



OBSIDIAN
STRATEGIC

Land East of Claydon Road, Cropredy, Oxfordshire

Design & Access Statement

Carter Jonas

April 2023



Carter Jonas

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Our Vision



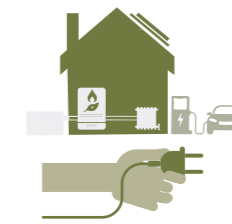
Our vision for Land East of Claydon Road, Cropredy, is for a modest residential extension of around 60 new homes alongside a new community building to the northern edge of the existing village. A range of properties will be provided to meet the needs of the expanding local community - including starter homes, retirement homes and family homes. Residents will have immediate access to parkland and recreation space, including a children's play area. New walking and cycling routes, including improvement to the existing off-site network, will connect directly new residents with existing facilities in Cropredy village to the south.



Key Benefits



New walking and cycling routes linking with the centre of Cropredy



Low carbon all electric homes - including air source heat pumps, PV panels and EV charging



A new dedicated access T-junction off Claydon Road



Up to 60 new homes, including some single storey bungalows providing a range of accommodation, catering for all



In excess of 10% biodiversity net gain, achieved through new woodland planting, hedgerows, wetlands and meadow grass habitats



A range of family homes



Up to 21 new affordable homes, including social / affordable rent, first homes and affordable homes



Direct access to a new community hub facility



2.77 hectares of new public open space and two children's play areas catering for toddlers and under 11's

Fig 01: Key benefits infographics

1.0 Introduction

1.1 Purpose of the Document

1.2 Document Structure

1.1 Purpose of the Document

This Design and Access Statement has been prepared by Carter Jonas LLP on behalf of Obsidian Strategic, in partnership with the landowner Brasenose College (Oxford), in support of an outline planning application for residential development at Land East of Claydon Road, Cropredy, Oxfordshire.

The purpose of this document is to explain the process that has led to the masterplan proposals and in particular, the extent to which local context, planning policy and public consultation has informed the masterplan.

The key role of the document is as follows:

- To illustrate the process that has led to the Land East of Claydon Road, Cropredy development proposal and explain the design principles and concepts that have been applied to the proposed scheme.
- To introduce the masterplan and explain the rationale behind its development.
- To set out design guidelines.
- To set out parameters for the proposed development through Parameter Plans. These form a key part of the planning application and inform any future detail led applications for the Site.
- The Design and Access Statement is intended to serve as a common source of information and guidance for all those involved in the future development of the Land East of Claydon Road, Cropredy. It is not intended as a detailed account of all parts of the Site; nor is it a source of ready-made design solutions. Rather, the Design and Access Statement sets out a range of general issues and principles concerning design.

1.2 Document Structure

Section 1.0: Introduction

Describes the purpose of the document, content and scope.

Section 2.0: Context

Provides an overview of the Site in the context of Cropredy, as well as identifying the key physical characteristics which inform the design process.

Section 3.0: Site and Considerations

Presents the technical considerations for the masterplan.

Section 4.0: Design

Sets out the underpinning design rationale for the masterplan.

Section 5.0: Masterplan

Introduces the concept masterplan and illustrative proving layout.

Section 6.0: Parameters

Presents the proposals in a series of clear parameters dealing with land uses and scale / mass.

Section 7.0: Illustration

Provides an artists impression of the proposals.

Section 8.0: Conclusion

Summarises the information presented in the document and identifies the key benefits associated with the proposals.

Photo descriptions

1. Oxford Canal and Bridge Store
2. St Mary the Virgin Church, Cropredy
3. Cropredy Bridge
4. Entrance to Cropredy Marina
5. Cropredy Surgery
6. Cropredy Methodist Church



Fig 02: Photos of Cropredy village context

2.0 Context

- 2.1 District Context
- 2.2 Planning Background & Policy Context
- 2.3 Sustainability Drivers
- 2.4 Growth of Cropredy
- 2.5 Townscape Character & Heritage
- 2.6 Architecture and Materiality

2.1 District Context

Existing Context

The Site is located on the northern edge of Cropredy, Oxfordshire, and extends to 4.96 Ha (12.25 acres). It is currently in use as arable farmland.

The Site is well positioned within the District to take advantage of existing rail, bus and highway infrastructure.

Rail

Banbury Station is located just 4.8 miles to the south, with regular trains into Birmingham (48 minutes) and Oxford (31 minutes) via Great Western Railway services.

Buses

The 502 bus runs along Claydon Road accessed directly from the Site, stopping outside the Brasenose Arms (5 mins walk from the Site). This service runs directly between Banbury (15 minutes away) and Royal Leamington Spa (1hr away).

The 497 service uses the same bus stop, however this heads from Radford Semele into Banbury (14 minutes to Banbury).

Highways

The M40 is directly accessible from Cropredy at Junction 11, 4.1 miles (8 minutes) to the south, via the A361.

Access into central Banbury is via the A423, 3.5 miles (7 minutes) to the south.

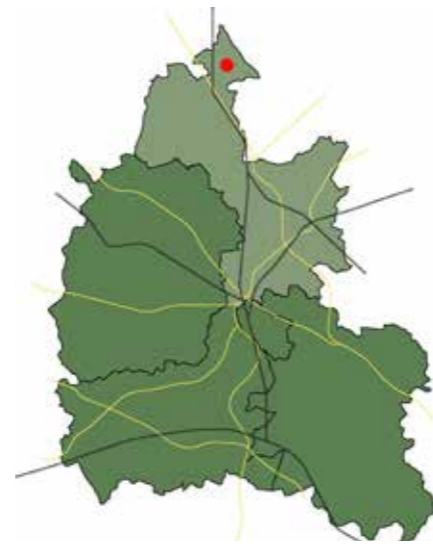


Fig 03: Location of Cropredy in Cherwell District



Fig 04: Cropredy in context showing the key surrounding settlements, road network and railway lines

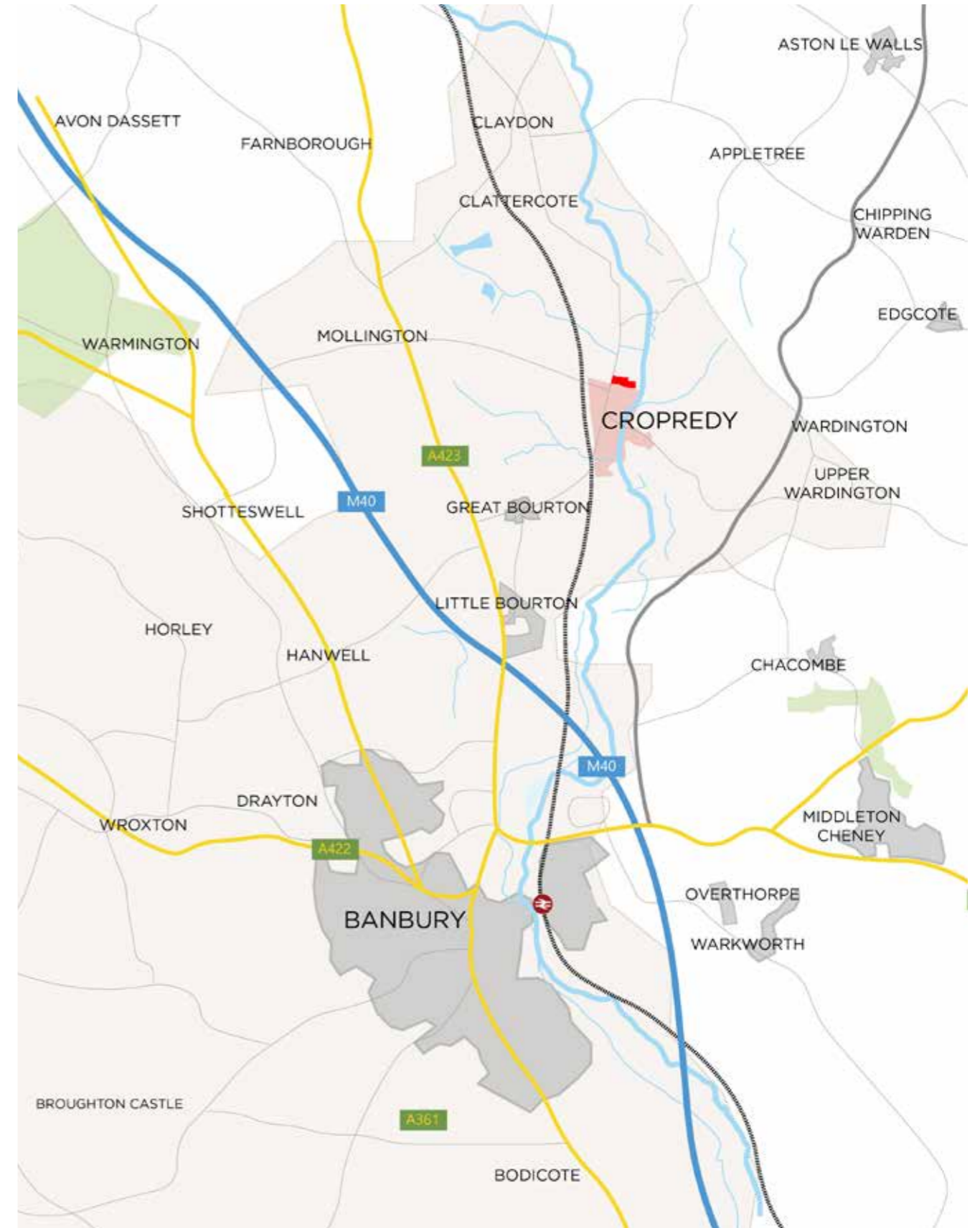
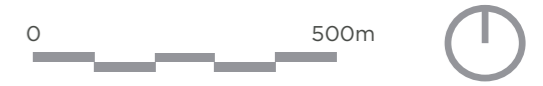


Fig 05: The Site in relation to Cropredy Village

2.2 Planning Background & Policy Context

Adopted Planning Policy

The adopted 2016 Cherwell Local Plan (2011 – 2031) includes Policy BSC 1: District Wide Housing Distribution. This policy sets a target to deliver 22,840 dwellings across the district over a 20-year period. This was divided into three spatial areas of Bicester, Banbury and Rest of Cherwell as detailed below. The housing target is divided across separate settlements within the authority boundary with Cropredy classified as a Category A Service Village in the 'Rest of Cherwell'.

The Site itself is not allocated for development in Cherwell's adopted Local Plan, which confirms that only minor development, infilling and conversions are appropriate forms of residential development for Service Villages, such as Cropredy. However, The Cherwell Local Plan was adopted on 19th December 2016. As such the plan and its policies became 5 years old on 19th December 2021.

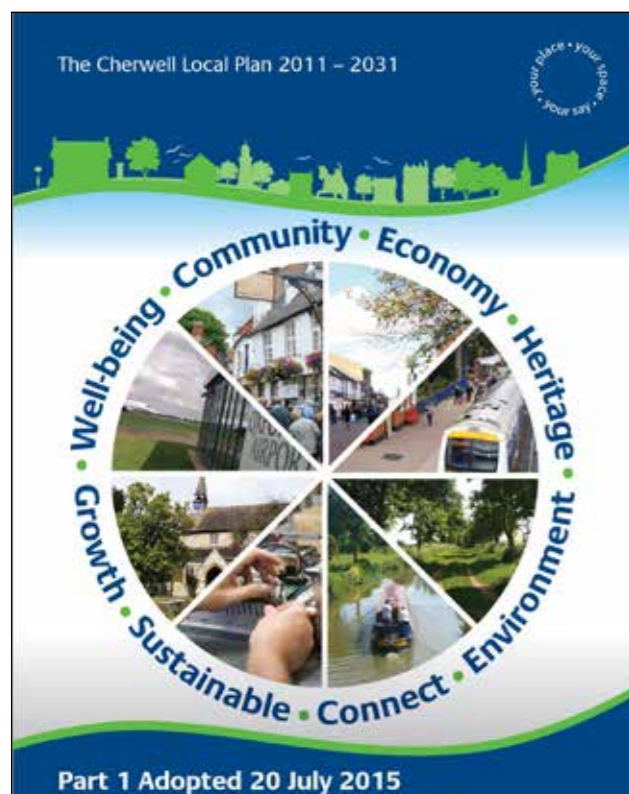


Fig 06: Cherwell Local Plan document: 2011 - 2031

Policy Villages 2 Distributes Growth across the Rural Areas and states that 'A total of 750 new homes will be delivered at Category A Villages. These homes are required in addition to the rural windfall allowance and the sites of 10 or more dwellings with planning permission as at 31st March 2014'. Policy Villages 2 (PV2) envisages that the delivery of 750 new homes may be secured through the determination of applications for planning permission. Under this policy sites for residential development will be identified through three routes:

1. Preparation of a Local Plan;
2. Preparation of Neighbourhood Plans and;
3. The determination of applications for planning permission.

The 750 dwelling figure is not a cap and the acceptability of development at Policy Village 2 settlements is considered having regard to the criteria set out in the policy.

The Site has been submitted for consideration by Cherwell District Council in their latest Housing and Economic Land Availability Assessment (SHELAA). Cherwell's considerations are awaited in this regard.

Cherwell District Council Five Year Housing Land Supply

The Development Plan for Cropredy comprises of a series of documents, some of which are now very dated. Policies BSC1 and Policy Villages 2 of the Cherwell Local Plan Part 1 are the key planning policies which set the spatial strategy for the district. There is no adopted or emerging Neighbourhood Plan for Cropredy and the Cherwell Local Plan 2040 is at an early stage of preparation and therefore currently only attracts very limited weight.

Cherwell District Council has recently reviewed its strategic housing requirement and found that, due to the updated housing needs assessment, the local housing requirement is not relevant and the Standard Method should be used for the purposes of calculating a five year housing land supply. Whereas previously, against the adopted Local Plan, the Council could only demonstrate a 3.5 year supply of housing for the period 2022-2027, against the Standard Method calculation the supply has increased to 5.4 years. The Standard Methodology suggests that there is an annual local housing need of between 742-750 dwellings. The upper figure represents the fact that affordability is worsening in the district and more market houses are needed.

Whilst it is accepted that planning policy guidance sets out that where Local Plan policies, providing a housing requirement, are more than 5 years old, and are assessed as being out-of-date, the Local Housing Need figure should be used, it is not accepted that the Council can simply consider this element alone out of its Local Plan strategy. If the Council wishes to maintain the economic strategies of its Local Plan (and has found them up-to-date through a Section 10A review) then it ought to maintain the appropriate housing requirement. The Council's own evidence in the HENA suggests that the appropriate annual requirement for housing need is 1,277 dwellings per year (a figure not that dissimilar to that which the Council was working with less than four months ago). Using this figure would suggest

that the Council can only demonstrate a housing land supply sufficient for 3.17 years.

Set within this context the application proposals would provide several benefits, including providing up to 60 dwellings, of which 21 would be affordable, set within a sustainable location to help meet the housing shortfall. The benefits of the proposal are discussed further in the Planning Statement.

Emerging Planning Policy

A new district wide Local Plan to 2040 is being prepared to meet assessed development needs for employment, housing, leisure, community facilities and infrastructure and to provide a strategy for the pattern, scale and quality of development across the district.

As this plan is at the early stages of plan making, very limited weight is given to it at this stage.

2.3 Sustainability Drivers

Cropredy is well served by a range of community facilities, all within a short walk or cycle distance from the Site.

Key local facilities shown in **Fig. 09** are as follows:

1. Village Hall
2. Cropredy Tennis Club
3. Cropredy Cricket Club
4. Bridge Meadows
5. Cropredy Surgery
6. Cropredy Post Office
7. Cropredy C of E Primary School
8. Cropredy Nursery
9. The Bridge Store

The majority of the village's services are located within 2km walking distance of the Site including the doctors, café, convenience store, public house and primary school. It is consequently considered that the Site is sustainably located and is recognised for supporting other villages to the north of Banbury as it contains a shop and primary school.



Fig 07: Cropredy C of E Primary School (source: Cropredy C of E Primary School)



Fig 08: Cropredy Village Hall

Key:

- | | | | |
|--|----------------|--|------------------------------|
| | Site | | Pharmacy |
| | Water | | Doctors surgery |
| | Motorway | | Nursery school |
| | Primary A road | | Primary school |
| | Local B road | | Secondary and academy school |
| | Rail | | Pubs and cafe |
| | | | Supermarket |
| | | | Leisure |
| | | | Hospital |
| | | | Bus stop |

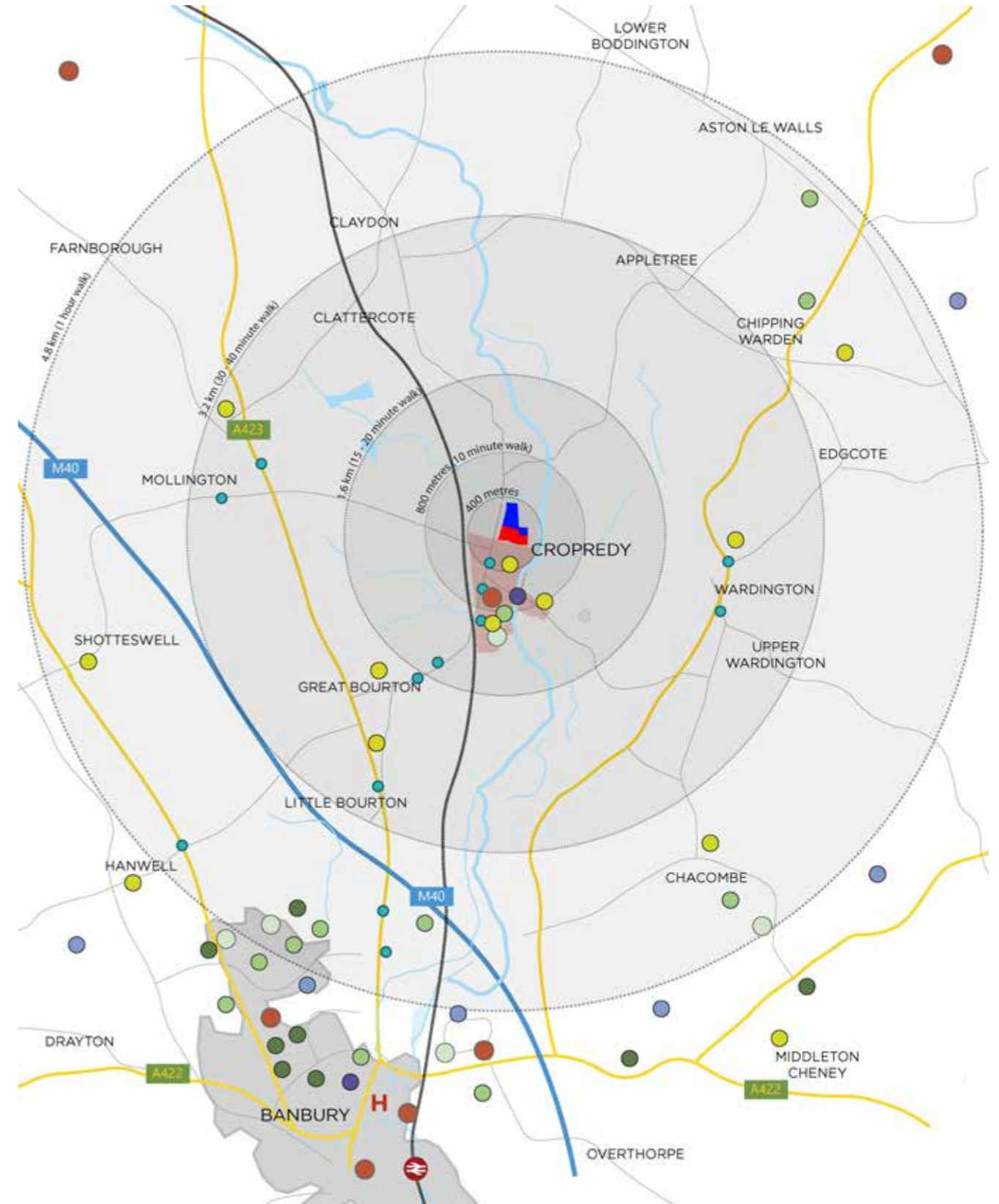


Fig 09: Cropredy community facilities plan



2.4 Growth of Cropredy

Cropredy has developed relatively slowly over the past century. Development has expanded from the High Street, Chapel Lane and Red Lion Street, which were the main locations for development in the 19th century.

Historic maps show the village of Cropredy to be centred around a Methodist Chapel and St Mary's Church located on what is now named and referenced as 'Chapel Lane' and 'Red Lion Street'. Residential development remained focused around the church and chapel, with some development present along the High Street.

What the development of the village has demonstrated over time is that it has developed in both a lineal fashion but also with infill development off the High Street, expanding north, east, south and west with homes built well beyond the traditional village core, pushing the form of the village in the north, east, south and west directions. Station Road has expanded the village south. Development has remained east of the railway line and has not developed further west from this point.

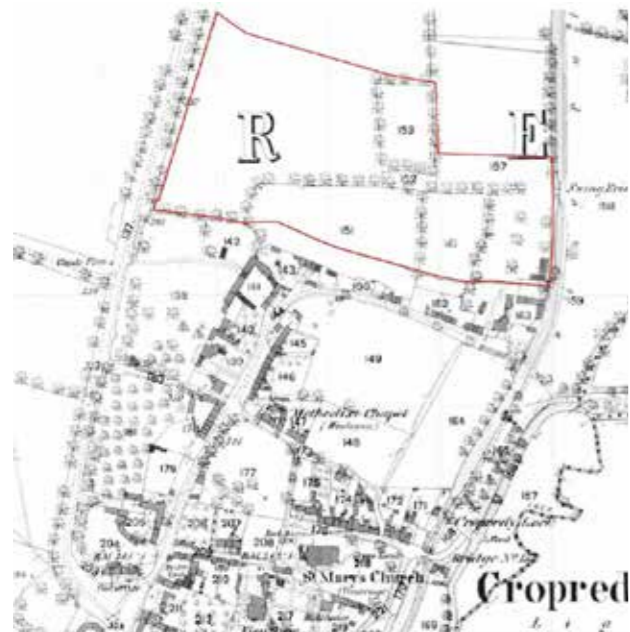


Fig 10: Historic Map of Cropredy c. 1881 (Savills sourced via Ordnance Survey).



Fig 11: Historic Map of Cropredy c. 1965 (Savills sourced via Ordnance Survey).

The accompanying Heritage Statement produced by Savills, states that *by 1965 new dwellings had been constructed in the north-east corner of the village, between the Church of St Mary the Virgin and those forming the northern boundary of the village. By 1981 there had been further infill building within the north-east corner of the village, and gardens had been established to the north of the dwellings along the northern village boundary.*

References on Plan

1. Historic core of the village centred around St Mary's Church and Methodist Chapel
2. Growth of Cropredy along the High Street
3. Development has taken place along the south of the High Street and Red Lion Street
4. Later development to the east of the High Street along Oxford Canal
5. More recent development along Station Road, to the south of Cropredy

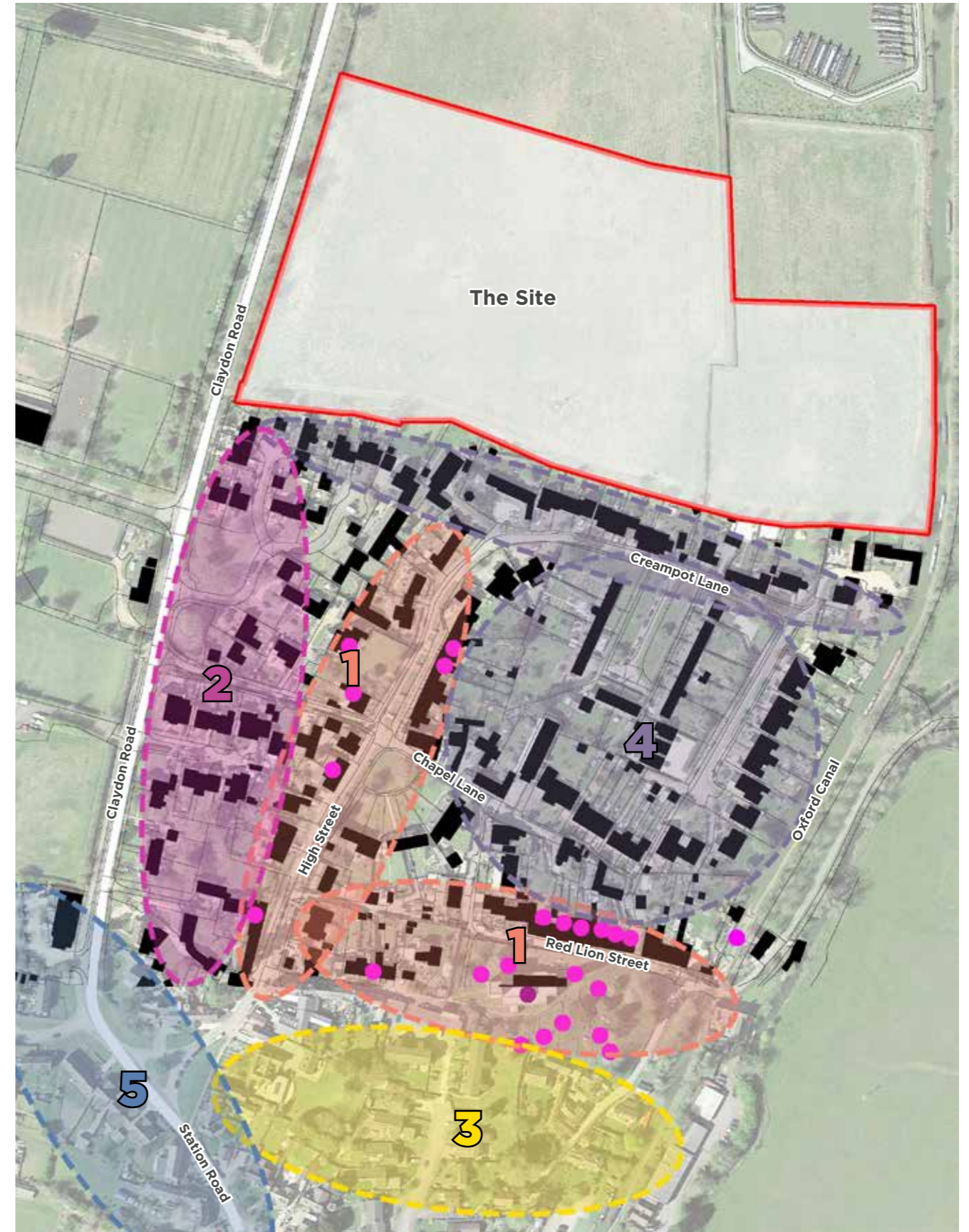


Fig 12: Cropredy urban form and historic growth



2.5 Townscape Character & Heritage

The following provides a brief analysis of the existing built form of Cropredy.

The architectural variety found in the terraced houses is one of the main characteristics of the village.

A Heritage Assessment produced by Savills identifies late 20th century additions to the village, such as Vicarage Gardens and Creampot Close have a different character to older buildings in the village. These buildings are integrated to an extent through the boundary treatments and construction materials.

In summary, some of the key features of the townscape of Cropredy are:

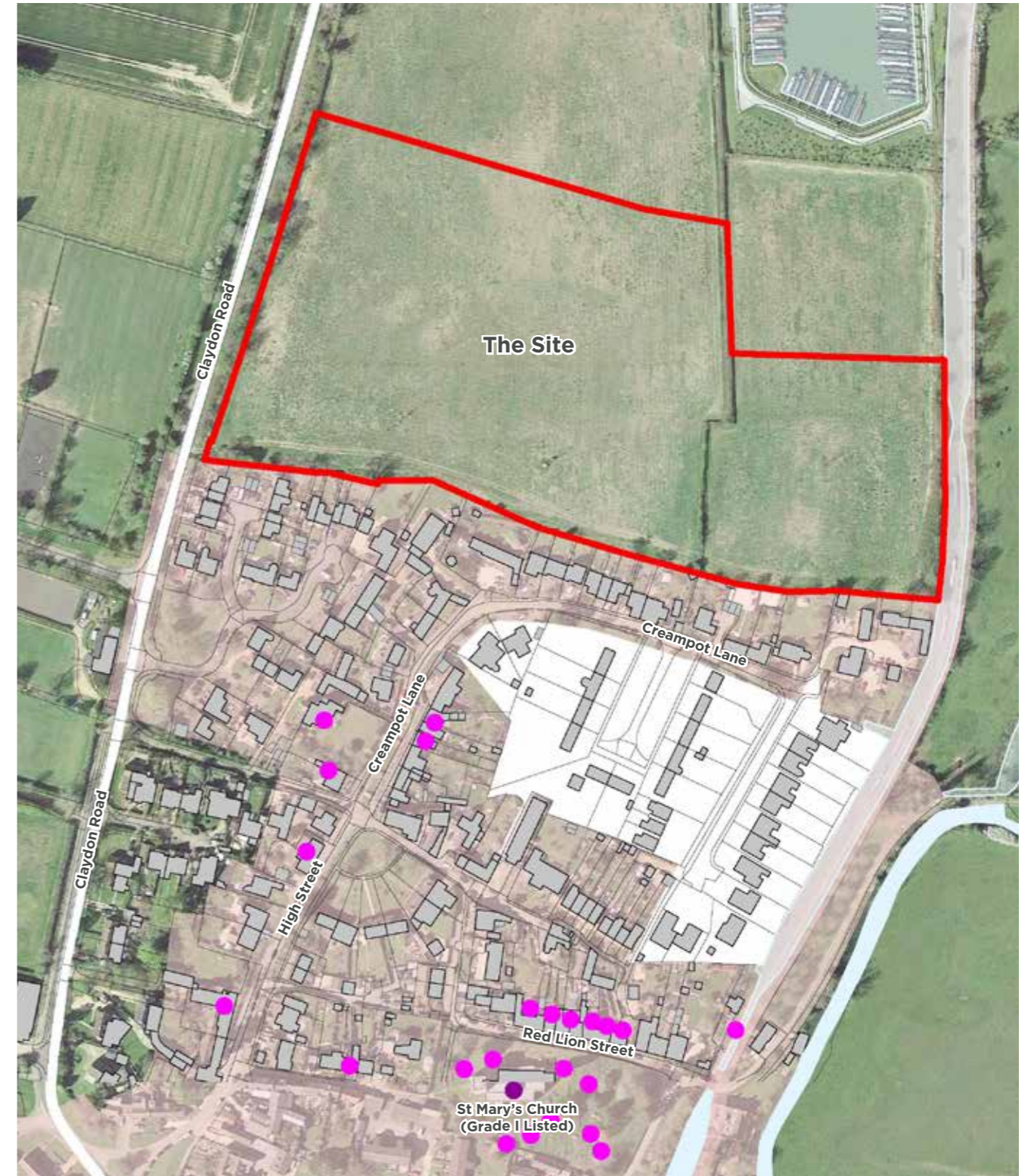
- Terraced housing
- A varied residential character along the key roads such as the High Street
- A linear settlement pattern that has gradually expanded over the years south and eastward
- Low-rise, mostly 2-storey buildings with accommodation in roof zones in some locations
- Increased densities to the north along Creampot Lane
- Varying depths of building setbacks and informal and irregular layouts in most areas
- Boundary treatments represented by a variety of materials including hedges, planting, brick walls and timber fences



Fig 13: Heritage assets in Cropredy:

Photo Descriptions

1. St Mary's Church, Grade I Listed, located on Red Lion Street
2. The Old Post House & Number 8, Grade II Listed, located on Chapel Row



Key:

- The Site - 4.96 Ha
- Listed Building (Grade II)
- Conservation Area

Fig 14: Plan of Cropredy showing key heritage considerations

2.6 Architecture and Materiality

Croprey

Overall there is a range of building materials that can help inform this next phase of development east of Claydon Road. Existing building materials in the village include the following:

- Thatched roofing
- Stone brickwork and render
- Red brickwork
- White timber window and door frames
- Gable roofs, hipped roofs
- Clay tiles and hanging tiles
- Prominent chimney stacks



Fig 15: Croprey photograph location plan



Fig 16: Key building features in Croprey

Photo Descriptions

1. Stone brickwork with clay tiled roofs on dwellings located along Creampot Lane
2. Three storey dwelling on Kyetts Corner with gable roof and dormer windows
3. Two storey red brick dwelling with white window / door frames and traditional chimneys
4. Semi-detached and terraced housing along Red Lion Street, with stone and red brickwork, chimneys, clay tiled gable roofs and white window / door frames
5. Two storey stone brick dwellings, showing chimneys and thatched roofing
6. Dwellings located along Station Road which are typically two storeys in height with clay tiled roofs and chimneys

3.0 Site and Considerations

- 3.1 The Site
- 3.2 Site Photographs
- 3.3 Technical Summary
- 3.4 Considerations

3.1 The Site

The village of Cropredy is surrounded by agricultural land and is close to the villages of Great Bourton to the south west, Williamscot to the south east, and Wardington to the east. The site (from now on (the “Site”), outlined in red opposite, is located to the north of Cropredy and comprises circa. 4.96 Ha (12.25 acres) of arable land to the east of Claydon Road. The Site lies in Cropredy Parish and the Cropredy, Sibfords and Wroxton Ward of Cherwell District Council.

The Site to the north of the village is broadly rectangular in shape, consisting of two field parcels divided by a single hedgerow. The gardens of residential properties abut the southern boundary and there is agricultural land to the north. The recently developed Cropredy Marina and car park is located further to the north of the Site with the Oxford Canal running along the eastern Site boundary.

The land east of Claydon Road is predominantly flat, falling in an easterly direction from a highpoint at 109.99m OD. It then falls gently to to the Site’s lowest point at 99.82m AOD. The current Site access is via a field gate to the south west off Claydon Road. There are currently no public rights of way within the Site.



Key:

- Site boundary (4.96 Ha)
- Wider land ownership (5.94 Ha)

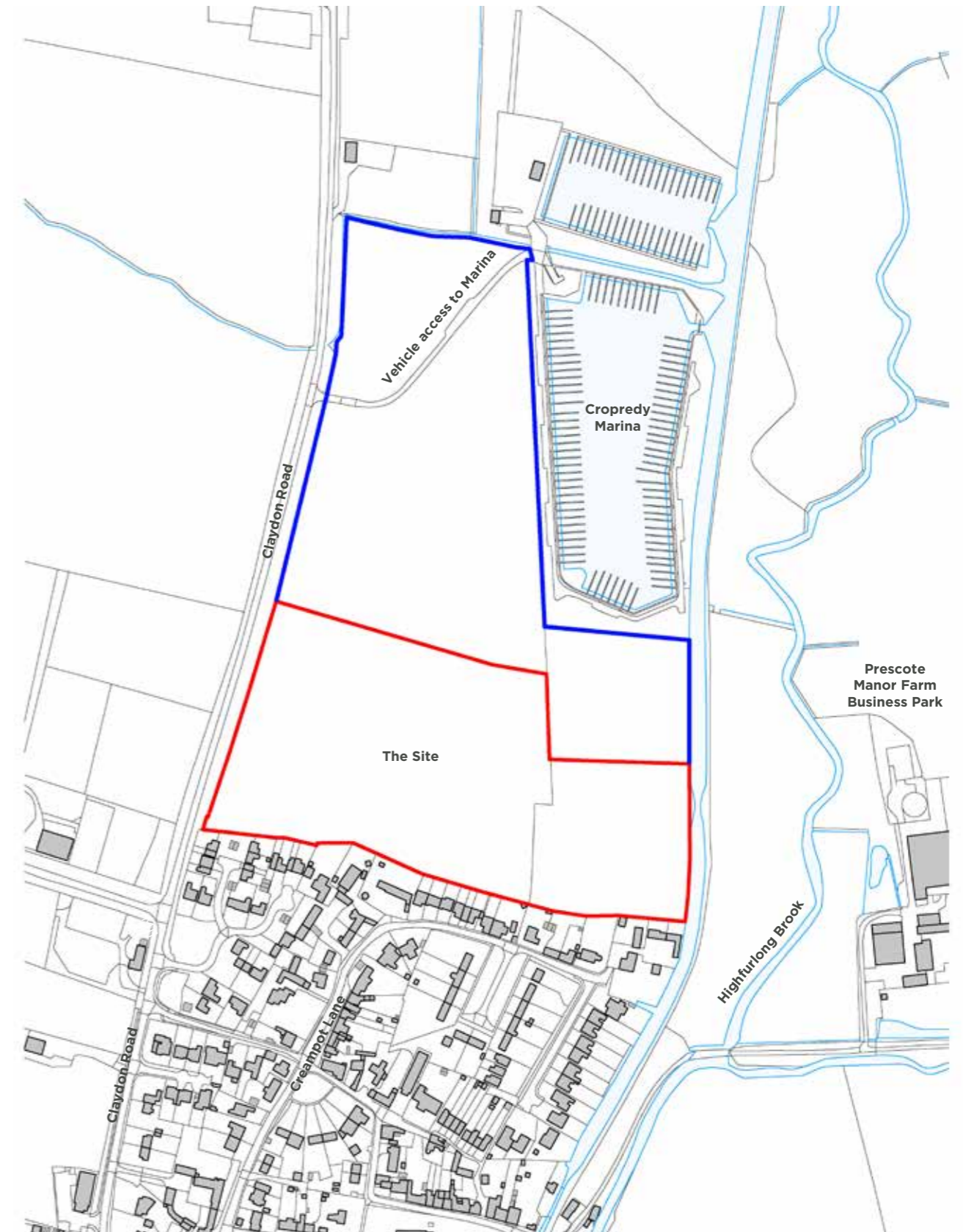


Fig 17: Red line plan



3.2 Site Photographs

The following are a series of Site photographs which highlight the key characteristics of the Site and it's immediate context. Photograph descriptions are provided as follows:

1. View from the south west of the Site looking east
2. View looking south west onto the Site's southern boundary
3. Image taken from the Marina access road, looking south onto the Site
4. Image taken from the west of the Site looking north across the Site topography
5. View from Claydon Road looking south east onto the Site to the north
6. View looking west towards the southern boundary of the Site
7. View looking onto the Site from the eastern boundary looking west across the Site
8. Image taken from Oxford Canal looking into the Site's eastern boundary

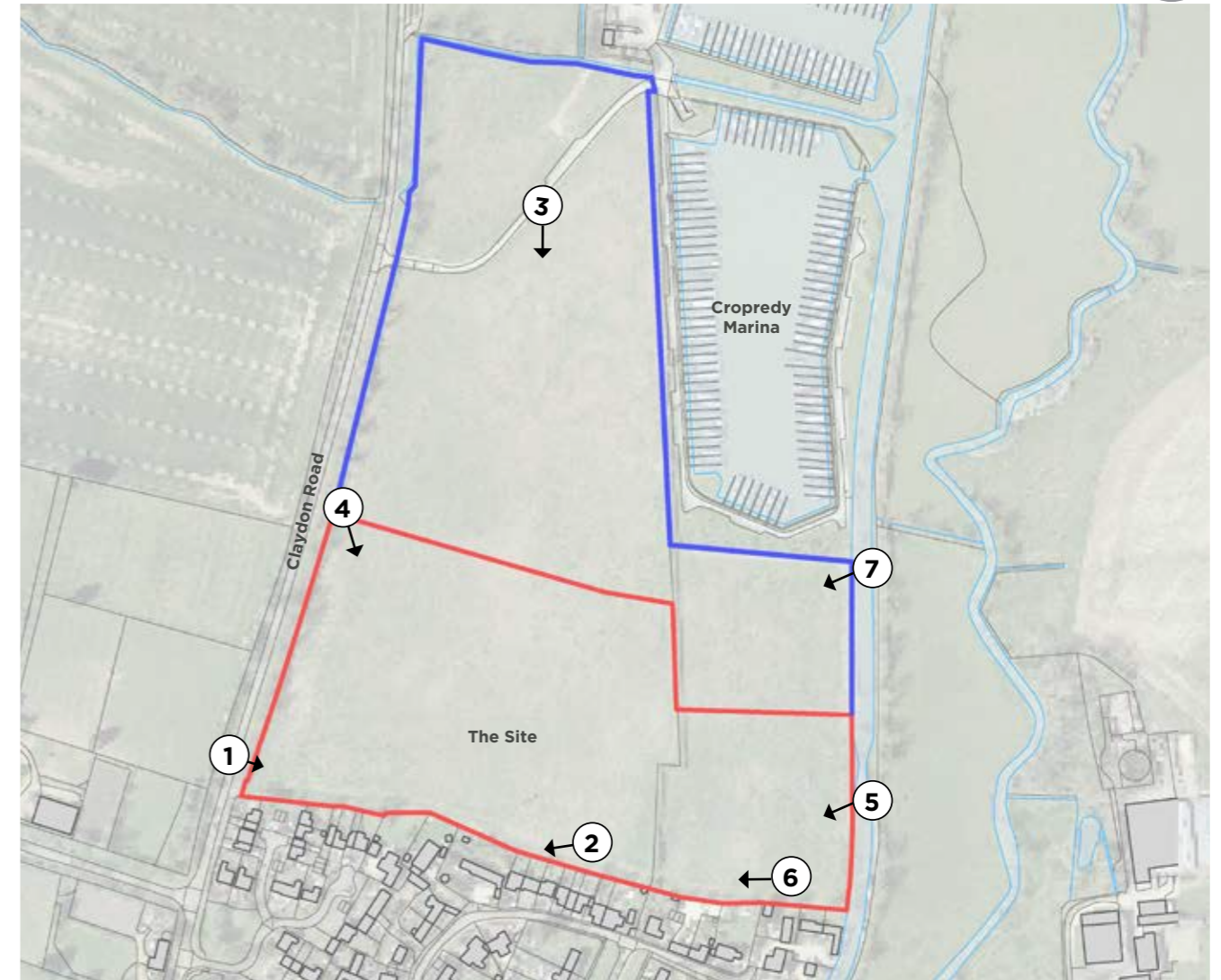


Fig 18: Site photographs

3.3 Technical Summary

Highways & Flood Risk (Glanville Consultants)

Glanville Consultants has undertaken a Transport Statement & a Flood Risk Assessment.

Transport Statement

This report identifies matters relating to roads, footpaths and public rights of way within and abutting the Site boundary.

The report confirms that a new vehicular and pedestrian access will be formed onto Claydon Road, along with a further pedestrian access onto Claydon Road at the south-western corner of the site and a potential bridge over the Oxford Canal to the east of the site. It is therefore considered that safe and suitable access to the Site can be achieved for all users, in line with paragraph 110 of the NPPF.

The report identifies that a review of personal injury road traffic accident data highlights no particular deficiencies within the existing highway network. Therefore, the level of traffic generated by the development is not expected to result in an unacceptable impact on highway safety. Car and cycle parking will be provided in line with local standards.

The internal layout of the Site will provide appropriate geometry to allow access and turning for refuse and servicing vehicles. The development is expected to generate a net increase of 52 vehicle movements in the AM peak hour and 42 movements in the PM peaks hour.

In light of the evidence presented in the Transport Statement, it is considered that the development will not have a detrimental impact on highway safety and the impact on the road network cannot be regarded as 'severe'.

The report concludes that the proposed development is in accordance with the National Planning Policy Framework (July 2021), which is in favour of sustainable development and advises that:

'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

As such, the Local Highway Authority should have no objection to the planning application.

Flood Risk Assessment

The Flood Risk Assessment undertaken by Glanville Consultants concluded that the proposed development is at low risk from all sources of flooding, including allowance for the potential effects of climate change. Flood risk to the Site and surrounding area will not increase as a result of the development.

Given the underlying geological context of the Site, infiltration drainage techniques are not considered feasible. As such, a surface water drainage strategy has been prepared which proposes the discharge of run-off generated by the proposed development to an existing watercourse at a restricted rate with attenuation storage provided on-site through multiple SuDS features.

The proposed SuDS features have been sized to accommodate all flows up to the 1 in 100 year +40 % climate change storm event without flooding from surface water. Appropriate pollution control and maintenance measures have also been proposed.

Foul water flows generated by the proposed development will discharge via an on-site pump station to the existing Thames Water network in Claydon Road. Thames Water is obliged to accept foul water flows generated by committed development and fund any network improvements that may be required to provide the necessary capacity via infrastructure charges received from the developer.

The proposals are therefore considered to fully comply with national, regional and local planning policy.

Heritage and Archaeology Appraisal (Savills)

A Heritage and Archaeology Appraisal was undertaken by Savills Heritage and Townscape and accompanies this Design and Access Statement.

The report states that it is unlikely that any archaeological remains (below ground non-designated heritage assets) on the Site would be equivalent to the significance of a scheduled monument and therefore would be of lesser significance and would not preclude development of the Site.

Any impacts from groundworks associated with the proposed development could be mitigated through an agreed programme of archaeological works developed in conjunction with the Oxfordshire County Council Planning Archaeologist.

The exact scope and extent of any mitigation will be agreed in discussions with the Oxfordshire County Council Planning Archaeologist as necessary. Any mitigation fieldwork would need to be undertaken in accordance with an approved Written Scheme of Investigation (WSI).

Built Heritage

Following scoping of Built Heritage assets it was considered that for all those scoped out of further assessment due to the topography, existing built form, and intervening vegetation which screen these heritage assets from the Site. In addition, no historical or functional connections were identified between the area of the proposed development and these assets. It was considered for all those scoped out that the land which constitutes the proposed development does not form part of the setting of these assets and therefore the development would have no impact on the setting of these assets and would cause no harm to their significance.

Four heritage assets were taken forward for further assessment.

The assessment determined that the proposals would cause no direct impact on any of these heritage assets but may result in a minor adverse impact (at the very lowest level) upon the wider rural character and appearance of the Cropredy Conservation Area.



Fig 19: Designated Heritage Assets Within 1km of the Site (Savills)

**Ecology
(Peak Ecology)**

Peak Ecology have undertaken a Biodiversity Net Gain (BNG) Statement alongside a Bat Transect Survey and Static Monitoring which accompany this Design and Access Statement.

Biodiversity Net Gain (BNG) Statement.

Overall, the BNG Statement, identifies that the biodiversity impact assessment calculations have resulted in a net gain of 15.31% of on-site habitat units and a net gain of 33.40% in hedgerow units.

The current habitats on site, in particular the hedgerows and grassland, were considered suitable to support nesting birds and foraging and commuting bats. The proposed plans will result in the loss of approximately 75m of hedgerow HA which bisects the site. In order to maintain this feature for foraging and commuting bats, individual trees will be planted between the end of hedgerow H3 and the southern site boundary to extend the linear feature and compensate for the loss of hedgerow.

Bat Transect Surveys and Static Monitoring

The Site area comprised two improved grassland fields, bordered by scrub, hedgerows and woodland. The fields were divided by a single mature hedgerow. The Site itself was approximately 4.9ha in size, located in the southern section of the Survey Area.

The static device located within the western boundary hedgerow recorded a higher number of calls, with an average of 74 bat passes recorded per night of monitoring across the survey season. This is in comparison with an average of 52 passes per night recorded by the device placed in the central hedgerow. This supports the observations made by surveyors during the bat activity transects, who recorded foraging activity at both locations.

As a result of bat detection, proposed mitigation measures are recommended within the report.

These recommendations include a lighting plan to avoid disturbing bats; retaining the hedgerows, canal and dark tree-lined roads to avoid any light impacts, a sympathetic lighting scheme to be adopted across the site to ensure that dark corridors are maintained.

In addition, where possible, trees should be retained throughout the works. Should trees and sections of hedgerows be removed (subject to permission from the Local Planning Authority), replacement planting must be included to maintain the functionality of the overall feature for commuting and foraging bats.



Fig 20: Habitat Plan (Peak Ecology)

**Topographical Survey
(Greenhatch Group)**

A topographical survey was undertaken by Greenhatch Group plotting the topographical levels and vegetation on the Site. The south-west corner of the Site is the highest point at 109.99m AOD and the land falls gently to the north-east boundary of the Site to its lowest point at 99.82m AOD.

An overhead cable runs from east to west across the Site, near the southern boundary. Hedgerows and drainage run north-south and dissect the eastern corner of the Site. The western, northern and eastern boundaries are lined with trees and other vegetation.

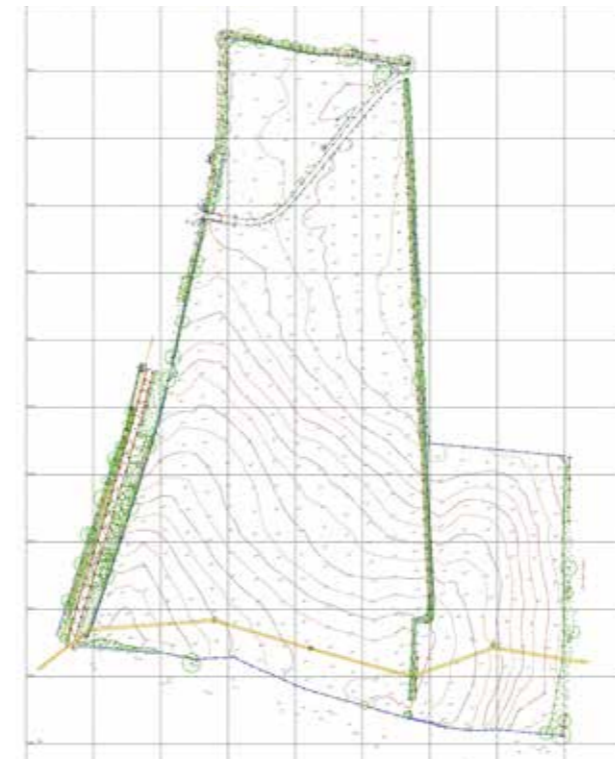


Fig 21: Topographical Survey (Greenhatch Group)

Landscape & Visual Impact Assessment (Aspect Landscape Planning Ltd)

Aspect Landscape Planning Ltd have undertaken a Landscape & Visual Impact Assessment (LVIA) which accompanies this Design and Access Statement

The assessment states that it is considered that the proposals comply with the aims and objectives of the NPPF, the landscape-related policies and guidance within the adopted Cherwell Local Plan 2011-2031: Part 1 (2015), the 'saved' policies of the Cherwell Local Plan (1996), the various adopted design codes at District and County level including the Cherwell Residential Design Guide (2018), the Cropredy CA and Oxford Canal CA Appraisals and with the principles of the Cherwell Green and Blue Infrastructure Strategy (2022).

The assessment states that the Site is not subject to any qualitative landscape designations and, as set out within Sections 2 and 3 of this LVIA, it is considered that neither the Site nor its immediate setting represent a "valued landscape" with reference to paragraph 174(a) of the NPPF.

In analysing the effects of the proposals upon landscape character, it is considered that whilst some change would occur on the immediate landscape character of the application Site and its immediate setting, this would be highly localised. The surrounding landscape has already undergone change with the construction and expansion of Cropredy Marina to the north and the Chiltern Mainline Railway that cuts through the landscape to the west. The Site itself displays a strong settlement edge character situated adjacent to the abrupt and harsh northern edge of Cropredy, and the proposals would form a sensitive and transitional extension to the existing built form, sensitively designed so as to have minimal impact on the setting of Cropredy CA and the Oxford Canal CA. As such, it is concluded that by Year 10, the proposals would have a Moderate Adverse significance of effect on the Site and its immediate setting, a Moderate / Minor Adverse effect on the localised setting, and a Negligible Adverse significance of effect on the wider 'Clay Vale' LT.

In summary, it is concluded that the proposals would not give rise to any significant long-term adverse landscape effects upon either NCA 95 'Northamptonshire Uplands' or the key characteristics of LT 3 'Clay Vale' and LCA 3 'Cropredy' as identified in the OWLS (2004). It is acknowledged that the proposals would result in the loss of an area of pastureland in order to accommodate the proposed development, though the proposals would retain the key features of the Site and would not introduce any components that do not already exist within the localised setting.

The proposals would be compatible with the existing built form of Cropredy and could therefore be integrated without significant adverse effects upon the localised or wider landscape setting.

A number of viewpoints have been identified in order to demonstrate the visibility of the Site within the localised and wider setting. As illustrated within the visual assessment, views of the Site are generally localised and are largely reduced to passing and glimpsed views from along the road network and canal towpath to the north and east as a result of the valley topography and surrounding vegetation structure.

Analysis of the identified viewpoints demonstrates that views of the proposed development on the northern edge of Cropredy would be highly localised and the proposals would not result in any significant change to the visual landscape environment over the longer term. Moreover, the proposals would be perceived as a minor extension to the existing harsh northern settlement edge of Cropredy and would be sensitively designed to ensure that a transitional settlement edge is established, softening the northern built edge and respecting the existing properties within Cropredy CA through the design, layout and landscaping associated with the proposals. Key views from the Oxford Canal CA towards the Grade I listed Church of St Mary's would also be retained, and a large area of new public open space in the eastern extents of the Site would preserve the setting of the canal

and the existing field boundaries, providing an appropriate distance between the proposed built form and the canal itself. This would incorporate additional biodiversity enhancements, improving the immediate landscape setting to the canal.

As illustrated by the photographic record, glimpsed, passing views of the proposals would be afforded from along Claydon Road that runs west past the Site, the rural lane to the north of Site and from along Bridleway 323/2/10 to the north-east. More open views of the Site and the proposals from along the canal towpath would be afforded albeit primarily focused on the new public open space adjacent to the canal and with filtered views of the proposed built form in the western field parcel of the Site, which would be viewed in the context of the existing built form. Overall, by Year 10 it is anticipated that the visual environment would experience Moderate to Moderate / Minor Adverse visual effects as a result of the proposals, which are not considered to be significant. These effects

reduce within the wider landscape due to the intervening components restricting views of the Site.

It is therefore considered that the Site and receiving environment have the capacity to accommodate the proposals from a landscape and visual perspective and would not result in significant change to the landscape character or the visual environment of the Site and its localised setting, or the wider Cherwell Valley landscape. As such, it is concluded that the proposed development could be successfully integrated into this location and is supportable from a landscape and visual perspective.



Fig 22: Landscape Strategy Plan (Aspect Landscape Planning Ltd)

3.4 Considerations

The plan opposite summarises the Site's key technical constraints and opportunities.

Topography

The south-west corner of the Site is the highest point at 109.99m AOD and the land falls gently to the north-east boundary of the Site to its lowest point at 99.82m AOD.

Existing Vegetation

Existing hedgerows and drainage which run north-south through the eastern corner of the Site. There is no woodland cover or hedgerow planting within the Site.

Utilities

An existing overhead power-line runs from east-west across the Site near the southern boundary.

Open Aspect

Sensitive boundaries to the southern boundary where existing properties are located and the edge of the Cropredy Conservation Area. As well as along part of the eastern boundary where Cropredy Marina is located.

Surrounding Land Uses

Existing residential dwellings surround the Site to the south.

Access & Movement

Claydon Road bounds the west of the Site which provides for convenient access to the Site; Vehicle access to Cropredy Marina car park dissects the northern part of the Site, outside of the red line boundary.

Heritage

The Site does not contain any designated heritage assets, such as scheduled monuments or listed buildings. As a result, there are no 'in principle' archaeological or heritage constraints to the future development of the Site.

There are a number of listed buildings located in Cropredy to the south of the Site, the closest being the Old Post House and Number 8, located on Creampot Lane which is listed as Grade II. The potential impact of development on the Site is considered to be limited given the distance and other separation features.

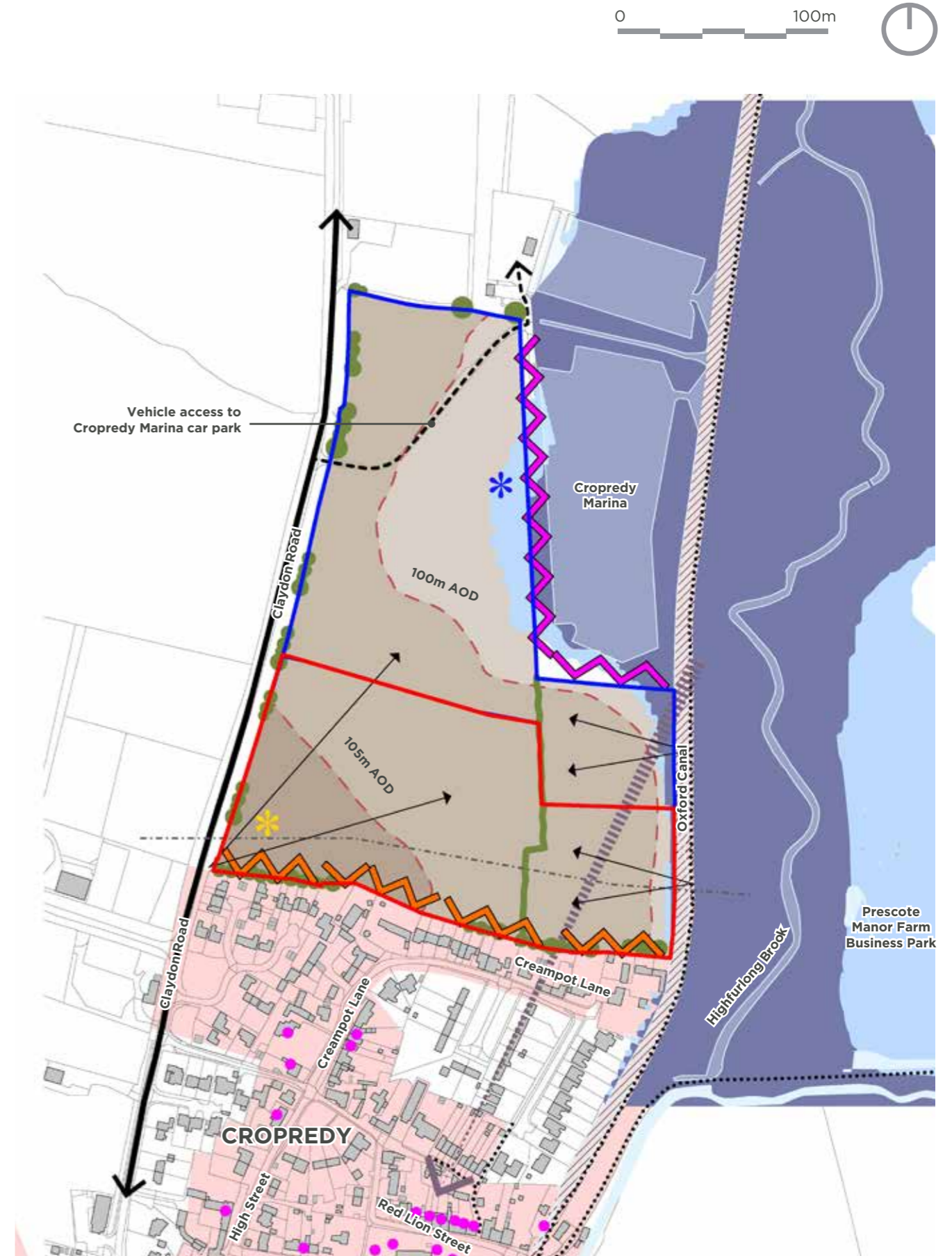
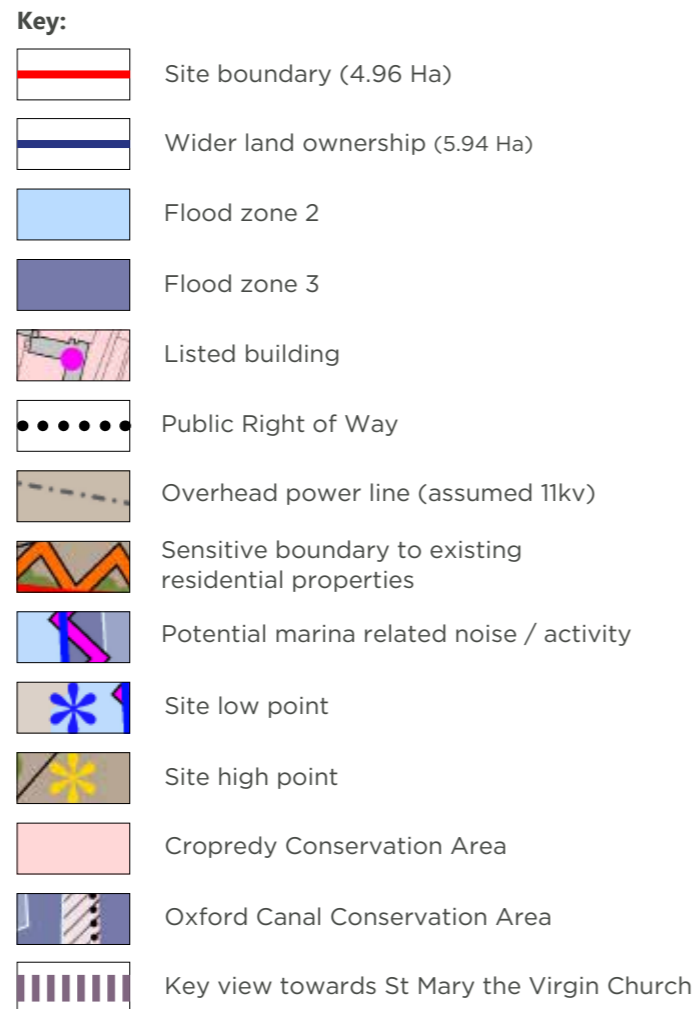


Fig 23: Considerations plan

4.0 Design

- 4.1 Existing Site - Design Drivers
- 4.2 Public Consultation
- 4.3 Concept Masterplan
- 4.4 Section
- 4.5 Masterplan Design Rationale

4.1 Existing Site - Design Drivers

Relationship with Neighbouring Development

We have identified the rear built frontage of properties along Creampot Lane and Kyetts Corner and proposed an appropriate separation distance to new homes.

In terms of access, the primary Site access point is proposed off the west off Claydon Road to the west. A dedicated pedestrian access is also proposed further south along the western boundary.

Topography

We have identified the primary view corridors into and out of the Site which occur, in particular, to / from areas of more prominent higher ground.

We proposed to utilise the lower parts of the Site for drainage purposes and to provide open space, free of development. By keeping these areas open we can retain a soft, green edge, and create an appropriate setting for the existing homes located south of the Site. Open space to the east of the Site which provides key views looking south towards St Mary the Virgin Church are kept free of development.

Adjacent Conservation Area

We have identified two Conservation Areas, which include the Oxford Canal CA and Cropredy Village CA, and positioned a landscape buffer to protect their character and appearance and mitigate the impact of new development.

New development within the Site must respect the character and appearance of these Conservation Areas.

The development area is set back from the Site boundaries next to the Conservation Areas with additional vegetation planting proposed. In addition, there are several listed buildings within Cropredy to the south of the Site. An appropriate palette of building materials and architectural features are needed to complement the heritage setting.

Green Edges

Green edges are proposed to soften and integrate the new built form within the wider landscape, in particular views to / from the north-east.

A generous area for hedgerow, tree and woodland planting is proposed along the southern and eastern edges of the Site that will visually integrate the new homes within the wider landscape, whilst providing a varied and interesting amenity for new and existing residents of Cropredy to enjoy.

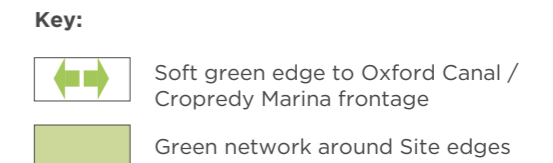
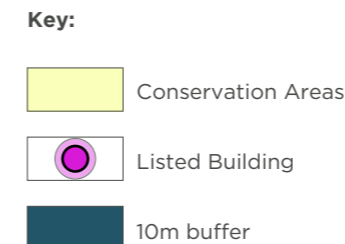
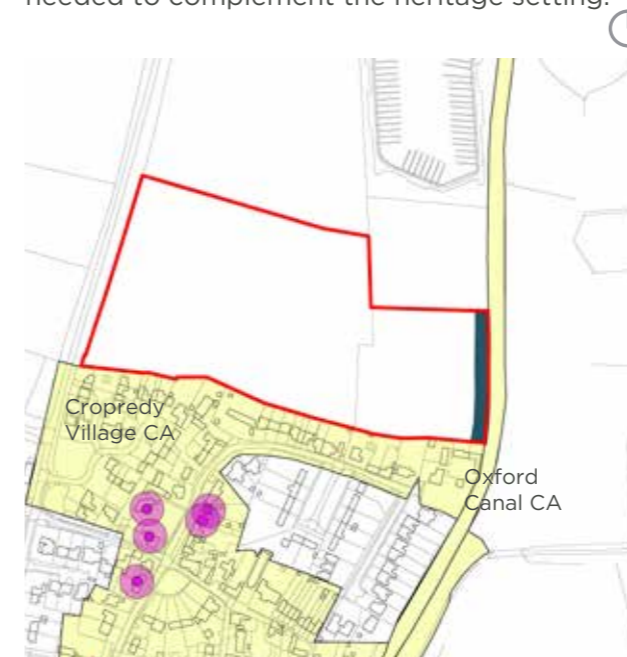
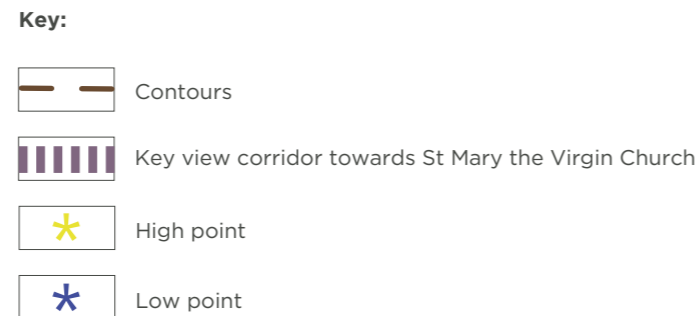
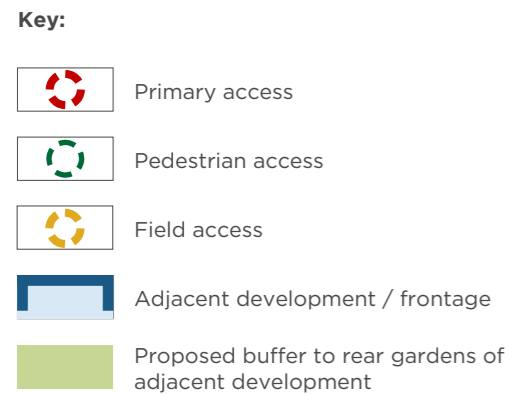


Fig 24: Existing site design drivers diagrams

4.2 Public Consultation

An all-day consultation event was held in St Mary's Church in Cropredy on 12 December 2022 between 11am and 6:30pm.

A four-page leaflet advertising the public consultation was sent to all 346 residential and business addresses in and around Cropredy, prior to the event taking place.

Project team members from Carter Jonas, Glanville, and Real Estate Communications attended the event to discuss the proposals and consult with the public on their ideas and suggestions. In total, 56 people attended the event. The evening of the 12 December, the project team presented the scheme to a meeting of Cropredy Parish Council.

Several consultation boards were produced for the event (see **Fig. 25**). The boards were then left with the parish council and put on display in the village hall for people to view for the remainder of the consultation period.

Alongside the consultation event, a consultation website was set up online.

In response to the feedback gained from the consultation event, the masterplan has been amended to take into account local residents and key stakeholders views.

A more detailed analysis of the feedback from the consultation event can be found in the submitted Statement of Community Involvement (SCI) produced by Real Estate Communications.

In summary, the key consultation responses affecting the masterplan proposals included:

- Ideas for woodland, wildflower meadow, wildlife pond, football pitch for young people and paved footpaths to be usable year-round. The masterplan includes a pond and wildflower planting, with paved footpaths. Part of the land will be allocated for tree planting by a local educational community group that works with the Scouts and other young people to plant trees and nurture saplings. This is shown on the masterplan as a community orchard.
- Consultees made the comments about the types of housing they wanted to see in a new development which included affordable housing and a number of smaller bungalows for downsizers. The masterplan includes 21 (35%) affordable homes and 6 (10%) bungalows.
- Some of the comments made reference to the existing medical facilities in the village being inadequate. The project team investigated this feedback through conversations with the local GP surgery. As a result of the conversations, a community building has been included in the submitted proposal. If outline permission is granted, the detailed application building would be designed in collaboration with the surgery's partners and the NHS.







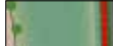



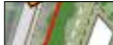


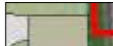
Fig 25: Public consultation boards

4.3 Concept Masterplan

The concept masterplan for approximately 60 homes shown opposite has been directly influenced by the technical work undertaken to date. The key principles of the plan are detailed as follows (refer to numbers on plan):

- ① Primary vehicular Site access from Claydon Road
- ② Primary street with boulevarded tree planting and grass verges with views east towards the Oxford Canal
- ③ Residential properties fronting onto the edge of Cropredy village. A 10m wide planted buffer is proposed to mitigate any impact onto the existing and proposed development (see Fig. 26 and Fig. 28 overleaf)
- ④ Development set back from Claydon Road to ensure protection of existing trees and hedgerow
- ⑤ Development parcels set back from the Oxford Canal to create new accessible open space and maintain the setting of the Oxford Canal Conservation Area, as well as retain views towards St Mary the Virgin Church to the south
- ⑥ Proposed community facility with associated car parking, accessed via Claydon Road
- ⑦ Local Equipped Area for Play (LEAP) approx. 400 sqm in area
- ⑧ Local Area for Play (LAP) approx. 100 sqm. in area
- ⑨ Visitor car park
- ⑩ Northern vehicular access point to the field
- ⑪ Green views across the Site to the east
- ⑫ Retain and utilise the existing drainage ditch

Key:

-  Site boundary (4.96 ha)
-  Site access via Claydon Road (cycles, vehicles)
-  Proposed footpath
-  Potential residential development area
-  Potential key building
-  Buffer to play facilities
-  Public open space
-  Areas of surface water drainage
-  Local Equipped Area for Play (LEAP)
-  Local Area for Play (LAP)
-  Views out towards Oxford Canal / parkland
-  Tree planting to mitigate views onto the Site
-  Key development frontage
-  Public Right of Way (PRoW)
-  Proposed pumping station
-  Proposed community orchard

Notes

The proposed development can deliver approximately 60 new homes at a net density of 30 dph, with 2.77 hectares of open space proposed.



Fig 26: Emerging concept plan

4.4 Section

1 Landscape Buffer

A new 10 metre wide planted buffer is proposed along the southern boundary of the Site. **Fig 27 (Image a)** shows the Site's southern boundary in its current form. The new planting will provide a physical barrier and visual screening for existing homes along Creampot Lane at Kyetts Corner at the edge of Cropredy which back onto the Site.



2 Woodland Footpath

The masterplan proposes a new pedestrian footpath alongside the proposed planted buffer. **Fig 27 (Image b)** shows the current arable farmland where the proposed footpath would be positioned.



3 Set back properties

The proposed new homes will be positioned away from the neighbouring residences to the south at Creampot Lane and Kyetts Corner. **Fig 27 (Image c)** shows the wider landscape context in which the proposed new homes will sit, looking southwards towards the village edge.



Fig 27: Site photographs

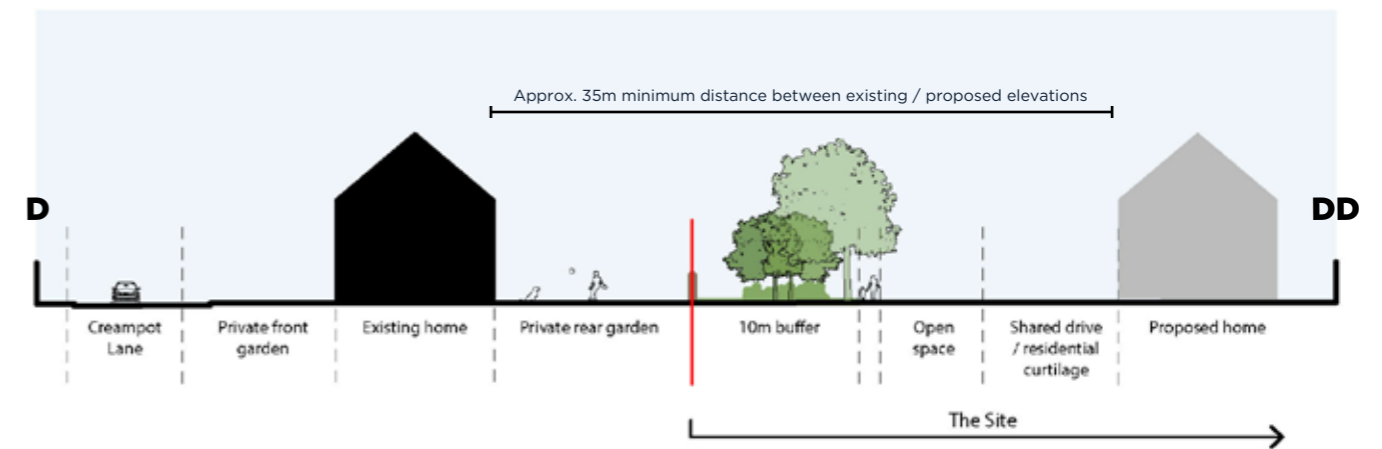


Fig 28: Section D-D showing the 10m planted buffer proposed along the southern boundary of the Site



Fig 29: Photo and section location plan

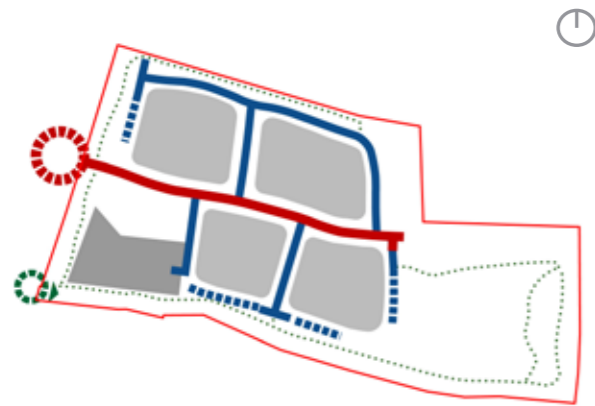
4.5 Design Rationale

Movement Network

A legible hierarchy of streets is proposed, including:

- A primary street, connecting the Site with Claydon Road to the west
- Secondary streets and shared surfaces serving residential areas as well as the community building
- Shared surface private drives serving dwellings around the edges of the development

All streets will be designed to incorporate elements of street planting, as well as to prioritise pedestrian and cycle movement.



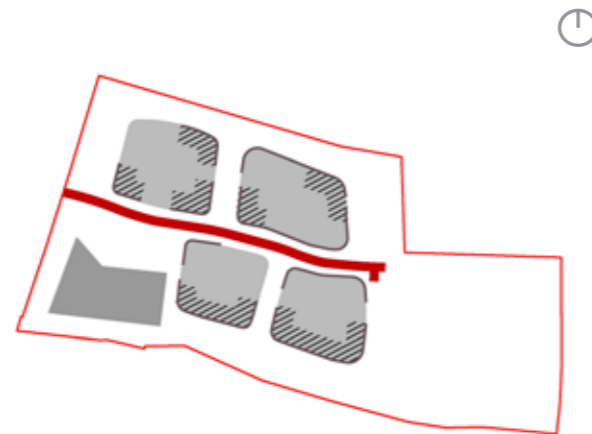
Key:

- Primary street / access
- Secondary street
- Shared drive
- Pedestrian link / access

Primary Street Frontages

The Site frontage adjacent to the proposed access off Claydon Road will create a gateway at the arrival into the development.

The primary street will include street trees to create a green frontage to new homes, and marker buildings to define corners and aid legibility.



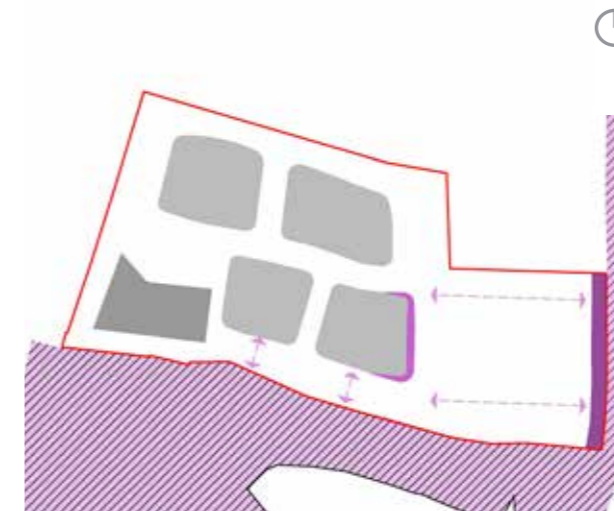
Key:

- Primary street
- Key building

Relationship with Oxford Canal Conservation Area

New homes are proposed to be set back away from the Conservation Areas, with open space in between to protect the setting and mitigate visual impact.

The proposed public open space positioned between Oxford Canal and the development will be well overlooked by new homes fronting onto this space. The green space will also protect and enhance views towards St Mary the Virgin Church to the south, whilst retaining a visual link with the centre of Cropredy village.



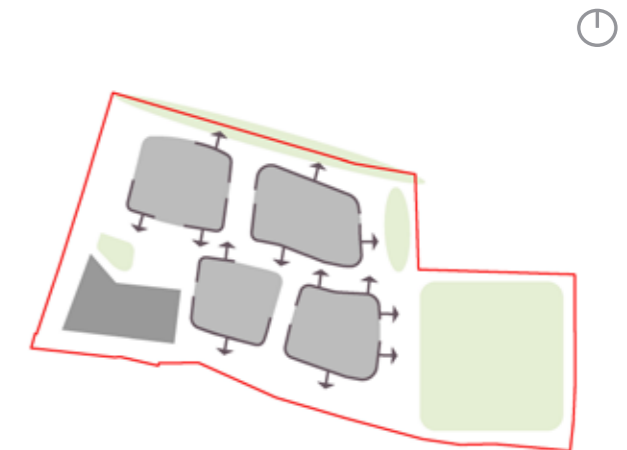
Key:

- Conservation Area
- Key frontage
- 10m planted buffer to Conservation Area
- Development free area

Permeability & Overlooking Open Space

The indicative layout has been designed to aid permeability, in particular for pedestrians and cyclists, prioritising these user groups.

The layout promotes overlooking of open space from new homes, supporting passive surveillance.



Key:

- Development block
- Open space
- Building frontage

Fig 30: Built form: design rationale diagrams

5.0 Masterplan

5.1 Illustrative Proving Layout

5.2 Accessibility

5.3 Blue & Green Infrastructure

5.4 Sustainability

5.1 Illustrative Proving Layout



The plan opposite illustrates a proposed housing development of 60 homes which takes account of the design rationale explained at Section 4.0 and the parameters documented at Section 6.0.

The grain of development at the density proposed allows for streets to be tree lined, with a focal open space proposed near the Site entrance. The masterplan achieves a NET density of 30 dwellings-per-hectare.

Key:

Site boundary (4.96 Ha)

Vehicular access

Pedestrian access

- Proposed community facility and associated car parking
- Primary tree-lined street
- Drainage basin location
- Recreational walking trail
- Local Equipped Area of Play (LEAP)
- Local Area of Play (LAP)
- 10m wide planted buffer
- Pumping station location
- Public open space
- Community orchard

Notes:

NB1: The layout illustrates a proposed housing development of 60 homes at a net density of 30 DpH

NB2: Policy compliant housing mix meeting or exceeding Nationally Described Space Standards



Fig 31: Illustrative proving layout

5.2 Accessibility

The plan opposite shows a network of different types of street within the Site, which serve access to the new homes, open spaces and the community facility, which onward connections to the wider footpath and highway network.

The aim is to create a well connected new community where walking and cycling are prioritised over the use of private vehicles, with excellent access to facilities located within Cropredy village to the south.













- Key:**
-  Site boundary (4.96 Ha)
 -  Primary street
 -  Secondary street
 -  Secondary road
 -  Shared drive
 -  Pedestrian route
 -  PROW
 -  Primary access
 -  Field access
 -  Pedestrian access



Fig 32: Accessibility masterplan

5.3 Blue Green Infrastructure

The proposed network of public open space creates a green envelope around the Site. Two focal public open spaces are proposed within the Site, one by the entrance to the west and a second larger space next to the Oxford Canal to the east. Achieving biodiversity net gain, providing accessible recreation space and children's play to all homes are essential parts of the open space strategy.

Photograph Descriptions

1. New hedgerows and trees are proposed along the northern and western Site boundaries to integrate the new homes within the wider landscape and provide green corridors for people and wildlife. The woodland buffer to the south will mitigate the impacts of development on the existing community.
2. Providing greening at the edge of shared streets.
3. New areas for children's play which fit seamlessly within the landscape.
4. Creating areas for biodiversity with native tree, scrub and wildflower planting.
5. Creating surface water attenuation wetlands on Site as habitats for local species.
6. Positioning new homes to take advantage of views and provide passive surveillance of public open space.
7. Providing greening along streets to soften built form.
8. Creating a primary tree lined route.
9. Creating a new community orchard with fruit trees positioned to the east of the Site near to the Oxford Canal.

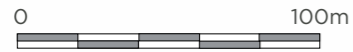


Fig 33: Landscape framework plan



Fig 34: Landscape framework features

5.4 Sustainability

The community will have direct access to new and existing walking and cycling routes, with direct access to facilities at the centre of Cropredy village, together with the new facility provide within the Site. Existing bus stops are located close by along Claydon Road.

Other key sustainable features of the Site include a scheme of sustainable drainage, biodiversity enhancements and the provision of extensive public open space for recreation, health and well-being. The majority of the existing natural features such as hedgerows and boundary planting are proposed for retention.

All new homes will be built to meet low carbon standards in line with Building Regulations requirements, with air source heat pumps, photovoltaic cells, high speed broadband and electric vehicle charging points built in to every home.

Through these measure the development will be highly sustainable.

Photograph Descriptions

1. Bird boxes provided for nesting birds as part of habitat strategy.
2. New native woodland planting.
3. Sustainable Urban Drainage Systems along key streets.
4. EV charging points to every home.
5. Flood attenuation basins
6. Photovoltaic panels on south and west facing roofs supporting energy generation on Site.

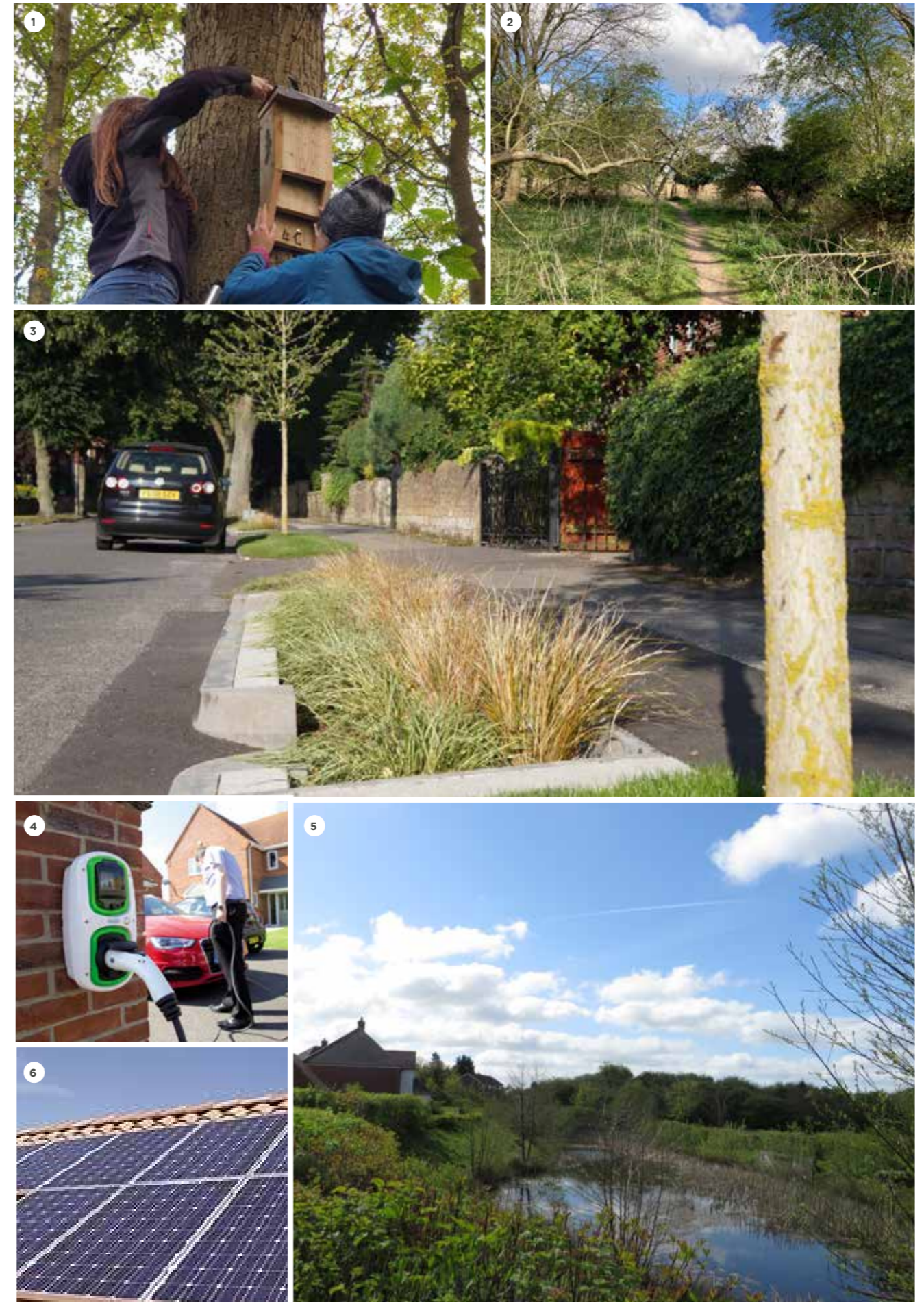


Fig 35: Environmental and Biodiversity Net Gain (BNG) features

6.0 Parameters








6.1 Land Use, Open Space & Access



6.1 Land Use, Open Space & Access

The parameter plan opposite sets out the proposed land use, open space and access framework for the Site. The primary use is proposed as residential (Use Class C3) with an area of land to support a new community facility (Use Class F2), a large area of public open space, areas for surface water drainage attenuation and children's play areas.

Key:

-  Site boundary (4.96 Ha)
 -  Vehicular access
 -  Pedestrian access
 -  Potential pumping station location (to be located within open space)
-
-  Residential developable area including
 -  Community facility developable area
 -  Public open space including drainage basins and pumping station (2.77 Ha)

Notes:

- NB1:** The Site has potential to deliver up to 60 homes plus associated community facilities
- NB2:** Building heights up to 2 storeys across the development
- NB3:** Average density up to 30 dwellings per hectare across the developable area



Fig 36: Land use, open space & access parameter plan

7.0 Illustrations

7.1 Axonometric View



7.1 Axonometric View

The view below shows an artists impression of the proposed housing scheme set within the context of the northern edge of Cropredy village.



Fig 37: Axonometric view



Fig 38: Key plan (axonometric view)

8.0 Conclusion

8.1 Conclusions & Benefits

8.1 Conclusions and Benefits

This Design and Access Statement has set out the vision and emerging proposals for Land East of Claydon Road, Cropredy, Oxfordshire.

In light of the initial design and technical work undertaken to date, it is considered that the Site can deliver a high quality new residential neighbourhood which positively responds to its surroundings.

The development will provide the following key benefits:

- 1. Deliver 60 new homes and a community facility** including a mix of market and affordable housing to meet local identified need. The masterplan proposes an appropriate and proportionate extension to the village.
- 2. Create a development layout which seeks to maximise the use of existing and planned infrastructure** - direct pedestrian and cycle connections into Cropredy.
- 3. Sensitively extend the built up area of Cropredy** whilst creating a green eastern edge to the Site protecting any views onto the Conservation Areas. Development will be set back from the Site's boundaries to protect trees and hedgerows, while new planting helps screen the Site.
- 4. Include areas for children's play**, including formal play areas and opportunities for informal doorstep play.
- 5. Low carbon homes** through the use of air source heat pumps, EV charging and green energy generation through photovoltaic cells.



A mix of approximately 60 new homes to suit local needs which will preserve the rural character of the village



35% Affordable housing - 70% social/affordable rent (up to 15 units), 25% First Homes (up to 5 units) and 5 % other routes to affordable home ownership (1 unit) in accordance with Policy BCS3



Creation of a new community hub



A new pedestrian footway along Claydon Road will link the new homes to the centre of Cropredy, improving the quality and safety of local infrastructure for the wider community



Enhanced boundary vegetation and biodiversity improvements which include protecting the wildlife along the Oxford Canal



Create around 2.7 hectares of accessible open space for leisure, recreation and play

Fig 39: Key benefits infographics

Appendices

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Appendix 1: List of Figures

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