

# DESIGN CODE COMPLIANCE STATEMENT

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PARCELS KM5 & KM22 - KINGSMERE  
BICESTER - OXFORDSHIRE

MCBAINS COOPER

FOR **Bellway**



KINGSMERE, BICESTER

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## 1 - INTRODUCTION

This document is submitted in support of Bellway Homes (Northern Home Counties) Reserved Matters Planning Application for the development of Parcels KM5 & KM22 at Kingsmere, situated to the south west of Bicester.

Parcel KM5 was granted outline planning consent for residential development as part of the original approval (Ref: 06/00967/OUT).

Parcel KM22 was originally intended to provide reserve land for a school, but this was subsequently subject to a separate outline planning application for housing (Ref: 14/01207/OUT). This is because the school requirement would be provided on a future phase.

The two parcels have been designed as one, but due to the separate outline approvals will need to be submitted as two associated reserved matters applications.

The requirement to produce a Design Code is a consequence of a planning condition (Condition 7) attached to the overarching Outline Planning Permission (Ref: 06/00967/OUT). All future Reserved Matters applications for development are to be assessed using the Code.

The design proposals have evolved in response to the Kingsmere Design Code (July 2008), as well as feedback received from pre-planning meetings, in order to create an attractive and sustainable housing development.

The purpose of this document is to identify and demonstrate how the proposals comply with the guidance in the approved Kingsmere Design Code (July 2008). The design proposals refer to parcels KM5 & KM22, which lay at the western end of the development. The two parcels lay within the 'Avenue' Character Area and follow the requirements of the area accordingly.



VIEW OF LAND DESIGNATED FOR KINGSMERE DEVELOPMENT, BICESTER



VIEW OF PLOTS KM5 & KM22, KINGSMERE



VIEW ACROSS PARCELS KM5 & KM22, KINGSMERE, BICESTER



VIEW ACROSS PARCELS KM5 & KM22, KINGSMERE, BICESTER



DEVELOPMENT EAST OF THE PARCEL ON THE AVENUE



BOVIS HOMES DEVELOPMENT OPPOSITE THE AVENUE



WHITELANDS FARM DEVELOPMENT ADJACENT TO THE SOUTH OF THE PARCEL



THE AVENUE, LOOKING SOUTHEAST



BOVIS HOMES DEVELOPMENT OPPOSITE THE AVENUE



AVENUE LOOKING NORTH



BOVIS HOMES DEVELOPMENT OPPOSITE THE AVENUE



BOVIS HOMES DEVELOPMENT NORTH OF THE RETAINED WOODLAND



BOVIS HOMES DEVELOPMENT MID PARCEL



TRIANGULAR PARCEL AT KM22 WITH WHITELANDS FARM



THE RETAINED WOODLAND WITH KM22 ON THE LEFT

## 2 – PARCELS KM5 & KM22

Parcels KM5 & KM22 fall within the boundaries of the Avenue Character Area.

### Avenue Character Area (p.83):

The Avenue character area is inspired by local man-made environments structured around landscape features. These might be an avenue of trees, which create view corridors, close-cropped hedges, which contain the public and private realm, or retained existing tree groups, emphasised as an integral part of the streetscene.

This area is designed in an overt manner as a formal and planned urban extension. Here the ability of the designer to arrange and organise buildings, streets and spaces, according to a plan or whim, is celebrated. This area reflects the tradition, especially prevalent in landscape and garden design, of organising the built and natural environment in order to create impressive visual effects. In practice this might mean overlapping a series of axial views throughout a street network, or creating an artificial perspective by subtle narrowing of the street width.

Locally this tradition can be seen in the garden suburb streets of Bicester or Woodstock, or in the historic parklands by subtle narrowing of the street width.

A set of tables in the Design Code, outline the detailed requirements (which are mandatory) for developments within the 'Avenue' Character Area. This document will illustrate how the submitted proposals corresponds to these requirements, and a summary is provided in section 17.

## 3 – CHARACTER AREA DESIGN CODE COMPLIANCE

The proposal follow the principles of the Avenue Character Area, and these can be seen in closer detail on the accompanying drawn information.

The development proposes mainly a medium density residential area with 30 – 35dph, rising to 35-40dph along the Avenue.

As the Design Code identifies parcel KM22 as a school reserve site, it has been agreed that the characteristics of the adjacent parcel KM5 should be extended across this area.



AVENUE CHARACTER AREA,  
KINGSMERE (p. 83, Design Code)



FORMAL GROUP OF BUILDINGS WITHING THE AVENUE  
CHARACTER AREA (p.82, Design Code)



PARCELS KM5 & KM22



## 4 – BLOCK PATTERN & LAND USE DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Block Patterns: Paragraph 1.8

The development area is sub-divided by a number of mandatory infrastructure routes and connections that form a set of so-called MEGA-blocks. These relate to primary and secondary streets, greenways, rights of way, public open spaces and foul water drainage routes.

In order to create a permeable place these will be further sub-divided forming a set of smaller MINI-blocks. An indicative layout taken from the Design Code is shown right. These are indicative in the Code and can be 'altered' to improve efficiency.

The development proposals follow these regulations in order to create a sustainable community and a coherent townscape within the premises of the establishment.

### Parcels KM5 & KM22 Block Land Use: (Section 3.1, Page 32)

The development area is solely dedicated to residential use, complying with Paragraph 3.1 of the Design Code, and subject to the modifications imposed through the outline consent for parcel KM22. The proposals allow for 136 new dwellings, comprising 90 dwellings in KM5 and 46 in KM22. Review of the accompanying drawn information will clarify this.

See Appendix A for the Schedule of Accommodation.



ILLUSTRATIVE MEGA-BLOCK PATTERNS



ILLUSTRATIVE MINI-BLOCK PATTERNS

## 5 – LANDSCAPE STRATEGY DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Landscape Elements: (Section 3.2, Page 34)

This section of the Design Code provides information on, and design guidance for the landscape infrastructure and public realm. The principal purpose of this section is to set out the overarching landscape strategy for the whole development and explain and illustrate the landscape infrastructure that will provide a framework for the development areas. The section also provides a guidance on the protection of existing trees and hedgerows, new planting, children's play spaces, biodiversity and wildlife, and the management, maintenance and phasing of the open space.

A landscape design package for the parcels has been prepared by Aspect Landscape to accompany these proposals. It emphasizes the development of a landscape driven townscape for the scheme, illustrating full compliance with the Design Code requirements. The landscape infrastructure will be implemented by the lead developer and Bellway will implement the landscape strategy within parcels KM5 and KM22.

The wider landscape infrastructure includes a scheme for the Greenway and footpaths creating a green corridor running along the south east and south west edges. As we are aware the landscaping scheme for the central island of the Avenue has already been implemented.









### PROVISION OF LAPs

One in KM5 and one immediately to the north of KM22  
(off site already constructed)

## 6 – STREET NETWORK DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Street Network: (Section 3.2, Page 52)

The street hierarchy of Parcels KM5 and KM22 has been adopted following the Kingsmere Design Code (2008) and Manuals for Streets (2007). The hierarchy of routes within the aforementioned parcels are fixed and comprises:

- Primary Street (Infrastructure adjacent to site) 
- Secondary Street 
- Side Streets 
- Minor Streets / Mews / Country Lane 
- Private Drives 
- Country Lane 

Each street type has certain performance requirements as well as a particular role to play as part of the public realm. The Secondary and Side streets will be designated for maximum vehicle speed of 20 mph, whilst the Minor Streets / Country Lane and Private Drives will follow the maximum speed limit of 10 mph. The traffic calming measures will be placed in certain intervals, which varies depending on the street type.

#### Primary Street

The Avenue' is a distinctive Primary Street running through the heart of the character area, forming the north eastern edge of the site. It is tarmac surfaced with separate footways and an arrangement of two carriageways divided by an attractive tree lined spine.

#### Secondary Streets

A Secondary Street is designated to run through parcel KM5 as a connection to future development at Kingsmere Phase 2. This is a traditional street type with tarmac surfacing and separate footways. A grass verged section has been identified to provide space for street trees.

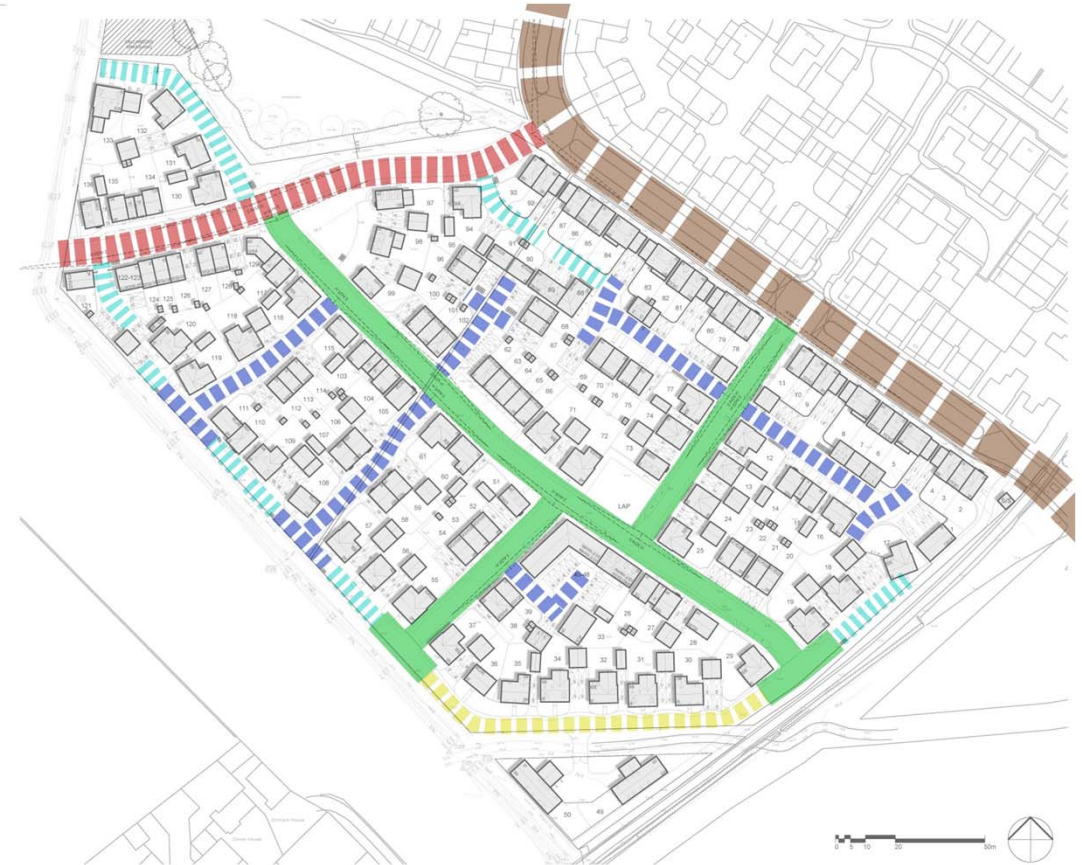
A dedicated bus stop on the east bound leg has been identified opposite the retained woodland, with passive provision on the opposite westbound side.

#### Side Streets / Minor Streets / Mews / Country Lanes

A network of more intimate routes will populate the remainder of the urban area providing access to smaller groups of dwellings and areas. Side streets will be high quality urban environments with level surface carriageways and pavements as well as including space for street trees.

Minor streets and mews are designed as more informal shared surfaces, with their width and form being dictated by building lines. Country lanes will also be freeform and characterised by soft verges and a sinuous alignment.

The Site Layout Plan is provided for referencing, in order to demonstrate how the street hierarchy complies with the Design Code.



## 7 – URBAN FORM – RESIDENTIAL DENSITY DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Residential Density: (Section 3.3, Page 60 & Figure 4.2C, Page 85)

The Kingsmere development will have an average residential density of 35 dwellings per hectare with a range between 30 and 45 dwellings per hectare.

The highest densities will be located in the most accessible places, within the local centre and immediately adjacent primary routes. The rural edge of the site will respond to the surroundings and lower densities, to a minimum of 30 dwellings per hectare, will be used.

Parcels KM5 & KM22 have two distinct densities that respond directly to the Character Area requirements. Near the Avenue itself shall have a density of between 35-40 dwellings per hectare, with the balance of the site at between 30-35 dph. The proposals for KM5 & KM22 within this character area have a calculated density of X

For both parcels the densities fall between the design guidelines and thus comply with the Code.

## 8 – BUILDING HEIGHTS DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Building Heights: Section 3.3 Page 63, & Figure 4.2B, Page 85)

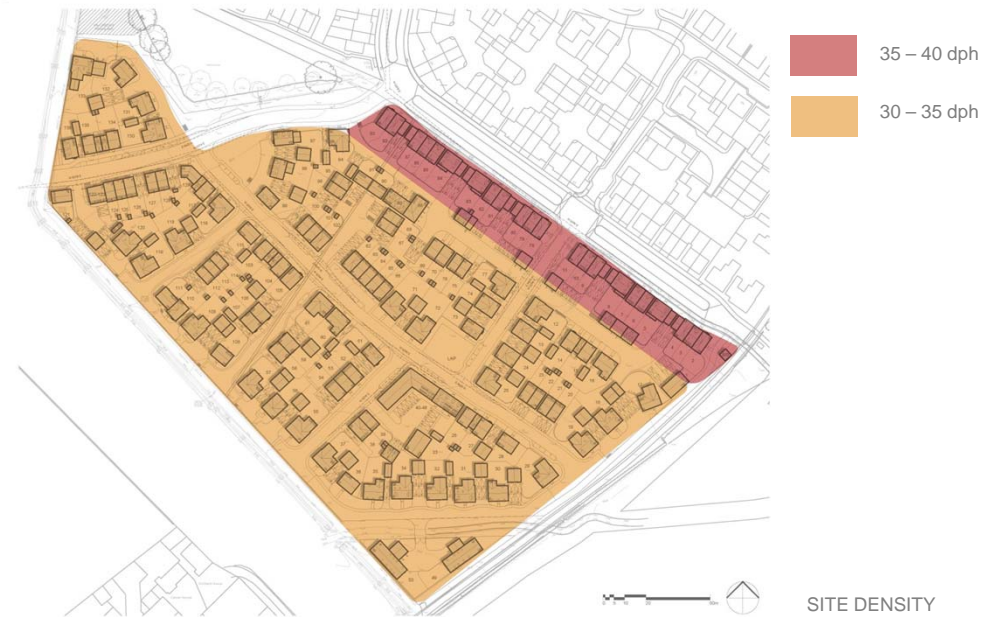
Maximum building heights range between two and a half and four storeys within the outline planning permission.

This allows for a range of house types, apartments and commercial buildings across the site. Where residential densities are highest a greater proportion of buildings are likely to be taller as the mix is likely to include more apartments and townhouses.

This allows the proposal to establish a formal and well-structured townscape, which is designed in compliance with the Kingsmere Design Code.

Development within parcels KM5 & 22 ranges between two and a half and three storeys along the Avenue. Elsewhere buildings are primarily two storeys, with limited use of two and a half storeys (Up to 20%). Beyond the Avenue development is limited to a ridge height of 9m as defined in the planning approval.

The diagram opposite illustrates a condensed version of the proposed Building Heights. Refer to the accompanying Building Heights Plan for further evidence of Code compliance.



## 9 – FRONTAGES DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Frontages: (Section 3.3, Page 64)

All blocks must retain a strongly defined private/public realm boundary and include a high proportion of active frontage, (through the use of main windows and front doors) to promote natural surveillance.

Along Primary and Secondary Streets a minimum of 80% active frontage must be achieved. Active frontage is defined as the façade with the main entrance into the residential properties. The 80% specified includes garages and side street entrances along the street.

All streets must be overlooked and have natural surveillance.

**Parcels KM5 & KM22 Compliant** – 100% of units along Primary Streets have active frontages.

For lower order streets a minimum of 50% active frontage must be achieved.

**Parcels KM5 & KM22 Compliant** – All dwellings address either: Secondary Streets; Side Streets; Minor Streets; Mews, or Country Lanes.

Secondary frontages will reflect their importance alongside key routes (generally primary streets). They will comprise the most consistent and clear streetscapes expressed through the design of the public realm and composition of building groups. They will be encountered, at some point, by most of those moving through the area and will therefore be used as guides for location, as well as to the qualities of the respective character area.

Secondary frontages will be impressive and desirable residential or business addresses due to their scale, quality and prominence.

Rural edge and public open space frontages will be less rigid than the primary and secondary frontages. Small changes in building line or orientation will reflect greater informality while private plots will typically incorporate generous front gardens and/or be set behind naturalistic greenery in the public realm. A range of 2 – 6m deep front gardens must be used in these locations.

**Parcels KM5 & KM22 Compliant** – Frontage set backs to the rural edge vary from 2-6m to allow front gardens and a softer edge.

A Marker Building must be provided in the locations identified on Figure 4.2A and must aid legibility through being visually distinctive.

**Parcels KM5 & KM22 Compliant** – The diagram opposite highlights the position of the Marker Building.

The marker building is locally distinctive, employing a mixture of scale, mass, materials, style and details to enhance the richness of the area. It has been designed as a prominent building providing a strong visual focus when viewed from the Avenue to the north. The main block has been designed to appear as a single large town house, and contains three apartments. A subservient but sympathetic 2 storey cranked wing wraps around the mews court within the block. It serves to provide definition to the lap square and be visible from along the north westerly side street.

The use of sliding sash windows and stone quoining will help to set it apart from the wider use of casement windows and simple façade treatments elsewhere, as will the use of a distinctive walling material.



## 10 – ARCHITECTURAL STRATEGY DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Architectural Strategy: (Section 3.3, page 68)

All buildings in Kingsmere will make a fundamental contribution to the series of spaces, routes and townscapes that will be part of the new place. The specific Character Area of Parcels KM5 & KM22 will provide a range of architectural treatments that will help create a development that defines the hierarchy of routes and add to the grandeur or intimacy of an area.

The principles for grouping and composition are that proposals must include either:

- Short groups or terraces – normally no longer than three or four buildings. Longer terraces on the Primary Street will be acceptable, particularly in combination with taller buildings.
- Single, detached buildings - used with due regard for their impact on street enclosure.
- Connected buildings with a common front building line – presenting a seamless street frontage.
- Connected buildings of differing width and depth as well as height to create an organic character.
- Streets comprising a limited series of similar building groups or compositions – to ensure a calm and cohesive townscape.

**Parcels KM5 & KM22 Compliant** –The scheme Site Layout proposals show the residential blocks laid out within the defined street network. This layout responds directly to the design parameters above and within the Code.

## 11 – SCALE DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Scale: (Section 3.3, Page 70, Figure 4.2B Page 85)

Scale is a key influence on townscape. Larger scale buildings or elements will often create a sense of grandeur and wealth as, traditionally, more spacious environments have been more expensive. Smaller scale often indicated artisan cottages and more modest social standing. This is no longer the case in residential settings, particularly as the nature and size of households has changed dramatically in recent years.

Transferring these parameters to Kingsmere the principles for the Code are that:

- Buildings of largest scale must be located:
  1. on primary streets.
  2. on primary frontage.
  3. at key gateways.
  4. at local centre.
- Buildings of significant scale must be located on internal green spaces and greenways, and must be avoided on the rural edge.
- Buildings of smallest scale must be located in minor streets, fronting minor public spaces and on the rural edge.

**Parcels KM5 & KM22 Compliant** – (See no. 8 in this document in respect of storey heights)



- Terraces of 3+
- Wide front pairings

ARCHITECTURAL STRATEGY

## 12 – ROOFS DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Roofs etc: (Section 3.3, Page 71)

Roofs must be simple, pitched and gabled, unless there is a clear townscape need for an alternative approach and should fall to eaves with minimal projection. Wide-fronted / shallow depth buildings must have a pitch of not less than 40°. Narrow-fronted/deep plan buildings must also have a pitch of not less than 40°.

Away from the Avenue frontage building ridge lines must not exceed 9m in height.

Abutting single-storey roofs must use a pitch to match the main building. Freestanding outbuildings or garages must have roofs that match the form, pitch and materials of the main building. Flat roofs must be limited within residential areas.

Eaves details must relate directly to the building type.

Gutters must be mounted directly on walls, sprockets or rafter feet, but can be concealed in a cornice or fall behind a parapet.

Small roof lights are acceptable only on rear slopes to limit views within the public realm. These must be parallel with the roof pitch and have minimal projection above the plane of the roof.

**Parcels KM5 & KM22 Compliant** – Rooflines are simple with steep pitches running parallel to the primary building line with variation at corners in primary locations. All end gables have fenestration to provide activity.

Chimneys:

Buildings may be designed to incorporate one or more chimney stacks where possible.

**Parcels KM5 & KM22 Compliant** – See streetscenes and block elevations for details of locations.

Windows:

Windows and their subdivisions must relate to the proportions of the host building.

In traditionally-designed residential buildings, windows must be either vertical sashes or side-hung casements, whilst more contemporary, community and commercial buildings may have more variety.

Windows on front façades must be to principal rooms on all floors, including the kitchen, ensuring they contribute to surveillance of the street.

Windows must be coloured white or off-white. Where other colours are used the colour must be applied rather than integral thereby providing flexibility for the future. This will be the case at Parcels KM5 & KM22.

Where paired windows are used they can either have two opening leaves or a single opening leaf, but they must have proportions identical for both sides. This will be the case at Parcels KM5 & KM22.

**Parcels KM5 & KM22 Compliant** – All windows are side hung casement or sliding sash. Refer to housetype drawings for details.



FRONT ELEVATION OF THE MARKER BUILDING



### 13 – BUILDING MATERIALS - DESIGN CODE COMPLIANCE

Parcels KM5 & KM22 Building Materials: (Section 3.3 Page 73, Section 4: Page 88)

Walls:

On all buildings within all character areas external walls must generally be faced in brick, reconstituted or natural stone, or render. The specified to should harmonise with those that typify this part of Cherwell District.

Brick walls must be either English or Flemish bond and should generally be soft red to match historic buildings in Bicester with buff brick used occasionally or in certain character areas.

Where reconstituted stone is used, it must be a good colour and texture match for the local stone. Similarly rendered buildings will be through coloured to ensure longevity of detail.

Approximate proportions of wall materials throughout the Avenue Character Area shall be: 75% red brick, 10% buff brick and 15% stone, with some through coloured render. 10% of plots will be stone to the rural edge.

**Parcels KM5 & KM22 Compliant** – Please refer to submitted materials plan for details.

Roofs:

Roof coverings shall be high quality artificial stone slate, thatch, clay tiles or small scale plain concrete tiles. Tile vents to slopes are not permitted, with roofs being ventilated via the ridge and eaves. Colours of roofing materials must reflect the local vernacular.

Approximate proportions of roof materials throughout the Urban Village Character Area shall be: 70% Grey artificial Slate & 30% Brindle Red plain concrete tiles.

**Parcels KM5 & KM22 Compliant** – Please refer to submitted materials plan for details.

Rainwater goods:

Rainwater goods should be black coloured cast iron, aluminium or plastic.

**Parcels KM5 & KM22 Compliant** – Black plastic rainwater goods will be provided.



## 14 – PARKING - DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Parking: (Section 3.3, Page 74)

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 spaces.
- 4+ bedroom = 3 spaces.

- Where a double garage is provided, 4 spaces are acceptable, excluding primary and secondary streets and the urban village.
- Visitor spaces must be provided in the public realm or in easily accessible communal courtyards.

**Parcels KM5 & KM22 Compliant** – All dwellings are provided with the requisite number of parking spaces as required by the design code. These are provided in a number of ways, such as driveways, garages, car-ports and small overlooked courtyards to the rear of dwellings.

All front access options will have a minimum 2m x 2m visibility splay to the realm. Reference should be made to the Site Layout plan.

On-street car parking will be offered for adoption and management to Oxfordshire County Council. Mews courts with five or more dwellings will be adopted. Mews with less than five dwellings will be privately maintained, including all external lighting.

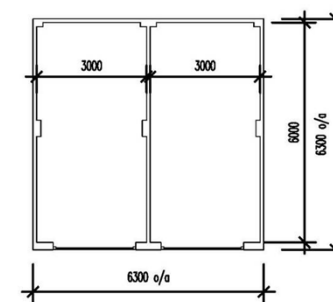
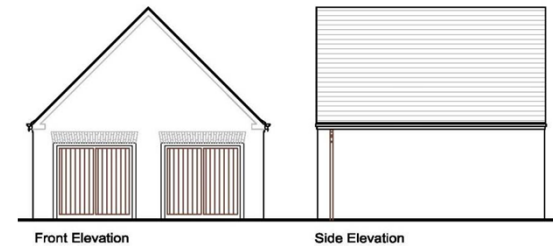
**Parcels KM5 & KM22 Compliant** – On street visitor parking is provided as identified on the layout.

Garages:

Single 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.

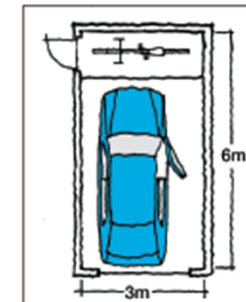
Double garages must have a minimum internal width of 5.6m and a depth of 6.1m.

**Parcels KM5 & KM22 Compliant** – Refer to garage drawings for further details



Double Garage Floor Plan

Typical double garage layout forming part of the scheme proposals



Guidance notes typical garage layout & dimensions Fig. 3.33 (p.75, Design Code)



## 15 – BOUNDARY TREATMENTS - DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Boundary Treatments: (Section 3.4, Page 78)

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.
- 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.

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.

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 1.8 metres high and no greater than 2.0 metres in height.

Well detailed boundary treatments will encourage residents and users to feel a sense of ownership and responsibility for their surroundings and make a valuable contribution to crime prevention

**Parcels KM5 & KM22 Compliant** – Please refer to submitted boundary treatments plan for details.

Principally, boundary treatments closing in rear gardens which front the public realm shall be 1.8m high masonry walls. All non-public realm boundary treatments, with the exception of parking courts, shall be constructed with close board fencing.

Properties fronting the Avenue shall have railings to their front gardens. Properties fronting the secondary street shall have low wall with railings. Limited use of low vernacular walling will be used to highlight key locations on the Side Streets. Metal railings will be used to provide a secured enclosure to LAP.

The LAP's will form part of a sequence of green spaces along the principal Side street and Secondary Street. The sequence will include informal pockets of green space and tree planted verges.

Properties fronting the rural edge will have gardens between 2 and 6m in depth, providing the opportunity for soft landscaped treatments and occasional front garden tree planting.



## 16 – REFUSE & RECYCLING - DESIGN CODE COMPLIANCE

### Parcels KM5 & KM22 Refuse & Recycling: (Section 3.4, Page 79)

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.

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:

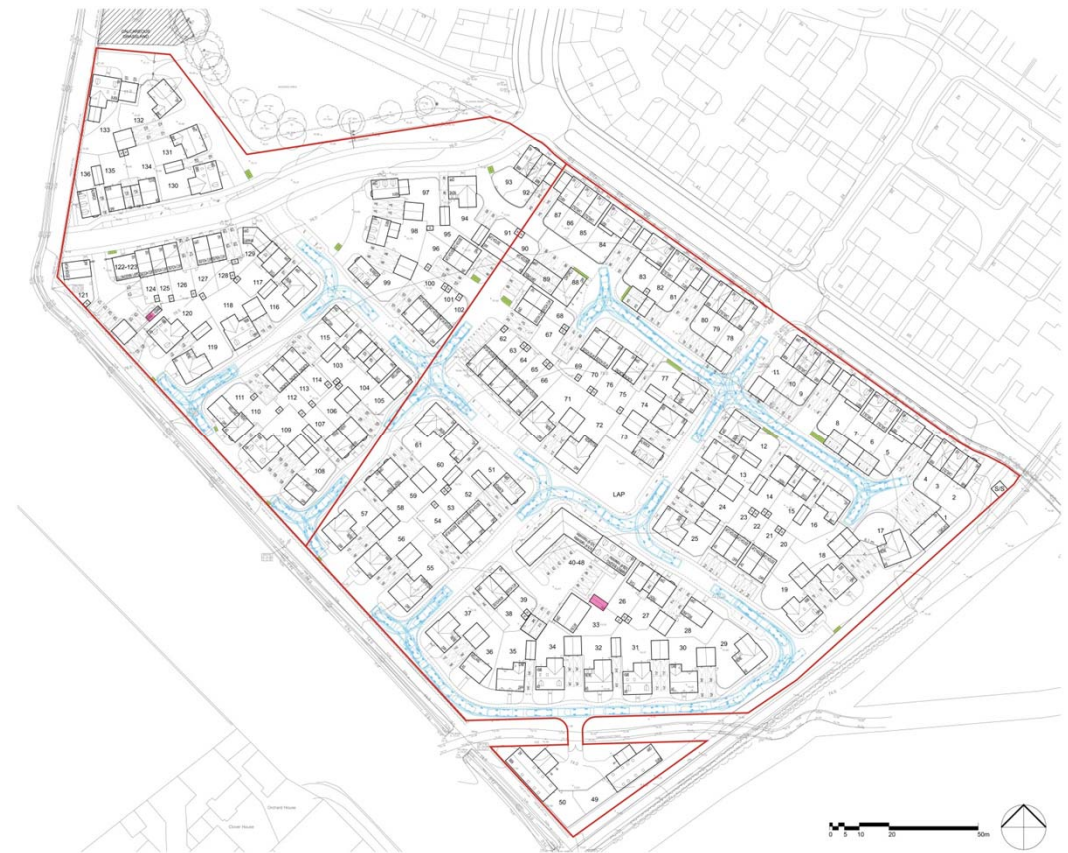
- One 240 litre blue wheeled bin for the collection of dry recyclable material.
- One 240-litre green-wheeled bin for the collection of residual waste.

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 access ways of sufficient width must be provided from each dwelling to the public highway.

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

**Parcels KM5 & KM22 Compliant** – Please refer to submitted refuse management plan for details.

Principally, all residents will have wheeled bin access to kerbside, where refuse collections will take place as stipulated by the Local Authority. Alternatively in courtyards or private drives bin collection points are strategically located to aid the efficient collection and movement of the waste collection team's vehicle.



## 17 – AVENUE – EXECUTIVE SUMMARY

The following summary demonstrates compliance with the Design Code for all residential development that falls within the Avenue Character Area of Parcels KM5 & KM22.

As prescribed within the Design Code from pages 86 – 94, the development layout shall accord with the general principles set out as follows:

Classic characteristics:

- Housing fronting countryside and public open space.
- Variable street enclosure.
- Core central street defines structure and character.
- Landscape-driven townscape.
- Consistent and formal housing groups.
- Compositions comprising two and three storey buildings.
- Axial views along streets.
- Occasional small, formal spaces.
- Traditional vernacular architecture with horizontal emphasis.
- Occasional large scale traditional streets and, on the periphery, country lanes.
- Existing mature copse fronted by buildings.

**Parcels KM5 & KM22 is compliant to the above characteristics** – Refer to scheme site layout, street scenes and house type design drawings.

## URBAN FORM - (Design Code Page 87)

	MANDATORY DESIGN CODE REQUIREMENT	SCHEME RESPONSE
Density	<i>35-40 for spine street and central portion 30-35 western and southern edge and Middleton Stoney road frontage</i>	Density for Parcels KM5 & KM22 is 35-40 dph along the Avenue, and 30-35 elsewhere. Falling within the Design Code requirement.
Building Heights	<i>See figure 4.2B</i>	Compliant- Predominantly 2 storeys within the site, with up to 20% 2.5 storeys, and 5% 1 storey. 2.5 to 3 storey dwellings fronting Primary Streets (The Avenue). No dwellings beyond the Avenue shall have a ridge height of more than 9m. Refer also scheme house types and section 8 of this document.
Building Types	<i>No non-residential types</i>	Compliant- Parcels KM5 & KM22 contain 146 dwelling houses. All of which, fall within the Avenue Character Area.
Spatial Arrangement	<i>Rectilinear streets generally. Frequent symmetry of spaces, landscape, streets and building groups. Axial views within the urban area, occasionally ending beyond its edge. Strong emphasis on a clear hierarchy of streets and spaces.</i>	Compliant- Refer to scheme layout.
Block Types	<i>Perimeter</i>	Compliant- Generally small perimeter blocks with a few bespoke focal buildings, occasional rear parking courts.
Parking Format	<i>No on-plot parking off the primary street. On-plot rear access, mews and off-plot rear access courts to predominate.  On-plot front access - hardstanding - detached garage - attached garage - mews garage  On-plot rear access - back garden - chauffeur unit  Off-plot rear court  Off-plot on-street (unallocated visitor parking)</i>	Compliant- Refer to scheme layout.
Frontage Setbacks	<i>0.6m minimum On rural edge increasing to 2-6m to allow front gardens and softer edge.</i>	Compliant- Principally setbacks are between 1m and 2.5m, widening to 2-6m on rural edges.

ARCHITECTURE & MATERIALS - (Design Code Page 88)

	MANDATORY DESIGN CODE REQUIREMENT	SCHEME RESPONSE
Landmark buildings	<i>None</i>	
Marker buildings	<i>Marker C</i>	Compliant- Distinctive building at a key crossroads. Principally viewed from the north. Refer to accompanying scheme drawings.
Form	<i>Narrow fronted and wide fronted building types.</i>	Compliant- Refer to house types designs, approximately equal proportions of each, wide fronted especially on rural edge.
Composition	<i>Formal both in layout and architecture.</i>	Compliant- The design provides a formal composition with frequent symmetry in building groups and facades, particularly to the Avenue.
Scale	<i>Larger scale building and architectural elements on Primary Street boulevard. Larger scale buildings or elements occasionally used in townscape compositions to add weight to a significant building or group.</i>	Compliant- Buildings of significant scale will be located on Primary Streets.
Verticality & horizontality	<i>Majority horizontal emphasis.</i>	Compliant- Horizontally expressed in roof, plot widths, articulation and fenestration. Verticality used on primary street or to emphasise a view.
Facades	<i>Occasional (single or double height) shallow projecting bays (maximum projection 1.0m) Occasionally terraces bookended by matching architectural features to emphasise symmetry.</i>	Compliant- Refer to house type designs.
Entrances		Compliant- Refer to house type designs. Typically solid vertically 4 panelled on narrow fronted vernacular buildings.
Windows	<i>Symmetrical pattern.</i>	Compliant- Refer to house type designs.
Wall materials	<i>Red or buff brick. Stone through coloured render. Stone</i>	Compliant- Proportion of wall materials shall be approx. 75% red brick, 10% buff brick and 10% stone with some render. 10% of rural edge to be stone.
Roof materials	<i>Slate or tile.</i>	Compliant- Proportion of roof materials shall be approx. 70% Grey artificial slate, 30% brindle red plain concrete tiles.
Colour	<i>Render coloured to match pale grey stone, also magnolia pastel creams.</i>	Compliant- Refer to building materials drawing and notes.

STREETSCAPE - (Design Code Page 90&91)

	MANDATORY DESIGN CODE REQUIREMENT	SCHEME RESPONSE
Boundary Treatment	<i>Primary Street – 0.9 to 1.2m high black metal railing (with formal hedge in private front gardens). Secondary Street – High black metal railing on plinth Side Street – Occasional low vernacular walling, or hedging Minor Streets/Mews – None, or planting, or grass</i>	Compliant- Refer to scheme boundary treatments drawing and notes.
Road Surface	<i>Primary Street-Asphalt (HRA) with dark grey granite aggregate chippings Secondary Street-Asphaltic surface course utilising grey basalt aggregate Side Street –Porous concrete block paving (mid grey) Minor Streets/Mews- Porous concrete block paving (light grey) or resin bound gravel surface dressing on rural edge</i>	Compliant- Refer to scheme surface materials plan.
Footpath Surface	<i>Primary &amp; Secondary Streets –Impermeable concrete slabs (buff) Side Streets &amp; Minor Street / Mews–As carriageway</i>	Compliant- Refer to scheme surface materials plan.
Kerbing	<i>Primary &amp; Secondary Streets – Conservation concrete kerb Side Streets &amp; Minor Street / Mews – Flush conservation channel</i>	Compliant- Refer to scheme road surface drawings for full details.
Planting – Trees & hedging	<i>Primary Street – Acer Platanooides ‘Columnaris’ Secondary Street – Acer campestre ‘Streetwise’ Prunus ‘Sunset Boulevard’ Side Streets &amp; Minor Street / Mews – Malus tschonskii, Sorbus aria, Sorbus aucuparia, ‘Sheerwater Seedling’  Hedging – Carpinus betulus, Taxus baccata, Eleagnus ebbingei, Ligustrum ovalifolium, Prunus lusitanica</i>	Landscape Architect to ensure compliance. Refer to Aspect Landscape’s scheme proposals.
Street Furniture	<i>Clean lined chunky metal bollards, clean lined timber slat and metal framed seats, simple square black bins, clean lined contemporary styled back metal tree grilles – all black.</i>	Landscape Architect to ensure compliance. Refer to Aspect Landscape’s scheme proposals.
Street Lighting	<i>Primary Street – Contemporary but traditional shaped lighting columns – all black Secondary, Side and Minor/MEWS Streets – Contemporary, but traditional shaped lighting columns.</i>	Shall accord with Oxfordshire County Council specification.

	MANDATORY DESIGN CODE REQUIREMENT	SCHEME RESPONSE
<b>Play areas</b>	<p><i>To include LEAP and LAPs</i></p> <p><i>Rubber wet pour surfacing</i></p> <p><i>Metal equipment pieces</i></p> <p><i>Colourful play space</i></p> <p><i>Formal boundary treatment</i></p> <p><i>Any LAPs located on or near rural edge must use timber play equipment with muted colours</i></p>	Landscape Architects to ensure compliance. Refer to Aspect Landscape's scheme proposals.
<b>Form</b>	<p><i>Formal hedgegrow</i></p> <p><i>Strong avenue tree planting</i></p> <p><i>Hardy amenity shrubs</i></p> <p><i>Areas for informal planting around existing copse/ hedgegrow</i></p> <p><i>Greenway on eastern edge and habitat corridor western edge to be informal in design with a higher percentage of native species</i></p>	Landscape Architects to ensure compliance. Refer to the Aspect Landscape's scheme proposals.

## CONCLUSION

To conclude, the above demonstrates and enforces the compliant nature of the scheme with regard to the overarching Design code.

APPENDICES

APPENDIX A – ACCOMMODATION SCHEDULE

KINGSMERE KM5

Accommodation Schedule

29.01.2016

LHG57699 - 101 rev A

6.64 acres / 2.68 hectares gross (approx) from sales pack  
6.26 acres / 2.535 hectares net (approx)



Open Market Sale	Type	Description	No.	Sq.ft.	Total Sq.ft.
	ALMOND	2 Bed House	2	664	1328
	OXFORD 2	2 Bed Flat Over Garage	3	762	2286
	WHARFE	3 Bed House	0	917	0
	TRENT	3 Bed House	4	957	3828
	WELLAND	3 Bed House	2	1029	2058
	TOVE	3 Bed House	2	1063	2126
	CARLISLE	4 Bed Townhouse	8	1188	9504
	KM7 (Radcliffe)	4 Bed House	4	1332	5328
	KM8	4 Bed Townhouse	3	1334	4002
	ALNWICK	4 Bed Townhouse	2	1379	2758
	KM12 (Carlisle +)	4 Bed Townhouse (With bonus room over garage)	2	1403	2806
	CAM	4 Bed House	4	1403	5612
	NENE	4 Bed House	10	1652	16520
	KM5 (3 storey Carlisle)	4 Bed Townhouse	3	1672	4716
	KEMPTON	4 Bed House	2	1795	3590
	POTTON	4 Bed House	0	1852	0
	KM11 (Wawick +)	4 Bed Townhouse (With bonus room over garage)	4	1942	7768
	KM9/KM10 (Barns)	4 Bed Barn	2	2023	4046
	KM6	4 Bed Townhouse	4	2116	8464
<b>Total:</b>			<b>61</b>		<b>85740</b>

Bedrooms
4
6
0
12
6
6
22
16
12
8
8
16
40
12
10
10
0
16
8
16
228

Affordable Housing (Rented)	Type	Description	No.	Sq.ft.	Total Sq.ft.
	AF1-FLAT (2P)	1 Bed Maisonette Flat	3	575	1725
	AF2-FLAT (3P)	2 Bed Maisonette Flat	3	775	2325
	AF2-HOUSE (4P)	2 Bed House (Lifetime Homes)	9	802	7217
	AF2-BU (3P)	2 Bed 4 Person Bungalow (Mobility)	1	809	809
	AF3+HOUSE (5P)	3 Bed House (Lifetime Homes)	1	925	925
	AF3+HOUSE (5P)	3 Bed House (Lifetime Homes)	3	925	2775
	AF4-HOUSE (6P)	4 Bed House	1	1101	1101
<b>Total:</b>			<b>21</b>		<b>6973</b>

Bedrooms
3
6
18
3
3
12
2
47

Affordable Housing (Shared Ownership)	Type	Description	No.	Sq.ft.	Total Sq.ft.
	AF2-FLAT (3P) - Mark or Building 0F	2 Bed Maisonette Flat	1	755	755
	AF2-FLAT (3P) - Mark or Building FF/SF	2 Bed Maisonette Duplex Flat	2	764	1528
	AF2-HOUSE (4P)	2 Bed House (Lifetime Homes)	2	802	1604
	AF2-HOUSE (4P)	2 Bed House (Lifetime Homes)	1	802	802
	AF3+HOUSE (5P)	3 Bed House (Lifetime Homes)	2	925	1850
<b>Total:</b>			<b>8</b>		<b>6539</b>

Bedrooms
1
4
4
3
8
20

Total Number of Units:	Total:	No.	Total Sq.ft.
		<b>90</b>	<b>109153</b>

Notes:

The schedule is based on site plan information supplied by others; the accuracy of which we cannot guarantee.

KINGSMERE KM22

Accommodation Schedule

29.01.2016

LHG57699 - 102 rev A

3.36 acres / 1.35 hectares gross (approx) from sales pack  
3.33 acres / 1.31 hectares net (approx) TBC



Open Market Sale	Type	Description	No.	Sq.ft.	Total Sq.ft.
	ALMOND	2 Bed House	3	664	1992
	OXFORD 2	2 Bed Flat Over Garage	0	762	0
	WHARFE	3 Bed House	1	917	917
	TRENT	3 Bed House	3	957	2871
	WELLAND	3 Bed House	4	1029	4116
	TOVE	3 Bed House	5	1063	5315
	CARLISLE	4 Bed Townhouse	0	1188	0
	KM7 (Radcliffe)	4 Bed House	0	1332	0
	KM8	4 Bed Townhouse	1	1334	1334
	ALNWICK	4 Bed Townhouse	2	1379	2758
	KM12 (Carlisle +)	4 Bed Townhouse (With bonus room over garage)	0	1403	0
	CAM	4 Bed House	2	1403	2806
	KM15 (Alnwick with garden pod)	4 Bed Townhouse	1	1533	1533
	KM14 (Alnwick with garden pod)	4 Bed Townhouse	1	1538	1538
	NENE	4 Bed House	3	1652	4956
	KM5 (3 storey Carlisle+)	4 Bed Townhouse	1	1672	1672
	KEMPTON	4 Bed House	0	1795	0
	POTTON	4 Bed House	0	1852	0
	KM6	4 Bed Townhouse	4	2116	8464
	KM16 (KM8 with garden room (plot 133))	4 Bed Townhouse (With garden room)	1	2290	2290
<b>Total:</b>			<b>32</b>		<b>42162</b>

Bedrooms
6
0
3
9
12
15
0
0
0
4
8
0
8
4
4
15
5
0
0
16
4
113

Affordable Housing (Rented)	Type	Description	No.	Sq.ft.	Total Sq.ft.
	AF1-FLAT (2P)	1 Bed Maisonette Flat	2	575	1150
	AF2-HOUSE (4P)	2 Bed House (Lifetime Homes)	7	802	5613
	AF3+HOUSE (5P)	3 Bed House (Lifetime Homes)	2	925	1850
<b>Total:</b>			<b>11</b>		<b>8613</b>

Bedrooms
2
14
6
22

Affordable Housing (Shared Ownership)	Type	Description	No.	Sq.ft.	Total Sq.ft.
	AF2-HOUSE (4P)	2 Bed House (Lifetime Homes)	2	802	1604
	AF2-HOUSE (4P)	2 Bed House (Lifetime Homes)	1	802	802
<b>Total:</b>			<b>3</b>		<b>2406</b>

Bedrooms
4
2
6

Total Number of Units:	Total:	No.	Total Sq.ft.
		<b>46</b>	<b>53181</b>

Notes:

The schedule is based on site plan information supplied by others; the accuracy of which we cannot guarantee.



APPENDIX B – SITE LAYOUT





## APPENDIX C – SUPPORTING ILLUSTRATIVE VIEWS OF THE AVENUE

The Avenue frontage has been carefully designed to respond to the design code but also takes as a cue completed Bovis Homes development opposite. The proposal will complete this section of the Avenue.

It has been arranged as a composition of three storey gabled book end buildings with 2.5 storey townhouses between. The buildings on each of the corners or at the central gateway, are designed to fully overlook and address the two streets. At the northern corner of the site a twin gabled building serves to terminate views down the Avenue from the north but also along the secondary street from the west.

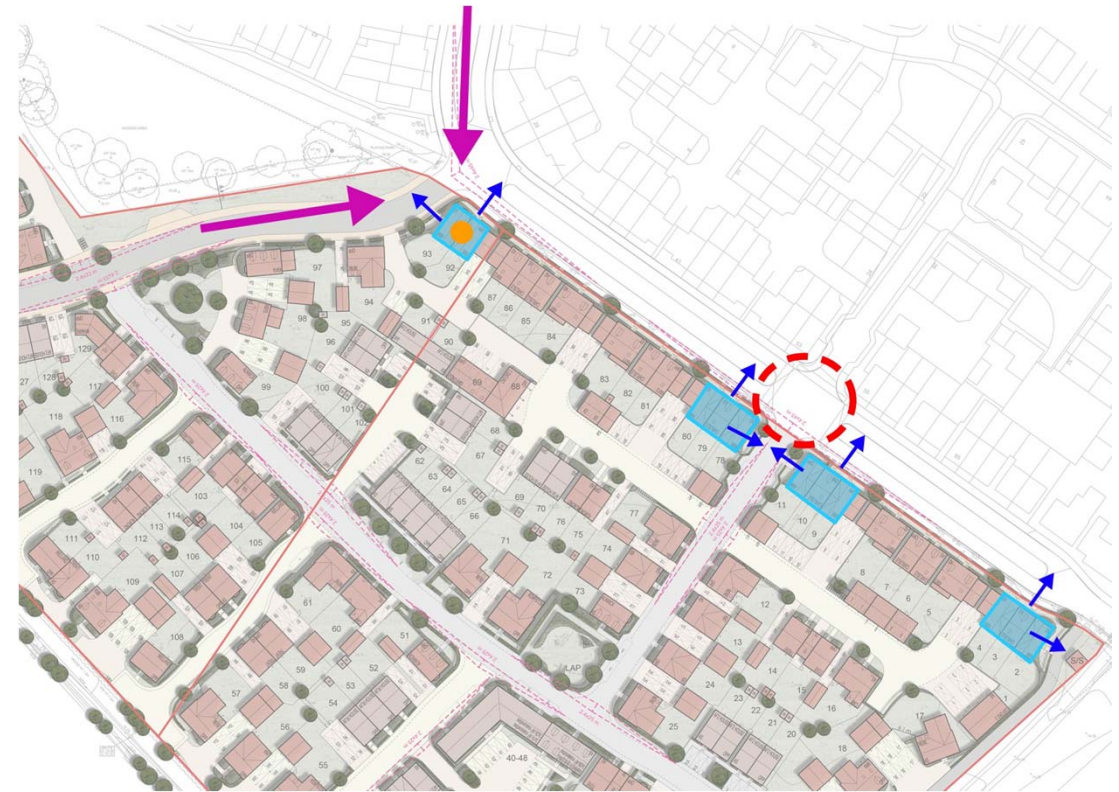
Boundary treatments will be specified where possible to match those used by Bovis to the north, so upon completion the section of Avenue will work as a successful and cohesive urban space.






The Avenue frontage complies with the following Avenue Character Area classic characteristics:

- Landscape driven townscape: Compliant: Sits within the main avenue, with its distinctive tree lined spine.
- Consistent and formal housing groups: Compliant: careful composition of repeating built forms
- Compositions comprising 2 and 3 storey buildings: Compliant: 2.5 and 3 storey buildings composed with symmetrical groups
- Axial views along streets: Compliant: Strong built edge helps to define views. Double gabled building acts as a visual focus to two axial view points.



FORMAL GROUP OF BUILDINGS WITHING THE AVENUE CHARACTER AREA (p.82, Design Code)



-  Gateway
-  Where possible symmetrical compositions with Book Ends to terraces
-  Axial views terminated
-  Double fronted buildings address both streets
-  Double gabled building acts as visual focus from North and the West



APPENDIX C – SUPPORTING ILLUSTRATIVE VIEWS OF THE AVENUE



APPENDIX C – SUPPORTING ILLUSTRATIVE VIEWS OF THE AVENUE



VIEW 1



VIEW 2






## APPENDIX D – SUPPORTING ILLUSTRATIVE VIEWS OF THE AREA AROUND THE LAP AND THE MARKER BUILDING

At the centre of parcel KM22 is a formal landscaped space defined by development on all sides. Visible from the Avenue to the north, the space creates part of the setting of the Marker Building C (As defined by the design code). The Marker Building is a bespoke design, centred around a substantial 2.5 storey block designed to appear as a single large dwelling, with a two storey subservient block wrapping round the corner to enclose the Mews courtyard within.

This building comprises 9 apartments, with a series of private front doors overlooking the frontage and also the Mews courtyard.

The Mews courtyard space acts a second frontage to the building, and the space is further defined by the location of a single storey (outbuilding /cottage) which is located to close views into the space from the minor way. The space will feature high quality materials, elevational treatments and landscaping, and will be an attractive environment.



-  Well defined formal green space including LAP
-  Marker Building
-  Doors open out onto Mews Court meaning parking will be well used and space will be active
-  Axial views terminated
-  Bungalow terminates views into Mews Court and helps define space



APPENDIX D – SUPPORTING ILLUSTRATIVE VIEWS OF THE AREA AROUND THE LAP AND THE MARKER BUILDING



VIEW 1



VIEW 2

APPENDIX D – SUPPORTING ILLUSTRATIVE VIEWS OF THE AREA AROUND THE LAP AND THE MARKER BUILDING



VIEW 3



VIEW 4

## APPENDIX E – SUPPORTING ILLUSTRATIVE VIEWS OF THE AREA AROUND PLOTS 49 AND 50 AND THE COUNTRY LANE

Plots 49 and 50 are located on a triangular island of land to the southern edge of KM22 being separated from the balance of the parcel by an existing right of way corridor.

We explored a number of ways to develop this parcel, with the main priority being to respond to the context by maximising active frontages to the routes that surround it.

The parcel has quite a varied context which we assessed as follows:

- Immediately to the north a frontage of traditional detached houses are proposed set along a country lane (Part of the main KM22 parcel).
- Close by to the south west across a section of public open space is a residential development of new and converted farm style buildings known as Whitelands Farm.
- Further to the south east across a green landscape corridor is a forthcoming consented development under construction by Linden Homes at Parcel KMA.

Assessing the context, and having developed more traditional approaches, we believe that the most appropriate way to develop the parcel is through the introduction of two vernacular barn type properties, set around a shared courtyard.

We believe this approach successfully handles the fact that we cannot set up a traditional block structure with 'fronts' and 'backs', instead creating vernacular barn type buildings that sit within the landscape and are designed to be seen in the round.

They would draw reference from the Whitelands Farm development, but would also comply with many of the Avenue classic characteristics:

- Housing fronting countryside: Compliant: Units front all aspects
- Landscape driven townscape: Compliant: Plots set in a well landscaped location including a green corridor, POS and country lane,
- Consistent and formal housing groups: Compliant: This pairing have similar massing and match the detailing and materiality of the wider parcel
- Compositions, comprising 2 and 3 storey buildings: Compliant: Composition of two storey plots set around a courtyard.
- Axial views along streets: The two prominent gable ends of the buildings create a visual focus when viewed south easterly and south westerly along the lanes to site edge.
- Traditional vernacular architecture with horizontal emphasis: Compliant: The buildings present a strong horizontal profile and uses traditional vernacular detailing, in the style of a barn conversion.

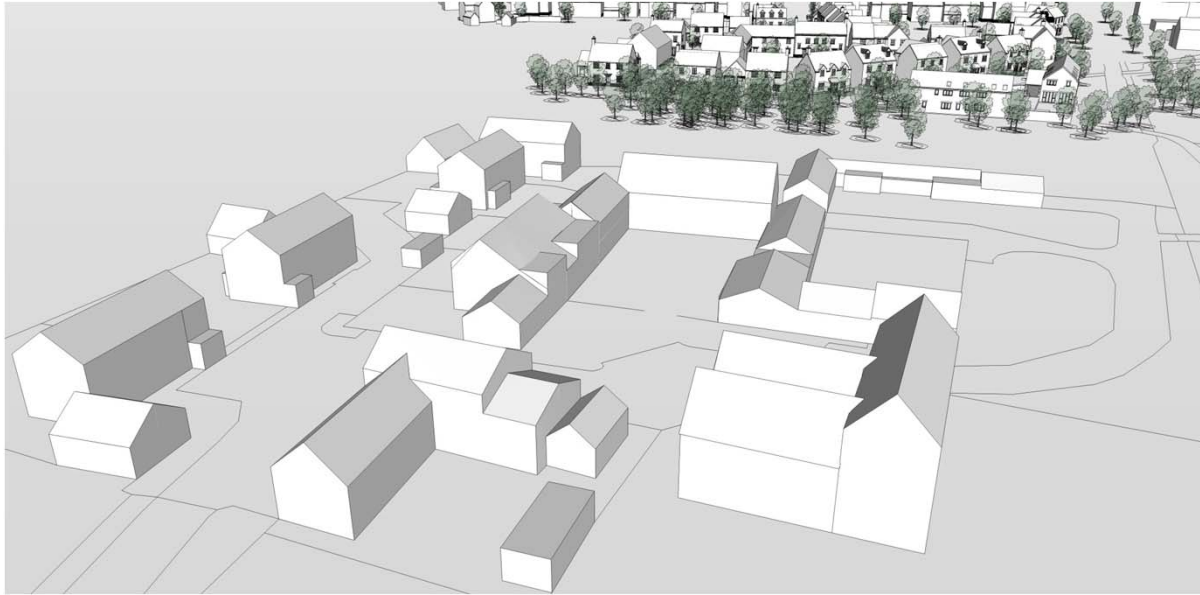




APPENDIX E – SUPPORTING ILLUSTRATIVE VIEWS OF THE AREA AROUND PLOTS 49 AND 50 AND THE COUNTRY LANE



APPENDIX E – SUPPORTING ILLUSTRATIVE VIEWS OF THE AREA AROUND PLOTS 49 AND 50 AND THE COUNTRY LANE



VIEW 1



VIEW 2

APPENDIX E – SUPPORTING ILLUSTRATIVE VIEWS OF THE AREA AROUND PLOTS 49 AND 50 AND THE COUNTRY LANE



VIEW 3



VIEW 4

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