

Proposed 'Homes for Later Living' **Design & Access Statement**

Former Buzz Bingo Hall

**Bolton Road
BANBURY
Oxfordshire
OX16 0TH**

December 2021

planningissues
TOWN PLANNING AND ARCHITECTURE

Churchill
Retirement Living 

Contents

1 Introduction

1.1	Scope and Purpose	3
1.2	Requirements of an Ageing Population	4
1.3	Owner Occupied Retirement Living Typology	5
1.4	Benefits of Homes for Later Living	6
1.5	The Applicant – Who are Churchill Retirement Living?	7
1.6	Applicant Brief	8
1.7	Brief Requirement Examples	9
1.8	Precedent Developments	10

2 Context

2.1	Site Description	12
2.2	Contextual History	13
2.3	Conservation Area & Listed Buildings Character	14
2.4	Existing Site Photographs	15
2.5	Site Context Photographs	16
2.6	Design Precedents	17
2.7	Building Heights	18
2.8	Building Typology	19
2.9	Site Connectivity	20
2.10	Site Constraints	21
2.11	Site Opportunities	22
2.12	Street Scene to North Bar Street	23
2.13	Street Scene to Castle Street	24

3 Planning

3.1	Planning Policy	26
3.2	Banbury Conservation Area Appraisal SPD	27
3.3	Key Views and Vistas	28
3.4	Banbury Vision & Masterplan SPD	29
3.5	Banbury 8 Development Area	30
3.6	Cherwell Residential Design Guide SPD	31
3.7	Previous Pre-Application	32
3.8	Pre-Application	33
3.9	Advice from Cherwell District Council	34
3.10	Public Consultation	35

4 Design Development

4.1	Concept	37
4.2	Layout	38
4.3	Scale and Massing	39
4.4	Design Development to Castle Street	40
4.5	Design Development to North Bar Street	41
4.6	Massing Progression	42
4.7	Materials, Appearance and Elevational Treatment	43
4.8	Landscape and External Amenity	44
4.9	Access and Movement	45

5 Proposed Design

5.1	Proposed Plans	47
5.2	Proposed Elevations	48
5.3	Massing Model Views	50
5.4	Proposed Landscape	51
5.5	Masterplan with Land Tyre Service	52
5.6	Response to Banbury 8 Development Criteria	53
5.7	Response to Cherwell District Council Comments	54

6 Detailed Design

6.1	Typical Apartments	57
6.2	Servicing and Refuse	58
6.3	Safety and Security	59
6.4	Sustainability	60
6.5	Biodiversity	61
6.6	Materials, Resources and Lifespan	62
6.7	Landscape and External Amenity	63
6.8	Sunlight and Daylight	64

7 Summary

7.1	Conclusion	66
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Appendix A

National Design Guide	68
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Appendix B

Building for a Healthy Life Assessment	72
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1 INTRODUCTION

“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.”

National Planning Policy Framework Paragraph 126

1 INTRODUCTION

1.1 Scope and Purpose

“The underlying purpose for design quality and the quality of new development at all scales is to create well-designed and well-built places that benefit people and communities. This includes older people, both able-bodied and disabled.”

National Design Guide Paragraph 8

Proposal

The proposal is for the comprehensive redevelopment of the vacant buildings and associated land that comprises the former Buzz Bingo Hall and car park (The Site) at the corner of Castle Street and North Bar Street, Banbury, OX16 0TH, with construction of a retirement housing development of circa. 80no. apartments and associated communal facilities, vehicular access, car parking and landscaping.

Vision

Churchill Retirement Living’s vision for the site is to deliver a development that meets our customers’ needs and the local need for retirement apartments whilst also contributing to the character of Banbury, and making a positive contribution locally in terms of socio, economic and environmental benefits.

Our aim is to create a high quality development that embraces sustainable design, enhances the setting of the area and maintains the local vernacular.

Scope

This Design and Access Statement has been prepared by Planning Issues Ltd. on behalf of the applicant, Churchill Retirement Living, in support of a detailed planning application.

Matters relating to planning policies and other material considerations will be covered in a separate Planning Statement included with the application.

This statement concentrates solely on the rationale for the proposed design. The purpose of this document is to explain the context, character and identity of the Site and its surroundings; factors that have influenced the design evolution; and the component parts of the development proposals and how they relate to the prevailing planning policy framework.



1 INTRODUCTION

1.2 Requirements of an Ageing Population

The fact that we are all living longer should be a cause for celebration, as more people are able to enjoy a long and fulfilling retirement. Current average life expectancy in the UK is 83 for women and 79 for men. In 1901 it was 49 and 45 respectively¹. The number of UK citizens expected to be 65 or over is projected to rise to 15 million by 2030².

We would all wish to live well as we live longer. We want to remain active, useful members of a community and retain as much control over our lives as possible.

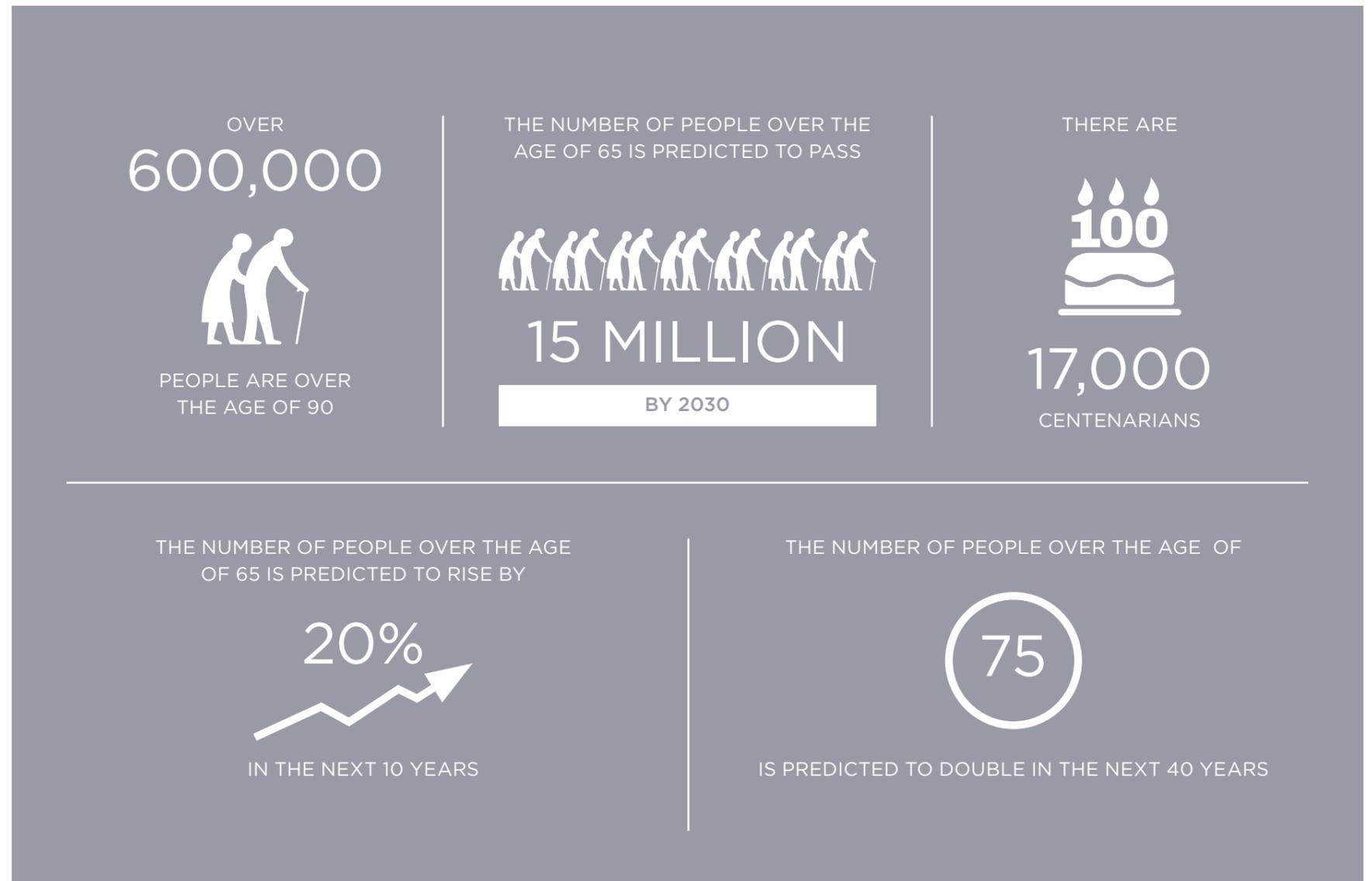
However the vast majority of our housing stock is not built with the needs of older people in mind. There are still far too few suitable new homes being delivered, and many older people are living in homes which are unable to meet their changing needs.

It is estimated that there will be a shortfall of 400,000 purpose-built homes for older people by 2035³.

With insufficient supply and choice most people remain in their existing unsuitable homes for too long, often struggling with maintenance, upkeep and loneliness. Building more specialist homes to meet their needs works better for them but also frees housing stock for younger people; building more retirement homes benefits all age groups.

For far too many people the decision to move home in later life is precipitated by a crisis in their existing home. This is the case despite strong evidence that those who are able to think proactively about the type of home that will meet their changing needs, and who move before they are too frail to play an active part in their new community, have better outcomes than those who move later.

Housing has a fundamental role to play in helping us live well for longer. Given that for most people mobility, sociability and income decrease in old age, it is not just about the home we occupy, but also about the place in which we live, who we live with and who we live close to. The right kind of housing can help people to stay healthy and support them to live independently for longer.



¹ The King's Fund, 'Demography: Future Trends', part of the Time to Think Differently programme, 2018

² Age UK, Older People as Volunteers Evidence Review, 2011

³ Ian Copeman and Jeremy Porteus, Housing Our Ageing Population: Learning from councils meeting the needs of our Ageing Population Local Government Association, 2017

1 INTRODUCTION

1.3 Owner Occupied Retirement Living Typology

“Well-designed places include a variety of homes to meet the needs of older people, including retirement villages, care homes, extra-care housing, sheltered housing, independent living and age-restricted general market housing. They are integrated into new settlements with good access to public transport and local facilities.” National Design Guide Paragraph 117

‘Homes for Later Living’¹ means specially designed housing suitable for older people who want to maintain the independence and privacy that comes with having a home of their own but no longer want or need a family sized house.

This proposal is for age-restricted one and two bedroom apartments designed to help people remain independent, safe, secure and sociable for as long as possible. In planning terms these are C3 (Dwellings) developments and not care homes, nursing homes, extra-care or other needs based accommodation. Owner’s homes are their own and they can furnish and decorate as they wish.

Key differences to mainstream housing are:

- The provision of extensive communal areas where neighbours can socialise, host visitors and be part of a friendly, like-minded community. This is centred on the ‘Owner’s Lounge’ which is the heart of the community and where owners often organise social events. There is usually a coffee or tea bar associated with the Owner’s Lounge.
- The presence of a Lodge Manager to look out for people’s welfare, be a point of call if help is needed, make sure the communal areas are well maintained and to be a reassuring, friendly presence. Lodge Managers also create the community; organising events and trips.
- A limited number of entrances, usually one, that is close to the Lodge Manager. This keeps the community secure and allows passive surveillance of the entrance area.

- A lift to all floors with level access throughout.
- Each apartment with its own front door giving privacy whenever desired.
- A guest room which can be booked by residents for visitors.
- A digital ‘Careline’ support system in all apartments for emergency support 24 hours a day, 365 days a year.
- Communal grounds with well landscaped external space available to all.
- Communal upkeep and maintenance including the exterior of the building landscaping.
- Reduced reliance on cars due to sustainable locations close to amenities.
- Buggy store.
- Communal areas amount to circa 25% of the internal area.



¹ Homes for Later Living, *Healthier and Happier*, September 2019



1 INTRODUCTION

1.4 Benefits of Homes for Later Living

Older peoples housing produces a large number of significant Social, Economic and Environmental benefits.

Social

Retirement housing gives rise to many social benefits:

- Churchill Lodges offer significant opportunities to enable residents to be as independent as possible in a safe and warm environment.
- Retirement housing helps to reduce anxieties and worries experienced by many older people living in housing which does not best suit their needs by providing safety, security and reducing management and maintenance concerns.
- The Housing for Later Living Report (2019) shows that on a selection of well-being criteria such as happiness and life satisfaction, an average person aged 80 feels as good as someone 10 years younger after moving from mainstream housing into housing specifically designed for later living.

Economic

Retirement housing gives rise to many economic benefits:

- Each person living in a home for later living enjoys a reduced risk of health challenges, contributing fiscal savings to the NHS and social care services of approximately £3,500 per year (Homes for Later Living September 2019).
- With circa 80 units proposed, at a ratio of 1.3 people per apartment, there will be around 104 occupants. At a saving of £3,500 each per year, this equates to a saving of £364,000 per year in local NHS and social care costs, in comparison to mainstream housing. This is a significant economic benefit.
- A recent report entitled Silver Saviours for the High Street (February 2021) found that retirement properties create more local economic value and more local jobs than any other type of residential development. For an average 45 unit retirement scheme, the residents generate £550,000 of spending a year, £347,000 of which is spent on the high street, directly contributing to keeping local shops open.
- An average retirement scheme will support the following new jobs:
 - 85 construction jobs.
 - 1 permanent job in repairs and renovations.
 - 2.3 permanent jobs in management and care.
 - 3.2 permanent jobs on the local high street (residents are basket shoppers and will do their shopping locally).

Environmental

The proposal provides a number of key environmental benefits by:

- Making more efficient use of land thereby reducing the need to use limited land resources for housing.
- Providing housing in close proximity to services and shops which can be easily accessed on foot thereby reducing the need for travel by means which consume energy and create emissions.
- Providing shared facilities for a large number of residents in a single building which makes more efficient use of material and energy resources.
- The proposal includes renewable technology through the use of solar panels to assist in the reduction of CO2 emissions.
- All areas of the building will be lit using low energy lighting and where applicable utilise daylight and movement sensor controls.



Our schemes free up family housing by older people looking to downsize - a typical 41 unit retirement development generates approx 92 moves in the chain



A development that maximises the use of previously developed land reducing pressure on greenfield sites



£3,500 P/A

Our developments bring health and social care savings - each person living in a Home for Later Life saves the NHS & Social Services approx £3,500 per year



Economic and social benefits of older people using local shops, services and facilities. Our Owners shop locally, supporting businesses and communities



Due to its sustainable location, retirement living housing reduces the need to own a car. Owners often shop locally on foot or by public transport



Our developments allow for independent, secure living and provide companionship which helps to reduce isolation and loneliness

1 INTRODUCTION

1.5 The Applicant - Who are Churchill Retirement Living Ltd?

Churchill Retirement Living (CRL) is a privately-owned British Company, highly trusted and respected within the housing industry. CRL prides itself on building beautiful purpose-built one and two bedroom retirement apartments in desirable locations across the UK, for those looking for an active independent, safe and secure lifestyle. Our developments can be found in 23 counties throughout the UK.

The company has undertaken over 160 developments and sold over 5,000 units. Through a group company, Millstream Management Services Limited, CRL retain the operation, management, care and responsibility of every apartment of their completed developments.

“Our commitment to developing excellence and quality on every occasion rests in our continuing to provide the lifetime needs and communal services requirements of each of our 10,000+ resident home owners.”



CRL is an award winning business having recently won a number of prestigious industry and wider business awards including;

- **The WhatHouse Awards. The only retirement housebuilder ever to have been awarded ‘Housebuilder of the Year’ and in 2019 were again named ‘Best Medium Housebuilder’**
- **The HBF Customer Satisfaction Survey. Churchill retain the top ‘5 star’ status having been recommended by more than 90% of our customers**
- **The Sunday Times 100 Best Companies to Work For. In 2019 Churchill achieved 2nd place in this prestigious business award and in 2020 we achieved 3rd place**

Summarised below are some of CRL's key statistics;

- **Over 7,500 apartments under management**
- **Five regional offices around the country**

1 INTRODUCTION

1.6 Applicant Brief

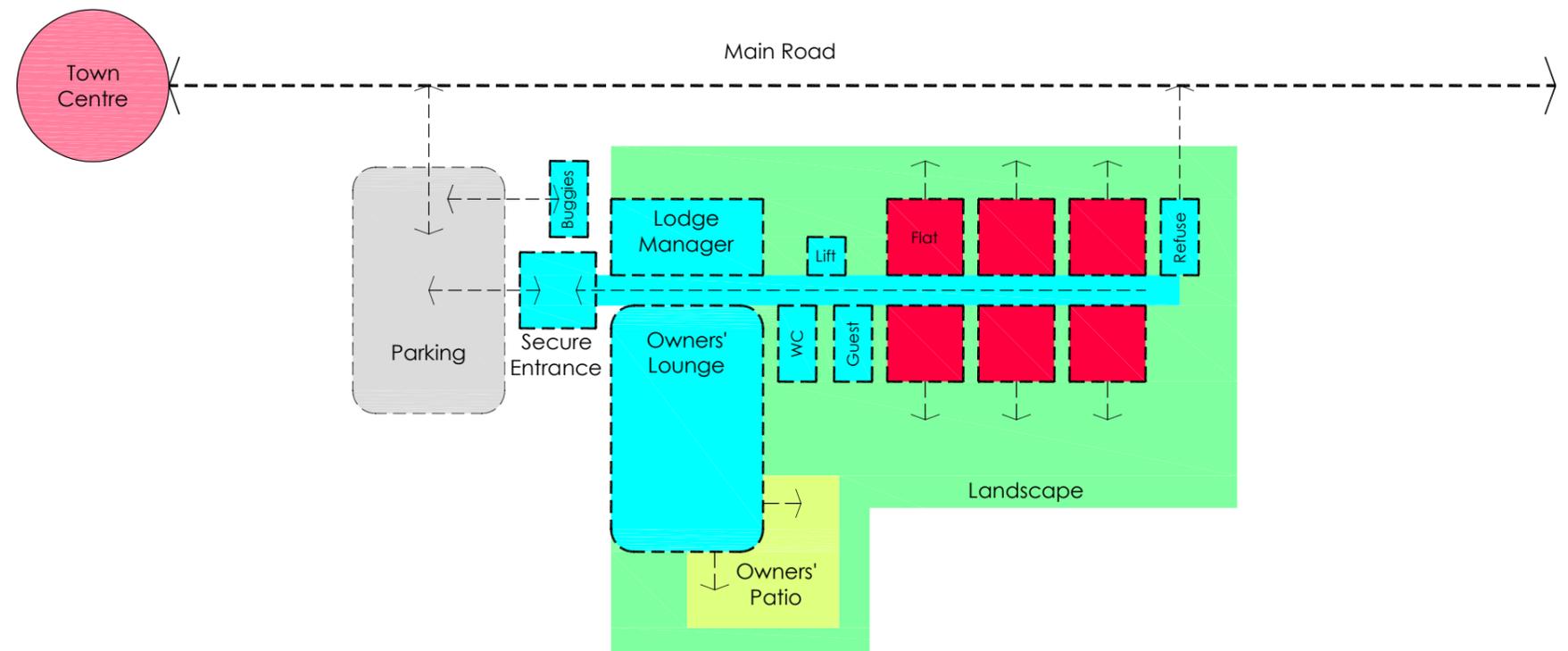
Site selection close to amenities and in an area with identified need is key in the first instance. In designing the development the subject of this planning application, Planning Issues have had a clear brief on the specific requirements of Churchill Retirement Living in order for the design to be successful.

Key client requirements for the architectural design are:

- A **single building**, allowing secure access to all communal facilities
- **Apartment numbers** - a minimum of 25 apartments so that the shared service charge for future owners remains affordable.
- Internal **level access** throughout
- Single **secure entrance** from the car park area to maintain passive security from the Lodge Manager over the parking area and ease of entrance for residents. There needs to be 'progressive privacy' from the public realm to one's apartment. A video link from the entrance intercom to owner's apartments allows owners to see who is requesting entry, responding to the particular need for safety and security for this demographic
- Concierge **reception** (staffed by a Lodge Manager with their own office)
- **Owners' Lounge** (communal), coffee bar
- Accessible toilet
- **Guest suite** (for use by friends and family)
- A central **lift** serving all floors

- Apartments, double **aspect** where possible but single aspect typically due to the requirement for double loaded corridors necessitated by the need to optimise the development potential of sites and to ensure efficiencies in design and build costs. Churchill's experience shows that there is a wide variety of preferences from customers in terms of aspect, with some preferring sunny aspects and others shaded positions, some busy streets and others more private locations. Therefore a range of choice of aspect for apartments is desirable
- Apartments with external doors to living spaces, with balconies where possible and external access at ground floor, typically providing a very '**active frontage**'
- Landscaped communal **gardens** where visual amenity and biodiversity are more important than usable area. Large flat areas for recreational use are not required

- **Waste** management store appropriately sized and located based on previous experience of operating these type of developments
- **Parking** with an appropriate ratio of 1 space per 3 apartments, based on extensive experience of operating these type of developments, research and appeal decisions, as well as how accessible the site specific location is. This is because the sustainable location and average age of purchasers at 79 years old means a lower average car ownership requirement than mainstream housing
- Provision for **mobility scooters** within a 'Buggy Store' at a ratio of 1 per 7 to 8 apartments
- Low maintenance, long lasting **materials** and detailing which respond to the local context



1 INTRODUCTION

1.7 Brief Requirement Examples



Secure Main Entrance from Parking



Owners' Lounge



Owners' Patio



Concierge Reception Lodge Manager



Typical Guest Suite



Typical Coffee Bar

1 INTRODUCTION

1.8 Precedent Developments



Dartford



Sittingbourne



Carshalton



Huntingdon



Portswood



Locks Heath

2 CONTEXT

“An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities.”

National Design Guide Paragraph 39



2 CONTEXT

2.1 Site Description

The site is located within the western side of central Banbury, Oxfordshire.

The site comprises a single large detached industrial building situated to the corner of Castle Street and North Bar Street. The current building envelops Trelawn House, an existing Grade-II Listed property which fronts North Bar Street.

The site is broadly rectangular in shape and is 0.50Ha, measuring approximately 58m in length from north to south, and 105m from east to west.

The site is sloping; there is a rise from the north of the site to south of approximately 3.25m. The wider area of Banbury also slopes south-to north. The junction of North Bar Street, Castle Street, Southam Road and Warwick Road appears to be the low point of the wider area.

The site addresses two main roads within Banbury; the northern boundary fronts onto Castle Street which leads east to Castle Quay Shopping Centre, the western boundary fronts onto North Bar Street, a historic thoroughfare on the western side of the town, which leads to the historic High Street and the Banbury Cross statue.

The eastern boundary fronts onto Bolton Road, a side road which acts as a service road that leads to rear ends of the majority of the burgage plots in the immediate area. The south boundary is formed by a pedestrian walkway that separates the site from 42 North Bar Street.

The character of the area is mixed. It contains older terraced buildings and dwellings, ranging from 2.5 to 3.5 stories in height, generally from the late Georgian or early Victorian period. The majority of these are sited towards the front of their plots and to the back edge of the footway. On the corner of North Bar Street and Warwick Road is a modern 4 storey development

Immediately to the east of the site is the Bolton Road long stay car park, which used to be a multi-storey car park but has since been demolished.

The site is designated within the 'Banbury Vision & Masterplan' document (December 2016) as 'development site 8', with an aspiration to improve and lengthen the frontage to Castle Street, and introduce new strategic landscaping.



Location Map

2 CONTEXT

2.2 Contextual History

Historically, the site and immediate area of Banbury has been a built-up urban area of Banbury from the late 18th century onwards.

The junction of Warwick Road, North Bar Street, Castle Street and Southam Road was the site of 'North Bar', one of the 5 historic town toll stations.

Whilst North Bar Street, more so to the south of the site, has avoided major change, Castle Street was originally far narrower than it is today. Similarly, the urban grain was far denser.

They can be characterised by long terraced development and burgage plots

Over time, the buildings that were directly adjacent and opposite to the Three Pigeons public house were demolished and Castle Street gradually widened.

Similarly, the open green space to the north-west of the site and bowling green to the east of the site has been consumed by urban development.

The site was once home to a Tanners Yard, though that has long since been demolished.

At the start of the 1980's the site was redeveloped into a Bingo Hall with associated car parking, and commercial offices fronting Castle Street and North Bar Street, enveloping Trelawn House on three sides.

The Banbury Conservation Area Appraisal (BCAA), point 22.2.5.5, describes the Castle Street / Bolton Road area as follows -

"The town planning schemes of the 20th century have left Banbury with current day Castle Street and Bolton Road area, the remains of the northern working canal-side suburb of the town. The area now comprises a limited number of terraces of 19th century housing which sits ill with the 20th century roads that have been engineered through. The multi-storey car park has now gone and the site sits ready for a heritage inspired scheme sympathetic to the northern boundary of the medieval core and the remaining terraced housing with will enhance the approach to the canal."



Ordnance Survey Map, circa 1882



Ordnance Survey Map, circa 1966



View of North Bar Street, circa 1908



View of North Bar Street, circa 1920, now demolished

2 CONTEXT

2.3 Conservation Area & Listed Buildings Character

Although the site is not located within the 'Main Route' conservation area, it sits on the eastern boundary of it. Similarly the site lies south of the 'Castle Street' conservation area, on the opposite side of the road. It is however recognised that the site lies within 'the setting' of these two conservation areas.

The Buzz Bingo Hall envelopes Trelawn House, a Grade II Listed building, on three sides.

Trelawn House was a building that was formerly part of a narrower terrace, and was extended to the rear (on the east facing side). These extensions have been removed.

Trelawn House is noted within BCAA as a 'Designated Heritage Asset' within the Banbury Conservation Area. 42, 45, 48 and 49 North Bar Street are also recognised as Designated Heritage Assets, as is the Three Pigeons Public House.

Historic maps show that before the road widening of Castle Street and North Bar Street it was the end building within this row, and occupied a 'corner' position.

Historic England describes the building as the following -

"House now offices. Early C19. Red brick. Hipped slate roof. 2 brick end stacks. 2 storeys; 3-window range. Central entrance has panelled door with decorative overlight and doorcase with fluted Ionic columns. Doorway is flanked by 2 sashes with glazing bars (3-pane width). 3 similar windows to first floor. All windows have stepped keystone voussoirs. Interior: plain C19 details including doors, door frames, ceiling mouldings and staircase."

It is a distinct building within the area, although its presence on the street scene is somewhat diminished by the Bingo Hall.

The Banbury Conservation Area Appraisal (BCAA), page 4, describes the Main Route Corridor area as follows -

"Despite comprising of a variety of building types, ages, uses and architectural styles, the homogeneity of this character area is derived from its linear space clearly defined by strong building lines."



Map showing boundaries of Banbury Conservation Areas (p.29, Banbury Conservation Area Appraisal)



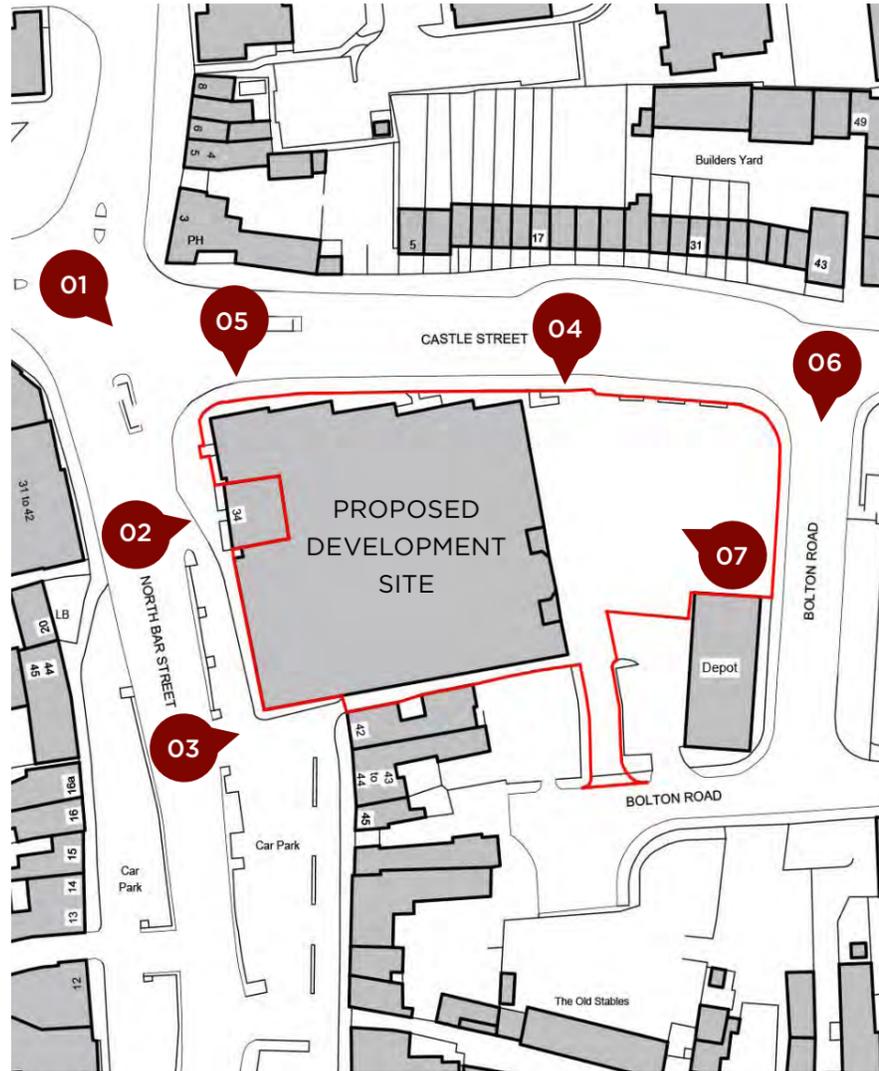
View of North Bar Street, circa 1920



View of North Bar Street, circa 1982

2 CONTEXT

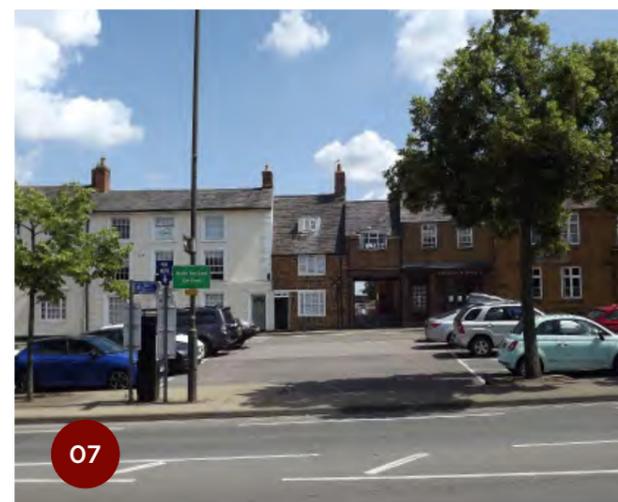
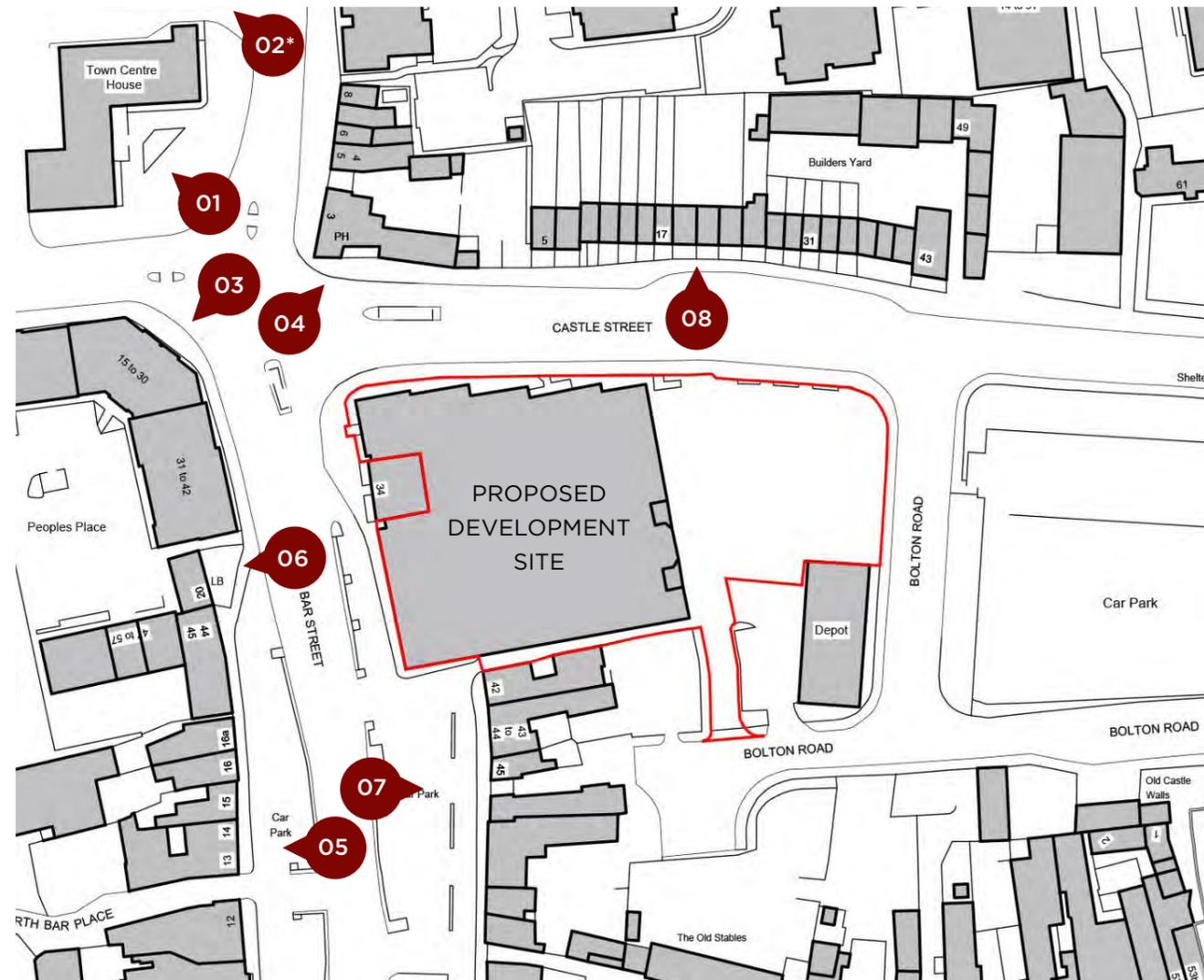
2.4 Existing Site Photographs



2 CONTEXT

2.5 Site Context Photographs

Note - some of the context photos are taken of development slightly beyond the area shown on the above map. These are indicated with a (*).



2 CONTEXT

2.6 Design Precedents

The predominate style of building that surrounds the site is that of older terraced buildings sited to the front of long, narrow burgage plots, or newer buildings that take their inspiration from this historical feature.

The heights of the buildings range from low 2-storeys (the Three Pigeons Public House) to 3.5- and 4-storeys (Peoples Place, Town Centre House). Buildings of differing heights sit adjacent to one another.

The predominate building material to Castle Street is red brick and the building style is traditional. The main brick is supplemented by a palette of light renders and stone flat-arched heads and cills. The prevalence of stone becomes more dominant further to the south of the site.

The roof ridge lines along Castle Street and North Bar Street are relatively continuous, only broken by the different heights of the dwellings and internal gables. There are few irregular gaps and breaks between properties and roof finishes are predominantly grey tile.

Common features include chimneys, feature gables, uPVC glazing with glazing bars, stone headers and cills, dormer windows (some with pitched roofs) above.

There are very few boundary hedges / trees to soften the strong built forms along Castle Street and North Bar Street. Frontage boundaries are defined by the buildings presenting themselves directly to the back edge of footway.

The more recent buildings in the area tend to have less articulation than older buildings, are mainly of one type of brick with little variation in height, eaves line, ridge line, steps in form, distinct and separate frontages, and have square windows etc.



Terraces to Castle Street, opposite the Site



Peoples Place, opposite corner of the site



Merisham Court, to the north of the site



Keys Court, to the north of the Site

2 CONTEXT

2.7 Building Heights

In general terms, the majority of the buildings that surround the proposed development site are 3-storeys interspersed with buildings that are 2 storeys or 2.5 storeys.

The Bingo Hall and Land Tyre Service are bulky, 'tall' 2-storey buildings, which have no residential scale or features to them.

The majority of the residential properties to Castle Street are 3-storeys.

The majority of the properties to North Bar Street are 2.5- to 3-storeys.

The height to the corner of Warwick Road, Southam Road and North Bar Street rises from 3-storeys to 4-storeys.



Comparison of building heights surrounding the site

2 CONTEXT

2.8 Building Typology

In general terms, the majority of the buildings that surround the proposed development fall into two categories with distinct and separate characteristics.

The buildings identified in purple are more from the historic medieval core. They address the footway and are towards the front of their burgage plots when viewed from the street. Each burgage plot is very narrow and so is the frontage of the building in the terrace.

The buildings identified in blue are more recent development / re-development. They address the footway but are more subtly positioned towards the centres of their plots. Their plots are wider and squarer and subsequently their elevations are longer, with less variation in materials and features.

The site sits at a junction between the two typologies.



Comparison of building typology surrounding the site

2 CONTEXT

2.9 Site Connectivity

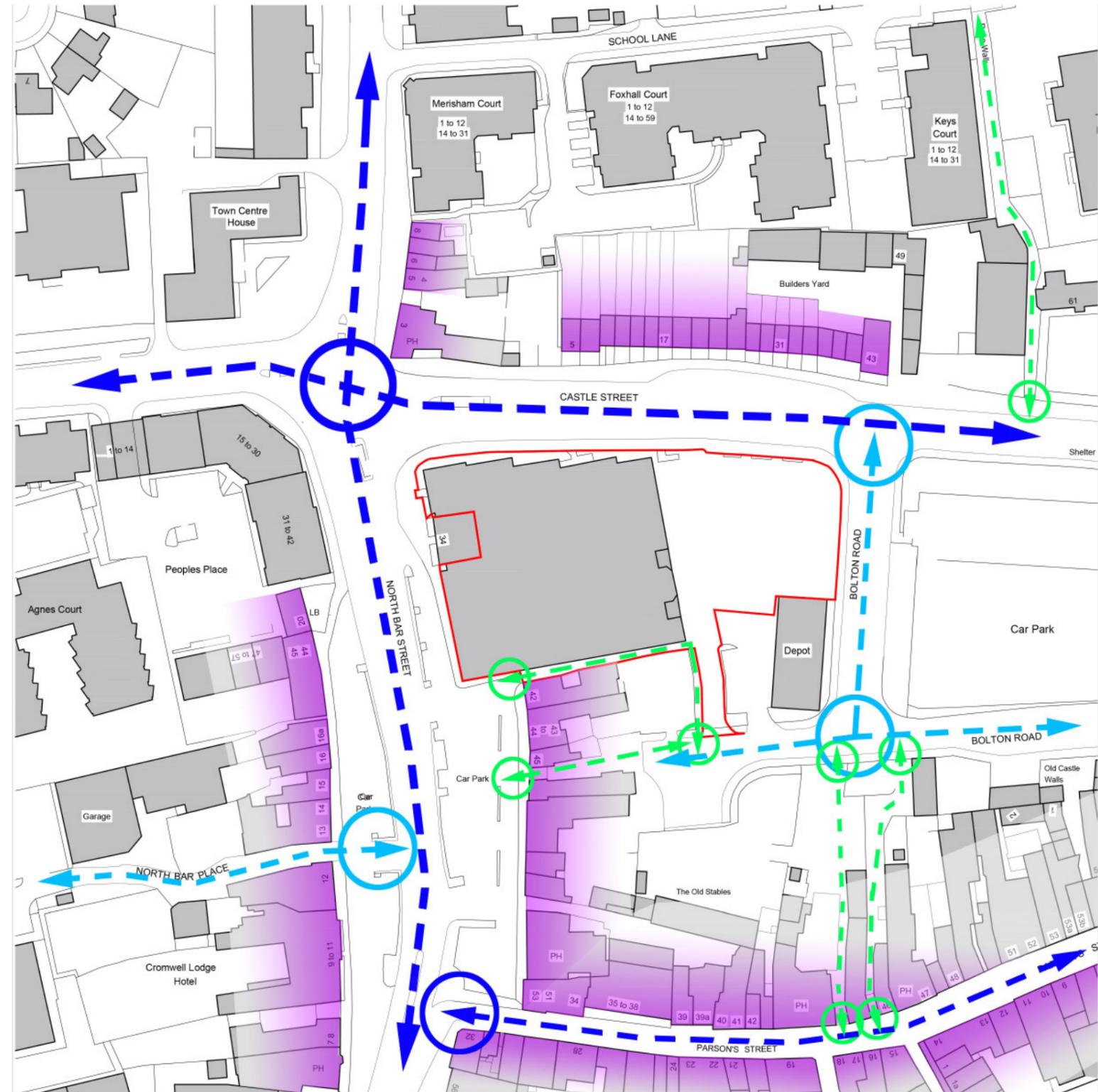
In general terms, there are three levels of movement in and around the site.

The routes identified in dark blue are the primary vehicular and pedestrian routes. These are the main arterial routes surrounding the site which take the bulk of traffic.

The routes identified in light blue are the secondary vehicular and pedestrian routes. These tend to be quieter service roads that serve the rears of the burgage plots.

The routes identified in green are the tertiary pedestrian routes. These tend to be historic 'cut-throughs', from serviced areas to main roads.

Each type of route can be found around the site.



Connectivity surrounding the site

2 CONTEXT



2.11 Site Opportunities



-  Site
-  Retain singular pedestrian / vehicular access
-  Active terraced frontage
-  Creation of new natural landscape buffer - acoustic and visual impact mitigation
-  Creation of new feature nodes within urban fabric
-  Potential landscaping improvement to Castle Street and edge of Conservation Area
-  Potential zone for private amenity
-  Short walking proximity to shops
-  Parking to rear - characteristic of immediate context

2 CONTEXT

2.12 Streetscene to North Bar Street

EXISTING STREET SCENE - WEST SIDE OF NORTH BAR STREET



EXISTING STREET SCENE - EAST SIDE OF NORTH BAR STREET



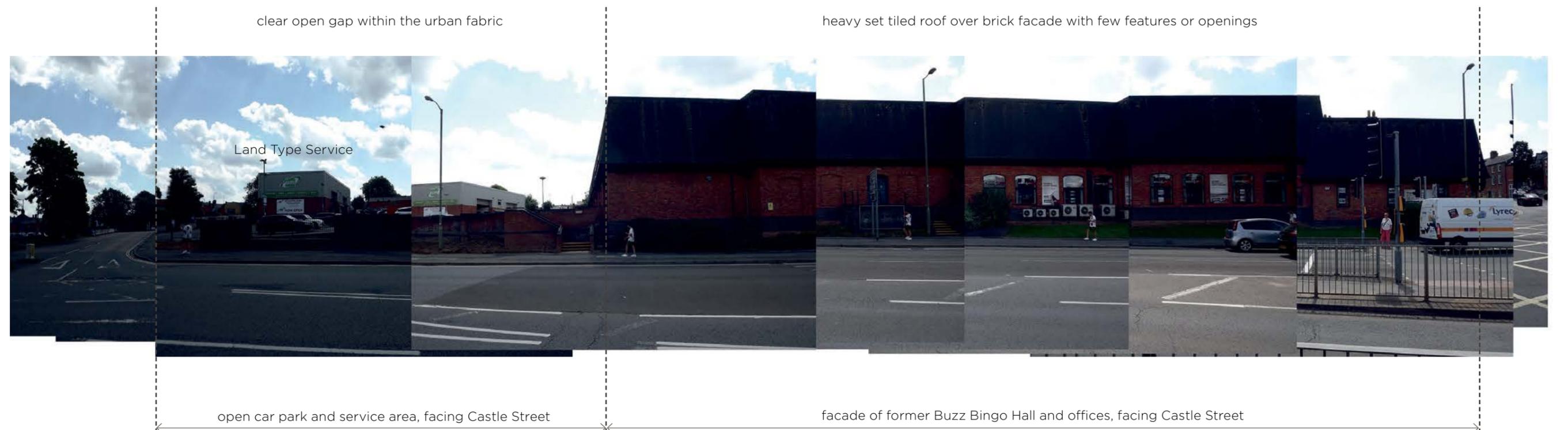
2 CONTEXT

2.13 Streetscene to Castle Street

EXISTING STREET SCENE - NORTH SIDE OF CASTLE STREET



EXISTING STREET SCENE - SOUTH SIDE OF CASTLE STREET



3 PLANNING

“.....significant weight should be given to development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents.....”

National Planning Policy Framework Paragraph 134

3 PLANNING

3.1 Planning Policy

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets the Government's overarching planning framework that guides development nationwide.

The NPPF sets out the Government's clear intention to significantly boost the supply of new homes (paragraph 60). There is an intention to deliver 300,000 new homes a year.

Paragraph 119 sets out that this means making as much use as possible of previously developed land. The Government is championing the take up of brownfield land by encouraging the remediation of degraded or contaminated spaces, promoting the development of under-utilised land thereby reducing the need to use limited land resources.

Paragraph 86f recognises that residential development often plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites.

The NPPF seeks to achieve healthy, safe and inclusive places (paragraph 92). These are fundamental principles of the scheme proposed. These are key benefits that residents are looking for when they seek to move to a Churchill Retirement Living scheme.

Other key paragraphs include -

- Para 60 - Supporting the needs of groups with specific housing requirements.
- Para 69 - Role of small and medium sized sites in meeting housing need.
- Para 120c - Substantial weight applied to using brownfield sites within settlement for new homes.
- Para 124 - efficient use of land.

PLANNING PRACTICE GUIDANCE

The Planning Practice Guidance (PPG) provides guidance on how policies in the NPPF should be implemented. The PPG sets out that the need to provide housing for older people is critical. It acknowledges that offering older people a better choice of accommodation to suit their changing needs can help them live independently for longer, feel more connected to their communities and help reduce costs to the health and social care systems.

The PPG is clear that "Where there is an identified unmet need for specialist housing, local authorities should take a positive approach to schemes that propose to address this need".

DEVELOPMENT PLAN

The development plan for Cherwell consists of the Local Plan Part 1 2011-2031 (adopted 2015), saved policies of the Cherwell Local Plan 1996 and the Local Plan Partial Review (Oxford's Unmet Housing Need) (adopted 2020).

The site is allocated under Policy Banbury 8: Bolton Road Development Area. The Council have also adopted a Banbury Vision and Masterplan SPD. This includes the site within area 1, which is identified as in need of regeneration. This encourages three to four storey development on the site.

This is an important site, which will assist with the wider regeneration of the town centre. The proposal is in keeping with the scale of existing buildings whilst maximising the use of previously developed land. It will deliver an effective and efficient use of brownfield land in accordance with policy BSC2.

There is a local housing need. The Council are unable to demonstrate a 5 year land supply and this is an available and suitable site to deliver some of this much needed housing. It will reduce the need for greenfield development elsewhere in accordance with the NPPF.

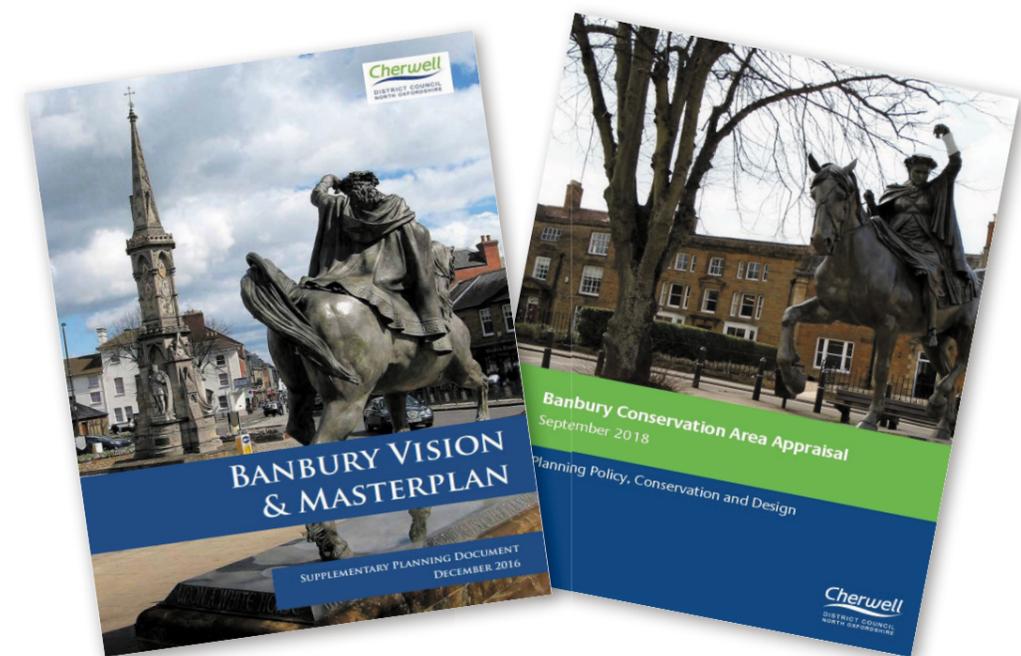
The proposal will meet the needs of older people, as well as freeing up family housing further down the housing chain, meeting the requirements of policy BSC4.

The proposal will incorporate solar panels and deliver a sustainable form of development in accordance with policies ESD1, ESD2 and ESD3.

The design has been carefully considered and reflects the historic character of the area in accordance with policy ESD15. The proposal will significantly open up the setting of the grade II listed Trelawn House, as well as delivering the tree lined avenue on Castle Street, in accordance with the Banbury Vision and Masterplan SPD.

Overall the proposal will provide much needed redevelopment of a largely vacant brownfield site in a sustainable location. It will significantly enhance the character and appearance of the area and open up the setting of Trelawn House. The development will provide much needed housing for older people, providing wider social and economic benefits and freeing up family housing elsewhere in the market.

The proposal responds to site specific Policy Banbury 8, the Banbury Vision and Masterplan SPD and also the wider development plan and NPPF.



3 PLANNING

3.2 Banbury Conservation Area Appraisal SPD

The Banbury Conservation Area Appraisal (BCAA) identifies the extent of the conservation areas and the buildings of special historical interest therein.

Page 5, bullet point 2, notes the requirement to “promote economic regeneration through a series of ‘heritage led schemes’”.

Page 5, bullet point 6, notes that it is important to “ensure the retention of historic and culturally significant buildings...”.

Page 5, bullet point 9, notes the requirement to “Ensure that all new development is sustainable, high quality and responds to its historic environment.”

Page 8, Figure 2, shows the extent of the Banbury Conservation Area, and how the proposed development site interacts with it. Whilst not within it, the site can be considered within “the setting” of it.

Page 13, Figure 6, shows that the proposed development site lies outside of the three Banbury Archaeological Sites.

Pages 24 & 25 show historic photos of North Bar Street immediately to the north and south of the site.

These have been reproduced on pages 13 and 14 of this Design and Access Statement.

Pages 32, 37 & 41, Figures 14, 16 and 18, illustrate what are considered to be the positive and negative features and views of the site (refer to Section 3.3 of this DAS).

Page 38, bullet point 2, defining the Threats / Negative features to St. Mary’s Church notes that -

“The views from the Church precinct are harmed by the exposed backs of buildings; London Yard to the north and the Telephone Exchange building to the south are highly visible.”

Page 46, bullet point 5, defining the Threats to Main Route, bullet point 5 notes that -

“North Bar is a poor relation in this linear family of streets and, despite the construction of a fairly massive block of apartments at the Warwick Road junction, lacks landmark buildings of any note”.

Page 90, para.2, notes the following -

“Demolition of existing historic and heritage buildings should never be a first option when considering development. The presumption should always be to work with what we have.

The historic architecture of Banbury, the materials used in its construction the massing and architectural details and strongly defined and should be respected.

The uniformity of the building heights and regularity of façades contribute to the intrinsic character of the street scape.

Heritage-led regeneration rather than replacement with ever taller but unexciting bland contemporary buildings should be the rule of the day”.

Page 93, point 22.2.5.5, describes the Castle Street / Bolton Road area as follows -

“The town planning schemes of the 20th century have left Banbury with current day Castle Street and Bolton Road area, the remains of the northern working canal-side suburb of the town.

The area now comprises a limited number of terraces of 19th century housing with sits ill with the 20th century roads that have been engineered through”.

The multi-storey car park has now gone and the site sits ready for a heritage inspired scheme sympathetic to the northern boundary of the medieval core and the remaining terraced housing with will enhance the approach to the canal.”

Page 95, point 23.2 defines development that should preserve or enhance the area as follows -

“Development should preserve or enhance the character or appearance of the conservation area, the special architectural interest of which it is desirable to conserve or enhance.”

This enables higher standards of design in new developments and secures the conservation of existing important features and characteristics.

Information supporting planning applications must demonstrate the proposal, and its impact on the conservation area, in sufficient detail to enable a thorough assessment”.

3 PLANNING

3.3 Key Views and Vistas

The Banbury Conservation Area Appraisal (BCAA) identifies key views and that could be impacted both positively or negatively by the works to the proposed development site and the removal of the Bingo Hall.

This is noted in the BCAA, shown in Fig. 18 opposite, as follows -

1. View looking south towards St. Mary's Church from a position on the footway on the eastern side of Town Centre House (a broken blue line defined by a (?) symbol).

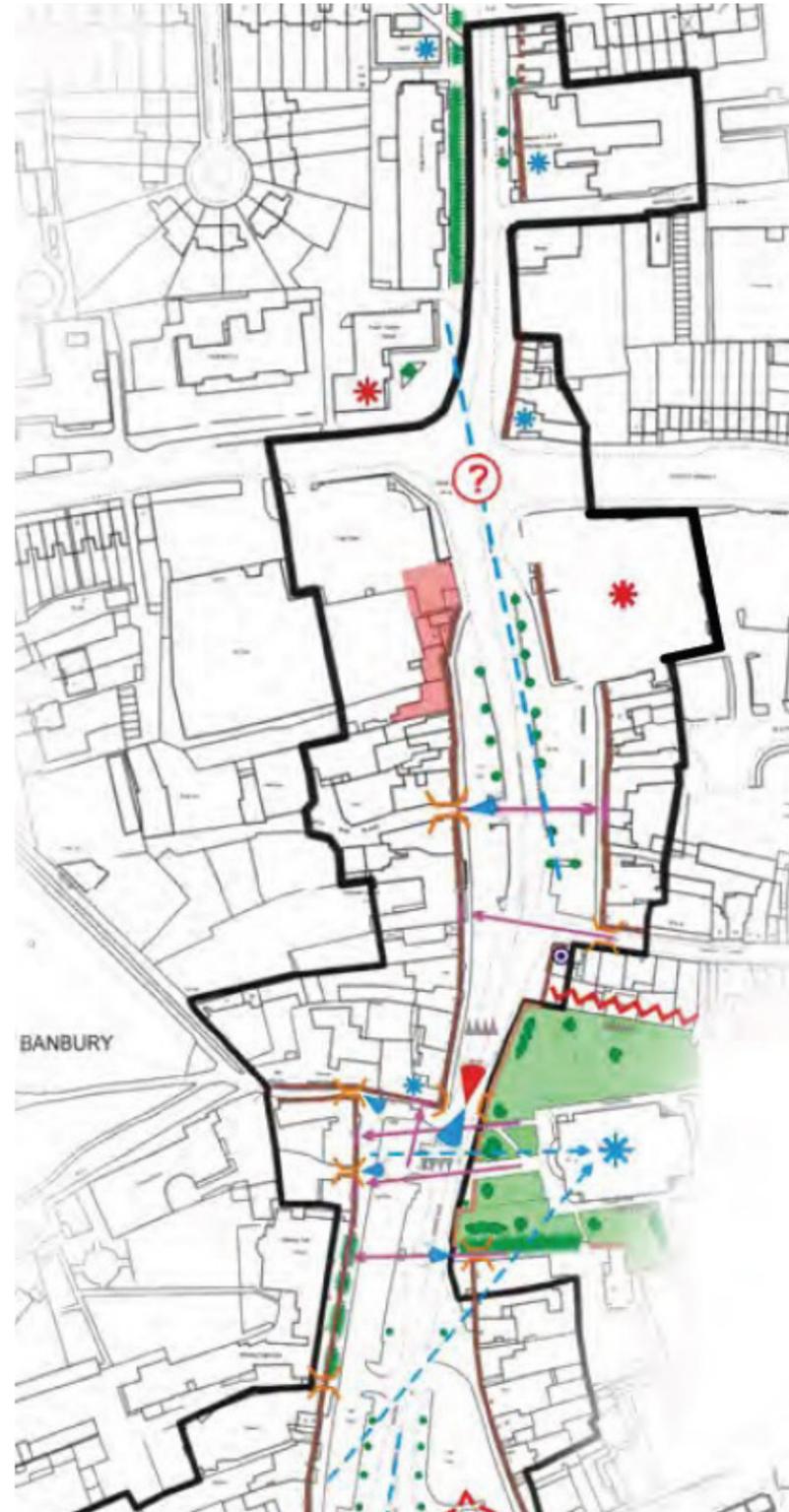
The BCAA notes two other key vistas that presently are defined as 'negative or neutral vistas' looking towards the proposed development sites from other parts of the town centre.

These are denoted by inverted red cones, and are noted in the BCAA as follows -

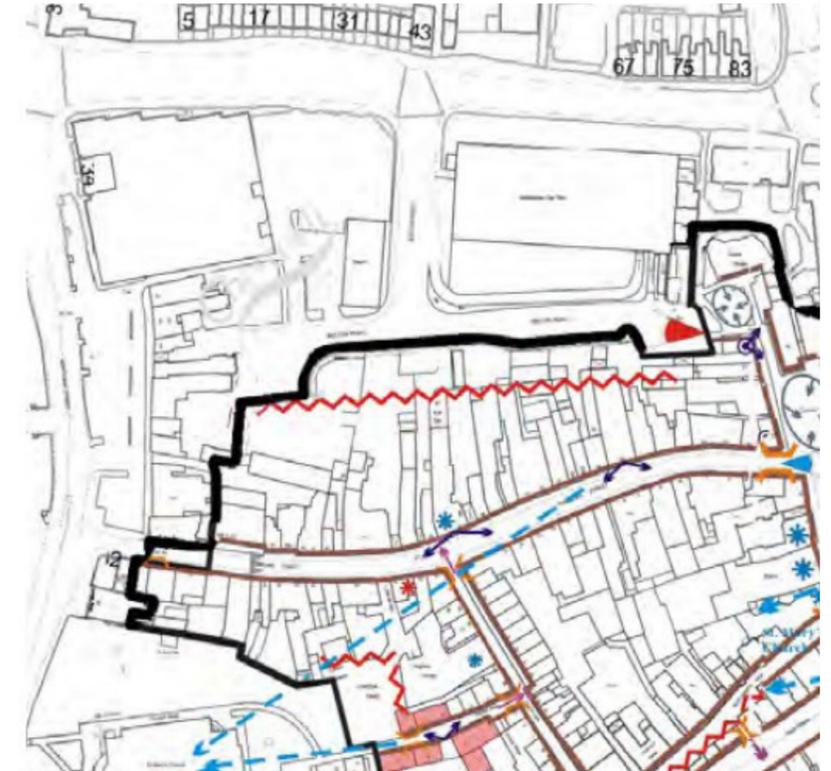
1. Vista from the pinch point in North Bar Street directly adjacent to St. Mary's Church looking north towards the Bingo Hall (Fig. 18).
2. Vista from directly outside J. T. Davies Public House looking west towards Land Tyre Services and the Bingo Hall (Fig. 14).

Importantly, the BCAA views the Bingo Hall to be a **'negative landmark'**.

CGI views of the proposed development from each of these key vistas will accompany this application.



Excerpt from BCAA, Figure 18, p.41



Excerpt from BCAA, Figure 14, p.32



Excerpt from BCAA, Figure 16, p.37

3 PLANNING

3.4 Banbury Vision & Masterplan SPD

The Banbury Vision and Masterplan (BV&M) SPD was issued in December 2016 and is Cherwell District Council's aspiration for their long term vision for Banbury. The former Buzz Bingo Hall and car park lies within the 'Banbury 8' zone, along with a retail unit that houses a car repair business (Land Tyre Services) and a public car park.

The SPD identifies the site within the 'Indicative Town Centre Action Area' (p.12) and as one of a number of 'Local Plan town centre allocations' (p.14). It is a key site in delivering regeneration of the Bolton Road area (p.30).

The masterplan seeks to place new development fronting Castle Street and North Bar Street and to create the following improvements -

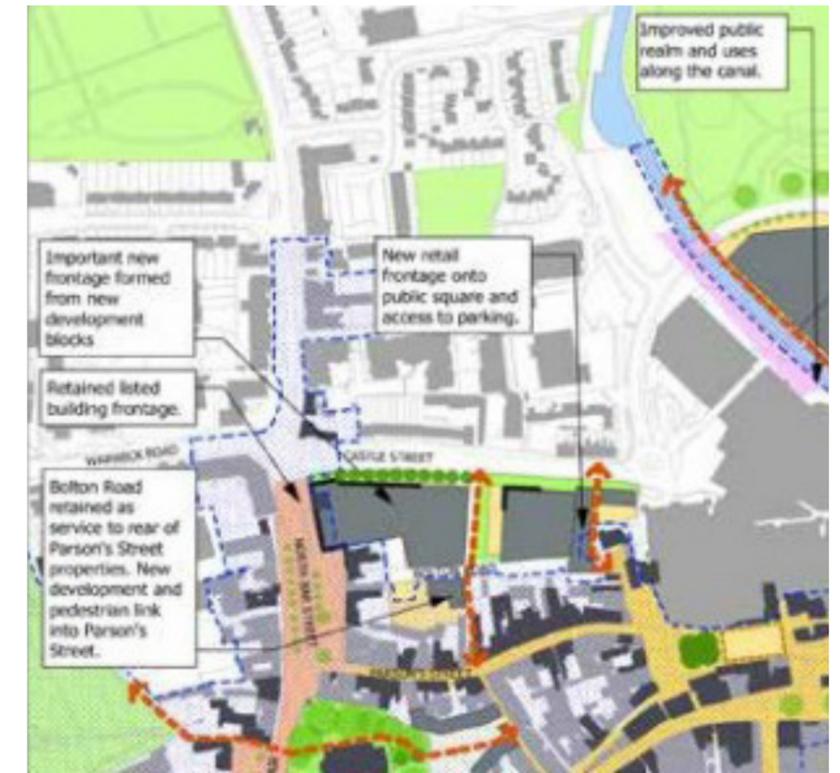
- Creation of new urban blocks.
- Densification of the area.
- Preservation of Trelawn House.
- Creation of a new strategic landscaped edge to the north side of Castle Street, ideally at least 7 metres wide.
- Environmental improvements and enhancements to North Bar Street.
- Creation of new and important street frontages.
- Introduction of a hierarchy of facade heights along Castle Street.
- Scheme to rise up in height to the junction of Castle Street and Bolton Road to create an urban node.

It is interesting to note that the masterplan development zone continues to envelop Trelawn House, and that the 'feature corner' is to the corner of Castle Street and Bolton Road, not Castle Street and North Bar Street, which is the more important corner within the urban fabric of Banbury.

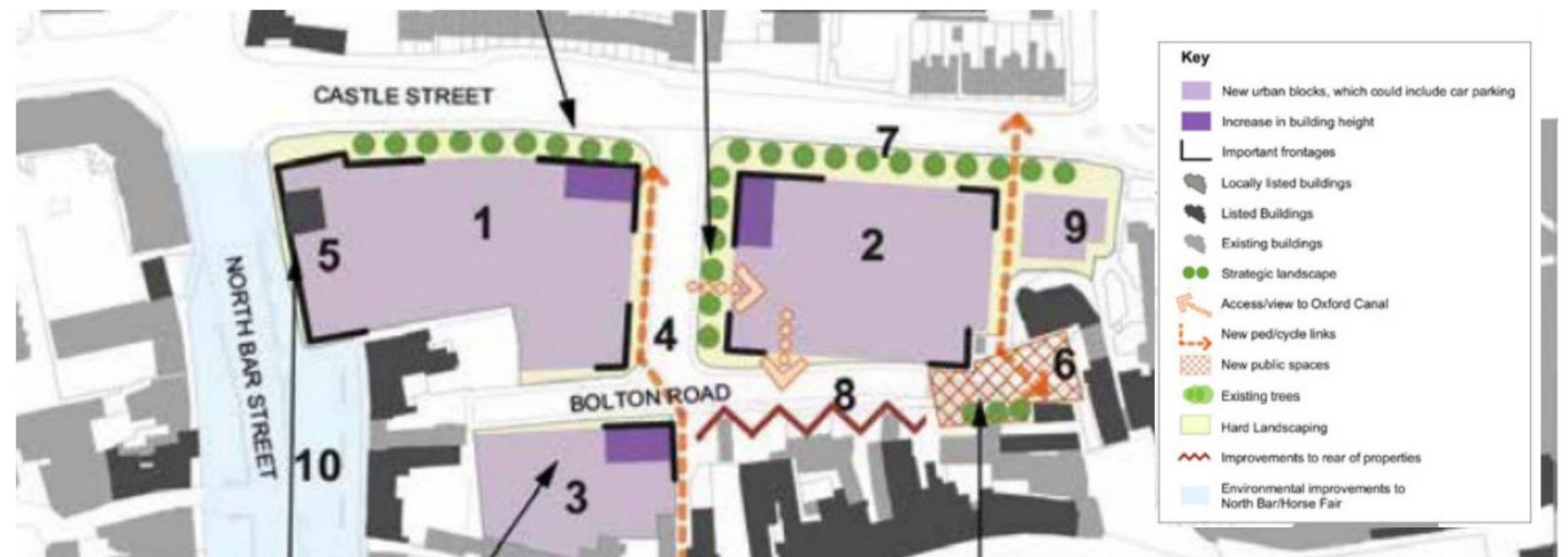
This application is solely for the Bingo Hall site, not the entirety of land in 'development area 1', however a masterplan to prove that the scheme will not prejudice the Local Authority's ambition to delivery 200+ homes to all three areas within 'Banbury 8' accompanies this application.



Town Centre linkages and spaces, p.36



Town centre buildings and spaces, p.37



Bolton Road urban framework plan, p.62

3 PLANNING

3.5 Banbury 8 Development Area

The Bolton Road area (Banbury 8), p.40, is described by the Banbury Vision and Masterplan Document as follows -

"The Bolton Road development is an area located to the north-west corner of the town centre, south of Castle Street. Bolton Road runs in an east-west direction through the area with the properties fronting into Parson's Street backing onto it. The area contains a bingo club, offices and small business units. It is well located to provide access into the main retail area, but suffers from a poor image as back land with unattractive parking facilities".

Appendix 1, p.63, notes that the design principles of the proposals should be consistent with the following design principles -

1. Bolton Street (sic) development area split into three development areas (1, 2 & 3) by the existing road network, with area 1 on the west to provide three / four storey mixed use development for residential and town centre use. Existing modern buildings will need to be removed if Area 1 comes forward for redevelopment.'
5. Existing Listed Buildings fronting Parson's Street and North Bar Street to be retained as part of the comprehensive regeneration of the site. All development proposals within the Bolton Road developments area should seek to preserve and enhance listed buildings and the conservation area.'
7. Improved frontage onto Castle Street with 'strategic landscaping.'

Through subsequent title investigations, the Bingo hall site has a covenant on the title which specifically prohibits the sale of alcohol on the land. On this basis, retail involving the sale of alcohol would be prohibited, severely reducing the ability to provide a substantial retail element within any mixed-use proposals.

We have investigated retail use with a number of potential providers and found no appetite for a retail offer in this location.

On this basis the proposals will be purely residential.

1. Bolton Street development area split into three development areas (1, 2 and 3) by the existing road network, with area 1 on the west to provide three/four storey mixed use development for residential and town centre uses. Existing modern buildings will need to be removed if Area 1 comes forward for redevelopment. Uses and occupiers could remain on the site.
2. Area 2 on the east to be redeveloped for car parking and perimeter mixed use along Bolton Street close to Cornhill and the public space next to The Beer Tree public house.
3. Area 3 includes the surface car park behind Parson's Street to be developed for mixed use with a gateway building forming a frontage and access to Parson's Street through a new pedestrian link. The special historic architectural character of the listed buildings and their settings to be considered as part of any redevelopment proposals.
4. New pedestrian and cycle link through the rear of Parson's Street properties to connect the Bolton Road Development and car park to retail activity on Parson's Street.
5. Existing Listed Buildings fronting onto Parson's Street and North Bar Street to be retained as part of the comprehensive regeneration of the site. All development proposals within the Bolton Road development area should seek to preserve and enhance listed buildings and the conservation area.

6. Cornhill public space improved and extended with strategic landscaping at the eastern end of Bolton Road and a new pedestrian/cycle link onto Castle Street to improve town centre accessibility.
7. Improved frontage onto Castle Street with strategic landscaping.
8. Bolton Road retained for service access to rear of Parson's Street properties. Consideration to be given to the inclusion of the rear of Parson's Street as part of the development area after consultation with owners/operators.
9. Existing single storey building to be redeveloped.
10. Environmental improvements to North Bar Street and Horse Fair to include new public realm, landscape and car parking improvements.

Bolton Road urban framework plan, p.62

3 PLANNING

3.6 Cherwell Residential Design Guide SPD

Paragraph 4, p4, of the Cherwell Residential Design Guide (CRDG) states that -

“The Guide is designed to promote a holistic approach. Design is not a tick box exercise and we expect a contextual approach to guide the process. Each chapter of the Guide deals with different parts of the design. It starts with exploring the site and context, followed by developing the structuring principles of the Masterplan, and then explores the individual elements of place including streets, buildings and landscaping. The final chapters consider sustainability and innovate approaches, building details and uses of materials.”

The CRDG is divided into 8 sections, as follows -

1. The Importance of High Quality Design
2. Cherwell’s Special Character
3. Responding to the Site and It’s Context
4. Establishing the Structural Principles
5. Streets and Spaces
6. Building Plots and Arrangements
7. Building Elevations and Details
8. Innovation and Sustainability

Pages 31-33 of the CRDG note 37 questions to be addressed within the design through the design process. These will be addressed in Appendices A & B at the back of this document as responses to the requirements of the National Design Guide and the Building for a Healthy Life Assessment.

3 PLANNING

3.7 Previous Pre-Application

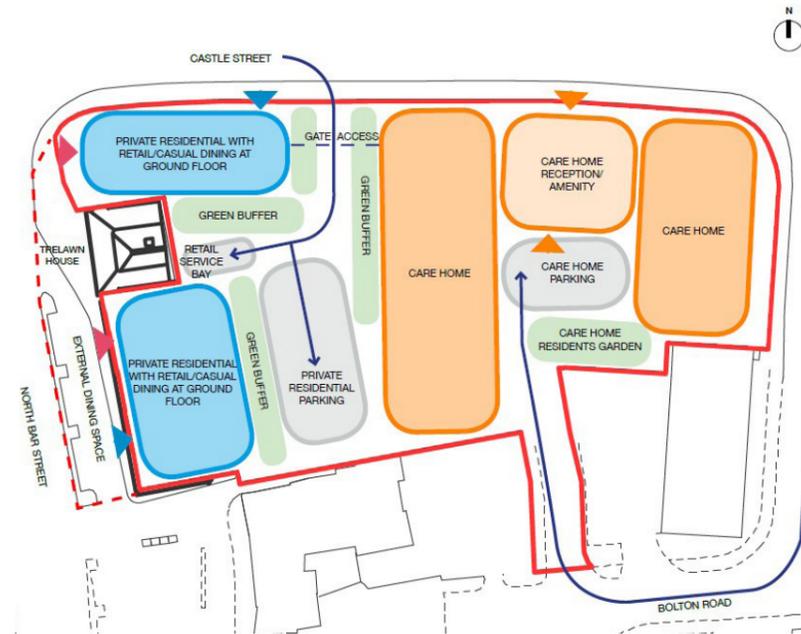
An initial pre-application design for the site was undertaken in May 2021 by 3D Reid architects for the redevelopment of the site, for the provision of 116 residential and care home flats.

It comprised of four buildings rising in height from 3-storeys to 7-storeys to the centre of the site, with vehicular access from both Bolton Road and Castle Street.

When compared to the proposals for 'Banbury zone 8' in the Banbury Vision and Masterplan SPD, it is clear that this concept did not meet with many of the aspirations of the Masterplan, including but not limited to the following -

- The scheme does not incorporate the depth of strategic landscaping as proposed in the BV&M SPD.
- A massing strategy that is at odds to the urban grain to the immediate area.
- A lack of external amenity space generally.
- Breaks in the frontage to Castle Street.
- A vehicular access road off Castle Street.
- Seven storeys is too tall for the area, as denoted by the BV&M SPD
- Buildings of height that would dominate the Castle Street street scene.
- No clear architectural or massing strategy that could generate elevations that could integrate themselves into the street scene or urban grain.
- The concept consumes Trelawn House, and will affect it's setting.
- The scheme represents over-development of the plot.

On this basis it was advised that any proposals for the site should seek to correct these issues by being generally lower in height, set further back from Castle Street and be of a suitable scale and massing so that a clear and obvious architectural language can be read on the two main elevations.



Concept Diagram



Proposed Site Plan



Massing Model, facing south-east



Massing Model, facing north-east

3 PLANNING

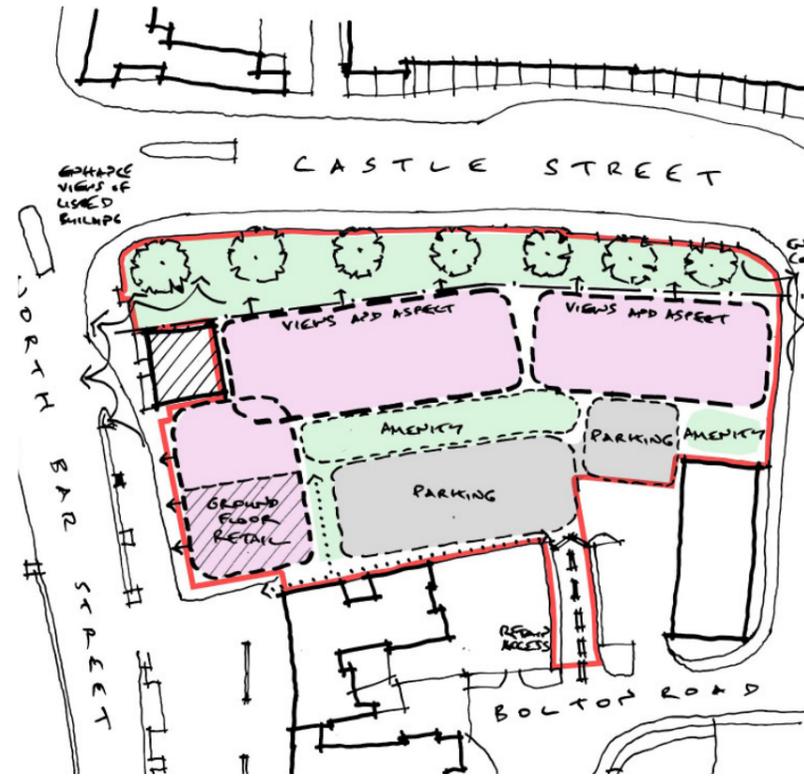
3.8 Pre-Application

A pre-application document was issued to Cherwell District Council on 19th August 2021 by Planning Issues. The document contained a location plan of the site, photographic site analysis, analysis of the constraints and opportunities of the site, indicative elevations to Castle Street and North Bar Street, and a massing model illustrating proposed scale, massing and heights.

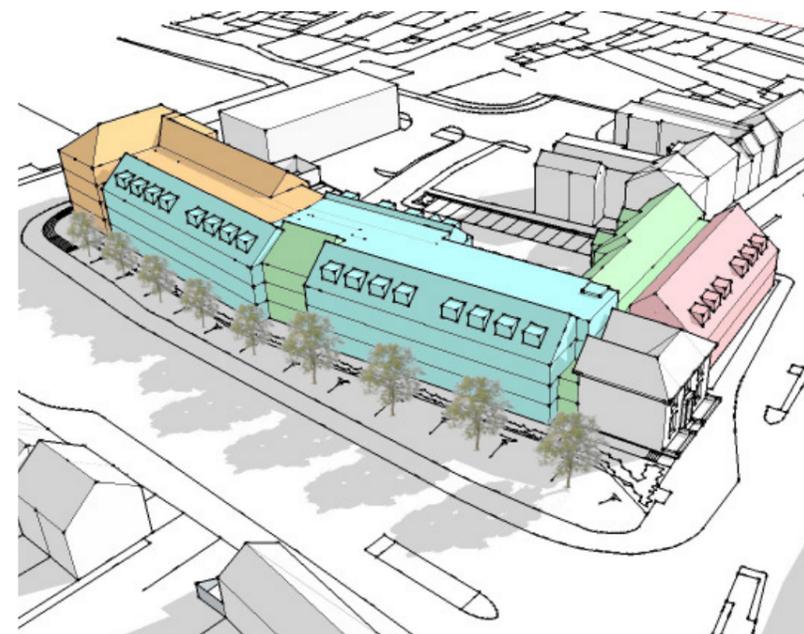
When compared to the proposals for 'Banbury 8' in the Banbury Vision and Masterplan SPD, it is clear that this concept meets with many of the aspirations of the Masterplan, including but not limited to the following -

- The scheme incorporates a wide strategic landscaped edge as proposed in the SPD.
- A massing strategy is in harmony with urban grain to the immediate area.
- Amenity space is provided.
- A consistent terraced frontage to Castle Street.
- Vehicular access road off Bolton Road.
- 2.5 storeys to North Bar Street, rising to 4 storeys to the corner of Bolton Road and Castle Street.
- Height to Castle Street that would not over-dominate the street scene.
- Opportunity for a 'feature building' to the corner of Castle Street and Bolton Road.
- Opportunity to restore Trelawn House to prominence within the street scene.
- Height to North Bar Street that would be subservient to Trelawn House.
- An obvious massing strategy that could generate elevations that could integrate themselves into the street scene or urban grain.
- The concept represents optimal development of the plot.

On this basis it was concluded that the concept represented both a general compliance with the SPD, and an improvement on the previous scheme.



Concept Diagram



Proposed Massing Model, facing south-east



Proposed Site Plan



Proposed Massing Model, facing north-east

3 PLANNING

3.9 Feedback from Cherwell District Council

An on-line meeting was held on 2nd November 2021 between representatives of Planning Issues, Churchill Retirement Living and Cherwell District Council. In addition to the Pre-application information shown on section 3.8, the Planning Officer also reviewed the updated information provided for the Public Consultation in section 3.10.

Advice from the Planning Officers included the following key points -

- Proposals do not address or encourage use or connectivity to existing or future masterplan.
- The scheme should be presented as part of a masterplan showing no prejudice of development of adjacent sites.
- The footprint of the building is 'far too big', and 'too deep'.
- Perception that any part of the development being 4-storeys is 'too high' to Castle Street, despite the BV&M SPD advising 3- to 4- storeys.
- The proposals 'fail to respect Trelawn House', and the proposals also failed to respect the Conservation Area.
- Deemed that there would be no 'active frontage' (i.e. usable front doors) or permeability to Castle Street.
- Concern that the external amenity to Castle Street will be 'very dark' and patios won't be used.
- Concern that there was too little amenity, particularly to the internal courtyard.
- Concern that there was 'no connectivity' between the building and Castle Street and North Bar Street.
- The building elevation to Castle Street was not deemed to be sufficiently 'broken up'.
- The buildings were deemed to be a 'Georgian pastiche'.
- The scheme failed to address the Bolton Road frontage.
- Deemed that dormers 'harm the conservation area'.
- Square windows were not a design feature of the area.
- Balconies not a feature in Banbury.

3 PLANNING

3.10 Public Consultation

“Design quality should be considered throughout the evolution and assessment of individual proposals. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.” National Planning Policy Framework Paragraph 128

An on-line public consultation was held between 1st - 8th November 2021. The on-line presentation via a micro project website was viewed 42 times.

The one responder to the micro project website, though undecided about the principle of the retirement housing being developed on the site, felt that the redevelopment of the site would bring positive benefits and improvements to the area.

For more detail regarding this consultation, please refer to the Statement of Community Involvement by DevComms.



North Elevation



South Elevation



West Elevation

4 DESIGN DEVELOPMENT

“A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including the layout (or masterplan); the form and scale of buildings; their appearance; landscape; materials; and their detailing.”

National Design Guide Paragraph 21



4 DESIGN DEVELOPMENT

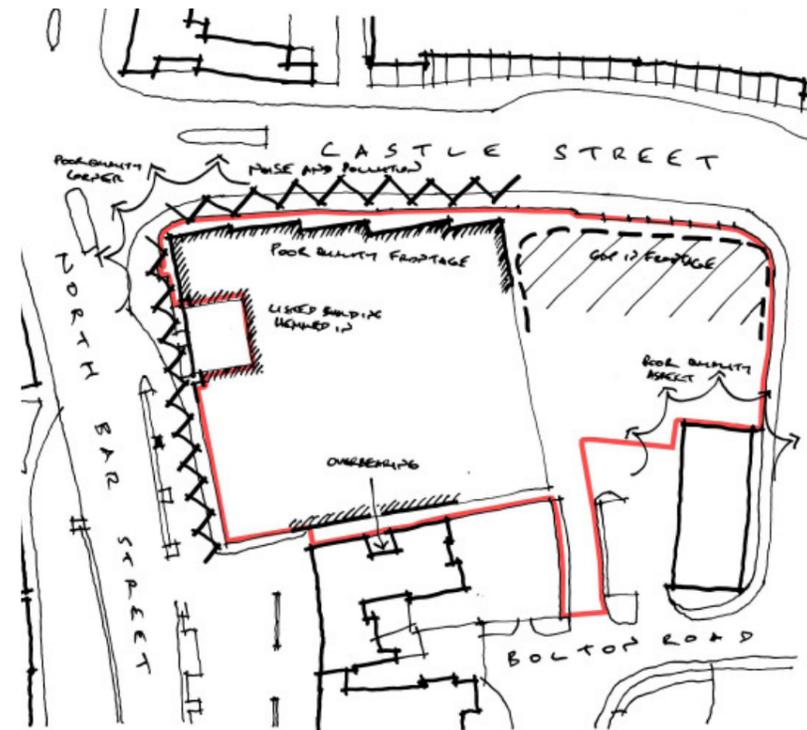
4.1 Concept

“Well-designed places and buildings come about when there is a clearly expressed ‘story’ for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context.”

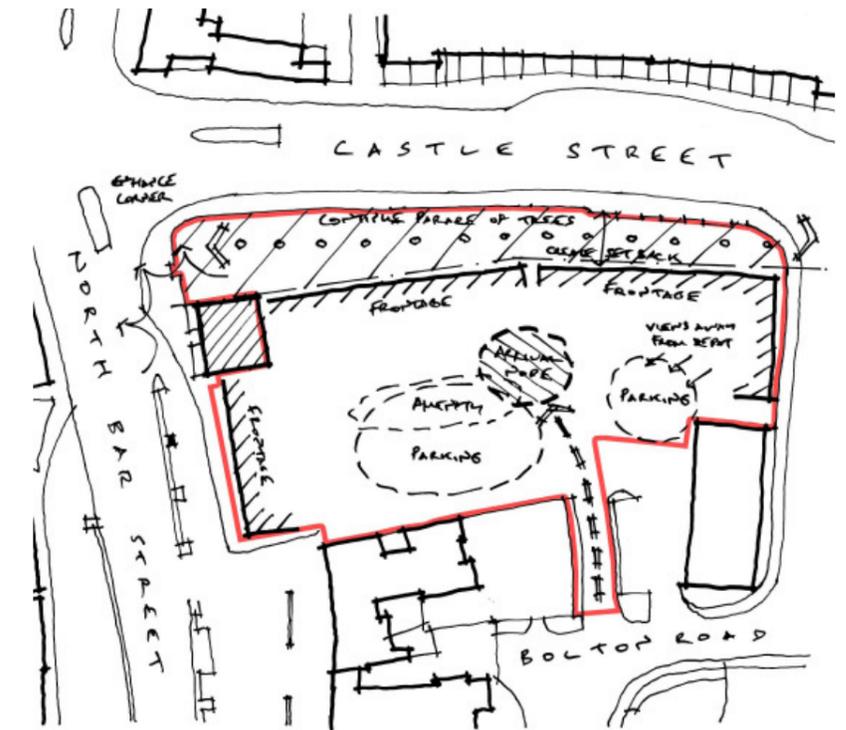
National Design Guide Paragraph 16

The concept for the proposals is broadly in-line with the Banbury Vision & Masterplan SPD, which includes -

- The creation of a feature gateway building to the corner of Castle Street and North Bar Street,
- The creation and continuation of a feature landscaped avenue to Castle Street
- The release of Trelawn House from envelopment by the Bingo Hall and provide it a prominent place within the North Bar Street street scene.



Site Constraints



Site Opportunities

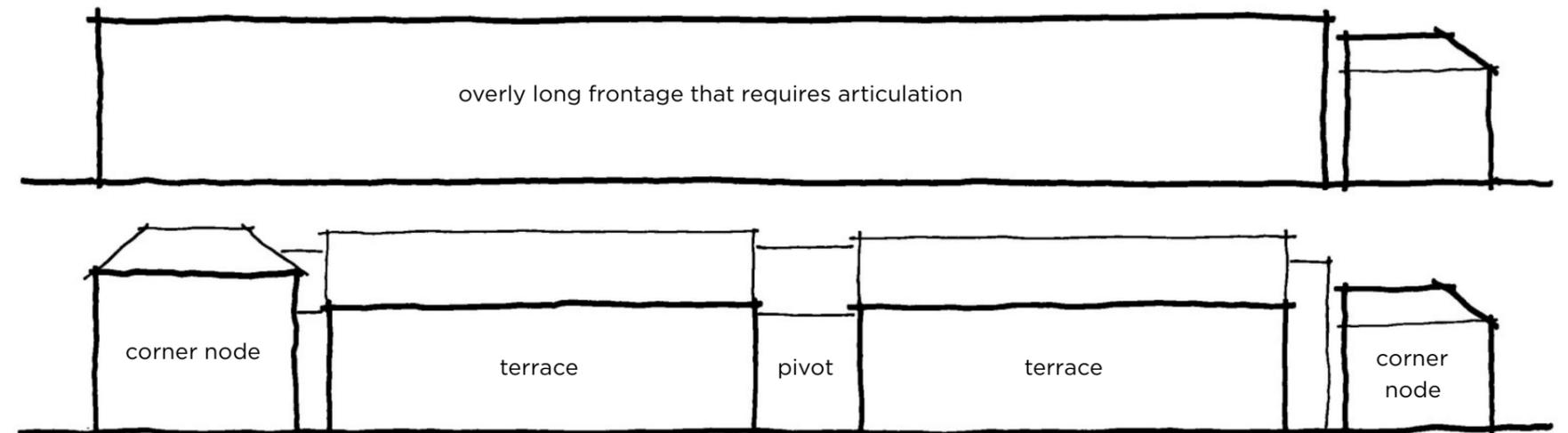
The existing Victorian properties to Castle Street and North Bar Street sit within burgage plots, originally formed when the street was still attached to the medieval core of Banbury.

5-41 Castle Street is a long run of terraced properties that is broken up by some small variation in roof ridge height and changes in material between red brick and white render (p.21).

The proposals recognise this predominant character and seek to design the long elevation facing Castle Street along similar lines by breaking the massing up into 4 elements -

- A taller, more formal corner feature which addresses the corner of Bolton Road and Castle Street. This acts as an urban node and a counterpoint to more formal Trelawn House.
- Trelawn House, acting as a second urban node
- Two runs of ‘terraces’ between the two urban nodes.

The concept builds up the elevation from west to east, from the tall two storeys of Trelawn House, to the three and three-and-a-half terraces, to four storeys.



Concept Massing to Castle Street

4 DESIGN DEVELOPMENT

4.2 Layout

“Well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well to and enhances the existing character and context.”

National Design Guide Paragraph 65

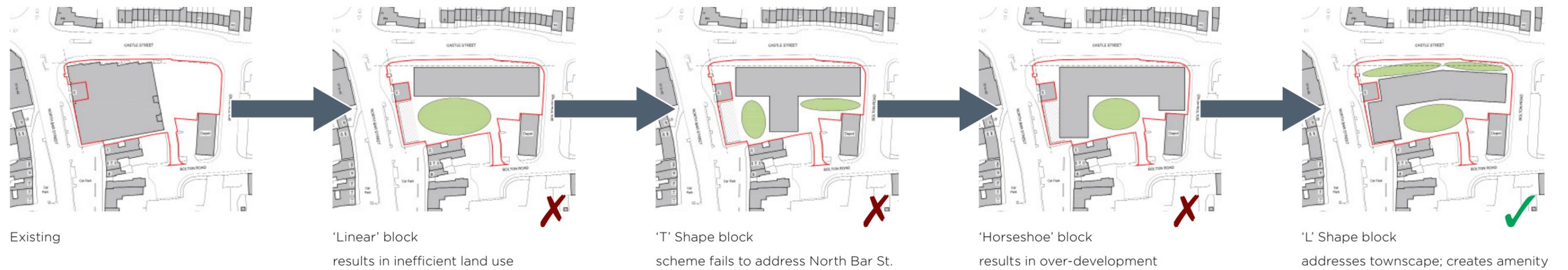
As part of the exploration for the most suitable urban solution for the site, several studies were undertaken to choose the most appropriate footprint for the site, and the most appropriate location for car parking.

The studies seek to balance optimising the capacity of the site without over-development, the provision of parking in a discreet and sensible location, and create an urban form with appropriate landscaping in line with the Banbury Vision & Masterplan SPD.

A linear block demonstrated underdevelopment, whilst a ‘horse-shoe’ block represented over-development, and a T-shaped block did not continue the urban form of the burgage plots to North Bar Street. Naturally, an L-shaped block was the most appropriate footprint.

Parking on Castle Street, either in a dedicated car park, or off-street to match 5-41 Castle Street opposite was a poor urban solution, so naturally locating parking centrally was both discreet and convenient, making it the optimum solution.

BUILDING DISPOSITION



PARKING LOCATION



4 DESIGN DEVELOPMENT

4.3 Scale & Massing

As part of the exploration of the most suitable way to articulate the building and create a suitable, interesting and recognisable architectural language for the proposals, based on existing precedents and urban forms.

As noted in section 4.1 the elevation to Castle Street is broken up into 4 features; Trelawn House, 2 terraces and a feature corner. The elevation to North Bar Street is a response to the architecture of the 'Main Route' conservation area.

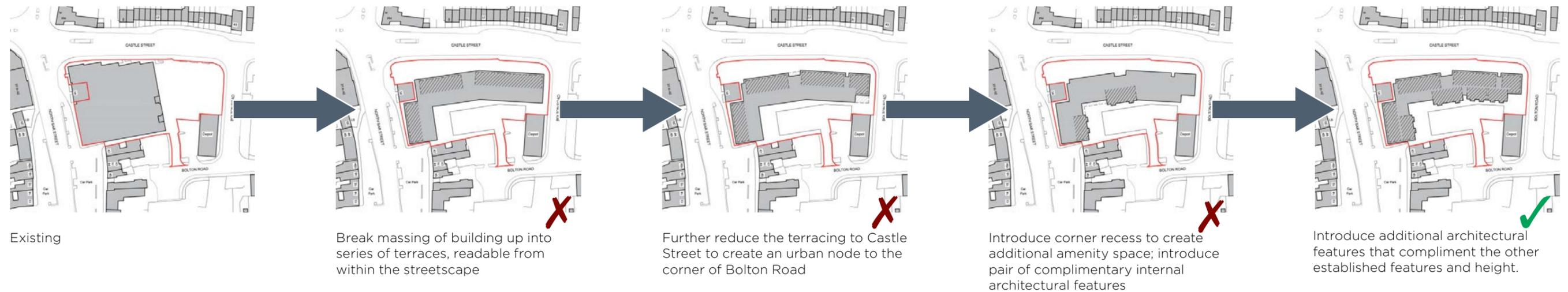
The height to eaves to the 'terraces' to Castle Street and North Bar Street are three storeys which is reflective of the existing buildings opposite and the height of the corner feature to Bolton Road is 4-storeys, which is also reflective of corner located buildings in the immediate area.

The terraces are further broken up into areas of brick and render, with a vertical emphasis, which is prevalent to the area.

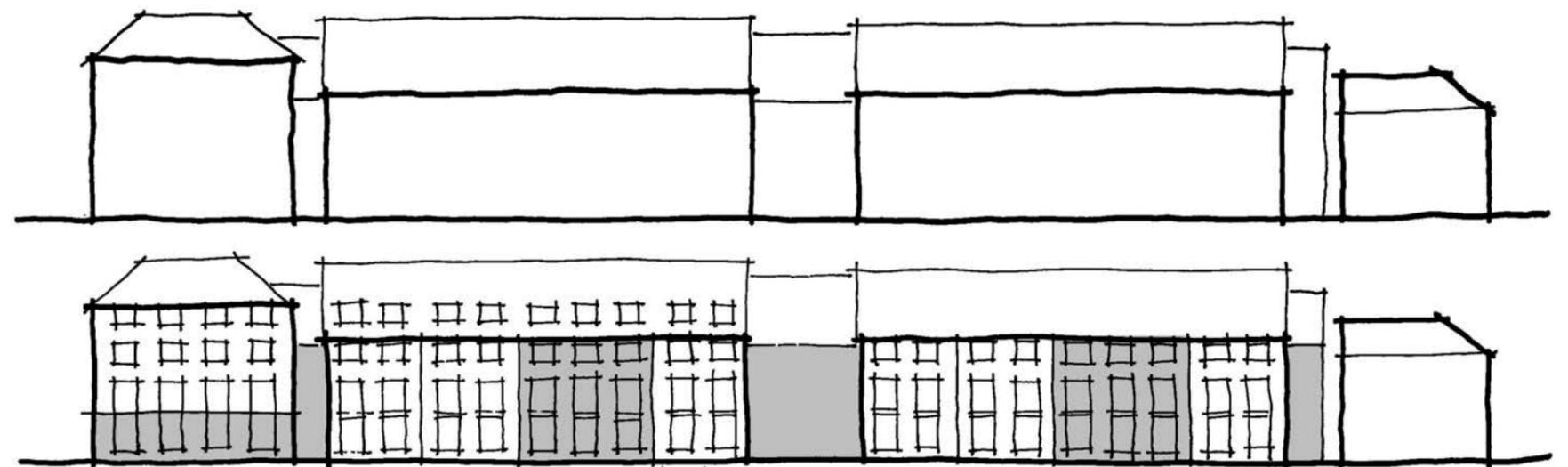
Ground and first floor windows to the main elevations have a vertical emphasis and are taller than the second and third floor windows. This feature is also prevalent to the area.

The scale is domestic, defined by person-height doors and windows, single-window openings to all rooms, eaves, a pitched roof, and generally features that are to be found on residential properties in the surrounding area.

ARTICULATION



Gentle Density Diagram - excerpt from page 99 of Living with Beauty



Concept Massing to Castle Street

4 DESIGN DEVELOPMENT

4.4 Design Development to Castle Street

The elevational concept for Castle Street, as noted earlier, takes its inspiration and precedent from the terraced properties opposite to the site, 5-41 Castle Street.

Given the length of the elevation, and the slight curve of Castle Street bending the elevation, it was felt that a run of two 'terraces' was the most appropriate architectural solution.

Expressing the first floor apartments with full height windows was introduced after the pre-application design to give the fenestration better proportion within the elevation.

Expressing each individual 'house' within the terrace with brick fins has been considered however this was not in-keeping with the properties opposite, and was also considered a distraction to what should be simple elevations.

Each terrace has a rendered element which breaks up the elevation; the rendered element identifies the stack of 2 bedroom flats from the 1 bedroom flats, representing an honesty that the exterior reflects the interior.

Following feedback from Cherwell District Council, the proposals removed the majority of the dormered windows to the scheme, doors have been added to the Castle Street elevation, the central balcony has been removed and a parapet wall added to the feature corner to Castle Street and Bolton Road.

The 'feature corner' to Bolton Road was originally shorter and more stout, however it has been revised to be grander and more formal in its proportions. A stucco render plinth adds a sense of distinctiveness and importance within the elevation.



Initial elevation concept at pre-application



Changes through design development (retail omitted)



Changes through design development (materials developed)



Changes through design development

4 DESIGN DEVELOPMENT

4.5 Design Development to North Bar Street

The elevational concept for North Bar Street, was originally intended to be subservient to Trelawn House in the street scene, when viewed from North Bar Street, and share a similar height to the offices; the eaves height is lower than that of Trelawn House.

The starting point was that the building would present itself as two storeys to the road, and be read as a similar, smaller terrace to the ones proposed to Castle Street, allowing the proposals to 'turn the corner' around Trelawn House.

The second floor would be expressed through the use of pitched dormered windows, which is not an uncommon feature when viewed in the context of North Bar Street.

Following feedback from Cherwell District Council, their advice was to lift this part of the building up to 3 storeys so that the eaves and the street scene steps down to Trelawn House.

Given it's proximity to the 'Main Route' conservation area, each flat door was expressed with a traditional portico identifying them as 'front doors', and the ground and first floor windows were changed to 3/4 height windows, making the elevation, proportionally similar to other buildings along the street.



Initial elevation concept at pre-application



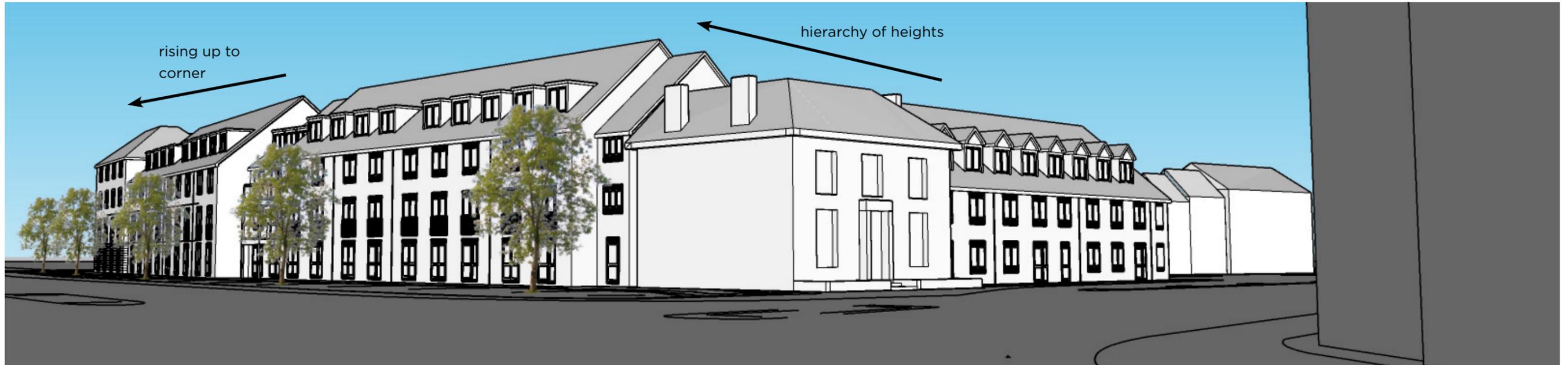
Changes through design development



Changes through design development

4 DESIGN DEVELOPMENT

4.6 Massing Progression



View of model from the corner of Warwick Road and Southam Road, looking south east, during design development



View of model from the North bar Street, looking north east, during design development

4 DESIGN DEVELOPMENT

4.7 Materials, Appearance and Elevational Treatment

The proposals seek to integrate themselves into the pattern of urban form with similar materials and features. On this basis the buildings surrounding the proposals have informed many of the choices of materials.

The majority of the proposals are red and red/orange brick, with off-white render to break up the façades. Heads and cills will match the brick with the exception of the elevations to the of the corner of Bolton Road and Castle Street, and North Bar Street where they will be cast stone.

The roof is generally pitched at 30-degrees to North Bar Street and 35 and 40 degrees to the rest of the development, with slate-effect roof tiles.

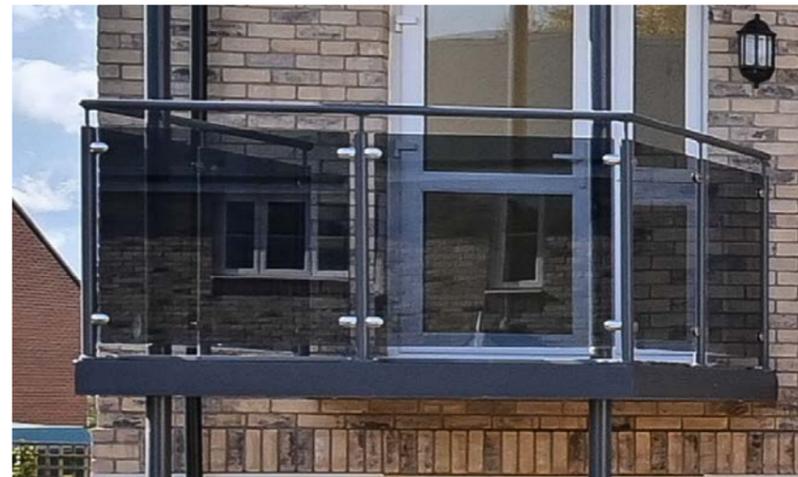
Windows will be white uPVC casement.

Rainwater goods will consist of white uPVC eaves and black downpipes.

Balconies generally will be grey painted metal, with tinted glass guarding to the walkout balconies.



1.



2.



3.



4.



5.



6.

1. Dormer Windows - Stormking lead-effect GRP dormers with white uPVC windows inset.
2. Balcony - Grey painted steel balcony with tinted glass guarding
3. Entrance Canopy - Traditional cast stone portico
4. Rainwater Goods - Black uPVC
5. Fascias and Soffits - White uPVC
6. Windows - uPVC Windows, colour White / cast stone window heads, colour Portland

Juliet Balcony - Q-line Stainless steel tubular frame with 10mm tinted glass infill
 Balcony - Black painted steel frame; Q-line tubular stainless steel frame with tinted glass infill
 Glazed Balustrades - Q-line Stainless steel tubular frame with 10mm tinted glass infill
 Roof Tiles - Marley Edgemere Slate Effect Roof Tile - colour Grey
 Roof Tiles - Marley Ashmore Concrete Roof Tile colour Smooth Grey

4 DESIGN DEVELOPMENT

4.8 Landscape and External Amenity

Typically the landscaped and amenity areas are for passive exercise and the visual enjoyment of the of the residents, rather than active recreational uses.

The boundary fronting any road or highway is typically bordered by black railings with planting behind (image 1).

Typically, the main amenity space contains a centrally located patio area, with outdoor seating for residents (images 2 & 4).

Areas of lawn are interspersed between the planting, patios, car park, main entrance and paths, providing usable amenity spaces (images 3 & 6).

A small area of public amenity is proposed to the north-west corner of the site. It is a small gated, fenced off area with a circular path surrounding a piece of public art, type to be agreed.



1.



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- 1. Railings - 10mm dia. black polyester powder coated hoop-topped metal railings
- 2. Patio
- 3. Border
- 4. Pergola
- 5. Planting edge border
- 6. Apartment patios and paths

4 DESIGN DEVELOPMENT

4.9 Access and Movement

"In well-designed places, people should not need to rely on the car for everyday journeys including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment." National Design Guide Paragraph 83

Site Access

Principal pedestrian access is gained from Bolton Road and North Bar Street.

The main entrance to the building is clearly marked by a distinctive traditional portico.

The vehicular access and car parking layout proposed will accommodate the day to day vehicular needs of the occupants. The sustainable location will encourage a reduction in vehicle ownership.

A mobility scooter store with charging points is proposed.

The visibility splays and access position have been reviewed and a refuse vehicle can safely execute a three-point turn within the car park.

Building Access

The proposal is accessible and easy to move around.

The building has internal layouts, specifications and construction details that will allow a safe and convenient use by owners and visitors and will fully meet the requirements of Part M of the current Building Regulations. Communal access includes:

- Step-free access to the apartments, communal spaces and parking areas.
- Step-free access to communal WC on ground floor.
- Step-free access to external outdoor space from the entrance storey.
- Lift access to all floors - 8 person with a minimum 800mm wide door opening and a lift car that is 1100mm wide by 1400mm long, thus providing suitable space for most access needs.
- All communal corridors are a minimum of 1.4m wide to make them easily traversable by a wheelchair user.



Proposed Site Plan

5 PROPOSED DESIGN

“Well-designed places and buildings are visually attractive and aim to delight their occupants and passers-by. They cater for a diverse range of residents and other users. All design approaches and architectural styles are visually attractive when designed well.”

National Design Guide Paragraph 54

5 PROPOSED DESIGN

5.1 Proposed Site Plan



5 PROPOSED DESIGN

5.2 Proposed Elevations



Castle Street Elevation



South facing Elevation

5 PROPOSED DESIGN

5.2 Proposed Elevations



North Bar Street Elevation



Gable Elevation facing 42 North Bar Street



East facing Elevation



End Elevation facing Bolton Road

5 PROPOSED DESIGN

5.3 Massing Model Views



View of model from the corner of Warwick Road and Southam Road, looking south east, as proposed



View of model from the North bar Street, looking north east, as proposed

5 PROPOSED DESIGN

5.4 Proposed Landscape

“Well-designed developments include site-specific enhancements to achieve biodiversity net gains at neighbourhood, street and household level.” National Design Guide Paragraph 98

Planting Philosophy

On the road frontage of the north and western boundaries large formal compact canopy trees such as *Acer campestre* ‘Streetwise’ and *Pyrus communis* ‘Chanticleer’, are under planted with an evergreen hedge, creating a defensible boundary for the site. This also softens the visual impact of the vehicles when parked on site.

On the frontage to all elevations of the building a succession of planting beds break up the open space including formal topiary specimens and semi evergreen specimen shrubs to give an established and strong year round evergreen presence. Use of ornamental clipped hedging and topiary specimens will offer instant impact and cohesive structure to the planting beds. Large specimen shrubs chosen for their tone and texture will give an established appearance upon implementation. Flowering shrubs including fragrant perpetual flowering roses, grasses and topiary planting provides a visual aid toward the access points to the building. Geometrical and organic shaped planting beds filled with topiary, semi evergreen and herbaceous plants with seasonal interest to provide an attractive garden experience.

Smaller ornamental trees provide focal points at a small domestic scale whilst boundary tree planting provides screening and enclosure for the residents to screen views of buildings in the built up urban surroundings. This will include a variety of tree species to create a mix of seasonal interest and lessen the impact of the existing boundary walls. Pleached and espalier trees will be proposed to reduce the size of the canopy over shading the owners lounge patio area while providing visual impact and screening to the boundary wall behind.

To enhance areas under the existing trees, native bulbs and herbaceous planting will provide seasonal interest to the site and will include bee friendly flowering species. Climbers including clematis and honeysuckle will be proposed on boundary treatments.



Proposed Landscaping Plan

5 PROPOSED DESIGN

5.5 Masterplan with Land Tyre Service

The 'Banbury Vision & Masterplan' SPD highlights a desire to masterplan the wider area either side of Bolton Road.

The site plan to the right illustrates one possible way of integrating the Land Tyre Services site within a larger area.

The proposal, a single building approximately 1m above the propose development site at three storeys due to level differences, could be for 9 apartments with some limited outdoor amenity space. Each apartment could have a dedicated parking space on the site.



Proposed Masterplan with Land Tyre Service

5 PROPOSED DESIGN

5.6 Response to 'Banbury 8' Development Criteria

Section 3.5 noted the design principles that any design for 'Banbury 8' should be consistent with.

Points 1, 5, 7 & 8 apply directly to 'development area 1', and we believe the proposals comply as follows -

Point 1 -
 'Bolton Street (sic) development area split into three development areas (1, 2 & 3) by the existing road network, with area 1 on the west to provide three / four storey mixed use development for residential and town centre use.'

Point 5 -
 Existing Listed Buildings fronting Parson's Street and North Bar Street to be retained as part of the comprehensive regeneration of the site. All development proposals within the Bolton Road developments area should seek to preserve and enhance listed buildings and the conservation area.'

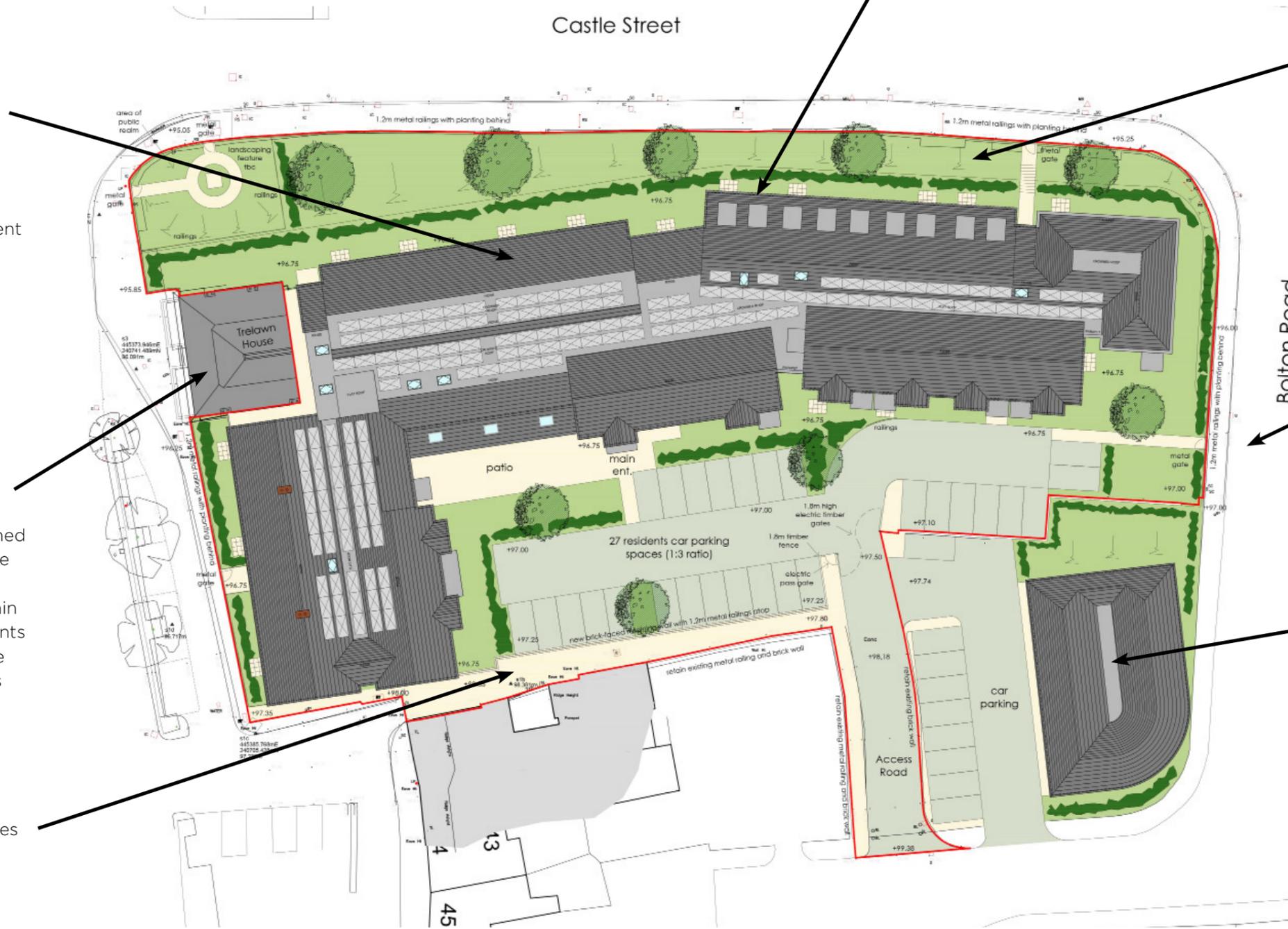
Improved pedestrian linkages

Important frontages, as per the BV&M urban framework plan, p.62

Point 7 -
 Improved frontage onto Castle Street with 'strategic landscaping.'

Point 8 -
 Bolton Road to be retained for service access.

Point 1 -
 Existing modern buildings will need to be removed if Area 1 comes forward for redevelopment'.



5 PROPOSED DESIGN

5.7 Response to Cherwell District Council's Comments

Section 3.9 noted several negative comments to the scheme presented at pre-application stage, and the scheme displayed in the online public consultation, by Cherwell District Council.

As the scheme has developed, we have aimed to address these comments in the following ways -

- *Proposals do not address or encourage use or connectivity to existing or future masterplan.*

The proposals retains Bolton Road and all the existing linkages noted on the Bolton Road urban framework plan diagram for 'Banbury 8' (refer to section 3.4 of this DAS). Increased connectivity has been provided to Castle Street and North Bar.

Additionally, the scheme opens up the currently unsafe Public Right of Way to the southern boundary increasing the visibility into the site and making it a more attractive and usable pedestrian route.

- *The scheme should be presented as part of a masterplan showing no prejudice of development of adjacent sites.*

Refer to section 5.5 showing a possible scheme to bring Land Tyre Services into an enlarged site.

Barton Willmore architects have also prepared a masterplan for the rest of 'Banbury 8' which does not compromise the aspirations of the Vision SPD, included with the application.

- *The footprint of the building is 'far too big', and 'too deep'.*

The expectation of the Banbury Vision & Masterplan SPD is to optimise the site to deliver 200+ homes in development zone 'Banbury 8'.

To facilitate this desire the density of the site needs to be maximised; this is accomplished by either raising the height of any proposals or keeping any proposals in close proximity of one another.

The principle of our proposals is to create an efficient floor plan with flats either side of a central corridor. A recent appeal case [APP/B1740/W/20/3265937] identified this as the most logical and reasonable way to plan out a building designed to be Homes for Later Living'.

- *Perception that any part of the development being 4-storeys is 'too high' to Castle Street.*

Appendix 1, p. 40, point 1 of the BV&M SPD advising the design requirements for 'Banbury 8' states three/four storey development would be acceptable (refer to section. 3.5)

The proposed development is three storeys rising to four storeys to the corner of Bolton Road and Castle Street, in the manner in which the diagram in p.62 of the Bolton Road urban framework plan suggests.

There is around 33m separation distance between the proposals and the north side of Castle Street.

- *The proposals 'fail to respect Trelawn House', and the proposals also 'failed to respect the Conservation Area'.*

The proposed design demolishes the existing Bingo Hall and makes Trelawn House the feature corner of the site and one of two 'end nodes', integrating it fully within the Castle Street elevation. On this basis the proposals very much respect Trelawn House. The public landscaped and seating area gives it a garden setting, allowing passers-by to pause and gain a greater appreciation of the Grade-II listed building.

The proposed development is a context-led design that has analysed the surrounding townscape and integrated the appropriate scale, bulk, height, massing and architectural features into the proposals. On this basis the proposed development respects the adjacent conservation areas.

- *Deemed that there would be no 'active frontage' (i.e. usable front doors) or permeability to Castle Street.*

There are nine apartments with lounges facing Castle Street, each with full-height openable doors. Additionally, there is a long wide garden space in front of them. This generates active and passive use and surveillance over the garden, and to Castle Street.

A similar concern regarding this issue was raised at a recent appeal case [APP/B1740/W/20/3265937], however it was identified that the ground floor flats would very much provide 'active frontage'.

With regards to permeability to Castle Street, a pedestrian access way from Castle Street is proposed. A vehicular access way is not proposed off Castle Street as it would diminish the proposed public realm, and be contrary to the p.62 diagram.

- *Concern that the external amenity to Castle Street will be 'very dark' and patios won't be used.*

Churchill Retirement Living, and other developers specialising in 'Homes for Later Living', have undertaken developments in a variety of towns across the country, with apartments facing all aspects, with external patios, all of which have been purchased. The choice to use the patio is at the owner's prerogative. A south facing Owners Lounge is provided, available to all residents

Regarding the gardens, planting will be selected that thrives on not requiring direct sunlight.

- *Concern that there was too little amenity, particularly to the internal courtyard.*

As noted in section 6.7 "Constrained amenity space is a feature of many town or city centre developments, and it should also be borne in mind that conventional housing is unlikely to have the communal facilities inside the building which are a feature of Homes for Later Living housing".

The scheme has an appropriate amount of amenity space for the size of development, and a large south-facing external patio area adjacent to a large indoor communal lounge.

- *Concern that there was 'no connectivity' between the building and Castle Street and North Bar Street.*

The current pedestrian connection between North Bar Street and Castle Street (via Bolton Road) is a narrow, dark Public Right Of Way with no active or passive surveillance. It is not well used.

The removal of the Bingo Hall will open up this alley way and the proposals will also widen this route. The proposed development will provide the active and passive surveillance required to police this route, increasing the use of this existing connection within Banbury. Direct connectivity to adjacent streets is provided.

5 PROPOSED DESIGN

5.7 Response to Cherwell District Council's Comments (continued)

Section 3.9 noted several negative comments from the pre-application scheme and the scheme displayed in the online public consultation by Cherwell District Council.

As the scheme has developed, we have aimed to address these comments in the following ways -

- *The building elevation to Castle Street was not deemed to be sufficiently 'broken up'.*

As noted in sections 4.1 and 4.3, the Castle Street elevation has been broken up into 4 elements. The two terraces and been further broken up in terms of height and length by banding and changes in materials.

On this basis we believe that the elevation are an appropriate design solution in terms of concept, appearance, materiality and scale.

- *The buildings were deemed to be a 'Georgian pastiche'.*

The proposed development is a context-led design that has analysed the surrounding townscape and integrated the appropriate scale, bulk, height, massing and architectural features into the proposals.

The proposed development recognises the historical architecture adjacent to the site and integrates these proportions and themes into the design.

On this basis the proposed development is its own context-led contemporary building and not a Georgian pastiche.

- *The scheme failed to address the Bolton Road frontage.*

As noted in section 4.2, the building is an L-shape because increasing the frontage to Bolton Road represents over development and reduces the amount of central amenity space.

The proposals create a feature node to the corner of Castle Street and Bolton Road. On this basis, this part of the building does face Bolton Road, and is of an appropriate length.

- *Deemed that dormers 'harm the conservation area'.*

Below are a series of images showing dormer windows within the Main Route zone of the conservation area, within sight of the proposed development site. On this basis dormer windows are very much a feature of this area of Banbury, and come in a variety of sizes and proportions. Additional dormer windows would not be out of place in the conservation area.



- *Balconies not a feature in Banbury.*

It is acknowledged that balconies are not a feature to the street frontages to Banbury and the one proposed facing Castle Street has been removed from the current design.

- *Square windows were not a design feature of the area.*

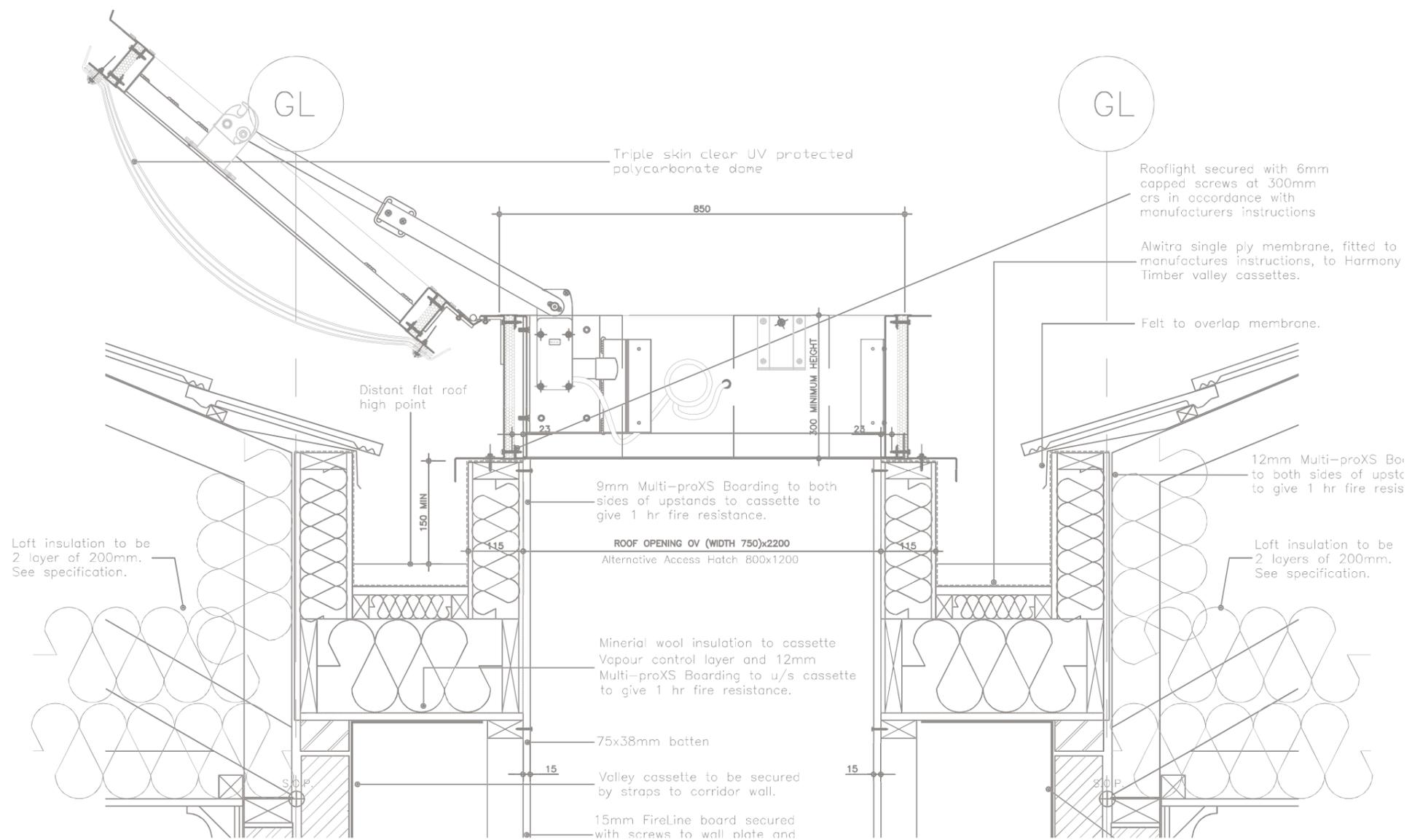
Below are a series of images showing square first and second floor windows within the Main Route and Castle Street zones of the conservation area, within sight of the proposed development site. On this basis square windows are very much a feature of the architecture of Banbury, and have been retained on the top floor; ground and first floor windows have been altered.



6 DETAILED DESIGN

“Design is not just what it looks and feels like. Design is how it works”

Steve Jobs



6 DETAILED DESIGN

6.1 Typical Apartments

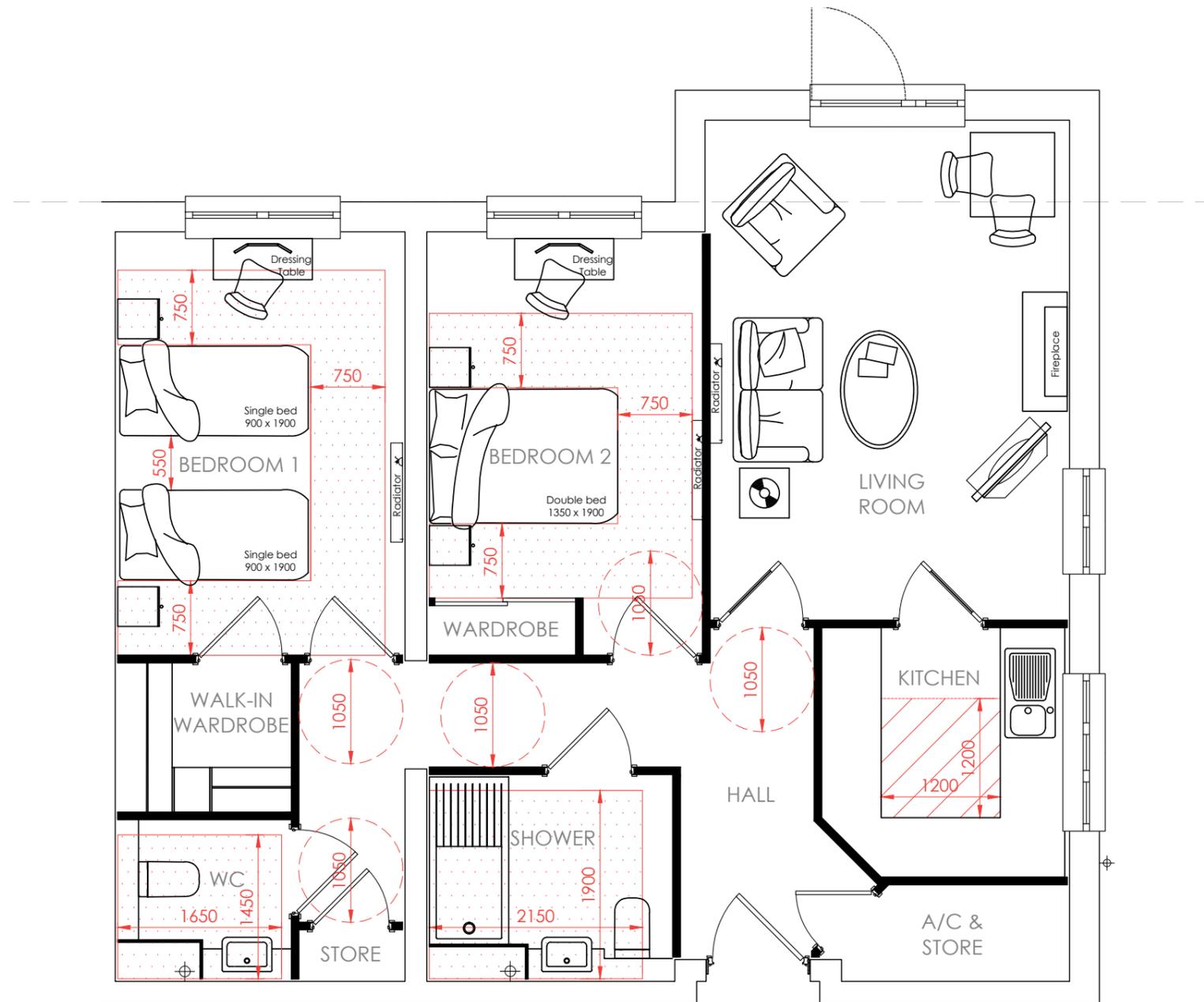
“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.” National Design Guide Paragraph 120

The retirement living accommodation the subject of this planning application meets the requirements of ‘Accessible and adaptable dwellings’¹. This provides features that accommodate a wide range of people, including older and disabled people. The internal apartment layouts have been designed to meet residents’ specific needs. CRL’s internal design team continually receives feedback from residents and managers at other CRL developments; thus allowing for periodic review as required. The use of tried and tested standardised apartment designs ensures the needs of owners are met.

The apartment designs include:

- Entrance door is at least 850mm clear width
- Entrance Hallway with sufficient turning space
- All hallways are a minimum of 900mm wide and any localised obstruction, such as a radiator, is located where possible to not occur opposite a doorway or at a change of direction
- All internal doors to habitable rooms have a minimum clear opening of 775mm
- The master bedroom allows 750mm around the bed
- All switches, sockets and other controls are set at easily accessible heights and light switches are illuminated
- Window handles at an accessible height between 450mm and 1200mm above floor level. All windows have safety restrictors
- Storage space that is easily accessible
- All habitable spaces have been designed to have good size windows ensuring a good amount of natural light
- WCs and showers are designed to be easily accessible and with emergency call points to each space. All have easy turn mixer taps. Shower trays are low level for easy access
- Waist height oven within the kitchen
- Slip resistant flooring in kitchen and bathroom
- Energy efficient, low carbon, economical heating

¹ Building Regulations Part M(4)



75.0 m²

Typical apartment

6 DETAILED DESIGN

6.2 Servicing and Refuse

“Well-designed places include a clear attention to detail. This considers how buildings operate in practice and how people access and use them on a day-to-day basis, both now and in future.” National Design Guide Paragraph 134

Access for refuse trucks will be from Bolton Road. Trucks will collect the bins from within the car park.

The Local Plan sets out a requirement for the provision of waste and recycling capacity per dwelling. The same ratio applies for all residential types and sizes, from large, multiple bedroom house for families to a small studio flat for an elderly person.

It is worth noting that in Churchill Retirement schemes and in retirement housing schemes in general the occupancy rates are typically 50% lower than open market housing (i.e. a one bed will generally be occupied by 1 person compared with up to 2 in open market and a two bed will only ever be occupied by a maximum of 2 people compared to 4 in open market housing).

Churchill Retirement have developed a detailed understanding of the typical waste requirements attributed to their schemes based on research carried out from operational Churchill lodges across country. The below table below shows waste output and collection details for a number of our lodges of a similar size:

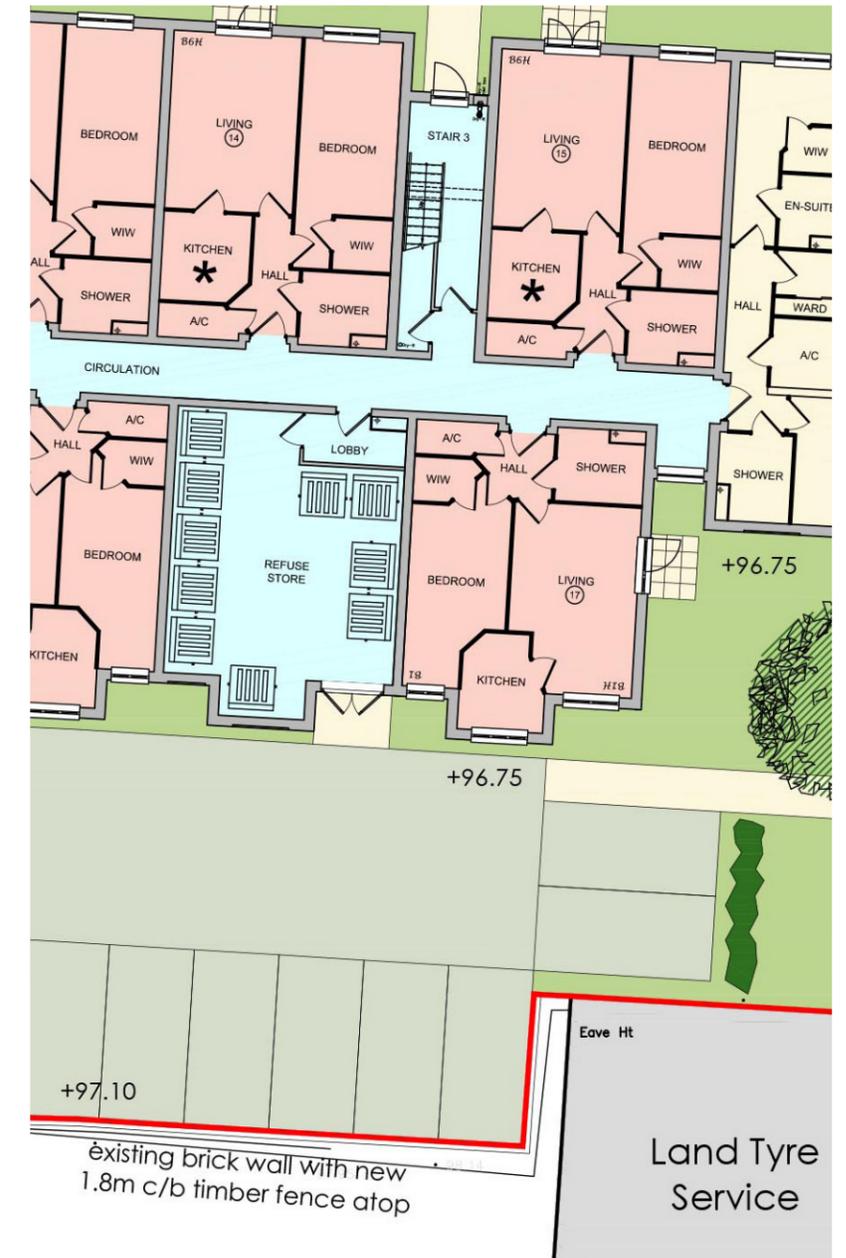
	Middlemarch	Andover	Bournemouth	Beaufort
No. of apartments	42	70	54	46
No. of bins (waste & recycling)	3 + 0 3300L total	6 + 6 7920L total	6 + 6 7920L total	2 + 2 4400L total
Collection frequency	Weekly	Alternative weeks	Weekly, but max 5 + 5 collected	Alternative weeks

Due to the nature of Churchill schemes and its target demographic, the guidance given is far in excess of our typical requirements and this capacity would not be used. The majority of flats are single occupancy and the owners are daily basket shoppers with a low carbon footprint who generate small amounts of waste. Past negotiations with other Local Authorities have found a reduction on guidance figures to be acceptable upon investigation of other C3 retirement schemes in their districts. Based on our experience and BS5906 we apply a ratio of:

- Total waste generation rate of 100 litres per week for one bed apartments - 55 x 100L = 5,500L
- Total waste generation rate of 170 litres per week for two bed apartments - 25 x 170L = 4,250L
- The total capacity required would be 9,250L and therefore provision of 9 x 1100L bins or equivalent would be sufficient (9,900L capacity).

(note - the 100 litres per week and 170 litres per week per apartment include production of general and recyclable waste).

The proposed building, in common with all Churchill Retirement Living developments, will have a communal refuse room. This is located internally within the main building close to the access driveway. The room is accessed by residents internally via a ventilated lobby off the Ground Floor corridor area. Within the refuse room small bags of household waste and recycling material from each individual flat can be decanted into larger shared wheeled bins, clearly designated for specific storage. The room has external doors opening onto an adjacent pathway. The Lodge Manager is responsible for the security of the building and these doors are to be locked at all times when not in use. The Lodge Manager will be responsible for monitoring the refuse and for arranging moving the bins to the back edge of the pavement on relevant collection days and for arranging moving them back inside shortly after emptying, minimizing the length of time that bins will be left outside.



6 DETAILED DESIGN

6.3 Safety and Security

“Good design promotes quality of life for the occupants and users of buildings. This includes function – buildings should be easy to use. It also includes comfort, safety, security, amenity, privacy, accessibility and adaptability.”

National Design Guide Paragraph 124

Safety and Security is paramount for the occupant demographic. People are usually living alone and are often vulnerable. The presence of a Lodge Manager provides reassurance and support as well as monitoring visitors and residents.

Development Security

Developments are secured at the boundary with the use of fencing and railings as well as defensible landscaping making clear the public realm beyond and private space that is part of the apartments.

Adequate external security lighting will be provided to illuminate the external doors, car park, driveway and paths and will be controlled by time switches or photo electric cells as appropriate.

Windows from apartments are located on all sides of the proposed development and these will provide passive surveillance from the occupants, many of whom are home for the majority of the day.

The access into the lodge is kept to a single point where possible and this is usually from the car park. The access door is adjacent to the Lodge Manager’s office and the reception allowing passive monitoring of the entrance.

Apartment Security

All apartments will have a Careline support system. This is connected to 24-hour support so, in the event of an emergency, residents have direct contact with either the Lodge Manager or a member of a call-centre team 24 hours a day, 365 days a year.

The system provides video door entry with a standard TV, allowing owners to view any visitors on the apartment TV before choosing to let them into the main entrance. An intruder alarm is

fitted protecting the front door of the apartments, while ground floor apartments have additional sensors fitted, giving that extra level of security and peace of mind.

Doors and Windows

All windows and doors will comply with Part Q and the Disability Discrimination Act requirements.

The main doors are power assisted sliding opening. Access will normally be from a keypad, or opened from within the building.

All ground floor apartments, and any others that might be easily accessible by external means will be fitted with PIR sensors connected to a master intruder alarm panel. Patio and French doors are provided with an external handle, but, to prevent residents from using these as main doors to the apartments, no external means of locking is provided.

Flat entrance doors will be of a solid construction to an enhanced security standard and comply with a 30-minute fire rating. Doors will have intruder alarm contacts, and can be fitted with a security device for visual checking prior to opening.

Safety

In addition to the 24 hour careline system, and the Lodge Manager’s presence, fire and smoke detectors are fitted in communal areas and within all apartments for residents’ safety.



6 DETAILED DESIGN

6.4 Sustainability

“A compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and well-being. It uses land efficiently so helps adaptation by increasing the ability for CO2 absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution.” National Design Guide Paragraph 136

In terms of planning, addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking. It recognises that planning plays a key role in minimising vulnerability, providing resilience and managing the risks associated with climate change.

An effective approach to reducing greenhouse gas emissions from new development is the use of efficient designs and insulation products to achieve high levels of thermal efficiency – the ‘fabric first’ approach. New homes and buildings that benefit from the latest heating systems, very high levels of thermal insulation of walls, floors, ceilings, windows and doors can achieve a substantial reduction of CO2 emissions.

The focus of the design will limit the energy consumption and CO2 emissions through optimising the building performance together with energy efficiency measures following the steps of the energy hierarchy, as set out below. It will meet the requirements of Part L1A and 2A of UK Building Regulations by:

- Using less energy / demand reduction;
- Supplying energy efficiently; and,
- Using renewable energy.

The scheme has been designed to exceed Building Regulation Part L 2013 requirements with respect to the thermal properties of building fabric. The efficiency of the building fabric is the second consideration in the Energy Hierarchy. Materials will be specified to target an A or A+ rating under the Green Guide to Specification, where possible.

The building itself has appropriately sized windows to provide good daylight and natural ventilation whilst minimising overheating from excessive glazing.

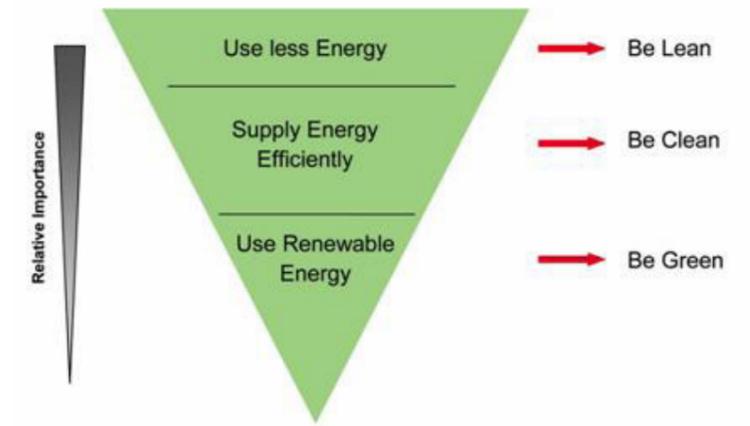
Finally appropriate building services design, efficiencies and controls and the incorporation of renewable and low carbon technologies are proposed. These include:

- Solar photovoltaic systems (PV’s) will be installed on the roof. Electricity produced by solar cells is clean and silent and solar energy is the most appropriate locally available renewable resource
- Energy efficient appliances, fixtures and fittings will be installed to reduce the life cycle energy impact of the building
- Thermostatic heating controls
- All areas of the building internally and externally will be lit using low energy lighting and where appropriate will utilise appropriate daylight and movement sensor controls, reducing energy consumption and light pollution.
- Efficient electric heaters

Other sustainable characteristics proposed are:

- All apartments are fitted with water flow restrictors, aerated taps and dual flush WCs to reduce potable water usage. Typically water efficiency standards are in excess of 22% less water than average UK households
- On-site communal recycling facilities are provided
- Sustainable means of travel are promoted, including a mobility scooter store with electric charging points, cycle store & reduced level of car parking provision compared with open market housing
- ‘Home Shopping’ scheme, which allows residents to order their food shopping collectively and have it delivered, reduces the carbon footprint of the residents by combining deliveries and cutting down on individual shopping trips
- The majority of construction waste is recycled.

Churchill Retirement Living uses Sustainable Drainage Systems if viable following necessary ground investigations at site clearance and demolition. Paths and other hard standings will be constructed in permeable materials and specification as shown on the landscape strategy. Water butts are routinely installed to collect rainwater for gardening use.



1.



2.



3.

- 1 Energy hierarchy
- 2 Electric mobility scooter store
- 3 Photovoltaic panel array

6 DETAILED DESIGN

6.5 Biodiversity

The existing site contributes very little to the biodiversity of the area, due to the site being dominated by buildings and hard standing parking.

Existing trees will be retained as shown on the arboricultural and landscape plans.

The proposed scheme incorporates a number of green / planted areas, which will enhance the biodiversity in the locality and promote habitats:

- Landscaped approach to the main entrance
- Soft landscaping to the curtilage of the site at ground floor
- The central communal courtyard will provide a range of plant life in the proposed soft landscaping
- Bat roosts / bird boxes / Swift boxes are routinely provided
- Planting to encourage pollinators
- Berry rich planting for birds
- Native plant species where possible
- Residents often set up gardening and wildlife clubs.

The proposed scheme will enrich biodiversity by implementing a new green space in the local town centre and result in a net biodiversity gain.

More details are provided within the supporting Ecological Appraisal included with this application.



1.



2.



3.



4.

- 1 Swift bricks routinely used
- 2 Bat boxes
- 3 Biodiverse landscaping
4. Pollinators

6 DETAILED DESIGN

6.6 Materials, Resources and Lifespan

“Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050.” National Design Guide Paragraph 135

Well Managed and Maintained

Unlike the case with mainstream house builders, Churchill Retirement Living maintains an interest in the long term success of projects through its sister company, Millstream Management. Ensuring developments are fit for purpose and built for longevity is therefore in the applicant’s interest. Both buildings and landscape are designed from the outset to minimise future maintenance requirements and continue to look good and work well in the long term. As and when maintenance is required this is promptly carried out by the management company.

Materials

Materials are selected for their value and appropriateness. By value we mean a balance between their longevity, periods of maintenance, initial cost and aesthetic qualities. Typically construction is traditional load bearing cavity wall with concrete slabs which have proven to be tried and tested robust forms of construction. Bricks are usually selected to be appropriate for the local area. Render is sometimes proposed where appropriate. Windows are typically uPVC because of their low maintenance and high Green Guide rating.

At the end of their life most developments materials will be able to be reused or recycled.

A Sense of Ownership

Developments are owner-occupied. Owners contribute towards an annual service charge which ensures communal areas, the building fabric and the landscape are all well maintained. By contributing to the communal upkeep both apartment owners and the freeholder have an interest in maintaining the development to as a high a standard as possible.



1



2



3



4

- 1 Robust materials
- 2 Well managed and maintained
- 3 Owners' Lounge
- 4 Communal Amenity Space

6 DETAILED DESIGN

6.7 Landscape and External Amenity

“Well-designed buildings are carefully integrated with their surrounding external space. All private and shared external spaces including parking are high quality, convenient and function well. Amenity spaces have a reasonable degree of privacy.” National Design Guide Paragraph 129

Homes for Later Living developments are located within or very close to town and local centres, where due to the size of the site it is not always possible to provide extensive external amenity space. Constrained amenity space is a feature of many town or city centre developments, and it should also be borne in mind that conventional housing is unlikely to have the communal facilities inside the building which are a feature of Homes for Later Living housing. The extent of amenity space provision on site derives from the need to provide adequate and attractive external space for residents but also to provide a building with an appropriate townscape response.

There is no specific government guidance as to the appropriate level of amenity space to be provided within a Homes for Later Living development. Notwithstanding this, Local Planning Authority design policies should be aimed at promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes, rather than applying strict space area standards.

Access to amenity space is a matter to consider when assessing the overall design quality of a proposed development. Churchill Retirement Living is well experienced in providing for the recreational needs of the elderly owners within its developments. The company employs a qualified Landscape Architect to design every development and prides itself on the quality of its landscaped treatment.

The most important amenity space for the older owners is not in fact found to be outside the building but is the Owners' Lounge. In developments where there are large garden areas, the residents tend to use the area immediately outside their patio door if they live on the ground floor or outside the Owners' Lounge. Even on hot summer days, when people might be

expected to sit out enjoying the sun, one finds the occupants rarely taking advantage of an extended communal garden. Active use of external amenity space tends to be relatively limited and mainly involves sitting out for those few owners who occasionally choose to do so.

The proposed design includes sufficient space around the building for residents to sit outside at ground floor level. Should owners seek other space for sitting out, they are likely to make use of the patio areas adjacent to the Owners' Lounge, and this is the location which the residents of upper floors are most likely to utilise. There is, of course, nothing to prevent owners of upper floors making use of any area of amenity space, all areas of garden being in communal control.

As owners of Homes for Later Living tend to spend relatively more time in their homes than traditional houses, it is appropriate that wherever possible, lively and interesting views should be available from the principal habitable rooms. Owners prefer an apartment to enjoy an interesting view rather than to set aside large open areas for active recreation and it is those apartments with views that often sell first. The most favoured apartments are often those on the busiest road frontages or those facing the main entrance and car parking area serving the development. It is the experience of CRL that, to a great extent, this is the way that amenity space in Homes for Later Living developments is utilised – that is, in a passive manner, with the landscaped area providing some degree of privacy but at the same time allowing substantial opportunity to view daily life in the surrounding area. It is therefore of primary importance when designing schemes that amenity space provides residents with attractive views. The quality of amenity space provided is an important factor for residents when considering whether to purchase an apartment.

Neither the quantity nor quality of amenity space provided is a matter which residents who have purchased a CRL apartment have concerns about. There is no evidence that prospective purchasers are dissuaded from buying an apartment for this reason, and when residents are asked if there is a need for more amenity space, the most common response is no.



6 DETAILED DESIGN

6.8 Sunlight and Daylight

The BRE guide 'Site Layout Planning for Daylight and Sunlight: a good practice guide' by P J Littlefair 2011 recommends that where possible each dwelling should have at least one main living room window that faces within 90 degrees of due south. However the guide acknowledges that this is not always possible when it comes to flats. Whilst the aim is usually to maximise the number of south facing living rooms within domestic dwellings, the BRE guide does not give mandatory sunlight requirements for flats. The guide states that for larger developments, especially those with site constraints, it may not be possible to have every living room facing within 90 degrees of due south.

The BRE guidance BR209 states at paragraph 3.1.7 "The aim should be to minimise the number of dwellings whose living rooms face solely north.... unless there is some compensating factor such as an appealing view."

The commercial viability and appropriate density of a site depends on a typical design using double sided corridors. This leads inevitably to the inclusion within developments of some single aspect apartments, although apartments are always designed to be dual aspect where possible, for example at corners. Ideally single aspect apartments are orientated east or west, but inevitably some north facing flats may be required, although these are minimised.

North facing single aspect apartments are found in almost all retirement living flatted developments and these flats consistently sell well. In fact, the choice of aspect is something potential purchaser's value. It would not be viable for developers to build these apartments if they did not consistently sell well.

North facing rooms are the optimum for design and art studios as they provide a consistent and even light with a constant cool

value favoured by artists. Tone and warmth is more consistent than with direct sunlight and this is favoured by some residents.

All flats with north facing single aspect have access to the shared south-facing communal lounge and garden. They therefore have the choice to sit in sunlight only a very short distance from their apartment. This is a significant difference to standard open market flats or apartments where no communal space is provided.

In summary the number of single aspect flats facing with their main living space window greater than 90 degrees from south has been minimised, but even where these are required they prove popular to prospective residents.



“Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passers-by and visitors. They can lift our spirits by making us feel at home, giving us a buzz of excitement or creating a sense of delight. They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion.”

National Design Guide Paragraph 1

7 SUMMARY

7.1 Conclusion

The proposal has been assessed against both local and national planning policy, the National Design Guide (Appendix A) and Building for a Healthy Life (Appendix B).

In summary, using the characteristics identified in the National Design Guide, the project meets the characteristics in the following ways -

Context

The location is at the corner of Castle Street and North Bar Street, the latter being a major thoroughfare into Banbury.

The immediate urban area is dense and comprised of mostly burgage plots. The neighbouring buildings are predominantly brick and render and are 2- to 4- storeys tall.

Identity and Built form

The proposed building is of traditional design and is the key corner of the proposed masterplan. Its design will use elements of neighbouring proposed buildings characteristics including similar materials and adopt a sympathetic grain and height.

The proposed built form is consistent with the footprint of development of the masterplan within the SPD, within this part of Banbury.

The design proposal presents an appropriate response to context and provides a building of suitable scale to respect the character of the area.

In terms of footprint, height, distances from boundaries and nearby buildings as well as the positioning of primary windows, this proposal will not have an unacceptable impact on the neighbouring properties or the amenity of their occupants, and will not compromise future development.

The proposal makes efficient use of the land.

A recent appeal case [APP/B1740/W/20/3265937, paragraph 33] identifies that planning decisions “should promote an effective use of land in meeting the need for homes; and that where there is an existing shortage of land for meeting identified housing needs, it is especially important that planning decisions ensure that developments make optimal use of the potential of each site.” [also NPPF para 123].

It is the applicant’s contention that in order to make efficient use of the site and realise its potential, that the design as submitted is the most appropriate one and any reduction in footprint, scale or mass would mean the site were not realising full potential.

Movement

The proposal is accessible and easy to move around.

Principal pedestrian access is gained from a shared access way from Bolton Road. Alternative secondary accesses are provided from Bolton Road and North Bar Street.

The main entrance is clearly identifiable from the car park and is marked by a distinctive traditional portico.

The vehicular access and car parking layout proposed will accommodate the day to day personal needs of the occupants.

The building itself has internal layouts, specifications and construction details that will allow a safe and convenient use by owners and visitors, and will fully meet the requirements of Part M of the current Building Regulations.

Nature

The biodiversity of the site will be enhanced and optimised by the proposals. The site is approximately 0.50 hectares. The ground floor footprint of the building is 2,092 m², therefore the building occupies approximately 42% of the site, allowing 58% to be used for patios, amenity areas, open space, parking and soft landscaping.

Public spaces

The proposal is well connected with public spaces and local amenities. The communal spaces within the development are safe, social and inclusive encouraging interaction between the owners. An outdoor public space with artwork is proposed to the north-western corner of the site.

Uses

The proposal is for a ‘Later Life’ apartment housing development of 80no. apartments in a single building, and associated communal facilities, landscaping, vehicular access and car parking. There are no other uses proposed.

A recent appeal case [APP/B1740/W/20/3265937] identified the need for this type of accommodation nationally. There is also a shortage of housing supply locally (only a 4.7 year housing land supply). The proposal will release other houses for occupation.

Homes and buildings

The proposed building is functional, healthy and sustainable. It provides Age friendly environment that helps to address the on-set or increase of mobility problems. The companionship and community spirit developed in Retirement Housing can help to reduce feelings of isolation, loneliness and depression.

The design does not include Part M4(3)2a compliant apartments and thus is at variance with Policy IMPL2 but apartments are Part M4(2) compliant designs and follow the applicant’s offer on all their retirement schemes. A recent appeal case [APP/B1740/W/20/3265937] identified this would be acceptable subject to a suitable planning balance exercise.

Resources

The proposed development will reuse a previously developed site. This sustainable site is located within walking distance of Banbury town centre, close to shops and other commercial and social facilities and well served by local transport links reducing reliance on the use of private motor cars.

Well-organized building layout, use of energy and water efficient fittings, together with efficient building fabric create sustainable development resilient to future demands.

The ‘Gentle Densification’ of the site is necessary to achieve efficient use of brownfield land.

Lifespan

Proposed materials, apart from their visual properties, were chosen for their longevity and to minimise maintenance requirements, to ensure that the building is made to last.

Summary

The proposed design is of a high quality and contextually led, which will result in a development that is successful for the future residents, applicant and townscape.

NATIONAL DESIGN GUIDE

NATIONAL DESIGN GUIDE						
	CHARACTERISTIC		SUMMARY	COMMENT	DAS SECTION	
CONTEXT	C1	Understand and relate well to the site, its local and wider context	41	Respond positively to features of the site and context	See section 4 on design response	Section 2.1 & Section 4
			42	Understanding of context, opportunities and constraints	See section 2 understanding of context	Sections 2.10, 2.11
			43	Character of landscape, built form and architecture	See section 2 understanding of context	Section 2, 2.2-2.8
			44	Innovative and sustainable features	See sections 1.4 and 6.4 on sustainable features	Section 1.4 and 6.4
			45	How the proposed design relates to context and local character	See section 2 understanding of context and section 4 and 5 for the design response	Section 2.2, 2.3 and Sections 4 and 5
	C2	Value heritage, local history and culture	46	History of place and evolution of site	See section 2.2 on contextual history	Sections 2.2 & 2.3
			47	Reuse or adaptation of existing	Not applicable to this site	N/A
			48	Influenced local heritage assets	See section 2 understanding of context	Section 2.2 & 2.3
			49	Today's developments will be the quality development of the future.	High quality design is at the heart of the proposal - see Section 7 Summary.	Section 7.1
	IDENTITY	I1	Respond to existing local character and identity	52	Special features, housing pattern	Use activity and social and cultural importance reviewed in section 2
53				Site context analysis revealing identity	See section 2	Section 2, 2.12 & 2.13
I2		Well-designed, high quality and attractive places and buildings	54	Visually attractive and range of residents	User type in section 1.3 and final visually attractive design shown in section 5. See also CGIs where available.	Sections 5 and 1.3
			55	Appeals to all senses - look, smell, feel, sound.		
			56	Contribute to local distinctiveness	See section 4	Section 4
57	Materials, details and planting selected with care	See section 4.7 Materials and section 6.7 Landscape	Section 4.7 and 6.7			
BUILT FORM	B1	Compact form of development	64	Compact form of development to support local public transport	Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.8	Sections 1.3, 1.8
			65	Efficient use of land and appropriate density	Specific typology is efficient use of land. See section 1.3 Typology, 1.5 environmental benefits, 1.8 applicant brief, 6.7 landscape and 6.4 sustainability	Sections 1.3, 1.4, 1.8, 6.4 and 6.7
			66	Appropriate built form		
			67	Right mix of building types, form and scale, parking and amenity	Building type section 1.3 and 1.8, Form and scale section 4.3, parking and amenity section 6.7	Sections 1.3, 1.8, 4.3 and 6.7
	B2	Appropriate building types and forms	68	Built form relationship to context, identity, occupants and resources	For site and context and identity and character see section 2, for occupants lifestyle see section 1.3 and 1.8 and resources see 4.7, 6.4 and 6.5	Sections 2, 1.3, 1.8, 4.6, 6.4, 6.5
			69	Pattern of streets	See section 2.7	Section 2.7 & 2.8
			70	Tall buildings	Not applicable to this site	N/A
	B3	Destinations	71	Tall or large buildings design implications	Not applicable to this site	N/A
			72	Destinations	See movement section 4.9	Section 4.9
			73	Destinations as local character, distinctiveness and community	See sections 2.2 & 2.3 on identity,	Section 2.2 & 2.3
74			Local destinations as identity	See section 2 on identity and section 4.9 on movement	Section 2	
MOVEMENT	M1	A connected network of routes for all modes of transport	78	Public transport, walking, cycling and car	See movement section 4.8	Section 4.9
			79	Public realm design	Not applicable to this site	N/A
			80	Hierarchy of streets	Not applicable to this site	N/A
			81	Higher densities due to transport connections	See movement section 4.9	Section 4.9
	M2	Active travel	82	Priority to pedestrian and cycle movements	The routes for pedestrians, cyclists and those using mobility scooters are prioritised over the use of the private motor car	Section 4.8
			83	Design to reduce reliance on the car	Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.8. Section 1.4 talks about car ownership	Sections 1.3, 1.4, 1.8
	M3	Well considered parking, servicing and utilities infrastructure for all users	84	Parking standards and arrangement	Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.8. Section 1.4 talks about car ownership. Parking policy in Sec	Sections 1.3, 1.4, 1.8 and Section 3
			85	Car and cycle provision	Well designed and placed to meet the needs of future residents including mobility scooter store	Section 4.9
			86	Well designed parking	The proposal arrangement and positioning relative to the building limits its impact, whilst ensuring it is secure and overlooked. See the site plan and applica	Section 1.6, 5.1
			87	Electric vehicle spaces	Spaces can be provided in line with LPA requirements	
88			Access for servicing and bin store provision considered	See section 6.2	Section 6.2	
89	Utilities and infrastructure	These have been carefully considered as part of the overall design. An accompanying drainage strategy is submitted with the application				

A APPENDIX

NATIONAL DESIGN GUIDE						
	CHARACTERISTIC		SUMMARY	COMMENT	DAS SECTION	
NATURE	N1	Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play	92	Usable green spaces	See amenity section 6.7	Section 6.7
			93	Open spaces high quality, robust, adaptable and maintained	See amenity section 6.7	Section 6.7
			94	Types of open spaces	See amenity section 6.7	Section 6.7
			95	Open to all	See amenity section 6.7 and security section 6.3	Sections 6.7 and 6.3
	N2	Improve and enhance water management	96	Integrated system of landscape, biodiversity and drainage.	Water management features identified as part of the drainage strategy. See also the landscape design	Section 6.7
			97	Flood design	See section 4 design development detailing design requirements for flooding	Section 4
N3	Support rich and varied biodiversity	98	Biodiversity net gains	The site will result in biodiversity net gains- see landscape design, ecological design and also section 6.7	Section 6.7	
PUBLIC SPACES	P1	Create well-located, high quality and attractive public spaces	101	Street design	Not applicable to a proposal of this scale	N/A
			102	Accessible streets	Not applicable to a proposal of this scale	N/A
			103	Natural elements in streets	Not applicable to a proposal of this scale	N/A
	P2	Provide well-designed spaces that are safe	104	Public and shared amenity spaces	Landscape design section 6.7	Section 6.7
			105	Feeling of safety	The proposal contributes to passive surveillance of the surrounding public spaces	Section 6.7
	P3	Make sure public spaces support social interaction	106	Public social meeting spaces	The proposal creates a sense of community for residents reducing loneliness - see social benefits section 1.4	Section 1.4
107			Open space connected into the movement network	Not applicable to a proposal of this scale	N/A	
USES	U1	A mix of uses	112	Range and variety of services	The proposal is for Homes for Later Living which are another type of residential housing provision to offer to the local community	Sections 1.3 and 1.4
			113	Mixed use development	The proposal is near a local centre and will help increase the activity and vibrancy of the place. A mixed use on a site of this scale is not appropriate.	
			114	Ground floor and upper floor arrangements	The access to and use of ground and upper floors has been carefully considered. See the applicant brief at section 1.6	Section 1.6
	U2	A mix of home tenures, types and sizes	115	Choice of homes	The proposal is for Homes for Later Living which are another type of residential housing provision to offer to the local community	Sections 1.3, 1.6 and 1.8
			116	Different tenures	Not applicable to this proposal	N/A
			117	Older people's housing choice	The proposal is for Homes for Later Living which are another type of residential housing provision to offer to the local community	Sections 1.3, 1.6 and 1.8
118	Larger scale developments with a range of tenures	Not applicable to this proposal	N/A			
U3	Socially inclusive	119	Socially inclusive	The proposal is open to purchase for all who meet the age restrictions. This characteristic really applies to larger developments with a mix of uses and tenures.		
HOMES & BUILDING	H1	Healthy, comfortable and safe internal and external environment	124	Safety, security, amenity, privacy, accessibility and adaptability	See detailed design reviewed in section 6	Section 6
			125	Efficient, cost effective and sustainable	See section 6.4 on sustainable features and 1.3, 1.4 and 6.1 on efficient design of development and apartments	Section 1.4 and 6.4 and 1.3 and 6.1
			126	Space standards	Proposals are designed in line with the LPA requirements for space standards and include good floor to ceiling heights and storage. Apartment design sect	See section 6.1
			127	Local Plan space standards	Not applicable to a proposal of this scale	N/A
	H2	Well-related to external amenity and public spaces	128	Emergency services access and escape provision	The design has been developed in relation to Part B of the building regulations dealing with fire safety. See also section 6.3 on safety	Section 6.3
			129	External and amenity spaces	Space has been designed with the needs of residents in mind. See section 6.7	Section 6.7
			130	Landscape design	See section 6.7	Section 6.7
			131	Safe, secure and social amenity spaces	See section 6.7 and also 1.4 for the social benefits of retirement living and 1.8 on the typical arrangement of a development with secure amenity space.	Section 6.3, 6.7, 1.4 and 1.8
	H3	Attention to detail: storage, waste, servicing and utilities	132	Private amenity spaces enhance visual amenity	See section 6.7	Section 6.7
			133	Relationship to public spaces around	See section 2 on context, 4.8 on access and movement and sections 4 and 5 on the proposed design identity	Section 2, 4.8, 4 and 5
			134	Waste storage, management and collection	Refuse and recycling store shown on plans	Section 6.2
				External utilities; lighting, water and electric		
	External details; drainpipes, meters and gutters					
	Cycle storage					

A APPENDIX

NATIONAL DESIGN GUIDE						
	CHARACTERISTIC		SUMMARY	COMMENT	DAS SECTION	
RESOURCES	R1	Follow the energy hierarchy	138	Reduce need, reduce use, generate	The proposal reduces need by being an efficient form of accommodation (see section 1.4 and 6.4)	Section 1.4 and 6.4
			139	Sun, ground, wind and vegetation	Photovoltaics, ground source heat pumps and increased vegetation are routinely used on developments depending on the site specific benefits.	Section 1.4 and 6.4
			140	Renewable energy infrastructure	Photovoltaics, ground source heat pumps and increased vegetation are routinely used on developments depending on the site specific benefits.	Section 1.4 and 6.4
			141	Whole life carbon assessment		Section 1.4 and 6.4
			142	Affordable running costs	Efficient design means low running costs of individual apartments and shared maintenance costs of communal areas keeping cost down and maintenance good.	
	R2	Careful selection of materials and construction techniques	143	Material selection; energy and carbon		Section 4.7
			144	Efficient or locally sourced or high performing materials		Section 4.7
			145	Re-use and adaptation of buildings	Not applicable to this proposal	N/A
			146	Off-site manufacturing		
	R3	Maximise resilience	147	Future climate proof	The proposal is designed to withstand future flood, storm and high and low temperature events.	
148			Landscape design to mitigate local climate	See section 5.2 on the proposed landscape		
149			Sustainable drainage	See accompanying drainage strategy design document		
150			Passive design to minimise overheating	The layout and aspect of internal spaces has been considered to minimise overheating and achieve internal comfort		
LIFESPAN	L1	Well-managed and maintained	153	Good management	The applicant retains an interest in running and maintaining the development and it is in their own interest to ensure good management. See section 6.6	Section 6.6
			154	Future service charges	The design has been developed to be efficient with robust materials ensuring future service charges are kept to an affordable level.	Section 6.6
			155	Community management systems	Shared management of the communal spaces is part of the offer for this type of development.	Section 1.3
			156	Tall building maintenance (eg cladding)	Not applicable to a proposal of this scale	N/A
	L2	Adaptable to changing needs and evolving technologies	157	Adaptable to changing health and mobility needs	The design is specifically caters for older people and is designed to cater for their specialist needs	
			158	Data connectivity	Due to the town centre location high speed data connectivity is not anticipated to be an issue	
	L3	A sense of ownership	159	Community participation in design processes	See community consultation section 3 and design development section 4	Section 3 and 4
			160	Community management systems	Shared management of the communal spaces is part of the offer for this type of development.	Section 1.3
161			Boundaries to private, shared and public spaces	As shown on the site plan		
162			Features that encourage users to care for spaces			

BUILDING FOR A HEALTHY LIFE

B APPENDIX

BUILDING FOR A HEALTHY LIFE ASSESSMENT							
HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING
Integrated Neighbourhoods	Natural Connections	Green	Edge to Edge Connectivity	N/A		The proposed site is bounded by two main roads and several secondary and tertiary vehicular and pedestrian links, which will be maintained / strengthened. However the opportunities to connect the proposed scheme to both the existing town and the future masterplan development have been taken.	1
			Respond to pedestrian and cyclist desire lines	PASS	Pedestrian and cycle desire line from east façade entrance directly to route to town		
			Connected street patterns	N/A			
			Filtered Permeability	N/A			
			Continuous streets	N/A			
		Connecting existing and new habitats	PASS	The proposed amenity landscaping is connected to the riverside walk.			
		Hedgerows	N/A				
		Streets and routes that can be extended	PASS	The proposed masterplan shows future connection to the whole of the masterplan area			
		Adoption to site boundaries	N/A	The site boundary access is via shared access across third party land and therefore adoption to the site boundary is not possible			
						The proposal responds to pedestrian and potential cyclist desire lines connecting into the existing streets.	
	Red	Single or limited points of access for pedestrians and cyclists	PASS	Multiple access points		The proposal also looks to continue the green margin along Castle Street. Overall the proposal preserves or enhances natural connections and is 'Green'.	
		Extensive use of private drives	N/A				
		Pedestrian or cycle routes that are not well overlooked and lit	PASS	All overlooked and lit			
		Failing to respond to existing or future desire lines	PASS	Desire lines reviewed and allowed for			
		No opportunities to connect or extend streets and paths in future	PASS	Masterplan developed to show future connections			
		Internal streets and paths that are not well connected / indirect	PASS	Direct connections			
		Hedgerows	N/A				
		Ransom strips	PASS	None			
Walking, cycling and public transport	Green	Share street space fairly between pedestrians, cyclists and motor vehicles	PASS	Within the car parking area	The proposal does not include any new streets and the design is limited to the parking area. This has been designed to be shared between pedestrians, cars, cyclists and mobility scooters. The accessible location encourages people to reduce car ownership and this is the strong experience of CRL on similar developments, hence the reduced parking provision compared to open market housing. The scheme does not contribute to a Local Cycling and Walking Strategy Infrastructure Plan. There are short and direct connections to local amenities making public transport an easy option. The use of shared cars is under review by the applicant and may form part of the offer in the future.	2	
		Cycle friendly streets with pedestrian and cycle priority and protection	N/A				
		Nudge people away from the car	PASS	Accessible location and low car ownership demographic			
		Provide scooter and cycle parking at schools	N/A				
		Design out school runs dependent on cars	N/A				
		Local Cycle and Walking Strategy Infrastructure Plan	PASS	Already exists			
		Zebra, parallel and signalised crossing	N/A				
		Tight corner radii (<3m) at street junctions and side streets	N/A				
		Concentrate new development around transport hubs	N/A				
		Demand Responsive transport car clubs and car shares	AMBER	Potential future offer by applicant			
Red	Short and direct walking and cycling connections that make public transport an easy choice to make	PASS					
	New or improved Park and Ride schemes	N/A					
	20mph design speeds, designations and traffic calming	PASS	Low speed access to site.				
	Protected cycle ways along busy streets	N/A					
	Travel packs that fail to influence people's travel choices	N/A					
	White line or undivided shared pavement/cycle ways	N/A					
	Pedestrians and cyclists losing priority at side junctions	N/A					
	Oversized radii corners on streets that are principally residential that allow motor vehicles to travel at high speeds	N/A					
	Streets that twist and turn unnaturally	N/A					
	Streets designed around waste collection vehicles	N/A					
Facilities and services	Green	Intensifying development in locations that benefit from good public transport accessibility (train and bus stops)	PASS		The proposal provides a form of accommodation (retirement) where there are high occupancy rates for much of the time and apartments on all elevations. There is therefore good activity and passive surveillance on all sides. The principle community facility is the communal lounge and associated terrace which front onto the main elevation where the building can be appreciated from the public realm giving an active frontage.	3	
		Reserving land in the right locations for non-residential uses	N/A				
		Active frontages	PASS				
		Clear windows along the ground floor of non-residential buildings (avoid obscure windows)	PASS				
		Mixing compatible uses vertically, such as placing supported accommodation above active ground floor uses	N/A				
	Red	Giving places where routes meet a human scale and create public squares	N/A				
		Frequent benches can help those with mobility difficulties to walk more easily between places	PASS				
		Local centres that are not easily accessible and attractive to pedestrians and cyclists	PASS				
		Non-residential developments that are delivered as a series of individual parcels with their own surface level car parks set back from the street.	N/A				
		Where routes converge, avoid creating places that are of an inhuman scale and that frustrate pedestrian and cycle movement.	N/A				
Green	Inactive street edges, dead elevations, service yards next to the street and obscure ground floor uses	PASS					
	Play and other recreational facilities hidden away within developments rather than in located in more prominent locations that can help encourage new and existing residents to share a space	N/A					
	Not anticipating and responding to desire lines, such as between public transport stops and the entrances to buildings and other facilities.	PASS					
Homes for everyone	Green	Designing homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences	PASS	All apartments identified the same	The proposed use is a single type providing much needed specialist accommodation to add to the choice available within the town. It therefore accords with the spirit of this section, even though mixed tenure/typology is not proposed specifically on this site.	4	
		Apartment buildings might separate tenure by core but each core must look exactly the same.	PASS				
		A range of housing typologies supported by local housing needs and policies to help create a broad-based community	PASS				
		Homes with the flexibility to meet changing needs	PASS	Homes are a specific accommodation type to meet a specific need. Changing needs are likely to mean a move is required			
		Affordable homes that are distributed across a development.	N/A				
	Red	Access to some outdoor space suitable for drying clothes for apartments and maisonettes	PASS				
		Consider providing apartments and maisonettes with some private outdoor amenity space such as semi-private garden spaces for ground floor homes; balconies and terraces for homes above ground floor	AMBER	Due to flooding and the raised floor slab requirement this is not possible			
		Grouping affordable homes in one place	PASS	Affordable proposed offsite			
		Dividing places and facilities such as play spaces by tenure	N/A	No tenure differentiation			
		Revealing the different tenure of homes through architecture, landscape, access, car parking, waste storage or other design features	PASS	No tenure differentiation			
Not using the space around apartment buildings to best effect and where these could easily be used to create small, semi-private amenity spaces allocated to individual ground floor apartments	AMBER	Due to flooding and the raised floor slab requirement this is not possible					

B APPENDIX

BUILDING FOR A HEALTHY LIFE ASSESSMENT							
HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING
Distinctive Places	Making the most of what's there	Green	Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as feature	PASS	See masterplan appraisal and DAS	A comprehensive assessment of the existing identity and character has been carried out. The proposed materials and forms are to be found locally. The masterplan ensures sensitive transitions in scale will occur. A sustainable drainage plan has been proposed and there will be net biodiversity gain on the site. Open views from the proposed building are maximised to the adjacent rivers, town and countryside. Overall the proposal makes the most of the site and is 'Green'.	5
			Using existing assets as anchor features, such as mature trees and other existing features	PASS	Existing trees along flood defense wall retained		
			Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character	PASS	See DAS for local context analysis		
			Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other	PASS	See masterplan for review of scale, heights and typologies		
			Remember the 'four pillars' of sustainable drainage systems	PASS	See drainage design		
			Protecting and enhancing existing habitats; creating new habitats	PASS	See landscape design		
		Interlocking back gardens between existing and new development	N/A	No back gardens adjoining site boundary			
		Red	Designing without walking the site first				
			Funnelling rainwater away in underground pipes as the default water management strategy	PASS			
			Unmanaged gaps between development used as privacy buffers to existing residents	PASS			
			Placing retained hedges between rear garden boundaries or into private ownership	PASS			
			Building orientations and designs that fail to capitalise on features such as open views	PASS			
	Not being sensitive to existing neighbouring properties by responding to layout arrangements, housing typologies and building heights		PASS				
	A memorable character	Green	A strong, hand drawn design concept.	PASS	See DAS	Overall the building has a strong presence and will sit assuredly at the corner of the streetscene.	6
			Drawing inspiration from local architectural and/or landscape character	PASS			
			Reflecting character in either a traditional or contemporary style	PASS			
			Structural landscaping as a way to create places with a memorable character	PASS			
			Memorable spaces and building groupings	PASS			
			Place names	N/A	Applies to large developments		
	Red	Using a predetermined sequence of house types to dictate a layout	PASS	Bespoke flat types used extensively within a bespoke design			
		Attempting to create character through poor replication of architectural features or details.	PASS				
		Arranging buildings next to each other in a way that does not create a cohesive street scene.	PASS				
		Referencing generic or forgettable development nearby to justify more of the same	PASS				
Well defined streets and spaces	Green	Streets with active frontages	PASS	Communal spaces face	The proposal has an active frontages to Castle Street and North Bar Street with apartments facing all directions and well defined public and private spaces with legible front door access. Overall it is 'Green'	7	
		spaces	PASS				
		Cohesive building compositions and building lines	PASS				
		Front doors that face streets and public spaces	PASS	The main access points are facing streets and public squares			
		Apartments that offer frequent front doors to the street	AMBER	Apartments front doors are to the communal space internally			
		Dual aspect homes on street corners with windows serving habitable rooms	PASS				
		Perimeter blocks	PASS				
		Well resolved internal vistas.	N/A				
		Building typologies that are designed to straddle narrow depth blocks.	AMBER	Not sure what this means			
	Red	Distributor roads and restricted frontage access	PASS				
		Broken or fragmented perimeter block structure	PASS				
		Presenting blank or largely blank elevations to streets and public spaces	PASS				
		Lack of front boundaries, street planting and trees	PASS				
		Apartment buildings with single or limited points of access	PASS				
		Apartment buildings accessed away from the street	AMBER	Site is set back from the adoptable road			
		Staggered and haphazard building lines that are often created by placing homes with a mix of front and side parking arrangements next to each other	PASS				
		Street corners with blank or largely blank sided buildings and/or driveways. Street edges with garages, back garden spaces enclosed by long stretches of fencing or wall	PASS				
		Buffers between new and existing development that create channels of movement between back gardens whether access is permitted or not	PASS				
Easy to find your way around	Green	Designing for legibility when creating a concept plan for a place	PASS	Legible route to proposal	New streets are not proposed, but the proposal will be legible for access and finding your way around and is therefore 'Green'	8	
		Using streets as the main way to help people find their way around a place	N/A	No new streets created			
		Navigable features for those with visual, mobility or other limitations	PASS	Level access or ramped access in compliance with Part M.			
		Frame views of features on or beyond a site	PASS	Yes			
		Create new legible elements or features on larger developments	N/A	Not a larger development			
		Simple street patterns based on formal or more relaxed grid patterns	N/A	No new streets created			
	Red	No meaningful variation between street types.	N/A				
		Disorientating curvilinear street patterns.	N/A				
		Disconnected streets, paths and routes.	N/A				
Building typologies, uses, densities, landscaping or other physical features are not used to create places that are different to one another.	N/A						
Cul de sac based street patterns.	N/A						

B APPENDIX

BUILDING FOR A HEALTHY LIFE ASSESSMENT							
HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING
Streets For All	Healthy streets	Green	Streets for people	N/A		No streets proposed therefore this consideration is amber	9
			20mph (or lower) design speeds; 20mph designations	N/A			
			Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place.	N/A			
			Tight corner radii (3m or less)	N/A			
			Places to sit, space to chat or play within the street	N/A			
			Pavements and cycleways that continue across side streets	N/A			
			Anticipating and responding to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between)	N/A			
		Red	Landscape layers that add sensory richness to a place - visual, scent and sound	N/A			
			Roads for cars	N/A			
			Failure to adhere to the user hierarchy set out in Manual for Streets	N/A			
			Wide and sweeping corner radii (6m or more).	N/A			
			6m+ wide carriageways	N/A			
			Highways engineering details that make pedestrian and cycle movements more complex and difficult	N/A			
			Street trees conveyed to individual occupiers	N/A			
	Cycle and car parking	Green	Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities	AMBER	Space within the buggy store to securely store cycles	Car and cycle parking carefully considered for the needs of the future residents and well integrated into the scheme - therefore is 'Green'	10
			Shared and unallocated on street car parking	PASS	Space within the buggy store to securely store cycles- his is closer to the amenities than the car park		
			Landscaping to help settle parked cars into the street.	AMBER	Shared and unallocated parking but not on street		
			Frontage parking where the space equivalent to a parking space is given over to green relief every four	N/A	No street parking		
			Anticipating and designing out (or controlling) anti-social car parking	N/A	No frontage parking		
			A range of parking solutions	N/A	Residents only parking		
			Small and overlooked parking courtyards, with properties within courtyard spaces w/ GF habitable room	N/A	Only one solution required, although car share is being considered		
		Red	Staying up to date with rapidly advancing electric car technology	PASS			
			More creative cycle and car parking solutions	AMBER	Electric spaces not currently proposed but could be incorporated if required		
			Providing all cycle storage in garages and sheds	PASS	No garages or sheds proposed		
			Over reliance on integral garages with frontage driveways.	PASS	None proposed		
			Frontage car parking with little or no softening landscaping	PASS	Landscape planting to boundaries		
			Parking courtyards enclosed by fencing, poorly overlooked, poorly lit and poorly detailed	PASS			
			Over-reliance on tandem parking arrangements	PASS	None proposed		
Green and blue infrastructure	Green	Falling to anticipate and respond to displaced and other anti-social parking	PASS		Excellent landscape and blue infrastructure design for the site.	11	
		Views along streets that are dominated by parked cars, driveways or garages	N/A				
		Car parking spaces that are too narrow making it difficult for people to use them	PASS				
		Cycle parking that is located further away to the entrances to shops, schools and other facilities than car parking spaces and car drop off bays	PASS				
		Relying on garages being used for everyday car parking	PASS				
		Biodiversity net gain	PASS				
		Movement and feeding corridors for wildlife, such as hedgehog highways.	PASS				
	Red	Bird boxes, swift nesting bricks and bat bricks may be appropriate	PASS				
		Plans that identify the character of new spaces, such as 'parks', 'woodland', 'allotments', 'wildflower meadows' rather than 'P.O.S.'. Be more specific about the function and character of public open spaces	N/A				
		Create Park Run ready routes on larger developments and other ways to encourage physical activity and social interaction	N/A				
		Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces. Allow people to connect with water.	PASS				
		Create a habitat network providing residents with opportunities to interact with nature on a day to day basis. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown	PASS				
		Provide natural surveillance opportunities	PASS				
		A connected and accessible network of public open spaces with paths and other routes into and through	PASS				
Back of pavement, front of home	Green	Species rich grasslands	PASS			12	
		Well considered management arrangements whether public or privately managed	PASS				
		Surface water management by way of a large, steep sided and fenced holes in the ground	PASS				
		Small pieces of land (typically grassed over) that offer little or no public, private or biodiversity value that over time become neglected and forgotten	PASS				
		Large expanses of impervious surfaces	PASS				
		Not designing paths and routes through open spaces where it is difficult for people to create distance between themselves and other people when social distancing restrictions are in place	PASS				
		Buildings that turn away from open spaces	PASS				
	Red	Poor quality finishing, detailing and maintenance.	PASS				
		Defensible space and strong boundary treatments	PASS				
		Boundary treatments that add ecological value and/or reinforce distinctive local characteristics	PASS				
		Well integrated waste storage and utility boxes. If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street	PASS				
		Front garden spaces that create opportunities for social interaction	N/A				
		Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas	PASS				
		Consider providing terraces or balconies to above ground floor apartments - these can also help to enliven the street, increase natural surveillance and provide residents with access to the open air	PASS				
Red	No left over spaces with no clear public or private function	PASS					
	Consider apartment buildings whose access is from a deck rather than a corridor, enabling cross ventilation of apartments while limiting shared common parts which are enclosed	N/A					
	Poorly considered spaces between the back of the pavement and the face of buildings that erode the quality of the street environment	PASS					
	Narrow and small grass frontage strips for space between the back of the street and the façades of buildings that are impractical to maintain	PASS					
	Waste storage solutions for terraced homes that rely on residents storing bins and crates in rear garden spaces and instead often sees bins and crates placed next to front doors	PASS					
	Slab on edge	PASS					
	Concrete screed with pebbles	PASS					