

DAS ADDENDUM

September 2021

Full planning application for the erection of 89 dwellings, including 27 affordable homes; creation of new entrance access from Camp Road; creation of new open space; hard and soft landscaping and ancillary works.

CHP ref:2105 V2

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PARTNERSHIP

A r c h i t e c t s



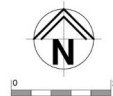
West Waddy ADP 2017 layout

westwaddy ADP

Date: 20.07.2017
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INTRODUCTION

This Design & Access Statement addendum is to support the revised detailed proposal for the Land at Letchmere Farm, Upper Heyford. This site is within Upper Heyford, adjacent to the Upper Heyford Park Development.

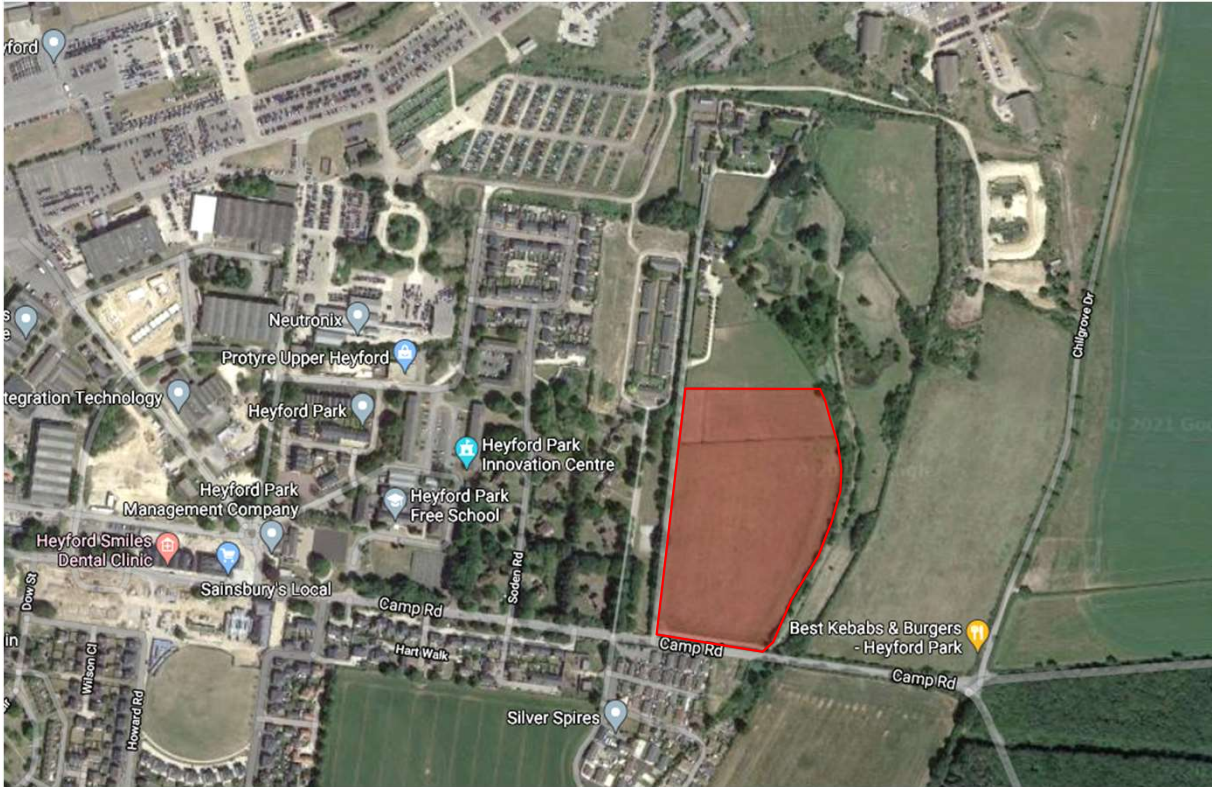
In 2015 West Waddy ADP provided a full detailed design and rationale for the proposed development of land at Letchmere Farm, Upper Heyford.

In May 2017 an addendum was provided, which picked up a number of points that had been raised during the Planning process. The 2017 scheme has been accepted in principle but awaits the completion of the Section 106 agreement, the proposal has therefore sat dormant for a period of time.

Coleman Hicks Partnership have revisited the proposal, on behalf of Pye Homes Ltd, to improve the scheme further, as well as to take account of changes in policy and best practice during the interim period. Our Proposal is supported by a Planning Statement and specialist reports to explain how the scheme has evolved. This statement will describe the scheme in terms of:

- Location & Context.
- Design Strategy & Development since the previous scheme.
- Amount & Layout.
- Housing Mix
- Energy & Sustainability Strategy.
- Transport & Access.
- Appearance.

As part of the re-design Pye Homes Ltd have consulted with the LPA and we have taken on board a number of design comments.



Current view of Heyford highlighting the site.



Housing on Carswell Circle – gables and rhythmic chimneys

LOCATION & CONTEXT

The Heyford Park proposal sets the scene for Pye's proposal. The Initial Heyford Park Proposal was agreed by 2008 then subsequent permissions have fixed the character areas and detailed design. Pye's site was adopted for residential development within the Cherwell 2011-2031 Local plan, and the site is highlighted on the Dorchester Group Composite Parameter Plan.

The Dorchester Group Hybrid Application - 18/00825/HYBRID in 2018, set the parameters around our proposal site, defining the road connections, bus routes and footpaths, as well as defining the fencing (to the west) as part of the heritage asset to be retained. The 18/00825/HYBRID scheme does not include the proposal site.

Generally the Masterplan work sets the site up to retain the gridded character of Heyford Park. The initial proposal set up a single access road creating a simple relationship to Upper Camp Road, and a large central green space which helps to orientate the houses within the gridded plan.

The original design sets the main access road north/south with an avenue of trees; roads then spread out to the east and west. The houses have small front gardens on short Cul-de-sac's which make navigation of the site simple, with a simple hierarchy. The proposal created an active frontage to Upper Camp Road.

The site sits to the east of the Heyford Park Central Area and this is reflected in the density of the scheme, which sits between that of the denser centre and semi-rural setting of the Officer's Housing.



Officer housing – private road

Hipped roofs & inset chimney.



Simple brick elevations (existing & new).

Precedents

Previously the Design & Planning Teams picked out the Officer's housing as the main precedent but we don't agree with this narrative. To achieve a reasonable density on this site we need a mix of tenures group into clusters. We consider the scheme to contain precedents from a variety of extant accommodation within the Military accommodation.

Officers Housing: this is located to the west of the site and is typically red brick with simple fenestration and a variety of roofs at different heights – notable the houses are within larger garden setting and this cannot be achieved within the criteria for this site, but there are opportunities to use this style around the perimeter.

Part of the character of the area of officers housing is the open character of the access road with properties set back and grass verges either side. The central road can have a sense of this openness formed by the tree avenue, swales and open space requirements.

Terraced Housing: There are a number of types of terraced property to the south of the site. These are typically two storey simple elevations with uniform roofs. Some of these unit have hipped ends with inset chimney and others are gabled. Often the houses have an external store (outhouse) which are sometimes connected to the property and in other cases set in front.

Some of the terraced housing to the south are set around curved interconnected roads, but this character is not present around our site – instead the surrounding terraced properties (new and old) are set to a grid with interconnecting road and a regimented patten.

We note that a number of the roads around the southern side of the airfield are connect, forming an alternative route (this is in use presently while work in the Central Area is completed). We consider this to be a good strategy, particularly when connections are made into phase 2 later.

DESIGN STRATEGY & DEVELOPMENT

The 2017 scheme responded to a number of issues but in general terms the 2015 scheme was considered too gridded in its character and the 2017 scheme broke this up and provided a softer edge to the eastern boundary. After discussion with the Planning Officer it is felt that the grid should be retained so we have re-introduced this street pattern to the east.

Our proposal continues the work done in 2017 and responds to a number of other issues:

- We have increased the density of the scheme in-line with the Planning Policies advocating an intensification of use where appropriate.
- We have stepped the access road around The Green to reduce the prominence of the car – but we have retained the simple structure with an avenue of trees through the centre of the site and finished with a symmetrical block of 6 units.
- We have included pedestrian and cycle access on the east and west boundaries with future access points shown to a second phase on the north and connection through the fence line on the west.
- We have amended our four bedroom houses to have a similar style to the officers and have placed two of these units to define the entrance to the site. The remainder face East where the open character of the ecology planting creates a similar open feel as was noted to the west of the site.
- We have changed some of the terraces so these have hipped roofs which better reflect the precedents we investigated. And we have added 'outhouse' type structures containing private and communal bin stores.
- We have added two M4(3) wheelchair user dwellings.



AMOUNT AND LAYOUT

The previous scheme was for 71 units – we have increased this to 90 units, offering 30% affordable housing in-line with current policy. Our mix of houses is in-line with Table 6.7 of Cherwell Local Plan 2011-2031 Part 1 BSC 5.

We have reduced the number of detached units with garages and semi-detached units, instead providing more medium size terraced units, which we feel are more appropriate for the area, better for the environment and more in keeping with the gridded character.

In terms of the layout we still have the key features of the original scheme but we have made small improvements:

1. A single main north/south road with avenue of trees – but we have taken this around the green space so that the amenity space takes precedence (rather than being bisected by this carriageway).
2. We have small home zones to the east and west to the main road with small front gardens and a mix of on-street (allocated and visitor) and private driveway parking. We have improved the number/spread of visitor parking through the scheme in-line with the Officers comments.
3. We have increased the planted boundary/ecology corridor to the East. And introduced better pedestrian and cycle permeability on the west.
4. We have provided landscaped swales along the main road to provide drainage, then created home zones from block paving with permeable sub-base.
5. We have added apartments facing onto the amenity space creating a prominent corner block.
6. We have added bin stores to reduce vehicle access into the home zones so these area are more pedestrian friendly.



Current CHP layout



- KEY**
- Red line boundary (3.148 Ha)
 - Affordable units
 - Flats (F)- 1bed
 - Kensington (K) - 2bed
 - Beechwood (B) - 3bed
 - Richmond (R) - 3bed
 - Dashwood (D) - 4bed
 - Winnersh (W) - 4bed

CHP House Types Plan

HOUSING MIX

The current scheme provides 89 units, offering 30% affordable housing in-line with current provision, as described in the table below:

House Type	Initials	No. units	No. bed/ No persons (NDSS)	Total %
1-Bed flat	F	6	1b/2p	11
Kennington	Ke	4	1b/2p	
Kensington	K	19	2b/3p	32
Kensington 2	K2	8	2b/4p	
Bungalow	Bu	2	2b/4p	48
Beechwood	B	33	3b/5p	
Richmond	R	9	3b/5p	9
Dashwood	D	6	4b/8p	
Winnersh	W	2	4b/8p	
TOTAL		89		100

House Type	Initials	No. units	No. bed/ No persons (NDSS)	Total %
1-Bed flat	F	0	1b/2p	3
Kennington	Ke	2	1b/2p	
Kensington	K	16	2b/3p	32
Kensington 2	K2	4	2b/4p	
Bungalow	Bu	0	2b/4p	54
Beechwood	B	25	3b/5p	
Richmond	R	8	3b/5p	11
Dashwood	D	5	4b/8p	
Winnersh	W	2	4b/8p	
Market Total		62		100

House Type	Initials	No. units	No. bed/ No persons (NDSS)	Total %
1-Bed flat	F	6	1b/2p	30
Kennington	Ke	2	1b/2p	
Kensington	K	3	2b/3p	33
Kensington 2	K2	4	2b/4p	
Bungalow	Bu	2	2b/4p	33
Beechwood	B	8	3b/5p	
Richmond	R	1	3b/5p	4
Dashwood	D	1	4b/8p	
Winnersh	W	0	4b/8p	
Afford.Total		27		100



ENERGY & SUSTAINABILITY

The proposed road network is an efficient option with drainage built into the proposal.

The road network allows for bins stores which are sized to accommodate the current recycling criteria for Cherwell.

Heyford Park has been design to include many amenities including a mix of uses reducing the need for travel. Heyford Park also contains the infrastructure required to support this residential site, a bus route just outside the site.

The Houses are design to current standards and have the future flexibility to be upgraded to the incoming Part L requirements. The high proportion of terraced units, gridded street pattern and east-west road orientation all help build in passive energy saving measures.

On site sewage treatment and sustainable drainage scheme reduce the environmental impact of the proposal elsewhere.

The ecology corridor along the eastern boundary, allows for the integration of wildlife into the proposal and aligns with the wider strategy for Heyford Park.

Ducting will be provided within the scheme for car charging points – each resident will have the option to add an electric car charging point within their demise or to their designated parking area.

TRANSPORT & ACCESS

The 18/00825/HYBRID application set out the parameters around the site and this included the design of the footpath along Upper Camp Road and the location of the bus stop on the southern boundary of the site.

The access into the site requires removal of a section of existing hedgerow to form the vision splay. Behind this sits an easement for farm vehicles which will be a shared surface serving the parking to the active frontage.

Within the site we have increased the main road radii to provide service access for larger refuse vehicles. We have located bin stores to avoid, as much as possible, access for lorries into the home zones.

The street furniture, planting and road finish help to delineate the main access road, from the more private home zones.

We have created a route around the amenity space but this is done in a discrete manner – this strategy takes the pressure off the main route at peak times allowing occupiers on the north edge an alternative access point. If the later phase two work are carried out then this alternative route will be very useful during construction.

On the southern boundary of the site is the bus stop defined in application 18/00825/HYBRID.



CHP Frontages & Surveillance Plan



Street Frontage to Upper Camp Road



View through playground looking north



View through access road looking East



View through access road looking West

APPEARANCE

We have taken design cues from a number of sources:

The entrance to the site has two houses based on the detached Officers Housing creating a gateway into the site.

Generally the houses are in terrace rows with gable ends, this style can be seen in the new and existing housing around the junction of Eady Road and Gordon Road. The style also reflects the terraces present on Carswell Circle but we have kept the palette to red brick.

We have introduced hipped properties like those seen on Dows Street and have also hipped the bungalows to match.

CONCLUSION

The scheme has already been consented in principle and these minor changes are to take on board changes in Planning Legislation, officers comments and revised standards. The Scheme:

- Increases density and therefor intensified the use of this site.
- Increased the number of terrace and semi-detached units which is better for the environment.
- Makes the amenity space and ecology corridor stronger elements within the scheme taking priority over the roads and parking.
- Improves the housing mix to be in-line with current policy.
- Improved the road network to accommodate large refuse vehicles and reduce the need for lorries to enter the Homes Zones.
- Retains the homogenous style of the original proposal, which will sit well within the context of the Heyford Park Masterplan.