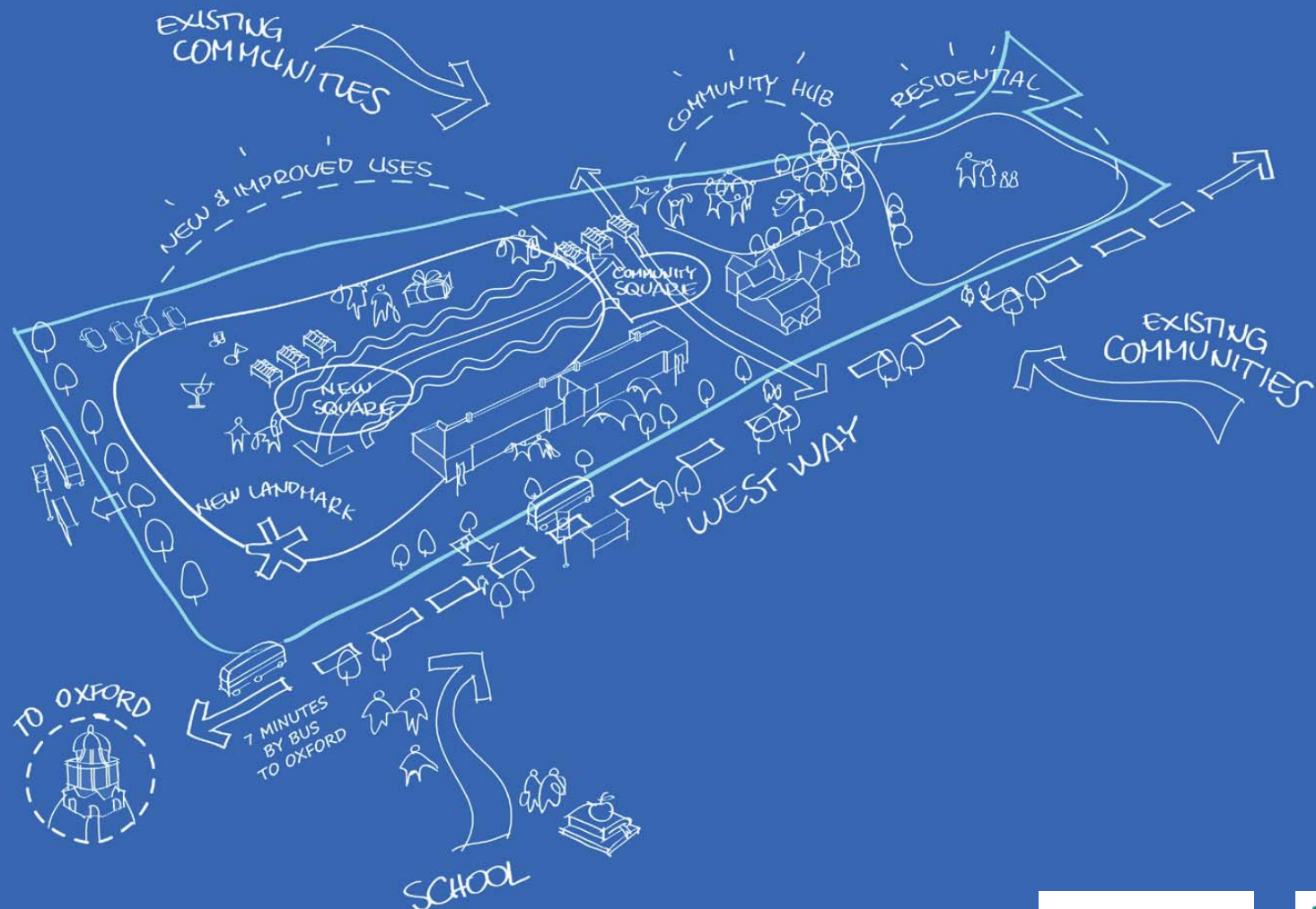


Botley Centre Supplementary Planning Document



January 2016

BDP.

Vale
of White Horse
District Council

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1.1 PURPOSE

1.1.1 The Botley Centre SPD creates a flexible strategy to guide development that supports the existing and future local community and attracts investment to serve the wider district and meet local regeneration aspirations.

1.1.2 A planning application for the comprehensive redevelopment of the Botley Centre was met with a significant level of local opposition and was unanimously refused at committee in December 2014.

1.1.3 It is the aspiration of the Vale Local Plan 2011 to enhance Botley Centre's offering and range of uses to better reflect its status as a Local Service Centre in a key location on the western edge of Oxford with immediate access to the strategic highways network (A34).

1.2 PLANNING STATUS

1.2.1 In accordance with paragraph 153 of the National Planning Policy Framework (NPPF) (March, 2012) and regulations 11 – 16 of The Town and Country Planning (Local Planning) (England) Regulations 2012, the SPD has been prepared in accordance with policy objectives set out in the NPPF and the Vale's Local Plan 2011 (July, 2006) (Saved Policies). In particular the SPD builds upon Local Plan Saved Policies, including: GS1 - Development in Existing Settlements, H10 Development in the Five Main Settlements, S1 New Retail Provision and S12 Local Shopping Centres. The SPD is a material consideration in assessing planning applications within the SPD boundary.

1.2.2 The SPD is supported by the Botley Centre SPD Sustainability Appraisal Report (November, 2015), which considers the likely environmental and sustainability effects of implementing the SPD and outlines measures to reduce any significant adverse effects.

1.2.3 The SPD has also considered and aligns with draft policies, including Core Policy 11: Botley Centre, contained in the Vale's emerging Local Plan 2031, which is anticipated for adoption September 2016. Following adoption of the emerging Local Plan, the Vale has committed to review the SPD and update where necessary to ensure consistency with the more recent Local Plan policies.

1.3 CONSULTATION

1.3.1 The Vale have produced the SPD through a collaborative process. This has included consultation to ensure there is a clear understanding of the issues and opportunities facing Botley, which in turn inform and underpin an appropriate framework to guide development.

1.3.2 The consultation process has consisted of a wide range of events with a variety of different organisations, these have included:

- Individual meetings with local stakeholders throughout the preparation of the SPD, including: West Way Community Concern, North Hinksey Parish Council, Cumnor Parish Council, Botley Baptist Church, St. Peter and St. Paul Church and landowners.
- Presentation to North Hinksey Parish Council on 21 May 2015.
- A workshop with local organisations on the 2 June 2015 to develop the vision and design principles.
- Presentation to the West Way Concern event on 22 June 2015.
- A workshop with local organisations on 28 July 2015 to discuss the viability analysis for the study area.
- Review of information prepared by West Way Community Concern, including the West Way Development Survey (June, 2015, A Vision for Botley and West Way, and Botley Character Statement (March, 2014).

1.3.3 The formal statutory public consultation was undertaken for a five week period between 21 August 2015 to the 25 September 2015. This stage of consultation sought to capture a wider audience from across the community as part of the Vale's commitment to undertake a statutory public consultation on the draft SPD. Further details of this statutory stage of consultation are contained within the Consultation Report (November 2015) which accompanies the Botley Centre SPD.



Figure 1 SPD Study Area Boundary
(source: Microsoft Bing Maps 2015)

1.4 THE STUDY AREA

1.4.1 The Botley Centre study area is situated within the Vale of White Horse and forms a Local Service Centre for the Vale and Oxford fringe area, approximately 2km west of the City of Oxford. Botley Centre is the area contained within the red line boundary in Figure 2.

1.4.2 The three hectare study area comprises a range of retail, residential, office and community uses including the West Way Shopping Centre, two supermarkets, offices, community halls, a library, Botley Baptist Church, the Church of St. Peter and St. Paul, Elms Parade, three public car parks, a post office, banks, cafes and restaurants, day centre and sheltered housing.

1.4.3 The southern and western boundaries of the study area are bordered by two storey residential properties set within medium sized gardens. The north west of the study area is bordered by the West Way with Botley Primary School and Seacourt Bridge Public House on the northern side of the road. To the east of the study area lies Westminster Way, and the raised A34 Oxford bypass and the Botley interchange.

1.4.4 Further to the east the West Way extends into Botley Road and provides direct access to Oxford City Centre. In close proximity to the study area, Botley Road accommodates a range of uses including Seacourt Tower businesses and Seacourt Retail Park.



Figure 2
Botley Centre Study Area
Boundary



Figure 3
Mature Site Trees



Figure 4
Elms Parade Car Park



Figure 5
St. Peter & St. Paul Church



Figure 6
Elms Parade Frontage



Figure 7
West Way Centre &
West Way House



Figure 8
Elms Parade Rear Elevation



Figure 9
West Way House



Figure 10
West Way Centre

2.1 REGIONAL CONTEXT

2.1.1 Botley Centre is situated in the north east of the Vale. Botley is designated as one of the five main Local Service Centres in the Vale's Local Plan 2011 (July, 2006), along with Abingdon, Faringdon, Grove and Wantage. In terms of retail provision Botley is designated as a Local Shopping Centre, second in the retail hierarchy to the designated Town Centres, the closest of which is Abingdon approximately 8km to the south.

2.1.2 Botley Centre serves a number of smaller settlements across the Vale, including North Hinksey, Cumnor, Wytham, Farmoor, Appleton and Eaton, and provides a good level of local facilities, services and employment to this catchment.

2.1.3 Botley Centre is located approximately 2km west of Oxford City Centre. Botley is well connected by road links regionally and across the country via the adjacent A420, A34 and the M4 to the south and the M40 to the north. Oxford Railway Station is located a seven minute bus journey from Botley Centre and provides direct train links to London, Hereford, Worcester, Reading, Bicester, Manchester, Newcastle and Birmingham, and also enables accessible rail connections to all major cities across England, Wales and Scotland.

2.1.4 In parallel to Botley Centre's function as a Local Service Centre within the Vale, it also functions as a centre on the outskirts of Oxford City Centre (Retail and Town Centre Study; March 2013). In this regard, a high level of Botley's retail and leisure demand is being met in Oxford City Centre.

2.1.5 Botley's position in the regional and local context presents opportunities to capitalise on connections to surrounding centres, to retain and encourage commerce to support local economic growth, and improve facilities and services to meet the needs of the existing and future community. In achieving this, it is important that a careful balance is struck between the provision of improved and expanded retail and leisure uses and Botley's role as a Local Service Centre.

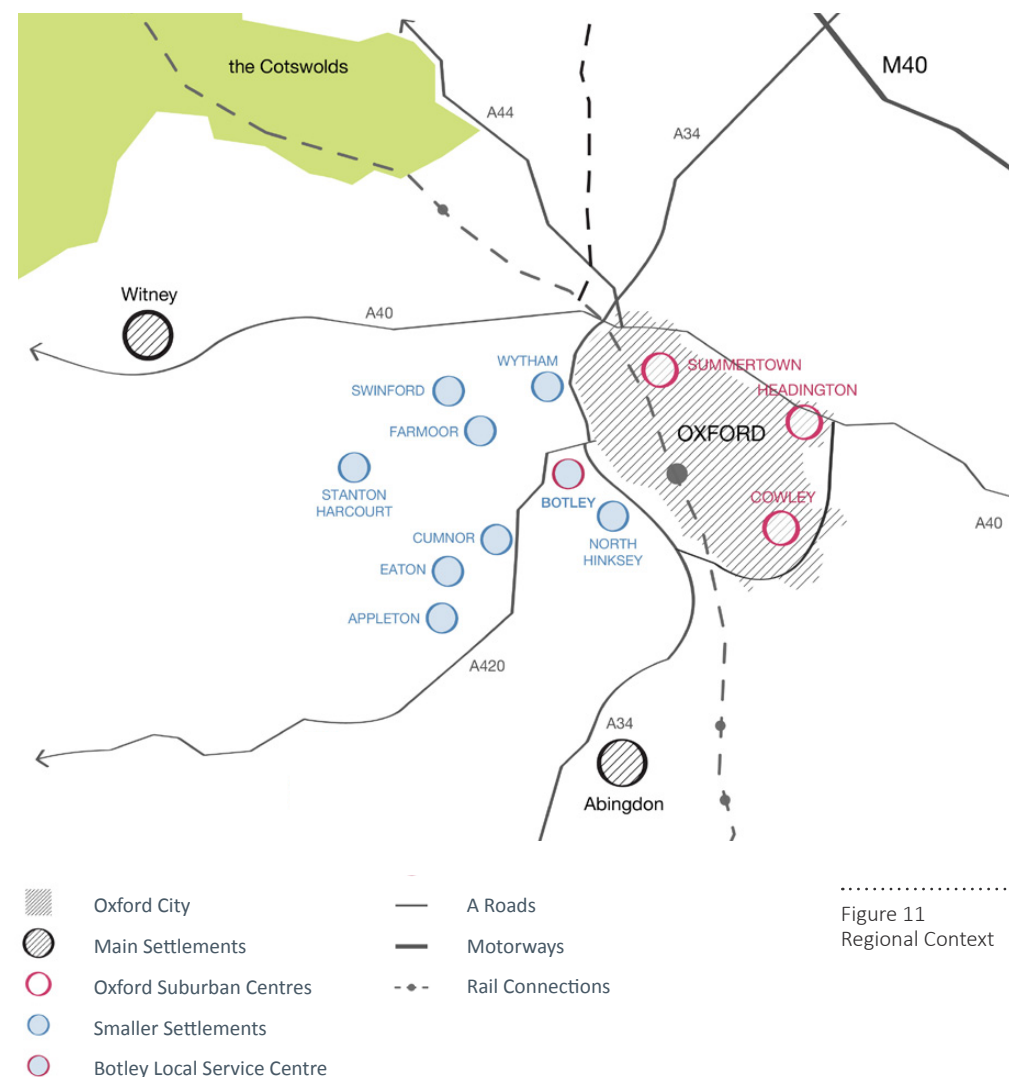


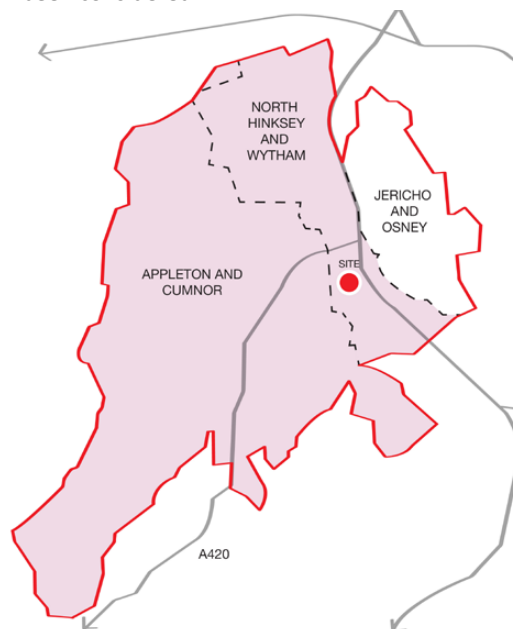
Figure 11
Regional Context

2.2 EXISTING BASELINE

2.2.1 The SPD is underpinned by a thorough understanding of the existing physical, social and economic position of Botley Centre. This ensures the SPD is as relevant and realistic as possible. This understanding has been informed through site visits, an urban design analysis, a transport and movement analysis, a review of the surrounding development context and viability, and a comprehensive review of baseline information, including census data, Interdepartmental Business Register (IDBR), environmental records, base mapping data and statutory records.

2.2.2 This section provides an overview of the key messages to emerge from the baseline analysis undertaken in preparing the SPD and Sustainability Appraisal. The baseline analysis has also been informed by a transport and movement analysis, and a review of the surrounding development context and viability.

2.2.3 To provide an indication of the socio-economic characteristics of Botley, census data was collected for the two wards within which Botley is located being the North Hinksey and Wytham Ward and the Appleton and Cumnor Ward. For ease of reference we refer to this area as the Botley Area in the following text. As a comparison and to broadly align to the area covered by the West Way Development Survey (June, 2015) undertaken by West Way Community Concern, an area referenced as the Botley Catchment Area which includes the North Hinksey and Wytham Ward, the Appleton and Cumnor Ward, and Oxford City Council's Jericho and Osney Ward has also been considered.



- Botley Centre Study Area
- Botley Catchment Area
- Botley Area

Figure 12 Botley Area and Botley Catchment Area

Socio-Economic

2.2.4 Botley and the surrounding area are experiencing population growth. The local population of the Botley Area grew by 4.5 per cent from 10,849 to 11,341 between 2001 and 2011, which is comparable to the population growth in the Vale (Census, 2001 & 2011). The characteristics are:

- An age structure of the Botley Area similar to that of the Vale (Census, 2011).
 - A high level of educational attainment with 50.7 per cent of the Botley Catchment Area population having attained a Level 4 qualification or above (i.e. ordinary or higher degrees, higher diplomas and professional qualifications), compared to 37.2 per cent for the Vale (Census, 2011).
 - A similar level of population with a long term health problem or disability to the Vale at 10 per cent (Census, 2011).
 - A low level of deprivation within Botley, contributing to the Vale's ranking on the top 20 least deprived local authorities in England (Index of Multiple Deprivation, 2010).
- 2.2.5 Botley benefits from a strong economy, supported by an economically active workforce and a wide range of businesses. This consists of the following key characteristics:
- A stable level of active businesses over the past five years in the Botley Area (IDBR, 2010 - 2014).

- In the Botley Area 86 per cent of businesses are defined as micro businesses with nine or less employees in 2014 (IDBR, 2014).
- There is wide variety of industries present in the area with the largest sector being 'professional, scientific and technical' at 21 per cent (IDBR, 2014).
- The population contains a highly skilled workforce with a higher than average proportion of managers and professionals than the Vale (Census, 2011).
- Low level of unemployment at 2 per cent compared to 2.5 per cent for the Vale and 3.4 per cent for the wider South East region, indicating Botley's positive contribution to the Vale's ranking within the top 10 per cent in the country in the UK Competitiveness Index (Census, 2011).

Historic Environment

2.2.6 The development of Botley suburb began in the early 20th Century with further expansion in the mid 20th Century.

2.2.7 There are no listed buildings, scheduled monuments or historic parks and gardens within the study area. There are also no Conservation Areas within or near the area. Elms Parade (1937), St. Peter and St. Paul's Church (1958) and Seacourt Bridge Public House (1936) are within or adjacent to the study area and are considered to contribute to the identity and character of Botley.

Connectivity

2.2.8 The study area is well connected to the local and strategic road network, with the A34 trunk road to the east providing good, if sometimes congested, access between the M4 to the south and the M40 to the north. The B4044 West Way acts as a primary vehicular route offering connections to the wider area including Oxford City Centre.

2.2.9 Although there is no railway station in the Botley area, Oxford Station is walkable from Botley offering regional and national rail connections. Botley also benefits from good bus connections with bus stops located along West Way and Westminster Way. These offer access to Abingdon, Carterton, Oxford, Swindon, Wantage and Witney. In addition opportunities for a Bus Rapid Transit route connecting Botley to Oxford are set out in Connecting Oxfordshire: Local Transport Plan 2015-2031 and the Oxford Transport Strategy adopted September 2015.

2.2.10 Pedestrian routes through the study area generally lack natural surveillance and are not well used beyond working hours, leading to personal security concerns and attracting anti-social behaviour.

2.2.11 The population of the wider Botley Area places considerable reliance on car use with 35 per cent of households owning one car/van and 55 per cent of households owning two or more cars, which is comparable to car ownership within the Vale (Census, 2011).

2.2.12 The frontages of the study area are vehicle dominated and present a generally unfriendly pedestrian environment with the wide West Way carriageway, large car park, fenced footpaths, pedestrian guardrailing and elevated A34 road in close proximity. In general access is circuitous and of variable quality. The West Way junctions are subject to congestion at peak times but generally operate satisfactorily.

2.2.13 Cyclists have the benefit of shared bus lane use eastbound on West Way, though a short length of cycle lane is their only provision westwards. This east-west axis offers access to most of Oxford city centre within 10 minutes cycle ride. The Botley Centre is also therefore an attractive proposition for sustainable access on foot and cycle from the surrounding residential hinterland.

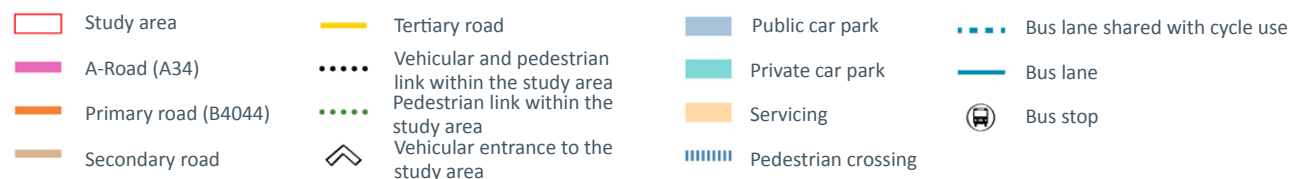


Figure 13
Transport and Access Plan

2.2 EXISTING BASELINE

Setting

2.2.14 The study area predominantly consists of developed land or hardstanding, however there are a number of mature trees and fragmented open green spaces.

2.2.15 Botley Centre is surrounded by Oxford Green Belt with areas of ancient woodland, including Marley Wood, Cammoor Copse and Higgins's Copse, located to the north and north-west. These areas provide a high quality landscape setting to Botley.

2.2.16 There are several protected nature conservation sites in close proximity to the study area, two Sites of Special Scientific Interest (SSSIs) in the Vale (Wytham Woods 650m north and Hurst Hill 1.6km south east) and the Oxford Meadows SSSI in Oxford (1.7km north east) which is also a Special Area for Conservation, part of which includes Port Meadow with Wolvercote Common and Green SSSI. The Hutchcombe Copse Local Wildlife Site is also in close proximity (450m south). These designated areas are rich in biodiversity and are of ecological importance.

2.2.17 The majority of the study area is located at approximately 65m Above Ordnance Datum (AOD), with ground levels rising to over 100 m AOD in Marley Wood to the north and Cumnor Hill and Harcourt Hill in the south. This variation in topography means the study area is partially visible from a number of elevated long range views. These views have been selected primarily due to their potential sensitivity

to change with redevelopment, taking into consideration the nature of the view, the condition of the existing view and the potential number of viewers.

2.2.18 The study area is prominent in local streetscape views, particularly those from the West Way, the A34 and surrounding residential streets to the south and east and it will also be important to carefully consider the impact on local views.

2.2.19 Due to the proximity of Oxford City Centre, it is also important to consider views over Oxford City Centre, including the view cone from South Park in which Sea Court Tower appears in the background (Oxford City Council, Assessment of the Oxford View Cones, 2015).

2.2.20 The study area does not lie within flood zone 2 or 3 as defined in the Environment Agency's Flood Map For Planning (Rivers and Sea, 2015) but has experienced surface flooding in the past due to extreme weather conditions.

2.2.21 There are two Air Quality Management Areas (AQMA) in close proximity to the study area. The first is approximately 260m south east, near the A34 due to traffic emissions. The second is a blanket AQMA covering the entire Oxford City area, approximately 300m east of the study area.

2.2.22 There is a moderately high baseline noise environment in the study area, specifically in relation to the areas in close proximity to the A34 and West Way.

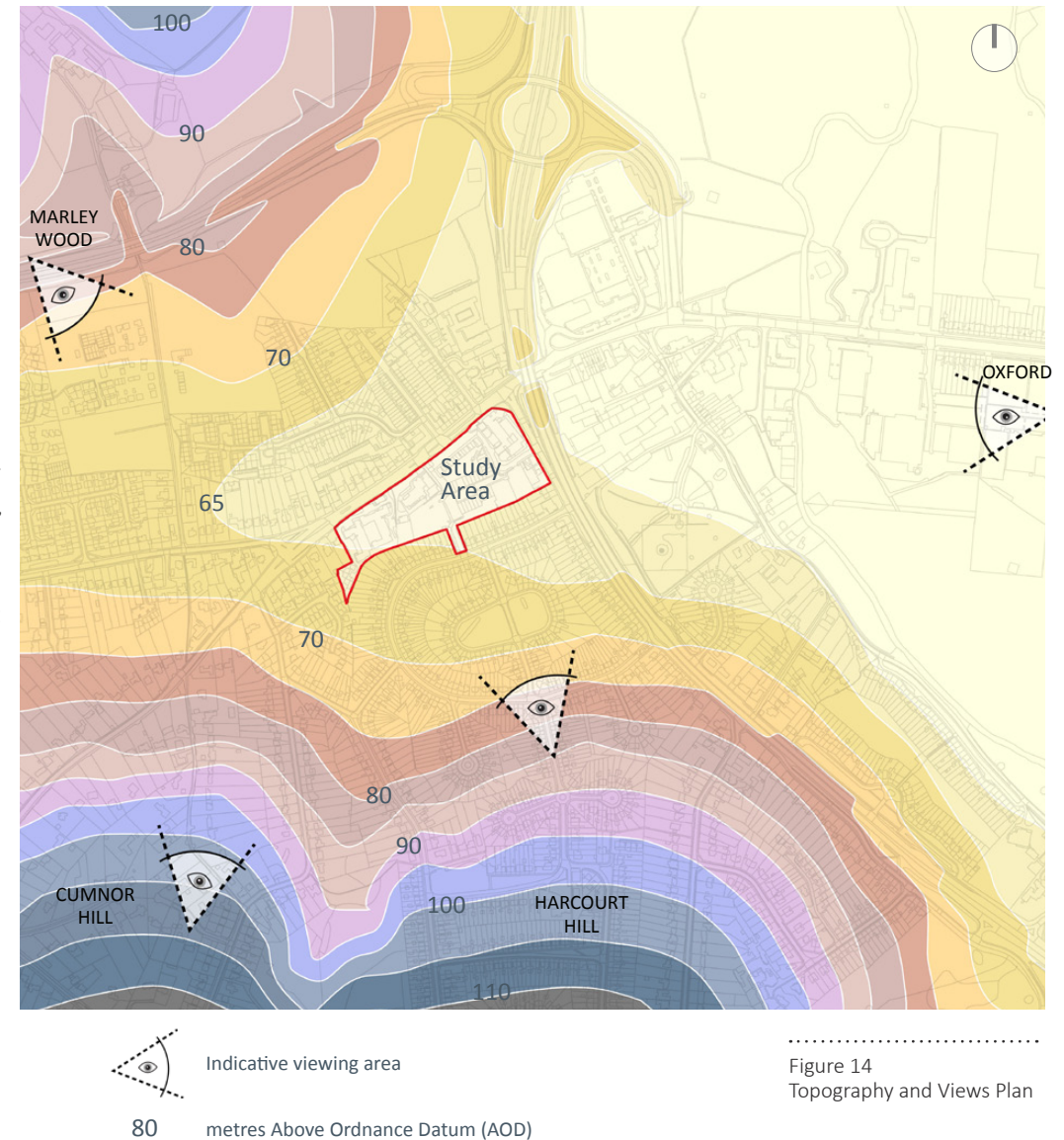


Figure 14
Topography and Views Plan



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 Figure 15
 View from the tower of the
 University Church of St.
 Mary the Virgin (Oxford)



.....
 Figure 16
 View north from Crabtree
 Road (Harcourt Hill)



.....
 Figure 17
 View north from Louie
 Memorial Field on Arnold's
 Way (Cumnor Hill)

*Figures 15, 16 and 17 are verified existing views from the Macgregor Smith, Landscape and Visual Impact Assessment (May, 2014) submitted in support of planning application P13/V2733 and have been agreed with the Vale as important locations to assess the visual impact on long range views surrounding the site. These views have been selected primarily due to their sensitivity to change, taking into consideration the nature of the view, the condition of the existing view and the potential number of viewers.

2.2 EXISTING BASELINE

Building Quality and Heights

2.2.23 Piecemeal development has led to a varied and generally low quality environment across the SPD area, consisting of a mix of architectural styles and poor relationships between buildings and public spaces. Much of the study area is inward facing, with a poor quality public realm and a high proportion of dead spaces and surface car parking.

2.2.24 Many of the buildings, including the West Way Shopping Centre and Hinksey Court, have aged in recent years and are in need of redevelopment or refurbishment to meet existing and future community needs. However, there are also a number of buildings which play a role in defining the character and identity of Botley, including Elm's Parade, St. Peter and St. Paul Church and the Seacourt Bridge Public House located on the northern side of the West Way.

2.2.25 The existing buildings in the study area vary in scale, with Elms Court and West Way House standing at 17 metres and 20 metres respectively. The majority of the rest of the study area varies between four to eight metres.

2.2.26 The surrounding area consists of mainly residential development, ranging between four to eight metres, however there are a collection of commercial buildings to the north east, which are taller with Seacourt Tower rising to approximately 55 metres above ground level.



Figure 18
Building Heights Plan

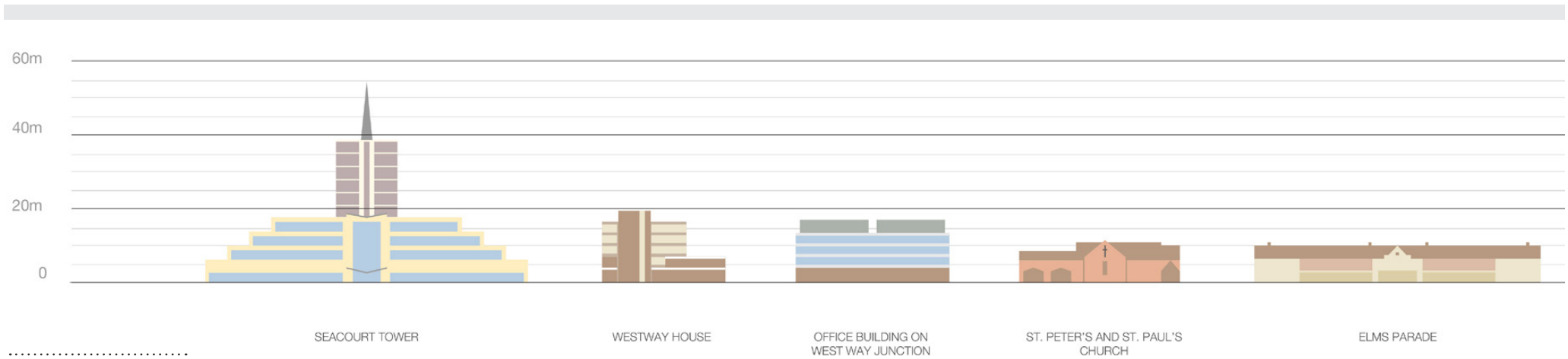


Figure 19
Existing building heights



Figure 20
Architectural roof detail of
St. Paul and Peter Church



Figure 21
Juxtaposition of
architectural styles



Figure 22
Degraded and aging
West Way Centre

2.3 ISSUES AND OPPORTUNITIES

Issues

2.3.1 The urban design analysis has identified the following main issues facing the future development of Botley:

- Piecemeal development has created a disjointed environment dominated by car parks, poor pedestrian routes and dead spaces.
- The existing buildings in the study area are generally of low architectural quality and have a poor relationship with their surroundings, lacking active frontages.
- Pedestrian routes are of poor quality and suffer from a lack of active frontages and natural surveillance.
- Circuitous vehicle routes and multiple surface car parks contribute to a vehicle dominated environment within the study area.
- The elevated A34 road forms a visual and physical barrier to the east, which negatively effects the character of the Westminster Way Streetscape.
- The A34 and West Way are a source of noise and air pollution.
- West Way to the north is a wide, busy road which inhibits safe pedestrian movement and results in severance to the north.
- The Botley Centre is partially visible from surrounding hills and Oxford and any redevelopment will need to consider the potential for impacts on these views.
- Limited retail offer and lack of cafes, restaurants and an evening economy.
- The position of Elms Parade creates a large inactive facade facing the centre of the site.
- The level difference between St. Peter and St Pauls Church and the existing surface car park forms a barrier to pedestrian movement.
- Low rise surrounding residential development requires sensitive treatment of boundaries.
- There is a lack of public open space.

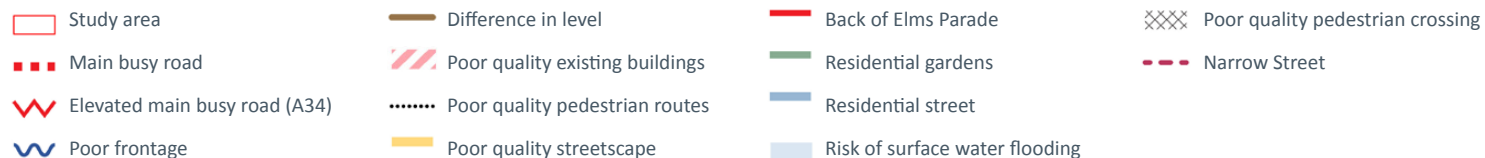
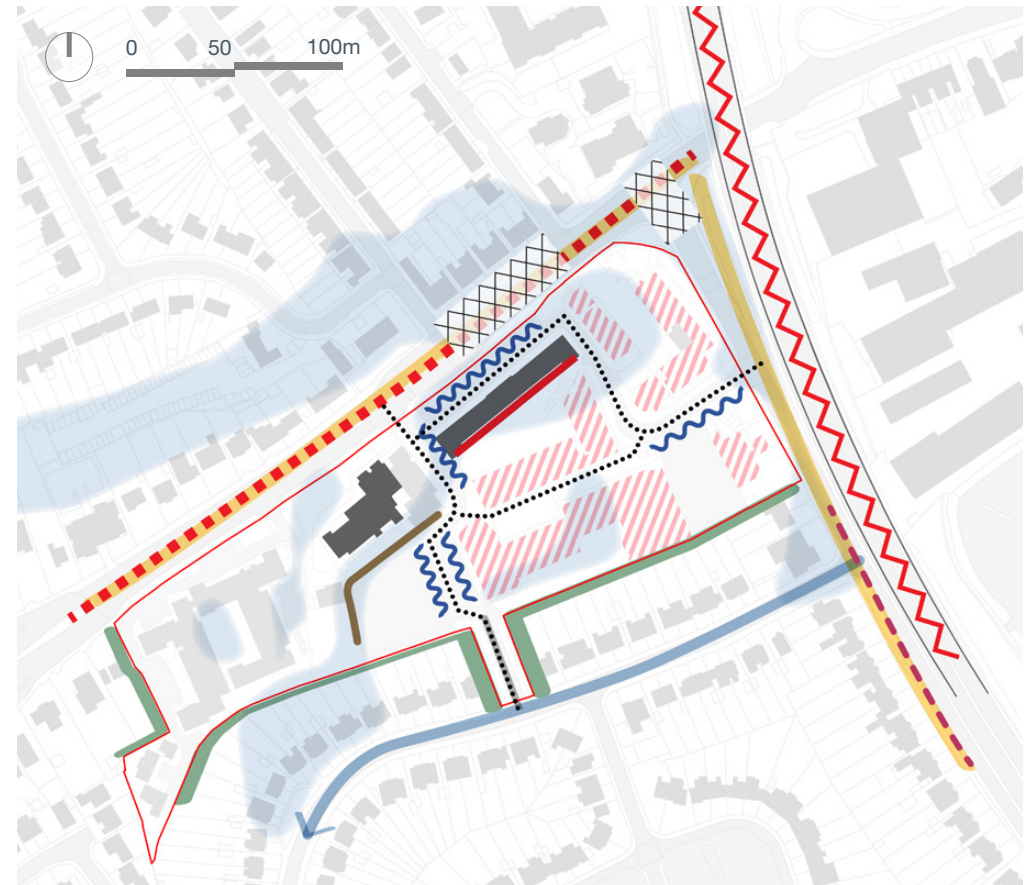


Figure 23
Issues Diagram

Opportunities

2.3.2 The urban design analysis has identified the following main opportunities for the future development of Botley:

- Previously developed land provides an opportunity to re-use land in a more efficient and sustainable way.
- The study area is a seven minute bus journey from Oxford train station, which offers a wide variety of transport services and links.
- The existing Elms Parade and St. Peter and St. Pauls Church contribute to the identity and character of Botley.
- There is a mix of uses in Botley Centre, including a range of community facilities and businesses, however there is an opportunity to improve the diversity of uses and extend activity into the evening.
- Opportunity to retain and enhance the active retail frontage along the West Way.
- The existing mature trees provide soft landscape elements and contribute to the attractiveness of the study area.
- The east of the study area is a suitable location for increased building heights due to its location on a large open junction and the adjacent A34.
- The size of the study area is of a scale which can help the delivery of regeneration principles.
- Improve permeability through the study area, and provide pedestrian and cycle links which follow desire lines and are supported by active frontages.
- Create new and improved public spaces across the study area, creating a more usable and attractive environment.
- Create a high quality built environment.
- Improve pedestrian environment and crossings on the West Way to reduce severance and car dominance.



- | | | |
|--|---|---|
| Study area | → Opportunity for increasing heights | ⋯→ Create pedestrian permeability through the site |
| Large area for potential re-development | Buildings contributing to the identity and character of Botley | - - - Potential to create new frontages along existing routes |
| ✱ Opportunity for landmark building | Potential for public realm improvements | ⊞ Existing bus stop |
| → Vehicular routes | | ● Existing mature trees |

Figure 24
Opportunities Diagram

2.4 PLANNING CONTEXT

2.4.1 The policy review provides a high-level overview of the key policy themes which inform the Botley Centre SPD. The review does not form an exhaustive catalogue of policies but focuses on themes most relevant to the development of Botley Centre.

Adopted Planning Policy Framework

2.4.2 The planning policy framework of relevance to the Botley Centre SPD consists of two tiers. At the national level the National Planning Policy Framework (NPPF) (March, 2012) and the National Planning Practice Guidance (NPPG) (March, 2014) which set out overarching national planning policy. The local level, comprises the Vale's Local Plan 2011 (July, 2006) (Saved Policies).

2.4.3 The Vale's Local Plan is supported by a number of SPDs, which provide further guidance on policies contained in the Local Plan. Of particular relevance to the SPD are the Design Guide SPD (March, 2015) and the Sustainable Design and Construction SPD (December, 2009).

Supporting Growth

2.4.4 Paragraph 18 of the NPPF highlights the Government's commitment to ensuring economic growth in order to create jobs and prosperity and tackle the challenges of climate change and global competition.

2.4.5 Saved Policy GS1 Developments in Existing Settlements establishes the spatial strategy for development across the Vale and designates Botley Local Service Centre as one of the five main settlements in which to concentrate development and contribute to the growth of the Vale.

Encouraging a High Quality Retail Offer Supported by Leisure Facilities and Employment Space

2.4.6 The NPPF recognises town centres are at the heart of the community and their development should support the viability and vitality of surrounding communities. The NPPF identifies the important role a range of uses play in contributing towards town centres and states sites should be allocated to meet the development needed, including retail, leisure, commercial, office, tourism, cultural, community and residential and promote competitive town centres that provide customer choice and a diverse retail offer, which reflect individuality.

2.4.7 In order to promote competitive town centres local planning policy should identify primary shopping areas. Saved Policy S1 Hierarchy of Retail Provision, sets out a strategy for locating retail development across the Vale. The allocated Local Shopping Centre at Botley comprises of West Way Shopping Centre, Elms Parade, West Way House, the Library, Seacourt Hall and the office court and surrounding public car parks.

2.4.8 Saved Policy L6: Major Commercial Leisure Facilities and T1: Tourism identify Botley Centre as a suitable location for hotel and cinema development.

2.4.9 Saved Policy E2 Economy: Botley Area seeks to concentrate business development in the Cumnor Hill and Minns Business Park areas of Botley. However, paragraph 23 of the NPPF and Saved Policy GS1 Developments in Existing Settlements recognises the benefits of locating office and employment uses in town centre locations, to improve viability and reduce the need to travel. Saved Policy S12 identifies the allocated Local Shopping Centre as a suitable location for office development on upper floors.

Botley: a Place to Live

2.4.10 Saved Policy H10 Development in the Five Main Settlements recognises Botley will contribute to delivering the Vale's housing need, subject towards the retention of facilities important to the local community, including areas of informal open space; efficient use of land; and a layout, mass and design which would not harm the character of the local area.

2.4.11 Saved Policy H16 Size of Dwelling and Lifetime Homes seeks to provide a variety of dwelling sizes tenures and types that will meet the needs of existing and future residents. Paragraph 173 of the NPPF (March, 2012) states policy requirements should not threaten the viability of development. On this basis an alternative housing mix, supported by a robust viability appraisal could be considered.

2.4.12 Local Plan Saved Policy H17 Affordable Housing supports development of 40 per cent affordable housing. The NPPF (March, 2012) includes a level of flexibility with regard to the mix of dwellings and level of affordable housing, stating an alternative mix may be considered, where it can be demonstrated that the level required through the Local Plan is unviable.

2.4.13 Saved Policy H19: Housing to Meet the Needs of the Elderly and other Defined Groups, identifies the Botley Centre as a suitable location for elderly, disabled and

student accommodation, amongst other groups. Furthermore the NPPG clarifies student housing contributes to local housing need, based on the amount of accommodation it releases in the housing market.

Supporting a Healthy Community

2.4.14 Saved Policy DC8 Infrastructure and Services seeks to ensure new development provides the necessary physical and social infrastructure to meet the needs of existing and future communities, through on site provision or an appropriate financial contribution. In order to achieve this, Saved Policy CF1 Protection of Existing Services and Facilities resists the loss of community facilities and seeks to encourage their enhancement unless alternative provision exists or is made available elsewhere. Furthermore, Saved Policy CF2 Provision of New Community Services and Facilities states that provision of new community facilities and services will be permitted where they maximise access and do not have an adverse effect on the existing character and scale of the area.

Movement, Access and Parking

2.4.15 The NPPF states the presumption in favour of sustainable development and the active management of growth patterns such that the fullest use may be made of locations in terms of walking, cycling and public transport, maximising access to sustainable travel options

and minimising the need for private vehicles and major transport infrastructure.

2.4.16 The Oxfordshire County Council Local Transport Plan, 2011 – 2030 supports the sustainable transport imperative along with the objective of supporting the local economy, access to jobs and services and reducing the environmental impact of transport.

2.4.17 Saved Policy TR5 National Cycle Network protects the existing footpath and cycle network from any development proposals that may compromise their use and effectiveness unless alternative equivalent provision can be made. Saved Policy TR6 Public Car Parking in Main Settlements resists the loss of public car parking should it be considered to adversely impact the centre's vitality and viability.

2.4.18 This indicates the need to sensitively balance the provision and promotion of sustainable transport modes with sufficient parking supply in providing comprehensive site accessibility.

Design and Heritage

2.4.19 Paragraph 56 of the NPPF places great importance on the design of the built environment and states good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places for

people. Saved Policy DC1 Design seeks to ensure proposals are of an appropriate layout, scale, mass, height, detailing and materials that do not adversely impact the character and local distinctiveness of the surrounding area. This is supported by the Design Guide SPD which sets out clear principles based on best practice in order to encourage a design-led approach to development and achieve high quality design.

2.4.20 Taller buildings could support the growth of Botley Centre. Well designed taller buildings can create landmarks and help to optimise the study area by achieving higher densities. The Local Plan seeks to ensure buildings are of an appropriate height and scale to the site and surrounding area (Policy DC1).

2.4.21 Botley Centre is not included within any designated views in the Vale's Local Plan although it is visible in the background of the Oxford City Council South Park View Cone identified in Oxford City Council, Assessment of the Oxford View Cones, 2015. Due to the location of the study area and the surrounding topography, the study area is also partially visible in a number of views which are considered to be sensitive to change as a result of the redevelopment of the study area.

2.4.22 Whilst Botley Centre is not located within a conservation area and does not include any listed buildings, Elms Parade and St. Peter and Pauls Church are considered to

contribute to the built heritage and character of Botley.

Natural Environment and Open Spaces

2.4.23 Botley Centre does not include any protected designations. However, there are several protected nature conservation sites within 2km of Botley Centre, two Sites of Special Scientific Interest (SSSIs) including two in the Vale (Wytham Woods 650m north and Hurst Hill 1.6km south east) and a Special Area for Conservation, which embodies a SSSI in Oxford (Oxford Meadows 1.7km north east). These designated assets are rich in biodiversity and ecological importance and consideration should be given to their conservation and enhancement, bearing in mind the distance and potential for impact.

2.4.24 Saved Policy H23 seeks to deliver adequate provision of suitable open space, including outdoor play and informal recreation space in new housing development. The amount and type of provision will depend on the nature and the scale of the scheme, although developments will usually be required to provide 15 per cent of the residential area laid out as public open space, along with suitable arrangements for its future management and maintenance.

3.1 LOCAL VISION FOR BOTLEY CENTRE

'The regeneration of Botley will create a thriving and welcoming centre, which is recognisably 'Botley', and responds to the existing local character and surrounding scale. Botley will provide a heart for the existing and future community which includes human scale buildings and spaces that are distinctive, flexible and sustainable. Above all, Botley will be:

- *A good place to meet.*
- *A good place to do business.*
- *A good place to shop and eat.*
- *A good place to live, grow up and grow old.*
- *A safe and attractive place.'*

3.1.1 West Way Community Concern have prepared their own vision for Botley Centre. The community aspirations reflected in the West Way Community Concern vision have informed the Local Vision for the Botley Centre set out above.

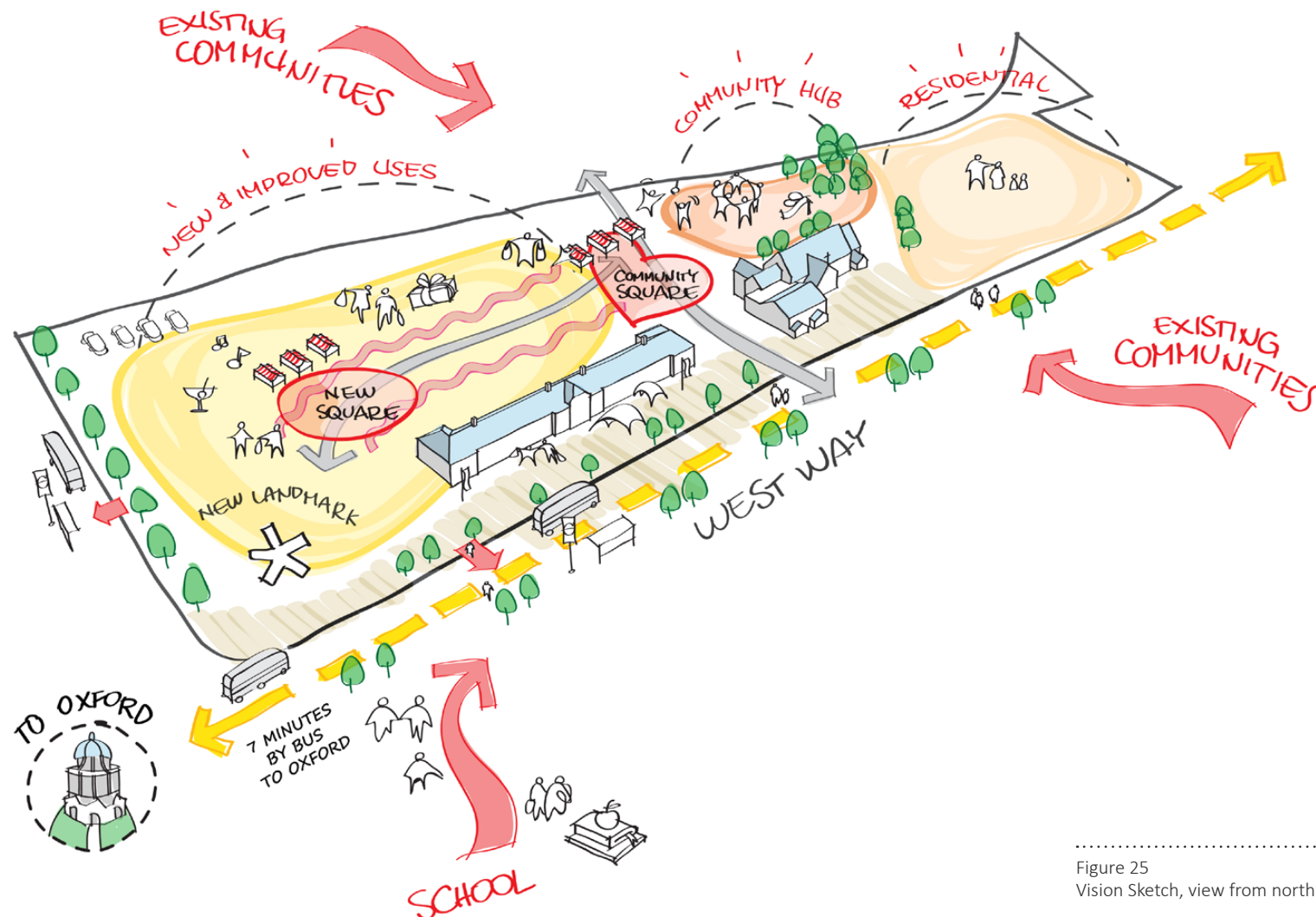


Figure 25
Vision Sketch, view from north

3.2 OBJECTIVES

3.2.1 The vision is underpinned by nine overarching objectives, which seek to address issues, embrace opportunities and deliver the vision for Botley Centre.

01. Deliverable Improvements

Adopt a pragmatic approach to redevelopment, which encourages the effective use of land and an appropriate balance of land uses that delivers maximum community benefit and ensures a viable and deliverable development.

02. Respect the Character and Identity Of Botley

Recognise and reflect the existing character of Botley, and where possible better integrate buildings which contribute to the area's identity, such as Elms Parade and St. Peter and St. Paul Church. The character and appearance of new development should reference the existing local vernacular, whilst not limiting high quality contemporary design.

03. A Distinctive Place

Encourage development of the highest architectural quality creating buildings, spaces and streets which meet people's needs and include distinctive landmarks and gateways for Botley Centre.

04. Appropriate Scale & Massing

Development should relate to the scale and massing of the area and create a varied and integrated roofscape, which contributes positively to the visual amenity.

05. Strengthen the Retail Centre

Improve the retail offer by creating retail circuits that incorporate a range of unit sizes, a variety of retail types including cafes/restaurants and promote an evening economy.

06. Transforming the Public Realm

Create an attractive unified public realm with a range of social spaces for a variety of activities and provide friendly, active and safe routes and streets.

07. Improve Access, Permeability and Parking

Create a highly permeable area, which encourages pedestrian movement, improves access to and from the study area and provides appropriate levels of car parking.

08. Enhance Community Facilities

Rationalise and enhance community facilities across the study area to better serve the needs of the existing and future community.

09. A Vibrant Mix Of Uses

Provide a diverse range of land uses that meet the needs of people of all ages from the existing and future community.



4.1 Botley Local Service Centre

4.1.1 Development should support Botley's role as a Local Service Centre within the Vale and as an important location to concentrate development within the context of the Vale and Oxford. This could be achieved through the provision of improved facilities and services, an upgraded environment to meet the needs of the existing and future communities, and attract people to support a viable and successful development.

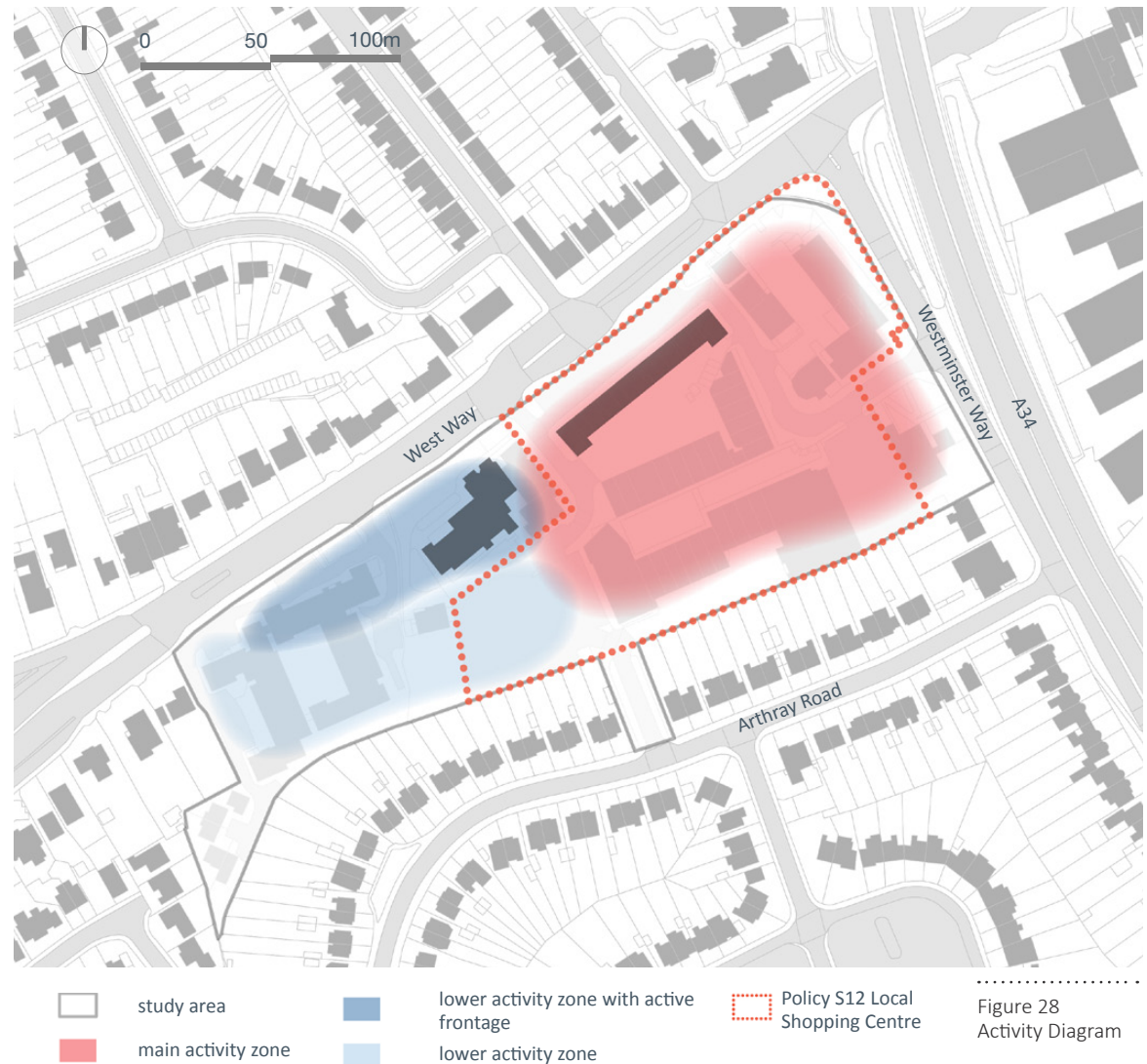
4.1.2 Based on adopted planning policy, an assessment of viable land uses, transport impacts and community aspirations, a mix of land uses which may be appropriate could include:

- a range of retail units including food stores;
- business and office spaces;
- a hotel;
- a variety of residential units, including on-site affordable housing;
- student accommodation;
- accommodation for older people;
- a nursery;

- a new community hub including for example a library;
- leisure uses such as a cinema;
- cafes and restaurants; and
- places of worship.

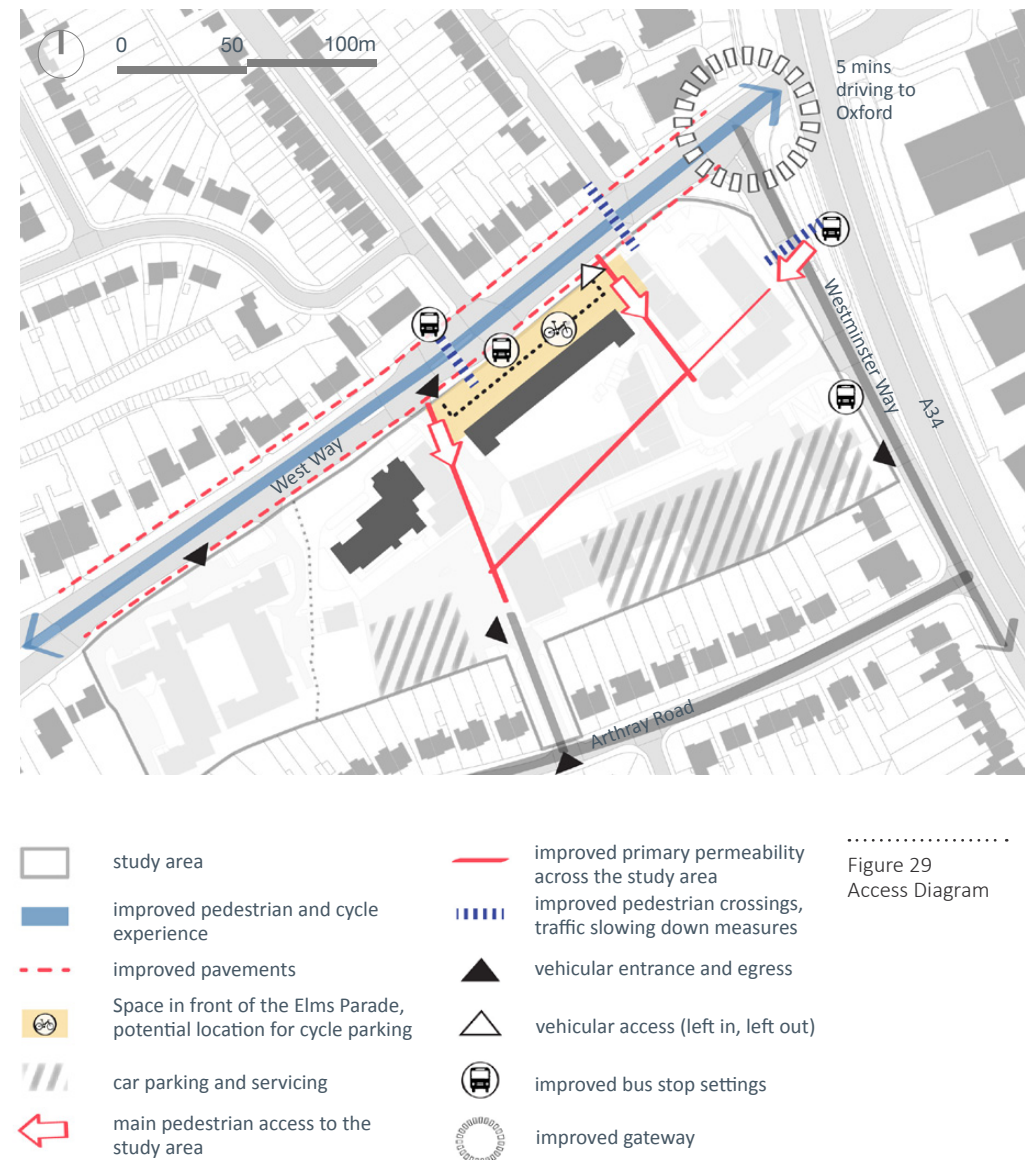
4.1.3 Focus land uses with higher levels of activity in terms of numbers of people visiting and moving through the area, such as retail, leisure, cafes and restaurants in the east of the study area, in line with the role of the existing allocated Local Shopping Centre. More private lower activity land uses which attract fewer visitors, such as residential and community uses, should be located in the west of the study area, as illustrated on the adjacent diagram.

4.1.4 The nature of the existing buildings within the eastern part of the study area and the anticipated higher activity land uses are such that a piecemeal approach to development is unlikely to realise the vision. However, the western part of the study area is not a priority for redevelopment, and any future development should justify any loss of facilities within Field House.



4.2 Access, Linkages and Legibility

- 4.2.1 Pedestrian permeability across the study area should be improved through clearly defined north/south and east/west routes enhancing connections between West Way, Westminster Way and Arthray Road.
- 4.2.2 The layout of development should encourage movement along key retail routes by creating circuits through strategically locating anchor uses, car parks and bus stops.
- 4.2.3 Reduce the existing north-south severance across West Way, through improvements to pedestrian crossings and removal of street clutter.
- 4.2.4 Encourage use of the existing local cycle routes, notably National Cycle Route 57. Improvement to the cycle environment on West Way should be considered in terms of maximising east-west cyclist provision whether through continued use of the shared bus lane (eastbound) on the northern side of West Way, or the discontinuous cycle lane (westbound) on the south side.
- 4.2.5 Bus access and use should be encouraged through the alignment of pedestrian routes through the area, with bus stop locations on West Way and Westminster Way facilitating appropriate and convenient road crossings.
- 4.2.6 Opportunities should be sought to improve the quality of bus stop facilities on Westminster Way and optimise bus stop location in relation to the development related use and the wider residential area.
- 4.2.7 Development should respond to the constraints of the local road network, including complementary land uses and the maximisation of sustainable travel modes. The traffic and transport impacts of the development proposals will need to be robustly assessed and mitigation reviewed. The scope of this work to be agreed with Oxfordshire County Council as Highway's Authority in consultation with Highways England where appropriate.
- 4.2.8 Proposals for vehicle access should seek to minimise access points with the number and scale similar to those presently in use. Where possible, efforts should be made to improve road crossing conditions for pedestrians and cyclists in relation to movement generated from and through the study area.
- 4.2.9 Vehicle access to car parking and service areas should be via West Way and Westminster Way with Arthray Road providing access for low level residential access traffic only.



4.3 Public Space and Streetscape

- 4.3.1 The opportunity exists to provide a series of public open spaces varied in character to form the 'heart' of the development, these could include a commercially focused space and a community orientated space. These spaces could be designed to accommodate a range of activities such as a market and events.
- 4.3.2 A unified and cohesive design language should be applied throughout the public realm within the study area and extending along West Way and Westminster Way.
- 4.3.3 Any public open spaces and key routes should be delineated by active frontages and uses at ground level, such as retail, restaurants, cafes, community facilities, and leisure and residential entrances.
- 4.3.4 Public open spaces should be supported by a range of opportunities for formal and informal seating, such as outdoor eating areas and benches.
- 4.3.5 Public open spaces should be proportioned to be human in scale and take into consideration solar orientation to avoid overshadowing of spaces.
- 4.3.6 Landscaping proposals should integrate retained buildings and enhance their settings.
- 4.3.7 A shared surface to the north of Elms Parade could provide a welcoming pedestrian environment, which retains its function as a local car park and improves the setting of Elms Parade.
- 4.3.8 Development should retain existing mature trees where possible and enhance green infrastructure through a net increase in trees and planting, and green landscape elements such as permeable paving and green roofs.
- 4.3.9 Development should incorporate Sustainable Urban Drainage (SUDs).
- 4.3.10 Public open space should relate well to context including building height in order to form a sense of enclosure whilst retaining permeability, as illustrated by the sketches on page 28.



Figure 30
Spaces Diagram

4.3 Public Space and Streetscape

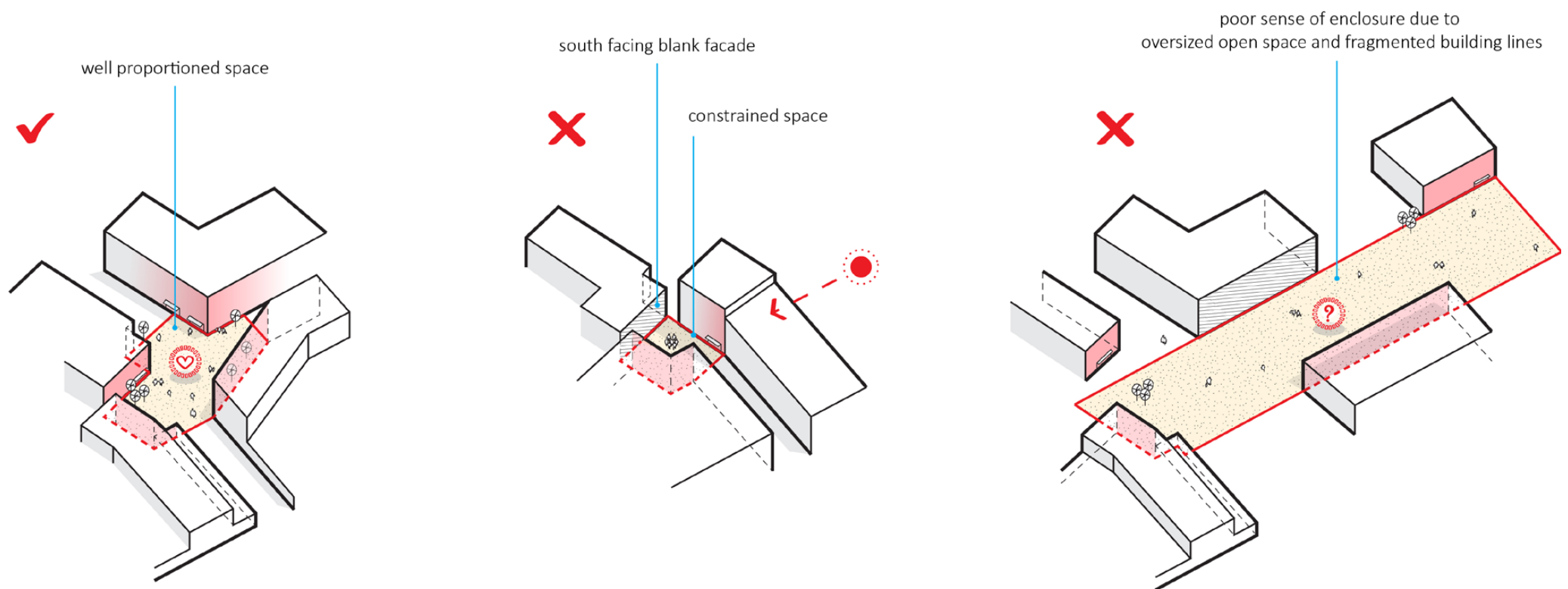


Figure 31
Enclosure Sketches

4.4 Density, Scale and Massing

4.4.1 Development should respond to the existing scale and massing of the study area and surrounding area as stated in Principle DG51: Scale of the Vale's Design Guide (March 2015).

4.4.2 A framework for heights as shown on the Scale and Massing Diagram has been established through consideration of urban design principles, townscape context, local views and character, the surrounding context, sensitive site boundaries and visual gateways to the study area. However these heights are subject to the detailed building designs meeting all of the relevant Development Principles contained within Section 4.4 Density, Scale and Massing and Section 4.5 Design Quality and Character in order to achieve development of the highest quality.

4.4.3 The north east corner of the study area provides the opportunity for a visual landmark that signals arrival, invites people into the study area and creates a positive first impression. This could be achieved through a high quality taller building, distinctive architecture, an open space or the use of public art.

4.4.4 The density of development should be carefully considered and justified to avoid over development within the study area which could result in excessive demands on infrastructure and services, and/or

inappropriate impact on local amenity, character and placemaking.

4.4.5 Consideration should be given to the appearance of the study area from surrounding sensitive views, comprising close range views, elevated long range views and those from Oxford City Centre including the view cone from South Park. Development proposals will be required to be subject to a Visual Impact Assessment in accordance with current industry guidelines.

4.4.6 Development should include a mix of building forms, and buildings should break up massing, to avoid the creation of large or overbearing single volumes and ensure a varied and visually interesting roofscape.

4.4.7 Scale and massing of development should consider effects on surrounding development, specifically overshadowing of public spaces, sunlight and daylight impacts, wind micro-climate and residential amenity.

4.4.8 Buildings fronting Westminster Way should seek to limit the level of noise and air pollution entering the study area from the adjacent A34.

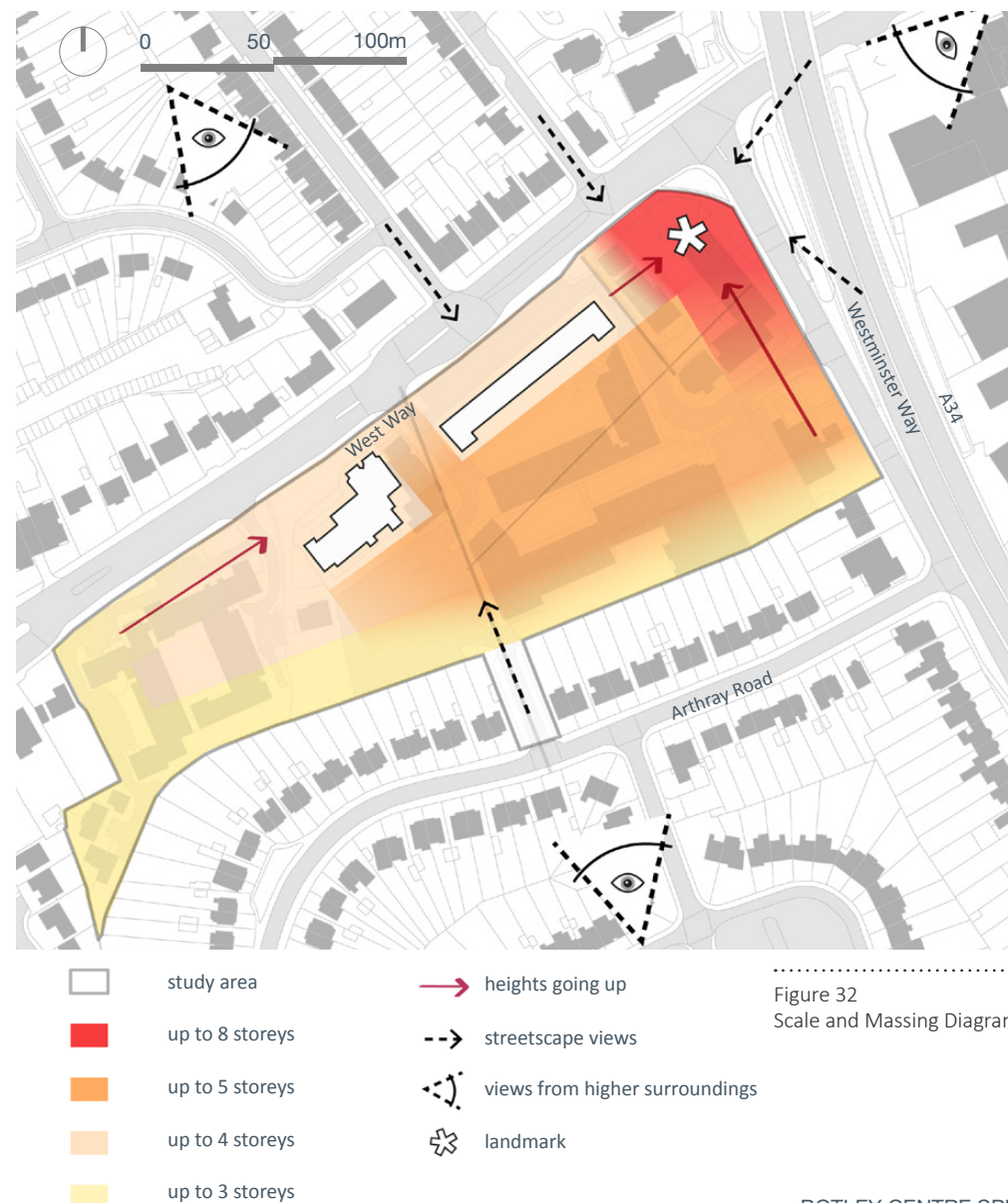


Figure 32
Scale and Massing Diagram

4.5 Design Quality and Character

- 4.5.1 Development should follow the design approach set out in the Vale's Design Guide (March, 2015) to ensure proposals respond to the surroundings and seek to deliver sustainable development.
- 4.5.2 Building and public realm materials and finishes should be of the highest quality to create a cohesive environment and enhance the existing character and identity of Botley.
- 4.5.3 Elms Parade is considered to contribute to the character and identity of Botley and should where possible be retained as part of the regeneration of Botley. However there is a need to improve the relationship between the southern elevation of Elms Parade and the rest of the study area, this could be achieved through an appropriate extension incorporating a south facing active frontage.
- 4.5.4 Refurbishment works or a change of uses within Elms Parade should be encouraged where this will ensure the long term viability of the building.
- 4.5.5 St Peter and St Paul Church is considered to contribute to the character and identity of Botley and should where possible be retained as part of the regeneration of Botley. Development should carefully consider the level differences and seek to better integrate the building into the surrounding area.
- 4.5.6 The layout of development and the design of buildings should be flexible to allow them to be adapted to accommodate different uses where appropriate and practicable.
- 4.5.7 The loss of buildings currently identified to contribute to the character of Botley will need to be justified, including through a high level of architectural quality that enhances the character and identity of Botley.
- 4.5.8 Development should seek to incorporate climate change adaptation and mitigation measures to combat the effects of changing weather patterns. This could include measures such as:
- planting and glazing to regulate heat;
 - sustainable materials including green walls and roofs to reduce heat penetration and flooding;
 - maximising natural ventilation;
 - building and window location and orientation; and
 - Sustainable Urban Drainage.
- 4.5.9 Where appropriate and practicable development should seek to minimise energy consumption and carbon emissions through sensitive design and the incorporation of renewable energy and heating sources. Where appropriate proposals could consider solar orientation, low energy materials, photovoltaics, solar and thermal heating and implementation or future connection to a wider district heating network.
- 4.5.10 As set out in the Vale's Design Guide the Council aspires to new non-residential development achieving a level of performance equivalent to BREEAM excellent.

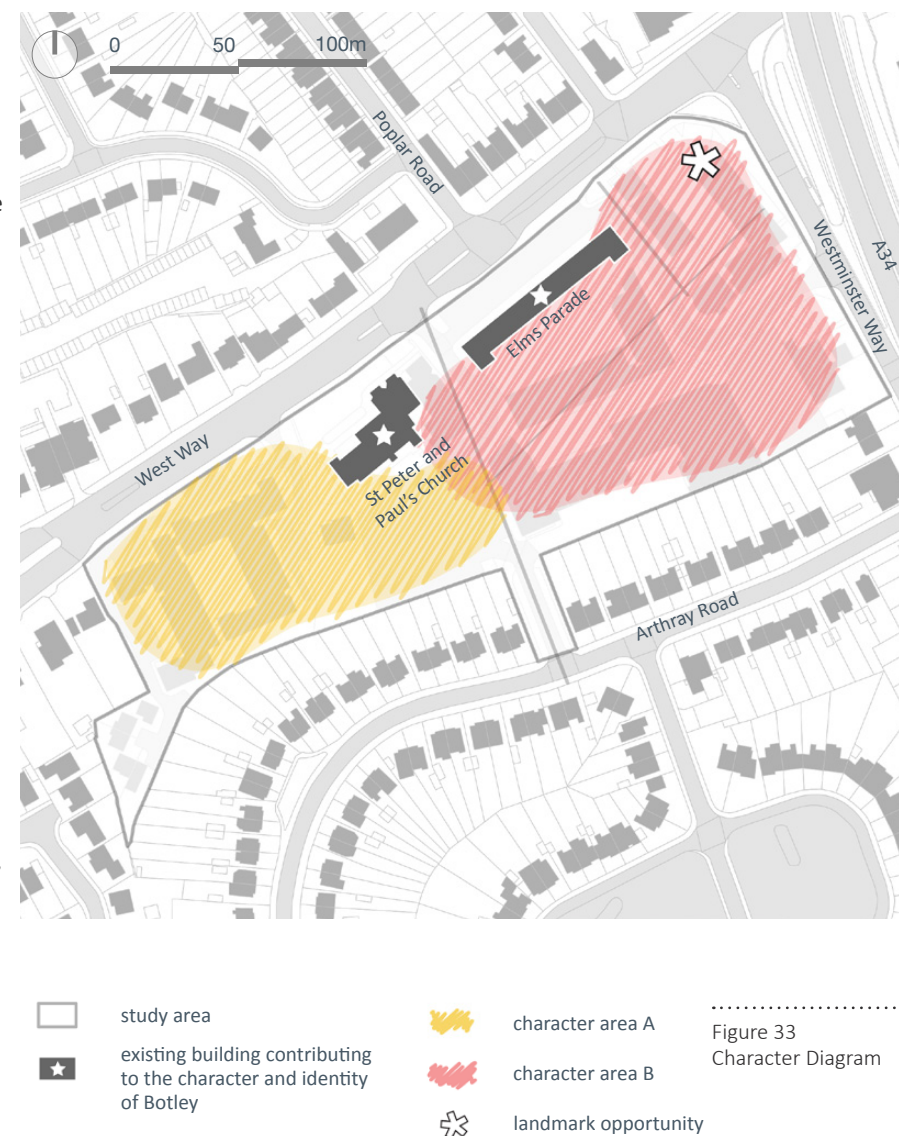


Figure 33
Character Diagram

4.5 Design Quality and Character

Character Area A

- 4.5.11 Predominately residential character, which incorporates sensitive contemporary architecture and reflects existing residential typologies.



Figure 34 Quiet attractive open spaces and pedestrian routes supported by natural surveillance and planting



Figure 35 Low rise contemporary residential architecture reinterpreting local features



Figure 36 Sensitive contemporary architecture incorporating traditional local styles and materials



Figure 37 Sensitive architectural treatment to incorporate new development and enhance retained buildings

Character Area B

- 4.5.12 Mixed use commercial character, benefiting from contemporary design with references to retained architectural styles and materials.



Figure 38 Mixed use development incorporating retail at the ground floor and residential units above



Figure 39 Architecture reflecting existing architectural features such as pitched roofs



Figure 40 High quality public realm to attract people into the site and support activity



Figure 41 Inviting entrance to retail loop or street drawing footfall through the site

4.6 Parking and Servicing

4.6.1 Cycle parking should be in accordance with the Oxfordshire County Council cycle parking standards. Proposals should also reflect site specific parking demand with flexibility to increase provision in relation to monitored cycle parking uptake within an agreed post-completion timescale.

4.6.2 Cycle parking facilities should be conveniently sited and distributed through the site to provide parking at all key arrival points and destinations.

4.6.3 Vehicle parking should support the various development uses demand whilst recognising the need to provide a high quality public realm. Sharing of parking between land uses is to be encouraged through sensitive site planning and active site management in order to minimise demand. Consideration should be given to the possibility of overspill parking on surrounding streets and the need to resolve such impact through implementation of measures such as a controlled parking zone (CPZ).

4.6.4 Service vehicle traffic should be directed to a dedicated access and servicing facility accessed from Westminster Way thus avoiding public areas and minimising service vehicle movements on residential streets. Secondary service vehicle access may be made from West Way, though limited to smaller service vehicles.

4.6.5 A Service and Delivery Management Plan will be required to accompany any planning application to minimise impacts on the public highway and surrounding residential area.

4.6.6 Consideration should be given to any benefits accruing from possible localised widening of West Way adjacent to the eastern development site boundary such as it may further facilitate access for service vehicles, car parking and buses, as well as facilitating a possible improvement in pedestrian footway and road crossing conditions.

4.6.7 All development proposals should be accompanied by a Travel Plan which should set sustainable mode share transfer targets and indicate the means for monitoring performance and managing performance goal delivery. Travel Plans should be implemented to actively encourage all using the site to consider and take opportunities to travel by sustainable travel modes rather than by private car. This is particularly important for any Student Housing proposals where travel planning will play a key role in managing travel behaviour and ensuring car-free student development is successfully delivered. In the event of comprehensive development of the study area a Framework Travel Plan should be developed.



Figure 42
Cycle parking Facilities

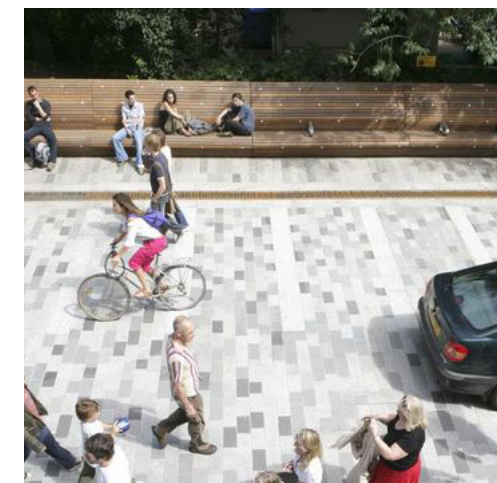


Figure 43
Shared surfaces



Figure 44
High quality bus stop and pavements



Figure 45
Permeable parking surfaces

4.7 DEVELOPMENT FRAMEWORK

4.7.1 The development framework provides an overarching strategy for the future development of Botley that ties together the development principles and sets out the key spatial priorities. The development framework will play an important role in shaping future development proposals for the study area and provides a flexible strategy which allows various forms of development to come forward, whilst ensuring the vision and objectives are still achieved.

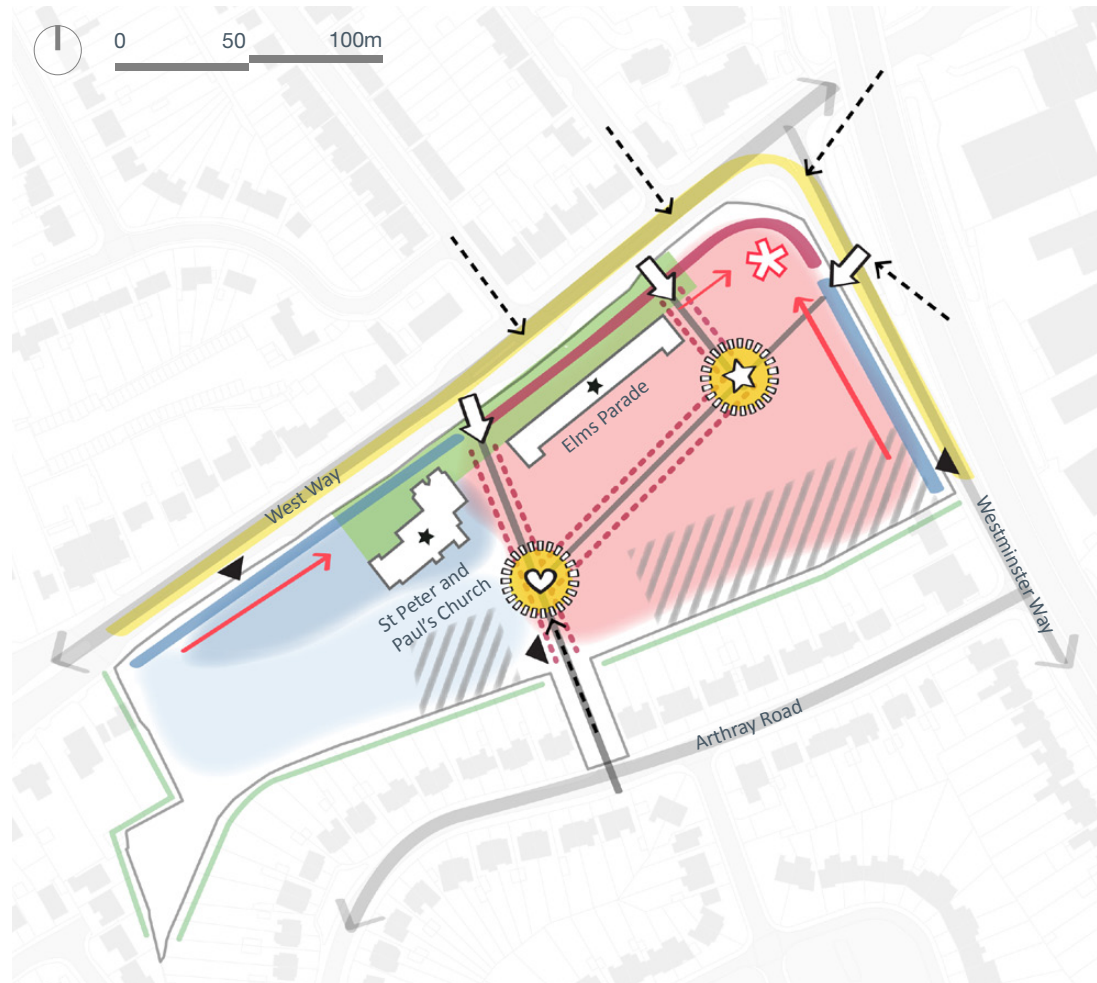
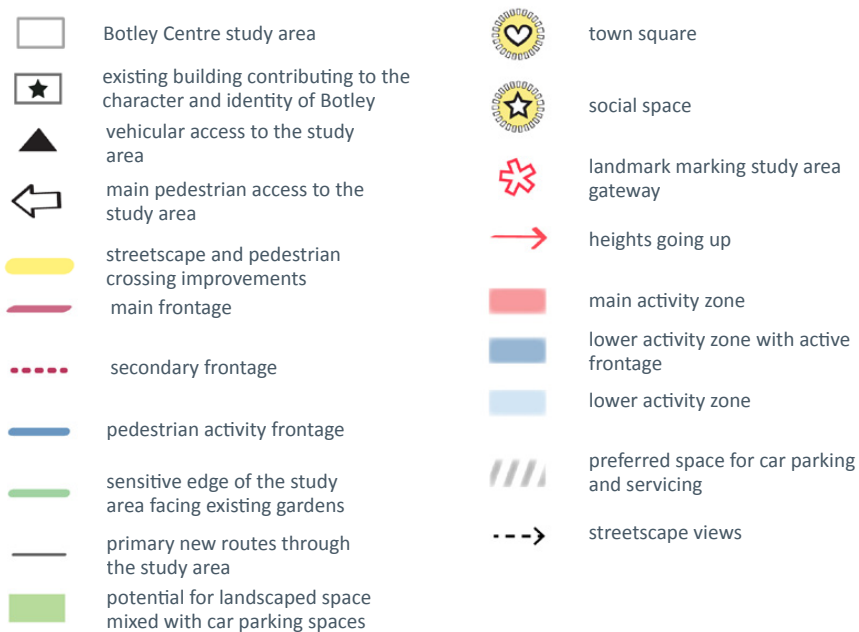


Figure 46
Development framework

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