

Dijksman Planning

35 Berkeley Road, Newbury, RG14 5JE

**Supplementary Planning,
Design & Access Statement**

Revised Submissions

Full planning application for the construction of 106 residential dwellings including access off Hailey Road; areas of open space; landscaping; and associated works.

**Land West of Hailey Road
North Witney**

Application by

A2Dominion Developments Limited

Introduction – Revised Plans

1. In parallel with the submission of an Environmental Statement that considers the issues of cumulative transport and air quality impacts, various detailed elements of the proposed development have been revised. This note provides an explanation of the amended plans.
2. The revised plans are as follows:

C201A (Coloured Site Layout and Street Scene)

P201E (Proposed Site Layout Plan)

P202A (Affordable Locations Plan)

P210 (House Type 2bA)

P211 (House Type 3bA)

P212 (House Type 2bH1)

P213 (House Type 3bH5)

P214 (House Type 3bH12)

P215 (House Type 3B)

P216 (House Type 4bH1)

P217 (House Type 4bH4)

P218 (Ancillary buildings)

P219B (House Type Apartments A Plans)

P220B (House Type Apartments A Elevations)

P221 (House Type Apartments B Plans)

P222 (House Type Apartments B Elevations)

P223A (House Type Apartments C Plans)

P224A (House Type Apartments C Elevations)

P225A (House Type 2bA Plot 1)

3. The proposed changes have been made in response to concerns raised by Council Officers during the consideration of the application (as initially submitted) and in the context of concerns raised by other statutory and non-statutory consultations including the Parish Council and Oxfordshire County Highway Authority.

The Principle of Development - Prematurity

4. This site is part of the overall North Witney Strategic Development Area; allocated to deliver 1400 dwellings within the adopted development plan, as such the principle of the development is part of the adopted Development Plan. Paragraph 9.2.40 of the WODC Local Plan 2031 identifies this site as one of the three distinct and separate areas that comprise the SDA, and states that:

“The land west of Hailey Road is capable accommodating around 100 new homes...”

5. Paragraph 9.2.49 accepts that the:

“SDA is likely to fall into a number of phases....”

6. The Local Plan allocation explicitly accepts that phases will be built prior to the delivery of the major transport infrastructure. As an initial phase of the overall scheme this small site clearly shares responsibility for the long-term delivery of related transport and social infrastructure. It is therefore necessary for contributions to be made on a pro rata basis towards that future joint infrastructure and service provision.
7. This application cannot be considered premature or harmful to the aims and intentions of the development plan allocation because it will not physically or functionally undermine or prejudice in any way the future delivery of the remaining 1294 dwellings of the SDA.
8. It is evident that the site is deliverable in physical and practical terms separately from the rest of the SDA, its development in this context does not prejudice the future comprehensive planning and design of that larger area. Nothing proposed in this scheme undermines, prejudices, or prevents the future delivery of the rest of the allocated site area. A section 106 agreement can be drafted to ensure reasonable and necessary pro rata contributions are made towards the phased delivery of essential shared infrastructure and facilities.

A Self-Contained Neighbourhood with existing Road Frontage

9. It is important to note that this site constitutes no more than 5.5% of the overall site area of the SDA, it benefits from its own direct access onto the highway network, and it is small enough to be delivered without the need for immediate provision of new transportation infrastructure. In urban design terms this site is physically, visually, and largely functionally separated from the rest of the SDA land and it therefore lends itself to the creation of a distinct neighbourhood with its own sense of place. The creation of this neighbourhood to the west of Hailey Road does not in urban design terms mitigate against the individual design and layout of the other neighbourhoods within the SDA to the east.

Need for Affordable Rented Homes

10. Reconsideration of the proposed site layout and housing mix has resulted in a slightly smaller scheme, reducing the number of dwellings from 110 to 106. The proportion of affordable housing remains in excess of that strictly required; 49 affordable dwellings are proposed (which comprises 46% of the total), and all these dwellings are for affordable rent. It has been noted in the housing officer's response to the original submission, and the comments regarding affordable housing within the recent Neighbourhood Development Plan that it is *affordable rented accommodation* which is particularly needed in this area. The provision of 49 affordable rented homes, as set out in the table below, constitutes a material consideration which should be given significant weight in favour of the grant of planning permission. This is a detailed planning application capable of implementation as a stand-

alone scheme and as such it can provide 49 affordable rented dwellings without unnecessary delay.

Proposed Housing Mix

Dwelling Type	Unit Numbers	% Mix
Private		
2 Bed House	12	11%
3 Bed House	32	22%
4 Bed House	13	21%
Sub Total	57	54%
Affordable Rented		
1 Bed Flat	21	20%
2 Bed Flat	12	11%
2 Bed House	08	7.5%
3 Bed House	08	7.5%
Sub Total	49	46%
Total	106	100%

11. The provision of these 49 dwellings is not contingent upon the assembly of third-party land, the provision of major infrastructure or any other matters that will prevent early delivery. For those in the area desperately in need of affordable rented accommodation this application provides the means of solving their housing problems sooner rather than later. This is an important material consideration to be weighed in the planning balance, particularly when considered in the light of the housing officers' comment that there is an "*overarching need for affordable rented homes*", particularly of the smaller sizes, within this area.
12. Those who are registered on the Council's Homeseeker + system (as of December 2019) totalled 1226 people, 501 of whom were seeking one or two bed dwellings. As can be seen from the table above 41 of the proposed 49 affordable rented homes are one and two bed units.

Changes to the Layout

13. In response to the originally submitted layout a number of concerns were raised; some were based on aesthetics the visual impact, others related to transport matters. I will consider the character and appearance issues first, followed by the transport matters.

Landscaping and Public Open Space

14. It can now be confirmed that the revised layout successfully retains the vast majority of the existing hedge line which defines the site frontage the Hailey Road. This is an important landscape and amenity feature, and it was specifically requested by officers that measures should be taken to retain it, it has also been identified as important in landscape and ecological terms. The layout has therefore been arranged to ensure the visibility splays at the junction with Hailey Road (whether formed by a T-junction or the future roundabout junction with the northern distributor road) do not require the removal of the hedge.
15. Public Open Space - The public open space and landscaped areas have been carefully reconsidered and this has resulted in a number of improvements. Most notably there is an increase in the proportion of the site now given over to public open space and landscaping; based on a site area of 3.32 hectares, the previous open space coverage was 24%, whilst the current proportion devoted to open space is 28%. The open space has been reconfigured so that it is more practically usable to include a LEAP. The island of space surrounded by road and parking areas has been removed, so the public open space is more significant both in visual and usable terms along the southern part of the site. A north-south tree-lined avenue has been created which enables views within the site to the north to the countryside and to the south to the open space, with the community primary school beyond.
16. Landscaping - The retention of the existing hedge and associated access repositioning has pulled back development from the Hailey Road frontage creating more significant areas of landscaping and a cycleway and footway running parallel with the Hailey Road. The landscape buffer running from the Hailey Road along the northern edge of the site has been enhanced by the removal of significant areas of visitor parking. This has resulted in greater opportunities for structural landscape along that boundary. It may be noted from the layout that trees planted along key roads form an attractive landscaped element of the urban design.

Design and materials

17. This note is accompanied by a new coloured layout which includes an indicative street scene showing the topography of site and position of new affordable homes the entrance the site as it fronts the Hailey Road. Also submitted is an illustration of the Design Rationale which has informed the revised architectural approach. This shows very clearly the use of a Cotswold stone inspired palette of materials, and the range of both historic and recent dwellings in and around Witney that have been used as the basis of the designs now proposed. The buildings that have been the inspiration for this revised approach can be found within the West Oxfordshire Design Guide and in Witney. The use of landmark buildings as proposed is consistent with design guide examples, and with historic buildings within Witney itself.

Transport issues

18. The revised proposals are accompanied by four Technical Notes dealing with the following matters:
- Site access
 - Site layout
 - Sustainable transport
 - Traffic mitigation
19. These have been produced in response to comments made by the Oxfordshire County Council Highway Authority, including those made within their application consultation response of 5 February 2020.

Section 106 Planning Obligations

20. As a minor part of a major strategic allocation of 1400 dwellings, it is wholly accepted that there will be reasonable pro-rata contributions towards the social and transport infrastructure that is essential to make this new neighbourhood function. Some elements of social and transport infrastructure are site specific (such as the open space and roads within this application site) and others are supportive of the allocation as a whole (for example the provision of strategic transport infrastructure such as the West End link).
21. The County Council has previously provided a list of requests for different elements of infrastructure, the transport contributions are considered within the separate transport notes referred to above. The social contributions related to education provision (primary and secondary) are a matter which requires further in-depth consideration and discussion, as it is understood that circumstances may have changed since the original comments were made approximately 18 months ago.
22. It is evident that the majority of necessary financial contributions can be identified and calculated, those which are less certain can nonetheless be estimated and a section 106 agreement can be drafted to deal flexibly with those matters. These contributions must of course be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to what is being proposed. Within the transport Technical Notes submitted as part of the revised scheme, additional contributions are proposed based upon recent County Council requests. We therefore look forward to discussing the level of contributions with the County and District once the figures have been updated and justified.