

# DESIGN & ACCESS STATEMENT

LAND AT BISHOPSTONE ROAD,  
STONE, AYLESBURY

MCBAINS COOPER

FOR

manor  
oak  
HOMES  
*building for the future environment*





# CONTENTS



<b>1.0</b>	<b>Introduction</b>	<b>03</b>
1.1	Purpose of this document	04
1.2	Site location and description	05
1.3	Local amenities	06
1.4	Context photos	07
<b>2.0</b>	<b>Site analysis</b>	<b>11</b>
2.1	Introduction	12
2.2	Existing landscape structure	13
2.3	Existing vehicular and pedestrian links	13
2.4	Opportunities	14
2.5	Constraints	14
<b>3.0</b>	<b>Masterplan – design</b>	<b>17</b>
3.1	Design Concept	18
3.2	Use and amount of development	18
3.3	Landscape structure and site layout	20
<b>4.0</b>	<b>Built form</b>	<b>25</b>
4.1	Overall form of development	26
4.2	Scale	26
4.3	Housing types	27
4.4	Building Materials	28
<b>5.0</b>	<b>Access statement</b>	<b>30</b>
5.1	Introduction	30
5.2	Access to and within buildings	30
<b>6.0</b>	<b>Site safety and crime prevention</b>	<b>31</b>
<b>7.0</b>	<b>Indicative views</b>	<b>33</b>







# 1.0

---

## INTRODUCTION

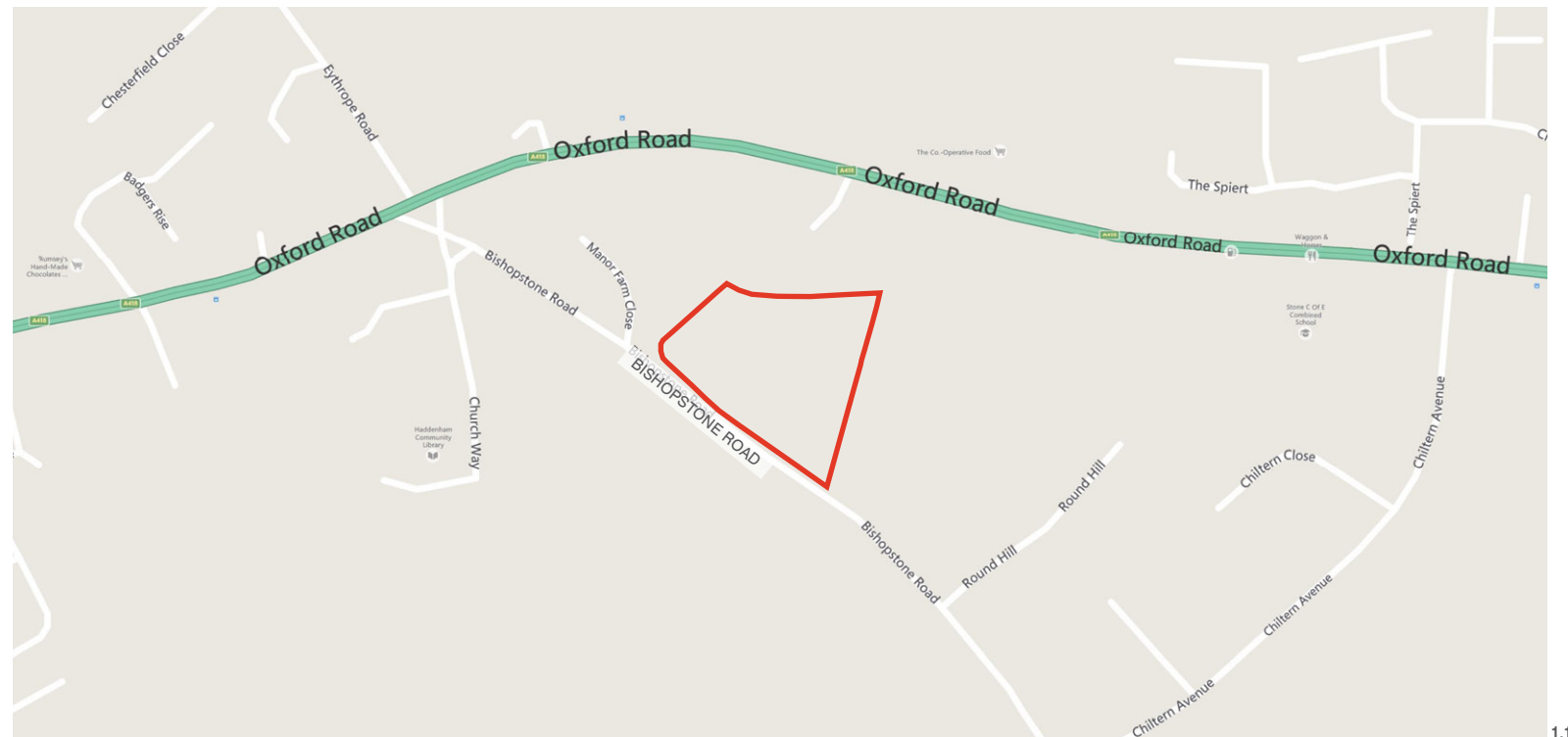
## 1.1 PURPOSE OF THIS DOCUMENT

This document is submitted in support of a Planning Application for the development of 12 dwellings at Bishopstone Road, Stone for Manor Oak Homes.

The purpose of the document is to clearly demonstrate the rationale, principles and concepts underpinning the design proposals. The document also sets out proposals relating to access. It outlines proposals for vehicular and transport links and inclusive access.

### KEY

— SITE BOUNDARY



1.1 Site Location Plan

1.1



## 1.2 SITE LOCATION AND DESCRIPTION

Stone is a village located in the southern part of the Aylesbury Vale district, approximately 2 and a half miles south-west of Aylesbury. It is located primarily along the A418 Oxford Road, a key route between Aylesbury and the settlements of Thame/Oxford to the west.

Local connections lead south eastward to Bishopstone, north westward to the Eythrope Estate and north eastward to Lower Hartwell and the Hartwell House Estate.

The village has a small historic core designated as a conservation area centred to the south of Oxford Road and around the Church of St John the Baptist. The village has expanded over time along the primary routes, with the bulk of the growth occurring over the 20th century primarily as residential developments.

The proposed development site is located geographically centrally within Stone, and is currently open land. It is to the north eastern side of Bishopstone Road, just after you have passed the church when heading south from Oxford Road.

To the north are a series of detached modern dwellings set in substantial

wooded plots, accessed from Stonecroft and Manor Farm Close.

To the east is a recreation ground, equipped with sports pitches and play space, beyond which is an area of later 20th century residential development.

To the south across Bishopstone Road, is an area of fallow agricultural land at Stonethorpe Farm.

Immediately to the west are a number of dwellings set in large plots, and a little further west the church set on a wooded rise.

The topography of the site is broadly flat falling very gently from the north to the south.



1.2

1.2 Aerial View

KEY

— SITE BOUNDARY










# INTRODUCTION

## 1.3 LOCAL AMENITIES

The site is conveniently located within walking distance of Stone's retail, social and community facilities, as identified on the figure adjacent. The Transport Statement that accompanies the planning application includes detailed information regarding bus routes and cycle and pedestrian routes and infrastructure.

**KEY**

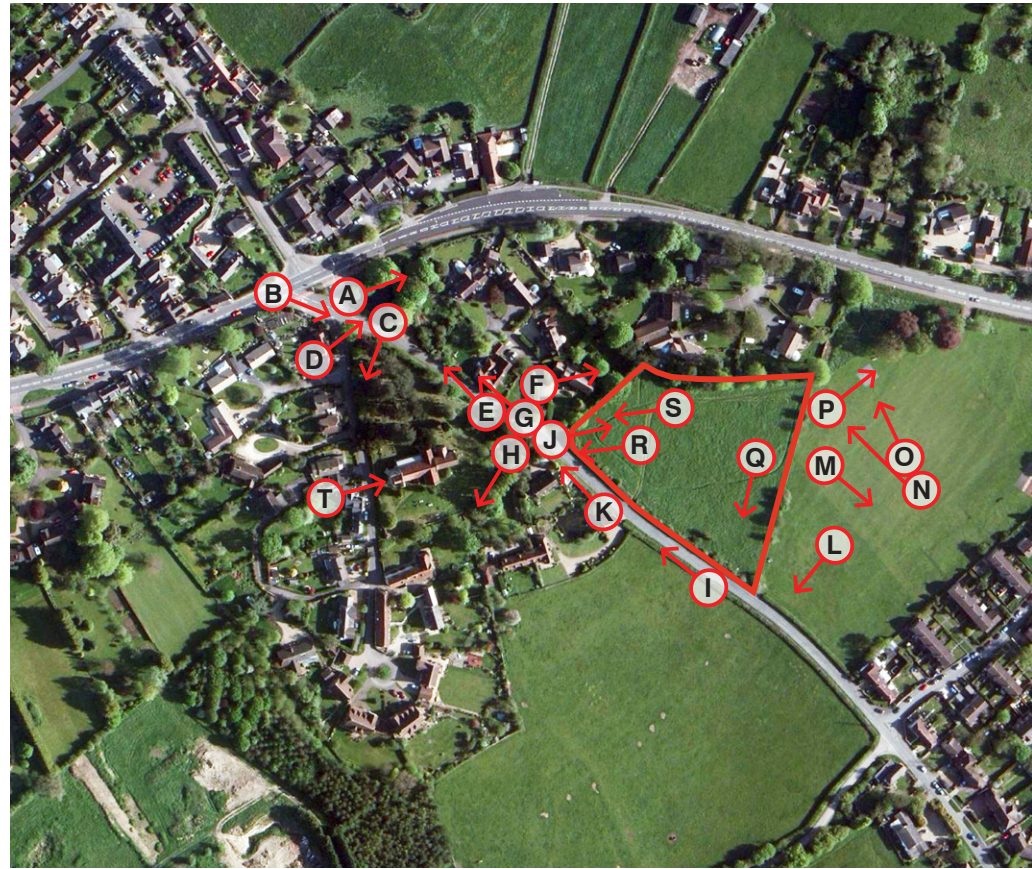
-  SITE BOUNDARY
-  BUS STOPS
-  POST OFFICE
-  SUPERMARKET
-  EDUCATION
-  COMMERCIAL ACTIVITIES
-  ACCOMMODATION



1.3 Local Amenities Plan

1.3





1.4



A



B

1.4 Site Photos Key Plan  
A-T Site Context Photos



# INTRODUCTION



C



D



E



F



G



H



J



K



I



# INTRODUCTION



L



M



N



O



P



Q



R



S



T







2.0

---

SITE ANALYSIS



# SITE ANALYSIS

## 2.1 INTRODUCTION

This section provides an analysis of the proposed development site and its surroundings.

Headings cover: Landscape; Access; Opportunities and Constraints.

The diagram opposite demonstrates the surrounding land uses, which may form constraints to potential development of the site.

KEY:

- SITE BOUNDARY
- CONSERVATION AREA
- EXISTING DEVELOPMENT
- OPEN COUNTRYSIDE
- PUBLIC OPEN SPACE/ RECREATION AREA
- ⋯ SUMMER SUNPATH
- ⋯ WINTER SUNPATH



2.1 Diagram showing sunpath and land uses surrounding the site

2.1

## 2.2 EXISTING LANDSCAPE STRUCTURE

The site is fallow agricultural land, which is relatively open in character to the south and east. To the northern flank is a wooded belt of primarily deciduous planting forming the boundary to private gardens of housing in substantial plots to the north.

To the south west is a hedgerow fronting Bishopstone Road, and to the east a fenced boundary with a few groupings of trees.

The wider landscape context is defined by a number of key features:

- The open recreation ground to the east which spans between Oxford Road and Bishopstone Road
- The wooded rise to the west on which the church is located
- The woodland fringed character of Bishopstone Road when approached from the north and in the grounds of dwellings immediately to the west
- The open characteristic of fallow agricultural land to the south

The topography of the site is broadly flat falling very gently from the North to the South.



### KEY:

- SITE BOUNDARY
- SURVEY LEVELS
- EXISTING VEGETATION
- FALLOW AGRICULTURAL LAND
- PUBLIC OPEN SPACE/ RECREATION AREA
- ▲ SITE ACCESS
- MAIN ROAD LINK
- EXISTING PUBLIC FOOTPATH

## 2.3 EXISTING VEHICULAR AND PEDESTRIAN LINKS

Bishopstone Road frontage.

Bishopstone Road is connected a short way to the north west to Oxford Road.

The site is crossed from east to west by a public footpath leading from Bishopstone Road diagonally opposite the church gate to and across the recreation ground up to Oxford Road in the east.

As well as the footpath the site is currently accessed via an agricultural access approximately half way along the

## SITE ANALYSIS

### 2.4 OPPORTUNITIES

The site offers views of the existing settlement and the open space beyond. The scheme should be designed to take full advantage of the opportunities presented by this built/rural landscape context.

Carefully consider and integrate views to the landmark tower of the St John The Baptist's Church.

The northern site boundary is open land presenting a positive aspect onto which development could be designed to face.

The northern part of the site would form an appropriate location for public open space associated with the development as a soft interface between housing and existing development.

The opportunity exists to integrate and respond to existing trees and hedgerows to the site boundaries.

Draw on positive design references from Stone and the conservation area in the development of the proposals.

### 2.5 CONSTRAINTS

Development should be arranged to positively address the main aspects.

Consider the impact on trees to the northern boundary.

Consider the impact on existing neighbouring development.

Integrate the existing public right of way.

Minimise impacts on boundary vegetation to the Bishopstone Road frontage.

Retain and enhance the landscaped boundary to the recreation ground.

Site bounds the Stone Conservation Area.



# SITE ANALYSIS



2.3

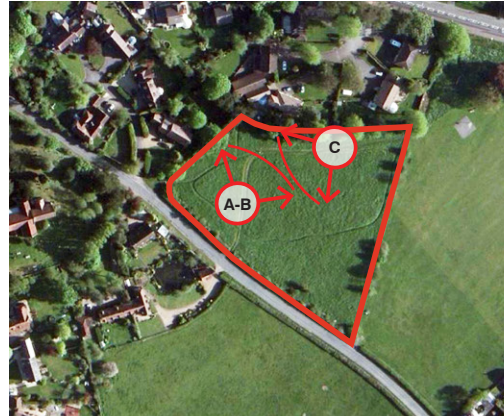
KEY:

- SITE BOUNDARY
- ▶ SITE ACCESS
- ▶ PRIVATE ACCESS
- MAIN ROAD LINK
- EXISTING VEGETATION
- PUBLIC OPEN SPACE/  
RECREATION AREA
- CONSERVATION AREA
- - - EXISTING PUBLIC FOOTPATH
- ▶ GENTLE SLOPE
- ⚡ SENSITIVE BOUNDARY TO  
EXISTING HOUSING
- ⚡ SENSITIVE BOUNDARY TO  
RECREATION GROUND
- ⚡ SENSITIVE BOUNDARY TO  
BISHOPSTONE ROAD
- ➔ OPPORTUNITY TO DEFINE  
VIEWS TO CHURCH
- ➔ OPPORTUNITY TO RESPOND  
TO SURROUNDING  
LANDSCAPE
- ⊗ FEATURES/CONSTRAINT TO  
MAINTAIN EXISTING  
LANDSCAPING

2.3 Opportunities and Constraints Plan



# INTRODUCTION



2.4



A



B



C

2.4 Site Photos Key Plan

A-C. Site Context Panoramic Views





3.0

MASTERPLAN  
DESIGN

---

## MASTERPLAN DESIGN

### 3.1 DESIGN CONCEPT

---

An assessment of the opportunities and constraints informed a potential arrangement for the site.

The existing public right of way presents the opportunity to maintain an attractive visual and physical connection between the Church / Bishopstone Road and the recreation ground and eastern part of the village.

There is a requirement to form a primary vehicular access into the site which it has been proposed to locate about midway along the Bishopstone Road frontage.

The above two factors then start to shape the arrangement of the site, with two areas of housing south of the public right of way, and public open space to the north.

The public open space provides a soft break between the proposed housing and the development to the north, creating and maintaining a setting for the mature tree belt along the boundary. This also defines a viewing corridor along the path heading westward of the church tower.

The two areas of housing are arranged as loose clusters to positively face out to the surroundings.

Two smaller private accesses are provided to serve single dwellings at each end of the Bishopstone Road frontage.

### 3.2 USE AND AMOUNT OF DEVELOPMENT

---

The proposal comprises residential development:

- 4no. 4 bedroom semi-detached dwellings
- 8no. 4-5 bedroom detached dwellings
- 7no. private garages with accommodation in roofspace
- 5no. private garages
- Public open space



# MASTERPLAN DESIGN



3.1 Drawing 57987\_101 Site Layout -  
Revision E

## MASTERPLAN DESIGN

### 3.3 LANDSCAPE STRUCTURE AND SITE LAYOUT

#### PROPOSED LANDSCAPE STRUCTURE

Existing natural features, primarily the wooded edges and boundaries are largely retained and provide a basis for the definition and softening of the site edges.

Therefore a principal part of the proposed landscape structure is the soft site edges.

It is proposed that a green edge runs around the site providing a buffer space with existing development and open space beyond. The 'Green Edge' will vary in width and include small pockets of public open space, together with a more substantial area forming public open space to the north.

A key opportunity of this proposal is to connect between the upper part of Bishopstone Road and the recreation ground with designated public open space alongside the public right of way crossing the site.



#### KEY:

- SITE BOUNDARY
- OPEN COUNTRYSIDE
- PUBLIC OPEN SPACE/  
RECREATION AREA
- EXISTING VEGETATION
- BLOCK STRUCTURE
- MAIN ROAD LINK

#### 3.2 Proposed landscape and block structure



**STREET STRUCTURE**

The layout is designed as a simple network of vehicular and pedestrian connections.

The proposed main vehicular access to the site is located about half way along the frontage to Bishopstone Road.

This leads immediately into a shared surface route with the characteristic of a lower order village lane.

Pedestrian access would be formed in the same location, together with connections to the public right of way which crosses the site from east to west.

A private drive leads from the end of this lane to serve three plots overlooking the recreation ground.

Plots 1 and 12 are provided with private accesses directly off the Bishopstone road frontage.

The green and sinuous character of the proposed highway network is deliberately intended to reflect the softer characteristic of adjacent developments, whilst responding to the rural character of the location.



3.3

**KEY:**

- SITE BOUNDARY
- ➔ PUBLIC FOOTPATH
- ▴ MAIN SITE ACCESS
- ▴ PRIVATE ACCESS
- ➔ MAIN ROAD LINK
- ➔ ACCESS LANE
- ➔ PRIVATE DRIVE

3.3 Access strategy and Street network

## MASTERPLAN DESIGN

### DEVELOPMENT BLOCKS

The Landscape structure referred to above relates directly to the framework of development blocks within the masterplan. A grouping of two irregular sized perimeter blocks are conceived. They are located on either side of the lane leading into the site. Breaks permit views and access to the edges of the development area. These blocks face out providing active frontages to all sides of the development area.



3.4

#### KEY:

- SITE BOUNDARY
- BLOCK STRUCTURE
- ▶ MAIN SITE ACCESS
- KEY BUILDINGS
- MAIN ROAD LINK
- ACCESS LANE
- KEY VIEWS



## MASTERPLAN DESIGN

### CAR PARKING

Car parking is provided on plot, and has been designed in such a way that the parked car does not overly dominate the streetscene, whilst being accessible and surveilled.

For plots 2-11 it is proposed that parking is provided on plot to the side or occasionally to the rear on corner turning dwellings. This meets the preference of occupiers and will ensure they are well used, reducing potential for on street parking demand.

Plots 1 and 12 have self contained parking provided within the plot being accessed directly from Bishopstone Road, but with the ability to turn on site and exit in forward gear.

Oversized garages are indicated in different configurations, permitting cycle parking as well as the storage of a car.

Parking has been allowed for as follows:

- 4 Bed Houses (Plots 5,6,9,10): 2 allocated surface spaces and a garage space.
- 4-5 Bed Houses (Plots 1-4, 7,8,11,12): 2 allocated surface spaces up to 2 garage spaces.



3.5 Extract from 57987\_101 Site Layout - Revision E showing approaches to parking

3.6 Extract from 57987\_101 Site Layout - Revision E showing approaches to parking







4.0

BUILT FORM



## BUILT FORM

### 4.1 OVERALL FORM OF DEVELOPMENT

This section provides more detail about the potential form of the proposed development. The following paragraphs describe the character of the development across the site, with an overall approach sympathetic to the character of Stone and the semi-rural location.

### 4.2 SCALE

The buildings would be up to two storeys in height, with a variety of eaves lines incorporated to help promote variety in the streetscene. Certain focal locations include taller roofs and eaves, whereas others use lowered eaves and ridge lines.

Building depths have a critical impact on the need for artificial lighting. The depth for this proposal varies between 6 to 10 meters which is deemed sufficient to naturally light these dual aspect dwellings.

Corner sites are important and dwellings are designed with two frontages, often treated as key buildings.

Houses shown vary in width up to around 14m, and are detached and semi-detached. Groups are linked together by boundary walls or carriage archways to create well defined streets and spaces which highlight the emphasis for a quality public realm.



#### KEY:

- SITE BOUNDARY
- 2 STOREY
- MAIN ROAD LINK

4.1



## 4.3 HOUSING TYPES

A hierarchy of bespoke housetypes are included within the masterplan. The housing types have been developed to contribute to a strong streetscape, and high quality of public realm.

Plots 1,7, 4&11 are substantial four to five bedroom village houses with simple cottage detailing, and low roof and ridge lines. They are typically located on corners and are L shaped which breaks down the massing and provides a good level of positive frontage.

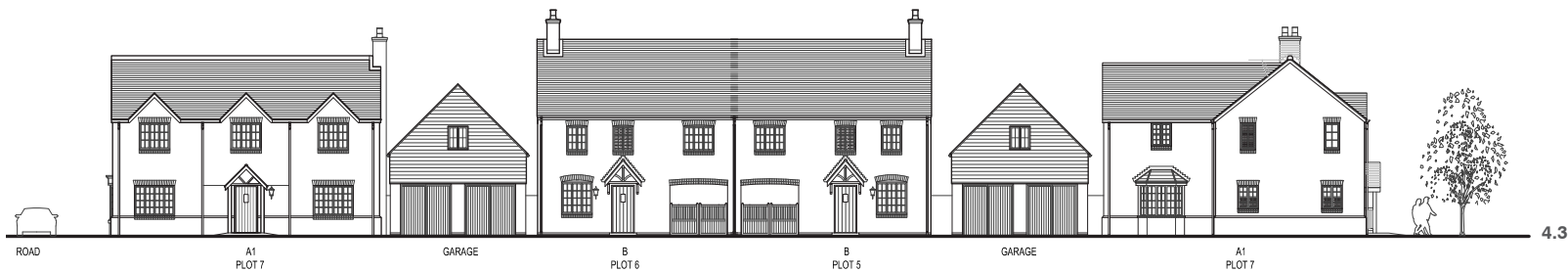
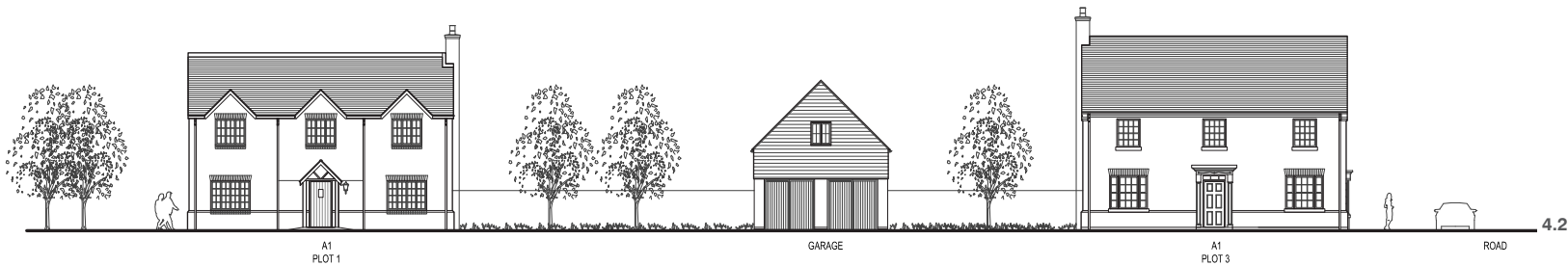
Plots 2,3,8&12 are substantial four to five bedroom village houses with formal detailing, and higher roof and ridge lines. They are typically located on corners and are L shaped which breaks down the massing and provides a good level of positive frontage. Plots 2,8&12 have an additional 'lean to' block to one side which adds variety to the streetscene.

Plots 5,6,9&10 are four bedroom cottage style houses comprise a 2 storey side gabled block with accommodation over a central carriageway arch to enable the buildings to be linked together for streetscene purposes.

Garages are provided set back from the main building line and integrate with screen walls for a continuity in frontage. Some of these are arranged with a room in the roofspace to give the character of traditional outbuildings.

The approach to detailing has been influenced by properties within the conservation area, including:

- Vicarage Farmhouse, Church Way
- 1 Church Way
- 11 Church Way
- 1 Eythrope Road



KEY SITE PLAN

4.2 Street scene AA'-1

4.3 Street scene BB'

# BUILT FORM

## 4.4 BUILDING MATERIALS

A range of building materials are proposed which have been selected following a review of typical treatment in the village. A materials plan is included with the application.

- High quality facing brickwork: It is proposed that 2 bricks are selected, and that selective use of traditional Flemish bond would be appropriate.
- Render: It is proposed that off-white render is used selectively, often in conjunction with areas of brickwork on a dwelling to distinguish the plinth or rear wing.

- Timber boarding: Timber boarding is proposed as a primary material for a number of the garages, to give the characteristic of simple outbuildings subservient to the main house.
- High quality plain tiles: It is proposed that two roof tiles are selected to complement the main facings.
- Timber shingles: Timber shingles are proposed as roofing for the smaller framed garage building to plot 13 at the south eastern corner.
- Screen walling: This will be constructed largely of facing brickwork using traditional Flemish bonding. Areas of stone can also be considered.

### ROOF FINISHES



### WALL FINISHES



### OPENINGS



4.4



4.5



4.6



4.7

4.4 Vicarage Farmhouse, Church Way

4.5 1 Church Way

4.6 11 Church Way

4.7 1 Eythrope Road



An architectural sketch of a row of houses, rendered in a dark brown color on a lighter brown background. The houses have gabled roofs, chimneys, and multiple windows. A white horizontal line runs across the middle of the image. The text '5.0' is positioned above the line on the left, and '6.0' is positioned above the line on the right. Below the line, the text 'ACCESS STATEMENT' is on the left and 'SITE SAFETY AND CRIME PREVENTION' is on the right.

5.0

6.0

ACCESS  
STATEMENT

SITE SAFETY  
AND CRIME  
PREVENTION

## ACCESS STATEMENT

### 5.1 INTRODUCTION

This chapter summarises the approach to access taken while preparing the proposals.

The masterplan takes access and accessibility as one of the core concepts in the design approach. The layout is structured by a clear and legible movement network based on the distinctive character that reflects the design intention. The masterplan sites all buildings in such a way that their individual access relates to the street, essentially direct, convenient and promoting high levels of activity and surveillance. Access issues like car parking, refuse collection and other servicing all inform the concept of the public realm. The site is largely flat and therefore presents little hindrance to walking and cycling around the development. Some of the small scale deliberate design decisions that integrate good access as its core concept are:

- Creation of legible entrances into the scheme from Bishopstone Road.
- Varied street surfaces are used to inform changing road user priorities. Pedestrians have priority on shared surfaces.
- Typically parking is on or close to the property.
- The proposal would be connected by pedestrian links to the wider context.

### 5.2 ACCESS TO AND WITHIN BUILDINGS

- All pedestrian routes within the site and in the immediate vicinity of the site access points should be suitable for use by the mobility impaired.
- Tactile paving should be provided to assist the visually impaired and be provided at key crossing points.
- The development has been designed making reasonable provision to ensure that buildings are accessible and usable to all people.
- Parking provision is provided conveniently for individual properties, always on plot.
- Stepped approaches to buildings should not be necessary due to site topography, with level access provided to front doors.
- Building entrances should be well lit and clearly defined. Front doors and internal access widths will be designed in accordance with part M, of the building regulations.
- Entrance storey WC's will be provided.



## 6.0 SITE SAFETY AND CRIME PREVENTION

This statement explains how the layout was designed to address the potential problems of crime. Guidance was taken from the Home Office document 'Safer Places-The Planning System and Crime Prevention'.

### ACCESS & MOVEMENT

The planned site has a movement framework that allows for direct well lit access to all units for both pedestrians and vehicles. Segregation of routes has been avoided, as has alleyways and short cuts. Rear access to plots will have lockable gates enclosed by 1.8 to 2m fence or masonry walls. The development is proposing to utilize shared surfaces to enable the residents to take possession of both footpath and roadway. This method will engender a sense of guardianship over the streets by local residents.

### STRUCTURE

All properties throughout the development front a defined access route. The number of sides fronting the public realm is reduced and assists in creating 'active frontages' which promote natural surveillance.

Defensible spaces have also been incorporated into the development. Direct access to buildings is thus avoided to resist temptation.

### SURVEILLANCE

As previously described the movement framework of the development allows for good natural surveillance. Every opportunity has been taken to avoid 'inactive frontages'. The well defined routes reduce areas for potential criminal activity. Any criminal activity would attract attention, and with many overlooking properties and an established sense of guardianship of the development action would be taken. Car parking is located in areas under natural surveillance from adjoining properties and there are no parking courts.

### OWNERSHIP

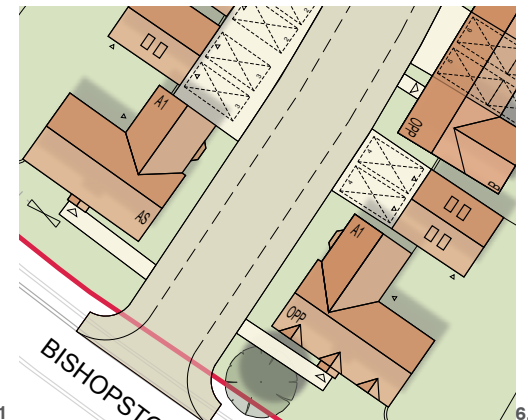
We envisage that the development as designed will promote a sense of ownership, respect, territorial responsibility and community. By designing clearly defined public, semi-private and private spaces we wish to encourage residents and users to generate a sense of ownership and responsibility for their properties and the development as a whole.

### PHYSICAL PROTECTION

All new dwellings will be designed to incorporate specific 'target hardening' measures to reduce the possibility of easy criminal entry and escape.

We recommend windows, doors and gates be specified in coordination with the requirements set out in the current New Homes guidance of Secured By Design, and design matters be agreed in liaison with Thames Valley Police.

## SITE SAFETY AND CRIME PREVENTION



6.1 Typical block, showing well defined access, secure private parking and amenity spaces within.

6.2 Active frontages help define the urban structure and creates a regular movement framework that focuses people and vehicles on to a small number of principal routes







7.0

---

ILLUSTRATIVE  
VIEWS





















MCBAINS COOPER