

Land to the West of Cricket Field North of Wykham Lane, Bodicote, Oxfordshire



Re-working of Western Edge
September 2021





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Vision

To create a high-quality landscaped development of appropriate density, to reflect the location and character of the context.

To respect existing public Rights of Ways and provide opportunities for pedestrian connections.

To create a residential scheme that integrates well with the surrounding residential area in terms of pedestrian connectivity access and character.

To create spaces of good ecological quality that integrate existing features.

To create a strong landscape structure so that the development can be embedded within it.

To create a network of open spaces that are conveniently located for new and existing residents.

To create a varied but cohesive proposal in which 'accents' within the site help create a sense of place and identity.

To create an 'integrated community' where affordable housing will be indistinguishable from open market dwellings.





Introduction

The Brief

This Design and Access Statement (DAS) has been produced on behalf of David Wilson Homes (Mercia) Limited in support of a full planning application to develop 107 residential dwellings and associated highways and landscape infrastructure.

The Purpose of the Document

This document illustrates the way in which the proposals have developed from recently consented scheme, using the established principles to underpin this full planning application.

The format of this document follows National Planning guidance for design and access statements. It has also been produced within the context of CABI guidance entitled 'Design and Access Statements: How to Write, read and use them' (2006)

This statement should be read in conjunction with the technical plans/ drawings and supporting documents.

Structure of this Document

This is a replan of the western part of the residential development premitted through Reserved Matters application 19/00895/REM.

The Team

This DAS has been prepared in collaboration with the following design team:

David Wilson Homes (Mercia) limited - Applicant

DWH in house & Thrive Architects - Architect/
Master planners

David Turner Associates

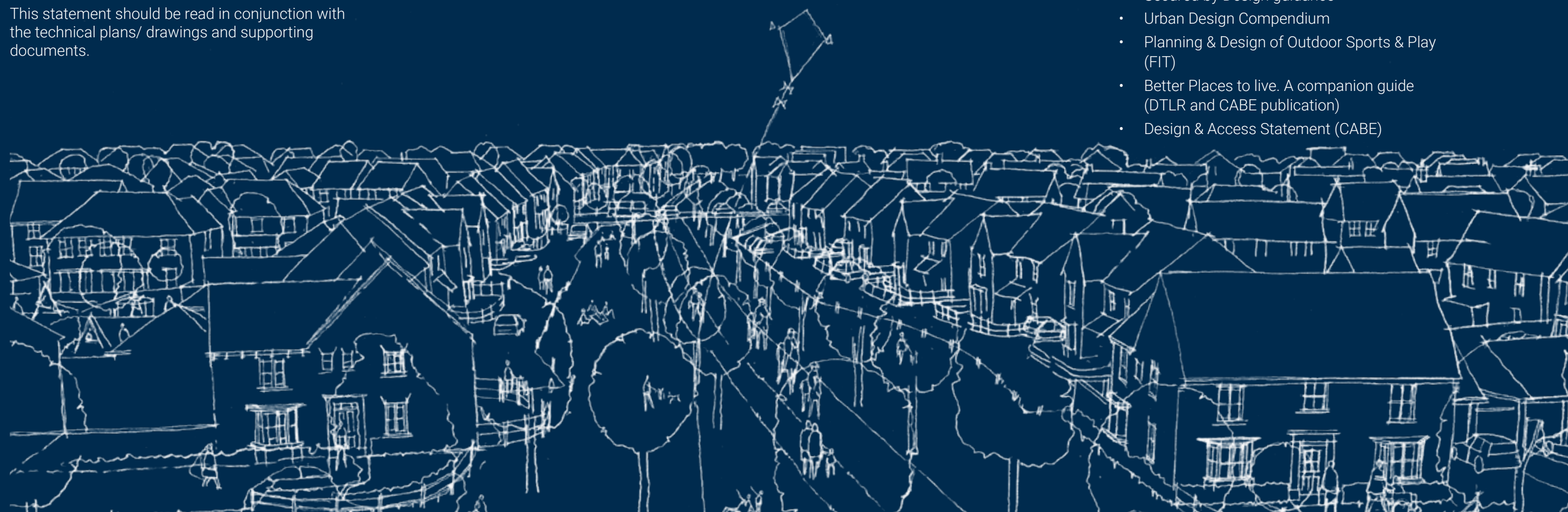
Infrastructure Design Limited - Highways &
Drainage Engineers

Harrislamb- Planning Consultants Statement

General Development Principles

The development proposals reflect current government guidance and Cherwell District Council's policies on creating high quality development and improving design quality of the urban environment and draw upon guidance within the following documents:

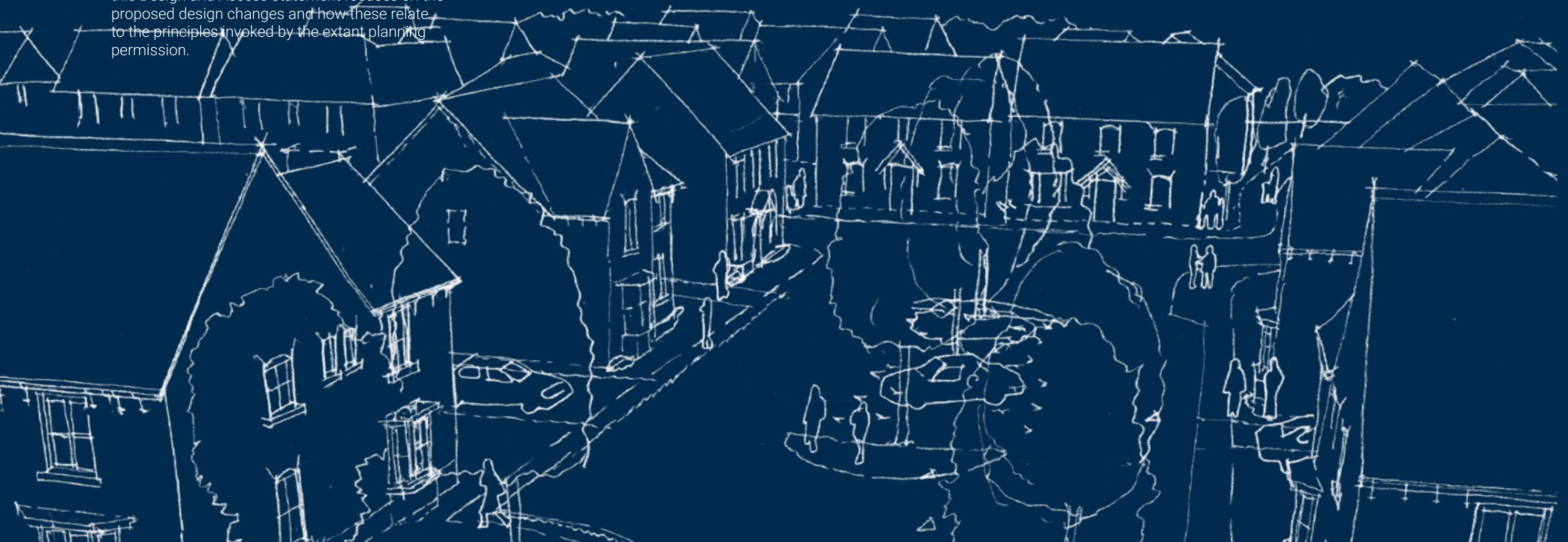
- National Planning Policy Framework
- Adopted Cherwell Local Plan 2011 – 2031
- Saved policies in the Cherwell Local Plan (1996)
- Cherwell Design Guide (October 2017)
- Residential Road Design Guide (2003) Second Edition (2015 Oxfordshire County Council)
- National Design Guide 2021
- National Model Design Code (2021)
- Manual for Street (Department of Transport)
- Secured by Design guidance
- Urban Design Compendium
- Planning & Design of Outdoor Sports & Play (FIT)
- Better Places to live. A companion guide (DTLR and CABI publication)
- Design & Access Statement (CABI)



Planning Background & Current Position

The Site forms part of a wider site that has full planning permission for 280 dwellings. The planning permission is made up of outline permission 15/01326/ OUT and reserved matters consent 19/00895/REM. All pre-commencement conditions have also been discharged and the development commenced on site.

The Site relates to the western part of the larger site. It includes only those sections from the approved layout that are proposed to be changed. The Site focuses on the development parcels from the approved layout and the areas of public open space around these, along with the spine road, remain unaltered. Similarly, the structure within these parcels remains largely unaltered and so the main changes from a design perspective relate to the mix and number of dwellings, and how these relate to one another within these development parcels. With the established fallback position, this Design and Access statement focuses on the proposed design changes and how these relate to the principles invoked by the extant planning permission.





The Site

Site Location

The site is located on the northern - western extremities of Bodicote and southern edge of Banbury. The site covers an area of 3.37 ha of agricultural/arable land bounded by established hedgerows to the site boundaries. The Salt Way Bridleway lines the northern boundary, with existing residential development located beyond. To the west lies arable fields which are part of the same residential allocation and subject to an outline application for up to 1000 houses, mixed use centre, primary school and range of other facilities to meet the needs of this residential allocation. To the south the site is bounded by Wykham Lane and to the south-east lies Bodicote Cricket Club and existing Recreation Ground. The north eastern part of the site provides connections to the White Post Road which defines the eastern site boundary. The site access will be taken from the central spine road which provide East to West vehicular connection.



Site Photos



Topography

The site's general topography falls gently from the north west to the southeast corner.

The topographical survey identifies a level of 114m AOD (above ordinance Datum) which is low point on Wykham Road adjacent to the Banbury Cricket Club ground. This rises to a level of 125.9m AOD adjacent to the north west of the application site, adjacent to Salt Way and existing buildings from Leabrook Close and Jaynes Close.



TOPOGRAPHICAL SURVEY PLAN



SITE LOCATION PLAN

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Context Appraisal

An assessment of the existing local context of Bodicote has been completed in order to understand the urban form within the local area. This context appraisal will be utilised to show how the proposed development has been influenced by the forms and arrangement of dwellings within Bodicote.

Urban Grain Study & Density

The adjacent figure ground plan shows the urban grain of Bodicote and with each colour highlighting how different areas of the settlement have evolved and developed over time. A distinction in typologies, frontage and density can be seen between each area.

Historic Core (Yellow)

This area has the most distinct and significant character. Winding streets well enclosed by terraced and semi-detached dwellings located on the back edge of pavement create some areas of high density development.

Mid - Late C.20th (Orange)

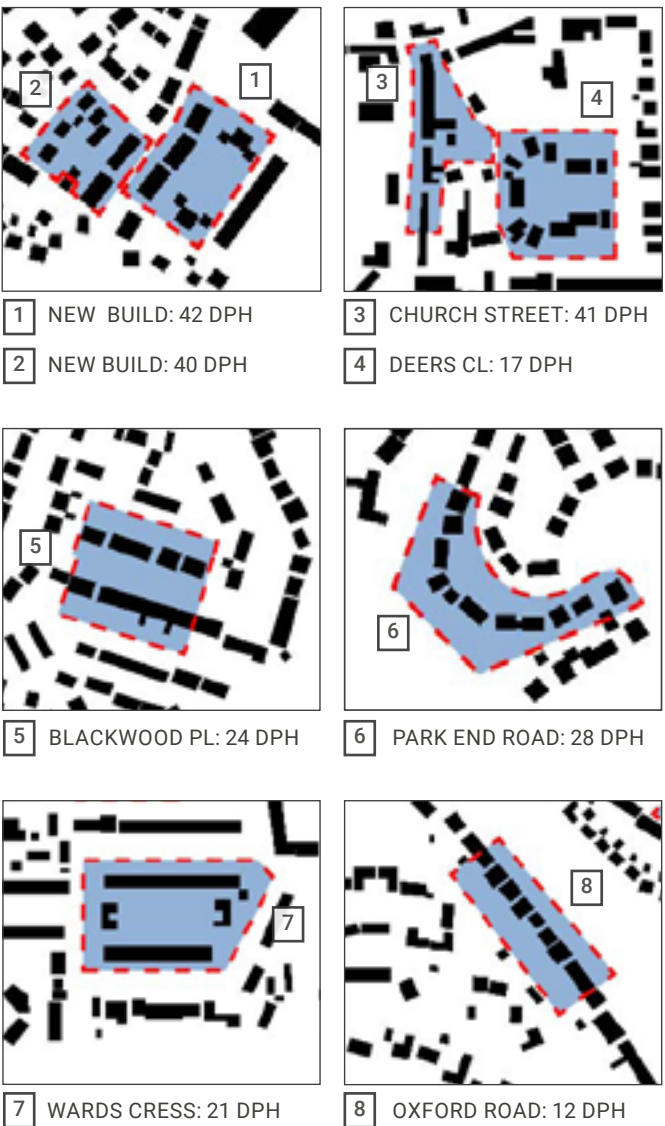
This housing is typical of the post-war era with a mix of terraced, semi & detached homes in an informal, low density layout, predominantly two stories, with some bungalows and maisonette bungalows extending to 1.5 floors.

Early c.21st (Purple)

Strong defined edges and perimeter block structures. Well defined areas of open space, wider separation distances and variations in enclosure.



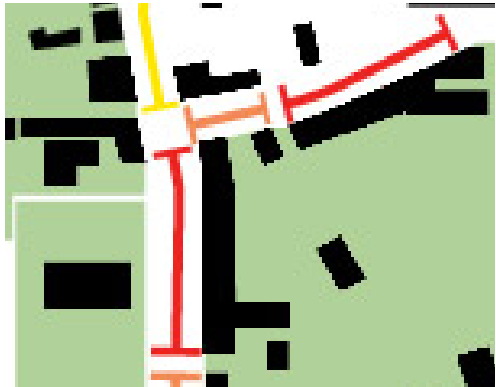
FIGURE GROUND - BODICOTE SETTLEMENT MORPHOLOGY



BODICOTE - TERRACED/CONTINUOUS FRONTAGE MID - LATE 20TH CENTURY



BODICOTE - SEMI-DETACHED FRONTAGE MID - LATE 20TH CENTURY



BODICOTE - TERRACED/CONTINUOUS FRONTAGE HISTORIC CORE



BODICOTE - SEMI-DETACHED FRONTAGE MID - LATE 20TH CENTURY

Sense of Place

The figure ground and frontage analysis suggests that Bodicote has an urban morphology typical of most rural settlements with a mix of terraced, semi-detached and detached house types.

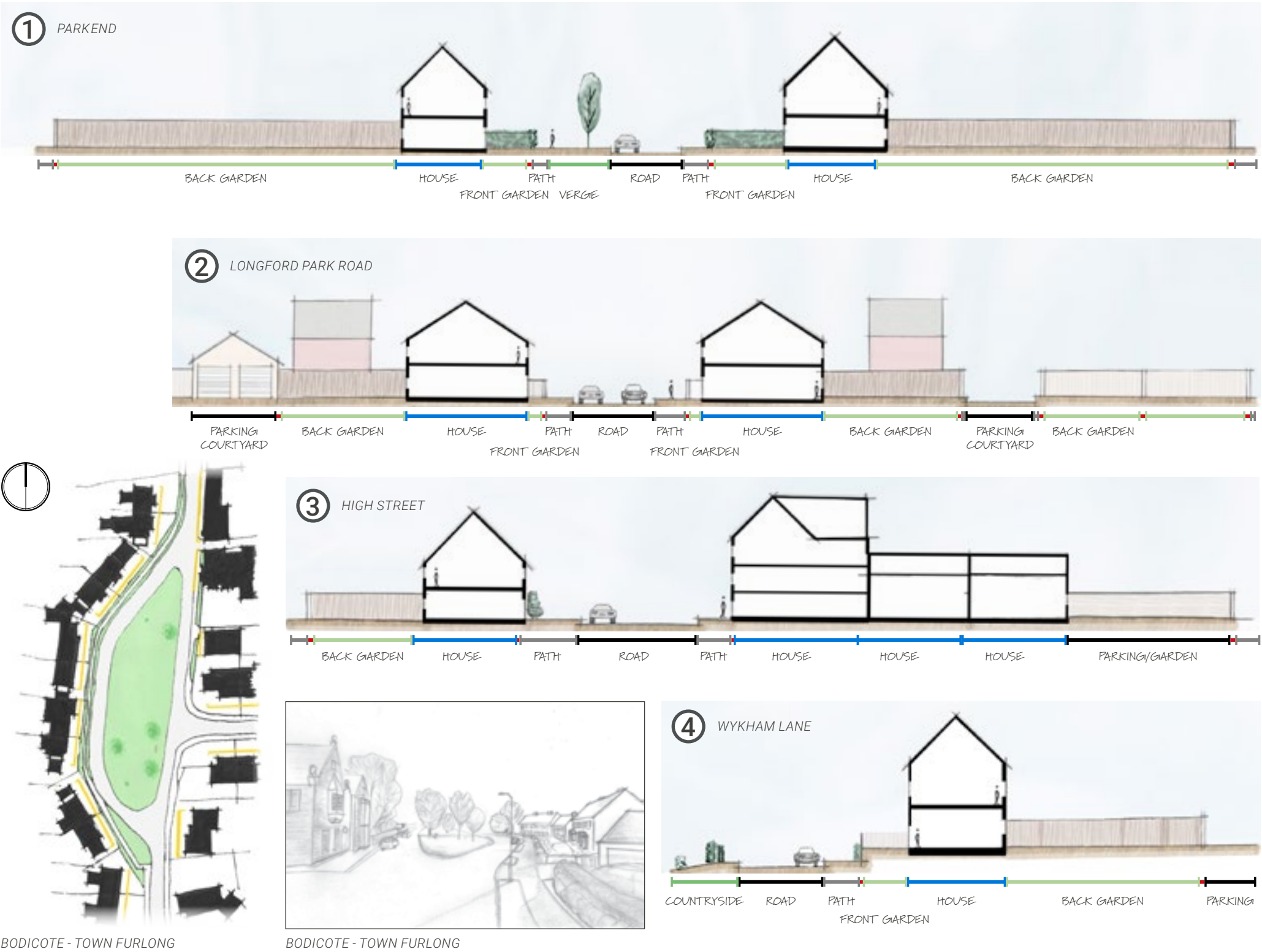
Within the settlement there are variations to; architectural form and materials; street landscaping; and enclosure, which all contribute to streets having a well defined and individual sense of place.

The historic core has more compact and enclosed streets with shorter separation distances between frontages. Most dwellings are located on the back edge of pavement with no defensible space which creates an intimate feeling of enclosure (Section 3).

The mid-late c.20th streets share similar characteristics and layouts (Section 1). These areas feel comparatively open and are characterised by terraced or semi-detached units with strong frontage and moderate front gardens which soften the streetscape.

Areas on the periphery of Bodicote either front onto major roads or countryside and have minimal enclosure to the streets as they typically overlook expansive countryside (Section 4).

The 21st century developments to the east are dense perimeter blocks with varying frontage separation distances which create a strong feeling of enclosure with strong frontages (Section 2).



Context Appraisal

Architecture and Typologies

A variety of architectural approaches exist within Bodicote and the surrounding area.

Historic Bodicote

The historic centre of the settlement is principally defined by sand-coloured rubblestone, a prevalent material present on the majority of buildings. Roofs are finished in slate or plain tile with black or white rainwater goods.

Windows are typically timber casement, with some sash, finished in heritage colours. Lintel material includes concrete, brick and thin dark timber. Cills are finished in brick, stone, concrete or tile.

Most dwellings are 2 storeys, with some 2.5 and 3 storey dwellings on key routes. Most are located on the back edge of pavement, with minimal defensible space.



Late 20th & 21st Century Development

Surrounding the historic core of Bodicote can be found more recent architectural examples.

Most of these are finished in red or buff brick, with roofs in plain tile or slate with black or white rainwater goods and clipped eaves and rafter feet. A few contemporary dwellings are finished in single ply standing seam membrane.

They generally have simple vernacular forms with regular arrangement of openings.

Windows are typically timber or uPVC casement, with some sash, finished in white or heritage colours. Lintel material includes concrete, brick, and thin dark timber. Cills are finished in brick, concrete or tile.

Most dwellings are 2 storey and located on behind modest front gardens or areas of defensible space.















Constraints & Opportunities

The following constraints and opportunities for the proposed scheme were previously identified, drawing upon the assessment of the site and supporting technical information.

Constraints and Opportunities

- The site access taken from the central spine road which provides East to West connection
 - Bellmouth access points fixed by previous plan consent
 - Opportunity for good pedestrian connectivity between the development and the wider setting of Banbury and Bodicote
 - Provide minimum 20m buffer to the Salt Way, which was identified as non-designated heritage asset in the outline application. This runs along the northern site boundary
 - Opportunity to provide active frontage on to Salt Way
 - Respect the visual amenities of the wider landscape setting and minimise visual impact of the development
 - Provide connections to Public Rights of Way
 - To provide high quality development edge which provides a sensitive transition between the proposed development and the wider countryside setting to the south and west
 - Opportunities to provide new and enhanced pedestrian routes around and through the site
 - Bodicote is considered to be a sustainable settlement and a rural key service area
 - High quality of new housing, in all respects, will be delivered, through a mixture of types and sizes, including the requisite percentage of affordable housing
 - Easy walking access to the village centre and its wide range of services, facilities and public transport links
 - This site is within the setting of the Bodicote Conservation Area. The treatment of the White Post Road frontage was the focus of consideration of the outline application and subsequent Reserved Matters application
 - The approved planning premitted through Reserved Matters application (19/00895/REM) sets out the broad location of housing and the areas of open space.
-  Site Boundary
 -  Proposed site access
 -  Public Right of Way
 -  Public Right of Way (Saltway) combined bridleway and public footpath min. 20m stand off required
 -  Proposed Bridleway connection coordinates E445425, N238224 & E445428, N238239
 -  Existing landscape
 -  Existing landscape to be removed
 -  Existing gardens backing onto site
 -  Fall of land
 -  Views in and out of site
 -  Restricted views in and out of site
 -  Attenuation basin & swale
 -  Sensitive response to existing allotments
 -  Existing overhead electric
 -  Existing surface water sewer
 -  Diverted route of surface water sewer



CONSTRAINTS & OPPORTUNITIES PLAN



Local Amenities

Banbury & Bodicote

Banbury and Bodicote offer a wide range of facilities within an easily accessible distance including a primary school, cricket club, open space, charming High street (in Bodicote) which offers number of pubs/restaurant and a local farm shop. Further sports facilities are proposed as part of the development including football pitches, formal play areas and a youth games court. Additional facilities are also proposed as part of the wider Banbury 17 allocation comprising of mixed use local centre (including A1 retail up to 1000m², Financial Services (A2), restaurants, pubs and takeaways (A3, A4, A5), community uses (D1); primary school and safe guarding additional primary school land; secondary school playing field land; green infrastructure including formal (including playing fields) and informal open space, landscape and amenity space; charging and sports facilities (including D2). The proposal will also seek to enhance existing links between the site and existing facilities, as well as providing additional links to the wider footpath network.

Banbury town centre is located approximately 2km to the north of the application site, which provides numerous facilities including, schools, shops, post office, restaurant/pubs, local centre, doctor’s surgery, Hospital, Churches and Village Hall can all be found within a reasonable distance from the site. The bus route will run through the application site along the central spine road making further east to west connections.

Access & Movement

The development site has good access to public transport with bus stops located on White Post Road to the east and Sycamore Drive to the north. The local bus services run throughout the day providing links to Banbury to the north. The new Spine Road will also make provision for bus stops within the site. There will be enhanced footpath links to assist in providing safe access for pedestrians to the north onto Salt Way leading into Banbury and Bodicote. Banbury Railway Station provides wider connections to Birmingham and London.



BISHOP LOVEDAY C OF E PRIMARY SCHOOL



LOCAL BUS STOPS



LOCAL PLAY AREA



LOCAL PETROL STATION

- Key
- Site Boundary
 - Schools
 - Fitness Centres
 - Post Office
 - District Council
 - Hospital / Local GP / Pharmacy
 - Supermarket
 - Religious Centre
 - Community Centre
 - Pubs, Cafés & Restaurants
 - Local Shops
 - Local Bus Stops



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Public Consultation & Design Evolution

In this section we set out the various different phases of the applicants engagement with the council and local community.

Response to LPA comments



	LPA Comment	Mercia Design Response
Local distinctive design	Local distinctive design (respects the urban or rural context within which it sits).	All house types within the re-plan area will respect the urban or rural context. Planning drawings will be consistent with the consented RM submission.
Western Boundary	In terms of the revised layout, as discussed, the layout should be made consistent with the original approval in terms of the provision of open space/landscaping and the proximity to the western boundary and hedge-line.	The revised layout is consistent with the original approved layout in regards to open space/ landscaping. (Drawings will be provided) Also the build line and the proximity to the western boundary and hedge-line is in consistency to the approved layout. In some areas the build line is set back further compared to the approved thus providing additional amenity. (Please see Mark up 1 on the layout)
Western Boundary (Front Gardens)	The depth of front gardens should also be maintained along this western boundary in accordance with the approved layout.	The depths of the front gardens have been maintained This reflects the previously approved layout. (Please see Mark up 1 on the layout)
Salt Way	In terms of the Salt Way frontage, the dwelling frontage set-backs should also be maintained in accordance with the original approved layout for the reasons set out above. As discussed, the frontage set-backs and front garden sizes already achieved through the reserved matters ought to be maintained along the spine road for visual purposes, as well as residential amenity.	The Salt Way frontage set back of 20m has been maintained and in accordance with the original approved layout. The frontage set-backs and front garden sizes that have already been achieved through the reserved matters have been maintained and also along the spine oad. (Please see Mark up 2 on the layout)
Parcel sizes	I note that this layout proposes two new minor streets which would divide the two larger parcels. This is deemed unfortunate and would result in poor broken built frontages and two large cul-de-sacs onto the main open space through the site and the western boundary, which is not considered to represent high-quality design. These suggested new roads would create clear vistas from the open space through the development parcels, which would be dominated by parking and terminate at a single dwelling. Vistas must be successfully terminated. This is considered a retrograde step from the approved layout and is unlikely to be deemed acceptable.	The minor street that is dividing two parcels has now been removed. It has now been reverted back similarly to the approved layout road structure. (Please see Mark up 3 on the layout)

Public Consultation & Design Evolution

	LPA Comment	Mercia Design Response
House Types	In terms of the revised house types, whilst it is appreciated that many of the units are now smaller, a significant number would be narrow fronted with projecting gables. Traditional local vernacular building tends to be simple flat fronted units with a horizontal rather than vertical emphasis. It is vital that the proposed units are locally distinctive and not standard units that could be found anywhere across the country. As previously discussed, bathroom and en-suite windows should be avoided to front or principle elevations.	We have reverted back to larger detached properties, This will offer the opportunity to replicate tradition local vernacular detailing.
	It is felt that the corner turning dwellings on plots 54/55 and 16/17 must be attached.	These plots have now been made into semi-detached. (Please see Mark up 4 on the layout)
	In the absence of street scene images, it is difficult to comment on the individual house types and how they fit together and the resultant street scene and therefore place/urban form created. A full set of street scenes should accompany any subsequent application.	Street scenes will be provided within the planning application pack.
Affordable housing	These will be forwarded under separate cover once received. It should be noted however, that the units provided within this scheme should comply with the Council's standards in terms of unit sizes. You will recall that this was discussed at length during the consideration of the reserved matters application.	The additional affordable comply with the Council's standards in terms of unit sizes.

	LPA Comment	Mercia Design Response
Rear parking	The Council has received comments from the Crime Prevention Design Advisor at Thames Valley Police. One of the fundamental concerns raised across the development is the excessive use of rear parking courts which remain prevalent in the reworked proposals. He advises that they should be avoided as they can attract crime and anti-social behaviour, particularly if they are not well lit and not overlooked by the properties they serve. Where they are unavoidable, they must be lit to an acceptable standard and well designed. He raises fundamental concerns with the proposed parking court to the rear of plots 25-29 in particular, which is deemed too small with too little space to manoeuvre vehicles safely and may result in owners abandoning its use and parking on the adjacent public highway instead. He also comments that previous concerns have not been addressed and recommends that the applicant engages with Thames Valley Police to ensure that no opportunities are missed to design out crime.	We have removed the additional parking court (plots 25-29) and reduced the size of the previously approved along the spine road. (Please see Mark up 5 on the layout)
Building Heights	In terms of building heights, condition 41 of the original outline consent restricted the maximum height of any dwelling to 8.5m. This submission is contrary to that condition and therefore any increase in height must be fully explained and justified through any subsequent application submission.	We have located the 2.5 storey building in key locations to create a distinct feel or to terminate views to help wayfinding. (Please see * on the layout for the location of 2.5 storey dwellings)



PROPOSED MASTERPLAN

Land at Wykham Park Masterplan

Wykham
Park Farm

Banbury
Academy

Banbury
School Day
Nursery

Blessed George
Napier Catholic
School

Easington
Sports Football
Club

Easington

White Post Road Masterplan





Design Proposal

Overarching Principles

The vision for the site is to provide a scheme which responds to the local context and has a unique and distinctive character, is well designed and provides functional, attractive and sustainable homes. It should have usable, stimulating areas of public realm and above all it should reflect the needs of the local community. The new neighbourhood will display the following characteristics:

- A well connected and integrated scheme, with strong visual and physical links to the surrounding neighbourhood. It will provide pedestrian, cycle and vehicular routes to assist the scheme's integration
- A strong landscape structure to minimise the impact of development upon neighbouring houses and to create green links between the site and its surroundings
- Attractive and successful streets and outdoor areas will provide space where children can play, people can sit, talk, walk and exercise, promoting both recreation and ecological diversity
- A strong urban grain with legible sequence of blocks and spaces to ensure the scheme is easily navigable
- Sustainable development, which incorporates the use of sustainable drainage systems and resource efficient technologies
- It will incorporate an appropriate range of housing types and tenures at suitable densities to provide for the needs of the local community, and
- To create an 'Integrated Community' where affordable housing will be indistinguishable from private open market housing
- Achieve a secure relationship between private and public spaces

Layout

A thorough analysis of the context of the site together with the design principles described earlier have guided the preparation of the layout. The contextual distinctions which serve as assets to the site are the starting point for designing a high quality and distinctive place. The key considerations which guided the preparation of the layout and set the development boundary are set out below:

- To deliver a high quality, sustainable development which reflects the scale, layout and pattern of the town and is appropriate to its setting
- Work with the previously consented parameters in terms of housing development, cells, road network and open space
- The affordable housing will be a mixture of units being offered for rent and also shared ownership. These will be located across the site in small manageable groups. The character areas have also informed the location of the AH units
- Access will be taken from the previously consented Reserved Matters reference 19/00895/REM
- Promote connection to PROW
- To provide minimum 20m stand off to Salt Way (an unmade track)
- Provide links to Bridleway
- Provide connection to play and sports pitches
- To create series of interesting spaces and viewpoints to enhance legibility and also to create distinct character for the development
- Retention and supplementation of the existing mature boundary planting, especially around the periphery of the site

- To provide appropriate development edge which provides a sensitive transition between the proposed development and the wider countryside setting to the south and west
- Work with the approved attenuation strategy
- Improve pedestrian connectivity across the site
- Enhance landscape structure and new planting to further strengthen the existing mature character of the site
- To provide positive response to early engagement with LPA and Parish Council
- To strengthen established character areas that respond to the unique character and arrangement of the site and respond to the positive aspects of the Context Appraisal above



Design Proposal

Movement

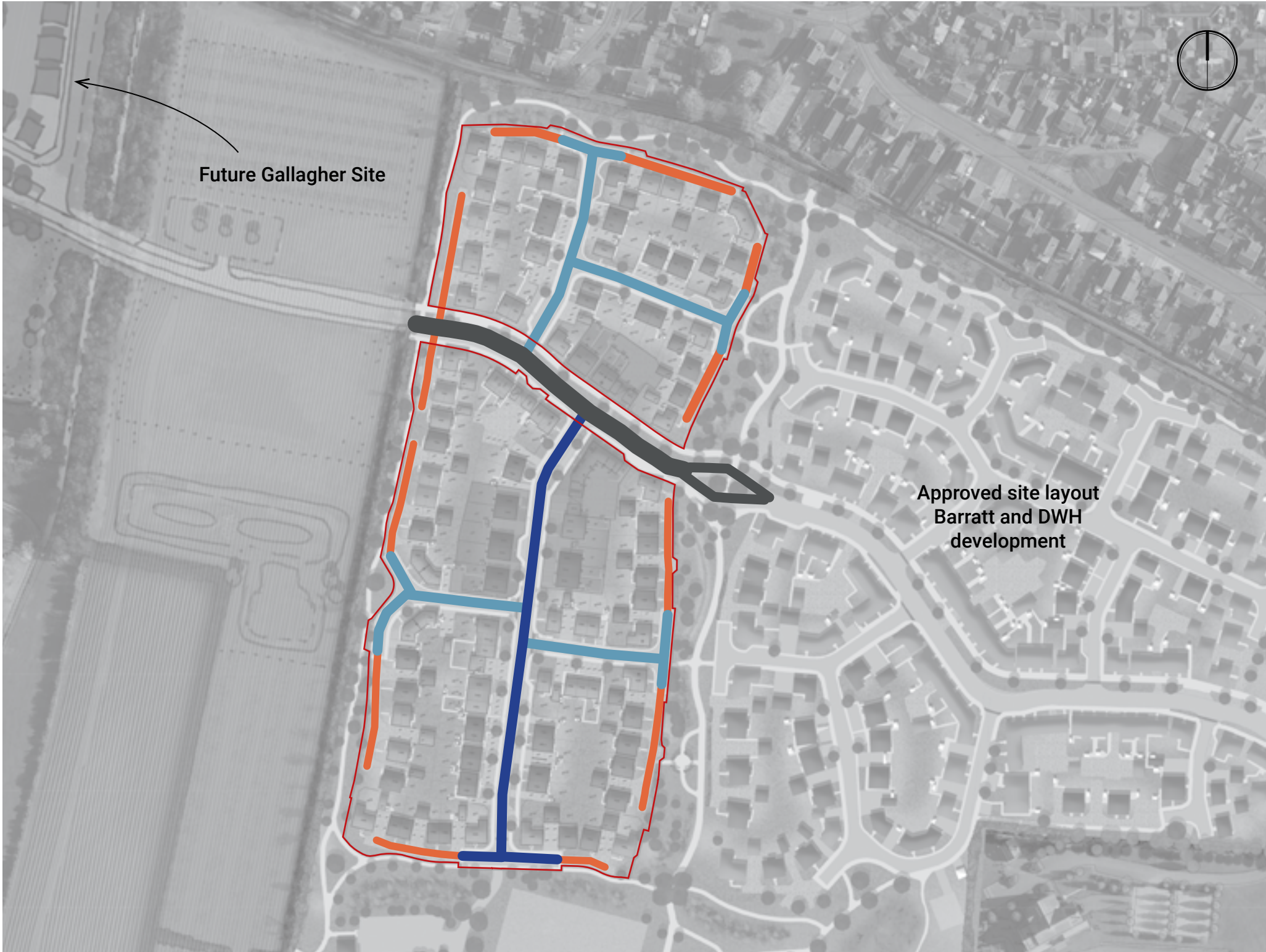
Traffic & Access

Access will be taken from the previously consented Spine Road secured under Reserved Matters consent reference 19/00895/REM. The spine road runs from east to west connecting the development to future settlement to the west (Gallagher site)

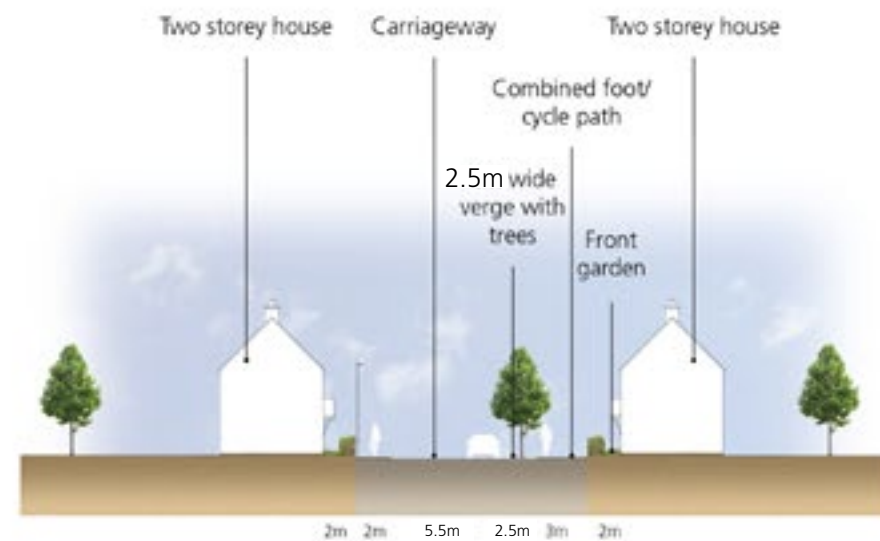
Streets

The layout of the local residential streets within the new development has been designed to be safe for pedestrians and cyclists, with road surfaces raised, paved or coloured to keep drivers aware of the residential surroundings and a 30mph zone. Within the site a clear hierarchy of streets is proposed, as illustrated by the accompanying plan with the approved spine road providing the primary connections. The secondary streets are anticipated to be shared surface streets to illustrate a change in the hierarchy with these streets orientated towards the pedestrian, with the narrow private drives being the lowest order streets which ensure that the green spaces/ edges are not overtly dominated by the highway.

- Key
- Main Street
 - Secondary Street
 - Local Drive
 - Private Drive



MOVEMENT STRATEGY PLAN



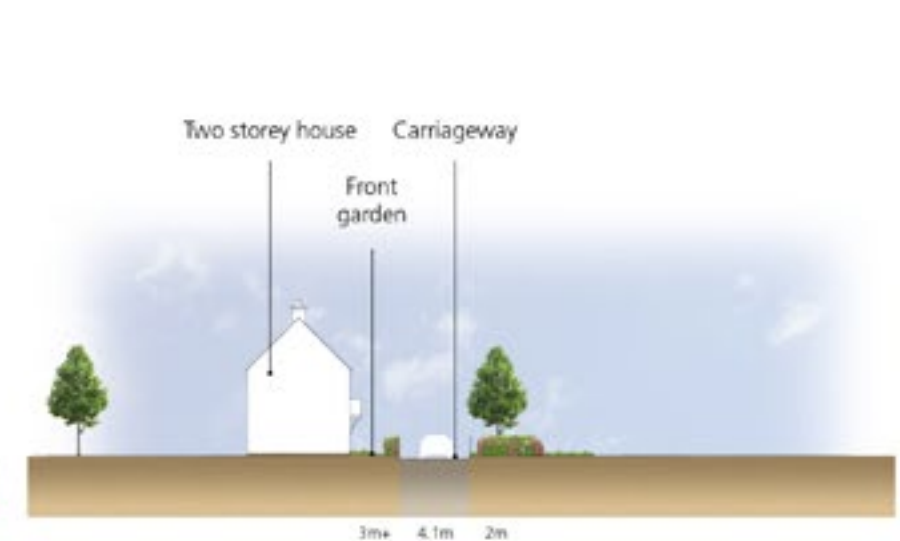
Secondary Street

Layout connectivity	May connect to two other streets or form cul-de-sacs with or without other pedestrian only connections.
Design Speed	30 mph
Full adoptable width	Min. 13.75m
Foot way	2m both sides.
Cycle access	Integrated.
Bus access	No.
Fire tender access	Yes.
Carriageway width	Min. 5.5m
Verge	2.5m on one side
Junction radii	6m (construction of foot way corners to allow for large vehicle over run).
Parking	In designated areas only. Limited to short sections. 2.5m x 6m parallel bays.
Traffic calming	Road surface, change of direction
Kerb type	Country kerb with between flush and 125mm up stand, or no upstand.
Carriageway surface	Black tarmac or multi-red paviors/blocks
Foot way surface	Tarmac or blocks
Vehicle crossover surface	To match foot way.



Minor Residential Street
(Standard carriageway or shared surface street)

Layout connectivity	Avoid cul-de-sacs
Design Speed	20 mph
Full adoptable width	Min. 8.8m
Foot way	1 / 2m service margin
Cycle access	Integrated.
Bus access	No.
Fire tender access	Yes.
Carriageway width	Min. 4.8m
Junction radii	5m (min)
Parking	Unmarked spaces allowing 2.5m minium width
Traffic calming	On-street parking alignment, varying street widths, street furniture/landscaping, change of surface material.
Kerb type	Country kerb with between flush and 125mm up stand, or no upstand.
Carriageway surface	Black tarmac or multi-red paviors/blocks
Foot way surface	Tarmac or blocks
Vehicle crossover surface	To match foot way.



Local Drive

Layout connectivity	May connect to two other streets or form cul-de-sacs with or without other pedestrian only connections.
Design Speed	10 mph
Full width	4.1m to 3.5m pinch points. Unadoptable
Foot way	Shared
Cycle access	Integrated
Bus access	No
Fire tender access	Yes
Carriageway width	4.1 to 3.5m min. pinch points
Verge	None
Junction radii	4m occasionally 2m
Parking	Designated bays marked with studs or paviors/blocks, not painted.
Kerb type	No kerb, shared surface.
Foot way surface	N/A
Vehicle crossover surface	N/A

Design Proposal

Car & Cycle Parking

A range of different parking solutions achieves a balanced parking strategy. The quantity of parking provided is in accordance with Oxfordshire County Council's (OCC) Parking space standards. Fig.1 below illustrates the quantum of parking spaces required to satisfy OCC's standards.

Fig 2 identifies the quantum of parking spaces provided in accordance with OCC's parking standards. A total of 9 visitor spaces have been provided.

Oxfordshire County Council Required Parking Provision									
No. of bedrooms per dwelling	No. of Allocated Spaces		No. of spaces when 2 allocated spaces per dwelling are provided			No. of spaces when 1 allocated space per dwelling are provided			No. of unallocated spaces when no allocated spaces are provided
	Total		Allocated Spaces	Unallocated Spaces		Allocated Spaces	Unallocated Spaces	Total	
1	0	1	N/A	N/A	N/A	1	0.4		N/A
2	14	2	24	2	0.3	4.2	1	0.6	1.4
3	43	2	86	2	0.4	17.2	1	0.9	1.8
4+	50	2	100	2	0.6	30	1	1.5	2.4
Total	107		210			51.4			
Total Required Amount Provided = 261.4 Spaces									

FIG1 OCC PARKING STANDARDS

DWH Parking Provision (Provided on Site)									
No. of bedrooms per dwelling	No. of Allocated Spaces		No. of spaces when 2 allocated spaces per dwelling are provided			No. of spaces when 1 allocated space per dwelling are provided			No. of unallocated spaces when no allocated spaces are provided
	Total		Allocated Spaces	Unallocated Spaces		Allocated Spaces	Unallocated Spaces	Total	
1	0	1	0	N/A	N/A	(1)	(0.4)		(1.2)
2	14	2	24	2	(0.3)	4.2	(1)	(0.6)	(1.4)
3	43	2	90	2	(0.4)	17.2	(1)	(0.9)	(1.8)
4+	50	3	150	2	(0.6)	30	(1)	(1.5)	(2.4)
Visitor Parking						9			
Total	107		264			60.4			
Total Amount Provided = 324.4 Spaces (+ 63 Over provision)									

FIG2 QUANTITY OF PROVIDED PARKING SPACES



- Key
- Garage
 - On Plot Parking
 - Off Plot / Frontage Parking
 - Visitor Spaces

PARKING STRATEGY PLAN

Public Open Space

Ample public open space has been provided outside the application boundary. The previously approved Reserved Matters application has established parameters for public open space which comprises of formal and informal public open space corridors.

Key

Public Open Space



OPEN SPACE STRATEGY PLAN

Design Proposal

Unit Mix

The development includes a mix of detached, semi-detached houses and terraced houses offering 2, 3 and 4 bedroom homes.

The proposed housing mix is discussed in the planning statement.

Key

<div></div>	2B
<div></div>	3B
<div></div>	4B



UNIT MIX STRATEGY PLAN

Storey Heights

The buildings are mainly two storeys in height with occasional 2.5 storey housing introduced to terminate view points and also to offer variation to. The housing reflects the scale and density of the surrounding houses with the combination of existing landscaping and new planting helping to embed the development within the landscape.

Key

- 1 Storey
- 2 Storey
- 2.5 Storey



STOREYHEIGHTSSTRATEGYPLAN

Design Proposal

Affordable Housing

The development comprises 107 dwellings. The previous reserved matters consent for this area contained 84 dwellings, an increase of 23 additional dwellings. 7 dwellings have been provided as affordable for shared ownership and for rental to those on low incomes this is consistent with the previous consent.

The affordable housing proposed will be a mixture of units being offered for rent and also shared ownership. These have been located across the scheme in small manageable groups.

Key

S/O

Rent



AFFORDABLEHOUSINGSTRATEGYPLAN

Refuse

Houses (semi-detached & detached)

Houses will have individual waste storage provision where possible, these will be located close to driveways, for roadside waste collection.

Terraced Houses

Areas have been identified for bin storage at the rear of the plots. There will be a path at the side of the property to provide rear garden access. Refuse will either be collected from the front of the property or from a collection point.

Maisonettes

Bin stores have been provided with appropriate capacity for storage of rubbish and recycling waste. The bin store has been conveniently located to facilitate easy access for waste collection.

Further details are provided in the Parking and Refuse Strategy Plan (BOD_CPRS_002 RevA)

Key

- Refuse Route
- Turning Head



REFUSESTRATEGYPLAN

Design Proposal

Indicative Lighting Strategy

Indicative Lighting column location is provided to demonstrate that our design solutions compliments the design of the public realm. Street lighting will be provided primarily to adopted roads and footways however, there will be no formal lighting provided to private drives. Roads and footways have been designed in conjunction with the proposed landscaping in order to provide adequate illumination but at the same time avoid light spilling onto boundary vegetation to maintain opportunities for the movement of nocturnal wildlife.

The adjacent plan identifies potential location of the columns.

Key

Indicative Street Lighting Column Position

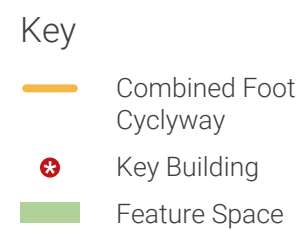


INDICATIVELIGHTINGSTRATEGYPLAN

Secured by Design Principles

1. Vehicular and Pedestrian Routes

- Routes are visually open, direct and will encourage maximum use.
- Road hierarchy, key buildings and feature spaces will aid intuitive way finding.



VEHICULAR AND PEDESTRIAN ROUTES



Secured by Design Principles

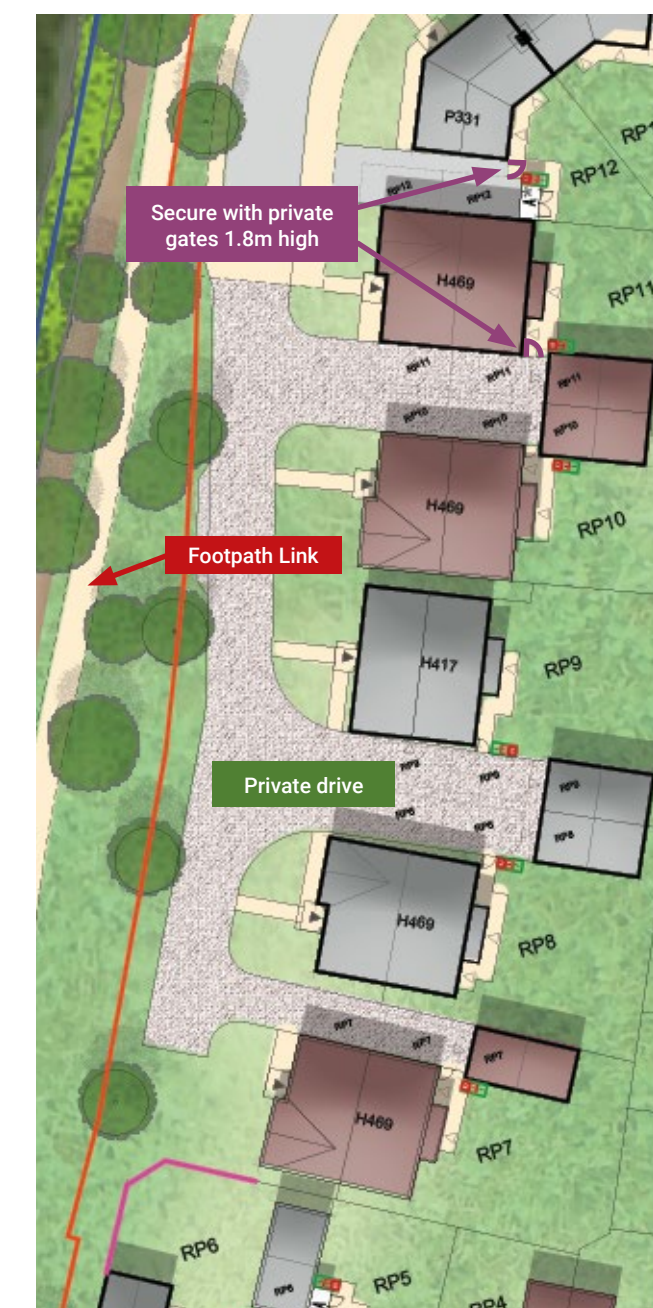
2. Defensible Space

This approach allows the residents to control their private boundaries.



3. Through Road and Cul-de-sacs

Access to rear and side is minimised throughout the development.



4. Footpath design promotes

- Intuitive way finding
- Integrated streets
- Feature spaces/'events'
- Focal building and key groupings
- All paths are overlooked by properties to aid natural surveillance
- Foot paths are wide and open
- All public spaces will be maintained by a management company



5. Planting next to foot paths

Comprehensive landscaping strategy is proposed throughout the development. This will provide enjoyable routes through the development and help to encourage people to walk and cycle. A balanced approach has been taken here to achieve an enhanced landscape and bio diversity potential while applying secured by design guidelines where achievable. All public spaces will be maintained by a management company. The aim is to limit overgrown shrubs becoming a potential cover for crime.

6. Seating next to footpath

This has been limited to the central green corridor which will have high footfall from public right of way, bridal way and integrated natural play. This space is overlooked by properties along the entire route.

7. Communal areas and play space

- The play spaces are over looked by properties to achieve natural surveillance, safe and accessible routes are also provided for the users.

8. Dwelling Boundaries

- Public and private boundaries are well defined
- Robust rear access gates are provided, they are 1.8m in height and where possible the gates are located close to front entrance of the house.
- Side and rear boundaries garden walls and fences are 1.8m in height.
- Within large parking courtyard 1.5m fence plus 300mm trellis is proposed to provide greater natural surveillance.



9. Layout and orientation of dwellings

- Guidance 1 - Dwellings should be positioned facing each other - This has been achieved throughout the development
- Guidance 2 - Large scheme should incorporate a mix of dwellings - The development provides a good mix of houses (see page 32 of Design and Access Statement for further information)
- Guidance 3 - Avoid blank gable end walls - Generally side walls are active with either doors or windows provided.

10. Rear access footpath

This is limited to the rear courtyard parking areas. Gates are placed at the entrance to the foot path, All gates are 1.8m in height.

Guidance note 4:

Provide clear signage (naming and/or numbering) of properties

Guidance note 5:

Boundary walls, bins and fuel stores, street furniture, trees, low flat roofs, carports or balconies should be designed to remove climbing aids to gain access into the property

Guidance note 6:

Vehicles should either be parked in locked garages or on a hard standing within the dwelling boundary.

Overall the vehicles are either parked on a driveway or garage within dwelling boundary. See Parking and Refuse strategy plan BOD-CPRS-002-REVISION C, for further details. To satisfy good urban design, Carports have been provided within courtyard parking areas to break up the dominance of surface parking.

Guidance note 7:

All street lighting for adopted highways and footpaths, private estate roads and footpaths and car parks must comply with BS 5489-1:2013



Appearance & Character Areas

Character Areas

The proposed scheme has been designed following place making principles to create a neighbourhood with a strong identity that integrates well within the existing context. The character area follows previously approved approach which comprises of four-character areas in the site. These are Main street, Neighbourhood, The Park Edge and Saltway Edge.

Main Street

This character area located along the central spine road. This provides well defined/froneted buildings with access through the site. They are mostly terraced plots fronting onto wide streets lined with trees to gives a feeling of scale and breaks up the rigid urban forms.

The Neighbourhood

Centrally located, this character area provides a transition between the spine road to the park edge. The space will feel urban in character due to density and some narrow-shared surface street typologies. Architecturally the building will exhibit simple cottage style.

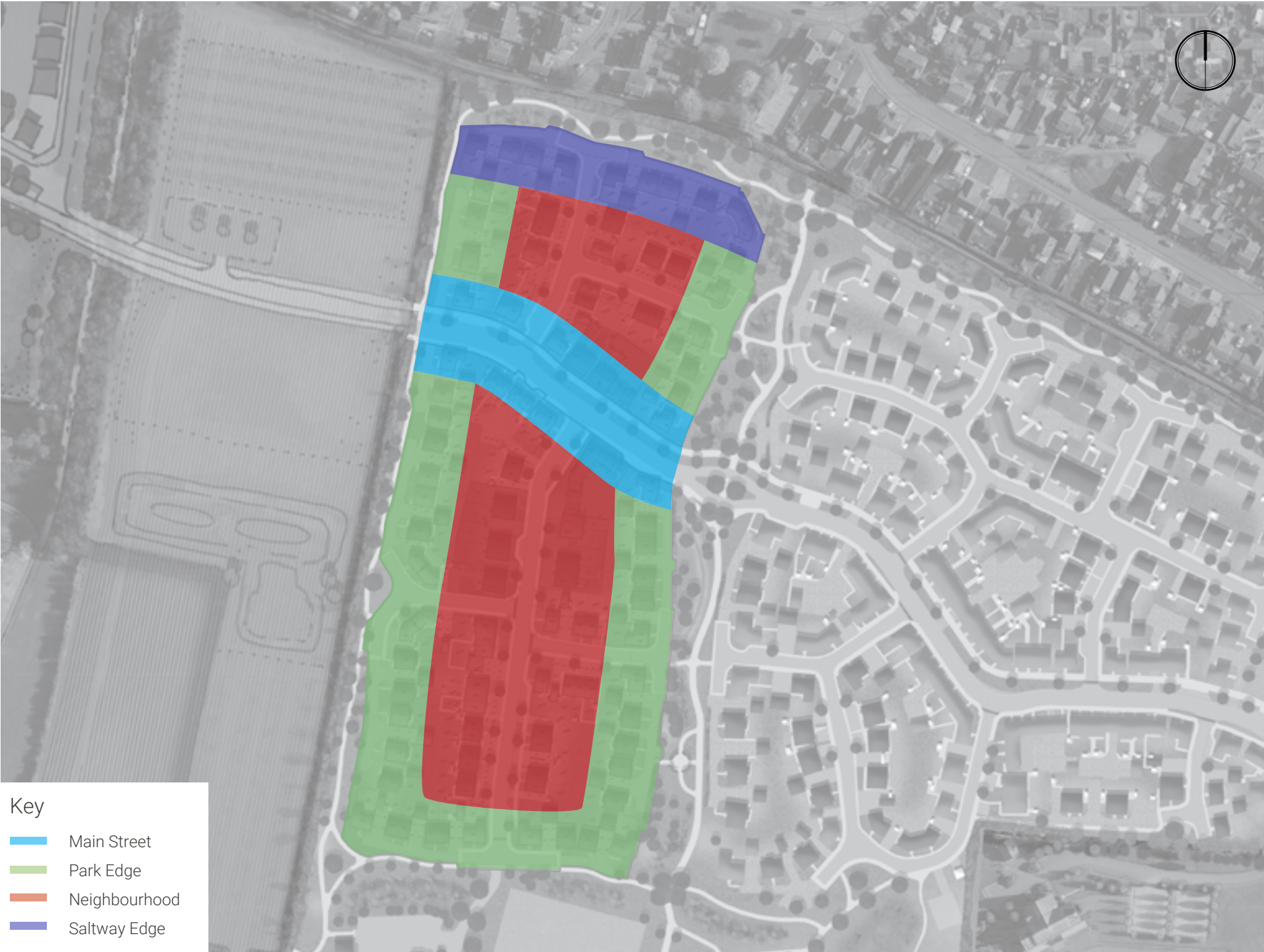
The Neighbourhood route includes the secondary route in the street hierarchy which links the Main Street to the football pitches. This elevates the road to higher order. Some of the formal characteristics of the Main Street has been carried forward to achieve a smooth transition.

Park Edge

Located along the outer edge of the development. This area is designed to be a looser grain with large detached plots, roads are narrow, organic in form with varying roof scape. Buildings are simple resembling a farmstead character.

Saltway Edge

This is situated along the northern edge of the site. This character area will provide an attractive and memorable back drop to the historic road previously used for the transportation of salt and currently provides a vital pedestrian link.



CHARACTERAREAPLAN

Architecture

Architecturally the houses will exhibit cottage vernacular design, which will include; brick, stone or tile sills & stone heads, painted black Lintel or gauged arch windows, bay windows, stone gable feature. They are finished mainly in brick, stone and some render.

Elevations & Details



Materials

In order to inform the scheme design, regard has been had to the materials used. The palette of materials proposed will include:

- Brickwork - using local cream/red bricks
- Stone
- White render
- Brick/ Stone & Tile sills
- Plain tiles - and re-constituted slate roofing materials, either dark brown or slate grey

The colour scheme is largely provided through the natural colours of the materials selected and takes its cue from the surrounding village.

Details of which can be found within the Local Vernacular Assessment on pages 10 - 13.

Roads, footpaths and other areas of hard surfaces will be made up with a mixture of materials to help denote functions. Materials will include paving of different colours, sizes and textures laid out in varied patterns and will be complimented by carefully selected street furniture and lighting.

Further details are provided in the Materials Plan.



MATERIAL PRECEDENTS

Appearance & Character Areas

Main Street

The Main Street character area encompasses the entrance green and either side of the spine road that runs through the entire length of the scheme linking to the future proposed development to the east. The tree-lined meandering streets define the Main Street character. Key features include:

- Urban feel
- Tree lined wide boulevard street
- Strong building line achieved using linked units and drive-throughs to rear parking courtyards
- No reversing onto main street
- Limited number of accesses onto the main street
- Parking hidden from main street with cars located in rear parking courts.

The dwellings along the Main Street are predominantly linked set on a consistent build line to address the street with small front gardens.

The architectural character draws on inspiration from the traditional vernacular of Bodicote and positive elements of the local context studies to include:

- Clipped eaves with no fascia's
- Simple traditional building forms with double pitched roofs
- Some formal detailing
- Gable end roofs addressing the street
- Stone lintels
- Casement windows
- Use of distinctive orange/buff rubble stone to key buildings and spaces.



456 HT IN RECONSTITUTED STONE



456 HT IN BUFF BRICK

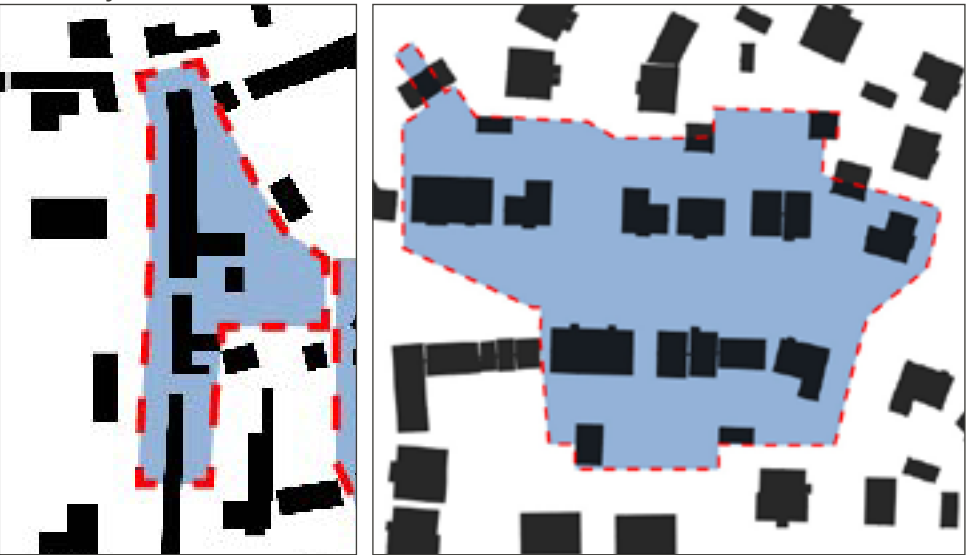


Main Street

The architectural forms along the Main Street have been influenced by existing forms within Bodicote. Key features include:

- Different feel to streets within Bodicote. Proposed street has a boulevard feel that is not found within Bodicote.
- Whilst historic streets in the village are intimate, dwellings have no front gardens, streets are too narrow to accommodate service vehicles to modern standards and there is very little soft landscaping.
- Similar densities to existing areas of Bodicote (high), characterised by mostly terraced and semi detached forms
- Well defined, continuous frontages enclosing the main street through a variety of frontage types (terraced, semi-detached)
- Materials influenced by the local architectural vernacular of Bodicote
- Rear parking courtyards provide parking solutions and reduce number of accesses onto the main street.
- Generous private back gardens with sufficient overlooking distances.

Density

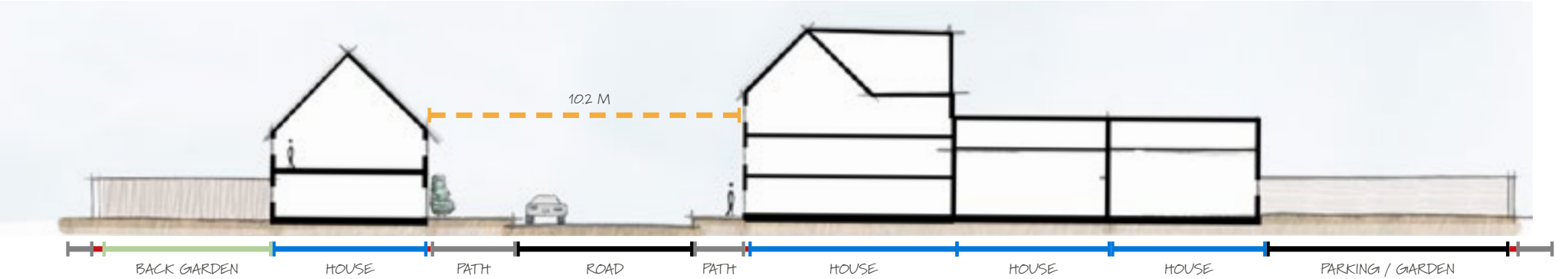


EXISTING (CHURCH STREET) 41 DPH PROPOSED (MAIN STREET) 36 DPH

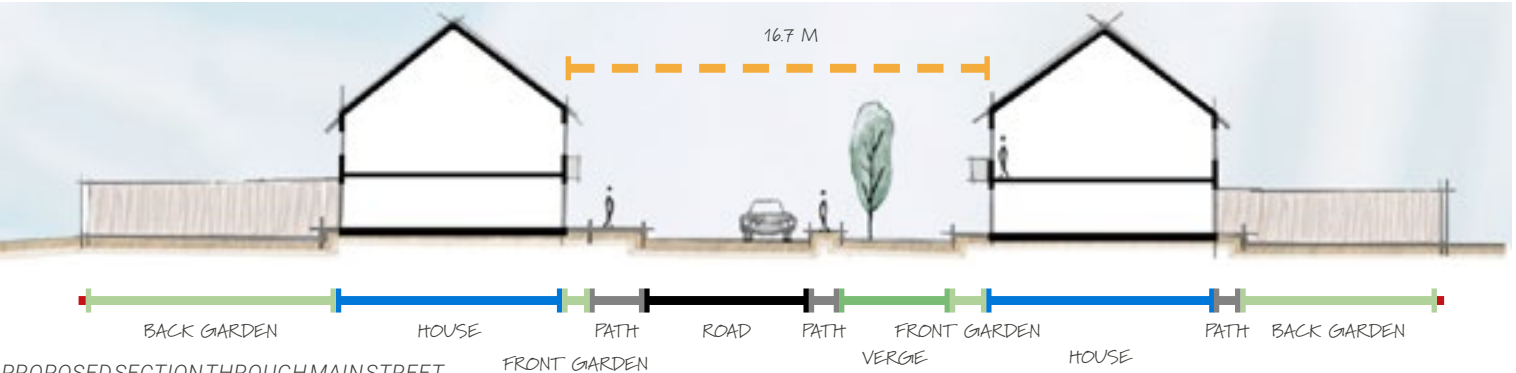
Frontage & Enclosure



EXISTING FRONTAGE - MIX OF TERRACED AND SEMI-DETACHED PROPOSED FRONTAGE - MIX OF TERRACED AND SEMI-DETACHED



EXISTING SECTION THROUGH CHURCH STREET



PROPOSED SECTION THROUGH MAIN STREET







Appearance & Character Areas

Park Edge

The Park Edge character area addresses the open spaces along the outer edge of the development. The character area forms a softer edge to the scheme. The predominant character is lower density housing including larger detached units and some semi-detached, two storey dwellings. Key features include:

- Countryside feel
- Open green aspect
- Large, detached plots
- Irregular private streets
- Large private curtilage

The street hierarchy on the Park Edge further reinforces the transition to a semi-rural character with the use of narrow private drives to serve the dwellings that front the southern open space, with drives that are unlit and will be enclosed with post and rail fencing. The houses on the southern edge have generous front gardens or landscape frontage to further soften the development edge and reinforce a semi-rural character.

The architectural character draws on inspiration from the traditional vernacular of Bodicote and positive elements of the local context studies to include:

- Open eaves and exposed rafter feet
- Simple traditional building forms with double pitched roofs
- Gable end roofs addressing the street
- Black lintels
- Casement windows and occasional use of feature bay windows.
- Predominantly soft red brick and limited render



456 HT IN RENDER



456 HT IN RED BRICK



456 HT IN RECONSTITUTED STONE

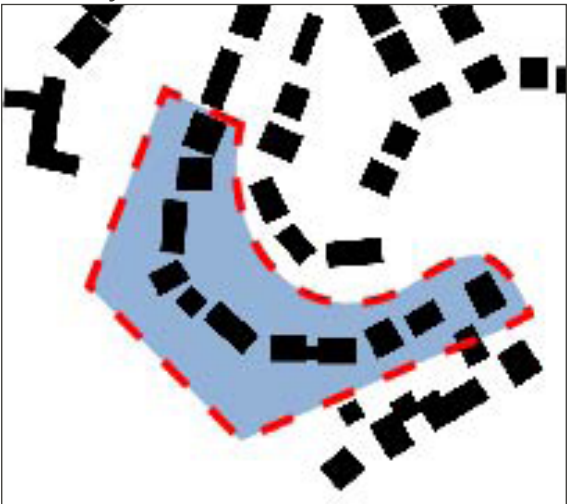


Park Edge

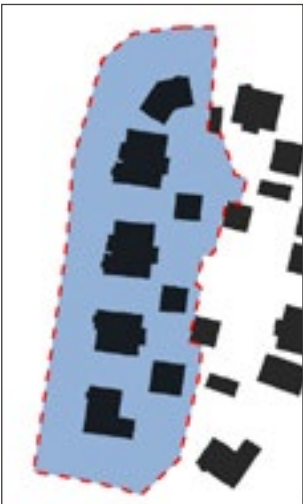
The architectural forms along the periphery of the development have been influenced by existing forms within Bodicote. Key features include:

- Well defined frontages encapsulating the site through detached forms
- Materials influenced by the local architectural vernacular of Bodicote
- Similar densities to existing homes on the boundaries of Bodicote
- These areas are primarily outward facing looking onto expansive countryside
- Corner turning units are used to front side streets
- Clearly defined streets with some shared surface features
- Homes also include both garage and off street parking
- Generous private back gardens with sufficient overlooking distances
- Creates a feeling of a typical street making use of expansive views of picturesque countryside.
- Facing onto a key green corridor within the site

Density



EXISTING (PARK END ROAD) 28 DPH



PROPOSED (PARK EDGE) 20 DPH

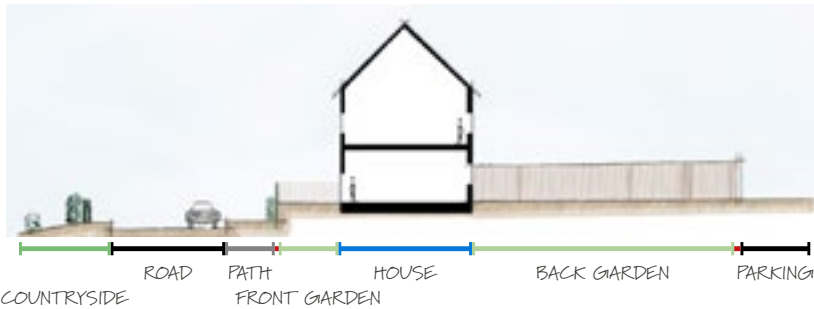
Frontage & Enclosure



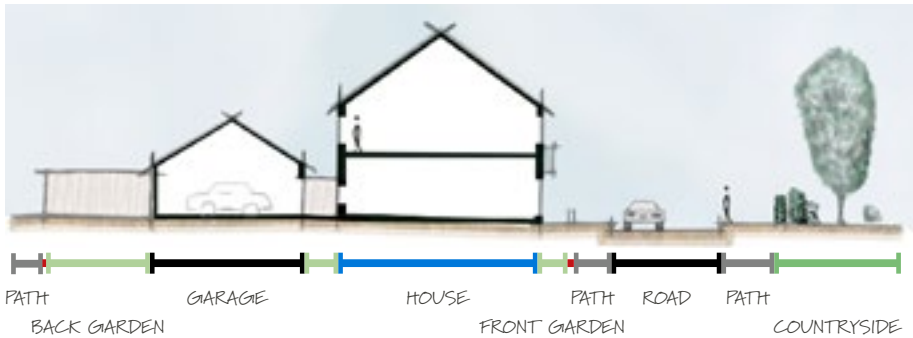
EXISTING FRONTAGE-MOSTLY DETACHED



PROPOSED FRONTAGE-MOSTLY DETACHED



EXISTING SECTION THROUGH WYKHAM LANE



PROPOSED SECTION THROUGH PARK EDGE





Appearance & Character Areas

Neighbourhood

The character area provides a transition to the parks edge. The character is medium density housing including predominantly semi-detached and short terrace plots and some two storey dwellings. Housing addresses the street on a largely consistent building line with a small set back and front garden to the street. Key features include:

- Intimate feel (medium)
- Centered around focal spaces
- Semi detached and short terraces
- Shared surface streets
- Parking mainly on-plot, side or frontage
- Architecture - vernacular style

The architectural character draws on inspiration from the traditional vernacular of Bodicote and positive elements of the local context studies to include:

- Clipped eaves
- Simple traditional building forms with double pitched roofs
- Gable end roofs addressing the street
- Gauged brick arch
- Simple vernacular canopies and porch details
- Casement windows and occasional use of feature bay windows.
- Predominantly soft red brick, with some render to key buildings



456 HT IN RED BRICK



456 HT IN CREAM RENDER



456 HT IN MULTI ORANGE BRICK

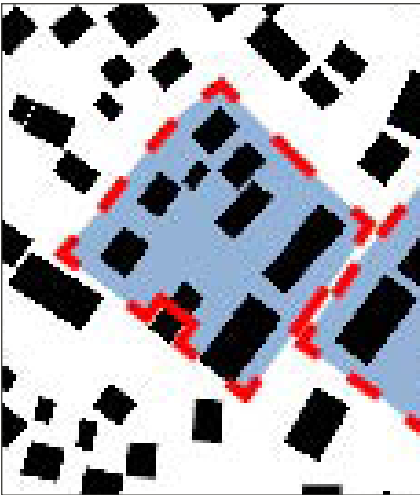


Neighbourhood

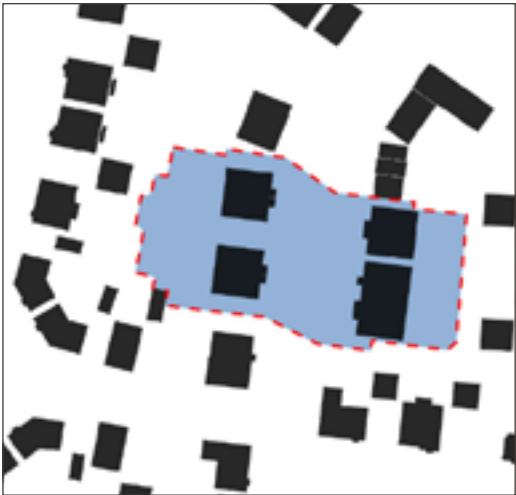
The architectural forms within the neighbourhood area of the development have been influenced by existing forms within Bodicote. Key features include:

- Strongly defined streets with medium to large fronts
- Angular building forms similar to several areas of Bodicote, broken up by soft fluid landscaping.
- Makes use of courtyard parking to reduces the visual impact of cars on the street.
- Contains a varied mixed of typologies and forms to create distinct identities around the site.

Density

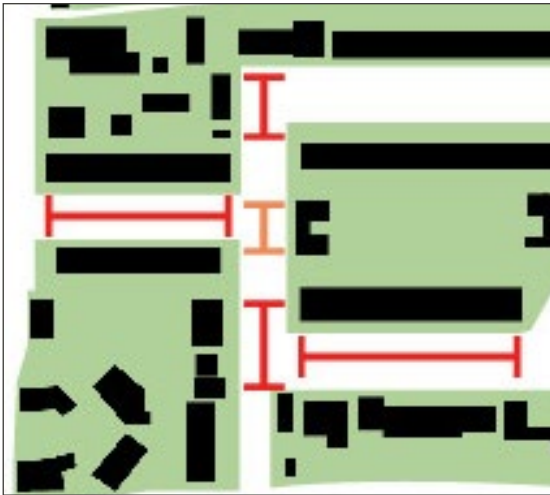


EXISTING (NEW BUILD) 42 DPH



PROPOSED (NEIGHBOURHOOD) 44 DPH

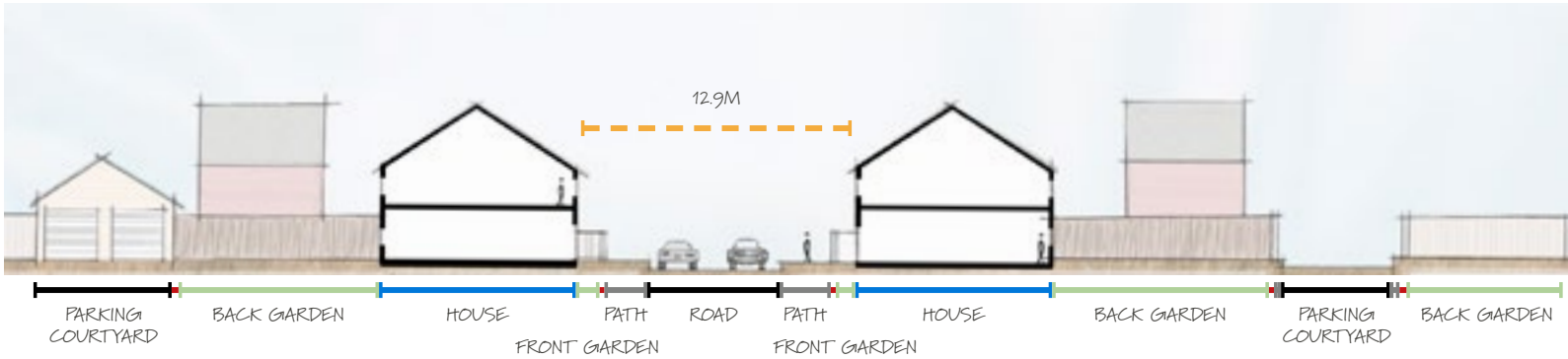
Frontage & Enclosure



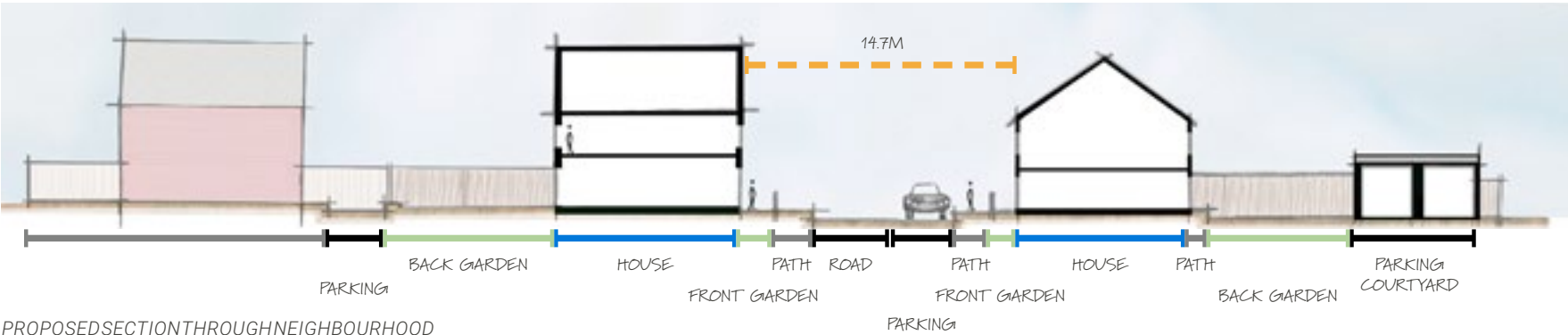
EXISTING FRONTAGE - MIX OF DETACHED, TERRACED AND SEMI-DETACHED



PROPOSED FRONTAGE - MIX OF DETACHED, TERRACED AND SEMI-DETACHED



EXISTING SECTION THROUGH LONGFORD PARK ROAD



PROPOSED SECTION THROUGH NEIGHBOURHOOD





Appearance & Character Areas

Saltway Edge

The built form runs along the northern edge where the new development abuts the historic Saltway track and the existing housing estate beyond.

The Saltway character area will comprise of the following characteristics to achieve distinct character.

- Key characteristics as follows:
- Informal feel with organic narrow shared surface street
 - Varied building typologies to achieve some animation on the streetscape given the ridge height restriction of (max. 8.5m)
 - Strong built form addressing all the corners
 - Large front gardens with painted white picket fence or hedge planting defining the private space
 - Liner open space with SUD's feature
 - Simple palette of building materials comprising of red brick and white render



KEY AREA PLAN



SECTION D - SALTWAY EDGE


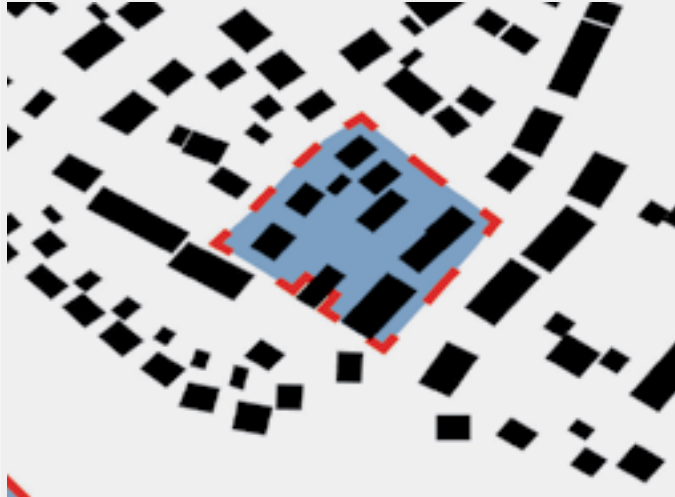



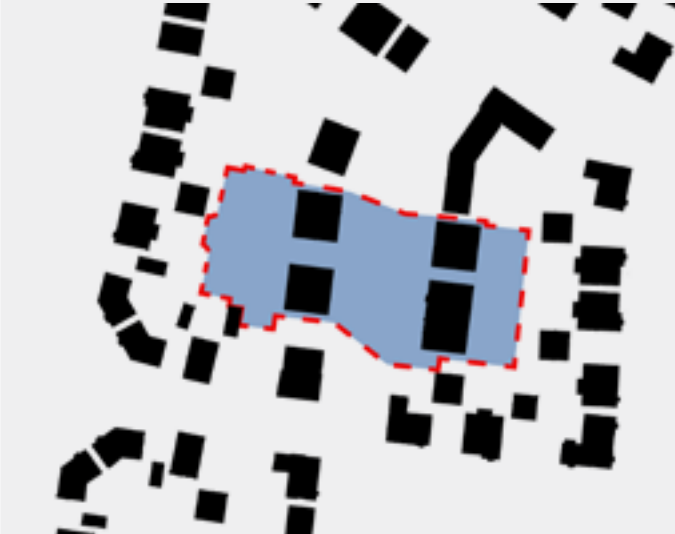







Appearance & Character Areas - Key Character Elements

Main Street	Density (DPH)	Dwelling Types	Street Type
<p>Key features include:</p> <ul style="list-style-type: none">Urban feelTree lined wide boulevard streetStrong building line achieved using linked units and drive-through to rear parking courtyardsNo reversing onto main streetLimited number of accesses onto the main streetParking hidden from main street with cars located in rear parking courts <p>Architecture: formal detailing</p>	<p>The Main Street character area has a medium - high density of 40 DPH.</p>	<p>Predominantly terraced with some semi's with continuous frontages.</p> <p>Terraced</p> <p>Semi Detached</p>	<p>Main Street is a tree lined boulevard.</p>
			
KEY AREA PLAN	41 DPH SAMPLE FROM BODICOTE - CHURCH STREET	EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2	EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2
			
EXAMPLE - PROPOSED HOUSE TYPE 469 MAIN STREET	40 DPH SAMPLE TAKEN FROM PROPOSED LAYOUT	SECTION A - MAIN STREET	PROPOSED SECTION - BOULEVARD MAIN STREET







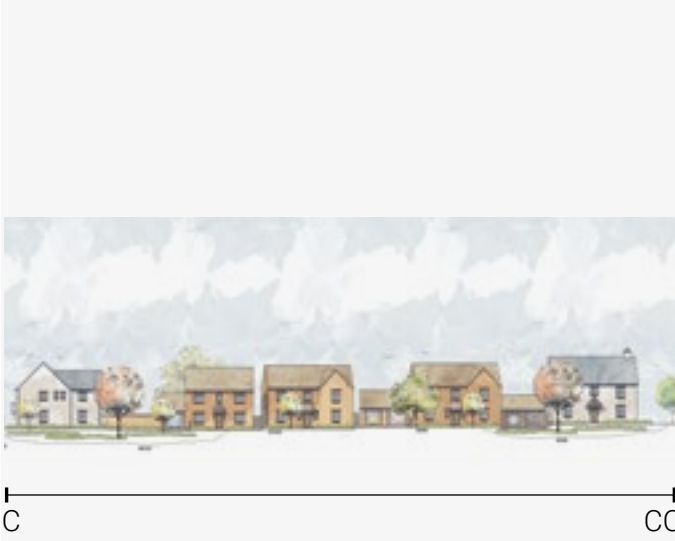

Boundary Treatments	Frontage Depths	Parking Typology	Materials Palette	
<p>Front gardens along the main street are formal hedge fronted. Estate railings are proposed for units at the eastern end of the road to define the developments entrance.</p>  <p>LANDSCAPE MASTERPLAN - PART OF MAIN STREET</p>  <p>LANDSCAPE MASTERPLAN - PART OF MAIN STREET</p>	<p>Frontage depths along the Main Street are between 1.5 - 3 meters.</p>  <p>EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2</p>  <p>PROPOSED SECTION - BOULEVARD MAIN STREET</p>	<p>Along the Main Street parking is either to the rear or courtyard, accessed via roof link.</p>  <p>PROPOSED PARKING PLAN - BOULEVARD MAIN STREET</p>  <p>PROPOSED PARKING PLAN - BOULEVARD MAIN STREET</p>	<p>Stone or buff brick.</p> <div> <div> <p>ROOF</p>  <p>FORTICRETE MINI SLATE GREY</p> </div> <div>  <p>FORTICRETE MINI SLATE GREY</p> </div> </div> <div> <div> <p>WALLS</p>  <p>BRUNSWICK FARMHOUSE MIX</p> </div> <div>  <p>NATURAL STONE</p> </div> </div> <div> <div> <p>PORCHES & DOORS</p>  <p>CONSERVATION DOORS WITH FLAT SURROUNDS</p> </div> <div>  <p>CONSERVATION DOORS WITH FLAT SURROUNDS</p> </div> </div> <div> <div> <p>WINDOWS & DETAILING</p>  <p>STONE CILLS & LINTELS, WHITE WINDOWS, CLIPPED EAVES</p> </div> <div>  <p>STONE CILLS & LINTELS, WHITE WINDOWS, CLIPPED EAVES</p> </div> </div> <p>EXTRACTED FROM BOD_CE_NH</p>	

Appearance & Character Areas - Key Character Elements

Neighbourhood	Density (DPH)	Dwelling Types	Street Type
<p>Key features include:</p> <ul style="list-style-type: none">Intimate feel (medium)Centered around focal spacesSemi detached and short terracesShared surface streetsParking mainly on-plot, side or frontage <p>Architecture: Vernacular style</p>	<p>The Neighbourhood character area has a medium density of 30 - 35 DPH.</p>	<p>Predominantly semi-detached, some short terrace and corner units.</p> <div><div></div> Short Terraced</div> <div><div></div> Semi-Detached</div> <div><div></div> Corner Units</div>	<p>The Neighbourhood areas make use of Mews types & shared surfaces.</p>
			
<p>KEY AREA PLAN</p>	<p>42 DPH SAMPLE FROM BODICOTE - NEW BUILD (TO THE EAST)</p>	<p>EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2</p>	<p>EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2</p>
			
<p>EXAMPLE - PROPOSED HOUSE TYPE 456 MULTI ORANGE</p>	<p>35 DPH SAMPLE TAKEN FROM PROPOSED LAYOUT</p>	<p>SECTION B - NEIGHBOURHOOD</p>	<p>PROPOSED SECTION - NEIGHBOURHOOD STREET</p>

Boundary Treatments	Frontage Depths	Parking Typology	Materials Palette
<p>Front gardens are a mix of formal hedges and mixed ornamental planting beds.</p>  <p>LANDSCAPE MASTERPLAN - PART OF NEIGHBOURHOOD STREET</p>  <p>PROPOSED SECTION - NEIGHBOURHOOD</p>	<p>Frontage depths along the Neighbourhood are between 2 - 5 meters & units with front parking have a depth of 7 meters.</p>  <p>EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2</p>  <p>PROPOSED SECTION - NEIGHBOURHOOD</p>	<p>Throughout the Neighbourhood streets parking is either frontage & on-plot or parking to the side of units. Rear parking limited to plots 244-246.</p>  <p>PROPOSED PARKING PLAN - NEIGHBOURHOOD STREET</p>  <p>PROPOSED PARKING PLAN - NEIGHBOURHOOD STREET</p>	<p>Multi orange brick with render at key corners.</p> <div> <div> <p>ROOF</p>  <p>FORTICRETE MINI SLATE GREY</p> </div> <div> <p>SANDTOFT 20/20 CLAY RED</p>  </div> </div> <div> <p>WALLS</p>  <p>CREAM RENDER</p>  <p>BRUNSWICK MULTI ORANGE</p> </div> <div> <p>PORCHES & DOORS</p>  <p>CONSERVATION DOORS PITCHED PORCH</p>  <p>CONSERVATION DOORS PITCHED PORCH</p> </div> <div> <p>WINDOWS & DETAILING</p>  <p>CASEMENT WINDOWS & BRICK DETAILING, CLIPPED EAVES</p>  <p>CASEMENT WINDOWS & BRICK DETAILING, CLIPPED EAVES</p> </div> <p>EXTRACT FROM BOD_CE_NH</p>

Appearance & Character Areas - Key Character Elements

Park Edge	Density (DPH)	Dwelling Types	Street Type
<p>Key features include:</p> <ul style="list-style-type: none">• Countryside feel• Open green aspect• Large, detached plots• Irregular private streets• Large private curtilage <p>Architecture: Vernacular cottage style</p>	<p>The Park Edge character area has a low density of 20-22 DPH.</p>	<p>Predominantly detached properties.</p> <p>Detached</p>	<p>Park Edge streets consists of private drives & shared surfaces.</p>
			
KEY AREA PLAN	28 DPH SAMPLE FROM BODICOTE - PARK END ROAD	EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2	EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2
			
EXAMPLE - PROPOSED HOUSE TYPE 456 PARK EDGE	22 DPH SAMPLE TAKEN FROM PROPOSED LAYOUT	SECTION C - PARK EDGE	PROPOSED SECTION - PARK EDGE



LANDSCAPE MASTERPLAN - PART OF PARK EDGE



EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2



PROPOSED PARKING PLAN - PART OF PARK EDGE



GRASS FRONT

PROPOSED SECTION - PARK EDGE



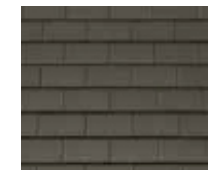
3-5 M

PROPOSED SECTION - PARK EDGE

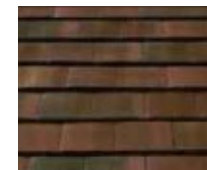


PROPOSED PARKING PLAN - PART OF PARK EDGE

ROOF



FORTICRETE MINI SLATE GREY



FORTICRETE MIXED RUSSETT

WALLS

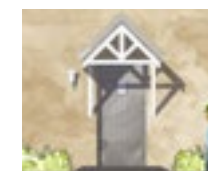


NATURAL STONE



IBSTOCK HARDWICKE MINISTER SANDSTONE MIXED

PORCHES & DOORS



CONSERVATION DOORS
PITCHED PORCH

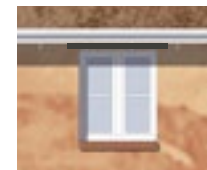


CONSERVATION DOORS
PITCHED PORCH

WINDOWS & DETAILING



CASEMENT WINDOWS, TILED CILLS, PAINTED BLACK LINTLES & CLIPPED EAVES

















CASEMENT WINDOWS, TILED CILLS, PAINTED BLACK LINTLES & CLIPPED EAVES

EXTRACT FROM BOD_CE_RE



Appearance & Character Areas - Key Character Elements

Saltway Edge	Density (DPH)	Dwelling Types	Street Type
<p>Key features include:</p> <ul style="list-style-type: none"> • Overlook historic Saltway (public path) • Open green aspect • Large, detached plots • Irregular private streets • Large private curtilage 	<p>The Saltway Edge character area has a low - medium density of 20 - 28 DPH.</p>	<p>Predominantly detached with some semi detached properties.</p> <div> <div>Semi-Detached</div> <div>Detached</div> </div>	<p>Saltway Edge streets consists of private drives & shared surfaces.</p>
<p>KEY AREA PLAN</p>	<p>28 DPH SAMPLE FROM BODICOTE - PARK END ROAD</p>	<p>EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2</p>	<p>EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2</p>
<p>EXAMPLE - PROPOSED HOUSE TYPE ALDERNEY SALTWAY</p>	<p>28 DPH SAMPLE TAKEN FROM PROPOSED LAYOUT</p>	<p>SECTION D - SALTWAY EDGE</p>	<p>PROPOSED SECTION - SALTWAY EDGE</p>

Boundary Treatments	Frontage Depths	Parking Typology	Materials Palette
<p>Front gardens are a combination of formal hedging and white timber picket fencing.</p>  <p>LANDSCAPE MASTERPLAN - PART OF SALTWAY EDGE</p>  <p>PROPOSED SECTION - SALTWAY EDGE</p>	<p>Frontage depths along the Saltway Edge are between 3 - 5 meters.</p>  <p>EXTRACT FROM BOD_BASE LAYOUT_02_REVC-SH2</p>  <p>PROPOSED SECTION - SALTWAY EDGE</p>	<p>Around Saltway Edge parking is; parking on plot, private drive and large garage.</p>  <p>PROPOSED PARKING PLAN - PART OF SALTWAY EDGE</p>  <p>PROPOSED PARKING PLAN - PART OF SALTWAY EDGE</p>	<p>Brick and natural stone.</p> <div> <div> <p>ROOF</p>  <p>FORTICRETE MINI SLATE GREY</p> </div> <div> <p>ROOF</p>  <p>FORTICRETE MIXED RUSSETT</p> </div> </div> <div> <div> <p>WALLS</p>  <p>NATURAL STONE</p> </div> <div> <p>WALLS</p>  <p>IBSTOCK HARDWICKE MINISTER SANDSTONE MIXED</p> </div> </div> <div> <div> <p>PORCHES & DOORS</p>  <p>CONSERVATION DOORS PITCHED PORCH</p> </div> <div> <p>PORCHES & DOORS</p>  <p>CONSERVATION DOORS PITCHED PORCH</p> </div> </div> <div> <div> <p>WINDOWS & DETAILING</p>  <p>CASEMENT WINDOWS, TILED CILLS, PAINTED BLACK LINTLES & CLIPPED EAVES</p> </div> <div> <p>WINDOWS & DETAILING</p>  <p>CASEMENT WINDOWS, TILED CILLS, PAINTED BLACK LINTLES & CLIPPED EAVES</p> </div> </div> <p>EXTRACT FROM BOD_CE_RE</p>



Landscape Proposal

The design of the site has been formed through a landscape led approach which consists of a series of interconnected tree canopied green spaces with SUDs, play features and seasonal planting to promote biodiversity.

Main Street

This is a formal single sided street of trees with evergreen hedges and estate railing frontages. All front gardens and formal planting will comprise seasonal interest including herbs and edible fruiting shrubs.

The Neighbourhood

The neighbourhood is the urban central residential area with narrow canopied trees with hedgerow and ornamental planting plot frontages. Differing single species of hedges will define the street hierarchy. Roadside garden walls will be planted with climbers to reduce the architectural dominance of the streetscape.

Park Edge

The Park Edge faces out over the public spaces and countryside beyond, providing the soft transition zone between residential and rural. A timber cleft and post fence with native climbers and shrub planting between and adjacent to properties, will gently define the amenity space for the public and private.

Streetscape

Street furniture will be kept to a minimum and appropriately located to reduce visual clutter. The same range of street furniture will be used throughout the scheme.



Green Corridor

This is a dynamic parkland with planted drainage basins, swales, a pond and with mounds creating different levels and informal play opportunities. The adult and mini pitches are served by a screened car park. The bridleway is a formal avenue of paired trees towards Wykham Lane, dividing the sports field from the play area. The parkland is similar to White Post Road Park with scattered trees and meadow areas, but has the addition of a feature pond. Mown grass paths circulate the parkland and connect users to Wykham Lane.

Play Area

The play area is a combined LAP and LEAP located centrally within Wykham Park. It will be densely canopied creating a sheltered space where the trees provide a key role in natural play. Timber play equipment, boulders, sensory and edible planting further enhance the playfulness of the space. The MUGA provides for formal and informal ball games, as well as straight line skating sprints.





PROPOSED LANDSCAPE PLAN





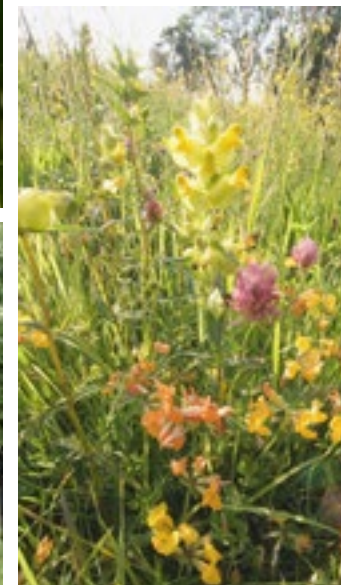
Landscape Proposal

White Post Road Park

This is the formal entrance to the development with an avenue of trees and stone pillars and estate railing marking the gateway. Mature existing trees sit within a parkland of scattered trees with a soft meadow periphery. A native hedge screens the new school car park from White Post Road and entrance way to the development.

Salt Way Park

This is a meandering path and bridleway along the development north and west fringes and central divide. Intermittent swales with colourful displays of marginal planting and boulders offer opportunities for recreation and wildlife. Large trees punctuate the space, whilst groupings of smaller trees grant more intimate informal spaces. The focal point of the Salt Way Park is the water feature. Located above the old well, it allows people to collect water from the location of the traditional water source. The water feature will be the public art reflecting the culture and heritage of the landscape that is distinctive to the area. Sections of hedges provide a permeable soft boundary to the central space granting residential privacy and a linear structure to the park. Beside the bridleway is trim trial equipment encouraging exercise and informal play.



Sustainability

Sustainable development has entered a new phase, one that goes beyond building performance and energy use. More demanding standards for sustainable development have been established as part of mainstream housing development, and the current challenge for sustainable development is to meet these standards in a more holistic manner driven by a desire to create great places that can encourage sustainable lifestyles.

Integrating the built form and landscape design into a cohesive whole, this vision opens up new opportunities to reduce environmental impact at the same time as improving the quality of life for residents of the completed development and surrounding area. This integrated approach to sustainable development at White Post Road takes into account health and well being, resource use, habitat creation sustainable movement and community development to deliver a scheme with a smaller environmental footprint.

A strong landscape framework will put buildings and the community in touch with their environment. The landscape will become a valuable asset, providing a range of recreational opportunities that will enhance the health and well being of residents.

The comprehensive approach retains flexibility to explore strategies at detailed design stages but provides a strong framework that responds to the challenges facing new development and new communities, addressing the environmental, social and economic themes of sustainable development.

Energy Efficient Buildings

The proposals make a commitment to achieving the appropriate requirements under Building Regulations. The construction will adopt the best practice “fabric first approach”, rather than the use of renewable energy generation to improve the thermal performance of the building elements; walls, roof, floor and windows to reduce energy consumption. In addition, the specification will incorporate several energy efficiency measures including:

- The boiler will be ‘A’ rated
- Cylinders, if specified, will be highly efficient
- Any appliances provided with the dwelling will be at least A-rated in terms of energy performance
- Lighting will be designed to incorporate low energy light bulbs
- Buildings will be delivered to high levels of airtightness through good detailing and workmanship

Sustainable Transport

The layout promotes a sustainable transport network to ensure people can move around the site and get to and from community facilities close to the site by a range of transport options including walking, cycling and by public transport. The Spine Road has a provision for bus stops.

Water Efficiency

The proposed dwellings will achieve high levels of water efficiency to comply with the Building Regulation requirements. Water efficiency measures will be incorporated into the design including:

- Water meters to be provided
- Flow restricted showers
- Flow restrictor fitted to taps
- Dual flush WC’s restricted 4 + 2.6 litre capacity
- Reduced capacity baths

Health Lifestyles

The layout created the physical fabric within which new residents can pursue a variety of healthy lifestyle choices available to them. These range from enjoyment of proposed habitat areas and use of recreational facilities, through to travel choices that present realistic alternatives to private car use for journey to facilities in Bodicote village centre and beyond.



SUSTAINABILITY PRECEDENTS



Building for Life

00 Building For Life Assessment

The proposed designs have evolved and been assessed under the Building for Life 12 criteria, Third Edition, published in January 2015. This edition specifically includes new design prompts for urban schemes and explains how the associated Built for Life quality mark award operates.

Building for Life 12 aims to help designers create better places to live and is based upon the assessment of the proposals against 12 key questions. It uses a traffic light system rather than a points score. A well designed scheme should perform well against all 12 of the new questions – the top score being 12 Greens.

- Green shows the design of the scheme has responded positively to the question.
- Red elements identify aspects of proposals that need to be changed and where the scheme design at the time of assessment fails to respond to the question positively.
- Amber is used where there is clear evidence of local constraints on the scheme beyond the control of the design team that prevent it from achieving a green.

We have set out as follows a summary of the assessment under each of the Building for Life criteria and the accompanying evidence to justify the conclusions. The proposals been assessed to be in full compliance with the standards and achieved twelve 'greens and as such the scheme is suitable to be considered for a Built for Life, Quality Mark.

01 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

The proposals seek to integrate the scheme with the surrounding area by creating / improving footpath and cycle links beyond the site boundary as well as with the site. These will connect to existing pedestrian footpaths on the Salt Way to link to the neighbourhood of Easington and also vehicular links to White Post Road to access facilities and services in Bodicote and Banbury to the north.

1a Where should vehicles come in and out of the development?

The principle vehicular access is proposed from White Post Road which provides good linkage to the village of Bodicote, the Bishop Loveday Primary School opposite the site access and to the north to the A4260 which leads into the centre of Banbury.

1b Should there be pedestrian and cycle only routes into and through the development? If so where should they go?

As part of a sustainable access strategy for the new neighbourhood a network of footpaths and cycle routes is proposed throughout the development. The routes will link to White Post Road, the existing PROW that crosses the site, leading to Wykham Lane and to the Salt Way footpath / cycleway to the northern boundary. Footpath cycle routes are also provided around the open space parkland to the south of the scheme connecting with Wykham Lane.

1c. Where should new streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?

The movement framework is set out on page 24 of the DAS which indicates the street hierarchy and linkages. These streets provide connections across the whole development site and are complemented by new pedestrian and cycle routes which link the site to existing routes in the area.

As part of the future development strategy for the area, the scheme also makes provision to form a primary access link to the land to the west which is proposed for residential development as part of the Banbury 17 allocation. The spine road through the development would then link from White Post Road to Bloxham Road to the west.

Pedestrian and cycle linkages are also provided to the Salt Way which provides access to the Easington neighbourhood to the north.

1d How should the new development relate to existing development? What should happen at the edges of the development site?

The scheme has been designed to relate well to Bodicote and the Easington via the provision of new connections for pedestrians and cyclists. Where development adjoins the existing Easington neighbourhood to the north it positively addresses and fronts the Salt Way footpath/cycleway on the northern

boundary and provides permeability to allow pedestrian access.

The interface with Bodicote to the south east is formed by a landscape parkland that protects the setting of the village and existing vegetation.

02 Facilities & Services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés?

The development is close to the village of Bodicote which provides a range of local facilities including; two public houses, an Indian restaurant, Bishop Loveday Primary School, a farm shop and St. John's Church.

There are a range of further facilities in the adjacent neighbourhood of Easington including; Wykham Academy, Banbury Academy, a large Sainsbury supermarket, Easington Methodist church and St. Hughes church, further primary schools and a sports football club.

2a Are there enough facilities and services in the local area to support the development. If not, what is needed?

Based on a review of the local facilities as outlined above there are sufficient facilities to serve the residents of the development within walking and cycling distance. There is however a need for further open space and children's play areas within easy reach of the residents and this is proposed as part of the scheme.

Facilities & Services	02	2b Where new facilities are proposed:		03	Public Transport		04	Meeting Local Housing Requirements		05	Character
	✓	Are these facilities what the area needs?	To address the need for open space, a significant area of parkland open space is proposed to the southern part of the development and includes an adult and junior sports pitch, allotments and children’s play areas.	✓	Does the scheme have good access to public transport to help reduce car dependency?	Yes – A recently improved bus service B3 replaces the previous B2 service and provides a 30 minute circular service linking Bodicote to Banbury town centre via the Longfield Park development. There is a bus stop nearby in White Post Road and within walking distance of the majority of residents. There are further links to bus services off Sycamore Drive to the north of the scheme.	✓	Does the development have a mix of housing types and tenures that suit local requirements?	Yes - The development comprises of 280 dwellings offering a range of properties including 1,2,3, 4 and 5 bed homes. 74 dwellings have been provided as affordable for shared ownership and for rental to those on low incomes this is consistent with the previous consent.	✓	Does the scheme create a place with a locally inspired or otherwise distinctive character?
			Contributions for further off-site facilities and enhancements, made as part of the outline planning permission are based on those requested by the relevant authority, for example the County Council who are responsible for education planning.								The scheme draws on the existing positive physical attributes of the site whilst creating a new neighbourhood which will have its own yet complementary character (Refer to the Appearance and Character Area of the DAS, page 34 onwards).
			2c Are these new facilities located in the right place? If not, where should they be?								5a How can the development be designed to have a local or distinctive identity?
			Yes - new play areas and open space are within easy access for new residents.		3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?	There are a range of measures to encourage people to use public transport including ensuring that there is good pedestrian links to the bus stops on White Post Road and improvements to the Salt Way footpath and cycleway. A financial contribution is also to be made to the County Council to manage the Travel Plan for the site which is likely to include providing new residents with information about local bus routes and possibly vouchers to encourage bus use.		4a What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?	The development comprises of 280 dwellings, 74 dwellings have been provided as affordable for shared ownership and for rental to those on low incomes this is consistent with the previous consent.		The detailed design of the scheme reflects and draw inspiration from local building vernacular in the area. The nearby village of Bodicote to the south east of the site is particularly characterful and there are a range of architectural details proposed and a palette of materials that make reference to the village.
		2d. Does the layout encourage walking, cycling or using public transport to reach them?	Improved pedestrian and cycle routes are also provided along the Salt Way and through the scheme towards the primary school and Bodicote and Easington. There is a bus service along White Post Road that links to Bodicote and to the centre of Banbury.					4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?	The affordable housing provision provides for rented and shared ownership homes and complies with the site allocation policy and needs identified by Cherwell District Council.		
					3b Where should new public transport stops be located?	As set out in response to 3a the majority of new residential properties will be within walking distance of a bus stop. As the future stage of development to the west of the site progresses, there is potential to provide a new bus route thorough both sites linking White Post Road to Bloxham Road, subject to agreement of the bus operator, which would provide improved accessibility for residents of the scheme.		4c Are the different types and tenures spatially integrated to create a cohesive community?	Yes - The different types and tenures of housing are well integrated into the scheme (as shown on the proposed plan on page 30 of the DAS), but balanced with the requirement to create variation in housing density and character. Affordable housing of all tenures is grouped in small clusters spread throughout the scheme and designed to be tenure blind.		



Building for Life

6a Are there any views into or from the site that need to be carefully considered?

A Landscape and Visual Impact Assessment supported the original outline planning application and shows how the site is visually well contained and set within the landscape character type "Ironstone Hills and Valleys". The wider landscape setting is characterised by undulating rolling valleys to the south and west, with two notable high points, Crouch Hill, 1.5km to the north west and Hobbs Hill, approximately 3 km to the south west

6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

Yes - Most notably, the parkland landscape and tree clusters that have been retained at the entrance to the scheme from White Post Road to create an attractive and distinctive approach to the development.

6c Should the development keep any existing building(s) on the Site? If so, how could they be used?

There are currently no buildings on-site.

07

Creating Well Defined Streets & Spaces



Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?

All urban design good practices have been incorporated. Buildings front positively on to streets and are positioned to turn corners with active frontage. The proposed layout demonstrates the approach and also shows how landscape has been

Creating Well Defined Streets & Spaces

integrated into the street design as part of an overall green infrastructure approach and as part of reinforcing street hierarchy.

7a. Are buildings and landscaping schemes used to create enclosed streets and spaces?

All streets have a strong sense of enclosure from the frontage of the buildings and the landscape structure.

7b. Do buildings turn corners well?

The layout and house type designs have orientated buildings to face the streets and spaces to provide an active frontage and good surveillance. We have designed dual frontage plots to key corners to address the streets on both sides.

7c Do all fronts of buildings, including front doors, face the street?

The layout shows fronts of buildings face on to the street and shared surface areas to provide active frontage and positive surveillance.

08



Is The Development Designed To Make It Easy To Find Your Way Around?

Is the development designed to make it easy to find your way around?

The well designed street hierarchy and key spaces will ensure that the development is legible and easy to navigate.

8a. Will the development be easy to find your way around? If not, what could be done to make it easier to find you way around?

Yes - The well-designed street hierarchy will ensure that the development is legible and easy to navigate. Key features such as the park land at the entrance approach, green corridors along Salt Way and the PROW will be the main points of reference

Creating A Place

to help people know where they are within the development.

8b Are there any obvious landmarks?

A series of key spaces, defined by the strong green infrastructure and the main tree lined Main Street provides the principle framework of legible interconnected spaces along which key buildings/ groupings have been placed. The groupings of dwellings around the entrance green with their distinctive use of the buff/orange colour stone facades will create a particularly distinctive character and provide landmarks for the scheme.

8c. Are the routes between the places clear and direct?

The main spine road provides a legible route through the site and is given hierarchy by its generous width and pockets of tree lined character.

09



Streets for All

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Yes - the streets are designed as a 20 mph zone and incorporate frequent changes of direction to deter speeds or in the case of the longer straighter main street, tabled junctions and speed features along the route.

9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

The streets are pedestrian friendly and many are shared surface. Through detailed design cars are encouraged to drive slower and more carefully by using short lengths of street and good built containment of the space.

Creating A Place

9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?

The majority of the residential streets will be only used for accessing the local area and so will not have significant through traffic. This low number of vehicle movements should allow children to play out in the street safely.

In some cases changes to the texture of the surface treatment of roads would encourage drivers to drive slower e.g. home zone areas, where the highway is used as shared space with pedestrians and cyclists.

10



Car Parking

Is the residential and visitor parking sufficient and well integrated so that it does not dominate the street?

Yes – The predominant parking typologies include on plot and rear courtyard parking. This ensures that views of the streetscene are not dominated by car parking.

Where frontage parking or integral garage parking is utilised as a typology, this has been contained to small groups of around 8 properties.

10a - Is there enough parking for the residents and visitors?

Yes – parking has been provided in accordance with the Oxfordshire County Council standards as set out on page 26 of the DAS. Visitor parking is provided within dedicated on street bays spread through the development to meet the standards.

Car Parking

10b - Is the parking positioned close to people's homes?

Yes - parking typologies are on plot or within rear accessed parking courtyards which are convenient and well overlooked for users.

10c - Are any of the parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

Yes – There are examples of courtyard parking typologies on the scheme, for example to back serve properties fronting the spine route to create improved continuity of frontages. Where used the parking courtyards are small and less than 8 spaces. The courtyards are well overlooked by side aspect windows that overlook the drive access to the courtyards. Where appropriate garden boundaries to the courtyards that have some visual permeability to allow surveillance. (i.e.: lower height fencing, trellis fencing or hit and miss walling)

10d - Are garages well positioned so that they do not dominate the street scene?

Yes – Garages are well set back between plots so not to dominate the street scene. There is very limited use of integral garage plots and where they have been used they are in small groupings with well landscaped front gardens so parking does not dominate the street.

11



Public & Private Spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

The development adheres to 'public fronts and private-backs' good design principles, ensuring clearly defined safe spaces.

11a What types of open space should be provided within this development?

There is considerable natural open space on the site, including the park land entrance, and open space and sports pitches to the southern edge and the linear green corridor along the Salt Way and the public footpath that bisects the site. There are also new playing pitches proposed, new play areas, a local park and amenity open space.

11b Is there a need for play facilities for children and teenagers?

Such facilities are proposed on-site for the use of new residents and the existing community.

11c How will they be looked after?

The open space and play areas are to be maintained by a resident's management company.

Public & Private Spaces

12



External Storage & Amenity Space

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

Vehicle parking and cycle storage has been provided to comply with Oxfordshire County Council's

Parking space standards are summarised on page 26 of the DAS. Refuse storage has been provided to also comply with the county council standards and includes provision for segregated recycling storage - see page 31 of the DAS.

12a - Is storage for bins and recycling items fully integrated so that these items are less likely to be left on the street?

Yes – the predominant strategy for bin storage is to utilise dedicated areas with the rear gardens where convenient for the user and also concealed from view on the street. All dwellings are provided with side and rear paths to the gardens to allow convenient access and movement of bins.

Where terraced houses are provided, these have been limited to three dwellings, to ensure that the rear path garden access to dwellings is not too long and will not discourage users from returning their bins to the garden areas after bin collection.

12b - Is access to cycle and other vehicle storage convenient and well secured?

Yes - For individual houses with garages, these are sized to be large enough to allow cycle storage to the rear.

For houses with frontage parking or no garages, then dedicated cycle shed stores are provided for each dwelling within the rear garden.

External Storage & Amenity Space

13



Summary

Based upon the above evidence as set out in the updated Building for Life Assessment, the proposals have been assessed to be in full compliance with the standards and achieved twelve 'greens'. As a result our proposals are considered suitable to be awarded the Built for Life, Quality Mark.

Summary





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