

Land West of White Post Road, Bodicote



DAVID WILSON HOMES
WHERE QUALITY LIVES



BARRATT
HOMES

thrive.



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Vision

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

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

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

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

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

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

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

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





Introduction

The Brief

This Design and Access Statement (DAS) has been produced on behalf of David Wilson Homes (Mercia) Limited in support of a reserved matters planning application to develop 280 dwellings and garages, spine road, public open space, play areas/ sports pitches, allotments, public car park and associated infrastructure.

The Purpose of the Document

This document illustrates the way in which the proposals have developed from the Outline planning consent, using the established principles to underpin this reserved matter planning application.

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

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

Structure of this Document

This document has been structured as follows:

Foreword - Vision: this section is an opening statement which sets out our ambition for the project, it's qualities and benefits.

Section 1 - Introduction: introduces the document and gives an overview of policies and guidelines adhered to throughout the proposal.

Section 2 - Local Context.

Section 3 - The Site: describes and analyses the key features of the site and local area and the development constraints and opportunities.

Section 4 - Proposals: explains how initial ideas for the site have been generated from analysis of the site a how these have been developed to produce a robust well tested, housing layout.

The Team

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

David Wilson Homes (Mercia) limited - Applicant

DWH in house & Thrive Architects - Architect/ Master planners

Keary Design Associates - Landscape Architects

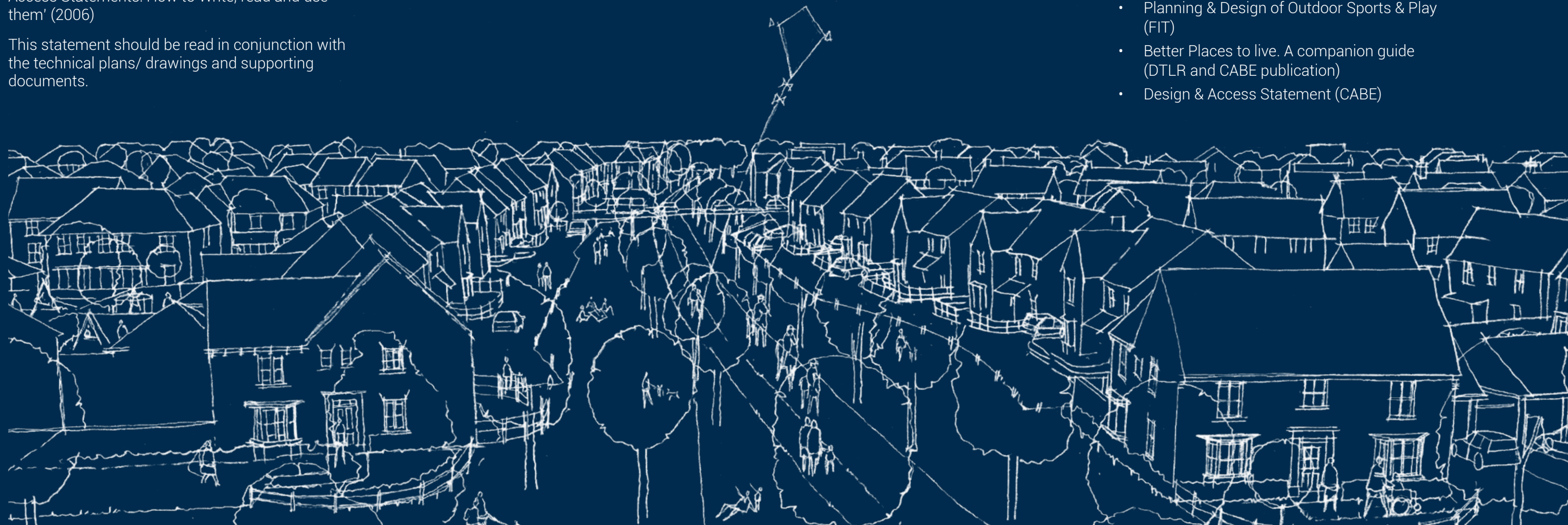
Infrastructure Design Limited - Highways & Drainage Engineers

Harrislamb- Planning Consultants Statement

General Development Principles

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

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



Planning Background & Current Position

The Outline application, reference: 15/01326/OUT, subsequently allowed at planning appeal (Ref: APP/C3105/W/17/3172731), on 20th December 2017, sets the parameters for future development. There are a number of constraints within the Decision Notice, which are discussed in detail separately. The house types proposed offer a range of sizes, which will be sufficient to accommodate future need and growth within Bodicote. This will meet the future needs and growth requirements. The proposal also includes compliant levels of affordable homes. For more detailed Planning information regarding planning, please see the accompanying Planning Statement.

Requirements of the Outline planning permission:

The outline planning permission included a range of requirements for the Scheme to deliver.

These were included in the planning obligations in the s106 agreement and in the conditions on the decision notice. These requirements are set out elsewhere in the statement, however in summary these include:

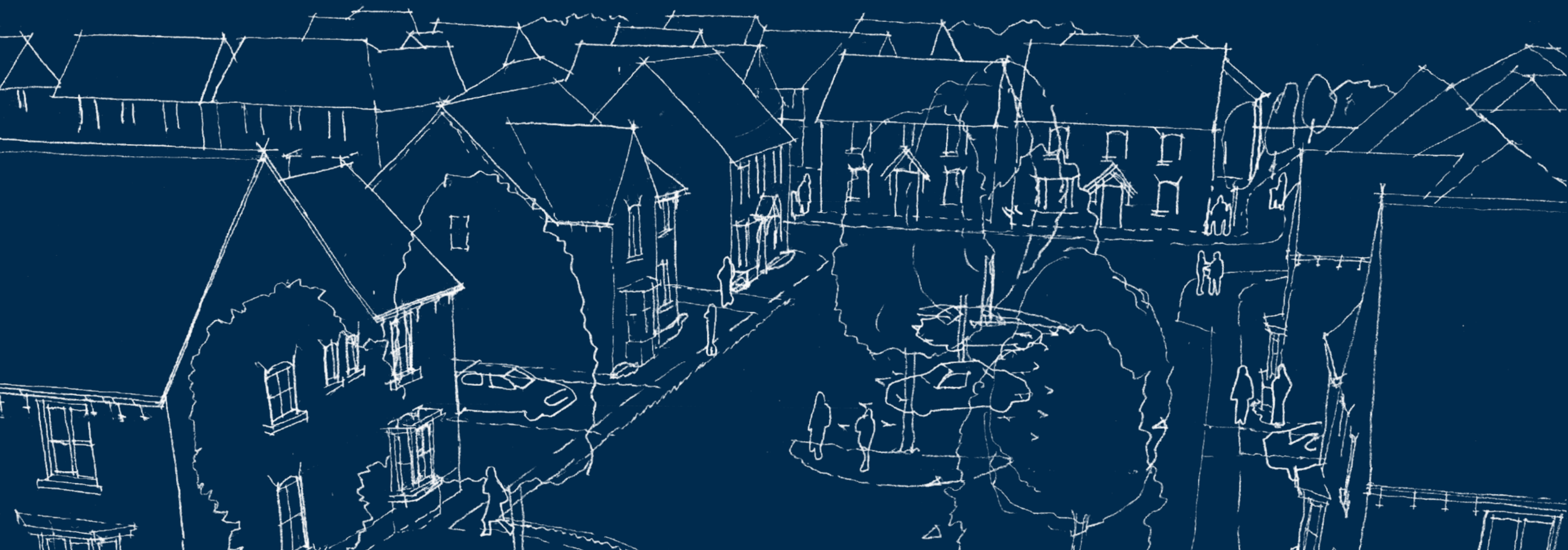
- Affordable Housing Scheme
- Allotment Scheme
- Bridleway Scheme
- Car Parking Scheme
- On Site Outdoor Sport Facilities
- Play Areas
- Spine Road
- SuDs Scheme

The conditions also require the following to be submitted and these have been submitted along with the application unless specified:

- **Condition 9** - Existing and proposal ground and floor levels – these have been submitted with this application
- **Condition 11** - Agricultural survey, AMS, AIA
- **Condition 13** - Secure by Design Statement
- **Condition 14** - Phase 2 Investigation
- **Condition 18** - Mitigation strategy for Badgers
- **Condition 20** - Strategic Environmental Management Plan (to be submitted under discharge of conditions application)

- **Condition 21** - Construction Works Management Plan (to be submitted under discharge of conditions application)
- **Condition 22** - Details of protection of PROW (to be submitted under discharge of conditions application)
- **Condition 25** - WSI archaeology (to be submitted under discharge of conditions application)
- **Condition 26** - on-site renewable energy - Energy Statement

Combined with the other supporting reports, it has been demonstrated how the proposed Scheme delivers a high quality and inclusive residential scheme, both in its own right and in the context of the wider allocation. We consider the Scheme meets the provisions of the Local Development Plan and the Council's CRDG.



The Site

Site Location

The site is located on the northern - western extremities of Bodicote and southern edge of Banbury. The site covers an area of 17.53 ha of agricultural/arable land bounded by established hedgerows to the site boundaries. The Salt Way Bridleway lines the northern boundary, with existing residential development located beyond. To the west lies arable fields which are part of the same residential allocation and subject to an outline application for up to 1000 houses, mixed use centre, primary school and range of other facilities to meet the needs of this residential allocation. To the south the site is bounded by Wykham Lane and to the south-east lies Bodicote Cricket Club and existing Recreation Ground. The north eastern part of the site provides connections to the White Post Road which defines the eastern site boundary. The site access is to be located off White Post Road on the eastern site boundary and will form the start of a central spine road across the application site which links to development to west.



Site Photos





Topography

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

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



TOPOGRAPHICAL SURVEY PLAN



SITE LOCATION PLAN

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Context Appraisal

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

Urban Grain Study & Density

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

Historic Core (Yellow)

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

Mid - Late C.20th (Orange)

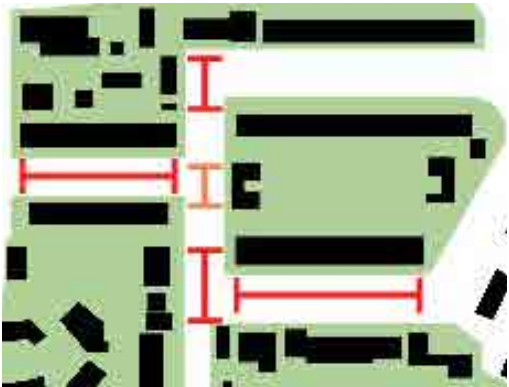
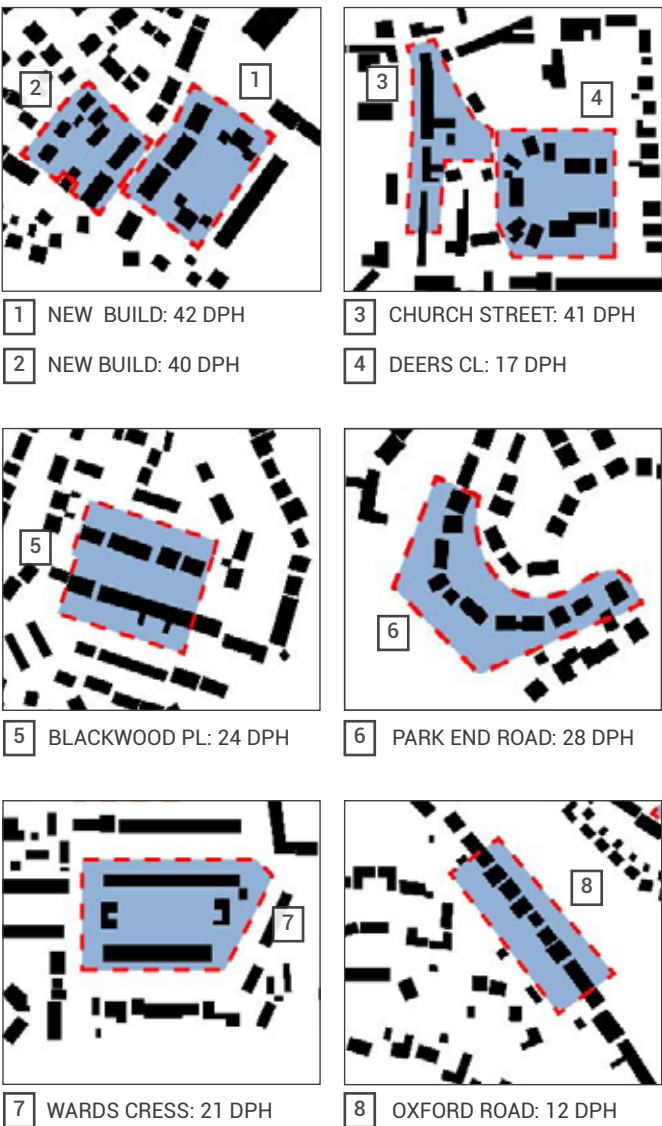
This housing is typical of the post-war era with a mix of terraced, semi & detached homes in an informal, low density layout, predominantly two stories, with some bungalows and maisonette bungalows extending to 1.5 floors.

Early c.21st (Purple)

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



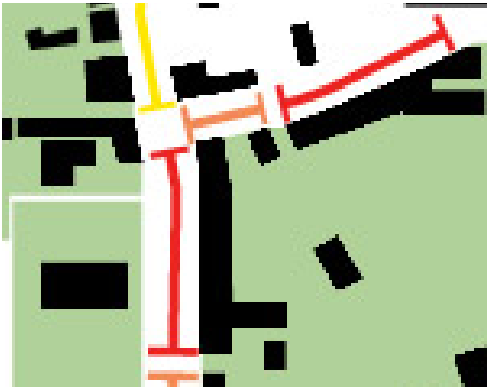
FIGURE GROUND - BODICOTE SETTLEMENT MORPHOLOGY



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



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



BODICOTE - TERRACED/CONTINUOUS FRONTAGE HISTORIC CORE



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

Sense of Place

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

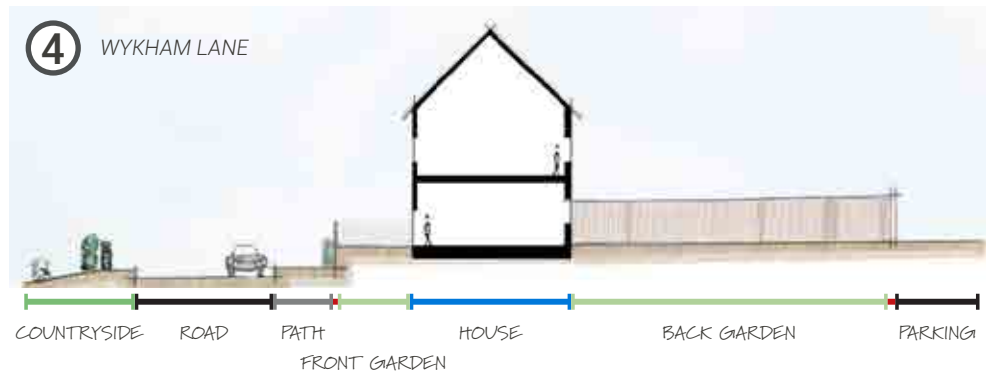
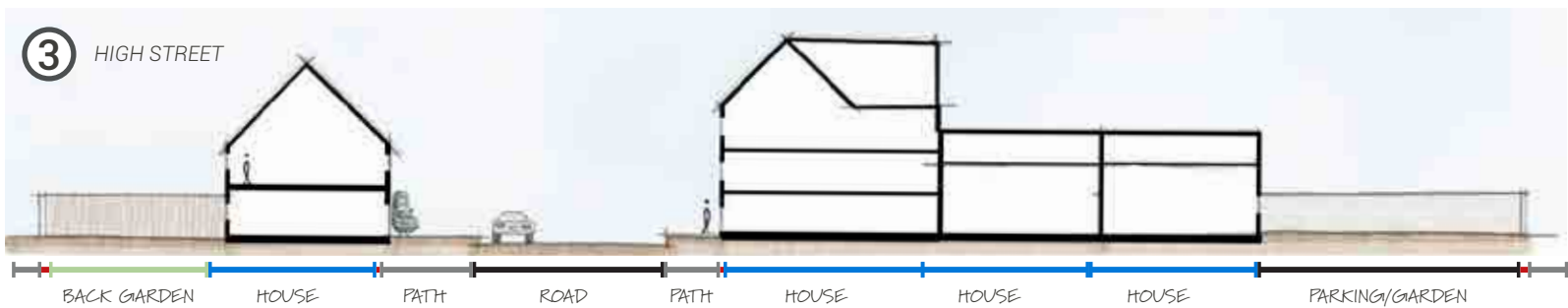
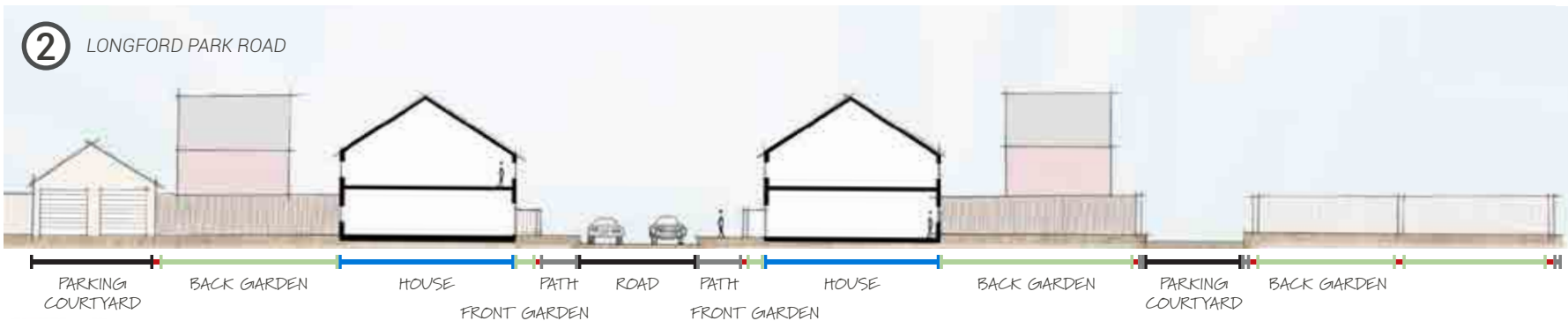
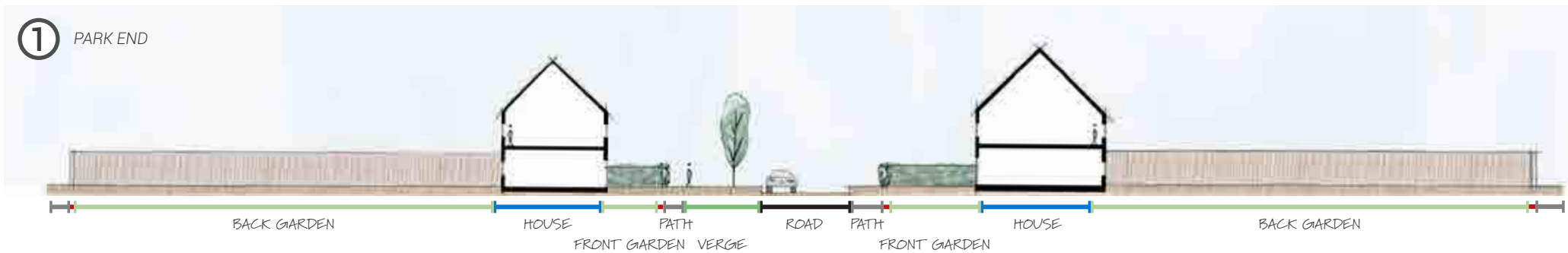
Within the settlement there are variations to; architectural form and materials; street landscaping; and enclosure, which all contribute to streets having a well defined and individual sense of place.

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

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

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

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



BODICOTE - TOWN FURLONG

BODICOTE - TOWN FURLONG



Context Appraisal

Architecture and Typologies

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

Historic Bodicote

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

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

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



Late 20th & 21st Century Development

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

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

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

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

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






























Constraints & Opportunities

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

Constraints and Opportunities

- The site access off White Post Road will form the start of a central spine road across the application site which links the development to west
 - The development is limited to a maximum of 280 dwellings in accordance with the outline planning permission
 - Central spine road to be located within a prescribed zone and co-ordinated connection points
 - Opportunity for a mature park setting from the access point
 - Some hedgerow field boundaries to be removed to improve connectivity across the site in accordance with pre-application advice
 - Opportunity for good pedestrian connectivity between the development and the wider setting of Banbury and Bodicote
 - Provide minimum 20m buffer to the Salt Way, which was identified as non-designated heritage asset in the outline application. This runs along the northern site boundary
 - Opportunity to provide active frontage on to Salt Way
 - Respect the visual amenities of the wider landscape setting and minimise visual impact of the development
 - Retain the Public Rights of Way and incorporate a Bridle Way through the new development
 - Maximum 8.5m high ridge height restrictions
 - Opportunities for extensive new landscaping to retain and add to the existing green infrastructure
 - Opportunity to provide high quality open spaces incorporating play facilities, landscaping, sustainable drainage areas and ecological benefits
 - To provide high quality development edge which provides a sensitive transition between the proposed development and the wider countryside setting to the south and west
 - Opportunities to provide new and enhanced pedestrian routes around and through the site
 - Bodicote is considered to be a sustainable settlement and a rural key service area
 - High quality of new housing, in all respects, will be delivered, through a mixture of types and sizes, including the requisite percentage of affordable housing
 - Easy walking access to the village centre and its wide range of services, facilities and public transport links
 - Increased opportunities to provide enhancements to the local ecology in terms of supplementing the existing peripheral landscaping, new on-site landscaping and the provision of a linear SUDs feature with species rich grassland
 - New formal and informal public open space zones will be provided including the provision of play equipment
 - This site is within the setting of the Bodicote Conservation Area. The treatment of the White Post Road frontage was the focus of consideration of the outline application.
 - Requirement to provide a car park adjacent to the south side of the access from White Post Road
 - The approved masterplan sets out the broad location of housing and the areas of open space
-  Site Boundary
-  Proposed site access
-  Temporary site access
-  Public Right of Way
-  Public Right of Way (Saltway) combined bridleway and public footpath min. 20m stand off required
-  Temporary diversion of Public Right of Way
-  Proposed Bridleway connection coordinates E445425, N238224 & E445428, N238239
-  Existing landscape
-  Existing landscape to be removed
-  Existing gardens backing onto site
-  Fall of land
-  Views in and out of site
-  Restricted views in and out of site
-  Opportunity for mature Parkland setting
-  Proposed attenuation basin & swale
-  Sensitive response to existing allotments
-  Existing overhead electric
-  Diverted route of overhead electric
-  Existing surface water sewer
-  Diverted route of surface water sewer
-  Proposed pumping station
-  Proposed car park
-  Proposed Spine Road
-  Proposed Spine Road connection between Land Ownership to be made between coordinate E445479, N238506 & E445477, N238492
-  50m corridor on Spine Road



Local Amenities

Banbury & Bodicote

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

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

Access & Movement

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



BISHOP LOVEDAY C OF E PRIMARY SCHOOL



LOCAL BUS STOPS



LOCAL PLAY AREA



LOCAL PETROL STATION

- Key
- Schools
- 🏠

Fitness Centres
- ✉️

Post Office
- 🏛️

District Council
- +

Hospital / Local GP / Pharmacy
- 🛒

Supermarket
- 🕌

Religious Centre
- 🏡


Community Centre
- 🍴

Pubs, Cafés & Restaurants
- 🏪

Local Shops
- 🚌

Local Bus Stops




 The Friends of the Parish Church of St Mary Bloxham

 The Easington


 Easington Post Office


 Banbury Soles Running Club

 Hightown Surgery

 Sainbury's Cafe

 St John's R.C. Primary School

 Cock Horse

 St. Hugh's Church

 Banbury Academy

 Sainsbury's

 The Grange County Primary School

 Chatsworth Drive Post Office

 Midcounties Co-operative Food

 Chasewell Community Centre

 Wykham Park Academy

 Blessed George Napier Catholic School

 Banbury School Day Nursery

 Marlborough Badminton Club

 Easington Sports Football Club

 Easington Methodist Church

 Banbury Methodist Circuit

PROW

BLOXHAM ROAD A361

Land at Wykham Park


THE SALT WAY


BEACONSFIELD ROAD

SYCAMORE DRIVE

Easington

White Post Road

 Saltway Day Nursery

 Bishop Loveday C Of E Primary School


 Gregg's Cafe


 Wykham Park Farm


WYKHAM LANE

WYKHAM LANE

 Cherwell District Council

 Horse & Jockey

 The Plough Inn

 Bodicote St John The Baptist Church

 The Spice Room

LOCAL AMENITIES PLAN



Public Consultation & Design Evolution

Pre-application Consultation with LPA

DWH has attended a pre-application meeting with Cherwell District Council on 17th December 2018. The officers raised some fundamental design issues regarding place making principles as well as highways requirements. DWH received a detailed pre application response (ref 18/00290/PREAPP)

Plans opposite illustrate the key design issues to be addressed.



PLANNING LAYOUT PRESENTED AT PRE-APP



SKETCH LAYOUT PLAN STAGE 2



STUDY OF PROPOSED GRAIN



DRAFT CHARACTER AREA SKETCH

LPA Comments Post-Submission

	Case Officer Comments (22/8/19)	How the new proposals address this point
1	DAS principles do not translate into proposals- P22 DAS defines the overarching principles that will establish the layout but it fails to explain how these have been followed through into the design of the scheme	Additional analysis has been carried out, looking at the urban grain, density, feel of the place, architecture and typologies. Please see p10 - 13 of the DAS. How this analysis translates to the final design is explained on pages 34-47 of the DAS
2	DAS does not consider building typology and urban form	Information contained on pages 34-47 of the DAS.
3	Further assessment is required to explain how the proposed house types and street scenes have been designed to reinforce local distinctiveness and have regard to the character that has been identified	Information contained on pages 34-47 of the DAS.
4	Proposed layout is based around poorly connected blocks of development of detached and semi-detached units creating a uniform and characterless development	<p>Re-design from first principle:</p> <p>Block structure promotes: Connected streets, legibility, permeability and distinct character. Three character areas proposed based on good place making principles.</p> <p>The spine Provides tight urban character with built form meandering along the main route with varied building widths. There is some articulation with the building height, to achieve a varied street scape. The ridge height is restricted to 8.5m. Variation is also provided through the use of terrace, semi-detached and detached dwellings. The introduction of terraces allows for greater continuity in the built frontage. Parking courtyards further support this, by focusing cars to the rear of properties and limiting the number of accesses needed. Few 'events' are introduced to provide interest/ traffic calming and way finding. In terms of architecture, formal detailing is proposed. The use of stone on some of the dwellings also elevates the status of the road. The northern side of the road is lined by trees to provide structural planting through this primary route.</p> <p>The Neighbourhood This character area aims to achieve an intimate character. Comprising of narrow shared surface streets, centred around focal spaces with varied built form/ architecture: Local vernacular detailing. The urban form is dominant, with landscaping used to accent the built form</p> <p>The Parks Edge This will have a rural feel, open countryside view mainly large detached built form on a large curtilage often with a large garage. Streets are private with varying widths and informal. Architecture: local vernacular with some agricultural detailing. Use of frontage boundary treatments (i.e. post and rail fencing) and larger areas of frontage landscaping. No lighting columns are proposed.</p>
5	Lack of hierarchy, legibility or sense of place	Please see comment 4.
6	House types need to effectively turn corners and define & enclose spaces	Additional corner turning house types have been introduced. New bespoke house types created to define key spaces or to achieve consistent built form.
7	Vistas are not successfully terminated. All vistas into and within the development should terminate with a well-designed building or area of open space/tree	All vistas are terminated with a built form, trees or key spaces. Buildings have different material or architectural features to provide distinction.
8	Little distinction between the character areas	Clear distinction between the three character areas has been explained on pages 34-47 of the DAS and my previous comment (Com 4)
9	Little differentiation between road types and therefore street hierarchy resulting in poor legibility across the development	Road types and hierarchy explained on page 24 of the DAS and my previous comment (com 4).
10	Not clear from the submission how the changes in levels will be dealt with. Details not provided in respect of proposed retaining walls or other features needed and how these may impact on overlooking and residential amenity.	The site is relatively flat with a gradual incline from North to South and East to West. The built form will follow the existing terrain however further works are being carried out by our engineers and this will be submitted in due course. No retaining features will be needed within the development parcels.
11	Details of the interface with all adjacent land uses required as per Policy Banbury 17. E.G the exact point of entry of the bridleway into the Gallagher scheme	Details of the adjacent land uses and interface are shown on the colour planning layout and the overall master plan shown in the DAS on page 23
12	Only 2 connection points from the scheme into the adjacent scheme and are otherwise separated by existing hedgerows	New proposal provides opportunities for future pedestrian connections throughout. This is indicated on the colour planning layout. The masterplan for this allocation shows public open space immediately to the west. Consequently there are there are limited roads, paths or other features to provide connections to. The hedge helps define the edge of the POS and an appropriate number of connection points are provided.
13	Difficult to differentiate between character areas- character areas need to be more clearly defined	Please see my previous comment (com 4) and page 34 of the DAS. There are a variety of things that differentiate the three character areas identified.
14	Clearly defined and legible character areas with varying building typology and urban form, frontage set backs, landscaping ad spaces within housing blocks where people can congregate would be appropriate.	Please see pages 34-47 of the DAS which identifies the key characteristics of a particular character area.
15	Further consideration must be given to providing greater interest in the built form by providing groups of terraces and buildings of varying roof and eaves heights	This has been considered in the redesign, please see the colour planning layout, new house type drawings and street scene. Also see building heights plan on page 29 of the DAS.

	Case Officer Comments (22/8/19)	How the new proposals address this point
16	The first block of development (plot 268-280) appears awkward in its form and relationship to the remainder of the development. It is not considered that the 2 detached houses and private drives off the spine road create an appropriate gateway. Suggest this block of units are removed and the development here set back to help create a better and more informal transition from Bodicote and the rural setting as one enters the development.	This has been considered in the redesign. Please see revised proposal.
17	Plots 1-3 also need further consideration	The area around plots 1-3 have been redesigned.
18	Built form along the spine road needs further consideration to create a strong frontage	Strong built form frontage has been provided to reflect the character area.
19	Development feels car orientated rather than pedestrian/cycle focussed	Car parking strategy has been reconsidered and the car dominance has been greatly reduced.
20	The application proposes a number of private drives with little connection between groups of dwellings and the adjacent areas of POS	This has been considered in the redesign. Additional paths have been provided to achieve better connectivity across the development. By focusing on pedestrian links, this will help encourage this as a means of transport
21	The footpath/bridleway has little character- this green route is an asset and must be better integrated to allow greater permeability and the character and nature of this route considered further.	This has been considered and the route redesigned. Swales and landscaping have been added and a sequence of play equipment has been added for children to use whilst walking along this route.
22	The green route should not be separated from the development by hedges and fencing as shown currently	Noted.
26	Min. back to back distances of 22m and back to side of 14m	In general privacy standards, minimum 22m back to back and 14m to side has been achieved, however there are some instances where this standard has been compromised to achieve the best design solution.
24	20m buffer from any part of Saltway must be adhered to as per condition 42	This has been addressed.
25	Submitted house types do not reflect the local traditional vernacular which have arrow gable spans and relatively steep pitches	This has been considered, please see new house type drawings, planning layout and street scenes.
26	Further consideration must be given to the design of dwellings in prominent positions such as on corners of main streets that may act as marker buildings and aid legibility	This has been considered. The planning layout indicates key buildings. The materials plan and house type planning drawings illustrate the differences.
27	Dwellings should be wimple wide fronted units with horizontal emphasis	Noted.
28	Where narrower types are proposed these should be attached to create small terraces	Noted.
29	Hipped roofs are not acceptable	Noted.
30	Housing mix does not accord with Policy BSC4	Housing mix is not a Reserved Matter and so not a relevant consideration to this application. That said, the overall housing mix has changed to address the housing officers comments on affordable housing.
31	MUGA is too close to the car park and is not overlooked	MUGA has been moved to the main POS area to establish play Hub. We consider this to be the only appropriate alternative.
32	Car park is too tight- spaces should be wider than typical and include greater distances between rows of parking to be desirable to use by parents with young children	The car park has been redesigned, please see colour planning layout.
33	Proposed LEAP and LAP are not overlooked and are not well integrated or easily accessible from within the development and are separated by the proposed swales	Play strategy has been reconsidered in the landscape proposal. The play areas are overlooked by the dwellings in that part of the site, whilst maintain the appropriate offset distances to protect their amenity.
34	LAP on the western boundary does not relate well to the development and should be incorporated within the body of the built development	LAP has been integrated along the bridle route, with a sequence of play equipment along the length of this route.
35	Definition between public and private space is unclear in many instances	Public/ private spaces are defined. Additional details will be provided in the detailed landscape proposal. This will follow in due course.
36	TPOs must be clearly labelled	Noted.
37	Visitor parking on the development is inconveniently located directly in front of properties	Visitor parking strategy has been revisited.
38	Affordable housing units need to be indistinguishable from the market housing	Noted.
39	Clustering of affordable housing	This has been considered. Largely, the policy standards have been achieved. However in some instances this requirement is compromised to work with character areas, density and building typologies. This approach accords with the Developer Contributions SPD – February 2018, which states that "the Council will be flexible and pragmatic on this clustering approach when considering certain site constraints or scheme densities"
40	Proposed affordable mix of rental units does not meet identified needs as per housing strategy and development well-being officer comments	The mix has been changed to match the housing officer's requirements, with a much larger number of smaller units.
41	Changing facility/pavilion required on the site and associated parking as per the outline consent and the UU. Vehicular access to these facilities also required	This has been incorporated in the redesign.



Public Consultation & Design Evolution

Meeting with Parish Council

As a company, David Wilson Homes have undertaken and attended several District Council, Parish Council and Public meetings, all of which were positive and provided constructive feedback. These meeting include:

- December 2018 – Bodicote Parish Council Meeting
- December 2018 – Formal Pre application Meeting with District Council;
- February 2019 – Second Pre application Meeting with District Council;
- February 2019 – Bodicote Welfare Fund Meeting
- April 2019 – Bodicote Parish Council Meeting open to the Public

As discussed in this wider Design Statement, the feedback received from the above meetings was pro-actively incorporated into the Planning Layout to enhance the scheme towards the submission accompanying the application. Early engagement with the Cherwell District Council enabled David Wilson Homes to receive comprehensive responses via the formal pre-application submission. The pre-application response(s) from Cherwell District Council and Oxfordshire County Council were comprehensive and detailed enough to guide the scheme and change the proposals to achieve the original aspirations for the site.

As mentioned the wholesale changes are described in detail within this wider statement, however, the main alterations to arise from the initial feedback were as follows:

- Reduction in the amount of direct access onto the spine road, which in turn also allowed for the creation of a central green space area to add character to the street scene
- Accommodation of a one-way system in the proposed car park to allow easy and safe access and internal movement
- Relocation of the Local Area of Play areas to make this more accessible to future residents
- Widening of the existing right of way running from north to south through the scheme, creating a green walkway and enhancing the permeability to the wider allocation

Prior to the above, there were numerous public engagement(s) at outline planning stage, however this was not undertaken by David Wilson Homes or Barratt Homes.

White Post Road, Bodicote



EXHIBITION BOARDS



Banbury Academy

Banbury School Day Nursery

Blessed George Napier Catholic School

Easington Sports Football Club

Easington

Wykham Park Farm

Land at Wykham Park Masterplan

White Post Road Masterplan

PROPOSED MASTERPLAN





Design Proposal

Overarching Principles

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

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

Layout

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

- To deliver a high quality, sustainable development which reflects the scale, layout and pattern of the town and is appropriate to its setting
- The affordable housing will be a mixture of units being offered for rent and also shared ownership. These will be located across the site in small manageable groups. The character areas have also informed the location of the AH units
- Access off White Post Road with the central spine road connect to the western boundary for future developments
- To retain and enhance the existing Public Rights of Way that runs through the site
- To provide minimum 20m stand off to Salt Way (an unmade track)
- To provide a Bridle Way link through the new development
- To provide formal play areas and sports pitches
- To provide visitor car park for school drop off provision off White Post Road
- To create series of interesting spaces and viewpoints to enhance legibility and also to create distinct character for the development
- Retention and supplementation of the existing mature boundary planting, especially around the periphery of the site

- To provide appropriate development edge which provides a sensitive transition between the proposed development and the wider countryside setting to the south and west
- Incorporate SUDs feature, this will contribute towards the character and use of open spaces and green infrastructure
- Improve pedestrian connectivity across the site
- Enhance landscape structure and new planting to further strengthen the existing mature character of the site
- Create open areas for play and informal recreation that are safe and accessible
- To provide positive response to early engagement with LPA and Parish Council
- To create character areas that respond to the unique character and arrangement of the site and respond to the positive aspects of the Context Appraisal above

Heritage Impact Assessment

The application site is located within the setting of the Bodicote Conservation Area and the Salt Way, a non-designated heritage asset. The impact on setting of both of these was considered by the planning inspector in the Outline planning application in accordance with the relevant policy guidance and the provisions of the Planning (Listed Building and Conservation Areas) Act 1990. At the outline stage the focus in this regard was on the delivery of the access road in the informal green buffer shown on the Policies Map. Ultimately the Inspector concluded that the less than substantial harm identified was deemed to be outweighed by the public benefits of the scheme. In delivering the scheme in accordance with the provisions of the Outline consent, this ensures that this balance has not been altered.

The proposed Scheme also includes the provision of the car park in this location. The provision of a mature landscaping scheme and the location of existing trees would mean these are largely screened from White Post Road. The car park relates to the existing school and replaces the informal road parking that used to exist at peak times. As such it has no more of an urbanising impact than the existing position.

We, therefore, conclude that the provision of these features would not add to the harm identified at the Outline stage and the public benefit of the scheme would still outweigh the less than substantial harm previously identified.



PROPOSED LAYOUT

Land at Wykham Park Scheme

Green Corridor

THE SALT WAY

SYCAMORE DRIVE

POS

Site Access

Site Access

Proposed additional car parking spaces

Green Corridor

MUGA

Sports Pitches

POS

WHITE POST ROAD

WYKHAM LANE



Design Proposal

Movement

Traffic & Access

The principal access into the site is to be taken from White Post Road. The spine road runs from east to west connecting the development to future settlement to the west (Gallagher site)

Streets

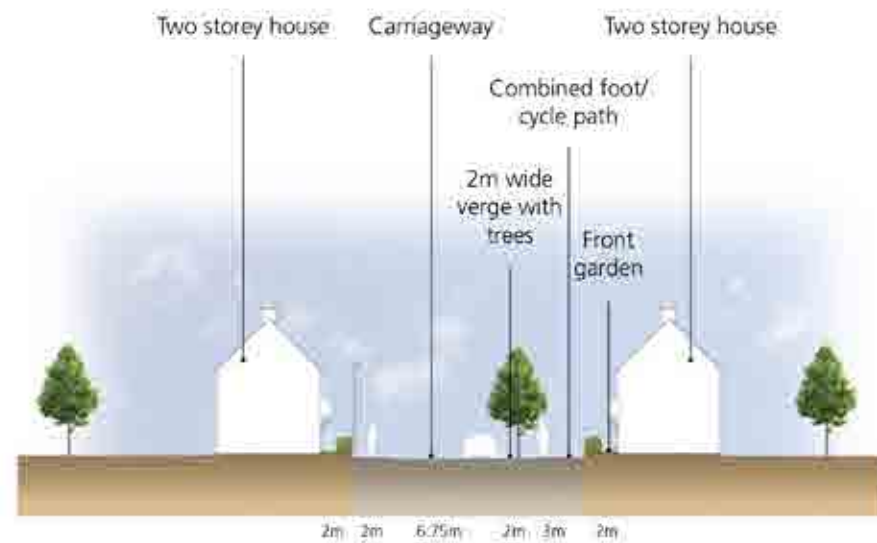
The layout of the local residential streets within the new development has been designed to be safe for pedestrians and cyclists, with road surfaces raised, paved or coloured to keep drivers aware of the residential surroundings and a 30mph zone. The Spine Road specification is specified within the Unilateral Undertaking. Within the site a clear hierarchy of streets is proposed, as illustrated by the accompanying plan with the primary street running through the heart of the scheme. The northern side of the street will be tree lines with number of 'events' introduced to aid legibility and to provide traffic calming. The street character is further reinforced by the house designs and proposed materials. The secondary streets are anticipated to be shared surface streets to illustrate a change in the hierarchy with these streets orientated towards the pedestrian, with the narrow private drives being the lowest order streets which ensure that the green spaces/ edges are not overtly dominated by the highway.

Key

- Main Street
- Local Drive
- Private Drive

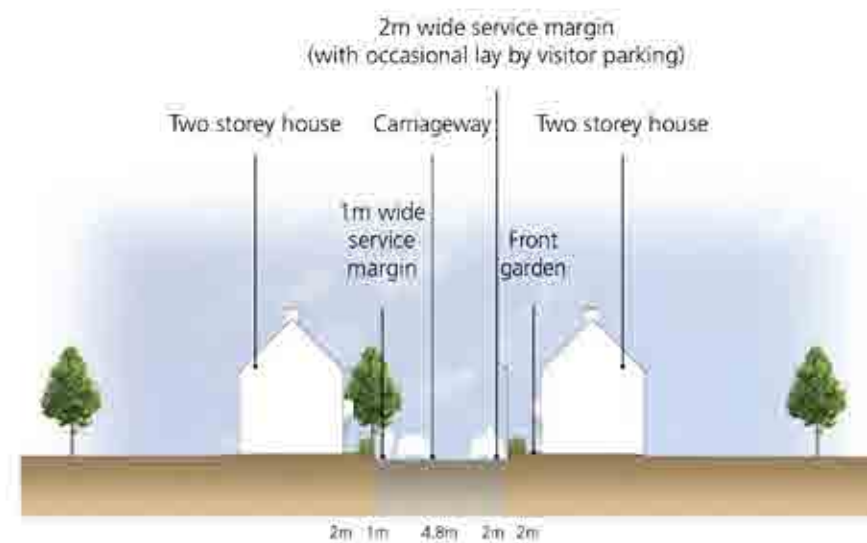


MOVEMENT STRATEGY PLAN



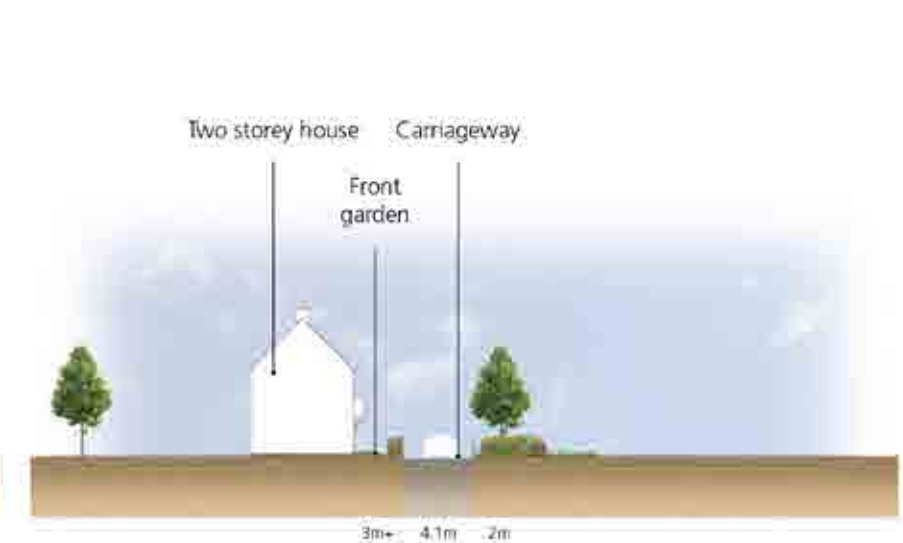
Main Street (Spine Road)

Layout connectivity	May connect to two other streets or form cul-de-sacs with or without other pedestrian only connections
Design Speed	30 mph
Full adoptable width	Min. 13.75m
Foot way	2m on one side - continuous
Cycle access	3m on one side - continuous
Bus access	Yes - 2 directions
Fire tender access	Yes
Carriageway width	Min. 6.75m
Verge	2m on one side
Junction radii	6m (construction of foot way corners to allow for large vehicle over run).
Parking	In designated areas only. Limited to short sections 2 x 6m parallel bays
Traffic calming	Road surface, change of direction.
Kerb type	Vertical 125mm country style kerb
Carriageway surface	Black tarmac
Foot way surface	Black bitmac red multi-stock pavers for feature paving
Vehicle crossover surface	To match foot way



**Minor Residential Street
(Standard carriageway or shared surface street)**

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



Local Drive

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

Design Proposal

Car & Cycle Parking

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

Fig 2 identifies the quantum of parking spaces provided in accordance with OCC's parking standards. A total of 24 visitor spaces have been provided within the residential streets as well as an additional 34 space car park provided near the site entrance and 22 spaces provided for the sport pitch provision. There is no opportunity to provide visitor spaces along the Spine Road as stipulated within the Unilateral Undertaking. Along the Spine Road a number of rear park courts in accordance with P77 of the Residential Design Guide to keep cars out of the street scene, to reflect the status of the road and the character of the historic core of Bodicote as identified in the Context Appraisal.

Oxfordshire County Council Required Parking Provision									
No. of bedrooms per dwelling		No. of Allocated Spaces		No. of spaces when 2 allocated spaces per dwelling are provided			No. of spaces when 1 allocated space per dwelling are provided		
				Allocated Spaces	Unallocated Spaces		Allocated Spaces	Unallocated Spaces	No. of unallocated spaces when no allocated spaces are provided
	Total		Total					Total	
1	10	1	10	N/A	N/A		1	0.4	1.2
2	46	2	92	2	0.3	13.8	1	0.6	1.4
3	94	2	188	2	0.4	37.6	1	0.9	1.8
4+	130	2	260	2	0.6	78	1	1.5	2.4
Total	280		550			129.4		4	

FIG 1 OCC PARKING STANDARDS

DWH Parking Provision (Provided on Site)									
No. of bedrooms per dwelling		No. of Allocated Spaces		No. of spaces when 2 allocated spaces per dwelling are provided			No. of spaces when 1 allocated space per dwelling are provided		
				Allocated Spaces	Unallocated Spaces		Allocated Spaces	Unallocated Spaces	No. of unallocated spaces when no allocated spaces are provided
	Total		Total						
1	10	1	10	N/A	N/A		1	0.4	1.2
2	46	2	90	2	0.3	1	1	0.6	1.4
3	94	2	189	2	0.4	1	1	0.9	1.8
4+	130	2	386	2	0.6	1	1	1.5	2.4
Visitor Parking					24				
Total	280		675		24				

Total Amount Provided = 699 Spaces (+ additional 34 spaces for School Drop-Off & 21 spaces for Sports Pitches)

FIG 2 QUANTITY OF PROVIDED PARKING SPACES



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

PARKING STRATEGY PLAN

Public Open Space

Public open space is provided throughout the development including 2x LAPs, LEAP, MUGA and football pitches located at the main open space.

The quantum of POS measures 19.81 acres / 8.0ha. This equates to 45% of the site area comprising Public Open Space.

Key

Public Open Space



OPEN SPACE STRATEGY PLAN

Design Proposal

Unit Mix

The development includes a mix of detached, semi-detached houses and terraced houses offering 1, 2, 3, 4 and 5 bedroom homes.

The proposed housing mix is discussed in the planning statement.

Key

Orange	1B
Green	2B
Purple	3B
Yellow	4B
Blue	5B



UNIT MIX STRATEGY PLAN

Storey Heights

The buildings are two storeys in height. All dwellings fall within maximum ridge height of 8.5m. The ridged height and roof scape do vary and this will help define key points within the layout. The housing reflects the scale and density of the surrounding houses with the combination of existing landscaping and new planting helping to embed the development within the landscape.

Further work has been carried out to vary the roofscape along the Main Street. This is illustrated in the streetscenes A-A & B-B.

Key

- 1 Storey
- 2 Storey
- Main Street



STOREY HEIGHTS STRATEGY PLAN

Design Proposal

Affordable Housing

The development comprises 280 dwellings, 74 dwellings have been provided as affordable for shared ownership and for rental to those on low incomes this is consistent with the previous consent.

The affordable housing mix has been changed to reflect the housing officer's comments, with regards to the affordable housing massing. Every effort has been made to achieve policy standards, a maximum of 15 dwellings (in mixed tenure) in a cluster. This has largely been achieved however, other design factors such as density and character areas has also influenced the affordable housing location. This approach is supported by the Developer Contributions SPD – February 2018, which states "the Council will be flexible and pragmatic on this clustering approach when considering certain site constraints or scheme densities".

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

Key

Affordable Units



AFFORDABLE HOUSING STRATEGY PLAN

Refuse

Houses (semi-detached & detached)

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

Terraced Houses

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

Maisonettes

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

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

Key

- Refuse Route
- Turning Head



REFUSE STRATEGY PLAN

Design Proposal

Indicative Lighting Strategy

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

The adjacent plan identifies potential location of the columns.

Key

Indicative Street Lighting Column Position



INDICATIVE LIGHTING STRATEGY PLAN

Secured by Design Principles

The Development incorporates Secured by Design Principles. These principles encourage the adoption of crime prevention measures in the design of development. The local police service architectural liaison office (ALO) will be consulted to ensure that principles are properly considered.

The layout has been designed to meet the 'seven attributes' of safer places (ODPM 2204). The seven attributes are as follows:

- **Access & Movement;** places with well defined routes, spaces and entrances that provide for convenient movement without compromising security
- **Structure;** places that are structured so that different uses do not cause conflict
- **Surveillance;** places where all publicly accessible spaces are overlooked
- **Ownership;** places that promote a sense of ownership, respect, territorial responsibility and community
- **Physical Protection;** places that include necessary, well designed security features
- **Activity;** places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times
- **Management & Maintenance;** places that are designed with management and maintenance in mind, to discourage crime in the present and the future

The following sets out how the scheme has been designed in order to meet the seven attributes.

Access & Movement

The primary vehicular routes, open spaces and play areas have been designed to ensure that they are overlooked by residential properties and provide as much natural surveillance as possible, given the setting of the existing landscape features and topography, it is envisaged that the location, design and function of the spaces will encourage a constant flow of pedestrians and cyclists.

Structure

The layout has been designed to include a main route through with a number of secondary residential streets. There is a high level of active frontage proposed within the development, and a clear definition between public and private space, with frontages designed to maximise the level of defensible space. Key areas of public open space benefit from natural surveillance provided by dwellings. This natural surveillance combined with good levels of pedestrian traffic will reduce the risk of crime.

Surveillance

Surveillance is an important aspect of Secured by Design. It has been identified above that the proposed layout will result in a well-designed space with well overlooked places, Safer Places (ODPM 2004) identifies that parked cars can be particularly vulnerable to crime and, unless they are in a private garage, must be overlooked. This requirement has been an important influencing factor in the approach to the master planning of the site.

Ownership

A clear aspect of ownership is ensuring that places have a clear distinction between public, semi private/communal and private space. The proposed layout includes a variety of open spaces, and has been designed to ensure that there is a clear distinction between public and private areas.

Physical Protection

Physical protection is concerned with the way in which buildings are secured. Due to the nature of the proposed development each dwelling will be secured with necessary security features.

Activity

The key activity areas have been designed to be overlooked by properties, providing natural surveillance of goings-on.

Management & Maintenance

Public areas within the development will either be adopted by Cherwell or a management company will be set up to ensure that they are maintained to satisfactory level. Details of this will be negotiated and agreed post application.



Appearance & Character Areas

Character Areas

The proposed scheme has been designed following place making principles to create a neighbourhood with a strong identity that integrates well within the existing context. There will be three-character areas in the site. These are Main street, Neighbourhood, and The Park Edge.

Main Street

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

The Neighbourhood

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

Park Edge

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

Key

Main Street

Park Edge

Neighbourhood



CHARACTER AREA PLAN

Architecture

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

Elevations & Details



Materials

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

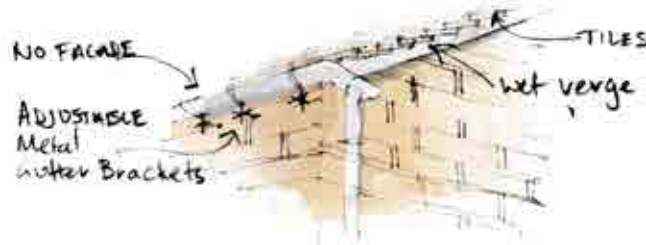
- Brickwork - using local cream/red bricks
- Stone
- White render
- Brick/ Stone & Tile sills
- Plain tiles - and re-constituted slate roofing materials, either dark brown or slate grey

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

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

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

Further details are provided in the Materials Plan.



MATERIAL PRECEDENTS

Appearance & Character Areas

Main Street

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

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

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

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

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



456 HT IN RECONSTITUTED STONE



456 HT IN BUFF BRICK

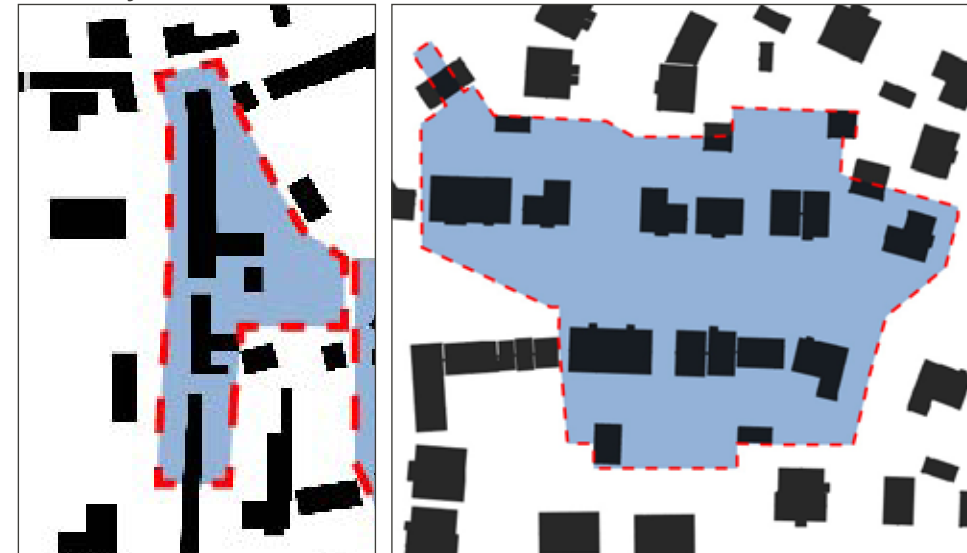


Main Street

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

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

Density



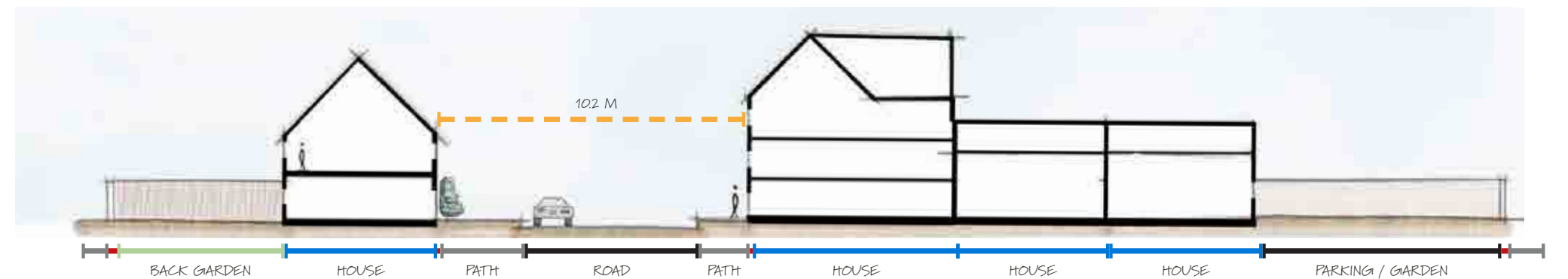
EXISTING (CHURCH STREET) 41 DPH PROPOSED (MAIN STREET) 36 DPH

Frontage & Enclosure

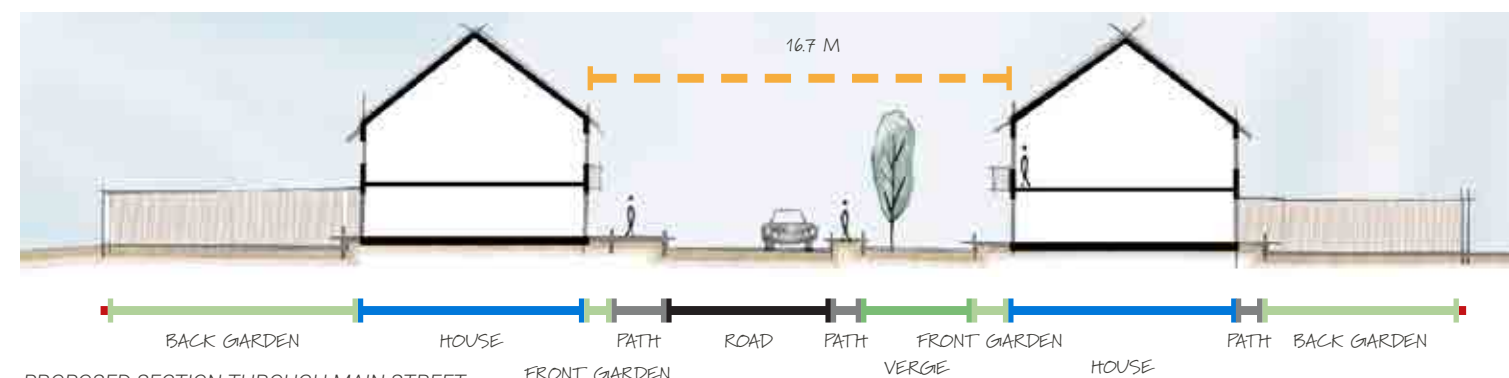


EXISTING FRONTAGE - MIX OF TERRACED AND SEMI-DETACHED

PROPOSED FRONTAGE - MIX OF TERRACED AND SEMI-DETACHED



EXISTING SECTION THROUGH CHURCH STREET



PROPOSED SECTION THROUGH MAIN STREET







Appearance & Character Areas

Park Edge

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

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

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

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

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



456 HT IN RENDER



456 HT IN RED BRICK



456 HT IN RECONSTITUTED STONE

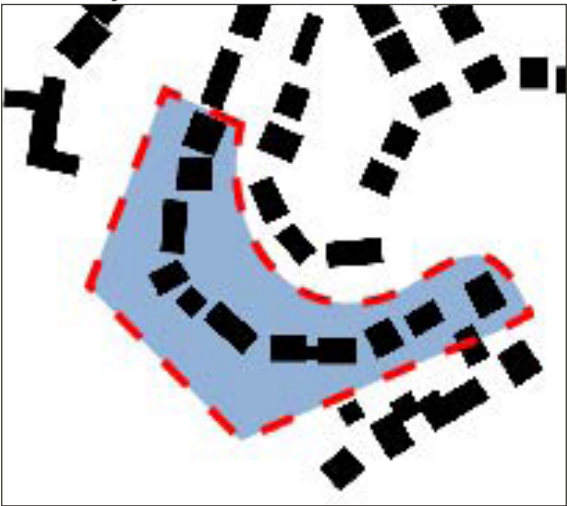


Park Edge

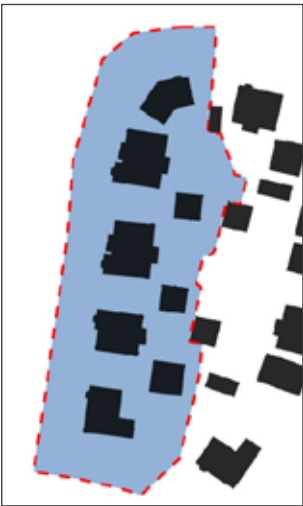
The architectural forms along the periphery of the development have been influenced by existing forms within Bodicote. Key features include:

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

Density



EXISTING (PARK END ROAD) 28 DPH

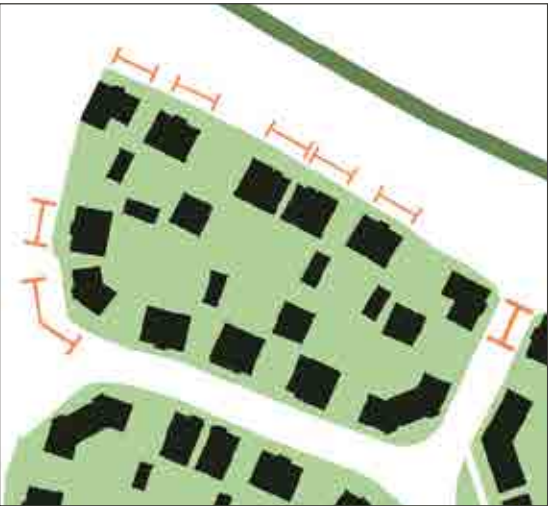


PROPOSED (PARK EDGE) 20 DPH

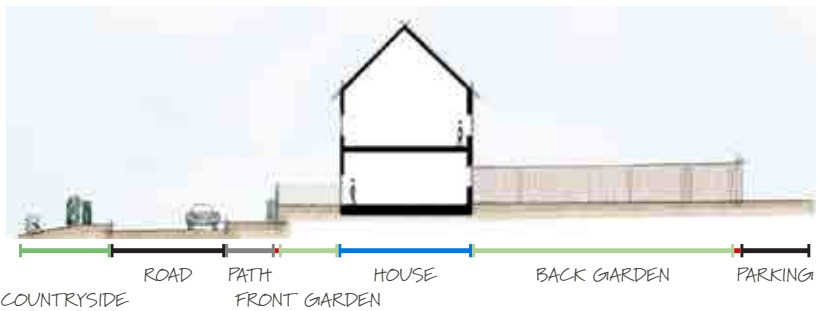
Frontage & Enclosure



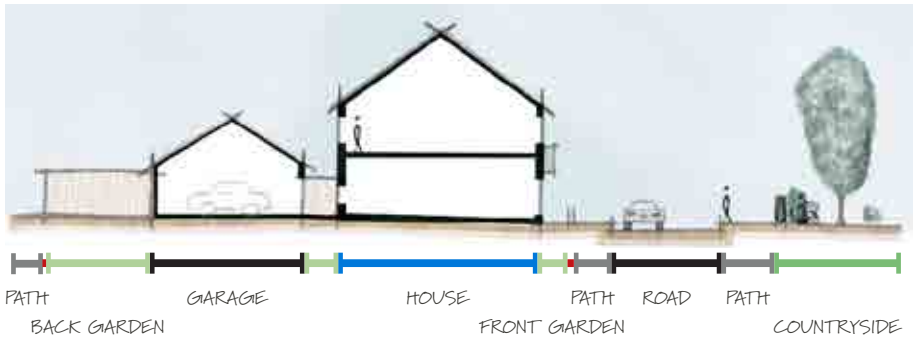
EXISTING FRONTAGE - MOSTLY DETACHED



PROPOSED FRONTAGE - MOSTLY DETACHED



EXISTING SECTION THROUGH WYKHAMS LANE



PROPOSED SECTION THROUGH PARK EDGE







Appearance & Character Areas

Neighbourhood

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

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

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

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



456 HT IN RED BRICK



456 HT IN CREAM RENDER



456 HT IN MULTI ORANGE BRICK

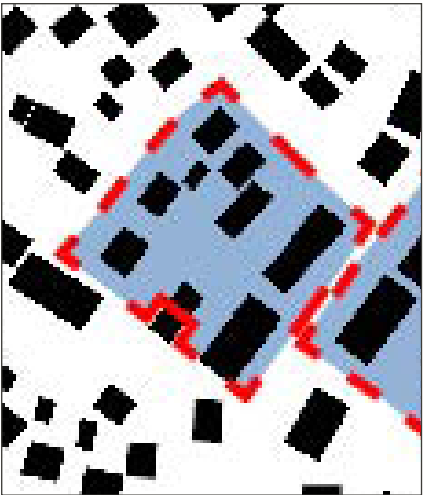


Neighbourhood

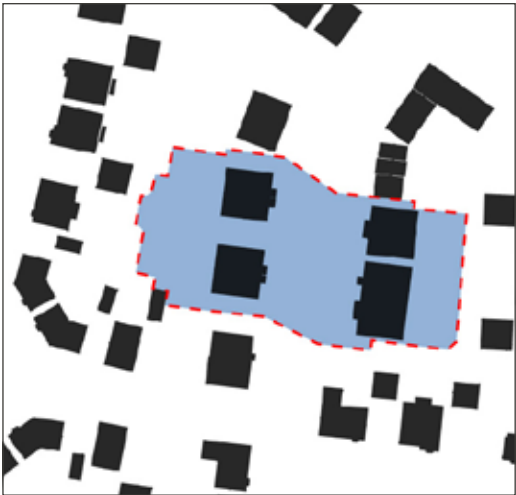
The architectural forms within the neighbourhood area of the development have been influenced by existing forms within Bodicote. Key features include:

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

Density

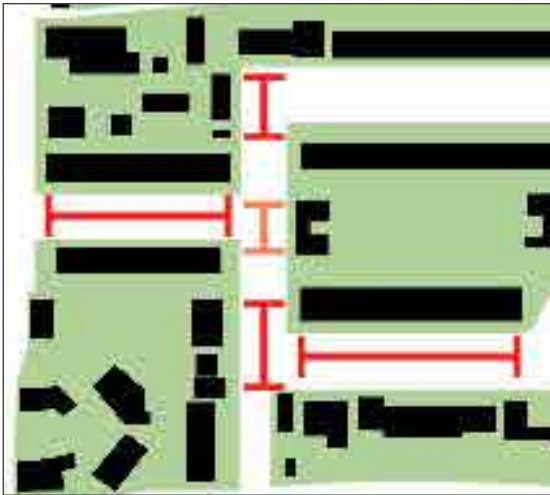


EXISTING (NEW BUILD) 42 DPH



PROPOSED (NEIGHBOURHOOD) 44 DPH

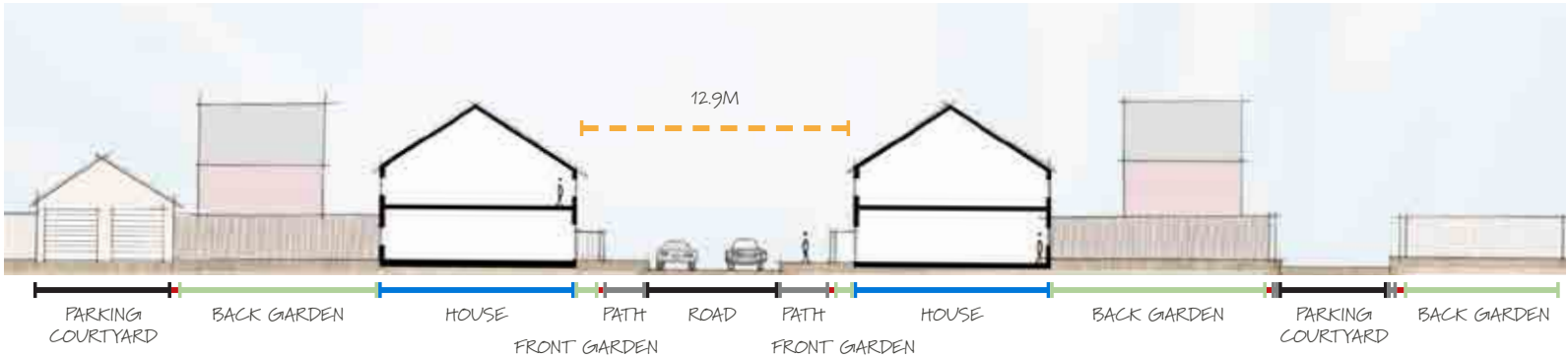
Frontage & Enclosure



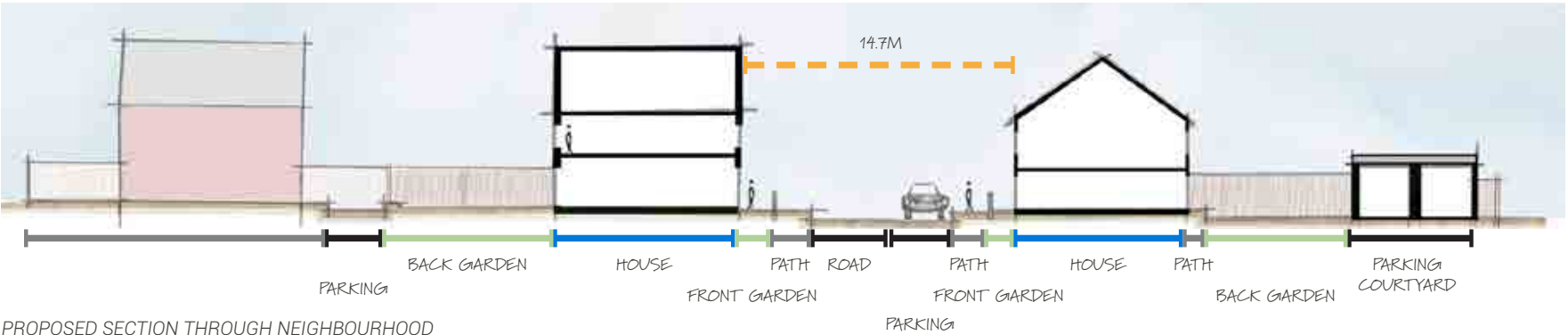
EXISTING FRONTAGE - MIX OF DETACHED, TERRACED AND SEMI-DETACHED



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



EXISTING SECTION THROUGH LONGFORD PARK ROAD



PROPOSED SECTION THROUGH NEIGHBOURHOOD







Landscape Proposal

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

Main Street

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

The Neighbourhood

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

Park Edge

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

Streetscape

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



Green Corridor

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

Play Area

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





Landscape Proposal

White Post Road Park

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

Salt Way Park

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



Sustainability

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

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

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

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

Energy Efficient Buildings

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

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

Sustainable Transport

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

Water Efficiency

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

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

Health Lifestyles

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



SUSTAINABILITY PRECEDENTS





Building for Life

00 Building For Life Assessment

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

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

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

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

01 Connections

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

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

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

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

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

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

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

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

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

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

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

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

boundary and provides permeability to allow pedestrian access.

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

02 Facilities & Services

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

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

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

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

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

Facilities & Services	<div>02</div> <div>2b Where new facilities are proposed:</div> <div>✓</div> <div>Are these facilities what the area needs?</div> <div>To address the need for open space, a significant area of parkland open space is proposed to the southern part of the development and includes an adult and junior sports pitch, allotments and children's play areas.</div> <div>Contributions for further off-site facilities and enhancements, made as part of the outline planning permission are based on those requested by the relevant authority, for example the County Council who are responsible for education planning.</div> <div>2c Are these new facilities located in the right place? If not, where should they be?</div> <div>Yes - new play areas and open space are within easy access for new residents.</div> <div>2d. Does the layout encourage walking, cycling or using public transport to reach them?</div> <div>Improved pedestrian and cycle routes are also provided along the Salt Way and through the scheme towards the primary school and Bodicote and Easington. There is a bus service along White Post Road that links to Bodicote and to the centre of Banbury.</div>	<div>03</div> <div>Public Transport</div> <div>✓</div> <div>Does the scheme have good access to public transport to help reduce car dependency?</div> <div>Yes – A recently improved bus service B3 replaces the previous B2 service and provides a 30 minute circular service linking Bodicote to Banbury town centre via the Longfield Park development. There is a bus stop nearby in White Post Road and within walking distance of the majority of residents. There are further links to bus services off Sycamore Drive to the north of the scheme.</div> <div>3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?</div> <div>There are a range of measures to encourage people to use public transport including ensuring that there is good pedestrian links to the bus stops on White Post Road and improvements to the Salt Way footpath and cycleway. A financial contribution is also to be made to the County Council to manage the Travel Plan for the site which is likely to include providing new residents with information about local bus routes and possibly vouchers to encourage bus use.</div> <div>3b Where should new public transport stops be located?</div> <div>As set out in response to 3a the majority of new residential properties will be within walking distance of a bus stop. As the future stage of development to the west of the site progresses, there is potential to provide a new bus route thorough both sites linking White Post Road to Bloxham Road, subject to agreement of the bus operator, which would provide improved accessibility for residents of the scheme.</div>	<div>04</div> <div>Meeting Local Housing Requirements</div> <div>✓</div> <div>Does the development have a mix of housing types and tenures that suit local requirements?</div> <div>Yes - The development comprises of 280 dwellings offering a range of properties including 1,2,3, 4 and 5 bed homes. 74 dwellings have been provided as affordable for shared ownership and for rental to those on low incomes this is consistent with the previous consent.</div> <div>4a What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?</div> <div>The development comprises of 280 dwellings, 74 dwellings have been provided as affordable for shared ownership and for rental to those on low incomes this is consistent with the previous consent.</div> <div>4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?</div> <div>The affordable housing provision provides for rented and shared ownership homes and complies with the site allocation policy and needs identified by Cherwell District Council.</div> <div>4c Are the different types and tenures spatially integrated to create a cohesive community?</div> <div>Yes - The different types and tenures of housing are well integrated into the scheme (as shown on the proposed plan on page 30 of the DAS), but balanced with the requirement to create variation in housing density and character. Affordable housing of all tenures is grouped in small clusters spread throughout the scheme and designed to be tenure blind.</div>	<div>05</div> <div>Character</div> <div>✓</div> <div>Does the scheme create a place with a locally inspired or otherwise distinctive character?</div> <div>The scheme draws on the existing positive physical attributes of the site whilst creating a new neighbourhood which will have its own yet complementary character (Refer to the Appearance and Character Area of the DAS, page 34 onwards).</div> <div>5a How can the development be designed to have a local or distinctive identity?</div> <div>The detailed design of the scheme reflects and draw inspiration from local building vernacular in the area. The nearby village of Bodicote to the south east of the site is particularly characterful and there are a range of architectural details proposed and a palette of materials that make reference to the village.</div>	<div>06</div> <div>Working With The Site & Its Context</div> <div>✓</div> <div>Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?</div> <div>The character of the proposed layout and key spaces are strongly informed by the landscape framework of the site, the desire to retain existing trees and hedgerows which have been used to shape the form of the development and create distinct character areas and spaces.</div>
	Character	Public Transport	Meeting Local Housing Requirements	Working with the Site & It's Context	

Building for Life

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

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

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

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

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

There are currently no buildings on-site.

07 Creating Well Defined Streets & Spaces

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

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

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

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

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

7b. Do buildings turn corners well?

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

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

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

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

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

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

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

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

to help people know where they are within the development.

8b Are there any obvious landmarks?

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

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

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

09 Streets for All

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

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

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

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

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

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

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

10 Car Parking

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

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

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

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

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

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

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

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

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

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

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

11 Public & Private Spaces

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

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

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

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

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

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

11c How will they be looked after?

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

Public & Private Spaces

12 External Storage & Amenity Space

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

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

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

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

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

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

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

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

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

External Storage & Amenity Space

13 Summary

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

Summary





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