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Land off College Road South Aston Clinton

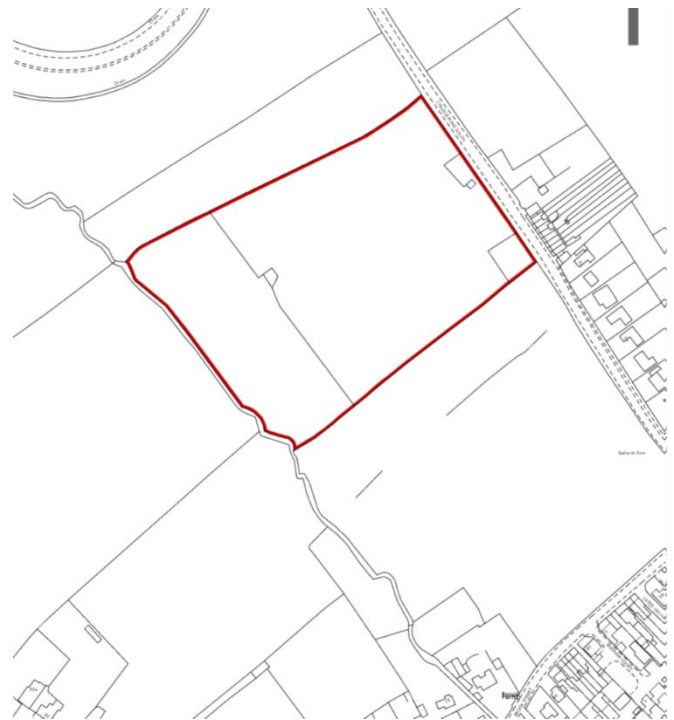
In support of an application for outline planning permission for the erection of up to 55 dwellings (all matters reserved other than access)

Design and Access Statement

Hollins Strategic Land

May 2017
sa/pks/4604 DAS rev B

1. This Design and Access Statement is written on behalf of Hollins Strategic Land LLP in support of an application for outline permission for the erection of up to 55 dwellings.
2. This is in the form of revisions to the current undetermined application that reduce the development area and significantly increase the open land buffer to the north and west of the site.
3. All matters are reserved other than access. As such, the design of the proposals is set out in broad terms but the general design principles are established at this stage. An assessment of the site and its surrounds has been provided for use at reserved matters stage and to demonstrate the appropriateness of residential development of the site.
4. The proposals discussed in this revised DAS are in response to the recent appeal decision on the first application to develop the site for up to 85 dwellings. In this revision, the application site of course remains the same, as shown above, but the proposed development area is substantially reduced in response to the inspector's finding that the appealed development would cause substantial harm to the character and appearance of the area, largely as a consequence of the erosion of the narrow gap that remains as a buffer between Aston Clinton and the edge of Aylesbury as defined by the bypass at this point.

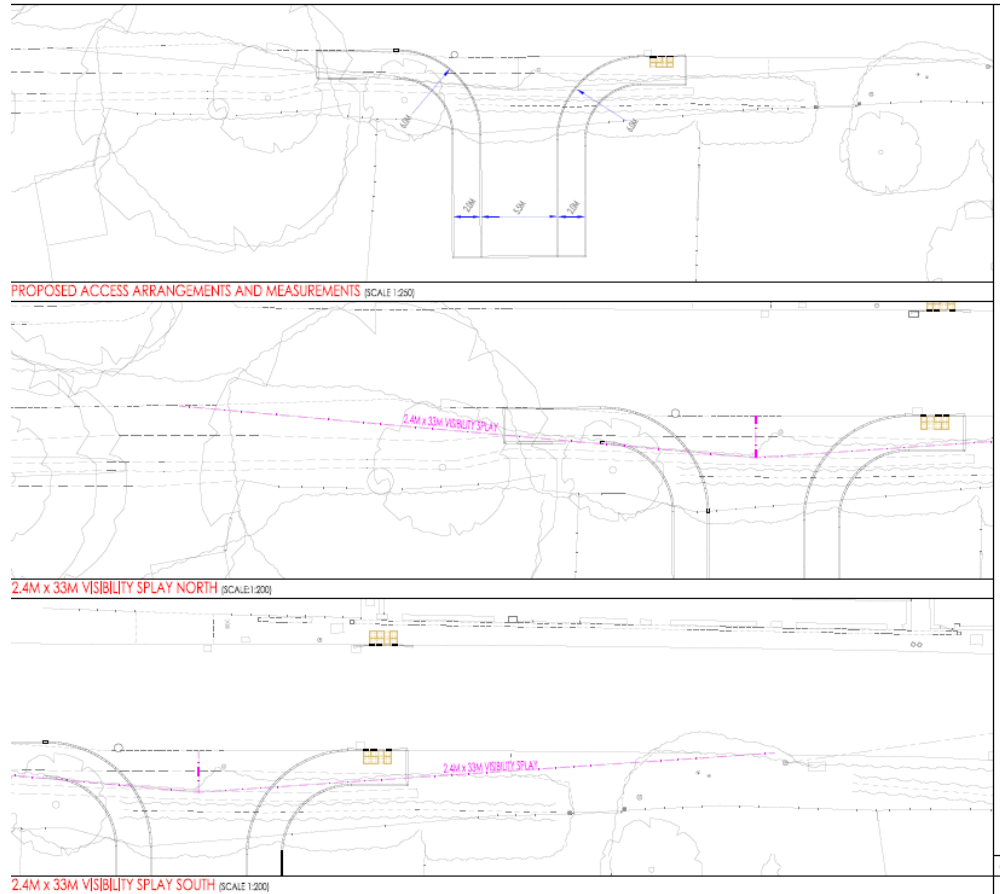


- In order to deal with this concern, the buildings within the development site will not extend further north than the existing development on College Road South nor further west than the extant development consent to the south. For clarity, this means that the building area is restricted to 90m measured from the site's southern boundary, as shown below in the extract of the submitted concept plan.



- The area of the development would be 1.82 ha and a density of 30 dph would mean that 55 dwellings would be the expected maximum development.
- The approach now adopted will leave a substantial area to the west along the brook and in particular along the southern site of the application site that will be laid out for recreation and biodiversity use. A new public footpath will link the open space along the brook in the site to the south through the application site to join College Road South at the north east corner of the site. This will considerably enhance the popular short circular walk which currently utilises the full length of College Road South from Brook Street. Biodiversity enhancements within the extended open space will more than compensate for the sections of hedgerow fronting College Road South that would be lost in forming the vehicular and pedestrian accesses.
- An arboricultural report has identified trees within the site and also their root protection zones. As the trees are mainly on the site boundaries it has been possible to site the development to ensure that the roots of the many retained trees will not be harmed.

9. The access to the site has not been changed from the original application submission. It is a single vehicular access, formed as a priority junction onto College Road south, as set out below.



10. Dwellings on the eastern side of College Road South face towards part of the site. The site access has been located to the north of this residential frontage to reduce the impact of on dwellings headlights from cars leaving the site.

11. Space has been retained on the road frontage to provide additional on-street parking for the occupiers of existing houses.



12. On the eastern boundary of the site dwellings will face onto College Road South and along the site access. Development of long, straight rows of houses will be avoided in favour of an informal layout, including courtyard development around short culs-de-sac. Any longer views will positively terminated by visual features such as main dwelling elevations.
13. Along the western boundary along the stream is transitional open space including swales forming the SuDS scheme. Dwellings have been oriented to face towards this greenspace corridor to provide passive surveillance as well as an attractive frontage to the users of the greenspace. Similarly, dwellings will face northwards to provide an attractive frontage to the open space and new footpath, including a level of passive surveillance which is important for security of the public domain.
14. In order to reflect the character of the village, it is intended that the development will be no more than two storeys in height and of traditional form, with brick construction and pitched roofs. Gables will be either peaked or hipped and elevational detailing will provide interest. Brick chimneys and white rendered panels will add to the distinctivity of the development.
15. Where garages are provided, they will be either detached or integral. Parking on private driveways is expected and care has been taken to avoid parking dominating the street scene. A minimum of two parking spaces a dwelling has been provided, with proportionately more spaces for larger houses.
16. On the eastern boundary of the site dwellings will face onto College Road South and along the site access. Development of long, straight rows of houses has been avoided in favour of an informal layout, including courtyard development around short culs-de-sac. Any longer views are positively terminated by visual features such as main dwelling elevations.
17. Along the western boundary along the stream is transitional open space including swales forming the SuDS scheme. Dwellings have been oriented to face towards this greenspace corridor to provide passive surveillance as well as an attractive frontage to the users of the greenspace.
18. In order to reflect the character of the village, it is intended that the development will be generally two storeys in height and of traditional form, with brick construction and

pitched roofs. Gables will be either piked or hipped and elevational detailing will provide interest. Brick chimneys and white rendered panels will add to the distinctiveness of the development.

19. Where garages are provided, they will be either detached or integral. Parking on private driveways is expected and care has been taken to avoid parking dominating the street scene. A minimum of two parking spaces a dwelling has been provided, with proportionately more spaces for larger houses.
20. In conclusion, the overall design potential of the site has been considered in the context of ‘Building for Life 12: the sign of a good place to live’ and to the twelve questions in which it sets out the qualities of successful places:
21. Q. **Connections:** does the scheme integrate into its surroundings? A. Permeability into the surrounding area will be preserved and enhanced, including the provision of improved public access to the countryside.
22. Q. **Facilities and services:** is the development close to facilities and services? A. The site is within walking distance and easy cycling distance of the local services and facilities on offer in Aston Clinton.
23. Q. **Public transport:** is there good access to public transport? A. The site is within walking distance of bus stops and a choice of railway stations is within reasonable travel distance.
24. Q. **Meeting local housing requirements:** is there a mix of house types and tenures to suit local requirements? A. The mix will be agreed with the LPA at reserved matters stage. On-site affordable housing will be provided.
25. Q. **Character:** does the create a place with a locally inspired or distinctive character? A. The design of the scheme will result in a development that will respond positively to the character of the surrounding area.
26. Q. **Working with the site and its context:** does the scheme take advantage of existing features? A. Proposed levels and landscaping will form a cohesive relationship with the surrounds, in particular the stream corridor, footpath links, hedgerows and trees.

27. Q. **Creating well defined streets and spaces:** will buildings define and enhance streets and spaces? A. The internal roads will be enclosed by buildings that front onto them or are dual aspect, and a strong landscaping scheme is proposed.
28. Q. **Easy to find your way around:** is the development designed to be easy to find your way around? A. The site's simple access and layout will ensure that the development as proposed is legible to all.
29. Q. **Streets for all:** will the streets encourage low vehicle speeds and function as social spaces? A. The road network hierarchy will be designed so as to encourage low speeds and social interaction. Internal road layouts will be agreed at reserved matters stage.
30. Q. **Car parking:** is parking sufficient and well-integrated? A. Each dwelling will have sufficient off-street parking and the proposed landscaping will ensure that cars do not dominate street scenes.
31. Q. **Public & private spaces:** will spaces be defined, have appropriate access and be well managed and safe? A. At reserved matters stage, the scheme will be designed so as to ensure that public and private spaces will be well-defined. The layout and boundary treatment will also deter criminal behaviour .
32. Q. **External storage and amenity space:** is there external storage for bins, recycling, vehicles and cycles? A. All dwellings will have private amenity space to the rear which is adequately sized to provide space for bins, recycling and cycle storage. Off-street parking will be provided for vehicles.