



BANBURY TRAMWAY GATE

DESIGN & ACCESS STATEMENT
MARCH 2021



Foreword

We are delighted to present this document to support the **redevelopment of the Banbury Oil Depot on Tramway Road, to include the demolition/removal of buildings and other structures associated with the oil depot use and the construction of up to 143 apartments, and up to 166m² of community/retail/commercial space, with all matters (relating to appearance, landscaping, scale and layout) reserved except for access off Tramway Road.**

In this Design & Access Statement we focus on a strategic development opportunity on land to the west of Tramway Road, Banbury.

The overarching vision for the Site at Tramway Gate is to create a townscape-led place that integrates seamlessly with the existing surroundings and creates a development proposal which is more of what makes Banbury great.

The proposals will deliver a high quality, locally distinguishable and sustainable addition to the town. This development will not only provide places in which people wish to live but the Site provides the opportunity to create unrivalled connectivity with Banbury town centre as well as the Great Western Railway station which opened in 1850.

There are very few available and deliverable sites in Oxfordshire that are so strategically well placed with fantastic transport connections to Birmingham, Oxford, London and the wider transport network beyond.

The regeneration of the canalside represents a major opportunity to redevelop a substantial area close to the town centre to secure improved access to the railway station, the integration of the canal as a central feature of the town, and to provide new residential, commercial and retail development in a sustainable location.

Prepared by:



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Introduction
An overall introduction to Banbury, the site and development proposals, including overarching objectives and the vision.

Context Analysis
A detailed summary of all the site assessment work carried out to ensure an informed approach to the design development of the site.

Design Evolution
A detailed constraints and opportunities plan, summarising all the findings of the site assessment work, and a concept plan for the site.

Masterplan Strategy
Presentation of the Illustrative Masterplan and the design principles adopted to ensure a robust development proposal.

Conclusion
A summary of the key benefits of the proposal and its merit as a logical development to reconnect Banbury.

Introduction

Context Analysis

Design Evolution

Masterplan

Conclusion



Introduction

Introduction

Tramway Road, Banbury

This Design and Access Statement sets out our thoughts on how the Site can be delivered and can assist Cherwell District Council (CDC) in helping to achieve the development of the area as part of the wider Banbury Canalside regeneration programme.

It discusses both the wider and local context of Banbury; explores site constraints and identifies opportunities; demonstrates concept ideas; and reveals the final development parameter plan which has influenced the ultimate Illustrative Masterplan for the Site - exposing the possibilities of how the Site can kick-start the regeneration of Banbury's Canalside.

Role of the Design & Access Statement

The Design and Access Statement forms an important part of the information that has been submitted in support of the Outline Planning Application. The purpose of the statement is to provide stakeholders with the information they need to consider the proposed development and to demonstrate that an inclusive and integrated approach to masterplanning has been adopted. The statement will explain the concepts behind the development and how access issues have been addressed.

The design response to the site will be described including proposals for:

- the amount and mix of land uses;
- the approximate location of land uses such as pedestrian routes and open spaces; and
- the scale and character of development.

In addition, the statement will describe the process of stakeholder and community involvement and how issues raised have been addressed and helped inform the design development process.

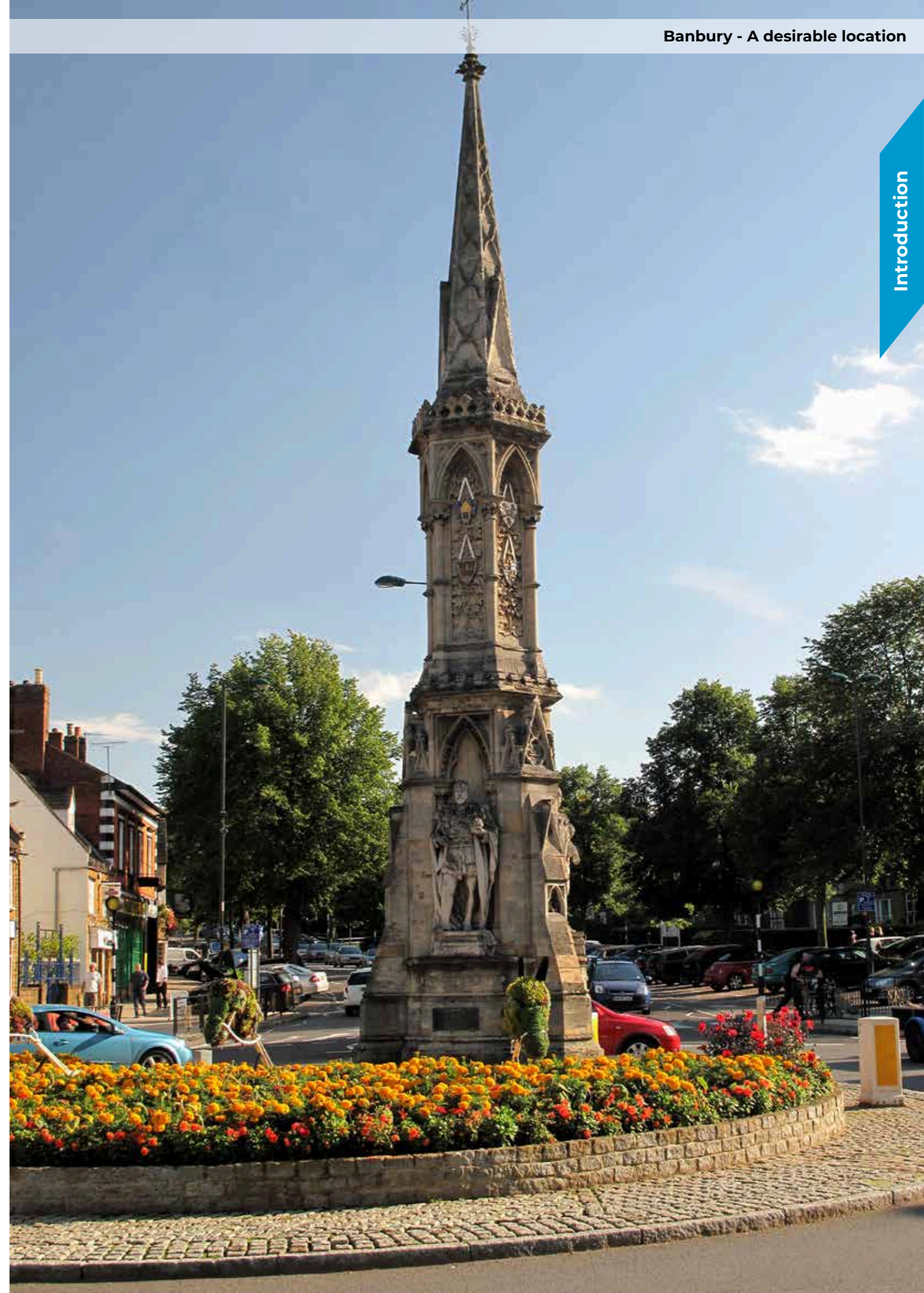
The application is submitted in outline and the only matters which are not reserved for subsequent approval are the access off Tramway Road.

The application does not seek approval at this stage for the detailed design or external appearance of any proposed building. This Design and Access Statement sets out the context within which design details will come forward as part of future reserved matters applications to the Local Planning Authority.

The Context

Banbury is a town in the district of Cherwell, 125km north-west of London, 40km north of Oxford and 80km southeast of Birmingham. In the 2011 census, Banbury had a recorded population of 46,853 people. On a regional context, the town of Banbury is strategically well placed between Oxford and Birmingham.

It is located close to many surrounding market towns and strategic centres which are major areas for employment, strategic infrastructure connectivity and major local providers for shops and services, including shopping centres and high street retail, University's, theatres, cinemas, art galleries and museums.



Banbury has its own railway station, with additional rail connections further afield in a number of local towns, as well as Royal Leamington Spa and Bicester. Banbury railway station serves connectivity to London, Birmingham and the north and south of the UK. Banbury is a fantastic pivotal location for many rail connections, making it a desirable and strategic location for development.

Site Description

The Site lies to the east of Banbury town centre, adjacent to the Railway Station. The Site extends to 0.87ha, and is currently in use as an existing oil depot.

Being located within Policy 'BAN1' (Allocated Sites for Housing and Employment within the CDC Local Plan) and within the heart of the Canalside Urban Framework Masterplan for Banbury's Vision and Masterplan SPD (see next page), the Site forms a critical catalyst to kick-start the greater regeneration of Banbury and help create a 'sustainable market town and regional centre' where people can live, work, and play within a 'high quality environment'.

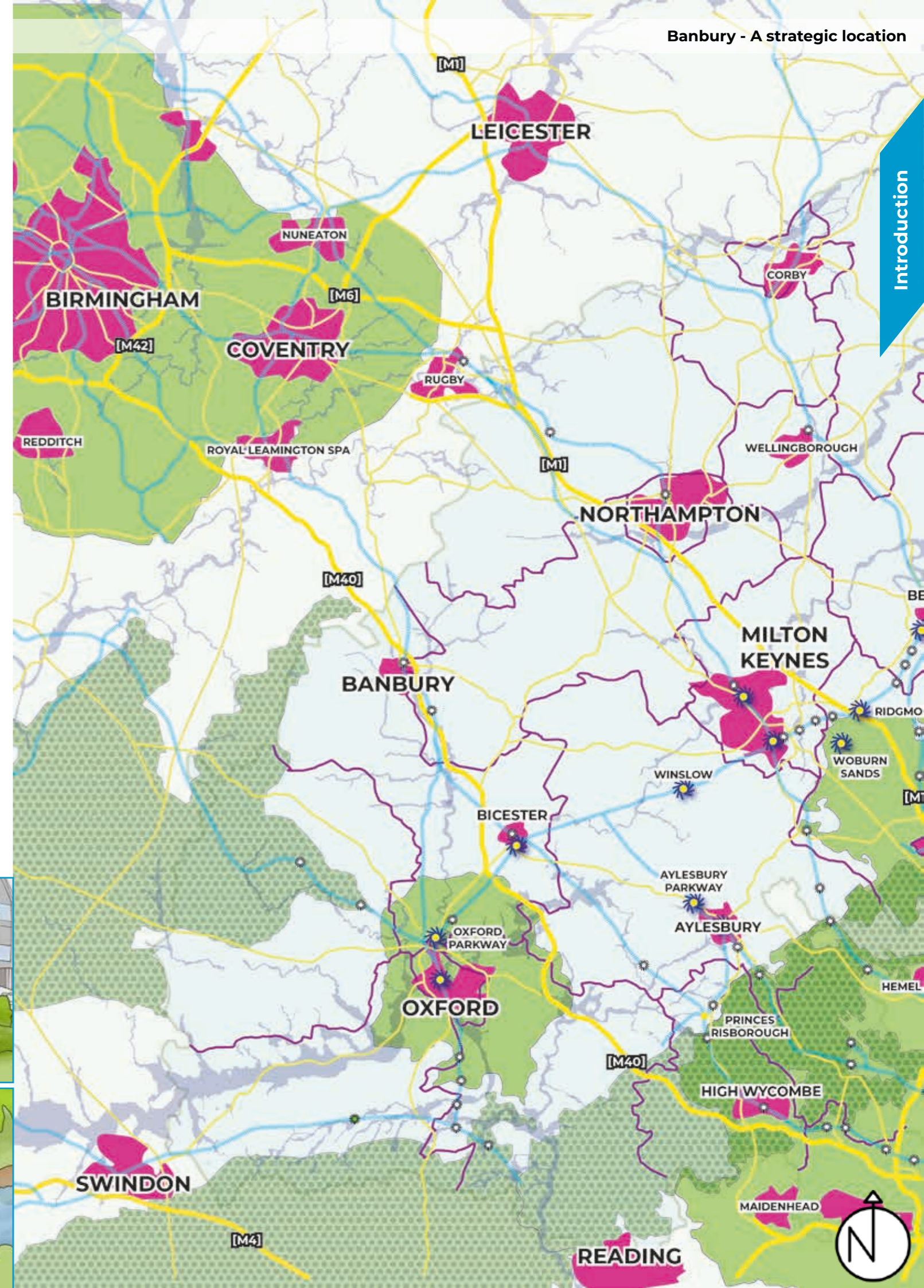
The Site further provides strong opportunities to enhance connections between the Railway Station, town centre, and surrounding residential and employment neighbourhoods. It is therefore essential that development upon the Site forms a memorable new Gateway into Banbury from the Station, setting a benchmark for the wider town.

Objectives

The objective of this proposal is to create distinguishable, high quality and placed development - providing innovative new homes sensitively integrated into the community in a highly sustainable location. The proposals will demonstrate strong urban design and placemaking principles, creating places for informal recreation with safe and liveable spaces. Development should form a natural, holistic extension to the existing settlement. This is achieved by integrating with existing landscape patterns and the historic townscape structure of this place; respecting built heritage and celebrating local features.

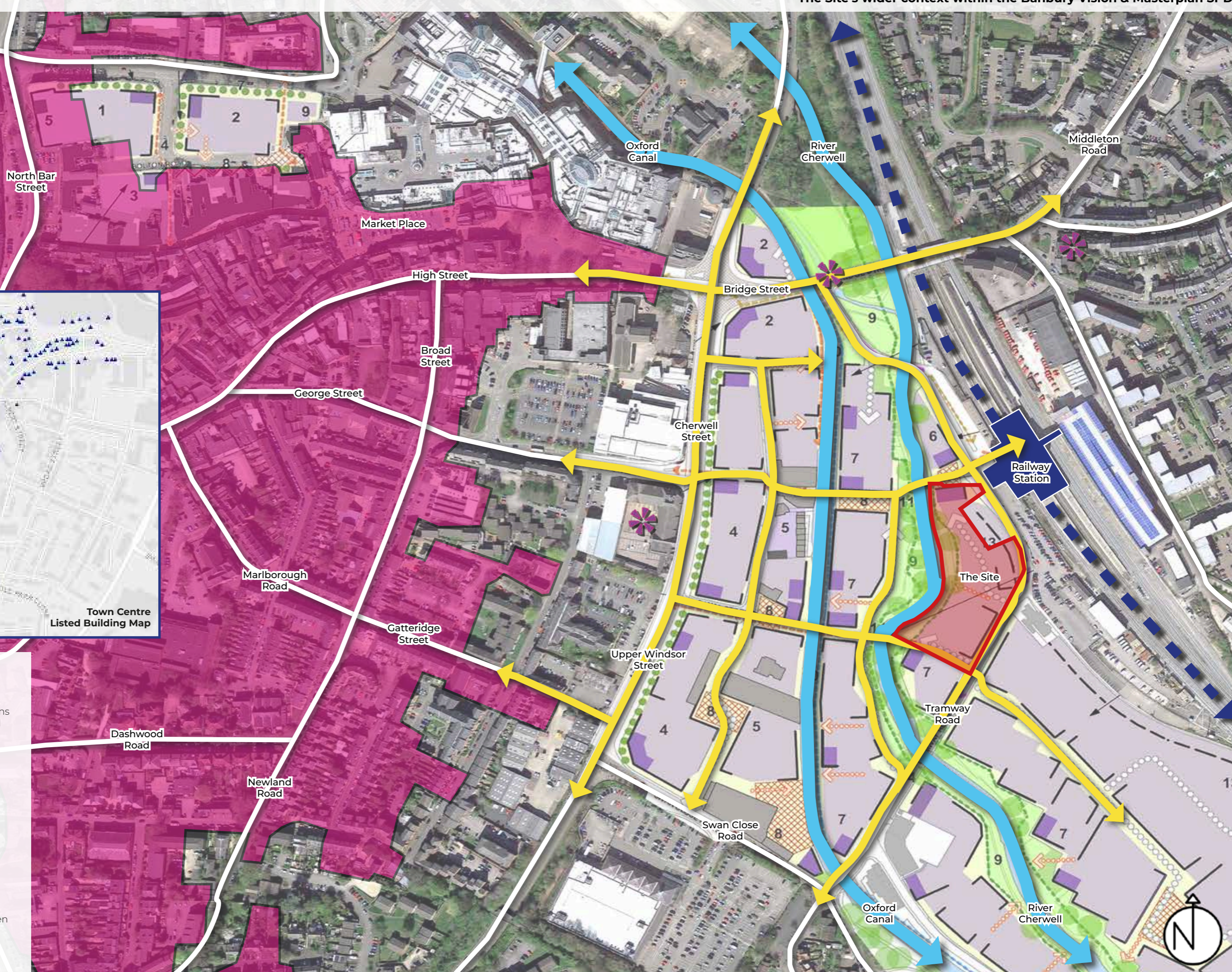
Site Proposal

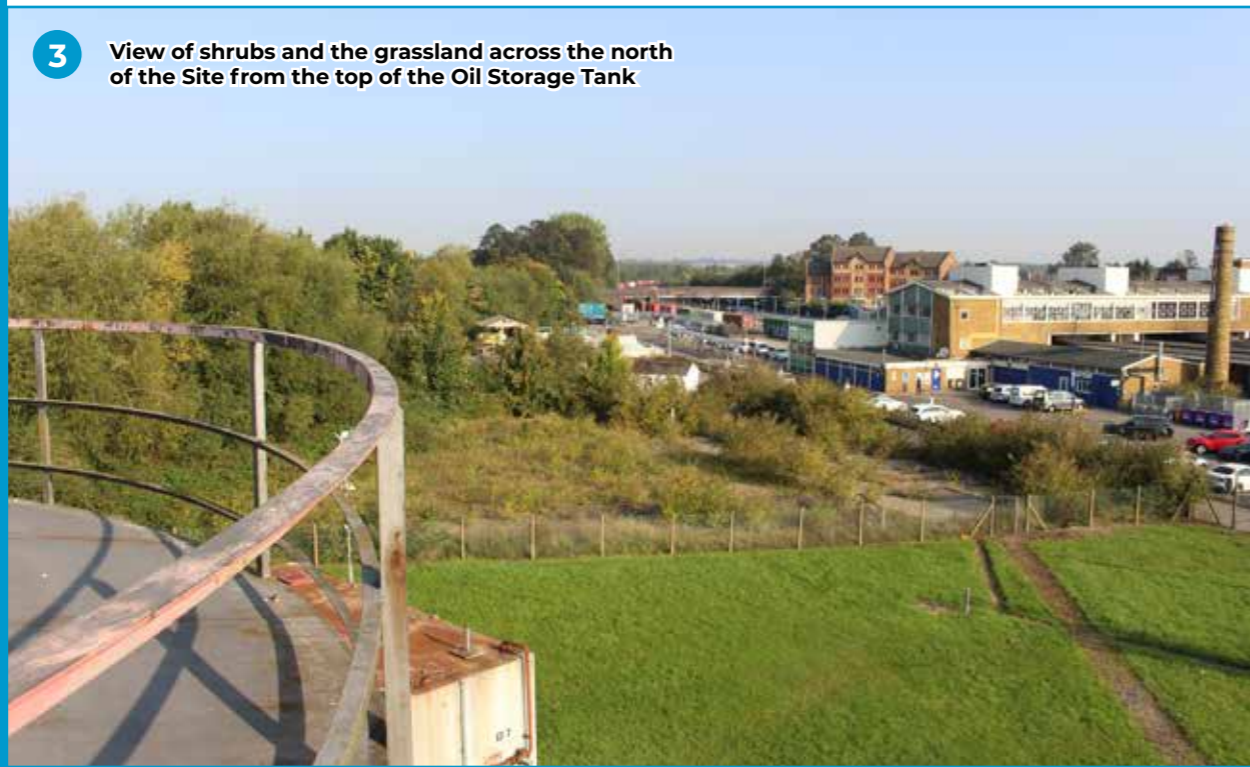
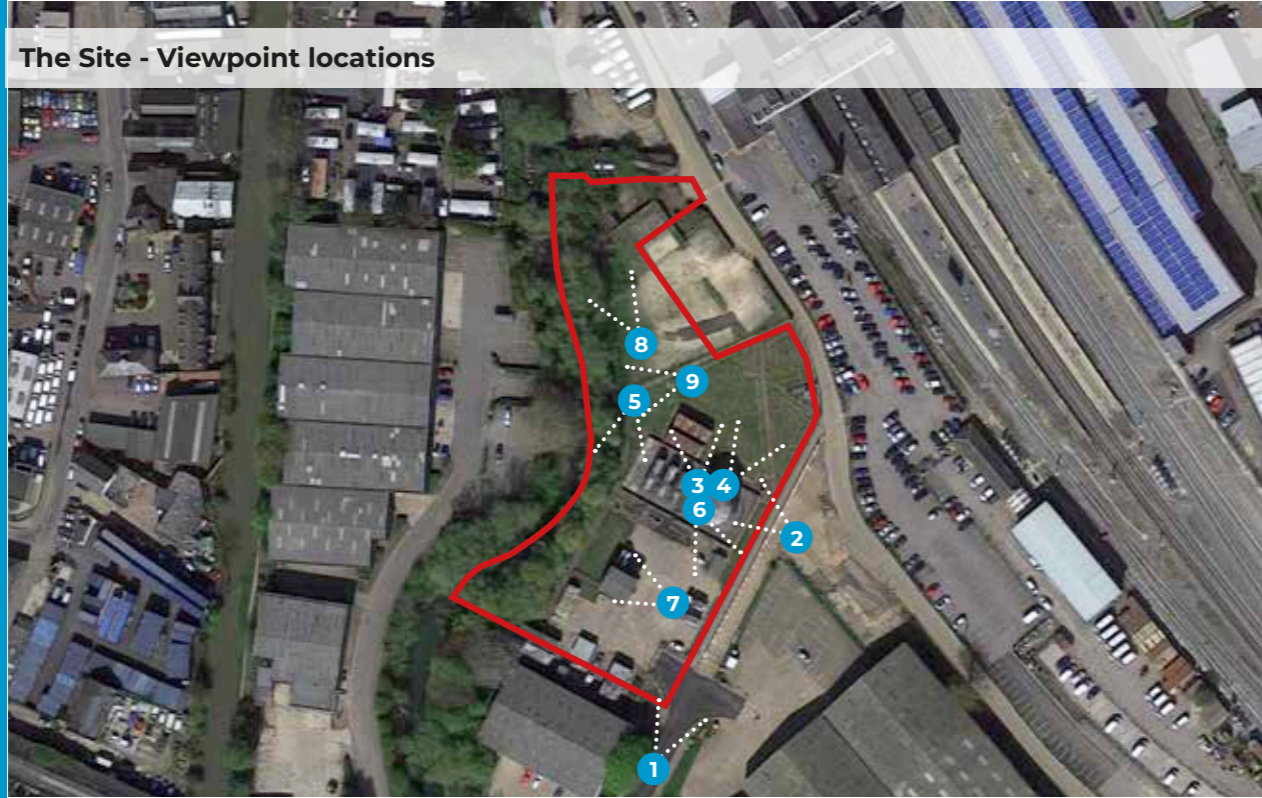
We conclude that the capacity of the Site is up to 143 residential units, with the integration of up to 166m2 of community/ retail/ commercial uses. Development will be set within high quality landscaping and open spaces, with access provided via the existing junction from Tramway Road. It is proposed that the development will consist of a mix of tenure, contributing to the supply of market and affordable housing in the local area and the wider District.





- KEY:**
- Site boundary (0.87ha)
 - Conservation area (contains a high proportion of listed buildings, see above)
 - Key movement network and road and townscape structure
 - Banbury mainline train station
 - ← Train line
 - ← Oxford Canal and River Cherwell
 - ← Immediate network of proposed and existing routes and spaces between the town centre and the
 - ✿ Listed buildings





An aerial architectural site plan showing a complex of buildings, a winding river, and a road. A specific building is highlighted with an orange outline. The plan includes various building footprints, green spaces, and a central water feature. The overall layout is dense and organized.

2 Contextual Analysis

Context Analysis

Planning Overview

Banbury Vision and Masterplan (adopted December 2016)

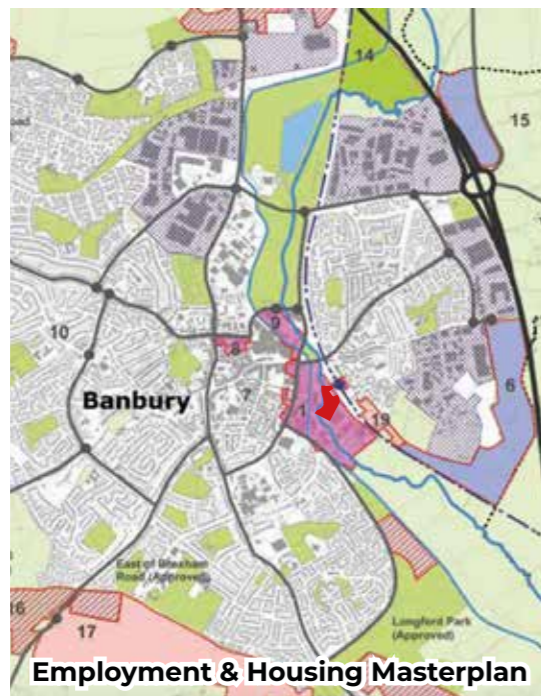
The Vision for Banbury included in the Local Plan is to deliver 7,000 dwellings, and to create a more diverse and successful economic base for the town. A major aspiration of CDC is to maintain the vitality of the town centre, as a hub of the community. The Council see the regeneration of Canalside as fundamental to achieving these aims.

The regeneration of Canalside is a strategic allocation in the Local Plan under planning policy "Banbury 1 Canalside" and is a key planning policy relating to the development of the Site.

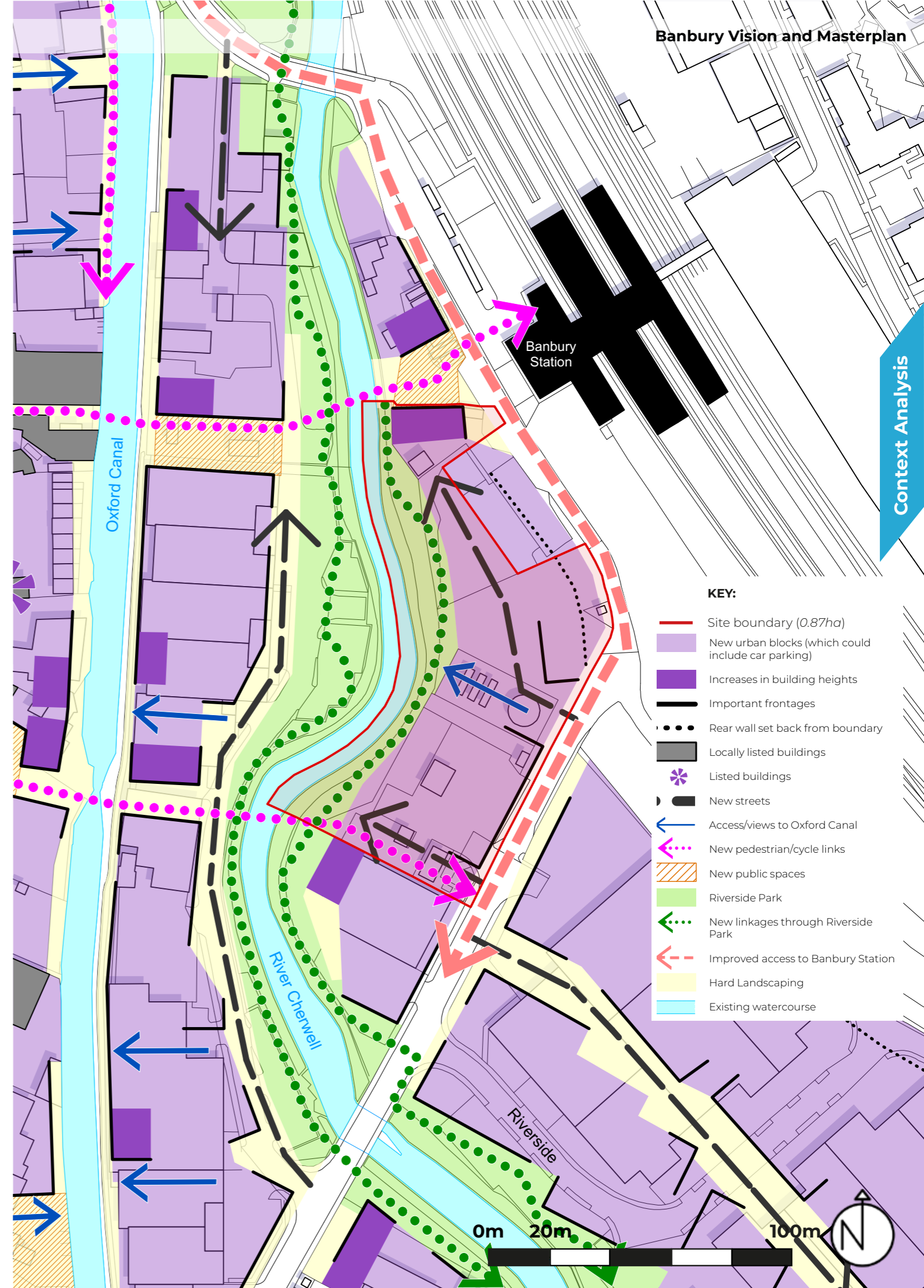
The policy includes;

- Delivery of approx. 700 homes, with approximately 70% houses and 30% flats, with flats and smaller house located to the north and west and larger family homes located to south and east;
- Delivery of affordable housing – 30% of the total delivered;
- Provision of extra care housing and the opportunity for community self-build and affordable housing;
- Employment land – 15,000m² commercial use limited B1a (offices);
- Other Town Centre uses such as retail and leisure.

The following pages look at the planning considerations for the Site, including the 'plan of plans' which maps wider scale constraints and other schemes likely to come forward in the area. Please refer to the Planning Statement for further information on the Town Planning considerations.



- Committed housing allocations/sites
- LP housing allocations
- LP employment allocations
- LP town centre allocations
- LP open green spaces/outdoor sports provision
- Existing green spaces
- Existing employment areas (indicative)
- Primary road network
- M40
- Main railway line



KEY:

- Site boundary (0.87ha)
- New urban blocks (which could include car parking)
- Increases in building heights
- Important frontages
- Rear wall set back from boundary
- Locally listed buildings
- Listed buildings
- New streets
- Access/views to Oxford Canal
- New pedestrian/cycle links
- New public spaces
- Riverside Park
- New linkages through Riverside Park
- Improved access to Banbury Station
- Hard Landscaping
- Existing watercourse

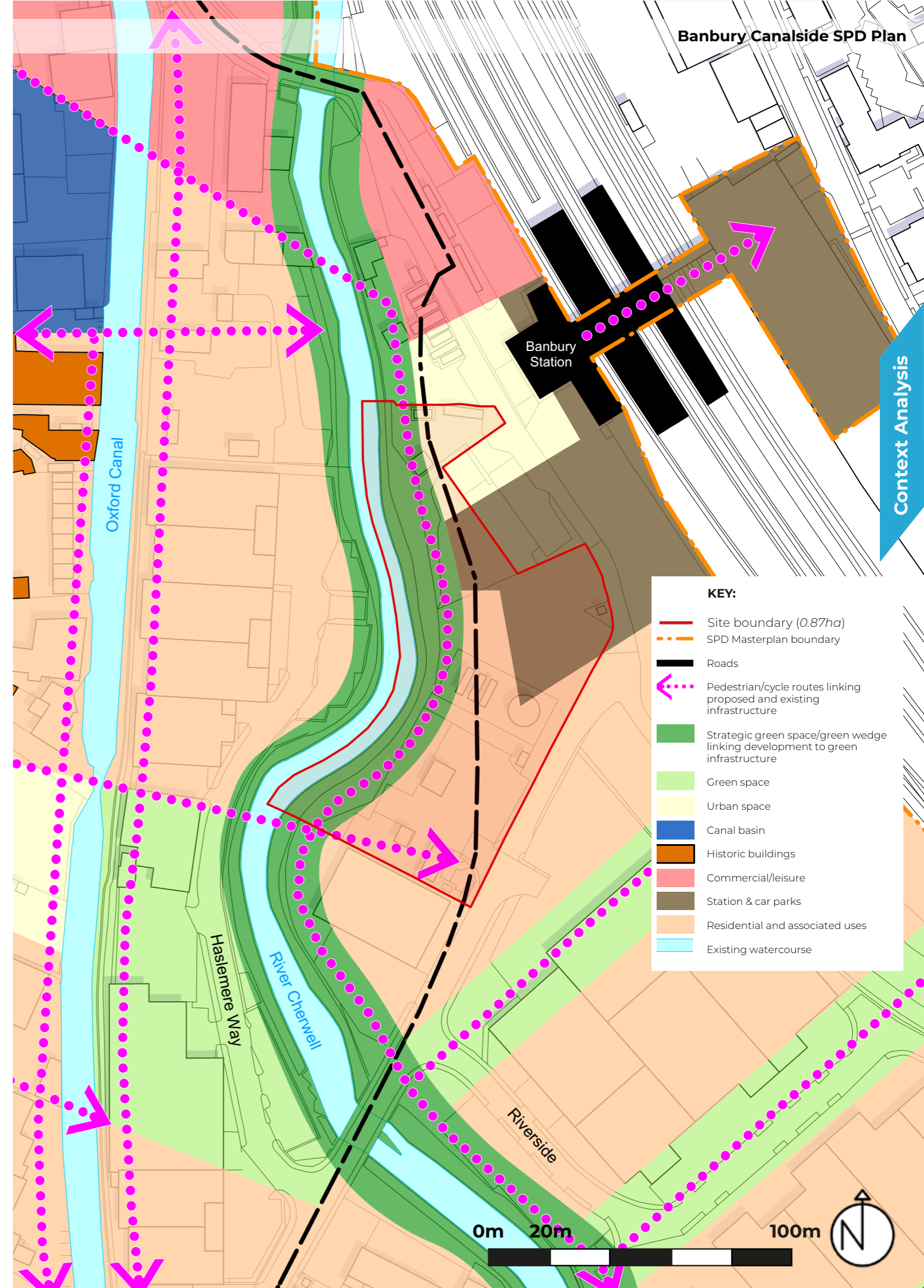
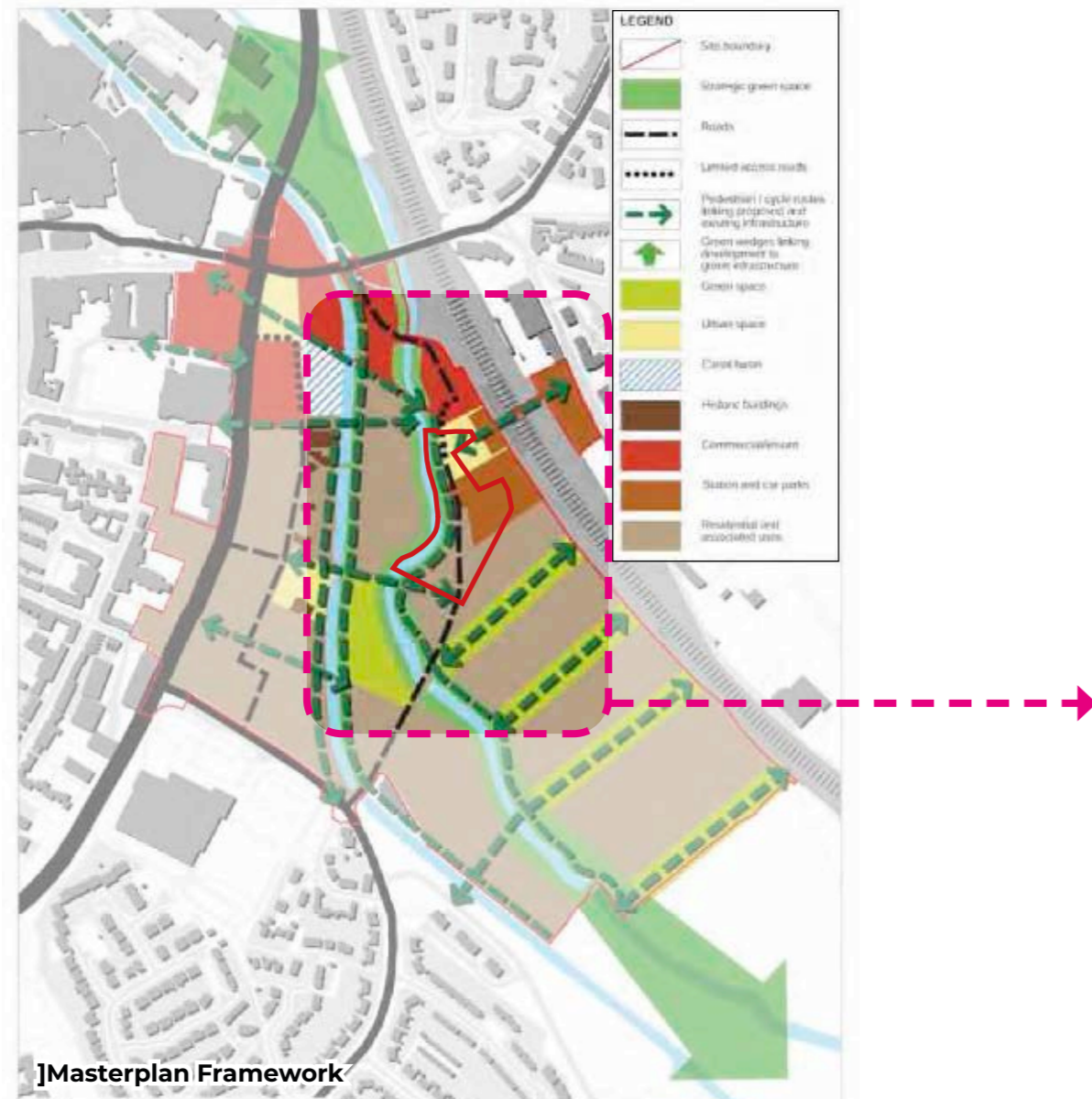
Banbury Canalside Supplementary Planning Document (SPD)

CDC is currently preparing the Banbury Canalside Supplementary Planning Document (SPD). The SPD will set out a vision for the regeneration of the area and include policies that will deliver the vision and guide future development. The SPD has undergone an initial consultation in 2018 and is still under preparation.

The Site is included in the Tramway Character Area of the SPD, where the vision is for **'high density housing focused around parkland and a community hub'**. Key frontages are considered to be Tramway Road, the Oxford Canal and the River Cherwell.

Canalside is considered a key development site and initiative in

delivering a vibrant attractive town centre. The regeneration of Canalside creates the opportunity to play a vital role in enhancing activity in the town centre by the relocation of traditional employment uses to more appropriate sites and developing the land for residential, mixed use and town centre related uses.



North of Hanwell Fields:
 Policy No: Banbury 5
 Strategic Housing Site for 544 dwellings
26 hectares

Land at Drayton Lodge Farm:
 Policy No: Banbury 18
 Strategic Housing Site for 250 dwellings
15 hectares

West of Warwick Road:
 Policy No: Banbury 3
 Allocated Housing Site for 300 dwellings

West of Bretch Hill:
 Policy No: Banbury 3
 Strategic Housing Site allocated for 400 dwellings
26.5 hectares

KEY:

- Site boundary
- Town centre
- Banbury Parish
- Canalside Regeneration
- Allocated residential sites
- Strategic residential sites
- New / approved employment sites
- Canals
- Rivers

Hardwick Farm, Southam Road (East):
 Policy No: Banbury 2
 Allocated Housing Site for 600 dwellings (Approved)
32 hectares

Employment Land North East of Junction 11 (M40):
 Policy No: Banbury 15
 New Employment Site for B1, B2, and B8 uses (approximately 1,000 jobs)
13 hectares

Employment Land West of M40:
 Policy No: Banbury 6
 Approved Employment Site for B1, B2, and B8 uses (approximately 2,500 jobs)
35 hectares

Land at Higham Way
 Policy No: Banbury 19
 Strategic Housing Site allocated for 150 dwellings
3 hectares

Land South of Salt Way (West):
 Policy No: Banbury 16
 Strategic Housing Site allocated for 150 dwellings
8 hectares

Land South of Salt Way (East):
 Policy No: Banbury 17
 Strategic Housing Site allocated for 1,345 dwellings
68 hectares

Bankside Phase 1:
 Allocated Housing Site for 1,082 dwellings (Approved)



Banbury History

It was only in the Saxon era where a local Lord first titled the increasingly established settlement as 'Banna' which later was recorded as 'Banesberie' and eventually 'Banbury' in the Domesday Book.

The two ancient roads of Salt Way (now a bridle path) and Banbury Lane promoted trade within and around the settlement specialising in wool, resulting in its gradual expansion.

Alexander, Bishop of Lincoln, built Banbury Castle in the year 1135AD just adjacent to the Market Place, however the Castle was largely destroyed during the English Civil War and was completely demolished following a petition to the House of Commons in 1648. Today, the land is now dominantly occupied by the Castle Quay shopping precinct.

The famous nursery rhyme 'Ride a Cock Horse to Banbury Cross', was written in the 1700's, and although the lady whom the rhyme refers to has never been discovered, numerous interpretations have related her to Queen Elizabeth I, Lady Godiva, and Celia Fiennes. In 2005, Princess Anne unveiled a large bronze statue of the Fyne Lady, adjacent to today's Banbury Cross.

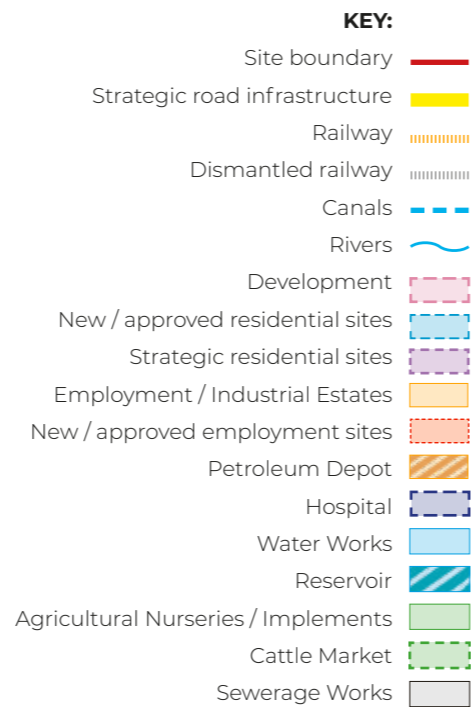
The opening of the Oxford Canal in 1790 connecting Banbury with the Midlands brought new industries and growth which continued with the arrival of the railways in the mid 1800s.

After WWII, Banbury rapidly continued to expand to meet the buoyant demands of Londoners who wanted an

escape from the heavily bombed and polluted capital city.

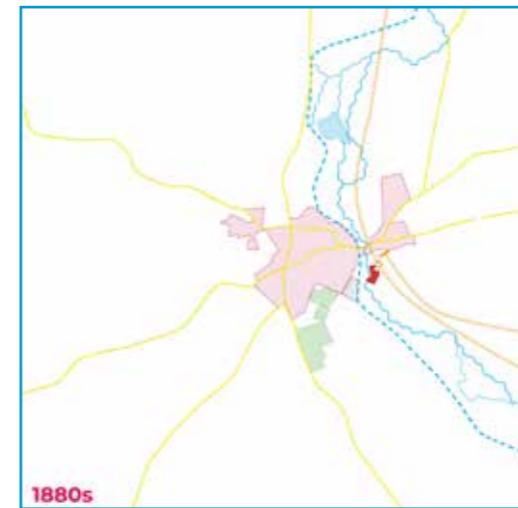
The opening of the M40 in 1990 strengthened this London market, connecting Banbury directly with Birmingham and London which further resulted in the development of large industrial estates to the east.

Hence forth, Banbury today is a thriving market town bursting with diverse employment opportunities, reinforcing the need for new housing which promotes sustainable live, work and play lifestyles and which enhances Banbury's prosperous economy.

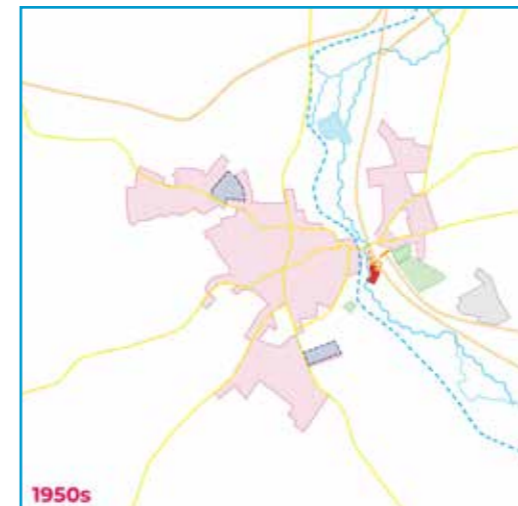


*Ride a cock horse to Banbury Cross,
To see a Fyne lady ride on a white horse.
With rings on her fingers and bells on her toes,
She shall have music wherever she goes.*

Banbury Market in the early 20th Century



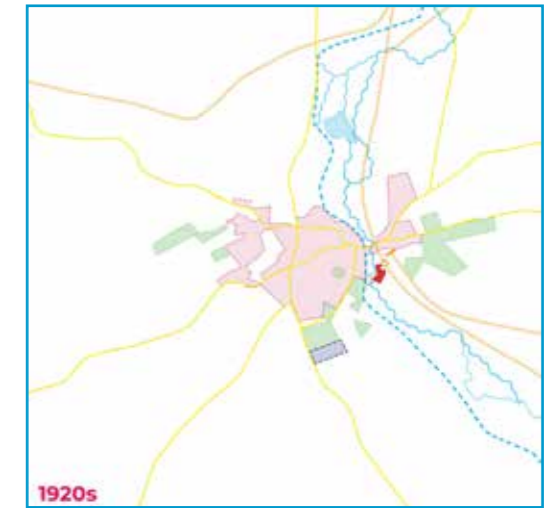
Diverse land uses - from breweries, to tweed manufacturing, to public outdoor baths - kicked off Banbury's desirable economic position.



Banbury began to rapidly expand in response to the large growth in demand from Londoners after WWII.



A great expansion in the towns Industrial Estates and Business Parks saw further urban and economic growth.



Agriculture and manufacturing strengthened the towns economic structure, advocating the need for new urban development.



The towns strategic location was reinforced by the opening of the M40, resulting in further mass development.



Banbury is set to continue to thrive, offering diverse employment opportunities which enhances the need for further housing particularly utilising London's connections.

Heritage & Archaeology

A Heritage Assessment has been prepared to support the planning application, exploring whether there is any archaeological potential or whether it contributes to the significance of any heritage assets in the vicinity through setting. Further information can be found in the Heritage Assessment Report submitted in support of the application.

The Site is not situated within any heritage settings, and although it is in close vicinity of the Grimsbury Conservation Area, the site is no more than a limited part of the asset's experience and therefore portrays no negative impacts.

A Scheduled Monument (Tooley's Boatyard) is located approximately 600m to the north of the Site, however this is also likely not to be impacted by development.

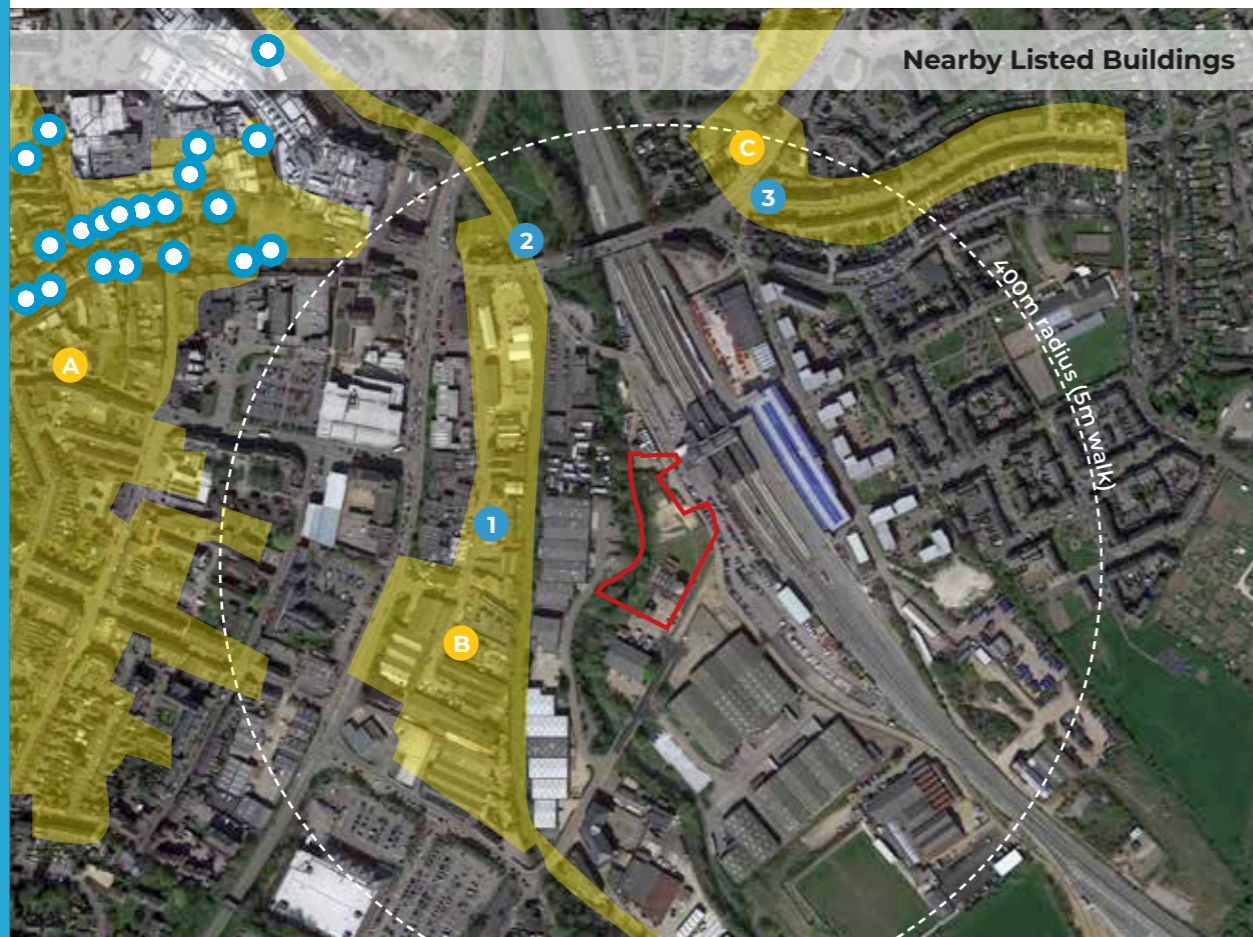
All assets should be taken into careful consideration throughout the design of the scheme as to not adversely impact upon the character of the area, although it is unlikely that development upon the Site will be visible from any of these assets.

Design Considerations

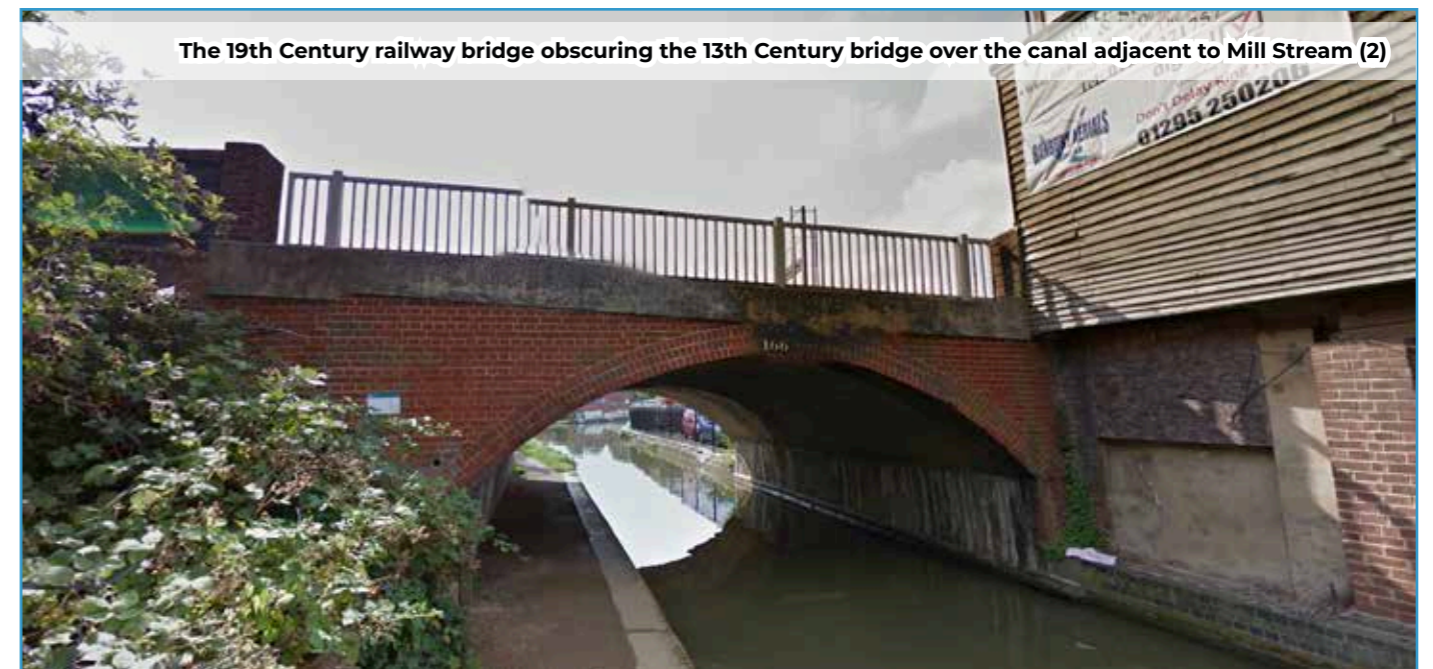
- Any changes to the setting of assets should be a marginal change through introducing distant and obscured views of the uppermost levels of the proposals, and therefore development would not result in any adverse harm to their heritage significance.

KEY:

- Site boundary —
- Old Town Hall, now Warehouse (18th Century - Grade II - REF 1199858) 1
- Bridge over Mill Stream, obscured by 19TH Century railway bridge (13th Century - Grade II - REF 1046184) 2
- Elephant and Castle Hotel (17/18th Century, Grade II - REF 1369549) 3
- Further Listed Buildings ●
- Tooley's Boatyard Scheduled Monument (REF 1006323) ●
- Banbury Conservation Area A
- Oxford Canal Conservation Area B
- Banbury CP Conservation Area C



The old Town Hall (1)



The 19th Century railway bridge obscuring the 13th Century bridge over the canal adjacent to Mill Stream (2)



Elephant and Castle Hotel (3)

Pattern of Development

There are a range of development patterns across Banbury, contributing to its distinct character. The patterns reflect the growth of the town, with the historic core typically having a different pattern and character to the newer residential areas. Specifically, these 7 characteristic areas have inspired the masterplan and architectural details of the Site - from landscaping, to form and massing.



Castle Quay (redevelopment)
 - 1-6 storeys (23m);
 - Blocks follow the orientation of the Oxford Canal;
 - Strong building frontage;
 - Industrial materials;
 - Pedestrian prioritised streets and spaces;
 - Decking along the Canal opens up the public space.

Lower Cherwell St
 - 1-3.5 storeys;
 - Range of plot orientations;
 - No definitive building line or formal pathways;
 - Scattered and unique streetscene.

Higham Road
 - 3 to 4.5 storey;
 - Red brick with contemporary grey lead cladding;
 - Building line is located directly on the carriageway, with pavements incorporated into the shared surface;
 - Vehicle parking surrounds the blocks.

Town Centre
 - 2-3.5 storeys;
 - Diverse materials, from red brick to white render;
 - Strong building line but each plot possesses an individual building façade.

The Old Town Hall
 - 2.5 storeys;
 - Combining more contemporary buildings into historic by replicating materials and scale;
 - Centred around a parking courtyard with hedgerow;
 - Shared street without pavement.

Newland Road
 - 3.5 storeys;
 - Semi-detached historic dwellings;
 - Red brick cladding with additional intricate features;
 - Standard tarmac road with on-street parking.

Tramway Road
 - Large 3 storey commercial floor heights;
 - Large warehouses which form super blocks;
 - Materials reflect on the areas historic past;
 - Strong building line.

Alma Road
 - 2 and 3 storey;
 - Red brick with dark brick accents for interest;
 - White sash windows;
 - Mixture of tarmac and shared street surfaces;
 - Front gardens bounded by mature hedgerow;
 - Heavily landscaped.

- KEY:**
- Site boundary
 - Residential areas
 - Industrial areas
 - Mixed use areas
 - Mixed use (approved development - REF: 13/01601/OUT)

Lower Cherwell Street

These historic industrial units range from a single storey, to 3.5 storeys. They are commonly constructed from red brick with stone or brick detailing, and now show a patina of age.

Each plot is of a different scale, form, and orientation to the adjacent, making the street angled and unique. These differences also break down what would otherwise be large industrial blocks, into buildings proportional to dwellings of comfortable human scale.



Tramway Road

These contemporary, large warehouses connect together to form a series of super blocks with a strong building line around Tramway Road. Although overbearing, the width of the streets ensure that these warehouses are in proportion to the landscape.

Commonly clad in sandy brick, additional grey or black steel cladding provides further texture and interest to the street, whilst breaking down these large blocks into more manageable plots. These materials also reflect the important industrial past of Banbury's canalside.



Town Centre

The historic town centre of Banbury is formed by a series of individual plots stitched together to create a distinctive and attractive streetscene. The unique façade of each plot provides the business or facility within to express their individuality and attract the eye of potential customers.

Landmark buildings; receding and projecting façades; and diverse materials contribute to the landscape, providing Banbury's town centre with a great sense of activity.



Castle Quay (redevelopment)

This approved scheme includes the erection of a hotel, cinema, restaurants and cafés. The large blocks will create a strong building frontage along the new decking which frames the Oxford Canal. New pedestrian bridges will extend and enhance these blue public spaces - transforming a possible constraint into a unique opportunity.

The proposed materials will include raw timber and steel, to maintain the distinctive, industrial historic past of Banbury.

A 'Green Link' will soften the hard landscape, achieved through the planting of trees and vegetation across the Site.



The Old Town Hall (1860 & 2000s)

This square combines the Grade II Listed Old Town Hall with a new replica block of terraced dwellings, using a similarly coloured brick and building form in the style of an industrial warehouse. The guttering divides the new block into more human scale elements, while the mature hedgerow in the parking courtyard further soften the appearance of the scene.

The classic gable roof with dormer windows adds depth and texture, while the inset brick archways across the top of the ground floor subtly reflects those found both on the Old Town Hall, and many of the historic buildings found across Banbury.



Newland Road (early 1900's)

This historic row of grand, semi-detached dwellings utilises different shades of red brick to create textured building façades. Arched window and door ledges, and patterned brick roof ledges contribute to the intricacy and fine-detail which these dwellings admit.

Front gardens assist in balancing the street width to the height of these dwellings, whilst providing a stately entrance. Low brick walls bound these front gardens, situated along a narrow pavement and street parking.



Alma Road (early 2000's)

Alma Road has a diverse building line with properties either located directly onto the back of the footpath/ shared street, or with shallow front gardens which are heavily landscaped comprising colourful shrubs and flora. Boundary treatments are commonly thick hedgerow, further softening the street edge.

Apartments and houses range from 2-3 storeys, creating an interesting streetscene. This amalgamation is strengthened through the mix of narrow, textured shared street surfaces and wider, formal tarmac roads.



Higham Way (later 2000's)

These apartment blocks along the eastern side of Banbury Station are built from red brick with grey lead cladding and flat roofing, providing a contemporary twist on a traditional design which reflects historic industrial units found along Banbury's canal side.

Façades project and recede, and building heights vary from 3-4.5 storeys to add interest and depth.

Streets are generally shared surfaces, with the use of different coloured bricks to subtly distinguish parking from the carriageway.



Local Services & Facilities

A wide range of facilities and services exist in Banbury and can be reached from the Site easily on foot or bicycle, as depicted on the plan below. The town centre is approximately a 5 minute walk from away, offering diverse uses including convenience stores, doctors, leisure centres, public houses, and restaurants.

The Banbury Charter Market in the Market Place operates every Thursday and Saturday with over 30 stalls, offering fresh fruit, veg, plants, flowers, clothes, textiles, pictures and household goods. This market supports local businesses and provides fresh, local food in the area which contributes to the long-term sustainability of the scheme.

Numerous educational services are also located within a 15 minute walk of the Site, including Banbury and Bicester College which specialises in motorsports and works in close partnership with the nationally known Bicester Heritage.

Banbury is also home to numerous employment parks such as the Lower Cherwell Industrial Estate and Tramwell Industrial Estate (covering the Sites south-east and western borders), Banbury Trade Park, and Southam Road Retail Park. These centres offer diverse

employment opportunities, and can be accessed on bicycle within 10 minutes.

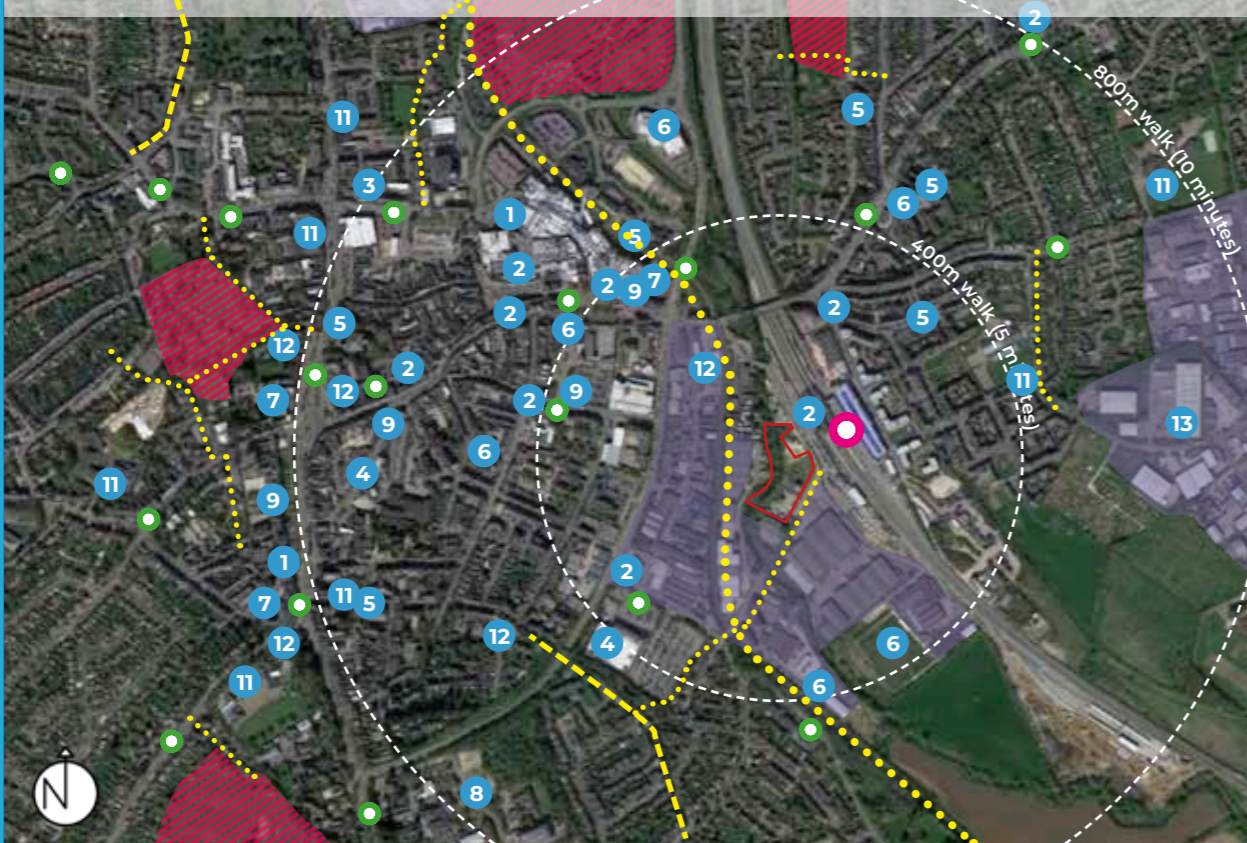
Banbury Station is adjoining the Site, offering direct trains to Coventry and Bicester within 30 minutes; and further to London Marylebone and Birmingham Moor Street within an hour.

Banbury therefore not only possesses extensive services and facilities within the town itself, but it also provides significant national opportunities through its highly connected public transport network, making Banbury a desirable location for further development.

KEY:

- | | |
|---|--|
|  Site boundary |  11 College/School |
|  1 Pharmacy |  12 Nursery |
|  2 Convenience Store |  13 Industrial Estate |
|  3 Post Office |  Park/recreation ground |
|  4 Supermarket |  Employment/ Industry/ Retail |
|  5 Place of Worship |  Recreational Route |
|  6 Sports Facility |  PRoW |
|  7 Surgery |  Bridlepath |
|  8 Hospital |  Bus stops |
|  9 Dental Practice |  Train station |
|  10 Hairdressers | |

Facilities & Services Plan



Adjacent Land Uses

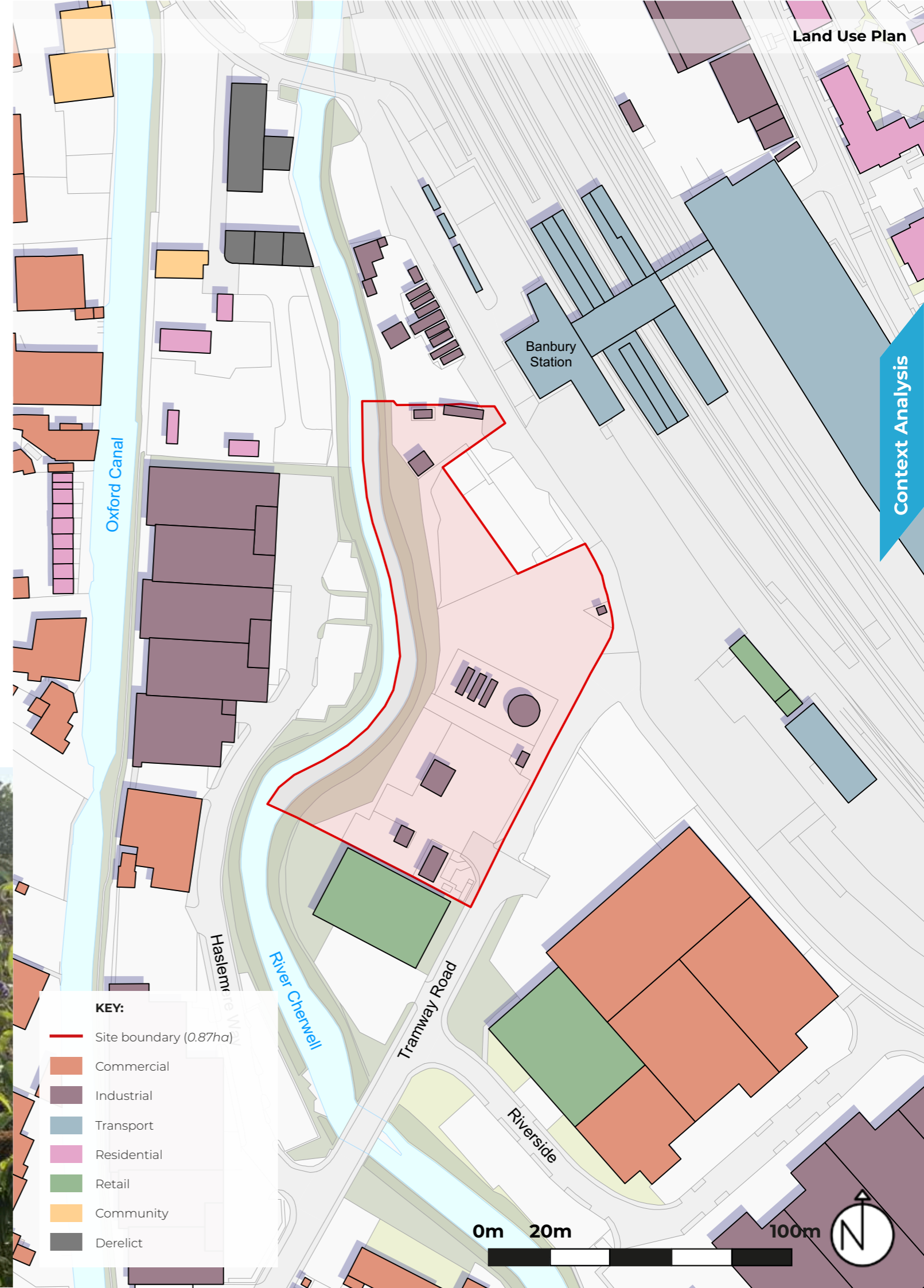
The Site benefits from being situated adjacent to the Banbury railway station, the river Cherwell and the Oxford Canal. These blue networks offer a unique opportunity to provide development upon the Site with a distinctive identity. Meanwhile, the station reinforces the Sites potential for a higher density scheme with extensive national connections, reducing vehicle dependency and contributing to the Sites long-term sustainability.

In terms of railway station accessibility, the Site has pedestrian and vehicular access off of Tramway Road which terminates for vehicular access at the boundary with the Site. Tramway Road continues for around 100m as a pedestrian and cycle way to the north east where it meets Station Approach. The immediate context off of Station Approach is the car parking for Banbury Railway Station, with the rail tracks and the railways station buildings beyond.

Additional adjacent land uses include industrial, retail, and commercial units, which further strengthen the Sites opportunity for larger building and block structures which fit into these surroundings.

Design Considerations

- Buildings can utilise the larger scale and massing of the surrounding industrial and commercial blocks, and adjacent train station.
- A residential development would provide an injection of life into the area - increasing activity and boosting the vibrancy and consequently vitality of Banbury both locally and as a wider district.
- Further community/ retail/ commercial uses would assist in blending this new residential development into the surrounding industrial and employment facilities, uniting existing residents and workers with new. It would further promote activity within the public realm later at night, increasing the natural surveillance of streets and spaces.



KEY:

- Site boundary (0.87ha)
- Commercial
- Industrial
- Transport
- Residential
- Retail
- Community
- Derelict

Building heights and massing

The Site is located in an area of varying building uses, heights and massing. As an existing industrial water corridor and being located in a transport corridor, much of the urban grain is broken.

The building footprints have a loose character, dispersed by the water of the Oxford Canal and the River Cherwell, the railway lines, road infrastructure and varying footprints of both small and large industrial units and structures.

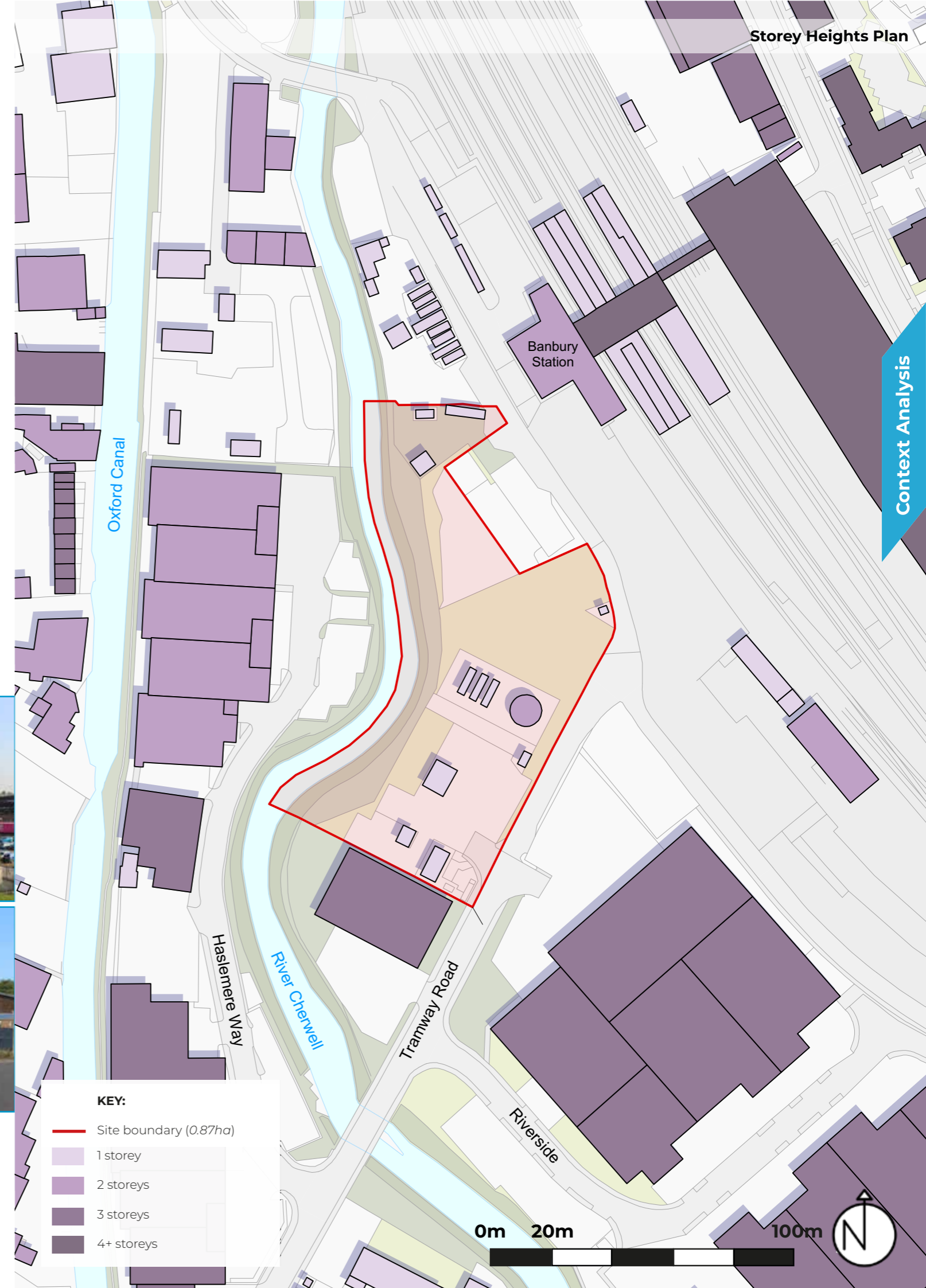
The Site itself is comprised of areas of hard-standing, much of which has been naturally "wilded" over time and is now laid to grass and wild growth of shrubbery and tree groups, as is characteristic of industrial areas. There are a number of structures and paraphernalia on the site relating to the

oil depot, some of which are redundant and others which are still in use.

As a consequence of the broken grain, the heights and massing local to the Site context vary between the equivalent of 1 storey buildings and up to some structures which are the equivalent to 4 to 6 storey buildings. The strategic location of this Site suggests that a taller building with strong massing is more appropriate to repair the urban grain which has been lost over time.

Design Considerations

- Buildings should not exceed 6 storeys, but pop-up blocks and projecting façades will help revitalise the sense of place and arrival into Banbury from the adjacent Station, by acting as a notable landmark.



Flooding & Drainage

A **Flood Risk Assessment** has been undertaken to demonstrate a technical understanding of likely flooding impacts on the Site.

Overall, as the wider allocated Canalside regeneration area has undergone flood alleviation measures, the wider area (and Site) has the benefits of flood defence status, as such, the principle of development of the Site for the land uses proposed would be wholly appropriate.

Fluvial Flow

In terms of fluvial flood risk, the majority of the site lies within Flood Zone 2, land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding. There is a small area in the north east of the site that lies within an area of Flood Zone 3, however, this land is defended and therefore the likelihood of flooding is low.

Pluvial Flow (Overland)

Initial investigations suggest that the risk of overland flow relates primarily to the topography of the site; low areas of the site naturally store water limiting the surface runoff in concentrated areas. As part of the development, the topography will be altered, providing a rationalised surface for water runoff.

Given the baseline site characteristics and further mitigating measures to be implemented, residual flood risk from an overland flow mechanism is considered of a low probability.

Groundwater

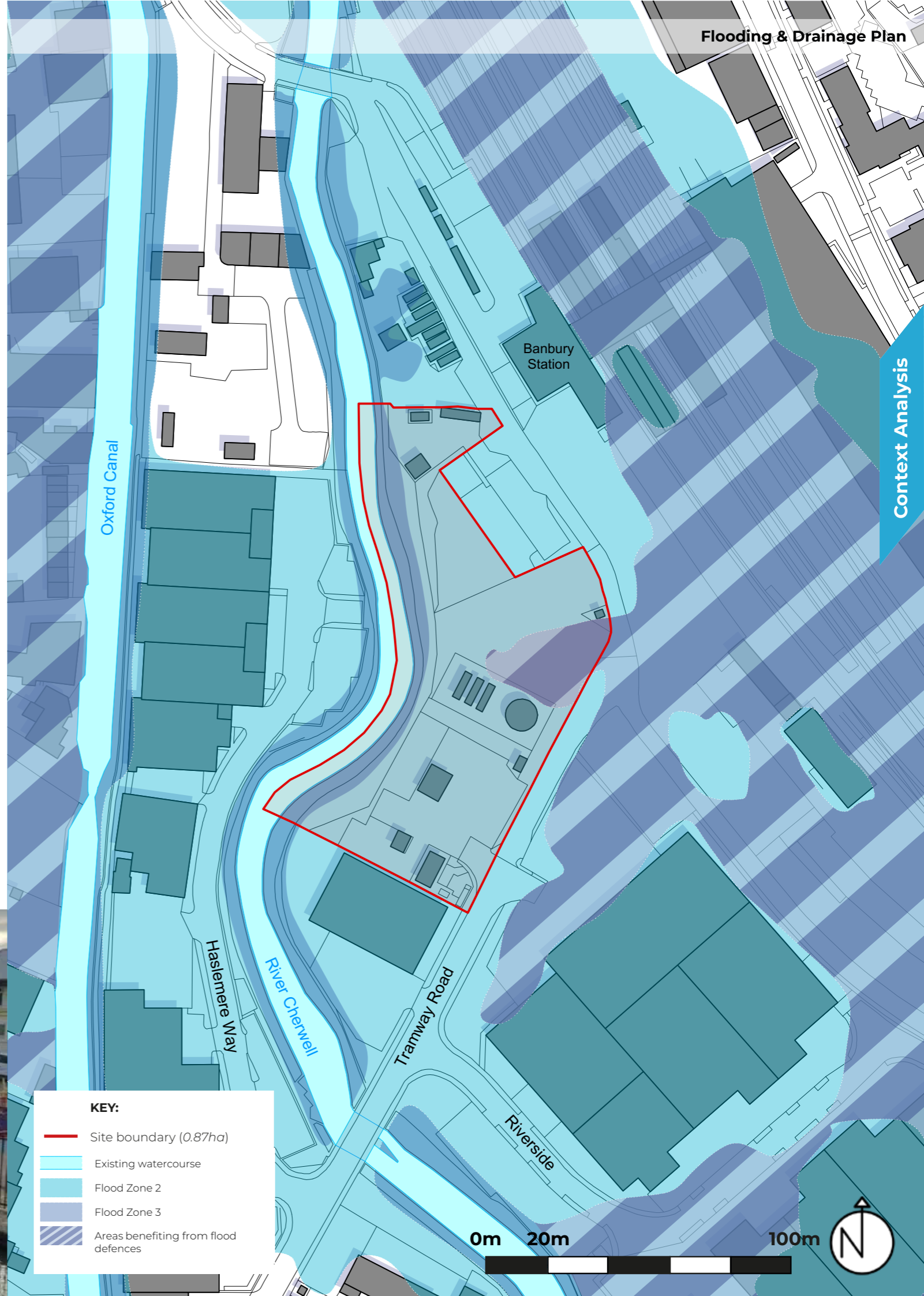
The 'Areas Susceptible to Groundwater Flooding' map by the Environment Agency identifies that the area lies within a $\geq 25\%$ susceptibility to groundwater flooding. Within the SFRA it is reported that, "the underlying superficial geology of the area is predominately clay... This can result in flash runoff and a rapid response of fluvial networks to rainfall events. This area of the Cherwell District is therefore likely to present a low risk of groundwater flooding".

Drainage

The River Cherwell is the most appropriate receptor of storm water from the proposed development, having the potential to employ source control measures and on-line SuDS to control peak discharges to no greater than the baseline conditions. It is therefore proposed that the drainage system for the site utilises a SuDS system as the primary storm water management scheme.

Design Considerations

- Buildings should be located along the eastern boundary away from the River Cherwell, protected further by an enhanced green buffer;
- Rain gardens along the west of the hard landscaping will capture excess water and direct the flow into the River Cherwell - providing flood mitigation whilst creating additional habitats for wildlife.



Landscape

It is important to understand the landscape of the Site - both above and on the ground. This will help assess whether the quality of the Site is suitable for development; and can aid the design of the Masterplan so that the proposals sit comfortably within the landscape character and local visual amenity of the surrounding area.

Landscape Character

Current and previous depot operators have undertaken a series of site investigations to understand the underlying geology, distribution of any hydrocarbon impact and develop a network of groundwater monitoring wells in order to protect the local environment.

Key findings of on-site environment and condition from these investigations can be summarised as follows:

- Site geology consists of a layer of Made Ground which extends up to 2.3m depth. This overlies deposits of firm to stiff light brown clay with grey mottling (alluvium). Bedrock comprises the Charmouth Mudstone Formation;
- Groundwater is present within the Made Ground and superficial

deposits at depths of between 1 and 2m, apparently perched relative to the River Cherwell; and

- The completed site investigation and risk assessments characterised the residual hydrocarbon contaminant impact on land quality; generally concluding that potential risks to identified receptors were low for its use as an oil depot.

The above information has been reviewed and assessed in the context of this proposed development and whilst contaminant impacts are present (along with data gaps, due to existing infrastructure), nothing has been identified that is considered abnormal for a brownfield development site or that would prevent its successful reuse as residential apartments.

Vegetation






A Tree Schedule and Survey shows that there are three Category B trees and one Category C within the vicinity of the Site all in 'good' physical condition, which should be retained to buffer the view of the new proposal from the south.

A large group of Category C trees (including Crack Willow, Elder, and Wild Cherry) form a thick woodland strip along the Site's western periphery. Some clearance of this group will be necessary to allow a new pathway ('Riverside Walkway') to run along the River. However, this clearing will contribute - not detract - from the ecological value of the Site as it will likely enhance the higher value species and structures within.

Design Considerations

- The western woodland strip should be enhanced and maintained to soften the link between the River Cherwell and hard landscaping of the proposal, whilst contributing to the natural quality of the public realm.

KEY:

Site boundary	
B Category Tree	
C Category Tree	
C Category Canopy (estimate)	
U Category Tree	



Ecology

An **Ecology Appraisal** has been undertaken to demonstrate a technical understanding of the ecological constraints of the Site.

Statutory & Non-statutory sites

There are no statutory designated sites within 2km of the centre of the Site. The desktop study noted two non-statutory sites - the closest of which is Grimsbury Reservoir (PLWS) which is 1.3km north of the Site. No significant impacts are likely given the area is already used for recreational purposes (a sailing club and fishing), and there are only a low number of residential units being proposed.

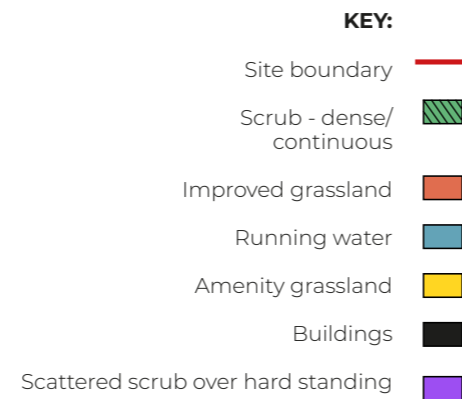
Habitats

The Site is predominantly made up of low ecological value habitats, buildings, hard standing, amenity grassland and scattered scrub. The dense/continuous scrub running along the western boundary between the site and River Cherwell has some ecological value, but it is not a Habitat of Principal Importance (HPI).

There are no direct impacts likely to occur on the River Cherwell from proposed works however, in the absence of mitigation, indirect impacts including pollution from spills (such as chemicals) and sediment deposition should be avoided.

Protected and Notable Species

Ecological impacts will be easily mitigated and indeed enhanced in the form of elements such as green/brown roofs on parking bays and the opening up of the River Cherwell to allow light for emergent/marginal plants to colonise, benefiting a range of protected and notable species.



Bats

All buildings on the site were assessed to have negligible potential to support roosting bats, and can therefore be demolished with no likely impacts on bats.

Trees within the dense/continuous scrub however are likely to contain roosting features for bats.

Increased lighting from a development may also disturb the foraging habitat of present bats in this scrub.

Nesting Birds

There is a strong likelihood of nesting birds within the trees, shrubs, and existing buildings on the Site, and mitigation is therefore required to protect habitats.

Water Vole & Otter

There are no direct impact anticipated on the River Cherwell or its associated banks, however these species must be considered further if additional work is required along the River.

Hedgehog & Polecat

There is a strong likelihood of hedgehogs and polecats within the dense scrub along the western periphery of the Site, and mitigation strategies are therefore required to ensure they are not put in harms way and can safely evacuate the Site before construction.

Design Considerations

- The River Cherwell should be enhanced through management and removal of areas of scrub which would benefit biodiversity and the overall condition of the localised habitat for all bats, birds, water vole, and otter;
- Any trees which are found to support roosting bats will be retained and protected where possible;
- Buildings should be located away from the western side of the Site to minimise disturbance (such as lighting and noise) on habitats within the woodland strip along the River;
- Bat and bird boxes should be integrated within the fabric of buildings and installed on mature trees across the Site, so that these species may live in harmony with residents;
- Green/brown roofs could be incorporated to benefit invertebrates, birds and bats;
- All botanical species within the landscaping should either be native species or species of high biodiversity value, and should be pollinator friendly;
- Further enhancements which could be installed include the creation of wood piles, insect hotels, and wildflower/species rich grassland planing.

Transport & Movement

A **Transport Assessment** has been prepared to provide an overview of pertinent transport and highways matters related to the promotion of the proposed Site for residential development.

Existing access & connectivity

The Site can be safely accessed from Tramway Road, successfully connecting to the existing transport network as outlined in the Canalside Masterplan. Tramway Road is an unmarked single carriageway road which safely accommodates two-way traffic of all vehicles. Furthermore, the Site will also benefit from the Tramway Road Accessibility Improvement Works to be delivered by Oxfordshire County Council - including road resurfacing to accommodate a new roundabout, and the provision of a new footway/ cycleway along the Site's eastern boundary.

Overall, the Site is considered to be well located. Residents will be able to quickly access amenities including shops, schools and leisure facilities from the Site and travelling by sustainable modes will be encouraged as a result of the location.

Walking & cycling

A continuous footway network runs alongside Tramway Road and connects into Banbury Town Centre. The footway also gives access to the canal towpath. At present Tramway Road to the east of the site provides a pedestrianised access to Banbury Railway Station.

Cyclists currently travel on carriageway, whilst additionally the National Cycle Route (NCR) 5 runs along the south of Banbury. This can be accessed from the site via a link route which runs from the station along Tramway Road.

Public Transport

Both the bus interchange and Banbury Railway Station are within walking distance at 600m and 250m from the site access, respectively. There are also a number of local facilities within walking distance, allowing future residents of the scheme to walk and cycle to their destinations. This will lead to a reduced demand on the private car.

The Canalside SPD states that: *'Development on the site should enable better ways for people to move around by providing safe, convenient walking and cycling routes that link residential areas with the town centre, railway station and amenities. New pedestrian and cycle routes that bridge the canal river and railway should be provided.'*

High quality public transport facilities with real time information and signal priority should be provided to ensure that public transport is accessible and a desirable way to travel. A managed carpool club, car sharing scheme, reduced car parking standards and cycle hire should also be introduced to reduce car dependency.'

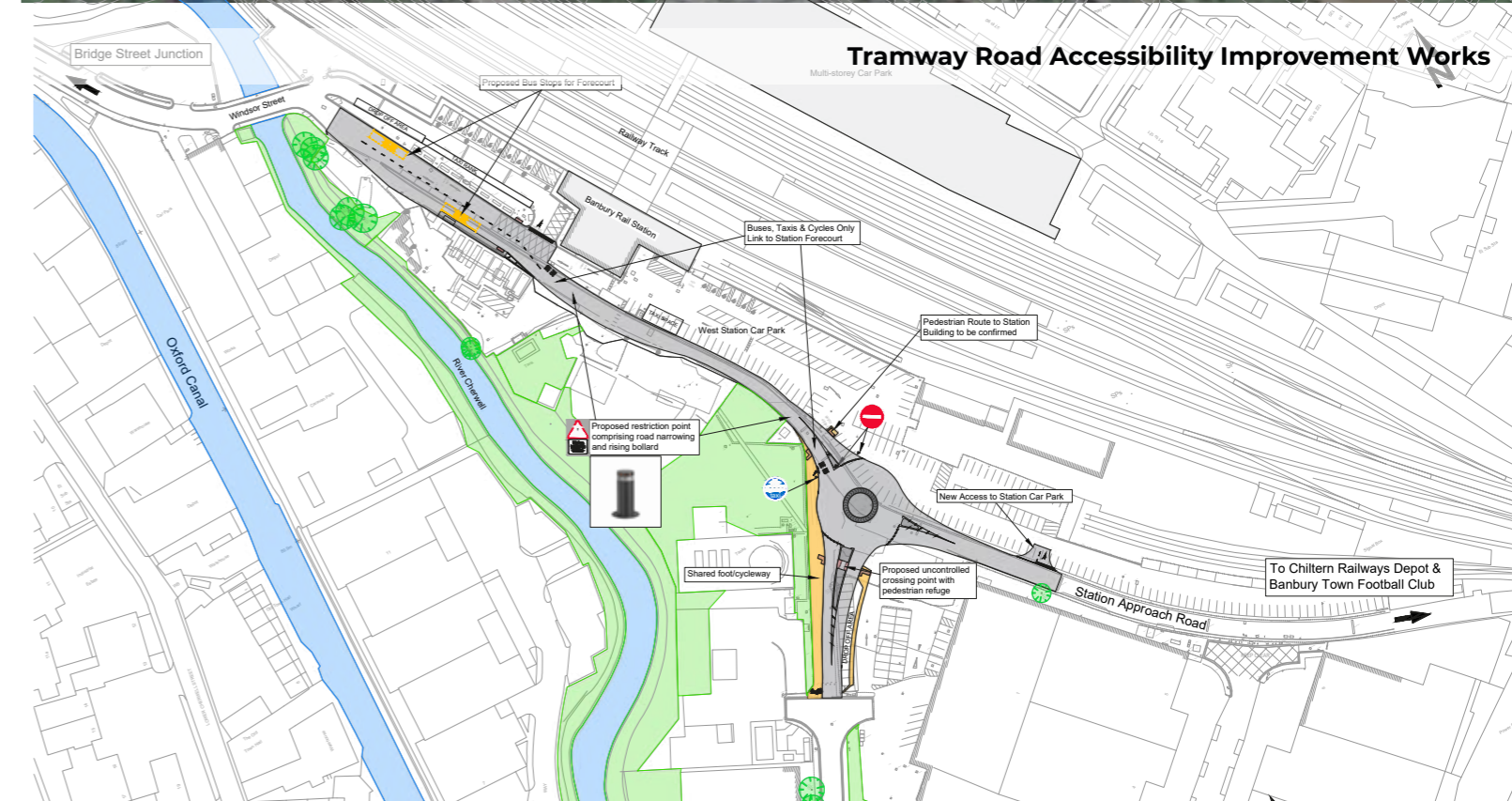
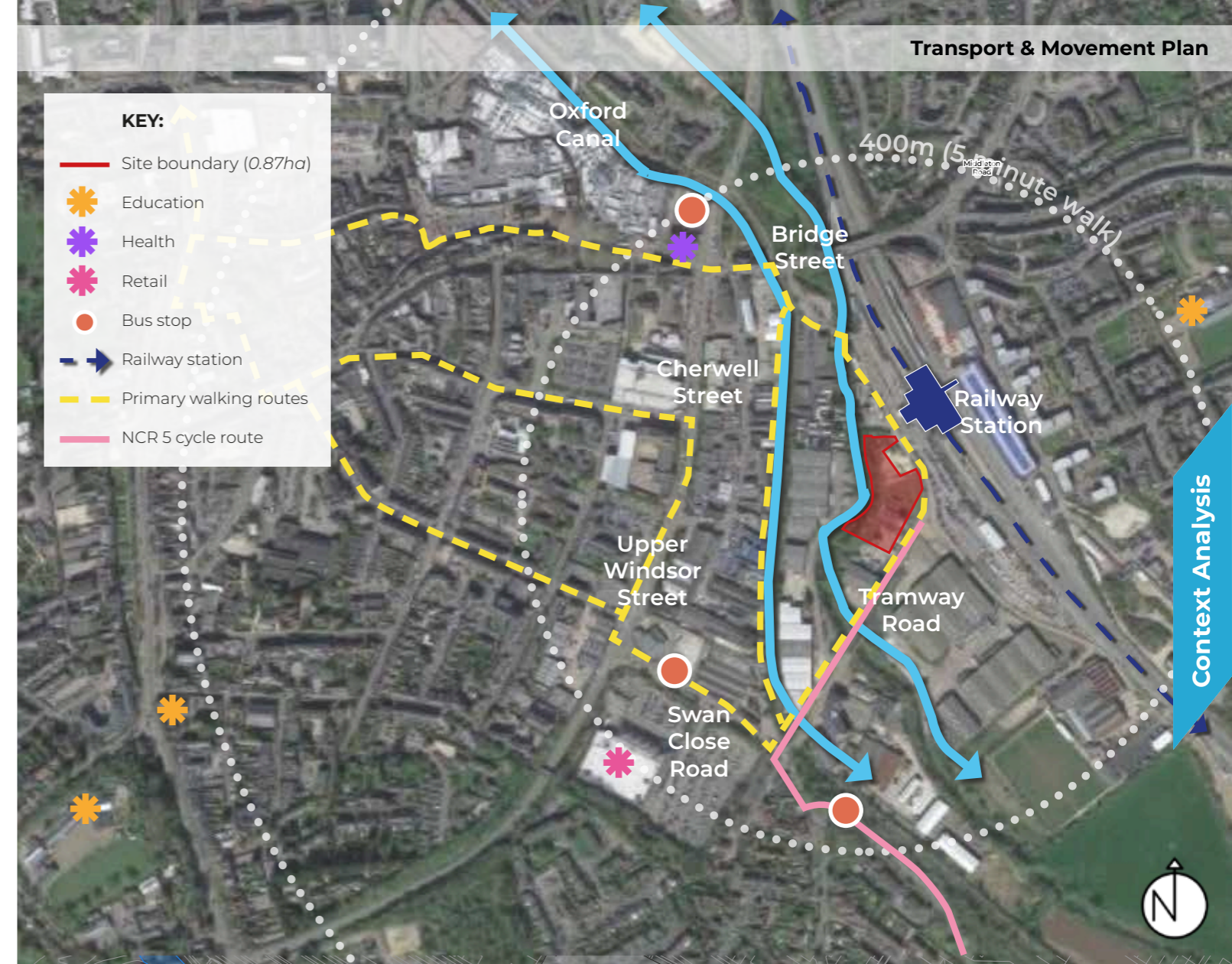
The Canalside Development will change the character of the area in the future to encourage non-car use further.

Travel Impact Assessment

The proposed access is only slightly due north of the existing access, minimising distribution on the existing carriageway. Due to the low level of traffic generation of the proposed development and the likely 'net' traffic impacts it is not necessary to undertake any detailed traffic modelling of the wider highway network.

Design Considerations

- The Site should accommodate new footpaths, providing safe and attractive routes for both residents and wider commuters which better integrates the Station into the town centre, surrounding employment facilities, and remaining Canalside Development area;
- Approximately 100 car parking spaces should be provided for 143 apartments; however including an enterprise car club could reduce the number of vehicles owned by residents and therefore spaces required;
- To achieve Oxfordshire County Council's design guide (2018), 1 bed apartments should benefit from 1 cycle space and 2+ bed apartments should benefit from 2 cycle spaces.



Utilities

A **Service Supply Statement** has been undertaken to provide a review of the existing utility infrastructure and to consider potential connection points, whilst taking into account future utility company infrastructure plans and scenarios in the vicinity of the Site for wider long-term opportunities and constraints.

Electricity

Western Power Distribution (WPD) has been consulted regarding their existing network locations. WPD operate Low Voltage (LV) assets which are shown to cross the Site in the north of the Site, and High Voltage (HV) and LV cables are shown along the south-eastern boundary. WPD also operate a Substation adjacent to the east of the Site, with Low Voltage and High Voltage being supplied from this adjacent to the Site. In addition, WPD operate HV and LV networks to the west and east of the Site along individual roads, supplying the adjacent residential development and commercial developments.

A total calculated Electricity Demand for the Site of 300kVA will mean that the proposed development will require the installation of a 500kVA substation, along with extending 2 further Low Voltage feeders throughout the Site and providing the low voltage infrastructure for the new development.

Generally, the scheme will comply with local planning policies which ensure good energy conservation and the lowering of carbon emission impacts. This will involve the application of energy efficient fabric standard construction practices that meet and exceed the current Building Regulations Part L1A.

Gas

SGN operates Low Pressure and Medium Pressure gas networks to the south-east of the Site, which are potentially affected by the proposed development Site and/or the Site access. However, one confirmed at the detailed design stage, SGN may be contacted to confirm whether any necessary diversions will be required onsite or at the proposed Site access.

Telecommunications

The proposed development is covered by the Banbury Exchange which is located approximately 850m north-west of the Site, and can offer FTTC and FTTP. In addition to the Banbury Exchange and BT Openreach, an initial review has also identified Sky, Talk Talk (CPW) and Vodafone to operate in the area.

A further Connectivity Assessment can be applied for through BT Openreach to confirm supply requirements for the proposed development. This operator could also be contacted to confirm whether any necessary diversions of their existing assets are required onsite and/or at the Site access.

Water (clean) infrastructure

Thames Water (TW) operate a potable water mains to the west of the Site along Haslemere Way and to the south of the Site along Tramway Road. In addition, potable water mains operated by TW are shown to the east of the Site along the road adjacent to and within the Train Station Car Park.

A total calculated Peak Clean Water Demand of 2.00l/s means that that TW will have sufficient capacity in their clean water network to serve the first 50 properties of the residential dwellings. However, they will need potential reinforcement to supply the remainder of the development. A Point of Connection is provided to the potable water main shown just east of the Site, south of the substation onsite.

Foul & surface water drainage infrastructure

Thames Water (TW) been consulted regarding the location and capacity of their existing sewerage network within the vicinity of the Site. Reinforcements will be required to supply the proposed development (from Manhole SP46401101) which will be covered by the Infrastructure Charge, payable per plot for all new connections.

Once the development is complete, the network conveying flows from the Site will be adopted by Thames Water and be maintained as part of their statutory duties.

Noise, Vibrations & Air Quality

Due to the brownfield nature of the Site and its proximity to Banbury Station and nearby industrial facilities, a **Preliminary Land Quality Risk Assessment, Air Quality Impact Assessment** and a **Noise and Vibration Assessment** were carried out for the Site.

Noise

The initial Site Noise Risk Assessment identified that the Site is of negligible risk of adverse noise effect during the daytime as a result of the Chiltern Main Line Railway and road traffic on Station Road.

During the night-time, the Site is at a low to medium risk of adverse noise effect from railway movements with maximum noise levels placing those areas of the Site closest to the railway line at high risk of adverse noise effect.

The assessment of external noise levels identifies that the private amenity areas will experience noise levels within or below the target noise level range of 50dB to 55dB. Therefore, no specific noise mitigation measures are expected to be required for external amenity areas.

In terms of internal noise levels, habitable rooms which do not have a line of sight to the railway line are likely to achieve the target internal noise levels with open windows for ventilation and therefore are unlikely to require any specific acoustic mitigation measures.

However, during the detailed design stage, a building envelope and ventilation strategy will be designed particularly for the habitable rooms facing the railway to ensure that national policy and guidance noise standards are achieved at all times.

Daytime noise levels on balconies, terraces and other external amenity areas are expected to be within national and local guidelines without the need for specific acoustic mitigation.

Vibration

Vibration levels at the Site boundary closest to the railway line were primarily caused by road traffic movements over the speed bumps on Station Approach and train movements. Vibration levels

will experience a “low probably of adverse comment” and will not impact the future enjoyment of residents of the development. It is concluded that vibration mitigation measures are not required for this development.

Air Quality

Construction and operational traffic associated with the proposed development site has the potential to affect air quality, however based on the scale of the scheme, the impact is anticipated to be of negligible significance.

With regards to the potential exposure of future occupants of the proposed development, a review of local air quality monitoring data indicates that existing and future pollutant concentrations will be well within the relevant long and short-term air quality standards. On this basis the site is considered suitable for residential and commercial use.

Based on the results of the assessment, air quality is not considered a constraint to the development of the proposal.

Contamination

The previous development of the Site as oil depots has created a network of buried and above ground structures with the potential for hydrocarbon impact to soil and groundwater.

Multiple previous site investigations have provided a reasonably robust delineation of hydrocarbon impact at the Site, and whilst some localised impact exists, this would be straightforward to deal with during development, using standard remediation practices.

Design Considerations

- Where possible, the number of bedrooms which overlook the railway line should be kept to a minimum;
- A remediation strategy should be prepared to support the development, which will include a detailed quantitative risk assessment.

Sustainability

A **Sustainability Statement** has been prepared to provide an assessment of the sustainability credentials for the proposed development and to describe how the applicable sustainability policies and standards can be met by the proposed design.

In conclusion, this report demonstrates that the proposed development can meet the sustainability planning policy requirements as the development will promote the regeneration of brownfield land, providing access to nature through the opening up of the riverside, encouraging walking, jogging and cycling. Additionally, it has been noted that much attention has been given to reducing the environmental impact throughout the lifetime of the development - not just during occupation.



Issue	Proposed Key Sustainability Measures
Health and Wellbeing	It is anticipated that all key rooms in the apartments will be achieving good daylight factors. Sound insulation for separating walls and floors will be improved beyond Building Regulations requirements. The proposed dwellings will also be provided with internal or external balconies.
Energy	Good levels of passive design standards and energy efficiency measures for the whole development can be used to achieve CO2 reduction.
Water	All dwellings within the proposed development will be provided with water efficient fixtures and fittings to reduce water consumption below 105 litres per person per day.
Material	All timber and timber-based products used on the project will be legally harvested and traded timber. Any opportunities to re-use and/or recycle demolition materials will be identified and pursued, where feasible. The insulation will be specified with a global warming potential (GWP) of less than 5 where feasible.



Issue	Proposed Key Sustainability Measures
Flood Risk	The development is located within Flood Zone 2 and as such is at a low risk of flooding from fluvial and tidal sources. Inclusion of the wider SuDs attenuation systems of the master planning scheme.
Waste Storage and Recycling Facilities	The proposed development will incorporate appropriately sized and located external waste and recycling storage facilities. Dedicated internal refuse and recycling storage facilities are proposed to accommodate the waste streams associated with the use of residential units. The storage of construction materials has been identified as an area where material wastage can be reduced. Good housekeeping techniques will be adopted by site operatives to reduce material losses and waste.
Management	To minimise construction Site impacts the contractor will adopt best practice policies in respect of air and water pollution. It is proposed to design the scheme to achieve Secured by Design requirements. The development will comply with Part Q Building Regulations whereby all doors, ground floor and easily accessible windows will be compliant with PAS 24:2012. All entrance doors will be fitted with controlled access for residents. Residential occupants will be provided with a Home User Guide to help them understand and operate their homes more efficiently and make the best use of local facilities.
Ecology and biodiversity	Ecological enhancements to increase the ecological value of the land will be implemented which will include implementation of native tree and scrub planting scheme, retention of logs on site for hibernacula, and incorporation of bat and bird boxes into the development.
Transport	The proposed development and mitigation measures have been designed to maximise the potential for sustainable travel and minimise any impacts on the local transport networks. The proposed development is therefore considered to be sustainable and appropriate.

