



BLenheim ESTATE

HOMES

# Land East of Park View Woodstock

## Environmental Statement Main Report

2

London  
Birmingham  
Bournemouth  
Bristol

0203 664 6755

enquiries@torandco.com  
torandco.com

tor  
&co

© tor&co 2025. All rights reserved.

No part of this document may be reproduced in any form or stored in a retrieval system without the prior written consent of the copyright holder.

All figures (unless otherwise stated) © tor&co 2025.

©Crown Copyright and database rights 2025 OS Licence no. AC0000849896



Contains OS data © Crown copyright and database right 2025. Licensed under the Open Government Licence v3.0.

Contains public sector information licensed under the Open Government Licence v3.0. Published by The Environment Agency

Aerial imagery © Getmapping plc

# 2

## Site description and proposed development

## **2 Site description and proposed development**

### **Introduction**

- 2.1 This chapter provides a description of the application site and surrounding area, outlines the development proposals and provides construction and post-construction information.

### **The application site**

- 2.2 The 48.8 ha site lies to the south east of Woodstock along the A44 Oxford Road (figure 1.1). It comprises a large arable agricultural field, with a line of woodland along its northern and eastern edges and hedgerows along its southern and western edges. The site slopes gently from approximately 91 m above Ordnance datum (AOD) in the north west to 85 m AOD in the south east. There are no public rights of way on site. The key features of the site and surrounding sensitive receptors are shown on figure 2.1.
- 2.3 The site is bordered to the south by the A44 Oxford Road, beyond which are Campsfield Wood and the Blenheim Palace Lodge Retreat holiday lodges. The Bladon roundabout, where the A44 meets the A4095, lies at the site's southern corner. Just to the north east of this is the Woodstock Boarding Cattery. The A4095 Upper Campsfield Road runs along the site's eastern edge, beyond which are several residential properties and London Oxford Airport. Shipton Road runs along the site's northern edge, beyond which are buildings associated with Perdiswell Farm and more fields. The ongoing Park View development is under construction to the west of the site, beyond which is the main residential area of Woodstock.
- 2.4 The Blenheim Villa scheduled monument, the buried remains of a Roman villa and associated field system, lies in the south west of the site (figure 2.1). Blenheim Palace World Heritage Site (WHS) and grade I registered park and garden lies approximately 33 m to the south west of the site at its nearest point. Bladon conservation area is approximately 605 m to the south west of the site, while Woodstock conservation area is approximately 810 m to the north west. Blenheim Park Site of Special Scientific Interest (SSSI) lies within part of the WHS, approximately 1.4 km to the west of the site.

### **The surrounding area**

- 2.5 The wider environment around Woodstock is characterised by fields and dispersed farms and villages. The town of Kidlington lies approximately 2.5 km to the south east of the site.

### **The future of the site in the absence of the proposed development**

- 2.6 In the absence of the proposed development, it is likely that the site will continue in its current use.

### **The master plan**

- 2.7 Blenheim Estate Homes is applying for outline planning permission for the construction of up to 500 dwellings and commercial floorspace (use class E) with associated access, open space and infrastructure.

- 2.8 The master plan provides the spatial parameters and strategic framework that establish the principles of development. Future details will be brought forward in accordance with this framework. The master plan for the site comprises five parameter plans:
- The land use plan, which shows the various proposed land use components of the development
  - A landscape plan, which shows the proposed areas of open space, proposed planting, and existing trees and hedgerows to be retained / removed
  - A building heights plan, which shows the maximum heights of buildings proposed across the site
  - A density plan, which shows the various proposed housing densities across the site
  - An access and movement plan, which shows the proposed access points, primary road infrastructure and proposed footpaths and cycleways
- 2.9 These plans are contained within this ES as figures 2.2a to 2.2e. Together with the description of development, they form the parameters for the proposals and provide a framework for the detailed design of the development. It is this framework that has been subject to EIA.

### ***Land use***

- 2.10 Figure 2.2a illustrates the distribution of proposed land uses across the site. The proposed residential development in the north and east of the site will accommodate up to 500 dwellings, 35% of which will be affordable housing. A 0.44 ha area of use class E (commercial, business and service) development with residential properties above is proposed next to the primary road. While the exact uses in this area have not been confirmed at this outline stage, for the purposes of the EIA it has been assumed that these could include a 100-place nursery, a small retail unit and / or a GP surgery.
- 2.11 It is proposed that the west, south and north eastern corner of the site will become public open space. A total of 32.72 ha of open space will be provided across the site, including children's play areas. These will be distributed across the site and will include a combined neighbourhood equipped area of play and local equipped area of play in the north east of the site, another local equipped area of play in the west of the proposed residential area, and natural play areas. In addition, 0.48 ha of allotments and a community garden will be provided in the north east of the site. A small community square will be provided for local events.

### ***Landscape***

- 2.12 Figure 2.2b shows the areas of existing vegetation that will be retained and removed as part of the proposed development, together with proposed planting. The existing areas of woodland, trees and hedgerows on site will largely be retained, apart from 0.49 ha of woodland along the eastern boundary that will need to be removed to facilitate the new access roundabout. In addition, approximately 35 m of the boundary hedgerows will need to be removed for the western road link through to Cowells Road in Park View, pedestrian links through to Park View, and the pedestrian and cycle

access point to the A44 Oxford Road and Bladon roundabout in the site's south western and south eastern corners respectively.

- 2.13 Approximately 1.66 ha of native species woodland matrix planting will be provided across the site. Areas of woodland will be planted adjacent to the new roundabout, to replace the trees lost to the junction, and at the western end of the northern woodland. These will include transplants (up to 60 cm high), feathered stock (up to 1.5 m high) and some advanced nursery stock (up to 3.5 m high) on a 1.5 m grid. In addition, further areas of native species woodland matrix planting will be provided along the southern and western development edges. This will include understorey planting of medium species trees up to a mature height of 9 m, including transplants, feathered stock and some advanced nursery stock in groups no larger than 900 m<sup>2</sup> on a 1.5 m grid covering 30% of the area shown on figure 2.2b. New native species hedgerow planting will be provided along the south eastern boundary, which will be up to 3 m wide. It will comprise transplants up to 1 m high on a 0.5 m grid.
- 2.14 The public open space on site will include amenity greenspace, natural greenspace and parks, as well as the allotments and community garden proposed in the north east of the site. Green corridors are proposed through the residential area to connect the proposed playspaces, allotments and community square to the public open space to the south and west. The corridors will widen to green wedges where they meet the public open space to soften the development edge.
- 2.15 As well as providing a large area of informal public open space, the greenspace in the west and south of the site will preserve the scheduled monument, retain the open semi-rural approach to Woodstock and the WHS, and preserve the most important areas of archaeological remains on the site in situ.

### ***Building heights***

- 2.16 The building heights plan is shown on figure 2.2c. The southern and western edges will be up to two storeys high, with a maximum height to ridge of 9 m. The majority of the dwellings will be up to two-and-a-half storeys high, with a maximum height to ridge of 10 m. The dwellings around the community square will be up to three storeys high, with a maximum height to ridge of 11.5 m. The use class E / residential area will also be up to three storeys high, with a maximum height to ridge of 12.5 m.

### ***Density***

- 2.17 The proposed dwellings will be developed at a range of densities (figure 2.2d). The southern and western edges will be developed at 27.5 dwellings per hectare (dph), while the majority of the site will be developed at 34 dph. A higher density area around the community square will be developed at 42 dph.

## ***Access and movement***

### *Vehicular access*

- 2.18 The access and movement strategy is shown on figure 2.2e. Two new vehicular access points will be created into the site. The first will comprise a three-arm roundabout with a 45 m inscribed circle diameter on the A4095 Upper Campsfield Road in the east of the site. The primary road will run north west through the site from the roundabout to the western boundary with the adjacent Park View development, where it will connect to Cowells Road. Between the roundabout and the western edge of the proposed residential area, it will have a 6.75 m wide carriageway with 2 m wide footways on either side and a 2 m wide cycleway on one side. From the western edge of the residential area to Park View, the road will have a 6.7 m wide carriageway with a 3 m wide shared footway / cycleway on one side and a 2 m wide footway on the other.

### *Pedestrians and cyclists*

- 2.19 New 3 m wide hoggin shared pedestrian / cycle paths are proposed to connect south eastwards and south westwards from the proposed residential development to the Bladon roundabout and the A44 Oxford Road respectively (figure 2.2e). An informal crossing point with dropped kerbing and tactile paving will be provided across the A44 Oxford Road at the site's south western corner. A 3 m wide shared footway / cycleway with a 1 m verge will be provided on the eastern side of the A4095 Upper Campsfield Road from the site access roundabout to the Bladon roundabout. A toucan crossing will be provided across the A4095 Upper Campsfield Road to the south of the site access roundabout to connect this footway / cycleway to the site.
- 2.20 A new 2 m wide circular hoggin path will be created around the edge of the proposed residential area. Additional 2 m wide hoggin paths will run along the site's western and southern edges and connect westwards and southwards to the 3 m wide shared paths and pedestrian / cycle accesses into Park View. A mown path will be created through the greenspace in the west of the site. In addition, the following measures are proposed to improve pedestrian and cycle accessibility to the site:
- A good level of street and path lighting will be provided
  - On-site roads will be designed to a 20 mph speed limit
  - Tactile and coloured surfacing will be used
  - Signage will be provided to direct pedestrians and cyclists to key facilities and places of interest
  - Cycle parking will be provided in accordance with Oxfordshire County Council's parking standards for new residential developments
  - Charging points and secure parking facilities will be provided communally for electric bicycles

### *Public transport*

- 2.21 The nearest bus stops to the site are on the A44 Woodstock Road, immediately to the south east of the Bladon roundabout, and on the A44 Oxford Road, at the site access to Park View. The pedestrian / cycle connections to the Bladon roundabout and the A44 Oxford Road discussed above will enable pedestrians and cyclists from the proposed development to

access the existing bus services that run along the A44. The primary road through the site will be suitable for use by buses.

#### *Car parking*

- 2.22 Car parking will be provided in accordance with Oxfordshire County Council's parking standards for new residential developments. It is envisaged that this will mainly be on-plot in the form of driveways or garages. Electric vehicle charging points will be provided at each property.

#### *Highway improvements*

- 2.23 The flare length on the A4095 Upper Campsfield Road arm of the Bladon roundabout will be increased. The existing splitter island on the A4095 Upper Campsfield Road will be extended to accommodate a staggered toucan crossing, which will connect into the 3 m wide shared footway / cycleway on the eastern side of the A4095 Upper Campsfield Road. The existing pedestrian priority crossings on the A44 Woodstock Road (southern arm) will be upgraded to toucan crossings to provide access to the shared footway / cycleway on the A44 and the bus stop.

### **Service provision**

#### ***Surface water drainage***

- 2.24 A preliminary drainage strategy has been produced for the proposed development based around sustainable drainage systems (SuDS), which is set out in detail in the flood risk assessment (FRA) submitted in support of the planning application. The proposals have been drawn up in line with the guidance provided in CIRIA's (2015) *C753 The SuDS Manual*.
- 2.25 The proposed sustainable drainage techniques will accommodate the peak rainfall event for a 1-in-100 year storm with a 40% allowance for climate change. Runoff from roofs will be collected within individual groups of houses and conveyed via pipe networks into cellular soakaways. Catchpits will be used to trap sediment in runoff.
- 2.26 Runoff from roads will be collected in dry swales and rainwater gardens and discharged directly into the ground. Where there is no room for this arrangement, a pipe network will be used to convey the runoff into infiltration basins. Five infiltration basins are proposed: one to the south west of the proposed roundabout, one in the north west of the proposed residential area, one to the north east of the proposed residential area, one in the proposed community square and one in the east of the site.
- 2.27 All the proposed parking bays will have a permeable paved surface, which will allow infiltration while providing water quality treatment by breaking down hydrocarbons within the aggregate sub-base.

#### ***Wastewater treatment***

- 2.28 Thames Water is the sewerage undertaker for the area. Woodstock is primarily served by an existing gravity network, which leads to a wastewater pumping station. This pumps effluent to the Woodstock Sewage Treatment Works, approximately 1.1 km to the north west of the site. The nearest foul

sewers to the site are within the ongoing Park View development to the west. There is also a 150 mm diameter foul sewer within Shipton Road to the north west of the Park View development and another within Bladon Road to the south of the site.

- 2.29 Wastewater from the proposed development will be discharged by gravity to a new wastewater pumping station that will be provided in the east of the site. There are two options for the final treatment of the wastewater. The first is for the flows to be pumped along a new rising main that would be installed along the site's eastern and northern boundaries and that would run north west from the site, through the north of the Park View site, to connect to the existing foul sewer in Shipton Road, which eventually discharges to Woodstock Sewage Treatment Works. The second is for the flows to be pumped along a new rising main that would be installed along the site's eastern boundary and that would run south of the site to connect to the existing foul sewer in Bladon Road, which eventually discharges to Church Hanborough Sewage Treatment Works.
- 2.30 Thames Water has advised that off-site reinforcement will be required to serve the proposed development whichever option is chosen. The extent of the reinforcement works required and the final option chosen will be determined by network modelling that will be undertaken by Thames Water in due course.

#### ***Water supply***

- 2.31 Thames Water is also the area's potable water supplier. A 4" diameter distribution main runs along Shipton Road to the north of the site and joins a distribution main in the A4095 Upper Campsfield Road to the east. Another distribution main runs within the A44 Oxford Road to the south of the site. A 16" diameter trunk main runs along the site's western and southern boundaries. New potable water supplies have recently been installed to service the ongoing Park View development to the west.
- 2.32 Thames Water has advised that off-site reinforcement may be required to supply the proposed development. The extent of any reinforcement works required will be determined by network modelling that will be undertaken by Thames Water in due course.

#### ***Other services***

- 2.33 Scottish and Southern Energy (South) is the electricity provider for the site. There are low voltage overhead cables along Shipton Road for approximately 250 m, which cross the north eastern corner of the site onto the A4095 Upper Campsfield Road. Underground high voltage cables are present within Upper Campsfield Road, to the east of the site, from the junction with the A44 Oxford Road in the south to the junction with Shipton Road. Along the A44 Oxford Road there are underground high voltage cables, a low voltage underground service cable and low voltage overhead cables. New electricity supplies have recently been installed to service the ongoing Park View development to the west of the site.
- 2.34 Scottish and Southern Energy (South) has advised that it is likely that new 11 kV circuit breakers will need to be installed at Woodstock primary substation, approximately 1.7 km north east of the site, to ensure that sufficient capacity is

available to serve the proposed development. A new connection between the site and the substation will need to be installed within the local road network.

- 2.35 Southern Gas Network is the area's gas provider. Low pressure gas mains run along Shipton Road and the A4095 Upper Campsfield Road. The southern part of Upper Campsfield Road and the A44 Oxford Road are served by medium pressure mains. However, the proposed development will not be connected to the gas network and there will be no increase in demand for gas as a result of the proposals.

### **Climate change adaptation and greenhouse gas emissions**

- 2.36 The proposed development includes the following measures to reduce its greenhouse gas emissions and minimise its vulnerability to climate change:
- All proposed development lies within fluvial flood zone 1 and the surface water drainage strategy incorporates a 40% allowance for climate change
  - To maximise the energy efficiency of the proposed development and minimise carbon emissions from dwellings, the proposed dwellings will be built to align with PassivHaus principles, which means that specific criteria will be achieved in relation to space heating energy demand, primary energy demand, airtightness and thermal comfort
  - Heating will be provided by ground or air source heat pumps and gas boilers will not be installed in the proposed dwellings. The dwellings will be fitted with photovoltaic panels to generate electricity
  - The embodied carbon emissions associated with raw material extraction, manufacture and transport of building materials will be considered as part of the detailed design process to minimise the carbon impact of the materials chosen
  - Electric vehicle charging points will be provided at each property, which will help to reduce carbon emissions from vehicles, and charging points and secure parking facilities will be provided communally for electric bicycles
  - To provide water-efficient dwellings, fittings and fixtures that use less than 105 litres per person per day will be specified at the detailed design stage, which aligns with Home Quality Mark level 4. This will reduce both water use and the use of energy associated with heating hot water
- 2.37 Further details are provided in the sustainability statement submitted in support of the planning application. A detailed calculation of the estimated carbon emissions produced by the proposed development and the emissions savings associated with the proposed design and technology measures is provided in the energy statement submitted in support of the planning application.
- 2.38 In summary, the assessment concludes that the energy efficiency and other design measures incorporated into the proposed dwellings through aligning with PassivHaus principles will lead to a reduction of 551,887 kg (551.9 tonnes) of CO<sub>2</sub> per year from energy use in the proposed dwellings compared to average new dwellings in the UK. The use of ground or air source heat pumps to heat the proposed dwellings is predicted to save a further 183,962 kg (184.0 tonnes) of CO<sub>2</sub> per year compared to gas central heating. Installing photovoltaic panels on the roofs of the proposed dwellings and on car ports to

generate electricity is predicted to save a further 506,510 kg (506.5 tonnes) of CO<sub>2</sub> per year.

## **Construction**

### ***Construction phasing***

- 2.39 It is envisaged that construction of the proposed infrastructure / services will start on site in early 2027, with construction of the proposed dwellings commencing in 2028 and being completed by 2038. While the rate at which the dwellings will be built will depend on market conditions, it is estimated that overall the proposed development will take approximately 12 years to complete. Construction works will proceed from west to east across the site, with associated green infrastructure and drainage being provided alongside each parcel. Construction traffic will access the site from the A4095 Upper Campsfield Road to the east to keep HGV movements separate from residential traffic in Park View. Access will either be via the proposed roundabout, or a temporary construction access in the same area until the roundabout is built.

### ***Employment***

- 2.40 At this outline stage, detailed estimates of employment numbers to be generated during the construction phase of the proposed development are not available. Research for the Construction Industry Training Board and Home Builders Federation<sup>(1)</sup> indicates that 1.5 construction-related jobs are generated for every new house built. Based on the estimated level of 45 dwellings per year, approximately 68 construction jobs will be created. It is important to note that a number of these will be positions that will be based away from the construction site itself, including sales staff, planners, engineers etc. It is anticipated that construction contracts will be given to local companies where possible.

### ***Working hours***

- 2.41 The standard working hours for all construction activities will be from 07:30 to 18:00 Mondays to Fridays and 07:30 to 13:00 on Saturdays. No continuous 24-hour activities are envisaged at this stage and there will be no external Sunday or Bank Holiday working without the prior agreement of Cherwell District Council (CDC).

### ***Plant and machinery***

- 2.42 The plant and equipment that is likely to be employed at the site during the enabling / infrastructure phase of construction may include scrapers, dozers, 360° excavators, backhoe loaders, dumpers, dump trucks, rollers and compressors. The construction of the built development may also utilise other heavy equipment, such as lifting plant, cranes and forklift trucks. The precise nature and quantity of plant employed during construction will vary with each stage of the development.

---

<sup>1</sup> Ball, M., 2005, *The Labour Needs of Extra Housing Output: Can the Housebuilding Industry Cope?*

### ***Earthworks and spoil***

- 2.43 Spoil that is generated from the development will be re-used on site wherever possible and it is not envisaged that significant quantities of spoil will be removed off site. Topsoil will be stripped and stored separately for later re-use within the proposed development and landscaped areas. Contaminated spoil may need to be removed for management / disposal, but significant contamination is not envisaged to be present on the site.

### ***Construction materials***

- 2.44 The construction materials required will be those normally associated with a development of this nature, including for example bricks, windows, roof tiles, blockwork, bulk timber, timber trusses, ready mixed concrete, plasterboard, dense bitumen / stone macadam, concrete kerbing and sub-base crushed stone. Building materials will need to be imported to the site.
- 2.45 Fuel and oil will be confined to specified areas and stored in a manner to prevent contamination of soil, surface water or groundwater through accidental spillage. A construction method statement will be put in place and contractors will be required to follow health and safety regulations regarding the use of any toxic or hazardous materials.

### ***Construction traffic***

- 2.46 The types and numbers of vehicles that will deliver construction materials to the site will vary depending on phasing and the materials collected or delivered. Typically, the final rate of project completion reflects many competing factors, such as access to the development, completing the sales of buildings and availability of labour and materials, as well as maintaining a quality environment during the various phases. It is estimated that the number of vehicle movements associated with the construction of the proposed development, based on a five-day delivery and collection schedule over 51 working weeks per year, is likely to be in the order of around 30 HGV movements and 30 LGV movements per day.
- 2.47 It is assumed that many of the construction staff vehicle movements will take place at the beginning and end of each day. The HGV deliveries are assumed to be spread across the day and will be timed, where possible, between 09:00 and 16:30 to avoid peak traffic periods along the A44. In order to minimise the impacts of construction vehicles on the amenity of residents in Woodstock and avoid the use of more sensitive roads, it is proposed that construction vehicles will principally be routed along the A44, accessing the site from the A4095 Upper Campsfield Road.
- 2.48 Access routes for construction traffic will be agreed in detail with CDC prior to works commencing and appropriate signage will be put in place. Construction workers will be provided with allocated parking areas within the application site and the use of public transport and car sharing will be encouraged. Construction traffic will also be managed through a construction traffic management plan (see below).

### ***Construction method statement***

2.49 A construction method statement, incorporating a construction traffic management plan, will be prepared for the proposed development. The production of the construction method statement would be conditioned as part of any grant of planning permission and would cover:

- Vehicle routing and site access for construction traffic
- Construction vehicle estimates
- The parking of vehicles for site operatives and visitors
- The loading and unloading of plant and materials
- The storage of plant and materials used in constructing the development
- The erection and maintenance of security fencing and hoarding, including decorative displays
- Wheel washing facilities
- Measures to control the emission of dust and dirt during construction
- A scheme for recycling / disposing of waste resulting from construction works
- Hours of operation

### **Post-construction**

2.50 In order for the potential post-construction effects to be assessed, a number of assumptions have been made. It has been assumed that, based on the average household size for Launton and Otmoor ward at the time of the 2021 Census, on average each dwelling will be occupied by 2.44 people. Therefore, 500 dwellings are estimated to generate a new population of 1,220 people.

2.51 For the purposes of carrying out the EIA, it is assumed that existing residents in the area, both around the site and along the principal access roads, represent the most sensitive human receptors to potential effects. The assessment will therefore primarily consider potential effects on the existing sensitive receptors.

### **Alternatives**

#### ***Alternative sites***

2.52 The application site is allocated for development under Policy KID H1: South-East Woodstock of CDC's Cherwell Local Plan Review 2042 Proposed Submission Plan (Regulation 19) December 2024. Blenheim Estate Homes has therefore not considered alternative sites, although alternative site options were considered during the sustainability appraisal of the council's draft local plan review.

#### ***Alternative designs***

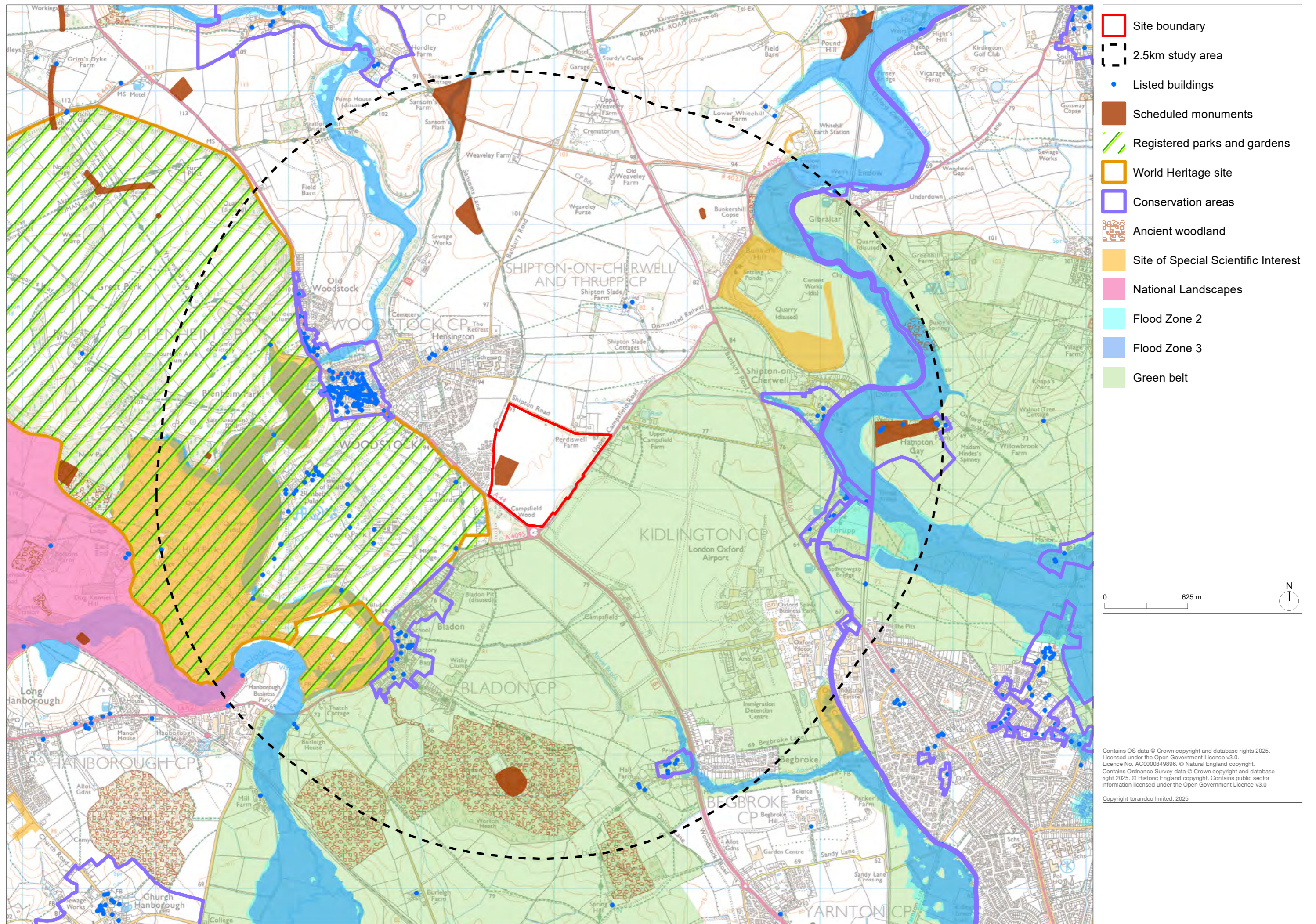
2.53 The master plan has evolved over time and has been subject to a number of iterations following the findings of baseline environmental studies and consultation with stakeholders, as follows:

- The proposed built development has been concentrated in the north and east of the site to allow the retention of a significant area of open

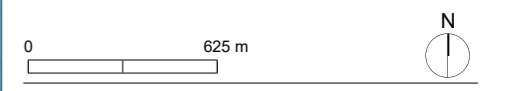
space in the south and west of the site, which will retain and protect several important heritage assets. These include the scheduled monument and its historic south eastern aspect across the southern part of the site, a viewpoint of interest from Shipton Road across the site towards the wooded setting of the WHS, and the green gateway into the historic town of Woodstock and the WHS

- The main areas of archaeological interest in the west and north eastern corner of the site will be retained in areas of public open space. A north-south heritage corridor will be created along the site's western edge, with landscaping provided to retain and enhance the areas of archaeological interest
- The option of including a primary school within the proposed development was rejected because Oxfordshire County Council's preferred approach to increasing education capacity within Woodstock is to expand the existing primary school
- The use class E floorspace was added to the proposed development following discussions with stakeholders

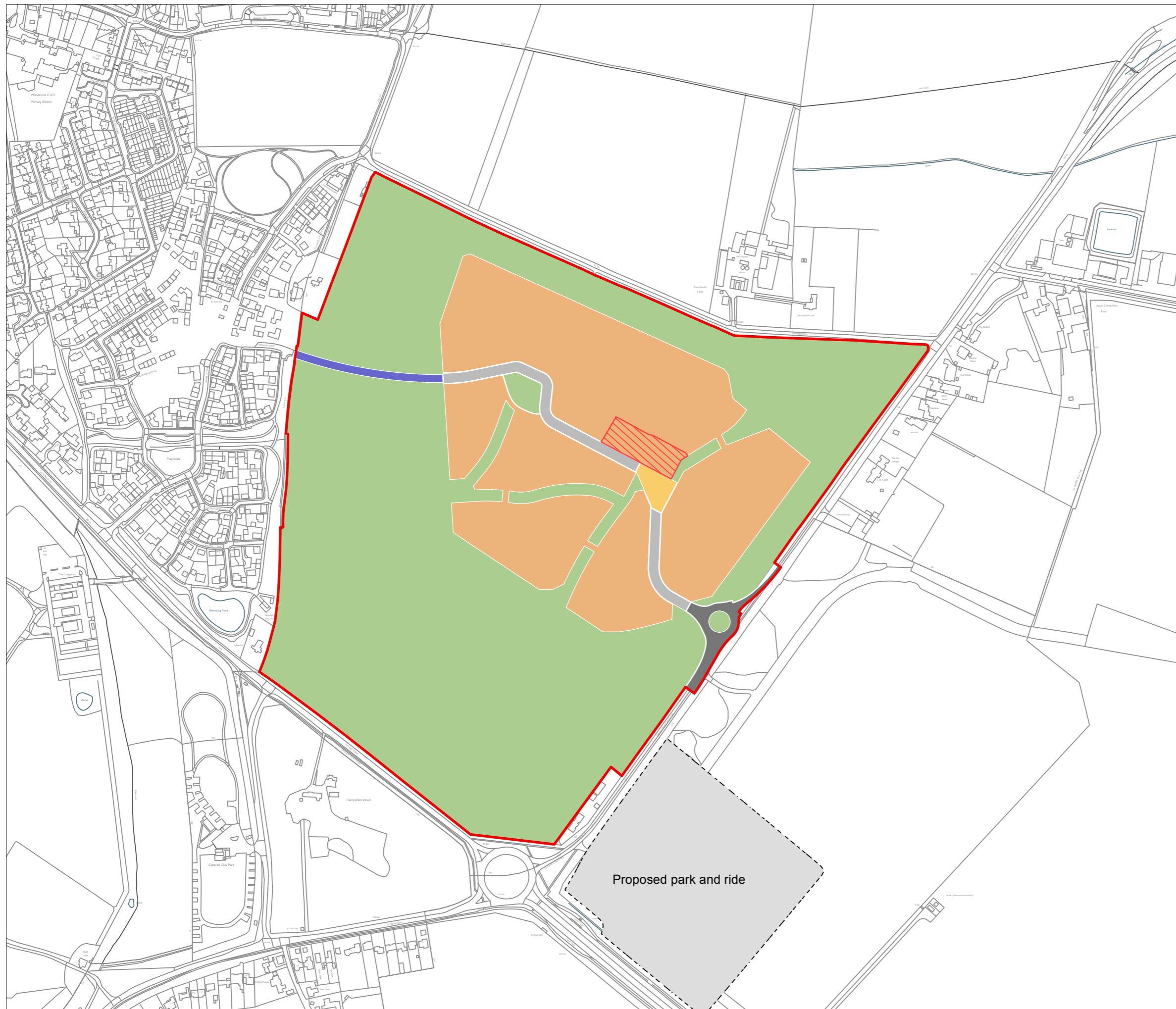
2.54 Further details of the evolution of the master plan and design rationale can be found in the design and access statement submitted in support of the application.



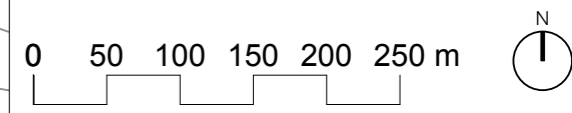
- Site boundary
- 2.5km study area
- Listed buildings
- Scheduled monuments
- Registered parks and gardens
- World Heritage site
- Conservation areas
- Ancient woodland
- Site of Special Scientific Interest
- National Landscapes
- Flood Zone 2
- Flood Zone 3
- Green belt



Contains OS data © Crown copyright and database rights 2025. Licensed under the Open Government Licence v3.0. Licence No. AC0000849896. © Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2025. © Historic England copyright. Contains public sector information licensed under the Open Government Licence v3.0  
 Copyright torandco limited, 2025



- Site boundary 48.846ha (120.70 acres)
- Residential 14.086ha
- Use Class E / residential 0.44ha  
(Precise location determined at detailed design stages +/- 5m of alignment shown)
- Open space (refer to PP04) 32.717ha
- Primary street 0.73ha
- Link to Park View 0.24ha
- New A4095 junction 0.403ha
- Community square 0.21ha
- Proposed park and ride

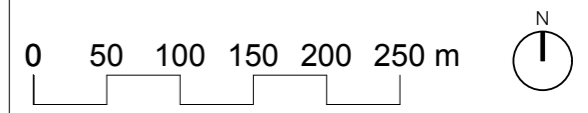


© Crown Copyright and database rights 2025 OS Licence no. AC0000849896

© tor&co 2025 Do not scale from this drawing

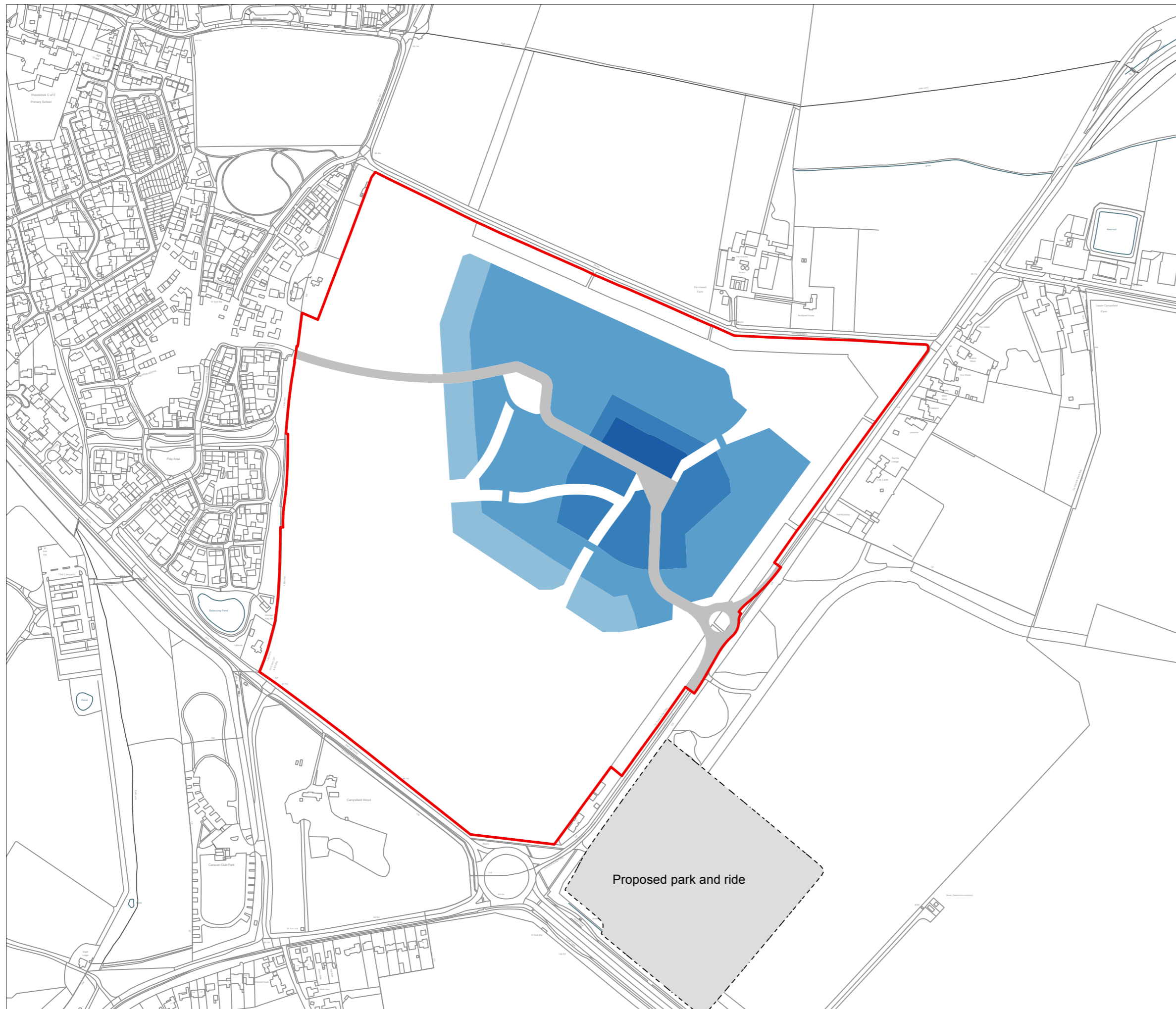


- Site boundary 48.846ha (120.70 acres)
- Existing trees and hedgerows to be retained and enhanced (refer to AIA for further details)
- Existing trees and hedgerows to be removed (refer to AIA for further details)
- Open space (including Amenity Green Space, Natural & Semi-Natural Green Space, Parks and Gardens, tree and structure planting, ecological enhancement and natural play)
- Allotments and community garden
- Equipped play space (Including play buffer zones)
- Community square
- Zone for infiltration basins and swale features
- Proposed woodland planting (Native woodland species to include transplants (up to 60cm high), feathered stock (up to 1.5m high) and some advance nursery stock (up to 3.5m high) on a 1.5m grid.
- Proposed woodland group planting (Native woodland matrix planting including understorey planting of medium species trees up to a mature height of 9m to include transplants (up to 60cm high), feathered stock (up to 1.5m high), and some advance nursery stock (up to 3.5m high) in groups no larger than 900sqm on a 1.5m grid, covering 30% of the hatched zone.
- Proposed mixed native hedge planting (Native hedgerow species comprising of transplants (up to 1m high) on a 0.5m grid, up to 3m wide.
- Proposed tree planting (Previously approved offsite works to include native semi-mature tree planting. Application reference: 16/01364/OUT).
- Proposed park and ride



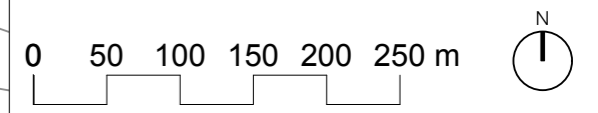
© Crown Copyright and database rights 2025 OS Licence no. AC0000849896

© tor&co 2025 Do not scale from this drawing

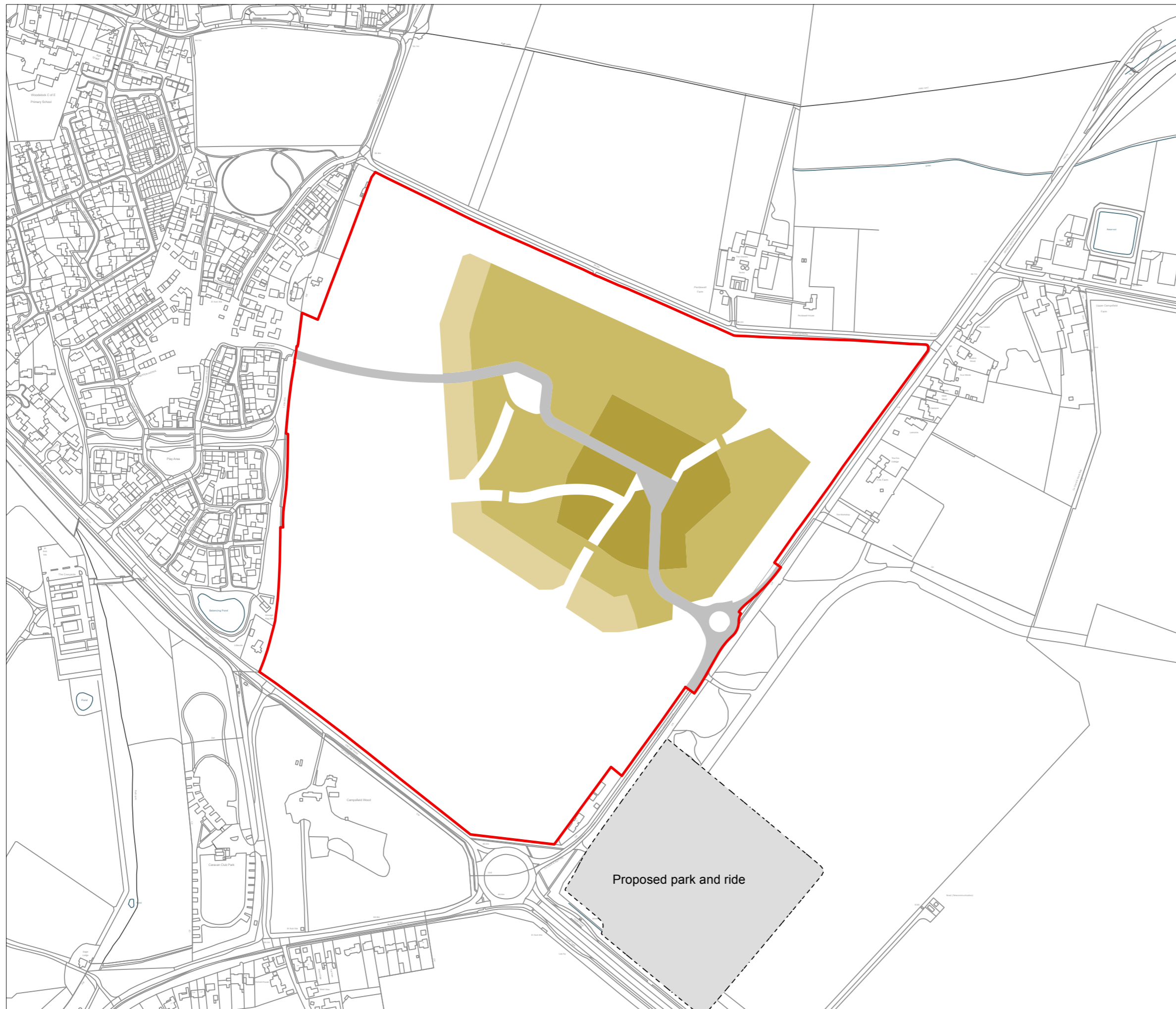


- Site boundary 48.846ha (120.70 acres)
- Up to 2 storey (9m)
- Up to 2.5 storey (10m)
- Up to 3 storey (11.5m)
- Up to 3 storey (12.5m) for Use Class E / residential
- Primary street, junction and link to Park View
- Proposed park and ride

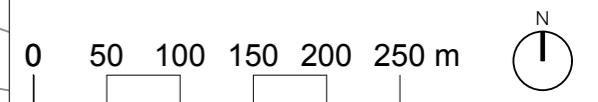
Note - heights given exclude a further 1m of potential additional land raising above existing AOD level



© Crown Copyright and database rights 2025 OS Licence no. AC0000849896  
 © tor&co 2025 Do not scale from this drawing



- Site boundary 48.846ha (120.70 acres)
- Residential density 27.5dph
- Residential density 34dph
- Residential density 42dph including units above Use Class E
- Primary street, junction and link to Park View
- Proposed park and ride

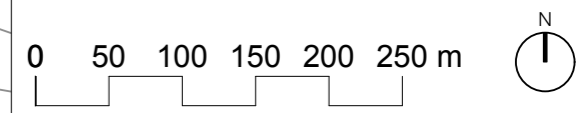


© Crown Copyright and database rights 2025 OS Licence no. AC0000849896

© tor&co 2025 Do not scale from this drawing



- Site boundary 48.846ha (120.70 acres)
- Residential
- Use Class E / residential 0.44ha  
(Precise location determined at detailed design stages +/- 5m of alignment shown)
- ← Vehicular access/junction off A4095
- ← Vehicular access from Park View
- Junction access and link road
- Primary street
- Secondary street
- Proposed zone for community square (includes open space)
- 3m hoggin pedestrian/cycle path
- 2m hoggin path
- ↔ Pedestrian/cycle access points
- - - Pedestrian links through development
- Mown grass path
- → \* Vehicular access and parking for proposed allotments
- Proposed park and ride



© Crown Copyright and database rights 2025 OS Licence no. AC0000849896

© tor&co 2025 Do not scale from this drawing