



**Vision Document**

Proposed Residential Development at  
Oxford Road, Kidlington  
October 2017

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# INTRODUCTION

## 1.1 PURPOSE/ BRIEF

This Design and Access Statement has been prepared to support a promotion through the local plan for up to 175 dwellings (market/affordable), retirement living complex, public open space, vehicular access and ancillary development on land off Oxford Road, Kidlington.

The aim of any future application will be to provide the site with a sustainable new development in a suitable location which will bring with it social, environmental and economic benefits.

The purpose of this document is to demonstrate the evolution of the design; establish key design principles; and illustrate that the proposed scheme is appropriate for the site. The statement focuses on the relationship of the proposal to the local character, takes into consideration site constraints.

## 1.2 APPLICANT

Established in 2010, and based in Northamptonshire, Manor Oak Homes is a multidisciplinary company that specialises in promotional agreements and option agreements for strategic land development opportunities.

## 1.3 BRIEF

The design team were instructed to appraise the sites and surrounding context and prepare a high level masterplan responding to the sites constraints.

This vision document has been informed by specialist consultants including:

- JPP Consulting – Flooding/Drainage and Highways;
- Asset Heritage – Heritage;
- Aspect – Ecology/Arboriculture/ Landscape and Visual Impact;
- RG+P – Masterplanning/Architecture.
- Carter Jonas - Planning Statement



manor  
oak  
HOMES  
*building for the future environment*

# INTRODUCTION

## 1.4 PLANNING CONTEXT

Kidlington is the third largest urban settlement in the administrative area of Cherwell District Council. As such, it is recognised by the Council in planning policy terms as one of its most sustainable locations, where all forms of new development can be found to be acceptable.

Its planning policy recognition as a location for new development is amplified by its geographical proximity to Oxford and the accessibility benefits it has to the city, across the full range of transport opportunities.

It is beyond any reasonable planning dispute that Kidlington is a fully sustainable and accessible location for new development.

National level planning policy, enshrined within the relevant terms of the National Planning Policy Framework (NPPF), sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. Indeed, in planning decisions, it makes clear that there is a presumption in favour of sustainable development and that development which is deemed sustainable should be approved without delay. Further, and importantly, that the most efficient use of all available land should be encouraged.

The Council's draft site allocation, as presently set out within the terms of emerging Policy PR7b of the Cherwell Local Plan 2011-2031 (Part 1): Partial Review – Oxford's Unmet Housing Needs, has not been based on a proper and considered assessment of the site's actual capacity for new development, fully mindful of the opportunities and constraints to possible development that Manor Oak Homes have undertaken herein. This Vision Document demonstrates how a more efficient and best use of the available site area can be delivered, whilst at the same time protecting the important, identified features of the site.

The illustrative site layout sets out how approximately 175 homes could readily be constructed over the available, developable part of the overall 7.1ha site area. That equates to an average net density of around 25 dwellings per hectare, which is equivalent to the net density suggested by the Council in the draft policy for 100 homes over only 4ha of the overall site area. This is plainly a more efficient use of the available site, as the NPPF requires within the stated terms of its 'Core Planning Principles' (paragraph 17).

Crucially, the increased provision of housing over the site is not at the expense either of any of the important, identified site characteristics:

- Full connectivity within and outside of the site to the adjoining residential area to the north can be provided, along with the opportunity for formal linkage to the recreational land to the south and the Oxford Canal to the west;
- The planned for retention of a large part of the site as undeveloped land for the creation of a nature conservation area;
- Net biodiversity gains on a site-wide basis, including the retention of all trees wherever possible and the management and improvement of hedgerow habitats, along with green links through the site and a new landscape buffer around it;
- The listed Stratfield Farmhouse is retained and improved by bringing it back into good use as a retirement living block, thereby improving into the bargain the mix of available housing types within the available site area, particularly mindful that dedicated accommodation for the elderly is a growing housing requirement and is in general short supply;
- The existing orchard to the listed farmhouse is maintained and kept as an integral part of the prospective site layout;
- In short, this document demonstrates an overall site

layout, that transitions in a sensitive manner, the optimum development potential of the site area, through from the existing built edge of Kidlington and on beyond to the canal corridor in the west, to recreation space to the south.

Mindful too that the site sits within a part of the wider Oxford Green Belt, this more efficient development of the available site area, with the inclusion of additional homes, above and beyond that presently envisaged in the terms of the draft policy, would assist with the longer term protection of other Green Belt areas, given that it would then be less likely that such additional areas are required for release for development.

There is nothing identified through this careful site analysis that suggests anything other than that the proposals contained within this Vision Document cannot be readily delivered, and all in full compliance with the prevailing planning policies, both nationally and as emerging through the Partial Review Plan process.

The key community benefits and policy benefits to be most mindful of being:

- concentrating new development within one of the District's most sustainable and accessible settlements;
- the more efficient use of an available site at the periphery of the existing Oxford Green Belt with Kidlington, likely assists to avoid additional Green Belt land in less sustainable locations from being developed and which introduces a new, defensible edge to Kidlington by synchronising new proposed developments with the existing adjacent sports pitch facilities;
- delivery of a full mix of new residential accommodation, including additional market housing, 50% affordable housing and retirement living units;
- a full provision of all required financial and land contributions necessary, including to assist delivery of a bridge over the Oxford Canal, on site recreation areas, allotments and off site sports contributions;

- 
- opportunity to enhance connectivity to and boost use of existing local sports facilities;
  - introducing increased public access to new and improved areas of nature conservation and informal recreation.

The scheme recommends changing the shape of the current conservation target area to a triangle, rounding off the conservation target area that extends to the South, whilst maintaining a similar acreage.



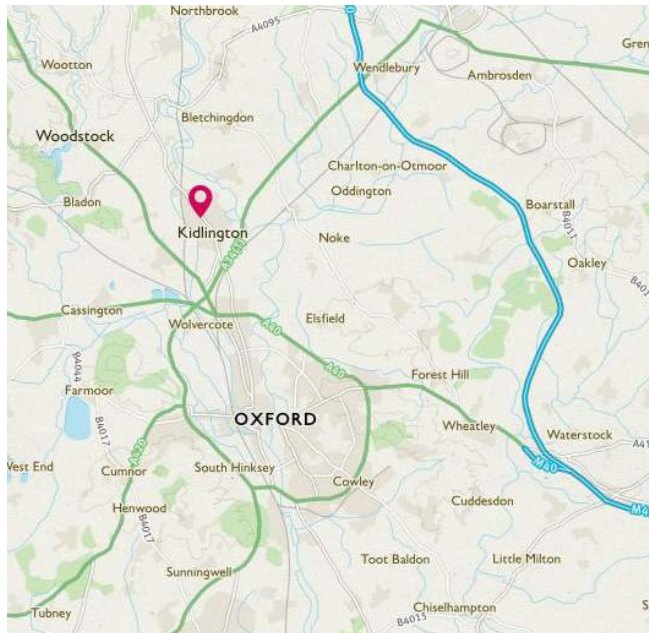
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**CONTEXT**      **ANALYSIS**  
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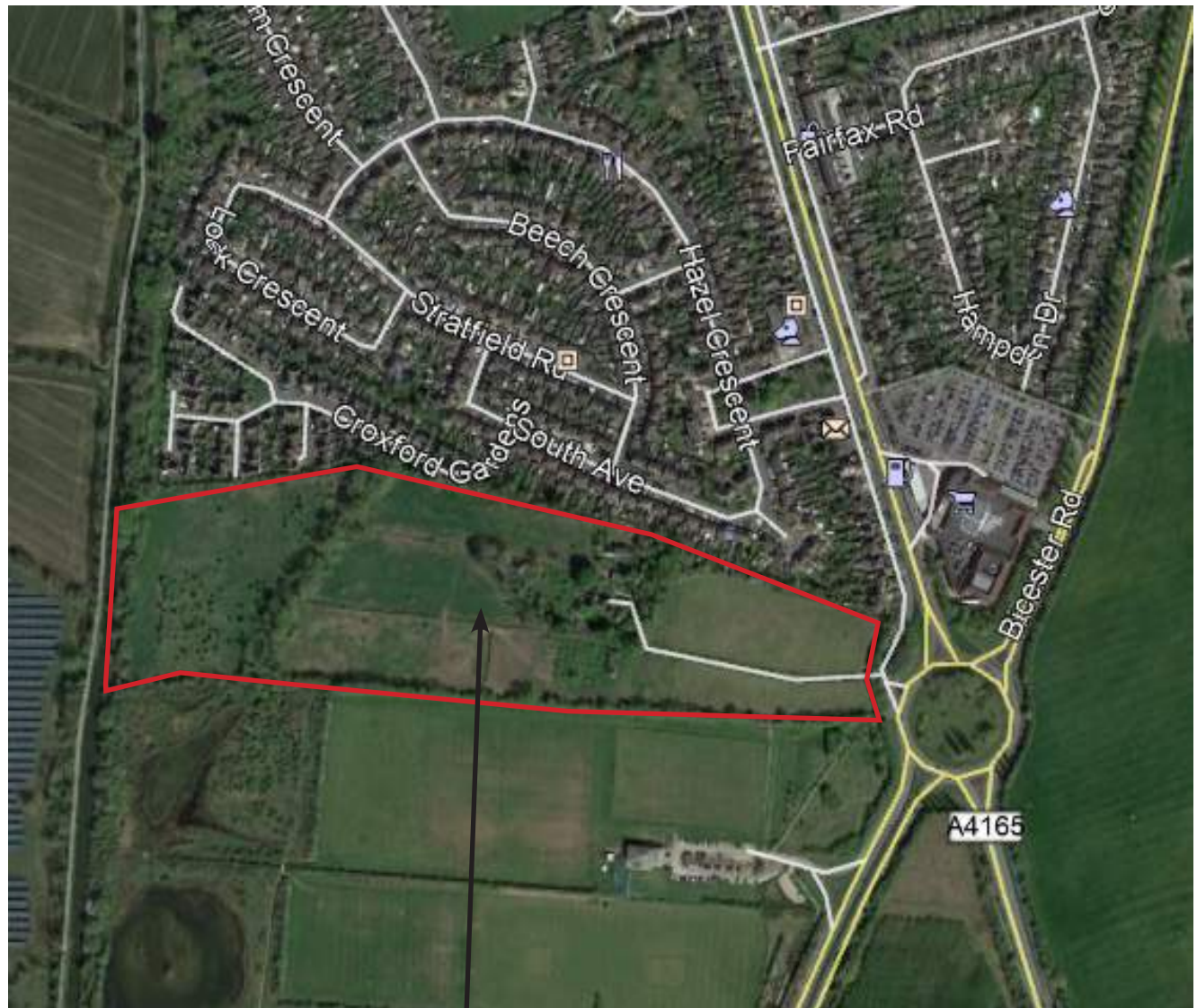
## CONTEXT ANALYSIS

### 2.1 LOCATION

This section analyses the existing character of the site and its surrounding area. A comprehensive appreciation of the overall site context is the starting point of designing a successful and distinctive place.



Kidlington is a large village and civil parish between the River Cherwell and the Oxford Canal, 5 miles north of Oxford and 7.5 miles southwest of Bicester. The application site lies alongside the southern edge of Kidlington. It is bounded to the west of A4260. The application site also incorporates Stratfield Farm and borders Stratfield Brake Sports Ground to the south.



SITE

AERIAL MAP



## CONTEXT ANALYSIS

### 2.2 THE SITE

The site is approximately 7.1 ha and currently comprises an area of agricultural land between the Oxford Road (A4620) and Kidlington roundabout in the east and to the Oxford Canal in the west. To the north lies a late 20th century residential development and to the south a sports ground.

In the central-eastern part of the site stands the Grade II listed farmhouse called Stratfield Farm, an early 19th century house, with a number of outbuildings to its north.

The site also consists of formal orchards on the southern end and also the orchard to the west.



## CONTEXT ANALYSIS

### 2.3 SITE PHOTOGRAPHS

The associated images have been taken to inform the sites context.





2.3 SITE PHOTOGRAPHS





CONTEXT ANALYSIS



## CONTEXT ANALYSIS

### 2.4 HISTORICAL CONTEXT

By the late 13th century, a large arable field called Statfield (later Stratfield) had been brought into cultivation as part of the open-field agricultural system of Kidlington and Thrupp which was in use until enclosure in 1818. The medieval name of the field, 'stodfold' (stud fold) suggests that it was formerly pasture. During the 19th century Kidlington and Thrupp had between 10 and 18 farms, this number gradually declining; the principal of these included Stratfield Farm and four others.

Stratfield Farm is shown as being present on the 1833 Ordnance Survey map (and is depicted in more detail on the 1876 and later OS maps). The farmhouse was listed at Grade II in 1988; the Historic England listed building description dates the building to the early 19th century, but it is possible that it has earlier origins (the building will be assessed in detail for any future application for listed building consent).

The 1876 OS map shows the farmhouse and outbuildings with an orchard to the west, all encompassed by a large field enclosure. The farmhouse is depicted at the south-western corner of a yard partially enclosed on the north, west and east sides by outbuildings and at the south-east corner by walls.

The main driveway was on the line of the present access from the Oxford Road (now taken from a slip-road off the large Kidlington roundabout) and passed along the east side of the farmyard before turning to the north-east with a short spur (still present), flanked by belts of trees, which connected to a footpath running north. A belt of deciduous trees screened the southern entrance front of the house and its garden from the fields to the south. A field boundary forming a ditch lined with trees ran northeast-southwest to the west of the farm building group and may have formed the extent of the land ownership to the west at this date. The southern boundary of the large field enclosure lay

further south than it does today.

Subsequent maps show the subdivision of the large field enclosure and the construction of the large 'Garden City' residential estate to the north, underway by 1955. By 1969 the Kidlington roundabout and new roads off it had also been constructed, parts cutting across the land associated with the farm. By the 1970s, the land appears to have been further truncated, its southern boundary moving further north to its current position. The Stratfield Brake sports ground now lies to the south.

#### Heritage Assessment

With the exception of any potential below-ground archaeological considerations, the principal heritage constraint on the development of the site is the Grade II listed Stratfield Farmhouse and its setting. The immediate setting of the listed building (and that which contributes most to its significance) is well-defined by the enclosure around its garden, the old orchard to the west, the outbuildings and walled yards to the north, and the garden wall and continuation of the access drive to the east. This enclosure is further reinforced by tree belts to the south (along the garden boundary wall) and east (between the drive and field to the east). The later-planted orchard south of the garden also makes a contribution to the open outlook south from the front of the farmhouse.

While new housing development on this site will inevitably affect the character of the wider historic agricultural setting of the farmhouse, this character has already been substantially changed by the 'Garden City' development immediately to the north, the associated development of the adjoining road infrastructure, and the sports ground to the south.

The areas now proposed for development have been designed to respect the important setting of the listed building, including the farmhouse garden, the orchards to

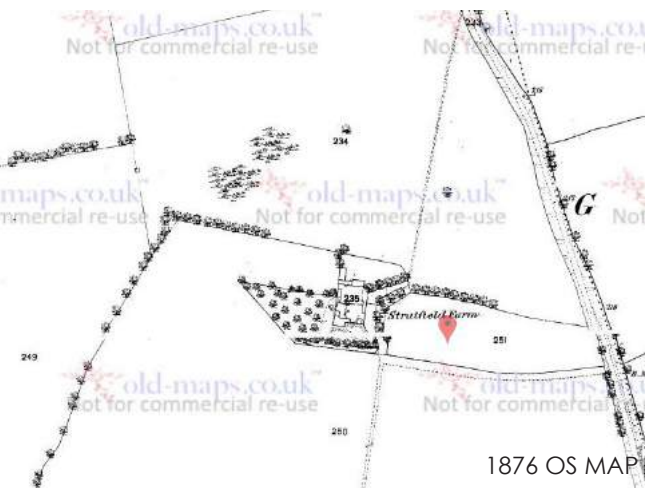
west and south, the enclosed yard area to the north, and the tree belt to its east. This will ensure that those areas which are important to the building's setting and historical context are retained and that a generous amount of open land is retained around the listed building; this will serve, along with the retention of screening trees, as a 'buffer' to mitigate the suburbanising effects of new development.

The proposed new access road in part follows the line of the existing driveway, before turning to run along the southern boundary of the site to connect the proposed development in the eastern part of the site to that in the western part. A footpath will cross the area between the later orchard and the farmhouse to provide a pedestrian connection through an attractive public open space. The siting of the road against the southern boundary means it is distant from the farmhouse and separated from it by open space and orchard, maintaining an attractive and generous open outlook for the listed building.

The listed building and its associated outbuildings are in generally poor repair. As part of the scheme it is proposed to renovate the listed building and secure for it a new and viable long-term use as part of a proposed new retirement living development. This will be a major heritage and public benefit of the proposed scheme. A full specialist appraisal of the listed building (and 'curtilage listed' outbuildings) will be carried out in order to inform and assess any works requiring listed building consent, and new build associated with this development will seek to respect the significance and setting of the listed building.



CONTEXT ANALYSIS



1876 OS MAP



FARMHOUSE



FARMHOUSE



STRATFIELD FARMHOUSE



OUTHOUSE



GLASSHOUSE



BLOCK A



BLOCK B



BLOCK B1



BLOCK C



BLOCK D



BLOCK E (S END)



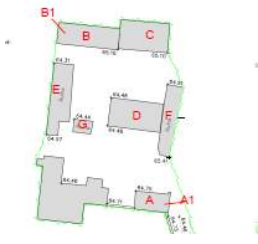
BLOCK E (N END)



BLOCK F



BLOCK G





## CONTEXT ANALYSIS

### 2.5 SITE CONTEXT AND FACILITIES PLAN


Kidlington is a large village and civil parish between the River Cherwell and Oxford Canal.

Kidlington has about 50 shops, banks and building societies, a public library, a large village hall, a weekly market and a PFS. There are seven public houses, two cafes, and four restaurants. The public houses are concentrated along the main A4620 road through the village.

There is a secondary school (Gosford Hill) and a handful of primary schools to deal with the expanding population. There is also a Women's Institute.

The nearest Railway Station is Oxford Parkway, this is located to the south of Kidlington. Here there are frequent connections to Oxford and London Marylebone.

There are also a number of bus connections from Kidlington to Oxford and surrounding villages.

 Bus Stops





## CONTEXT ANALYSIS

### 2.6 EXISTING CHARACTER

The associated images highlight the range of material types such as timber fascias, bricks, stone, roof tiles and slates. As well as the predominant semi detached/detached house types with dual pitched roofs.



1 South Avenue



2 Stratfield Road



3 Oxford Road



4 Croxford Gardens

## CONTEXT ANALYSIS

### 2.7 CONNECTIVITY

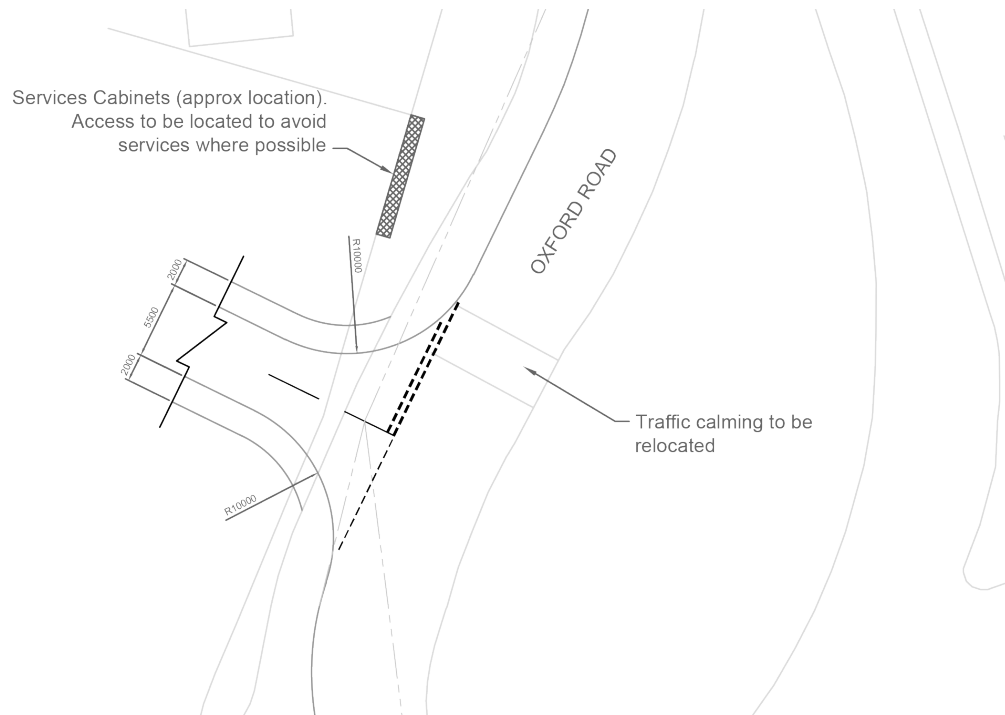
The primary road through Kidlington is the Oxford Road (A4260). This which runs directly into Kidlington Centre in the north and southwards towards Cutteslowe.

The site is connected by A34 via A41 to Bicester and via A420 and Western By-Pass Road/A34 to Oxford.

500 Park and Ride is also located off the Bicester Road in the north-east of the site. This offers a direct bus connection to Oxford every 20 minutes.

### 2.8 ACCESS

Access to the site will be provided off Oxford Road. See associated figures.



### 2.9 PUBLIC TRANSPORT

Kidlington has a good local bus service connecting the site to Kidlington city centre along Oxford Road. The nearest bus stop lies to the north-east of the site along Oxford Road and is within 400m (5-6 minutes) walking distance from the access point of the site.

### 2.10 PUBLIC RIGHTS OF WAY AND FOOTPATHS

There are no public rights of way through the site. There is a public footpath along the western edge of Oxford Canal to the west of the site.



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## 2.11 REPORTS

The associated summaries are taken from the reports undertaken to support this application.

### Initial Landscape and Visual Appraisal

The well contained nature of the site will enable new built elements to be successfully integrated within the established vegetated context and any localised or middle distance glimpsed views of built form will be seen within context to the existing residential built edge of Kidlington. Views of new built form from the wider landscape setting will not be readily available due to the intervening vegetation structure. As such it is considered that the illustrative housing proposals would be entirely compatible with the localised and wider landscape character.

Furthermore, it is considered that the mature, established vegetation structure which defines the eastern, southern and western site boundaries will be retained, improved and enhanced where possible. Residential properties will be offset from the mature vegetation structures and will be orientated to face outwards to create a high quality, soft edge to the proposals. The existing Traditional Orchards will be retained and enhanced, with appropriate management methods implemented. This aims to provide an improved space that will be made publicly accessible, providing community benefits within the locality as well as enhancements to localised biodiversity.

It is considered that the site and receiving environment have the capacity to accommodate sensitively designed residential development that will respond to the localised context and will not result in significant harm to the landscape character or visual environment. As such, it is considered that the site has capacity to support approximately 175 homes over the 7.1ha site

area, which makes more effective use of the site without any further detrimental impacts to the receiving landscape fabric and visual environment.

### Arboricultural Appraisal

The illustrative layout demonstrates that the removal of trees will major on sections of hedgerow to accommodate vehicular links within the interior and access from the A4260 to the east. The removal of some trees will be unavoidable to gain access to the western-most parcel of the site; however, the route has utilised a natural break in the tree belt and removals will be focused on low quality treecover.

The SuDS features also utilise existing site features, making best use of the existing ditch network to minimise the impact upon existing trees. In all instances, the affected trees/hedgerow are either unremarkable or of very limited merit.

Some selective tree removal and pruning works will be required to the interior edges of the northern and southern the boundaries, alongside the edge components of the neglected belt which segregates the western parcel of the site; works will be confined to peripheral trees to maintain the collective integrity of these features. The pollarding of neglected Willows will provide spatial separation from developable areas, and appropriate means for integrating mature Willows into a residential setting.

Where there is a requirement to encroach upon areas of trees of moderate quality, the design majors on removing the weaker components within these areas (i.e. understory and established scrub); it is considered that encroachment within such areas provides an opportunity for enhancement, mitigating for current neglect and poor species/structural assemblage. On the north-western boundary, the Project: Stratified Farm Kidlington (9407 ABN 02) Arboricultural Appraisal 2 encroachment of hard surfacing within RPAs presents a requirement for an objective assessment of the impact, and a design response proportionate to their value

and constraint.

Trees have been an implicit consideration during design, consequently the proposals do not require the loss of significant trees and layout is sympathetic to the role they play in defining the boundaries, providing maturity and maintaining diversity within the green infrastructure. The introduction of residential development can lead to opportunities to enhance the quality and distribution of the existing tree stock, and improve public access to, and appreciation of, its key trees.

### Ecology

Aspect Ecology Ltd has been commissioned to provide initial ecological consideration in respect of the site in order to identify any likely ecological constraints, considerations or opportunities in regard to the proposed development. Accordingly, an initial desktop study of available ecological records and information has been undertaken and information requested from the local biological records centre (TVERC) in order to build up a background of existing information and likely considerations at the site. In addition, the site has been subject to extended Phase 1 habitat and general protected species survey work in May 2017 to identify the habitats present and any potential for use of the site by protected, or other faunal species. In addition, initial survey work has been undertaken in regard to Great Crested Newt.

The site is unlikely to result in any adverse effects on identified statutory ecological designations or existing Local Wildlife Sites. Part of the site lies within the Cherwell Valley Conservation Target Area (CTA). The proposals have been specifically designed to ensure new residential areas remain outside of the CTA boundary, whilst the proposed development represents the opportunity to further the aims of the CTA by facilitating the provision of ecological enhancements, including new habitat provision and long-term suitable management as part of



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any comprehensive green infrastructure strategy, linking with the canal corridor and other habitats within the site. Such provision would also provide a substantial buffer to the offsite Stratfield Brake Woodland Trust Reserve.

The site itself comprises existing agricultural land, dominated by grassland which is species-poor and evidently subject to existing disturbance and management, with an existing farmhouse and associated outbuildings in the centre. Habitats with raised ecological value include boundary trees, hedgerows, woodlands, ponds and orchard habitat and accordingly the proposed site layout has been designed to accommodate the retention of the majority of these features, whilst considerable potential exists for enhancement measures, including through new habitats and targeted management for the benefit of wildlife.

The illustrative site layout identifies the proposed development of 175 new dwellings at the site, which has been guided by the need to retain key ecological features and habitats, whilst also incorporating opportunities for ecological enhancement. The illustrative layout incorporates considerable separation of new development from key boundaries, including substantial buffers with the offsite Oxford Canal corridor and habitats within Stratfield Brake, including the land identified to fall within the CTA boundary (such that development will remain considerably further back from the canal than the existing residential areas immediately north of the site).

In terms of fauna, the habitats present provide opportunities for a range of species, including protected species (particularly bats, reptiles and birds, with Great Crested Newt confirmed to be present) and any detailed masterplanning would be informed by specific surveys in respect of these groups, whilst the initial proposed layout incorporates the retention of key corridors and features likely to be of value to these species (should they be present), along with open space areas such that continued use by these species (where present) could continue to be accommodated and/or enhanced opportunities provided within retained/enhanced habitat areas to encourage additional use and benefit existing

populations and species at the site in the long term.

Overall therefore, the proposed layout has been designed to take into account key ecological concerns, including in particular the identified CTA, and interface with valuable offsite habitats and corridors. The proposals offer the opportunity to incorporate substantial new wildlife habitats and enhancements (including suitable management measures) which would benefit wildlife at the site in the long term.

# CONTEXT ANALYSIS

## Highways

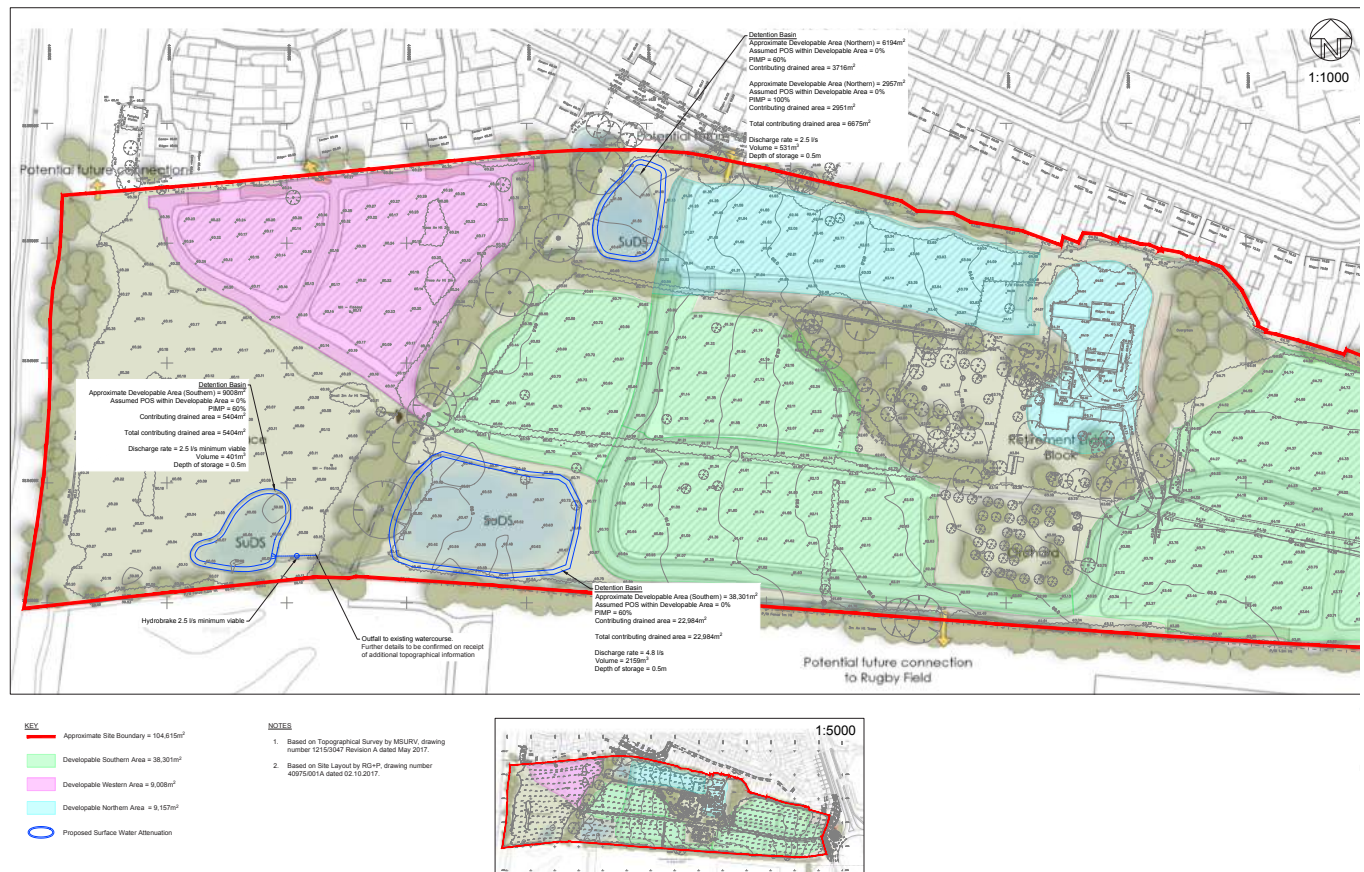
The proposed development will be accessed off Oxford Road. A development of 175 houses is predicted to create 24 arrivals, 83 departures during Peak AM hours (08:00-09:00). As well as , 63 arrivals and 31 departures during Peak PM hours (17:00-18:00). Therefore it considered that the above number of vehicle trips is unlikely to have a significant adverse impact on the surrounding highway network which cannot be mitigated by appropriate nil detriment works if required.

## Flood Risk

The development site is generally at a low risk of flooding from all sources. The only exception is small isolated areas of medium and high risk surface water flooding. The risk of flooding is appropriate for the type and scale of flooding and would not prohibit development.

## Drainage

The development will utilise SUDS features to restrict surface water flow rates to greenfield equivalent rates. Attenuation will be provided in a detention basin.










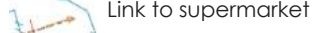

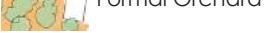



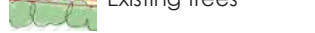

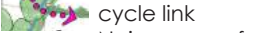



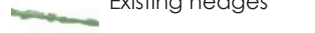







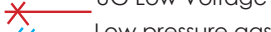


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## DESIGN PROCESS

### 3.1 OPPORTUNITIES AND CONSTRAINTS



#### KEY

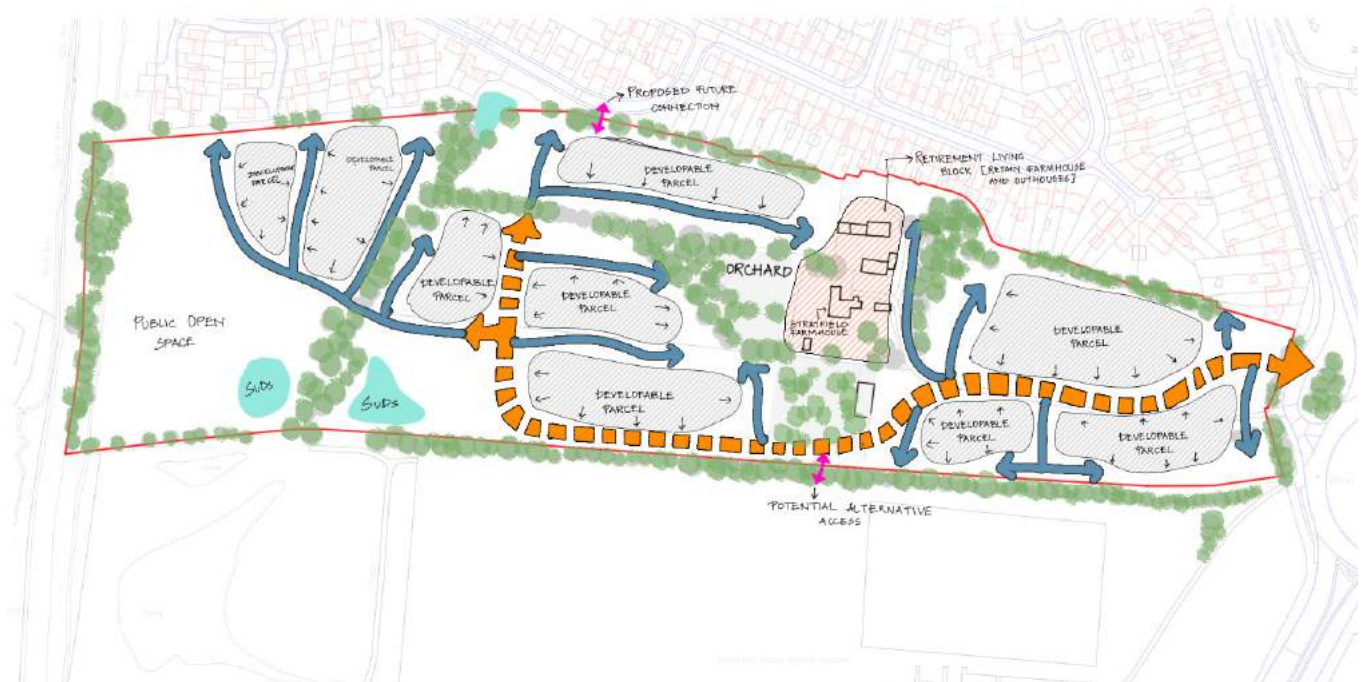
 Site	 Sports Pavilion	 Ditches	 Link to supermarket	 Vehicular access	 Formal Orchard
 Main road	 Existing buildings to be demolished	 Pond	 Existing trees	 Potential views out	 Potential pedestrian/cycle link
 Existing Buildings	 Conservation Target Area	 Footpath	 Existing hedges	 Partial views into site	 Noise source from the main road
 Retail	 Oxford Canal	 Motorway	 Existing green open spaces	 Grade II listed building	 UG Low Voltage Mains
		 Potential links			 Low pressure gas mains

## DESIGN PROCESS

### 3.2 RESPONSE TO CONSTRAINTS AND OPPORTUNITIES

The adjacent image illustrates the development concept informed by the site analysis and key site characteristics. The concept will inform subsequent detailed submissions, with the following key criteria:

- Retain the current pond and use it as a feature.
- Provide a landscape buffer along the edges of the site to create a defined boundary and soft edge.
- Retain as many trees and hedgerows as possible to the country side, to enhance biodiversity.
- Retain the existing orchard and Stratfield Farmhouse and develop the farmhouse and the outbuildings as a retirement living scheme.
- Provide pedestrian links across the site as part of the open space network, responding to existing desire lines.
- Respect existing residential neighbours, maintaining privacy and amenity.





I N T R O D U C T I O N  
C O N T E X T      A N A L Y S I S  
D E S I G N      P R O C E S S  
**I L L U S T R A T I V E**  
**M A S T E R P L A N**  
C O N C L U S I O N



4.1 HIGH-LEVEL MASTERPLAN



## ILLUSTRATIVE MASTERPLAN

### 4.2 RETIREMENT LIVING

The proposal includes the development of a retirement living complex. The Grade II listed farm house and some outer buildings are proposed to be retained and converted into a retirement living block, with the new addition of an accommodation wing.

The arrangement of building layout has been designed to create a sense of community by providing shared communal areas such as the courtyard, where residents can relax and socialise in a secure and peaceful environment, enclosed and overlooked by the residential "wings". Amenity and green space has also been spread amongst the block paved car parking to create a more pedestrian friendly, shared surface environment allowing ease of access.







I N T R O D U C T I O N  
C O N T E X T      A N A L Y S I S  
D E S I G N      P R O C E S S  
I L L U S T R A T I V E  
M A S T E R P L A N  
**C O N C L U S I O N**

## CONCLUSION

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### 5.1 CONCLUSION

The proposed development has been carefully considered so that it will positively enhance both the site, surroundings and wider area. The development will significantly improve the existing land condition and will be of great benefit to the surrounding area, as such, the proposal for development is fully justifiable and will create a positive impact in the community. The proposal will result in good quality dwellings which will provide a good living environment for all residents and enhance the character and appearance of the area. Overall, it is believed that the amount and type of development is appropriate for the site, related well to the existing character of the area and will help create an inclusive and sustainable community for the future.