

Trenchard REPLAN, Heyford
Park, Upper Heyford,
Bicester

Design and Access Statement
to support an application for Full
Planning Permission

TRENCHARD REPLAN, HEYFORD PARK, BICESTER
Design and Access Statement

produced by

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On behalf of
Heyford Park Settlements LP

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Introduction

1.1 Site Location

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

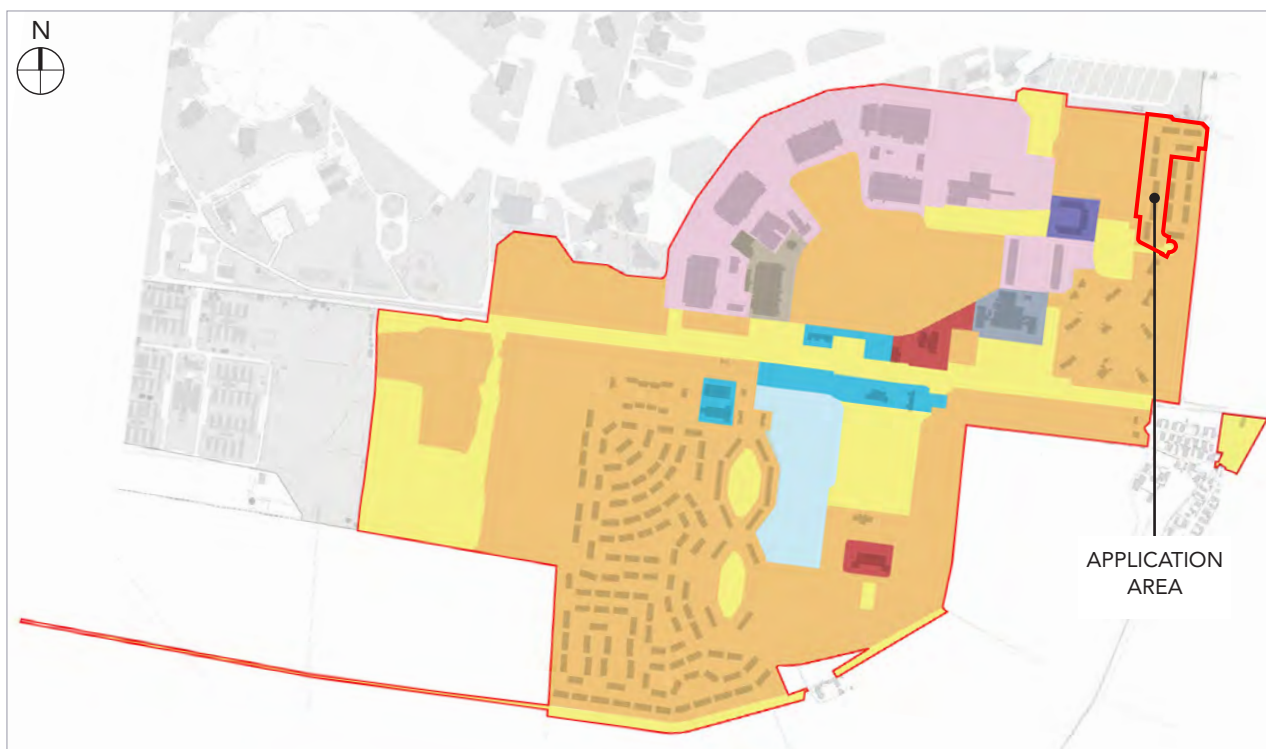
1.2.2 The OPA Parameter Plan below shows the site in the context of an Outline Planning Application (Ref 10/01642/OUT) which covers the wider site context.

1.2 Purpose of Document

1.2.1 This Design and Access Statement is submitted on behalf of Heyford Park Settlements LP in support of a Full Planning Application for land known as Trenchard at Heyford Park.

This application consist of three parcels, with a total of 57 dwellings of which Trenchard consists of 31. The remaining dwellings are detailed within the separate Design and Access Statement for Phase 5/5C (11 dwellings) and Phase 8C (15 dwellings)

This Trenchard application follows the granting of Full planning permission on the same site for 13 residential dwellings in August 2016 (Ref 16/00196/F).



Key: -

 Land required for infrastructure (including green infrastructure)	 Residential Class C3	 Commercial Class B1	 Heritage Class D1	 Institutional Residential Class C1
	 Commercial Class B1/B2/B8	 Local centre Class A1-A5 / D1 and C3 use	 New Primary School Class D1	 Hotel/Care home facility Class C1/C2

Development Uses Parameter Plan

Upper Heyford
 31 August 2010 14272 - 01 - DW - 411 - 023 D
 SCALE 1 : 2500 @ A1
 © Scott Brownrigg Ltd

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.

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 consists of 57 residential dwellings with 17 affordable.

Trenchard specifically has 29No. which will be open market dwellings and 2No. as affordable homes.

2

Design Development

2.1 Site Influences

2.1.1 Introduction

The site lies on the eastern edge of Heyford Park within Residential land uses. To the east of the site are a number of converted farm buildings with associated paddock land. Two parcels of which have been allocated under Villages Policy 5 of the Local Plan.

2.2 Site Boundaries

2.2.1 Eastern Boundary

The eastern edge of the site is located adjacent to an area of converted farm buildings and an allocated parcel within the Local Plan.

2.2.2 Southern Boundary

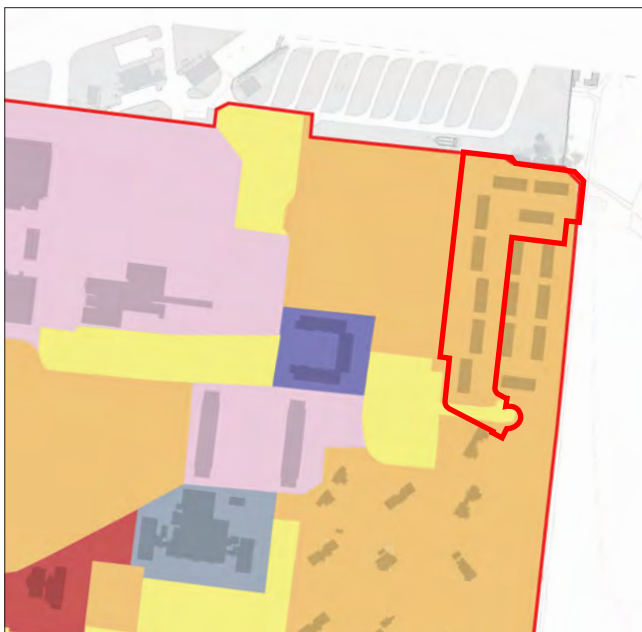
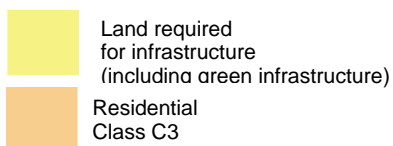
The southern boundary is located within an area of "Land required for infrastructure" beyond which is existing housing which is to be retained.

2.2.3 Western Boundary

The western boundary lies Core Housing East which has received planning approval (14/01366/REM) and is built out.

2.2.4 Northern Boundary

The northern boundary lies adjacent to the airfield, which is allocated within Cherwell Local Plan under Villages Policy 5. A hybrid application is currently under consideration (18/00825/hybrid) with this area being zones for residential.



OPA - Parameter Plan - Development Uses

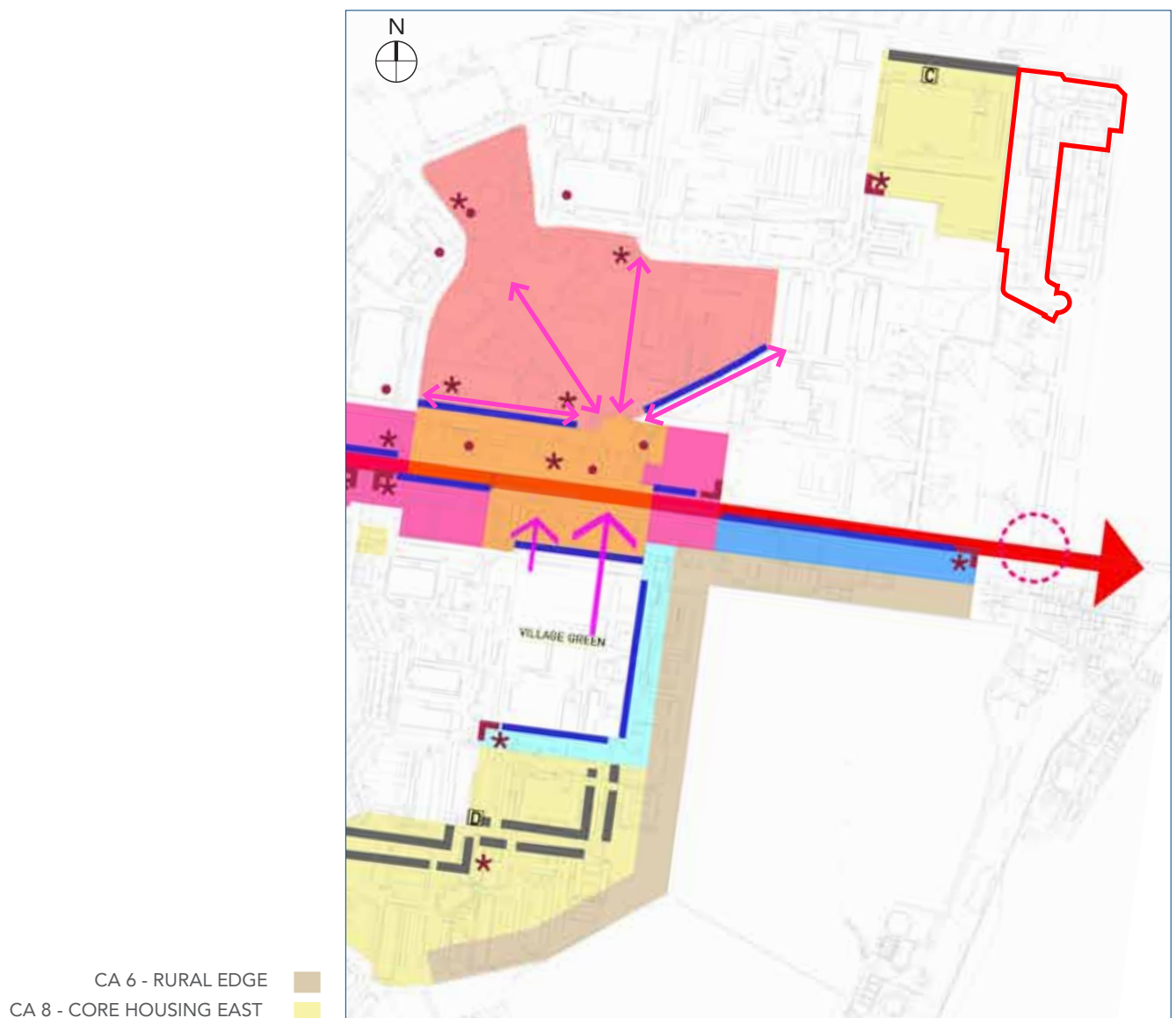
2.3 Design Development

2.3.1 OPA Parameter Plan

The site was originally designated for refurbishment of existing dwellings. Following discussions with Cherwell District Council, the site was replanned for new dwellings.

The majority of the performance criteria set out in the Design Code relates to areas of new build only and judgement has been made, based on location and context as to what the appropriate criteria should be, in order to inform the design development of the site.

As the site is located on the edge of Heyford Park, the most appropriate Character Area was judged to be CA6 - Rural Edge and this has informed the scheme.



Design Code - Regulating Plan Showing Character Areas

2.3.2 Previously Approved Planning Layout

The layout below shows the Planning Layout, dwg. no. 0521-TR-102 rev H, which was approved in August 2016.



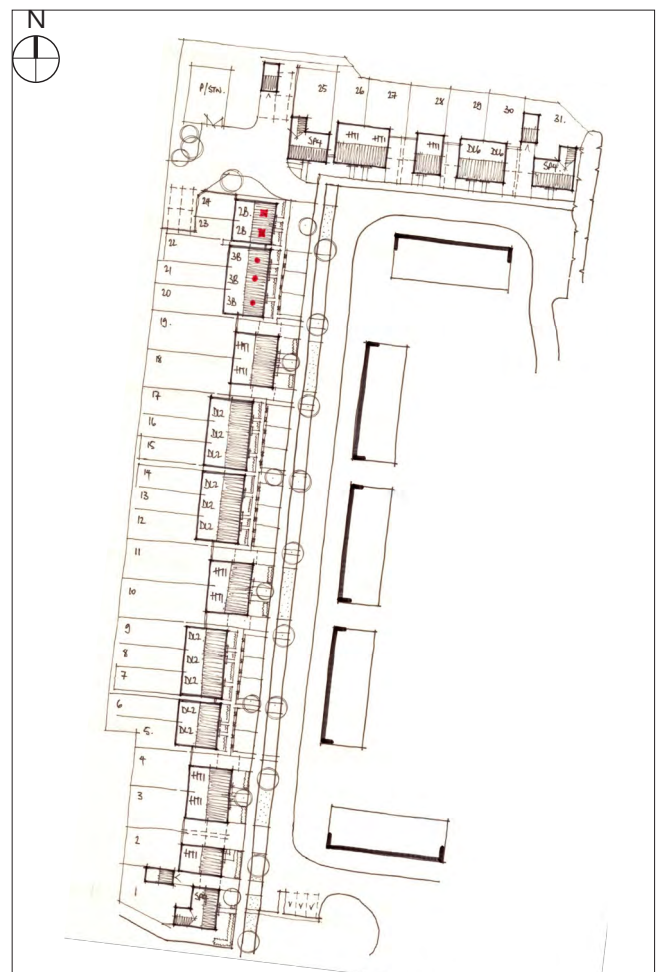
Approved Planning Layout Dwg 0521-TR-102 rev H

2.3.3 Pre-application Submission

A draft sketch layout was submitted to the Council for pre-application purposes and is shown below.

This sought to obtain consultee comments in relation to the revised proposals which increased unit numbers and changed the form and character of the development from the detached executive housing approach taken on the approved scheme.

Units are now much smaller, increasing to 31 (from 13) with a greater emphasis on frontage parking, complimented by elongated front gardens.



Draft Sketch Layout - September 2018

2.3.4 Final Planning Layout

Following receipt of the consultees comments and in close liaison with Dorchester, the draft layout was amended and finalised to the submitted planning layout as shown below.



Planning Layout Dwg 0521-TR-1002

3a

Design Code
Compliance: Street,
Movement &
Network Codes

3a.1 Street Codes

3a.1.1 Hierarchy of Streets and Spaces

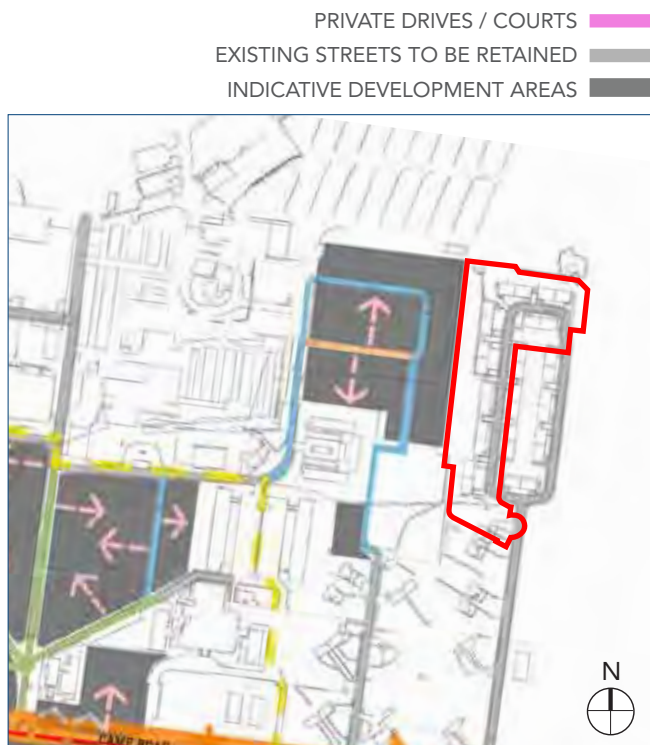
The Planning Application is located fronting an existing street which will be resurfaced. It is considered that this existing street is the equivalent hierarchy as the proposed Tertiary Streets ST3 as set out in the Design Code.

The site will also contain a private drive / court to provide access to private parking and an existing pumping station.

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

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

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



Design Code - Indicative Street Hierarchy Plan



Street Hierarchy

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

✓ The condition survey has shown significant shortcomings in relation to the adoptable specification and the developer has therefore chosen not to offer the access road for adoption. (para 3.25).

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

Generally minimum 5.5m (follows existing)

Grass & tree planting

Refer to Dwg 0521-TR-1004 - External Works Layout

Larger service vehicles

Refer to Dwg 0521-TR-1004 - External Works Layout

Increased to suit service vehicle

To be determined

Refer to landscape design

Design Code - Street Hierarchy Table - Tertiary Street ST3

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

COMPLIANCY	
✓	
n/a	
n/a	
n/a	
n/a	
n/a	
n/a	
✓	
✓	Permeable Block Paving
✓	
n/a	
✓	
n/a	
n/a	
n/a	
✓	
✓	
n/a	
✓	To be determined
✓	
✓	
✓	Refer to landscape design

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

3a.2 Pedestrian & Cycle Movement

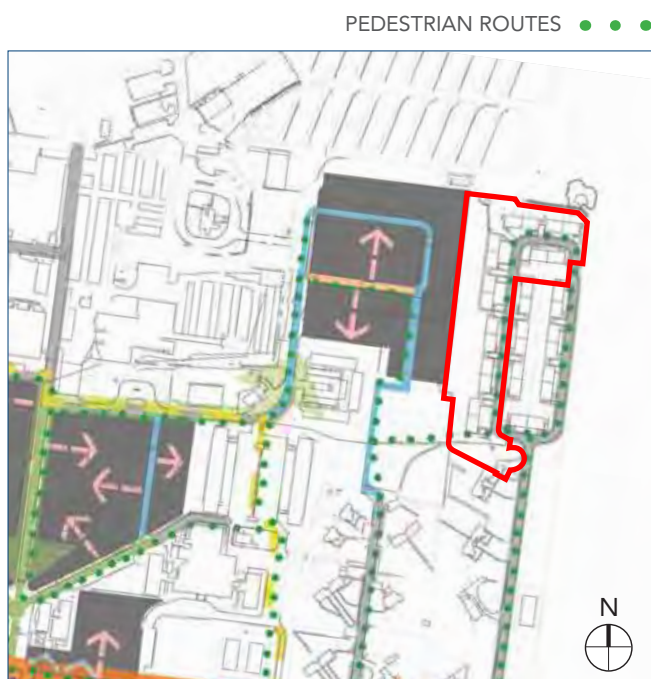
3a.2.1 Routes and Linkages

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

An east-west pedestrian route will be retained from the south of the Trenchard site to the centre of the wider Heyford Park site.

Cyclists will be provided for on-carriageway.



Design Code - Routes & Linkages Plan

3a.3 Parking Strategies

3a.3.1 Parking Strategy

The development will comply with the minimum space sizes as set out in the Design Code. Refer to the adjacent table "Minimum Space Size".

3a.3.2 Parking and Garages

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

Parking will be provided on plot as a mix of curtilage detached garages and hard standing to the side or front of the property. Visitor parking will be on street in the form of perpendicular parking spaces.

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.

Refer to the adjacent table "Parking Provision" and the "Parking Matrix" submitted as part of the Planning Application.

Cycle parking will be provided within garages.

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 and 2 spaces per all other dwellings.