

Phase 8C, Heyford Park, Upper Heyford, Bicester

Design and Access Statement

to support a Full planning application

PHASE 8C, HEYFORD PARK, BICESTER
Design and Access Statement

produced by

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On behalf of
Heyford Park Settlements LP

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1.0-Introduction

1.1 Purpose of Document

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 Phase 8C at Heyford Park, a sub-phase of the original Phase 8 (Trident) area.

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

Planning Practice Guidance on Validation requirements states that a Design And Access Statement is a concise report and that 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 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. Although this is a standalone

application, we thought it imperative to ensure a holistic design and therefore displaying compliancy towards achieving that consistency was the most logical approach.

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

It is important to state that the exact same proposals for which this statement applies have previously been approved in December 2016 under a reserved matters application for the wider Phase 8 Trident area. Phase 8 has subsequently been separated into three sub-phases.

Phase 8A has been redesigned to accommodate and meet the balance of affordable housing requirements stipulated by the S106 afforded under the original Outline permission.

Phase 8B has remained as approved.

Phase 8C has remained as approved but due to the number restrictions on the original Outline permission, no longer forms part of the 1,075 dwellings and thus a new Full planning permission is sought.

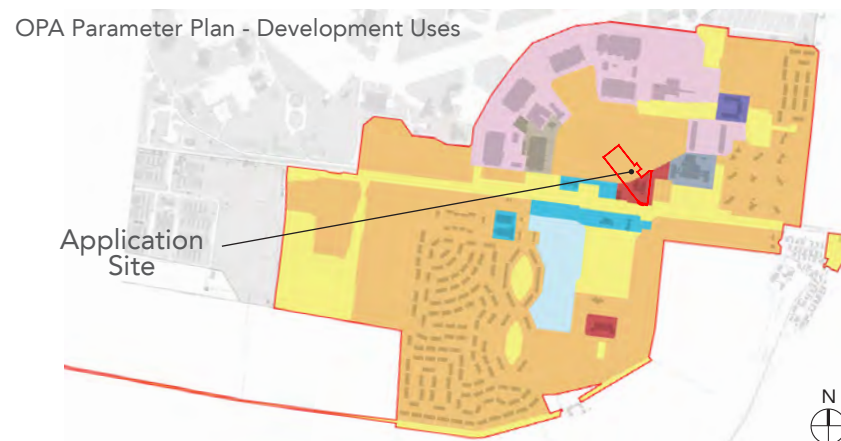
1.2 Site Location & Planning Background

The Application Site comprises 0.25 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.



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; 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.

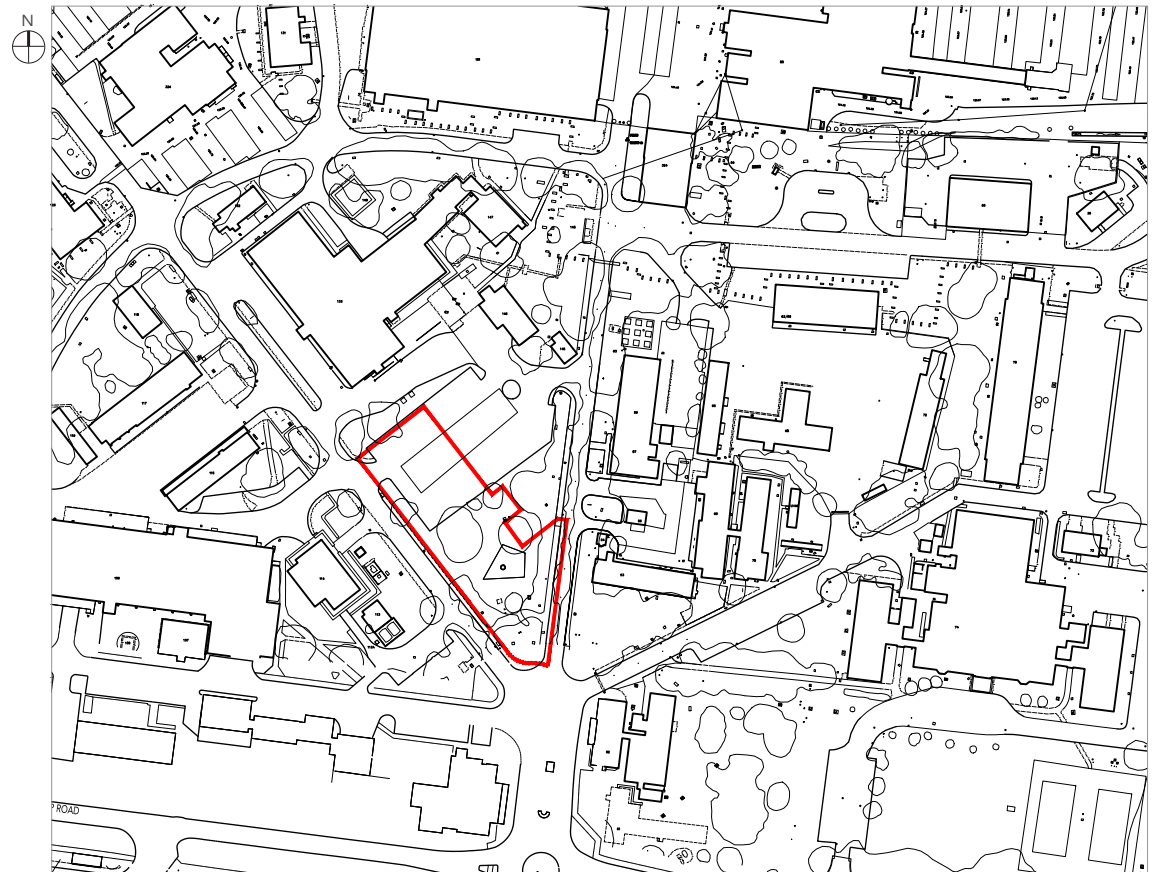
2.0-Assessment

2.1 Site Location

The proposed development is located to the north of Camp Road, in an area identified within the Outline approved documentation as CA3 - Trident Housing.

The site lies adjacent the existing highway network to the east, west and south with a retained office building to the northwest.

Residential development is approved under the reserved matters for the original Phase 8 application around the edges.



Extract of Location Plan Dwg 0521-PH8C-101

2.2 Site Constraints and Opportunities

This section summarises the key constraints and opportunities of the original Phase 8 site as the scheme was designed holistically.

Vehicular Access

New vehicular accesses onto the retained highway network can be direct or via shared drives.

Pedestrian/Cycle Access

Pedestrian and cycle links are from the south from Camp Road and the proposed new Village Centre. Linkages therefore must be provided as strong, direct, legible extensions which can, in part, utilise the downgrading of the central 'lane' which splits the two application areas.

Existing Buildings

Building 148 to the north of the western area is being retained and will influence the siting of proposed buildings.

Existing Services & Infrastructure

There are extensive services all across the area to the southern tip, to the immediate south of the western application area. These services have influenced the siting of proposed buildings.

The existing highway network is retained on its existing alignment with upgraded construction subject to relevant surveys.

Existing Vegetation

The wider Phase 8 site contains a number of trees of varying quality. To facilitate redevelopment of the site, some trees are proposed to be removed but the tree lined avenue that phase 8 is maintained to retain the strong landscape character of the area.

Large shadow zones further restrict the type of construction within close proximity to the trees to avoid overly shady areas.

Topography

The site is flat.



LEGEND

- | | | | |
|--|---------------------------------------|--|--------------------------------------|
| | Parcel Boundary | | Tree to be removed |
| | Vehicular access | | Tree protection zone |
| | Pedestrian access from village centre | | Landscape buffer |
| | Potential HGV route | | Existing highways and hard surfacing |
| | Primary route (Camp Road) | | Parking allocated to building 133 |
| | Non direct access onto camp road | | Existing buildings |
| | Direction in fall in slope | | Building to retain |
| | Level reference | | Building to potentially retain |
| | Tree to be retained | | Building to remove |
| | Tree optimum mature size | | Reference to building number |
| | Tree shadow zone | | Cat and Dog proof fencing |



Constraints & Opportunities Plan

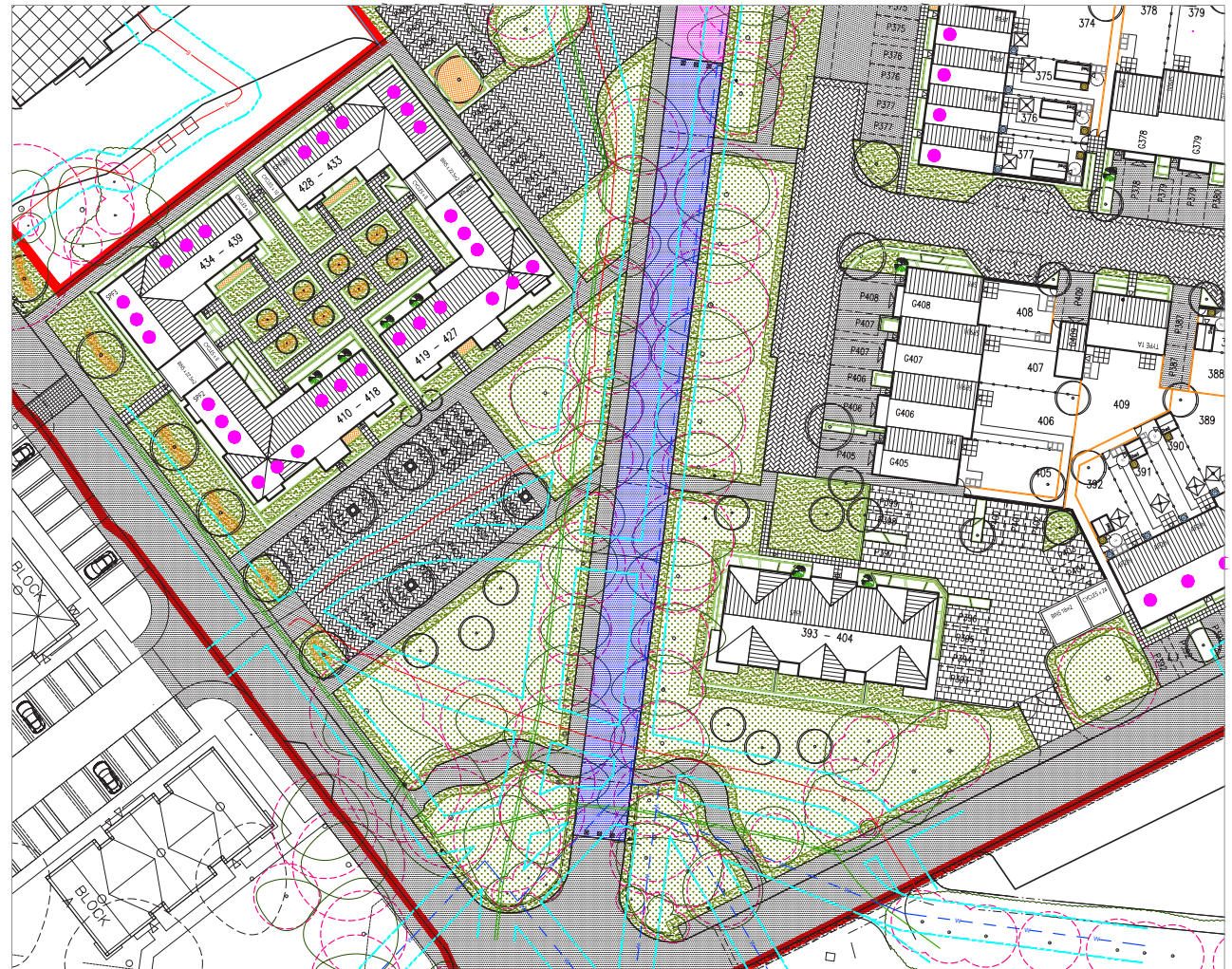
3.0-Involvement & Evolution

3.1 Involvement

Discussions were held with Officers to discuss the discounting of these unit numbers from contributing towards the overall dwellings under the outline permission, and instead the units counting as new dwellings in excess of the original 1,075 figure.

The planning layout was 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.

It should be noted that all elements of the design have previously been considered acceptable and therefore no alterations are proposed to the siting or appearance of the dwellings.



APPROVED LAYOUT - Planning Layout 0521-PH8-102

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.

The only changes from the approved layout across can be briefly identified as follows:

1. Parking allocations adjusted within the courtyard serving SPF2 and SPF3.



PROPOSED LAYOUT - Planning Layout 0521-PH8C-102

4.2 Amount

Site Area

The site area is 0.25ha.

Residential

The Planning Application will provide 57 residential units of which 17no. will be affordable dwellings. Phase 8C will consist of 15 of those affordable dwellings.

The building typology will be a mix of 1 and 2 bed apartments.

Public Open Space and Green Infrastructure

The public open space and green infrastructure should be read in conjunction with that provided for the combined Phase 8 sub-phases. These will contain 0.685ha of open space which will include one LAP which is 115m².

4.3 Access and Movement

STREET CODES

The proposed development area comprises a Private Drive/courts linking the development to the existing highway network.

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 access to the site from the south via the existing highway network.

Trident Tertiary Street

This lies outside of the application area but provides direct access for the two private drive/ courtyards serving the dwellings.

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	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 <small>(see note below)</small>	
DRAINAGE	Gully or permeable paving / Over edge	
LANDSCAPE/TREE PLANTING	Intermittent tree planting.	

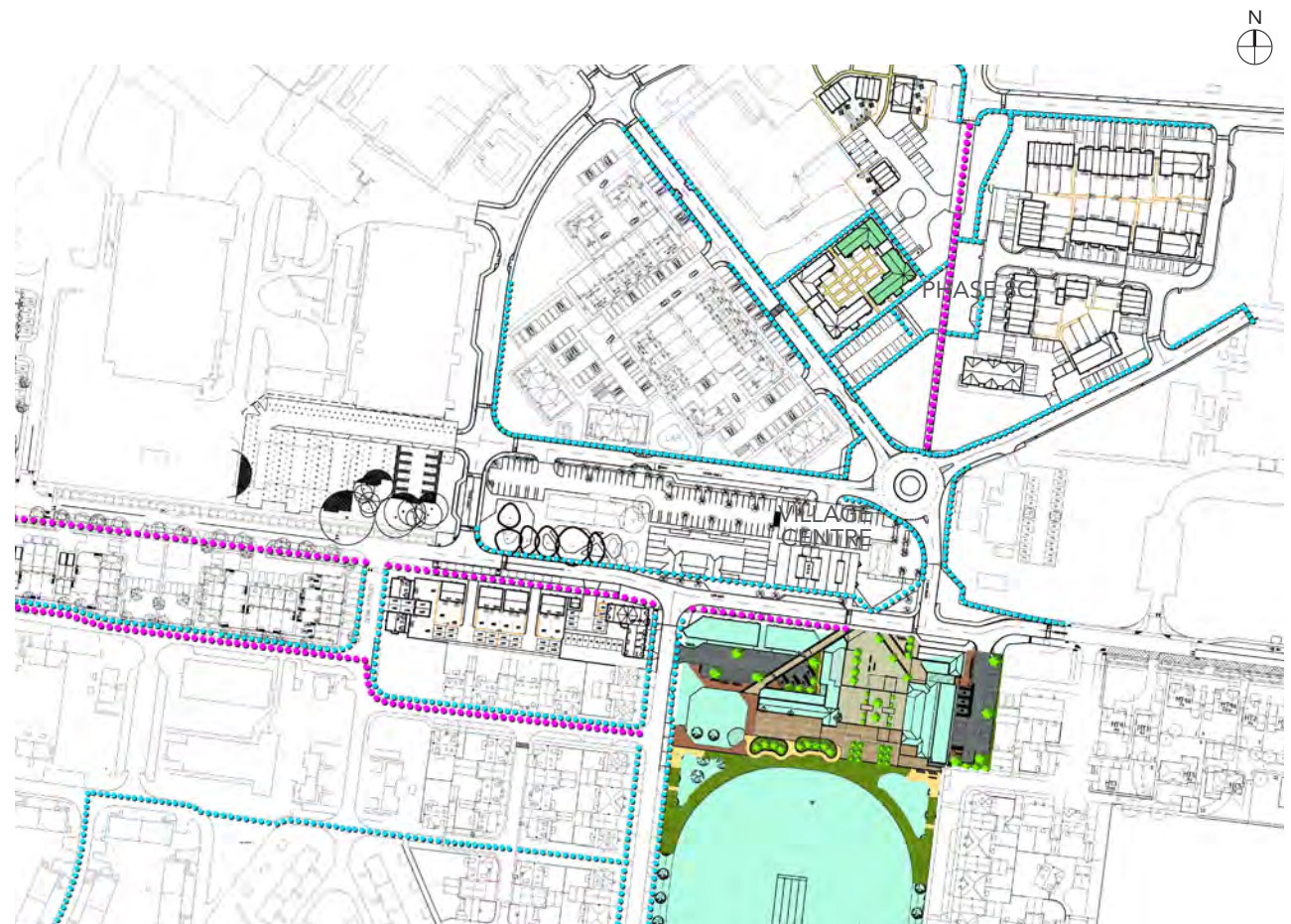
Street Hierarchy Table

PEDESTRIAN AND CYCLE MOVEMENT

Pedestrian and cycle movement for Phase 8C will be well integrated into the wider Heyford Park network, providing good connections to all destinations east and west of the Village Centre.

Provision for pedestrians or cyclists will be in the form of good quality footways 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

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

Parking will be provided within a small parking court in close proximity to the dwelling they serve.

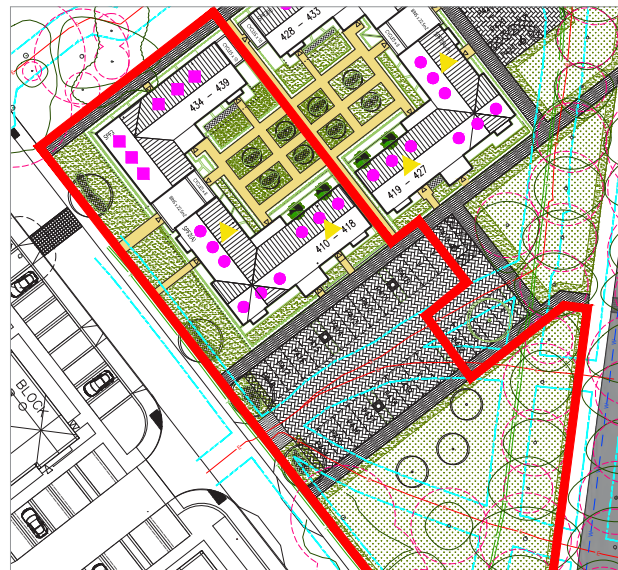
Visitor parking will be provided across the wider Phase 8 scheme and within the courts where appropriate/required.

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

Parking and Garages

The parking will be provided on site within landscaped parking courts associated with the apartment block they serve.

There are no garages proposed.



(Extract - Planning Layout)

Landscaped Parking Court and Visitor Parking

PERPENDICULAR: EG.ON DRIVEWAYS AND PARKING COURTS	MINIMUM LENGTH (M)	MINIMUM WIDTH (M)
SPACE FOR PEOPLE WITH MOBILITY DIFFICULTIES	5.5	2.9+1.0
STANDARD SPACE (UNOBSTRUCTED)	5.0	2.5
STANDARD SPACE (OBSTRUCTED ON ONE SIDE)	5.0	2.7
STANDARD SPACE (OBSTRUCTED ON BOTH SIDES, INCLUDES CAR PORTS AND UNDERCROFTS)	5.0	2.9
INSIDE GARAGE (GARAGES BELOW THIS WILL NOT COUNT AS A PARKING SPACE)	6.0	3.0

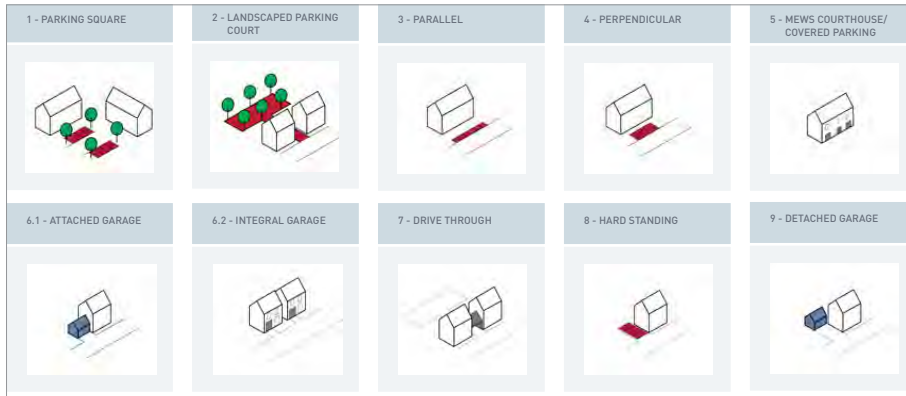
Design Code Minimum Space Size

		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>
<i>n/a - no garages are provided</i>

Compliancy
✓ <i>refer to Parking Matrix</i>
✓ <i>refer to Parking Matrix</i>
<i>n/a</i>
<i>n/a</i>



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	--	n/a
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	--	✓
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.	n/a

CA3 - Trident Housing Residential Compliance

Parking Typology Table

BUS ROUTES AND REFUSE COLLECTION

Bus Routes and Bus Stops

✓ A bus route will run along Camp Road allowing a walking catchment of 400m for the majority of the development.

No bus stops are proposed within the development.

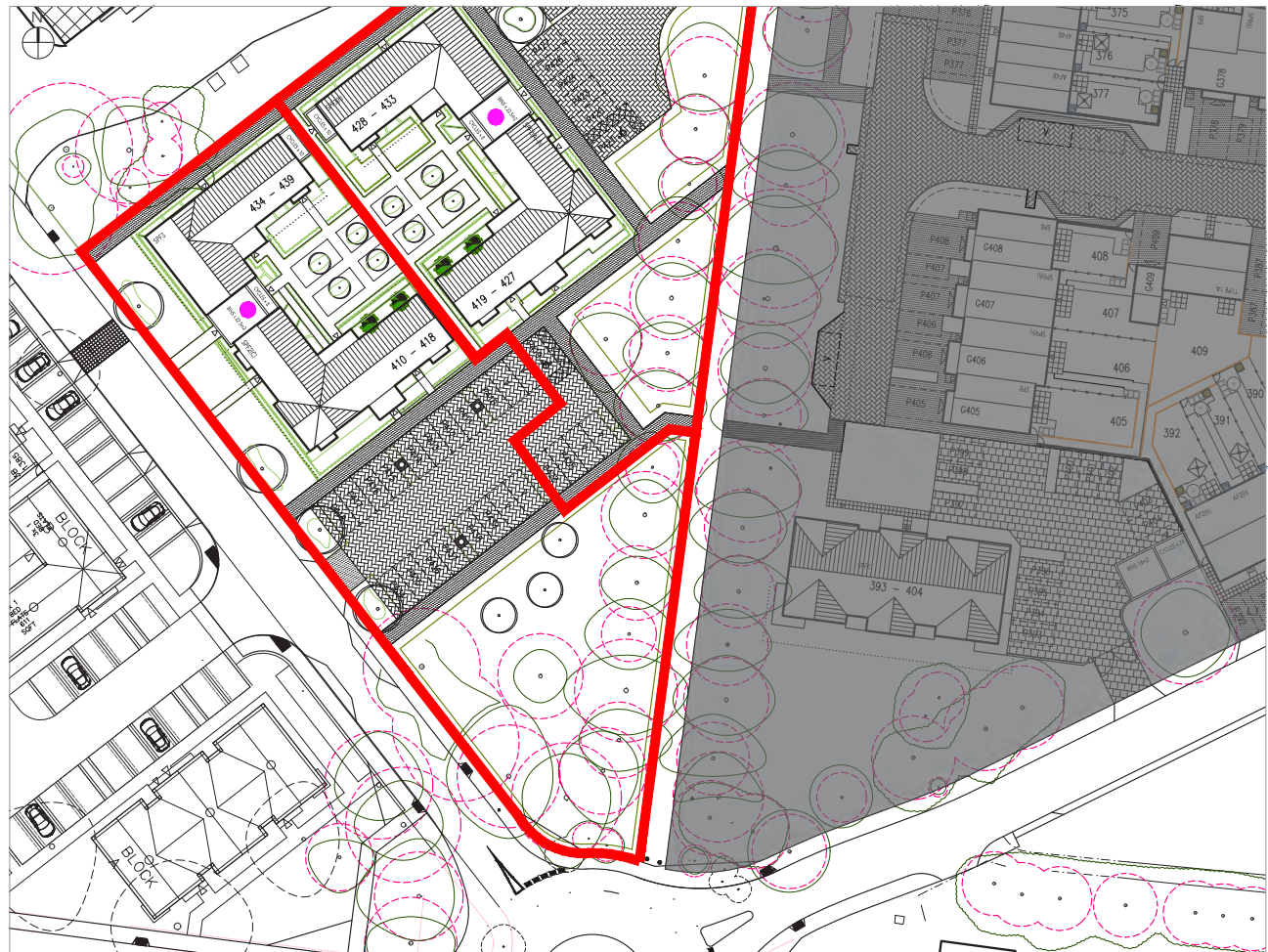
Recycling and Refuse Collection Strategy

✓ 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 communal refuse and recycling storage which will be screened from the public realm.

● Designated refuse storage point



Refuse Plan Dwg 0521-PH8C-111

4.4 Built Environment

GENERAL URBAN DESIGN PRINCIPLES

Key Frontages

This Planning Application does not include any Key Frontages.

Existing and New Landmarks

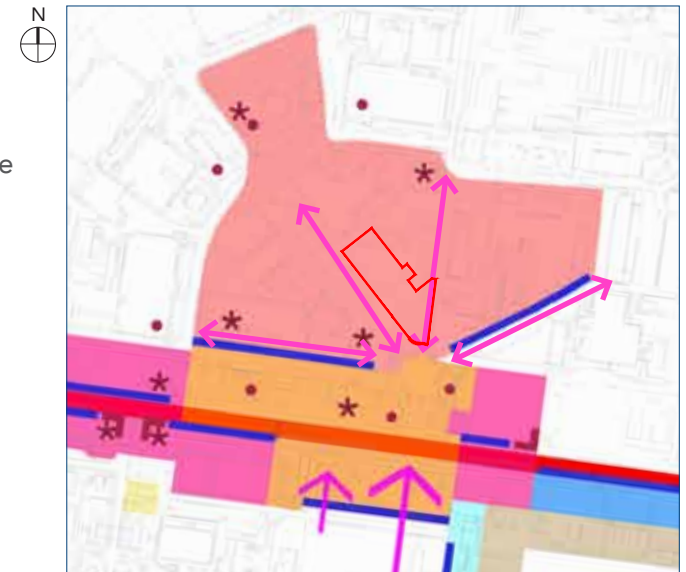
The location of the originally identified landmark was changed on approval of the original Phase 8 application due to the retention of Building 148 in the indicative location of the landmark to the north. The new landmark has since been agreed to be created in the south of the site outside this application area. Its new position is close to the New Village Centre and positioned at the entrance to the north-south central tree-lined avenue.





Key Corners

There are no key corners within the site.

Key Spaces (Gateways)

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



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

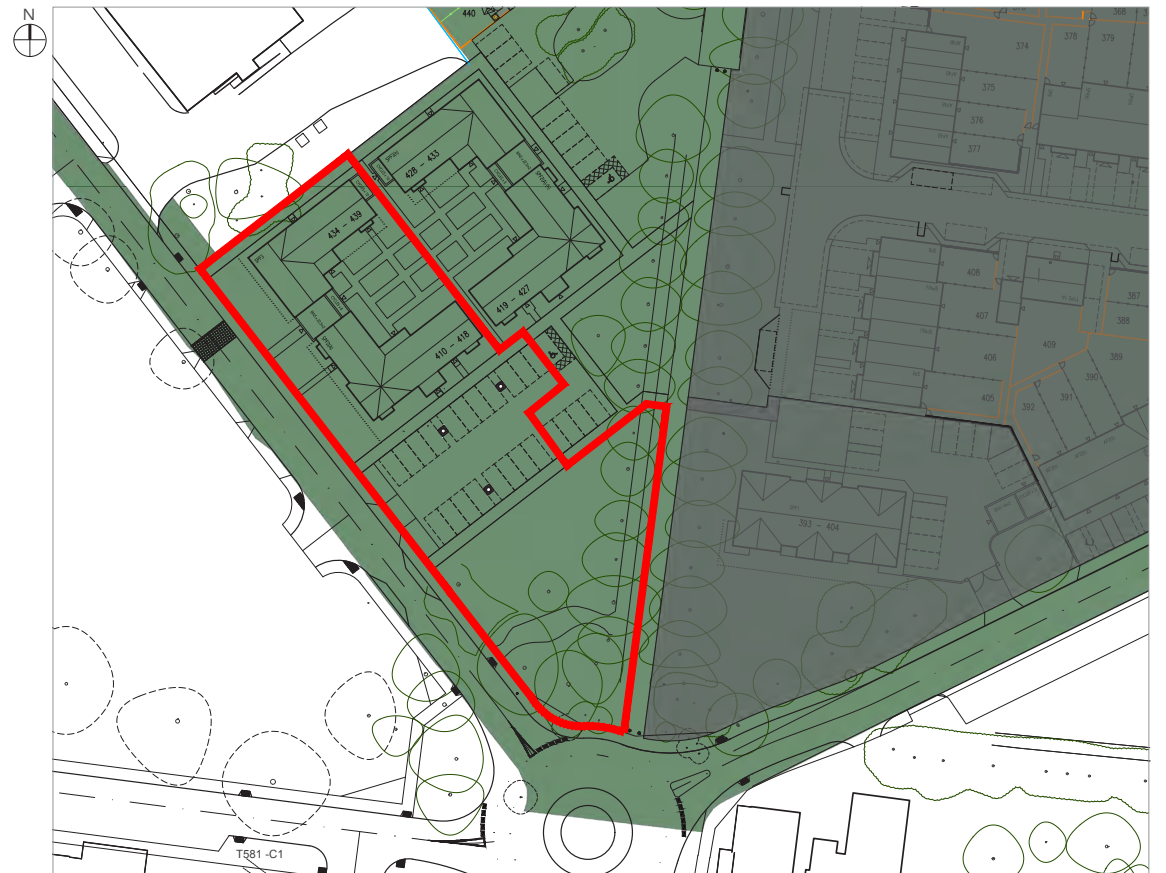
DC Regulating Plan Showing Character Area



DC Indicative Building Density Plan

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

high / medium density ■



Density Plan

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 Planning Layout complies with the indicative Building Density Plan for the wider Phase 8.

The gross site area for the wider Phase 8 is 2.683ha and the net site area (ie excluding POS) is 1.998ha which provides a net residential density of 46 dph.



DC Indicative Building Heights Plan

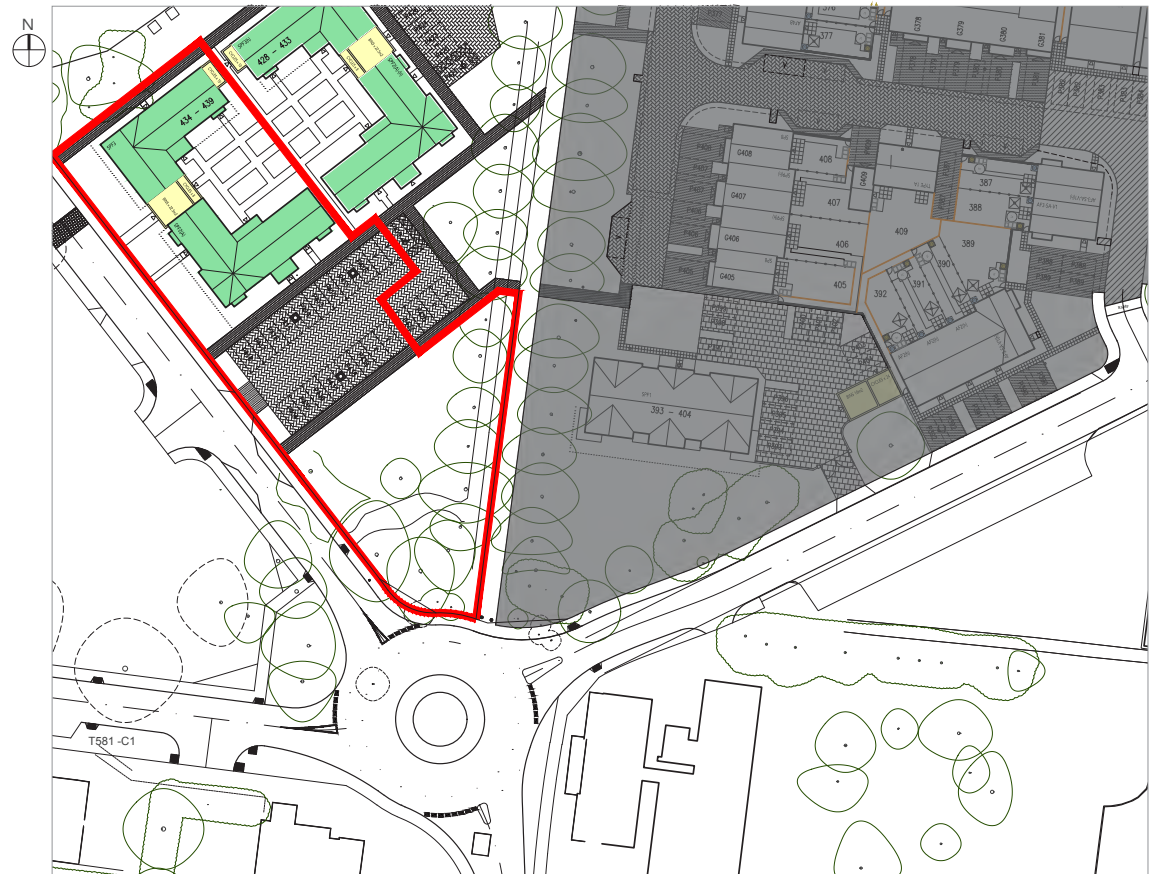
predominantly 2.5 - 3 storey
 2 - 3 storey
 2 - 2.5 storey

1 STOREY (up to 5.4m to ridge)
 2 STOREY HOUSE (up to 8.4m to ridge)
 3 STOREY HOUSE (up to 12m to ridge)
 3 STOREY APARTMENT (up to 12.75m to ridge)
 4 STOREY APARTMENT (up to 17.2m to ridge)

Building Heights

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

The Planning Layout shows 3 storey dwellings which complies with the indicative Building Heights Plan for the wider Phase 8.



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 within existing and proposed vegetation.*

✓ *Buildings retain the existing radiating structure*

✓ *New built form aligns with the historic 45/90degree building alignment*

Edge Types

The application area includes the following Edge Treatment:

E8 - Trident Campus style historical building alignment.



DC Frontages and Edge Treatments Plan