Design & Access Statement

September 2019

BM3

Southam Road, Banbury

Contents

Some maps & some images obtained from Google

1.0 Context

1.1 Introduction

In 2018 BM3 Architecture were appointed by Sanctuary Affordable Housing Limited to assist them with preparing a Reserved Matters Application for residential development dwellings on the land to the west of Southam Road, Banbury.

The application seeks permission for the development of 90 residential units (private, affordable, shared ownership and commercial/retail with associated access, parking, open space and landscaping.

This design and access statement intends to support the application by presenting the local character, analysing the area and justifying the proposed design approach.

The site itself is located 1.4 miles north-west of Banbury town centre along Southam Road on the edge of the town and it is 6.62Ha in size.

The site is currently an open sloping greenfield with no existing structures present, located on the suburban edges of Banbury.

The site's proposed plan has been developed in consultation with extensive and ongoing discussions with Cherwell District Council and other statutory consultees – details of which are referenced within this statement, to ensure that the best outcome for the site can be achieved.

1.2 Drawing List

The application is accompanied by the following drawings, which have been prepared by BM3 Architecture Ltd.

70693_D00	Location Plan
70693_D01	Site Layout
70693_D20	Indicative Sections
70693_D100	House Type 812
70693_D101	House Type 856
70693_D102	House Type 880
70693_D103	House Type 890
70693_D104	House Type 979
70693_D105	House Type 1013
70693_D106	House Type 1055
70693_D107	House Type 1100
70693_D108_1	House Type 1153
70693_D108_2	House Type 1153
70693_D109	House Type 1399
70693_D200	Apartment Plans
70693_D201	Apartment Elevations
70693_D202	Apartment Plans
70693_D203	Apartment Elevations
70693_D300	Street Scenes
70693_D301	Street Scenes
70693_D302	Street Scenes
70693_D303	Street Scenes
70693_D304	Street Scenes
70693_D400	Materials Plan
70693_D900	Landscape Planting Plan
70693_D901	Landscape Planting Plan
70693_D902	Landscape Planting Plan
70693_D903	Landscape Planting Plan
70693_D904	Landscape Planting Plan
70693_D905	Boundary Details
70693_D906	Section 106 Transfer Areas

1.3 Accompanying Documents

This design & access statement should be read in conjunction with all the accompanying drawings submitted to support the application.

1.4 Location

The site is located on Southam Road in Banbury. Banbury is a historic market town on the River Cherwell in Oxfordshire and is one of the main towns at the edge of the Cotswolds. The application site is located immediately adjacent to the Northern edge of the built up area of Banbury, approximately 2km from its town centre.

Site Location

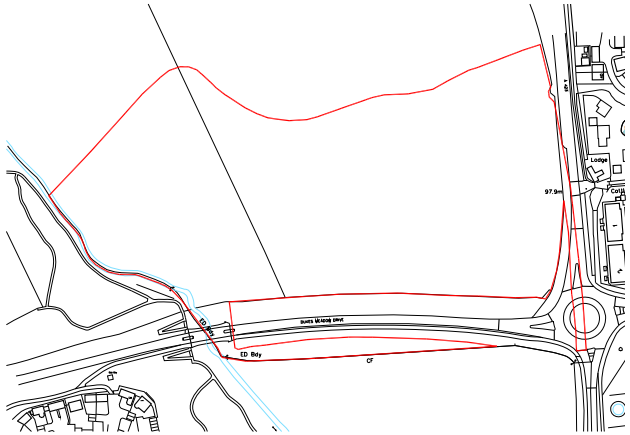

Fig. 1.1 Site boundary

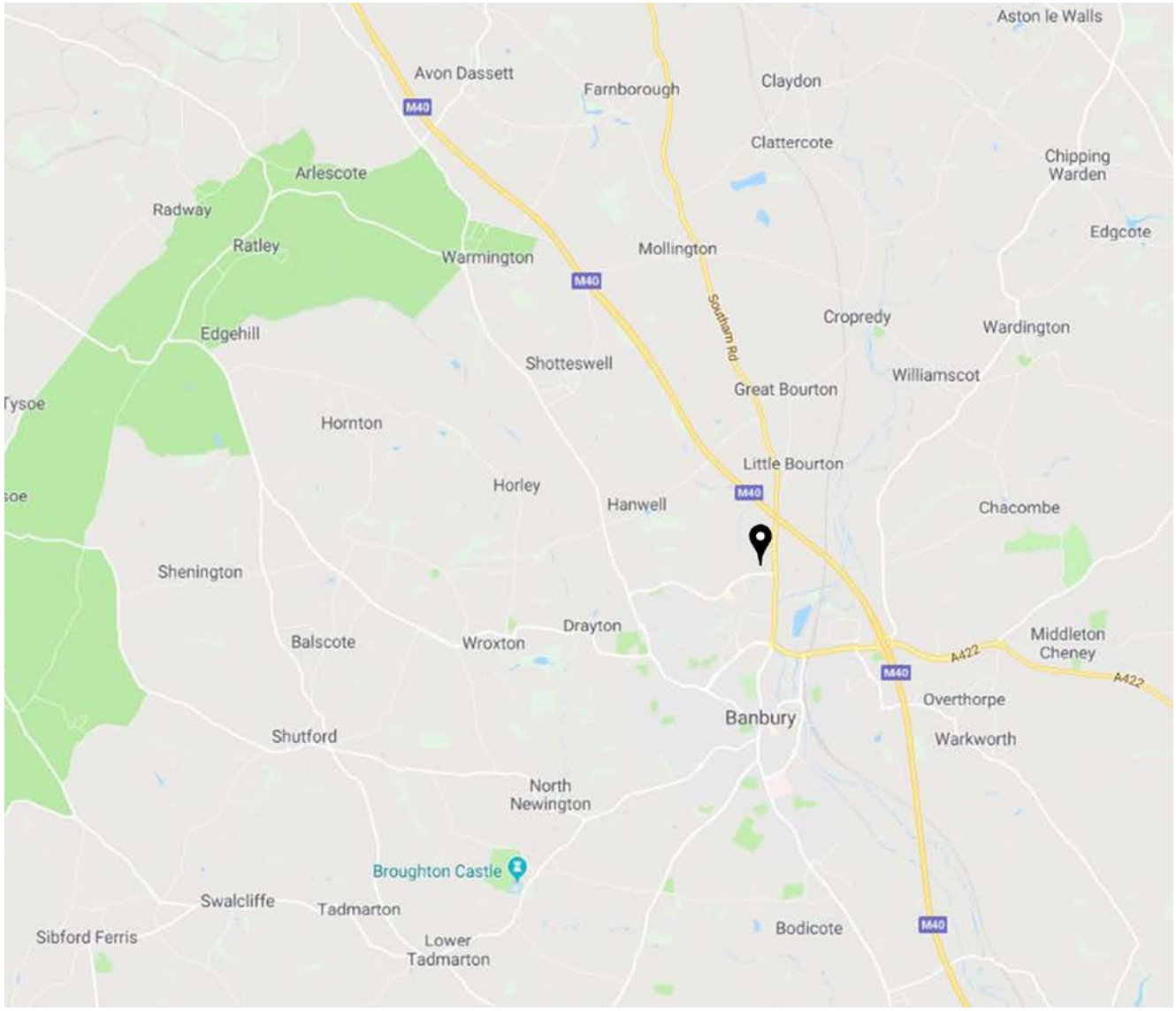

Fig. 1.2 Wider Context

Banbury is a commercial and retail centre offering a wide range of services and facilities for its residents and those of the smaller settlements surrounding it.

The site links to the Dukes Meadow Drive and Southam Road via the approved means of access set out in the outline application. Southam Road is one of the main routes into the town centre, and crosses over the M40; motorway that links London, Oxford and Birmingham.

The site is within reasonable walking distance of a wide range of services and facilities. Located on the edge of an existing town and adjoining an established residential area the application site is situated in a sustainable location for residential development.

To the east and south-west of the site is a mix of existing employment uses and residential developments. These include Hanwell View and Hanwell Fields residential neighbourhood, Banbury Office Village, Hardwick House and Hardwick Business Park, Ocean House and the Banbury Cross development.

Further afield lies a diverse range of services and facilities, including major food supermarkets, a twice-weekly market and Banbury town centre located to the south. There is also a major mixed use retail development at Banbury Gateway situated approximately 2km to the south east.

Local services also include several schools, nurseries and childcare facilities, a hospital and clinics, sports facilities, a leisure centre and community facilities including places of worship.

A number of bus services run along Southam Road,adjacent to the site providing wider access to jobs, shops and services in Banbury and other centres, such as Royal Leamington Spa.

Fig. 1.3 View of the site, looking SW

Fig. 1.4 View of the site from the A423, looking SW

Fig. 1.5 View of the site from the A423, looking north

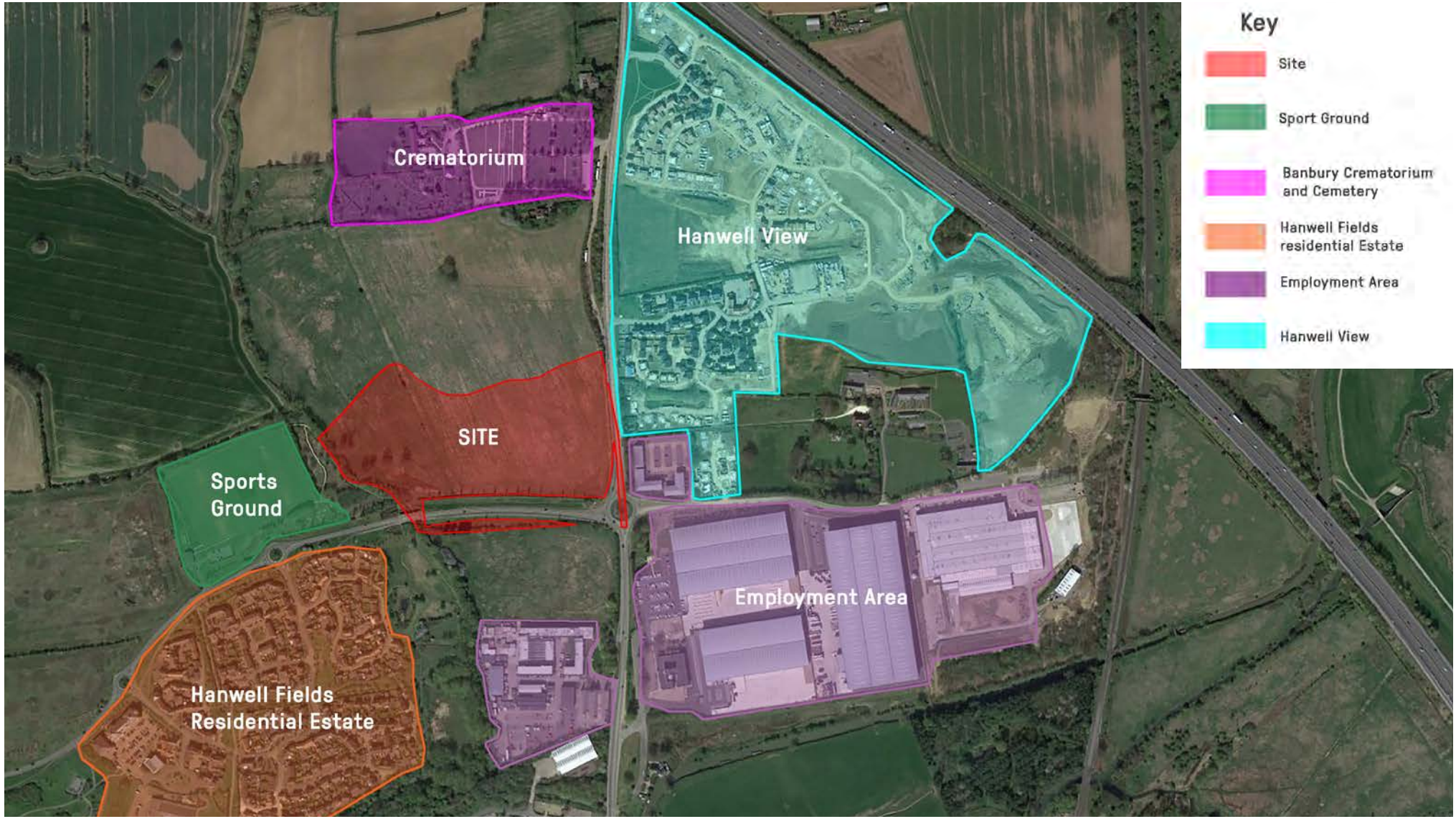

Fig. 1.6 Map showing Land Uses around the site

Fig. 1.7 Map showing amenities around the site

1.5 Surrounding Context Analysis

Local Character and Context

A study of the surrounding area has revealed the local character, housing mix, parking requirements, key buildings and design elements that can be applied to the proposal.

To the east and south-west of the site are two major residential developments. To the north and west of the site there is a large amount of open grasslands.

Hanwell View to the east comprises of 2, 3, 4 and 5 bedroom homes.

Hanwell Fields is, located to the south-west, is a residential, retail, school, community and leisure estate. To the east of the site is Hanwell View a 550 residential units and school. The properties in the estates that lie around the site date are all new builds and are characterised by 2, 3 & 4-storey housing detached, semi-detached, terraced, mews, bungalows and mixed-use flats.

Both housing estates, contain a mixture of properties that utilise a variety of materials, including red brick, stone and render. The general designs of the properties follow a traditional style, in keeping with the local character of the area. A mixture of properties utilise soldier course and stone details to windows. Additional stone details also feature in the form of corbels.

Windows feature transoms, adding to the traditional style.

Fig. 1.8 Lapsley Drive, Hanwell Fields

Fig. 1.9 Claydon Close, Hanwell View

Fig. 1.10 Hardwick Hill, Hanwell View

Fig. 1.11 Lapsley Drive, Hanwell Fields

Fig. 1.12 Hardwick Hill, Hanwell View

Fig. 1.13 Claydon Close, Hanwell View

Access, Car Parks and Urban Space

Primary roads are emphasized by a variety of architectural styles and material pallet to create diversity along main approaches.

Across the surrounding area and developments the car parking is dealt by:

- Kerbside parking- parallel to the pavement in marked or unmarked bays on formal or informal streets. Useful for terraced and continuous frontage dwellings also along side the on-plot parking.

- On-plot parking/garages- Typically to the side or front of dwellings, occasionally to the rear, while the garages are with either within the volume of the house or an outside building. This is a popular parking strategy which is seen in the new development and across Banbury.

- Shared grouped parking- this parking strategy are implemented within mews courts or a separated parking courtyard for apartment blocks. Car parking dealt within the courts are secure and overlooked as it minimises the impact of on street parking on the primary approach roads.

Narrower streets provide a tighter urban feel whilst allowing roads to be more permeable and pedestrian-friendly character.

Building Scales, Character Areas and Key Buildings

The arrangement of dwellings across the surrounding estates provides varied street elevations; ie continuous frontage, semi-continuous frontage and broken frontage. Various house types; wide and narrow, are used in creating dynamic architectural character.

The surrounding buildings are characterised by a variety of architectural styles but a simple material palette which creates continuity. Stone has been used consistently throughout the area to emphasise key buildings and character areas.

Corner house types create gateways and landmarks to road entrances. They have frontages on two sides and usually occur at the confluence of two or more streets.

The repetition of the terraced and linked dwellings creates a continuity of frontage along the roads. A Mix of terraced, semi-detached and detached dwellings with a variety of building heights creates diversity to streetscapes.

The buildings on the urban edges are generally lower in height with a mix of terraced, semi detached and detached similar to the secondary roads.

Features such as dormer windows or changes in roof pitches and eaves heights allow for variation along the street.

Building orientation creates natural surveillance of all the surrounding streets. Car Parking is contained within courts and properties.

Affordable housing are integrated with private housing within Hanwell Field and Hanwell View housing development.

2.0 Design

2.1 Site description

The application site is a sloping greenfield parcel of land measuring 6.62 hectares (16.36 acres) on the suburban edge of Banbury. The topography of the site rises south westerly direction, with the northeast corner of the site being the high point. The lowest areas of the site lies along its western boundary.

The site is currently vacant. To the north west of the site lie adjacent fields and Banbury Crematorium. The A423 (Southam Road) lies to the east of the site. Adjacent to the southern boundary of the site is Dukes Meadow Drive. To the west of the site lies Hanwell Brook, adjacent fields and grass football pitches. The site is bound to the south and west by mature trees and hedgerows which separate the site from the Dukes Meadow Drive and the Hanwell Brook respectively.

The site links to Dukes Meadow Drive and Southam Road via the approved means of access approved by the outline application (18/00273/OUT). The access point on the east as links off Southam Road, which is one of the main routes into the town centre, and crosses over the M40; motorway that links London, Oxford and Birmingham. However, there is no link to the motorway at this point.

Key

- Hanwell Brook
- High Voltage overhead cables
- Existing trees
- Approved means of access

Fig. 2.1 Site Analysis

2.2 Constraints and Opportunities

In order to form a layout that will provide the best use for the site, we had to take into account the following considerations:

Constraints

- Relationship with the access roads
- Existing high-voltage (HV) overhead cable running through the site and potential need for diversion
- Areas of the site fall under Flood Zone 2 and 3
- Complications for site drainage
- Levels - The topography of the site rises approximately 10 meters from the South to the North
- S106 requirements that we would need to allow provision for connection to the North, footpath to the North, bus stop within the site and cycle path along the spine road.
- Provision for a LEAP and a LAP

Opportunities

- Approved means of access of Southam Road and Dukes Meadow Drive
- Well established area, close to local amenities, schools and public transport
- Other new developments nearby.
- Access to adjacent countryside

Key

- Road traffic noise levels Daytime LAeq (16 hours) >70
- Road traffic noise levels Daytime LAeq (16 hours) 60 < 70 suitable for residential in principle
- Road traffic noise levels Daytime LAeq (16 hours) 50 < 60 suitable for residential in principle
- High Voltage overhead cables
- Existing trees
- Approved means of access
- Hanwell Brook
- Ecological Buffer Zones
- Flood Zone 1
- Flood Zone 3
- Flood Zone 2

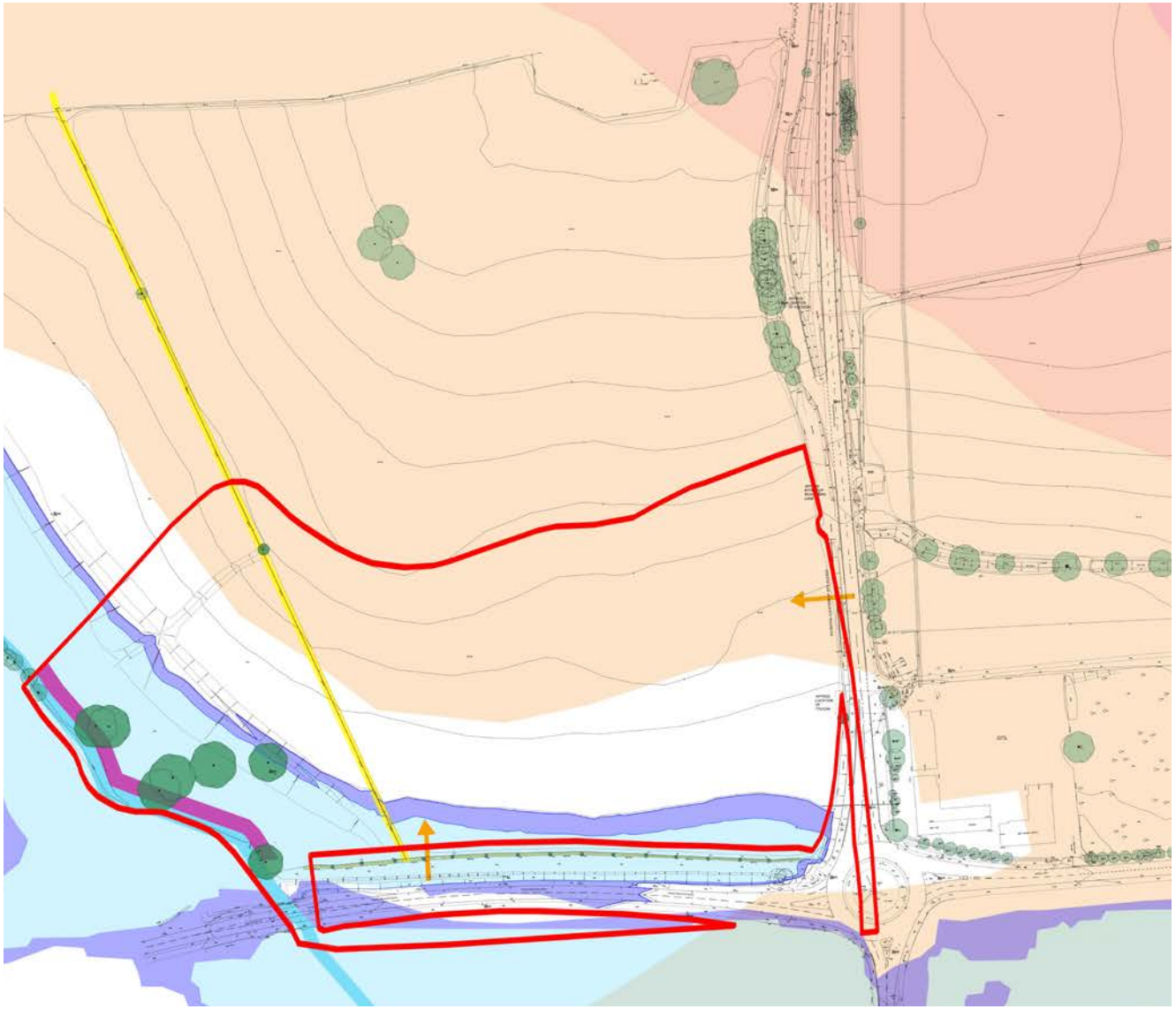

Fig. 2.2 Constraints and Opportunities plan

2.3 Site Strategy

To produce the final layout proposed with this application, we explored some options to establish what was the best way forward. Some of the options that we explored had variations in their mix and massing as well.

The diagram shows the two access points, off the A432 and Dukes Meadow Drive, with a spine road connecting the two. The strategy for the proposed dwellings is that of multiple perimeter blocks.

From that spine road there would be secondary routes branching off leading on to cul de sacs and private drives creating neighbourhood streets.

Part of the S106 requirements approved on the outline application is to provide a footpath at the North of the development, so it was crucial to find the most suitable solution to create a pleasant route for people to walk.

What has formed the layout and created its latest form was how both North and South boundaries were treated in terms of orientation and massing.

Key

- Main Route
- Secondary Route
- Private Drives
- Dwellings
- LEAP

Fig. 2.3 Site Strategy Diagrams

2.4 Use

The site is currently an open sloping greenfield with no existing structures present.

Sanctuary Affordable Housing Limited wish to develop the site to provide 90 new dwellings that include 8 one bedroom dwellings, 34 two bedroom dwellings, 38 three bedroom dwellings and 10 four bedroom dwellings. 21% of the dwellings will be affordable, 9% shared ownership and the remaining 70% for open market sale. There is a mixture of detached and semi-detached properties as well as apartment blocks.

A retail unit will also be integrated on the ground floor of one of the apartment blocks (flats are located on the first and second floor). A dedicated access for the flats will be provided.

2.5 Car Parking

There are a total of 196 parking spaces, giving an overall provision of 218% car parking across the site. All apartments have at least 1 parking space, all other dwellings have 2 spaces, including garages. In addition, there are several visitor spaces available around the site and a number by the commercial building to accommodate the increased use.

2.6 Density

The site has an area of 6.62 hectares and therefore, has a density of 13 dwellings per hectare.

SCHEDULE OF ACCOMMODATION

Ref	TYPE	AREA ft²	AREA m²	STOREYS	TOTAL	TOTAL AREA ft²	TOTAL AREA m²	MIX %
				PRIVATE				
660	2B3P FLAT	660	61.3	1	5	3300	306.5	13
662	2B3P FLAT	662	61.5	1	3	1986	184.5	
760	2B4P FLAT	760	70.6	1	3	2280	211.8	5
812	2B4P HOUSE	812	75.4	2	8	6496	603.2	13
979	3B5P HOUSE	979	91.0	2	12	11748	1092.0	54
1055	3B5P HOUSE	1055	98.0	2	10	10550	980.0	
1100	3B5P HOUSE	1100	102.2	2.5	6	6600	613.2	
1153	3B5P HOUSE	1153	107.2	2	6	6918	643.2	
1399	4B7P HOUSE	1399	130.0	2	10	13990	1300.0	16
TOTAL PRIVATE					63	63868	5934.4	100
				AFFORDABLE				
538	1B2P FLAT	538	50.0	1	2	1076	100.0	42
594	1B2P FLAT	538	55.2	1	2	1076	110.4	
541	1B2P FLAT	541	50.3	1	2	1082	100.6	
542	1B2P FLAT	542	50.4	1	2	1084	100.8	
856	2B4P HOUSE	856	79.5	2	5	4280	397.5	37
880	2B4P HOUSE	880	81.8	2	2	1760	163.6	
890	2B3P BUNGALOW	890	82.7	1	1	890	82.7	5
1013	3B5P HOUSE	1013	94.1	2	3	3039	282.3	16
TOTAL AFFORDABLE					19	14287	1337.9	100
				SHARED OWNERSHIP				
856	2B4P HOUSE	856	79.5	2	5	4280	397.5	88
880	2B4P HOUSE	880	81.8	2	2	1760	163.6	
1013	3B5P HOUSE	1013	94.1	2	1	1013	94.1	13
TOTAL SHARED OWNERSHIP					8	7053	655.2	100
TOTAL CAR PARKING					196			218%

TOTAL UNITS	90
SITE AREA (hectares)	6.62
UNDEVELOPED AREA (hectares) - POS, SUDS, LAP, LEAP	3.36
DEVELOPED AREA (hectares)	3.26
SITE DENSITY (units/hectare) - developable	27.6

Fig.2.4 Schedule of Accommodation

2.7 Layout

The layout for the site was formed after analysing the constraints and opportunities for the site and following the strategy mentioned in the previous section.

There are two proposed vehicular access points into the site. Approved means of access off Southam Road to the east and Dukes Meadow Drive to the south is approved on the outline application. A new spine road links these previously approved junctions, forming the principle route through the site, similar to what has previously been agreed. Following discussions with the council, it has been agreed that as long as entrances to the site remain as per the approved outline, the positioning of the spine road can alter to suit the building blocks. The spine road shall be constructed to adoptable standard and open to traffic including buses and incorporate an off-carriageway footway/ cycleway to the north side. Secondary routes in the form of cul de sacs and private drives provide access to small clusters of dwellings creating a neighbourhood feel within the overall development.

The proposed site layout aims to maximise the opportunities offered by the gently sloping topography whilst minimising the wider landscape impacts. Lower density areas have been located adjacent to the north and west boundaries of the site, providing a more visually and physically permeable edge to the open countryside to the north and Hanwell Brook to the west.

A commercial block with residential apartments has been positioned along the main road on the corner of Southam Rd and the new Spine Road, as this is the most prominent position on the site. The location has been discussed and agreed with the Planning officers during pre-application consultation.

Fig. 2.5 Site Layout

A key consideration in the design of the layout was to create a ‘sense of place’ that has positive impact on the area and has orientated spaces/buildings to work well with each other and surrounding developments. Perimeter blocks have generally been used across the site. As a principle this provides for well defined, overlooked streets with private rear gardens. Corners have been considered using specific dwellings types or block arrangements that are dual aspect to provide surveillance.

A cycle path is provided to satisfy S106 requirements on the north side of the new spine road. Additionally, following discussions with the authority, a bus stop is proposed around the middle of the site on the spine road.

The buildings facing the south boundary of the site are designed with minimal gaps in order to provide a solid frontage against Dukes Meadow Road. Parking for these properties is not provided in curtilage but across the road in order to “hide” it with the proposed landscape and SuDS and also create a neighbourhood feel.

Fig. 2.6 Access off A432 - Southam Road

Fig. 2.7 Access off Dukes Meadow Drive

A mixture of parking solutions have been used across the scheme. Where possible, parking is in curtilage of each dwelling, largely in between the houses to ensure that the car does not dominate the street scene. Parallel parking and private drive parking courts have been proposed where necessary and are mostly used to provide visitor parking.

Care has been taken to include a good amount of landscaped areas to the front of the properties.

All apartments have at least 1 parking space, all other dwellings have 2 spaces, including garages. In addition, there are visitor spaces. This gives an overall parking provision of 218% spaces.

Provisions for a LEAP & a LAP have been provided in two areas within the site, again following discussions with the local authority.

Fig. 2.8 Parking examples around the site

Fig. 2.9 Parking examples around the site

2.8 Massing

The aim throughout the scheme is to provide an interesting, vibrant and diverse street scape. Mixing a variety of house types across the site provides a range of scales and built form to the proposal. Careful consideration has been taken to ensure that the new buildings sit well within their surroundings.

The house types vary in height from bungalows, to two and two a half storey dwellings, to three storey blocks of apartments. These building heights are in keeping with the character of the area.

The height changes from North to South, the reason being the existing site levels. Where the site is lower, 2.5 storey is utilised to allow for better views towards Banbury. Similarly with the 2 apartment blocks, their location on the site allows to go higher.

2.9 Form

The form of the dwellings is generally traditional with duo-pitched roofs with some gable options also introduced. Larger house types also feature gables to add interest. Care has been taken to position gable units at corners and at prominent points in the site. This helps to define the street scenes and perimeter blocks. Specific corner turning units have been proposed to ensure interesting elevations and active frontages along all streets.

Fig. 2.10 Corner turning house type

Fig. 2.11 Street Scene example

2.10 Elevations and materials

Within Banbury and the surrounding areas the architectural style is mainly that of a traditional style. The design for the elevations has been proposed to be in keeping with the traditional character of its context.

Local stone is also proposed to be used in key areas throughout the site, something that is common practice in the area. Approximately 30% of the site is proposed to have stone as the facing material as is expected by the local Planning Authority.

The main facing material for the dwellings is a red multi brick (TBC), with some house types also featuring render to the first floor level. Render is proposed to the larger house types as well as on the corner turning dwellings to help variate the elevations. A combination of brick and stone details feature to add to the traditional style. Details feature in the form of window sills and heads, bands and corbels. Chimneys are proposed on some dwellings as well to add interest to the roadscape.

Red / grey roof tiles are used across the scheme, with white fascias and black rain water goods. The window frames proposed are white with additional transom details on some house types. Front doors are proposed to be black.

Fig. 2.12 House type examples

Fig. 2.13 Street Scene example

Fig. 2.14 House type examples

Fig. 2.15 Street Scene example

2.11 Drainage Design

To be read in conjunction with drawing number 500.

The outline planning application contained an FRA and Drainage Strategy (ecus November 2017) that set out the principles of what should be achieved with the detailed strategy. The key points extracted from this were: an area of flood zone 2 and 3 exists adjacent to Hanwell Brook to the south of the site; development should be located in the flood zone 1 area; proposed surface water drainage to outfall to Hanwell Brook at a controlled rate of 13.8l/s; primary attenuation storage to be provided by a basin; where suitable infiltration should be utilised (tested rates were too low to rely on for primary method of discharge) and the foul drainage should make a gravity connection to a new foul sewer in Dukes Meadow Drive.

The detailed design strategy builds on that from the outline permission. It includes an additional swale to the southern edge of the development. This provides a conveyance route to the basin for the outfalls from three traditional buried drainage networks. The length of buried drainage networks is minimised as a result, which avoids deep drainage. Rainwater pipes from the units will connect via below ground pipework and roads will drain via gullies. Driveways are proposed to utilise lined permeable paving with underdrains connected to the main drainage system. This is due to the limited potential for infiltration presented by the site.

The swale and basin are proposed to store all the runoff from the site, up to and including the 1 in 100 year plus 40% climate change event. The flow control is proposed to be an orifice plate limiting discharge to 13.8l/s. The drainage networks are designed to minimise overland flows for the 100 year rainfall event. The finished ground level design carries water away from buildings towards the swale and basin via the roads.

Informal discussions have been held with the LLFA regarding the overall strategy. Feedback has been incorporated into the design.

The proposed road access to the south crosses flood zones 2 and 3. There will therefore be a loss of flood storage volume as a result. Discussions have been held with the EA regarding the impact on flood volumes and approval is to be sought based on detailed flood modelling (to be carried out at a subsequent design stage).

Foul drainage follows the principles set out previously. No evidence has been obtained to confirm that the previously proposed foul sewer under Dukes Meadow Drive has been constructed. It is therefore likely that a new sewer will be required running east along this stretch of highway, with a proposed connection point to the south of the nearby roundabout on Southam Road. Survey information has been obtained to confirm the connection level and validate the gravity proposal.

The proposed drainage networks are to be offered for adoption under Section 104 agreements. The basin and swale are proposed to be offered for adoption by the local authority as part of the open space.