

6.4 EXISTING VIEWS - FROM THE SOUTHAM ROAD



Summary

- Views into the site from the Southam Road are limited by the established trees and palisade fence
- Views are restricted into the site travelling from the south due to curve in road
- There are wide views of the whole site frontage travelling from the north

Opportunities

The development will necessitate the loss of a number of trees along the Southam Road, allowing open views into the site. New semi-mature trees will be positioned in avenues around the new entrance allowing views into the site and creating an open public frontage whilst retaining the green character of the west side of the road.



8. Long view from cemetery entrance looking north - south-east corner of the site in distance



11. Long view looking south from Southam Road



9. Long view from cemetery boundary - bend in road restricts direct views into the site when coming from the south



12. Close views into the north east corner of the site presents a clear view of the site frontage



10. Close view into the site reveal extent of the frontage



13. Open views through existing trees into site from the east of the footpath.



## 6.5 ILLUSTRATIVE LANDSCAPE MASTERPLAN

### ILLUSTRATIVE LANDSCAPE MASTERPLAN



#### KEY

1. New Public Frontage. Wide paved access for pedestrian and cycles. Curving low stone walls and formal hedges with linear lines of semi-mature tree planting.
2. New Vehicular Entrance. Landscaped with semi-mature trees, grass and ornamental planting.
3. Proposed Planting for Biodiversity Around Birds Brook.
4. Petrol Station
5. Pedestrian Link to Nursery Drive
6. Car Park
7. Covered Cycle Parking
8. Service Yards
9. Service Access
10. Public Footpath
11. New Native Tree and Hedgerow Planting
12. Existing boundary vegetation and trees retained. Additional hedgerow planting to car park side.



## 6.6 MAKING CONNECTIONS - PROPOSED ACCESS & CIRCULATION

PEDESTRIAN ROUTE



— Pedestrian Route

CYCLE ACCESS AND PARKING



- Segregated Cycle route
- Shared Cycle/Pedestrian route
- ◻ Visitor Covered Cycle Parking
- ◻ Staff Covered Cycle Parking

VEHICULAR CIRCULATION



- Vehicular Access to Service Yard
- Service Yards
- Vehicular Access to Car Parks and PFS

PUBLIC TRANSPORT



— Bus Route

## 6.7 PLANTING STRATEGY

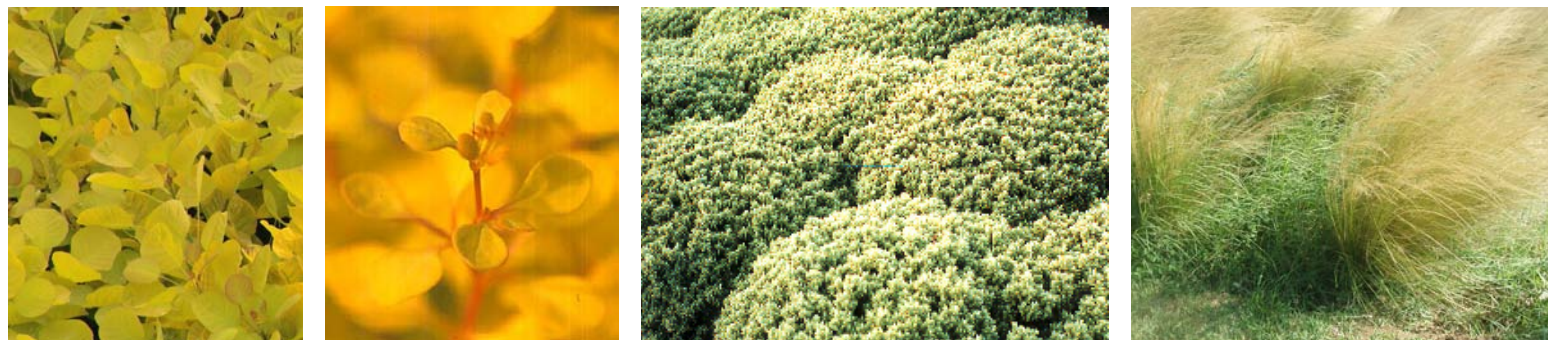
### PLANTING STRATEGY PLAN



#### KEY

- Avenue of clear stem street trees 35-40cm
- Clear stem trees within car park 25-30cm
- Pine trees
- Native feathered and multistem trees (5-6m on planting)
- Existing trees retained
- Clipped Formal Hedge
- Native hedge mixed species
- Shrub and ground cover
- Wildflower grass
- Native transplant for biodiversity
- Flowering climber planted along secure fence

SHRUB AND GROUND COVER CREATES COLOUR THEMES AND IDENTITY ON ROUNDABOUT



CLIMBERS TO SCREEN SERVICE YARDS AND KRAFT FOODS

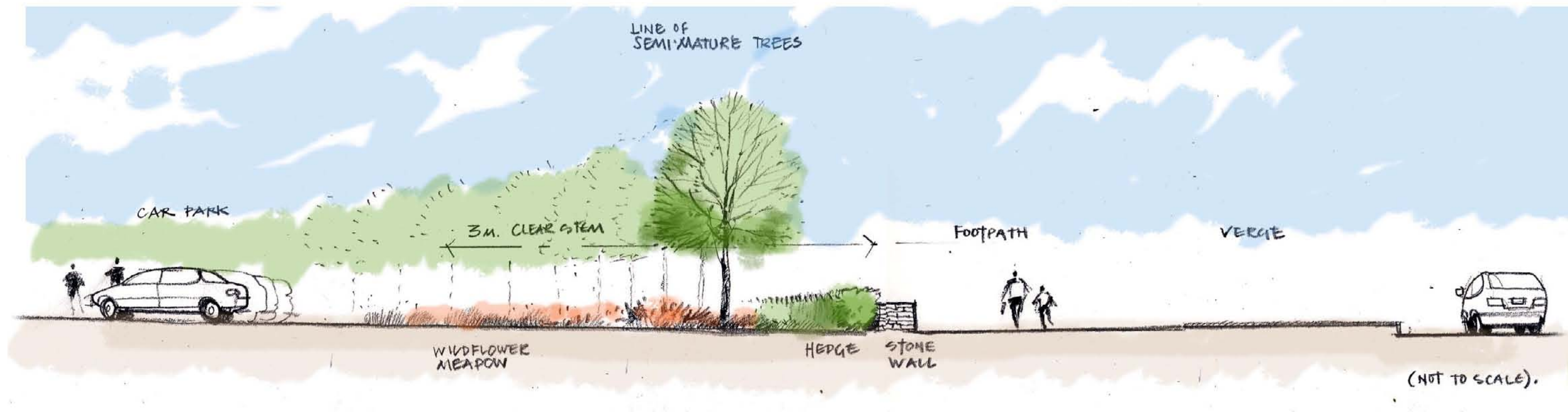


WILDFLOWER GRASS





SECTION AA' - SEMI-MATURE TREES ON PLANTING



PINE TREES FOR YEAR ROUND COLOUR



SEMI-MATURE AVENUE TREES



NATIVE FEATHERED TREES FOR BOUNDARY PLANTING



CLIPPED FORMAL HEDGE TO CAR PARK



PLANTING FOR BIODIVERSITY AROUND BROOK





## 6.8 SOUTHERN WESTERN BOUNDARY

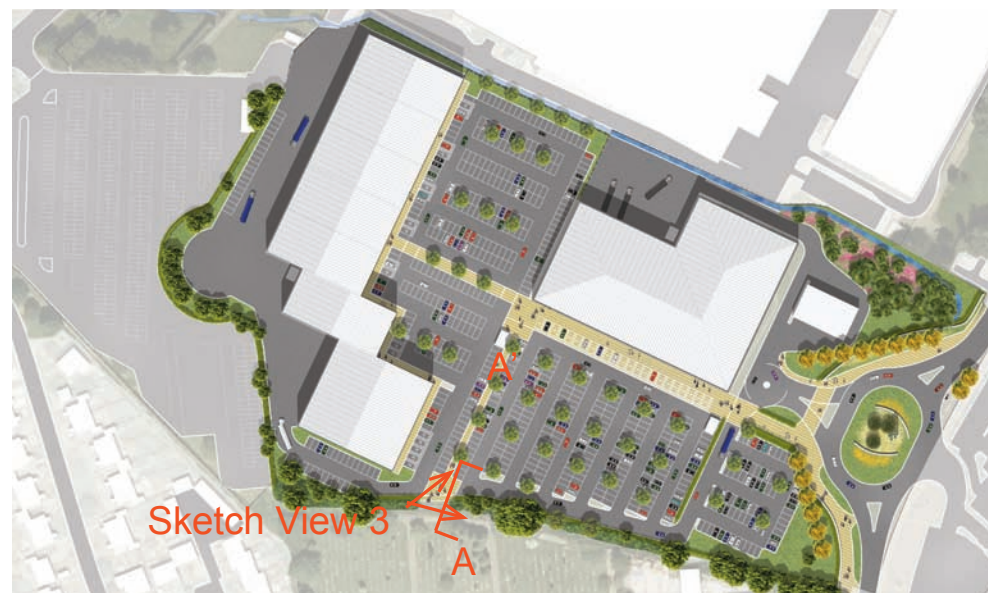
### Defining Landscape Principles

- Protect and enhance existing off-site trees along the southern boundary to maintain a physical separation between the development and the cemetery.
- Enhance the density of planting along the boundary with new native hedge planting to the car park edge.
- Create a convenient pedestrian link from the public footpath by removing a small section of vegetation and creating a new entrance into the site.
- Native tree and hedge planting to be established to the secure fence along the western boundary, creating an attractive green edge between the development and the car park and provides a wildlife corridor between the cemetery green space and the landscape area around the culvert adjacent to Ruscote Avenue.
- Security of the foot path enhanced by overall improved security and passive surveillance from the development and new lighting to the car park and pedestrian routes.

### SKETCH VIEW 3 - NEW CONNECTIONS - LOOKING INTO THE SITE FROM THE PUBLIC FOOTPATH

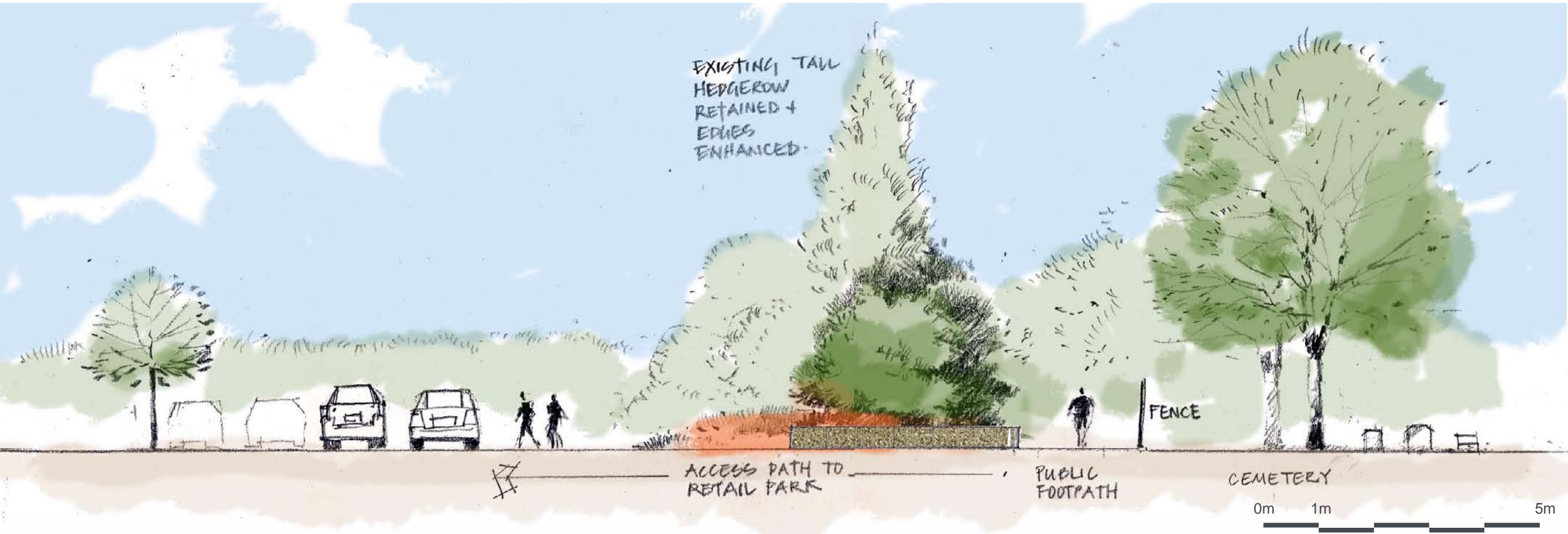


### LOCATION PLAN NTS



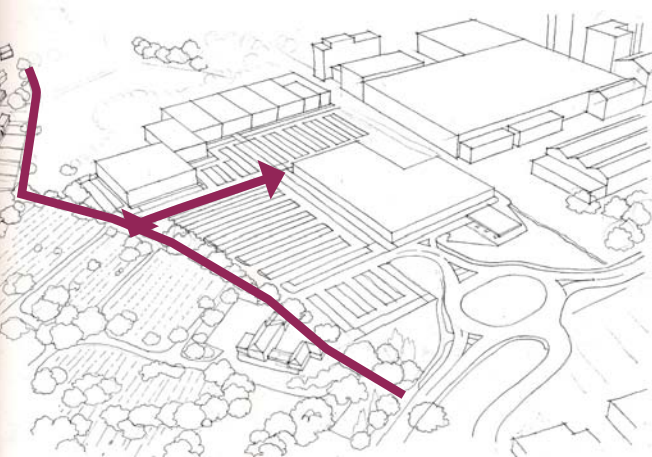


PROPOSED SKETCH SECTION AA'



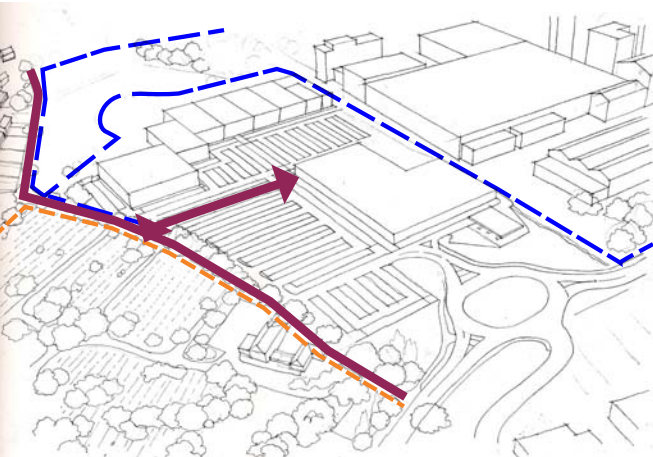
SOUTH AND WEST BOUNDARY STRATEGY DIAGRAMS

Create A Connection



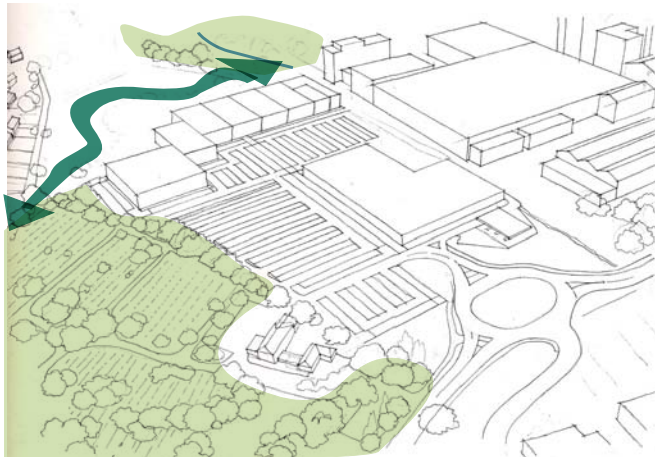
— Pedestrian Access

Access And Security



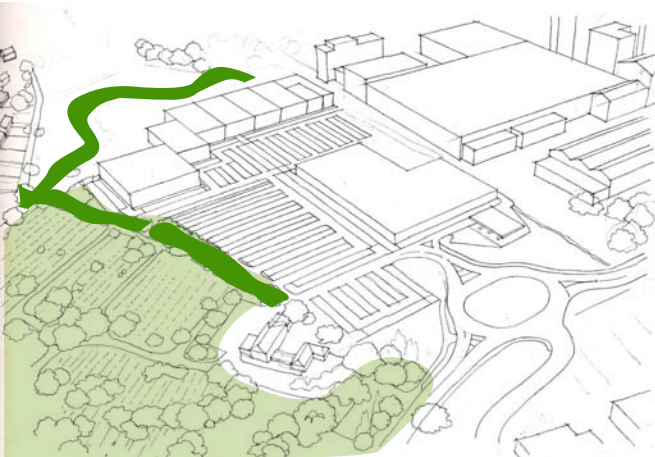
— Secure Fence  
— Existing Secure fence to Cemetery  
— Pedestrian Access

Wildlife Corridor



Native tree and hedge planting  
Habitats

Physical Separation

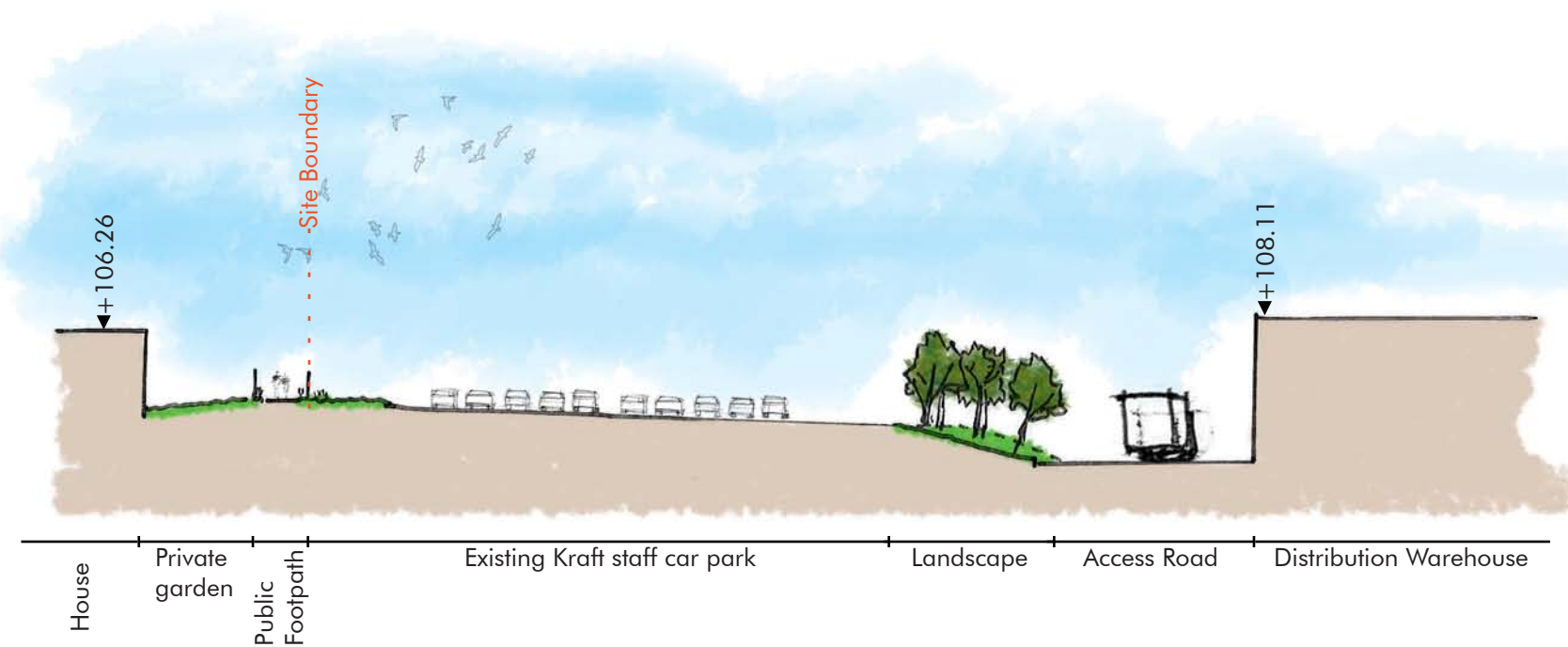


Hedge and trees to boundaries



## 6.9 WESTERN & SOUTHERN BOUNDARY PROPOSALS

EXISTING SKETCH SECTION BB'



LOCATION PLAN NTS

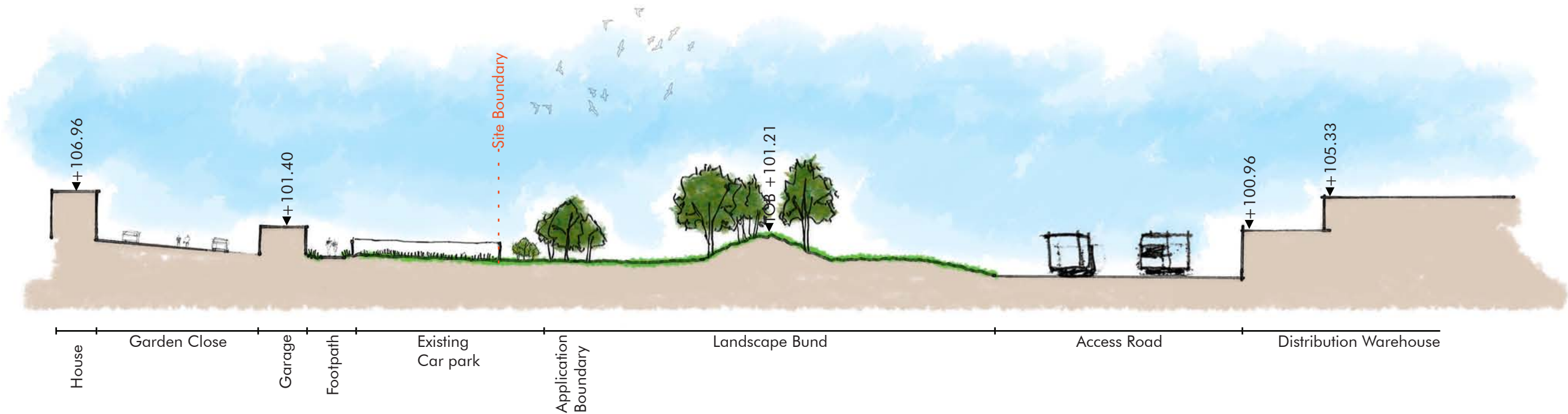


PROPOSED SKETCH SECTION BB'

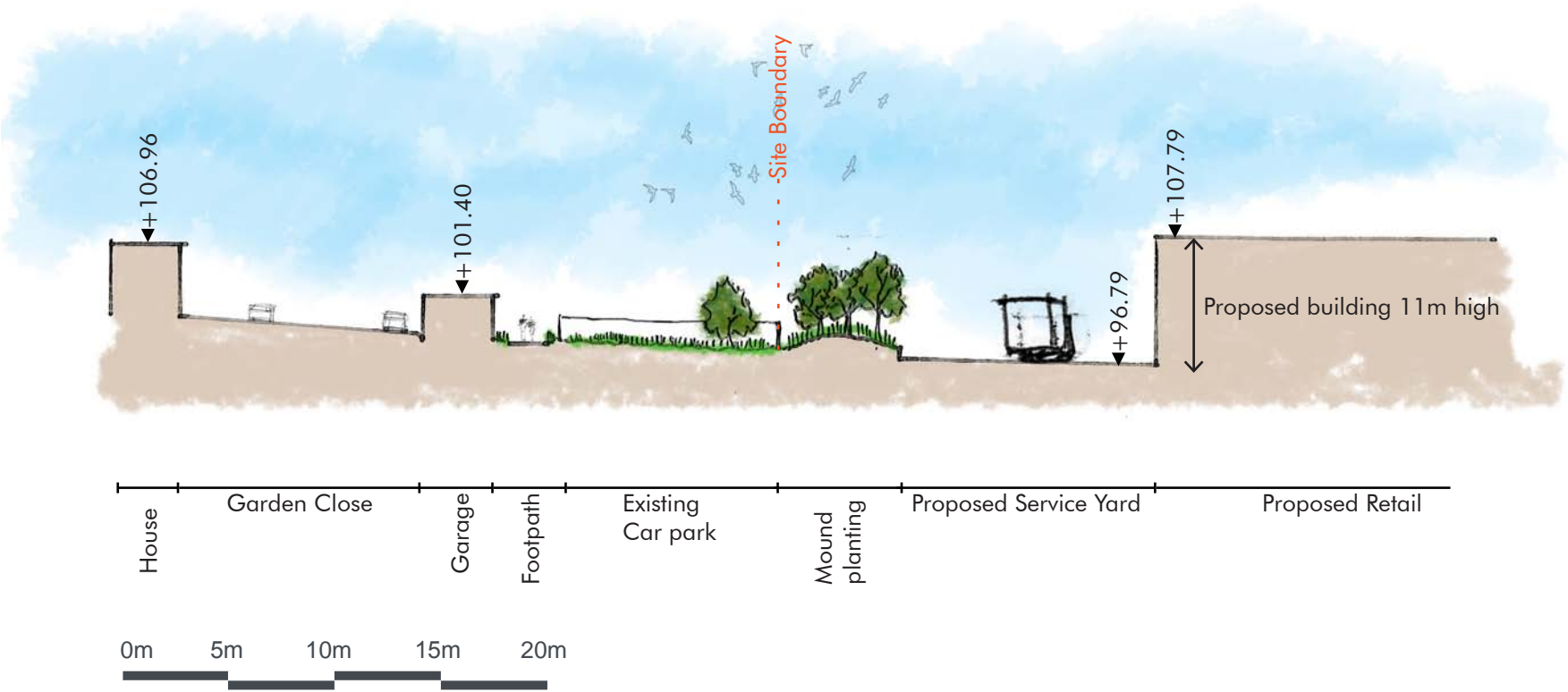




EXISTING SKETCH SECTION CC'



PROPOSED SKETCH SECTION CC'



LOCATION PLAN NTS











**7.0**  
**ACCESS & MOVEMENT**

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## 7.1 VEHICLE ACCESS

7.1.1 A new roundabout junction on Southam Road will provide the main vehicular access into the site. This will incorporate the existing access to Homebase and Fine Lady Bakeries. The new entrance into the site will form an attractive gateway into the development. The landscape design aims to improve the quality of the public realm along Southam Road. This will also enable the provision of high quality safe cycle and pedestrian routes into the site from Southam Road.



## 7.2 PEDESTRIAN & CYCLIST ACCESS

7.2.1 The site is well placed with regard to the existing footway and cycleway network in Banbury where there is a good level of local provision. To the east of the site Southam Road provides a shared foot/cycleway on its western side and a footway and on-carriageway cycle lane on its eastern side facilitating excellent access to the existing bus stops on Southam Road situated approximately 220m from the centre of the site. The foot and cycle facilities on Southam Road also provide good access to Banbury town centre, including Banbury Rail Station located approximately 1.6km from the site and Banbury Bus Station situated approximately 1km from the site.

7.2.2 To the south of the site existing Public Rights of Way (PROW) 120/100 and 120/101 border the southern edge of the site. The proposed development seeks to link in to these existing PROW to provide good access to Ruscote Avenue and the regular bus service on Longelandes Way situated approximately 400m from the centre of the site as well as the residential areas beyond. Additionally this connection will allow for safe and secure access to the adjacent retail facilities as well as the residential areas to the south and west of the site.

7.2.3 Cycle facilities will be provided within the site access roads to provide a seamless connection with the existing cycle facilities on Southam Road (A361). Additionally cycle parking facilities will also be provided on site; the number of which will be finalised at the detailed design stage in consultation with the County Council.

## 7.3 PUBLIC TRANSPORT

7.3.1 The site is well connected to bus stops that provide frequent bus services into Banbury town centre, Banbury Bus and Rail Station and beyond as outlined below.

7.3.2 The existing bus stops on Southam Road are served by the B10 service operated by Heyfordian Travel and the existing bus stops on Longelandes Way is served by the B8 service operated by Stagecoach. Both the B8 and B10 services stop in Banbury town centre at Banbury Bus Station, approximately 400m from the Banbury Rail Station, thereby offering the potential to form part of a longer journey by public transport. Details of these bus services are summarised in the table below, and the bus routes are shown in the diagram on the following page.



SERVICE NO	OPERATOR	ROUTE	FREQUENCY			APPROX TRAVEL TIME
			MON - FRI	SAT	SUN	
B10	Heyfordian Travel	Banbury Town Centre – Ruscote – Hardwick – Banbury – Hardwick – Ruscote	1 bus an hour between 09.20 and 16:47	1 bus an hour between 09.20 and 16:47	None	8 mins to Ruscote 10 mins to Hardwick
		Hardwick – Ruscote – Banbury Town Centre	1 bus an hour between 09.46 and 16:31	1 bus an hour between 09.46 and 16:31		8 mins to Banbury Town Centre
B8	Stagecoach	Banbury Town Centre – Hardwick – Neithrop – Banbury Town Centre (circular)	3 buses an hour between 07.02 and 20:27	3 buses an hour between 07.50 and 20:27	1 bus an hour between 09:22 and 18:52	10 mins to Banbury Town Centre

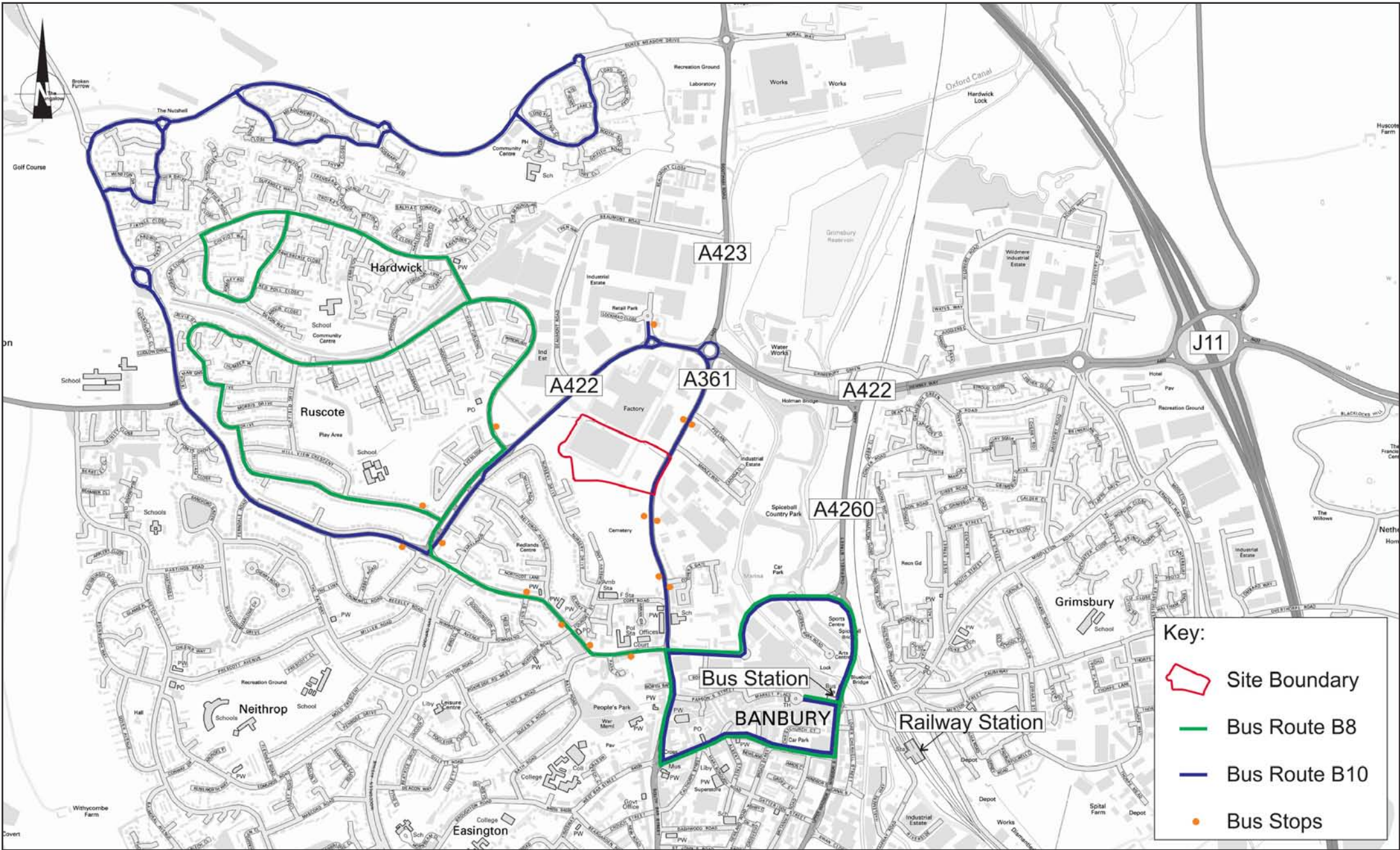
Source: Travelline  
Banbury Bus Services (September 2011) – Regular Bus Services



7.4 TRAVEL PLAN

7.4.1 The development is located within the urban area of Banbury and will re-use an existing site, creating the opportunity for a development that can take advantage of existing sustainable transport infrastructure such as bus services, cycle facilities and walk routes.

7.4.2 These travel options will be promoted for employees through the implementation of travel planning measures that encourage and raise awareness of travel by sustainable modes with the central aim to reduce the single occupancy car journeys and deliver a healthy and attractive environment for employees to work. The Framework Travel Plan sets out the guiding principles, outcomes. Targets and measures to be implemented to facilitate and deliver opportunities for staff to travel by sustainable modes.



Existing Bus Services and Routes









## 8.0 INCLUSIVE ACCESS



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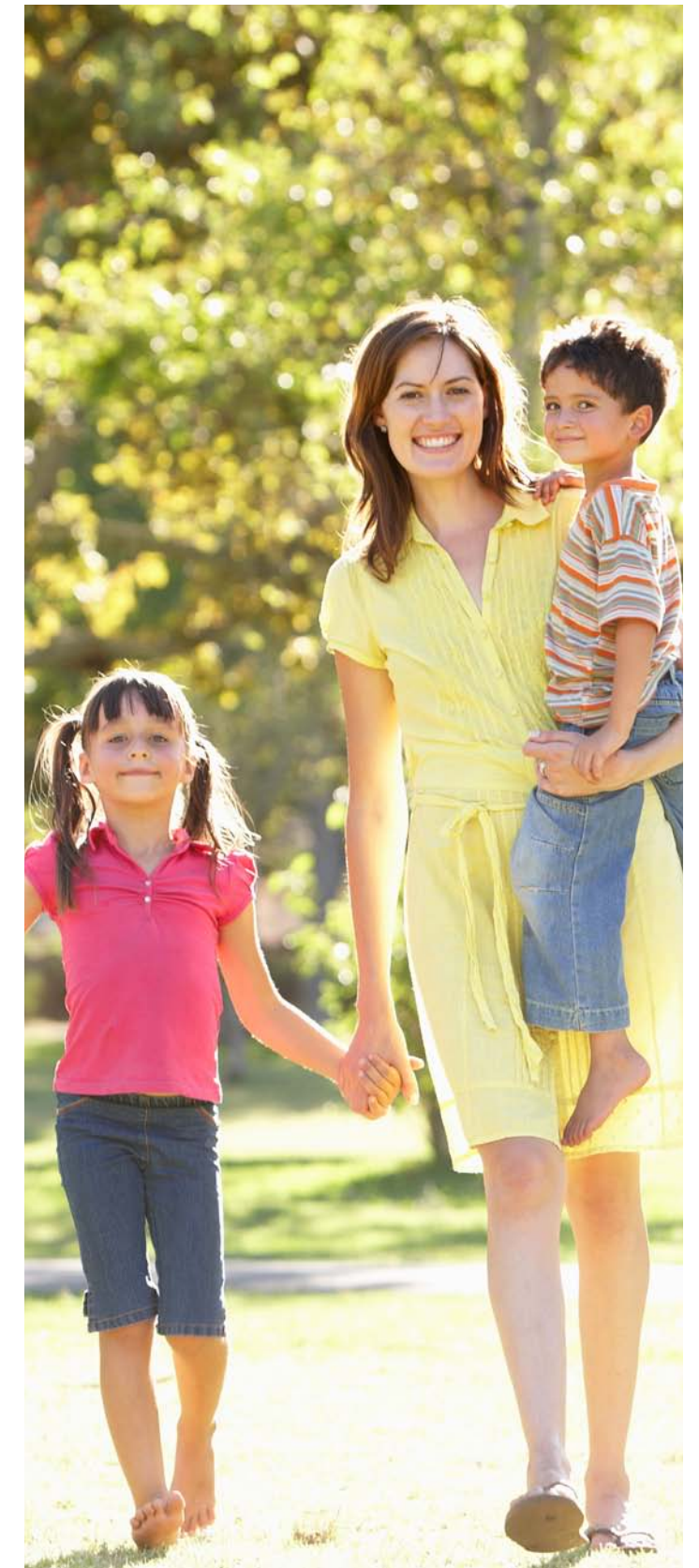
### Scope

8.1 For the purpose of this document compliance with Building Regulations Part M is assumed to be covered by the design since this is mandatory. This document does not therefore exhaustively cover all means taken in securing such compliance.

8.1.2 The definition of 'disability' for the purpose of this document is taken to be that part of Part 1 of the Disability Discrimination Act 1995.

8.1.3 A disability statement prepared by a building designer can only record action that has been taken during the design process to ensure that the general design of the relevant development or works does not give rise to discrimination under the Disability Discrimination Act 1995. In many cases the end user or the building (and therefore the specific disabilities that may affect users/ visitors of the building) may not be known at design stage. The design provisions can therefore only cater loosely for broad classes of disability such as those that limit mobility or the senses, principally – but not exclusively – sight and hearing impairment whilst also seeking to accommodate in the broad sense the general accessibility of the works by all.

8.1.4 This document does not constitute a management or policy document for or on behalf of the occupiers of the premises to which it relates. The specific details of provision for disabled employees have to be considered on an individual basis to suite the specific needs of the individual employee. The needs of visitors can be accommodated in a general sense within the works but specific needs likely to arise from the business or activities of the occupier are to be addressed separately by the occupier themselves.





PARKING AND SERVICING STRATEGY











## **9.0** **DRAINAGE & FLOOD RISK**



## 9.1 SURFACE WATER MANAGEMENT

9.1.1 The current site is served by a conventional piped surface water drainage system and discharges into the Birds Brook as it passes through the site.

9.1.2 Development of the site will result in a slight increase in the overall impermeable area draining to the Birds Brook. It also provides an opportunity to implement a new surface water management strategy which will include attenuation of surface water runoff before it is discharged into the Birds Brook and in to the public surface water sewer system. The focus for the system is to ensure there is no increase in the peak rates of runoff entering the Birds Brook and to provide suitable measures for managing the quality of the runoff entering the system and this will be achieved through a range of measures that may include, where appropriate, SuDS.

## 9.2 FOUL DRAINAGE

9.2.1 The existing 300mm diameter and 225mm diameter public foul water sewers which run within the northern and eastern site boundaries will provide an outfall for the new development foul water drainage network.

9.2.2 Thames Water have confirmed that the foul water flows from the proposed development can be accommodated within the existing sewer network.







## **10.0** **SECURE BY DESIGN**

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## 10.1 SECURE BY DESIGN

### Crime and Disorder and Community Safety

10.1.1 The proposals for the Southam Road Retail Park are focused upon creating a destination and open retail environment. Whilst this is an outline application we have identified how a strategy would be developed to support the aspiration for a safe retail environment.

10.1.2 In line with guidance for Crime and Disorder and Community Safety we have highlighted how the seven attributes to designing out crime have been addressed during the design development stages of our project.

### 1. Access and Movement

10.1.3 The site is located on Southam Road with vehicular access taken directly from this main road. At the point of entry the site access also provides routes for pedestrians and cyclists providing a single visible point of access for all.

10.1.4 A new junction is being proposed at the entrance to the site, which provides a new road structure and public realm space that then leads directly into the site.

10.1.5 This route is then clearly demarked with distinctive paving that leads alongside the foodstore and provides a strong pedestrian priority route. This then works with a series of pedestrian crossings within the car parking areas. A further pedestrian route is also provided to connect to the public footpath alongside the cemetery to afford easy access into the site.

10.1.6 The route along the cemetery is currently overgrown and this would benefit from being more open to the North.

10.1.7 The proposed layout provides customer parking directly in front of the units. Movement around the site is determined by the access roads to the parking spaces with disabled parking and parent and child spaces located close to the unit entrances. The site entrance and layout induces low traffic speeds thus reducing the risk of conflict between vehicles and pedestrians.

10.1.8 Service yards are located in private areas to the rear of the retail units thus allowing service vehicles and any forklift truck movements to take place within a secure area away from public areas.

### 2. Structure

10.1.9 The site has been structured in accordance with the analysis of the physical, legal and operational restrictions and to ensure as far as is possible the safety of customers visiting and staff working on the site

### 3. Surveillance

10.1.10 There is visual surveillance of the customer car park from the front entrances of the units during working hours. The car park will be lit during the hours of darkness when the stores are operational to the public to an appropriate standard to provide sufficient levels of illumination to act as a visual aid and to create a safe environment. A detailed planning application will consider the integration of CCTV and other security measures.

### 4. Ownership

10.1.11 The unit tenants could take ownership of the car park and adjacent areas within their demise and may be responsible for those parts of the development. Alternatively a management company could carry out this function.

### 5. Physical Protection

10.1.12 Buildings will generally be steel framed, clad in a range of materials including brick, block, stone and render with internal concrete block-work walls to a height of approx. 2.250m. Loading doors, fire escape doors, customer access doors and windows will be specified to a recognised security standard. Bollards may also be provided within the car park areas to improve security to vulnerable areas.

### 6. Activity

10.1.13 In relation to activity there is no residential or public use within the curtilage of the site and activity is limited to the hours of opening of the retail development.

### 7. Management & Maintenance

10.1.14 The car park and access roads will be finished in good quality materials appropriate for their use. A management system can be put in place to clean and maintain all areas, to clean windows and to wash down cladding in accordance with the material manufacturers instructions. The landscape could also be maintained by professional landscape contractors who would be responsible for carrying out grass cutting, weeding, pruning and removing any accumulation of litter from the landscaped areas







## 11.0 SUSTAINABILITY

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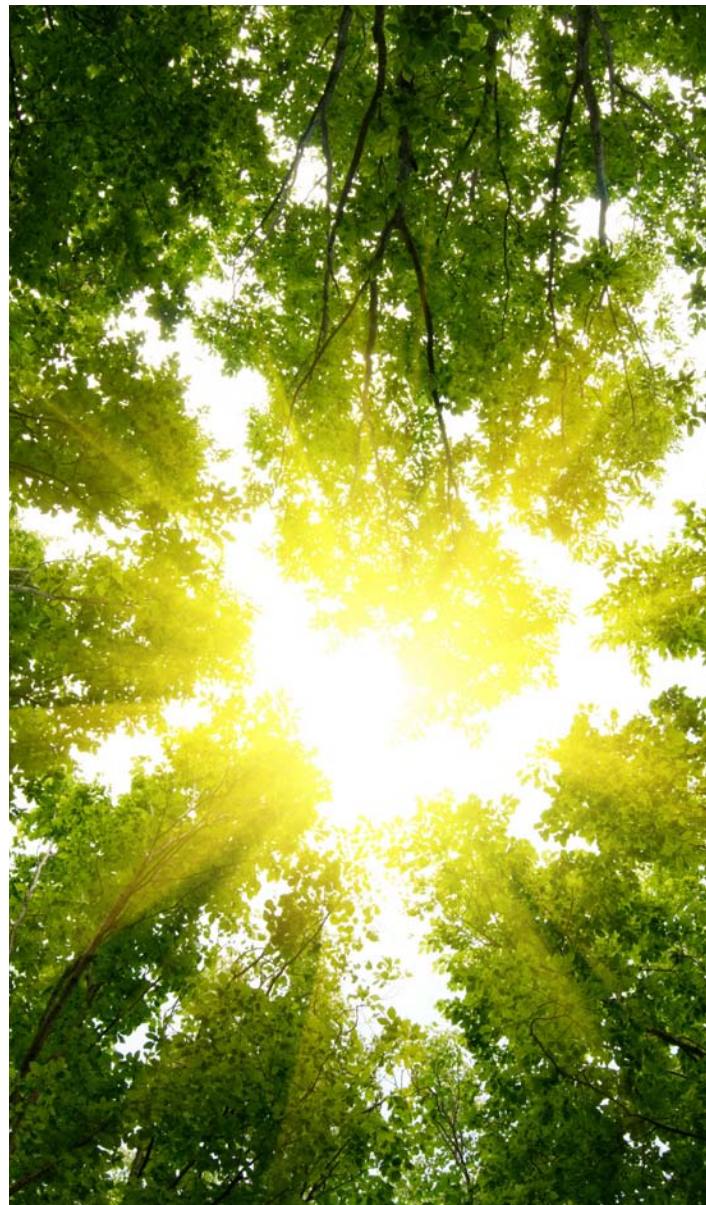


## 11.0 SUSTAINABILITY

11.1 The buildings will be designed to achieve high standards of energy efficiency and sustainability when measured against current sustainable benchmarks.

11.2 In particular the design and construction philosophy will target BREEAM Very Good and low carbon Energy Performance Certificate.

11.3 All buildings proposed by this application will be delivered in accordance with the same principles, ensuring that the site delivers high standards of sustainable construction in all new buildings proposed.



### Envelope

11.4 The roof, walls and floor of the buildings are insulated to achieve U-values lower than those required by Approved Document Part L of the Building Regulations.



### Lighting

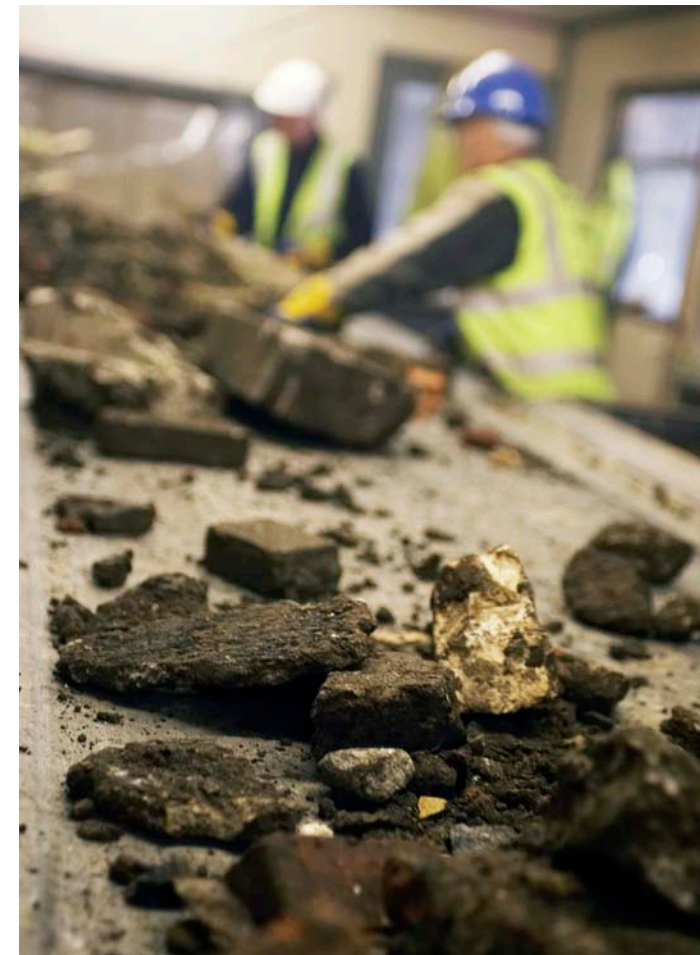
11.5 15% minimum roof lights across the roof also maximise daylight penetration. This both improves the working environment and reduces the number of hours of artificial lighting required in the building.

11.6 When artificial lighting is employed it is either through PIR sensors or timer devices linked to working patterns and peak hours of operation.

### Water

11.7 The roof of the building will capture large amounts of rainwater at certain times of the year. Quantities of this water could be directed towards a harvesting tank and may be used for irrigation.

It will be encouraged for the tenants hot water system to be supplemented by solar-collectors located on the roof.



### Waste

11.8 Through careful management during the construction and specification process waste arising from construction can be minimised. Critically the level nature of the site means that arising spoil can be kept to a minimum and there will be little or no spoil transported to landfill.

### Ecology

11.9 There are no statutory or non-statutory designated sites of nature conservation interest within or adjacent to the site boundary.

11.10 An extended Phase I Habitat Survey has been carried out. This type of survey provides an appropriate ecological baseline from which to assess the need for further specific surveys as well as the potential impacts of the redevelopment proposals.

11.11 The following habitats were identified: hardstanding, buildings, species-poor semi-improved grassland, hedgerows, trees and watercourse. Of these habitats, only the hedgerows and watercourse were considered to be of any ecological value, though only on account of their potential to act as wildlife corridors and nesting habitat they provide opposed to any significant intrinsic ecological importance. The watercourse's value is diminished on account of it being heavily culverted throughout its length within the site. The hedgerows would not qualify as being ecologically important under the Hedgerow Regulations 1997.

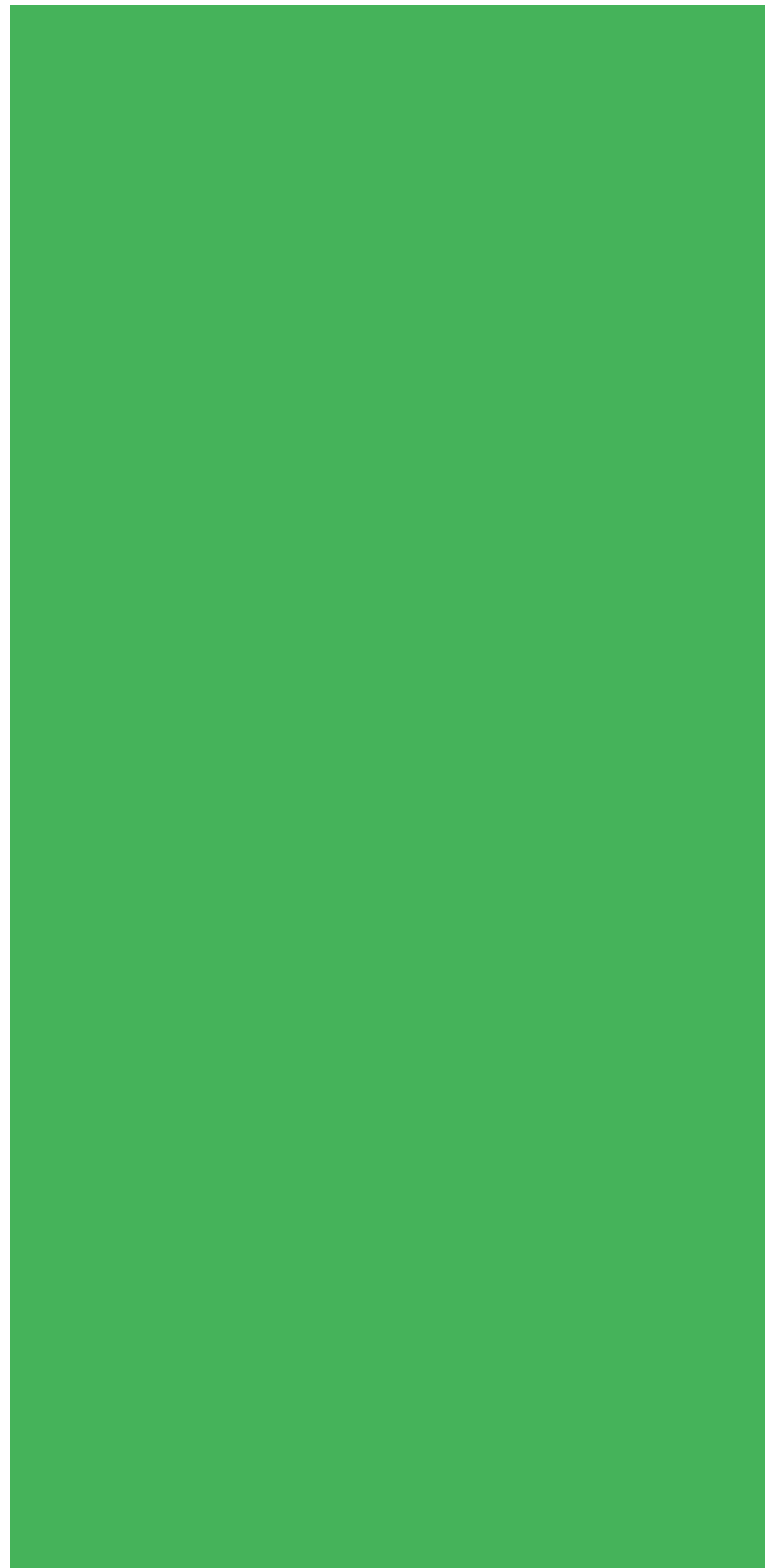
11.12 Specific surveys were also carried out in relation to bats and badger. The specific surveys identified a limited amount of badger activity within the south-east of the site. No evidence of bats was recorded, with the buildings offering negligible opportunities for roosting bats on account of their form, fabric and use and the trees present lacking in suitable features to offer suitable roosting opportunities. The watercourse within the site were also assessed for their potential to support otter, water vole and white-clawed crayfish. No evidence of these species was found.

11.13 The site is therefore considered to be of low ecological value and the following ecological measures have been incorporated into the proposals.

11.14 Provision of strengthened wildlife corridors, to provide new and enhanced habitats of greater ecological value, such as native landscape planting, new hedgerow planting, and wildflower grassland. In addition consideration will be made to enhancing the watercourse, improving the flow dynamics and improving the associated riparian zone through new native planting.







## I2.0 CONCLUSION

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## 12.0 CONCLUSION


The proposals contribute towards the provision for new retail development to serve Banbury. The major foodstore will broaden retail choice for the purchasing of 'weekly' shopping. The non-food retail units will be occupied as typical retail warehouses – being retailers who will not locate within the town centre. The site is well related to existing large scale retail development, and is conveniently accessible by a range of transport. A very high quality development will be achieved on this site. The development will procure substantial new investment and some 350 new job opportunities.











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