

An aerial photograph of a residential development site. The central focus is a large, rectangular pond with a brownish, muddy appearance. To the left of the pond, a large area is overlaid with a semi-transparent green design plan, showing a grid of house footprints, internal roads, and landscaped green spaces with circular tree symbols. The surrounding area includes existing residential buildings, some with dark roofs, and large green fields. The overall scene is captured from a high-angle perspective, showing the layout of the proposed development in relation to the natural and existing built environment.

LAND AT STATION ROAD HOOK NORTON

DESIGN AND ACCESS STATEMENT

PREPARED BY MHP DESIGN LTD
ON BEHALF OF GREYSTOKE LAND
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1.0 INTRODUCTION

Station Road, Hook Norton

1.01 Introduction

This statement has been prepared by MHP Design on behalf of Greystoke Land to accompany and outline application for planning permission for residential development on land at Station Road, Hook Norton.

Proposals comprise residential development for up to 43 dwellings with parking, supporting infrastructure and utilities; associated open space and landscaping; Vehicular access is to be formed from Station Road.

Refer to Fig. 1. Application Boundary.

The Town and Country Planning (Development Management Procedure) (England) Order 2015 states the following requirements:

"An application for planning permission ... must be accompanied by a statement ("a design and access statement") about:

- (a) the design principles and concepts that have been applied to the development; and
- (b) how issues relating to access to the development have been dealt with.

A design and access statement must:

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how specific issues which might affect access to the development have been addressed."

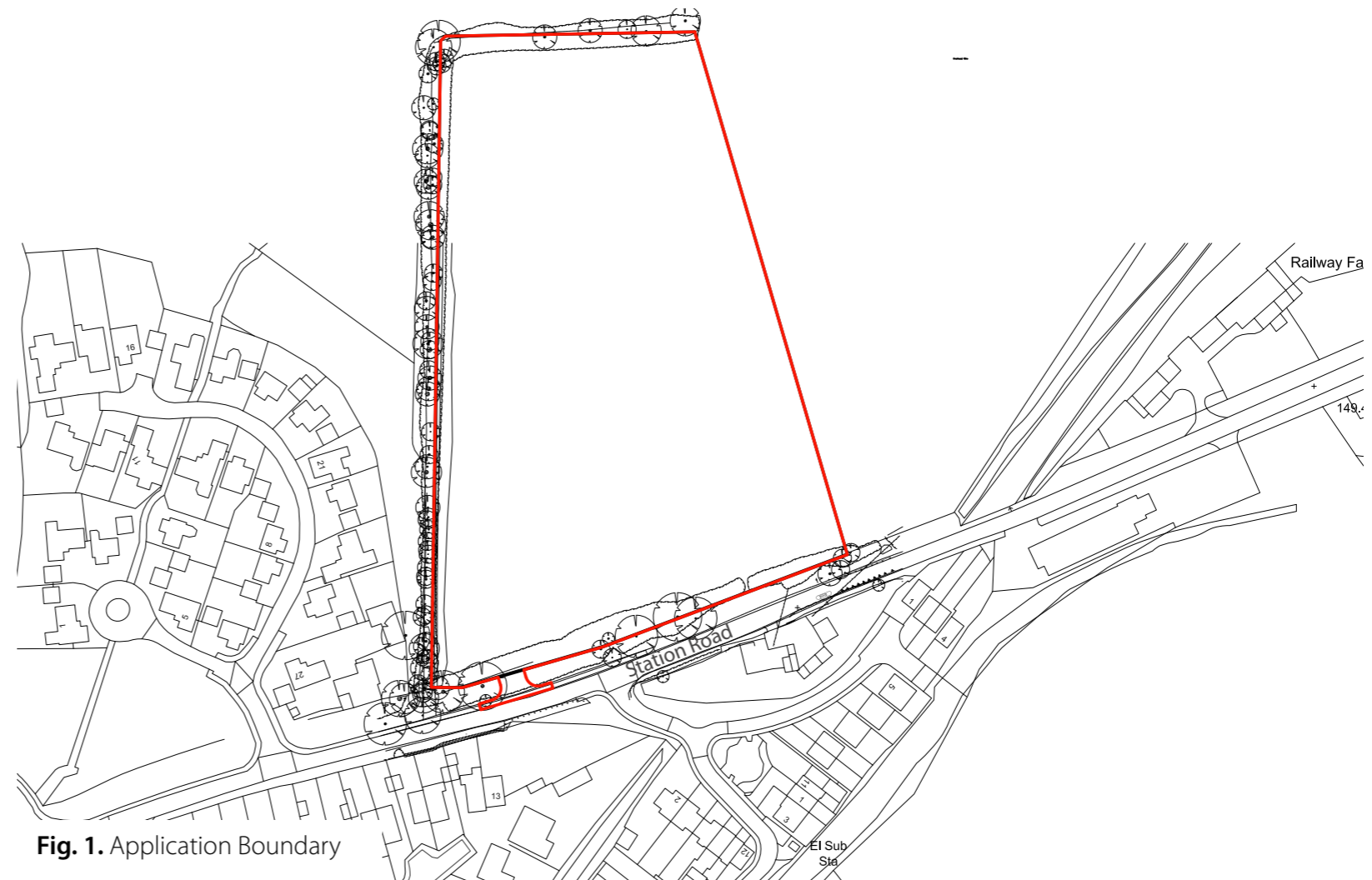


Fig. 1. Application Boundary

1.02 Summary of Proposals

- Up to 43 new residential dwellings;
- Open space and landscaping;
- New vehicular access from Station Road, parking; and
- Supporting infrastructure and utilities.

2.0 SITE ASSESSMENT

Station Road, Hook Norton

2.01 Landscape Context

A Landscape and Visual Appraisal has been produced to accompany this application as part of an iterative process using the landscape and visual constraints to inform the design process. A summary of the key issues are outlined below.

Visibility

The site is generally very well contained to a limited number of views on elevated land to the north east and from a limited number of local views from Station Road and properties to the south.

Landscape

Overall the character of the study area is that of a clustered rural village surrounded by mixed farmland set within an undulating landscape.

The built form of the village features a mixture of vernacular architecture predominantly in Ironstone with more recent Ironstone and brick dwellings in clustered developments on the periphery of the village providing a varied sense of time depth.

Development of the site would introduce settlement features and extend the village along Station Road and would also provide an opportunity for enhancement at a gateway to the village through the introduction and extension of the local green infrastructure network.

There will be some loss of openness but the introduction of built form has the potential to draw on local character reinforcing the desirable local character and instilling a distinct sense of place at a gateway to the village.



Fig.3. Landscape Analysis Sketch

2.02 Views into and out of the site

Visibility is limited to elevated viewpoints from the north, a limited number of residential dwellings and users of Station Road and permissive paths and footpaths along the site boundaries. Views from the Conservation Area are obscured by mature intervening vegetation.

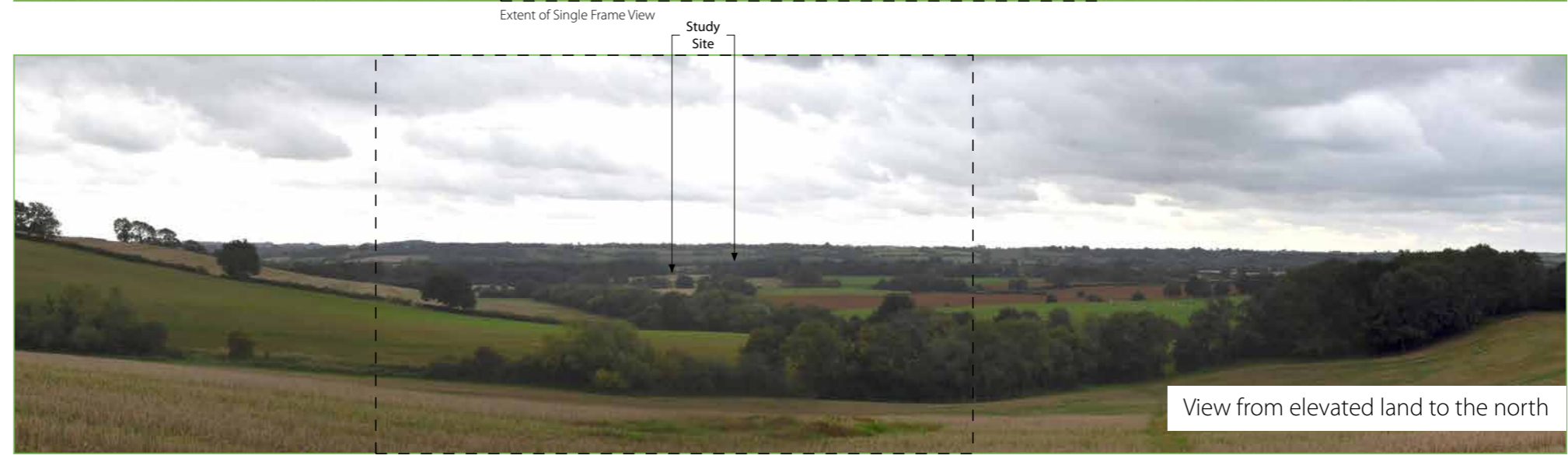
There are opportunities to introduce a vegetated buffer along the eastern boundary of the site to screen views from elevated land in the north and on approach from Station Road to the east. This would provide biodiversity enhancements and be in keeping with the character of the village.

Views out from the site towards sensitive receptors are limited. Opportunities exist to position public open space along the boundaries that border footpaths maintaining the privacy of the proposed residents and retaining a rural character to the experience of footpath users.

Views along Station Road, further east and into the village are limited by the well contained nature of the site being bounded by mature boundary vegetation on three sides. The site is further contained by the former railway embankments to the east and south and the well vegetated banks delineating edge of the former quarry to the north and west. The site is open to the north east only where it can be identified in long distant elevated viewpoints which are able to be mitigated by the proposed vegetated buffer along the eastern boundary.



View from Council Hill



View from elevated land to the north



View from Station Road

2.03 Highways and Transport

A review of the most recent personal injury collision data for the local highway network does not indicate any issues that would require mitigation as part of the scheme.

The site is in a rural location, but is in close proximity to hourly bus services providing connections to Banbury and Chipping Norton, as well as local amenities within Hook Norton itself, including shops, a primary school and doctor's surgery. Opportunities for enhancing travel by sustainable modes have been identified and includes bus stop improvements and new footway connections.

The vehicular site access will be in the form of a simple priority junction with a 4.8m access road and 2m wide footways providing pedestrian connection into the site.

A review of potential traffic generation demonstrates that the proposals will not generate a significant amount of peak hour movements and the vast majority of this is forecast to route to/ from the east and therefore not through Hook Norton itself.

Overall, the assessment demonstrates that the proposed development would not have a material adverse impact on the safety or operation of the adjacent highway network. It further concludes that the development is in full accordance with the transport policy tests for new developments as set out in Paragraph 108-109 of the National Planning Policy Framework.

2.04 Ecology

A Preliminary Ecology Appraisal has been produced to accompany this application. The appraisal identified potential habitats to be retained to include boundary hedgerows with a small loss of hedgerow anticipated to allow access. New habitat creation would include a new hedgerow along the eastern boundary and open naturalised landscaped areas with additional planting. Furthermore it is anticipated that retained hedgerows will also be enhanced through supplementary planting and management. It is recommended that hedgerows are protected throughout construction.

It was identified that the site was sub optimal to support reptiles with limited bat roosting potential the primary habitat for mammals, reptiles and amphibians was concluded to be the boundary hedgerows that are to be protected and retained. It is anticipated that the proposed development would result in a net nature conservation enhancement at site level.

Based on the data collected and information provided about the proposed development, it is anticipated that impacts to species and habitats identified within the report could be mitigated, enhanced and secured through appropriate planning conditions. On this basis the proposed development accords with planning policy.

2.05 Hydrology (Drainage and Flood risk)

The site, which it is proposed to develop for up to 43 dwellings, lies entirely within Flood Zone 1 where all forms of development are suitable.

There are no identified sources of flooding which will give rise to a significant, or material, flood risk to the development.

The geology of the areas is such that infiltration will provide an acceptable means of disposal of surface water and accordingly a SuDS based drainage strategy is proposed whereby soakaways will provide surface water drainage for the dwellings, and permeable paving together with an infiltration basin is proposed for private driveways and roads, so as to ensure that there is no runoff from the site up to and including a 1 in 100 year storm event including an allowance for climate change.

The illustrative master plan demonstrates the principles of how this can be achieved, but, as this is an outline planning application, final details can be secured by means of a planning condition.

Foul water disposal will be to the existing public foul sewer which crosses the southern boundary site.

These details are in accordance with a previously acceptable drainage arrangement option for residential development on the site, and satisfy the requirements of Paragraph 165 of the NPPF and Policies ESD6 and 7 of the Local Plan.

Accordingly, subject to appropriate conditions there can be no drainage or flooding reasons for refusing planning permission.

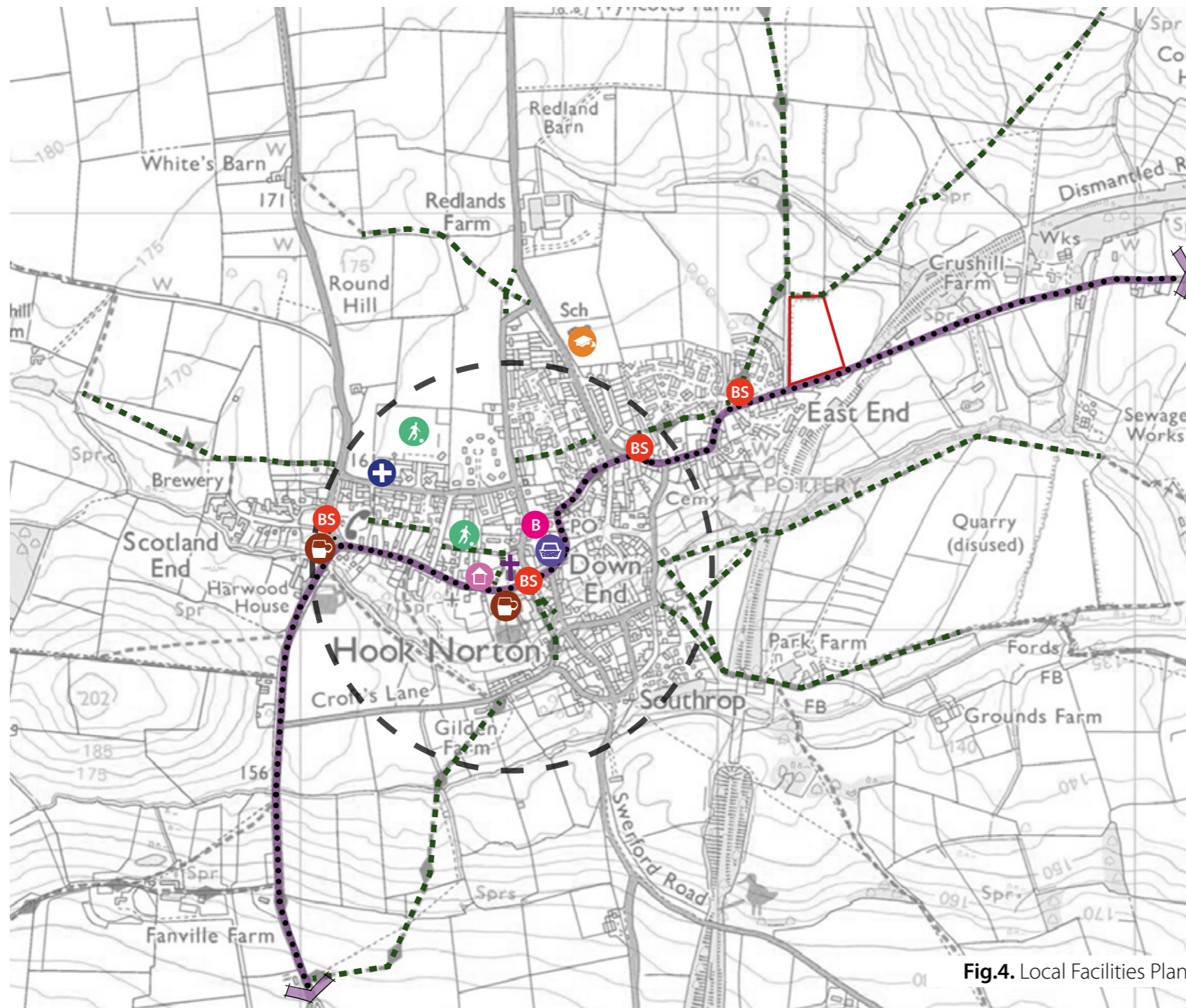


Fig.4. Local Facilities Plan

2.06 Location of Local Facilities in relation to the site

Key

-  Bus stop
-  Bus route
-  Village centre
-  Public right of way (PROW)
-  Hook Norton CofE Primary school
-  Primary access route
-  Leisure - sports/childrens play area
-  Library
-  Public House
-  Sports and Social Club
-  Convenience store and Post Office
-  GP Practice
-  Church
-  Butchers

2.07 Heritage

Archaeology

No heritage assets are recorded within the site, but the blocked-up arch of a late-19th/early-20th century quarry tramway subway was observed in the south-western corner of the site it has some historic interest but is of limited heritage significance overall.

Historic mapping and documentary sources attest to ironstone quarrying within the site from c.1890 to c.1845. Quarrying will have removed any earlier archaeological deposits. It is currently only possible to say that the former baulk through the centre of the site and the former tramway within the western boundary of the site may have been unaffected by extraction activity. In these and any other undisturbed areas, there is no specific potential for archaeological remains of prehistoric, Roman or early medieval activity.

Hook Norton Conservation Area

Modern residential development at East End separates the eastern edge of the Conservation Area from the site. There is no intervisibility between the Conservation Area or any of its Listed Buildings and the site, due to intervening built form and dense vegetation. It is from the southern part of the Conservation Area that there are mid- to long-ranging views directed south across the outlying countryside.

It is concluded that the site does not contribute to the significance of the Conservation Area through setting. As such, no harm to the heritage significance of the Conservation Area is anticipated through the residential development of the site.

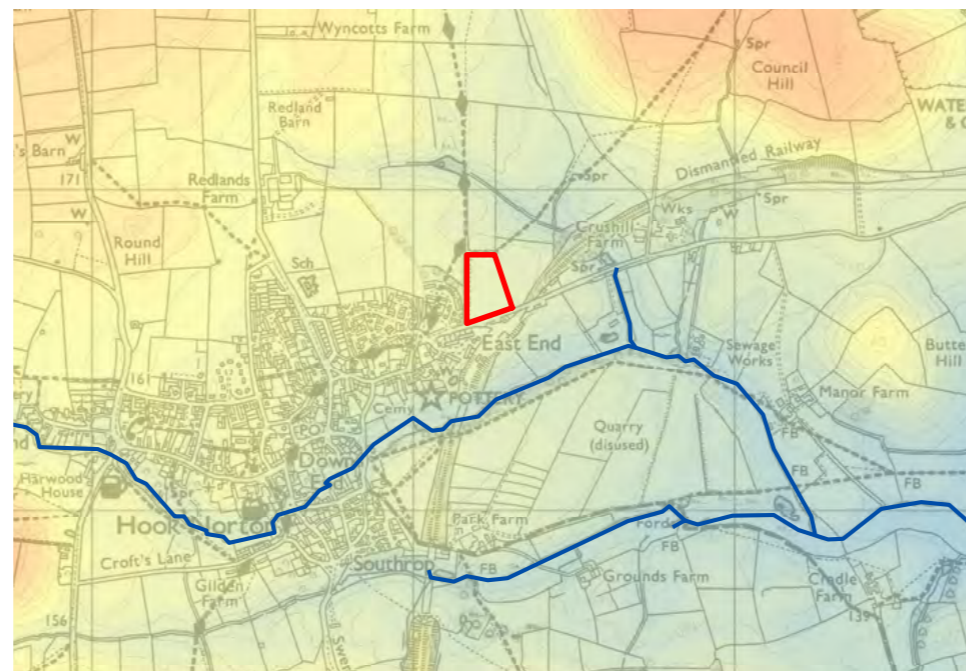


Plate 6: Visible blocks of ironstone within the south face of the bank at the northern boundary of the site



Plate 8: Close-up of infilled subway arch in the south-western corner of the site

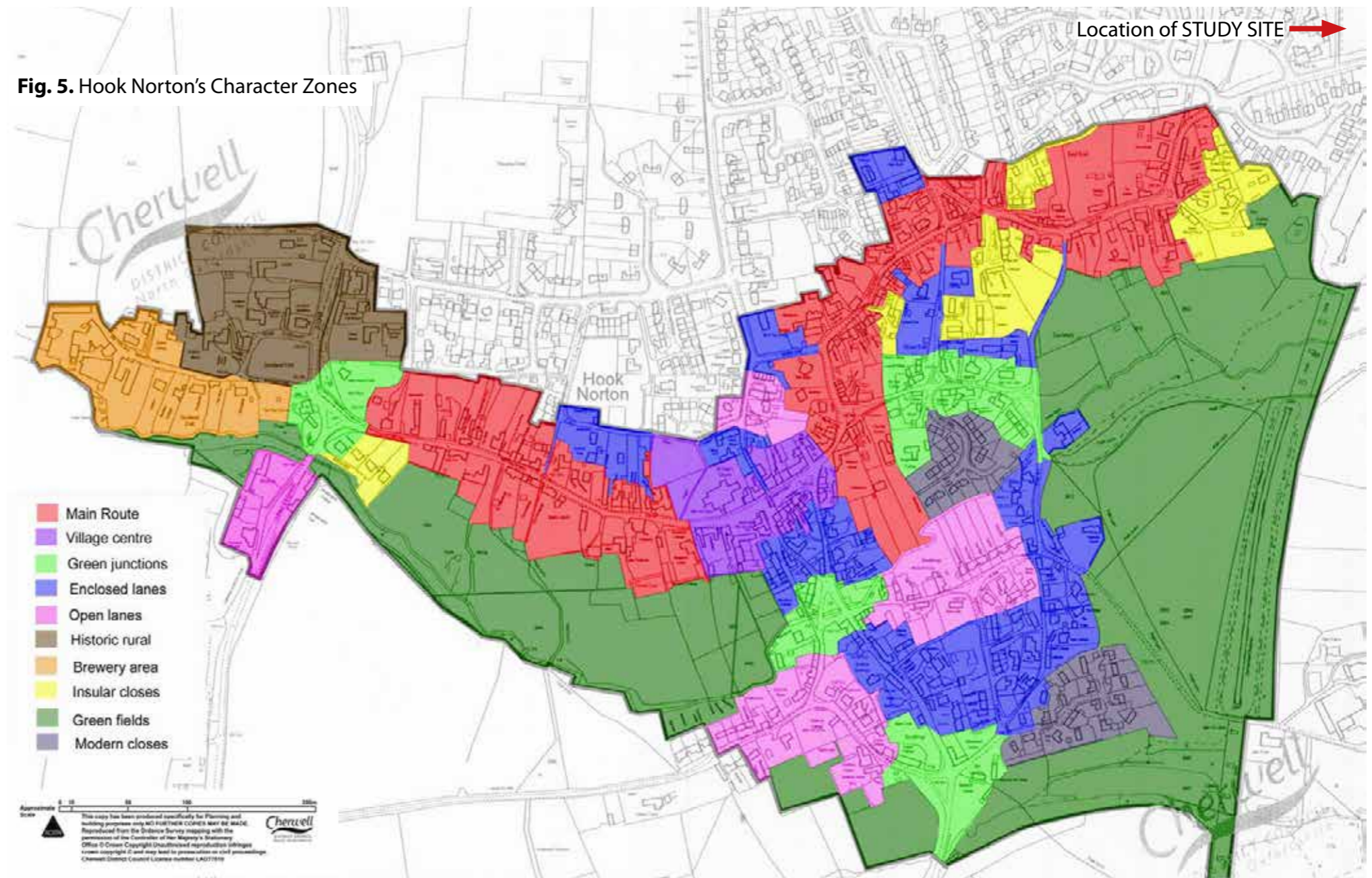
2.08 Hook Norton Character Analysis

In order to take account of the villages landscape setting, historic form and local vernacular, and to avoid an over standardisation of design, a character analysis was conducted of the positive influences to local character within Hook Norton.

Vernacular architecture in this area is predominantly 2 storey terraced and detached houses built of ironstone, however, the influence of other building materials brought in on the railway line is apparent in Hook Norton.

The Countryside Design Summary highlights guidance for new development:

- The dominant roof type should be slates and plain tiles of subdued colours appropriate to their locality and thatch. Profiled or interlocking tiles will not normally be acceptable. Roofs should be steeply pitched and chimneys positioned on the ridge line.
- Domestic built form and design should be simple, without elaborate use of porches or dormers. The proportions of openings are important in maintaining this simple form. Timber casement or sash windows should normally be used.
- The mix of terraced and detached houses should reflect the existing character of individual villages. Houses should face streets. Large front gardens will not normally be appropriate. Ironstone walls should be used for enclosure where they will be visible from the public domain.
- New farm buildings should reflect the rural and agricultural nature of the area in terms of scale and design. They should be sited with great care to avoid prominent or sensitive locations and be accompanied by new planting to integrate them as quickly as possible into their setting.



Source: Hook Norton Conservation Area Appraisal (2017)

2.09 Hook Norton Character Analysis

Key characteristics of character areas have been identified, either in close proximity to the study site or at edge of village locations in order to sympathetically consider and integrate the character of a new development into the village.

Main Route

Scale and massing: 2 storey or 1 storey plus attic dwellings. Areas have high housing density with many small terraced or semi-detached properties, however, other houses are large and detached buildings with their own grounds.

Materials: Smaller properties constructed in coursed ironstone rubble with a small number constructed entirely of Limestone rubble. tiled with stone or welsh slate.

Enclosure: ironstone walls, some black metal railings, large wooden field gates some smaller metal gates

Trees and verges: large hedges on road frontage, small mature front gardens as well as larger often enclosed gardens, number of areas of grass verges, small green junction.

Green Junctions

Scale and massing: Single to 3 storey with most 1 storey with attic. Predominantly semi-detached with some large detached in own grounds

Materials: Local ironstone, coursed ironstone rubble and ashlar. Welshslate and concrete tile.

Enclosure: Small stone walls, mature hedging, simple wooden fencing provides a sympathetic boundary treatment for a site on the periphery of the village

Trees and verges: Houses positioned around central green with few front enclosing walls. Unedged verges, lack of kerbing adds to rural nature of zone.

Open Lanes

Scale and massing: Detached with some semi-detached 2-3 storeys.

Materials: ironstone, brick and timber cladding, traditional coursed ironstone rubble, ashlar. Predominantly modern tile with Welsh slate and stone slate.

Enclosure: Concrete block, sandy brick and ironstone walling with mature hedges, some dry stone wall and

Main Route



East End at the Junction with Tite Lane



Arley House



The Old Surgery

Green Junctions



Down End



Looking Towards Bridge Hill from Stream



View to the south out of the Conservation Area

Open Lanes



Park Road illustrating the open character of the area



View along Queens Street to Church



Southrop Road

Source: Hook Norton Conservation Area Appraisal (2017)

2.10 Hook Norton Character Analysis

Green Fields

Land Use: no buildings, meadowland, grazed pasture and woodland.

Enclosure: Traditional simple wooden fencing, ironstone walling at the back of houses.

Trees and verges: Areas of woodland containing ash, field maple and pendunculate oak, scrub containing pioneer species such as blackthorn.

Historic Rural Character

Scale and massing: 2 storey detached.

Materials: Coursed ironstone rubble, stone slate roofs.

Enclosure: Low stone walls small metal railings, mature hedges, simple wooden fencing mixed with walling.

Trees and verges: Grass verges play a major role, the unedged nature of much of this verge adds to the rural feel. Green areas. Lack of pavements, kerbs, signage and lighting maintains its rural feel.

Insular Closes

Scale and massing: mix of detached and semi-detached properties most 2 storey. Some terraced.

Materials: Local ironstone, coursed ironstone rubble and ashlar. Welshslate and concrete tile.

Enclosure: stone walling predominantly low with flat top stones, some metal railings, wooden field gates and the use of large shrubs and small trees on boundaries

Green Fields



Footpath from Southrop



Cemetery



Enclosed Lanes

Historic Rural Character



Round Close Road



Scotland House from Claybank



View to north up Clay Bank

Insular Closes



Stone Wheel House



The Green

Enclosed Lanes



Queen Street

Source: Hook Norton Conservation Area Appraisal (2017)

2.11 Design Relevant Planning Policy

NPPF

Government Guidance in the form of the National Planning Policy Framework (NPPF) states there is a presumption in favour of sustainable development and a core principle of this is to:

“Always seek to secure high quality design and a good standard for amenity for all existing and future occupants of land and buildings”.

Saved Policies Cherwell Local Plan Part 1

Development should be:

- Sympathetic to the character of the urban or rural context of the development
- Compatible with the appearance, character, density, scale and layout of existing dwellings within the vicinity

Cherwell Submission Local Plan (2011-2031)

Development should:

- Retain and enhance existing features of nature conservation incorporating green infrastructure and ecological corridors to ensure habitat connectivity.
- Be consistent with local character
- Complement and enhance the character of its context through sensitive siting, layout and high quality design.
- Identify and reinforce local distinctiveness, respecting local topography, landscape features including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views.
- Reflect or in a contemporary design response, re-interpret local distinctiveness including elements of construction, elevation detailing, windows and doors, building and surfacing materials,

mass, scale and colour palette.

- Maximise opportunities to maintain and extend green infrastructure links connecting towns to the urban fringe and wider countryside beyond.

Hook Norton Neighbourhood Plan

Development should:

- Be located and designed so that it is readily visually accommodated into its surroundings and setting.
- Reflect local distinctiveness and be readily assimilated in terms of the extent and amount; scale; layout; open spaces; appearance; and materials.
- Ensure locally important views and vistas are maintained or enhanced and retains open spaces, walls, hedgerows and trees which are important to the local character
- Reflect the traditional pattern of growth which characterised Hook Norton
- Feature a variety of density, layout, building orientation and sizes to reflect the local context
- Respect and positively contribute to local distinctiveness using building styles and materials including local ironstone as a predominant building material within the village
- Minimise the impact of light pollution
- Protect and enhance public rights of way
- Ensure density of proposed housing is in character with the local surrounding area

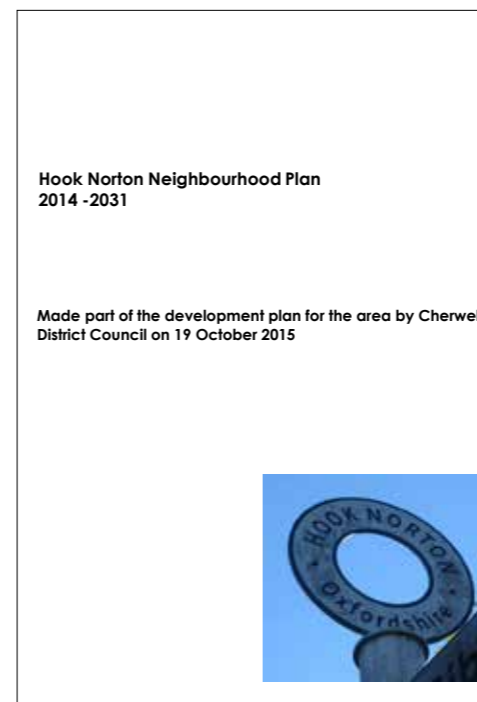
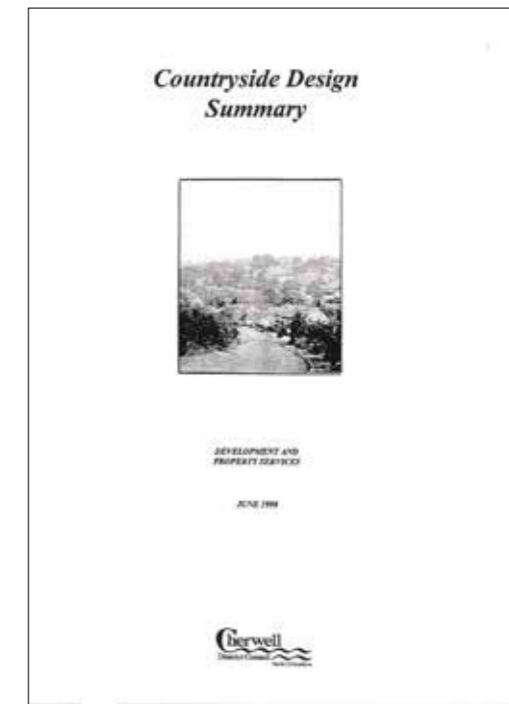
Cherwell Countryside Design SPG

Development should:

- Retain trees and hedgerows with new planting that reflects local landscape structure and character
- Respect the setting of the village, using

scale, location and layout to relate to the historic form of the village

- Create public space to help maintain the rural character of the village
- Primarily use Ironstone as the most appropriate material in many locations in the village and carefully consider the use of other materials.
- Use slates and plain tiles of subdued colours appropriate to their location and thatch
- Use simple forms without elaborate use of dormers or porches
- Use timber casement or sash windows
- Use a mix of terraced and detached houses to reflect the existing character of the village
- Face houses onto the streets
- Avoid the use of large front gardens as these are not normally appropriate
- Use ironstone walls for enclosure where they will be visible from the public domain.



3.0 DESIGN PRINCIPLES AND PROPOSAL

Station Road, Hook Norton

3.01 LAYOUT DESIGN EVOLUTION IN RESPONSE TO PREVIOUS REASON FOR REFUSAL

As part of an evolving design process an illustrative masterplan has been produced which addresses the which issues are raised in the reasons for refusal in planning decision (14/01738/OUT 14th Oct 2014) for 48 dwellings on the site.

The design mitigation measures inherent in the proposal include:

- The scale and density of proposed development is limited to reflect that of the local settlement. Recent developments at The Sidings and The Grange provide good examples of what is considered appropriate in terms of new development on the edge of the established settlement.
- The proposed layout reflects that found within the existing settlement pattern. Extensive areas of open space incorporated within the development proposals reflect similar spaces which contribute to the character of the existing settlement (See figure 6.) A notable example of such green open space can be found informing the setting of the settlement between Ironstone Hollow and Hollybush Road. A further example lies off Station Road at the junction with Hollybush Road.
- The proposed site access is set within an extensive area of open space which allows space for sensitive entrance proposals engineering and naturalising landscaping to maintain a rural character of Station Road.
- The proposed access is located west of

the existing Station Road access to The Sidings and The Grange residential streets. This maintains the current gateway to the settlement from Station Road. Existing settlement and access to The Sidings maintains the current eastern most extent of the settlement which would be unchanged by the proposals contained in the illustrative layout.

- Existing hedgerow and trees would be largely retained and restored along Station Road to maintain the rural character of the road.
- An extensive buffer of new green infrastructure has been incorporated along the eastern margin of the study site. This provides space to establish a new native structure of trees and hedgerow to screen views into the study site from elevated viewpoints on Council Hill. The new buffer planting is linked to existing green infrastructure to enhance connectivity of potential habitats and to anchor the proposed landscape framework into the existing green infrastructure.
- The proposed green infrastructure is kept accessible for maintenance during establishment and long term management. Access points to the buffer planting areas have been incorporated at the north west corner, south east corner and centrally along the eastern margin to allow long term maintenance and management.
- The illustrative layout includes an extension of new green infrastructure along the northern site margin to both contain development from the open countryside and conserve the rural character of the public footpath in this location.

- The illustrative layout incorporates a green corridor through the middle of the site to maintain a village scale to the proposed development. The green corridor creates two smaller parcels of settlement within the site assisting with reducing the perceived massing and potential visual effects when viewed from Council Hill.
- The central green corridor also provides an extensive area for further native tree planting and integration of SuDS into public accessible open space. This provides an opportunity to create a strong rural character to this edge of settlement location.

- A broad central open space is proposed along the western margin of the site to conserve the visual amenity of walkers using the adjoining footpath and establish a setting of strong natural appearance to the development. The open space is aligned with the proposed site access to Station Road. This extensive open space has potential to establish new wildlife habitat in association with an integrated SuDS scheme and new native planting.



Fig.6. Local Green Infrastructure

3.02 DESIGN EVOLUTION - GREEN INFRASTRUCTURE



3.03 Design Evolution: Site Framework

KEY

- Proposed Areas of Public Open Space
- Proposed Residential Up to 43 dwellings
- Proposed Green Infrastructure
- Existing Public Rights of Way
- Existing Permissive Footpaths
- Proposed Pedestrian Link
- Potential Vehicular/Pedestrian Access
- Potential Location for Attenuation Pond
- Proposed Planting
- Existing Trees and Hedgerows



Fig.8. Site Framework Plan

3.04 CHARACTER AREAS

KEY

Green Gateway Semi-detached, detached, local ironstone/ironstone rubble, small walls, hedging, simple wooden fencing, few front enclosing walls

Terraced Lanes Higher density, terraced semi detached, coursed ironstone rubble/brick/ timber panelling. stone walls, black metal railings, field gates, metal gates. Hedges on road frontage, small front gardens, grass verges, potential for pavement one side of the highway

Green Corridor Detached/semi detached. Ironstone/ironstone rubble. Small stone wall, mature hedging, simple wooden fence. Houses positioned direct onto green space, few front



Fig.9. Character Areas

3.05 ACCESS AND MOVEMENT

KEY

-  Primary Street
-  Secondary Street
-  Residential Street/Shared Space
-  Pedestrian routes and links
-  Existing Public Right of Way
-  Existing Permissive Path
-  Existing Road
-  Main vehicular access



Fig.11. Access and Movement

3.06 USE AND AMOUNT

The Illustrative Masterplan demonstrates the parameters of the development. Outline planning proposals cover an area of 2.2ha and comprises of:

Residential Development up to 43 dwellings including roads (1.1 ha)

Green Infrastructure and Public open space (1.1 ha)

The proposals provide land for up to 43 dwellings with associated streets, private gardens and parking spaces. Housing is set along a principle street with lanes/mews providing access to dwellings that overlook areas of public open space. The varied character of streets and lanes create variety and a sense of identity within the development.

All buildings are residential and proposed to be two storey in height, with 10 two bed houses, 27 three bed houses and 6 four bed houses.

3.07 LANDSCAPE

The site is currently an agricultural arable field and proposals for development include substantial areas of new planting.

A significant amount of native tree and hedge planting is proposed within the scheme both within newly created areas of open space, to currently open site boundaries and within residential gardens.

New planting will not just achieve mitigation and screening objectives but will provide attractive new habitat for wildlife and create an attractive place to live.

3.08 DENSITY AND HOUSING MIX

The housing density varies with the different character areas designed within the proposals and is draws on characteristics found within different zones within the locality.

Lower density more frequently detached housing is found adjacent to green space areas at the entrance way to the site maintaining the amenity of the permissive footpath running along the boundary of the green and providing key areas of open space in long distance views from Council Hill.

Higher density dwellings with a greater proportion of semi detached and terraced housing is found along the main street of the proposals screened in views from Council Hill by the adjacent proposed vegetative corridor and reinforcing this street as the principle route through the development.

Providing up to 43 dwellings the net density of the site equates to 20 dph. This is considered to be suitable average density given the sites edge of village location.

A range of 2-4 bedroom dwellings with a choice of house types from single to family sized units ensures housing is suitable to a wide demographic and will encourage a varied community.

House choices include terraced, semi-detached and detached relating to range of houses types that are characteristic of the village.

HOUSE UNITS						
House Type	Bed Spaces	Storey Heights	Area m2	Area ft2	Number	Mix %
2 Bed	2	2	74	797	9	21
2 Bed	2	2	108	1163	1	2
3 Bed	3	2	89	958	11	26
3 Bed	3	2	102	1098	5	12
3 Bed	3	2	106	1141	4	9
3 Bed	3	2	108	1163	3	7
3 Bed	3	2	150	1615	4	9
4 Bed	4	2	164	1765	6	14
Total					43	

Fig.12. Use and Amount Table

3.09 APPEARANCE
(BUILDING DESIGN AND MATERIALS)



Dwellings Fronting onto the road and the Green



Terraced and semi-detached dwellings fronting directly on to the street along main routes



Parking in front of dwellings with frontages facing the green



Rural edge to proposals with vegetated tree belt and simple wooden fencing

Fig.13 Design Precedents

These design precedents provide suitable examples of the proposed appearance of the development. A range of materials for the proposed dwellings have been identified including , Local Ironstone, brick, timber cladding and slate tiled roofs

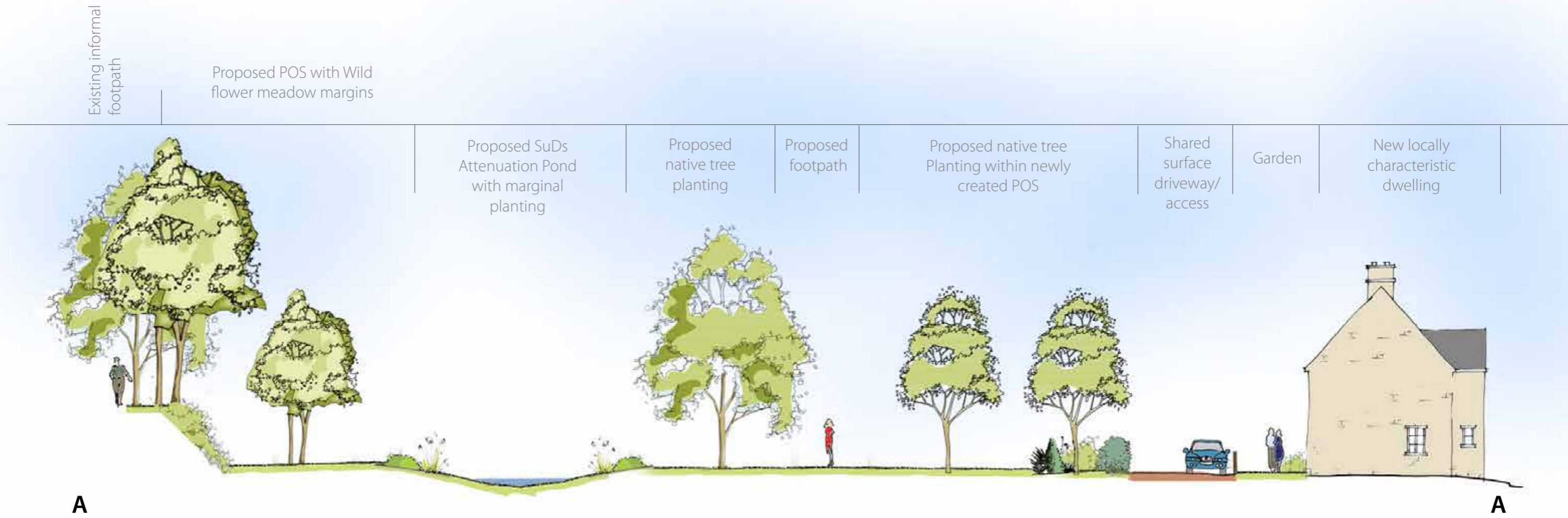


Access road and parking in front of dwellings with green space beyond

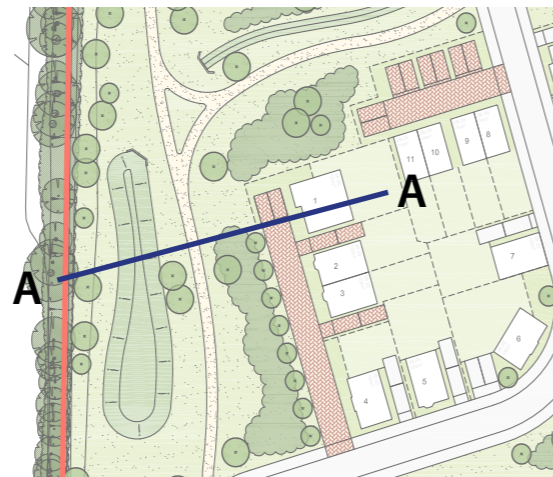


Staggered roofs, simple frontages, timber framed windows, simple wooden fencing adjacent to green space

3.10 ILLUSTRATIVE SITE SECTION



Key Plan



The site section through the illustrative masterplan indicates the principles of new publicly accessible open space set within wild flower margins. Tree planting and sustainable drainage ponds provide a soft edge to new development proposals.

3.11 ILLUSTRATIVE LAYOUT



3.12 SUMMARY

The Illustrative site layout represents an appropriate and informed response in relation to the development of the site. It will create a logical extension to the residential areas of Hook Norton village and is consistent with the design principles set out in local plan policies and guidance.

Previous reasons for refusal have been considered and responded to with a development which will create a desirable location for new residential development

The outline scheme will accord with the principles of high quality design and respects the local character of the village.

www.mhpdesign.com

Chartered Landscape Architects | Arboriculturists

79 Promenade
Cheltenham
Gloucestershire
GL50 1PJ

Telephone: (01242) 250822
Email: mhp@mhpdesign.com

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