4 THE PROPOSED DEVELOPMENT AND ALTERNATIVES CONSIDERED

4.1 INTRODUCTION

4.1.1 This chapter of the ES sets out the description of the Proposed Development and its construction, and identifies the main alternatives to the Proposed Development that have been considered by the Applicant and the reasons why these were rejected.

4.2 PROPOSED DEVELOPMENT

4.2.1 The planning application seeks to obtain full planning consent.

4.2.2 The Proposed Development comprises:

> **"Erection of 297 residential dwellings (Use Class C3) comprising a mix of open market and affordable housing, together with associated works including provision of new and amended vehicular and pedestrian accesses, public open space, landscaping, utilities and infrastructure, and demolition of existing built structures and site clearance works"**

4.2.3 Notwithstanding the above and as previously set out (Chapter 2), the EIA has been carried out with regards to a range of development parameters. These parameters are defined by such conditions including:

- Land use;
- Demolition
- Accommodation;
- Building footprints and maximum heights;
- Principal means of vehicle access;
- Internal vehicle/pedestrian access and parking;
- Green Infrastructure; and
- Utilities and Infrastructure.

4.2.4 The Proposed Development which has been the subject of this EIA is shown within the Parameter Plan provided in the following:

- **Figure 4.1** Proposed Development Parameter Plan.

Land Use

4.2.5 The Application Site comprises 11.8 hectares of land. **Table 4.1** sets out the proposed land uses within the Application Site and the approximate quantum of Proposed Development.

Table 4.1: Land Use

Land Use	Approximate Quantum
Residential Land Use – including residential dwellings, private gardens, private drives, internal access roads and footway/cycleway, and associated streetscape landscaping	8.9 hectares
Green Infrastructure – providing landscaped public open space and surface water attenuation provision and Equipped Areas of Play	2.9 hectares

4.2.6 These figures indicate the general pattern of land use across the Application Site; the design rationale for the pattern of land use is set out within the **Design and Access Statement** which accompanies the planning application.

4.2.7 The general pattern of land use is shown on **Figure 4.1**.

Demolition

4.2.8 All existing buildings and structures would be demolished, including all remaining classrooms, the central school building with boiler room, gymnasium, leisure building, sports dug-outs and electricity sub-station. It is anticipated that all internal access roads, footpaths and hardstandings would also be broken up.

4.2.9 It may be necessary to divert and/or re-route existing services (e.g. gas, water, electricity, drainage etc.) It is proposed that these services will be provided through existing/upgraded utilities and managed in consultation with the relevant provider. Accordingly, it is not considered that there would be any significant environmental effects.

Accommodation

4.2.10 The Proposed Development would provide 297 residential dwellings, at a density of 24 dwellings per hectare (gross).

4.2.11 The residential dwellings would comprise a combination of detached, semi-detached and terraced dwellings, and apartments.

4.2.12 The accommodation would comprise a combination of 1, 2, 3, 4 and 5 bedroomed units as either residential dwellings or apartments.

4.2.13 Each residential dwelling plot would comprise the residential dwelling with associated garage, front and rear private gardens, as applicable.

4.2.14 The associated split in tenure would be circa 70% market with up to at least 30% affordable housing (affordable rented and shared equity); the precise details of tenure would be subject to negotiation with CDC and a S106 planning obligation.

Building Footprints and Maximum Heights

4.2.15 The footprint of individual residential dwellings would vary relative to the accommodation to be provided, the dwelling type and/or its location within the Application Site, however typically vary from 41.8m^2 to 167.2m^2 (450 ft^2 to 1,800 ft^2).

4.2.16 The maximum height of buildings would be 13m above proposed ground level, which may vary by up to 2m above or below existing ground levels. This provides for up to 3 storey dwellings. The majority of the remaining area of the site will properties of either a 2 or 2.5 storey height. that the three storey buildings are located in a number of clusters around the whole site with the majority of the residential dwellings being located to the centre of the site.. The majority of the 3 storey properties are blocks of flats within the central area of the

site, with the remainder of the 3 storey properties being 3 and 4 bedroom houses. The overall building height above Ordnance Datum would vary across the Application Site in relation to existing topography (which is relatively flat) and any site reprofiling where carried out.

Principal Means of Vehicle Access

4.2.17 Two principal means of vehicle access would be from Camp Road. A third principle point of access would be provided to the east of the existing Application Site following Izzard Drive. A further five secondary points of access would be constructed to all the residents of this new development easy access into the individual areas where their homes were located. Four of the these would be located off Camp Road with the fifth being off Izzard Drive. The presence of these additional secondary access points will help regulate the follow of local traffic along the principle routes of this development as many vehicles will not need to use these transport routes to reach their properties. The locations of these access points can be seen on F**igure 4.1 Parameter Plan.**

4.2.18 Both the primary and secondary access would be designed and constructed to an acceptable standard for residential development taking into account the estimated vehicle numbers and site-specific conditions, and in accordance with the Design Manual for Roads and Bridges (DMRB) and/or standards prescribed by Oxfordshire County Council, as the relevant highways authority, and suitable for their adoption.

4.2.19 Emergency access would be via the new access from Camp Road and potentially from the secondary access to the east.

Internal vehicle / pedestrian access and parking

4.2.20 In general a broad hierarchy of internal estate roads will be used, terminating in private drives. Footways / cycleways are to be provided on one or both sides of the internal estate roads.. As with the principle means of access, the internal access roads would be designed and constructed to an acceptable standard for residential development in accordance with the Manual for Streets and/or standards prescribed by Oxfordshire County Council and suitable for their adoption.

4.2.21 Additional pedestrian access is being provided to provide permeability between residential dwellings, linkages to the public open space and to Camp Road. Details of pedestrian access layout can be viewed on **Figure 4.1.**

4.2.22 Parking provision would be provided in accordance with the local authority's standards. It is anticipated that the majority of parking would be allocated to residential dwellings and comprise on-plot spaces generally located to the side of the residential dwelling, with individual parking bays and/or garages set behind the building line to allow ease of access to dwellings and rear gardens.

Green Infrastructure

4.2.23 Green Infrastructure would be provided in the form of formal streetscape landscaping, formal equipped play areas and public space, as well as through the private residential gardens (front and rear).

4.2.24 The design of formal streetscape landscaping and public open space adopt the following principles:

- Retention and enhancement of existing tree and hedgerow vegetation along the Application Site boundaries, specifically to the north, west and south, subject to the findings of the arboricultural survey;
- Retention and enhancement of existing trees within the Application Site, where feasible and subject to the findings of the arboricultural survey;

- Retention of key habitats and any ecological interest features, where feasible and subject to the findings of the ecological survey;
- Retention of a circa 6m minimum off-set from the existing hedgerow along the western boundary, extended to 12m where feasible, to avoid ground disturbance near the Roman Portway;
- Provision of Local Areas of Play in accordance with the local authority's standards;
- Provision of Neighbourhood and Local Equipped Area of Play in accordance with the requirements of the wider development at Heyford Park;
- Provision of new tree planting to provide shade in summer, break up the urban streetscene and introduce a desirable and distinctive sense of place to the new urban form;
- Provision of 'green corridors' through the urban form to filter and soften views from within and outside of the Proposed Development;
- Provision of a physical and visual buffer between the Proposed Development and the open countryside to the south and west of the Application Site;
- Provide a pleasant environment for residents, their visitors and those living/using the surrounding area;
- Provide a landscaping scheme that provides both formal and informal planting, as appropriate to the urban form and its introduction into the wider landscape
- Incorporate the surface water attenuation basin and further opportunities, as applicable, for sustainable urban drainage; and
- Re-use stockpiled soils from site clearance to reduce the import of materials.

4.2.25 Private gardens would be provided to each residential dwelling with shared amenity space for apartments.

Utilities and Infrastructure

Flood Risk and Surface Water Drainage

4.2.26 Details of flood risk management and drainage strategy are set out within the separately submitted **Flood Risk Assessment** with the detailed design subject to a planning condition**.**

4.2.27 In summary, the principles of the flood risk and surface water drainage strategy comprise a combination of:

- Discharge of surface waters to Gallos Brook to the south-east of the Application Site;
- Internal site drainage network conveying the majority of surface water run-off directly to a strategically placed attenuation basin to be located in the south of the Application Site. However, the north-east corner of the Application Site that naturally drains north would be drained to an existing surface water sewer adjacent to Camp Road which outfalls direct to Gallos Brook;
- A flow control structure at the outfall to Gallos Brook to control flows from both the attenuation pond and the existing surface water sewer, such that excess surface water would back up into the attenuation basin. The control structure would restrict flows to the existing greenfield rate;
- An attenuation basin, with grassed banks at 1:4 side slopes and associated benching and planting to enhance safety and amenity value. The attenuation basin would provide a maximum storage of 1.0m depth including 0.2m freeboard allowance with storage capacity up to the 1:100 year event plus 30% allowance for climate change;
- Improvements to the potable water supply by the laying of a 355mm HPPE main that will be laid along Camp Road; and

- Use of permeable paving within the Application Site for private roads and drives.

Mains services

4.2.28 Details of the existing mains services to the Application Site and the results of consultations with key service providers with regards the capacity and/or improvements necessary to support the Proposed Development are set out within the detailed plans. They will include:

- 1 new distribution sub-stations (circa 4m x 4m) on land to be provided within the Application Site;
- A new GTC low pressure system to be designed, which will be fed from the existing medium pressure 250mm gas main in Camp Road via a gas governor;
- Connecting the existing 355mm water main in Camp Road to the Application Site; and
- A new adoptable foul water pumping station to be added to the within the south east section of the development which will connect to (via new mains) to an existing connection points within Barret Homes areas to the East.

4.2.29 Each plot would be provided with services such as foul drainage, water supply, electricity and gas supply, and telecommunications.

Miscellaneous

4.2.30 *Private Boundaries* - Individual private rear gardens would be secured by appropriate boundary treatment depending on the nature of the public/private realm to be created. The details of private boundary treatment is shown on the detailed plans which accompany this application.

4.2.31 *Lighting* - All primary and secondary road access to the Application Site, as well as the public internal access roads will have street lighting. This scheme will be developed post approval to be in line with the Local Authority's requirements.

4.3 CONSTRUCTION

Programme

4.3.1 Planning for construction is necessarily flexible at this stage and subject to modification during site development. Consequently, the likely significant effects of the construction of the Proposed Development have been identified with the best possible degree of accuracy.

4.3.2 The construction programme is expected to commence January 2018, subject to gaining planning permission and the necessary approvals, taking a total of circa 3 years with completion by December 2021. It is anticipated that first occupation of residential dwellings would commence after September 2018. The details of the construction programme would be prepared by the main contractor once appointed.

Construction Methodology

Hours of Work

4.3.3 It is anticipated that the working hours will be as set out below:

- 08.00 – 18.00 Monday to Friday; and
- 08.00 – 13.00 Saturday

4.3.4 These working hours will be agreed with CDC prior to the commencement of the works and will be set out in a Construction Management Plan (CMP) / Construction Environmental Management Plan (CEMP).

4.3.5 All work outside these hours will be subject to prior agreement, and/or reasonable notice, with CDC, who may impose certain restrictions. Night time working will be restricted to exceptional circumstances.

Construction Methodology

4.3.6 The construction of the Proposed Development would not involve any unusual or specifically hazardous processes or materials. The key stages of construction would be:

- Site set-up and preliminary works;
- Demolition and site clearance;
- Preliminary construction of site access and internal access roads, including associated drainage works;
- On-plot construction of residential development (phasing to be confirmed) with phased completion of individual plots and associated hard and soft landscaping;
- Implementation of strategic landscaping / green space; and
- Site set-down and on-going monitoring.

4.3.7 *Site Set-Up* - It is anticipated that a site compound providing site office, welfare facilities, storage cabins and external materials setting down areas, would initially be set up in proximity to the Application Site's entrance, albeit the site compound is likely to be relocated throughout the construction programme as appropriate for the works being carried out. It is anticipated that the site compound would be hard-surfaced, security fenced with CCTV cameras and external lighting for use during hours when illumination falls below safe working levels and for security. Appropriate measures would be put into place for the safe storage of any potentially harmful materials and/or liquids, i.e. storage of fuels, in accordance with construction standard best practice. The existing security fencing around the Application Site's perimeter would remain in place during the construction phase until such time as is appropriate for its removal.

4.3.8 *Preliminary Works* – Any required ecological, tree protection, archaeological and/or other surveys and protection works would be carried out in accordance with construction standard best practice and the relevant guidance, discharge of condition and/or licence, as appropriate.

4.3.9 *Demolition* - The existing structures (e.g. school buildings) and hard surfacing (e.g. existing access roads and hardstanding areas) would be demolished and/or broken-out. It is not anticipated that the structures / surfaces would involve any unusual / specifically hazardous contaminants that warrant specialist demolition methods. Accordingly, it is proposed to demolish structures from top to bottom and break out surfacing using high reach excavators and/or other suitable standard construction plant. Notwithstanding the above, a pre-commencement demolition survey would be carried out of all structures to confirm the construction materials and assess the potential for contamination/hazardous materials. If required, a pre-demolition asbestos survey would be carried out and where potential is identified, appropriate measures would be put into place to ensure the health and safety of workers and the surrounding environment, and the disposal of waste arisings at an appropriately licenced facility. Where feasible and meets appropriate standards, demolition materials would be broken up and temporarily stored on site for re-use as clean hardcore/base materials. Where this is not feasible, materials would be temporarily stored on site until sufficient quantity has been bulked up for transport off-site to a suitable recycling or disposal facility. A demolition method statement would be prepared in advance of works.

4.3.10 *Site Clearance* - Given the otherwise relatively open nature of the Application Site, clearance works would be limited to the removal of fencing and soils. Where suitable and

required, the excavated soils would be appropriately stockpiled for re-use on site as part of the landscaping scheme. Earthworks will be required to a) infill sub-surface voids, primarily comprising a few sub-service utilities voids; and b) regrading across the site to create a suitable development platform, albeit the site is generally level there may be a need to regrade up to plus/minus 2m to establish appropriate drainage, cut/fill balance and for the principle and internal access roads. It is not anticipated that additional fill materials will be required to be imported; all earth works would involve re-use of suitable clean fill materials and cut/fill across the site.

4.3.11 *Principle Means of Access and Internal Access* - Standard/conventional construction methods (i.e. DMRB and/or Manual for Streets standards) would be used for the construction of the new access to Camp Road, potential secondary access, internal access roads and private drives, primarily involving the removal of surface soils, laying of a base layers incorporating any drainage and/or other services infrastructure to appropriate falls/levels and finishing with a surface dressing/appropriate hard landscaping treatment. Construction of the primary access to Camp Road would likely involve some short-term, temporary, disruption to traffic flow along Camp Road which would be controlled by measures, e.g. traffic lights/manned-stop/go boards etc., to be agreed with the Local Highways Authority.

4.3.12 *Construction of Buildings* - Whilst the proposed building footprint, height, materials and appearance are yet to be determined and subject to a reserved matters application, it is anticipated that they would be constructed using standard/conventional construction materials and methods. The construction be undertaken using standard construction methods and adopting construction best practice and procedures which would be set out within the CMP / CEMP to enable any prospective departures to be identified, the reasons understood and appropriate provisions made. It is anticipated that standard strip foundations would be used.

4.3.13 *Principal construction works site set-down* – Following completion of construction of the principal means of access, internal access, residential dwellings and any necessary associated utilities and infrastructure etc. the site compound would be removed; however, it may be necessary to leave behind a limited number of welfare buildings to support landscaping and any ecological mitigation/enhancement works.

4.3.14 *Landscaping and ecological mitigation/enhancement works* – All landscaping and ecological mitigation/enhancement works would be carried out in accordance with the appropriate method statement and at times appropriate to the planting / mitigation season.

4.3.15 *Construction Plant and Machinery* - The construction of the Proposed Development would use standard construction plant and machinery. Likely plant and equipment would include (but not limited to):

- Long-reach Excavators;
- Bulldozers;
- Tippers;
- Front-end loaders;
- Scrapers;
- Hydraulic excavators; and/or
- Backhoe Loaders.

4.3.16 *Construction Environmental Management* - The construction procedures will be provided to CDC (and other relevant bodies) in the form of a CMP and/or CEMP prior to commencement of the works. This would include:

- Details of the site set-up, site compound facilities and services;
- The plan of the phasing of the works and its context within the whole project;
- Prohibited or restricted operations (location, hours etc.);

- Details of construction operations highlighting any operations likely to result in disturbance and/or working hours outside the core working period, with an indication of the expected duration of key phases and dates;
- The details of proposed routes for HGVs travelling to and from the Application Site;
- Details of all works involving interference with a public highway, including temporary carriageway/footpath closures, realignment and diversions;
- Housekeeping procedures and environmental control measures;
- Procedures for managing environmental risks and responding to environmental incidents;
- Baseline levels for noise, vibration and/or dust and details of any monitoring protocols that may be necessary during the construction works (where specifically requested by the Council);
- Standard measures to control and mitigate potential for noise, dust, air quality and water pollution (see below);
- Standard measures for the management of run-off due to construction activities to reduce the risk of pollution and elevated flood risk both on and off site;
- Measures to maintain flow in the watercourse and protect water quality during the proposed diversion works;
- Any requirement for monitoring and record keeping;
- Contact details during normal working hours and emergency details outside working hours;
- The mechanism for the public to register complaints and the procedures for responding to complaints;
- Provision for reporting, public liaison, prior notification etc.; and
- Procedures for regular dialogue with the Council, relevant authorities and the local community.

4.3.17 The proposed measures that form part of the 'Standard measures and the adoption of construction best practice methods' as referred to in the Assessment Approach (see **Chapter 2**) include:

- Selection of construction methodologies to minimise generation of noise, vibration and/or dust;
- All vehicles and/or plant to be switched off when not in use;
- All vehicles and/or plant to be used in accordance with the manufacturer's instructions and subject to regular maintenance;
- The site compound / storage of materials to be appropriately sited to reduce environmental risk and appropriately secured;
- Stockpiles of soil materials to be appropriately sited to reduce environmental risks, of an appropriate height/batter to avoid slippage, with appropriate surface water management and subject to dust control measures;
- Implementation of surface water drainage traps/attenuation, where required, with appropriate arrangements for discharge and/or collection (as appropriate);
- All liquids and solids of potentially hazardous nature (e.g. diesel fuels, oils and solvents) to be stored on surfaced areas with appropriate bunding to reduce the risk of spillage;
- Use of plant that may give rise to nuisance (noise and/or dust) to be adequately screened (where deemed necessary);
- Wheel and/or vehicle body washing facilities to be used to prevent tracking out of mud/dust onto the public highway using wheel wash or wash skip out as appropriate (where deemed necessary);

- Deployment of a road sweeper/road cleaning for use on the public highway (where deemed necessary);
- Programme of cleaning traffic management cones, lights and signs where deployed (as necessary); and
- Vehicles carrying materials to/off-site to be enclosed and/or sheeted as appropriate.

4.3.18 The requirement to comply with the procedures set out within the CMP/CEMP will be included as part of the contract conditions for each element of the work including the supply chain as appropriate. All contractors tendering for work will be required to demonstrate that their proposals can comply with the procedures and current best practice techniques.

4.3.19 Any proposed departures from the agreed CMP/CEMP will be submitted to the Council, relevant authorities and affected parties in advance.

4.3.20 It is envisaged that the applicant will register the project with the Considerate Constructors Scheme. This is designed to encourage environmentally and socially considerate ways of working, so as to reduce any adverse impacts arising from the construction process.

Traffic Management

4.3.21 It will be the responsibility of the Applicant or their Contractor to finalise consultations with the Local Highways Authority. Notice regarding planned closures and diversions of roads and footpaths shall be given by the Applicant or their Contractor to the Highways Authority, the Police, the Fire Brigade and other emergency services sufficiently in advance of the required closure or diversion dates.

4.3.22 It is anticipated that materials/plant will routed from the strategic highway network from the east, via Ardley and Camp Road.

4.3.23 Whilst no long-term road closures are envisaged, it is anticipated that short-term, temporary traffic management would be required for the construction of the principle means of access to Camp Road. Prior consent will be obtained from OCC as the Local Highways Authority as appropriate.

4.3.24 In order to minimise the amount of construction vehicles using the public highway, the following factors will be considered:

- Recycling of materials on site, where possible; and
- Preparation of a Site Waste Management Plan (SWMP).

4.3.25 All construction traffic entering and leaving the Application Site will be closely controlled. Vehicles making deliveries to the Application Site and/or removing spoil or demolition material etc., will travel via designated routes, which would be agreed with the Highways Authority.

4.3.26 Site management and workers would be encouraged to travel to the Application Site by public transport. The use of public transport for workers will be a consideration during pre-tender discussions.

Construction Materials and Resources Use

4.3.27 Materials and resources used during construction of the Proposed Development would be sourced from sustainable and/or local sources where practicable.

4.3.28 Where possible materials arising from the demolition of buildings and breaking out of hard surfaced areas would be recycled and reused on-site or transferred to an appropriately licensed recycling facility (see Waste Management below).

Waste Management, Recycling and Disposal

4.3.29 The construction process is likely to give rise to a range of waste arisings including demolition spoil (concrete, brick rubble, steel, aluminum, plastics, wood etc.), soils, packaging (plastics, pallets, expanded foams etc.), and liquids (dirty water, fuels etc.). In addition, waste materials may be generated from inaccurate ordering, poor usage, badly stored materials, poor handling, spillage etc.

4.3.30 All contractors will be required to investigate opportunities to minimise waste arisings at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential of demolition and construction materials. Wherever feasible, such arisings will be dealt with in a manner that reduces environmental impact and maximises potential re-use of materials. Recycling of materials will largely take place off-site where noise and dust are less likely to result in impacts to the occupants of surrounding properties.

4.3.31 A SWMP would be prepared to set out the procedures to sort, reuse and recycle construction waste. Adherence to the SWMP would support better control over materials handling and waste, compliance with relevant waste legislation for the handling, transport and disposal of wastes, compliance with environmental management systems and management of waste-related costs.

4.3.32 No burning of demolition or construction waste would be undertaken on the Application Site. Building materials containing asbestos would be fully assessed in advance of demolition works commencing. Any identified asbestos or other controlled waste would be removed by a licensed contractor in accordance with the relevant legislation and regulations.

Prior Notice

4.3.33 In the event of unusual activities or events that can be anticipated, these will be notified to the Council and to the relevant property owners or occupiers wherever possible and neighbours, in advance of the activity.

Management of Contracts

4.3.34 Individual contracts (for example for demolition and waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of 'good working practice' as well as statutory requirements. Any sub-contractors (where used) will be required to demonstrate how they will achieve best practice, how targets will be met and how potential effects will be minimised. All sub-contractors will be subject to stringent due diligence audit by the Applicant's Financial and Health and Safety departments.

Public Liaison

4.3.35 There will be a designated Construction Liaison Officer who will deal with public and other complaints and enquiries. This nominated individual will be named at the Application Site entrance, with a contact number, and will be identified to the Council prior to the start of site activities, and whenever a change of responsibility occurs.

Responses to Complaints

4.3.36 Any complaints will be logged on site, where necessary. The procedures will specify the roles and responsibilities of the Construction Liaison Officer and the Council in respect of breaches and complaints from the public. The required actions will be different in each specific case, depending on the operation, equipment or location or applying additional controls.

Decommissioning

4.3.37 While it is anticipated that the Proposed Development will exist well beyond its design life of plus 60 years (including refurbishment) it may ultimately require subsequent redevelopment. Such demolition would comply with all the legislative requirements and codes of practice pertaining at that time. It is anticipated that a detailed method statement would be prepared which would incorporate the safety and effect of the demolition upon the local environment, as relevant at the time of decommissioning.

4.3.38 Accordingly, demolition and decommissioning has been scoped out of this EIA.

4.4 ALTERNATIVES CONSIDERED

4.4.1 The EIA Regulations (Schedule 4, Part I (2)) require for inclusion in an ES:

> ***"An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for his choice, taking into account the environmental effects"***

4.4.2 The main alternatives to the Proposed Development which the Applicant has considered include:

- The 'No Development' Alternative; and
- Alternative Designs.

The 'No Development' Alternative

4.4.3 The 'No Development' Alternative refers to the option of leaving the Application Site in its current use and physical state.

4.4.4 Without development the land would continue to remain in its current derelict state. In neighbouring land Cherwell District Council have approved the construction of 1,075 dwellings including the retention and change of use of 267 existing military dwellings to residential use Class C3 and other associated works and facilities including a school, playing fields and social infrastructure. Not developing the application site would result in a large derelict piece of land remaining in close proximity to a large, new, mixed use development in Cherwell Council. Although the site is fenced off and can't be accessed by the general public it is visible within the local area, and if remained in its current state would greatly detract from the perceived quality of the immediate local area and would be a detrimental effect on the local community.

Alternative Designs

4.4.5 The consented development on neighbouring land excludes the Application Site but provides the context to the on-going development of the 'New Settlement Area'. The **Design and Access Statement** (DAS) that accompanies the planning application describes in detail the design evolution and concepts.

4.4.6 The main alternative design considered comprises:

- **Design Concept June 2016 –** the initial sketch masterplan for a residential development was taken to the Council in June 2016. This masterplan defined Character Areas, the main street layout and storey heights as well as property density. The general street layout and suggested children's play areas were accepted at this sketch masterplan stage and remain in the detailed plans accompanying the planning application. However, the density of dwellings and areas for different storey heights have become more refined.
- **Detailed Sketch Layout August 2016 –** A further meeting was held with the Council to discuss the refined design for this site. In this more detailed design a loop road around the parameter of the site was added. The vegetation planting was also improved to offer more planting along the roads, wider ecological corridors and more scattered planting within the proposal. More detached dwellings were added to the western areas of the site that fronted

onto Camp Road. The areas of three storey height were more central to the application site.

4.4.7 The Preferred Option which forms the Proposed Development conforms to the Development Parameters that have been subject to environmental impact assessment as reported in the Environmental Statement.