

2.9.8 | OLD WOODSTOCK

Old Woodstock is a linear settlement, north of New Woodstock, moved to its current location by Henry I in the 11th century when he established the park and hunting lodge, which later became Blenheim Estate.



FIG. 40 | OLD WOODSTOCK



FIG. 41 | OLD WOODSTOCK

CASE STUDY | OLD WOODSTOCK

Plot type/alignment

- Linear settlement
- Front gardens deepen towards northern edge of town
- Plots follow topography sometimes creating secondary streets

Street profile

- A lot of hard surfaces and little soft landscaping
- Streets contained by stone walls and building gables
- Main and active road

Building typology

- Rural stone cottages
- 21st century infill residences continue to use traditional forms and materials

Material/texture

- Mostly stone
- Brick detailing and a small number of brick dwellings



FIG. 42 | OLD WOODSTOCK URBAN ANALYSIS

2.9.9 | OLD WOODSTOCK NEW HOUSING

Barn Piece Estate in Old Woodstock was added in the 1960s, and forms an extension to the east of Old Woodstock.



FIG. 43 | NEW OLD WOODSTOCK



FIG. 44 | NEW OLD WOODSTOCK

CASE STUDY | NEW OLD WOODSTOCK

Plot type/alignment

- Small blocks accessed by cul-de-sacs
- Large front gardens and long driveways set the buildings back from the road
- Dwellings are mostly central to their plots

Street profile

- Weak boundaries between front gardens and the street
- 'Local street' scale roads of little variety
- Some parking bays
- An island of landscaping and some green verges on corners

Building typology

- Brick and cladding suburban housing
- Modern stone housing closer to main street
- Dormer bungalows and 2 storey housing
- Majority are semi detached or terraced residences

Material/texture

- Majority brick and cladding
- Stone dwellings closer to the main street



FIG. 45 | NEW OLD WOODSTOCK URBAN ANALYSIS

2.1 | LOCAL CONTEXT

2.11.1 | ROAD NETWORK

Woodstock is well connected to Oxford via the A44. This continues into Woodstock as Oxford Road, which forms the southern boundary of the site via a roundabout on the southwestern corner. The A4095, which forms the eastern boundary of the site, connects the town to north Kidlington, Bicester and Banbury to the East. The town has good connections to east and central Kidlington south of London Oxford Airport via Langford Lane. The A4095 continues west from the site connecting the town to Witney via Bladon, past Long Hanborough railway station and through Long Hanborough itself.

2.11.2 | PUBLIC TRANSPORT

The nearest train station to the town is 2.5 kilometres away in Long Hanborough connecting to London, Gloucester, Worcester and Hereford. Oxford Parkway Station at Water Eaton will connect the town to Oxford, London and further afield.

The S3 bus service currently runs along Oxford Road connecting to Oxford and Chipping Norton every 15-30 minutes between 6am and 11.30pm. This service provides a regular link between Oxford, London Oxford Airport and the Blenheim Palace World Heritage Site. The 233 bus also connects the town to Burford, Witney and Long Hanborough.

The A44 is a major bus corridor. Bus services are frequent and passenger numbers are high and increasing. The proposal makes full use of, and

supplements this, strategic bus corridor. In addition, it provides for a direct bus link between the proposed 'Link and Ride' and Woodstock town centre. This will reduce the strain on town centre parking - currently, commuters park all day and utilise the bus corridor to Oxford.

2.11.3 | BUSINESS AND EMPLOYMENT

The majority of existing business in Woodstock is related to tourism and Blenheim Palace. Many residents of the town commute to Oxford or Begbroke Science Park, though there are a relatively large proportion of self-employed and retired people compared to other settlements within the district.

2.11.4 | AIRPORT

The site lies adjacent to London Oxford Airport. The impact is minimal as the amount of use of the airport is small and the main runway runs from south to north away from the site. The lesser-used, east to west, runway has been considered in the following constraints plan (figure 48), showing the maximum height limit that can be reached across the site. The heights of proposed buildings have been designed lower than these levels.

Noise implications and connections to the airport have also been considered, with any employment on the site potentially linking to the expansion of the airport. These uses are also less sensitive to noise and therefore are more appropriate than residential uses closest to the airport.

2.11.5 | LOCAL BOUNDARIES

Houses on the opposite side of Upper Campsfield road are Woodstock residences. The development therefore connects these dwellings to the town of Woodstock and has no effect on the villages of Shipton-on-Cherwell or Thrupp that are in the east of their catchment area.

The village of Bladon lies to the south of the site. This is separated by a large area of woodland, Campsfield Wood. This and the roundabout access, forms an obvious gateway into Woodstock and shows a clear distinction between the settlements.



2.11.6 | COMMUNITY FACILITIES

There are currently two schools within the town, the Marlborough Church of England School and Woodstock Church of England Primary School. There is a significant amount of retail in the town but much of this is directed towards tourism and does not reflect the standard retail mix you would expect in a town of this size. Woodstock loses around 90% of potential retail spend from local residents to other settlements and the small supermarket in the town centre is significantly over-trading.

The closure of many service retailers such as the local butchers and cobblers has been a feature of recent history in the town as has the conversion of Tea Rooms to residential use. Conversion to residential use combined with leisure uses provides an imbalance between tourist, visitor and everyday shopping needs.

The town has its own library, police station and fire station.

The town's 96 year old football club is facing possible closure. It has already been relegated due to the standard of its facilities. The proposal seeks to provide Woodstock Town FC with a sustainable future, to the benefit of the local community.

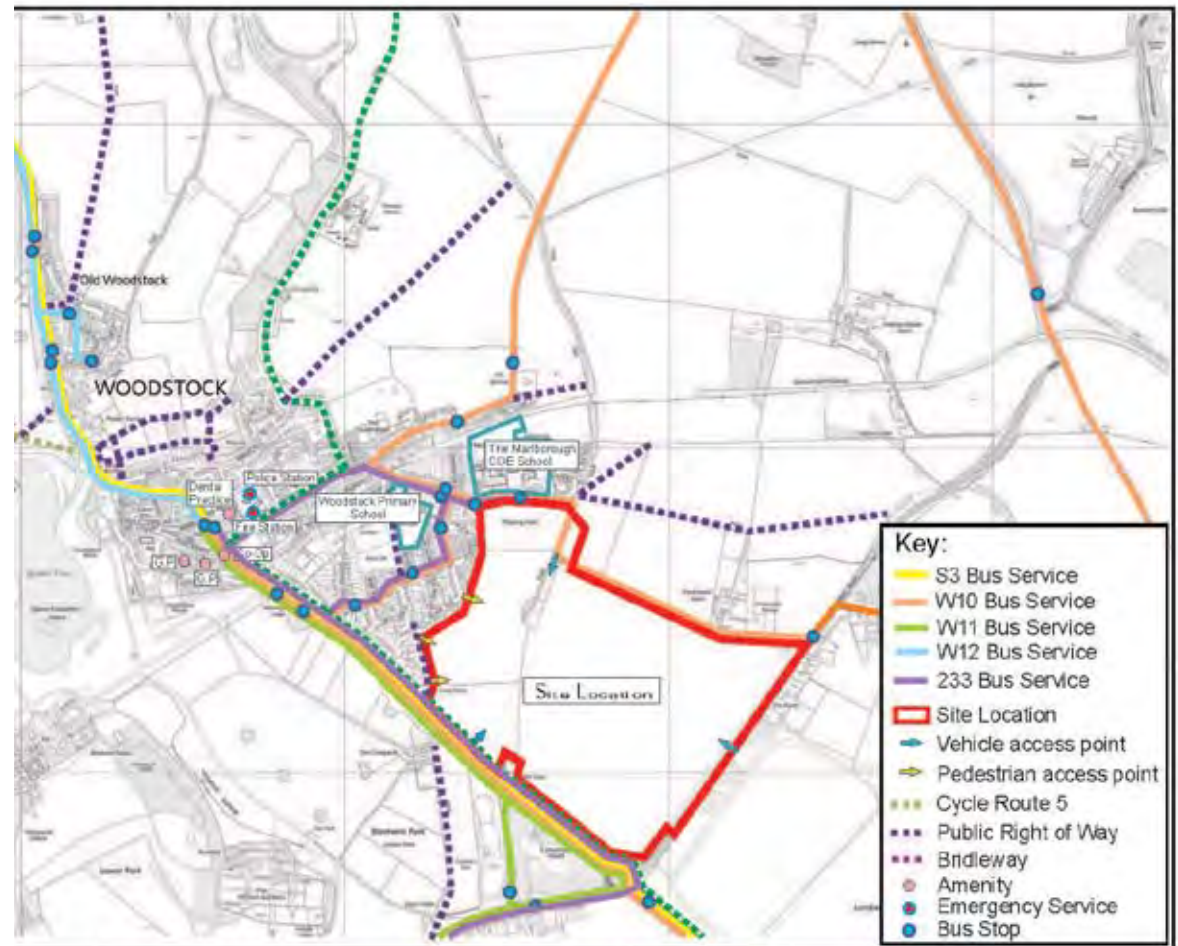


FIG. 46 | BUS ROUTES

2.11.7 | FOOTPATHS AND CYCLEWAYS

A public footpath, and national trail, through the site connects the housing to the west of the site with Oxford Road. Pedestrian access is also possible further north from the edge of an existing pedestrian route close to the playing fields. The masterplan supplements this existing footpath with new and reinforced routes.

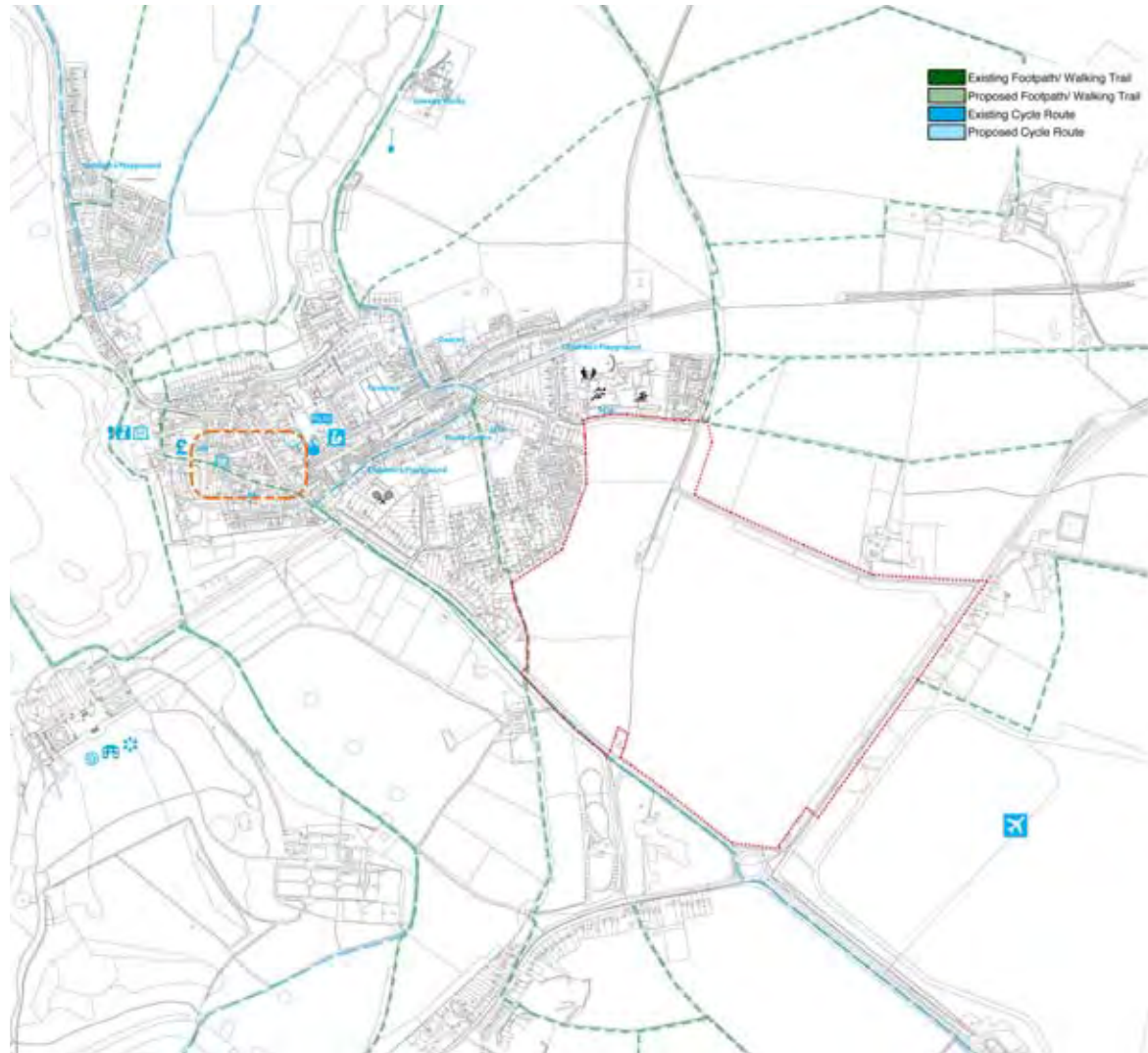


FIG. 47 | FOOTPATHS, CYCLEWAYS AND COMMUNITY FACILITIES



2.12 | SITE ANALYSIS

This next section identifies the sites constraints and examines how these can be used as features or benefits in the design of the site. This helps to understand the site and inform so that the development design is appropriate to context and makes the best use of the sites individual attributes. The following plan sets out the sites constraints and attributes.

2.12.1 | ENVIRONMENTAL

The length of the site is orientated towards the south-west. The prevailing wind is from the north to north-east direction. The main sources of noise close to the site are Oxford London Airport to the east of the site and the A44 Oxford Road to the South West.

Assessments have been carried out to consider the noise impact of both road and airport traffic on both existing and future residents. The noise impact was found to be negligible but where necessary will inform the layout and design of the development.

2.12.2 | INTEGRATION

The south, east and north of the site are bounded by main roads and landscaping. There is therefore little opportunity for integration. The west of the site has a less definite edge and therefore offers the opportunity to integrate the development with the neighbouring housing, using the public footpath and northern pedestrian access to connect the two.

2.12.3 | DRAINAGE

The site lies within Flood Zone 1 and outside of the floodplains associated with nearby watercourses. Various site investigations showed that the western field ground conditions were less permeable associated with the forest maple clays and the eastern fields provided good levels of permeability.

No piped drainage systems were found within the site but there is a land drainage ditch system following and running parallel to the hedge field boundaries.

2.12.4 | ACCESS AND CONNECTIONS

A public footpath in the southwest corner runs through the site from the neighbouring housing development to the Oxford Road. Oxford Road borders the south of the site, the main road into Woodstock and the boundary wall to the World Heritage Site.

Shipton Road bounds the north of the site, a rural road separating it from farmland to the north. The A4095, Upper Campsfield Road, borders the west of the site, separating it from Oxford London Airport and linking Banbury Road and Bladon roundabout.

2.12.5 | UTILITIES

A water main runs through the site close to the district boundary and east of the north to south hedge. This area will need to remain clear together with a 5 metre strip of land to either side.

2.12.6 | BOUNDARIES

The northern and eastern boundaries consist of a thin woodland edge whilst the southern boundary of the site is made up of lower vegetation allowing views across the site.

This contrasts with the opposite boundary of the World Heritage Site consisting of mature planting, woodland and a stonewall marking the edge of the parkland.

The western boundary of the site is an existing housing development of Woodstock. The back gardens of housing form the majority of the boundary separated by vegetation or fences.

2.12.7 | VEGETATION

Two field boundaries of vegetation run through the site and vegetation separates private properties neighbouring the site from the site itself. Dense vegetation also forms the boundaries of the site though some of these are denser and more mature than others. The site is agricultural and therefore there is no vegetation within the field areas. Main use is monoculture.

2.12.8 | VIEWS

Views into and out of the site are limited by mature landscaping. The landscaping separating the site from the playing fields is more sparse and therefore creates occasional glimpses between The Marlborough C of E School and the site.

A very small northern section of the site closest to the existing playing fields is within the monument view cone of the Column of Victory illustrated in the World Heritage Site Management Plan and is shown on the previous heritage constraints plan.

2.12.9 | HERITAGE AND ARCHAEOLOGY

The site lies adjacent to the perimeter wall enclosing the Blenheim Palace World Heritage Site parkland a Grade I registered park.

Within the development site is a Scheduled Monument, Blenheim Villa; currently a barely perceivable bump within the eastern field but containing the buried remains of a Roman Villa and its associated land. It lies under the improved and ploughed agricultural land. Further archaeological remains have been found north of the Roman Villa.

The two and a half storey building in the north of the site is referred to as the 'Pest House' built between 1833 and 1887, as alternative accommodation for patients with infectious conditions.

2.12.10 | ECOLOGY

Field surveys have been carried out across the ecological survey area. The site was subject to an Extended Phase 1 habitat survey and surveys for great crested newts, birds, reptiles, owls, badgers, dormice, roman snails and bats.

The main habitats found within the planning application area include arable fields, broadleaved semi natural woodland, hedgerows and field margins of semi-improved grassland.

The ecological surveys have shown that these habitats, particularly away from the improved agricultural land are used for foraging, commuting and as places of shelter, by a range of fauna including breeding birds, bats, badgers, and dormice. They have the potential to be used by reptiles, great crested newts and a range of small mammals including polecat and hedgehog.

The historic hedgerows provide an important commuting route for a number of species of bat moving from areas north of the site to areas south of the site. The proposal takes all of this into account and provides appropriate protection.

The above factors are considered in detail in the Environmental Impact Assessment accompanying the application. This demonstrates that the site is free from any major constraints, is in a sustainable location and is suitable for a residential led mixed-use development. Appropriate ecological mitigation can be provided and no harm will arise as a result of these proposals.

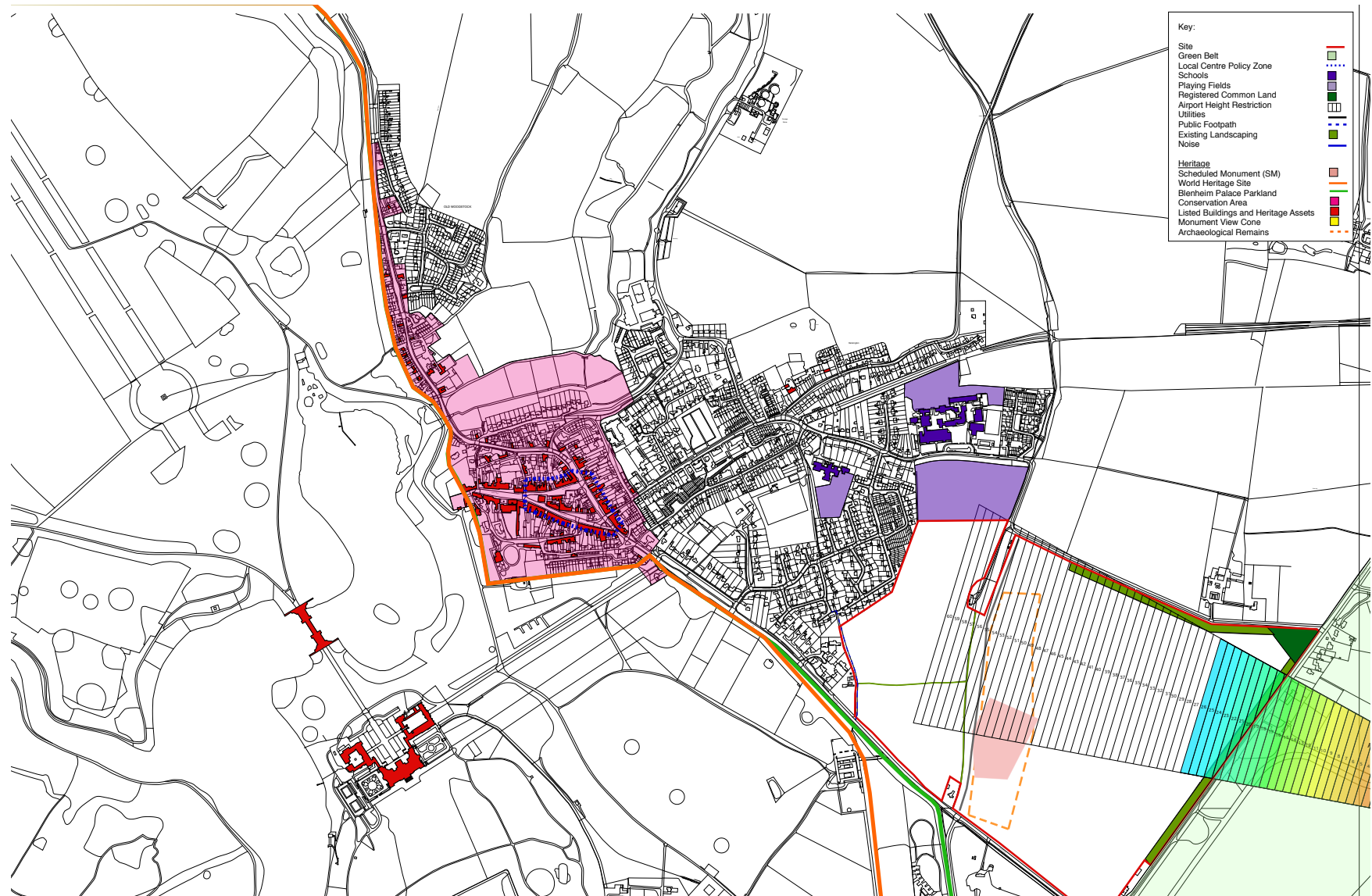


FIG. 48 | CONSTRAINTS PLAN

2.13 | LANDSCAPE AND VISUAL IMPACT ASSESSMENT

The Landscape and Visual Assessment (LVIA) contains descriptions of the site and context together with its relative sensitivity and landscape-planning context. The LVIA found that:

the site lies within a localised sub-character area, referred to as the Woodstock Urban Fringe. The road corridors, which lie on three sides, and the existing hard urban edge, which exists to the west, inform the character of this area. It is considered that this landscape character is of medium sensitivity.

Other sub-character areas exist within the wider setting of the site. Established vegetation associated with the site's boundaries and immediate setting creates a degree of separation between the site and these neighbouring character areas.

The application site abuts the urban area of Woodstock, however, the built form associated with the eastern edge of the settlement, formed by contemporary housing, is somewhat harsh but it does create a wide degree of separation between the urban fringe landscape and the more historic core of the settlement to the west. Consequently, the development site is well-separated from the town's historic core.

The LVIA forms a separate part of the application and should be referenced for full details of the anticipated impacts.

The LVIA has been used as a design tool to understand potential impact and to reduce these impacts by guiding the location and form of both development and proposed mitigation.

The proposals are considered to present a number of enhancements and benefits to the existing landscape character and environment which provides the landscape setting for the various heritage assets that exist in and around the site. It is considered that the benefits associated with the proposals include:

- Creating accessible public open space, comprising a variety of typologies and experiences;
- Significant enhancements to the A44 approach to Woodstock from the south east, with new tree planting set against a wooded backdrop. The proposed landscaping will complement the parkland to the south west and also create a robust and defensible edge to the urban area, ensuring an appropriate set back of development from the road corridor;
- Creating a high quality green space around the Scheduled Monument; allowing public appreciation of the heritage asset through appropriate interpretation and ensuring the proposed built environment is appropriately offset from the perceived setting;
- Extensive new tree planting across the site. This planting will include appropriate native species which will reflect the local character and represent a biodiversity enhancement;



FIG. 49 | SITE VIEW LOOKING EAST



FIG. 50 | SITE VIEW LOOKING NORTH EAST

DESIGN DEVELOPMENT

“ *We shape our buildings; thereafter they shape us.* ”

Winston Churchill

3



3.0 | VISION

Our vision and objective is to create an attractive, distinctive and integrated new quarter of Woodstock. East Woodstock will be of such quality that it will comprise a future Conservation Area.

It will be a mixed and active neighbourhood that integrates with the surrounding landscape and built context, provides an attractive, recognisable entrance to the town, interprets and responds to the historic context and contributes to a regional strategy.

From this objective came a series of vision principles, as detailed in the following section. These have informed the design of the scheme based around a central theme:

“

Heritage Gateway

”

3.0.1 | HERITAGE GATEWAY

The sites relationship to the Blenheim Palace World Heritage Site and a Scheduled Monument were considered to be defining features of the site and opportunities to be enhanced. The vision for the site is built on these heritage features and opportunities. The development aims:

- Create an approach into the town through a woodland gateway reflecting the World Heritage Site boundary and bring forward a recognisable entry to Woodstock;
- Centre development on the Scheduled Monument providing interpretation and an insight into the towns past;
- Integrate the development with the historic town of Woodstock.

3.0.2 | RESPECTS THE PAST

- Provide an extension to the heritage trail that makes interpretation and history accessible to the public
- Protect and provide access to the Scheduled Monument.



FIG. 51 | RESPECTS THE PAST

3.0.3 | A GATEWAY

- Reflect the World Heritage Site boundary and bring forward a recognisable entrance into the historic town so that it is easily identifiable
- Create a noticeable and attractive development that reflects Woodstock and creates a clear sense of arrival to the town.



FIG. 52 | A GATEWAY

3.0.4 | LEGIBLE AND WELL CONNECTED

- Connect to the Oxford City Deal and creating better connections between Oxford and Blenheim Palace
- Ensure that a range of transport modes is provided for; connecting the development to Woodstock and further afield.



FIG. 53 | LEGIBLE AND WELL CONNECTED

3.0.5 | A MIXED AND ACTIVE COMMUNITY

- Provide a mix of housing for a varied and diverse range of people, including housing for elderly persons, families and individuals
- Create a vibrant and welcoming place with a mix of uses
- Provide equal access to good homes for all, creating lifetime homes and providing affordable housing to contribute to the housing needs of the county.
- Provide a good range of facilities for the town including a school, open space and leisure facilities
- Promote healthy and sustainable living through the provision of community and leisure facilities and a safe and attractive environment to live, work and play



FIG. 54 | A MIXED AND ACTIVE COMMUNITY

3.0.6 | ECONOMIC VITALITY

- Contribute to sustainable economic growth of the town and arrest the current decline
- Contribute to the future success of the wider area
- Help alleviate the current, perceived or actual parking issues in the town centre by providing the 'Link and Ride' facility removing those cars that use free town centre parking as an informal Park and Ride.



FIG. 55 | ECONOMIC VITALITY

3.0.7 | AN IDENTITY AND SENSE OF PLACE

- Have a recognisable identity as 'Woodstock' whilst having its own sense of place reflective of good 21st Century design
- A high standard of architectural and urban design including streets, spaces and individual buildings
- A safe and attractive development integrating a network of public open spaces with high quality play spaces and safe and attractive routes to shops, schools and community facilities
- Exemplar standards due to the involvement of the Blenheim Estate and Pye Homes, both of whom are significant long term stakeholders in the local community.

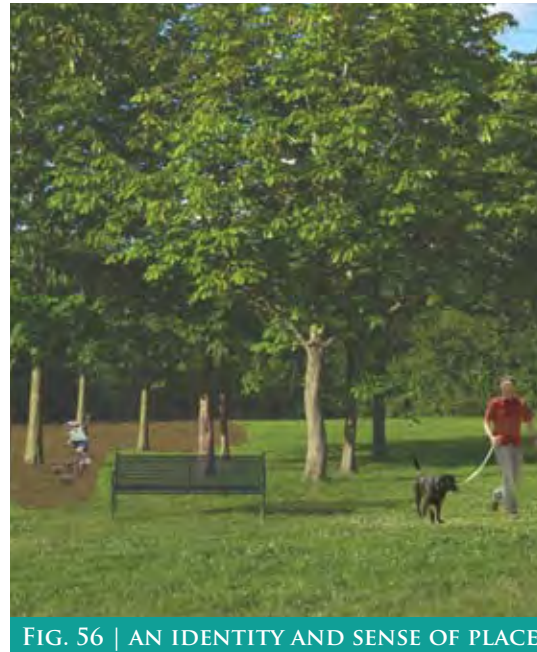


FIG. 56 | AN IDENTITY AND SENSE OF PLACE

3.0.8 | ENVIRONMENTALLY RESPONSIVE

- Efficient and environmentally conscious design that integrates with the existing landscape and general setting
- Conserve and enhance the landscape and biodiversity on the site



FIG. 57 | ENVIRONMENTALLY RESPONSIVE

3.1 | PUBLIC CONSULTATION AND ENGAGEMENT

A Statement of Community Involvement (SCI) has been prepared and submitted in support of the planning application. The SCI explains the process of consultation carried out to inform the development of Woodstock East. The following provides a summary of the consultation undertaken so far. Further details and a full schedule can be found in the supporting SCI

Presentations and 'question and answer sessions' were held in September 2014 for local politicians and other stakeholders in the Marlborough room at Blenheim Palace.

In addition to this there have been on-going meetings with local stakeholders such as Woodstock's two schools, Old Woodstock Town Football Club and Woodstock Town Partnership to encourage community involvement up to application submission and beyond this to help further develop the application.

A newsletter was sent to 2,699 residents and local businesses to explain the plans and invite them to a public exhibition held in Woodstock Community Centre on Friday 3rd October and Saturday 4th October. In addition to this the project team have met with local residents in close proximity to the site and provided feedback postcards and a consultation website to encourage feedback.

The following images are of the public exhibition and the presentation boards used at this event. Further information can be found in the Statement of Community Involvement.



FIG. 58 | PUBLIC EXHIBITION



FIG. 59 | PUBLIC EXHIBITION



FIG. 60 | CONSULTATION BOARDS

3.2 | DESIGN EVOLUTION

This section explains the rationale behind the evolution of the Masterplan for Woodstock East from the initial concept to the current layout.

The main threads running through this process are connectivity, integration, economic benefit to the existing settlement, viability and the creation of a pleasant and sustainable place to live as part of an overall exemplar development. The following images and description show the development of the design framework.

3.2.1 | STAGE 1

The initial design framework built upon the concept and masterplan objectives, following the rationale below:

- The development should be connected to Woodstock via an access from Oxford Road to integrate the development with Woodstock. This should be discreet but capable of accommodating bus traffic;
- The grain of the development should integrate with Woodstock;
- Employment land should be located closest to the airport as it is the least noise sensitive use and it could connect to aviation related business at the airport;
- The 'Link and Ride' should be located closest to the A4095. This should be connected via the principal access across the site;
- The Scheduled Monument and archaeological remains should form part of a core open space;
- The school and football pitch should relate well to Woodstock and Marlborough C of E Secondary School providing an educational, leisure and healthy living hub;
- A wooded area should be positioned closest to Bladon roundabout next to Oxford Road to reflect Campsfield Wood and set back the development;
- Trees and vegetation should be planted along Oxford Road to reflect the Boundary of Blenheim Palace Park and provide a green, attractive gateway into Woodstock;
- A green corridor should run through the site to link the common land/ copse and existing houses on Upper Campsfield Road;
- As much of the existing landscaping on the site, should be kept and enhanced as possible to ecologically enhance the site.

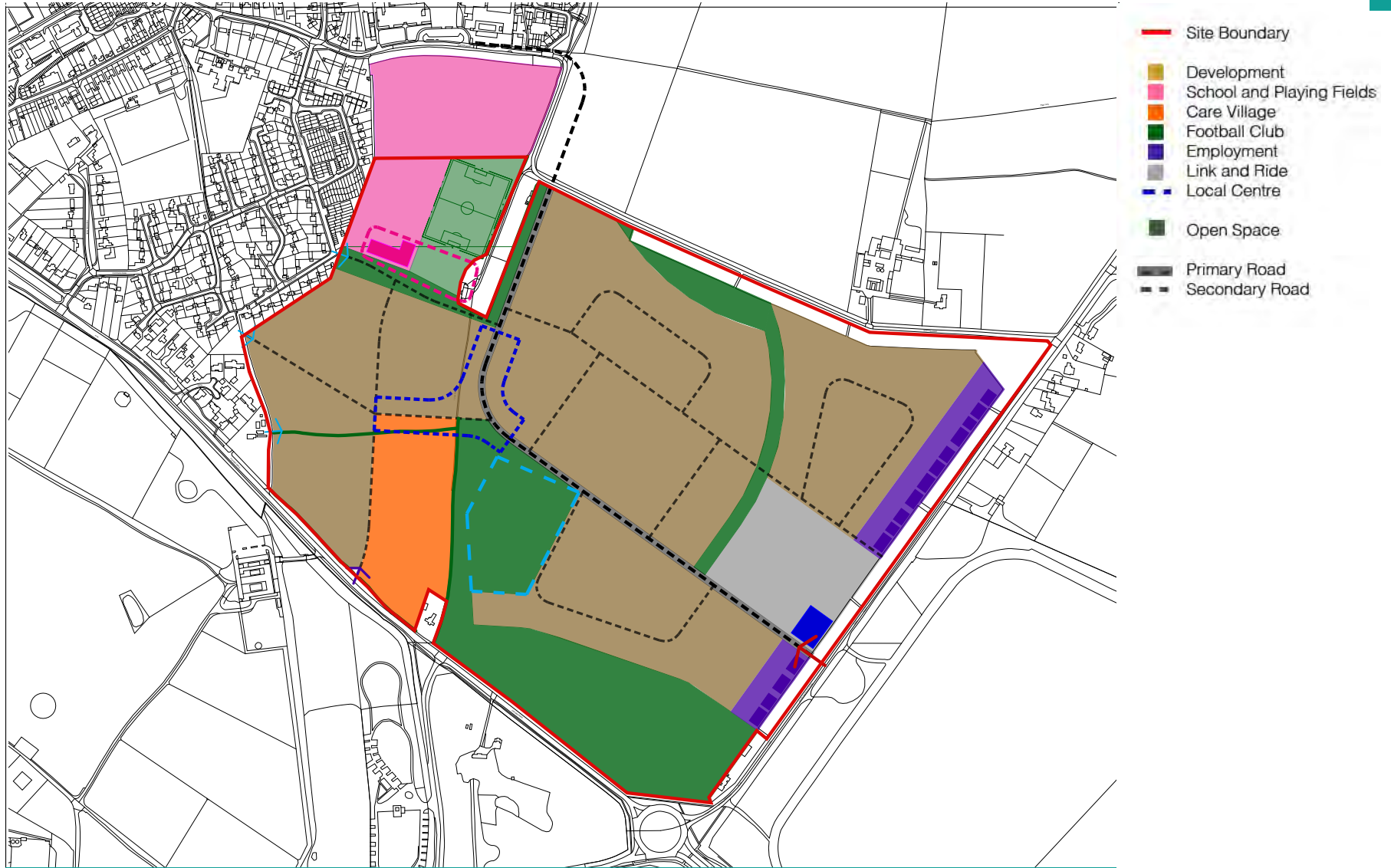


FIG. 61 | FRAMEWORK A

3.2.2 | STAGE 2

It was felt that there should be more emphasis on integrating the Scheduled Monument within the Woodstock heritage trail. To do this the Scheduled Monument Park was extended to the Oxford Road to integrate the space with a public art trail through the town.

To provide a more attractive frontage to Oxford Road the employment areas were combined and located in the north east of the site where the landscaping was more mature, they will form an integrated employment hub and the buildings will not be visually prominent outside of the site.

The green corridor through the site was repositioned to better integrate with other open spaces in the site and link the Scheduled Monument Park in the north east; extending pedestrian links through the site.

A second access was added to Upper Campsfield Road to serve the development including the link and ride. Retail studies showed that a large supermarket was not recommended for the site and the change in retail offer to a medium sized store repositioning the local centre closer to Woodstock.

The Shipton Road access was redesigned to downgrade the existing road, creating a private access to the farm and a pedestrian and cycle route. This removed a dangerous bend, creating a safer route into the site and subsequently onto Upper Campsfield Road.

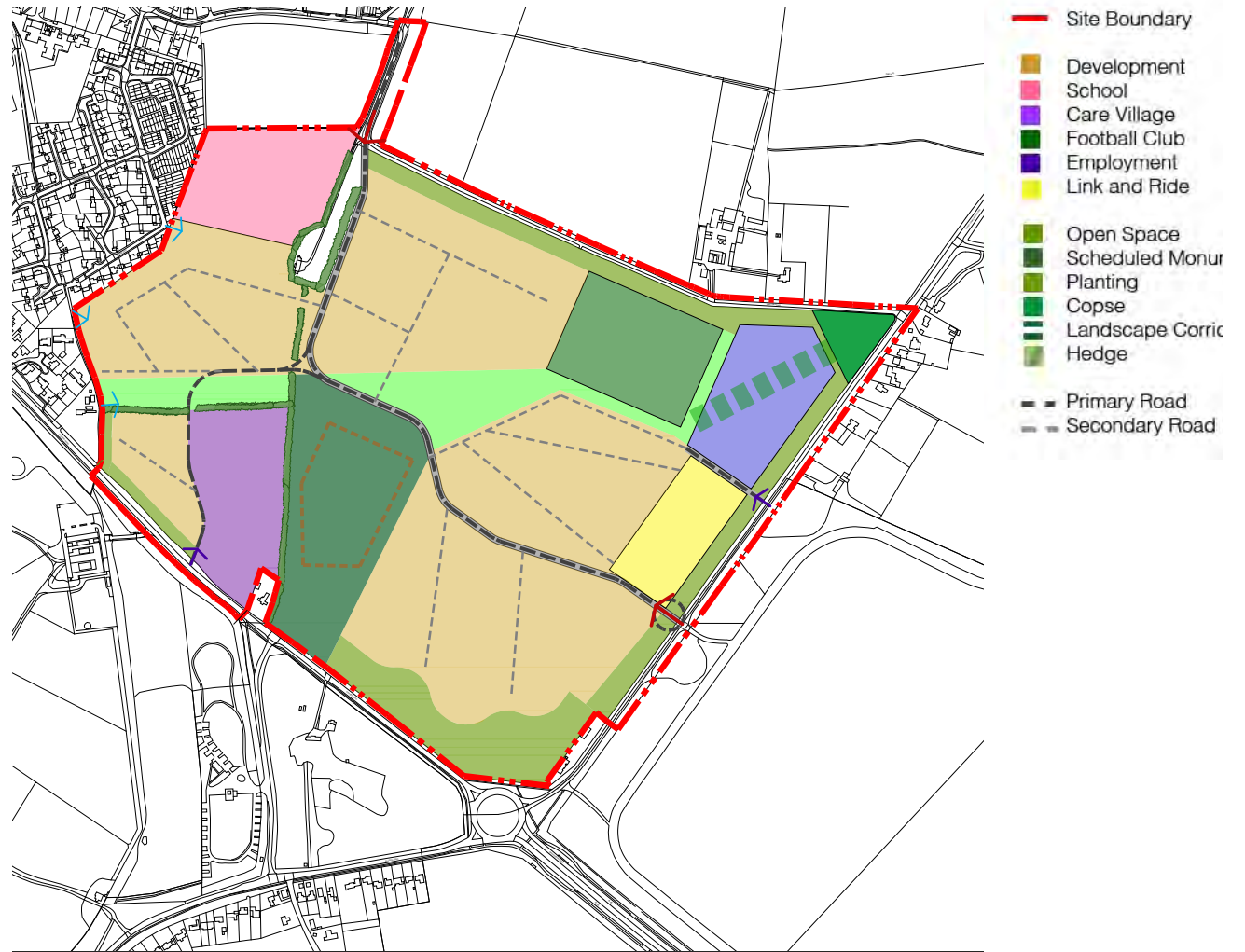


FIG. 62 | FRAMEWORK B

3.2.3 | STAGE 3

Investigation of airport constraints suggested that the football club was inappropriately located close to the airport due to the lighting associated with the football club.

The football club was then relocated further west. In this new location the facility would also relate better to the schools and existing Woodstock making it more sustainable in respect of any shared use facilities such as the proposed all weather pitch facilities. The green corridor through the site was reformed to integrate the football club into the schemes network of landscaping and open space.

It was considered that one access would be preferable from Upper Campsfield Road to reduce the impact on trees on Upper Campsfield Road. The employment and link and ride were integrated enabling green routes through the employment zone to better link to the sites primary road network.

Discussions with the County Council suggested that the site for the primary school was too large and the area should be reduced. The smaller site was originally integrated by providing housing closest to the edge of Woodstock enabling the southern edge of the school site to meet the footpath connection, linking Woodstock to the sites community spaces.

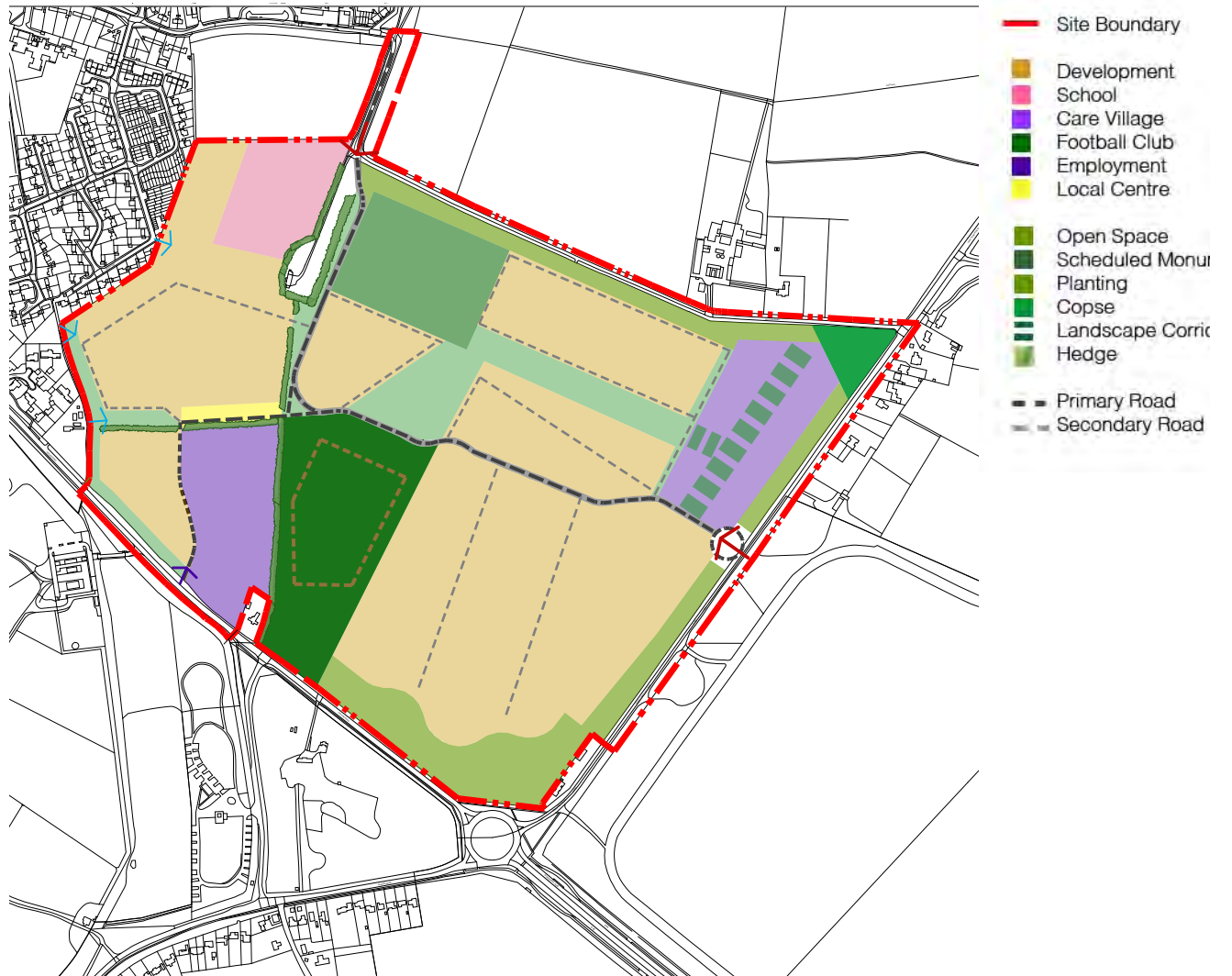


FIG. 63 | FRAMEWORK C

3.2.4 | STAGE 4

Archaeological investigations revealed further archaeological remains north of the Scheduled Monument. This increased the green space north of the Scheduled Monument linking it to the football club. The road alignment was shifted to the position where it would cause no damage to archaeological remains.

The school layout was altered to better connect to the playing fields and Marlborough C of E Secondary School also preventing an isolated cul-de-sac of housing being formed. This was connected to the footpath by a public space outside the school and a vista down to the local centre.

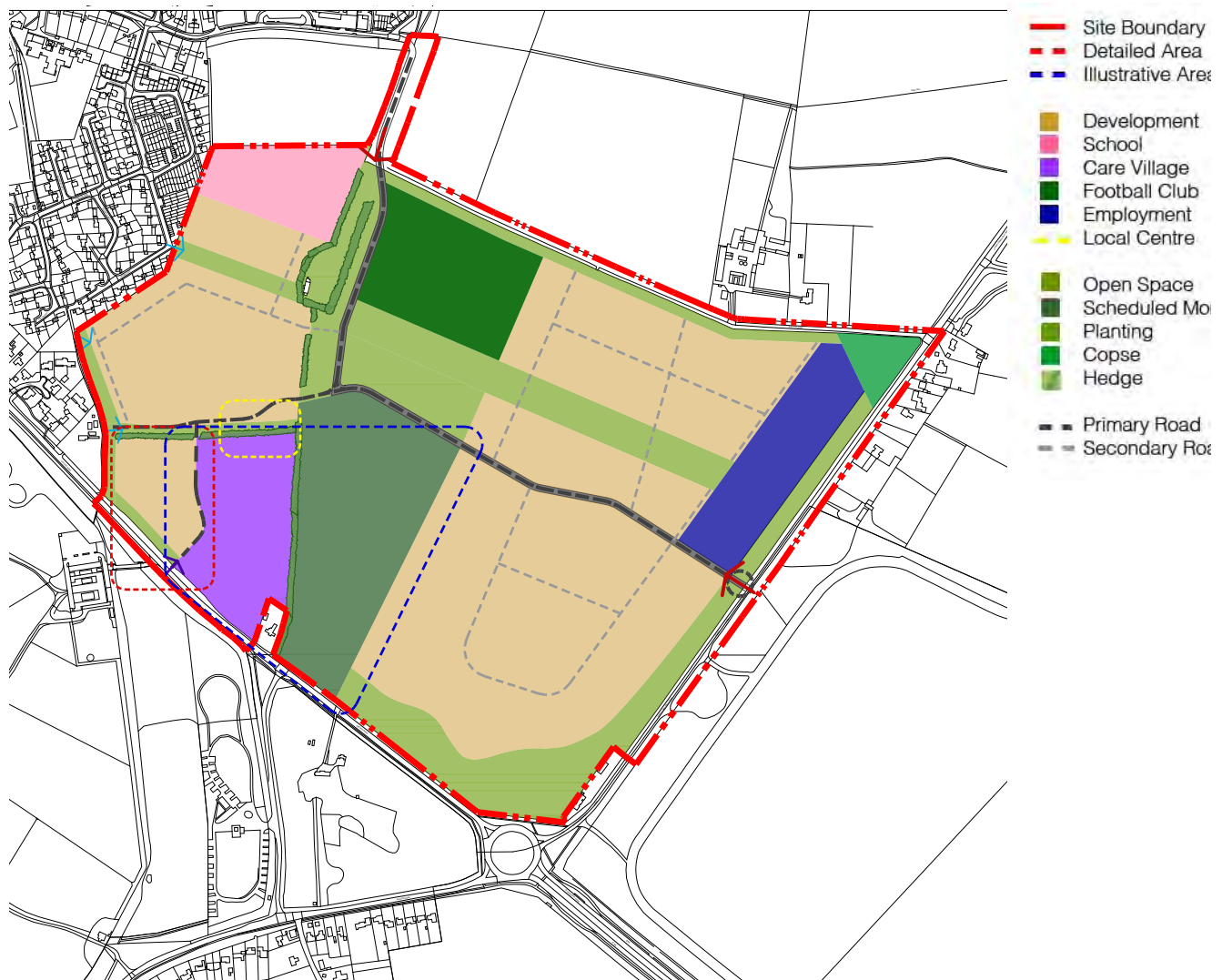


FIG. 64 | FRAMEWORK D

3.2.5 | CURRENT FRAMEWORK

Further ecological investigations offered the suggestion of enhancements to the north south hedge to create a bat corridor where bat activity had been recorded. The route through the local centre was adjusted to reduce the breaks in the north south hedge to only one break.

Discussions with Marlborough C of E Secondary School suggested possible methods of better integrating the schools and football club as well as providing a proposed car park and drop off facility for the school.

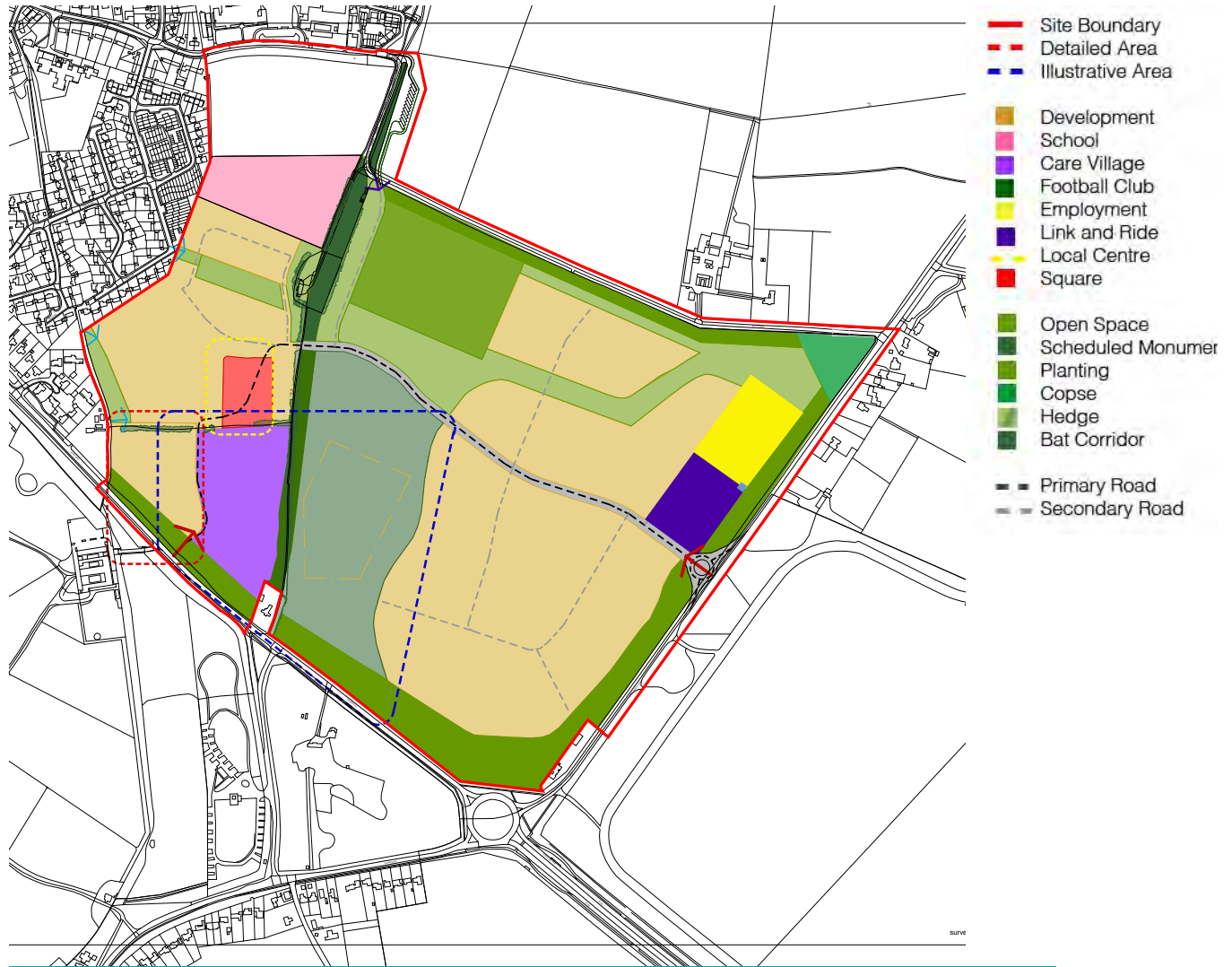


FIG. 65 | FRAMEWORK

3.3 | DESIGN PRINCIPLES

The following diagrams show how the various site constraints have led to the current form of the development. These act as principles of the framework for development design.

3.3.1 | LANDSCAPING

The first design principle relates to the sites green network. The design aims to retain the east-west and north-south hedges and strengthen these where possible to provide wildlife corridors throughout the site.

The dense planting and copse on the north and east boundaries of the development will be maintained and continued around the south of the site to create a landscape inkeeping with the surrounding area.

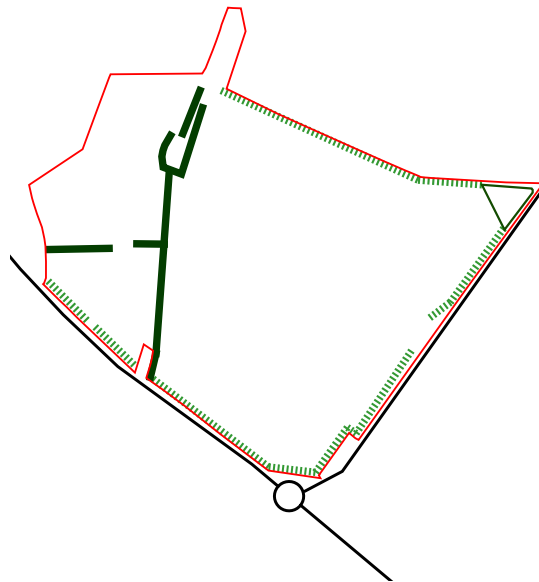


FIG. 66 | PRINCIPLES PLAN

3.3.2 | ARCHAEOLOGY

The second principle relates to heritage assets. The design aims to reflect the World Heritage Site boundary and preserve the buried Scheduled Monument remains as part of the landscape framework of the development.

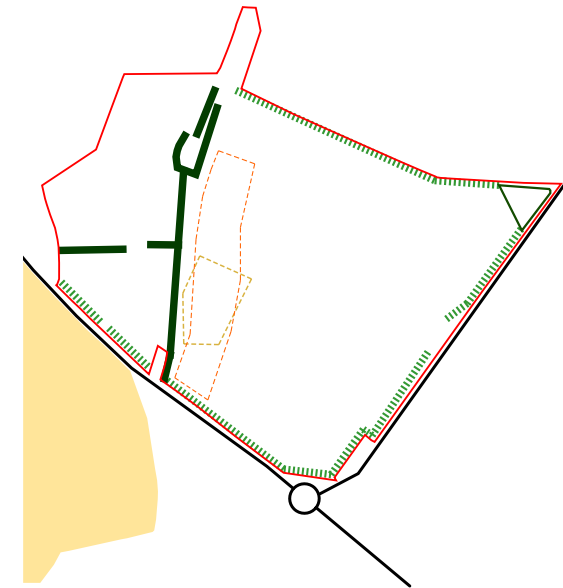


FIG. 67 | PRINCIPLES PLAN

3.3.3 | GREEN SPACES

The next principle is the creation of a green network. The buried archaeological remains determine the location of much of the landscape framework.

This is then extended to provide green corridors throughout the site, connecting Woodstock to the surrounding countryside.

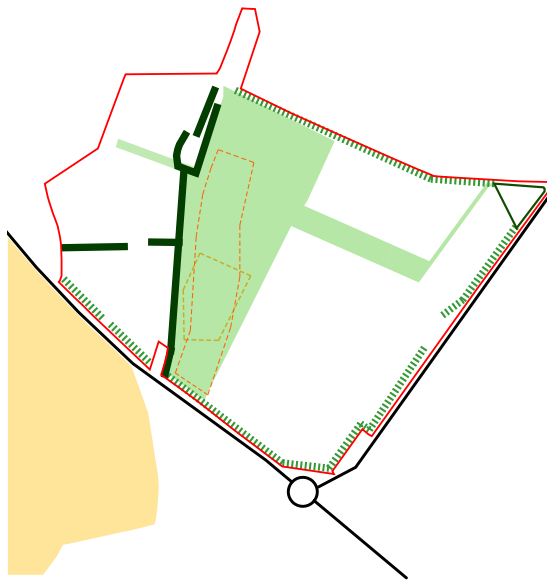


FIG. 68 | PRINCIPLES PLAN

3.3.4 | ACCESS

The movement framework is informed by the layout resulting from the previous principles. This aims to provide a legible framework for buses, people and vehicles, connecting them to the surrounding road network.

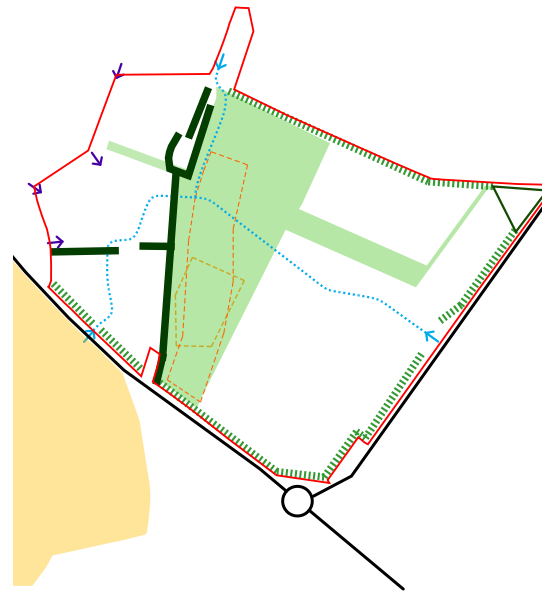


FIG. 69 | PRINCIPLES PLAN

3.3.5 | USES

This network and the relationship to Woodstock helped to inform the location of uses across the site. The primary school and football club was located near to Marlborough C of E School to share facilities and create an education quarter.

The Care Village providing a less car dominated use was located closest to the A44 and Woodstock town centre to provide easy pedestrian access. The local centre was positioned to the leisure facilities within the Care Village.

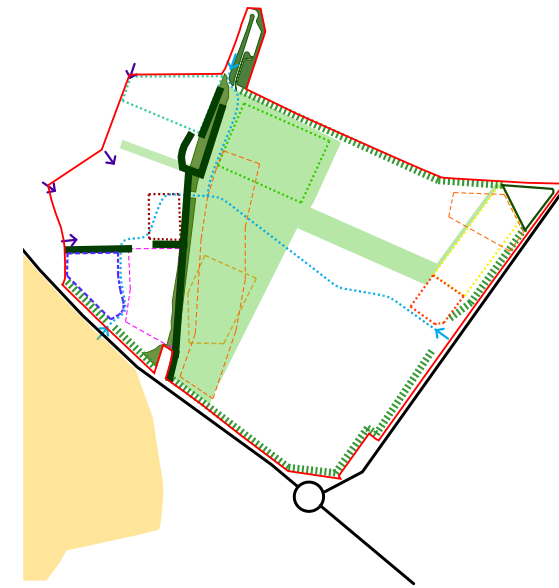


FIG. 70 | PRINCIPLES PLAN



FIG. 71 | ILLUSTRATIVE MASTERPLAN



FIG. 72 | FIGURE GROUND PLAN SHOWING ILLUSTRATIVE MASTERPLAN

DESIGN PARAMETERS

“ *Form follows function.* ”

Louis Sullivan

4



4.0 | LAND USE

The following land use parameters plan shows the distribution of uses across the site. The design has evolved as shown in the previous chapters, based on the opportunities and constraints of the site and as a result of technical studies done on the site. The development proposal creates a sustainable new development that integrates well with the existing town of Woodstock, positively contributes to the heritage setting and interpretation; as well as responding to local, environmental, economic and community considerations.

The proposal provides up to 1500 new dwellings including affordable homes, and elderly persons accommodation. Also provided within the development are a number of community facilities and open spaces of various characters and uses, including allotments and play areas. A retail centre provides local facilities for the development to complement the existing town centre rather than compete with it, through a conscious decision to only provide a supermarket as opposed to other retail, and in particular, A3 uses.

LAND USE TABLE

Site Area	- 74.68ha
<i>Residential</i>	- 29.46ha
<i>Employment (B1/B2/ B8)</i>	- 0.75ha
<i>Retail (A1/A2/A3/A4)</i>	- 0.01ha
<i>2 Form Entry Primary School</i>	- 2.27ha
<i>Care Village (C2 with A3/A4/D2)</i>	- 3.11ha
<i>Link and Ride</i>	- 1.01ha
<i>Football Club</i>	- 2.26ha
Open space	
<i>Planting (existing and proposed)</i>	- 6.33ha
<i>Bat Corridor</i>	- 1.21ha
<i>Allotments</i>	- 1ha
<i>Play Space</i>	- 2.6ha
<i>Amenity Green Space</i>	- 15.25ha

Included within the proposed development are:

- Up to 1500 dwellings comprising of a mix of housing types including 2,3,4 and 5 bedroom housing and a mix of market and affordable housing;
- A Care Village providing up to 150 retirement homes;
- Leisure facilities potentially including a bar, gym, restaurant, dispensing pharmacy and hair dressers as part of the Care Village complex and connected to;
- A retail convenience store of up to 930sqm;
- A site for a football association step 5 football facility with publicly accessible ancillary facilities;
- 7,500sqm of locally employment land for start-up businesses, other local business and potentially aviation related employment, to maximise sustainability and create employment to limit out commuting;
- A 'link and ride' facility with parking and buses connecting to Woodstock, Oxford and potentially Oxford Parkway when it is built at Water Eaton (opening summer 2015), as well as to Bladon, Long Hanborough (via the rail station), Witney and Burford;
- A 2 form entry primary school;
- A network of public open spaces including a buried Scheduled Monument park protecting the Roman Villa remains and providing a heritage interpretation facility;
- Associated infrastructure, engineering and ancillary works, with vehicular access provided from Upper Campsfield Road (A4095), Shipton Road and Oxford Road (A44).



FIG. 73 | LAND USE PARAMATER PLAN

4.1 | ACCESS AND CONNECTIVITY



4.1.1 | TRANSPORT ASSESSMENTS

The transport network has been designed to ensure permeability through the development and provide good connectivity to the existing town of Woodstock. The proposal focuses on the ease of movement through the development and integration with the development within the wider area.

Vehicular access is proposed in three locations, secondary access points on the A44 Oxford Road, and Shipton Road to the north with the primary access to the A4095, Upper Campsfield Road, this primary access is provided from a roundabout on the A4095.

The strategic transport proposals for the site are based on a Transport Assessment submitted as part of the application but separate to this document. The Transport Assessments show that the additional traffic from the development can be readily accommodated on the local road network with some mitigation measures.

Discussions with Oxfordshire County Council will ensure that a deliverable and sustainable transport strategy to support the development is in place. Transport Assessments and Road Safety Assessments have been carried out to ensure all transport matters are carefully reviewed. The transport proposals are described in more detail in the Transport Assessment.

4.1.2 | TRANSPORT STRATEGY

The transport strategy has been designed in coordination with the urban design principles for the development. This has enabled a legible movement framework to be proposed, that provides good connectivity and sustainable travel choices.

Included within the scheme is a 'Link and Ride' facility providing parking and buses connecting the site and Woodstock to Oxford, Begbroke and Oxford Parkway Station via the S3 service and Bladon, Long Hanborough (via the rail station) to Witney and Burford. This will provide regular links to employment centres and two train stations providing alternatives to driving particularly to Oxford and London.

The Oxford Parkway trains will serve the station every half hour between Oxford and London Marylebone, whereas Long Hanborough station provides a service into Paddington every 20 minutes to an hour between 6am and 11pm. These links provide easy access to employment in Oxford, London and the strategically wider rail network and puts the site in a very sustainable location.

The 'Link and Ride' also provides alternative parking to that in the centre of Woodstock and will be connected via a regular shuttle bus. It should be noted that a parking problem exists to some degree in Woodstock Town Centre, a lot of this due to the excellent bus connections and it being used as an informal park and ride into Oxford, this 'Link and Ride' facility (which is in line with the County Councils emerging strategy to create an

series of park and ride type facilities further out than the existing facilities) will alleviate this problem and go a long way to addressing local traders concerns that the proposed site will have a negative impact on town centre parking.

The proposed bus route puts all dwellings within 400m or 5-minute walk of a bus stop. These will be connected to the wider footpath network and connect dwellings to Woodstock, Oxford and Oxford Parkway and Long Hanborough Stations.

All of the above measures combine to place sustainable modes of transport at the very heart of the development.

4.1.3 | MOVEMENT FRAMEWORK

The road hierarchy is illustrated on the figure 74. This shows the primary road and secondary road network. A clear street hierarchy such as this offers legibility and contributes to the areas character and vitality.

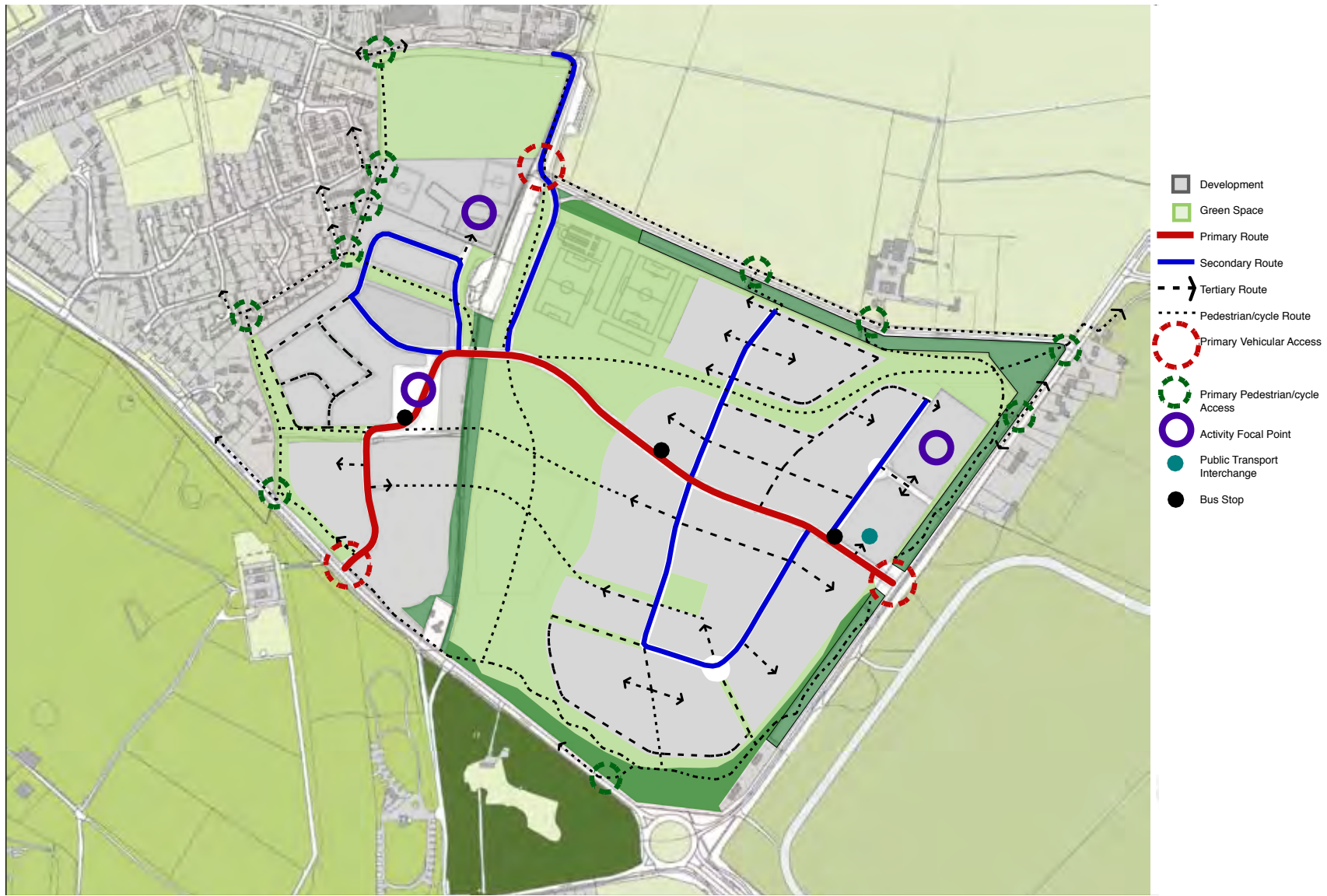


FIG. 74 | ACCESS AND MOVEMENT PARAMATER PLAN

4.1.4 | PEDESTRIAN CONNECTIVITY

Walking and cycling are given a high priority and a comprehensive network of off-road, illuminated footpaths and cycle ways is proposed throughout the site. These footways and cycle ways will link to the existing network across the town, some of which will be upgraded, ensuring that the site has good pedestrian and cycle connectivity. In total there are a total of 13 connections into existing Woodstock, 10 of which are pedestrian and cycle links.

The proximity of the site to Woodstock Town Centre and existing services and facilities combined with high levels of connectivity allows significant opportunity to travel by more sustainable means, offering a real alternative to the car. The proposals also include on-site facilities such as employment opportunities, local shops and sports facilities encouraging walking and cycling within the site and reducing the need for out commuting which, throughout the District is at notably high and undesirable levels.

The pedestrian and cycle routes, in some locations are provided as part of the street network. Paths are provided of a sufficient width alongside the highway as standard. To make the development more permeable for pedestrians and to create direct links through the site, some pedestrian links have been provided as part of the landscape framework. This also allows for recreational use and provides good connectivity to open spaces within the site.

Figure 74 shows the road hierarchy across the site and the location of key pedestrian routes:

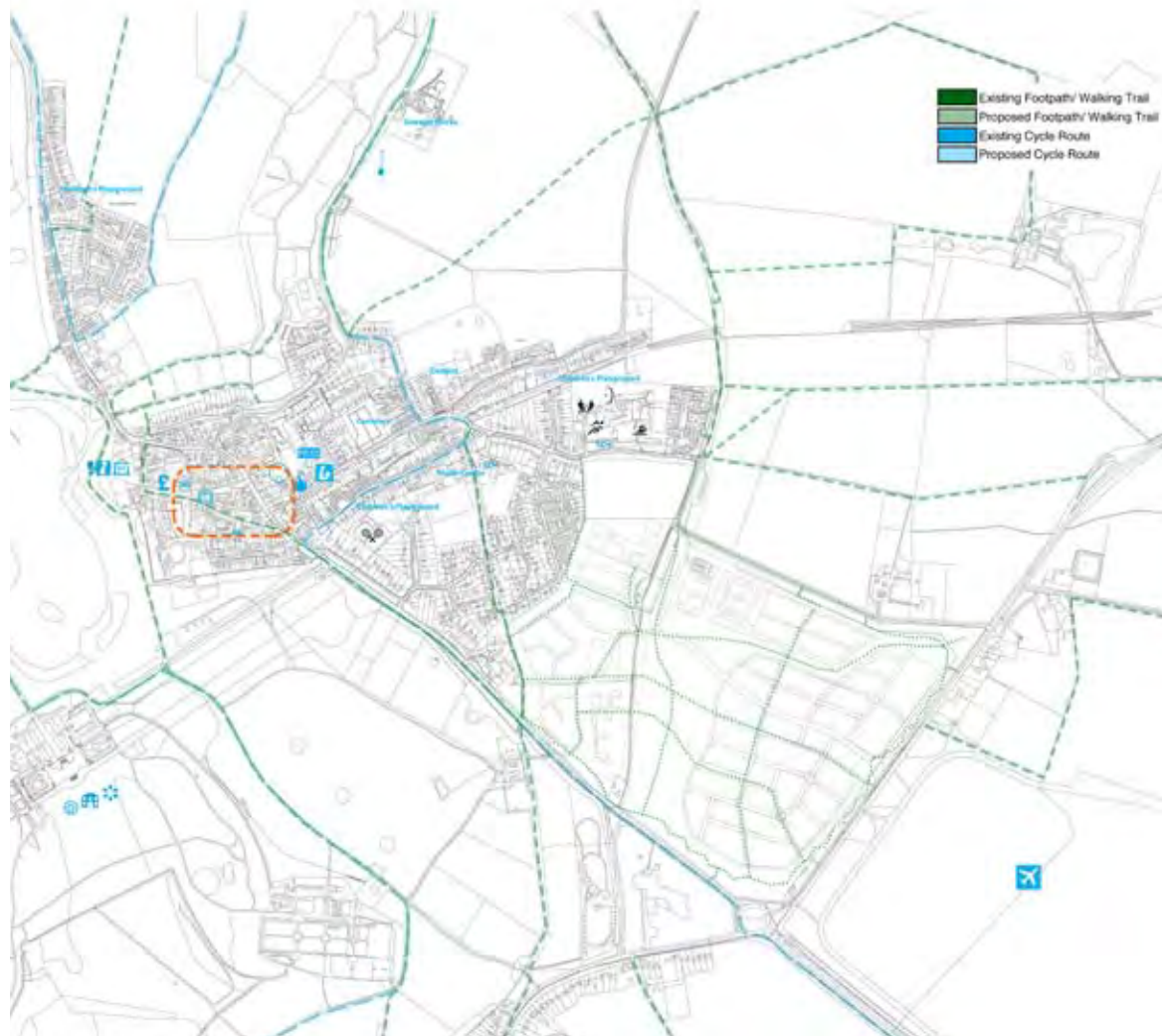


FIG. 75 | PEDESTRIAN AND CYCLEWAYS

4.2 | ACCESS POINTS

Three road accesses have been designed as part of the outline application to provide access into the site connecting the site to Oxford Road (A44), Shipton Road and Upper Campsfield Road (A4095). These integrate the site with Woodstock and the wider road network.

4.2.1 | OXFORD ROAD (A44)

A junction onto Oxford Road helps to ensure integration and connectivity with existing Woodstock. This provides bus access into the site whilst creating a low-key gateway that limits the impact on the character of Oxford Road.

Oxford Road is heavily landscaped and junctions off of this road are small and not visually intrusive creating a tunnel like atmosphere of high walls and landscaping. This is an important gateway into Woodstock and highly individual and recognisable.

This character and atmosphere should therefore be retained by creating a junction focused on continuing this landscape character and providing a gateway into the development which is also not visually intrusive.

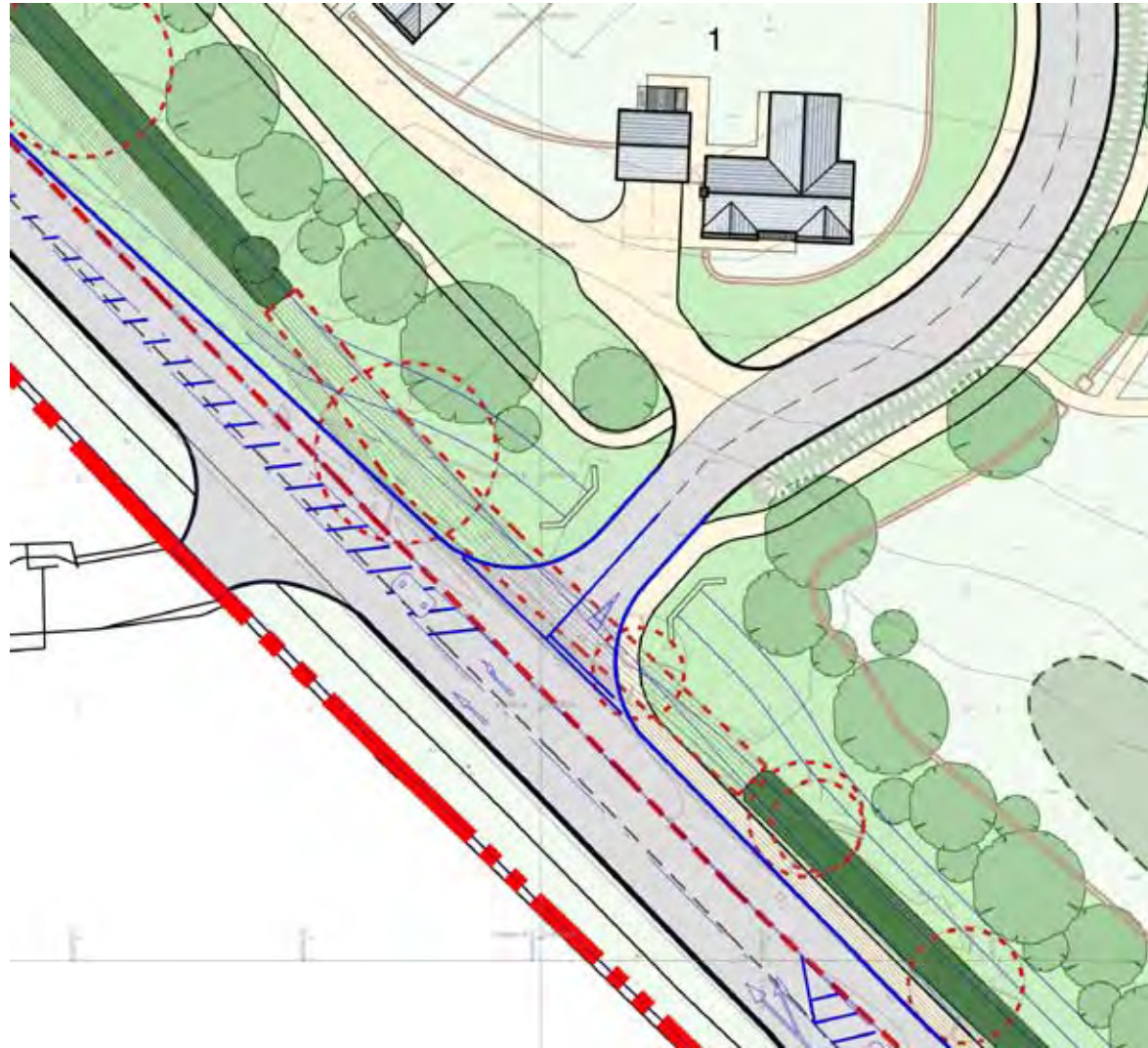


FIG. 76 | OXFORD ROAD

4.2.2 | UPPER CAMPSFIELD ROAD (A4095)

A roundabout on Upper Campsfield Road forms the main connection into the site providing an easily accessible and alternative route to Oxford Road. Next to the access is the 'Link and Ride' facility in the most easily accessible location to encourage sustainable travel and reduce traffic through the site and into Woodstock.

The roundabout layout would also enable a potential 4th arm to be constructed at a later date, providing access to the airport. This will enable the airport to develop and integrate with the site when required.



FIG. 77 | UPPER CAMPSFIELD ROAD

4.2.3 | SHIPTON ROAD

Shipton Road currently has a sharp and dangerous bend and the junction to Upper Campsfield Road, which is difficult to emerge from. This bend will be removed, turning the rest of Shipton Road into a private access to Perdiswell Farm and traffic from the Shipton Road will be diverted directly into the site. The current route will continue to exist as a pedestrian and cycle route improving pedestrian connectivity to the housing east of Woodstock.

The Upper Campsfield Road (A4095) roundabout will become the main access into the north of Woodstock and the Marlborough C of E School, education and sports area hub, it will provide a link between the north and south of the town and improve traffic flow through the town.



FIG. 78 | SHIPTON ROAD

4.3 | HEIGHT AND DENSITY

4.3.1 | BUILDING HEIGHTS

Building heights vary across the site between 1 and 3 storeys and across commercial and residential building types. This creates visual interest contributing to the character in different parts of the site.

It respects and fits in with the general scale and height of buildings across the town. This height and scale of buildings in comparison to the widths of streets creates a diversity of spaces and experiences. Figure 79 shows the height of buildings across the site:

4.3.2 | DENSITY

The development densities and parameters are proposed to accommodate up to 1500 dwellings. The development distribution is a reserved matter and therefore potentially this figure could change dependant on further design development. These dwellings provide a range and mix of house types in line with the needs identified in the SHMA, ensuring that the range satisfies the local market and creates a diverse community.

The densities for each of the development blocks are an average and will not create uniform development.

A mixture of house types will be provided within these areas but the overall density of the area will contribute to the character of that locality in the site.

Figure 80 shows the distribution of densities across the site:



FIG. 79 | BUILDING HEIGHTS PARAMATER PLAN



FIG. 80 | DENSITIES PARAMATER PLAN