

DORCHESTER LIVING

Land at Phase 9, Heyford Park, Camp Road

5. ACCESS, MOVEMENT & DRAINAGE

The vehicle, cycle and pedestrian access points into - and routes within - the site are yet to be concluded but we are working with Oxfordshire County Council's highways officers to determine the most suitable arrangements.

Vehicular Access

Three entrance points are proposed from the existing highways - two off Camp Road and one from the newly constructed Izzard Road, with a 'loop' road within the site connecting these two roads.

Vehicular access for dwellings fronting Camp Road is often proposed to be via a small number of shared private driveways, reflective of Dorchester's 'Fields View' along Camp Road.

Pedestrian & Cycle Access

The existing pedestrian footpath which runs parallel to Camp Road will remain, albeit upgraded to improve the current surface finish.

New pedestrian and cycle access will be provided via the two new entrance points from Camp Road and linking through to Izzard Road. These links will provide ease of movement to and from the Heyford Park Free School Specialism Campus, and further east, to the village green and village centre.

We are also proposing new additional pedestrian access points to connect to - and complement - the existing pedestrian network in the neighbourhood. Two connections would be onto Kirtlington Road and one to the south east corner linking with the existing play area. This path connects the northwest to southeast, forming a loop which meanders through a rural green edge and connects a series of proposed play zones across the development.

In addition to this, further links onto Camp Road are also proposed, including a pedestrian path running north-south through a rain garden.

Transport Assessment

A Transport Assessment (TA) is being prepared by transport consultants which will assess the predicted transport effects of the proposed development across various modes of travel, including public transport, vehicles, cycles and pedestrians.

Discussions are being held with Oxfordshire County Council (as the highway and transport authority) to refine the transport model in order to identify suitable mitigation for the additional traffic, both within Heyford Park and across the local area.

In addition to utilising the most appropriate transport modelling techniques, local traffic and transport issues



Facilities Plan



Proposed SuDS features



are also being informed by the Mid Cherwell Neighbourhood Plan Forum with people's first hand experiences of the local highway network and issues which arise.

Such an approach towards testing transport impacts and identifying appropriate transport mitigation is a high priority for Dorchester.

Drainage

The proposed site is to be drained using sustainable techniques to manage the volume and speed of water flow from - and within - the site. The flow of discharged water would be equal to, or lower than the current rates, resulting in potential improvements.

The techniques, known as Sustainable Drainage Systems (or SuDS), would include a pond, rain garden, swales and permeable paving. All drainage work would be carried out to the latest design standards including the National Planning Policy Framework and Local Guidelines from the Council's Strategic Flood Risk Assessment.

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6. OPEN SPACE, LANDSCAPE & ECOLOGY PRINCIPLES



Sketch Open Space and Landscape strategy



5 Sketch Play Zone & Attenuation pond strategy to southeast corner



8 Rain Garden strategy to north-south central spine



The proposals have been designed in close association with the design team to ensure the key principles of landscape, open space and ecology are retained or enhanced where required. The principles are:

- 1 Setting new homes in a contemporary green context.
- 2 Screening of residential elevations so that the rurality of this part of the site is not lost.
- 3 Use of green corridors to prevent urbanisation.
- 4 Use of boundary green space to create buffer zones to the greenfields and Upper Heyford village.



- 5 All-age play at the heart of the development.
- 6 Retention of good quality existing mature landscape including hedgerows.
- 7 Using drainage in a non-urban manner to support the green corridors.
- 8 Introduction of new wildlife-rich environments through the planting of native shrub species, innovative drainage features including a rain garden corridor.
- 9 Maintain an ecological buffer around the south and west boundaries for wildlife movement.

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7. OUR VISION



The proposed new homes

Up to 300 homes - a mixture of one, two, three, four and five bedrooms, comprising approximately:

- 63 affordable rental homes
- 27 shared ownership homes
- 210 private market homes

The plan above shows our draft proposal at this stage, though it continues to evolve as we receive more feedback. The key features are:

- 1 Provision of up to 300 new homes in a landscape-led environment.
- 2 Carefully conceived technical solutions for key elements such as highways and drainage infrastructure, minimising their potential visual impact.
- 3 Up to 90 affordable homes, located around the site to ensure community integration.
- 4 Predominantly family housing, but with some apartments to provide a sustainable mix of homes and people.
- 5 Sufficient parking onsite - typically three per house - to avoid parking on streets.
- 6 The vehicle entrances for the site will be from Camp Road and Izzard Road.
- 7 New pedestrian routes will be created, linking to the existing paths to the east, the play space to the southeast, to the north onto Camp Road and to the west onto Kirtlington Road which connects to the south onto the Portway.
- 8 Extensive areas of open space to the north, west and southern edges which includes a number of play zones and rural trim trails.
- 9 The large area of open space to the southeast includes an extensive area of play including a Neighbourhood Equipped Area of Play.
- 10 Existing hedgerows and trees will be protected and enhanced where appropriate.
- 11 The proposed drainage works - including permeable surfaces, swales and a pond - will ensure rainwater is carefully managed onsite.
- 12 The drainage works also includes a rain garden, forming an attractively landscaped green corridor linking the southern open space to Camp Road.
- 13 There will be sufficient space between existing and new dwellings to ensure people's privacy is protected.
- 14 The design and layout will exude a variety of legible and considered character areas that maintain and respect the established Heyford Park character.

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8. LOCAL COMMUNITY BENEFITS

In helping to bring forward the 1600 unit Local Plan Allocation and the associated S106 agreement, the Phase 9 Planning Application will help to achieve and secure the following community benefits:

- 1 The provision of additional affordable homes.
- 2 Enhanced Primary and Secondary education provision in addition to what is already provided at Heyford Park Free School.
- 3 Contribution towards securing enhanced health care provision which will be delivered onsite at Heyford Park.
- 4 Sports pitches, pavilions and play area will be provided in addition to that was consented as part of the original 1,075 unit Masterplan.
- 5 Extended retail opportunities within the village centre, as well as extended hospitality and leisure amenities.
- 6 A greater quantum of community space with a focus on youth provision in addition to the new community centre that is proposed as part of the original 1,075 unit masterplan.

