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

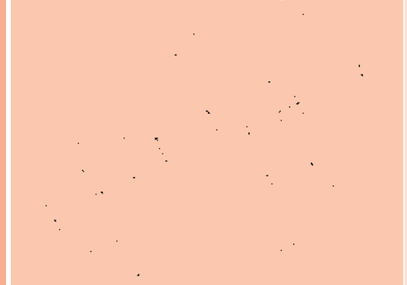
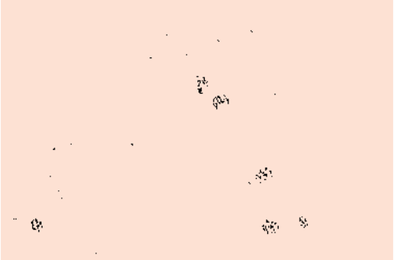
4.1 The new built environment is coded by dividing the units of placemaking into different components as follows;

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.

- 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.

4.3 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 its 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

4.4 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

4.5 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.

4.6 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)

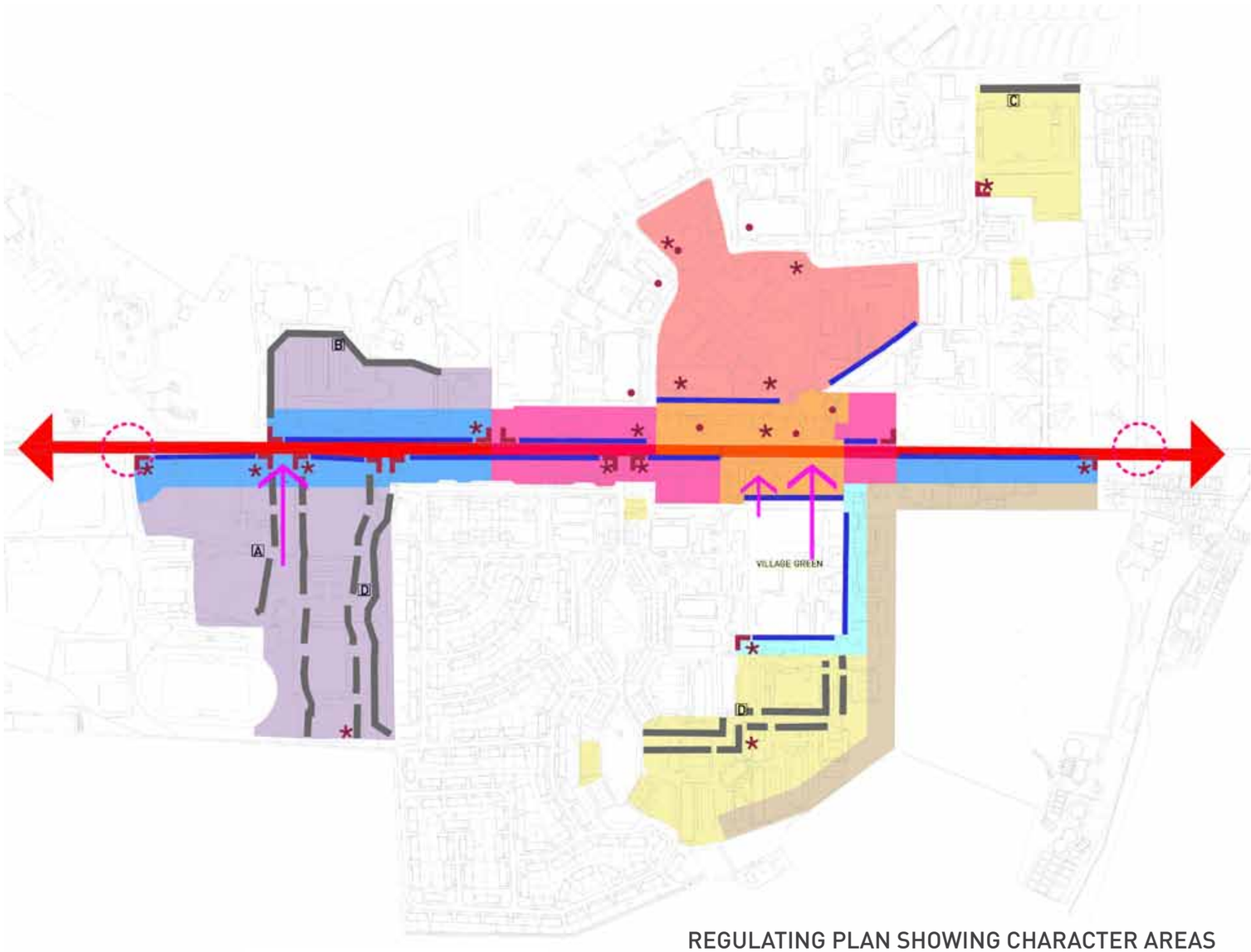
4.7 Key spaces are located at the main entrances to Camp Road to mark points of recognizable landscaped spaces or public art to assist with legibility.

4.8 These key spaces represent gateways into the development.

KEY CORNERS

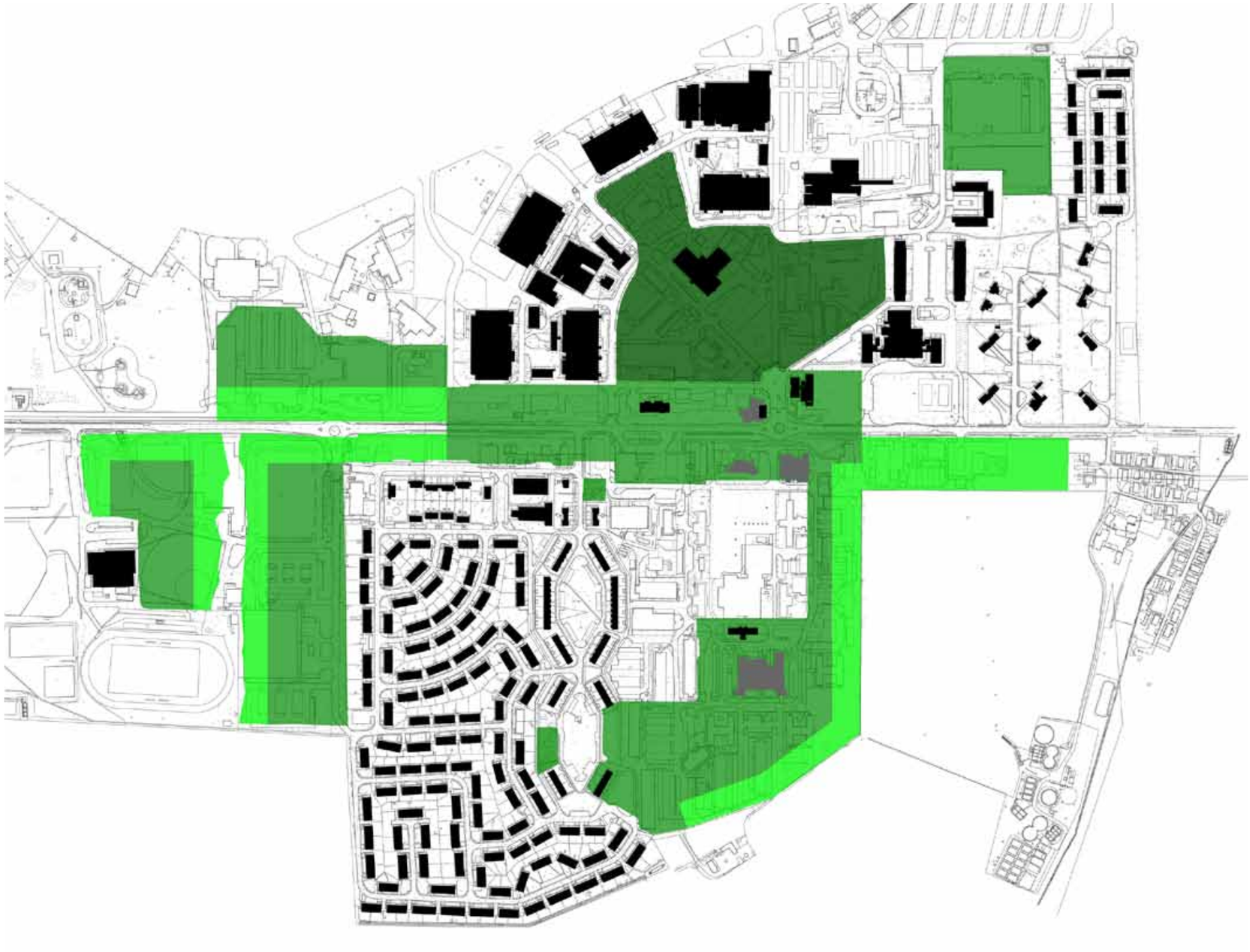
4.9 Prominent development parcel corners that turn key corners will become focal points and should also provide animation and surveillance with both sides of the development parcel facing the public realm.

4.10 The following section provides an overview of the character areas 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)

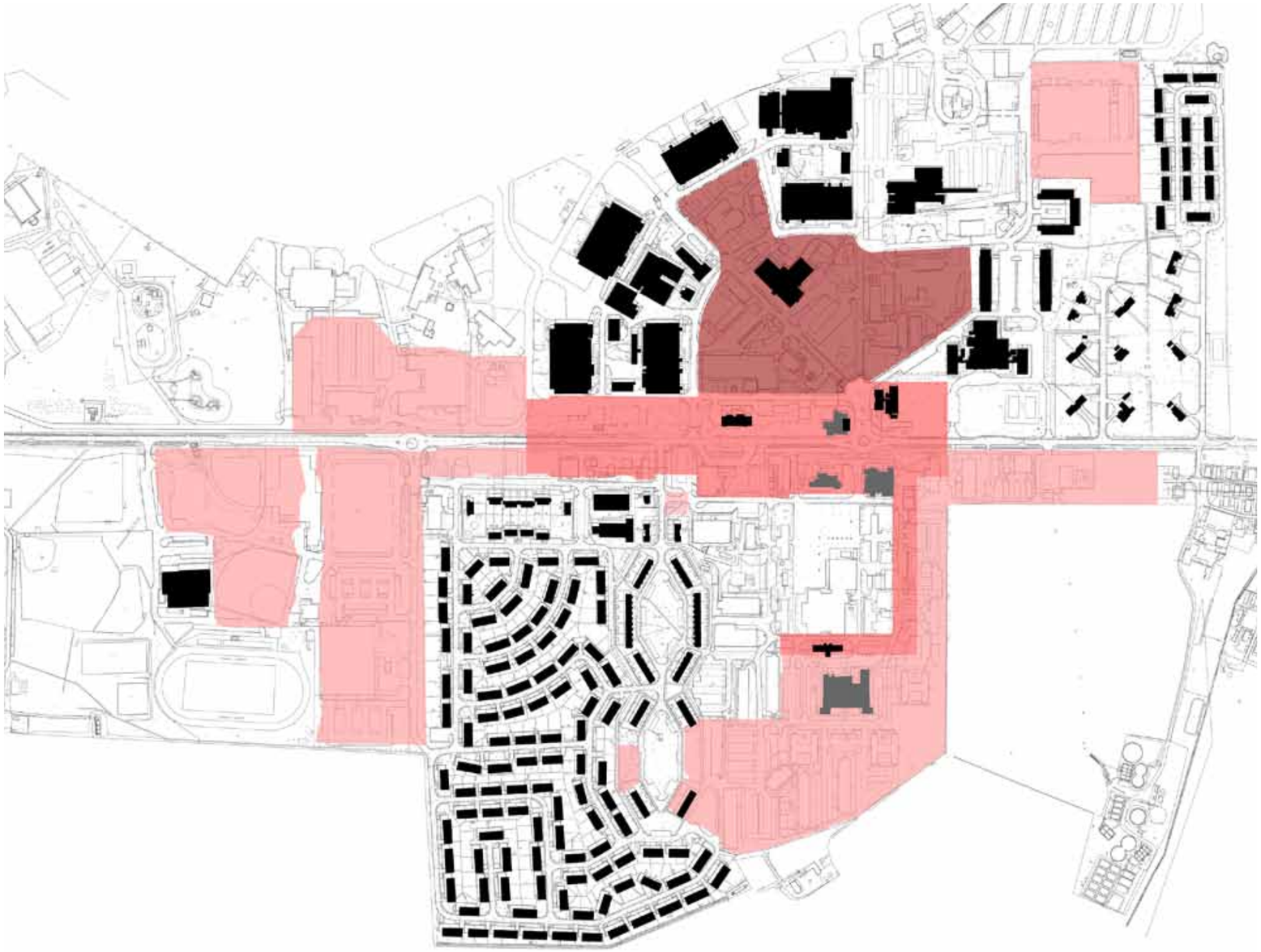


Key: (RELEVANT CHARACTER AREAS SHOWN)

- 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

4.11 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.

4.12 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).

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

Key:

UPTO 3 STOREY

2 - 3 STOREY

2 - 2.5 STOREY

EXISTING BUILDINGS

BULDINGS WHERE PARTIAL RENOVATION REMOVAL IS SUBJECT TO DETAILED DESIGN WORK

BUILT FORM- PLOT STRUCTURE

4.14 Buildings are arranged for the most part in perimeter blocks 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

4.15 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

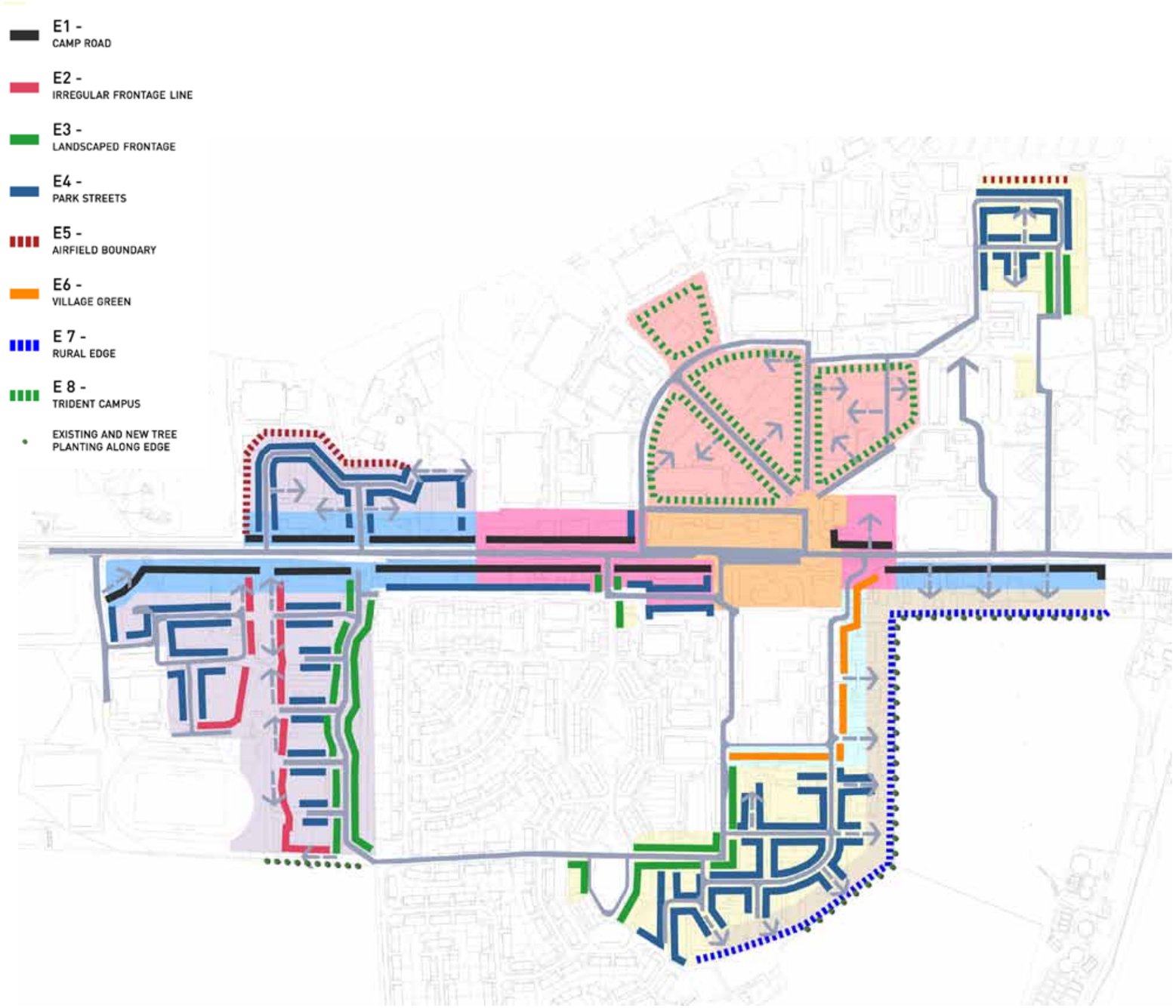
E4 - PARK STREETS GENERALLY CORE RESIDENTIAL AREAS CA7–CA8.

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

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

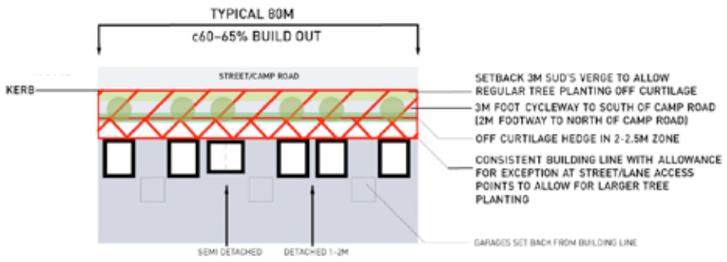
E7 - RURAL EDGE IS THE MOST IRREGULAR FRONTAGE, CA6 ONLY.

E8 - TRIDENT CAMPUS STYLE HISTORICAL BUILDING ALIGNMENT

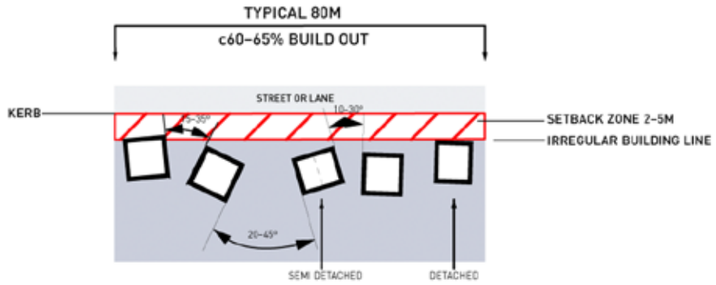


FRONTAGES AND EDGE TREATMENTS

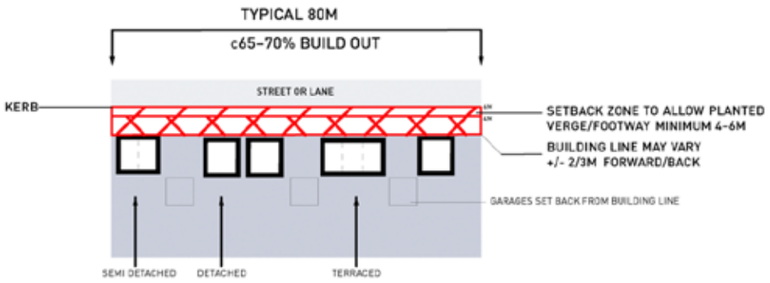
E1 -
CAMP ROAD



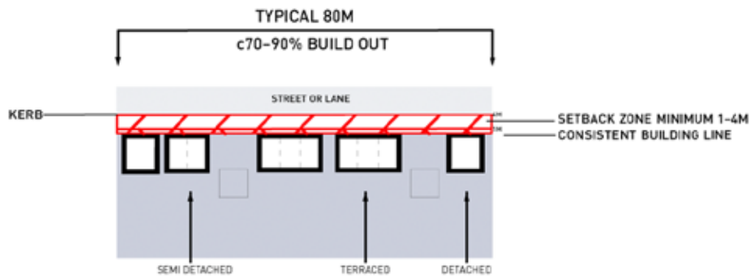
E2 -
IRREGULAR FRONTAGE LINE



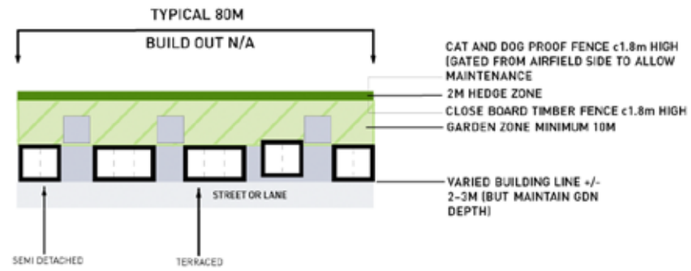
E3 -
LANDSCAPED FRONTAGE



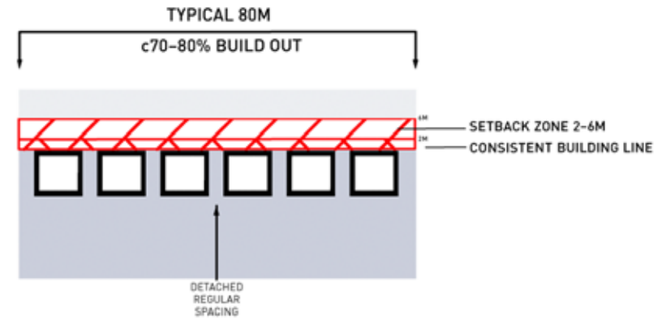
E4 -
PARK STREETS



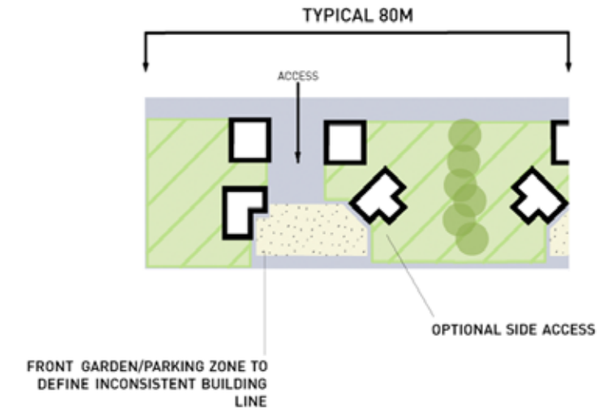
E5 -
AIRFIELD BOUNDARY



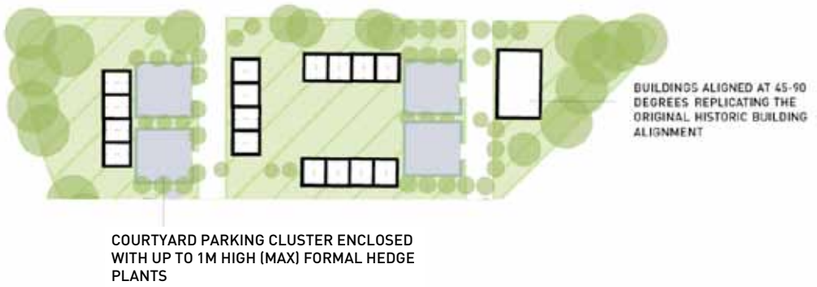
E6 -
VILLAGE GREEN



E7 -
RURAL EDGE



E8 -
TRIDENT CAMPUS FRONTAGE

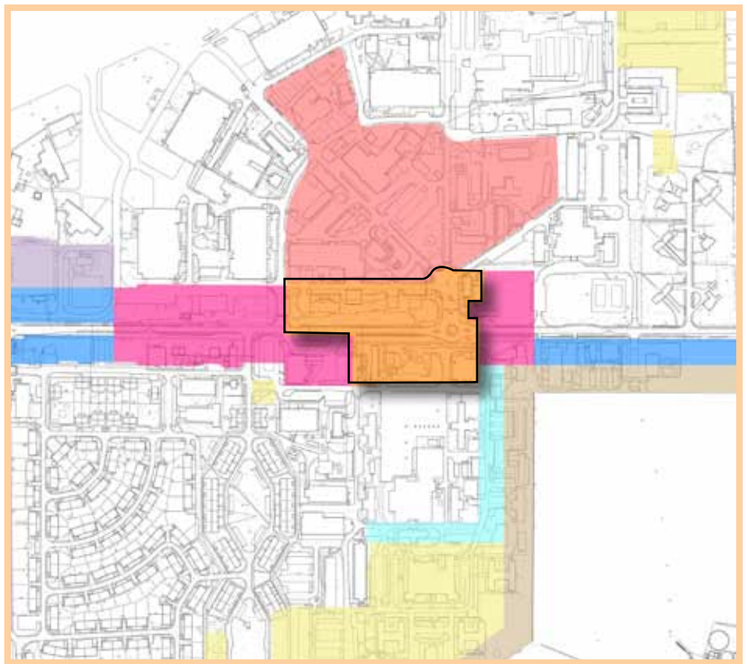


NOTE: SETBACK ZONE MAY ACCOMMODATE LANDSCAPING AND CAR PARKING.

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 %BUILDOUT TO EXCLUDE THIS ELEMENT.

CHARACTER AREA 1 - NEW VILLAGE CENTRE



CA1 – NEW VILLAGE CENTRE

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

4.17 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.

4.18 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.

4.19 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.

4.20 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.

4.21 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.

4.22 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.

4.23 To the east of the Village Centre is the 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.

4.24 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.

4.25 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.

4.26 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.

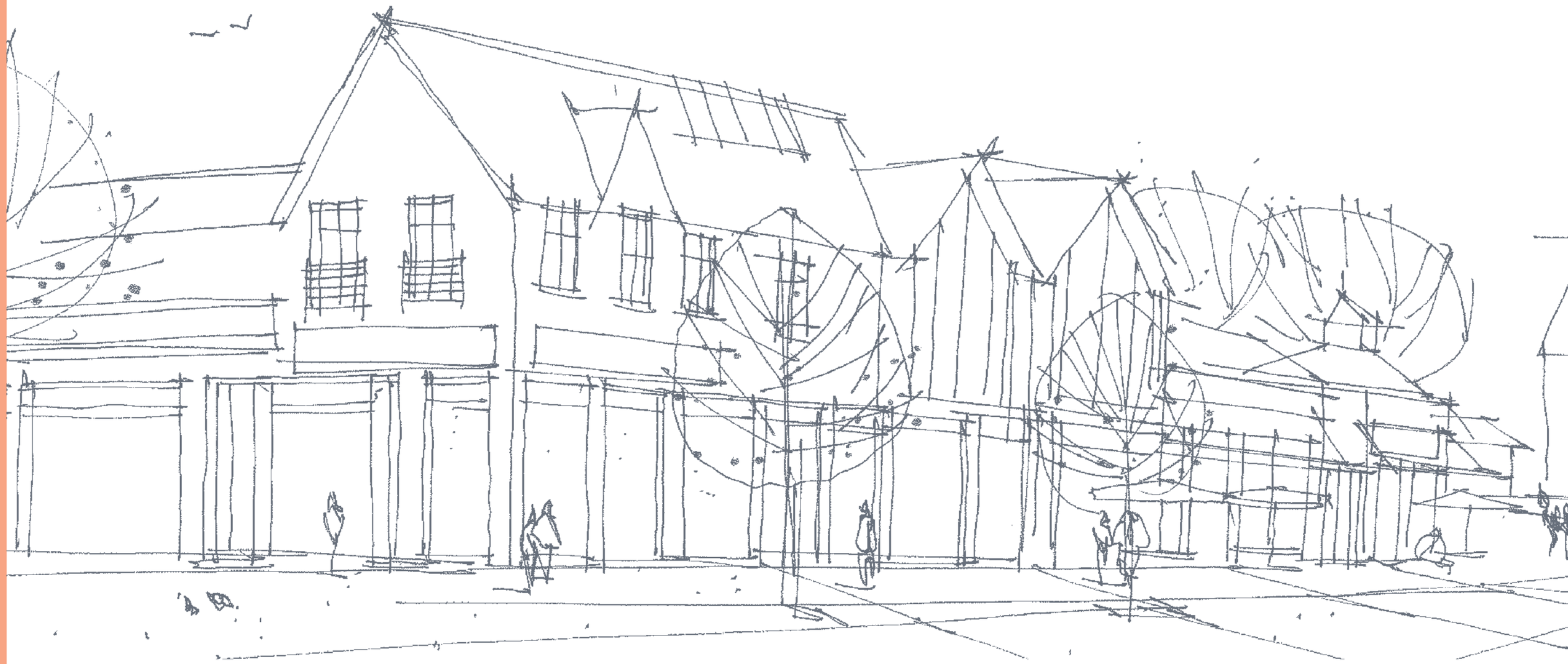
4.27 There is the potential to sensitively combine new development with the existing buildings such as the Gate House, Heyford House and buildings 457/455 are subject to detailed design but will be required to play an important part in the character of the area if they are retained.

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

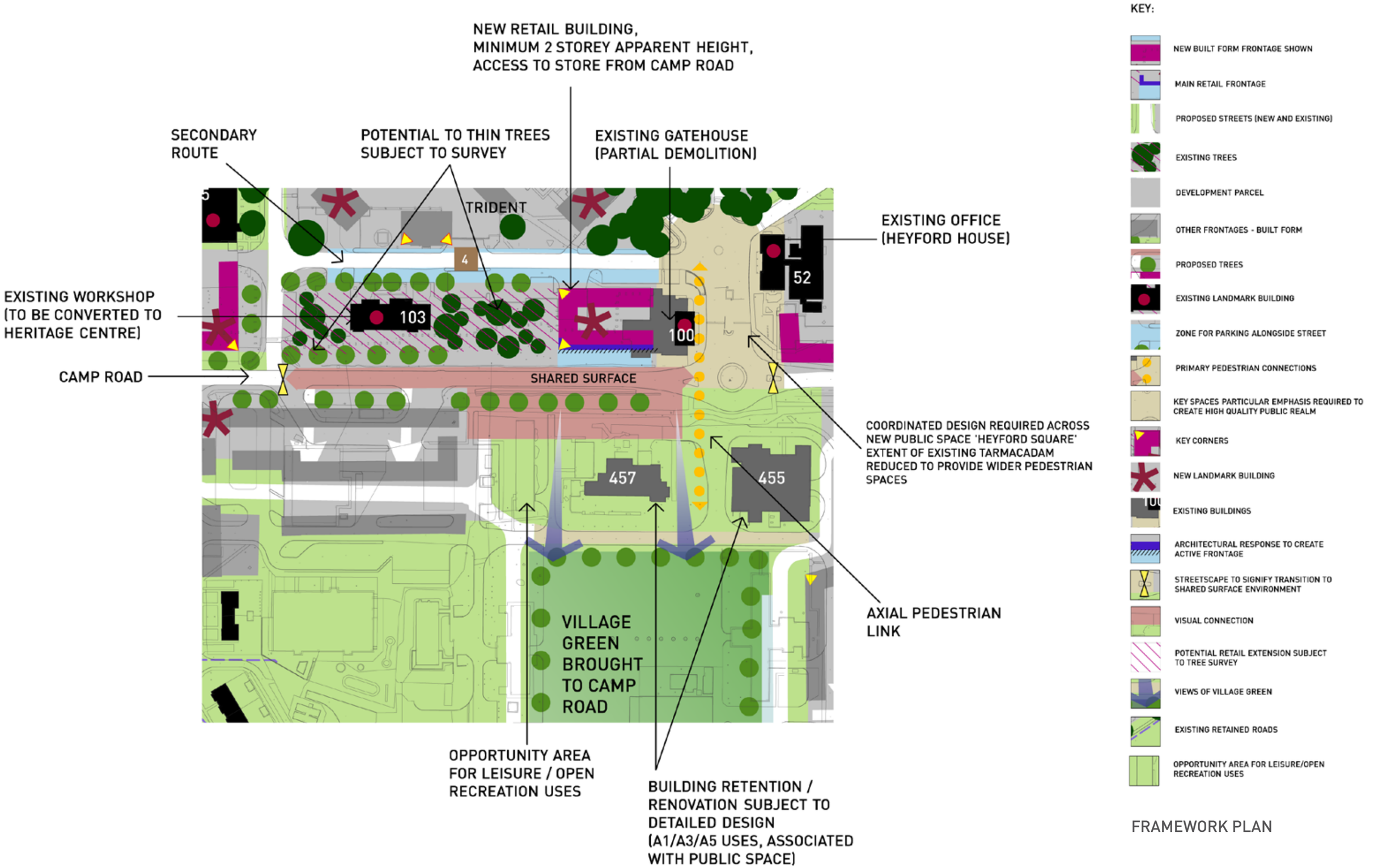
CA1 - NEW VILLAGE CENTRE

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 if any 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 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. Street furniture – modern design. - The opportunity for a vibrant south facing public space exists to the south of the Village Centre. • 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

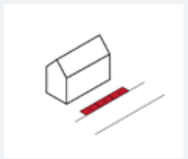


NEW VILLAGE CENTRE INDICATIVE IMAGE



FRAMEWORK PLAN

PARALLEL



PERPENDICULAR

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. Tandem allowed to make efficient use of land. 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.

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

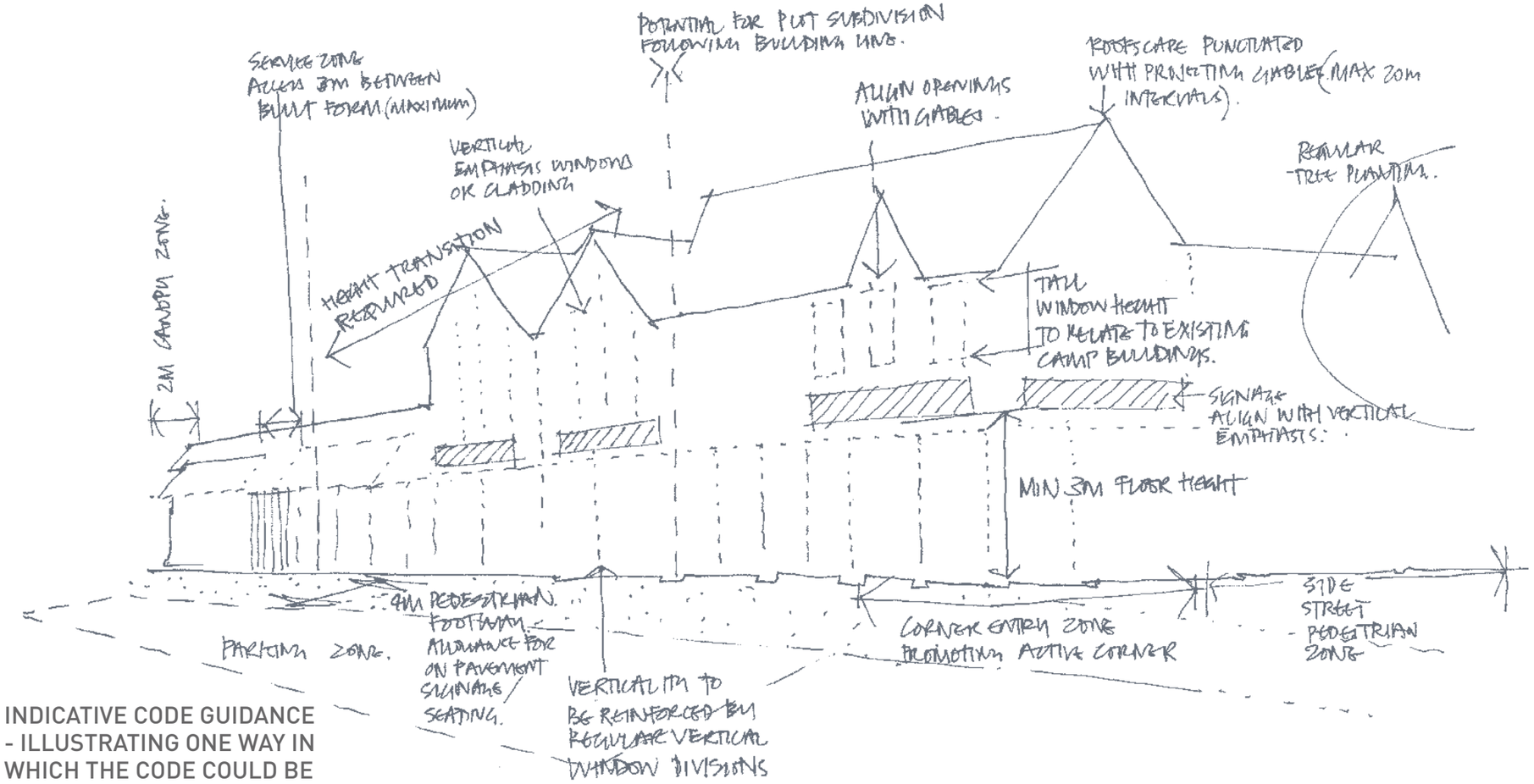
ROOF MATERIALS

Slate/Slate Effect

WINDOW COLOUR

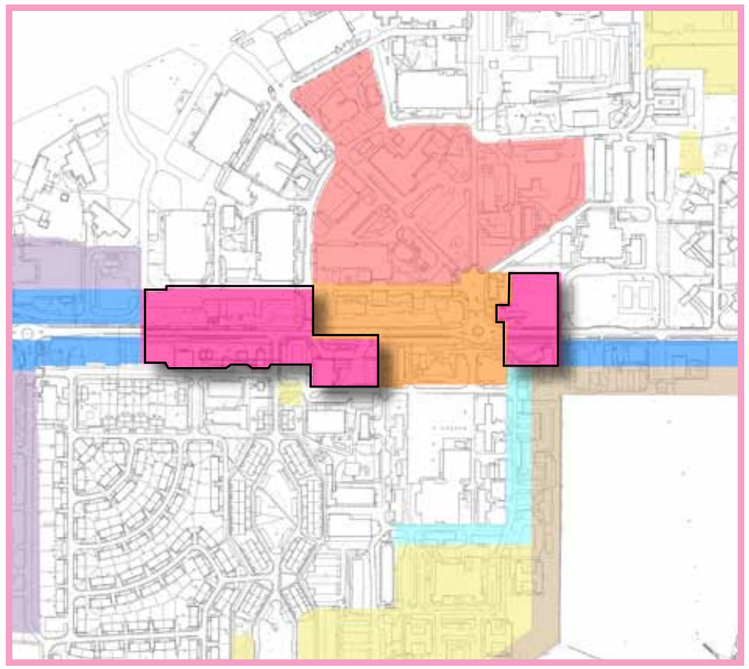
White

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

4.29 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.

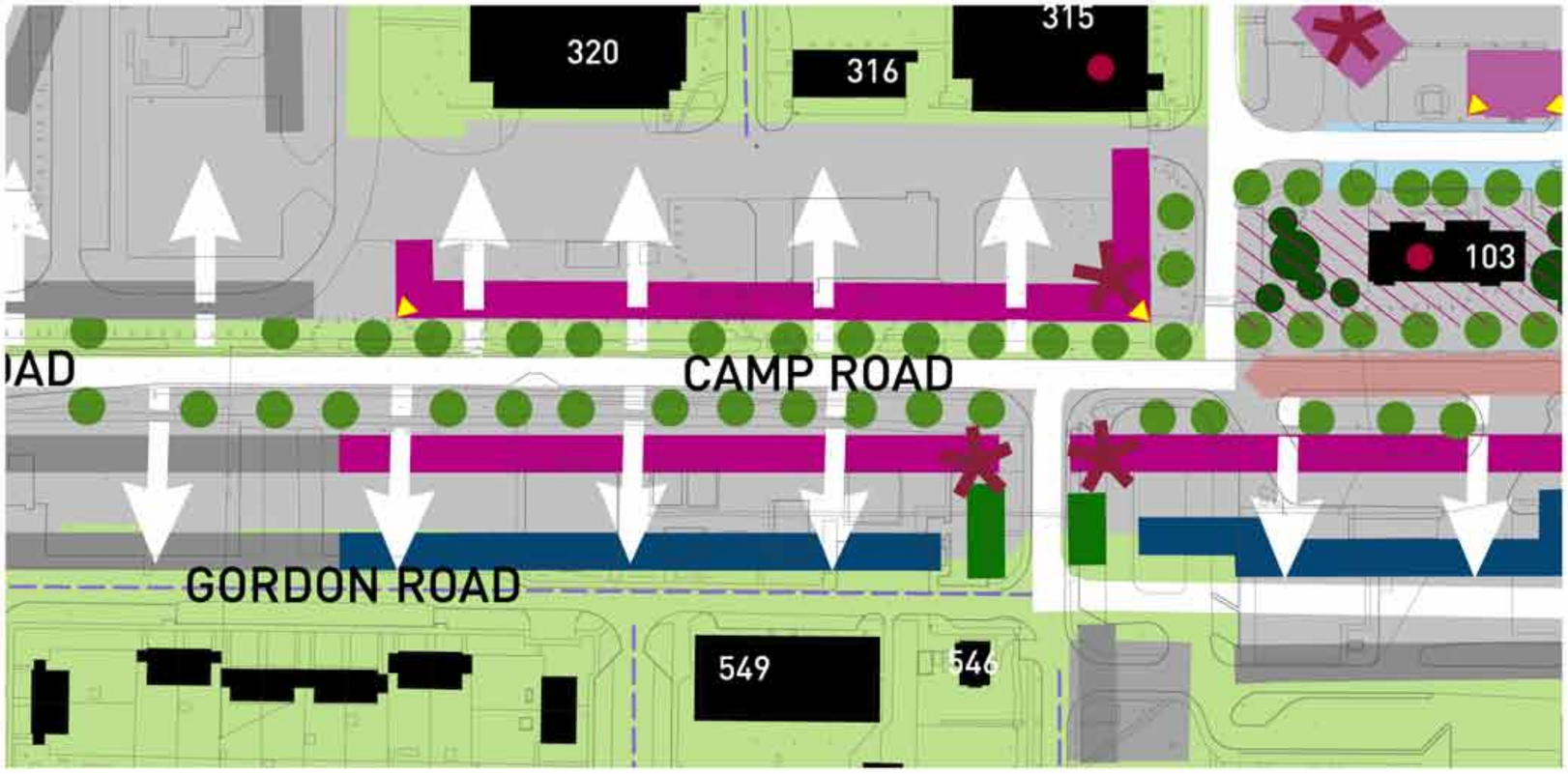
4.30 The following tables, plan, text and illustrations address the design components:

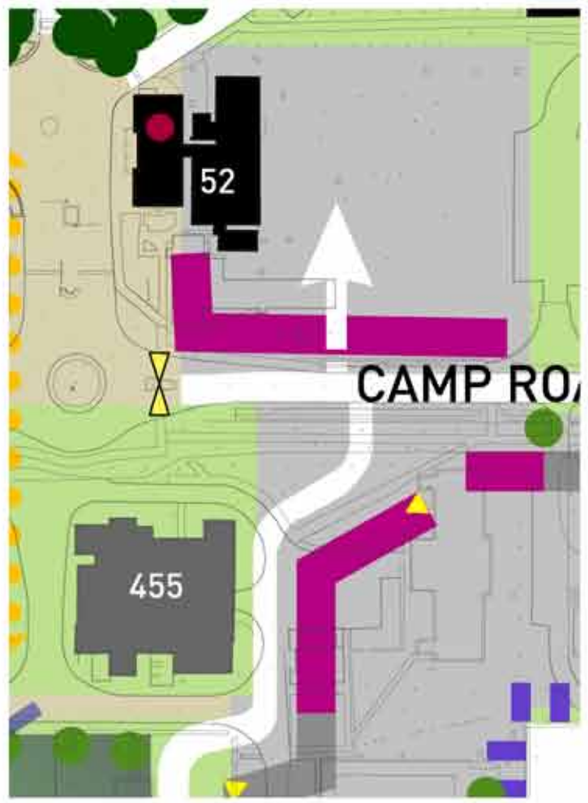
INDICATIVE DESIGN CONCEPT

CA2 - VILLAGE CENTRE RESIDENTIAL

CA2	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• See Edge Types E1 (Camp Road interface), E3 (to reinforce connection to Carswell Circle) & E4 (Park Street frontages where away from Camp Road). • 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.	-
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 only 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 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. Residential frontages to be low walls or simple formal hedges. 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

CA2 - VILLAGE CENTRE - RESIDENTIAL - MATERIALS (OR SIMILAR APPROVED)

PREDOMINANT BUILDING WALL MATERIAL

Brick
predominantly Red
with occasional brown
tones

BUILDING WALL MATERIAL FOR KEY NOTE DETAILING/ DENTIL COURSES

Brick Blue/Grey

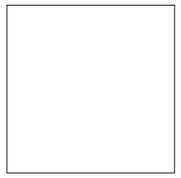
SECONDARY BUILDING WALL MATERIAL
(USED TO BREAK UP AND DETAIL ELEVATION)

Render
Ivory Colour

ROOF MATERIALS

Slate Effect

WINDOW COLOUR



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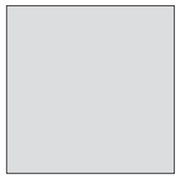
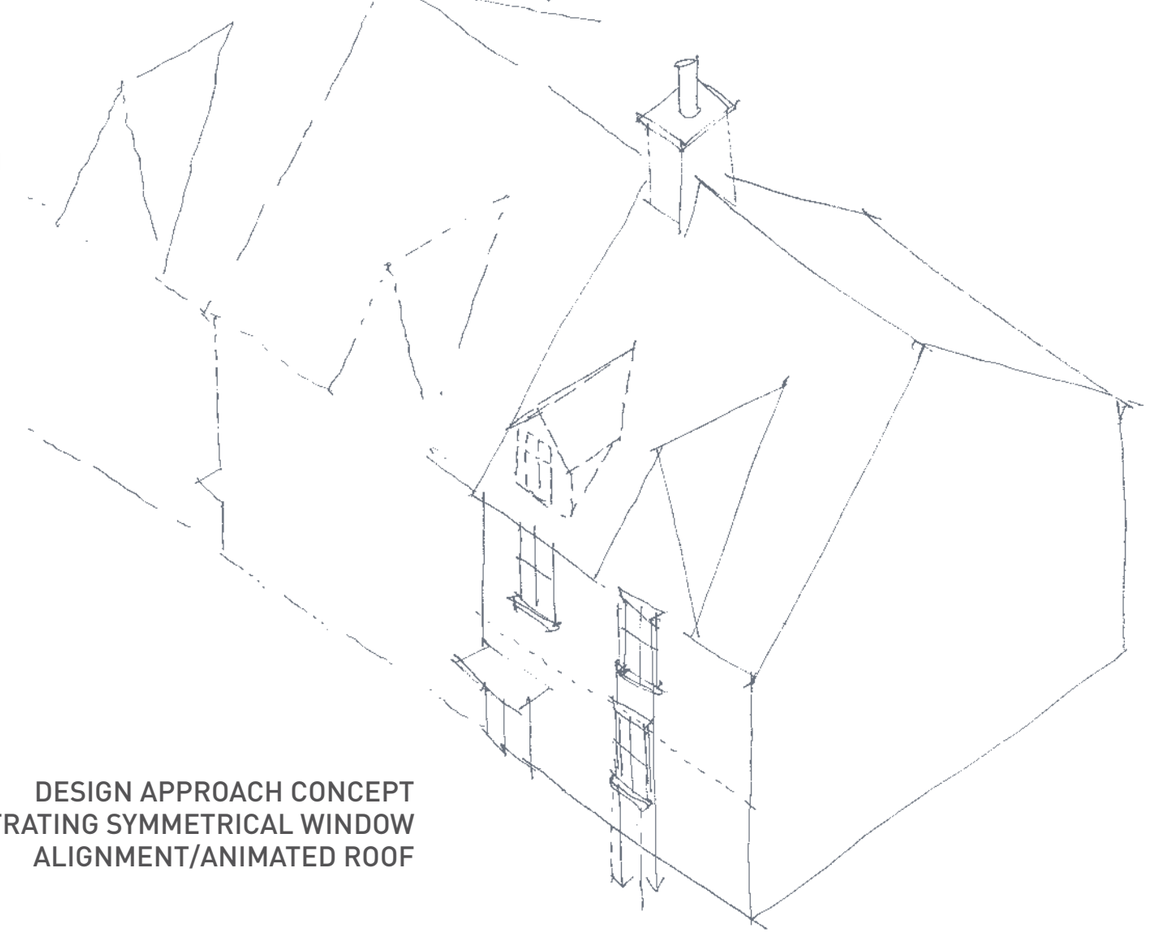


Light Grey

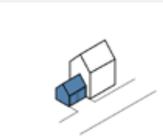


DESIGN APPROACH CONCEPT
ILLUSTRATING SYMMETRICAL WINDOW
ALIGNMENT/ANIMATED ROOF

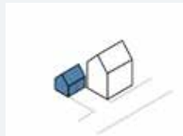
Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	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. Tandem allowed to make efficient use of land. 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 streetscape.	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

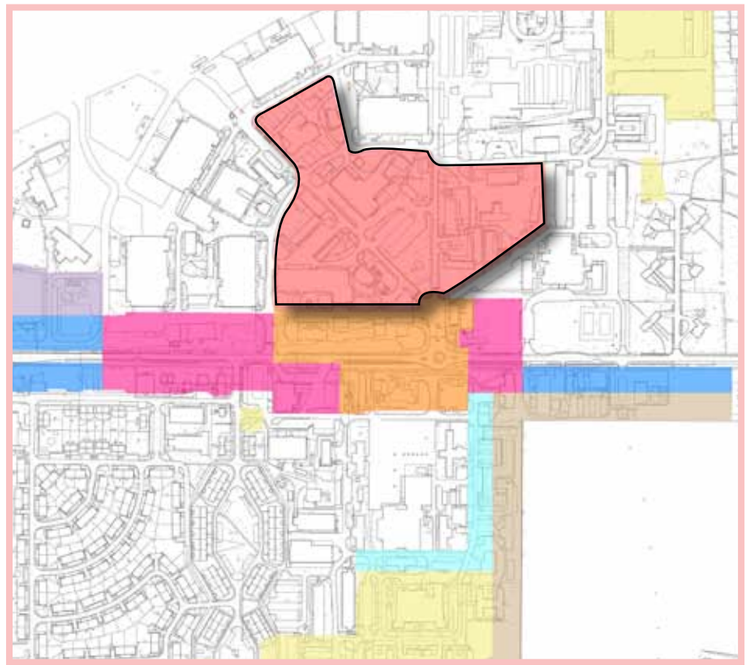


HARD STANDING

INTEGRAL GARAGE

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

CHARACTER AREA 3 - TRIDENT HOUSING

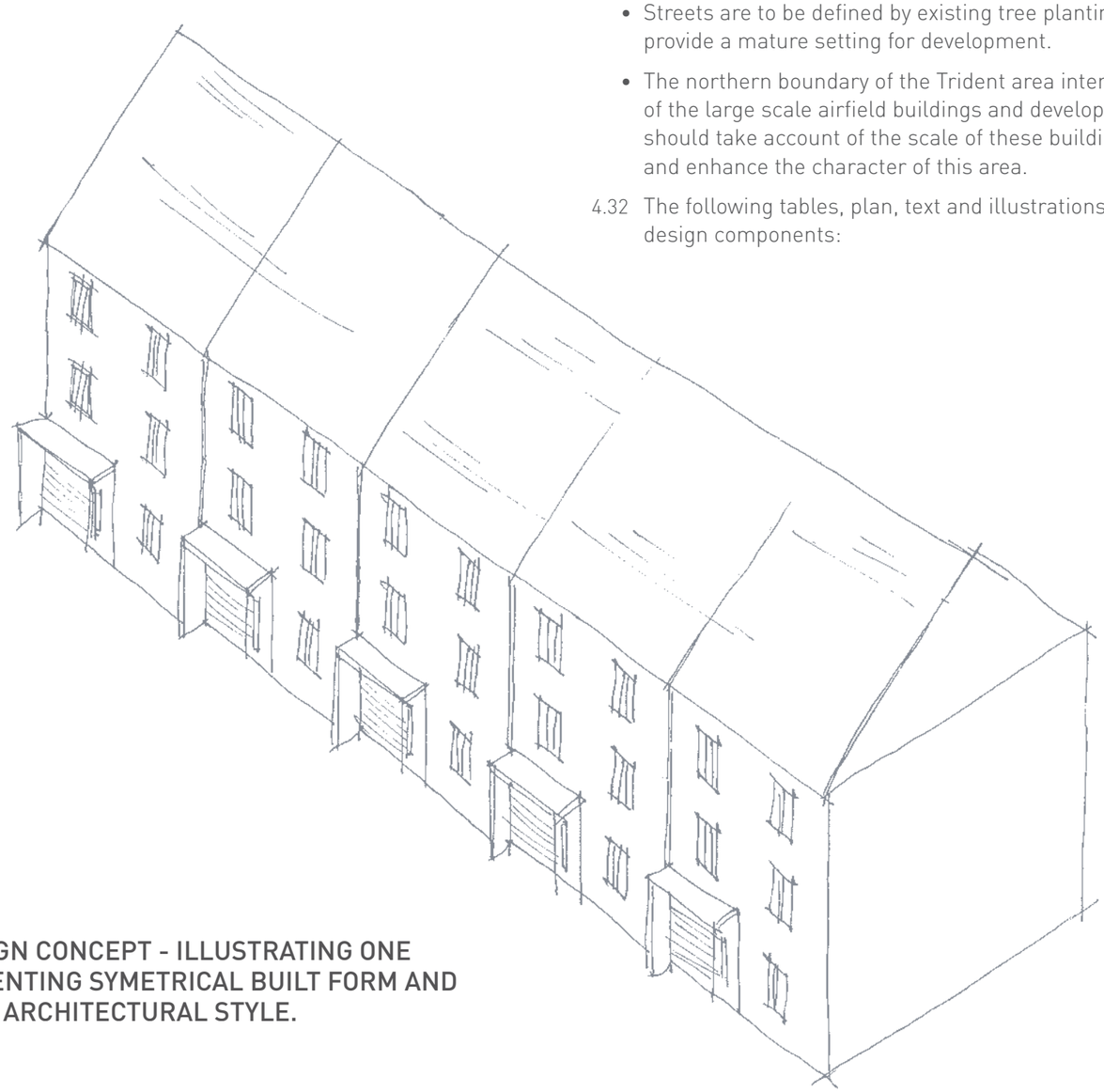


CA3 – TRIDENT HOUSING

4.31 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.

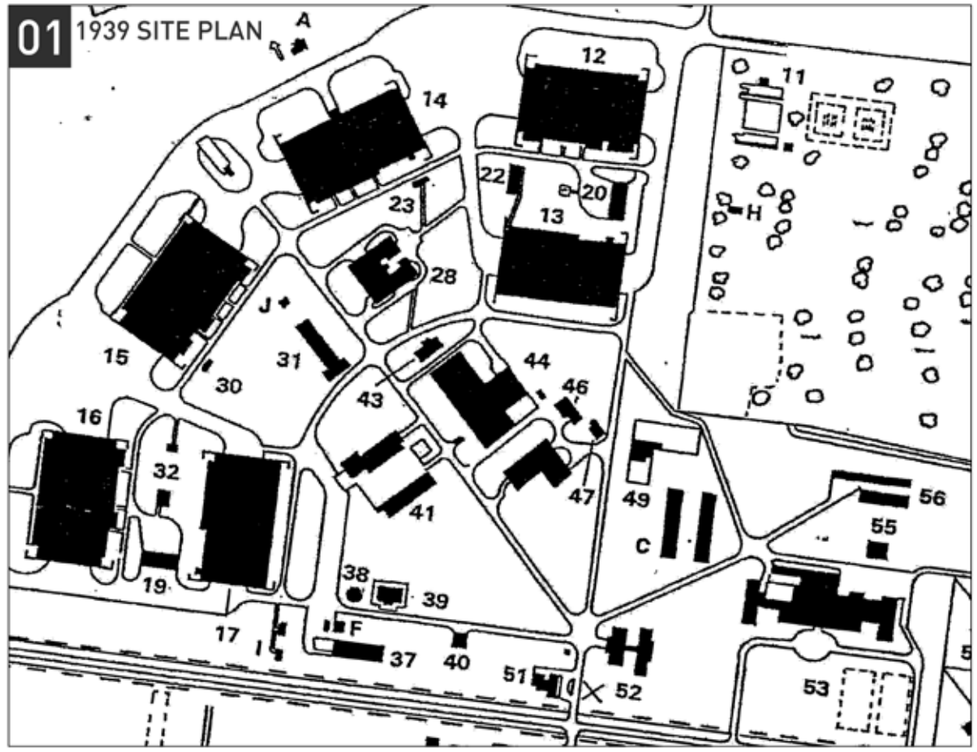
4.32 The following tables, plan, text and illustrations address the design components:

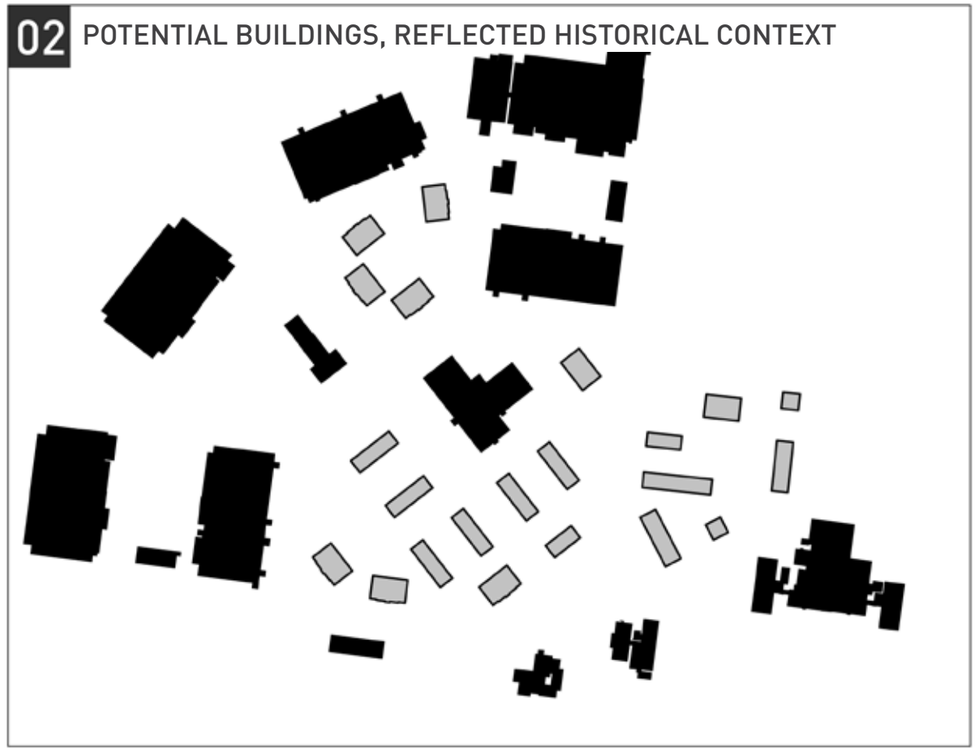


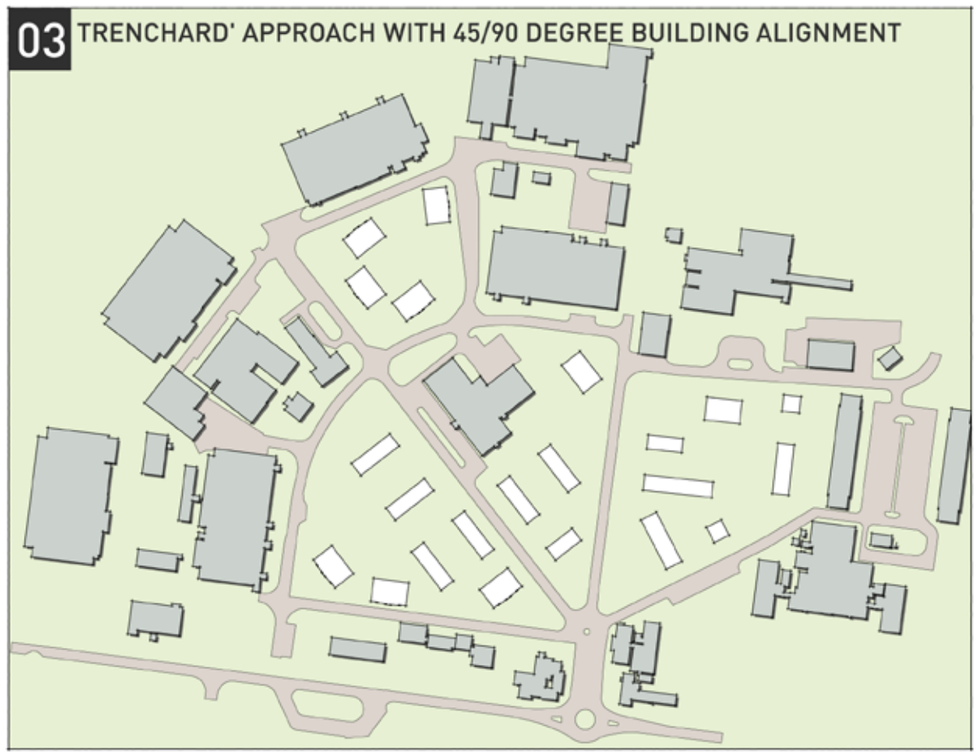
INDICATIVE DESIGN CONCEPT - ILLUSTRATING ONE WAY OF IMPLEMENTING SYMETRICAL BUILT FORM AND CONTEMPORARY ARCHITECTURAL STYLE.

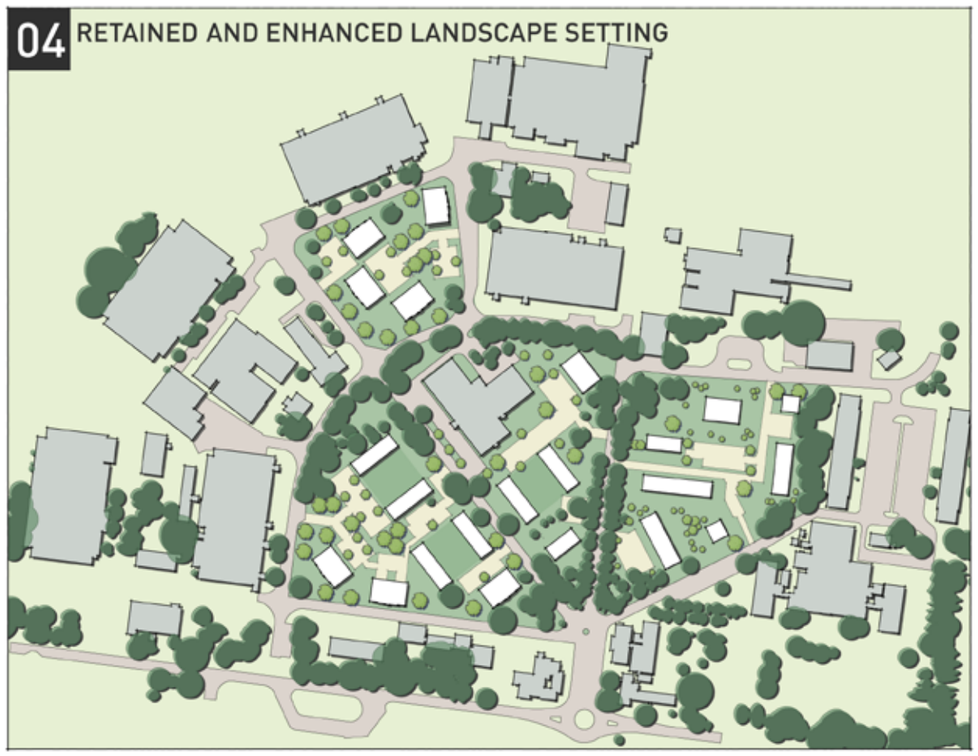
CA3 - TRIDENT HOUSING

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 defined by 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	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 in terms of being generously 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. Height change from 2–3 storey with allowance for a 2.5 storey transitional unit. • 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. Gaps through development 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 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 informal with timber elements. Trident axis no.4 to be formal to suit Village Centre CA1. • 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 surface techniques 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.	Boundaries could be formed by informal hedges, using species such as Escallonia or Lavender. General planting to be formal with flowering herbaceous and shrub planting in a mix of colours and textures.
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.









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
- 1 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

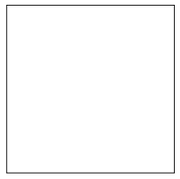
Render
Ivory or Sand Colour

Grey Cladding

ROOF MATERIALS

Slate Effect

WINDOW COLOUR



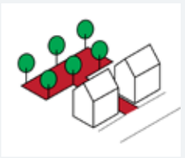
White

Warm Grey

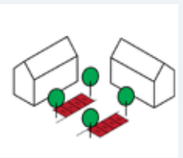
Light Grey

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. Tandem allowed to make efficient use of land. 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.

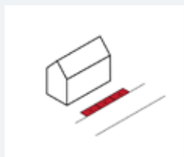
LANDSCAPED PARKING COURT



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

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

4.34 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.

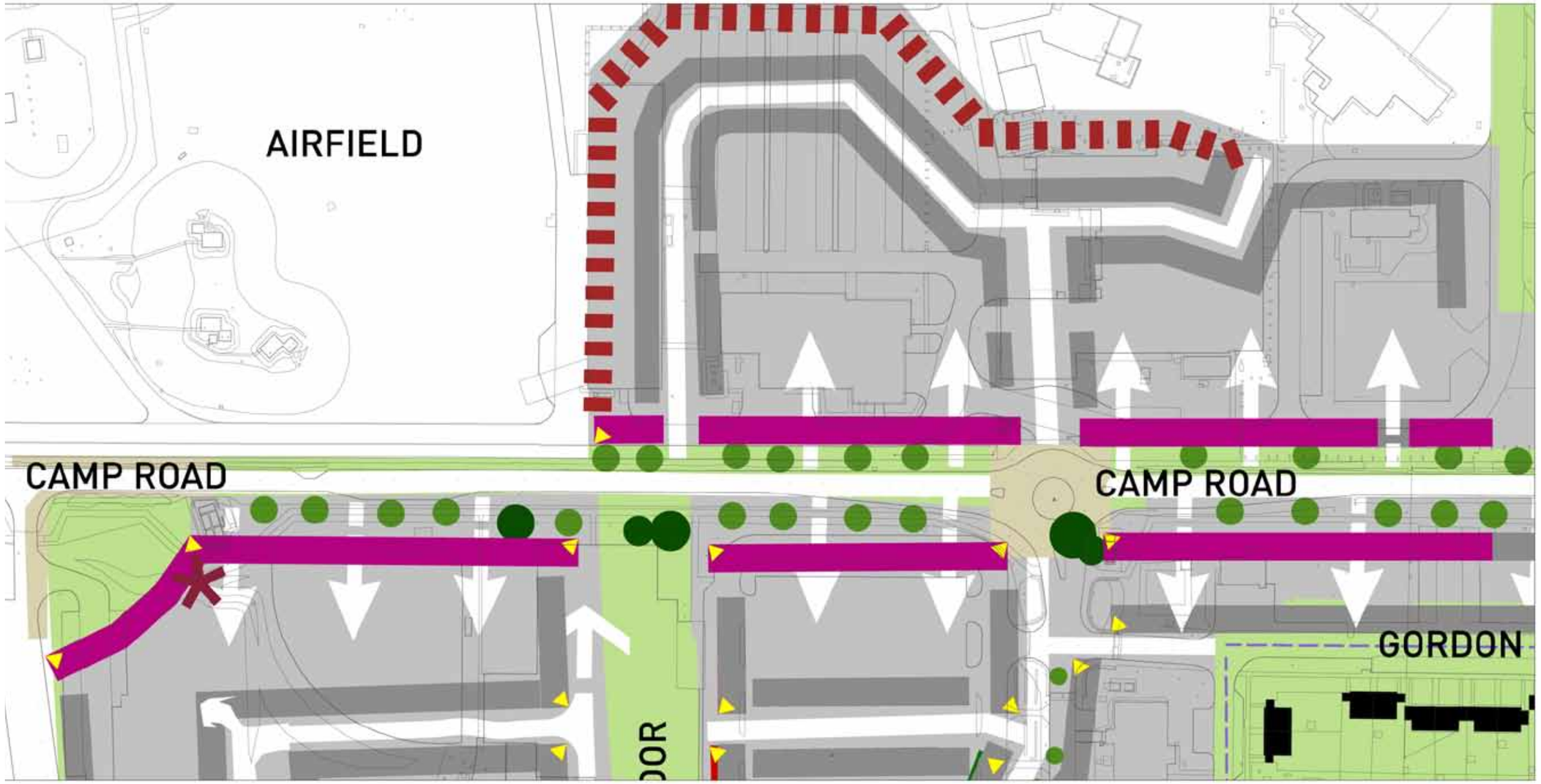
4.35 The main route will accommodate traffic calming to break-up vehicular activity and 'humanize' Camp Road with raised tables and tactile paving. Walking and cycling will have a shared foot/cycleway separated in sections by a tree planted verges. Where crossings are required, priority over the private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

4.36 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.

4.37 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 charac ter 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, comprised of detached and semi detached units. • 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 effect. • Predominantly brick, with some rendered key buildings. • Buildings will be predominantly brick or render.	Continuity required to CA1/CA2 hence no brown tile roofing. Predominantly brick, occasional render. Real 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. Compatible with SUDs conditions	Street tree planting to match CA2. 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 Effect

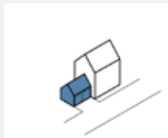
WINDOW FENESTRATION COLOUR

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. Tandem allowed to make efficient use of land. 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

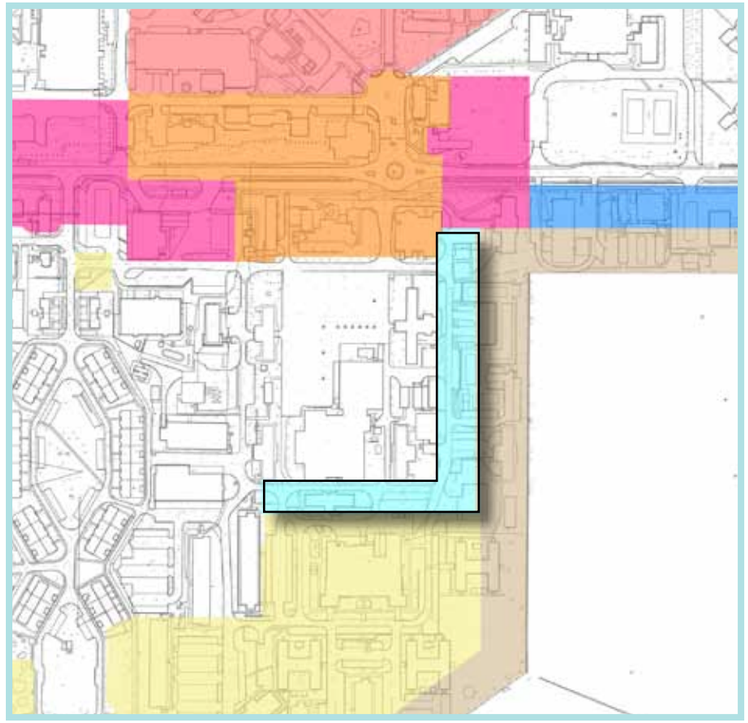
HARD STANDING

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

4.38 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.

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

4.40 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.

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

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

4.43 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 ne 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.	Classically proportioned floor height.
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 out or other material to be dominant/consistent across frontage. • Roof - 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

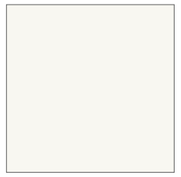
KEY:

- 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



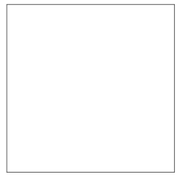
Render -
Ivory or White Colour

Brick
predominantly Red
with occasional brown
tones

ROOF MATERIALS

Slate effect

WINDOW COLOUR



White

Ivory

Warm Grey

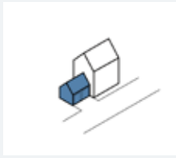
Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	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. Tandem allowed to make efficient use of land. 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 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.

COMPARATIVE PARKING TYPOLOGY TABLE

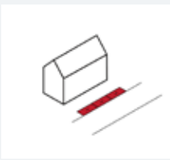
(PARKING TYPES APPROPRIATE IN THIS CHARACTER AREA ARE HIGHLIGHTED)

INTEGRAL GARAGE

ATTACHED GARAGE



PARALLEL

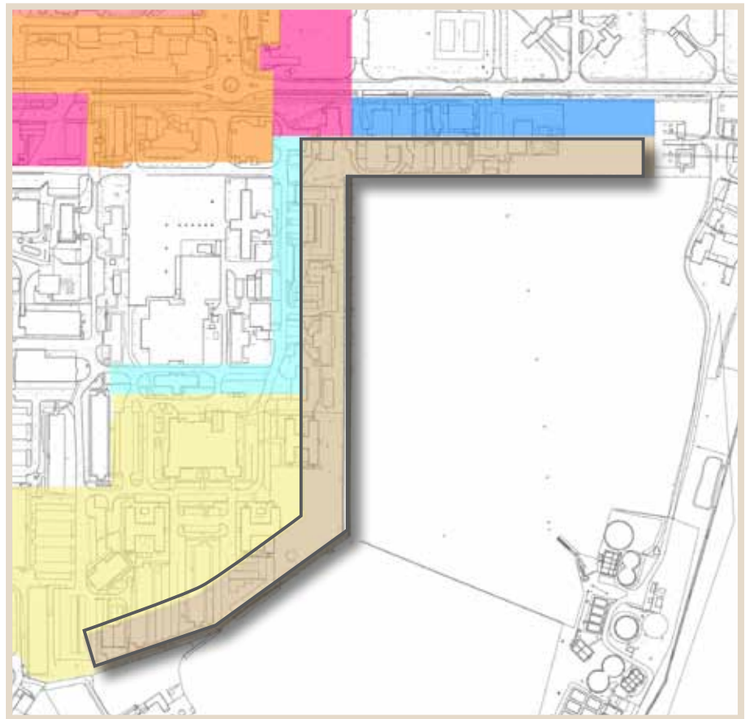


PERPENDICULAR

HARD STANDING

DETACHED GARAGE

CHARACTER AREA 6 - RURAL EDGE



CA6 – RURAL EDGE

4.44 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.

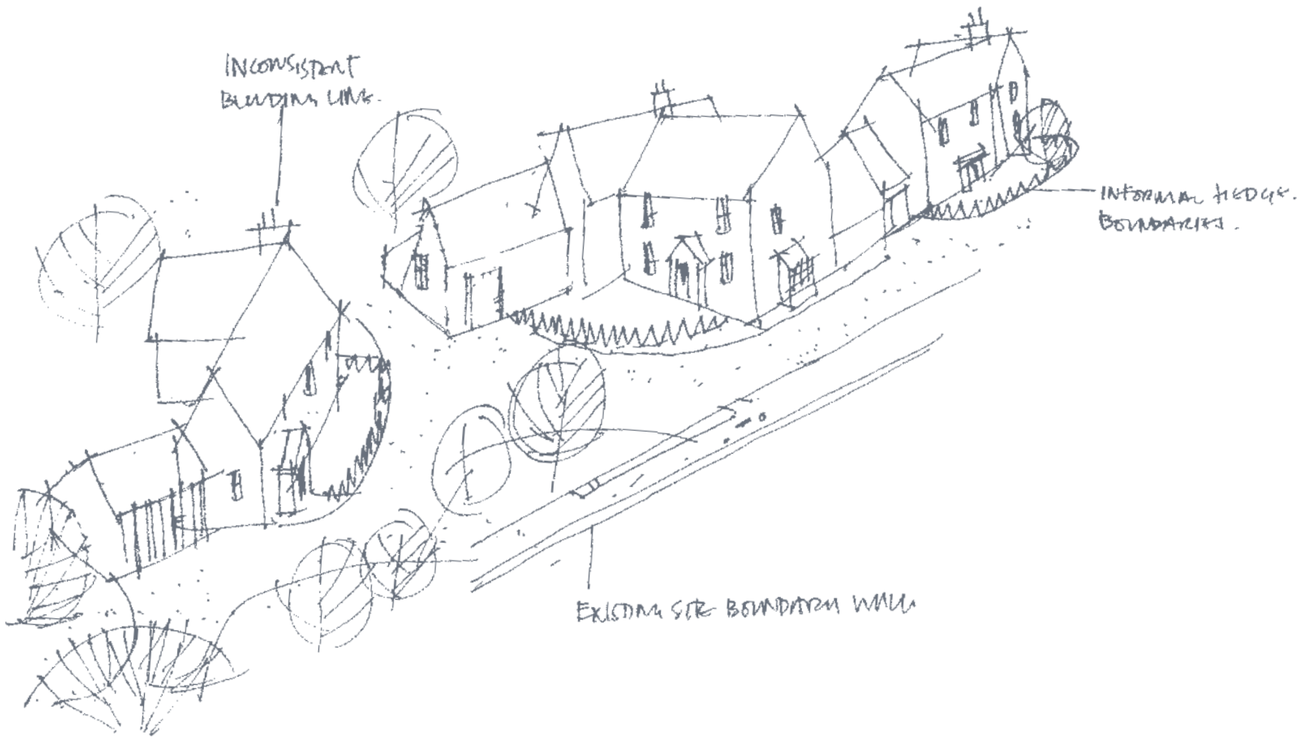
4.45 More open form allows a greater landscape emphasis and potential for greater tree cover to break up built form when viewed from the wider landscape.

4.46 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.

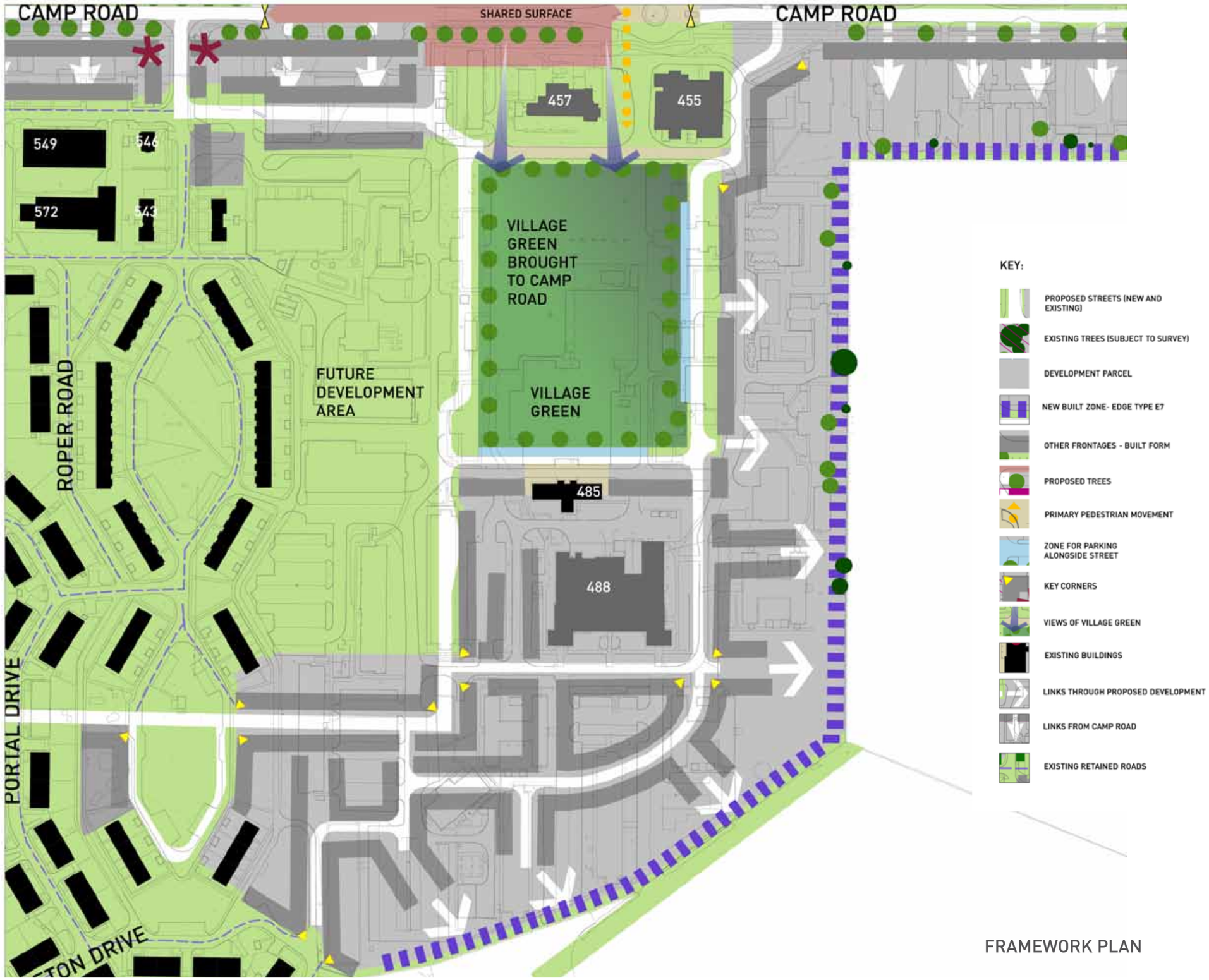
4.47 The following tables, plan, text and illustrations address the design components:

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

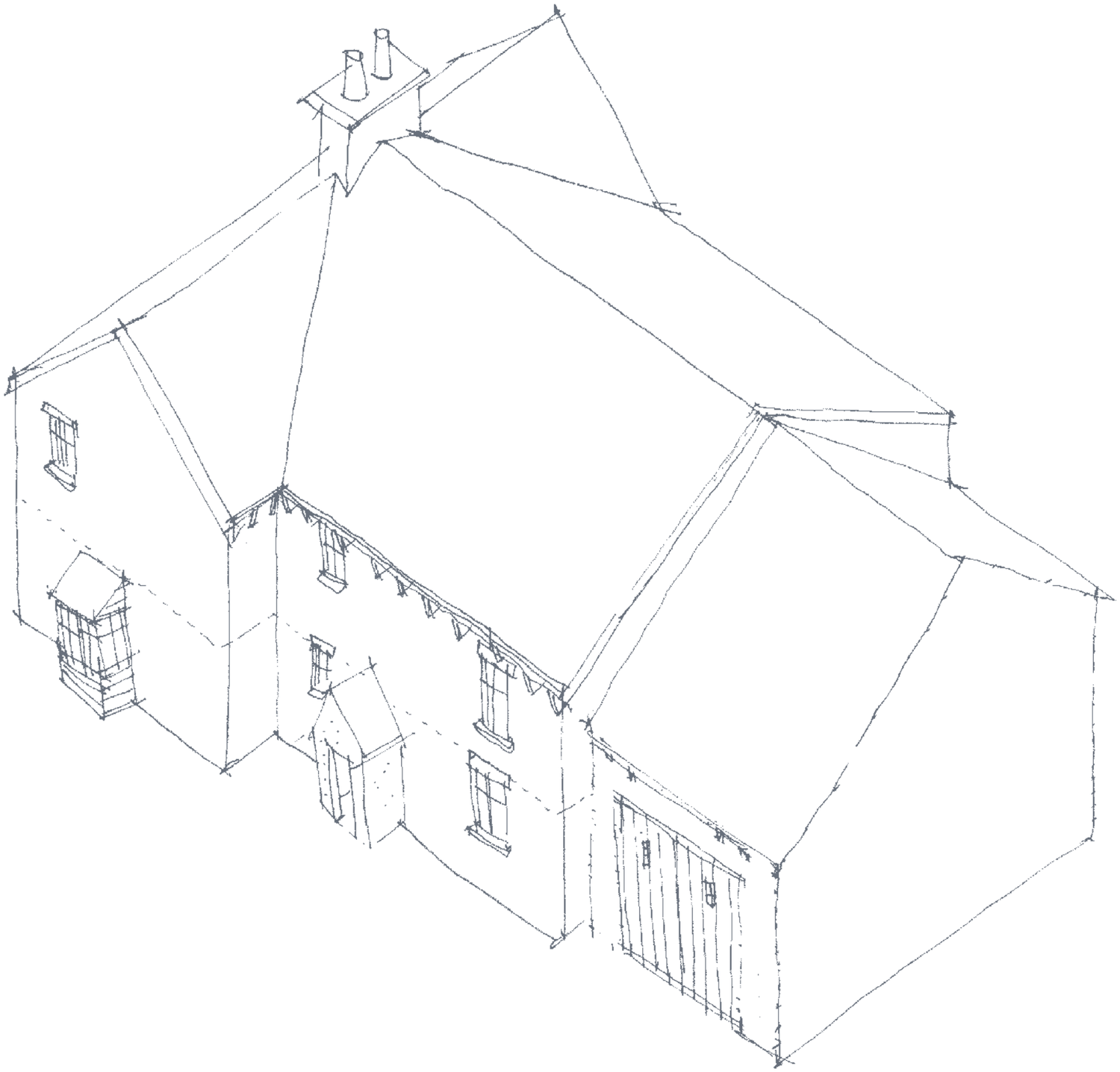


CA6 - RURAL EDGE

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. The structure of the development should consider solar gain and overshadowing in the layout of building groups.
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 built 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 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.	Boundaries could be formed by informal hedges. 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

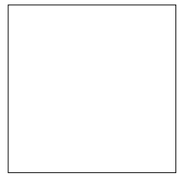
Tile

Slate Effect

WINDOW COLOUR

Ivory

Warm Grey



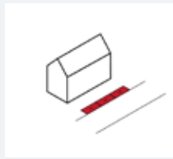
White

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. Tandem allowed to make efficient use of land. 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

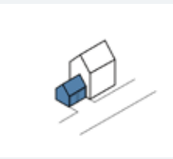
(PARKING TYPES APPROPRIATE IN THIS CHARACTER AREA ARE HIGHLIGHTED)

PARALLEL



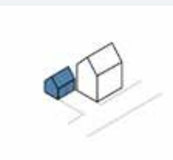
PERPENDICULAR

ATTACHED GARAGE

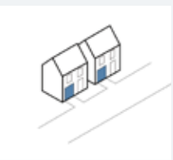


HARD STANDING

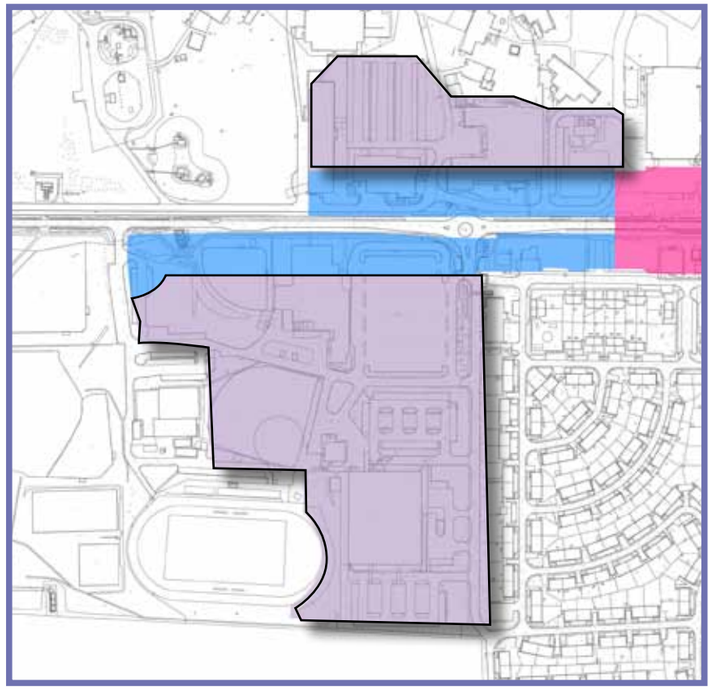
DETACHED GARAGE



INTEGRAL GARAGE



CHARACTER AREA 7 - CORE HOUSING WEST



CA7 CORE HOUSING - WEST

4.48 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.

4.49 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.

4.50 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.

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

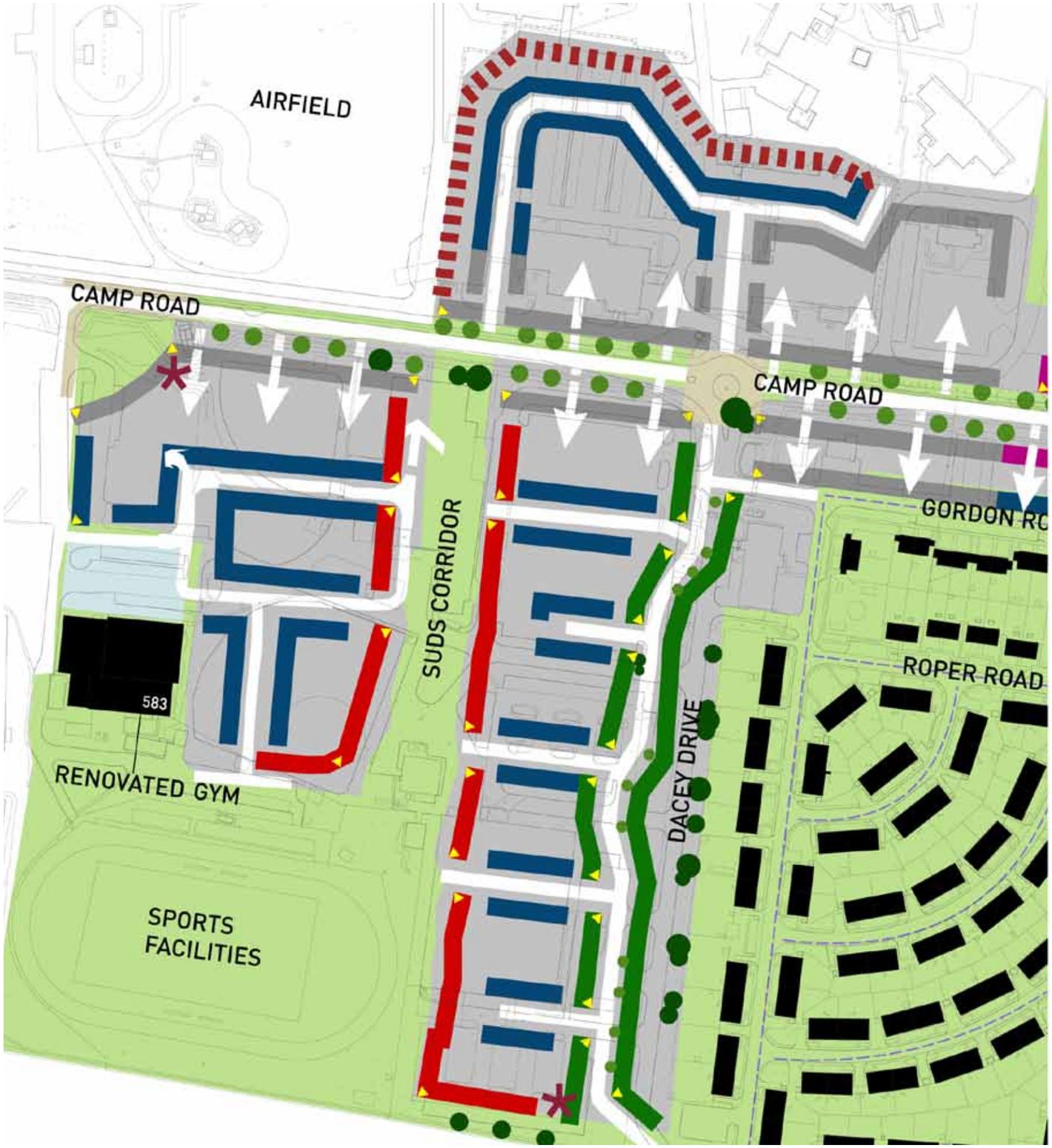
EXISTING OFFICERS' HOUSING

EXISTING OTHER RANKS' HOUSING

INDICATIVE ARCHITECTURE USING OFFICERS' AND OTHER RANKS' HOUSING AS PRECEDENTS

CA7 - CORE HOUSING - WEST

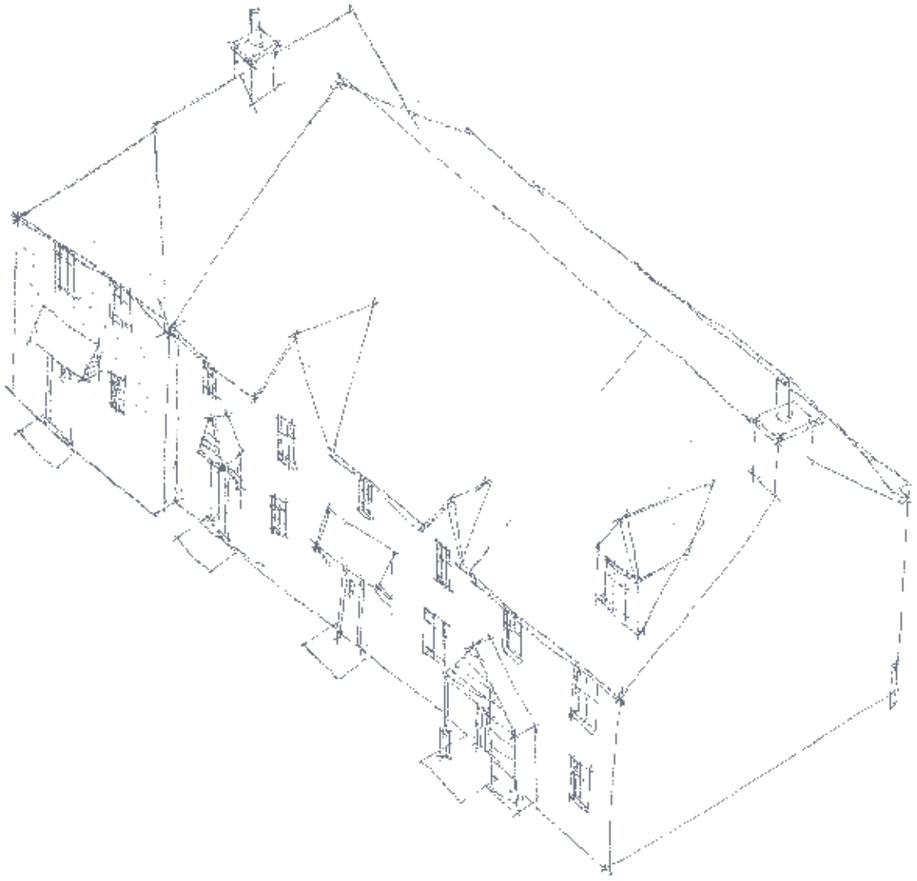
CA7	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Arranged in perimeter blocks with strong sense of public-private realm definition. • The area should have a mixture of formal and informal streets and places which will be articulated through the landscape and building form and detail. • 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 primarilty in shared surface locations.
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. • Irregular frontage to SUDs corridor. - 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. • 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 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 the complementary asymmetric buildings. • Proportionate between plots in scale and plot size to its 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 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.	-

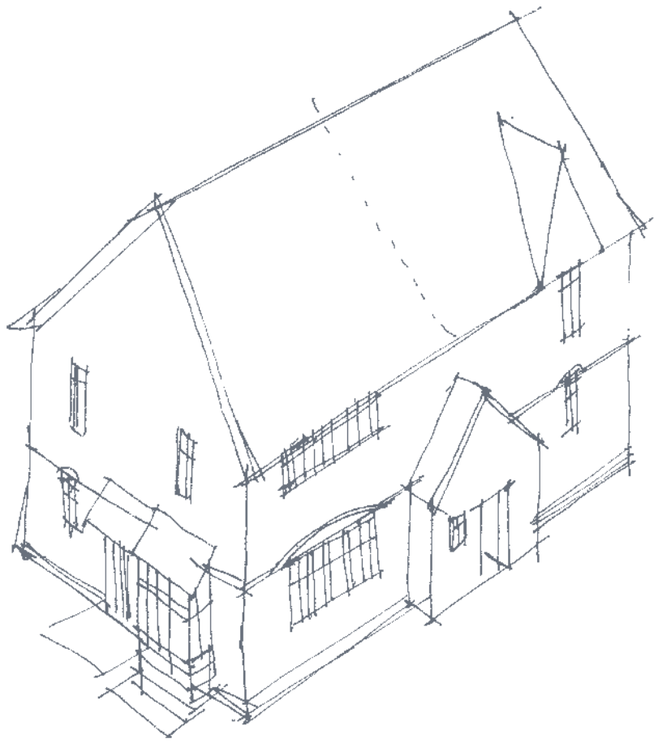


KEY:

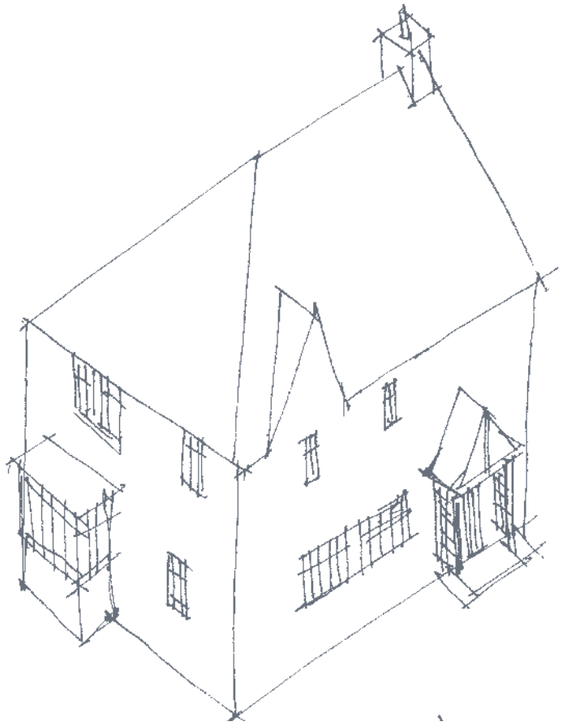
- PROPOSED STREETS (NEW AND EXISTING)
- CAMP ROAD (INCLUDING DIVERSION)
- EXISTING TREES
- DEVELOPMENT PARCEL
- E2 - IRREGULAR FRONTAGE LINE
- E3 - LANDSCAPED FRONTAGE
- E4 - PARK STREETS
- E5 - AIRFIELD BOUNDARY
- OTHER FRONTAGES - BUILT FORM
- PROPOSED TREES
- EXISTING BUILDING
- ZONE FOR PARKING ALONGSIDE 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
- DIRECT PLOT ACCESS (2 No DWELLINGS MINIMUM)

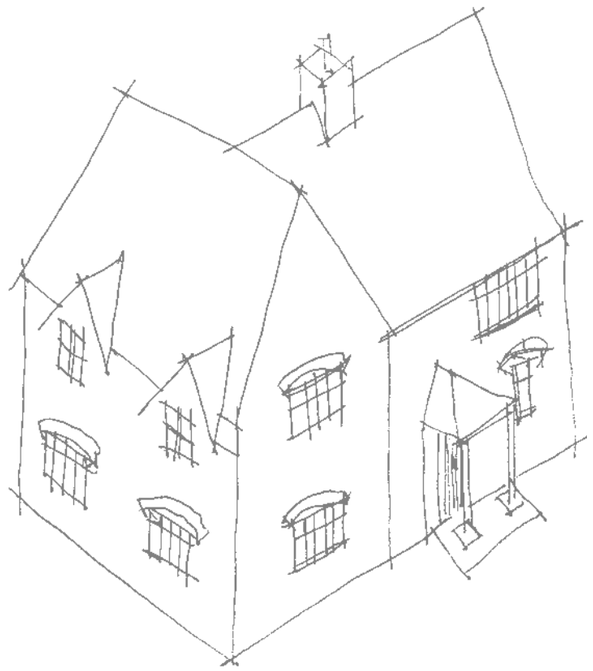
FRAMEWORK PLAN





SEMI DETACHED
DOUBLE FRONTED OPTION.





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

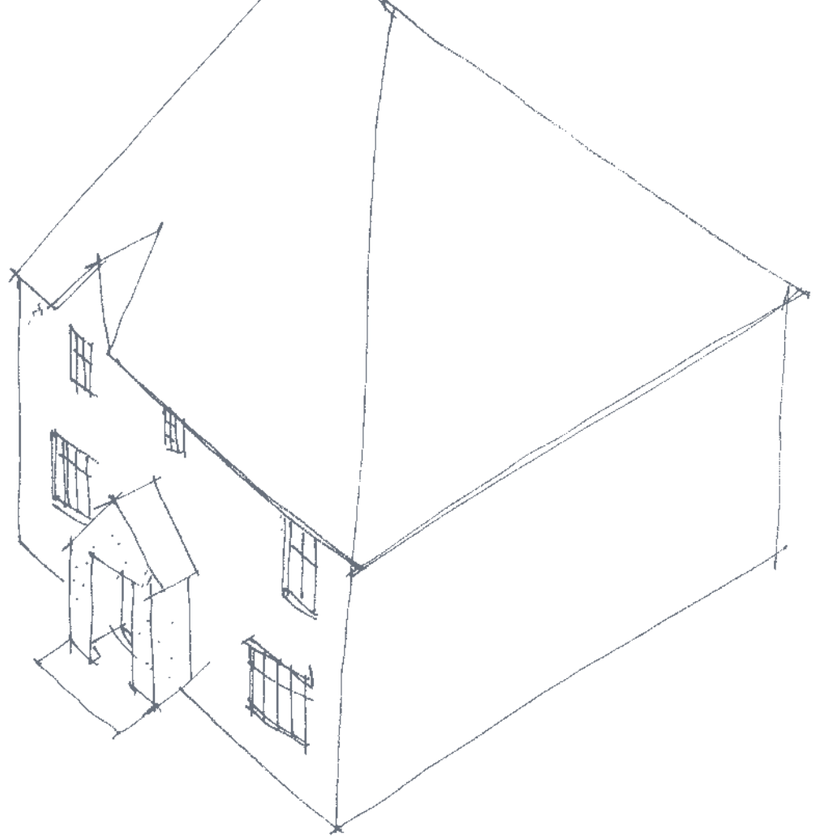
Slate Effect

WINDOW/FENESTRATION COLOUR

White

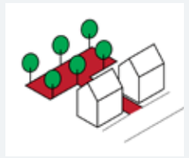
Ivory

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. Tandem allowed to make efficient use of land. 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



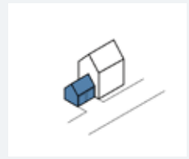
PARALLEL

PERPENDICULAR

HARD STANDING

DETACHED GARAGE

ATTACHED GARAGE

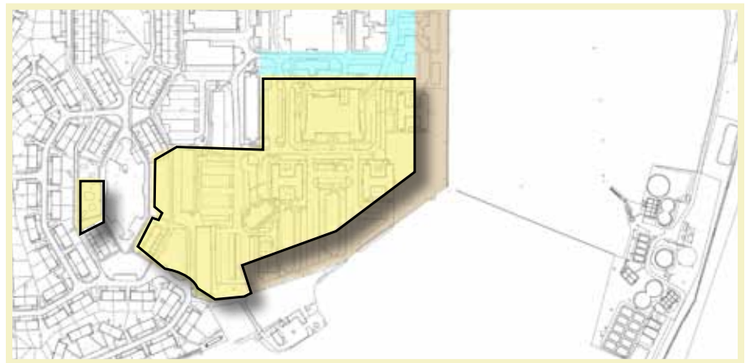


INTEGRAL GARAGE

COMPARATIVE PARKING TYPOLOGY TABLE

(PARKING TYPES APPROPRIATE IN THIS CHARACTER AREA ARE HIGHLIGHTED)

CHARACTER AREA 8 - CORE HOUSING EAST



CA8 – CORE HOUSING - EAST

4.52 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.

4.53 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.

4.54 This area forms a significant area of development to the south and a smaller development to the north:

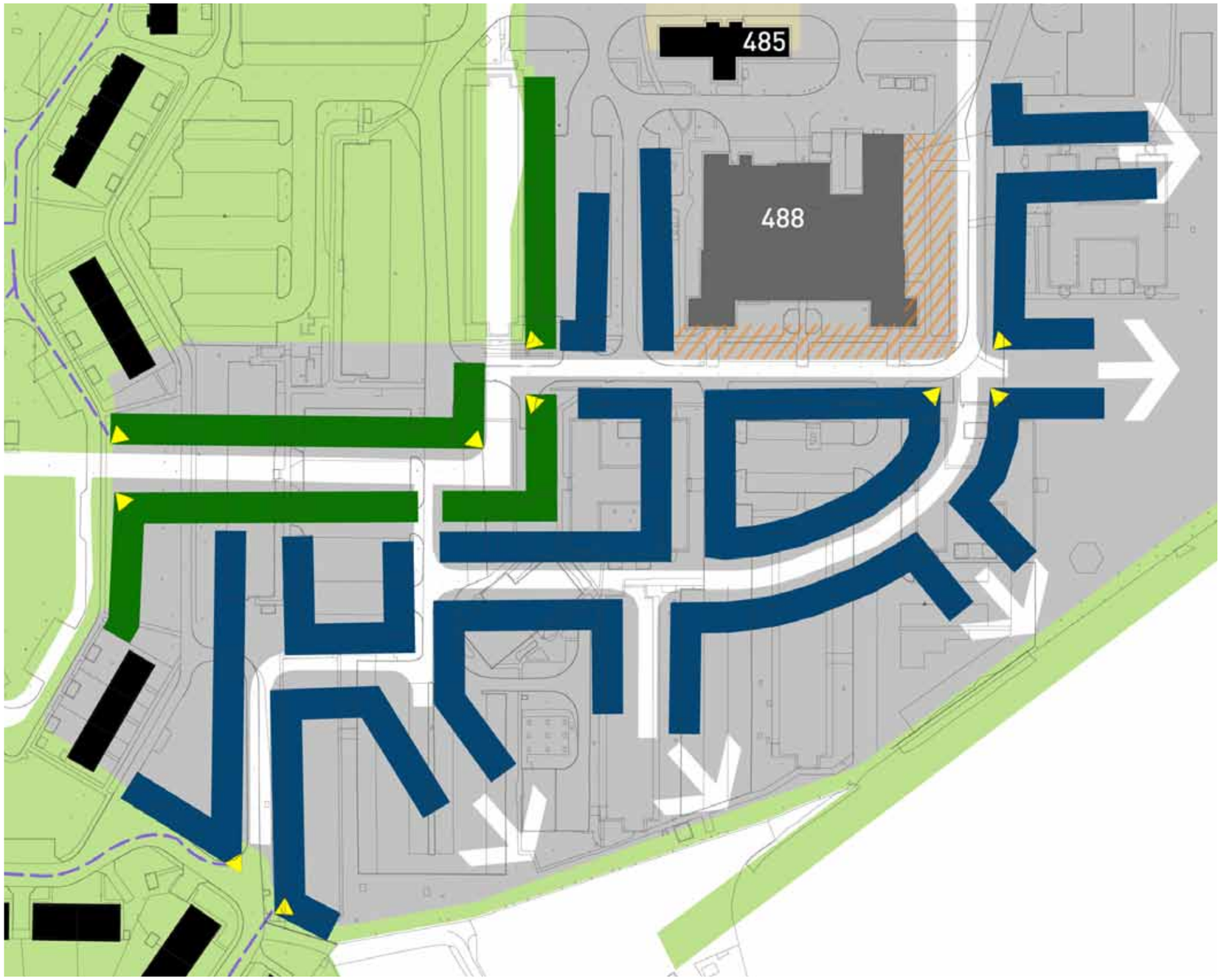
- The character of development has again been inspired by the simple Arts and Crafts form which can be found in Carswell Circle and the Officers housing at Heyford. The simple cues that define these areas are to be reinterpreted in this character area.
- There will be a mixture of formal and informal 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.

4.55 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 airfield. 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:

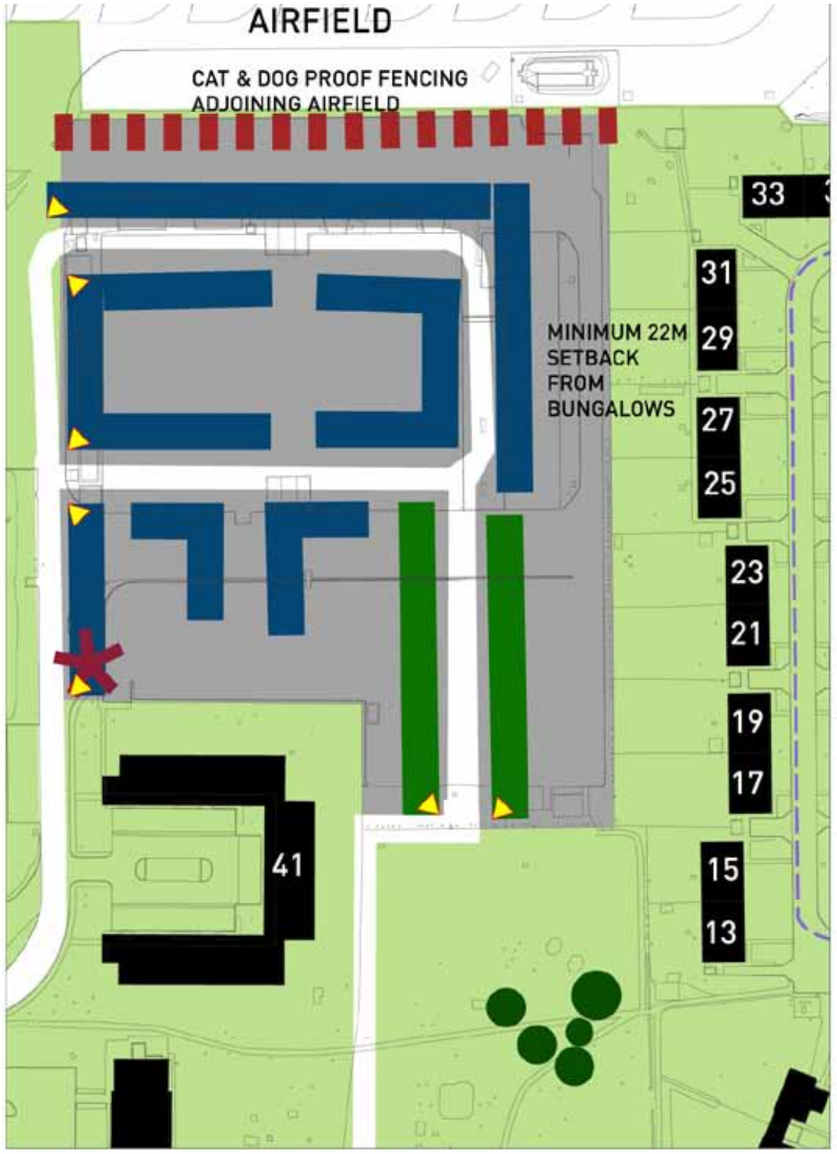
EXISTING OFFICERS' HOUSING

EXISTING OTHER RANKS' HOUSING

CA8	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	• Arranged in perimeter blocks with strong sense of public-private realm relationship. • 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.
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.	Preference for each roof to have gable or dormer within it.
7	SCALE AND PROPORTION	• Buildings and its fenestration - asymmetric buildings 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 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 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 effect

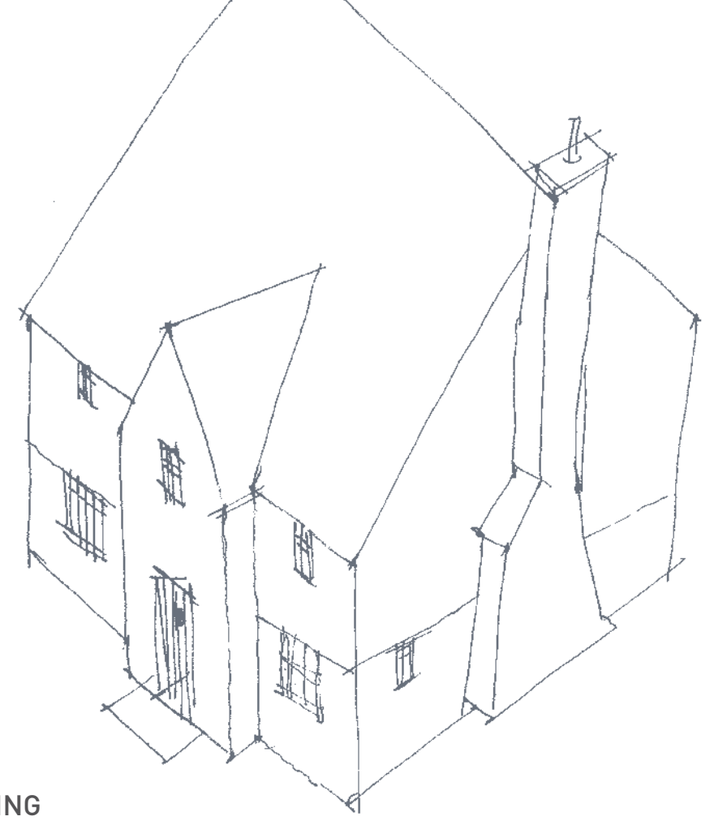
Tile

WINDOW/FENESTRATION COLOUR

Ivory

Warm Grey

White



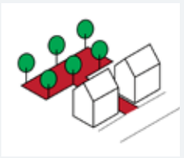
CODE SUMMARY DRAWING

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. Tandem allowed to make efficient use of land. 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



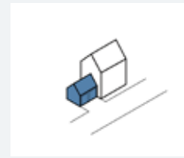
PARALLEL

PERPENDICULAR

HARD STANDING

DETACHED GARAGE

ATTACHED GARAGE



INTEGRAL GARAGE

SPECIAL CONDITIONS AREAS

SPECIAL CONDITION AREAS

4.56 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.

4.57 The areas that are set out are:

A - SUDs corridor forming a north/south route.

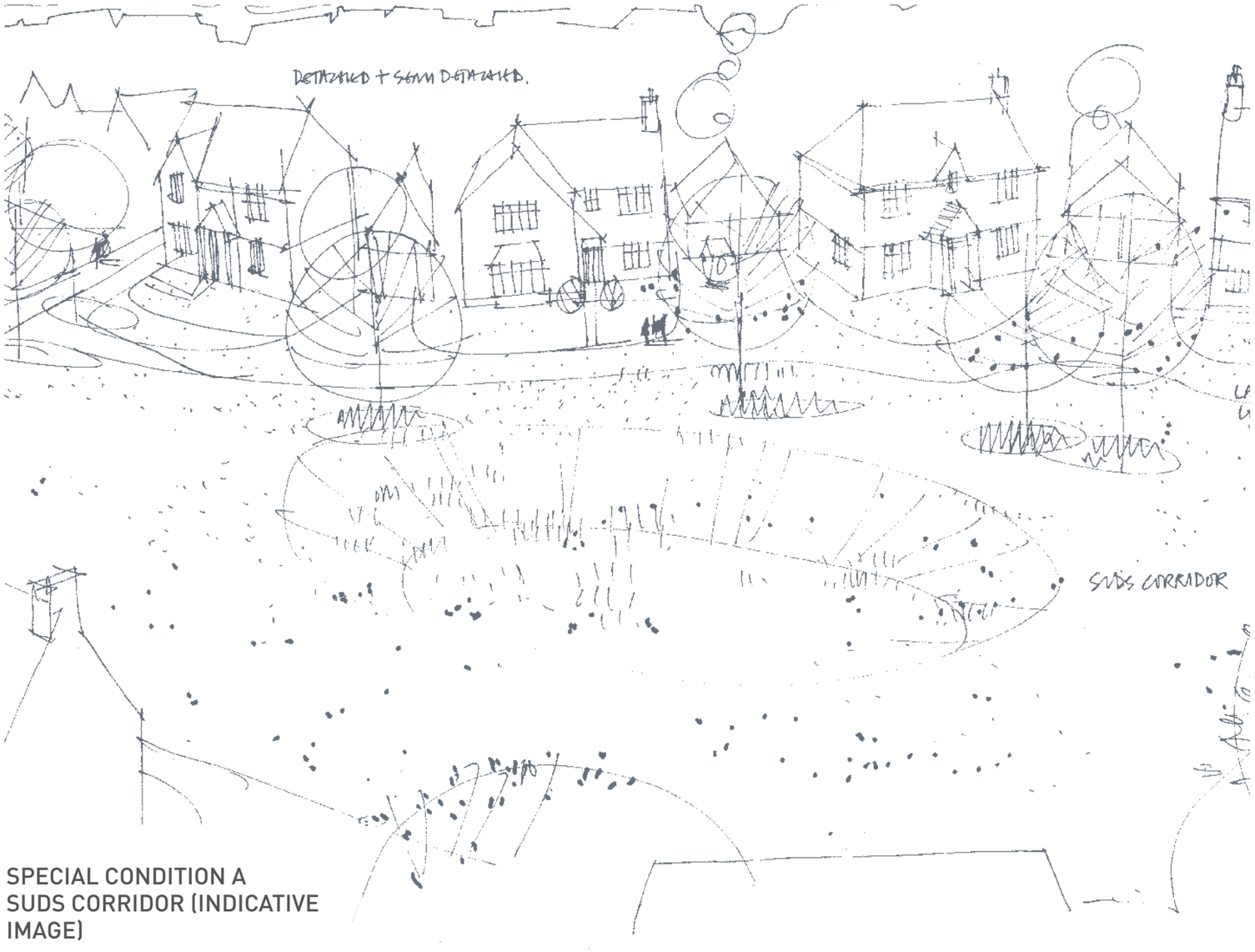
B - North western development edge where there is a need to define a clear boundary.

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

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

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

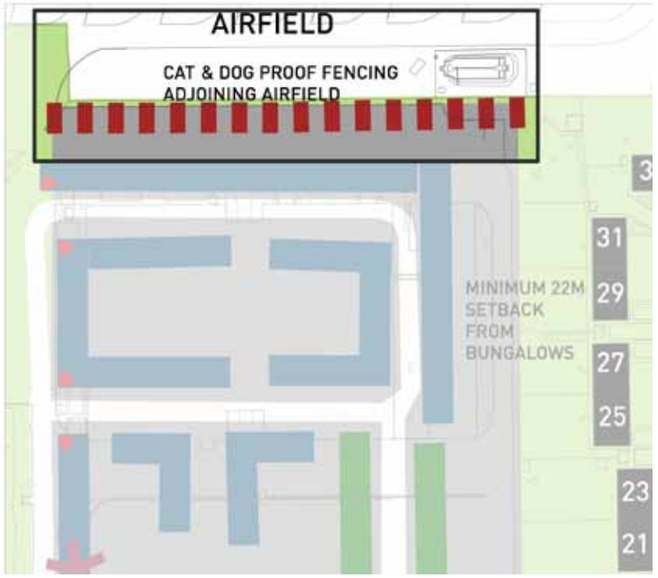
SPECIAL CONDITION A LOCATION



SPECIAL CONDITION A
SUDS CORRIDOR (INDICATIVE IMAGE)

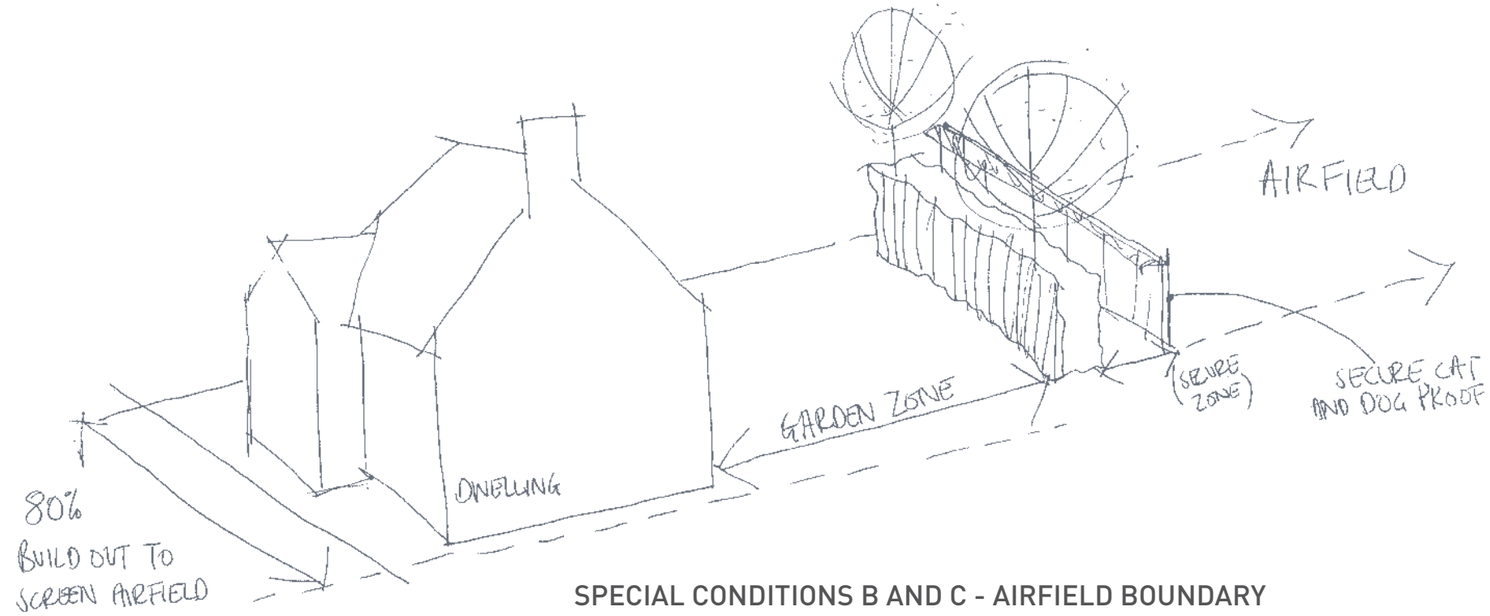
SPECIAL CONDITION AREA A -SUDS CORRIDOR WITH IN CA7

	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 housing with family housing. • 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 • 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	• Refer to Edge Type E2. • Irregular frontage to SUDs corridor.	-
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 street behind to give greater building presence.	Consistency of building scale and arranged on groups of 4–10 buildings that 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 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 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 at 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. Residential boundaries where used to be predominantly hedges.	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	• 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

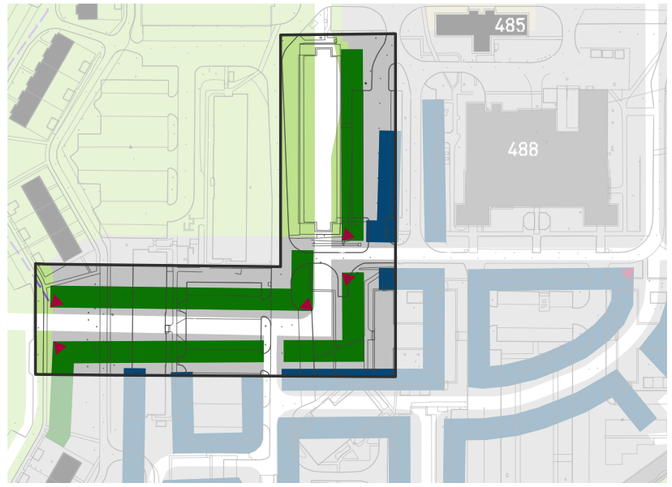


SPECIAL CONDITIONS B AND C - AIRFIELD BOUNDARY

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 array from airfield.	See edge types E5 for arifield edge in ccombination 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 ccombination with E4 for street edge.
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 promote complementary asymmetric buildings • Proportionate between plots in scale and plot size to its surrounding context.	Consistency of building scale and arranged on groups of 4–10 buildings that share similar characteristics
8	BUILDING DETAIL	• Traditional details, porch to be pitched canopy with 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 - Predominantly 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, with detached, semi detached and terraced typologies • 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 • Further information is set out in the special condition code	-
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 dwellings have hip/half hip, gable or dormer within it.
7	**SCALE AND PROPORTION**	• Building depth to promote complementary asymmetric buildings	Consistency of building scale and arranged on groups of 4–10 buildings that share similar characteristics
8	**BUILDING DETAIL**	• Traditional details, porch to be pitched canopy with 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 effect and tile	Predominantly brick, occasional render. Predominantly slate effect, occasional tile.
10	**LANDSCAPE DESIGN**	• Soft landscaping to be simple and largely open. Residential boundaries where used to be predominantly hedges, or low railings with informal planting. • 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. Low walls may may be used occasionally
11	**PARKING**	• Range of parking strategies follwing 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

4.59 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

4.60 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.

4.61 Details considered inlcude;

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

ii. Building materials (for roof and main building fabric. This can also include materials that will not be acceptable)

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

4.62 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.

4.63 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 provides 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 as a composition of simple units.
- 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

4.64 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

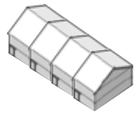
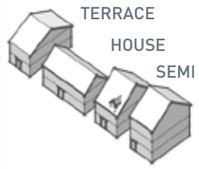
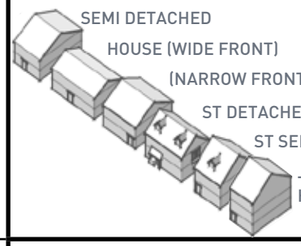
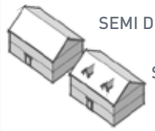
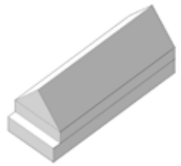
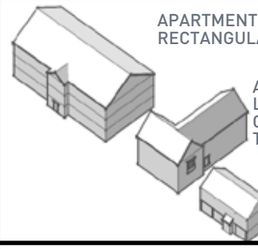
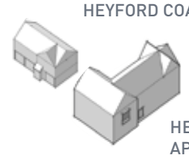
4.65 Preference should be given to a limited palette of materials. The range of facing materials used in existing buildings at Heyford Park, which reflect the early 20th Century Art & Crafts architecture, are relatively limited and should be the basis for the selection of finishes in new development.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

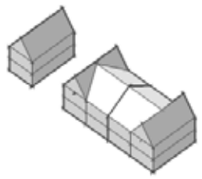
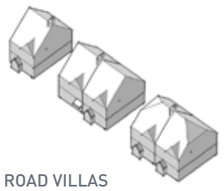
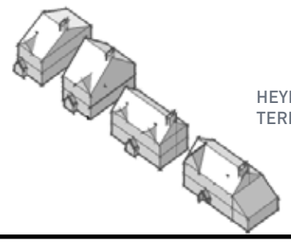
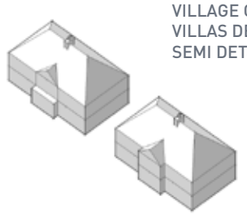
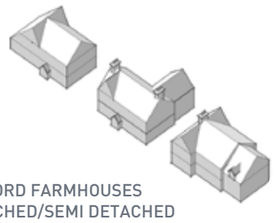
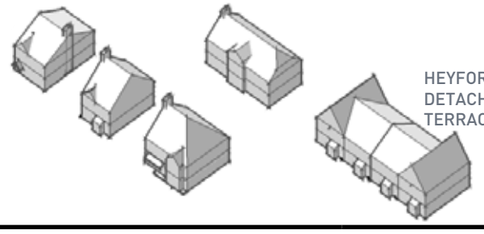
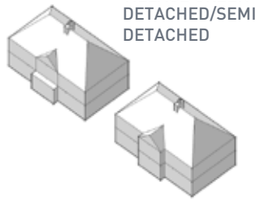
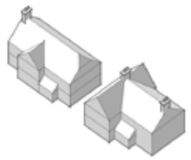
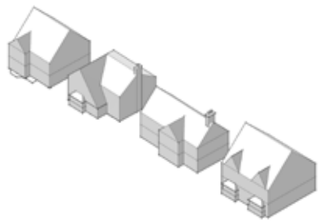
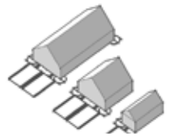
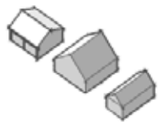
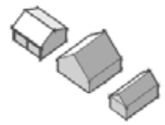
- 3-4 finishes should be the maximum in a single elevational composition.
- Materials should not be deployed just for the reasons of variety, but used to express the geometry of the building design – e.g to projecting elements, at breaks in the elevation.
- Where buildings are intended as a focus or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

BUILDING TYPOLOGY

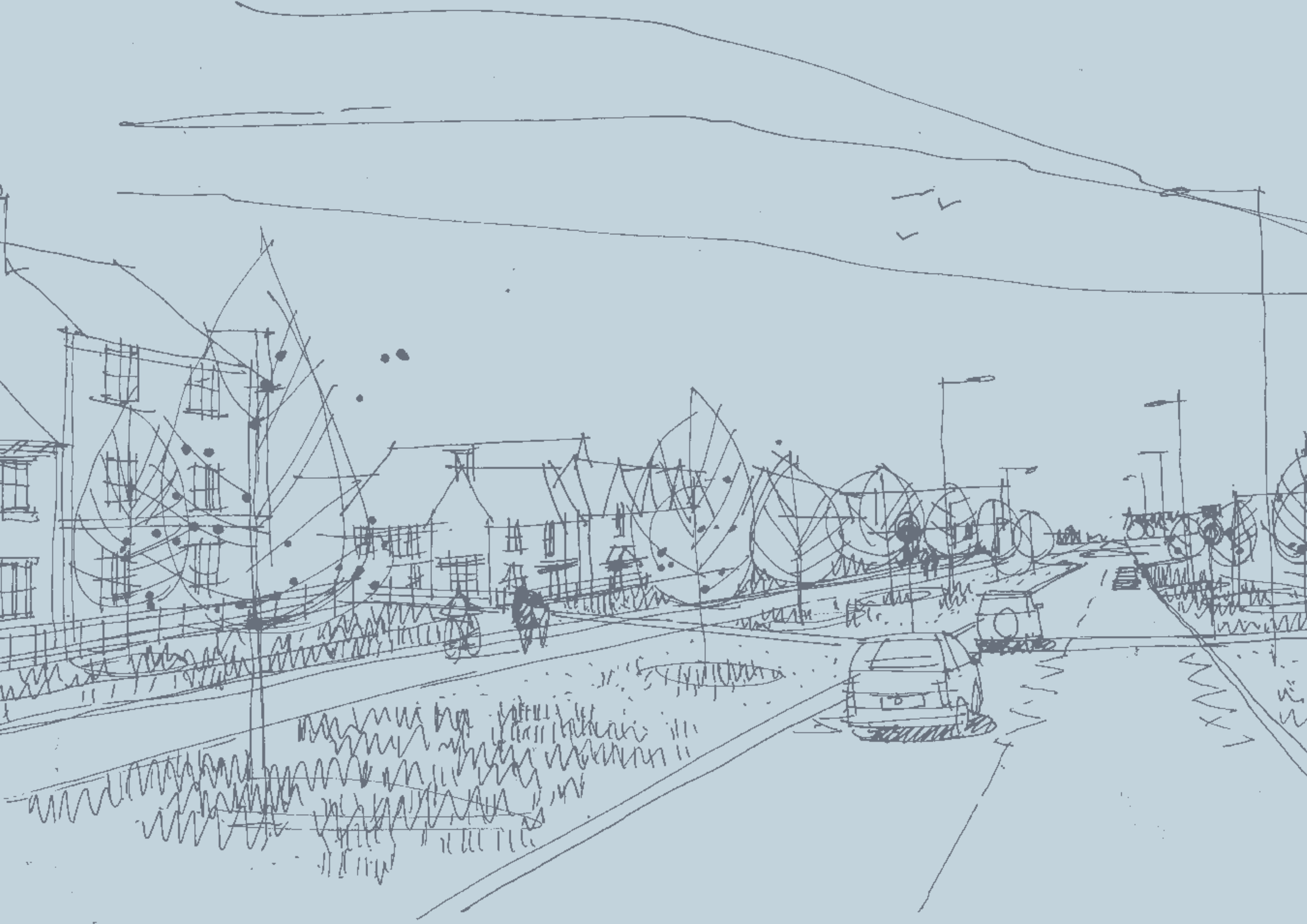
4.66 The code proposes a range of building typologies as units of character. Each specific range of typologies are shown overleaf. Each range of typology has equivalent existing typology references as noted in the table below:

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. LEAP

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

LANDSCAPE STRATEGY AND PLACEMAKING

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
- Boundary treatments - including side and front threshold details
- 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, offering passive recreation. 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.

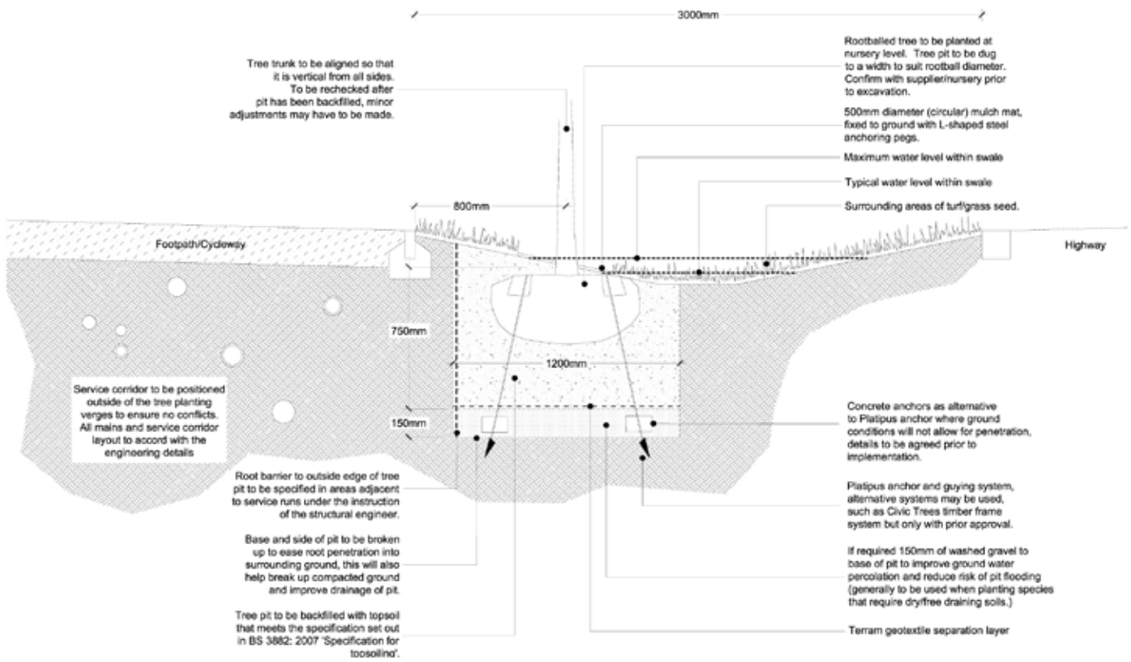
5.6 Parks and gardens within informal areas will offer a different style of landscape, with areas of mown grass complemented with rough mown grass and wildflower meadow areas. Tree planting would be informal with irregular spacings and a range of different species and styles to create interest and to 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 modern design and materials within formal areas, and simple and tradition design and materials within informal areas.

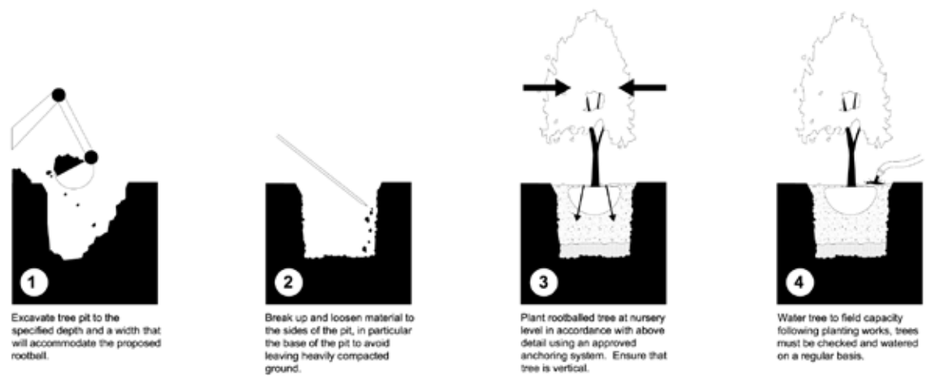
LINEAR PARK/SUDS CORRIDOR

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 loving 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.

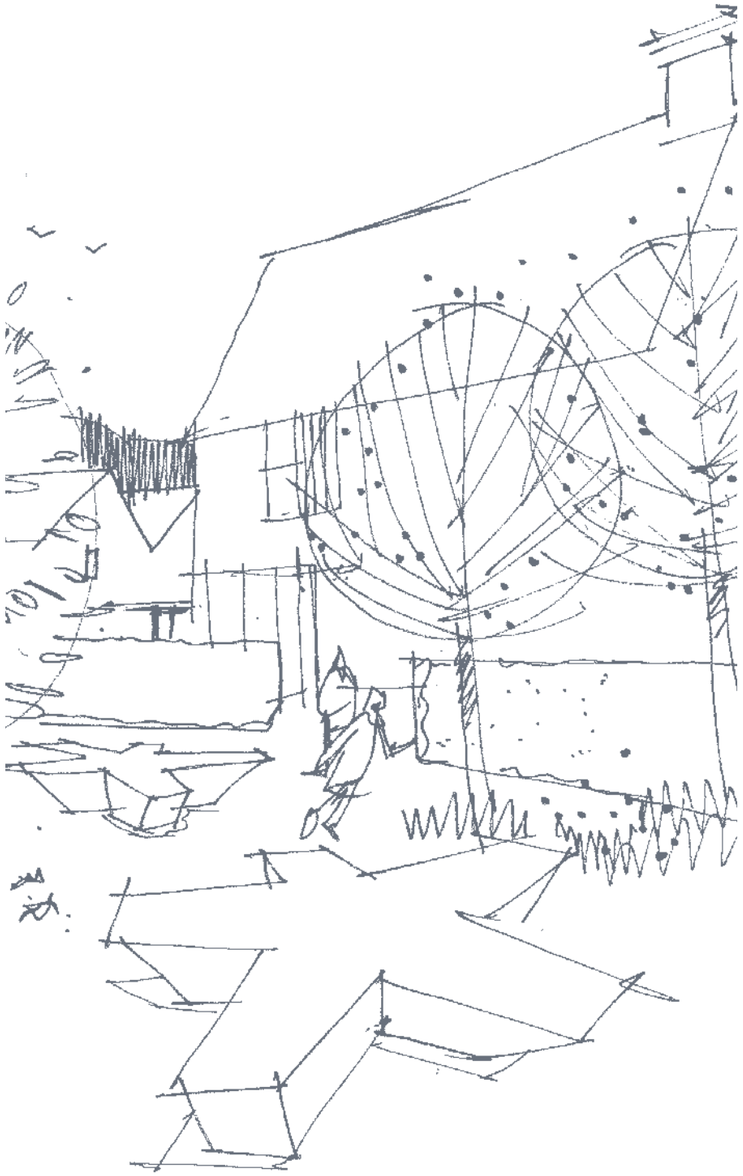
5.9 Soft landscaping will be kept simple, with large areas of wildflower meadows, wetland grasses and rough mown grass located to suit the environment and provide a visually interesting landscape. Shrub and herbaceous planting will be generally native, it will be used where necessary to screen built 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 would 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 or low walls. 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 ans 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 influenced 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 play equipment (or one multiuse piece of equipment)
- 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

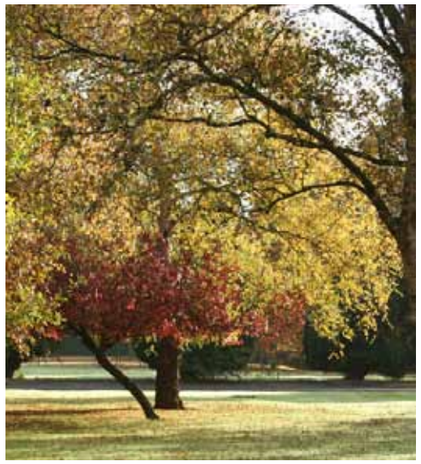
5.18 These will be open spaces on a smaller scale, offering a more intimate use of the space. The character of each pocket park will vary dependent upon their location within the development, but each will provide a variety of functions. A valuable function for each pocket park will be as a space for 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.

5.20 Across the site the following boundary treatments will be promoted. The existing development is typified by predominantly open frontages so boundary treatments are to be used selectively as set out in the Character Areas (Section 4)

BOUNDARY TREATMENTS & STREET FURNITURE



STREET FURNITURE

5.21 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

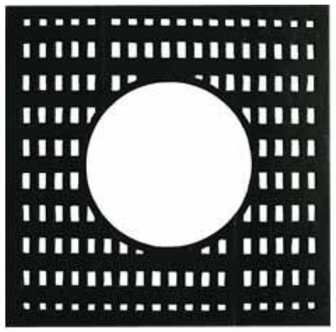
5.22 Heyford Park is intended to be a coordinated place to live, the choice of street furniture should reflect this and be of a design to complement the architecture. With a simple but strong palette of materials and/or colours that is coordinated through all furniture and across the development.

5.23 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.

5.24 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)



HUMBER TREE GUARD

CUBE BENCH

METROPOL BOLLARDS

STIRLING CYCLE RACK

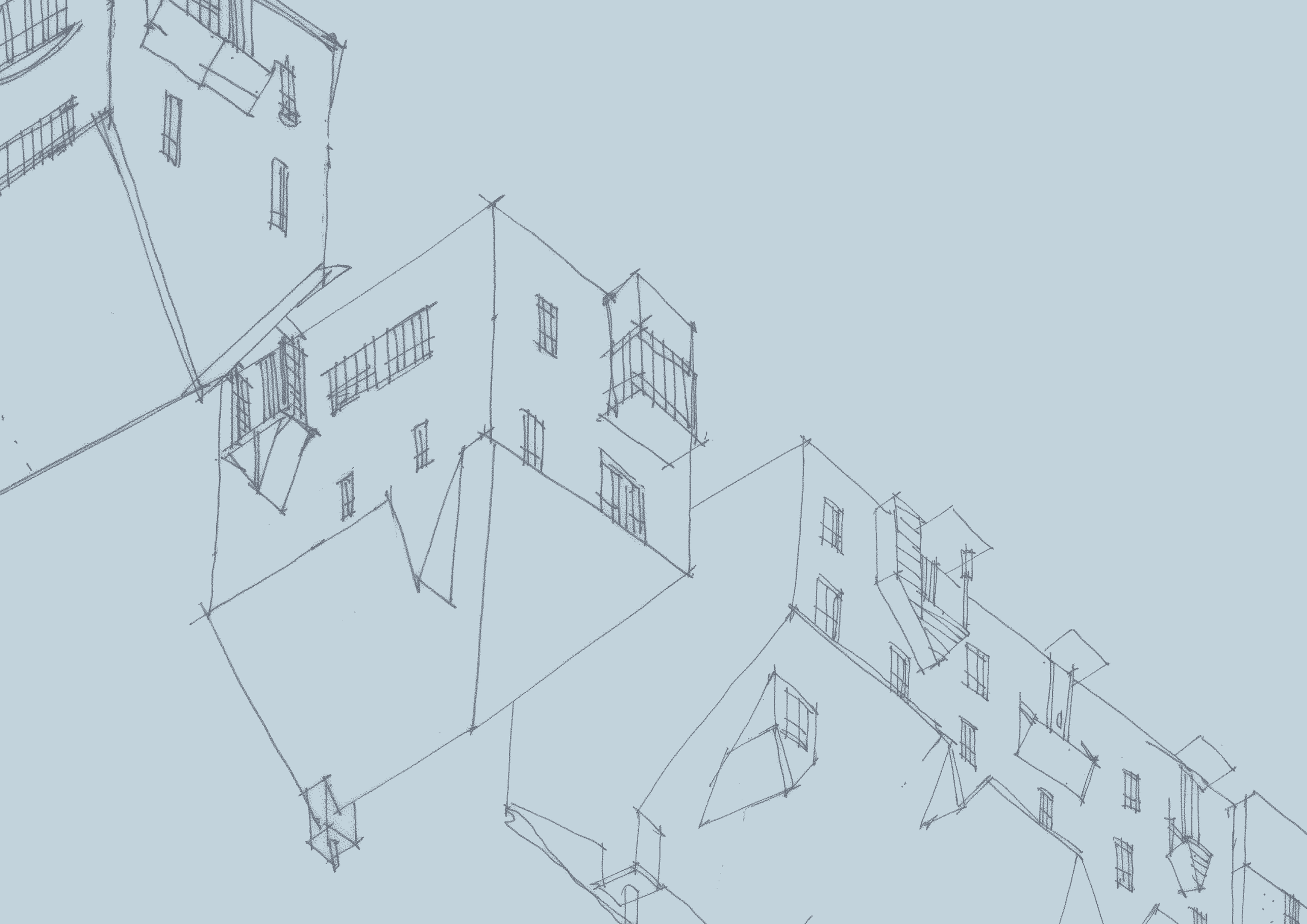
WOODEN BENCH

WOODEN BOLLARDS

WOODEN LITTER BIN

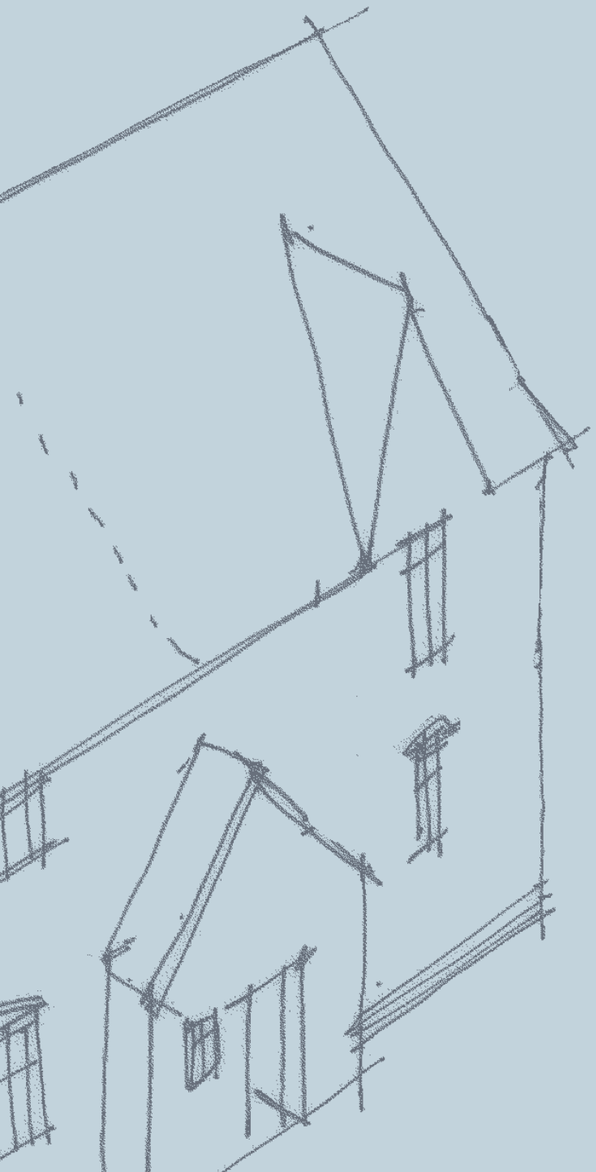
GAMMA LITTER BIN

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. These will form only part of the treatment train that is to be provided by the development.

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


Oversized pipes


Permeable paving


Swales


Attenuation tank


Kerbless drainage


Ponds


Site control techniques

Agreement (Water Industry Act 1991) to Thames Water or other registered Water Authority under Inset Agreement

BUILDING FABRIC TO ACHIEVE REDUCTION IN CARBON EMISSIONS

6.22 The 'Energy Saving Trust' (EST) report 'Fabric First' October 2010 states that there seems to be a 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 This 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
THE FORMER RAF UPPER HEYFORD
DESIGN CODE PUBLIC EXHIBITION
CA7
CORE HOUSING - WEST
CORE HOUSING - EAST
CA1
NEW VILLAGE CENTRE - MIXED USE
CA2
NEW VILLAGE CENTRE - RESIDENTIAL
OUTLINE APPLICATION
APPROVED THIS PLAN
22/12/11.
CA5
VILLAGE GREEN
CA6
RURAL EDGE
CA4
CAMP ROAD

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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