

7.0 Accessibility

7.3 Vehicular Access

Vehicular Access

Four vehicular access points are proposed for the site.

The first makes use of the existing vehicular access point off the northern end of Marlborough Road. This is where there is an existing vehicle ramp into the NCP car park.

The access will be regraded to suit proposed new site levels, with the landscaping scheme designed as more of a shared space that forms part of a new high quality public realm.

A limited number of motor vehicles will use this access, serving only two visitor spaces and an allocated accessible parking bay for the wheelchair accessible unit proposed to Block F.

The access also provides servicing access for the new residential blocks, for example refuse collection and maintenance and fire tender and emergency vehicles, with provision of suitable turning heads that have been tracked, since no through-routes are proposed across the site.

The second makes use of the access into the car park off Calthorpe Street but will be regraded and provide ramp (1 in 12) down to the proposed lower ground car park, for private, residents' parking. This allows the majority of parking to be concealed from the site and surrounding street views throughout the conservation area, as well as reducing vehicle movements through the site.

The third makes use of the existing retail service yard vehicle entrance in the south of the site, off Calthorpe Street. This has been regraded slightly to rise over the concealed lower ground floor parking level, giving access to the podium or upper ground site level, providing a small number of car parking spaces for the townhouses as well as servicing and emergency access for the upper ground level. This route in has also been designed as a shared surface street with a greater pedestrian priority, and tracked with suitable turning heads in order to prevent a through route being created that would compromise the extensive, landscaped public realm.

The fourth access will remain as existing and links to the self-contained short-stay car park to the south-west corner of the site.

Other than the vehicle-only car park ramp, all access points are graded at more than 1 in 20 for accessibility, with the proposed remodelling of site levels allowing for greater integration with surrounding street levels.

Proposed Site Plan



7.0 Accessibility

7.4 Servicing & Emergency Access

Servicing & Emergency Access

In order to maximise the usability and emphasis on pedestrian priority within the proposed public realm, vehicle movements through the site are limited, and as such there is no through-route across the site for vehicles. Access however does need to be made for servicing vehicles, for example for plant and for refuse collection, as well emergency provision made for fire tender vehicles and ambulances. The access points detailed in section 7.3 ensure access is available to both the northern, lower ground level, and the southern, upper-ground level, with each level also having a sufficient turning head to allow for exiting the site.

Transport consultants Calibro have tracked the site for the largest vehicles – both refuse and fire tenders and helped to inform the alignment of the proposed routes along with the turning heads.

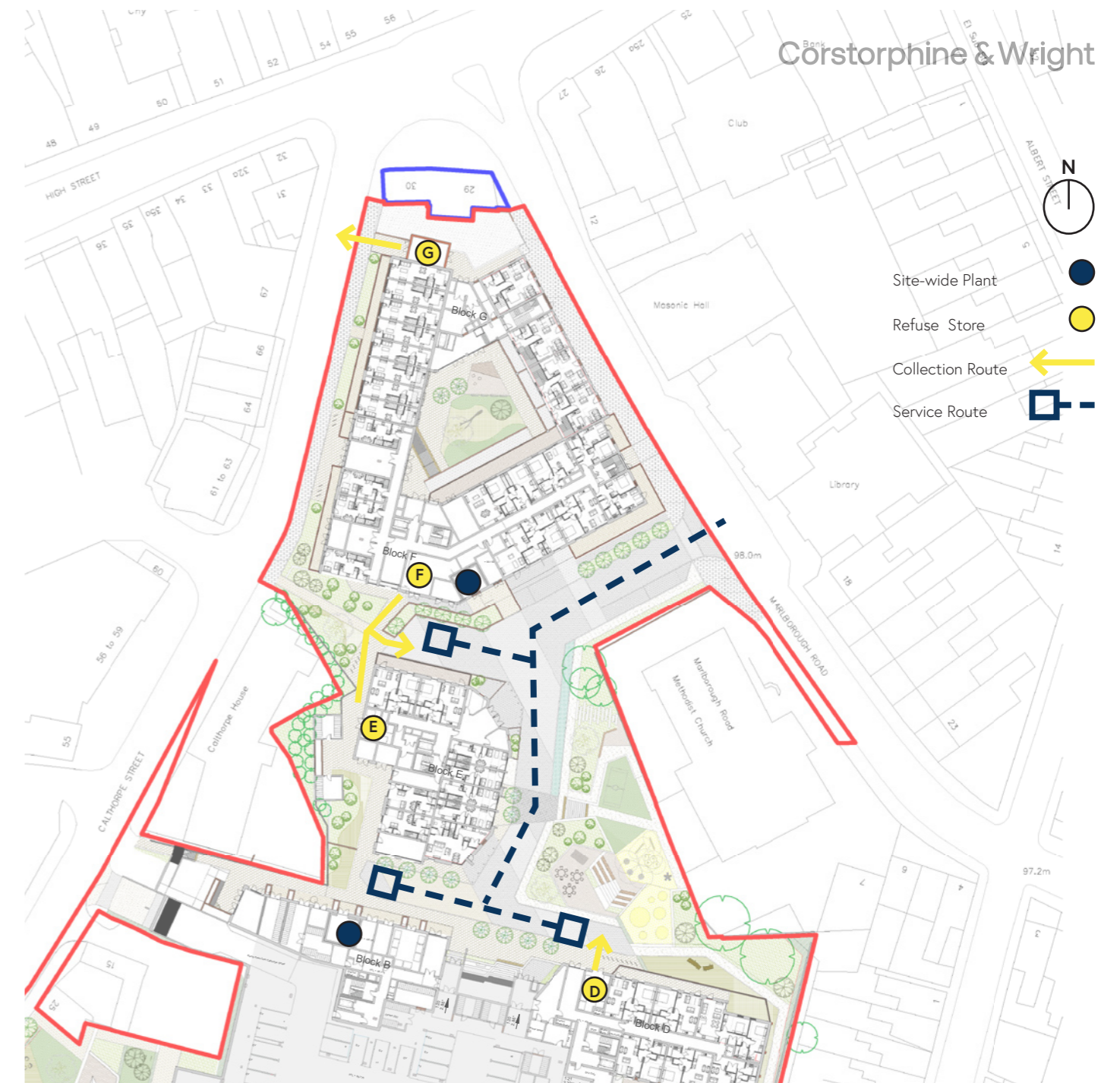
Proposed paving will be specified to accommodate these vehicle loadings, as will the design of the turning head and access road over the lower ground floor car park, which has received input from Shear Design Structural Engineers.

Proposed plant provisions and refuse locations have been included within the new buildings that allow for access either from outside of the site, or from within these service routes and turning heads. Refuse stores are positioned to be within 10m of a collection point and within 30m horizontal travel distance for residents. They have also been sized in accordance with the number and type of dwellings served to ensure sufficient space for both normal refuse and recycling, based on a fortnightly collection.

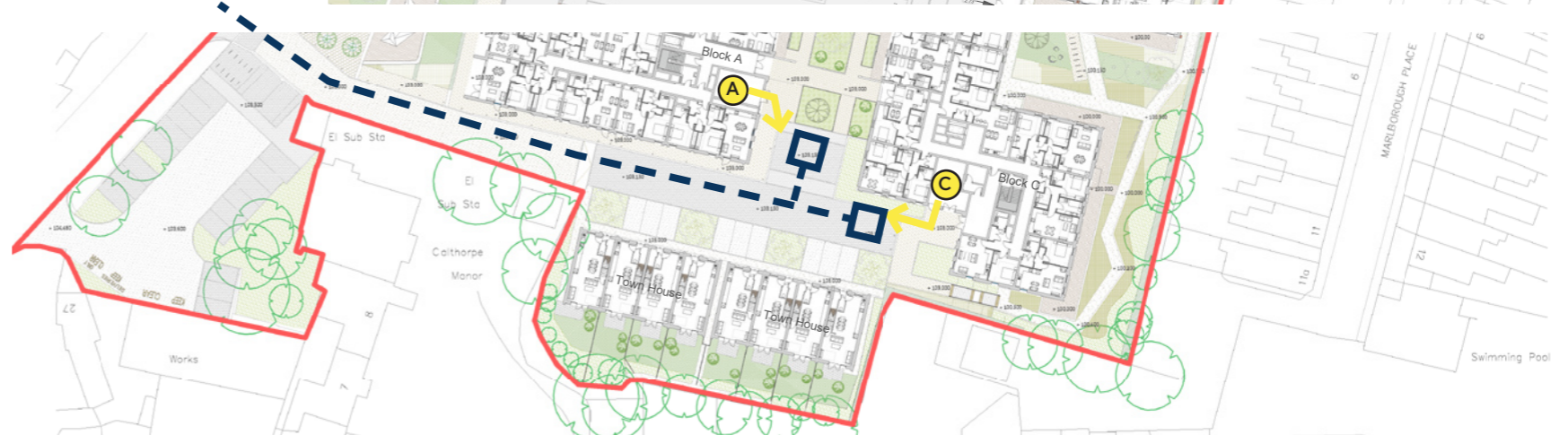
Through Hydrock Consulting Mechanical and Electrical Engineers, the IDNO has had input into the proposed locations of the main plant serving the whole scheme, which has been split between Blocks B and F and allows for vehicle access where required.

Helios have also completed a fire strategy review which confirms sufficient access for fire tenders, with the proposed servicing arrangements allowing for access within 18m of dry risers serving each stair core.

Proposed Site Plan



Lower Ground Floor Site Plan



Upper Ground Floor Site Plan

7.0 Accessibility

7.4 Servicing & Emergency Access

Refuse Store Requirements

Type of Apartment	Recycling (L)	Compost (L)	Waste (L)
1 Bed Apartment	60	30	60
2 Bed Apartment	120	60	120
3 Bed Apartment	180	90	180

BLOCK A				
		Recycling	Compost	Waste
1 Bed	23	1 Bed x 60L 1380	1 Bed x 30L 690	1 Bed x 60L 1380
2 Bed	11	2 Bed x 120L 1320	2 Bed x 60L 660	2 Bed x 120L 1320
3 Bed	0	3 Bed x 180L 0	3 Bed x 90L 0	3 Bed x 180L 0
Total Block	34	Totals Bins 2.45	Totals Bins 1.23	Totals Bins 2.45

BLOCK B				
		Recycling	Compost	Waste
1 Bed	18	1 Bed x 60L 1080	1 Bed x 30L 540	1 Bed x 60L 1080
2 Bed	9	2 Bed x 120L 1080	2 Bed x 60L 540	2 Bed x 120L 1080
3 Bed	0	3 Bed x 180L 0	3 Bed x 90L 0	3 Bed x 180L 0
Total Block	27	Totals Bins 1.96	Totals Bins 0.98	Totals Bins 1.96

BLOCK C				
		Recycling	Compost	Waste
1 Bed	14	1 Bed x 60L 840	1 Bed x 30L 420	1 Bed x 60L 840
2 Bed	12	2 Bed x 120L 1440	2 Bed x 60L 720	2 Bed x 120L 1440
3 Bed	3	3 Bed x 180L 540	3 Bed x 90L 270	3 Bed x 180L 540
Total Block	29	Totals Bins 2.56	Totals Bins 1.28	Totals Bins 2.56

BLOCK D				
		Recycling	Compost	Waste
1 Bed	30	1 Bed x 60L 1800	1 Bed x 30L 900	1 Bed x 60L 1800
2 Bed	9	2 Bed x 120L 1080	2 Bed x 60L 540	2 Bed x 120L 1080
3 Bed	0	3 Bed x 180L 0	3 Bed x 90L 0	3 Bed x 180L 0
Total Block	39	Totals Bins 2.62	Totals Bins 1.31	Totals Bins 2.62

BLOCK E				
		Recycling	Compost	Waste
1 Bed	20	1 Bed x 60L 1200	1 Bed x 30L 600	1 Bed x 60L 1200
2 Bed	6	2 Bed x 120L 720	2 Bed x 60L 360	2 Bed x 120L 720
3 Bed	1	3 Bed x 180L 180	3 Bed x 90L 90	3 Bed x 180L 180
Total Block	27	Totals Bins 1.91	Totals Bins 0.95	Totals Bins 1.91

BLOCK F				
		Recycling	Compost	Waste
1 Bed	34	1 Bed x 60L 2040	1 Bed x 30L 1020	1 Bed x 60L 2040
2 Bed	12	2 Bed x 120L 1440	2 Bed x 60L 720	2 Bed x 120L 1440
3 Bed	0	3 Bed x 180L 0	3 Bed x 90L 0	3 Bed x 180L 0
Total Block	46	Totals Bins 3.16	Totals Bins 1.58	Totals Bins 3.16

BLOCK G				
		Recycling	Compost	Waste
1 Bed	0	1 Bed x 60L 0	1 Bed x 30L 0	1 Bed x 60L 0
2 Bed	15	2 Bed x 120L 1800	2 Bed x 60L 900	2 Bed x 120L 1800
3 Bed	4	3 Bed x 180L 720	3 Bed x 90L 360	3 Bed x 180L 720
Total Block	19	Totals Bins 2.29	Totals Bins 1.15	Totals Bins 2.29

TOTAL SCHEME				
		Recycling	Compost	Waste
1 Bed	139	1 Bed x 60L 8340	1 Bed x 30L 4170	1 Bed x 60L 8340
2 Bed	74	2 Bed x 120L 8880	2 Bed x 60L 4440	2 Bed x 120L 8880
3 Bed	8	3 Bed x 180L 1440	3 Bed x 90L 720	3 Bed x 180L 1440
Total Scheme	221	Totals Bins 21.00	Totals Bins 13.00	Totals Bins 21.00

Overall Total	55.00	15 Days
Weekly Collection	27.50	Week
2 x Weekly Collection	13.75	Twice P/W

Block Total Bins (15 Days)	Weekly Collection (Week)	2 x Weekly Collection (Twice P/W)
8.00	4.00	2.00

8.00	4.00	2.00
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8.00	4.00	2.00
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8.00	4.00	2.00
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5.00	2.50	1.25
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10.00	5.00	2.50
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8.00	4.00	2.00
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55.00	27.50	13.75
Total		06.25

7.0 Accessibility

7.5 Parking

Parking

The proposed amount of parking for the scheme has been significantly reduced from our pre-application scheme of 208 car spaces in total, to 75. The reduction responds to pre-application feedback and helps to reduce reliance on private cars and encourage sustainable modes of travel.

Although the Local Authority did indicate they would be supportive of a car-free development, lack of parking was a key concern at the public consultation and the proposed level of approximately 33% strikes a balance between realistic need and sustainable ambition.

The proposed spaces are 2.5m x 5.0m in line with LA Highways guidance and the majority are within the lower ground floor car park, allowing them to be concealed from view and without any negative impact to the character of the conservation area.

The car park is accessed via a ramp from below the proposed new Gatehouse off Calthorpe Street and has been tracked by Calibro.

The two-way entrance and secure line has been set back off Calthorpe Street to reduce the likelihood of cars blocking the main road whilst waiting for entry, which will be via secure key fob. Although there is sufficient room for two vehicles to pass, it is a little tight in places, and a traffic light system is therefore proposed to reduce the likelihood of collisions. There is also a completely separate entrance point for pedestrians and cyclists.

The proposed layout of the car park has been designed with input from Shear Design's Structural Engineer, to work with the column layout of the apartments above and remove the need for a transfer slab, which reduces the amount of materials and embodied carbon the development will need. The layout has also been tracked to confirm usability and includes 63 car spaces, 4 of which (6%) are designated as accessible and sized according to LA Highways guidance, and 8 are motorcycle / 2-wheeled vehicle spaces.

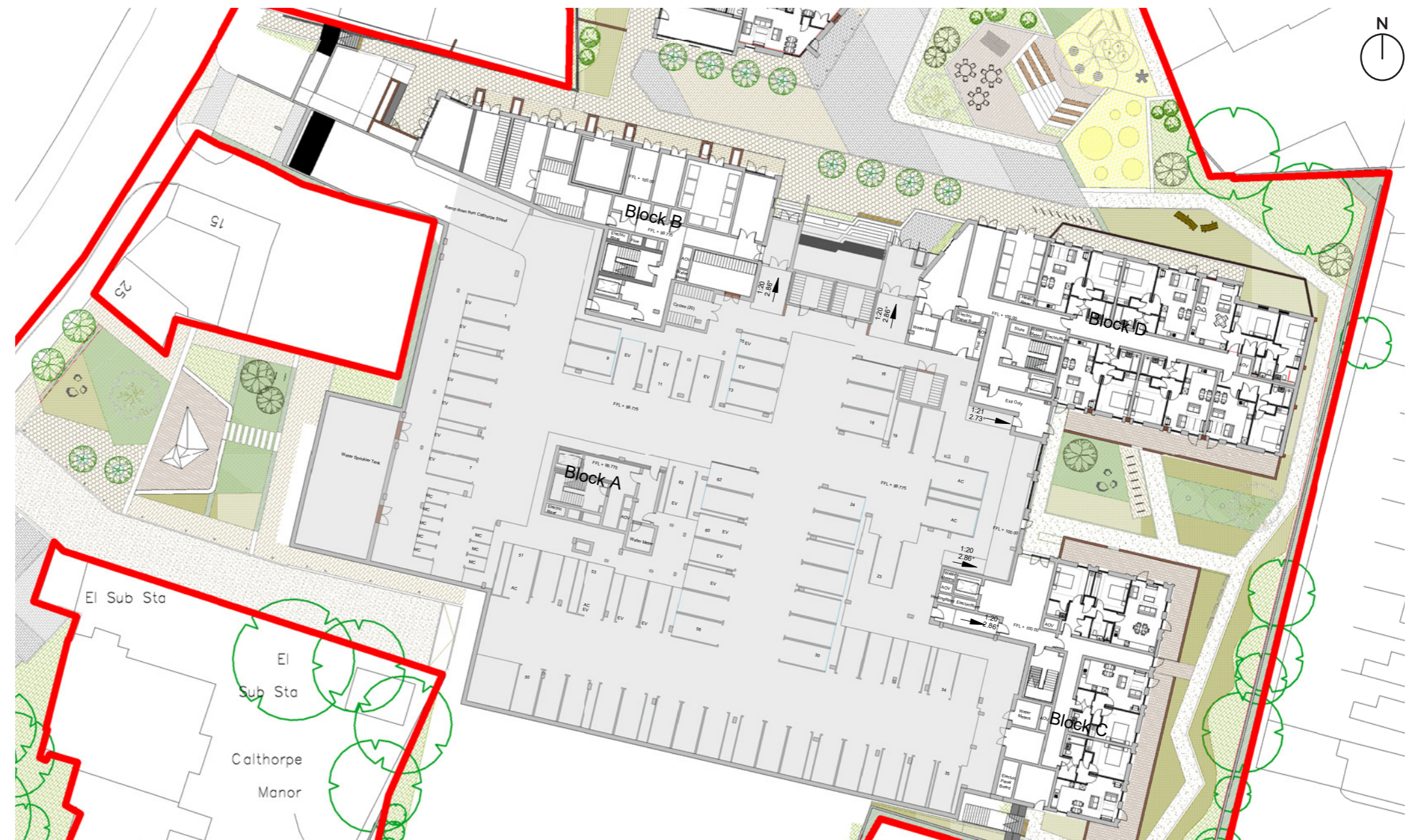
A minimum of 25% Electrical Vehicle (EV) charging points have been designated, including 1 accessible bay, with EV spaces featuring additional circulation space for charging points to be located.

It is anticipated that spaces will be allocated to units, which helps to reduce unexpected demand for parking in the vicinity of the site and will also assist with movement around the car park – for example by reducing the likelihood of residents driving round looking for spaces.

In addition to the lower ground car park, 9 surface parking frontage spaces are provided outside of the townhouses, and use will be restricted to the townhouses, again limiting vehicle movements along the shared surface Manor Gardens.

To the lower ground, northern end of the site, there will be 2 visitor spaces adjacent to the entrance of Marlborough Road and an allocated accessible space serving the designated Wheelchair Accessible unit in Block F.

The short-stay public car park to the south west corner will remain with a total of 18 spaces, as existing, with 3 no. accessible spaces, also as existing.



Lower Ground Floor Car Park Plan

7.0 Accessibility

7.6 Accessibility - Site Wide

The site is located within a very accessible location, with good links to public transport and conveniently located for a number of local shops and services.

The increased permeability through the site and welcoming public realm with good natural surveillance, makes the site more accessible to people. An external lighting scheme will also help the development to feel safe and to remain accessible after daylight hours. The variation between buildings and views through site also provide points of reference for good legibility and orientation whilst the landscape design provides areas for resting along the way.

Remodelling of site levels has allowed it to integrate better with the surrounding streets and gradients have been designed to be greater than 1 in 20 and shallower wherever possible.

There is a stepped access to the site, but this is the middle of three east – west routes through and an alternative ramped access is also provided adjacent to the steps. The central podium steps linking the lower and upper ground levels between the northern and southern halves of the site, are designed to ambulant accessibility standards and an alternative platform lift is provided adjacent to them, for those who are unable to use the steps. The platform lift was added after previous pre-application advice on security, meaning that no public access is required to any of the private residential blocks to access the lift. A cycle channel in the central podium steps also allows the site to remain accessible to cyclists wheeling their bicycles through.

The correct textured and hazard paving will be integrated carefully into the landscape design to notify people of changes in level and steps, as well as to define crossing points or pedestrian routes throughout the predominantly shared surface streets.

The restriction of general traffic as well as the majority of residents' traffic through the site, also aids general accessibility through the site by giving pedestrian priority to the public realm.

Accessible parking is provided within the lower ground floor car park for residents (6%) as well as an allocated accessible space for the wheelchair accessible unit in Block F, situated close to the main entrance of the Block as well as an external access straight into the unit.

There are also 3 accessible parking bays being retained within the short stay car park in the south west of the site.



Town Centre Accessible Location



12 Minutes Walk from Banbury Railway Station



Nearby Bus Stops & Bus Station



Retained Visitor Car Park - 18 Spaces including 3 Accessible



Residential Parking - circa 33% with 6% Accessible



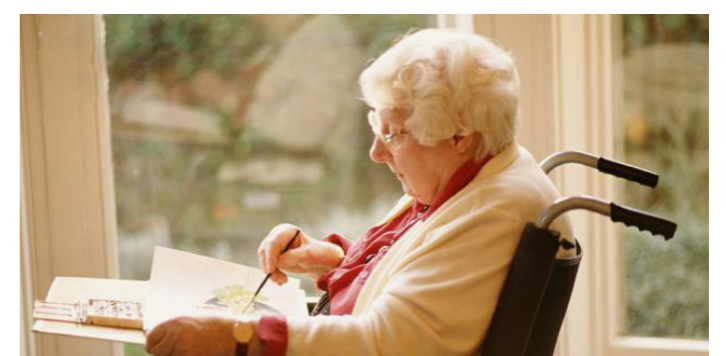
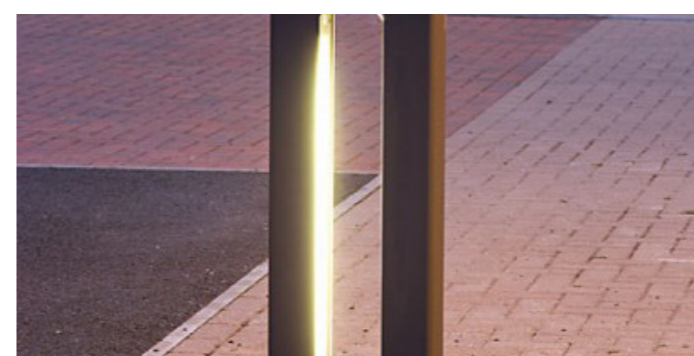
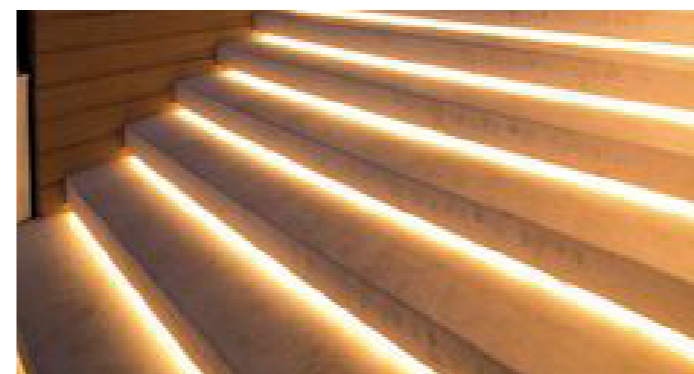
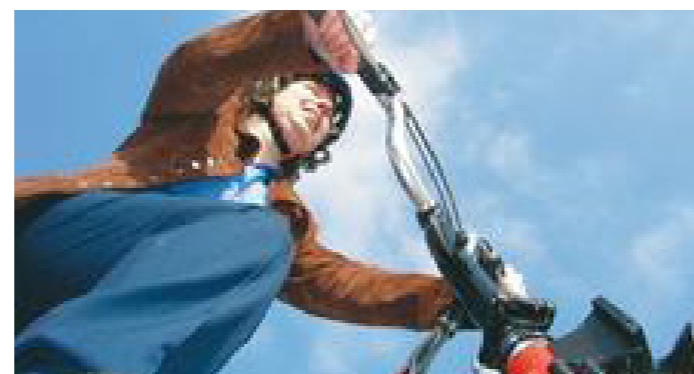
25% EV Charging



Secure Cycle Storage for Residents



Visitor Cycle Spaces



7.0 Accessibility

7.7 Accessibility - Building Design

The proposed building design also considers accessibility, with passenger lifts provided to each block along with ambulant accessible communal stairs.

Buildings have also been designed to be clear and legible, with increased amounts of glazing to communal entrances, canopies and signage, with direct access to the circulation cores beyond.

There are direct cores from blocks A-D into the proposed lower ground floor car park, and nearby pedestrian entrances to Block E. Whilst Blocks F and G are a little further away, a dedicated accessible space is provided to serve the wheelchair accessible unit in Block F.

As well as the wheelchair accessible unit, a number of units have been designed to meet Part M4(2) requirements, with generous levels of circulation used as a principle throughout for all units.

Corridors are a minimum of 1.5m wide and internal decoration schemes will consider visual contrast and acoustics to minimise confusion for those with any audio or visual impairment.

Refuse stores are located within 30m maximum horizontal travel distance, post rooms are situated close to main entrances and private communal amenity space is provided for each block for convenient access.

Circulation cores also provide convenient access to external amenity space for each block, and the proposed townhouses each have external access to their rear gardens.

An Access & Maintenance Strategy has also been developed for the proposals to ensure the development can be adequately serviced and maintained.

Window cleaning will generally be via water-fed pole access from the ground level to eliminate working from height, with water taps provided at ground level with wash down facilities also provided for cycle and refuse stores. Water taps or an in-built irrigation system will also be available to maintain green and biodiverse roofs and lightweight walls, as well as ground level landscaping.

Plant is generally situated at lower levels for ease of access, with roof-top PV panels and ASHP compounds, accessed via roof hatches with fixed, access-restricted stairs. Flat roofs will have permanent edge protection in the form of solid parapets or balustrades, generally set behind a smaller solid parapet. Pitched roofs can be accessed where required with mobile elevated working platforms.



Indicative 3D Visualisation - Enclosed Courtyard to Blocks F and G

Security



8.0

8.0 Security

8.1 Site Wide

Site Wide

The feeling of safety across the site should be improved by the redevelopment proposals, that provide a significant enhancement of active frontage and natural surveillance, as well as attractive, landscaped routes through the site. An external lighting scheme will also help to ensure the safety of the site after daylight hours.

The proposed remodelling of site levels also helps to improve the security of surrounding properties, with Methodist Church benefitting from integration of its rear yard into the proposed public realm, which also provides natural surveillance to discourage antisocial behaviour. The lowering of site levels also helps to prevent unauthorised access to the rear, flat roofed extension to the church.

The narrow passageways around the back of the existing retail units and rear of the Dashwood Road properties are also removed, with a more secure, back-to-back garden arrangement proposed.

Similarly, a secure amenity courtyard to the rear of Calthorpe House offers a secure neighbour in place of a town centre car park that can experience anti-social behaviour.

Proposed areas of public realm within the site, such as the Play Plaza, are also well overlooked and integrated into the proposals.

The proposed landscape scheme uses a variety of boundary treatments and demarcations in paving to differentiate between public and private space, which creates a feeling of ownership for residents to encourage maintenance and provides defensible space for both privacy and security.

Ground floor units for example typically have a walled or hedged small frontage area, with an arrangement of duplex units to further increase residents' privacy.

The proposed areas of public realm and shared private external amenity space for residents are also defined, with access restricted to the courtyards of Blocks A,B,E,F and G as well as to the roof top terraces of Blocks A-D.

Whilst there is no hard boundary to the shared private courtyard between Blocks C and D, this is located in a more sheltered area of the site away from primary routes, and the use of wildflower planting areas rather than purely amenity grassland, will help to define the boundary. The apartments that open on to this courtyard also have their own defensible frontage which is clearly defined with low brick wall.

The provision of private communal amenity space provides opportunities for social interaction between residents, helping to foster a good sense of community and encouraging neighbours to look out for each other and to be aware of who should be within their building and private communal grounds.

The proposed platform lift between the lower and upper ground levels adjacent to the podium steps, have also been introduced following previous security feedback, providing accessibility without compromising the security of residential blocks for use of the lifts.



8.0 Security

8.1 Site Wide

Vehicle Parking

The majority of car parking is within a secure lower ground floor car park, that will benefit from secure, fob-operated access for both vehicles and pedestrians, as well as good coverage by lighting and CCTV. The reduced size of the car park and simplified layout gives greater visibility than the pre-application scheme version, and the cycle storage within it serving Blocks A-D has been broken down into smaller separate stores, that can be allocated with controlled fob access. Access to the car park can be restricted to residents of Blocks A-D and to those of other blocks that have an allocated space.

Whilst direct access to the cores of Blocks A-D creates permeability to the car park which was raised as a concern at pre-application stage, this needs to be balanced against the need for adequate fire escape and the cores will be access controlled and direct entrance to them provides direct and safe routes for residents. It also means that the car park is less likely to be isolated and will benefit from passing surveillance.

There is no public or visitor access to the car park, with 2 spaces provided at surface level with good overlooking, close to the site entrance point of Marlborough Road, and the retained car park to the south-west corner or large car park opposite also catering for visitors.

Surface car parking for residents is suitably overlooked and well-related to the properties served, for example the frontage parking outside of the townhouses and the accessible unit to Block F.

Cycle Storage

Cycle storage for residents is within the blocks served, either within the building line or secure courtyards and will benefit from access control, lighting and CCTV coverage.

Cycle parking for visitors is via secure Sheffield hoop stands and has been positioned close to building entrance points and with the benefit of overlooking, as well as split into smaller groups and distributed across the site.

See Section 7.2 for more detail.



8.0 Security

8.2 Building Design

Buildings have been designed to be clear and legible in layout and the provision of communal garden rooms for residents helps to build a community through social interaction and encourages awareness and care for neighbours.

Building entrance cores that will benefit from access control, have legible entrances with increased glazing, canopies and lighting and have generally been designed with access straight to the vertical circulation core with additional access-controlled door to ground floor apartments. This protects ground floor units from a large number of passers-by.

Whilst the circulation cores for Blocks A / B and C / D are physically connected at the upper levels, access to either core can be restricted via the access control system, whilst allowing for improved emergency circulation and access to two stairs.

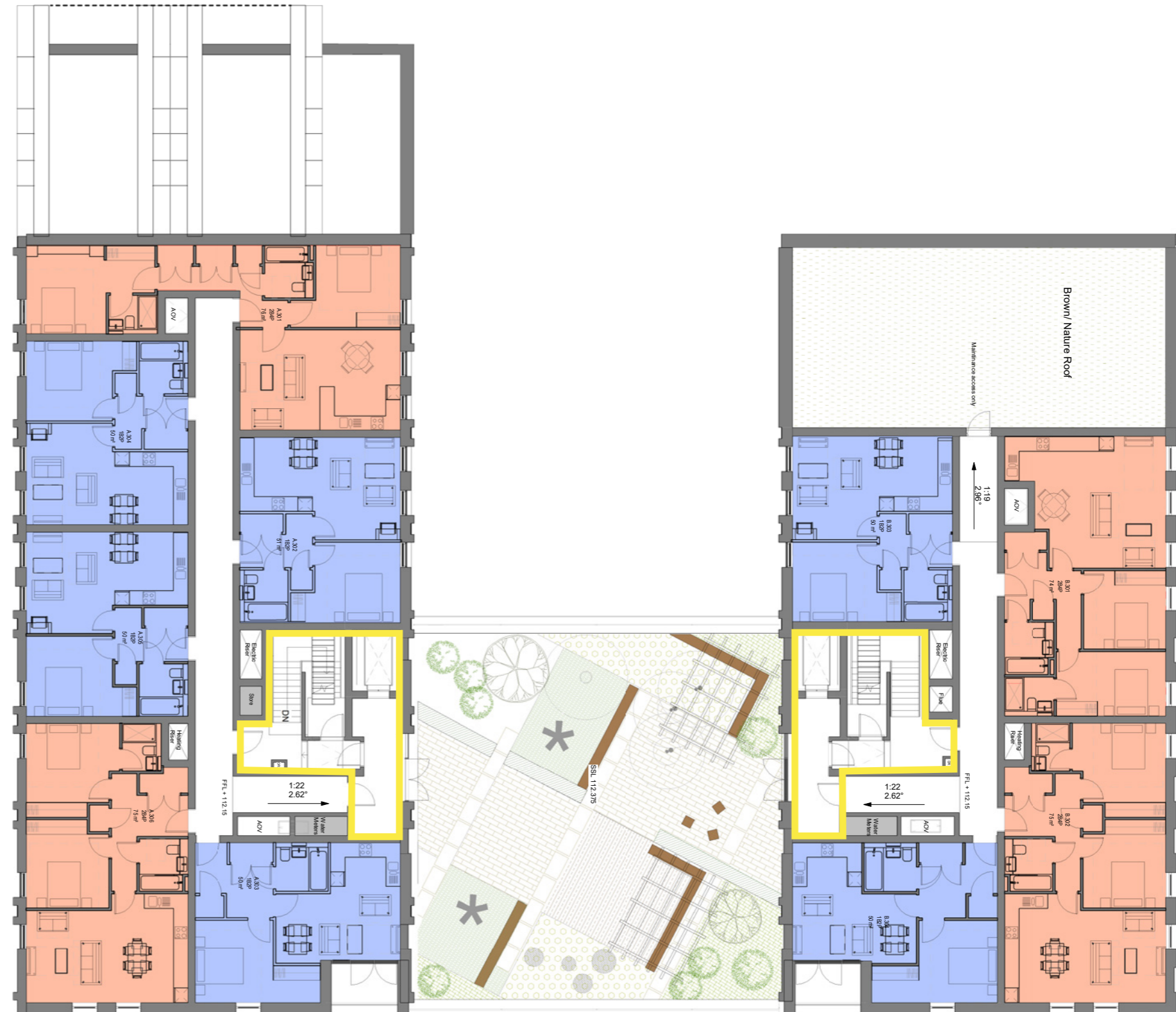
Access to external communal areas is either direct from the public realm, from adjacent units or via the circulation cores. Units that front on to communal areas are protected with defensible space.

At the upper levels of Blocks A-D, the cores have been designed to allow access for all residents to the proposed roof gardens, without having access to the majority of other units to those floors. This has been considered in response to pre-application feedback.

Whilst Block G has external deck access, this overlooks a fully enclosed and secured courtyard, which benefits from overlooking by properties in both Blocks F and G.

The proposed townhouses have shared external routes to rear gardens, which will be protected with a full height secure gate at the front line of the houses as well as individual secure gates to each garden, with fencing including to rear boundaries as 1.8m high close boarded fencing.

At a more detailed design stage, specification of all windows and doors will ensure compliance with security standards and Approved Document part Q.



Core Access to Roof Terrace and Secure Apartment Line

Fire Strategy



9.0

9.0 Fire Strategy

9.1 Site Wide

Helios have been appointed as Fire Engineers for the scheme and have reviewed the scheme and informed the finalisation of plans to accommodate necessary fire safety features.

In terms of the proposed site layout, the site is accessible to fire tender vehicles, and tracking by Calibro has demonstrated this to be the case, with suitable turning heads provided.

Fire tenders can therefore get within 18m of all dry riser inlet locations, with dry riser positions to stair cores indicated on plans.

Stair cores can also be used to access the lower ground floor car park as well as the proposed pedestrian access points from the public realm at lower ground floor level. A large space for sprinkler tank has been accommodated within the car park, although further modelling and development of detailed proposals will be required for exact sizing.

9.2 Building Design

The internal building layouts have also been reviewed by Helios and due to some extended escape travel distances, will require a fire engineered approach, with the required natural and mechanical ventilation inlets and outlets being included within the proposal.

In order to improve fire safety, the circulation cores to Blocks A/B and C/D have been joined to permit emergency escape via two stairs. This is the tallest block on site at 5 storeys (4 + 1 lower ground), although it remains under 18m and is therefore not considered a higher risk building under the Building Safety Act.

Non-combustible materials should nevertheless be specified for building facades and it is proposed that the development will benefit from sprinklers, although the requirement for additional storage or mains fed systems will need to be determined at a more detailed design development.

Computational fluid dynamics (CFD) modelling will also be required at a more detailed stage to ensure the proposed fire strategy is appropriate.

Apartments generally have been designed with a separate entrance lobby giving escape from bedrooms, rather than open plan, although there are some duplex units that will require first floor escape.

Emergency lighting and escape signage will be provided in accordance with the relevant British Standards, as will a Fire Alarm and Evacuation Alert System.



Upper Ground Floor Site Fire Access - Helios



Lower Ground Floor Site Fire Access - Helios

Energy Strategy & Sustainability



10.0

10.0 Energy Strategy & Sustainability

10.1 Site Wide

Energy Strategy

Passive design measures are the most effective in the first principle of sustainable energy; reduction in demand.

By orientating the proposed buildings effectively, the demand for both heating and cooling as well as energy use for lighting etc. can be reduced.

As such, the proposed site layout seeks to reduce direct north facing apartments where possible, whilst balancing contextual orientation to respond to local grain and provide active frontages where required. Building depths have also been kept relatively shallow to allow for greater natural light and ventilation penetration.

In terms of the energy strategy developed by Hydrock, the proposal is for an all-electric scheme and there has been some dialogue with the IDNO which has informed the proposed location of the main site-wide plant, in the form of 2 generators, split across the site to aid distribution, and each adjacent to incoming / outgoing services, LV Life Safety and Switch Room.

The lower ground floor levels of Blocks F and B have been proposed to accommodate these requirements, with vehicle servicing access provided. Hydrock have provided input into the sizing of the spaces and any additional requirements.

The lower ground car park is proposed to be fully mechanically-vented, with 2 large units to the rear of the car park below Blocks C and D.

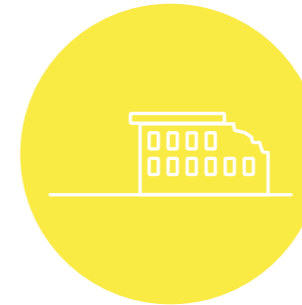
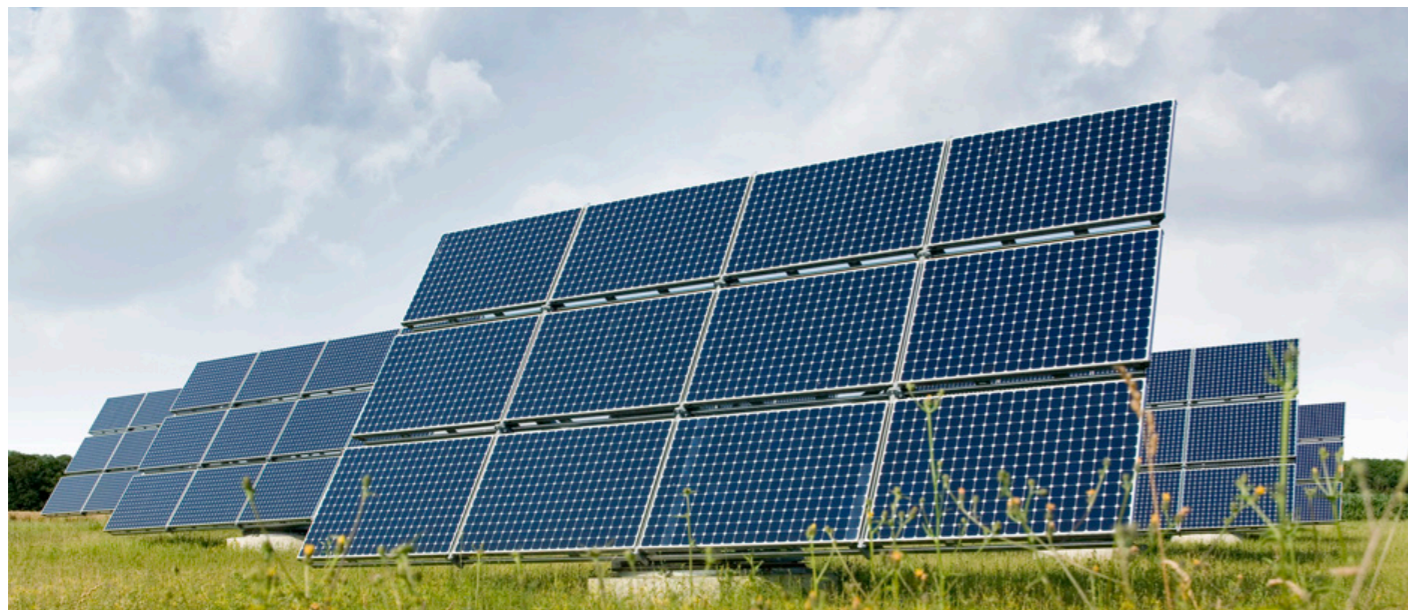
Sustainability

The re-use of a brownfield site in a central and accessible location with good access to local amenities and public transport represents a sustainable approach to development, as does the efficient use of land to provide new homes.

The proposed landscape scheme adds significantly to the ecological and biodiversity of the site, with the creation of new and varied habitats including use of green roofs. Enhanced provision of soft landscaping will also reduce surface water run-off and the integration of blue roofs and permeable paving have also been proposed as part of a sustainable drainage strategy.

The permeability through the site not only encourages sustainable travel in the form of walking and cycling, but also allows for natural light to be received by both the proposed new dwellings and existing nearby properties.

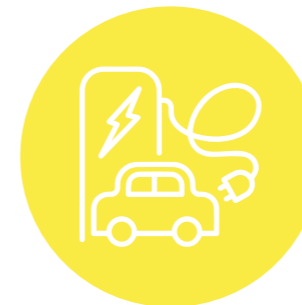
Residents' car parking is at a provision of 33%, representing a low car development and again encouraging more sustainable travel. 25% of off-plot parking will also be fitted with electric vehicle charging points and cycle storage will also benefit from electric charging points. The provision of cycle stores for both residents and visitors further discourages reliance on cars.



Reuse of a Brown Field Site



Biodiversity Habitat



25% EV Charging Points



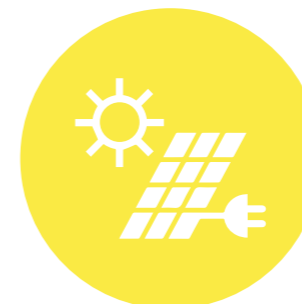
Visitor and Cycle Storage



Green & Blue Roofs



Sustainable Drainage



PV Panels



Air Source Heat Pumps

10.0 Energy Strategy & Sustainability

10.2 Building Design

Energy Strategy

A fabric first solution also responds to the principle of energy reduction, by using a well-insulated thermal mass to reduce heating and cooling demand, with a high degree of airtightness to further prevent heat loss.

The proposed facades have also generally been designed to have full height windows to allow for greater light penetration, with a double or twin window to living areas, where higher levels of daylighting are typically desired. In the case of corner or end apartments, dual aspect is commonly employed to further enhance natural daylighting. Proposed windows also have opening lights to allow for natural ventilation. Opening windows are provided in accordance with the accompanying noise report, which determines that opening windows to all units will be acceptable for purge ventilation and for general ventilation to prevent overheating to some units, with an alternative strategy such as mechanical ventilation required for some where external noise levels are higher.

As such, all units will feature Mechanical Ventilation with Heat Recovery (MVHR), designed to maximise heat recovery efficiency and minimise energy consumption whilst providing adequate fresh air and ventilation for residents. It is proposed that the window head soffits can be used for the required ventilation louvres / grills. Efficiency is the second principle of a sustainable energy strategy, whilst Renewables is the third.

Renewable technology proposed includes PV panels to the upper-level flat roofs to all apartment blocks as well as panels to the internal site-facing roof pitches of the proposed Gatehouse and Townhouses. Panels to flat roofs can be accessed for maintenance via roof access hatches with fixed stair, with suitable edge protection provided to building edges.

Air Source Heat Pumps (ASHP) will also serve all units, with small rooftop compounds to apartment blocks and smaller, domestic-scale units to the Gatehouse and Townhouses. For rooftop mounted plant, this will be acoustically and visually screened, and set back from site edges to minimise views from outside of the site. Views from within the site are also minimised where possible using roof parapets and careful positioning of the proposed plant. Again, access will be via roof hatch and fixed stair, with edge protection along the route to the compound.

Sustainability

Each block also features an ancillary heating plant room, water tank storage, water metering to each floor level, electric panel and various risers through the building. All of the plant areas have been sized and informed by Hydrock.

The use of renewables aims to enable the development to meet or exceed target energy consumption figures set by organisations and initiatives such as LETI and Passivhaus.

Further measures in the spirit of reduction, include the specification of appropriate local, recycled or recyclable, non-toxic materials which are robust and easy to maintain, thereby contributing to the reduction in whole life carbon emissions in addition to reduced operational energy demand.

At a more detailed design stage, well-considered setting out working to standard module sizes can help to reduce wastage of materials and reduce on-site construction time.

Adequate provision has also been sized for storage of both normal refuse and recycling and compostable waste.

REDUCTION

RENEWABLES

10.3 Apartments

Generally, all apartments have been designed with a double utility cupboard within the hall, which can house an energy efficient washer-drier as well as the MVHR unit that forms part of the energy strategy for the proposal. This houses kit out of the way of living areas and is in addition to separate tall storage cupboards, thereby ensuring sufficient space for plant is incorporated that does not detract from general amenity.

Units have also been designed to be generous in terms of living space and allow for modern and flexible living, including working from home, with space for desks in addition to dining tables. The provision of communal garden rooms also gives residents access to additional living space. Working from home allows for a reduction in travel as well as retention of patronage to local businesses and also allows for an element of future-proofing in the face of future emergencies such as the recent global pandemic.

At a more detailed specification stage, any built-in appliances will be energy-efficient as will lighting, with controls on energy systems designed to maximise management efficiency, in line with the 4th principle of energy reduction.

EFFICIENCY

MANAGEMENT



Conclusion



11.0

11.0 Conclusion

We have made considerable alteration and improvements to the submitted scheme in response to pre-application advice and specialist consultant input. The more detailed development of the design has also allowed for the additional site benefits, such as extensive landscaping, to be fully explored and presented with the application.

The proposed residential use is appropriate to the area and aims to help regenerate Banbury Town Centre with a vibrant new community that will help support local business. The proposed quantum effectively balances the viable redevelopment of a brown-field, sustainable site to provide a good mix of new homes, against the numerous site constraints due to its urban nature and position within the conservation area.

The proposed site layout considers the surrounding context and brings about improvements in site legibility and permeability, as well as enhancing site safety and security. The proposed massing has been extensively reviewed and adjusted, with modelling and testing of views to ensure that the proposed benefits of the scheme in terms of townscape, outweigh any negative impacts on heritage. A layering effect has also been used, whereby the proposed development steps down to site edges, with increased height to the centre of the site to retain development viability.

The buildings have been designed as contemporary dwellings, that use a sensitive and contextual palette of materials to respond positively to the local environment and that will also sit within an attractive new landscape, that boosts ecological value as well as creating valuable new public realm with a real sense of place.

The proposed development has considered aspects of accessibility and security, as well as embodying sustainable principles to create a long-lasting, safe, inclusive and energy-efficient new neighbourhood in the heart of Banbury.



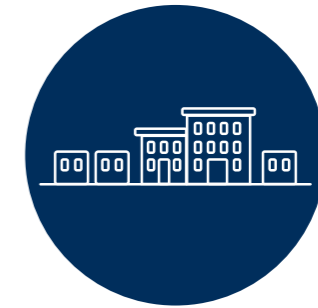
Provides circa 230 New Homes



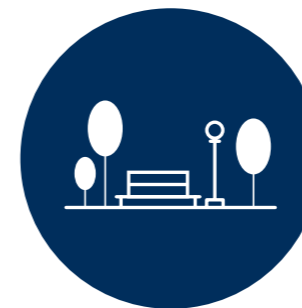
Provides 30% Affordable Homes



Significant Move towards Regeneration of Key Strategic Area in Banbury



Improved Street Frontage



Provision of High Quality Landscaped Public Open Space



Mix of Home Types - from 1 Bed Studios to 4 Bed Town Houses



Increased Permeability - New Green Links



Vibrant Community Injecting Life into Town Centre

Corstorphine & Wright


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