09 USE & AMOUNT: The Development Proposals

EIA Parameters Plan and Masterplan (Indicative Layout)

The development proposals for the project are shown on the EIA Parameters Plan and by the Masterplan (Indicative Layout).

The Parameters Plan includes a range of housing densities which will guide the development and help set the framework for a set of distinctive character areas across the site.

The Indicative Layout illustrates how the detailed design could come forward and is based upon the framework of the EIA Parameters Plan. It is based upon the Vision and Design Principles that are contained within the DAS.

The Indicative Layout shows the indicative arrangement of new buildings, the street pattern and the arrangement of development (perimeter) blocks, and the layout of green infrastructure (open space, landscape habitats, walking and cycling routes).

09 Use & Amount: The Development Proposals

Figure 6:
EIA Parameters Plan

Site Boundary 39.23ha

Other land within control of applicant

Built Development

Residential 22.74ha
(up to 825 units @ 37 dph overall)

- Higher Density Residential
(an average of up to 40 dph)
- Medium Density Residential
(an average of up to 35 dph)
- Lower Density Residential
(an average of up to 30 dph)

Sports Area 2.73ha
(to include minimum 2.30ha sports facility area with separate parking facility)

Safeguarded land for future Secondary School Expansion 1.92ha

Proposed point of access

Primary Street (indicative only)

Green Infrastructure

Existing Public Rights of Way

Greenway
Informal recreational route (indicative alignment)

Recreational route within Longford Park

Existing hedgerow, trees and vegetation to be retained

Existing trees to be removed

Greenspace
Includes existing hedgerow and trees, new structural planting, habitat creation, detention basin, sports pitches, accessible space for play and recreation, walking and cycling routes and biodiversity benefits

Proposed structural planting
Woodland, hedgerows and tree cover

Detention basin

Potential Foul Pumping Station

NEAP 0.88ha
1000m² activity zone; 8800m² including buffer

LEAP 0.72ha
400m² activity zone; 3600m² including buffer

Allotments 0.75ha

09 Use & Amount: The Development Proposals

Figure 7:
Masterplan: Indicative Layout

- Site Boundary
- Existing Vegetation
- Proposed Residential Properties [Primary Streets]
- Proposed Perimeter Housing Blocks
- Proposed Feature Square
- Streets
- Changing Rooms
- Existing Public Footpath
- Proposed Greenways [Informal Recreational Routes]
- Recreational route [Within Bankside Phase 1: Longford Park]
- Fence to Side of Private Farm Track
- Pipe easement running through Site informing road layout
- Proposed Planting and Greenspace
- Sports Area
- Safeguarded land for Secondary School future expansion
- Allotments
- Equipped Play Facilities
- Detention Basin
- SUD's
- Potential Foul Pumping Station Location

Illustrative aerial sketch

09 Use & Amount: The Development Proposals

Housing

The project provides residential land which will include land for new homes, streets and private gardens.

The project includes up to 825 new homes. The exact housing mix will be determined at the detailed stage, but it is expected that the layout will include a range of house types that will allow for a varied choice of new homes and will be in accordance with Policy BSC 4.

House types will be designed to allow for modern living and will be efficient in their design and construction. Homes will be based upon 1-5 bedroom properties and this should include bungalows, terraces, semi-detached and detached houses with private garden space and parking provision. There will also be a proportion of affordable homes, with the affordable housing mix having regard to national and local guidance, and evidence of housing need.

In responding to the local setting the majority of houses should predominantly be 2 storey in height, with some occasional use of 2.5 storey homes in selected locations to create feature buildings.

Whilst there will be subtle variations in density the average residential density will be c37 dwellings per hectare (dph), which is considered to be an appropriate density level and in accordance within Cherwell Local Plan Policy BSC 2. The development should be based on the densities shown on the Parameters Plan with higher densities within these ranges along the Primary Street and at the urban focal area and more broadly with lower densities towards the edges of the development. This will provide variety and character with a range of streetscenes, plot designs and house types.

Sports Provision

Sports facilities will be provided within the southern extent of the site. These will be easily accessible for locals via the pedestrian, cycle and residential street network and those further afield via the A4260. Facilities will include sports pitches with potential to include carparking facilities and a building for changing rooms.

Green Infrastructure

The principle of the development's Green Infrastructure (GI) is to deliver functional and accessible well-designed green spaces that will enhance biodiversity and landscape character, as well as providing recreational benefits for the community.

Allotments will be included in accordance with the requirements of the local policy for the Banbury 4 allocation. The allotments will provide recreational benefits for the local community.

In addition to sports provision an appropriate amount of play provision will be provided within the site as part of the Green Infrastructure network. Altogether one Neighbourhood Area of Play (NEAP) and two Local Equipped Areas of Play (LEAPs) will be provided within the site.

10 PLACEMAKING: Urban Form - Character Areas, Blocks and Plots

Character Areas and Key Spaces

A series of character areas and feature spaces will be created within the site through a combination of several design elements. These elements could include use of specific frontage depths, street width, shared surfaces, building types, heights and orientation; and choice of material and specific landscape detailing.

The specific combination of the chosen design details will help create individual character identities throughout the site that will relate to the local vernacular as well as the specific site location.

The Character Areas and Key Spaces plan indicates several individual key areas that could be used as a basis for the future detailed design that will combine to help define the overall site identity.

The Character Areas consist of the Longford Link, Central Heart, Sandhill Edge and Southern Gateway. These Character Areas will include landscape and urban feature spaces providing focal points within the development.

- Longford Link
- Central Heart
- Sandhill Edge
- Southern Gateway
- Urban feature space
- Landscape feature space

Figure 8: Indicative Character and Key Spaces

Longford Link

The Longford Link Character Area is located to the western edge of the development area. It relates directly to the development at Longford Park and will provide a transition area between this Phase 1 Bankside Development and the proposed Phase 2 area.

The residential areas of this character area will be of predominantly higher density with an overall density of up to 40 dwellings per hectare. This may result in greater use of linked dwellings along the main highway routes through the character area and potential for well designed mews style spaces for an efficient use of land across the residential parcels.

Longford Link will include several focal spaces which will help define its character. The main focal area will be a ‘Gateway’ park located between to the two main vehicular links to Longford Park. This park will become a recreation hub for the west of the site and will include a large equipped play area and related open space.

Additional focal areas will include an urban space located centrally within the site’s south western parcel which would visually link to the smaller park located adjacent to the existing public right of way to the north of the Rugby Club. This space ties in with the proposed access route and this in turn links to the existing footpath routes within the Longford Park area.

There is potential for this space to reflect features found at other larger local open spaces such as the Lake Walk space in Adderbury or Millennium Memorial Park at King’s Sutton where large mature avenues of trees help punctuate the space and continual linked dwellings front onto the parks.

Longford Link park illustrative sketch

10 Placemaking: Character Areas, Blocks & Plots

Longford Link Characteristics

Density

- Overall higher density up to 40 dph
- Tighter grain
- Higher number of buildings of up to 2.5 storey

Built Form Typologies

- Terraces and linked dwellings along main access routes
- Some apartment blocks in groups of no more than 9 units

Building Materials

- Predominantly red brick buildings
- Natural stone architectural details, including bays, for feature locations
- White render facades used for some feature buildings
- Predominantly grey slate roof tiles with some terracotta

Parking

- Use of undercroft access to rear or side of building parking areas.
- Some perpendicular bays at focal locations where buildings are set back
- Use of parallel bays along street for visitor parking.

Boundary Treatments & Landscape

- Use of red brick walls between buildings to help provide continuous frontage to street form with some use of metal railings
- Low brick walls to define private frontages for set back buildings and feature locations with potential for some low wall with metal railings
- Metal and timber gates within walls

1

2

3

4

Example images:
1. Redbrick buildings with stone architectural bay details
2. Metal railing boundary; Slate and terracotta roof tiles
3. Undercroft access within continuous frontage
4. Low redbrick wall

10 Placemaking: Character Areas, Blocks & Plots

Central Heart

The Central Heart Character Area occupies the core of the site with its focal areas being the landscape corridor that follows the existing central hedgerow and a feature square that will provide a focal point along the Primary Street / Link Road within the Central Heart. This area will use local vernacular features to create a village centre feel along the Link Road. The existing north-south hedgerow will provide the route of a green corridor through the character area where access will be included to allow residents to move freely across the site's wider landscape corridors to the north and south whilst tying into the streetscape at the urban hub.

This character area will be of predominantly medium density (up to 35 dwellings per hectare) with lower densities within the range being located adjacent to the landscape feature areas.

Central Heart illustrative sketch

10 Placemaking: Character Areas, Blocks & Plots

Central Heart Characteristics

Density

- Overall medium density up to 35 dph
- Mixed grain: tighter to more central areas; looser to landscaped edges
- 2.5 storeys at key locations; Predominantly 2 storeys to edges

Built Form Typologies

- Mix of semi-detached and linked dwellings/terraces along main access routes
- Potential for some apartment blocks in groups of no more than 6 units at focal areas

Building Materials

- Mix of yellow / ironstone with some red brick buildings
- Potential for red brick buildings with some white render feature areas
- Predominantly terracotta with some grey slate roof tiles

Parking

- Parking generally on plot.
- Use of perpendicular bays along street for visitor parking.

Boundary Treatments & Landscape

- A mixture of low brick walls and metal railing to define private frontages for set back buildings and feature locations
- Timber gates within walls

1

2

3

4

Example images:
1 & 2. Mixture of redbrick, render and ironstone buildings
3. Brick walls defining frontage
4. Redbrick with white render /timber feature area

10 Placemaking: Character Areas, Blocks & Plots

Sandhill Edge

This character area will provide a lower density edge to the eastern extents of the development. Typically more detached larger plot dwellings would be located along here though with scope for some smaller linked dwellings providing variety.

The northern park area will include the main site attenuation area which would be designed for wildlife and amenity benefits being a landscape hub space that is welcoming for both new residents and those of the neighbouring areas.

This character area will also relate to the proposed allotments as a recreational feature within the site alongside the green corridor located along the eastern site boundary.

The landscape spaces will link effectively across the character area with views to the wider countryside beyond creating a distinct sense of place within its locality.

Sandhill Edge illustrative sketch

Sandhill Edge Characteristics

Density

- Overall lower density up to 30 dph
- Looser grain
- Predominantly 2 storey buildings

Built Form Typologies

- Predominantly detached dwellings set back from street
- A limited number of semi detached and short terraces on inner parts of the area

Building Materials

- Mix of yellow / ironstone with some red brick buildings
- Use of black timber cladding for some smaller buildings/garages
- Predominantly grey slate with limited use of terracotta roof tiles

Parking

- Use of shared-surface for street wider in places to allow for visitor parking
- Parking generally on plot with garage set back from dwelling or in courtyards

Boundary Treatments & Landscape

- Mix of hedgerow, low brick walls and metal railings to define private frontages
- Properties generally front onto open space landscape
- Knee rail timber fences to define threshold between residential and public open space

1

2

3

4

Example images:
1. Black timber clad garages set back from dwelling
2. Detached dwellings with garage set back
3. Shared surface streets fronting open space
4. Dwellings setback behind wall boundary

Southern Gateway

The Southern Gateway character area will create a distinct entry point into the main residential development from the south. The transition from the sports and school areas would be marked by key buildings lining the Link Road and the southern park as a key feature of this ‘gateway’.

The Southern Gateway Park would be akin to a typical community green found in villages such as Kings Sutton (The Square) where play facilities would provide an active focal point within the landscape and building frontages and orientations would be designed to frame and enhance the street spaces. This southern space would be relatively more intimate compared to the western Longford Park Link area.

A higher density within the character area would include linked dwellings to face the park along the primary and secondary streets with some detached dwellings off the lanes for contrast across the space.

The park would also be a nodal point along the existing public right of way providing frequency of use within this community green.

Southern Gateway illustrative sketch

Southern Gateway Characteristics

Density

- Overall higher density up to 40 dph
- Tighter grain
- Higher number of buildings of up to 2.5 storey

Built Form Typologies

- Terraces and linked dwellings along main access routes
- Some apartment blocks in groups of no more than 9 units

Building Materials

- Predominantly Yellow / Ironstone brick
- Use of stone architectural features to key buildings
- Predominantly terracotta with some grey slate roof tiles

Parking

- Use of undercroft access to rear or side of building parking areas.
- Some perpendicular bays at focal locations where buildings are set back
- Use of parallel bays along street for visitor parking.

Boundary Treatments & Landscape

- Use of low stone walls between buildings to help provide continuous frontage to street form
- Low brick walls to define private frontages for set back buildings and feature locations with potential for some low wall with metal railings
- Timber gates within walls


1


2


3


4


5


6

Example images:
1. Predominantly yellow/ironstone brick with some red brick
2. Walls with timber gates creating continuous frontage
3. Undercroft access
4. Low wall boundary with buildings set back from street
5. Low wall at feature building location and use of sandstone architectural features
6. Continuous frontage along street

10 Placemaking: Character Areas, Blocks & Plots

Principles

The design principles are the following:

- To provide a largely “regular” pattern of perimeter blocks in tandem with a “regular” pattern of streets;
- Creating a range of block sizes (depth-length) to provide character and variety;
- Blocks should be designed as closed blocks i.e. designed with back-to-back properties with public fronts and private backs;
- To provide changes in density which will create variation in house types, streets and plot arrangements;
- Ensuring that the residential plot arrangement (house, garden, parking) is well-designed, so that the plot is efficient in its design;
- Ensuring that plots and buildings are safe and secure, with any opportunities for crime and anti-social behaviour designed out;
- Public and private space should be clearly defined by frontage design and boundary treatment;
- Designing buildings that allow for modern living approaches;
- Providing space on-plot for refuse, recycling and cycle storage;
- Incorporating sustainable approaches for design and construction of new homes;
- To design quality new homes and buildings that are attractive and well designed, with an emphasis on a simplicity in scale, proportion and composition;
- To design new homes and buildings that are well related to their setting by drawing reference from the best examples of local character including from Banbury and Bodicote. Using local character such as colours, materials and detailing to deliver high quality designs.

Density

The density mix should be broadly based on the density ranges set out within the Parameters Plan. Densities within these ranges would reduce near the edges of the development where blocks lie adjacent to greenspace.

In general, it is anticipated that the higher density arrangements will be in the order of around 40 dph and will be realised by the use of plots closer to the street edge with a greater use of narrow plan linked dwellings. Whilst lower densities at around 30 dph will be characterised by larger detached wide plan properties, with deeper frontages and gardens.

Residential Frontages

Private frontages should be well-defined. The depths and the design will vary depending on density and street type. Housing in higher density areas are more likely to have small private frontages. In contrast, housing in lower density on the Green Lanes will have deeper front gardens. The provision of grass lawns, hedges and garden trees should be used.

11 PLACEMAKING: Layout & Access - The Framework of Streets

Principles

The arrangement of streets and routes is an underlying element of placemaking and the creation of attractive places.

The main design principles for the development's streets, routes and spaces are based on the Vision and best practice approaches. The design principles are the following:

- Ensuring that all users (pedestrians, cyclists, car users, etc) can move safely, and calmly through the development, with particular emphasis on non-car-users and less mobile people;
- To provide a network of well-connected, attractive and inclusive streets, that provide a choice of movement routes;
- To establish a regular 'off-set' grid of streets that will deliver a legible environment;
- To create a series of street types that have different functions and character (densities will vary in line with Character Areas;
- Incorporating the use of public spaces and squares at key street intersections, to reinforce legibility and to provide focal areas within the layout;
- Designing the layout to provide opportunities for views and vistas of keynote buildings and public spaces;
- To control vehicle speed by using best practice design methods as opposed to conventional highway methods;
- To ensure that streets are active, animated and well surveyed with buildings close to the street edge;
- Creating a well designed public realm of footways, crossing points, shared surfaces, street trees, greenspace and street furniture; and
- Embracing successful design approaches as established within the Longford Park Design Code.

Access

Access into the site will be taken via Oxford Road through Longford Park and also off the Banbury Road to the southwest of the site. This approach has been agreed in principle with the Oxfordshire County Council.

A proposed Primary Street will act as a Link Road with provision for a new Bus Route to serve the site. The Primary street will link to the proposed access point onto Banbury Road where there will be opportunity for a new logical link for the current bus route that serves Longford Park.

Pedestrian and cycle connections are proposed throughout the site and locations along the site's western boundary explored in order to increase overall permeability with Longford Park.

Function

It is important that the development's streets are functional and that they cater for the needs of pedestrians and cyclists as a priority, but also for vehicle users to include refuse, recycling and emergency vehicles. The detailed design of streets should not be overly engineered, but designs do need to consider how vehicles move around the site in a safe, calmed manner, to ensure that streets are accessible for all.

A regular network of connected routes and streets will be adopted. A pattern of permeable streets will provide pedestrians and cyclists with a choice of routes to enable them to move conveniently around the development.

Enclosure & Surveillance

Enclosure of space is an important part of achieving attractive places. The guiding principle is that streets should be enclosed by the form and arrangement of buildings, as well as by features such as street trees.

In some instances there will be need for a deeper set back of buildings and properties, where, for example, squares are introduced. The grouping of buildings and landscape treatment should aim to deliver well defined and well ordered spaces.

11 Placemaking: Layout & Access

Calming Traffic

The principle is that vehicle speed should be calmed by design, and it is expected that some, or all of the following methods will be used.

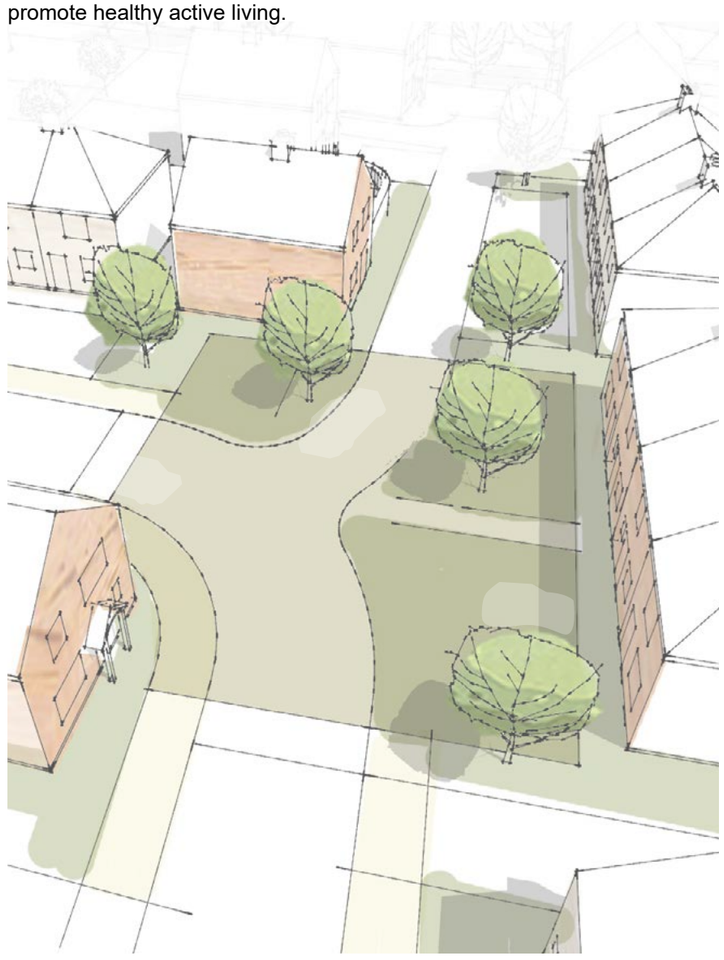
- Locating homes and buildings so that they are close to the street edge or carriageway;
- The use of frequent street intersections. Where practical, the use of some tight junction and corner radii;
- The introduction of squares and spaces that act as 'visual incidents' along the street;
- Changes in the carriageway surface with the use of 'unexpected' road surfaces such as paving setts;
- The narrowing of the carriageway and/or the street to create 'pinch points';
- Positioning buildings that act as 'pinch points' or 'gateways'
- The removal of the traditional footway - kerb - carriageway arrangement and the use of well-designed 'shared surfaces' in particular for 'Green Lanes';
- Carefully restricting forward visibility through the arrangement of buildings, and landscape treatment;
- The use of well placed street trees and/or street furniture; and
- The occasional use of on-street parking.

Care will be needed to ensure that some methods, such as 'shared streets' for example, are used in appropriate locations, and that they are inclusive in their design in terms of materials and demarcation.

Walking and Cycling

The proposals deliver extensive walking and cycling routes through a connected pattern of streets. These will serve all desire lines within the site and offer safe and direct routes to facilities such as the sports provision and connections to the Local Centre and Primary School at Longford Park and to the potential future Secondary School location.

This strategy will encourage the community to walk and cycle and will promote healthy active living.



Indicative Sketch: Illustration of a shared surface area within the masterplan

Street Pattern

The development's street pattern introduces streets and perimeter blocks that are practical and efficient in their design, allowing the opportunity for keynote buildings and feature squares.

Street Types

Traditional places are organised on distinctive street types and, in general, a hierarchy of higher order streets and lower order streets. This approach will be used for the development.

The principle is that there will be around three 'street types' each having variations in width, building form, densities(varying according to Character Area as well as type) and landscape treatment. These will be:

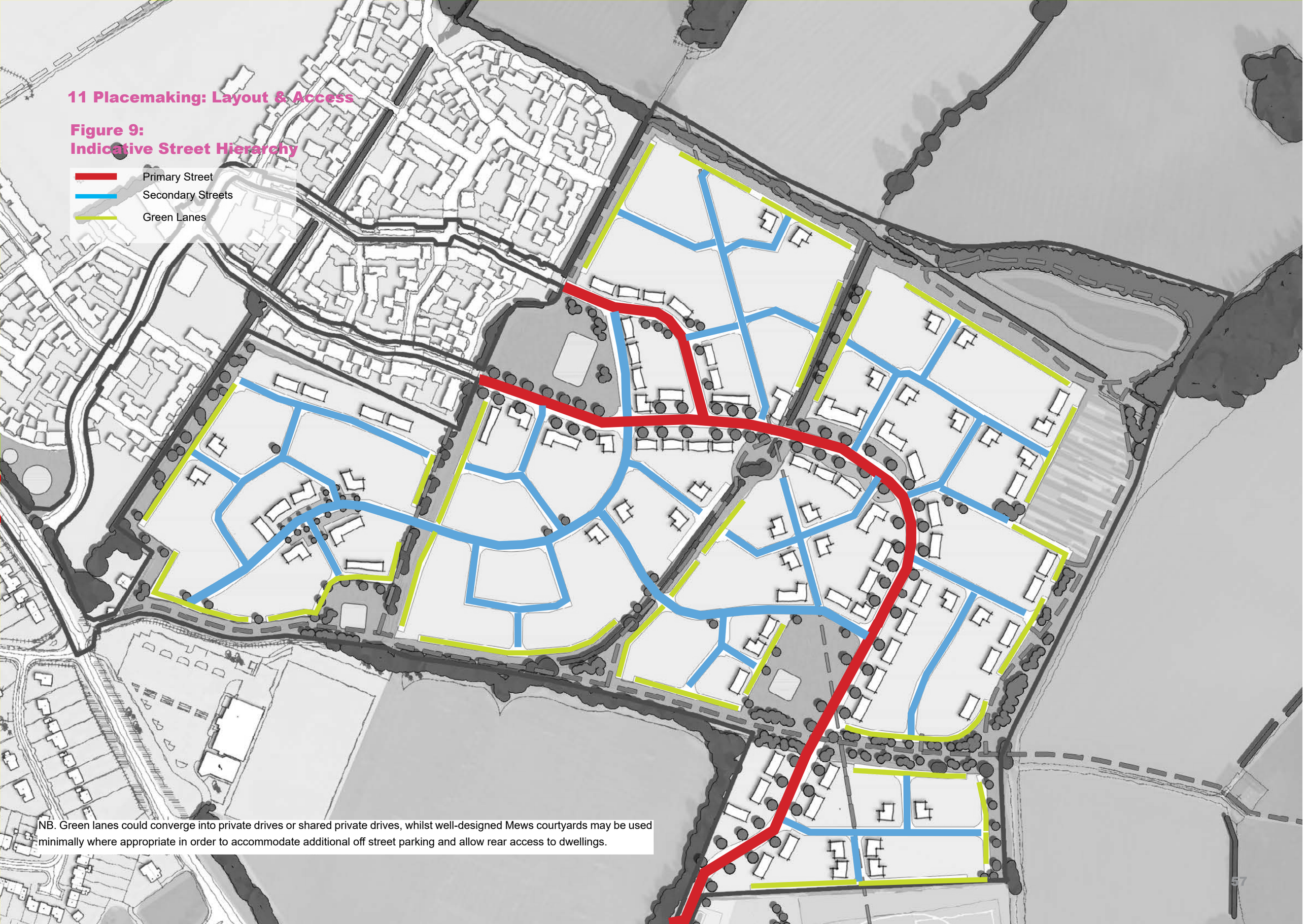
- The Primary Street;
- Secondary Streets; and
- Green Lanes.

These 'street types' will allow users to navigate through the development where a series of feature squares will provide opportunities to help define the character across the site, such as the Southern Gateway park focal area and Central Heart urban focal area, for example.

During the detailed design stage it is expected that these will be refined further with additional street types, following the principles set out within the DAS.

11 Placemaking: Layout & Access

Figure 9:
Indicative Street Hierarchy

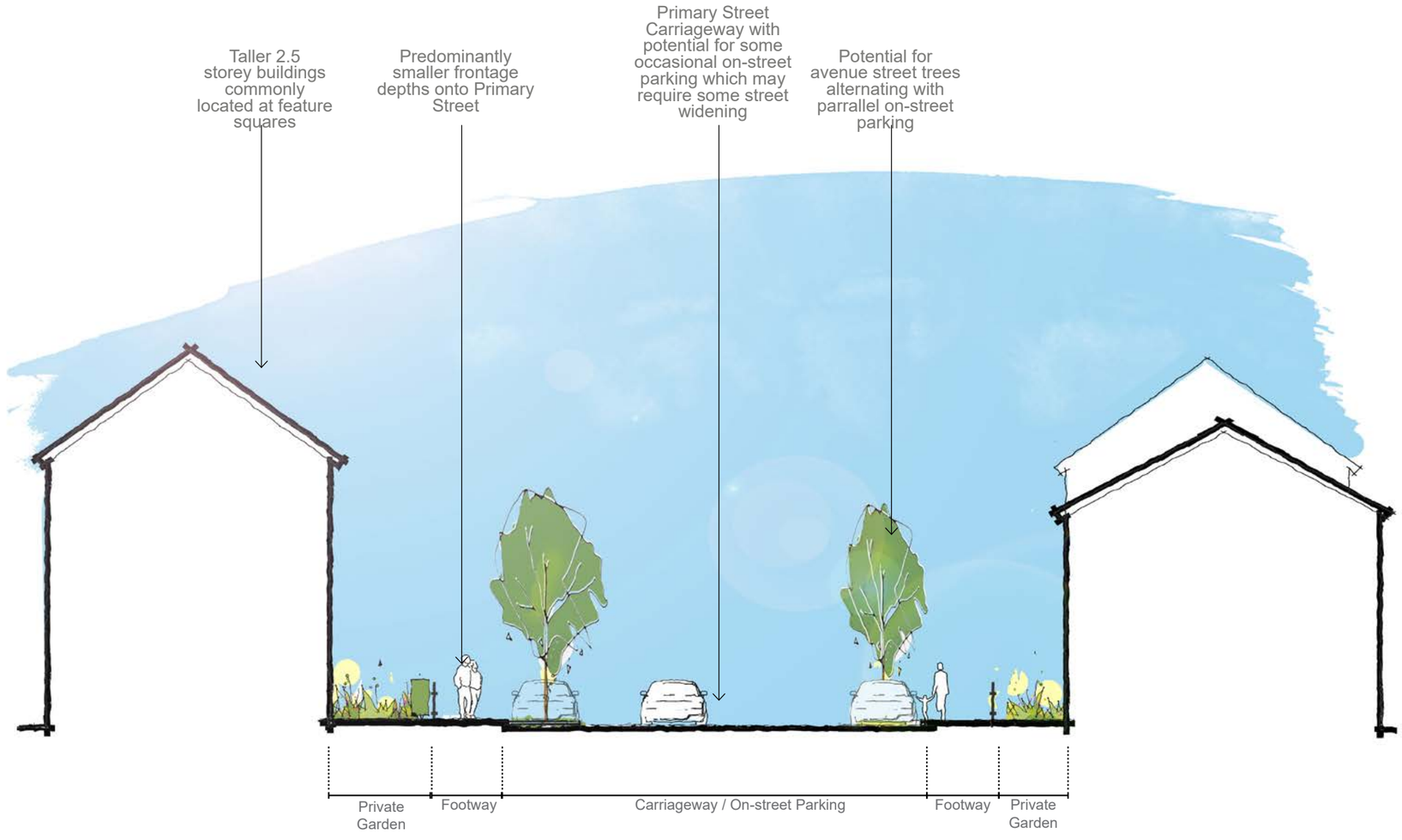


NB. Green lanes could converge into private drives or shared private drives, whilst well-designed Mews courtyards may be used minimally where appropriate in order to accommodate additional off street parking and allow rear access to dwellings.

Primary Street / Link Road- Design Principles

The Primary Street should be based on the following design principles:

- The Primary Street will act as a Link Road between development at Longford Park and the A4260;
- It will need to function as a higher order street, providing the main vehicular route across the site and is likely to be the widest street within the layout able to accommodate the new bus route extension;
- It will need to accommodate safe movement for all (pedestrians, cyclists, and vehicles);
- The street width should vary depending on its context within the layout, the depth of frontages, the scale and height of buildings;
- In general, it is expected that the carriageway will be around 6.5m in width to accommodate buses, cars and cyclists;
- Provision for pedestrians and cyclists will need to be provided.
- It will become the gateway into the place so it is essential that street character and building and landscape design makes a strong visual statement;
- In general, buildings alongside the Primary Street should be arranged with a semi-continuous building line where practicable with the use, for example, of linked terrace properties;
- It should have the highest percentage of taller dwellings (2.5 storey homes) in comparison to the rest of the layout- albeit these should be used occasionally;
- Properties should face the street with parallel frontages, and in general frontages should be minimal; and
- Provision of Street trees to create a distinctive tree lined character.

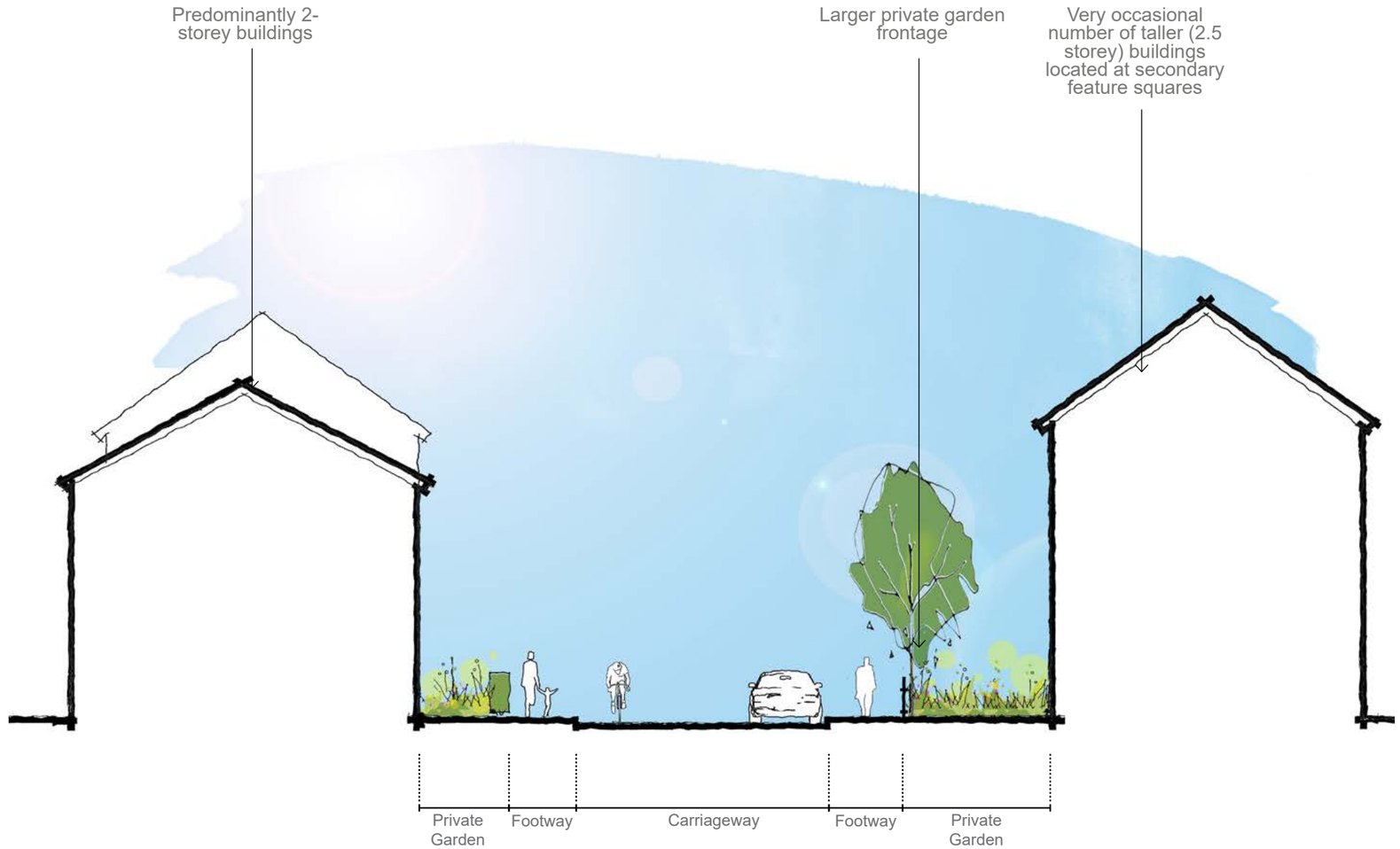


Typical Illustrative Section:
Primary Street

Secondary Streets - Design Principles

Secondary Streets should be based on the following key design principles:

- They should connect with the Primary Street and provide the main circulation into the core of the layout and the housing blocks;
- Secondary Streets will need to accommodate safe movement for all (cyclists, pedestrians and vehicles);
- Street width should vary and depend on context and the built and landscape form;
- Parallel frontages should be used as well as some buildings oriented with their gables onto the street. This will break up the building line and add character;
- Parking will mainly be on private driveways and garages to the side of dwellings; and
- Cyclists should be on street with provision for footways.

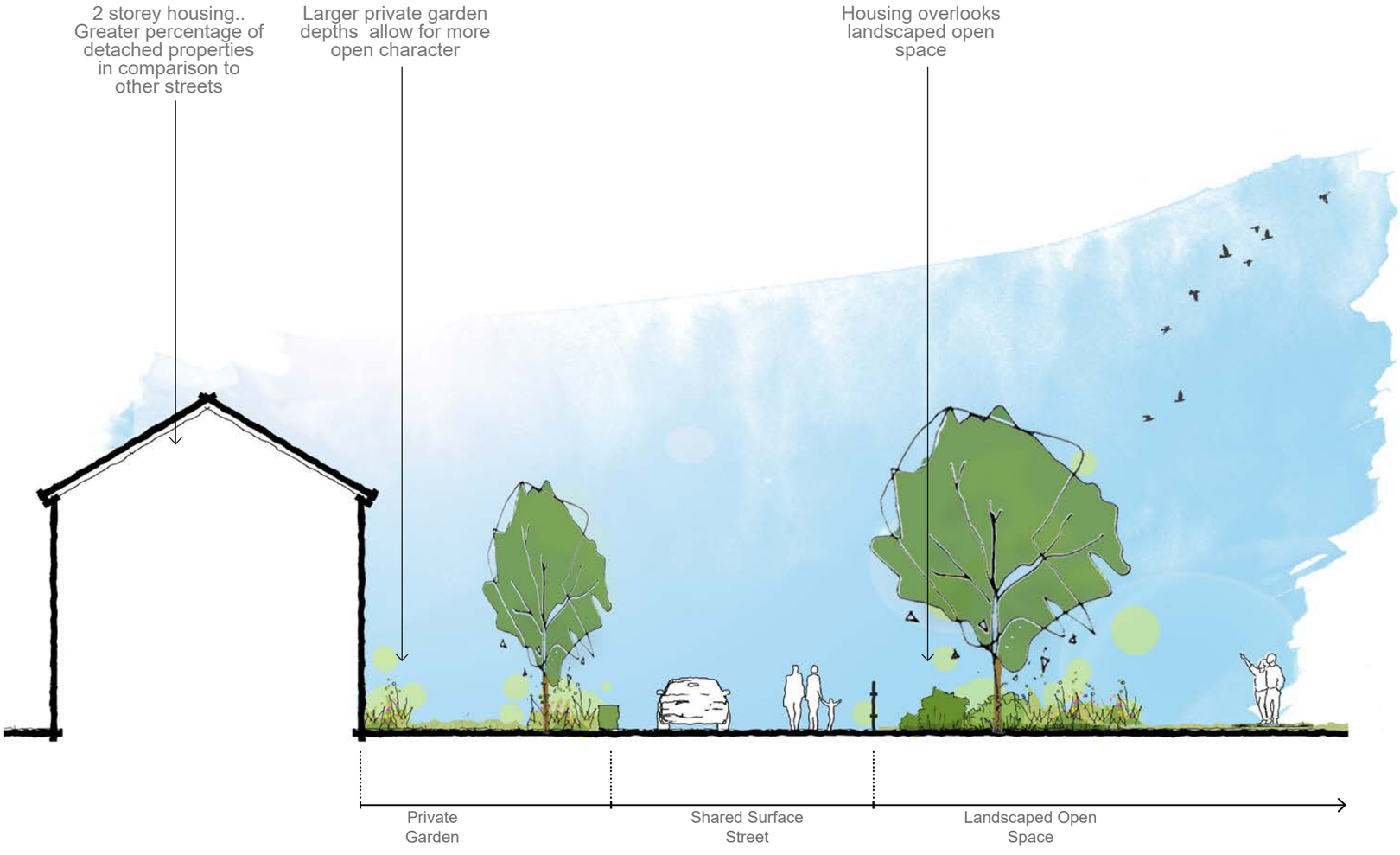


Typical Illustrative Section: Secondary Street

Green Lanes - Design Principles

The Green Lanes should be based on the following key principles:

- The most minor routes and streets within the place;
- They are likely to serve a relatively small number of properties;
- Green Lanes should lie on the edges of the layout and adjacent to the greenspaces;
- The aspiration is that these are designed as ‘shared surface’ streets i.e. a combined single surface that accommodates all users;
- Materials and edge treatments will need to ensure that the Green Lanes are legible and inclusive;
- Building arrangements should be more informal in character;
- There should be a higher proportion of detached properties, with larger plots and deeper frontages (front gardens). This will create lower density arrangements; and
- In many cases, Green Lanes should converge into private drives or shared private drives serving a small number of properties.



Typical Illustrative Section: Green Lane

11 Placemaking: Layout & Access

Parking

Levels of car and cycle parking will be set in accordance with Oxfordshire County Council's adopted standards. New homes and the buildings should be designed so that have sufficient parking spaces based on the local authority standards.

There will be a range of parking solutions that are based upon best practice approaches. This will comprise a combination of the following:

- some on-street parking, either parallel or front on parking;
- garages;
- car ports;
- on-plot driveways;
- undercroft parking (parking within the footprint of the building); and
- some limited and well-designed shared courtyard parking.

Principles

The key principle is to locate vehicles so that they do not dominate the streetscene, but at the same time ensure that owners can see them and have easy access to them.

Careful detailing in terms of the building line, frontages, landscape treatment, will help to sensitively integrate vehicles into the layout.

Backland carparking courts should be avoided. Minimal use of well-considered mews courtyards could be accommodated where appropriate.

On-Street Parking

On-street parking enables owners to readily see and access their vehicles. It also helps to calm traffic by creating activity within the street.

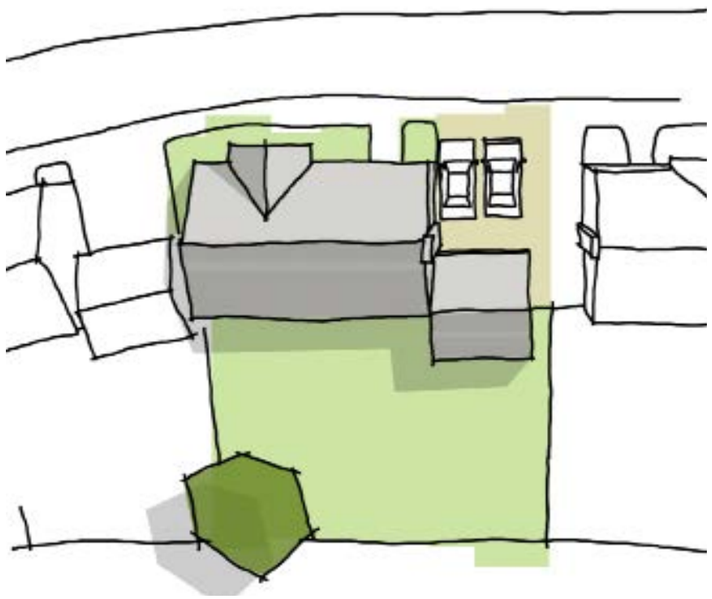
On-street parking will need to be carefully designed to ensure that it does not dominate the street or effect pedestrians, cyclists and vehicle movement.

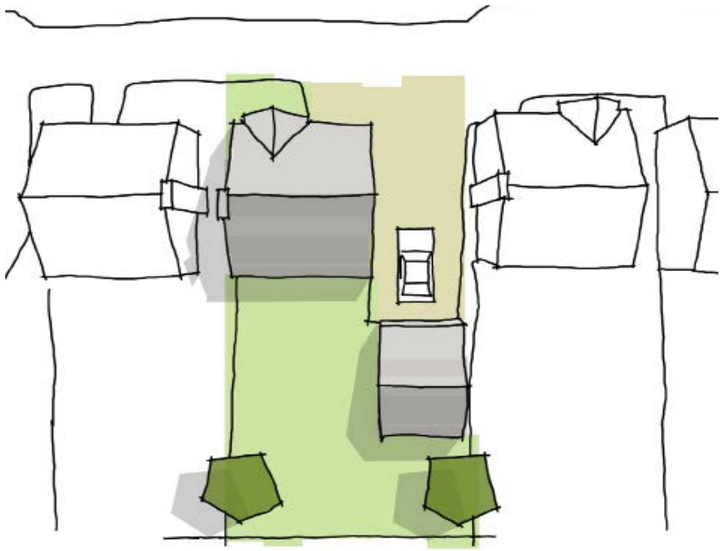
Widening of the carriageway to accommodate a small run of parking bays is the preferred approach with the use of street trees, for example, to help define parking and to soften the view of parked cars.

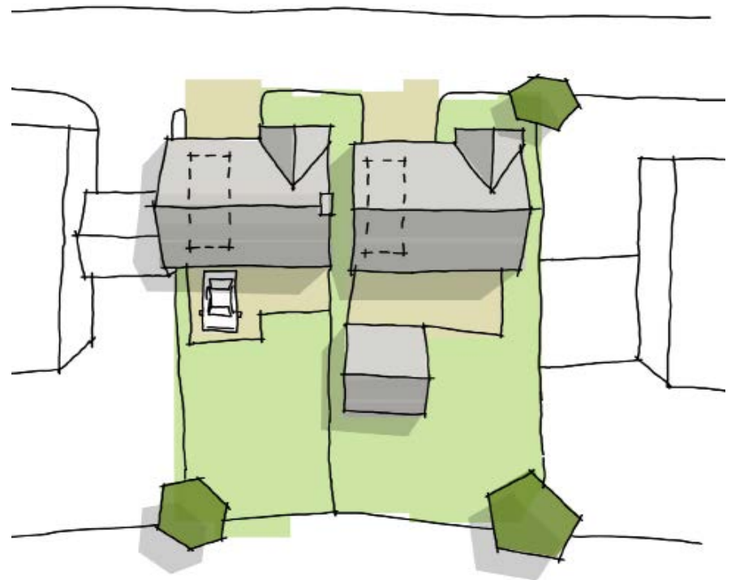
On-Plot Parking

On-plot parking should be designed so that vehicles are stored within a garage, car port, driveway or via an undercroft design.

On-plot parking should be well-considered Garages and car ports, for example, should be set back from the street frontage either at the side or rear of the plot.







Typical on-plot parking approaches

12 PLACEMAKING: Scale - The Form of Buildings & Size Parameters

Introduction and principles

The detailed design will apply for the exact dimensions for all new buildings.

The scale of the development in terms of the height and mass of buildings responds to the landscape characteristics of the site and the surrounding townscape of buildings in Banbury and the surrounding settlements. The design principles for scale are as follows:

- The maximum parameter height for all buildings is 10.5m from ground level to ridge line, excluding any point features.

- 2 storey houses and buildings should be the predominant theme across the layout with occasional single storey and 2.5 storey houses being the lower and upper limits;

- Taller buildings (2.5 storey houses) should be used occasionally along the Primary Street and very selectively elsewhere. The use of these buildings will be for good design reasons. Taller buildings, can, for example, add a vertical emphasis to a street, or help enclose a feature square. They could also be used as keynote buildings to encourage legibility.

- Both wide and narrow plan building types should be used. Wide plan house types are more likely to occur in lower density arrangements and narrow plan house types in higher density arrangements.

- There should be variation in house types and forms, as well as changes in length and width. This 2-storey housing will add character and variety within the place.

- At the detailed stage the position of buildings within the plot and how the scale and height of buildings are related to neighbouring plots, buildings and the public realm should be fully addressed Privacy, security, surveillance and shadowing are some of the key issues that need to be explored.

Indicative Layout Capacity

The Parameters Plan identifies a potential development capacity of up to 825 dwellings across the whole site at an average density of 37 dph. The indicative layout capacity plan has been prepared to simply ‘test’ the capacity of the site on one of the land parcels to the east of the site where 3 different densities are suggested within the Parameters Plan.

Using a mix of house types as identified in Cherwell Local Plan, the drawing demonstrates that this could be readily achieved within this residential parcel with varying densities across the parcel.

Figure 10: Indicative Layout Capacity Plan

KEY

● Affordable unit (suggested location)

Development Mix

Affordable dwellings

A	1 bedroom flat	4
B	2 bedroom flat	2
C	2 bedroom house	14
D	3 bedroom house	6
		26

Open market dwellings

C	2 bedroom house	9
D	3 bedroom house	9
E	3 bedroom house	3
F	3 bedroom house	8
G	3 bedroom house	6
H	3 bedroom house	6
J	4 bedroom house	2
K	4 bedroom house	4
L	4 bedroom house	5
M	4 bedroom house	6
N	4 bedroom house	2
		60

Total dwellings **86**

Parameters Plan Extract

Higher Density Residential
(an average of up to 40 dph)

Medium Density Residential
(an average of up to 35 dph)

Lower Density Residential
(an average of up to 30 dph)

13 LANDSCAPE

Introduction

The development's Green Infrastructure (GI) will provide landscape, biodiversity, sustainability and recreational benefits for the local community.

The built development is contained within a framework of existing habitats, new planting and natural green space. Native species rich hedgerows and tree planting will be introduced to maximise biodiversity.

The GI is multi-functional in its use and grassland will provide areas of open space that provide opportunities for natural play and recreation.

All green spaces will be functional, safe and attractive to use. They will be well overlooked by the housing area and easy to access for residents.

Surfaces, landscape materials and street furniture will be practical, robust and simple in their design, whilst the use of public art should be explored to help provide a sense of place and a sense of ownership.

The future maintenance and management of the GI will either be adopted by the local authority or by a private management company.

The GI proposals will contribute to the site's open space provision in order to meet the requirement as set out at Policy BSC11 of the Cherwell Local Plan.

Retained habitats and features

The development respects its landscape setting by conserving the site's main landscape features, such as trees and hedgerows. The conservation of these features will deliver an immediate mature setting for the built form.

Existing hedges and mature trees will be protected within new areas of grassland to ensure that there is appropriate 'set back' and buffer between these features and the new built development.

13 Landscape

Strategy

Several key landscape spaces will be located throughout the site. These spaces will be linked by a series of Greenways - landscaped corridors that provide access routes across the site. A core pallette of plant species could be utilised across the site to help create a coherent site character with these core species built upon with distinct planting schemes to form the distinct identity for the individual spaces

The linked key spaces will create a robust landscape network accessible for local residents which will encourage active living for well being.

The landscape proposals will include the minimum requirement for open spaces set out in the Cherwell Local Plan: Table 7 Local Standards of Provision - Outdoor Recreation (Ref: Figure 12).

1 Landscape feature space

1 Western Link Park

2 Sandhill Park

3 Allotments

4 Southern Gateway Park

5 Southern Western Park

Greenway

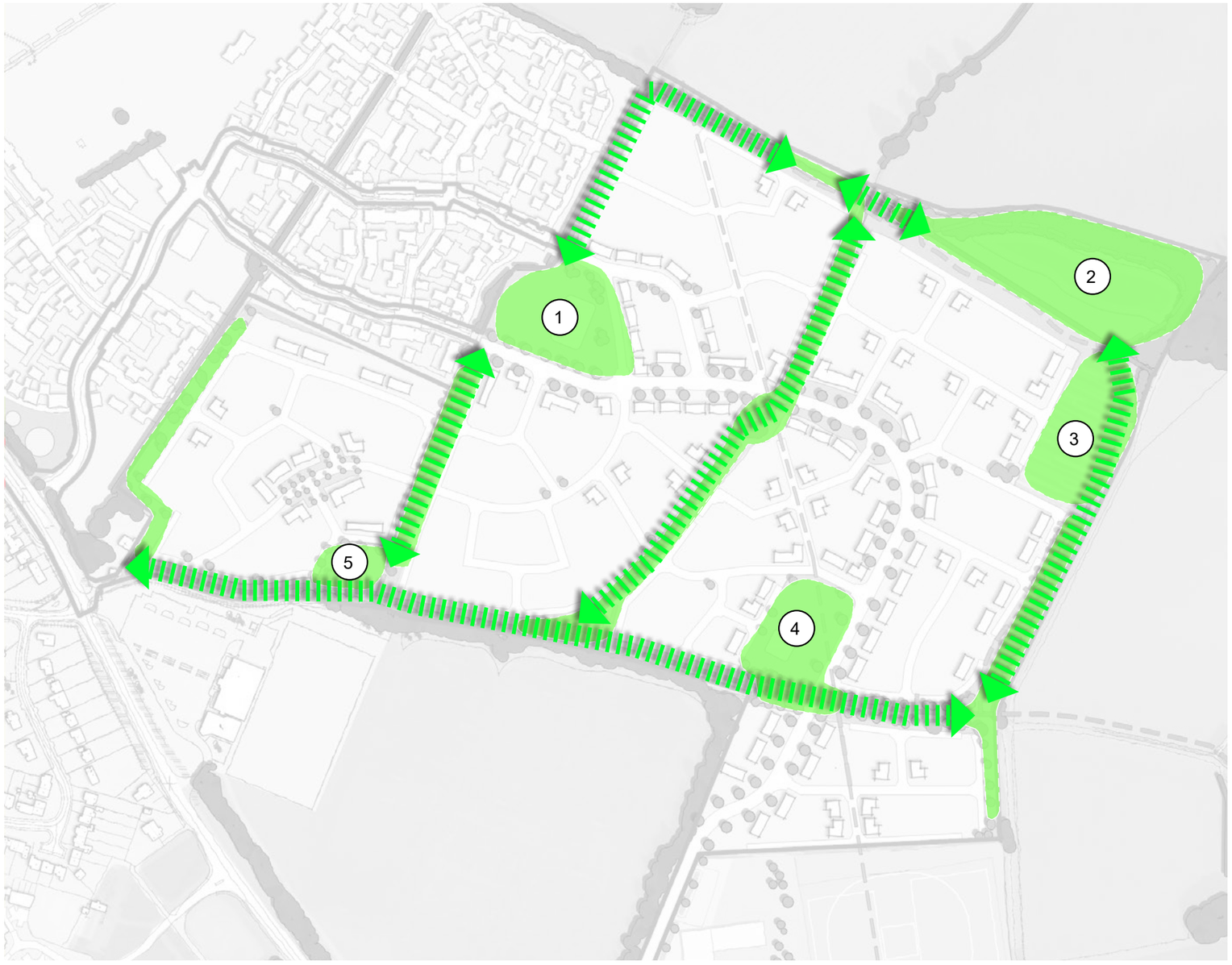


Figure11: Landscape Strategy Schematic

13 Landscape

Greenways

A series of interconnecting landscaped corridors or ‘Greenways’ will provide the framework for a network of footpaths and cycleways. These ‘Greenways’ will be design for all ability access and help residents access make the most of the green infrastructure network and facilities.

Illustrative Sketch:
Greenway intersection
(south west)

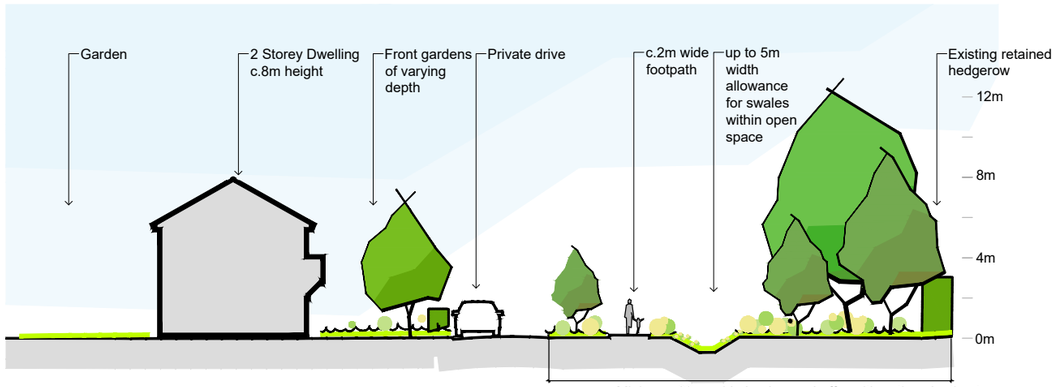
13 Landscape

Greenway Sections

The following illustrative sections help show how the landscape proposals within the Greenways will help soften the edge of the new residential development as well as provide an amenity corridor for users of the existing Public Right of Way.

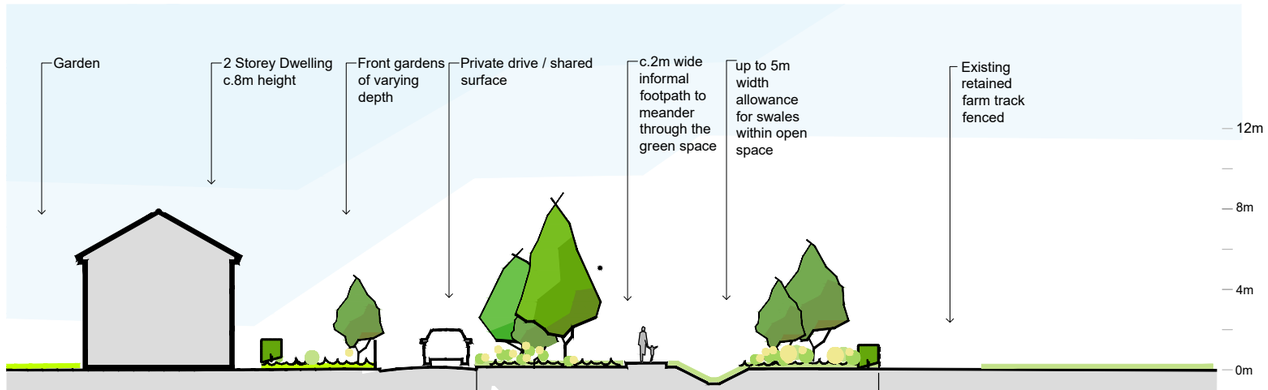
Eastern Edge

The eastern boundary will be made up of a series of open spaces all of which will help provide a softening to the proposed development edge. To the north the proposed structural planting adjacent to the attenuation basin will tie into the area of existing woodland. South of the attenuation area the allotments will link to the eastern greenways. The majority of the eastern greenways will consist of a 20m wide landscaped buffer including access paths and drainage swales. Planting within the corridor will not attempt to fully screen the proposed built development in a dense linear fashion, but instead will be more intermittent and naturalistic (Ref: Figure 10) for a more permeable relationship with the neighbouring landscape.



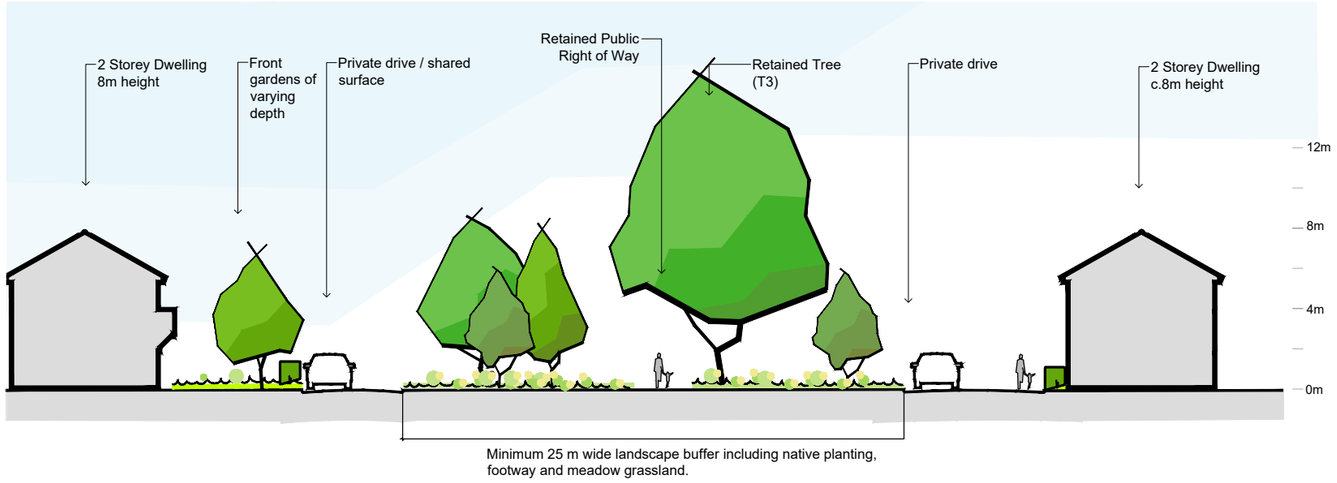
01

NORTHERN BOUNDARY GREEN INFRASTRUCTURE CROSS SECTION



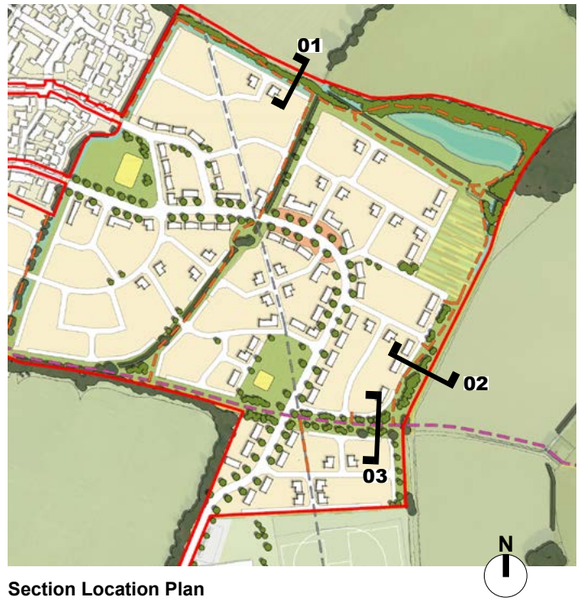
02

EASTERN BOUNDARY GREEN INFRASTRUCTURE CROSS SECTION



03

EXISTING RIGHT OF WAY CROSS SECTION



Section Location Plan

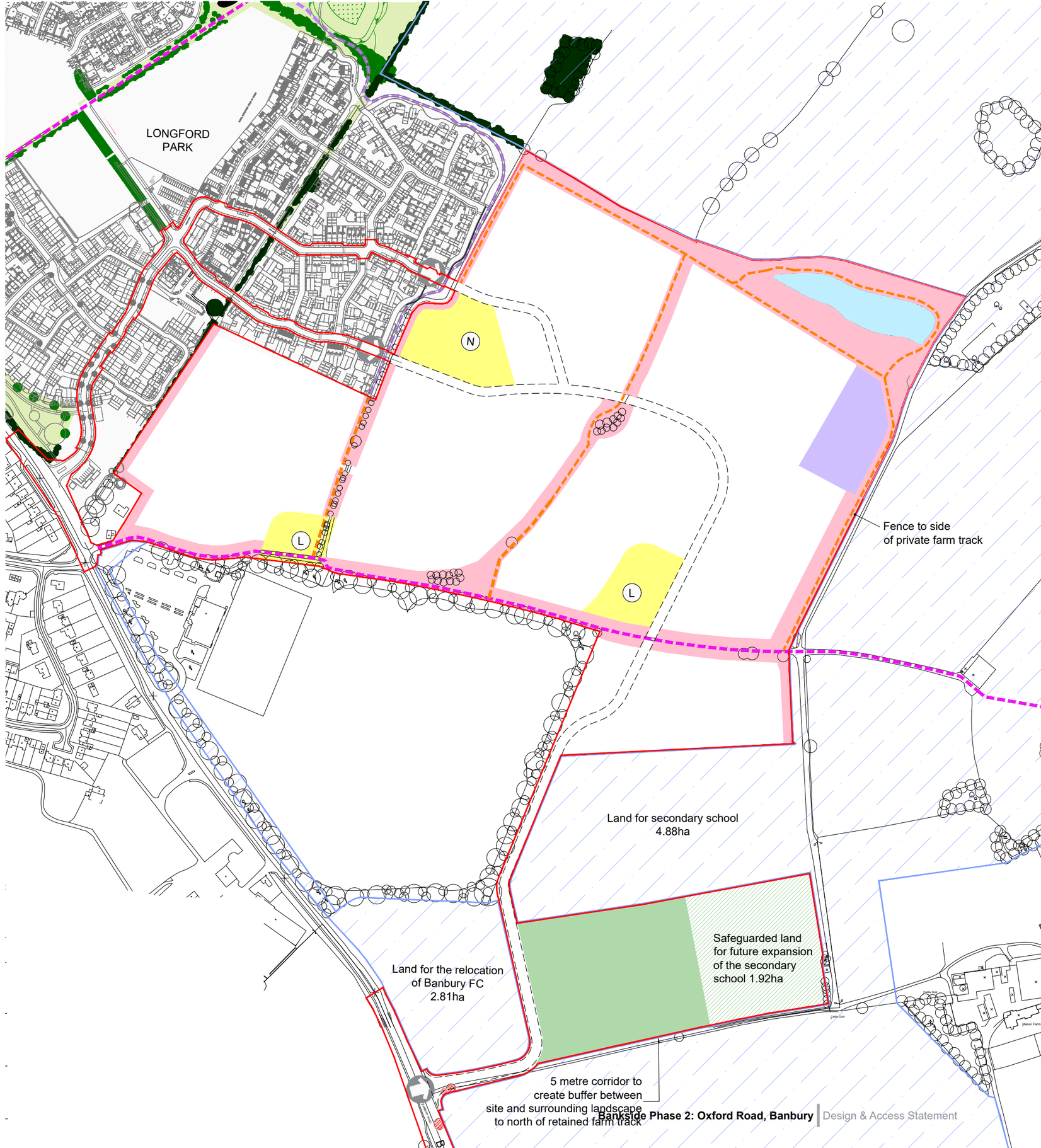
13 Landscape: Open Space Parameters

Figure 12:
Open Space Parameters Plan

- Site Boundary 39.23ha

Green Infrastructure

- Existing Public Rights of Way
- Greenway
  Informal recreational route (indicative alignment)
- Recreational route within Longford Park
- Open space /General green space 5.24ha
- Sports area 2.73ha
  (to include minimum 2.30ha sports pitch area with separate parking facility)
- Reserve area for future Secondary School Expansion 1.92ha
- Play 1.97ha
- (N) NEAP 0.88ha
  1000m² activity zone; 8800m² including buffer
- (L) LEAP 1.09ha
  400m² activity zone; 3600m² including buffer
- Allotments 0.74ha
- SuDS Attenuation area 0.67ha



POS / GI Provision

TYPOLOGY	LOCAL REQUIREMENT [Cherwell Local Plan 2011-2031 Adopted 20 July 2015: Table 7 Local Standards of Provision - Outdoor Recreation]	APPLICATION PROVISION	COMPLIANCE
General green space (parks and gardens/natural semi-natural/amenity green space)	2.4 ha per 1000 = 4.75 ha	5.24 ha	√
Play space (combining provision for younger and older children including MUGAs)	0.78 ha per 1000 people = 1.54 ha	1.97 ha	√
Outdoor sports provision combining tennis courts, bowling greens, golf courses and playing pitches) (to be accompanied by changing facilities where appropriate)	1.13 ha per 1000 people = 2.23 ha	2.30 ha	√
Allotments	0.37 ha per 1000 people = 0.73 ha	0.74 ha	√

14 SUSTAINABILITY

Introduction

The proposals will create a new place that is sustainable and will seek to meet the needs of its new community and its future generations.

The development is well located in close proximity to the existing and planned facilities within Longford Park. The site's location will enable sustainable modes of transport to be promoted, with new residents able to walk and cycle to shops and services, reducing reliance on vehicular transport. The application proposals also will employ the use of sustainable on-site drainage systems through the use of permeable paving and attenuation ponds, for example.

Building Fabric & Design Considerations

The proposed development conserves the natural resources within the site, for example, hedges and mature trees. The GI Framework includes additional planting to reinforce these habitats. The detailed layout is also likely to include frontage planting (shrubs, hedges and trees) and the potential for street trees. These all assist in providing "urban cooling" within the layout as well as delivering biodiversity and sustainability benefits.

The design and layout of buildings and streets will seek to arrange buildings in order to maximise solar gain and light penetration; wherever possible, and practicable, positioning buildings with south facing fronts to maximise sunlight. This also includes considering the internal layout of homes and buildings.

15 APPEARANCE

Introduction

The intention of the DAS is not to be rigid or prescriptive in terms of the development's architecture, but to provide some guiding principles on the development's appearance.

The DAS provides a framework of urban design principles (street and block character, density and scale) and an Indicative Layout. This will assist the reserved matters applications of creating a quality place with an attractive appearance.

It is not just about the design and architecture of individual buildings, but also the way the streets, plots and the landscape is designed.

The emphasis for the development is to produce high quality houses and buildings that are enduring, desirable and attractive. Buildings should be based on a simplicity in their form and a good sense of scale and proportion. Particular regard should be paid to the size and the design of windows, doors and porches. Quality materials for buildings, private frontages and the public realm should be used and this will help to enrich the place. The detailed design is expected to embrace local character, and designs should be based on modern interpretation of local vernacular. This will help the development relate to its setting.

At this outline design stage, the following images convey an indication of the proposed appearance of the development in terms of forms and styles, as well as materials, textures and colours.

Appearance: Indicative examples









16 DESIGN POLICY COMPLIANCE: Banbury 4 & Banbury 12

Policy Banbury 4: Bankside Phase 2

The application development addresses the design requirements of the Banbury 4 Policy. These are outlined within the DAS and highlighted as follows.

Infrastructure

"Provision of vehicular, cycle and pedestrian access directly from the site into site Banbury 12."

Parts of the Banbury 12 site are included within the application area allowing for direct vehicular and pedestrian links between the Banbury 4 and the Banbury 12 sites.

"Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in 'Policy BSC 11: Local Standards of Provision- Outdoor Recreation'. Account will be taken of open space provision in the Phase 1 scheme."

The Open Space provision within the site meets the requirement as set out in Policy BSC 11. The Open Space Parameters Plan included within Section 13 of the DAS illustrates where these requirements have been met.

"Access and Movement – bus route extension from Phase 1 Community facilities – local centre, contributions towards the enhancement of community facilities to be provided as part of phase 1 may be preferable to a community facility being provided on site."

Links to the Local Centre, located within Longford Park, will form part of an efficient and logical network across the site including via an extended Bus Route that will follow the route of the Primary Street that passes through the centre of the application site.

Key site specific design and place shaping principles

"Proposals should comply with Policy ESD15."

The Design Principles set out within the DAS follow the latest best practice design guidance. Assessments of the local landscape character and heritage features have been carried out as part of the iterative design process and will be an integral part of the design development of the detailed proposals as part of the reserved matters. Section 6 of the DAS outlines an approach for how the proposals will respond to the site setting.

"Layout of development that enables a high degree of integration and connectivity with Bankside Phase One.

A layout that maximises the potential for walkable neighbourhoods with a legible hierarchy of routes with footpaths and cycleways provided on site with good linkages for cyclists and pedestrians to the wider urban area, and existing networks and community facilities.

Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops and, including the provision of a bus route through the site.

A Transport Assessment and Travel Plan to accompany development proposals."

The site proposals consider the block layout of the Longford Park development providing a continuation of the adjacent urban grain. The vehicular access points into the site lead from the main vehicular routes within Longford Park into the new Primary Street, which will accommodate a Bus Route extension; to pass through the centre of the site. The Primary Street provides the 'gateway route' through the development as part of a logical and easily navigable hierarchy of streets where pedestrian and cycle needs will be a priority.

Walking and cycling will be encouraged to promote healthy active living with routes being provided along the Greenways. This provides good access into the wider area to include the Longford Park Community Park.

"Development that respects the identity of Bodicote village.

Development that respects the Cherwell Valley landscape setting, the importance of Banbury's southern approach, and which protects important views from the south and east.

Development that ensures that important valley views from the park within Phase 1 are secured and retained."

A Landscape and Visual assessment has been carried out as part of the application and feeds into the iterative design process. As such the local landscape setting and identity and important views will be responded to appropriately. The development incorporates landscape corridors including centrally and to the north, east and south that will help assimilate the new development within its landscape setting. The Design Principles include taking reference from examples of local character within Bodicote and other local settlements. The identity of Bodicote would not be affected due to the intervening built form and landscape features between the site and the village centre.

"A surface water management framework and the incorporation of attenuation Sustainable Urban Drainage Systems (SuDS) in accordance with 'Policy ESD 7: Sustainable Drainage Systems (SuDS)' and taking account of the recommendations of the Council's Strategic Flood Risk Assessment, to reduce surface water, control drainage and protect a Minor Aquifer (subject to further ground investigation)."

A Flood Risk Assessment has been carried out as part of the design process. Suitable attenuation facility will be located to the north east of the site functioning not only as a sustainable drainage feature but providing amenity and biodiversity benefits within the site.

"The retention of the line of Ash trees on the site's western boundary.

The protection of other important trees, the retention of hedgerows where possible to provide wildlife corridors, and the preservation and enhancement of the biodiversity value of the site.

Development should demonstrate the enhancement, restoration or creation of wildlife corridors."

The existing trees and hedgerows within the site will be retained with the exception of only minimal removal to allow for site access routes. The features will become key components within the overall Green Infrastructure strategy for the site.

"Public open space to form a well-connected network of green areas within the site suitable for formal and informal recreation. Outdoor sports provision should ideally be located in close proximity to the existing pitch provision at Banbury Rugby Club or the proposed relocation site for Banbury United Football Club (Policy Banbury 12: Land for the Relocation of Banbury

16 Policy Compliance: Banbury 4 & Banbury 12

United FC).

Layout and design that ensures a satisfactory relationship between this development site and the proposed relocation site for Banbury United Football Club."

Several pocket parks and feature areas such as the Gateway parks will contribute to the site's network of Public Open Space, these spaces will be linked with a network of Greenways and other green corridors providing an interconnected site wide strategy.

Allotments will be provided to the north east of the site with the proposed Sports Provision being located in the south of the site. The specific location of the sports pitches and potential for the future relocation of the Banbury United FC provides an opportunity for future shared parking facilities.

"Development of the Design Code for Phase One with careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages. A well designed approach to the urban edge, which relates development at the periphery to its rural setting, creates clearly defined but soft boundaries, and affords good access to the countryside.

Protection of the rural character of the Public Right of Way along the site's southern boundary."

It is noted that a few design approaches associated with the Longford Park development have not proven to have been entirely successful and as such the overall character of the development created at Bankside Phase 2 will seek to address these issues in consultation with Cherwell District Council as part of the detailed design stage. More successful elements of the Code will be developed upon in order to provide a high quality development.

The principles set out within the DAS provide a framework for several character areas that will help define the identity of the site and specific areas within it.

"A green buffer to be provided to the north and east of the development and to the south; to the east of the Rugby Club."

The northeast of the site will comprise the proposed Sandhill Park. Sandhill Park will include the site's attenuation basin as an amenity and biodiversity feature as well as new woodland planting. This area will combine with the allotments linking to the eastern greenway, open space within the school site and the proposed sports pitches to the south to create a substantial green buffer along these boundaries.

"The incorporation of well-designed noise attenuation techniques in view of the site's proximity to the M40 motorway."

Any specific noise constraints provided by the site's proximity to the M40 are explored within the ES. There would be no significant effects arising from the noise from the M40 on the proposed development.

"Provision of public art to enhance the quality of the place, legibility and identity."

The areas of public realm provided within the site allow for opportunities for the provision of public art / street furniture that can help define the specific character areas of the site and emphasise the identity of the site as a whole and the local area.

"Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5."

Sustainable best practice construction technologies along with use of passive solar gain, energy use reduction and use of renewables will be considered as part of the detailed design process in order to address the District's future challenges with regard to climate change.

"Consideration of potential linkages to the Bankside Phase 1 community park and linear park identified under Policy Banbury 11.

Retention and enhancement of existing Public Rights of Way, and the provision of links from the development and Banbury's urban area to the wider Public Rights of Way network including the Oxford Canal Towpath.

Provision of vehicular, cycle and pedestrian access directly from the site into site Banbury 12."

The proposed Green Infrastructure network for the site will retain and enhance the existing PRoW whilst creating opportunities for increased permeability across the site and to the wider context including the neighbouring Banbury 12 site and POS features in Bankside Phase 1.

16 Policy Compliance: Banbury 4 & Banbury 12

Policy Banbury 12 Land for the Relocation of Banbury FC

The application development also addresses the following design requirements of the Banbury 12 Policy.

"Vehicular access to the football ground shall be provided from Oxford Road."

The application proposals include provision for a new vehicular access point to the south of the site onto the A4260 [Oxford Road / Banbury Road] The alignment of the main access route through the site from the A4260 access point allows for a suitable area of land to south of the Bodicote Park to facilitate a new football stadium. This reserved land would be directly accessed from the proposed main access route from the A4260.

"The remaining land not required for the football club is considered suitable for a new secondary school to serve the town."

The proposals have considered the potential for a future secondary school within the southern (Banbury 12) land in addition to the application proposals and Banbury FC relocation. An area of 4.88 ha is set aside within the central section of the southern site parcel. The reserved area provides sufficient space for school grounds including school pitches accessed off the main vehicular access route through the site. Land is also included within the application area (south east corner) for the potential future expansion of the secondary school.

17 BUILDING FOR LIFE 12

Building For Life 12

The scheme has been developed embracing the twelve Building for Life 12 criteria developed by CABE and the Home Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life criteria are used to evaluate the quality of schemes against this vision.

The following section provides a summary of the relative elements of the scheme that should be considered as part of discussions in relation to the 12 Building For Life Questions.

BfL is accepted as a useful design tool for residential masterplanning and the application proposals consider this. It is noted that when considering the role of BfL 12 Assessment against the National Planning Policy Framework and Planning Practice Guidance Design it is accepted that design is a reserved matter.

This Design and Access Statement contains information that can feed into the design dialogue for the final proposals. The twelve Building for Life Questions are grouped under three headings, and are responded to as follows.

Integrating into the Neighbourhood

1) Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Response: The proposed development links both into highway infrastructure that exists at Oxford Road via Longford Park and also directly onto the A4620, Banbury Road, providing direct connections to the adjacent settlement. The proposals include retention of the existing PRoW route and links to the surrounding network where possible.

2) Facilities and services

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

Response: The development will be in easy reach of the planned Local Centre within Longford Park. The proposals includes allotments and sports pitches as well as play areas and informal open space. These new facilities will serve the new and existing residents within the surrounding area.

3) Public Transport

Does the scheme have good access to public transport to help reduce car dependency?

Response: The development will allow for a Bus Route extension into the site that will provide excellent access for the new residents within the development. Cycle and pedestrian routes will be provided across the site to tie into the local network.

4) Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Response: The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix determined in consultation with CDC as part of the detailed design stage.

17 Building For Life 12

Creating a place

5) Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

Response: The layout, density and green infrastructure for the scheme would respond to its context and provide a distinctive character. At a detailed level, features would be included in the design to reflect local vernacular. This could include selected use of traditional materials. Planting will reflect the local landscape character to help create specific character areas within the site and an overall identity that respects the surrounding context.

6) Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

Response: The scheme exploits the existing landscape and topography by including a landscape buffer to the site boundaries to help soften the proposals within the wider context. The attenuation pond is to be located at the lower point to the north east of the site.

7) Creating well defined streets and spaces

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

Response: The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space. The orientation of the buildings help facilitate and highlight the site's layout and street hierarchy.

8) Easy to find your way around

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

Response: The layout for the scheme follows a simple approach with a distinct set of character streets to allow residents and visitors to easily find their way around. The relationship with the green infrastructure would allow easy orientation. Footpaths will follow desire lines and make access to the wider area easy and available.

Street and Home

9) Streets for all

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

Evaluation: The building layout has defined the street network, so that highways and car parking do not dominate. At detailed design stage, street dimensions would be designed to minimise vehicle speeds. Dwellings located close to the road provide pinch points that slow traffic and give priority to pedestrians. Use of Shared surfaces and specific landscaping treatments will contribute to the spaces' social functions.

10) Car parking

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

Evaluation: Car parking would be integrated into the overall layout and design. Car parking would be mainly within curtilage, to the side or front of the dwellings. boundary treatments would be used in such a way that would the soften the appearance of vehicles within the street scene. Particular attention will be given to the designing out of 'backland' car parking with a focus on well-designed street and frontage parking solutions.

11) Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

Evaluation: The streets and public spaces would be overlooked by adjacent dwellings, allowing informal surveillance and safe routes. Footpaths run through the public open space. Appropriate landscape and boundary treatments would be integral to the detailed design in order to help define public and private spaces.

12) External storage and amenity space

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

Evaluation: The building layout will allow for bins and recycling stores to be stored out of sight and minimise their impact on the streetscene.

Bankside Phase 2, Oxford Road | **Banbury**