

LAND EAST OF SANDRINGHAM RD, DIDCOT

DESIGN & ACCESS STATEMENT
MAY 2019

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Introduction

This Design and Access Statement is submitted in support of the outline planning application for a residential extension to the land east of Sandringham Road in Didcot, Oxfordshire. Text and figures in this document are all illustrative. The aim of the application is to establish 'access' to the site with all other matters reserved.

This Design and Access Statement provides a coherent and coordinated overview of design principles and is intended to provide a clear vision for detail design of the development. It sets out the context of the project and the site and summarises the design principles and approach.

Proposals comprise demolition of 11-55 Mansfield Gardens (23 properties) and the provision of up to 325 new high quality homes and associated high quality landscape and infrastructure. The net gain is therefore 302 new homes.



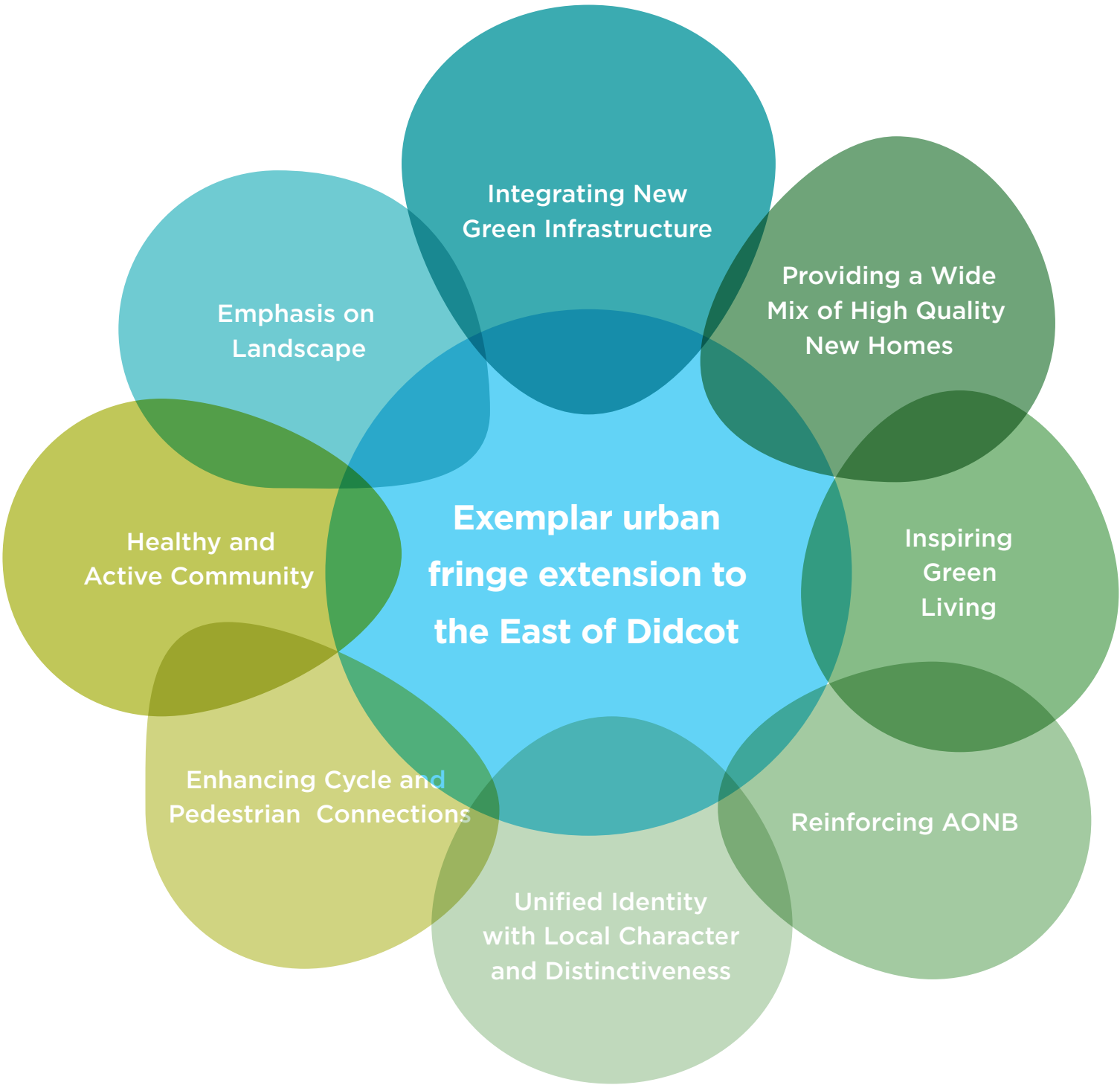
2 THE VISION





Illustrative Aerial View of the Development

Guiding Principles



The vision for the development is to provide an exemplary high quality and sustainable residential extension to Didcot which is sensitive to the adjacent landscape setting of the AONB, integrates well with existing adjacent residential areas and promotes long term health and cohesion of the community.



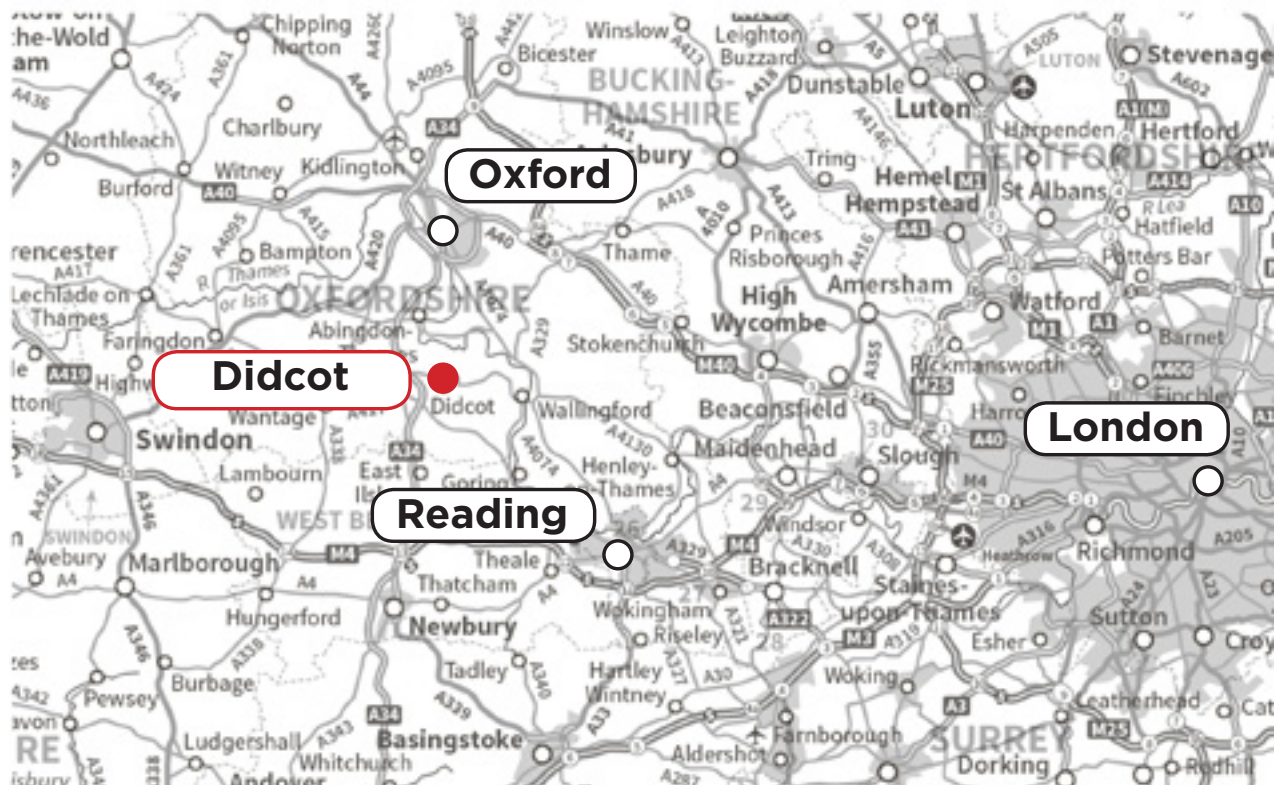
3 CONTEXT



Location

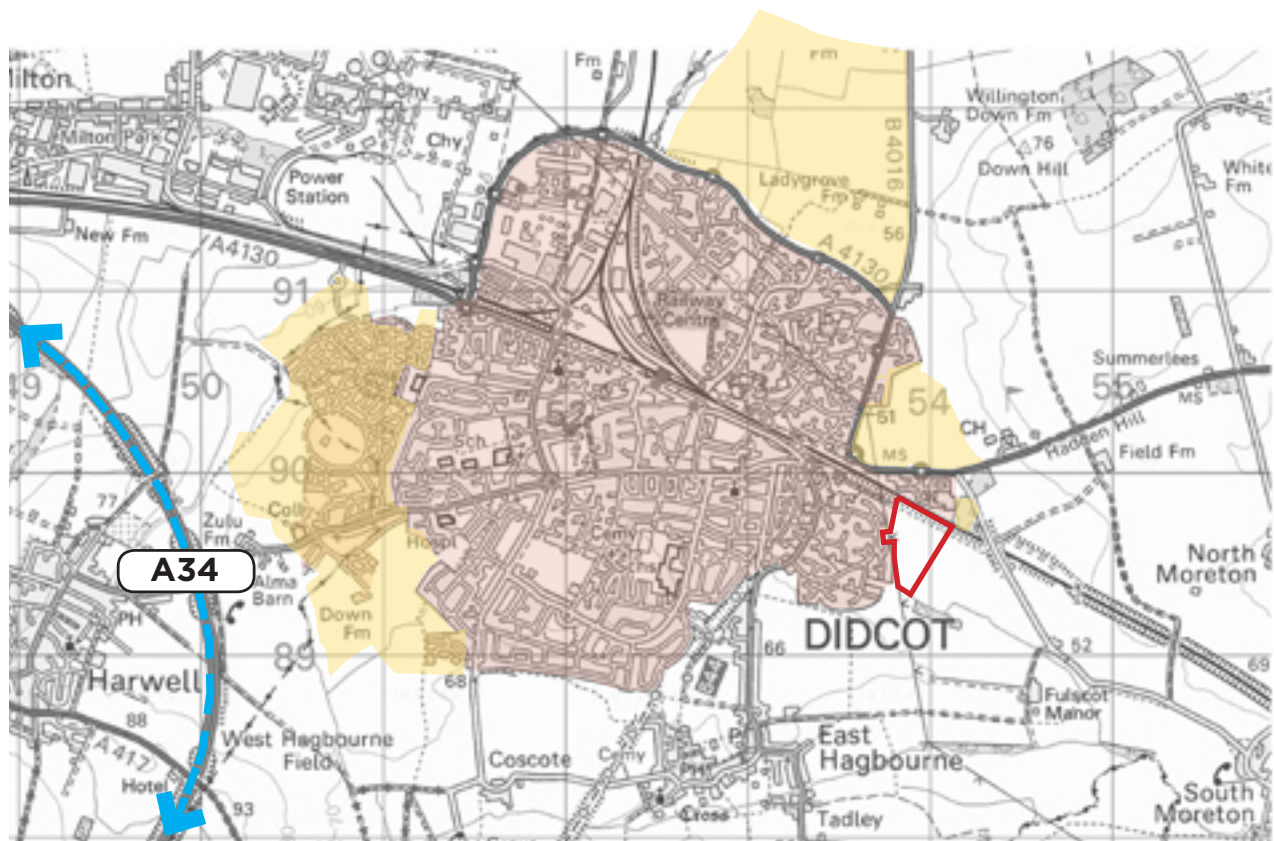
The site sits on the eastern edge of Didcot, located approximately 54 miles west of Central London, and 14 miles south of Oxford and lies within the county of Oxfordshire.

Didcot has good transport links, being located on the A34 connecting the M4 and M40 corridors, and the site is located just over 1 mile away from Didcot Parkway train station which provides quick and direct travel to London Paddington in 40 minutes. You can also travel by rail from Didcot to Reading or Oxford in 15 minutes.



Didcot has been designated as one of the three major growth areas in Oxfordshire (as noted in 'South Oxfordshire Core Strategy', December 2012) and a number of large scale housing developments are underway or proposed to the west and north of the town.

The UK government named Didcot a garden town in 2015, the first existing town to gain this status, providing funding to support sustainable and environmentally friendly town development over the coming 15 years.



Forthcoming Developments

DD2 North East Didcot

North East Didcot Partnership
153 Ha (approx. measurement)
2030 homes (Core Strategy 2012
planned provision)
13.268 units/Ha

DD3 Ladygrove East

28 Ha (approx. measurement)
642 homes (Core Strategy 2012
planned provision)
22.87 units/Ha

Hadden Hill

Bovis Homes
2.6 Ha
74 homes
29 units/Ha

Site
13.196 Ha

Great Western Park

Taylor Wimpey
179 Ha
3300 homes
18.436 units/ Ha

The Site Today



The application site covers an area of approximately 13.2 hectares and is situated on the eastern edge of Didcot.

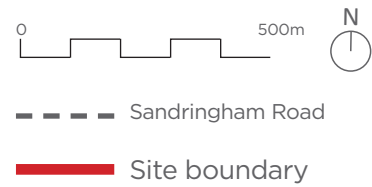
The site is currently flat open arable farmland and is bounded to the north by the mainline railway embankment and the Hanson Way, a traffic free cycle path linking Didcot with Oxford and Abingdon. Directly beyond the railway line there is a Tesco supermarket, petrol station and DIY store.

The North Wessex Downs Area of Outstanding Natural Beauty is to the east. This edge is characterised by open farmland. To the southern end of this edge there is an existing tree belt.

To the west the development site shares a boundary with the existing urban area of Didcot, the suburban housing of Northbourne. The application boundary extends to Sandringham Road and encompasses an existing three storey flatted residential building. Along this boundary electrical pylon towers and overhead cables run overhead. There is a triangle of existing woodland to the northern end of this edge.

To the south the shortest boundary is lined with a mature hedgerow.

Creating a successful interface between the existing adjoining land uses and the proposals is fundamental to creating a successful masterplan. On the following pages the site's edge conditions are explored in further detail.



Site Photos

Western Edge - Approach to Site - Adjacent Housing and Site Entrance

Residential development bounds the site to the west around Sandringham Road, this forms the existing edge of the settlement of Didcot. The settlement edge is separated from the site by a line of established vegetation, shrub, trees and hedge. There is currently no public or vehicular access across or into the site.

The vegetation is dense, tall and established and the presence of the residential houses as seen from the PRow to the northern edge of the site, is provided by occasional glimpses through gaps where roof lines and occasional upper floor windows can be seen. This boundary is approx. 25m deep and widens to form a wider triangular wedge in the north west corner of the site.

The boundary is visually dominated by electrical pylons and cables that sit above the site. The scale and industrial character detracts from the semi-rural/urban fringe character of this boundary.



Site Photos

Western Edge



Site Photos

Northern Edge

The northern boundary is bounded by the raised embankment and mainline railway.

A Public Right of Way (PRoW) runs parallel with the northern boundary between the railway line and the fence/ hedge line that forms the site's northern boundary. The path is separated from the site by a native hedge that varies in height and density, in places it is around 1.2m high allowing views into the site direct from the footpath. The footpath provides the closest public access around the site.

The elevated mainline railway track physically encloses the site to the north and screens direct views to and from the site from the main road, supermarket and retail store that lie to the north of the embankment. The sound and movement of the regular train services to and from London and the overhead lines creates an urban character along the northern edge.



Site Photos

Eastern Edge

Agricultural land bounds the site to the east and south. The eastern edge of the site lies within the North Wessex Downs AONB.

The northern section of the eastern boundary within the AONB is open except for a line of mature oak trees. The southern half of the boundary is enclosed by a linear woodland block.

Villages of South Moreton and North Moreton are the closest settlements to the south east of the site. They are separated by agricultural fields, farm buildings, blocks of woodland and hedgerows. There is no vehicular route or walking route directly linking these outlying settlements to the application site.



Site Photos

Southern Edge

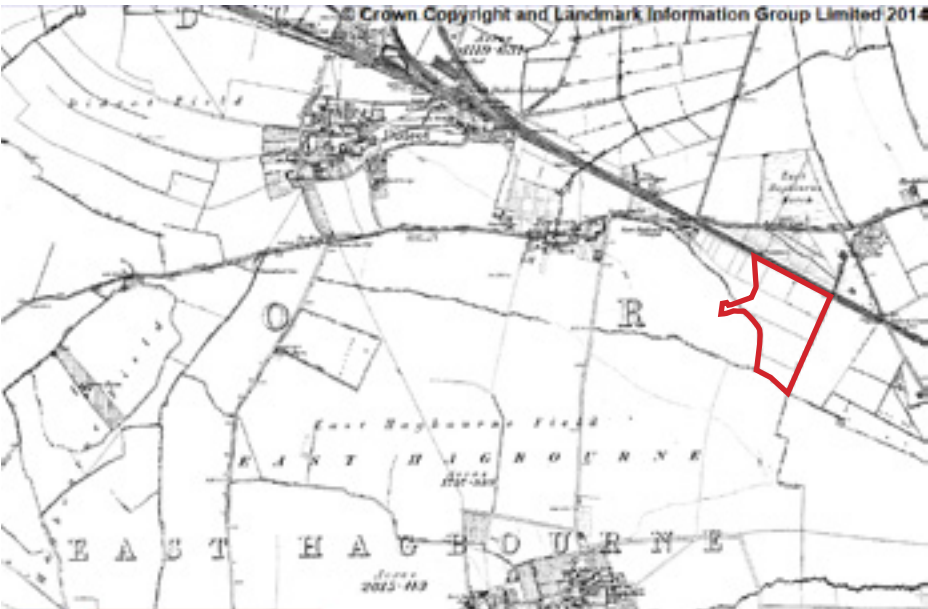
The southern boundary is open in character to the fields to the south of the site when viewed from the nearest public right of way. The land falls away from the site towards the land to the south. The electrical pylons visually dominate the views in and out of the site to the south.

Adjacent to the site boundary lays a water channel and overgrown hedgerows which are relatively open in nature.



Historic Maps

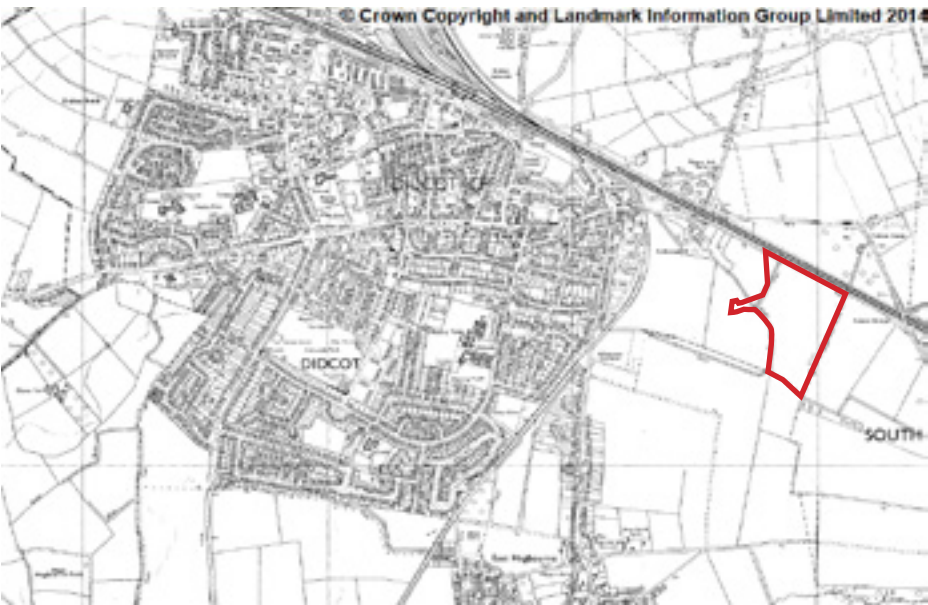
Site and Wider Context



1883



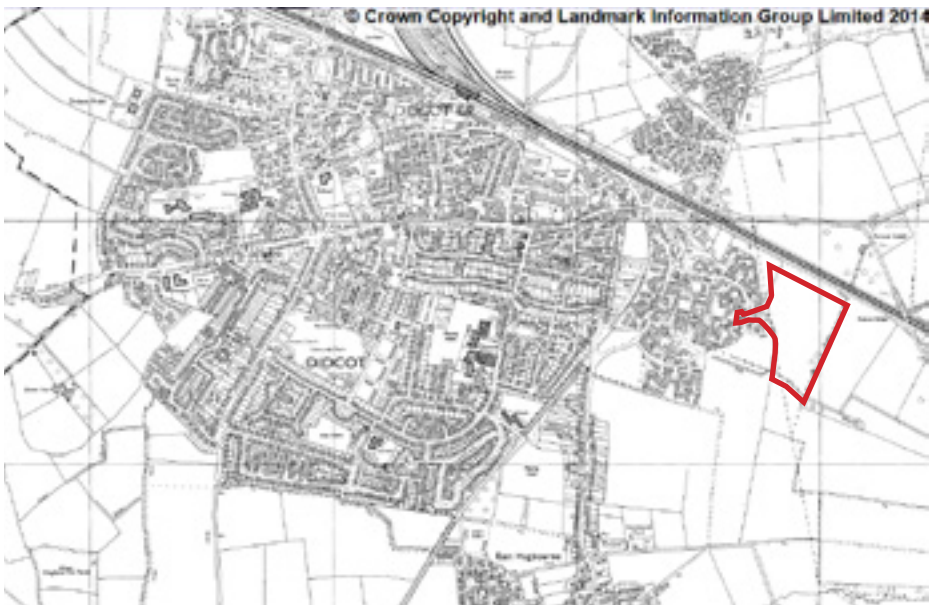
1931-33



1971-77

Didcot's expansion started with the arrival of the Great Western railway in 1839. A station was built about half a mile from the original medieval village. This was followed by the building of the railway village of Northbourne at the end of the nineteenth century and commercial development and hotels around the station.

In the 1920s several housing estates were built in the centre and the south side of Broadway developed as the shopping area.



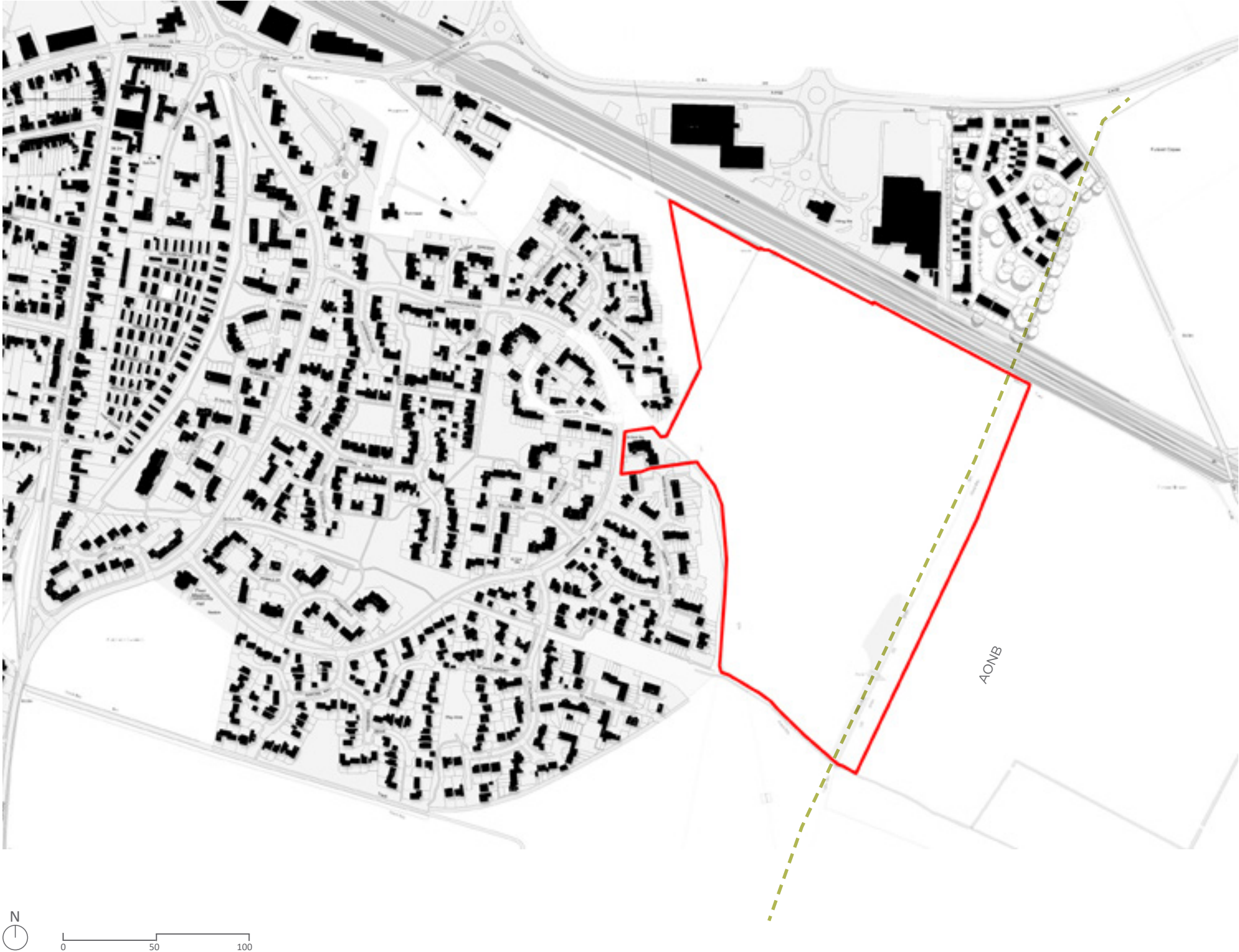
1990-92

Housing development increased after the Second World War with new estates to the south, west and east of the town. In the 1980s work started on the Ladygrove Estate and Southmead Business Park to the north of the main line railway.

In 2004 the Orchard Centre opened, moving the retail focus of the town to the north and east. The power station is a key feature in Didcot located just across the district boundary in the Vale of White Horse.

Urban Grain

Site and Local Context



Density
Local Context



Built Character

Immediate Local Context



Typical housing adjacent to site



Fleet Meadow Area around Sandriham Road

Housing development immediately to the west of the site dates from 1970s - 2000s. In layout and built character it is typical of developer housing of the late 20th century.

Neighbourhoods sprawl out from one or few access points creating street patterns which are not easily legible, do not clearly distinguish between private and public, have blank inactive frontages, frequently culminate in cul-de-sacs and are long detours for people on foot.

The typology mainly falls into 3-storey flat blocks and 2-storey detached, semi detached and terrace homes, all with double pitched or hipped roofs. The predominant materials are orange/red brick, red clay/concrete roof-tiles and dark timber fenestration. Simple typical features include render, timber shiplap, hung tiles, contrast brick cills and brick bands, chimneys and projecting bays and porches.

Lessons Learnt

- + Avoid blank frontages and promote natural surveillance
- + Create a hierarchy of legible streets that have pedestrian and cycle priority
- + Clearly defined public and private space

Built Character

Local Context - Nearby Conservation Areas



St Peter's Church within Didcot Northbourne Conservation Area



Station Road Conservation Area



Didcot Northbourne Conservation Area

Further west there is Didcot Northbourne conservation area and further west still are the conservation areas of Station Road and Didcot Old Area.

The old Victorian areas of Didcot are characterised by a fine to medium urban grain and an interconnected street network of perimeter blocks. Streets typically comprise of narrow fronted plots with 2-storey terraces or larger 2-storey semi-detached houses, with small set backs. Red/brown brick and dark slate (or similar) roofs are the predominant building material with contrast brick details, contrast stone (or similar) window surrounds, bay windows, porch extrusions or door recesses, gables and chimneys.

Lessons Learnt

- + Charming simple detailing
- + Points of interest

Built Character

Local Context - Hagbourne Road



Kynaston Road



Area around Hagbourne Road

Further west still there are pre and post war housing areas, also arranged as an inter-connected street network of perimeter blocks but the urban grain is medium. Streets have a wider more open feel with deep front gardens, wide fronted homes, wide on-plot parking areas between, tree planting and green verges. Pre-war housing is typically at a lower density, with a predominant provision of semi-detached homes with large gardens, and almost exclusively built in red brick with no stone heads/cills, chimneys, gables, hanging tiles and hipped roofs. Post war densities are higher with a return to terraced housing and more simple features.

Lessons Learnt

- + Wide streets
- + Generous front gardens
- + Green streets
- + Off street parking
- + Robust materials that age well

Built Character

Local Context - Hadden Hill



Figure 32: Elevation 1

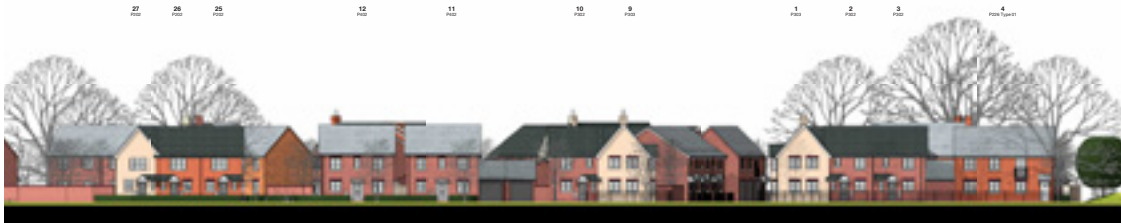


Figure 33: Elevation 2



Figure 34: Elevation 3

Extract of Hadden Hill Design & Access Statement by others



View of Tesco Superstore from site



Area around Hadden Hill

Immediately to the north of the site is Hadden Hill Retail Park (including a Tesco Superstore) and a Bovis housing site currently under construction.

The new housing development comprises of 2 storey homes throughout and one 3 storey apartment block to the rear of the site. The design is noted as drawing influence from the Victorian townscape of Didcot. The predominant building material is red brick of varying tones with gateways and key buildings in render. Gables are also used to create and highlight gateway locations and key spaces.

Lessons Learnt

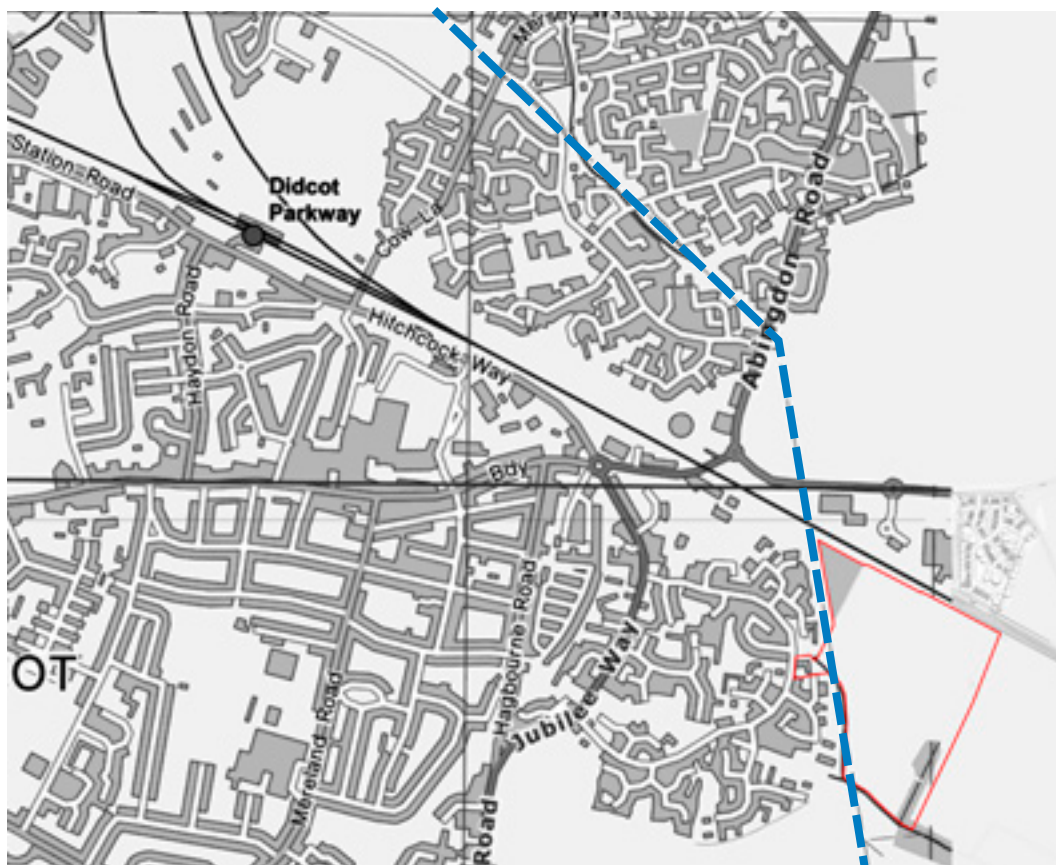
- + Sets the extent of residential development adjacent to the AONB
- + Retention of existing landscape features / trees
- Poor relationship of back gardens and the railway

Built Character

Local Context - North Didcot



View of pylons and overhead cables to the north west of the site



Plan showing the route of the pylons/overhead cables past the site and through north Didcot

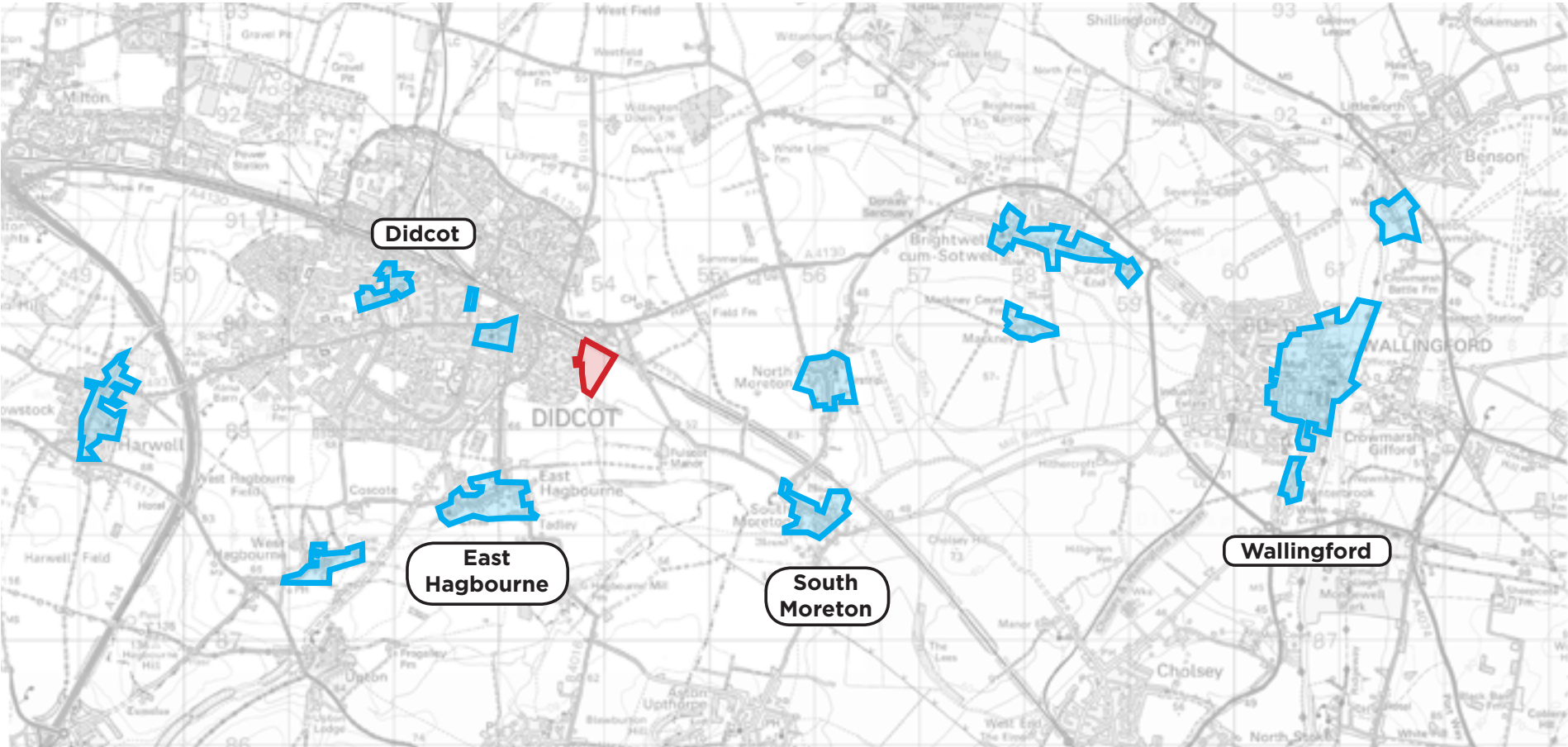
A key site consideration is the relation of potential development to the existing pylons and overhead cables which dominate the western boundary.

The route of this power network continues to the north west of Didcot in close proximity to residential development. A linear public park has been established along this route. However, neighbouring houses back onto this open space with a poor relation of private to public and poor overlooking.

There is also frequently a crude relation of footpath to pylon and little consideration to screening or mitigation of the impact of the pylon.

Wider Site Context

Local Settlements



Neighbouring Conservation Areas

In addition to understanding the local context of the site, including the conservation areas of Didcot, the nearby conservation areas of the historic settlements of East Hagbourne, South Moreton and Wallingford were studied, to better understand the typical grain and character of local settlements.

Wallingford is a medieval town, with a clear market centre and located on the River Thames, from which it derives much of its picturesque character.

East Hagbourne and South Moreton are, by contrast, much smaller and more rural settlements, which derive much of their character from views towards the surrounding open agricultural landscape, species rich boundaries and fragmentary survival of the many former historic orchards.

Urban Grain

The historic core of Wallingford is a planned Saxon layout with a central focal point of a market square. The land was later divided into smaller strips to form burbage plots. These long narrow plots extend back from the main road creating a tight street frontage with service lanes providing access to the rear.

By contrast the historic centres of East Hagbourne and South Moreton are described as 'nucleated' with settlement organically established along a linear route. The layout has strong connections to the open fields beyond with numerous footways running between buildings.

Architecture

All three settlements have a wide variety of vernacular architecture which greatly enhances their identity and interest. Distinctive materials include timber-framing with rendered or brick infill (often in a herringbone pattern), tile hanging, local limestone, clunch, red brick, vitrified brick, thatch, clay tile, slate, colour-washed render and weather-boarding.

Wider Site Context

Local Settlements - East Hagbourne

East Hagbourne and South Moreton

The majority of the buildings of East Hagbourne and South Moreton are 2-storey domestic or agricultural and are typical of historic rural architecture of the vale landscapes and the south east of England.

Key characteristics include: Timber frame dating from the 17th century and earlier; Hipped as well as half-hipped roofs which were commonly thatched with straw before the more widespread use of clay tile (and occasionally slate) from the 18th century; Brick chimneys and brick infill to panels between, sometime set out in a distinctive herringbone pattern; Tile hanging, commonly applied to decorative gable ends; Small timber casements, sashes or leaded lights; High quality street entrances with stone steps leading to boarded doors.



East Hagbourne

Example domestic architecture showing the following features:

- Timber framing
- Pitched and hipped clay tile and slate roofs
- Brick chimneys
- Brick infill in herringbone and basket weave patterns
- Clay tile hanging applied to decorative gable end
- Small timber casements
- Jettied 1st floor
- Village green setting



East Hagbourne Conservation Area - Urban Grain

Wider Site Context

Local Settlements - South Moreton

South Moreton

Photos 1, 2, 5, 6 and 7
Example domestic architecture showing the following features:

- Timber framing
- Pitched and hipped clay tile and thatch roofs
- Clay tile hanging applied to decorative gable end
- Brick chimneys and brick infill
- Flint
- Small timber casements

Photos 3 and 4
Example agricultural architecture showing the following features:

- Half hipped clay tile roofs
- Brick and flint
- Timber cladding



South Moreton Conservation Area - Urban Grain



Wider Site Context

Local Settlements - Wallingford

Wallingford

The historic area of Wallingford is more urban in character with a wide range of building typologies, styles and ages forming a rich townscape.

The central focus of the area is the Market Place. Here buildings vary widely in age and architectural style providing a dense and varied historic frontage to the public realm. Many have classical Georgian symmetrical frontages, sash windows and rendered or brick facades. Buildings are a little taller than elsewhere, ranging from two and a half to three storeys high with varying bay width. The predominant building material is brick, most often laid showing grey vitrified headers with red brick dressings. Rendered façades are also common. Stone is more common than elsewhere in the town, but it remains the exception and is used almost exclusively for civic, religious buildings and prestigious dwellings. Notable features on many buildings in the area are the shopfronts.

To the north is the High Street which is characterised by a closed and narrow street scene. Key characteristics include: Building facades cheek-by-jowl; High quality smart frontages with sash windows and other decorative details dating from 17th to 19th Century; Predominantly brick but some rendered/ timber framed buildings with gables and jettied 1st floors and some higher status stonework.

To the east of the Market Place is a residential quarter with remnants of historic industrial and minor commercial 'backland' site activities. Key characteristics include: More open, less densely developed and less regular urban plan which has the sense of a village rather than a town centre location; The Northern end has some higher status town houses in stone and brick; The Southern end contains more vernacular and modest housing, predominantly brick with some clunch stone and flint.

Immediately to the west there are landmark industrial buildings and complexes from the 18th and 19th centuries, small scale terraces and vernacular cottages from 17th century. These are predominantly in brick construction but there are some rendered timber framed buildings. Further west there are the large open lawned spaces of the Saxon Embankments which provide valued recreational space. Further west still are Victorian suburbs characterised by individuality of dwellings and speculative groups of houses visually expressed in decorative features, prevalent use of red and grey brickwork and slate roofs and development following a consistent back-to-back pattern in blocks or along a street.



Wallingford Conservation Area - Urban Grain



Wallingford

Photos display a variety of architectural scales, materials, typologies, styles, ages and streetscapes

- 2-3 storey
- Flint with red brick or stone dressings
- Red brick with stone dressings
- Timber casement and sash
- Red brick and vitrified brick headers
- Timber framing
- Jettied 1st floors
- Visible eaves or parapet
- Brick chimneys

Context Analysis

Conclusions

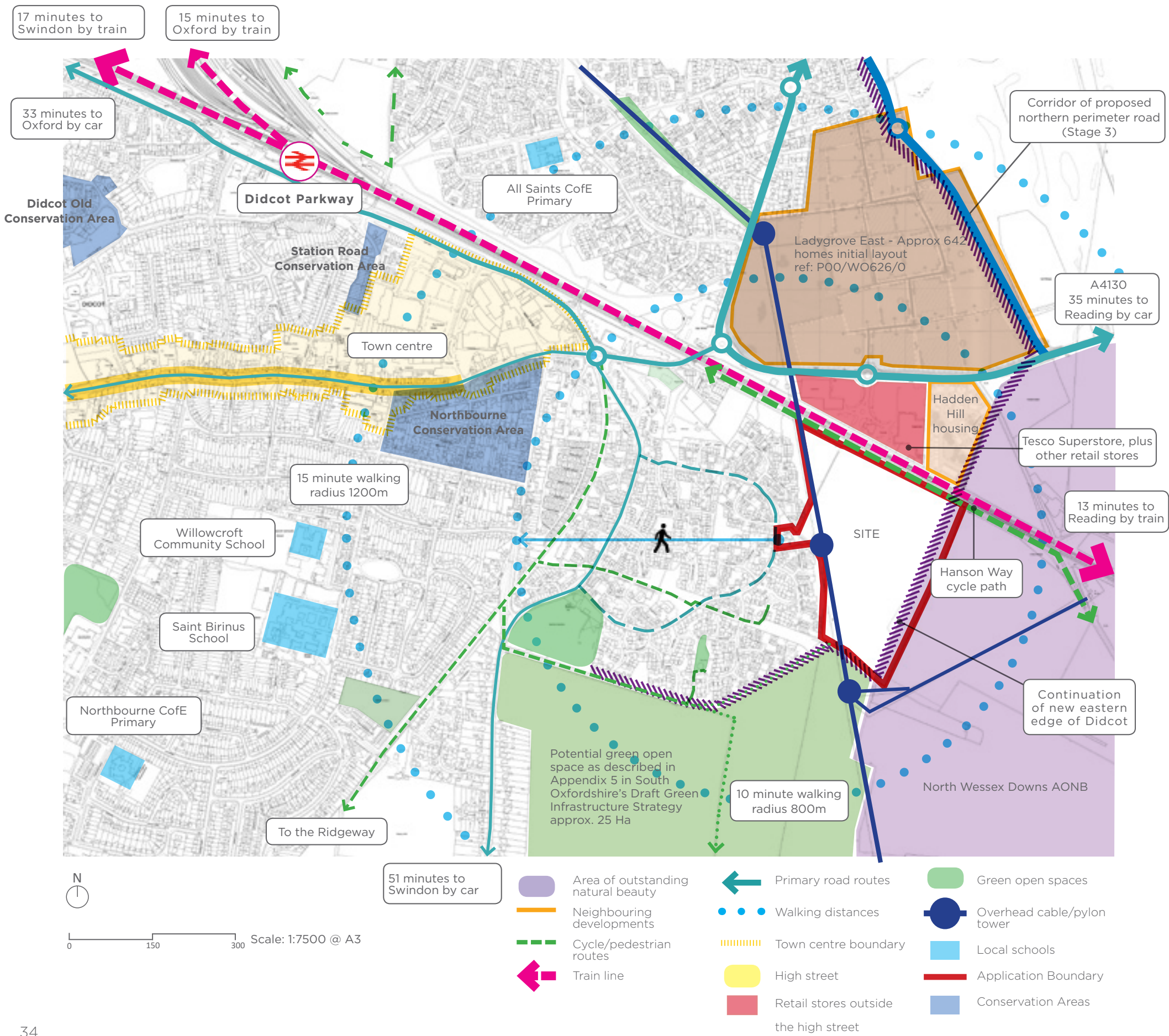
Conclusions drawn from local context studies - reference points for design principles

- Generous green streets with off-street parking creates a positive impact on the neighbourhood.
- Use of robust materials allow buildings to retain charm and age gracefully over time.
- Attention to detailing will create points of interest
- Creating a hierarchy of legible streets, encourages walking and cycling within the local community.
- Avoid blank frontages and promote natural surveillance
- Clearly defined public and private spaces, overlooked and monitored
- Sets the extent of residential development adjacent to the AONB
- Retain landscape features and trees where possible
- Carefully address relationships to the railway and pylons
- Provide outward facing dwellings to encourage safer and more active street frontages
- Provide an integrated landscape design

Conclusions drawn from studies of all three settlements - reference points for design principles

- The variety of materials, forms and styles greatly adds to the interest and charm of these settlements.
- A wide variety of materials characterise the fabric of the historic buildings of Southern Oxfordshire. Many have a direct reference to the local geology and historic industries of the area. Materials include a predominance of red brick, flint and local stone and some timber. Roofs are usually plain clay tiles, slate or thatch.
- A predominant feature is the varied roof line and scape. Roofs are generally pitched or hipped with key features such as chimneys, dormers and feature windows creating points of interest which are visible due to the low storey height. Eaves heights and ridge lines can vary without detriment to a street scene.
- Buildings at corners frequently have provision of features within more than one frontage to successfully address the two sides of the corner.
- Gable ends can be found at key locations, often terminating views or forming the public face of squares.
- Key public spaces are signified by stand alone landmark buildings.
- The richness of the architecture is enhanced through detailing, for example brick or stone dressing to windows, contrast brick patterning and jettied 1st floor storeys.
- Where buildings may have different architectural detailing, consistent use of the same materials can provide unity.
- The centre of settlements tends to be distinguished by a strong street frontage with a high degree of enclosure, with the urban grain tending to become more loose on the perimeter.
- These settlements draw much of their character from the surrounding landscape.

Access and Connectivity



Transport

Walking and Cycling Facilities

Pedestrian footways are present on both sides of Sandringham Road carriageway and are typically 1.8m in width. Beyond Sandringham Road, access is gained to a well-established network of pedestrian and cycle facilities. To the north of the site, Sandringham Road connects with a lit shared footway and cycle path running north-south. In turn, this connects to a high-quality segregated footway and cycle path, forming part of National Cycle Network (NCN) route 544, which runs east-west along Broadway.

Toucan crossings are provided on all major arms of the adjacent Jubilee Way roundabout junction, with onward segregated pedestrian and cycle connections provided towards the town centre, supermarkets and railway station via either Broadway or Hitchcock Way.

To the south of the site footways are present on both sides of the Sandringham Road carriageway. These connect to a well-established network of pedestrian and cycle facilities to the west, providing access to the services and facilities located on and around Mereland Road. A direct footpath connection, distinct to the road network, is provided between Sandringham Road and Jubilee way. This route runs east-west to the north of Pebble Drive. A zebra crossing is provided at the end of this route over Jubilee Way, 50m north of the southern Sandringham Road/Jubilee Way junction.

An alternative route exists utilising the footway adjacent to Sandringham Road. A refuge island crossing over Jubilee Way is located 25m to the south of the southern Sandringham Road/Jubilee Way junction, providing connection to existing facilities east of Jubilee Way.

NCN 544 provides an off-road connection towards Didcot Railway Station in the north and Upton and Chilton in the south. At Didcot Railway Station, NCN544 connects to NCN 5 which provides long-distance routes to Reading and Oxford.

Bus

The closest bus stops to the site are located within a short walking distance, circa 70m from the site access, on Sandringham Road. Route 94, operated by Thames Travel is the main service calling at these stops and provides a regular hourly route to locations including the Town Centre, Didcot Parkway Station, East and West Hagbourne, Blewbury and Upton.

Services to destinations further afield are available from the Town Centre and Didcot Park Station bus stops. This includes services X32 between Wallingford and Oxford and X2 between Wantage and Oxford.

Rail

The closest rail station to the site is Didcot Parkway Station, located approximately 1.5km to the north west of the site. Didcot Parkway Station is situated on the Great Western Mainline, linking London, Reading, Oxford, Swindon and Bristol. It offers frequent and fast rail connections.

Didcot Parkway Station was subject to a now completed forecourt improvement programme that commenced in 2012. The programme included the enhancement of pedestrian access, completion of the cycle route serving the station and improvement to car parking facilities. The station has a 1,127 space car park, operating 24 hours a day, and 226 cycle parking spaces. Didcot Parkway can be accessed from the site using the number 94 bus service, on foot and by bicycle.

Local Highway Network

Sandringham Road has a looped arrangement with two junctions connecting it to the B4016 Jubilee Way. The B4016 connects south to East Hagbourne and onwards towards Blewbury, West Hagbourne and the A34 ‘Chilton’ junction.

To the north, the Jubilee Way roundabout provides routes to the north (via Abingdon Road and Lady Grove), east towards Wallingford (via A4130) and west to the A34 ‘Milton Interchange’ junction (via A4130).

The A34, which forms part of Highways England’s ‘Strategic Road Network’ (SRN), lies approximately 3.8km to the west of the site. However, access to the SRN is achieved via the Milton Interchange (the closest connection to the A34) some 5.7km to the north west of the site.

This information is provided by i-Transport. For detail information please refer to the Transport Assessment.

Ecology

An Extended Phase 1 Habitat Survey was undertaken by Lockhart Garratt Limited in 2018 to collect baseline data on the habitats present within the Site. This survey also considered the likelihood of presence/likely absence of protected and/or notable species within the Site and surrounding zone of influence.

The habitats within the Site consisted of improved grassland, amenity grassland, semi-improved grassland field margins, hedgerows, scattered trees, ditches and mixed broad-leaved, built environment and deciduous woodland.

Suitable aquatic habitats were identified on Site, which may support a range of protected, notable and common amphibians. As such, great crested newt *Triturus cristatus* presence / likely absence surveys were undertaken on a series of wet ditches around the Site boundaries. These surveys concluded that great crested newt was absent from the Site.

An Ecological Method Statement and additional safeguarding recommendations have been put in place to further reduce any risk to common amphibians.

The large residential property located off Sandringham Road (see diagram opposite) was identified as having Moderate Suitability to support roosting bats. Presence / likely absence surveys are underway and will be completed by the end of June 2019. A mitigation strategy will be provided pending the results of the bat surveys.

This information is provided by Lockhart Garratt. For detail information please refer to the Ecology Report.



Plan Extract from Ecology Report

Landscape Visual Impact Assessment

A Landscape and Visual Impact Assessment (LVIA) has been undertaken by Churchman Landscape Architects to consider and assess the project impacts in both visual and landscape terms. The full assessment can be read in the Landscape and Visual Impact Assessment that accompanies the Outline Planning Application.

An initial baseline assessment has been undertaken to understand the existing site, its context and wider landscape, detailing the features, topography, characteristics of the existing landscape, the landscape planning designations and landscape character areas. This forms the baseline from which the predicted effects of the proposals can be identified and their impacts considered and assessed in both visual and landscape terms.

The assessment study area was initially established by a desktop analysis of ordnance survey maps and aerial photographs, and was then verified by subsequent visits to the site and surrounding area. The field assessments showed that the extent to which the site is visible in the surrounding landscape is restricted due a relatively flat topography and the degree of enclosure provided by local woodland and hedgerows.

The study area for the LVIA was initially set as a 4km radius centred on the middle of the application site.

The baseline summary of the LVIA includes the following points:

- The site is an agricultural field with a mix characters.
- The east side of the site partly sits within the North Wessex Downs AONB. There are no other local or national landscape designations pertaining to the site itself.
- The site character has rural elements as well as industrial influences.
- The site is adjacent to a residential area.
- Public access to the site is restricted to the public right of way (PRoW) that runs parallel to the north boundary. The PRoW finishes at the end of the field where it joins a road.
- The train line and overhead electric pylons detract from the quiet nature that would usually be associated with a rural countryside landscape.
- The site is enclosed in character.
- The sense of connection from the site towards the AONB is restricted to short sections of the PRoW that runs parallel to the north boundary.

- The landscape character of the site and its surroundings are not unique within the local vicinity.
- The local landscape features include the line of mature trees and the block of woodland.
- The Phase 1 Habitat Survey has found the site itself is not subject to any statutory or non-statutory designations of nature conservation interest.
- The North Wessex Downs AONB Management Plan highlights the need to consider the effect of the development or changes through development of changes to management on the AONB.

This information is provided by Churchman Landscape Architects. For detail information please refer to the Landscape Visual Impact Assessment.

Arboriculture

Tree Survey

An arboricultural survey was undertaken by Keen Consultants in April 2018.


The site is predominantly arable field, devoid of trees, but with tree belts around the boundaries.

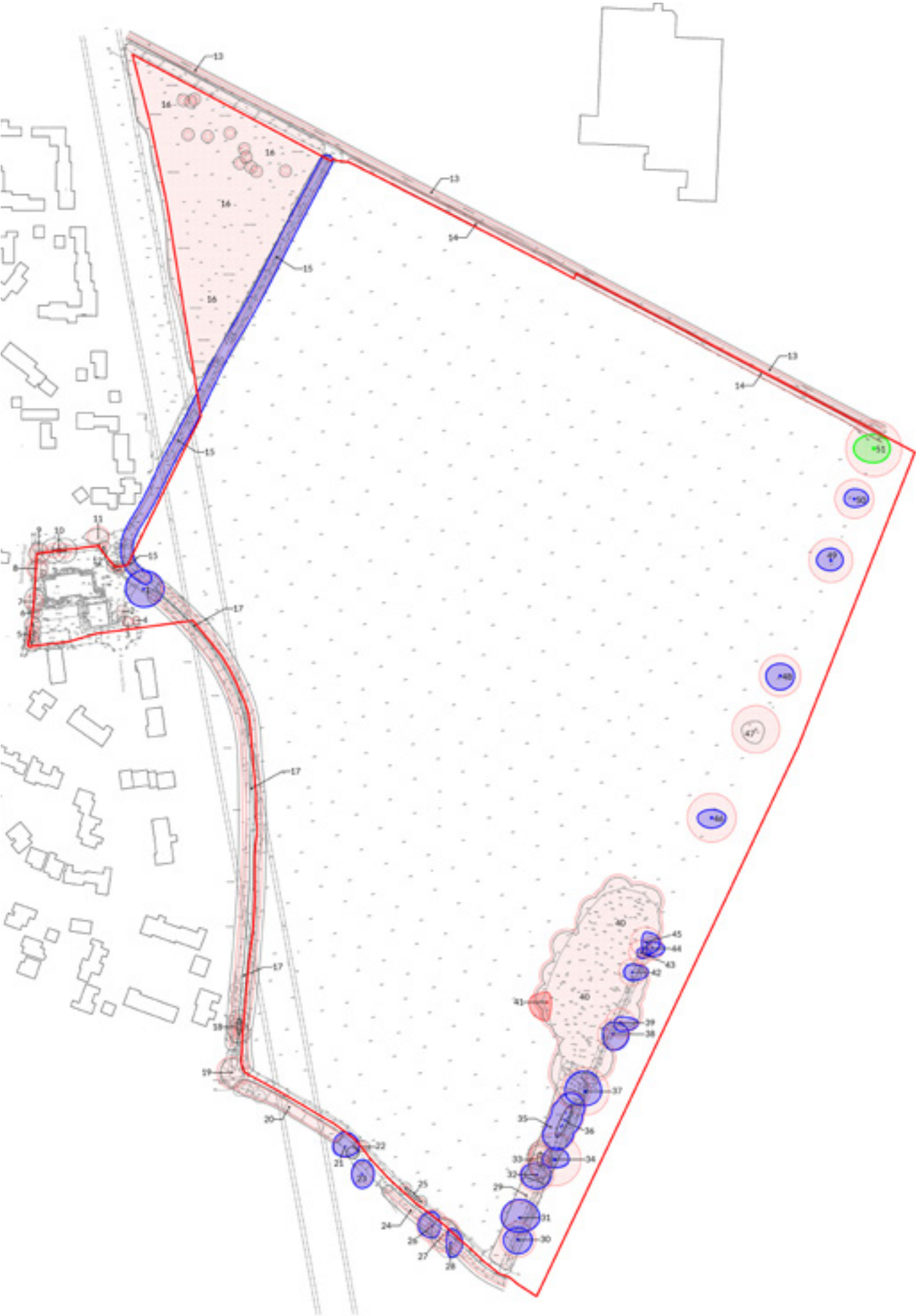
The tree belts are predominantly of Category B and C with one Category A tree at the north-east corner.

There are believed to be no trees on the site that are protected by Tree Preservation Order.

This information is provided by Keen Consultants. For detail information please refer to the Arboriculture Assessment.

KEY

-  Category A Trees
-  Category B Trees
-  Category C Trees
-  Category U Trees
-  Planning Application boundary



Flood Risk

A Flood Risk Assessment was prepared by Peter Brett Associates in October 2018.

Fluvial Flood Risk

The mapping indicates that the site lies within Flood Zone 1; land assessed as having less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).

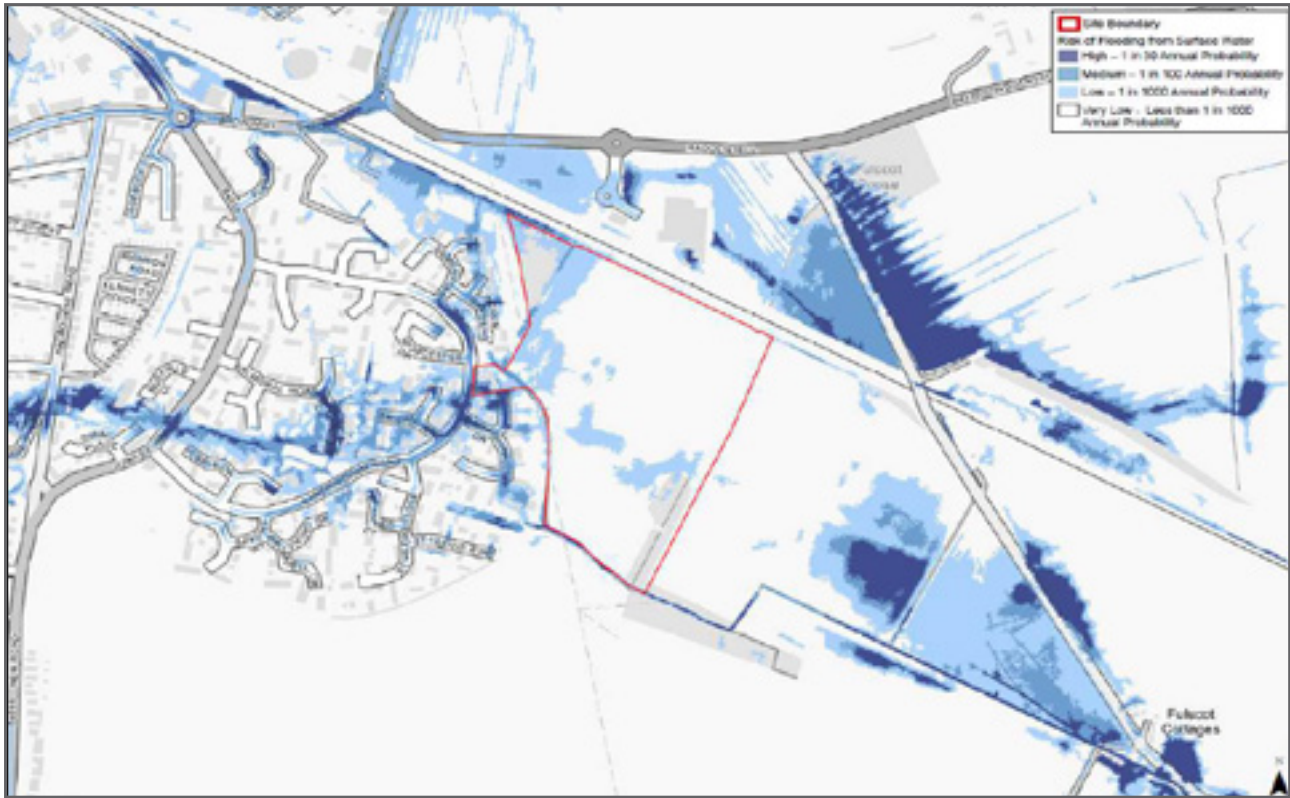


Extract from EA Flood Zone Map

Surface Water Flood Risk

This mapping shows that the site contains areas of low risk flooding from surface water, likely to be due to the local ordinary watercourse on the western boundary of the site as well as being associated to local depressions in the ground which will be managed as part of the development of the site.

This information is provided by Peter Brett Associates. For detail information please refer to the Flood Risk Assessment.



Extract from EA Flood Map for Surface Water

Noise + Air Quality

A Noise and Vibration Constraints Assessment has been undertaken by Resource and Environmental Consultants (REC) Limited to consider key sources of Noise and Vibration which have the potential to impact upon proposed receptors. The main source of impact was identified as the Great Western Mainline which borders the north boundary of the site. A Tesco service yard at Hadden Hill Retail Park that lies beyond the embankment was also considered.

An initial noise risk assessment has been undertaken for the proposed development site in order to provide an indication of the likely risk of adverse effects from noise with no subsequent mitigation included. The initial noise risk assessment has determined that the Site is subject to negligible to medium risk due to noise from the railway line to the north. Albeit the Medium Risk only corresponds to the extremities of the northern boundary with the vast majority of the Site categorised as Low Risk.

The Noise Assessment has determined that mitigation measures may be required for garden areas located facing the railway line to ensure that external noise levels do not exceed the criteria. However, first and foremost, good acoustic design should be followed across the site, particularly for areas along the northern boundary. It is strongly recommended that gardens should be orientated such that they are protected by the building envelope from the railway line.

The Vibration assessment determined an unlikely probability of adverse comment due to train pass-bys.

This information is provided by REC. For detail information please refer to the Noise & Air Quality Assessment.



Planning Policy

Planning Context

The Development Plan for the area comprises the saved policies in the South Oxfordshire Local Plan 2011 (adopted January 2006) and the South Oxfordshire Core Strategy (adopted December 2012). The Council is also in the process of preparing a new Local Plan to cover the period to 2034.

SODC has adopted Supplementary Planning Documents which will be relevant to the consideration of these proposals.

In addition, the National Planning Policy Framework (NPPF) (February 2019) is highly relevant.

A fuller summary and consideration of relevant planning policies is included within the Planning Statement which accompanies this application.

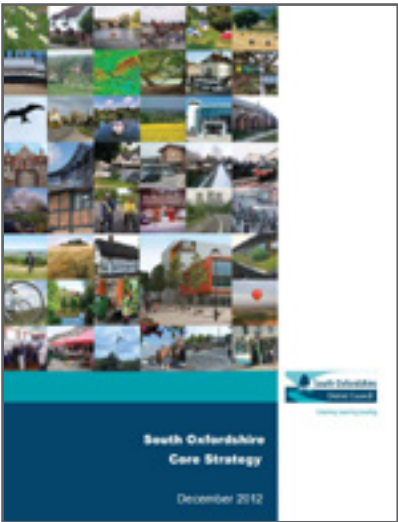


South Oxfordshire Local Plan 2011 (adopted January 2006)

- Policy D1 provides general guidance on the issue of good design and local distinctiveness. The policy sets out a number of criteria against which development should provide these include (i) the provision of a clear structure of places, (ii) respecting existing settlement patterns, (iii) providing for a choice of routes and transport modes to, from and within the development.
- The issue of vehicle and cycle parking is covered by Policy D2 which states that new developments should provide safe and secure parking for vehicles and cycles.
- Policy D3 states that a private garden or outdoor amenity spaces, or

- alternatively a shared amenity area should be provided for all new dwellings.
- Policy D4 requires that all new dwellings should be designed and laid out so as to secure a reasonable degree of privacy for the occupiers.
 - Policy D5 promotes a compatible mix of uses in large scale housing developments, and on sites within settlements that are served by public transport.
 - The issue of designing out crime is then addressed by Policy D6 which states that the design and layout of developments should be encouraged by ways which will reduce the opportunity for crime.
 - Policy D10 addresses the issue of waste management, here it requires that proposals which do not make adequate provision for the management of waste in new developments, including private storage space, will not be permitted.
 - Policy H7 states that a mix of dwelling types and sizes to meet the needs of current and future households in the district will be sought in new residential developments.
 - The issue of housing densities is addressed by Policy H8 which states that on sites where housing development is acceptable in principal, a density of 30 dwellings or more per hectare (net) and in town centre locations, of 40 dwellings or more per hectare will be required.
 - Policy R2 deals with formal recreation and states that when granting planning permission for new residential development, developers will be required to provide outdoor playing space for new residents to a minimum standard of 2.4 hectares per 1000 persons.
 - Policy R6 then goes on to say that when granting planning permission for new residential development, developers will be required to provide public open space for informal recreation to meet the needs of the new residents in accordance with an amount appropriate to the locality and the size of the development proposed.
 - Public Rights of Way are dealt with under Policy R8 which states that the retention and protection of the existing public rights-of way network will be sought and where appropriate proposals to improve it will be supported.
 - Policy T1 provides a set of criteria relating to transport requirements for new development, here it states that all types of development must provide for a safe and convenient access to the highway network.

Planning Policy

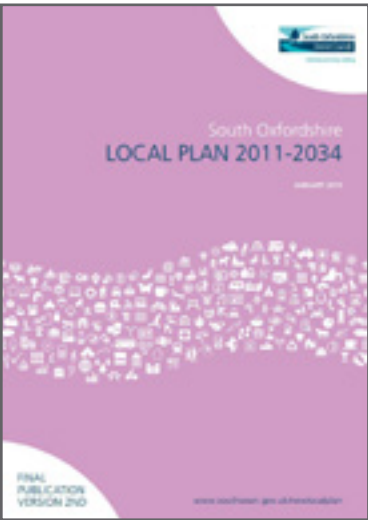


South Oxfordshire Core Strategy (adopted December 2012)

The Core Policies relevant to the assessment of the proposal are set out below:

- Policy CSH2 deals with density and requires that “on sites where housing development is acceptable in principle, a minimum density of 25 dwellings per hectare (net) will be required unless this would have an adverse effect on the character of the area.”
- Policy CSG1 seeks to ensure that there will be a net gain in green infrastructure (including biodiversity) through developer works, contributions, and the targeted use of other funding sources. Policy CSQ3 deals with design and states that:
- “Planning permission will be granted for new development that is of a high quality and inclusive design that: responds positively to and respects the character of the site and its surroundings, particularly the historic significance and heritage value of the historic environment, enhancing local distinctiveness and ensuring that new development is of a scale, type and density appropriate to the site and its setting;
- improves the quality of the public realm with well designed external areas, and where appropriate a clear structure of open space;
- provides and / or links into green infrastructure where available;
- is designed to create safe communities and reduce the likelihood and fear of crime;
- creates a distinctive sense of place and is easy to understand through the use of vistas, landmarks and focal points;

- ensures high levels of accessibility and ease of use by all modes of transport both within the site and the wider areas, also making sure that any new development is properly integrated with existing development ensuring accessibility to local services; and is adaptable to changing requirements and constructed with materials appropriate to the area.
- Policy CSQ3 also states that all proposals for new development should be accompanied by a design and access statement to show how they responded to the above criteria.”



South Oxfordshire Local Plan 2034

South Oxfordshire District Council published its draft Local Plan 2034 for consultation on 7th January 2019. The draft Local Plan is intended to cover the period to 2034 and plans for 775 dwellings per annum as well as a proportion of the unmet housing need arising from Oxford City.

The draft Local Plan also includes policies in relation to the Didcot Garden Town area, within which this Application Site is located.

The draft Local Plan 2034 includes a number of relevant policies to the matter of design and access as set out below.

Policy STRAT3 relates to the Didcot Garden Town and states that:

“Proposals for development within the Didcot Garden Town Delivery Plan Area will be expected to demonstrate how they positively contribute to the achievement of the Didcot Garden Town Principles as set out in Appendix 6.”

Policy STRAT5 of the draft Local Plan 2034 relates to residential densities

Planning Policy

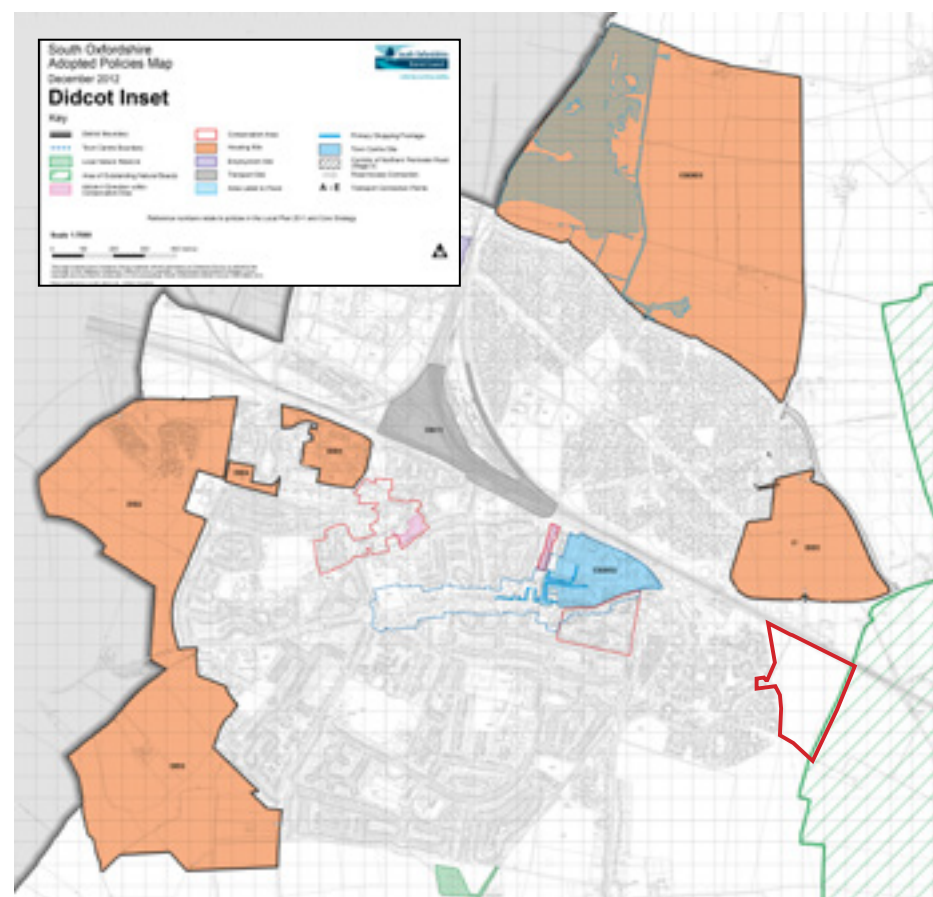
and seeks to ensure that development at Didcot achieves a minimum net density of 70 dwellings per hectare. Where development does not meet these standards it will only be permitted where justified. In this case the Applicant has sought to ensure that the scheme achieves an appropriate density having regard to its character, context and location.

Policy H9 of the draft Local Plan relates to affordable housing. SODC will seek 40% affordable housing on schemes which deliver a net gain of 10 or more dwellings or a combined gross floorspace of more than 1000sqm (internal area).

Policy H11 of the draft Local Plan relates to housing mix and states that the Council will seek a mix of dwelling types and sizes to meet the needs of current and future households on all new residential developments. In this case, the application is in outline and the housing mix will be confirmed through reserved matters.

Policy TRANS5 relates to the consideration of development proposals from a transport perspective. The Policy requires that schemes:

- Provide for safe and convenient access for all users to the highway network;
- Provide safe and convenient routes for cyclists and pedestrians, both within the development, and including links to rights of way and other off-site walk and cycle routes where relevant;
- Provide covered, secure and safe cycle parking, complemented by other facilities to support cycling where relevant;
- Be designed to facilitate access to high quality public transport routes, including safe walking routes to nearby bus stops or new bus stops;
- Provide for appropriate public transport infrastructure;
- Be served by an adequate road network which can accommodate traffic without creating traffic hazards or damage to the environment;
- Where new roads, pedestrian routes, cycleways and street lighting are to be constructed as part of the development, they should be constructed to adoptable standards and be completed as soon as they are required to serve the development;
- Make adequate provision for those whose mobility is impaired;
- Be designed to enable charging of plug-in and other low emission vehicles in safe, accessible and convenient locations;
- Provide for loading, unloading, circulation and turning space;



Extract of Didcot Adopted Policies Map with site location overlaid in red

- Be designed to enable the servicing of properties by refuse collection vehicles;
- Provide for parking for disabled people;
- Provide for the parking of vehicles in accordance with Oxfordshire County Council parking standards, unless specific evidence is provided to justify otherwise; and
- Provide facilities to support the take up of electric and/ or low-emission vehicles.

Policy ENV5 of the draft Local Plan relates to Green Infrastructure and states that:

“Development will be expected to contribute towards the provision of additional Green Infrastructure and protect or enhance existing Green Infrastructure.”

Planning Policy

In addition, Policy EN5 of the Draft Local Plan states that:

“Proposals should:

- i. protect, conserve, enhance the district’s Green Infrastructure;*
- ii. provide an appropriate level of Green Infrastructure where a requirement has been identified for additional provision either within the Green Infrastructure Strategy, the relevant Neighbourhood Development Plan, AONB Management Plan or the Habitats Regulations Assessment;*
- iii. avoid the loss, fragmentation, severance or other negative impact on the function of Green Infrastructure;*
- iv. provide appropriate mitigation where there would be an adverse impact on Green Infrastructure; and*
- v. provide an appropriate replacement where it is necessary for development to take place on areas of Green Infrastructure.”*

Policy ENV5 requires that Green Infrastructure should be designed to meet the quality standards set out within the Green Infrastructure Strategy, the relevant Neighbourhood Development Plan, or the Didcot Garden Town Delivery Plan.

Policy DES1 of the draft Local Plan is highly relevant since it relates to delivering high quality development. The Policy states that:

- 1. “All new development must be of a high quality design that reflects the positive features that make up the character of the local area and both physically and visually enhances and compliments the surroundings.*
- 2. All proposals must be accompanied by a constraints and opportunities plan and design rationale. Important landscape and built features both within and adjacent to the site should be retained as part of a proposal.*
- 3. Planning permission will only be granted where proposals are designed to meet the key design objectives and principles for delivering high quality development set out in the South Oxfordshire Design Guide.*
- 4. New development should be designed to ensure that buildings and their surrounding spaces can be accessed and used by everyone and promote and safe environments that reduce the opportunity for crime as well as the fear of crime itself.*
- 5. Where development sites are located adjacent to sites that have a reasonable prospect of coming forward in the future, integration with the neighbouring site should form part of the proposal’s design.*
- 6. Where the Council are aware that sites with similar delivery timescales are coming forward together they will require a comprehensive*

masterplan to be prepared across all sites.”

Policy DES2 of the draft Local Plan relates to enhancing local character and states:

- 1. “All proposals for new development should include a contextual analysis that demonstrates how the design:*
 - i. has been informed by and responds positively to the site and its surroundings; and*
 - ii. reinforces place-identity by enhancing local character.*
- 2. Where a character assessment has been prepared as part of a made Neighbourhood Development Plan, a proposal must demonstrate that the positive features identified in the assessment have been incorporated into the design of the development.*
- 3. Where there is no local character assessment a comprehensive contextual analysis of the local character should be prepared as part of an application. This should identify the positive features that make up the character of the area. The proposal must demonstrate that these positive features have been incorporated into the design of the development*
- 4. Proposals that have the potential to impact upon a conservation area or the setting of a conservation area should also take account of the relevant Conservation Character Appraisal.”*

Policy DES3 of the draft Local Plan states:

- 1. Where an application is required to be supported by a Design and Access Statement, this must demonstrate how the development proposal meets the key design objectives of the South Oxfordshire Design Guide and the design criteria set out in Part 2 of the Guide.*
- 2. The Design and Access Statement should be proportional to the scale and complexity of the proposal. It should include:*
 - A clear drawing trail showing how the design of the development and the rationale behind it has evolved and clearly demonstrating that the key design objectives and principles set out in the South Oxfordshire Design Guide have been considered at the outset and throughout the process and have been met by the final design;*
 - the delivery implementation phases and strategies to be put in place to ensure the timely delivery of infrastructure and services when they are needed by new residents; and*
 - how consultation with the existing community and communities in the surrounding area has informed the design of the development.”*

Planning Policy

Policy DES4 of the draft Local Plan relates to masterplans for allocated sites and major development. The Policy requires:

1. “Proposals for sites allocated in the Development Plan, including sites allocated within Neighbourhood Development Plans, and major development must be accompanied by a masterplan. For outline applications, an illustrative masterplan should be submitted. In all cases, the masterplan should demonstrate that:*

i. clearly sets out the land uses proposed including the amount, scale and density of development, the movement and access arrangements and green infrastructure provision;

ii. illustrates how the proposal integrates with the surrounding built, historic and natural environments, in particular maximising existing and potential movement connections and accessibility to encourage walking, cycling and use of public

iii. transport;

iv. is based on a full understanding of the significance or special interest of the historic environment as it relates to the site, including above and below ground archaeological remains and other heritage assets on the site or within the setting of which the site lies, and the conservation and enhancement of those remains or assets and significance or special interest.

v. defines a hierarchy of routes and the integration of suitable infrastructure, including for example SuDS within the public realm;

vi. demonstrates a legible structure and identifies key elements of townscape such as main frontages, edges, landmark buildings and key building groups and character areas;

vii. demonstrates as appropriate the careful siting of community facilities and other amenities to meet the needs of the existing and future community, including access to education/ training facilities, health care, community leisure and recreation facilities; and demonstrates a clear link to the principles established in the Design and Access Statement and the South Oxfordshire Design Guide and accords with the masterplan.

Appendix 6 of the draft Local Plan sets out the Didcot Garden Town Principles as follows:

1. Design

The Garden Town will be characterised by design that adds value to Didcot and endures over time; it will encourage pioneering architecture of buildings and careful urban design of the spaces in between, prioritising green spaces over roads and car parks. All new proposals should show the application of the Council’s adopted Design Guide SPD and demonstrate best practice design standards.

2. Local Character

The Garden Town will establish a confident and unique identity, becoming a destination in itself that is distinctive from surrounding towns and villages whilst respecting and protecting their rural character and setting. Didcot’s identity will champion science, natural beauty, and green living, in part delivered through strengthened physical connections and active public and private sector collaboration with the Science Vale.

3. Density and tenure

The Garden Town will incorporate a variety of densities, housing types and tenures to meet the needs of a diverse community. This will include high density development in suitable locations, such as in central Didcot and near sustainable transport hubs; higher density development will be balanced by good levels of public realm and accessible green space. Professionally managed homes for private rent (also known as Build to Rent) could play an important role in meeting housing need.

4. Transport and movement

The Garden Town will reduce reliance on motorised vehicles and will promote a step-change towards active and public transport through the creation of a highly legible, attractive and accessible movement network and the appropriate location of housing, employment and leisure facilities. The Garden Town will seek to improve opportunities for access to sport and physical activities through Sport England’s Active Design Principles. Cycling and pedestrian links between the Garden Town, its surrounding villages, natural assets and the strategic employment sites will be enhanced.

5. Heritage

The Garden Town will conserve and enhance heritage assets, both designated and non-designated, within and adjacent to the development area. This includes the Scheduled Monuments of the settlement sites north of Milton Park and east of Appleford and any archaeological

Planning Policy

remains and historic landscapes and/ or landscape features identified in the Oxfordshire Historic Environment Record, the Oxfordshire Historic Landscape Character Assessment, other sources and/or through further investigation and assessment.

6. Landscape and Green Infrastructure

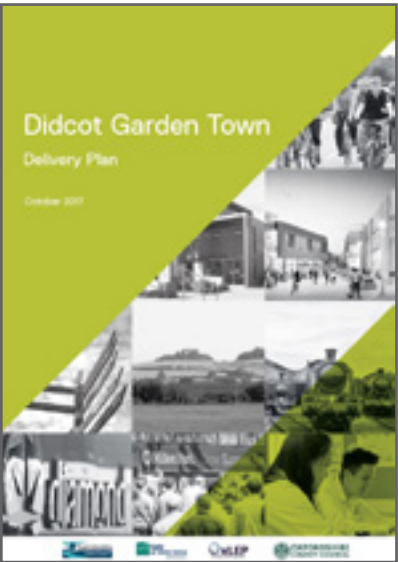
New development in the Garden Town will enhance the natural environment, through enhancing green and blue infrastructure networks, creating ecological networks to support an increase (or where possible achieve a net gain) in biodiversity and supporting climate resilience through the use of adaptation and design measures. The Garden Town will also seek to make effective use of natural resources including energy and water efficiency, as well as exploring opportunities for promoting new technology within developments. Innovative habitat planting and food growing zones will characterise the Garden Town and, in turn, these measures will support quality of life and public health.

7. Social and community benefits

The planning of the Garden Town will be community-focused, creating accessible and vibrant neighbourhoods around a strong town centre offer of cultural, recreational and commercial amenities that support well-being, social cohesion and vibrant communities. The Garden Town will embrace community participation throughout its evolution. It will promote community ownership of land and longterm stewardship of assets where desirable.

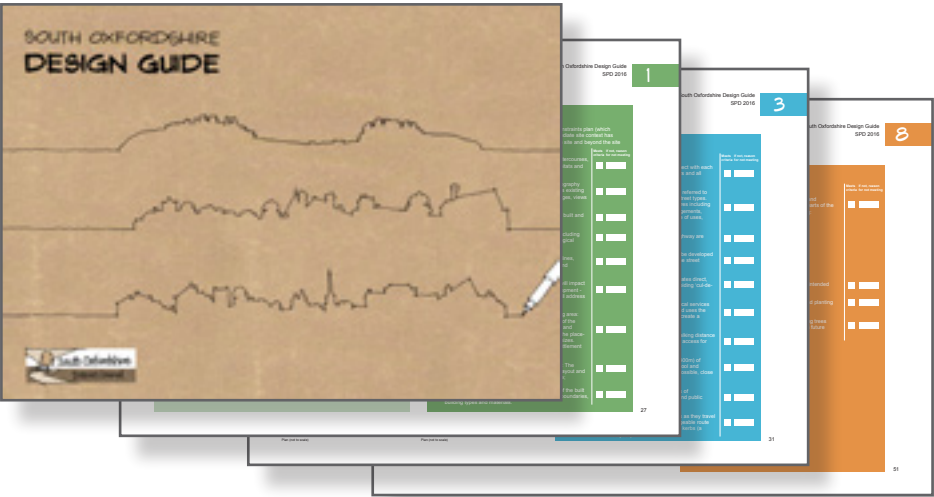


Delivery Plan Masterplan Area with site location overlaid



Didcot Garden Town Delivery Plan

The Didcot garden Town Delivery Plan was published in 2017 as a Supplementary Planning Document.



South Oxfordshire Design Guide

The South Oxfordshire Design Guide was adopted in 2016 as a Supplementary Planning Document.

This planning information is provided by Turley. For detail information please refer to the Planning Statement or section 8 of this document.

4 DESIGN



Site Strategies

Constraints and Opportunities



The diagram opposite shows the constraints and opportunities of the site, which inform the proposed masterplan strategies. As illustrated on the following pages.



KEY

- Area of outstanding natural beauty (AONB)
- Existing cycle/pedestrian routes
- Noise
- Desire lines
- Key green spaces
- Electricity Tower/Pylon
- Overhead cables/Pylon - indicative clearance zone
- Views across AONB



Existing woodland retained.

Noise from the train line must be mitigated

Opportunity to manage the threshold below the overhead cables by providing landmark buildings either side

Opportunity to provide new gateway building

Potential to develop a linear park - linking existing cycle routes and paths

Opportunity to link in to existing informal path

Potential green open space as described in Appendix 5 in South Oxfordshire's Draft Green Infrastructure Strategy approx. 25 Ha

Site Area = 10.9Ha
(east of overhead cables)
Overall Site Area = 13.196Ha
(to red line boundary)

Opportunity to create new cycle and pedestrian routes across the site linking to existing Hanson Way cycle and footpath and working with the aspirations of the Didcot Garden Town principles. (Cycle route connectivity to Moreton and beyond)

Opportunity for new open space located on major desire lines

Potential for views out across the AONB

North Wessex Downs AONB

Opportunity to incorporate existing mature trees into proposal and offer additional green open space

Existing trees defining eastern boundary with AONB

Site Strategies

Establish Access



Site Entrance

There is currently no vehicle access into the site.

Vehicular access to the development is proposed from Sandringham Road and will be in the form of a priority junction. The 23 flats at No. 11- 55 Mansfield Gardens will be demolished to make way for an access road developed in accordance with ‘Manual for Streets’ guidance. The general arrangement was agreed in principle with OCC during pre-application correspondence.

For more detailed information please refer to Section 6 of this document and also the Transport Statement by i-Transport which accompanies this application.



Site Strategies

Enhanced Ecology of Existing Green Assets



Enhancing Existing Tree Belts

The existing site has several significant green assets that the masterplan looks to retain and enhance through the site strategies. There are two blocks of woodland to the north-west and south-east corners of the site that will be protected and enhanced through management such as selective clearing. There are several mature trees on the field boundary that will be protected and celebrated in the masterplan.

Enhancing Green Edges

There are hedgerows and water channels that edge the north, west and south edges of the site. They provide important references to the wider landscape character, and with enhancement, will strengthen the distinct character and identity of this new neighbourhood. It will be important to ensure development is kept away from but overlooking these soft boundaries.

Site Strategies

Introduce New Green Assets



Bullcroft Park, Wallingford

A New Open Park Space

Located centrally within the site is a proposed new Green, which will become the focal open space in the new neighbourhood. The Green will be the key green space that residents and visitors will arrive at when they approach the neighbourhood from Didcot.

The Green references the greens and open spaces that exist in surrounding settlements, with open lawn areas, large scale trees, amenity through play and places to sit and watch activities.



Site Strategies

Incorporate Green Links



Green Links

The masterplan looks to create Green Links to provide a network of green infrastructure linking existing and new habitats.

The strategy is that the Green Links have different characters to benefit ecological diversity and to help with legibility. The different character of the Green Links could include: an Avenue, a linear orchard (fruiting trees), a lane with a swale and planted with willows and alders, a mews with trees and gardens.

Site Strategies

Enhance Ecology



Reinforcing existing habitats

The ecology strategy is to enhance the biodiversity of the existing site, which is presently largely an arable field. Proposals will provide a variety of diverse but connected habitats that create a rich matrix though the site, including for example hedgerows, tree belts, orchards (fruit trees), meadows, damp grassland and open water.

Any landscape planting should incorporate native species, including those species known to provide foraging opportunities for breeding birds and nectar sources for invertebrates.

Enhancements in the form of bird and bat boxes are also recommended.



Site Strategies

Water in the Landscape



Incorporating Water

The masterplan looks to use water in the landscape creatively to reinforce the character of this new neighbourhood as well as address issues such as surface water run-off attenuation, water filtering and habitat creation. The strategy creates a framework of visible surface elements such as swales, channels, basins and ponds to manage water on the site with a language that is of the area. Where this is not practical water will be filtered and attenuated through the paved surfaces and build-ups.

Site Strategies

Enhance Pedestrian and Cycle Connections



Enhanced connectivity

The intention is to create a sustainable and safe community which is accessible, legible and has meaningful connections that are direct, safe and attractive links for all users, following natural desire lines which will be well used. We will ensure places are easy to get to and move through for all and encourage physical activity.

The site strategy establishes key routes which enhance the wider permeability between Didcot and the AONB. A welcoming and safe route is provided across the site from Sandringham Road east to the existing Hanson Way bridleway providing access to the town centre and the adjacent countryside. The bridleway connection will be enhanced along the length of the site with links into the site providing choices of routes and passive overlooking. A new connection is also proposed diagonally across the site to potentially link the bridleway with paths to the open spaces on the southern edges of Didcot.

The development will provide well functioning spaces with pedestrian orientated patterns, based on human scale, rather than giving priority to vehicles. Dedicated cycle routes and footpaths will run along and through the proposed green spaces, promoting social interaction.



Site Strategies

Primary Vehicle Routes



Perimeter Road

The layout for vehicular routes creates a clear and simple hierarchy of primary, secondary and tertiary roads. These routes will contribute to the varied character within the proposals.

The primary vehicle route comprises of a circular 'major access' road that runs around the perimeter of the development and is connected to Sandringham Road with a tree-lined link road. It will be designed to encourage people to use it as the main route within the development.



Secondary Roads

These 'minor access' roads provide access to housing and alternative routes from the perimeter road. The carriageway width will be kept to a minimum to reduce the amount of space taken over by vehicular movement and to minimise the visual impact. These roads will be designed with speed reducing measures incorporated and to be less desirable routes than the primary perimeter road.

Site Strategies

Home Zones



Home Zones

These tertiary vehicle routes will complement the primary and secondary road infrastructure and principally provide access to new homes. They will be designed as shared surfaces to give priority to pedestrians and cyclists, with pavement areas and on-street parking defined through material choice. Built form and varied building lines will influence the road alignment.



Comprehensive Road Layout

Site Strategies

Key Buildings



Key Buildings

Key landmark buildings will create visual markers within the masterplan to improve legibility and wayfinding and create a variety of built forms.

Creating a Hierarchy

These landmark buildings will be located at key locations, for example the gateway to the site, and are differentiated through massing, scale, materiality and added variety and character.

Site Strategies

Perimeter Buildings



Perimeter Buildings

These buildings principally face out onto landscaped areas and open space. The density to these frontages is envisaged as fairly open by comparison to the frontages to within the blocks, with the larger semi-detached and detached homes generally located to these areas.

Plot widths are proposed to be generous allowing gaps between buildings, which as well as adding to the open character of these frontages will also accommodate off-street parking and footpaths between buildings.



Site Strategies

Home zone Buildings



Home Zones

The grain of these interior streets is proposed as more dense and intimate compared to the character of the built perimeter edge.

Predominantly smaller semi-detached homes on narrower plot widths will be located to these streets. Gaps between buildings will be narrow giving a tighter enclosure than the frontage of the perimeter edges.

By contrast to the surrounding primary and secondary roads these streets will generally facilitate vehicle movements to access specific homes only.

Illustrative Masterplan





Amount and Use



New Homes
 A total of up to 325 new homes are proposed.

Market Housing
 60% of new homes will be private sale = 195 homes

Affordable Housing
 40% of new homes will be affordable sale = 130 homes consisting of:

75% affordable rent = 98 homes
 25% intermediate rent = 32 homes

Site area = 13.2ha
 Density = 25 d/ha

Housing Mix
 Housing mix is indicative. A final mix will be established through reserved matters.

		1 bed	2 bed	3 bed	4+ bed
Total No. of homes	325	35.0	134.0	108.0	48.0
		11%	41%	33%	15%

Affordable Homes	40%	130	Units
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		1 bed	2 bed	3 bed	4+ bed
Affordable rent	75%	22%	55%	18%	5%
No of Homes:	97.5	21.5	53.6	17.6	4.9

		1 bed	2 bed	3 bed	4+ bed
Intermediate rent	25%	0%	79%	21%	0%
No of Homes:	32.5	0.0	25.7	6.8	0.0

Total Affordable	130	21.5	79.3	24.4	4.9
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Market Housing	60%	195	Units
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		1 bed	2 bed	3 bed	4+ bed
SHMA		6%	27%	43%	24%
No of Homes:	195	13.6	54.7	83.6	43.1
Actual Mix		6.9%	28.1%	42.9%	22.1%

Scale and Density

The density strategy for the site has been informed by the following:

- Highly accessible nature of the site and its proximity to Didcot.
- The need to respond positively and sensitively to existing context.

The illustrative masterplan proposes a gross density of 25 dwellings per hectare.

- 325 homes to 13.196 ha = 25d/ha

Building heights and roofscapes vary across the site: houses are generally a mixture of 2 +3-storey whilst flat blocks are 3-storey and are located on prominent corners of development blocks to provide focal points and offer distinction for wayfinding and legibility.







5 CHARACTER



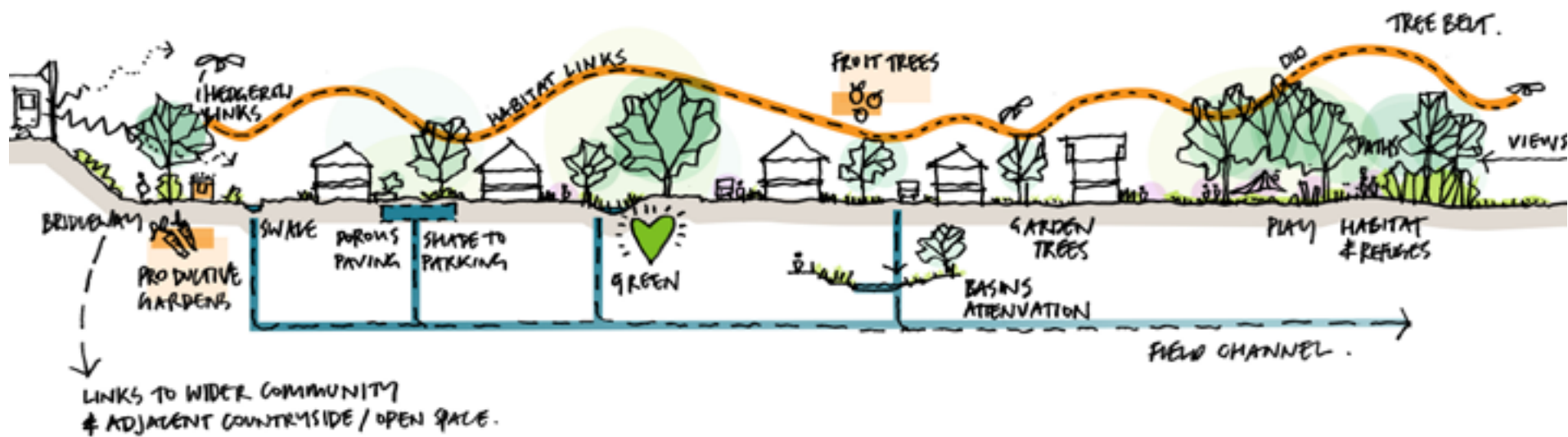


Integrated Landscape



Illustrative Landscape Plan by Churchman Landscape Architects

Integrated Landscape



The design looks to create a landscape that provides its residents and the wider community with amenity in the broadest sense - beautiful and enjoyable spaces with distinct identity and functions that bring benefits to the people within the site and the wider natural world.

The landscape approach looks to layer the landscape spaces with natural processes and systems to create hard-working landscapes that address issues such as health and well-being, play and amenity, water management, habitat and biodiversity, and productive gardens and orchards.



Architecture

Illustrative Details, Materials and Forms

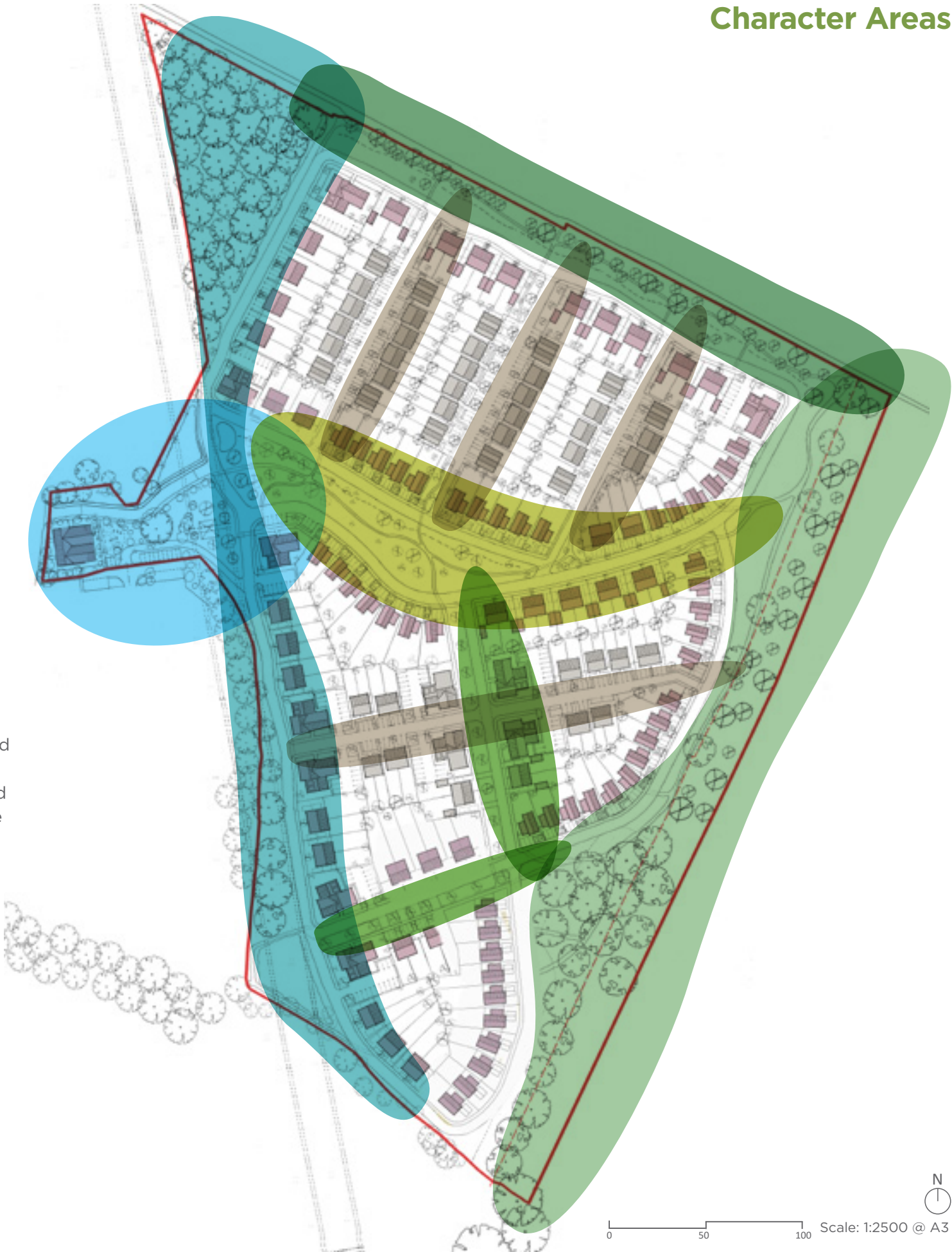


A simple robust palette of materials will be selected for this development. The predominant materials will be red or buff brick and red clay or grey slate roof tiles. Building forms will reflect the local vernacular while detailing will have more contemporary feel.

Character Areas

The development site is conceived as seven distinct but interlinking character areas that are illustrated on the following pages. These are in summary:

- gateway
- green
- home zone
- green links
- bridleway edge
- AONB edge
- western edge



Gateway

Approach from Sandringham Road



Illustrative view 1: Proposed gateway building from Sandringham Road

View 1
^



Gateway
character
area

Key plan

Sandringham Road is currently an access road generally lined with back gardens, brick walls and building gable elevations creating a very inactive frontage to the street.

The proposals aim to create an uncluttered, simple and legible new entrance into the development.

The existing apartment building consisting of two 3 storey wings (no. 11-55 Mansfield Gardens) will be demolished to make way for a new access road linking the new development to Sandringham Road.

A new 3 storey gateway building will signal the entrance to the new development.

Existing trees will be retained wherever possible.

Gateway Arrival



Illustrative aerial view 2: New access road and proposed gateway building

The form of the new gateway building will address the green strip of open space on Sandringham Road.

Simple and contextual roof forms will create a sympathetic massing that fits in well with the local character.

The new building is organised so that entrances front the new access road and Sandringham Road adding activity and natural surveillance.



Precedent - gable front



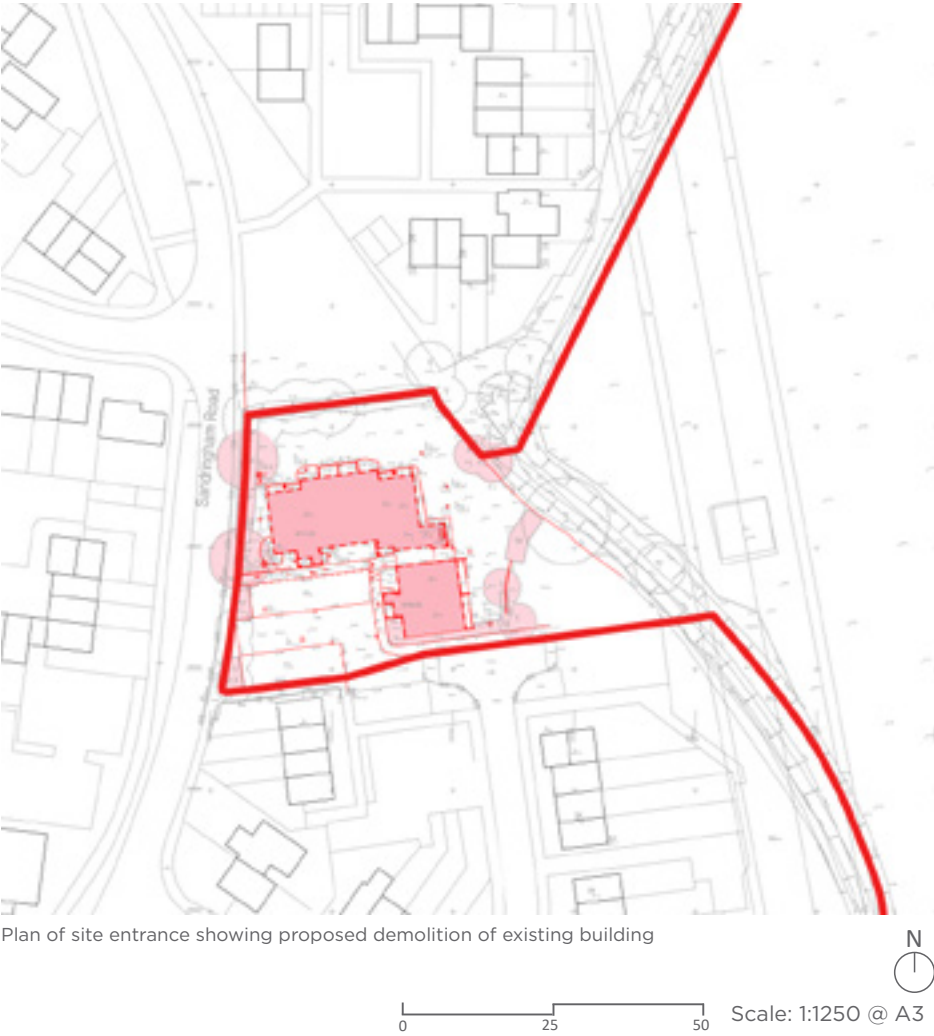
Precedent



Precedent

Gateway

Illustrative Layout



Precedent - emergency access road

Parking for the new homes would be accessed from the existing parking area on Mansfield Gardens, hidden behind the building and away from the primary access routes creating an uncluttered and legible new route.

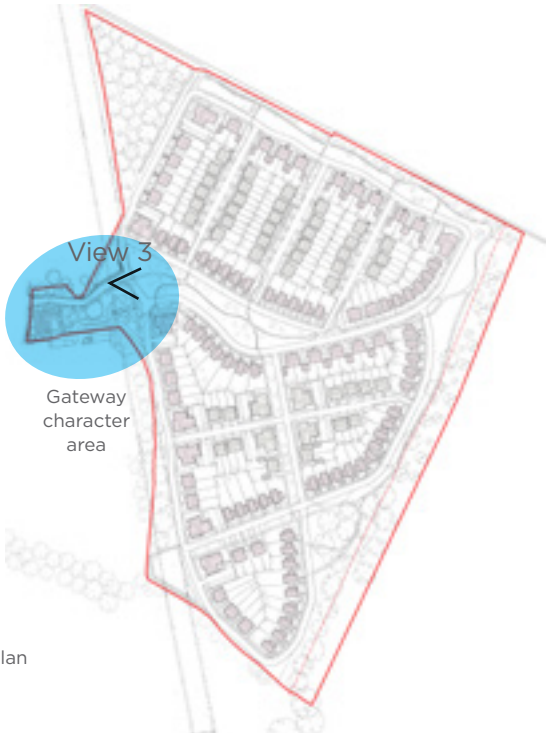
In order to comply with OCC's adopted design guidance, provision has been made for a second point of access for emergency purposes. This route takes the form of an uprated cycle track to the south of the main road and connecting into Mansfield Gardens.

Gateway Entrance to Development



Illustrative aerial view 3: View from access road towards new central open space

The proposed access road from Sandringham Road will lead through to the development entrance. A view will open up towards the generous green open space that runs through the centre of the site. Two marker buildings will sit at either side of the open space.



Key plan



Precedent



Precedent

Green

At the heart of the site is the Green and the first open space visitors and residents arrive at on entering the development. The Green provides a distinct open space that captures the character of the whole development.

The sweeping form of the central landscape space is between 48-60m wide. The buildings surrounding this space are predominantly detached houses with associated garages forming a strong street edge with simply and robustly detailed buildings with a variation in roof form to add variety to the streetscape. Where home zones connect into the secondary road encircling the green, corner buildings will be subtly detailed to frame the access openings. The majority of car parking will be provided off-street.



Illustrative view 4: View of the Green



Key plan



Local Precedent



Precedent



Precedent



Precedent



Precedent

Green



The Green is the focal landscape space in the site. It is the first open space visitors and residents arrive at when they enter the site. The Green provides a distinct open space that captures the character of the whole development.

The character of the Green draws on local village greens with a simple, open grassed space with housing set around its edges. It creates a green breathing-space in the centre of the site.

The Green provides an open space for residents and visitors to linger and meet friends with benches and informal seating in the form of tree logs, stones and boulders.

Two sites of Local Area of Play are integrated in the west and east ends of the Green with adjacent space for carers and family to sit together. The remaining area of the Green will provide opportunities for informal play. The north half of the Green is gently undulated and provides attenuation for surface water run-off. The grass sward will have a diverse mix of native species suited to the anticipated wet-dry conditions.

PRIVATE GARDEN

LANE AND FOOTWAY

SWALE, WILLOW



AND ALDER LAWN, SEATING AND PLAY STREET AND FOOTWAY PRIVATE GARDEN

THE GREEN



Green Links

Our aim is to create well functioning and connected green spaces with pedestrian orientated urban patterns, based on human scale rather than giving priority to vehicles.

The green links connect to and provide organised and legible visual corridors between the green open spaces. They are designed as wide open streets with secondary vehicle routes next to linear green spaces containing productive landscapes such as orchards.

New homes will be designed to create a strong street edge with simply and robustly detailed buildings with a variation in roof form to add variety to the streetscape. End plots and gardens that face onto the green links will be bounded by hard boundary treatments such as brick walls that will tie into buildings.

Car parking will be provided off-street. Footpaths/cycleways will be separate from the street surface on one side.



Illustrative view 5: View of the Green Link



Key plan



Precedent



Precedent



Precedent



Precedent

Green Links

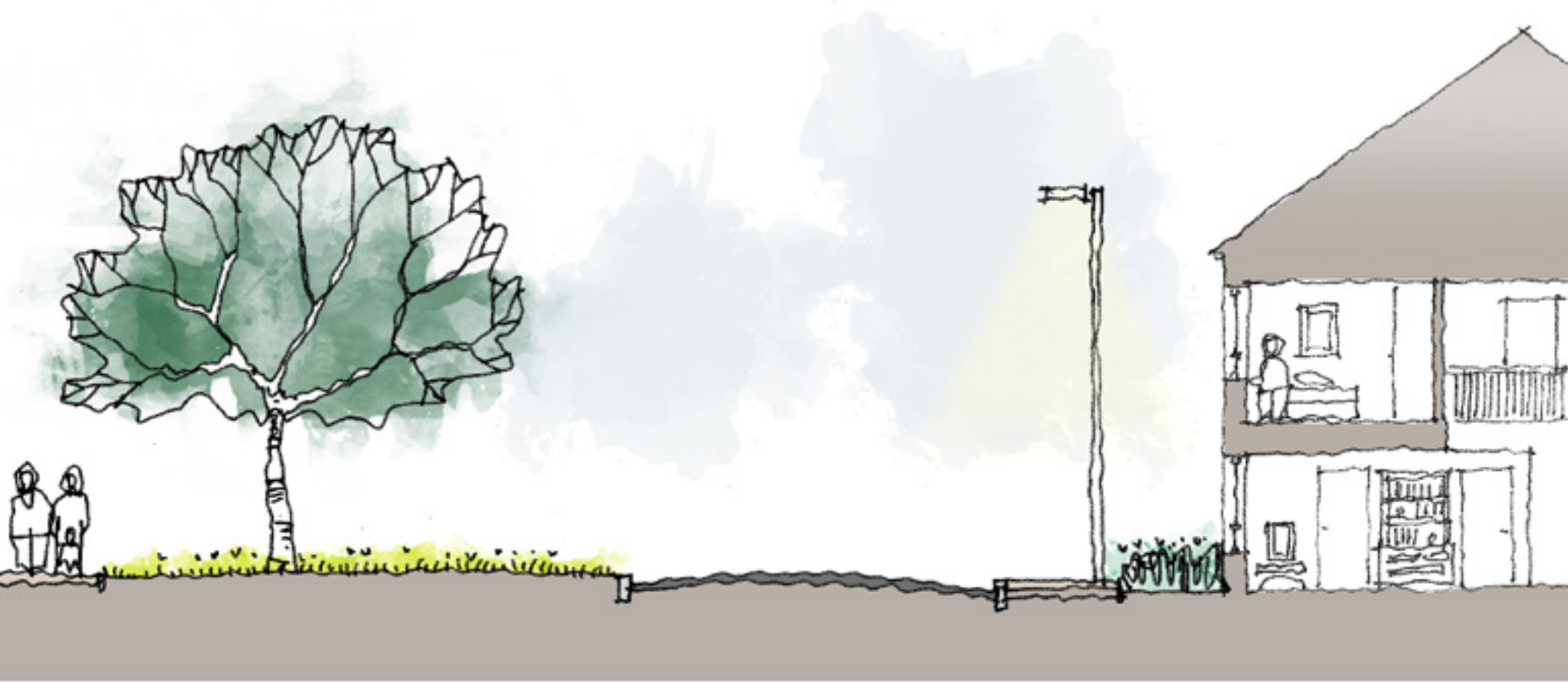


The Green Link provides a connection between the Green and the proposed open space around the existing woodland block at the south east corner of the site. It provides an important link for movement of pedestrians, cyclists, vehicles and wildlife.

The Green Link has a broad central strip of species-rich grassland running its entire length. Fruit trees are formally planted within the Green Link - referencing the local importance of orchards in the wider landscape. Ideally, the fruit varieties should be of local provenance, such as Blenheim Orange, Davies Seeding or Hanwell Souring. The trees and lawn will provide a distinct route with its seasonal highlights of spring blossom and bulbs, and autumn colour and fruit.

Footways run along the edge of the Green Link with planted privacy strips in front of each home.





FOOTWAY FRUIT TREES AND LAWN STREET AND FOOTWAY BUFFER



Home zones

The home zones have a more intimate scale and character. By contrast to the surrounding primary and secondary roads these streets will generally facilitate vehicle movements to access specific homes only. They will be shared surfaces with variation in colour and material and on-street parking between areas of tree planting, hedges and ground cover to soften the spaces and visually break up the car parking bays.

Typically around 21m wide the streets will be hard in character with a relatively tight urban grain. Buildings will be simply and robustly detailed with subtly shifting frontage lines and a variation in roof form to add variety to the streetscape. Homes will have a minimum set back from the shared surface with small areas of planted private defensible space to their fronts framed by low hedges.

Where the home zone roads connect into primary and secondary roads, end buildings will be subtly detailed to frame the access opening and turn the street corner. End plots and gardens that face onto the home zone streets will be bounded by hard boundary treatments such as brick walls that will tie into buildings.



Key plan



Precedent



Precedent



Precedent

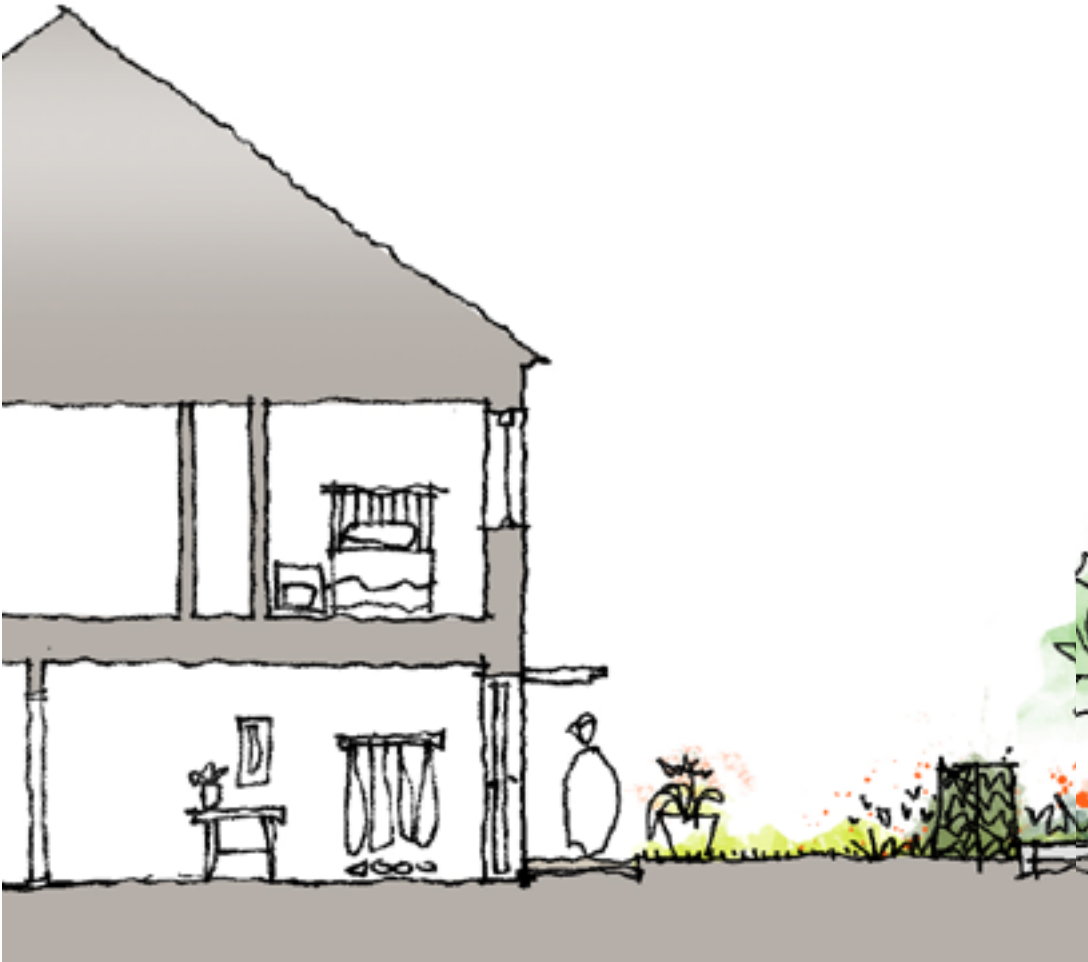


Precedent



Precedent

Home zones



PRIVATE GARDEN

The home zone spaces are predominantly hard in character with areas of tree planting, hedges and ground cover to soften the spaces and visually break up the car parking bays. The spaces are more intimate in feel than the adjacent lanes and streets with vehicle movements limited to access to the specific homes.

Medium-sized street trees will typically be planted to one side with small scale garden trees on the other. The intent is to create an informal character with the opportunity for seasonal interest. Small areas of planting, framed by low hedges, may be personalised by the residents.

The spaces will typically have a consistent paved finish incorporating porous block paving. This finish and associated build-up will capture, filter and attenuate the surface water run-off.





PLANTING BEDS

MEWS - CIRCULATION

PARKING BAYS

PRIVATE GARDEN



Bridleway

Along the northern boundary adjacent to the railway embankment a line of new homes is set back from the site boundary by approximately 30m. Between is a soft landscaped buffer space containing a linear woodland glade, allotments and play space. Footpaths connect the development to the existing Hanson Way bridleway at three locations, providing access to the town centre and the adjacent countryside.

The back gardens of new homes will be south-facing and therefore protected from railway noise. Additional new tree planting along the northern boundary provides additional noise mitigation.

The primary perimeter road runs along this boundary, and will be subtly shaped to reduce road speeds. Car parking will be provided off-street.

New homes will be designed to create a strong edge to the development with simply and robustly detailed buildings with a variation in roof form to add variety to the streetscape. The development edge will be bookended by two apartment blocks that turn the corners and, where home zones connect in to the perimeter road, corner buildings will be subtly detailed to frame the access opening.



Key plan

Illu:



Precedent



Precedent



Precedent



Precedent

Bridleway



The Bridleway landscape character is intimate and informal - a country lane with homes to the south and an open woodland glade to the north. The woodland glade provides a visual buffer between the new homes and the elevated railway line and embankment to the north.

The woodland glade creates an alternative walking route to the bridleway. It will be a more visually open under the tree canopies and enable the route to be more passively overlooked than the existing bridleway. The intent is that this area integrates native trees, shrubs and grasses to provide additional habitat. A shallow drainage channel (swale) runs through the area and links with the wider water management.

The existing fence and hedgerow provides a secure boundary between the open woodland belt and the public bridleway to the north, at the base of the adjacent railway embankment. Access from the bridleway into the site is provided at either end of the north boundary and in the centre opposite one of the Mews.

The east end of the Bridleway includes allotments and a Local Area of Play.

RAILWAY EMBANKMENT

BRIDLEWAY

HEDGEROW



Bridleway



WOODLAND GLADE WITH FOOTPATH AND SWALE

VERGE

LANE AND FOOTWAY

PRIVATE GARDEN



Woodland glade



AONB

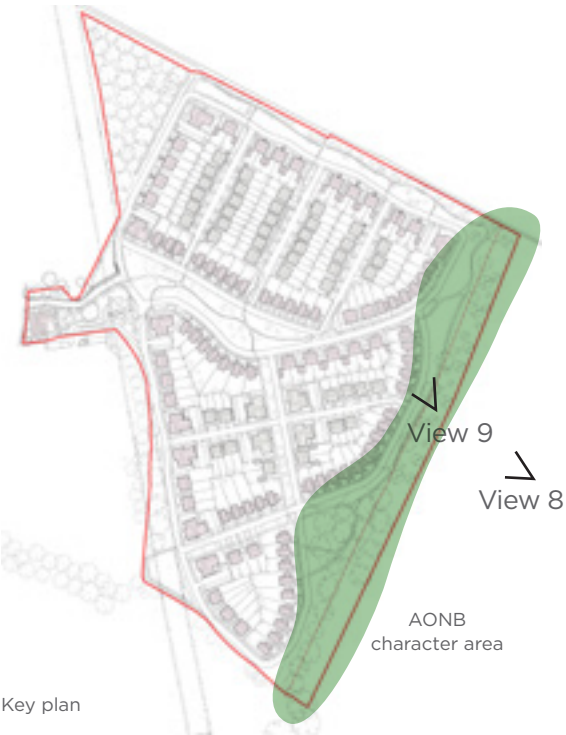
The site bounds the AONB along its eastern edge. New homes are set back from the boundary and overlook a wide meadow grass zone, containing the existing mature tree, and a new tree and hedgerow zone on the boundary.

These homes are detached with associated single storey garages, for off-street parking, creating a varied soft development edge.

The broad landscaped space on this edge would contain informal paths linking areas of play space.



Illustrative view 8: View from AONB landscape showing glimpse view of new homes set behind enhanced landscape edge



Key plan



Existing view of AONB edge



Illustrative view 9: View of detached homes set back from AONB edge



Precedent



Precedent



Precedent

AONB



PRIVATE GARDEN

LANE WITH FOOTWAY

The boundary has several existing mature trees along the field boundary and a woodland block at the south end of the boundary.

The proposal is to create a natural feel to the land along this boundary and seek to plant a tree and hedgerow belt along the edge of the site, within the 20m strip of AONB land, to screen views into the site from the wider landscape and AONB (as part of the LVIA mitigation strategy).

This strip will be planted with native tree and shrub species together with hedgerow wildflowers and grasses. The planted belt is kept away from the mature trees to enable similar conditions to be maintained and provide space around them so that they may be enjoyed as individual trees.

The landscape includes walks, informal play opportunities and formal play areas (Local Areas of Play and Local Equipped Areas of Play) for different ages. The intent is that the play equipment should reinforce the rural character of this edge.





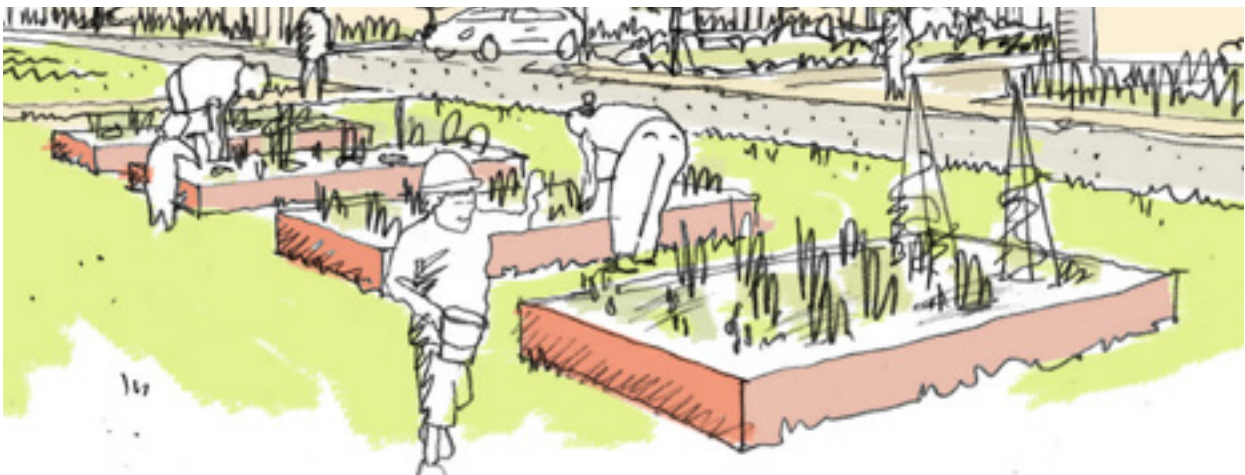
EXISTING MATURE TREES WITH MEADOW GRASSES AND MOWN PATHS

TREE AND HEDGEROW BELT

AONB



West



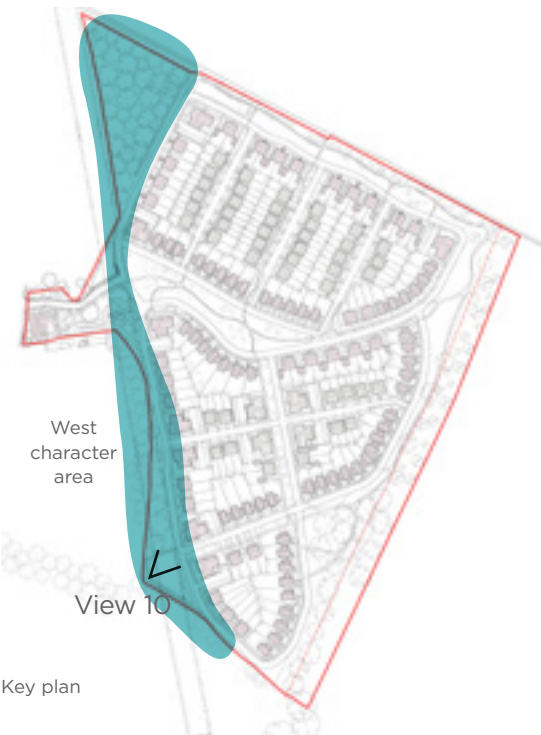
Along the western boundary new homes are again set back from the site boundary, the existing field ditch and the overhead cables.

New homes face outwards onto a new landscaped space consisting of tree planting and hedgerow to strengthen the boundary. Where the western landscape space widens it is proposed to incorporate productive landscape areas including allotments, community gardens and water attenuation basins. New footpaths within the landscape provide pedestrian links to adjacent neighbourhoods.

New homes will be designed to create a strong urban edge to the development with simply and robustly detailed buildings with a variation in roof form to add variety to the streetscape.



Illustrative view 10: View of detached homes set back from AONB edge



Key plan



Precedent



Precedent



Precedent



Precedent

West



EXISTING SCRUB

FIELD DITCH

The design looks to strengthen the green infrastructure along the west edge of the site building on the existing planting and water channel.

The landscape along the site’s west boundary is developed with a ‘lane’ character with housing and pavement to the east side and a hedge with native tree planting and verge to the west. The tree planting looks to visually reduce the impact of the overhead power cables.

The space between the hedge and water channel broadens towards the south and offers the opportunity to integrate a community garden (allotments). At the southern end of the boundary an attenuation basin, planted with native species suited to the wet-dry conditions, provides a local focal point around which footpaths link to the adjacent neighbourhood.

This area includes a Local Area of Play for younger children and carers.





COMMUNITY GARDENS/ALLOTMENTS

HEDGEROW

LANE AND FOOTWAY

PRIVATE GARDEN



Housing and Community

Diversity of housing and community space

The development proposes a mix of housing types and functional community space.



Apartment Living

A MIXTURE OF
HOUSE TYPES AND
TENURES THAT ARE
AFFORDABLE

SPACES WHICH ARE
ATTRACTIVE, SAFE
AND USABLE



Semi-detached Family Homes

Diversity of Housing



Detached Family Homes



Playable Landscapes



Semi-detached Family Homes



Productive Landscapes



6 TECHNICAL



Access and Flood Strategies

Flood Risk

The information below is prepared by Peter Brett Associates. For more detailed analysis please refer to their separate Flood Risk Assessment, which accompanies this application.

Environment Agency (EA) Flood Mapping and British Geological Survey (BGS) Mapping Review

The mapping indicates that the site lies within Flood Zone 1; land assessed as having less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).

The EA groundwater mapping confirms that the site lies outside all Groundwater Source Protection Zones. The site however is located over a boundary between a High and Medium Groundwater Vulnerability Zone, indicating a potential for the movement of contaminants through the strata and subsequently pollution of the groundwater.

Review of this mapping shows that the site contains areas of low risk flooding from surface water. This is likely to be due to the local ordinary watercourse on the western boundary of the site as well as being associated to local depressions in the ground which will be managed as part of the development of the site.

Historic flooding in terms of fluvial, surface water (pluvial) and existing sewers is covered in the SODC SFRA with records dating back to 1947. The closest reported incident of historic flooding to the site contained within the SFRA occurred approximately 1km to the south east of the site.

A review of the BGS mapping for the area indicates that the site likely lies on sandy gravel over mudstone. Due to the limited information available regarding the ground conditions, a conservative approach in relation to the ability of the site to accept infiltration techniques has been taken to demonstrate that the proposed scheme is deliverable independent of whether or not infiltration is available on site. It is recommended that a detailed assessment of the site's suitability to utilise infiltration techniques is undertaken as part of the geotechnical investigation at the detailed design stage, and that the proposed surface water drainage strategy is amended as appropriate.

National Planning Policy Framework Advice

“National Planning Policy Framework (NPPF) follows a sequential risk based approach in determining the suitability of land for development in flood risk areas, with the intention of steering all new development to the lowest flood risk areas. The Strategic Flood Risk Assessment provides the basis for applying the Sequential Test.

The NPPF states that ‘the aim of the Sequential Test is to steer new development to areas with the lowest risk of flooding. Development



Extract from EA Flood Zone Map



Extract from EA Flood Map for Surface Water

Access and Flood Strategies

Flood Risk

should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.’

Table 3 of the NPPF Planning Practice Guidance confirms that an Exception Test does not need to be carried out for developments located within Flood Zone 1. A site-specific flood risk assessment has been prepared to support the planning application. With the proposed development in the NPPF Flood Zone 1, the NPPF Sequential Test is satisfied’.

Surface Water Drainage Strategy

There is currently an ordinary watercourse on the western and southern boundary of the site. At this outline stage of design, it is proposed that surface water runoff generated by the development will be discharged via four controlled outfalls into the ditch located along the site’s western and southern boundary.

“The proposed surface water strategy utilises SuDS in the form of a detention basins, swales and geocellular storage to store runoff generated by the development up to and including 1 in 100 year + 30% allowance for climate change. It also mitigates for the increase in discharge volume resulting from the development by restricting the 1 in 100 year peak discharge rate from the proposed development to a best practice minimum controlled discharge rate of 5 l/s or Qbar (or less) into the local ordinary watercourse which is located on the western and southern boundaries of the site.”

Thus, the precautionary principle advocated by the NPPF to the uncertainties of flooding has been satisfactorily addressed and there are no flooding or drainage related constraints to development on the site.

Recommendations and Opportunities

Within the masterplan there are opportunities to creatively integrate water management into the public realm and wider landscape spaces. The approach will be to explore ways of integrating water management that:

- Attenuate water - both above and below the surface,
- Maintain or enhance water quality, ensuring water quality is not affected by mixing with low and high quality water systems,
- Create wildlife habitats,
- Reinforce the landscape character of the development and relates it to its context, e.g. field channels.
- Provide amenity for residents and the wider community.

The illustrative landscape design has been developed in collaboration with the civil engineering to create an integrated approach. The key features include:

- Open swales to attenuate water in the public realm and deliver surface water run-off to the water basins and pond,
- Water basins as the key location of surface water attenuation above the ground level, i.e. not buried. The design of these features shall ensure that the risks to people’s safety is addressed through fencing and grading/benching. Planting will be selected for wildlife value whilst mindful of on-going maintenance.
- Existing field channels are located around the west and south boundaries of the site. The surface water strategy aims to discharge into these features at an agreed, controlled rate.
- Crate systems buried under hard standing will typically be used in the larger car parking areas. The crates will be used to provide attenuation storage where open, at-grade features are not practical.

Access and Flood Strategies

Access and Movement

The information below is prepared by i-Transport. For more detailed analysis please refer to their separate Transport Assessment, which accompanies this application.

The key objective is to create an accessible and permeable development, with walking, cycling and public transport at its heart. The access strategy will focus around:

- A safe, permeable and enjoyable pedestrian environment that is clearly defined with public and private spaces, cycleways and footpaths designed ‘into’ the new development from the outset to create convenient and pleasant routes.
- Integrating the new development into the existing network of footways, cycle ways, and public rights of way making sustainable travel quicker and easier than the car for local journeys.
- Providing an organic wayfinding strategy through the Garden Village and pedestrian, and cycle linkages over the M4, with connectivity to Green Park and emerging development proposals.
- Embracing technology aimed at reducing the need for travel, including providing high-speed broadband and promoting home deliveries and home working, with the potential for communal ‘work hubs’ and ‘delivery centres.’
- Prioritising pedestrian, cyclists and public transport users, whilst taking necessary account of the inevitable demands of the private car.
- The proposed street hierarchy is based on current best practice and design guidance as set out in the Manual for Streets.

Site Access

Vehicular access to the development is from Sandringham Road and will be in the form of a priority junction. The flats at Mansfield Garden will be demolished to make way for the new access. A new access road will be provided into the site, which will then route to the north of the existing electricity pylon. The access design has been developed in accordance with ‘Manual for Streets’ guidance. The design has utilised a design speed of 30mph and the general arrangement was agreed in principle with OCC during pre-application correspondence.

The access will provide:

- A site access road with a 5.5m wide carriageway and 6m kerb radii;
- 1.8m wide footways on either side of the carriageway to tie in with the existing footways on Sandringham Road; and

- Visibility splays of 2.4m x 43m to the north and south of the site access.

Pedestrian and cycle access will be provided from the site onto Sandringham Road, Mansfield Gardens and Public Right of Way 189/12 (The Hanson Way), comprising:

- 1.8m wide pedestrian footways will be provided on either side of the vehicular access into the site, to connect in with the existing footway infrastructure adjacent to Sandringham Road. The low speed, lightly trafficked nature of Sandringham Road will enable cycle journeys to be accommodated on carriageway before transitioning onto dedicated cycle infrastructure on the approach to where traffic flows are higher (i.e. Jubilee Way Roundabout).
- A dedicated pedestrian and cycle access will be provided onto Mansfield Gardens. The access will be 3.7m wide and provide also provide an alternative point of access for emergency vehicles. General motor vehicle traffic will be prevented from using the route by the installation of removable bollards.
- A pedestrian and cycle access will be provided on the northern boundary of the site to provide access to Public Right of Way (PROW) 189/12. The PROW provides a signed pedestrian and cycle route between Marsh Lane (where it transitions to an east-west off-road cycle route adjacent to Broadway) in the west to South Moreton in the east.

In order to comply with OCC’s adopted design guidance, provision has been made for a second point of access from Mansfield Gardens. This route takes the form of an uprated cycle track. The emergency access route will be a minimum of 3.7m wide along its length. It will also be available for use by pedestrians and cyclists, and removable bollards will be installed to prevent access by general motor vehicle traffic.



Noise and Vibration Constraints Assessment

The information below is prepared by REC. For more detailed analysis please refer to their separate Noise and Vibration Assessment Constraints Assessment, which accompanies this application.

Resource and Environmental Consultants Ltd (REC) was commissioned by A2Dominion Group to provide a Noise and Vibration Constraints Assessment for a proposed residential development in Didcot.

This assessment has been undertaken to identify key noise and vibration sources in the vicinity of the Site which may have the potential to impact upon the proposed development. These have been identified as the rail traffic on the railway to the north, and a Tesco service yard which lies beyond the embankment.

Noise modelling software has been used in order to predict the noise levels in any proposed external and internal amenity areas.

An initial noise risk assessment has been undertaken for the proposed development site in order to provide an indication of the likely risk of adverse effects from noise with no subsequent mitigation included. The initial noise risk assessment has determined that the Site is subject to negligible to medium risk due to noise from rail traffic. Albeit the Medium risk only corresponds to the extremities of the northern boundary, the vast majority of the Site falls within and below low risk.

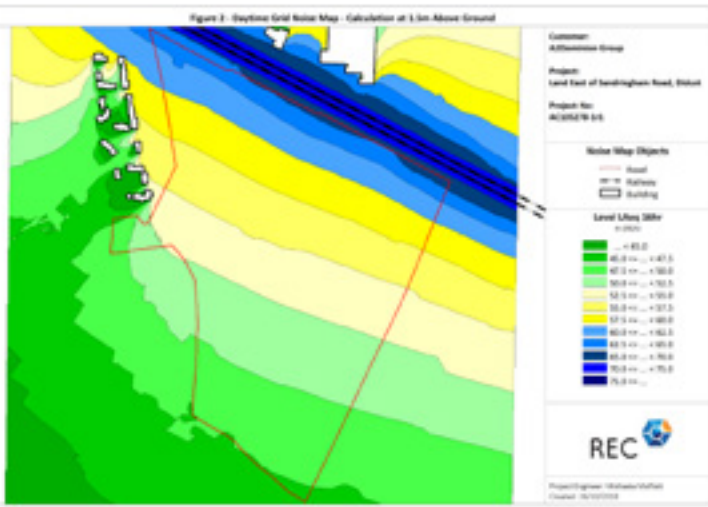
The Noise and Vibration Constraints Assessment has determined that mitigation measures may be required for garden areas located facing the railway line to ensure that external noise levels do not exceed the criteria. However, first and foremost, good acoustic design must be followed across the Site, particularly for areas along the northern boundary. It is strongly recommended that gardens should be orientated so that they are protected by the building envelope from the road.

As the purpose of the assessment is to inform the masterplan, a detailed assessment has not been undertaken at this stage. However, it has been shown that standard thermal glazing would be sufficient for the site. Higher specification glazing may be required at certain façades, if located closer to the northern boundary than on the indicative site plan. Furthermore, alternative ventilation for habitable rooms with line of sight to the railway line may be required when open windows are relied upon for background ventilation and where habitable rooms cannot be orientated away from the sources.

Following the outcomes of the assessments, the overall recommendation for the development to the decision maker is to grant consent with suitable noise conditions.

It is recommend that planning consent should be granted subject to the

inclusion of suitable noise conditions in order to address specific acoustic design aspects of the site and to ensure that the specific acoustic design details contained in the ADS are included in the finished development.



- + Homes set well away from site boundary and railway edge
- + Back gardens sheltered from buildings
- + Positive masterplanning mitigates noise impact

7 CONSULTATION



Design Development

Consultation - Pre-App Scheme - Planning Feedback (375 homes)



Masterplan presented. Pre Application P17/S2311/PEJ

Design Response



Density reduced
(325 homes)

Layout: Strong
perimeter structure
retained

A range of parking
solutions indicated:
court parking, on
plot and on street

Positive
relationship with
AONB

Landmark buildings
and focal points
in prominent
locations

Emergency access
made more
efficient

Stronger
connections
between public
open spaces

N
Not To Scale

Masterplan updated in response to feedback

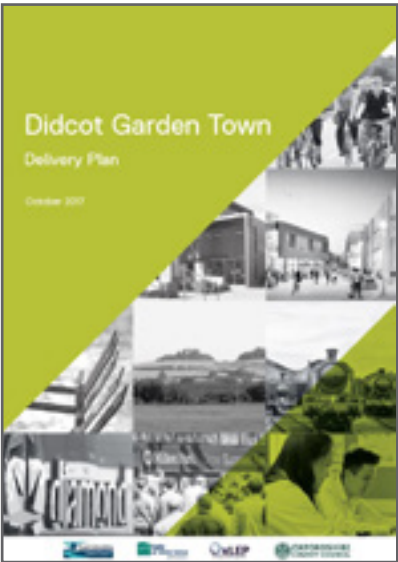


8 COMPLIANCE



1. Garden Town Delivery Plan

Didcot’s vision pillars:



This extract from the Didcot Garden Town Delivery Plan (Oct ‘17) provide the ‘Vision Pillars’ which underpin the fundamental masterplan principles.

We believe these fundamental points are evident within the current design proposal and can be refined and enhanced further throughout out the design process.

Unified identity

Didcot Garden Town will work under the principle of **unified identity** to:

- Embrace the expertise and resources within each of its brand pillars, and encourage them to work together
- Support these unique assets to create inspiring convergent relationships and projects
- Generate a strong, clear identity for the town that sets it apart within Oxfordshire and against other UK garden towns

Encouraging the convergence of the areas science, arts, environment and community will create a place where everyone can be inspired and learn. It will define 21st century life in Didcot.

Inspiring green living

Didcot Garden Town will work under the principle of **inspiring green living** to:

- Prioritise green infrastructure, working across all scales, from windowsills to parks and open spaces
- Combine the needs of biodiversity, food production, connectivity, environmental protection and outdoor recreation in innovative ways
- Support local communities to take part in the creation, maintenance and stewardship of all green spaces and projects to foster social cohesion, place attachment and ownership

Through this principle Didcot can create leadership on the relationship between green living, and residents health and wellbeing.

Creative collaboration

Didcot Garden Town will work under the principle of **creative collaboration** to:

- Learn and apply new ways for its diverse communities to share ideas and work together
- Create effective town-wide, cross community partnerships between diverse stakeholders
- Combine its unique assets in innovative ways, making them greater than the sum of their parts, to foster an active effective network

Ongoing commitment to this principle will enable dynamic community input into the garden town’s governance, where community, commercial, cultural and political stakeholders can together deliver unique projects and solutions.

Figure 3.3 - Didcot’s vision principles

Document Extract:

- Design – encouraging pioneering architecture and prioritising green spaces
- Local character – a unique identity for Didcot, distinctive from the surrounding villages and protecting their rural character
- Density and tenure – a variety of densities, housing types and tenures, including higher density development near transport hubs

Our Response:

Varied good quality house types providing interest and focal points arranged around public open green spaces. Key corners articulate open space and provide ‘visual markers’.

Design response unique to Didcot and fringe setting. Emphasis on open spaces allow for ‘stylised’ character areas within proposal to reinforce existing local character.

Repetition and duality between each typology. A small selection of standard house types covering circa 350 homes.

Document Extract:

- Transport and movement – reducing reliance on motorised vehicles and promoting a step-change towards active and public transport
- Landscape and green infrastructure – ensuring new development enhances the natural environment and promoting habitat planting and food growing zones
- Social and Community Benefits – creating accessible and vibrant neighbourhoods, a strong town centre and promoting community ownership and stewardship

Our Response:

Emphasis on pathways/cycle routes set within open space to promote walking and cycling.

Large amounts of open green space of varying characters to ensure positive contribution to habitat planting and food growing. The proposal will also enhance biodiversity.

A primary central ‘home zone’ provides a focus for the new and wider community to ensure integration and links to the town centre. Social and Community emphasis.

1. Garden Town Delivery Plan

Site Specific Observations - 'Woodland' identified on site

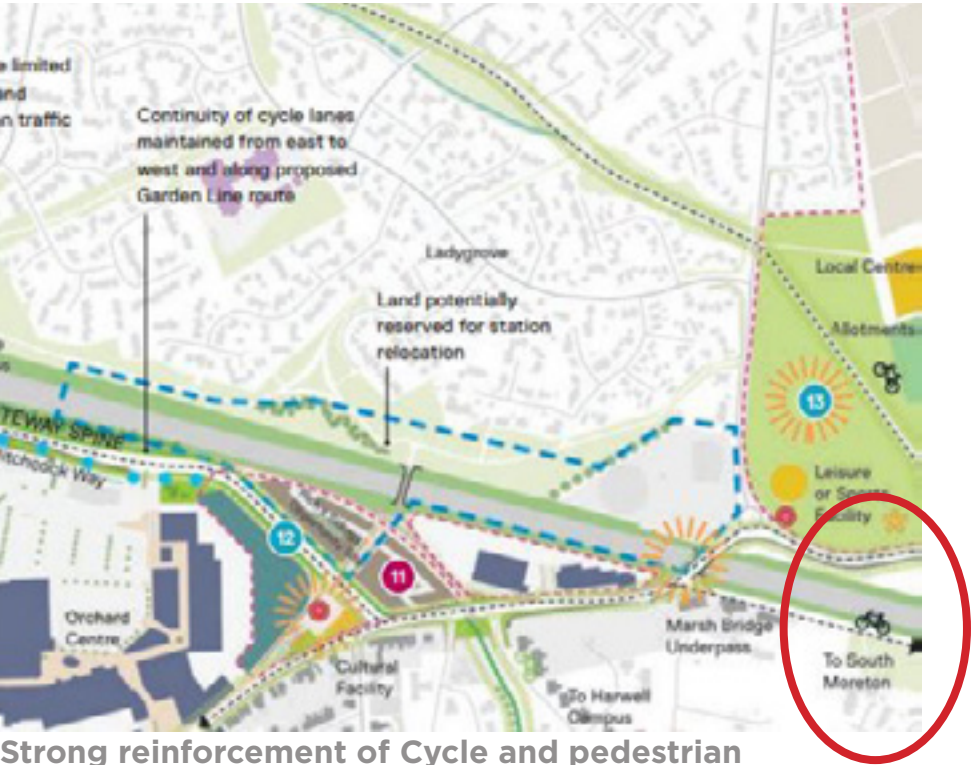
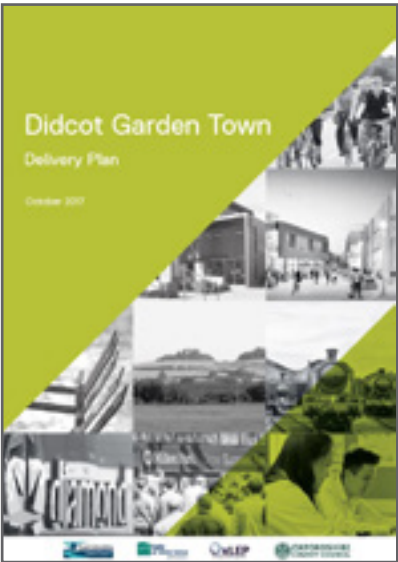


Woodland retained in proposals



1. Garden Town Delivery Plan

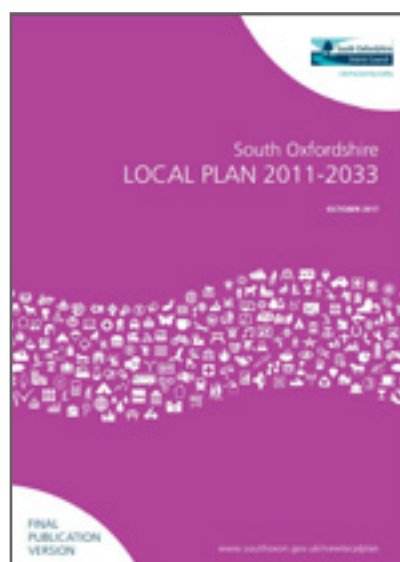
Site Specific Observations - Cycle route encouraged to Moreton and beyond



✓ Strong reinforcement of Cycle and pedestrian routes towards the train Moreton and beyond



2. Local Plan



Appendix 6

Didcot Garden Town Principles



1. Design

The Garden Town will be characterised by design that adds value to Didcot and endures over time; it will encourage pioneering architecture of buildings and careful urban design of the spaces in between, prioritising green spaces over roads and car parks. All new proposals should show the application of the council's adopted Design Guide SPD and demonstrate best practice design standards.



2. Local Character

The Garden Town will establish a confident and unique identity, becoming a destination in itself that is distinctive from surrounding towns and villages whilst respecting and protecting their rural character and setting. Didcot's identity will champion science, natural beauty, and green living, in part delivered through strengthened physical connections and active public and private sector collaboration with the Science Vale.



3. Density and tenure

The Garden Town will incorporate a variety of densities, housing types and tenures to meet the needs of a diverse community. This will include high density development in suitable locations, such as in central Didcot and near sustainable transport hubs; higher density development will be balanced by good levels of public realm and accessible green space. Professionally managed homes for private rent (also known as Build to Rent) could play an important role in meeting housing need.



4. Transport and movement

The Garden Town will reduce reliance on motorised vehicles and will promote a step-change towards active and public transport through the creation of a highly legible, attractive and accessible movement network and the appropriate location of housing, employment and leisure facilities. The Garden Town will seek to improve opportunities for access to sport and physical activities through Sport England's Active Design Principles. Cycling and pedestrian links between the Garden Town, its surrounding villages, and natural assets and the strategic employment sites will be enhanced.]

5. Heritage

The Garden Town will conserve and enhance heritage assets, both designated and non-designated, within and adjacent to the development area. This includes the Scheduled Monuments of the settlement sites north of Milton Park and east of Appleford and any archaeological remains and historic landscapes and/or landscape features identified in the Oxfordshire Historic Environment Record, the Oxfordshire Historic Landscape Character Assessment, other sources and/or through further investigation and assessment.



6. Landscape and Green Infrastructure

New development in the Garden Town will enhance the natural environment, through enhancing green and blue infrastructure networks, creating ecological networks to support an increase (or where possible achieve a net gain) in biodiversity and supporting climate resilience through the use of adaptation and design measures. The Garden Town will also seek to make effective use of natural resources including energy and water efficiency, as well as exploring opportunities for promoting new technology within developments. Innovative habitat planting and food growing zones will characterise the Garden Town and, in turn, these measures will support quality of life and public health.

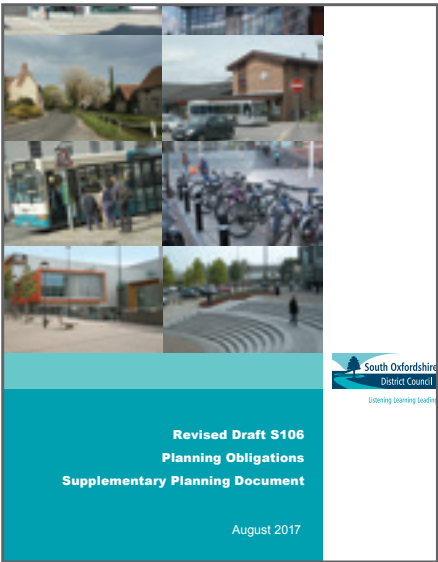


7. Social and community benefits

The planning of the Garden Town will be community-focused, creating accessible and vibrant neighbourhoods around a strong town centre offer of cultural, recreational and commercial amenities that support well-being, social cohesion and vibrant communities. The Garden Town will embrace community participation throughout its evolution. It will promote community ownership of land and long-term stewardship of assets where desirable.

3. Revised Draft S106 - Planning obligations SPD

Open space calculations



" 8.6 Policy R2 of the Local Plan endorses the Fields in Trust (formerly the National Playing Fields Association) standard of 0.8ha of children's play space for every 1,000 people (8m² per person), and sets out that three levels of children's play space should be provided: i. Local areas for play (LAP), ii. Local equipped areas for play (LEAP) and iii. Neighbourhood equipped areas for play (NEAP). Of the required 8m² we will expect 5m² to be casual and 3m² to be equipped play space. " - Extract from P18

OPEN SPACE PROVISION

TOTAL NUMBER OF PEOPLE - 1,300

TOTAL OPEN SPACE(10M² PER PERSON) - 13,000

TOTAL HECTARES - 1.3

PLAY SPACE PROVISION

TOTAL NUMBER OF PEOPLE - 1,300

TOTAL PLAY SPACE (8M² PER PERSON) - 10,400

TOTAL HECTARES - 1.04

ALLOTMENTS

TOTAL NUMBER OF PEOPLE - 1,300

TOTAL ALLOTMENTS (3M² PER PERSON) 3,900

TOTAL HECTARES 0.39

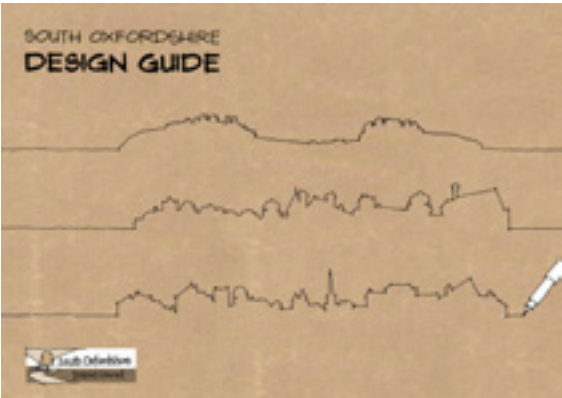
TOTAL OPEN SPACE: 2.7HA (REQUIRED)

Total open space: 4.3ha provided including 1.05ha AONB





4. South Oxfordshire Design Guide



Following steps set out in design guide, the proposed development should:

- Demonstrate clearly how the proposed scheme reflects the character of its context of South Oxfordshire and what makes the district special; ✓
- Take account of all features identified in the opportunities and constraints plan; ✓
- Have a clear design rationale that follows from the opportunities and constraints plan; ✓
- Be well integrated with the existing landscape structure and enhance biodiversity; ✓
- Have a clear, connected hierarchy of streets and integrate parking well to support attractive streets and spaces; ✓
- Use an appropriate scale and density to create a place of a human scale; ✓
- Have an attractive public realm which is defined by buildings and designed for everyone to rest, gather and socialise; ✓
- Have a range of open spaces with a clear purpose that are accessible and can be used by all whilst providing robust and durable street furniture that contributes to the character and sense of place; ✓
- Respect the local context whilst striving for excellence in architectural quality; ✓
- Provide usable internal and external amenity spaces for all residents; ✓
- Be a place that works well for everyone and will continue to work well in the future; ✓
- Be of high quality and well integrated with its context, working on all scales and providing for a variety of users whilst taking into account future development. ✓

The key design objectives have been met and all steps detailed with the South Oxfordshire Design Guide SPD have been carefully followed.

The proposed illustrative masterplan for the urban fringe site east of Didcot is adequately justified when tested against each of those objectives.

Objective	Meets Criteria?
1. Contextual Analysis of Existing Site <ul style="list-style-type: none">• GOAL: Identify the site's features and it's context.	✓
2. The Natural Environment <ul style="list-style-type: none">• GOAL: Working with and enhancing the natural features and resource of the site.	✓
3. Movement <ul style="list-style-type: none">• GOAL: Create a place that is easy to get to and move through for all users groups.	✓
4. Development Blocks <ul style="list-style-type: none">• GOAL: Using an appropriate scale and density to create a place of a human scale.	✓
5. Streets as Civilised Places <ul style="list-style-type: none">• GOAL: Create attractive streets and spaces defined by buildings rather than the highway.• GOAL: Create streets and spaces designed for everyone where people can rest, gather and socialise.• GOAL: Create a range of open spaces with a clear purpose that are accessible and can be used by all.• GOAL: Provide robust and durable street furniture that contributes to the character and sense of place.	✓ ✓ ✓ ✓
6. Parking <ul style="list-style-type: none">• GOAL: Integrate parking to support attractive street frontages, streets and spaces.	✓
7. Plots + Buildings <ul style="list-style-type: none">• GOAL: Respect the local context whilst striving for excellence in architectural quality.• GOAL: Provide usable internal and external amenity spaces for all residents.	✓ ✓
8. Ensuring Quality <ul style="list-style-type: none">• GOAL: New development should be informed and inspired by the local distinctiveness of the area and guided through a collaborative design process.• GOAL: A place that works well for everyone and will continue to work well in the future.	✓ ✓
9. Bringing It All Together <ul style="list-style-type: none">• GOAL: A place of high quality at every scale that is well integrated with its context and works well regardless of the size of the development.• GOAL: A place that is integrated into its context, works for a variety of users whilst allowing for future development.	✓ ✓

4. South Oxfordshire Design Guide



Planning Policy Compliance

The table below highlights the pages that reflect compliance with the DES 1-4 planning policies.

Planning Policy	Comments
DES 1 - Delivering High Quality Development	Pages 22-27 Pages 47-57 Pages 70-73
DES 2 - Enhancing the local character	Pages 12-41 Pages 70-100
DES 3 - Provide a DA Statment which demonstrates how the proposal meets South Oxfordshire Design Guide	Pages 47-48
DES 4 - Masterplan Sites and Major Development	Pages 12-41 Pages 70-100



A new residential development of up to 325 dwellings, including 40% affordable housing is proposed on land east of Sandringham Road, Didcot.

This is a highly sustainable location for development, being adjacent to Didcot. This ensures that new homes are located close to existing services and facilities, with the site being within walking distance of Didcot railway station and thus being capable of maximising opportunities for sustainable travel to Oxford, Reading, Swindon, London and elsewhere.

Didcot is a Garden Town and located in the highly important Science Vale part of Oxfordshire. Locating new homes at Didcot maximises the opportunities presented by the Garden Town and the investment in infrastructure and the regeneration of the town centre whilst being located close to a significant number of employment opportunities.

This site, to the east of Sandringham Road, Didcot is not subject to any environmental, landscape, ecological or other policy designations or constraints which indicate that it could not accommodate the proposed development.

This Design and Access Statement demonstrates how the proposed development has evolved, having regard to a variety of policy and site specific considerations as well as having regard to the character and context of Didcot and the wider area. Technical considerations such as landscape and visual impact matters, ecology, flood risk and drainage, highways and access, noise and vibration, air quality for example have informed the proposed development as explained in this Design and Access Statement and in the other supporting documents.

The proposal will deliver a high quality, well designed sustainable and inclusive development which provides a positive contribution to meeting the market and affordable housing needs of the area, in the most sustainable part of the District.

