

3.3 continued: Urban form

PARKING

Car and cycle parking

Car parking is a fundamental consideration in the design of the public and private realm and must be carefully considered so that it both functions well and does not detract from the visual appearance of the place.

The density of residential development at Kingsmere allows for a high proportion of owner vehicles to be parked on their own plot or in shared and secure communal parking. Other vehicles, particularly those of visitors, will generally use shared public on-street parking.

Residential car parking must comply with the adopted standards at the time of a reserved matters application. Prior to new parking standards being formally adopted, the following will apply:

- **1-2 bedroom = 1 space**
- **3 bedroom = 2 space**
- **4+ bedroom = 3 spaces**
- **Visitor spaces must be provided in the public realm or in easily accessible communal courtyards.**

Provision must be made for covered and secure cycle parking within all garages. Those properties without garages must provide covered and secure cycle storage. Cycles must be accessible from within garages without the need to remove parked cars.

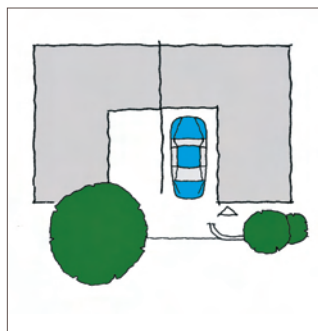
Car and covered cycle parking must be provided in the employment areas, for the hotel, school, sports pitches and local centre, in accordance with the relevant / adopted parking standards.

The range of car parking options for residents include:

- On-plot allocated
 - front access hardstanding
 - front access detached garage
 - front access attached garage
 - front access drive-through
 - rear access mews garage
 - rear access back garden
 - rear access chauffeur unit
- Off-plot allocated
 - front court
 - rear court
- On-street unallocated
 - in line with pavement
 - housing square

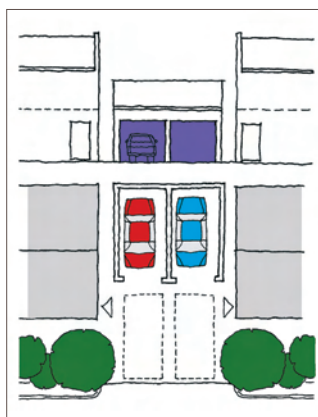
All front access options must have a 2m x 2m visibility splay to the public realm.

On-plot parking options



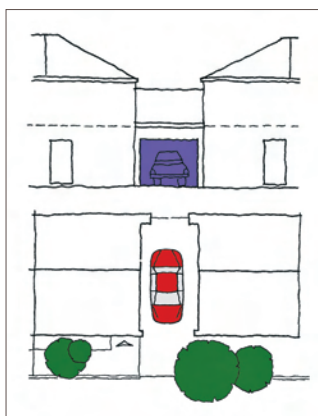
Front access hardstanding.

This arrangement will require either a deep recess per property (as shown) or a set back building line.



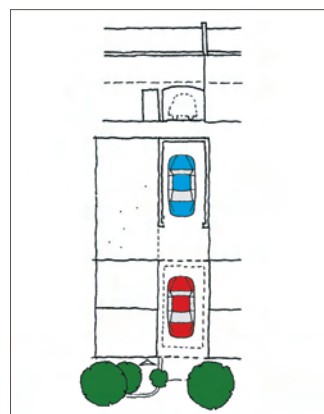
Front access detached garage.

This arrangement can be combined with parking in front of the garage (maximum two single or one double garage).



Front access attached garage.

This arrangement can be used where it is important to maintain street enclosure.



Front access drive-through.

Front access attached garage. This arrangement can be used where it is important to maintain street enclosure.



Mews garages.

This arrangement can be combined with self-contained flats on upper floors.



Rear chauffeur unit.

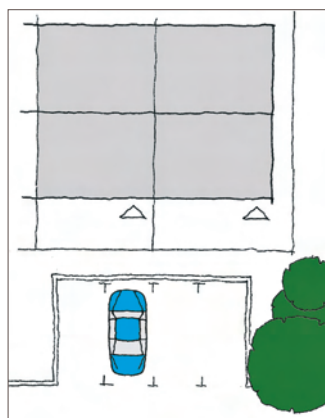
This arrangement is used where a separate garage building, with accommodation above, is sited in a rear garden of a large house.

Figure 3.32 Residents car parking.

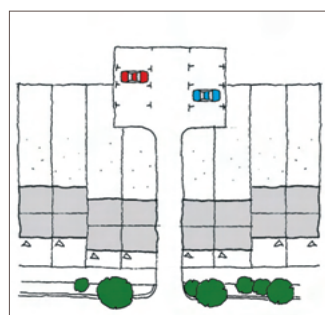


All drawings on this page are derived from those in "Car Parking: what works where" produced by English Partnerships

Off-plot allocated parking

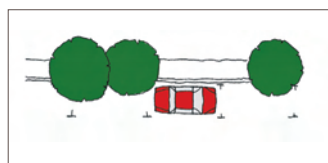
**Front court.** (Max 4 spaces together).

This arrangement requires a shared private area, adjoining the public realm, where spaces can be located.



Rear court. (Serving a maximum of 8 houses). This arrangement removes cars from street views but must be limited in size and have minimal access to help security.

On-street unallocated parking

**Parallel to kerb.**

This arrangement is especially well suited to visitor parking and should be broken up with trees and pavement build outs.

**Housing square.**

This arrangement requires high quality planting and public realm to reduce the visual impact of car parking.

Residents allocated car parking hierarchy

The order or preference is:

- parking should generally be on plot and accessed from the front – in order to preserve the integrity of the perimeter block

followed by either:

- where rear access parking is unavoidable it should be to rear / side of plot – for reasons of security and surveillance
- or:
- rear courts serving a maximum of 8 houses should be used. These should have narrow entrances and should have no pedestrian through route.

Communal public car parking

Areas of communal public car parking will be provided in locations such as the local centre and the sports pavilion.

Car parking here will be integral to the public realm using common surface treatments, semi-mature street trees and robust bollards to define the areas to be used by cars and pedestrians.

On-street car parking will be offered for adoption and management to Oxfordshire County Council.

Garages

Careful consideration should be given to the size, positioning and treatment of garages. Garages are most likely to be used for car parking if they are convenient, of adequate size and not in competition with easier options. Where used they should therefore be readily accessible and not combined with neighbouring hardstandings where vehicles could be left.

Garages must have a minimum internal width of 3.0m, to allow occupants to exit the vehicle easily, and depth 6.0m, to allow bike parking and storage. Smaller garages will not be considered as providing car parking. Cycles stored within garages must be accessible without the need to remove parked cars.

Integral garages reduce the amount of active building frontage and should not be used in prominent locations or in more than three consecutive buildings. Integral garages are best reserved for mews streets. **Garages must be located behind the building line.**

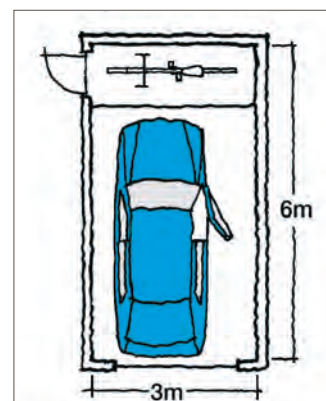


Figure 3.33 Garages must be at least 3.0m wide and 6.0m deep to be considered as car parking spaces. The extra width makes them easier to use and provides space for cycle parking and storage as well.

3.4 DETAIL

A public art framework statement is attached to the S106 legal agreement. This requires the production of a public art strategy which will set out the commissioning process and precise location and nature of public art on the site. Developers should refer to the public art strategy.

Figure 3.34 (right) shows where the main public art opportunity sites are within Kingsmere.

Public art

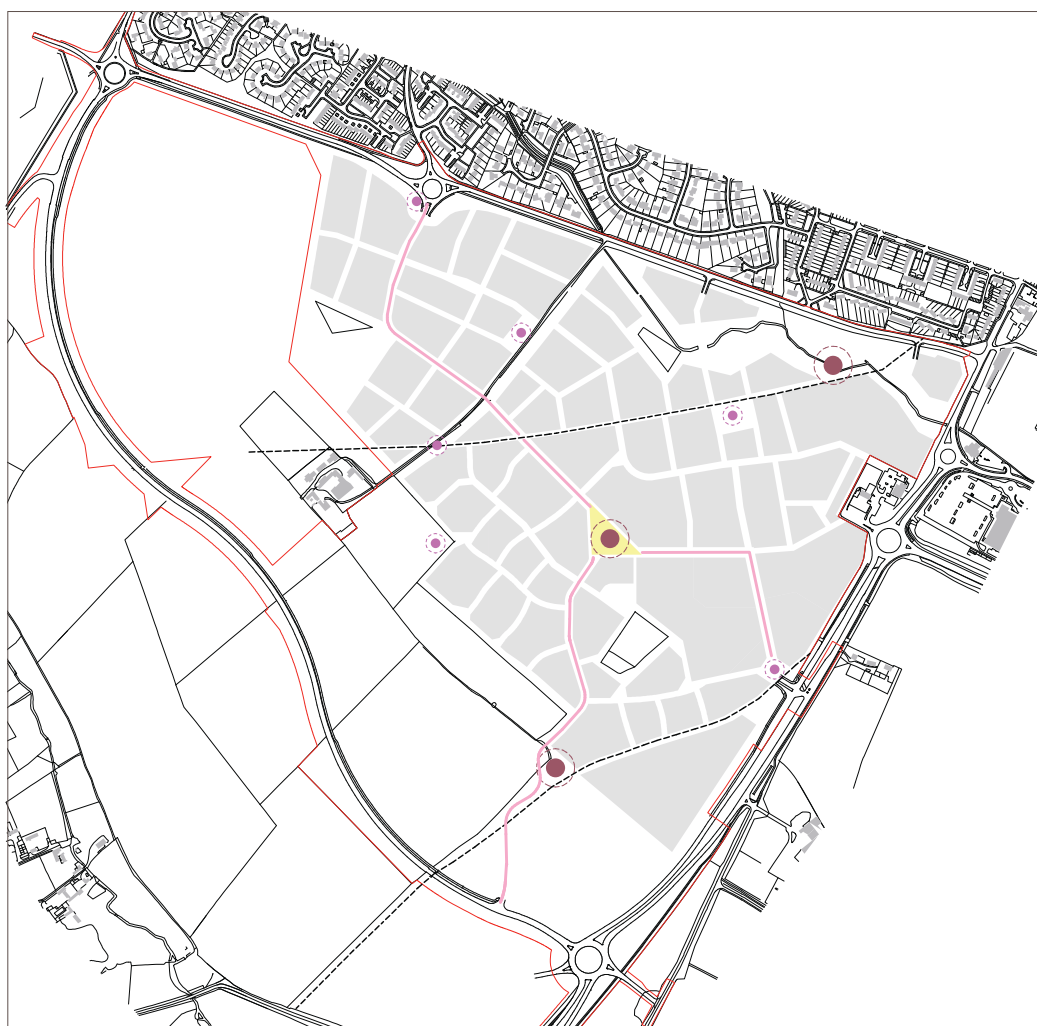


Figure 3.34 Public art opportunities.



- Application boundary
- Primary public space
- Primary streets
- Footpath
- Major opportunity
- Minor opportunity



High quality public realm



Public spaces should provide safe and attractive meeting areas for residents (Kings Court, London)

Public realm

The public realm must be designed to be accessible to all, including those with mobility impairments and parents with children in prams or buggies.

To ensure proper provision for those with special needs, care and sensitivity is required in the detailing of public realm components – in particular, gradients/inclines, pedestrian/cycle crossings, and the type of materials, street furniture and planting used within the public realm.

The key design principles that must be adopted throughout the public realm are:

- ***the development should provide a high-quality environment which is safe, convenient and accessible to all;***
- ***the layouts of the areas accessible to pedestrians should be simple, logical and consistent;***
- ***there should be no obstacles and restrictions to access where possible;***
- ***contrasts in colour, tone and textures should be used to accentuate the presence of key features such as edgings, crossing points and signs;***
- ***furniture should be ordered in a legible way to create clear and unimpeded pedestrian zones;***
- ***thresholds and ramps to Part M of the building regulations;***
- ***smooth surface materials, flush laying techniques and high-quality finishes; and***
- ***lighting levels should be adequate.***

The following sections address these key public realm components.

Formal urban spaces

In addition to the general streetscape environments, a number of public urban squares, gateways and parks will be provided within the development, including the main primary square in the local centre, as illustrated in Figure 3.1 – Proposals Layout Plan and Figure 3.22 – Parameters Plan.

The location of these squares, gateways and parks has been selected via consultation and are agreed with Cherwell District Council and other relevant statutory and non-statutory stakeholders. These spaces are mandatory elements as they form important nodal locations along the key routes.

3.4 continued:

Detail**Boundary treatments**

Boundaries to Residential Properties



High quality boundary treatments combined.

The treatment of boundaries will be fundamental to creating a safe and secure environment for residents of Kingsmere as well as an attractive, unified and uncluttered streetscape.

There are three boundary types:

- Front boundaries, where the blocks interface with the street.
- Rear boundaries, where properties have common boundaries or share access to secure rear courtyards; and
- Side boundaries where two properties meet or where private properties line the street.
- **All side or rear boundaries to the public realm on primary, secondary or side street must be walls, except within the Whitelands character area where wattle fencing can be used. Walls are the preferred option for minor streets / mews, but alternatives can be considered at the reserved matters stage. Timber fencing can be considered for internal courts as set out below.**

Front boundaries

The treatment of boundary walls between properties and addressing the public realm shall be integral to the design of the buildings.

Solid stone walls may be used but should have a traditional mortar and tile capping. Front boundary walls should be a maximum of 900mm in height.

Generally brick boundary walls must be built in running courses, over 5m, or with sloping courses on shorter lengths.

Where plots adjoin the public realm a privacy strip of at least 600mm is required.

The surfacing materials and landscape treatment of the privacy strip is an important element in creating a cohesive character and safe street environment. **Hard landscape must draw on the same materials as used for the street. Soft landscaping should include hedging or low growing shrubs.**



Wattle fencing is appropriate on the rural edge

Rear and side boundaries

Rear boundaries to communal spaces, including car parking or public open space, should address the following elements:

- **The rear boundary of homes which back onto a secure central courtyard must allow surveillance of the parking area from habitable rooms whilst maintaining privacy for the rear gardens. The boundary between the gardens and the courtyard will be no less than 1.8m high and no greater than 2.0 metres in height.**
- The design should match the design of the buildings.
- **Honeycomb brickwork or concrete blocks and palisade link fencing are not acceptable.**

Boundaries to commercial properties

Boundaries of commercial or community buildings, which relate to public or semi-public spaces must have a high quality and robust design. Chain link fences, palisade and timber boundary treatments will not be permitted in these locations.

Utilities

Developers should seek to ensure that all meter boxes are positioned internally. If this is not possible, within planning applications developers should justify why not (e.g. as the utility provider will not accept this). Where not internal, meter box positions should be sited so that they are avoided from front or prominent positions or should at least be concealed / recessed. Generally they will be minimal in size, concealed against the adjoining surface or otherwise hidden and will relate consistently to ground levels or building details.

Common service trenches should be used wherever possible. The duplication of trenches and potential long-term impact on the maintenance, appearance and quality of the street, should be avoided. Where not possible design detailing should be carefully considered and matching details found for covers etc.

Designated impermeable block paving service strips without an infiltration blanket must be provided within permeable block paving areas.

Refuse and recycling

The storage and collection of refuse and materials for recycling should be carefully considered so as to not visually or physically detract from the appearance of the development. **The materials and design of facilities must be complementary with that of surrounding buildings.**



Top: High quality communal bin store at rear.
Bottom: Frontage bin store designed as part of the architecture.



A recycling facility will be located at an appropriate location within the site.

Storage areas should accommodate the bins currently provided by Cherwell District Council and be flexible to adapt to changing policies and technologies. Requirements for commercial recycling facilities and those for retail and community facilities should be agreed with the District Council.

Each house must have a hard surface within the curtilage providing space for:

- One 240 litre blue wheeled bin for the collection of dry recyclable material;
- One 240 litre green wheeled bin for the collection of residual waste;
- One 240 litre brown bin for the collection of garden waste material.

Each apartment will have space for:

- One 240 litre blue wheeled bin for the collection of dry recyclable material;
- One 240-litre green-wheeled bin for the collection of residual waste.

(bin dimensions: 0.6m wide x 0.8m depth x 1.1m height)

Each apartment must have a suitable, communal bin storage area which will contain space for two 240 litre wheeled bins per apartment. Each storage area should contain space for no more than ten bins.

Any alternative arrangements will require the approval of the Council's Environmental Services Department.

For both houses and apartments, bin storage areas must be easily accessible from the adopted public realm. Bin stores for apartments must be located close to the route taken by public refuse collection vehicles. Bins for houses will normally be taken to the public realm by the occupant. Bin storage areas for houses must be behind the building line, at least, and therefore accessways of sufficient width must be provided from each dwelling to the public highway.

Within Kingsmere, a public recycling site will be provided. The site will contain a minimum of:

- Two green glass banks;
- One brown glass bank;
- One clear glass bank;
- One can bank;
- One textile bank;

(Each recycling bank dimensions: 0.89m wide x 1.44m depth x 1.48m height)

The site for public recycling should have minimal impact on townscape views and residents amenity.

All refuse and recycling collections must be possible direct from the public realm.

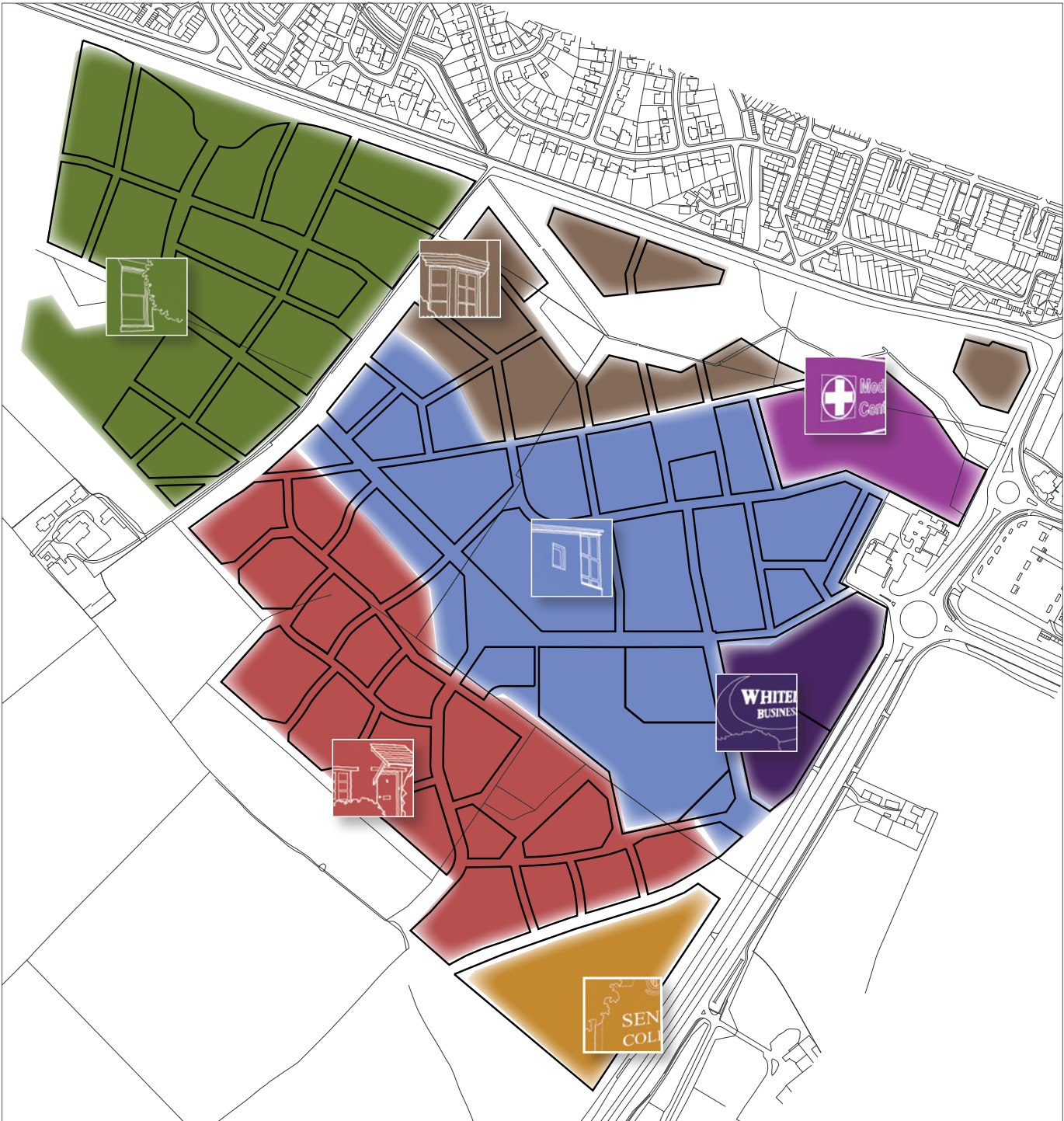
Commercial and non-residential buildings will include suitable access between storage areas and public realm collection points. These will be generously proportioned but discreet in the streetscene and will avoid the need for temporary storage on highways or footways.

All servicing and deliveries must be possible direct from the public realm, except for those buildings with rear yards where these should be used.

A dedicated on-street service bay must be provided adjacent to the centrally-located convenience store. This should be of sufficient size to accommodate typical delivery vehicles for the store (normally 16.5m, 40 tonnes). Lockable bollards may be required to ensure the space is permanently available to the store.

Commercial service vehicles should be deterred from using wholly residential streets. Residential streets will be designed to discourage through traffic of any sort, but especially commercial vehicles. On mixed-use streets penetration by commercial traffic will be discouraged by signage and/or carriageway geometry.

Character areas



1
Whitelands



2
Pingle Brook



3
Avenue



4
Urban Village



5
Education Campus



6
Employment Zone



7
Health Village

Residential areas and local centre

Non-residential areas