



### Green & Blue Infrastructure

'Green Infrastructure is a network comprising high quality green spaces and other environmental features...designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types (Natural England, 2009).

The proposal will maintain, protect and enhance the character and quality of Caversfield's green infrastructure network. This will be done through the delivery of connected ecological habitats via green corridors, rich biodiversity features and integrated landscape elements, enhancing the biodiversity and geological interests of the area.

#### Connected habitats, enhanced biodiversity & increased ecosystem resilience

The GI strategy also considers 'Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment' in Cherwell District Council's Local Plan Part 1, whereby 'existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity'.

Existing hedgerows along the Site's boundaries are to be retained and enhanced with additional native species planting and the addition of green corridors and landscape buffer zones, providing continuous links and connected habitats across the neighbourhood and into the countryside.

Many of these areas will be designed as dark corridors, to not disturb habitats at night, protecting foraging corridors and nocturnal species.



The green corridors incorporate swales and attenuation basins, to improve water quality, biodiversity, ecosystems and climate change resilience. New areas of tree planting and wildflower meadows increase canopy cover, nesting habitats and promote biodiversity net gain.

#### Rural sensitivity & soft edges

'Development will be expected to respect and enhance local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided', as stated in 'Policy ESD 13: Local Landscape Protection and Enhancement' in the Local Plan.

The Vision for the proposal is to deliver a landscaped masterplan and a design sensitive addition to Caversfield, which will strengthen the distinctive National Character Areas of the Upper Thames Clay Valley and the Cotswolds. In order to achieve this, the proposed landscaping will be native, and used to soften the development edge to reflect the location of the Site on the edge of the settlement.

Enhanced landscape buffers and new hedgerow planting helps to create a soft transition between the development edge and the countryside beyond. Tree groupings provide screening and create an attractive rural character.

#### Informal open space, recreational links & improved health and well being

'Policy ESD 17: Green Infrastructure' in the Local Plan has also been considered. Green spaces and communal areas within the proposal will be interconnected, 'providing opportunities for walking and cycling, and connecting the towns to the wider countryside beyond'.

The masterplan proposes a high quality network of green spaces, along with new recreational routes. The improvement and promotion of usable outdoor networks encourages better health and wellbeing amongst locals and visitors to the Site.

Street trees, communal spaces, green corridors and routes are interspersed throughout the masterplan, creating attractive recreational and active travel routes and provide shading and cooling within neighbourhood areas.

Existing trees groupings within the Site are retained and form part of a new central green space and 'village green', forming a focal community amenity green space.

New equipped play areas and areas for informal play are provided, including those adjacent to the proposed community facilities, encouraging recreation, physical activity and healthy lifestyles. This includes a play area towards the east of the Site, ensuring that it is accessible for both new and existing residents, ensuring the proposals are beneficial for the whole community.



Types of open space



Type of open space	Quantitative standard (ha per 1,000 residents)	Net need arising (ha)	Quantity of open space provided (ha)
Green space	2.74	0.65	· Ecology/wildlife area - 0.67 · Orchard - 0.05 · SuDS (incl. swales) - 0.33 · Open green space (inc. existing trees/hedges) - 2.54 <b>TOTAL = 3.59</b>
Outdoor sports provision	1.13	0.27	n/a
Children's equipped play space	0.78	0.19	· LEAP - 0.08 · Natural play - 0.12 <b>TOTAL = 0.2</b>
Allotments/Community gardens	0.37	0.09	n/a
		<b>TOTAL = 1.19</b>	<b>TOTAL = 3.79</b>





### Strategy Plans

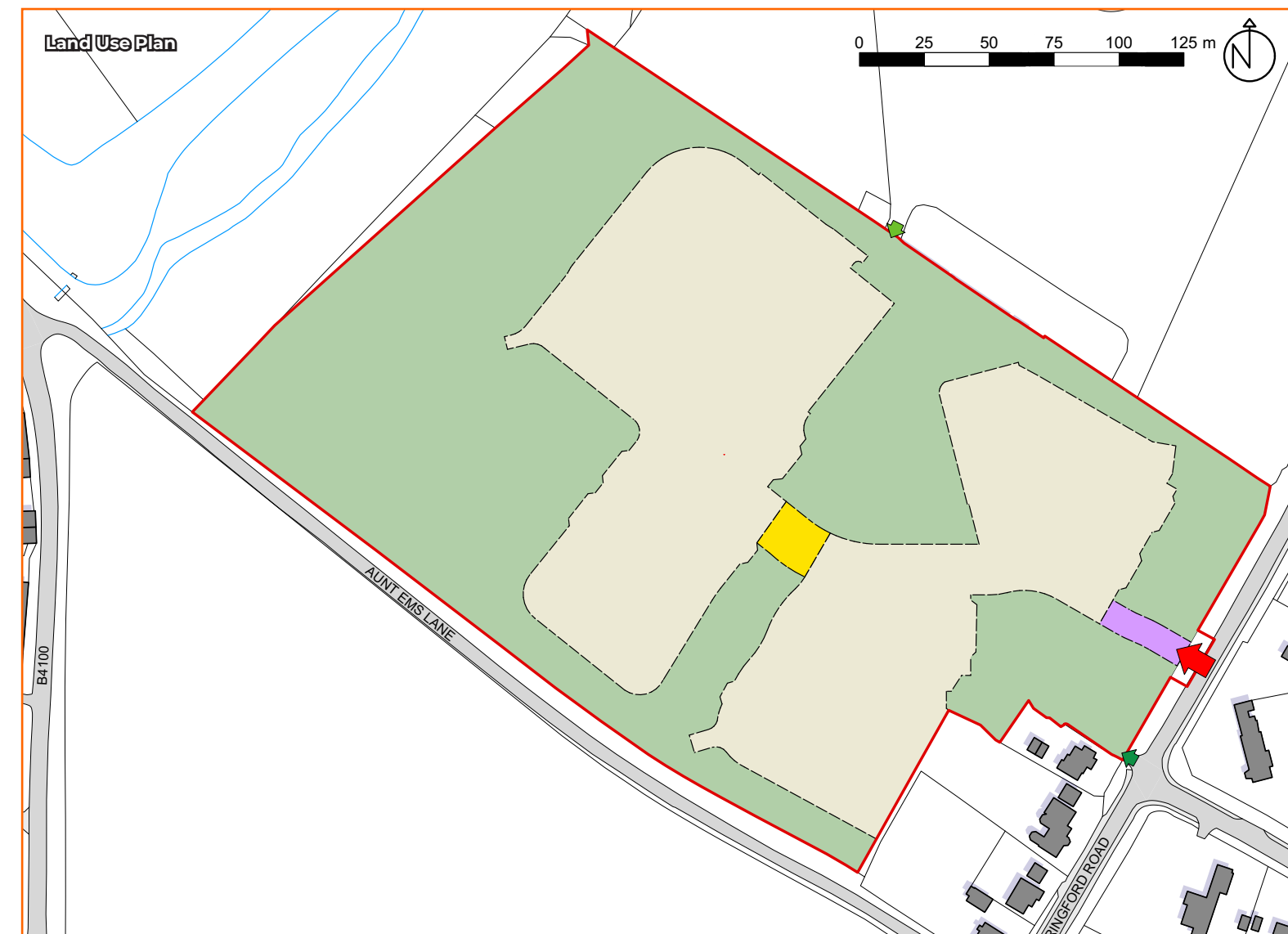
A suite of strategy plans has been prepared to establish the framework for the Site's proposed development. These allow for flexibility in the future detailed development of the Site to reflect market needs at the time of Reserved Matters applications.

#### Land Use Parameter Plan

The plan below sets the parameters for the land use strategy for the proposed development.

The whole developable area of the Site (approximately 3 ha) will be comprised of residential use, set within attractive streets, green and open space and planting for recreational and biodiversity purposes.

A significant quantum of green space will be provided as part of the proposal. The open space provided is in excess of Cherwell's minimum open space requirements (refer back to table on page 45). This includes green corridors through the Site, a central village green, and a significant landscape buffers to the north and west of the Site to create a soft development edge.



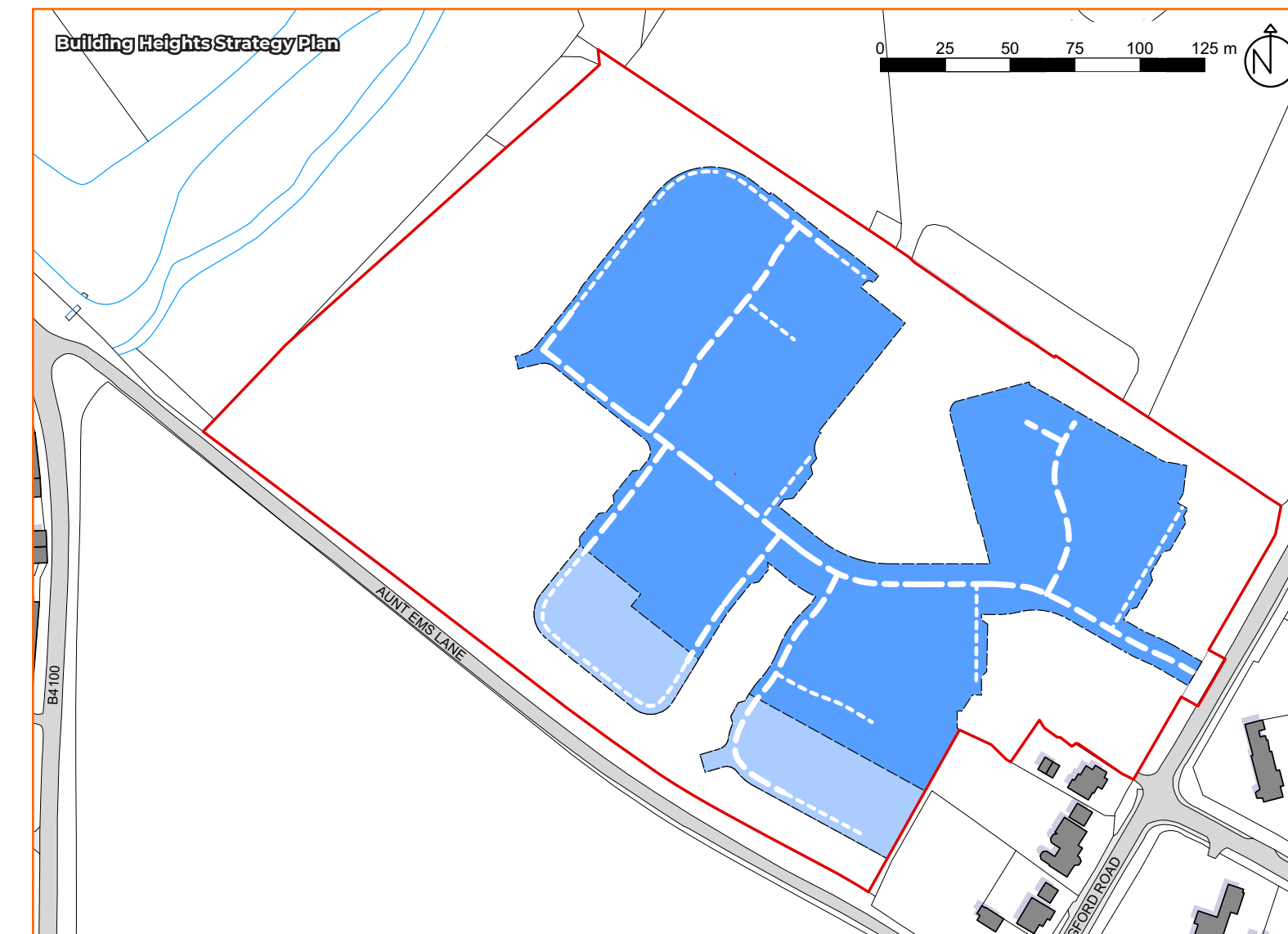
- KEY:**
- Site boundary
  - ➡ Proposed access/egress for all modes
  - ➡ Proposed access/egress for emergency vehicles, cyclists and pedestrians only
  - ➡ Retained agricultural access
  - Retained historic track alignment (to provide vehicular access to existing neighbouring property and for emergency vehicles and pedestrian/cycle use)
  - ▨ Proposed Residential Development (including roads, footpaths, private drives, incidental open space and other associated infrastructure)
  - ▨ Indicative area of land required for the proposed access, not within the residential land use
  - ▨ Indicative area of land required for internal access roads not within the residential land use (subject to detailed design)
  - ▨ Proposed Open Space (including amenity green space, children's play provision, landscaping, footpaths, drainage and other associated infrastructure)

### Building Heights Strategy Plan

The plan below sets the strategy for the height of proposed development across the Site.

It is proposed that the Site will consist of 1.5 to 2 storeys buildings along the western edge in order to preserve the rural character of Aunt Ems Lane, respect the historic setting of the nearby listed buildings and Conservation Area and to provide a soft settlement edge. The rest of the Site will be 2 storey buildings, which is in keeping with the surrounding properties.

There will be a variation of different house types and roofscapes to add variety and interest to the development.



- KEY:**
- Site boundary
  - ▨ 1.5-2 storeys
  - ▨ 2 storeys





### Access & Movement Strategy Plan

The plan below sets the strategy for the access and movement for the proposed development.

The movement hierarchy delivers a clear, permeable and legible network of distinctive streets and pedestrian routes, helping to create character and identity as well as serving to slow internal traffic speeds through design rather than signage.

It is proposed that the primary access will be off Fringford Road, to the east of the Site. The proposed access takes the form of a new priority-controlled T-junction.

A tree-lined primary street runs through the centre of the development, with footways on both sides of the street. SuDS features are incorporated along this route, with a network of swales running alongside the street.

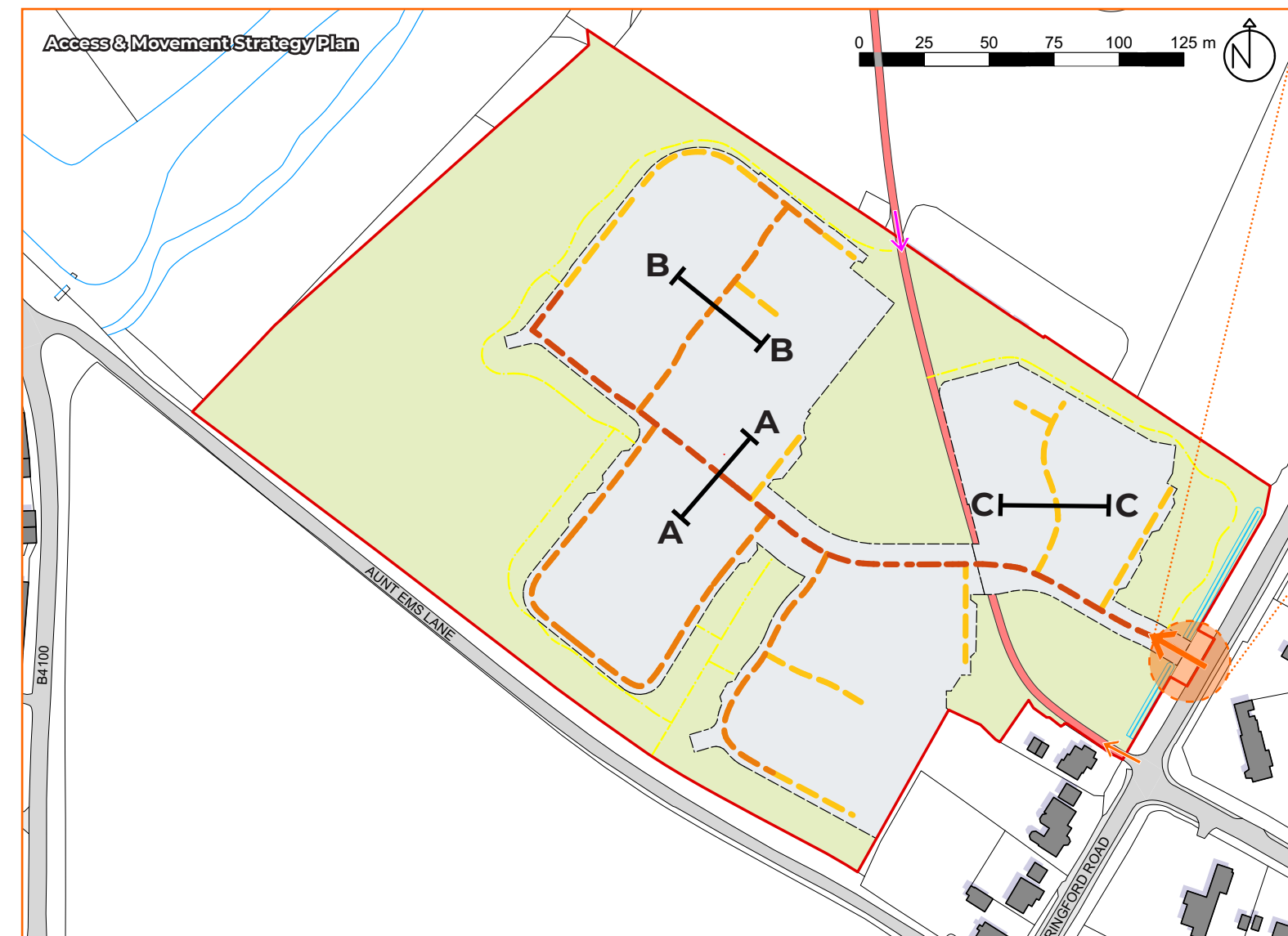
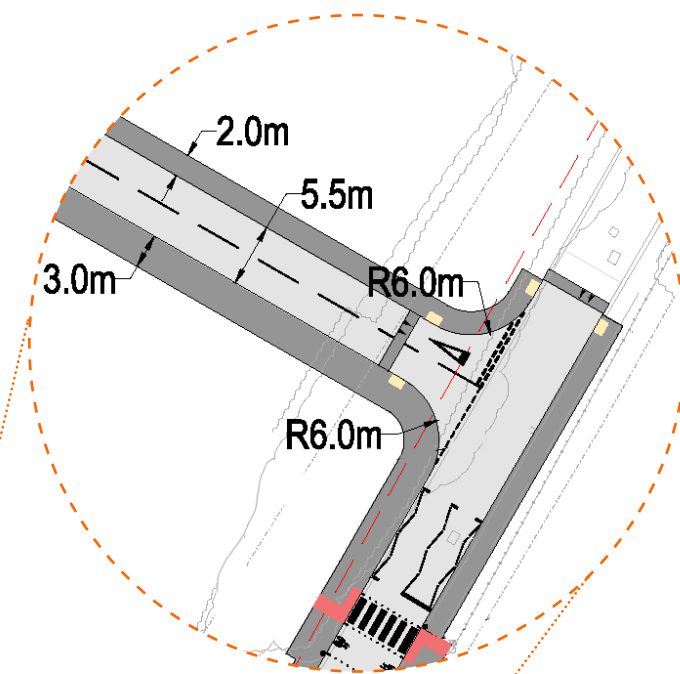
A network of secondary streets, tertiary streets and shared surface streets branch off the primary route, connecting into the neighbourhood areas and providing a legible street hierarchy.

Changes in street type and road surfacing are proposed to aid in creating character, as well as to break and provide interest to areas of hard standing. Some private drives will also be integrated providing a soft development edge.

New pedestrian and cycle routes within the Site provide opportunities for circular connection and link to the existing footway along Fringford Road. The proposals also include the reinstatement of the historic pedestrian route through the Site, providing enhanced connectivity.

The masterplan creates outward looking streets which are enhanced through the integration of tree planting, and green streets, with overlooking of public spaces. This creates active frontages and provides passive surveillance of the public realm within the development.

### Site access plan



- KEY:**
- Site boundary (6.9ha)
  - - - Proposed residential development
  - Proposed open space
  - ➡ Proposed access/egress for all modes
  - ➡ Proposed access/egress for emergency vehicles, cyclists and pedestrians only
  - ➡ Retained agricultural access
  - - - Primary route with foot/cycleway (main tree lined street)
  - - - Secondary route
  - - - Tertiary route
  - - - Proposed pedestrian/cycle route
  - - - Indicative mown paths
  - Retained historic track alignment (to provide vehicular access to existing neighbouring property and for emergency vehicles and pedestrian/cycle use)

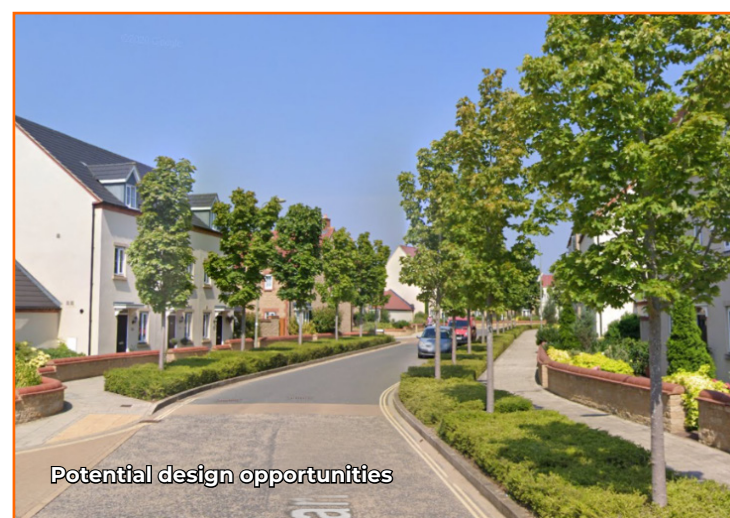
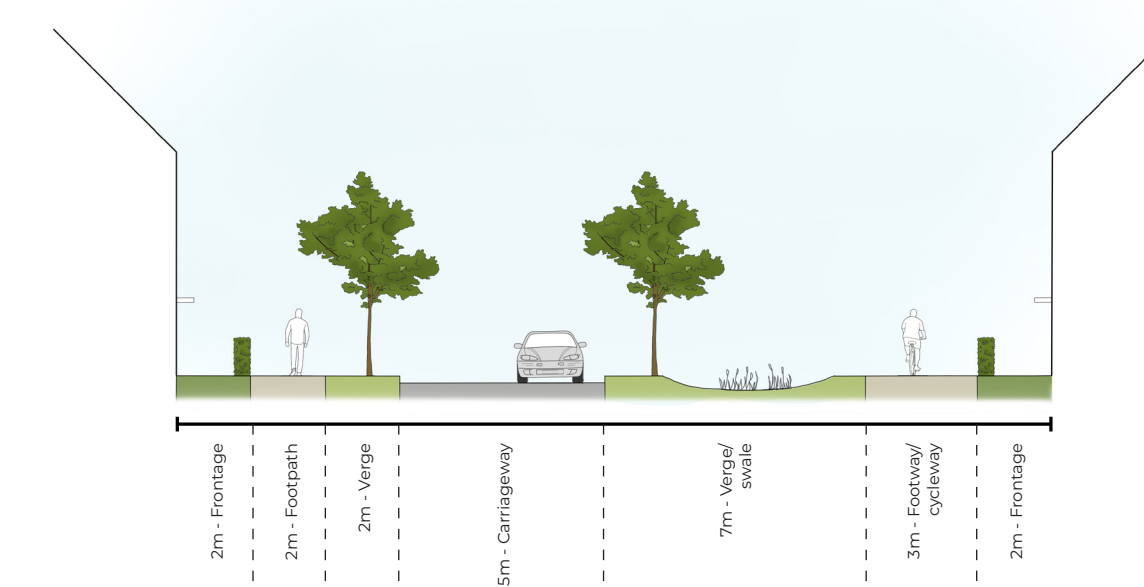
### Primary Route

The primary street runs through the centre of the Site and features planted swale corridor along one side of the street, creating a green urban character. The street features a footway on one side of the street and a shared foot/cycleway on the other side of the street.

Apartments and terraced properties further provide an urban character, with continuous, enclosed frontage along this route.

Table below summarises technical parameters for proposed primary street and is in accordance with the Oxfordshire Residential Design Guide for "Minor Access Road".

### Typical Street Section AA



GENERAL PRINCIPLES	
Carriageway Width	5.5m
Footpath	2 x 2m, 3m where shared foot/cycleway
Verge/Tree Planting	Verge with swale corridor to one side of the street (7m) and tree planting to both side of the street
Cycleway	3m shared foot/cycleway
Traffic Calming Options	Change in surface
Access to Properties	Direct access
Landscape Design	Urban character with swale corridor and regular tree spacing
Front Garden	2.5m - 6m





**Secondary Route**

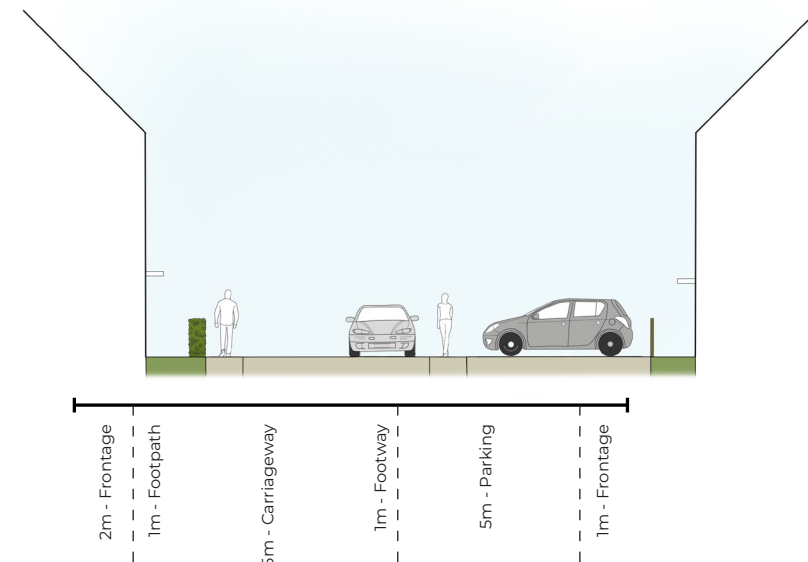
The secondary streets connect from the primary route through the neighbourhood areas. These smaller scale streets reflect the change in character from the busier primary route, serving less dwellings. There is a greater sense of enclosure as the width between frontages reduces.

Footpaths are incorporated within the street as a shared surface. Tree planting features within the open space or interspersed with parking.

Table below summarises technical parameters for proposed secondary street and is in accordance with the Oxfordshire Residential Design Guide for "Access Lane".



**Typical Street Section BB**



GENERAL PRINCIPLES	
Carriageway Width	Minimum 6m overall (including pedestrian margin)
Footpath	2 x 1m - incorporated within the carriageway (shared surface)
Verge/Tree Planting	Verge where appropriate
Cycleway	In carriageway
Traffic Calming Options	Change in surface
Access to Properties	Direct access
Landscape Design	Fastigate trees, irregular spacing
Front Garden	1.5m - 2m

**Mews**

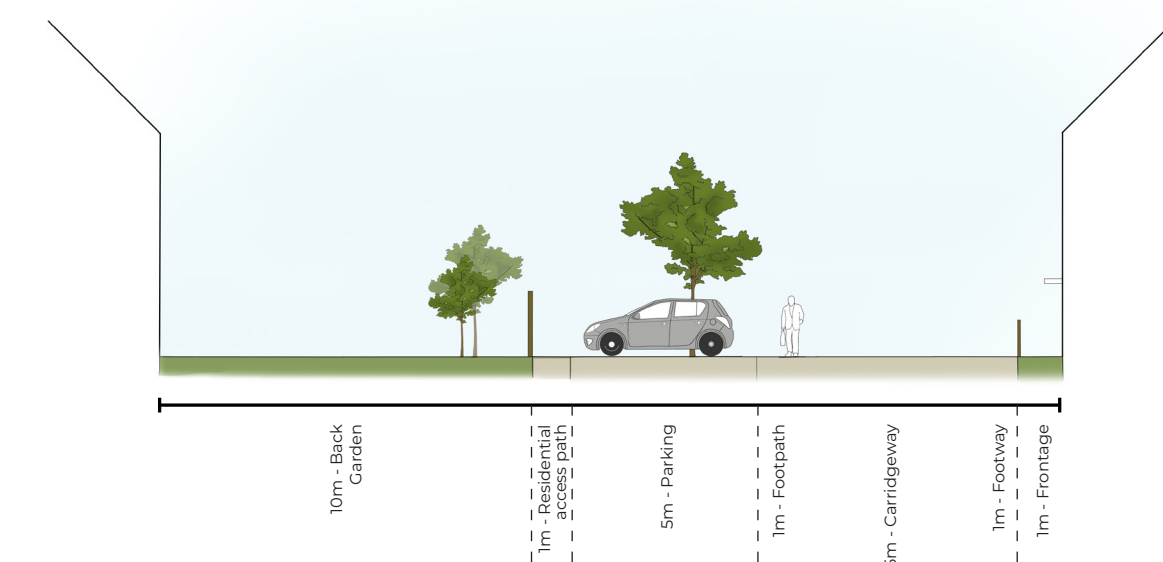
The tertiary streets connect the primary route and the shared surface streets. This street has a similar character to the secondary street although less busy as it sits deeper within the development or facing the existing vegetation.

Footpaths are incorporated within the street as a shared surface. Tree planting features within the open space or interspersed with parking.

Table below summarises technical parameters for proposed mews street and is in accordance with the Oxfordshire Residential Design Guide for "Mews".



**Typical Street Section CC**



GENERAL PRINCIPLES	
Carriageway Width	Minimum 6m overall (including pedestrian margin)
Footpath	2 x 1m - incorporated within the carriageway (shared surface)
Verge/Tree Planting	Verge where appropriate
Cycleway	In carriageway
Traffic Calming Options	Shared surface
Access to Properties	Direct access and back garden access
Landscape Design	Fastigate trees, irregular spacing
Front Garden	1m - 1.5m