

Phase 5C, Heyford Park, Upper Heyford, Bicester

Design and Access Statement
to support an application for Reserved Matters

PHASE 5C, HEYFORD PARK, BICESTER
Design and Access Statement

produced by

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On behalf of
Dorchester Living

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1.0-Introduction

1.1 Purpose of Document

This Design and Access Statement is submitted on behalf of Heyford Investments LLP in support of a Reserved Matters Planning Application for land known as Phase 5C at Heyford Park.

Planning Practice Guidance on Validation requirements states that “A Design And Access Statement is a concise report They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users”.

It states that a Design and Access Statement must:

(a) explain the design principles and concepts that have been applied to the proposed development; and

(b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

A development’s context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.

Design and Access Statements must also explain the applicant’s approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.

This Application follows guidance set out in the Approved Heyford Park Design Code (ref Pegasus B.0286_2I V5.2) and this report demonstrates how the Planning Application is compliant with this document.

This is shown through a ✓ adjacent to coloured text which summarises the relevant guidance from the Approved Design Code.

1.2 Site Location & Planning Background

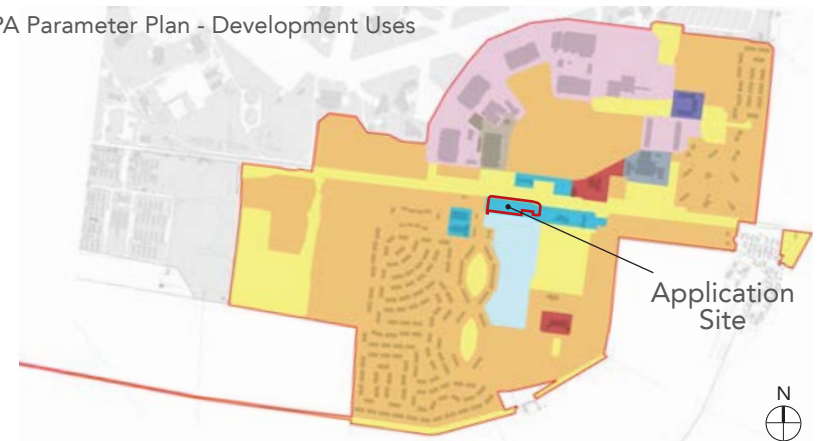
The Application Site comprises 0.35 hectares of land within the former RAF Upper Heyford military base. The military base was initially constructed in 1916 for use as an airfield during the First World War and remained operational for military use (with some minor periods of cessation) by the Royal Air Force (RAF) until circa 1950. At this time, whilst remaining a Ministry of Defence (MoD) site, its occupation was transferred to the United States Air Force (USAF) as part of the Cold War strategic defence. The USAF remained in occupation until 1994 when the site was handed back to the MoD and its military use ended. The military base was subsequently sold to private investors following which it has been the subject of two notable planning permissions for its redevelopment.

The first of these outline planning permissions for the formation of a new settlement of 1,075 dwellings with associated works and facilities, including employment uses, community uses, a school, playing fields and other physical and social infrastructure across areas centred

around Camp Road; together with changes of use to various employment use for many of the buildings and structures located across the former flying field area. The scheme was allowed at appeal on 11 January 2010 (reference APP/C3105/A/08/2080594).

The second of these permissions was concerned with only that part of the military base referred to as the 'New Settlement Area' which forms the central core and effectively provides a revised scheme for the main area of residential development and community uses. Outline planning permission was granted by Cherwell District Council on 22 December 2011 (10/01642/OUT). Pursuant to this outline planning permission, a Design Code has also been approved which seeks to create distinctive character areas whilst unifying the different development areas into a coherent whole.

OPA Parameter Plan - Development Uses



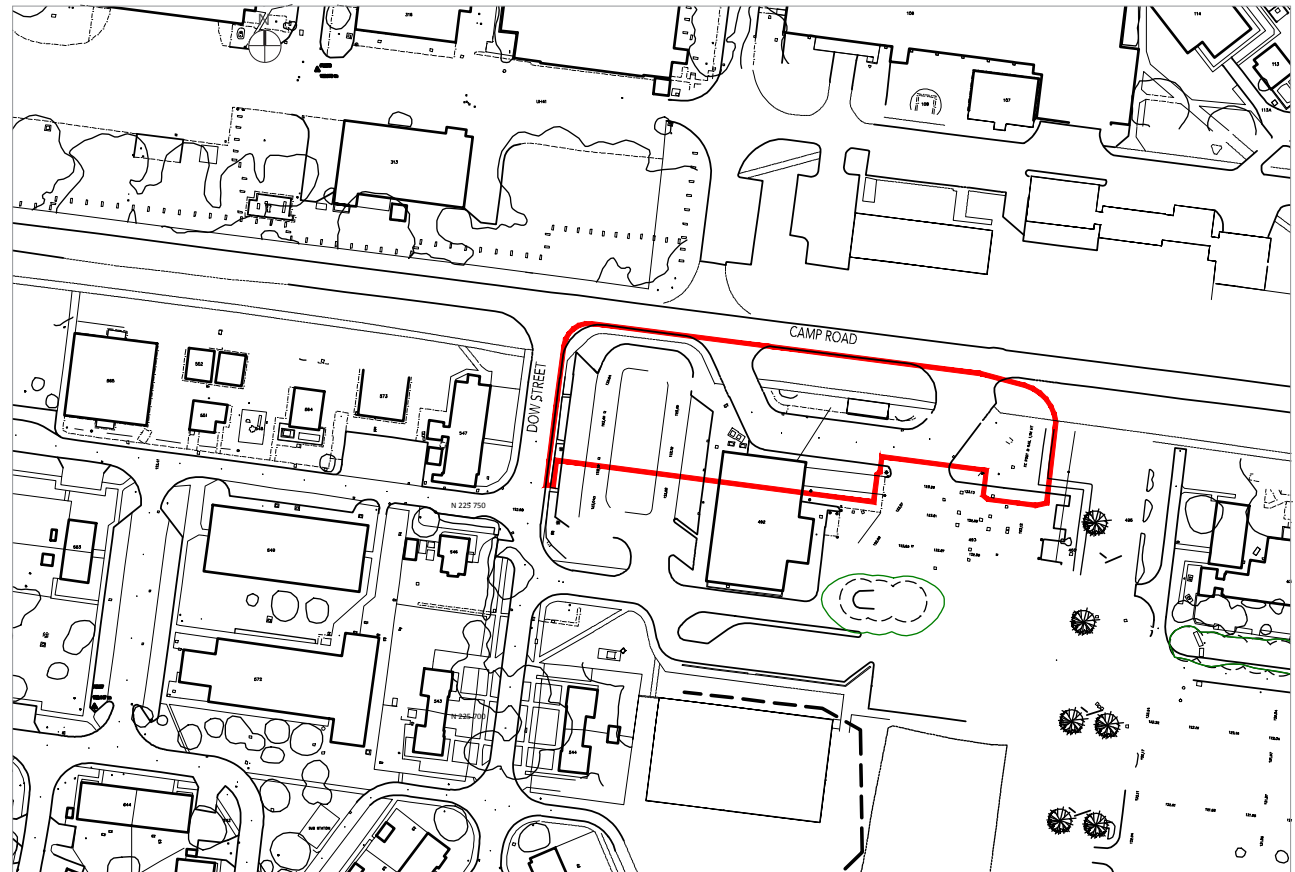
The redevelopment, now referred to as Heyford Park, is underway, being taken forward through a combination of changes of use with regards to the 'flying field' under the 2010 lead appeal, and various reserved matters permitted under the 2011 permission with regard to the 'new settlement area'.

Further planning applications have been submitted by the Dorchester Group including the development of the Heyford Park Free School providing education for the 4 to 19 year age range; future development of the Village Centre to provide a hotel, bar/brasserie, local shopping and other community related uses; and for specific residential parcels located within the New Settlement Area.

2.0-Assessment

2.1 Site Location

The proposed development is located in the middle of the former Air Base at Heyford Park. Phase 5C forms a small, central area of the Application Site within Character Area 2 - Village Centre Residential, with Camp Road abutting it to the north. To the north and east of the site lie Character Area 1 - New Village Centre.



Location Plan Dwg 0521-PH5C-101

2.2 Site Constraints and Opportunities

This section summarises the key constraints and opportunities of the site.

Camp Road Highways Works

The site includes areas of infrastructure landscaping associated with Camp Road to the north, and the Secondary Street (Bus Route) ST2 to the east which have planning approval granted. This includes a footway / cycleway along Camp Road to the north and a footway to the east.

These areas will be modified to allow direct access to the site via a series of Private Drives.

There are also a number of proposed street lighting columns in close proximity to the site which new vehicular accesses should seek to avoid.

Vehicular Access

New vehicular accesses onto Camp Road must be via a series of shared drives as opposed to direct individual drives which is not allowed.

Pedestrian / Cycle Access

A new pedestrian footway will be created to the west on Dow Street, linking with Camp Road to the north and a footway / cycleway created within Phase 5 to the south.

Camp Road Frontage

Positive frontage onto Camp Road will be an important factor in the design of the site.

Privacy

Ensuring the privacy of the Phase 5 development to the south will be an important factor in the design of the site.

Village Centre - Key Building

In order to respond to the location of the village centre, a key corner building is proposed in the north east corner of the site.

Village Centre Car Park

A car park serving the new village centre is proposed to the south east corner, just outside the application boundary and accessed from the east.

Existing Buildings

There is an existing building (No. 492) which partly sits within the application area. This has a planning approval to remove.

Topography

The site is flat.



-  Site Boundary.
-  Highways.
-  Extent of Camp road highways works.
-  Proposed village centre car park.
-  Non-direct parking off Camp road.
-  Existing tree.
-  Development.
-  Privacy issue.
-  Intergration with Camp road.
-  Proposed street light.
-  Spot level.
-  Key building to reflect the Village centre.
-  Building to be removed.

Constraints & Opportunities Plan

3.0-Involvement & Evolution

3.1 Involvement

Early discussions were held with Officers to discuss taking forward this phase of development.

The planning layout has been developed in line with the principles and guidance set out in the Heyford Park Design Code. This is set out in more detail in the following sections of this report.

4.0-Detailed Design

4.1 Layout

The Planning Layout represents an appropriate layout for the site which has responded to the local site conditions and context and the guidance set out in the Heyford Park Design Code.

Residential dwellings are positioned to front onto Camp Road and onto Dow Street to the west, and the Secondary Street (Bus Route) ST2 to the east. An apartment block to the east creates a key corner building overlooking the new village centre. Dwellings are set back from Camp Road behind a formal frontage of grass verge and pathway.

Allocated parking is provided to the rear, to the south of the dwellings, with access via Private Drives directly off Camp Road. The parking is located to the rear to achieve both sufficient privacy distances from Phase 5 to the south, but also to ensure adequate turning for vehicles enabling them to exit the drive in a forward gear.



Planning Layout 0521-PH5C-102

The two plots to the west address Dow Street but are dual aspect so provide secondary frontage onto Camp Road and the open space to the south.

4.2 Amount

Site Area

The site area is 0.35ha.

Residential

The Planning Application will provide 17 residential units of which 15no will be affordable intermediate units.

Building typologies will include 1 bed maisonettes, 2 bed maisonettes, 2 bed flats and 3 and 4 bedroom houses.

Public Open Space and Green Infrastructure

The Planning Application includes formal areas of landscaping associated with the street infrastructure of Camp Road and Secondary Street (Bus Route) ST2 to the east.

Other areas of public open space including play areas are provided off site as part of the wider landscape strategy for Heyford park.

Infrastructure

The site will include a substation located close to one of the private driveways accessed from Camp Road.

4.3 Access and Movement

STREET CODES

The proposed development comprises Private Drives linking the development to surrounding streets outside the redline area.

Hierarchy of Streets and Spaces

✓ *The design of the streets and spaces provides continuity across the character areas.*

✓ *The movement network has been designed to be pedestrian and cyclist friendly.*

Infrastructure

✓ *A design speed of 10mph will be applied to all lower order streets.*

Camp Road

Camp Road lies outside this application area but will provide direct access to a number of private drives along the northern edge of the development.

Dow Street

This lies outside of the application area but provides direct access for the two open market dwellings to the west.

Secondary Streets ST2

Secondary Street (Bus Route) ST2 lies outside this application area but will provide direct access to some of the corner units within the key building.

Traffic Calming

✓ *No traffic calming is required as there are no secondary or tertiary streets proposed within the application.*

LAPS and Street Integration

✓ *There are no LAPs provided within this application.*

Adoption Arrangements

✓ *There are no streets within the application area to be adopted but all elements of footpath/ cyclepaths adjacent the existing highway network will be proposed for adoption.*

		private drive / parking court
DESIGN SPEED		10 mph
FOOTWAY		n/a
CYCLEWAY		n/a
VERGE		none
BUS ACCESS		no
MAX PROPERTIES		up to 5
CARRIAGEWAY WIDTH		varies
ACCESS TO PROPERTIES		100% direct access
CARRIAGEWAY SURFACING		tarmac
VERGE SURFACING		n/a
FOOTWAY SURFACING		n/a
KERBING		flush / 125mm half batter or 25mm bull nose upstand for drainage
TRAFFIC CALMING OPTIONS	A	-
	B	-
	C	-
	D	-
SWEPT PATHS		motor vehicles
ON STREET PARKING		none proposed
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
STATUTORY SERVICES		in carriageway
DRAINAGE		gully or permeable paving
LANDSCAPE/TREE PLANTING		intermittent tree planting

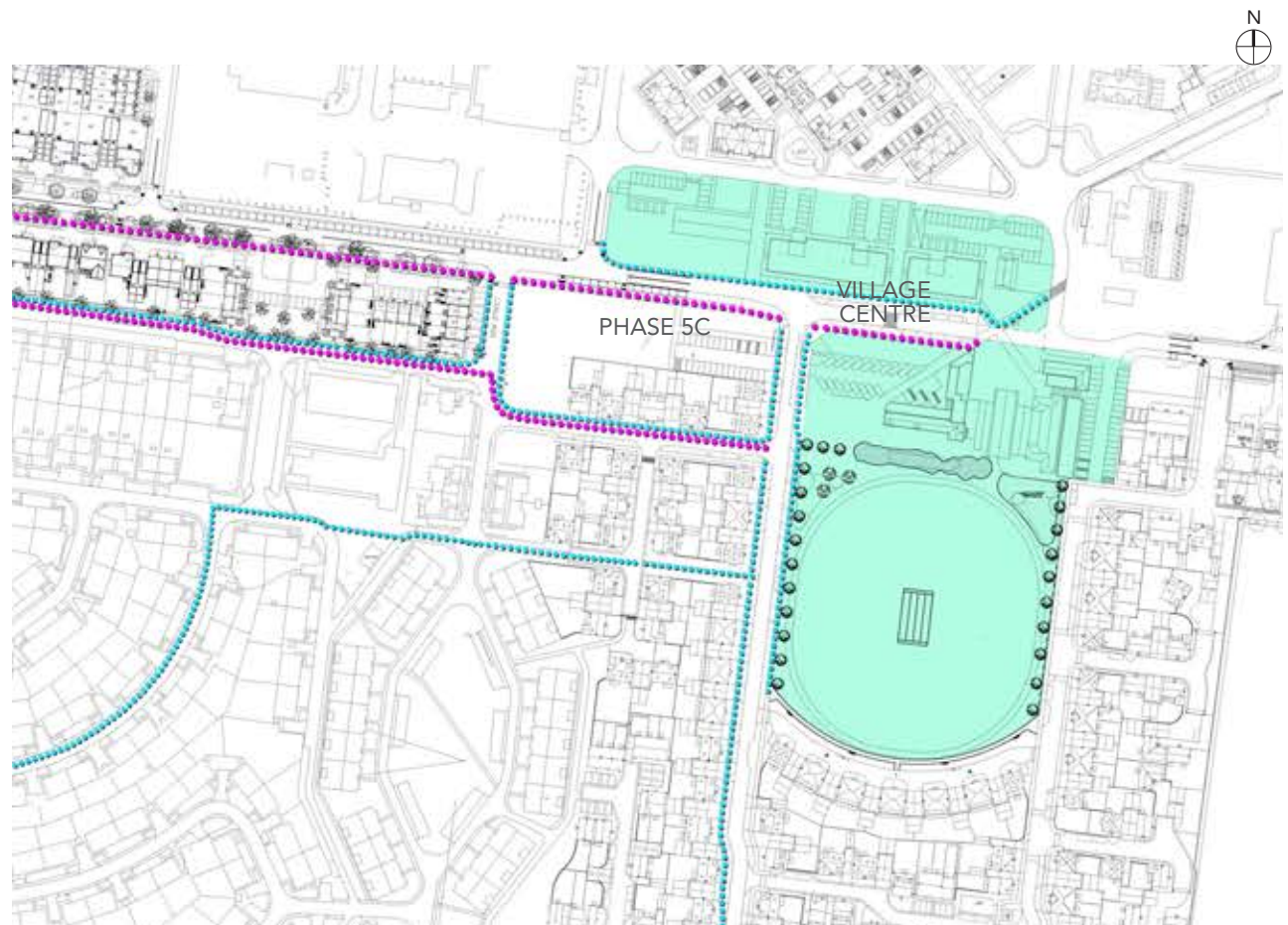
Street Hierarchy Table

PEDESTRIAN AND CYCLE MOVEMENT

Pedestrian and cycle movement for Phase 5C will be well integrated into the wider Heyford Park network, providing good connections to all destinations east and west of the adjacent Village Centre.

Provision for pedestrians or cyclists will be in the form of good quality footways either immediately adjacent to the carriageway or separated from the carriageway by verge.

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



Composite Plan showing key pedestrian and cycle links within Heyford Park

PARKING STRATEGIES

The development will comply with the minimum space sizes as set out in the Design Code.

✓ *No more than 4 parking bays in a row will be provided on street.*

The extracts sample the relevant parking strategies proposed within the scheme.

Parking and Garages

Parking will be provided within the curtilage of individual plots other than for the flats which will be provided within shared, courtyard parking.

Parking to individual plots will be provided as a mix of detached garage and rear parking court.

Visitor parking is not provided for this Phase, with visitors utilising the adjacent parking for the village centre provided within the site.

✓ *Garages will have internal dimensions of 3 x 6m.*

Cycle parking will be within garages where provided.



Landscaped Parking Court



Mews Courthouse / Covered Parking



Detached Garage

(Extracts - Planning Layout)

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

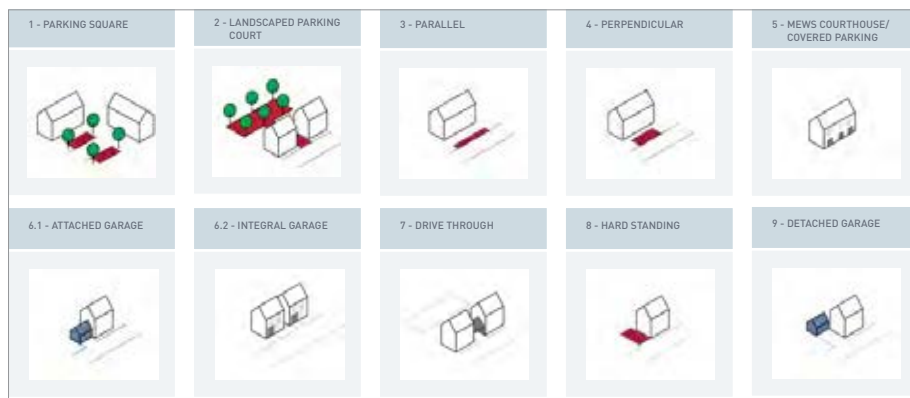
Design Code Minimum Space Size

		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
<i>n/a - no mobility units are provided.</i>
✓
✓
<i>n/a</i>
✓ refer to Dwg 0521-PH5C-109 - Garages

Compliancy
✓ refer to Parking Matrix
✓ refer to Parking Matrix
✓ refer to Parking Matrix
✓ refer to Parking Matrix



The various parking strategies are set out in detail within the Design Code identifying those that are relevant within each character area. We have hereby identified how we have complied with this approach.

	Name	Type	Allocated	Description	Comments	Character Area	Street type	Design Approach	
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.	CA1/CA2/CA3	N/A	--	n/a
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.	CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.	✓
3	PARALLEL	On street	Optional	Parking located parallel along the roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible.	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.	n/a
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°. bays.	CA1/CA2/CA3/CA5/CA6/CA7/8	ST2/ST3/ST4/ST5		n/a
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.	CA2	ST3/ST4	--	✓
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.	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.	n/a
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.	CA2	ST1/ST4	May have accommodation over access. If not habitable residential then enough depth to provide the appearance of habitable space.	n/a
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.	CA2-CA8	ST1-ST5	--	n/a
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.	CA2-CA8	ST1-ST5	Garages to be setback from prominent frontages.	✓

CA2 - Village Centre Residential Compliance

Parking Typology Table

BUS ROUTES AND REFUSE COLLECTION

Bus Routes and Bus Stops

✓ A bus route will run along Camp Road and the Secondary Street (Bus Route) ST2 to the east of the site, allowing a walking catchment of 400m for the majority of the development.

No bus stops are proposed within the development.

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 adoptable streets.

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.

Apartments

✓ Apartments will be provided with communal bin stores which will be screened from the public realm.

● Designated refuse storage point



Refuse Plan Dwg 0521-PH5C-111

4.4 Built Environment

GENERAL URBAN DESIGN PRINCIPLES

Key Frontages

✓ *Key frontages will be located at particularly prominent edges to the development.*

✓ *Particular attention will be paid to the massing, materials, and architectural detailing of the buildings framing key spaces and streets in order to create distinctive frontage character.*

Existing and New Landmarks

There are no existing or new landmarks within the site

Key Corners

✓ *The development will include a new key corner which is additional to the Design Code guidance. This building is intended to mark the edge of the new village centre and will also provide animation and surveillance to both sides of the development facing the public realm.*

Key Spaces (Gateways)

There are no key spaces (gateways) within the site.



- Primary Route (Camp Road)
- Key Frontages
- CA1 - New Village Centre - Mixed Use
- CA2 - New Village Centre - Residential





DC Indicative Building Density Plan

high / medium density 38-50 dph ■
 medium density 30-38 dph (CA2) ■
 medium / low density up to 30 dph ■

Building Density and Heights

✓ *The Planning Layout complies with the indicative Building Density Plan and the indicative Building Heights Plan when based on a net figure.*

The building frontage overlooking Camp Road to the north will be 3 storey, with the site providing 2.5 storey development overlooking the streets to the west and east.



medium density ■

Density Plan



DC Indicative Building Heights Plan

predominantly 2.5 - 3 storey ■
 2 - 3 storey ■
 2 - 2.5 storey ■



3 storey ■
 2.5 storey ■
 1 storey ■

Storey Heights Plan

Urban Form & Morphology

The way the buildings relate to one another is one of the most important aspects that can be used to define an area's character. These key aspects are addressed for each character area, and include:

- urban form - including edge types
- building typology
- density
- building lines
- height / enclosure
- roofscape
- scale and proportion including fenestration
- building detail
- building materials
- landscape design
- parking

The character areas also provide more detail in relation to building heights.

Built Form - Plot Structure

✓ *Buildings are arranged for the most part in perimeter blocks.*

✓ *Dwellings are terraced, semi-detached linked or detached, according to location.*

✓ *The design of the new areas retains and exploits the pattern of existing east-west axis development (within 30 degrees) to exploit the benefits of solar energy.*

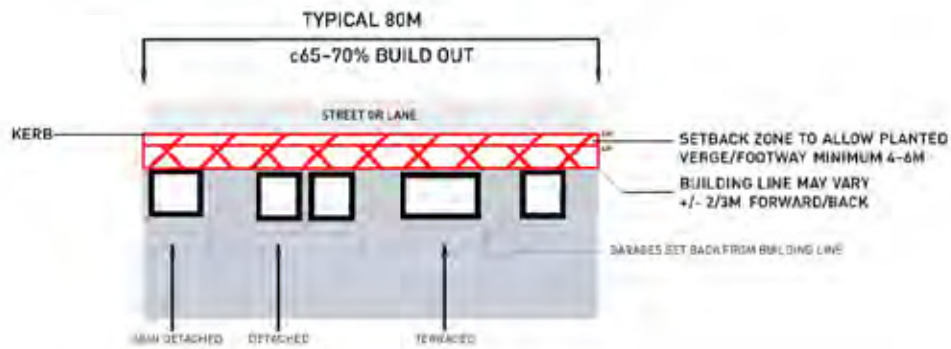
Edge Types

The application area includes the following Edge Treatment:

■ E1 - Camp Road - Dedicated Camp Road Edge Type applies to CA2 and CA4.



DC Frontages and Edge Treatments Plan



DC - E1 Edge Treatment -Camp Road

E1 Camp Road Edge



The Planning Application shows :

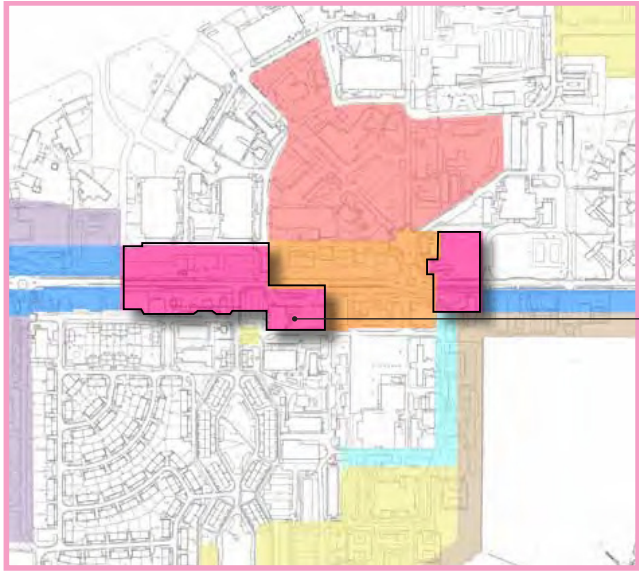
- ✓ E1: 60-65% build out with 3m footway / cycleway to the south of the off-site SUDs verge plus off-curtilage hedge in 2-2.5m zone. Consistent building line.

CHARACTER AREAS

The development contains one character area as the site falls wholly within the CA2 - Village Centre Residential.

DC Compliance: CA2 - Village Centre Residential

- ✓ *High/medium density housing generally facing Camp Road in short terraces and semi detached houses.*
- ✓ *Greater presence along Camp Road, providing a clear transition to the Village Centre area.*
- ✓ *Provision of wide verges and mature tree planting, which provide scale to Camp Road and perpetuate the tree lined character.*
- ✓ *Providing an interface to a number of existing built areas, such as the opportunity of providing a new more attractive entrance into Carswell Circle.*



Application Site

DC - CA2 - Village Centre Residential

CA2 - Village Centre Residential ■



Character Area Plan

CA2	CODE CATEGORY	DEFINITION (MANDATORY)	COMMENTS
1	URBAN FORM	<ul style="list-style-type: none"> Consistent built frontage facing primary road network. Greater presence and continuity of urban form is expected in this area of Camp Road. Development should front directly onto Camp Road and reinforce its linear character. Building types should be selected that ensure windows of habitable rooms give onto and provide surveillance of the street. A street character should be developed that provides consistency and grouping of similar house types and heights. Buildings should be arranged in groups of 4 – 10 which share similar characteristics. Development should frame the entrance into the existing Carswell Circle Area, using landmark, corner turning buildings to support the orientation to this area of the site. 	See Edge Types E1 (Camp Road interface), E3 (to reinforce connection to Carswell Circle) & E4 (Park Street frontages where away from Camp Road).
2	BUILDING TYPOLOGY	<ul style="list-style-type: none"> See typology table - Heyford terraces and semi-detached housing. Development will be predominantly terraced, with some semi detached dwellings. Where terraced housing is proposed properties should have consistent features across the row. Bespoke corner turning buildings will be required that address Camp Road and the Village Centre. 	Terraces to be predominant (target 50% minimum).
3	DENSITY	<ul style="list-style-type: none"> Will generally be higher than peripheral areas at 36–40dph. 	-
4	BUILDING LINES	<ul style="list-style-type: none"> Consistent to give coherence to built form. See edge type E1/E3/E4 (in part). Development should follow a predominant building line along the length of Camp Road. 	Allowance for increase in E1/E3/E4 build out up to 90% and Camp Road setback predominantly 8M.
5	HEIGHT / ENCLOSURE	<ul style="list-style-type: none"> Generally greater height and enclosure than adjacent CA4 Camp Road housing. Development will have greater presence than other areas. This will be provided through steeper roof pitches (minimum of 45 degrees and greater use of 2.5 storey). 	Predominantly 2.5st will be encouraged. Apparent 2.5 storey height can be provided by use of full gable fronting Camp Road.
6	ROOFSCAPE	<ul style="list-style-type: none"> Pitched roofs with frequent gable or dormers to animate public realm frontages. Housing will be predominantly ridged onto Camp Road. Eaves lines will be consistent. Gables where proposed should be functional. Gables will be promoted on the corner turning buildings. 	Main roof minimum 45° pitch.
7	SCALE AND PROPORTION	<ul style="list-style-type: none"> Symmetric and proportionate in scale to plot size and surrounding context. 	Regular dormer or gable spacing encouraged.
8	BUILDING DETAIL	<ul style="list-style-type: none"> Traditional details providing a transition between other character areas and CA1 and CA4 which adjoin the area. Dwellings should be designed to ensure no blank walls front onto the public realm. Window arrangements to be predominantly symmetrical to provide transition from facilities/barracks that adjoin the edge of this area. 	Bay windows allowed on corner and landmark plots. Chimney on corner plots, flat canopy on each main door where fronting public realm.
9	BUILDING MATERIALS	<ul style="list-style-type: none"> Walls - predominantly brick (2 types minimum) or render. Roof - slate/slate effect. 	Occasional render may be used if all of dwelling. Materials to be agreed at RMA stage.
10	LANDSCAPE DESIGN	<ul style="list-style-type: none"> Formal street tree planting, typically within grassed verges. Street furniture – modern design. Camp Road is currently defined by strong existing planting which should be retained where possible. To west of the Village Centre there is a substantial area of vegetation and development in this area needs to be carefully considered to retain as much high value tree cover as possible. 	Street tree species to continue as the majority of Camp Road (CA4) to provide continuity and maintain the tree hierarchy. Verges could be planted with spring flowering bulbs to create interest.
11	PARKING	<ul style="list-style-type: none"> Parking will be configured using a variety of types. Drive through arches, with residential development above will be acceptable in this area. As one of the objectives of development in this area is to promote a greater continuity of frontage, some rear parking will be acceptable in this location. 	-

Village Centre - Residential Character Area (CA2)

✓ Refer to Section 4.4 Built Environment - General Urban Design Principles - Edge Types.

✓ Refer to Section 4.4 Built Environment - General Urban Design Principles - Building Typology.

✓ Refer to Section 4.4 Built Environment - General Urban Design Principles - Building Density & Heights.

✓ Refer to Section 4.4 Built Environment - General Urban Design Principles - Key Frontages & Edge Types.

✓ Refer to Section 4.4 Built Environment - General Urban Design Principles - Building Density & Heights.

✓ Refer to Dwg 0521-PH5C-103 Streetscenes & 0521-PH5C-HTB-Housetype Booklet.

✓ Refer to Dwg 0521-PH5C-102 Planning Layout, Dwg 0521-PH5C-103 Streetscenes & 0521-PH5C-HTB-Housetype Booklet.

✓ Refer to 0521-PH5C-HTB-Housetype Booklet.

✓ Refer to Dwg 0521-PH5C-108 Materials Layout.

✓ Refer to Section 4.5 Landscape & Public Realm & Dwg series 1619 (Liz Lake).

✓ Refer to Section 4.3 Access & Movement - Parking Strategies.

PREDOMINANT BUILDING WALL MATERIAL



Brick predominantly Red with occasional brown tones

BUILDING WALL MATERIAL FOR KEY NOTE DETAILING/ DENTIL COURSES



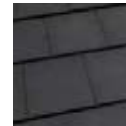
Brick Blue/Grey

SECONDARY BUILDING WALL MATERIAL (USED TO BREAK UP AND DETAIL ELEVATION)



Render Ivory Colour

ROOF MATERIALS



Slate/Slate Effect

WINDOW COLOUR



White



Light Grey

DC CA2 Village Centre Residential - Materials (or similar approved)

✓ Planning application external building materials reflect the Design Code. Refer to Dwg 0521-PH5C-108 Materials Layout.



0521-PH5C-103 Street Scene

BUILDING TYPES

Built Form Guidance - Streetscene Overview

The Planning Application shows:

- ✓ *Creation of active street frontages through movement at building entrances and visibility through fenestration.*
- ✓ *Visible end elevations treated as part of the street scene.*
- ✓ *Dwellings will have living spaces fronting streets. No bathrooms or ancillary rooms to dominate street frontage / public realm.*

Building Detail

The Planning Application shows:

- ✓ *A relatively simple palette of materials which vary according to character area.*

Refer to Dwg 0521-PH5C-103 Street Scenes and Dwg 0521-PH5C-108 Materials Layout.

Built Form - Architectural Design

The Planning Application shows:

- ✓ *Modulation of structural form to create varied, identifiable character. This includes:*
 - ✓ *Deep eaves to provide shading and modelling on walls.*
 - ✓ *Use of simple projections including window bays to provide modulation and shading.*
 - ✓ *Use of deeper door and window reveals (min 65mm) to give a sense of depth to openings.*

Built Form - Fenestration

The Planning Application shows:

- ✓ *A hierarchy of parts, reflecting the relative importance of their functions. This includes:*
- ✓ *Entrances emphasised through set backs, recesses, canopies and steps.*
- ✓ *Windows of principal rooms (eg lounges and main bedrooms) expressed through larger size or greater prominence.*
- ✓ *Windows are located to allow ease of surveillance of property, especially at entrances.*
- ✓ *Scale and proportions of windows have been considered in relation to the facade composition.*


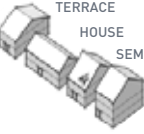
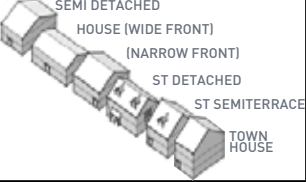

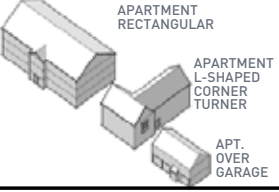

Built Form - Materials




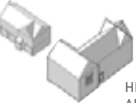

The Planning Application shows:

- ✓ *A limited palette of materials which reflect the early 20thC Arts and Crafts architecture, and generally:*
- ✓ *Maximum 3-4 finishes in a single elevational composition.*
- ✓ *Change of materials used to express geometry of the building design rather than just for variety.*
- ✓ *Where buildings form a focus or marker, their main architectural elements such as entrances or projecting elements will be emphasised to create a feature.*

Building Typology

The Planning Application complies with the Building Typology Codes as shown on the following pages.

BUILT FORM TYPOLGIES BASELINE	
2 BED	 <p>TERRACE OR SEMI DETACHED/ DETACHED</p>
3 BED	 <p>TERRACE HOUSE SEMI DETACHED TOWN HOUSE</p>
4 BED	 <p>SEMI DETACHED HOUSE (WIDE FRONT) (NARROW FRONT) ST DETACHED ST SEMITERRACE TOWN HOUSE</p>
5 BED	 <p>SEMI DETACHED ST DETACHED</p>
APARTMENTS	 <p>APARTMENT RECTANGULAR APARTMENT L-SHAPED CORNER TURNER APT. OVER GARAGE</p>
ANCILLARY STRUCTURES	 <p>GARAGES/ REFUSE STORAGE</p>

CA 2 - VILLAGE CENTRE (RESIDENTIAL)	
2 BED	 <p>6 IN TERRACE MAXIMUM</p> <p>HEYFORD CAMP ROAD COTTAGES</p>
3 BED	 <p>6 IN TERRACE MAXIMUM</p> <p>HEYFORD CAMP ROAD TOWNHOUSE DETACHED/SEMI DETACHED TERRACED</p>
4 BED	 <p>6 IN TERRACE MAXIMUM</p> <p>HEYFORD CAMP ROAD TOWNHOUSE DETACHED/SEMI DETACHED TERRACED</p>
5 BED	N/A
APARTMENTS STRUCTURES	 <p>HEYFORD COACH HOUSE HEYFORD APARTMENTS</p>
ANCILLARY STRUCTURES	 <p>HEYFORD GARAGES</p>

CA2 Compliancy
n/a
✓
✓
X
3 storey apartment block included in design for market purposes and to act as landmark/gateway with strong links to Village Centre design.
✓

Design Code Building Typology Table

4.5 Landscape and Public Realm

LANDSCAPE STRATEGY & PLACEMAKING

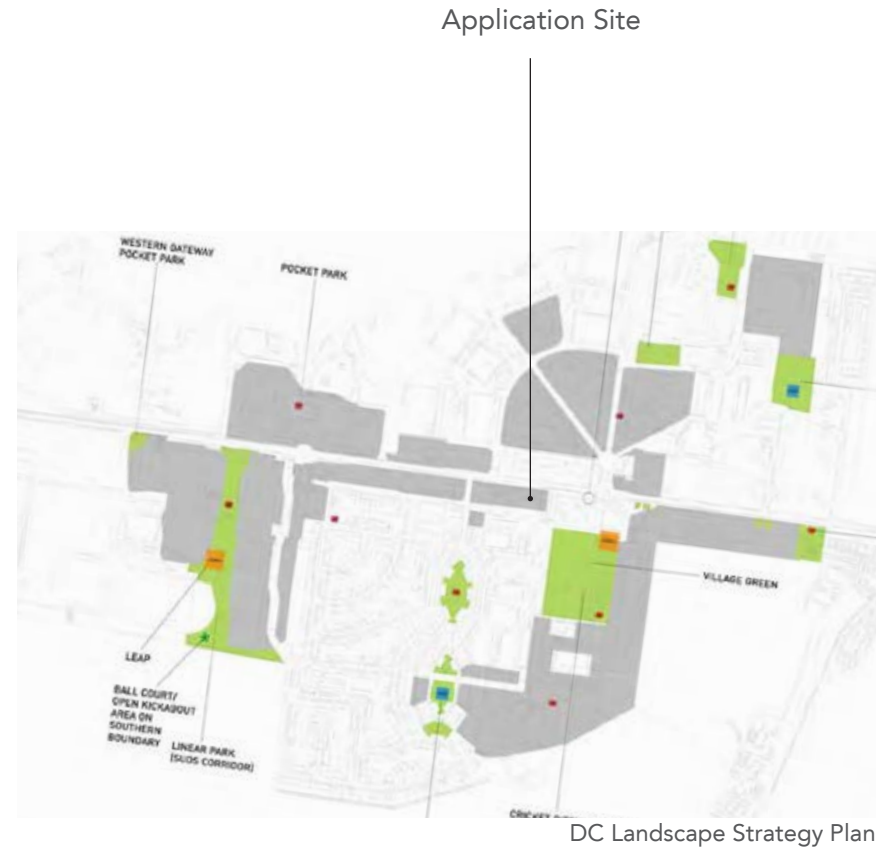
Camp Road

The landscape proposals for Camp Road look to enhance and reinforce this main street scene with the use of tree planting. This will be done by using species that are already found along the street, providing continuity.

Play Areas

There are no Play Areas within this Planning Application.

- Parks, Gardens & Recreational Spaces
- LEAP +
- LEAP
- LAP



BOUNDARY TREATMENTS AND STREET FURNITURE

The general boundary treatments across the site are consistent with front gardens enclosed by hedgerows.

All rear garden boundaries that form key parts of the public realm will be masonry walling. Areas away from the public eye or within rear gardens, will be timber fenced.

Side access gates will be match board timber.

In reference to the Design Code, our proposals are consistent with design expectations set as follows:

Boundary Treatments

✓ *The existing development is typified by predominantly open frontages so proposed boundary treatments will replicate this approach. Refer to Character Areas.*

✓ *Proposed hedge planting alongside Camp Road will be in the public realm to ensure it is retained and managed in a consistent way.*

Street Furniture

✓ *Street furniture will be coordinated across Heyford Park to create identity and be area specific with an emphasis on timber furniture in the informal landscape areas and more metal street furniture in more formal areas.*

✓ *Street furniture will be coordinated and will be of a design to reflect the architecture.*

✓ *Height of street lighting columns will emphasise size of space, subject to Section 38 Technical Submission.*

✓ *Street name signage will be attached to buildings wherever possible to minimise clutter.*

4.6 Sustainable Design and Infrastructure

DRAINAGE INFRASTRUCTURE

This section demonstrates compliance with p128 of the Approved Design Code - "Drainage Infrastructure".

On Site Drainage Strategy

The Approved Flood Risk Assessment (FRA) prepared by Waterman sets out the approach to drainage and attenuation across the Upper Heyford site. The FRA makes the following statements/ indications:

- The proposed surface water strategy must mimic the existing situation, restricting flows to the existing rate while taking climate change into account.
- Surface water attenuation will be provided through the use of permeable paving and attenuation tanks where necessary. Swales will be incorporated within the development parcels where appropriate.

- The potential for infiltration techniques will also be investigated further at the detailed design stage, to confirm whether soakage rates are favourable.
- The area known as RMA2 falls within existing catchment area 2 which outfall to the south of the development as part of the "central diversion" network.

Adoption Strategy

It is envisaged that:

- All new primary drainage runs (generally located within adoptable roads) are to be adopted by the Water Company subject to a Section 104 application.
- All existing drainage downstream of the proposed drainage outfalls are to be adopted by the Water Company subject to a Section 102 application.

- All gullies serving the proposed adoptable roads are to be adopted by the County Council subject to a Section 38 application.
- All Storage tanks and swales are to be maintained by the Water Company or management company.
- All drainage not covered by the above will be the responsibility of the homeowners or management company.

Surface Water Strategy Overview

The proposed surface water drainage system will be separate from the foul water system.

Due to the shallow groundwater and underlying rock encountered within the development, infiltration is not a suitable as the primary surface water discharge method for the scheme.

The proposed system has been designed using the latest version of Micro drainage simulation software for storm events up to and including a 1 in 100 year return period plus a 30% allowance for climate change.

The area known as RMA2 includes:

- Phase 3 (parcels D1a and D2a)
- Phase 4 (parcels D3a and D4a)
- Phase 5 (former school site D6a)
- Phase 5b (parcel D4a north and D4a west)
- Phase 5c (parcel D2e)
- Phase 6 (parcel D4b)
- Cricket pitch

The design for RMA2 has been modelled as a complete system with no additional restrictions limiting where each individual parcel starts/ends.

The surface water storage volume estimated for each phase is as follows:

- Phase 3 - 175m³
- Phase 4 - 1260m³
- Phase 5 - 375m³
- Phase 5b - 150m³
- Phase 5c - 37m³
- Phase 6 - 250m³

The current design incorporated Hydrobrakes and orifices to restrict the speed of water passing through the system. Where water backs up due to these controls, oversized pipes and storage tanks have been utilised to ensure the water can be stored within the underground system.

In places the oversized pipes are shown as “twin” runs. This is due to the shallow nature of the drainage system defined by the level of the outfall.

The majority of the current design consists of 1.8 - 1.2m underground storage tanks, located within parking or other accessible areas.

A swale is also proposed for surface water attenuation and is currently located along the southern boundary of Phase 4. The swale has been designed as 132m long, 500mm deep with 1:3 side slopes.

The planning layout also requires a length of porous paving on Phase 6. This will be lined and used for additional below ground attenuation.

Extreme event flood water is to be stored within the road. The proposed site levels will be designed so that the water will be directed away from the entrances to the proposed buildings and flow along designated flood routes.

It is proposed that the cricket pitch will drain by shallow infiltration trenches.

RMA2 discharges into the existing network to the south west of the phase. Water in the existing network passes through an existing petrol interceptor before discharging to a concrete culvert/ ditch.

In addition to the petrol interceptor, trapped gully pots will provide further protection against contamination from hydrocarbons.

The existing discharge rate at the outfall from the development which includes RMA2 during a 1 in 100 year storm event has been calculated as 253.6l/s.

The proposed discharge rate at the outfall from the development which includes RMA2 during a 1 in 100 year storm event plus a 30% allowance for climate change has been calculated as 231.2l/s.

There is no above ground uncontrolled flooding during a 1 in 100 year event including a 30% allowance for climate change.

SUDS

The SUDS elements proposed on RMA2 (and the downstream system) are:

- Flow control manholes
- Underground tanks
- Porous paving
- Petrol interceptor
- Swale

Foul Drainage

The area known as RMA2 has been designed as a complete system with no additional restrictions limiting where each individual parcel starts/ ends.

The majority of the scheme will flow by gravity through the "central diversion" network, under the Farmer's field to the east and into the existing Sewage Treatment Works.

Based on the current layout and preliminary levels design, 11 plots from Phase 4 will discharge into the pumpstation located to the South West of RMA2.

BUILDING CONSTRUCTION

Building Fabric to Achieve Reduction in Carbon Emissions

The development will be constructed using the latest in building techniques and to the current building regulations.

A full construction specification document has been submitted as part of the planning application.

5.0-Access

INTRODUCTION

This section is designed to complement “Section 3a Design Code Compliance: Street, Movement and Network Codes” in order to inform the accessibility aspects of the scheme, meaning ease of access for all into the development and to all elements within the site.

ACCESSIBILITY

Streets and Layout

There are no streets proposed within the application area as all of the units will be served from the existing highway network. The access to and from the streets is based upon the principles in “Manual for Streets” which provides appropriate forms of access for all users and the layout is in accordance with building regulations for inclusive design.

Pedestrians and cyclists will access the site from the existing highway network to the north, west and east.

Public Transport provision along Camp Road will be as per the existing situation with a half-hourly service on route 25A in line with the consented scheme.

Buildings and Parking

Level access is achieved to the front and/or rear of all dwellings to help achieve access for all.

Some of the affordable properties will be designed to achieve lifetime homes compliancy.

Emergency and Refuse Vehicles

Emergency vehicles will access all of the properties from the existing highway network. Refuse vehicles will collect refuse/recycling from kerbside from the existing highway network.

Rear access is provided for pedestrians to all properties to allow for easy transportation of refuse and / or recyclable waste.

