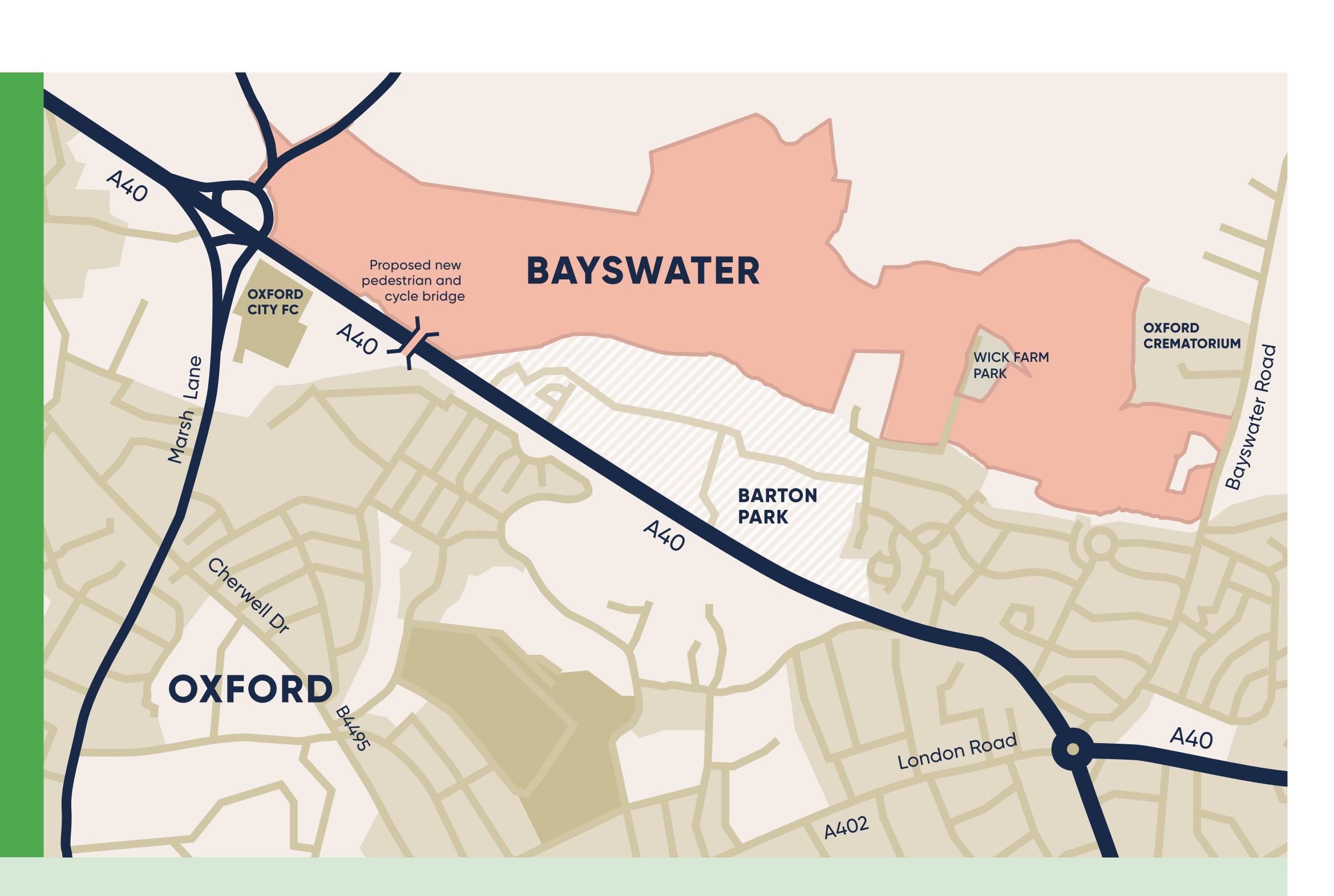
Welcome to our consultation

Thank you for taking part in this second round of consultation on our proposals for Land North of Bayswater Brook (Bayswater). We are showcasing our draft planning application and your feedback will help us refine our plans before we submit an application to South Oxfordshire District Council (SODC) later this year.

Our proposals include extensive open space, planting and careful landscaping and flood management to create a green and sustainable community. Our plans for community facilities, play areas and a new school will benefit both existing and new residents.



We are showing how our plans have evolved as a result of feedback to date, and our continued extensive ecological and environmental studies, archaeological and heritage surveys as well as transport and flood modelling.

Our updated proposals include the latest design for a new architectural pedestrian and cycle bridge across the A40, by awardwinning architects Wilkinson Eyre.

We are also presenting more detail on our plans to restore and revive the historic Wick Farm Barns and Well House on the site for local communities to enjoy.



We are welcoming your views on any aspect of the project, including:

- Our draft masterplan
- The location and type of community facilities we are proposing
- Our plans for promoting walking and cycling
- Our plans for managing water on site and enhancing the brook to make it more biodiverse

All comments we receive will help us in finalising our plans in advance of submitting a planning application.





Who we are

Christ Church and Dorchester Residential Management are long-term partners. Under our stewardship, Bayswater will be a valued addition to Oxford and the surrounding area.

Together, we will be providing much needed homes that local people will be proud of and unlocking new public access to plentiful green outdoor space for residents and the wider community to enjoy.



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Bayswater: at a glance

Our vision for Bayswater is to create a beautiful, sustainable neighbourhood where people and nature can thrive, with the world-class city of Oxford and the countryside at its doorstep. This will be a community for everyone and at all stages of life.

These are the seven ways we plan to make Bayswater a great place to live.

- Renewable and Low Carbon Technologies
- **Protecting Ecology and Biodiversity**
- **Creating Homes for Everyone**
- **Cultivating a Thriving Community**
- Designing for Greener Travel
- A long-term stewardship
- Embodying excellent design and local heritage

What our vision looks like in practice

Homes for everyone

1450 homes with 120 assisted living properties of which 50 per cent will be Affordable, including:

- 254 Social rent properties
- 181 Affordable rent properties
- 109 Shared ownership properties
- 181 First homes
- 60 of the assisted living properties to be Affordable



Green space for people to enjoy

- Over 12 km of walking routes
- Play spaces and play trails
- An outdoor gym, tennis courts, and kickabout areas
- Over half the site is public open space or retained farmland
- 1.4 Ha of community gardening spaces, orchards and allotments
- Making sure wildlife and habitats are left in a better condition than before the site was allocated

A low-carbon neighbourhood

- Over 8 km of dedicated on-site cycle paths, as well as other street and leisure routes
- Exemplary low carbon standards from day one
- Five mobility hubs across the site
- EV charging throughout the site
- EV car club

Supporting the new and existing community

- A new community building on site as part of a new western public square which will include local retail opportunities, a new primary school, and assisted living, centered around an existing mature oak tree
- A refurbishment scheme at Wick Farm Barns and Well House to include a range of facilities



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Our updated masterplan

We've undertaken thorough studies, surveys and modelling to get to where we are today. This, alongside valued feedback from all our engagement to date, has helped shape our latest masterplan.

Key changes:

Since our initial public consultation in March, we have:

- Included a new community building near the primary school, and added more detail around the community square
- Designed in room for mixed use facilities around the community square and central mobility hubs
- Been continuing to explore more options for parcel R13 in response to feedback
- Re-aligned the bus route to wrap around the existing mature tree and better align it to the west of parcel R12, along with moving the mobility hub further away from Wick Farm Park so its impact on residents is reduced
- Increased the distance between Wick Farm Park and R12

- Introduced a cycle-friendly roundabout at either end of the Main Street
- Slightly changed the vehicular access point off Elsfield Lane so the junction is slightly further south
- Incorporated an additional mobility hub between parcels R16 & R17
- Removed the skate park from the southeast corner of the site and moved the mountain bike trail to the western park in response to feedback
- Moved the neighbourhood play area in the western gateway closer to parcel R1 to improve the connection to the play area











Transport and Mitigation

In 2016 the Oxford Transport Strategy identified that growth in Oxford needs to be accommodated through reduced car usage, not by building more road space, which is not possible in a constrained urban area.

Adopted in 2020, Oxford's Local Walking and Cycling Infrastructure Plan proposes to reduce car use by 40 per cent and see cycling become the main transport mode by 2031, including for the school run.

Oxfordshire County Council's Draft Local Transport and Connectivity Plan, due to be adopted this year, proposes to cut car journeys in Oxfordshire by a quarter by

2030, and a third by 2040.

Oxford City Centre, Oxford North/Parkway, and Cowley lie within a 6km radius of our location on the eastern edge of Oxford which means we have a real opportunity to facilitate and encourage travel by active modes rather than by car. This was one of the main reasons for allocating the site in preference to sites further from Oxford.



Transport Approach

The adopted Local Plan requires us to deliver the necessary facilities for movement which as a first priority, should provide high quality pedestrian, cycle and public transport connections into Oxford to maximise the number of trips made by non-car modes, and measures to discourage car-based development. If, having taken the impact of these measures into account, significant residual impacts on the highway network are still predicted, new highway infrastructure will be required to mitigate those impacts.

In the above context, the transport approach for Bayswater focuses substantially on providing better active and sustainable transport connections and route choices for its residents, but provides some traffic

management and road capacity improvements to help the highways authority to manage the development's impact on nearby areas.

Transport Measures Proposed

- Active travel improvements to connect to the Oxford active travel network (see active travel board)
- Signals at Marston Interchange slip roads to Elsfield Road and Marsh Lane to allow traffic flows to be managed
- Contributions to support electric bus provision from the site into Oxford City Centre, the JR and to the Cowley area

Headington Roundabout improvements:

- Signals at the Bayswater Road approach to the Headington Roundabout which also allows a crossing point
- A pedestrian and cycle crossing at-grade across the A40 North Way (this is in addition to the existing subways)
- Increasing the A40 North Way approach to the Headington Roundabout to four lanes with signals
- A new bus access/bus lane from Barton Village Road to the A40 North Way
- Increasing the A4142 Eastern Bypass approach to the Headington Roundabout to four lanes

All proposed improvements will be subject to feedback from Oxfordshire County Council

Our transport modelling

We are modelling the potential traffic effects of our development on an extensive network, extending as far as:

- Cutteslowe, Wolvercote and Pear Tree roundabouts to the north
- The Plain towards Oxford City Centre
- Marston Ferry Road/Banbury Road to the northwest

This work is being undertaken by specialist modelling consultants and is being audited by Oxfordshire County Council.

Our aim is that, in line with the Local Plan allocation and Oxfordshire County Council transport policies (current and emerging), we identify trips that are realistically going to be made by non-car modes of travel, and where this is unlikely, assume these trips will be made by car and assess the operation of the road network to see what the effects are likely to be.

Bayswater Road & Elsfield Road to the Wheatley Road, and the B4027 through Forest Hill to the A40 (east of the Thorne Hill P&R) to the east

Where appropriate we will provide improvements to help overcome these impacts.

We are close to concluding this work and believe we have reached a point whereby our development would not have a significant impact on the highway network, but this is still subject to auditing by County. Our full modelling work will be presented as part of our planning application material and so will be available for detailed examination at that stage.



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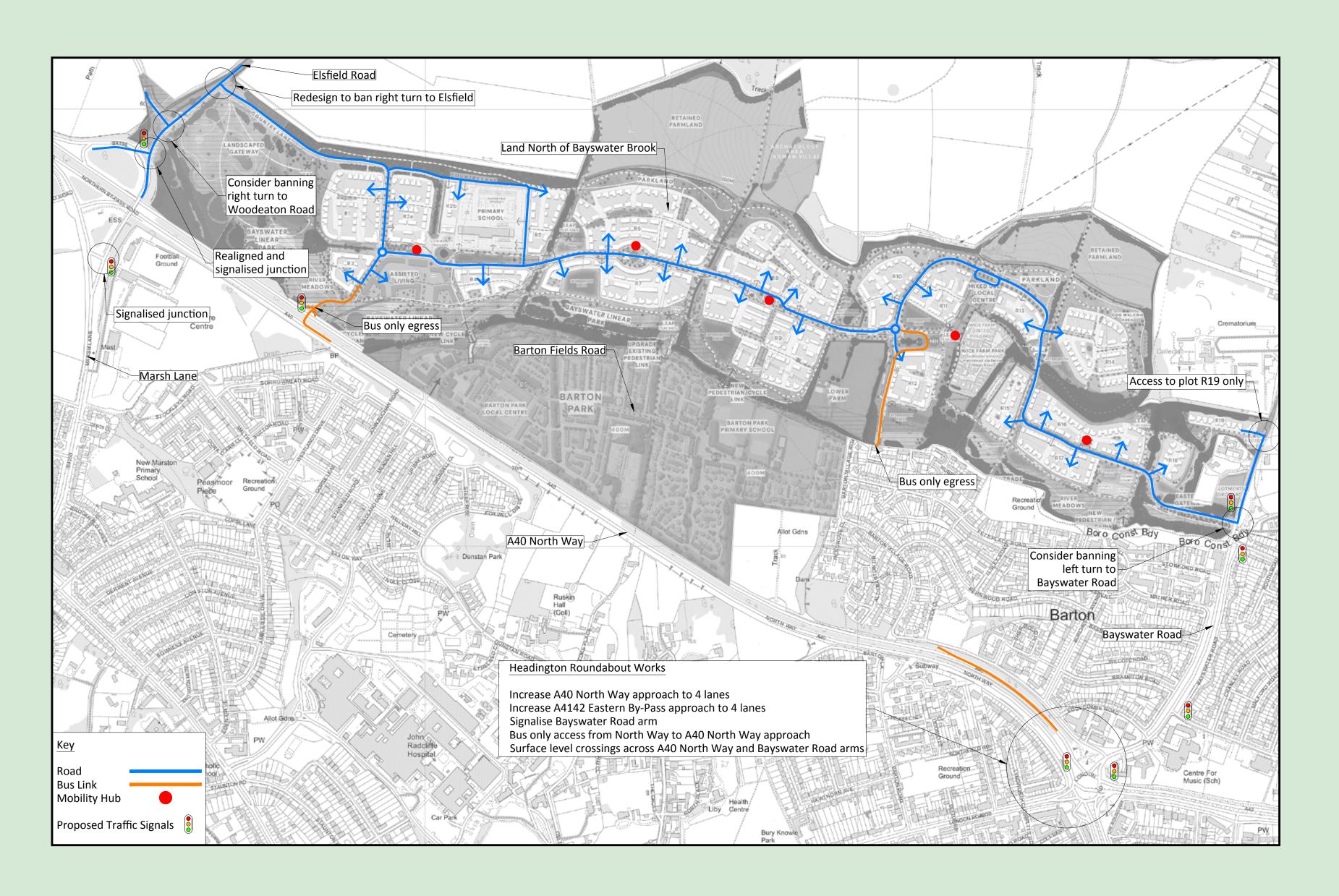


Vehicle Accessibility

Bus Access to site

Two bus only accesses are proposed to the site to prioritise public transport above car:

- A signalised ingress off the A40 at the western end of the site which will allow buses to turn-in right off the A40 northbound carriage way;
- Barton Village Road to allow buses to connect into Barton and Barton Park from the site



Buses would also be able to use the proposed vehicle access onto the Bayswater Road, although no services are planned to do so at this stage.

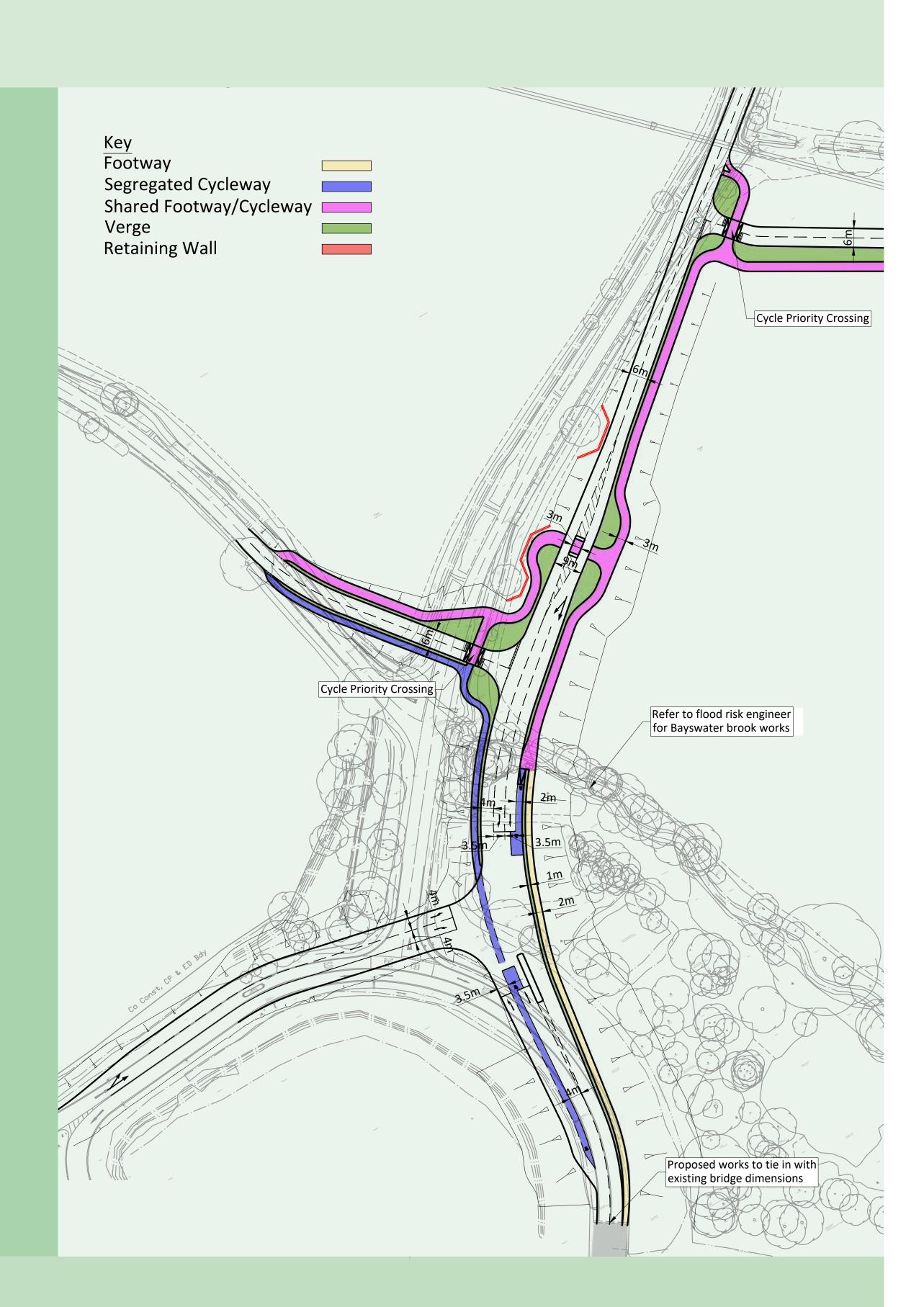
Western Access

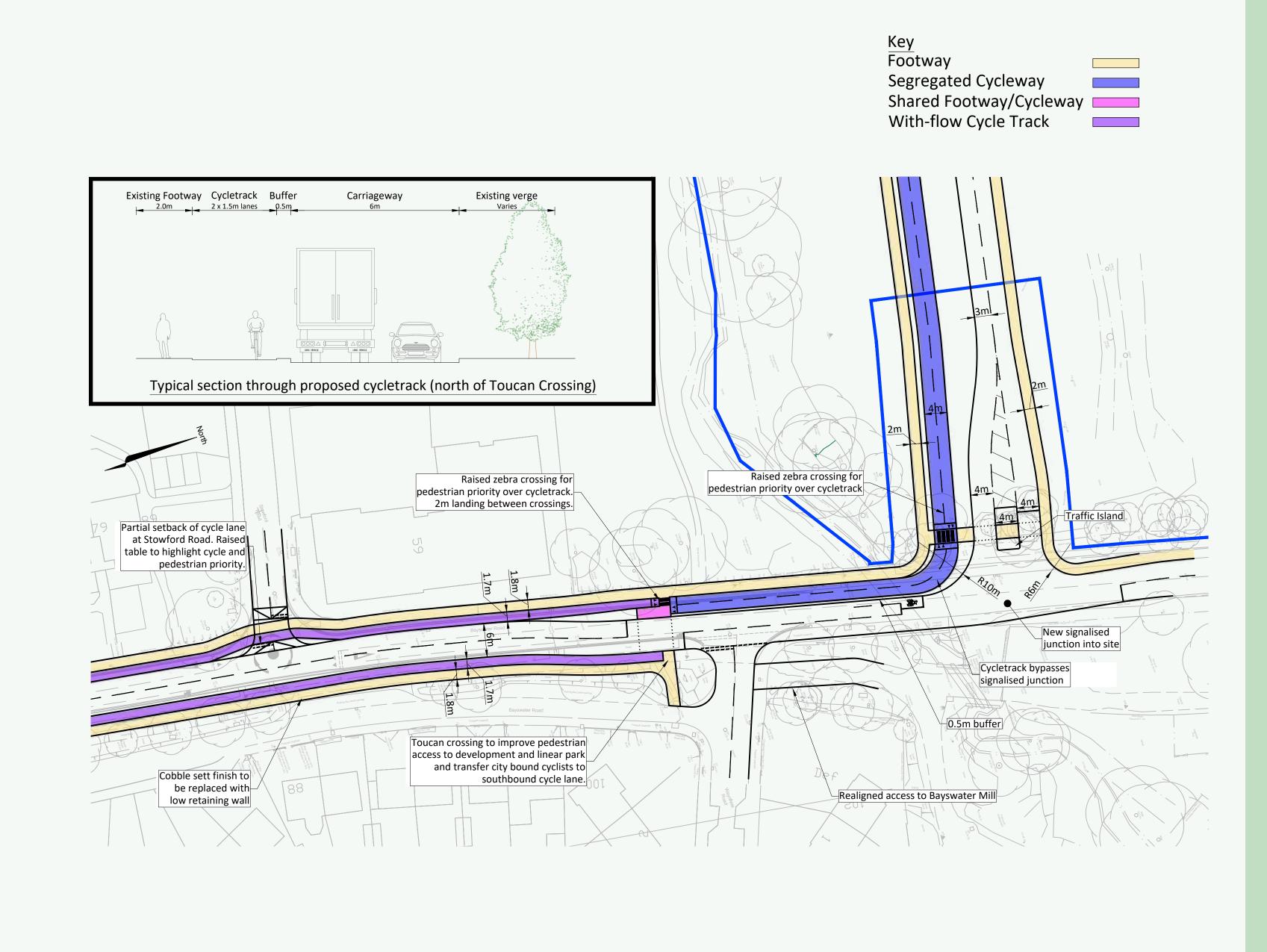
The Western Access would be onto Elsfield Road and then to the Marston Interchange as required by the Local Plan allocation.

Our proposed arrangement is shown to the right, however following feedback we are now looking at a layout that will not permit the right turn from the development towards Elsfield to minimise potential impact to the village. We are also investigating the possibility of preventing the right turn from the

site to the Woodeaton Road, again following feedback received. The incorporation of these measures will be subject to feedback from this consultation and the agreement of the highway authority.

We are proposing traffic signals where the Elsfield Road meets the A40 south-eastbound on and off slips, and also where the northwestbound off-slip meets Marsh Lane. The purpose of these signals is to help balance traffic flows onto and off the A40.





Eastern Access

The main Eastern Access would be onto Bayswater Road south of Stowford Farm.

Our proposed arrangement is shown here, however, following feedback we are now looking at a layout that will not permit the left turn from the site towards the Wheatley Road. The incorporation of these measures will be subject to feedback from this consultation and the agreement of the highway authority.

The access junction would be signalised to allow traffic flows to be managed. A segregated cycle lane would emerge from the site and head southwards towards Headington Roundabout - cycle movement into and out of the site is proposed to be free flowing.

A separate access would be provided to serve the R19 parcel only, which would take the form of a simple give way junction.

Access Through the Site

The Main Street within the site will connect the Western and Eastern access junctions, but will be designed to a maximum speed of 20mph, to provide access to all parts of the site but discourage through traffic.



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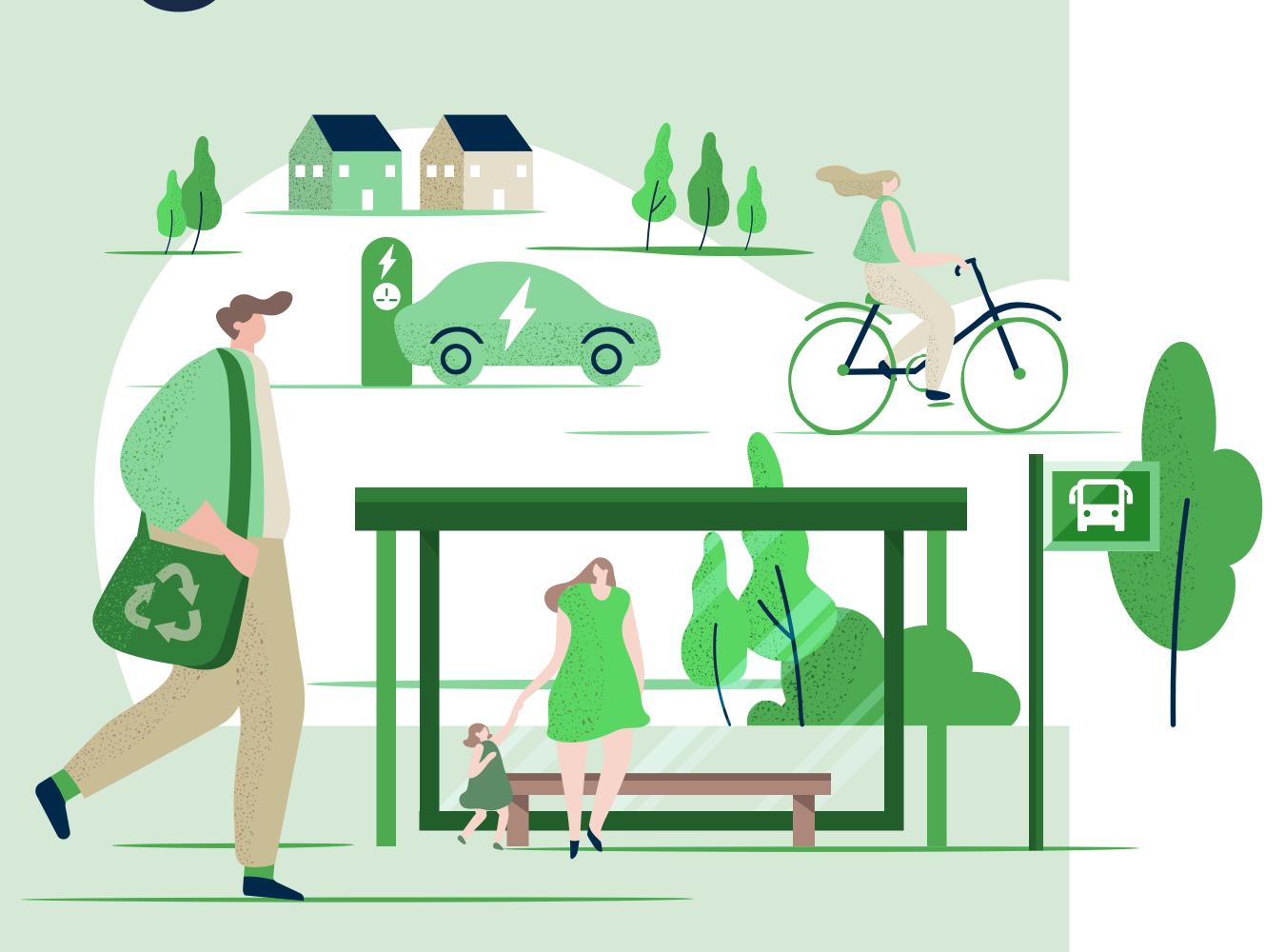




Active Travel and Parking

We have carefully designed Bayswater so people who choose to can live here without owning a car, and for those who do wish to own a car, for it not to be the automatic choice for most journeys.

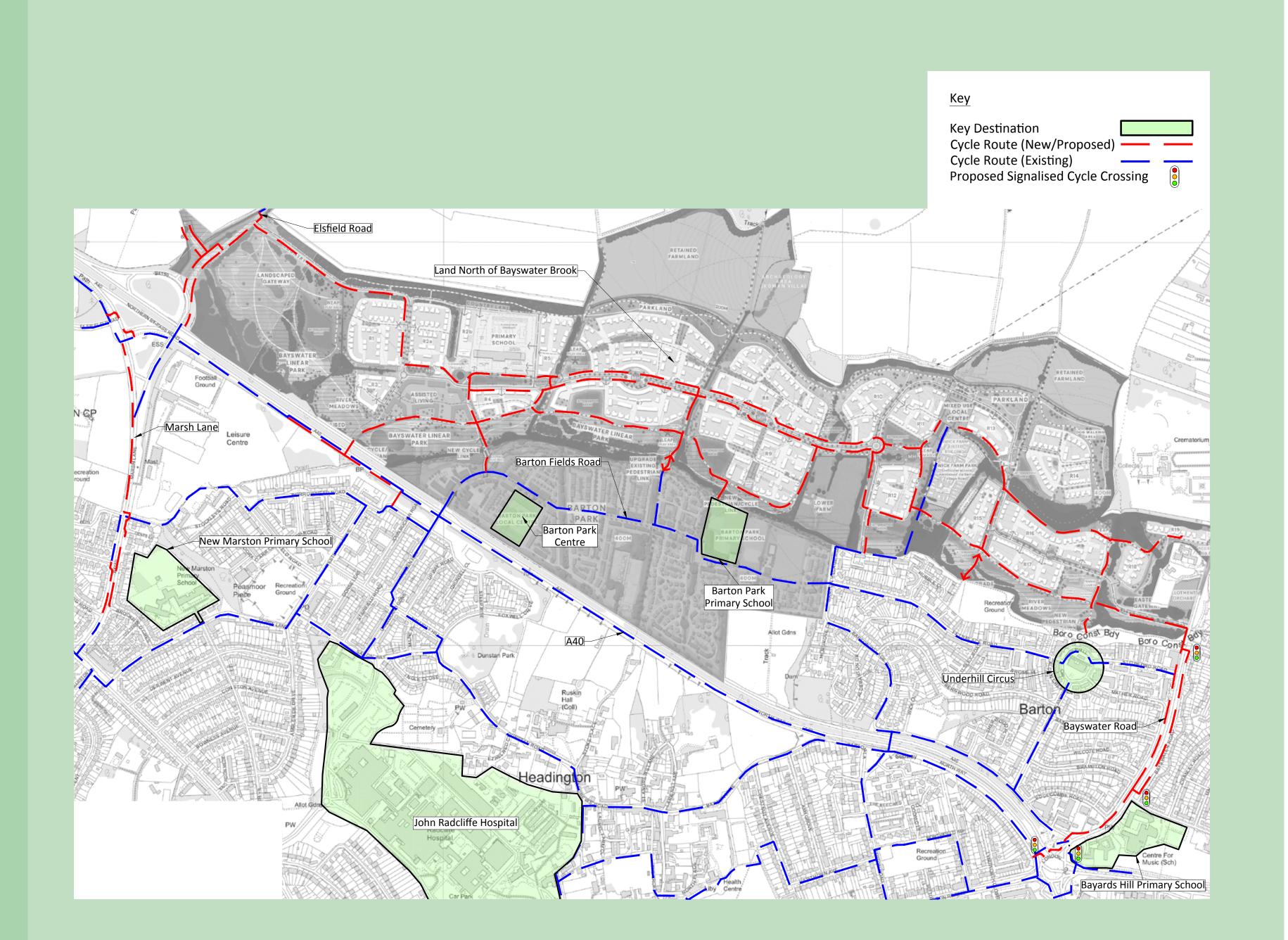
We are creating a place that makes active modes of transport such as walking or cycling an easy and natural choice for those who are able, and also providing access by public transport services.



Pedestrian & Cycle Connectivity

This plan illustrates the principal pedestrian and cycle routes and linkages we are proposing, which will include:

- Segregated cycle path on Bayswater Road between the eastern site access and Headington Roundabout
- A new A40 cycle and pedestrian bridge linking into the A40 cycleway with a connection to Foxwell Drive/ Borrowmead Road
- Improvements to the Wick Close subway ramps
- Improved Marsh Lane cycle paths and crossing point of the A40 northeast-bound on slip for the A40 cycleway
- Cycle connections to the Elsfield and Woodeaton Roads
- Cycle access towards Bayswater Road north of the Oxford Crematorium



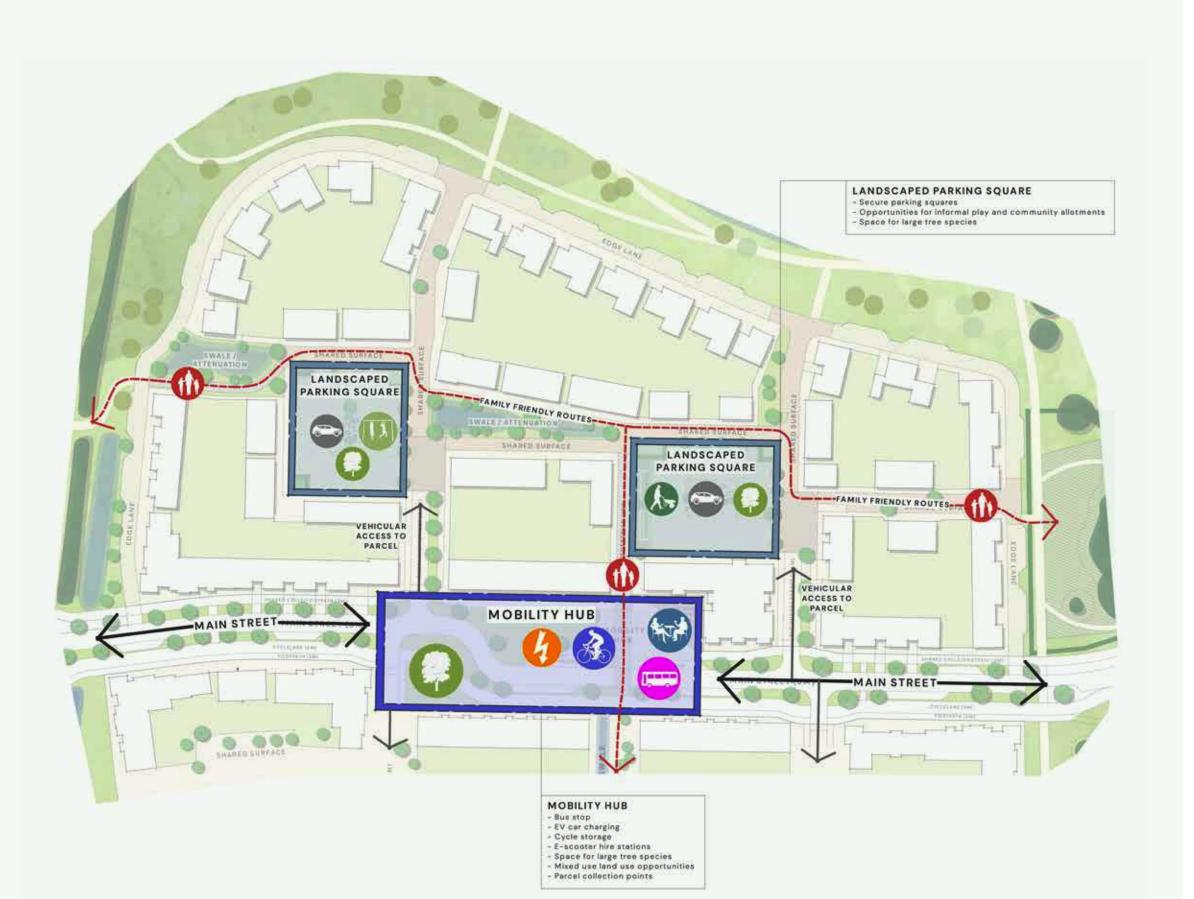
Parking

Our view is that a balanced approach to parking is appropriate for this sustainable location. It needs to be designed to allow for future flexibility, while minimising potential impacts on our neighbours from overspill parking.

We are therefore exploring where parking for properties is provided, and considering the use of remote off-plot parking for many dwellings to remove cars from immediately outside the front door. This would help reduce the ease and convenience of car use, and encourage active modes.

Other measures to help reduce car ownership and use will be provided, including travel planning, the provision of electric car club cars (to allow for only occasional use of a car without ownership) and shared car ownership and the provision of mobility hubs.

Parking & mobility hubs



Mobility hubs

The mobility hubs we are proposing will provide a focal point for travel options, emphasising sustainable travel. Depending on location, they could include a combination of facilities such as:

- A bus stop with real time
- information
- Weatherproof shelter with WiFi
- Parcel collection point
- Cycle and E-cycle parking and hire
- E-Scooter hire
- Electric car club access
- EV charging

Local Services

We have designed in more onsite local facilities and services allowing residents to access more within their neighbourhood, minimising the need for off-site trips.



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Building bridges to connect the site

Making sure Bayswater is well connected to existing communities and wider Oxford is at the heart of our vision, and building bridges is central to this. We are working with Stirling Prize winning architects, Wilkinson Eyre, to design a new foot and cycle bridge over the A40, and are unlocking access between local places with attractive new bridges across Bayswater Brook.

A new foot and cycle bridge over the A40

This is located at the western end of the site, near the Barton Park junction to the A40. It will ensure Bayswater is connected with:

- The John Radcliffe (via a new link from the A40 cycle way to Foxwell Drive) and for those travelling south-eastwards along the A40 (in the Cowley direction)
- Marsh Lane via Foxwell Drive/Borrowmead Road; and via the A40 cycle path, through the Marston Interchange with improvements to the cycleways down Marsh Lane. This will allow onwards travel towards the Swan and Cherwell Schools and city centre
- The A40 north-westwards (in the Oxford North direction) with an improved crossing where the existing cycle path crosses the A40 north-westbound on slip





Bridging Bayswater Brook

We are also proposing new pedestrian and cycle bridges over the Bayswater Brook, linking Bayswater with Barton and Barton Park.

These bridges over the brook will be a minimum of four metres wide to allow plenty of space for pedestrians and cyclists to use them safely and easily.

The bridges have been located to improve connections between neighbourhoods and enable all local people to easily access facilities on both sides of the brook.

There are segregated cycle routes which link the bridges over the brook through Bayswater to the A40 foot and cycle bridge, so that the new major connection can be used by all neighbouring communities too.



We want to hear your ideas

We are committed to ensuring that the vital new new foot and cycle path over the A40 provides vital connections, and is an attractive feature too.

Q: Do you have any comments on the A40 bridge or ideas we should share with our architect, Wilkinson Eyre?



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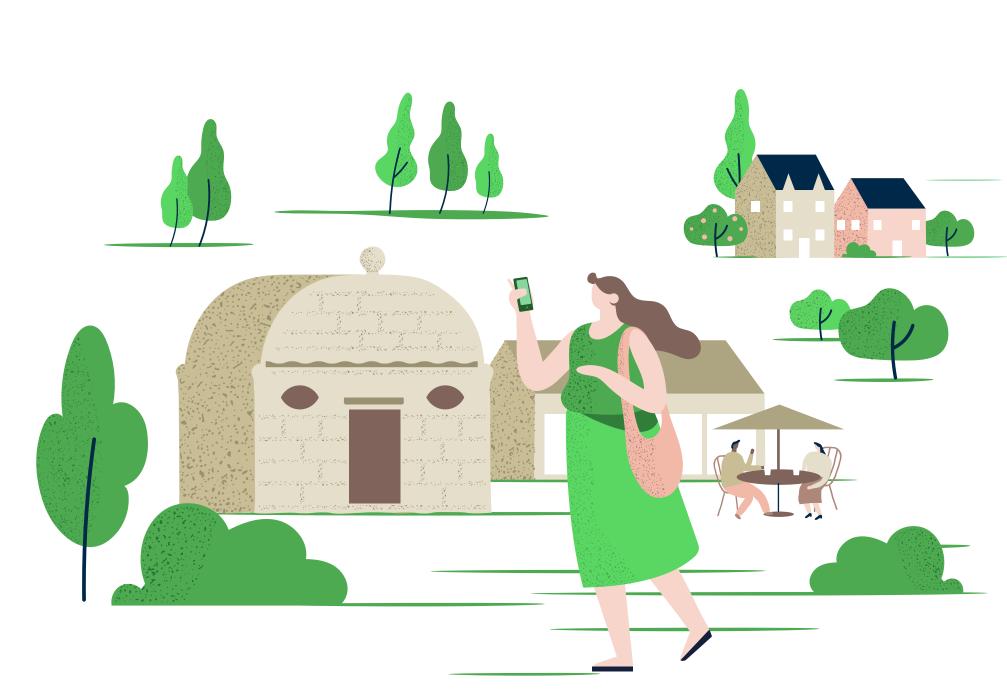






Creating connected communities

From the start of our work, we have focused on designing a place centred around the community. That means a welcoming neighbourhood for Bayswater residents, as well as one that connects people from surrounding communities.



During our last consultation, it became even more clear to us that community facilities and retail space were very important. We have now included a new community hall and extra provision for small, local retail opportunities.

We are also designing in flexibility for the future so that should these elements be successful there is the opportunity for further provision.

Our proposals

- A vibrant local centre at Wick Farm – this will include a café and a restaurant, co-working hub, refurbishment of the Well House, two squares as well as a market garden, bike shop and small retail space.
- An enhanced western community square - which, in addition to the twoform entry primary school, now has a new community hall and new small local retail spaces, as well as assisted living properties and a mobility hub around an existing mature oak tree.
- Extensive green infrastructure and leisure facilities – including equipped play spaces, informal play areas and a play trail. Leisure space and facilities will be for all ages, including kickabout spaces, two tennis courts, an outdoor workout space, games court, leisure walking, running and cycling routes.
- Section 106 contributions that means financial contributions to other facilities that will benefit local people, including expanding secondary and special educational needs provision in Oxford. It also means expanding local GP services and other community infrastructure such as indoor and outdoor sports and leisure facilities, and resources such as libraries.



- Integrating Bayswater with Barton and Barton Park - Bayswater is being planned with the wider community in mind, with facilities that will complement, not compete with, existing facilities at Barton and Barton Park. Some suggestions so far for community facilities and opportunities include; community shop; community larder; facilities for teenagers - such as a music hub; affordable space to rent for local businesses and clubs; electric mini-bus; funding for key community posts.
- Neighbourhood policing We are exploring the possibility of including a neighbourhood police facility at Bayswater and are also consulting with Thames Valley Police on our masterplan around security and policing of the site. This process will continue and inform our planning application and refined proposals.

What do you think?

We have worked hard to ensure Bayswater complements existing facilities nearby and provides great community infrastructure for new and existing communities.

Q. Do you have any thoughts on the type and location of the community facilities we're proposing, or our plans to integrate Bayswater with existing communities more broadly?



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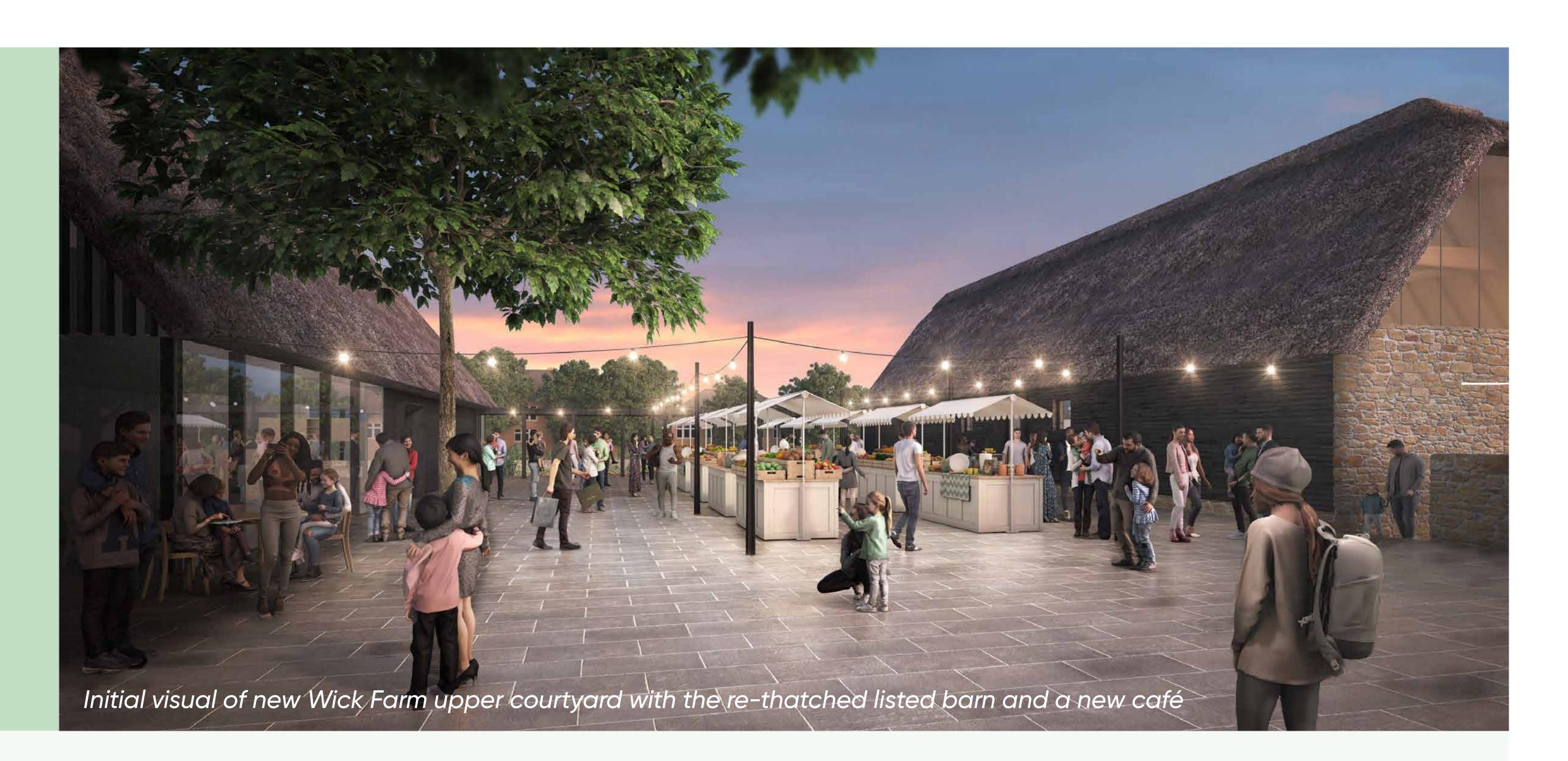




Re-using historic buildings to create a new community hub

We are committed to creating a development with its own character and one that's more than just new homes. We want to provide opportunities and facilities that will complement and enhance what is already available in the wider area.

As part of this we are creating two carefully designed local centres to support new and existing communities and to help create the exciting, sustainable, integrated community we want to see.



Bringing historic buildings back to life

To the east of the site, internationally renowned heritage architects, Purcell will bring the historic buildings at Wick Farm back to life as part of a new social community hub at the heart of the neighbourhood.

This would see the listed Well House refurbished and the listed barn re-thatched. These existing buildings will be sensitively restored and enhanced to create an exciting space for people to use long-term.



The community hub involves:

- A café, a restaurant, bike shop, local retail space and work spaces
- A new market garden to support the restaurant
- Creating two new courtyards with stepped seating so people can sit and enjoy views of the historic buildings and surrounding landscape

About our partners, Purcell

Purcell has recently been entrusted to restore the tower that houses Big Ben in Westminster, as well as Christ Church's Thatched Barn and Visitor Centre in Oxford. They are bringing the same experience and understanding to ensuring that the listed buildings at Wick Farm, the new elements being proposed and surrounding communities work sensitively together for the long-term.



We want to hear your ideas

Are there any other uses you think we should be considering for our local centre buildings in the refurbished Well House and Barns at Wick Farm

Q: Do you have any ideas or views that might help us further refine their designs?



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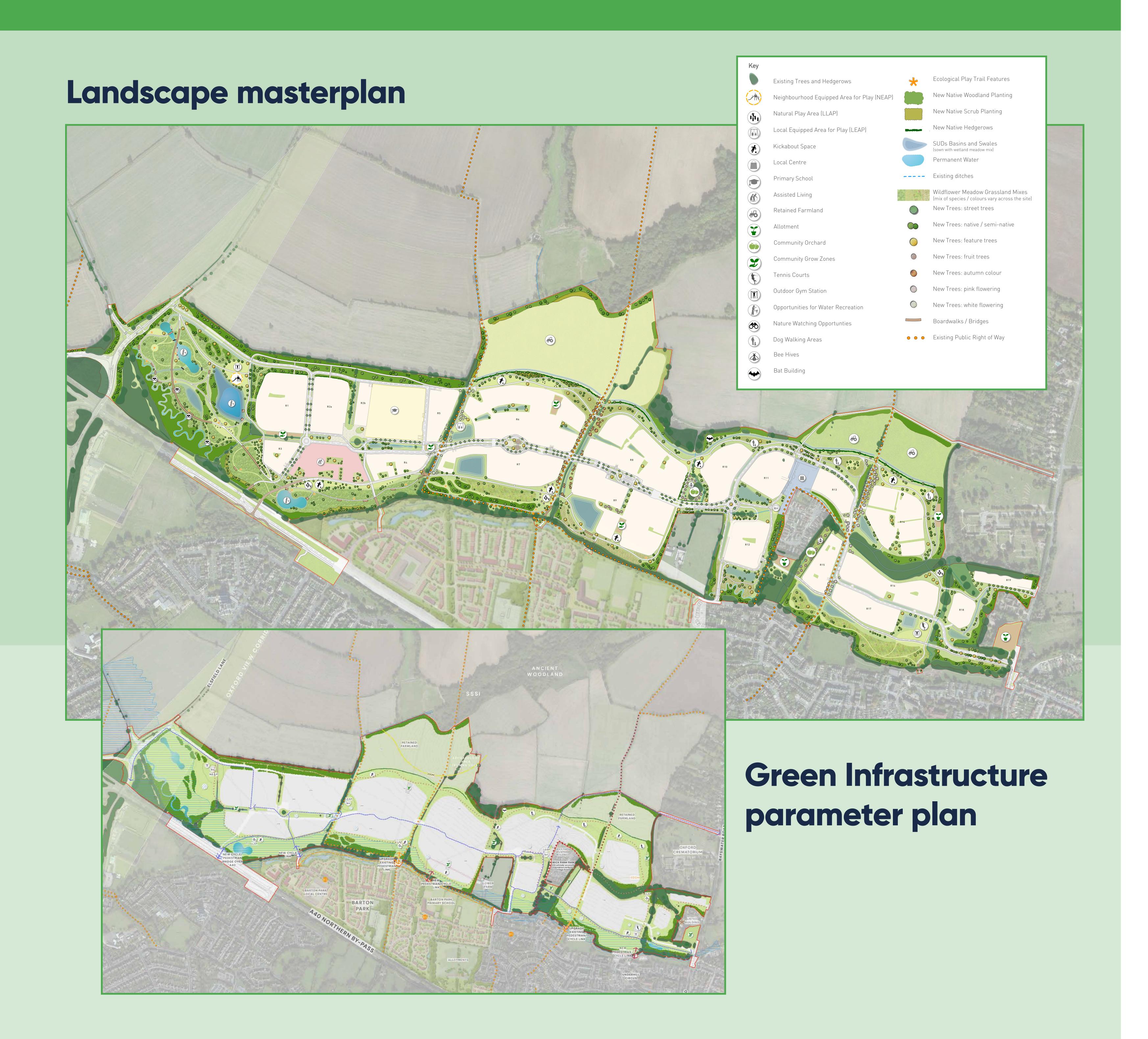




Our approach to landscape

When developing our proposals for Bayswater, we've always been led by the existing landscape. We have designed expansive green space that weaves throughout Bayswater, making sure the landscape is easily accessible. We've carefully considered and designed a series of integrated spaces, with different character and visual interest areas for everyone to enjoy with health and wellbeing in mind.

- A river-focused linear park: at the centre of our landscape approach is making sure Bayswater Brook is incorporated along a broad linear park that runs east to west along its route. This green space will provide a river focused landscape for residents to experience while supporting and enhancing the existing flora and fauna.
- A landscape to be explored and enjoyed: We have ensured the landscape is accessible with plenty of routes for people to explore and travel along throughout Bayswater's green space.
- We will ensure that all routes are appropriately designed and well maintained so they remain welcoming to residents and visitors alike.
- An edible landscape: Spaces for food production will be integrated throughout the landscape and development. Allotments, fruit orchards and grow zones (containing raised beds) will mean residents can not only explore the landscape, but taste the food it produces too. Allotments will be provided in a range of sizes, focusing on smaller plots.













Ecology and Biodiversity

At Bayswater, we are committed to making sure wildlife and habitats are left in a better condition than before the site was allocated.

We plan to do this by:

- Creating extensive areas of grassland meadows, parkland, woodland, wetland and a variety of floodplain habitat mosaics
- Unlocking the natural environment of the Bayswater Brook to create a river corridor and surrounding floodplain with wetland habitats to support a variety of species
- Making sure our water management model is driven by the natural flood plain and planting species most suited to this
- Achieving Building with Nature accreditation - this means ensuring ecology is designed in throughout the scheme from an early stage

Protecting environments and species

Sydlings Copse and College Pond SSSI: We are committed to protecting the Sydlings Copse Site of Special Scientific Interest (SSSI). As part-owners of Sydlings Copse and College Pond, this is something Christ Church is already doing and will continue to do as part of our stewardship of Bayswater. In consultation with BBOWT we are proposing new protective measures for the SSSI as part of our plans and ways to avoid increased recreational pressure.

Legally Protected Species: We're committed to avoiding impacts on protected species. Where that's been

unavoidable, we've developed specific enhancements to mitigate those impacts in line with Natural England's licensing requirements. This includes extensive bat roosting provision within the redeveloped Wick Farm buildings so bat species can continue to roost within the structures postdevelopment and, provision of an artificial badger sett and otter holt.



We will achieve a net gain of at least 10 per cent, in line with local and national planning policy. The net gain will be calculated using the government standard metric.

This will also be informed by the detailed habitat surveys we have been undertaking for a number of years and post-development landscape plans. Delivering a biodiversity net gain is for the future too – we'll be managing the biodiversity of the site for at least thirty years, based on Biodiversity Enhancement and Management Plan and long-term ecological monitoring.

We want to hear your ideas

We are committed to making sure wildlife and habitats are left in a better condition than before the site was allocated.

Q: Do you have any views on the steps we are taking to enhance biodiversity and protect ecology?





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Future-proofing water management

The majority of the site sits outside of the flood plain, however we appreciate that parts of our site adjacent to the Bayswater Brook are subject to flooding from the brook and field run off. Water management is fully integrated into our landscape and ecological strategy.

Modelling for flood risks

We've extensively modelled the Bayswater Brook system to understand the flood risk and identify the most extreme flooding scenarios to help shape our design. This has been undertaken in consultation with, and approved by, the Environment Agency (EA).

Our flood modelling has fully allowed for potential climate change impacts based on EA projections over the next 100 years, so that the development and areas around it are future-proofed when it comes to flood risks.

Our flood management strategy includes:

- Locating all proposed development outside the floodplain. There are some infrastructure elements running through the floodplain for which we are providing additional floodplain storage to compensate for
- Retaining the Bayswater Brook floodplain, to enhance water storage capacity
- Enhancing the Bayswater Brook channel and incorporating additional secondary



- channels to make sure water moves more naturally through the floodplain
- Incorporating ponds and wetlands and associated ecological enhancements to improve biodiversity and provide a key amenity for the wider community
- Incorporating landscaped flood defence elements to reduce the current flood risk to existing properties along Barton Village Road

Surface water management and drainage

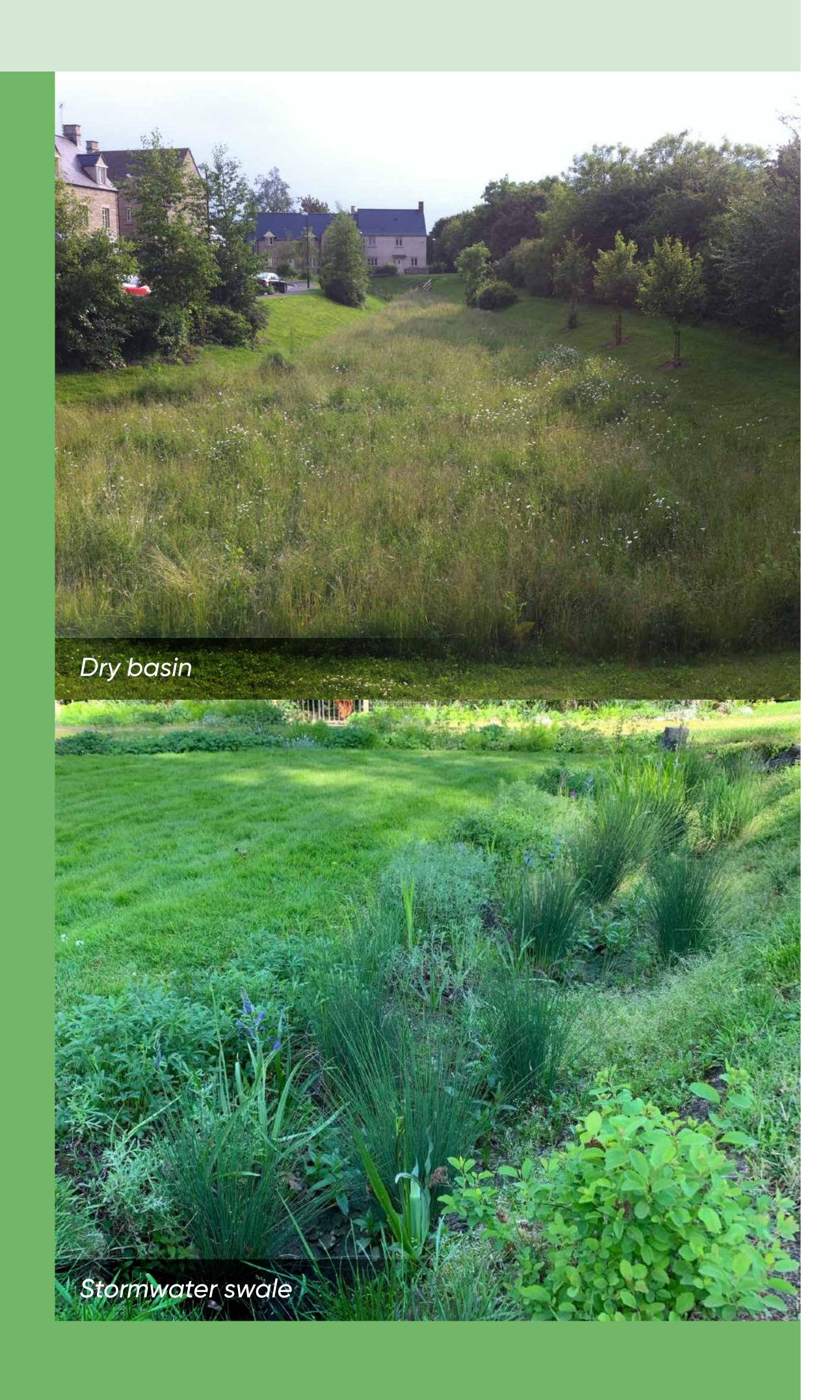
Bayswater will 'make space for water' - in line with national and local planning policy.

We are committed to achieving an exemplary surface water management strategy based on the principles of Sustainable Drainage Systems (SuDS). We have included landscaped features – swales (ditches) and attenuation basins – to store surface water run-off and release it slowly at greenfield rates back into the existing land drainage network around the site. These basins are mainly on the southern edge of the development. To get to the basins the water needs to be conveyed to these locations, and the Lead Local Flood Authority (LLFA) is keen

for us to include, wherever possible, SuDS where the rain actually lands within each parcel.

We have now assumed in our calculations that 10 per cent of the impermeable area for each parcel would have permeable paving (parking areas) and rain gardens (individual shallow ponds) where the water can be 'attenuated' at source before discharging into the drainage network / swale, and then eventually into the attenuation basin at the bottom of each parcel.

This attenuation system will also include filtration provision and some treatment to the water as it flows through, so that when it reaches the brook the water quality has improved.



Have your say

We're committed to making water management at this site exemplary, and focused on working with the existing landscape.

Q: What do you think about our flood risk and water management strategy?



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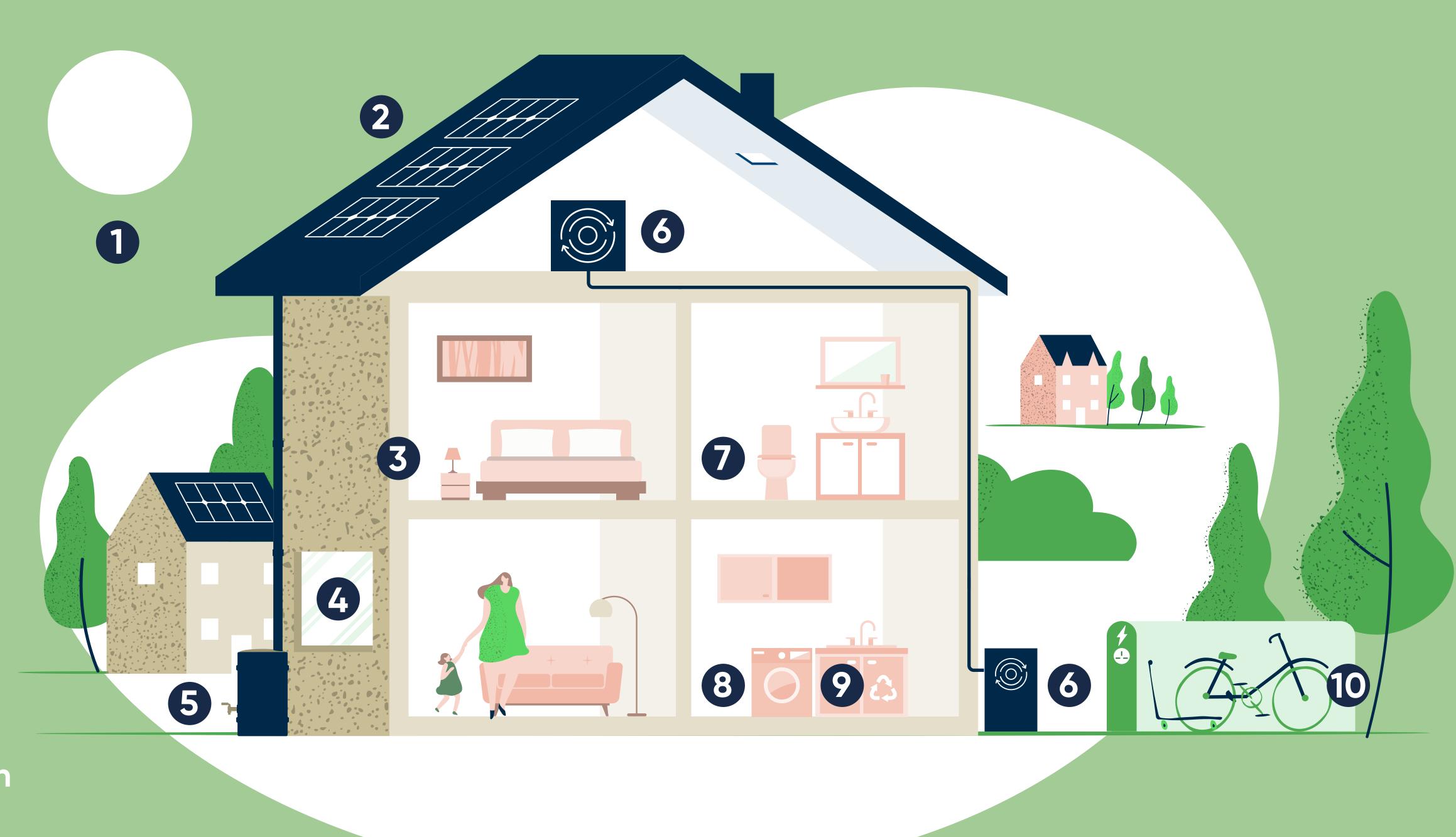
Renewable and low carbon technologies

Low energy demand will be built into the very fabric of Bayswater, right from construction. That means building responsibly and sustainably, and creating greener low-carbon homes made to last.

Greener homes

At Bayswater, we will be using key technologies and design features to create greener, low-carbon homes. The below is an indicative example of what this might look like although we'll continue to refine our approach in line with emerging technologies and the most appropriate low-carbon options available to us at the time.

- Buildings positioned to maximise natural light and minimise heating demands
- Solar panels and battery storage to generate renewable energy for houses
- 3 Exceeding SODC policy requirements for carbon and heating: buildings with high levels of insultation and air tightness to maintain comfortable conditions internally
- 4 Glazing that makes the most of natural light and orientation while preventing heat loss
- Water conservation measures such as a water tank to collect and store rainwater runoff
- Air source heat pump and storage providing low carbon heating and hot water
- 7 Improved water conservation with efficient sanitaryware



- 8 Eco appliances, low energy lighting and smart meters to encourage efficient energy usage
- Built-in space for waste disposal and recycling
- 10 Encouraging sustainable travel with on-site charging and storage facility for electric bikes and scooters, as well as electric charging at car parking areas

Building responsibly

When we are able to start bringing our plans for Bayswater to life, we will be:

- Ensuring no fossil fuels will serve the homes once built
- Using on-site renewables and reducing fossil fuel usage during construction
- Since the last consultation we have carried out some testing on a sample house type which confirms that we can exceed SODC's 50 per cent carbon reduction target for 2026 from day 1
- We have agreed with SODC that more detail on how we achieve the carbon reduction targets will be included with each phase's detailed planning permission so that we can keep up to speed with moving and emerging technologies
- Looking at off-site construction methods and opportunities where appropriate

- Using local sources for materials that are manufactured and sourced sustainably
- Staying abreast of emerging construction methods and policies that guide sustainable and low-carbon building
- Providing apprenticeships across a variety of trades during construction to help local people learn new skills and equip them





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Landscape Character and Visual Amenity Impact Assessment

As part of the planning application, an Environmental Impact Assessment (EIA) is carried out to understand the effects of the potential development.

Part of the assessment considers the effects the development has on the views and surroundings of the site and its backdrop. This is called a Landscape and Visual Amenity Impact Assessment (LVIA).

The EIA assessment, including the LVIA chapter, is work we're still undertaking and will be available as part of our planning application, once submitted.

What will the LVIA show?

The LVIA will show how the landscape and visual effects of the proposed development, during its construction and when it is completed and in use, have been considered. It will also outline the different opportunities for mitigation and enhancement that have been identified through the Environmental Impact Assessment process.



What we're doing

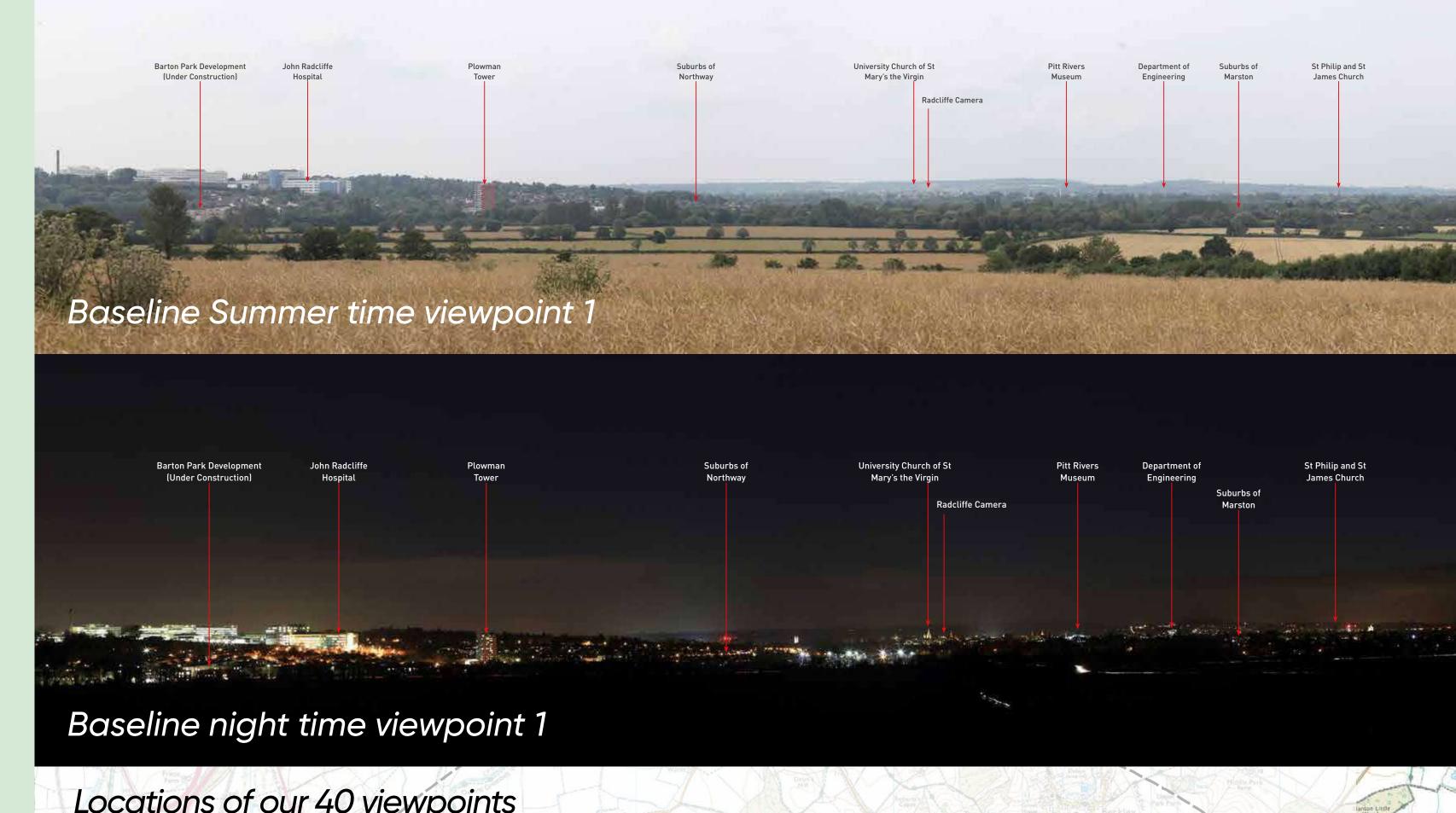
We have carried out extensive work and consultation with South Oxfordshire District Council, Oxford City Council and Natural England to understand the visual amenity of Bayswater and identify 40 viewpoint locations that consider the potential visual impacts during winter and summer, as well as during day and night.

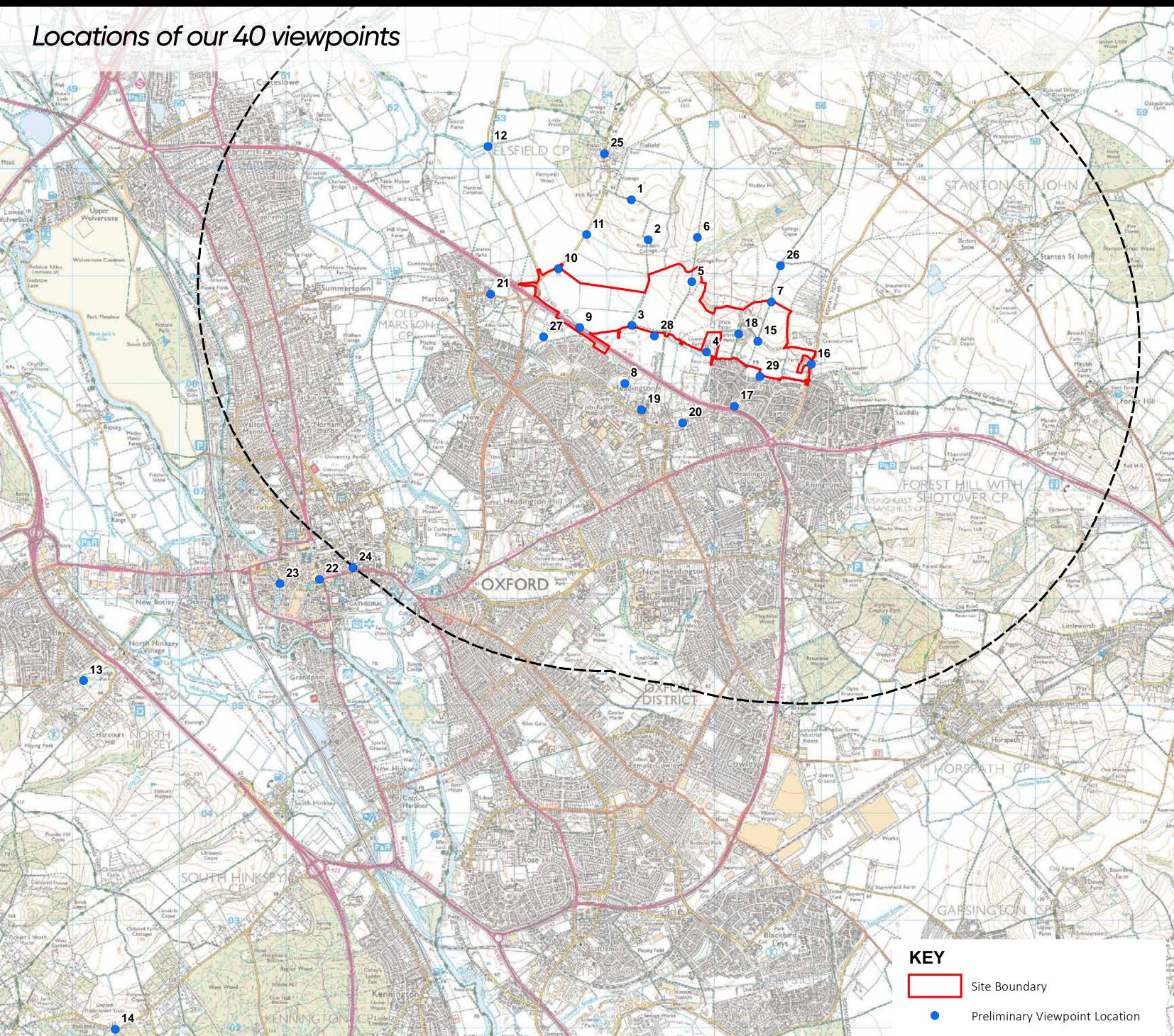
The viewpoints are both into the site from the city and surrounding countryside, as well as out from the site into the city and surrounding countryside.

How it's measured

Impacts on landscape character and visual amenity are assessed based on how sensitive they are to change, and the extent of change the development could bring.

The assessment points are then allocated a 'significance of effect', based on guidance from the Landscape Institute (LI) and the Institute of Environmental Management and Assessment (IEMA). The outcome of this then concludes whether the potential development would cause 'significant' or 'not-significant' adverse or beneficial effect.







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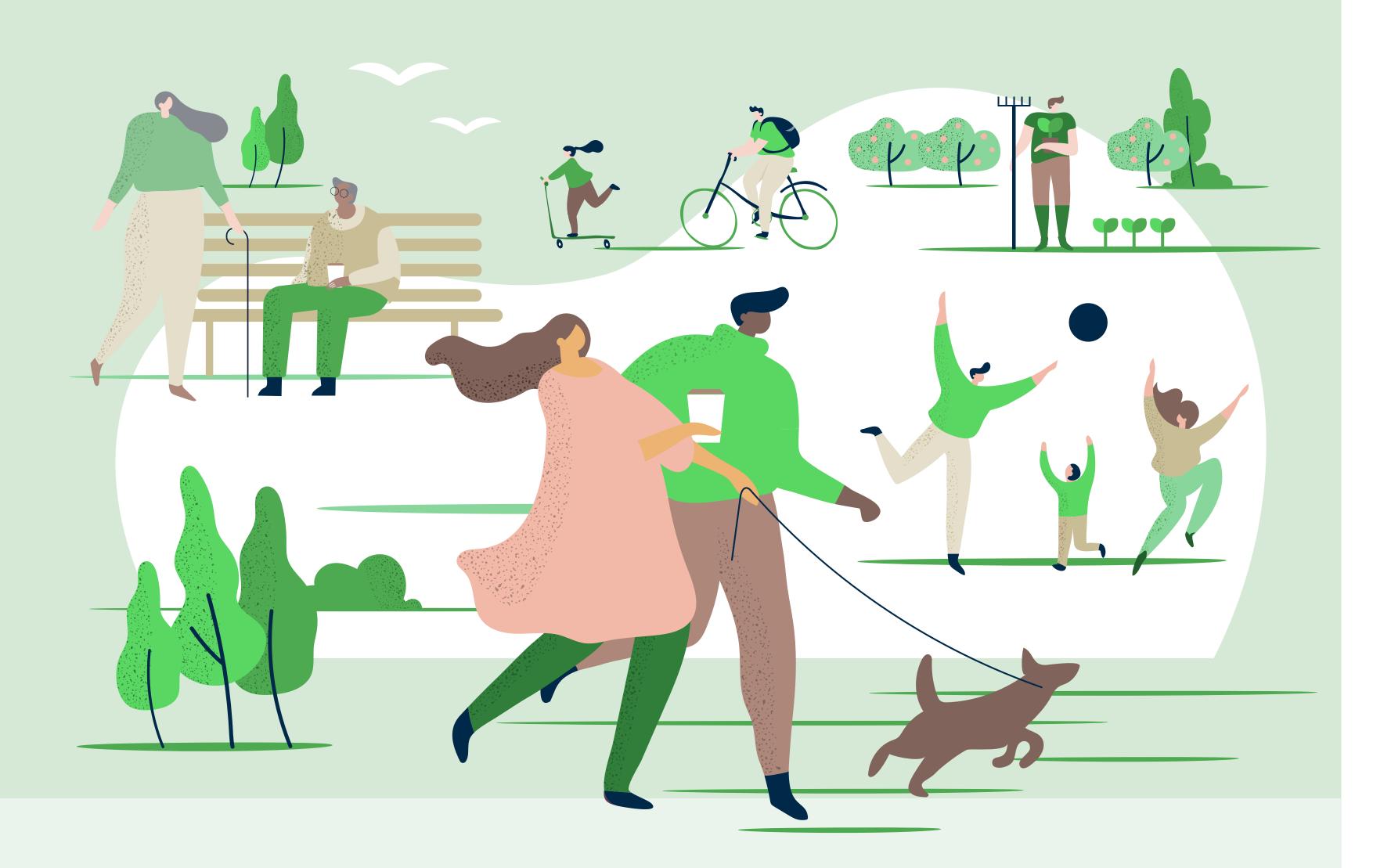
Key Design Principles

As part of our planning application we are working on some key design and placemaking principles to ensure our vision and objectives are achieved.

Bayswater is being designed so that those who choose to can live without owning a car.

- Designing in the ability to easily walk and cycle through Bayswater and, when integrated with nearby places, ensuring day to day needs can be met within around a 15-20-minute walk or cycle.
- Creating a hierarchy of active travel routes throughout the site, with fast segregated commuter cycle routes that link up with the wider network, leisure and school-run friendly routes that connect homes to key community services and spaces.
- Make sustainable travel more convenient with mobility hubs located along the main street of the site, where residents can make

- good use of then. All properties are to be within 500m of a mobility hub, with the majority within 300m of one.
- Parking that's controlled and flexible, with cars not dominating the street scene and ensuring parking areas can be adapted in future. EV charging will be provided throughout the site to future proof transport changes and future needs.



Letting the landscape lead placemaking

- Landscape will be given space to fully mature with species carefully considered to allow for climate change, to be ecologically diverse, to provide seasonal interest and character and to be of appropriate scale for the spaces.
- The landscape will dictate key spaces throughout the scheme, reinforcing these features as community spaces, taking care to maintain and reinforce wildlife corridors.
- Every resident will be within a 5 minute walk of public open space and equipped play areas.
- A minimum of 10 per cent Biodiversity Net Gain will be achieved at Bayswater, with areas designed in specifically for wildlife and habitat, with new and maintained wildlife corridors through the site. Elements to provide additional measures for ecology will be integrated into the residential areas.

Community wellbeing, inclusivity and opportunity

- Bayswater will prioritise health and wellbeing for all. There will be substantial leisure and recreational routes through green spaces all around the neighbourhood, from play to exercise to dog walking.
- There will be opportunities for community and local retail in key areas of the site around the sustainable transport nodes.
- Flexibility in some of the ground floor spaces along the main street and around the key spaces is to be designed in to future-proof for additional nonresidential uses.
- Bayswater will be inclusive, with Affordable housing designed to be tenure blind, architecturally attractive and pepper-potted throughout the site.
- Bayswater will be a beautiful place and thriving community. To do this we will be running architectural competitions to ensure the detailed design meets our goals and aspirations.



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Having your say

Thank you for taking the time to understand our revised proposals for Bayswater. We want to know what you think of our proposals and we welcome your ideas to build on them further, too.

There are many ways you can give us your written feedback:

- Completing our online feedback form at www.bayswateroxford.co.uk
- You can also use our interactive online map to provide comments on particular locations.
- Completing a printed feedback form, available here today
- Emailing us at info@bayswateroxford.co.uk
- Writing to us at Freepost RRKG-AZTG-JLJX, Camargue (Bayswater), Eagle Tower, Montpellier Drive, Cheltenham, GL50 1TA

This consultation is open until Sunday 31 July 2022

What happens next?

We will review every written comment we receive as we develop our proposals further in advance of submitting a planning application later this year.

Projects such as this are complicated with many important stages. You can see the key stages in the timeline below. All these timings are approximate and may change.





