



LAND TO THE NORTH OF RAILWAY HOUSE, HOOK NORTON
DESIGN & ACCESS STATEMENT





DEANSFIELD HOMES LIMITED

OAKINGHAM HOUSE,
FREDERICK PLACE,
LONDON ROAD,
HIGH WYCOMBE,
HP11 1JU

T 01494 578911
E info@deanfieldhomes.co.uk
W deanfieldhomes.co.uk



BHPH ARCHITECTS LLP

BOX HOUSE ESTATE
BATH ROAD
BOX
BATH
SN13 8AA

T 01225 969 380
E info@bhpharchitects.com
W bhpharchitects.com

Reference : 3884.PLDAS 03

Prepared by : RN/ES

Checked by : RN

Issued : April 2024

It should be noted that the scale accuracy of images within this document cannot be guaranteed.

CONTENTS

1 INTRODUCTION	1	3 DETAIL DESIGN	17
INTRODUCTION	2	INTRODUCTION	18
DOCUMENT CONTENT	2	PROPOSED LAYOUT	18
ABOUT DEANFIELD HOMES	2	THE DESIGN	19
DOCUMENT CONTENTS	2	URBAN STRUCTURE	20
CONTEXT & CHARACTER	3	APPROACH TO MIX & DENSITY	21
THE PROPOSAL	3	STREET SCENE & STREET HIERACHY	22
		LAYOUT & STREETScape	22
2 ASSESSMENT	7	VARIETY & CHARACTER	23
INTRODUCTION	8	APPEARANCE	25
PLANNING POLICY AND CONTEXT	8	CHARACTER	25
REGIONAL CONTEXT	8	ACCESS & MOVEMENT STRATEGY	28
FLOOD RISK	8	CAR PARKING STRATEGY	28
HERITAGE	8	LANDSCAPE STRATEGY	29
PUBLIC RIGHTS OF WAY	8	OPEN SPACE AND AMENITY PROVISION	29
LOCAL CONNECTIONS AND PUBLIC TRANSPORT	9	REFUSE & SERVICE STRATEGY	30
LOCAL FACILITIES AND SERVICES	9	SUSTAINABILITY	31
LOCAL CHARACTER SUMMARY	10		
KEY MATERIALS & ELEMENTS	10	4 CONCLUSION	33
LOCAL CONTEXT: DESIGN INFLUENCES SUMMARY	10	CONCLUSION	34
STREET SCENE ANALYSIS	13		
OPPORTUNITIES	15		
CONSTRAINTS	15		



1 INTRODUCTION

1

INTRODUCTION

- 1.1 This design & access statement has been prepared by BHPH Architects in support of a reserved matters planning application submitted on behalf of Deanfield Homes Ltd.
- 1.2 The proposals comprise construction of 42 new homes, access from Station Road and associated works, including an attenuation pond on Land North of Station Road.

DOCUMENT CONTENT

- 1.3 In particular this statement will address the following design issues;
 - Use – What the land and buildings will be used for.
 - Amount – How much development can the site accommodate?
 - Layout – How buildings, public and private spaces will be positioned to form the best holistic design solution in relation to both the heritage assets on site on the wider context.
 - Scale – How large the buildings and spaces will be and how the buildings and spaces will respond to the heritage assets on site
 - Landscaping – How the open space will be treated to enhance the overall built environment
 - Appearance – What the building and spaces will look like.
- 1.4 The document will also seek to consider the following access issues;
 - Vehicular & Transport Links – The proposed access points and routes onto the site and how these respond to the existing highway network.
 - Inclusive Access – Equal ability to move within the site regardless of age or disability.
- 1.5 The statement should be read in conjunction with the submitted drawings and the following documents:
 - Planning Statement prepared by Oxford & Country Planning
 - Drainage Design by MJA Consulting
 - Landscaping Proposals by ACD

ABOUT DEANFIELD HOMES

- 1.6 Deanfield Homes is a high quality & experienced house builder, specialising in small to medium sized residential developments. Their designs are customer focussed, aiming to create spaces with a sense of place whilst being respectful of their environment and local vernacular styles.

DOCUMENT CONTENTS

- This document will address the following design issues:
 - Use – What the land and buildings will be used for.
 - Amount – How much development can the site accommodate?
 - Layout – How built form, public and private spaces will be positioned to form the best holistic design solution in relation to both the development and the wider context.
 - Scale – How large the buildings and spaces will be and how the buildings and spaces will respond each other and the wider context.
 - Landscaping – How the open space will be treated to enhance the overall built environment.
 - Appearance – What the building and spaces will look like.
- 1.7 The document will also seek to consider the following access issues:
 - Vehicular & Transport Links – The proposed access points and routes onto the site and how these responds to the existing highway network.
 - Inclusive Access – Equal ability to move within the site regardless of age or disability.

CONTEXT & CHARACTER

- 1.8 This statement sets out the results of the research undertaken into the context and character of the locality of the site and the wider area of Hook Norton and how this has influenced the design proposals.
- 1.9 The assessment of the site and context is vital in establishing the parameters for the new development.
- 1.10 Evaluating the wider area for any specific sensitivities, such as landscape, can be taken into account in the design evolution and lead to a better understanding of the site's development potential.
- 1.11 This statement sets out an access strategy and how this works with the existing highways network.

THE PROPOSAL

- 1.12 The application is for a well designed development of 42 new homes. Local character and the assets of the site and surrounding area have been drawn upon to provide a scheme that follows the grain & vernacular of the local area.



Site Location

1



Aerial View: Hook Norton, Wider Context Map



Site Photos



2 ASSESSMENT

2

INTRODUCTION

- 2.1 The proposal consists of the construction of 42no. new homes, made up by a mix of affordable and open market housing.
- 2.2 The application site is currently a section of a larger field used for agriculture.

PLANNING POLICY AND CONTEXT

- 2.3 A Planning Statement has been prepared by Oxford & Country Planning to accompany this application which sets the background to the proposal and provides the justification for the scheme in the context of planning policy.

REGIONAL CONTEXT

- 2.4 The site is located within the County of Oxfordshire and falls within the jurisdiction of Cherwell District Council. It is a 10-minute drive from the centre of Chipping Norton (located to the South-West of Hook Norton) and a 20-minute drive from the town of Banbury (located to the North-East of Hook Norton).
- 2.5 The North, South and Western boundaries of the site are bounded by existing vegetation, separating the site from the existing development to the West and Station Road which runs along the southern boundary.
- 2.6 The site is relatively flat, with approximately 1m difference from the northern to southern boundaries, and approximately 4m difference from the eastern to western boundary.
- 2.7 The closest train station is at Banbury which has good connections to London, Birmingham, Reading and Didcot.
- 2.8 The site subject to this application is on the north-eastern side of the village of Hook Norton.

FLOOD RISK

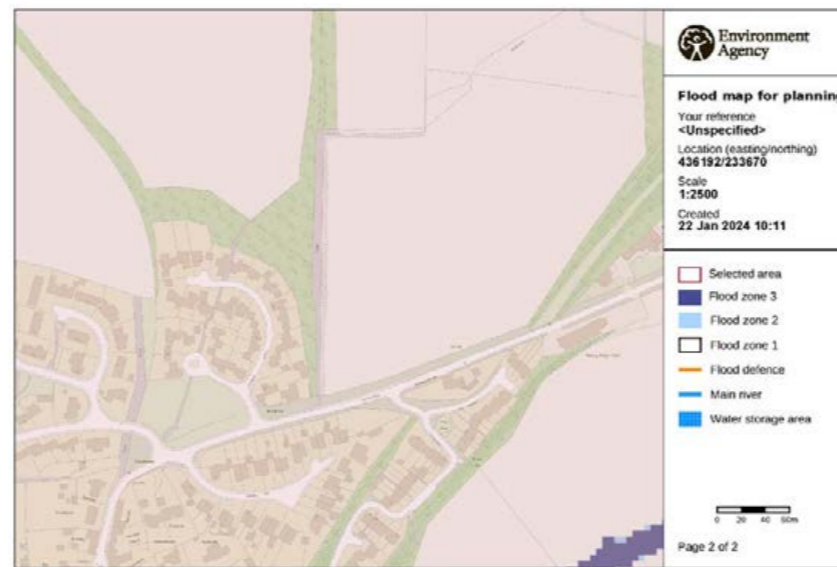
- 2.9 The Environment Agency's flood map for Flooding from rivers or seas show the site is within flood zone 1.

HERITAGE

- 2.10 The site boundary falls outside of the Hook Norton Conservation area.
- 2.11 The closest Grade II Listed Building falls within Hook Norton's Conservation Area and is approximately 0.2miles from the site.

PUBLIC RIGHTS OF WAY

- 2.12 There are two public footpaths within close vicinity to the site.
- 2.13 One runs close to the western side of the site whilst the other butts along the edge of the northern boundary which includes a gate to the north-western corner of the boundary.



Localised Flood Risk















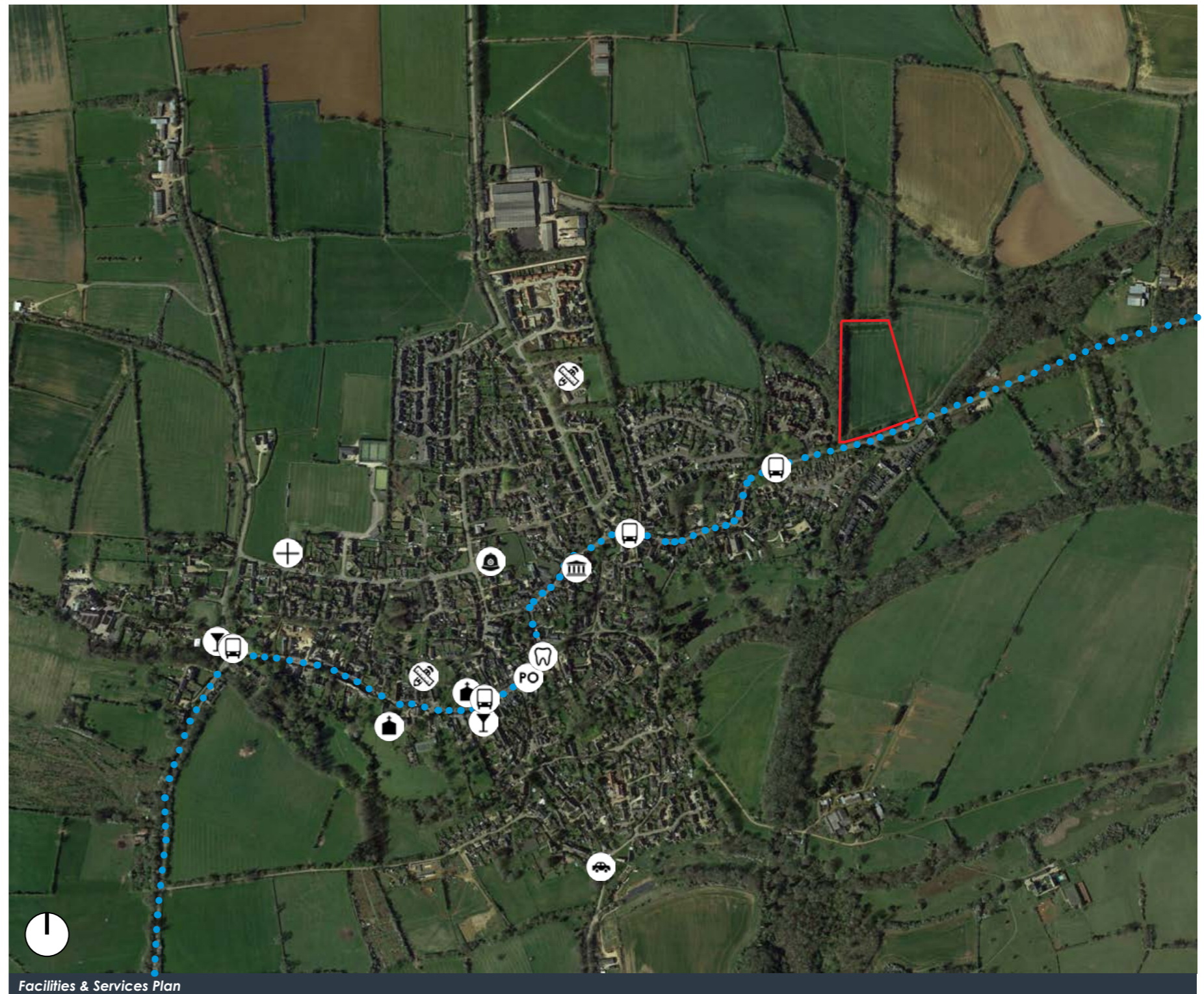
LOCAL CONNECTIONS AND PUBLIC TRANSPORT

- 2.14 Hook Norton is connected to Chipping Norton and Banbury via the 488 bus route.
- 2.15 Banbury train station is approximately a 9 mile drive away, which has wide links in many directions (listed on page 8).

LOCAL FACILITIES AND SERVICES

- 2.16 Hook Norton is a small but well serviced village which accommodates the following facilities and amenities:

-  • School/Nursery
-  • Pubs
-  • Hook Norton War Memorial Hall
-  • Steven George Classic Automotive Service
-  • Church
-  • Bus Stop
-  • Village Shop & Post Office
-  • Hook Norton Surgery
-  • Lion House Dental Practice
-  • Hook Norton Fire Station
-  • Stagecoach 488 Bus Route
-  Site Boundary



Facilities & Services Plan

2

LOCAL CHARACTER SUMMARY

- 2.17 Key Character Features can be summarised as following:
- High density, mostly linear structure with some scattering. There is a mix of terraced, semi-detached and detached units all with decently sized gardens.
- 2.18 There are a set of commonly used materials, with a limited use of detailing although it is not unseen.
- 2.19 Scales range; 1, 1 ½, 2, 2 ½ & 3 storeys.
- 2.20 Typical frontage setbacks range dependent on the area of Hook Norton. Buildings in the historic parts of Hook Norton such as the High Street and its close surrounding areas tend to have no setback and butt immediately onto the road. However, further away from the high street, setbacks range from 5-12m. These plots typically have a good amount of parking space accompanied by a garage.
- 2.21 The footprint of houses in the area range and have no set standard.
- 2.22 There are a variety of boundary treatments: brick and stone walls, as well as hedging and some fencing.
- 2.23 The key material is ironstone. There are also examples of brickwork, tile hanging, some render and a small amount of timber boarding.
- 2.24 Roofscapes are animated with gables, chimneys, dormer windows and roof lights. Hipped and half-hipped roofs are uncommon but there are some examples.



Local Character

KEY MATERIALS & ELEMENTS

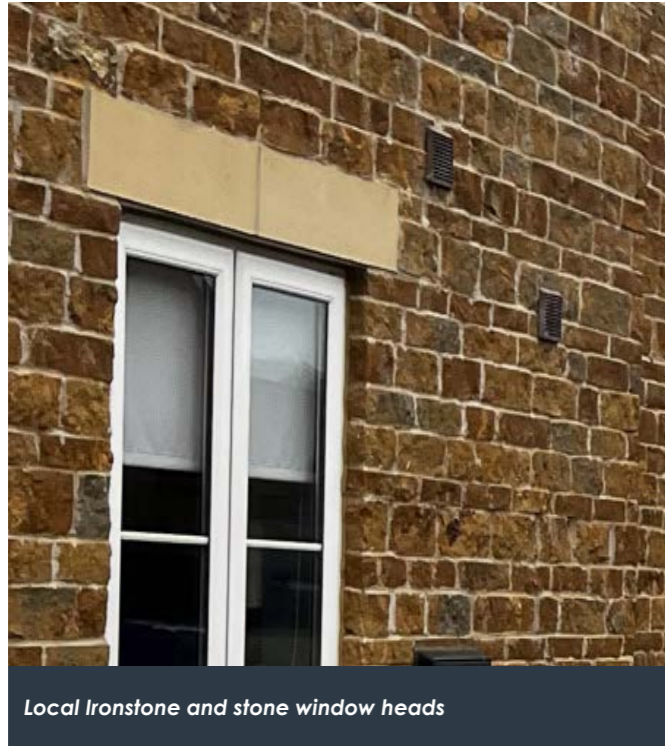
- Ironstone
- Quoin detailing
- Stone and timber lintels
- Red/Orange brick
- Slate
- Tile
- Thatched Roof
- Bay windows
- Chimneys
- White & Painted (examples of duck egg blue, red and brown) cottage style windows
- Boundaries: brick walls, post and rail, hedges and hoop topped metal railings.

LOCAL CONTEXT: DESIGN INFLUENCES SUMMARY

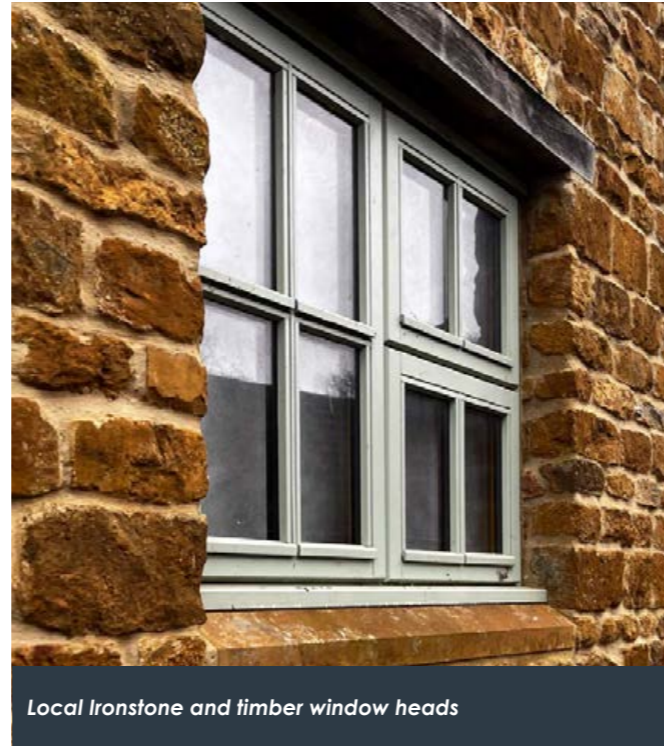
- 2.25 The analysis of the local context for the Site has established a number of characteristics to consider in the design process.
- 2.26 These can be summarised as principles for the development as follows:
- Respond to the existing character, density and forms of surrounding development, while meeting planning policy aspirations.
 - Consider the wider views of the site in the surrounding landscape so that key vistas can be protected by the careful location of the built form.
 - Use the landscape characteristics, settlement grain, land use/building forms within the local area, as well as the strong visual links with the surrounding countryside to develop the local distinctiveness.



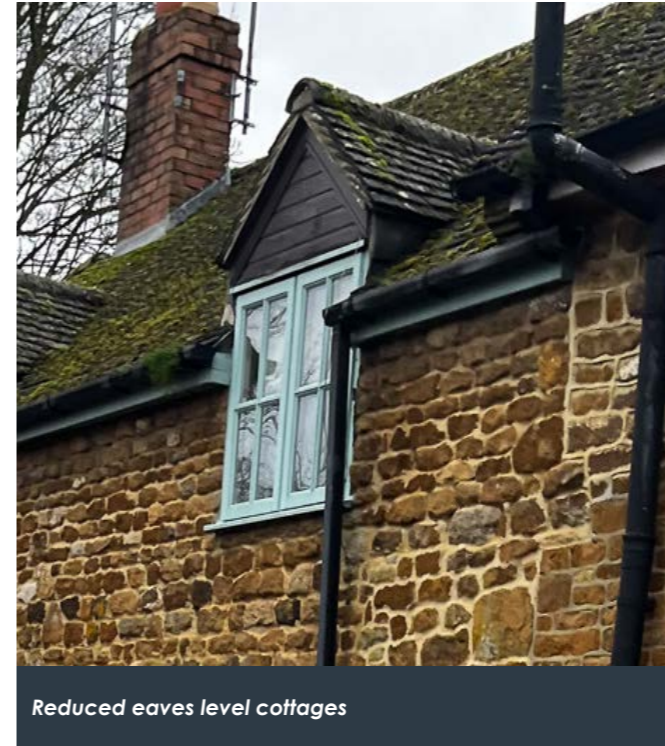
2



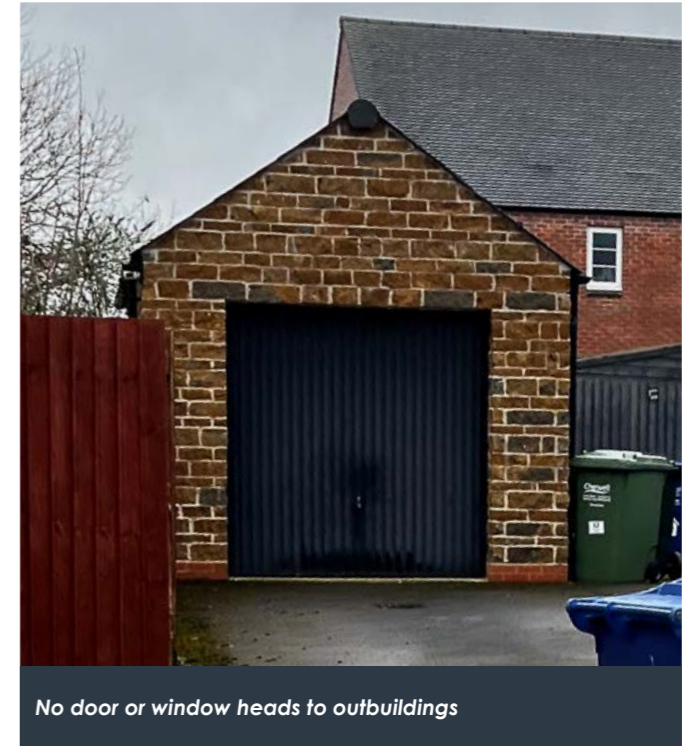
Local Ironstone and stone window heads



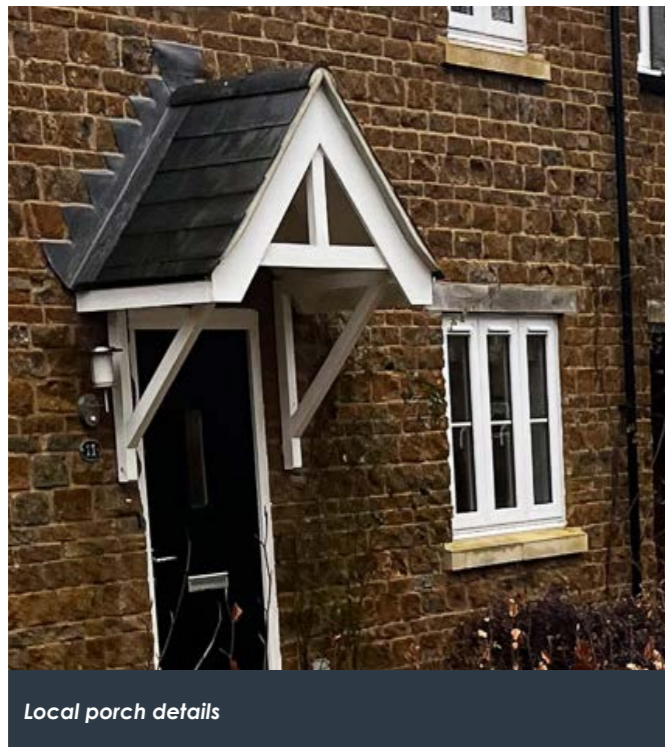
Local Ironstone and timber window heads



Reduced eaves level cottages



No door or window heads to outbuildings



Local porch details



Eaves level raised over window head



Demarcation of public and private areas

STREET SCENE ANALYSIS

High Street

- Residential scale streets: narrow roads.
- Kerb and pavement to one side.
- Short or no frontage setback.
- Moderate plots: terraced housing
- 2-3 storey buildings.

Goldings Road

- Residential scale streets: 2 lanes.
- Shared surface roadways.
- Permeable boundary treatments: Walls, planting.
- Enclosed building line: 1-4m set back.
- Moderate plots: Semi-detached and terraced with some front and/or back gardens.
- Enclosed carport/garage parking with tandem driveway spaces.
- 2 - 2 1/2 storey buildings.



Hedge House Pavement Road/Parking House Hedge

High Street



House Front Garden Shared Surface Driveway House

Goldings Road

2

Beanacre Road

- Residential scale streets: 1.5 - 2 lanes.
- Kerbs and planted verges.
- Permeable boundary treatments: Stone walls, planting.
- Enclosed building line: 1-2m set back.
- Large plots: detached with private drives, garages and back gardens.
- 1 1/2 - 2 1/2 storey buildings.



Beanacre Road

OPPORTUNITIES

- Provide a high quality, safe, convivial development and environment.
- To work with the existing landscape features to both preserve and enhance what is already around the site.
- The new dwellings will be designed and positioned to protect both the amenity of the proposed and existing neighbouring properties; with plots set back from Station Road and an open green space creating distance between the new design and the exiting western development.
- The nature of the site encourages a design that will sit comfortably in the surroundings and weave into the existing urban grain.
- Create new family homes to help contribute toward Hook Norton's community and local housing choices.
- Residents' positive impact economically on local businesses and socially contributing toward the community.

CONSTRAINTS

- Preserve the rural character and appearance of the site.
- Consideration of the village edge location.
- The scale, materials palette and massing of the buildings should respect the locality context in terms of form and scale to ensure local distinctiveness is retained.
- Adjacent properties and amenity spaces in terms of privacy.
- Considering public rights of way.
- Potential noise from Station Road.
- Change in level compared to immediate surroundings





3 DETAIL DESIGN

3

INTRODUCTION

- 3.1 The development parameters are intended to provide a strong comprehensive framework to guide the type, location and form of the development. This chapter has been prepared to provide guidance on the interpretation of these plans.
- 3.2 This chapter sets out the information in the following sections:
- Urban structure - a further description of the principles contained in the Masterplan and the introduction of the illustrative layout.
 - Approach to mix and density.
 - Access and movement strategy – further guidance on road hierarchy and character.
 - Landscape framework strategy – illustrative guidance on open space typologies and further description of the landscape vision for the site.
 - Layout and appearance – general design principles for the development and description of the various character areas generated by the site.

PROPOSED LAYOUT

- 3.3 The proposed layout has been produced to show a proposal for the site in response to the pre-application enquiry, the established design parameters set out by the approved outline application, and with feedback from the officers and consultants at CDC prior to the submission of this application.



Colour Site Plan

THE DESIGN

- 3.4 The following pages set out the design proposal and the principles of the development based on the previously established constraints and opportunities of the site.
- 3.5 The following overlays demonstrate the key features of the urban design, setting out the site access points, key views from the site, focal buildings and key frontages along with scale and massing, green infrastructure and road hierarchy within the site.
- 3.6 In particular this section will address the following design issues:

Use

What the land and buildings will be used for.

- 3.7 The proposal is for a residential development of 42 new homes together with associated parking, landscaping, open space and drainage. The site includes a 7.5m landscape buffer to the North, East and Western boundaries and the site benefits from an outline application for up to 43 new homes.

Amount

How much development can the site accommodate?



- 3.8 The scheme has been carefully considered and developed, in detail to provide a range of new dwellings to help provide choices for future residents and to strengthen the community.

Layout

How built form, public and private spaces will be positioned to form the best holistic design solution in relation to both the development and the wider context.

- 3.9 The layout also includes homes designed to M4(1), M4(2) and M4(3) accessibility standards.
- 3.10 The proposed houses and apartments overlook the access road & tertiary streets, in the form of perimeter blocks, these dwellings have been designed to provide an attractive street scene along the approach to the development
- 3.11 Careful consideration has been given to the height of the proposed new buildings, with these being no taller than 2.0 storeys, with some 1.5 storeys.
- 3.12 The orientation of the new houses and apartments has been designed to create a communal green space at the entrance of the site.
- 3.13 The proposed layout reflects the principles established by the illustrative outline layout. With a "green buffer" to the Southern boundary and a "green break" at the centre of the site.

KEY

-  Site Boundary
-  Outline Application Blocks








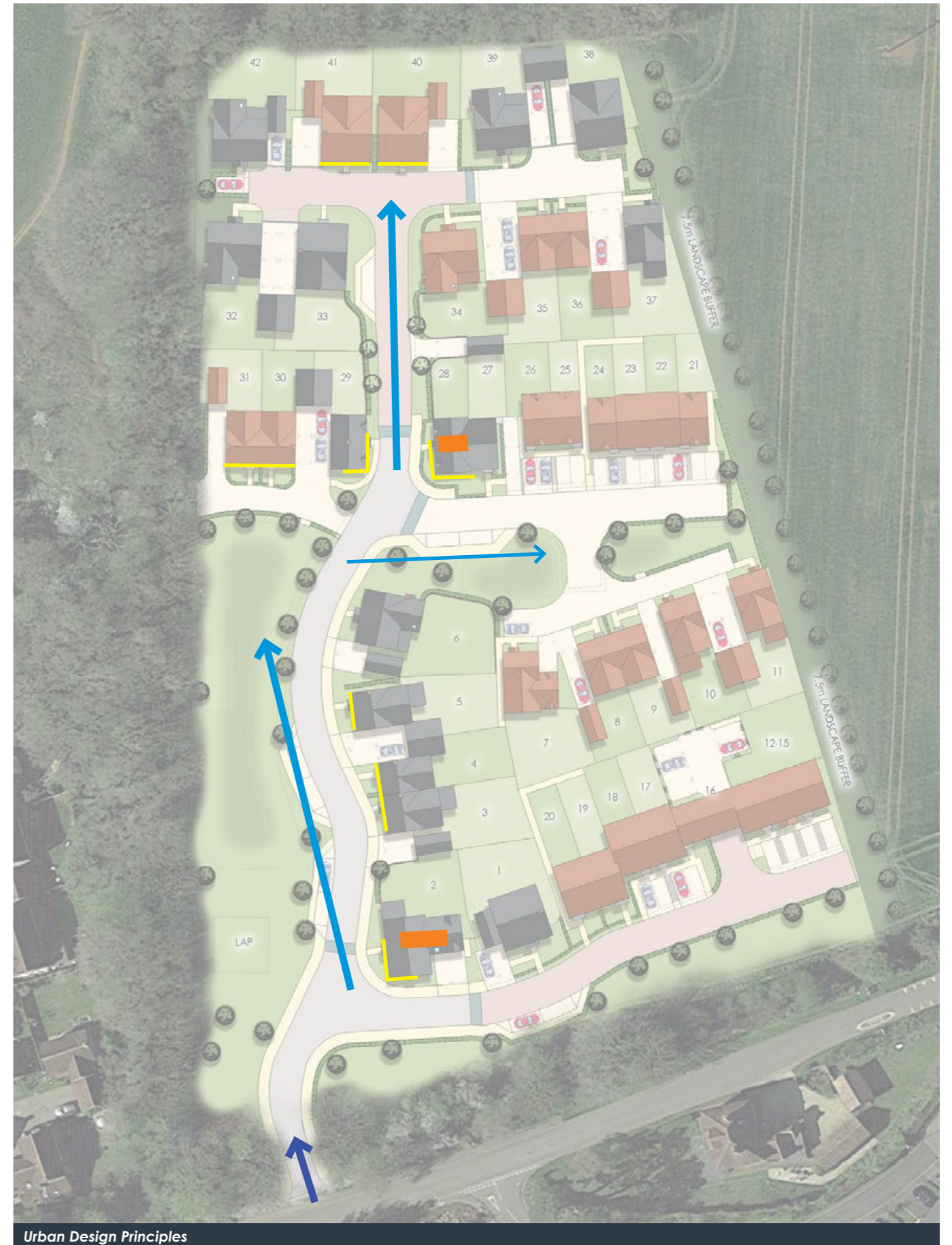
3

URBAN STRUCTURE

- 3.14 A single access point from Station Road serves the development, with a second, pedestrian access point being provided in the north eastern corner of the site.
- 3.15 Key views focus on the central green heart of the site, open landscape areas and long range views of landscape off site.
- 3.16 Other views along formal and informal vistas are created by the building form.
- 3.17 Focal buildings turn corners, identify routes and create 'stop to views'.
- 3.18 Key frontages define routes and spaces.
- 3.19 Existing screening planting will be retained and enhanced to promote and enhance the rural nature of the site.
- 3.20 A "green buffer" is proposed at the entrance to the site and the "green break" that is shown on the illustrative layout has been retained from the outline application.

KEY

-  Access
-  Key views
-  Other important views
-  Focal buildings
-  Key Frontages



APPROACH TO MIX & DENSITY

3.21 Lower Density Housing

- The lower density housing will be developed at less than 30 dwellings to the hectare. The majority of low density areas will be a maximum of 2 storeys in height, to reduce visual impact on the open area.
- Typically these areas will comprise: An informal arrangement of dwellings and enclosures that define the shape and character of spaces.
- A variety of dwelling typologies linked by walls or hedges to create a clear sense of enclosure and privacy.
- Frontage or close links to the main areas of open landscape.

3.22 Medium Density Housing

- Medium density areas will be developed at an average of between 30 - 35 dwellings per hectare and comprise mainly of semi-detached and terraced houses. Buildings will generally be 2 storey in height, with raised eaves being used to form landmark plots or emphasise enclosures to streets and spaces and to replicate a well established "Cherwell" detail.
- Typically these areas will comprise: Continuous building frontages that define routes and spaces, with occasional small mews areas.
- A range of housing types and styles that respond to the requirements of the specific urban design principles and topography of the location.
- Parking incorporated in a mix of solutions, including on plot, shared courtyards and off street.
- Frontage or clear links to the green landscape routes and space.

KEY

- █ Low Density
- █ Medium Density



Mix Density Plan

3

STREET SCENE & STREET HIERACHY

3.23 The street hierarchy will provide a variety of street scene characters that will be developed from the specific locations and functional requirements of each type. The study of local street scene characters in the area in the earlier section has also be considered in the development of the design rationale.

3.24 The street scene character is informed by:

- width of street;
- Boundary treatments;
- the building line;
- plot sizes;
- building heights and sense of enclosure;
- landscaping; and
- parking solutions.

3.25 These aspects will be examined for the various types in the following pages.

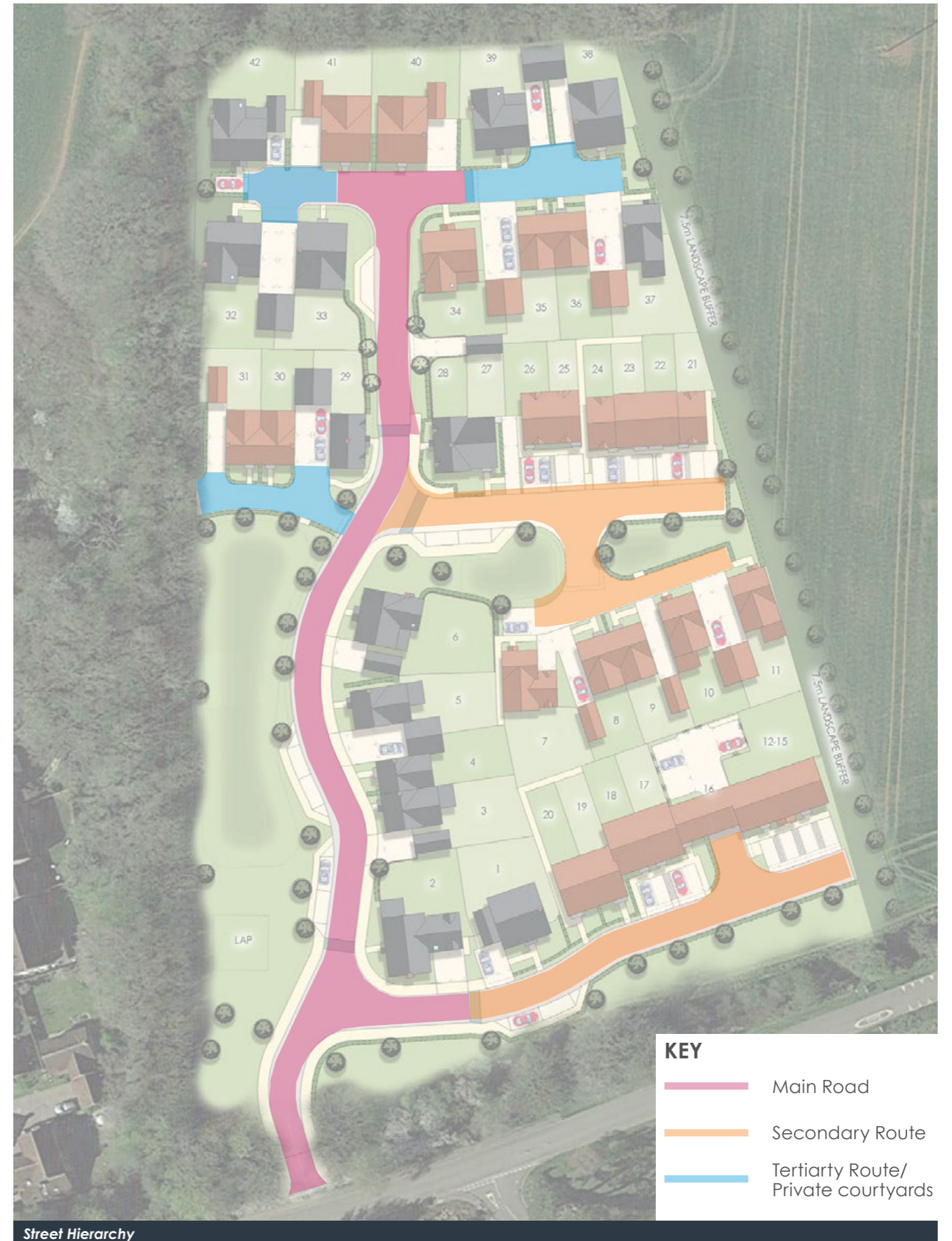
3.26 The street hierarchy for this site is based on tiers of function and character as follows:

- Access Roads
- Shared Surface Access ways

LAYOUT & STREETScape

3.27 Successful streets and spaces are defined and enclosed by buildings, structures and landscape features. Buildings will front onto all spaces, whether that be around a square, a park, a landscape edge or street.

3.28 The boundary treatments and landscape elements in the street will also play an important part in establishing a high quality environment. The definition of defensible space with hedges and planting, or walls and fences will vary across the site in response to the location and character



Street Hierarchy

VARIETY & CHARACTER

3.29 It is essential to create an identity for the new development that reflects the character of the existing local areas while establishing its own sense of place. The use of distinctive patterns of streets and development, landscape, building forms and materials will help the new dwellings fit comfortably within their surroundings.

3.30 The sense of place for the development will be generated by a mix of the site's natural features and the proposed landscaping features to be developed as part of the proposed scheme. Strong existing landscape features such as the mature boundary planting and large trees will form the back-drop to many of the new dwellings, while new and enhanced landscape buffer and planted features provide focal points and character for development.

Continuity and enclosure:

3.31 Semi-private spaces are clearly separated by building frontages and boundary enclosures and the subtle use of landscaping. Communal open spaces are defined and protected with boundary enclosures and landscape features.

Quality of the public realm:

3.32 Attractive spaces have been created across the scheme with differing scales giving a variety of interest and experience. These include courtyards formed by the new buildings. The green space will act as the heart of the scheme, providing a high quality landscaped aspect at the entrance to the development.

3.33 Windows on side elevations as well as main elevations provide surveillance to public areas and animate dual aspect buildings. The detailed design of the lighting and landscape will deter crime.



Open Spaces

KEY

- Green Buffer
- POS

3

Legibility:

3.34 The simple internal layout of the site will ensure that the development is clearly legible from an urban design stand point.

Durability:

3.35 The scheme has been designed to provide environments that are suitable for use as part of a proposed development, with both ambulant disabled and wheelchair access throughout. Private and communal spaces can be adapted as necessary for changes in need and use.

3.36 Quality in detailing and materials will provide a durable environment to complement the existing features of the site.

Cycle Storage:

3.37 In line with policy, cycle storage will be provided on the basis of 2 spaces per bedroom per dwelling.

Access:

3.38 The principle access point into the site is from Station Road and will take the same form as the previous scheme was supported by the local Highways authority.

Highways:

3.39 For details of the highways impact on the proposed development, please refer to the Transport Assessment prepared in support of this application.

Inclusive Access

3.40 Access for the disabled will be accommodated in the design of the dwellings sufficient to comply with 'Access to and Use of Buildings', Part M of the Building Regulations, BS 8300:2001, and the Equality Act 2010.

3.41 All residential units will have level access for wheel chair disabled persons to the ground floor and accessible ground floor WC's as required by the Building Regulations.

3.42 In addition, it is proposed that ground floor apartments will be M4(3) and 8 of the dwellings will be designed to M4(2).



Station Road Impact View

APPEARANCE

- 3.43 A traditional design approach has been adopted to reflect the vernacular of Hook Norton, as set out in the character context study earlier in this document. The choice of materials and detailing has been carefully considered in conjunction with the design guide and pre application feedback.
- 3.44 The building forms have each been modelled to give a distinct identity through the use of materials and details in order to reduce the massing, while chimney features create a traditional roofscape.
- 3.45 The proposed dwellings will have a predominantly ironstone elevations, with some Red Brick detailing and limited instances of render for emphasis and variety. Roofs will be finished in stone slates or tile.

CHARACTER

- 3.46 Hook Norton contains a variety of architectural styles, but is generally very traditional in terms of character and is characteristic of Cherwell.
- 3.47 This has been used as the design reference for the proposed development to ensure that the proposed dwellings sit comfortably in their location, creating the new edge of development and respecting their environment.
- 3.48 The traditional proportions and details of the houses in Hook Norton have been reflected in the proposed dwellings, with the design language expanded at certain places in the scheme to provide landmark buildings with a scale and design to emphasise nodal points and spaces.
- 3.49 A mix of roof configurations and heights will provide a lively and interesting roofscape, within a design language of traditional pitches and forms that are characteristic of the area.
- 3.50 The use of features such as porches and chimneys also reflect the local vernacular.



3



Contextual Section A_A



Contextual Section B_B



Contextual Section C_C



Contextual Section D_D

3

ACCESS & MOVEMENT STRATEGY

- 3.51 The main access point into the site comprises 5.5m wide carriageways with 2.0m footpaths to either side.
- 3.52 Beyond this, the access route remains at 5.5m with a 2.0m pavement on both sides.
- 3.53 Secondary routes comprise 6.0m shared surface roads to create an informal environment with pedestrian priority.
- 3.54 The pedestrian walking route has been set at a width of 1.2m.

CAR PARKING STRATEGY

- 3.55 The parking strategy for the development site has been informed by a number of documents including the South Oxfordshire District Council Local Plan Transport Policy, manual for Streets 1 and 2 and most significantly, Oxfordshire County Council's Parking Standards for New Residential developments document
- 3.56 Taking into consideration the core aims of the SPD, the parking strategy has integrated anticipated levels of car ownership into a solution that provides safe, secure, unobtrusive and varied parking options within the proposed scheme.
- 3.57 The distribution and variation of parking types promotes a scheme wide parking solution that meets a range of parking requirements for residents and visitors without being visually overbearing.
- 3.58 Parking areas can be divided into 3 main types: On plot, Mews and On street (visitor).
- 3.59 On plot parking is positioned within the curtilage either in front of or to the side of the host dwelling.
- 3.60 Mews parking will be provided in open air spaces arranged perpendicular to the carriageway and immediately in front of their associated dwellings (if allocated). Bays that are screened by planting, will be of a height that will allow surveillance from adjacent properties.

- 3.61 In accordance with Oxfordshire County Council's Parking Standards for New Residential developments document it is proposed that parking will be allocated as per the table below.
- 3.62 Cycle storage will be provided in sheds to homes and in stores or sheds to apartments.

Table B1: Car parking provision in new developments for urban areas in Cherwell

Number of bedrooms per dwelling	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 unallocated spaces when no allocated spaces
		allocated spaces	unallocated spaces	allocated spaces	unallocated spaces	
1	1	N/A	N/A	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	0.4	1	1.0	1.9
4+	2	2	0.5	1	1.3	2.2

LANDSCAPE STRATEGY

3.63 The site-wide landscaping strategy has been considered throughout the design process to ensure the sensitive integration of the proposed development into the landscape.

Shared Open Space

3.64 The main elements of shared open space within the development is a landscaped green at the heart of the site formed by the relationship between the proposed buildings. This will be an open grassed areas with a mix of informal planting, seating areas and hard landscaping.

Localised planting.




3.65 It is proposed that, in accordance with our safety and security statement, defensive planting will be placed under ground floor windows to the principle or street elevations. To counterbalance this, areas of low level decorative planting have been added adjacent to the properties' front doors and to the sides of driveways or blank gable walls. Trees will be located on key corners of the development to act as navigation aids and planted around parking courtyards to shield and soften the visual impact of the cars.

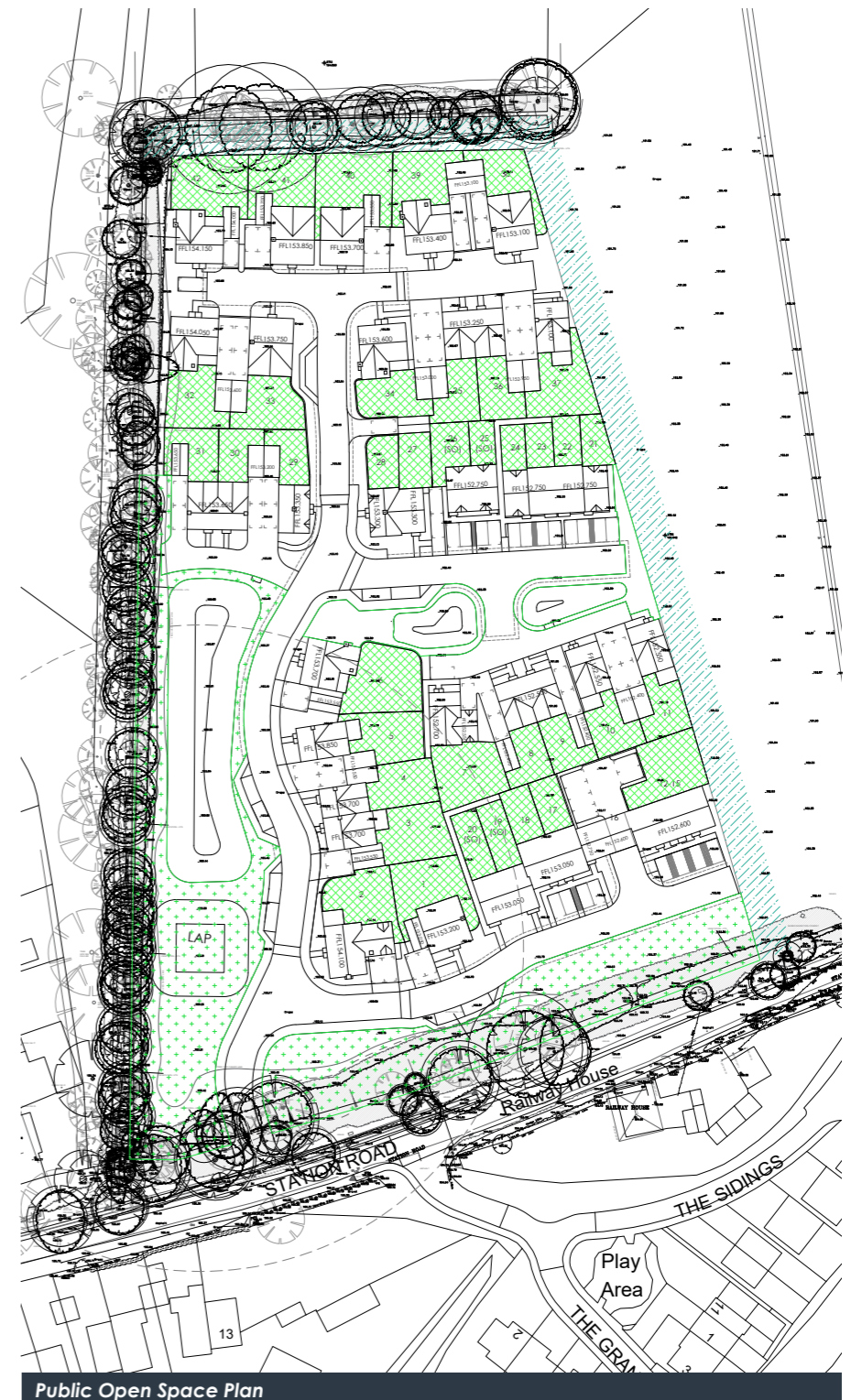
3.66 Low level planting bays have also been provided to break up the car parking bays and to reduce the visual dominance of the car.

OPEN SPACE AND AMENITY PROVISION

3.67 The green shaded area shown on the site plan to the right shows that the site provides 0.35ha of open space, which significantly exceeds this policy requirement. This figure excludes areas around the suds features that could be used for informal recreation but excludes the landscape buffer.

3.68 Policy BSC 11 sets out the requirement for open space with the district. General green space (parks and gardens / natural semi natural / amenity green space) should be provided on the basis of 2.74 ha per 1000 rural or urban edge dwellers. Play space (combining provision for younger and older children including MUGAs) should be provided on the basis of 0.78 ha per 1000 people. Using an average household size of 2.36 person (based on 2023 ONS data) gives a POS requirement of 0.348 ha including a LAP.

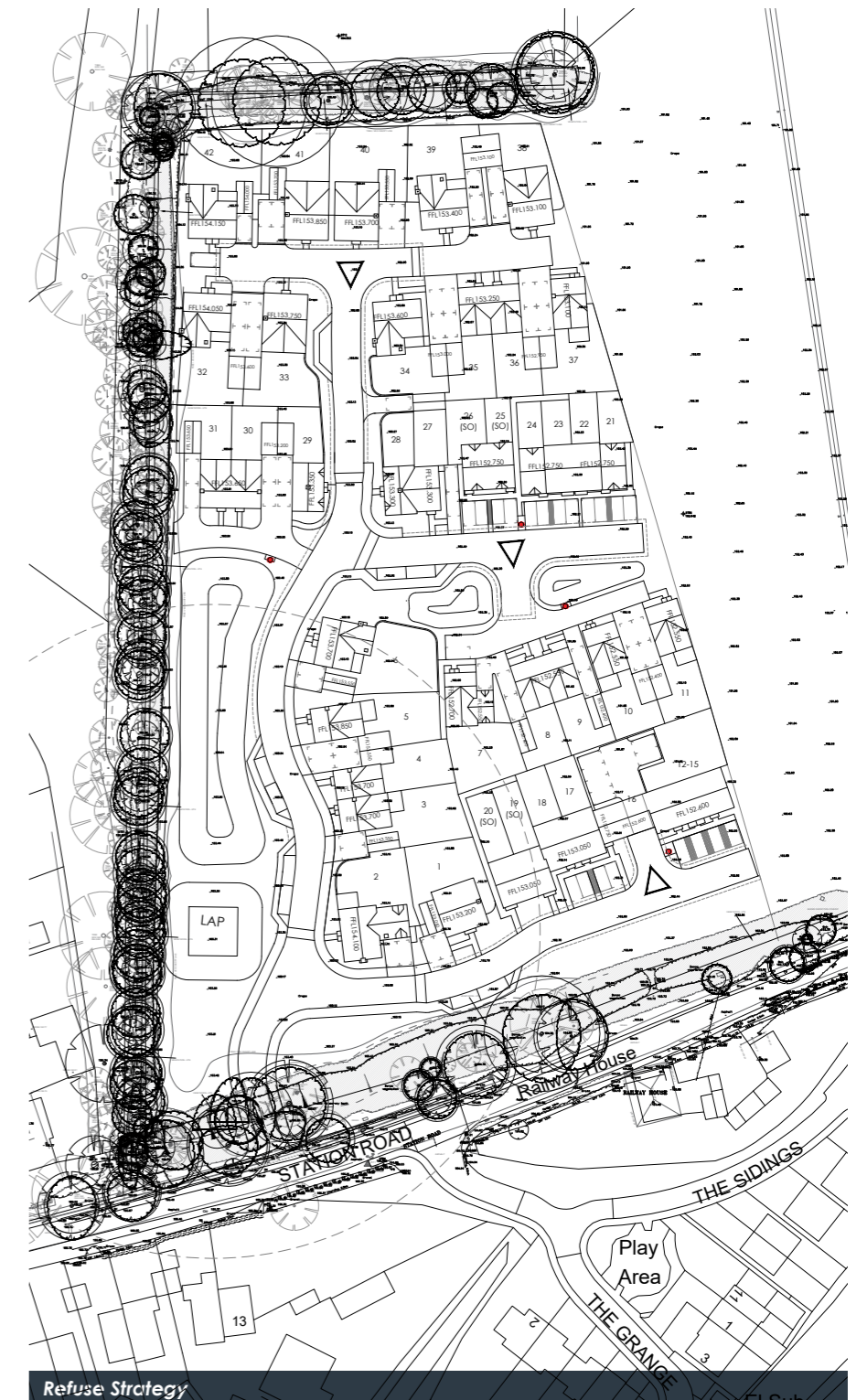
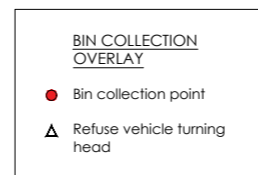
OPEN SPACE KEY	
	Open Space (0.35 ha)
	Private Garden Area
	Landscape Buffer (0.17 ha)



3

REFUSE & SERVICE STRATEGY

- 3.69 The layout has been designed to allow refuse and service vehicle turning at turning heads at the end of all adopted surfaces, in accordance with Cherwell District councils's guidelines.
- 3.70 Provision for bin collection has been made in a number locations as required around the site.
- 3.71 All units will have satisfactory 'carry distances' in accordance with Part H of the Building Regulations and the Manual for Streets, and sufficient space for all bins required. Each of the homes will store their bins in the rear gardens.
- 3.72 Where bin stores are more than 25m from the carriageway a dedicated Bin Collection Point (BCP) has been provided within the required distances.
- 3.73 The proposals will encourage responsible waste recycling and management. Recycling and general waste bins will be stored within the designated storage area.
- 3.74 Site waste generated in the construction of the development will be managed to both limit the amount of waste generated and to recycle or re-use any waste that is generated by the development.
- 3.75 A Home User Guide provided to each dwelling will describe the waste services provided by Cherwell District Council. The guide will provide further information as well as guidance on reducing and recycling waste.



SUSTAINABILITY

- 3.76 Sustainability has been defined as creating a present that can sustain the needs of this generation without compromising those of future generations.
- 3.77 The proposed design and construction of this development incorporates a number of sustainability initiatives that will make a valuable contribution to the quality of life of new residents, the existing local community and the wider environment; contributing to the three pillars of sustainability – Economic, Environmental and Social.

Environmental Sustainability

- 3.78 Deanfield Homes are committed to sustainable, energy efficient development from the recycling of construction and office waste to the use of sustainably sourced materials.

Key aspects include;

- Incorporating low carbon technologies into the development where practicable.
- Improving the energy efficiency of all units and thereby reducing the long term energy demands of the development and the carbon footprint of the site.
- Using appliances, fixtures and fittings that reduce the use of water, and providing water butts for rain water collection.
- Limiting waste production during construction through a Site Waste Management Plan (in accordance to DTI guidance).
- Ensuring that nuisances to the local community are minimised by registering the site with, and implementing the requirements of the Considerate Constructor's Scheme.
- Encouraging all residents to reduce their environmental impacts by providing information on how to use water and energy as efficiently as possible, and outlining the recycling services both within the homes, the local community and other facilities in the District.
- Improving existing habitat features via supplementary planting and introducing new habitat features, such as bird and bat boxes.

- Reduce the resources used at the development during construction and occupation and enhance the site's ecological features and assets.

Economic Sustainability

- 3.79 In terms of the economic sustainability of the proposed development, it is considered that the loss of the employment land would be outweighed by the economic and social benefits in providing additional housing.

Social Sustainability

- 3.80 There are many elements that make a sustainable community. High quality buildings, good transport services, low environmental impact, safety and security, and a thriving local economy are all important. However, often it's the interaction between the people within the communities that makes the biggest difference. If you want a place to thrive, it is not enough to provide good physical infrastructure. You also need to focus on how people relate to each other as a community.
- 3.81 The vision for this site is for a well designed scheme with its own sense of place. An identifiable place where people feel they belong, can influence and contribute to, throughout the life of the development.

Site Layout

- 3.82 Whilst the site limitations prevent all of the principal elevations being orientated to the south, the vast majority of the dwellings are orientated to the south, east or west to ensure they benefit from passive solar gain at some point during the day.

Energy Efficiency

- 3.83 The new build dwellings will be constructed to meet the requirements of the building Regulations Approved Document Part L1A 'Conservation of Fuel and Power (New Dwellings)'.
- 3.84 All habitable rooms within the dwellings will benefit from good natural daylighting. The dwellings will benefit from passive single sided ventilation.

Water Resource Management

- 3.85 The dwellings will be designed for a maximum potential water consumption of 120 litres of water per person, per day. The design will utilise water saving devices such as dual flush toilets, aerated spray taps, and A rated energy efficient white goods.

Flood Risk Management

- 3.86 To minimise surface water run-off and promote Sustainable Urban Drainage, the external hard landscaping has been designed to allow all surface water from roofs and hard surfaces to discharge to a SUDs system.

Biodiversity

- 3.87 In order to minimise the impact of the development on its site and the surrounding ecology, where possible all ecological features of value will be retained and protected during construction and measures introduced to enhance local ecology.

Waste, Recycling & Composting Facilities

- 3.88 Site waste generated in the construction of the development will be managed to both limit the amount of waste generated and to recycle or re-use any waste that is generated by the development.
- 3.89 Where possible, materials utilised in the construction of the development will be locally sourced and local tradesmen will be used to minimise transportation environmental impacts resulting from the development.
- 3.90 Where possible, materials with A and A+ Green Guide rating will be specified in the development. Timber will be sourced from sustainable certified sources where possible.



4 CONCLUSION

4

CONCLUSION

- 4.1 This Design and Access statement has been prepared by BPH Architects in support of a Reserved Matters application submitted on behalf of Deanfield Homes Ltd by Oxford and Country Planning.
- 4.2 Proposals comprise residential development for 42 homes with parking, supporting infrastructure and utilities; associated open space and landscaping; On the Land to the North of Station Road, Hook Norton.
- 4.3 In summary, the following key principles have been adapted in the layout and design of the proposed development:
 - Efficient use of land, developing a design with densities in line with the local and national indicative minimum levels as well as enhancing the natural features of the site.
 - Provision of a safe and secure environment through the careful layout and structure of the development proposal, orientating frontages towards the streets, footpaths and spaces to achieve natural surveillance of the public realm.
 - Creation of attractive and successful outdoor spaces designed to achieve a sense of place through the avoidance of car dominated road layouts and vehicle through routes.
- 4.4 In conclusion, it is therefore considered that the development constitutes sustainable development, which should be positively considered in accordance with the provision of the National Planning Policy Framework.
- 4.5 The proposed development accords with the principles raised in Cherwell's Design Guide.
- 4.6 The proposed development has been sensitively designed with due consideration to the local vernacular to produce a development that sits harmoniously within the wider context of Hook Norton.



POS View