



Land south of Burford Road

MINSTER LOVELL

DESIGN & ACCESS STATEMENT
November 2022

EDGE
URBAN DESIGN

Catesby Estates plc
part of Urban&Civic

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Foreword

We are delighted to present this Design and Access Statement (DAS) in support of the Outline Application (all matters reserved expect for vehicular access) for up to 140 dwellings and associated infrastructure and landscape.

In this DAS, we focus on a strategic development opportunity on the Land South of Burford Road, Minster Lovell ('the Site') and its capacity of delivering new homes for West Oxfordshire.


The Site is controlled by Catesby Estates (part of Urban&Civic). Catesby Estates is a specialist strategic land promotion business. Their projects are located throughout the country ranging from large urban extensions to sensitively designed residential schemes on smaller edge of settlement sites. Catesby are committed to bringing forward sustainable residential developments that enhance the area in which they are located. They believe the key to their success is their collaborative approach and commitment to delivering sensitively designed housing developments tailored to the character of the local area and providing real community benefits.

At the heart of their development proposals, residential uses are supported by new and diverse public open spaces, pedestrian and cycle links, and where required key infrastructure such as highway links. By approaching residential development in the right way, Catesby leave a positive legacy for the area in which they work.

The overarching vision for Land South of Burford Road, Minster Lovell will be to deliver a high-quality landscape-led scheme that is well integrated with its existing surroundings. The proposals will deliver much needed mixed tenure housing, new public open spaces, associated green infrastructure supporting biodiversity, and a new play area.

It is envisaged the proposals will create an attractive, contextual and sustainable addition to the settlement of Minster Lovell, delivering up to 140 new homes. This is a fantastic opportunity for suitable and sustainable growth, which will ensure a positive legacy for Minster Lovell and the wider West Oxfordshire area.

Prepared by:



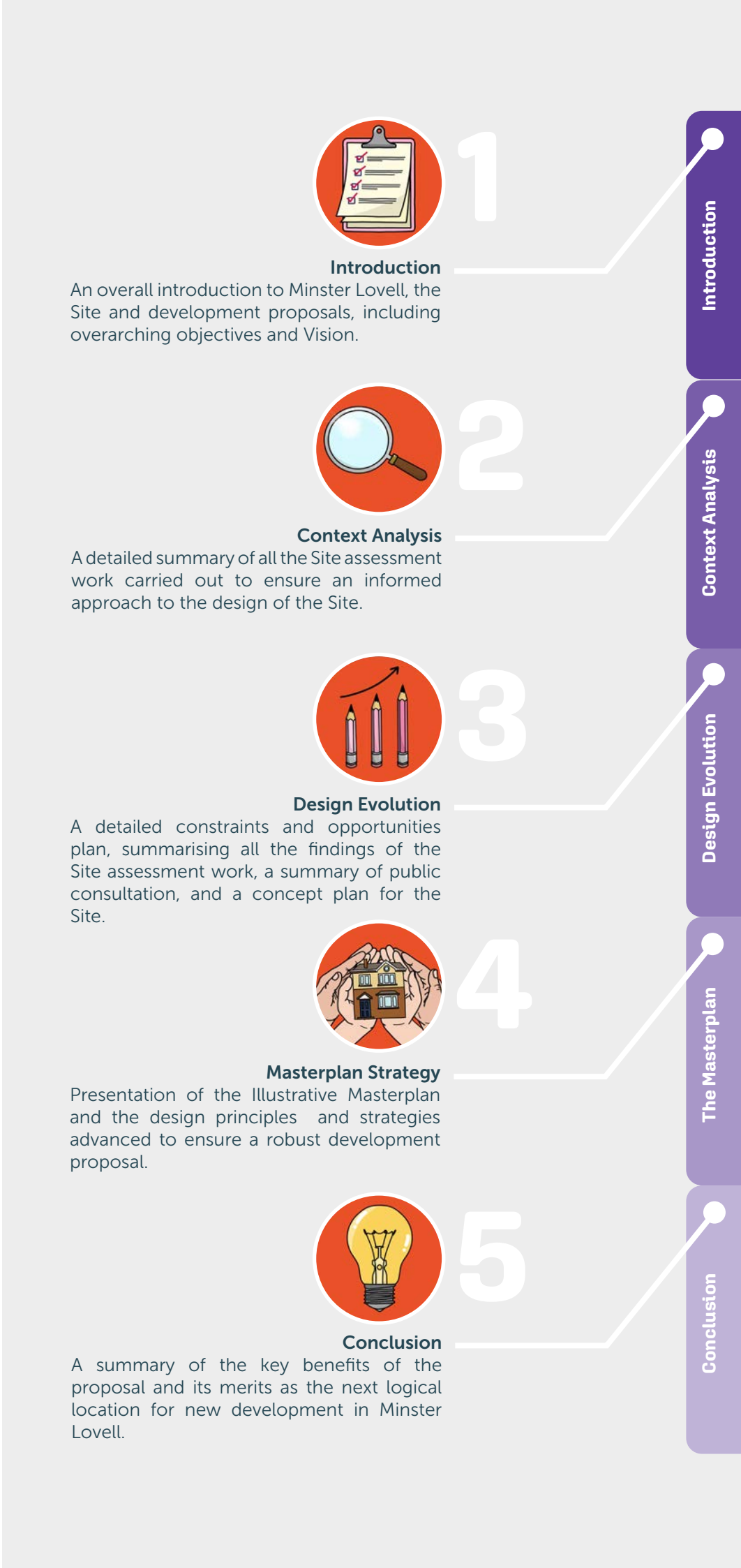
For:

Catesby Estates plc

part of Urban&Civic

In consultation with:





1

Introduction

An overall introduction to Minster Lovell, the Site and development proposals, including overarching objectives and Vision.



2

Context Analysis

A detailed summary of all the Site assessment work carried out to ensure an informed approach to the design of the Site.



3

Design Evolution

A detailed constraints and opportunities plan, summarising all the findings of the Site assessment work, a summary of public consultation, and a concept plan for the Site.



4

Masterplan Strategy

Presentation of the Illustrative Masterplan and the design principles and strategies advanced to ensure a robust development proposal.



5

Conclusion

A summary of the key benefits of the proposal and its merits as the next logical location for new development in Minster Lovell.

Introduction

Minster Lovell

Minster Lovell is a village and civil parish located on the River Windrush in Oxfordshire. The village is divided into three parts: Old Minster, New Minster and Little Minster. A large part of 'New Minster' is formed by the Charterville Allotments, founded by the Chartist in the mid-19th Century.

In a regional context, Minster Lovell is situated approximately 4km west of the market town of Witney, 5km north-east of Carterton and 20km west of Oxford city centre. Both Carterton and Witney are within a 10 minute bus journey from the village providing facilities such as high street retail, a community hospital, cinema and leisure centres. Oxford provides further significant leisure and retail facilities as well as major cultural, educational and employment opportunities.

Site Description

The Site comprises arable fields bounded predominantly by hedgerows. The Site is located west of Minster Lovell village and wraps around the development delivered by Bovis Homes.

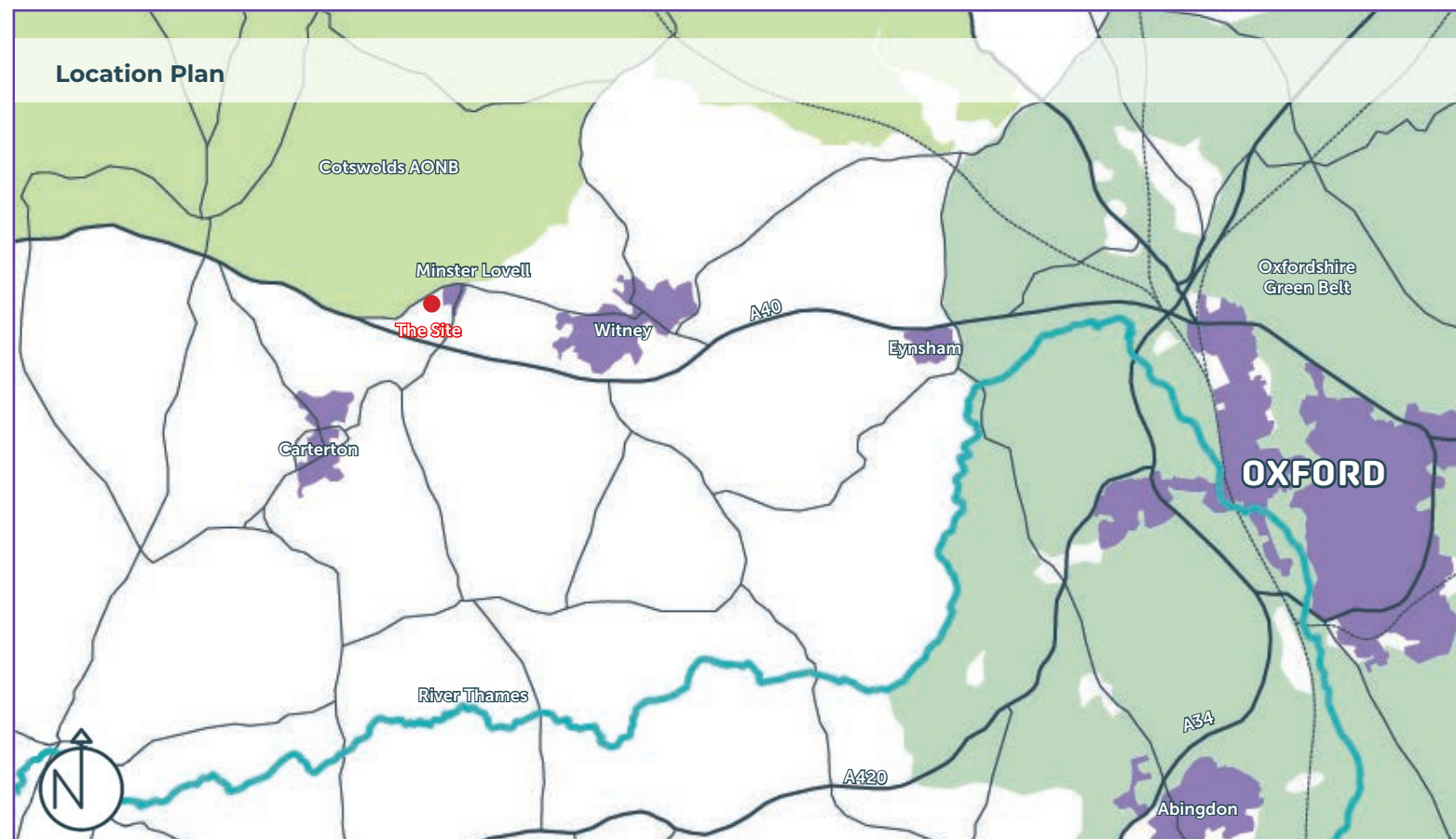
To the north, the Site is bounded by Burford Road, connecting Minster Lovell with Witney to the east, and the A40 and Burford to the west.

To the west, the Site is bounded by a small cluster of properties off Burford Road and a farm track providing access to Whitehall Farm, beyond which are further arable fields.

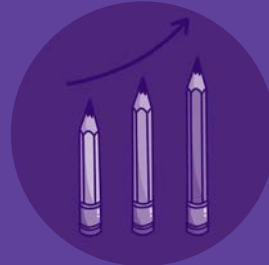
To the south, the Site is bounded by arable fields which extend to the A40.

To the east, the Site is bounded by the near complete new development as mentioned above, with properties fronting on to the existing hedgerow running along the boundary. The eastern most extent of the Site runs partially along the rear boundaries of properties on Ripley Avenue and Brize Norton Road.

Topographically, the Site falls from west to east, with a high point of 122m in the north west, to 117m in the east.



DESIGN
AND
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STATEMENT



Site Proposals

The Site is proposed to deliver up to 140 dwellings actively fronting characterful streets and set within a comprehensive landscape framework of rich and varied open spaces.

It is proposed that there will be a mix of house types and tenures, helping to meet the need for market and affordable housing in the local area and wider district.

The Site will be accessed from Burford Road, with further pedestrian and cycle connections into the village to integrate the new homes with Minster Lovell. Leisure routes will meander through the landscape space encouraging outdoor activity, promoting improved health and wellbeing, and connecting people with nature.

It is important to create a development with a locally distinctive character to form a natural and befitting extension to the existing settlement which seamlessly connects and relates to the existing village of Minster Lovell. This will be achieved through integrating with existing uses, landscape character, existing connectivity and respecting and celebrating the local vernacular.

The description of the proposed project is:
"Outline planning permission for the development of up to 140 dwellings (Use Class C3) including means of access into the site (not internal roads) and associated highway works, with all other matters (relating to appearance, landscaping, scale, and layout) reserved."



The Old Swan & Minster Mill

Land to the west of Minster Lovell can deliver the following:



Up to 140 new high quality homes, 40% of which will be affordable homes, contributing to local housing needs;



A range of new homes at a maximum of 2 storeys in height, from smaller starter homes to larger family dwellings;



Sustainable drainage with features to support and enhance the ecological value of the site;



A new children's play area set within landscape, promoting outdoor activity;



New footpaths and cycle routes plugging into the existing routes to Minster Lovell;



New multi-functional open spaces, areas for food production and enhanced woodland and boundary planting to provide biodiversity net gain;



New landscape buffers and sustainable surface water management including attenuation basin with wildlife friendly features, delivery a net gain in biodiversity; and



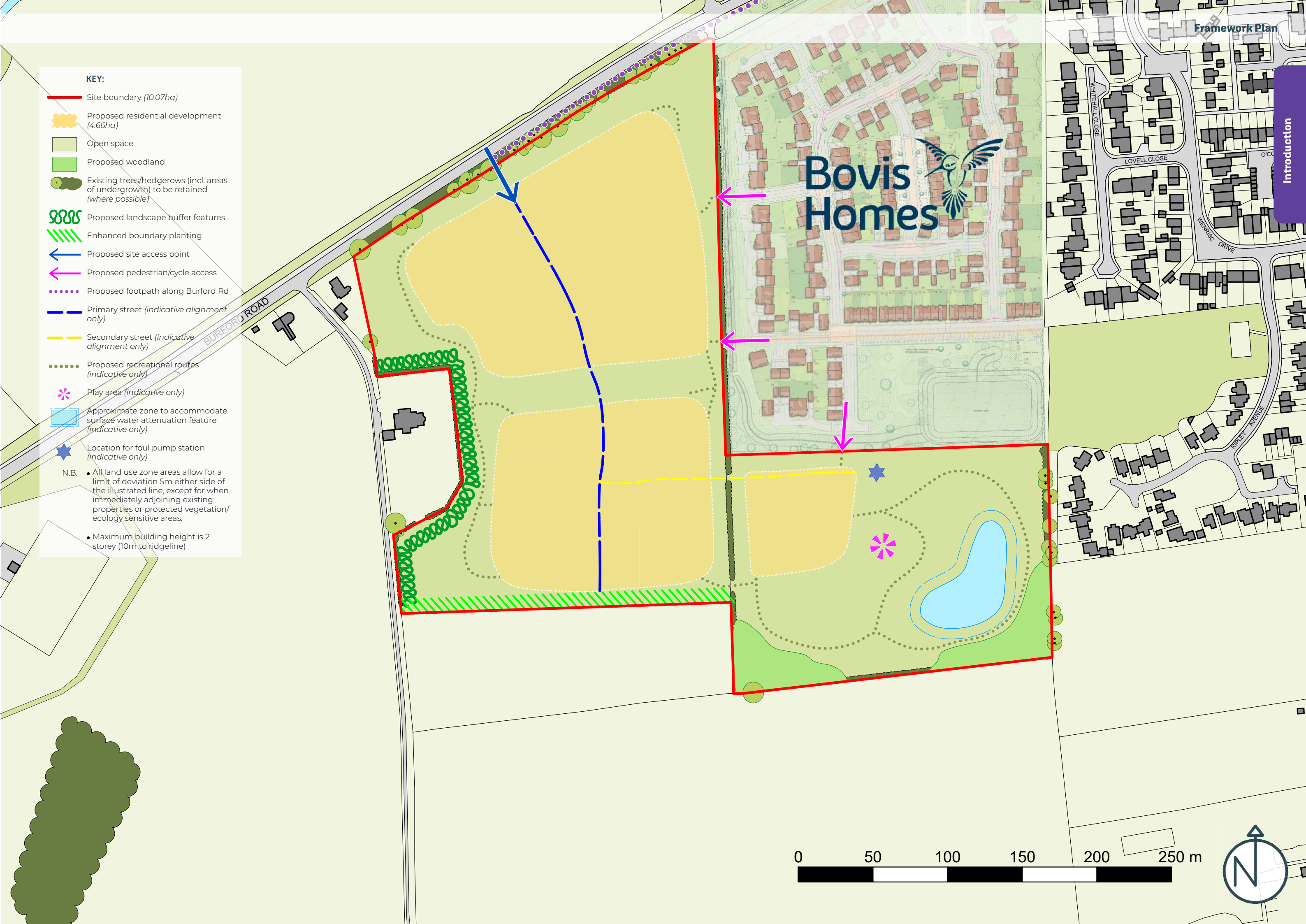
Contributions to local infrastructure improvements.

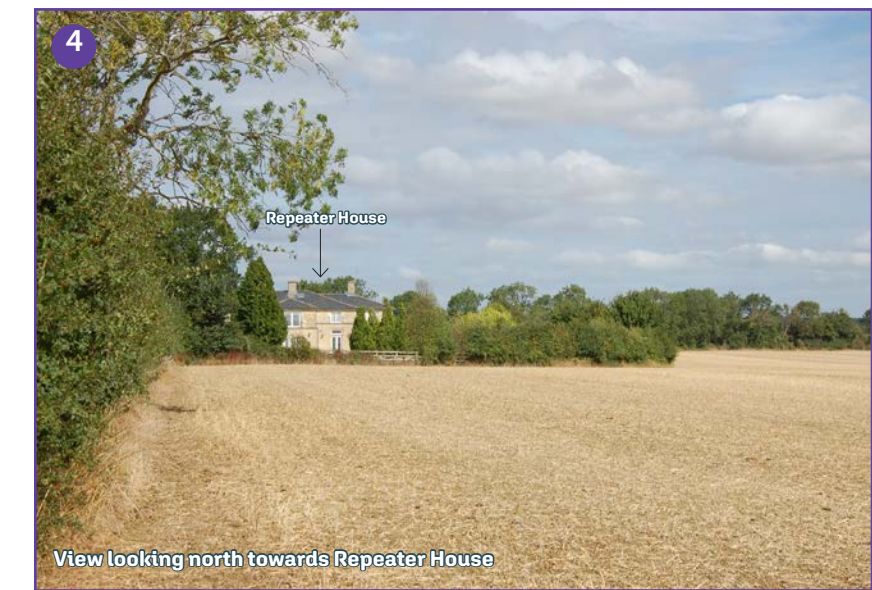
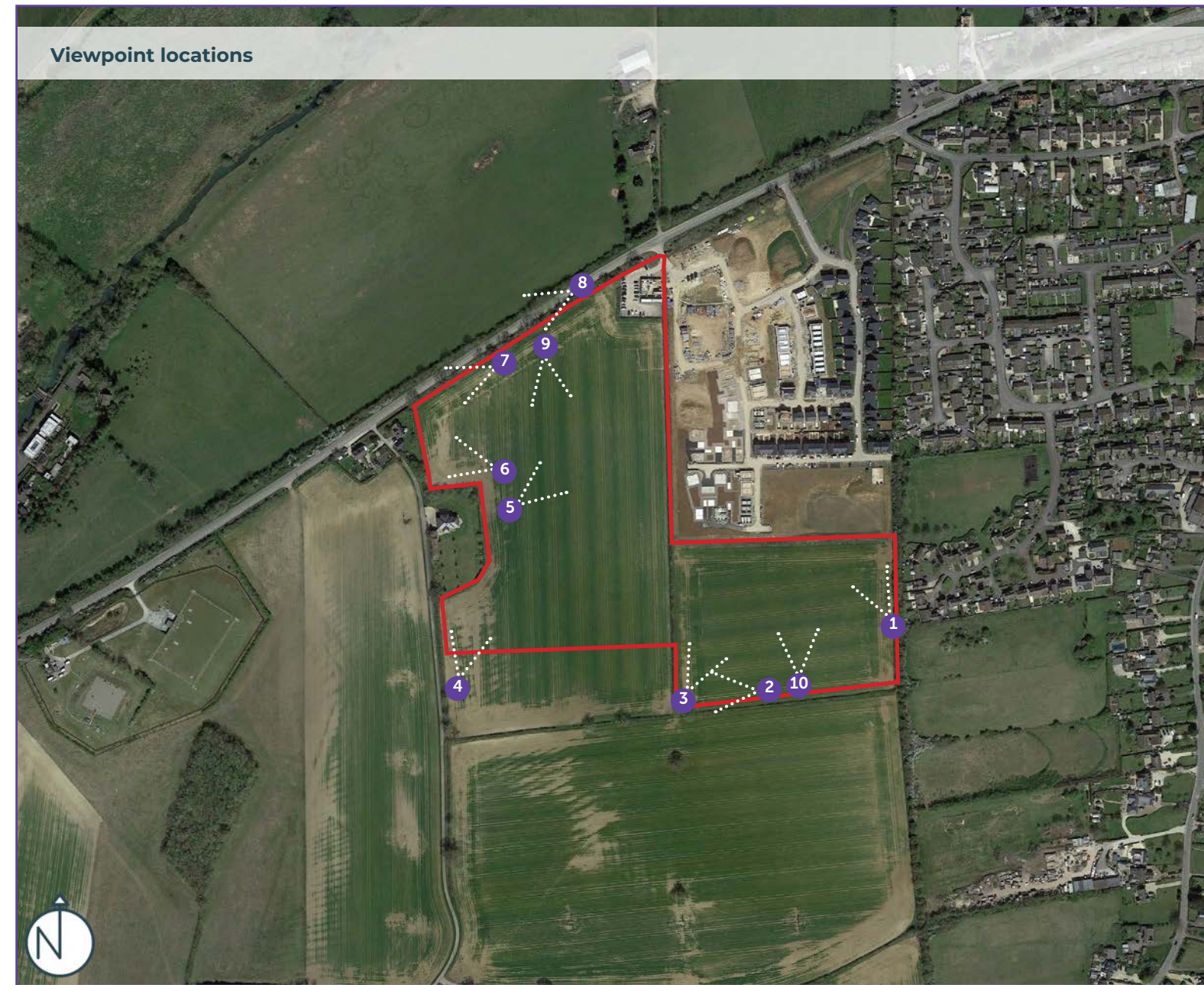


Minster Lovell Hall Ruins



River Windrush





Context Analysis

Planning Policy Context

Section 38(6) of the 2004 Planning & Compulsory Purchase Act requires that determination of any planning application must be in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan comprises of the "West Oxfordshire Local Plan" which was adopted in September 2018. Relevant policies within the Local Plan include; OS1, OS2, OS3, OS4, OS5, H1, H2, H3, H4, H6, T1, T2, T3, T4, EH2, EH3, EH4, EH5 and EH7. The application of these is set out within the Planning Statement.

The proposal should also be assessed in relation to the National Planning Policy Framework (NPPF) and the West Oxfordshire Design Guide. Relevant guidance is outlined in detail in the accompanying Planning Statement.

Principle of Development

It has recently been established that West Oxfordshire cannot demonstrate a 5-year supply of deliverable homes. Housing policies are therefore out of date, and as such, the provisions of paragraph 11d) of the NPPF are engaged, and the Presumption in Favour of Sustainable Development is applied.

The substantial benefits of the scheme are the provision of up to 140 new homes, as well as affordable housing and public open space, in an area with unmet housing need, which would accord with and meet the aims and objectives of the NPPF. The Site makes a logical extension to the existing settlement, and there would be no substantial harm associated with developing this Site.

Notwithstanding the current absence of a 5-year housing land supply, it is considered the Site is suitable for housing in its own right and capable of contributing to the Council's housing targets.

Minster Lovell is identified as a sustainable location for residential development, located close to Witney, whilst also offering its own range of services and facilities. The Site lies

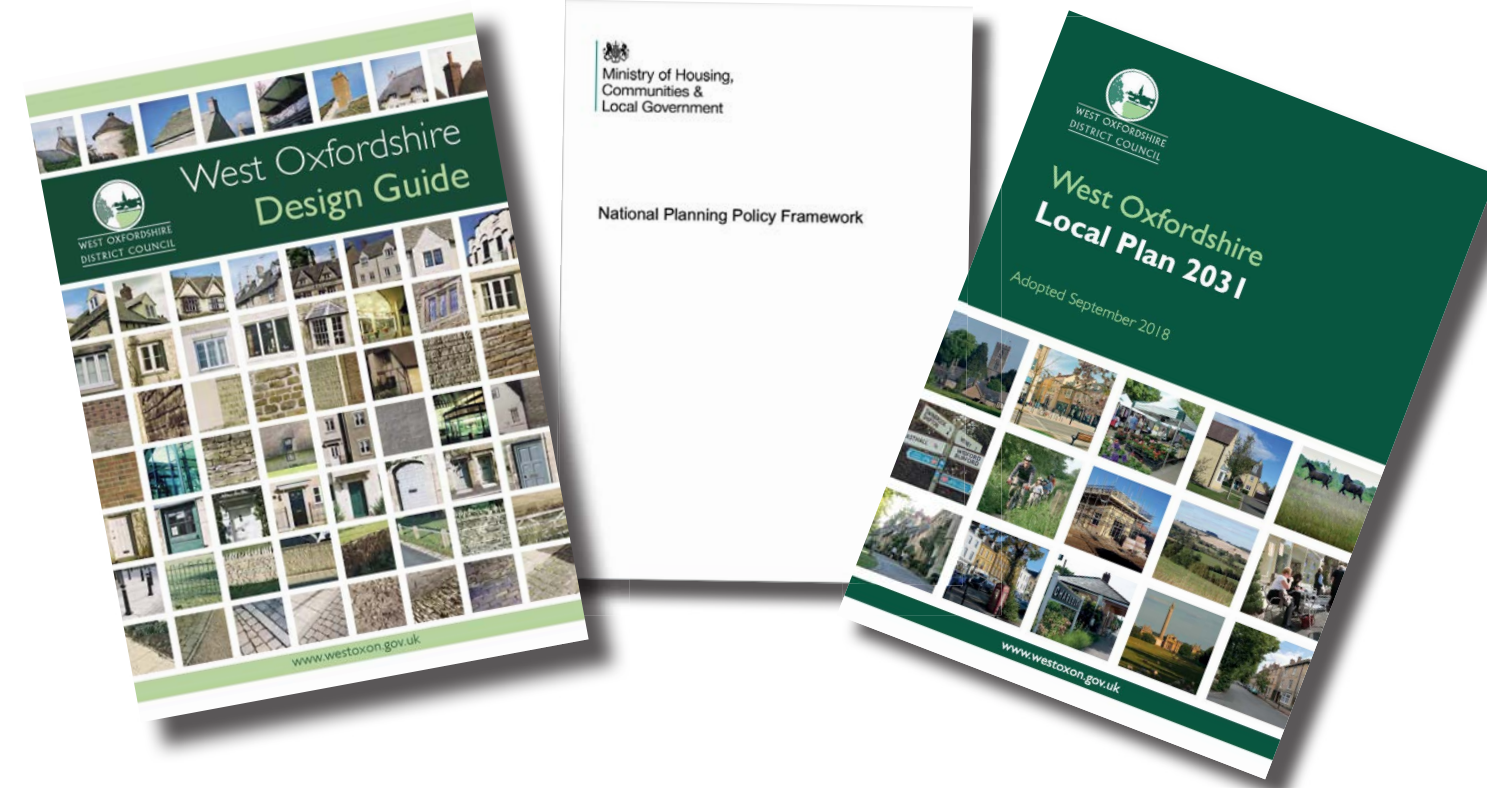
with the Witney sub-area, as identified within the Local Plan, which has a considerable housing need. The Site lies outside of constraints such as the Oxford Green Belt and AONB.

Policies OS2 and H2 of the Local Plan relate to the provision of housing within villages, stating villages are suitable for limited development which respects the village character and local distinctiveness, including, when justified, on undeveloped land adjoining the built-up area. The proposed development would satisfactorily adjoin the existing settlement and would be read alongside the recent residential development immediately to the east of the Site. The provision of up to 140 dwellings on the Site would be an appropriate density and proportionate to the scale of the village. The layout and extent of development proposed has been carefully developed, taking into account the settlement pattern and character of Minster Lovell.

Local Policies

The West Oxfordshire Design Guide (WODG) describes the qualities and characteristics that make West Oxfordshire special, setting out ways in which good design can protect and enrich the character of the area. Pages 38-39 of this DAS set out how the proposals respond to the relevant chapters of this guidance to ensure the scheme responds meaningfully to its context and local character.

The Minster Lovell Planning Policy Statement sets out principles for new development within the area of Minster Lovell alongside the B4047 and southwards along Brize Norton Road. Proposals for this Site take these principles into consideration as part of the design process.





History & Character

Minster Lovell Hall and Dovecote

The Ruins of Minster Lovell Hall are located to the north-east of the settlement. The picturesque ruins of Minster Lovell Hall, a 15th century Oxfordshire manor house, lie in a beautiful rural setting beside the River Windrush. They include a fine hall, tower and nearby dovecote.

Minster Lovell Hall was built in the 1430s by William, Baron of Lovell and Holand - one of the richest men in England. It was later home to Francis, Viscount Lovell, a close ally of Richard III. After several changes of hands the hall was abandoned and eventually demolished in the 18th century, leaving the extensive remains that stand today. This area adds distinctive character to the village and is one of the most visited points of the settlement.



Minster Lovell in 1900



Minster Lovell Hall

Charterville Allotments

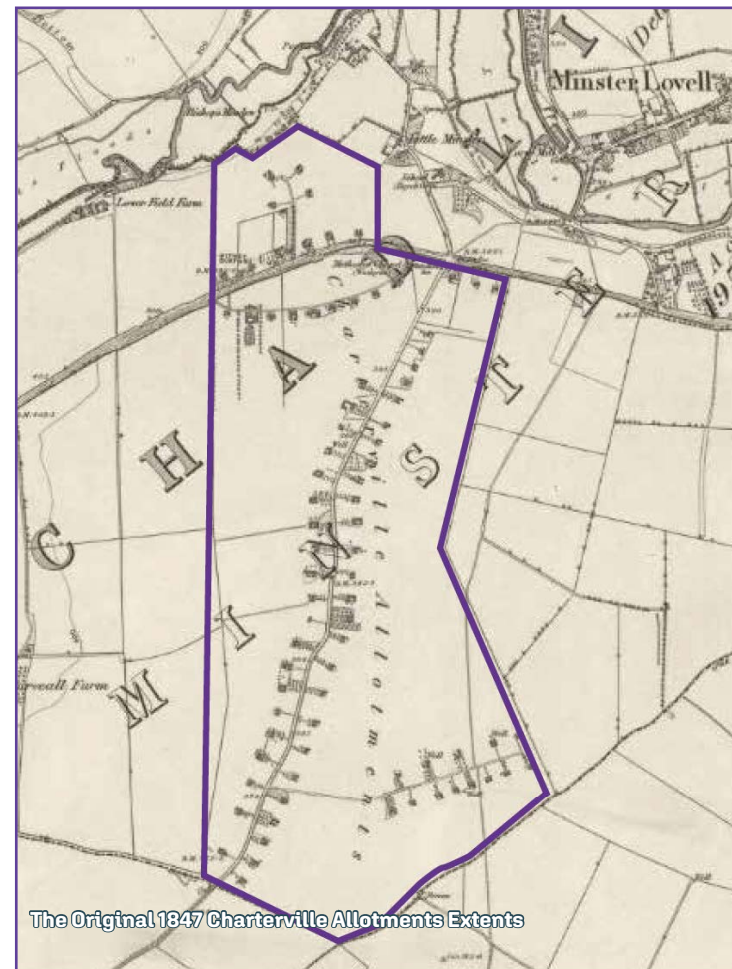
A large part of New Minster is the Charterville Allotments, which were founded by the Chartists in 1846–50. Chartism was a working-class movement for political reform in the United Kingdom that erupted from 1838 to 1857.

The Chartist Allotments at Minster Lovell were developed as an experimental estate of approximately 90 small holdings each with a single storey cottage. The location was separate to, and distinct from Old Minster and Little Minster to the north of the B4047.

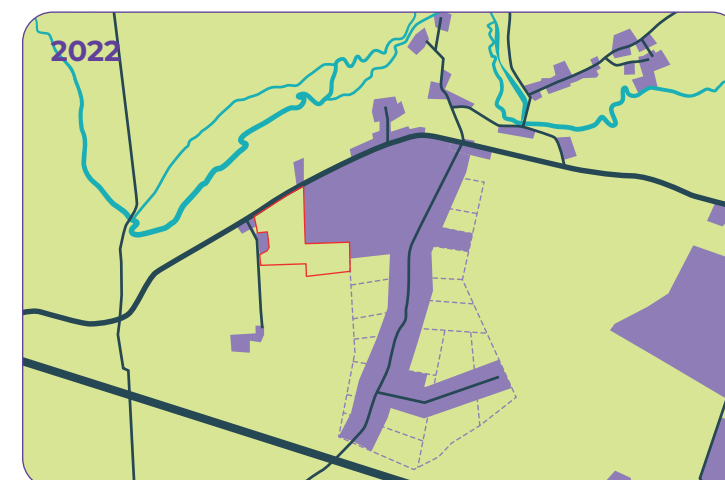
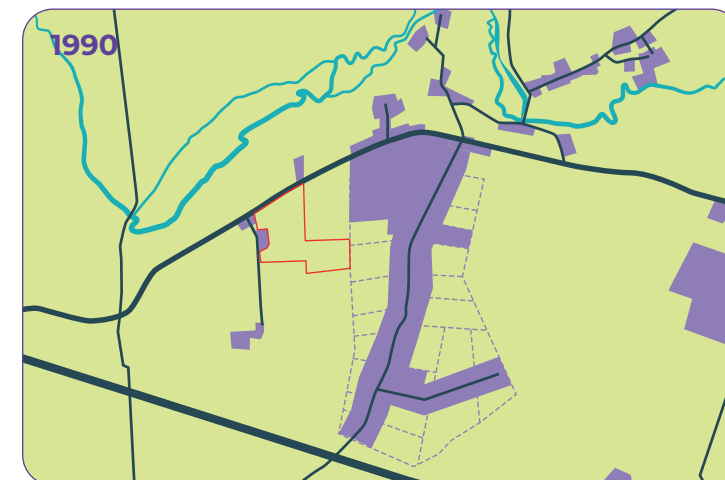
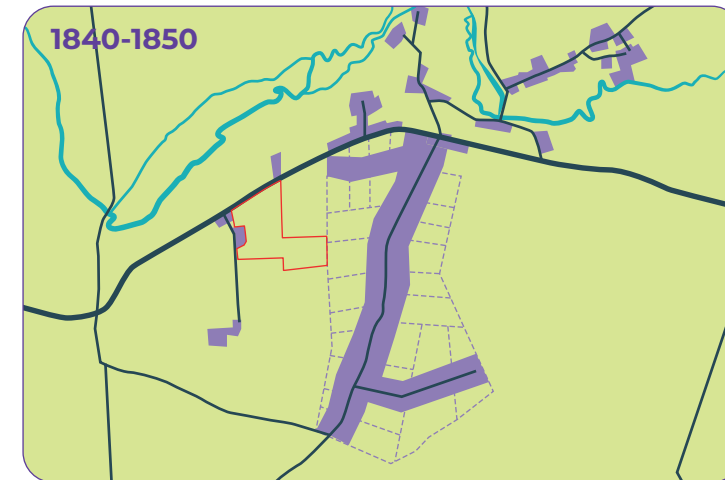
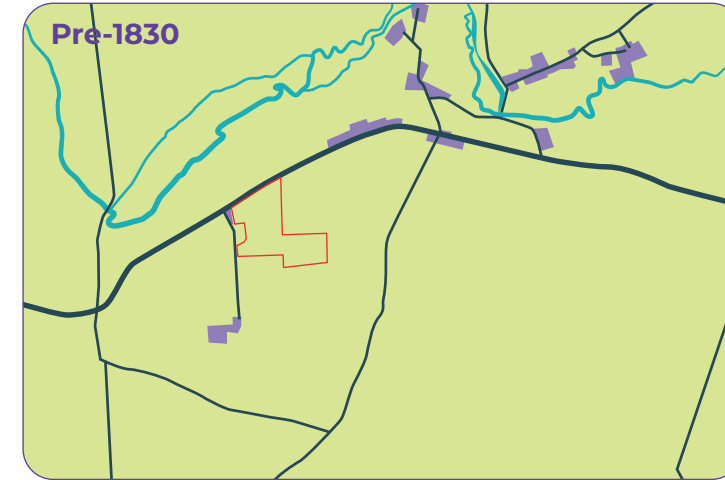
The Charterville Allotment plots were intended to allow each family the space to farm and feed themselves. A school, chapel and later a public house were also built. Sadly, the concept was unsuccessful as the plots were too small to sustain a family and were eventually sublet to local farmers. The original residents who had supported the Chartist ideals had largely moved on within 20 years.

Subsequently and particularly to the north of the allotment estate, plots have been subdivided or redeveloped, with a particularly significant period of development and change during the 1970s. This period introduced a series of cul-de-sac and looped roads at the back of the Chartist plots, and are typically characterised by modern semi-detached and detached two storey dwellings.

A number of the original plots remain and are Listed by Historic England.



The Original 1847 Charterville Allotments Extents



- Chartist bungalows;
- Slate hipped roofs;
- Single storey dwellings;
- Parking on plot on driveways;
- Wide front gardens;
- Footpath to both sides of the road;
- Stone walls in front of properties.



- Oldest part of the village;
- Coursed stone rubble and thatched roofs;
- Single storey dwellings;
- Parking on street or in front of properties;
- Large rear gardens;
- Swale to front of properties.



- Detached and semi-detached;
- 2 storeys;
- Yellow brick and gable roofs;
- Parking in garages or on driveways;
- Narrow front gardens;
- Large public green space for mixed activities.



- Detached and semi-detached;
- 2 storey;
- Yellow stone wall and slate roof;
- Brown window frames and front doors;
- Parking in garages or on front driveways;
- Large front gardens;
- Footpath to both sides of the road.





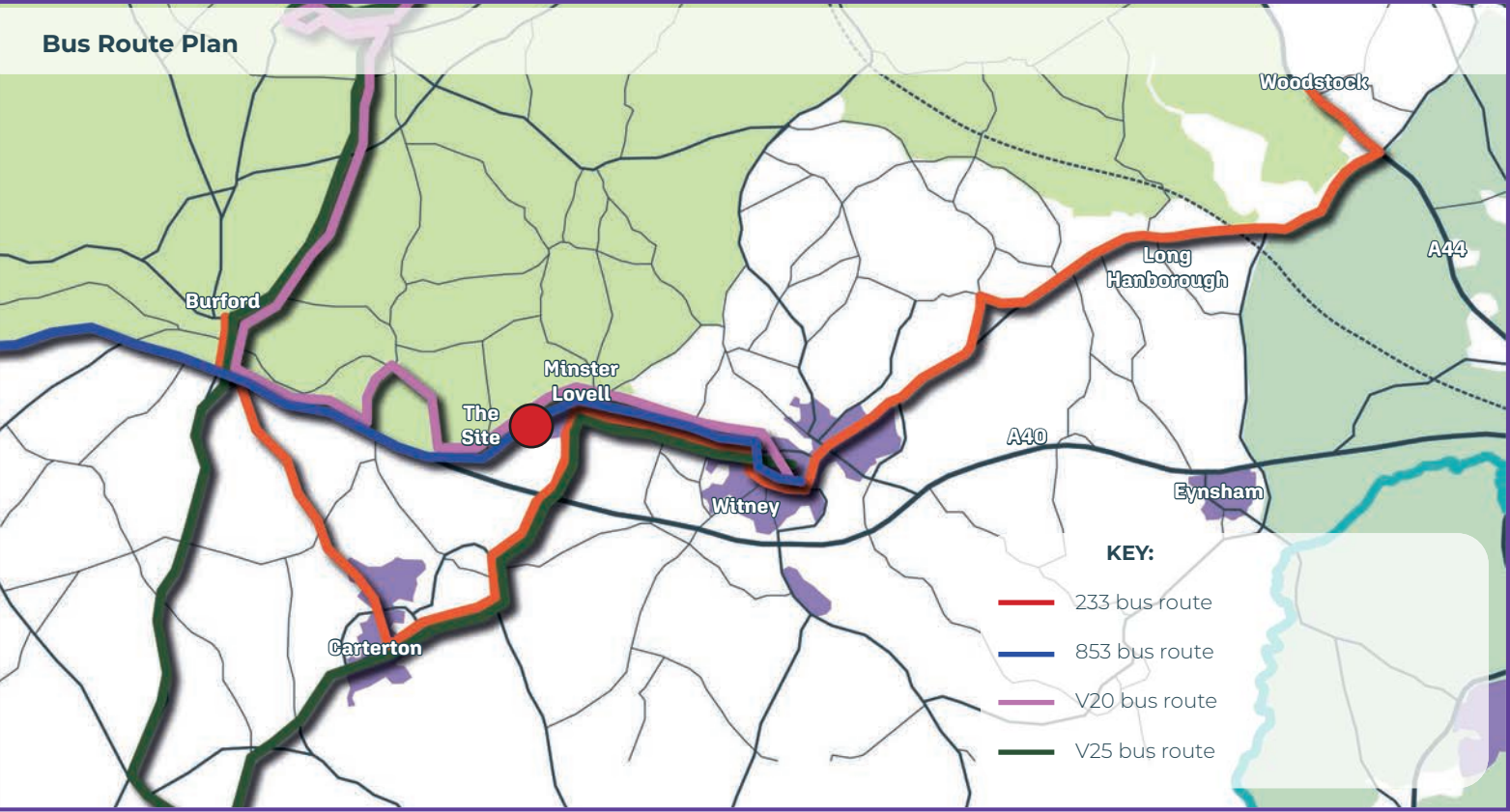
Local Services & Facilities

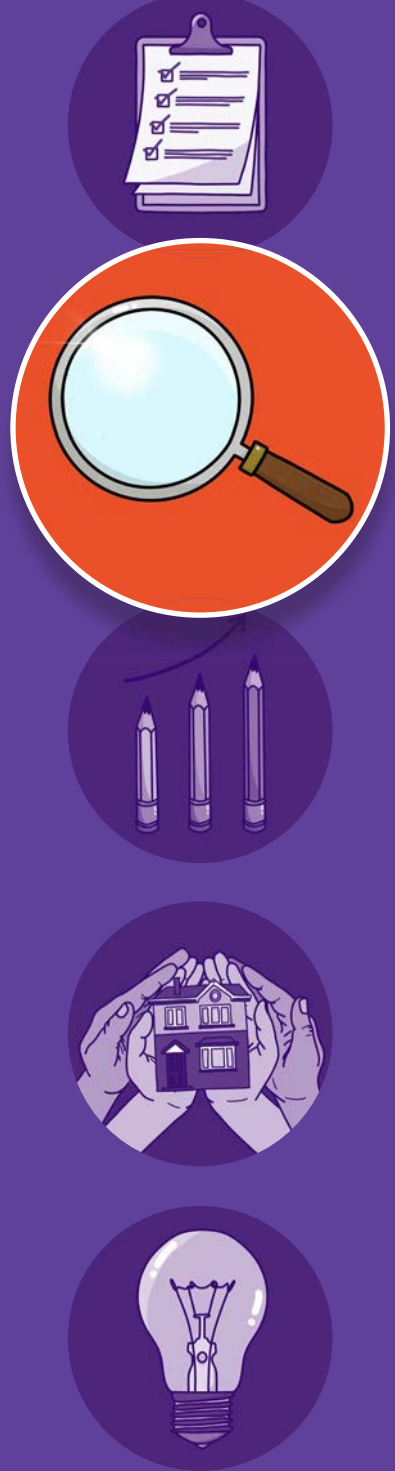
Minster Lovell offers a range of facilities including three public houses - the Old Swan, the White Hart and The Horse & Radish; a Post Office, convenience store, Methodist Church, Anglican Church, Village Hall and beauty rooms. The local primary school is within walking and cycle distance, being only 1km east of the Site. The village also benefits from a recreation ground with a playground and a cricket club. All facilities can be reached from the Site within a reasonable walking distance, as depicted on the Services & Facilities Plan.

Minster Lovell also benefits from access to a wider range of services and facilities within two of the largest towns in Oxfordshire, Witney and Carterton. The hospital and local pharmacies are in Witney to the east of the Site, accessible by bus 233 & 853, in addition to dental facilities and a range of eateries, pubs and retailers. In terms of employment, Bromag Industrial Estate is only 1 mile away between Minster Lovell and Witney and offers various employment opportunities. The V20 and V25 buses also provide limited services on Wednesday and Thursday to places such as Oddington, Burford and Witney.

The village is serviced by frequent buses to Witney, Burford and Woodstock. There is a bus stop less than 10 minutes walk away from the Site. **Minster Lovell is well positioned on the A40, a sustainable transport corridor in the region.** Meanwhile, Hanborough is the closest railway station.

It is considered that the Site is located within a sustainable position and provides the opportunity for a reduction in daily car journeys.





Landscape

Site Description and Context

The Site comprises two adjacent fields on the edge of Minster Lovell, adjacent to but outside of the Cotswold AONB. The Site lies on a slightly elevated location above the Windrush valley, and the fields are currently used for intensive arable cropping.

- To the north (beyond Burford Road) is a mix of pastoral (mainly within the valley of the River Windrush) and arable farmland within the Cotswold AONB. Woodlands of varying scales are also key features of the local landscape.
- To the east is the main settlement of Minster Lovell.
- To the south-east lies small pasture fields, then further linear residential development along Brize Norton Road (the B4477). This area, known as the Charterville Allotments (to the north) and Bushey Ground (to the south), includes some of the original Chartist properties (some listed) dating from the planned development of Minster Lovell in the mid-19th Century.
- To the south and south-west is arable farmland on either side of the A40 dual carriageway. The A40 itself is predominantly lined by strong tree belts.
- To the west are residential properties (Repeater House, the Lodge, and White Hall Cottages) and closed reservoirs, and a mix of arable and pastoral farmland on either side of Burford Road. There are also a number of individual commercial/ industrial premises.

Vegetation

The boundaries to the Site are predominantly formed by hedgerows and hedgerow trees:

- The northern boundary comprises a gappy native hedgerow with frequent, in places continuous, hedgerow trees, adjacent to Burford Road, and a post and wire fence adjacent to the adjoining Bovis development.
- The eastern boundary comprises a managed native hedgerow adjacent to the Bovis site, and a hedgerow with hedgerow trees adjacent to the existing residential development on Ripley Avenue. The rear garden fences of the Ripley Avenue properties lie to the immediate east of the hedgerow.
- Part of the southern boundary comprises a managed native hedgerow with occasional hedgerow trees.
- The western boundary comprises a mix of native hedgerows of varying heights (including the section of the boundary adjacent to Repeater House), and a short section of post and wire fence alongside the garden of the property (The Lodge) adjacent to the north-west corner of the site.

Visual Matters

The undulating topography combines with often strong field boundary and roadside vegetation, tree belts (including those alongside the A40 dual carriageway) and small woodlands/ copses to restrict visibility in many views within the local area. The limited network of PRoW and roads surrounding the Site means that views towards the Site from publicly accessible locations are similarly limited. Longer distance views towards the Site are rare, limited to very occasional areas of slightly elevated ground such as to the north-east of Swinbrook. However, even in these areas, available views from publicly accessible areas are few and far between.

The Zone of Primary Visibility, where the Proposed Development would be most obvious in views, extends as follows:

- To the north the landscape falls away to the floodplain of the River Windrush, and is then undulating with a general rise towards Leafield. There are variable levels of visibility towards the Site, depending on local topography and tree cover.
- To the east, visibility is restricted by the existing built form within the Bovis development and more generally within Minster Lovell, especially along Brize Norton Road.
- To the south, visibility extends as far as the A40 dual carriageway, but beyond that the strong tree cover lining the A40 and the elevated roadway itself restrict views towards the Site.
- To the south-west, there is visibility within the immediate environs to the Site as far as the A40, including PRoW and White Hall Farm.
- To the west, visibility towards the Site is much more restricted due to the strong field boundary and roadside vegetation, especially that lining Burford Road.



View from the Site to Bovis development

Design Considerations

A number of key design considerations have emerged following the baseline review, and should be incorporated into the evolving masterplan.

These are summarised below:

- The development envelope should be concentrated in the land closest to the adjoining existing residential development to the north-east, leaving space for a landscape buffer along the southern edge of the Site where it abuts agricultural fields.
- Development should be set back from the existing properties to the west (Repeater House, the Lodge, and White Hall Cottages) and east (Ripley Avenue), leaving space for further structural planting to strengthen the existing vegetation on these boundaries.
- Existing boundary vegetation (trees and hedgerows) should be retained and enhanced to maximise visual screening of the Proposed Development in views from outside of the Site, in particular views from the Cotswolds AONB to the north/north-west, and from existing residential properties to the east and west of the Site.
- Areas of proposed public open space should have strong levels of tree planting to reduce the perceived massing of built form, and to help assimilate the development into the local landscape. Where possible, new tree planting should connect to existing boundary vegetation and proposed planting within the Bovis development.

Ecology

An Ecological Impact Assessment report has been prepared and is submitted with the application. The report confirmed the following considerations for the design approach:

- Hedgerow on Site is a habitat of principal importance and should be maintained on Site.
- All other habitats were common and widespread and offered limited ecological value.
- One active single outlier badger sett on the Site boundary was identified during surveys. The report suggested that enhanced provision of nut and fruit bearing shrubs as part of the development approach would be beneficial for foraging habitat.
- Opportunities for Biodiversity Net Gain (BNG should be delivered on Site via enhanced habitat creation and new hedgerow provision.

Design Considerations

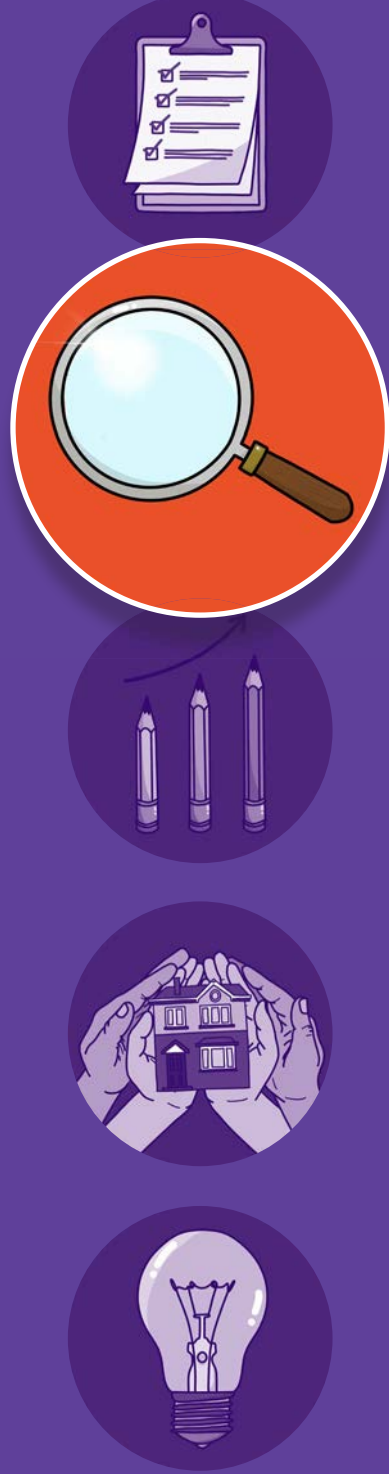
There is significant opportunity to enhance the existing overall habitat value of the Site, thus delivering a net gain in biodiversity in accordance with planning policy. A number of key design considerations have emerged following the baseline review and should be incorporated into the evolving masterplan.

These are summarised below:

- Enhancement of retained hedgerows/ boundaries, with additional native species planting and appropriate management within appropriate buffers to support protected species;
- Enhancements to existing habitats and creation of new interconnected habitats, such as wildflower grassland areas, native woody/ tree planting, biodiversity SuDS and wetland areas/ponds within multi-functional green infrastructure;
- Integration of multi-functional green infrastructure to provide a significant opportunity to deliver a net gain in tree cover via the implementation of new hedgerows and incidental open spaces, including the restocking of Site boundary trees and street tree planting;
- Installation of bat/bird nest boxes on buildings/trees; and
- Favourable ongoing management to ensure delivery of biodiversity gain.



View of the Site looking south from Bovis development



Transport & Movement

A Transport Statement has been prepared to provide an overview of transport and highways matters related to the residential development of the Site.

Walking & cycling

The Site is located within walking and/ or cycling distance of a range of local facilities and services as illustrated on the Services and Facilities Plan (pg 15), as well as bus stops served by regular services to larger local centres including Witney, Carterton, Burford, and Oxford.

Pedestrian access will be available via a new 3m footway link that will be provided on the north-eastern corner of the adjacent development to connect with the existing local footway network. There is an existing narrow footway on the northern side of the B4047 which it appears that due to low use has become overgrown narrowing the available space.

The Site also benefits from being in the vicinity of national cycle route 57, as illustrated on the Services and Facilities Plan (pg 15), that connects Farmington in Gloucestershire and Welwyn Garden City in Hertfordshire, the route being only 1km to the east of the Site.

Public Transport

The nearest bus stops are located on the B4047 Burford Road approximately 950m to the east, this provides access to the 853, 233, V20 and V25 bus services.

The 853 provides access to Gloucester, Cheltenham and Oxford providing three services per day during the week and a reduced service on the weekend. The 233 gives access to

Burford, Witney, Woodstock and Long Hanborough hourly during the week and Saturday. The V20 and V25 provide limited services on Wednesday and Thursday to Oddington, Bedington, Milton under Wychwood, Shipton, Burford and Witney.

The nearest train station is Hanborough Train Station accessible by the 233 bus. The station provides access to Worcester and Great Malvern through to Oxford and London Paddington, with connections in Oxford up to Coventry and Birmingham.

Proposed access

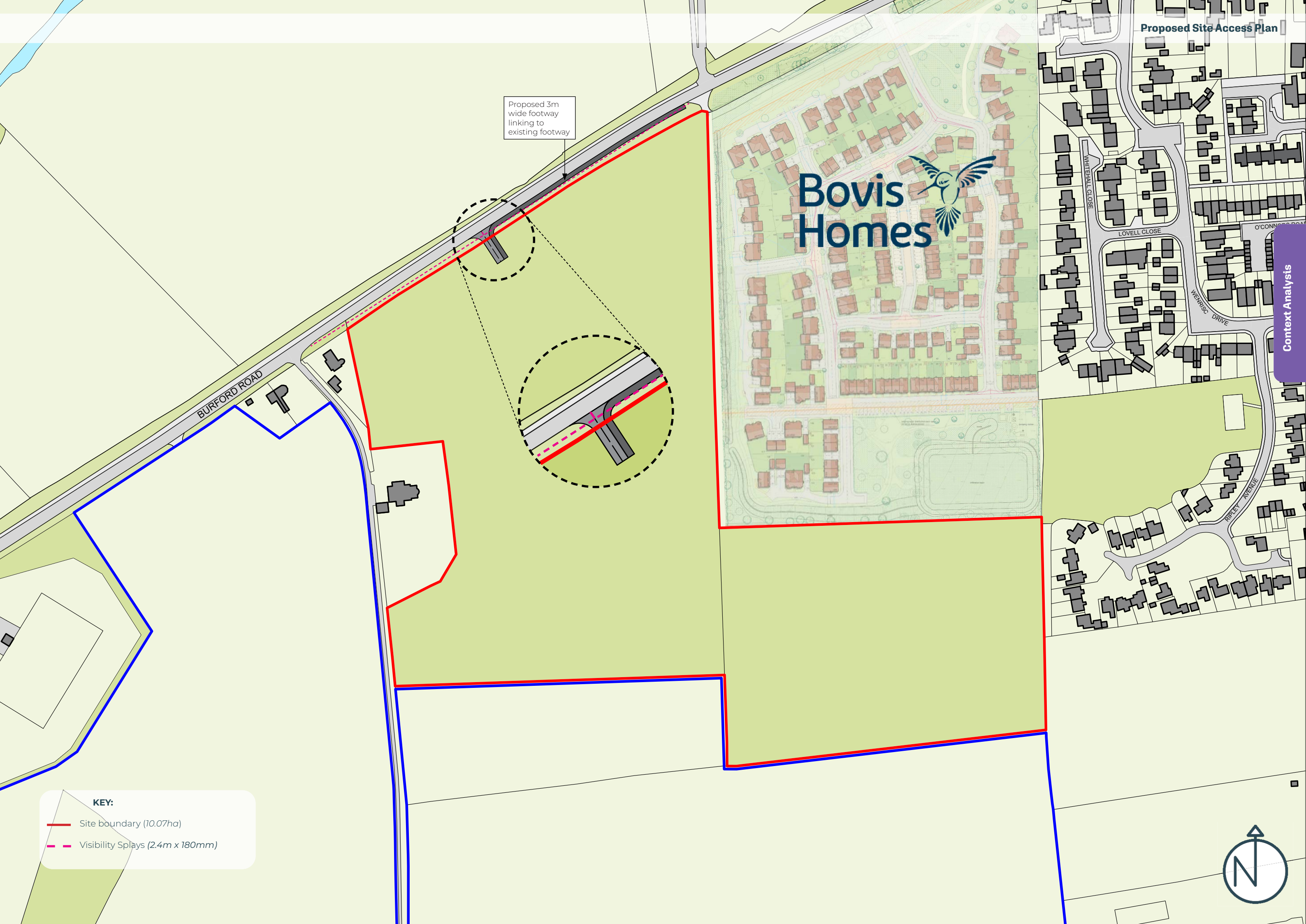
It is proposed that the Site will be accessed in the form of a simple priority junction taken from the B4047, Burford Road. The access, which accords with Manual for Streets will be in the form of a 5.5m wide access road, with 8m entry/exit radii. Overall, suitable access can be achieved and the impact on the local roads will not be severe in accordance with NPPF paragraph 111.

Design Considerations

A number of key design considerations have emerged following the baseline review, and should be incorporated into the evolving masterplan.

These are summarised below:

- The layout of the Site should be designed to promote access for pedestrians;
- The internal roads within the Site should be designed to promote walking and cycling, with low traffic speeds, and convenient access to the local highway and PRoW networks;
- The arrangements for on-site parking should be determined in line with the local parking standards;
- The layout of streets should respect the existing topography of the Site as well as promote a permeable and legible movement network to aid in wayfinding; and
- Turning areas should be provided within the Site to facilitate access for refuse vehicles, fire tenders (in an emergency) and other delivery and service vehicles.





Flood Risk & Drainage

A Flood Risk and Surface Water Drainage Assessment (FRA) has been undertaken to provide an overview of flooding and surface water drainage matters related to the residential development of the Site. The FRA assesses the Site with respect to all types of flood risk including fluvial (river), pluvial (surface water), groundwater, sewer and artificial drainage.

The Site is located in Flood Zone 1, the lowest probability of fluvial flooding, and classified as being at a very low risk of surface water flooding. The indicative surface water drainage strategy included as part of the FRA is designed in accordance with the relevant technical standards and will adhere to the guidelines as stipulated by Oxfordshire County Council as the Lead Local Flood Authority.

Foul Water and Utilities

The following provides a summary of the known foul water and utilities constraints related to the Site:

- There are no public foul or surface water sewers recorded within or in the vicinity of the site.
- 2 no. below ground 11kV cables within the site, running along and parallel to the eastern boundary of the site.
- No gas mains are shown within the site.
- 2 no. 500mm HPPE strategic mains located within the site, running parallel to the northern and north western site boundaries.

Design Considerations

A number of key design considerations have emerged following the baseline review, and should be incorporated into the evolving masterplan.

These are summarised below:

- The surface water drainage proposal will ensure that there will be no offsite discharges, as all surface water will be discharged to onsite infiltration drainage systems.
- The drainage scheme will also ensure that onsite attenuation for the 100 year storm with an appropriate allowance for climate change is provided.
- Onsite surface water attenuation will be provided in a range of sustainable drainage features.
- Onsite foul pumping station will be provided due to topography.
- These features will not only provide attenuation but also provide significant water quality and ecological benefits.



Heritage & Archaeology

A desk-based Heritage Assessment and geophysical survey has been undertaken to demonstrate an understanding of the Site.

With regards to built heritage, an assessment of setting has been made through visiting the Site and its surrounds, including careful consideration of the Listed Chartist Cottages to the east. This has followed Historic England guidance on the setting of heritage assets. The Site is not considered to contribute to the significance of any designated heritage assets through setting, and the setting of the assets is not considered to be a constraint to development.

Whilst some potential archaeological features have been detected in the southernmost area of the Site no archaeological features which would represent a constraint to development have been recorded.



Design Evolution

Access and Movement

Pedestrian access will be available via a new footway link that will be provided on the north-eastern corner of the adjacent development to connect with the existing local footway network. Potential non-vehicular connections via the Bovis site should be sought to increase permeability between the Site and the village.

The entirety of the Site is situated within Flood Zone 1 the lowest probability of fluvial flooding, and classified as being at a very low risk of surface water flooding. The provision of an on-site attenuation basin will ensure there will not be an increase in the likelihood of flooding elsewhere. Landscaping in and around the basins will create new habitats and aid in the delivery of biodiversity gains. A potential location for a foul pumping station is identified, within easy access of an adoptable highway.

The existing network of trees and hedgerows along the Site boundaries will be retained and enhanced where possible in order to maintain existing habitats and integrate the proposals into the surrounding context. There are opportunities to provide enhanced boundary planting along the southern edge of the Site, responding to the adjacent open countryside, as well as a landscape buffer along the western edge to respect the existing property to the west of the Site.

There is an opportunity for a play area to be located near the residential dwellings, providing play provision for the development and the local area.

There is significant opportunity to enhance the existing overall habitat value of the Site, thus delivering a net gain in biodiversity. This could be achieved through working with the existing features and supplementing those with new co-ordinated landscape and ecology features.

Sensitive SUDs design will include shallow margins, and species rich grassland to boost biodiversity.

A range of wildlife friendly features could be incorporated (i.e., bat and bird boxes, hedgehog highways), in addition to soft landscaping which will include habitats such as grasslands (featuring wildflower) and large vegetative buffers to the boundaries providing a permeable site for wildlife.

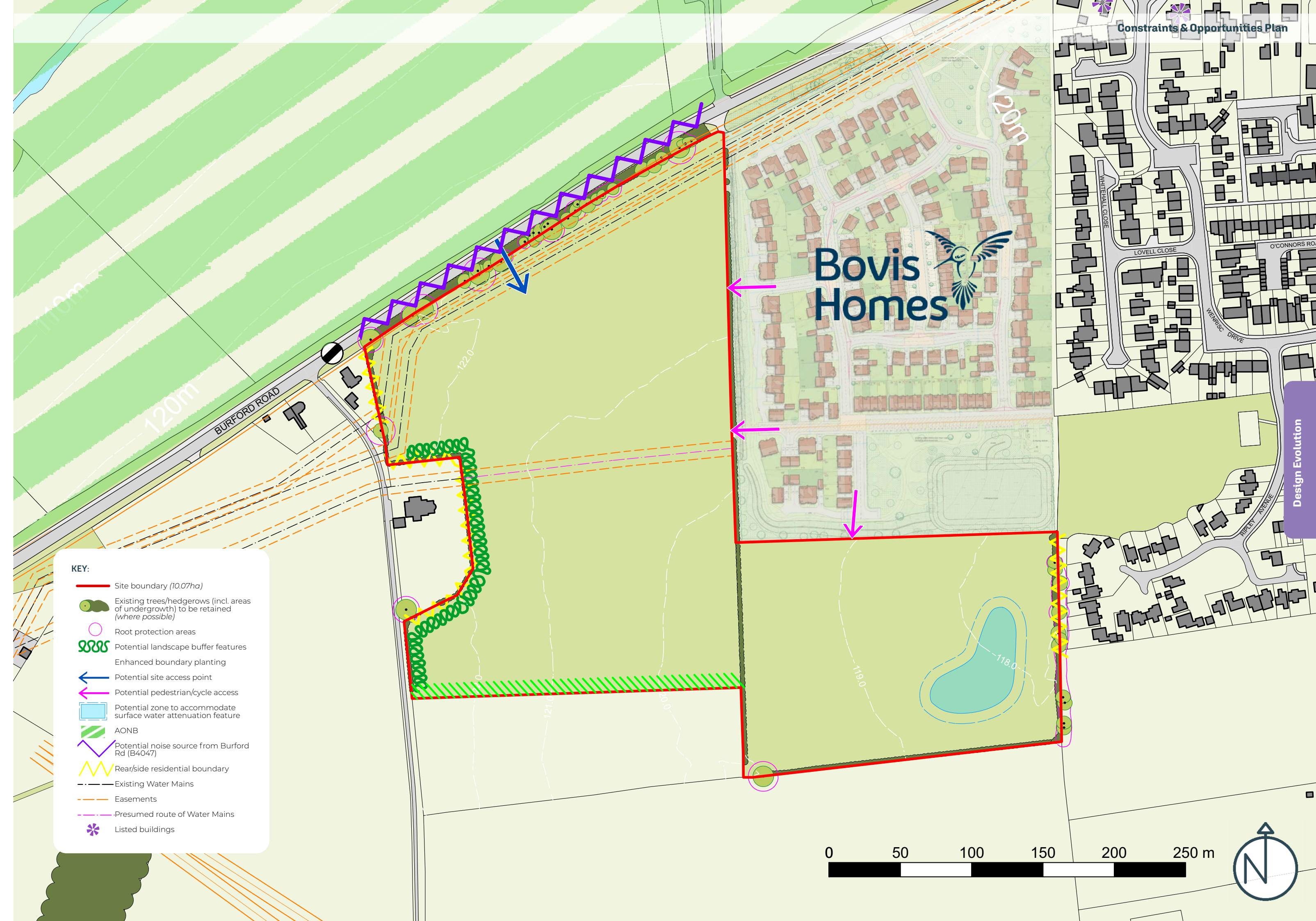
The listed buildings within the village are marked on the Listed Buildings Plan (pg.21). Through analysis it is considered that the development will not cause significant harm to, or changes to, the surrounding designated and non-designated heritage assets within the area.

Known utilities constraints are marked on the adjacent plan. This includes water mains along the northern boundary and across the centre of the Site, with their respective easements which forms a no build zone. The surrounding utility infrastructure will be assessed and the location of all utility infrastructure will be identified, further details are provided in the Preliminary Foul Drainage & Utilities Assessment.

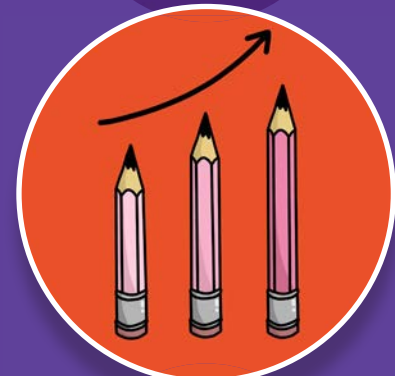
The Site gently slopes down from north-west corner to south-east corner. The orientation of streets should consider the contours sensitively ensuring that the development responds to its Site context.

Development is proposed for the majority of the Site, with the exception of public open space to the south and east of the Site and around the boundaries.

The assessments carried out indicates that the Site has capacity for up to 140 dwellings.



DESIGN AND ACCESS STATEMENT



Consultation Strategy

Community involvement is a key point within the national planning policy (NPPF) and Catesby Estates have interacted with the community and local stakeholders as part of the design process. The Statement of Community Involvement (SCI) which supports this application sets out in detail the consultation process for this Site, a summary is provided here within the DAS.

Local Engagement

Catesby Estates have actively promoted the site through the Local Plan process, the following steps have been taken to engage with stakeholders and local community:

Stakeholder engagement: Catesby Estates met with the Parish Council to present early proposals for the Site on 3 October 2022. Regular email correspondence with the Councils and Ward Councillors will continue as part of ongoing commitment to community engagement.

Public Consultation: The Parish Council and Ward Councillors were informed of the public consultation period commencing 14 October 2022

Leaflets were sent to residents and commercial businesses in the local area detailing ways to give feedback and view plans

A four page leaflet was distributed on 17 October 2022 to homes and businesses most likely to be affected by the development and asking them to view and comment on the proposals.

Consultation Website: A consultation website was set up to inform local stakeholders of the proposals and offer an opportunity to comment on the scheme. The website included a version of the illustrative masterplan and framework plan as shown.

The website will continue to be updated as the proposals for the Site progress.

Feedback: Five opportunities for providing feedback were offered (telephone, email, online feedback form, online survey or freepost), encouraging members of the public to get in touch if they had any further questions or wished to discuss the proposals in more detail.



Proposal drawings available on the consultation website



Feedback

The comments and questions raised during the feedback period have been considered as part of finalising the proposals. The SCI details the feedback and responses, a summary of these responses in relation to the design of the masterplan are as follows:

Homes too expensive - the masterplan proposals will deliver 140 homes, of which 40% will be affordable. The tenure split will be 66% rented affordable (up to 37 dwellings), 25% First Homes (up to 14 dwellings) and 9% shared ownership (up to 5 dwellings). Therefore the proposals will make a significant contribution to the delivery of affordable housing.

Antisocial behaviour issues – The proposals for the Site will be designed to Our proposals have been designed to create a safe development so that crime and disorder, and the fear of crime do not undermine quality of life or community cohesion. This will be achieved through the use of attractive, well-designed, clear and legible pedestrian and cycle routes and high-quality public spaces.

Views of Fields Impacted – The proposed homes will be designed to be set back from the existing properties to the west (Repeater House, the Lodge and White Hall Cottages) and east (Ripley Avenue, leaving space for structural planting to strengthen existing vegetation on these boundaries and help screen the development.

Impacts on Wildlife - The landscape design will seek to retain and enhance the vast majority of boundary hedgerow and trees, along with the planting of additional trees and creation of new wildlife areas. A range of wildlife friendly features will also be incorporated (i.e., bat and bird boxes, hedgehog highways), in addition to soft landscaping which will include habitats such as grasslands (featuring wildflower) and large vegetative buffers to the boundaries providing a permeable site for wildlife. We are required by policy to deliver a positive net gain in biodiversity on site. Working with the existing features and supplementing those with new co-ordinated landscape and ecology features we are pleased to be able to provide a biodiversity net gain. The ecology

Traffic Volumes - The assessment of the existing roads and junctions likely to be impacted on by traffic generated by the development indicates that there is sufficient capacity to cater for the forecast modest increase in traffic generated by the development and there will be no 'serve' impacts on local roads. The application will be supported by a framework green travel plan which will set out incentives to reduce single occupancy car journeys to and from the site, as well as securing electrical vehicle charging for future residents.

Footpath Connections - A network of existing and proposed footpaths and cycleways will be proposed to ensure that new residents have convenient access to the primary school and local facilities in Minster Lovell.

Proposed New Homes & Public Open Space

Park Gate

Burford Road, Minster Lovell

Catesby Estates is preparing proposals for a development of up to 140 new homes on 10.5 hectares (25.9 acres) of land south of Burford Road, Minster Lovell. The site is situated immediately adjacent to the Bovis Homes 'Dovecote Park' development which is nearing completion.

Our proposals include:

- Up to 140 new homes with a mix of house sizes and types, ranging from 1 to 5 bed houses (including bungalows) to meet local policy requirements
- 40% affordable housing (i.e., up to 56 affordable homes). Affordable housing is a combination of discounted rent, discounted sale (for first time buyers) and shared ownership housing, provided to eligible households whose needs are not met by the market
- Energy efficient housing in line with the Future Homes Standard, with homes achieving a 31% reduction in carbon emissions (compared to the previous building regulations)
- Electric car charging points for each new home
- New public open space including children's play equipment
- Significant new landscaping and creation of new habitats to deliver biodiversity net gains
- New walking and cycling routes connecting to the village

This will assist those looking for their first home, and lower income individuals and families get on the housing ladder in Minster Lovell

Find out more about our proposals at: www.catesby-parkgate.co.uk

Park Gate

Burford Road, Minster Lovell

As part of designing a high-quality development we are seeking your feedback on our initial proposals. We want to work collaboratively and openly with local residents to identify, understand and seek to resolve any concerns associated with our proposals before we submit a planning application.

To assist this process, we have prepared an indicative masterplan showing the potential layout of the proposed development including vehicle and pedestrian access points, public open space and green infrastructure. Plans are available to download and view on the consultation website.

You can find out more about our proposals and view our plans at: www.catesby-parkgate.co.uk

Have Your Say

The website www.catesby-parkgate.co.uk contains a range of videos, plans, images and links to topics related to our proposals and our planning application for the site progress.

Your feedback will help shape our proposals before we submit our planning application to West Oxfordshire District Council.

Comments received will be compiled in a Statement of Community Involvement document and submitted with our planning application. Any comments you make in response to these proposals will not affect your right to comment on the planning application submitted to the Local Authority at a later stage in the process.

Park Gate

Burford Road, Minster Lovell

About Us

Catesby Estates established in 1996, works closely with housebuilders, Councils, local residents and other stakeholder groups to deliver new high-quality homes on developments that are seen as a positive part of the local community.

You can find out more about Catesby Estates at: www.catesbyestates.co.uk

How To Contact Us

PLEASE LET US HAVE YOUR FEEDBACK BY NO LATER THAN MONDAY 31ST OCTOBER 2022

You Can Submit Your Feedback In A Number Of Ways:

- Online via the website www.catesby-parkgate.co.uk by completing the Have Your Say Form or the Survey Link
- Via email: info@catesbyestates.co.uk
- Via telephone: 01788 726810
- Or finally via post (no stamp required) simply using the address freepost: CATESBY ESTATES

Catesby Estates plc

part of Urban⁴Civic

www.catesbyestates.co.uk

DISCLAIMER

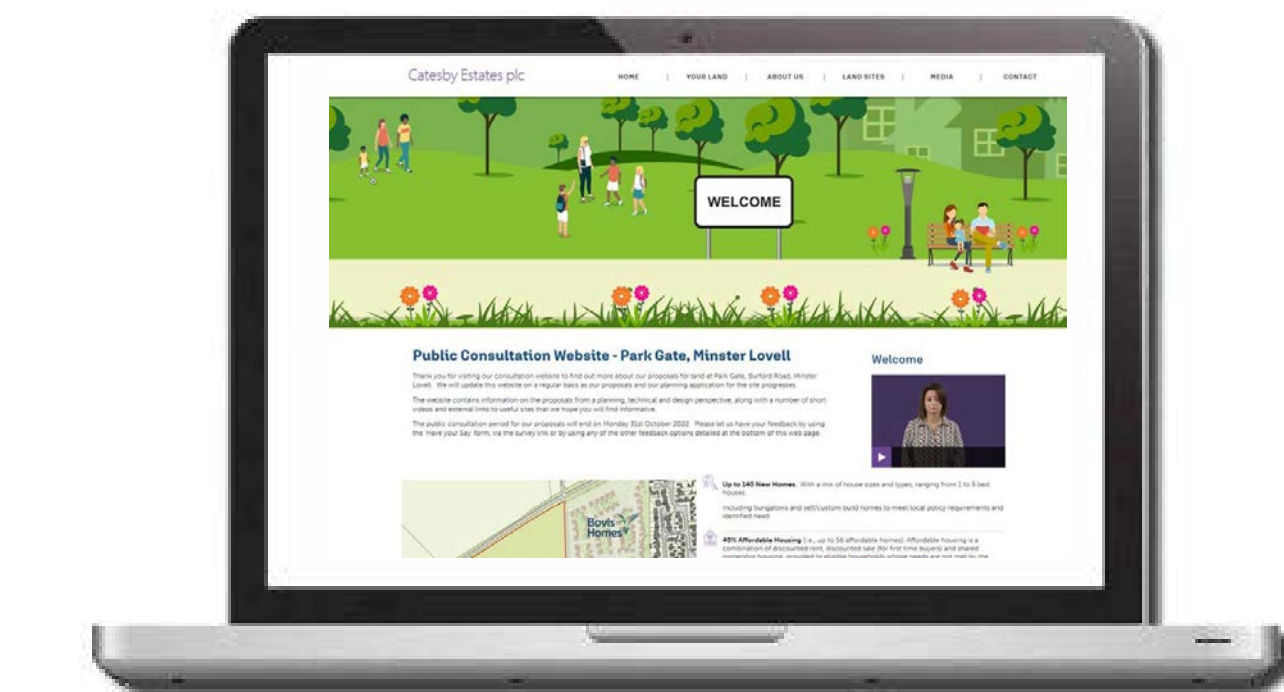
We have taken all reasonable measures to present this information with due care and it is considered correct at time of printing. However, the information contained herein, is subject to change without notice, and Catesby Estates plc and its employees and agents that have no liability in the cases for any loss, damage, cost or expense incurred or arising by reason of any person using or relying upon this information.

Changes in legislation (such as CDM) means the rules around how companies process your personal data have changed. It does not restrict individuals sharing their personal information with third parties in a way of their choosing.

This is an opportunity for you to have your say on our proposals. You are not obliged to comment on the proposal, and you are welcome to submit as much or as little information as you wish using any of the four feedback methods detailed within this literature (freepost, email, online or telephone).

All comments received will be reviewed by Catesby Estates. Your feedback will be compiled in a Statement of Community Involvement Document to be submitted with our planning application. The comments you make in response to these proposals will not affect your right to comment on the planning application submitted to the Local Authority at a later stage in the process. Your personal data will not be passed to any other parties. For more information on our policies visit www.catesbyestates.co.uk/catesby-privacy or contact: info@catesbyestates.co.uk 01788 726810

Consultation correspondence



Consultation website

How To Contact Us

PLEASE LET US HAVE YOUR FEEDBACK BY NO LATER THAN MONDAY 31ST OCTOBER 2022

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- Via telephone: 01788 726810
- Or finally via post (no stamp required) simply using the address freepost: CATESBY ESTATES

Have Your Say

We appreciate you will have your own thoughts on what's happening locally to you and we welcome your comments.

FULL NAME* EMAIL* TELEPHONE

ADDRESS* TOWN* POSTCODE*

SUPPORT (Support this scheme ?) ☐

COMMENT*

HOW DID YOU HEAR ABOUT US?

☐ SOCIAL MEDIA ☐ MAGAZINE ☐ RECOMMENDED ☐ LOCAL RADIO ☐ OTHER (PLEASE SPECIFY)

* Mandatory Fields

To view our data privacy notice and other policies, please click here

Submitting this form represents us accepting your information. The planning application is being considered, where appropriate your comments will be shared to the Council along with the application.

[Send comments & close this window](#)

Feedback form and Survey



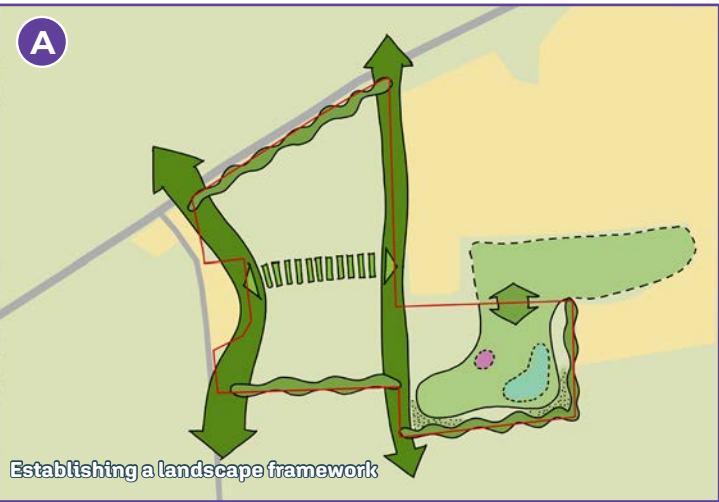
Design Rationale

The overarching concept for the Site is to create a landscaped place that works with the existing landscape, protecting and enhancing the vegetation and visual character. The landscape framework can establish a natural setting for new homes, with a variety of dwelling types to create an inclusive place for all. Connecting the Site to Minster Lovell, the Site can deliver homes, and landscaped spaces to benefit those living and working in the community and the wider district.

A The existing landscape features form the basis of a strong landscape framework, protecting and enhancing existing trees and hedgerows and establishing a connected series of a hierarchy of green corridors. A new landscape space complements the existing landscape and recreational spaces to the east of the Site, leading into Minster Lovell village centre.

B A series of pedestrian and cycle connections along the eastern boundaries provide a choice of routes for new homes within the Site to connect to the existing village, promoting active travel. Additional connections to Burford Road will connect the Site to existing movement routes and to the wider district.

C New homes settle within the established landscape framework, overlooking a variety of green spaces and landscape corridors. The Site can deliver a variety of housing types, tenures and sizes to enable an inclusive community to grow, as part of the existing community at Minster Lovell.



The Concept Plan

Following the initial concept plans, a Framework Plan has been developed to provide a more refined method to clarify the design principles for the Site.

1 Block structure - The developable area should be broken down into walkable blocks. The depth should accommodate minimum 10m long gardens, to ensure a minimum of 20m back-to-back.

2 Block frontages - Front doors and windows should face onto streets and spaces, creating a safer neighbourhood where opportunities for crime is reduced through widespread passive surveillance.

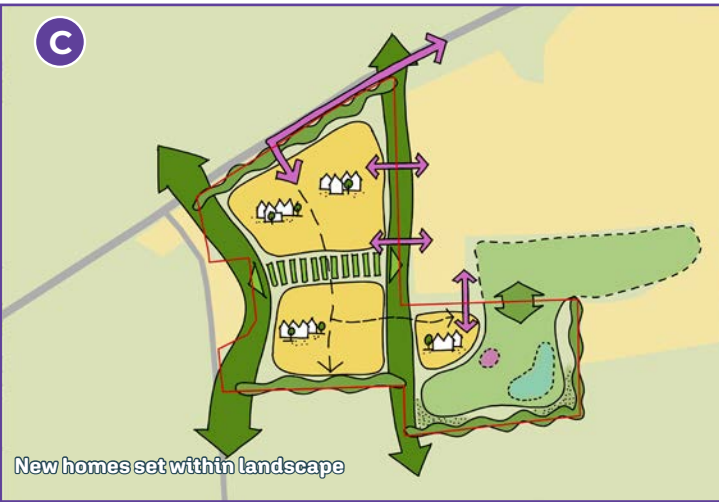
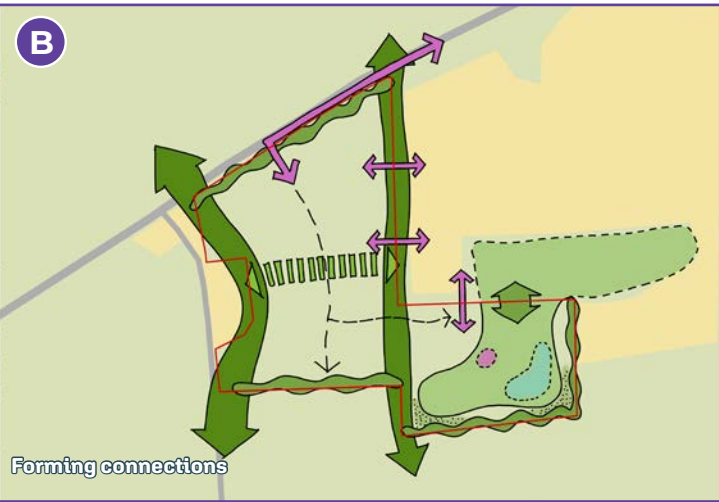
3 Site frontage - The dwellings should continue the 2 storey built form as well as a green buffer from Burford Road utilised in the neighbouring development, creating a strong, attractive new gateway into Minster Lovell.

4 Street orientation - Streets should be orientated to ensure good Site legibility. The primary street should flow from the Site access towards the landscape buffer, providing attractive views into this green community space whilst creating secure perimeter blocks.

5 Landmarks - Key landmark buildings should be positioned at entrance points to the Site, or on the corners of blocks to create distinctive gateways.

6 Landscaping - To strengthen the visual containment within the Site, extensive new vegetation should be proposed along southern boundary. Any proposed vegetation needs to blend into the existing trees and hedgerow, creating attractive streets and spaces for both people and wildlife.

7 Open space - Species rich meadow grass should be incorporated across the Site for amenity value and local habitat creation as well as providing opportunities for recreation.



- KEY:**
- Site boundary (10.07xha)
 - Proposed residential development (4.66ha)
 - Open space
 - Proposed woodland
 - Existing trees/hedgerows (incl. areas of undergrowth) to be retained (where possible)
 - Proposed landscape buffer features
 - Enhanced boundary planting
 - Proposed site access point
 - Proposed pedestrian/cycle access
 - Proposed footpath along Burford Rd
 - Primary street (indicative alignment only)
 - Secondary street (indicative alignment only)
 - Proposed recreational routes (indicative only)
 - Play area (indicative only)
 - Approximate zone to accommodate surface water attenuation feature (indicative only)
 - Location for foul pump station (indicative only)
 - Key frontages
 - Landmark buildings
 - Indicative street connections



4

The Illustrative Masterplan

The Proposal

An Illustrative Masterplan has been prepared to demonstrate one way in which the Site could be developed, taking on board the technical and environmental assessments that have been undertaken. The Site has the capacity to deliver up to 140 dwellings, 40% of which will be affordable.

Creating an integrated neighbourhood

The proposals will:

- Increase local **housing choice** - providing a mix of dwelling types, tenures and sizes which cater for a variety of households, including the elderly and those wishing to work from home;
- Support new and existing **communities** by providing a new equipped **play area** and **green communal space**;
- Support **local facilities** and **businesses** by bringing new residents to the village, therefore helping to maintain the viability, sustainability and vitality of the wider district;
- Promote **sustainable modes of travel** by creating low-speed, pedestrian and cycle-friendly streets.
- New recreational walking and cycling routes providing active travel **permeability** within the Site, meanwhile a **new footpath** along Burford Road will **connect** residents into the settlement;
- Create **sensitive transitions** between new development, existing village edges and the wider countryside by providing lower density housing along the edges.
- Continue the rear building line of the adjacent residential development, to create a **seamless village edge** and a sense of **cohesiveness**.

Achieving distinctiveness and identity

The proposals will:

- Create a high-quality, locally inspired new residential **gateway** into Minster Lovell;
- Create a strong framework of connected and **well-overlooked streets and spaces** - with carefully considered building lines and dual aspect corners;
- **Vary residential density, pattern and form** to create a range of memorable spaces and building groupings that help people find their way around;
- Establish a **landscape buffer** to enhance views on to mature vegetation along the southern extent of the Site, promoting good neighbourhood **placemaking** and establishing a strong and positive legacy for the new community.
- Respect and safeguard **the open countryside** by providing landscape buffers; and
- Create new streets and landscaped spaces which relate well to **topography** and frame **views of the countryside**.

Establishing a strong green and blue infrastructure network

The proposals will:

- Ensure that residents can live in **harmony** with nature, by retaining approximately **50% of the Site as natural, green space**;
- Create a connected and accessible **green space network** founded upon the retention of existing landscape features;
- Provide landscaped green spaces which encourage **physical activity and social interaction** (such as play areas, trim trail, community amenity space and tree planting);
- Create streets with trees, landscaped verges and locally inspired **hard and soft landscaping themes**;
- **Capture and manage water** creatively using attenuation basins to contribute to local habitats;
- Provide a choice of circular **recreational routes** and spaces for exercise and enjoyment of nature, as well as the opportunity for tranquillity away from built-up areas;
- Provide a place for wildlife to live and thrive, strengthening **biodiversity**.





Placemaking Strategy

The illustrative masterplan proposals demonstrate strong urban design and placemaking principles, delivering a place that people will want to live in as well as creating spaces for informal recreation with safe and liveable streets.

Gateways

The access to the Site will be designed to create a landscaped gateway into the Site, framed by existing mature trees and planting along Burford Road. On entering the Site, a formal landscaped space will be framed by a strong residential frontage addressing the gateway and Burford Road. Further gateways into the Site for pedestrian and cycle connections will be framed by hedgerows and landscaping, with homes overlooking the routes to promote safe and well overlooked connections.

Focal Points & Nodes

The open space to the east forms a green focal point for the new and existing community, bridging the gap between the Site and the existing settlement. The space incorporates a variety of landscape typologies with different functions, encouraging all members of the community to come together. The space is connected by a choice of routes to promote activity as part of healthy lifestyles, encouraging well-being.

Along the primary street, a series of nodes mark transitions in character and informal spaces framed by buildings. The nodes add interest and variety along the street and aid in transitioning between different densities and subtle variations in architecture and built form.

Landmark Buildings

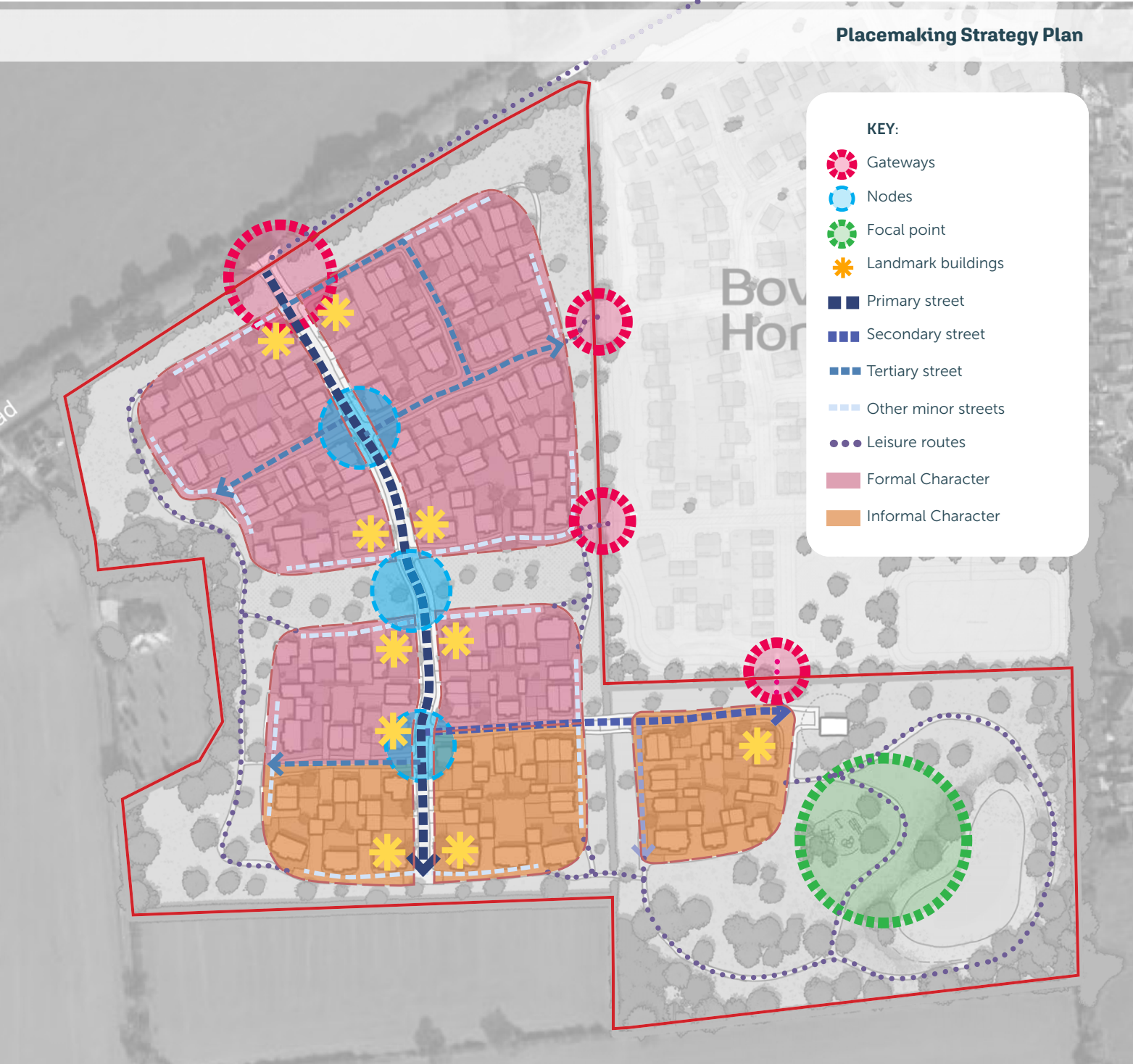
At key corners and terminating vistas along streets or across open spaces, landmark buildings are identified. These provide opportunities for aiding wayfinding and adding interest through changes in architectural detailing or built form.

Character Areas

The character areas proposed respond to the existing context, with higher densities proposed within formal character area to the north along Burford Road as a key existing movement corridor and public transport route. To the south, within informal character area, where homes overlook open space and open countryside, lower densities are proposed.

Routes

A network of recreational routes meander through the landscaped spaces and connect new homes with nature and landscape. The streets within the parcels provide safe, attractive routes for people to move freely within the Site and through to the existing settlement.



Example of landscaped streets



Example of a shared street

Landscape Strategy

The vision for the proposal is to deliver a landscape-led and design sensitive addition to Minster Lovell. The landscape strategy forms the basis of the masterplan framework, creating a series of connected green corridors within which new homes and new open spaces will sit.

Green Corridors

Green corridors are formed along existing hedgerows and tree lines, retaining and enhancing these landscaped features to frame and contain the proposals. The corridors support the growth of habitats and play an important role in achieving biodiversity net gain on the Site. The east to west green corridor creates a new landscaped space for homes to overlook, providing informal recreation space.

Public Green Space

The primary area of open space is placed to the south east, containing a variety of landscape typologies including woodland, wetlands, play, orchards and informal recreation and green space. This area forms a natural extension to the recreation ground and area of open space supporting the existing homes in Minster Lovell, and connects through to the Primary School and community facilities on Brize Norton Road.

Landscape and Woodland Buffers

Where appropriate, along boundaries, additional native planting will strengthen landscape buffers to contain the Site and maximise visual screening in views from the surrounding area towards the Site. Woodland buffers create a variety of species of planting to support Biodiversity Net Gain and help to contain the proposed open space.

Play Area

The play area forms a focal point within the proposed open space, encouraging children and families to enjoy the outdoors. The play area will be screened and sheltered by tree planting.

Attenuation Feature

The attenuation basin is located at the lowest point of the Site to support a sustainable drainage approach. The feature will be beneficial not only for drainage purposes but also for water quality and ecological purposes, strengthening the diversity of landscape typologies within the proposal.

Orchard Planting

Blocks of orchard planting will provide interest for residents and increase biodiversity on the Site. These planting areas take reference from the historical allotments that form part of Minster Lovell's rich history.



Example of orchard



Example of attenuation pond

- KEY:
- Public green space
 - Existing hedgerows
 - Proposed new hedgerows
 - Existing trees
 - Landscape buffer
 - Woodland buffer
 - Potential orchard planting
 - Green corridors
 - Attenuation basin
 - Play area



Framework Plan

The framework plan opposite sets the parameters for the proposed development.

Land use

The whole developable area of the Site (approx. 4.6 Ha) will comprise residential use.

The dwellings will be designed to reflect the character and aesthetic qualities of the wider Minster Lovell area, taking cues from the design features within the settlement. High quality materials that complement the vernacular will aid the integration of this development with the settlement. The overall average density is approximately 30dph.

The illustrative masterplan proposes a variety of house types, providing a range of sizes catering for different needs. The internal layouts will be designed to meet the requirements of National Minimum Standards and will consider market preference and modern living. The proposals will take into account standards set out in the West Oxfordshire Design Guide.

Houses will consider designs which allow flexibility and adaptation, enabling residents to put down roots within the community and stay throughout different stages of life. The proposals will ensure there is a wide range of choice.

The proposed housing mix would broadly be in compliance with recommendations of WODC, unless local circumstances at the time of an application justify a different mix. The proposals consist a mix of detached, semi-detached and terraced homes. Typologies are located depending on desired character along streets and overlooking green space.

Affordable housing policy for WODC requires 40% affordable homes as part of new developments of this scale. He masterplan proposals incorporate 40% affordable housing, distributing these evenly across the Site through a tenure blind approach to promote an inclusive and integrated community.



Example of open green space

Parking strategy

Parking provision (including allocated and unallocated spaces) will be provided in compliance with relevant standards, with majority of spaces provided on plot. Parking should be designed so as to not dominate the street scene, placing parking behind the building line where possible.

Visitor spaces, predominantly unallocated along streets, will be provided in accordance with standards. These will be evenly distributed across the proposals to ensure all homes are in close proximity to visitor spaces.

Adequate cycle storage will be made for all properties to encourage the use of alternative modes of transport to the car.

Access and movement

The access point is proposed along Burford Road, in the form of a T-junction. The location avoids removal of existing high quality trees and enters the Site centrally along the northern boundary to enable homes either side of the gateway to form a positive entrance to the scheme.

A pedestrian footpath will connect from the Site eastwards along Burford Road into Minster Lovell. Three further pedestrian and cycle access points are shown connecting to the adjacent Bovis site to increase permeability between the Site and the settlement.

The internal street network is indicative only, but proposes in principle connectivity to all development parcels. Their exact alignment will be determined at Reserved Matters stage to work with the development pattern. The primary street should be designed to incorporate street trees and landscaping, with footpaths either side. The building line should be more formal in the north and transition to more informal towards the southern extent of the Site to create a transition in character along it's route. A secondary street will connect to the Eastern development parcel and also provide access to the foul pumping station.



Example of kids play area

Indicative leisure routes meander through the landscape space connecting to the residential parcels to encourage an active and healthy community.

Building heights

As stated in the key, building heights will be up to 2 storey (10m to ridge line) to ensure built form responds to the existing settlement character, whilst respecting the countryside edge.

Landscape

The framework plan sets out parameters for landscape and open space. Where possible, existing Site vegetation will be retained and enhanced with locally characteristic, native species. This will protect and support existing habitats and aid with screening and visual containment of the development. Woodland planting to the south east will further support this landscape approach.

The attenuation feature is located at the lowest point of the Site as part of the landscape proposals, and will aid in the creation of habitats as part of a diverse landscaped space.



Example of recreational route



The Conclusion

This document has set out our design for the development of land to the south of Burford Road, Minster Lovell. The proposals are demonstrably deliverable based on the Site assessment work that has been carried out to date, and the Illustrative Masterplan describes a high quality and locally distinctive new residential offering for Minster Lovell.

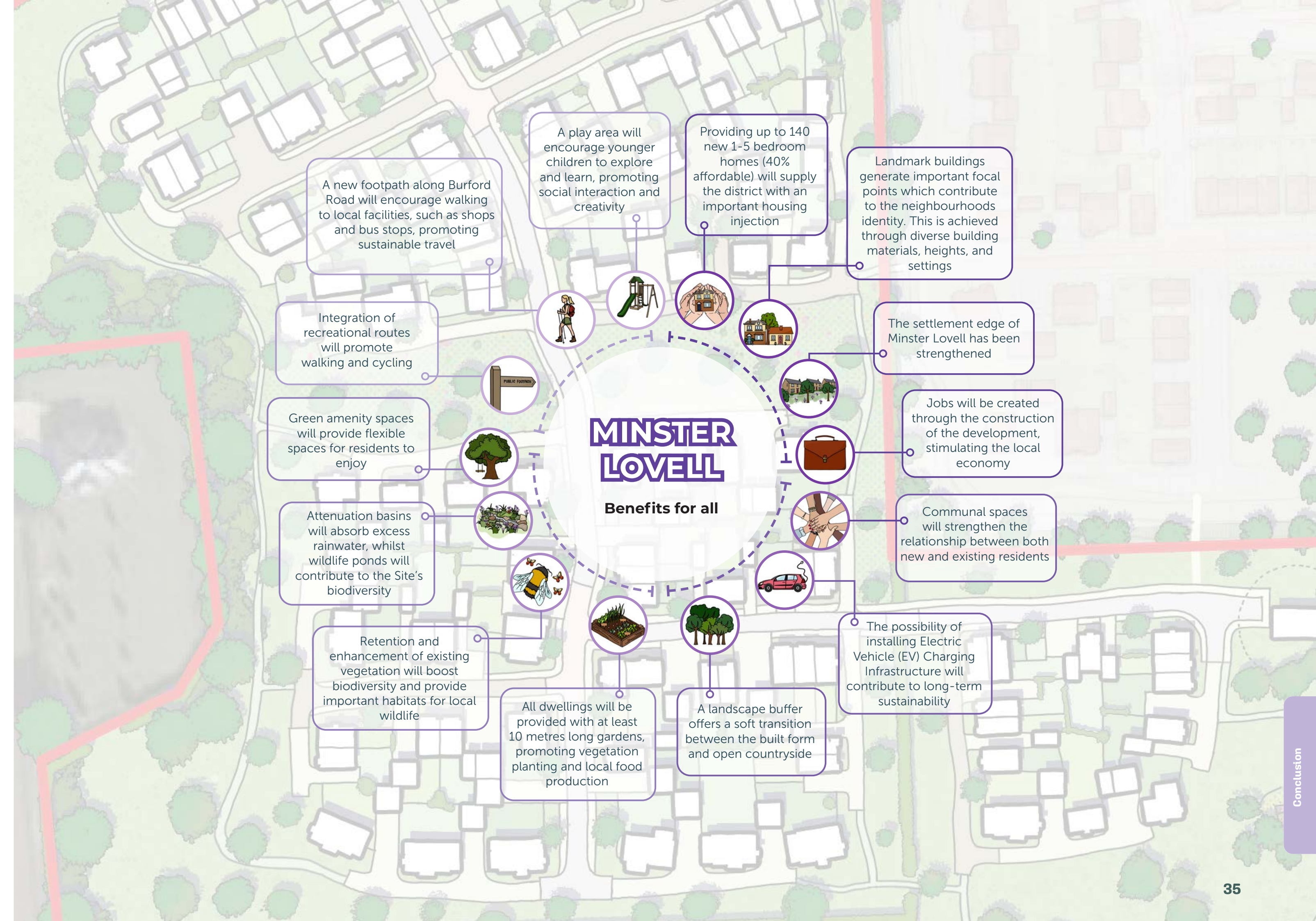
The Site itself is consistent with local policy given that it proposes a highly landscape-led and biodiversity-rich residential scheme, with the interest of the environment and community at its heart. The Site represents a logical extension to Minster Lovell.

Placemaking is central to the proposed development and the proposals are in accordance with the strategic placemaking principles. The development will offer an efficient number and mix of house types, sizes and affordability, that will be of an appropriate density.

The landscape-led scheme is designed to create interest and distinctiveness through a hierarchy of streets introducing different functions and characters. It provides new areas of public open space and diverse recreational routes, linking to the wider countryside. With Green Infrastructure forming an integral part of the proposals, existing habitats will be enhanced, enabling increased biodiversity for wildlife. These habitats include attenuation basins, amenity grassland and areas of scrub set within a landscape buffer, benefiting both the community and wildlife.

An equipped play area will promote outdoor activity and cognitive learning of the younger generations, whilst green amenity areas will provide tranquil spaces for both the new and existing residents to agglomerate.

This is a fantastic opportunity to create a legacy, the delivery of a mix of uses which will build on recent growth in the town to help create a sustainable and vibrant community.



Buildings for a Healthy Life

(July 2020)

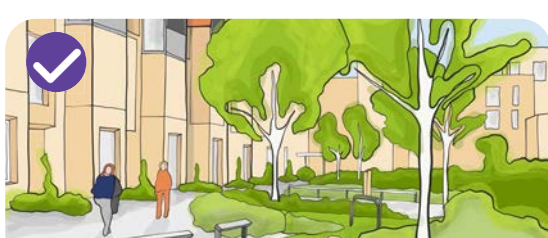
The 12 principles set in the recently published BHL document additionally helped structure the masterplan. These principles have been categorised into three sections:

- 1. Integrated neighbourhoods;
- 2. Distinctive places;
- 3. Streets for all.

Inspired by BHL, the following checklist ensures that the Minster Lovell scheme brings plentiful benefits to both people and nature through the creation of a cohesive, attractive, and overall more sustainable development.



Building for a Healthy Life considerations	Justification
1) Natural connections Create permeable, green corridors to better integrate both wildlife and people across the surrounding landscapes.	Yes , new connections provided to existing context, new footpaths and cycling links, connected to local trails and paths. New green links connect habitats and create new recreational routes connecting to the footpath network.
2) Walking, cycling, + public transport Routes should be attractive, safe, and enjoyable, and which discourage private vehicle usage.	Yes , the masterplan provides additional walking and cycling routes, and there are existing bus stops nearby, promoting sustainable means of transportation.
3) Facilities and services Establish diverse social infrastructure which is accessible to all, and which promotes outdoor activity.	Yes , the development will deliver generous public open spaces and new play areas, with recreational links to the existing network.
4) Homes for everyone Varied housing + tenure forms should be dispersed across the site, and all residents deserve equal opportunities.	Yes , the dwelling mix in the masterplan is varied and will meet the local housing requirements with a provision for 40% affordable homes evenly distributed and tenure blind.
5) Making the most of what's there Transform urban + natural threats into unique opportunities through asset enhancement.	Yes , the masterplan framework responds to and enhances existing features on site and in the surrounding context.



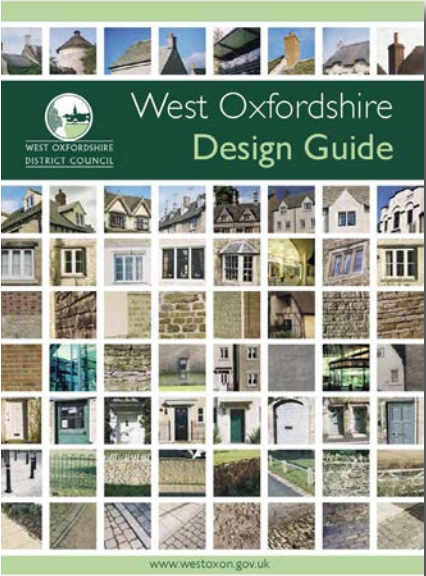
Building for a Healthy Life considerations	Justification
6) A memorable character Compliment the locality of the area (from integrated landscape design to distinctive architectural detailing.)	Yes , this is the whole basis for the design, the masterplan framework has been designed to follow local distinctiveness and create characterful streets.
7) Well defined streets and spaces Transform the streets into a genuine experience by designing active and interesting edges.	Yes , the streets and spaces are defined with landscapes features and a clear hierarchy is present.
8) Easy to find your way around Character areas, landmarks, and nodal points should assist in the proprioception of residents.	Yes , there is a clear primary route through the masterplan. Green nodal spaces, defined streets and landmark buildings provide legibility and means of wayfinding through the settlement.
9) Healthy streets Build streets not roads (attractive spaces for social interaction and activity, upon transport and movement).	Yes , the masterplan is designed to ensure this is a liveable and safe place. Street trees help to create green, healthy streets.
10) Cycle and car parking Provide diverse vehicle parking solutions, but design even more creative and accessible cycle parking alternatives.	Yes , sufficient car and cycle parking will be provided in legible places and is integral to the streetscape and landscape.
11) Green and blue infrastructure Natural networks should help structure the whole masterplan, to enrich sensory experience and biodiversity.	Yes , the whole design of the masterplan is landscape-led, ensuring the development is set within generous and sensitive landscaping promoting biodiversity and well-being of the wider community.
12) Back of pavement, front of home Define the private realm, providing residents with confidence in their ownership which encourages plot personalisation.	Yes , the masterplan is clearly defined through public and private spaces.



West Oxfordshire Design Guide

(April 2016)

The West Oxfordshire Design Guide (WODG) describes the qualities and characteristics that make West Oxfordshire special, setting out ways in which good design can protect and enrich the character of the area. The checklist below summarises how the proposals respond positively to the relevant guidance set out in this SPD. Some of the SPD's guidance relates to matters of detail such as building design and material selection, these would be considered at Reserved Matters stage, and are not covered in this summary.



West Oxfordshire Design Guide considerations	Justification
11.3) Understanding the Site and Context "...fundamental to the success of any subsequent proposal will be a comprehensive analysis and understanding of the site and context. Only with this in place can a genuinely meaningful design solution be reached"	Thorough and appropriate analysis of the site and its physical, social and economic context has been undertaken, as set out in Chapter 2 of this DAS and within supporting documents. The questions in 11.4 of the WODG have been used as a guide. This analysis has informed the proposals for the masterplan, ensuring the scheme responds meaningfully to its context and local character.
11.5) Larger Development Proposals "...ambition when designing larger schemes should always be for high quality, distinctive and meaningful place making; for the creation of highly desirable places to live..."	The ambition for the proposals as set out in this DAS align with the aspirations set out in the WODG for larger development proposals, seeking a high quality, distinctive place and meaningful placemaking principles. The proposals promote a desirable place to live by providing homes set within landscape with strong connections to green space and the existing facilities on offer within the settlement.
11.6) Character "...For any development to be successful, it is fundamentally important that it has a strong and distinctive character".	The analysis of the local landscape character has informed the landscape proposals for this Site, strengthening and enhancing existing hedgerows and proposing native species for additional planting where appropriate. Long distance views of the site from the surrounding landscape, albeit limited, have been considered as part of the visual assessment, summarised on page 16. The residential proposals demonstrate a subtle change in character in response to context, with a more formal character to the north, addressing Burford Road, and a more informal character to the south, overlooking the proposed landscape.
11.7) Existing Site and Context "...Following analysis of the site, early consideration should be given to what existing aspects or features of the site might be retained, enhanced, exploited or better revealed..."	The proposals protect and enhance existing landscape features such as boundary hedgerows and trees, incorporating these into the landscape framework and enhancing through additional planting and habitat potential. The topography of the site has been considered in developing a SuDS strategy, locating the attenuation feature on the lowest part of the site, incorporating this into the landscape proposals.

National Design Guide considerations	Justification
11.8) Connections and Streets ..."Larger schemes should be carefully integrated into their surroundings by reinforcing existing road, cycle and pedestrian routes; and by creating new ones..."	Existing routes into Minster Lovell are connected into through a network of footpaths and streets as part of the movement strategy for the Site, helping to promote active travel for every day needs. The footpath connections east pick up desire lines for walking and cycling into Minster Lovell to access existing facilities such as shops and the school. The access point into the site has been carefully considered to create a safe and attractive gateway into the site, with minimal impact on existing trees along Burford Road, retaining the landscape character along this route. The access leads onto a clear hierarchy of streets, with the primary street running north-south, and secondary and tertiary routes connecting east and west through the proposed development parcels. Homes positively address the streets, creating enclosure, with parking predominantly behind the building line.
11.9) Housing and Buildings ..."Residential developments should have a mix of housing types and tenures that suit local requirements".	The proposal include a variety of dwelling types, sizes and tenure to support local need, aligning with relevant policy requirements. The density of the proposals is approximately 30dph, which supports the need for sustainable densities, whilst being considerate of the local context. The illustrative masterplan indicates a more formal approach to street scape to the north, along Burford Road and the primary street, whilst to the south, the streets transition to a more informal character in response to the landscape context.
11.10) Services and Facilities ..."Where sufficient services and facilities are located close by, care should be taken to ensure that these are easily accessible by car, cycle and on foot".	The proposals incorporate a new play area as part of the landscape proposals to support the new and existing residents within the community. An assessment of the local services and facilities is set out in chapter 2, indicating that Minster Lovell provides a good level of provision for every day needs, supported by public transport connections to Witney for more wide ranging facilities.
11.11) Landscape and Open Space ..."consideration of "what types of open space might be appropriate, where these might be located, how they might be accessed, how spaces can be multi-functional and serve a wide age range, and how they might contribute towards enhancing biodiversity and the overall network of Green Infrastructure".	The proposed open space to the south east of the Site provides a multifunctional space incorporating play, walking trails, potential for habitats within woodland and wetland areas, as well as the potential for orchard clusters as part of community food growing. The landscape proposals contribute towards enhancing biodiversity as part of the overall network of green infrastructure across the Site. The density of the residential proposals enables good sized gardens for dwellings.
11.12) Biodiversity and Green Infrastructure "...negative impacts on biodiversity should be minimised and gains in biodiversity sought where possible".	Through working with the existing features of the site and supplementing those with new co-ordinated landscape and ecology features, the Site delivers a Net Biodiversity Gain, which is detailed further in the Ecology Report.
11.14) Car Parking and Storage ..Resident and visitor car parking and garaging should be sufficient, (...) well integrated so that it does not dominate the street, and located close to people's homes".	The proposals are designed to accommodate the required parking provision for all homes, integrating parking within the layout so as not to dominate the street scene. A range of parking solutions will be provided appropriate to the type of dwelling and context within the scheme. The layout of streets has been considered to ensure refuse vehicles can access homes appropriately as part of a refuse strategy, which would be detailed at Reserved Matters stage.
12.3) The Site and Layout (Sustainable Building Design) ..."A sustainable development approach is one which values and sustains or improves the character of the site. Existing features, such as topography, vegetation, watercourses and built structure should be retained wherever possible".	The proposals seek to connect to the existing settlement with multiple pedestrian and cycle connections to promote reduced reliance on the car for journeys into Minster Lovell for access to local facilities. Existing landscape features are retained and enhanced as part of the landscape proposals. The proposed framework provides flexibility in the layout of streets and dwellings to benefit from energy saving layout designs. The proposals deliver a Net Biodiversity Gain through careful design of the layout and proposed landscape, supported by SuDS, primarily in the form of an attenuation feature which provides added habitat value.
13) Biodiversity and Protected Species ..."A sustainable development approach is one which values and sustains or improves the character of the site. Existing features, such as topography, vegetation, watercourses and built structure should be retained wherever possible".	As set out in the earlier responses, the proposals enable a Net Biodiversity Gain, through working with the existing features and supplementing those with new co-ordinated landscape and ecology features. Further details are provided in the Ecology Report.

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