

The background is a detailed architectural site plan. It features a grid of streets, numerous building footprints outlined in blue, and green spaces with tree symbols. A prominent feature is a winding waterway or canal that runs through the center of the plan, bordered by trees and buildings. The overall style is clean and technical, typical of a professional architectural drawing.

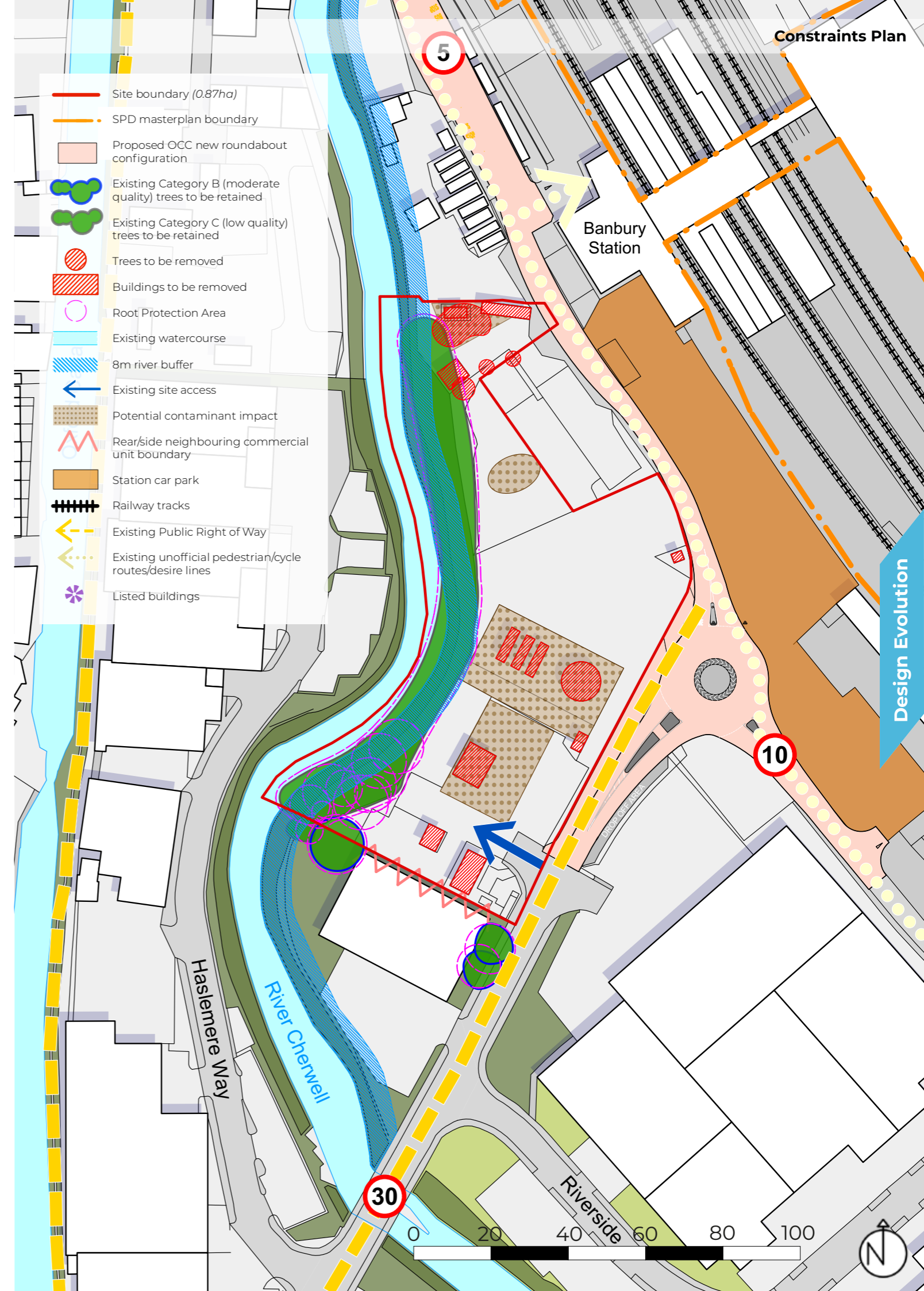
3 Design Evolution

Design Evolution

Constraints & Opportunities

Considering the analysis carried out for the Site, the following constraints should be considered when developing the masterplan layout:

- Access:** with suitable access from Tramway Road there is flexibility to serve the Site safely, without harm to operation of the existing transport network. Access & highways matters are not a constraint to development. Provisions should be made to ensure convenient access to the facilities and services in the centre of Banbury by foot/cycle connections.
- Drainage:** development can be contained within the wider allowances made as part of the overall drainage strategy for the Canalside masterplan. A Flood Risk Assessment has confirmed that the likelihood of flooding is low, but built development should be located away from the River Cherwell, and rain gardens should be provided across the Site to help channel water runoff into the River.
- Existing trees:** trees & hedgerows should be retained where possible in order to retain existing habitats. Some removal will be necessary to secure connections into and through the Site, but along the western woodland strip this removal would contribute - not detract - from the ecological value of the Site as it will likely enhance the higher value species and structures within. Additional, new planting should be incorporated where possible.
- Topography:** whilst the Site is relatively flat, the Site contours should be considered to ensure that the masterplan and orientation of streets is sensitive, maximising on solar gain opportunities.
- Heritage:** the Site is not located within a Conservation Area. It is anticipated that the development proposal will not have a detrimental impact on heritage issues. A heritage statement will be prepared to inform the ongoing design process.
- Landscape:** the western half of the Site is well screened due to existing Site vegetation. Development should be focused in the eastern part of the Site to protect and retain existing vegetation where possible.



A New Gateway for Banbury

The Site brings an exciting opportunity to create a showcase development to compliment and promote the Banbury Masterplan and Vision as well as the Canalside SPD. As a deliverable site, this proposal can create the catalyst for the delivery of the Canalside masterplan regeneration and delivery of much needed new homes in the District.

In placemaking terms, the northern tip of the Site creates a fantastic foundation for growing a new place and is the catalyst for the regeneration of the wider masterplan.

This Site provides the opportunity to create an exciting and forward thinking, development of architectural and landscape merit which is standalone yet is also future proofed to set the standard for future development.

The flexibility of the Site location also means that the development can be successfully integrated with the railway station to the east and with the canal, river and town centre to the west.

The Concept

The Site has the capacity to create a new community for Banbury and its surrounding settlements. This can be supported by the existing connectivity and transport routes coupled with cross site connectivity and the linking of spaces and places.

The regeneration of the Site will increase the overall sustainability of Banbury by promoting the regeneration of brownfield land, providing access to nature through the opening up of the riverside, encouraging walking, jogging, promoting cycling and other recreational activities.

The potential enhancements to the River Cherwell alone, with the addition of a new pedestrian route along the river will bring much improved connectivity.

This Site unlocks connectivity through Banbury from north to south, and it also has the unique ability to provide the two new and proposed pedestrian links across the river.

There is no other Site in either the Canalside masterplan SPD or the Banbury Vision SPD that can unlock the potential for unrivalled connectivity and make allowances within the masterplan to facilitate the delivery of the potential two new river crossings.

This an incredibly well connected and pivotal Site; the development of this site as part of the wider Canalside regeneration will unlock the connection needed to bring together coherently the two sides of Banbury; that being the historic market town with the more recent railway settlement to the east of the infrastructure corridor.

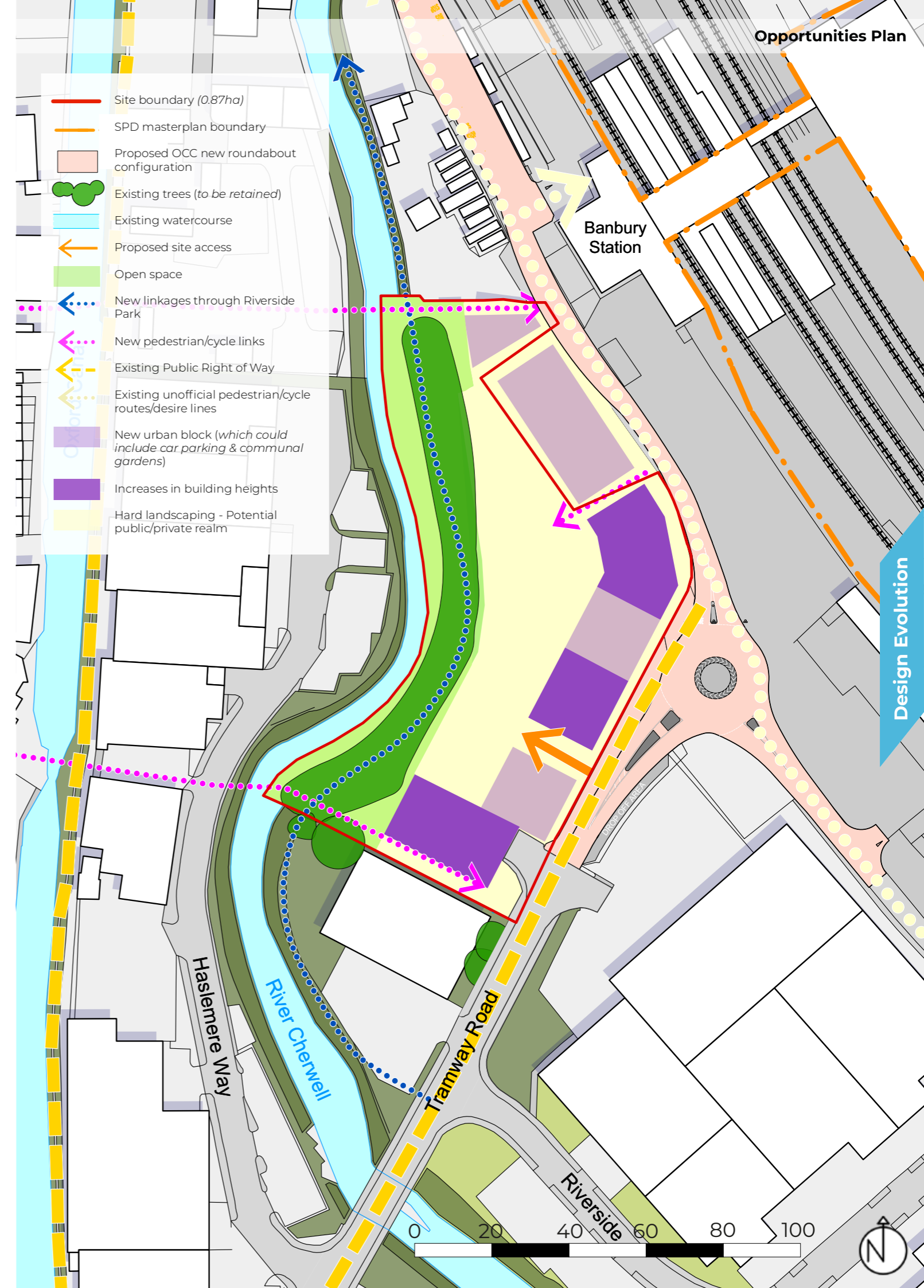
The Site has the potential to provide some of the land to create a vibrant multi-use space for multi-generational enjoyment - a place for everyone, anytime, any day through the intervention of a potential public space, and potential non residential uses such as a cafe or independent restaurant.

This space is the new square outside of the railway station which will breathe life back into the town and create a space for people to meet and a pivotal point to connect with the town centre.

It is important to create a development proposal which is "more of what makes Banbury great". There is no need to create new character but to design a character which fits in with the existing context of the place.

To this extent, the proposed overarching concept for Tramway Road is to create a townscape-led place that works with the existing structure of the place and the landscape; protecting and enhancing it for generations to come.

A strong townscape response will create structure, framed views, vistas, glimpses and excitement in both short and long range views, whilst being sensitive to the visual context within the wider setting.



Creating a Sense of Place

This concept ensures stewardship - with development becoming a positive gain and complementing its location, setting and proximity to the centre of Banbury Canalside masterplan. The proposed development will provide a unique opportunity to create a new development nestled within the existing town which will enhance the eastern railway edge of the settlement and the approach into Banbury by rail.

The concept masterplan respects the existing green infrastructure and mature tree planting and seeks to create a strong and positive legacy for the town, with enhanced planting in key areas on the periphery of the Site and in particular where new routes will need to be taken through the existing tree belt.

The masterplan will create outward looking streets and spaces which are enhanced through the incorporation of green edges integrated into the streets and the public spaces. This creates activity and overlooking within the development.

A distinguished legible movement hierarchy will help to create character and identity as well as serving to slow internal traffic speeds, giving pedestrians and cyclists priority. The orientation of development massing, streets and spaces is very important to create well defined places.

To create a sense of place, the proposal integrates landmark buildings to provide opportunities for streets and spaces to be framed.

Landmark buildings could be elements that create identity and interest or a landmark building could be distinguished by being taller than those surrounding it or simply through use of architectural materiality, fenestration or design.

An Innovative Architecture

The masterplan at provides an opportunity for Banbury and CDC to create and deliver a housing scheme with a more innovative architecture, one that signals that you have arrived in Banbury and it is a special place.

Whilst the design of the masterplan and the integration with the existing landscape fits with the context of the settlement, there is an opportunity to provide an architecture with a new character. This character could be a contemporary interpretation of the existing character of Banbury or a more creative higher density typology.

The architectural typologies pictured opposite show examples of contemporary housing all set within a context of existing settlements, some of which are historic places. These typologies in some cases explore the use of more traditional materials yet with a contemporary design language.






By creating a number of character areas and with different architectural styles and densities within these character areas, the masterplan will be enhanced through architectural interest and variety, creating a special place and a sense of belonging.

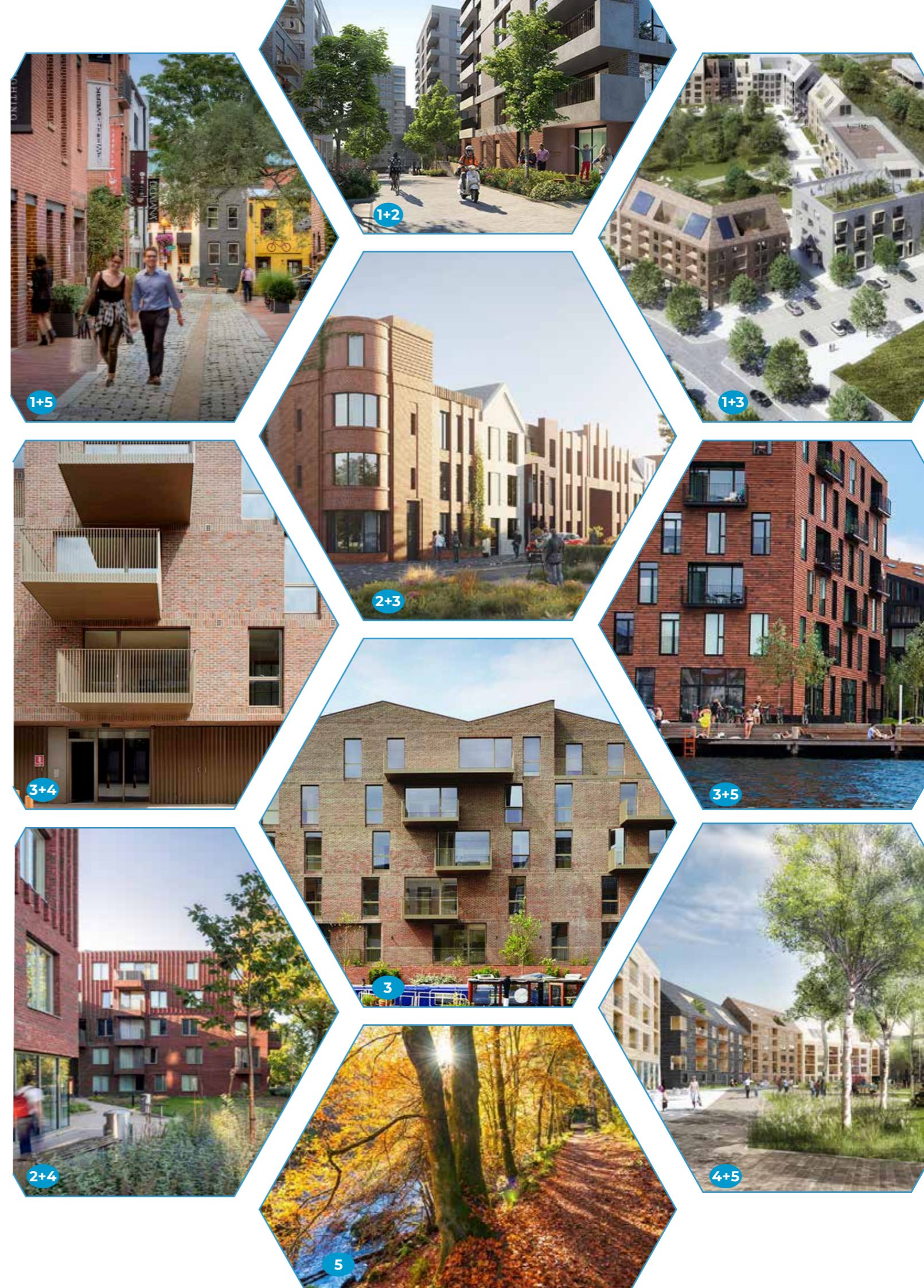


Banbury's Influence

It is important to incorporate successful elements observed from the character study into the masterplan (p26-31), helping to integrate the Site into the surrounding context. This includes capturing and customising all industrial, commercial, and residential forms of development, to enhance local identities whilst ensuring good urban design practice.

Successful precedents are shown on the adjacent page, indicating how the Site may look once these elements have been employed. For example, definitive building lines are found across Banbury and therefore the proposed blocks should form a strong frontage softened through landscaping, generating an attractive yet captivating Gateway from the Station into the town centre and surrounding employment centres.

Design feature	Industrial & Commercial	Residential	Our proposal
 1. Diverse street form & hierarchy	Wide, straight streets & spaces which enhance the setting of buildings; integrated footpaths.	Often narrow, shared streets with integrated parking; informal grid structure; landscaped verges.	Both narrow & wide shared surfaces to open the public realm; integrated landscaping & parking.
 2. Building form & composure	Multiple terraced or semi-detached plots form a large block ranging from 1-3.5 storeys.	Terraced, semi-detached, detached, & apartments ranging from 2-4.5 storeys.	Numerous smaller plots stitched together to form a collection of larger blocks, from 4-6 storeys.
 3. Building lines & parking	Projecting & receding façades; frontages directly onto the street/pavement; car parks or parking courts.	Textured façades; strong lines; shallow front gardens; integrated, landscaped car parks.	Definitive building lines; balconies to add depth; integrated, landscaped car park.
 4. Materials & details	Red brick & white render with exposed grey lead and steel beams; gentle gable roofing; simple façade.	Red brick with accents of render & led cladding; large windows with decorative brick design; gable or flat roof.	Utilise diverse industrial materials; design subtle patterns; flat roofs; and large windows.
 5. Public spaces	Mixed formal and informal urban spaces; trees and flora but less grass; heavily overlooked.	Green pocket parks; grassy spaces in between blocks; landscaped shared streets.	Enhance the woodland along the River; shared streets and spaces with integrated landscaping.



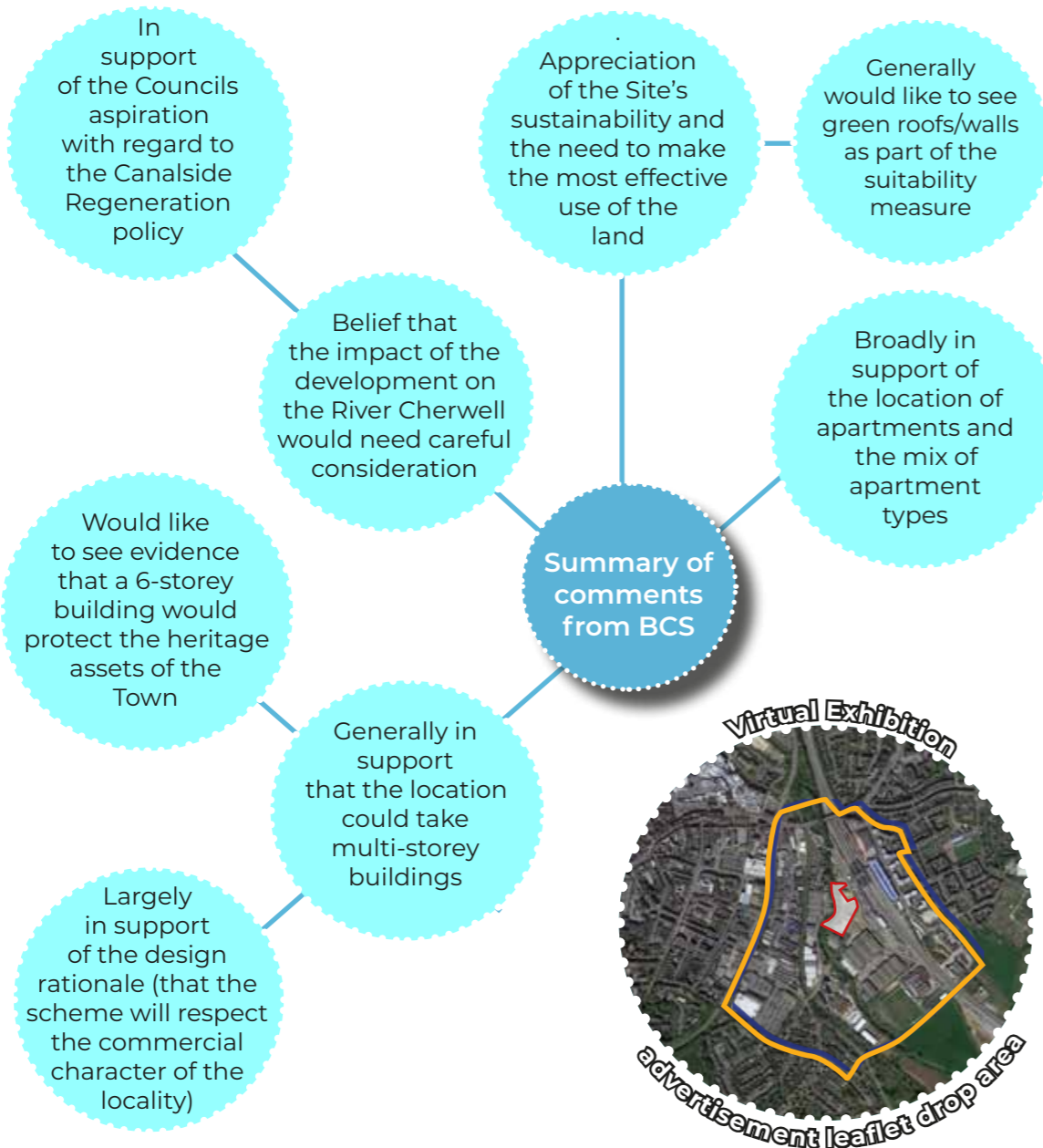
Statement of Community Involvement

The project team delivered an engagement programme which included engagement with the Banbury Civic Society (BCS) and the Canal and Rivers Trust.

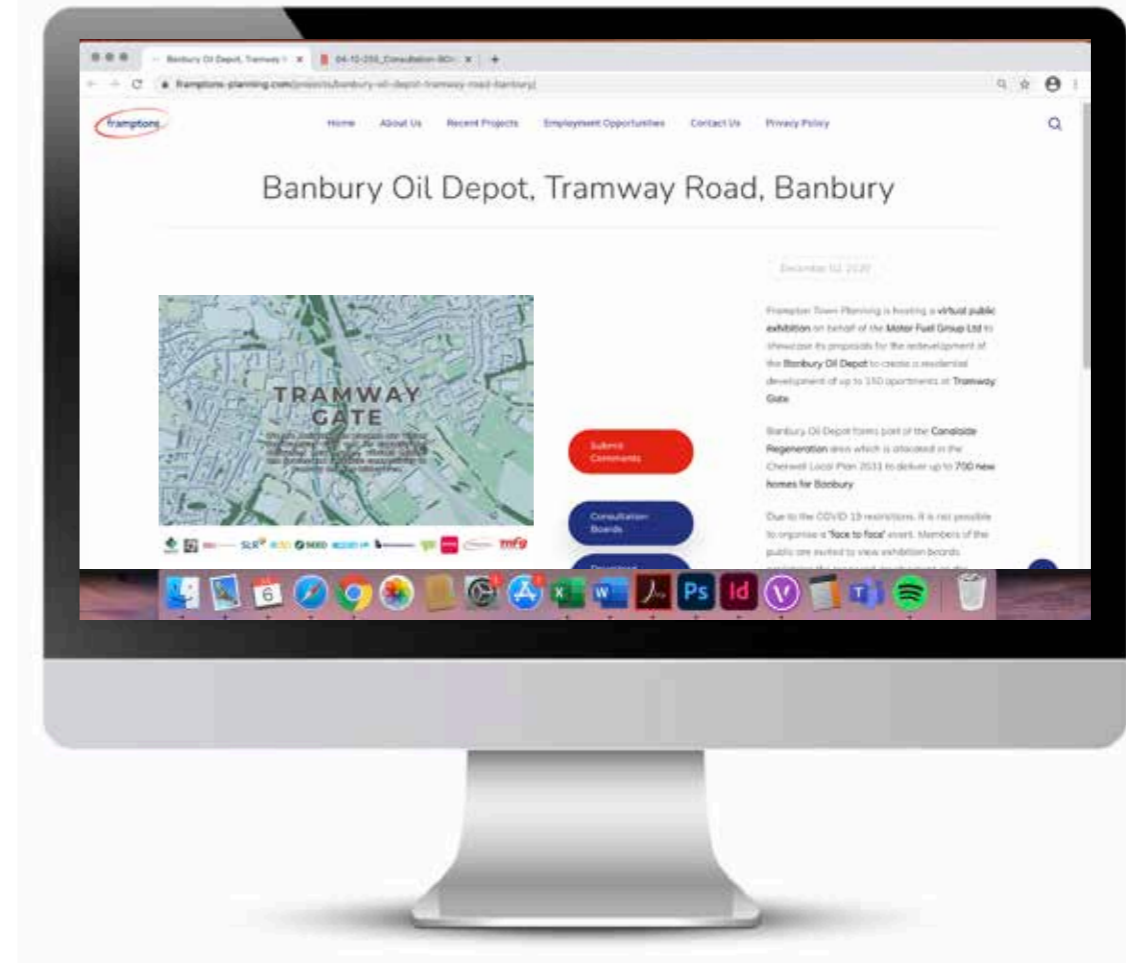
The engagement programme has enabled the project team to gain an understanding of the local context, raise awareness and gather feedback on the initial proposals. Although response rates were low due to the COVID19 pandemic and the local lockdown arrangements, the feedback has been fed into the continued evolution of the Site proposals. Further information can be found in the Statement of Community Involvement (SCI) submitted in support of the application.

Generally, respondents were in support in both the quantum and form of development. The sustainability of the scheme also appeared as an important factor, alongside the impact of development on the character of the locality.

The outcome of the Community Involvement therefore supports the proposed Masterplan, but it has confirmed the need to incorporate high quality, green infrastructure across the Site which would soften the built form against its setting along the River Cherwell.



Virtual Exhibition





**Masterplan
Strategy**



Masterplan Strategy

The Illustrative Masterplan

The ultimate solution for the development of this area of the Banbury Canalside masterplan would be for a coherent approach to come forward, with all landowners adopting the same principles and masterplan structure which is aligned with the Banbury Masterplan Vision. In this regard, the Site proposals have been considered within the context of the red line subject of our land ownership as well as with regard to adjoining landowners. We are in discussion with these third parties and our initial proposals indicate a phased approach to ensure that the Site is deliverable at every stage.

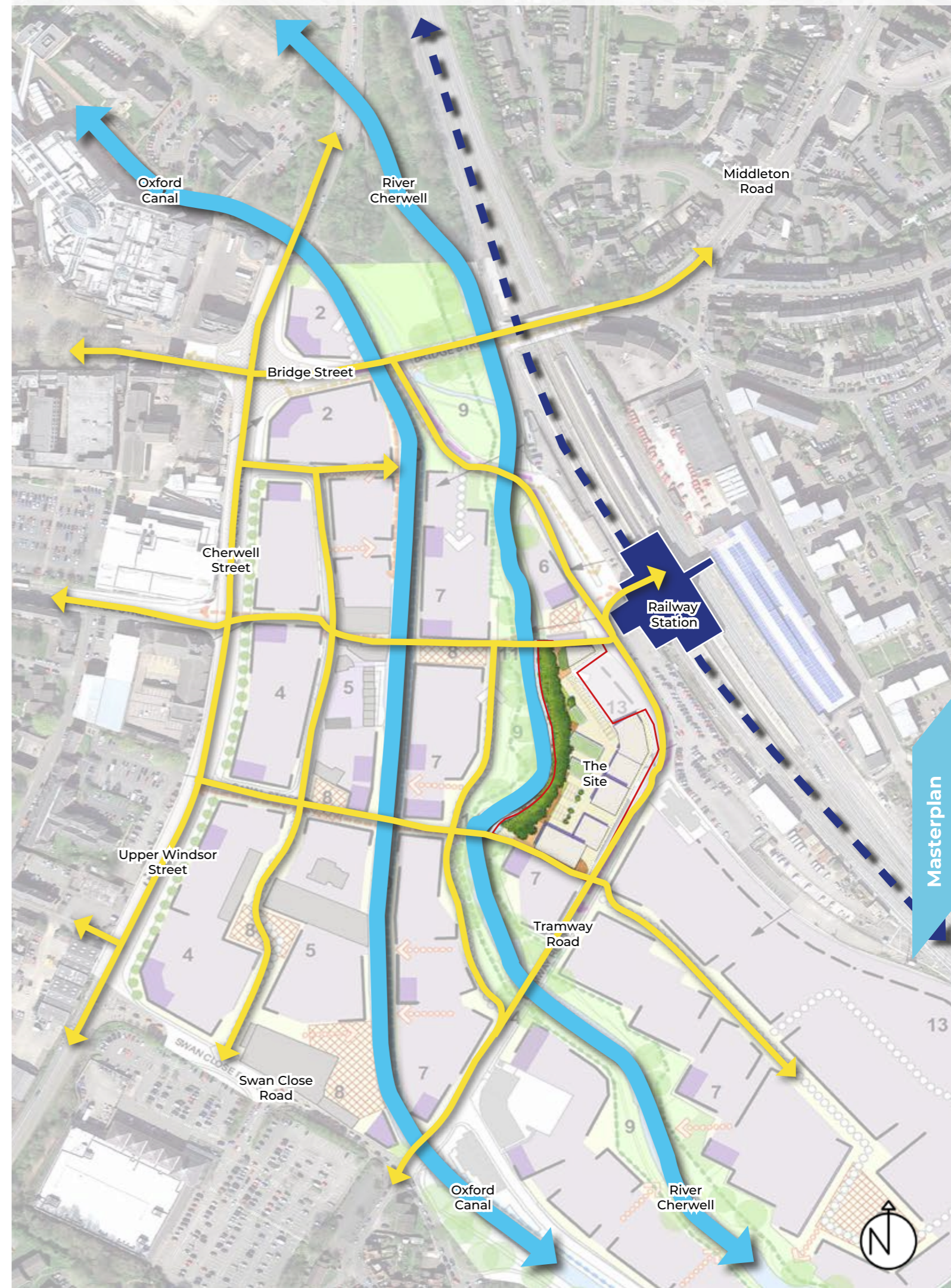
Phase 1 encompasses the land parcel edged red on the location plan and is in the ownership of the applicant. Phase 1 has been designed so as not to compromise the adjoining rectangular parcel of land shaded purple, not in the ownership of the applicant, and shown on the holistic Masterplan. Development of this land will come forward as a future phase. Access to the masterplan is from Tramway Road with a main primary access leading to the heart of the development and the proposed community spaces and parking area. New streets have been reinforced and created; following the line of the existing contour and the site boundary, to take advantage of views and maximise on solar gain potential.

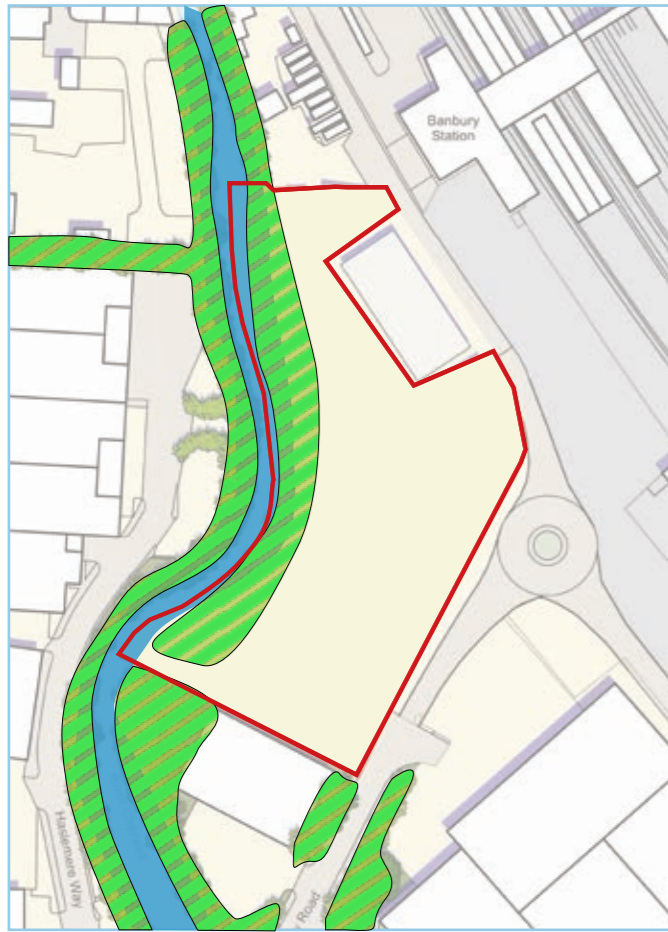
A distinguished built form and a strong design hierarchy helps to create character and identity as well as serving to start a precedent for the quality of development within the rest of the Banbury Canalside Masterplan SPD area.

The landscaping will be contemporary yet soft and native to reflect the location of the Site on the existing river Cherwell landscape character, locally and within the wider landscape character area.

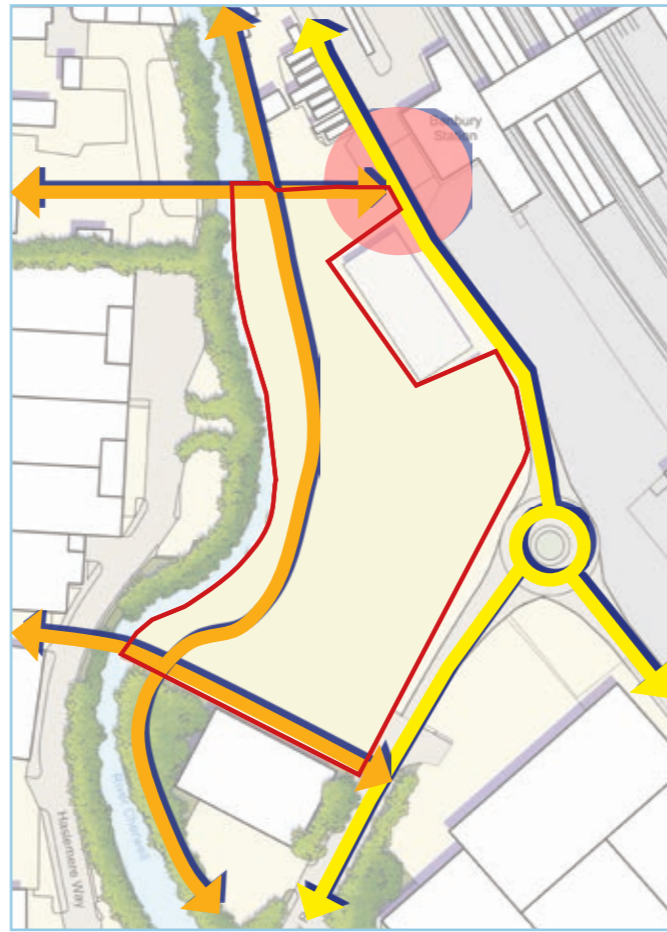
The existing River Cherwell and the Oxford Canal to the west of the Site, set a fantastic opportunity to introduce an architectural and landscape character as well as serving to integrate imaginative site drainage solutions and integration with an evolving masterplan surrounding the Site. The masterplan for this Site should be flexible enough to accommodate both the objectives of the Banbury Vision Masterplan SPD and the Banbury Canalside SPD whilst as the same time being the transition between the area today and the area as it transforms over time.

The Illustrative Masterplan confirms that the Site could accommodate up to 143 dwellings; 30% of these dwellings would be affordable. It is the intention that the affordable units would be integrated throughout the development and be tenure blind to create clusters of units and an integrated community. The integration of a network of pedestrian routes throughout the Site and along the river frontage ensures maximum accessibility to new and existing green spaces and residential areas and to the existing surrounding PROW network, promoting good placemaking, health and well-being. The development creates a fantastic addition Banbury whilst respecting the character of the town and enhancing it for future generations.





Understanding natural connections



Understanding urban connections and nodes



Formulating new blocks and nodes



Blending natural and urban environments



Form, Heights & Massing

'A high quality design and use of innovative architecture, including the use of robust and locally distinctive materials, which reflect the character and appearance of Banbury, respect the setting of the retained historic buildings and in particular reference the canal side location' (Cherwell District Council's Local Plan 2015).

The Site has the opportunity to act as a landmark and form a new gateway into Banbury from the railway station. In Urban Design and townscape terms, a gateway can be created in many ways however in this instance, a new civic space outside of the Banbury Railway Station, should be framed with massing of height.

6 storey pop-ups (taller landmark blocks) will contribute to Cherwell District Council's desire within the Canalside SPD to achieve 'high density apartment living' and a 'new landmark Station building' which creates a strong and exciting new gateway into Banbury.

The shape of the Site is long and thin, following the canal and river typography and this has been further reinforced by the introduction of the railway as another linear structure in the townscape and morphology of this area of Banbury.

Therefore, the elongated shape of the Site is best addressed by using massing and height to break-up the development that fronts onto Tramway



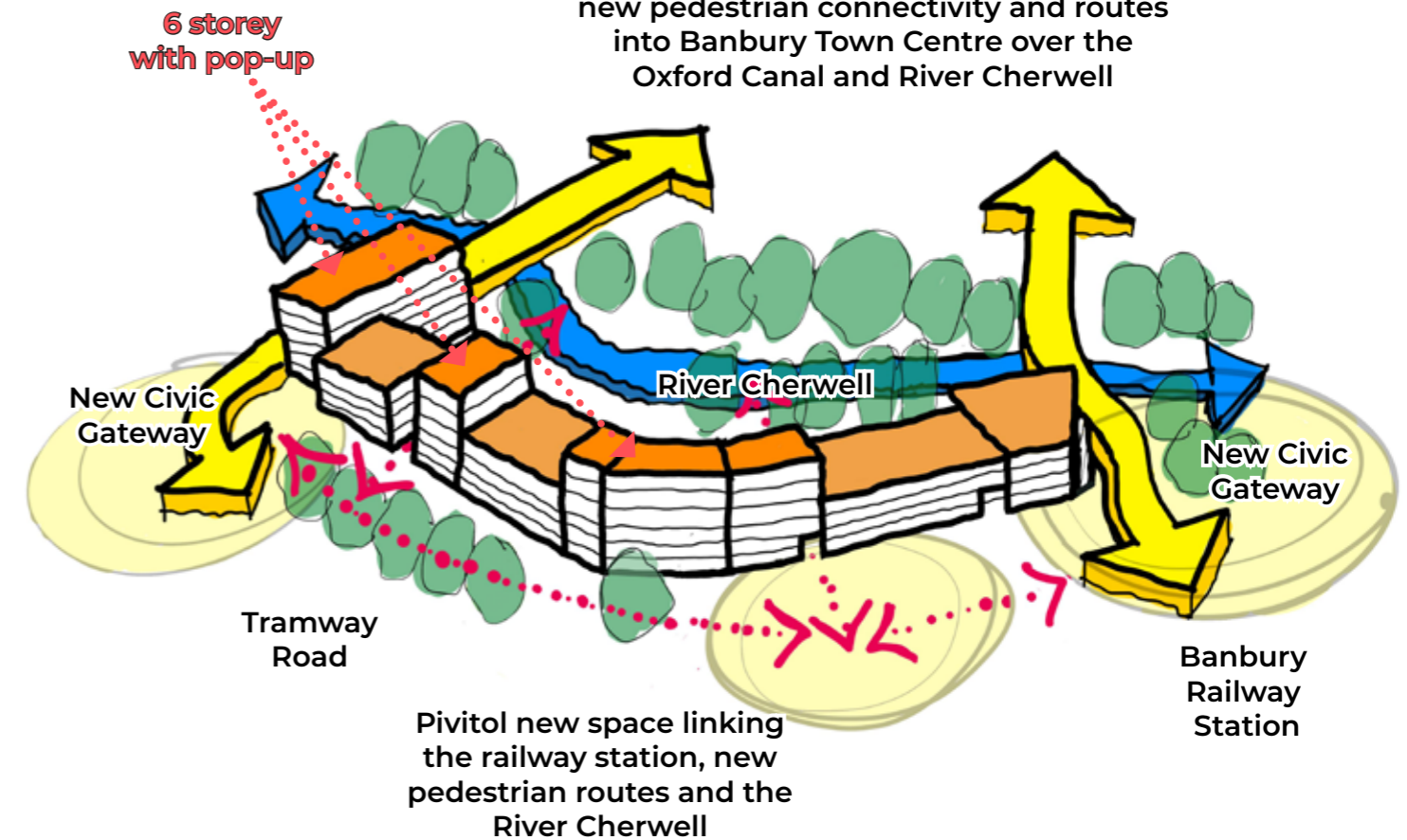
Road and towards the railway line. We have introduced pedestrian walkways through the massing of the blocks and would develop the façade of the buildings by designing them in such a way that they also help to break up the linear nature of the buildings proposed within the Site masterplan.

It is key that the massing of the masterplan varies in height. This Site has the opportunity to create new spaces and places for Banbury, it is also the link that allows for new east to west footpath connectivity between the station and the town centre to be delivered, and at an early stage.

The buildings within this masterplan should reflect the creation of these new routes and signal legibility and connectivity to Banbury town centre through its massing. Whilst we appreciate that this detail is not yet resolved in the Canalside Masterplan, it is fundamental that taller element of development frame key gateways and routes.

In addition, the blocks will be designed to reflect the character and aesthetic qualities of the wider Banbury area and mirror common design features found across the town. High quality, vernacular materials (such as red brick walls and exposed steel beams) will aid the integration of this development within the heart of the town where a unique blend of industrial, commercial, and residential land uses come together.

The Site can deliver the potential for new pedestrian connectivity and routes into Banbury Town Centre over the Oxford Canal and River Cherwell



Housing Strategy

The Illustrative Masterplan proposes a variety of different internal dwelling types, providing a range of sizes catering for the needs of different people. The internal layouts will all be designed to meet the National Minimum Standards (as can be depicted on the table below), and will consider market preference and modern way of living.

The internal, diverse mix of studios, 1-bed, 2-bed, and 3-bed apartments will ensure a diverse community, and will be designed to be flexible in order to encourage residents to stay for longer depending on life circumstances. For example, first time buyers, young families, growing families and downsizers.

30% of total dwellings will be affordable (43 dwellings), contributing to Banbury's lack of affordable housing as highlighted in Cherwell District Council's Local Plan.

The windows of these units will be double or triple glazed to ensure adequate sound-proofing from the railway and nearby industrial facilities, maximising the standards of living for the residents.

Furthermore, both internal and external balconies will provide each unit with an area of private outdoor space, maximising views across the River Cherwell and surrounding area whilst promoting natural surveillance of the streets. The buildings have also been positioned to maximise overlooking onto Tramway Road, thereby ensuring an active and safe route of travel.

This arrangement, alongside native landscaping and resurfaced streets, will enhance the setting of the Site and will transform Tramway Road into a vibrant corridor which connects the Station into the heart of Banbury. A shared surface at the entrance of the Site will also prioritise pedestrians and cyclists, further strengthening this public realm.

	Unit Size	Size (m2) (GIA)	Number	Total m2 (GIA)	Total ft2 (GIA)
Ground Floor	Studio (1b1p)	39	2	78	840
	1 bed (1b2p)	50	9	450	4844
	2 bed (2b4p)	70	3	210	2260
	3 bed (3b6p)	96	3	288	3100
	SUB TOTAL	-	17	1026	11044
First Floor	Studio (1b1p)	39	4	156	1679
	1 bed (1b2p)	50	16	800	8611
	2 bed (2b4p)	70	9	630	6781
	3 bed (3b6p)	96	2	192	2067
	SUB TOTAL	-	31	1778	19138
Second Floor	Studio (1b1p)	39	4	156	1679
	1 bed (1b2p)	50	16	800	8611
	2 bed (2b4p)	70	9	630	6781
	3 bed (3b6p)	96	2	192	2067
	SUB TOTAL	-	31	1778	19138
Third Floor	Studio (1b1p)	39	4	156	1679
	1 bed (1b2p)	50	16	800	8611
	2 bed (2b4p)	70	9	630	6781
	3 bed (3b6p)	96	2	192	2067
	SUB TOTAL	-	31	1778	19138
Fourth Floor	Studio (1b1p)	39	0	0	0
	1 bed (1b2p)	50	7	350	3767
	2 bed (2b4p)	70	8	560	6028
	3 bed (3b6p)	96	2	192	2067
	SUB TOTAL	-	17	1102	11862
Fifth Floor	Studio (1b1p)	39	0	0	0
	1 bed (1b2p)	50	6	300	3229
	2 bed (2b4p)	70	8	560	6028
	3 bed (3b6p)	96	2	192	2067
	SUB TOTAL	-	16	1052	11324
Total			143	8514	91645



Placemaking Strategy

The masterplan demonstrates strong urban design and placemaking principles, delivering a place that people will want to live in as well as creating spaces for informal recreation with safe and liveable streets.

Gateways

The access points to the Site will be designed to create a landscaped gateway. This creates a change in character and landscape, spatially integrating Tramway Road to the east of the Site, whilst also signalling a new place and providing Banbury with a complimentary new Gateway character. It will be paramount that the gateways are designed to create interest and set the benchmark for design quality.

It is also essential that the additional highly connected pedestrian gateways are well landscaped and distinctive, providing a sense of arrival for all active travellers.

Pathways

The dominant public space will be formed by Riverside Walkway - an elevated, decked pathway along the riverbank. This would provide an accessible pedestrian link through the Site, creating a sensitive relationship between the urban environment and the River Cherwell whilst encouraging social interaction and promoting good placemaking, health, and well-being for all citizens.

Additional pathways will connect the Site in all directions - from Banbury Station to the east; to the employment

facilities to the west; along the River walk to the south; and into Banbury's town centre.

Focal points

Three larger platforms will be dispersed across Riverside Walkway - the central node of which will form a backdrop to the entrance of the courtyard. Whether used for play or relaxation, these platforms will form set of iconic focal points not just within the Site, but within the wider Banbury area.

Block Transitions

At key block points throughout the development, there will be transitions of character to add interest and variety. Characters can be achieved through the use of different architectural styles, materials, or scales.

These transitions divide the apartment blocks into more human scale buildings, whilst adding depth and texture to create an impressive and distinctive new Gateway into Banbury.

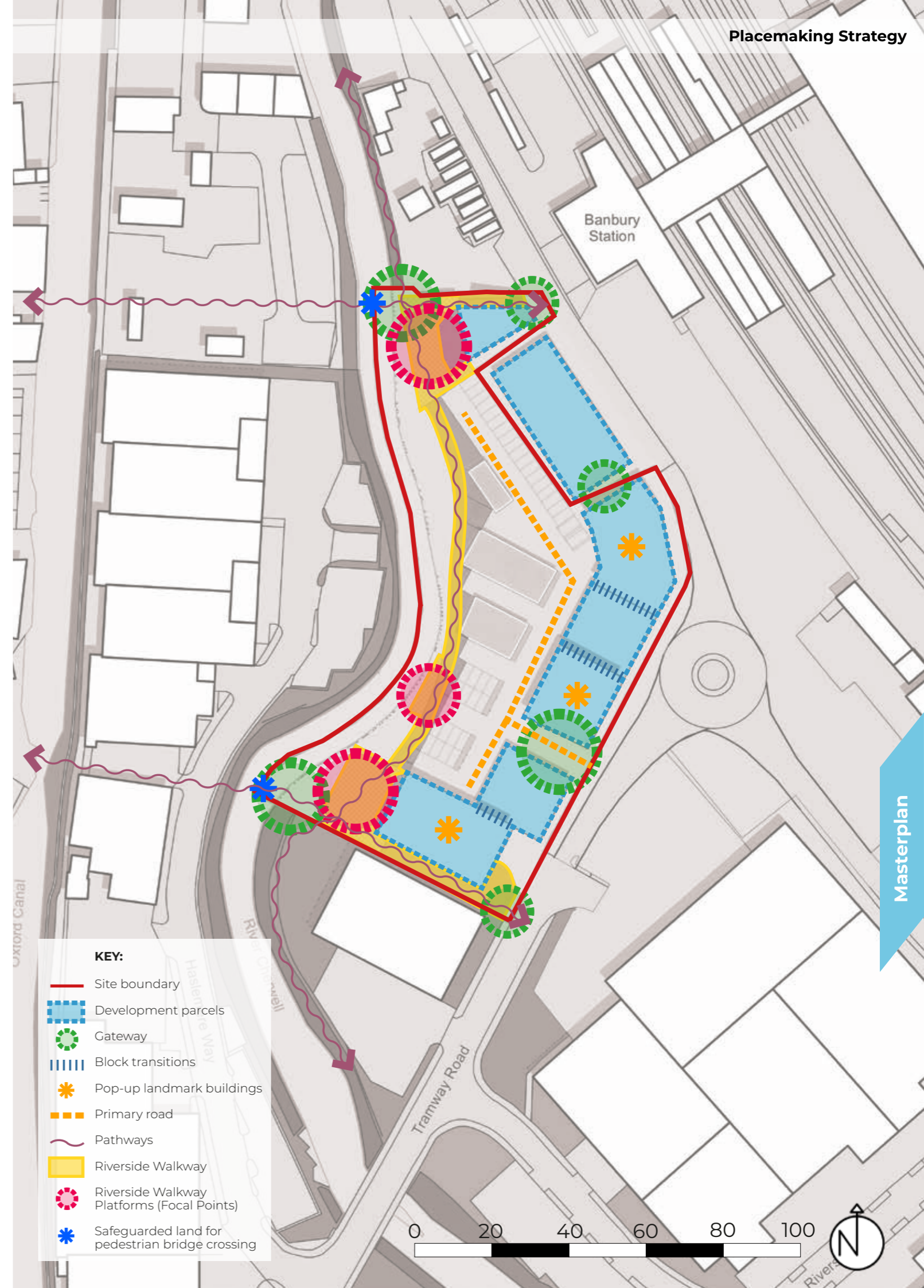
Landmarks

Landmark buildings and landscapes contribute to this sense of arrival, and provide opportunities for streets and spaces to be framed with impressive architecture, helping to create identity and interest.

Landmark buildings can be distinguished by being taller than those surrounding or through architectural materiality and design. To create an exciting and interesting development, and to aid in wayfinding, a number of landmark buildings should be placed across the masterplan at key points.



Precedent example of a block transition



KEY:

- Site boundary
- Development parcels
- Gateway
- Block transitions
- ★ Pop-up landmark buildings
- Primary road
- ~ Pathways
- Riverside Walkway
- Riverside Walkway Platforms (Focal Points)
- ★ Safeguarded land for pedestrian bridge crossing

Landscape & Ecology Strategy

The overarching vision for Banbury is to deliver a high-quality, locally-distinguishable and sustainable addition to this settlement.

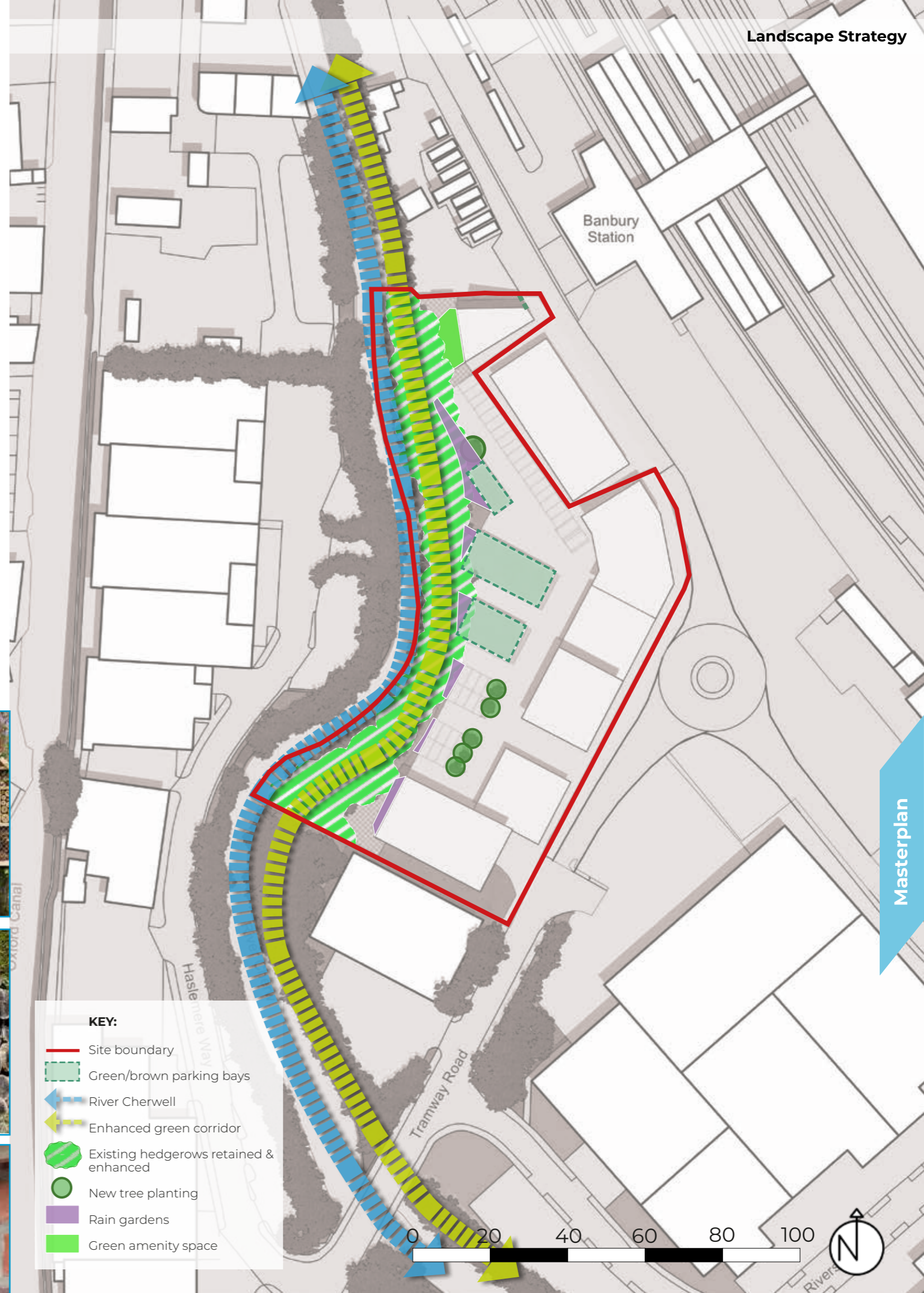
One of the key concepts is the enhancement of existing trees and hedgerow along the River, strengthening the green corridor which flows across Banbury. One way of doing this could be to create an elevated Riverside Walk along the woodland belt, using natural wooden decking to provide an accessible pedestrian link through the Site, creating a sensitive relationship between the public realm and the River Cherwell. The enhanced green and blue networks will serve both recreational and ecological purposes, providing naturalistic walking routes on desire lines whilst providing habitats for wildlife; softening the visual boundary between the River and new buildings; and ensuring a physically defensible buffer between them.

Shade tolerant marginal planting underneath the Riverside Walkway decking would likely enhance - not upturn - the ecological value of this

woodland strip. The decking would also shape around existing mature trees, and therefore any nesting birds or roosting bats within these trees will not be at harm of removal.

Creating new habitats by installing bird and bat boxes, insect hotels, wood piles, and rich grassland planting will not only benefit wildlife, but can also assist in the cognitive learning of children and create a harmony and respect between people and the environment.

Green/brown rooftops on parking bays; planting native botanical species and those of high biodiversity value (such as rich grasslands and wildflowers); and creating linear rain gardens (SUD's) would further boost the ecological net value of the Site whilst providing natural methods of rain-water absorption, thereby reducing the likelihood of surface water flooding. Furthermore, these landscaping methods would soften the visual appearance of the grass-paver car park, and will also contribute to sensory experiences of citizens - from the smell of flora, to the warm colours and soft textures of reeds and grasses.



KEY:

- Site boundary
- Green/brown parking bays
- River Cherwell
- Enhanced green corridor
- Existing hedgerows retained & enhanced
- New tree planting
- Rain gardens
- Green amenity space



Masterplan

Access & Parking Strategy

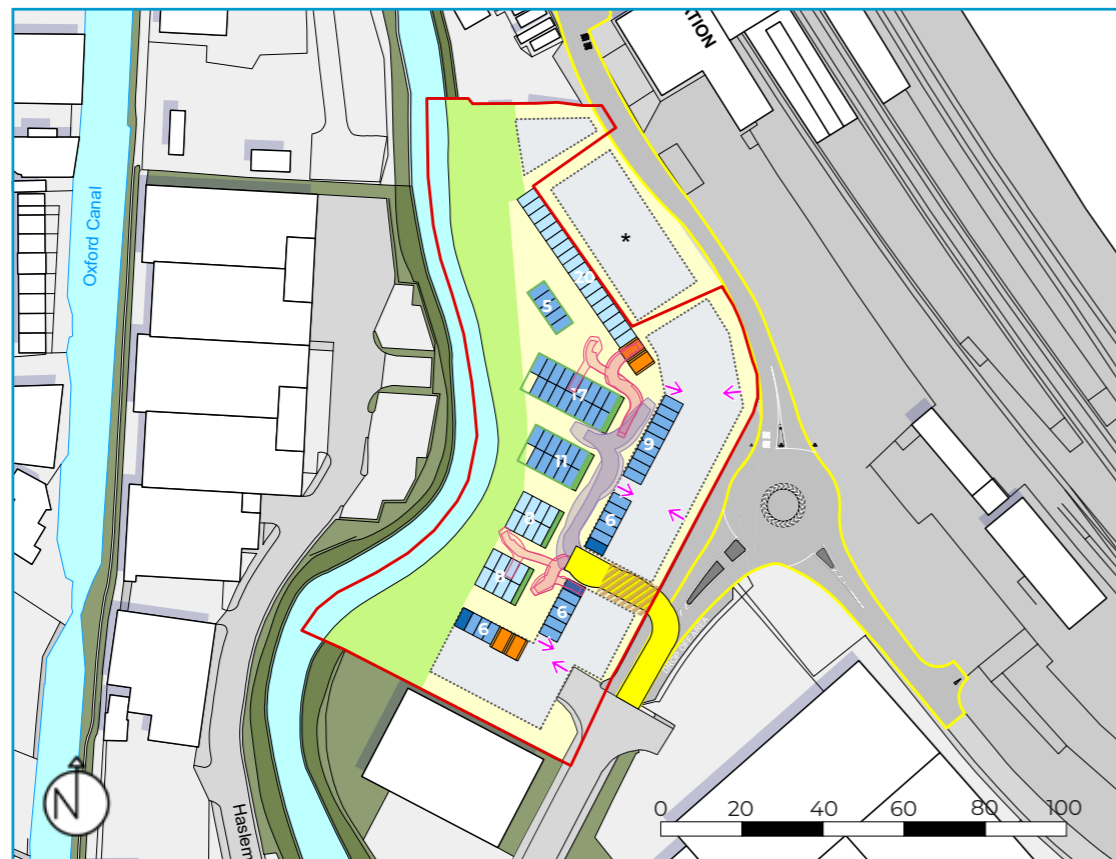
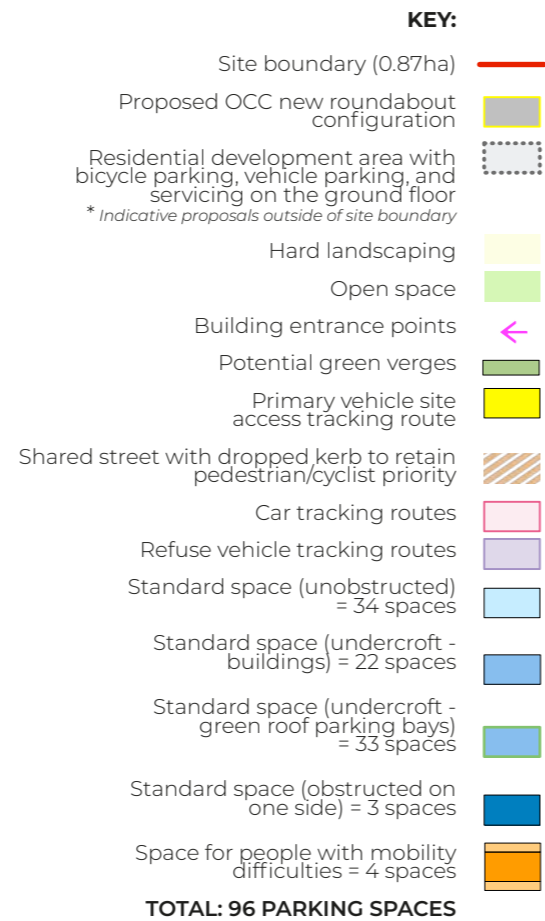
Due to the Site's sustainable location - utilising its proximity to existing transport hubs such as Banbury Train Station and Banbury Bus Station - 96 electric vehicle (EV) parking spaces will be provided for the proposed 143 dwellings. Each dwelling will additionally be supplied with at least 1 cycle space on the ground floor of each block (for convenient access). This method aims to reduce vehicle dependency and promote active and public transport.

Reducing vehicle parking spaces (and utilising undercroft parking) would also increase the amount of land on the Site available for more beneficial land uses such as green amenity space and landscaping - all outcomes of which would benefit both the environment, and the health of residents.

For additional flexible connectivity, an electric enterprise car club could be provided. This would allow residents to hire a car both for short and long-term periods, further reducing the need for each dwelling to own a private vehicle.

Green/brown roofed parking bays across five rows of parking (as depicted on the plan below) would not only contribute

to the Site's ecological gain, but would also create a more attractive view from the upper floor apartments, allowing residents to look down on natural landscaping rather than vehicles.



Development Parameter Plan

This parameter plans has been prepared to establish the basic framework for the proposed development of the Site. These allow for flexibility in the future detail development of the Site to reflect market needs at the time of Reserved Matters applications.

For a larger scale plan, please see the drawing (P01) submitted alongside this application.

Development

0.6 hectares of land is available for residential development within the Site, whereby up to 143 dwellings can be provided. The buildings of such a development can be built up to 6 storeys in height (20m).

Utilising higher blocks may be used to boost densities, helping to achieve a vibrant and viable scheme which provides an injection of life into Banbury's centre whilst forming a strong gateway from the Station, kick-starting the Canalside Development.

A further 166m² of land is available for community/ retail/ commercial space. This can strengthen the link between the Site and the Station, and can assist

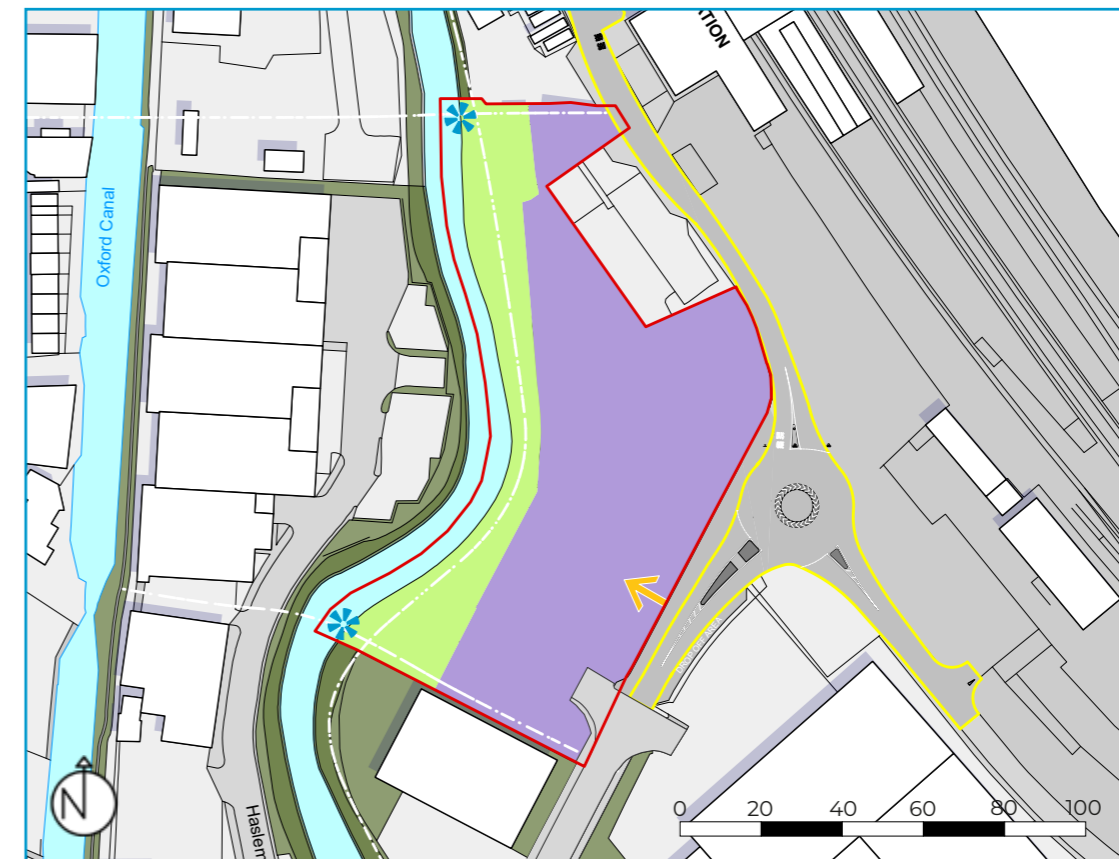
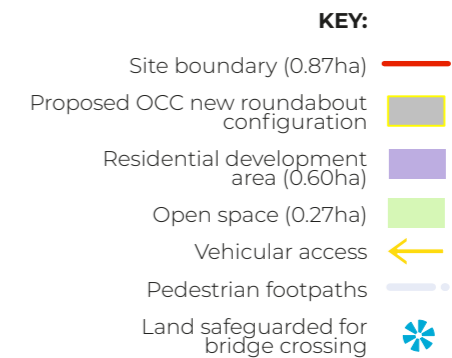
in the generation of a new landmark building and 'mixed use development' as stated in the design principles for the Station Character Area in the Canalside SPD.

Open Space & Footpaths

The open space will uptake 0.27 hectares of the Site, and will be located along the River Cherwell. This is where pedestrian footpaths will be positioned, and therefore two sections of the Site have been safeguarded for facilitating a bridge crossing which links the Site to the western side of the River - boosting broader permeability thereby promoting active travel across the area.

Vehicular Access

Vehicular access to the Site will be located along Tramway Road, just above the existing access point on the eastern boundary.



Crime Strategy (Secured by Design)

To ensure comprehensive safety and security of residents and users of the Site, the building, design and construction of the development will comply with recommendations made by the Secure by Design 'Homes' guide (2019). This covers elements from the greater Site layout, to the detailed locks on residents doors.



Issue	Proposed Safety Measures
Layout of roads and footpaths	<ul style="list-style-type: none"> Vehicular and pedestrian routes will be designed to ensure that they are visually open, direct, and well used; Features such as rumble strips, change of road surfaces, and narrowing of the carriageway will help to define the defensible street space, psychologically giving the impression that the area beyond is semi-private so that residents may exercise a degree of control.
Activity	<ul style="list-style-type: none"> Streets and spaces will be designed as to promote intuitive wayfinding, and to ensure passive surveillance from residents within their homes; A retail/commercial unit on Site will generate public activity both day and later at night; Integrated routes for pedestrians and cyclists will further boost activity and thus surveillance - a 'proven deterrent to crime and anti-social behaviour'.
Public Spaces	<ul style="list-style-type: none"> The nodes along the Riverside Walkway will be safely overlooked by residents in their homes, both to protect those using the spaces and prevent unlawful activities;
Parking	<ul style="list-style-type: none"> Vehicles will be parked either in covered parking bays or on a hard standing within the Site boundary. These will be overlooked by residents in their homes; The car park will be lit at the relevant levels (BS 5489-1: 2013), and will be covered by CCTV; Cycle parking will be sorted within buildings on the ground floor and will be easily accessible, with floor to ceiling dividing walls, no windows and be fitted with a secure doorset.
Lighting	<ul style="list-style-type: none"> All lighting will comply with BS 5489-1: 2013 to ensure that facial features can be recognised, as well as assisting in wayfinding across the Site; Lighting will be on 24//7, but will be dimmed during hours of low occupation to save energy;



Issue	Proposed Safety Measures
Planting	<ul style="list-style-type: none"> The proposed landscaping will be located so once they have reached maturity, they will still provide clear access routes and circulation areas; The removal of low quality foliage within the western woodland strip will allow the Riverside Walkway to be more clearly seen from the buildings and car park, boosting passive surveillance.
Doorsets, windows and locks	<ul style="list-style-type: none"> All doorsets will be supplied from a fabricator who can present an accredited certification body for both fire and security; Fire resistance for these doorsets will be professionally assessed/measured; Clear locking operating instructions will be attached to the inner face of the door to reduce the likelihood of burglaries from unlocked doors; All easily accessible windows will incorporate key lockable hardware - unless designated as emergency egress routes within the Building Regulations; Electronic keys will be security encrypted to protect against unauthorised copying.
Entry and visitors	<ul style="list-style-type: none"> The Site will have a visitor door entry system and access control system to enable management oversight of the security of the building; The vandal resistant external door entry panel will be fitted with a camera which will capture images in colour of people using the door entry panel and store for those for at least 30 days.
Internal access & movement	<ul style="list-style-type: none"> An access control system will prevent unlawful free movement throughout the building. For example, allowing only residents to access their landing and communal areas by separately controlling the lift and stairwell.



Buildings for a Healthy Life (July 2020)

The 12 principles set in the recently published BHL document additionally helped structure the masterplan. These principles have been categorised into three sections:

1. Integrated neighbourhoods;
2. Distinctive places;
3. Streets for all.

Inspired by BHL, the following checklist ensures that Tramway Gate brings plentiful benefits to both people and nature through the creation of a cohesive, attractive, and overall more sustainable development.



Building for a Healthy Life considerations	Justification
1) Natural connections <i>Create permeable, green corridors to better integrate both wildlife and people across the surrounding landscapes.</i>	Yes, the scheme will provide new pathways and a Riverside Walkway which runs through the woodland belt along the River Cherwell, continuing south into the countryside.
2) Walking, cycling, + public transport <i>Routes should be attractive, safe, and enjoyable, and which discourage private vehicle usage.</i>	Yes, the masterplan provides additional walking and cycling routes which strengthens Banbury Station's connectivity, promoting sustainable transport.
3) Facilities and services <i>Establish diverse social infrastructure which is accessible to all, and which promotes outdoor activity.</i>	Yes, the development will deliver landscaped spaces; a community/retail unit; and will also provide secure cycle storage to encourage active travel.
4) Homes for everyone <i>Varied housing + tenure forms should be dispersed across the site, and all residents deserve equal opportunities.</i>	Yes, the dwelling mix in the masterplan is varied and meets the local housing requirements and will be tweaked subject to detailed design.
5) Making the most of what's there <i>Transform urban + natural threats into unique opportunities through asset enhancement.</i>	Yes, the masterplan framework has been designed to respond to and enhance existing features on site and in the surrounding context.



Building for a Healthy Life considerations	Justification
6) A memorable character <i>Compliment the locality of the area (from integrated landscape design to distinctive architectural detailing).</i>	Yes, this is the whole basis for the design, the masterplan framework has been designed to follow local distinctiveness.
7) Well defined streets and spaces <i>Transform the streets into a genuine experience by designing active and interesting edges.</i>	Yes, the buildings form a strong façade onto shared streets and surfaces which will be well landscaped - transforming commuting into a genuine experience.
8) Easy to find your way around <i>Character areas, landmarks, and nodal points should assist in the proprioception of residents.</i>	Yes, there is one clear primary route through the masterplan, while the woodland belt and landmark buildings provide legibility and means of wayfinding that connects to the existing settlement.
9) Healthy streets <i>Build streets not roads (attractive spaces for social interaction and activity, upon transport and movement).</i>	Yes, the masterplan is designed to ensure this is a liveable and safe place for pedestrians.
10) Cycle and car parking <i>Provide diverse vehicle parking solutions, but design even more creative and accessible cycle parking alternatives.</i>	Yes, sufficient car and cycle parking is provided in legible places and is integral to the streetscape and landscape. Cycle parking within the ground floor of buildings make it secure and easy to access.
11) Green and blue infrastructure <i>Natural networks should help structure the whole masterplan, to enrich sensory and biodiverse experiences.</i>	Yes, the whole design of the masterplan is landscape-led, ensuring the development is set within generous and sensitive landscaping promoting biodiversity and well-being of the wider community.
12) Back of pavement, front of home <i>Define the private realm, providing residents with confidence in their ownership.</i>	Yes, the masterplan is clearly defined through public and private spaces.

An aerial map of a city with a grid of streets and numerous buildings. A river flows through the center of the city. One building, located in the middle-right section of the map, is highlighted with a red outline. In the top right corner, there is a large black number '5' followed by the word 'Conclusion' in a bold, black, sans-serif font. A thick black horizontal line is positioned above the number '5'.

5 Conclusion

Conclusion

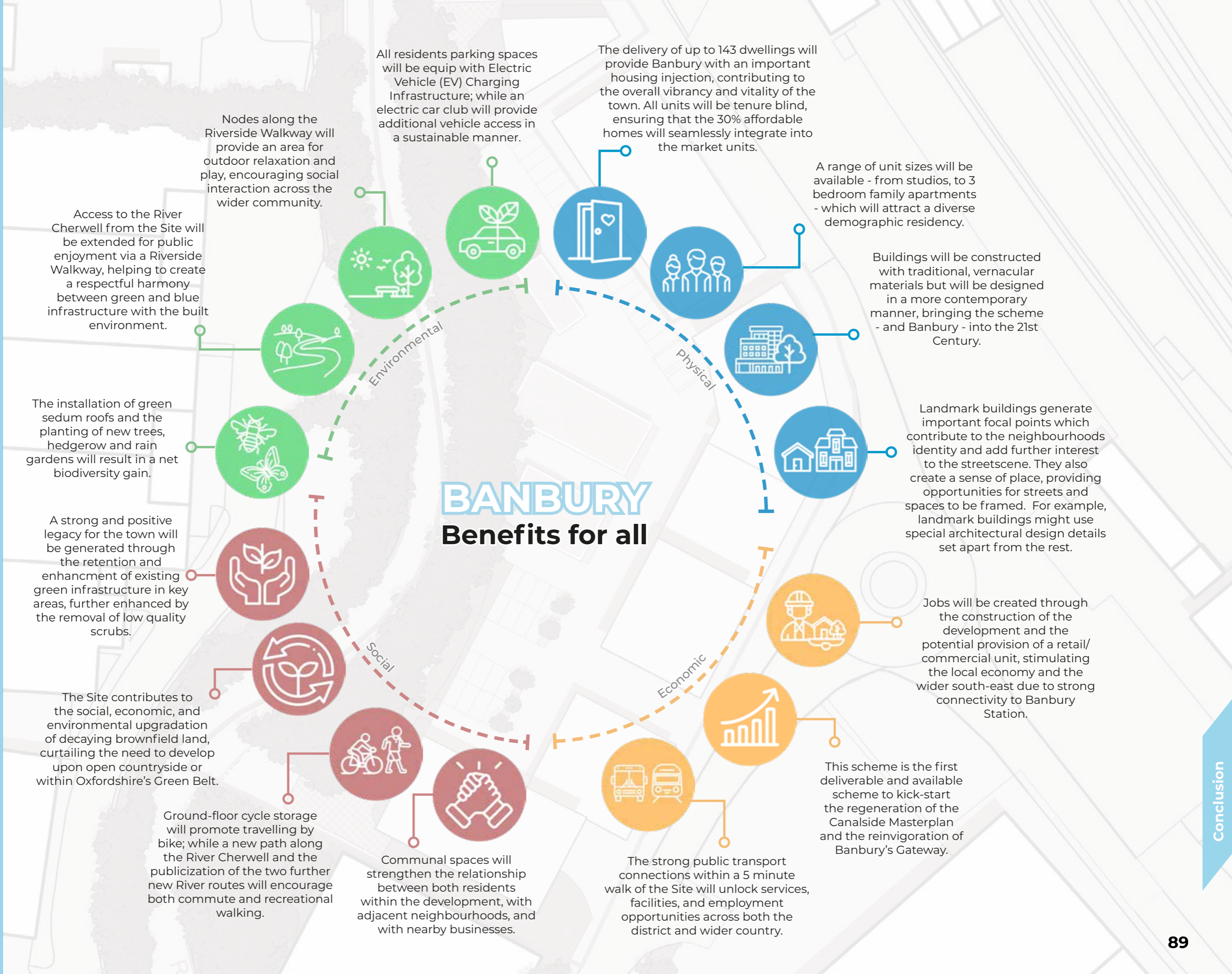
Benefits of the proposal

This document has set out our design for the development of land to the west of Tramway Road, Banbury. The proposals are demonstrably deliverable based on the site assessment work that has been carried out to date, and the Illustrative Masterplan describes a high quality and locally distinguishable new residential and mixed-use offering for Banbury. Overall benefits include:

- ✓ The delivery of up to 143 dwellings, with a mix of market and affordable housing, and a high density of contemporary living. The housing mix will be in line with the recommendations set by Cherwell District Council for a town centre location.
- ✓ The masterplan creates; an attractive, 'townscaped' residential, mixed-use development that respects the existing landscape, water structures and character of the area. The proposals seek to create a strong and positive legacy for the town with integral public open spaces and play spaces which are overlooked by homes, to ensure safe and welcoming spaces for recreation.
- ✓ The opportunity to create and deliver a housing scheme with a more innovative architecture and opportunities for early delivery for a key strategic site within the Banbury Canalside Masterplan.

- ✓ New green and connected spaces throughout the development connect the Station to the existing footpath network, encouraging active modes of travel to Banbury's town centre. This will reduce car dependency and allow for links to the wider PRow network surrounding Banbury and the wider countryside.
- ✓ This Site is the only Site that can facilitate the potential to unlock two new pedestrian connections across the River Cherwell, reuniting Banbury town centre and the Station.
- ✓ This site is extremely well connected and with unrivalled sustainability. There are very few sites in CDC that are located this close to a major transport connectivity hub, that are available, deliverable and will bring much needed new homes to the District.
- ✓ This Site not only provides the opportunity to deliver high density living in a connected town centre location; it is the catalyst for the major regeneration and redevelopment of Banbury Canalside Masterplan.
- ✓ This Site represents the first phase of enabling the regeneration and brings development that meets and exceeds the requirements of CDC policy.







TRAMWAY GATE

BANBURY

Prepared by:



edge Urban Design

Suite 2, 7 Buttermarket, Thame, Oxfordshire, OX9 3EW

Phone: 01865 522395

Email: enquiries@edgeUD.co.uk

www.edgeUD.co.uk

edge Urban Design part of edge Placemaking Group Ltd
Company Reg No: 1147550 | VAT Reg No: 299 0720 69