

LAND OFF HEMPTON ROAD,
DEDDINGTON

DESIGN & ACCESS STATEMENT

PREPARED BY PEGASUS GROUP
ON BEHALF OF PEMBURY ESTATES



DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



HERITAGE

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1. INTRODUCTION

1.1 This statement has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Pembury Estates, to accompany an Outline application for the residential development of Land North of Hempton Road, Deddington, comprising:

"The erection of up to 14 two-storey houses comprising a mix of dwelling sizes, together with associated access highways, private drives, services and landscaping."

1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a Design and Access Statement.

Purpose

1.3 The purpose of this statement is to explain;

"how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users" (para. 34, Planning Practice Guidance ID 26-034-20140306, March 2014).

1.4 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a Design and Access Statement, and follows the document structure outlined below:

Section 1: Introduction – outlines the purpose of the document;

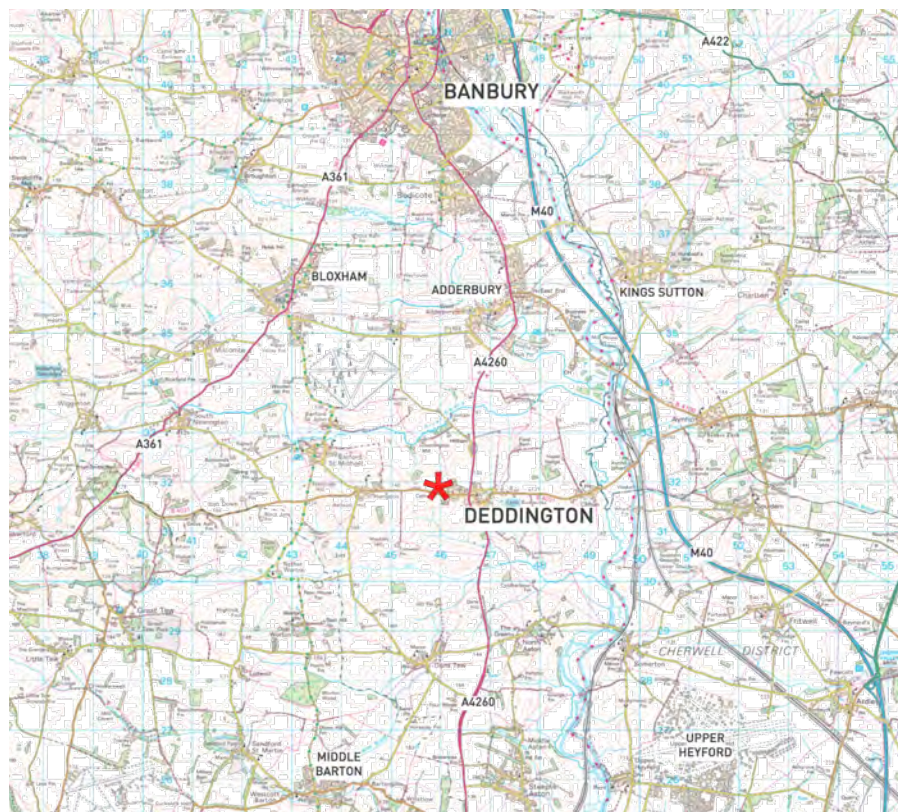
Section 2: Assessment – considers the site and its surroundings in terms of the physical, social and planning context;

Section 3: Design Proposals – presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance.

Section 4: Summary - This statement should be read in conjunction with the accompanying documents submitted as part of the Full Planning Application.

The Site



- 1.5 The site is situated to the west of the village of Deddington, north of Hempton Road as it passes west towards Hempton, and west of Wimbourn Close, and is formed of approximately 0.52 Hectares (Ha) of agricultural land, comprising part of a wider field, as shown on the Site Location Plan (dwg. P20-0384_02).
- 1.6 The site sits immediately north of an approved outline residential development (ref. 18-02147/OUT) for the development of 21 dwellings. As such this application has been designed so as to not prejudice the delivery of the scheme to the south.
- 1.7 The boundaries of the application site are predominantly defined by a post and rail fence and tree planting to the east, and hedgerow planting to the west. Both the northern and southern boundaries of the site are undefined, and open to the wider continuous field. However, as part of the adjacent outline approval (18-02417/OUT) to the south of the site it is proposed to plant a new native double hedgerow along the northern boundary. This new hedgerow will form the application sites southern boundary.
- 1.8 Hempton Road (30 mph speed limit) forms the sites western site boundary, and also provides access to Deddington village centre, approximately 750 metres (m) to the east. The Wider Site Location Plan below illustrates the strategic highway links accessible from the site. The M40, A43, A44 and A4 22 all accessible within 15km of the site.

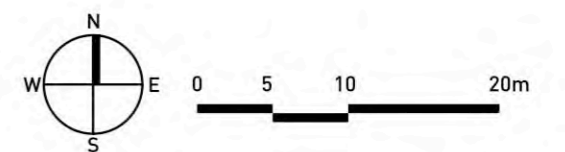


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KEY

-  SITE LOCATION
(0.52 Ha)
-  ADDITIONAL LAND WITHIN APPLICANTS CONTROL



Land off Hempton Road, Deddington - **SITE LOCATION PLAN**

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2. ASSESSMENT

2.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken

Planning Policy Context

2.2 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (February 2019) and National Design Guide (October 2019).

National Planning Policy Framework

2.3 Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- A **social** objective;
- An **economic** objective; and
- An **environmental** objective.

2.4 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 102) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

"...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places." (Para. 102(e) NPPF 2019)

2.5 The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed

advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 124, as follows:

“The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...” (Para. 124, NPPF 2019)

2.6 The NPPF is also clear at paragraphs 125 and 126 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

2.7 Paragraph 127 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

Planning Practice Guidance

2.8 The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

2.9 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage” (para. 001, PPG, ID: 26-001-20191001, October 2019)

National Design Guide

2.10 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MCHLG) in September 2019 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.” (Para. 13, NDG 2019)

2.11 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

2.12 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical **character**;
- To help to nurture and sustain a sense of **community**; and
- To positively addresses environmental issues affecting **climate**.

2.13 Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010);
- Building for Life 12 (CABE at the Design Council, Design for Homes and the Home Builders Federation, 2012).

Local Planning and Design Guidance

2.14 The development proposals have been formulated having due regard to the Cherwell District Council (CDC) Local Development Plan comprising the CDC Local Plan Part 1 (2011-2031);

2.15 Consideration has also been given to the following local planning and design guidance;

- CDC Local Plan 1996 Saved policies;
- Residential Design Guide SPD
- Oxford County Council (OCC) Residential Road Design Guide (2015)

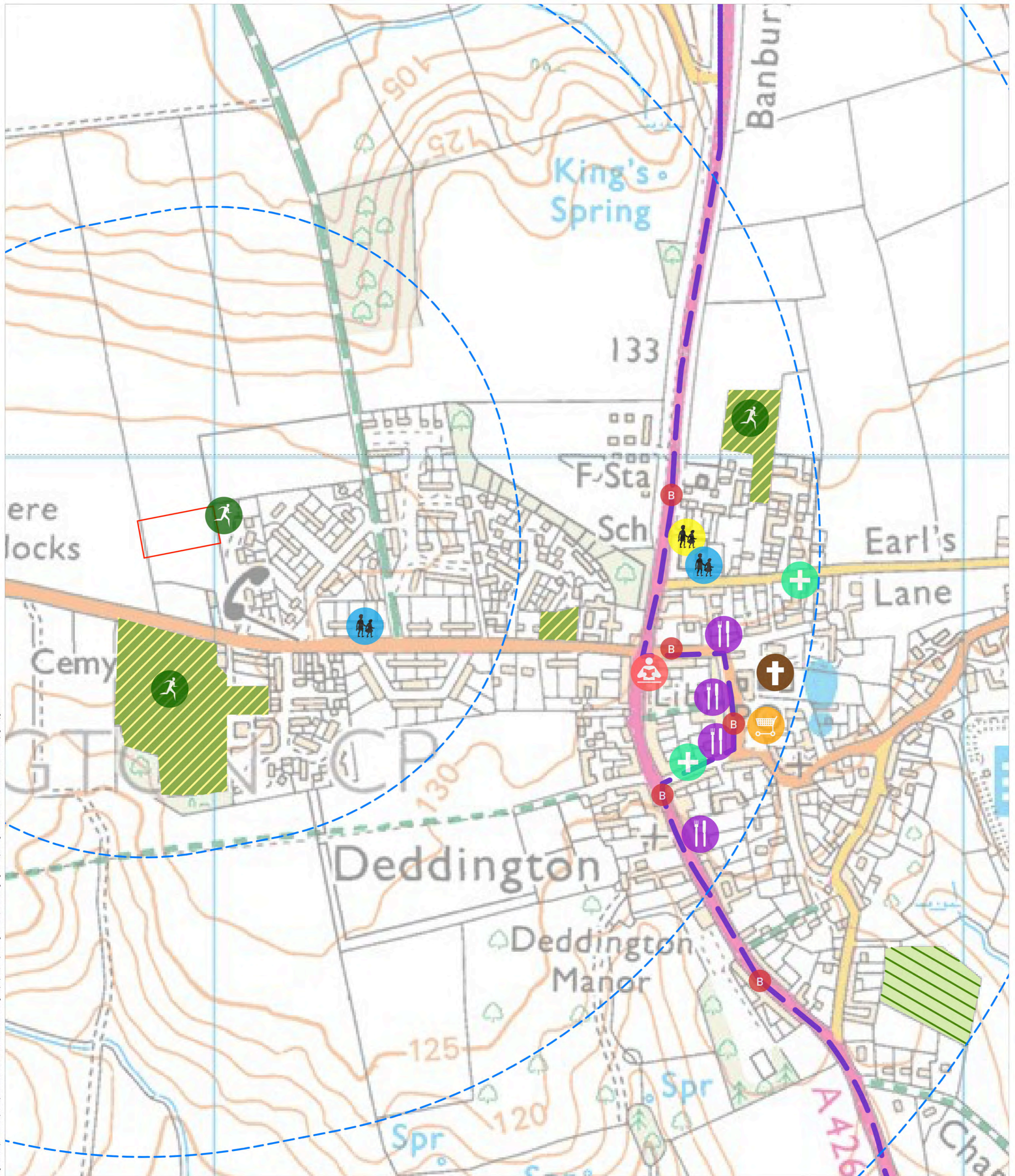
Deddington Neighbourhood Plan

2.16 Deddington Parish Council have notified CDC of their intention to development a Neighbourhood Plan. A draft submission version of the Deddington Neighbourhood Plan was submitted to the independent inspector in December 2018 however, this was formally withdrawn in November 2019 following consideration of the examiner's report. As such the draft Deddington Neighbourhood Plan carries little weight in decision making.

Local Facilities and Access

- 2.17 Deddington has a good range of local services and facilities within the village, within walking distance of the site. Local education choices are available with a nursery, infant and primary schools all located within a 800m walk. The site is particularly well located for easy access to recreation facilities, including cricket pitches, tennis courts, equipped area for formal play and a bowls lawn, all available at the Windmill Community Centre on the southern side of Hempton Road.
- 2.18 The Local Facilities Plan (dwg. P20-0384_04-2) shows the location of these in relation to the site. The services and facilities of Deddington are also supplemented by wider choices in Banbury and Oxford, both of which can be reached by public buses departing from Deddington Market Place in the centre of the village.

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KEY					
	SITE		LIBRARY		RECREATION / SPORTS FACILITY
	400m ISOCHRONES		SUPERMARKET		ALLOTMENTS
	BUS STOPS		PRIMARY SCHOOL		
	BUS ROUTE S4 (to Oxford and Banbury)		NURSERY / PRESCHOOL		
	EXISTING PROW NETWORK		PHARMACY / DOCTORS		
	PUB / RESTAURANT		PLACE OF WORSHIP		

Land off Hempton Road, Deddington - LOCAL FACILITIES PLAN

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Local Existing Built Form Character

2.19 The National Design Guide states that well-designed new development is influenced by:

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;” (Para. 52, NDG 2019)

2.20 The immediate site context (comprising Wimborne Close and Hempton Road) is predominantly residential, and the architectural style is not distinct to the setting of Deddington when compared to the High Street and Market Place, which exhibit more distinctive buildings, spaces and materials. An analysis of the existing built form of Deddington can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach. Existing character areas have been identified within the village that will inform the design proposals.

- High Street for architectural details and materials;
- Market Place for architectural details and materials;
- Wimborne Close and Hempton Road for landscaping and movement network; and
- The Swere, Banbury Road, for spaces, building alignment and materials.

2.21 Each area illustrates a morphological expansion of the village, with contrasting urban forms and building details, providing a palette of design references that may be drawn from, allowing the proposed design response to reflect local character. Each character area is set out on the following pages.

High Street



High Street

Built Form	The street is tightly enclosed by buildings which are generally positioned at the back edge of the pavement.
Building Typologies	Wide variety of building typologies: Small, 1½ or 2 storey cottages, 2 and 3 storey terraced buildings and 2 and 3 storey wide fronted villas.
Building Scale	2 and 3 storey buildings along High Street gives an informality to the streetscape and interest to its roofscape. The mixture of terraces and villas creates irregular vertical rhythms, whilst its variations in storeys and building heights creates irregularity in the horizontal.
Architectural Features	<p>Fenestration: predominantly portrait sash windows to more formal villas; and smaller horizontal casement windows to more modest dwellings.</p> <p>Window Surrounds: flat arches, timber and stair lintels and simple stone sills are common. Occasionally use of complete stone surrounds.</p> <p>Access: Rear yard access is enabled through the inclusion of drive-through archways.</p> <p>Doors: Occasional use of double pitched or barrel roofed canopies, and fanlights.</p> <p>Roofscape: Dormer windows with double pitched roofs or hipped gables are relatively common, allowing light to the upper half storey</p>
Materials	<p>Facades: Most of the buildings have walls which are finished in ironstone.</p> <p>Detailing: Occasionally elevational details, such as heads and sills are picked out in what is thought to be Chipping Norton Limestone. There is a significant red brick presence on the east side of the High Street.</p> <p>Roof: Slate appears to be most common roofing material</p>

Market Place



Market Place

Built Form	The Market Place has a highly distinctive form, being broadly rectangular and with edges which are strongly defined by continuous built frontages.
Building Typologies	Generally the east, west and south sides of the Market Place are enclosed by modestly proportioned 2 or occasionally 3 storey cottages. Occasionally these terraces of cottages are punctuated by taller and grander villas, a good example of which is the Hermitage, a Grade II* Listed Building which is clearly distinguished from its neighbours, being finished in dressed limestone, as opposed to ironstone. It has a distinctly formal appearance, featuring sash windows, projecting eaves and prominent chimney stacks.
Building Scale	Moving south to north across the Market Place the scale of buildings generally increases such that 2 storey buildings become almost universally 3 or 4 storey towards the Market Place's northern end.
Architectural Features	<p>The smaller cottages enclosing the southern end of the Market Place are relatively simple and devoid of architectural features, save for the occasional dormer window or simple door canopy.</p> <p>Fenestration: The more prominent buildings found at the northern end of the Square feature, in the main, sash windows with a vertical orientation and their greater floor-to-ceiling height, together with greater emphasis to eaves and gables, give these buildings greater prominence in the streetscape.</p> <p>Window Surrounds: Openings are given greater prominence through the inclusion of flat heads or larger lintels, together with cills beneath.</p> <p>Roofscape: The presence of chimneys gives greater height and presence within the wider streetscape.</p>
Materials	<p>Facades: Similar to the High Street, there is a predominance of Ironstone used for the construction of buildings with the occasional use of render or dressed limestone.</p> <p>Roof: Slate is the predominant roofing material.</p>

Wimbourn Close and Hempton Road



Wimbourn Close and Hempton Road

<p>Built Form</p>	<p>Wimbourn Close is typical of late 20th century development, low density development and a meandering street form means that building lines stagger and frontages are broken as dwellings follow the alignment of the road, creating a suburban and sometimes confusing character.</p> <p>In contrast dwellings along Hempton Road follow a strong building line parallel to the street, with continuous frontages and setbacks enhancing a semi-formal character.</p>
<p>Building Typologies</p>	<p>Development along Hempton Road is predominantly formed of long linear terraces of wide fronted units, set behind deep planted frontages, disguising the frontage parking.</p> <p>Hempton Close is formed of semi-detached and short terraces of dwellings. Parking is predominantly to the front of dwellings and dominates the street scene.</p>
<p>Building Scale</p>	<p>Dwellings are all 2 storeys in height, although frontages are punctuated by projecting gables, variations in storey heights and the siting of single storey garages, which enhances the sense of a more informal frontage.</p>
<p>Architectural Features</p>	<p>Projecting gables are common together with a variety of additional features, such as</p> <p>Fenestration: UPVc casement windows common. Window openings are inconsistent and vary between individual dwellings.</p> <p>Window surrounds: Mix of arched and flat heads. Predominantly contrasting arched brick heads with stone sills, with limited use of stone or painted stone heads and sills to matching the principle façade.</p> <p>Doors: Eaves fronted lean to front porches to Wimbourn Close and gable fronted porch canopies along Hempton Road</p> <p>Roofscape: Predominantly eaves fronted roofs with gable projections or half dormers. Continuous ridgelines emphasise a suburban character.</p>
<p>Materials</p>	<p>Facades: Variety of buff brick and render facades, with a small proportion of red brick facades. Red brick detailing common to properties along Wimbourn Close.</p> <p>Roofs: Brown or brown/grey concrete shingle tile</p>

The Swere, Deddington Grange



The Swere, Deddington Grange

<p>Built Form</p>	<p>Located to the north of Deddington The Swere is a recent development based on a perimeter block development structure. Low density development is typified by a linear street form with strong frontages to the street and areas of open space. Dwellings front the road, creating a suburban and semi-formal character.</p>
<p>Building Typologies</p>	<p>Development is predominantly formed of semi-detached and detached dwellings, with the occasional use of short terraces of units. Parking is provided to the rear of properties in semi-private courts or to the side of dwellings.</p>
<p>Building Scale</p>	<p>Dwellings are mostly 2-storeys in height. The use of 2.5-storey dwellings is limited to a few plots to overlooking the A4260 (Banbury Road) to the east of the development. Frontages are punctuated by the occasional use of projecting gables. Limited variations in storey heights and the siting of single storey garages enhances a more informal character.</p>
<p>Architectural Features</p>	<p>Consistency in ridge and eaves heights, consistent use of materials and simple architectural detailing ties the development together.</p> <p>Fenestration: UPVc sash-effect windows throughout the development. Window openings are proportional to the storey of the dwellings, aiding a formal character.</p> <p>Window surrounds: Consistent use of flat stone heads and shallow linear sills.</p> <p>Doors: Predominantly gable fronted porch canopies, with occasional use of flat roof canopies.</p> <p>Roofscape: Predominantly eaves fronted roofs with clipped eaves. Chimneys to some properties. Repetitive arrangement of dormers aids rhythm in the street and creates a semi-formal character.</p>
<p>Materials</p>	<p>Facades: Stone effect façades to key dwellings facing the primary vehicular entrance and the main street, reflecting the historic centre of Deddington. Red brick dwellings are located on secondary streets, away from the primary views of development.</p> <p>Roofs: Slate effect tiles.</p>

Opportunities and Constraints

- 2.22 The opportunities and constraints presented by the site are utilised to inform and structure the development proposals. A summary of these are outlined below and illustrated, where appropriate, on the Opportunities and Constraints Plan (dwg. P20-0384-03):

Land Use

- Development should be set back from the western site boundary
- Development should consider the sites edge of settlement location and enable a sensitive transition between the countryside to the north, and the existing and consented outline development to the west and south of the site

Access

- Vehicular access will be taken from the B4031 (Hempton Road), via a new priority T-junction (forming part of the consented outline development) to the south of the site
- There is the potential for an additional pedestrian link to be provided (via the consented outline development) to the existing play area at Wimborne Close.

Landscape and Visual

- The site gently rises from a low point of 137.8m Above Ordnance Data (AOD) in the south-east of the site, to a high point of 139.2m AOD in the north-west.

Flooding & Hydrology

- The site is located within Environment Agency (EA) Flood Zone 1 (low probability of flood from sea or river) and therefore fluvial flooding does not preclude the development of the site.
- The proposals will utilise Sustainable Drainage systems (SuDs) to manage surface water run off rates.

Utilities

- There are no existing utilities apparatus located within the site.

- Existing utilities are located within Hempton Road and Wimbourne Close, to the south and east of the site. New development will need to connect to the existing utilities network within Hempton Road.

Trees and Hedgerows

- Trees and hedgerows are located along the eastern and western boundaries of the site.
- A tree survey has been undertaken which confirms that the Category B tree group, forming the eastern site boundary, is comprised of a mix of Crack Willow, Field Maple, Hazel, Cherry, Hybrid Black Polar, Ash and White Poplar. The western boundary is defined by a Category C Hawthorn hedgerow, which also contains Ivy.
- Trees and hedgerows will be maintained and integrated into the development proposals wherever possible. New tree and hedgerow planting should be provided as part of the future proposals.

Heritage and Archaeology

- There are no Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields, World Heritage Sites or Listed Buildings either within or directly adjacent to the site.
- There is one Grade I Listed Building, five Grade II* and 94 Grade II Listed Buildings within the 1km of the site, the majority of which are located in the centre of Deddington.
- Deddington Conservation Area lies to the south-east of the site, and includes the eastern side of Deddington village and Deddington Castle (Scheduled Ancient Monument. Both Deddington Castle and Deddington Conservation Area are not visible from the proposed development site.

Ecology

- The site itself is not subject to any statutory or non-statutory ecological designations.
- The nearest statutory designation is Bestmoor Site of Special Scientific Interest (SSSI) located approximately 3.4km south-east of the site. The











nearest non-statutory designation is Deddington Mill Local Wildlife Site (LWS) located approximately 0.7km to the north of the site.

- All of the ecological designations in the surrounding area are physically well separated from the site and are therefore unlikely to be adversely affected by the proposals.
- The site comprises a single arable field, which is subject to intensive agricultural management and thus supports a very limited diversity and abundance of plant species. As such the arable field is of value at the site level only and its loss to the proposals is of negligible ecological significance.
- The site generally offers limited opportunities for protected species and other mammals to move through the site. It is likely that birds are nesting within the hedgerows and could therefore be adversely affected by the proposals. Appropriate mitigation measures should be implemented to safeguard nesting birds during relevant works and long-term nesting opportunities maintained.
- A sensitive lighting scheme should be implemented to minimise disturbance to any commuting/foraging bats and other nocturnal animals during and after construction.

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KEY

-  SITE LOCATION (0.52 Ha)
-  ADDITIONAL LAND WITHIN APPLICANTS CONTROL
-  INDICATIVE LAYOUT OF CONSENTED OUTLINE DEVELOPMENT (ref 18/02417/OUT)
-  CONTOURS (at 1m intervals)
-  INDICATIVE ATTENUATION AREA
-  EXISTING CAT B TREE/HEDGEROW
-  EXISTING CAT B TREE/HEDGEROW
-  EXISTING TREE/HEDGEROW PLANTING (to be removed)
-  PROPOSED VEHICULAR ACCESS POINT (approved as part of 18/02417/OUT)
-  POTENTIAL PEDESTRIAN ACCESS POINT



Land off Hempton Road, Deddington - **OPPORTUNITIES AND CONSTRAINTS PLAN**

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3. DESIGN PROPOSALS

Use & Amount of Development

- 3.1 (The Town and Country Planning (Development Management Procedure) (England) Order 2015 states that "amount" means (a) the number of proposed units for residential use).

Residential - up to 14 dwellings (Class C3)

- 3.2 The development proposals provide approximately 0.42 Ha of residential development, achieving up to 14 dwellings, at an average density of 34 dwelling per hectare (dph).

Layout

- 3.3 The Indicative Masterplan shows one way in which the development could be delivered (dwg. P20-0384-01C), and achieves the following mix of units:

Dwelling size	Number of units
Open Market (65%)	
3 bed	6
4 bed	3
Affordable Housing (35%)	
2 bed	2
3 bed	3















- 3.4 It has been designed based on the principle of perimeter blocks that provide a strong frontage to the public realm.
- 3.5 Dwellings will front onto the primary street, ensuring that the vehicular access to the site is well overlooked, and encouraging natural surveillance. The development will also provide active development frontages overlooking the northern and southern site boundaries.

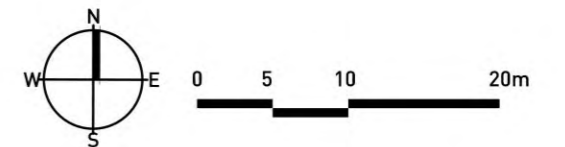
Density

- 3.6 The development proposals achieve an average density of approximately 34 dph which accords with Government guidance on ensuring the efficient use of land, yet is reflective of the scale of the local area, helping to assimilate the proposals into the surrounding areas.

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KEY					
	SITE LOCATION (0.52 Ha)		PROPOSED PRIVATE DRIVE		POTENTIAL PEDESTRIAN ACCESS POINT
	ADDITIONAL LAND WITHIN APPLICANTS CONTROL		PUBLIC OPEN SPACE		POTENTIAL PEDESTRIAN LINK
	ILLUSTRATIVE BUILT FORM 0.42 Ha GDA (achieving approximately 14 units @ 34dph)		INDICATIVE ATTENUATION AREA		
	PROPOSED VEHICULAR ACCESS POINT		EXISTING TREE/HEDGEROW PLANTING		
	PROPOSED PRIMARY STREET		EXISTING TREE/HEDGEROW PLANTING (to be removed)		
	PROPOSED SHARED SURFACE		PROPOSED TREE/HEDGEROW PLANTING		



Land off Hempton Road, Deddington - ILLUSTRATIVE MASTERPLAN

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Building Heights and Massing

- 3.7 The proposed development will be a maximum of 2 storeys (up to approximately 11m ridge height) as illustrated on the Indicative Building Heights Plan (dwg. P20-0384_01C-3) It is intended that interest in the street scene will be achieved through variations in the heights and massing of the proposed buildings.
- 3.8 A hierarchy of dwellings is proposed, ranging from smaller semi-detached units through to detached dwellings set within larger plots, allowing for a variety in the proposed streetscape.
- 3.9 Further details on the scale and size of the dwellings proposed, as well as their appearance will be submitted as part of a subsequent Reserved Matters Application (RMA).

Building Accessibility

- 3.10 A reserved matters application will ensure that the design and layout of new dwellings will be compliant with the Building Regulations with regard to accessibility standards.

Affordable Housing

- 3.11 CDC Policy BSC3: Affordable Housing states that residential development over 11 units will require 35% affordable housing provision. Affordable housing will be provided within the proposed development and will be designed to be "tenure blind", so as to be indistinguishable from open market dwellings.
- 3.12 The precise mix and design of units is to be determined at the detailed RMA stage of the further proposals, subject to consultation and agreement with CDC.

Green Infrastructure

- 3.13 Existing trees and hedgerows along the eastern and western site boundaries will be retained and enhanced within the proposals, and a new double native hedgerow is proposed along the northern site boundary.
- 3.14 Development will be set back from the western and northern site boundaries, to allow for a softer landscaped edge to the development to be created. This will help to maintain a sensitive transition between the proposed built form of

the site, the existing settlement of Deddington to the south and east, and the countryside to the north and west.

- 3.15 An area of buffer planting will be provided adjacent to the western site boundary, a minimum of minimum of 5m in depth. The inclusion of this area of planting will ensure that long range views towards the site from Hempton and Barford St Michael will be filtered, mimicking the effect of the existing tree planting along the western site boundary, and ensuring that the proposed development is viewed within the context of the existing built form to the east of the site.
- 3.16 A new double native hedgerow is proposed to the north of the site, ensuring that the development forms a positive green edge to the Sewer River valley. This will also ensure connectivity is retained and enhanced between the existing boundary vegetation and the new buffer planting.
- 3.17 The exact species of planting proposed will be determined at the RMA stage, however, it is envisioned that new planting will be predominantly formed of native species, helping to maintain the biodiversity and habitat value of the site.
- 3.18 It is proposed that both the application site and the consented outline development to the south will utilise the same attenuation basin to manage surface water run off rates. Details of the surface water drainage strategy will be provided at the detailed design stage of the proposals.
- 3.19 The proposed dwellings are conveniently located to make us of the formal play area located at Wimbourn Close, and it is proposed that off-site contributions will be made towards outdoor and indoor sports facilities, and community facilities.

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KEY

- 1 STOREY DEVELOPMENT
- 2 STOREY DEVELOPMENT



Land off Hempton Road, Deddington - ILLUSTRATIVE BUILDING HEIGHTS PLAN

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Access and Movement

- 3.20 A well-connected movement network, accessible by all users, is proposed as part of the illustrative layout which helps ensure that all areas of the development are easy to navigate, safe and secure, as set out on the Illustrative Access and Movement Strategy Plan (dwg. P20-0384-01C-5).
- 3.21 The development proposals have been influenced by "Manual for Streets 1 & 2" which encourages designers to move away from standardised prescriptive measures and adopt a more innovative approach, in order to create high quality places for all users, ages and abilities.
- 3.22 This complies with OCC highways standards in terms of carriageways widths (5.5 m), junction radii and footpath provision, and is more than sufficient to cater for traffic generated from the consented 21 dwellings, as well as the 14 additional units proposed in this application (using similar trip generation rates to those anticipated for Phase 1). xAs noted above any development on this part of the site will only occur after construction of Phase 1 and Phase 1 highway improvements have taken place. If deemed necessary for highways safety, this issue can be controlled through the imposition of a planning condition to this effect.

Vehicular Access

- 3.23 Vehicular access will be taken from the B4031 (Hempton Road), via the new priority T-junction forming part of the consented outline development to the south of the site.
- 3.24 Within the site the primary street runs north into the development. This street has been designed to encourage low traffic speeds and has a verdant feel with street tree planting and low-level planting defining private frontages.
- 3.25 The primary route will have 2m footways to both sides of the street, ensuring that the development is accessible to all.
- 3.26 There is the potential for an additional pedestrian link to be provided (via the consented outline development) to the existing play area at Wimbourn Close to the east of the site.

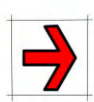





Car Parking

- 3.27 Car parking will be provided in line with the guidance contained within Manual for Streets, OCC Residential Parking Standards and CDC Residential Design SPD, at the rates set out below:
- 1 bed dwellings: minimum 1 space
 - 2 bed + dwelling: minimum 2 spaces
- 3.28 Parking will be provided on-plot to the front or side of dwellings within the curtilage, in a location that is both convenient and well overlooked.

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KEY

-  PROPOSED VEHICULAR ACCESS POINT
-  STREET
-  SHARED SURFACE
-  PRIVATE DRIVE
-  POTENTIAL PEDESTRIAN ACCESS POINT
-  POTENTIAL PEDESTRIAN LINK



Land off Hempton Road, Deddington
ILLUSTRATIVE ACCESS AND MOVEMENT STRATEGY PLAN



- 3.29 Vehicle/pedestrian visibility splays of 12m x 2m (from the back of highway to the side of driveway, assuming a 2.4m car width) should be incorporated where parking spaces abut the back edge of footway or the highway boundary, as set out in the OCC Residential Road Design Guide.
- 3.30 Where parking is provided on street (via parallel or perpendicular bays) it should be carefully designed to be typically no more than 4 spaces appear in a row, and areas of landscaping and/or planting should be used to break up the appearance.
- 3.31 The use of rear parking courts should only be used in exceptional circumstances. Where parking courts are utilised, they should serve no more than 5 dwellings, and should be designed to include good levels of natural surveillance and opportunities for active.
- 3.32 Disabled parking will be provided in accordance with the appropriate standards.

Garages

- 3.33 Where garages count towards the provision of allocated parking these should be designed to a minimum internal size of 6m wide x 4m length, as set out in the CDC CDC Residential Design SPD.

Cycle Parking

- 3.34 Secure cycle parking should be provided at a rate of 1 space per bedroom and will be provided on-plot within garages. For units that do not have garages a secure shed will be provided in rear gardens.

Visitor Parking Strategy

- 3.35 Unallocated visitor parking will be provided at the rates set out in the OCC Residential Parking Standards once the final mix of units has been agreed with the LPA.

Appearance and Character

- 3.36 Following a detailed assessment of Deddington and its environs, materials and details have been identified that exhibit distinctive local design, and these can be further incorporated into the detailed design of the new development. This will ensure the architectural response of the proposal reflects traditional local character, rather than the more recent development in the immediate surroundings.
- 3.37 Overall the proposals will have an informal and green character reflecting the sites surroundings and edge of settlement location. Key outward facing frontages facing will be the most prominent and critical to the appearance of the development. These frontages should be designed as a composition in order to provide a cohesive element to these prominent positions.
- 3.38 Development should positively address the street and areas of open space through the use of active frontages. The use of blank gables should be avoided, instead dwellings should 'turn the corner' through the use of bay or side windows.
- 3.39 The detailed design of dwellings will be agreed at the RMA stage; however, potential materials and architectural detailing suitable for the proposed dwellings are set out in the following section.

Materials Palette

- 3.40 A simple materials palette should be considered, helping to create a high-quality scheme, with a distinctive character that both respects and enhances the site's surroundings. Materials recommended for use within the development should consist of:
- Occasional use of Ironstone/Limestone building stone;
 - Predominant use of brick as walling material;
 - Slate grey or dark brown coloured roof tiles;
 - Stone heads and sills; or
 - Black painted timber heads and sills.

Architectural Details

3.41 Architectural details which feature in the local vernacular that could be included within the detailed design of dwellings are set out below:

- Chimneys to larger dwellings;
- Wide linear window heads and sills to smaller dwellings, reflecting those found in central historic Deddington;
- Simple flat roof porch canopies to smaller dwellings;
- Eaves should be clipped with roof verges being kept very simple, with a mortared edge and no overhang;
- If dormers are used then these should well-proportioned and of a slim profile, and a smaller scale than the lower windows;
- Simple casement windows; and
- The use of drive through archways would reflect the historic coaching inns in Deddington village centre.

Boundary Treatments

3.42 Development plots will be defined by a range of boundary treatments depending upon their location, in order to clearly define public and private spaces. Boundary treatments should consist of:

- Low level planting/hedgerows to the front;
- Low level walls to front of larger properties; and
- Timber fencing or walling to rear

Surface Materials

3.43 Surface materials that are firm, durable and slip-resistance in all weathers are to be utilised within the development, particularly on footways and parking areas. The range of surface materials should be coordinated throughout the development to provide a consistent appearance.

4. SUMMARY

4.1 The proposals for development at Land off Hempton Road, Deddington will create housing choice for both the existing and proposed communities of Deddington.

4.2 The layout is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area. It aims to create a development for the 21st Century, whilst reflecting the desirable elements of the local vernacular.

4.3 In this context, the development will respect the local character, but also move the community towards a more sustainable future, through an increase in housing choice. Development will accord with the principles of high-quality design and best practice to create a street scene that is sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

4.4 The development proposals will be achieved in the following way:

- The creation of an integrated residential community with a sensitive and considered relationship to the existing settlement;
- Providing a development that is well connected, readily understood and easily navigated;
- The creation of a strong landscape structure that responds to the local area and retains and enhances the immediate locality with enhanced planting to the north and western site boundaries;
- Providing a range of dwelling sizes and types, that offers choice for a variety of lifestyles; and
- Promoting the objectives of sustainable development through layout and design.

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DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



HERITAGE

Pegasus Group
Pegasus House
Querns Business Centre
Whitworth Road
Cirencester
Glos
GL7 1RT

Telephone: 01285 641717

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