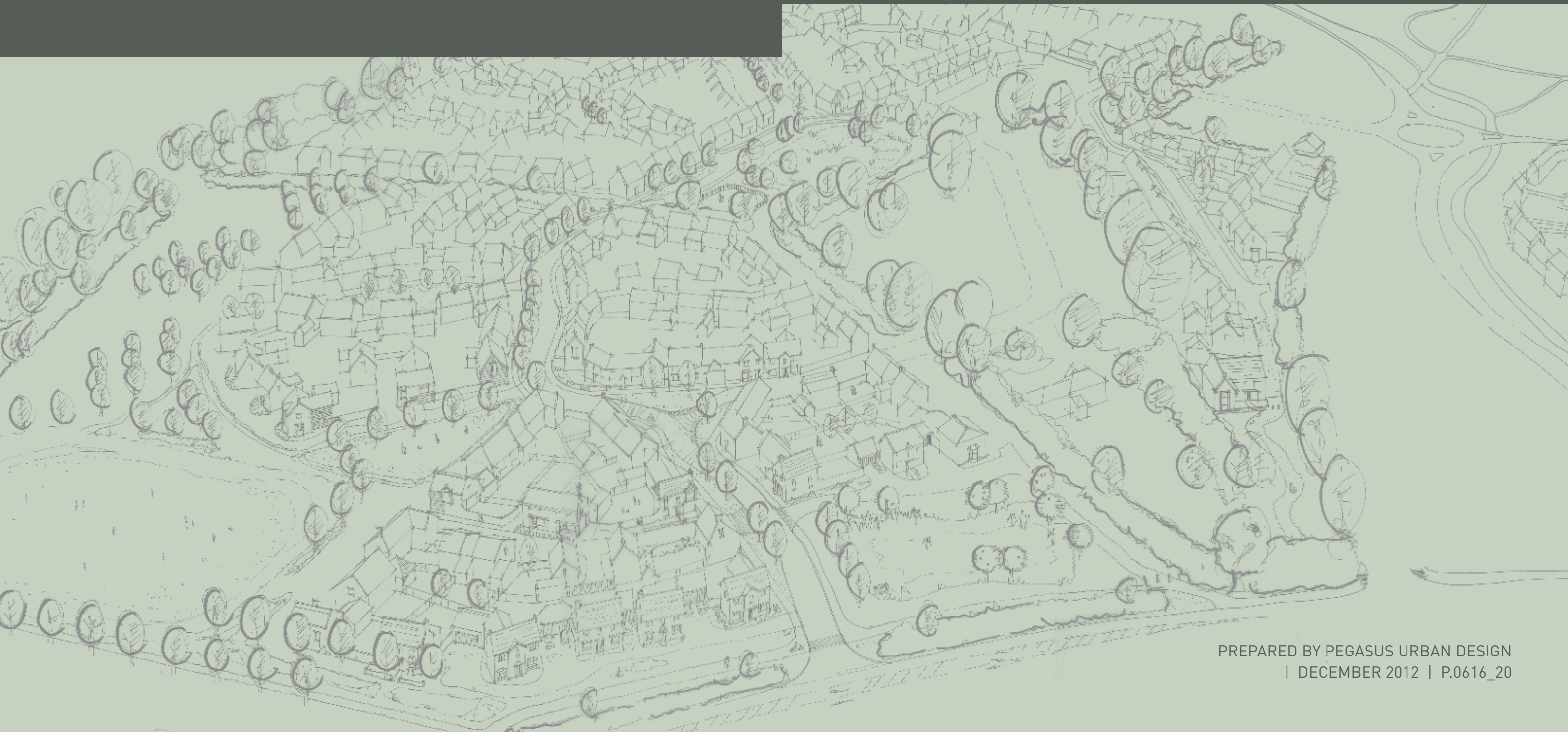


NORTH HANWELL FIELDS, WARWICK ROAD PHASE, BANBURY

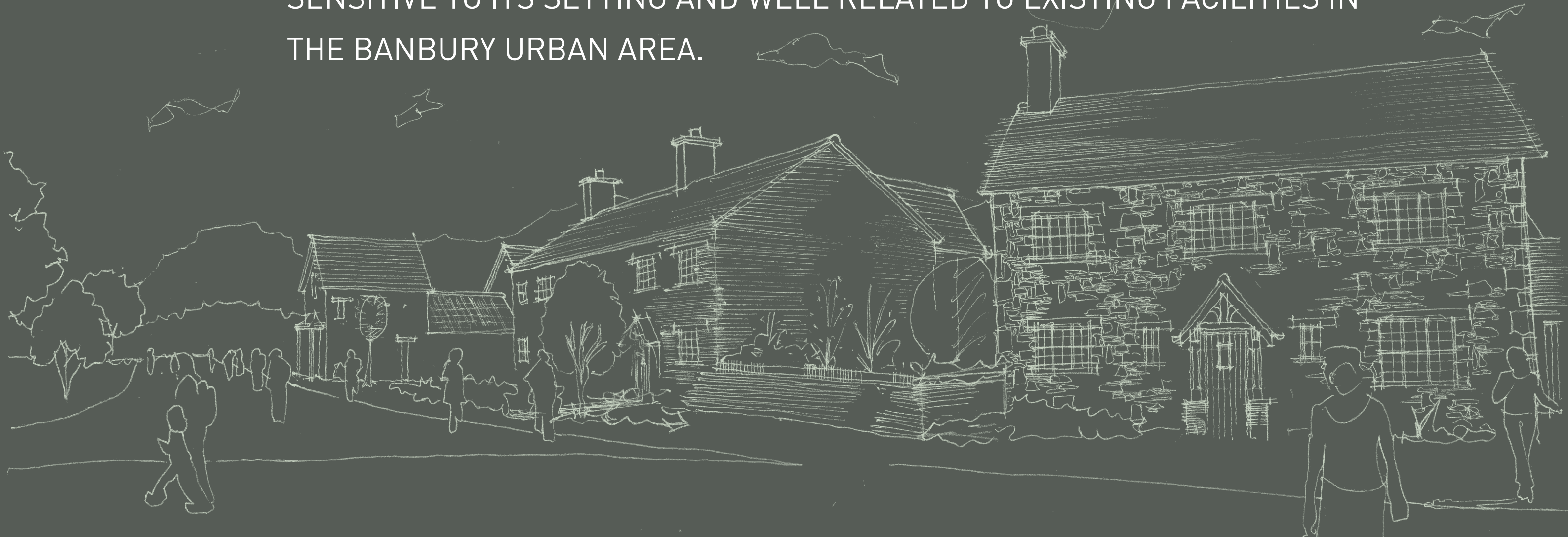
DESIGN AND ACCESS STATEMENT



PREPARED BY PEGASUS URBAN DESIGN
| DECEMBER 2012 | P.0616_20

VISION FOR NORTH HANWELL FIELDS

TO PRODUCE A SUSTAINABLE LIVING ENVIRONMENT WITH A CLEAR AND DISTINCTIVE IDENTITY INCORPORATING A BALANCED MIX OF HIGH QUALITY HOMES IN AN ATTRACTIVE SETTING WITH NEW OPEN SPACE INCORPORATING STRATEGIC LANDSCAPING TO CREATE A DEVELOPMENT SENSITIVE TO ITS SETTING AND WELL RELATED TO EXISTING FACILITIES IN THE BANBURY URBAN AREA.



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SUMMARY

NOTE: this document is designed to viewed as A3 double sided.



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INTRODUCTION

1

This statement has been prepared by Pegasus Urban Design on behalf of Persimmon Homes Ltd





1 INTRODUCTION

PURPOSE OF THE DOCUMENT

1.1 This Statement has been prepared by Pegasus Urban Design on behalf of Persimmon Homes Ltd to accompany an Outline Planning Application that is to be submitted to Cherwell District Council, consisting of a residential development in a well landscaped setting on land east of Warwick Road, Banbury.

1.2 This statement has been prepared in accordance with Article 8 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 which requires certain applications to be accompanied by a Design and Access Statement. Reference has also been made to DCLG Circular 01/2006 and the Commission for Architecture and the Built Environment’s (CABE) guidance on ‘Design and Access Statements: How to write, read and use them’ (CABE, 2006).

1.3 The purpose of this statement is to explain;

“the design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with”

(para. 80, DCLG Circular 01/2006).

1.4 The Town and Country Planning (Development Management Procedure) (England) Order 2010 also states the following requirements:

“(2) An application for planning permission to which this article applies shall be accompanied by a statement (“a design and access statement”) about:

- a. the design principles and concepts that have been applied to the development; and
- b. how issues relating to access to the development have been dealt with.

(3) A design and access statement shall —

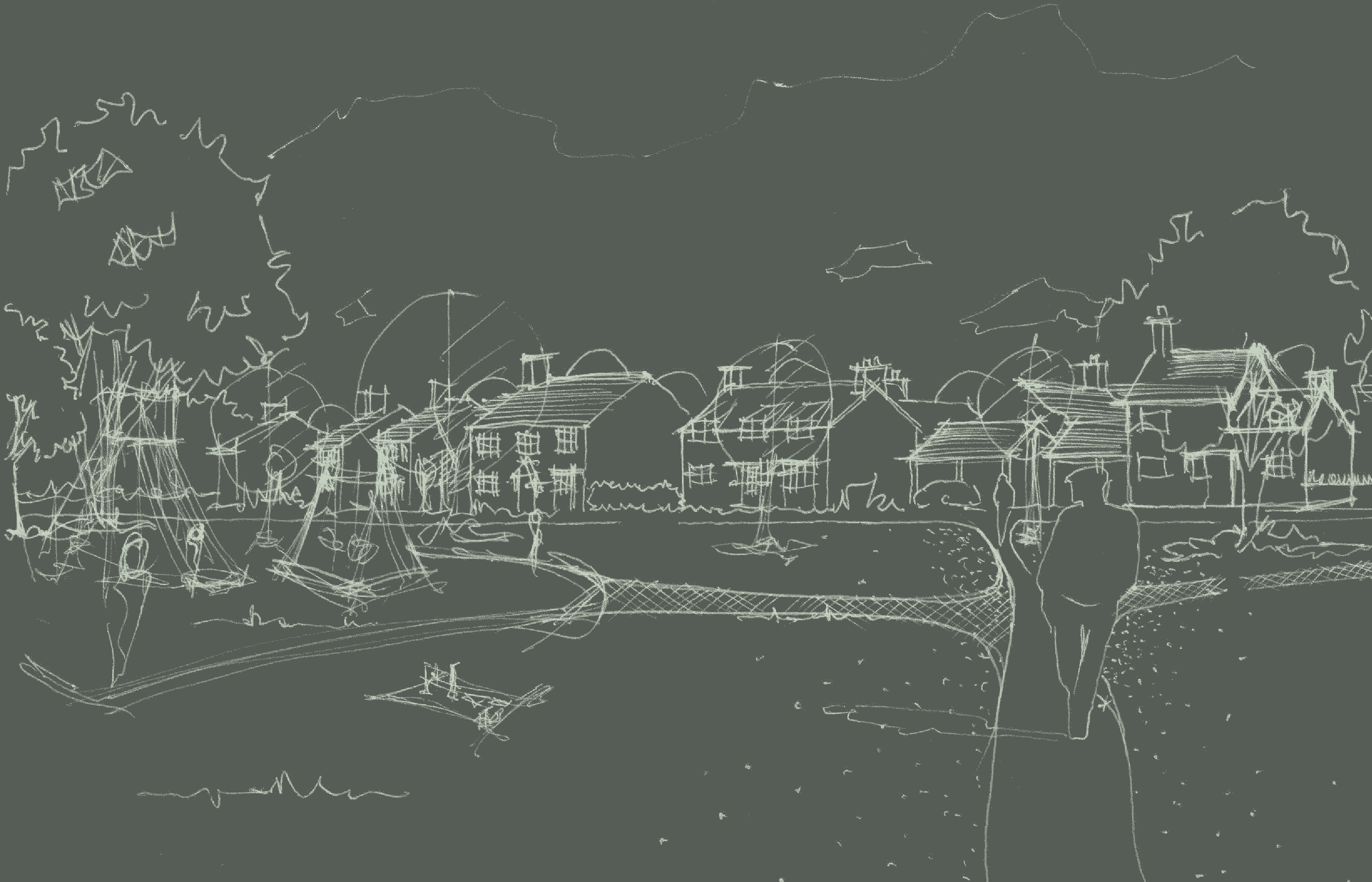
- a. explain the design principles and concepts that have been applied to the following aspects of the development —
 - i. amount;
 - ii. layout;
 - iii. scale;
 - iv. landscaping;
 - v. appearance; and
- b. demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account in relation to its proposed use.

(4) A design and access statement shall also —

- a. explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- b. state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- c. explain —
 - i. how any specific issues which might affect access to the development have been addressed;
 - ii. how prospective users will be able to gain access to the development from the existing transport network;
 - iii. why the main points of access to the site and the layout of access routes within the site have been chosen; and
 - iv. how features which ensure access to the development will be maintained”.

1.5 This statement achieves this within the following sections:

- **Section 1: Introduction**
Outlines the purpose of the document;
- **Section 2: Assessment**
Considers the site and its surroundings in terms of the physical, social and planning context as part of Article 8(3)(b) and 8(4)(a) GDMPO 2010 requirements;
- **Section 3: Design Principles**
Presentation of the design principles that have been derived from a combination of Government Policy, site assessment, public consultation and design evolution as referred to within Article 8(3)(b) GDMPO 2010;
- **Section 4: Design Proposals**
Presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance, as required within Article 8(3)(a) & (4)(c) GDMPO 2010.
- **Section 5: Summary**
This statement should be read in conjunction with the Outline Planning Application Environmental Statement and its accompanying documents including the Planning Statement, Transport Statement, Ecology Assessment, Flood Risk Assessment and Statement of Community Involvement.

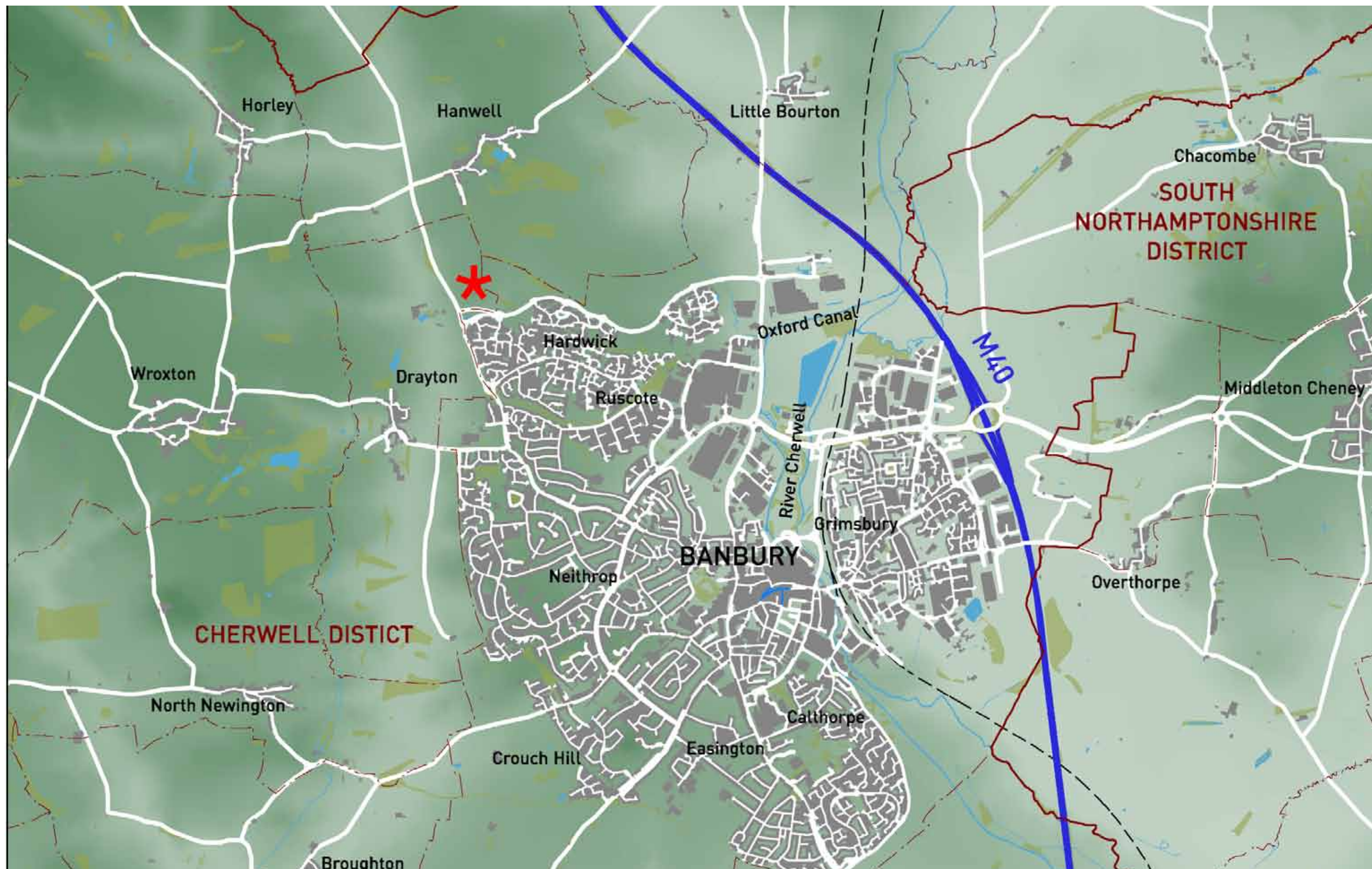


ASSESSMENT

2

This section provides a summary of the assessment of the site and its surroundings that has been undertaken.



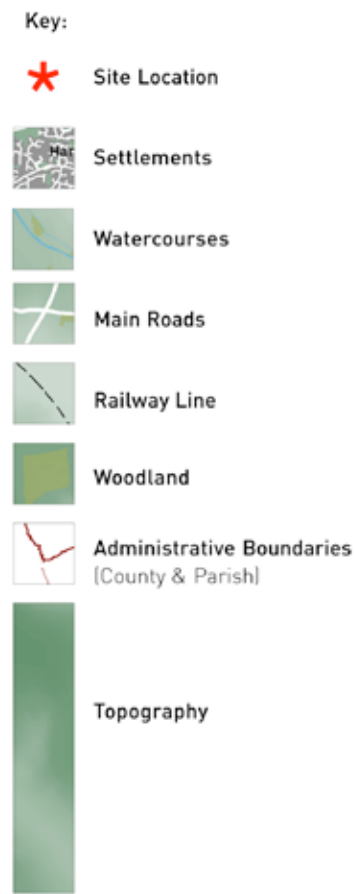


PHYSICAL CONTEXT PLAN

2 ASSESSMENT

CONTEXT

- 2.1
- The site is located to the northern edge of Banbury, a historic market town with a population of approximately 45,000 people, falling within control of Cherwell District Council (a population of 141,900 people (2011 Census)), in North Oxfordshire. North Hanwell Fields is located approximately 4km from the centre of Banbury, 4.3km from Banbury railway station, approximately 3km from the nearest retail park (Banbury Cross, which includes a large food superstore) and 5.5km from M40 Junction 12
- 2.2
- As is recognised in the emerging Cherwell Local Plan the site benefits from its proximity to employment areas, a secondary school, supermarket and a retail park in the north of the town. It is also conveniently accessible by foot and cycle to the Hanwell Fields Local Centre and Primary School.

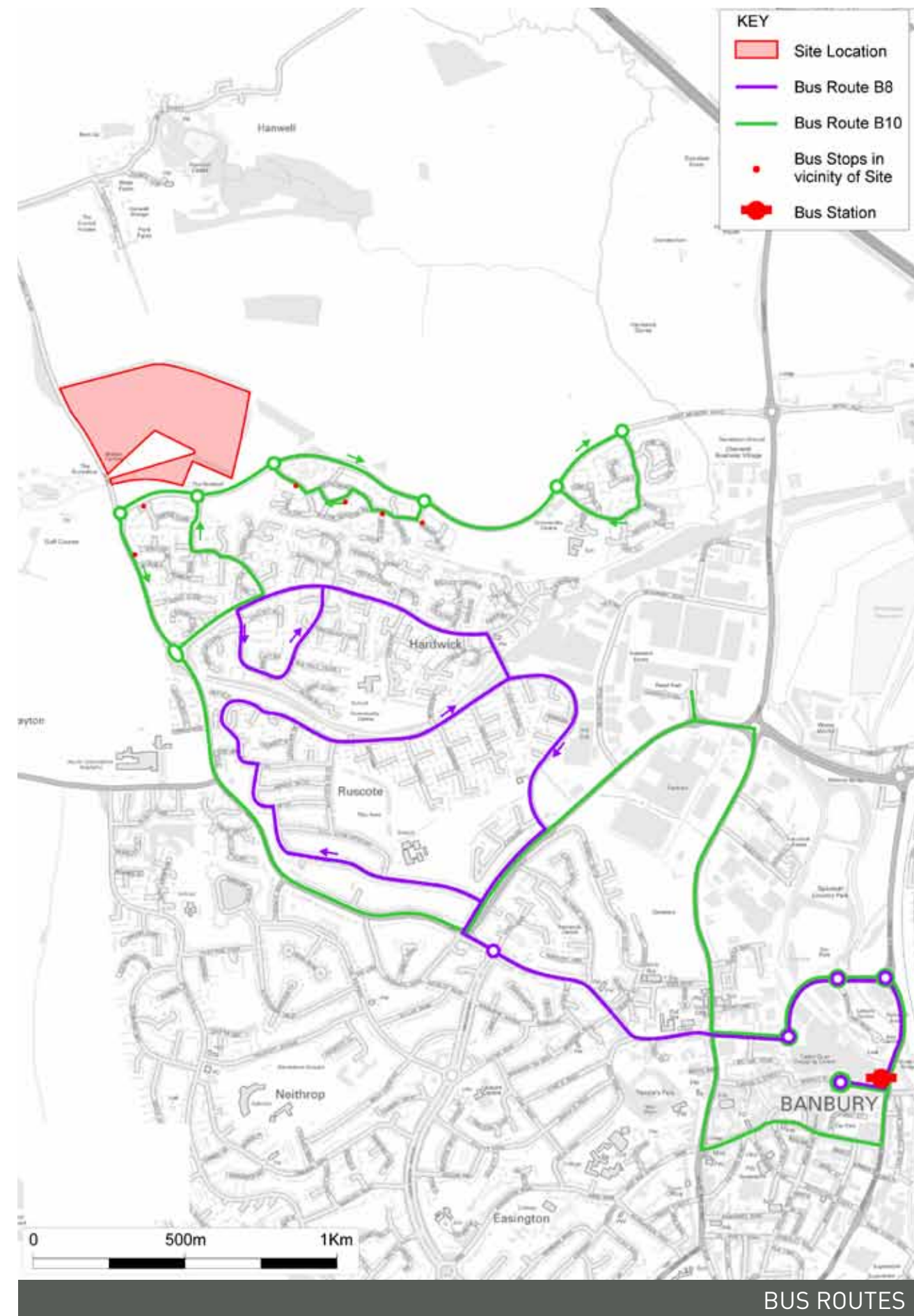
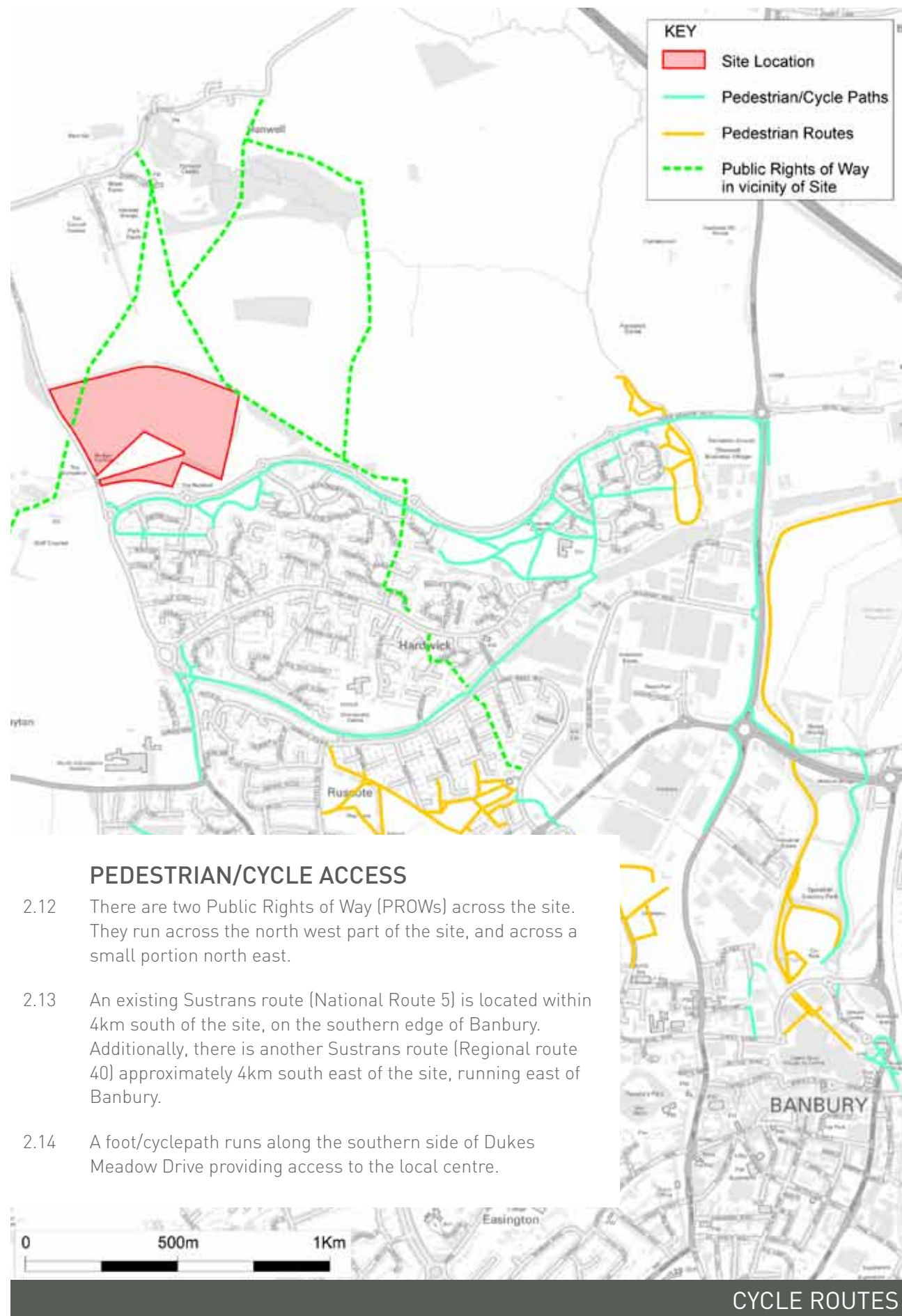


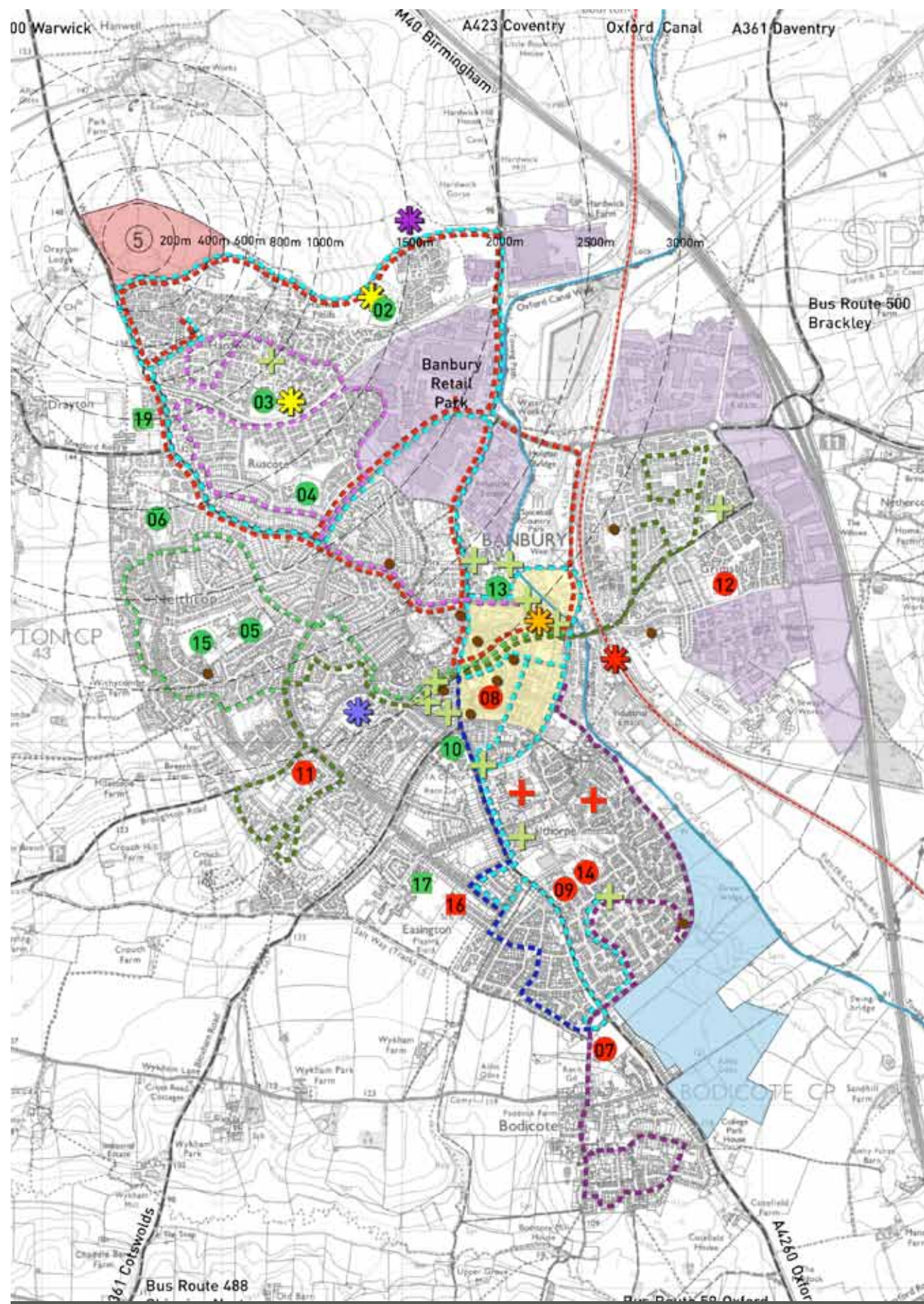
THE SITE

- 2.3
- The planning application area covers some 18.6ha and forms the greater part of an area of approximately 26-27ha which is proposed to be allocated in the Proposed Submission Cherwell Local Plan as Strategic Development Policy Banbury 5: North of Hanwell Fields. The masterplan for the application has been designed to incorporate future development and the application brings forward development on the major part of the site without prejudicing the remainder of the BAN 5 allocation.
- 2.4
- The site mainly comprises of agricultural land and the dwelling Briars Close and its curtilage. The site is bounded by the B4100 Warwick Road to the west and Dukes Meadow Drive to the south. To the north, west and east of the site, the majority of land comprises of agricultural and woodland areas, barring the small village of Hanwell to the north. Existing residential development is situated south of the site, across from Dukes Meadow Drive. A golf course lies to the west of Warwick Road (B4100).
- 2.5
- A pocket of land associated with the property Broken Furrow and a belt of land adjoining Dukes Meadow Drive and the dwellings (The Nutshell) are not included in the application site. To the south, lies Dukes Meadow Drive and a large area of relatively recent residential development.

VEHICULAR CONTEXT

- 2.6
- The B4100 Warwick Road, in the vicinity of the site, is a single carriageway road linking Banbury to local villages and the M40 junction 13 to the north. Immediately west of the site Warwick Road is subject to a 40mph speed limit, which increases to 60mph as it heads north.
- 2.7
- Travelling north on the B4100 from Dukes Meadow Drive there is an existing footway (approximately 2m wide) on the east side for approximately 80m. It then terminates at a minor access road. To the south of Dukes Meadow Drive the B4100 commences with a footway on one side, which diverts into the Hanwell Fields estate before running parallel to the B4100 behind a band of trees, before reemerging on the main road for bus stop access.
- 2.8
- Dukes Meadow Drive is a single carriageway road subject to a 30mph speed limit, linking Warwick Road and the A423 Hardwick Hill / Southam Road north of the Hanwell Fields estate. There are five roundabouts along this road providing access to various residential estates.
- 2.9
- Street lighting is provided on both sides of the road and there is a shared-use footway / cycleway along the entire southern side of the road, separated from the road by a grass verge. Four informal crossings (drop kerbs and tactile paving) are provided across Dukes Meadow Drive along its length. It has been designed and built as a public highway but has not yet been adopted. It is understood that adoption could be completed by the end of 2012.
- 2.10
- The network of pedestrian and cycle links provide safe opportunities for walking and cycling. For example, at the western end of Dukes Meadow Drive, the shared footway and cycleway provides safe access to the Hanwell Fields residential estate. At the eastern end of the drive, the footway and cycleway heads south towards a large Tesco superstore and retail park, Beaumont Industrial Estate, Southam Road Industrial Estate, Spiceball Country Park, Banbury town centre, Castle Quay Shopping Centre, Banbury railway station and Banbury bus station.
- 2.11
- Bus services B8 and B10 serve the Hanwell area, see Figure 5, in particular B10 provides substantial accessibility from the development area to the town centre. There are a number of bus stops provided on Dukes Meadow Drive itself and, conveniently, a bus stop is located opposite Ribston Close (westbound) for service B10 along Dukes Meadow Drive. In addition to the B10 and B8 services, there are four other local bus services operating within Banbury itself, which residents of the proposed development could interchange onto to allow access to further employment, shopping and leisure opportunities.





FACILITIES PLAN

- 5 BAN 5 NW Banbury
- Bankside
- Town Centre
- Employment and Proposed Development Areas
- 15 Primary School with Capacity
- 07 Primary School with No Extra Capacity
- 17 Secondary School with Capacity
- 16 Secondary School with no Capacity
- University/College
- Train Station
- Bus Station
- Hospital
- Chemist/ Doctor/ Dentist
- Local Centre
- Pitch/Sports
- Place of Worship
- Bus Route B8
- Bus Route B7
- Bus Route B5
- Bus Route B1
- Bus Route B2
- Bus Route B10
- Bus Route B11

Employment Opportunity	Distance (m)
Banbury Cross Retail Park	3,200
Hardwick Business Park	3,200
Castle Quay Shopping Centre	3,300
Marley Industrial Estate	3,900
The Cherwell Centre	4,000
Wildmere Industrial Estate	4,500
Power Park Industrial Estate	4,700
Tramway Industrial Estate	4,700
Retail Facility	
Co-Operative Food	1,300
Co-Operative Food	1,800
Co-Operative Food	2,200
Londis	2,300
Aldi	2,400
Costcutter	2,500
Tesco-Extra	3,000
One Stop Convenience	3,400
Co-Operative Food	3,500
Marks & Spencer	3,800
Morrisons	4,200
Londis	4,300
Co-Operative Food	4,300
Tesco-Express	4,800
Sainsbury's	4,900
Co-Operative Food	5,000
Nursery School	
Hardwick and Arden Pre-School	1,200
Drayton Playgroup	1,300
Hillview Pre-School	2,500
Primary School	
Hardwick Primary School	1,300
William Morris School	1,900
Hanwell Fields Community School	2,100
Hill View Primary School	2,500
St Joseph's Catholic Primary School	2,700
Orchard Fields Community School	2,800
St Mary's Church of England (VC) Primary School	3,100
Harriers Ground Community Primary School	3,700
St John's Priory School	3,700
Queensway School	3,800
Wroxton Church of England Primary School	3,900
Dashwood School	4,000
Shifa School	4,500
St Leonard's Church of England Primary School	4,900
The Grange School	5,000
Secondary School or College	
North Oxfordshire Academy	1,300
Frank Wise School	3,200
Oxford and Cherwell College (Banbury Campus)	3,300
Banbury Secondary School	4,300
Blessed George Napier Catholic School and Sports College	4,800

Health Care Facility	Distance (m)
Dentist	
Banbury Dental Surgery	1,900
Banbury Dental Clinic	2,700
ADP Banbury	3,000
Market Place Dental Practice	3,300
OrthoWorld	3,300
Banbury Dental Practice	3,400
Bloxham Dental	3,400
Cornhill Dental Centre	3,400
Bridge Street Dental Practice	3,600
Doctors	
Dr S L M Wookey And Partners	1,200
Windrush Surgery Banbury	2,300
Windrush Surgery Banbury	3,300
Banbury Health Centre	3,600
Dr S L M Wookey And Partners	3,600
Horsefair Surgery - South Bar House	3,600
Hospitals	
Horton General Hospital	4,100
Horton NHS Treatment Centre	4,400
BMI The Foscote Hospital	4,700

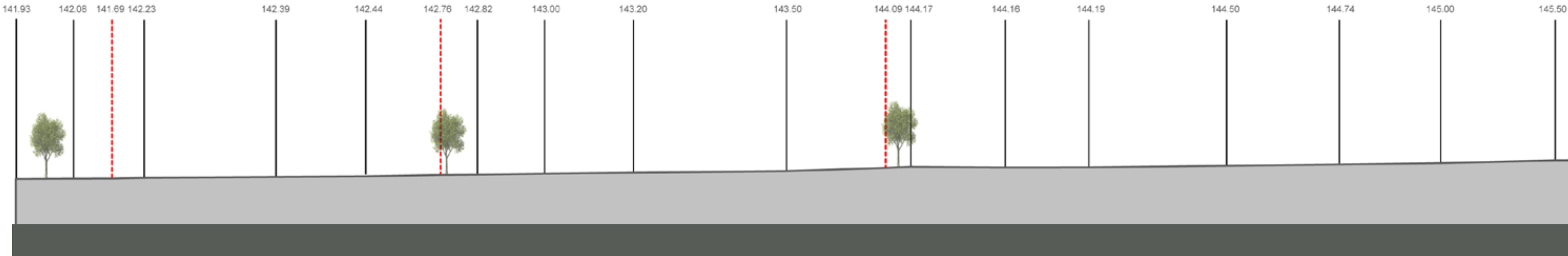
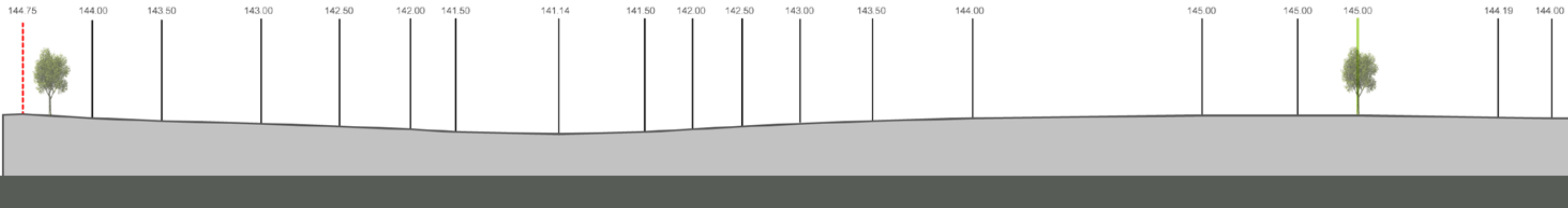
ECOLOGY AND NATURE CONSERVATION

- 2.15
- The Site on the edge of an urban area is dominated by agricultural fields bound by hedgerows and trees. A parcel of rough grassland and agricultural land bound the site to the east and north respectively.
- 2.16
- The Ecological Survey identified various habitat/vegetation types within and adjacent to the Application Site including Young Mixed Woodland, Young Broad-leaved Woodland, Hedgerows, Standard Trees, Semi-improved Grassland, Arable Field Margins, Buildings and Hard-surfacing.
- 2.17
- The woodlands, lines of trees, ditch and hedgerows are considered within the accompanying Ecological Survey to be of moderate/low ecological value at the site/local level, and will be largely retained and protected under the proposals, with the exception of several small losses to facilitate development and which will be replaced by compensatory and additional planting. The remaining habitats within the site are either species-poor, and/or intensively managed, and composed of common and widespread species such that these habitats are of low/negligible ecological value.

- 2.18
- The habitats within the site provide limited opportunities for bats, Badger, reptiles, common birds and Stag Beetles. Opportunity will be sought to incorporate appropriate measures to safeguard Badgers at the site. The grassland areas within the site provide some limited sub-optimal habitat for reptiles, and accordingly individual common reptiles may occasionally be present. New landscape planting will ensure long-term nesting opportunities for birds are secured and enhanced.



TRACK TO SOUTH OF SITE



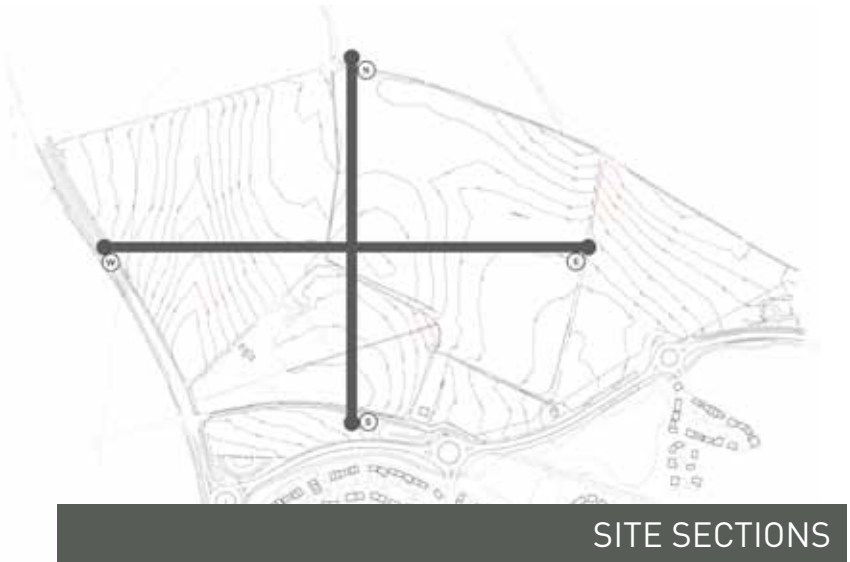
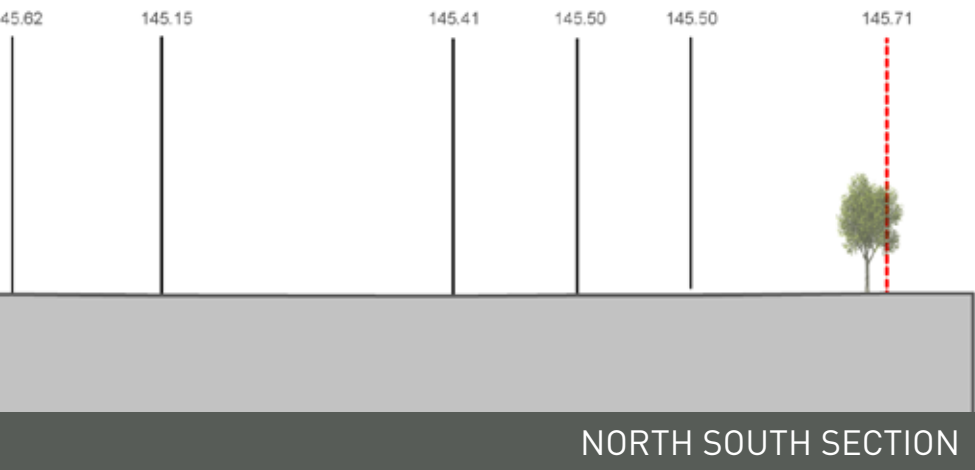
LANDSCAPE AND VISUAL CONTEXT

- 2.19 The site lies on gently sloping land adjoining Hanwell Fields. The highest part of the site is located to the south east at approximately 147.7m AOD, the lowest part of the site is located to the south west adjacent to Warwick Road at approximately 140m AOD. The majority of the site is situated on a plateau at approximately 145m AOD.
- 2.20 Trees in the agricultural area to the north of the site are restricted to the boundaries and hedgerows. Here the species are almost exclusively native varieties such as oak, ash, field maple and hawthorn with some sycamore. Apart from the semi-mature woodland which forms the northern boundary of the site most vegetation on the agricultural land is mature.

- 2.21 Within the two gardens to the south there are a large number of ornamental varieties of trees such a fruit trees, poplar, horse chestnut, copper beech and conifers. In general terms the trees are mature with a number having a limited life expectancy e.g. fruit trees and poplars. It should be noted that although pine tree T86 in Briar Close is protected with a TPO it is has been assessed as category C. In general terms the site boundaries are defined by existing mature trees and hedgerows and any proposed development would be well screened from outside views. Most of the existing vegetation is mature with very little young and semi mature planting.
- 2.22 The existing mature trees belt on the northern boundary adjoins the site and the grant of planning permission sought can secure the long term security and maintenance of this feature in the landscape.



ATTENUATION AREA TO SOUTH OF SITE



LOCAL VERNACULAR

2.23 The images opposite pick up key details on buildings located within villages immediately surrounding the site. They act as references for the quality of architectural detailing within the new development. The distinctive detailing can be applied to contemporary buildings to produce modern house types that use a differing range of materials whilst relating to the local architectural context. As with the form and appearance of a building, the way a building is positioned within a development and the space that is created is also important to create a sense of place. The villages of Great Bourton, Hanwell and Wroxton have distinctive layouts of buildings and formation of spaces. Many of the buildings within the villages are set back from the road behind a grass verge or small village green.

2.24 Building materials and colour found within the area include Hornton ironstone, brown local marlstone, Banbury red brick, Render or stucco, slate and plain clay tiles. The following documents provide design details that relate to the local characteristics of the area and could influence elements of the proposed design:

- Urban Design Strategy: Banbury (Cherwell District Council & Roger Evans Associates 1995);
- Colour Palette: Banbury (Cherwell District Council & Roger Evans Associates 1995);
- Hanwell Fields Design Brief (Cherwell District Council 1997);
- Wroxton Conservation Area Appraisal (Cherwell District Council 1996); and
- Building in Harmony with the Environment: A Development Guide (Cherwell District Council & Oxfordshire County Council 1998).



1. Three storey terrace along Town Centre street
2. Steep pitched roof and chimney in Great Bourton
3. Red brick provides decoration in Great Bourton
4. Triangular village green of Hanwell
5. Properties around Wroxton village green



6. Dentil course to eaves level
7. Feature window to gable frontage
8. Dimpled effect to keystone
9. Red brick provides definition to surrounds
10. Dentil course to eaves level
11. Brick chimney stack halfway up roof





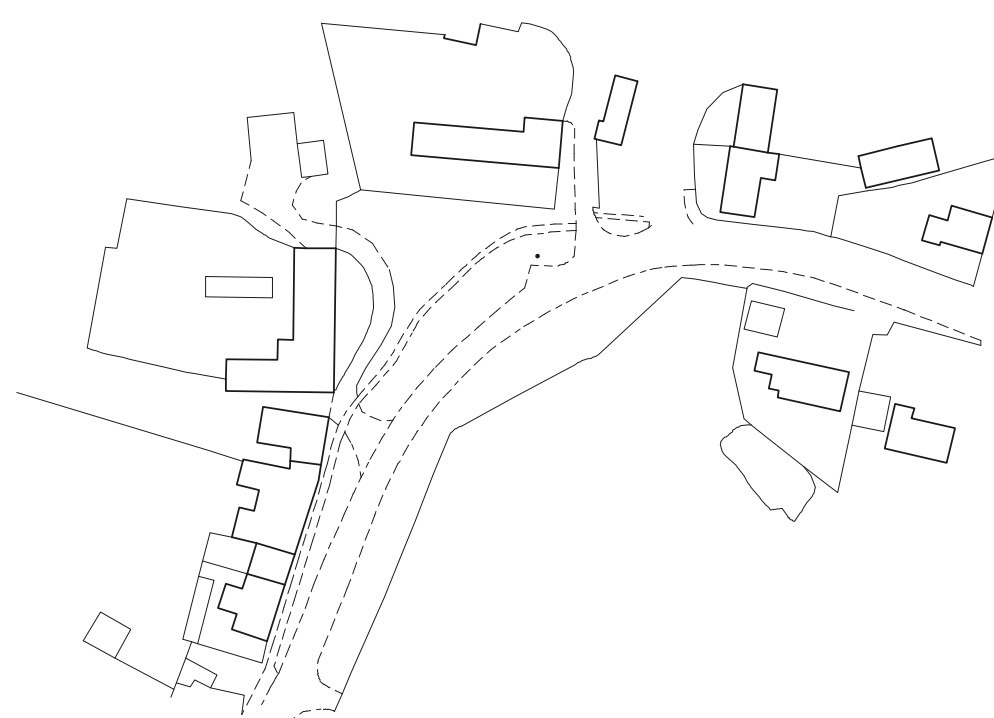
04



05



STRUCTURE OF STREETS AND SPACES IN WROXTON



TRIANGULAR VILLAGE GREEN OF HANWELL



CONSTRAINTS AND OPPORTUNITIES PLAN

CONSTRAINTS AND OPPORTUNITIES

2.25 The constraints and opportunities presented by the site are utilised to inform and structure the development proposals. These are outlined below and illustrated, where appropriate, on the Constraints and Opportunities plan shown opposite.
















Proposed Allocation in Cherwell Local Plan

Existing Public Right Of Way

Contours at 0.5m intervals

Potential Position for Site Access

Potential Emergency Access/Shared Cycle Link

Retained Structural Planting along Northern Boundary

Proposed Cycle Path

Existing Trees & Hedgerows

Existing Buildings

Required Connection Between Sites

Desired Connection Between Sites

Strategic connection required to existing road network - internal layout to be defined

Potential Footpath Connection

Potential Carriageway Pinch Point

CONSTRAINTS

- Existing Public Rights of Way crossing the site;
- Existing vegetation on the site and appropriate set backs to retained woodlands and hedgerows;
- A hedgerow forms the interface between application site and reminder of BAN 5 to east. This is an important feature and should be retained with appropriate management and standoff distances on both sides;
- Providing vehicular access into the site and providing coordinated access points into future development on the remainder of BAN5.
- Retained access to Broken Furrow;
- Providing drainage for the site;
- Provide 10m setback to central hedgerow to create wildlife corridor as required as part of the accompanying ecology statement.
- Management of landscape features (trees and hedgerows) at the periphery of the site.
- OCC and CDC require a connection between Dukes Meadow Drive and Warwick Road.
- A footpath is required to improve permeability between the two sites.
- OCC and CDC requires a connection between the middle roundabout, running north between the two land holdings.
- CDC believes that it is desirable to have a connection at the SW corner of the site to access the land out side of the application area to the north of he existing attenuation area.

OPPORTUNITIES

- Provision of a sustainable contemporary development supported by amenity space and new infrastructure;
- Opportunities to integrate existing public pedestrian and cycle routes near to the site through the development, particularly adjacent to Warwick Road through the delivery of a new cyclepath;
- Potential to connect into the cyclepath running alongside the south of the spine road;
- Potential to gain vehicular access from Warwick Road;
- Potential to locate open space to the west and north of the development to minimise views from the surrounding area and containment of the development;
- Potential to create new wildlife habitats;
- Potential to draw reference from the surrounding settlements including their built form detailing, materials and form; and
- Potential for a new residential area widening choice and availability of dwellings in the area.
- Provision of play space for the new and existing residents; and
- Making efficient use of land by adopting an appropriate density.

PLANNING CONTEXT

- 2.26

Government guidance in the form of the National Planning Policy Framework (NPPF) states that there is a presumption in favour of sustainable development and a core principle in support of this is:

“Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings” (para 17, point 4, NPPF 2012)
- 2.27

National Planning Policy Framework (Section 7: Requiring good design) sets out the Government’s commitment to good design:

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

“It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.” (para. 56 & 57, NPPF 2012).
- 2.28

Section 7 of the NPPF, seeks to promote more sustainable development by requiring developers to address the following:

 - Add to the overall quality of the area;
 - Establish a strong sense of place;
 - Optimise the use of land and placing an importance on high quality design;
 - Respond to the local character and history;
 - Create safe and accessible environments; and
 - Are visually attractive with good architecture and appropriate landscaping.

- 2.29

National Planning Policy Framework (NPPF) Section 4: Promoting Sustainable Transport, recognises that transport policies have an important role to play in facilitating sustainable development and also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
- 2.30

National Planning Policy Framework (NPPF) Section 8: Promoting healthier communities, recognises that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.
- 2.31

Whilst the National Planning Policy Framework (NPPF) has replaced the Planning Policy Statements the following design guidance documents are still relevant to creating good design:

 - By Design – Urban Design in the Planning System: Towards Better Practice (DETR/CABE, 2000);
 - By Design – Better Places to Live: A Companion
 - Guide to PPG3 (DETR/CABE, 2001);
 - Safer Places – The Planning System and Crime Prevention (ODPM, 2004);
 - Manual for Streets 1 & 2 (DOT/DCLG 2007/2010); and
 - Design at Access Statements – How to write, read and use them (CABE 2006)

LOCAL PLAN

- 2.32

The Local Plan adopted in 1996 and was intended to provide a framework inter alia for housing corresponding to the then Structure Plan, during the period to 2001. Therefore its quantitative provisions are time expired very substantially. The Plan’s policies have however, for the most part been saved.
- 2.33

It is recognised that the site lies outside the settlement limits of Banbury as defined in the Local Plan and within an area where landscape protection policies apply. However there are a number of material circumstances which mean that the Local Plan can only be the starting point in the consideration of the application for the following reasons:

 - The quantitative provisions of the Local Plan in general and its housing provisions are time expired and very substantially out of date. There is, as a consequence, a need to identify suitable additional sites for residential development to help meet needs beyond 2001.
 - There is now a pressing need to boost the supply of housing in Cherwell very significantly and offset persistent under delivery.
 - The relevant provision of the South East Plan recognises that Banbury should continue to play an important role in the provisions of housing in the period to 2026.
 - The application site is a good location in which to help meet the need for housing being contained in the landscape and well related to existing facilities and the urban area of Banbury.
 - The application site is proposed to be allocated primarily for residential development in the Proposed Submission Cherwell Local Plan as the North Hanwell Fields allocation providing some 400 dwellings. As a consequence development of the site will not give rise to an unacceptable conflict with landscape protection policies of the old Local Plan.

POLICY BANBURY 5: NORTH OF HANWELL FIELDS

2.34 Key site specific design and place shaping principles

- Layout of development that enables a high degree of integration and connectivity with the Hanwell Fields development to the south
- A layout that maximises the potential for walkable neighbourhoods, with a legible hierarchy of routes and community facilities
- New footpaths and cycleways should be provided that link with existing networks
- Good accessibility to public transport services should be provided for
- Provision of a Travel Plan to maximise connectivity with existing development, including linkages with and improvements to existing public transport servicing Hanwell Fields and the Hardwick area
- Careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages
- A well designed, 'soft' approach to the urban edge, which integrates with the design and layout of the Hanwell Fields development and which respects the rural, gateway setting
- The maintenance of the integrity and quality of the strategic landscaping for the Hanwell Fields development
- Retention of the two Public Rights of Way and a layout that affords good access to the countryside
- Enhancement of the semi-mature band of trees on northern and western boundaries and establishment of a Green Buffer between the site and Hanwell village
- Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation
- Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and open countryside in accordance with 'Policy ESD 17: The Oxford Canal'
- Detailed consideration of ecological impacts, wildlife mitigation including relocation of a bat roost and the creation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity
- Careful design of the height and extent of built development to minimise adverse visual impact on the setting of Hanwell village and Hanwell Conservation Area
- An archaeological survey will be required due to close proximity to heritage assets
- Provision of appropriate lighting and the minimisation of light pollution in order to avoid interference with Hanwell Community Observatory based on appropriate technical assessment
- Public art should be provided
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- Adoption of a surface water management framework to reduce surface water run off to greenfield rates
- Use of attenuation SuDS techniques (and infiltration techniques in the south eastern area of the site) in accordance with 'Policy ESD 7: Sustainable Drainage Systems (SuDS)' and taking account of the Council's Strategic Flood Risk Assessment
- The provision of extra-care housing and the opportunity for self-build affordable housing
- If necessary, the satisfactory incorporation of 3 existing dwellings into the scheme
- A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land, and a soil management plan identifying the potential for allotments and the retention of soils on site to be used within gardens, will be required.







DESIGN PRINCIPLES

This chapter explains the design principles of the proposed development

3

3 DESIGN PRINCIPLES

- 3.1

In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of the constraints and opportunities will ensure that the proposals are sensitively assimilated on the site and into the surrounding landscape and urban fabric. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.
- 3.2

The masterplan has evolved through the application of the development principles and through consultation with the project team.

FUNCTION AND QUALITY

“DEVELOPMENTS WILL FUNCTION WELL AND ADD TO THE OVERALL QUALITY OF THE AREA, NOT JUST FOR THE SHORT TERM BUT OVER THE LIFETIME OF THE DEVELOPMENT” (PARAGRAPH 58, POINT 1, NPPF 2012.)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site;
- Establish a distinctive identity through well-designed spaces and built form; and
- Minimise the impact of the development on the surrounding context.

QUALITY OF PUBLIC REALM

“DEVELOPMENTS WILL ESTABLISH A STRONG SENSE OF PLACE, USING STREETSCAPES AND BUILDINGS TO CREATE ATTRACTIVE AND COMFORTABLE PLACES TO LIVE, WORK AND VISIT” PARAGRAPH 58, POINT 2, NPPF 2012.

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features in order to soften the built form;
- Creation of a clearly defined public realm through the provision of strong building frontage lines and variations in enclosure of private spaces;
- Control of access to private areas, particularly rear gardens and parking courts; and
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity.

ACCESSIBILITY

“DEVELOPMENTS OPTIMISE THE POTENTIAL OF THE SITE TO ACCOMMODATE DEVELOPMENT, CREATE AND SUSTAIN AN APPROPRIATE MIX OF USES (INCLUDING INCORPORATION OF GREEN AND OTHER PUBLIC SPACES AS PART OF DEVELOPMENTS) AND SUPPORT LOCAL FACILITIES AND TRANSPORT NETWORKS” PARAGRAPH 58, POINT 3, NPPF 2012.

- Integration of the development into the existing movement network providing convenient walking distance to bus stops;
- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating access to the local facilities and existing employment areas;
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel; and
- Creation of a clear movement hierarchy providing easily recognisable routes which balances the street as a space alongside its function as a movement corridor.

RESPONSE TO CONTEXT

“DEVELOPMENTS WILL RESPOND TO LOCAL CHARACTER AND HISTORY, AND REFLECT THE IDENTITY OF LOCAL SURROUNDING AND MATERIALS, WHILE NOT PREVENTING OR DISCOURAGING APPROPRIATE INNOVATION” PARAGRAPH 58, POINT 4, NPPF 2012.

- Integration of the development into the existing built form fabric of north Banbury;
- Respond to the existing site topography including the consideration of views;
- Retention of the existing landscape features and habitats on the site; and
- Protection of proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

SAFE AND ACCESSIBLE ENVIRONMENTS

“DEVELOPMENTS CREATE SAFE AND ACCESSIBLE ENVIRONMENTS WHERE CRIME AND DISORDER, AND THE FEAR OF CRIME, DO NOT UNDERMINE QUALITY OF LIFE OR COMMUNITY COHESION” PARAGRAPH 58, POINT 5, NPPF 2012.

- Creation of a clearly defined public realm through the provision of strong building frontage lines and variations in enclosure of private spaces; and
- Control of access to private areas, particularly rear gardens and parking courts.

A PLACE FOR EVERYONE

- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all; and
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.

SUSTAINABILITY

- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- Provision of Sustainable Urban Drainage Systems as part of the flood mitigation proposals;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time; and
- Make efficient use of land through proposing a development with an appropriate density.





DESIGN PROPOSALS















This chapter explains the design of the proposed development

4



ILLUSTRATIVE MASTERPLAN (P.0616_19E)

4 DESIGN PROPOSALS

	Proposed Allocation in Cherwell Local Plan	4.1
	Indicative Built Form (up to 350 dwellings @37dph)	
	Local Equipped Area of Play & Local Area of Play	
	Existing Hedgerows and Trees (to be retained where possible)	
	Attenuation Area (size and position subject to detailed drainage design)	
	New Planting	
	Proposed Site Access	
	Emergency Access/Shared Cycle Link	
	Shared Cyclepath to Warwick Road	
	Adjoining Land Incorporated in Proposed Allocation 'BAN 5'	
	Improvements/Realignment of Warwick Road and Provision of New Shared Cyclepath	
	Future Links to Remainder of 'BAN 5'	
	Optional Links to Remainder of 'BAN 5'	
	Retained Access to Existing Dwelling	

USE & AMOUNT OF DEVELOPMENT

(The Town and Country Planning (Development Management Procedure) (England) Order 2010 states that “amount” means (a) the number of proposed units for residential use).

RESIDENTIAL - UP TO 350 DWELLINGS (CLASS C3)

- The development achieves an average net density of 37 dwellings per hectare (dph) over a net developable area of 9.4ha. This density will allow for the formation of differing densities across the development including lower densities to the northern perimeter of the development where a less dominant built form presence is to be promoted.
- The density will also allow for a range of dwellings across the site with a range of sizes and tenures in order to accommodate a variety of household types. This will provide a hierarchy of dwellings from large detached properties with big plots through to smaller terraced forms allowing for a variety in the proposed streetscape.

AFFORDABLE HOUSING

- An element of affordable housing will be provided within the development in clusters and could include affordable rented, shared ownership and low cost/reduced cost market housing, details will be submitted at the Reserved Matters Stage through consultation with the Planning Authority and will be informed by the affordable housing provisions contained within the Section 106 Agreement.

PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

- The development proposes approximately 5ha of “greenspace” which excludes the retained northern planting buffer but includes the playspace, formal open space, strategic landscaping, existing hedgerows/trees and attenuation areas. Cherwell District Council’s Planning Obligations SPD (July 2011) requires General Green Space at 2.3 ha per 1000 rural/urban edge dwellers. This equates to a total requirement of 1.93ha within the site.
- An area of equipped children’s play space is proposed to the centre of the development and informal children’s play space is situated alongside formal open space to the north. The Planning Obligations SPD requires playspace at 0.78 ha per 1000 people. This equates to a requirement of 0.66ha within the site. The central green will provide a children’s play area incorporating a LEAP and LAP or other type of play agreed through discussions with the planning authority. The play area will be positioned centrally within 240m walking distance of all dwellings.
- Outdoor Sports Provision is required at 1.13 ha per 1000 people. This equates to a requirement of 0.95ha within the site. The site provides a formal sports area to meet this requirement.



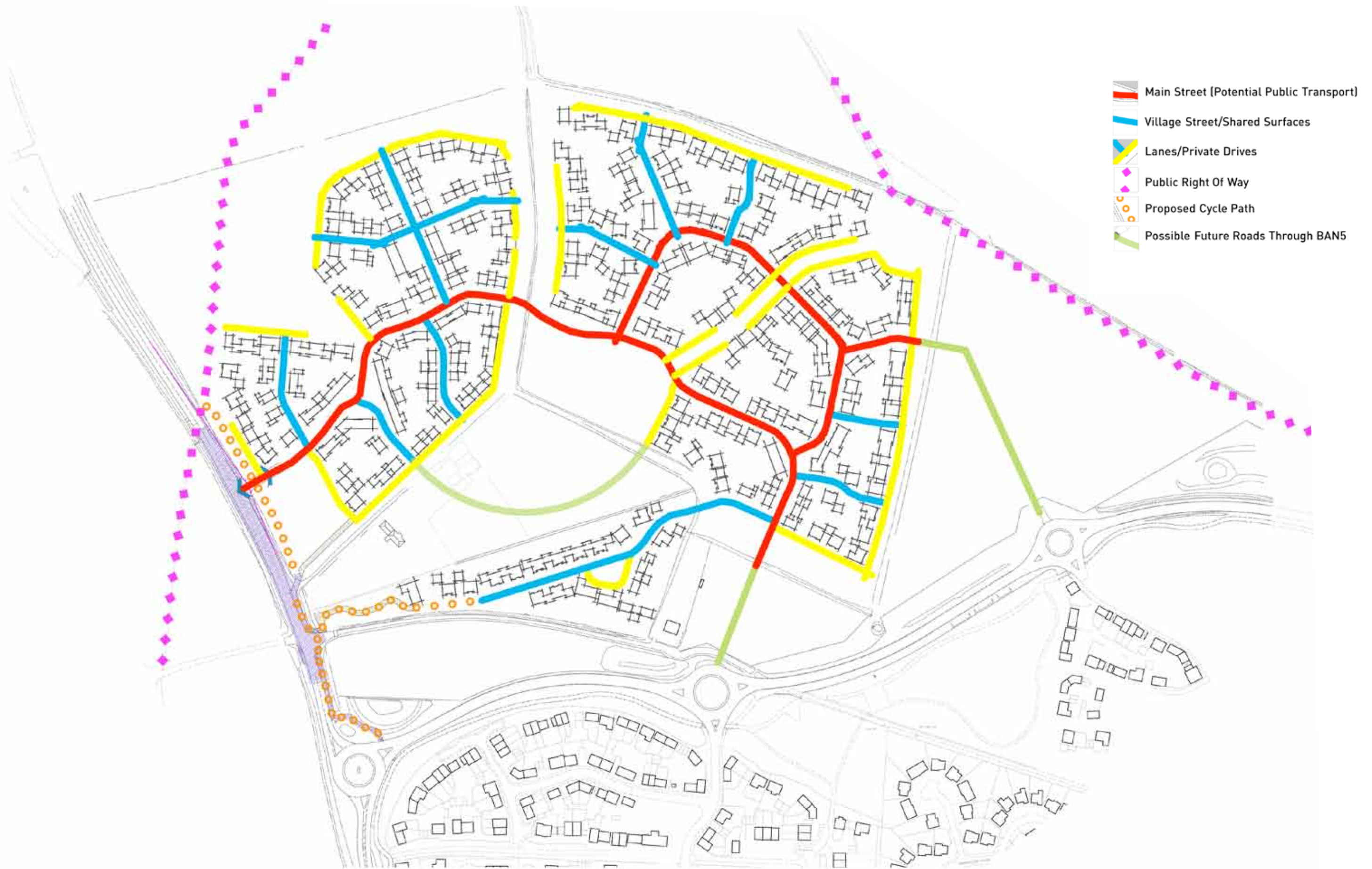
ILLUSTRATIVE AERIAL VIEW OF PROPOSED DEVELOPMENT (LOOKING FROM WARWICK ROAD)



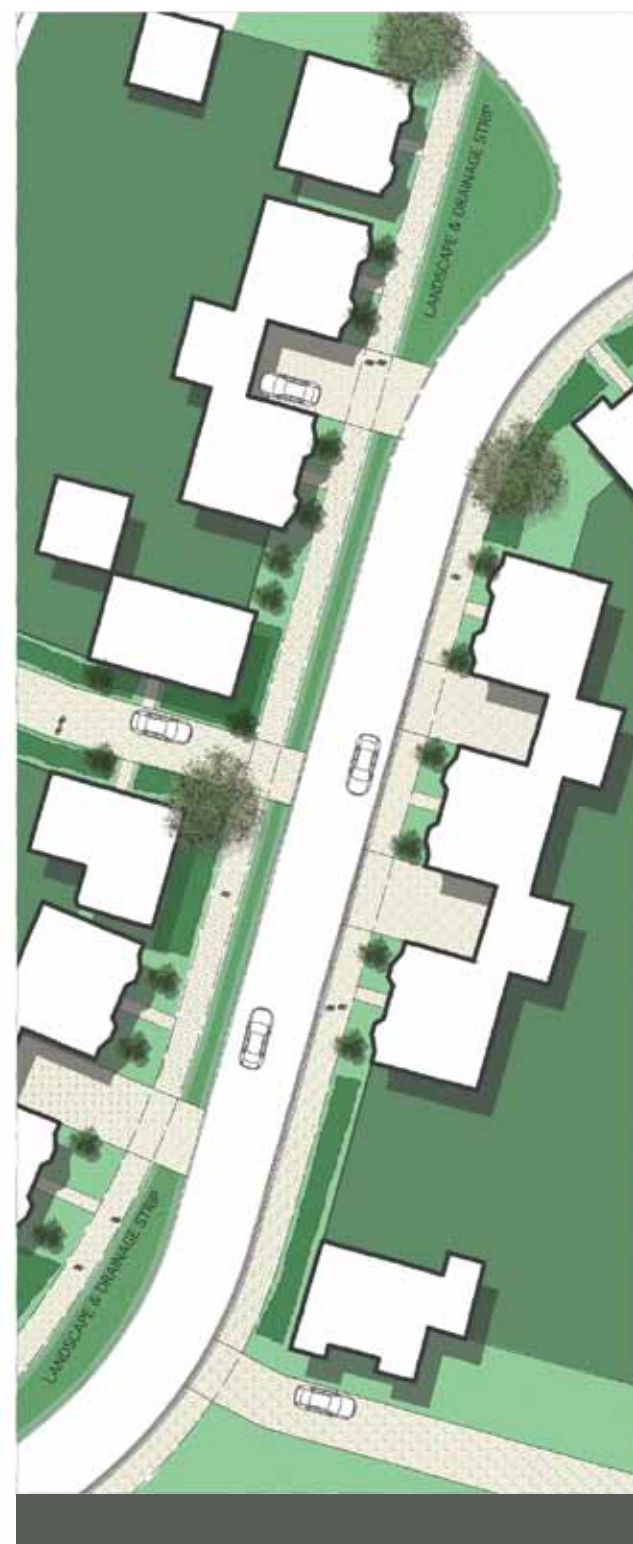
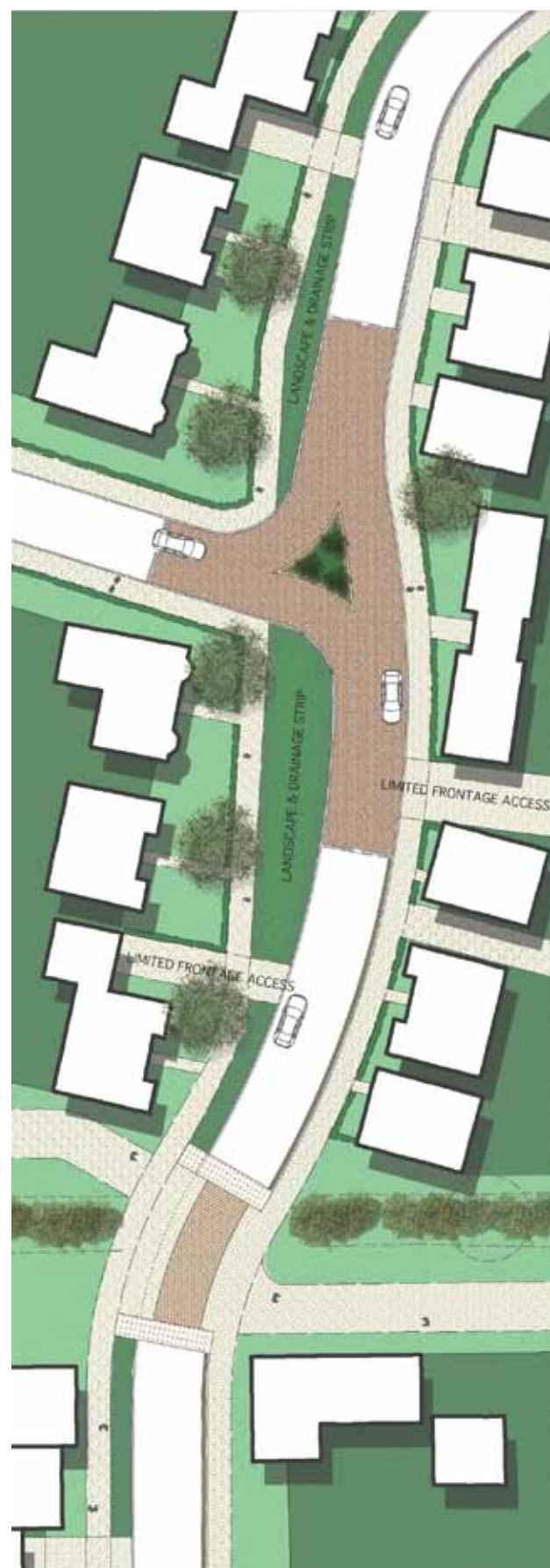
LAYOUT & ACCESS

- 4.2 The Illustrative Masterplan shows the disposition of land uses and the proposed structure of the development. To promote the creation of a walkable place, a well connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure. An interconnected series of spaces are conceived to aid legibility and add variety to the urban grain.
- 4.3 The application has been designed to respond to the key site specific design and place shaping principles identified in the new Local Plan as follows:
- The layout provides integration and connectivity via the Warwick Road and safeguards future connectivity via the remainder of the allocation adjoining Dukes Meadow Drive in due course. The scheme uses Warwick Road for connectivity which is adopted highway whereas Dukes Meadow Drive is not and cannot yet be relied upon.
 - The Master Plan provides for a walkable neighbourhood with a legible hierarchy of routes connecting to community facilities.
 - New footpaths and cycle paths are provided that link with existing routes.
 - The accompanying Transport Assessment and Travel Plan provides details of public transport proposals.
 - The Master Plan shows how a “soft” landscaped framework will be retained, extended and enhanced to respect the edge between town and country.
 - The Master Plan shows how the two public rights of way will be incorporated and will provide good access to the countryside for new residents without crossing any roads and maintain accessibility for existing residents.
 - The Master Plan safeguards integration and connectivity with the adjoining allocated land adjoining Dukes Meadow Drive.
 - The semi-mature band of trees on the northern edge of the site are to be retained and management and future maintenance will be controlled providing a secure buffer between Banbury and Hanwell Village.
 - Public Open Spaces are provided to create as well connected network of green areas suitable for formal and informal recreation.
 - The Master Plan shows how the dwelling “Broken Furrow” can be satisfactorily retained and in the future incorporated in to the scheme if the property becomes available for redevelopment in the future.

- 4.4 A vehicular access from Warwick Road will be provided in the form of a ghost island turning arrangement in order to facilitate right turn movements into the site. It is anticipated that the housing scheme will be served by a looped access road. This will be designed to provide access to the eastern and south eastern boundaries of the site. The roads will be designed to provide for connections with the land beyond, also proposed to be allocated for residential development. Via these routes the scheme will be “future proofed” for vehicular interconnectivity with Dukes Meadow Drive.
- 4.5 The scheme is designed to provide good permeability for pedestrians and cyclists. There will be a combination of routes connecting to the existing urban area. These will include the two routes leading from the application site to the Warwick Road and the new footway/cycle way proposed on the eastern side of the realigned carriageway. This will be achieved by providing a formal three metre footway/cycleway (approximately 80m in length) from Dukes Meadow Drive along the eastern side of Warwick Road from the roundabout, up to a dedicated route into the south part of the application site. The route will then continue for approximately another 40m along Warwick Road to a second dedicated entrance to the northern part of the site.
- 4.6 There is also the opportunity to use the footpath traversing the north east corner of the site which extends to Dukes Meadow Drive. In due course it is anticipated that additional links will be provided through the remainder of the allocation and the current layout provides for such interconnectivity. This will provide further choice of routes for new residents from the proposed housing in the current application as well as opportunities for those in the remainder of the allocation, and the existing urban area to gain access to the new open space within the current application and their new neighbours.
- 4.7 Following discussions held with Stagecoach and OCC, it is considered that the best opportunity is to enhance the B10 service. Enhancing the B10 service would also support further proposed developments to the north of Banbury and on Dukes Meadow Drive. Bus Service B10 would therefore be extended along Warwick Road and into the site and be able to turn within the first key space and exit back out onto Warwick Road.
- 4.8 The access into the site will lead to a main street that will form a loop in the eastern part of the site allowing for efficient circulation of traffic. This street provides for potential future access to the remainder of BAN5. Lower category streets are then accessed from this main loop providing further access to lanes and private drives predominantly at the perimeter of the development and creating a permeable system of streets.



STREET HIERARCHY



KEY	
	FOOTWAYS & PRIVATE DRIVES
	FRONT GARDENS (GRASS & SOFT LANDSCAPING)
	RAISED TABLE (PERMEABLE BLOCK PAVING)
	EDGE STRIP (DRAINAGE & LANDSCAPE DETAIL TO BE AGREED)
	INDICATIVE TREE PLANTING (LANDSCAPE DETAIL TO BE AGREED)
	INDICATIVE BUILT FORM
	CARRIAGEWAY (WITH PERMEABLE FLEXI/BLOCK PAVING & PERMEABLE SUB-BASE)
	INDICATIVE SHRUB PLANTING



STREET DETAILS OF MAIN STREET

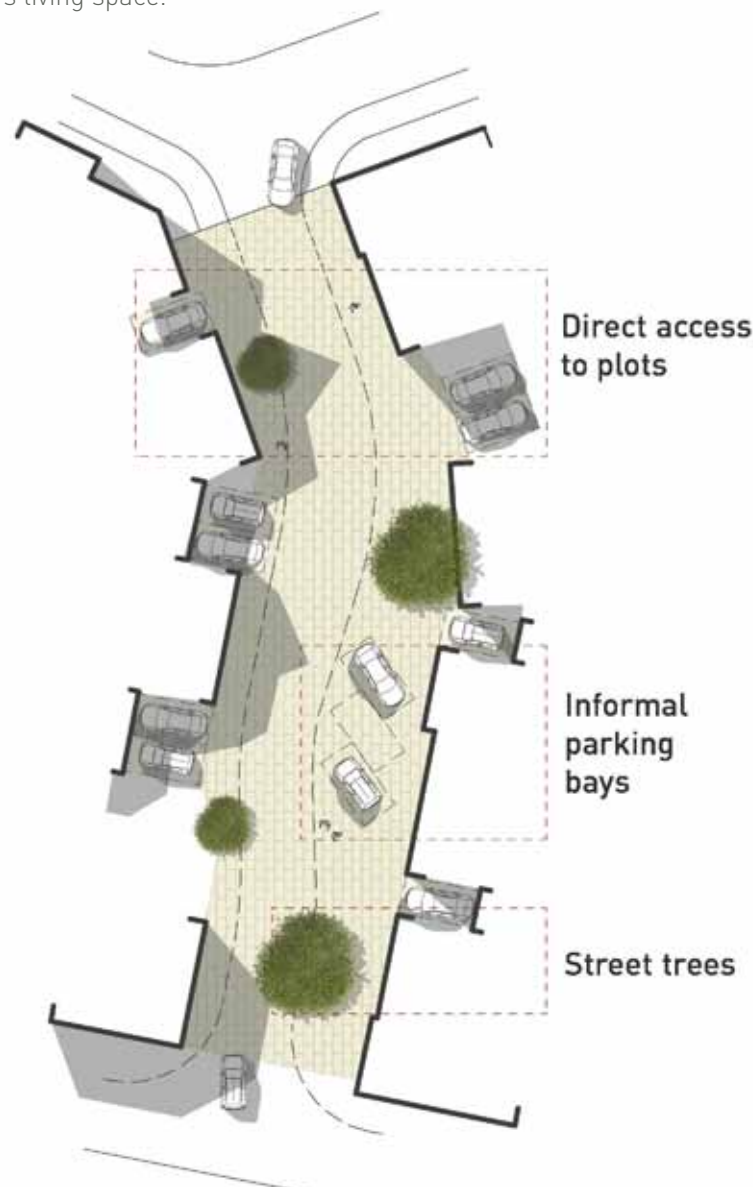
- 4.9 The layout of streets and spaces recognise the need to combine the function of the street as a movement corridor alongside its place function. The proposed hierarchy of streets not only provides for the necessary vehicle circulation but also allows for footpath and cycleway connections with the wider area in order to assist in the creation of an integrated movement network. The street typologies that define the masterplan are:
- **Main Street** – this street provides access into the development. The proposed 6-6.5m width carriageway will accommodate the majority of development traffic and incorporate public transport. Due to the relatively low number of dwellings and looped form, direct access will be proposed to plots. The street utilises existing features such as the hedgerow and topography to inform its alignment. The Main Street is regarded as a “set piece” in the development in order to provide structure and legibility. A variable width planted verge is proposed to one, both or no sides of the street providing opportunity for surface water runoff. The kerbs that typically align a street of this type maybe removed to allow these verges to channel the run off.

- **Village Streets** - these streets provide access within the development and linkages with the main street. They are designed to promote low vehicle speed to allow spaces to be shared by a number of users and create a sense of greater enclosure due to their decreased corridor width. They will consist of a footway to one or both sides of the road. They provide choice in terms of routes for drivers, pedestrians and cyclists. There will be opportunities for on street parking to add activity to the street scene and provide efficient and convenient parking locations for visitors and residents. There are opportunities to create asymmetric streets where one side of the carriageway will run straight up to the curtilage of the building as seen within existing villages. As with the main street, these verges may form part of the drainage network and incorporate block paving to form a permeable area.



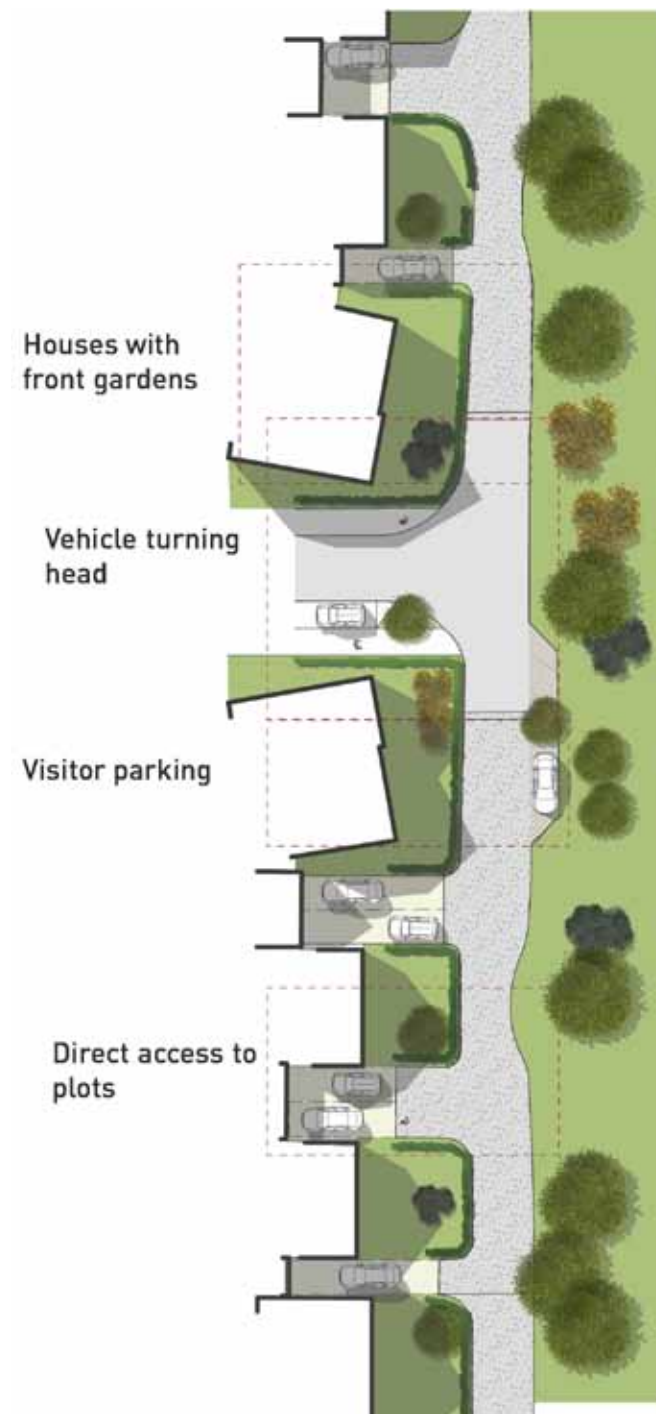
STREET DETAILS OF VILLAGE STREET

- **Shared Surface Areas/Home Zones** – as an option to the village street, these streets are designed to promote low vehicle speed to allow spaces to be shared by a number of users and create a sense of greater enclosure due to their decreased corridor width. These streets will have on street parking and traffic calming measures thereby aiming to strike a balance between vehicles and other street users. They provide choice in terms of routes for drivers, pedestrians and cyclists. A holistic, traffic calming approach to creating these pedestrian friendly residential environments will bring a range of social and community benefits, ultimately improving the quality of life of local residents. The aim is that the traditional distinction between the carriageway and footways is removed and that the street as a whole becomes an extension of the local community's living space.



STREET DETAILS OF SHARED SURFACE

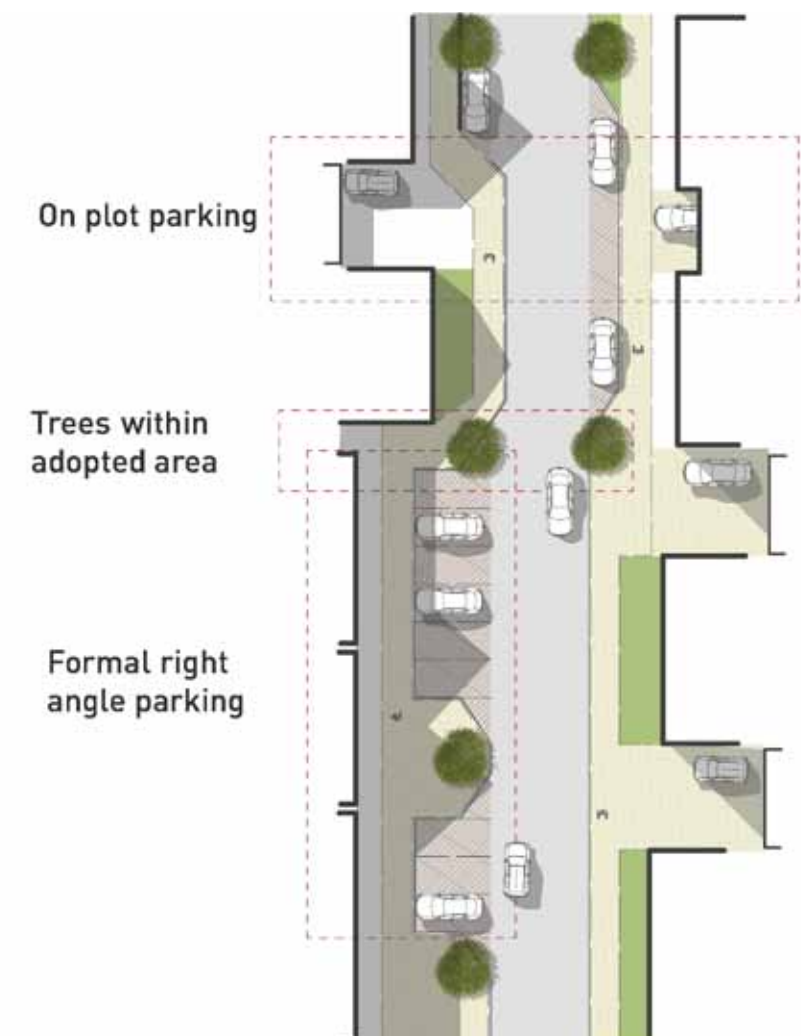
- **Private Drives/Lanes** – these typically un-adopted routes will typically run along the perimeter of the development parcels where one-sided development occurs and where no through roads serve a maximum of five dwellings. A lane may be proposed to serve additional dwellings.



STREET DETAILS OF LANE/PRIVATE DRIVES

PARKING

- 4.10 Many of the new dwellings will be served with on plot parking generally located to the side, front or rear of the dwelling. The majority of dwellings will have a minimum of 2 car parking spaces and using the current OCC parking standards, as minimum requirements, will ensure congestion is minimised on the street. Parking spaces and garages should be sited so that there is sufficient room for users to enter and exit the vehicle and the distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping.
- 4.11 The development proposals have been influenced by "Manual for Streets 1 & 2" which encourages designers to move away from standardized prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities.



STREET DETAILS OF ALTERNATIVE PARKING

OUTWARD FACING DEVELOPMENT

- 4.12 Key routes run around the perimeter of the development that will all be used by the public. The development will therefore be required to provide surveillance over these routes where appropriate. By retaining the existing planting to the north, a fixed and defensible edge to the area is created. Development will front this planting and open space whilst also providing frontage to Warwick Road and key greenspaces. This outward facing development will ensure that when the built form is viewed, it is the 'public fronts or sides' of buildings that are seen and not the 'private backs' of gardens.
- 4.13 The design of the development proposals are broadly based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of existing residents. This continuity assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment. The new development will provide frontage over the proposed areas of public open space. Development plots will be defined by a range of boundary treatments including walls, bollards, railings and hedging, depending upon their location, in order to clearly define public and private spaces.
- 4.14 Key frontages such as those following the main route through the development will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition in order to provide a cohesive element to these prominent positions.



SCALE AND DENSITY

- 4.15
- The development proposals achieve an average density of approximately 37dph which ensures the efficient use of land while providing a balanced approach to housing and greenspace.
- 4.16
- The predominant scale of the development will be two storey buildings of varying eaves and ridge heights with two and half to three storey units introduced to provide variations in the ridge and eaves height creating interest. This predominant two storey scale will relate to the existing built form of the immediate area.

4.17 A green entrance is proposed to North Banbury by setting back the development from Warwick Road and bringing forward a few dwellings to mark and create a legible entrance to the development. A strong architectural style and distinctive use of materials in key buildings that reflect the materials found within the local area will be required on the highlighted key frontages. Other key note buildings, focal points and a clear hierarchy of routes and intersections will increase the legibility of development. Legibility refers to the degree to which people can understand and identify with the built environment.

4.18 Buildings with differing architectural style will create landmarks in prominent positions. A variety in the heights and massing of the residential buildings, will be achieved through the use of a range of house types and sizes ranging from smaller 2 bed units to 4 bed plus bedroom houses. This range of house types will also affect the massing by providing a change in the eaves and ridge height creating subtle changes in scale. Buildings that are key corner turners will also become focal points and should also provide animation and surveillance to both sides of the building facing the public realm.

BUILDING SCALE PARAMETERS

TYPE		LENGTH (M)	WIDTH (M)	HEIGHT (M)
Coach Houses	Minimum	8.0	6.0	7.0
	Maximum	13.0	8.0	9.0
Apartments	Minimum	8.0	6.0	7.5
	Maximum	40.0	12.0	12.0
Terrace	Minimum	14.0	6.0	4.0
	Maximum	50.0	11.0	12.0
Semi-detached	Minimum	7.0	5.0	4.0
	Maximum	14.0	11.0	12.0
Detached	Minimum	5.0	5.0	4.0
	Maximum	16.5	16.5	12.0
Garage	Minimum	2.8	5.5	2.5
	Maximum	12.0	7.0	5.5
Cycle Store	Minimum	2.5	2.5	2.0
	Maximum	7.0	5.5	5.0
Bin Store	Minimum	2.0	3.0	2.0
	Maximum	5.0	5.0	5.0

Note: Length will refer to the elevation facing the highway and width will be the perpendicular measurement. It may be necessary to join dwelling types together to make longer structures but that each constituent part should be considered under its own heading.



APPEARANCE AND CHARACTER

- 4.19 Following an assessment of the immediate context of the site and surrounding villages, materials and details have been identified that exhibit local architectural quality and these will be incorporated key buildings in the further detailed design of the new development.
- 4.20 The predominant scale of the development will be two storey vernacular buildings of varying eaves and ridge heights with two and half to three storey units introduced to provide variations in the ridge and eaves height. Ironstone are local materials and used throughout many older buildings. This stone is distinctive to the area and should be incorporated into key buildings where applicable whether natural or reconstituted. It may be that the reconstituted stone similar to the local stone could be used to allow more use. Red brick, white render and slate or tiled roofs are other common materials found within the area.
- 4.21 Window Styles are generally mock sash window (with or without glazing bars), narrow casement windows all bar, narrow casement windows horizontal bars (2 panes) and narrow casement windows horizontal bars (3 panes).
- 4.22 Headers are generally segmental stone headers, flat stone headers, timber lintels painted either white or black and more recent developments have made use of segmental brick arches and soldier course heads. Cills are generally stone with either one or two courses, timber painted either white or black and more recent developments have made use of soldier course brick cills.



ILLUSTRATIVE VIEW LOOKING NORTH ALONG WARWICK ROAD



ILLUSTRATIVE VIEW LOOKING SOUTH EAST FROM WARWICK ROAD



ILLUSTRATIVE VIEW OF HOUSING TO EDGES OF DEVELOPMENT



GREEN INFRASTRUCTURE

LANDSCAPE STRATEGY

Successful green spaces can help create more attractive towns and provide safer routes. From an ecological perspective they can also increase flood protection and sustainable drainage as well as providing better microclimates and enhance biodiversity. The green spaces within the development will help promote a distinct sense of place, address a range of environmental objections and also be able to accomodate a variety of recreational and ecological uses. The CABE advise outlines the following 8 qualities for open spaces to function successfully:

- Sustainability;
 - Character and distinctiveness;
 - Definition and enclosure;
 - Connectivity and accessibility;
 - Legibility;
 - Adaptability and robustness;
 - Inclusiveness; and
 - Biodiversity
- The types of open spaces proposed include;
- **Central Green:** A multi functional open space. The open space

will act as a focus for the new community and be overlooked by residential buildings. The space will be informal and will be linked to the wider green infrastructure by being located adjacent to the existing hedgerow providing a wildlife corridor through the site. A children’s play area will be provided within this greenspace alongside an attenuation area;

- **North western greenspace:** This greenspace will incorporate Formal Open Space and provide a softer edge to the northern part of the development and providing an attractive outlook for the new dwellings. This space will have a natural design incorporating blocks of planting and hedgerows.; and
- **Greenspaces incorporating SUDs:** Attenuation areas should be designed with shallow slopes and look like parkland to allow informal play when the area is dry. These attenuation areas will provide new habitats and form part of the drainage strategy for the site.
- **Retained Northern Planting:** The exsiting planting along the site’s norther boundary will be retained to minimise any visual impact of the development when viewed from the north.



Play opportunities



Small greens with trees to form focal feature



Potential meadow spaces to the northern perimeter of the development



Informal kickabout space



Ornamental grasses, perennials and shrubs provide colourful, textural and year round interest

ENERGY STATEMENT

4.24 This Climate Change Act 2008 sets a legally binding target for reducing UK CO2 emissions by at least 80% by 2050 (Part 1, Section 1 The Target for 2050, paragraph (1)). The Act is supported by the Low Carbon Transition Plan (2009), which sets out the UK’s approach to meeting our carbon reduction commitments (as set out within the Act Part 1, section 4 Carbon Budgeting, paragraph (2 (a) and (b)). Most recently, the government has accepted the Committee on Climate Change’s 4th carbon budget recommendations which sets a CO2 reduction target in law of 50% by 2027.

4.25 Building Regulations Part L1A (new dwellings), Conservation of Fuel and Power in New Dwellings, requires the design standards set within the regulations (17A, 17B & 17C) to implement the articles of the EU Energy Performance of Buildings Directive (EPBD). This is achieved through a methodology which sets the minimum energy performance requirements for buildings, termed the Target Emission Rate (TER). The Designed Emission Rate (DER) is produced for each dwelling type and estimates the average carbon dioxide emissions per square metre for a building for energy used in central heating, hot water and lighting.

4.26 The elements used within the Standard Assessment Procedure (SAP) calculations include U-values (the thermal conductivity of each building element) and other design data for external walls, roofs, floors, windows and doors. The performance of these elements can be improved beyond the minimum requirements set within the Building Regulations Part L1A through:

- improved U-values to reduce heat loss through these elements;
- reduction of air leakage and thermal losses through cold bridging by improved accredited construction details at junctions; and
- enhanced construction detailing to further reduce leakage and losses through thermal bridging at junctions.

Element	Building Regulations U-value (W/m²)	Designed U-value (W/m²) for Persimmon homes
Wall	0.3	0.25
Floor	0.25	0.18
Roof	0.20	0.09
Air permeability	< 10 m³/m²/hr	5

Table 1 - U-values for Persimmon’s homes compared with the Building Regulations Part L1A (2010)

4.27 Persimmon’s homes are built to fabric energy efficiency standards which go beyond the requirements of the Building Regulations Part L1A (2010). The U-values and air permeability levels specified in the current Building Regulations are listed along with those for Persimmon standard house types in Table 1 below.

4.28 In addition to the fabric efficiency measures described above, each dwelling will have additional infrastructure that will contribute to reducing greenhouse gas emissions, including:

- A-rated gas fired condensing boilers; and
- Heating controls (load compensator, delay start stat, programmer, thermostatic radiator valves and time/temperature zone controls).

Dwelling name	% of housing mix	Number of dwellings	Floor area per dwelling m2	TER per dwelling	DER per dwelling
				kg/CO2/m2/yr	kg/CO2/m2/yr
2 bed house	15%	53	82	18.76	16.52
3 bed house	40%	140	92	19.54	17.35
4 bed house	35%	122	131	17.51	14.87
5 bed house	10%	35	174	16.47	13.67
TOTAL	100%	350			

Table 2 - Persimmon dwelling types that could be constructed at the development site indicating Target Emission Rates and Design Emission Rates

4.29 Persimmon’s standard housing mix has been applied in order to estimate the number of each standard house type that could be constructed. This information and data pertaining to Target Emission Rates and Design Emission Rates (DERs) for each house type is presented in Table 2.

4.30 The difference between the TER and DER for each house type which could be constructed has been multiplied by the number of planned houses to give the total annual reduction in emissions arising from the building envelopes being more efficient than is specified in current Building Regulations (refer Figure 1). The combined annual emissions reduction beyond current Building Regulations for all Persimmon homes that could be built at the site is estimated to be 97,113 kg CO2 per annum, equivalent to a reduction of 14% beyond current Building Regulations.

4.31 The energy efficiency requirements of the Building Regulations (2010) are equivalent to those of Code Level 3 in the Code for Sustainable Homes). However, Policy ESD3 of the Proposed Submission Cherwell Local Plan requires all new homes to meet Code Level 4 of the Code for Sustainable Homes.

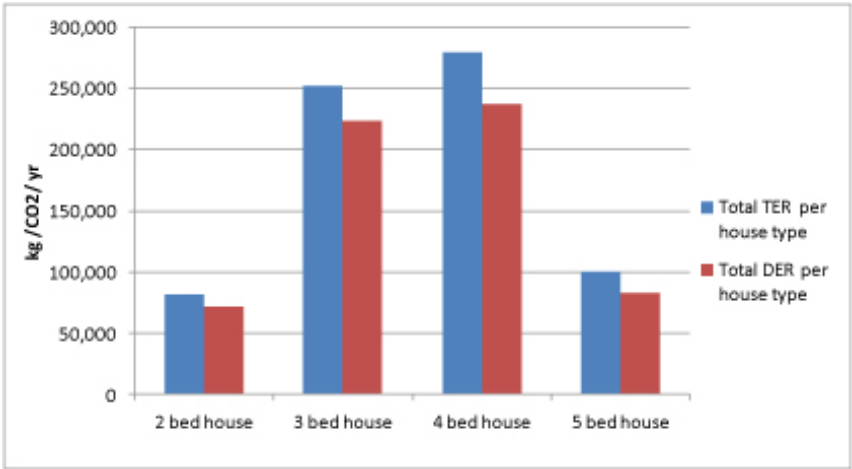


Figure 1 - Estimated annual Target Emission Rates and Design Emission Rates for the development

4.32 Setting standards that go beyond Building Regulations is contrary to the findings of the majority of the members of the Standards Working Group that produced the report “A Review of Local Standards for the Delivery of New Homes”. The report states (p17):

“it appears unnecessary to set any standards beyond Building Regulations, assuming the current proposals to achieve zero carbon homes are maintained.”

4.33 It is relevant to note that Policy ESD 2 in the Proposed Submission Cherwell Local Plan promotes a hierarchical approach to achieving zero carbon and prioritises energy efficiency measures over renewable energy generation. At this stage the developers intend to mitigate carbon emissions associated with new homes by focussing on increasing energy efficiency and not renewable energy installations.

CRIME PREVENTION

4.34 One of the design objectives within item 58 of the National Planning Policy Framework (NPPF) states that developments should:

“create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;” (point 5, item 58, NPPF 2012)

- The design proposals are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: the Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.
- When designing new developments, these should create areas that are attractive and contain clearly defined public and private areas that relate well with one another and create no ambiguity. In addition, the development should enable residents to take pride in their surroundings without the fear of crime, which in turn will create a sense of shared ownership and responsibility.
- Landscape design is essential in achieving an environment that creates a sense of place and community safety. In this context, landscape design encompasses the planning, design and management of external, public spaces. Well designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.
- Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.

- In forming the design proposals the following key attributes have been included:
- Buildings are generally orientated back to back to ensure rear gardens are not exposed;
- Public open spaces, and in particular children’s play space are well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination, where the use of parking courts or private drives may be utilised, these areas will serve only a few dwellings and would be well overlooked by the surrounding built form;
- The internal street network forms the required connected loop within the site, lower category roads serve smaller groups of dwellings but with a clearly different street character to signal a semi-private environment.
- Elsewhere, there are semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to know it ‘belongs’ to the dwellings;
- The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
- Natural surveillance is promoted wherever possible; and
- Architectural details which promote natural surveillance are to be designed into dwellings, through window positioning.





SUMMARY

5

The proposed development will represent a sustainable, attractive and successful new community

An aerial view of a proposed residential development in North Hanwell Fields, Banbury. The plan shows a mix of housing types, including terraced and semi-detached houses, arranged in a grid-like pattern. A large green area labeled 'Formal Open Space' is located in the upper left. To the right, there is a 'Play Area' and a 'SUDs' (Sustainable Urban Drainage) area. A road labeled 'WARRICK ROAD' runs along the left side. A semi-transparent text box is overlaid on the center of the image, containing the title and a description of the vision. The bottom of the image shows existing buildings and a road.

VISION FOR NORTH HANWELL FIELDS

TO PRODUCE A SUSTAINABLE LIVING ENVIRONMENT WITH A CLEAR AND DISTINCTIVE IDENTITY INCORPORATING A BALANCED MIX OF HIGH QUALITY HOMES IN AN ATTRACTIVE SETTING WITH NEW OPEN SPACE INCORPORATING STRATEGIC LANDSCAPING TO CREATE A DEVELOPMENT SENSITIVE TO ITS SETTING AND WELL RELATED TO EXISTING FACILITIES IN THE BANBURY URBAN AREA.



5 SUMMARY

5.1 The key components of the planning application are described formally to be as follows:

- Up to 350 new houses of mixed type and potentially including affordable housing
- Vehicular access from the Warwick Road and looped access road within the site with a commitment to integrate with adjoining land allocated for development
- Footpath/cycleway access to the Warwick Road
- Realignment and improvements to Warwick Road
- Strategic landscaping, green space and new open space
- Safeguarded corridors for integration and inter connectivity with the remainder of the North Hanwell Fields allocation
- Demolition of the dwelling, Briars Close
- Retention of the dwelling Broken Furrow and its curtilage which is adjoined on three sides by the application whilst providing safeguarded corridors for integration and inter connectivity should this property become available for redevelopment
- Necessary related engineering works for drainage, services and other works ancillary to the implementation of the scheme.
- Housing development on the Warwick Road Phase of North Hanwell Fields will provide new homes which will be well related to, and form a logical part of, Banbury. Banbury in general, and the site specifically, are regarded as a sustainable location for development.
- Adequate infrastructure and facilities are available, and/or will be provided to meet the needs of the new households.
- The proposed development will improve housing choice, with new amenity spaces for the existing and new community whilst improving public access across the site and to the wider pedestrian network.
- The masterplan is founded on the best practice in urban design, community integration and sustainable development, with strong links to the wider area. It aims to create a development for the 21st Century, whilst reflecting the desirable elements of the local vernacular.

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On behalf of Persimmon Homes Ltd | October 2012 | P.0616A

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