

PERPENDICULAR: EG.ON DRIVEWAYS AND PARKING COURTS	MINIMUM LENGTH (M)	MINIMUM WIDTH (M)
SPACE FOR PEOPLE WITH MOBILITY DIFFICULTIES	5.5	2.9+1.0
STANDARD SPACE (UNOBSTRUCTED)	5.0	2.5
STANDARD SPACE (OBSTRUCTED ON ONE SIDE)	5.0	2.7
STANDARD SPACE (OBSTRUCTED ON BOTH SIDES, INCLUDES CAR PORTS AND UNDERCROFTS)	5.0	2.9
INSIDE GARAGE (GARAGES BELOW THIS WILL NOT COUNT AS A PARKING SPACE)	6.0	3.0

Design Code - Minimum Space Size

COMPLIANCY

n/a	No mobility units are provided.
✓	
✓	
✓	
✓	Refer to Dwg 0521-TR-1009 - Garages

CAR PARKING PROVISION AT HEYFORD PARK			
NUMBER OF BEDROOMS PER DWELLING	MAXIMUM NUMBER OF ALLOCATED SPACES	TARGET NUMBER OF VISITOR SPACES WHEN MINIMUM ALLOCATED SPACE PER DWELLING IS PROVIDED	
		MINIMUM ALLOCATED SPACES	
1	1.5	1	0.25
2	2	1	0.25
3	3	2	0.25
4+	4	2	0.5

Design Code - Parking Provision

COMPLIANCY

-	n/a
✓	Refer to Parking Matrix
✓	Refer to Parking Matrix
✓	Refer to Parking Matrix



On plot frontage parking



On street visitor parking

Planning Layout Extracts (Dwg 0521-TR-1002)

	Name	Type	Allocated	Description	Comments
1	PARKING SQUARE	On/Off-plot	Optional	Group(s) of Parking bays located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to the parking. Good surveillance from neighbouring properties.
2	LANDSCAPED PARKING COURT	On/Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings.
3	PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.
4	PERPENDICULAR	On plot/On street	Optional	Parking located perpendicular along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept minimum. Parking to be separated by landscaping or footways into maximum rows of 4N ^o . bays.
5	MEWS COURT-HOUSE/ COVERED PARKING	On/Off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking offers efficient use of land.
6	ATTACHED/ INTEGRAL GARAGE	On-plot	Yes	Private garage adjoining the dwelling, often allowing access into the house.	Can be located against the road or set back to allow parking in front. Convenient access to dwelling. Can be joined to neighbouring garage and allows for room above.
7	DRIVE THROUGH	On-plot	Yes	Parking bay and/or garage accessed through an archway on the street.	Helps avoid a car-dominated street scene whilst providing secure on-plot parking.
8	HARD STANDING	On-plot	Yes	Parking bay located next to the dwelling.	Can be located against the road or set back to allow additional parking in front. Can be joined to neighbouring parking bay.
9	DETACHED GARAGE	On-plot	Yes	Private Garage often located next to the dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the streetscene.	Can be located against the road or set back to allow parking in front. Can be joined to neighbouring garage and allows room above.

Design Code - Parking Typology Table

Character Area	Street type	Design Approach
CA1/CA2/CA3	N/A	--
CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.
CA1/CA2/CA3/CA5/CA6/CA7/8	ST2/ST3/ST4/ST5	Not allowed on majority of camp road hence excluded from CA4 where away from Village Centre. Parallel parking is allowed in the Village Centre itself.
CA1/CA2/CA3/CA5/CA6/CA7/8	ST2/ST3/ST4/ST5	
CA2	ST3/ST4	--
CA2/CA4/CA5/CA6/CA7/8	ST1/ST5	Garages to be set back behind building line with tandem parking allowed in this instance camp road ca4 to serve 2 dwellings where possible.
CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.
CA2-CA8	ST1-ST5	--
CA2-CA8	ST1-ST5	Garages to be setback from prominent frontages.

Design Code - Parking Typology Table

COMPLIANCY	
n/a	
n/a	
n/a	
✓	CA6
n/a	
n/a	
n/a	
✓	CA6
✓	CA6

3a.4 Bus Routes & Refuse Collection

3a.4.1 Bus Routes and Bus Stops

There are no bus routes or bus stops within this application.

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.

3a.4.2 Recycling and Refuse Collection Strategy

✓ The Refuse Storage Plan shows the location of areas for the storage of refuse and recycling. These will be positioned at a maximum distance of 30m from the furthest dwelling curtilage and positioned a maximum of 25m from the road.

3a.4.3 Dwelling Refuse

✓ The Planning Layout provides pedestrian rear access to each dwelling to allow residents to store containers away from frontages and within the dwelling curtilage.

3a.4.4 Apartments and Village Centre Refuse

There are no apartments proposed within this application.



Refuse Plan (Dwg 0521-TR-1011)

3b

Design Code
Compliance: New
Built Environment
Codes

3b.1 General Urban Design Principles

3b.1.1 Key Frontages

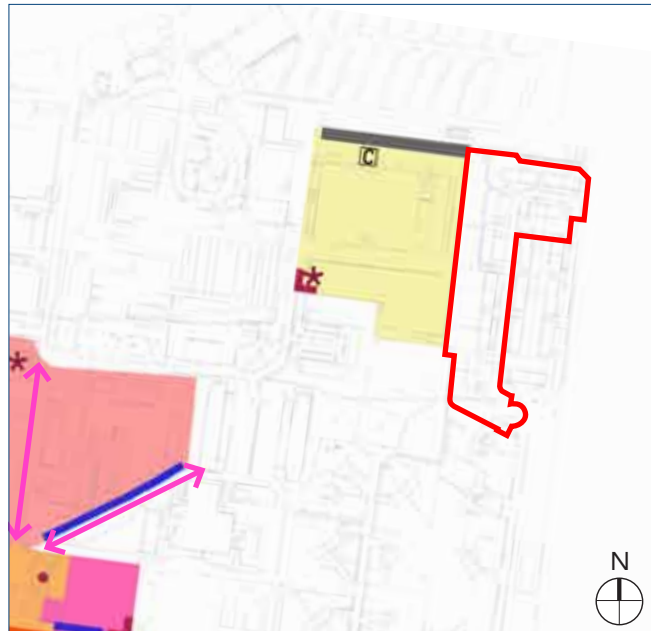
Key frontages have generally been located at particularly prominent edges to the development.

As the Trenchard Site does not contain prominent edges (other than Special Condition C - see below), it has been considered that the Trenchard Site does not contain key frontages.

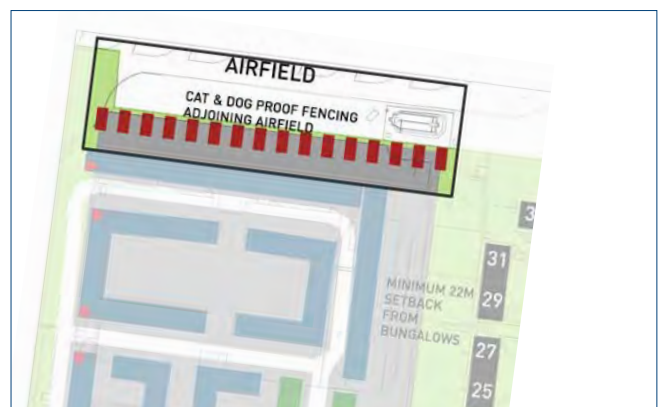
Special Condition C - Eastern Boundary

The Trenchard Site is located adjacent to Special Condition C - Eastern Boundary which is defined as the "Eastern Airfield Interface". Due to the similar characteristics of the adjacent site, part of the Trenchard Site is considered to form part of Special Condition C. Refer to Section 3b.2.3 for further details.

SPECIAL CONDITION C



Design Code - Regulating Plan Showing Character Areas



Design Code - Special Condition C - Eastern Boundary

3b.1.2 Existing & New Landmarks

Existing and new landmarks and focal points have generally been identified, along with a clear hierarchy of routes and intersections at Heyford Park, in order to increase legibility of development.

As the site comprises a simple layout, it has been considered that new landmarks are not required.

3b.1.3 Key Spaces (Gateways)

Key Spaces are located at the main entrances to Camp Road only to represent gateways into the wider development.

There are no Key Gateways within this Planning Application.

3b.1.4 Key Corners

Prominent development parcel corners that turn key corners will become focal points.

There are no Key Corners within this Planning Application.



Location of Special Condition C

3b.1.5 Building Density & Heights

✓ The Planning Layout complies with the indicative Building Density Plan for CA6 - Rural Edge.

✓ The Planning Layout complies with the indicative Building Heights Plan for the outer zone of development which is between 2 - 2.5 storeys.

MEDIUM / LOW DENSITY - 29 dph ■

HIGH / MEDIUM DENSITY - 38-50 dph ■
 MEDIUM DENSITY - 30-38 dph ■
 MEDIUM / LOW DENSITY - Up to 30 dph ■



Design Code - Indicative Building Density Plan

