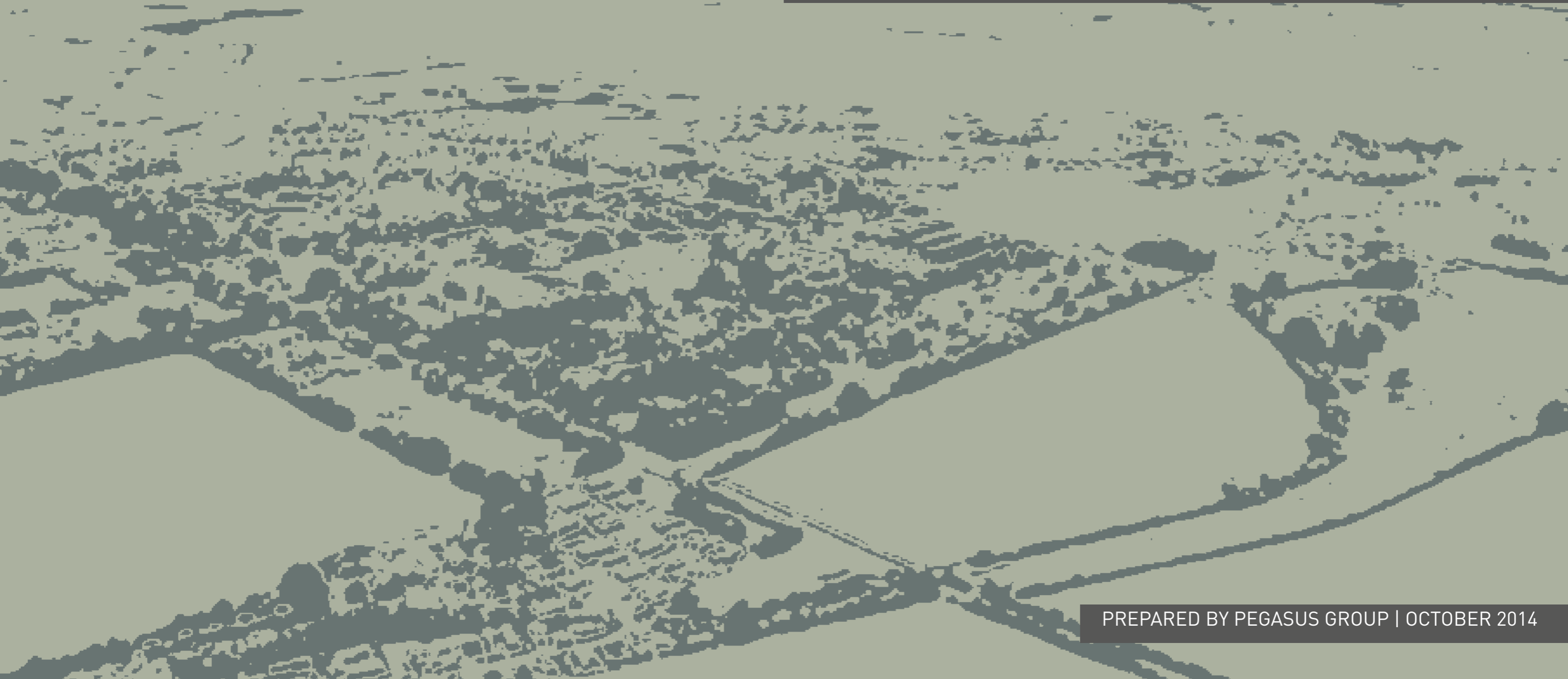


# HEYFORD PARK

PARCEL B2B/B5A/B5B

PEGASUS B.0285\_81 DESIGN STATEMENT





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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# 1. INTRODUCTION AND PURPOSE

## INTRODUCTION AND PURPOSE OF THE STATEMENT

- 1.1 This Design Statement has been prepared by Pegasus Urban Design on behalf of Bovis Homes to support a planning application for the erection of 103 dwellings south of Camp Road in Heyford Park.
- 1.2 This application corresponds to planning permission ref: 10/01642/OUT of December 2011.
- 1.3 The Design Statement explains how a considered idea and proposal for 103 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.
- 1.4 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.
- 1.5 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.
- 1.6 Reference should also be made to the approved planning application for parcels B1 and B2A, as highlighted on the site location plan for information on how this parcel will integrate with the previous phases.

## 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 103 dwellings with associated parking, access road and landscaping.



TYPICAL VIEWS OF HEYFORD PARK

### 3. SITE LAYOUT



B2B/B5A/B5B SITE LAYOUT

## 4 . DESIGN PROPOSALS

### USE AND AMOUNT

- 4.1 The site layout opposite indicates the proposed development. The site area is 4.35ha and comprises a residential development of 103 dwellings.
- 4.2 The development includes 38 x 5 bedroom detached dwellings, 20 x 4 bedroom detached and semi-detached dwellings, 24 x 3 bedroom semi-detached and terraced dwellings and 21 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 onto the bus route which runs north/south through the scheme connecting Camp Road with the existing settlement to the south east via Gibson Drive. A second vehicular access is proposed via an existing road (Gordon Road) connecting the bus route with the existing settlement to the east.
- 4.6 From the bus route a mix of shared surface streets and private drives provide access to dwellings fronting the SUDs corridor to the west.
- 4.7 Dwellings that front Camp Road will be accessed by shared driveways with the ability to turn the car and exit in forward gear.

### LAYOUT

- 4.8 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.
- 4.9 Dwellings fronting the bus route are set back from the carriageway to accommodate a tree lined avenue, with direct access to dwellings. A landscaped square at the centre of the site forms a focal space to the scheme, with existing trees retained and a shared surface breaking up the linear nature of the avenue. Buildings are set back to form the space with double fronted units turning corners where possible.
- 4.10 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.
- 4.11 The properties have been designed and orientated to avoid overlooking of any adjacent or proposed dwellings.

- 4.12 The site layout below demonstrates an alternative arrangement for an area of site. During previous pre-application meetings with CDC, concern has been raised over this area of the site
- 4.13 The below site layout demonstrates that time and consideration has been given to a suitable alternative, however, due to a number of constraints (listed below) concluded to not be feasible.
- Re-positioning of the east/west adoptable highway.
  - Inefficient block depths and back to back distances.



IMAGE LOCATION



ALTERNATIVE SITE LAYOUT



4.14 As part of the design process the following images have been produced to support the detailed site layout drawing.

4.15 The 3D images here detail the bus route running north/south through this parcel and in particular, the focal spcae at the heart of the scheme. This landscaped square breaks up the linear route through the retention of 4 existing trees, buildings are set back from the carriageway with formal on street parking and double fronted units are sited on corners and at the end of vistas.







## CHARACTER

- 4.16 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.
- 4.17 Parcel B2B/B5A/B5B contains 4 character areas which have derived from the design code.

## SCALE

- 4.18 The 103 dwellings will be 2 storeys in height.

## APPEARANCE

- 4.19 The 103 proposed dwellings which form the third 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.
- 4.20 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.
- 4.21 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.
- 4.22 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 AREA CA4: BUS ROUTE**  
DWELLINGS DESIGNED IN ACCORDANCE WITH 'OFFICERS HOUSING' MODEL

## CHARACTER AREAS PLAN

## CHARACTER AREA 1: CAMP ROAD



### CA1 (CAMP ROAD)

- 4.23 The Camp Road character area is the main route through the site connecting Heyford Park with the neighbouring villages and towns beyond.
- 4.24 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.
- 4.25 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.
- 4.26 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





A3  
RENDERED BUILDINGS AT KEY LOCATIONS



A4  
FEATURE CHIMNEY



A5  
BAY WINDOW TO PROVIDE NATURAL SURVEILLANCE



A6  
PROJECTING GABLES ANIMATE THE STREET SCENE



## 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





**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



STREET 102

PLOT 103

PLOT 105

## 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.</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 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 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





**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



## CHARACTER AREA 4 (BUS ROUTE)





## CHARACTER AREA 4 (BUS ROUTE)

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.</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 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 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 4 (BUS ROUTE)



D1

DEEPER GROUND FLOOR WINDOWS GIVE A BALANCED PROPORTION TO THE ELEVATION



D2

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

## CA4





D3  
FLAT/PITCHED CANOPIES TO FRONT DOORS



D4  
GABLE FRONTED WITH CORBEL DETAILS



D5  
CONSISTENT RIDGE/EAVE LINE ALONG CAMP ROAD



D6  
WIDE WINDOWS MAXIMISE LIGHT INTO HABITABLE ROOMS FACING THE PUBLIC REALM





## MATERIALS

- 4.27 The materials plan opposite sets out the proposed building materials for Phase B2B/B5A/B5B.
- 4.28 Slate effect is to be implemented along the Camp Road frontage to support its function as the main route through the scheme. The slate effect will be supported predominately by brick walls with the occasional rendered buildings at key locations.
- 4.29 The bus route (Landscaped Avenue) will primarily consist red brick with brown tiled roofs, broken up by slate effect roofs to terraces.
- 4.30 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:**

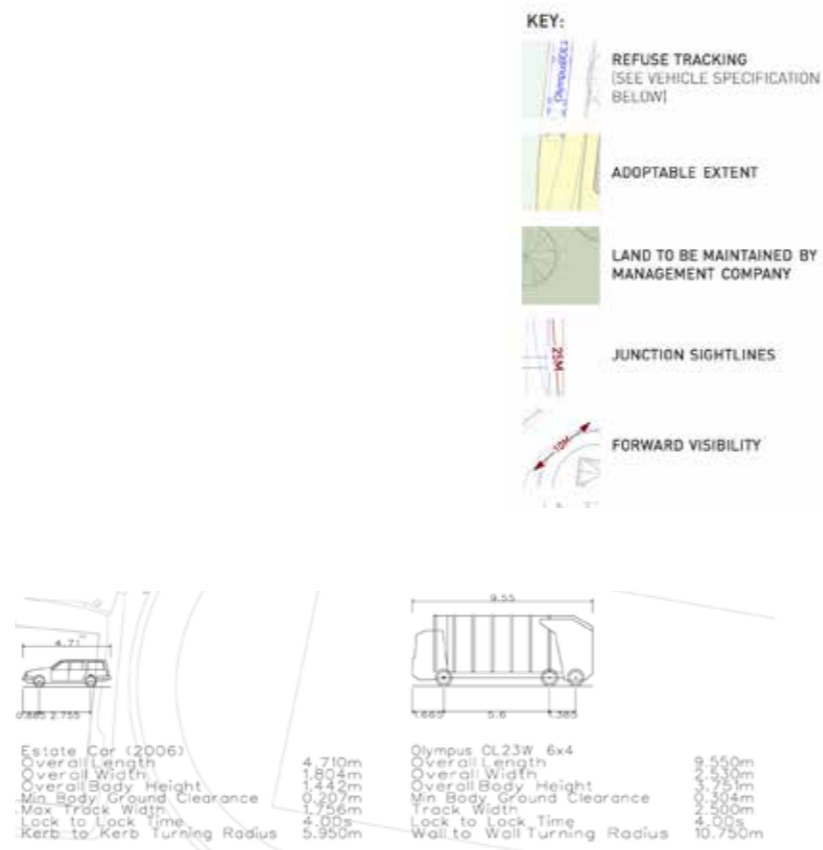
- MONOCOUCHE CREAM RENDER
- IBSTOCK MERCIA ANTIQUE BRICK
- IBSTOCK BRUNSWICK ANTIQUE BRICK
- IBSTOCK AUDLEY RED BRICK
- IBSTOCK MERCIA ANTIQUE BRICK PLINTH
- IBSTOCK AUDLEY RED BRICK PLINTH
- BRICK HEADERS AND CILLS (WHERE IMPLEMENTED) TO BE A CONTRASTING BRICK TYPE (IBSTOCK MERCIA ORANGE)
- MARLEY ETERNIT RIVENDALE SLATE
- RUSSELL GALLOWAY PEAT BROWN
- RUSSELL GALLOWAY SLATE GREY

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

## MATERIALS PLAN

## HIGHWAYS

- 4.31 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.
- 4.32 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

4.33 The following pages set out the detailed landscaping proposals for both the residential element of B2B/B5A/B5B and the SUDs corridor to its western edge.

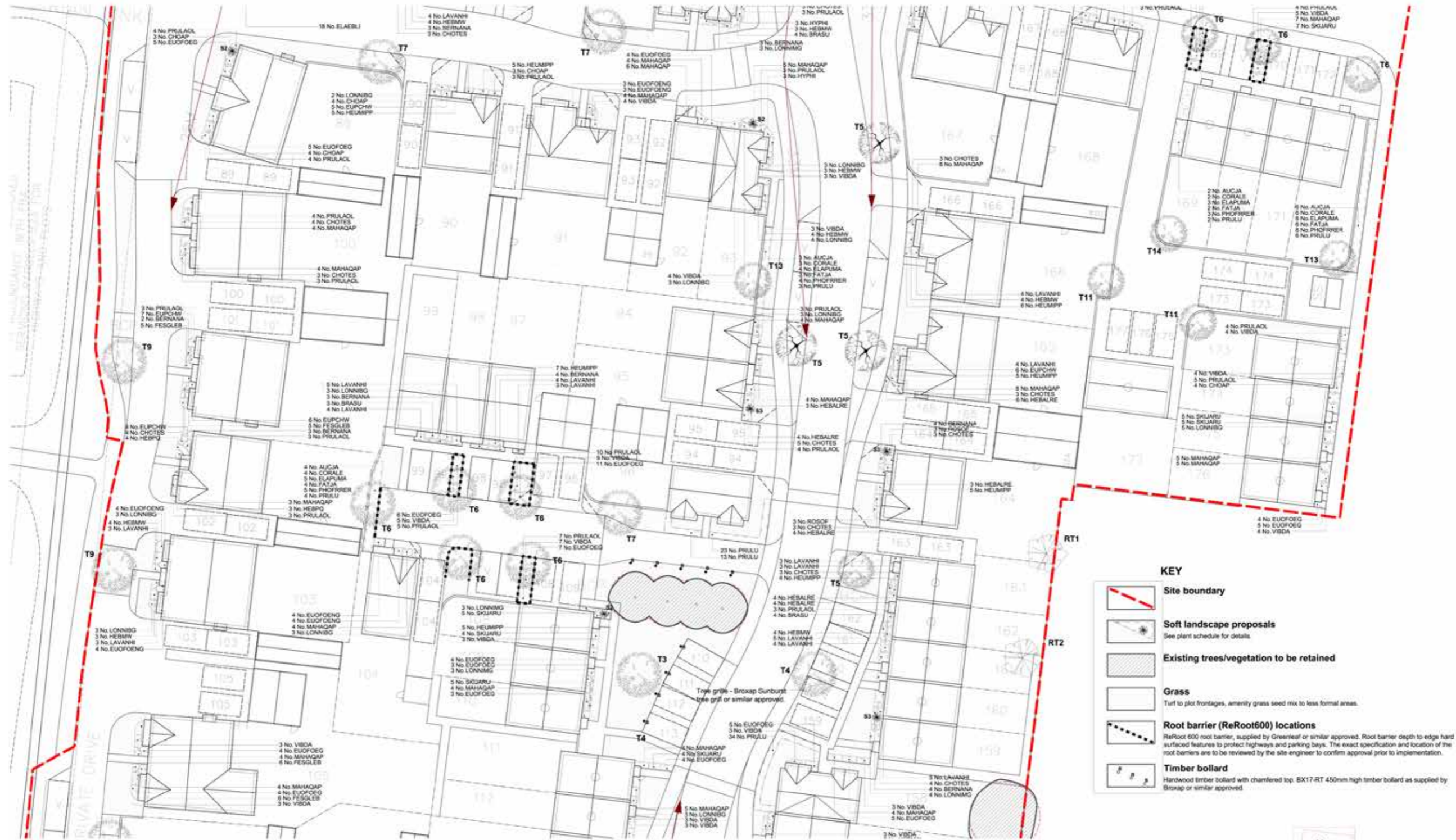
4.34 Along Camp Road a tree lined avenue is proposed, which will enhance the visual amenity of the settlement area and also screen proposed dwellings from the highway. A formal hedgerow will define the private front gardens from the public realm.

4.35 The SUDs corridor to the western edge of parcel B2B/B5A/B5B 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.

4.36 Please refer to the detailed landscaping drawings for more information.



DETAILED PLANTING PLAN





16  
Sheet L

## SUDS CORRIDOR PLANTING







## 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.



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