

LAND AT GOSFORD

DESIGN AND ACCESS STATEMENT



NOVEMBER 2022

Barwood Development Securities Ltd



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CONTENTS

1.	Introduction	1
2.	Understanding the Site	5
3.	Evaluation	21
4.	Development Proposals	25
5.	Conclusion	55

Introduction

1.1 Introduction to the Proposal

1.1.1 This Design and Access Statement (DAS) has been prepared by CSA Environmental on behalf of Barwood Development Securities Ltd (Barwood, the applicant) and accompanies their Outline Planning Application for the development of up to 370 homes, public open space (including play areas and woodland planting), formal sports facilities, drainage and engineering works, with all matters reserved (appearance, landscaping, layout and scale) except for vehicular and emergency accesses to Bicester Road.

1.1.2 The Outline Planning Application was submitted in April 2022 (LPA ref: 22/00747/OUT). Following various consultation responses received to date, the masterplan proposals have been amended as follows:

- The allotments have been relocated to the easternmost parcel to the south of the residential development area.
- The homes adjacent to the existing properties on Water Eaton Land have been annotated to show a maximum of 2 storeys in height.
- New bus stops (x2) indicated along Bicester Road, including the potential stops serving the Hill Residential land.
- The DFP (Rev H) has been updated to incorporate the principles of the Kidlington Roundabout Consultation General Arrangement Plan. Specifically, The Greenway, proposed pedestrian links and proposed combined cycleway/footway are now shown to connect to the Bicester Road and the proposed upgrades to the Kidlington Roundabout.
- The Hill Residential proposed combined cycleway/footway has been extended beyond the most south western residential parcel of land. This will connect to the Bicester Road and will link into the proposed upgrades to the Kidlington Roundabout.
- The proposed footpath has been extended to the east of Kidlington cemetery to link into the land to the north.

1.1.3 This is an illustrative document describing how the proposed vision and masterplan is a suitable response to the site context and the future of the Application Site as a sustainable new neighbourhood, providing a framework to guide future development.

1.1.4 The Design Proposals chapter contains a more detailed Illustrative Masterplan and provides additional details to demonstrate how the design proposals are wholly consistent with the vision, design parameters, and objectives of the draft Development Brief. The application proposals also establish how Barwood's site will integrate with Hill Residential Ltd's site to the north, with the provision of a primary street connection, the location of which has been agreed between the two parties.

Site Location

1.1.5 The Cherwell Local Plan 2011-2031 (Part 1) Partial Review – Oxford's Unmet Housing Need in September 2020 (LPPR the Land PR7a) allocates six strategic housing sites delivering, in total, 4,400 new homes. The Application Site comprises the majority of the strategic housing site referred to by the Local Plan Partial Review as Land South East of Kidlington, PR7a ('the PR7a Site'). The PR7a Site is allocated to provide a minimum of 430 new homes.

1.1.6 The PR7a Site measures some 32 hectares and is located on the south eastern edge of Kidlington and within Gosford Parish. It is bound by Oxford Road (A1465) to the south west, the A34 to the east, Water Eaton Lane to the north east, and Bicester Road to the west. It comprises four fields. The northernmost field is being promoted by Hill Residential Ltd, and lies outside of the Application Site. The Application Site comprises the three fields to the south, and measures 27.75 hectares.

1.1.7 In preparation for this Outline Planning Application, Barwood and Hill Residential Ltd have been co-operating on the promotion of the PR7a Site during the production of the Local Plan and subsequently through engagement on responses made to the emerging draft Development Brief for the Application Site.



Figure 1.1: Site Location Plan

1.2 Planning Policy Context

1.2.1 As part of this application, the proposals have taken into consideration and complied with planning policies on a national and local level. A full assessment of the outline planning proposals against the relevant development planning policies and other relevant material considerations (and 'weight' to be attributed to them) is set out in the accompanying Planning Statement produced by Pegasus Group.

Policy PR7a - Land Use Requirements

1.2.2 Policy PR7a in the Local Plan Partial Review establishes the following land use requirements for the PR7a Site as a whole:

- Residential development:
 - Minimum of 430 net dwellings on 21 hectares of land
 - 50% affordable housing
- An extension to Kidlington Cemetery on 0.7 hectares of land within the developable area.
- 11 hectares of land to provide both formal sports facilities for the development and for the wider community and green infrastructure within the Green Belt.
- Provision for required emergency services infrastructure.
- Play areas and allotments within the developable area.
- Contributions towards community facilities.



As part of this application, the proposals have taken into consideration and complied with planning policies on a national and local level.



Policy PR7a requires 11 hectares of land to provide both formal sports facilities for the development and for the wider community.



Policy PR7a requires contributions towards community facilities.

Draft Development Brief: PR7a Land South East of Kidlington (January 2022)

1.2.3 A draft Development Brief has been jointly prepared between Cherwell District Council, Oxfordshire County Council, landowners and key stakeholders to guide development of the PR7a Site. At the time of writing, the draft Development Brief was subject to a 6 week public consultation period running from 26 January 2022 to 8 March 2022. It is intended to be subsequently adopted as a material planning consideration in the determination of planning applications for the PR7a Site.

1.2.4 The Development Brief includes a review of the PR7a Site's context, including the Local Plan Partial Review strategic vision and spatial strategy and the site-specific development constraints and opportunities. Based on this analysis it goes on to provide a site-specific vision and comprehensive development principles addressing land use, character, layout, green infrastructure, movement, utilities, healthy place making and sustainable design.

1.2.5 The draft Development Brief establishes a vision for the PR7a Site, as follows:

"The development site will become an extension to Kidlington that will be fully integrated and connected with the surrounding built environment. It will provide an attractive residential neighbourhood, with high quality, publicly accessible and well-connected green infrastructure and a modern, highly functioning outdoor sports facility. The development will maximise opportunities for walking, cycling and wheelchair use and will connect to sustainable movement routes towards Oxford Parkway Station, Kidlington, Oxford and Begbroke and existing footpaths. Land in the south west of the site will form part of a strategic green infrastructure corridor, maintaining a protected green gap between Kidlington and Oxford. The GI corridor provides a walking and cycling connection to the Oxford Canal, Stratfield Brake recreation grounds and beyond to site PR8, creates new areas of wildlife habitat and formal sports provision to meet identified local needs".

1.2.6 It should be noted that the Policy PR7a land use requirements mentioned above are included in the draft Development Brief for reference only.

1.2.7 The DAS makes reference throughout to how the masterplan design proposals accord with the vision and design framework established by the draft Development Brief.

**PR7a Land South East of Kidlington
Development Brief *Draft for Consultation*
Cherwell District Council
January 2022**



Since 2018, Barwood have actively engaged with both Councils throughout the preparation of the Development Brief.

Understanding the Site

The draft Development Brief provides a thorough description and understanding of the Application Site and its context. Therefore, rather than unnecessarily replicate this analysis, the following chapter summarises how the Application Site and its context relates to the development principles established by the draft Development Brief.

2.1 Existing Application Site Use and Characteristics

2.1.1 The Application Site occupies three pastoral fields, which are separated by vegetated field boundaries. There are no built structures on the Application Site, although two lines of post mounted overhead wires cross the Application Site's southern field, and the south eastern corner of the central field. A public footpath runs along the eastern edge of the southern field, and a short section of the central field.

2.1.2 The northern field is irregular in shape, indented to the north west by the Kidlington Cemetery and former allotments, and indented to the east by the rear gardens of properties along Water Eaton Lane. Field boundaries comprise a mixture of established tree belts to the eastern, western and southern boundaries. The northern boundary is more scrubby and overgrown, whilst the boundary to the cemetery / former allotments comprises a recently planted hedgerow. A field gate in the south western corner of the field, provides farm access from Bicester Road. Post and wire fencing also lines the northern, eastern and southern field boundaries, whilst post and rail fencing lines the western field boundary and the edge of the cemetery / former allotments.

2.1.3 The central field is rectangular in shape with established tree belts to its boundaries. A field gate in the north western corner of the field provides farm access from the adjacent fields. Post and wire fencing lines the southern, western and northern field boundaries, whilst post and

rail fencing lines the eastern field boundary. Two stiles are located in the south eastern corner of the field, allowing public footpath access across the south eastern corner of the field.

2.1.4 The southern field is irregular in shape, and the southernmost part of the field is fenced off with post and wire fencing, with a field gate at roughly the midpoint. The field boundaries are defined by established tree belts and a combination of post & rail and post & wire fencing. A gap in the north western corner of the field provides farm access to the adjacent field, whilst a stile in the north eastern and south eastern corners allows public footpath access along the eastern edge of the field.

Topography

2.1.5 The Application Site is predominantly flat, with a very gradual east facing slope across the Application Site. There is a low point of approximately 60m Above Ordnance Datum ('AOD') on the eastern Application Site Boundary and a highpoint of approximately 65m AOD on the western boundary.

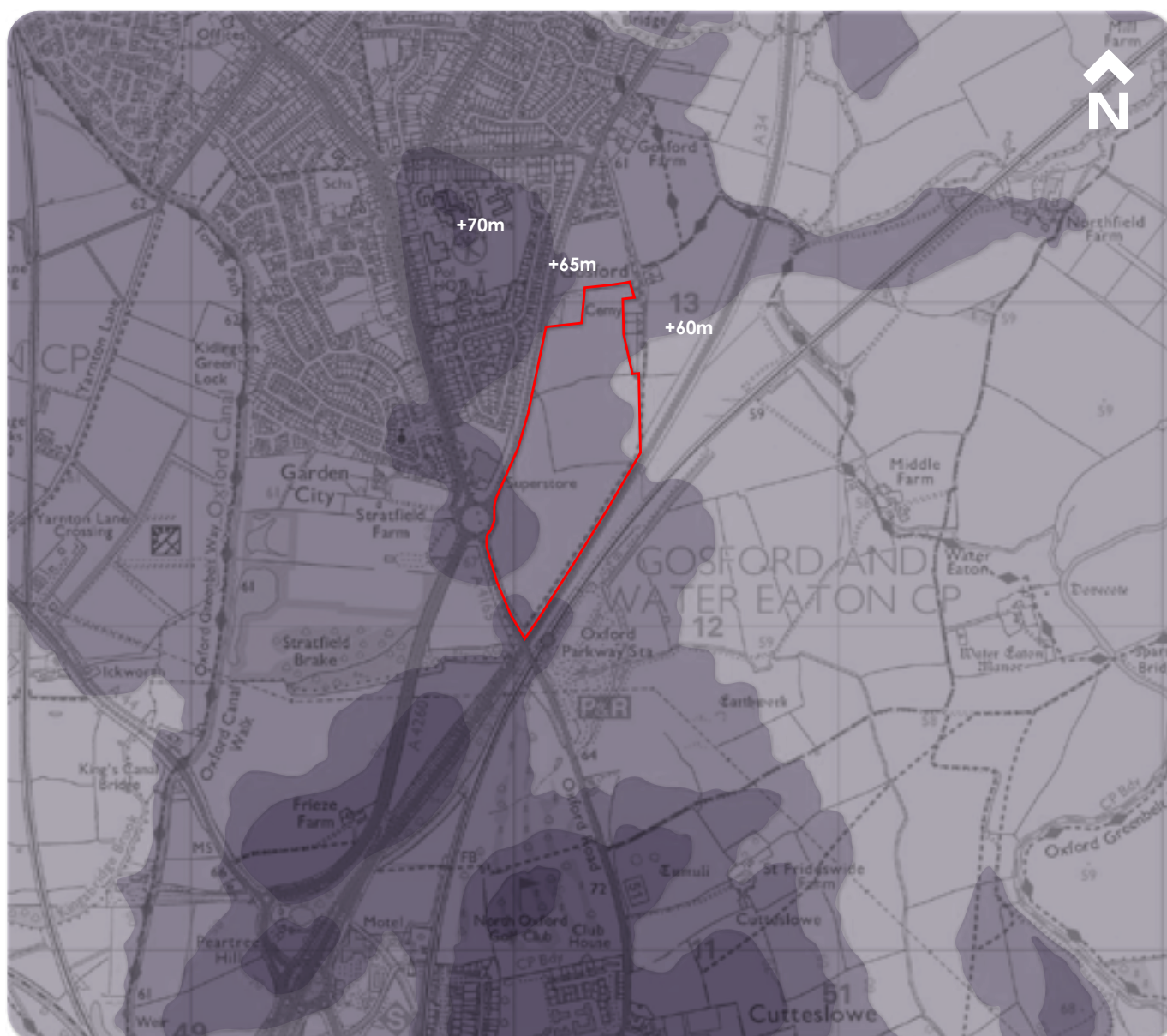


Figure 2.1: Topography Plan





- 1** Kidlington Cemetery shares its boundary with the Application Site.
- 2** The line of Poplar trees along Bicester Road are visible within the Site.
- 3** Rear gardens of properties on Water Eaton Lane back onto the Site.
- 4** Existing pedestrian controlled crossing and bus stops.
- 5** Existing hedgerows marking field boundaries on the Application Site.
- 6** Sainsbury's rooftop is visible from the Site.
- 7** Overhead power lines are present across the Site.
- 8** The Site slopes gently from the west to the east.
- 9** Public footpath 229/4/30 enters the Site across the eastern boundary and travels south towards Oxford Road through a series of pedestrian kissing gates.
- 10** The A34 is level with the Site and separated by a mature tree belt and agricultural fencing.
- 11** A subtle track between the Site's southern boundary and Oxford Road links the Site to the combined footway/ cycleway on Oxford Road.
- 12** Bridge across the A34 provides a link to Oxford Parkway and Water Eaton Park and Ride.

Figure 2.2: Site Features Plan

2.2 Access and Movement

Highway Network

2.2.1 The Application Site lies immediately to the east of Bicester Road. The draft Development Brief sets out that vehicular access to the Application Site will be from Bicester Road, located to the south of Kidlington Road. It also establishes that the new junction will need to be located a minimum of 80m to the north of the existing signalised pedestrian crossing on Bicester Road.

2.2.2 To the north of the Application Site, the Hill Residential Ltd part of the PR7a Site, will be accessed via second vehicular access from Bicester Road in section of the western boundary between Kidlington Cemetery and the existing housing on Beagles Close. The draft Development Brief sets out that a direct, connecting primary street should be created between the two vehicular access points.

Public Rights of Way

2.2.3 An existing public footpath (229/4/30) runs along the south eastern boundary and provides access to the wider countryside to the north east of the Application Site. The public footpath joins the Oxford Green Belt Way, forming a wider circular recreational route around Kidlington and to Oxford.

2.2.4 It is considered the opportunity exists to retain the public footpath within the proposed new neighbourhood's green spaces, providing new pedestrian connections to it in order to maximise access to the wider countryside.

2.2.5 National Cycle Network Route 51 runs along the Oxford Road. The opportunity therefore exists to provide a new cycle connection to Route 51 from the Application Site.

Pedestrian Connectivity

2.2.6 There is an existing signalised pedestrian crossing point on Bicester Road, which is located near Sainsbury's supermarket on Bicester Road to the west of the Application Site. New pedestrian linkages within the Application Site should lead towards this existing pedestrian crossing point.

Public Transport

2.2.7 There are existing bus stops located on Oxford Road and Bicester Road. These bus stops are served by frequent bus services, which provide connections to the wider Kidlington area, Oxford, Woodstock, Banbury and Bicester. New pedestrian connections to Oxford Road and Bicester Road should be provided to maximise access to the bus stops.

2.2.8 Oxford Parkway railway station and Park & Ride are located just to the south east of the Application Site, to the opposite side of the A34. The railway station provides good train services to Oxford and London and, starting from 2024, new services to Milton Keynes and Bedford. Services to Cambridge are expected from 2028. The opportunity exists to provide a new pedestrian and cycle connection to Oxford Road in order to maximise connectivity and access to the Oxford Parkway.

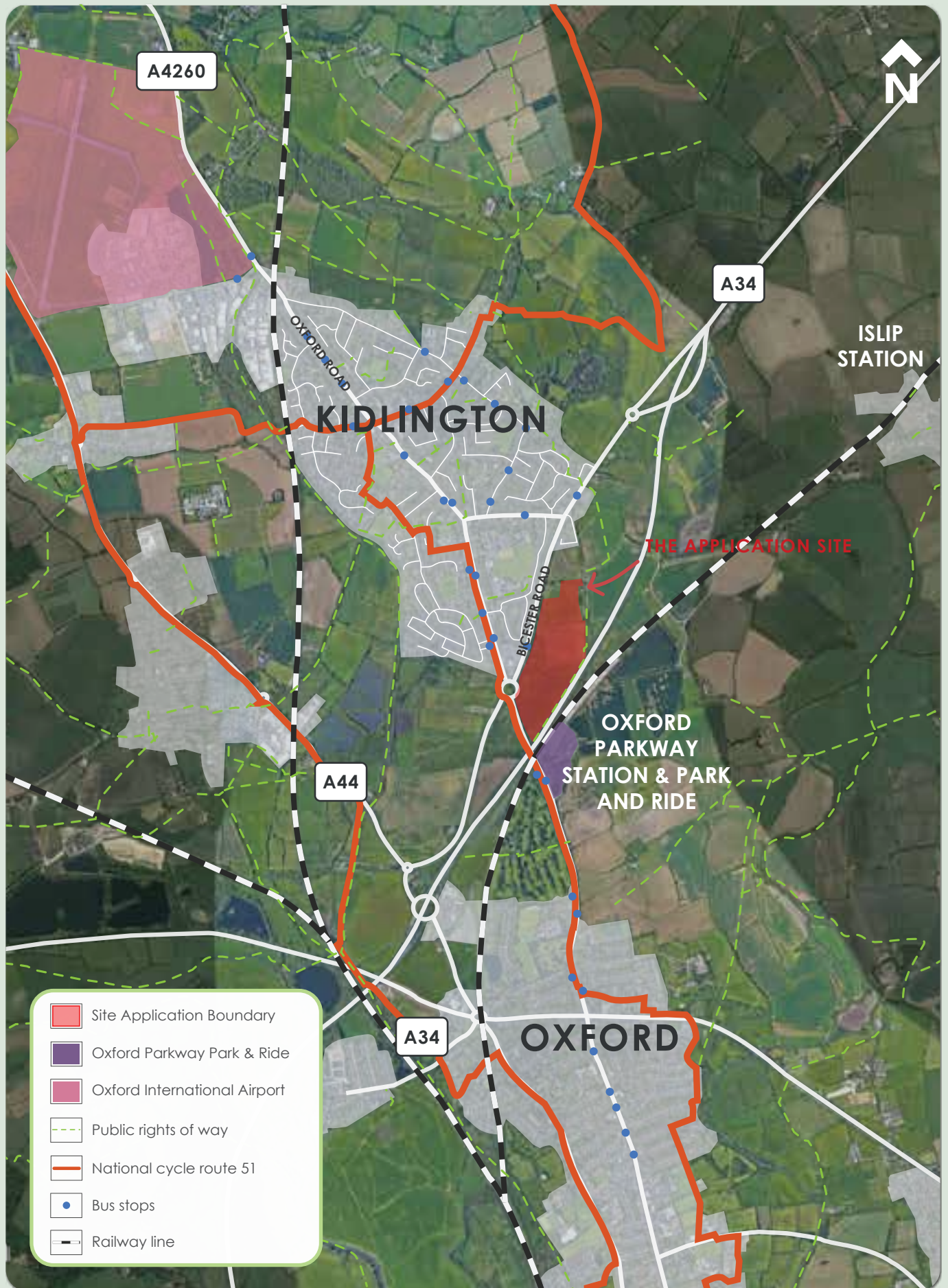


Figure 2.3: Access and Movement Plan

2.3 Landscape and Green Infrastructure

Landscape and Visual Character

2.3.1 A Landscape and Visual Impact Assessment (LVIA) has been prepared and submitted in support of the planning application. The LVIA finds that there are no landscape designations for character or quality covering the Application Site, and no TPOs covering any tree on the Application Site. It also finds that the Application Site's structural vegetation is confined to the internal field boundaries and the boundaries of the Application Site, and comprises tree belts and hedgerows, ranging between medium and low landscape quality. The LVIA assesses the Site as being of medium landscape quality and sensitivity and medium to low landscape value, with a reasonable ability to accommodate the proposed development.

2.3.2 The LVIA assesses that the Application Site is very well contained in views from its surroundings by the established field boundary tree belts. Views from the surrounding roads are typically screened or heavily filtered by this vegetation, with very limited views into the Application Site. Open views across the Application Site are possible from the public footpath which crosses its eastern edge, with partial views of the Application Site's northern field also possible from the cemetery and former allotments, seen above the boundary hedgerow. Consequently, the opportunity exists to introduce new tree and hedgerow planting to limit views into the cemetery in recognition of the need for privacy. Partial views of the northern field are also possible from several residential properties along Water Eaton Lane to the north east. Therefore, the new homes should sensitively relate to the existing homes, with new tree and hedgerow planting along the eastern boundary being used to screen and soften these existing views.

2.3.3 The draft Development Brief identifies landscape opportunities for the proposed development, as follows:

- New woodland planting along the south eastern boundary of the Application Site, to establish a new area of woodland planting to screen the Application Site from highways/rail infrastructure.
- Opportunity to protect, restore or enhance existing hedgerows and trees.
- Opportunity to protect and enhance the Application Site's existing wildlife corridors and habitats, and provide a connected corridor of green infrastructure across the Application Site.
- Opportunity to retain existing ponds and ditches within the landscape design of the Application Site.

Green Belt

2.3.4 The allocation of the overall PR7a Site has resulted in the Green Belt being revised so that only the southernmost field is retained within the Green Belt. This means that the southern part of the Site will maintain the sense of separation between Kidlington and Oxford. As per the provisions of Policy PR7a, the area retained within the Green Belt will be a focus for the provision of formal sports facilities, and other green infrastructure, for the benefit of the new residents and the wider community.



View from within the northern part of the Site's southern field, looking south west.



View from public footpath 229/4/30 to the immediate south of the Site looking north



View from public footpath 229/4/30 within the eastern part of the Site looking south west.

Arboriculture

2.3.5 A Tree Survey and Arboricultural Impact Assessment has been prepared and submitted in support of the planning application to assess the impact of the development on the Application Site's trees and hedgerows. A total of 19 individual trees and 32 groups of trees surveyed as part of the Assessment.

2.3.6 The Assessment finds that there are no high-quality trees within nor immediately adjacent to the Application Site. It finds that there are only a limited number of moderate quality trees. However, there are several willows, within the southernmost internal field boundary, G30 and G32, that are classed as emerging veterans. These trees are old and exhibit veteran characteristics such as crown deadwood and cavities. The findings of the Assessment do not currently class them as true veterans, however, they have the potential to become veterans if managed correctly. These Willow trees would need to be incorporated into a design whereby public access is prevented as the defects on the trees that form the veteran characteristics also leave the trees liable to failure.

2.3.7 The Assessment concludes that the Application Site is, on the whole, developable. There will be tree loss on the highway side on the Bicester Road to create suitable visibility splays for access and egress onto the Bicester Road, but it will be possible to mitigate this loss as part of a detailed planting proposal for the Application Site. It recommends that the Site's existing trees and groups of trees should be retained with areas of public open space, with new landscape introduced to fill in existing gaps, particularly in relation to group G13.



Existing willows trees within the southernmost internal field boundary

-  Category A Tree - High quality (Retention highly desirable)
-  Category A - Hedgerow, Group, Woodland - High quality (Retention highly desirable)
-  Category B Tree - Moderate quality (Retention desirable)
-  Category B Hedgerow, Group, Woodland - Moderate quality (Retention desirable)
-  Category B Tree - Low quality (May be retained but should not constrain development)
-  Category B Hedgerow, Group, Woodland - Low quality (May be retained but should not constrain development)
-  Category C Tree - Very low quality (Mostly unsuitable for retention)
-  Category C Hedgerow, Group, Woodland - Very Low quality (Mostly unsuitable for retention)
-  Root Protection Area (RPA) - Layout design tool indicating the minimum area around a tree deemed to contain sufficient roots and soil volume to maintain the tree's viability
-  Shrub mass/offsite tree/out of scope (OOS)

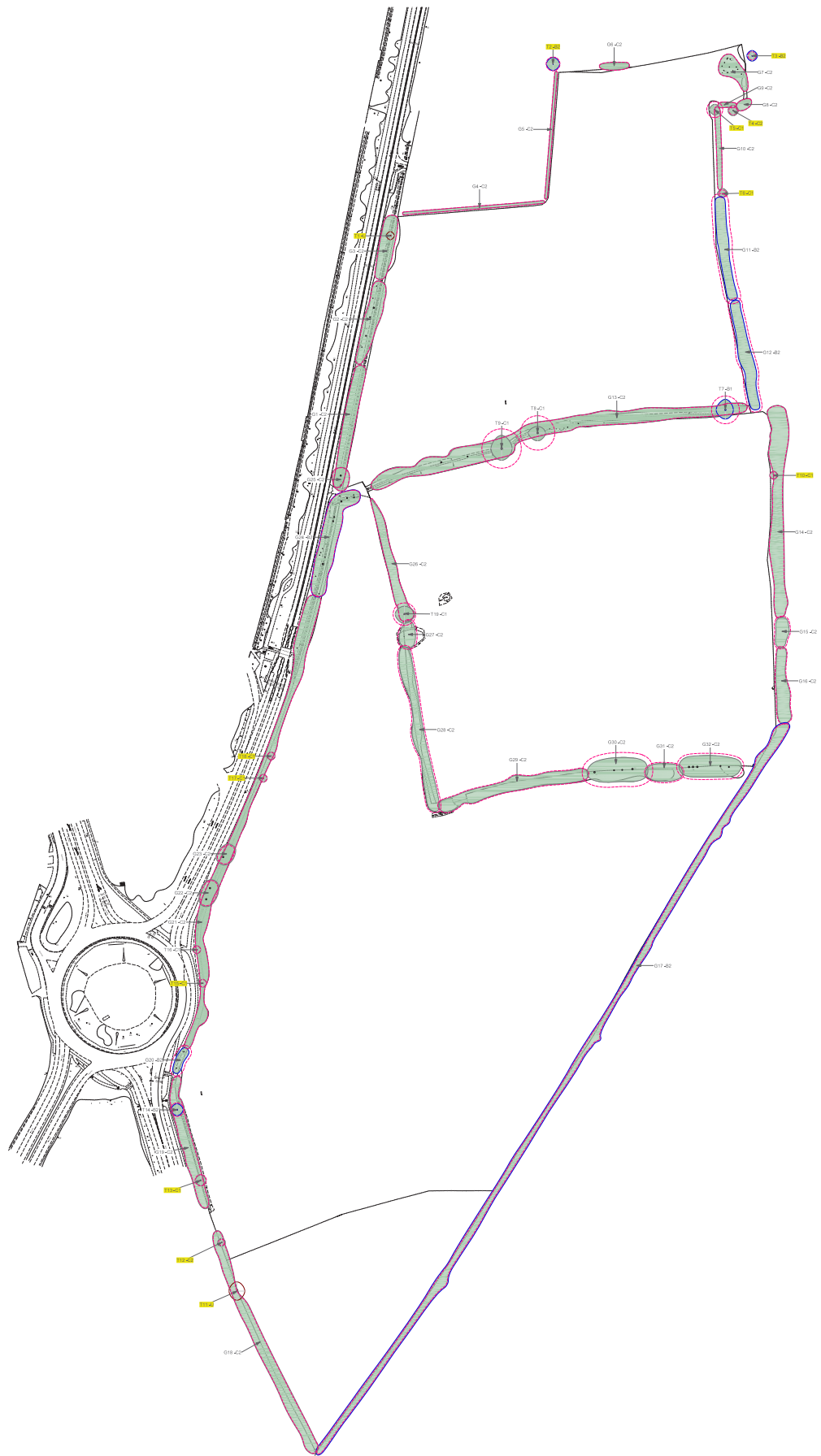


Figure 2.4: Tree Survey

Wider Green Connectivity - Kidlington Linear Wheel

2.3.8 It is recognised that Kidlington Parish Council have an ambition to secure green space around the whole edge of Kidlington through the Local Plan Review process, and a desire to strengthen Kidlington's distinctive character of a 'village set in the landscape'. The Parish Council's representations illustrate a connected route of paths and open spaces around Kidlington to create a 'linear park'. Figure 2.5 was prepared by the Parish Council to illustrate the linear parks proposal. It is important to note that the Parish Council prepared the Linear Park proposals before they had sight of the draft Development Brief, and therefore their illustration does not accurately reflect the proposed location of open spaces as envisaged by the Brief. However, Barwood are willing to assist in the delivery of the linear parks proposal within the framework of open space envisaged by the draft Development Brief, which includes a substantial area of open space in the southern part of the Application Site, which is to be retained within the Green Belt.

2.3.9 The aforementioned public footpath that runs through the Application Site runs through this large area of open space, and will inherently deliver off-site connectivity. Recognising the linear park aspirations, the opportunity also exists to provide new pedestrian and cycle linkages within the large area of open space to deliver further off-site connectivity, including pedestrian connections to the public footpath.



Figure 2.5: The proposed Kidlington Linear Wheel



Figure 2.6: Landscape Opportunities

2.4 Ecology Baseline

2.4.1 A full suite of ecological surveys have been undertaken on the Application Site. The main findings of this survey work are as follows:

- The Application Site is dominated by grassland used for grazing and silage/hay.
- Additional habitats include a small pond, mature hedgerows and trees.
- The Application Site supports foraging and commuting habitats for bats, used by a range of species, including Barbastelle bat, brown long-eared bat, noctule and soprano pipistrelle.
- The Application Site is considered to offer typical opportunities for a range of common and widespread bird species. The hedgerows and trees are likely to support greatest bird diversity and bird nesting. The bird assemblage on-site is not considered to be of ecological importance beyond Application Site level.
- New habitat creation on the Application Site will present opportunities for species confirmed to be present on-site, such as bats.
- Additional enhancement measures to include the planting of plant species of known wildlife value, new bat roosting opportunities, new bird nesting opportunities, creation of log piles, and provision of hedgehog gaps in garden fences.

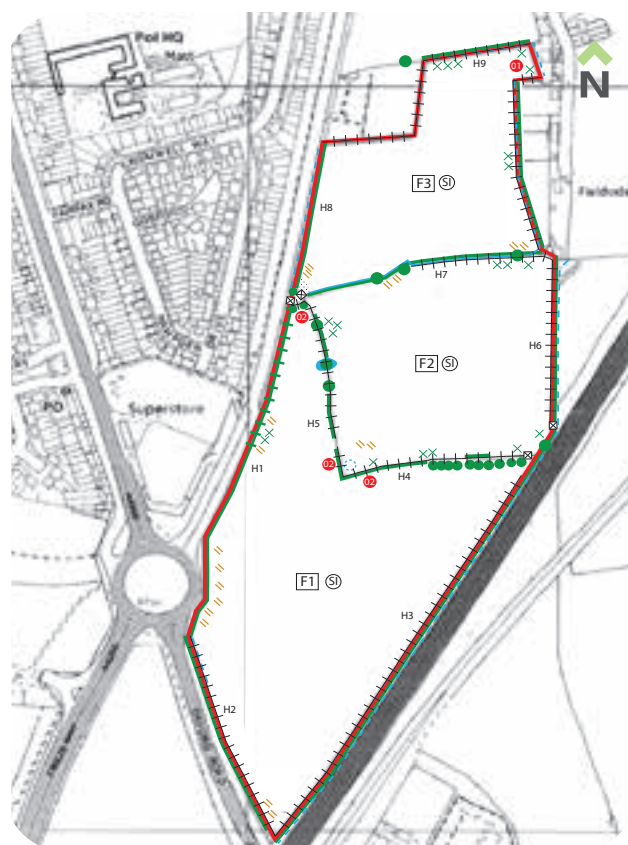
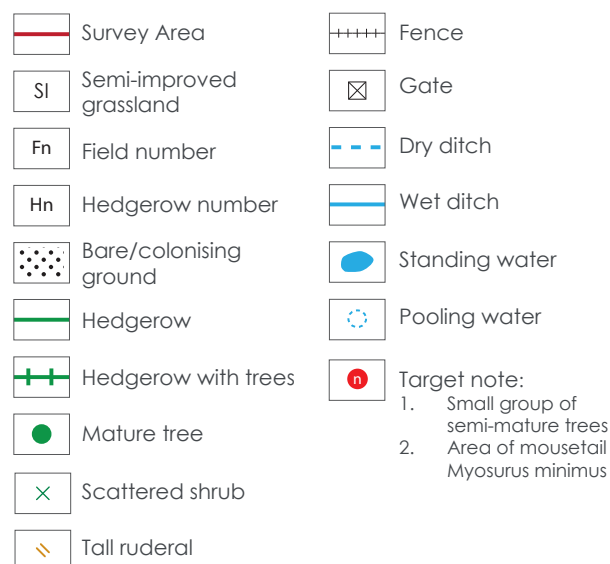


Figure 2.7: Habitats Plan

2.5 Flood Risk

2.5.1 The Application Site is located in Flood Zone 1 defined as Low Probability, which is less than 0.1% chance of flooding in any given year.

2.5.2 Most of the Application Site has a very low risk of surface water flooding. However, small area in the east of the Application Site is shown to have a medium to high risk from surface water flooding. As the accompanying Flood Risk Assessment sets out, initial investigations suggest that the risk of overland flow relates primarily to the topography of the Application Site; low areas of the site naturally store water limiting the surface runoff in concentrated areas.

2.5.3 As part of the development, the topography will be altered, providing for

rationalised surface water runoff. This will ensure that residual flood risk from an overland flow will be of a low probability.

2.5.4 The proposed strategy for managing surface water run-off on the Application Site will be through the creation of two detention basins. The basins present the opportunity to form key parts of the new neighbourhood's green spaces in order to deliver a range of landscape and ecological benefits.

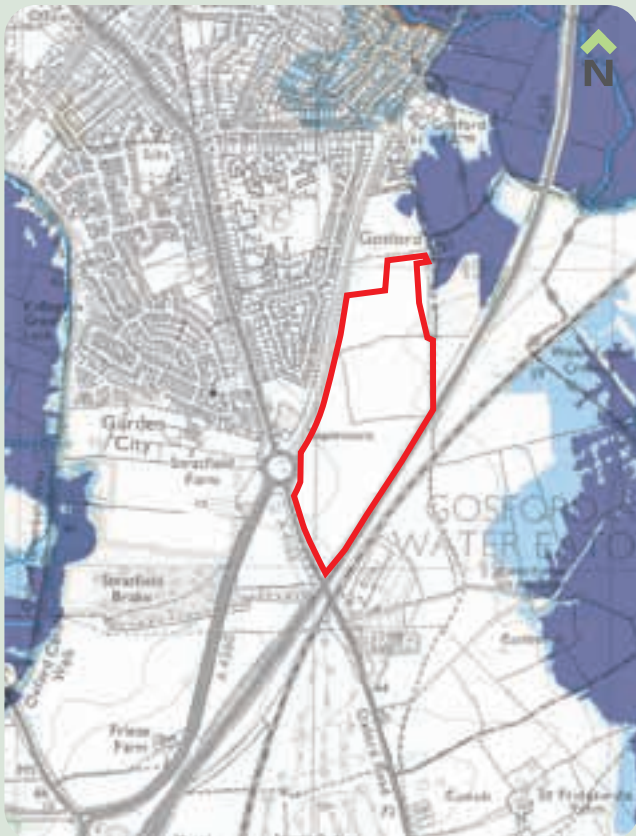


Figure 2.8: Flood Risk from Rivers



Figure 2.9: Flood Risk from Surface Water

2.6 Noise

2.6.1 A Noise Assessment has been carried in support of the Outline Planning Application. The Assessment confirms that traffic on the A34 is the dominant noise source. Its findings recommend that a 6m high noise barrier, consisting of a 3m high earth bund and a 3m high acoustic fence should be constructed close to the eastern boundary of the Application Site in order to protect the external amenity areas of the proposed new homes.

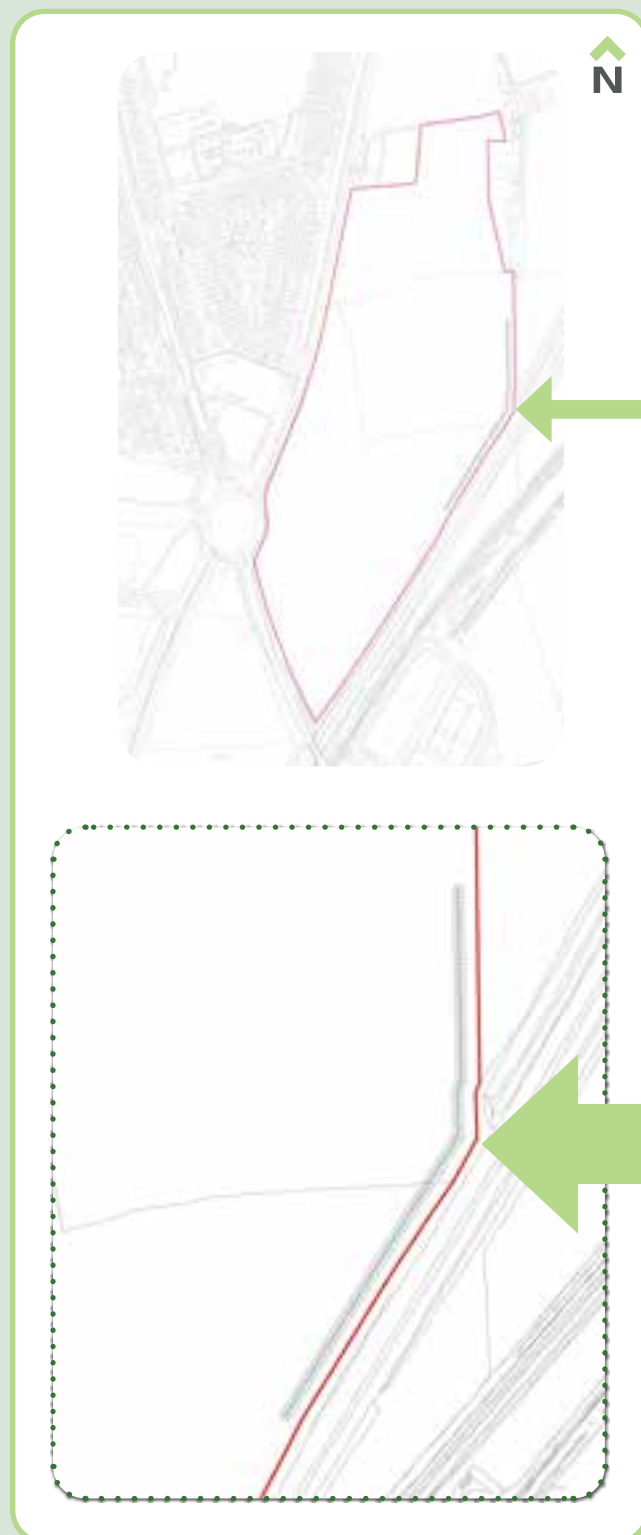


Figure 2.10: Proposed Bund Location

2.7 Utilities

2.7.1 A search of existing utilities identifies that two 33Kv overhead power lines cross the Application Site, as shown on Figure 2.11: Utilities Plan. It is considered that the opportunity exists to underground and divert the power lines where they cross the Application Site.



Figure 2.11: Utilities Plan

2.8 Heritage and Archaeology

2.8.1 A Heritage Assessment has been prepared in support of the planning application. The Application Site's archaeological resource has been assessed through desk-based assessment, geophysical survey, and trial trench evaluation. The Application Site contains below-ground remains of a small Roman period rural settlement, of a significance commensurate to a non-designated heritage asset. Removal of below-ground archaeological remains as a result of development can be addressed by a programme of archaeological recording, including targeted excavation, secured by an appropriately worded archaeological condition. Development of the Application Site will not adversely impact any designated heritage assets as a result of alteration to setting.



Evaluation

The previous chapter identifies a number of influences and opportunities which have shaped the masterplan proposals for the Site. The draft Development Brief also provides a summary of these influences and opportunities, and these are also summarised on the Influences and Opportunities Plan on pages 23 and 24. The below identifies the principal influences and opportunities that have been taken into consideration.

3.1 Influences

Existing Tree Belts

3.1.1 The need to retain the Application Site's existing tree groups and trees is considered to be one of the principal influences to the design of the masterplan proposals. The tree groups and trees, which are located along the Application Site's external boundaries and internal field boundaries, inherently provide wildlife corridors, including for a number of bat species. These existing landscape features should be retained and enhanced wherever possible to create a connected network of open spaces. This will maintain connectivity for habitats, as well as creating the basis for safe and sustainable traffic-free movement routes for residents and visitors. Retaining the existing trees and tree groups will give structure to the design proposals, and will naturally divide the Application Site into defined and logical parcels for development.

Existing properties on Water Eaton Lane

3.1.2 The rear gardens of a number of existing homes on Water Eaton Lane abut the Application Site. Careful consideration has been given to ensure the new homes respect the amenity of these existing properties through the provision of good-sized rear gardens and new landscaping.

Connectivity to the rest of the PR7a Site

3.1.3 The draft Development Brief sets out that a direct, connecting primary street should be created between the Application Site and the Hill Residential Ltd part of the PR7a Site.

3.2 Opportunities

Place shaping – an integrated new neighbourhood

3.2.1 The opportunity exists to create an integrated new neighbourhood that maximises pedestrian and cycle links to the existing settlement, and to the key destination of the Oxford Parkway Station. New routes for walking and cycling will lead from these key points of connection into the heart of the new neighbourhood by running along the connected network of green spaces. This approach to masterplan design, coupled with the new areas of public open space being delivered on the Application Site, also accords with Kidlington Parish Council's ambition to create a well-connected linear park around Kidlington.

Community uses

3.2.2 The vision established by the draft Development Brief shows how the Application Site's new homes are to be supported by 4 hectares of sports pitches, a community sports pavilion (including a community meeting room), allotments, and new children's play areas. This mix of community uses creates the basis for a lively and vibrant new neighbourhood to promote a strong sense of wellbeing and healthy lifestyles.

An outward looking development

3.2.3 With the southern part of the Application Site remaining within the Green Belt and, therefore, becoming a focus for formal sports facilities and informal areas of open space, the new homes should provide overlooking and attractive aspects to positively address this key area of open space. Equally, the green spaces throughout the rest of the Application Site should be overlooked by the new homes to create the basis for high degrees of natural surveillance, and safe, well-used spaces.



Existing tree belts to be retained and enhanced to create a connected network of open space









Careful consideration has been given to ensure the new homes respect the amenity of existing properties along Water Eaton Lane.





















The opportunity exists to create an integrated new neighbourhood that maximises pedestrian and cycle links to the existing settlement, and to the key destination of the Oxford Parkway Station.





Movement and Connectivity

-  Balance of PR7a site being brought forward with Hill Residential Land
-  Site Application Boundary: **27.75ha**
-  Local centres and key community hubs
-  Nearby facilities and services
-  Potential development area
-  New dwellings orientated to overlook Bicester Road to create an outward looking development

Green Infrastructure

-  Potential vehicular, pedestrian and cycle access points
-  Potential emergency vehicular, pedestrian and cycle access point
-  Main transport links and existing bus stops
-  Oxford Parkway Station - Oxfordshire Rapid Transit
-  Public footpath
-  Bridleway
-  National cycle route (Sustrans 51)
-  Potential combined cycleway/footway
-  Potential pedestrian routes
-  Existing vegetation on-site should be retained where appropriate (Subject to Tree Survey)
-  Historic hedgerows
-  Opportunity to create pedestrian and cycle link between Oxford Road and Bicester Road
-  Landscaped buffer to potential noise bund and acoustic fence
-  Potential locations for children's play areas
-  Potential development to remain outside the Green Belt
-  Opportunity to provide new area for formal sports facilities
-  Opportunity for allotment provision
-  Opportunity for new woodland planting



Drainage

-  Risk of fluvial flooding
-  Existing watercourses and water bodies
-  Risk of surface water flooding
-  Potential locations for drainage (SuDS) features

Ecology

-  Woodland Trust Reserve - District Wildlife Site

Utilities

-  Opportunity to underground existing power lines
-  Respect the privacy and amenity of existing properties

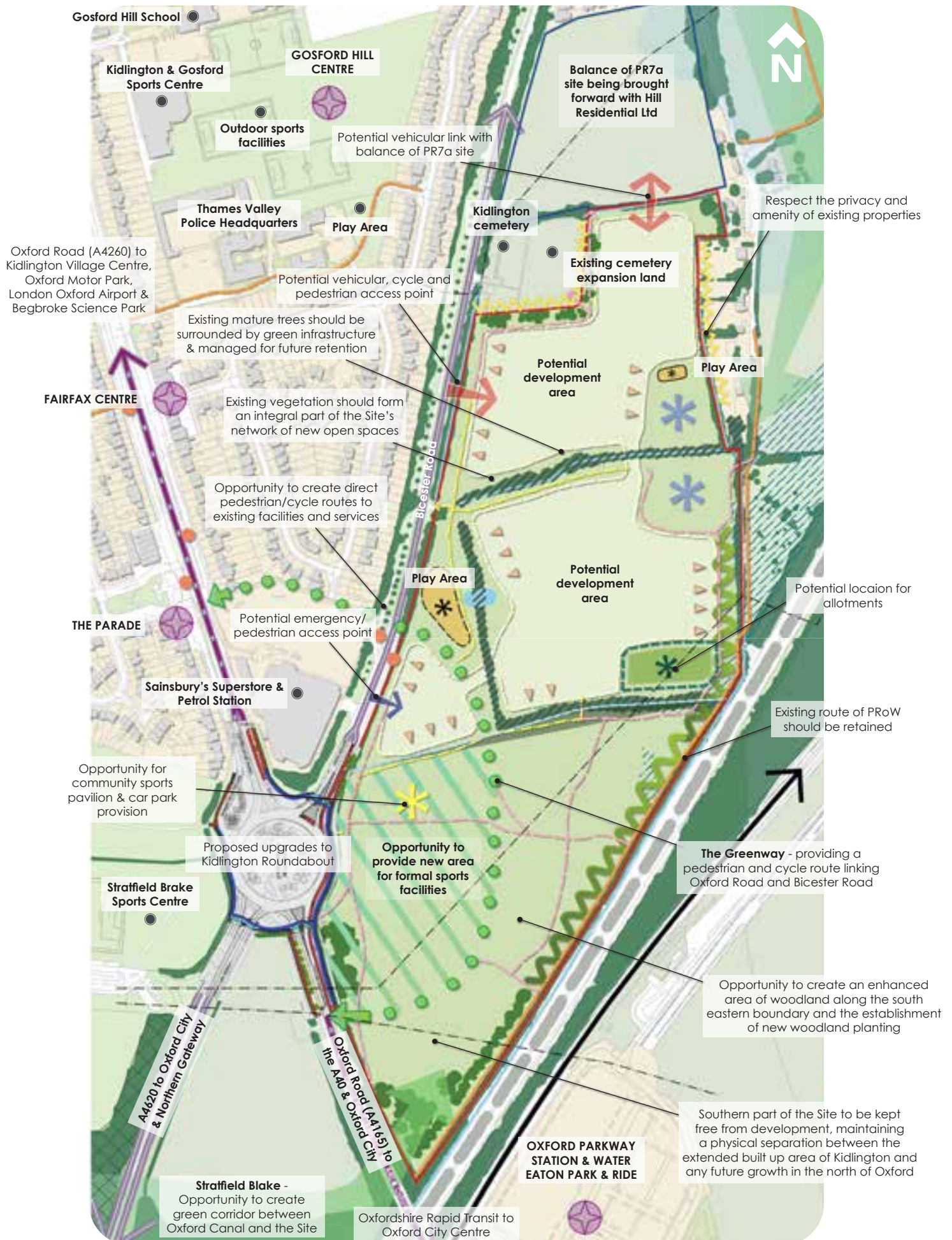


Figure 3.1: Influences and Opportunities Plan

Development Proposals

4.1 The Development Framework Plan

4.1.1 The Development Framework Plan for the Application Site (Figure 4.1) has been structured to follow the masterplan proposals contained within the draft Development Brief. In accordance with the Vision established by the draft Development Brief, the Development Framework Plan creates the basis of an attractive new residential neighbourhood which will be fully integrated and connected with the surrounding built environment.

4.1.2 In accordance with the allocation of the overall PR7a Site and the draft Development Brief, the Development Framework Plan shows how the southern part of the Application Site will be retained within the Green Belt to accommodate 4 hectares of sports pitches, a community sports pavilion and car parking, informal parkland, and new woodland.

4.1.3 To the north, a series of interconnected green corridors run north-south and east-west through the Application Site. These green corridors are located along the Application Site's existing tree belts, which will be retained and enhanced to provide structure and character to the green infrastructure framework. These green corridors, or 'greenways', will inherently form multi-functional spaces accommodating new traffic-free routes for walking and cycling, space for informal recreational, and new children's play area. Critically, they will also safeguard existing wildlife corridors.

4.1.4 The Development Framework Plan promotes healthy place shaping through the provision of the new routes for walking and cycling (in accordance with Policy LTN1/20), which connect to the existing on-site public footpath (pedestrian connections only), Oxford Road, and Bicester Road. Critically, this means that the new neighbourhood will benefit from improved and enhanced connectivity to a number of nearby important destinations, including Oxford Parkway Railway Station and Park and Ride, and Stratfield Brakes sports ground. Furthermore, the significant areas of new accessible public open space, woodland, allotments, and children's play spaces, will also promote healthy lifestyles and a strong sense of well-being.

	Balance of PR7a site being brought forward with Hill Residential Land
	Site Application Boundary: 27.75ha
	Proposed residential development: Approx. 9.40ha
	Green belt boundary
	Proposed vehicular access points
	Emergency vehicular/pedestrian access point
	Main transport links & existing bus stops
	Oxford Parkway Station - Oxfordshire Rapid Transit
	A34 dual carriageway
	Proposed primary street through the development (tree lined LTN1/20 compliant corridor)
	Proposed secondary streets
	Proposed private lanes
	Proposed shared street space
	Public footpath
	Bridleway
	National cycle route (Sustrans 51)
	Proposed combined cycleway/footway
	Proposed pedestrian routes
	The Greenway - providing a direct route between Oxford Parkway Station, Water Eaton Park & Ride, and The Parade
	Potential new bus stops - to be delivered by others
	Existing vegetation to be retained where appropriate
	Proposed public open space (to include new amenity landscaping, wildflower margins, tree planting, play areas and SuDS features)
	Proposed woodland planting
	Proposed wildflower planting
	New allotments
	Proposed play provision for children and young adults
	Proposed formal sports facilities including sports pavilion, car park and 4ha of sport pitches
	Potential location for community sports pavilion and car park
	Existing watercourses and water bodies
	Proposed sustainable drainage basins (SuDS)
	Proposed swale
	Proposed 3m high acoustic bund and 3m high fence
	Potential location for foul pump station

4.2 The Illustrative Masterplan

4.2.1 The Illustrative Masterplan (Figure 4.1), which is based upon the Development Framework Plan, has been prepared to demonstrate in more detail the general design principles that will be adopted through the development of the Application Site.

4.2.2 It is important to note that the layout of the development is a Reserved Matter. However, the Illustrative Masterplan, together with this document, communicate the key design principles that a subsequent Reserved Matters application should reflect in order to respect the in depth analysis of the Application Site and its surrounding context.

4.2.3 The Illustrative Masterplan indicates the principles of the development's urban structure; the proposed patterns of streets and spaces, the urban grain, the location, arrangement and design of the principal development blocks and the green infrastructure that the new development will sit within.

4.2.4 The new neighbourhood is set within a strong green infrastructure framework. The attractively landscaped open spaces will create opportunities for formal and informal play for new and existing residents of Kidlington with the creation of pedestrian links connecting the Application Site into the existing Public Right of Way network, existing footway network and to the countryside beyond. The Greenway is a key pedestrian and cycle route through the new neighbourhood that provides a traffic-free route between Bicester Road and Oxford Road. The route will facilitate connectivity to both Oxford Parkway Station and Park-and-Ride, and the existing settlement edge of Kidlington.

4.2.5 Furthermore, the Application Site's ecological value will be enhanced with the proposed woodland, thicket and tree planting, and the creation of wildflower meadows, and strengthening of ecological corridors along the Application Site's boundaries and retention of the majority of the existing trees and hedgerows.

4.2.6 In accordance with the allocation of the overall PR7a Site and the draft Development Brief, the Illustrative Masterplan accommodates 4 hectares of sports pitches, a community sports pavilion and car parking, informal parkland and a new woodland within the Green Belt in the southern parts of the Application Site.

4.2.7 A series of interconnected green corridors run north-south and east-west through the northern parts of the Application Site. These green corridors are centred along the Application Site's existing tree and hedgerow belts, which will be retained and enhanced to provide structure and character to the green infrastructure framework. These green corridors, or 'greenways', form multi-functional spaces, accommodating new traffic-free routes for walking and cycling, space for informal recreational, and new children's play areas. Critically, they will also safeguard and enhance existing wildlife corridors.

4.2.8 The Illustrative Masterplan shows how the development can promote healthy place making through the provision of the new routes for walking and cycling. These routes connect to the existing on-site Public Footpath (pedestrian connections only), Oxford Road and Bicester Road. This means that the new neighbourhood will benefit from improved and enhanced connectivity to a number of nearby important destinations, which include Oxford Parkway Railway Station and Park and Ride and Stratfield Brakes sports ground. The significant areas of new accessible public open space, woodland, allotments, and children's play spaces, will also promote healthy lifestyles and a strong sense of well-being.



Figure 4.2: Illustrative Masterplan

4.3 Use and Amount

4.3.1 The outline planning application covers a total area of 27.75 hectares. The proposals encompass the following:

Residential Development Area – up to 370 new homes @ 39 dwellings per hectare (9.40 hectares)

4.3.2 The development accommodates a residential development area measuring 9.40 hectares, providing for up to 370 dwellings. The average net density for the residential development area is 39 dwellings per hectare (dph).

4.3.3 The housing mix will be determined at the Reserved Matters stage, but it is expected to include a broad range of types, sizes and tenures. 50% of the homes will be affordable and will be fully integrated with the market housing.

Green Infrastructure – 18.21 hectares

4.3.4 As shown on the Land Use Plan, the new neighbourhood accommodates 18.21 hectares of green infrastructure in total. The green infrastructure will provide a range of functions and benefits, as follows:

Formal Sports Facilities (including sport pitches, community sports pavilion and car parking) – 4.25 hectares

4.3.5 Land for the provision of 4.25 hectares of formal sports facilities is proposed in the south western part of the Application Site accords with that proposed in the draft Development Brief. This area will include a community sports pavilion and car parking and 4ha of sport pitches. Also in accordance with the draft Development Brief, the community sports pavilion will have a gross internal floor area of approximately 250sqm so that it can accommodate four team changing rooms and a separate official's changing, kitchen and club room. It is anticipated that the club room will also be used a community meeting room.

Allotments – 0.52 hectares

4.3.6 The new community allotments are proposed adjacent to the south eastern corner of the residential development area, within the area of the Application Site to be removed from the Green Belt. At the detailed design stage, the allotments will be fenced off or demarcated with hedgerows, and will include dedicated parking and a water supply.

Children's equipped play areas – 0.29 hectares

4.3.7 In accordance with the draft Development Brief, two new equipped children's play areas are provided within the Application Site. Their location accords with that proposed in the draft Development Brief, which sets out that these are located in safe, accessible locations. The northernmost play area is to be a combined Local Area for Play (LAP) and Local Equipped Area for Play (LEAP). As per the draft Development Brief, it will have an equipped activity zone measuring 500 sqm. The proposed play area to the south west will be a combined LEAP, Neighbourhood Equipped Area for Play (NEAP) and Multi-use Games Area (MUGA). In accordance with the draft Development Brief, it will have an activity zone measuring 2,400 sqm.

SuDS – 1.1 hectares

4.3.8 The proposed SuDS features comprise two drainage basins, which will store and manage excess surface water during periods of heavy or persistent rainfall. The proposed swale will convey excess surface water to the southern drainage basin.

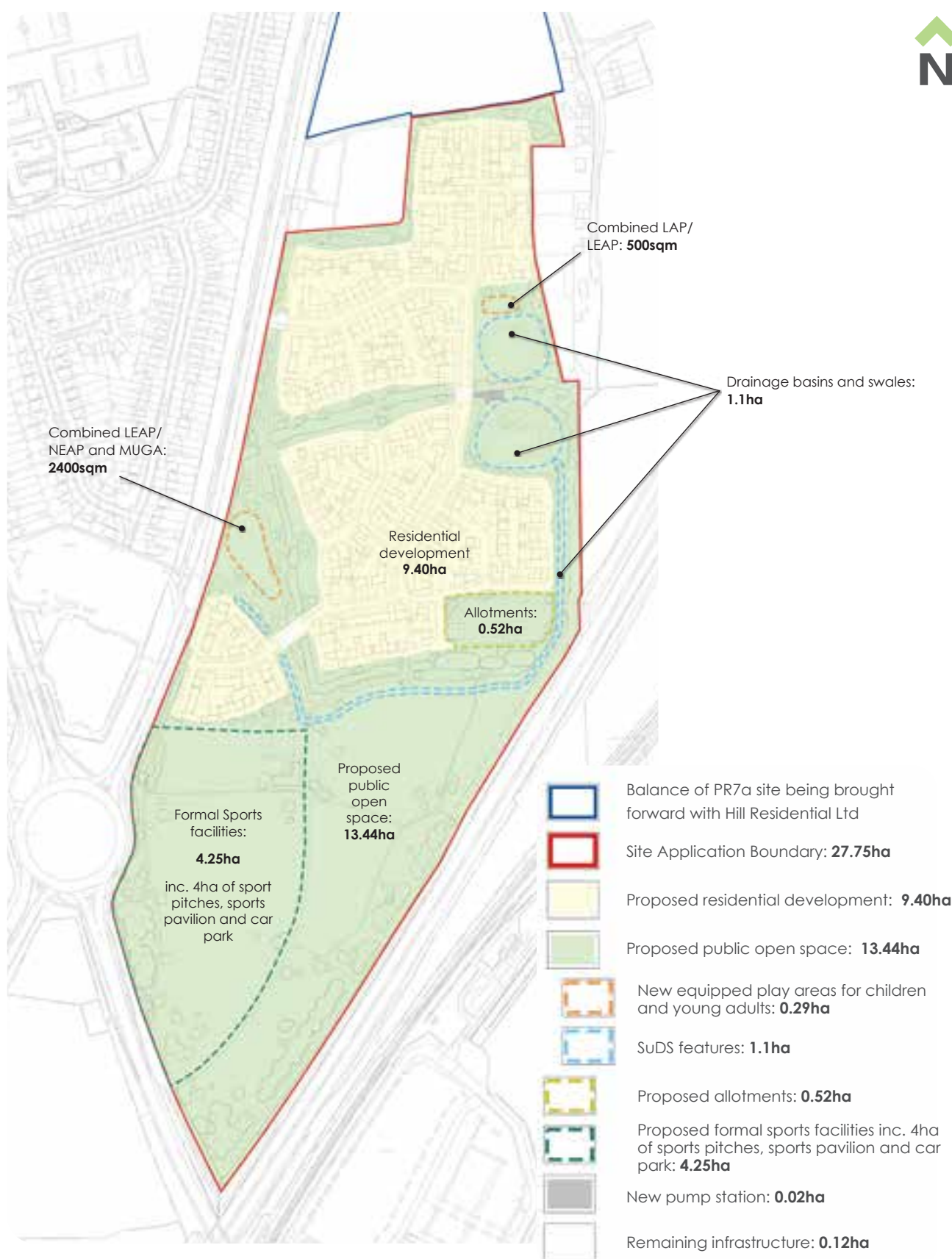


Figure 4.3: Land Use Plan

4.4 Access

Vehicular access

4.4.1 The outline application seeks detailed consent for a vehicular access point from Bicester Road. The access point will take the form of a new T junction ghost right turn. This access point will lead directly to one of the new neighbourhood's primary streets. The carriageway of the access point will be a minimum of 5.5m wide and incorporate a shared footway/cycleway on either side of the carriageway.

4.4.2 The Illustrative Masterplan shows how a primary street link can be provided to the Hill Residential part of the PR7a Site. The exact location of this access point has been agreed between Barwood and Hill Residential Ltd to ensure the two parts of the allocated site will be fully integrated with each other.

Emergency Access

4.4.3 The outline application also proposes an emergency, cyclist and pedestrian access point from Bicester Road to the south of the main vehicular access point from Bicester Road.

Pedestrian and Cycle Access

4.4.4 The draft Development Brief sets out the importance maximising connectivity for pedestrians and cyclists. In addition to the pedestrian and cycle connectivity afforded by the above mentioned vehicular access points and emergency access point, the following pedestrian and cycle connections are proposed:

- A pedestrian link to balance of PR7a site.
- Two pedestrian access points onto Bicester Road.
- Three pedestrian and cycle access points onto Bicester Road. The central pedestrian and cycle access point coincides with The Greenway.
- A pedestrian and cycle connection onto Oxford Road coincides with The Greenway.
- Three pedestrian connections to the existing public footpath, which runs through the Application Site.

The Greenway

4.4.5 The Greenway comprises the key pedestrian and cycle route through the new neighbourhood, providing a traffic-free route between Bicester Road and Oxford Road. Therefore, it will facilitate connectivity to both Oxford Parkway Station and Park-and-Ride, and the existing settlement edge of Kidlington. The Greenway will be accommodated along a 5.0m wide route. In accordance with the requirements of Local Transport Note 1/20 (LTN1/20), a different surface texture is to be used to clearly indicate separate surfaces intended for cycle and pedestrian use along this section of the Broadland Way. It is anticipated that the surface of the 5.0m wide route will be fully level and, therefore, in accordance with LTN1/20 a raised strip (trapezoidal in cross section), or some other textured material will be used so that it may be readily detectable by visually impaired people.

Pedestrian and cycle access

4.4.6 Away from The Greenway, the other combined pedestrian and cycle routes will be 3.0m in width. LTN1/20 encourages 3.0m wide shared surface combined pedestrian and cycle routes. They will allow users to walk or cycle side by side and negotiate the space when passing. 'Share with Care' signs will be used along these routes to indicate them as shared routes. In accordance with LTN1/20, such signs must not be used along the public highway as they are not prescribed traffic signs.

Existing Public Footpath and pedestrian routes

4.4.7 The proposed new pedestrian routes will be 2.0m wide. These routes will connect with the existing public footpath, which will be retained as a route for pedestrians only. The public footpath will be retained along its current alignment where it passes through the Application Site.

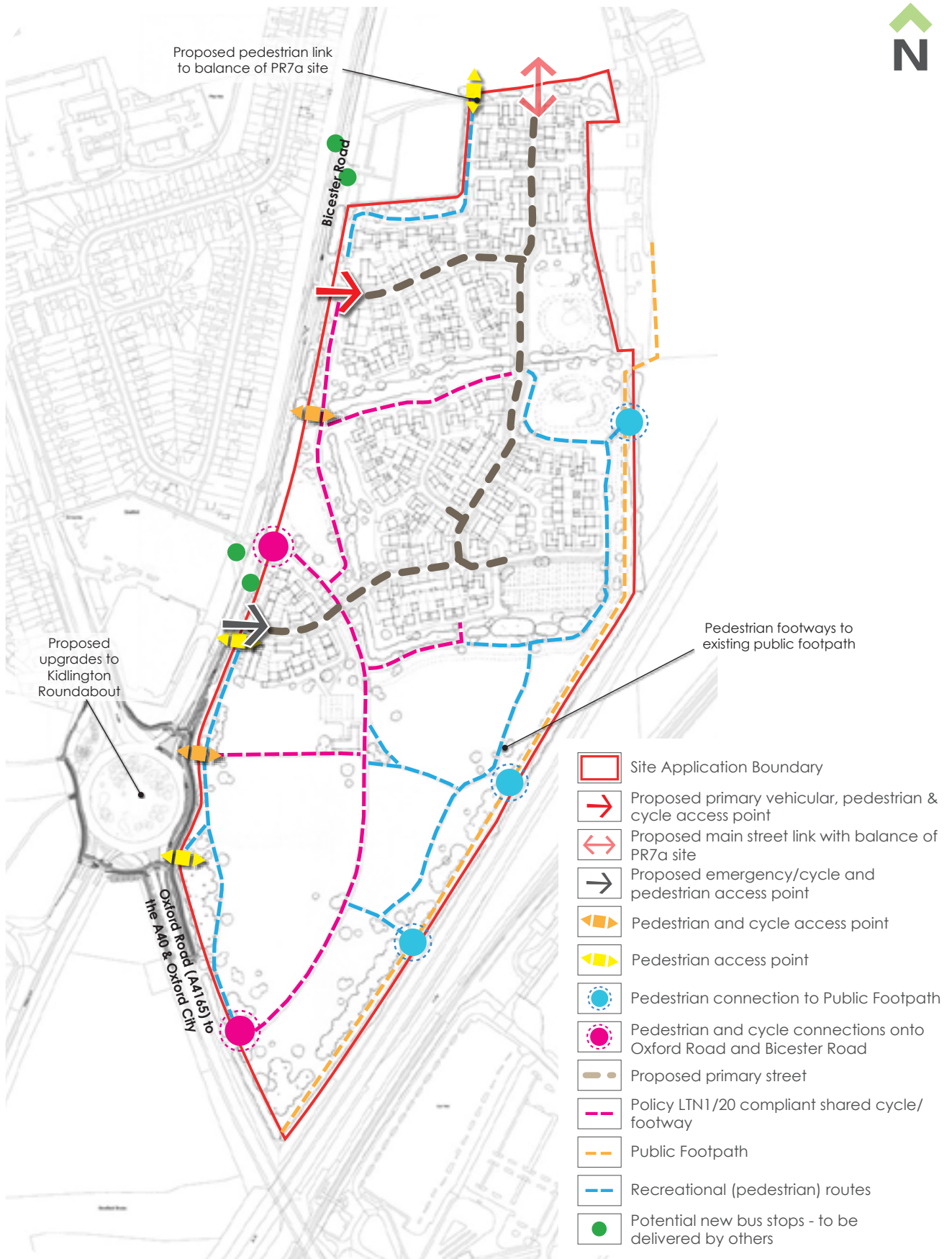


Figure 4.4: Access and Movement

4.5 Layout

4.5.1 It is important to note that the layout of the development is a Reserved Matter. However, the key principles need to be communicated within the DAS to ensure the subsequent detailed design reflects the initial aspirations and development structure.

4.5.2 The disposition of the proposed uses and the structural layout elements established by the Development Framework Plan and the Illustrative Masterplan have been designed to adhere to the design strategy established in this DAS.

Allocation of the PR7a Site and the draft Development Brief

4.5.3 The draft Development Brief provides a site-specific vision and comprehensive development principles addressing land use, character, layout, green infrastructure, movement, utilities, healthy place making and sustainable design. Section 6.3 of the draft Development Brief sets out the following development principles:

- The development will provide a legible hierarchy of streets and spaces, with urban form and massing varying in response to the proposed character areas and local setting, including the surrounding landscape and proximity to public transport routes.
- The layout of the Application Site is to prioritise access for walking and cycling. East-west and north-south connections for pedestrians, cyclists and wheelchair users will be provided, connecting all parts of the development towards Gosford and Kidlington, PR7b and Begbroke, Oxford, the surrounding countryside, sports facility including Stratfield Brake and public transport services including bus stops and Oxford Parkway Station.
- The design is to retain and integrate the existing Public Footpath along the eastern boundary of the Site as part of the scheme.

- The layout and design are to sensitively respond to the historic development of Water Eaton Lane.
- High quality design and architecture will be required which will improve the appearance of the built environment and respond to the locality through the use of materials, building typologies and detailing which are appropriate to the local area as set out in the Cherwell Residential Design Guide.
- A variety of different house types are to be provided in response to the proposed character areas.
- New houses will front onto and overlook public green spaces and streets. They are to back onto any existing rear gardens to create secure rear boundaries.

4.5.4 The above principles and analysis of the Application Site have influenced the development proposals, as detailed on page 35.



A variety of different house types are to be provided in response to the proposed character areas.

1	Landscape Framework	The new neighbourhood will be set within an attractive landscape framework, which sees the vast majority of existing landscape features retained.
2	Connectivity 	In accordance with LTN1/20, The new neighbourhood's layout prioritises access for walking and cycling. Proposed 2m wide pedestrian routes across the Application Site will connect with the existing public footpath. The primary street will incorporate a 3m wide shared cycle/footway to either side of the carriageway. The Greenway comprises a key 5m wide pedestrian and cycle route through the neighbourhood, connecting Bicester Road and Oxford Road. Further 3m wide shared footway/cycle connections through the Application Site will ensure a comprehensive masterplan is achieved, strengthening the sense of place created by the new neighbourhood.
3	Green Corridors 	Informed by existing landscape features within the Application Site, and along its boundaries, green corridors will be incorporated to create a series of connected green spaces that create facilitating connected wildlife corridors, and direct, convenient and safe traffic-free routes for pedestrians and cyclists.
4	Public Open Space 	Multi-functional green spaces accommodating new traffic-free routes, space for informal recreation, and children's play areas are located within the heart of the new neighbourhood alongside green spaces incorporating existing landscape features. The Green Belt in the south of the Site will form the focus for the provision of formal sports facilities and informal public open space. New homes will be orientated to overlook areas of public open space.
5	Children's Play Facilities	A combined Locally Equipped Area for Play (LEAP) and Local Area for Play (LAP), and a combined LEAP, Neighbourhood Area for Play (NEAP) and Multi-use Games Area (MUGA) are provided within new areas of public open space in accordance with the draft Development Brief.
6	Recreational Routes	New recreational footways/cycleways will be provided within the Application Site, which meander through the vast areas of public open space and connect into existing public rights of way and existing footway network.
7	Respecting Privacy & Amenity	Careful consideration has been given to ensure the new homes respect the amenity of existing properties at Water Eaton Lane through the provision of good-sized rear gardens and new landscaping. The residential amenity of existing properties is to be protected through appropriate design at boundaries, and the homes will be a maximum of 2 storeys in height.
8	Access & Primary Street	Vehicular access will be provided from Bicester Road. A vehicular link with the balance of the PR7a Site will be provided to the north. A potential emergency access point is also located along Bicester Road, slightly further south.
9	Storey Heights	The new homes will predominately be 2 storeys, with some use of 2½ and 3 storey homes along the primary street and at entrance points, in line with the proposed building heights established in the draft Development Brief. Building styles and materials will reflect and compliment the local vernacular of Kidlington as set out in the Cherwell Residential Design Guide and draft Development Brief.
10	Sustainable Drainage	Two new drainage basins located within the lower parts of the Application Site will store water during periods of persistent or heavy rainfall in order to maintain run-off from the Application Site to present day conditions. Proposed swales will convey excess surface water to the southern drainage basin. The features will be designed to maximise their wildlife value and will form an integral part of the Application Site's green infrastructure.
11	Ecological enhancements	New woodland, thicket, tree and species rich wildflower meadow planting will be planted across all areas of the new neighbourhood. Street tree planting, bat and bird boxes, log piles and hedgehog gaps, are also proposed. The principal aim of these enhancements is to ensure the proposals are achieving the required Biodiversity Net Gain.



Figure 4.5: Layout Principles Plan

4.6 Character Areas

4.6.1 To ensure a comprehensive and successful development is achieved, and to address the principles set out in the draft Development Brief, the character of the surrounding settlement will be considered. The Character Areas, together with the design strategy will ensure that a holistic, coherent and well-designed place is established.

4.6.2 Throughout this section, words such as 'informal' and 'formal' will be used to describe certain character areas. A formal character area will be defined by a more uniform style, such as wider streets with grass verges and street planting with regular and stronger building frontages, and consistent set back distances defining the edges. Informal areas will appear more intimate and relaxed, with narrower streets and varying set back distances complemented by a wider range of different styles of buildings.

Bicester Road

4.6.3 The character area fronting onto Bicester Road will alternate between built development and green spaces working with the existing hedgerow boundary. The key characteristics of the Bicester Road character area are as follows:

- The principles of good acoustic design are to be followed in the layout and internal design to mitigate the noise arising from Bicester Road. The building frontage facing Bicester Road will be near continuous. Breaks in the frontage are allowed, but will be limited.
- The existing hedgerow along Bicester Road will be retained, however, some sections will need removal to facilitate access into the Application Site.
- New homes will be set back behind the existing hedgerow and from the edge of carriageway.
- New homes will generally be 2-3-storey town houses or terrace housing typologies. Taller buildings can be located at the entrance points to emphasise the gateways to the development.



Bicester Road

The Primary Street

4.6.4 The Primary Street provides the required connection between Bicester Road and the new homes. It will provide a sensible and logical route through the core of the development. The Primary Street will be the principal street running through the development, and will be suitable for all types of predicted traffic movement. The key characteristics of the Primary Street are as follows:

- Defined by a more formal arrangement of buildings with occasional varied building line (up to 3 storeys) and differing set back distances.
- Along sections of the Primary Street, strong and consistent building frontages will front the street to mark its importance as the principal route serving the development and to aid legibility and provide a strong frame to the street.
- A considered mix of parallel and gable frontages will help to break up the roofscape and add character.
- The Street will accommodate safe movement for vehicles, cyclists and pedestrians. Differing surface materials will, therefore, help to passively control traffic speeds at key locations along the street.
- Incidental green spaces and street tree planting along the Primary Street will frame views out towards the public open space and countryside beyond.
- Small front gardens with a formal boundary treatment (such as a wall, hedge or railings) are to be provided to ensure privacy in ground floor rooms and clear definition of the public/private boundary.



The Primary Street

Secondary Streets

4.6.5 The Secondary Streets will provide important connections from the Primary Street to the peripheral areas of the development. The key characteristics of the Secondary Streets will be as follows:

- Defined by more informal arrangement of buildings with a more varied building line and differing set back distances.
- In limited areas, and at low points of the development, dwellings up to 2 storeys and occasional 2½ storey buildings may be proposed to aid legibility and define key buildings and spaces.
- Secondary Streets will accommodate safe movement for pedestrian, cyclists and vehicles. Differing surface materials will help to passively control vehicle speeds.
- On-plot parking will generally be tucked to the side of properties to retain a sense of enclosure to the street and provide space for planted front gardens.

Green Edges (Lanes & Private Drives)

4.6.6 The Green Edges will play an important role in the character of the development, marking the peripheral parts of the development parcels overlooking the new open spaces. The key characteristics of the Lanes and Private Drives are as follows:

- Predominantly detached dwellings to create lower densities, with varied set back distances and building orientations.
- Good sized landscaped front gardens will assist in creating softer building lines that appropriately mark the transition between the built environment and the development's open spaces.
- Building heights will generally be 2 storey.
- On-plot parking will generally be tucked to the side of properties to retain a sense of enclosure to the street and provide space for planted front gardens. On plot parking to the front of properties will be avoided.



Secondary Streets



Green Edges (Lanes & Private Drives)

Recreational Routes

4.6.7 The Recreational Routes will run through the areas of public open space within the development, providing important connections between the new homes, the development's proposed green infrastructure, the existing Public Footpath, Bicester Road and Oxford Road. The key characteristics are as follows:

- The routes will pass through attractively landscaped areas, which will be overlooked by the new homes to ensure they are safe and secure to use.
- The routes will be clearly visible and sensitively signposted, providing clutter-free paths.
- Sensitive lighting where necessary, will avoid light pollution and potential conflicts with ecological objectives.
- The routes will be more than just paths for non-vehicular movement. For example, benches will be placed alongside them to coincide with key points of interest, such as the play areas, and sports pitches.



Recreational Routes

4.7 Car & Cycle Parking

4.7.1 The car parking standards for the proposals will be in line with the adopted Oxford County Council's parking standards and the Cherwell Residential Design Guide SPD, as well as the good practice recommendations in Manual for Streets.

4.7.2 The car parking provision for new developments for the urban areas in Cherwell area are as follows:

Car parking provision in new developments for urban areas in Cherwell

Number of bedrooms per dwellings	Maximum number of allocated spaces	Maximum number of spaces when two allocated space per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of spaces when no allocated spaces
		allocated spaces	unallocated spaces	allocated spaces	unallocated spaces	
1	1	N/A	0.3	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.7	1.5
3	2	2	0.3	1	0.8	1.7
3/4	2	2	0.3	1	1.0	1.9
4+	2	2	0.3	1	1.3	2.2

4.7.3 The following parking principles will be adopted:

- A range of parking solutions will be used, appropriate to the street and plot typology.
- The Council advocates the use of unallocated on-street parking wherever possible, to increase flexibility and reduce the number of spaces required overall. This will be integrated into the street design and clearly defined.
- Rear parking is generally the least preferred solution, but may be necessary to maintain a continuous street frontage. Where rear parking is necessary it will be clearly related to individual properties, ideally located within rear gardens of properties rather than in a communal parking court and accessed from a secure rear lane.
- Public cycle parking is to be provided adjacent to children's play spaces, cemetery and the allotments, close to bus stops and at the sports ground.

Cycling

4.7.4 In line with the Cherwell Residential Design Guide, residential cycle parking will be secure and covered, and provided within the curtilage of a dwelling or other convenient location for apartments. Security and convenience are two key principles for the location of cycle parking. If cycle parking is included in front gardens it will be visually attractive. If it is placed at the side or rear of a dwelling access to the street will be direct and sufficiently wide. Garages will be designed to allow space for a car and storage of bicycles and be a minimum of 6m x 3m internally.

Cycle Parking Standards		Residential
	Resident	1 bed - 1 space; 2+ beds - 2 spaces
	Visitor	1 stand per 2 units where more than 4 units
Notes		
1	Garages will be designed to allow space for car plus storage of cycles in line with the District Council's design guides where appropriate (most specify 6m x 3m)	
2	1 stand = 2 spaces: The number of stands to be provided from the calculations to be rounded upwards. The preferred stand is of the 'Sheffield' type.	
3	All cycle facilities to be secure and located in convenient positions	
4	Residential visitor parking will be provided as communal parking at convenient and appropriate locations throughout the development.	



Windows to active rooms, such as living room and kitchen windows, will face the public realm.



A choice of well-defined routes within the layout that encourages walking and cycling.



The majority of cars will be accommodated within the curtilage of the dwellings to provide optimum surveillance.

4.8 Street Design

4.8.1 Calming and slowing traffic is an important part of delivering streets for people, and encouraging walking and cycling. In order to slow vehicles and to encourage users to drive with caution, it is expected that some, or all of the following methods, will be used:

- Locating buildings so that they are close to the street edge or carriageway.
- The introduction of features that act as visual 'incidents' along the street.
- Changes in the carriageway surface.
- Integrated design of all elements within the street, including bins, utilities, SuDS, trees and signage.
- The use of well-designed 'shared surfaces' to create streets for all.
- Carefully restricting forward visibility through the arrangement of buildings, the building line and landscape treatment.

4.9 Creating a Safe & Secure Environment

4.9.1 The Development Framework Plan and the Illustrative Masterplan propose a framework for development where the public realm will be overlooked, be open in aspect and well-used in order to reduce opportunities for and the fear of crime. The Illustrative Masterplan has been designed to adhere to the following principles of good design:

- 01. Permeability:** a choice of well-defined routes within the layout that encourages walking and cycling over vehicle movement, creating filtered permeability, reducing car dependency and maximising the presence of 'eyes on the street'. Successful streets are active places that encourage human interaction.
- 02. Natural surveillance:** dwellings will front onto streets and public green spaces with entrances and windows fronting onto the public realm to maximise overlooking.
- 03. Animated street scenes:** building frontages will be as 'active' as possible, particularly at ground floor level. Windows to active rooms, such as living room and kitchen windows, will face the public realm.
- 04. Car parking:** the majority of cars will be accommodated within the curtilage of the dwellings to provide optimum surveillance. Where used, the parking courts are limited in size, well overlooked and will be enclosed by walls and new landscaping.
- 05. Non-vehicular routes:** new homes will front onto open spaces containing pedestrian routes to maximise natural surveillance.
- 06. Management:** the ownership and responsibility for external space will be clearly identified and the proposals will facilitate ease of maintenance and management.

4.10 Density

4.10.1 The development proposals achieve an overall density of 39dph, which achieves an efficient use of the Application Site, whilst providing a balanced approach to the provision of green infrastructure that allows for the provision of 18.21 hectares of green infrastructure that caters for a variety of functions and benefits.

4.10.2 The following density principles have been established by the proposals for the Application Site:

- **Higher densities along the Primary Street will create stronger building frontages to assist in enclosing and framing the key movement route through the development.**
- **Lower density development fronting the areas of public open space that enclose the more peripheral parts of the residential area to create an appropriate transition from the residential environment to the attractive areas of green infrastructure and countryside beyond.**

4.11 Building Heights

4.11.1 The figure opposite shows the proposed building heights, which accord with those proposed in the draft Development Brief. In accordance with the draft Development Brief, the proposed building heights will achieve a number of different townscape functions, including:

- **2-3 storey houses or apartments will be located along the Primary Street to emphasise its importance as the principal street in the new neighbourhood.**
- **2-3 storey houses or apartments in the south western corner of the residential development area, overlooking Bicester Road, to create a gateway to the new neighbourhood.**
- **2-2½ storey houses adjacent to the existing cemetery so that the new homes sensitively relate with the cemetery.**
- **2-2½ storey houses will overlook the more peripheral parts of the residential development area, which will assist in providing different character areas throughout the new neighbourhood.**
- **Maximum of 2 storey houses adjacent to the existing properties on Water Eaton Lane.**

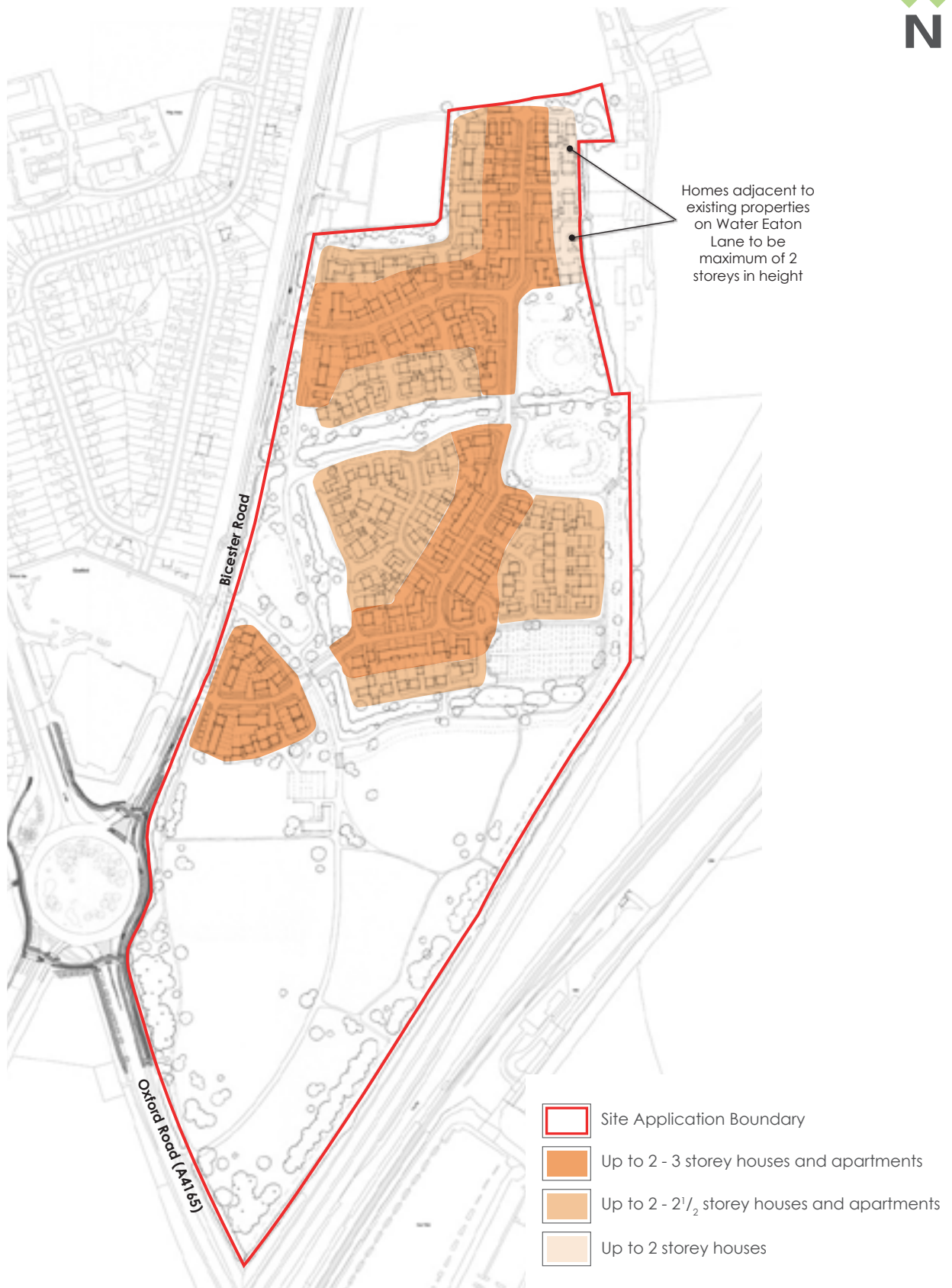


Figure 4.6: Building Heights Plan

4.12 External Appearance

4.12.1 The appearance of the development is a Reserved Matter, although the principles need to be communicated within the DAS to provide a design framework for the new homes at the detailed design stage.

4.12.2 The external appearance of the new homes will respect the vernacular of Kidlington and the local area. There is potential for more contemporary designs and styles, underpinned by a limited palette of materials and colours to create a strong uniform character for the new neighbourhood.

4.12.3 The following general principles will guide the design of the new dwellings:

- **Simple Built Form:** Buildings will be designed with a simple built form and an appropriate level of detailing that complements the local vernacular.
- **Unity:** New homes will convey an impression of unity relieved by minor points of detail, materials and grouping, producing variety with harmonious identity.
- **Key Buildings:** Key buildings using special details, raised building heights and/or increased massing will be used in key locations.
- **Building Groups:** Buildings will be the principal visual elements that characterise the development. With the exception of key buildings, individual dwellings will be subservient to the building group.
- **Corners:** Houses on corners will have dual frontages and use features such as bay windows to emphasise their pivotal position.

Palette of materials

4.12.4 A restrained palette of materials will be used, although there will be subtle changes in composition of materials to strengthen the identity of individual areas.



Hedges can be used to create a softer edge and can be used in combination with railings.



Half weatherboard can be used to highlight key buildings or important structural elements of buildings.



Recessed windows and window frames in muted colours.



Boundary treatments: Considered mix of painted black metal railings and brick walls.



Mix of red or beige brick.



Apartments and houses on corners will have dual frontages and include more glazing and balconies.



High-quality artificial slate tiles with thin profile. Limited red/brown tones to provide further variety to the roofscape.

4.13 Green Infrastructure & Design

4.13.1 In line with Policy PR7a in the Local Plan Partial Review and the draft Development Brief, the proposals includes a significant area of public open space in the southern part of the Application Site. A series of green corridors and pocket greens within the developable area creates a green infrastructure network that provides connected movement/wildlife corridors within the heart of the Application Site. Together these and other landscape features will form a multi-functional green and blue infrastructure network across the new neighbourhood, and will provide a range of ecosystem services.

Key features outlined in Policy PR7a and the draft Development Brief:

- The green infrastructure will be designed to create a network of connected corridors (greenways) for wildlife and walking/cycling. These corridors will retain existing landscape features such as hedgerows/watercourses and incorporate appropriate buffers to these features.
- The retention of existing landscape features has been a key principal in the design of the proposals. Existing watercourses and ponds will be retained wherever possible and incorporated within the Application Site's open spaces. Existing vegetation will be retained where possible with appropriate buffer zones provided.
- A substantial area of land to the south of the residential area is to become a multi-functional, publicly accessible open space comprising informal parkland, woodland and habitat areas, formal sports provision, and footways and cycleways, which together will retain the sense of openness between Kidlington and Oxford.
- 4 hectares of sports pitches is to be provided in the south western corner of the Application Site, in a location close to the existing Stratfield Brake Sports Ground.
- 0.52 hectares of land will be included for community allotments.
- Woodland habitat planting will be located along the southern and eastern boundaries of the southern open space area, including the planting of noise attenuation features to create a habitat corridor towards Stratfield Brake.



A series of green corridors and pocket greens creates a green infrastructure network.



0.52 hectares of land will be included for community allotments.



The future maintenance and management will be secured for the long-term.

Landscape Design

4.13.2 The landscape proposals have evolved through an analysis of the Application Site and its setting, as well as best practice design guidance. As set out earlier in this document, the development comprises 18.21 hectares of green infrastructure. Therefore, approximately 66% of the Application Site will comprise new areas of green infrastructure. These areas will retain the important wildlife connections through the Application Site, and include additional areas for ecological mitigation and enhancement, such as strengthening existing vegetation within the Application Site.

4.13.3 The green infrastructure will provide allotments, sport pitches, play areas and a network of SuDS features. Together, these green infrastructure features will deliver an exciting new asset for Kidlington, for the benefit of both new and existing residents.

4.13.4 The Green Belt lies within the southern parts of the Application Site, and this area has been utilised as formal sport facilities and public open space, in line with Policy PR7a and the draft Development Brief. The proposals will provide new areas of woodland, thicket, tree and species rich wildflower meadow planting, together with the green corridors and open spaces located within the development areas, and this will form a strong landscape framework and network of open spaces. The existing Public Footpath which runs along the eastern Application Site boundary will be retained in its current alignment and set within new areas of accessible green space with additional recreational routes provided to connect to this route. Another key pedestrian/cycle route, the Greenway, passes through the southern portion of the Site providing a traffic-free connection between Bicester Road and Oxford Road. These routes maximise integration with the Site's surrounding context.

4.13.5 A 3m high landscape bund and 3m high acoustic fence along a portion of the east and south east Application Site boundary will mitigate noise from the A34. The landscape bund will also act as a green corridor along the eastern edge of the Application Site.

4.13.6 The future maintenance and management will be secured for the long-term via a planning obligation using an appropriate public body or private management company.



A traffic-free connection between Bicester Road and Oxford Road will maximise integration with the Site's surrounding context.

Recreation

4.13.7 The areas of open space and new landscaping shown on the Illustrative Masterplan will provide a new community asset for informal recreational activities, including walking, picnicking and informal play.

4.13.8 Various areas of formal play will be provided throughout the new development. A combined Local Area for Play (LAP) and Locally Equipped Area of Play (LEAP) and combined LEAP, Neighbourhood Equipped Area for Play (NEAP) and multi-use games area (MUGA) will be included within the Application Site.

4.13.9 The combined LAP, LEAP will be provided within the public open space within the northern part of the Site. This play area will have a more 'rural' style and will incorporate timber elements of natural play, befitting the location of the play area, it will also be aimed at younger children (up to 8 years) and will provide a range of play experiences and opportunities. The combined LEAP, NEAP and MUGA will be located in the centre of the Application Site within a new park fronting Bicester Road. This play area will measure 2400m², and comprise an area of play equipment and structures and a hard-surfaced area measuring 465m² in line with the draft Development Brief. It will be set within a landscaped area designed to provide a safe area for alternative play for children aged 4 to 16.



Various areas of formal play will be provided throughout the new development



Creation of informal open space with dedicated wildflower meadow areas, native thicket and tree planting.

Sports Facilities

4.13.10 An area measuring 4.25 hectares for formal sports facilities is provided in the south western corner of the Site within the Green Belt, in line with Policy PR7a.

4.13.11 The area indicated will accommodate a car park and a clubhouse pavilion, and 4ha of playing pitches. This arrangement allows flexibility in the detailed design for the most effective layout.

4.13.12 The draft Development Brief states that the pitches will be designed as a football facility with a variety of sized pitches within the indicated area, including at least one artificial pitch with floodlights (subject to impact assessment). In line with the guidance in the Draft Development Brief and Football Association guidance, the pitches will be generally north-south aligned.

Allotments

4.13.13 Community allotments are provided within the Application Site, in line with the draft Development Brief. The allotments within the area of the Application Site being removed from the Green Belt.

Sustainable Drainage Systems

4.13.14 The detailed drainage strategy for the development will be determined in accordance with the standards set out by the Lead Local Flood Authority (LLFA).

4.13.15 To replicate pre-development conditions, the use of detention basins and swales are proposed. These features have been designed to accommodate runoff from all storm events up to and including a 1 in 100 year + 40% climate change.

4.13.16 The proposed basins and swales have been designed to discharge to the existing ditch within the Application Site at a rate of QBAR.

4.13.17 The basins will condition the quality of the water and provide landscape, amenity and ecological benefits. They will be landscaped with native emergent and marginal vegetation to further enhance habitat creation.



Drainage basins will condition the quality of the water and provide landscape, amenity and ecological benefits.

Ecological Enhancements

4.13.18 A number of ecological mitigation and enhancement measures are proposed across the Application Site as part of the landscape proposals. These have been designed to preserve habitats of existing value at the Application Site and create improved high-quality habitat for the benefit of local wildlife and to contribute to achieving Biodiversity Net Gain on-site. These measures include:

- **Creation of informal open space with dedicated wildflower meadow areas, native thicket and tree planting.**
- **Increased tree and woodland planting to improve habitat connectivity and contribute to local green infrastructure links with Stratfield Brake nature reserve.**
- **Replacement native hedgerow planting to offset losses, plus hedgerow infill planting and improved management to enhance the existing resource.**
- **Provision of priority reedbed habitat, wet grassland and aquatic marginal planting within drainage features.**
- **Retention and sensitive management of the existing on-site pond.**
- **Inclusion of a variety of wildlife habitat features including log piles for invertebrates and small mammals, bat and bird boxes plus hedgehog 'highways' through the development to allow access to gardens for this declining species.**



Inclusion of a variety of wildlife habitat features including log piles for invertebrates and small mammals and bat and bird boxes.

4.14 Sustainability

4.14.1 The NPPF sets out the three dimensions to sustainable development: Economic, Social and Environmental. It establishes that decisions on planning applications will play an active role in guiding development towards sustainable solutions, but in doing so will take local circumstances into account, to reflect the character, needs and opportunities of each area.

The Economic Role

- The development would contribute to the economic role of the area by generating employment and tax receipts during construction.
- To provide homes that are energy efficient and minimise environmental impact.
- In the longer term the local economy would benefit from the provision of housing for workers, investment in local infrastructure and services through additional s106 payments and the Community Infrastructure Levy (CIL) to support local infrastructure, additional expenditure on goods and services, from the New Homes Bonus and from additional Council Tax receipts.



New homes will be energy efficient and minimise environmental impact.

The Social Role

- The development would contribute to providing new housing and addressing the current shortfall in supply within the Cherwell District area.
- 50% of the new homes will be affordable, providing new housing opportunities for existing residents in the area.
- The areas of public open space will include new children's play areas, allotments, sports pitches (and community sports pavilion), retention of the existing public footpath and new recreational routes. These facilities will help to support community health and well-being and promote active modes of transport.
- The vehicular access point off Bicester Road will incorporate a shared footway/cycleway to either side of the carriageway, and will link into the existing footway network.
- A pedestrian access point is also proposed onto Bicester Road. Two pedestrian and cycle access points are also proposed onto Bicester Road. The southern pedestrian and cycle access point coincides with The Greenway.



New pedestrian and cycle routes.

The Environmental Role

- The proposals maximise the retention of the existing trees and hedgerows within the Application Site and along the Application Site's boundaries. This has been one of the principal influences to the design of the masterplan proposals. The Development Framework Plan and Illustrative Masterplan show how existing vegetation can be strengthened with new landscaping.
- A range of connected open spaces comprising existing and new landscaping, existing pond, existing watercourse, drainage basins, swales, and opportunities for ecological enhancements, will ensure all new homes are within easy reach of a range of high-quality open spaces.
- Opportunities for semi-natural habitat creation will be maximised through the naturalistic landscaping of the open spaces and retention of existing landscape features.
- Detention basins and swales will be used to avoid any adverse impacts in terms of flood risk.
- The green infrastructure will enhance the character and quality of the development.
- At the detailed design stage, the new homes will be designed to meet national and local targets in respect of reducing energy demand, carbon emissions and energy efficiency.



Opportunities for semi-natural habitat creation will be maximised through the naturalistic landscaping of the open spaces and retention of existing landscape features.

Conclusion

5.14.1 This Design and Access Statement has been prepared on behalf of Barwood Development Securities Ltd in support of the outline planning application for up to 370 homes, public open space (including play areas and woodland planting), sports facilities (including car parking and community sports pavilion) allotments, drainage and engineering works, with all matters reserved (appearance, landscaping, layout and scale) except for vehicular and emergency accesses to Bicester Road. The proposed scheme will generate key benefits facilitated by the Application Site's intrinsically sustainable location for development.

Key Benefits:



Helping to meet the high demand for new homes in the local area.



Protecting existing habitats and creating new ones, including the retention and extensive enhancement of the existing trees and hedgerows on-site.



The delivery of 50% affordable housing.



Creating local jobs during the construction phase.



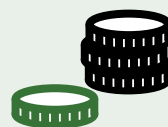
Helping Cherwell District Council to meet its housing targets.



Investing in the local economy, aiding the recovery from the pandemic.







Creating new public open green spaces, allotments and sports facilities for all to enjoy.







Financial contributions towards the improvement infrastructure.




5.14.2 The Masterplan for the Application Site sets out the importance of the Building for a Healthy Life publication for achieving best practice design. Therefore, to conclude the DAS, the following pages provide an assessment of this planning application against the principles of good design contained within Building for a Healthy Life.

INTEGRATED NEIGHBOURHOODS		SCORE
Natural Connections	<ul style="list-style-type: none"> ✓ The planning application allows for 'edge to edge connectivity' facilitated by street tree planting where possible, running through the length of the Application Site and a number of traffic-free routes which pass through the Application Site's connected network of green spaces. ✓ A connected street network is achieved. ✓ The principles of 'filtered permeability' are achieved whereby the private drives and lanes, create pleasant low traffic environments with pedestrian connections still allow pedestrian movement to the Public Footpath along the Application Site's eastern boundary. ✓ A connected network of green spaces connect existing and new habitats, safeguard existing wildlife corridors, and create new movement corridors for nature. ✓ Majority of the existing vegetation is retained within the public realm, safeguarding their future retention, management and improvement. 	
Walking, cycling and public transport	<ul style="list-style-type: none"> ✓ In accordance with Policy LTN1/20, the Primary Street is designed to accommodate a 3m wide shared cycle/footway to either side of the carriageway. ✓ Many of the lanes and secondary streets are to form shared surface street spaces. ✓ A network of traffic-free routes will provide direct connections to the Bicester Road, Oxford Road and the Public Footpath along the Application Site's eastern boundary. ✓ The Greenway will be accommodated along a 5.0m wide route, other combined pedestrian and cycle routes will be 3.0m in width and will be in compliance of requirements of Local Transport Note 1/20 (LTN1/20). ✓ All of the homes are located within easy reach of the existing bus stop along Bicester Road. 	
Facilities and services	<ul style="list-style-type: none"> ✓ New children's play areas, allotments and sports pitches will inherently create a further focal point of community activity. 	
Homes for everyone	<ul style="list-style-type: none"> ✓ At the detailed design stage, the homes and streets will be designed so it is difficult to determine the tenure of properties through architectural, landscape or other differences. ✓ A range of house types, sizes and tenures are to be provided to meet local needs and create a broad-based community. ✓ Affordable homes are to be distributed across the Application Site. 	

DISTINCTIVE PLACES

Making the most of what's there	<ul style="list-style-type: none"> ✓ A thorough understanding of the Application Site has been gained by Site visits and desktop research in order to understand the local area and to understand how the Site's existing features can be incorporated into the design proposals. ✓ Existing features, such as the existing hedgerows and watercourse, are used as "anchor features" to inform and shape the design proposals. ✓ The SuDs features are to form a key and integral part of the Application Site's green infrastructure, delivering both landscape and ecological enhancements. ✓ Existing habitats are to be protected and enhanced. New habitats are to be created. 	
A memorable character	<ul style="list-style-type: none"> ✓ At the detailed design stage, inspiration will be drawn from the local character. This will include using a materials palette that reflects the local vernacular as a way to connect the new neighbourhood to its place, with opportunity for contemporary design. ✓ New green spaces and the existing and new landscaping within them will create places with a memorable character. ✓ The masterplan proposals create a design framework within which memorable spaces and building groupings will be created at the detailed design stage. ✓ At the street naming stage, the opportunity exists to have names that have a connection to the locality. 	
Well defined streets and spaces	<ul style="list-style-type: none"> ✓ All streets will benefit from having active frontages. ✓ The streets and spaces are to be well-defined using buildings and landscaping to enclose and define spaces. ✓ At the detailed design stage, front doors will face streets and public spaces. Dual-aspect homes on street corners will have windows serving habitable rooms. ✓ The design proposals are based upon well-defined perimeter blocks. 	
Easy to find your way around	<ul style="list-style-type: none"> ✓ Legibility has been a key consideration from the outset of the design process. The streets have been designed to connect with one another and to be as direct as possible. ✓ The Illustrative Masterplan demonstrates how streets are to be used as the main way to help people find their way around a place. For instance, the Primary Street will be distinguishable from the more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies and boundary treatments. 	

STREETS FOR ALL

Healthy streets	<ul style="list-style-type: none"> ✓ The design speed for the Primary Streets and Secondary Streets will be 20mph and 15mph for the Lanes and Private Drives. ✓ The Primary Street will be tree-lined. ✓ The shared surface nature and low design speeds of the Lanes and Private Drives will create streets that encourage more social interaction and street life, bringing wider social benefits. ✓ The masterplan proposals show how the street layout can be designed to anticipate and respond to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between). ✓ At the detailed design stage, new and existing landscape will provide layers that add sensory richness to a place – visual, scent and sound. ✓ The new dwellings will front the streets with active edges that will provide natural surveillance to create the basis for a safe new neighbourhood. 	
Cycle and car parking	<ul style="list-style-type: none"> ✓ The DAS sets out both the car and cycle parking provision, which is to be provided in accordance with Oxford County Council's parking standards and the Cherwell Residential Design Guide SPD. The emphasis is on incorporating adequate, safe and secure parking for vehicles and bicycles in a discreet and sensitive manner. ✓ Cycle parking is to be secure and overlooked. ✓ Where used, parking courtyards will have properties within courtyard spaces with habitable rooms providing natural surveillance. 	
Green and blue infrastructure	<ul style="list-style-type: none"> ✓ The connected network of green spaces will maintain movement and feeding corridors for wildlife. ✓ The network of connected recreational routes running through the green spaces and equipped play areas/sports pitches and allotments will encourage physical activity and social interaction. ✓ The SuDS features will capture and manage water close to where it falls. These features will form an integral part of the development's green spaces to deliver a range of landscape, recreational and ecological benefits. ✓ The masterplan proposals create a habitat network providing residents with opportunities to interact with nature on a day-to-day basis. ✓ Natural surveillance opportunities are maximised from the adjacent dwellings and buildings and from the connected network of traffic-free routes. 	
Back of pavement, front of home	<ul style="list-style-type: none"> ✓ At the detailed design stage, defensible space and strong boundary treatments will be used, with an emphasis on boundary treatments that add ecological value and/or reinforce distinctive local characteristics. ✓ At the detailed design stage, waste storage and utility boxes will be well-integrated. ✓ In places, such as the Lanes, deeper front garden spaces will create opportunities for social interaction. ✓ Where used and wherever possible, ground floor apartments with their own front doors and semi-private amenity spaces will be used to help to enliven the street whilst also reducing the amount of people using communal areas. 	