

Phases 8, Heyford Park,  
Upper Heyford, Bicester

Statement of Compliance  
to support an application for  
Reserved Matters

HEYFORD PARK, BICESTER PHASE 8  
Statement of Compliance

produced by

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On behalf of  
Dorchester Living

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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 V5.2 (Ref Pegasus B.0286\_21).

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.

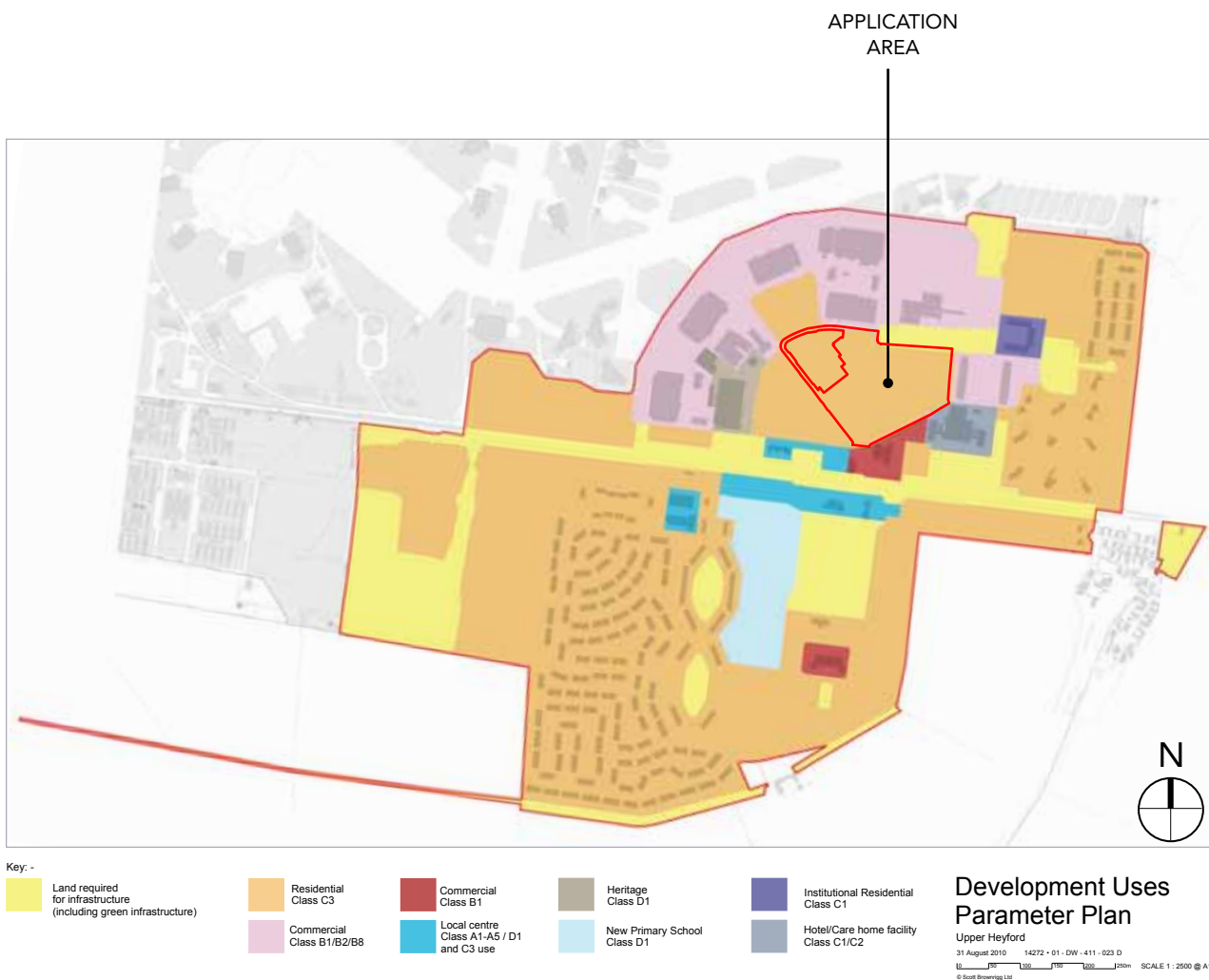
## 1.2 Site Location

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 character area as defined in the Design Code:

- CA3 - Trident Housing



## 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.”*

## 1.4 Use and Amount of Development

### 1.4.1 Residential

The Planning Application provides 91 no dwellings including both apartments and houses.

There will be a range of sizes and tenures across the site. The planning application includes detached, semi-detached and terraced forms and include open market and affordable properties.

### 1.4.2 Affordable Housing

Affordable housing will be provided in a series of clusters and will include rented and affordable (rented and intermediate) properties.

### 1.4.3 Public Open Space & Green Infrastructure

The planning application will contain 0.685ha of open space which will include one LAP which is 115m<sup>2</sup>. Refer to Section 4.0 Public Realm Codes for further details.



# 2 Street, Movement & Network Codes

## 2.1 Street Codes

### 2.1.1 Hierarchy of Streets and Spaces

The Planning Application includes Tertiary Streets (ST3), Trident Tertiary Streets (ST3.1), Shared Surface / Community Streets (ST4) and Private Drives / Courts. In addition, access to some of the private drives / courts within the development will be accessed from surrounding Trident Tertiary Streets. The proposed street hierarchy is compliant with the indicative Street Hierarchy Plan set out in the Design Code other than the inclusion of Shared Surface Streets (ST4) as an additional level of street hierarchy in place of a number of "Lanes (Green Edge) ST5 & Private Drives / Courts". Lanes (Green Edge) are less appropriate here due to the urban character.

- ✓ 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.



Design Code - Indicative Street Hierarchy Plan

HGV ROUTE	■ ■ ■
TERTIARY STREET - ST3	■
TRIDENT TERTIARY STREET - ST3.1	■
LANES (GREEN EDGE) ST5 & PRIVATE DRIVES / COURTS	■



Street Hierarchy

- HGV ROUTE
- TERTIARY STREET - ST3
- TRIDENT TERTIARY STREET - ST3.1
- SHARED SURFACE / COMMUNITY STREET - ST4
- PRIVATE DRIVES / COURTS

## 2.1.2 Infrastructure

Refer to Street Hierarchy Table.

## 2.1.3 Tertiary Streets ST3

✓ Tertiary Streets will provide the main access into development parcels from Primary and Secondary Streets. They will be formal in design. Refer to Street Hierarchy Table.

## 2.1.4 Heavy Goods Vehicle (HGV) Route

✓ A section of the HGV route lies within the development and will be accommodated within existing roads / hard surfaced areas.

## 2.1.5 Traffic Calming Beyond Primary Street ST.1

✓ Secondary and 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.

## 2.1.6 LAPs & Street Integration

✓ The LAP will be located where traffic movement is at relatively low levels and the design speed is below 30mph. Refer also to Section 4 - Public Realm Codes.

✓ Shared surface streets have been designed to encourage community use and will offer opportunities for casual play space over and above dedicated facilities.

## 2.1.7 Adoption Arrangements

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

		TERTIARY STREET ST3	COMPLIANCY
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	✓ Generally minimum 5.5m
ACCESS TO PROPERTIES		100% direct access	✓
CARRIAGEWAY SURFACING		Asphalt (HRA) with block paved junctions	✓
VERGE SURFACING		Grass	✓ Grass & planting
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	✓ Refer to Dwg 0521-PH8-104
	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	✓ Larger service vehicles
ON STREET PARKING		On street parking bays 2.5 by 6m	✓ Refer to Dwg 0521-PH8-104
FORWARD VISIBILITY		10m	✓
JUNCTION SIGHTLINES		2.4 x 25m	✓
JUNCTION SPACING		Site Specific	✓
JUNCTION RADII		4m	X Increased to 6m to suit service vehicles
STREET LIGHTING (to be agreed at detailed stage with OCC)		Column mounted	✓ To be determined
STATUTORY SERVICES		In footway	✓
DRAINAGE		Gully or permeable paving	✓
LANDSCAPE/TREE PLANTING		Regular tree planting on alternating sides of road.	✓ Refer to landscape design

Design Code - Street Hierarchy Table - Tertiary Street ST3

		TERTIARY STREET ST 3.1 (TRIDENT)
DESIGN SPEED		20mph
FOOTWAY		1.8 or as existing
CYCLEWAY		On Road
VERGE		None
BUS ACCESS		No
MAX PROPERTIES		Site specific
CARRIAGEWAY WIDTH		Existing kerblines
ACCESS TO PROPERTIES		Some direct and grouped access
CARRIAGEWAY SURFACING		Asphalt (HRA) with block paved junctions
VERGE SURFACING		Grass
FOOTWAY SURFACING		As carriageway
KERBING		Typically flush kerb with allowance for PCC Half batter kerb 125mm upstand or 25mm upstand
TRAFFIC CALMING OPTIONS	A	
	B	Raised table only to to maintain purity of historic kerb line
	C	
	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/carriageway if trees constraint
DRAINAGE		Gully or permeable paving
LANDSCAPE/TREE PLANTING		Existing trees retained wherever possible. New tree planting to promote campus

COMPLIANCY	
✓	
✓	
✓	
✓	
✓	
✓	
✓	
✓	
✓	Grass & planting
✓	
✓	
✓	Refer to Dwg 0521-PH8-104
✓	
✓	
✓	
✓	Larger service vehicles
✓	Refer to Dwg 0521-PH8-104
✓	
✓	
✓	
n/a	Existing junctions
✓	To be determined
✓	
✓	
✓	Refer to landscape design

Design Code - Street Hierarchy Table - Trident Tertiary Street ST3.1

SHARED SURFACE ST4		
DESIGN SPEED	10 mph	
FOOTWAY	Shared surface	
CYCLEWAY	Shared surface	
VERGE	None	
BUS ACCESS	No	
MAX PROPERTIES	Up to 25	
CARRIAGEWAY WIDTH	4.5 – 5.0 m (6m opposite parking/garaging)	
ACCESS TO PROPERTIES	100% direct access	
CARRIAGEWAY SURFACING	Block paving	
VERGE SURFACING	Shrub Planted	
FOOTWAY SURFACING		
KERBING	Flush kerb and/or PCC Bull Nosed Kerb 25mm upstand where drainage required	
TRAFFIC CALMING OPTIONS	A	-
	B	-
	C	-
	D	-
SWEPT PATHS	Refuse vehicle and Emergency Service Vehicles	
ON STREET PARKING	On street informal 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 carriageway (see note below)	
DRAINAGE	Gully or permeable paving	
LANDSCAPE/TREE PLANTING	Intermittent tree planting.	

Design Code - Street Hierarchy Table - Shared Surface ST4

COMPLIANCY	
✓	
✓	
✓	
✓	
✓	
✓	
✓	
✓	
✓	Block Paving & HRA
✓	
n/a	
✓	
n/a	
n/a	
n/a	
✓	Larger service vehicles
✓	Yes 2.5 x 6m
✓	
✓	
✓	
✓	To be determined
✓	
✓	
✓	Refer to landscape design

		PRIVATE DRIVE/ PARKING COURT	COMPLIANCY	
DESIGN SPEED		10 mph	✓	<p>Compliant in part: permeable paving to two parking courts. Elsewhere, surfaces are block paving.</p> <p>Refer to landscape design</p>
FOOTWAY		None	n/a	
CYCLEWAY		None	n/a	
VERGE		None	n/a	
BUS ACCESS		No	n/a	
MAX PROPERTIES		N/A	n/a	
CARRIAGEWAY WIDTH		N/A	n/a	
ACCESS TO PROPERTIES		100% direct access	✓	
CARRIAGEWAY SURFACING		Permeable surface (parking court only)	✓	
VERGE SURFACING		Site Specific	✓	
FOOTWAY SURFACING			n/a	
KERBING		PCC Bull Nosed Kerb 25mm upstand	✓	
TRAFFIC CALMING OPTIONS	A	-	n/a	
	B	-	n/a	
	C	-	n/a	
	D	-	n/a	
SWEPT PATHS		Motor vehicles	✓	
ON STREET PARKING		Visitor parking bays	✓	
FORWARD VISIBILITY			n/a	
JUNCTION SIGHTLINES			n/a	
JUNCTION SPACING		Driveway Crossovers	✓	
JUNCTION RADII			n/a	
STREET LIGHTING (to be agreed at detailed stage with OCC)		None	n/a	
STATUTORY SERVICES		In carriageway (see note below)	✓	
DRAINAGE		Gully or permeable paving / Over edge	✓	
LANDSCAPE/TREE PLANTING		Intermittent tree planting.	✓	

Design Code - Street Hierarchy Table - Private Drive / Parking Court

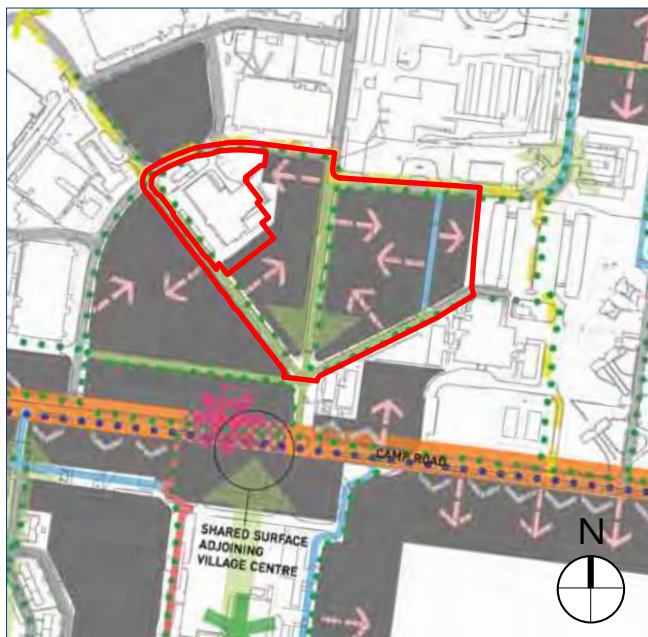


## 2.2 Pedestrian & Cycle Movement

### 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.

PEDESTRIAN ROUTES ● ● ●



*Design Code - Routes & Linkages Plan*

## 2.3 Parking Strategies

### 2.3.1 Parking Strategy

✓ Overall, parking will be provided on plot and / or adjacent to properties.

Parking will be provided as a mix of on plot perpendicular parking, parallel on-street parking, integral garages, and within small parking courts.

### 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.

Visitor parking will be provided on street in the form of parallel parking spaces in line with Oxfordshire County Council Parking Guidance.

Refer to the “Parking Matrix” submitted as part of the Reserved Matters Application.



On plot parking



Parking Courts



On street visitor parking

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-PH8-109

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**

✓	Refer to Parking Matrix
✓	Refer to Parking Matrix
✓	Refer to Parking Matrix
✓	Refer to Parking Matrix

	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.

*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	
✓	CA3
✓	CA3
✓	CA3
✓	CA3
✓	the scheme incorporates integral garages which was agreed with the Local Authority during Pre-app.
✓	CA3
X	the scheme incorporates integral garages rather than detached garages