

Bankside Phase 2, Oxford Road

| Banbury



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FPCR Environment and Design Ltd, Lockington Hall, Lockington, Derby, DE74 2RH ■ t: 01509 672772 ■ f: 01509 674565 ■ e: mail@fpcr.co.uk ■ w: www.fpcr.co.uk

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01 EXECUTIVE SUMMARY

Introduction

This is a Design & Access Statement (DAS) for a proposed new residential development at land at the A4260, Banbury.

An Outline Planning Application has been submitted. The proposals presented by the application are for the creation of a high quality development which comprises up to 825 new homes and associated infrastructure on land off the A4260. All matters of detail are reserved, with exception of access arrangements from the A4260. (See Description of Development Page 8)

This application follows a previous application for 700 dwellings and associated infrastructure on land within the Banbury 4 allocation (17/01408/OUT) and is the next iteration of subsequent proposals for 850 dwellings submitted in May 2019.

Following post application discussions between the Applicant and Cherwell District Council, and at the request of the Council, the Red Line (application boundary) has been extended to include land to be safeguarded for the relocation of Banbury United Football Club (BUFC) and a new secondary school, for Banbury, should additional secondary school pupil places, in the future be required. The land to be safeguarded for the relocation of BUFC and the secondary school is allocated in Planning Policy BAN12 of the adopted Cherwell Local Plan 2011-2031 and shaded purple on the Site Location Plan. The inclusion of the safeguarded land for the BUFC and a new secondary school is to regulate the future use of this land in accordance with Planning Policy BAN12. Safeguarding land is not development in planning terms, and planning permission is not sought for the BUFC or the secondary school and therefore does not form part of the assessment in this DAS.

The proposals are in accordance with the principles of sustainable development and design that are expressed within the National Planning Policy Framework.

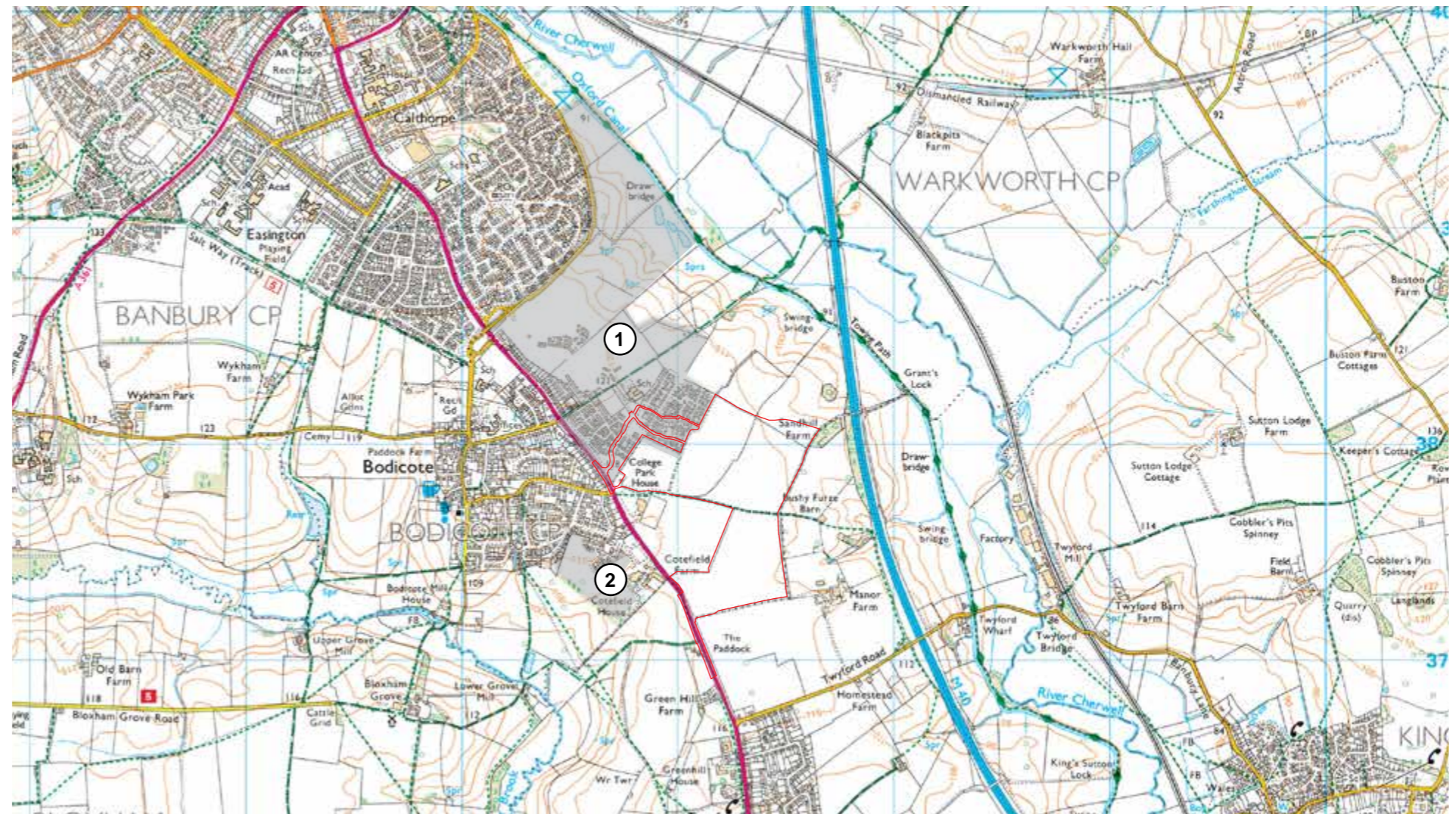
The northern section of the site is allocated for development within The Cherwell Local Plan 2011 -2031 under Policy Banbury 4 with the southern section forming part of land under Policy Banbury 12. Policy Banbury 12 is allocated for the relocation of Banbury United Football Club (BUFC) and for sport recreation use and the remaining land is considered suitable for a new secondary school to serve the town. The application allows for land to be reserved for the BUFC relocation and potential secondary school alongside land for its future expansion. Vehicular access to the Banbury 12 land will be from the A4260, Banbury Road.

The planning application area, as defined on the Site Location (6394-P-08 Rev G) and the EIA Parameters Plan (6394-P-01 Rev AT), includes the existing Oxford Road junction and Longford Park streets.


Location (ref Location Plan and Aerial Photograph)

The site covers an area of 46.92 hectares to the southeast of Banbury, east of Bodicote. In broad terms, the site forms several parcels of agricultural land to the east of the A4260, Oxford Road/Banbury Road, and west of

the M40. The site occupies land directly to the east of Bodicote Park, an existing area of open space sports facilities. To the northwest of the site is an area that has planning consent for residential development (currently under construction), Bankside Phase 1 - commonly known as Longford Park.



 Application Boundary

 Longford Park (under construction)

 Development off Cotefield Drive (under construction)

Figure 1: Site Context



The site area, including the safeguarded land extends to 46.92ha. The area of land that excludes the elements of the development where planning permission is sought extends to 39.23ha.



- -
 -
- Application Boundary Safeguarded Land (Not included in the Environmental Impact Assessment)
- Other land within control of applicant

Figure 2: Location Plan



BANBURY

CANAL LANE

LONGFORD PARK

SANDHILL FARM

BROAD GAP

M40

OXFORD CANAL

BODICOTE

WEeping CROSS

BODICOTE PARK
(Bannatyne Health Club & Banbury Rugby Football Club)

Development off Cotefield Drive
(Under Construction)

COTEFIELD FARM

BANBURY ROAD (A4260)

MANOR FARM



Figure 3: Aerial Photograph

01 Executive Summary

Description of Development

Full details for the proposals at Bankside Phase 2 have been submitted for access, all other matters are reserved for future consideration. The application description is as follows:

“Outline planning application for a residential development of up to 825 dwellings; green infrastructure including formal (playing fields with changing rooms, allotments) and informal open space, landscaping; and associated infrastructure including a balancing pond; on land off the A4260, with access off the existing Longford Park access off the A4260 (Oxford Road), and a new access off the A4260 (Banbury Road). All matters of detail reserved, save for access”

Planning History

A planning application was submitted to Cherwell District Council in June 2017 for up to 700 dwellings (17/01408/OUT); multi-purpose community building, incorporating a sports pavilion and changing rooms; green infrastructure including formal (playing fields; allotments) and informal open space, landscaping; and associated infrastructure including a balancing pond; on land off the A4260. The access to the Proposed Development was off the existing A4260, Oxford Road.

During the progress of this planning application through the planning process, the applicant agreed with Cherwell District Council to amend the scheme to include a second access further south on the A4260, where Oxford Road turns into Banbury Road. The reasoning for the second access is twofold; firstly to reduce the traffic accessing the site through the Phase 1 Longford Park Development, by have a second access that connects directly off the A4260, Banbury Road, with the eastern part of the allocated BAN 4 site; and secondly to access the proposed relocated football stadium, and the proposed secondary school.

The Applicant has continued its dialogue with Cherwell District Council following submission of the planning application. The Council considered that the work underpinning the Parameters Plan was too high level without sufficient consideration on how the densities distributed across the Site could reinforce the urban to rural transition, and how the streets and open space could be used to create character areas within the Site.

The Project Team reviewed the layout and proposed the following changes to the Parameters Plan:

- A housing density strategy has been included across the site;
- Character areas included that reflect the housing density strategy;
- A Reduced residential land take from 23.08ha to 22.74ha;
- A reduction in the number of dwellings from up to 850 to up to 825;
- Re-location of the NEAP and LEAP;
- Realignment of the Primary Street to create a single road through the site: and,
- Changes to the landscaping strategy across the Site.

As mentioned earlier, the inclusion of safeguarded land for the BUFC and a new secondary school is to regulate the future use of this land in accordance with Planning Policy BAN12. The extended application boundary does not change the development sought for planning approval and the assessment included in this DAS.

The following sections of the DAS explains how the design has responded to these changes.



02 THE DESIGN VISION

Introduction

“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.”
(para 124, NPPF, July 2018 updated February 2019).

It is important that the new development at Bankside Phase 2 has a guiding Design Vision. The Vision will provide clarity and a foundation for the urban design and masterplanning process and will provide a guiding template for good design and ‘placemaking’.

The Design Vision is an expression of what the development at Bankside Phase 2 will be like; in terms of its framework of streets, spaces and routes; its urban form, mass and scale of buildings; its landscape and greenspace character; and its visual appearance.

The development’s Design Vision, and the process behind it, is explained within the DAS.

The Design Vision is conveyed by a series of overarching urban design principles, illustrative sketches and an Indicative Layout.

The Indicative Layout is based upon the Environmental Impact Assessment Parameters Plan. The Indicative Layout delivers a masterplan framework of streets, development blocks and greenspace. It will be used to help guide the detailed design of the development and the implementation of the Vision.

Bankside Phase 2: The Design Vision

A comprehensive Design Code was prepared as a requirement of the Reserved Matters applications for Longford Park. This includes amongst other things, an extensive contextual analysis of local character and vernacular.

The development at Bankside Phase 2 will continue the successful elements of the Phase 1 Design Code whilst improving on the less successful elements. These principles will be developed with consideration of the specific nature of the site and the Design Principles set out by the Design and Access Statement.

The Vision for Bankside Phase 2 is:

To create a high quality sustainable extension to Longford Park, Banbury, which delivers a choice and range of high quality new homes, attractive pedestrian friendly streets and accessible greenspace for biodiversity and recreational benefits;

To deliver a place that has easy access to day-to-day facilities for modern living such as public transport, local shopping, education, and open space;

To create a built form of new housing that draws inspiration from local character and vernacular including within Banbury and Bodicote with a particular focus on materials, colours and detailing; and























To sensitively respond to the site and its setting.



Bankside Phase 1 Design Code:
Longford Park Masterplan and Design Code

02 The Design Vision

Indicative Layout

-  Site Boundary
-  Safeguarded Land (Not development for which planning permission is sought. Not included in the Environmental Impact Assessment)
-  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
-  Allotments
-  Equipped Play Facilities
-  Detention Basin
-  SUD's
-  Potential Foul Pumping Station Location
-  Vehicular Connections into Longford Park [Bankside Phase 1]
-  Main access into site from Banbury Road



02 The Design Vision



Illustrative Aerial Perspective

03 METHODOLOGY & STRUCTURE

Methodology

The key purpose of the DAS is to explain the design process that has led to the Vision and the application proposals.

The DAS, and the Indicative Layout, will be used by Cherwell District Council (CDC) to ensure that the detailed design of buildings, streets and landscape is in accordance with the design principles that are contained within the DAS.

The Planning Practice Guidance (PPG) was adopted on 6th March 2014. The PPG provides the following guidance on Design and Access Statements:

“What is a Design and Access Statement?”

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. It provides a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users. Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal. The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.

A Design and Access Statement must:

- a) Explain the design principles and concepts that have been applied to the proposed development; and*
- b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.*

A development’s context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.

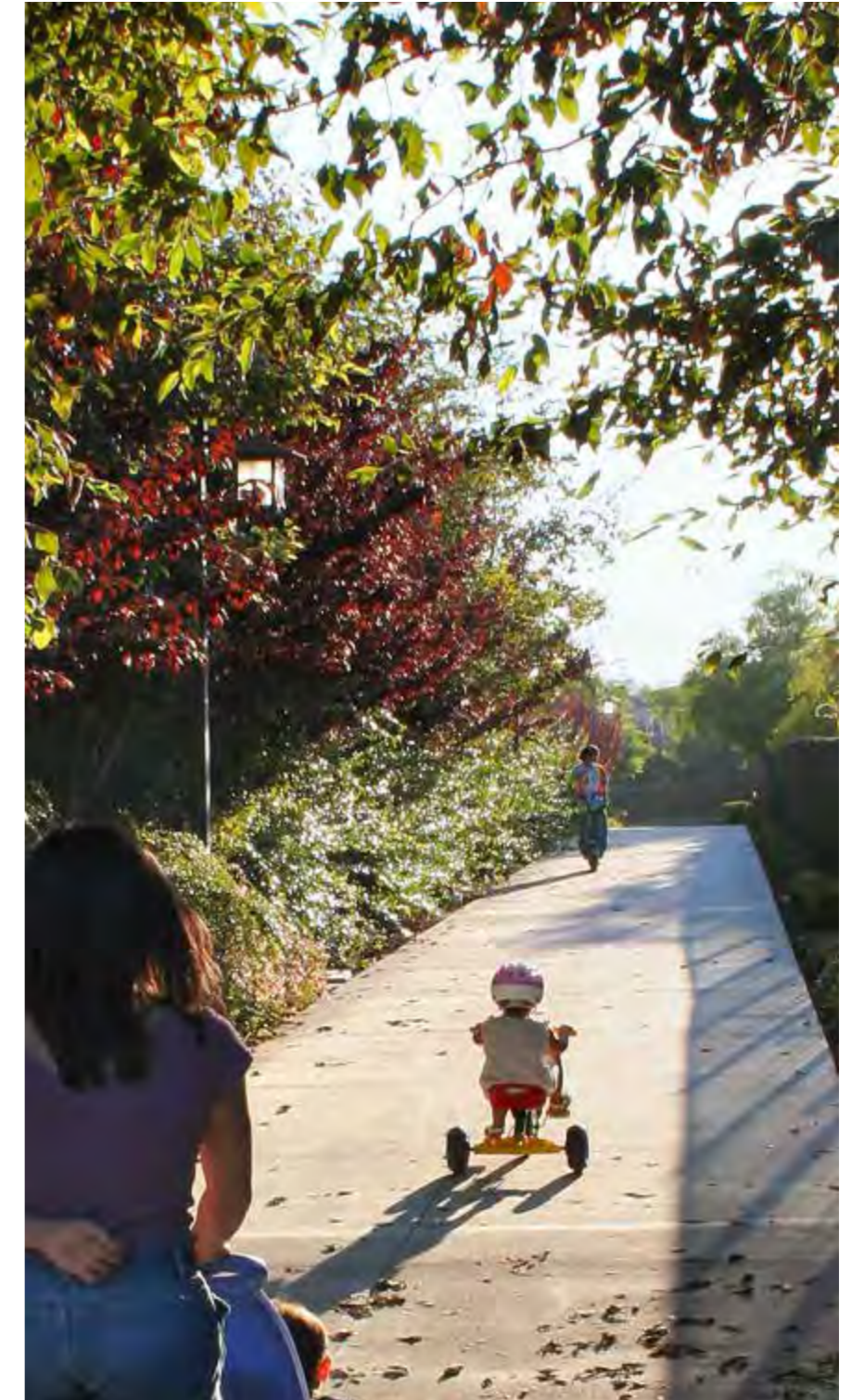
Design and Access Statements must also explain the applicant’s approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.”

The Structure of the DAS

The DAS explains how the development proposals have evolved in a clear step by step approach. This includes an analysis of the site and its context, and responding to the site’s constraints as well as its opportunities.

The DAS covers the elements of: access, use, amount, layout, scale, landscaping and appearance, and is structured around the following chapters:

- Planning & Design Context;
- Understanding the Place - The Environment;
- Understanding the Place - Local Character;
- Design Evolution;
- Use & Amount - The Development Proposals;
- Placemaking - Urban Form;
- Placemaking - Character Areas, Blocks and Plots;
- Placemaking - Layout and Access;
- Placemaking - Scale;
- Landscape;
- Sustainability;
- Appearance;
- Design Policy Compliance; and
- Building for Life.



04 PLANNING CONTEXT

Policy Context

The Cherwell Local Plan 2011- 2031 Part 1 (Adopted July 2015)

The Cherwell Local Plan 2011 -2031 provides the strategic planning policy framework and sets out strategic allocations for the District to 2031. The Plan forms part of the statutory development plan and provides the basis for decisions on land use planning affecting Cherwell District.

Relevant policies in respect of this statement include:

Policy BSC 3 Affordable Housing
Policy BSC 4 Housing Mix
Policy BSC 10 Open Space, Outdoor Sport and Recreation Provision
Policy BSC 11 Local Standards of Provision – Outdoor Recreation
Policy BSC 12 Indoor Sport, Recreation and Community Facilities
Policy ESD 3 Sustainable Construction
Policy ESD 7 Sustainable Drainage Systems (SuDS)
Policy ESD 10 Protection and Enhancement of Biodiversity and the Natural Environment
Policy ESD 13 Local Landscape Protection and Enhancement
Policy ESD 15 The Character of the Built and Historic Environment
Policy ESD 17 Green Infrastructure
Policy Banbury 4 Bankside Phase 2
Policy Banbury 12 Relocation of Banbury United FC

Policies Banbury 4 allocates the application site for development.

Policy Banbury 4: Bankside Phase 2

Development Area: 27 hectares

Development Description: approximately 600 homes with associated services, facilities and other infrastructure.

Housing

- *Number of homes - Approximately 600*
- *Dwelling mix – to be informed by Policy BSC4: Housing Mix*
- *Affordable Housing - 30%*
- *The provision of extra care housing and the opportunity for community self-build affordable housing*

Infrastructure

- *Education – contribution to expansion of Phase 1 school and contributions to secondary education provision*
- *Provision of vehicular, cycle and pedestrian access directly from the site into site Banbury 12*
- *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.*
- *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.*
- *Utilities – extension and enlargement of Phase 1 connections and pumping station if required.*

Key site specific design and place shaping principles

- *Proposals should comply with Policy ESD15*
- *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.*
- *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 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).*
- *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.*
- *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 United FC).*

04 Planning Context

Policy Banbury 4: Bankside Phase 2 Continued

- *Layout and design that ensures a satisfactory relationship between this development site and the proposed relocation site for Banbury United Football Club.*
- *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.*
- *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 provision of extra care housing and the opportunity for community self build affordable housing*
- *The incorporation of well-designed noise attenuation techniques in view of the site's proximity to the M40 motorway.*
- *Provision of public art to enhance the quality of the place, legibility and identity.*
- *Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.*
- *A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan.*
- *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.*
- *Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments.*
- *An archaeological field evaluation to assess the impact of the development on archaeological features.*

Policy Banbury 12: Land for the Relocation of Banbury United FC

An area of land to the east of the Oxford Road at Bodicote, adjacent to Banbury Rugby Club, will be secured for the relocation of Banbury United Football Club and for sport and recreation use.

Development proposals for relocation of the football club will need to be accompanied by:

- *An assessment of the potential effects on the local community*
- *A transport assessment and travel plan to ensure the site is accessible by sustainable modes of transport and the traffic impact of the development is minimised*
- *A detailed survey of agricultural land quality and a soil management plan to ensure that soils are retained on site or re-used off site*
- *An ecological assessment including appropriate mitigation*
- *A landscape and visual assessment including appropriate mitigation*
- *A lighting strategy designed to limit upward glare in order to avoid adverse effects on nearby residents and wildlife*

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

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

The Cherwell Local Plan 2011- 2031 Part 2 (in preparation)

Cherwell District Council is preparing a Part 2 to the Adopted Cherwell Local Plan 2011-2031 (Part 1) that will contain detailed planning policies to assist the implementation of strategic policies and the development management process.

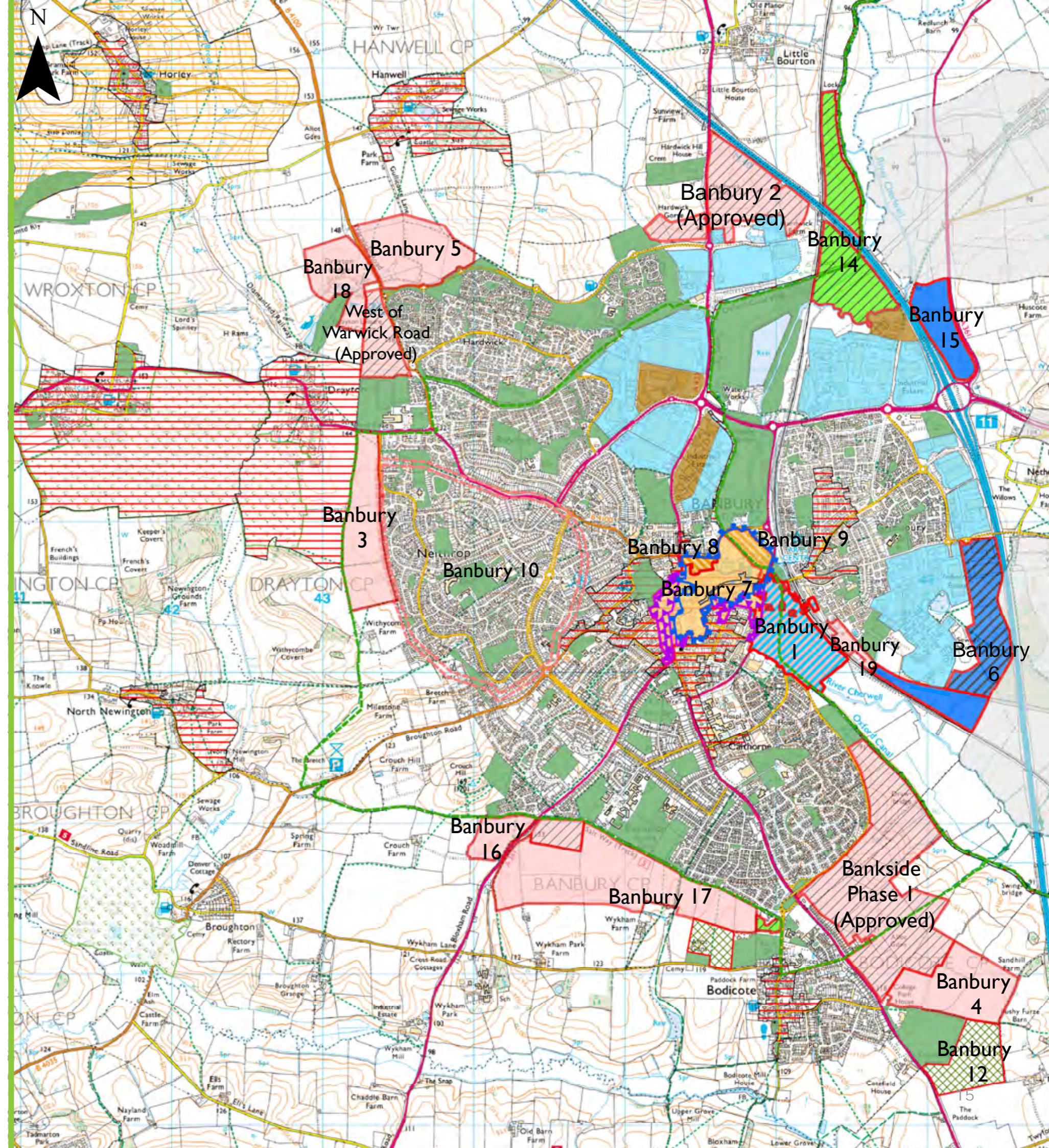
Further information on planning matters are explained within the application's accompanying Planning Statement.



04 Planning Context

Figure 4:
Proposed Submissions Key Proposals Map: Banbury

- Key**
- Town Centre Shopping Area (Extended)
 - Town Centre Commercial Area
 - Primary Shopping Frontage
 - Banbury Circular Walk/Oxford Canal Trail
 - Existing Strategic Employment Sites (Indicative)
 - New Employment Sites
 - Approved Employment Sites
 - Town Centre Extension (Area of Search)
 - Mixed Use (Housing and Employment)
 - Bolton Road Development Area
 - Spiceball Development Area
 - Expanded Town Centre
 - Existing Retail Parks
 - Strategic Housing Sites
 - Approved Housing Sites
 - New Green Space and Parks
 - Outdoor Sports Provision
 - Bretch Hill Regeneration Area (Indicative boundary)
 - Existing Green Space
 - Conservation Target Areas
 - Conservation Areas
 - Historic Parks and Gardens
 - Sites of Special Scientific Interest
 - Neighbouring Authority
- Strategic Developments:**
- 1 Banbury Canalside
 - 2 Hardwick Farm, Southam Road East and West (Approved)
 - 3 West of Bretch Hill
 - 4 Land at Bankside Phase 2
 - 5 North of Hanwell Fields
 - 6 Employment land west of M40
 - 7 Strengthening Banbury Town Centre
 - 8 Bolton Road Development Area
 - 9 Spiceball Development Area
 - 10 Bretch Hill regeneration area
 - 12 Proposed Banbury United FC relocation
 - 14 Cherwell Country Park
 - 15 Employment Land North East of Junction 11
 - 16 South of Salt Way - West
 - 17 South of Salt Way - East
 - 18 Land at Drayton Lodge Farm
 - 19 Higham Way



05 UNDERSTANDING THE PLACE: The Environment

Site Context

The site is located to the south of Banbury, to the east of the A4260 and Bodicote and adjoins the Longford Park site where development is currently under construction for Bankside Phase 1. The M40 motorway, Oxford Canal, River Cherwell and Oxford-Birmingham railway line all run in a north-south direction located to the east of the site within a kilometre from the eastern site boundary.

The site lies on an area of land that forms a plateau between the existing settlement of Bodicote and the Oxford Canal. The landform then falls away east of the site to the River Cherwell Valley.

The western boundary of the northern section of the site is defined by hedgerow field boundaries that separate the site from Longford Park. To the north are open agricultural fields that lie between the site and the edge of the plateau where the land then falls away to the canal. Part of this land - on the valley slopes - is the community park of Longford Park. The eastern boundary is defined predominantly by a track that links Manor Farm and Sandhill Farm. The track continues northeast from the site across the M40 to Grant's Lock on the Oxford Canal. The north western section of the site is bounded to the south by a mature treeline and hedgerow that forms the boundary of the Banbury Rugby Football Club playing pitches and Bannatyne Health Club at Bodicote Park. East from here the site continues south containing a large portion of the agricultural field east of the rugby club and health club forming part of the Banbury 12 allocated land (land reserved for a Secondary School and Stadium form part of the Banbury 12 land and do not fall within this application boundary). The southern site boundary follows the farm track that links Manor Farm to the A4260. Further south of the site lie agricultural fields and the village of Twyford. The western most extent of the site reaches towards the junction of Oxford Road and Weeping Cross where there is an existing access point that leads into the site.

Site Features & Character

The site represents a managed agricultural landscape, characterised by a regular, predominantly large scale, rectilinear field pattern, segregated by low-clipped hedgerows. Absent and fragmented hedgerows occur, although one hedgerow includes a row of trees. A few other intermittent hedgerow trees are also present. This agricultural usage has resulted in a landscape largely devoid of features of significant value.

A Public Footpath by Bodicote Park passes through the site, providing a route between Oxford Road and Bushy Furze Barn. To the north of the site Canal Lane (Public Bridleway) passes through Bankside Phase 1 providing a link from the Oxford Road to the Oxford Canal. This forms part of the Banbury Fringe Circular Walk, which connects with the Oxford Canal Walk and the Jurassic Way Recreational Path.



05 Understanding the Place : The Environment



05 Understanding the Place : The Environment

The Environment

The planning application is accompanied by a series of supporting technical and environmental documents. This includes an Environmental Impact Assessment EIA which is presented by means of an Environmental Statement (ES).

The ES provides an analysis of the existing environmental character of the site and its context and assesses the “likely significant effects” of the development.

The proposed development is defined by the Description of Development and by the proposed arrangement of land uses that are identified on the Parameters Plan (see page 41). The Parameters Plan provides certainty for the EIA process and defines the extent of the proposed development with sufficient information on siting, design and size together with detailed means of point of access.

The following pages summarise the main environmental issues from the ES, and how the design has responded to these issues.



Ecology

An Extended Phase 1 Habitat survey of the site has been undertaken. This has determined the ecological conditions and value of habitats within the site. In tandem with this, surveys for protected species have been carried out.

The following provides a summary of the key issues:

- The site is not covered by, or adjacent to, any site of international importance.
- No local wildlife sites occur in close proximity to the site or are likely to be significantly affected either directly or indirectly by proposals.
- A block of mixed plantation woodland is present in the north east of the site. The woodland was considered to be of no more than Local value.
- Standard trees were considered to be limited value although the veteran Oak present on site is of considerable age and supports a number of important features and is considered to be of Local significance.
- The dominant land use on site is agricultural. As a result of the low diversity of species and lack of other features of note, this habitat type was considered to be of Negligible nature conservation value.
- Hedgerows form the majority of field boundaries within the site, with a total of 5 hedges present. All appear to have been relatively regularly managed although are generally between 2-3m wide and 2-3m tall. These are considered to be of Local nature conservation value.
- The nature of the site being intensively managed arable land provides a significant opportunity to provide enhancement through the creation of a greater variety of habitat types.

Landscape

A Landscape & Visual Impact Assessment has been undertaken and the following provides a summary:

- The site is not subject to any landscape designation. It forms a farmed agricultural landscape, which is strongly influenced by the adjoining urban edge of Banbury. The site contains no distinctive or special landscape elements and is of limited value in landscape terms.
- The site is judged to be of low landscape sensitivity and is considered to be have high capacity to accommodate change.
- The Proposed Development is consistent with strategies identified within Cherwell District Councils Landscape Sensitivity and Capacity Assessment and Countryside Design Summary. It is considered that the proposed green infrastructure, which include planting and greenspace, would deliver a range of landscape benefits that offset the loss of agricultural fields and provide a sensitive and appropriate design solution with regard to its relationship with the Cherwell Valley to the east and the southern approach on Oxford Road.
- In terms of visual resources, clear views of the Proposed Development would be largely restricted to localised viewpoints. The green infrastructure would filter and ‘soften’ the views of built development and would assist in assimilating the Proposed Development within the landscape.
- Views of the proposed development would be obscured from the vast majority of properties within Banbury and Bodicote. This is due to the screening effects provided by Bankside Phase 1 development and established tree belts situated on Bodicote Park and Oxford Road. Consequently visual effects would largely be restricted to those properties situated immediately adjacent to the site. In most cases, these already have views of the urban edge of Banbury which includes Bankside Phase 1, and the Proposed Development would be observed within that context.
- The visual effects as a result of the Proposed Development would be generally limited and localised in extent and, in overall terms, would not result in any significant effects in the long term.

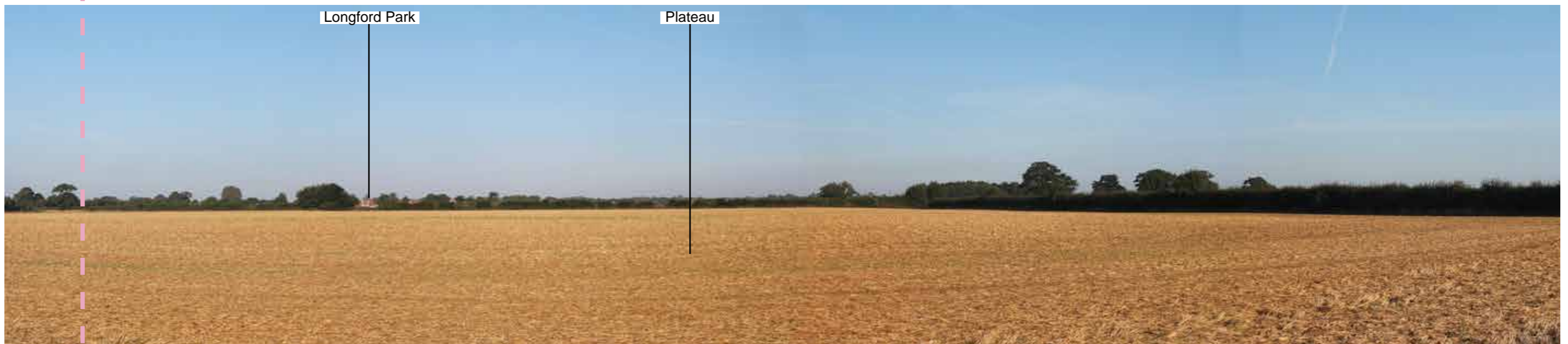
05 Understanding the Place : The Environment

Photo Viewpoint A: View east from within site on the public footpath.



05 Understanding the Place : The Environment

Photo Viewpoint B: View west from within track leading north to Sandhill Farm.



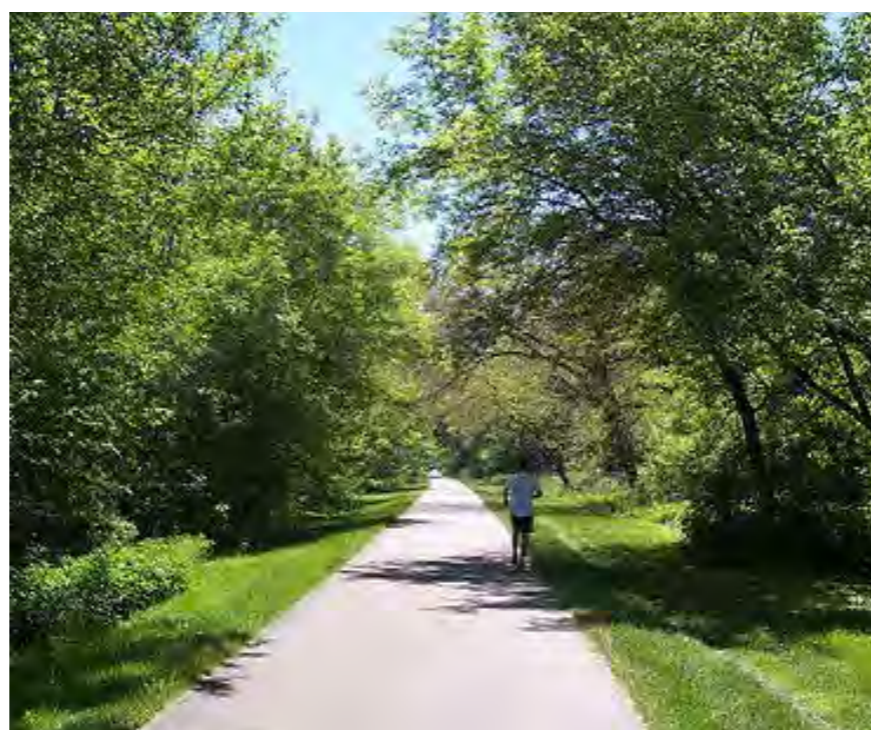
05 Understanding the Place : The Environment

Water & Drainage

The application includes a Flood Risk Assessment (FRA) and a sustainable urban drainage strategy.

A Flood Risk Assessment has been undertaken to determine the impacts of site in regards to water management. This FRA has identified no prohibitive engineering constraints in developing the proposed site for the proposed residential usage. Assessment of fluvial flood risk shows the land to lie in Flood Zone 1 and hence be a preferable location for residential development when considered in the context of the NPPF Sequential Test. Assessment of other potential flooding mechanisms shows the land to have a low probability of flooding from overland flow, ground water and sewer flooding. The means to discharge storm and foul water drainage have been established that comply with current local guidance and requirements of Thames Water.

The Flood Risk Assessment demonstrates the Site is receptive to the installation of Sustainable Drainage Systems (SuDS). There are a suite of SuDS proposed for the Site which offer a 'treatment train', naturally filtering and improving the quality of the storm water. A series of swales and attenuation basins are proposed within the site to convey, store and control storm water. These SuDS will be formed within the natural environment and will receive suitable planting to visually integrate into the surrounding open spaces. The features proposed can permanently hold storm water which would further promote biodiversity and offer a positive benefit over the present day conditions.



Movement

A Transport Assessment (TA) and Travel Plan (TP) has been prepared as part of the application. A summary of these documents is outlined below.

- The proposed network of pedestrian routes will connect with Longford Park and give access to the new local centre, primary school and employment development that form part of the Longford Park consented scheme.
- The site is well within an acceptable cycle ride of the centre of Banbury. Cycling from the site to the town centre would be via Bankside Phase 1 and then either Bankside or Oxford Road. Bankside is identified as being an on-road cycle route by Sustrans and there are on and off-carriageway cycle facilities on Oxford Road starting approximately 700m north of the Weeping Cross junction.
- Access to public transport will be available at existing bus stops on Oxford Road and / or from the extension of the service that is proposed to divert through Longford Park into the development.
- Vehicular access into the site will be via a new signal controlled junction with Oxford Road south and also through Longford Park. Two vehicle routes will be extended from Longford Park into the site. From Longford Park access onto the wider road network is available at Oxford Road north of Weeping Cross and onto Bankside.
- Improvement measures have been identified that would result in there being no severe residual impact from the development traffic.

05 Understanding the Place : The Environment

Heritage

Consideration has been given to the archaeological and built heritage interest of the site. A desk based assessment was completed initially.

The study confirmed that the only extant features of interest are earlier surviving hedgerows and these will be retained as far as practicable within the scheme. A public right of way through the centre of the site is likely to reflect an earlier road, but this too will be retained. Background research confirmed that the area had potential to contain sub-surface archaeological remains of prehistoric or Roman date. The site was likely to have been part of Bodicote's open field system in the medieval period.

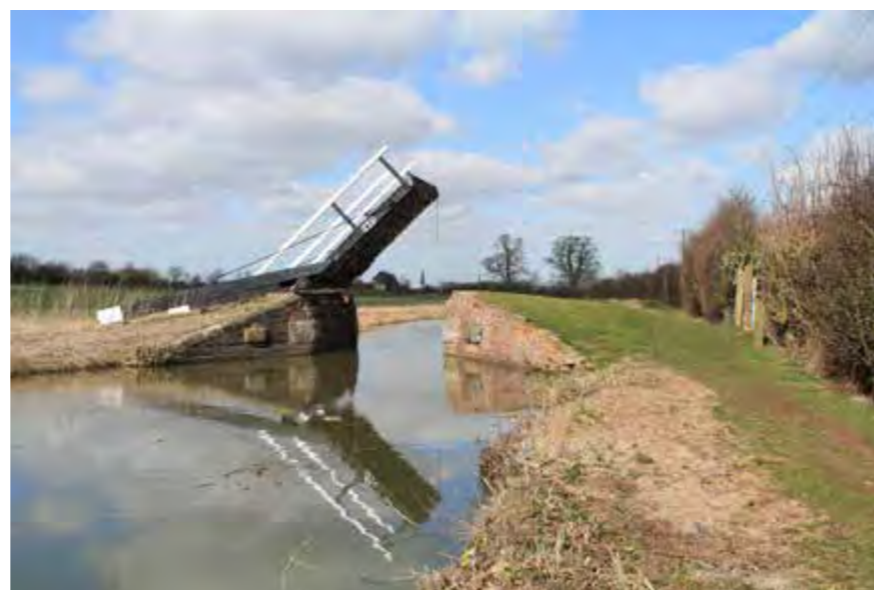
A possibly Neolithic cursus monument is apparent on the southern edge of the site on aerial photographs and past fieldwork in the study area has revealed prehistoric and Roman features. Given archaeological potential, the site was subject to geophysical survey. This nonintrusive method confirmed traces of medieval ridge and furrow across the entire site, but also indicated likely earlier features including the northern end of the cursus in the south of the site and a number of enclosures. Subsequent

trial trenching confirmed that a wide range of archaeological features lie within the site including likely prehistoric and Roman enclosures and field systems. A possible Roman temple was also identified close to the confirmed cursus in the south. These latter two sites are potentially of national significance and will be preserved in situ through detailed design of sports facilities. Other sub-surface remains are of more local significance and their loss will be mitigated through further investigation and suitable dissemination of the results.

The potential for the site to affect the significance of nearby designated or otherwise important heritage assets has also been considered. A number of listed buildings lie within Bodicote to the west and the historic core of this village is designated a conservation area too. To the east, a number of canal-side structures are also listed along the Oxford Canal. The entire length of the canal through Cherwell is designated as a conservation area too. However, site visits and consideration of how these assets' settings enhance their significance confirms the proposals would not harm either the significance or appreciation of the significance of any of these assets.



Listed Canal Structures



Building within Bodicote Conservation Area

06 UNDERSTANDING THE PLACE: Local Character

Responding to Setting

The masterplanning process follows a landscape led 'ground up' approach to ensure that the new development relates to its landscape context as well as its relationship with Banbury, Bodicote and Bankside Phase 1 (Longford Park).

The urban design strategies have been developed to ensure that the following measures are met:

To enhance public accessibility across the site and to improve connectivity between the development and Longford Park.

To provide a Green Infrastructure framework that conserves and protects landscape and ecological features within, or near to the site, and one that delivers enhancements through new habitat creation, landscaping, open space and sports provision.

To ensure that the Proposed Development responds and relates to its context through the appropriate location and scale of land uses. This includes, amongst other things:

- a] Creating an appropriate interface with the Bankside Phase 1 development to include new vehicular and pedestrian connections. This allows for new residents to access the community facilities within Longford Park, such as the local centre and primary school;
- b] To include a landscape corridor to the eastern and southern edges in consideration of views from Twyford and the south and to soften the impact of the built form on the wider landscape;
- c] To retain the existing site hedgerows within corridors of open space;
- d] To retain the public footpath within a corridor of green space and to design the layout so that the route is well surveyed. New routes will connect to the existing path and link from the site to the wider network;

e] To locate detention/attenuation facilities to the northeast of the site with regard to the natural site topography; and

f] To locate the proposed sports pitches within the southern land of the application site to coordinate with potential future develop and safeguard land for the relocation of Banbury Football Club and secondary school provision as part of Banbury 12. This approach means that the sporting uses, for example, are located together.

Local Character / Design Response & Principles

The development should respond to the best examples of local vernacular and distinctiveness that can be found within Banbury and Bodicote.

The Design and Conservation Strategy for Cherwell (2012-2015) provides a good starting point in terms of local character and design for Banbury and Bodicote.

The development should avoid pastiche and should embrace modern interpretations of local character using modern materials. It should, however, demonstrate 'Local Character' as a strong design theme within the detailed design. The Longford Park Design Code includes an examination of the surrounding local area and establishes the key characteristics of the local vernacular which will be used to guide the detailed design at Bankside Phase 2.

The Vision is for a development that embraces its setting and local character, but at the same time uses modern design approaches to ensure that an attractive 21st century development is created, with well designed buildings, streets and green space.

A high quality place in which to live and play is the underlying theme.

It is expected that some of the following design principles will be adopted.

- Creating a select palette of building materials that are based on the colours and textures that are found within the local area such as local ironstone and welsh slate as found within Bodicote and Banbury.
- The potential use of recycled materials and the preference for using environmentally friendly and more sustainable materials and products.
- The use of two storey buildings as the predominant theme with wide and narrow plan buildings.
- Some occasional taller buildings (2.5 storey) in selected locations, such as the central part of the site along the Primary Street, to add vertical emphasis and character.
- Variations in brick colour and texture to provide contrast and changes in character.
- The use of render (light tan, light beige and soft cream) as per the Plateau character area outlined within the Longford Park Design Code to provide contrast and to reinforce keynote buildings or street views.
- Use of a variety of roofing finishes such as Red-grey terracotta tile, Grey-blue concrete slate variation or Redland Cambrian and artificial stonessfield slate.
- A variety of private frontages, but with an emphasis on soft landscape of garden hedges, trees and planting.
- Changes in densities across the development to allow for varied plot arrangements and house types.
- Following the local theme of a variety of building forms, scale and height along the street.
- Responding to the site's context with well designed streets and plots. Using successful examples within Banbury and Bankside Phase 1 as guiding templates.

06 Understanding The Place: Local Character

Representative photographs of streets and buildings that are local to the site.



1. Longford Park
2. Banbury Town
3. Twyford
4. Bodicote
5. Oxford Road
6. King's Sutton



06 Understanding The Place: Local Character

Representative photographs of streets and buildings that are local to the site.



07 UNDERSTANDING THE PLACE: Consultation

Pre-Application Consultation & Engagement

The applicant has engaged with Oxfordshire County Council and Cherwell District Council through a pre-application enquiry which included a draft masterplan and an indicative layout. This was submitted to the Council in September 2015 and included a initial Framework and Illustrative Layout for around 750 dwellings including proposals within the Banbury 12 allocated land. Whilst the pre-application Consultation was for a different proposal than presented by this application it was, nevertheless, an opportunity for the applicant and design team to explore design issues and to understand the key issues and concerns. Formal written responses were received on 1st December 2015, both of which included comments covering a number of technical disciplines.

The May 2019 proposals succeeded a previous application submitted in June 2017 following an agreement with Cherwell District Council to include an additional access on to the A4260 south of Bodicote Park. This amendment would reduce traffic accessing the site via Longford Park whilst also providing a logical access location for the relocation of the Banbury FC stadium and potential future Secondary School.

The revisiting of the masterplanning process for the 2019 application recognised that a parcel of land to the north the BAN12 allocation contiguous with the southern boundary of the BAN 4 has become available for residential use as evident in the following sections of this statement.

Further post submission discussions with the Council has led to another stage of development for the masterplan process. The changes resulting from this form part of the current proposals and include:

- A housing density strategy has been included across the site;
- Character areas included that reflect the housing density strategy;
- A Reduced residential land take from 23.08ha to 22.74ha;
- A reduction in the number of dwellings from up to 850 to up to 825;
- Re-location of the NEAP and LEAP;
- Realignment of the Primary Street to create a single road through the site; and
- Changes to the landscaping strategy across the Site.



Draft Indicative Layout: included as part of pre-application submission



Indicative Layout: included as part of 2017 application 17/01408/OUT



Indicative Layout: May 2019

07 Understanding The Place: Consultation

Consultation Response

Many of the comments received re-emphasised those issues and requirements outlined in the Cherwell Local Plan. A summary of the comments received prior to the 2017 application include:

- Pedestrian and cycle links to Longford Park should be considered to maximise connectivity;
- Proposals should allow for the inclusion of a bus route extension into the site with streets and buildings designed appropriately around this route;
- Future proposals for Banbury 12 should not be compromised as a result of the proposed development;
- Existing Public Rights of Way will be affected by the proposals. These routes should therefore be enhanced to cater for increased use;
- The proposed housing mix should allow for current market needs;
- The new development should create a “*successful and seamless transition from the character and built form evident in Longford Park.*” whilst being “*more in keeping within its setting at the urban edge.*”;
- A number of 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 should account for these issues;
- Expectations to see higher density and direct frontage to the street within the centre of the site around which the bus route would circulate;
- Suitable allotment provision and informal play space should be provided as well as general greenspaces to ensure a good quality residential environment; and
- The proposed development will respect its landscape setting with particular consideration given to Banbury’s Southern approach and views from the south and east.

Design Response

The applicant and design team has comprehensively reviewed the responses and sought to make positive changes to the proposals to address the comments received.

The application proposals reflect a high quality design response to the site and the surrounding area and the amendments to the proposals are considered to have improved the scheme as a whole as reflected in the application’s Parameters Plan and the Indicative Layout. This has included changes to the pre-application Parameters Plan which have included amongst other things the following:

- The proposed Primary Street / Link Road within the site will allow for a new Bus Route to effectively serve the future residents of the proposed development. The proposed housing will be designed around the Bus Route with the route being appropriately integrated into the proposed street character for the new development.
- Careful consideration has been given to the future plans for Banbury 12 and the current application has reconfigured previous draft proposals and site extents in order to afford a flexible approach for any future developments on the allocated site to the south of the application area. Land is included for the future expansion of a secondary school in the south of the site.
- An existing right of way is located along the site’s southern boundary. This route will be located within a landscaped green corridor. Additional Greenways (ie, informal recreational routes) will be provided across the site to provide new pedestrian and cycle routes that tie in to the existing local network.
- The proposed housing mix will include affordable homes and would be based on the provisions within Policy BSC4.
- The proposals will retain the key landscape features present within the site such as the existing Ash trees. Hedgerows and trees will be retained as part of a network of landscaped recreational routes

that will also act as ecological corridors through the site to enhance the site’s biodiversity.

- Specific design issues associated with Longford Park will be thoroughly considered within the proposals at Bankside Phase 2. Less successful approaches such as excessive and poorly designed backland parking courts will be avoided. Suitable provision of on-street parking will be provided as part of the detailed design and incorporated within the individual character areas of the new development.
- The proposed character areas and street types will allow for a variety of design approaches through the site. In particular opportunities for higher density arrangements could be provided along the Primary Street / Link Road and ‘Gateway’ locations within which the Bus Route would be an integral part of the design.
- The network of greenspaces throughout the site will provide a strong landscape framework and high quality living environment for the future development. Allotment space will be located within the eastern portion of the site contributing to the site’s eastern landscape edge. Several areas of open space within the site will create focal points for the development where suitable play spaces will serve the needs of the new community. The two ‘Gateway’ parks will provide key landmark development locations, helping to give the scheme a distinctive character. All together one Neighbourhood Area of Play (NEAP) and two Local Equipped Areas of Play (LEAPs) will be provided within the site.
- The proposed configuration and extent of development and Green Infrastructure minimises the visual impact of the development upon views from the south and east. The proposed allotments, sports pitches, ‘Greenways’ and northeast parkland combine to create a perimeter landscape along the edge of the site edge of the site.

08 DESIGN EVOLUTION

Site Aerial Image

Application Boundary

Evolution to Design Concept

The development proposals have been guided by an iterative design process. This has comprised environmental and technical work, which has included an analysis of landscape, ecology, water and drainage, heritage, and movement. It has also considered the development's relationship with Banbury and Bodicote and the surrounding context.

The following pages explore the principal components or the 'building blocks' of masterplanning. These gradually build up, layer by layer, into a series of design approaches for the site and ultimately a Design Concept.

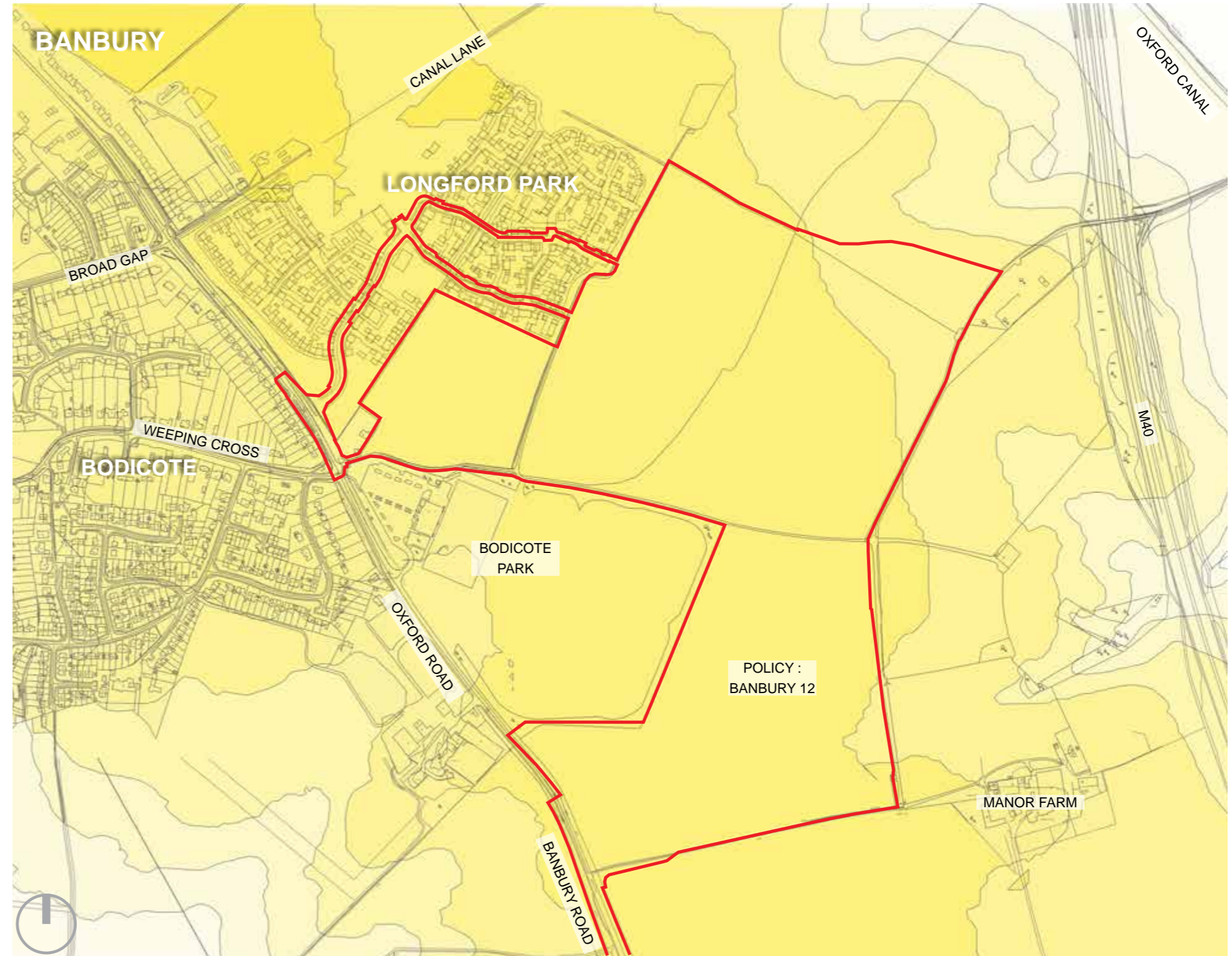


08 Design Evolution

Topography

— Application Boundary




Contours

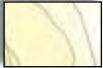


The site is relatively level and lies on a plateau of land above the Cherwell Valley.

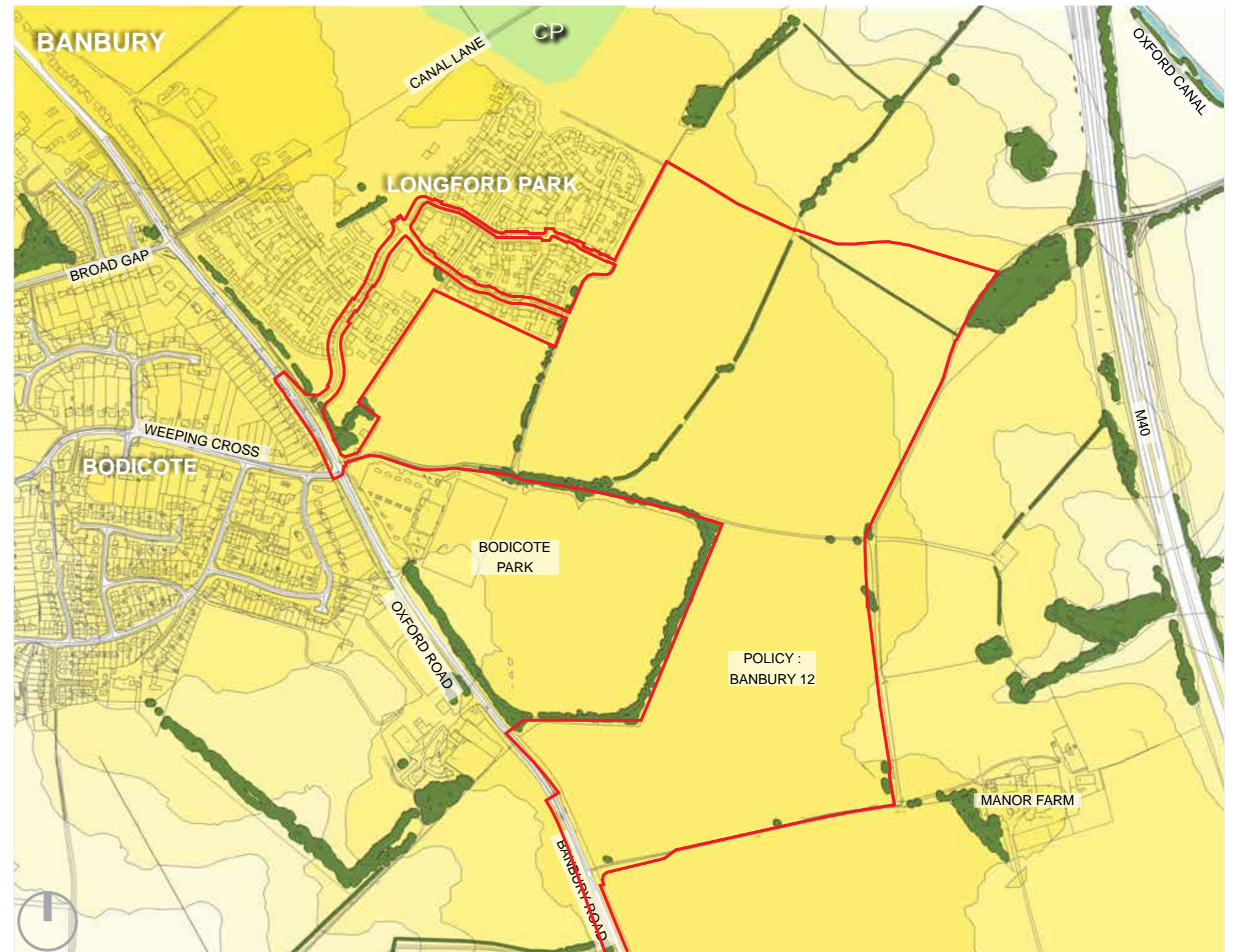
08 Design Evolution

- Application Boundary

-  Existing Hedgerows & Trees
-  Oxford Canal
-  Community Park at Longford Park

-  Contours


Landscape Components




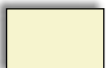
08 Design Evolution

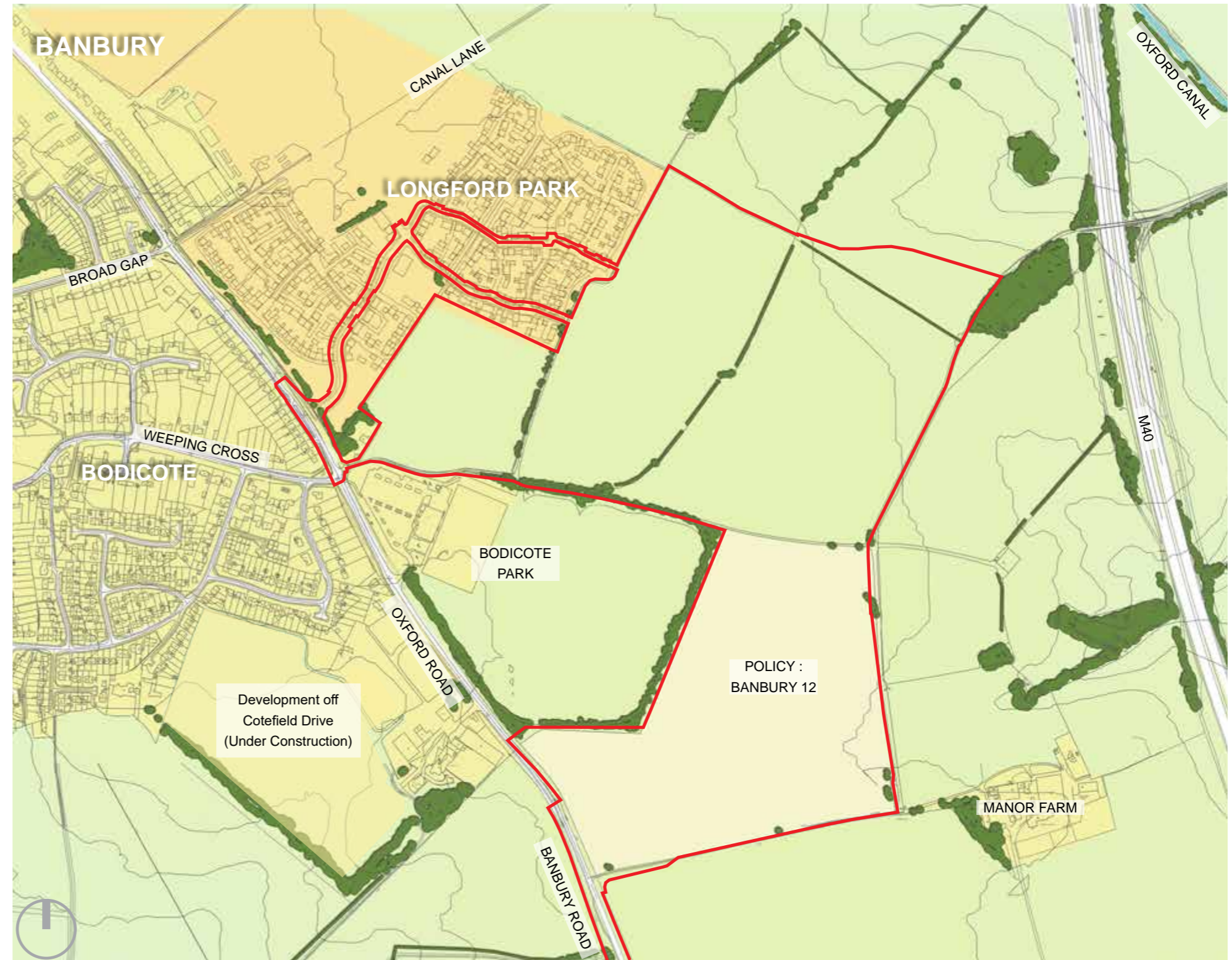
Urban Form

— Application Boundary

 Existing Urban Areas / Built Form

 Bankside Phase; Longford Park (Under Construction)

 Policy Banbury 12: Land for the Relocation of Banbury United FC and Potential Secondary School site

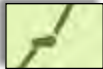


The site is contained to the west by the existing built up area of Longford Park. The proposed development would be observed within the context of the existing settlement edge.


08 Design Evolution

Heritage

— Application Boundary

 Existing Hedgerows

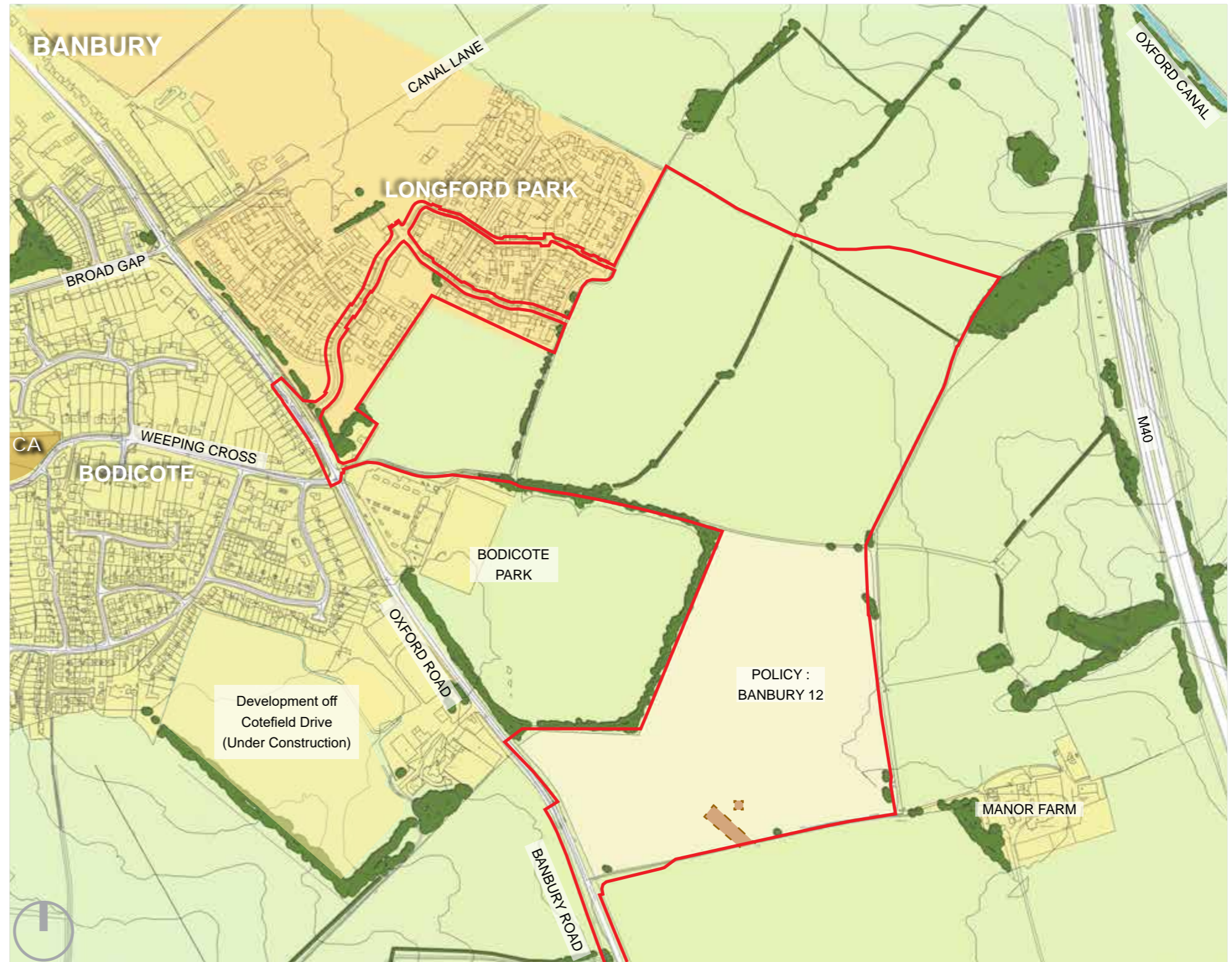
 Bodicote Conservation Area

 Below Ground Archaeological Feature
[Cursus & Roman Temple]

Bodicote Conservation Area and the older core of the village lies to the west of the site beyond the more modern edge of the village in and around the Oxford Road.

There is no intervisibility between the site and Conservation Area.

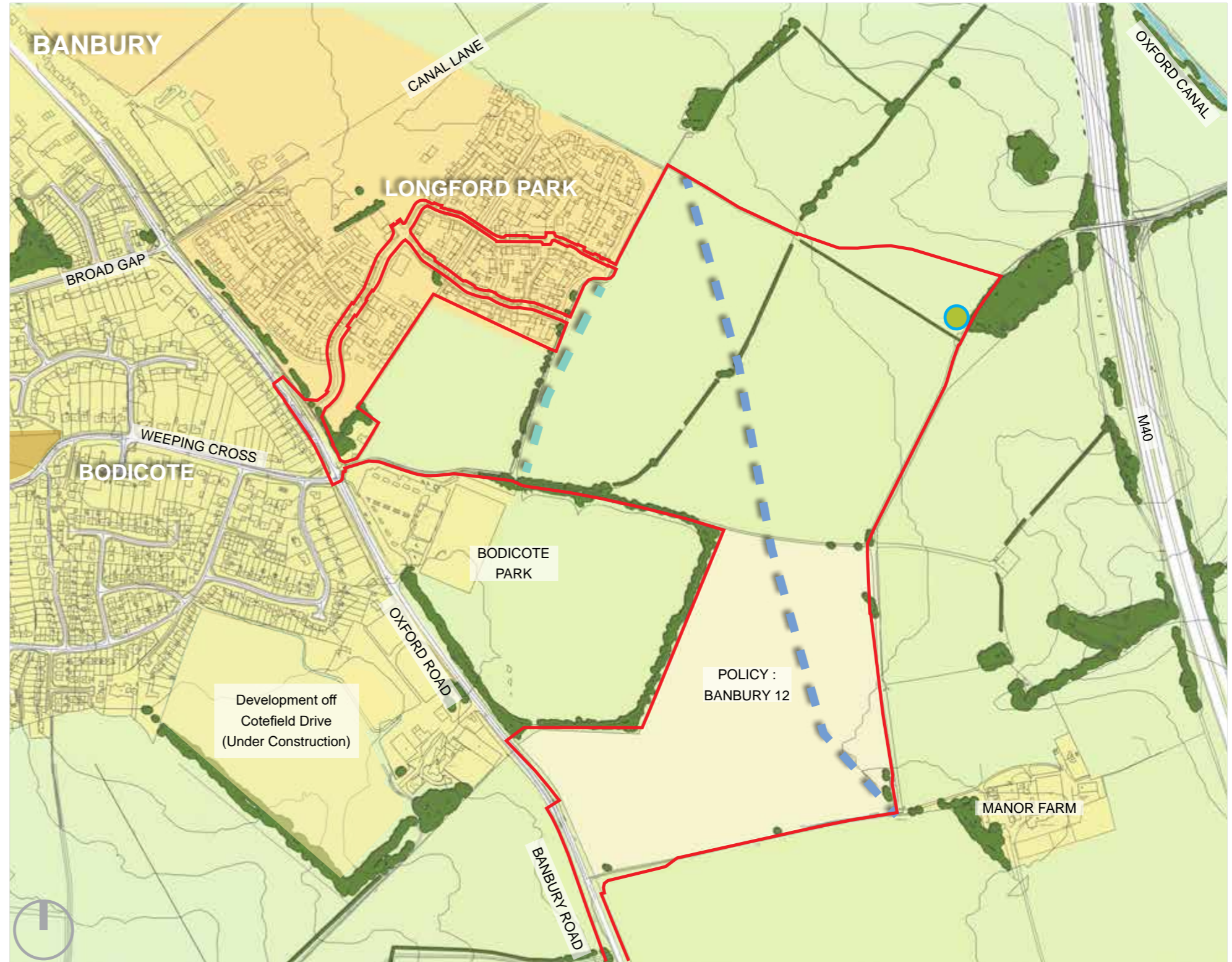
The design considers the location of Archaeological features within the south of the site. Built form is not proposed in these areas.



08 Design Evolution


Utilities








- Application Boundary
- Existing Foul Sewer Route within site
- Mains Water Pipe Route within site
- Potential Foul Pumping Station location



08 Design Evolution

Movement

-  Application Boundary

-  Proposed Main Vehicular Site Access
-  Main Site Access Route
-  Existing Main Routes
-  A4260 Oxford Road
-  Motorway
-  Existing Public Footpath
-  Potential Footpath links



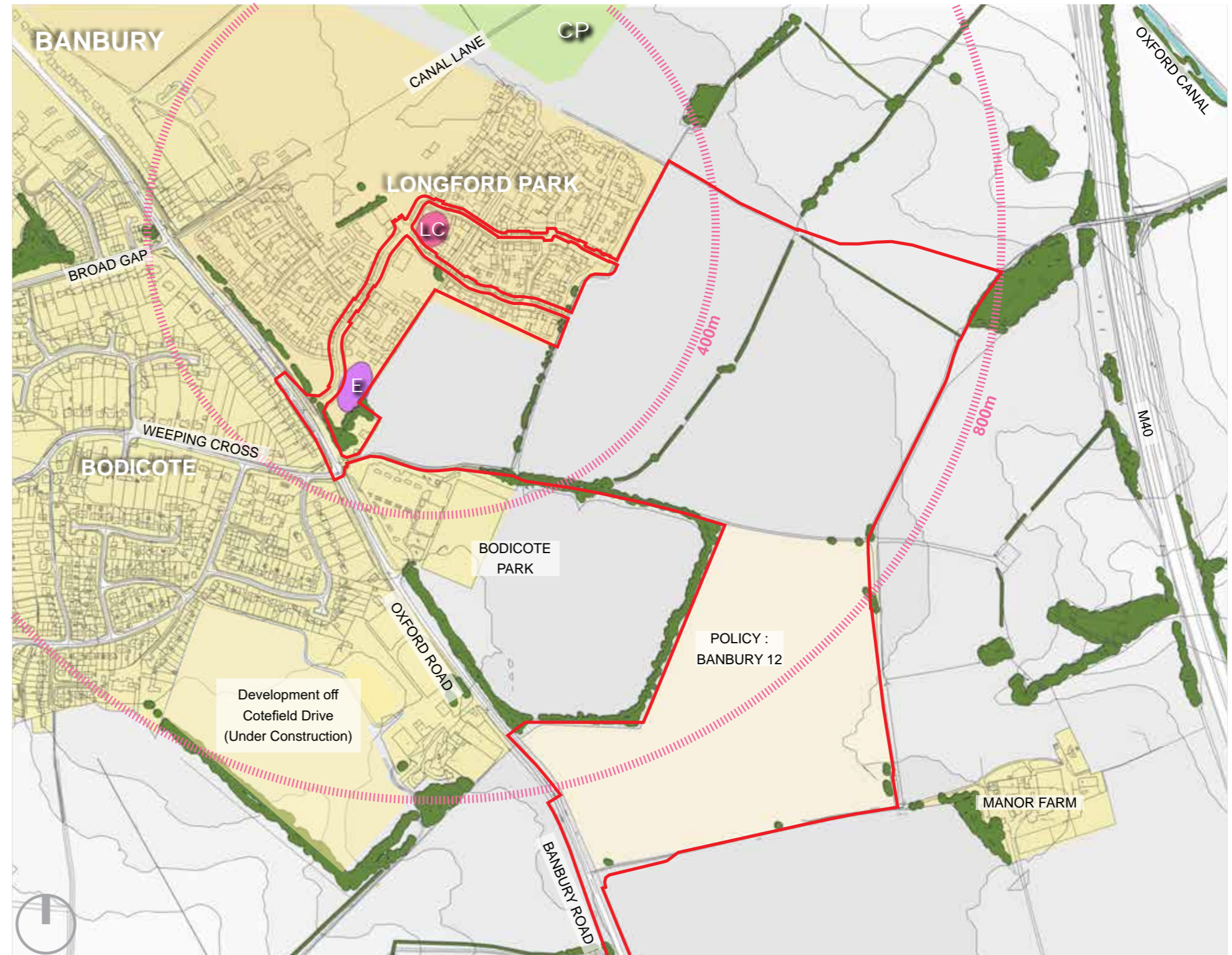
08 Design Evolution

- Application Boundary

-  Approved Local Centre (Longford Park)
-  Approved Employment Area (Longford Park)
-  Community Park at Longford Park
-  Distance from Local Centre

The proposed residential development would be within 800m (10 mins walking) distance of the approved Longford Park Local Centre. The Development street network and its Greenways will connect with the existing routes within Longford Park - thus ensuring that there is good accessibility to Longford Park's approved Local Centre, Employment and its Community Park.

Accessibility



08 Design Evolution

Application Boundary

-  Gateway Park
-  Community Park at Longford Park
-  Proposed SuDS
-  Landscape Planting to Development Edge
-  Proposed Sports Area
-  Proposed Allotments
-  Existing Public Footpath
-  Potential Play Area location within Public Open Space
-  Hedgerows and trees conserved within corridors of greenspace
-  Potential Footpath links

Green Infrastructure

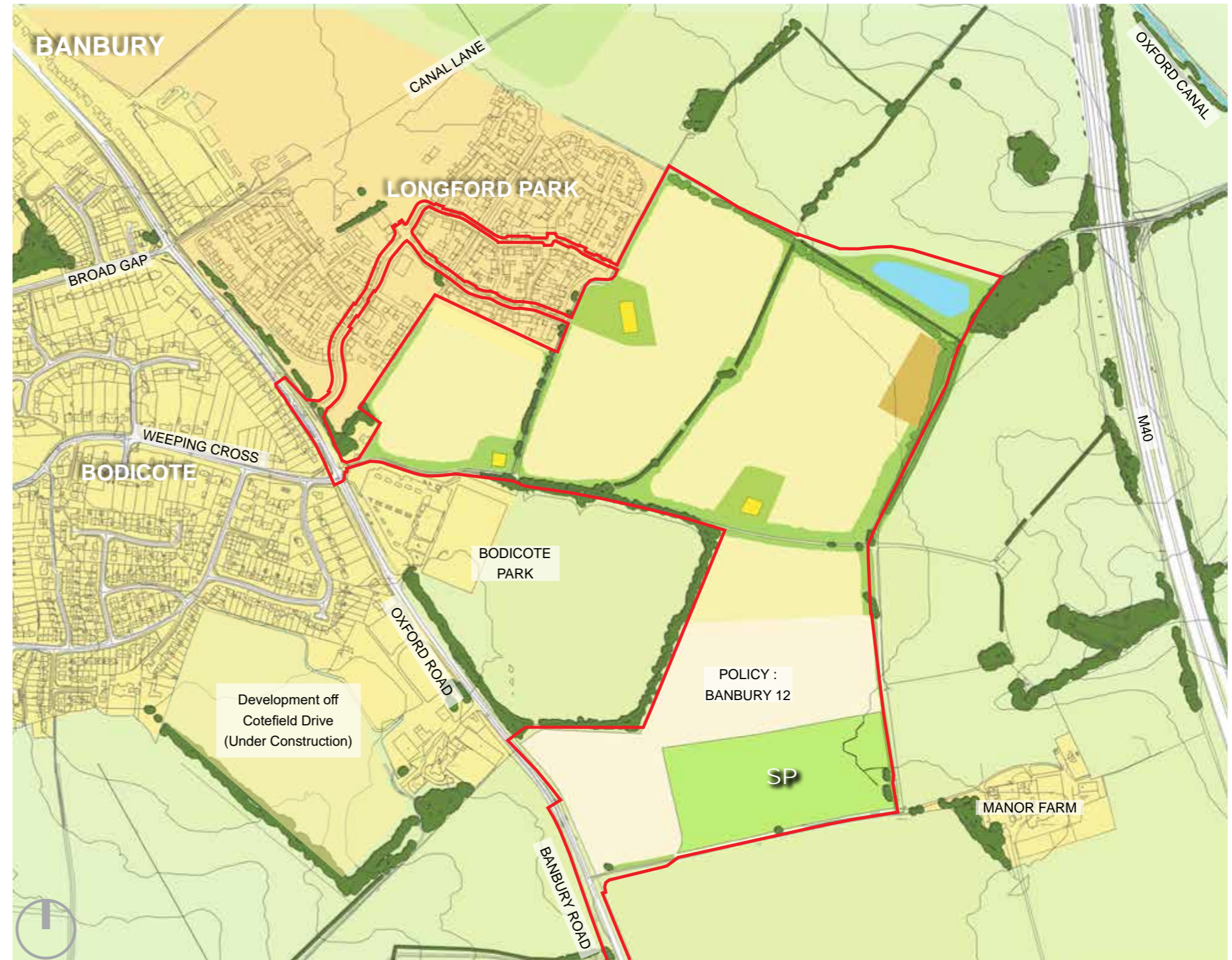


08 Design Evolution

- Application Boundary

- Proposed Development Parcels
- SP Proposed Sports Area

Development Parcels



The existing landscape of hedgerows that are supplemented by additional habitats provide a framework for development parcels.

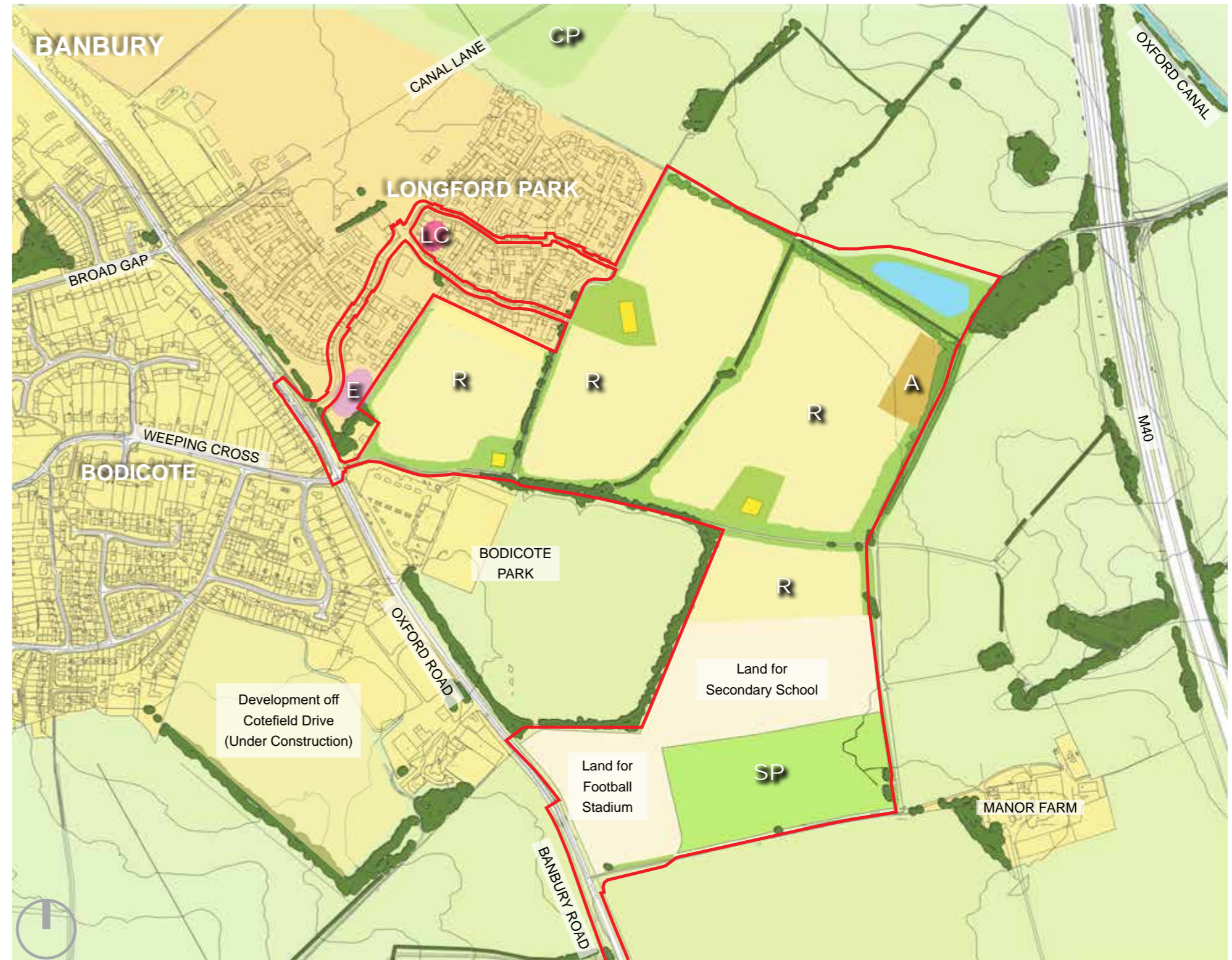
A broad area of greenspace is located along the eastern and southern edges of the site to provide an appropriate transition between the new built form and the wider landscape.

08 Design Evolution

Land Uses

- Application Boundary

- R Residential Development
- [Pattern] Longford Park (Under Construction)
- SP Proposed Sports Area
- CP Community Park at Longford Park
- [Pattern] Potential Play Area location within Public Open Space
- LC Local Centre (Longford Park)
- E Employment Area (Longford Park)
- A Potential Allotments Location
- [Pattern] Greenspace Habitat Creation & Open Space
- [Pattern] Policy Banbury 12: Land for the Relocation of Banbury United FC and Potential Secondary School site



The remaining land within the Banbury 12 allocation area will be safeguarded for the relocation of Banbury United FC and Potential Secondary School.

08 Design Evolution

- Application Boundary

- R Proposed Residential Development
- Bankside Phase; Longford Park (Under Construction)
- SP Proposed Sports Area
- Potential Play Area location
- CP Community Park Bankside Phase 1 (Longford Park)
- LC Local Centre (Longford Park)
- E Employment Area (Longford Park)
- A Potential Allotments Location
- Greenspace Habitat Creation & Open Space

- A4260 Oxford Road
- Main Vehicular Site Access
- Main Access Route
- Existing Public Rights of Way
- Potential Greenways (Informal Recreational Routes)

- Existing Urban Areas / Built Form

- Contours

Design Concept



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

-  Other land within control of applicant
-  Safeguarded Land (Not development for which planning permission is sought. Not included in the Environmental Impact Assessment) 9.61ha
- Built Development**
-  Residential (up to 825 units @ 37 dph overall) 22.74ha
 -  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 (to include minimum 2.30ha sports facility area with separate parking facility) 2.73ha
-  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 1000m² activity zone; 8800m² including buffer 0.88ha
-  LEAP 400m² activity zone; 3600m² including buffer 0.72ha
-  Allotments 0.75ha



09 Use & Amount: The Development Proposals

Figure 7: Masterplan: Indicative Layout

- Site Boundary
- Safeguarded Land (Not development for which planning permission is sought. Not included in the Environmental Impact Assessment)
-  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
-  Allotments
-  Equipped Play Facilities
-  Detention Basin
-  SUD's
-  Potential Foul Pumping Station Location
-  Vehicular Connections into Longford Park [Bankside Phase 1]
-  Main access into site from Banbury Road





Central hedgerow maintained as key feature within the development

Southern Gateway Park

Future Secondary School

Longford Link Gateway Park adjacent to vehicular links to Longford Park residential development

Outdoor sports facilities

Access onto A4260 adjacent to future Banbury FC relocation site

Sandhill Park with attenuation feature

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

10 Placemaking: Character Areas, Blocks & Plots

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



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.



Predominantly ironstone facades mixed with red brick and partially rendered buildings.

Avenue street trees line Primary street



Central Heart illustrative sketch

Red brick wall defines private frontage

Perpendicular bays along street for visitor parking

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



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

Black timber cladding for some smaller buildings / garages

Metal railings define private frontages

10 Placemaking: Character Areas, Blocks & Plots

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



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

10 Placemaking: Character Areas, Blocks & Plots

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.



Use of stone walls between buildings to help provide continuous frontage to street form

Use of undercroft access to rear of building parking areas



Southern Gateway illustrative sketch

Low brick wall to define private frontages

Higher number of buildings of up to 2.5 storey

10 Placemaking: Character Areas, Blocks & Plots

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



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.

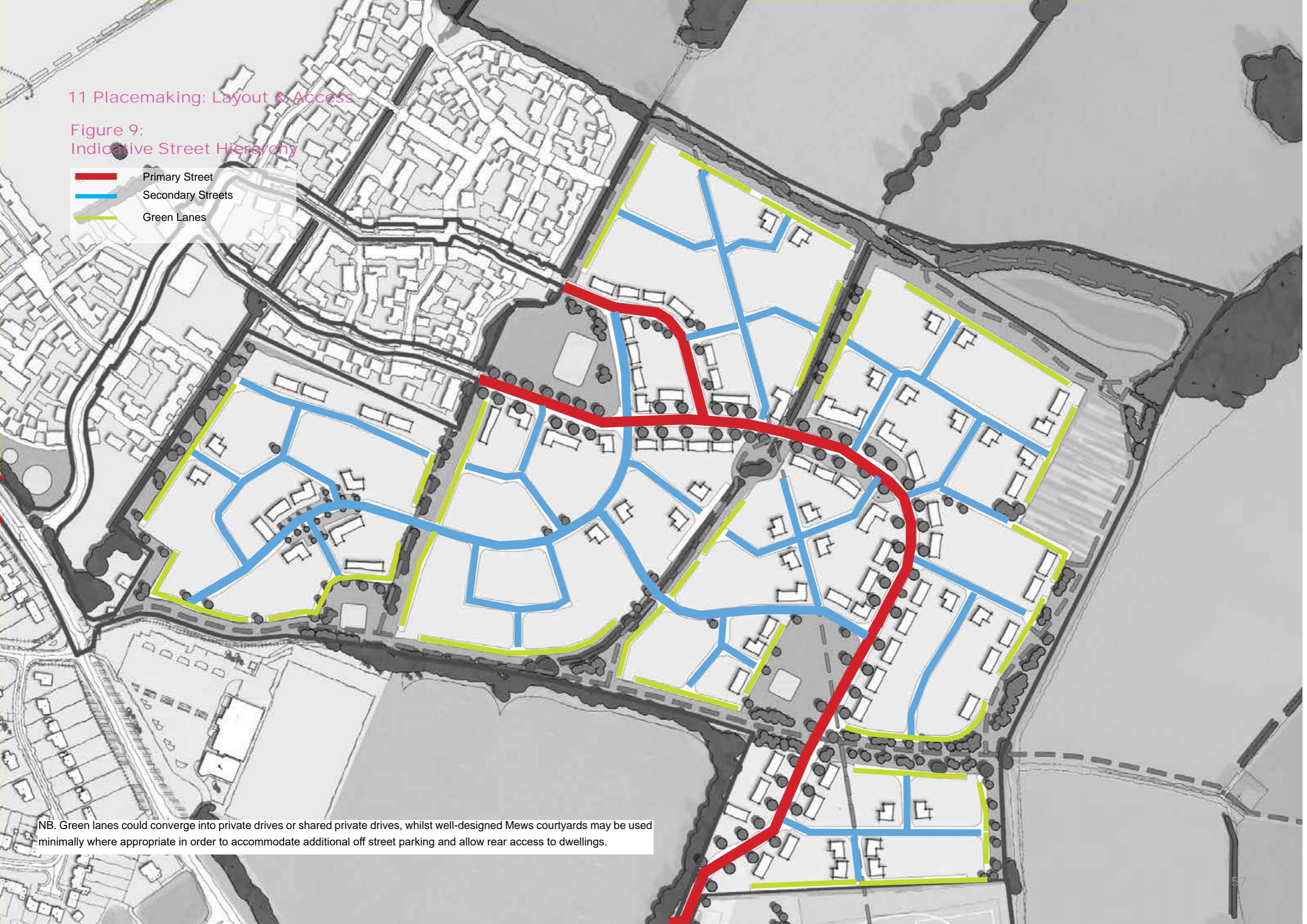
These 'street types' will allow users to navigate through the development where a series of feature squares will provide opportunities to help define the character across the site, such as the Southern Gateway park focal area and Central Heart urban focal area, for example.

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

- Primary Street
- Secondary Streets
- Green Lanes



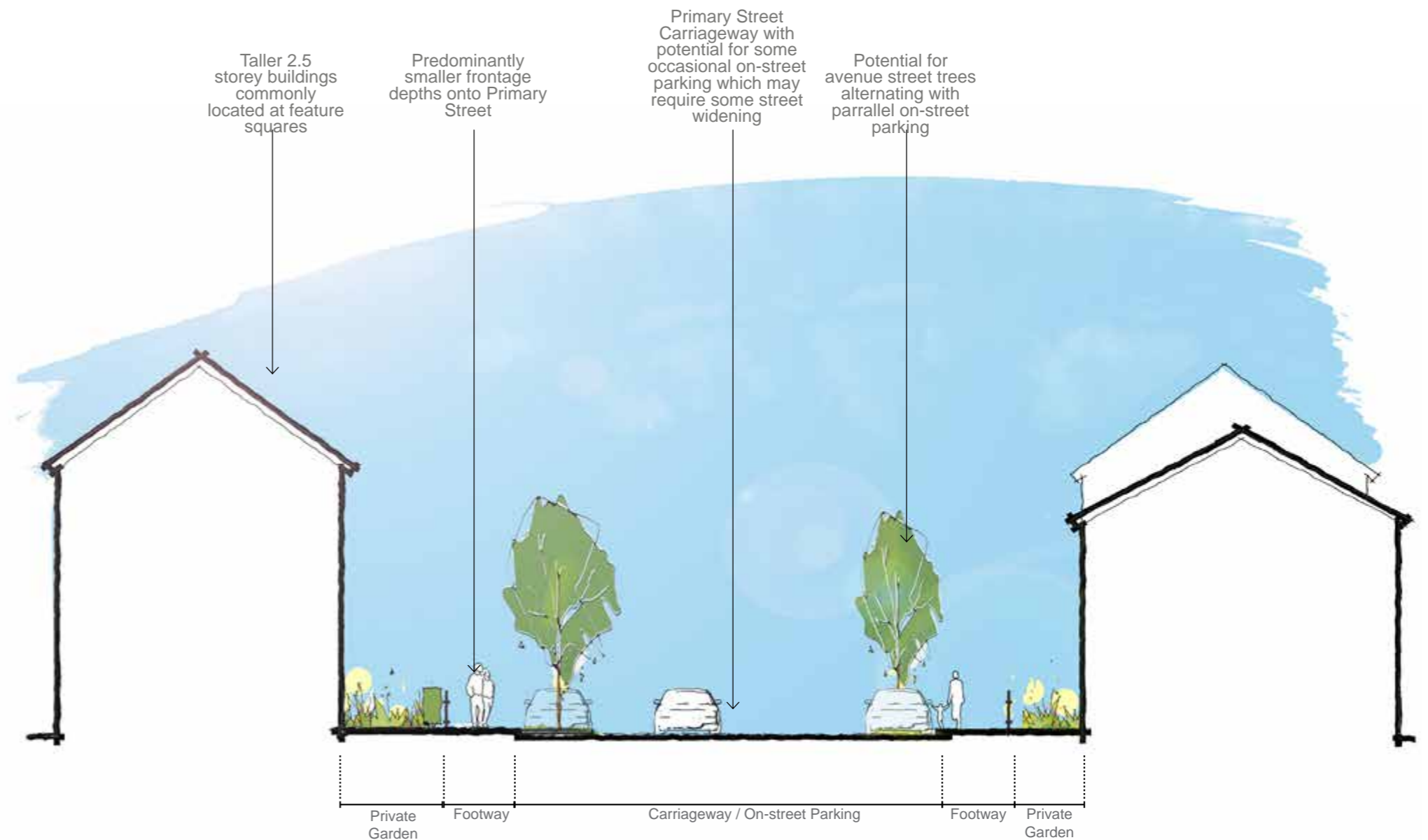
NB. Green lanes could converge into private drives or shared private drives, whilst well-designed Mews courtyards may be used minimally where appropriate in order to accommodate additional off street parking and allow rear access to dwellings.

11 Placemaking: Layout & Access

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.



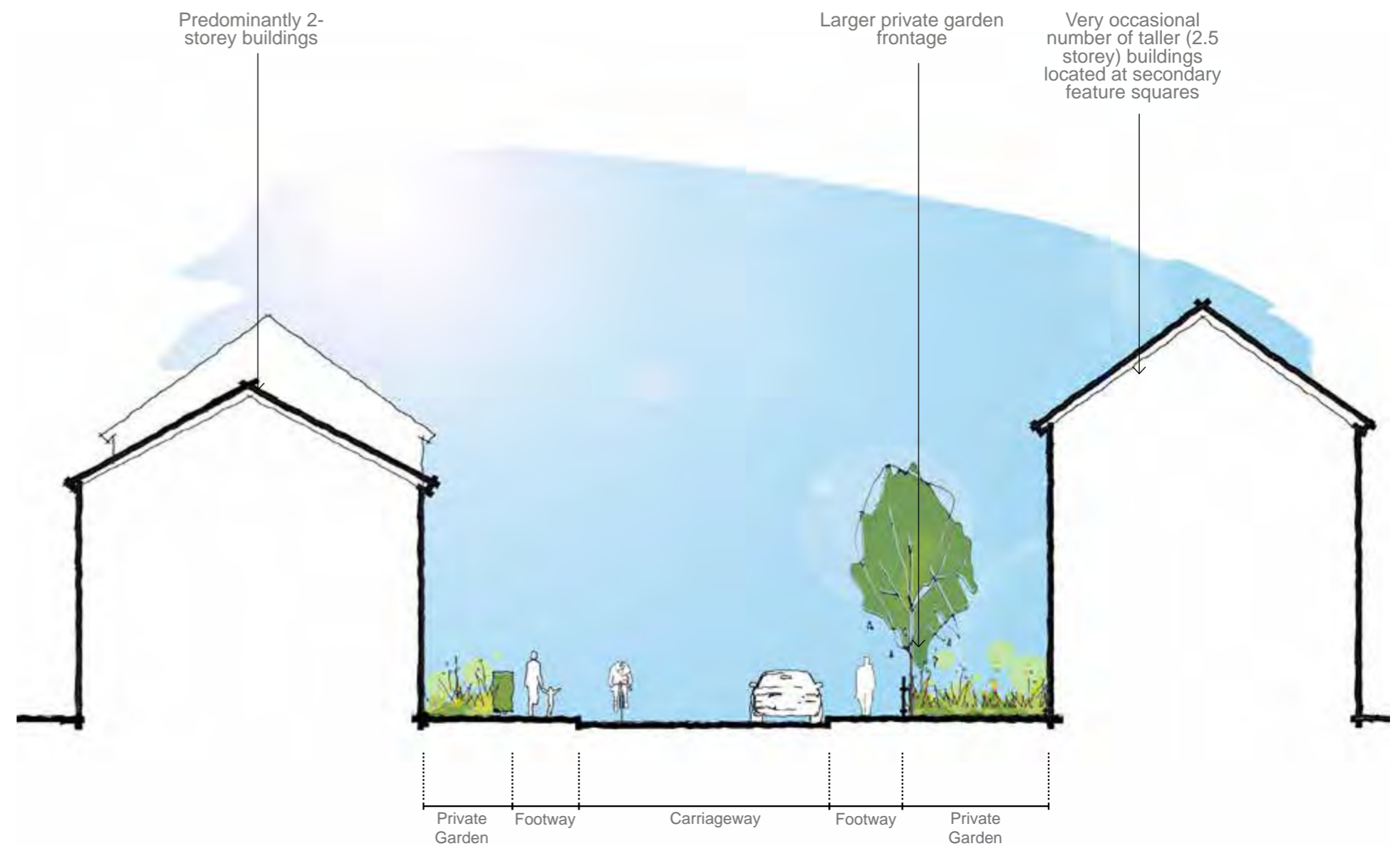
Typical Illustrative Section:
Primary Street

11 Placemaking: Layout & Access

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.



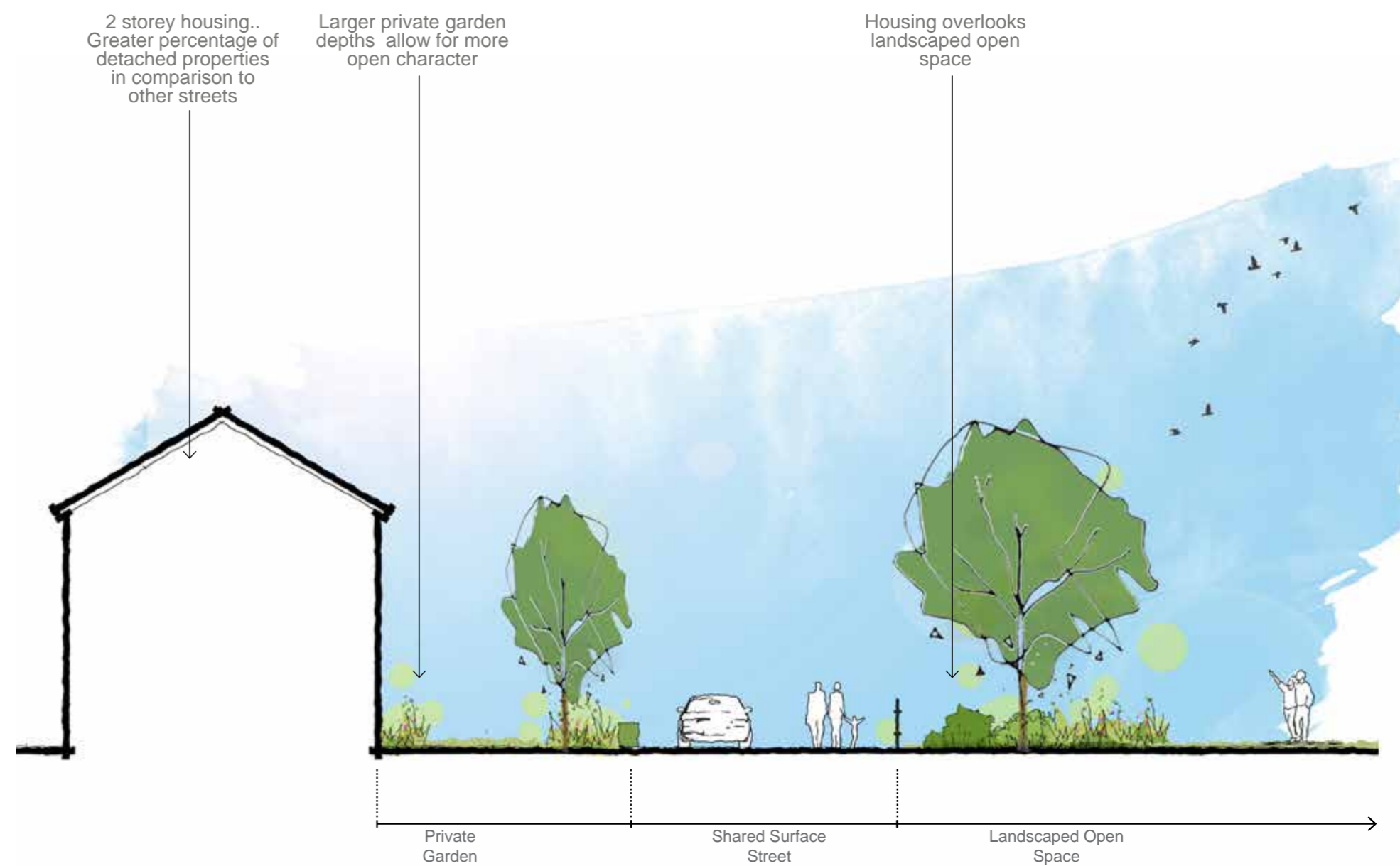
Typical Illustrative Section:
Secondary Street

10 Placemaking: Layout & Access

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

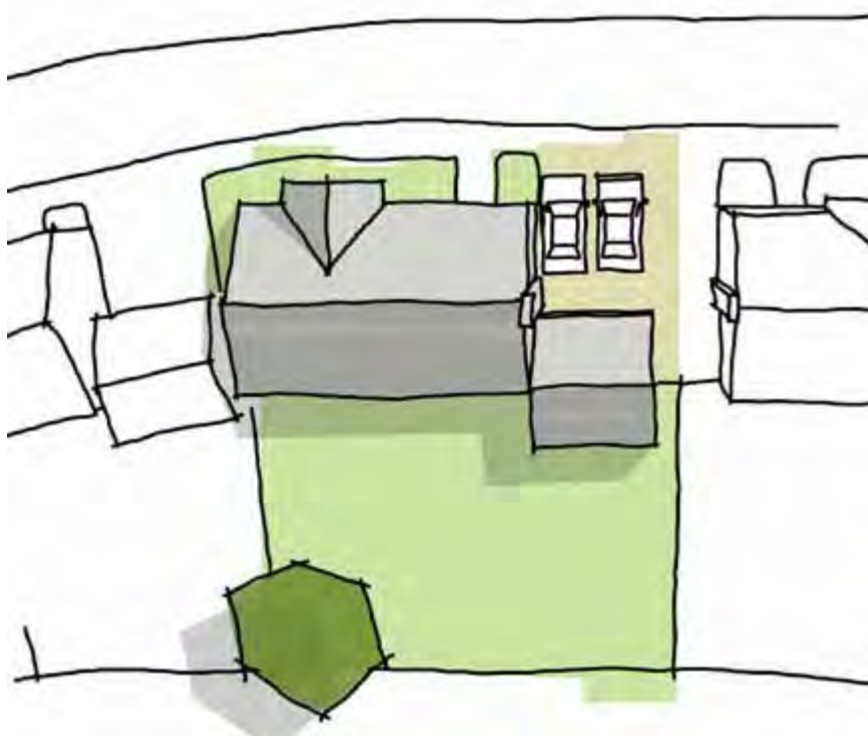
11 Placemaking: Layout & Access

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.



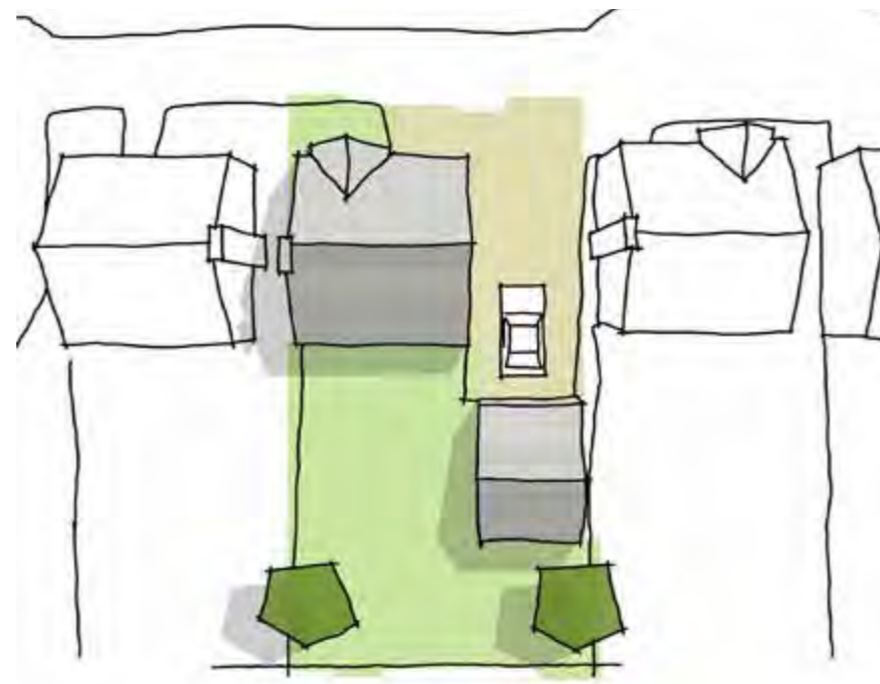
Typical on-plot parking approaches

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.

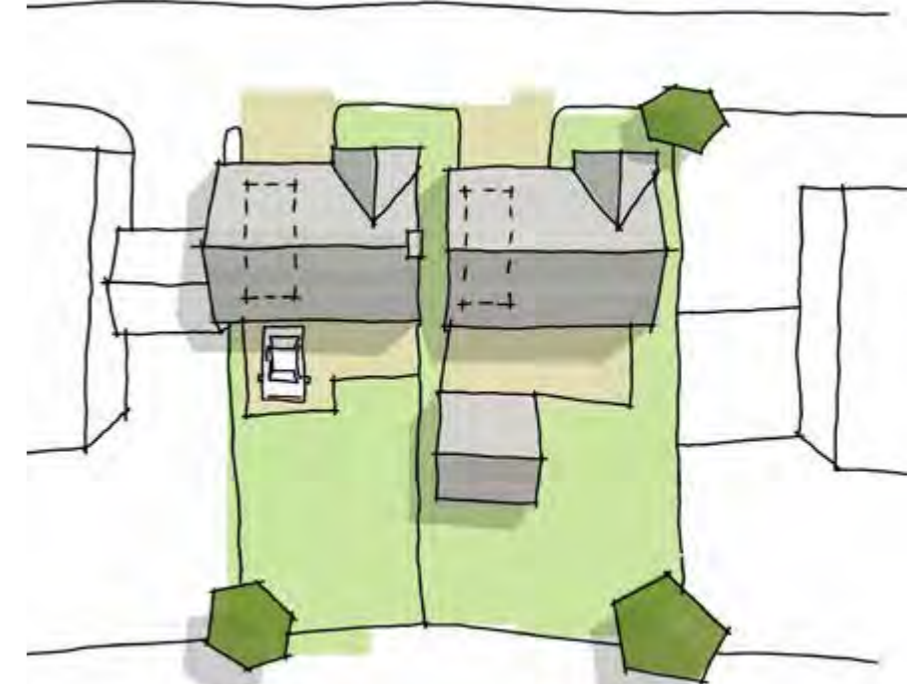
On-street parking will need to be carefully designed to ensure that it does not dominate the street or effect pedestrians, cyclists and vehicle movement.

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.



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.

12 Placemaking: Scale

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

- Residential
(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)



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 palette 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).

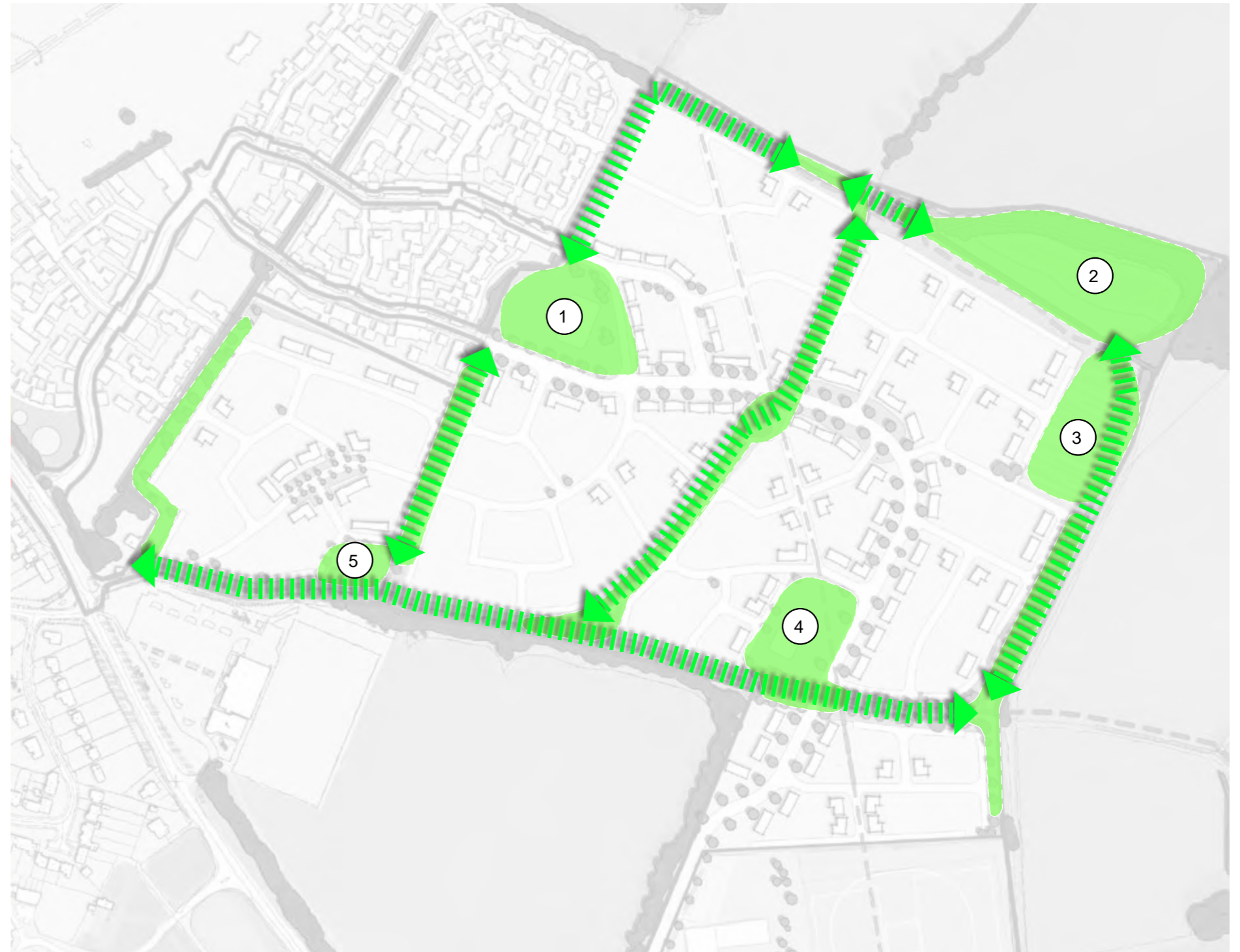
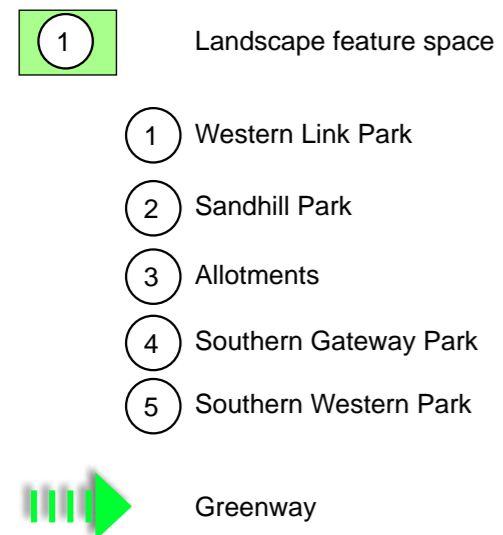


Figure11: Landscape Strategy Schematic

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

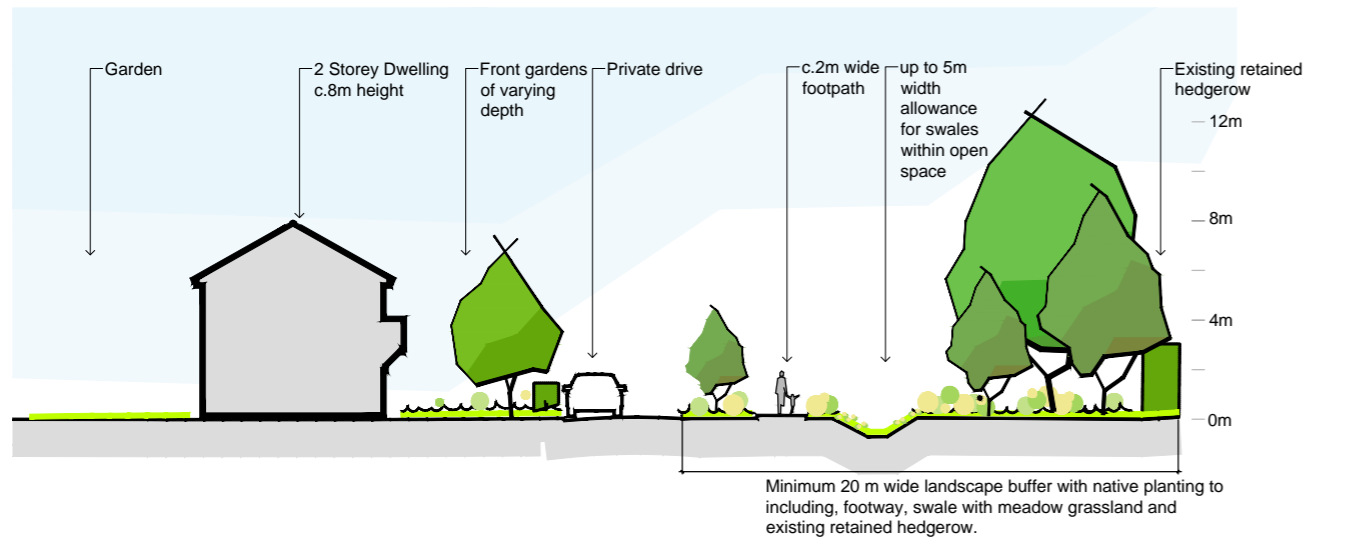
Greenway Sections

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.

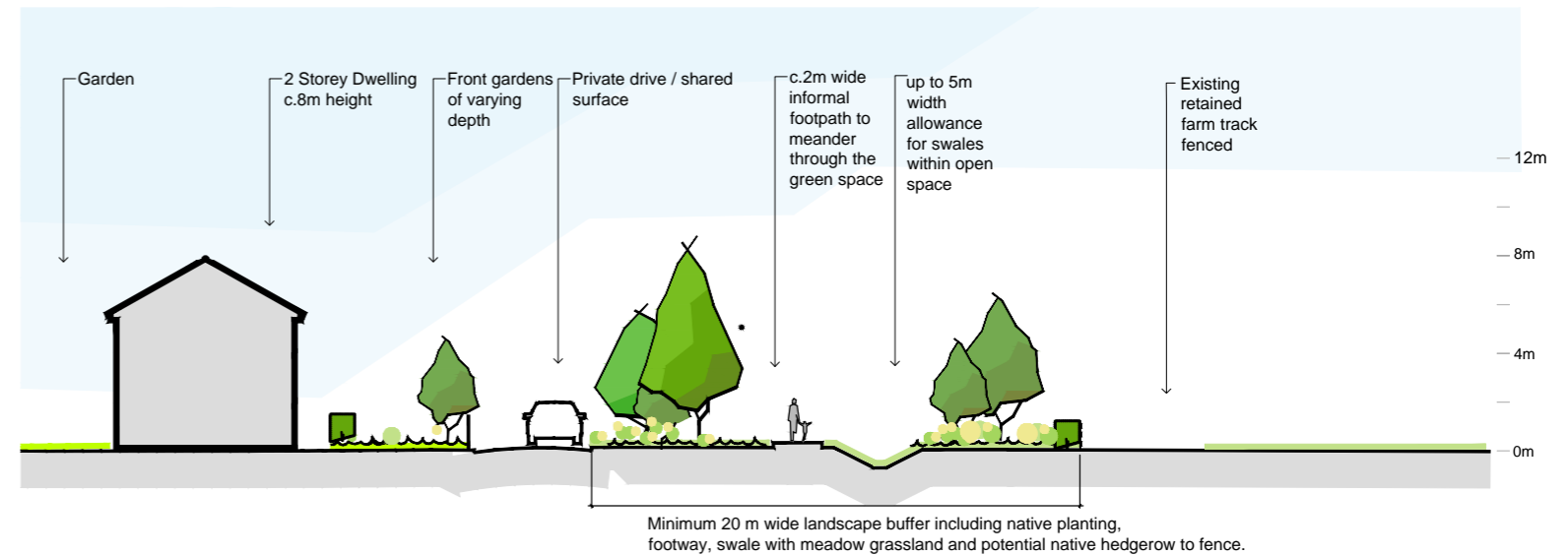
Eastern Edge

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

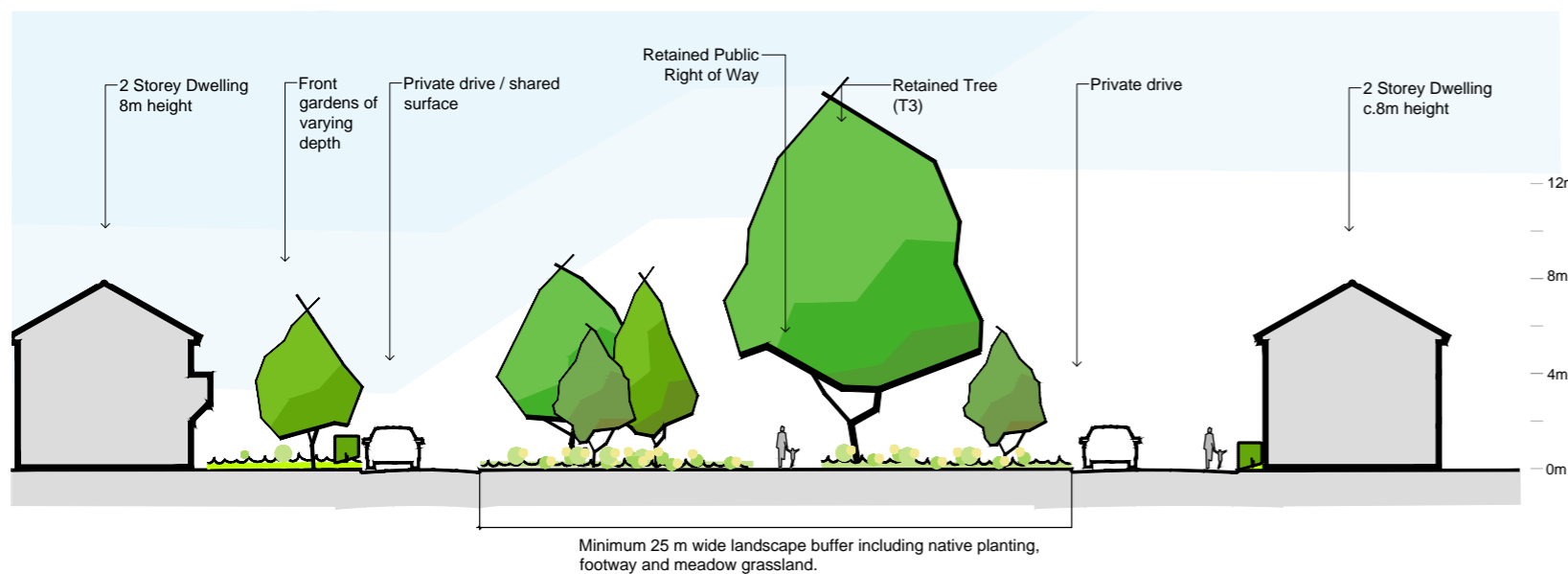
greenways will consist of a 20m wide landscaped buffer including access paths and drainage swales. Planting within the corridor will not attempt to fully screen the proposed built development in a dense linear fashion, but instead will be more intermittent and naturalistic (Ref: Figure 10) for a more 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

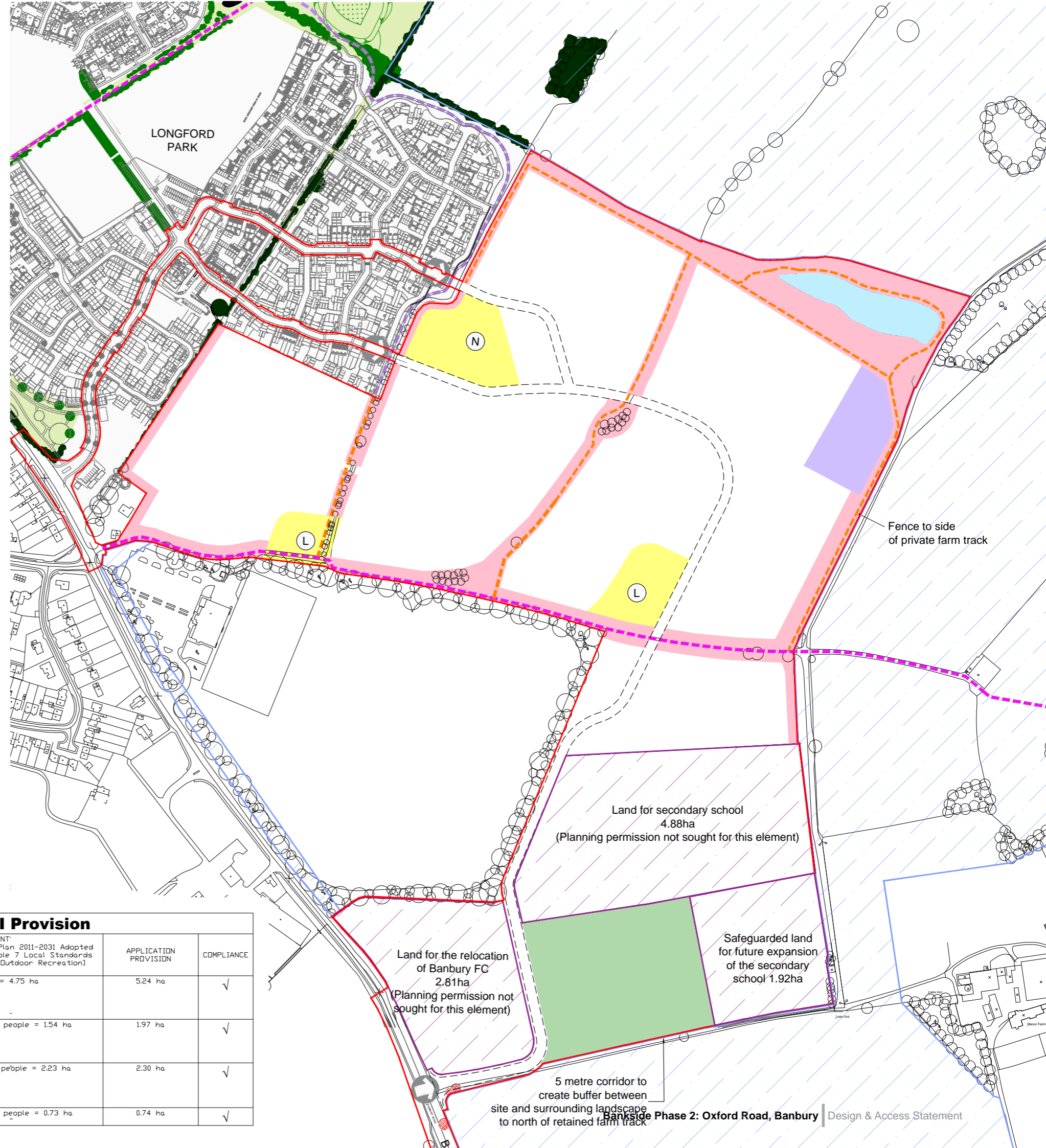


Section Location Plan

13 Landscape: Open Space Parameters

Figure 12:
Open Space Parameters Plan

- Site Boundary 46.92ha
- Other land within control of applicant
- Safeguarded Land (Not development for which planning permission is sought. Not included in the Environmental Impact Assessment) 9.61ha
- 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)
- 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			
TYPOLGY	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

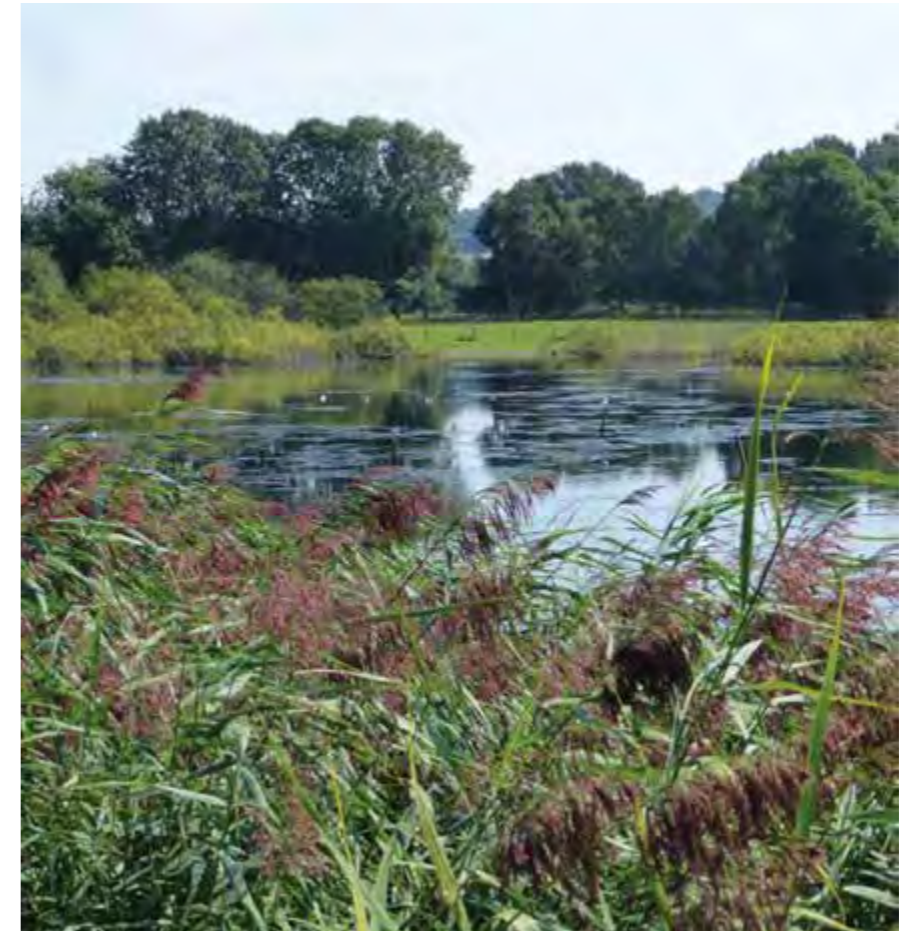
The proposals will create a new place that is sustainable and will seek to meet the needs of its new community and its future generations.

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.

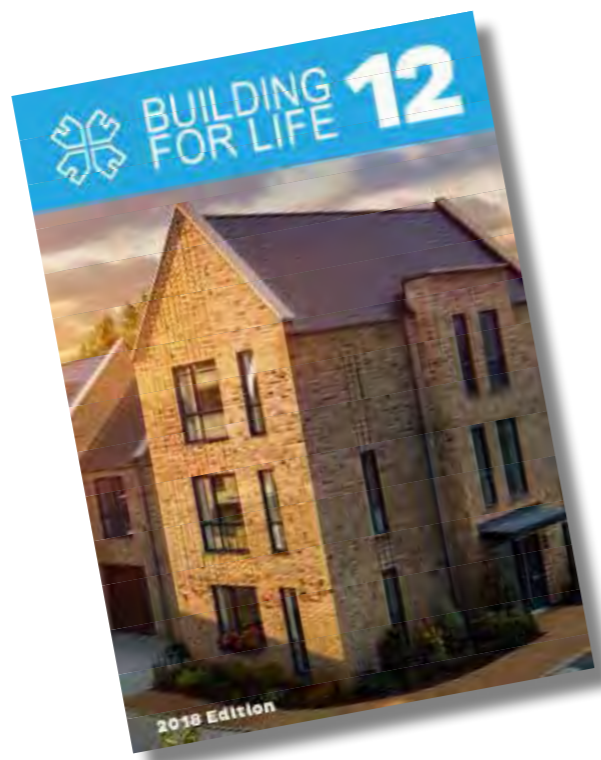
17 BUILDING FOR LIFE 12

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 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

