

Phase 2, Heyford Park, Upper  
Heyford, Bicester

Statement of Compliance  
to support an application for  
Reserved Matters

HEYFORD PARK, BICESTER  
Statement of Compliance

produced by

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On behalf of  
Dorchester Living

August 2014

Project Number	0521
Revisions	
Document Status	FINAL
Date	2014-08-20
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Checked by	DB

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# 1

# Introduction

# 1.1 Purpose of Document

1.1.1 This Statement of Compliance is submitted on behalf of Dorchester Living in support of an application for the approval of Reserved Matters following Outline Planning Approval (Ref 10/01642/OUT) for the following proposal:

“Outline - Proposed new settlement of 1075 dwellings including the retention and change of use of 267 existing military dwellings to residential use Class C3 and the change of use of other specified buildings, together with associated works and facilities, including employment uses, a school, playing fields and other physical and social infrastructure.”

The Outline Permission defined the development form and principle of development, set out as a series of parameter plans. These were then used as the basis of the subsequently approved Heyford Park Design Code (Ref Pegasus B.0286\_21 Version 5.2).

This document sets out to demonstrate compliancy with the performance criteria for each development area as set out in this Design Code for the development parcel identified within Section 1.2.

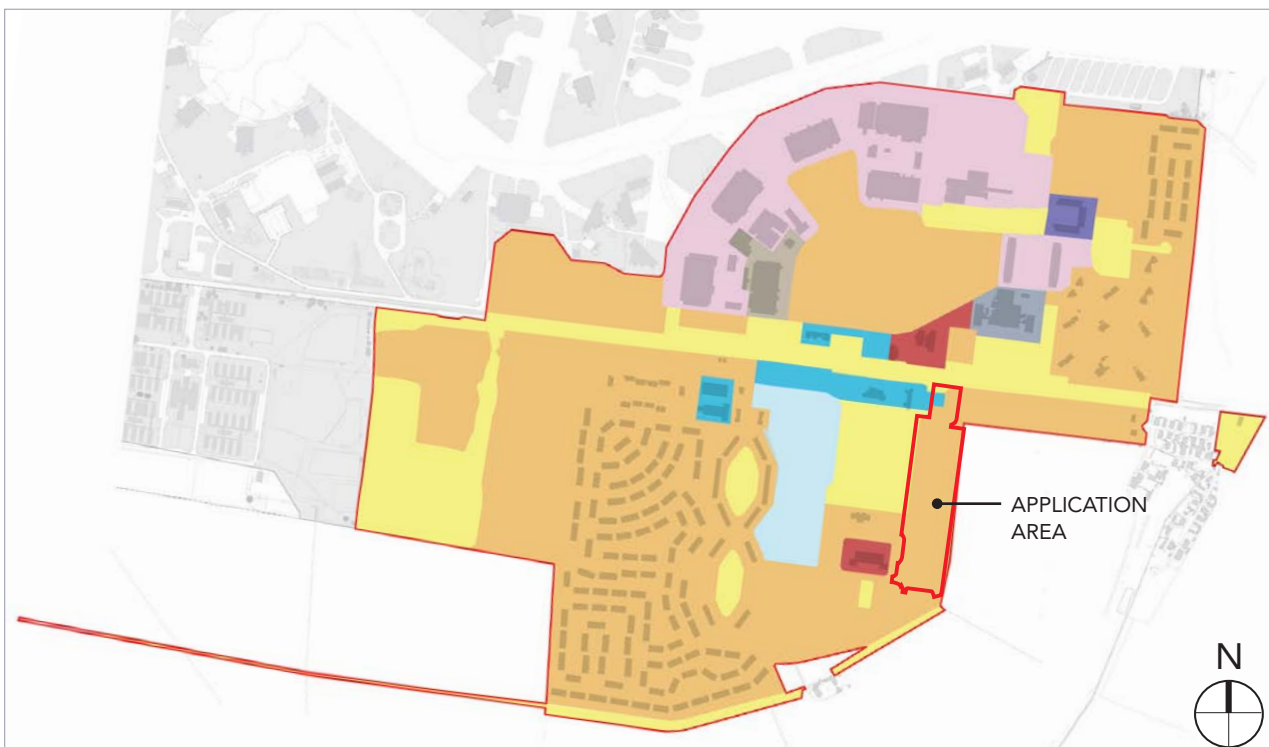
## 1.2 Site Location

1.2.1 The site is located at Heyford Park, Camp Road, Upper Heyford, Bicester, Oxfordshire, OX25 5HD.

1.2.2 This Statement of Compliance is for the development area identified in the plan below.

The development area identified includes the following four character areas as defined in the Design Code:

- CA2 - Village Centre - Residential
- CA5 - Village Green
- CA6 - Rural Edge
- CA8 - Core Housing East



Key -

Land required for infrastructure (including green infrastructure)

Residential Class C3

Commercial Class B1

Heritage Class D1

Institutional Residential Class C1

Commercial Class B1/B2/B8

Local centre Class A1-A5 / D1 and C3 use

New Primary School Class D1

Hotel/Care home facility Class C1/C2

### Development Uses Parameter Plan

Upper Heyford

31 August 2010 14272 - 01 - DW - 411 - 023 D

Scale 1:2500 @ A1

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## 1.3 Purpose of the Design Codes

1.3.1 The purpose of the Code is defined in Para 1.26 - 1.29 of the Design Code, as follows:

*“1.26 The objective of producing Design Codes is not to add another layer of complexity to the planning process, but to provide a clear framework for development that is supported by all parties. This is particularly important on a strategic development site such as this which may be developed by several developers / house builders over the life of the scheme.*

*The Design Codes are proposed in order to:*

- *ESTABLISH A LONG TERM VISION FOR THE SITE AND DESIGN LED FRAMEWORK FOR THE SITE*
- *BUILD UPON THE WORK ESTABLISHED BY THE OUTLINE PLANNING APPLICATION AND THE DESIGN AND ACCESS STATEMENT FOR THE AREA*
- *ENSURE OVERALL COORDINATION AND CONSISTENCY BETWEEN DEVELOPMENT SITES*
- *PROVIDE A LEVEL OF CERTAINTY TO THE LANDOWNER, COUNCIL, DEVELOPER AND THE COMMUNITY*
- *PROVIDE A CLEAR GUIDE FOR DEVELOPERS WORKING ON INDIVIDUAL PLOTS AND SETS THE CONTEXT FOR MORE DETAILED DESIGN WORK.*

*1.28 The code establishes clear performance criteria for each development area, setting out the level of prescription alongside desired and mandatory requirements.*

*1.29 There may be circumstances where a designer working up proposals in accordance with the Code feels that a design proposal could better contribute to the quality and identity of the development by localised deviation from the Code. In these circumstances, a rationale for the approach being proposed is recommended in conjunction with early discussions with CDC.”*



# 2

## Street, Movement & Network Codes

## 2.1 Street Codes

### 2.1.1 Hierarchy of Streets and Spaces

The Planning Application includes Tertiary Streets (ST3) and Lanes and Drives (ST5).

- ✓ The design of the streets provides continuity across the character areas - Refer to Street Hierarchy Table.
- ✓ The movement network has been designed to be pedestrian and cyclist friendly.

### 2.1.2 Infrastructure

Refer to Street Hierarchy Table.



PRIMARY STREET (CAMP ROAD, BUS ROUTE) —  
 TERTIARY STREET - ST3 —  
 LANES / DRIVES - ST5 —

*Design Code - Indicative Street Hierarchy Plan*



Street Hierarchy

### 2.1.3 Primary Street - Camp Road ST.1

The Site lies adjacent to Camp Road Primary Street which is located to the north of this Planning Application.

- ✓ A raised table will be included at the junction of the Site with Camp Road, by others.
- ✓ The northern edge of this Planning Application comprises an area of existing and new trees that will help to maintain the verdant character of the existing Camp Road.

### 2.1.4 Secondary Streets

There are no Secondary Streets within this Planning Application.

### 2.1.5 Tertiary Streets

- ✓ Tertiary Streets will be formal in design. Refer to Street Hierarchy Table.

### 2.1.6 Shared Surface (ST4) / Lanes (ST5)

There are no ST4 Shared Surface (Community Streets) within this Planning Application.

- ✓ Lanes (ST5) will be informal. Refer to Street Hierarchy Table.
- ✓ Lanes (ST5) have been designed with reference to Manual for Streets.

### 2.1.7 Heavy Goods Vehicle (HGV) Route

There is no HGV Route within this Planning Application.

### 2.1.8 Traffic Calming Beyond Primary Street ST.1

- ✓ Tertiary Streets will be designed to discourage higher traffic speeds. This will be done through horizontal deflection / raised block paved tables at junctions / having an informal alignment.

### 2.1.9 Laps & Street Integration

There are no LAPS within this Planning Application.

However there is provision within close proximity as identified in the approved parameter plans.

### 2.1.10 Adoption Arrangements

- ✓ All streets will be built to adoptable standards, subject to condition surveys of existing streets (para 3.25).

		TERTIARY STREET ST3
DESIGN SPEED		20 mph
FOOTWAY		1.8m both sides
CYCLEWAY		On Road
VERGE		None
BUS ACCESS		No
MAX PROPERTIES		Up to 50
CARRIAGEWAY WIDTH		5.5 – 6.5 m
ACCESS TO PROPERTIES		100% direct access
CARRIAGEWAY SURFACING		Asphalt (HRA) with block paved junctions
VERGE SURFACING		Grass
FOOTWAY SURFACING		As carriageway
KERBING		PCC Half Batter Kerb 125mm upstand
TRAFFIC CALMING OPTIONS	A	Horizontal deflection (left or right build out) calming at 100–150m
	B	Horizontal deflection (central pinch point)
	C	Raised table (gentle approach ramp)
	D	Informal alignment (calming method D)
SWEPT PATHS		Refuse vehicle and Emergency Service Vehicles
ON STREET PARKING		On street parking bays 2.5 by 6m
FORWARD VISIBILITY		10m
JUNCTION SIGHTLINES		2.4 x 25m
JUNCTION SPACING		Site Specific
JUNCTION RADII		4m
STREET LIGHTING (to be agreed at detailed stage with OCC)		Column mounted
STATUTORY SERVICES		In footway
DRAINAGE		Gully or permeable paving
LANDSCAPE/TREE PLANTING		Regular tree planting on alternating sides of road.

COMPLIANCY	
✓	
✓	
✓	
✓	On Camp Road Access
✓	Not a bus route n/a
✓	
✓	Generally minimum 5.5m
✓	
✓	Grass & planting
✓	
✓	
✓	refer to 0521/104
✓	
✓	
✓	
✓	Larger service vehicle
✓	refer to 0521/104
✓	
✓	
✓	Increased to suit service vehicle
✓	To be determined
✓	
✓	Refer to landscape design

Design Code - ST3 - Tertiary Streets

		LANES ST5
DESIGN SPEED		10 mph
FOOTWAY		Shared surface
CYCLEWAY		Shared surface
VERGE		None
BUS ACCESS		No
MAX PROPERTIES		Up to 25
CARRIAGEWAY WIDTH		3.5 – 6.0 m
ACCESS TO PROPERTIES		100% direct access
CARRIAGEWAY SURFACING		Asphalt (HRA)/Block Paving
VERGE SURFACING		Shrub Planted
FOOTWAY SURFACING		
KERBING		PCC Bull Nosed Kerb 25mm upstand
TRAFFIC CALMING OPTIONS	A	-
	B	-
	C	-
	D	-
SWEPT PATHS		Refuse vehicle and Emergency Service Vehicles
ON STREET PARKING		Visitor parking bays
FORWARD VISIBILITY		10m
JUNCTION SIGHTLINES		2.4 x 25m
JUNCTION SPACING		Driveway Crossovers
JUNCTION RADII		4m
STREET LIGHTING (to be agreed at detailed stage with OCC)		Column mounted
STATUTORY SERVICES		In carriageway(see note below)
DRAINAGE		Gully or permeable paving / Over edge
LANDSCAPE/TREE PLANTING		Intermittent tree planting.

Design Code - ST5 - Lanes

COMPLIANCY	
✓	
✓	
✓	
✓	
✓	
✓	Max 10 no. Plots 27 to 36
✓	
✓	
✓	Block Paving & HRA
✓	
n/a	
✓	
n/a	
n/a	
n/a	
✓	Larger service vehicle
✓	Yes 2.5m x 6m
✓	
✓	
✓	to suit larger service vehicle
✓	To be determined
✓	
✓	
✓	Refer to landscape design

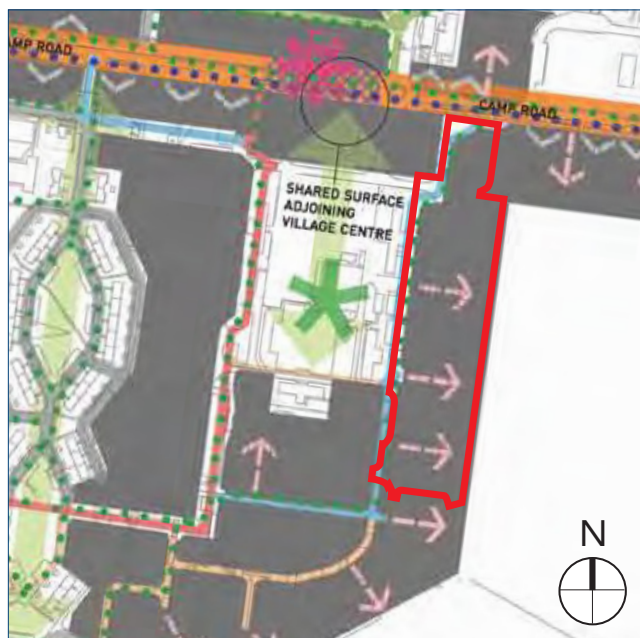
## 2.2 Pedestrian & Cycle Movement

### 2.2.1 Routes and Linkages

- ✓ All routes will be direct, barrier free routes.
- ✓ All routes will be attractive, well lit and safe.
- ✓ All routes will be designed to be used by everyone.
- ✓ All routes will be overlooked by properties with good levels of natural surveillance.

### 2.2.1 Pedestrian Crossings

There are no defined crossing points within this Planning Application, however good linkages for pedestrians and cyclists have been proposed.



PEDESTRIAN ROUTES ● ● ●

*Design Code - Routes & Linkages Plan*

## 2.3 Parking Strategies

### 2.3.1 Minimum Space Sizes

Parking will be provided as a mix of parallel parking, hardstanding and detached garages.

Garages are provided within good proximity of the dwellings they serve, "on plot" or close to and easily accessible from the main tertiary routes and lanes.

Visitor parking will be provided on street in the form of parallel parking spaces. This will be provided at a ratio of 1 space per 3 dwellings.

Please also refer to the "Parking Matrix" submitted as part of the Application for the Reserved Matters.



Parallel Parking (Visitors)



Hard Standings (On Plot) & Detached Garages

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 0521/109-1 & 2

## 2.3.2 Parking and Garages

Para 3.39 of the Design Code states: *“CDC are yet to adopt the Oxfordshire County Council parking standards, and the unique constraints of the site require a site specific variation (as noted at item 2.6 of the parking standards). However it should be noted that garages of 3x6m internal dimension will be required if garages are to count towards parking standards.”*

Following the completion of the Design Code, Oxfordshire County Council published its latest Parking Guidance (ref Parking Standards for New Residential Development v1 2011). The planning application therefore follows this more current guidance.

2.3.2 Please also refer to the “Parking Matrix” submitted as part of the Application for the Reserved Matters.



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

**COMPLIANCY**

-	n/a
-	n/a
✓	compliant
✓	compliant

*Design Code - Parking Provision*

	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 to a minimum. Parking to be separated by landscaping and/or footways into maximum rows of 4N <sup>o</sup> . 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 and 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.

*cont:*

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	
✓	CA2 / CA5 / CA6 / CA8
✓	CA2 / CA5 / CA6 / CA8
✓	CA2 / CA5 / CA6 / CA8

## 2.4 Bus Routes & Refuse Collection

### 2.4.1 Bus Routes and Bus Stops

There are no bus routes within this Planning Application.

### 2.4.2 Recycling and Refuse Collection Strategy

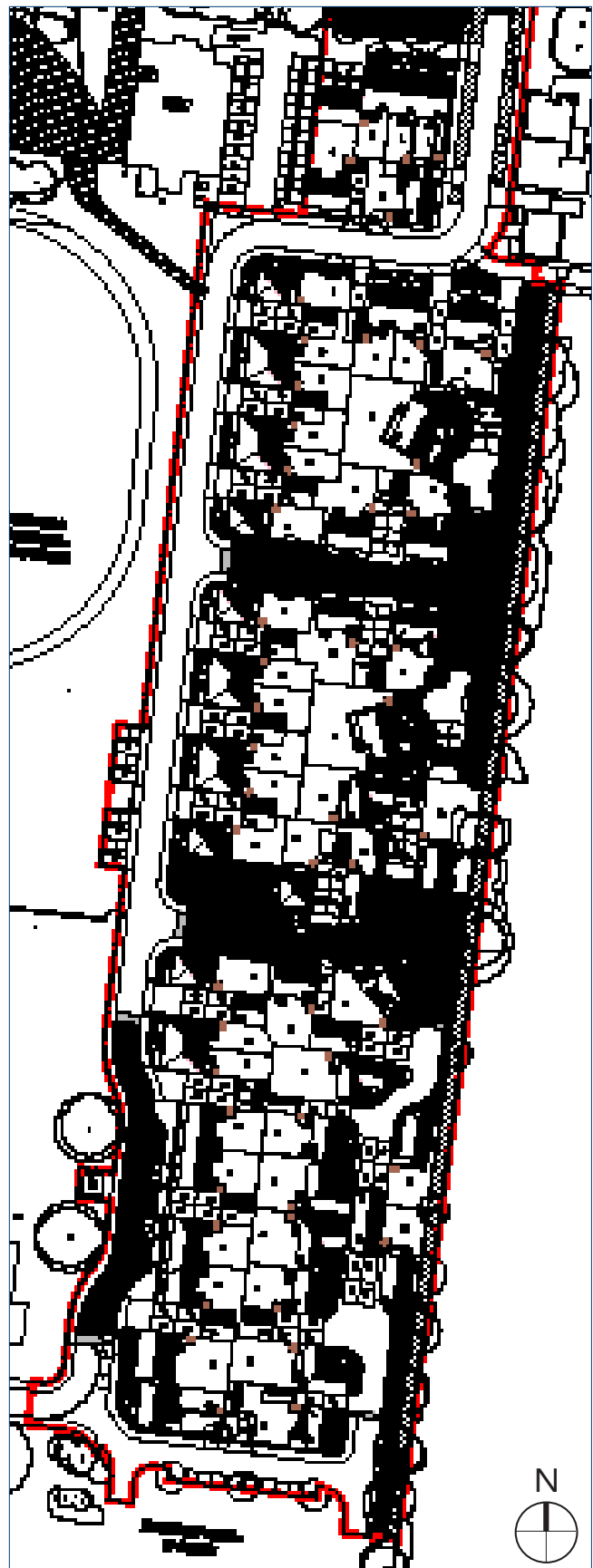
- ✓ The refuse strategy plan shows the location of areas for the storage of refuse and recycling. These will be positioned at a maximum distance of 30m from the furthest dwelling curtilage and positioned a maximum of 25m from the nearest adoptable road.

### 2.4.3 Dwelling Refuse

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

### 2.4.4 Apartments and Village Centre Refuse

There are no apartments within this Planning Application nor does it include the Village Centre businesses.



● REFUSE & R/C  
STORE LOCATION

Refuse Strategy Plan