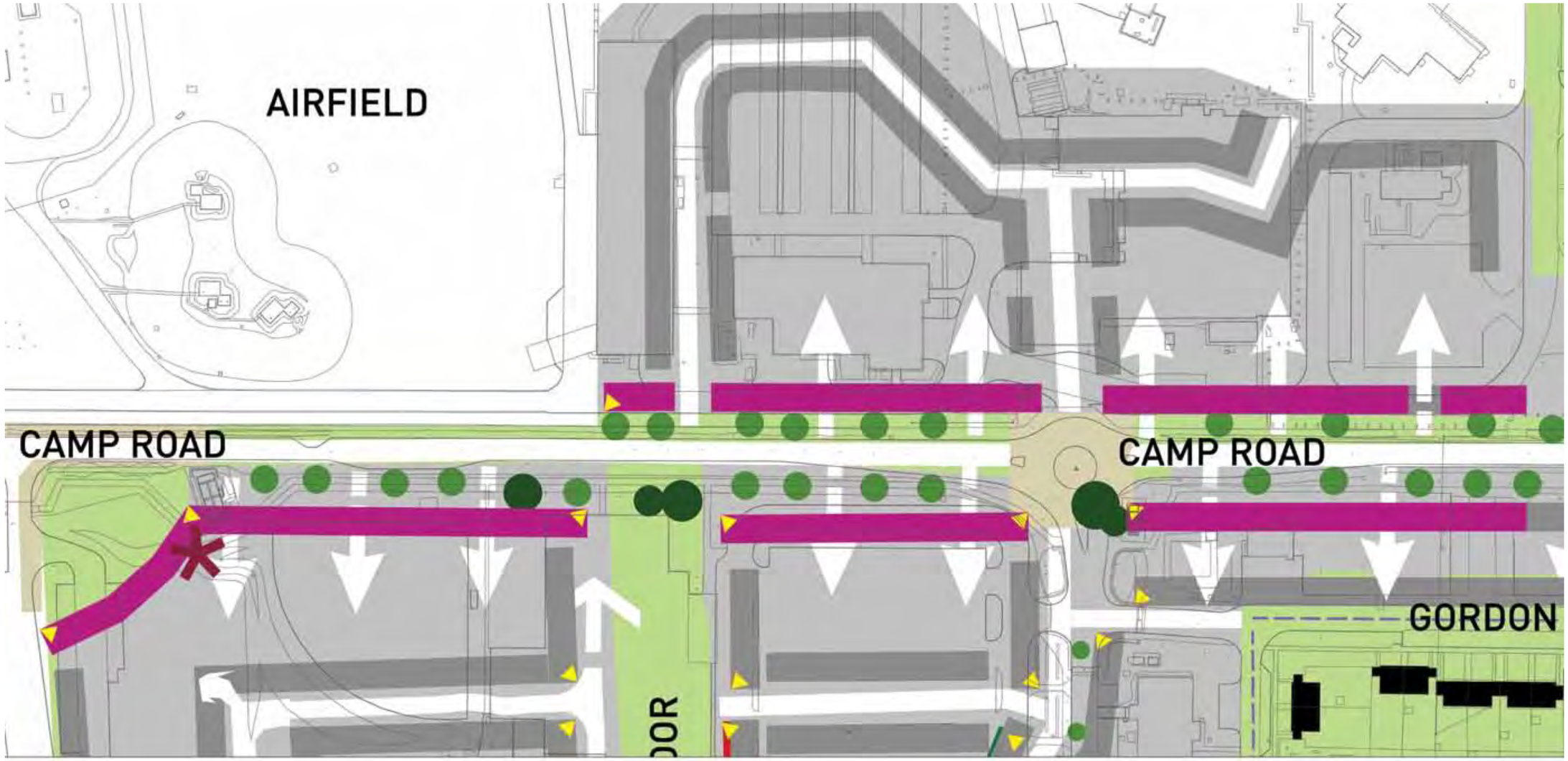
4.36 The main route will accommodate traffic calming to break-up vehicular activity and 'humanize' Camp Road with raised tables and tactile paving. Walking and cycling will have a shared foot/cycleway separated in sections by a tree planted verges. Where crossings are required, priority over the private car with junction 'pinch-points' will be used to aid slower speeds of vehicular traffic and promote regular points of crossings for pedestrians.

4.37 The character of buildings in this area of Camp Road will build upon the Arts and Crafts character of the Officers housing located to the east of the site. This is typified by predominantly brick detached housing, with simple detailing. Housing will be will be predominantly two storey and mainly setback from public footpaths and open space to take into consideration verge spaces to create a boulevard with generous sized trees and landscaping. The tree lined avenue approach conserves and enhances the existing avenue of trees that can be seen at the central and eastern ends of Camp Road.

4.38 The following tables, plan, text and illustrations address the design components:

CA4 - CAMP ROAD

CA4	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Buildings mainly set back from Camp Road, direct access to dwellings from camp road. • This area of the site will provide the east and west gateway to development. • Generally larger family housing to provide an appropriate level of scale. • Development will reinforce the linear and green character of the street, by providing consistent high quality development along its length.	See edge type E1.
2	BUILDING TYPOLOGY	• Detached and semi-detached housing. • Housing will be predominantly larger plot house types. • Housing will have a greater presence than development on CA7/CA8 side roads, with larger building plots, eaves and ridge heights. • Corner turner buildings will be required at key junctions.	See typology table predominantly detached over 50% across Character Area.
3	DENSITY	• Will generally be medium/low across the camp road frontage - 25–29dph. • Density will be lower than other areas, reflecting the larger house types.	-
4	BUILDING LINES	• Consistent frontage in terms of being setback from camp road with variations allowed from main frontage for gable and bay projections. • The building line will be set back from Camp Road though main frontage to be consistent between groups of dwellings.	See edge type E1 where bay and gables extend from building front then consistent frontage line relates to the average setback line across the dwelling frontage.
5	HEIGHT / ENCLOSURE	• 2–2.5 Storey - predominantly 2 storey.	2.5 Storey at corner plots if used
6	ROOFSCAPE	• Consistencey in eaves and ridge line required. • Roof pitches should vary depending on the building typology. • Dormer windows should be well set back to break up the roof line.	No single plane pitch allowed. Frequent gables variations in roof form encouraged. Dwellings should have a consistent ridge height with a minimum pitch of 35 degrees.
7	SCALE AND PROPORTION	• Street composition to provide variation rather than repetition through varied use of house types. • Proportional buildings with simple volumes encourages with the overall scale and massing being consistent.	Windows asymmetrical across frontage.
8	BUILDING DETAIL	• Door canopies to be prominent flat pitched or gabled pitched. • Gabled frontage to all Camp Road garages. • Buildings will reflect the simple character of the existing Officers housing.	Bellcast headers, brick detail coursing, stone headers and cills allowed.
9	BUILDING MATERIALS	• Walls - brick (2 types) to ground floor of detached villas, textured brown brick for feature detailing. • Roof - Slate/slate effect. • Predominantly brick, with some rendered key buildings.	Continuity required to CA1/CA2 hence no brown tile roofing. Predominantly brick, occasional render. Slate to western gateway Materials to be agreed at RMA stage.
10	LANDSCAPE DESIGN	• Formal street tree planting at regular spacings within wide grass verges and/or front gardens. Residential frontages to be simple formal hedges. • Development will be set back behind a landscaped verge, this will be formally planted with avenue tree planting either on or off plot, species to be compatible with SUDs conditions.	Verges could be planted with spring flowering bulbs to create interest.
11	PARKING	• Predominantly on plot with paired arrangements of garages and driveways.	-



FRAMEWORK PLAN WEST

KEY:

- PROPOSED STREETS (NEW AND EXISTING)
- CAMP ROAD (INCLUDING DIVERSION)
- EXISTING TREES
- DEVELOPMENT PARCEL
- CAMP ROAD - EDGE TYPE E1
- OTHER FRONTAGES - BUILT FORM
- PROPOSED TREE LINED AVENUE
- EXISTING LANDMARK BUILDING
- KEY SPACES PARTICULAR EMPHASIS REQUIRED TO CREATE HIGH QUALITY PUBLIC REALM
- KEY CORNERS
- NEW LANDMARK BUILDING
- EXISTING BUILDINGS
- DIRECT PLOT ACCESS (2 No DWELLINGS MINIMUM) SEE STREET HIERARCHY TABLE FOR SPACING
- EXISTING RETAINED ROADS

FRAMEWORK PLAN EAST

EXISTING OFFICERS' HOUSING

INDICATIVE DESIGN CONCEPT

CA4 - CAMP ROAD - MATERIALS (OR SIMILAR APPROVED)

PREDOMINANT BUILDING WALL MATERIAL

Brick Type 1 - predominantly Red with occasional brown tones

Brick Type 2 - predominantly Red with occasional brown tones

SECONDARY BUILDING WALL MATERIAL

Render - Sand/Chalk White

ROOF MATERIALS

Slate/Slate Effect

WINDOW FENESTRATION COLOUR

White

Light Grey

Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	CA1/CA2/CA3	N/A	- -
LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.	CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.
PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	Not allowed on majority of camp road hence excluded from ca4 where away from Village Centre. Parallel parking is allowed in the Village Centre itself.
PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Parking to be separated by landscaping and/ or footways into maximum rows of 4N°. bays.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	
MEWS COURT-HOUSE/ COVERED PARKING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.	CA2	ST3/ST4	- -
ATTACHED/INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.	CA2/CA4/CA5/ CA6/CA7/8	ST1/ST5	Garages to be set back behind building line with tandem parking allowed in this instance camp road ca4 to serve 2 dwellings where possible.
DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.	CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.
HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.	CA2–CA8	ST1–ST5	- -
DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.	CA2–CA8	ST1–ST5	Garages to be setback from prominent frontages.

ATTACHED GARAGE

INTEGRAL GARAGE

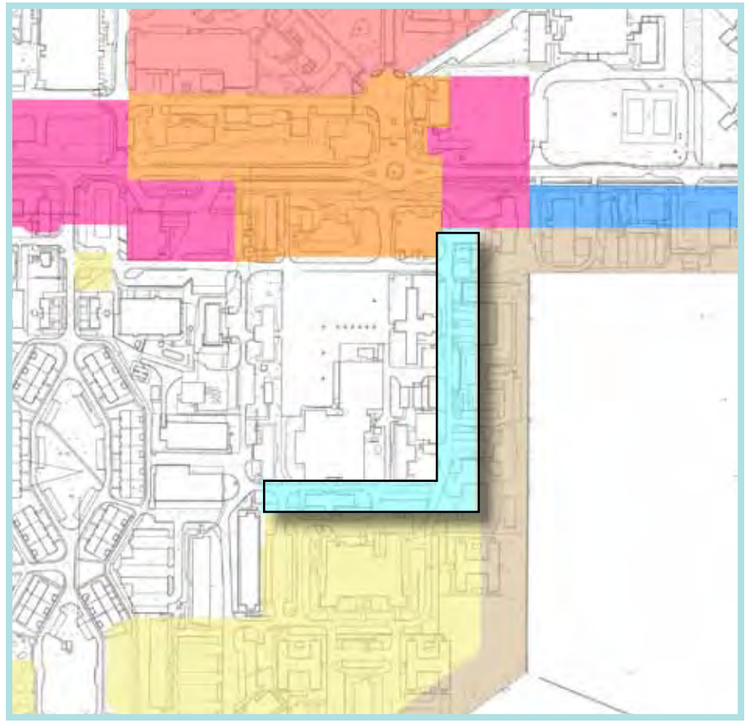
HARD STANDING

DETACHED GARAGE

COMPARITIVE PARKING TYPOLOGY TABLE

(PARKING TYPES APPROPRIATE IN THIS CHARACTER AREA ARE HIGHLIGHTED)

CHARACTER AREA 5 - VILLAGE GREEN



EXISTING FACILITIES AND BARRACKS BUILDINGS TO PROVIDE DESIGN PRECEDENT FOR THIS AREA

CA5 – VILLAGE GREEN

4.39 Located on the south-eastern side of Heyford Park, this area will see set piece housing that will front onto the village green. Housing has a higher density and will face onto the Village Green responding to the former parade ground once situated in this area. This development will frame the Village Green and benefit from frontage onto the large open space with the northern edge interfacing with the Village Centre.

4.40 A maximum height of three storey detached and semi-detached dwellings only laid out in a formal approach with common building lines and regularised space between dwellings.

4.41 The Village Green is the largest open space within Heyford Park and the landscape design of the Village Green should respect the formal and rectilinear character of this space providing a strong sense of formality with a unified, regular massing of houses with consistent approach to design and symmetry responding to the existing facilities and barracks that can be seen in adjacent areas.

4.42 Clear visual and physical connections will be provided to help orientate pedestrians towards the Village Centre.

4.43 Existing buildings where retained are likely to be commercial use although residential will be explored especially in building 485.

4.44 The following tables, plan, text and illustrations address the design components:

INDICATIVE DESIGN CONCEPT

CA5 - VILLAGE GREEN

CA5	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Frontage to village green • Development will generally be formal, comprising a unified and regular massing of built form that fronts onto the Village Green. • Villa style development, with detached and semi detached units will provide a regular rhythm to the space. • Coherent groups of house types and styles to be used.	See edge type E6.
2	BUILDING TYPOLOGY	• Detached and semi detached dwellings in the form of villas.	See building typology table.
3	DENSITY	• Will generally be medium 30–35dph.	-
4	BUILDING LINES	• Consistent frontages with regular spacing between dwellings. • Development will follow a formal fixed building line. • Encroachments are allowed in the form of balconies and central projections.	See edge type E6. Allowance for central gable projection.
5	HEIGHT / ENCLOSURE	• 2/3 Storey. • Development should have greater presence than other areas of the scheme. • Consideration should also be given to raise the ground floor 400mm to provide greater presence and privacy.	Greater ceiling height than other housing areas encouraged.
6	ROOFSCAPE	• Pyramidal or full hip roof to all dwellings. • A consistent eaves and ridge line should be maintained. • Dwellings should have a largely symmetrical plan and facade.	Centrally located chimney encouraged.
7	SCALE AND PROPORTION	• Relatively deep front to back symmetric buildings proportionate in scale and plot size to its surrounding context. • Consistency in plot width across elevations. • Eaves and roof line to be consistent across a frontage to maintain a symmetrical approach.	Taller floor heights than other housing areas encouraged.
8	BUILDING DETAIL	• Symmetrically arranged windows with a greater height than width. • There should be a clear unity between building features and a formal geometry.	Central gable is not mandatory but encouraged. 4 pane windows with raised central glazing bar enouraged. Eaves to project 300mm beyond wall line. Windows should be well proportioned with vertical emphasis.
9	BUILDING MATERIALS	• Wall- Render and brick to be dominant/consistent across frontage. • Roof - Slate/Slate effect only.	Render to be dominant on frontage. Materials to be agreed at RMA stage.
10	LANDSCAPE DESIGN	• Consistent and formal planting will match the character of the built form. Tree species will be of a formal habit. • The landscape character should be formal and rectilinear in character. • Strong connections visual and pedestrian connections are required to the Village Centre. • A play area will form a component of this area designed in a manner complementary to the attractive visual prominence of the area.	Tree planting within this area to be focused upon trees within the village green. Street furniture – modern design.
11	PARKING	• Parking will be locating alongside housing and predeominantly be on plot. • Parallel or perpendicular parking alongside village green.	See table overleaf.


BAT & BALL

INDICATIVE DESIGN CONCEPT

4. CHARACTER AREAS CODE

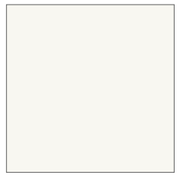
KEY:

- NEW BUILT FRONTAGE - EDGE TYPE E6
- PROPOSED STREETS (NEW AND EXISTING)
- EXISTING TREES
- DEVELOPMENT PARCEL
- OTHER FRONTAGES - BUILT FORM
- PROPOSED TREES
- ZONE FOR PARKING ALONGSIDE STREET
- KEY SPACES PARTICULAR EMPHASIS REQUIRED TO CREATE HIGH QUALITY PUBLIC REALM
- KEY CORNERS
- PRIMARY PEDESTRIAN CONNECTIONS
- EXISTING BUILDINGS
- VIEWS OF VILLAGE GREEN
- LINKS THROUGH FROM VILLAGE GREEN
- EXISTING RETAINED ROADS

FRAMEWORK PLAN

CA5 - VILLAGE GREEN- MATERIALS (OR SIMILAR APPROVED)

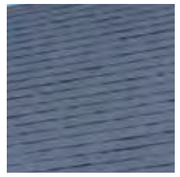
PREDOMINANT BUILDING WALL MATERIAL



Render -
Ivory or White Colour

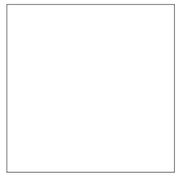
Brick
predominantly Red
with occasional brown
tones

ROOF MATERIALS



Slate/Slate effect

WINDOW COLOUR



White

Ivory

Warm Grey

Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	CA1/CA2/CA3	N/A	- -
LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.	CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.
PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	Not allowed on majority of camp road hence excluded from ca4 where away from Village Centre. Parallel parking is allowed in the Village Centre itself.
PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Parking to be separated by landscaping and/ or footways into maximum rows of 4Nº. bays.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	
MEWS COURT-HOUSE/ COVERED PARKING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.	CA2	ST3/ST4	- -
ATTACHED/INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.	CA2/CA4/CA5/ CA6/CA7/8	ST1/ST5	Garages to be set back behind building line with tandem parking allowed in this instance camp road ca4 to serve 2 dwellings where possible.
DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.	CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.
HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.	CA2–CA8	ST1–ST5	- -
DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.	CA2–CA8	ST1–ST5	Garages to be setback from prominent frontages.

COMPARATIVE PARKING TYPOLOGY TABLE

(PARKING TYPES APPROPRIATE IN THIS CHARACTER AREA ARE HIGHLIGHTED)

INTEGRAL GARAGE

ATTACHED GARAGE

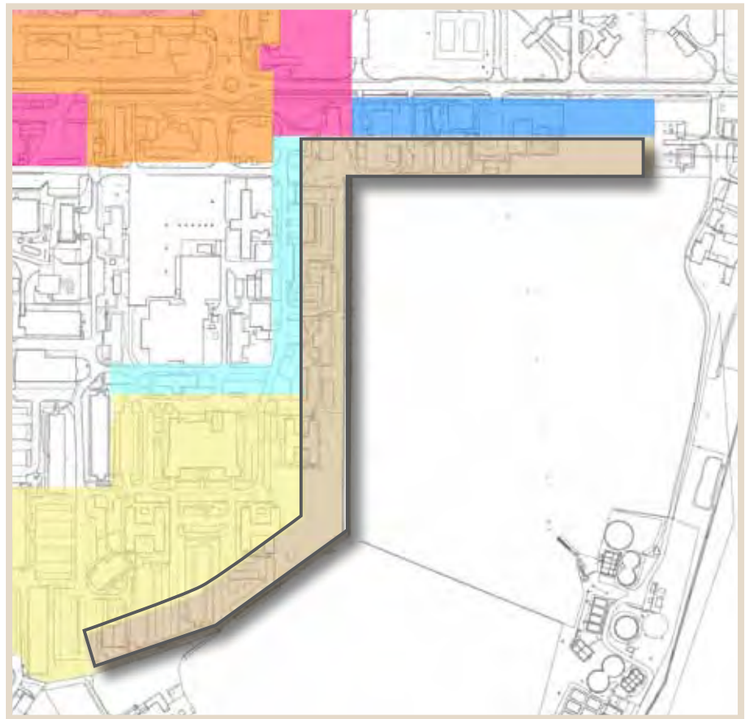
PARALLEL

PERPENDICULAR

HARD STANDING

DETACHED GARAGE

CHARACTER AREA 6 - RURAL EDGE



CA6 – RURAL EDGE

4.45 Located along the south eastern edge of Heyford Park this character area will be typified by detached dwellings adjoining the wider countryside, generally served off private landscaped drives.

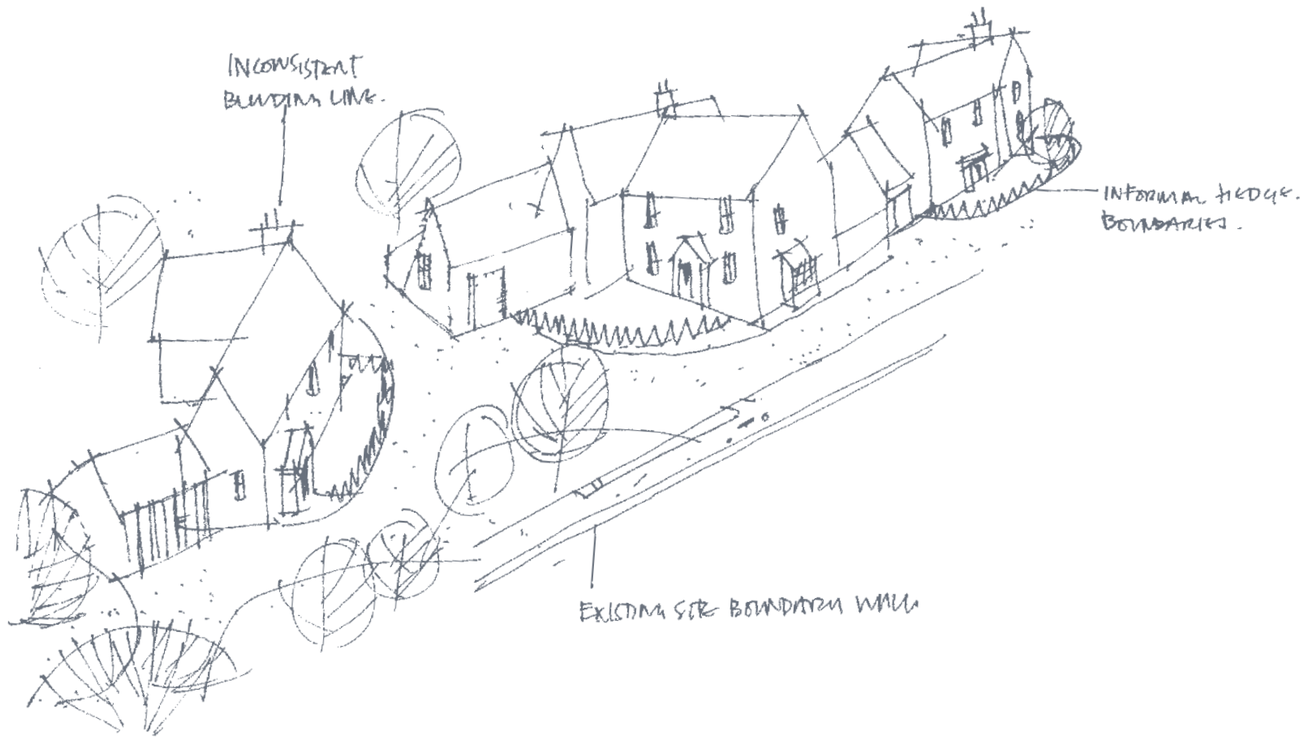
4.46 More open form allows a greater landscape emphasis and potential for greater tree cover to break up built form when viewed from the wider landscape.

4.47 Design objectives promote a less formal character that fits with its more rural context beyond the edge of the former air base:

- The area looks out over the countryside and will provide a lower density of detached and semi detached houses, with some smaller terraces, forming loose clusters.
- Development will be laid out informally with less adherence to specific building lines.
- Houses will be encouraged to have a greater variety of roof and ridge lines to create a more informal character.
- Development in this area should maximise the views over the open countryside.

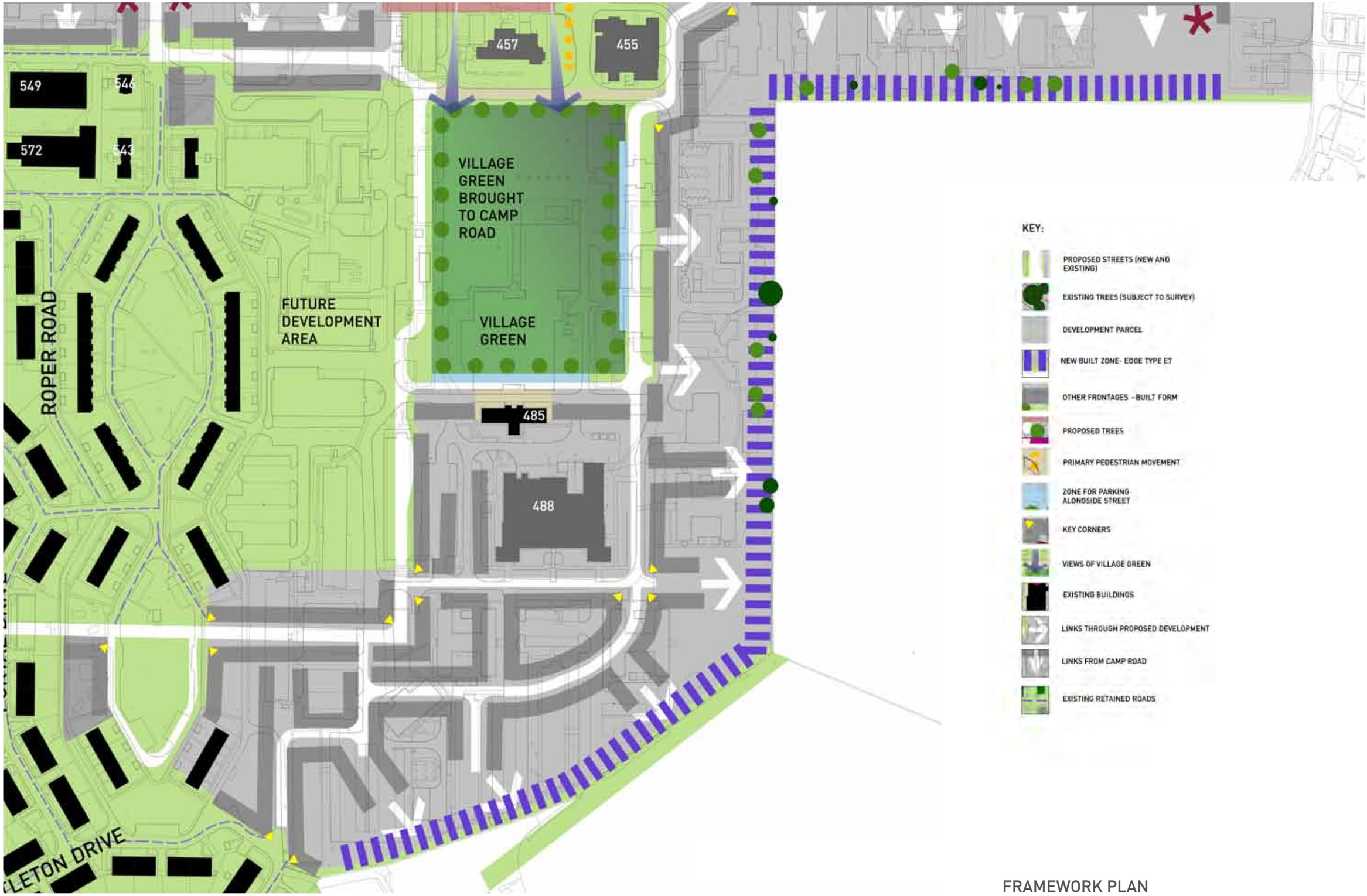
4.48 The following tables, plan, text and illustrations address the design components:

INDICATIVE DESIGN CONCEPT - ILLUSTRATING ONE WAY IN WHICH AN IRREGULAR BUILDING EDGE COULD BE CREATED

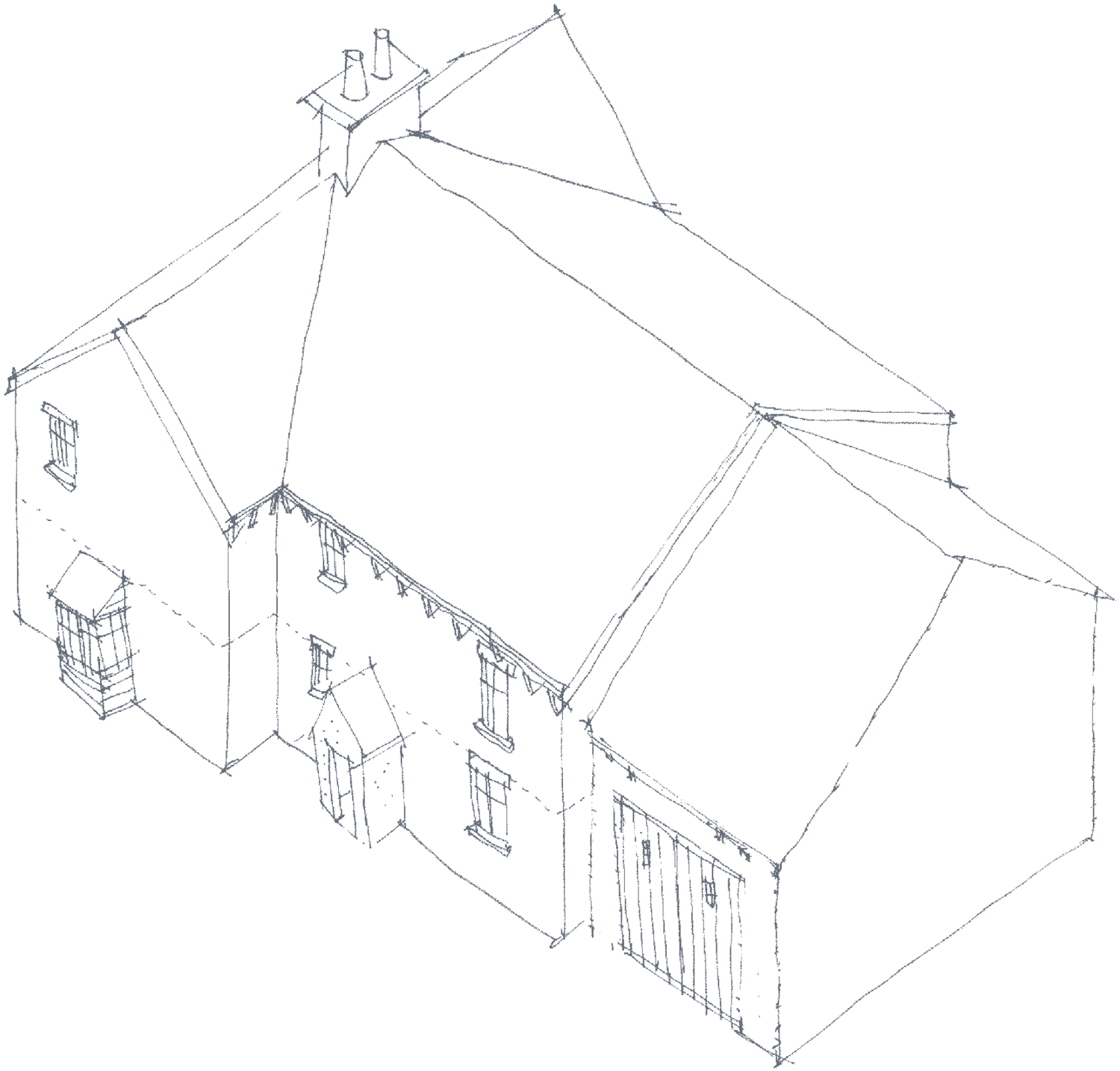


CA6 - RURAL EDGE

CA6	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Adjoining countryside dispersed built form. • The area will have an informal character, made up of largely detached and semi detached units which will form loose clusters. • There should be landscaped areas between groups of dwellings.	See edge type E7.
2	BUILDING TYPOLOGY	• Heyford Farmhouses. • Detached and semi-detached to be dominant built form. • Dwellings will typically be detached or semi detached. • Short rows of terraces will also be supported.	See building typology table more than 50% of units to be detached. Opportunity for larger units and wide frontage properties are encouraged.
3	DENSITY	• Will generally be low up to 24dph.	-
4	BUILDING LINES	• Irregular with spaces between buildings allowing landscape to dominate. • An emphasis on informal approach will be required. • There will be no formal building line and the informal configuration of dwellings needs to be considered as a whole.	See edge type E7.
5	HEIGHT / ENCLOSURE	• 2–2.5 Storeys (predominantly 2 storey).	-
6	ROOFSCAPE	• Overhang creating pronounced eaves will be required. • Varied eave height and gable ends to animate sides. • A variety of roof types are encouraged.	Pronounced eaves may be created by use of exposed rafter feet. No single pitch roof on individual stand alone bulidings.
7	SCALE AND PROPORTION	• Asymmetric buildings with either an 'L' or 'T' shaped footprint.	-
8	BUILDING DETAIL	• Door canopies to be simple pitched. • Traditional details, chimneys to act as prominent building feature. • Houses should be all brick or all render only.	Occasional bay windows to be at least one bay per 5 dwellings encouraged.
9	BUILDING MATERIALS	• Walls - Brick with render. • Roof - Slate/Slate effect/clay tile.	Predominantly brick with occasional render. Slate effect predominant and occasional clay tile. Materials for garages to be agreed at RMA stage.
10	LANDSCAPE DESIGN	• Informal tree planting will soften the urban edge and break up the built form, typically semi-native species and a range of sizes, shapes and colours. Larger landscaped areas provide visual transition. Residential frontages to be bounded by soft landscaping. • Development should be landscape led and buildings should 'feather' into the rural edge. • The existing site boundary stone wall is to be retained.	General planting to be informal with flowering herbaceous and shrub planting in a mix of colours and textures, mature species encouraged with decorative planting of individual 'cottage style' species adjoining houses.
11	PARKING	• Parking will be informally located on plot, in garages or in informal parallel/perpendicular groups in front of dwellings	-



FRAMEWORK PLAN



RURAL EDGE CODE CONCEPT -
ILLUSTRATING ONE WAY OF CREATING A ‘T’ SHAPED BUILDING

CA6 RURAL EDGE

RURAL EDGE INDICATIVE DESIGN CONCEPT

CA6 - RURAL EDGE - MATERIALS (OR SIMILAR APPROVED)

PREDOMINANT BUILDING WALL MATERIAL

Brick predominantly Red with occasional brown tones

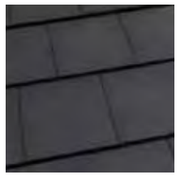
SECONDARY BUILDING WALL MATERIAL

(USED TO BREAK UP AND DETAIL ELEVATION)

Render - Ivory or Sand Colour

ROOF MATERIALS

Tile

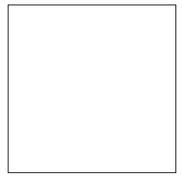


Slate/Slate Effect

WINDOW COLOUR

Ivory

Warm Grey



White

Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	CA1/CA2/CA3	N/A	- -
LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.	CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.
PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.	**CA1/CA2/CA3/ CA5/CA6/CA7/8**	**ST2/ST3/ ST4/ST5**	**Not allowed on majority of camp road hence excluded from ca4 where away from Village Centre. Parallel parking is allowed in the Village Centre itself.**
PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Parking to be separated by landscaping and/ or footways into maximum rows of 4N°. bays.	**CA1/CA2/CA3/ CA5/CA6/CA7/8**	**ST2/ST3/ ST4/ST5**	
MEWS COURT-HOUSE/ COVERED PARKING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.	CA2	ST3/ST4	- -
ATTACHED/INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.	**CA2/CA4/CA5/ CA6/CA7/8**	**ST1/ST5**	**Garages to be set back behind building line with tandem parking allowed in this instance camp road ca4 to serve 2 dwellings where possible.**
DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.	CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.
HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.	**CA2–CA8**	**ST1–ST5**	**- -**
DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.	**CA2–CA8**	**ST1–ST5**	**Garages to be setback from prominent frontages.**

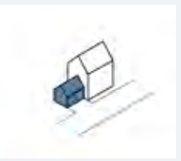
COMPARATIVE PARKING TYPOLOGY TABLE

(PARKING TYPES APPROPRIATE IN THIS CHARACTER AREA ARE HIGHLIGHTED)

PARALLEL

PERPENDICULAR

ATTACHED GARAGE

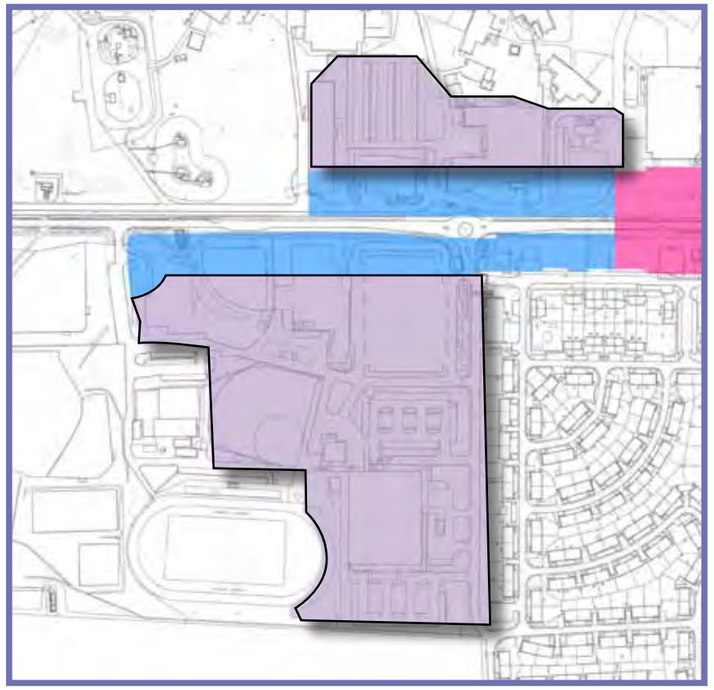


HARD STANDING

DETACHED GARAGE

INTEGRAL GARAGE

CHARACTER AREA 7 - CORE HOUSING WEST



CA7 CORE HOUSING - WEST

4.49 The core housing area to the west of the site is located to the north and south of Camp Road on the west of Heyford Park. The housing will be simple and formal in a 'perimeter block' format reflecting the form of the rectilinear existing base layout. This promotes a strong sense of public and private realm relationship with fronts facing the public realm and private backs in the gardens, which are generally not exposed or visible.

4.50 Tree planting will be located along shared routes between vehicles and pedestrians. Garages will be setback from building line to soften the impact of cars in the street scene.

4.51 This area forms a significant area of development and it will have a variation of details depending on location.

- The character of development has been inspired by the simple Arts and Crafts form which can be found in Carswell Circle and the Officers' housing at Heyford. The simple cues that define these areas are to be developed and evolved in this character area.
- There will be a mixture of formal and informal streets, with dwellings providing clear presence and frontage onto streets and public realm.
- Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of a street.
- Two special conditions have been identified within the character area, which include fronting the SUDS corridor and along the secondary roads, which forms part of the bus route.

4.52 The following tables, plan, text and illustrations address the design components:

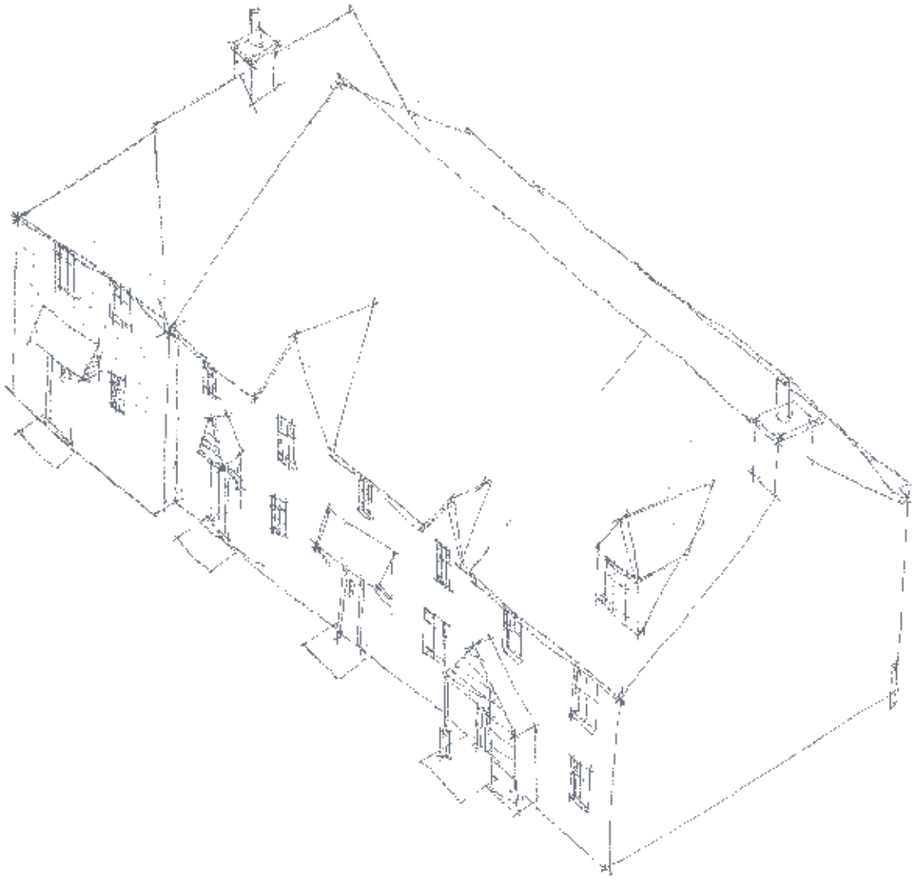
EXISTING OFFICERS' HOUSING

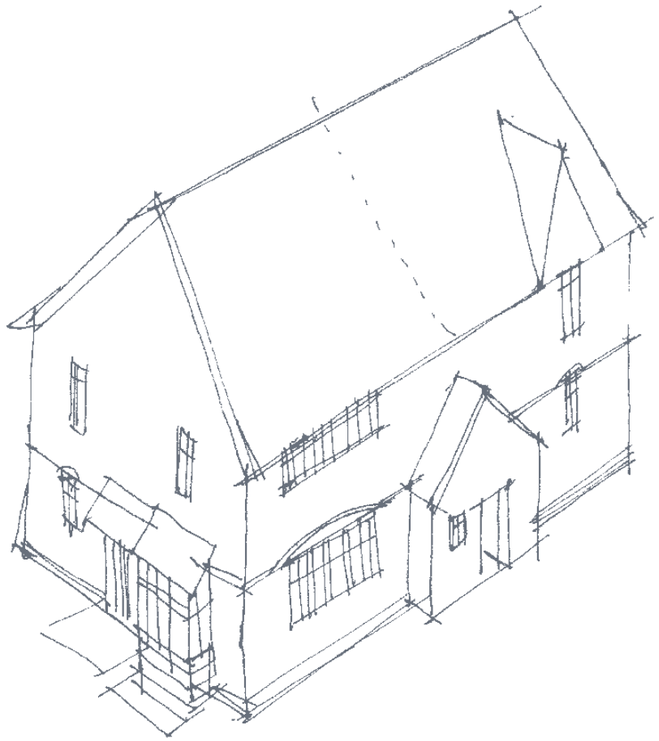
EXISTING OTHER RANKS' HOUSING

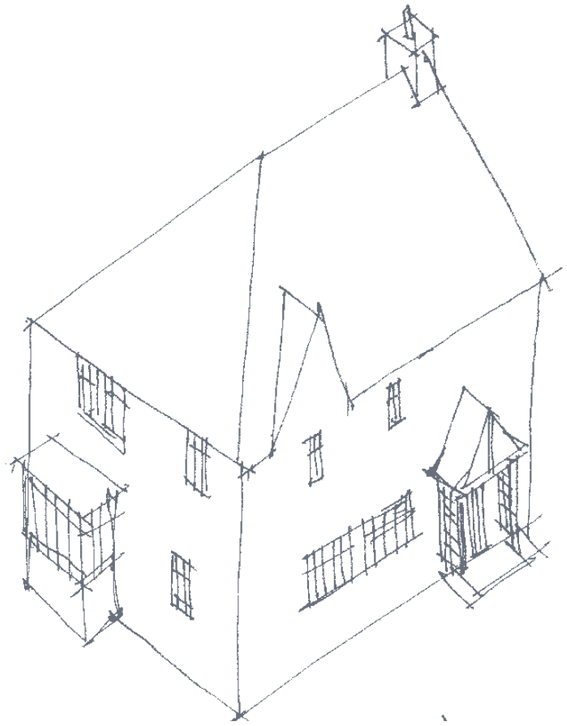
CA7 - CORE HOUSING - WEST

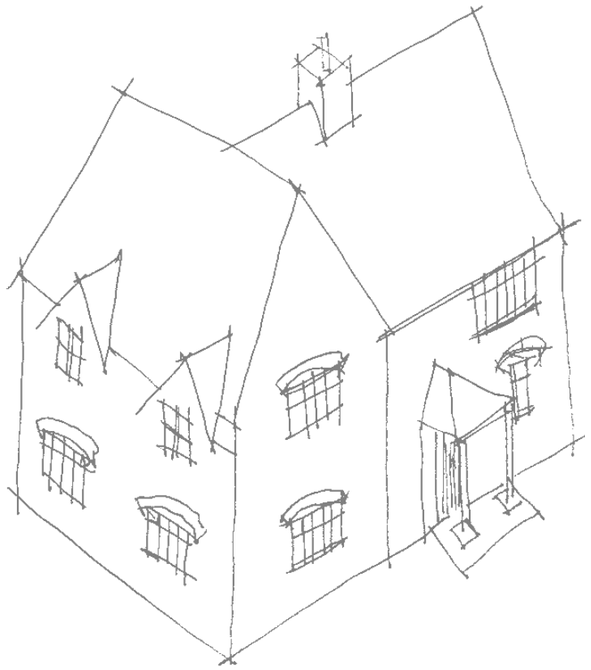
CA7	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Arranged in perimeter blocks with strong sense of public-private realm definition. • The area should have a mixture of formal and informal streets and places which will be articulated through the landscape and building form and detail. • Dwellings will provide clear presence and frontage onto streets and public realm. • Buildings adjacent to pedestrian connections to the bungalow area should turn the corner and have greater presence. • Development will back onto bungalows. Management of buffer will be considered to maintain landscape edge.	See edge types E2/E3/E4/E5.
2	BUILDING TYPOLOGY	• Detached and semi-detached housing with short terraces. • Buildings will be predominantly single family homes. • Buildings should be arranged in groups of 4 – 8 units which share similar characteristics to provide consistency across the street scene. • Corner turner buildings are required at key junctions. These buildings should have greater presence and architectural detail.	See building typology table. Terraces encouraged to provide consistency across frontages and limit narrow gaps between smaller house types.
3	DENSITY	• Density will typically be 30 - 35 dph but will vary through the site. • Further information is set out in the special condition code.	-
4	BUILDING LINES	• Frontage in terms of setback may vary depending on edge type. • Building lines should be consistent between groups of buildings but may vary along the length of the street, apart from in the SUDS special condition area. • Irregular frontage to SUDs corridor • Building lines will be permitted to move forward or back to give emphasis in key locations.	See edge types E2/E3/E4/E5.
5	HEIGHT / ENCLOSURE	• 2–2.5 Storeys	Preference for 2.5 storey, if used, to be on corners.
6	ROOFSCAPE	• Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of a street. • Dormer windows should be well set back to break up the roof line.	50% of dwellings have gable or dormer within roof form.
7	SCALE AND PROPORTION	• Building scale to be complementary to adjoining buildings. • Plots scale and plot size to be proportionate to surrounding context.	Consistency of building scale and arranged on groups of 4–10 buildings that share similar characteristics.
8	BUILDING DETAIL	• Traditional details, entrance to be defined with canopy. • The houses should be configured to ensure that, wherever possible, windows to habitable rooms front onto the street and public realm. • Dwellings should be designed to ensure that there are no blank walls onto the street and public realm.	Changes in canopy design between neighbouring dwellings (where not in terrace). Window size may vary across elevation. Door canopies to be simple pitched, occasional bay windows. Render encouraged on landmark buildings. Occasional chimneys to act as building feature.
9	BUILDING MATERIALS	• Walls - Predominantly brick with limited render. • Roof - Slate/Slate effect and tile.	Predominantly brick, occasional render. Predominantly slate effect, occasional tile. Stone effect heads and cills allowed. Materials to be agreed at RMA stage.
10	LANDSCAPE DESIGN	• Soft landscaping to be simple and largely open frontages.	Street trees to be formal in habit along tertiary streets and secondary streets; and informal along shared surface streets and lanes. Low walls may may be used occasionally.
11	PARKING	• Range of parking strategies following good practice guidance. • On shared surface routes parking can be parallel to maximise efficiency. • Parking will be predominantly on plot adjacent to the plot. • Parking will be configured as part of the public realm design.	-

FRAMEWORK PLAN









CORE HOUSING WEST
CODE CONCEPT ILLUSTRATION -
SHOWING ONE WAY OF CREATING VARIED ROOF FORM AND ASYMMETRICAL ELEVATIONS

CA7 CORE HOUSING - WEST

INDICATIVE DESIGN CONCEPT

CA 7 – CORE HOUSING - MATERIALS (OR SIMILAR APPROVED)

BUILDING WALL MATERIAL

Brick Type 1 - predominantly Red with occasional brown tones

Brick Type 2 - predominantly Red with occasional brown tones

SECONDARY BUILDING WALL MATERIAL

(USED TO BREAK UP AND DETAIL ELEVATION)

Render - Ivory or Sand Colour

ROOF MATERIALS

Tile

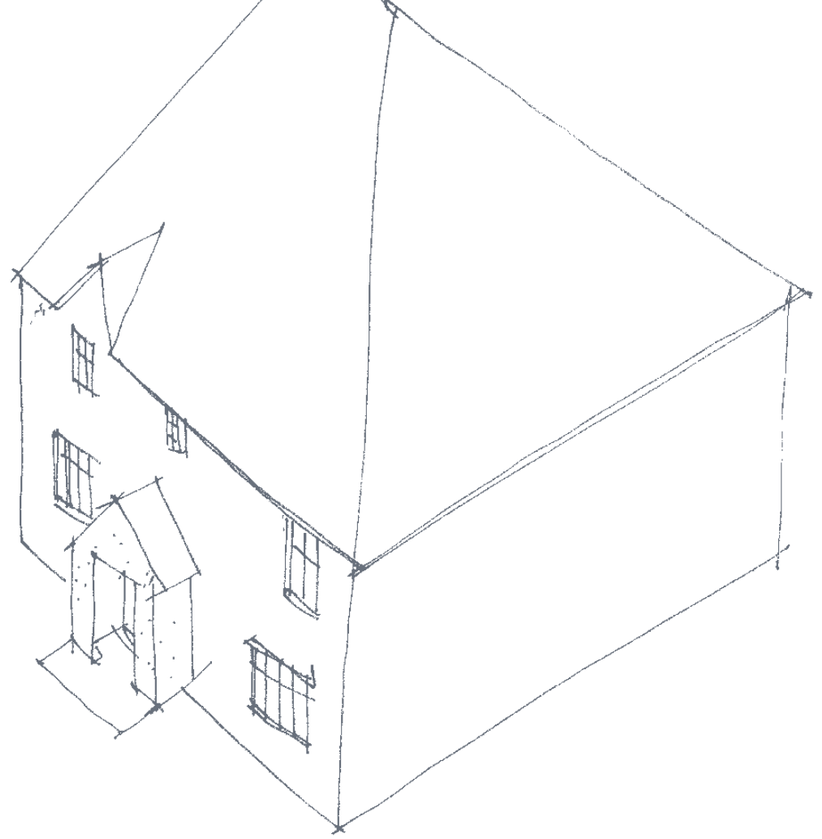
Slate / Slate Effect

WINDOW/FENESTRATION COLOUR

White

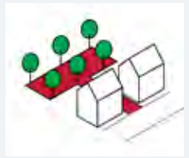
Ivory

Warm Grey



Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	CA1/CA2/CA3	N/A	- -
LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.	CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.
PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	Not allowed on majority of camp road hence excluded from ca4 where away from Village Centre. Parallel parking is allowed in the Village Centre itself.
PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Parking to be separated by landscaping and/ or footways into maximum rows of 4N°. bays.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	
MEWS COURT-HOUSE/ COVERED PARKING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.	CA2	ST3/ST4	- -
ATTACHED/INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.	CA2/CA4/CA5/ CA6/CA7/8	ST1/ST5	Garages to be set back behind building line with tandem parking allowed in this instance camp road ca4 to serve 2 dwellings where possible.
DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.	CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.
HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.	CA2–CA8	ST1–ST5	- -
DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.	CA2–CA8	ST1–ST5	Garages to be setback from prominent frontages.

LANDSCAPED PARKING COURT



PARALLEL

PERPENDICULAR

HARD STANDING

DETACHED GARAGE

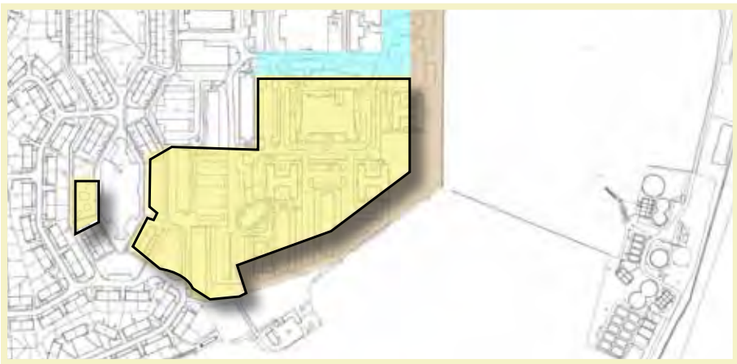
ATTACHED GARAGE

INTEGRAL GARAGE

COMPARATIVE PARKING TYPOLOGY TABLE

(PARKING TYPES APPROPRIATE IN THIS CHARACTER AREA ARE HIGHLIGHTED)

CHARACTER AREA 8 - CORE HOUSING EAST



CA8 – CORE HOUSING - EAST

4.53 The core housing area to the east of the site is also located to the north and south of Camp Road and is to the eastern side of Heyford Park. The housing will be simple and formal in a 'perimeter block' format reflecting the form of the rectilinear existing base layout. This promotes a strong sense of public and private realm relationship with fronts facing the public realm and private backs in the gardens, which are not exposed or visible.

4.54 Housing will be a maximum of two and a half storey and shape the form and detailing of CA7, but with subtly different detailing and, range of materials and colours.

4.55 This area forms a significant area of development to the south and a smaller development to the north, the design approach is as follows;

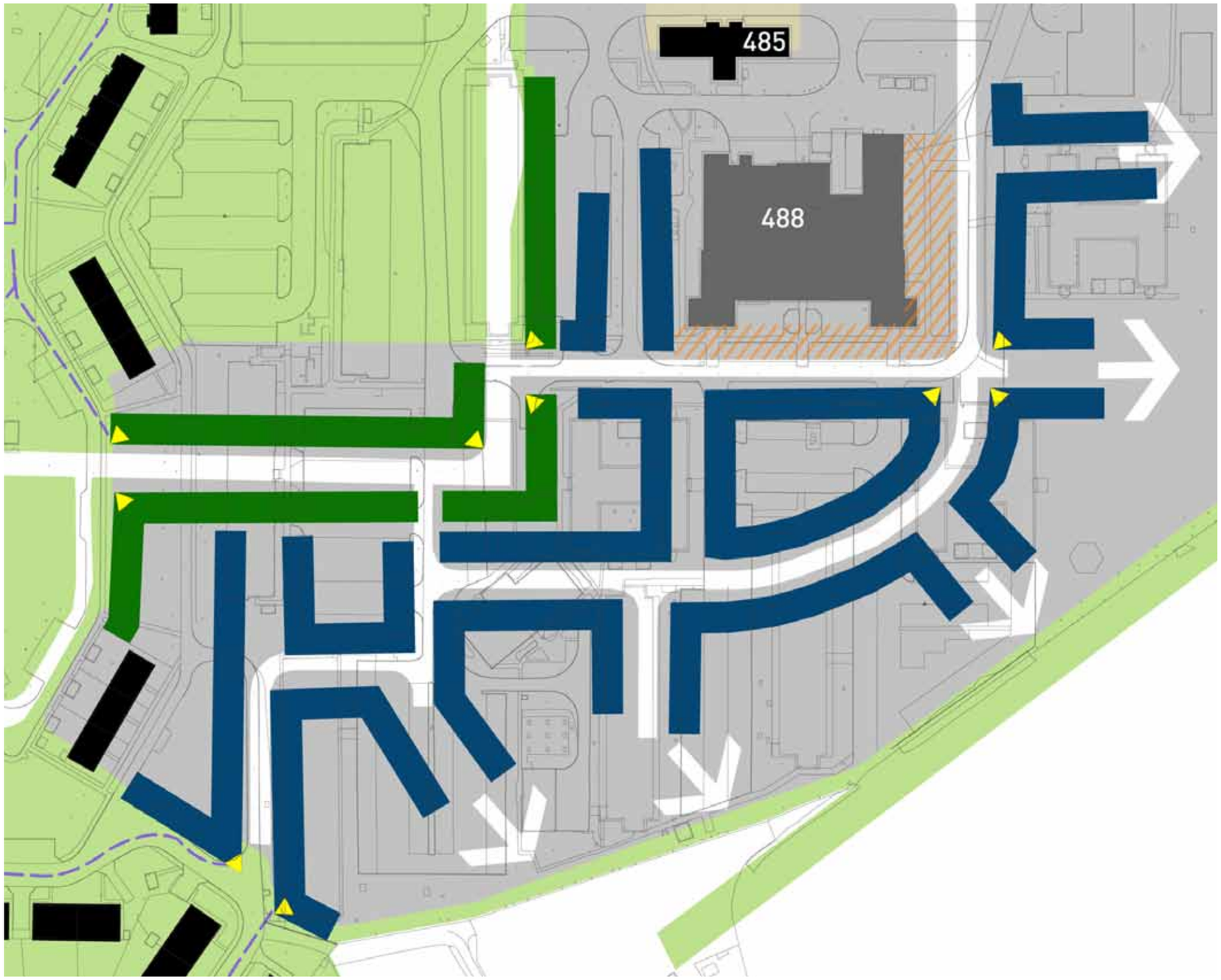
- The character of development has again been inspired by the simple Arts and Crafts form which can be found in Carswell Circle and the Officers housing at Heyford. The simple cues that define these areas are to be reinterpreted in this character area.
- There will be a mixture of formal and informal streets, with dwellings providing clear presence and frontage onto streets and public realm.
- Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of a street.

4.56 Development will be located next to existing buildings and needs to reflect this specific context. To the north development will be accessed via the existing Officers housing, and will back on to the existing bungalows. To the southwest of the character area development will infill areas of Carswell Circle.The following tables, plan, text and illustrations address the design components:

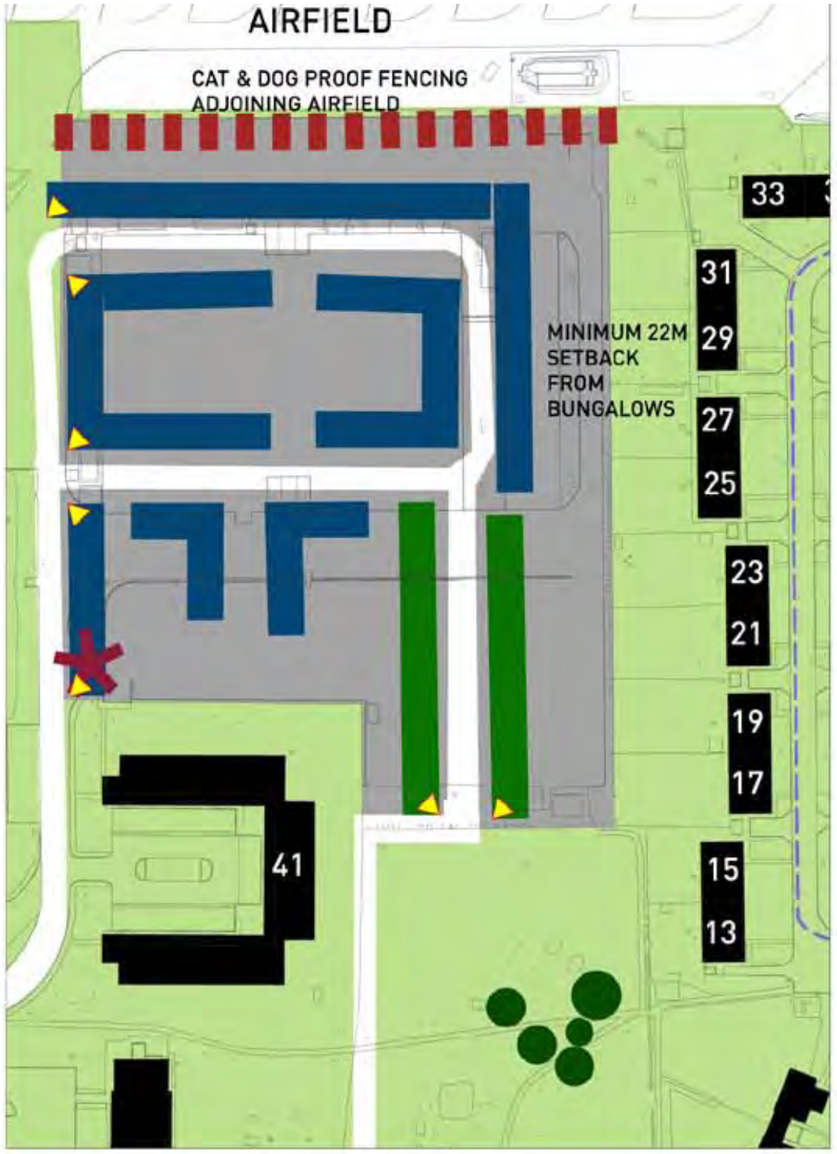
EXISTING OFFICERS' HOUSING

EXISTING OTHER RANKS' HOUSING

CA8	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Arranged in perimeter blocks with strong distinction between public and private realm. • The area should have a mixture of formal and informal streets and places, which will be articulated through the landscape and building form and detail. • Dwellings will provide clear presence and frontage onto streets and public realm .	See edge types E2/E3/E4/E5. Development that infills areas of Carswell Circle should have consistent ridge and eave heights, building lines, massing and detail to the existing buildings development proposals to address effective retention of Building 488.
2	BUILDING TYPOLOGY	• Detached and semi-detached housing with short terraces. • Buildings will be predominantly single family homes. • Buildings should be arranged in groups of 4 – 8 units which share similar characteristics to provide consistency across the street scene.	See building typology table. Terraces encouraged to provide consistency across frontages and limit narrow gaps between smaller house types.
3	DENSITY	• Density will typically be 30 - 35 dph but will vary through the site.	-
4	BUILDING LINES	• Frontage in terms of setback may vary depending on edge type. • Building lines should be consistent between groups of buildings but may vary along the length of the street. • Building lines will be permitted to vary forward or back to give emphasis in key locations.	See edge types E2/E3/E4/E5.
5	HEIGHT / ENCLOSURE	• 2–2.5 Storeys (predominantly 2 storey).	Preference for 2.5 storey to be used on corners.
6	ROOFSCAPE	• Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of a street. • Dormer windows should be well set back to break up the roof line.	50% of dwellings have gable or dormer within roof form.
7	SCALE AND PROPORTION	• Buildings and fenestration to encourage asymmetric buildings form, proportionate in scale and plot size to its surrounding context.	Consistency of building scale encouraged with groups of 4–10 buildings that share similar characteristics.
8	BUILDING DETAIL	• Traditional details, porch to be pitched or flat canopy with mandatory changes in canopy design between neighbouring dwellings. • The houses should be configured to ensure, wherever possible, that windows to habitable rooms front onto the street and public realm. • Dwellings should be designed to ensure that there are no blank walls onto the street and public realm.	Occasional chimneys to act as building feature. Occasional bay windows. Window size may vary across elevation.
9	BUILDING MATERIALS	• Walls - Brick and render. • Roof - Slate/Slate effect and tile.	Predominantly brick, occasional render. Predominantly slate effect, occasional tile. Render whole dwelling where used. Materials to be agreed at RMA stage.
10	LANDSCAPE DESIGN	• Soft landscaping to be simple and largley open frontages • Planting to be used screen and break up parking areas.	Street trees to be formal in habit along tertiary streets and secondary streets; and informal along shared surface streets and lanes.
11	PARKING	• Parking will predominantly be on plot. • Parking will be configured as part of the public realm design.	-



FRAMEWORK PLAN (CA8 SOUTH)



KEY:

- PROPOSED STREETS (NEW AND EXISTING)
- EXISTING TREES
- DEVELOPMENT PARCEL
- E3 - LANDSCAPED FRONTAGE
- E4 - PARK STREETS
- E5 - AIRFIELD BOUNDARY
- OTHER FRONTAGES - BUILT FORM
- FRONTAGE TO BE DESIGNED AS A COMPOSITION TO INTEGRATE NEW AND EXISTING BUILT FORM
- PROPOSED TREES
- EXISTING BUILDING
- KEY SPACES PARTICULAR EMPHASIS REQUIRED TO CREATE HIGH QUALITY PUBLIC REALM
- KEY CORNERS
- NEW LANDMARK BUILDING
- LINKS THROUGH PROPOSED DEVELOPMENT
- EXISTING RETAINED ROADS & SPACES

FRAMEWORK PLAN (CA8 NORTH)

INDICATIVE DESIGN CONCEPT - SHOWING ONE WAY IN WHICH THE ROOF FORM COULD BE VARIED

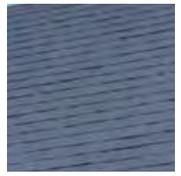
CA8 - HOUSING WEST - MATERIALS (OR SIMILAR APPROVED)

PREDOMINANT BUILDING WALL MATERIAL

Brick Type 1 - predominantly Red with occasional brown tones

Brick Type 2 - predominantly Red with occasional brown tones

ROOF MATERIALS



Slate/Slate effect

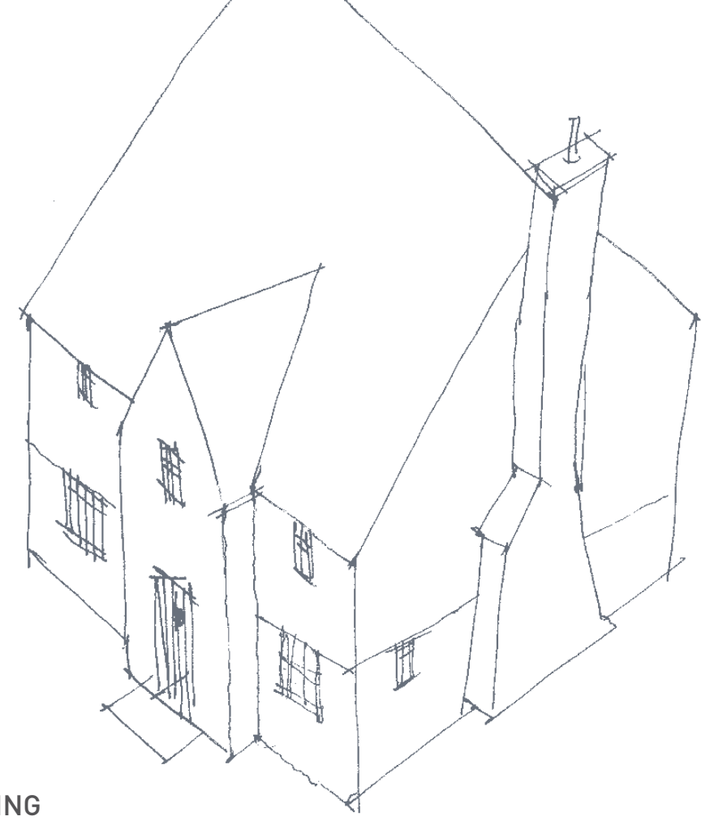
Tile

WINDOW/FENESTRATION COLOUR

Ivory

Warm Grey

White



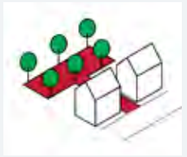
CODE SUMMARY DRAWING

Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	CA1/CA2/CA3	N/A	- -
LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.	CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.
PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	Not allowed on majority of camp road hence excluded from CA4 where away from Village Centre. Parallel parking is allowed in the Village Centre itself.
PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Parking to be separated by landscaping and/ or footways into maximum rows of 4N°. bays.	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	
MEWS COURT-HOUSE/ COVERED PARKING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.	CA2	ST3/ST4	- -
ATTACHED/INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.	CA2/CA4/CA5/ CA6/CA7/8	ST1/ST5	Garages to be set back behind building line with tandem parking allowed in this instance camp road ca4 to serve 2 dwellings where possible.
DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.	CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.
HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.	CA2–CA8	ST1–ST5	- -
DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.	CA2–CA8	ST1–ST5	Garages to be setback from prominent frontages.

COMPARATIVE PARKING TYPOLOGY TABLE

(PARKING TYPES APPROPRIATE IN THIS CHARACTER AREA ARE HIGHLIGHTED)

LANDSCAPED PARKING COURT

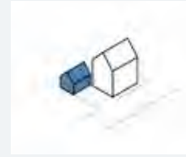


PARALLEL

PERPENDICULAR

HARD STANDING

DETACHED GARAGE



ATTACHED GARAGE

INTEGRAL GARAGE

SPECIAL CONDITIONS AREAS

SPECIAL CONDITION AREAS

4.57 As mentioned earlier, certain areas require a special approach in response to particular opportunities and constraints, a distinct design over and above that set out by the character area definition.

4.58 The areas that are set out are:

A - SUDs corridor forming a north/south route.

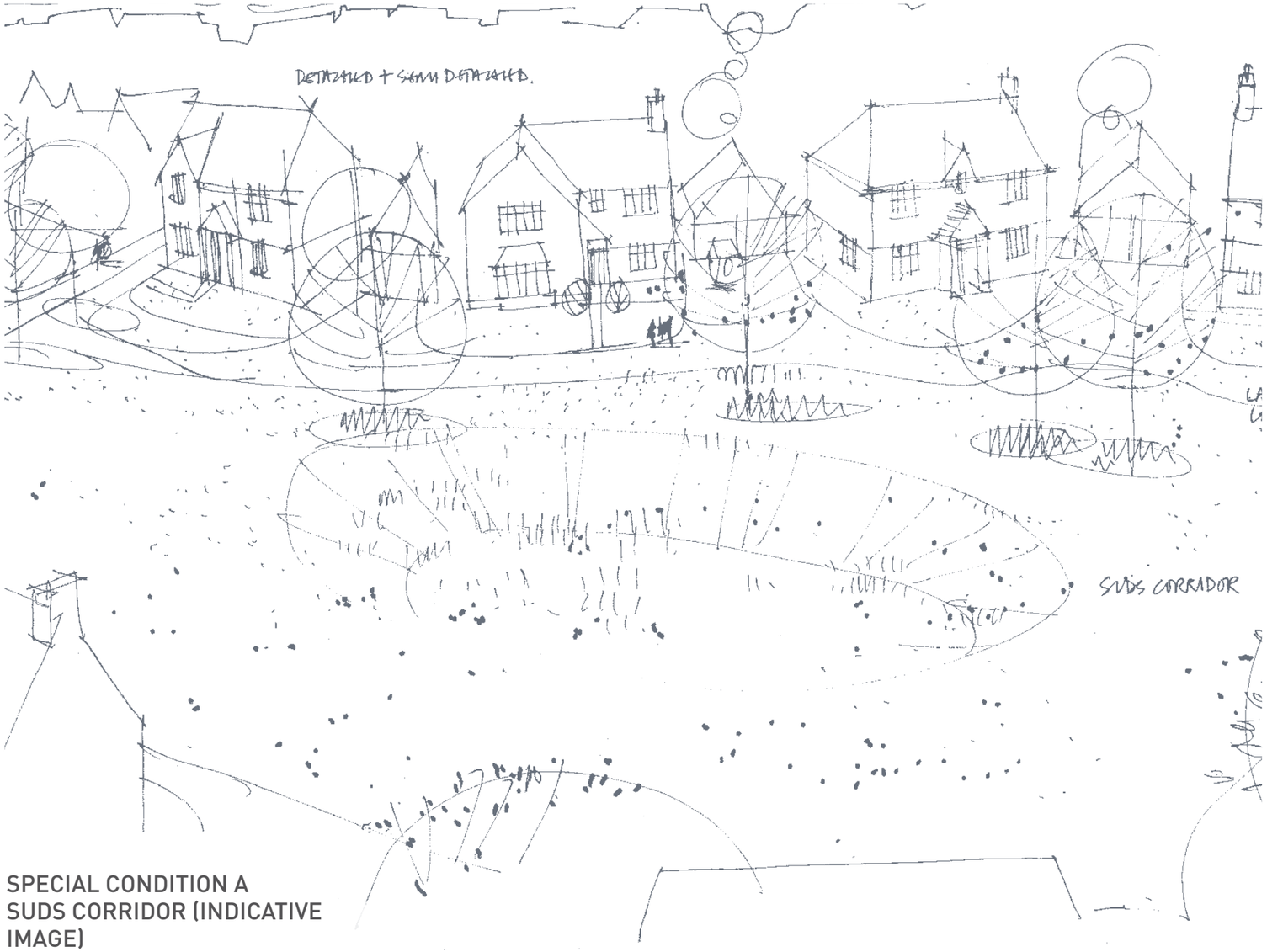
B - North western development edge where there is a need to define a clear boundary.

C - North eastern edge where there is a need to define a edge to the housing and mitigate the car storage in the wider airfield from dominating residential character.

D - Secondary Street (bus route) through new (east/west) core housing.

4.59 These special conditions are addressed within the code either by specific street type and/or edge conditions. They are illustrated and detailed opposite.

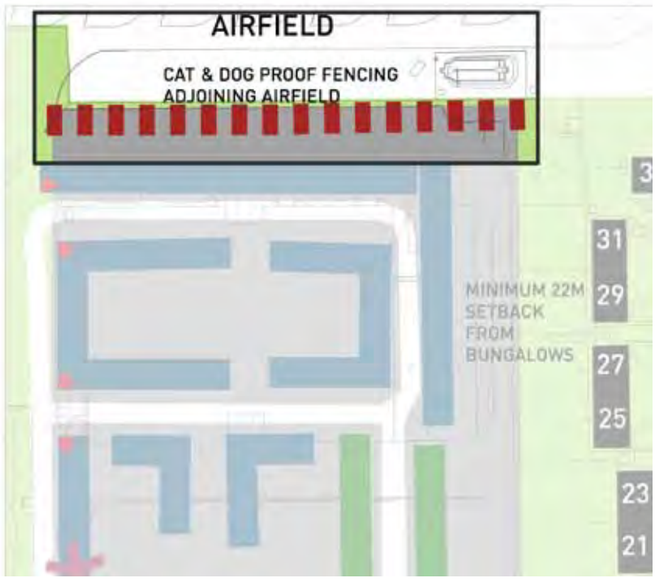
SPECIAL CONDITION A LOCATION



SPECIAL CONDITION A
SUDS CORRIDOR (INDICATIVE IMAGE)

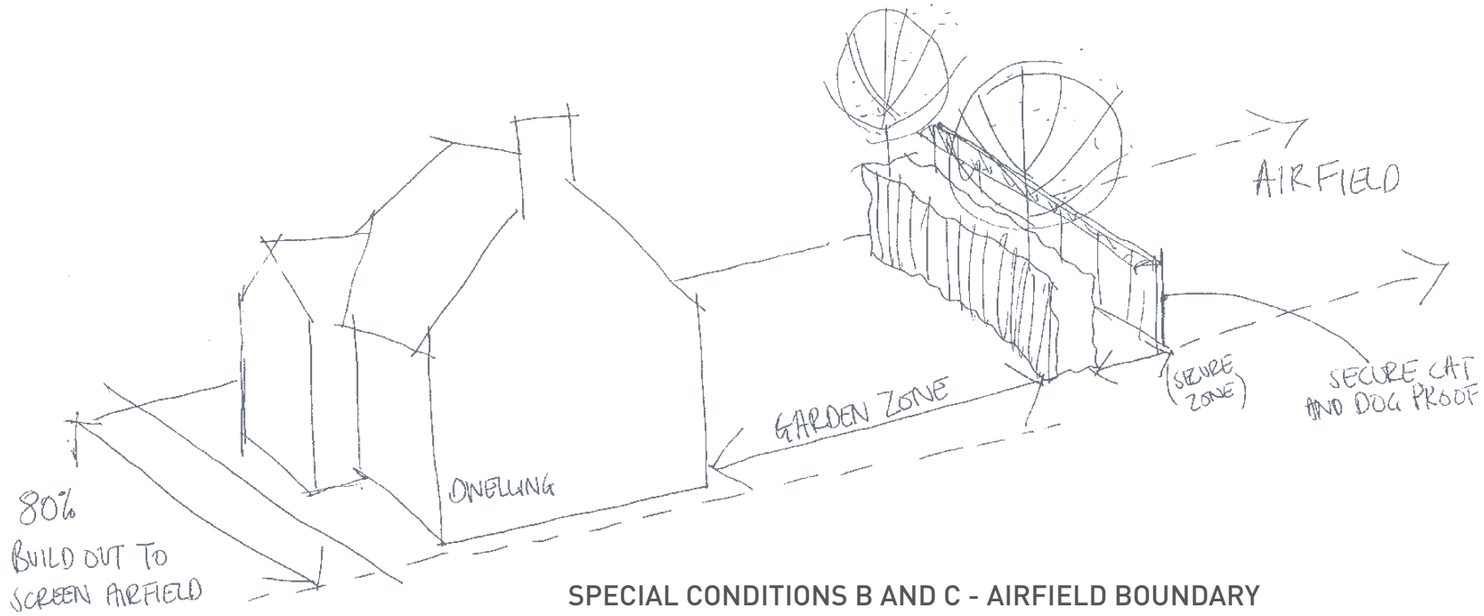
SPECIAL CONDITION AREA A -SUDS CORRIDOR WITH IN CA7

	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Housing arranged alongside the SUDs corridor. • The area should have an informal edge, ie; following an informal line, character through landscape and building design form and detail. • Dwellings will provide good surveillance overlooking lane access.	See edge types E2.
2	BUILDING TYPOLOGY	• Mainly detached and semi-detached. • Buildings will be predominantly single family homes. • Buildings should be arranged in groups of 4 – 8 units which share similar characteristics to provide consistency across the street scene • Corner turner buildings are required at key junctions. These buildings should have greater presence and architectural detail	See building typology table. Terraces primarilty in shared surface locations.
3	DENSITY	• Density will typically be 25–29 dph.	-
4	BUILDING LINES	• Irregular frontage to SUDs corridor.	Refer to Edge Type E2.
5	HEIGHT / ENCLOSURE	• 2–2.5 Storeys.	Preference for 2.5 storey if used on corners.
6	ROOFSCAPE	• Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of a street. • Dormer windows should be well set back to break up the roof line	50% of dwellings have hip/half hip, gable or dormer within it.
7	SCALE AND PROPORTION	• Building depth to be greater along the SUDs corridor than other adjacent streets to give greater building presence.	Consistency of building scale with groups of 4–10 buildings to share similar characteristics .
8	BUILDING DETAIL	• Traditional details, porch to be pitched canopy with changes in canopy design between neighbouring dwellings. • The houses should be configured to ensure that windows to habitable rooms, wherever possible, front onto the street and public realm. • Dwellings should be designed to ensure that there are no blank walls onto the street and public realm.	Window size may vary across elevation. Door canopies to be simple pitched, occasional bay windows. Render encouraged on landmark buildings. Occasional chimneys to act as building feature.
9	BUILDING MATERIALS	• Walls - Predominantly brick with limited render. • Roof - Slate/Slate effect and tile.	Predominantly brick, occasional render. Predominantly slate effect, occasional tile.
10	LANDSCAPE DESIGN	• Spaces between dwellings and frontage areas to be largely open with further planting either side of front doorways. • Hard landscape to design out high kerbs and limit the extent of higher category roads. • The SUDs corridor is addressed in greater detail in the landscape section. • Soft landscaping to be simple and largely open.	Street trees to be formal in habit along tertiary streets and secondary streets; and informal along shared surface streets and lanes.
11	PARKING	• Predominantly on plot parking and garaging, but some visitor parking alongside lanes access allowed. • Parking to be configured as part of the public realm design.	-



SPECIAL CONDITION C - EASTERN BOUNDARY

SPECIAL CONDITION B - WESTERN BOUNDARY

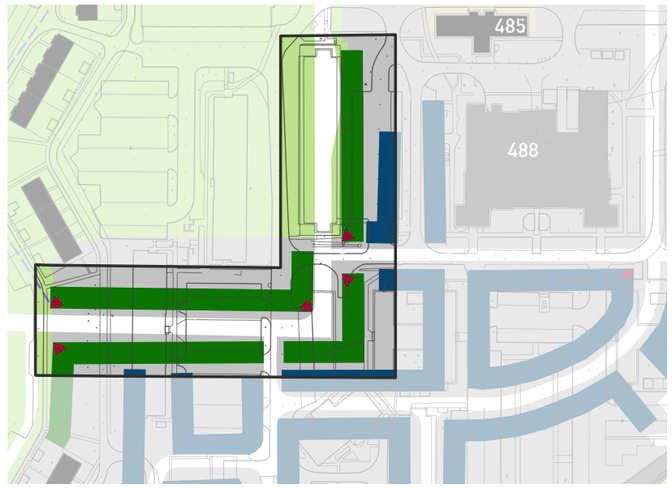


SPECIAL CONDITIONS B AND C - AIRFIELD BOUNDARY

SPECIAL CONDITION AREA B&C -WESTERN & EASTERN AIRFIELD INTERFACE

	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Predominantly arranged to back onto airfield to limit intrusive public realm views to airfield. • Dwellings will provide containment to residential streets facing away from airfield.	See edge types E5 for arifield edge in combination with E4 for street edge.
2	BUILDING TYPOLOGY	• Buildings will be predominantly single family homes, with detached, semi detached and terraced typologies. • Buildings should be arranged in groups of 4 – 8 units which share similar characteristics to provide consistency across the street scene.	See building typology table.
3	DENSITY	• Density will typically be 30 - 35 dph but will vary through the site.	-
4	BUILDING LINES	• Minimum garden zone of 10m to airfield (measured from main rear elevation) with 2m secure zone for Cat & Dog proof fence beyond. • Consistent frontage with 80% minimum build out to limit views to airfield. • Building lines will be permitted to move forward or back to give emphasis in key locations.	See edge types E5 for arifield edge in combination with E4 for street edge.
5	HEIGHT / ENCLOSURE	• Predominantly 2 storey.	If 2.5 storey is used then it should be located on corner plots.
6	ROOFSCAPE	• Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of a street. • Dormer windows should be well set back to break up the roof line.	50% of dwellings have gable or dormer within it to break up roofspace.
7	SCALE AND PROPORTION	• Building depth to promote complementary asymmetric buildings • Scale and plot size to be proportionate to the surrounding context.	Consistency in building scale encouraged with groups of 4–10 buildings to share similar characteristics
8	BUILDING DETAIL	• Traditional details, front door to be defined by canopy. • The houses should be configured to ensure that windows to habitable rooms front onto the street and public realm • Dwellings should be designed to ensure that there are no blank walls onto the street and public realm	Window size may vary across elevation. Door canopies to be simple pitched or flat with occasional bay windows. Render encouraged on landmark buildings. Occasional chimneys to act as building feature
9	BUILDING MATERIALS	• Walls - Predominantly brick with limited render. • Roof - Predominantly slate/slate effect, occasional tile.	-
10	LANDSCAPE DESIGN	• Soft landscaping to be simple and largely open. Residential boundaries to airfield will be hedge planted to screen boundary. • Trees planted along airfield edge to have maximum 6m height to limit branches overhanging secure line.	-
11	PARKING	• Range of parking strategies following good practice guidance. • On shared surface routes parking can be parallel to maximise efficiency. • Parking will be predominantly on plot. • Parking will be configured as part of the public realm design.	-

SPECIAL CONDITION D - BUS ROUTE THROUGH CHARACTER AREA



SPECIAL CONDITION D (EAST)

SPECIAL CONDITION D (WEST)

SPECIAL CONDITION AREA D - SECONDARY STREET BUS ROUTE THROUGH CA7 & CA8.

	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	**URBAN FORM**	• The area should have generally formal streets and places which will be articulated through the landscape and building form and detail. • Dwellings will provide clear presence and frontage onto secondary street and public realm. • Buildings adjacent to pedestrian connections to the bungalow area should turn the corner and have greater presence.	See edge types E3
2	**BUILDING TYPOLOGY**	• Mainly detached and semi-detached housing with short terraces. • Buildings will be predominantly single family homes. • Buildings should be arranged in groups of 8–10 units which share similar characteristics to provide consistency across the street scene • Corner turner buildings are required at key junctions. These buildings should have greater presence and architectural detail.	See building typology table.
3	**DENSITY**	• Density will typically be 30–35 dph but will vary through the site.	-
4	**BUILDING LINES**	• 4–6m building frontage setback zone from kerb edge to promote wider scale to street and promote tree planting. • Building lines will be permitted to move forward or back to give emphasis in key locations	See edge types E3
5	**HEIGHT / ENCLOSURE**	• 2–2.5 Storeys	Preference for 2.5 storey if used on corners.
6	**ROOFSCAPE**	• Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of a street • Dormer windows should be well set back to break up the roof line	Allowance for dwelling to have gable or dormer within roofspace.
7	**SCALE AND PROPORTION**	• Building depth to promote complementary asymmetric buildings.	Consistency of building scale with groups of 4–10 buildings sharing similar characteristics
8	**BUILDING DETAIL**	• Traditional details, with front door canopy and changes in canopy design between neighbouring dwellings (where not in terrace). • The houses should be configured to ensure that windows to habitable rooms front onto the street and public realm • Dwellings should be designed to ensure that there are no blank walls onto the street and public realm	Window size may vary across elevation. Door canopies to be simple pitched, occasional bay windows. Render encouraged on landmark buildings. Occasional chimneys to act as building feature
9	**BUILDING MATERIALS**	• Walls - Predominantly brick with limited render. • Roof - Slate/Slate effect and tile	Predominantly brick, occasional render. Predominantly slate effect, occasional tile.
10	**LANDSCAPE DESIGN**	• Soft landscaping to be simple and largely open. • Emphasis on providing space for street trees.	Street trees to be formal in habit along tertiary streets and secondary streets; and informal along shared surface streets and lanes.
11	**PARKING**	• Range of parking strategies following good practice guidance. • On shared surface routes parking can be parallel to maximise efficiency. • Parking will be predominantly on plot. • Parking will be configured as part of the public realm design.	-

BUILT FORM GUIDANCE – STREETSCENE OVERVIEW

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

- Create obvious main frontages- street frontages are required to be active, and in residential areas activeness equates to movement at building entrances and visibility through fenestration. Blank façades to any street frontage undermine this principle.
- Treat visible end elevations as part of the street scene- Windows should be provided to principle elevations and amended to suit an end/side condition as necessary.
- Dwellings should be orientated to ensure that living space fronts onto street, there should be no bathrooms or ancilialry rooms dominating the street frontage/public realm.

BUILDING DETAIL

4.61 The materials and details will vary in different areas of the site. The proposal is for a relatively simple palette of materials to establish that will vary according to the character area and condition. It should also be noted that the Council would support innovative construction approaches that further a sustainable approach to the development.

4.62 Details considered inlcude;

i. Building detail (window arrangement and proportions, balconies etc)

ii. Building materials for roof and main building fabric.

iii. Scale and proportion and the buildings and its fenestration (for both urban form and detail).

A HIERARCHY OF BUILT TYPOLOGIES (CORE HOUSING AREAS) ORIGINAL INDICATIVE DESIGN CONCEPT

BUILT FORM - ARCHITECTURAL DESIGN

4.63 At Heyford Park the strategy is to create varied identifiable character through modulation of structural form rather than rely upon superficial decoration in isolation. Standard house-type elevational treatments often minimise opportunities to express the structure of the buildings reducing the façade to a flat plane which then requires relief with decorative details.

4.64 The design approach encourages details including;

- Design eaves deep enough to allow shading and modelling on walls- well-projected eaves can provide both strong definition of the structures with light and shadow on the façade providing visual interest (rather than arbitrary decoration).
- Use simple projections of structure such as window bays to achieve modulation and shading. Similarly, ground floor and/or double height bays can provide visual interest.
- Use deeper door and window reveals (minimum 65mm) to give a sense of depth to openings in the elevation, emphasising the relationship of solid and void.

BUILT FORM GUIDANCE - FENESTRATION

4.65 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 and makes a link between the internal functions of the building and its external environment, including;

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

BUILT FORM- MATERIALS

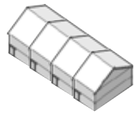
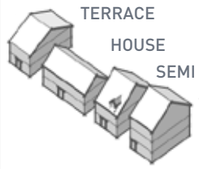
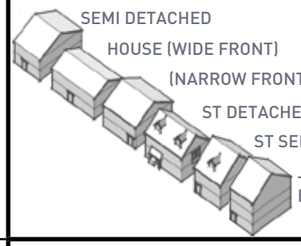
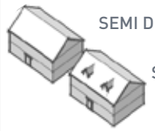
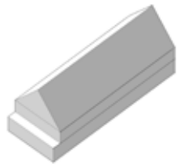
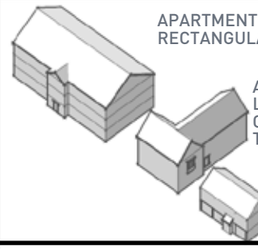
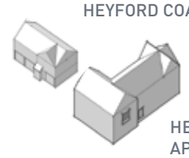
4.66 Preference should be given to a limited palette of materials. The range of facing materials used in existing buildings at Heyford Park, which reflect the early 20th Century Art & Crafts architecture, are relatively limited and should be the basis for the selection of finishes in new development. In general;

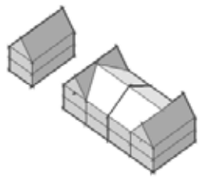
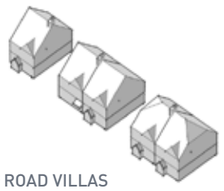
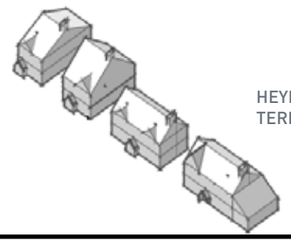
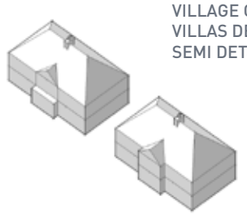
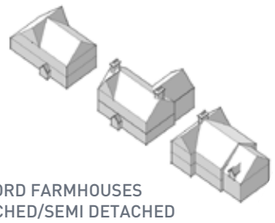
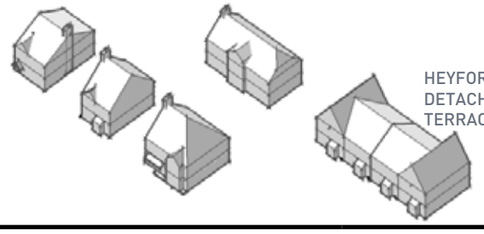
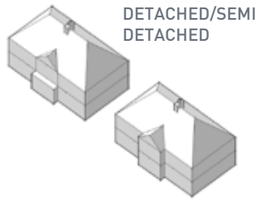
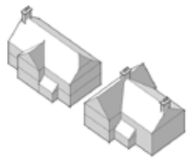
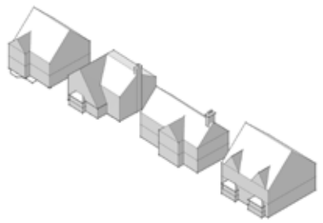
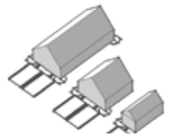
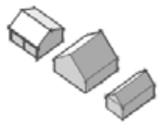
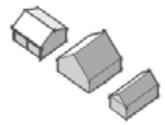
- 3-4 finishes should be the maximum in a single elevational composition.
- Materials should not be deployed just for the reasons of variety, but used to express the geometry of the building design – e.g to projecting elements, at breaks in the elevation.
- Where buildings are intended as a focus or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

BUILDING TYPOLOGY

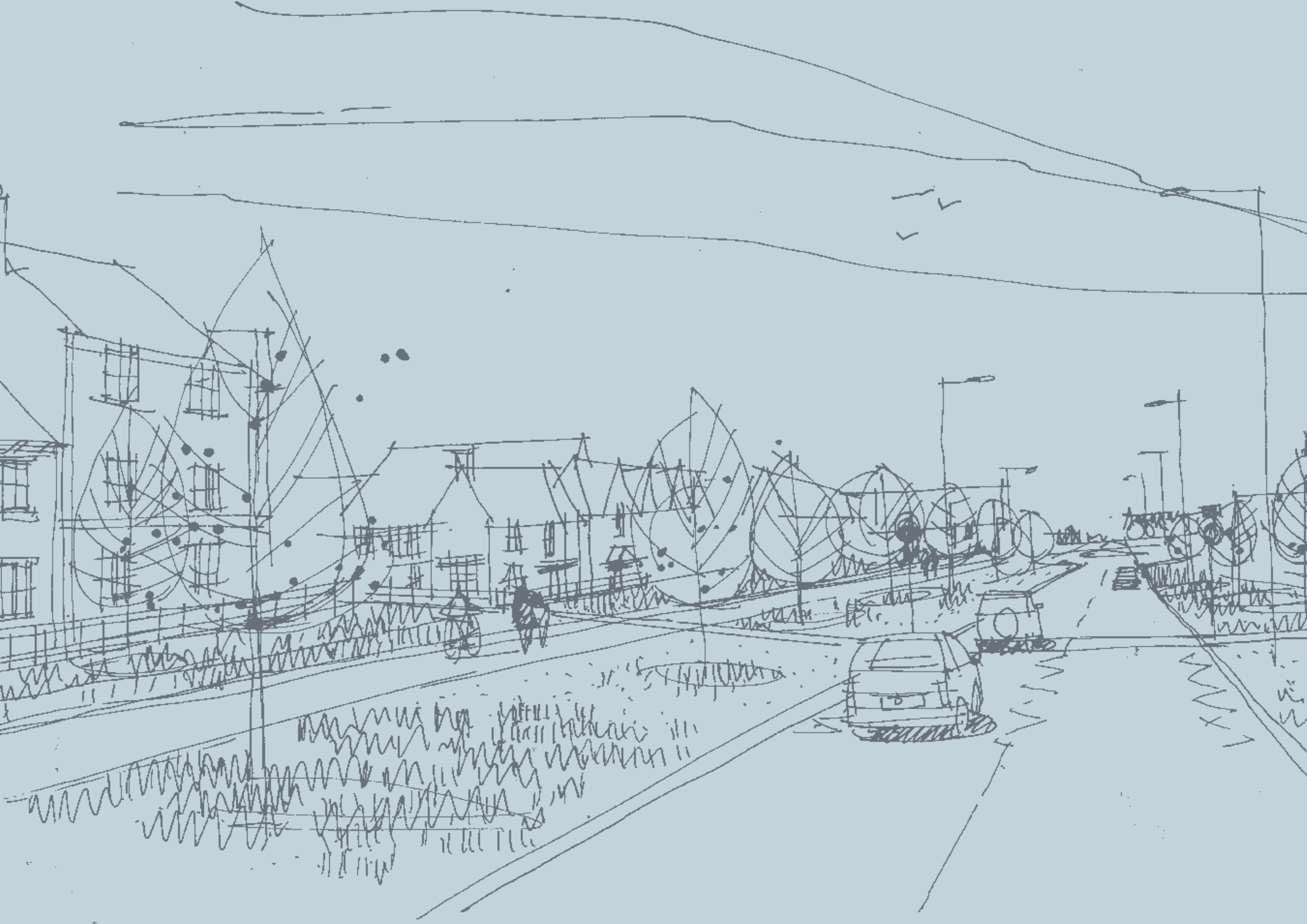
4.67 The code proposes a range of building typologies as units of character. Each specific range of typologies are shown overleaf. Each range of typology has equivalent existing typology references as noted in the table below:

MIXED USE BUILDINGS HEYFORD CAMPUS TERRACE HEYFORD CAMPUS TERRACES/ APARTMENTS VILLAGE GREEN VILLAS	EXISTING FACILITIES AND BARRACKS
HEYFORD - CAMP ROAD COTTAGES HEYFORD COACH HOUSE	OTHER RANKS HOUSING
HEYFORD - CAMP ROAD HOUSE CAMP ROAD HOUSES HEYFORD FARMHOUSES HEYFORD COTTAGES HEYFORD HOUSES	OFFICERS HOUSING

	BUILT FORM TYPOLGIES BASELINE	CA 1 - VILLAGE CENTRE	CA 2 - VILLAGE CENTRE (RESIDENTIAL)	CA3 - TRIDENT HOUSING
2 BED	 TERRACE OR SEMI DETACHED/ DETACHED		 6 IN TERRACE MAXIMUM HEYFORD CAMP ROAD COTTAGES	 4 IN A ROW MINIMUM HEYFORD CAMPUS TERRACES
3 BED	 TERRACE HOUSE SEMI DETACHED TOWN HOUSE	MIXED USE BUILDINGS 3M GROUND FLOOR HEIGHT MINIMUM TO ALLOW FLEXIBLE USE POTENTIAL FOR MEZZANINE OR FULL HEIGHT TO PROVIDE EQUIVALENT 2 STOREY HEIGHT	 6 IN TERRACE MAXIMUM HEYFORD CAMP ROAD TOWNHOUSE DETACHED/SEMI DETACHED TERRACED	 4 IN A ROW MINIMUM HEYFORD CAMPUS HOUSES DETACHED/ TERRACED
4 BED	 SEMI DETACHED HOUSE (WIDE FRONT) (NARROW FRONT) ST DETACHED ST SEMITERRACE TOWN HOUSE	OPTION A RECTANGULAR BLOCK WITH ANIMATED ROOFSCAPE ORIENTATED TOWARDS PUBLIC FRONTAGES TO ENLIVEN THE STREETSCENE 	 6 IN TERRACE MAXIMUM HEYFORD CAMP ROAD TOWNHOUSE DETACHED/SEMI DETACHED TERRACED	 4 IN A ROW MINIMUM HEYFORD CAMPUS HOUSES DETACHED/ TERRACED
5 BED	 SEMI DETACHED ST DETACHED	OPTION B LONG RECTANGULAR BLOCK SIMILAR TO HERITAGE CENTRE 	N/A	N/A
APARTMENTS	 APARTMENT RECTANGULAR APARTMENT L-SHAPED CORNER TURNER APT. OVER GARAGE		 HEYFORD COACH HOUSE HEYFORD APARTMENTS	 HEYFORD CAMPUS APARTMENTS
ANCILLARY STRUCTURES	 GARAGES/ REFUSE STORAGE		 HEYFORD GARAGES	 HEYFORD GARAGES/REFUSE STORAGE (REFUSE STORES MAY BE HORIZONTAL TIMBER CLAD STRUCTURES WITHOUT A ROOF TO KEEP AN OPEN CHARACTER)

	CA 4 - CAMP ROAD	CA 5 - VILLAGE GREEN	CA 6 - RURAL EDGE	CA 7 - CORE HOUSING (WEST)	CA 8 CORE HOUSING (EAST)
2 BED	N/A	N/A	N/A	 HEYFORD COTTAGES DETACHED/SEMI DETACHED / TERRACES	
3 BED	 CAMP ROAD VILLAS DETACHED/SEMI DETACHED (NO TERRACES)	N/A	N/A	 HEYFORD COTTAGES DETACHED/SEMI DETACHED/ TERRACES	
4 BED	 CAMP ROAD VILLAS DETACHED/SEMI DETACHED (NO TERRACES)	 VILLAGE GREEN VILLAS DETACHED/ SEMI DETACHED	 HEYFORD FARMHOUSES DETACHED/SEMI DETACHED	 HEYFORD COTTAGES/HOUSES DETACHED/SEMI DETACHED/ TERRACES	
5 BED	 CAMP ROAD VILLAS (DETACHED ONLY)	 VILLAGE GREEN VILLAS DETACHED/SEMI-DETACHED	 HEYFORD FARMHOUSES DETACHED/SEMI DETACHED	 HEYFORD HOUSES DETACHED/SEMI DETACHED	
APARTMENTS STRUCTURES	N/A	N/A	N/A	N/A	
ANCILLARY STRUCTURES	 CAMP ROAD PARKING GARAGES (GABLE FRONTED TOWARDS PUBLIC REALM)	 HEYFORD GARAGES	 HEYFORD BARNS	 HEYFORD GARAGES	

BUILDING TYPOLOGY TABLE



PUBLIC REALM CODE

5

INDICATIVE CODE CONCEPT DRAWING - SHOWING AVENUE TREE PLANTING ALONG CAMP ROAD

NOTE:

WITHIN THE EXISTING HOUSING AREAS THERE WILL BE A RANGE OF OTHER PLAY OPPORTUNITIES DELIVERING A TOTAL OF;

- 12 LAPS
- 2 LEAPS
- 2 LEAP+ PLUS IN LIEU OF 1NO. NEAP

THIS PLAN FOCUSES ON PLAY AREAS PRIMARILY FOR THE BENEFIT OF NEW HOUSING IN RELATION TO EXISTING PATHS AND REPROVISION REFERENCE SHOULD BE MADE TO CONDITION 14/15 OF THE OUTLINE PERMISSION.

LANDSCAPE STRATEGY PLAN

PUBLIC REALM CODE

5.1 The character of the public realm form will help to establish a broad character for the site that crosses different character areas. The design of open spaces will vary depending on their location on site and their function.

5.2 Some spaces, especially near the school and local centre are likely to be formal in character while other spaces, such as areas dominated by SUDS and ecological features are likely to have a less formal character.

5.3 The key aspects are;

- Scale and character of open space.
- Landscape and planting formal vs. informal.
- Private gardens.

PARKS AND GARDENS

5.4 Throughout the proposed development there will be a wide range of parks and gardens providing valuable green infrastructure, each will perform a variety of functions dependent upon their location within the development.

5.5 These parks and gardens will provide a greening of the urban environment. Parks and gardens within formal open space areas will have spacious mown grass areas with regularly spaced large parkland trees, such as Oak and Beech, offering colour and interest; shrub and herbaceous planting will be formally designed within regular shapes and layouts using plants with a modern style to complement the development.

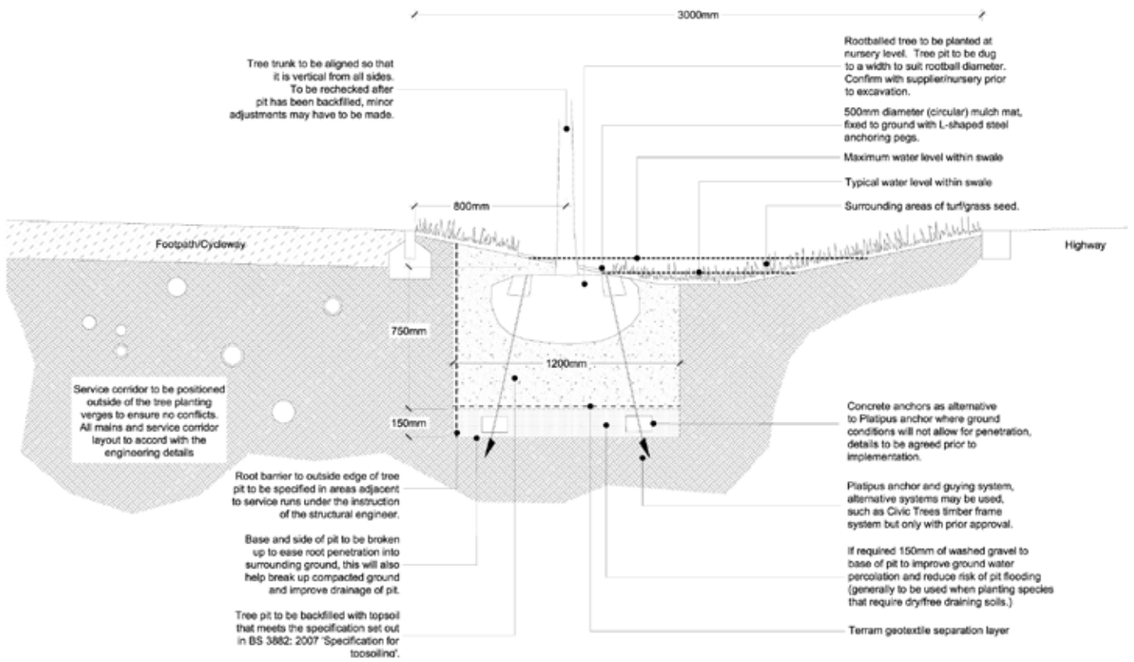
5.6 Parks and gardens within informal areas will offer a different style of landscape, with areas of mown grass complemented with rough mown grass and wildflower meadow areas. Tree planting would be informal with irregular spacings and a range of different species and styles to create interest and to soften the built environment. Shrub and herbaceous planting will be informal, with a variety of colours and textures giving a more native feel to these open spaces. Users of these informal parks and gardens will be given the opportunity to connect with nature through the range of habitats provided. Street furniture would be chosen to suit the character of each park and garden, with generally modern design and materials within formal areas, and simple and tradition design and materials within informal areas.

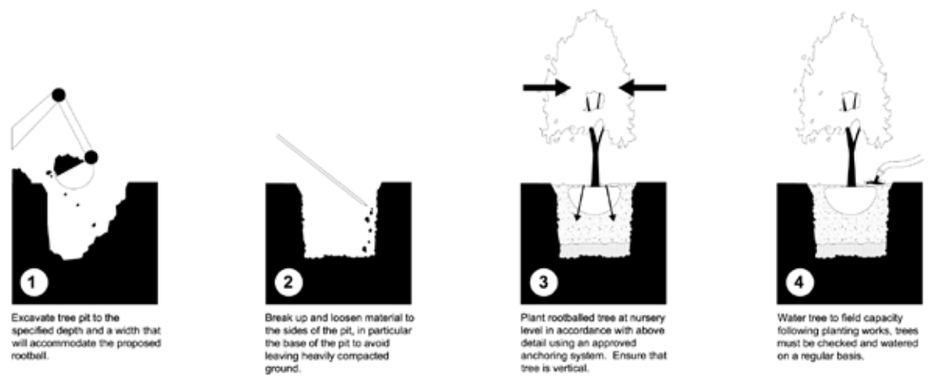
LINEAR PARK/SUDS CORRIDOR

5.7 The linear park will be presented as an informal open space, where the use of SUDS will create a clear and individual character. The park will provide a linear north/south link through the west of the development, with informal footpath routes allowing pedestrians to stroll through this interesting environment.

5.8 Tree species would be chosen to suit the environment, with water tolerant species being planted within the locality of the SUDS; a range of larger more native species would be planted elsewhere to provide scale and context to the built form and to enhance the biodiversity of the area.

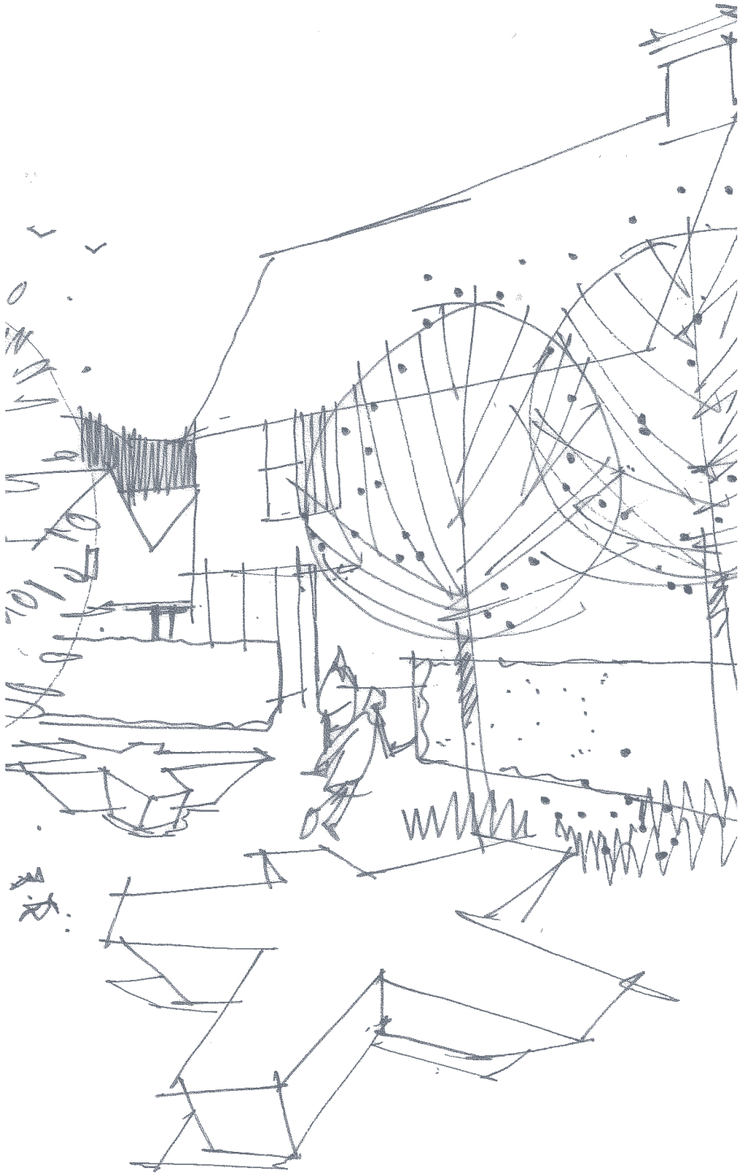
5.9 Soft landscaping will be kept simple, with large areas of wildflower meadows, wetland grasses and rough mown grass located to suit the environment and provide a visually interesting landscape. Shrub and herbaceous planting will be generally native, it will be used where necessary to screen built form, to provide direction to users and to enhance biodiversity, particularly with the use of wetland planting around the SUDS. Street furniture would be of a simple informal style, with the material typically being timber.





CAMP ROAD TREE PIT DETAIL

PLAY AREAS



ELEMENTS OF ART (SOME FUNCTIONING AS SEATING OR PLAY FEATURES) MAY BE USED AS FOCAL POINTS IN LANDSCAPED SPACES/POCKET PARKS

CAMP ROAD

5.10 This primary route through the development will have a strong character which will be reinforced through landscape proposals. Wide verges will be proposed in suitable locations, with tree planting of species with a uniform habit set at regular spacings to create a striking avenue. For continuity along Camp Road the number of tree species are to be limited, with a particular change in species announcing user's arrival or departure from the mixed use Village Centre. Species may include; Acer campestre 'Streetwise' (an upright variety of Field Maple), Acer platanoides 'Columnare' (upright variety of Norway Maple) and Carpinus betulus 'Frans Fontaine' (upright variety of Hornbeam). All these species are listed within the 'Forest Research-Pathology Advisory Note (No. 11)' as having a intermediate tolerance of soil salt, and all are suitable tree species for planting in the highway verge with a maximum canopy spread of approximately 3m after 25 years. Verges will typically accommodate a SUDs swale would be characterised with neat mown grass, with the opportunity to plant spring bulbs to create striking seasonal interest. Boundaries to residential properties will have a formal feel conveying the importance of this route; these would be typically formed by simple formal hedges in the public realm. Street furniture would be formal and modern in both design and materials, with consistent use along the route of Camp Road to provide continuity and clarity of the street hierarchy.

GATEWAY FEATURE

5.11 The gateway features will be an instantly recognisable space which will mark the entrance to the development and provide a visually pleasing welcome. The space would be of a high quality formal design, with landscaping used to create a sense of arrival. Feature trees will be located to make the most of the space, with large species such as Quercus robur, or Fagus sylvatica 'Purpurea' used to make a statement. A key element of the gateway will be a piece of public art; this will be designed to reflect the history of the site along with embracing its future, creating a memorable entrance to the development.

5.12 The exisiting housing accommodates a range of existing play areas some of which will be relocated as part of the works approved at outline and/or dealt with by other planning conditions.

5.13 The new housing will be provided with a range of landscaped spaces offering a variety of play experiences.

5.14 For the reasons of safety of children the play areas are located to allow for surveillance from adjacent well-used pedestrian routes and property. They are in open, welcoming locations. They are separated from areas of major vehicle movements and accessible directly from pedesrtian routes and linked as far as possible with other open spaces, footpath systems and amenity planting areas.

5.15 Play area design must take account of the access and circulation through and around the play equipment, and the social interaction of children. Open play areas are preferred but if the play area is fenced then the access gates should be recessed into the fencing and open outwards away from the activity area but not obstruct the path leading to the play area. At least two access points are required to allow for an alternative escape. The design of play areas must also take into account future maintenance requirements. For example wetpour safer surface areas tend to be less problematic than bark or matting, if installed correctly.

- Play areas are sited on land suitable for the type of play intended and are predominantly flat.
- Such areas must be well drained with grass and/or hard surface playing space with an impact absorbing wetpour safer surface to each piece of play equipment or feature.
- The play areas are to be appropriately designed and signed to exclude dogs.
- The fall heights from play equipment/features to be considered and the appropriate wetpour safer surface installed beneath.
- Ensure play equipment is appropriately sited and orientated to avoid problems e.g. metal slides must not be orientated in a southerly direction to reduce solar heating and play equipment should not be placed under trees.
- Ensure that climbing equipment or equipment on mounds are sited sensitively and well away from nearby windows.
- Provide lockable litter bins with lockable lids to prevent litter from being spread on to play surfaces, and the bins secured with underground fixings in the appropriate concrete foundation (sited away from seats).

- Where relevant, provide child-safe, steel, self-closing gates appropriate to play areas, with the posts secured from the appropriate concrete foundations. Gates are to open outwards away from the play activity areas.
- Provide seating to enable carers to supervise children at a safe distance . This will encourage children to stay longer at a facility. The seats should be comfortable with backrests and armrests for carer's support. Seating should be incorporated into the design of the area rather than added as an afterthought. An innovative apporach will be considered to explore integrating seating as a play feature especially in pocket parks/LAP locations.
- Provide robust signage that is clearly seen, easily read and is secured with the appropriate concrete foundations.
- Ensure that no foundations are exposed above ground.
- Hard surfaces are to link equipment and seats. There are to be no loose gravel or stone surfaces.
- Coloured, concrete caste dog signs to be installed in paving at all entrances to the play areas.

5.16 The minimum number of play equipment items per play area:

- LAP - 2 pieces of equipment (or one multiuse piece of equipment and/or seating)
- LEAP - 5 pieces of equipment
- LEAP+ - 7 pieces of equipment

5.17 The minimum buffer zone distances for LAPs, LEAPs and LEAP+s are:

- LAP - 5 metres from activity zone to forward most part of dwelling
- LEAP - 10 metres from activity zone to property boundary (20 metres from activity zone to habitable façade)
- LEAP+ - 20 metres from activity zone to property boundary.

POCKET PARKS

5.18 These will be open spaces on a smaller scale, offering a more intimate use of the space. The character of each pocket park will vary dependent upon their location within the development, but each will provide a variety of functions. A valuable function for each pocket park will be as a space for play, allowing small children to enjoy the outdoor environment in a soft landscaped space of an intimate scale and these spaces are often combined with LAP play areas locations.

URBAN LANDSCAPED NODE

5.19 This element of the development will be a valuable space, providing key functions as an access link and for mixed use urban form towards the Village Green, but will also be a space for social interaction and used to enjoy the outdoor urban environment. The design will be of a high quality, using modern materials to create a multifunctional space. Tree planting would differ from that of the majority of Camp Road, with a change in species providing a clear visual transition from the main road route to the mixed use Village Centre.

BOUNDARY TREATMENTS & STREET FURNITURE

BOUNDARY TREATMENTS

5.20 The existing development is typified by predominantly open frontages so boundary treatments are to replicate this approach as set out in the Character Areas (Section 4).

5.21 Proposed hedge planting alonside Camp Road will need to be in the public realm to ensure that it is retained and managed in a consistent way in the long term.

STREET FURNITURE

5.22 Street furniture will be coordinated across Heyford Park to create identity and to minimize clutter and be area specific as described earlier in the informal landscape areas such as SUDs corridor, will have an emphasis on timber street furniture, where as more formal areas as the Village Centre will have tend to have more formal metal street furniture. In addition the design, manufacture, installation, maintenance and operation of all street furniture products must comply with British Standards, relevant Codes of Practice and Construction Design Management regulations

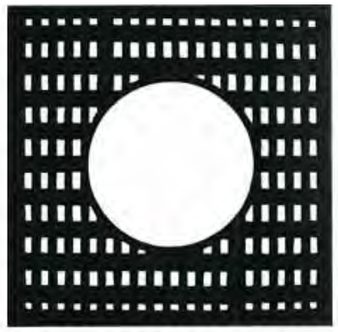
5.23 Heyford Park is intended to be a coordinated place to live, the choice of street furniture should reflect this and be of a design to complement the architecture. With a simple but strong palette of materials and/or colours that is coordinated through all furniture and across the development. Street furniture should be coordinated to provide consistency along Camp Road.

5.24 Heights of street lighting columns should emphasise the size of space; taller columns will be located along the Camp Road and lower height within the Streets and Lanes/Drives.

5.25 Street name signage should be attached to buildings wherever possible to minimise clutter and possible vandalism.

EXAMPLES OF STREET FURNITURE
(OR SIMILAR APPROVED SUBJECT TO FUTURE SUBMISSIONS TO OCC/CDC)

FORMAL AREAS



HUMBER TREE GUARD

CUBE BENCH

METROPOL BOLLARDS

STIRLING CYCLE RACK

GAMMA LITTER BIN

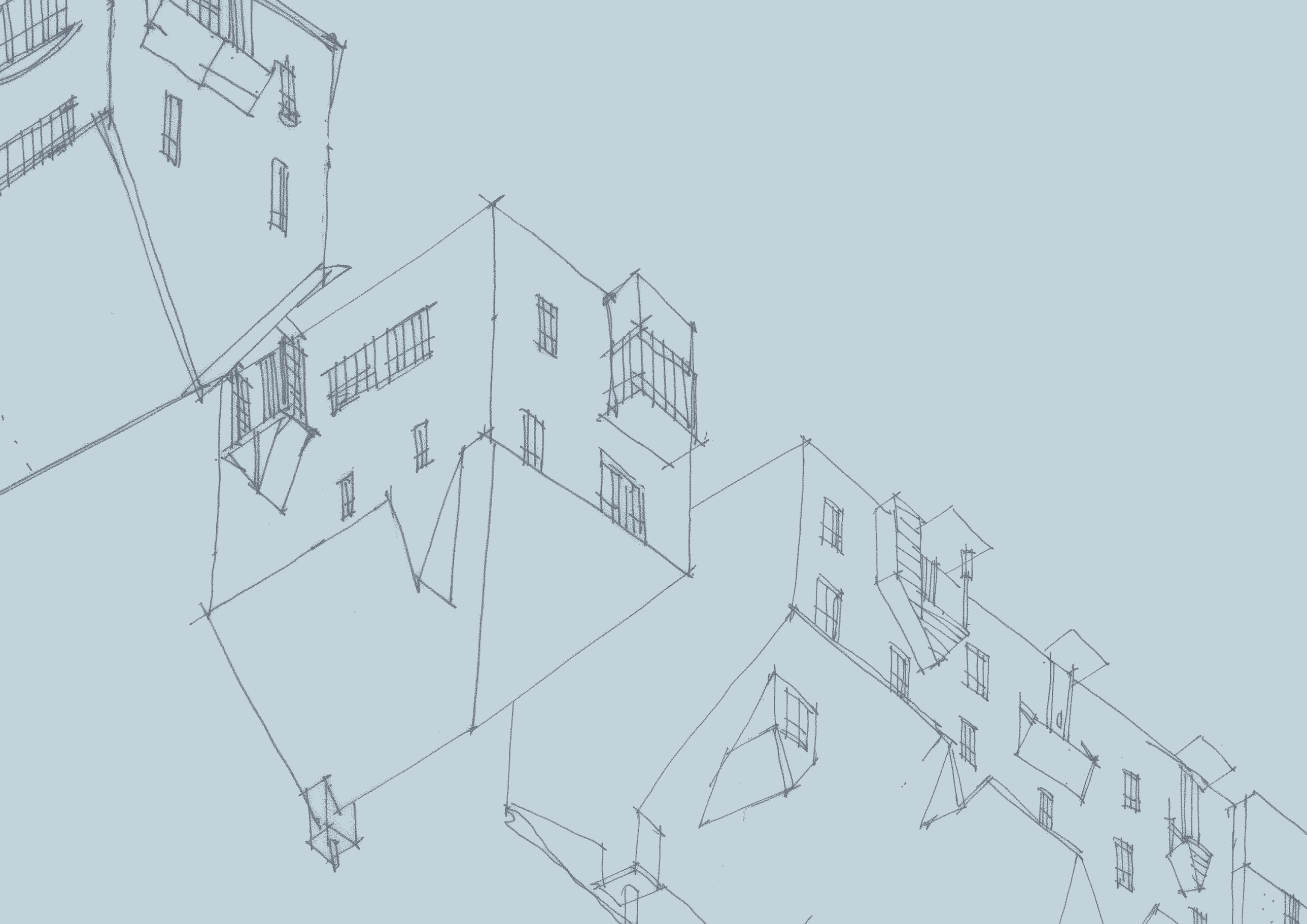
INFORMAL LANDSCAPE AREAS

WOODEN BENCH

WOODEN BOLLARDS

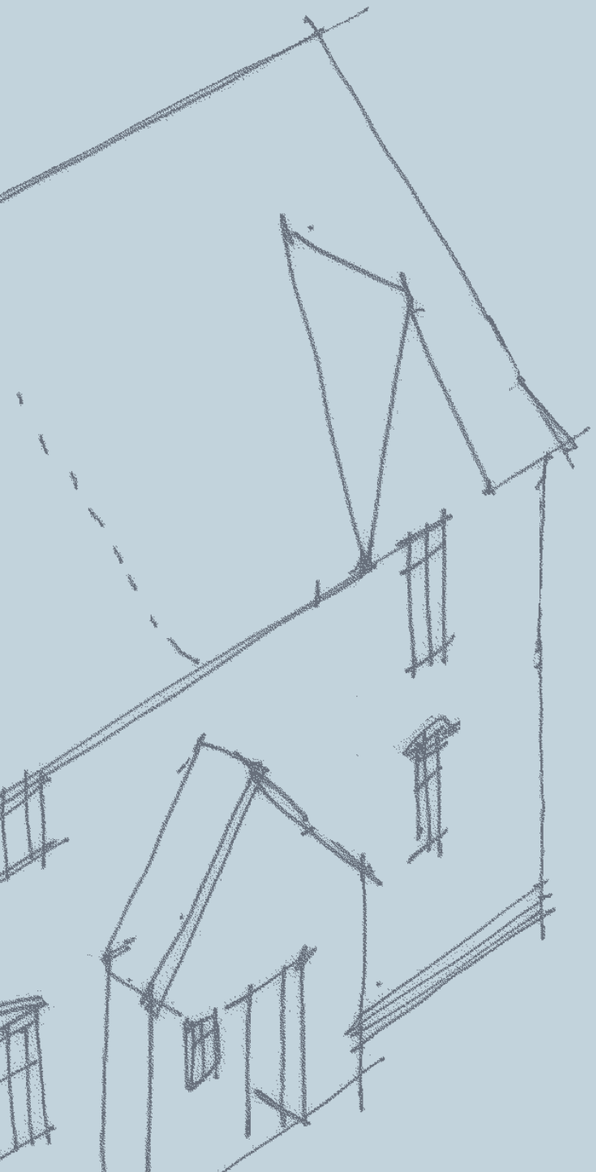
WOODEN LITTER BIN

EXAMPLES OF STREET LIGHTING (ACCORDS WITH OCC STANDARDS)



SUSTAINABLE DESIGN & INFRASTRUCTURE

6



INDICATIVE DESIGN CONCEPT - RANGE OF TRADITIONAL DWELLINGS USING ‘FABRIC FIRST’ APPROACH TO SUSTAINABLE DESIGN

DRAINAGE INFRASTRUCTURE

ON SITE DRAINAGE STRATEGY

6.1 The principles of the drainage strategy have been discussed and agreed with the Environment Agency and are laid out in the approved Flood Risk Assessment and summarised below.

6.2 The site naturally drains to four outfalls located across the eastern and southern site boundaries.

6.3 The site currently discharges to the four outfalls without restriction and with no on site attenuation. To protect against flooding on and off site due to changes in climatic conditions, peak flows from proposed development parcels must be restricted to the existing 1 in 100 year rate. In order to prevent increased flows off site, flow control and attenuation features will be required throughout the development.

6.4 It has been agreed with the EA that the site must be able to accommodate a 30% allowance for climate change in line with current design standards and best practice.

6.5 Further to anecdotal evidence of flooding at the caravan site to the east of the development, attenuation and flow control features located along the eastern boundary must also demonstrate a 10% betterment over existing discharge rates.

6.6 A number of strategic attenuation features are to be provided to accommodate the 30% climate change.

6.7 The treatment and attenuation of surface water is described as the treatment train. The treatment train seeks to improve water quality, manage volume of runoff and mimic as closely as possible natures way of dealing with surface water runoff by passing rain water through a cascade of features, each feature adding to the water quality.

ADOPTION STRATEGY.

6.8 Meetings have been held with the local authority and water authorities to discuss the drainage strategy and adoption requirements.

HIGHWAY DRAINAGE

6.9 Oxfordshire County Council will adopt, under S38 of the Highways Act 1980, all drainage associated with the public highway where this does not directly contribute to wider strategic drainage. Further to liaison with OCC this extends to both traditional piped drainage system and permeable paving.

6.10 OCC will also permit the connection of adjacent house drainage (surface water only) to permeable paving. However, the house owner will be responsible for maintenance of drainage up to the highway boundary.

SURFACE WATER SEWERS

6.11 Surface water sewers carrying both highway and plot drainage will be offered to the Water Authority for adoption under S104 Agreement of the Water Industry Act 1991.

SUDS

6.12 SUDs are located in the linear park to the west and along large parts of Camp Road (in the form of a swale)

6.13 There are a number of options for the adoption of ponds and swales.

6.14 Option 1: Adoption by Maintenance Company. A maintenance company already exists on Heyford Park and could be contracted to maintain the ponds and swales.

6.15 Option 2: Adoption by Water Authority. It is unclear whether drainage will be offered for adoption under inset agreement of with Thames Water, the incumbent Water Authority. As the ponds and swales will form part of the attenuation strategy for the 1 in 30 year event it would be logical for the water authority to adopt these features.

6.16 Option 3: Adoption by the Local Authority. OCC are currently offering to adopt non-highway SUDs under an interim agreement until the Flood & Water Management Act comes into force.

FOUL DRAINAGE

6.17 In accordance with Sewers for Adoption foul water will be collected in a separate foul water drainage system.

6.18 The site has four main sub-catchments which combine in the south eastern corner before discharging to a sewage treatment works.

6.19 The development is served by a new pumping station, located within each sub-catchment.

6.20 Foul flows leave the development site via an existing private sewerage treatment works. The treatment works will be brought up to an adoptable standard by the land owner.

6.21 All elements of the foul system, including the pumping stations and sewerage treatment works will be offered for adoption under a S104 Agreement (Water Industry Act 1991) to Thames Water or other registered Water Authority under Inset Agreement


Oversized pipes


Permeable paving


Swales


Attenuation tank


Kerbless drainage


Ponds


Site control techniques

BUILDING CONSTRUCTION

BUILDING FABRIC TO ACHIEVE REDUCTION IN CARBON EMISSIONS

6.22 The 'Energy Saving Trust' (EST) report 'Fabric First' October 2010 states that the widely held belief in the house building industry that to achieve reductions in CO2 emissions of the order of 25%, it will be necessary to use a form of micro generation technology such as solar thermal hot water or heat pumps. This guide shows that taking a fabric first and improved services approach can also be a viable option.

6.23 Optimising the performance of the fabric first limits the need to add micro generation technology. Indeed by taking a fabric first approach, developers essentially future proof their designs.

6.24 The fabric first approach typically includes the following;

WALLS

- Enhanced U-values by increasing the size of the cavity wall construction and increasing the insulation.

ROOF

- Enhanced U-values are by increasing the thickness of insulation.

FLOORS

- High performance insulated ground floors and provided with enhanced U-values performance.

WINDOWS AND DOORS

- High performance glazing is provided to provide improved U-values.

THERMAL BRIDGING

- Thermal bridging heat losses are reduced by detailing and constructing enhanced construction detail.

AIR TIGHTNESS

- Building Regulations AD L1A 2006 requires a maximum air leakage rate of 10m3/m2/h 50 Pa. The levels to be achieved follow passive home principles by improving the performance to approximately 3m3/m2/h at 50 Pa.

VENTILATION

- With the foregoing excellent air tightness performance, appropriate ventilation will be provided in accordance with Building Regulations. Mechanical Ventilation and Heat Reducing (MVHR) is a method of providing this ventilation.
- In summary the development team accept that the development needs to comply with the building regulations and this will be achieved in the building fabric.

IMPLEMENTING THE VISION

6.25 THE FORMER RAF UPPER HEYFORD AIRBASE HAS A DISTINCT CHARACTER WHICH REFLECTS ITS UNIQUE MILITARY HERITAGE AND WHICH IS ALSO REFLECTED IN THE VARIETY OF ITS BUILDINGS, NEIGHBOURHOODS, AND THE DISTINCTIVE LAYOUT OF ITS CORE AREAS.

6.26 THE VISION AT HEYFORD PARK SEEKS TO CREATE AN ATTRACTIVE AND READILY ACCESSIBLE SETTING TO THE NEW VIBRANT AND SUSTAINABLE DEVELOPMENT, WITH FORMAL 'MILITARY' LANDSCAPES DEFINING THE CENTRAL, COMMUNITY HEART OF THE NEW VILLAGE, AND A VARIETY OF EDGE AREAS, TO LINK THESE VISUALLY AND PHYSICALLY TO THE ADJACENT LANDSCAPES, WITHIN A MULTIFUNCTIONAL GREEN FRAMEWORK AND COMBINING NEW HOMES IN A HISTORIC MILITARY SETTING.

6.27 THE PUBLIC REALM AND OPEN SPACE STRATEGY SEEKS ABOVE ALL TO UNIFY THE DIFFERENT DEVELOPMENT AREAS INTO A COHERENT WHOLE, BY CREATING AN ATTRACTIVE AND READILY ACCESSIBLE GREEN FRAMEWORK WHICH REFLECTS AND CELEBRATES THE WIDER LANDSCAPE AND HERITAGE OF THE SITE.

6.28 ACCORDANCE WTH THE DESIGN CODE WILL PROMOTE AND PRODUCE A HIGH QUALITY LIVING ENVIRONMENT WITH A CLEAR AND RECOGNISABLE IDENTITY, REFLECTING AND INTEGRATING THE VALUED CHARACTERISTICS OF THE EXISTING HEYFORD PARK ENVIRONMENT. CREATING AN ATTRACTIVE PLACE TO LIVE, INTERACT, RELAX, PLAY AND SHOP AND WORK. DEVELOPMENT WILL BE SET WITHIN A LANDSCAPE FRAMEWORK THAT REFLECTS THE EXISTING CHARACTER AND PROVIDES VARIED BIODIVERSITY. DEVELOPMENT CODES WILL ESTABLISH A SAFE, ATTRACTIVE AND SECURE NEIGHBOURHOOD WITH STREETS AND PLACES THAT PROMOTE SOCIAL INTERACTION AND CONFIDENCE IN THE SUSTAINABLE FUTURE OF HEYFORD PARK.

APPENDIX A
PUBLIC CONSULTATION

7


HEYFORD PARK
DESIGN CODE PUBLIC EXHIBITION
OUTLINE APPLICATION
APPROVED THIS PLAN
22/12/11.
CA1
NEW VILLAGE CENTRE - MIXED USE
CA2
NEW VILLAGE CENTRE - RESIDENTIAL
CA3
CORE HOUSING - WEST
CORE HOUSING - EAST
CA4
CAMP ROAD
CA5
VILLAGE GREEN
CA6
RURAL EDGE

PUBLIC CONSULTATION SUMMARY

7.1 A public consultation event was held on 25th April 2013 at Heyford House from 4pm-9pm with local residents notified via a leaflet that was distributed around the base. Councillors and Parish Councillors were also invited for a preview.

7.2 Presentation boards (10 No A1 size) included an explanation of the design approach to the density, character areas and green space strategy for the development.

7.3 The event was well attended with around 100 people visiting during the course of event.

7.4 In summary the comments included (design code response in red);

7.5 Somewhere for the teenagers play to use would be useful i.e. skate park or similar, but not in a location where it would cause disturbance to residents, perhaps a play facility near the Gym.
The Gym is a focus for recreational activity and will include facilities local children can use, but CDC are seeking a new neighbourhood play area to be more closely related to the new housing area and discussions are ongoing regarding the exact form, however a play area for older children (a NEAP) does form part of the proposals.

7.6 New Village centre provision for a range of shops was welcomed (and if possible a Public House).
Design code allows flexibility for a range of uses subject to demand.

7.7 New bus stop shelters should be enclosed (to protect passengers from wind and rain) and provided seating.
Design code now makes reference to this as a provision to be made.

7.8 Limited comments relating to architectural style albeit traditional form welcomed, (more contemporary approach in trident area was thought to be an understandable exception) and space for tree planting was welcomed. The proposed view of the western gateway 'looked good'.
New tree planting and landscape design are detailed in the design code, the western gateway is subject to discussions with Officers at CDC and garages and parking have been removed from the frontage and a more enclosed space proposed.

7.9 Walking routes through the development were welcomed, but try to avoid routes that would disturb existing residents.
Walking routes, both existing and new are defined in the DAS.

7.10 There was some concern about a new road link through the area south of Carswell Circle, albeit the removal of the substation in this location would be welcomed.
It was explained that this was part of the proposal agreed at the outline stage and could not be changed.

7.11 Existing community building very large and costly to maintain.
As new development takes place there will be a growing community and the size of the community building will be large enough to accommodate this growth.

7.12 If the recycling area is to be moved to a new location it should be located avoid disturbing residents with the noise of glass bottles being dropped in.
Exact location of recycling point is not required in the code condition, but reference is added to limit resident disturbance of any location selected.

7.13 Re-routing of 'airfield' lorries welcomed.
Design code shows proposed route.

7.14 Doctor's surgery- whilst it was understood that this is not a design requirement a number of residents travel to Deddington and either improved bus links or provision on site would be useful.
Design code allows flexibility for logical and justified changes if required after design code is approved; improved bus links are being explored in any event in line with the outline approval requirements.

7.15 There were a number of additional comments relating to the management of houses and options available for residents, these were noted and conveyed to relevant parties, but they were not directly related to the design code.

7.16 Overall there was generally support for the new development and recognition that new housing and other uses, in the form set out, would improve the character of Heyford Park and be an appropriate way to regenerate and renew the area.

Pegasus Group

PLANNING I ENVIRONMENTAL I URBAN DESIGN I LANDSCAPE DESIGN I RENEWABLES I RETAIL I GRAPHIC DESIGN I CONSULTATION I SUSTAINABILITY

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