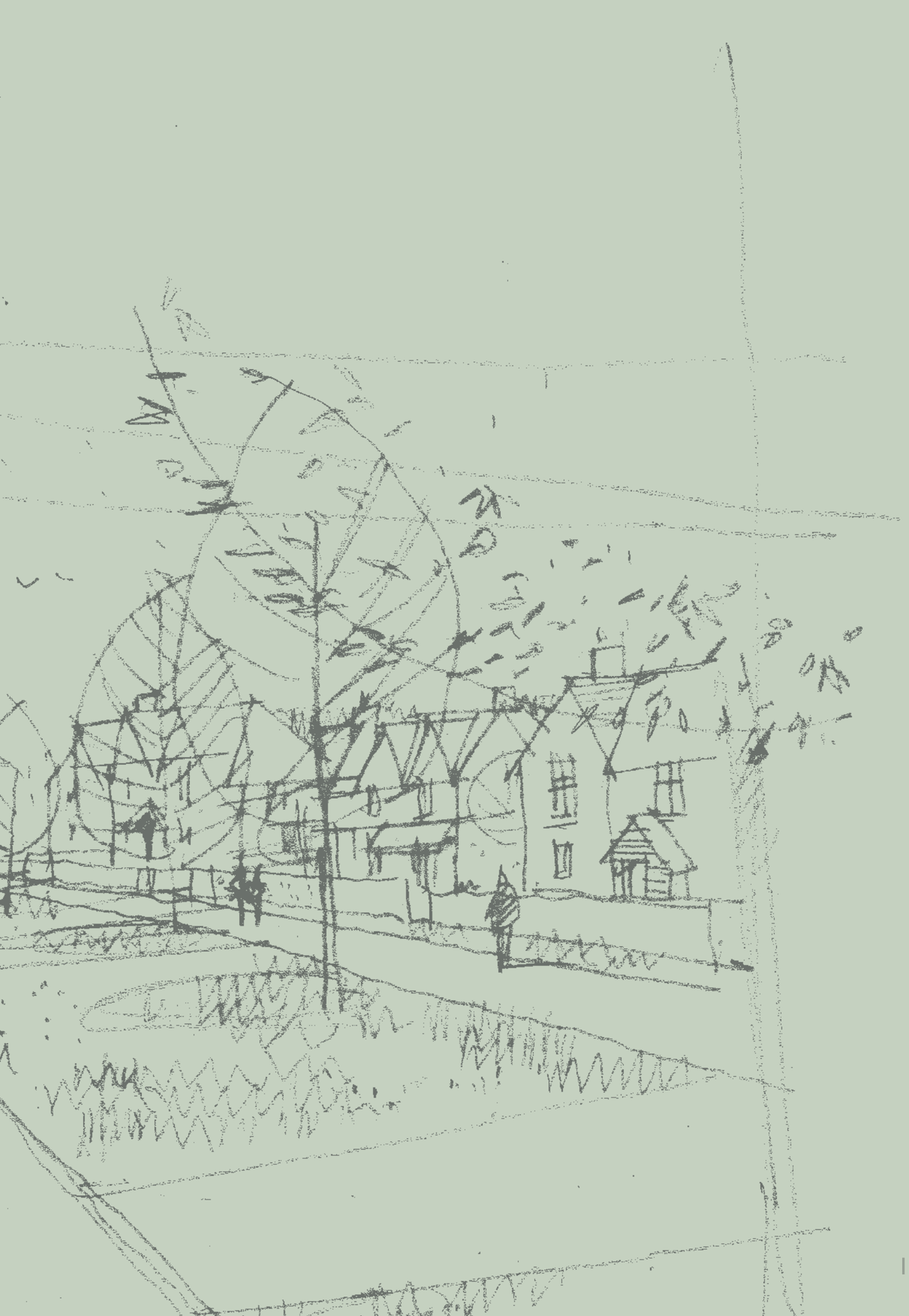


STREET AND MOVEMENT NETWORK CODES

3

INDICATIVE DESIGN CONCEPT

3. STREET AND MOVEMENT NETWORK CODES

INDICATIVE STREET HEIRARCHY

STREET CODES

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

3.2 The key aspects are:

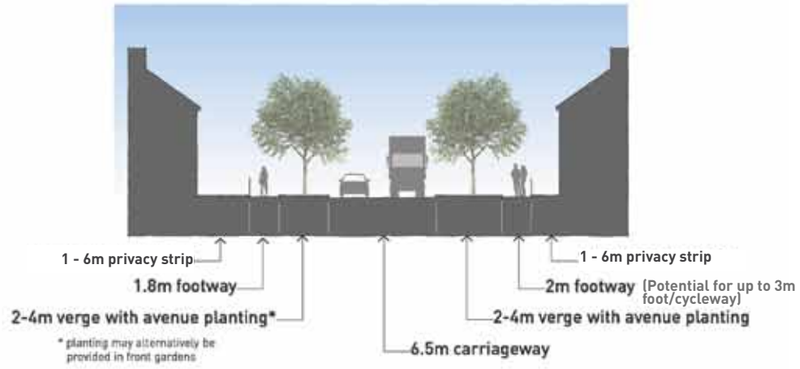
- SCALE AND SETTING OF THE STREET
- MOVEMENT NETWORK DESIGNED TO BE PEDESTRIAN AND CYCLIST FRIENDLY TO MAXIMISE SUSTAINABLE FORMS OF TRANSPORT. THIS RELATES BOTH TO THE OVERALL STREET HIERARCHY DOWN TO DESIGN AND DETAIL
- PARKING STRATEGIES DEPENDING UPON THE SITE LOCATION, DENSITY AND HOUSING TYPOLOGY
- ENGINEERING REQUIREMENTS INCLUDING SUDS AND DRAINAGE
- MATERIALS AND DETAILS THAT COORDINATE AND HAVE A LEVEL OF CONSISTENCY ACROSS THE SITE.

3.3 The location for each street type within the layout is shown on the Street Hierarchy Plan (opposite).

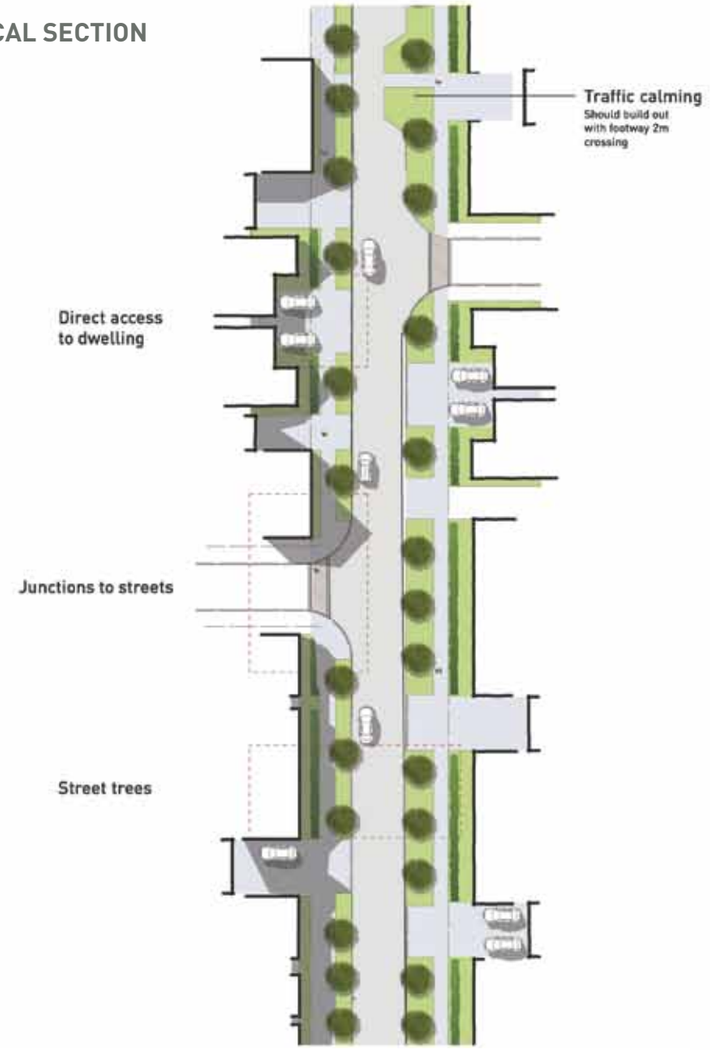
3.4 The Street Typology Code does not code every frontage or place within the development. The Code does, however, instruct the technical specifications for all street typologies within the site, give certainty to designers over the acceptable components of the street whilst allowing some flexibility to articulate some development parcels in different ways. Where street frontages are not specified, it is expected that the chosen street typology will be designed to make an appropriate transition between the streets that they link.

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

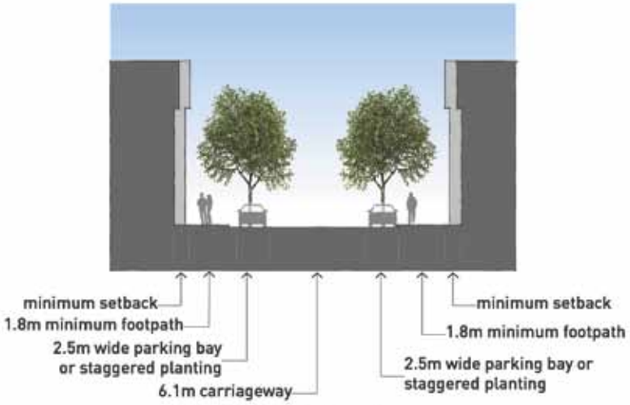
3. STREET AND MOVEMENT NETWORK CODES



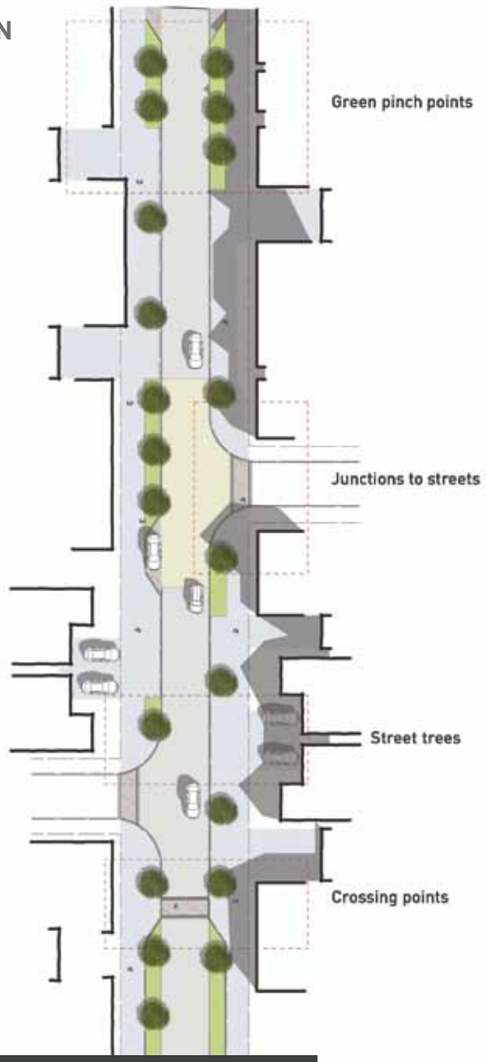
TYPICAL SECTION



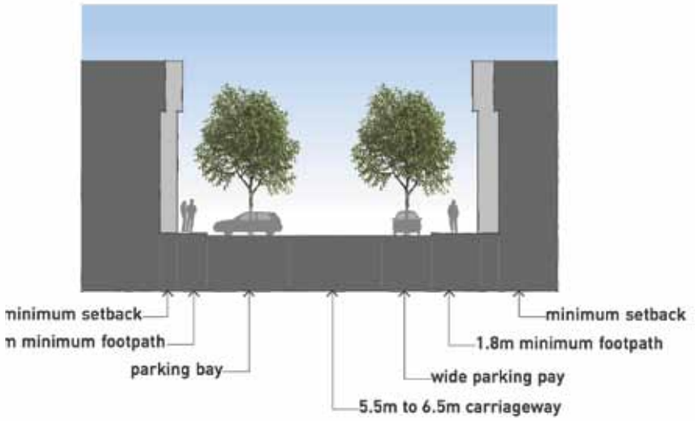
PRIMARY STREET (CAMP ROAD) ST1



TYPICAL SECTION



SECONDARY STREET ST.2 (WHERE NEW ROADS) INFORMAL



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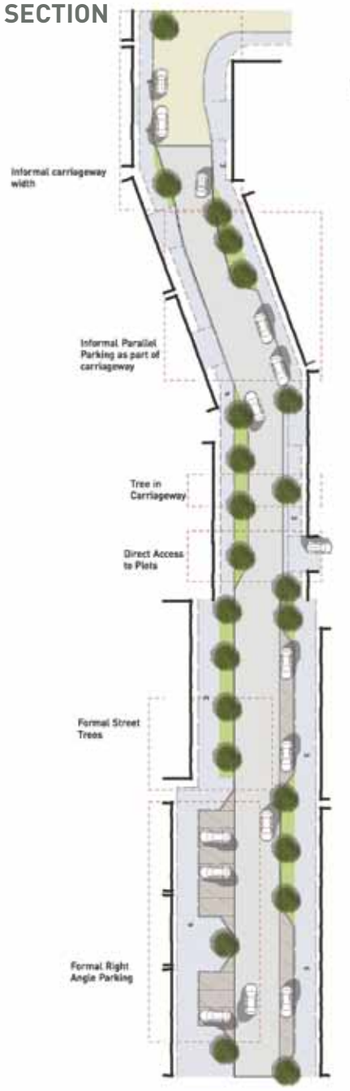
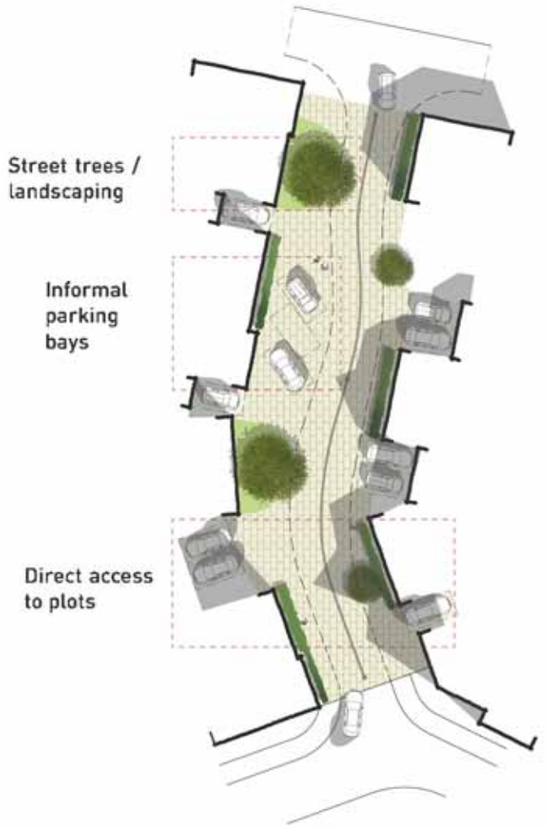
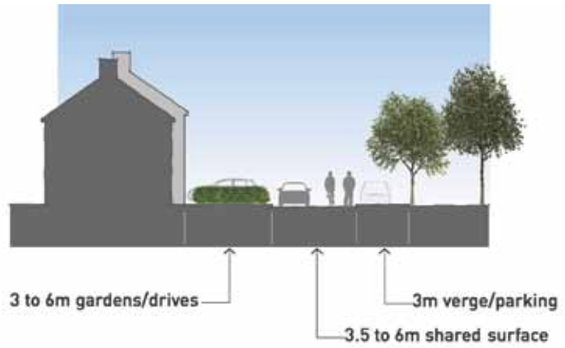


TERTIARY STREET ST.3

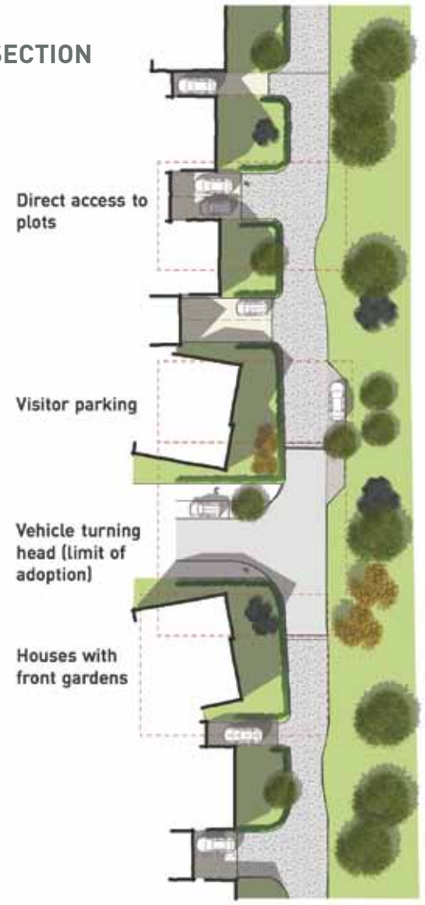
TYPICAL SECTION



SHARED SURFACE (LANDSCAPED STREET HOMEZONE) ST.4



TYPICAL SECTION



LANES (GREEN EDGE) ST.5

INFRASTRUCTURE

3.6 All streets must be designed in accordance with Manual for Streets and in liaison with Oxfordshire County Council requirements.

3.7 Each street typology has its own characteristics, these are summarised in the table overleaf:

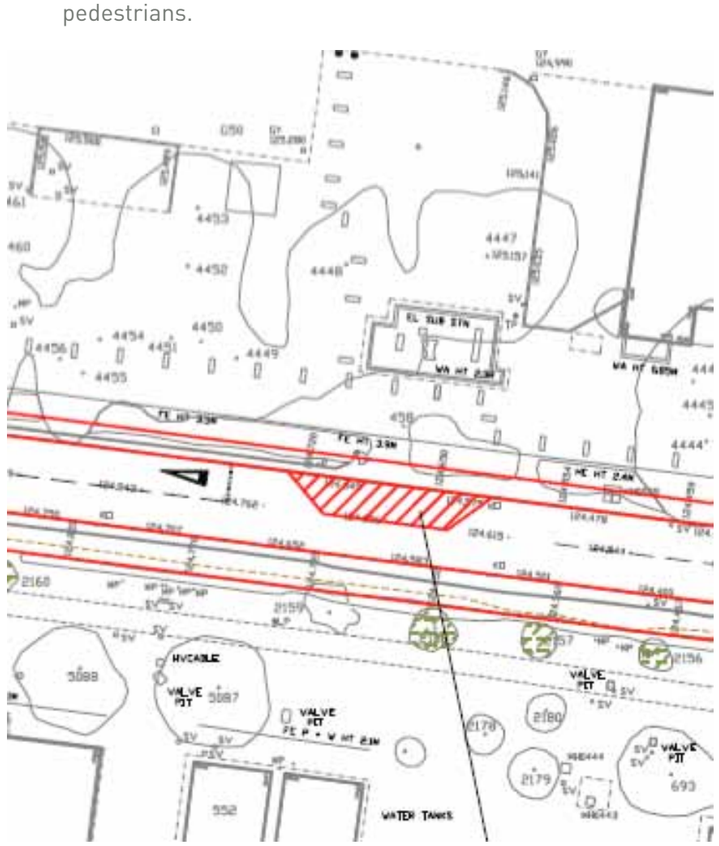
3.8 A target design speed of 20mph applies to most roads within Heyford Park, reducing to 10 mph for lower order streets including lanes and private drives. Camp Road will retain its existing 30 mph speed limit but will be calmed to reduce actual traffic speeds.

PRIMARY STREET - CAMP ROAD

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

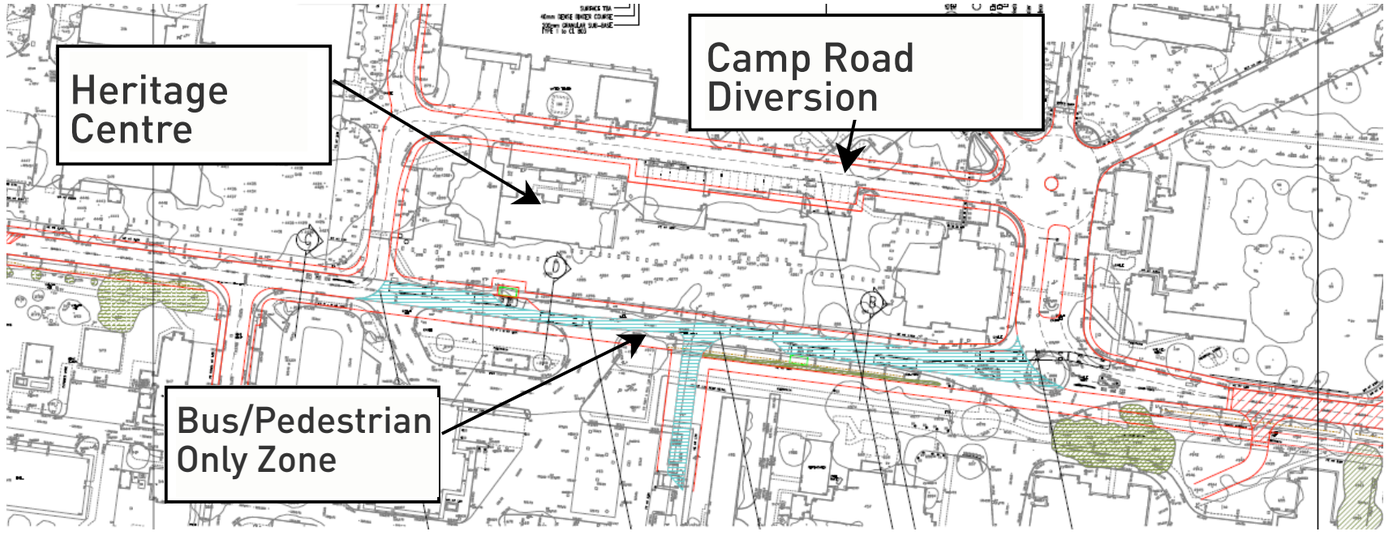
3.10 It is proposed to improve Camp Road to provide a route for pedestrians and cyclists as well as cars. The introduction of traffic calming features will bring traffic speeds down giving confidence to pedestrians. Camp Road will also be diverted around the village centre with the introduction of a bus/ pedestrian only zone. This will help knit the northern and southern parts of the site together.

3.11 A number of build outs will be introduced along Camp Road with priority varying from east to west. These features require non-priority traffic to slow or stop and the visual narrowing of the road to the priority traffic also forces drivers to slow. These build outs also provide narrow crossing points for pedestrians.



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

3.13 Camp Road will be diverted to the north of the Heritage Centre, requiring all vehicles, with the exception of buses and delivery vehicles, to deviate through two 90 degree bends, substantially slowing traffic speeds. Some parking will be provided to the rear of the Heritage Centre.



3.14 To the front of the Heritage Centre a Traffic Regulation Order (TRO) will restrict access to bus and deliveries only. Delivery vehicles will be permitted to use the bus/pedestrian only section to serve the local centre, however, deliveries will be restricted to hours they can deliver.

3.15 It is anticipated that the frequency of the bus service to and through Heyford Park will be approximately every half hour. This space will therefore become a predominately pedestrian area and will help knit the northern and southern parts of the development via the heart of the local centre.

3.16 Camp Road will comprise largely of a 2m footway to the north and a 3m shared footway/cycleway to the south separated from the highway by a verge of varying width. Some parcels will have direct plot access off Camp Road and the verge will be omitted in these locations.

3.17 Camp Road will be populated by trees both new and existing to maintain the verdant character to the existing Camp Road. Street lighting will be designed in conjunction with the trees to ensure safe and acceptable levels of lighting throughout the development.

3.18 The design for Camp Road will fall under a hybrid Section 278 and 38 Agreement under the Highways Act 1980 with Oxfordshire County Council as the approval body.

SECONDARY STREETS

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

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

TERTIARY STREETS

3.21 Tertiary Streets will provide the main access into development parcels from Primary and Secondary Streets. These streets will be formal in their design to reinforce the perception of main vehicular route albeit that the omission of verges and introduction of direct access to driveways will alert drivers that they are entering a residential environment.

SHARED SURFACE/LANES

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

ADOPTION ARRANGEMENTS

3.23 All new streets will be built to adoptable standards.

3.24 Existing retained highways serving the retained housing stock or industrial units to the north will be retained under private ownership for the medium term.

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

	PRIMARY STREET ST1	SECONDARY STREET ST2	TERTIARY STREET ST3	SHARED SURFACE ST4	LANES ST5	PRIVATE DRIVE/ PARKING COURT
DESIGN SPEED	30 mph	20 mph	20 mph	10 mph	10 mph	10 mph
FOOTWAY	1.8m on north side, 3m shared on south side	1.8m both sides	1.8m both sides	Shared surface	Shared surface	None
CYCLEWAY	3.0m including footway	On Road	On Road	Shared surface	Shared surface	None
VERGE	Primarily on south side, width varies	Staggered	None	None	None	None
BUS ACCESS	Yes	Yes	No	No	No	No
MAX PROPERTIES	No restriction	Up to 300	Up to 50	Up to 25	Up to 25	N/A
CARRIAGEWAY WIDTH	6.5 m	6.1 m	5.5 – 6.5 m	4.5 – 5.0 m	3.5 – 6.0 m	N/A
ACCESS TO PROPERTIES	Some direct and grouped access	100% direct access	100% direct access	100% direct access	100% direct access	100% direct access
CARRIAGEWAY SURFACING	Asphalt (HRA)	Asphalt (HRA)	Asphalt (HRA)	Block paving	Asphalt (HRA)	Permeable Block Paving
VERGE SURFACING	Grass	Grass				
FOOTWAY SURFACING	As carriageway	As carriageway	As carriageway			
KERBING	PCC Half Batter Kerb 125mm upstand	PCC Half Batter Kerb 125mm upstand	PCC Half Batter Kerb 125mm upstand	PCC Bull Nosed Kerb 25mm upstand	PCC Bull Nosed Kerb 25mm upstand	PCC Bull Nosed Kerb 25mm upstand
TRAFFIC CALMING	Horizontal deflection					
RAISED TABLE	Horizontal deflection					
RAISED TABLE	Raised table	Raised table	Informal alignment			
SWEPT PATHS	Buses, refuse vehicle and Emergency Service Vehicles	Buses, refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Refuse vehicle and Emergency Service Vehicles	Motor vehicles
ON STREET PARKING	Off-street	On street parking bays 2.5 by 6m	On street parking bays 2.5 by 6m	On street informal bays 2.5 by 6m	Visitor parking bays	
FORWARD VISIBILITY	45m	33m	10m	10m	10m	
JUNCTION SIGHTLINES	2.4 x 45m	2.4 x 33m	2.4 x 25m	2.4 x 25m	2.4 x 25m	
JUNCTION RADII	6m	6m	4m	4m	4m	
STREET LIGHTING	Column mounted	Column mounted	Column mounted	Column mounted	Column mounted	None
STATUTORY SERVICES	In shared footway/cycleway	In footway	In footway	In carriageway	In carriageway	In carriageway
DRAINAGE	Gully or permeable paving	Gully or permeable paving	Gully or permeable paving	Gully or permeable paving	Gully or permeable paving / Over edge	Gully or permeable paving / Over edge
LANSDSCAPE DESIGN	Large sized uniform trees with a neat habit. Planted as a generally single species formal avenue, within verges and spaced at regular intervals of 10-20m.	Medium sized uniform trees with a neat but less formal habit than the Primary Street. Planted within verges and spaced at semi-regular intervals of 10-15 metres.	Medium sized trees with a semi-formal habit, planted within verges at irregular spacings to suit the flow of the street. Informal feature trees will highlight nodal points.	Small to medium sized trees, typically with a narrow habit to suit the street scale. Planted within front gardens and hard landscape spaces.	Small to medium sized trees whose species mark the transition from urban to rural. Planted within front gardens.	Small sized ornamental trees, with bark/leaf colour or flowers for interest.

TYPOLOGY TABLE

3. STREET AND MOVEMENT NETWORK CODES

KEY

- PRIMARY STREET (CAMP ROAD, BUS ROUTE)
- PRIMARY STREET (VILLAGE CENTRE)
- SECONDARY STREET (BUS ROUTE)
- TERTIARY STREET
- TRIDENT TERTIARY STREET
- SHARED SURFACE / LANDSCAPED STREET (HOME ZONE)
- VILLAGE CENTRE STREET & BUS ROUTE
- HGV ROUTE
- LANES / DRIVES
- DIRECT ACCESS TO DWELLINGS (FROM CAMP ROAD)

NB: DIRECT ACCESS ASSUMED FROM ALL STREET TYPES

PEDESTRIAN / CYCLE MOVEMENT

ALL OF THE ABOVE MOVEMENT ROUTES WILL BE DESIGNED TO ALLOW UNRESTRICTED ACCESS FOR PEDESTRIAN / CYCLIST MOVEMENT EXCLUDING PRIVATE DRIVES WHERE A RESIDENT ONLY ENVIRONMENT IS PROMOTED

- CAMP ROAD - DEDICATED 3m FOOT - CYCLEWAY
- GREEN ROUTES (Pedestrian routes through spaces with landscaped emphasis)
- PEDESTRIAN ROUTES (includes routes along main road, HGV route)
- 3m Foot Cycleway
- CP3 CROSSING POINTS (Refer to Engineer Drawings)
- PED. CYCLIST & BUS ONLY SHARED SPACE
- ADDITIONAL PRIMARY PEDESTRIAN ROUTES (Where not associated with roads)

DESTINATIONS

- VILLAGE CENTRE
- PRIMARY OPEN SPACE / RECREATION AREAS

ROUTES AND LINKAGES

CYCLEPATHS AND KEY PEDESTRIAN LINKS

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

3.27 Some of the key pedestrian links include:

- Links to Village Centre and school;
- Links across greenspaces; and
- Recreational routes in and around the development

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

PARKING

3.29 The following tables show the minimum space sizes acceptable:

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

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

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

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

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

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

Perpendicular: eg.on driveways and parking courts	Length (m)	Width (m)
Space for people with mobility difficulties	5.5	2.9+1.0
Standard space (unobstructed)	5.0	2.5
Standard space (obstructed on one side)	5.0	2.7
Standard space (obstructed on both sides, includes car ports and undercrofts)	5.0	2.9
Inside garage (garages below this will not count as a parking space)	6.0	3.0

3. STREET AND MOVEMENT NETWORK CODES

Table B1: Car Parking provision in new developments for urban areas in Cherwell						
Number of bedrooms per dwelling	maximum number of allocated spaces	Maximum number of spaces when two allocated space per dwelling is provided		maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		allocated spaces	unallocated spaces	allocated spaces	unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.7	1.5
3	2	2	0.3	1	0.8	1.7
3/4	2	2	0.4	1	1.0	1.9
4+	2	2	0.5	1	1.3	2.2

Site specific variations may be required to achieve design requirements.

PARKING AND GARAGES

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

3.36 Whilst CDC are yet to adopt the Oxfordshire County Council parking standards, it is proposed that these be used as a point of reference, except where the unique contraints of the site need a site specific variation (as noted at item 2.6 of the parking standards). It should be noted that garages of 3x6m internal dimension will be required if garages are to count towards parking standards.

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 6 dwellings. Allows a more continuous frontage.	CA3/CA7/CA8	N/A	LANDSCAPED COURT ENCOURAGED IN CA3
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 CAMP ROAD HENCE EXCLUDED FROM CA4
Perpendicular	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.	CA1/CA2/CA3/ CA4/CA5/CA6/ CA7/8	ST2/ST3/ ST4/ST5	CAMP ROAD CA4 TO SERVE 2 DWELLINGS WHERE POSSIBLE
Mews courthouse/ 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 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/CA3/CA4/ CA5/CA6/CA7/8	ST1/ST5	GARAGES TO BE SET BACK BEHIND BUILDING LINE WITH TANDEM PARKING ALLOWED IN THIS INSTANCE
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
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	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

PARKING TYPOLOGY TABLE

3. STREET AND MOVEMENT NETWORK CODES

RESTRICTED ACCESS
BUS/EMERGENCY /SERVICE VEHICLES ONLY

CROSSING POINT

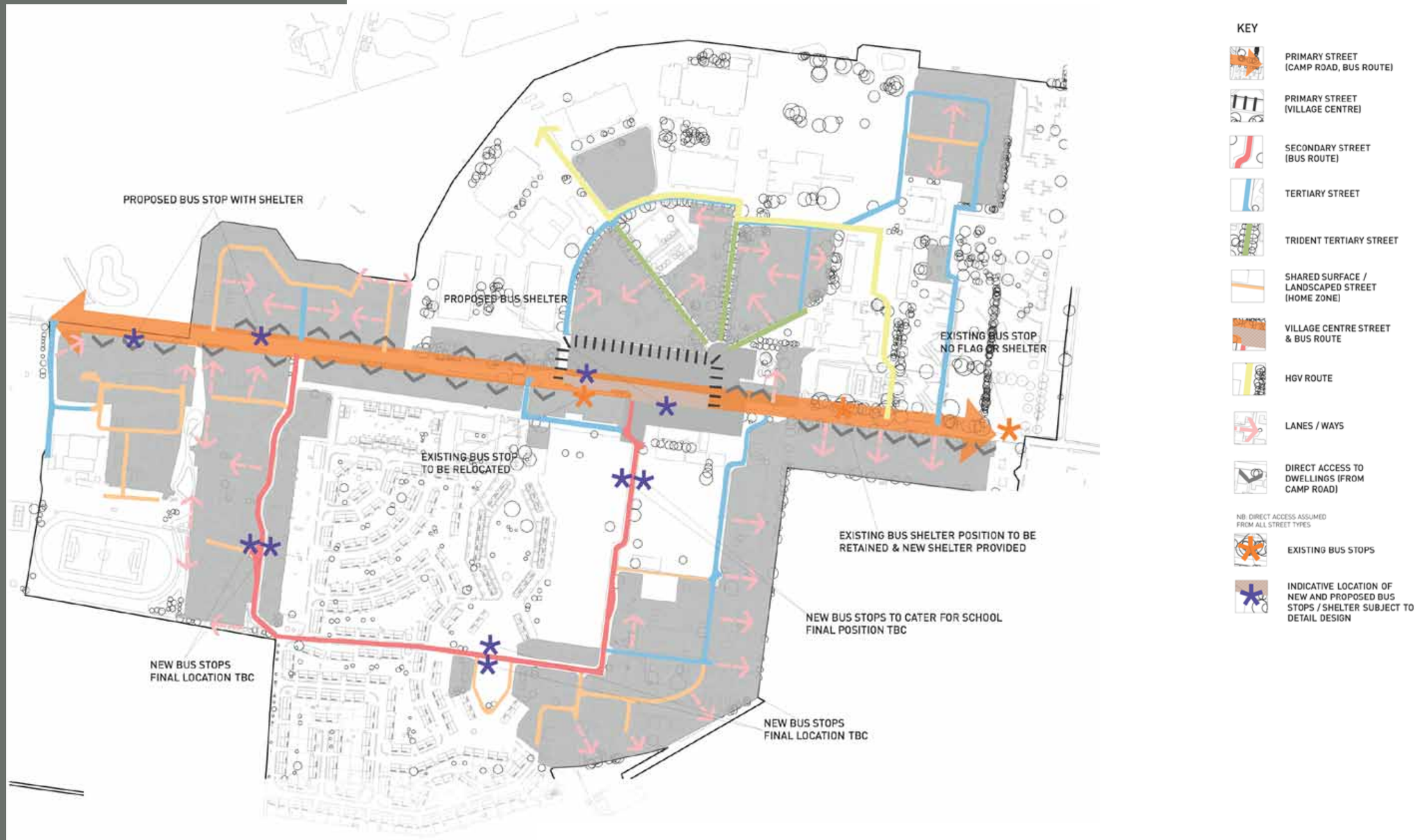
PROPOSED PEDESTRIAN CROSSINGS

PEDESTRIAN CROSSINGS

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

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

3. STREET AND MOVEMENT NETWORK CODES



PROPOSED BUS STOP LOCATIONS

BUS ROUTES AND BUS STOPS

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

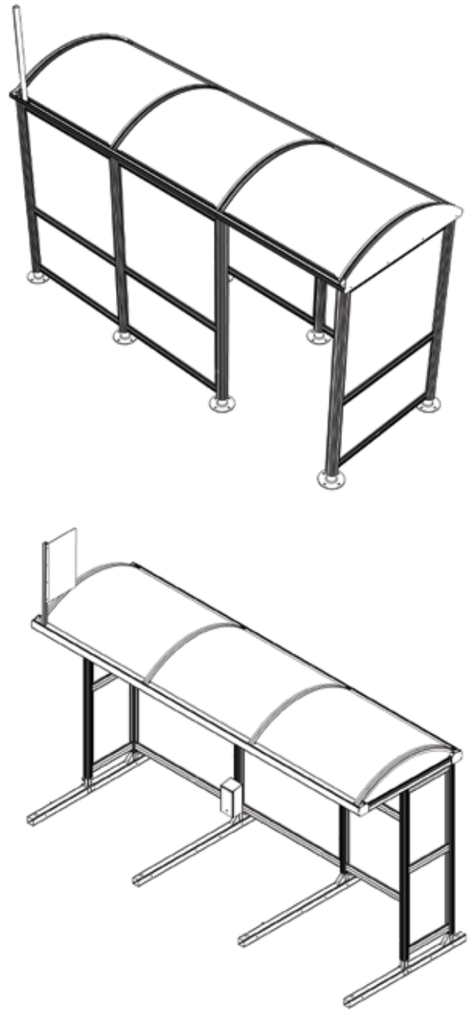
3.40 Specific design codes have not been specified for these Bus Stops but the following rules should be applied:

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

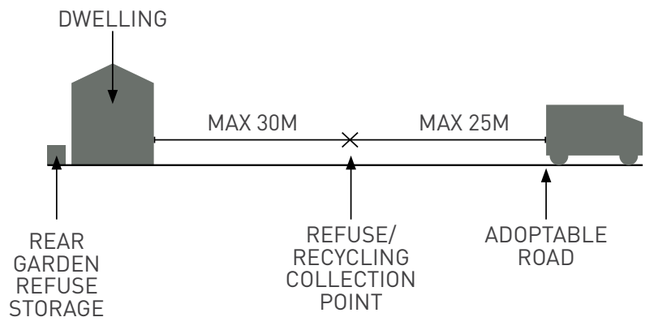
RECYCLING AND REFUSE COLLECTION STRATEGY

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

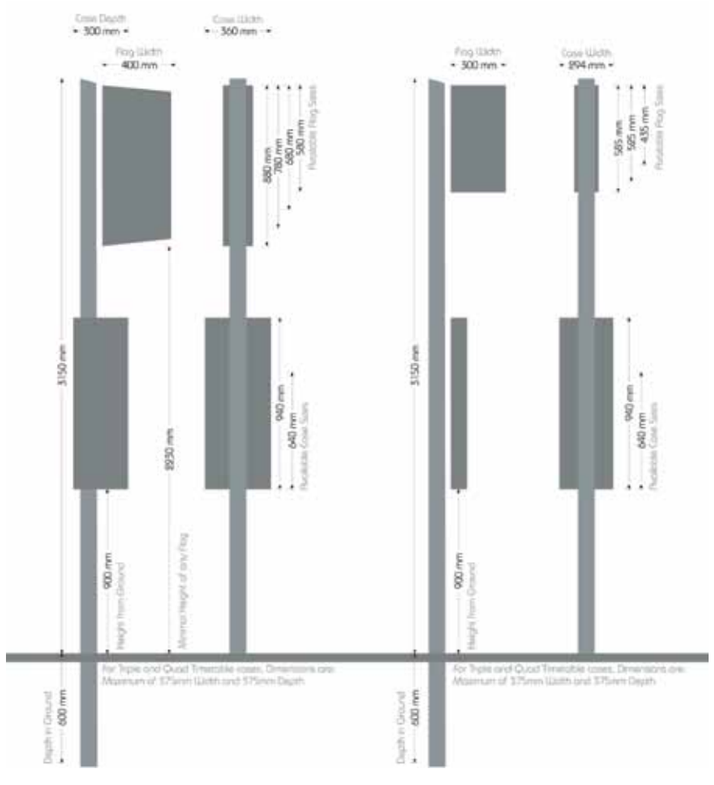
3.42 The on site communal recycling point will be relocated and the code requires that any new location should limit the impact on residents, in particular, noise associated with glass collection bins.



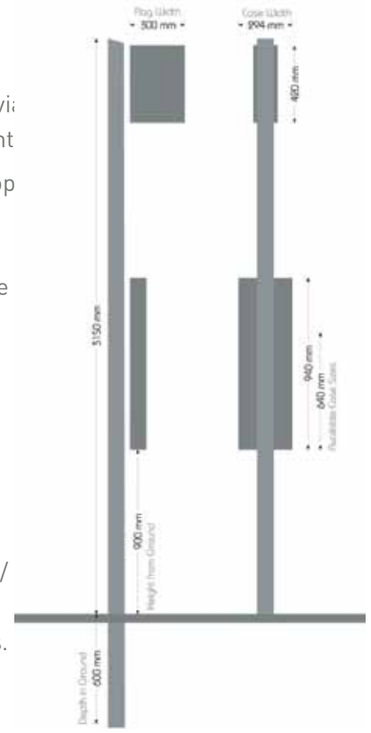
PROPOSED BUS SHELTER DESIGN (OR SIMILAR APPROVED)

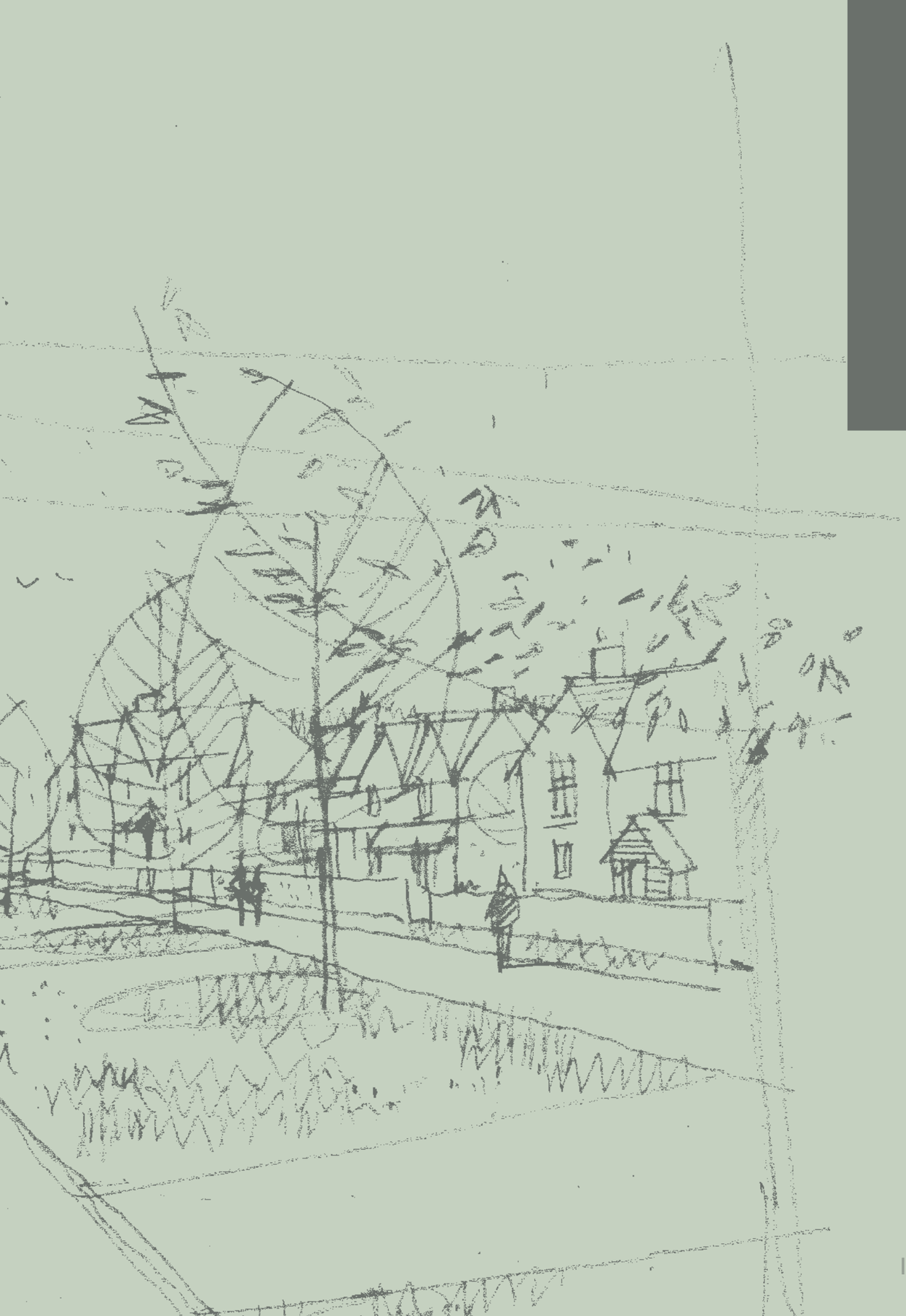


REFUSE & RECYCLING COLLECTION DIAGRAM



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





CHARACTER AREAS CODE

4

4. CHARACTER AREAS CODE

Key: (RELEVANT CHARACTER AREAS SHOWN)

- High 41+ dph (CA3)
- High/Medium 36-40 dph (CA1/CA2)
- Medium - 30-35 dph (CA4/CA5/CA7/CA8)
- Medium/Low - 25-29 dph (CA4/CA7/CA8)
- Low - upto 24 dph (CA6)

Based on current design assumptions. The exact boundary between density areas may need to vary at the detailed design stage.

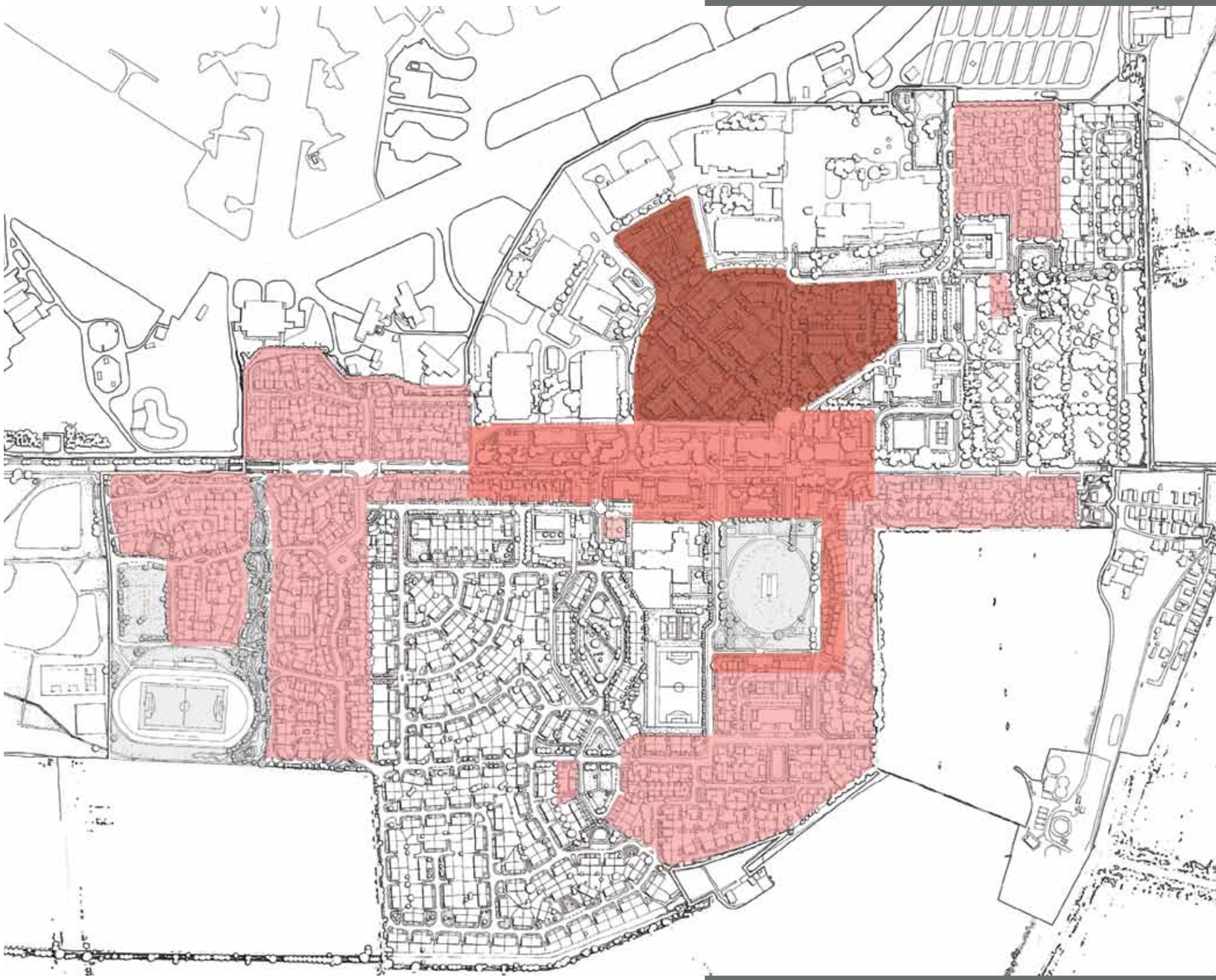
INDICATIVE BUILDING DENSITY PLAN

URBAN FORM AND MORPHOLOGY

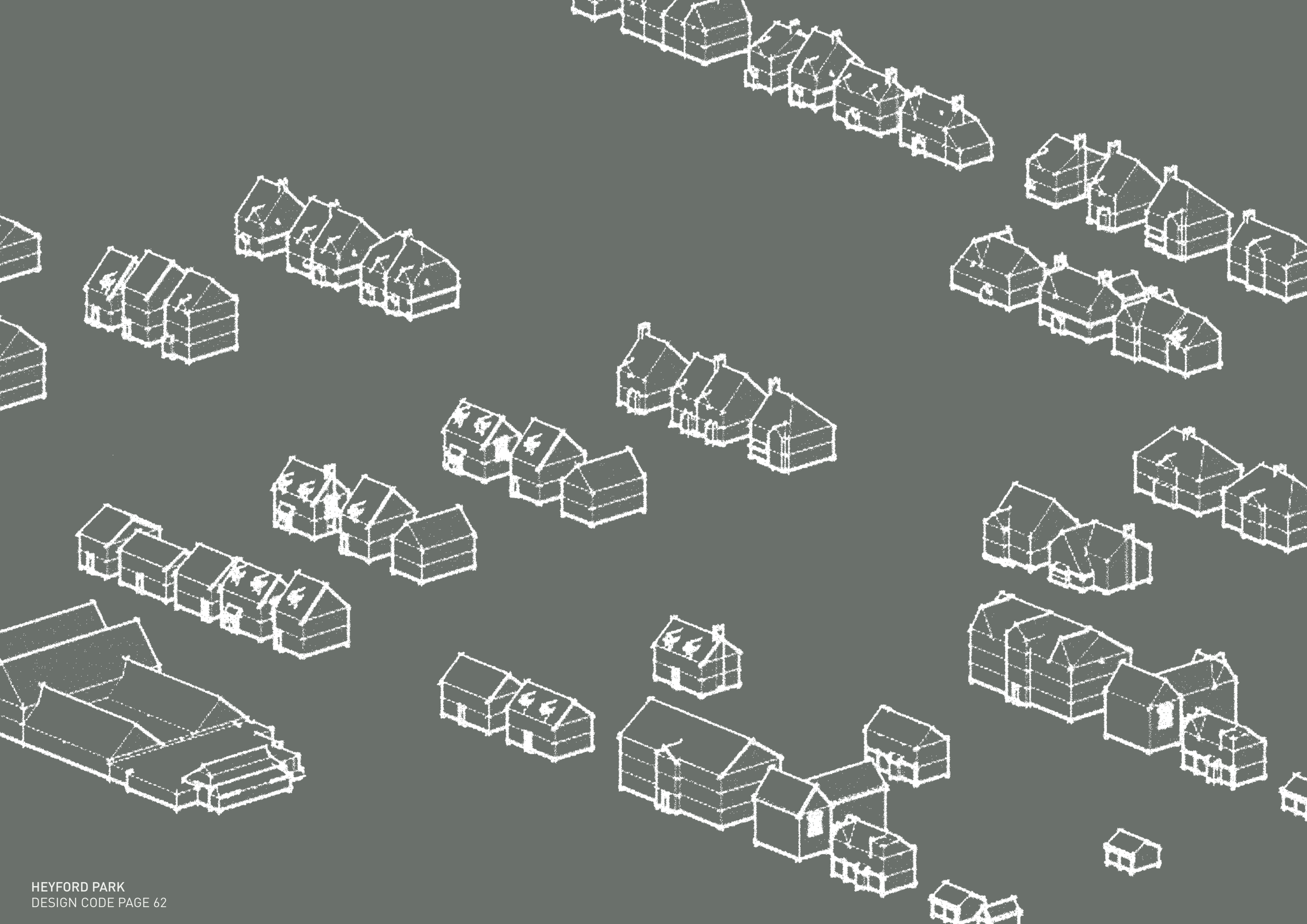
4.1 The way that buildings relate to one another is one of the most important aspects that can be used to define an areas character. The proportion, massing, shape and layout of buildings are important elements of character. Other cues such as defining building lines, eaves heights, ridge heights, alongside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

4.2 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)
II. BUILDING TYPOLOGY (TERRACE, DETACHED ETC.)
III. DENSITY
IV. BUILDING LINES (CONSISTENT OR VARIED)
V. HEIGHT / ENCLOSURE
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).



BUILDING HEIGHTS PLAN



BUILDING TYPOLOGY

4.3 The code proposes a range of building typologies as units of character.
Each specific range of typologies are shown overleaf.

TYPOLOGIES INCLUDE:

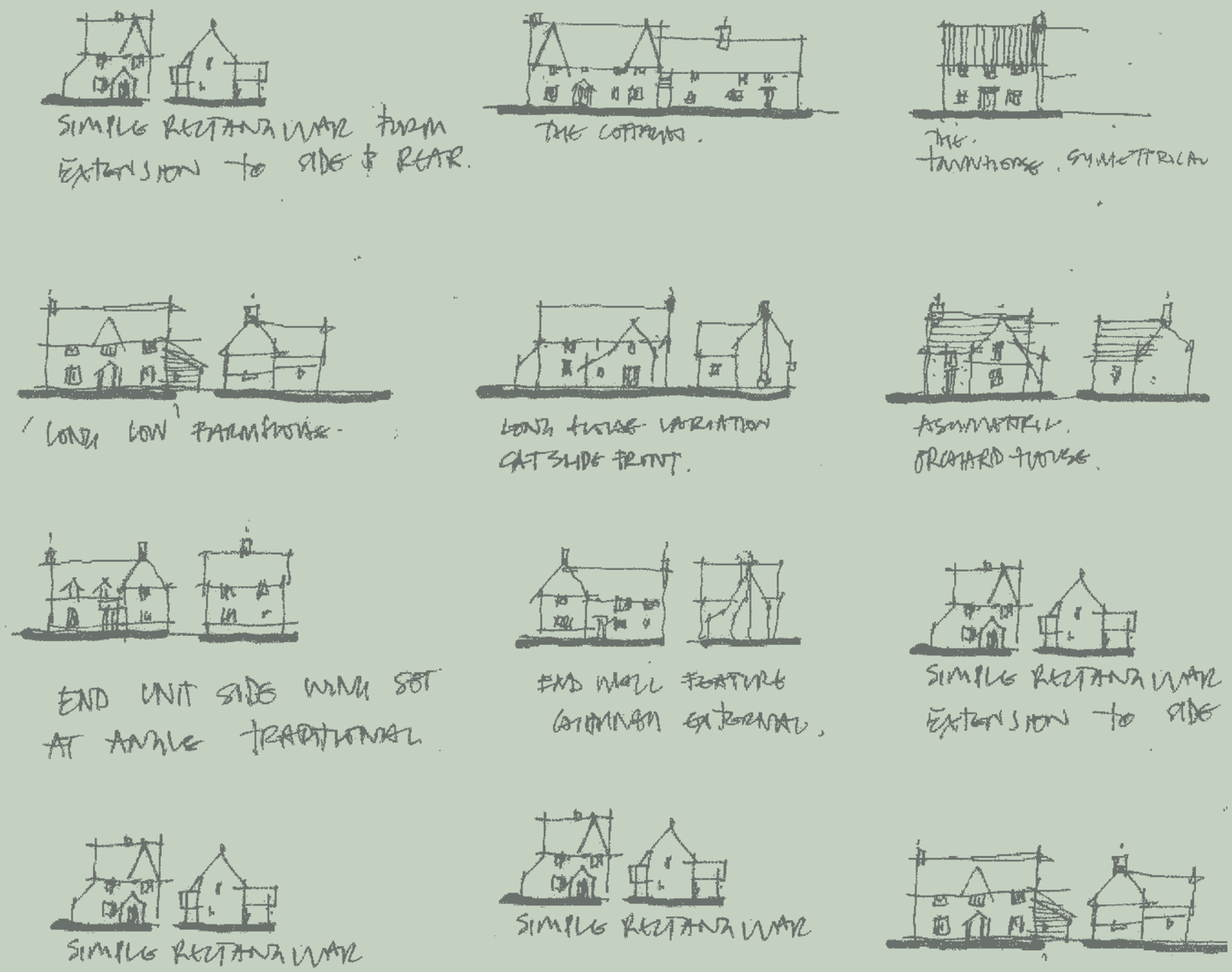
- Mixed Use Buildings
- Heyford - Camp Road gable cottages
- Heyford - Camp Road House
- Heyford Coach House
- Heyford Campus Terrace
- Heyford Campus Semi Detached
- Heyford Campus Terraces Apartments
- Camp Road
- Camp Road Townhouses
- Village Green Villas
- Heyford Farmhouses
- Heyford Cottages
- Heyford Houses

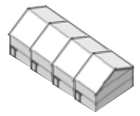
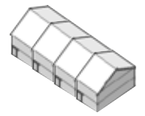
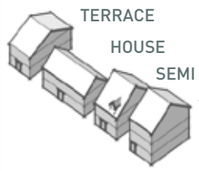
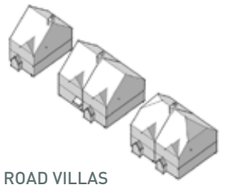
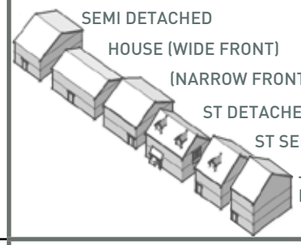
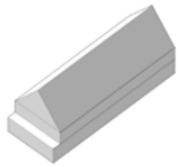
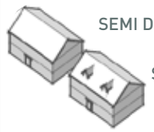
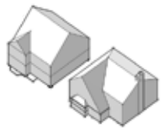
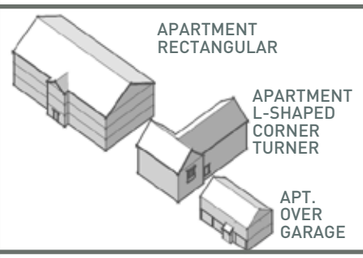
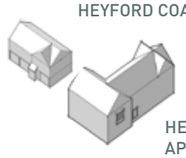
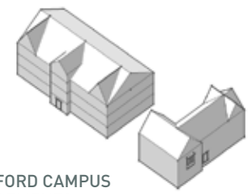
BUILT FORM GUIDANCE – STREETSCENE OVERVIEW

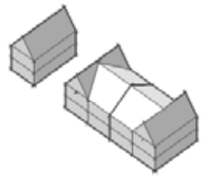
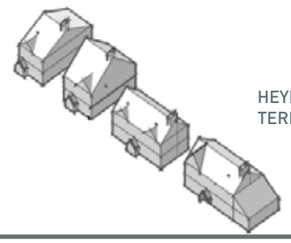
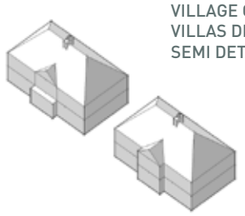
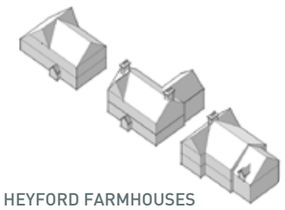
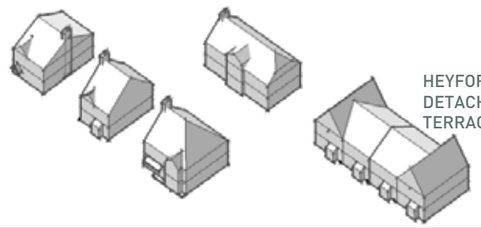
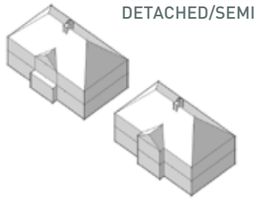
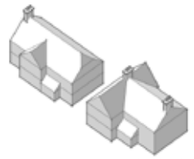
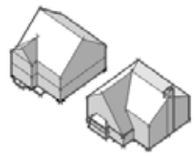
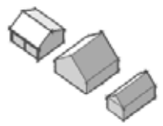
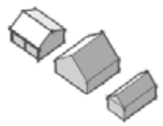
4.4 Architectural elements within each building must relate to the requirements of the overall street-scene. In particular, all parts of buildings visible from then public realm must be considered as complete architectural compositions, where they collectively form the streetscene and impact on the public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

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



	BUILT FORM TYPOLGIES BASELINE	CA 1 - VILLAGE CENTRE	CA 2 - VILLAGE CENTRE (RESIDENTIAL)	CA3 - TRIDENT HOUSING	CA 4 - CAMP ROAD
2 BED	 TERRACE OR SEMI DETACHED/ DETACHED	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 COTTAGES	 4 IN A ROW MAXIMUM HEYFORD CAMPUS TERRACES	N/A
3 BED	 TERRACE HOUSE SEMI DETACHED TOWN HOUSE	OPTION A 	 6 IN TERRACE MAXIMUM HEYFORD CAMP ROAD TOWNHOUSE DETACHED/SEMI DETACHED TERRACED	 4 IN A ROW MAXIMUM HEYFORD CAMPUS HOUSES DETACHED/ SEMI DETACHED TERRACED	 CAMP ROAD VILLAS DETACHED/SEMI DETACHED (NO TERRACES)
4 BED	 SEMI DETACHED HOUSE (WIDE FRONT) (NARROW FRONT) ST DETACHED ST SEMITERRACE TOWN HOUSE	OPTION B 	 6 IN TERRACE MAXIMUM HEYFORD CAMP ROAD TOWNHOUSE DETACHED/SEMI DETACHED TERRACED	 4 IN A ROW MAXIMUM HEYFORD CAMPUS HOUSES DETACHED/ SEMI DETACHED TERRACED	 CAMP ROAD VILLAS DETACHED/SEMI DETACHED (NO TERRACES)
5 BED	 SEMI DETACHED ST DETACHED	OPTION C 	N/A	N/A	 CAMP ROAD VILLAS (DETACHED ONLY)
APARTMENTS	 APARTMENT RECTANGULAR APARTMENT L-SHAPED CORNER TURNER APT. OVER GARAGE		HEYFORD COACH HOUSE  HEYFORD CAMPUS APARTMENTS	 HEYFORD CAMPUS APARTMENTS	N/A
ANCILLARY STRUCTURES	 GARAGES/ REFUSE STORAGE		 HEYFORD GARAGES	 HEYFORD GARAGES/REFUSE STORAGE	 CAMP ROAD PARKING GARAGES (GABLE FRONTED TOWARDS PUBLIC REALM)

	CA 5 - VILLAGE GREEN	CA 6 - RURAL EDGE	CA 7 - CORE HOUSING (WEST)	CA 8 CORE HOUSING (EAST)
2 BED	N/A	N/A	 HEYFORD COTTAGES DETACHED/SEMI DETACHED TERRACES	
3 BED	N/A	N/A	 HEYFORD COTTAGES DETACHED/SEMI DETACHED TERRACES	
4 BED	 VILLAGE GREEN VILLAS DETACHED/ SEMI DETACHED	 HEYFORD FARMHOUSES DETACHED/SEMI DETACHED	 HEYFORD COTTAGES/HOUSES DETACHED/SEMI DETACHED TERRACES	
5 BED	 VILLAGE GREEN VILLAS DETACHED/SEMI-DETACHED	 HEYFORD FARMHOUSES DETACHED/SEMI DETACHED	 HEYFORD HOUSES DETACHED/SEMI DETACHED	
APARTMENTS STRUCTURES	N/A	N/A	N/A	
ANCILLARY STRUCTURES	 HEYFORD GARAGES	 HEYFORD BARNS	 HEYFORD GARAGES	

BUILDING TYPOLOGY TABLE

EDGE TYPES

4.5 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 the special condition D (as defined on regulating plan).

E4 Park Streets generally core residential areas CA7–CA8.

E5 Airfield boundary related to special edge condition B & C.

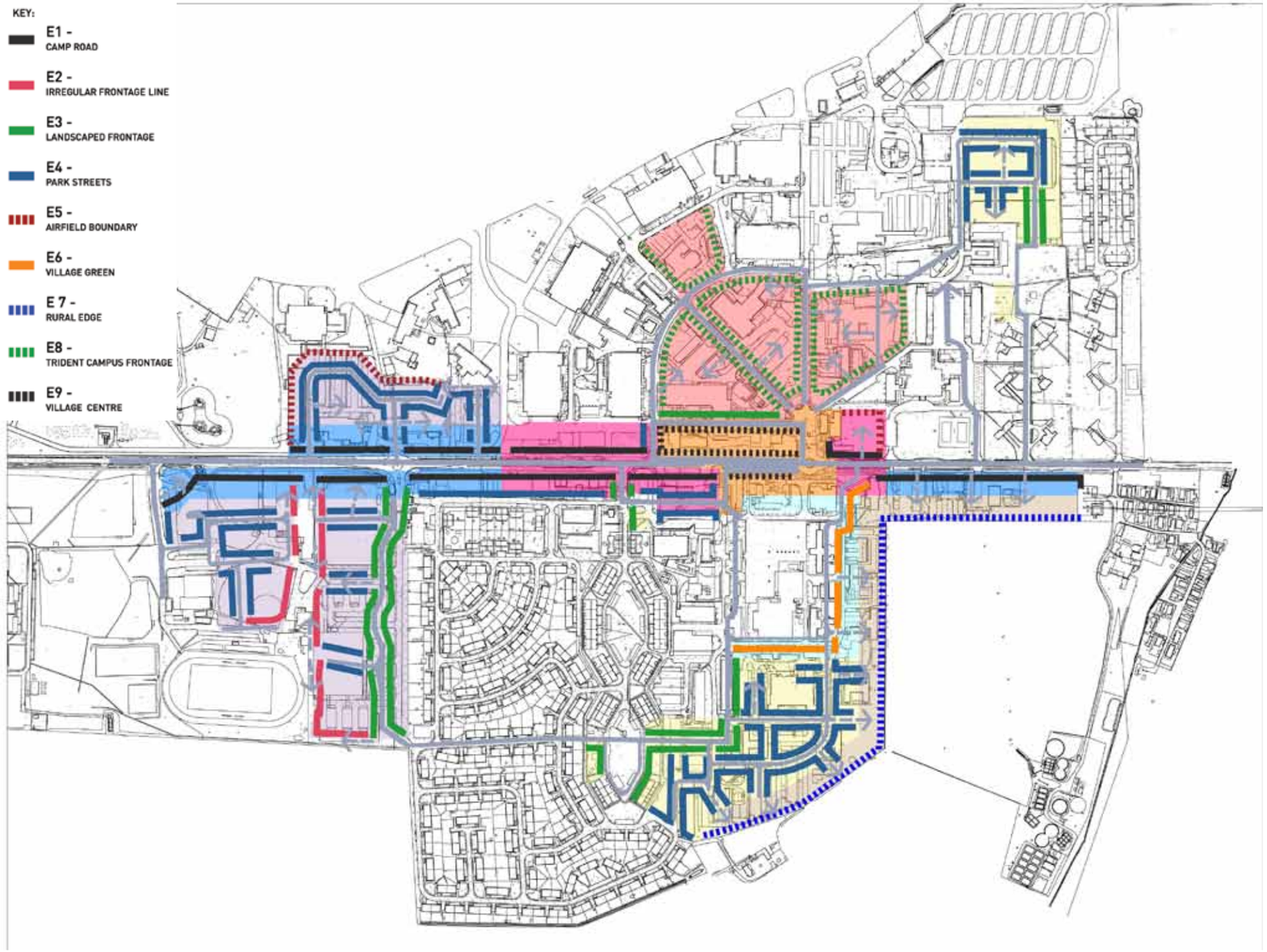
E6 Village green the most symmetrically balanced edge type with the repetition of forming consistent building lines.

E7 Rural Edge is the most irregular frontage, CA6 only.

E8 Trident Campus encouraging views through the development form, CA3 only.

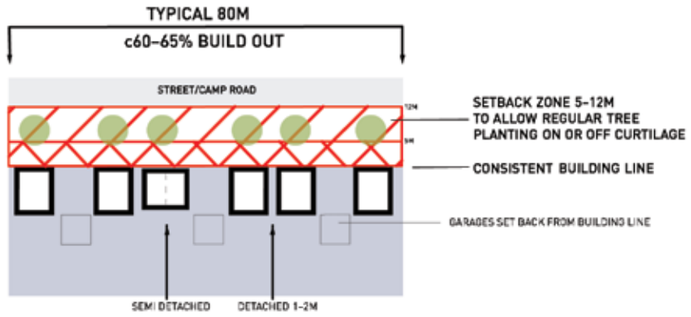
E9 Village Centre - with the most flexible built form but active frontages and permeability encouraged, CA1 only.

4.6 The application of edge types is further illustrated within the character areas in the following section.



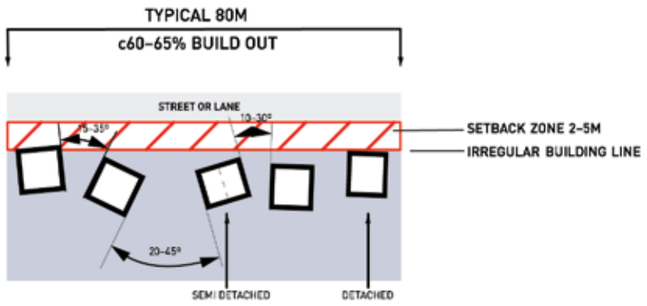
FRONTAGES AND SPECIAL EDGE TREATMENTS

E1 -
CAMP ROAD

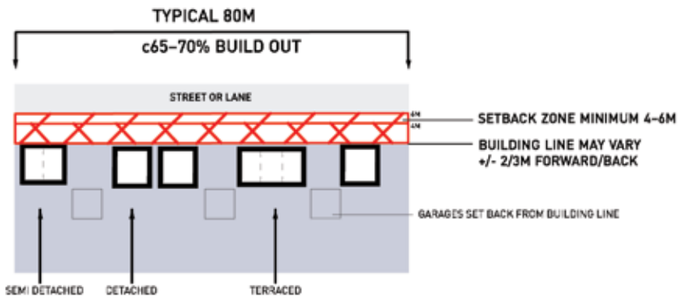


EXCEPT CA2 - EXCEPTION TO ALLOW TERRACING

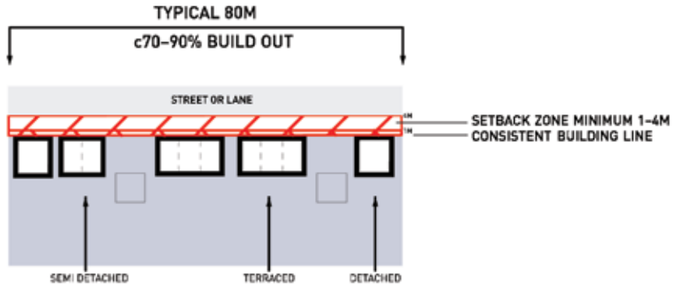
E2 -
IRREGULAR FRONTAGE LINE



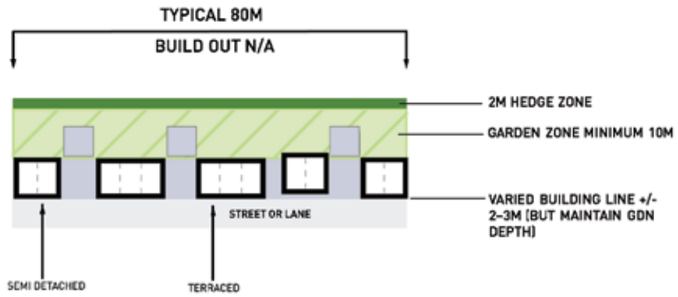
E3 -
LANDSCAPED FRONTAGE



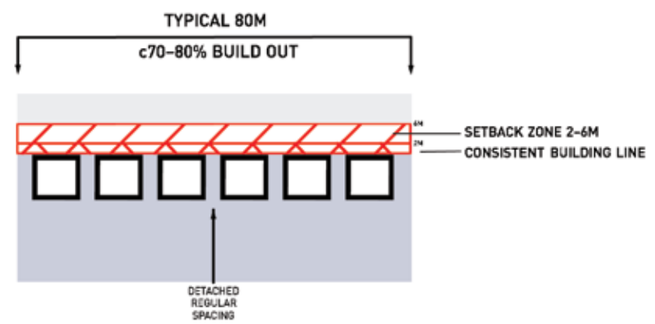
E4 -
PARK STREETS



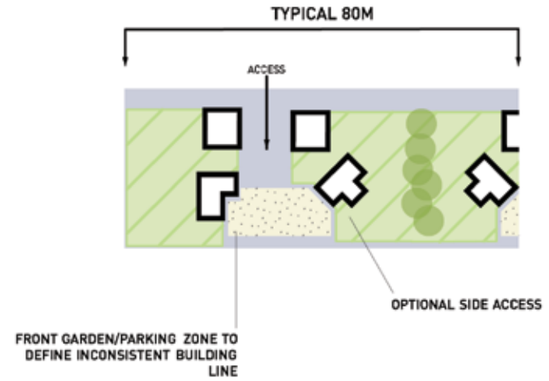
E5 -
AIRFIELD BOUNDARY



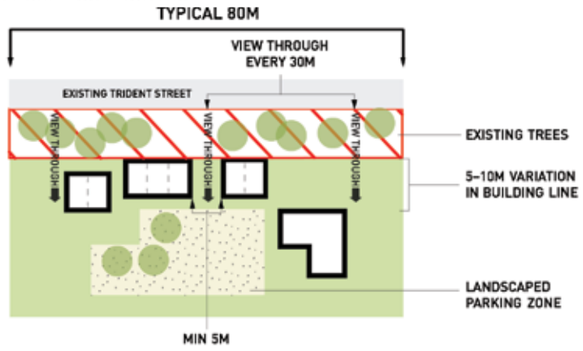
E6 -
VILLAGE GREEN



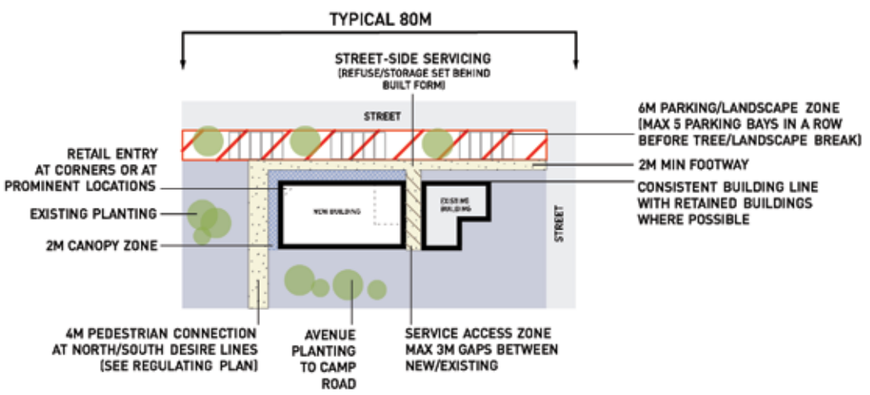
E7 -
RURAL EDGE



E8 -
TRIDENT CAMPUS FRONTAGE



E9 -
VILLAGE CENTRE



BUILDING DETAIL

4.7 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.

4.8 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).

4.9 The above criteria is addressed for each character area in the following section.

BUILT FORM - ARCHITECTURAL DESIGN

4.10 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.

4.11 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

4.12 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.

LANDSCAPED FRONTAGE EDGE TYPE - INDICATIVE STREETSCENE

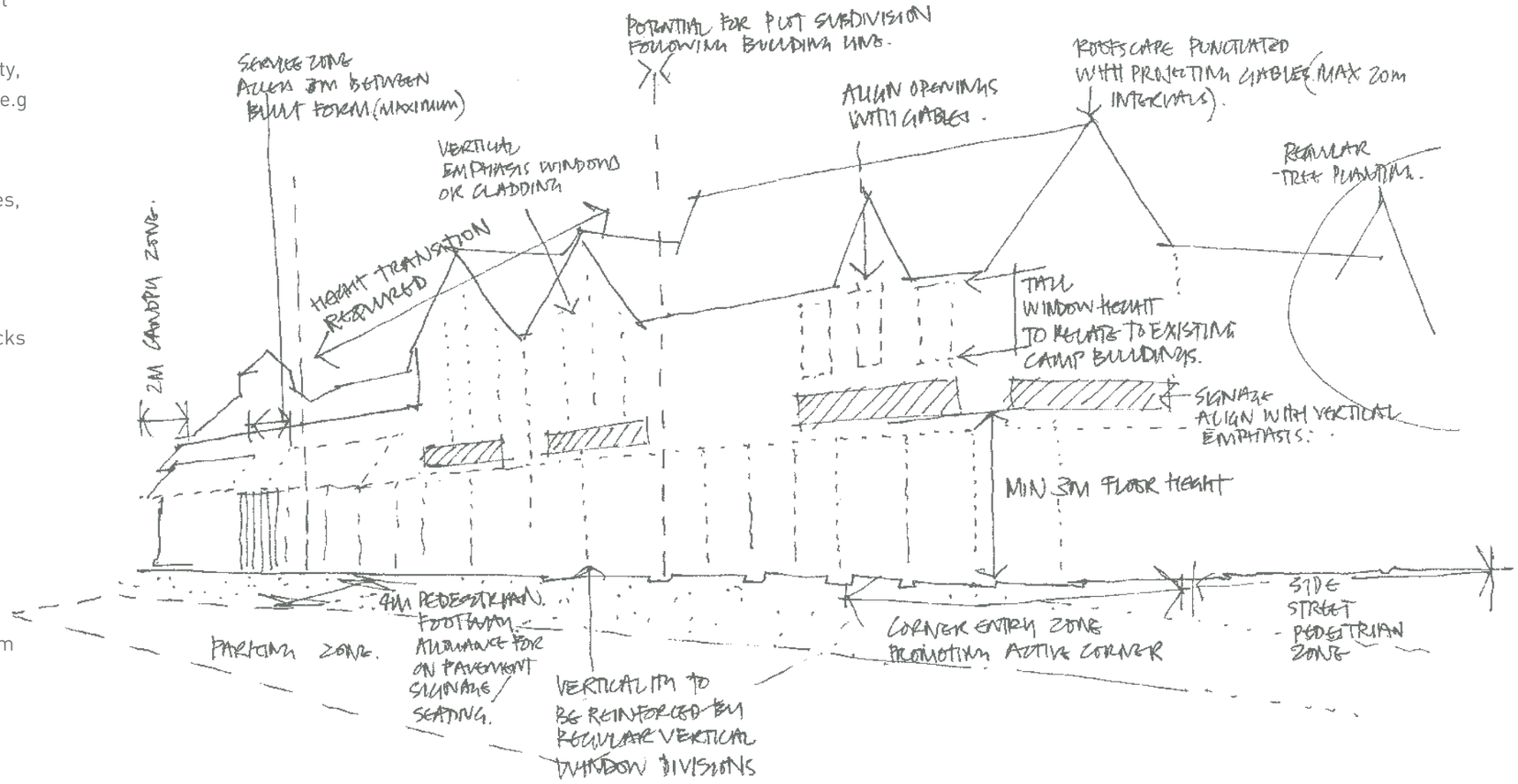
BUILT FORM- MATERIALS

4.13 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 1930's 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 sake 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.

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. 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.



INDICATIVE NEW VILLAGE CENTRE CODE GUIDANCE

4. CHARACTER AREAS CODE

CA1 NEW VILLAGE CENTRE MIXED USE

CA1 LOCATION

NEW VILLAGE CENTRE INDICATIVE IMAGE

CA1 – NEW VILLAGE CENTRE

4.15 It is an important area identifiable by a mixed-use approach and distinct from other areas. This area contains a range of uses that 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.

4.16 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 animated edges.

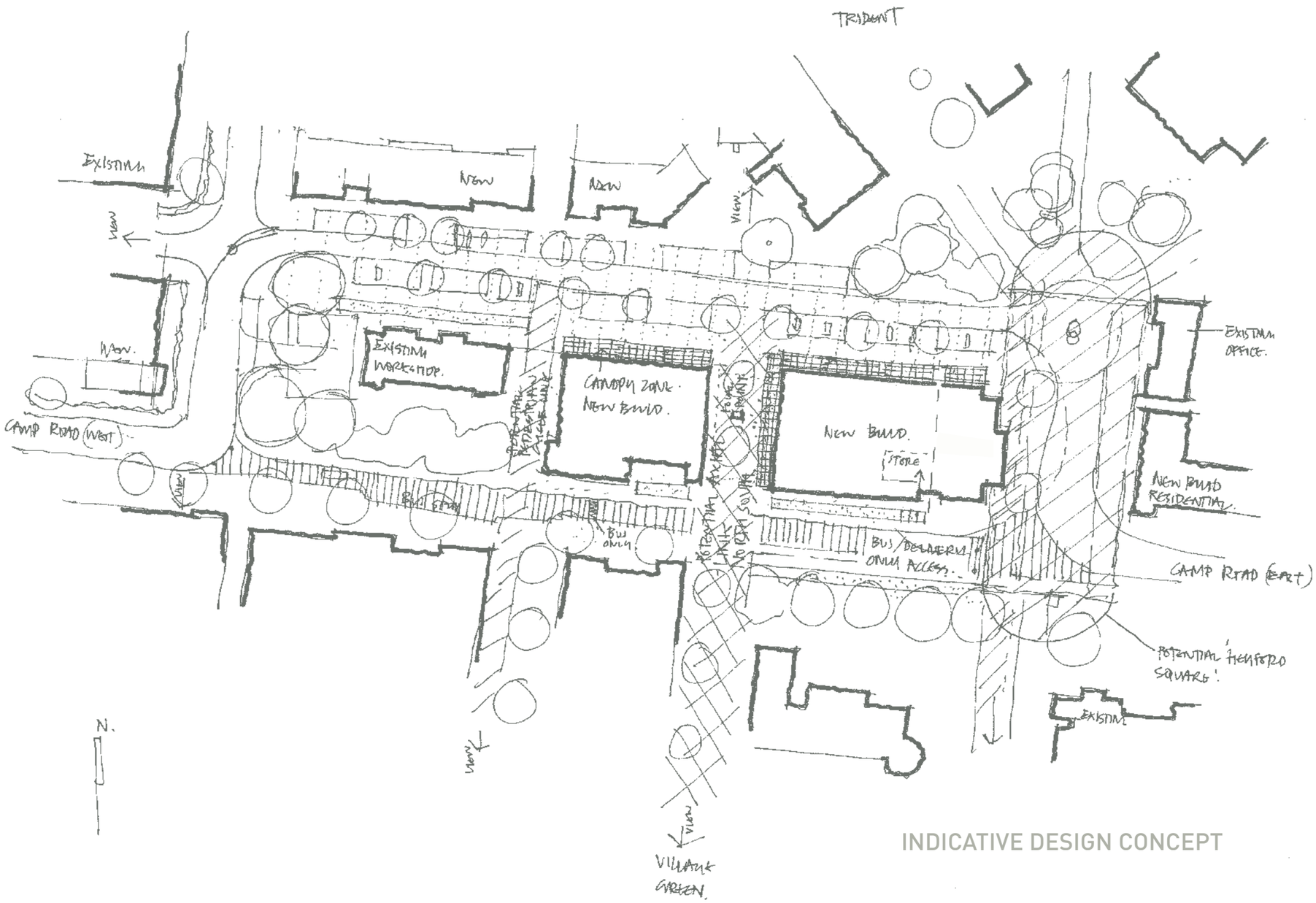
4.17 At key locations two-three storey buildings front on to streets with greater massing located on key corner plots. This provides visual cues for legibility purposes when navigating through the centre.

4.18 The existing Heyford House (building 52) will be converted to commercial use. The existing workshop (building 103) will be converted to become a Heritage Centre explaining the history of Heyford Park. The final use of other historic buildings is yet to be determined.

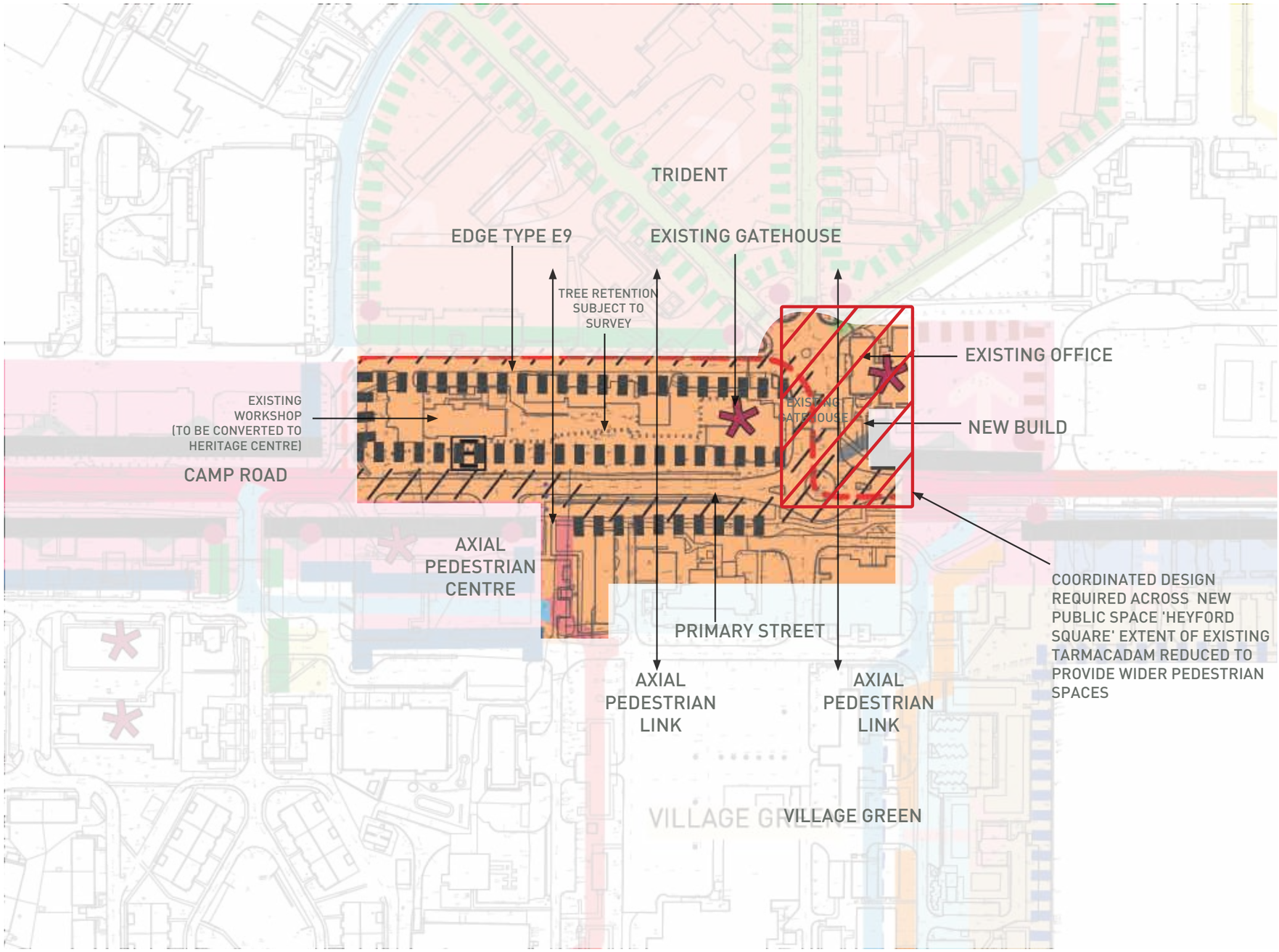
4.19 The following tables, plan, text and illustrations address the design components:

CA1	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	Individual plots within development parcel for mixed-uses, allowance for relatively large building footprints	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	Avoid blank walls fronting public realm
3	DENSITY	Will be medium in the urban core at 30–35dph	Density applies to residential element
4	BUILDING LINES	Consistent frontage near the back edge of the pavement aligned with existing buildings where adjoining	See edge type E9 for details - 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 Upto 2/3 storey (apparent height where not multiple use floor plates)	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.	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	Asymmetric and proportionate in scale and plot size to its surrounding context. 3M minimum ground floor height where not transient to existing buildings.	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	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 effect or profile sheet (finished grey)	Elevations in the same plain fronting the public realm will need to use the brick, render and cladding to create visual diversity and reinforce an approporiate transition from Airfield influences into residential South of Camp Road.
10	LANDSCAPE DESIGN	Formal tree planting within high quality hard landscaping. Pockets of soft landscaping will soften and provide interest. Street furniture – modern design.	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.

CA1 NEW VILLAGE CENTRE MIXED USE

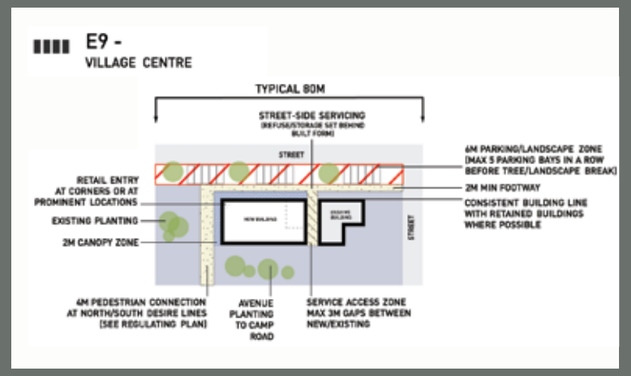


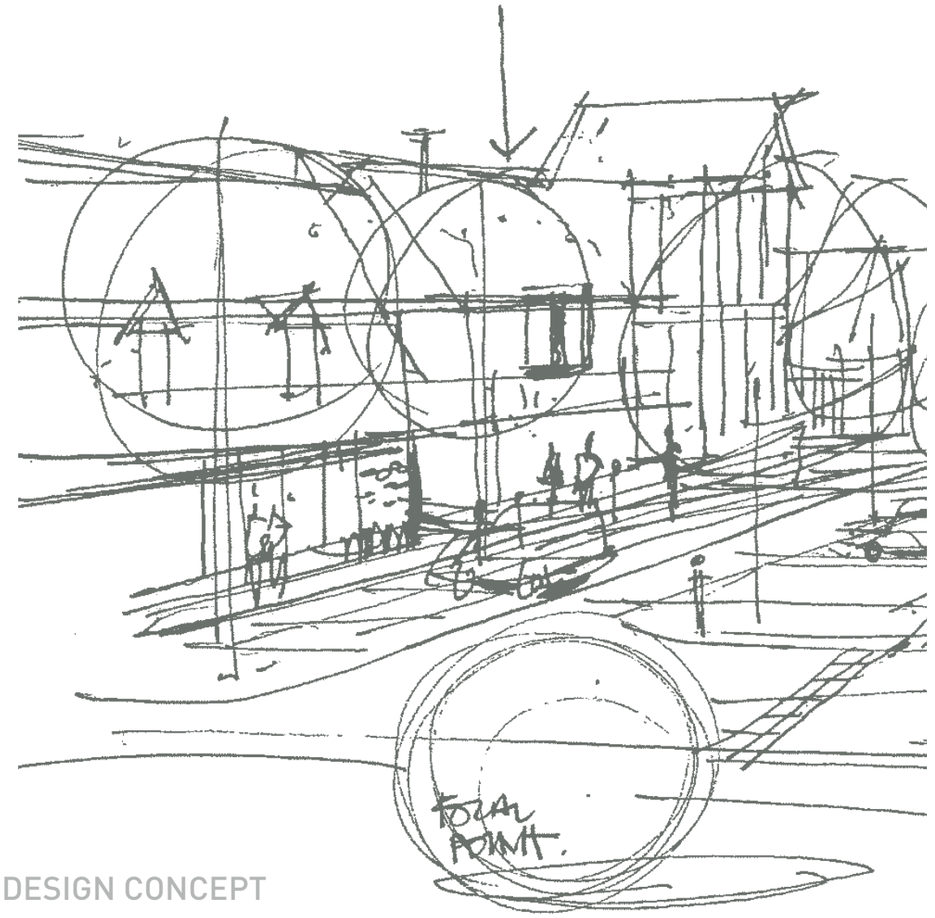
INDICATIVE DESIGN CONCEPT



CODE SUMMARY PLAN - SEE REGULATING/ROUTES & LINKAGES PLANS FOR FURTHER DETAILS

EDGE TYPES





INDICATIVE DESIGN CONCEPT

COMPARITIVE 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 6 dwellings. Allows a more continuous frontage.	CA3/CA7/CA8	N/A	LANDSCAPED COURT ENCOURAGED IN CA3
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 CAMP ROAD HENCE EXCLUDED FROM CA4
Perpendicular	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 effiecient use of land	CA1/CA2/CA3/ CA4/CA5/CA6/ CA7/8	ST2/ST3/ ST4/ST5	CAMP ROAD CA4 TO SERVE TWO DWELLINGS WHERE POSSIBLE
Mews courthouse/ 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 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/CA3/CA4/ CA5/CA6/CA7/8	ST1/ST5	GARAGES TO BE SET BACK BEHIND BUILDING LINE WITH TANDEM PARKING ALLOCATED IN THIS INSTANCE
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
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	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)

Smooth Render - Ivory Colour

Smooth Render - Light Grey

Grey Cladding

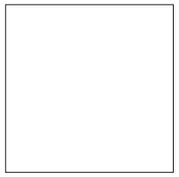
ROOF MATERIALS

Slate Effect

Profile Sheet Cladding

WINDOW COLOUR

RAL 7015 Grey



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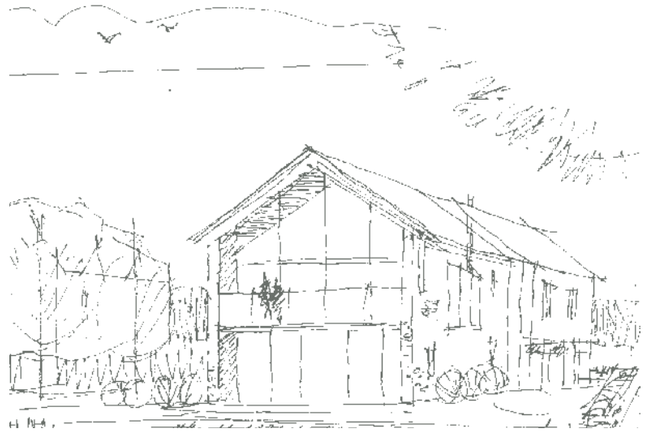
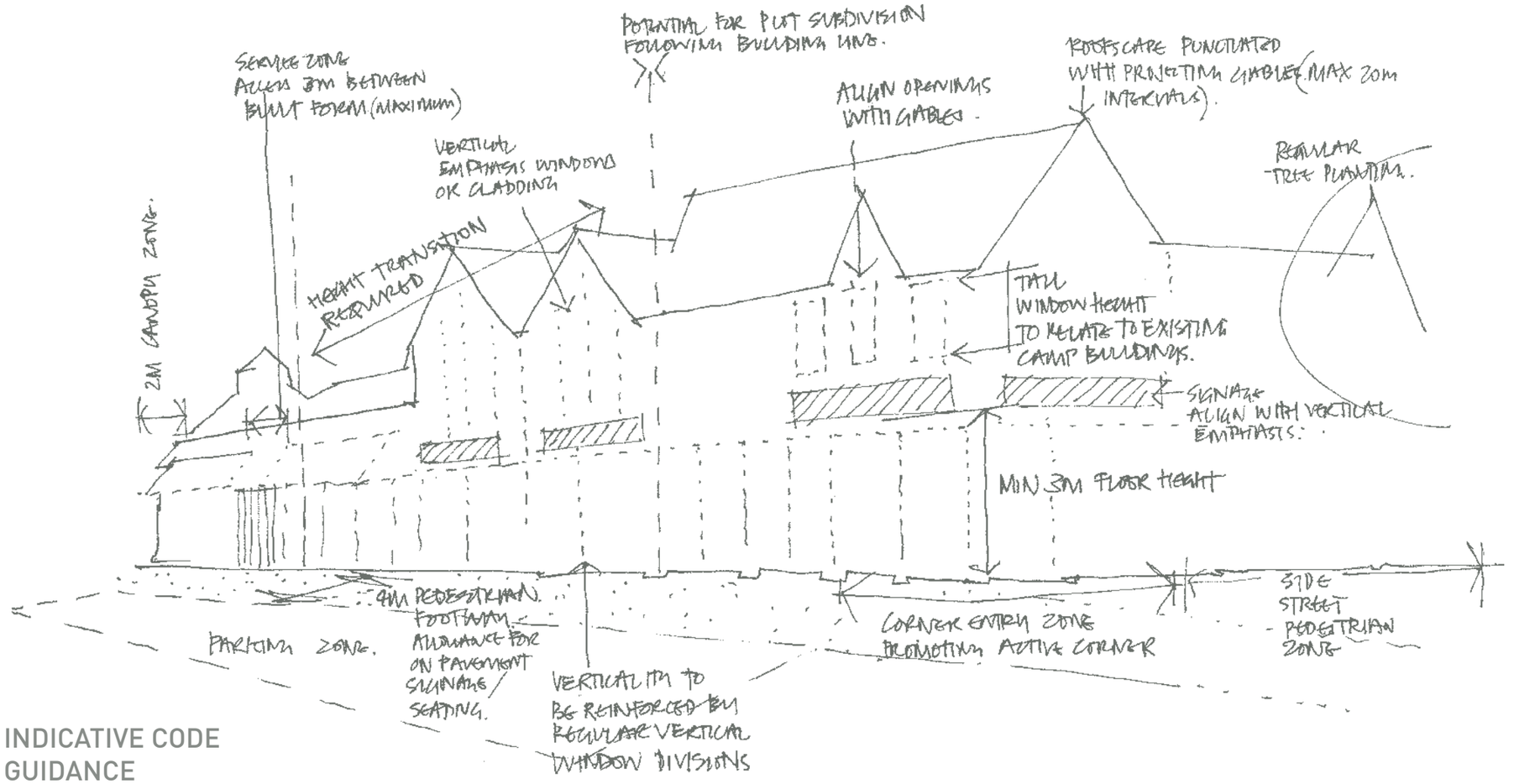


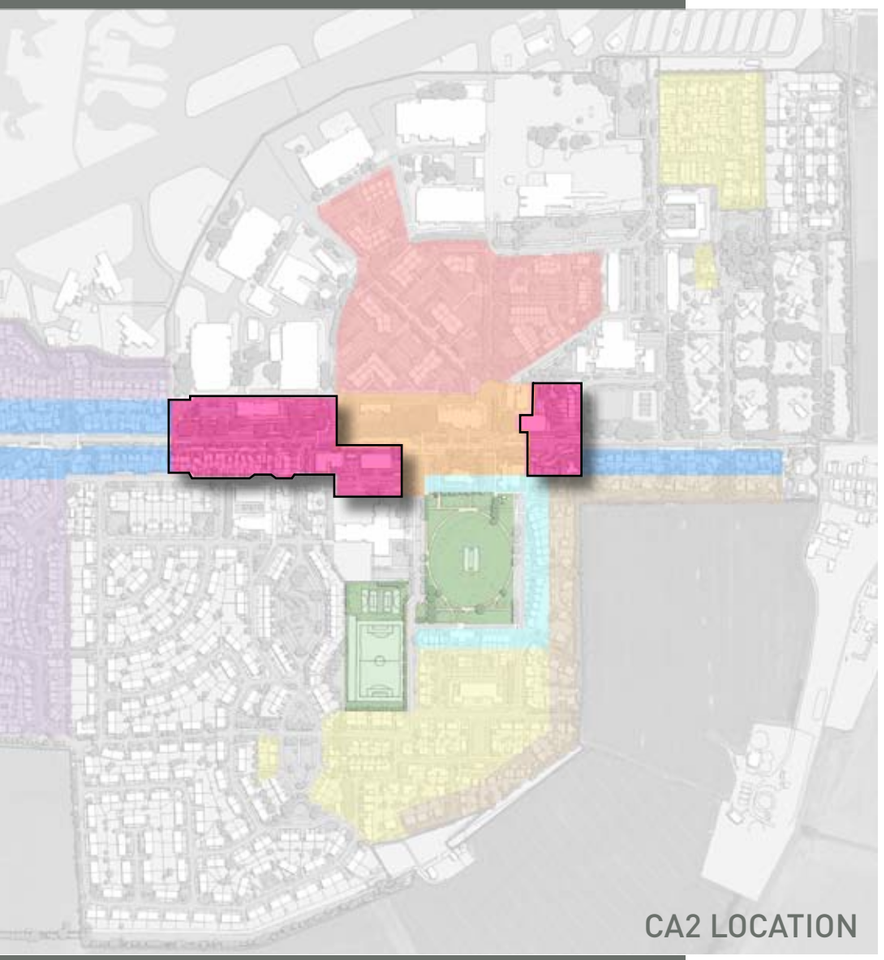
Whilst ground floors are animated by mixed use, upper floors may be animated by balconies and/or glazed frontages.



INDICATIVE CODE GUIDANCE

4. CHARACTER AREAS CODE

CA2 VILLAGE CENTRE - RESIDENTIAL



CA2 LOCATION

CA2 – VILLAGE CENTRE RESIDENTIAL

4.20 Higher density housing generally facing Camp Road in short terraces, providing a transition between the greater massing of the village green (CA1) and the lower density Camp Road to the east and west (CA4).

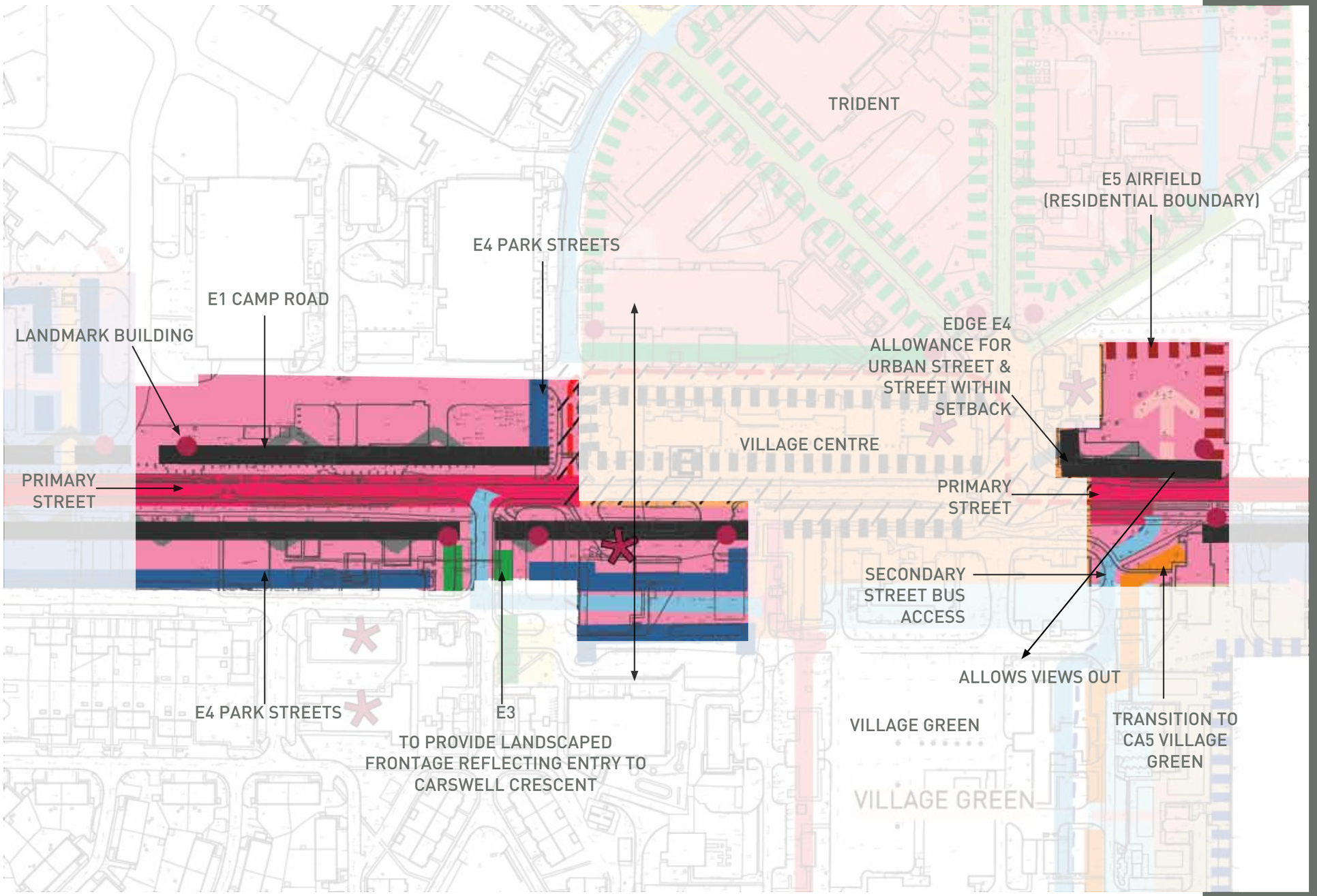
INDICATIVE DESIGN CONCEPT

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

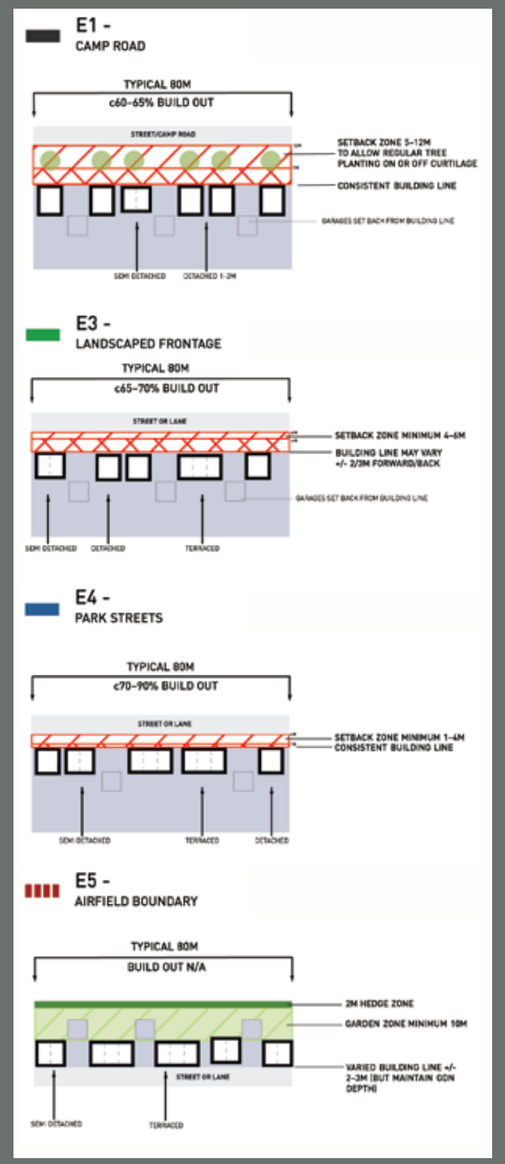
CA2	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	See Edge Types E1, E3 & E4 Consistent built frontage facing primary road network	-
2	BUILDING TYPOLOGY	See typology table - Heyford terraces and semi-detached housing	Terraces to be predominant (target 50% minimum)
3	DENSITY	Will generally 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)	Allowance for increaase in E1/E3/E4 build out up to 90% and Camp Road setback predominantly 8M min.
5	HEIGHT / ENCLOSURE	2.5–3 Storey minimum 70% or equivalent massing and generally greater height and enclosure than CA4 Camp Road housing CA5	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	Main roof minimum 45° pitch
7	SCALE AND PROPORTION	Asymmetric 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 CA3 which adjoin the 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 -Brick (2 types minimum) or render Roof - slate effect	Predominantly brick, with occasional render
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.	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.

CA2 VILLAGE CENTRE - RESIDENTIAL

INDICATIVE DESIGN CONCEPT - CODE TESTING PLAN



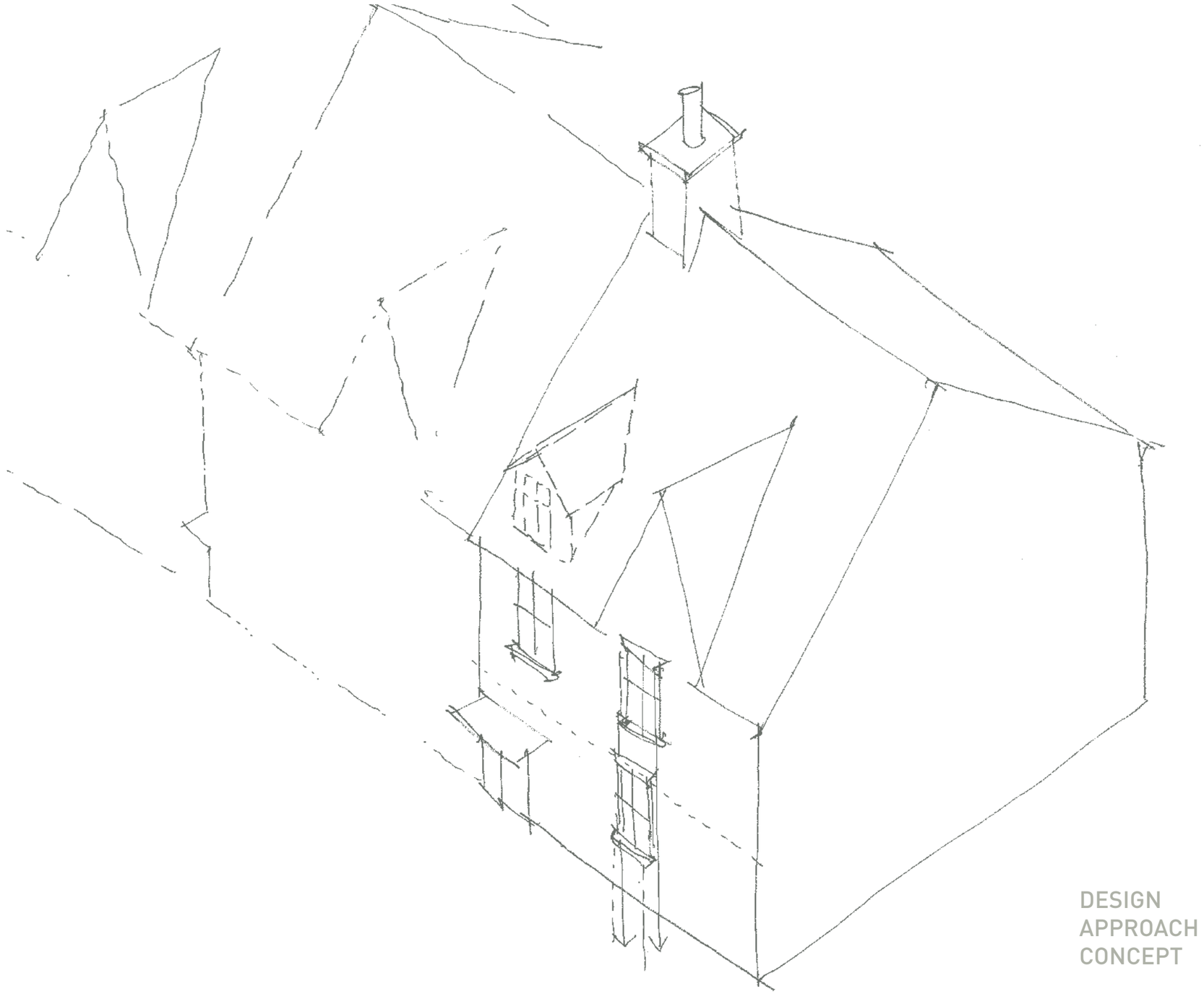
EDGE TYPES



CODE SUMMARY PLAN - SEE REGULATING/ROUTES & LINKAGES PLANS FOR FURTHER DETAILS

4. CHARACTER AREAS CODE

CA2 VILLAGE CENTRE - RESIDENTIAL



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)

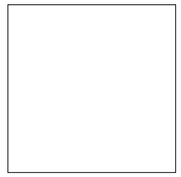
Smooth Render
Ivory Colour

ROOF MATERIALS

Slate Effect

WINDOW COLOUR

RAL 7015 Grey



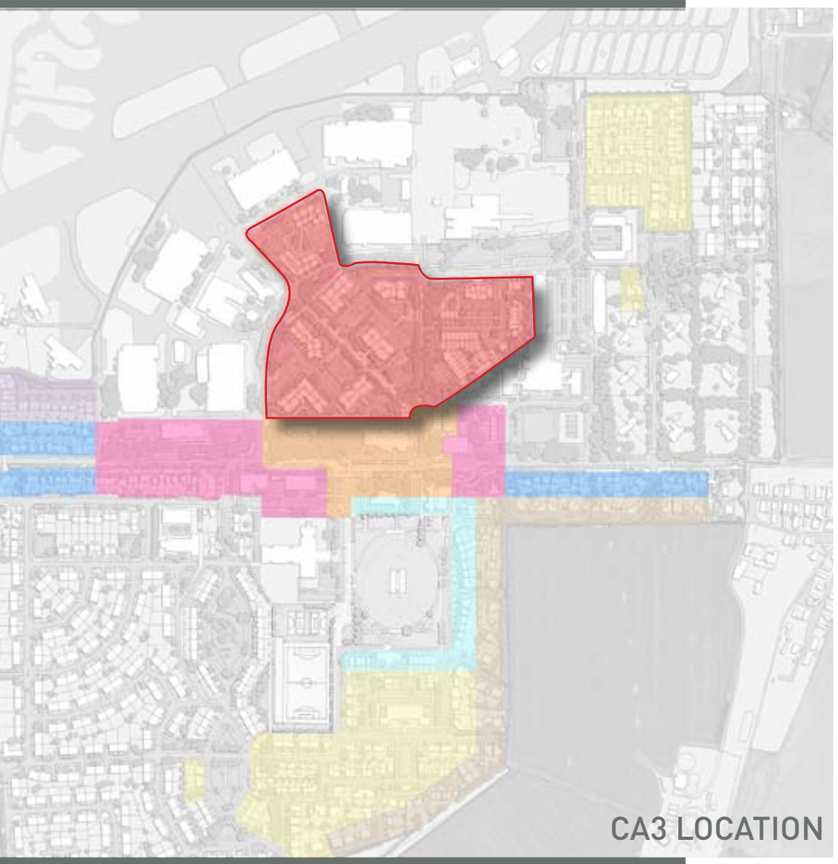
White

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 6 dwellings. Allows a more continuous frontage.	CA3/CA7/CA8	N/A	LANDSCAPED COURT ENCOURAGED IN CA3
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 CAMP ROAD HENCE EXCLUDED FROM CA4
Perpendicular	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 effiecient use of land	CA1/CA2/CA3/ CA4/CA5/CA6/ CA7/8	ST2/ST3/ ST4/ST5	CAMP ROAD CA4 TO SERVE TWO DWELLINGS WHERE POSSIBLE
Mews courthouse/ 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 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/CA3/CA4/ CA5/CA6/CA7/8	ST1/ST5	GARAGES TO BE SET BACK BEHIND BUILDING LINE WITH TANDEM PARKING ALLOCATED IN THIS INSTANCE
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
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	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

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

4. CHARACTER AREAS CODE

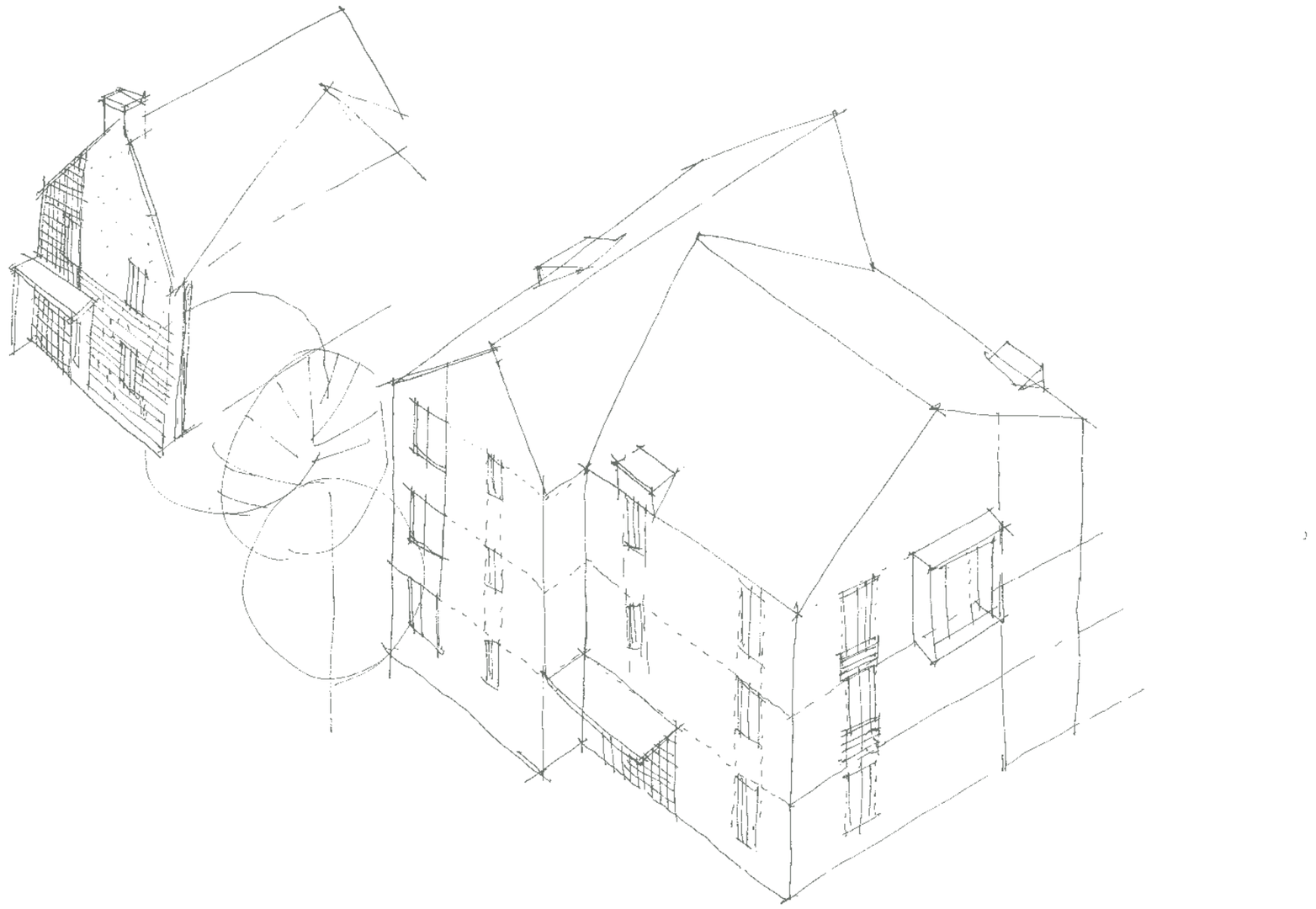
CA3 TRIDENT HOUSING



CA3 LOCATION

CA3 – TRIDENT HOUSING

4.22 Contemporary style houses and apartments set with a campus style environment to the north of the new village centre

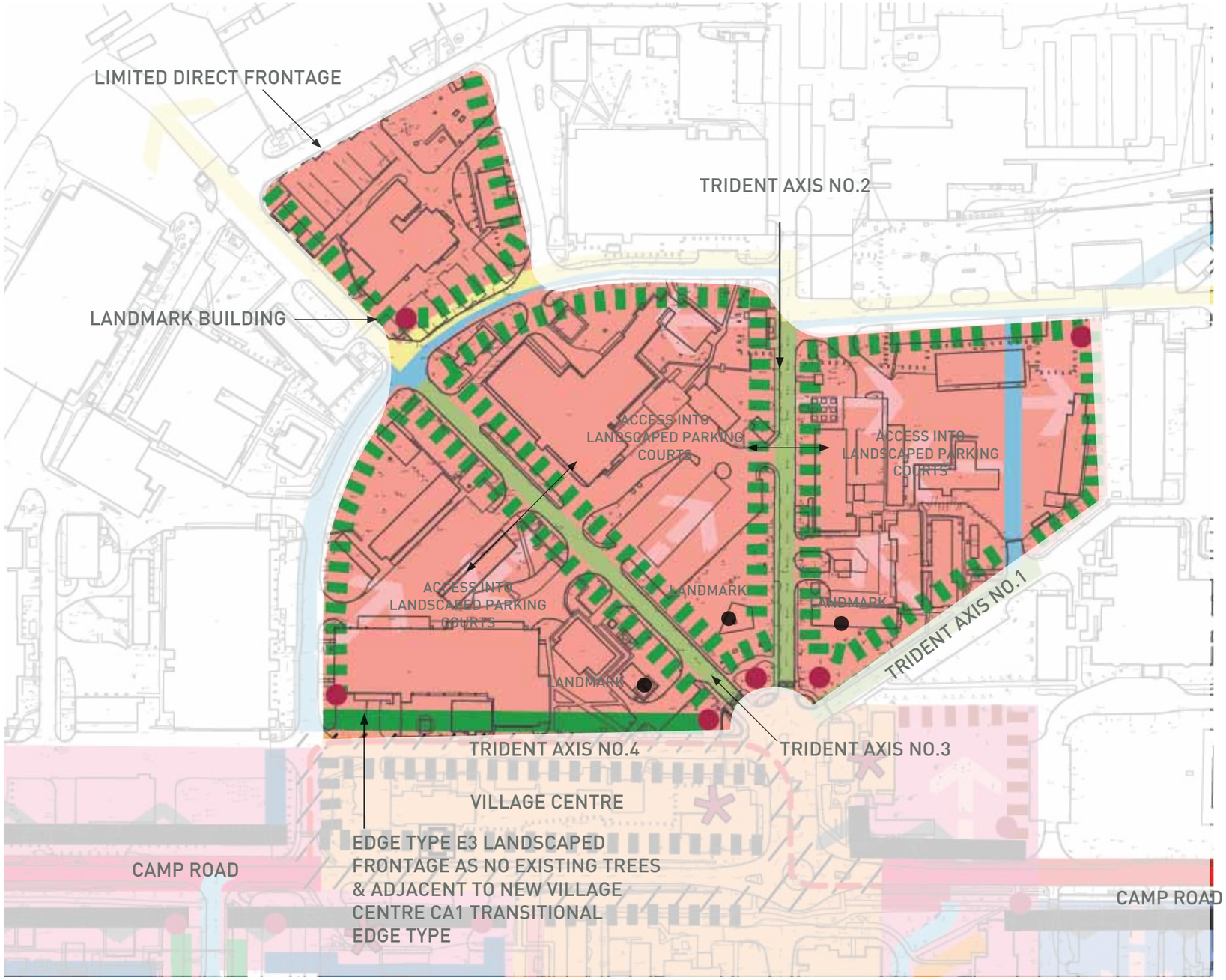


4.23 The following tables, plan, text and illustrations address the design components:

CA3	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	Built form set within existing and proposed tree planting. terraced houses and apartments detached from each other with gardens and campus landscape features between built form	Edge type E8. One of the only places at Heyford Park where the landscaped courtyard parking will be allowed.
2	BUILDING TYPOLOGY	Houses and apartments maximum of 4 terraced houses in one row	See built form typology table. Apartments predominate 50% or greater
3	DENSITY	Will generally be higher than other character areas 41+ dph	Higher density achieved through higher proportion of apartments
4	BUILDING LINES	Varied frontage in terms of being generously setback from streets to give a verdant character with buldings set amongst existing and new tree planting	Retention of tree planting along trident axial links will take priority.
5	HEIGHT / ENCLOSURE	Up to 3 storey dominates. Height change from 2–3 storey will require a 2.5 storey transitional unit.	Views between adjoining built form parcels will be encouraged 5M gaps through development promoted by edge type E8
6	ROOFSCAPE	Varied eave height and gable ends to animate sides and potential for contemporary roof form	Chimney form used to reinforce domestic use
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	Potential for full height 'Juliette' balcony 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, 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 3 materials on each building or horizontal/vertical banding required
10	LANDSCAPE DESIGN	Semi-formal street tree planting on tertiary streets. Residential frontages to be bounded by soft landscaping. Street furniture to be informal with timber elements. Trident axis no.4 to be formal to suit village centre CA1.	Boundaries could be formed by informal hedges, using species such as Escallonia or Lavender. General planting to be informal with flowering herbaceous and shrub planting in a mix of colours and textures.

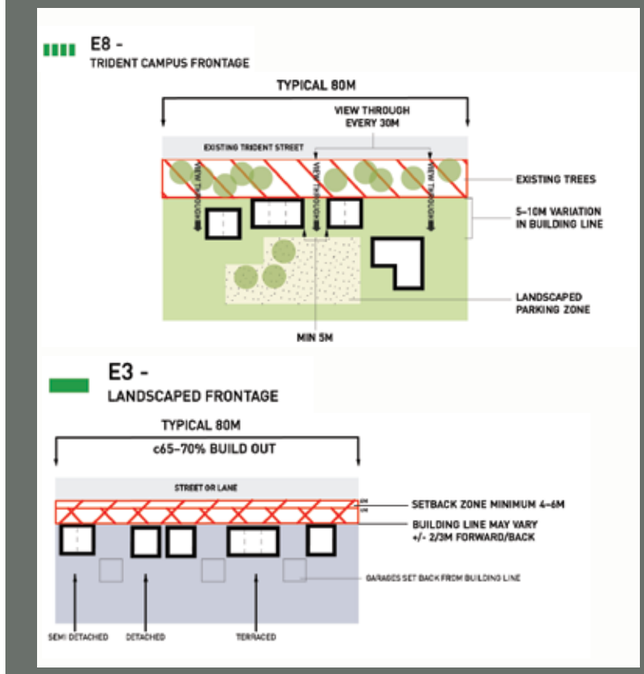
TRIDENT
INDICATIVE LAYOUT

GREEN WAYS/AXIS
BETWEEN BUILT FORM



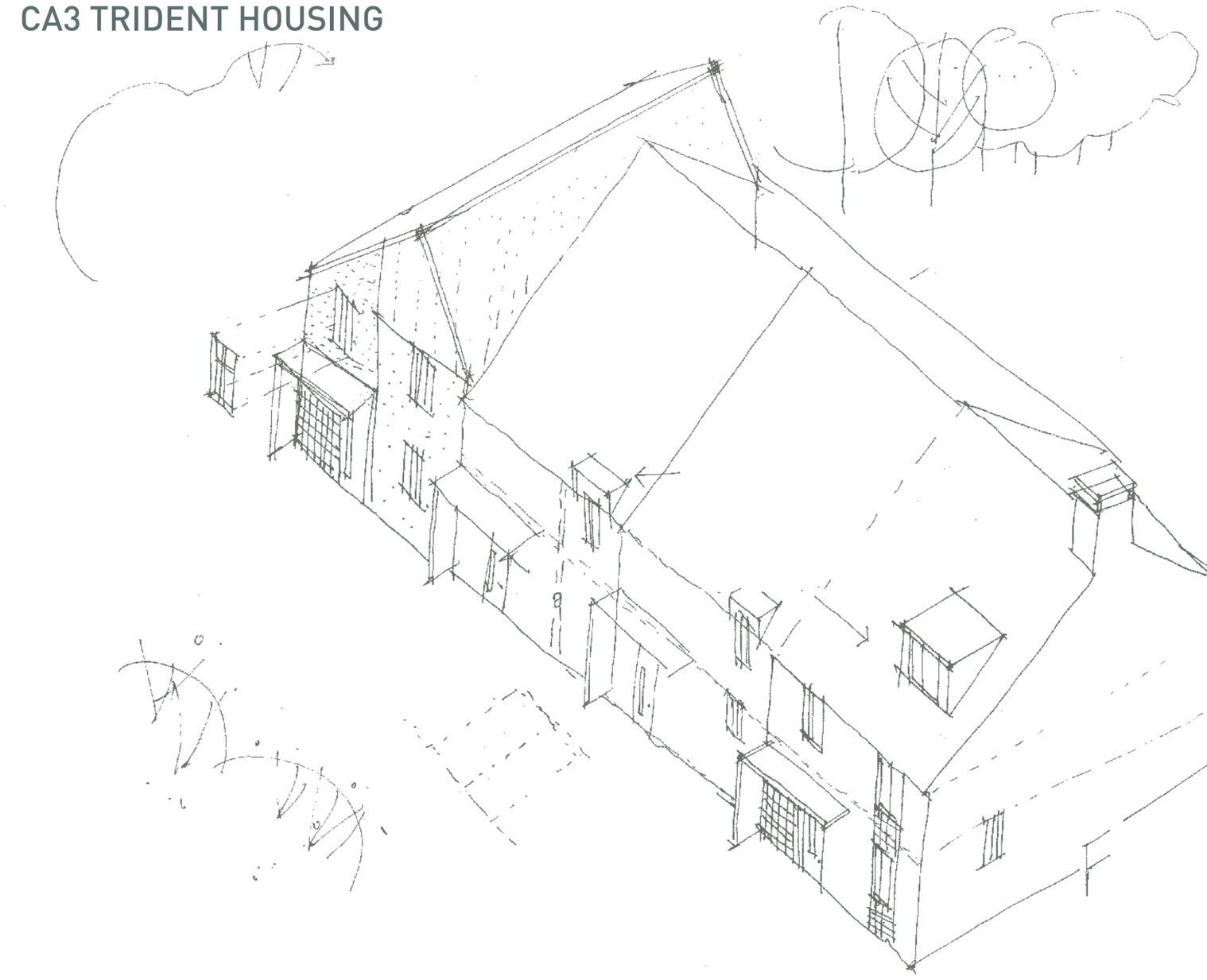
CODE SUMMARY PLAN - SEE REGULATING/ROUTES & LINKAGES PLANS FOR FURTHER DETAILS

EDGE TYPES



4. CHARACTER AREAS CODE

CA3 TRIDENT HOUSING



CODE SUMMARY DRAWING - TERRACE

CA3 - TRIDENT HOUSING - 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
(USED TO BREAK UP AND DETAIL ELEVATION)

Brick Blue/Grey

Smooth Render
Ivory or Sand Colour

Grey Cladding

ROOF MATERIALS

Dark Grey Clay Tile
Slate Effect

WINDOW COLOUR

RAL 1705 Grey

INDICATIVE DESIGN CONCEPT

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 6 dwellings. Allows a more continuous frontage.	CA3/CA7/CA8	N/A	LANDSCAPED COURT ENCOURAGED IN CA3
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 CAMP ROAD HENCE EXCLUDED FROM CA4
Perpendicular	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 effiecient use of land	CA1/CA2/CA3/ CA4/CA5/CA6/ CA7/8	ST2/ST3/ ST4/ST5	CAMP ROAD CA4 TO SERVE TWO DWELLINGS WHERE POSSIBLE
Mews courthouse/ 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 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/CA3/CA4/ CA5/CA6/CA7/8	ST1/ST5	GARAGES TO BE SET BACK BEHIND BUILDING LINE WITH TANDEM PARKING ALLOCATED IN THIS INSTANCE
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
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	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

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

4. CHARACTER AREAS CODE

CA4 – CAMP ROAD

4.24 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).

4.25 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.

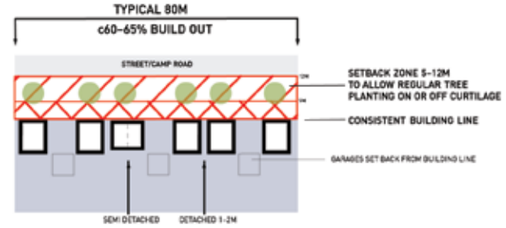
4.26 The main route will accommodate traffic calming to break-up vehicular activity and 'humanize' Camp Road with raised tables and tactile paving. Walking and cycling will have a shared foot/cycleway separated in sections by a tree planted verges. Where crossings are required, priority over the private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

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

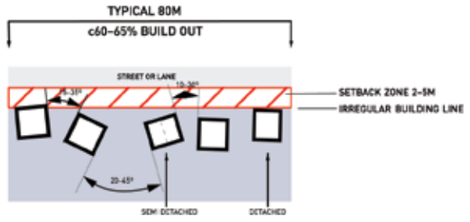
CA4	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	Buildings mainly set back from the road behind Camp Road, direct access to dwellings from Camp Road.	See edge type E1
2	BUILDING TYPOLOGY	Detached and semi-detached housing.	See typology table predominantly detached over 50% across CA
3	DENSITY	Will generally be medium across the Camp Road frontage - 30–35dph	-
4	BUILDING LINES	Consistent frontage in terms of being setback from Camp Road with variations allowed from main frontage for gable and bay projections.	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.	2.5 storey at corner plots if used
6	ROOFSCAPE	Consistencey in eaves and ridge line required.	No single plane pitch allowed Frequent gables variations in roof form including occasional 'catslide roofs.' Minimum pitch 45°
7	SCALE AND PROPORTION	Buildings and its fenestration - asymmetric buildings proportionate in scale and plot size to its surrounding context.	Windows asymmetrical across frontage.
8	BUILDING DETAIL	Door canopies to be prominent pitched or gabled pitched, bay windows required to all Camp Road (detached) villas Gabled frontage Camp Road garages.	Bellcast headers, brick detail coursing, brick headers Tile hanging on keynote dwellings only and on limited panels only.
9	BUILDING MATERIALS	Walls - Brick (2 types) to ground floor of detached villas, textured brown brick for feature detailing. Roof - slate/slate effect (only)	Continuity required to CA1/CA2 hence no brown tile roofing. Predominantly brick, occasional render.
10	LANDSCAPE DESIGN	Formal street tree planting at regular spacings within wide grass verges and/or front gardens. Residential frontages to be low walls or simple formal hedges.	Street tree planting to match CA2. Verges could be planted with spring flowering bulbs to create interest.

EDGE TYPES

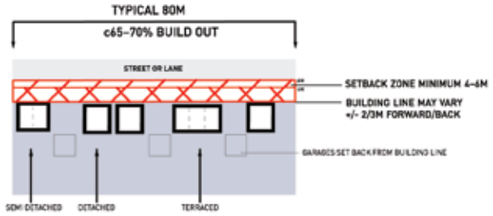
E1 -
CAMP ROAD



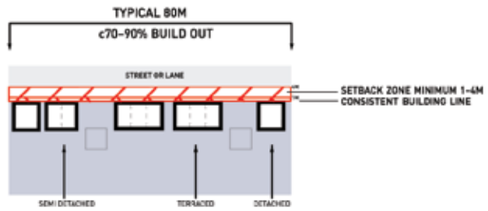
E2 -
IRREGULAR FRONTAGE LINE



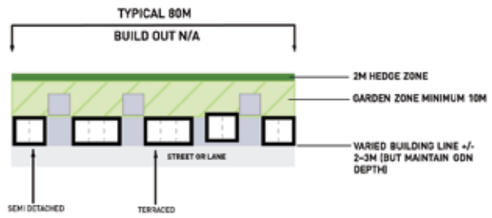
E3 -
LANDSCAPED FRONTAGE

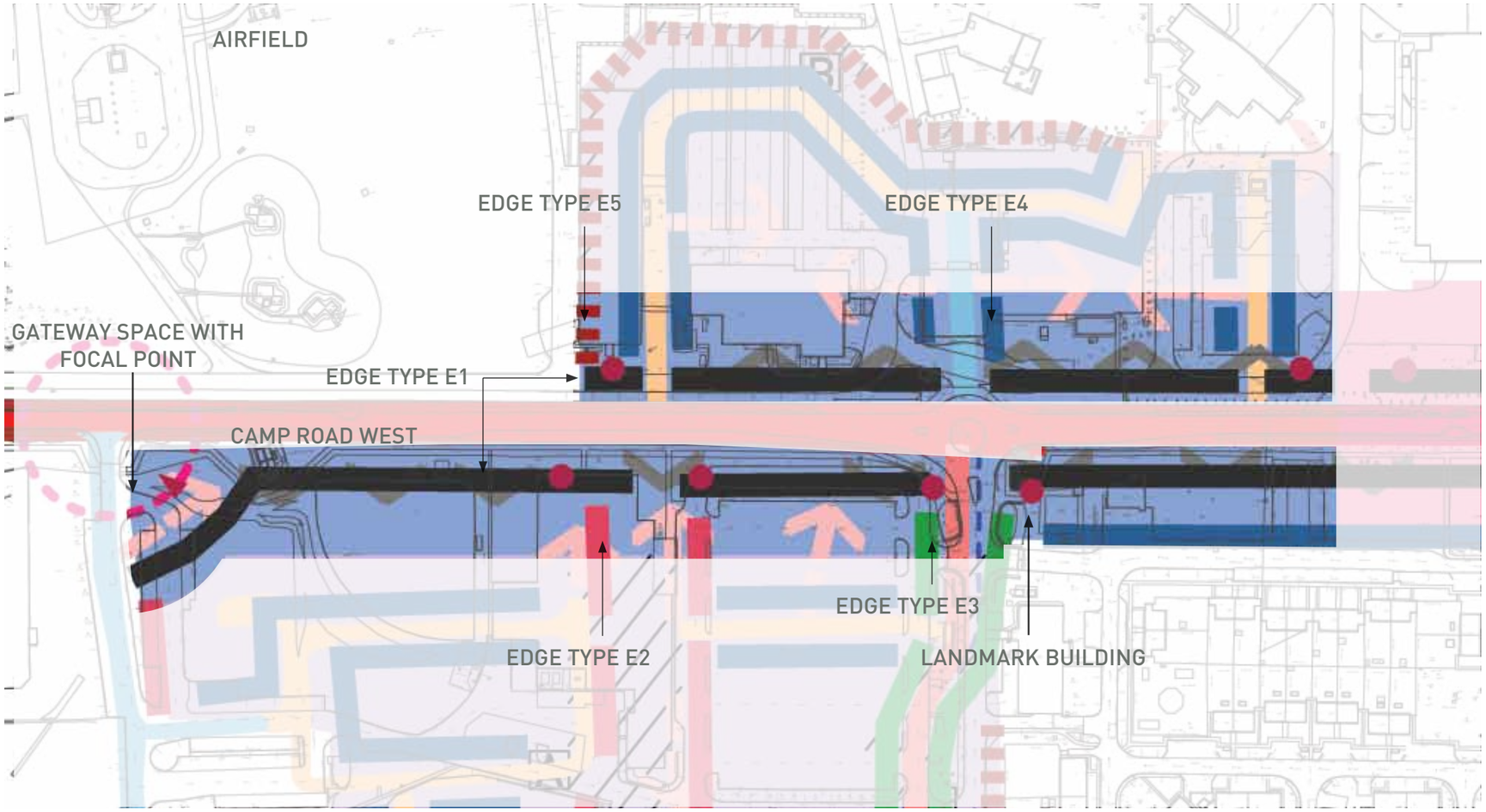


E4 -
PARK STREETS

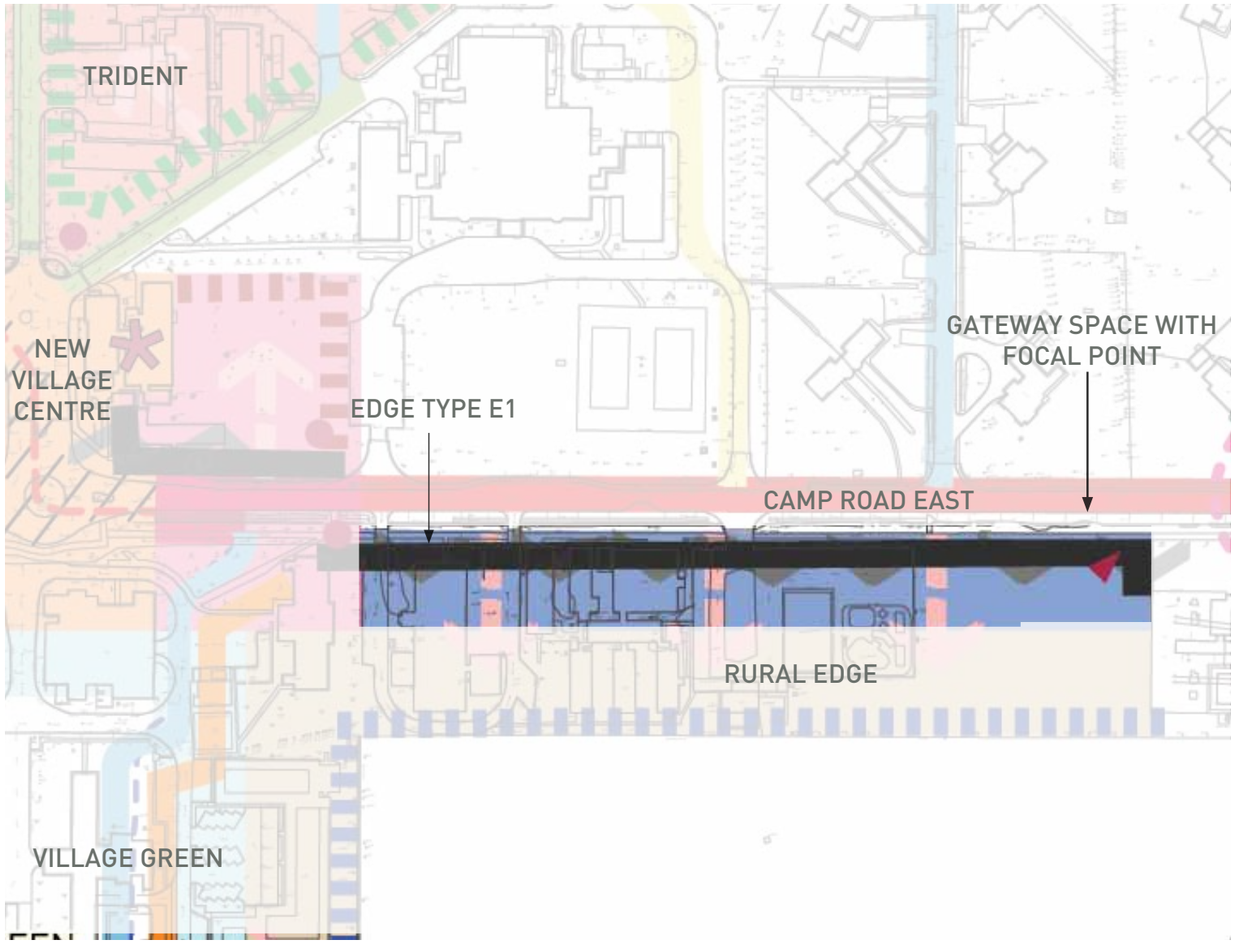


E5 -
AIRFIELD BOUNDARY

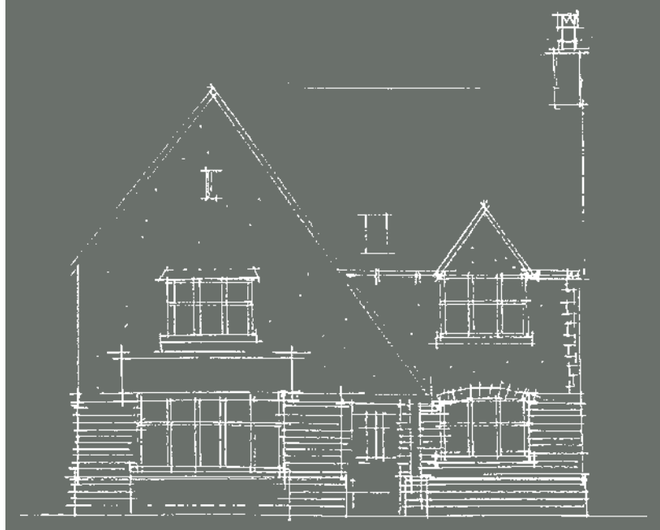




CODE SUMMARY PLAN - SEE REGULATING PLAN FOR FURTHER DETAILS



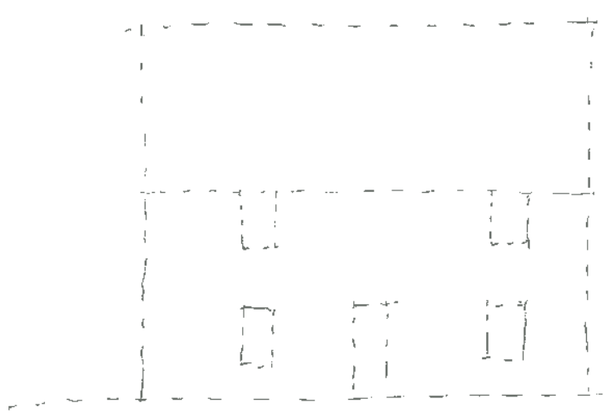
CODE SUMMARY PLAN - SEE REGULATING/ROUTES & LINKAGES PLANS FOR FURTHER DETAILS

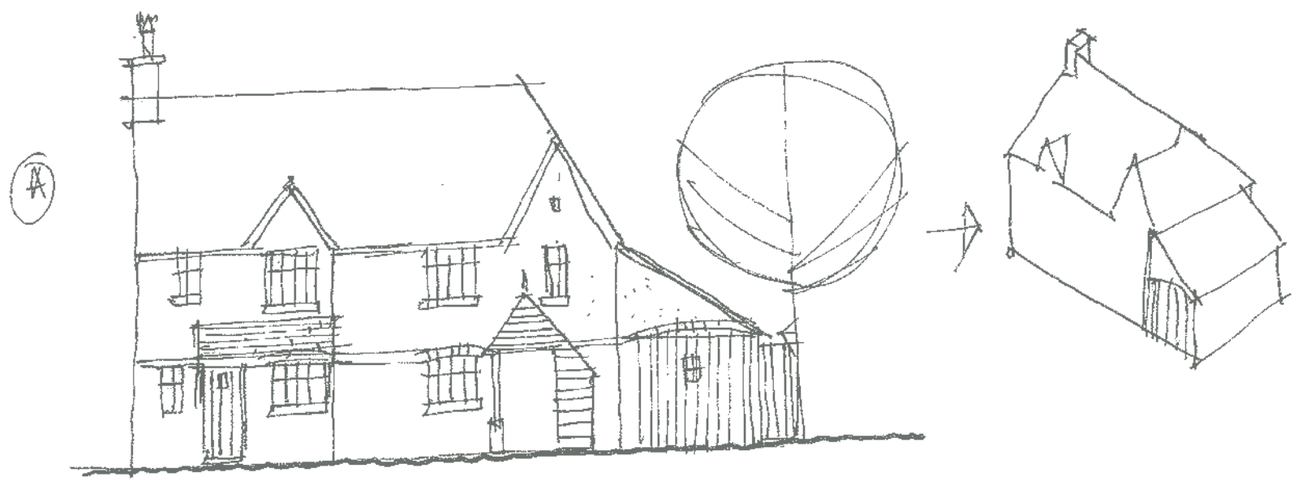


INDICATIVE DESIGN CONCEPT
CAMP ROAD VILLAS

4. CHARACTER AREAS CODE

CA4 CAMP ROAD





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
(USED TO BREAK UP AND DETAIL ELEVATION)

Rough Render - Sand/Chalk White

ROOF MATERIALS

Slate Effect

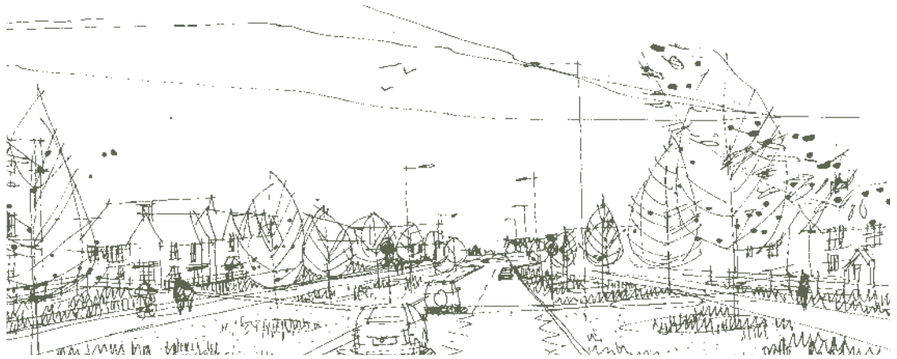
WINDOW FENESTRATION COLOUR

White

RAL 1705 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 6 dwellings. Allows a more continuous frontage.	CA3/CA7/CA8	N/A	LANDSCAPED COURT ENCOURAGED IN CA3
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 CAMP ROAD HENCE EXCLUDED FROM CA4
Perpendicular	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 effiecient use of land	CA1/CA2/CA3/ CA4/CA5/CA6/ CA7/8	ST2/ST3/ ST4/ST5	CAMP ROAD CA4 TO SERVE TWO DWELLINGS WHERE POSSIBLE
Mews courthouse/ 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 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/CA3/CA4/ CA5/CA6/CA7/8	ST1/ST5	GARAGES TO BE SET BACK BEHIND BUILDING LINE WITH TANDEM PARKING ALLOCATED IN THIS INSTANCE
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
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	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

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



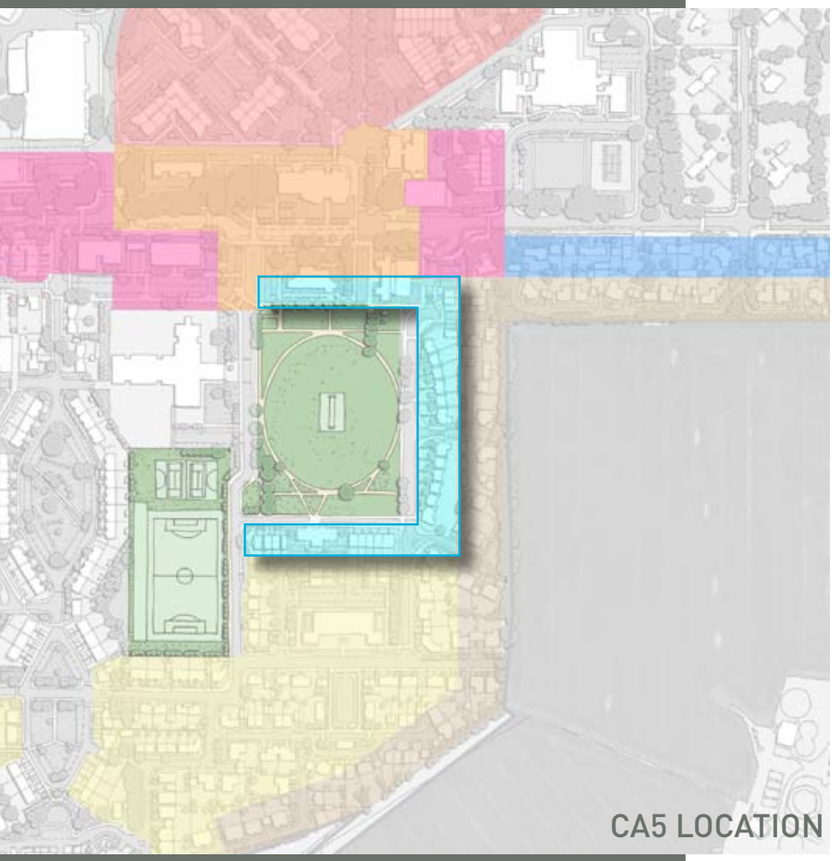
INDICATIVE DESIGN CONCEPT


PLOT 5
PLOT 4
PLOT 3
PLOT 2
PLOT 1

INDICATIVE DESIGN CONCEPT

4. CHARACTER AREAS CODE

CA5 VILLAGE GREEN



CA5 LOCATION

CA5 –VILLAGE GREEN

4.28 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 on the edge facing the green.

4.29 This development will frame the village green and benefit from frontage onto the large open space.

4.30 A maximum height of three storey detached and semi-detached dwellings only.

4.31 A formal approach will be reinforced by a common build to lines and regularised space between dwellings.

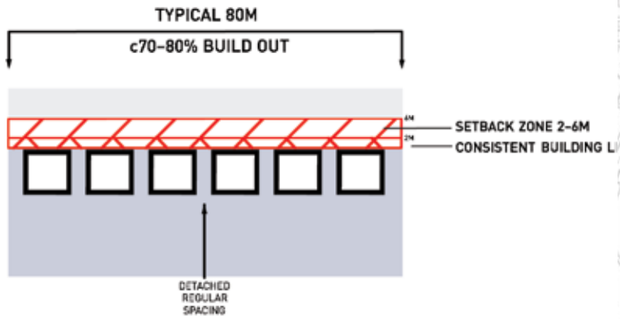
INDICATIVE DESIGN CONCEPT

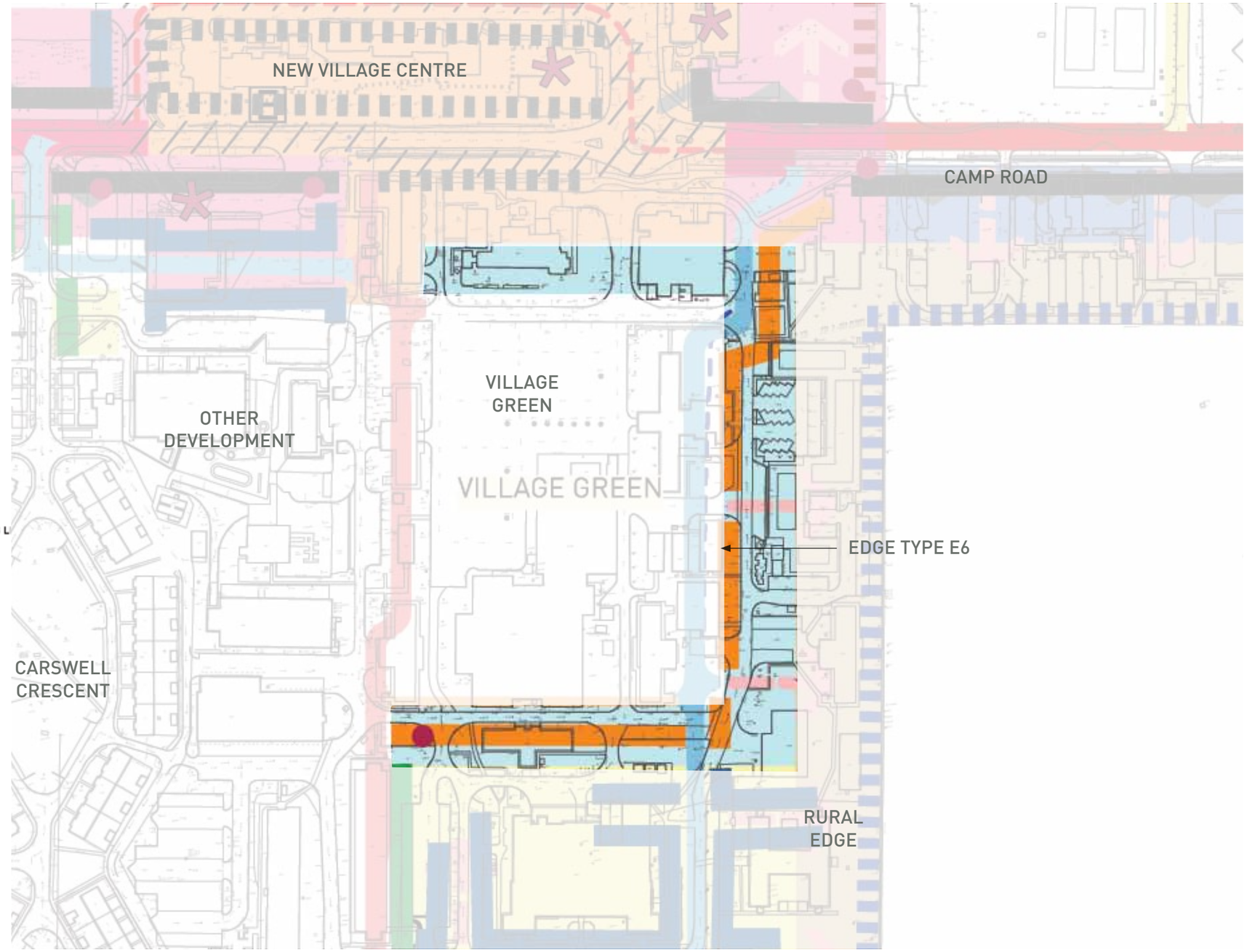
4.32 The following tables, plan, text and illustrations address the design components:

CA5	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	Frontage to village green	See edge type E6
2	BUILDING TYPOLOGY	Detached and semi-detached housing.	See building typology table
3	DENSITY	Will generally be medium- 30–35dph	-
4	BUILDING LINES	Consistent frontages with regular spacing between dwellings.	See edge type E6 Allowance for central gable projection
5	HEIGHT / ENCLOSURE	2/3 Storey	Eaves and roof line to be consistent across a frontage to maintain a symmetrical approach
6	ROOFSCAPE	Pyramidal or full hip roof to all dwellings	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	Classically proportioned floor height.
8	BUILDING DETAIL	Symmetrically arranged windows with a greater height than width.	Central gable is not mandatory but encouraged. 4 pane windows with raised central glazing bar. Eaves to project 300mm beyond wall line.
9	BUILDING MATERIALS	Wall- Render and brick Roof - Slate effect only	Render to be dominant on frontage, central gable where used.
10	LANDSCAPE DESIGN	Consistent and formal planting will match the character of the built form. Tree species will be of a formal habit.	Tree planting within this area to be focused upon trees within the village green. Street furniture – modern design, timber elements encouraged.

EDGE TYPES

E6 -
VILLAGE GREEN

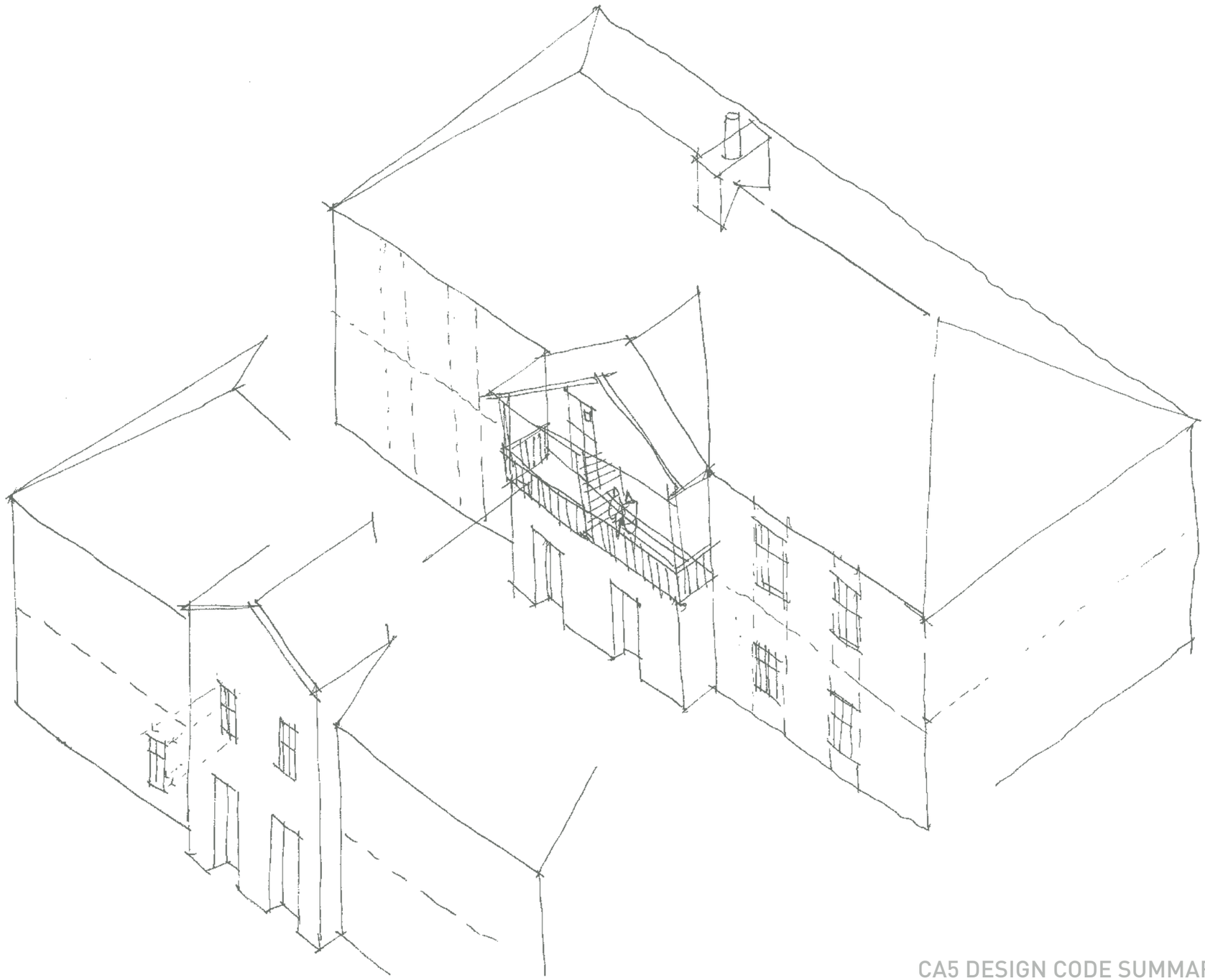




CODE SUMMARY PLAN - SEE REGULATING/ROUTES & LINKAGES PLANS FOR FURTHER DETAILS


B.N.C.BALL

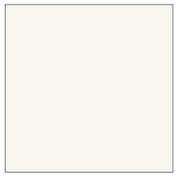
4. CHARACTER AREAS CODE



CA5 DESIGN CODE SUMMARY DRAWING

CA5 - VILLAGE GREEN- MATERIALS (OR SIMILAR APPROVED)

PREDOMINANT BUILDING WALL MATERIAL



Smooth Render - Ivory or White Colour

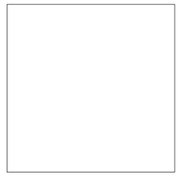
Brick predominantly Red with occasional brown tones

ROOF MATERIALS

Slate effect

WINDOW COLOUR

RAL 7015 Slate GreyBlack



White

RAL 9001 Ivory

RAL 9002 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 6 dwellings. Allows a more continuous frontage.	CA3/CA7/CA8	N/A	LANDSCAPED COURT ENCOURAGED IN CA3
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 CAMP ROAD HENCE EXCLUDED FROM CA4
Perpendicular	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 effiecient use of land	CA1/CA2/CA3/ CA4/CA5/CA6/ CA7/8	ST2/ST3/ ST4/ST5	CAMP ROAD CA4 TO SERVE TWO DWELLINGS WHERE POSSIBLE
Mews courthouse/ 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 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/CA3/CA4/ CA5/CA6/CA7/8	ST1/ST5	GARAGES TO BE SET BACK BEHIND BUILDING LINE WITH TANDEM PARKING ALLOCATED IN THIS INSTANCE
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
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	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

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

4. CHARACTER AREAS CODE

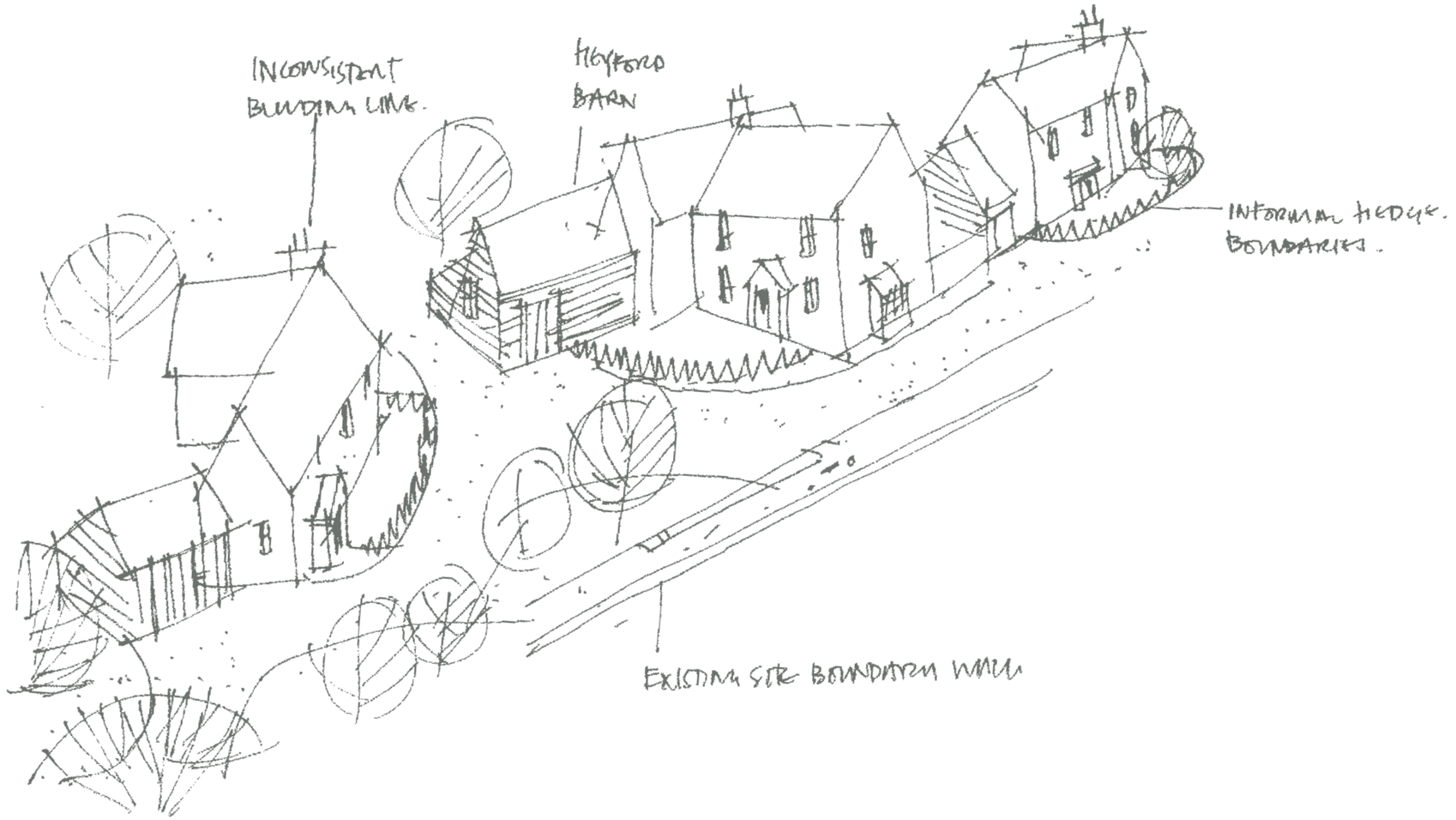
CA6 RURAL EDGE

CA6 LOCATION

CA6 – RURAL EDGE

4.33 This character area will be typified by detached dwellings adjoining the wider countryside, served off private landscaped drives.

4.34 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.

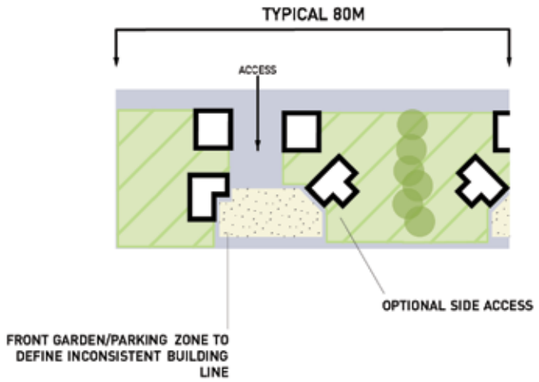


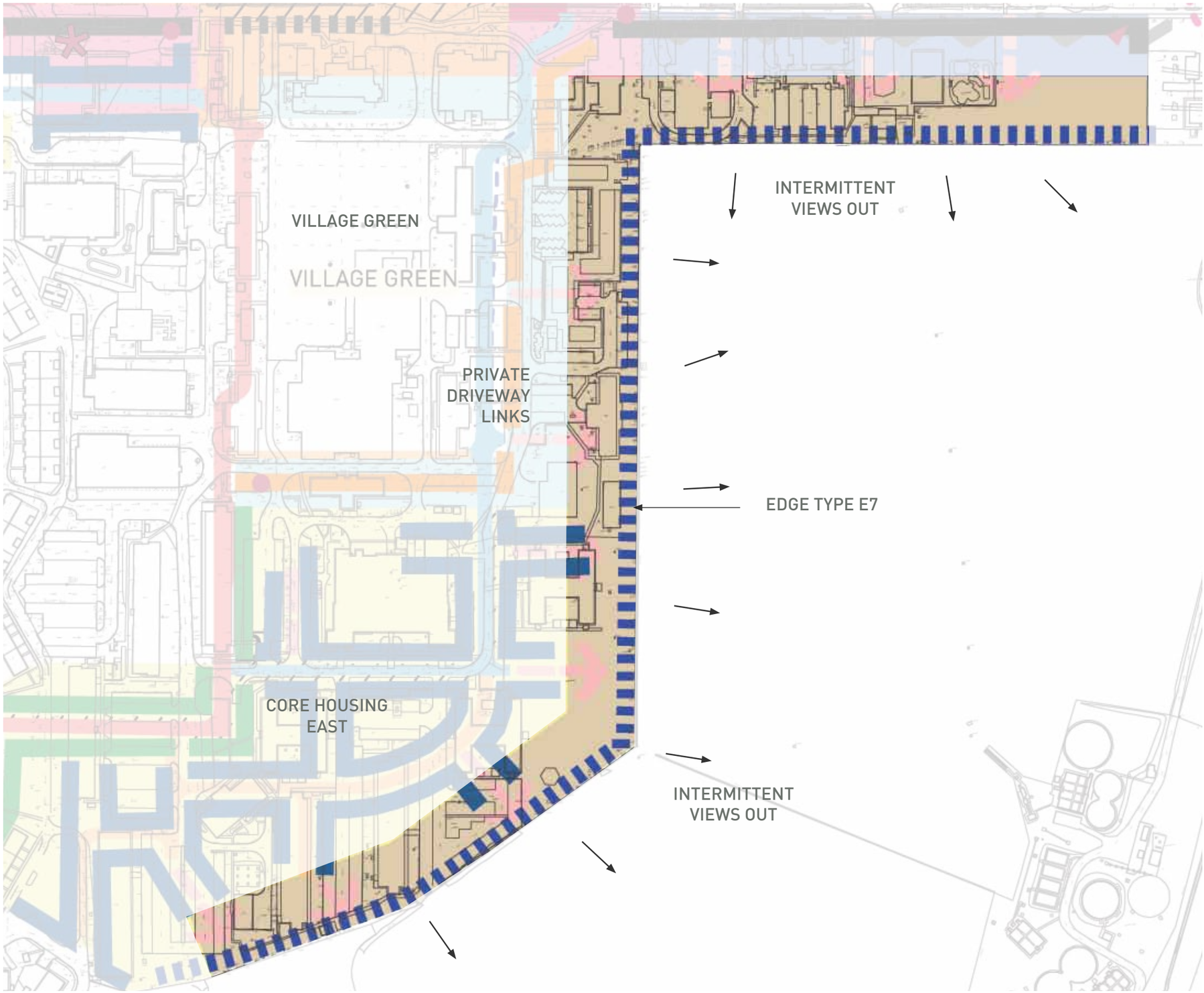
4.35 The following tables, plan, text and illustrations address the design components:

CA6	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	Adjoining countryside dispersed built form	See edge type E7
2	BUILDING TYPOLOGY	Heyford Farmhouses Detached and semi-detached to be dominant built form	See building typology table more than predominantly detached. Oppotunity for larger units.
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.	See edge type E7
5	HEIGHT / ENCLOSURE	2–2.5 Storeys (predominantly 2 storey)	-
6	ROOFSCAPE	Overhang creating prononced eaves will be required. Varied eave height and gable ends to animate sides	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, occasional bay windows to be at least one bay per 5 dwellings Traditional details, chimneys to act as prominent building feature	-
9	BUILDING MATERIALS	Walls - Brick with render Roof - Slate effect/clay tile.	Predominantly brick with occasional render (excludes timber clad parking barns) slate effect and occasional clay tile
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.	Boundaries could be formed by informal hedges, using species such as Escallonia or Lavender. General planting to be informal with flowering herbaceous and shrub planting in a mix of colours and textures

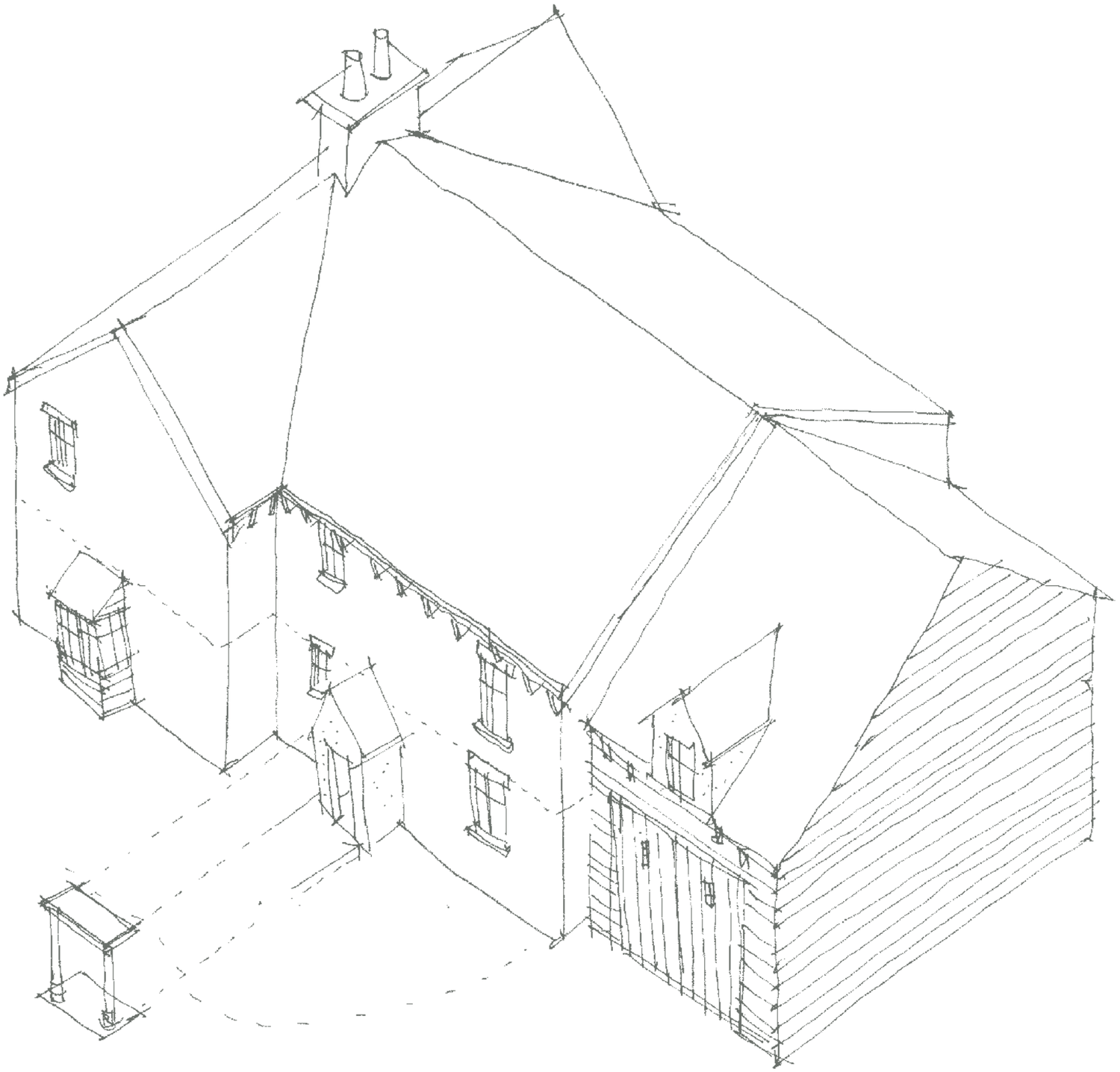
EDGE TYPE

E 7 -
RURAL EDGE





CODE SUMMARY PLAN - SEE REGULATING/ROUTES & LINKAGES PLANS FOR FURTHER DETAILS



RURAL EDGE CODE SUMMARY ILLUSTRATION

4. CHARACTER AREAS CODE

CA6 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)

Rough and Smooth
Render - Ivory or
Sand Colour

Horizontal Board
Overlapped Cladding
(Garages and ancillary
sturctures only)

ROOF MATERIALS

Tile

Slate Effect

WINDOW COLOUR

RAL 9001
Ivory

RAL 9002
Warm Grey

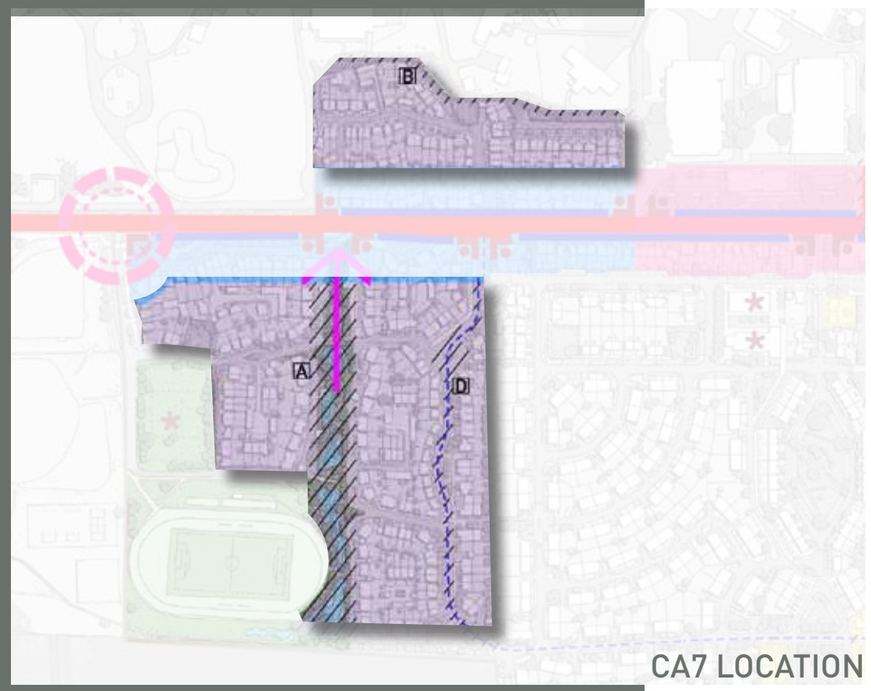
White

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 6 dwellings. Allows a more continuous frontage.	CA3/CA7/CA8	N/A	LANDSCAPED COURT ENCOURAGED IN CA3
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 CAMP ROAD HENCE EXCLUDED FROM CA4
Perpendicular	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 effiecient use of land	CA1/CA2/CA3/ CA4/CA5/CA6/ CA7/8	ST2/ST3/ ST4/ST5	CAMP ROAD CA4 TO SERVE TWO DWELLINGS WHERE POSSIBLE
Mews courthouse/ 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 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/CA3/CA4/ CA5/CA6/CA7/8	ST1/ST5	GARAGES TO BE SET BACK BEHIND BUILDING LINE WITH TANDEM PARKING ALLOCATED IN THIS INSTANCE
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
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	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

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

4. CHARACTER AREAS CODE

CA7 CORE HOUSING - WEST



CA7 LOCATION

CA7 CORE HOUSING - WEST

4.36 Core Housing makes up the heart of the development 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.

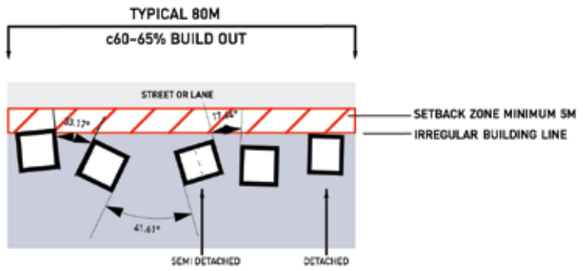
4.37 Tree planting will be formal along shared routes between vehicles and pedestrians. Garages will be setback from building line to soften the impact of cars in the street scene.

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

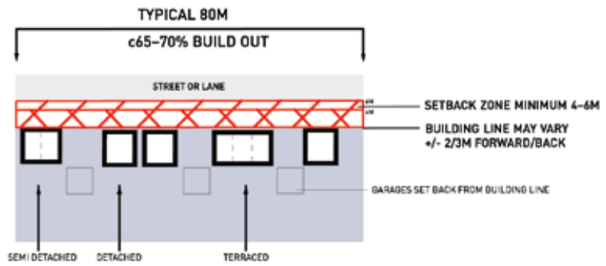
CA7	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	Arranged in perimeter blocks with strong sense of public-private realm definition.	See edge types E2/E3/E4/E5
2	BUILDING TYPOLOGY	Mainly detached and semi-detached housing with short terraces	See building typology table. Terraces primarilty in shared surface locations.
3	DENSITY	Will be medium 30–35dph	-
4	BUILDING LINES	Frontage in terms of setback may vary depending on edge type. Irregular frontage to SUDs corridor.	See edge types E2/E3/E4/E5
5	HEIGHT / ENCLOSURE	2–2.5 Storeys	Preference for 2.5 storey to be used on corners.
6	ROOFSCAPE	Consistency in eaves and ridge height	50% of dwellings have hip/half hip, 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 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).	Window size may vary across elevation. Door canopies to be simple pitched, occasional bay windows. Render encouraged on landmark buildings. Occasional chimneys to act as building feature
9	BUILDING MATERIALS	Walls - Predominantly brick with limited render. Roof - Slate/Slate effect and tile	Predominantly brick, occasional render. Predominantly slate effect, occasional tile.
10	LANDSCAPE DESIGN	Soft landscaping to be simple and largely open. Residential boundaries to be low walls with hedges, or low railings with informal planting.	Street trees to be formal in habit along tertiary streets and secondary streets; and informal along shared surface streets and lanes.

EDGE TYPE

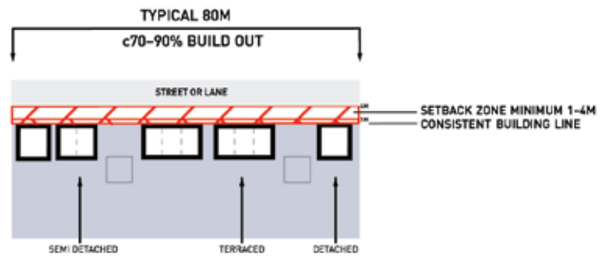
E2 -
IRREGULAR FRONTAGE LINE



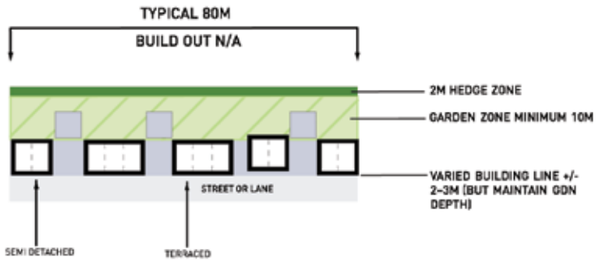
E3 -
LANDSCAPED FRONTAGE

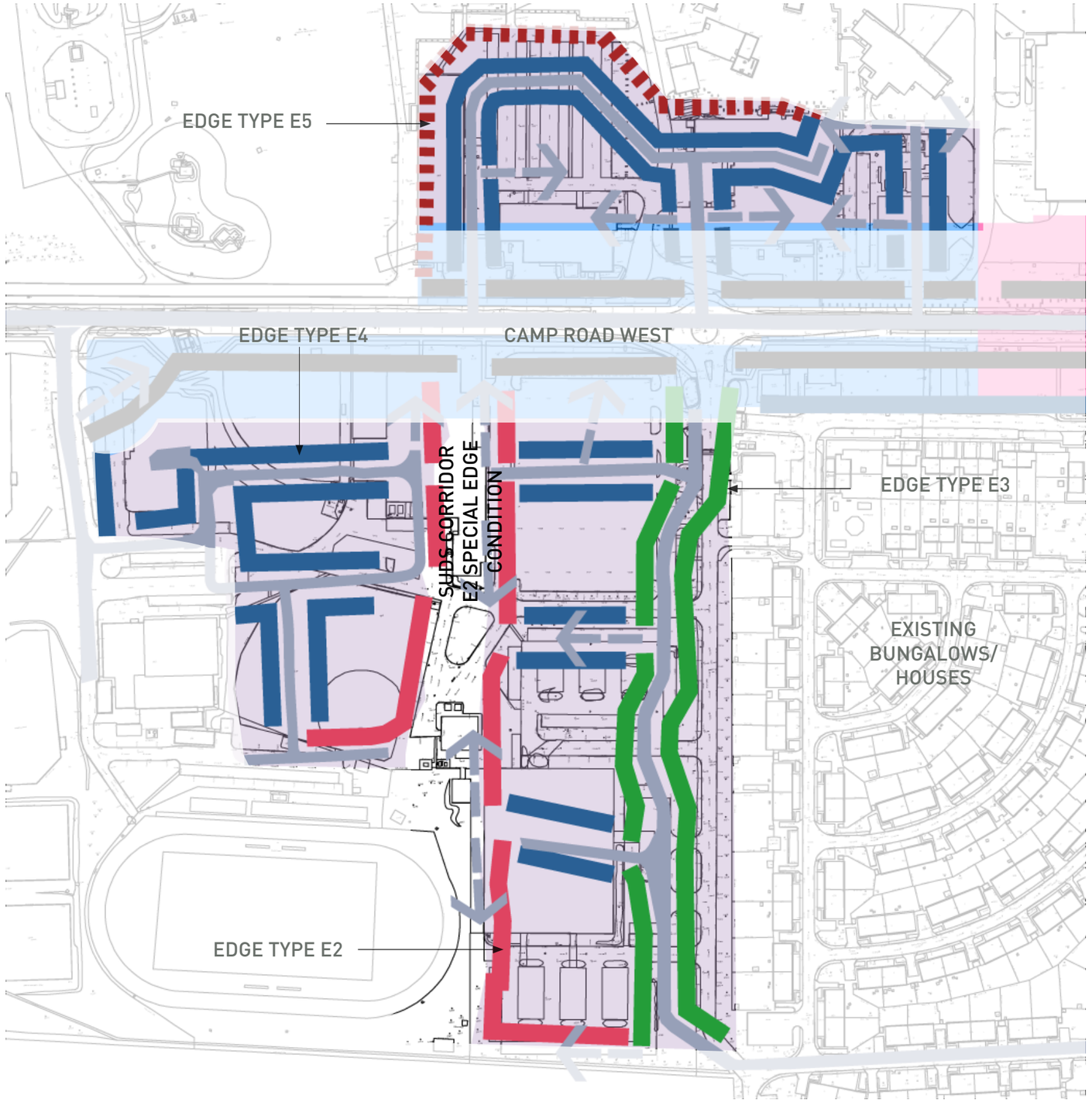


E4 -
PARK STREETS

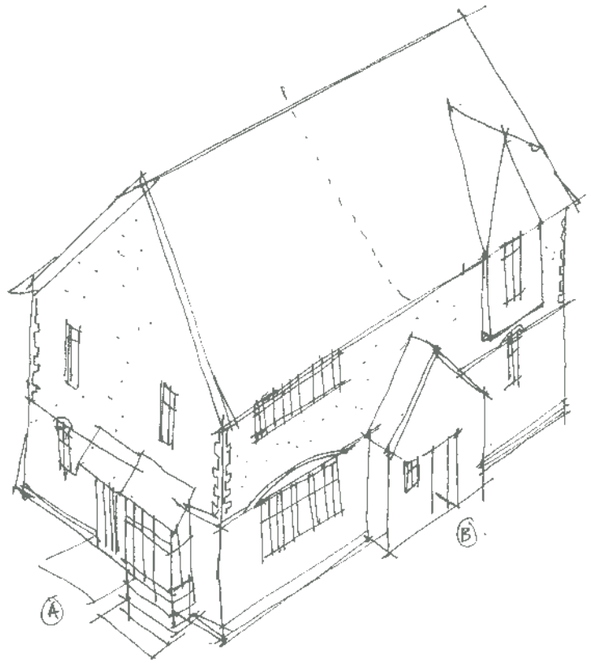


E5 -
AIRFIELD BOUNDARY

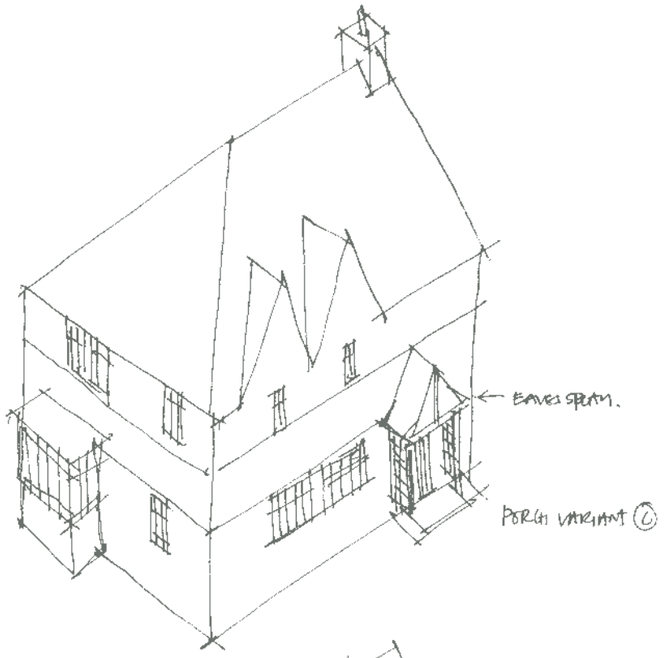


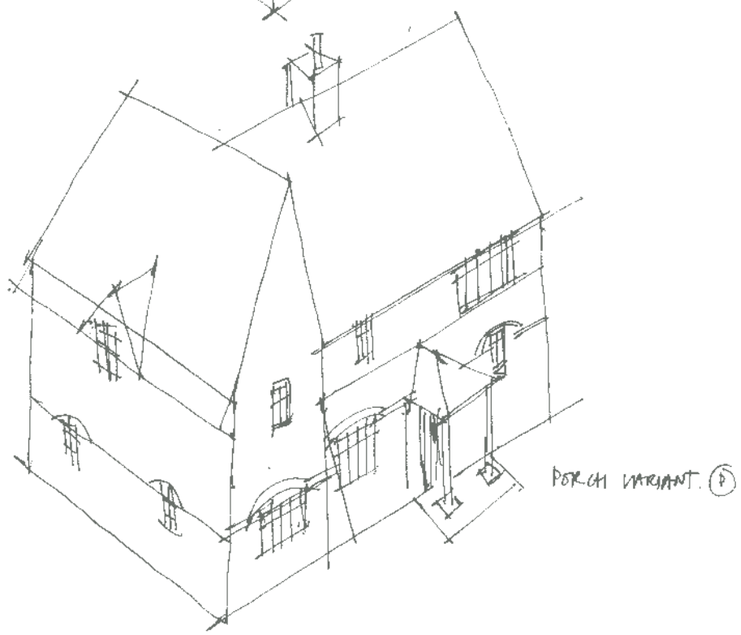


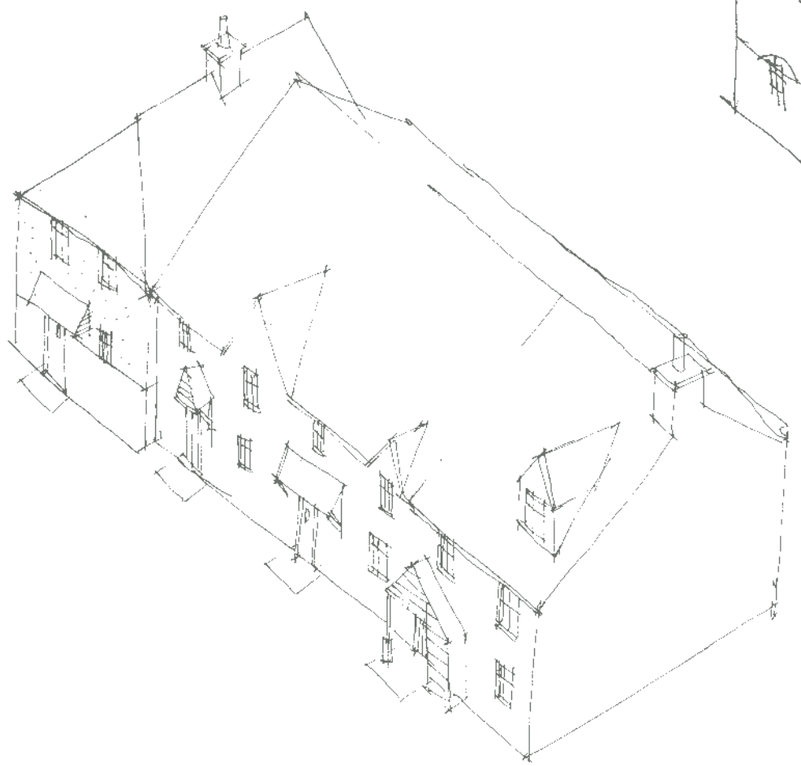
CODE SUMMARY PLAN - SEE REGULATING/ROUTES & LINKAGES PLANS FOR FURTHER DETAILS



SEMI DETACHED
DOUBLE FRONTED OPTION.







CODE CONCEPT ILLUSTRATION

DESIGN DEVELOPMENT DRAWING

4. CHARACTER AREAS CODE

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)

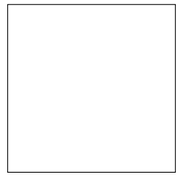
Rough and Smooth Render - Ivory or Sand Colour

ROOF MATERIALS

Tile

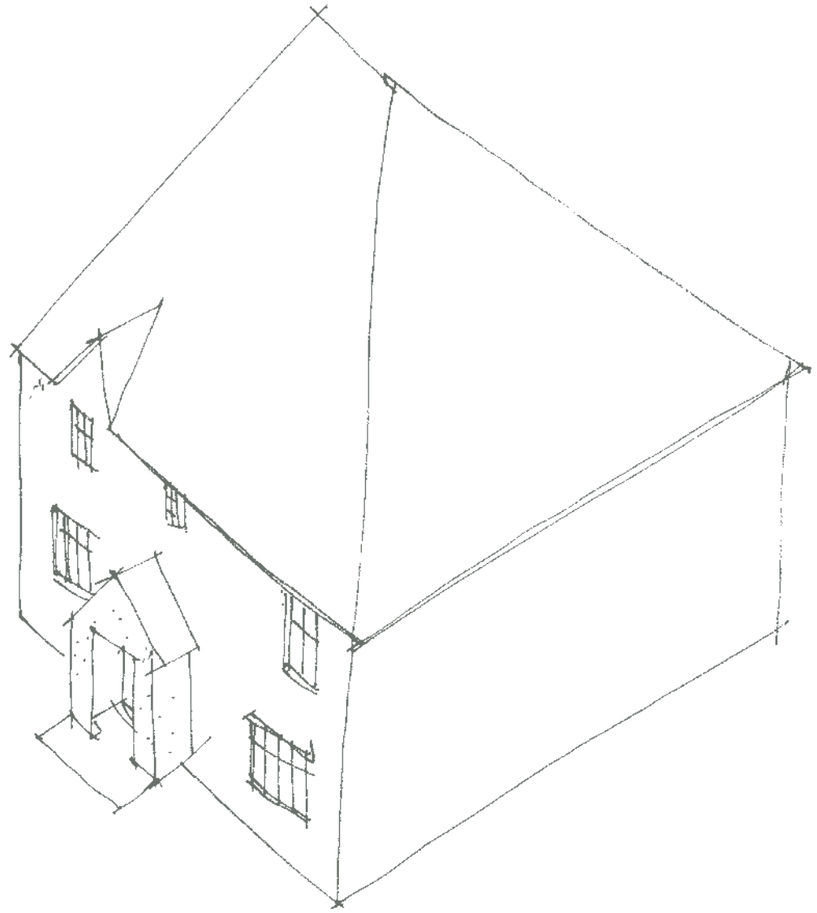
Slate Effect

WINDOW/FENESTRATION COLOUR



White

RAL 7105 Grey

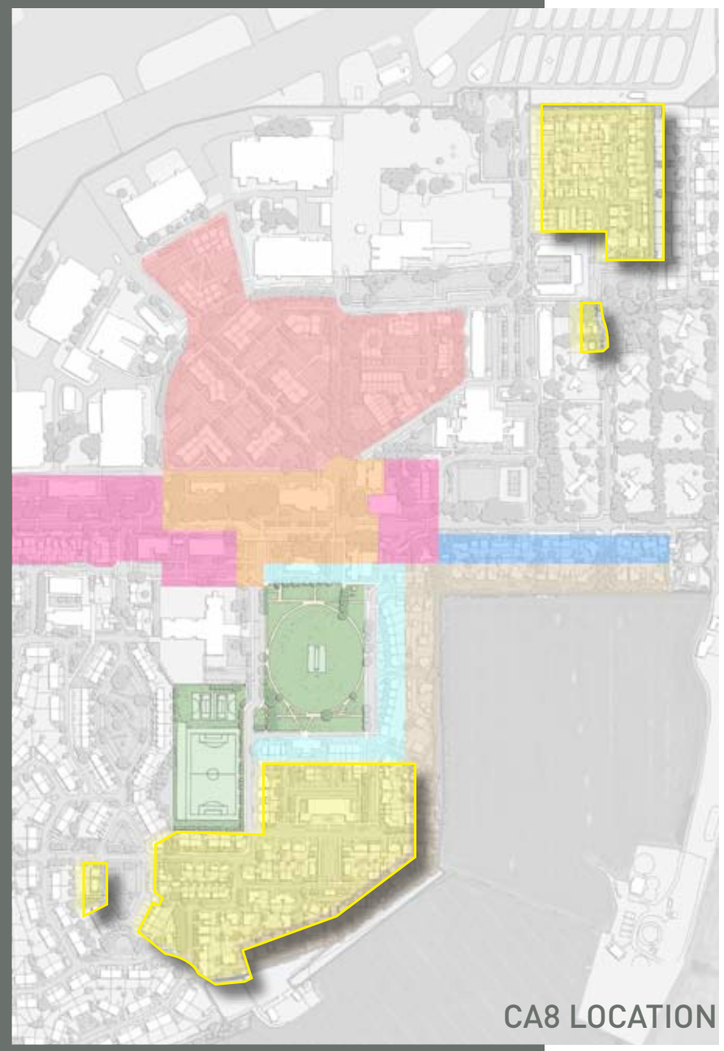


Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach
Parking square	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.	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 6 dwellings. Allows a more continuous frontage.	CA3/CA7/CA8	N/A	LANDSCAPED COURT ENCOURAGED IN CA3
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 CAMP ROAD HENCE EXCLUDED FROM CA4
Perpendicular	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 effiecient use of land	CA1/CA2/CA3/ CA4/CA5/CA6/ CA7/8	ST2/ST3/ ST4/ST5	CAMP ROAD CA4 TO SERVE TWO DWELLINGS WHERE POSSIBLE
Mews courthouse/ 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 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/CA3/CA4/ CA5/CA6/CA7/8	ST1/ST5	GARAGES TO BE SET BACK BEHIND BUILDING LINE WITH TANDEM PARKING ALLOCATED IN THIS INSTANCE
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
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	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

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

4. CHARACTER AREAS CODE

CA8 CORE HOUSING - EAST

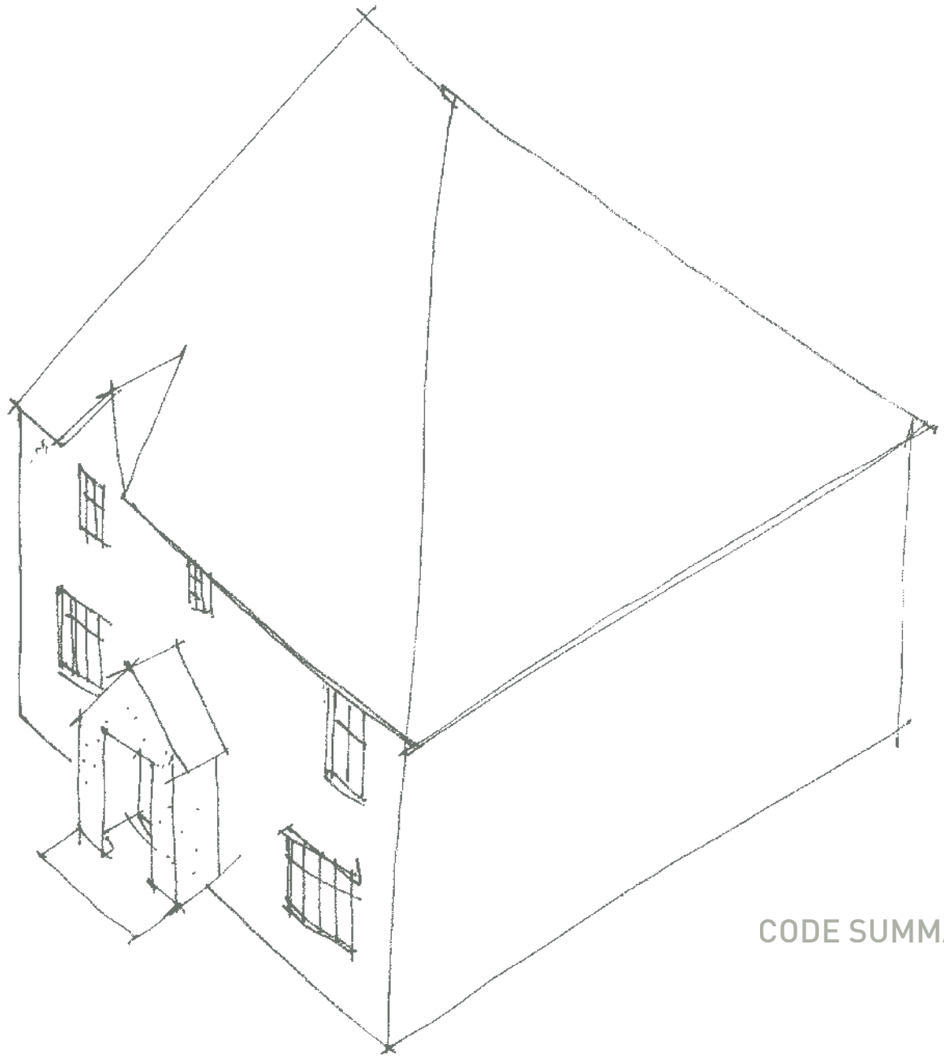


CA8 LOCATION

CA8 – HOUSING - EAST

4.39 Residential development makes up the heart of the development and is 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.

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



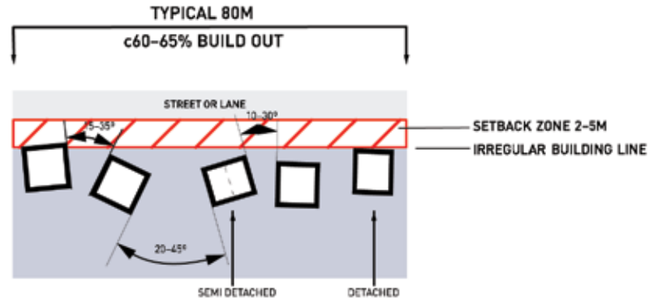
CODE SUMMARY DRAWING

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

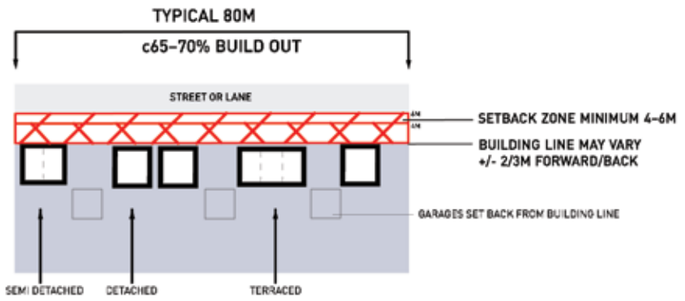
CA8	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	Arranged in perimeter blocks with strong sense of public-private realm relationship	See edge types E2/E3/E4/E5
2	BUILDING TYPOLOGY	Mainly detached and semi-detached housing with short terraces	See building typology table
3	DENSITY	Will be medium 30–35dph	-
4	BUILDING LINES	Frontage in terms of setback may vary depending on edge type.	See edge types E2/E3/E4/E5
5	HEIGHT / ENCLOSURE	2–2.5 Storeys	Preference for 2.5 storey to be used on corners.
6	ROOFSCAPE	Consistency in eaves and ridge height.	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 canopy with mandatory changes in canopy design between neighbouring dwellings.	Occasional chimneys to act as building feature. Occasional bay windows. Window size to vary across elevation.
9	BUILDING MATERIALS	Walls - Brick and render, brick detailing. Roof - Slate effect and tile	Approximate usage across parcel area: Predominantly brick, occasional render. Predominantly slate effect, occasional tile
10	LANDSCAPE DESIGN	Soft landscaping to be simple and formal. Residential boundaries to be low walls with formal hedges, or railings with informal planting creating strong boundaries.	Street trees to be formal in habit along tertiary streets and secondary streets; and informal along shared surface streets and lanes.

EDGE TYPES

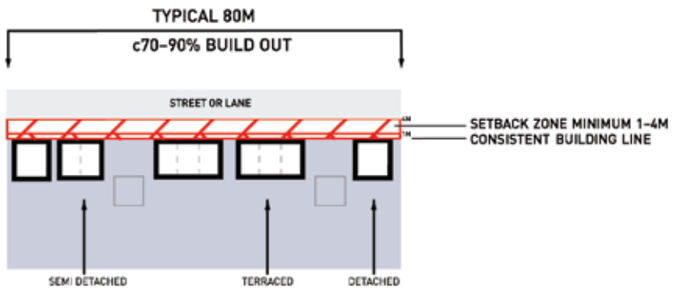
E2 -
IRREGULAR FRONTAGE LINE

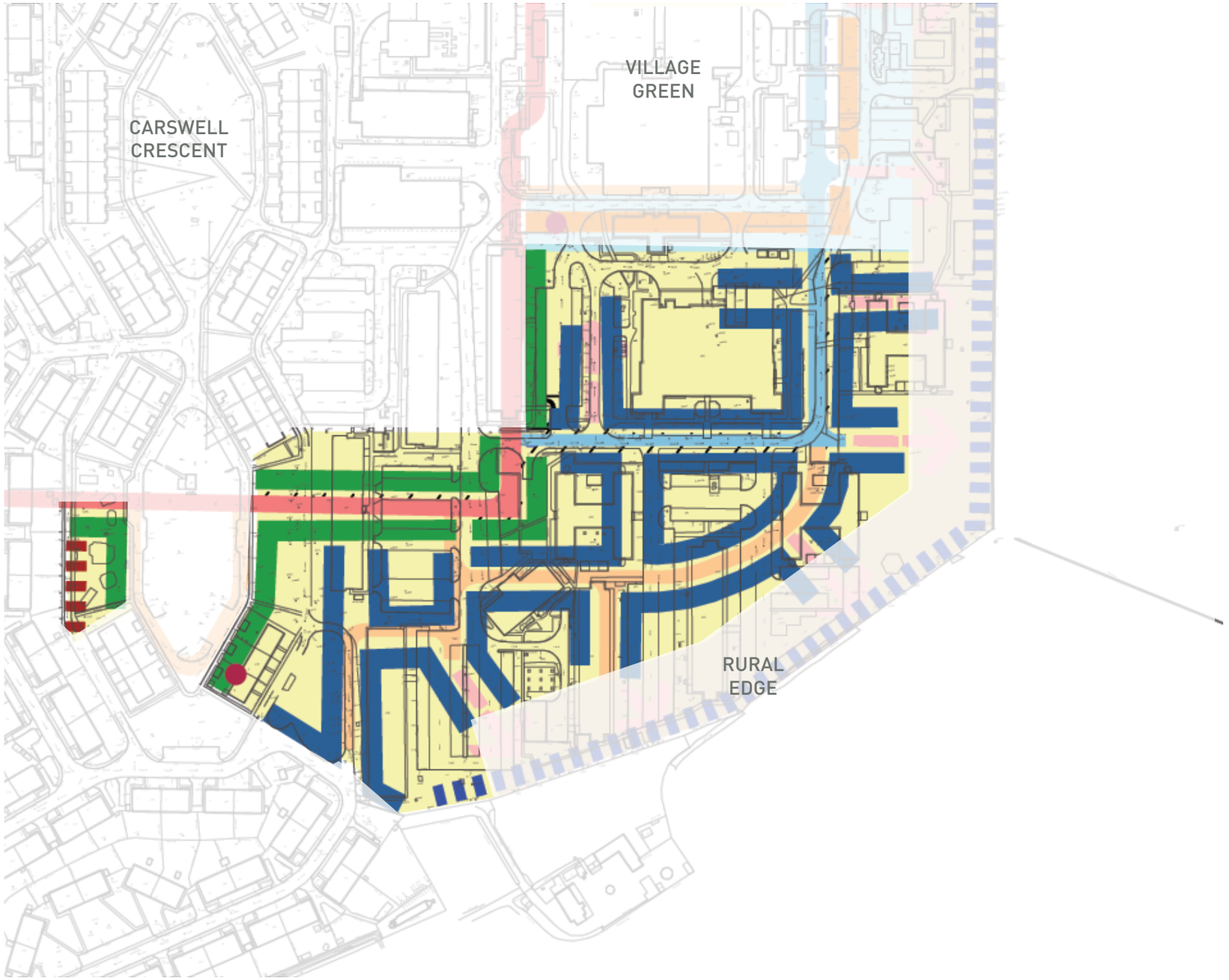


E3 -
LANDSCAPED FRONTAGE

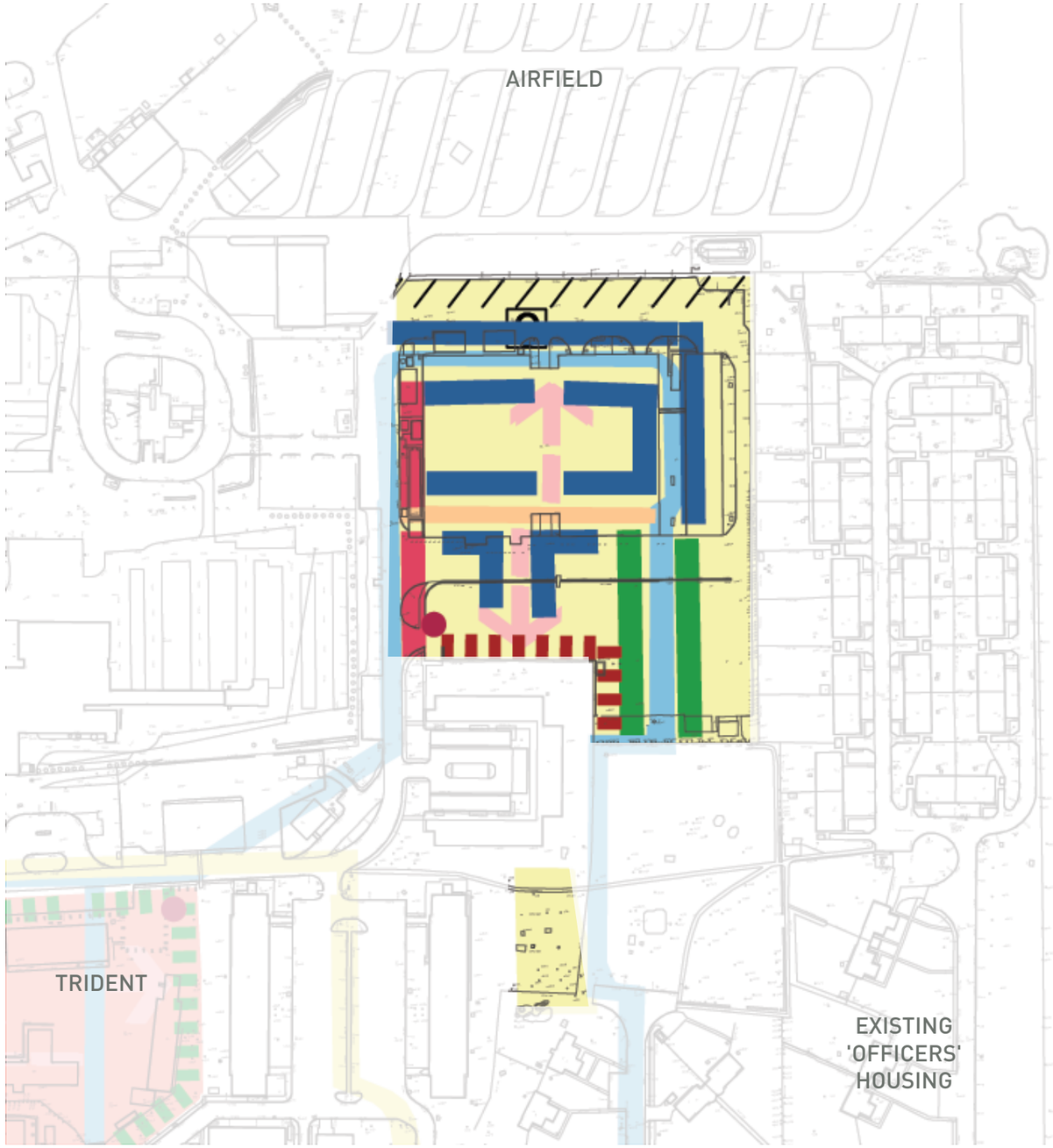


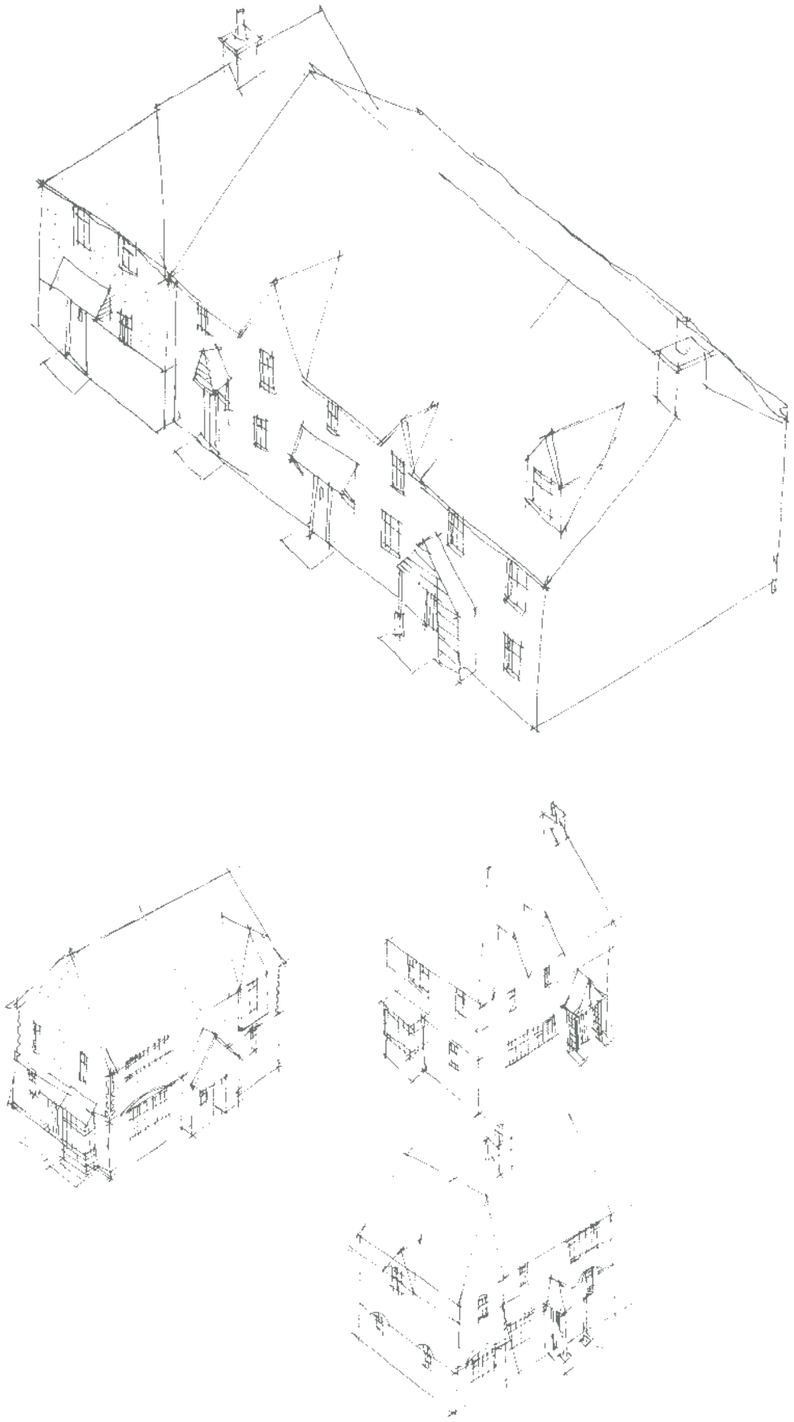
E4 -
PARK STREETS





CODE SUMMARY PLAN - SEE REGULATING/ROUTES & LINKAGES PLANS FOR FURTHER DETAILS

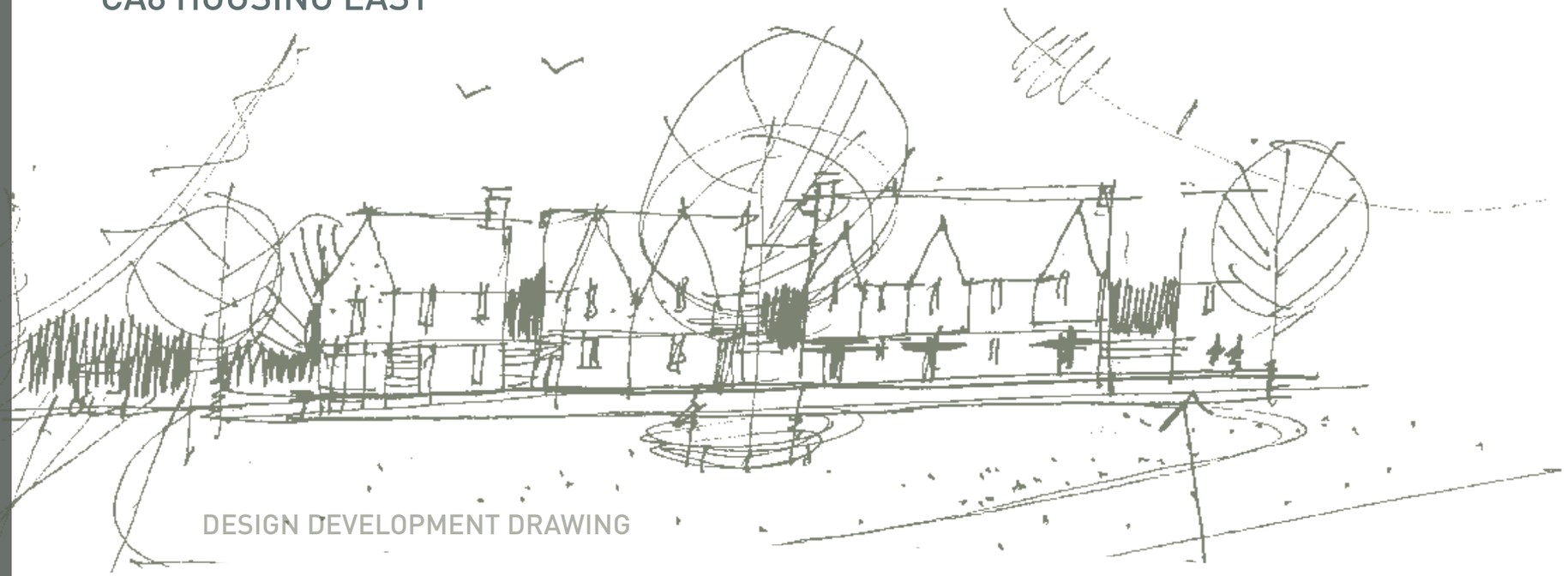




CODE SUMMARY DRAWINGS

4. CHARACTER AREAS CODE

CA8 HOUSING EAST



DESIGN DEVELOPMENT 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 6 dwellings. Allows a more continuous frontage.	CA7/CA8	N/A	LANDSCAPED COURT ENCOURAGED IN CA3
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	
Perpendicular	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 effiecient use of land	CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5	CAMP ROAD CA4 TO SERVE TWO DWELLINGS WHERE POSSIBLE
Mews courthouse/ 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 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/CA3/CA4/ CA5/CA6/CA7/8	ST1/ST5	GARAGES TO BE SET BACK BEHIND BUILDING LINE WITH TANDEM PARKING ALLOCATED IN THIS INSTANCE
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	ACCOMMODATION OVER ACCESS
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	Can be located against the road or set back to allow parking in front. Can be joined to heighbouring garage and allows room above.	CA2–CA8	ST1–ST5	GARAGES TO BE SETBACK FROM PROMINENT FRONTAGES

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

CA8 - HOUSING WEST - MATERIALS (OR SIMILAR APPROVED)

PREDOMINANT BUILDING WALL MATERIAL

Brick Type 1 - predominantly Red with occasional brown tones

Brick Type 2 - predominantly Red with occasional brown tones

ROOF MATERIALS

Slate/Slate effect

Tile

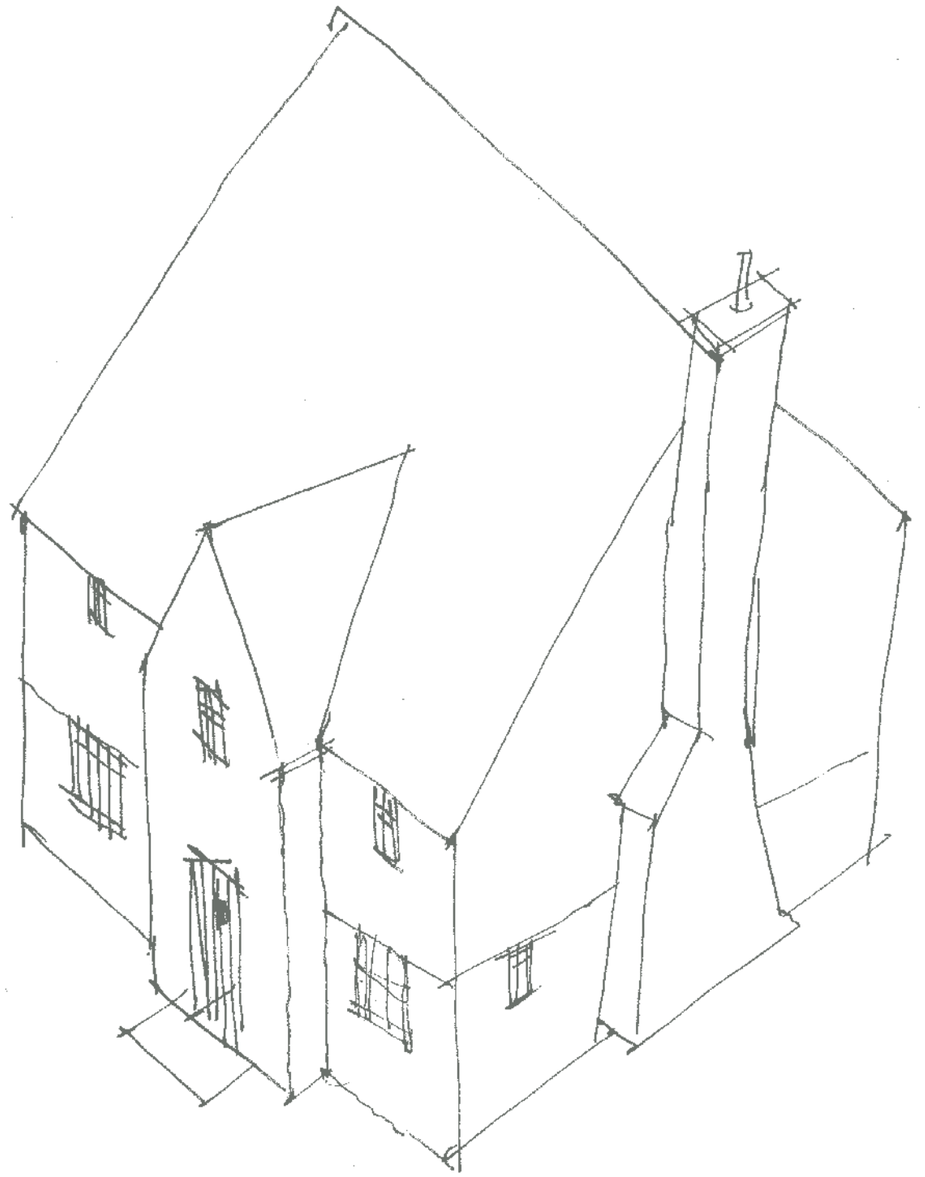
WINDOW COLOUR

RAL 7105 Grey

RAL 9001
Ivory

RAL 9002
Warm Grey

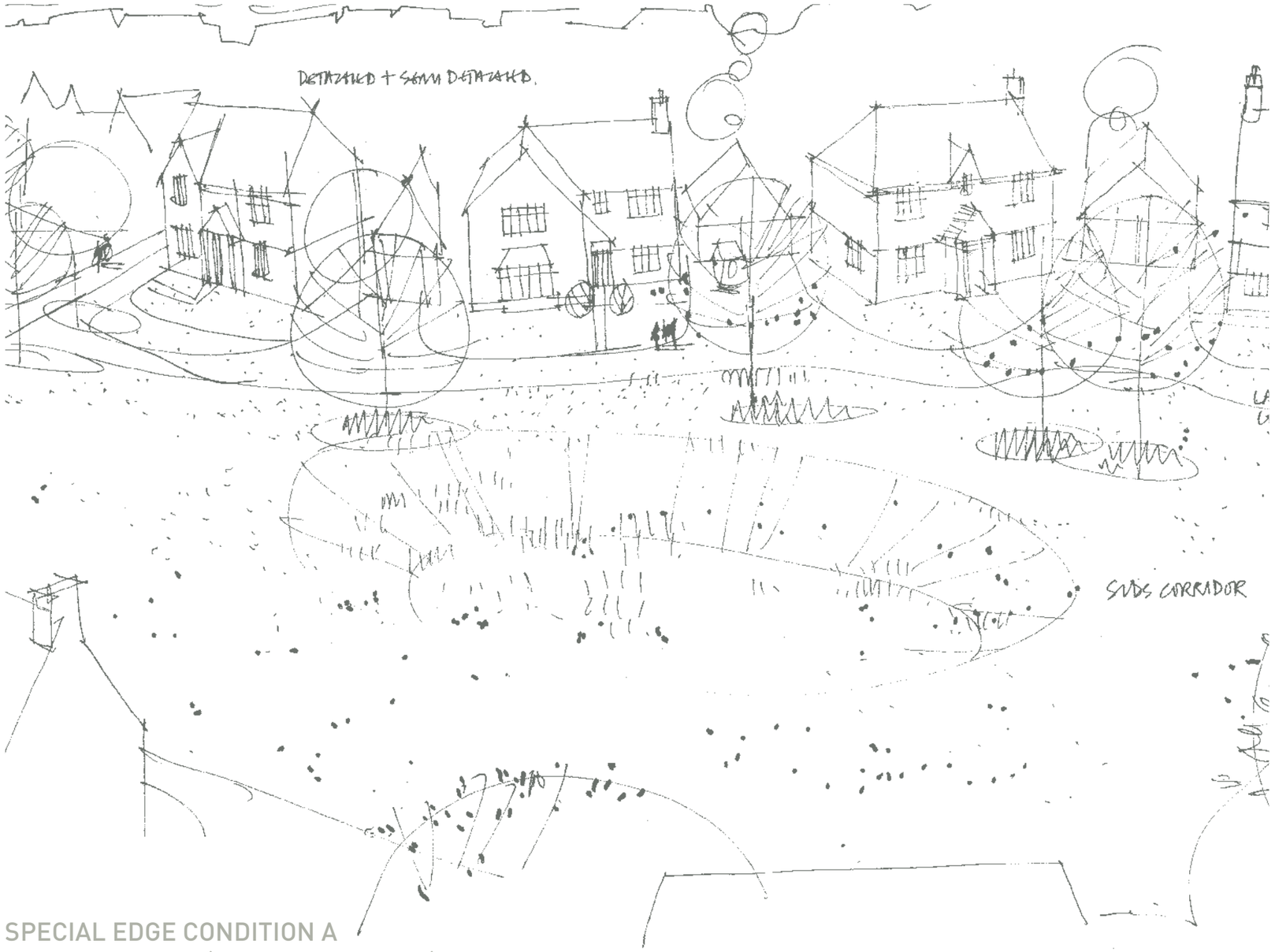
White



CODE SUMMARY DRAWING

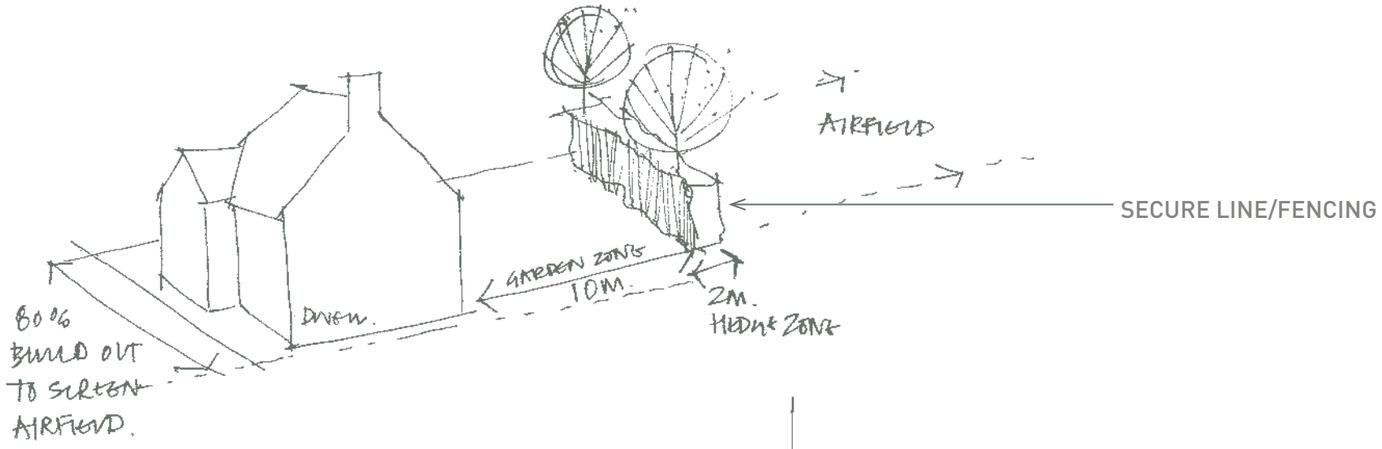
4. CHARACTER AREAS CODE

SPECIAL EDGE CONDITIONS



SPECIAL EDGE CONDITION A
SUDS CORRIDOR (INDICATIVE IMAGE)

SPECIAL EDGE CONDITION B/C - EDGE TYPE E5 (INDICATIVE IMAGE)



INDICATIVE STREET SCENE - SPECIAL EDGE CONDITION D - EDGE TYPE E3

SPECIAL CONDITION AREAS

4.42 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.

4.43 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 through new (east/west) housing.

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