
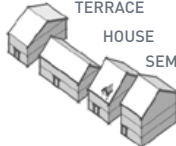
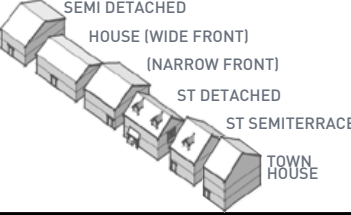


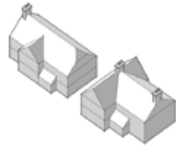
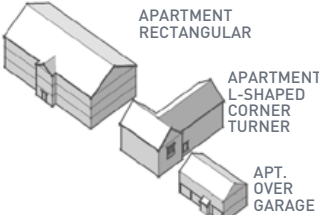




	BUILT FORM TYPOLGIES BASELINE	CA 6 - RURAL EDGE	COMPLIANCY
2 BED	 TERRACE OR SEMI DETACHED/ DETACHED	N/A	n/a
3 BED	 TERRACE HOUSE SEMI DETACHED TOWN HOUSE	N/A	✓
4 BED	 SEMI DETACHED HOUSE (WIDE FRONT) (NARROW FRONT) ST DETACHED ST SEMITERRACE TOWN HOUSE	 HEYFORD FARMHOUSES DETACHED/SEMI DETACHED	✓
5 BED	 SEMI DETACHED ST DETACHED	 HEYFORD FARMHOUSES DETACHED/SEMI DETACHED	n/a
APARTMENTS	 APARTMENT RECTANGULAR APARTMENT L-SHAPED CORNER APT. OVER GARAGE	N/A	n/a
ANCILLARY STRUCTURES	 GARAGES/ REFUSE STORAGE	 HEYFORD BARNs	✓



STREET SCENE 1

STREET SCENE 1



STREET SCENE 2



Street Scenes (Dwg 0521-TR-1003)

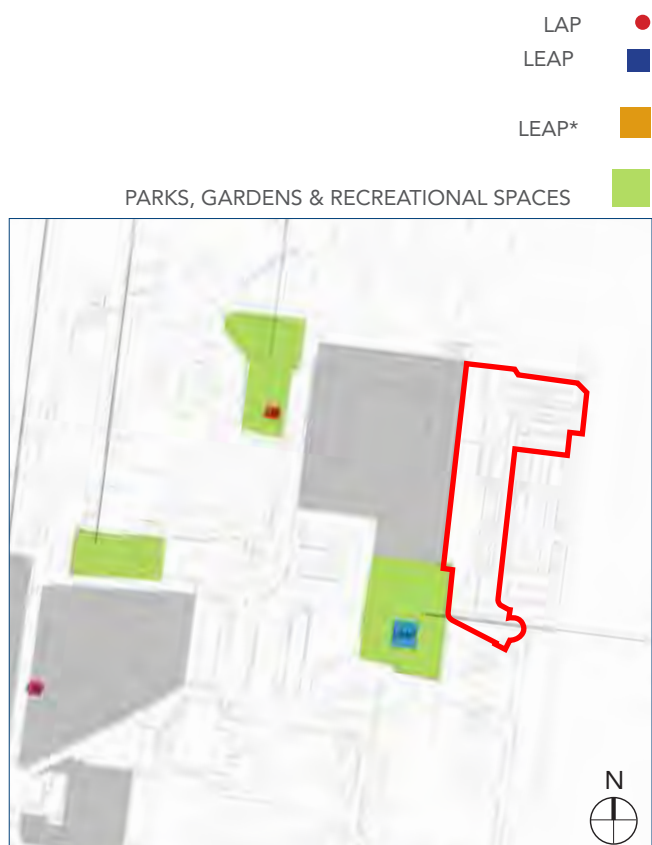
3c

Design Code
Compliance: Public
Realm Codes

3c.1 Landscape Strategy & Placemaking

3c.1.1 Public Realm Code

The overall design and character of the public realm will help establish a clear and unified vision for the site that will transcend several development parcels. The design rationale for the external spaces varies depending on location and function, the key aspects of which are scale and orientation of open space, existing landscape features and planting and how this approach links to private gardens and frontages.



Design Code - Landscape Strategy Plan

3c.1.2 Landscape Proposals

The landscape proposals have been designed in close association with the design team and client to help create a cohesive feel to the overall development, creating a contemporary and visually interesting setting to the new buildings.

Open space both within this phase and surrounding environs helps to create a relatively soft setting and integrated design across the entire wider scheme

Existing trees have been retained as far as possible and proposed trees create an informal avenue along the road which blends existing and proposed properties, and helps to break up the building mass. This blend of 'old' and 'new' is further integrated by the proposed hedgerows running along both parallel sides of the roadway. This will help to unify the complementary forms of architecture. The predominantly native tree species will link the adjacent trees and woodland areas creating 'green-corridors' through the development and beyond into the surrounding landscape.

Robust yet simple landscape planting will be implemented which encapsulates a green structure of several low native hedgerows, through which larger yet generally small canopied street trees will be implemented such as Tilia and Betula.

It is anticipated that overall the proposals will encourage a range of birds and invertebrates typically found in gardens in the local area and to further this aim, new and existing tree species will be provided with bat and bird boxes.

Whilst the scheme is relatively tight regarding physical space for planting to individual plots the key landscape strategy is to create belts of colour to house frontages, this will be in the form of shrub and herbaceous planting forming a protective buffer and gentle transition between the private space and public space.

The area surrounding the pumping station has been specifically designed using layers of screening with a variety of hedge and herbaceous borders; this will provide seasonal interest as well as creating an attractive feature. Furthermore climbing plants are to adorn the weldmesh fence to the east of the station to provide colourful interludes along the fence. The remaining sides remain clear for ease of essential access, and for maintenance of the fencing. Hedge and fence screening is formed to the north and west by the garden and footpath boundary treatments.



3c.2 Play Areas

3c.2.1 Play Areas

There are no play areas within this planning application.

3c.2.2 Pocket Parks

There are no Pocket Parks within this Planning Application.

3c.3 Boundary Treatments & Street Furniture

3c.3.1 Boundary Treatments

Refer to Section 3.2 Character Areas.

3c.3.2 Street Furniture

✓ Street furniture will be coordinated across Heyford Park to create identity and be area specific with an emphasis on timber furniture in the informal landscape areas and more metal street furniture on more formal areas (eg Village Centre).

✓ Street furniture will be coordinated and will be of a design to reflect the architecture.

✓ Height of street lighting columns will emphasise size of space, subject to Section 38 Technical Submission.

✓ Street name signage will be attached to buildings wherever possible to minimise clutter.

3d Design Code Compliance: Sustainable Design & Infrastructure

3d.1 Drainage Infrastructure

3d.1.1 On Site Drainage Strategy

The Approved Flood Risk Assessment (FRA) prepared by Waterman sets out the approach to drainage and attenuation across the Upper Heyford site. The FRA makes the following statements/indications:

- The proposed surface water strategy must mimic the existing situation, restricting flows to the existing rate while taking climate change into account.
- 10% betterment is required of existing flows if they are entering the eastern tributary of the Gallos Brook.
- Surface water attenuation will be provided through the use of permeable paving and attenuation tanks where necessary. Swales will be incorporated within the development parcels where appropriate.
- Trenchard Circle falls within catchment 4 which outfall to the north east of the development as part of the "Trenchard network".

3d.1.2 Maintenance Strategy

It is envisaged that:

- All gullies serving the existing private road are to be connected to the private drainage network and maintained by the maintenance company.
- All storage tanks where located outside of the rear gardens are to be maintained by the maintenance company.
- All drainage not covered by the above will be the responsibility of the homeowners or management company.

3d.1.3 Surface Water Strategy Overview

The proposed surface water drainage system will be separate from the foul water system.

Due to the shallow groundwater and underlying rock encountered within the development, infiltration is not a suitable as the primary surface water discharge method for the scheme.

The proposed system has been designed using the latest version of micro drainage simulation software for storm events up to and including a 1 in 100 year return period plus a 30% allowance for climate change.

There are currently 4 outfalls from Trenchard Circle. 2 locations will be retained and 2 will be abandoned as part of the redevelopment.

The maximum surface water storage tank volume estimated for each outfall is as follows:

- HW1 - 92.25m³
- HW2 -69.5m³

The current design incorporates flow restricting pipes and orifices to restrict the speed of water passing out of the system. Where water backs up due to these controls, oversized pipes and storage tanks have been utilised to ensure the water can be stored within the underground system.

In places the oversized pipes are shown as "twin" runs. This is due to the shallow nature of the drainage system defined by the level of the outfall.

The current design contains 161.75 m³ of underground storage tanks which are 0.5m deep and are located within parking or other accessible areas.

The proposed site levels will be designed so that the water will be directed away from the entrances to the proposed buildings and flow along designated flood routes to the soft landscaping to the east during extreme events.

The proposed development discharges into the existing network to the north of the phase before discharging to the existing watercourse.

Trapped gully pots will provide protection against contamination from hydrocarbons.

The adjacent phase (phase 2) includes additional flow retention to allow for an increase in flows from the Trenchard phase. These have been reviewed as a total network. The total existing discharge rate during a 1 in 100 year event has been calculated as 203.9l/s.

The FRA requires a 10% betterment on existing flows resulting in a maximum permitted flow of 183.51l/s. The actual discharge rate has been calculated as 182.81l/s.

There is more than a 50% reduction in flooding during extreme events and no flood risk to the proposed dwellings.

3d.1.4 SUDS

The SUDS elements proposed on Trenchard Circle are:

- Flow restriction manholes / pipes
- Underground tanks
- Filter drains

3d.1.5 Foul Drainage

The scheme will flow by gravity into the new adoptable pumpstation installed during phase 2. The proposed scheme will include additional oversized manholes adjacent to the pumpstation to allow for emergency storage as required as part of the pumpstation design.

3d.2 Building Construction

3d.2.1 Building Fabric to Achieve Reduction in Carbon Emissions

The development will be constructed using the latest in building techniques and to the current building regulations.

A full construction specification document has been submitted as part of the planning application.

4

Access

4.1 Access

4.1.1 Introduction

This section is designed to complement “Section 3a Design Code Compliance: Street, Movement and Network Codes” in order to inform on the accessibility aspects of the scheme meaning ease of access for all into the development and to all elements within the site.

Formal pre-application meetings have been undertaken to inform access issues on the site.

4.1.2 Vehicular Access & Trip Generation

Vehicular access into the site will be as the existing situation. Access from Camp Road will be via Larsen Road and Trenchard Circle.

4.1.3 Accessibility

Streets and Layout

The proposed street network and associated street hierarchy is based upon the principles in “Manual for Streets” which provides appropriate forms of access for all users and the layout is in accordance with building regulations for inclusive design.

The internal layout of the scheme has been designed to promote low vehicle speeds (through road narrowing, horizontal deflection and changes to surface materials) to encourage safe cycle and pedestrian integration.

Pedestrians and cyclists will access the site as per the existing situation.

Public Transport provision along Camp Road will be as per the existing situation with a hourly service on route 250 in line with the consented scheme.

Buildings and Parking

Level access is achieved to the front and/or rear of all dwellings to help achieve access for all.

Emergency and Refuse Vehicles

The development has been designed to provide ease of movement for emergency vehicles. Adequate turning facilities for service and emergency vehicles have been provided as per the existing situation.

Rear access is provided for pedestrians to all properties to allow for easy transportation of refuse and/ or recycling waste which will take place as per the existing situation.

