

# Land West of Chesterton

Design and Access Statement - Reserved Matters

07/09/2016 - Rev C





## Who We Are

We were formed by the merger of George Wimpey and Taylor Woodrow in 2007, and have operations in the UK and Spain. We aim to be the developer of choice for customers, employees, communities and shareholders.

We are one of the largest home builders in the UK, operating from 24 regional offices across England, Scotland and Wales.

We build a wide range of properties, from one and two bedroom apartments to five bedroom detached houses, with a broad price range including both private and affordable homes. We are truly national and we cover most regions across the UK. Our regional businesses are run as local home builders and have in depth knowledge and experience of the local market. We understand that development is about more than creating homes and we provide millions of pounds worth of infrastructure, for example roads, sewers, landscaping and community facilities every year across the UK. We aim to develop vibrant communities with a true sense of place that fit into their surrounding area and meet the needs of local people.

We are a responsible community developer, committed to working with local people, community groups and local authorities and keeping them informed about our work, both before we build and throughout the life of the development. We focus on getting the basics of home building right first time, such as quality, customer service and health and safety, and we aim to continually improve all parts of our business.

## What We do

We make a positive contribution to the wider communities in which we build by developing infrastructure (everything that is needed to support the homes and their residents, to breathe life into a development and create a thriving community. We either develop this infrastructure ourselves or through planning agreement contributions to the local authority. In 2012 we contributed over £175million to our local communities under our Section 106 and 75 planning obligations.

We include green space within most of our schemes - it can range from children's play areas to sports pitches and less formal green areas. We build estate roads on our developments, and often make improvements outside the boundaries of our sites as well, for example upgrading junctions, adding pedestrian crossings or cycle routes and widening existing roads. This means people will be able to access new developments by car, bicycle and on foot while, wherever possible, the effect on the existing road network and surrounding community is kept to a minimum.

Being a successful house builder means we do so much more than build homes. We provide high-quality places to live with appropriate facilities, an attractive environment, and a sense of place. Somewhere that people want to move to and will enjoy living in, and somewhere we are proud to say we built.

We believe in building aspirational homes and delivering great service. We are dedicated to excellence in the design and construction of homes we build and the quality of the locations we choose and the customer service we provide.

We recognise that buying a home is a significant financial and emotional investment. We aim to make buying, moving into and living in a Taylor Wimpey home as easy as possible for our customers.

## Designing for Sustainable Living

- We build homes that meet the Code for Sustainable Homes' Levels. This is an industry specification which aims to improve the sustainability of new homes across the UK.
- We have reduced the use of water and energy in our homes by carefully selecting more efficient fixtures such as dual-flush toilets and low-energy light fittings.
- We consider each site location carefully to ensure the relationship to nearby community facilities are well connected via public transport and green corridors.
- We design our sites and buildings carefully to keep the amount of waste taken off the site to a minimum.
- All sites have an ecological impact assessment to assess the effect on the environment. Final designs include features to reduce any negative effect and aim to improve ecological value.
- In order to reduce the risk of flooding, our developments are designed to keep run-off rainwater to a minimum and to not overburden the public sewage system.

## We Aim To

- Deliver a consistently high standard of customer service.
- Continually improve our standards of customer service.
- Undertake regular research to identify customer requirements.
- Helping customers to navigate the process of selling their existing home and moving into their new home.
- Benchmark our performance in industry customer care surveys to identify opportunities for further improvements.

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## 1.1 Introduction

This Design and Access Statement has been prepared by Life Space Design Studio Ltd to support an application by Taylor Wimpey for reserved matters to resolve the appearance, landscaping, layout and scale of the development that received outline consent 14/01737/OUT. The proposed development is to the land West of Chesterton (and hereafter known as the site).

The site comprises of 2.8 Ha and the summary of development proposed within the application site is 45 dwellings of mixed size and tenure at two storey. The proposed design for the scheme strongly relates to the existing settlement of Chesterton by way of layout, scale, amount, massing and appearance.

The description of works for the application is to comprise of the following:

Reserved Matters Application for layout, scale, appearance and landscaping in accordance with 14/01737/OUT at The Hale, Chesterton.

The reserved matters application was submitted on 4th February 2016, ref: 16/00219/REM together with 2 separate applications for discharge of conditions. References: 16/00034/DISC and 16/00041/DISC.

16/00034/DISC was discharged on 29th April 2016.

Consultation feedback from the design officer on 22nd June 2016 bought about a review of the design and an agreed extension of time, A new contextual analysis was undertaken, These revised documents therefore follow the results of the contextual analysis as well as various meetings and email feedback.

## 1.2 Purpose

The purpose of the statement is to comply with the Planning and Compulsory Purchase Act 2004 to:

1. Provide information concerning the design evolution of the development
2. To detail the broad design principles that have led to the form and type of development proposed
3. To set the application site in context with its surroundings
4. To demonstrate the suitability of the proposed built forms to the application site

This document supports the application for the Reserved Matters planning permission and should be read in conjunction with the following;

- Contextual Analysis
- Transport Statement

## 1.3 Design Access Statement Methodology

This Design & Access Statement is set out from the guidance produced by the DCLG in March 2010, 'Guidance on Information Requirements and Validation'. This document has been prepared with further reference to the CABE publication 'Design & Access Statements - How to write, read & use them.' and to the publications 'By Design - Urban Design in the Planning System, Towards Better Practice', and 'Better Places to Live by Design - A Companion Guide to PPG3'.

The following basic elements are identified in the Guidance and are fully explained within this document:

An appraisal of the context comprising of an:

- Assessment of the site's immediate and wider context
- Evaluation of the assessment; and
- Design of the scheme

A response to the contextual analysis in terms of a description of the proposed mix of uses in relation to;

- Their distribution across the site
- The appropriateness of the accessibility to and between them; and
- Their inter-relationship to the surrounding area

An explanation of the design principles and concepts in terms of;

- Amount
- Layout
- Scale
- Landscaping
- Appearance
- 

A thorough assessment of the context of the site and surroundings has shaped the initial thought processes with regards to the impact on physical, social and economic context. This is further supported in a separate contextual analysis document.

Evaluating these constraints and opportunities instructs the thought processes by highlighting

conflicts and ensuring a full understanding of the site. Guided by this information the design has evolved through a number of sketch evolutions to present an attractive, inclusive and well-designed scheme that fully understands the unique nature of the site.

## 1.0 Outline Planning

### 1.4 Approved Master Plan

The outline planning application (14/01737/OUT) received consent under committee as of when the S106 is agreed for up to 45 dwellings, with an indication of 35% affordable housing, and a new vehicular access onto 'The Hale' road to the west of the site. The division of space was approximately;

Residential Development:	1.64 Ha
Green Infrastructure:	0.86 Ha
SuDS:	0.17 Ha
Road Infrastructure:	0.11 Ha
Play Space:	0.01 Ha

The Officer's report commented that the determined site lies outside the built up limits of the village and would extend the development into the countryside. The principal concern of the proposal is to comply and aid to the five year housing land supply as subject of paragraph 14 of the National Planning Policy Framework (NPPF).

The affordable housing provision was to be noted at 35% requirement of 45 dwellings, amounting to 16 units. This tenure would be split into a 70/30 split between rented and shared ownership over two clusters;

- 4x 1b2pM (1 bed 2 person maisonette)
- 9x 2b4pH (2 bed 4 person house)
- 3x 3b5pH (3 bed 5 person house)

The shared ownership units will consist of 5 dwellings during determination of this reserved matters application the housing officer has called for the following changes to the tenure split.

- Shared ownership: There is to be 1 x 3B5PH and 4 x 2B4PH
- Rented units: 4 x 1B2PM, 5 X 2B4PH, 2 X 3B5PH
- 50% of the rented dwellings are to be to Lifetime Homes Standard
- All 16 units will need to meet the HCA's Design and Quality Standards including the necessary HQI requirements
- The affordable units should be transferred to a RP which is to be agreed with the council
- The affordable units should be distributed in

clusters, with no more than 15 per cluster. The landscape officer commented that the proposal was acceptable as the site is contained and can be experienced by limited viewpoints and vistas.

All boundary hedgerows will be maintained in order to preserve this view. It was commented that in order to retain enclosure and screening from the road, the hedgerow would be maintained to a minimum of 3m above ground level.

To protect the amenity of the residential receptors to the northeast it was favourable to integrate the development into the surroundings with Banks, Furlongs, tree planting and public open space.

In order to facilitate the required EPS license conditions 8, 10 and 15 have been discharged via consent 16/00034/DISC. The EPS license has been granted by Natural England following discharge of said conditions.

1.5 Outline Conditions

1. No development shall commence until full details of the layout, scale, external appearance and landscaping (hereafter referred to as reserved matters) of the approved development have been submitted to and approved in writing by the Local Planning Authority.

Reason - This permission is in outline only and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 4 of the Town and Country Planning (General Development Procedure) Order 2015 (as amended).

**CURRENTLY SUBJECT OF THIS RESERVED MATTERS APPLICATION REF: 16/00219/REM**

2. In the case of the reserved matters, a valid application for approval shall be made not later than the expiration of one year beginning with the date of this permission.

Reason - This permission is in outline only and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 4 of the Town and Country Planning (General Development Procedure) Order 2015 (as amended).

3. The development to which this permission relates shall be begun not later than the expiration of one year from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last reserved matters to be approved.

Reason - This permission is in outline only and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 4 of the Town and Country Planning (General Development Procedure) Order 2015 (as amended).

4. Except where otherwise stipulated by condition, the application shall be carried out strictly in accordance with the following plans and drawings:  
LSD 129.02.06 (Site Location Plan)  
JNY8140-05 (Site Access Arrangements)

Reason - For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and to comply with Government guidance contained within the National Planning Policy Framework.

5. Any and all reserved matters applications shall be accompanied by a plan showing the details of the finished floor levels of the proposed dwellings in relation to existing ground levels on the site. Where approval is given in writing of this plan by the Local Planning Authority in any reserved matters approval, the development shall be carried out in accordance with the approved details.

Reason - To ensure that the proposed development is in scale and harmony with its neighbours and surroundings and to comply with Policy C28 of the Adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

6. No more than 45 dwellings shall be accommodated on the site.

Reason - In order to achieve a satisfactory form of development, to ensure that the site is not overdeveloped and to comply with Policies C28 and C30 of the Adopted Cherwell Local Plan 1996 and Government guidance within the National Planning Policy Framework.

7. Any and all applications for reserved matters approval shall include full details of a scheme for surface water and foul sewage drainage of the development. Where such details are approved in writing by the Local Planning Authority as part of a reserved matters approval, the approved surface water drainage scheme shall be carried out prior to commencement of any building works on the site and the approved foul sewage drainage scheme shall be implemented prior to the first occupation of any building to which this scheme relates. All drainage works shall be laid out and constructed in accordance with the Water Authorities Associations' current edition of 'Sewers for Adoption'.

Reason - To ensure that the development is served by proper arrangements for the disposal of surface/foul

sewage, to comply with Policy ESD7 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance within the National Planning Policy Framework.

8. Prior to the commencement of the development hereby approved, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme for landscaping the site shall include:-

- (a) details of the proposed tree and shrub planting including their species, number, sizes and positions, together with grass seeded/turfed areas,
- (b) details of the existing trees and hedgerows to be retained as well as those to be felled, including existing and proposed soil levels at the base of each tree/hedgerow and the minimum distance between the base of the tree and the nearest edge of any excavation,
- (c) details of the hard surface areas, including pavements, pedestrian areas, reduced-dig areas, crossing points and steps.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy C28 of the Adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

**DISCHARGED 29/04/16 REF: 16/00034/DISC**

9. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in accordance with BS 4428:1989 Code of Practice for general landscape operations (excluding hard surfaces), or the most up to date and current British Standard, in the first planting and seeding seasons following the occupation of the building(s) or on the completion of the development, whichever is the sooner. Any trees, herbaceous planting and shrubs which, within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the current/next planting season with others of similar size and species. Details approved in the landscape scheme under the requirements of Condition 8 (c) shall be fully laid out on site in accordance with the approved details prior to first occupation of the approved dwellings.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy C28 of the Adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

10. Prior to the commencement of the development hereby approved, a schedule of landscape maintenance for a minimum period of 5 years, to include the timing of the implementation of the schedule and procedures for the replacement of failed planting, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the landscape maintenance shall be carried out in accordance with the approved schedule.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy C28 of the Adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

**DISCHARGED 29/04/16 REF: 16/00034/DISC**

11. Except to allow for the means of access and vision splays, the existing hedgerow along the north-west boundary of the site shall be retained and properly maintained at a height of not less than 3 metres, and if any hedgerow plant dies within five years from the completion of the development, it shall be replaced and shall thereafter be properly maintained in accordance with this condition.

Reason - In the interests of the visual amenities of the area, to provide an effective screen to the proposed development and to comply with Policy C28 of the Adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

12. The existing hedgerows along the south-west and south-east boundaries of the site shall be retained and properly maintained at a height of not less than 3 metres, and if any hedgerow plant dies within five years from the completion of the development, it shall be replaced and shall thereafter be properly maintained

## 1.0 Outline Planning

in accordance with this condition.

Reason - In the interests of the visual amenities of the area, to provide an effective screen to the proposed development and to comply with Policy C28 of the Adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

13. Prior to the commencement of the development hereby approved full details of the provision, landscaping and treatment of open space/play space within the site together with a time frame for its provision shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the open space/play space shall be landscaped, laid out and completed in accordance with the approved details and retained at all times as open space/play space.

Reason - In the interests of amenity, to ensure the creation of a pleasant environment for the development with appropriate open space/play space and to comply with Policy BSC11 of the Adopted Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

14. Prior to the commencement of the development hereby approved, including any demolition and any works of site clearance, a mitigation strategy for great crested newts, which shall include timing of works, exclusion fencing, the location and design of alternative ponds/habitats together with the timing of their provision, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the mitigation works shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with ESD10 of the Adopted Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

**DISCHARGED 29/04/16 REF: 16/00034/DISC**

15. Where an offence under Regulation 41 of the Habitat and Species Regulations 2010 could occur in respect

of the development hereby approved, no works of site clearance, demolition or construction shall take place which are likely to impact on newts until a licence to affect such species has been granted in accordance with the aforementioned Regulations and a copy thereof has been submitted to the Local Planning Authority.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy ESD10 of the Adopted Cherwell Local Plan 2011-2031 and Government guidance contained within the National Planning Policy Framework.

16. Prior to the commencement of the development hereby approved, including any demolition and any works of site clearance or the translocation of any reptile, a strategy for the translocation of reptiles, which shall include the identification of receptor sites, the management scheme, landscaping and the arrangements for implementation shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the strategy shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy ESD10 of the Adopted Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

**DISCHARGED 29/04/16 REF: 16/00034/DISC**

17. Prior to the commencement of the development hereby approved a full lighting strategy designed in line with Bat Conservation Trust Guidelines is to be submitted and approved in writing by the Local Planning Authority. Thereafter any external lighting on the site shall only be carried out in accordance with the approved strategy.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy ESD10 of the Adopted Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy

Framework.

18. No removal of trees recorded as Category 2 shall be carried out except in adherence to the precautionary working methodology outlined in Section 2.40 of the Protected Species Report which was prepared by CSa Environmental Planning dated September 2014 and submitted with the Application.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy ESD10 of the Adopted Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

19. No removal of hedgerows, trees or shrubs nor works to, or demolition of buildings or structures that may be used by breeding birds, shall take place between the 1st March and 31st August inclusive, unless the Local Planning Authority has confirmed in writing that such works can proceed, based on health and safety reasons in the case of a dangerous tree, or the submission of a recent survey (no older than one month) that has been undertaken by a competent ecologist to assess the nesting bird activity on site, together with details of measures to protect the nesting bird interest on the site.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy ESD10 of the Adopted Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

20. Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

21. Prior to the first occupation of any of the dwellings hereby approved, all of the approved roads and footpaths serving that dwelling (except for the final surfacing thereof) shall be laid out, constructed, lit and drained in accordance with Oxfordshire County Council's 'Conditions and Specifications for the Construction of Roads' and its subsequent amendments.

Reason - In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Government guidance contained within the National Planning Policy Framework.

22. Prior to the commencement of the development hereby approved, full specification details of the vehicular accesses, individual driveways and parking areas as well as manoeuvring and turning areas within the site, which shall include construction, layout, surfacing and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any dwelling, the access, driveways and turning areas serving that dwelling shall be constructed in accordance with the approved details.

Reason - In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Government guidance contained within the National Planning Policy Framework.

23. A Travel Information Pack shall be developed in accordance with Oxfordshire County Council guidelines and submitted to the Local Planning Authority, in consultation with OCC Travel Plans team, for approval, prior to first occupation of the site. No occupation of any dwelling shall take place prior to the written approval of the Travel Information Pack by the Local Planning Authority and the approved Travel Information Pack shall be provided to the first occupiers of each of the dwellings at the point of first occupation.

Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Government guidance contained within the National



Planning Policy Framework.

community.

24. Prior to any demolition on the site, the commencement of the development and any archaeological investigation, a professional archaeological organisation acceptable to the Local Planning Authority shall prepare a first stage archaeological Written Scheme of Investigation, relating to the application area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording and inspection of matters of archaeological importance on the site in accordance with Government guidance contained within the National Planning Policy Framework.

25. Prior to any demolition on the site and the commencement of the development and following the approval of the first stage Written Scheme of Investigation referred to in condition 24, a programme of archaeological evaluation, investigation and recording of the application area shall be carried out by the commissioned archaeological organisation in accordance with the approved first stage Written Scheme of Investigation.

Reason - In order to determine the extent, character and significance of the surviving remains of archaeological interest and to safeguard the recording and inspection of matters of archaeological importance on the site in accordance with Government guidance contained within the National Planning Policy Framework.

26. No development shall take place until a drainage strategy detailing any necessary on and off site drainage works has been submitted to and approved by, the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the

27. No development shall take place until impact studies that assess the effect of the development on the existing water supply infrastructure have been submitted to, and approved in writing by, the Local Planning Authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the public system to mitigate the impact of the development as well as a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with this additional demand without adversely affecting the existing population in accordance with Policy BSC9 of the Adopted Cherwell Local Plan 2011-2031 Part 1.

All pre-commencement conditions have been discharged or discharged in principle except for C26 (drainage). All conditions will require reviewing and potentially be re-applied for to suit the amended scheme.

# 1.0 Outline Planning

Below is the master plan which was submitted with the outline application.



## 2.0 Site and Local Context

- 2.1: Vision and Key Benefits
- 2.2: Scope and Content
- 2.3: Site Description
- 2.4: Site Location



## 2.0 Site and Local Context

### 2.1 Vision and Key Benefits

Our vision is to create a new integrated residential development for the Land West of Chesterton.

“The Government attaches great importance to the design of the build environment. Good design is a key aspect of sustainable development, indivisible from good planning, and should contribute positively to making places better” (para56, NPPF, March 2012).

The development will create 45 new homes of high design quality that respond to the local character and principles of the Chesterton Plan. The development will comprise of 1, 2, 3, 4 and 5 bedroom properties to cater for couples and families.

The design has evolved through this vision by predominantly responding to the Site’s context. In doing so this has enabled the new development to relate to the site and its setting.

### 2.2. Scope and Content

This document has been produced by Life Space Design Studio Ltd on behalf of Taylor Wimpey. It sets out the design and development aspirations for the site and puts forward a development framework and urban design principles to guide the future development.

Consideration has been given to the importance of demonstrating the mechanisms for the delivery of design quality within the built environment. The document also has the following functions and purpose;

- To provide a concise description of the key issues and the evaluation that informed the design decisions of which led to the current form of development
- To provide comprehensive information on the development in terms of composition, urban design, access and circulation, open space, landscape, and phasing
- To set out design standards that will establish a framework for the development which promotes a high quality of design,
- To set clear standards and criteria to evaluate and assess detailed applications, supporting the development control process, and ensuring high quality and coordinated design
- A clear brief for designers and others involved in the development process which will guarantee the achievement of high standards.
- To clearly respond to the requirement of the Secure by Design document.



### 2.3. Site Description

The site is located 500 metres from Chesterton village centre and 2.4 kilometres south-west of Bicester town centre. Chesterton is located off the M40, A4095 and A34 North from Oxford and South-west of Bicester. This town is ideally situated with direct routes to Aylesbury, Oxford and Buckingham as well as being within an hours drive of Milton Keynes.

This location holds the benefit of being relatively within the countryside with all the perks of cultural and retail amenities of the nearby cities. Each of these cities has a train station with excellent access to the neighbouring regions of the midlands and beyond. The vehicle corridor of the M40 has a direct link into London and the A4165 through Oxford leads to Reading town.

#### View and Vistas

Views are uninterrupted due to the nature of the development surrounding the site and the clear street scenes. The clear grassland across the site, with exception of the poplar trees, provide unrestricted opportunities for development to capitalise on the views across to the open countryside to the south.

Longer distance views from the elevated aspects on site can be obtained but these are limited once any residential development takes place. The loss of this view is minimal as the views from the northern aspect of the site are maintained. Views toward the existing built environment are perceived from the site to the south and east, there are no buildings of note to capitalise views on in these localities.

A key view of the proposed development would be when approached from the proposed access. This approach should offer a strong street-scape with key buildings.

The site situated on the edge of Chesterton will form 'a gateway' development to the settlement.



## 2.0 Site and Local Context

### 2.4 Site Location



## 3.0 Opportunities and Constraints

- 3.1. Local Character Analysis
- 3.2. Links and Transport
- 3.3. Transport Routes and Facilities
- 3.4. Flooding / Drainage
- 3.5. Ecological Appraisal
- 3.6. Geophysical Survey
- 3.7. Planning Policy Context
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3.2 Links and Transport



The RPS Travel Information Pack highlights several routes of transport and local facilities within a 2 and 5 kilometre buffer. The information presented within this section include extracts from this Information Pack.

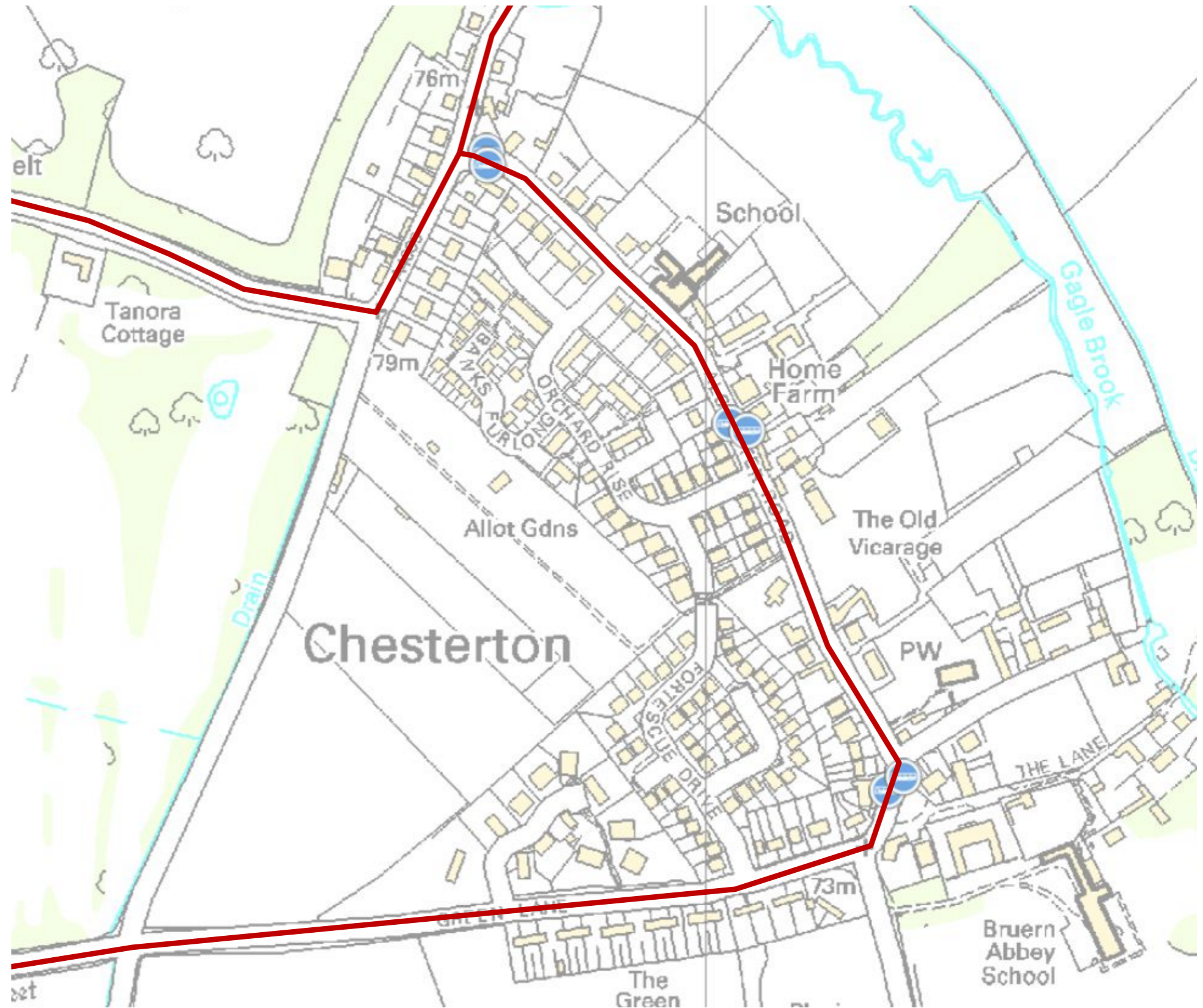
There are 3 bus stop zones in Chesterton along Alchester road between the Site and the A4095. Each of these comprises of 2 bus stop station points, one route heading north into Bicester and one south toward the outlying areas of Oxfordshire.

Therefore any plot within our proposed development is only a 3.5 minute walk from the local transport network. Although this distance is not so arduous, at present there is no connection to the footway of the A4095 along the Hale. The proposal seeks to improve this by developing a footway to connect the development land to the A4095 footway.

The number 25/25A bus, operated by Thames Travel, services Chesterton and provides a route between Bicester and Oxford via Kirtlington and Kidlington. Bus stops are provided on Alchester Road at Chesterton Green. A summary of the 25/25A bus server is shown below. In addition to this service there is a morning 21 bus service to Bicester. The majority of the buses are wheelchair accessible.

Legend

-  Bus Route
-  Bus Stop



25 / 25A Timetable

route 25/25A		Bicester - Bletchington - Kidlington - Oxford																	
		Mondays to Saturdays except Public Holidays																	
Notes	M-F	M-F	M-F	S	25	25A	25A	25	25A	25A	25	25A	25A	25	25A	25A	25	25A	25A
Bus Number	25A	25A	25A	25A	25	25A	25A	25	25A	25A	25	25A	25A	25	25A	25A	25	25A	25A
Bicester, Manorsfield Road, stop 4/5	0625	0707	0730	0800	0900	0900	1000	1100	1100	1200	1300	1300	1400	1500	1530	1605	1705	1810	1910
Chesterton Green	0632	0717	0739	↓	0905	↓	↓	1105	↓	↓	1305	↓	↓	1505	↓	↓	R	↓	↓
Wendlebury	↓	↓	↓	↓	0910	↓	↓	1110	↓	↓	1310	↓	↓	1510	↓	↓	↓	↓	↓
Weston-on-the-Green	↓	↓	↓	↓	0918	↓	↓	1118	↓	↓	1318	↓	↓	1518	↓	↓	↓	↓	↓
Middleton Stony	0639	0724	0746	0811	↓	0906	1006	↓	1106	1206	↓	1306	1406	↓	1536	1611	1711	1816	1916
Upper Heyford, Camp Road	0644	0729	0751	0816	↓	0911	1011	↓	1111	1211	↓	1311	1411	↓	1541	1616	1716	1821	1921
Lower Heyford, Corner	0648	0733	0755	0820	↓	0915	1015	↓	1115	1215	↓	1315	1415	↓	1545	1620	1720	1825	1925
Kirtlington, Oxford Arms PH	0652	0737	0759	0824	0924	0924	1024	1124	1124	1224	1324	1324	1424	1524	1549	1624	1724	1829	1929
Kirtlington, Gossway Fields	0654	0739	0801	0826	0926	0926	1026	1126	1126	1226	1326	1326	1426	1526	1551	1626	1726	1831	1931
Bletchington, Blacks Head PH	0657	0743	0805	0830	↓	0930	1030	↓	1130	1230	↓	1330	1430	1530	1556	1630	1730	1836	1936
Bletchington, Sands Close	↓	↓	↓	↓	0930	↓	↓	1130	↓	↓	1330	↓	↓	1530	↓	↓	↓	↓	↓
Enslow, Rock of Gibraltar PH	↓	↓	↓	↓	0935	↓	↓	1135	↓	↓	1335	↓	↓	1535	↓	↓	↓	↓	↓
Kidlington, Tesco	↓	↓	↓	↓	0950	↓	↓	1150	↓	↓	1350	↓	↓	1550	↓	↓	↓	↓	↓
Hampton Poyle	0700	0746	0808	0833	↓	0933	1033	↓	1133	1233	↓	1333	1433	1533	1559	1633	1733	1839	1939
Gosford, Kings Arms PH	0703	0749	0811	0836	↓	0936	1036	↓	1136	1236	↓	1336	1436	1536	1602	1636	1736	1842	1942
Kidlington, Bicester Road	0704	0750	0812	0837	↓	0937	1037	↓	1137	1237	↓	1337	1437	1537	1603	1637	1737	1843	1943
Oxford, Magdalen Street East	0720	0810	0840	0852	↓	0952	1052	↓	1152	1252	↓	1352	1452	1552	1618	1652	1752	1858	1958

Notes: M-F Mondays to Fridays only; S Saturdays only; R serves this point on request; → Connect here for 25A services to Kidlington & Oxford City Centre.

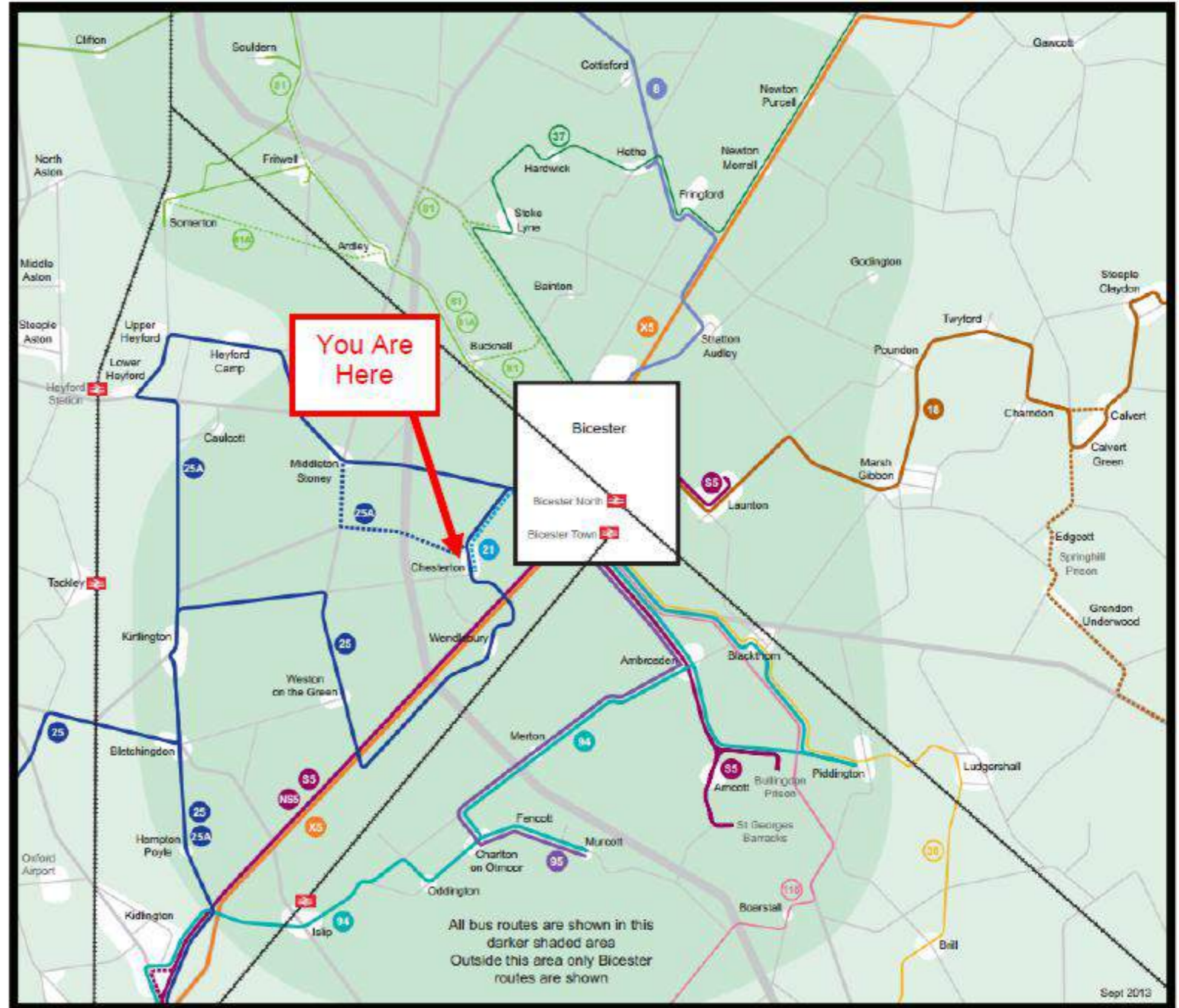
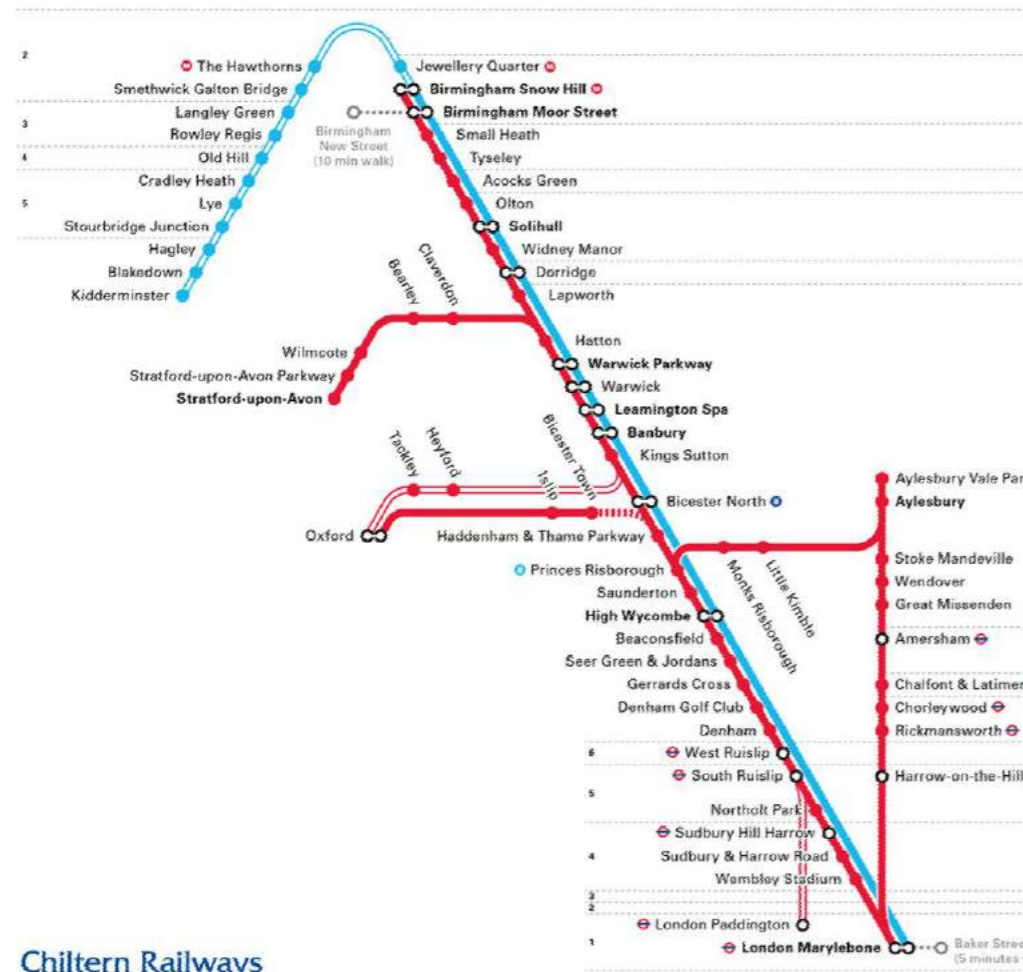
### 3.0 Opportunities and Constraints

#### 3.2 Links and Transport

In terms of rail services, Bicester Village Railway Station is approximately 4 kilometres east of Green Lane, Chesterton and Bicester North station is 4.3 kilometres north-east. Both of these are operated by Chiltern Railways.

Both stations are accessible within a 12 minute walk of bus stops served by the 25/25A bus service. Both stations are 15-20 minute cycle from Chesterton.

These stations provide regular services between Bicester and London Marylebone, High Wycombe, Banbury, Birmingham Snow Hill and Warwick.



#### 3.3 Transport Routes and Facilities

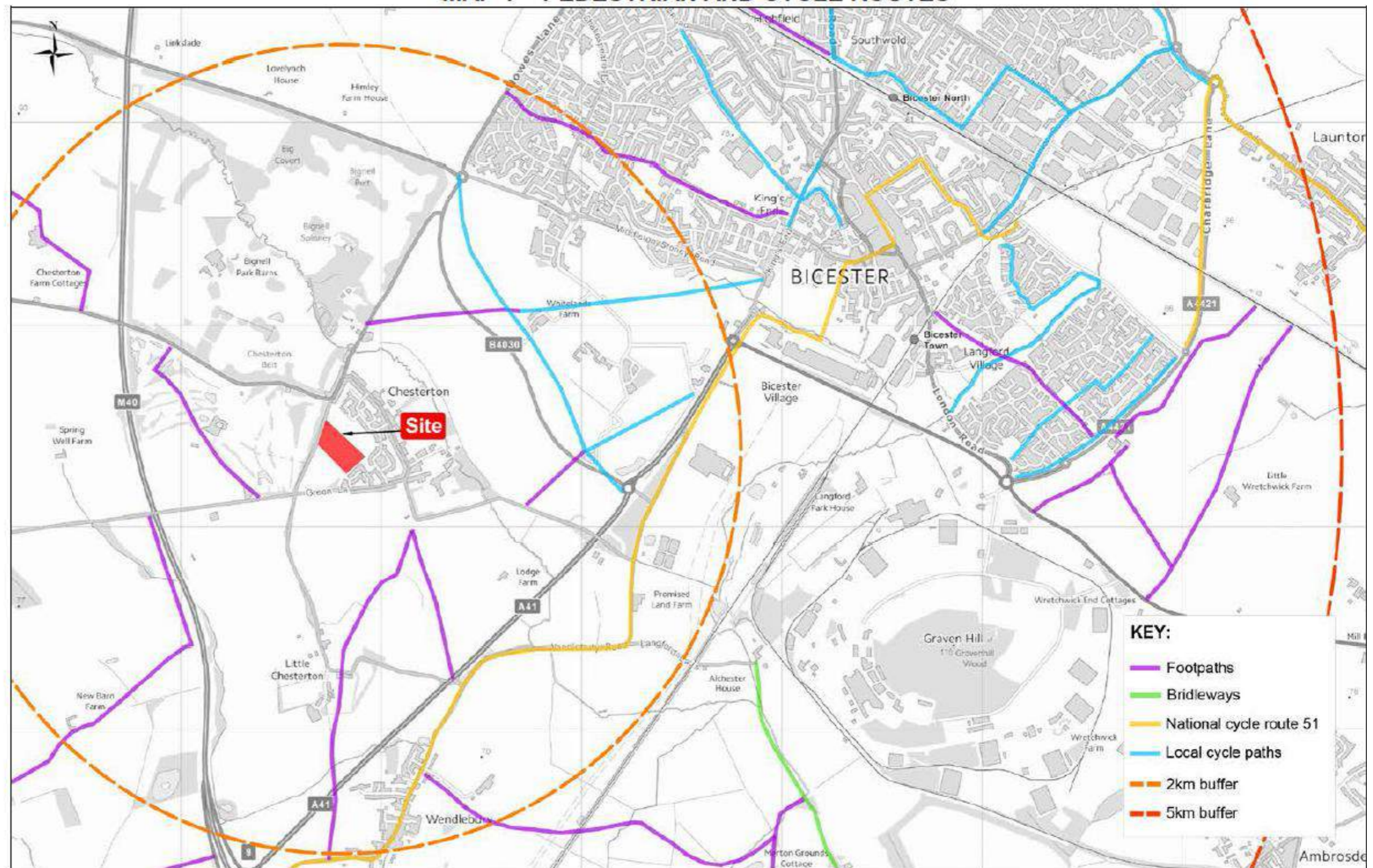
A new pedestrian connection in to Chesterton village centre will connect the site to public transport stops on Alchester Road as well as the Red Cow Public House, St Mary’s Church and Chesterton C of E Primary School. Bicester Hotel, Golf and Spa is almost opposite the development offering leisure facilities. A new community centre is also located just a short walk away adjacent to Chesterton playing field and other play areas.

There are ample routes for both pedestrian and cyclists into Bicester and the surrounding areas, including the National cycle route number 51. This National route connects Colchester and the port of Harwich to Oxford via Ipswich, Bury St Edmunds, Cambridge, Bedford, Milton Keynes, Bicester and Kidlington.

There are nearby leisure, educational, and retail facilities within a Chesterton and Bicester, all within 5km. There are two sources of schooling in the vicinity of the site, and there are ample bus routes to Bicester to access further educational facilities.

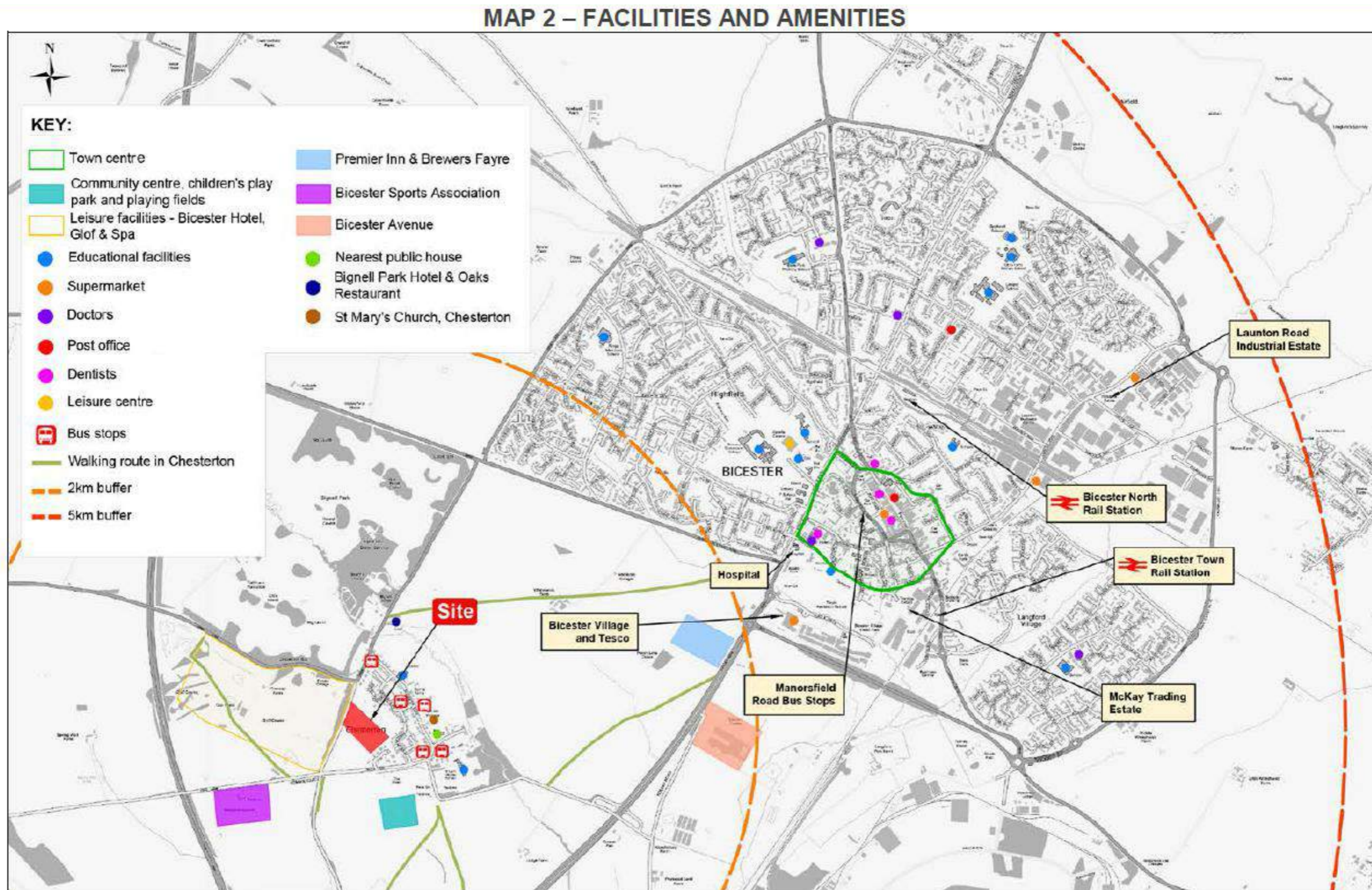
As part of the outline consent the access has been approved. This included a new footpath link to run from the new access into the site to the junction of the Hale and the A4095. In the bottom south east corner of the site is a gate which gives access to a pedestrian link to houses on Fortescue Way. During the discharge of conditions application process requests have been made from Oxford County Council to provide a link to this gate.

MAP 1 – PEDESTRIAN AND CYCLE ROUTES



### 3.0 Opportunities and Constraints

#### 3.3. Transport Routes and Facilities



3.3. Flooding/Drainage

As the site is currently undeveloped, existing rates of surface water run-off will need to be maintained (known as greenfield run-off rates) post development. This is in line with current National Planning Policy Framework, and the proposals will be designed in consultation with the lead local flood authority and the Environment Agency. The site is part of flood zone 1 which details minimal risk as it is a suitable distance from main rivers and subsidiary water courses. The chance of flooding is 1 in 1000 years.

Sustainable Drainage Systems (SuDS) could be used where possible with soak aways (subject to percolation) , in order to mimic the natural surface water drainage of the site prior to development. This may include the use of attenuation basins with infiltration (should ground conditions allow) and porous paving. Where infiltration techniques are not sufficient to manage surface water, a connection will be made from the attenuation basin to existing Thames Water Systems with flow rates limited to green field run-off rates.



### 3.0 Opportunities and Constraints

#### 3.4. Ecological Appraisal

A residential development of 45 dwellings is proposed on land west of Chesterton in Oxfordshire. This Ecological Appraisal has been undertaken to present the findings of a desk study, an extended Phase 1 habitat survey and hedgerow assessments completed by CSa Environmental Planning in April and May 2014. The ecological features have been valued from the findings. The majority of the site comprises arable land and improved grassland, which are low grade widespread habitats considered to be of low ecological value.

Habitats of ecological value at the Local and Site level comprise native hedgerows with associated trees, long grassland margins and dry ditch. The retention, protection and enhancement of such habitats is recommended wherever possible, particularly the more ecologically valuable hedges, considered to be H1, H2, H3 and H7 (see Habitats Plan in Appendix C). The loss of sections of the central hedgerow that divides the fields (H4) is anticipated to facilitate development. This hedgerow is of relatively low value and it is considered that its loss could be adequately mitigated through improvements to the northern boundary hedge (H6).

Further surveys for the following protected/notable species are recommended:

- Bat roosting- Ground-based tree assessment (any time of year);
- Bat commuting and foraging- Three transect and static detector surveys (May to September);
- Birds – Four breeding bird surveys (mid-March to mid-July);
- Reptiles – Seven visit presence/absence survey (April to September)
- Great Crested Newt - Pond assessment (HSI) and subsequent four visit presence/absence surveys and (mid-March to mid-June, with at least half of surveys undertaken between mid-April and mid-May). If present, two additional visits within the same period to gain an understanding of population size.



#### 3.5. Geophysical Survey

A detailed magneto meter survey was undertaken within two land parcels at Chesterton, near Bicester in Oxfordshire. The results indicate the presence of cut features of archaeological potential in the form of a rectilinear enclosure and linear ditch. These extend across both survey areas, although the north eastern area contains widespread magnetic debris which may have obscured further weaker features. Several other linear and discrete anomalies have been located, and while these may relate to cut, ditch-like and pit-like features they are weak, fragmented and indistinct.

Area centred on OS NGR 455818 221418,  
Anomalies of archaeological potential

(1) – A positive linear anomaly extends across the width of the survey area and is a response to a cut feature which continues to the south west as anomaly (7).

(2) – A positive linear anomaly extends across the south eastern part of the survey area and links to the north eastern part of anomaly (7) seen in Area 2 to the south west.

(3) – A positive linear anomaly is located in the north western part of the survey area and appears to be a continuation of anomaly (8) within Area 2. Anomalies with an uncertain origin

(4) – The survey area contains a number of weak and short positive linear anomalies. It is not clear if they relate to cut features, or if they have some association with the use of the site as allotment gardens. Anomalies associated with magnetic debris (5) – The survey area contains widespread magnetic debris. This obscures weak anomalies and is likely to be associated magnetically the more dominant material incorporated into the topsoil during the use of the site as allotments and possibly to more recent burnt material Anomalies with a modern origin

(6) – Magnetic disturbance is a response to steel buildings and ferrous fencing. Area centred on OS NGR 455775 221375,  
Anomalies of archaeological potential

(7) – Three sides of a positive rectilinear anomaly appear to form an enclosure that extends north eastwards as anomalies (1) and (2) in Area 1. The

response is generally 2nT and there appears to be a partial extension at the western corner.

(8) – A discontinuous positive linear anomaly extends along the western part of the survey area. There appears to be a gap of 5.5m and then it continues north eastwards as anomaly (3) in Area 1. The response is generally 3-4nT and it 7 Archaeological Surveys Ltd Land north of Green Lane, Chesterton, Oxfordshire Magneto meter Survey Report indicates a cut, linear feature, such as a boundary ditch.

Anomalies with an uncertain origin

(9) – Within the confines of anomaly (7) are a number of positive and negative linear anomalies and a possible positive curvilinear anomaly. Although these may relate to cut features, they are short and weak (<1nT) and lack a coherent morphology preventing confident interpretation.

(10) – Located close to the south eastern corner of the survey area is a broad positive linear anomaly with some associated negative response. As it is located close to the field boundary it is not clear if it relates to a cut feature, but this is possible.

(11) – A number of positive linear and rectilinear anomalies are located to the west of anomaly (8). They have a similar response to anomalies (9) and it is not possible to determine their origin.

(12) – A number of discrete positive responses have been located within the survey area. Although some lie within the confines of anomaly (7) is it not possible to determine if they relate to pit-like features with an anthropogenic or natural origin, but archaeology should be considered.



Anomalies with an agricultural origin

(13) – A series of parallel anomalies appear to relate to former ridge and furrow.

Anomalies associated with magnetic debris

(14) – Strong, discrete, dipolar anomalies are a response to ferrous and other magnetically the more dominant objects within the topsoil.

## 3.0 Opportunities and Constraints

### 3.6. Planning Policy Context

#### National Policy

##### National Planning Policy Framework

The National Planning Policy Framework (NPPF) outlines national policy guidance and the foreword to the NPPF explains that the purpose of planning is to help achieve sustainable development and that development means growth with development that is sustainable should go ahead without delay.

##### *The presumption in favour of sustainable development*

The key principle of the NPPF, as set out in paragraph 14 of the document, is a presumption in favour of sustainable development and Local Planning Authorities (LPA) are directed to approve development proposals that accord with the development plan without delay; or, where the development plan is absent, silent or relevant policies are out of date.

##### *Core planning policies*

A series of 12 'Core Planning Principles' are set out at paragraph 17 which require that planning should, among other things, pro actively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places that the country needs; promoting the vitality of our main urban areas; encourage the effective use of land by re-using land that has been previously developed; make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

##### *Building a strong competitive economy*

Paragraph 18 of the NPPF sets out the Government's commitment to securing economic growth in order to create jobs and prosperity, and paragraph 19 states that significant weight should be placed on the need to support economic growth through the planning system. Paragraph 21 goes on to explain that business should not be over-burdened by the combined requirements of planning policy expectations and that policies should recognise and seek to address potential barriers to growth to investment, which might include a poor environment or any lack of infrastructure, services or housing.

##### *Promoting sustainable transport*

Paragraph 34 states that 'Plans and decision should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised'.

##### *Delivering a wide choice of high quality homes*

The emphasis of the NPPF is that the planning system must look to increase housing delivery. The NPPF is clear at paragraph 47 where it seeks to 'boost significantly the supply of housing'.

In order to achieve this LPAs should identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.

##### *Requiring good design*

In paragraph 63 it states that 'In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'. The location of the site is close to a key arterial road into Northampton dictates that a strong design will provide a positive impact on the surrounding built environment is required.

The design principles in the Illustrative Master plan have been forged using government guidance and objectives in relation to the creation of sustainable communities.

In addition to the National and Local Planning Policies the following relevant guidance has also been considered in the development of the Master Plan;

#### Local Policy

##### Cherwell Local Policy II

The identified Saved Policies that are applicable to the development are noted as follows and will be explained to better demonstrate how the proposal meets each policy;

H13	Category 1 Settlements
H18	New dwellings in the countryside
C2	Protected species
C5	Creation of new habitats
C7	Harm to the topography and character of the landscape
C8	Sporadic development in the countryside
C27	Development in villages to respect historic settlement pattern
C28	Layout, design and external appearance of new development
C30	Design of new residential development
C33	Protection of important gaps of undeveloped land
R12	Public open space provision
ENV12	Contaminated Land
TR1	Transportation Funding Recommendations

Further information can be found within the Planning Statement that accompanies the application.

##### Local Plan 2011-2031 Part 1

The policy requirements set out in ESD 15 of the Local Plan provide clear guidance on the importance of high quality design which responds to the character of a place, stating: 'New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design... Where development is in the vicinity of any of the District's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential'.

The main policies relevant to the proposal are listed as under;

(i) Policy Villages 1 : Chesterton is identified as a village where infilling, minor development and conversions will be permitted

(ii) Policy Villages 2 : Distributing growth across the rural areas

(iii) Policy BSC3 : Provision of affordable housing. In rural settlements proposals for residential development of 3 or more dwellings will be expected to provide at least 35% affordable homes on site

(iv) Policy ESD3 : Sustainable construction. All new homes are expected to meet at least Code Level 4 of the Code for Sustainable Homes

(v) Policy ESD7 : Sustainable drainage. All development will be required to use SUDS for the management or surface water run-off

(vi) Policy ESD13 : Local landscape protection and enhancement expects developments to respect and enhance local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided

(vii) Policy ESD16 : The character of the built and historic environment should be protected and where development is allowed it should respect the local character context.

##### Saved Policies Local Plan 2006

The saved policies from the 2006 adopted Local Plan also place emphasis on the way that design should respond to local character and context:

C28 "Control will be exercised over all new development, including conversions and extensions, to ensure that the standards of layout, design and external appearance, including the choice of external – finish materials, are sympathetic to the character of the urban or rural context of that development. In sensitive areas such as conservations areas, the Area of Outstanding Natural Beauty and areas of high landscape value, development will be required to be of a high standard and the use of traditional local building materials will normally be required".

C30 "Design control will be exercised to ensure (i) that new housing development is compatible with the appearance, character, layout, scale and density of existing dwellings in the vicinity";



#### 3.7. Highways Agency

The site is located 500 metres from Chesterton village centre and 2.4 kilometres south-west of Bicester town centre. Local facilities available in Chesterton include a primary school, a church and vicarage, a village hall, recreation ground and a public house, all of which are located on the main road through the village, Alchester Road.

Two kilometres is generally considered acceptable walking distance while five kilometres is regarded as acceptable cycling distance. The facilities located within the village and bus stops on Alchester Road are located within walking distance while Bicester is within cycling distance of the site. The village benefits from a bus service to Bicester, Kidlington and Oxford. The bus stops on Manorsfield Road, in Bicester are located within cycling distance and are served by various bus services to surrounding areas. Bicester Town and North rail stations are also located within cycling distance of the site.

It was proposed and permitted to close the existing access to The Hale and create a new access south of the existing access. The access will take the form of a priority junction. The level of visibility achievable from the site access is in accordance with guidance and is appropriate for speeds recorded.

The access road is likely to be 5.5 metres in width with a 2 metre footway on the southern side of the access road for approximately 100 metres. Following which, the access road can take the form of shared surface at 5.5 meters in width.

The footway along the Hale will provide a connection between the development and the footway on the A4095, thus providing a safe walking route to the village centre and bus stops.

The development will improve 'The Hale' with local widening of the carriageway to 4.8 metres and provision of a footway of 2.0 metres in width which will make it suitable to accommodate these additional trips as well as improving the pedestrian environment for existing and future users.

It is not considered beneficial to provide a footway

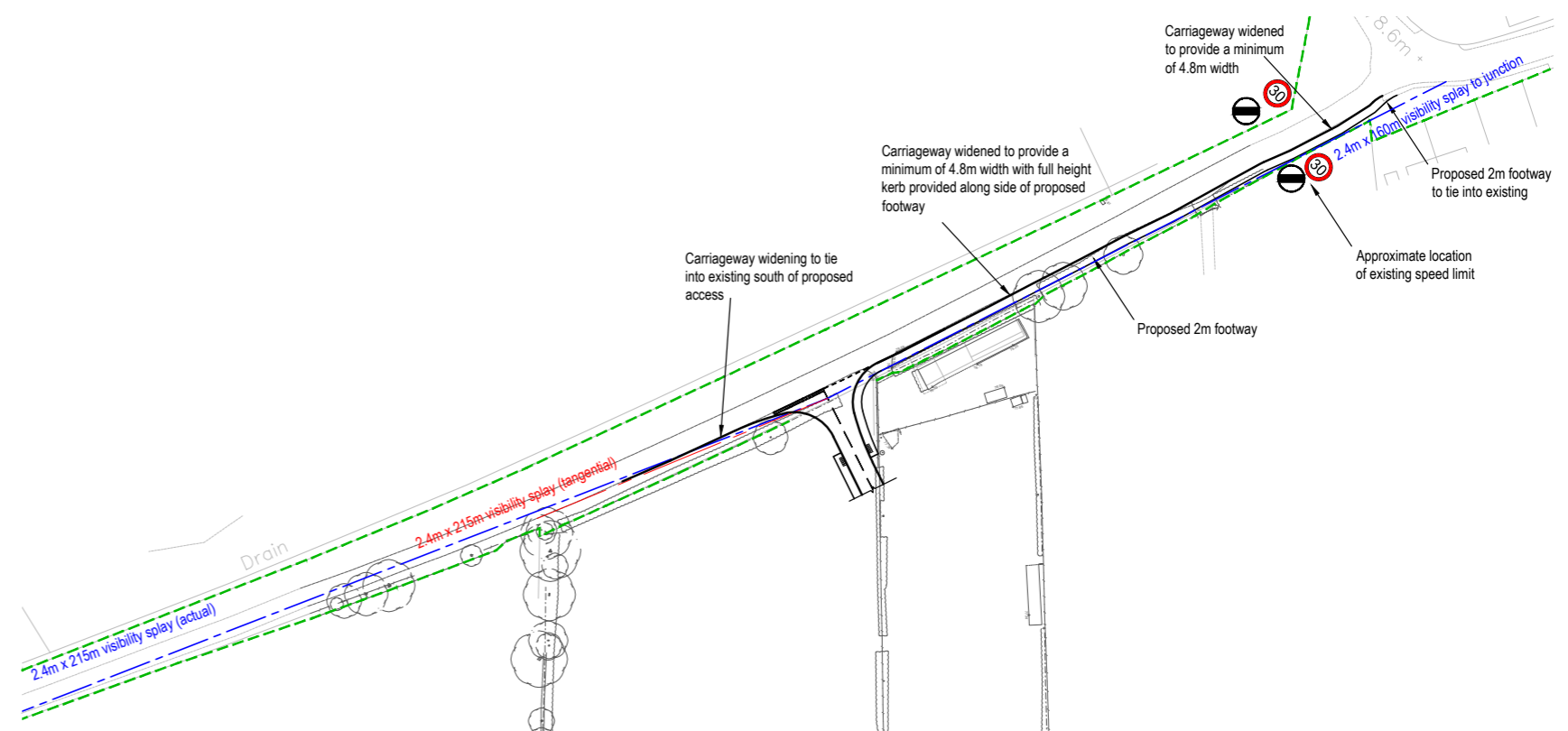
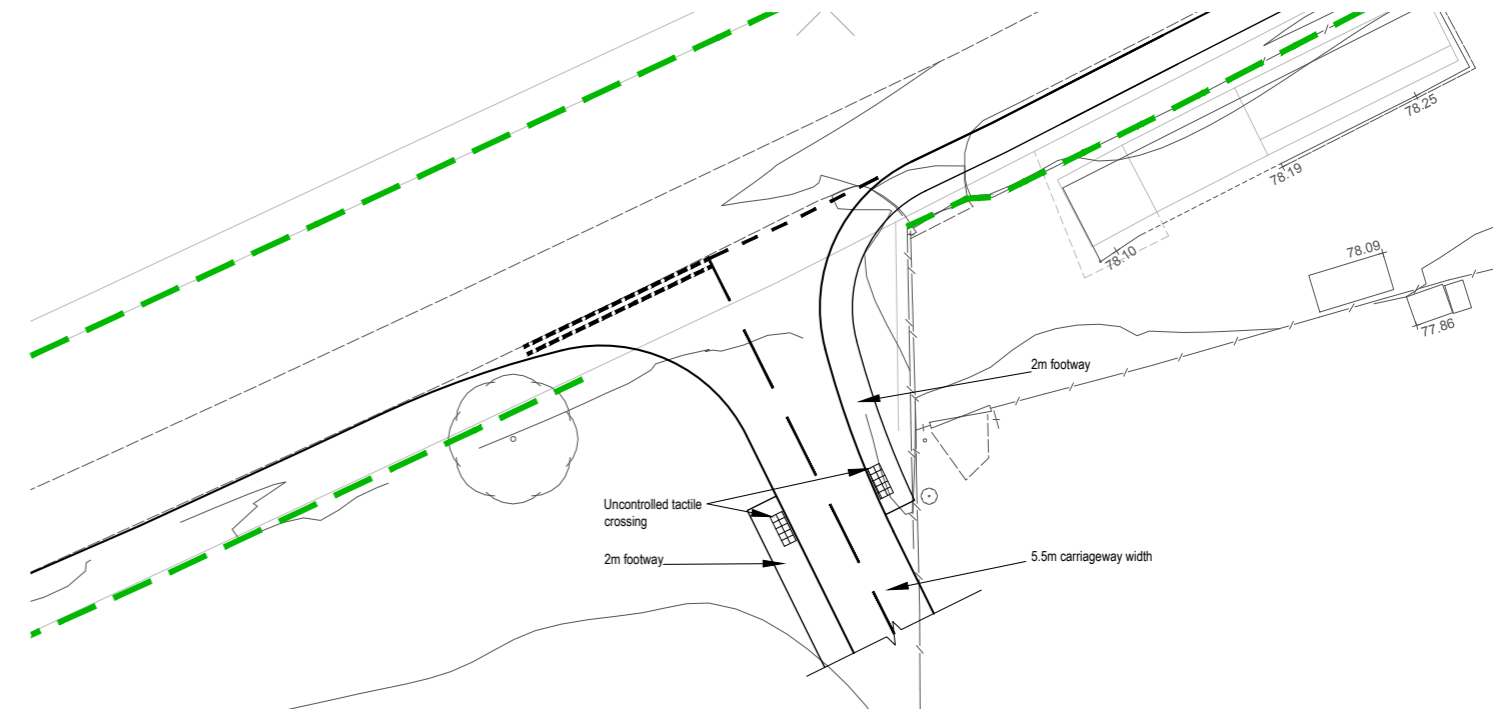
to the south of the development along the unnamed road as amenities cannot be accessed in this direction.

To encourage sustainable travel amongst future residents and to influence their travel choices from the beginning, it is proposed to provide each dwelling with a Residents Welcome Pack which will contain useful travel information.

It is expected that the proposed development of up to 45 dwellings will result in 29 two-way vehicular trips in the morning peak hour, 28 two-way vehicular trips in the evening peak hour and 247 two-way vehicular trips daily.

In the south east corner of the site is a pedestrian gate. This gate gives access to the adjacent paddock which in turn gives pedestrian access to the allotments and also Fortescue Drive area of Chesterton.

During the determination process of the outline conditions feedback was received from Oxford County Council suggesting links could be made to this gate within the development area.



## 3.0 Opportunities and Constraints

### 3.8. Conservation

#### Conservation Area & Archaeological

Extract from Archaeological Assessment prepared by CSa Environmental Planning.

The top of the tower of the grade II\* listed Church of St. Mary, approximately 250m to the east, is visible from the western part of the site through an existing tree/hedge line. However, views from the Chesterton conservation area and other listed buildings into the site are otherwise screened by built development and, in the case of the western tip of the conservation area designation along the A4095 by Hedgerows. It is therefore highly unlikely that low-rise residential development within the site will result in any change to the significance of the conservation area or any listed buildings.

However, the detailed development of the site should take cues from the local pattern of development and vernacular to ensure the design is in keeping and makes a positive impact on the settlement and its surrounds.

#### Archaeological Background

The site lies approximately 100m to the north of a Roman road known as Akeman Street, which led to the Roman town of Alchester approximately 1.2km to the south-east. The site therefore lay within the hinterland of this Roman town. However, an archaeological evaluation carried out in 2009 approximately 100m to the south on the southern frontage of Akeman street did not identify any significant archaeology.

The site was probably part of an open field system known as Hale Field throughout the medieval period and continued to be so prior to field enclosure in 1768. The site was part of a single field on Ordnance Survey maps of 1875 and 1899 but by 1922 the northern field was part of a larger allotment garden, becoming grassland by 1989.

#### Archaeological Potential

No significant archaeology was identified in the 2009 archaeological evaluation approximately 100m to the south. However, given the proximity of Akeman Street and the location of the site within the hinterland of the Roman town of Alchester, the possibility of associated Roman remains being present within the site cannot be discounted. The site was almost certainly under arable cultivation as part of an open field system throughout the medieval period, and remained so until enclosure in 1768. Field 1 has also been part of a wider system of allotments and field 2 is currently under arable cultivation. The centuries of arable activity and also the allotment digging may have had a scattering effect on any possible fragments of archaeology.

#### Heritage Assets

As the site is within proximity to heritage assets consideration should be given to a possibility of discovering archaeological remains on site, most notably Roman as the site is close to the Roman town of Alchester. An archaeological study should be undertaken to ascertain the archaeological value of the site, it is arguable that the generations of arable activity may have degraded any surviving archaeological remains, although not discounted.

Because of the potential for the site to contain buried archaeology of Roman date a geophysical survey has been carried out.

The reports conclusion is as follows:

The detailed magneto meter survey located a positive rectilinear anomaly that appears to relate to an enclosure feature that is present within both survey areas. A further linear ditch, with an apparent deliberate 5.5m gap, is located to the west of the enclosure. Several other linear and discrete anomalies have been located within the site, but these are generally very weak and indistinct and although they may relate to cut, ditch-like and pit-like features, their origin is uncertain.

Widespread magnetic debris with the north eastern part of the site is likely to have originated from its use

as allotment gardens. The south western part of the site contains evidence of medieval cultivation in the form of ridge and furrow.

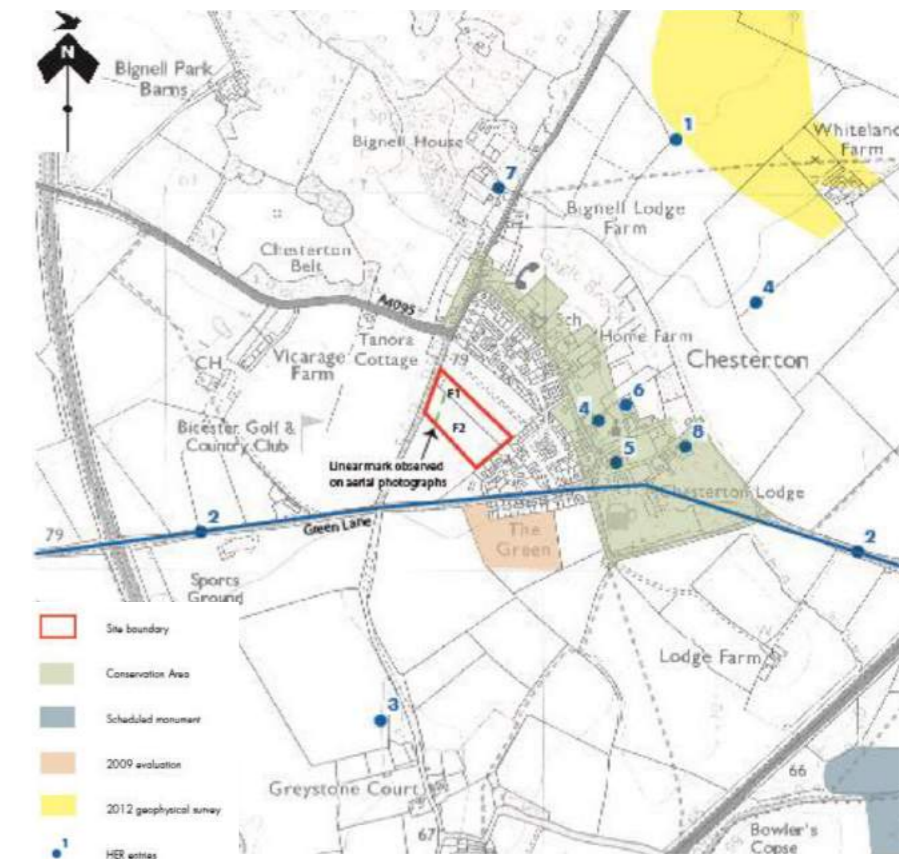
- HER 1 - Bronze Age Barrows
- HER 2 - Line of Akeman Street
- HER 3 - Roman Coin findspot of 25 coins
- HER 4 - Earthwork remains of 13th century building
- HER 5 - 12th and 13th Century Ditch
- HER 6 - Medieval Ditch
- HER 7 - Deserted Medieval Village
- HER 8 - Post Medieval Manor Farm Mill

#### Community Engagement

Community engagement was undertaken at outline stage. The feedback of which continues to shape the evolution of the Reserved Matters proposal.

#### Contextual Analysis Statement

This document has been produced to support local design officer comments and makes detailed analysis of the conservation area.



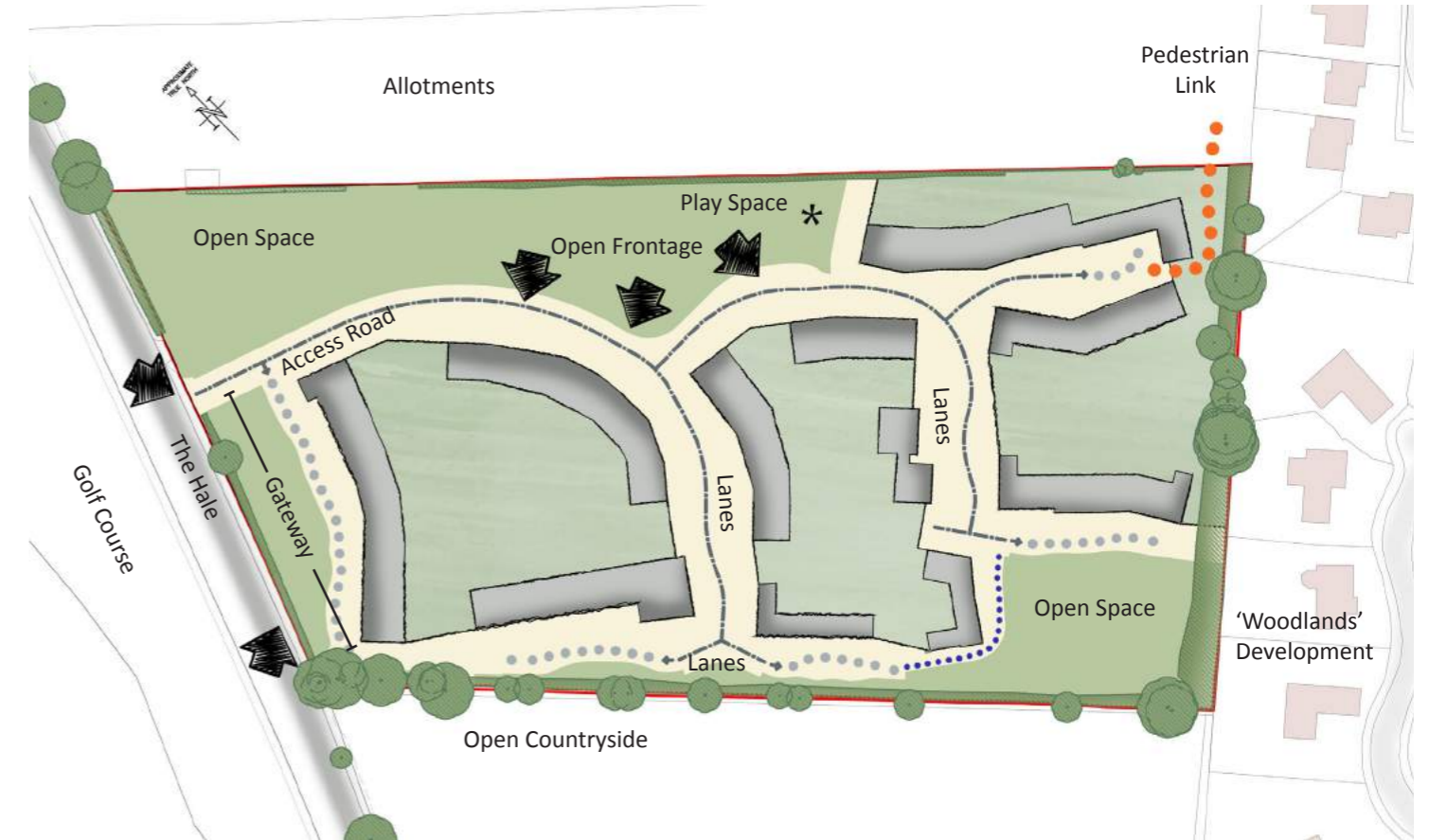
### 3.9. Concept & Block Plan

The outline application established the principle of development and agreed the access arrangements for the site. The submitted indicative plan shows development in these broad areas or blocks. This indicative plan was broadly mindful of constraints such as existing trees and hedgerows around the site. The need for newt / ecology habitats and also attenuation space.

It also starts to form an understanding of opportunities and how to utilise this together with the constraints to start to form a coherent layout that responds to the site and surroundings. Developing this further the layout should evolve to take on board the following:

- The approved access, existing planting / landscaping, ecology, open space and attenuation
- Understanding of the local context, character and vernacular.
- Understanding and responding to the site and its surroundings
- Creating a coherent, legible and sympathetic layout and design for Chesterton.

The footprint massing plans to the right illustrate how the layout can respond to the opportunities and constraints in and around the site. With this in place developing the detail design can follow.



### 3.0 Opportunities and Constraints

#### 3.10. Landscape, Access, Movement and Ecology

As previously highlighted the access to the site has been approved by way of outline consent. Allocating the open space along the northern edge forms part of the ecology mitigation strategy for the site. As well as a capture/relocation exercise, a reinstating and enhancement of species rich grassland and scrub habitat of benefit to Great Crested Newts and reptiles is to be formed. (See ecology report and mitigation plan).

The open space in this area also serves as a buffer with the allotments to the north. Removing concerns regarding shading to the existing allotments as well as creating a larger mass of habitat and mitigation routes for ecology. This is further supported by additional areas of the site which can be reinstated for ecology habitats, such as where the site fronts 'The Hale'. This gives connectivity to the tree and hedge boundary buffers and open field beyond. Also, in the southern most corner where the site falls to the lowest level, it provides a natural location for an attenuation feature and reinstated habitat. The supporting ecology report states the proposed development of this site will result in the loss of 1.97ha of on site terrestrial habitats for Great Crested Newts within 500m of the closest breeding pond. Whilst, a smaller amount of habitat will be reinstated than lost it is considered that the enhancements proposed are sufficient to satisfy the conditions for an EPS license. It should be noted that the EPS license has been applied for and granted. To achieve this a number of conditions from the outline consent have been discharged including condition 8, relating to landscaping, 10 (landscaping maintenance) and 16 (translocation of reptiles). This is permitted by way of application ref: 16/00034DISC, dated 29th April 2016.

#### 3.11. Parking

The transport for new developments by Oxford County Council has been used to assess parking standards and requirements. It replaces the parking standards published in the county Council Road Design Guide 2003. The document makes distinctions in provision depending on area of development and in this case the requirements of 'Rest Of Oxfordshire' Appendix C is used. The parking will therefore work on the principals of looking at allocated parking in the first instance. One allocated space for a one bed dwellings with a 0.4 maximum for unallocated spaces. All dwellings above the one bedroom size, for example, 2, 3, 4 and 5 bedroom will require 2 allocated spaces and 0.6 space unallocated. Dwellings that feature garages carports or parking courts will be designed to the requirements of this document.



#### 3.12 Reserved Matters First Design

The Design and Access statement has informed the design evolution from the outline consent stages and is supported by the contextual analysis. This amended Design and Access statement has also been updated to reflect comments from Cherwell District Council and the design officer. This document therefore thoroughly appraises the constraints and opportunities that inform and guide the design. At outline consultation stage over 60 responses were also received and these have been considered within this evolution stage. For example, where material comments have been raised with regards shading to the allotments to the north. From the identified constraints alone, a distinct layout has begun to evolve to steer the detail design. Responding to these constraints, the Design and Access Statement must also consider the opportunities to provide a gateway development scheme that is attractive and inclusive whilst also respecting the existing site and surroundings.

The adjacent scheme layout was originally submitted with the reserved matters application. During the determination period comments were received from the design officer raising concerns over the layout and proposed dwelling design.



Original submitted scheme for the reserved matters application

## 3.0 Opportunities and Constraints

### 3.13 Sketch Scheme

A meeting was held at Cherwell District Council to discuss this matter which resulted in an agreement to extend the time of the application and to submit another contextual analysis of Chesterton. The following sketch scheme and sketch elevations were submitted informally to the case officer, the comments of which follow the sketch.



### 3.14. Planning Officer Comments

- The gateway frontage to the site appears to be significantly improved and efforts have been made to reduce the 'gappy' frontage and provide some wider frontage simpler buildings more reflective of the traditional buildings in the locality. The double garage forward of the buildings to the end of this frontage however is out of keeping with this frontage and should be removed. Furthermore is there a requirement for a turning head in front of plot 5 as this leads to a very engineered appearance on this key frontage, and if not required, should be removed.
- The redesign of the public open space frontage has been rather less successful in our view and there still remain large gaps and not all the buildings sit well alongside each other which does not result in a strong frontage. This is particularly so in relation to plot 6 and 7 and the areas between plots 18 and 19. As discussed at the meeting this is one of the key frontages to the development and properties should address the street. Care should be taken to reduce the impact of any garages and it should not have the length of gardens facing onto it. The reworking of this area has also resulted in a large area of parking to the rear of plots 14 to 26 which is poorly integrated into the development and results in a large poorly designed area dominated by parking. In my view these spaces still require considerable work. As a suggestion a wider fronted faceted building which turned the corner could be provided on the area where plots 6 and 7 are situated. This would help to creating a stronger frontage and reflect the geometry of the street. A solution to resolve the issues relating to the parking area to the rear of plots 14-26 and the weaker parts of the frontage around plots 18 and 19 is rather more complex and requires further thought. One potential solution could be to create a wider frontage grouping of linked dwellings along Road 1 (where plots 16-19 are situated) incorporating a vehicular drive through from Road 1 to a rear courtyard area. This may assist in providing parking whilst providing a stronger frontage. It would also allow for a more conventional rear courtyard parking area to be provided. Providing some appropriately designed

flats in this area should also be considered to replace the flats proposed on Road 3, as providing parking for these flats in a convenient location which is also appropriate in design terms is likely to be challenging. This potential way forward would also allow the access from Road 2 to the parking area to be closed off and parking to plot 14 to be provided adjacent to the rear garden of the property. However this is just one suggestion and there may be other solutions to these issues.

- In relation to plots 40 – 42 the design and layout of these also appears much improved and they help to terminate the open space in a more positive manner. I do have concerns regarding the parking arrangements for these units as they appear overly complex and impact on the design of the scheme. Also the owners of plot 42 would not appear to enter and leave the site in a forward gear. As such I would suggest that a parking area could be provided for plot 42 in a side by side arrangement to the front of plot 42. Plot 41 and plot 40 could then have parking to the rear garden of plot 40. This would result in the single storey elements of plot 41 and 42 being habitable accommodation as the garage doors would not be appropriate on the frontage on this prominent elevation facing the open space.
- One of the areas we discussed at the meeting was creating a footpath link between plots 12 and 28 to provide a better connected development. The current proposals does not appear to show this and the layout of the site makes the area to the side of plot 12 rather ambiguous in terms of being a public or private space. The space appears to be located at the end of a private drive which further reinforces its private status. In my view this area needs future consideration to make it more inviting to pedestrians and less ambiguous.
- I note the footpath to the village has now been relocated to the south eastern corner of the site which is positive. This is a key linkage to the village and needs to be attractive to future occupants. However I have concerns that given the road layout it appears to be located to end of a private drive

and this would not be very inviting or legible for pedestrians to use. The integration of this footpath needs to be improved potentially by looking at the road layout to ensure it does not appear as a private space.

- The urban design officer has suggested that the use of shared surfaces for the length of road 2 and 3 and shared surface 4 (as indicated on the sketch plan) may help with the above issues and ensure that streets do not appear like private drives.
- I note that some frontage parking is still proposed. Where this is used it should be broken up between plots with tree planting and landscaping to help soften its appearance and integrate it into the development.
- I note that the proposal now leads to the further clustering of affordable units beyond the 10 units. I need to discuss this with the Housing Officer and will come back to you on this matter.
- I have not gone through all the house types that have been used as it is difficult to see how these will fit together without street scene elevations. However I note that the number of double garages has been reduced and you have attempted to keep the deeper plan properties away from the boundaries of the site. I also note that flats still appear to be within the buildings with catslide roofs which is not characteristic of the area. I also note that there are a still quite a large number of dwellings with projecting front gable features which is not characteristic of Chesterton.
- As discussed at the meeting the architectural detailing of the dwellings is very important as is the use of local materials in creating a locally distinctive scheme. We require further details of this.
- As outlined above I have now had input from OCC highways on the sketch scheme so you may wish to discuss it directly with them.

Overall the evolution of the design appears to be heading in a positive direction however there are still

a number of issues that need further consideration to result in an appropriate scheme. In light of the improvements made and your willingness to work with the Council to produce a mutually agreeable scheme I would suggest a further extension of time is agreed to allow revised plans to be drawn up and submitted.

## 3.0 Opportunities and Constraints

### 3.17. Design Response to comments

In response to the additional comments the sketch scheme has evolved into the final design with the following matters addressed: -

- The double garage to Plot 1 has been replaced with a single garage set back from the frontage.
- A turning head is required for fire tender access so this will need to remain.
- The open space area has been significantly redesigned to take account of the comments in this location including revising the suggesting parking courtyard. A wider frontage unit is presented and a terrace of cottage style units to frame the open space area.
- The footpath link through to the adjacent meadow in the south east corner of the site has been redesigned. Dwellings provide surveillance of this path and it is defined by plot 405 boundary railings.
- All lanes off of the main access roads are shown as shared surfaces.
- Footpath links between the lanes is also improved outside of plot 27.
- Frontage parking is reduced across the site.
- Affordable units should not 'cluster' more than 15 dwellings. The scheme incorporates 16 affordable dwellings. The majority of which occupy the middle area. However, these are out onto 3 different aspects including the main road 1, lane 2 and lane 3. This allows the affordable units to be part of the street scenes of the 3 areas that are separated by road 1, lane 2 and lane 3.
- Deeper plan units are away from the boundaries and 'corner turner' units with narrow depths are used on prominent corners. This is described in the character plan drawing where the site is further split by the character areas
  - i) Frontage
  - ii) Open space and key building
  - iii) The lanes
- Gable fronted units have been reduced but further study of the local contextual analysis does establish gable fronted units are an important part of Chesterton's character including gables, dormers and gablets.





## 4.0 Design Parameters

- 4.1. Land use and Amount
- 4.2. Scale
- 4.3. Landscape and Ecology
- 4.4. General Character
- 4.5. Parking
- 4.6. Privacy
- 4.7. Security
- 4.8. Servicing and Storage
- 4.9. Street Design
- 4.10. Access
- 4.11. Appearance



## 4.0 Design Parameters

### 4.1. Land Use and Amount

This section provides the design strategies for the development's use, amount, layout, scale, landscaping and appearance. Urban design and landscape strategies have been the key elements that have driven the development's master-planning process.

The site comprises of 2.8 Ha and the summary of development proposed within the application site is 45 dwellings of mixed size and tenure at two storey.

The Green Infrastructure will include formal footpaths along with areas of soft landscaping. These have been designed in mind to promote local ecology, enhance focal points, improve vistas along the street scene and soften the visual impact of the development.

To offer a high quality range of living accommodation the development will comprise of a mix of dwelling types including apartments. This will provide a range of living from single occupancy to family accommodation which will add a wide demographic and mixed community.

The division of space is approximately as under yet is not inclusive of SuDs and play space;

Residential Development:	1.42 Ha
Green Infrastructure:	1 Ha
Road Infrastructure:	0.4 Ha

As can be seen from the adjacent plan a key element of the layout is defined at the entrance where a swathe of open space stretches from the Hale to along the boundary with the allotments to the North. This open space area forms the main area of EPS habitat and has been agreed at both planning condition and from Natural England in the form of an EPS licence. It is therefore required that this area must remain unchanged including other areas that are identified as part of the ecology habitat. This also creates a buffer with the allotments, reducing shading to said allotments and generally creating an attractive green space, which includes the L.A.P. and attenuation feature.

The built form is generally split into 3 distinct areas. Dwellings are generally set back from the boundaries of the site to provide 'green corridors' to link to the second attenuation feature in the Southern corner.

It should be noted that there has been a 7% increase in green infrastructure as a result of the re-design process increasing green landscaping habitats and ecology routes and general improvements in setting.



### 4.2 Scale

From the originally submitted scheme there has been significant changes with regards consideration of scale in the overall design. Whilst the overall scale of dwellings is two storey, more consideration has been given to the impact of depth and width on the overall scale and massing.

The gateway character area will feature dwellings that form long elevations with narrow depths to follow the character of key areas in Chesterton. This area will be the main public view of the site from the approach via 'The Hale'.

To accentuate this use of scale, narrow depth units are used in key areas particularly on corners and around the open space character area. Wider depth units are then only used between these narrow depth units to reduce the impact of the roofs on the street scenes and vies from outside of the site.



- Open frontage and key buildings
- The Lanes
- The Gateway

### 4.3. Landscape and Ecology

The landscape proposal aims to build on the contemporary character within the development as reflected in the choice of tree and shrub species along the roadsides, open spaces and front of plots.

This will also enhance the way finding, sense of place and create focal points across the Site. At the entrance to the development will be a series of 3 metre tall tree and shrub planting along the road frontage will enhance the setting and create a landscape corridor.

The landscaping to the north of the Site will provide a visual buffer between the open space and the development which will enhance the setting and reduce the impact of the built environment on the natural environment.

The field fence entrance feature will help aid ecology movement whilst sympathetic to the semi-rural setting.

The green space to the North-west of the Site will provide a focal space and opportunities for informal recreational use and area to play.

Overall there is an uplift in landscaping over the previous scheme.

The planting of high quality trees and shrubs around the dwellings will create an attractive environment. The design and layout of the landscape has been carefully considered so that trees and shrubs don't obstruct any opportunity for natural surveillance. This will be achieved by selecting shrubs that have a mature growth height no higher than 1 metre and trees that have no foliage below 2 metres.

## 4.0 Design Parameters

### 4.4. General Character

The amended layout responds further to the contextual analysis and comments from Cherwell District Council Design officer.

There are 3 broad areas that are separated by the main access roads and lanes. These areas are spanned by 3 distinct character areas, namely the gateway open frontage/key buildings and the lanes area. Dwellings are set back from the boundaries and face out onto roads and lanes. Except plots 44 and 45 which face onto the main open space and present a single gable elevation at the head of lane 3. This site on layout is evident in the village where dwellings are focused on open space or former access routes or even farm courtyards. This layout form follows the design advice of the local urban designer.

The gateway area forms a key view and street scene in this southern gateway area of Chesterton.

Dwellings will have form of a strong street scene with wide frontage and the narrow depths. Gaps between dwellings is reduced so that only single garages are used in this location. Generally, around the site double garages have been significantly reduced over the originally submitted scheme. This set piece area is set back within the site to include narrow front gardens, access drive, open space and the preserved hedge boundary with 'The Hale'.

Moving into the site the Northern edge of the development faces onto the open space. The dwellings are positioned to lead via a curve into the heart of the site where again wide frontage dwellings present key vistas that also look onto the open space. Semi detached and terrace are used to provide a strong street character. From this part of the site access is via lanes which take the form of shared surfaces. Right angled corner turners generally are used on corners with the lanes area character. The deeper plan units are generally located along the lanes to reduce their depth on the overall street scene and views into the site.



The Gateway Area



Open Frontage



Lanes

### 4.5. Parking

The design follows the guidance of the 'Parking Standards for new developments' and appendix C. As part of the overall layout strategy, parking has been reduced on the street scene whilst also complying with the requirements of the parking standards. Whilst dwellings feature on plot parking this is typically to the sides of plots between dwellings. To reduce the dominance of parking on the open frontage a parking court is used. This is accessed via an access drive and provides 10 dedicated spaces. Habitable rooms in surrounding dwellings give surveillance of the parking court. Each associated dwelling also has direct private access to the parking court. Visitor parking is accommodated on street and with 9 visitor parking bays.

### 4.6. Privacy

Minimum distance of 21 metres should be maintained between rear face elevations in order to achieve acceptable privacy levels for properties.

### 4.7. Security

A key aim of the development is to create a place where people feel safe and where crime and anti-social behaviour are discouraged by the nature of the layout and quality of the public realm. This developments design and layout adhere to the principles of 'Secured by Design'.

- Landscaping
- Lighting
- Natural Surveillance
- Perimeters
- Physical Security

Buildings should face public realm with front doors and/or windows to habitable rooms to give natural surveillance to streets. All cars need to be surveilled from ground or upper floor windows.

At the edges of the site, boundary conditions have determined the form of the layout to ensure that new dwellings front on to publicly accessible edges and back on to secure boundaries with adjoining properties. Private gardens backing on to public areas are generally avoided. Private garden boundaries exposed to the public realm at ends of terraces should be minimised. Where this is the case the boundary should be a robust 1.8m high fence.

A strip of private land should be retained on the outside of the wall to enable a hedge or prickly shrubs to be planted making it difficult to climb over.

Front garden boundaries should generally be provided around the ground floor frontage to the dwellings to create a defensible space between windows to ground floor rooms and the public realm.

The approach to the layout is such that it generates a very clear separation between public and private and with careful consideration to the design of the buildings will ensure that all areas of the public realm are subject to natural surveillance.

### 4.8. Servicing and Storage

Provision of adequate space for refuse and recycling bins as well as accessibility to them should be considered.

Where bins are to stored to the rear of the property, gated access will need to be provided to rear garden from front of property. A couple of bin collection areas are included to assist collection.

Each dwelling should have secure storage for at least one cycle for apartments and two for houses. When garages are provided, the cycle storage should be integrated within the garage. Where there is no garage, the following storage options will be acceptable: cycle parking within the house or within the rear garden areas.

### 4.9. Street Design

All street will be called lanes and widths will vary to accommodate planting and occasionally to provide visitors parking. The lanes should be designed to give priority to the disabled, pedestrians and cyclists. This is reinforced in the form of shared surface lanes.

High quality materials are to be used in the streets. Generally, corner elevations should have windows, avoiding long sections of blank walls.

## 4.0 Design Parameters

### 4.10. Access

The access has been approved at outline. This provides both vehicular and pedestrian access into the proposed development site. It winds into the site flanking the open space meadow that runs along the northern boundary. This main spine through the site gives access to both private drives and shared surfaces or lanes. At the end of the main road is a proposed access to the adjacent meadow, allotments and Fortescue Close. The approved access also includes a footpath link along the Hale to connect to the A4095 which passes through the northern end of Chesterton. The footpath also links lanes 2 and 3 positioned along side the private drive, giving further connectivity within the scheme.

Street lighting will be carefully considered for both safety and security of pedestrians. Consideration must and will also be given to ensure all new dwellings and approaches both vehicular and pedestrian will satisfy the requirements of approved document M of the building regulations, access and movement throughout the site for the Disabled, working in conjunction with the topography of the site.

Whilst lighting has been discharged in principle under the previous design (16/00041/DISC) a revised application will be required on an given consent for the amended scheme.

Emergency access is clear with good hard access to all areas of the site for emergency vehicles. The emergency services are able to reach all dwellings within the Site from the highway or by reversing at, a maximum, 20 meters down the shared private driveway.

An emergency vehicle turning head is required on the first private access serving plots 1-5 in Line with building regulations. This art of the drive will be constructed to accommodate heavy emergency vehicles.

Pedestrian permeability is well considered and fluid through the site, all areas can be accessed safely and securely.

Public bus transport can be accessed adjacent to

the site.

The interior of the scheme will be lit to aid security and ease of use for all. The pedestrian access points to the buildings are shown on the detailed site plan accompanying the application.

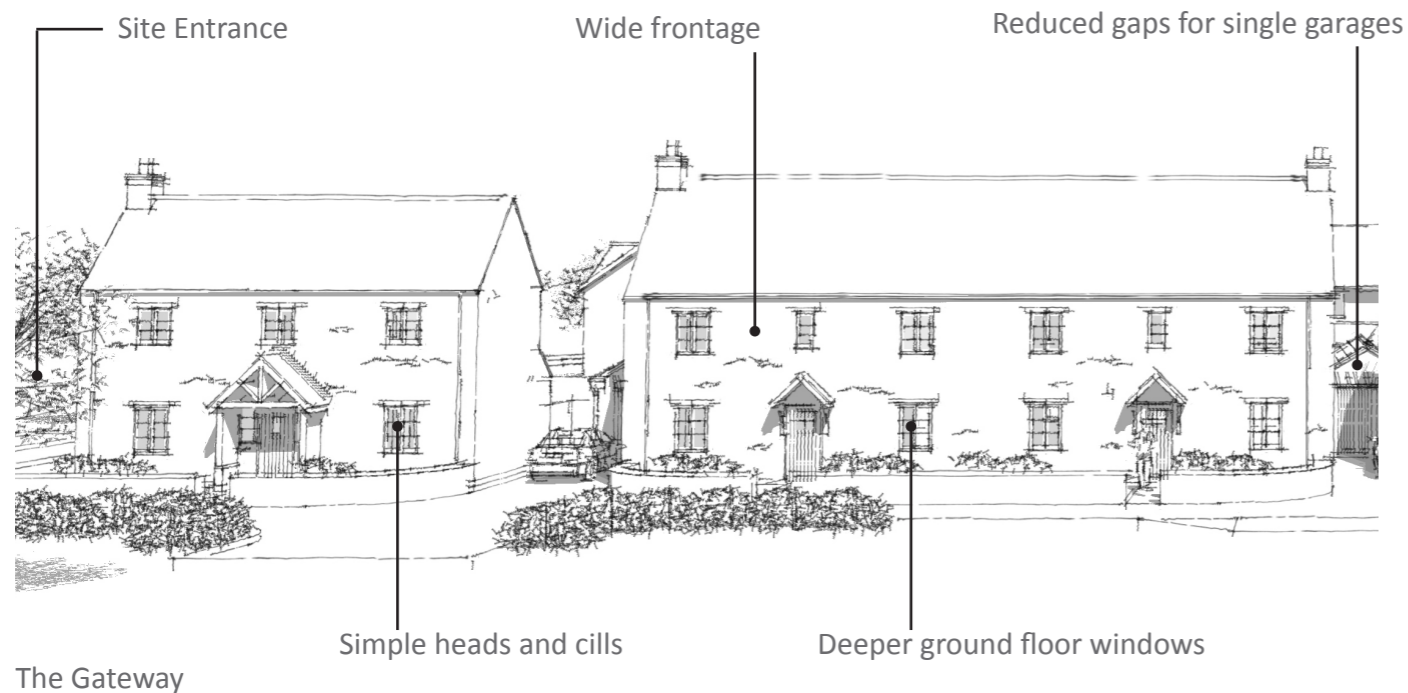
The footpaths will give inter connectivity with Chesterton to allow the development to become an integrated part of the settlement. Shared surfaces are also used within the scheme, reducing the dominance of motor vehicles, primarily through lower speeds and encouraging drivers to behave more accommodatingly towards pedestrians. This gives the aim of allowing pedestrians to move more freely within the space. All dwellings will feature cycle storage either in sheds / stores / secure fixings or space within garages.

Consideration has been given to ensure good visibility at access points, turnings and driveways. Traffic will be controlled in pedestrian areas such as the shared private driveways. The site is fully accessible to the emergency services.

4.11. Appearance

From entering the site from ‘The Hale’ this part of the development is the most important area as it forms a gateway into Chesterton. The design ethos in this area has therefore taken strong cues from the contextual analysis of Chesterton. As previously highlighted the dwellings in this location are wide frontaged and have a narrow depth. This helps control the massing of appropriately angled roofs and also creates a strong building line. Architecturally materials and details will combine to form a defined character.

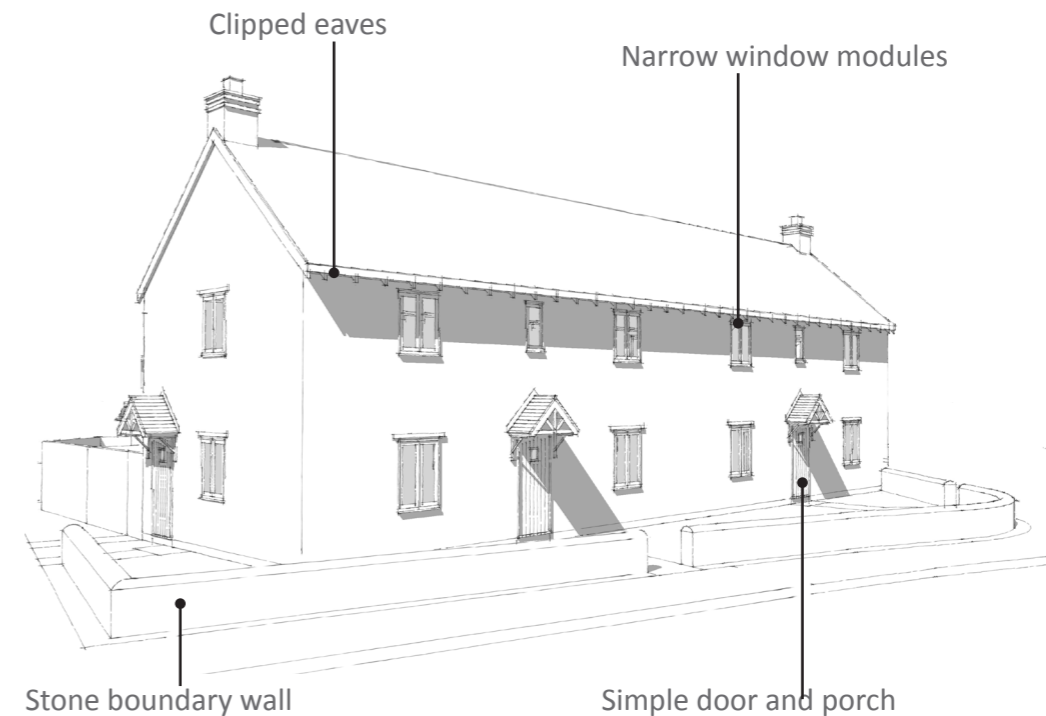
Stone and slate type tiles are proposed on all of the dwellings in this area. With simple and traditional detailing such as clipped eaves/verges, chimneys, narrow module windows with simple timber cills and headers. Windows follow the local vernacular in Chesterton and have deeper windows on the ground floor to accentuate the principle level. There are reduced gaps between dwellings here to allow for single garages. Stone boundary walls and wide semi-detached forms help to create a ‘set piece’ area to the development.



Meandering into the development houses front onto the open space and the vernacular here takes cues from the contextual analysis. Dwellings in this part use both stone and brick (as appropriate to Chesterton) as their main facing material. A mix of window styles is introduced here, as those that are along the streets Chesterton, to include sash style windows. Other detailing includes decorative scalloped barge boards to gables/ porches and also brick quoins to corners and fenestration. Quoins are used locally as an architectural uplift and also for structural improvements at traditional weak point in stone buildings such as corners and openings.

As the road turns into the site dwellings are arranged in a semi detached and terraced form to create a strong frontage with the open space. The gateway theme is continued here with wide frontages and simple detailing and traditional style materials to follow the historic vernacular of Chesterton. The key buildings here are the specially designed apartments 16-19. These have been designed to appear as wide

frontage cottages using buff brick, slate type tiles, clipped eaves, timber cills / heads, narrow module windows and simple doors and porches. A stone wall defines the boundary to the front to create a further emphasis on the local character within the development. This is continued on plots 44-45 where wide frontaged, stone dwellings further define the open space and overall character of the development.



Plots 16-19

Brick terrace intersperses this character to introduce more use of a local red brick, brick detailing and gables with decorative scalloped barge boards. This is illustrated on street scene BB.

This part of the site gives access to ‘the lanes’ character areas and the relationship between the character areas is reinforced by using right angled corner turner dwellings which present to both roads. Faceted units are not a typical form of Chesterton where as corner turners and buildings positioned at an angle is present locally. The lanes character is predominately brick with locally lifted detailing to windows, doors, porches, gables, exposed rafter feet, decorative barge boards and plain type tiles. Sparse use of other details, include brick strings, brick eaves detailing, timber / tile cladding and porches. Generally simple porches are used on dwellings however key buildings, or more prominent corner buildings are defined with grander porches. This is typical of Chesterton and identified in the contextual analysis. Key buildings on the corners again utilize a wide frontage format and narrow depth to aid the developments setting and views created inside and from the outside of the site. This format helps create a positive street scene to the lanes and the development as a whole, leading movement in and through the development.

The development as a whole has been extensively considered, bringing together the constraints and opportunities and support from the contextual analysis to create an attractive, sympathetic character to the development. Carefully considering and balancing requirements and expectations to provide a high quality design that successfully integrates into Chesterton.

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