

# Water Eaton

PR6a : Land East of Oxford Road

Design and Access Statement:  
Appendices

**Bellway**

  
**STRATEGIC  
LAND**



**CHRIST CHURCH**  
UNIVERSITY OF OXFORD

WE/DAS/P02

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01

BUILDING FOR A HEALTHY  
LIFE ASSESSMENT





# Appendix 1: Building for Healthy Life Assessment

Client: Bellway Homes Limited and Christ Church, Oxford					
Project: Water Eaton					
Assessment by Savills Urban Design Studio					
Scheme assessed: Water Eaton					
Reference: 477898					
7/21/2022					
Andrew Raven MRTPI					
Up to 800 dwellings (Class C3), a two form entry primary school, a local centre (comprising: convenience retailing up to 500sqm (Class E(a)), business uses (Class E(g)(i)) and/or financial and professional uses (Class E(c)) up to 500sqm, café or restaurant use (Class E(b)) up to 200sqm; community building (Class E and F2)					
Building for a Healthy Life (July 2020) Development Design Criteria					
Ref	Recommendation			COMMENT ON HOW THE CRITERIA IS MET	ADDITIONAL NOTES/ COMMENT
	INTEGRATED NEIGHBOURHOODS	P	X		
IN1	Natural connections			Meets the characteristic well. The masterplan connects to its neighbours in numerous places: through the Croudace scheme, to the park to the south, and connections to the PRoW network (east and west). Pedestrians and cyclists are prioritised and there is a network of safe streets. Wildlife corridors link the wider area through the site in a number of places. Trees are proposed to be removed, but replacement numbers are very good. The connected networks are well considered and create a strong network of green spaces.	Provision is made for future connection more directly to the P&R at the north, although there are already connections on the adjacent Oxford Rd. Extensive use of private drives to be avoided in the detailed proposals.
IN2	Walking, cycling and public transport			Meets the characteristic well. Cycle friendly, permeable streets. Shared streets good for pedestrians. Cycle priority over junctions. Younger children to get active to school - school run designed out with school street proposed. Dedicated pedestrian and cycle crossing on PRoW route. Great access to public transport network and bus stops. Designed as 15 minute neighbourhood.	The proposal creates a well connected network. Consider scooter and cycle parking for children at school in the detail. With detailed street design, ensure corner radii are tight to allow easy pedestrian crossings
IN3	Facilities and services			Meets the characteristic well. Active frontages and clear block structures. Active uses at ground floor, and central local centre / community and retail within easy reach of all residents on foot. Green spaces and squares at appropriate locations, and frequent green spaces.	Detail will need to ensure buildings are 'fronting' onto public streets / spaces. In the detail, ensure seating / benches provided in appropriate locations for those with mobility issues.
IN4	Homes for everyone			Meets the characteristic well. Range of homes proposed. Apartments with balconies / outdoor space. Tenure-blind design with affordable homes pepper-potted on the site (albeit in groups for management and maintenance purposes). Extra care provided on site close to local centre amenities.	Detail will need to deliver a range of homes in order to ensure this delivers a 'green light' score.

DISTINCTIVE PLACES				
DP1	Making the most of what's there	7	<p>Likely to meet the characteristic well - much of the identity of the site will be down to detailed delivery and potentially also a design code. Existing trees and hedgerows have been incorporated where possible; including the mature oak in the north of the site. Transitions between site boundaries work well, and layout responds to the Croudace scheme at this boundary. Overland flows have been incorporated into the layout as green fingers. Views to the Ilsey church should be considered in the layout.</p>	<p>Distinctiveness, character and identity could be brought in to street names, landscape design, materials, colours, street furniture and other public art. The scheme will need to resolve detailed issues relating to layout / boundary with Croudace and using the overland flow for drainage.</p>
DP2	A memorable character	7	<p>Meets the characteristic well. Much of this will be in the detail, including choosing a materials palette, colours and detailing. This can emerge from the strong concept proposed. Interesting, distinctive spaces are proposed in the form of the barrows park and local centre square, the GI corridor and the extension to Cutteslowe Park. Interesting housing groupings can be delivered around the existing oak with new village greens and squares in the northern and southern valley areas.</p>	<p>Some elements are already present to deliver a distinctive place: a strong concept, existing retained trees, landscape and barrows. Further detail could deliver a strong and memorable, distinctive character.</p>
DP3	Well defined streets and spaces		<p>Meets the characteristic well. Strong use of perimeter blocks, with some mews / rear parking courts overlooked by FOGs. Well defined streets and spaces with front doors and windows overlooking public areas / streets. Corner units used in many locations.</p>	<p>Needs to be delivered in detailed submissions.</p>
DP4	Easy to find your way around		<p>Meets the characteristic well through a network of permeable streets that are well-connected. Key primary cycle route gives direct / straight access. Street hierarchy provides legibility. Linked to character areas and key buildings / public spaces should provide strong legibility. Masterplan is easy to understand and move around. Cul-de-sac are avoided.</p>	<p>Opportunities to frame views with street locations and use street design as part of character. Street naming could be used to further provide character and legibility. Key buildings could aid legibility.</p>
STREETS FOR ALL				
SA1	Healthy streets		<p>Meets the characteristic well. Low speed streets designed with pedestrian and cycle priority in mind, even on major junctions. A number of shared streets will aid the 'place function'. Street trees are provided in all streets. A masterplan that facilitates tree lined streets, allows for low speeds, with priority to pedestrians and cyclists.</p>	<p>Ensure in the detail that tight corner radii are delivered at junctions, places to sit provided, and landscape / planting makes streets places rather than roads (simply for moving through). 'Edible streets' proposed in principle - to be delivered in the detail.</p>
SA2	Cycle and car parking		<p>Secure cycle parking will be needed in the detailed submissions. Car parking levels are low. Use of rear (overlooked) courts means many streets are not dominated by cars. Detailed landscape proposals needed, but on-street parking has the ability to be broken up with planting and landscaping. A CPZ across the whole site will avoid poor / unwanted car parking.</p>	<p>In the detail, secure cycle storage will be needed close to front doors, to make cycles more convenient than cars for short trips. Ensure no over-reliance on integral parking.</p>
SA3	Green and blue		<p>Meets the characteristic well with a diverse range of public spaces and habitat creation. Landscape has been considered from the start. Drainage typologies shown (by Glanville in precedent study) will create great places and habitats along with providing necessary water storage. Biodiversity net gain of greater than 10% exceeds policy requirements. Diverse species rich landscapes where management has been considered throughout.</p>	<p>Very well considered as part of a wider public open space and public realm strategy. Opportunities for Park Run, 2k / 5k routes for running and walking, trim trail, 'poets park' etc.</p>
SA4	Back of pavement, front of home		<p>Delivery of this criteria is in the detailed design. Strong frontages and block structures will set the scene for well-designed front gardens. Clearly defined private gardens can be delivered through boundary treatment and relationship to street.</p>	<p>Accords with frontage development and public realm design principles. Detail needed to ensure delivery of this criteria.</p>
Summary note from assessor:			<p>Assessor name: Andrew Raven MRTPI</p>	
<p>9 green lights and no red lights is the minimum requirement for BHL Commendation. The masterplan presents a clear strategy for development, using the landscape to integrate drainage, green spaces, wildlife and nature into the proposals, and to provide health benefits. There is a clear street and block structure; and movement network that puts pedestrians and cyclists first. The illustrative masterplan and its guiding principles already secure many of the building for healthy life criteria, and further detail has potential to ensure 11 or 12 green lights. The stewardship strategy will also be a key detailed element that can deliver many of the requirements for a healthy place.</p>				



02

DESIGN REVIEW PANEL  
(SEPTEMBER 2022)







# Appendix 2: Design Review Panel (September 2022)

## The Design Review Panel

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<b>Site</b>	Oxford Road, Water Eaton, North Oxford 51°47'57.1"N 1°16'18.4"W
<b>Proposal</b>	Strategic development allocation for 700 homes, local centre, primary school and open space adjoining north Oxford.
<b>Local Authority</b>	Cherwell District Council
<b>Applicant</b>	Christ Church Oxford
<b>Agent</b>	Savills
<b>Review Date</b>	22 <sup>nd</sup> September 2021

The design review session was carried out on 22<sup>nd</sup> September 2021 and was booked by Savills. This is the first time The Design Review Panel has reviewed this scheme. The session incorporated a site visit, carried out using a virtual 360-degree photographic tour (<https://virtualltours-online.uk/NorthOxford/>), which the Panel considered was extremely helpful in understanding the context.

The information submitted for review is considered to be clear, comprehensive, and professional, and this is welcomed by the Panel. It is felt that the comprehensive and professional presentation material is of benefit to the design review process. The Panel supports the multidisciplinary approach undertaken by the design team.

Paragraph 133 of the National Planning Policy Framework (NPPF) states: -

*"Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, ... In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels."*

The Panel raised the following points: -

Notwithstanding the large amount of work that has already been undertaken, the Panel acknowledges the early stage that the design proposals are at and welcomes this early engagement with the design review panel process. The comments within this document should be read in the context of the early stage of the design process.



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In terms of the overall strategic approach, it is felt that the proposals for this site (PR6a) should be considered holistically in the context of the site located on the opposite side of Oxford Road (PR6b). It is noted and accepted that the design team will need to make various assumptions in regard to the other site. However, considering both sites as a whole is considered to be key to delivering an appropriate design, as once built the two sites will feel as one to the inhabitants.

Furthermore, it is noted that irrespective of the design detail, once the developments (PR6a and PR6b) are completed the existing character of Oxford Road will be fundamentally changed through the provision of a greater level of built density, bus stops, pedestrian crossing etc. Therefore, this should be taken into account when considering how the proposals will relate to the Oxford Road in the future. There is an opportunity for the proposals to reinforce the street scene, to provide an appropriate suburban edge along the Oxford Road.

Once the design team consider the changing character of the Oxford Road, this will then help to inform the decisions regarding built form relationship with Oxford Road as well as the most appropriate position and number of vehicular access points. Notwithstanding the above, it is considered that it would be beneficial to keep the number of vehicular access points along Oxford Road to a minimum. If possible, it would be extremely beneficial to provide an access from the north, preferably as part of the access to the park and ride. The suggestion that there may be an opportunity to combine vehicular site entrances with some of the existing agricultural entrances is considered to be worth exploring and optioneering; it is however noted that there may be logistical challenges in this regard.

In terms of pedestrian crossings on the Oxford Road, it is considered that whilst pedestrian bridges may be safer, they should be avoided as they can be socially divisive as they tend to segregate rather than integrate and can appear as a visual full stop to the development. At grade pedestrian crossings with signals would provide straightforward routes directly across the road. It is suggested that a pedestrian crossing could be integrated with an access to PR6B, on the opposite side of the road. This may allow an efficiency by having two accesses at a crossroads and pedestrian facilities at a combined junction, which may reduce the impact on the traffic flow along Oxford Road and into the city centre.

The design team have explored the opportunities and constraints of the site well, and the Panel welcomes the early graphic development program, which is felt to be clear and concise. Furthermore, the Panel welcomes the way the exploration of opportunities and constraints has evolved with the inquiry by design, and therefore it is evident how the early thought processes have helped to inform the design approach being undertaken, which is supported. However, whilst the Panel welcomes the virtual site visit and the detailed imagery provided within the presentation documentation, it is considered it would be helpful to further explore the existing landscape character around the proposal site. It is noted that a draft LVIA has been undertaken which is welcomed, (whilst this has been provided to the Panel since the design review panel session, this had not been seen by the Panel prior to review). It is suggested that further consideration of the existing surrounding landscape character may lead to reconsideration of the proposed 'parkland'. Whilst the Panel does not object to the proposals to provide 'parkland' it is questioned if this is the most appropriate approach, as it is noted that the surrounding area appears to have a more agricultural character. As the design now evolves further, it would be beneficial for some



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analysis into local character/ pattern analysis to be carried out, so as to help shape the masterplan block structure. Furthermore, it would be beneficial to consider connections into the open countryside, including consideration of Public Rights of Way (PRoW).

As the design now evolves further it is important to consider the site topography. It would be helpful to now start to consider the site three dimensionally, and a digital 3d model and long site sections would be beneficial, both as design and presentation tools, in this regard. It is noted that detailed architectural design proposals are not being proposed at this stage, however it would be beneficial to interrogate and analyze appropriate height allocations to different areas of the site and the impact this may have upon character areas within the site as well as the street scene along the Oxford Road.

Further historical/archeological exploration of the barrows located on the site would be beneficial. It is noted that, whilst these are a constraint, they may also offer a positive opportunity in terms of placemaking and character. It may be helpful to consider how links to this space may inform the siting of the proposed school. There may also be an opportunity to create visual links from the barrows across the Oxford Road to something located on the other side, helping to create a sense of connectivity between the two sites.

The Panel is extremely supportive of the stated aspirations in terms of energy efficiency, embodied carbon and biodiversity. It would be beneficial to now demonstrate how these aspirations will inform and manifest within the design as it evolves. It is considered important to clearly demonstrate that these considerations are fundamental to the design proposals and are not being considered as a post rationalized bolt-on element. There is an opportunity for these aspects to be further considered strategically at this stage of the design process and it is felt that a project of this scale offers opportunities to consider a site wide approach. There may also be an opportunity for this scheme to assist in carbon reduction/energy supply for adjacent areas, which would help to demonstrate the proposals as representing a wider enhancement. It would be beneficial to set clear targets at this stage in terms of both energy performance and embodied carbon.

The applicants' aspirations discussed during the session regarding stewardship are welcomed and supported, however it would be beneficial for further specific proposals and information in terms of how this will manifest within the proposals to now be produced as the design further develops. Furthermore, thought should be given to the potential phasing and chronology of how this new place might come together, and this consideration may have an impact upon the preferred siting for the school.

The provision of the local facilities and school are key aspects which are supported, and it is considered important that a development of this size should provide community facilities. Whilst the Panel agrees with the design teams proposals to locate the school near to other community facilities, it would be beneficial for further consideration to be given to the locations of the school and local centre. The location of where the community facilities and school are located is felt to be important, and this should not only be considered in the context of the application site but also in relation to other nearby proposed development and existing residential areas, so as to establish the best position in relation to both existing and proposed development. Furthermore, it is considered that the proposals for the school should allow



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a flexibility of design as this will enable the design to respond to the specific site constraints and opportunities (such as topography, sun paths, views in and out etc) of wherever it is sited, this in turn will enable the best possible detailed design to be produced.

It may also be beneficial to consider what other uses it might be appropriate to provide that may compliment the sustainable transport strategy, for example such as co-working spaces, as well as other facilities that may encourage residents not to have to utilize a car to commute into the centre of Oxford.

The early consideration of proposed character areas at this stage of the design process is felt to be extremely positive and is supported by the Panel. It is not suggested that these should be considered in detail at this stage, however it is helpful to begin to explore aspirations in terms of what these areas may be, as this will help to inform various early-stage strategic decisions. Notwithstanding the above, it is felt that there are too many character areas being currently proposed, and the proposals may benefit from a simplification and reduction in number. It would be beneficial to ensure that the proposed character areas relate back appropriately and coherently to the central spine road.

Identifying what the desired character for the central street/spine road will be is important at this stage of the design process, as well as further exploration of how this may work as a street, and not as an area dominated by vehicles that separates different development parcels. Aspects such as topography will inform the character of this road and its relationship with the residential development parcels.

As the design proposals now continue to develop further it would be helpful to further consider if a central green space could be provided, which may also benefit from incorporating elements of blue infrastructure. Depending on the wider transport strategy undertaken, there may also be an opportunity to incorporate a cycle route centrally within the development site; although it is noted this may be informed by the approach taken to the Oxford Road.

In terms of highways, the Panel supports the aim to create efficiency of the overall transport network, both within the proposals site as well as how it relates to the wider surrounding network. It is considered that the site represents an exciting location in terms of the opportunities available in this regard. When undertaking highways design it is suggested it would be beneficial for movement numbers to reflect sustainable transport measures. It would be beneficial for the highways design to reflect the sustainable transport aspirations, rather than the historic approach that may not account for future technologies, changing car ownership models, and homeworking, etc. Furthermore, it is suggested it would be beneficial for the calculations regarding assumed traffic growth to reflect that changing travel habits will also affect existing traffic as well as that from other future developments. The Panel welcomes the good level of separation of pedestrians and cycles from vehicles, which is also beneficial in terms of provision for micro-mobility (scooters) and e-bikes. It may be helpful to consider future travel modes and the potential for re-purposing of off-plot parking, in an automated vehicle scenario. It may be beneficial to provide electric charging points for all parking spaces that are to be provided.

Adequate provision should be made for drop-off and pick-up at the school, as it is noted that notwithstanding any policy to the contrary some end users will need to bring their children to school by



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car, and there should be a safe space for this. If there are going to be certified school buses the proposals should also consider a safe location for these to also be accommodated.

Any proposed central spine road should not be over specified/over engineered. It is noted that an overly wide carriageway may compromise place making, dividing two sides of the development. It is noted that the spine road is relatively straight, and this can give rise to higher traffic speeds, which may present a danger to pedestrians and cyclists and also result in unnecessary noise pollution. It may be beneficial to establish the design speed and consider speed control on the straights using methods that include subtle interventions throughout the design, such as changes in surfacing, parking, crossing points and street planting etc.

The Panel suggests it would be helpful to carefully consider the number of units that are proposed to be provided off the southern part of the spine road, as it is noted there is a limit to the number of houses that can be served from such a road, before it becomes necessary to provide a loop or a link. Furthermore, it is felt that the terminus of the spine road in the southern part of the site currently feels awkward and would benefit from further consideration.

## **SUMMARY OF RECOMMENDATIONS**, (to be read in conjunction with the above).

In summary, the main conclusions of the Panel are: -

- The feedback should be read in the context of the early stage of the design process as well as the outline nature of the proposals.
- The client's aspirations regarding the creation of community, placemaking & wider outward connections are supported.
- The site (PR6a) should be considered holistically in the context of the site located on the opposite side of Oxford Road (PR6b).
- The inevitable change of character of the Oxford Road should be considered when considering the site relationship with this road/street scene
- It would be beneficial to keep the number of vehicular access points along Oxford Road to a minimum.
- An optioneering exercise regarding the number & position of vehicular accesses would be beneficial
- Pedestrian bridges crossing the Oxford Road should be avoided & at level pedestrian crossings provided
- Further consideration of the existing surrounding landscape character would be beneficial
- Consider the site three dimensionally, a digital 3d model & long site sections would be beneficial
- Further historical/ archaeological exploration of the barrows should be carried out
- It would be helpful to expand upon the stated aspirations regarding stewardship
- Consider phasing & chronology of how this new place may come together



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- Demonstrate how considerations of ecology, energy consumption & embodied energy are acting as design drivers
- Set clear targets at this stage in terms of both energy performance & embodied carbon
- Further consideration to be given to the locations of the school & local centre
- The proposals for the school should allow a flexibility of design
- Consider what other uses it might be appropriate to provide that may compliment the sustainable transport strategy
- There are too many character areas & the proposals may benefit from a simplification
- Identifying what the desired character for the central street/spine road will be is important
- Consider if a central green space could be provided, incorporating elements of blue infrastructure
- Highway's design should reflect sustainable transport aspirations, taking account of future technologies, changing car ownership models, & homeworking, etc.
- Adequate provision should be made for drop-off & pick-up at the school for parents & (if present) school buses
- The central spine road should not be over engineered; an overly wide carriageway may compromise place making
- Consider the number of units that are proposed to be provided off the southern part of the spine road

## The Design Review Panel

### NOTES:

Please note that the content of this document is opinion and suggestion only, given by a Panel of volunteers, and this document does not constitute professional advice. Although the applicant, design team and Local Authority may be advised by the suggestions of the Design Review Panel there is no obligation to be bound by its suggestions. It is strongly recommended that all promoters use the relevant Local Authorities pre-application advice service prior to making a planning application. Further details are available on the Council's website. Neither The Design Review Panel nor any member of the Panel accept any liability from the Local Authority, applicant or any third party in regard to the design review Panel process or the content of this document, directly or indirectly, or any advice or opinions given within that process. The feedback and comments given by the Panel and its members constitutes the members individual opinions, given as suggestions, in an effort of helpfulness and do not constitute professional advice. The local planning authority and the applicants are free to respond to those opinions, or not, as they choose. The Panel members are not qualified to advise on pollution or contamination of land and will not be liable for any losses incurred by the Local Authority or any third party in respect of pollution or contamination arising out of or in connection with pollution or contamination.



03

DESIGN REVIEW PANEL  
-2 (MARCH 2022)







# Appendix 3: Design Review Panel - 2 (March 2022)

## The Design Review Panel

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<b>Site</b>	Oxford Road, Water Eaton, North Oxford 51°47'57.1"N 1°16'18.4"W
<b>Proposal</b>	Strategic development allocation for 700 homes, local centre, primary school and open space adjoining north Oxford.
<b>Local Authority</b>	Cherwell District Council
<b>Applicant</b>	Christ Church Oxford
<b>Agent</b>	Savills
<b>Review Date</b>	31 <sup>st</sup> March 2022

The design review session was carried out on 31<sup>st</sup> March 2022 and was booked by Savills. This is the second time The Design Review Panel has reviewed this scheme. The session incorporated an in-person site visit, which the Panel considered was extremely helpful in understanding the context.

The information submitted for review is again considered to be clear, comprehensive, and professional, and this is welcomed by the Panel. It is felt that the comprehensive and professional presentation material is of benefit to the design review process. The Panel supports the multidisciplinary approach undertaken by the design team.

Paragraph 133 of the National Planning Policy Framework (NPPF) states: -

*"Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, ... In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels."*

The Panel raised the following points: -

The significant amount of work that has been undertaken since the previous design review panel session is acknowledged and it is considered the proposals have progressed well and are much improved. Overall subject to the comments within this feedback document being addressed, the Panel is supportive of the design approach being undertaken.

As per the previous feedback document, it is again noted that the character of the Oxford Road will be fundamentally changed as a result of the developments taking place (PR6a and PR6b) through the provision of a greater level of built density, bus stops, pedestrian crossing etc. Therefore, this should be taken into



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account when considering how the proposals will relate to the Oxford Road in the future. It would be beneficial for the proposals to take a bolder approach to creating an enhanced street scene along the Oxford Road.

The retention of some of the poorer quality farm hedges within the development site is questioned. Some of the existing hedges are overgrown and semi derelict, and it is felt they may be out of place within a development of this nature. Whilst it may appear controversial, it is considered that early replacement, and appropriate ongoing management, of the hedgerows may allow for landscape features and ecological enhancement that will provide longer-term benefits than simply retaining the existing. Due to the timescales involved in the delivery of the development it may be beneficial to undertake various structural landscape planting at an early stage / as soon as possible, as this would provide more established green landscape by the time the development is first occupied.

The design of the attenuation would benefit from further development to ensure that they will not require fencing off; therefore, contoured plans and site sections in this regard would be helpful. The proposal to provide a mix of permanent and non-permanent pools is supported.

The proposed provision of street trees is welcomed, and it is noted that these can contribute significantly to character. The positioning of street trees should be carefully considered to ensure that they are afforded enough space to reach their full potential and that the tree canopies do not conflict with high sided traffic on roads. Furthermore, the proposed provision of allotment and community growing areas disbursed around the development are welcomed, and these can also contribute significantly to character and placemaking.

In terms of the main access, it is noted that the design team is seeking to respect the historical track alignment. However, it is noted that the significant amount of development that will take place will result in the historical track no longer feeling rural, particularly as a result of the new road running alongside it. It is questioned if it may be more appropriate for the main access to be provided along the alignment of the historic track, as this may provide a greater heritage benefit by recognizing and utilizing the historic route that has been used by people moving through this space.

It is suggested it may be beneficial for an additional pedestrian crossing to be provided along Oxford Road towards the northern end of the site that relates to the park and ride, as it is felt this may be a key desire line. It is also considered that an additional crossing along the Oxford Road would be beneficial in terms of the character of the street scene and how the two sites (PR6a and PR6b) connect to and relate to each other.

The initial sketch visualizations presented indicate there would be a lot of visual permeability between Oxford Road and the site, which is welcomed and felt to be appropriate in creating a high-quality gateway into Oxford. It is however noted that currently there is a large amount of what appears to be, poor quality dense vegetation along the boundary with Oxford Road, and the proposals should be clear as to how this aspect will be treated so as to ensure the provision of cycle and pedestrian friendly/human spaces. Linked to this, it is considered the proposals would benefit from further consideration and information regarding the relationship of the highway, cycle route and pedestrian footway along the Oxford Road. It is considered the character of the Oxford Road should be significantly different to its current appearance which would be of benefit to both pedestrians and cyclists travelling both north and south along this road. Based upon the information presented it is also considered that the group of farm buildings to the northwest of the site located along the Oxford Road may have little remaining relevance to either existing setting or the scale and setting of the proposed development. It is considered this group of existing buildings may have little remaining heritage value, and appear to be in a state of poor repair.



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It would be beneficial for the local centre and school to be located in close proximity to each other. Furthermore, the local centre should be located in the most commercially viable location that is also positioned so as to be within walking distance for the largest number of residents. The Panel supports the design team's assertion that locating the local centre as currently proposed provides an opportunity to create a hub that links a play space, historic green space, central green area, local centre and school that are all in the most central position in relation to both PR6a and PR6b. The school and local centre may also serve existing residential suburbs of Oxford, which are predominantly located to the south of the site. Notwithstanding the above, it is noted others have expressed a preference for the local centre and school to be located to the north of the site so that it relates to the station, so as to benefit from commuter footfall. However, it is felt that the character and layout of the station is very different to the proposed residential character of the development, and successfully integrating a community hub into the edge of that existing infrastructure may be difficult. In order to determine the most appropriate location in terms of convenient sustainable accessibility for the largest number of end users it would be beneficial to produce empirical information demonstrating the number of users likely to commute by walking, cycling or bus, versus those that would be using the station.

Whilst it is noted the proposals are for an outline application, it would be beneficial for the design team to include additional constraints on the provision of the school, as currently this appears as a very suburban response. It would therefore be beneficial within the parameter plans to include aspects that will ensure the school helps to improve and add to the quality of the central area. In particular, it is felt the open spaces that relate to the school, as well as the Barrows and forecourt to the retail are currently too loose and would benefit from further structure.

The proposed character area analysis that has been undertaken to date is welcomed. Notwithstanding this it is felt this aspect would benefit from further design development, and additional information regarding street patterns would be helpful in defining the proposed character areas. The Panel welcomes the proposed rural soft edge to the scheme, and the housing fronting this could be particularly successful. The proposals may result in attractive views being provided to some of the housing that looks out over the proposed parkland, which is supported. Notwithstanding this, it is felt the suggested character links to nearby village settlements is considered to be tenuous as the morphology of the proposed character areas will be relatively dense. The proposals are noted to incorporate significant green areas and planting, which will aid with the creating of character. It is considered the proposals should be bold enough to suggest their own character. Whilst the proposed character areas are still considered to be unresolved, it is felt the presented sketch visualization VPA3 is preferable to VPA1, as a more contemporary varied architecture would be preferable. The site will be a unique suburb of Oxford and should have a character that responds to this unique setting.

The proposed diagonal boulevard/street to the southeast of the site is considered to be a strong urban design device, which is supported. Whilst this strong dynamic route is supported in principle, it would be beneficial for this route to terminate in a destination that would draw end users, this could be either a building or appropriate key landscape space.

The initial consideration being given to energy conservation is welcomed. It is considered the carbon and energy conservation and embodied energy considerations should help to inform the proposed form of construction as well as proposed materials and finishes and this will have an impact upon the aesthetics and therefore character of the development. Notwithstanding the early stage of the design process and the outline nature of the proposals, it is suggested these aspirations should begin to consider building orientations and



# The Design Review Panel

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establish quantifiable performance level aims. Whilst it is acknowledged this will involve added input at this stage of the process, early consideration of these aspects can be significantly advantageous at a later stage. There is an opportunity for these aspects to be further considered strategically at this stage of the design process. A project of this scale offers opportunities to consider a site wide approach. There may also be an opportunity for this scheme to assist in carbon reduction/energy supply for adjacent areas, which would help to demonstrate the proposals as representing a wider enhancement. It would be beneficial to set clear targets at this stage in terms of both energy performance and embodied carbon.

The self-build provision being proposed is welcomed. Whilst it is noted that this may represent a small part of the development, it is felt that this represents an opportunity to incorporate an innovative element (in terms of process) and act as an exemplar, providing learning outcomes for future projects of this type. The Panel acknowledges the challenge that self-build elements represent in terms of ensuring a joined up coordinated approach between individual self-build projects and a coherent character area. Therefore, it would be beneficial to identify, at this strategic stage of the process, the location and access strategy for the self-build elements, as well as where they may fit into the overall delivery program. Establishing what procedures may be used to ensure the coordination and assessment of self-build proposals may be beneficial.

So as to ensure the aspired to sense of place and high quality of development is achieved on the site once constructed, the use of design codes or design guidance may be important, for both landscape design and architecture. Therefore, design codes (or design guidance) and parameter plans should be utilized to give an indication of the vision for the site. It may be helpful for draft parameter plans to be discussed and agreed with the local authority prior to submission of an application. These should be used to establish key aspects, with the aim of ensuring the stated aspirations are delivered. There is a concern that, as is the case with many strategic proposals of this type, laudable aspirations can be diluted down in the on-site delivery if appropriate design codes and minimum requirements are not clearly established at an early stage. It is suggested that matters that it may be appropriate to address within these are:-

- green spaces linked with the SUDS strategy,
- provision of large specimen trees in street / public realm,
- important long-range views out of the site,
- inclusion of cycle and pedestrian only routes linking to key destinations
- consideration of density areas,
- variety in verticality
- carbon and energy conservation standards
- materials/mood boards for landscape and buildings, to reflect the vernacular (albeit in a contemporary manner)

## **SUMMARY OF RECOMMENDATIONS**, (to be read in conjunction with the above).

In summary, the main conclusions of the Panel are: -

- The in-person site visit was considered to be useful to the design review panel process
- The significant amount of work undertaken since the previous session is acknowledged
- The Panel is supportive of the design approach being undertaken
- The proposals should be bolder in enhancing the street scene along the Oxford Road
- Retention of some of the poorer quality farm hedges within the development site is questioned
- It may be beneficial to undertake various structural landscape planting at an early stage



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- Attenuation areas should be designed to ensure they will not require fencing off
- Street trees should be sited to ensure tree canopies do not conflict with high sided traffic
- It may be appropriate for the main access to run along the alignment of the historic track
- An additional pedestrian crossing along Oxford Road to the north of the site may be beneficial
- A high level of visual permeability between Oxford Road & the site would be welcomed
- Further consideration is needed regarding the relationship between the highway, cycle route & pedestrian footway along the Oxford Road
- Farm buildings along the Oxford Road may have little remaining relevance to the scale or setting of the proposed development
- The local centre & school should be located in close proximity to each other
- It is felt the local centre should be located in a commercially viable location that is positioned within walking distance of the largest number of residents (existing & new)
- Parameter plans should consider the design & layout of the school
- Central open areas would benefit from further consideration; currently these are too loose
- The proposed character areas would benefit from further design development
- The proposed diagonal street should terminate in a destination
- Targets should be set for energy conservation, both in terms of energy in-use & embodied energy
- Identifying location & access strategy for the self-build elements may be beneficial
- Design codes & parameter plans should be utilized to indicate the vision for the development

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### NOTES:

Please note that the content of this document is opinion and suggestion only, given by a Panel of volunteers, and this document does not constitute professional advice. Although the applicant, design team and Local Authority may be advised by the suggestions of the Design Review Panel there is no obligation to be bound by its suggestions. It is strongly recommended that all promoters use the relevant Local Authorities pre-application advice service prior to making a planning application. Further details are available on the Council's website. Neither The Design Review Panel nor any member of the Panel accept any liability from the Local Authority, applicant or any third party in regard to the design review Panel process or the content of this document, directly or indirectly, or any advice or opinions given within that process. The feedback and comments given by the Panel and its members constitutes the members individual opinions, given as suggestions, in an effort of helpfulness and do not constitute professional advice. The local planning authority and the applicants are free to respond to those opinions, or not, as they choose. The Panel members are not qualified to advise on pollution or contamination of land and will not be liable for any losses incurred by the Local Authority or any third party in respect of pollution or contamination arising out of or in connection with pollution or contamination.



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PARAMETER  
PLANS



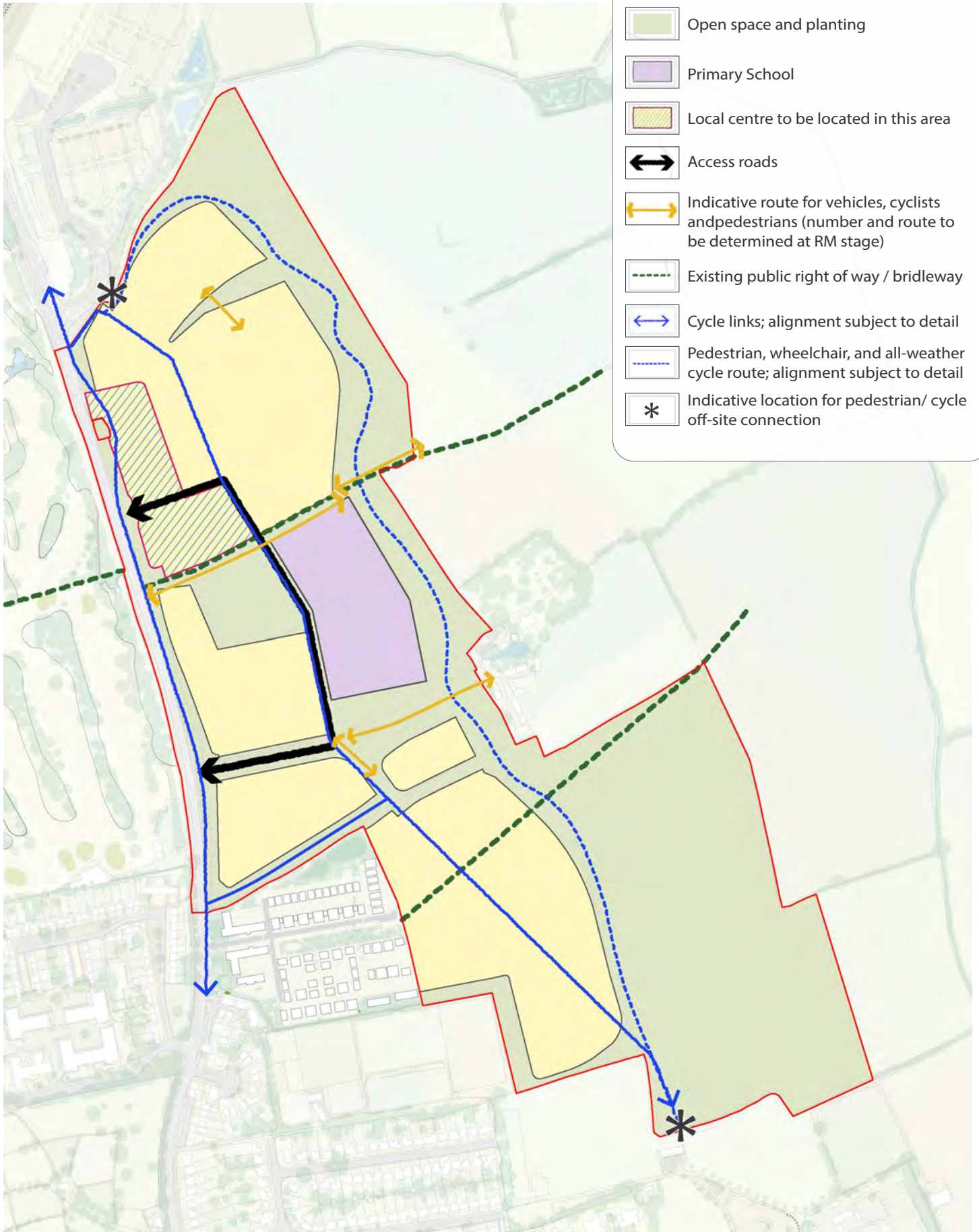






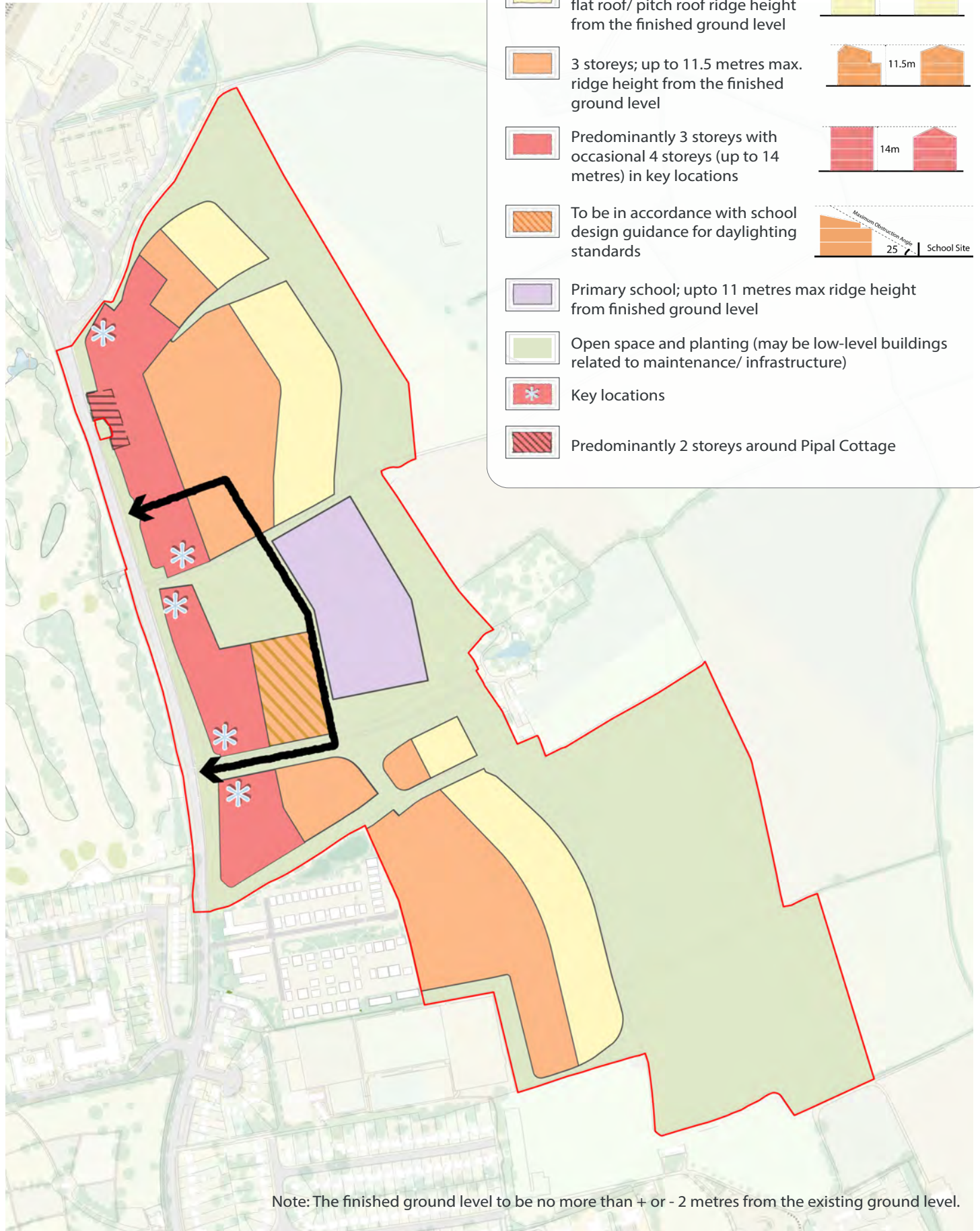


## Land Use and Access





## Building Heights





## Green Infrastructure

