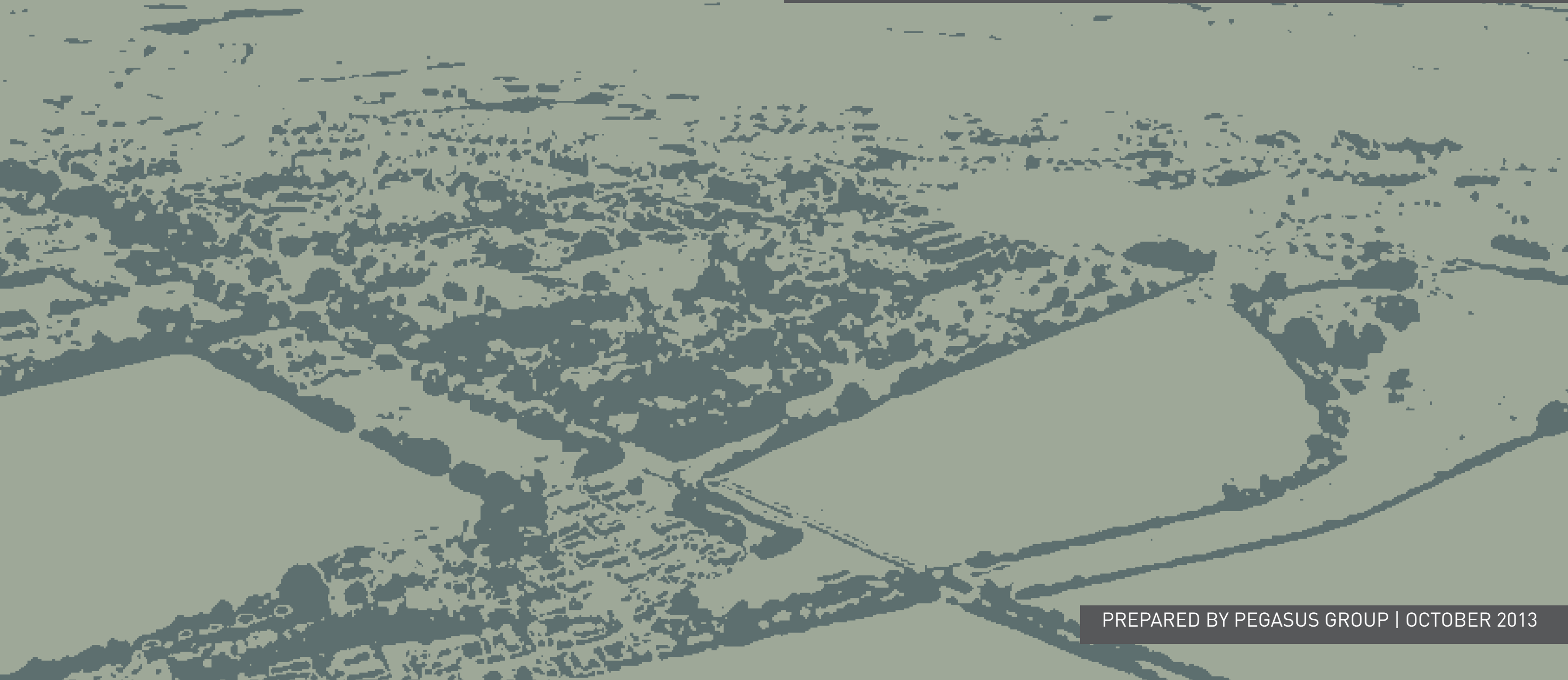


# HEYFORD PARK

PARCEL B2A

PEGASUS B.0285\_63 DESIGN AND ACCESS STATEMENT



PREPARED BY PEGASUS GROUP | OCTOBER 2013

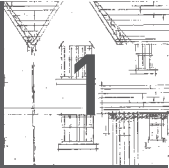


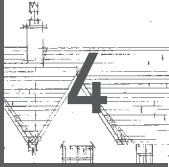




THE VISION

**“THE GOVERNMENT ATTACHES GREAT IMPORTANCE TO THE DESIGN OF THE BUILT ENVIRONMENT. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, IS INDIVISIBLE FROM GOOD PLANNING, AND SHOULD CONTRIBUTE POSITIVELY TO MAKING PLACES BETTER FOR PEOPLE.”**

(PARA. 56 & 57, NPPF 2012).

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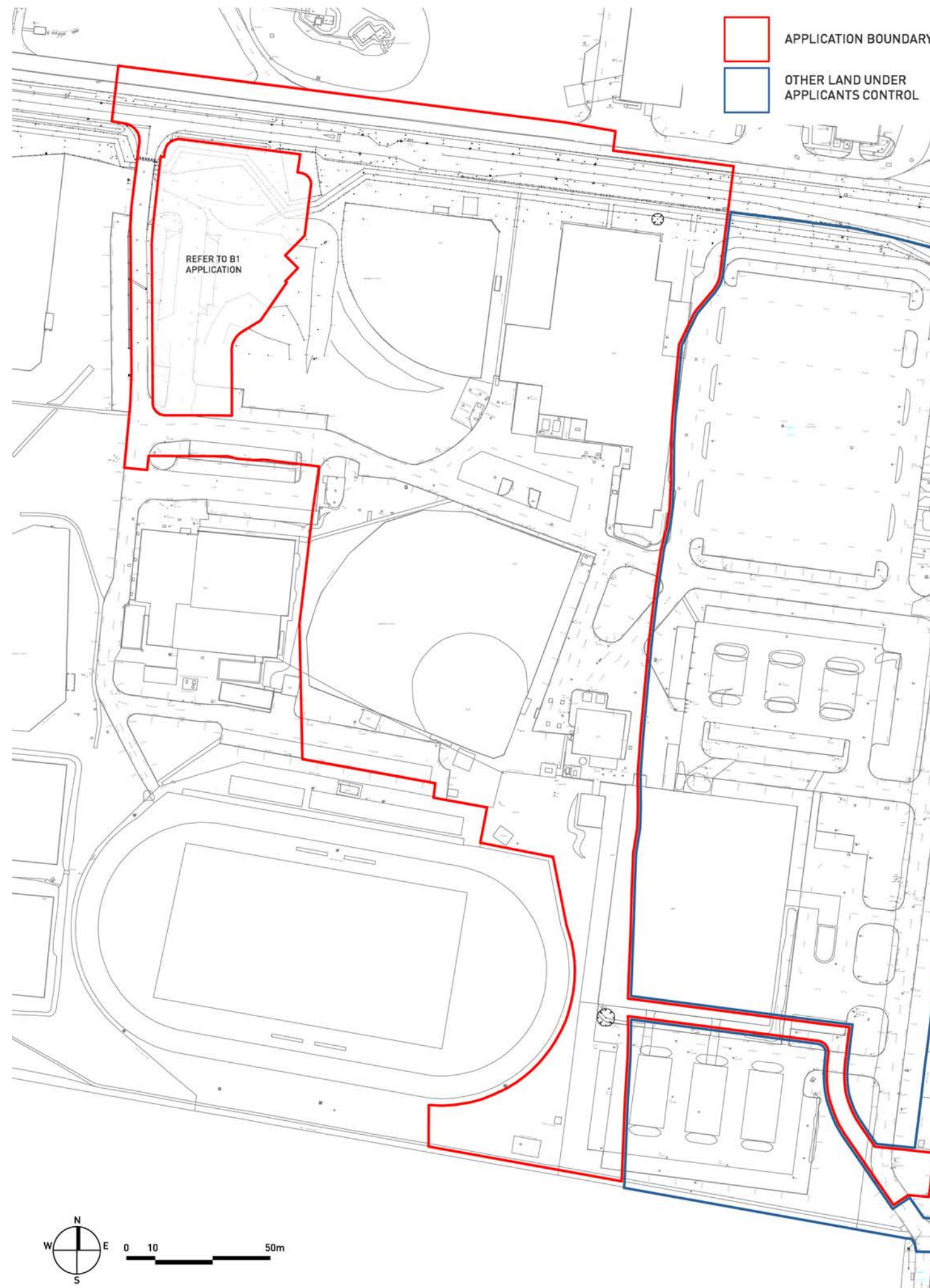
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# 1. INTRODUCTION AND PURPOSE

## INTRODUCTION AND PURPOSE OF THE STATEMENT

- 1.1 This Design and Access Statement has been prepared by Pegasus Urban Design on behalf of Bovis Homes to support a planning application for erection of 69 dwellings south of Camp Road in Heyford Park.
- 1.2 This application corresponds to planning permission ref: 10/01642/OUT of December 2011, and has been submitted to bring forward commencement of development on the site avoiding the requirement to satisfy pre-commencement conditions/obligations relating to the wider application site.
- 1.3 This Design & Access Statement has been prepared in accordance with Town and Country Planning (Development Management Procedure) Order 2010 and guidance provided in the DCLG document: Guidance on Information Requirements and Validation dated March 2010. In line with the application requirements, this Design and Access Statement accompanies a detailed application. This DAS explains the design principles and concepts that have informed the development and how access issues have been dealt with.
- 1.4 The DAS explains how a considered idea and proposal for 69 dwellings has been reached and identifies a detailed layout for the new buildings which are contextually appropriate and part of the sustainable long term solutions for a successful community as part of the wider redevelopment of Heyford Park.
- 1.5 The former RAF Upper Heyford airbase, now known as Heyford Park, has a distinct character which reflects its unique military heritage and which is also reflected in the variety of its buildings, neighbourhoods, and the distinctive layout of its core areas.
- 1.6 This statement should be read in conjunction with the other supporting documents also submitted with the planning application. Reference should also be made to the outline application DAS and subsequent Design Code.
- 1.7 Reference should also be made to the detailed planning application for parcel B1, as highlighted on the site location plan for information on how the two parcels will integrate with one another.



## 2. BACKGROUND AND CONTEXT

### CONSERVATION AREA

- 2.1 The former RAF Upper Heyford airbase as a whole is designated as a Conservation Area, reflecting the key role that the airbase played in the Cold War years, and the distinctive architecture and layouts which arose from that use. The Trident layout at the centre of Heyford Park and the Parade Ground just south of Camp Road are just two of the significant elements of the original plans, and represent military and airfield layouts typical of their era.
- 2.2 The application site, whilst within the conservation area, is not in the aforementioned significant areas. In terms of historic character the site is relatively well set back, and the site currently consists of an open land use.

### THE APPLICATION

- 2.3 The application is for 69 dwellings with associated parking, access road and landscaping at Camp Road, Core Western Housing and the SUDS corridor.



TYPICAL VIEWS OF HEYFORD PARK



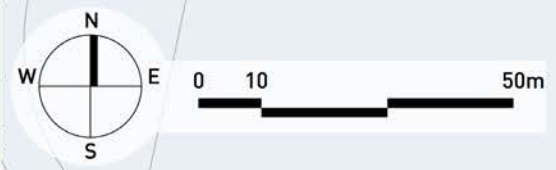
# 3. SITE LAYOUT



- APPLICATION BOUNDARY
- ENCLOSURE DETAILS:**
  - 1.8M HIGH BRICK WALL
  - 1.8M HIGH LARCH LAP FENCE
  - 1.8M HIGH CLOSE BOARD FENCE
  - 1.8M HIGH BRICK WALL WITH TIMBER PANEL INFILL
  - PRIVATE GATED ACCESS TO REAR PARKING COURTYARD
  - PRIVATE GATES, ACCESS TO REAR GARDENS
- LANDSCAPING:**
  - INDICATIVE PROPOSED FOCAL TREES
  - INDICATIVE PROPOSED AVENUE TREES
  - INDICATIVE PROPOSED TREES
  - EXISTING TREES/HEDGEROWS TO BE RETAINED WITH RP2s
- SURFACE MATERIALS:**
  - TARMAC
  - BLOCKWORK MULTISTOCK RED/CHARCOAL
  - BLOCKWORK MULTISTOCK PENNANT GREY
- CHARACTER AREAS:**
  - ZONE 1: CHARACTER AREA CA4, CAMP ROAD**  
DWELLINGS DESIGNED IN ACCORDANCE WITH "OFFICERS HOUSING" MODEL
  - ZONE 2: CHARACTER AREA CA7, CORE HOUSING WEST/SUDS CORRIDOR**  
DWELLINGS ARTICULATED WITH ALTERNATIVE DETAILS, DETACHED DWELLING CHARACTER, DESIGNED IN ACCORDANCE WITH "OFFICERS HOUSING" MODEL.
  - ZONE 3: CHARACTER AREA CA7, CORE HOUSING WEST**  
DWELLINGS DESIGNED IN ACCORDANCE WITH "OTHER RANKS" HOUSING MODEL.

**ACCOMMODATION SCHEDULE  
PARCEL B2A**

	House Type	Square footage	No. units	No. Beds
OPEN MARKET	P302	853	11	3
	P401	1000	9	4
	P404	1343	13	4
	C525	1530	2	5
	P502	1752	3	5
	P506	1955	4	5
	P505	1977	4	5
P507	2398	1	5	
<b>OM TOTAL</b>			<b>47</b>	
AFFORDABLE	241	764	14	2
	351	853	6	3
	461	1149	2	4
<b>AFF TOTAL</b>			<b>22</b>	
<b>TOTAL</b>			<b>69</b>	



SITE LAYOUT

## 4 . DESIGN PROPOSALS

### USE AND AMOUNT

- 4.1 The site layout opposite indicates the proposed development. The site area is 3.97ha and comprises a residential development of 69 dwellings.
- 4.2 The development includes 14 x 5 bedroom detached dwellings, 24 x 4 bedroom detached and semi-detached dwellings, 17 x 3 bedroom semi-detached and terraced dwellings and 14 x 2 bedroom terraced and semi-detached dwellings.
- 4.3 An element of affordable housing has been provided, distributed in small clusters across the layout. The breakdown of affordable housing is displayed on the site layout drawing.

### ACCESS

- 4.4 The site layout shows the distribution of residential dwellings and the proposed structure for movement within the development.
- 4.5 The site will be accessed from Camp Road which will lead into a side access road. The proposed dwellings will sit adjacent to Camp Road, an Oxfordshire County Council adopted highway. The existing road to the west of the site will be retained and improved to an adoptable standard and will be the point of vehicular access to the majority of the proposed dwellings, with a turning head provided to allow for safe vehicular access.
- 4.6 Dwellings that front Camp Road will be accessed by shared driveways with the ability to turn the car and exit in forward gear.

### LAYOUT

- 4.7 Large detached dwellings that front Camp Road are set back from the kerb to accommodate a tree lined avenue. Wherever possible generous set backs are provided to create small pockets of open space.
- 4.8 Within the core housing area there is a strong relationship of dwellings to the street, with dwellings facing the public realm and private gardens to the rear of dwellings not visible from the private drive or open space. The actual and perceived safety will be improved by this natural surveillance over the open space.
- 4.9 The properties have been designed and orientated to avoid overlooking of any adjacent or proposed dwellings.



# CA1



# CA2



# CA3







**CHARACTER**

- 4.10 The following section illustrates how the proposed residential dwellings have drawn on architectural details found within the Conservation Area. In particular inspiration has been drawn from the 'Officers Housing' and 'Other Ranks Housing' through the use of a variety of building materials, protruding gables and feature chimneys.
- 4.11 Parcel B2A contains 3 character areas which have derived from the design code.




**SCALE**

- 4.12 The 69 dwellings will be 2 storeys in height.

**APPEARANCE**

- 4.13 The 69 proposed dwellings which form the first phase of this character area are architecturally inspired by a simple 'arts and craft' form of development. The purpose of this style is so that these houses will contain a variety of architectural features to 'animate' the frontage and create visual interest.
- 4.14 In terms of the development's character and how this aligns with the design aspirations for the wider site, please see the Design Code which has been made available to CDC.
- 4.15 The housing will provide a variety of roofstyles with feature gables and the use of slate. The frontages will consist of a mixture of render and red-brick. Stone-cills will be prominent in the house types with casement windows and doors.
- 4.16 All dwellings will have doorways defined by canopies.

**CHARACTER AREAS:**

-  **CHARACTER AREA CA1: CAMP ROAD**  
DWELLINGS DESIGNED IN ACCORDANCE WITH "OFFICERS HOUSING" MODEL
-  **CHARACTER AREA CA2: SUDS CORRIDOR**  
DWELLINGS ARTICULATED WITH ALTERNATIVE DETAILS, DETACHED DWELLING CHARACTER. DESIGNED IN ACCORDANCE WITH "OFFICERS HOUSING" MODEL.
-  **CHARACTER AREA CA3: CORE HOUSING WEST**  
DWELLINGS DESIGNED IN ACCORDANCE WITH "OTHER RANKS" HOUSING MODEL.

**CHARACTER AREAS PLAN**



## CHARACTER AREA 1: CAMP ROAD

### CA1 (CAMP ROAD)

- 4.17 The Camp Road character area is the main route through the site connecting Heyford Park with the neighbouring villages and towns beyond.
- 4.18 Camp Road has a distinct linear character, reinforced by wide verges and avenue tree planting. The main route accommodates traffic calming in the form of pinch points and raised tables to break up vehicular activity.
- 4.19 A 3m wide cycleway to the south and 2m footpath to the north of Camp Road provides pedestrians and cyclists with a direct route through the development. Pinch points give pedestrians priority over the car at crossings.
- 4.20 The character of buildings in this area of Camp Road are built upon the Arts and Crafts character of the Officers housing and is illustrated in the annotated street scenes that accompany this section of the DAS. Dwellings are predominately brick detached houses, with simple detailing. Houses are predominately 2 storey and set back from public footpaths and open spaces to take into consideration verge spaces to create a boulevard with generous sized trees and landscaping.





# CHARACTER AREA 1: CAMP ROAD

CA1	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS	DESIGN RESPONSE
1	URBAN FORM	<ul style="list-style-type: none"> <li>Buildings mainly set back from Camp Road, direct access to dwellings from camp road.</li> <li>This area of the site will provide the east and west gateway to development.</li> <li>Generally larger family housing to provide an appropriate level of scale.</li> <li>Development will reinforce the linear and green character of the street, by providing consistent high quality development along its length.</li> </ul>	See edge type E1.	<ul style="list-style-type: none"> <li>Buildings are set back from Camp Road with direct access to shared garages.</li> <li>Large 4 and 5 bed houses make up the street scene.</li> <li>A linear development is proposed with consistent high quality development along its length.</li> </ul>
2	BUILDING TYPOLOGY	<ul style="list-style-type: none"> <li>Detached and semi-detached housing.</li> <li>Housing will be predominantly larger plot house types.</li> <li>Housing will have a greater presence than development on CA7/CA8 side roads, with larger building plots, eaves and ridge heights.</li> <li>Corner turner buildings will be required at key junctions.</li> </ul>	See typology table predominantly detached over 50% across Character Area.	<ul style="list-style-type: none"> <li>Dwellings are detached, predominately set in larger plots.</li> <li>Feature chimneys and additional fenestration used on corner turning plots</li> </ul>
3	DENSITY	<ul style="list-style-type: none"> <li>Will generally be medium/low across the camp road frontage - 25-29dph.</li> <li>Density will be lower than other areas, reflecting the larger house types.</li> </ul>	-	<ul style="list-style-type: none"> <li>The large 4/5 bed dwellings implemented dictates a relatively low density.</li> </ul>
4	BUILDING LINES	<ul style="list-style-type: none"> <li>Consistent frontage in terms of being setback from camp road with variations allowed from main frontage for gable and bay projections.</li> <li>The building line will be set back from Camp Road though main frontage to be consistent between groups of dwellings.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Buildings are consistently set back from Camp Rod with gables and bay windows used to animate the street scene.</li> </ul>
5	HEIGHT / ENCLOSURE	<ul style="list-style-type: none"> <li>2-2.5 Storey - predominantly 2 storey.</li> </ul>	2.5 Storey at corner plots if used	<ul style="list-style-type: none"> <li>All dwellings are 2 storeys in height.</li> </ul>
6	ROOFSCAPE	<ul style="list-style-type: none"> <li>Consistency in eaves and ridge line required.</li> <li>Roof pitches should vary depending on the building typology.</li> <li>Dormer windows should be well set back to break up the roof line.</li> </ul>	<p>No single plane pitch allowed.</p> <p>Frequent gables variations in roof form encouraged.</p> <p>Dwellings should have a consistent ridge height with a minimum pitch of 35 degrees.</p>	<ul style="list-style-type: none"> <li>There is a consistent ridge line along the proposed Camp Road frontage with varying gable pitches.</li> </ul>
7	SCALE AND PROPORTION	<ul style="list-style-type: none"> <li>Street composition to provide variation rather than repetition through varied use of house types.</li> <li>Proportional buildings with simple volumes encourages with the overall scale and massing being consistent.</li> </ul>	Windows asymmetrical across frontage.	<ul style="list-style-type: none"> <li>A variety of house types have been implemented along Camp Road, demonstrating different building volumes.</li> </ul>
8	BUILDING DETAIL	<ul style="list-style-type: none"> <li>Door canopies to be prominent flat pitched or gabled pitched.</li> <li>Gabled frontage to all Camp Road garages.</li> <li>Buildings will reflect the simple character of the existing Officers housing.</li> </ul>	Bellcast headers, brick detail coursing, stone headers and cills allowed.	<ul style="list-style-type: none"> <li>Door canopies are predominately flat or pitched with gables to all Camp Road garages.</li> <li>The annotated street scenes demonstrate how the simple character of the Officers housing has been reflected along Camp Road.</li> </ul>
9	BUILDING MATERIALS	<ul style="list-style-type: none"> <li>Walls - brick (2 types) to ground floor of detached villas, textured brown brick for feature detailing.</li> <li>Roof - Slate/slate effect.</li> <li>Predominantly brick, with some rendered key buildings.</li> </ul>	<p>Continuity required to CA1/CA2 hence no brown tile roofing.</p> <p>Predominantly brick, occasional render.</p> <p>Predominantly slate effect.</p> <p>Slate to western gateway</p> <p>Materials to be agreed at RMA stage.</p>	<ul style="list-style-type: none"> <li>Dwellings along Camp Road are predominately brick with buildings in key locations rendered.</li> <li>Natural slate has been implemented on all dwellings fronting Camp Road to support its function as the main route through the development.</li> </ul>
10	LANDSCAPE DESIGN	<ul style="list-style-type: none"> <li>Formal street tree planting at regular spacings within wide grass verges and/or front gardens. Residential frontages to be simple formal hedges.</li> <li>Development will be set back behind a landscaped verge, this will be formally planted with avenue tree planting either on or off plot, species to be compatible with SUDs conditions.</li> </ul>	Verges could be planted with spring flowering bulbs to create interest.	<ul style="list-style-type: none"> <li>Formal street tree planting has been implemented along Camp Road within the grass verges with simple formal hedges to differentiate between public and private realm.</li> </ul>
11	PARKING	<ul style="list-style-type: none"> <li>Predominantly on plot with paired arrangements of garages and driveways.</li> </ul>	-	<ul style="list-style-type: none"> <li>Parking for dwellings is on-plot with double garages shared between units to create a consistent street scene.</li> </ul>



# CHARACTER AREA 1: CAMP ROAD



A1

CONSISTENT RIDGE/EAVE LINE ALONG CAMP ROAD



A2

DEEPER GROUND FLOOR WINDOWS GIVE A BALANCED PROPORTION TO THE ELEVATION

# CA1



PLOT 28

PLOT 29

PLOT 30

PLOT 31

## CA1: CAMP ROAD





A3  
RENDERED BUILDINGS AT KEY LOCATIONS



A4  
FEATURE CHIMNEY



A5  
BAY WINDOW TO PROVIDE NATURAL SURVEILLANCE



A6  
PROJECTING GABLES ANIMATE THE STREET SCENE



PLOT 32

PLOT 33

PLOT 34

PHASE B1 - PLOT 1



## CHARACTER AREA 2 (SUDS CORRIDOR)

### CA2 (SUDS CORRIDOR)

- The SUDs corridor consists an informal edge of development with dwellings overlooking a corridor of open space. The SUDs corridor is characterised by a landscape led design with dwellings generously spaced to integrate the urban form with the open space.
- The SUDs corridor predominately consists large detached family housing with dwellings accessed off private drives.
- Buildings along the SUDs corridor are characterised by dwellings being arranged in small groups, which share similar characteristics to provide consistency across the street scene. Render and slate effect are consistently used across the frontage to provide a different feel to other character areas and give the corridor its own identity.





## CHARACTER AREA 2 (SUDS CORRIDOR)

CA2	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS	DESIGN RESPONSES
1	URBAN FORM	<ul style="list-style-type: none"> <li>• Arranged in perimeter blocks with strong sense of public-private realm definition.</li> <li>• The area should have a mixture of formal and informal streets and places which will be articulated through the landscape and building form and detail.</li> <li>• Dwellings will provide clear presence and frontage onto streets and public realm.</li> <li>• Buildings adjacent to pedestrian connections to the bungalow area should turn the corner and have greater presence.</li> <li>• Development will back onto bungalows. Management of buffer will be considered to maintain landscape edge.</li> </ul>	See edge types E2/E3/E4/E5.	<ul style="list-style-type: none"> <li>• The dwellings fronting the SUDs corridor have an informal frontage with dwellings angled irregularly to create a different character and feel to the SUDs corridor.</li> <li>• All dwellings front the SUDs corridor to provide natural surveillance out over the open space.</li> </ul>
2	BUILDING TYPOLOGY	<ul style="list-style-type: none"> <li>• Detached and semi-detached housing with short terraces.</li> <li>• Buildings will be predominantly single family homes.</li> <li>• Buildings should be arranged in groups of 4 – 8 units which share similar characteristics to provide consistency across the street scene.</li> <li>• Corner turner buildings are required at key junctions. These buildings should have greater presence and architectural detail.</li> </ul>	See building typology table. Terraces encouraged to provide consistency across frontages and limit narrow gaps between smaller house types.	<ul style="list-style-type: none"> <li>• Dwellings located along the SUDs corridor consist large 4/5 bed detached dwellings.</li> <li>• Similar buildings are clustered in groups to create a consistent frontage with additional chimneys and windows applied to corner turning dwellings.</li> </ul>
3	DENSITY	<ul style="list-style-type: none"> <li>• Density will typically be 30 - 35 dph but will vary through the site.</li> <li>• Further information is set out in the special condition code.</li> </ul>	-	<ul style="list-style-type: none"> <li>• A relatively low density is implemented along the SUDs corridor.</li> </ul>
4	BUILDING LINES	<ul style="list-style-type: none"> <li>• Frontage in terms of setback may vary depending on edge type.</li> <li>• Building lines should be consistent between groups of buildings but may vary along the length of the street, apart from in the SUDs special condition area.</li> <li>• Irregular frontage to SUDs corridor</li> <li>• Building lines will be permitted to move forward or back to give emphasis in key locations.</li> </ul>	See edge types E2/E3/E4/E5.	<ul style="list-style-type: none"> <li>• Buildings are positioned at irregular angles to create an informal edge to the SUDs corridor.</li> </ul>
5	HEIGHT / ENCLOSURE	<ul style="list-style-type: none"> <li>• 2-2.5 Storeys</li> </ul>	Preference for 2.5 storey, if used, to be on corners.	<ul style="list-style-type: none"> <li>• All dwellings are 2 storeys in height.</li> </ul>
6	ROOFSCAPE	<ul style="list-style-type: none"> <li>• Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of a street.</li> <li>• Dormer windows should be well set back to break up the roof line.</li> </ul>	50% of dwellings have gable or dormer within roof form.	<ul style="list-style-type: none"> <li>• Similar house types have been clustered together to ensure consistent ridge lines amongst small groups of buildings whilst variation is demonstrated along the length of the street scene.</li> </ul>
7	SCALE AND PROPORTION	<ul style="list-style-type: none"> <li>• Building scale to be complementary to adjoining buildings.</li> <li>• Plots scale and plot size to be proportionate to surrounding context.</li> </ul>	Consistency of building scale and arranged on groups of 4-10 buildings that share similar characteristics.	<ul style="list-style-type: none"> <li>• Deeper dwelling types have been implemented along the SUDs corridor to give buildings a greater presence.</li> </ul>
8	BUILDING DETAIL	<ul style="list-style-type: none"> <li>• Traditional details, entrance to be defined with canopy.</li> <li>• The houses should be configured to ensure that, wherever possible, windows to habitable rooms front onto the street and public realm.</li> <li>• Dwellings should be designed to ensure that there are no blank walls onto the street and public realm.</li> </ul>	<p>Changes in canopy design between neighbouring dwellings (where not in terrace).</p> <p>Window size may vary across elevation. Door canopies to be simple pitched, occasional bay windows.</p> <p>Render encouraged on landmark buildings. Occasional chimneys to act as building feature.</p>	<ul style="list-style-type: none"> <li>• A variety of flat or pitched canopies are implemented along the SUDs corridor to reinforce the informal character.</li> <li>• Habitable rooms are located to front the public realm to provide natural surveillance.</li> <li>• Additional windows and feature chimneys ensure blank walls are avoided.</li> </ul>
9	BUILDING MATERIALS	<ul style="list-style-type: none"> <li>• Walls - Predominantly brick with limited render.</li> <li>• Roof - Slate/Slate effect and tile.</li> </ul>	<p>Predominantly brick, occasional render.</p> <p>Predominantly slate effect, occasional tile.</p> <p>Stone effect heads and cills allowed.</p> <p>Materials to be agreed at RMA stage.</p>	<ul style="list-style-type: none"> <li>• Walls are predominately render with limited use of brick to give the SUDs corridor a distinct character that reflects its location overlooking the open space.</li> <li>• A slate effect tile is implemented throughout the SUDs corridor.</li> </ul>
10	LANDSCAPE DESIGN	<ul style="list-style-type: none"> <li>• Soft landscaping to be simple and largely open frontages.</li> </ul>	<p>Street trees to be formal in habit along tertiary streets and secondary streets; and informal along shared surface streets and lanes.</p> <p>Low walls may may be used occasionally.</p>	<ul style="list-style-type: none"> <li>• Dwellings are generously spaced with front gardens defined by hedges to sensitively integrate the urban form with the SUDs corridor.</li> </ul>
11	PARKING	<ul style="list-style-type: none"> <li>• Range of parking strategies following good practice guidance.</li> <li>• On shared surface routes parking can be parallel to maximise efficiency.</li> <li>• Parking will be predominantly on plot adjacent to the plot.</li> <li>• Parking will be configured as part of the public realm design.</li> </ul>	-	<ul style="list-style-type: none"> <li>• Parking is predominately on plot with occasional allocated spaces alongside the lanes.</li> </ul>

## CHARACTER AREA 2 (SUDS CORRIDOR)



B1  
SIMPLE FLAT/PITCHED DOOR CANOPIES



B2  
FEATURE CHIMNEYS TO CORNER TURNING DWELLINGS

## CA2



### CA2: SUDS CORRIDOR





**B3**  
PROTRUDING GABLE TO FRONT ELEVATION



**B4**  
CORBEL DETAIL



**B5**  
RENDERED DWELLINGS TO GIVE THE SUDS  
CORRIDOR A UNIQUE CHARACTER



**B6**  
BAY WINDOWS TO PROVIDE NATURAL  
SURVEILLANCE TO THE PUBLIC REALM





## CHARACTER AREA 3 (CORE HOUSING WEST)



### CA3 (CORE HOUSING WEST)

- The housing located within CA3 is designed around a simple and formal 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.
- Tree planting is located along shared surface routes between vehicles and pedestrians. Garages are set back from the building line to soften the impact of cars in the street scene.
- The character of CA3 is inspired by the simple Arts and Crafts style found in Carswell Circle and Officers' housing in Heyford and is illustrated in the following annotated street scenes.



## CHARACTER AREA 3 (CORE HOUSING WEST)

CA3	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS	DESIGN RESPONSES
1	URBAN FORM	<ul style="list-style-type: none"> <li>• Arranged in perimeter blocks with strong sense of public-private realm definition.</li> <li>• The area should have a mixture of formal and informal streets and places which will be articulated through the landscape and building form and detail.</li> <li>• Dwellings will provide clear presence and frontage onto streets and public realm.</li> <li>• Buildings adjacent to pedestrian connections to the bungalow area should turn the corner and have greater presence.</li> <li>• Development will back onto bungalows. Management of buffer will be considered to maintain landscape edge.</li> </ul>	See edge types E2/E3/E4/E5.	<ul style="list-style-type: none"> <li>• Dwellings are arranged in perimeter blocks along a mixture of formal and informal streets and places.</li> </ul>
2	BUILDING TYPOLOGY	<ul style="list-style-type: none"> <li>• Detached and semi-detached housing with short terraces.</li> <li>• Buildings will be predominantly single family homes.</li> <li>• Buildings should be arranged in groups of 4 – 8 units which share similar characteristics to provide consistency across the street scene.</li> <li>• Corner turner buildings are required at key junctions. These buildings should have greater presence and architectural detail.</li> </ul>	See building typology table. Terraces encouraged to provide consistency across frontages and limit narrow gaps between smaller house types.	<ul style="list-style-type: none"> <li>• CA3 provides a mix of detached, semi-detached and short terraced buildings.</li> <li>• Buildings of similar character are clustered together to create a consistent street scene.</li> <li>• Additional windows or gables end dwellings turn corners.</li> </ul>
3	DENSITY	<ul style="list-style-type: none"> <li>• Density will typically be 30 - 35 dph but will vary through the site.</li> <li>• Further information is set out in the special condition code.</li> </ul>	-	<ul style="list-style-type: none"> <li>• The density of the Core Housing West is relatively higher than Camp Road and the SUDs corridor reflected by the type of buildings implemented.</li> </ul>
4	BUILDING LINES	<ul style="list-style-type: none"> <li>• Frontage in terms of setback may vary depending on edge type.</li> <li>• Building lines should be consistent between groups of buildings but may vary along the length of the street, apart from in the SUDS special condition area.</li> <li>• Irregular frontage to SUDs corridor</li> <li>• Building lines will be permitted to move forward or back to give emphasis in key locations.</li> </ul>	See edge types E2/E3/E4/E5.	<ul style="list-style-type: none"> <li>• Buildings are set back from the road at varying distances to create points of interest and give emphasis to key locations.</li> </ul>
5	HEIGHT / ENCLOSURE	<ul style="list-style-type: none"> <li>• 2-2.5 Storeys</li> </ul>	Preference for 2.5 storey, if used, to be on corners.	<ul style="list-style-type: none"> <li>• All dwellings are 2 storeys in height.</li> </ul>
6	ROOFSCAPE	<ul style="list-style-type: none"> <li>• Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of a street.</li> <li>• Dormer windows should be well set back to break up the roof line.</li> </ul>	50% of dwellings have gable or dormer within roof form.	<ul style="list-style-type: none"> <li>• A variety of building typologies are implemented along a street with a consistent ridge/eave height.</li> </ul>
7	SCALE AND PROPORTION	<ul style="list-style-type: none"> <li>• Building scale to be complementary to adjoining buildings.</li> <li>• Plots scale and plot size to be proportionate to surrounding context.</li> </ul>	Consistency of building scale and arranged on groups of 4-10 buildings that share similar characteristics.	<ul style="list-style-type: none"> <li>• Dwellings share a proportionate scale and plot size.</li> </ul>
8	BUILDING DETAIL	<ul style="list-style-type: none"> <li>• Traditional details, entrance to be defined with canopy.</li> <li>• The houses should be configured to ensure that, wherever possible, windows to habitable rooms front onto the street and public realm.</li> <li>• Dwellings should be designed to ensure that there are no blank walls onto the street and public realm.</li> </ul>	<p>Changes in canopy design between neighbouring dwellings (where not in terrace).</p> <p>Window size may vary across elevation. Door canopies to be simple pitched, occasional bay windows.</p> <p>Render encouraged on landmark buildings. Occasional chimneys to act as building feature.</p>	<ul style="list-style-type: none"> <li>• Wherever possible habitable rooms front onto the street and public realm to provide natural surveillance.</li> <li>• Additional windows are used on side elevations to turn corners.</li> </ul>
9	BUILDING MATERIALS	<ul style="list-style-type: none"> <li>• Walls - Predominantly brick with limited render.</li> <li>• Roof - Slate/Slate effect and tile.</li> </ul>	<p>Predominantly brick, occasional render. Predominantly slate effect, occasional tile. Stone effect heads and cills allowed. Materials to be agreed at RMA stage.</p>	<ul style="list-style-type: none"> <li>• Walls are dressed with a subtle variety of brick types with a mixture of slate effect and brown tiles to roofs. Similar materials are clustered in groups to create a consistent street scene.</li> </ul>
10	LANDSCAPE DESIGN	<ul style="list-style-type: none"> <li>• Soft landscaping to be simple and largely open frontages.</li> </ul>	<p>Street trees to be formal in habit along tertiary streets and secondary streets; and informal along shared surface streets and lanes.</p> <p>Low walls may be used occasionally.</p>	<ul style="list-style-type: none"> <li>• Tree planting is used especially on shared surface streets to soften the use of hard surface materials. Simple hedges are used to define private front gardens.</li> </ul>
11	PARKING	<ul style="list-style-type: none"> <li>• Range of parking strategies following good practice guidance.</li> <li>• On shared surface routes parking can be parallel to maximise efficiency.</li> <li>• Parking will be predominantly on plot adjacent to the plot.</li> <li>• Parking will be configured as part of the public realm design.</li> </ul>	-	<ul style="list-style-type: none"> <li>• A variety of parking strategies is implemented depending on the street type.</li> <li>• On street parking to shared surface streets, whilst on plot parking is implemented on traditional street types.</li> <li>• Contrasting surface materials are used to differentiate between adoptable highway, private drive and parking bays.</li> </ul>



# CHARACTER AREA 3 (CORE HOUSING WEST)



C1

DEEPER GROUND FLOOR WINDOWS GIVE A BALANCED PROPORTION TO THE ELEVATION



C2

BROWN ROOF TILES IMPLEMENTED IN GROUPS PROVIDES VARIETY TO THE CHARACTER AREA

# CA3



C5

C5

C5

C3

C2

C2

C1

C1

C3

C4

C4

C3

C6

C1

C1

PLOT 16

PLOT 17

PLOT 18

PLOT 19

PLOT 20

PLOT 21

PLOT 22

PLOT 23

## CA3: CORE FAMILY HOUSING (SHARED SURFACE STREET 01)





**C3**  
FLAT/PITCHED CANOPIES TO FRONT DOORS



**C4**  
GABLE FRONTED WITH CORBEL DETAILS



**C5**  
CONSISTENT RIDGE/EAVE LINE ALONG CAMP ROAD



**C6**  
WIDE WINDOWS MAXIMISE LIGHT INTO HABITABLE ROOMS FACING THE PUBLIC REALM







**MATERIALS**

- 4.21 The materials plan opposite sets out the proposed building materials for Phase B2A.
- 4.22 Natural Slate is to be implemented along the Camp Road frontage to support its function as the main route through the scheme. The natural slate will be supported predominately by brick walls with the occasional rendered buildings at key locations.
- 4.23 Dwellings fronting the SUDs corridor will mainly consist render with Rivendale Slate to the Roofs. This will give the SUDs corridor a distinct character providing a balanced contrast to the rest of the development.

**KEY:**

- APPLICATION BOUNDARY

**WALL MATERIALS:**

- MONOCOUCHE IVORY RENDER
- IBSTOCK MERCIA ANTIQUE BRICK
- IBSTOCK BRUNSWICK ANTIQUE BRICK
- IBSTOCK ALDERLY RED BRICK
- IBSTOCK MERCIA ANTIQUE BRICK PLINTH
- IBSTOCK ALDERLY RED BRICK PLINTH
- STONE CAPPING TO BRICK WALL FRONTING CAMP ROAD
- BRICK HEADERS AND CILLS (WHERE IMPLEMENTED) TO BE A CONTRASTING BRICK TYPE (IBSTOCK MERCIA ORANGE)

**ROOF MATERIALS:**

- SIGA 12 NATURAL SLATE
- MARLEY ETERNIT RIVENDALE SLATE
- RUSSELL GALLOWAY PEAT BROWN
- RUSSELL GALLOWAY SLATE GREY

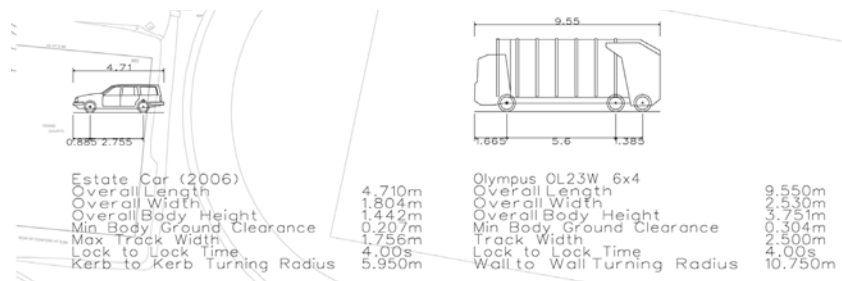
**NOTE:**  
ALL DOORS AND RAIN WATER PIPES COLOUR BLACK.

**MATERIALS PLAN**



## HIGHWAYS

- 4.24 The highways plan opposite demonstrates how the proposed layout has been designed in accordance with Oxfordshire County Council highways standards and more specifically those set out within the design code.
- 4.25 The plan illustrates a swept path analysis for refuse vehicles along adoptable roads as well as visibility splays at junctions and forward visibility around corners. The plan also shows the proposed adoptable extent in yellow.



HIGHWAYS PLAN



## LANDSCAPING

- 4.26 The following pages set out the detailed landscaping proposals for both the residential element of B2A and the SUDs corridor to its eastern edge.
- 4.27 Along Camp Road a tree lined avenue is proposed, which will enhance the visual amenity of the settlement area and also screen proposed dwellings from the highway. A formal hedgerow will define the private front gardens from the public realm.
- 4.28 The SUDs corridor to the eastern edge of parcel B2A will accommodate a linear arrangement of attenuation ponds whilst also providing a soft informal edge to the development. Pedestrian links are provided across the SUDs to ensure accessibility to future phases of development.
- 4.29 Please refer to the detailed landscaping drawings for more information.



DETAILED PLANTING PLAN







## SUMMARY

- 5.1 The proposed residential development makes a positive contribution to Heyford Park, conserving and enhancing the character, creating an attractive and legible residential development. The design has been carefully considered which promotes strong relationship and distinction between private and public realms and responds well to its surrounding context.
- 5.2 Special consideration has been given to how the proposed designs accord with the Design Code, specifically in terms of the layout, character areas and frontage treatments.





### APPENDIX A

- 6.1 As part of the design process Bovis have undergone significant pre-application discussions with Cherwell District Council including regular meetings and a submission of draft plans.
- 6.2 The following section sets out the comments received from Cherwell District Council and Oxfordshire County Council, with Bovis responses in red demonstrating how they have considered and actioned the comments accordingly.

### HEYFORD-PLOT B2A-69 DWELLINGS-BOVIS

#### HIGHWAYS COMMENTS:

- This layout has been drafted prior to the approval of the site wide Design Code. I have assumed the road widths, footways and parking allocation tally with the draft street hierarchy agreed with OCC – if not this will need to be addressed.  
*Road width, footways and the allocation parking has been designed in accordance with the Design Code.*
- No vision splays are shown on the attached drawings for vehicle access points and junction arrangements onto Camp Road.  
*Vision splays are shown on the highways plan.*
- No forward visibility shown within parcel.  
*Forward visibility is shown on the highways plan.*
- No footway has been provided on the western side of the main access road towards Street 01 or towards the light blue area to the rear (gym/free school) of Parcel B2A. How will visitors to this parcel and the gym/school reach these areas safely?  
*There is currently no demand for this footway, however, it could be constructed at a future date should any future development create a demand. The footway on the eastern side has been extended from plot 5 to the bellmouth to provide a safe passage from the junction to the gym.*
- There are 8 visitor parking spaces shown on Street 01 – are these to serve Parcel B2A or the light blue area to the rear (gym/pre-school)? Vision for these spaces appears to be obstructed by trees. Were these not to be parking for the Free School/Sports Hall?  
*The 8 visitor spaces are to provide visitor parking to parcel B2A.*
- Parcel B2A does not tally with planning application 13/0343/F in terms of the bus and parking area requirements.
- Parking spaces for plot 10 are tight and I would suggest a resident may not be able to use these spaces due to the closeness of the boundary fence of the adjacent show home plots 8 & 9. Entrance to garden also blocked. Similar issues for plots 11 & 12.  
*The parking spaces accord with the Design Code allowing a minimum width of 2.9m*

- Not sure why block work is only shown on corner of Street 02 and Street 04. Why is part of the footway in this location shown as block work too when the rest of the footways within this parcel are to be tarmac?  
*The use of blockwork has been amended on the latest layout to clarify where a street becomes a shared surface street or a private drive.*
- Junction of Street 01 why is the footway here shown as block work too?  
*The footway has been amended to tarmac.*
- Spaces shown as 13, V and 14 will have obstructed visibility splays from adjacent tree.  
*Manual for Streets encourages the use tree planting to soften the impact of hard surface parking areas. Tree planting will encourage drivers to be more vigilant of pedestrians, and drive at slower speeds.*
- Parking area allocated to plots 14 to 19 is very tight and a number of parking spaces are close to the front entrances to these plot (DDA compliant?). Visibility at the entrance to this parking area via Street 02 appears to be obstructed by two trees.  
*The parking arrangement for plots 14 to 19 has been amended to ensure easier access to parking bays*
- No turning head on Street 04 for refuse vehicles.  
*A turning head has been provided between plots 25 and 26. Tracking for a refuse vehicle is demonstrated on the highways plan.*
- Vehicles using allocated parking area for plot 27 will reverse towards a pedestrian link. There is concern that if the hedge along this pedestrian route is above 0.6m pedestrians (small children) will not be visible. No detail on hedge height appears to have been provided throughout the parcel.  
*Considering how infrequently cars are likely to be reversing out of plot 27 (possibly twice a day) this is not seen as an issue. The shared surface street will encourage pedestrians and motorists to be more vigilant of each other.*



- Vehicles reversing out of plot 39 may have obstructed visibility from boundary hedge and tree.

The shared surface street will encourage pedestrians and motorists to be more vigilant of each other.

- Private Drive serving plots 40 to 42 and plots 66 to 71– no vision splays shown where the private drives join Street 03.

Vision splays are shown on the highways plan.

- The footway disappears half way along Street 03 – does this mean this street becomes a shared surface? No turning head for this street appears to have been provided for refuse vehicles.

Please refer to the Site Layout Plan for clarification of street types.

- The block work street serving plots 54 to 74 appears to be a shared surface. The footway up to this street needs to continue for another 2m (both sides) to meet OCC design standards. This will impact on the 2 visitor spaces allocated by this entrance i.e. they will need to be moved slightly or relocated.

The layout has been amended accordingly.

- Parking spaces allocated to plots 53 to 58 and 74 to 78 appear to have obstructed visibility splays due to trees and proposed hedging/landscaping.

Manual for Streets encourages the use of tree planting to soften the impact of hard surface parking areas. Tree planting will encourage drivers to be more vigilant of pedestrians, and drive at slower speeds.

- Visitor parking arrangement by parking space 62 is not practical, suggest visitor spaces are rotated 90 degrees.

The layout has been amended accordingly.

- No vision splays are shown on the access points on Camp Road proposed for plots 28 to 34.

Vision splays are shown on the highways plan.

- Parking for plot 34 is not shown. The spaces adjacent to this plot are allocated to plot 1 of the show home application.

The layout has been amended accordingly.

- There are a number of single plot vehicle access points where vision splays appear to be obstructed by trees or boundary hedges.

Tree planting will encourage drivers to be more vigilant of pedestrians, and drive at slower speeds.

- OCC require 3 pedestrian links into adjacent parcel to the east of Parcel B2A to promote site accessibility.

The layout indicates 3 pedestrians' links across to the adjacent parcel.

- What are the gradients, details of the 3 SUDS attenuation areas to the east of the site?

Please refer to the drainage plans and detailed landscape plans.

- No scaled tracking plans for cars or refuse vehicles provided for the parcel as a whole.

Please refer to the highways plan.

- No adoption area provided for OCC consideration.

Please refer to the highways plan.



## DESIGN COMMENTS

### LAYOUT:

- Overall, I am comfortable with the layout onto Camp Road. The buildings are organised in pairs with a consistent building line and sit together well. I do however have some concern about the manoeuvring space and how that can be improved (dealt with in movement section). Noted that adjacent to the SUDS corridor the final two buildings step back to accommodate existing trees
  - In the Core Housing area I am generally happy with the layout as presented. The objective in this area is to establish a simple design approach to the site, with consistent building lines, eaves and ridge lines.
  - There are a number of areas where the fenestration on gable ends needs to be improved if the layout is to be considered acceptable (I have referenced the applicable house types below).
  - The acceptability of some of the edges depends on the nature of the relationship with the Free School area and the boundaries to this site. It will be important to set out how development will relate to this.
- Reviewing the potential pedestrian movement through the area to the Free School, it might be appropriate for the footpath to extend into this site at the south west corner of the site. I would be concerned if there was a connection through the parking courtyard.  

The layout has been amended to provide the potential for a foot-path connection to the free school in front of plots 59-62.
  - The configuration of the southernmost units has been considered. In this location we would be comfortable accepting a rear parking solution, but only if the surveillance to the parking area could be improved.
  - The SUDS corridor is a special condition area, which promotes a less formal approach to design than other areas of the core housing area. In this location the buildings do not have a clear building line and are less formal. This principle has been established in the codes and followed through in the layout, which we are comfortable with.



## HOUSING DESIGN

Extensive discussions have been had during the development of the design codes and the pre app advice on this site about the architectural form and detail of this area. As the site is located within the RAF Upper Heyford Conservation Area it is critical that the development reinforces and enhances the character of this area. Many of the residential buildings across the site were built in the early 20th century and have a character that can be best described as a simple / paired back Arts and Crafts character. Greater detail on this can be found in the Design Codes.

### P404.

- The house has a simple structure which builds on the Arts and Crafts structure and detail that is found elsewhere in the site.
- The house is simply organised, which gives it an ordered internal and external structure. The windows provide a balance to the front façade and are well detailed with stone headers and cills.
- Internally the house is simply organised with a good relationship between rooms and appropriate day lighting.
- Brown tile is a concern and further clarification is required on this.  
[Please refer to the materials plan for more information.](#)
- The house type has been designed to be either brick or render.

### P502.

- This is a five bedroom house with a clear structural form.
- The windows are well balanced on the front façade with simple details such as stone cills.
- A working chimney has been proposed, which helps articulate the gable ends.
- Internally the house is well organised and should produce a light living environment.

### P507

- This is a large five bedroom property.
- The main form from the building comes from the gables on the front façade.
- Two projecting bays also form part of the front façade and detract from the simplicity of the building.
- Internally the building is well organised and will provide an attractive family home.
- This building is render and is located along the SUDS corridor.
- Greater consideration is required of the gable end as seen from the public realm.

[Additional windows have been included on the gable elevation to provide natural surveillance to the public realm.](#)

### C525

- This building has a clear structural form. The windows are well balanced on the front façade with simple details such as stone cills.
- The porch detail is over complicated and detracts from the main façade.

[This comment has been considered, but we feel this porch detail adds a subtle variation to the street scene whilst maintaining a consistent street scene.](#)

- The main façade is well balanced.
- Internally the house is well organised and should produce a light living environment.

### P401

- This is a narrow fronted house type that has a similar design approach to the larger dwellings on the main frontage.
- The building form is less successful here, in part because of the prominent gable which feels oversized on this house type and also as a narrow fronted dwelling it does not sit well as a detached dwelling, but would work better in a terrace or semi.

[The P401 unit is predominately used as a semi-detached unit and we feel the gable is an appropriate size adding variation to the roofscape.](#)

- The fenestration could also be improved on the front façade of this unit. This could be simply improved, by increasing the window size/height on the ground floor.

[Ground floor windows have already been increased to a 1200mm depth to provide a balanced proportion with first floor windows \(1050mm\)](#)

- I am concerned by what is meant by 'brown tile'. Given the location of these dwellings, slate is more likely to be appropriate.

[Please refer to the materials plan for more information.](#)



- **P302A.**

- This is a small house type, with a narrow frontage.
- Internally it is tightly organised, but typical for a house of this kind.
- I have no objection to the overall form, which is very simple with a ridged roof and simple brick detailing.
- The windows however do little to activate the façade. This could be improved by increasing the height of the windows on the ground floor.

Ground floor windows have already been increased to a 1200mm depth to provide a balanced proportion with first floor windows (1050mm)

- Brown Tile roof requires clarification.

Please refer to the materials plan for more information.

### 1955

(House type updated to code P506 with Planning Submission)

- This is a large five bedroom property, which appears modest from the front façade, but is deep plan.
- The front façade is articulated by two ground floor projecting bay windows. These features feel a little too small for the building and are likely to benefit from being made a little wider.

This comment has been considered, however we feel the elevation is well proportioned and could not support a wider bay window.

- The internal layout of the dwelling is simple and logical.

### 1977

(House type updated to code P505 with Planning Submission)

- This building is a wide fronted five bedroom unit.
- The form of the building is broadly acceptable with the projecting gable providing focus to the front façade.
- Improvements should be made to the fenestration and detail. In particular, improvements should be made to the window proportions, which would gain from having greater scale, especially on the ground floor elevation.

This comment has been considered, however we feel the elevation is well proportioned. Ground floor windows have already been increased to a 1200mm depth to provide a balanced proportion with first floor windows (1050mm)

- The Porch detail is too complicated on the projected gable and the overall form of the building would be improved through the use of a small and simple horizontal detail in this area.

This comment has been considered, however we feel a wider porch treatment is required to support this wide fronted unit.

- Greater consideration is required of the gable end as seen from the public realm.

Additional windows have been included to provide natural surveillance to the public realm.

### S241. AFFORDABLE

- This is a simple two bedroom narrow fronted house type.
- The layout is simple and appropriate.
- Slightly more generous windows could improve the feel of the front façade.
- There are a number of locations where the gable end will need to be improved if the layout is to be acceptable.

This comment has been addressed with side windows included to corner turning units.

### S351. AFFORDABLE

- This is a small narrow fronted three bedroom house type.
- Internally it is tightly organised, and bedroom two is tight for the level of occupation.
- I have no objection to the overall form, which is very simple with a ridge roof and simple brick detailing.
- The windows however do little to activate the façade. This should be improved by increasing the height of the windows on the ground floor.

Ground floor windows have already been increased to a 1200mm depth to provide a balanced proportion with first floor windows (1050mm)



### S461. AFFORDABLE

- This is a four bedroom house. The proportions of this house feel slightly awkward, due to the width of the property in relation to its height.
- Improved fenestration would improve the character of the façade.  
*Ground floor windows have been increased to a 1200mm depth to provide a balanced proportion with first floor windows (1050mm).*
- There are a number of locations where the gable end needs to be better articulated if the layout is to be acceptable.

*The gable ends are not exposed.*

### STREET DESIGN AND PARKING

The development relates to Camp Road and a number of new routes including a tertiary route, shared surface community streets and lanes. The structure and detail of these routes will be important to in establishing the character of the area.

- A pedestrian connection to the Free School Area to the very south of the site should be considered. This would continue the route across the SUDS corridor and help connect this area.

*Please see earlier comment and response.*

- The tertiary street to the west of the development parcel does not adhere to the design code. There should be a footpath on either side of the street of 1.8m and areas give over to landscape and verges. This is particularly important in this area as this road will form the main pedestrian route to the Heyford Free School Sports Campus.

*There is currently no demand for this footway, however, it could be constructed at a future date should any future development create a demand. The footway on the eastern side has been extended from plot 5 to the bellmouth to provide a safe passage from the junction to the gym.*

- Further information is required on streets 2, 3 and 4. These are identified in the Codes as shared surface, but appear to be tertiary streets. A shared surface approach is expected and the landscape details and the landscape / public realm design should be considered in greater detail in these areas.

*Please refer to the accompanying highways and landscape plans for further information.*

- The radii for the tertiary streets should also be 4m, but appears to have been drawn at 6m.

*Radii for tertiary streets has been amended to 4m.*

- The way the private drives meet the street 4 could be improved.

*Deemed acceptable by AL (Andrew Lewis) subject to submission of landscaping proposals.*

- The way that streets connect with the footpaths could be improved.

*The layout has been designed so that footpaths join shared surface streets that are clearly identifiable to pedestrians through the use of surface materials.*

- We have some concern with the parking area at the southwest of the site and would recommend that the street is reconfigured to improve the way this area works.

*This contradicts previous comments that are happy with the arrangement of rear court parking.*

- Information on the garage door materials and specification would be helpful.

- There is excessive hard standing in front of dwellings along Camp Road and the manoeuvring space should be rationalised and shared between dwellings.

*Sufficient space is required for vehicles to turn in the shared driveways and exit onto Camp Road in forward gear. Please refer to the highways plan.*

## LANDSCAPE AND PUBLIC REALM

The landscape setting is an important part of the existing character of the area, especially the SUDS corridor. Overall a stronger approach to landscaping is expected, both for the streets and public realm and in the SUDS corridor.

- It would be useful to see the details on the SUDS corridor, especially sections explaining the gradient etc. as this will be important for the character of the space.
- It is felt that a stronger approach to landscape planting is required in the SUDS corridor.
- Further details are required on the play area.
- Some reconfiguration of the streets is required to incorporate landscape spaces and establish a stronger public realm.
- Information on frontages is also expected to promote the 'open threshold' approach set out in the design codes.

Please refer to the detailed landscaping plans for more information.

## FURTHER INFORMATION

- The Free School proposals sit to the south and west of the site and further information is required to explain how the proposals relate to this area. This relates in particular to the relationship between the boundary treatment of this area, in particular the landscaping proposed to the plots rear of 54-58, the movement network through it and to the car parking on street 01.

Will the suds corridor, LAPs and LEAPs be part of the application?

Yes

- Can the show-home application be integrated into this application?

No, but the B1 application has been shown on layout drawings to demonstrate how it integrates with the B2A application.





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