Phase 7A, Heyford Park, Upper Heyford, Bicester

Design and Access Statement

to support an application for
Reserved Matters

PHASE 7A, HEYFORD PARK, BICESTER
Design and Access Statement

produced by

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On behalf of
Dorchester Living

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Checked by	OC	OC

Contents

1
Introduction

1.1 Site Location

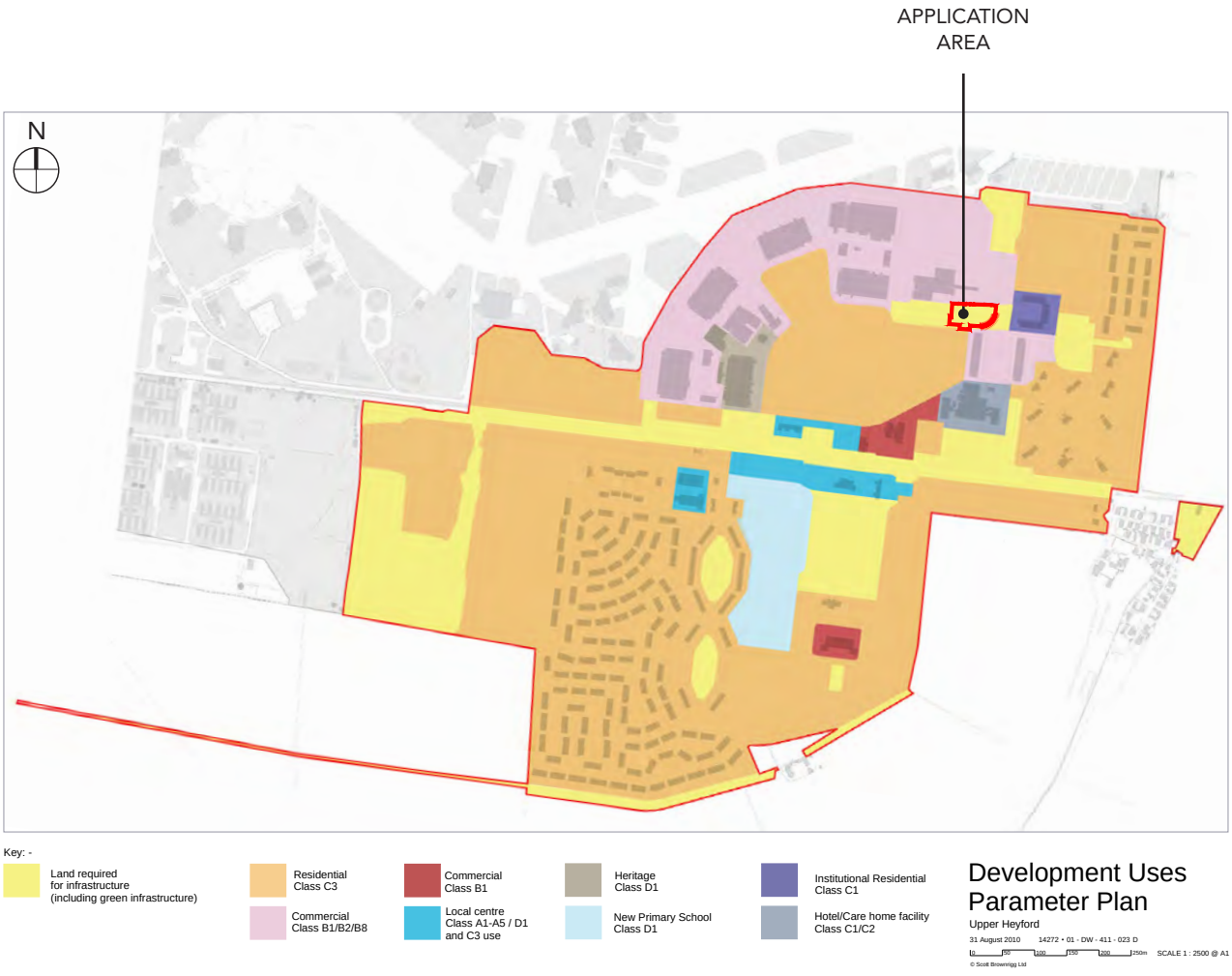
1.2.1 The site is located at Heyford Park, Camp Road, Upper Heyford, Bicester, Oxfordshire, OX25 5HD.

1.2.2 The OPA Parameter Plan below shows the site in the context of an Outline Planning Application (Ref 10/01642/OUT) which covers the wider site context.

1.2 Purpose of Document

1.2.1 This Design and Access Statement is submitted on behalf of Dorchester Living in support of a Reserved Matters Planning Application for land known as Phase 7A 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".



OPA - Parameter Plan - Development Uses

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.

Section 2.0 of this report responds to (a) and sets out the constraints and context of the site. It sets out the design development of the site for the replacement of existing dwellings with an equivalent number of new build dwellings which resulted in a decision being made to submit a full planning application.

Section 3.0 of this report responds to (b). It is set out to show compliancy to the Heyford Park Design Code V5.2 (Ref Pegasus B.286.21) which followed on from the Parameter Plans set out in the Outline Permission granted for the wider site context.

Section 4.0 of this report describes how the development addresses access.

1.3 OPA 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 11 No. houses, all of which are 2 bedroomed and required as such to balance the wider proposals with the Outline permission.

1.4.2 Affordable Housing

All of the proposed dwellings are affordable housing and are provided in a single cluster. They are all rented properties.

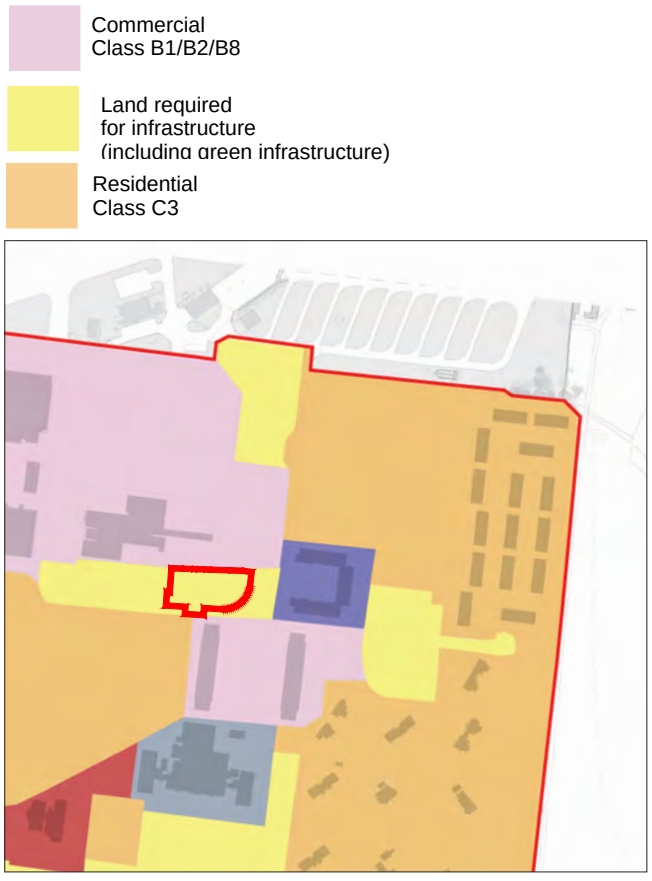
2
Design Development

2.1 Site Influences

2.1.1 Introduction

The site lies towards the north of Heyford Park, set amongst residential, commercial and infrastructure land uses.

Originally identified as green infrastructure, the site is heavily influenced by existing constraints and the already approved scheme on Phase 8 to the south.



OPA - Parameter Plan - Development Uses

2.2 Site Boundaries

2.2.1 Eastern Boundary

The site's eastern boundary is the exising highway network within the former Trident area, which is identified as a Secondary Street ST2 to be improved and modified in accordance with approval 17/00663/F for the Phase 8 Trident infrastructure works.

2.2.2 Southern Boundary

The southern edge is bound by the existing Secondary Street ST2 highway network, beyond which is the Phase 8 development which is yet to be constructed.

2.2.3 Western Boundary

The western edge is the balance of the original green infrastructure. This area will be retained and designed separately.

2.2.4 Northern Boundary

The northern boundary lies adjacent the commercial area for the site.

2.3 Site Constraints

2.3.1 Existing Vegetation

There are a few low quality trees located within the application boundary, with a hedgerow running along the northern edge.

The hedgerow should be retained n situ but the trees can be removed and replaced in more approproate locations so as not to restrict or limit development.

2.3.2 Easement

There is an existing servcies easement which runs along the northern boundary which will limit development to rear boundaries and parking.

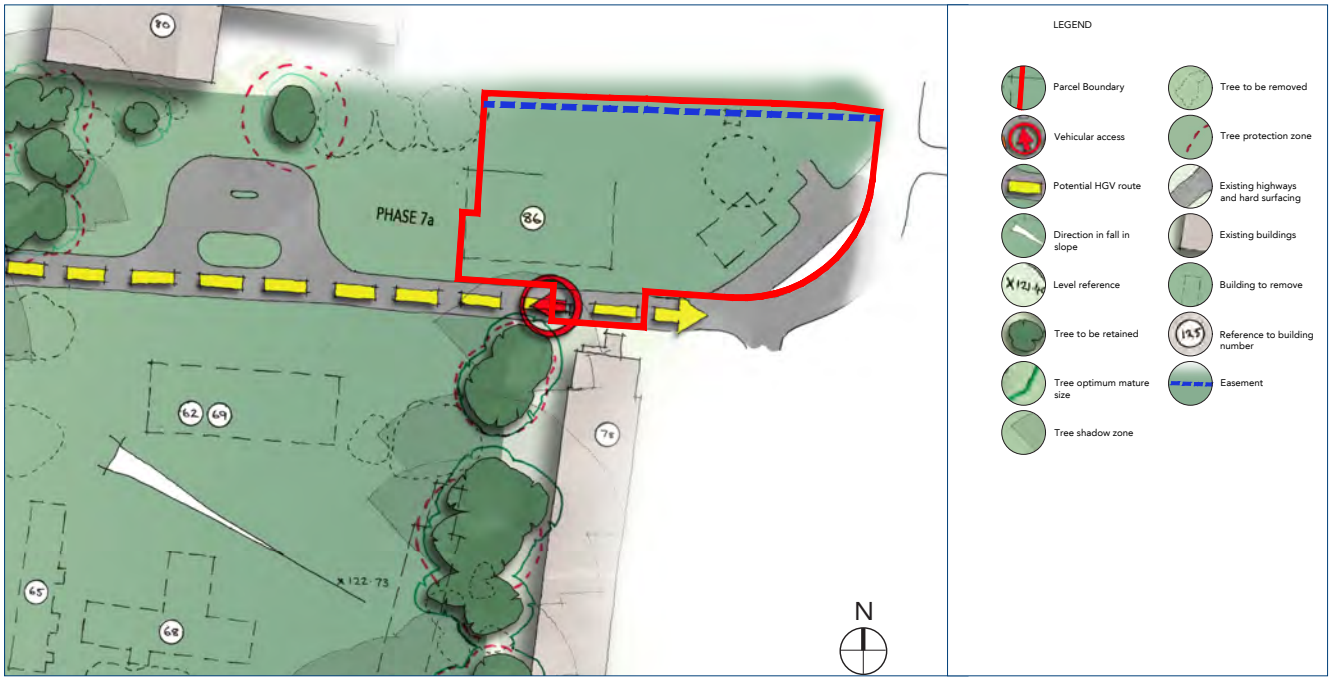
2.3.3 Existing Highways

The existing highways along the southern and eastern edges will provide direct access to the parcel.

2.3.4 Existing Buildings

The existing buildings on site are derelict and will be removed.

The proximity to building No.78 to the south should be carefully considered.



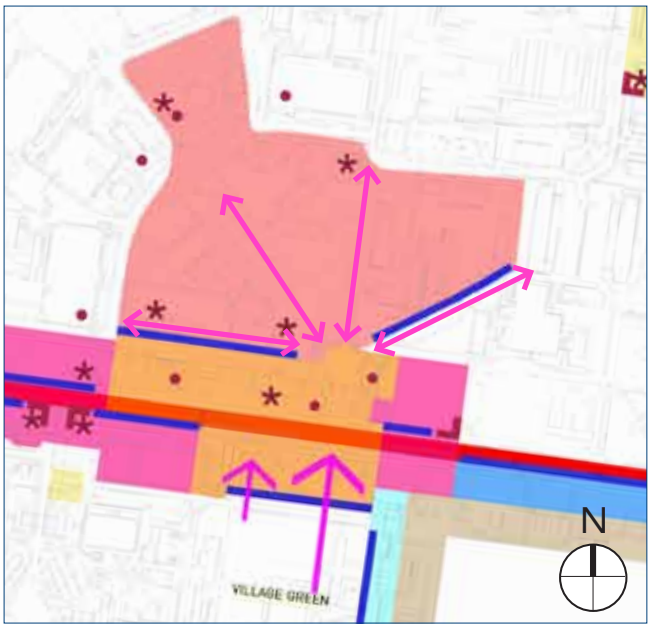
Constraints Plan

2.4 Design Development

2.4.1 OPA Parameter Plan

The site was originally shown as being designated for use as green infrastructure as part of a series of land uses set out under the OPA. However, in line with subsequent discussions with Cherwell District Council, it was identified that more appropriate areas of green infrastructure and sports pitch provision could be secured at alternative locations with the New Settlement Area. This approach culminated in the granting of permission for the provision of sports provision to the rear of Heyford Park House, on an area originally identified under the OPA as a residential use, thereby fulfilling the need for green infrastructure / sports pitch provision. With this permission in place, the application site can be released for residential development without comprising the quantum of green infrastructure or residential development envisaged by the OPA.

As the site is located on the edge of the Trident character area, that is what we deemed the most appropriate Character Area was judged to be CA3 - Trident Housing and this has informed the scheme.



Design Code - Regulating Plan Showing Character Areas

2.4.2 Initial Sketch Layout

An initial sketch was produced and tabled informally to officers from Cherwell District Council in early 2018 as part of initial discussions surrounding the holistic provision of the siting of and tenure of dwellings across the wider site.

The sketch shows 11No proposed dwellings lining the existing/retained street. The proposal was met with a positive response from officers.

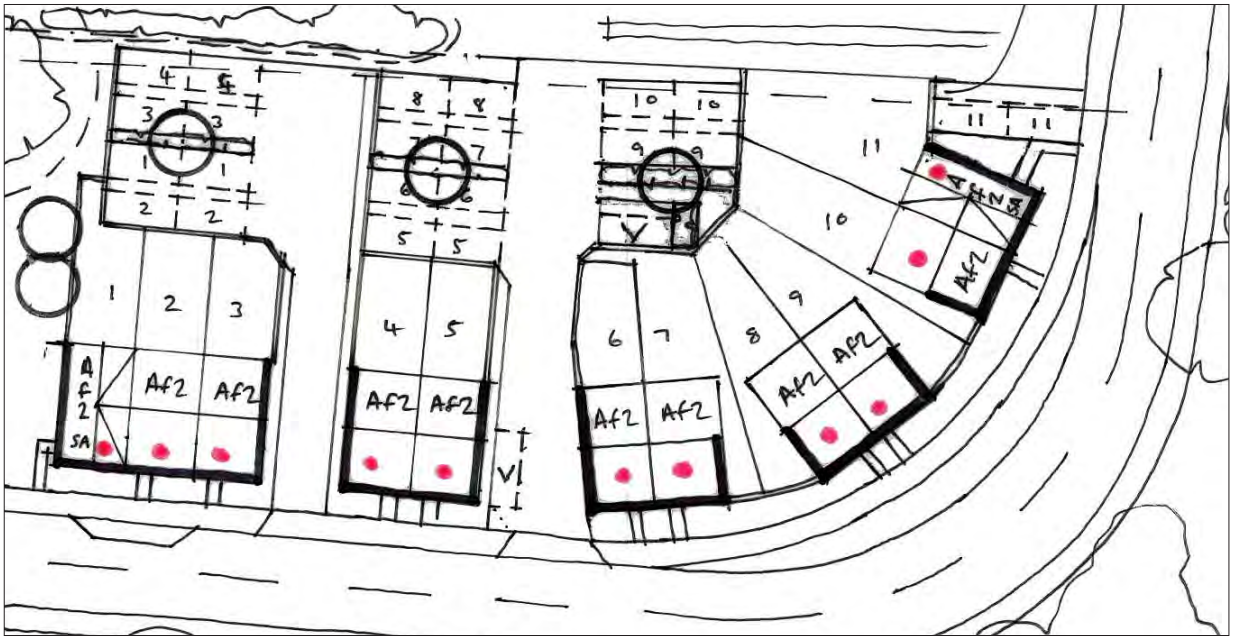
2.4.3 Revised Sketch Layout

Following comments received by OCC in relation to parking accessibility on the bend to the east, the scheme was redesigned, moving more of the parking to the rear of the properties, whilst maintaining the strong buildong frontage along this important route.

An additional constraint was identified following the design of the initial sketch which related to the need for a services easement to be provided running along the northern boundary edge, 2m in width. This prevented any properties from being sited too close to this boundary.

N

Sketch Layout - January 2018



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Revised Sketch Layout - February 2018

3a

Design Code Compliance: Street, Movement & Network Codes

3a.1 Street Codes

3a.1.1 Hierarchy of Streets and Spaces

The Planning Application includes in part the already approved Secondary Street (ST2) and Private Drives / Courts. The proposed street hierarchy is compliant with the indicative Street Hierarchy Plan set out in the Design Code other than the subsequent re-classification of the ST2 street which was originally identified as as ST3 Tertiary Street.

✓ The design of the streets provides continuity across the character areas - Refer to Street Hierarchy Table.

Any alterations from the Street Hierarchy Table are as a direct result of detailed discussions with OCC. The one change proposed from that previously approved by OCC is the relocation of the road deflections/narrowing.

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

Pedestrians and cyclists will access the site are per the existing situation/highway network.

Design Code - Indicative Street Hierarchy Plan

HGV ROUTE

TERTIARY STREET - ST3

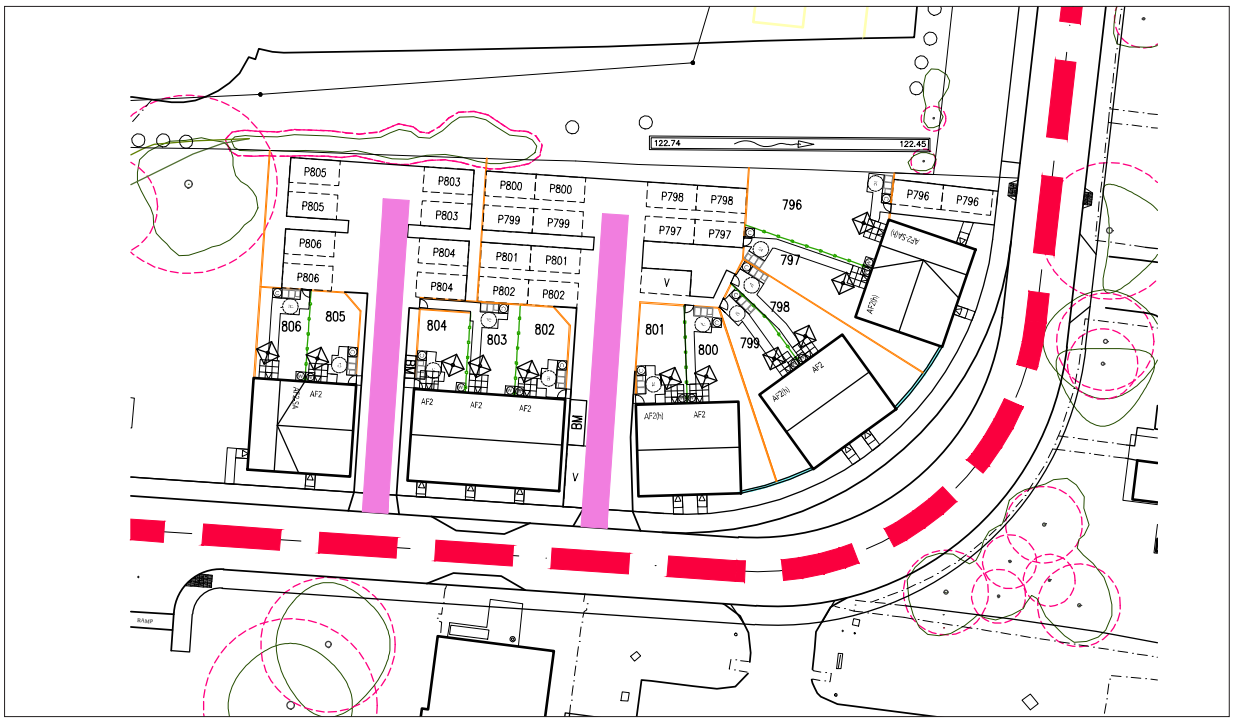
3a.1.2 Infrastructure

✓ A design speed of 20mph will be applied to the existing street, with 10mph for the Private Drives / Courts.

Refer to Street Hierarchy Table.

3a.1.3 Adoption Arrangements

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



Street Hierarchy

HGV ROUTE

TERTIARY STREET - ST3

TRIDENT TERTIARY STREET - ST3.1

SHARED SURFACE / COMMUNITY STREET - ST4

PRIVATE DRIVES / COURTS

SECONDARY STREET - ST2

		SECONDARY STREET ST2	COMPLIANCY	
DESIGN SPEED		20 mph	✓	
FOOTWAY		1.8m both sides	✓	
CYCLEWAY		On Road	✓	
VERGE		Staggered	✓	
BUS ACCESS		Yes	✓	
MAX PROPERTIES		Up to 300	✓	
CARRIAGEWAY WIDTH		6.1 m	✓	
ACCESS TO PROPERTIES		100% direct access	✓	
CARRIAGEWAY SURFACING		Asphalt (HRA) with block paved junctions	✓	
VERGE SURFACING		Grass	✓	Hard surfaced as agreed with OCC
FOOTWAY SURFACING		As carriageway	✓	
KERBING		PCC Half Batter Kerb 125mm upstand	✓	
TRAFFIC CALMING OPTIONS	A	Horizontal deflection (left or right build out)		
	B	Horizontal deflection (central pinch point)	✓	Refer to Dwg 0521-PH7A-104
	C	Raised table (gentle approach ramp)		
	D	-		
SWEPT PATHS		Buses, refuse vehicle and Emergency Service Vehicles	✓	Larger service vehicles
ON STREET PARKING		On street parking bays 2.5 by 6m		None proposed
FORWARD VISIBILITY		33m	✓	
JUNCTION SIGHTLINES		2.4 x 33m	✓	
JUNCTION SPACING		Site Specific	✓	
JUNCTION RADII		6m	✓	Increased to suit service vehicle
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.		Design as agreed with OCC

Design Code - Street Hierarchy Table - Secondary Street ST2

		PRIVATE DRIVE/ PARKING COURT	COMPLIANCY	
DESIGN SPEED		10 mph	✓	
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)	✓	Compliant in part: permeable paving or block paving to parking
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			✓	
JUNCTION SPACING		Driveway Crossovers	✓	
JUNCTION RADII			n/a	
STREET LIGHTING (to be agreed at detailed stage with OCC)		None	✓	To be determined
STATUTORY SERVICES		In carriageway (see note below)	✓	
DRAINAGE		Gully or permeable paving / Over edge	✓	
LANDSCAPE/TREE PLANTING		Intermittent tree planting.	✓	Refer to landscape design

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

3a.2 Pedestrian & Cycle Movement

3a.2.1 Routes and Linkages

✓ All routes will be direct, barrier free routes.

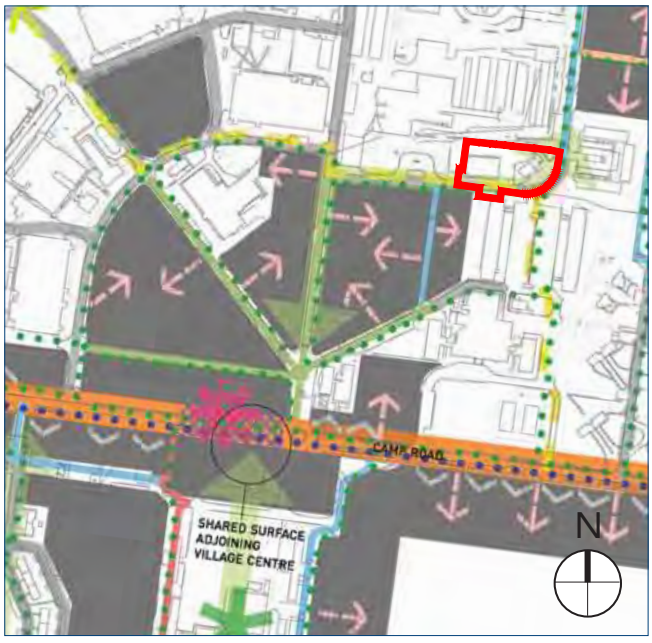
✓ All routes will be attractive, well lit and safe.

✓ All routes will be designed in line with the Design Code and previously approved phases.

✓ All routes will be overlooked by properties with good levels of natural surveillance.

Pedestrians and cyclists will access the site as per the existing situation/via the existing highway network.

Cyclists will be provided for on-carriageway.



Design Code - Routes & Linkages Plan

3a.3 Parking Strategies

3a.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 and within small parking courts.

3a.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.

Cycle parking will be provided throughout the site. All cycle parking will be secured, convenient and visible and the minimum level of cycle parking provision will be in line with OCC standards of 1 space per 1 bedroom dwelling, 2 spaces per all other dwellings, and 2 spaces per 2 residential units for visitors.

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

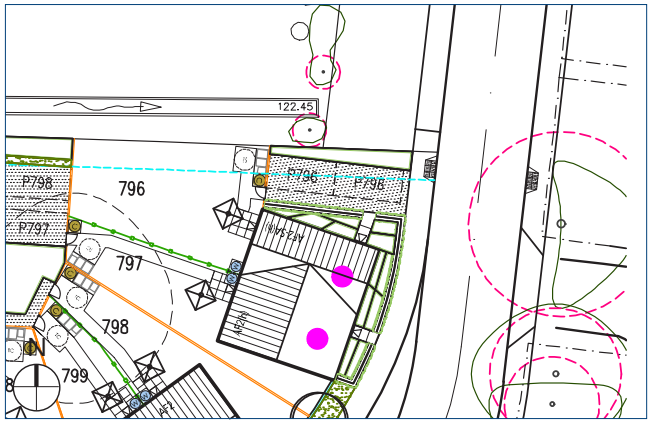
Design Code - Minimum Space Size

COMPLIANCY	
n/a	No mobility units are provided.
✓	
✓	
n/a	
n/a	

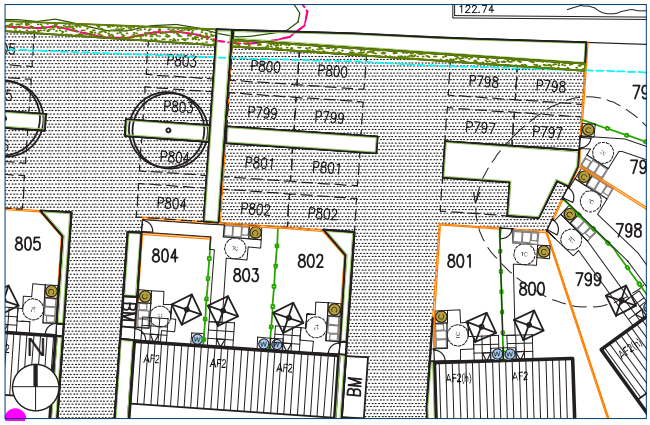
CAR PARKING PROVISION AT HEYFORD PARK			
NUMBER OF BEDROOMS PER DWELLING	MAXIMUM NUMBER OF ALLOCATED SPACES	TARGET NUMBER OF VISITOR SPACES WHEN MINIMUM ALLOCATED SPACE PER DWELLING IS PROVIDED	
		MINIMUM ALLOCATED SPACES	
1	1.5	1	0.25
2	2	1	0.25
3	3	2	0.25
4+	4	2	0.5

Design Code - Parking Provision

COMPLIANCY	
-	n/a
✓	Refer to Parking Matrix
-	n/a
-	n/a



On plot parking



Courtyard parking

Planning Layout Extracts (Dwg 0521-PH7A-102)

	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 4Nº. 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	COMPLIANCY
CA1/CA2/CA3	N/A	- -	none proposed
CA3/CA7/CA8	N/A	Landscaped court encouraged in ca3 edged with low formal hedge.	✓ CA3
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.	none proposed
CA1/CA2/CA3/ CA5/CA6/CA7/8	ST2/ST3/ ST4/ST5		✓ CA3
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	- -	✓ CA3
CA2–CA8	ST1–ST5	Garages to be setback from prominent frontages.	none proposed

Design Code - Parking Typology Table

3a.4 Bus Routes & Refuse Collection

3a.4.1 Bus Routes and Bus Stops

There are no bus routes or bus stops within this application.

3a.4.2 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 road.

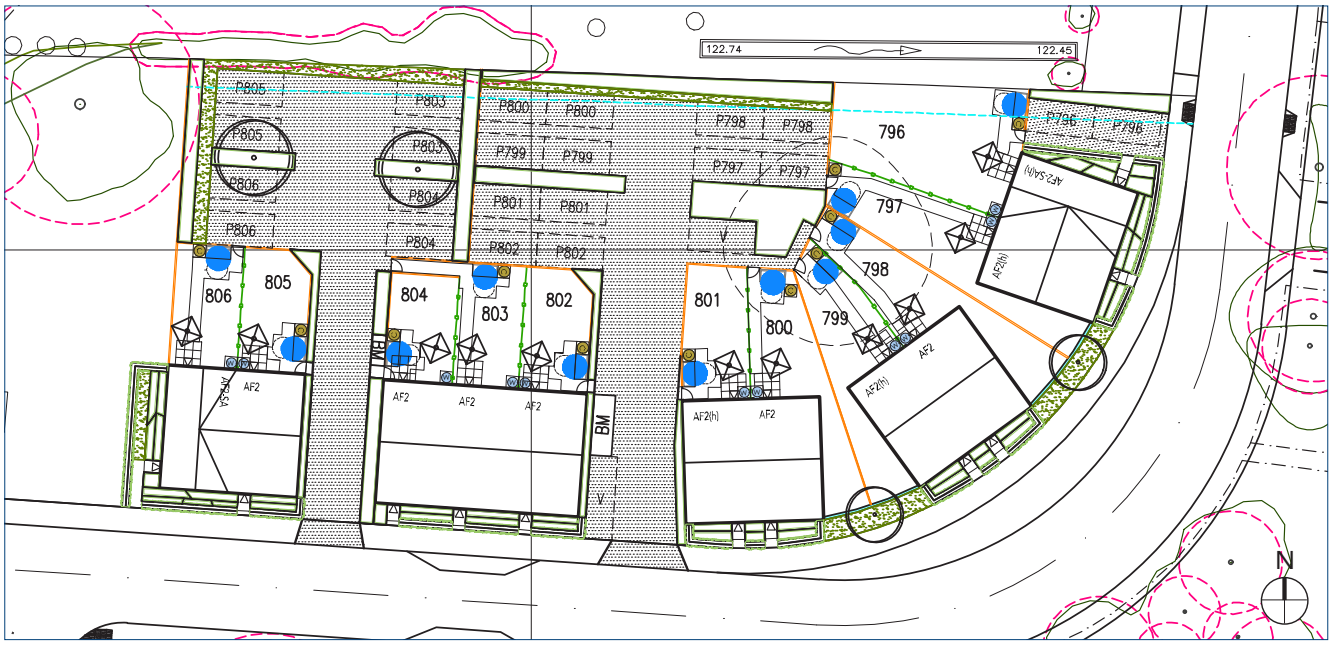
3a.4.3 Dwelling Refuse

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

3a.4.4 Apartments Refuse

There are no apartments proposed within this application.

REFUSE STORE LOCATIONS



Refuse Plan (Dwg 0521-PH7A-109)

3b

Design Code Compliance: New Built Environment Codes

3b.1 General Urban Design Principles

3b.1.1 Key Frontages

We have identified the southern boundary and western edge as being Key Frontages. This is in response to their prominent siting alongside the Secondary Street to the south and the key Green Infrastructure to the immediate west.

A dual aspect dwelling will be sited on this western corner to address both the west and southern aspects.

3b.1.2 Existing & New Landmarks

There are no existing or new Landmarks within this Planning Application.

As the site comprises a simple layout, it has been considered that new landmarks are not required.

3b.1.3 Key Spaces (Gateways)

There are no Key Gateways within this Planning Application.

3b.1.4 Key Corners

There are no Key Corners within this Planning Application.

Location of Key Frontage

PRIMARY VISUAL LINK
NEW LANDMARKS
KEY FRONTAGES
CA 3 - TRIDENT HOUSING

Design Code - Regulating Plan Showing Character Areas

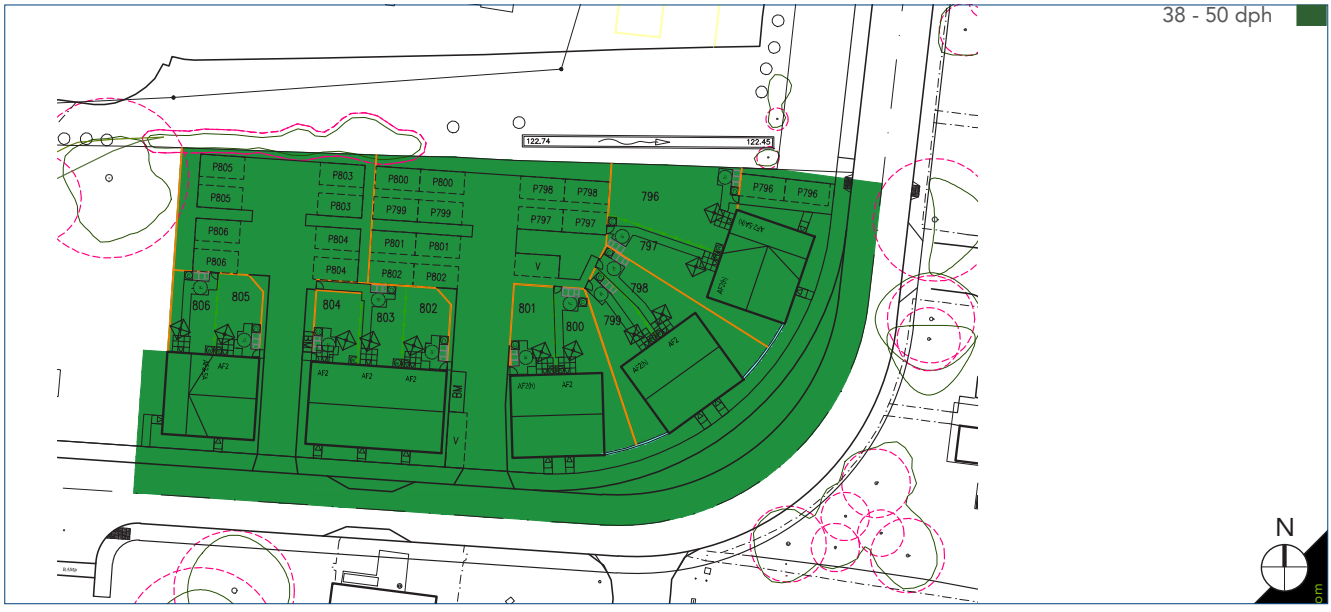
3b.1.5 Building Density & Heights

✓ The Planning Layout complies with the indicative Building Density Plan for CA3 - High/ Medium Density.

The Planning Layout proposes 2 storey development in line with the minimum storey heights on the approved Phase 8 to the south which front onto the same Secondary Street.

HIGH / MEDIUM DENSITY - 38 - 50 dph - CA3

Design Code - Indicative Building Density Plan

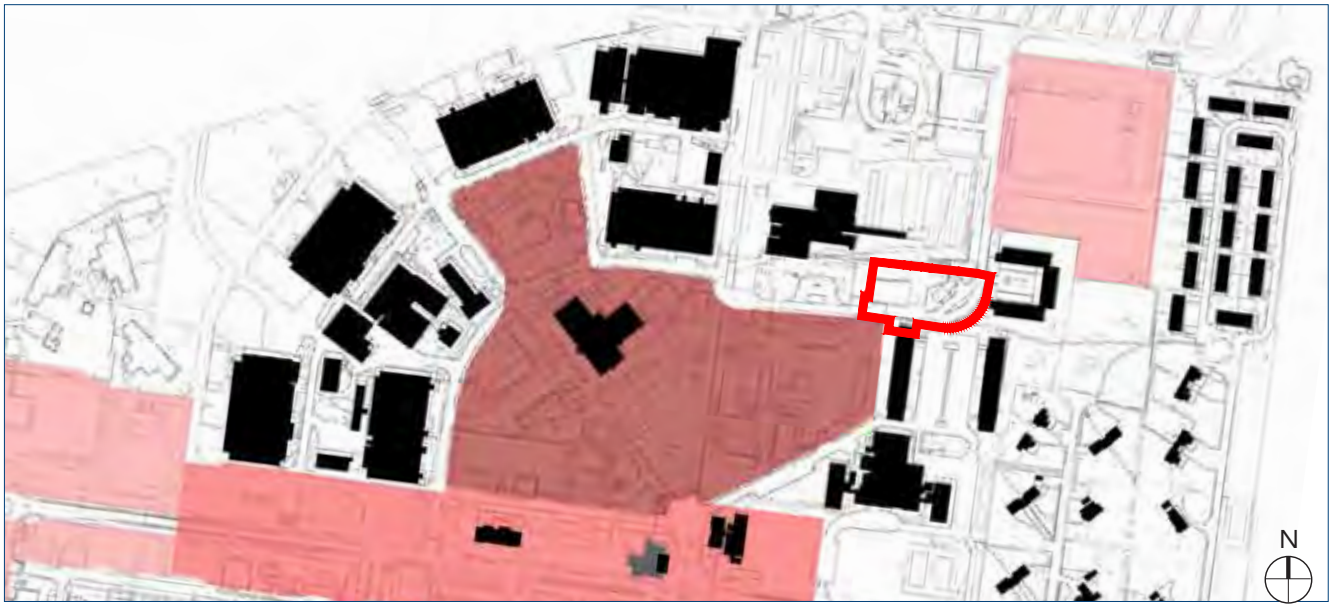


Density

PREDOMINANTLY 2.5 - 3 STOREY

2 - 3 STOREY

2 - 2.5 STOREY



Design Code - Indicative Building Heights Plan

Storey Heights Plan

3b.1.6 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

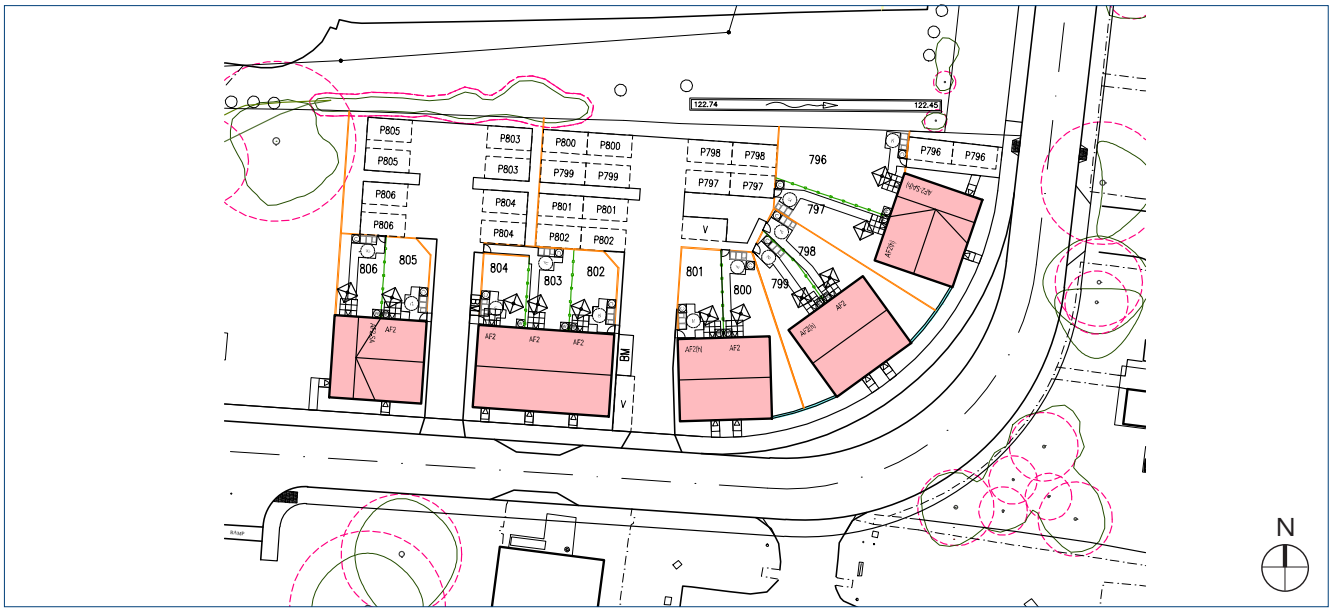
The character areas also provide more detail in relation to building heights.

3b.1.7 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 area retains and exploits the pattern of existing east-west axis development (within 30 degrees) to exploit the benefits of solar energy.



Built Form

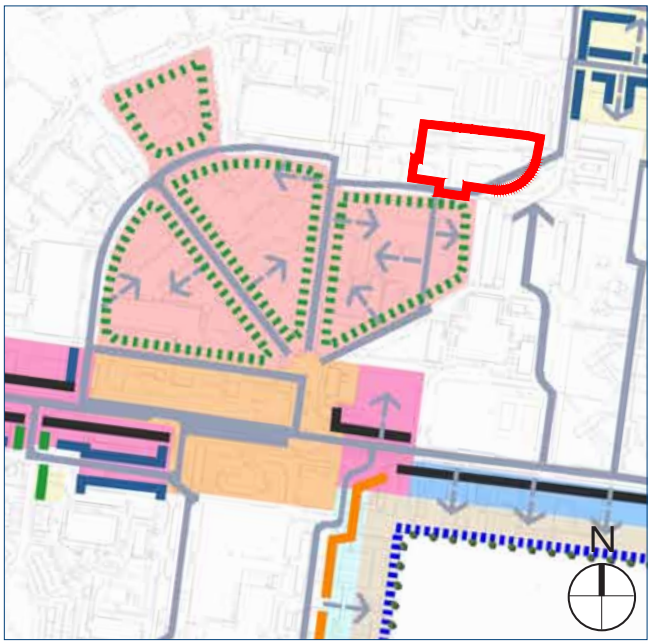
3b.1.8 Edge Types

It is considered that the application area includes the following Edge Treatments:

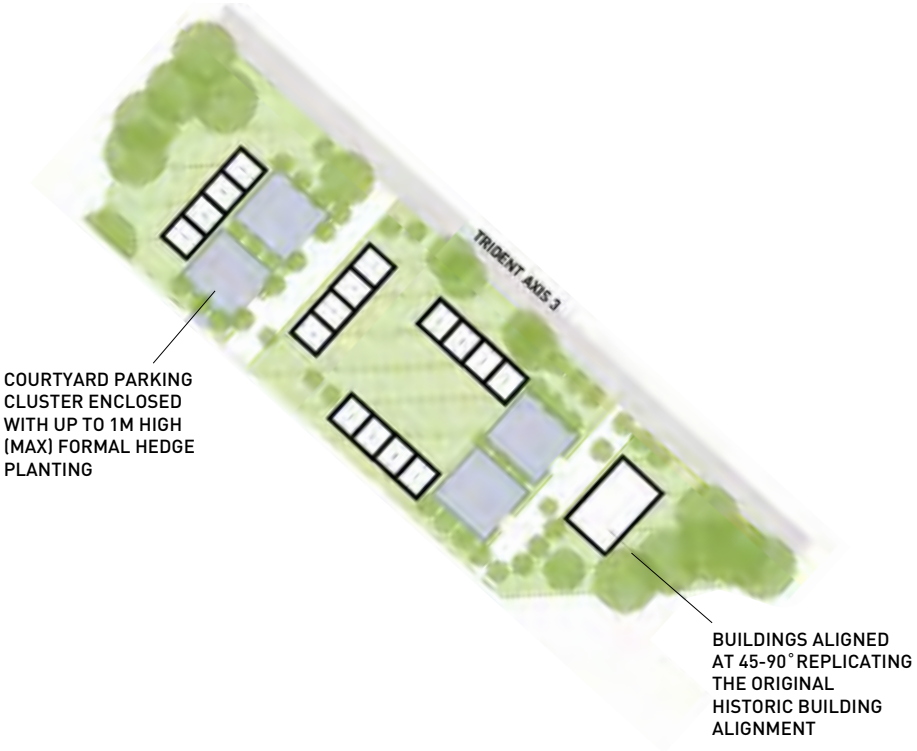
E8 - Trident Campus style historical building alignment.

The Planning Application shows :

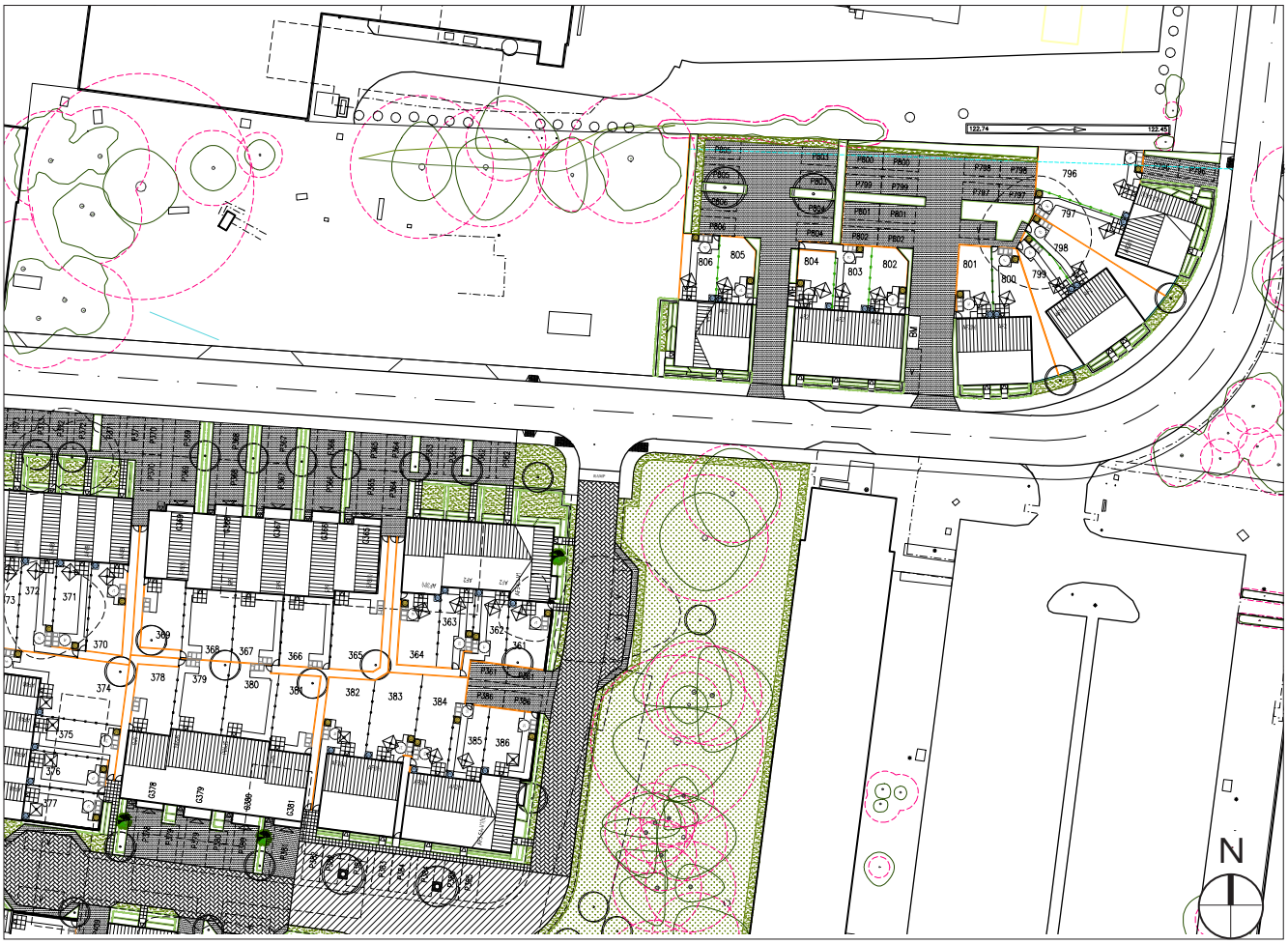
✓ The Planning Application shows buildings aligned at 45-90° replicating the original historic building alignment plus courtyard parking clusters part enclosed with up to 1m high (max) formal hedge planting.detached and terraced forms and a 1-4m min setback from back edge of kerb.



Design Code - Frontages and Edge Treatments



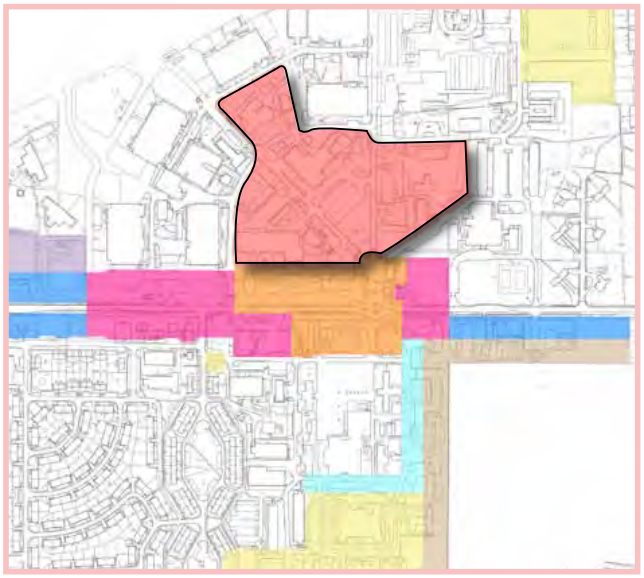
Design Code - E8 - Trident Campus Frontage



Planning Layout Extract showing the wider E8 Trident Campus Frontage

3b.2 Character Areas

3b.2.1 The following section demonstrates compliance of the Planning Application with the Design Code for CA3 - Trident Housing.



Design Code - Character Area 3 - Trident Housing

KEY CORNERS

NEW LANDMARK BUILDING

TRIDENT AXIS 1

Design Code - CA 3 Trident Housing Framework Plan

3b.2.2 CA3 - Trident Housing

The Planning Application shows:

✓ Contemporary style houses and apartments with a campus style environment created through:

- buildings that sit within an existing and new landscape structure;

- retention of character of the Trident area in particular the existing axial road alignments;

- new build form to align with historic 45/90° building alignment.

- streets defined by existing tree planting, providing a mature setting;

- development to take account of the large scale airfield buildings to the north.

CA3 - TRIDENT HOUSING

Character Area CA3 - Trident Housing

CA3 - TRIDENT HOUSING

CA3	CODE CATEGORY	DEFINITION (MANDATORY)
1	URBAN FORM	• Built form set within existing and proposed tree planting. Terraced houses and apartments in regular blocks detached from each other with gardens and landscape features between built form. • The street form retains the existing radiating structure which clearly defines the development parcels. • The development will form a campus style with clearly articulated buildings set in landscape dominated space. • New built form to align with historic 45/90 degree building alignment.
2	BUILDING TYPOLOGY	• Bespoke building types will be required for this area to respond to the existing building facilities/barracks as well as adjacent hangar buildings. • Predominantly terraces/apartments. • A minimum of 4 terrace houses in a row.
3	DENSITY	• Will generally be higher than other character areas 41+ dph.
4	BUILDING LINES	• No predominant frontage with generous setback from streets to give a verdant character with buldings set amongst existing and new tree planting. • Building lines will be consistent across a group of buildings. • Perimeter block approach to be avoided.
5	HEIGHT / ENCLOSURE	• Predominantly 2.5/3st. Allowance for a 2.5 storey transitional unit height where change from 2–3 storey. • The roofline of future proposals will need to respond to the retained buildings in this area. • Development will have greater height around the apex of the site. • The height of development will need to respond to the scale of the existing buildings at the northern boundary to the character area.
6	ROOFSCAPE	• Constant with regular form eave height and gable ends to animate sides and potential for contemporary roof form. • A consistent eaves and ridgeline should be maintained between groups of buildings. • Dormer windows where used should be well set back to break up the roof line.
7	SCALE AND PROPORTION	• Symmetrical and proportionate in scale and plot size to its surrounding context.
8	BUILDING DETAIL	• Contemporary details. • Building details should be clean lines with simple details responding to adjacent context. • The configuration of doors and windows will not be formally arranged, but should animate the facade and provide a clear rhythm to the area. • No chimneys.
9	BUILDING MATERIALS	• Walls - Brick and render, with occasional use of contemporary cladding in silver or grey and/or stack bond brick panels to highlight doorways and entrances. • Roof - Slate/Slate effect.
10	LANDSCAPE DESIGN	• Semi-formal street tree planting with frontages to be bounded by soft landscaping in blocks of mature species. • Street furniture to be formal style. • The apex of the site, where the Trident area meets the Village Centre is a critical area of the site and should be designed as high quality public realm, using changes in surfacing to manage vehicular movement. • The existing vegetation will be retained and integrated into development proposals alongside new significant tree planting. • Open frontage boundaries with the exception of parking courts where there is allowance for up to 1m high hedge planting to screen parked cars.
11	PARKING	• Parking will be configured through a variety of means and designed as an integrated part of the public realm design.

Design Code - CA3 - Trident Housing - Mandatory & Desired Requirements

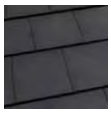
Brick Type 1 - predominantly Red with occasional brown tones

Brick Blue/Grey

Render
Ivory or Sand Colour

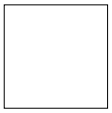
Grey Cladding

ROOF MATERIALS



Slate/Slate Effect

WINDOW COLOUR



White

Warm Grey

Light Grey

COMPLIANCY

✓ Planning application external building materials reflect Design Code. Refer to Dwg 0521-PH7A-108- Materials Layout.

COMMENTS	COMPLIANCY
-	✓ Refer to Section 3.1.8 Edge Types.
See built form typology table. Apartments predominate up to 50%.	✓ Refer to Section 3.3.6 Building Typology.
Higher density achieved through higher proportion of apartments.	✓ Refer to Section 3.1.5 Building Density & Heights.
Subject to tree survey.	✓ Refer to Section 3.1.1 Key Frontages & Section 3.1.8 Edge Types.
Views between adjoining built form parcels will be encouraged. Minimum 5m gaps between development blocks promoted by edge type E8.	✓ Refer to Section 3.1.5 Building Density & Heights.
Gable form to be explored to animate frontage.	✓ Refer to 0521-PH7A-HTB-Housetype Booklet-Issue1 & Dwg 0521-PH7A-103 - Street Scenes.
Contemporary form allowance for window sizes to vary in relation to room purpose.	✓ Refer to Dwg 0521-PH7A-102 - Planning Layout, 0521-PH7A-HTB-Housetype Booklet-Issue1 & Dwg 0521-PH7A-103 - Street Scenes.
Potential for full height windows & box bay projecting window surrounds on landmark buildings. 'L' shaped flat top canopies to primary entrances & flat top dormers.	✓ Refer to 0521-PH7A-HTB-Housetype Booklet-Issue1.
Predominantly brick, occasional render and/or cladding. Materials to be agreed at RMA stage.	✓ Refer to Dwg 0521-PH7A-108 - Materials Layout.
-	✓ Refer to Section 4.0 Public Realm Codes.
One of the only places at Heyford Park where the landscaped courtyard parking will be encouraged.	✓ Refer to Section 2.3 Parking Strategies.

3b.3 Building Types

3b.3.1 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.

3d.3.2 Building Detail

The Planning Application shows:

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

Refer to Dwg 0521-PH7A-103 Street Scenes and Dwg 0521-PH7A-108 Materials Layout.

3d.3.3 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.

3d.3.4 Built Form Guidance - 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.

3d.3.5 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.

NOTE:
All of the above follow the same approach as agreed on the Trident development adjacent as the two will be read holistically.

3d.3.6 Building Typology

The Planning Application complies with the Building Typology Codes as follows:

	CA3 - TRIDENT HOUSING	COMPLIANCY
2 BED	 4 IN A ROW MINIMUM HEYFORD CAMPUS TERRACES	✓
3 BED	 4 IN A ROW MINIMUM HEYFORD CAMPUS HOUSES DETACHED/ TERRACED	n/a
4 BED	 4 IN A ROW MINIMUM HEYFORD CAMPUS HOUSES DETACHED/ TERRACED	n/a
5 BED	N/A	n/a
APARTMENTS STRUCTURES	 HEYFORD CAMPUS APARTMENTS	n/a
ANCILLARY STRUCTURES	 HEYFORD GARAGES/REFUSE STORAGE (REFUSE STORES MAY BE HORIZONTAL TIMBER CLAD STRUCTURES WITHOUT A ROOF TO KEEP AN OPEN CHARACTER)	n/a

Design Code - Built Form Typologies

Street Scenes Dwg 0521-PH7A-103

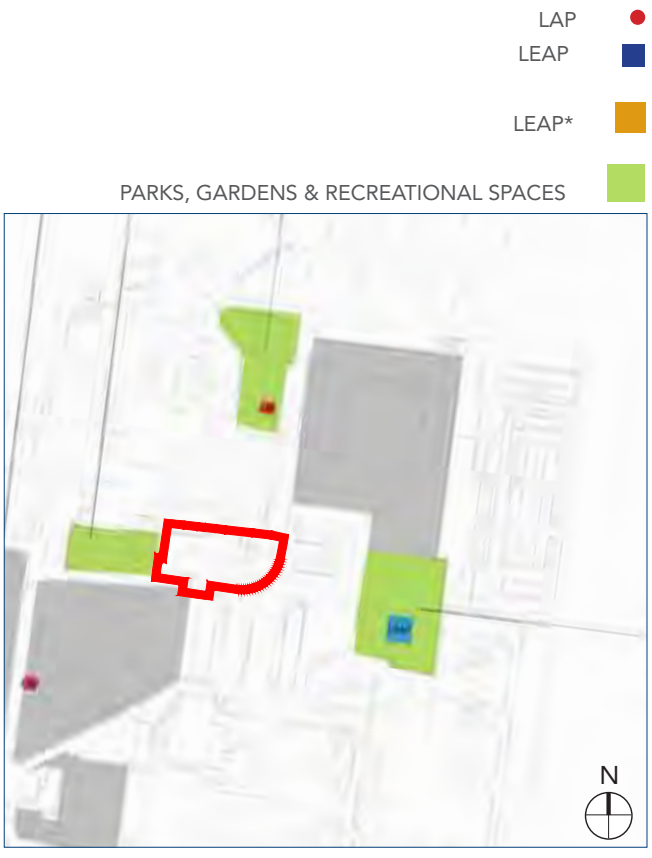
3c

Design Code Compliance: Public Realm Codes

3c.1 Landscape Strategy & Placemaking

3c.1.1 Public Realm Code

The overall design and character of the public realm will help establish a clear and unified vision for the site that will transcend several development parcels. The design rationale for the external spaces varies depending on location and function, the key aspects of which are scale and orientation of open space, existing landscape features and planting and how this approach links to private gardens and frontages.



Design Code - Landscape Strategy Plan

3c.1.2 Landscape Proposals

The landscape proposals have been designed in close association with the design team and client to help create a cohesive feel to the overall development, creating a contemporary and visually interesting setting to the new buildings.

The proposals shown on the detailed landscape proposal reflect the need for a high quality scheme which links with the architectural style and prominence. Where space allows strategically placed trees along garden frontages will help break up the building mass. Whilst the scheme is relatively tight regarding physical space for planting to individual plots the key landscape strategy is to create belts of colour to house frontages, this will be in the form of shrub and herbaceous planting to break the linearity with belts of smooth, curving planting with the structure of low/medium/high planted in waves wrapping through the scheme.

All the retained trees which will be made safe and managed appropriately to an agreed programme of works. Generally, where space permits native shrub planting will be implemented to include species such as Holly, Dogwood & field maple to create vertical height and structure below the existing tree canopies and to help a green matrix throughout the site. It is anticipated that overall the proposals will encourage a range of birds and invertebrates typically found in gardens in the local area and to further this aim, new and existing tree species will be provided with bat and bird boxes.

3c.2 Play Areas

3c.2.1 Play Areas

There are no play areas within this planning application.

3c.2.2 Pocket Parks

There are no Pocket Parks within this Planning Application.

3c.3 Boundary Treatments & Street Furniture

3c.3.1 Boundary Treatments

Refer to Section 3.2 Character Areas.

3c.3.2 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 on more formal areas (eg Village Centre).

✓ 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.

3d

Design Code Compliance: Sustainable Design & Infrastructure

3d.1 Drainage Infrastructure

3d.1.1 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 intentions of the proposed surface water strategy are to mimic the existing outfall situation, restricting flows to the existing rate while taking climate change into account.
- Surface water attenuation will be provided through the use of attenuation tanks where necessary.
- The potential for shallow infiltration has been investigated which confirms that infiltration rates are not favourable within this area.
- Phase 7a falls within existing catchment area 3 which outfall to the east of the development as part of the "eastern diversion" network.

3d.1.2 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.
- Gullies serving any the proposed adoptable roads are to be adopted by the County Council subject to a Section 38 application.
- All Storage tanks 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.

3d.1.3 Surface water strategy overview

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

The potential for shallow infiltration has been investigated which confirms that infiltration rates are not favourable within this area.

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 current design incorporates a flow control manhole to restrict the speed of water passing through the system. Where water backs up due to this control, oversized pipes and a storage tank have been utilised to ensure the water can be stored within the underground system.

The current design contains 47m3 of underground storage tanks, which are 0.5m deep and are located within parking or other accessible areas.

The proposed site levels will be designed so that in an extreme flood event beyond the designed storm, water will be directed away from the entrances to the proposed buildings and flow along designated flood routes.

Phase 7a discharges into the existing network via a manhole constructed as part of the previous "Trident" works will contained an allowance for this phase. Water in the existing network passes through a petrol interceptor before discharging to the existing watercourse.

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 Phase 7a during a 1 in 100 year storm event has been calculated as 393.3 l/s.

The proposed discharge rate at the outfall from the development which includes Phase 7a during a 1 in 100 year storm event plus a 30% allowance for climate change has been calculated as 393.4l/s.

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

3d.1.4 SUDS

The SUDS elements proposed on Phase 7a (and the downstream system) are:

- A flow control manhole
- Underground tanks
- Petrol interceptor

3d.1.5 Foul Drainage

The scheme will flow by gravity through the "eastern diversion" network into the existing Sewage Treatment Works.

3d.2 Building Construction

3d.2.1 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.

4
Access

4.1 Access

4.1.1 Introduction

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

Formal discussions with OCC have been ongoing in relation to the existing highway network and the proposed redevelopment of this parcel of land.

4.1.2 Vehicular Access

Vehicular access into the site will be as the existing situation. Access from Camp Road will be via the existing highway network.

The number of trips associated with the proposed houses is negligible and can be fully accommodated within the existing highway/access arrangement for the site.

4.1.3 Accessibility

Streets and Layout

The proposed street network and associated street hierarchy 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.

The internal parking areas of the scheme have been designed to promote low vehicle speeds (through road narrowings into the parking zones) to encourage the safe movement of people..

Pedestrians and cyclists will access the site as per the existing situation/existing highway.

Public Transport provision along Camp Road, a short walk to the south, 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.

Discussions with OCC determined that parking spaces should be avoided on the bend on the eastern part of the site due to visibility concerns.

Emergency and Refuse Vehicles

The development has been designed to provide ease of movement for emergency vehicles. Adequate access for service and emergency vehicles has been provided with all buildings accessed from the existing highway.

Rear access is provided for pedestrians to all properties to allow for easy transportation of refuse and/or recycling waste to the kerb side and/or bin muster locations which are within a short walk for collectors from the existing highway.

Vehicle tracking has been submitted to support the application and prove ease of movement of vehicles where necessary.


FOCUS
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