

Introduction

These comments relate to an outline planning application for up to 500 homes.

The following application drawings and documents have been considered:

- Design and Access Statement (DAS)
- Illustrative Masterplan
- Access, Height, Density, Land Use and Landscape Parameter Plans
- General Arrangement Access Proposal

Pertinent design policy and guidance includes:

- The NPPF Chapter 12 Achieving well-designed places.
- The National Design Guide (2021)
- Building for a Healthy Life
- Cherwell Local Plan Policy ESD15 Character
- The Cherwell Residential Design Guide SPD (2018)
- Landscape Character Assessment for Cherwell (2024)

Context

The site is included as a draft allocation in the 2042 Proposed Submission Draft Local Plan. It lies to the east of Woodstock. The built development would need to be located within the north-eastern portion of the site to accommodate areas of archaeological interest and setting.

The site adjoins the high-quality Park View scheme in West Oxfordshire, which is currently being built out. Although there will be significant open space separation between Park View and the proposed development area, it will be crucial that the scheme feels visually and physically connected to Woodstock rather than a remote parcel of development.

This can be achieved through:

- The provision of good connectivity especially for active modes of transport,
- high quality planting and landscape design,
- contextual design appearance and character, and
- community destinations within the scheme.

Design Appraisal

The Design and Access Statement (DAS) demonstrates a thorough understanding of the site and its context. This has informed the development strategy, illustrative masterplan and parameters.

Land Use Parameter

I support the proposal for Use Class E uses and a community square, which will form a central focal location for the community. This is well related to the primary street and greenways, which traverse the space.

It is noted that the greenways are around 15 meters in width – whilst the corresponding greenway within the Park View scheme is 25 meters in width.

I suggest the main greenway corridor needs to be more generous to accommodate all the proposed land uses i.e. SuDS, footway, play on the way and tree planting, all within high quality public realm.

Density Parameter

I support the proposal to cluster higher densities around the Class E uses. The lower densities adjacent to the settlement edge would reflect the character of adjacent edge properties at Park View.

Building Heights Parameter

I support the proposal for up to three storeys to provide a presence associated with the centre of the site and community uses. Two stories to the development edges would reflect adjacent character at Park View.

I'm not convinced it will be appropriate for the remaining site areas to be – up to 2.5 storey. The Cherwell Residential Design Guide requires dormers to be used sparingly.

I suggest the parameter includes a note to specify how 2.5 storey development would be used within the scheme or a percentage i.e. for specific urban design reasons such as to mediate between 3 and 2 storey development, waymarker buildings etc.

Landscape Parameter Plan

There will need to be a visual connection between the proposed greenway and corresponding route within Park View.

I suggest the parameter woodland planting should be amended to end just before the greenway.

This would not preclude specimen tree planting; however, a solid belt of woodland trees would not be appropriate in this location. See mark-up below:



I support the co-location of the proposed allocation and play area, which will provide an open space destination to the north-eastern side of the site. It will be important that the detailed design integrates both land uses as part of an attractive high quality public realm.

Access and Movement Parameters

The parameters provide for good permeability across and through the site.

It will be important that the proposal provides pedestrian connections to adjacent public footpaths in line with the emerging local plan policy requirement.

A pedestrian connection needs to be added to provide a link to Footpath 265/36/10 east of Upper Campsfield Road. This footpath extends around the perimeter of London-Oxford Airport providing potential links to Oxford Spires Business Park, Thrupp and a wider network of recreational routes including the Oxford Canal.

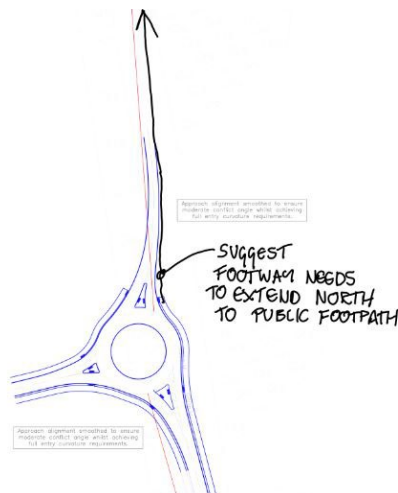
I support a pedestrian route to the perimeter of the development area however I question whether it should be specified as a 2m hoggin path at this stage. At the detailed design stage, it may be considered appropriate to have a combination of edge lanes and connecting paths. I suggest the parameter plan is amended to allow for a combination of edge typologies.

I have illustrated these points on the mark-up below.



Detailed Access Proposal

I suggest the proposed footway needs to extend north to meet Footpath 265/36/10. See mark-up below.



Illustrative Material

The illustrative material in the DAS helps demonstrate the intent to bring forward a high-quality scheme in line with the adjacent Park View development. I suggest that the urban design principles and strategies should be conditioned to help ensure this is carried forward to the detailed stage.

Summary and Conclusion

The proposals are well considered and generally reflect design policy and guidance. The principles and strategies in the DAS should be conditioned to help ensure the detailed proposals come forward in line with the outline scheme.

I suggest the following amendments to the parameter plans:

- Increase the width of the main greenway to ensure all proposed land uses can be accommodated comfortably.
- Caveat the amount and use of 2.5 storey development to avoid proposals coming forward with a proliferation of dormers.
- Remove woodland planting that would prevent visual/physical connections between the proposed scheme and Park View.
- Add a pedestrian link to the public footpath on the opposite side of Campsfield Road. The detailed access plan should also be amended to allow for a safe pedestrian link.
- Allow for flexibility over the character of the development edge footway i.e. a combination of shared surfaces and pedestrian linkages may be appropriate.