



# DESIGN & ACCESS STATEMENT

Land off Cranbourne Drive, Otterbourne,

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Prepared for Barwood Development Securities Ltd

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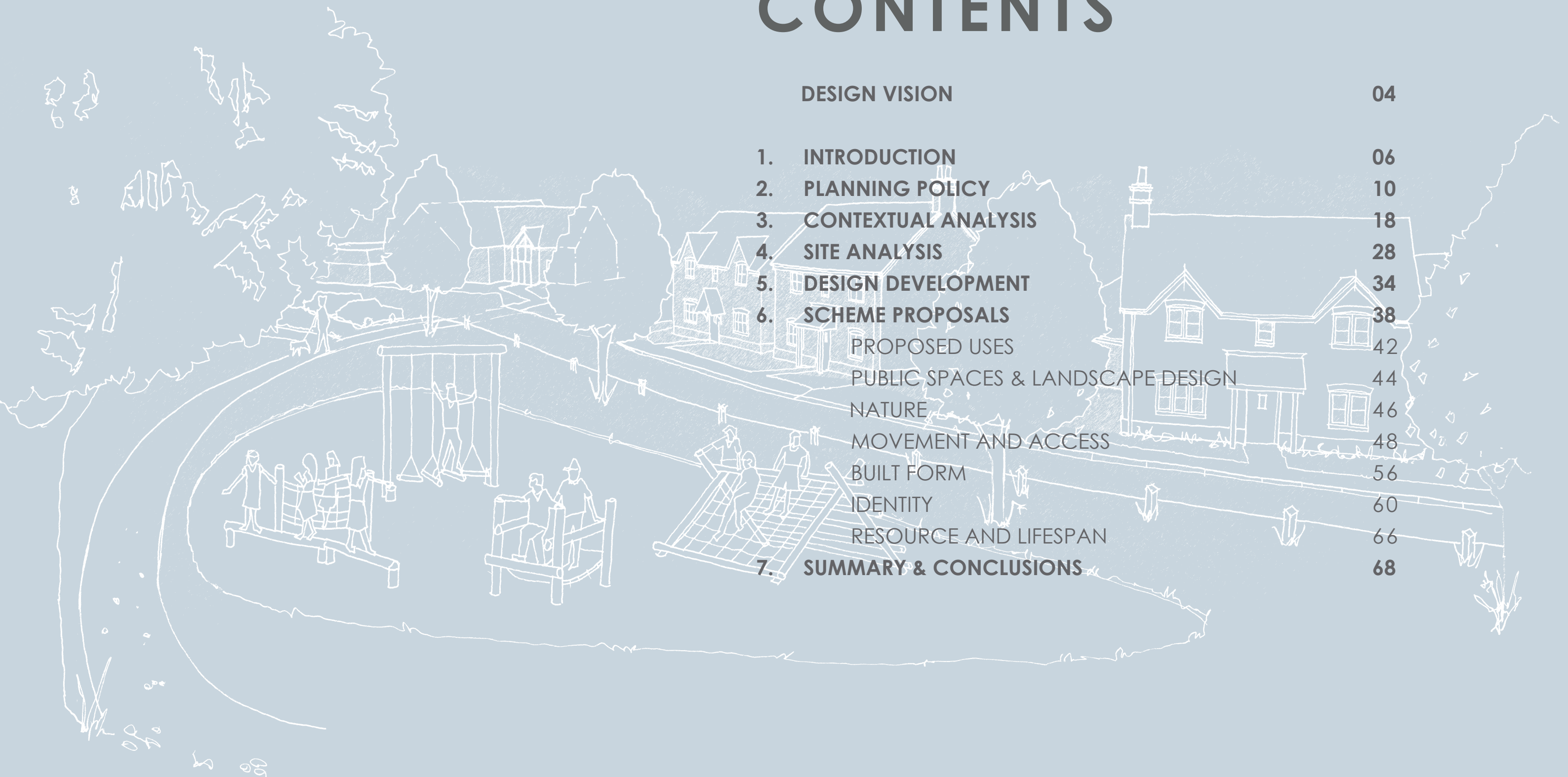


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# THE VISION FOR THE SITE

*'To create a distinctive and high-quality residential area which exemplifies local character, whilst meeting local housing need on an appropriate and viable Site. The development will address an identified gap in the local housing stock by including a variety of types of open market and affordable homes alongside a care home.'*

*The development will also provide a series of Public Open Spaces for play and informal recreation as well as a safeguarded community facility area and safe walking and cycling routes.*

*A key aspect of the scheme proposals will be the formation of enhanced linkages across Otterbourne, providing more adequate and safer routes to the Village Hall, Primary School and enhancing existing PRow's which offers significant leisure and recreation opportunities.*

*The on-Site open space strategy will include the potential gifting of woodland to the local parish and the creation of open natural space, which will provide significant opportunities for nature conservation and gains in biodiversity.'*







Key Benefits:

- Upto 65 new high quality homes, including 40% affordable housing. Making a valuable contribution to the five year housing land supply and meeting the acknowledged affordable housing deficit.
- A range of housing types to meet the needs of local residents, including smaller 2-3 bedroom homes suitable for young families (supporting the local school) and older residents (looking to downsize).
- Provision of a circa 70 Bed retirement living scheme (Use Class C2) to meet housing need identified in the Local Plan. This will support the ageing population and potentially allow older residents to remain in the village, whilst potentially releasing family housing.
- Proposed safeguarded land for a community use / facility for the benefit of Otterbourne (0.24ha).
- Provision of large areas of green infrastructure and open space including a wild meadow, play area and parkland (11.92ha within the wider ownership boundary, 8.19ha within the red line). which will deliver significant biodiversity net gain over and above the 10% requirement.

- Provision of a new play facility for Otterbourne, meaning children in this area of the village will no longer have to cross Main Road to access amenity space.
- Gifting of woodland to the south of the Site to the Parish Council to ensure this is publicly accessible with the potential to deliver enhanced pedestrian and cycle trails through the woods. Residents would be able to use and enjoy this space as amenity woodland, forming a natural extension to Otterbourne Hill Common and offering footpath connectivity to the existing network.
- Provision of a suitably landscaped buffer/ open space between the Site and residents of Cranbourne Drive to protect the privacy and residential amenity of these existing dwellings.
- Improved pedestrian / cycle connectivity between Otterbourne and Shawford Station.
- Delivering a new footpath to join the existing Public Rights of Way with the opportunity to provide an attractive circular walk around the village including sensitively creating a link between the Village Hall and the Site to connect to the proposed Local Equipped Area for Play (LEAP).
- Providing Sustainable Urban Drainage (attenuation basin/ swales) with a Site appropriate phosphate mitigation strategy.



# 1. INTRODUCTION

## BACKGROUND

- 1.1. This document has been prepared by BHB Architects on behalf of Barwood Development Securities Ltd to accompany the outline Planning Application for the residential development on land off Cranbourne Drive. The proposals comprise:

***“Outline Application with all matters reserved except access for the development of up to 65 dwellings (including affordable housing), a 70-bed residential care home (C2) and 0.24 ha of land safeguarded for a community/ health facility; accessed off Cranbourne Drive; alongside the provision of Public Open Space, play facilities, sustainable urban drainage, ecological mitigation and supporting infrastructure.”***

- 1.2. This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain Applications to be accompanied by a Design and Access Statement.

- 1.3. The DMPO also states the following requirements:

*“(2) An Application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a Design and Access Statement”) about:*

*(b) how issues relating to access to the development have been dealt with.*

*(3) A Design and Access Statement must:*

*(a) explain the design principles and concepts that have been applied to the development;*

*(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;*

*(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;*

*(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation;*

*(e) explain how specific issues which might affect access to the development have been addressed.”*

## PURPOSE OF THE DOCUMENT

- 1.4. The purpose of this Design and Access Statement is:

*“...to explain how the proposed development is a suitable response to the Site and its setting, and demonstrate that it can be adequately accessed by prospective users.” (Para. 029, PPG, Reference ID: 14-029-20140306)*

- 1.5. This document achieves this within the following sections:

- Section 1: Introduction. Outlines the purpose of this document;
- Section 2: Planning Policy. Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;

- Section 3: Contextual Analysis. Considers the surroundings in terms of the local physical, historical and social setting;

- Section 4: Site Analysis. Considers the Site in terms of technical and physical Context;

- Section 5: Design Development. Presentation of the design principles that have been derived from a combination of Government Policy and Site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;

- Section 6: Design Proposals. Presentation of the key design proposals including Uses; Movement; Built form; Homes and Buildings; Identity; Public Spaces; Nature; Resources and, Lifespan;

- Section 7: Conclusion.

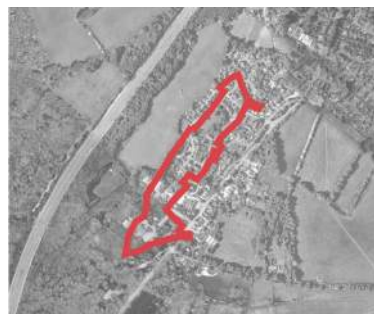
- 1.6. This Design and Access Statement has been written to respond to the National Design Guide (NDG) ten characteristics of well-designed places. Highlighted items in para 1.5 are the ten characteristics of well-designed places, as set out in the National Design Guide.

- 1.7. This statement should be read in conjunction with the Outline Planning Application and its accompanying supporting documents.



# STRUCTURE OF THE STATEMENT

SECTION  
1



**INTRODUCTION**

Outlining the purpose of this document and introducing the Site.

SECTION  
2



**PLANNING POLICY**

An overview of key planning policies that will inform the design process.

SECTION  
3



**CONTEXTUAL ANALYSIS**

Appraises the Site surroundings and its context.

SECTION  
4



**SITE ANALYSIS**

This section of the DAS provides an evaluation of the Site's technical appraisals, identify opportunities and considerations that will inform the scheme proposals.

SECTION  
5



**DESIGN DEVELOPMENT**

In this section of the statement we present design principles and their evolution in light of stakeholder consultation and feedback.

SECTION  
6



**SCHEME PROPOSALS**

This section of the DAS presents the Scheme Proposals, supportive plans and design strategies.

SECTION  
7



**SUMMARY & CONCLUSIONS**

A summary of the proposals and scheme benefits.



## SITE LOCATION

- 1.8. The Application Site is located in the village of Otterbourne. Otterbourne lies within the administrative boundary of Winchester City Council, Hampshire. Otterbourne has its own Parish Council.
- 1.9. The village of Otterbourne is situated approximately 6km to the south of Winchester city centre and around 17km to the north of Southampton.
- 1.10. The village is accessed via the B3335, which links to the M3 at Junction 12, offering good connectivity to Winchester and Southampton. The A34 provides further routes to Oxford and the Midlands.
- 1.11. Otterbourne offers local services such as a primary school, village hall, public houses, and recreational spaces. Additional amenities, including healthcare and supermarkets, are available in Chandler's Ford, 3km away.
- 1.12. The village is serviced by bus services, with rail links provided at Shawford railway station, 3km away.

## SITE DESCRIPTION

- 1.13. The Application Site (red line boundary) extends to approximately 10.81ha and is currently used as tenant farmland, with the majority of the Site being open field. The blue boundary (see Site Context Plan opposite)

indicates land which is also within the applicant's control and important to this scheme, but that which no intended development is proposed. The land has been identified as it will be utilised to achieve the proposed BNG and the potential gifting of woodland to the Parish Council; both of which can be secured via a future Section 106 agreement.

- 1.14. Land off Cranbourne Drive is located on the western edge of the village of Otterbourne and sits adjacent to the settlement boundary.
- 1.15. Despite being in an integral position to the village adjoining key facilities of Otterbourne such as the Village hall and the primary school, the Site is currently closed off from the public.

- 1.16. The Site is accessed off of Cranbourne Drive, which is immediately connected to Main Rd which is the main route in and out off the village and the wider highway network.
- 1.17. Topographical Survey information shows a relatively flat plain across the Site, falling nominally to the Site's south-eastern corner.
- 1.18. The land is both physically and visually contained, bordered by significant tree coverage to the west (with the M3 motorway beyond this) and to the east (with the residential properties of Cranbourne Drive beyond this). The northern boundary goes up to the existing tree-line and further woodland borders the Site to the south.

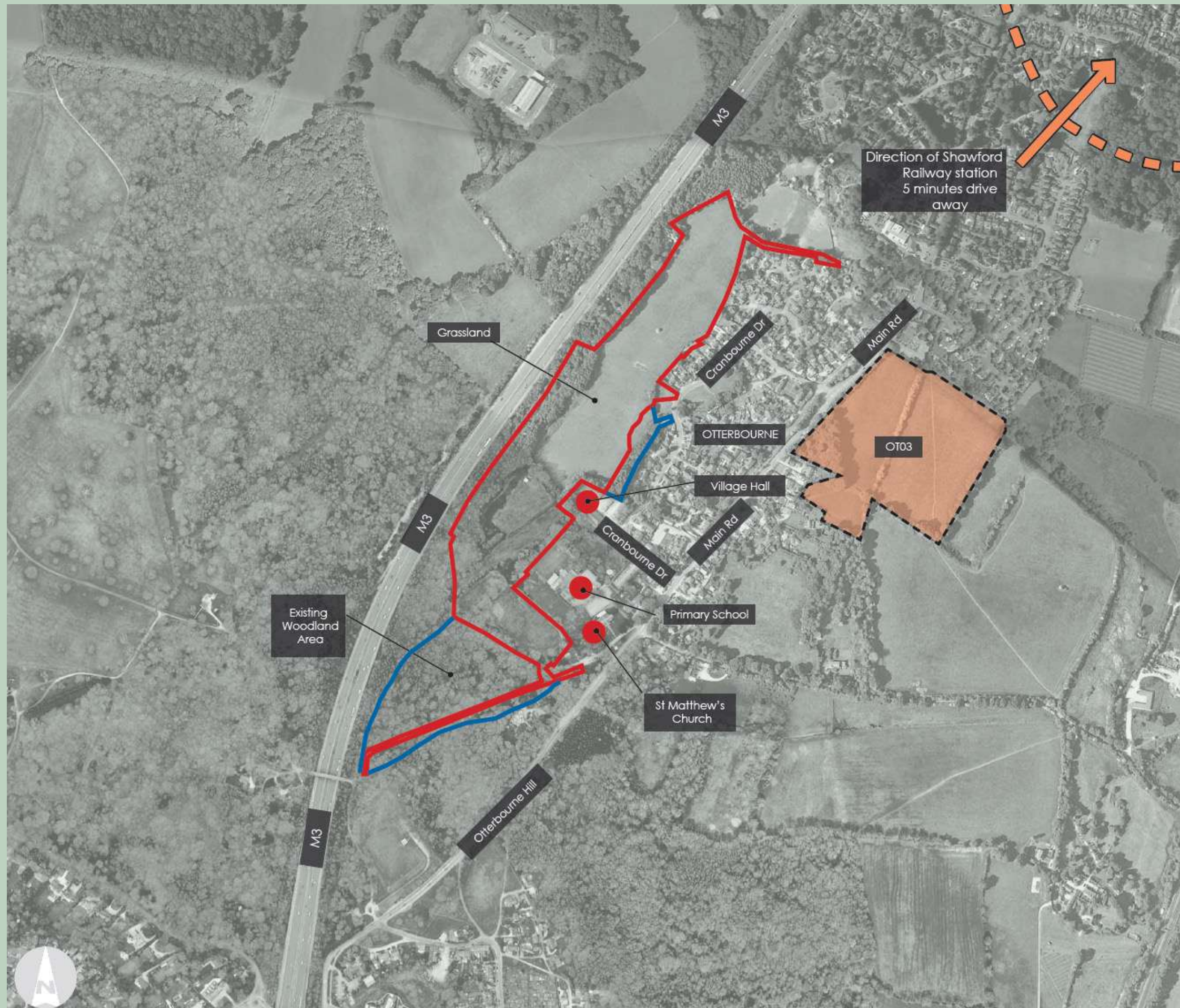


Site Photo showing open fields with views to Cranbourne Dr housing



Plan showing the Site in a wider context





Plan Showing Site Context



Site PHOTO 1 - Area of open fields



Site PHOTO 2 - Existing Woodland Area



Site PHOTO 3 - Primary School and St. Matthew's Church as viewed from the Application Site

# KEY

- KEY LOCAL FACILITIES ADJOINING THE SITE
- PROPOSED DEVELOPMENT BOUNDARY (TOTAL AREA 10.81HA)
- ADDITIONAL LAND IN CONTROL OF BARWOOD DEVELOPMENT SECURITIES (TOTAL AREA 3.73HA)
- DRAFT HOUSING ALLOCATION IN WCC'S EMERGING LOCAL PLAN (LAND OT03. 6.4 HA)



# 2. PLANNING POLICY

2.1. The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan, Made Village Design Statement and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (December 2024), National Design Guide and the National Model Design Code (September 2023).

2.2. A Supporting Planning Statement is provided by Grass Roots Planning and is provided separately to accompany this Application. Below and to follow we highlight those policies only which relate specifically and generally to design.

## NATIONAL PLANNING POLICY FRAMEWORK (DECEMBER 2024)

2.3. Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. It is noted that it is anticipated that this version of the NPPF is anticipated to be replaced by a new NPPF, with its publication expected before the end of 2024.

2.4. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- An economic objective;
- A social objective;
- An environmental objective.

2.5. There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 109) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

*"... ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;"* (Para. 109(b) NPPF 2024)

2.6. The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 131, as follows:

*" The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..."* (Para. 131, NPPF 2024)

2.7. Furthermore, a test introduced in the latest edition of the NPPF, aims to ensure that developments are well-designed, placing an emphasis on fostering

of "beautiful" places among the overarching objectives of the planning system. In paragraph 139, the NPPF states that:

*"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.*

*Conversely, significant weight should be given to:*

*(a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes;/or*

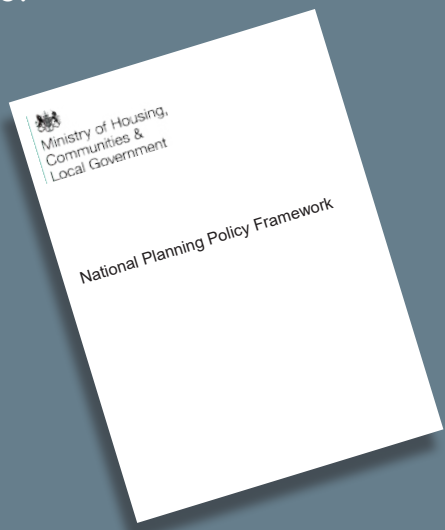
*(b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings."* (Para. 139. NPPF 2024)

2.8. The NPPF is also clear at paragraphs 135 and 137 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

2.9. Paragraph 135 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

*"a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*

*b) are visually attractive as a result of good*





architecture, layout and appropriate and effective landscaping;

c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks;

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

## PLANNING PRACTICE GUIDANCE

2.10. The NPPF is accompanied by the online Government resource Planning Practice Guidance (PPG). The Design: Process and Tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality;
- Effective community engagement on design.

2.11. Paragraph 1 of the Design PPG reinforces the Government and NPPF's commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

"Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning Applications and the post approval stage" (para. 001, PPG, ID: 26-001-20191001, October 2019)

## NATIONAL DESIGN GUIDE

2.12. The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

"In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place." (Para. 13, NDG 2021)

2.13. The NDG outlines and illustrates the Government's priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

2.14. The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical character;
- To help to nurture and sustain a sense of community;
- To positively address environmental issues affecting climate.

2.15. Whilst the NPPF, PPG and NDG are the primary

points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- **Manual for Streets 1 & 2** (Department of Transport/Department for Communities and Local Government, 2007/2010);
- **Building for a Healthy Life** (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG, and
- **Streets for a Healthy Life** (Homes England, Issue 2, August 2022).



The ten characteristics of well-designed places from the NDG

# A WELL DESIGNED PLACE (NDG)

This section expands upon the main characteristics of the National Design Guide that will help inform design and layout of the scheme



## CONTEXT

*'Enhance the surroundings' (National Design Guide, Ten Characteristics)*

*'...will function and add to the overall quality of the area, not just for the short term but over the lifetime of the development.'* (NPPF, ch. 130a)



## IDENTITY

*'Attractive and distinctive' (National Design Guide, Ten Characteristics)*

*'...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping' (NPPF, ch. 130b)*



## BUILT FORM

*'A coherent pattern of development' (National Design Guide, Ten Characteristics)*

*'...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).'* (NPPF, ch. 130c)



## MOVEMENT

*'Accessible and easy to move around' (National Design Guide, Ten Characteristics)*

*'...provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking... create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards' (NPPF, ch 106d, 112c)*



## NATURE

*'Enhanced and optimised' (National Design Guide, Ten Characteristics)*

*'... trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, ...opportunities are taken to incorporate trees elsewhere in developments ...and that existing trees are retained wherever possible.'* (NPPF, ch 131)





## PUBLIC SPACES

*'Safe, social and inclusive' (National Design Guide, Ten Characteristics)*

*'...enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'*



## USES

*'Mixed and integrated' (National Design Guide, Ten Characteristics)*

*'...optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.' (NPPF, ch. 130e)*



## HOMES AND BUILDINGS

*'Functional, healthy and sustainable' (National Design Guide, Ten Characteristics)*

*'...establish and maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.' (NPPF, ch. 130d)*



## RESOURCE

*'Efficient and Resilient' (National Design Guide, Ten Characteristics)*

*'...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.' (NPPF, ch. 130f)*



## LIFESPAN

*'Made to last' (National Design Guide, Ten Characteristics)*

*'... to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.' (NPPF, ch. 8c)*

# LOCAL PLANNING POLICY

2.16. This section of the Design and Access Statement identifies the key policy documents which comprise the Development Plan for this part of Winchester.

- **Winchester District Local Plan Part 1 Joint Core Strategy (Adopted March 2013)**
- **Winchester District Local Plan Part 2 Development Management and Site Allocations (Adopted April 2017)**
- **Otterbourne Village Design Guide (February 2008)**

2.17. The principal policies relating to design referable to this proposal in each document are identified below.

## **WINCHESTER DISTRICT LOCAL PLAN PART 1 JOINT CORE STRATEGY (ADOPTED MARCH 2013)**

2.18. Policy MTRA3 classifies Otterbourne under 'Other settlements in the Market Towns and Rural Areas' and as such identifies that the design of developments through size, character, scale and function should be to meet local needs in order to be supported. The design should also therefore conserve the settlement's identity and countryside setting, taking inspiration of local Architectural landmarks and character.

2.19. Policy CP2 calls for residential developments to provide a balanced mix of housing types, sizes, and tenures to meet diverse community needs, with an emphasis on 2- and 3-bedroom homes unless local circumstances require otherwise. Designs should consider opportunities for affordable housing, private rentals, and specialist accommodation such as extra care housing or homes for individuals with disabilities. Proposals must respond to the Site's size, location, and unique characteristics while addressing any local imbalances in housing stock.

2.20. Policy CP3 requires 40% of new housing to be affordable, integrated seamlessly with market housing to create inclusive communities. Affordable housing must be designed to blend with the development and remain available as long as needed, balancing local needs and economic viability

2.21. Policy CP7 states that The Local Planning Authority prioritizes enhancing the open space network and recreational facilities by aligning with the latest standards for accessibility, size, and provision. New housing developments must provide Public Open Spaces and recreation facilities on-site where feasible. Facilities should be accessible high quality design.

2.22. Policy CP10 focuses on sustainable transport infrastructure and emphasizes the promotion of walking and cycling. The submitted Transport Assessment and Travel Plan outline the active travel initiatives and proposed measures to support this objective.

2.23. Policy CP11 focuses on minimizing carbon emissions and water consumption in new developments. Design should prioritize energy efficiency through thoughtful layout, building orientation, and passive heating and cooling systems. Developments should also incorporate renewable energy technologies and connect to existing or future Combined Heat and Power (CHP) or District Heating/Cooling networks. Residential developments must achieve Level 5 for energy and Level 4 for water under the Code for Sustainable Homes, or meet carbon compliance standards with on-site measures and allowable solutions.

2.24. Policy CP13 requires new developments to achieve high design standards, with designs informed by site analysis that respond positively to the local context.

Developments should create a distinctive sense of place, with an attractive, safe, and accessible public realm, including walking and cycling routes. The landscape should enhance biodiversity, and the design must integrate measures to minimize carbon emissions, promote renewable energy, and address climate change. These matters are dealt with within Section 6 of this DAS.

2.25. A number of environmental policies are also relevant, including CP15 (green infrastructure); CP16 (biodiversity). These matters are considered in the submitted Ecological Assessment and the Landscape and Visual Impact Assessment (LVIA).

## **WINCHESTER DISTRICT LOCAL PLAN PART 2 DEVELOPMENT MANAGEMENT AND SITE ALLOCATION (ADOPTED APRIL 2017)**

2.26. Policy DM3 sets out that all new dwellings must exceed





a minimum floor area of 39 sq.m. Affordable homes should fully comply with the nationally described space standards and, where feasible, meet the Part M4 Category 2 standards of the Building Regulations for accessibility.

- 2.27. Policy DM3 states residential developments of 15 or more dwellings must provide on-Site open space, tailored to the development's size and local needs. All sites, including smaller developments, should include well-designed amenity space that enhances the area's character, incorporates landscaping, and includes plans for ongoing management and maintenance. These matters are dealt with within Section 6 of this DAS.
- 2.28. Policy DM14 requires major development proposals on large sites or those owned by significant landowners to be part of a long-term masterplan for the Site or surrounding land. Masterplans should be agreed with the local planning authority and demonstrate how the development aligns with the wider development plan and addresses long-term implications and cumulative benefits. These matters are dealt with within Section 6 of this DAS.
- 2.29. Policy DM15 Developments should respect and enhance the local area's distinctiveness by conserving key features such as the landscape and townscape framework, open spaces, public views, heritage assets, and historic landscapes. Proposals must consider the impact on trees, hedgerows, and water features that contribute to local character. The cumulative effects of development on the area's character will also be considered. These matters are dealt with within Section 6 of this DAS.
- 2.30. Policy DM16 states that development should respect the local environment in design, scale, and layout, improving connectivity and integrating service areas without dominance. Boundary treatments should

complement the context, and a balance of hard and soft landscaping should reflect the area's character. High-quality materials and energy-efficient design, including passive solar gain, should be used where compatible with the area. These matters are dealt with within Section 6 of this DAS.

- 2.31. Policy DM17 considers that new development should have a positive impact both on-site and off-site, ensuring safety, accessibility, and adequate provisions for surface water drainage, sewage, refuse, and recycling. It must respect ecosystems, townscape, landscape, and heritage assets, while supporting future adjacent development. Sufficient amenity and recreational space should be provided, and the development should avoid negative impacts on neighboring properties through issues like overlooking, overshadowing, or pollution. Additionally, lighting should be unobtrusive to the surrounding area. These matters are dealt with within Section 6 of this DAS.
- 2.32. Policy DM18 provides criteria for access and parking, that development should provide adequate parking and access, meeting relevant standards for cars, cycles, and service vehicles. Safe, efficient access should be ensured for residents, emergency services, and pedestrians, with provisions for cycle parking. Parking and access should be integrated into the design with appropriate landscaping, signage, and lighting, reflecting the area's character. These matters are dealt with within Section 6 of this DAS and also in the submitted Transport Assessment.
- 2.33. Policy DM20 sets out the requirement for dealing with noise pollution. Development generating or sensitive to noise must comply with the Development Plan and not harm health or quality of life. Noise assessments should demonstrate how impacts are minimized, in line with DEFRA's Noise Policy Statement. Development will not be permitted if noise exceeds the Significant Observed Adverse Effect Level (SOAEL)

without effective mitigation to reduce it to the Lowest Observed Adverse Effect Level (LOAEL), ensuring design and amenity spaces remain acceptable. These matters are considered in the submitted Noise Impact Assessment.



# **EMERGING WINCHESTER DISTRICT LOCAL PLAN 2020-2040 PROPOSED SUBMISSION LOCAL PLAN REGULATION 19**

- 2.34. Strategic Policy D5 addresses masterplan and design principles. It sets out a series of guidelines which aim to achieve high standards of sustainable design and placemaking, locating development which can be easily accessible by walking, cycling or public transport and other environmental considerations.
- 2.35. Policy NE3 identifies the safeguarding of amenities of existing and future occupants of homes. The policy includes the need to protect and minimise adverse impacts to the environment. Where appropriate developments should provide attenuation or mitigation of compensatory measures against these. Improvements can be seen as providing additional public space, built facilities and improving access to existing space and facilities for existing and proposed residents.
- 2.36. Policy NE6 states that the council require development Sites to be resistant and resilient to flooding, in accordance with the National Planning Policy Framework. Drainage systems must be designed so that flooding does not occur on the Site in a 1 to 30 year rainfall event. Sustainable measures to deal with surface water, including the provision of SuDS, are a requirement on all Sites with designs expected to be implemented at early stages of the new development to maximise benefits.

- 2.37. Policy H6 states that it requires all developments which increase housing supply by 10 units and over must provide 40% of the gross number as affordable housing. This figure decreases to 35% on greenfield Sites or land with a requirement for phosphate mitigation. This must be adhered to for the longevity of the Site. Of this figure, 35% should be low cost home ownership, or 65% as social rent or affordable rent.



Map locating OT03 in relation to the Land off Cranbourne Drive location

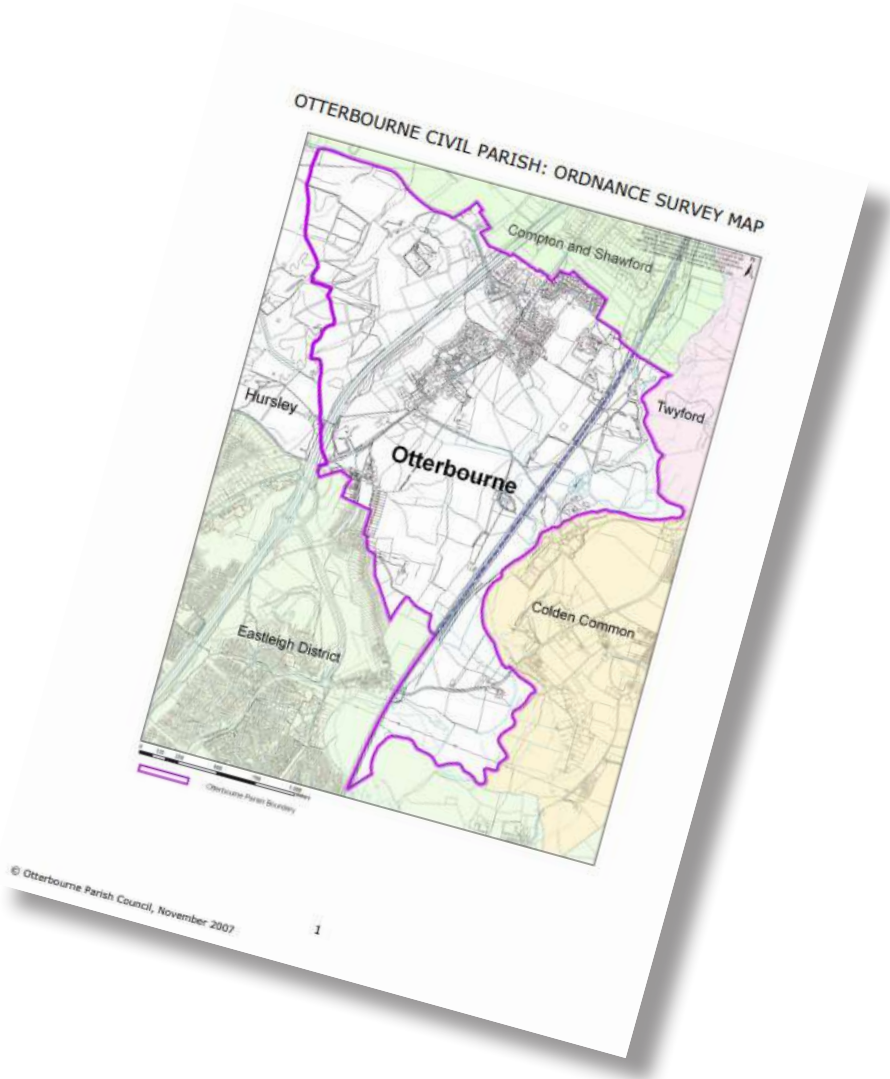


**OTTERBOURNE VILLAGE DESIGN GUIDE**

- 2.38. The Otterbourne Village Design Statement has been prepared by the Otterbourne Parish Council. It provides a guide to the type and quality of existing buildings, their setting and environmental context and highlights the value of these assets to the local community. The following design guidelines have been identified as relevant to this proposal and are addressed further in Section 6 of this DAS.
- 2.39. Settlement Pattern Design Guidelines set out specific considerations towards design that may enhance or impact the settlement pattern of Otterbourne. These include the protection of specific identified areas of Otterbourne and that new residential development should include a mix of housing types with some 1 and 2 bed houses. This is a matter which will be addressed through the reserved matters approval process.
- 2.40. The Village Environment Guidelines address any design principles that will enhance or impact the green infrastructure and biodiversity of Otterbourne. Guidelines include respecting existing woodland vistas, as well as the importance of hedgerows, hedge-banks and grass verges as an important landscape character of the village.
- 2.41. The Building Form and Development Guidelines outline some of the key considerations for new developments, these are primarily to ensure new development reflects in scale, massing and

architectural character the traditional village forms. This also includes considerations such as the implementation of small enclosed front gardens as an important built form feature.

- 2.42. Biodiversity and Open Space guidelines address the need to ensure that design proposals only enhance the existing green infrastructure of Otterbourne, such as all developments achieve more open space in the village whilst promoting additional planting. The guidelines also stress the importance of accessible and secure open space with adequately designed foot and cycle paths.



# 3. CONTEXTUAL ANALYSIS

3.1. This section of the DAS appraises the Site surroundings and its context.

## CONNECTIVITY

3.2. Otterbourne is serviced by a range of transport links that this Site will benefit from.

## BUS

3.3. Regular existing bus stops are located along Main Road with the closest bus stop to the Site being located at the The White Horse; 40m from the B3335/Cranbourne Drive junction. Each bus has a flag, timetable, shelter and seating. The bus stops are serviced by the E2 and 1 Bluestar bus services providing regular services between

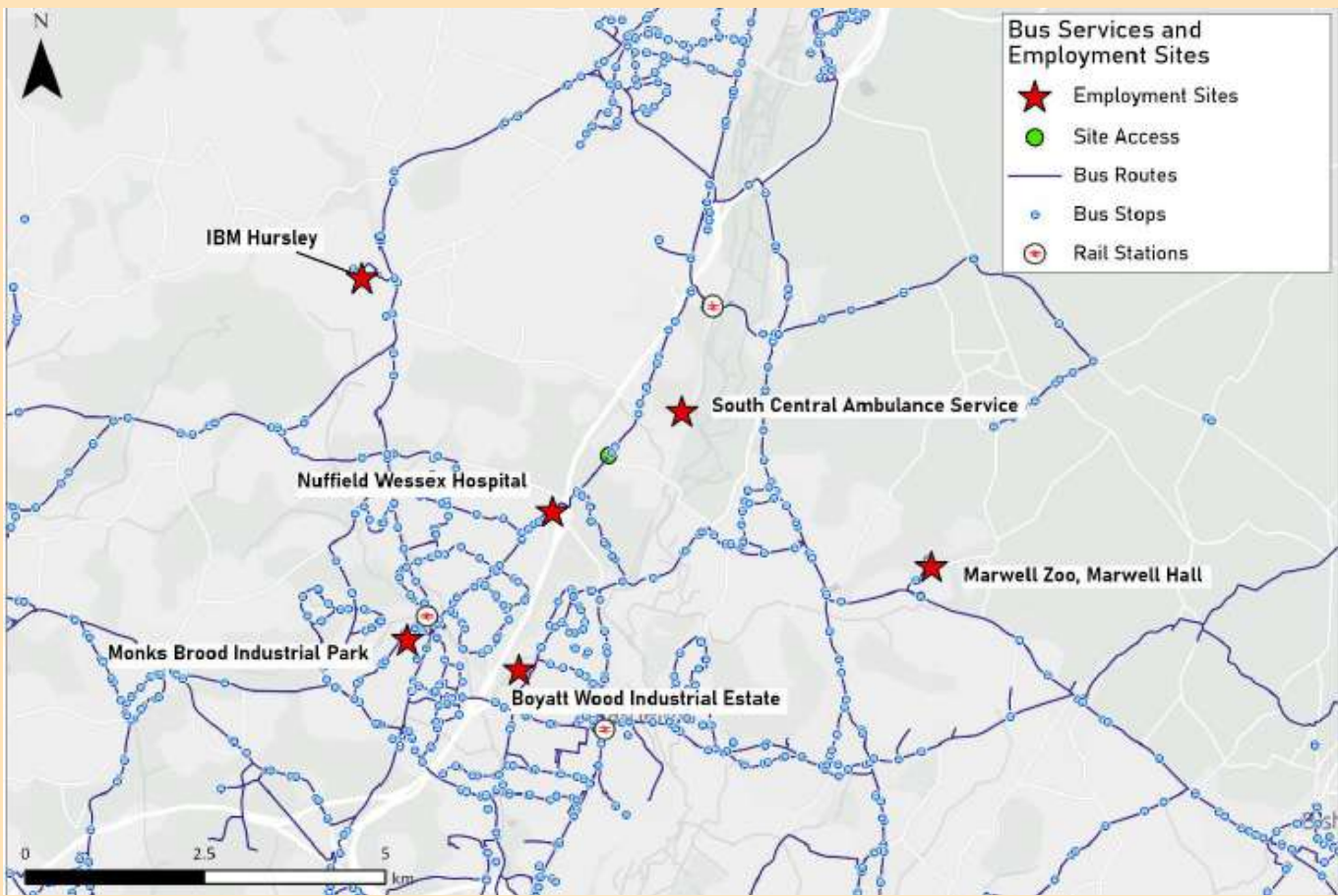
the cities of Winchester, north of the Site and Southampton, south of the Site via Eastleigh.

3.4. Both Chandlers Ford and Shawford Stations are located along the route of the 1 Bluestar bus route within a 20 minute journey time, as well as the E2 bus route terminating within a minute walk from Eastleigh rail station, these stations provide onward travel to areas such as London Waterloo, Portsmouth and Southampton.

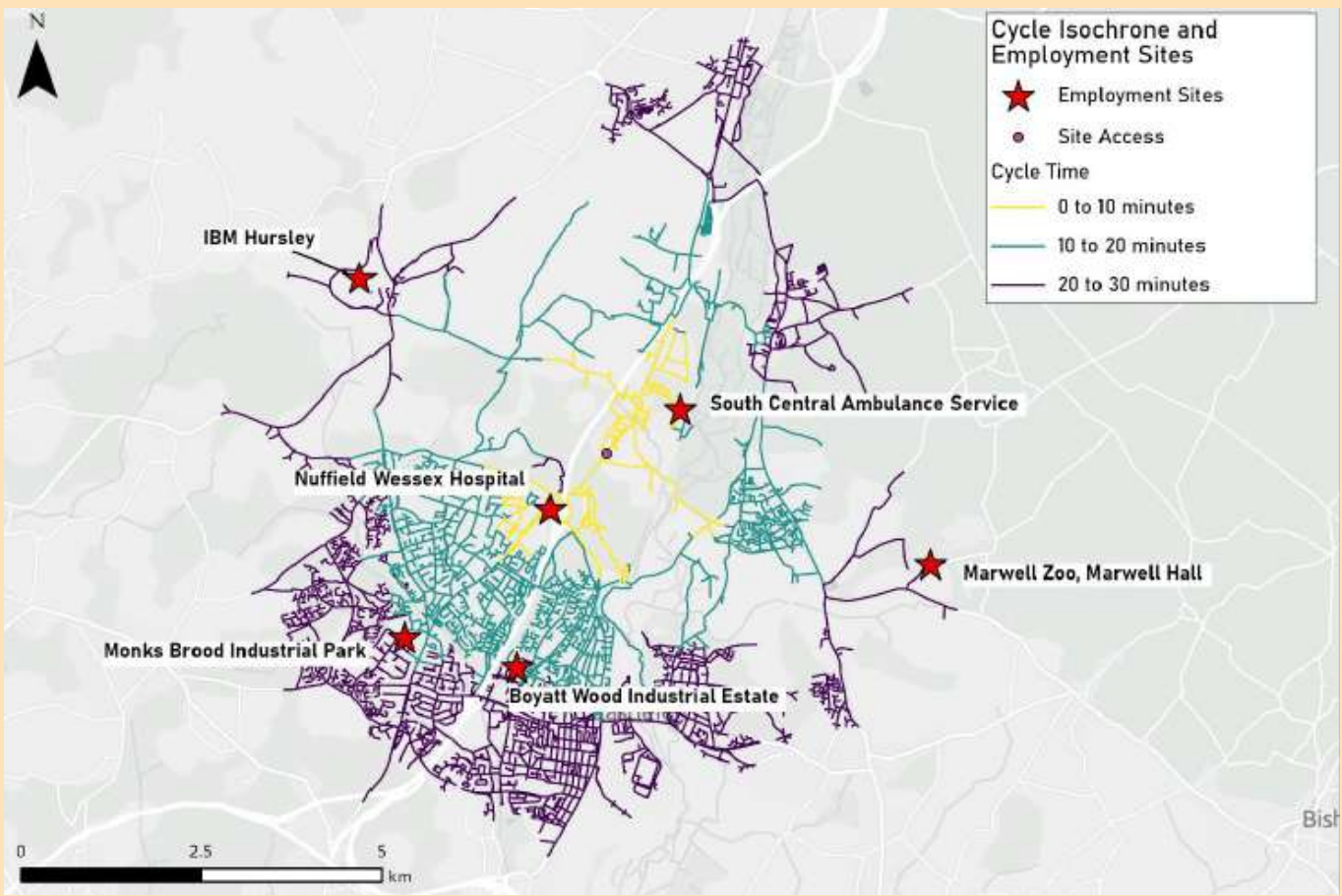
## FOOTPATHS AND CYCLEWAYS

3.5. The Site is located to the rear of Cranbourne Drive with direct footpaths to the Main Road and the facilities located within the village. The Site also benefits from a number of PROW network routes including Byways and Bridleways

which are potentially suitable for cycling. The development offers the opportunity to create a circular walk through the Site connecting up PROWS to the North and South which also provide walkable routes to nearby villages and towns. The Site also benefits from its close proximity to National Cycle Network Route 23 which passes through Otterbourne Main Road, with both Southampton and Winchester accessible within 35 minutes. The cycle route also grants access to Shawford and Chandlers Ford stations under twenty minutes which both have substantial storage for cycles and provide an option for alternative active travel.



Plan showing Bus Service Accessibility (produced by PJA)



Plan indicating cycle routes in relation to the Site (produced by PJA)



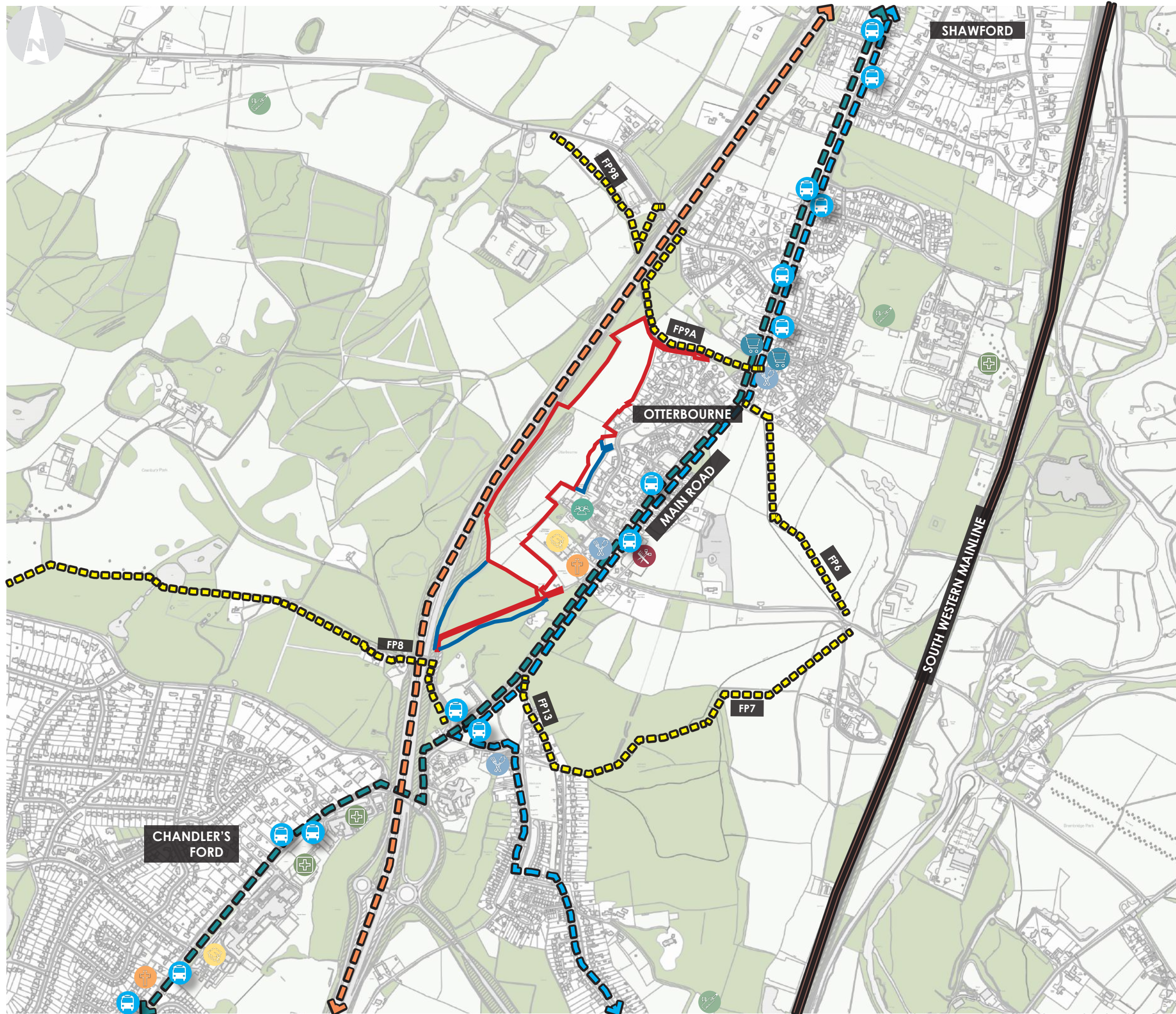
LOCAL FACILITIES

- 3.6. The Site is located in prime location to benefit from the local amenities and facilities of Otterbourne. The White Horse, Village Hall and Church are all located in immediate proximity to the Site and under a five minute walk. With further facilities such as the Nisa Local and other restaurants along Main Road, all being within a 10 minute walking proximity to the Site.
- 3.7. Otterbourne benefits from many surrounding open spaces, the Site has a wider connection to the identified countryside and wider woodland around. The Site is within a 15 minute walk to the Oakwood Park Recreational Ground. This being said, there is opportunity to increase openness and accessibility to the countryside and surrounding woodlands by creating pedestrian pathways and preserving the landscaping of the Site for communal use.
- 3.8. The Site benefits from a short travel distance into neighbouring villages and towns and access to a greater range of amenities. The close proximity to multiple public transport networks also easily open up the possibilities of Winchester and Southampton for additional facilities.
- 3.9. In summary Otterbourne offers a broad range of facilities and as such is well placed to accommodate levels of growth. The Site is in a sustainable location, with schools, convenience stores, public houses and sports facilities all located within walking distance. The Site will present opportunities to further improve and build upon the local amenities by opening up further accessible open natural space for Otterbourne.



01 The White Horse  
02 Village Hall  
03 St. Matthew's Church  
04 Nisa Local and Royal Mail Post Office





# KEY

- DEVELOPMENT BOUNDARY (TOTAL AREA 10.8HA)
- CLIENT CONTROLLED BOUNDARY (TOTAL AREA 3.73HA)
- SOUTH WESTERN MAINLINE TRAIN TRACK
- PROW
- KEY ROUTE THROUGH OTTERBOURNE
- M3
- NATIONAL CYCLE NETWORK ROUTE 23
- EXISTING BUS STOPS
- SCHOOL
- BERRYWOOD HOSPITAL
- GROCERY STORE
- RESTAURANT / CAFE
- COMMUNITY SPORTS / RECREATIONAL FACILITIES
- COMMUNITY HALL
- HAIRDRESSER / BARBER
- POST OFFICE



Plan indicating transport routes and facilities relative to the site.



HISTORIC DEVELOPMENT APPRAISAL

This section provides analysis of the existing built form of the surrounding context to identify patterns of development that will aid and inform the character of scheme proposals. This will ensure that proposals converse and contribute to local character distinctiveness.

DEVELOPMENT PATTERN

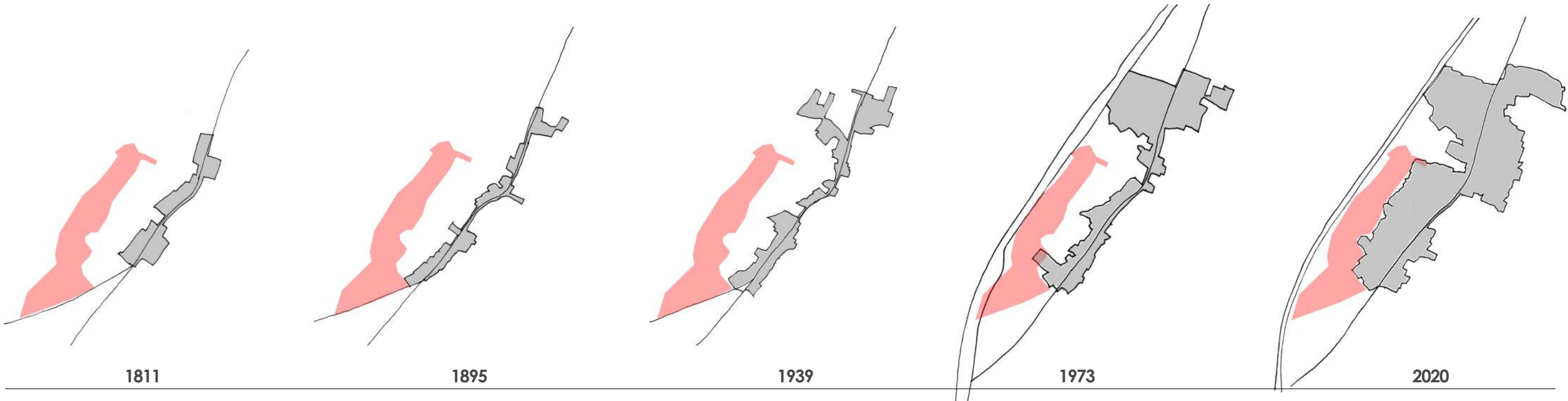
- 3.10. Otterbourne's historic layout featured small clusters of buildings primarily arranged along Main Road. The area of interest, known as the "lower village," developed between St. Matthew's Church and the Old Forge.
- 3.11. By 1867, Main Road served as the main structural axis of the village, defining its form. Maps from 1869 to 1890

show that development was concentrated in two main clusters. To the north, buildings were grouped around the Smithy and Rectory, where Main Road curved noticeably. A second area of growth emerged just north of St. Matthew's Church. These two clusters formed the traditional village of Otterbourne. Early maps suggest that Otterbourne saw limited expansion in subsequent decades.

- 3.12. However, by the 1960s, the village began to change more significantly. New housing developments appeared on the western side of Main Road, linking previously separate sections of the village. Additional housing along Poles Lane extended Otterbourne northward. Around this time, Main Road's alignment

was also straightened, though the original route remains visible, giving frontage access to some homes west of the Site.

- 3.13. By 1982, further residential growth continued north of the Site along Main Road's eastern side. The 1980's also saw the development of Cranbourne Drive and the Village Hall.
- 3.14. There has been much reduced development in the C21st, with only few notable schemes such as Brooklyn Flats and the Yeoman's Drove bungalows.



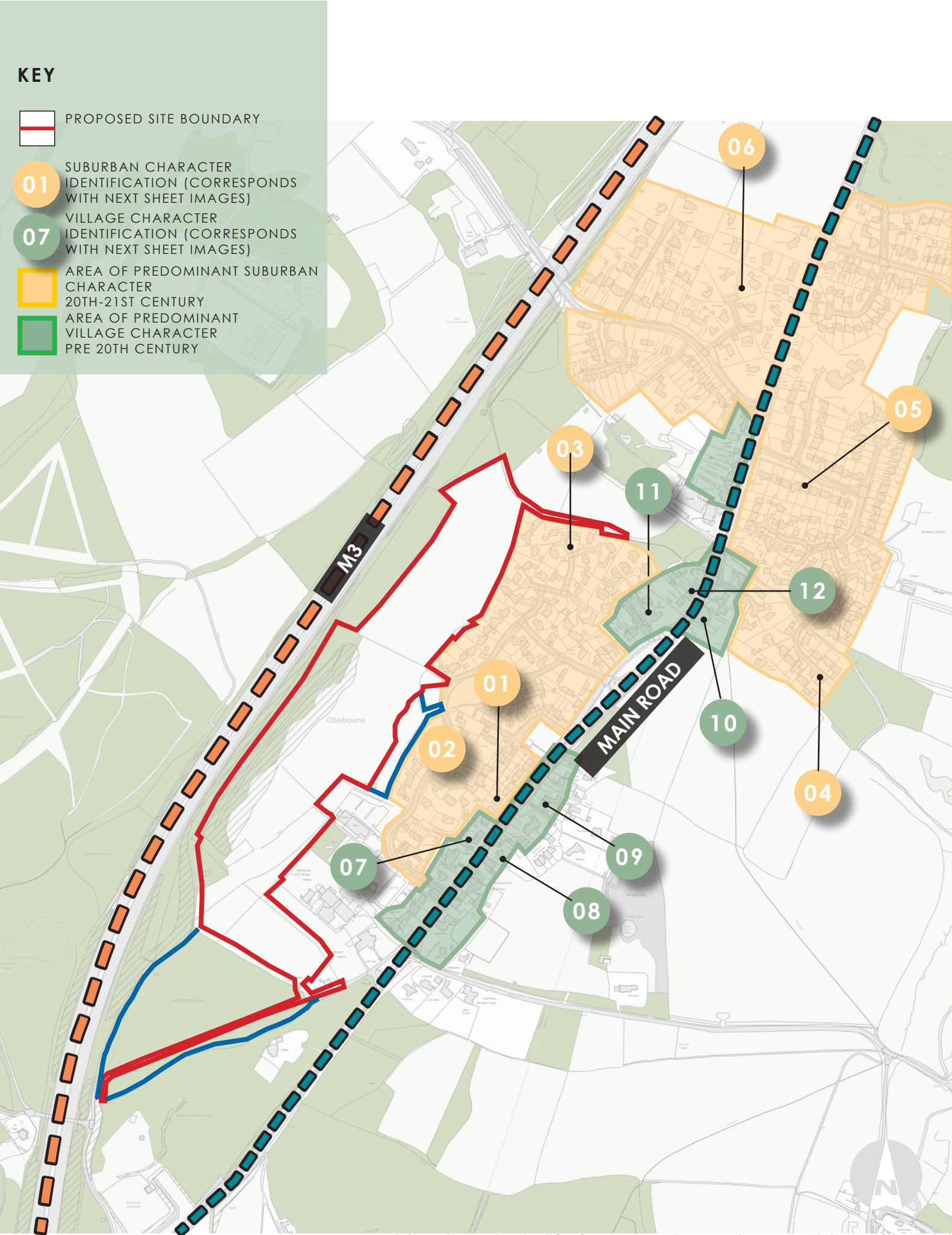


LOCAL CHARACTER APPRAISAL

3.15. It is part of our brief that the development proposals on this Site, compliment and enhance local character and distinctiveness. The following section identifies key local characteristics which will help inform the identity of any future detailed scheme, ensuring it aligns with the aspirational vision for the Site, and responds positively to the existing character.

DEVELOPMENT PATTERN

- 3.16. The original village grew notably in the 20th and 21st century. The resulting local character is one of a historic 'Village Core' within a prevailing character defined by 20th-21st century 'Suburban' development.
- 3.17. The following pages of this DAS seek, using study areas, to appraise and identify the distinct characteristics of the two character areas found locally, identified as:
- Suburban
  - Village Core
- 3.18. The aim being to identify and then integrate within the design proposals a character that celebrates local distinctiveness and the legacy of the local area.





SUBURBAN CHARACTER

Photographs illustrating 'suburban' character within Otterbourne.



VILLAGE CORE CHARACTER

Photographs illustrating 'Traditional Village' character within Otterbourne.





## CHARACTER 1 - SUBURBAN CHARACTER (CRANBOURNE DRIVE)

- 3.19. There is a mix of approaches to create diverse styles, the vast majority of plots have large and busy frontages. Projecting gable ends and lean-to elements are used on elevations to create additional floor area. The properties utilise a mixture of gable end and hip-end gables with dual pitch roofs.
- 3.20. There is limited green space in the public realm with no Public Open Space provided. What little green space there is, is provided in the form of grass verges.
- 3.21. Properties are predominately medium-large, detached houses, which feature a range of architectural styles, but the predominant materiality is brick and/or clay coloured hung wall tiles with a concrete roof tile. Windows and doors are primarily a dark brown coloured uPVC with brick lintel and a uPVC sill.
- 3.22. The majority of properties have a large set back from the highway to allow for multiple on plot parking spaces in front of the house as well as front lawns. The properties predominantly have no hard boundary treatments, either with open plot fronts or partial privacy created through planting and shrubbery.



### KEY CHARACTERISTICS

- Medium Density: 32-40 DPH
- Medium - Large and busy frontages
- Minimum public space
- Pastiche Architectural styles prevalent
- Almost exclusively 2 storeys.
- On plot parking and lawns provided to front of plots
- No hard boundaries to front of plots. Plots defined by soft landscaping



- 01 Image demonstrates typical setting back distance of dwellings from pavement as well as streetscape hierarchy.
- 02 Plots are predominantly 2 storey. Dormer windows to activate 2.5 storeys is not uncommon
- 03 Lack of formal enclosure to fronts of plots with parking on driveways to front of plots



## KEY CHARACTERISTICS

- Low/Medium Density: 20-34 DPH
- Dwellings are predominantly two storeys, but can range from 1.5-2.5 storeys.
- Massing is typically of simple plan form. Wide frontages and of shallow plan depth.
- Traditional Cottage architectural style; local materials such as timber, napped stone and brick and washed brick
- Distinct Boundaries to front of properties, either with properties right against the pavement or set back with stone walls and mature landscaping between.
- Simple traditional architectural detailing including chimneys and dormer windows;
- Properties generally sit close to the back of highway and often form continuous frontages.



## CHARACTER 2 - TRADITIONAL VILLAGE CHARACTER

- 3.23. The historic core of Otterbourne is characterised by low-medium residential densities. Properties are predominantly detached with simple plan forms; wide frontages, shallow plan depth. The plots are spacious with a large separation between dwellings.
- 3.24. Properties are a mix of set back from the streetscape with distinct boundaries and landscaping, or are right up against the pavement frontage. The most common boundary treatment is that of low level napped stone and brick dwarf walls with landscaping and planting behind for additional privacy. Parking is mainly provided for on plot either in front or behind the dwelling.
- 3.25. There is almost no provision of Public Open Space provided along the Main Road, however there are large stretches of grass verges along Main Rd, which the Otterbourne Village Design Statement highlights as a defining characteristic of Otterbourne.
- 3.26. The traditional village housing stock utilises a range of materials. Timber frame, historic render and napped stone are common, however brick is the primary material, either left natural red or painted/washed. Roofs are predominantly in slate tile.
- 3.27. Traditional timber framed windows are used with simple brick detailing to sills and lintels.



01  
02  
03

Grade II listed building: Myrtle Cottage  
Grade II listed cottages: Meadow Cottage  
Hampden Lodge and Glenlyn Dwellings



02



03



## LOCAL DISTINCTIVENESS

3.28. In summary, our appraisal demonstrates that more recent schemes have sought to reflect a generally prevalent suburban character, which has failed to promote local identity and distinctiveness. Thus while the Land off Cranbourne Drive will respect adjoining later development, the Site affords the opportunity to create a distinctive new development which responds more closely and celebrates the distinctive characteristics found within the 'Village Core'. We consider that in terms of Architectural character, identity and materiality, the proposals shall more directly align with the following identified features:

### 3.29. KEY FEATURES - FORM

- Simple forms with wide frontages orientated to face the street with narrow plan depths and 2 storeys.
- The roof forms typically simple gables pitched front to back, steeply pitched with chimneys.
- Pediments, dormers and low level gable ends are a common feature on the front elevation.
- Frontages are a mix of continuous and detached depending on dwelling size.



SIMPLE BUILDING FORMS

### 3.30. KEY FEATURES - BOUNDARIES.

- Frontage depths vary depending on the street hierarchy, from direct onto street pavement or to deep plots set back from the road.
- Parking is primarily on private drives with some on road parking. Driveways display a range of materials such as setts, pavers and flag finishes.
- The predominant historic boundary feature is the use of low level napped stone dwarf walls with planting behind to create additional privacy.
- The Otterbourne Village Design Statement recognises grass verges as an important landscape feature of the village along with hedgerows and other planting.
- Shrubbery and trees are a common feature along the streetscape creating additional privacy for plots.

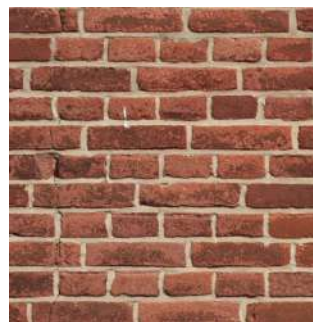


LANDSCAPING



### 3.31. KEY FEATURES - MATERIALS

- Brick is the predominant material, either natural or washed/painted. Knapped flint is a feature material on key plots.
- Timber framing with stucco, and napped stone are also common materials in the dwellings
- Roofs are dual pitched with plain tiles, either slate or clay but predominantly Slate.
- Windows are primarily casements, traditionally in timber.
- Gable pediments on the front elevations are often decorated in different materiality such as timber framing and detailing.
- Doors are simple timber with simple timber canopies and lean-to to form entrances.



LOCAL NATURAL MATERIALS

### 3.32. KEY FEATURES - ARCHITECTURAL DETAILS

- Pediments are a common detail to front elevations.
- Although most properties have simple entrances, timber canopies, tiled lean-tos and dual pitched porches are also common.
- Window and door opening detailing is simple, either with stone or timber lintels and stone sills in stone properties, or with brick header and stone sills to brick properties.
- Most properties utilise typical fascia boards along the eaves. Decorative barge boards and timber framing is common on pediments. Eave details such as dental corbel eaves is a common feature.
- Windows and doors are well positioned and proportioned across the dwelling.



SIMPLE STRONG DETAILS



## 4. SITE ANALYSIS

- 4.1. This section of the DAS provides an evaluation of the Site's technical appraisals. It identifies the opportunities and considerations that will inform the development proposals.

*“Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation...”*  
(Para. 43, NDG 2021)

### FLOOD RISK & DRAINAGE STRATEGY

- 4.2. A Flood Risk Assessment and Drainage Strategy has been prepared separately by consultants PJA. This report identifies the following:
- The assessment concludes that the Site is considered at either very low or low risk of flooding from the sources assessed (fluvial, tidal, reservoirs, canals, groundwater and sewers).
  - The Site is partially at risk from surface water ponding and flow routes into the Otterbourne although these are predominantly outside the developable area and are able to be mitigated.
  - A preliminary Surface Water Drainage Strategy has been prepared to demonstrate that a sustainable drainage solution can be provided for the proposed development.
  - The proposed surface water drainage system aims to mimic the hydrological regime of the existing Site by discharging run-off to the existing ditches and water courses present on-Site. Discharge from each proposed catchment will be controlled to the equivalent greenfield Qbar rate by vortex flow control devices. Attenuation storage will be provided in the form of open SuDS feature such as

attenuation basins.

- A developer enquiry has been received from Southern Water which identifies that there is currently adequate capacity in the local sewerage network to accommodate a foul flow of 0.913 l/s for the development at manhole reference SU45237103.
- 4.3. To conclude, PJA's report states that the proposed development may be undertaken in a sustainable manner without increasing the flood risk either at the Site or to any third-party land in line with NPPF requirements.

### TRANSPORT ASSESSMENT

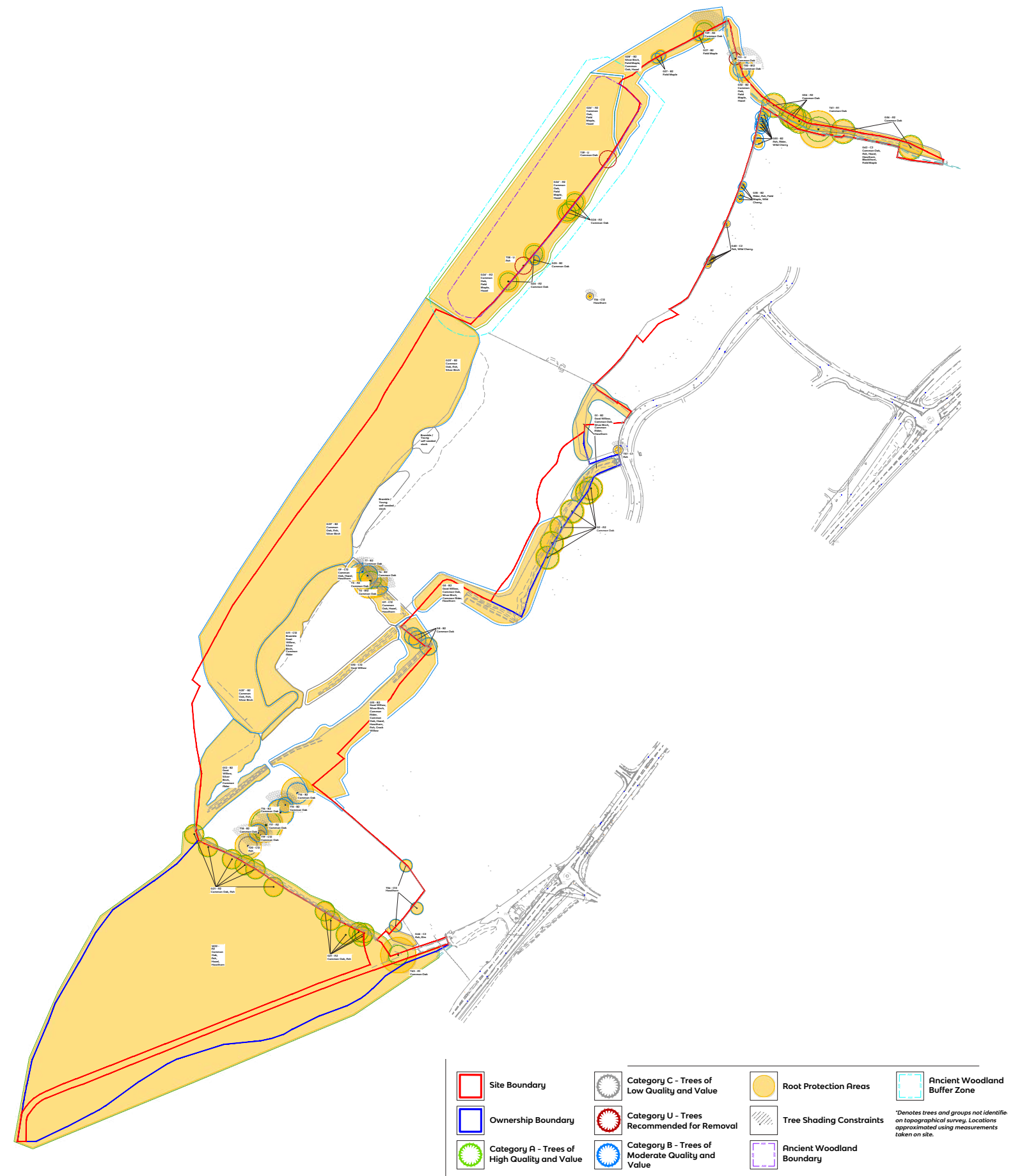
- 4.4. A Transport Assessment undertaken by consultants PJA (see separate reports) identifies the following:
- It acknowledges the District Council's Settlement Hierarchy and notes that Otterbourne functions as one of several villages afforded good levels of accessibility if considered as part of a polycentric network of adjoining villages. As Otterbourne is close to other settlements its accessibility to a significant number of amenities and services within walking/cycling distance, would be commensurate to that expected of a much larger settlement.
  - The pedestrian environment surrounding the site is generally suitable to support walking for transport, having been improved in recent years. There are also significant stretches of the PROW network located near the site, oftentimes connecting with adjacent settlements using off-road footpaths. As part of the site promotion there are opportunities to preserve and enhance existing links, potentially linking existing footpaths through the site, to the village hall car park and the school.

- A case has been made for the site to support longer-distance commuting by cycle. This is supported by the quality of existing infrastructure such as NCN23 and the associated wayfinding measures as well as national and local predictions for cycle propensity in coming years.
  - It has been proposed that a single point of vehicular access will be provided from Cranbourne Drive, adjacent to number 45.
- 4.5. To conclude, the assessment states the site offers a sustainable location for development with good opportunities for journeys to be undertaken by sustainable modes. The traffic generated by the development would not have a severe residual impact upon the operation of the surrounding highway network, whilst there are no existing highway safety issues which would be exacerbated.



## ARBORICULTURAL

- 4.6. An Arboricultural Survey and Report has been prepared separately by Tyler Grange and identifies the following:
- An area of Ancient Woodland has been identified on the Site which has been shown on the Tree Constraints Plan and the Tree Retention and Removals Plan with a 15m buffer offset. The proposals show a minor incursion into the extremity of this buffer with a footpath. At a detailed design stage the exact location and construction of this footpath can be confirmed to remove any potential impacts on the ancient woodland.
  - Further work is recommended to include an Arboricultural Method Statement to accompany a subsequent Reserved Matters Application and / or discharge of suitably worded planning conditions.
  - There are 15 individual trees, 21 groups of trees and 1 woodland, totalling 37 items. Of these 37 items, 8 have been categorised as A, 20 as category B, 7 as category C and 1 as category U. See the Tree Constraints Plan opposite.
- 4.7. The report concludes that of the trees surveyed, seven have been categorised as A, of high quality. These items should be prioritised for retention, where practicable. These items are primarily outside or around the perimeter of the development boundary and therefore do not adversely constrain development.

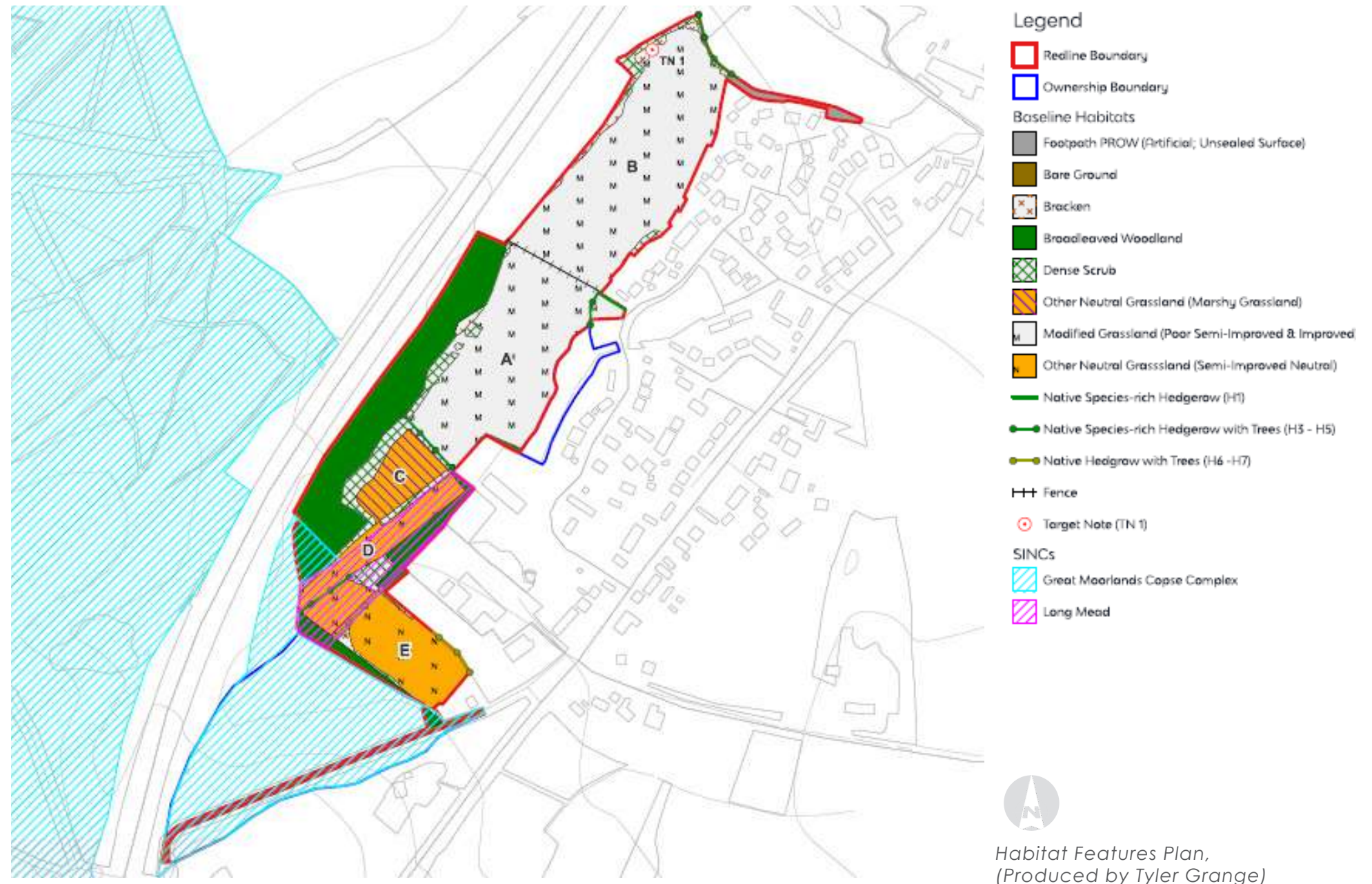


Tree Constraints Plan (Produced by Tyler Grange)



## ECOLOGICAL IMPACT ASSESSMENT

- 4.8. A separate Ecology Appraisal has been undertaken by consultants Tyler Grange and identifies:
- Any development will primarily affect modified grassland, which is negligible ecological importance. Any loss of sections of local ecological importance hedgerows should be compensated for by hedgerow enhancement across the Site. With enhancements and habitat creation proposed, including native species planting, habitats of ecological importance on site will be enhanced, providing additional opportunities for biodiversity within the Site.
  - Any development should avoid the identified SINCs and the Ancient woodland on the Site.
  - Trees and other hedgerows should be retained and protected where possible for potential batroosting as well as one tree identified with a known bat roost to ensure no direct impacts are created.
  - No impacts are anticipated as a result of development, as long as standard best practise is followed to control impacts via air, run-off and other pollutants.
- 4.9. To conclude the report states that in anticipation of the implementation of any necessary mitigation, the proposed development will be compliant with relevant planning policies CP15 and CP16 of the Winchester District Local Plan, as well as national legislation with regards to Ecology.





## ARCHAEOLOGICAL AND HERITAGE ASSESSMENT

- 4.10. The Archaeological and Heritage Assessment undertaken by consultants EDP (See Separate Report) identifies the following:
- In light of the preparation and evolution of the development proposals, it is considered that their approval and implementation would deliver 'no harm' to the Grade II\* RPG and the Grade II\* listed Church of St Matthew, if not in fact an actual enhancement by opening up public access and allowing for greater public appreciation of their significance. With that in mind, it is considered that the proposals accord with Section 16 of the NPPF and Policies CP20 and DM26 of the Winchester Local Plan.
- 4.11. In conclusion the assessment states that if the above mentioned mitigation measures were undertaken the proposed development would conform with the relevant paragraphs of the NPPF and policies of the Local Plan.

## LANDSCAPE AND VISUAL IMPACT APPRAISA

- 4.12. A Landscape and Visual Appraisal undertaken by consultants Tyler Grange (See Separate Report) identifies the following considerations:
- Existing trees and species-rich hedgerows within and adjacent to the Site would be predominantly retained to maintain the existing landscape structure, with the exception of the loss of some trees/woodland to the north-west of the village hall to allow pedestrian links to the Site.
  - Buffer planting is proposed at the eastern edge of the Site, to the west of Cranbourne Drive, to screen the Proposed Development from adjacent residential properties along Cranbourne Drive.

There are opportunities for enhanced areas of semi-improved neutral grassland within the southern part of the Site, adjacent to St Matthew's churchyard, with opportunity for Biodiversity Net Gain. In addition, proposed biodiversity and Green Infrastructure enhancements include new areas of wildflower planting, natural open space and publicly accessible woodland (making use of the existing woodland to the south of the Site).

- 4.13. The appraisal states that as a result of the proposals, there would be an inevitable change to land use from agriculture to residential properties and public open space, but it should not be seen as a detriment to the enjoyment and appreciation of the wider landscape. The Site has the capacity for development, and there is no 'in principle', policy, landscape or visual reason why the Site should not be developed.

## NOISE ASSESSMENT

- 4.14. A Noise Assessment by Logica (See separate Report) has been undertaken to determine the suitability of the Site for residential development. This report identified the following:
- An initial site noise risk assessment was undertaken in accordance with ProPG. The initial site noise risk assessment demonstrated that there is a likely low to medium risk that the Development would be subject to adverse effects from noise during the daytime and night-time respectively.
  - It has been demonstrated that the target internal noise levels set out in BS 8233:2014 can be achieved throughout the development on a windows closed basis and the resulting in the outline ventilation and glazing specification is advised in Figure 4-3 with further details provided in Appendix A5. Achieving BS 8233:2014 internal noise limits on an open window basis would be impractical for the majority of the

dwellings within the illustrative masterplan. There is, therefore, necessarily a reliance on closed windows to achieve the adopted internal noise criteria under whole dwelling ventilation conditions.

- It has been demonstrated that the external noise levels commensurate with BS 8233:2014 guideline values for residential amenity can be achieved within garden areas with consideration of the acoustic screening likely provided by the massing of the proposed Development as well as the strategic provision of additional acoustic screening.
  - With respect to the impact of noise from proposed building services, Environmental Sound Criteria (ESC) have been established based upon background sound levels measured at the Site. Considering the distances to NSRs from the Site, the mitigation of the likely sound sources should be uncontroversial. The ESCs can be secured by a suitably worded planning condition and addressed through the detailed design.
- 4.15. To conclude, On the basis of this assessment, the development is not considered to give rise to a significant adverse impact on health and quality of life in relation to noise, in accordance with paragraphs 187 and 198 of the NPPF. Furthermore, in relation to paragraph 200 (agent of change), the mitigation measures proposed will ensure that the new development can be integrated effectively with existing businesses and land uses without imposing unreasonable restrictions upon them.



# SITE OPPORTUNITIES AND CONSIDERATIONS

## PRIMARY SITE CONSIDERATIONS

4.16. As part of the comprehensive review of the Site, as undertaken in the preceding sections of this statement, a series of existing Site characteristics and resulting development considerations have been identified. These are set out below and have been illustrated on the plan opposite:

- It has been proposed that a single point of vehicular access will be provided from Cranbourne Drive, adjacent to number 45.
- The existing hedgerow and tree line along the Site's eastern boundary can be enhanced and managed to create a habitat-rich, visually appealing frontage while providing additional screening and buffering for the Cranbourne Drive residential area.
- Initial flood modelling has informed a sustainable urban drainage system (SuDS) that utilizes the site's natural topography for effective water management. The optimal locations for attenuation features are highlighted on the Considerations Plan.
- The Site benefits from a well-established pedestrian network, including Cranbourne Drive footpaths and extensive PROW (Public Rights of Way) to the north and south. A new footpath through the Site could link these networks, improving access across Otterbourne and connecting key amenities like the village hall and primary school.
- The Site offers potential for enhanced community facilities and amenities, such as Local Equipped Areas for Play (LEAP), a Community Use Facility, and extensive Public Open Space (POS). These improvements would integrate the development with Otterbourne's existing

infrastructure and serve both new and current residents.

- An area of Ancient Woodland has been identified to the North-West of the Site (shown on the plan opposite). This area will require a 15m buffer offset zone from any development boundary to protect the woodland.
- The southern part of the Site includes a SINC and Little Hessians Copse Woodland, located within the Grade II\* listed Cranbury Park RPG. These areas offer opportunities for conservation, potential nature trails, and community woodland amenities, with the possibility of gifting the woodland to the Parish.
- Along with the previously identified SINC and Woodlands, there are eight Category A items and a tree bat roost that must be retained, protected, and enhanced. A central area of modified grassland with low ecological value is a natural starting point for development, while areas outside this boundary will focus on biodiversity enhancements, such as creating a wildflower meadow to the north and ensuring the protection of the high value assets.
- Development should address potential noise impacts from the M3, particularly in the northern part of the Site. Larger-scale building and/or greater density in this area can serve as noise barriers.
- There is a client and Neighbourhood Plan aspiration that development should celebrate local character and distinctiveness.



*Photos demonstrating distinctive local character*







## 5.DESIGN DEVELOPMENT

5.1 In this section of the statement, we present design principles and their evolution in light of stakeholder feedback. The following diagrams provide an overview and commentary of how analysis work undertaken informed the development of scheme proposals.



## STAGE 1

- Existing landscape features including hedgerows, trees, SINC and woodland that are to be retained are identified as a base framework to inform the scheme proposals' emerging green infrastructure strategy. The area of identified low value modified grassland centrally acts as a starting point to inform the intended development boundary.
- Key existing facilities along the Eastern boundary of the Site are identified with the intention of improving connectivity and accessibility to them for this development.
- Existing pedestrian / cycle routes and PRow's either adjoining the Site or within close proximity are identified. The optimal prime vehicle access point is also indicated and proposed from Cranbourne Drive.



## STAGE 2

- Existing desire lines are utilised to connect identified pedestrian/cycle routes and PRow's to greatly improve connectivity across Otterbourne. Additional access points are granted to the identified key facilities to increase permeation and further integrate the new development into the existing fabric of Otterbourne.
- A habitat zone/landscape buffer, incorporating attenuation zones is identified along the Site's Eastern boundary, with any development to be offset accordingly to further increase privacy to the developments.
- The green framework is enhanced to create identified zones: green corridors for access routes, Natural Public Open Space such as wild flower meadows and play spaces, and an identified area of conserved and enhanced woodland.





### STAGE 3

- Highways engineers confirm the optimal location of the vehicular access point from Cranbourne Dr, and a network of principal, secondary and tertiary circulation routes are established, which will serve the development. These are further integrated and connected to the identified pedestrian/cycle routes for a more resolved circulation strategy.
- Based upon the emerging circulation strategy, the optimal location for a LEAP is identified, centrally located so as to be easily accessible by both existing and future residents as well as being integrated with existing identified facilities.



### STAGE 4

- Within the framework for development established in stages 1-3 Development Use parcels start to become established. With Care Home to the North of the Site providing the best noise pollution screening due to its large volume, and the Community Use Facility to the South, located in the immediate vicinity of the LEAP, Village Hall and Primary School to further encourage community integration and use and consolidate amenity areas.
- With reference to character area appraisal works undertaken, the character of development parcels and street typologies begin to be considered. A hierarchy of streets begins to form which will create a permeable, legible and distinctive development with a principle elevation from the main entrance.