

Land east of Warwick Road, Banbury

Design & Access Statement

October 2022

Vistry Homes

Client Team

Turley

Planner

Vistry Homes

Developer

Consultant Team



Masterplanning,
Landscape Strategy,
Ecology and
Heritage



Transportation and
Flood Risk/Drainage

Contents

1. Introduction	1	3. Design Evolution	32
Document Purpose and Structure	1	Consultation	32
2. Evaluation	4	Key Design Principles	33
Planning Context	4	4. The Proposal	34
Design Policy Review	5	Fixed Elements	34
Strategic Location	6	Site Access	36
Site Description	8	Illustrative Elements	38
Site Connectivity	10	5. Summary	54
Local Facilities	10	Overview of Proposals	54
Settlement Evolution	12		
Character Assessment - Hanwell Village	14		
Character Assessment - Hanwell Chase	18		
Landscape and Visual Assessment	22		
Topography	24		
Arboriculture	25		
Ecology	26		
Heritage and Archaeology	27		
Flood Risk and Drainage	28		
Technical Appraisal	29		
Design Influences Summary	30		

Report Ref: edp3253_r005				
	Author	Formatted	Peer Review	Proofed by/Date
005_DRAFT	RA	JTF		
005a	RA		CG	FM 20.07.22
005b	NB		RA	
005c	RA			

© The contents of this document must not be copied or reproduced in whole or in part without the written consent of The Environmental Dimension Partnership Ltd. All plans are reproduced from Ordnance Survey digital map data.
© Crown Copyright 2022. All rights reserved. License number 0100031673. Imagery © 2022 Getmapping plc, Map data © 2022 Google United Kingdom.

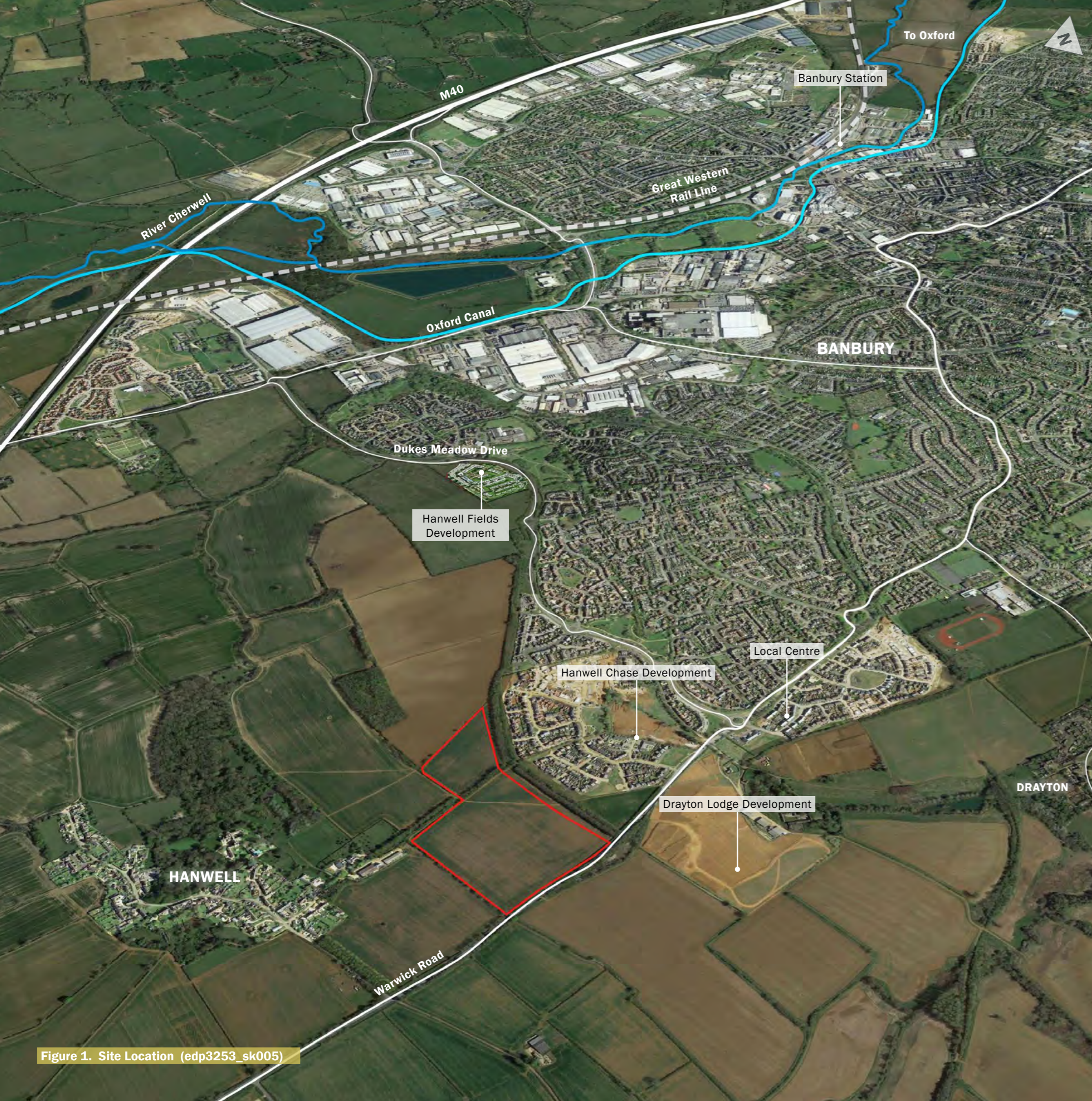


Figure 1. Site Location (edp3253_sk005)

1. Introduction

Document Purpose and Structure

This Design and Access Statement (DAS) has been produced on behalf of Vistry Homes Ltd ('the applicant') and forms part of the Outline Planning Application materials for land east of Warwick Road, Banbury ('the site').

In line with requirements set out within the National Planning Practice Guidance (Paragraph: 031 Reference ID: 14-031-20140306), the purpose of this DAS is two-fold:

- (a) explain the design principles and concepts that have been applied to the proposed development; and
- (b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

The DAS also explains the approach to access and how relevant policies have been taken into account.

This document also demonstrates how the design responds to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places [Figure 2]. This approach recognises that well-designed places have individual characteristics which work together to create its physical character. Embracing these ten characteristics helps to nurture and sustain a sense of community and positively address environmental issues affecting climate, and contribute towards meeting the themes for good design set out in the National Planning Policy Framework (NPPF).

This document is structured as follows:

Chapter One: Introduction

Chapter One sets out the structure and purpose of the DAS and describes the applicants' over-arching vision for the site.

Chapter Two: Evaluation

Chapter Two summarises the findings of technical studies undertaken by the consultant team across a range of disciplines which accompany the planning application. From these technical studies, a series of constraints and opportunities have been identified which have formed the basis of the design process.

Chapter Three: The Design Story

This chapter documents the evolution of the design proposals from conceptual work leading up to the final Concept Masterplan. The key influences are summarised along with the design decisions which have shaped the proposals. This Chapter also includes a brief summary of feedback received during early consultation and the stakeholder engagement process.

Chapter Four: Design Proposal

Chapter Four sets out in detail what the development proposals comprise and the elements of the proposals which are 'fixed' (parameters).

Chapter Five: Summary

Chapter Five provides a concise summary of the key features and benefits of the proposals.

Vision

Residential development at land east of Warwick Road will provide high-quality new homes, both market and affordable.

Over half the site will be retained for nature and recreation. The eastern portion of the site is reserved as open space, including wildflower meadows and woodland planting - which will deliver biodiversity enhancements, as well as naturalistic play equipment and seating located to take in views eastwards across the valley.

New low carbon homes will be located close to existing facilities and set within a green streetscape of rain gardens and street trees, set along meandering streets imbuing the development with an attractive village character.



This outline application (with all matters other than access reserved except for future determination) is for the provision of up to 170 dwellings and associated open space and vehicular access off Warwick Road, Banbury.

Application Summary

- Up to 170 new dwellings, making sensitive reference to the local character and vernacular, to meet housing requirement of Banbury;
- Over 6 hectares (ha) (56% of the site) retained as open space creating new habitats for nature including; wildflower meadow, parkland planting, woodland and grassland - the site achieves biodiversity net gain;
- Play and recreational provision to serve new and existing residents and located to facilitate a sensitive and appropriate gap between this extension to Banbury's settlement area and the neighbouring village of Hanwell; and
- Associated highway improvements, sustainable drainage systems and enabling infrastructure.

2. Evaluation

Planning Context

National Planning Policy Framework

The NPPF was adopted in 2021 and comprises the overarching planning policies for England, it also provides guidance on the creation of sustainable developments.

“Good design is indivisible from good planning and should contribute positively to making places better for people. The Government’s objective for the planning system is to promote good design that ensures attractive, usable, and durable places. This is a key element in achieving sustainable development” - NPPF 2021

Cherwell Local Plan 2011-2031 (Part 1)

Banbury is covered by the Cherwell Local Plan 2011-2031 (Part 1) adopted July 2015. Applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

Pertinent policy considerations that have guided the proposal include:

- **BSC2** *The Effective and Efficient Use of Land – Housing Density* requires that to make efficient use of land that new residential development should be provided at a net density of at least 30 dwellings per hectare;
- **BSC3** *Affordable Housing* requires at least 30% affordable housing with a tenure split of 70% social or affordable rent and 30% intermediate tenures;
- **BSC4** *Housing Mix* requires residential development to provide a mix of homes to meet current and expected future requirements in the interests of meeting housing need and creating socially mixed and inclusive communities;
- **BSC11** *Local Standards of Provision – Outdoor Recreation* requires that provision ideally be made on site in accordance with the minimum standards;
- **ESD13** *Local Landscape Protection and Enhancement* requires that new development respect and enhance local landscape character; and
- **ESD15** *The Character of the Built and Historic Environment* requires that new development complement and enhance the character of its context through sensitive siting, layout and high-quality design.

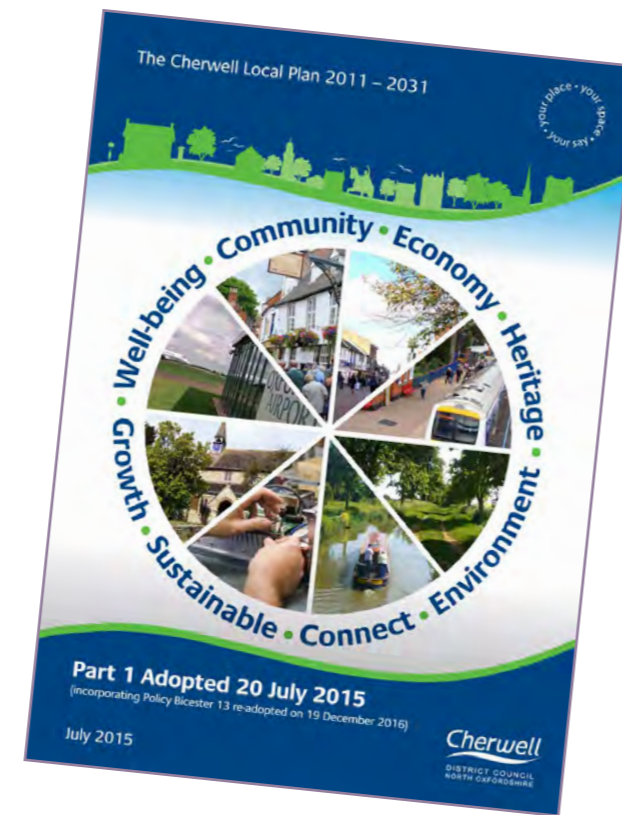


Figure 2. NDG 10 Characteristics of Well-designed Places

Design Policy Review

As part of the masterplanning process, The Environmental Dimension Partnership Ltd (EDP) have reviewed the policy and guidance documents relevant to design at the national and local governmental levels.

National Design Guide

The National Design Guide was released in January 2021 and provides an illustrated guide to the delivery of good design. It focusses on the best practice principles to deliver places that are fit for purpose, durable and bring delight. It is structured around the ‘ten characteristics of a well designed place’ as depicted in the diagram below.

Building Better, Building Beautiful Commission

A government commission produced a report in 2020 seeking to put beauty at the heart of the design and development agenda. Whilst defining beauty can be a subjective undertaking, the vision prepared for Land East of the A38 will seek to create beauty through high quality design and creation of a natural landscape setting for the development.



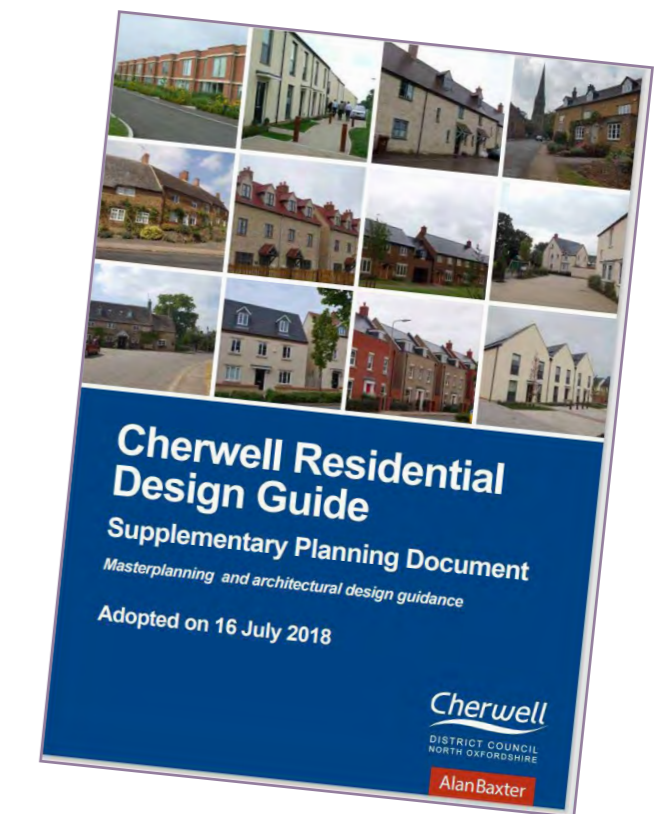
Cherwell Residential Design Guide Supplementary Planning Document (July 2018)

The Cherwell Residential Design Guide Supplementary Planning Document (SPD) forms part of the Local Development Framework, it identifies design principles and seeks to encourage a higher standard of design. It provides further explanation and guidance in relation to Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1.

“Development at the edge of the larger villages and towns including Banbury, Bicester and Kidlington should reflect the distinctive characteristics of the settlement and the wider Character Area in which the settlement is located” - Cherwell Design Guide SPD

“The masterplan should establish a positive built edge to the development, using built form and planting to frame views into the development rather than to screen it” - Cherwell Design Guide SPD

“The masterplan character areas should consider the appropriate scale and form of the edge, whether it is to be open and low density, merging with the landscape or a crisp urban edge for example” - Cherwell Design Guide SPD



Strategic Location

Located 22 miles north-west of Oxford, Banbury is a strategically important town within the District, and the Oxfordshire Plan 2050 area. This is in part due to its location on a main railway line and it being free of constraining policy designations, such as Green Belt (GB).

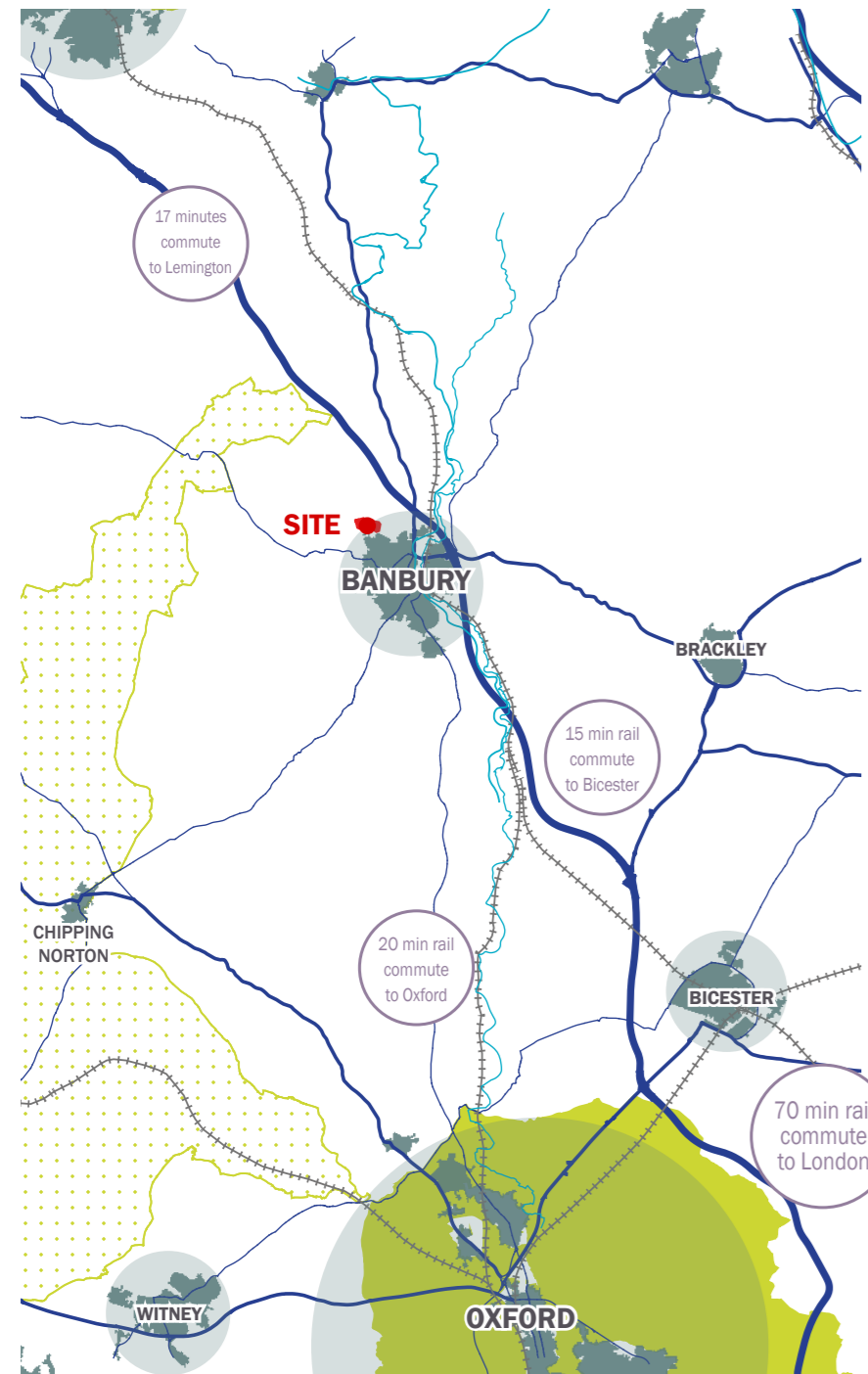


Figure 3. Regional Context

Figure 3 shows the geographic relationship between Banbury and Oxford, which is banded entirely by the GB. The site is well located to provide housing for those wishing to commute to Oxford using the railway network - thus reducing the need for more unsustainable car journeys.

Figure 4 opposite shows the site located on the northern edge of the existing settlement. It is bound to the west by Warwick Road (B3100), to the north and east the land slopes away towards the valley line and the village of Hanwell.

Warwick Road is a key radial route into the town centre and, linking in with Dukes Meadow Drive, provides a connection eastwards towards the motorway and the rail station.

Figure 4 shows the site's location in the context of other recent development on the northern side of Banbury. It also demonstrates a potential cycle route from the site to Banbury mainline railway station, some 20 minute ride away.

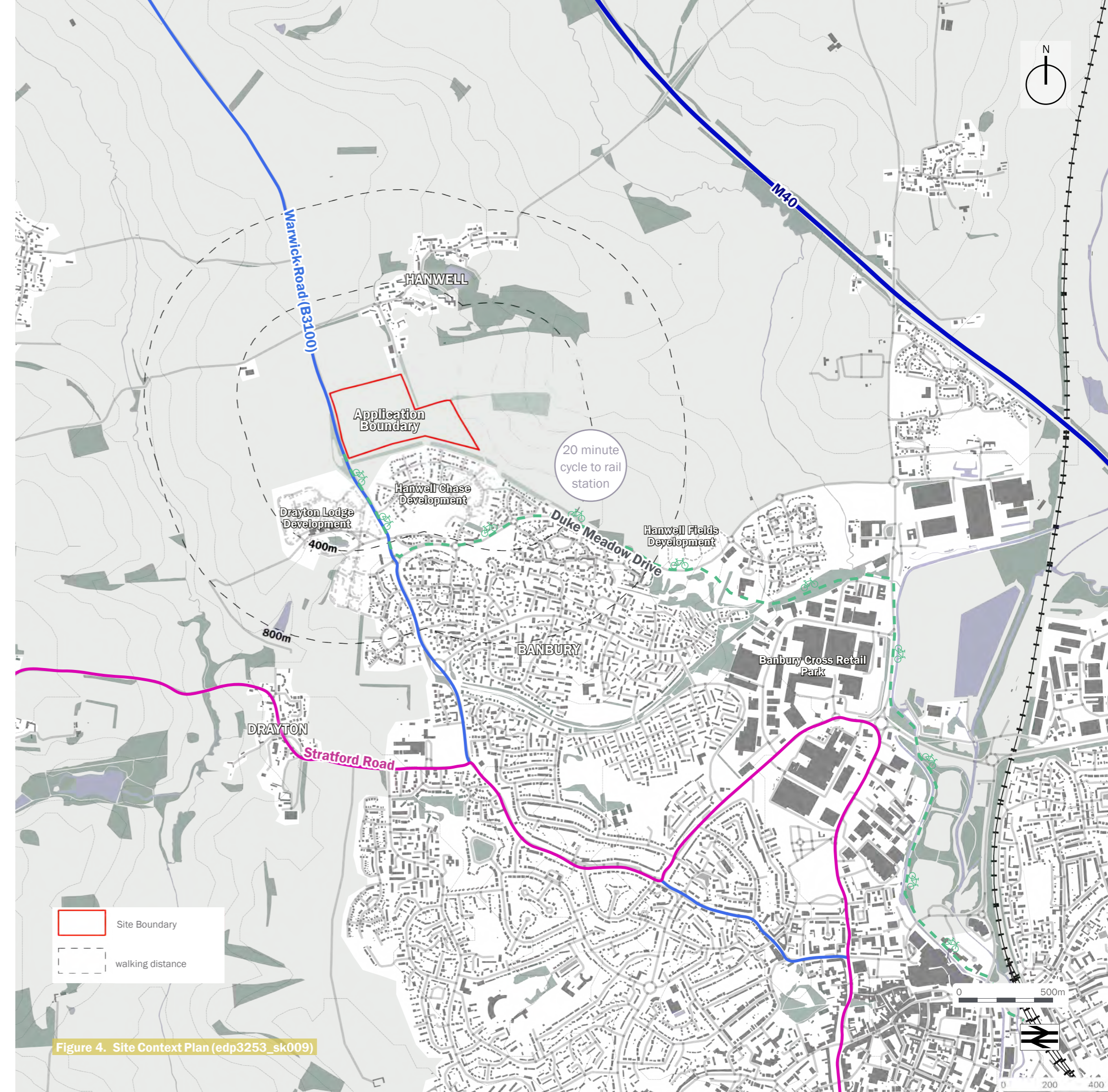
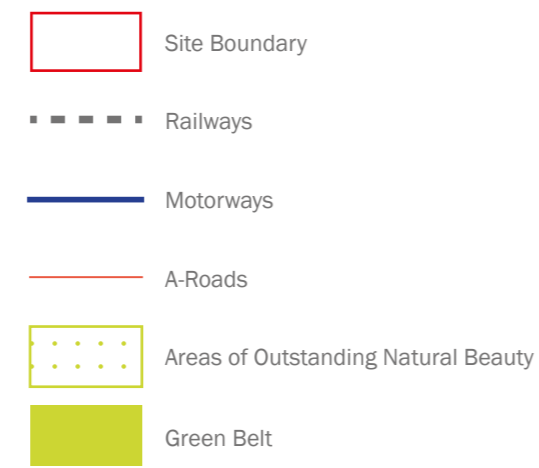


Figure 4. Site Context Plan (edp3253_sk009)

Site Description

The site is 12.63 ha and comprises two fields, all currently within arable use. An established tree belt runs along the southern boundary of both fields. The western field lies within the Parish of Drayton and the eastern field fall within the boundary of Hanwell Parish.

The western field is almost square in shape and is surrounded on all four sides by trees and hedgerow. Warwick Road forms the field's western boundary and Gullicote Lane runs along the field's eastern boundary, providing a pedestrian link between Banbury and the village of Hanwell to the north.

The eastern field is of irregular shape and has sparse hedgerows along its northern and eastern boundaries, affording open views eastwards.

Public Right of Way (PRoW) 191 traverses the western field, providing access to the residential areas of Banbury to the south and onwards to the Hanwell village to the north. PRoW 239 runs to the north of the hedgerow between the central and eastern field and provides access to Hanwell to the north and onwards access in a south-easterly direction towards Banbury town centre.

Gullicote Lane runs between the western and central field within an established tree belt, which is open on the western side as you progress northwards towards Hanwell.



View of site through woodland belt to the south



View south along Gullicote Lane



View northwards along Gullicote Lane



View of central field looking eastwards



View across western field looking south towards existing woodland planting



View of eastern field looking south-east from north-west corner



Figure 5. Site Plan (edp3253_sk021)

Site Connectivity

Walking and Cycling

Majority of facilities in Banbury are accessible within 15 minutes walk of the site. Connection towards these destinations is promoted by the existing footpaths to the south of the site.

Banbury Rail Station is situated in close proximity to the town centre and within a 20-min cycle of the site. One possible cycle route is illustrated in **Figure 6**. The station is equipped with formal bicycle parking facilities for up to 63 bicycles, comprising sheltered stands near the main entrance.

Rail

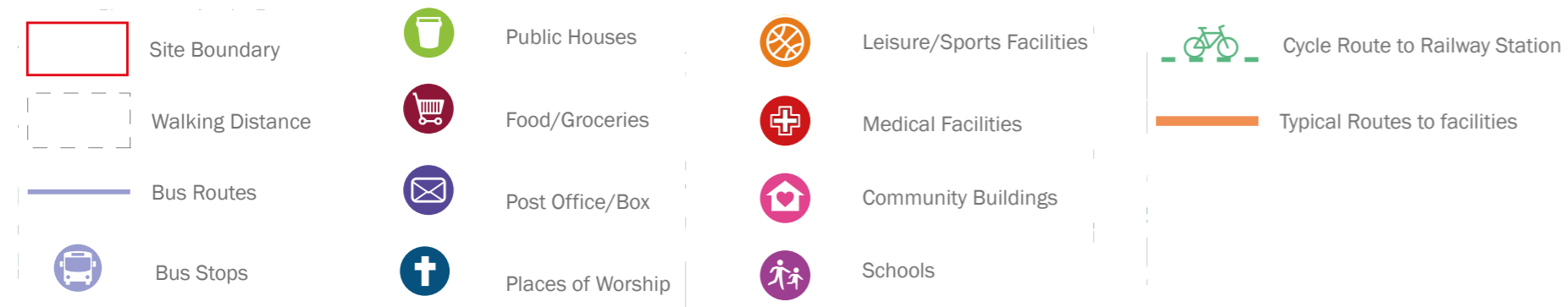
The railway station provides regional connections to destinations such as London, Birmingham and Manchester, and also offers half-hourly services to Oxford Railway Station with a journey time of approximately 20 minutes.

As a result, there is the opportunity for day-to-day journeys between the site and Oxford to be undertaken sustainably, by bike and train. A commuter residing in a new dwelling on the site would be able to cycle to Banbury Railway Station in about 20 minutes with an onward rail journey time to Oxford of 20 minutes (40 minutes total time).

Bus

Figure 6 also indicates the existing bus stop on Warwick Road as well as the proposed bus stop for the bus service that will run through the consented Hanwell Fields strategic development area to the south. This bus service will be accessible and provide a connection to Banbury's town centre and the employment hub at Beaumont Industrial Estate.

Other services available in close proximity to the site include No 77 to Leamington Spa, and No 76 to Stratford-Upon-Avon.



Local Facilities

Education

Banbury offers a wide range of educational facilities, both primary and secondary. The nearest being Hardwick Primary School, located within a 20 min walk from the site. North Oxfordshire Academy is a local secondary school, accessible either on foot (20 min) or by bicycle (7 min).

Health

Hardwick Surgery General Practice is a 20 minute walk away from the site, located next to the Hardwick Primary School. The nearest general hospital and Accident & Emergency department is located at the Horton Hospital, accessible by bus or bike within approximately 20 minutes.

Retail

There are multiple grocery stores available within a walking distance from the site, the nearest being Sainsbury's just off Warwick Road and Co-op Food at Ferriston and Hanwell Fields. There is also an Aldi and Tesco Extra at Banbury Cross Retail Park. A wider range of shops of different purpose can be found at Banbury Cross Retail Park and Banbury Town Centre, both easily accessible by bus.

Leisure

Banbury offers multiple athletics clubs, which include a hockey club and Harriers Athletics Club, located on the grounds of North Oxfordshire Academy and reachable within a 20 minutes walk. Multiple public houses are can also be reached on foot, as well as a few restaurants with Indian and British cuisines, available for takeaway.

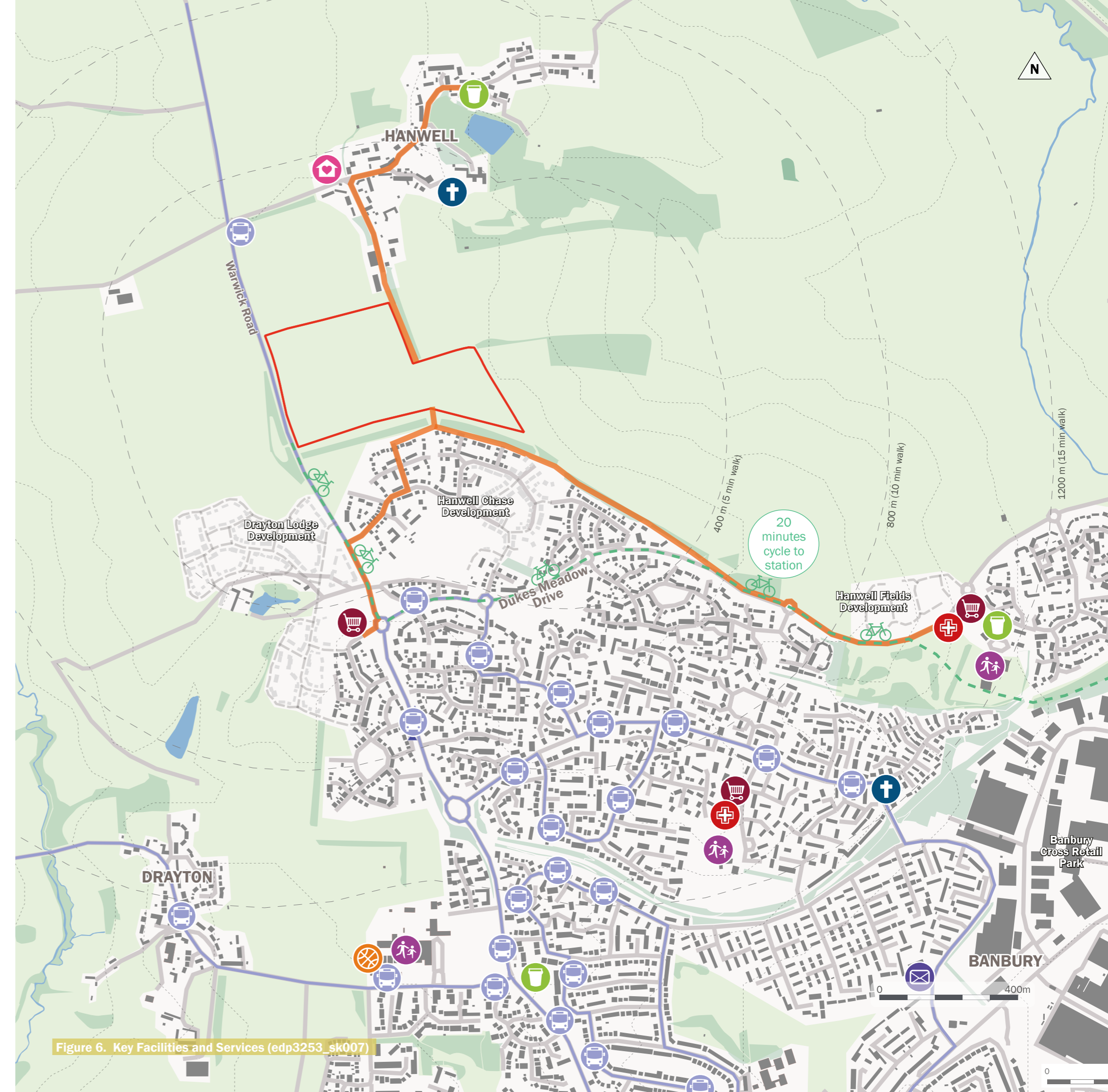


Figure 6. Key Facilities and Services (edp3253_sk007)

Settlement Evolution

Banbury is a historic market town, its historic core still evident within the town centre Conservation Area. Banbury has always been a well-connected settlement – originally established on the western bank of the River Cherwell at the confluence of two ancient routes. The town expanded with the arrival of the canal in the late C18th and the railway in the mid-C19th. Banbury grew rapidly during the post-war years and this was further accelerated by the arrival of the M40 motorway in the late C20th, further enhancing the town’s connectivity and accessibility

As the town grew, the original settlement extended along the radial routes fanning out from the town centre and residential development has gradually filled in the areas in between, with industrial development focused on the areas close to the waterways, railway and motorway.

The construction of Dukes Meadow Drive in the mid noughties saw the town’s expansion northwards, the new road facilitating the development of land parcels to the north by providing future residents with easy access to Southam Road, which leads through to the heart of the town, and onwards to the railway station and the motorway via Hennef Way.

The town is constrained to the east by the M40 motorway and river Cherwell and the Oxford Canal, which continue to provide a north-south green corridor through the town. Planned development for this Local Plan period is shown on the periphery of the town, associated with radial routes from the town centre such as the Warwick Road, Oxford Road and Bloxham Road, reaching as far south as Bodicote.

The site is located south of the village of Hanwell and this settlement along with more recent development directly abutting the site are considered in the following section.

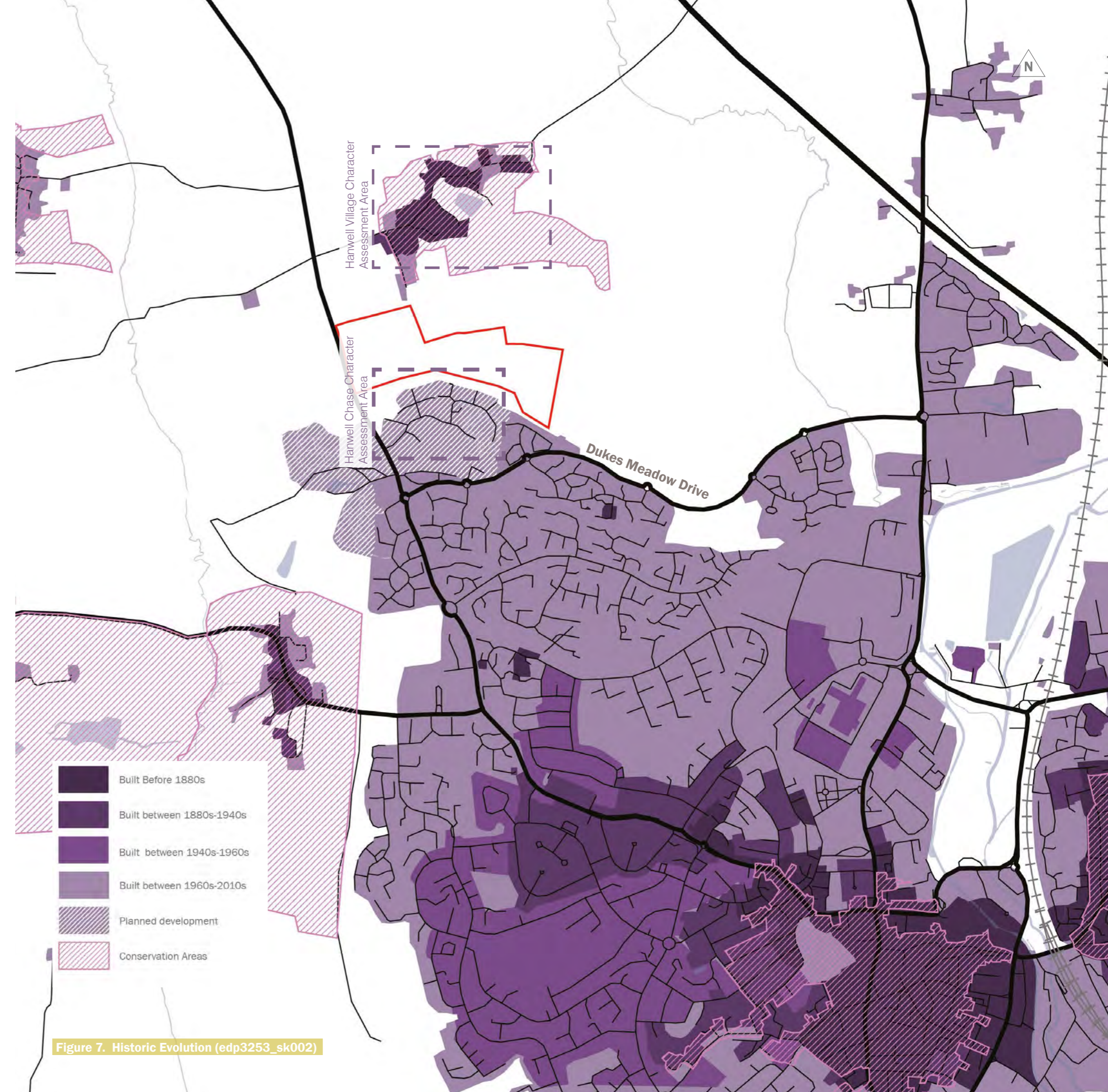
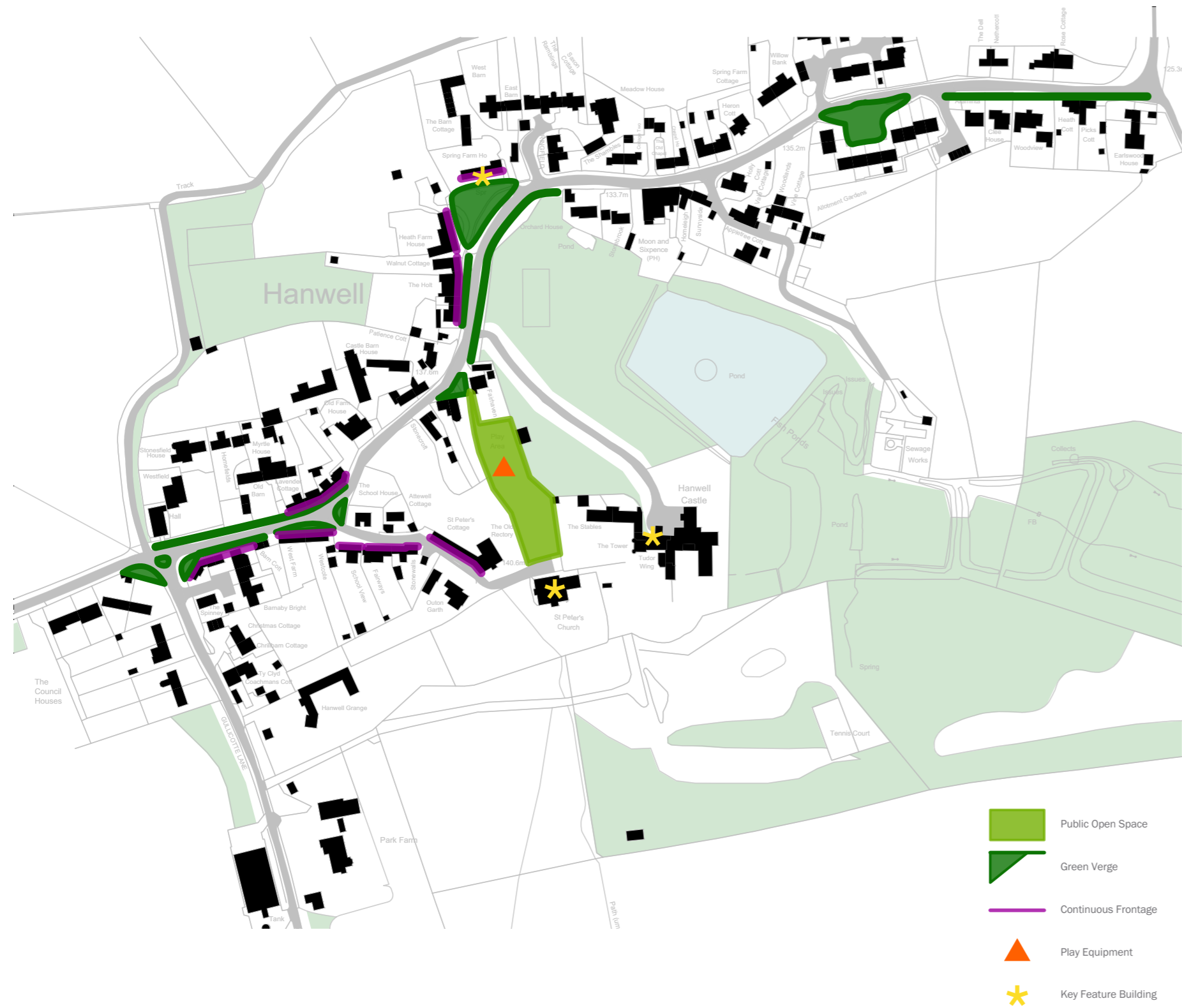


Figure 7. Historic Evolution (edp3253_sk002)

Character Assessment - Hanwell Village



Context

Located 3.5 miles to the north-west of Banbury centre, the village of Hanwell lies approximately 300m from the site, separated by arable fields and trees.

Hanwell began as an Anglo-Saxon settlement based around a spring (still apparent in the centre of the village). It is a linear village whose curving main street responds to the sloping topography and the position of historic buildings, namely the grounds of Hanwell Castle, which dates from the C14th.

Many of the houses pre-date the C20th, with more recent properties to the west and north-eastern edges. The whole of the village is protected by Conservation Area status.

There are numerous PRoW leading to and from Hanwell, which would have formed historic connections to neighbouring villages.

Streetscape

There is a variety of building setback depth, from back of pavement to more generous planted front gardens. Green verges, varying in width, line much of the main route. Where the road alignment deviates, green spaces punctuate the streetscene. Cherry trees are evident on Gullicott Lane.

Footpath is only provided on one side of the street, often separated from the carriageway by a narrow verge. Kerbs are often low or flush with the carriageway.

There are numerous areas of continuous frontage, especially defining key spaces. There are limited instances of gable ends fronting the street, this usually occurring on corner plots. There are only subtle changes in eaves and ridge heights.

Various parking solutions are employed throughout the village. Private drives off the main street contain parking courts serving a number of dwellings. There are instances of on-plot parking adjacent to the dwelling, which serves to break up the continuous of built form and limited instances of informal on-street parking.

Boundaries are defined by coursed ironstone walls with upright coping stones, or occasionally railings on top of a low wall. There are also areas of low planting and timber bollards protecting the verge.

Built Form

Houses are predominantly 2 storey, with some instances of 2.5 storey at key spaces. There is a mixture of terrace properties, often lining the main street, and instances of semi-detached and detached housing too.

Entrance canopies are mostly pitched, with some instances of lean-to canopies.

There is a mixture of dormers including; shed, wall and gable - often with the gable façade in dark weatherboard.

Eaves are clipped with a noticeable lack of fascia, and quoins are used on some buildings

The old buildings have a variety of stone, brick and timber lintels. More recent properties at the west extent of the village display protruding brick sill details, which add relief to an otherwise flat façade.

DESIGN CUES:

- Green triangles at key spaces;
- Varying verge and setback width = asymmetrical informal streets;
- Ironstone walls;
- Verdant front gardens of varying sizes;
- Cherry trees;
- Subtle changes in ridge and eaves heights;
- No fascia boards; and
- Landscape defensible strip green facade.