

5

ACCESS & MOVEMENT CODE

The outline permission secured some key access and movement principles which will create a safe and universally accessible development with community facilities at its heart, connected by a network of walking and cycling paths and informal leisure routes, a new bus route and a tree-lined spine road. The formal foot and cycle paths together with the leisure routes will connect to existing rights of way around the site, providing linkages to Banbury Town and the surrounding area without the need to travel by car.

This development provides a new roundabout junction onto a realigned Bloxham Road (A361) and provides part of a new spine road that will connect to White Post Road.

L&Q Estates will deliver the site access from Bloxham Road and the spine road up to an agreed and fixed point at the eastern extent of the site. The eastern section of the spine road to White Post Road will be delivered by David Wilson Developments as part of the implementation of the adjacent development.

This code seeks to develop the access principles further; applying the following principles:

- Create a movement and access network which prioritises walking and cycling and reduces reliance upon the private car
- Provide safe, over-looked, convenient and legible links to the places people want to go to such as the school and local centre
- Create a street hierarchy that is safe, legible and welcoming
- Integrate tree planting and other soft landscape into street and public realm design to provide structure, ecological habitats, environmental benefits and visual interest;
- Integrate street furniture and public art into street and public realm design
- Expansion of the existing walking and cycling network by making connections to existing Public Right of Ways, where possible, and sensitive and appropriate diversions where necessary, and creation of a part of the circular bridleway.

SITE ACCESS

Initially access will be provided from a new gateway at the west of the site from the realigned A361, with a second access eventually being provided from the east which will connect through the adjacent consented development to White Post Road. Both of these access points have a shared foot and cycle way to the north and a footway to the south, and will provide a new tree-lined street “Spine Road” that will serve the development.

An emergency access provides an alternative route between A361 and the spine road. This access, provided prior to the occupation of 400 dwellings, will be open to vehicles in the event of an emergency only, and will also be designed as a lit pedestrian and cycle route to provide direct access onto Bloxham Road.

The detailed design of the route through the parcel to connect with the spine road will be considered as part of the reserved matters layout parcel R1. The section through the open space will be designed as part of the landscape reserved matters for the Parkland.

In addition to the walking and cycling links which follow the routes of the Spine Road, there are several other non-vehicular access points. These include:

- The two existing PRoW by Wykham Farm Cottage;
- Access from the existing allotments in the south-east;
- Three connections to the Salt Way, one forming part of the new circular bridle route and the second to provide a connection to the secondary school playing fields; and
- Existing bridle route 11, and footpaths 45 and 47.

BUS PROVISION

A bus route will run along the route of the spine road with bus stops located at regular intervals. The bus stops are located at key points within the development: at the Local Centre, the entrance of the development and at the key sports and recreation areas.

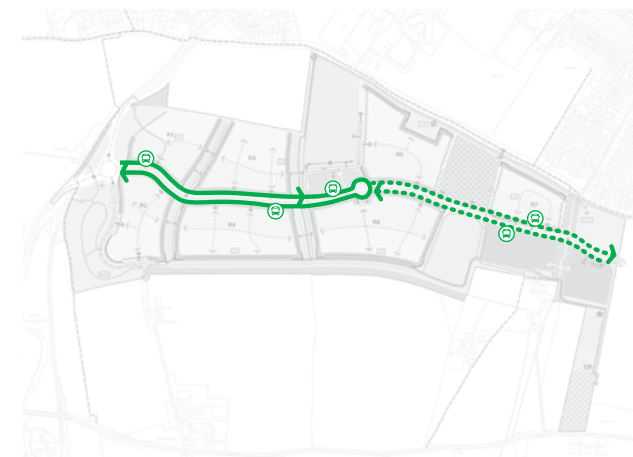
The bus route is capable of being implemented in phases, with an interim bus route accessing and egressing from the re-aligned A361 turning at the Local Centre. Prior to the occupation of the 750th dwelling, the permanent bus through-route will be implemented which will connect with the main access in the west of the site to the development proposed eastwards and onto the existing road network via White Post Road.

Aim

To provide a bus service and stops which are convenient, efficient and safe to access and use by all.

M The following design principles must be applied to ensure the bus system is used safely and with ease:

- Bus stops must be placed in highly visible locations, with appropriate signage.
- All aspects of the operations of the bus must be accessible to wheel-chair users.
- Bus stops must be integrated with landscaping and public realm features.
- Parcel layout and plot design to consider bus stop(s) location to ensure convenient and direct access and ensure appropriate space for people to wait and board/disembark.



- Interim bus route
- Permanent bus route – to be activated upon occupation of 750th dwelling
- ⊕ Bus stop (public)

PROMOTING ACTIVE TRAVEL

Active modes of travel, such as walking and cycling, will be encouraged and promoted through the creation of a connected, accessible and safe network and hierarchy of routes. These will link to the places people want to travel to and from, both on-site and in the surrounding area, including:

- Local Centre;
- Primary School;
- LAPS, LEAPs and NEAPs;
- Allotments;
- Community open spaces and sports facilities;
- Salt Way; and
- further afield to Banbury Town Centre and Bodicote.

Reserved Matters layouts should ensure:

- walking and cycling routes should not be interrupted by car parking; and
- include signage at appropriate locations.

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Reserved matters that deliver elements of the movement network must deliver:

- a hierarchy of routes including pedestrian and cycling links east-west within the development and linking to the existing PRow network to provide connections off-site;
- active and recreational travel routes, along a series of leisure paths, such as through the greenways and parkland and provision of a new bridle route and lit pedestrian and cycleway providing access from parcel R1 to Bloxham Road;
- ensure all street forms are pedestrian friendly and provide either a footway or a shared surface;
- connectivity through and between development parcels (in locations as shown on regulating plan) to cater for within and between parcel non-vehicular movements;
- formal footways that are universally accessible;
- footways and cyclepaths that are overlooked by adjacent properties and streets and lit for safe use outside of daylight hours;
- safe and well-defined crossing points over roads and swales in locations shown on regulating plan as part of a comprehensive and connected network;
- appropriate street furniture elements such as bins, cycle stands and benches in locations.



TOP: Integrated cycle route

MIDDLE: Development facing amenity green space and pedestrian and cyclepath

BOTTOM: Pedestrian and cyclepath segregated from carriageway

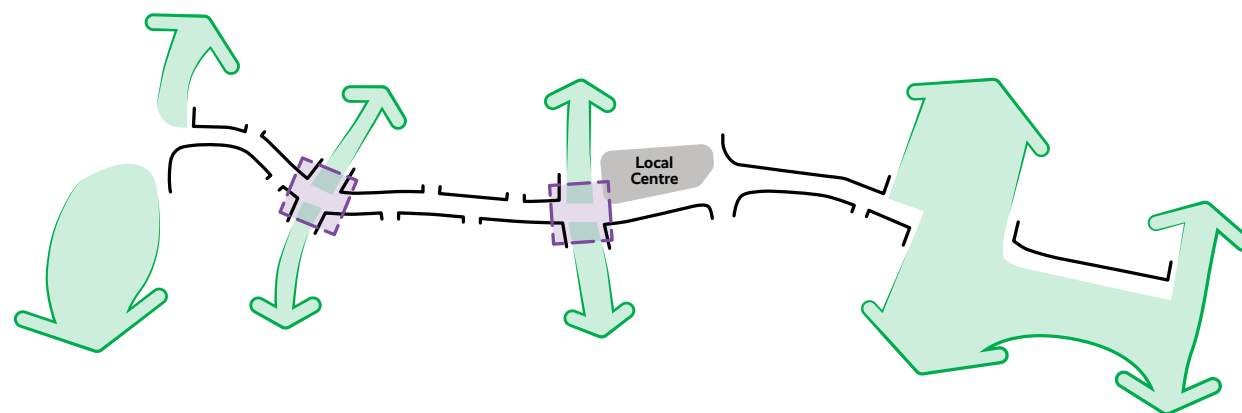
STREET PROFILES: SPINE ROAD

The spine road is a key structuring feature of the development and despite being a street with a reasonable traffic flow, this street must feel like a residential one; and have a rhythm of intensity and a character that evolves from the western end to the eastern end.

The design response to the spine road reflects areas of:

- **Enclosure** – framing gateway, along western extent and central areas, where include frontage development to both sides
- **Openness** – single/non-frontage development at Greenways and in the eastern extent
- **Activity** – local centre uses and formal sports land.

Identifying areas of activity, openness and enclosure in response to the interaction of the spine road with different character areas, land uses and landscape features which will provide opportunities for variation of character and design and also help to calm vehicular traffic speeds to improve safety and the quality of environment for pedestrians.



- Parkland Gateway; Greenway Nodes; and Eastern Park create open space corridors and visual breaks in spine road frontage
- ┌ Consistency of frontage. Minimum 1.5m setbacks to maintain consistent building line to reflect core area character and intensity of activities along the spine road. The creation of semi-formal parkland at the gateway will create a sense of openness but will be designed to create framed views along the spine road, to support this a sense of enclosure of built form is required – achieved through continuous built form frontage and smaller setbacks.
- 2.5m built form set back at Greenway Nodes, a landmark grouping that performs a wayfinding role and signals the access to the leisure route network.

Spine Road: Landscape

A 4m verge and 3m foot/cycleway will be provided on the north side and a 2m footway to the south. The verge will be planted with amenity grass and regularly spaced lime trees to continue the avenue character from the adjacent development to the east.

The placement of the street trees along the spine road is underpinned by a desire to deliver a tree planted 'avenue', which requires regularly spaced formal tree planting within the spine road verge. The tree placement along the spine road will be designed at 20m centres but must also accommodate highway safety requirements including visibility splays at junctions, and the provision of street lighting.

In addition to the principal lime tree, sweet chestnut will be provided at the eastern part of the site as a canopy tree within Eastern Parkland and Ginkgo bilobas will be planted in pairs at Greenway Nodes.

Spine Road: Built Form Frontage

The design objective for the built form that fronts the spine road is to provide a consistent and contemporary appearance along its length accented with a series of landmarks which create an engaging, safe and welcoming environment.

Areas of consistent frontage and reduced building set back along the spine road will create a sense of enclosure along the spine road and deliver areas of higher density appropriate to the core character area.

- Regular front gardens depths/frontage sets backs min. 1.5m and predominantly semi-detached and terraced house-types.
- Building frontages must face the spine road, (for dual frontage homes, at least one frontage must face the spine road).
- Bespoke corner-turning units should be used where appropriate.
- Spine road boundary treatment 1–1.2m metal railing.

Some variation in building line will be provided due to introduction of up to 25 individual accesses that are permitted along the spine road. In designing individual access points the character and regularity of tree planting along the spine road must be maintained.



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Spine Road: Materials

Consistency will also be provided through the use of a simple materials palette for buildings along the spine road

- Predominant use of red brick.
- Grey plain roof tiles.
- White painted door and window returns.
- Frontage boundary treatment to be 1–1.2m metal railings.
- Rear garden boundaries that front the public realm must be 1.8m tall brick walls to match house materials.

There are key frontages where distinction from the predominant red brick is required such as at the Gateway, the Greenway Nodes, and adjacent to the Local Centre.



GATEWAY



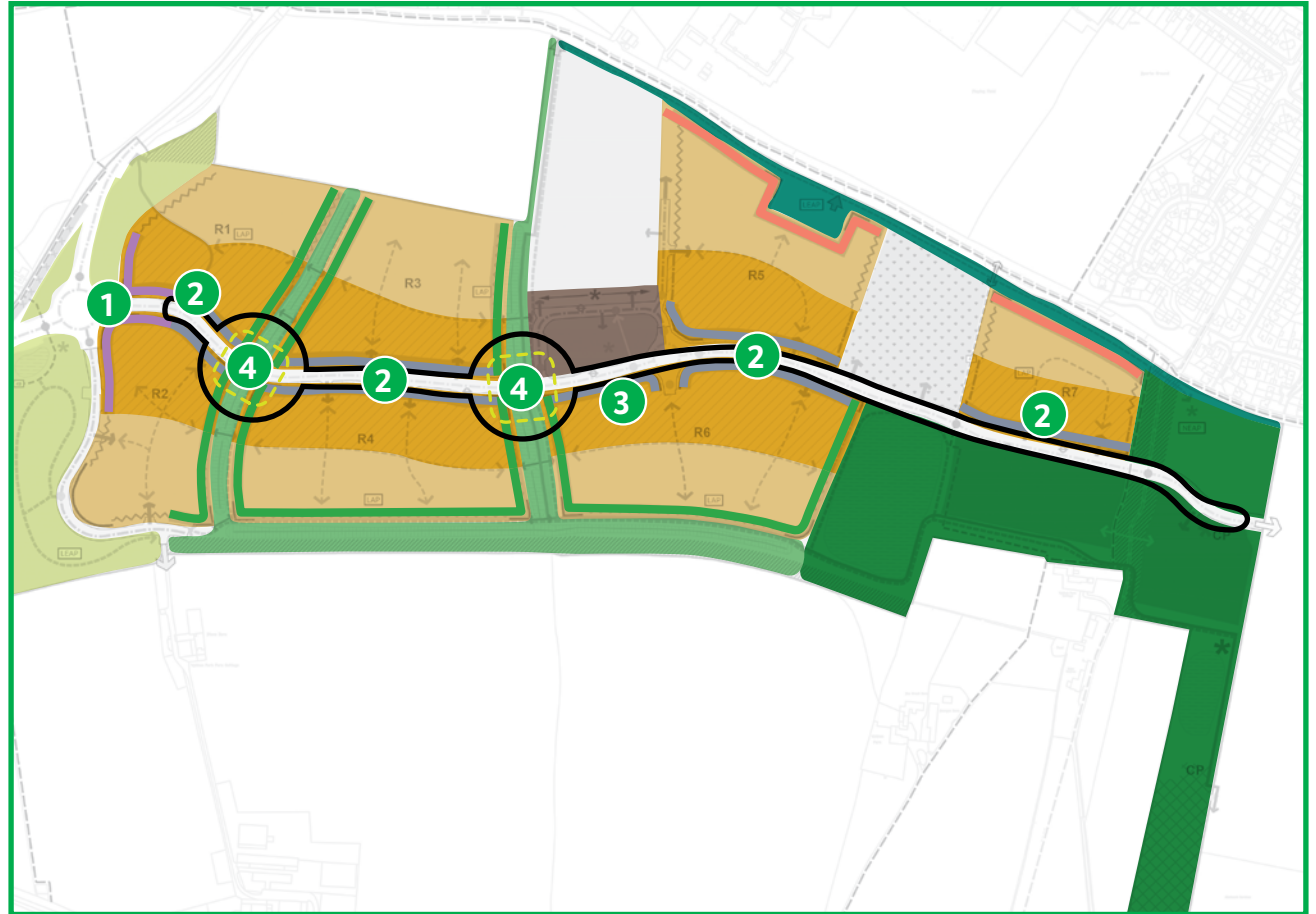
WESTERN & EASTERN FRONTAGES



LOCAL CENTRE FRONTAGES



GREENWAY NODE



- 1 Gateway Local Ironstone and grey slate tile.
- 2 Western and Eastern Frontages. Red brick and grey clay tile.
- 3 Local Centre Frontage. Buff brick and grey clay tile
- 4 Greenway Node. Local Ironstone and grey slate tile.

Greenway Node

A landmark grouping that performs a wayfinding role and signals the access to the leisure route network and the transition between two frontage types: spine road and Greenway.

Greenway Node Coding

Greenway Nodes (built form and landscaping) must be designed as a grouping – the four corners of the node

- Greenway Nodes must be designed as a grouping with a spine road frontage of at least 20m
- Ginkgo biloba's planted as 'sentries' marking pedestrian entry points to Greenways – refer to Landscape Code.
- Increased frontage offset of min. 2.5m to provide distinction from the general minimum 1.5m offset along the spine road.
- Simple wide fronted detached, semi-detached or terraces.
- Built form must address the spine road and Greenway. The built form groupings could include corner turning buildings but must ensure that side elevations positively address Greenways and contain windows.
- Boundary treatment to be hedge (no metal railing).
- Materials palette - ironstone and grey slate roof tile.
- Building heights must be no more than 2½ storeys at the western node but can be up to 3 storeys at the eastern node, reflecting the proximity to the Local Centre.

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Ironstone walls and grey slate roof tiles for all housing plots around Greenway Node

Punctuation tree planting to frame crossing point and entrance to the Greenway

Pedestrian crossing with traffic calming measures

Amenity planting

1.8m tall ironstone to visible back garden boundary

Vegetated swale with leisure route

Minimum 20m Greenway Node frontage to both sides of road

Side windows provide passive surveillance to Greenway

Hedge boundary treatment to Greenway Node neighbouring plots



Illustrative plan showing a typical layout of a Spine Road and Greenway Node including crossing point, street tree planting and relationship with built form.



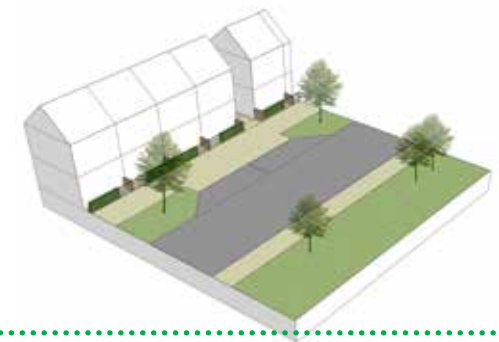
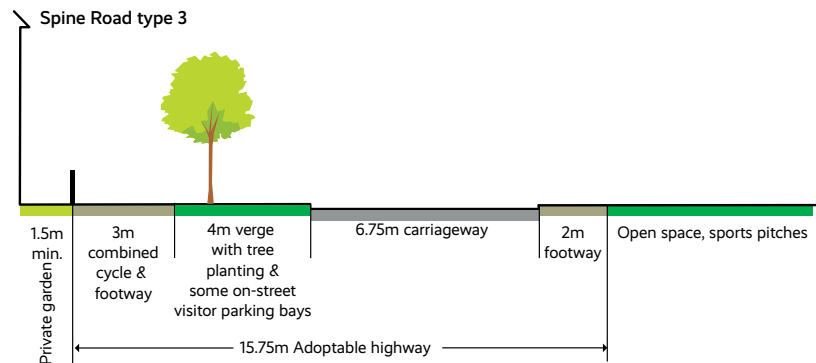
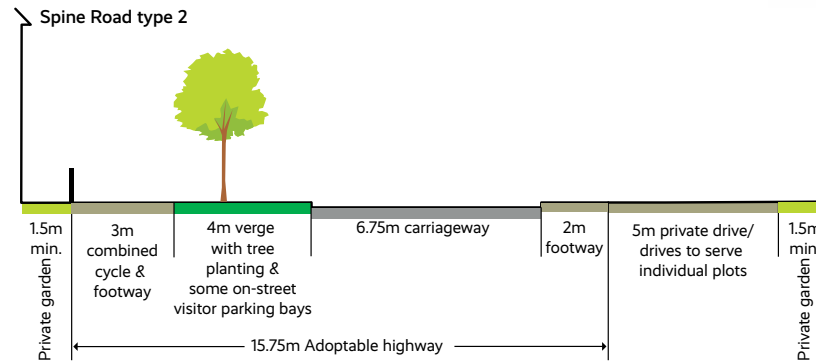
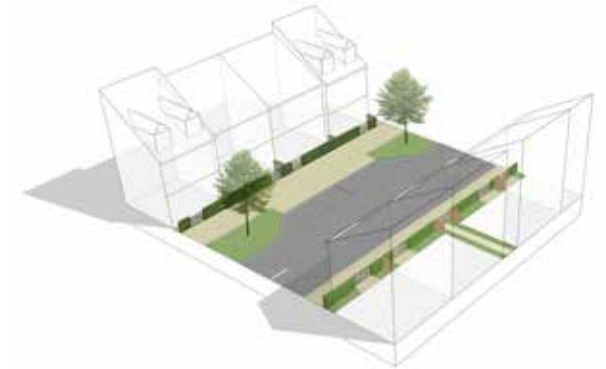
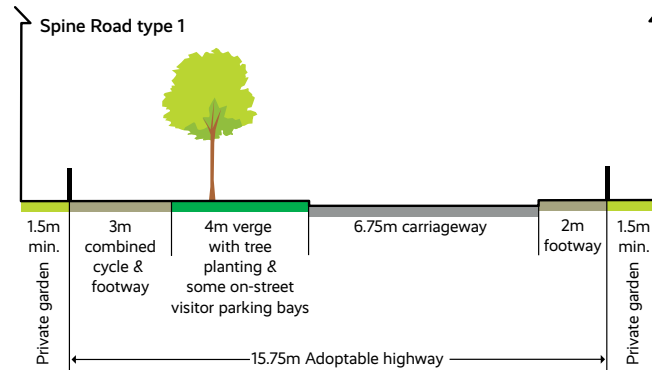
STREET PROFILES: SPINE ROAD

M So as not to prejudice the consideration of detailed planning applications, provision has been made for a fixed spine road “corridor” in the Development Framework Plan, within which a 6.75m carriageway, designed to support the provision of public transport, a 3m foot/cycle way to the north and 2m footway to the south. The road corridor accommodates for provision of a 4m verge to the northern side of the carriageway that will be planted (see Landscape Code – Spine Road page 48). Direct access from plot will also be permitted at an appropriate distance from junctions and must maintain the character of regular avenue planting.

Traffic calming measures such as changes in materials and a temporary divergence of carriageway will be incorporated in localised areas such as at key crossing points – see Regulating Plan. The street profile will generally be consistent along its length.

Three spine road profiles are illustrated to show where variation occurs.

- **Spine Road Type 1:** Occurs with frontage development where there is no direct plot access
- **Spine Road Type 2:** Occurs where frontage access occurs in the form of individual or private drives.
- **Spine Road Type 3:** Occurs through areas of open space where there is single or no frontage development.



STREET PROFILES: PRIMARY STREETS

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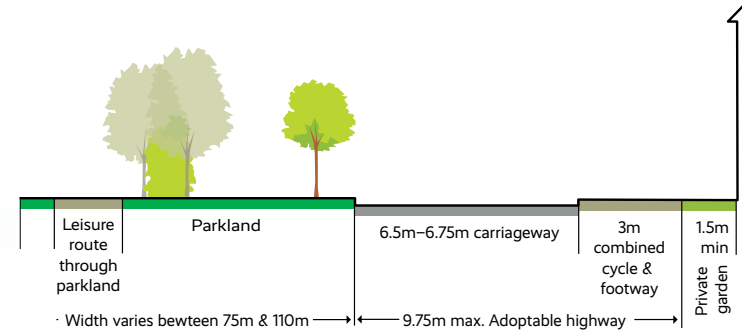
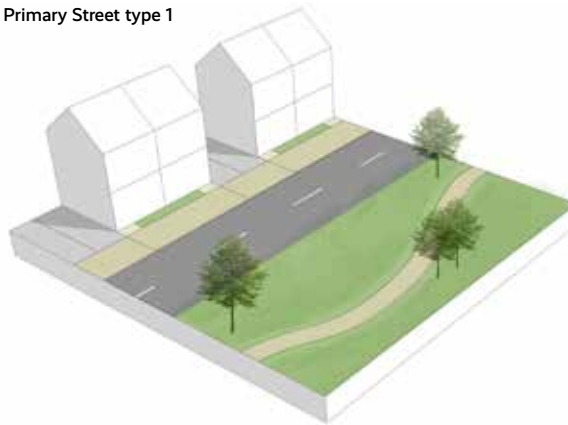
Primary Streets provide connections north-south to and from the Spine Road. There are two variances which both accommodate a 3m wide shared foot and cycle way and 6.5–6.75m carriageway for vehicular traffic.

Primary Street **type 1** is edged by the Parkland Gateway and presents an open character. A leisure route is located within the parkland, and so a foot/cycle way is only required to one side of the street.

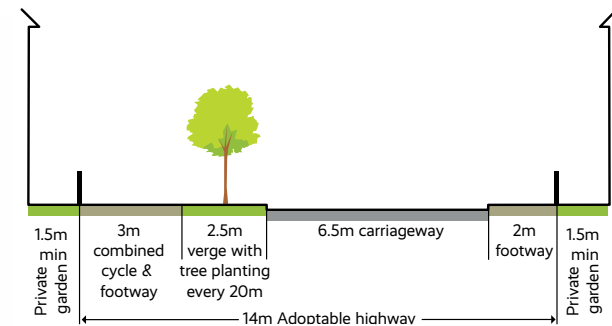
Primary Street **type 2** sits centrally within the development and includes a 3m combined foot/cycleway and 2m footway and verge with tree planting (see Landscape Code – Primary Street 2 page 54). (NB alignment of street to be determined as part of reserved matters layout).

Properties fronting the street will generally be orientated with their primary elevation facing towards the street.

Primary Street type 1



Primary Street type 2



- Primary Street type 1
- Primary Street type 2

CONNECTED STREET NETWORK

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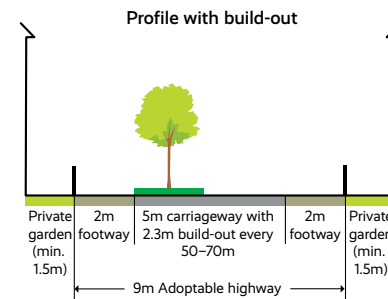
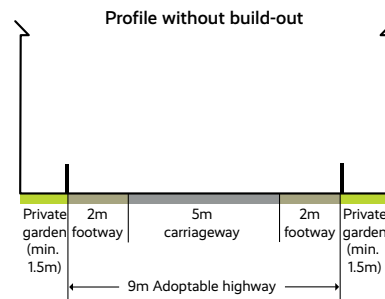
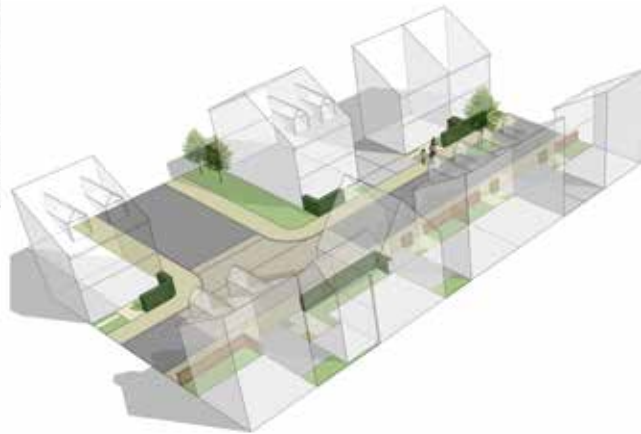
Residential streets are higher order 'in parcel' streets and provide direct access off the spine road. They provide the cross parcel routes as shown on the Regulating Plan and are complemented by Edge of Parcel streets, located adjacent to the Greenways and their leisure routes and together secure a connected street network that avoids cul de sac development. These are adoptable streets and therefore provide a good degree of permeability within parcel and to the Greenway network.



- Residential street
- Edge of parcel street

Residential Street

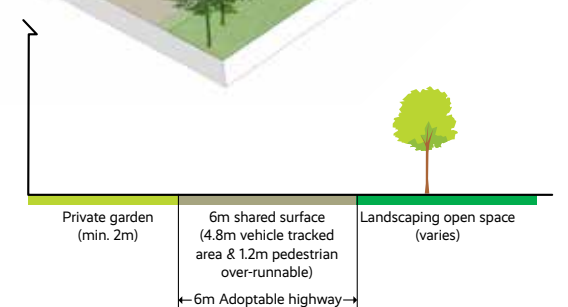
Residential streets will have a local feel and a speed limit of 20mph. A 2m footway will be provided along both sides of the carriageway. Shrub and tree planting will be incorporated in streets through build outs every 50-70m along alternating sides of the street (see Landscape Code – Residential Streets page 55). Driveways must be located at an appropriate distance from build-outs to ensure highway safety and not compromise the delivery of the street planting.



Edge of Parcel Street

Edge of parcel streets (adoptable) will be accessed from the residential street and are found at the periphery of parcels adjacent to the Greenways. Soft and open frontages allow for the street to be integrated into the adjacent open space.

These streets are more informal and will comprise of a shared surface treatment that will accommodate both pedestrians and vehicles and a speed limit of 10mph will ensure a safe environment. Pedestrian and cycle connections to the greenways must be provided every 70m-100m metres along the edge of parcel streets.



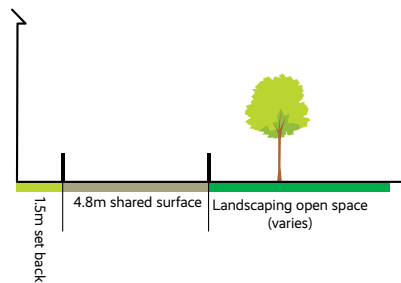
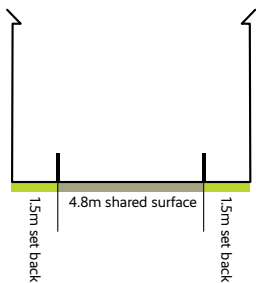
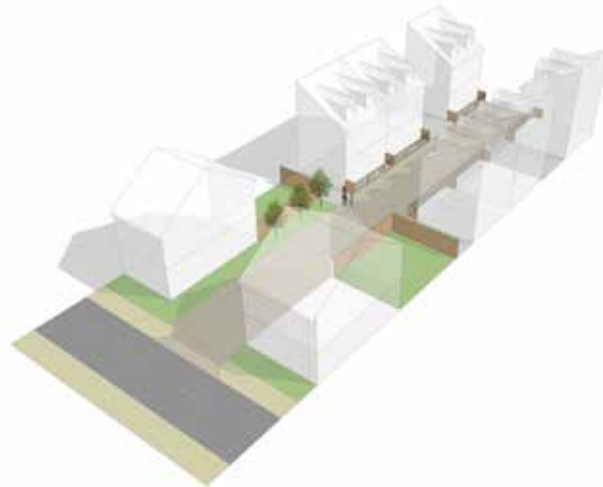
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Use of Private Drives

Private drives serving up to 5 dwellings will be allowed in some locations directly off the spine road, spaced appropriately from junctions with residential streets so as to maintain compliance with technical highways requirements and to not compromise the delivery of the avenue planting along the spine road

Within parcels, private drives must be limited to specific locations that justify this approach and restricted to locations where they do not impede connectivity within parcels nor access to leisure routes.

Inner private drives can also be used within parcels to aid delivery of a compact development block and sense of enclosure, particularly within core areas of the development. Inner private drives could provide access to smaller groups of dwellings up to 25 in number.



STREET HIERARCHY TABLE

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	SPINE ROAD	PRIMARY STREET	RESIDENTIAL STREET
Design speed	30mph	20–30mph	20mph
Carriageway width	6.75m carriageway 2m footway 3m combined cycleway and footway	6.5–6.75m carriageway 2m footway (type 1 footway to be provided within parkland) 3m combined cycleway and footway	5m carriageway (5.5m for first 12m) 2m footway to both sides
Verges	4m verge to be provided to north side of the carriageway, located within adoptable highway*.	Type 1: No verge Type 2: 2.5m verge. Localised widening to 4m to accommodate tree planting	None
On-street parking	Intermittent within verges (the grass verge is to be the dominant feature)	Within verge if provided	Yes
Direct drive access	Yes (up to 25 individual accesses along spine road). Driveways must permit access and egress to the spine road in forward gear.	Yes	Yes
Character areas	Core, Local Centre	Core, Suburban	All
Traffic calming	Islands to crossing points, change of materials, raised table treatment (coloured chipping), pedestrian refuge island, formal crossing points	Change of materials Shared surface treatments	Shared surface treatments
Carriageway materials	Asphalt Coloured chipping to denote crossing points	Asphalt Areas and localised panels of block paving	Asphalt Areas of block paving
Footway materials	As carriageway	As carriageway	As carriageway
Cycleway materials	As carriageway	As carriageway	n/a
Building layout	Buildings fronting the street	Buildings fronting the street. Animation required to side elevations facing towards street	Buildings fronting the street. Animation required to side elevations facing towards street
Soft landscape treatment	Tree planting at 20m centres within grass verge (subject to design, engineering and financial requirements) [†] Soft landscape to be included within private gardens where appropriate	Soft landscape to be included within private gardens where appropriate Tree planting at 20m centres within grass verge (subject to design, engineering and financial requirements) [†] A minimum of two street trees must be provided every 70m along primary street 2 (in 4m tree pit verge)	Shrub and tree planting will be incorporated in streets through build outs every 50–70m along alternating sides of the street Soft landscape to be included within private gardens where coded
Street lighting	Column mounted street lighting	Column mounted street lighting	Column mounted street lighting

* No verge within initial spine road section between main access junction and first residential street junction.

† Tree planting within mown grass verges every 20m between bays, driveways and junctions. Subject to design and engineering requirements

EDGE OF PARCEL STREET	PRIVATE DRIVE (INNER & OUTER)
10mph	10mph
6m shared surface Comprising 4.8m vehicle tracked area & 1.2m pedestrian over-runnable	4.8m shared surface (not adoptable) 6m shared surface comprising 4.8m vehicle tracked area & 1.2m pedestrian over-runnable (adoptable)
None	None
Yes	On-plot or parking courts
Yes	Yes
Greenway frontage	Core, Suburban
Shared surface treatments	Shared surface treatments
Block paving	Block paving
n/a	n/a
n/a	n/a
Buildings fronting the street. Animation required to side elevations facing towards the street	Urban form, building frontages to provide definition and enclosure to street. Consistent passive surveillance
Streets front onto planted greenways. Soft landscape to be included within private gardens where appropriate	A minimum of one street tree must be provided every 70m along private drives (in 2.5m tree pit verge).
Column mounted street lighting	Column mounted street lighting

	BRIDLEWAY	LEISURE ROUTE (FOOT/ CYCLEPATH)	EMERGENCY ACCESS*	ALLOTMENT ACCESS
Width	3m	3m	4m	3m
Materials	3m grass verge	Bound gravel	Asphalt	Asphalt
Lighting	Not lit (column mounted lighting to be included at spine road crossing points)	Foot and cycle connections across the Greenways will be directly lit	Column mounted street lighting	Not lit
Bridle/ foot/ cycle	Some limited localised sections of 4m composite bound surface			

* Pedestrian and cycle route within parkland to facilitate direct access to Bloxham Road. Route of emergency access through parcel to spine road to be designed as part of reserved matters for parcel R1.

CYCLE AND CAR PARKING

Cycle Parking

The provision of high quality, secure and well-located cycle parking must be provided and this includes both private residential bicycle parking and public cycle parking. The design and layout of cycle parking within the public realm must be considered together with the layout and design of cycle paths to ensure both are fully integrated.

All cycle parking provision, including visitor parking, must be in accordance with Oxford County Council's (OCC) Cycle Parking Standards and is to be addressed as part of reserved matters applications for built development.

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Reserved matters applications must include:

- Private residential cycle parking integrated within the curtilage of a dwelling or other convenient location for apartments which are safe and secure and which do not detract from the quality of the environment.
- Apartments will require the provision of covered and secure cycle storage.
- Public cycle parking located at communal features such as play and sports facilities, amenity open space and in the Local Centre to serve the community centre, retail units and primary school.
- Cycle parking in the public realm which is visible and convenient to access and secure.
- Cycle parking is to be located so it can be overlooked by adjacent properties, streets and open space.

Car Parking

Car parking must follow the principles set out in Cherwell's Design Guide.

Pedestrian and cyclist safety and quality of experience must take precedence when considering car parking within the development. Integrated parking solutions are required which minimise the car as an obstacle or visual detractor to the streetscape and public realm. Sufficient spaces for residents and visitors must be provided which are accessible, safe and secure.

An element of unallocated/visitor parking can be incorporated within the spine road (within verge). Visitor parking can be provided within residential streets and as small parking courts.

Car parking across the development must:

- Include a range of car parking solutions suited to the location and context within the development;
- Parking solutions must be an integrated part of street design which avoid any conflicts with pedestrian and cyclist safety;
- Locate car parking spaces where there is opportunity for natural surveillance;
- Integrate appropriate landscaping with car parking spaces.

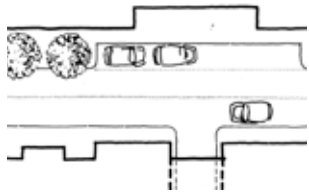

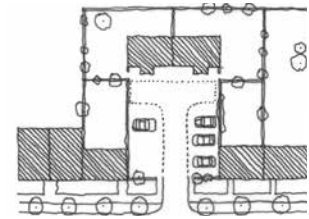
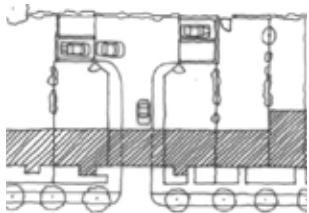
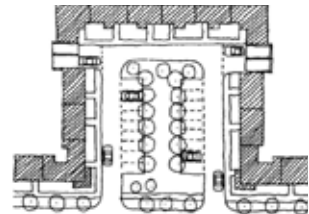
The page opposite highlights the different parking typologies and their design requirements.

TOP: Sheffield cycle stands

MIDDLE: Car parking squares

BOTTOM: On-street parallel parking



CAR PARKING TYPOLOGY	DIAGRAM	DESIGN PRINCIPLES OF TYPOLOGY								
			CORE	SUBURBAN	SPINE ROAD	GATEWAY	GREENWAY	SALT WAY	LOCAL CENTRE	
<p>On-street parking: this is car parking placed off plot and on the street (including kerbside parking parallel; perpendicular; angled to the pavement).</p>		<p>For both parallel and perpendicular solutions, a maximum of 4 bays should sit together before being broken up by a public realm solution which could be vegetation.</p> <p>Un-allocated on-street parking.</p>	●	●	●					
<p>On-plot garage: this includes private garage attached and detached from the dwelling.</p>		<p>Minimum internal area of 3m by 6m.</p> <p>Double garages should be limited.</p> <p>Appropriate and contextual architecture and materials of the garages.</p> <p>Only appropriate for larger semi-detached or detached homes</p>		●			●	●		
<p>On-plot hard standing: this includes parking bays located next to the dwelling.</p>		<p>Excessively long driveways which breach the maximum parking standards should be avoided.</p> <p>It should be designed to limit the gaps in the street frontage.</p>	●	●	●	●	●	●		
<p>Rear parking courtyard: groups of parking bays located within a shared courtyard</p>		<p>Must be well-overlooked and have direct access to individual dwellings/gardens.</p> <p>Courtyards should service no more than 6 properties and a maximum of 12 spaces.</p> <p>Landscape and tree planting should be integral part of the design.</p>	●	●	●	●				
<p>Parking square: shared car parking surrounded by development with integrate public realm features.</p>		<p>Ensure good surveillance from neighbouring properties.</p> <p>Integrate public realm elements of landscaping, street furniture and lighting with the public square.</p>								●

6 BUILT FORM CODE

Consideration of the development context; spatial interrelationship between land use elements; the function of places and spaces for the new community, and provision of a connected network of pedestrian and cycle leisure and bridle routes has revealed a series of distinct character areas for the site. The rationale and principles that led to the establishment of these distinct areas is set out in Section 2 and follows the presentation of the Design Vision and Design Principles.

The Built Form Code presents the following context, guidance and coding:

- approach to building heights;
- approach to development density;
- an Indicative Parcel Framework Plan that provides guidance on design principles that must be considered in the layout of each development parcel; and
- character areas and frontage coding.



Illustrative view: 'A gateway to the site'

BUILDING HEIGHTS AND DEVELOPMENT DENSITY

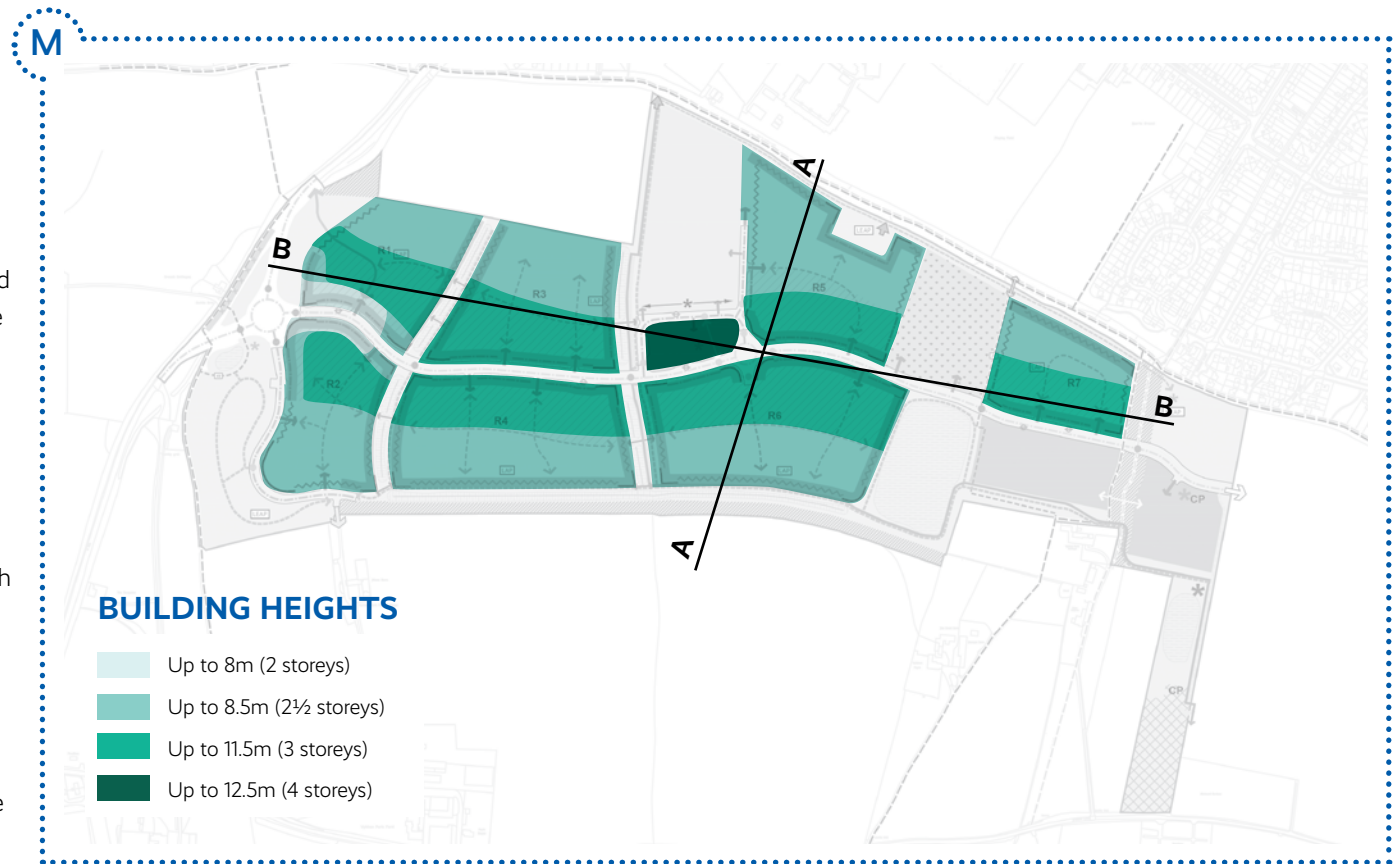
Aim

A masterplan-led approach to building heights and density is required to support the delivery of the Vision for Wykham Park Farm. The central spine road structures the core of the built form, with a mix of uses provided along its length. Areas of higher built form and density and regularity of frontage along the spine road will support the creation of a Core Character Area.

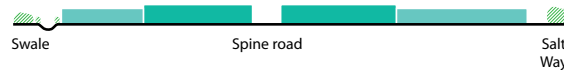
Towards the northern and southern extents of the site and at the gateway, where the development is structured by existing and strengthened landscape features, must be areas of lower density and lower building heights to provide an appropriate transition to the rural landscape beyond the site. This approach supports the creation of the Suburban Character Area

Building Heights Design Principles:

- Residential buildings will range between 2, 2½ and 3 storeys
- Taller buildings will help to generate massing and scale needed to address and to define the Local Centre and frontage to the spine road to complement the areas of increased intensity and activity. In these areas buildings could be a maximum of 3 storeys.
- Buildings within the Local Centre can be up to 4 storeys (with flat roof).



Section A—A



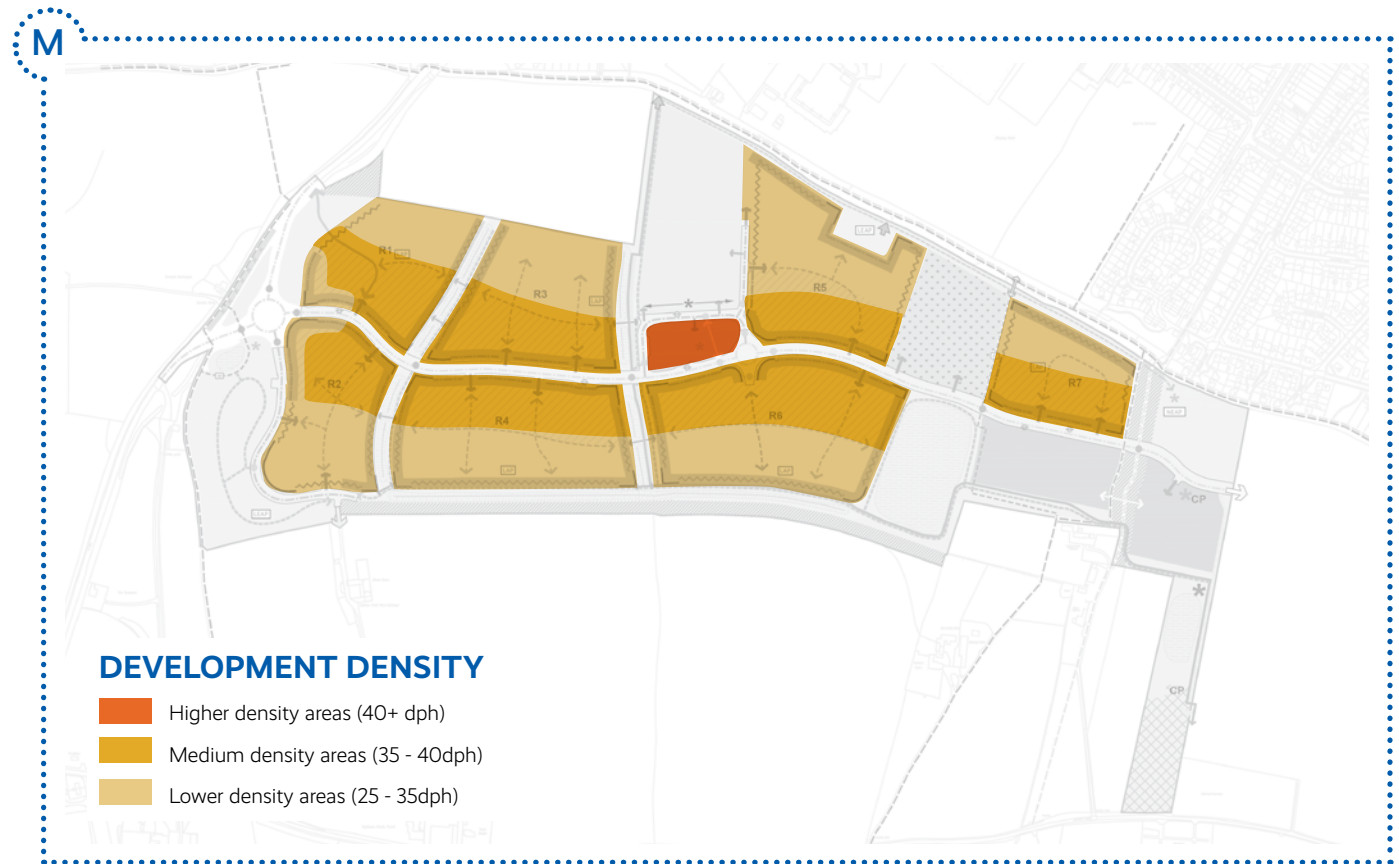
Section B—B



- Lower building heights (up to 2½ storeys) are required towards the edges of the development to support and reflect the transition to the landscape features that define the northern and southern extents of the site.
- At the gateway, building heights will be limited to 2 storeys to complement the landscape parkland to be created along Bloxham Road and respect the rural edge to the development.

Development Density Design Principles:

- Areas of higher density will be located within and adjacent to the Local Centre and along sections of the primary street frontage to complement the building heights strategy.
- Lower development densities will be appropriate at the gateway to define an appropriate rural interface to Bloxham Road and towards the edges of the development to support and reflect the transition to the landscape features that define the northern and southern extents of the site.
- Higher density focus to the Core Character Area, reaching its highest at and around the Local Centre.



INDICATIVE PARCEL FRAMEWORK PLAN

The Indicative Parcel Framework Plan illustrates important design principles that must guide the layout of each development parcel. These have been informed by national and local design guidance, in particular principles established by Cherwell's Residential Design Guide (2018) as set out further in Chapter 2.

The Indicative Parcel Framework Plan illustrates how features referenced on the Regulating Plan and set out within this code work together to establish a high-quality and legible structure for development parcels. The framework follows the overarching principle of establishing perimeter blocks, using buildings to front and frame streets and open spaces and also to create a clear definition between the public realm of the street and the private realm within the built form. Each of the key principles informing the parcel framework are set out further below.

Consistent (predominantly formal) frontage

Consistent frontages are appropriate within the Core Character Areas, and particularly focused along the spine road. The building form will be structured to create a repetitive rhythm through elements such as aligned rooftops/building frontages to create strong building lines and a high level of enclosure with near continuous frontages (limited gaps between buildings), this will provide definition to the street and public realm and establish clear perimeter blocks. Consistent frontages align with the density strategy, create a clearly defined Core Character Area with largely formal, continuous and consistent built form at a medium to high density.

Staggered (predominantly informal) frontage

Staggered frontages are appropriate within the Suburban Character Areas, to reflect the more rural and lower density character which responds to the rural context to the north and south of the site. Staggered frontages will create more informal street arrangements, where building set-backs and the level of enclosure varying to complement the soft landscaping that defines the edges of the site. The informal and varied streetscape will frame the Greenway corridors with strong visual connectivity and proximity to areas of open space, parkland spaces and PRow connections.

Connected Street Network

Through a hierarchy of various streets, connections and leisure routes, a Connected Street Network is established within and across the development parcels. Residential streets are the highest order 'in parcel' streets and provide direct access off the spine road. Edge of Parcel streets are located adjacent to the Greenways and their leisure routes. Together the two street types secure a connected and adoptable street network that avoids cul-de-sac development and ensures good permeability within parcel and to the surrounding open space network.

Within parcels, private drives (both outer and inner) can be used but must be limited to specific locations that justify their use and restricted to locations where they do not impede connectivity within parcels nor pedestrian and cycle access to leisure routes.

Key Building Grouping

Key Building Groupings will help define and configure built form around key nodal points, such as the Greenway Nodes (see page 71). Groupings will be established through the use of a consistent material palette, building style and/or scale to create a defined character to the built form around a nodal point. The configuration of the built form will further act to define and face nodal spaces whether that is an internal open space or creating strong corners to development parcels.

Landmarks

Landmarks play a key role in wayfinding and should be located in prominent positions to help people navigate through the spaces and places within the development. A landmark could comprise *an individual building, or a group of buildings or a landscape or public realm feature.*

The location of landmarks must be considered in the context of the layout design and hierarchy of streets and places. Locations where landmark features are required along the spine road are shown on the regulating plan (Greenway Nodes and important corners).

Landmarks must also be provided within parcels at appropriate locations which might include **Internal** or **Interface spaces**.

Landmark buildings must be designed to draw attention, add interest and add focus through the adoption of some of the following characteristics:

- Increase in scale;
- Larger façade;
- Architectural style/ built form that is distinct from its neighbours;
- Corner-turning unit;
- Use of a bespoke house-type; and/or
- Variation in material.

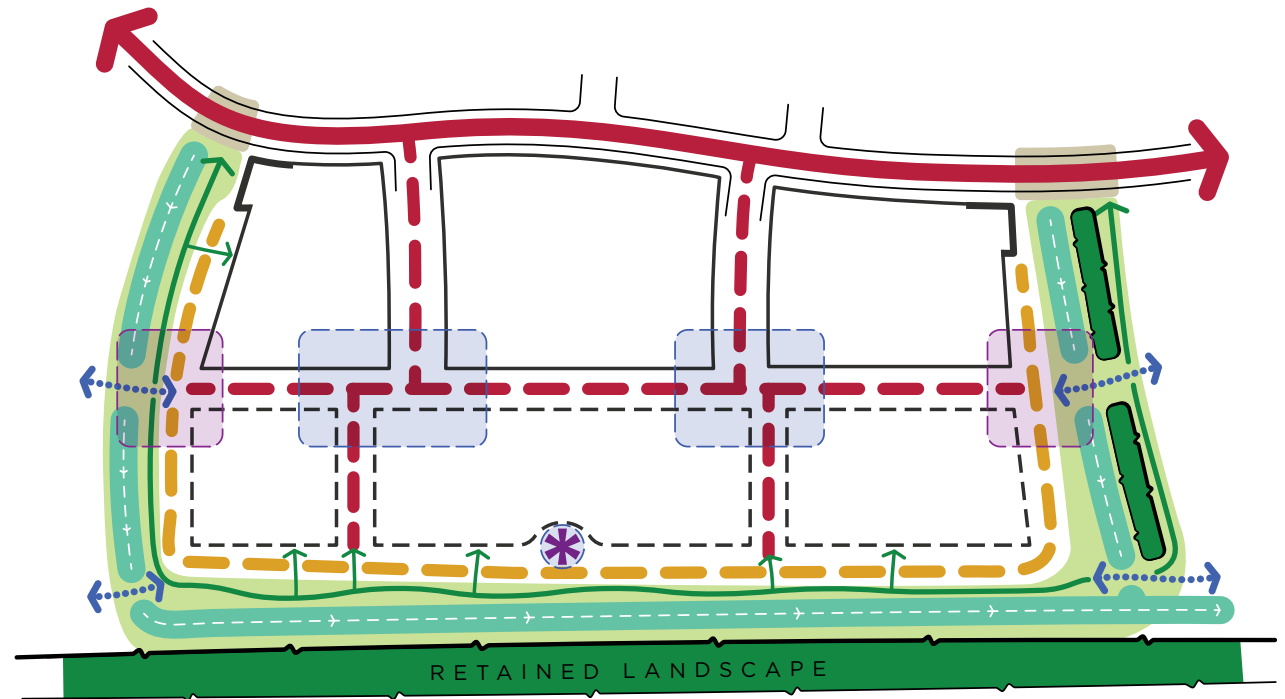
Internal Spaces

These offer opportunities to create areas of distinction within development parcels located at the junction of the internal street network through the combined use of shared surface materials and/or tree planting. The built form must be designed to define the space.

Smaller areas of informal open space can be integrated into these spaces within the development parcel to create an enhanced public realm. These areas of incidental open space could be designed as hard or soft landscaping and could integrate a LAP. The built form must be designed to frame these inner spaces.

Interface Spaces

These offer opportunities to create visual landmarks to signpost pedestrian and cycle links to the Greenways and open space network, through the combined use of shared surface materials, landscaping and tree planting, and/or use of a *landmark building*.



INDICATIVE PARCEL FRAMEWORK PLAN

- | | | | |
|--|--|--|-------------------------------|
| | Spine road | | Key building grouping |
| | Residential street | | Consistent (formal) frontage |
| | Edge of parcel street | | Staggered (informal) frontage |
| | Connections between parcels across Greenways | | LAP |
| | Leisure route | | Swale |
| | Pedestrian and cycle connection to leisure route | | Greenways |
| | Spine road crossing point | | Internal spaces |
| | | | Interface spaces |

CHARACTER AREAS & FRONTAGE CODING

- **Core** recognised as the most visible and active part of the development anchored by the west-east spine road and the variation of land uses along its length.
- **Suburban** recognise the transition towards the landscape features that define the northern (Salt Way) and southern (retained woodland/hedgerow) site boundaries which define the rural edges of the site.

These two principal areas are supplemented by more detailed “frontage” coding which recognise development edges and areas of activity and interest that require a specific built form response.

Character Areas frontages include:

- **Gateway**
- **Greenway**
- **Salt Way**
- **Spine Road and Greenway Node** (coding provided in Section 5 Spine Road)

The character of each area will be reinforced through the use of a **materials palette**, ensuring that each character area is distinctive but works cohesively with the whole development. The use of sustainable materials and construction methods will be encouraged.

The materials palette is reflective of the development’s edge of Banbury context.

- **Red brick** will be required for housing fronting the spine road and is the predominant brick within both core and suburban areas, to reference its use within the historic core of Banbury Town.
- **Buff brick** will also be used in Core areas to provide a contemporary reference.
- **Textured red brick** will be used in Suburban areas to provide a rural reference.
- **Ironstone:** in line with Cherwell’s Residential Design Guide that seeks a site-wide provision of 30% ironstone, ironstone will be used for frontages around the periphery of parcels where buildings front open space, such as at the gateway, fronting the Greenways and Salt Way to reflect the more rural context and a transition from the surrounding landscape into the new development.

Some flexibility will be provided in the application of the Code for such transitional spaces between character areas, and where demonstrated through reserved matters that proposals might achieve a better design outcome through some localised deviations from the Code.

A summary matrix of the character area coding and guidance is provided at the end of the Built Form Code to provide a composite overview for each character area and frontage treatment.

The adjacent icons illustrate the materials that must be used as coded to support Core and Suburban Character Areas and frontage typologies.

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Core – 60% red brick/ 30% buff brick/ 10% light coloured render. Red and grey clay plain tiles.

Suburban – 60% red brick / 30% textured red brick/ 10 % light coloured render. Red and grey plain tiles.

Local Centre – light red-orange / grey brick / light coloured render with grey roof tile. Façade metal work to be in dark grey colour. Materials should be of simple design and minimal palette variation.

Spine Road – Predominantly red brick along eastern and western sections; Ironstone at gateway and Greenway Nodes; buff adjacent to Local Centre. Grey plain roof tiles only along spine road frontage – except where ironstone used where roof material shall be grey slate roof tile.

Gateway Frontage – 100% ironstone. Grey slate roof tile.

Greenway Frontage – 100% ironstone. Grey slate roof tile.

Salt Way Frontage – 100% ironstone. Grey slate roof tile.



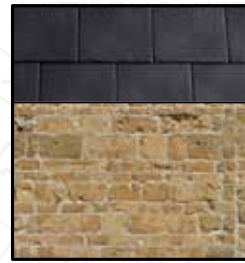
CORE CHARACTER AREA



SUBURBAN CHARACTER AREA



LOCAL CENTRE CHARACTER AREA



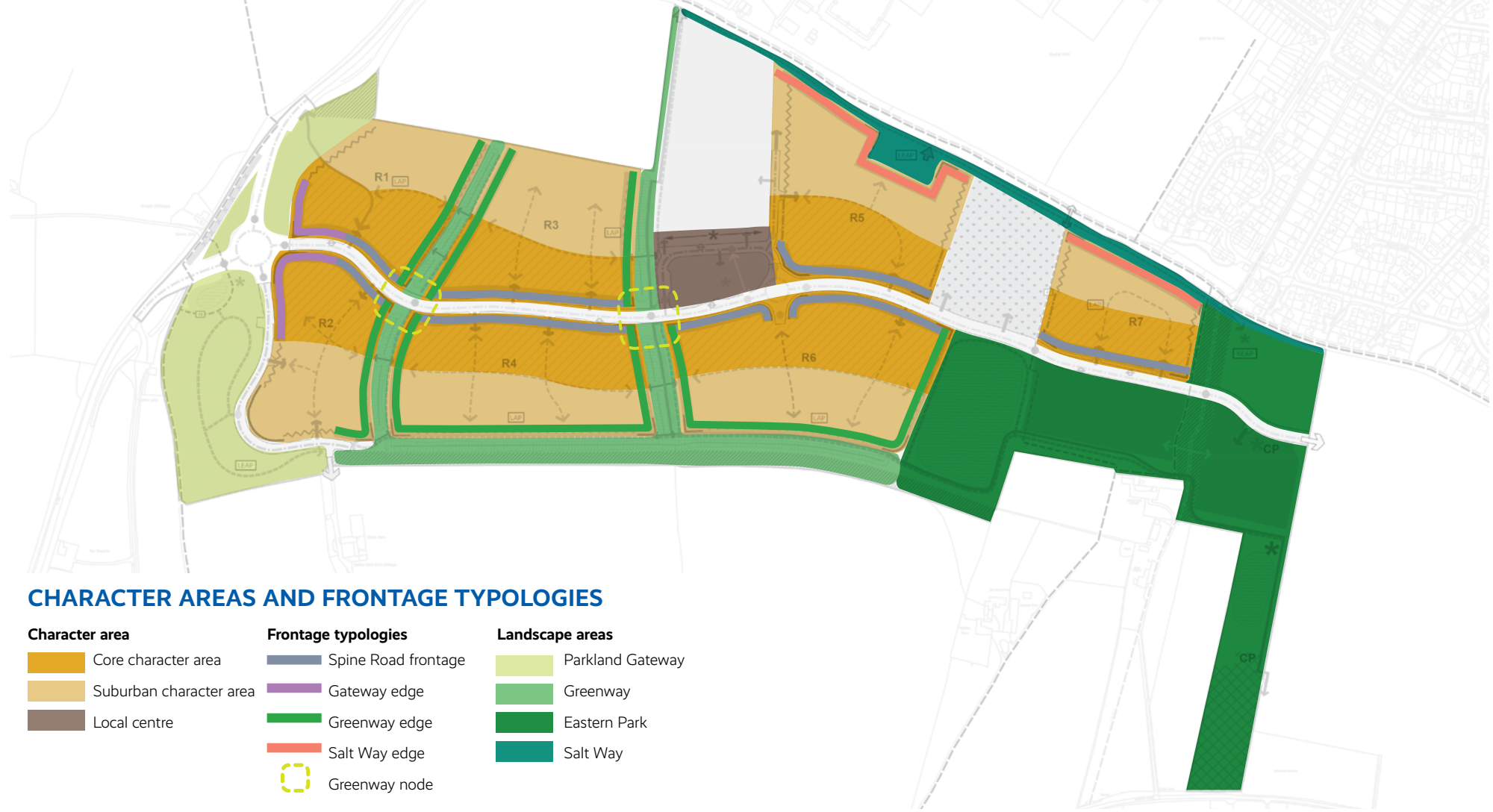
GATEWAY FRONTAGE



GREENWAY FRONTAGE



SALT WAY FRONTAGE



CHARACTER AREAS AND FRONTAGE TYPOLOGIES

Character area

- Core character area
- Suburban character area
- Local centre

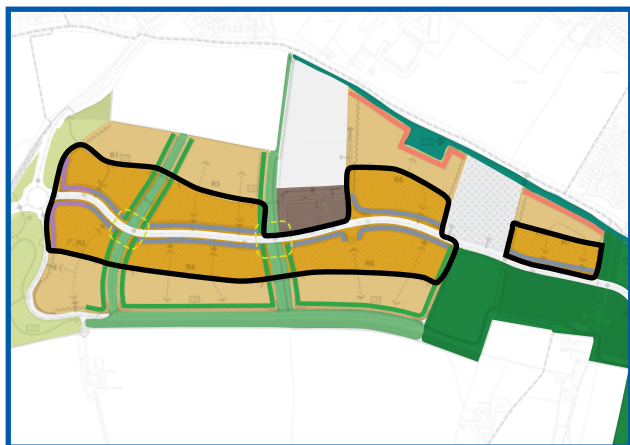
Frontage typologies

- Spine Road frontage
- Gateway edge
- Greenway edge
- Salt Way edge
- Greenway node

Landscape areas

- Parkland Gateway
- Greenway
- Eastern Park
- Salt Way

CORE CHARACTER AREA



Precedent image: Core Character Area

The Core Character Area is the most visible area of the development receiving the highest levels of usage and movement due to the location of the spine road and mix of uses along its length. The Core Character Area will provide the setting for the main thoroughfare for active travel linking to the wider network of pedestrian, cycle and bridleway routes along the Greenways and parkland.

The design approach for the core area presents an arrangement of 'events' which define a journey through the core area with variations marking the gateway, the Greenway Nodes and the Local Centre. The spine road frontage design coding secures key areas of distinction along the length of the spine route, including the approach to materials selection.

High levels of building enclosure are appropriate with emphasis on strong building lines and near continuous frontages (limited gaps between buildings), to provide enclosure to the street and help to express the importance of the spine road.

The Core area will be at a higher density 35–40 dph with a greater proportion of 2½–3 storey homes.

Refer to frontage coding for specific treatments in those areas

- Gateway (page 92)
- Greenway (page 94)
- Spine Road and Greenway Node (page 69)

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Core Area Built Form

- Generally high built form enclosure to streets and spaces.
- Roofs must be pitched with flat roofs permitted in the Local Centre only.
- Regular front garden depths/frontage set-backs (must be a minimum 1.5m).
- Buildings which terminate prominent view corridors or are located in areas where they contribute to wayfinding, such as to connections to the Greenway network, must display feature elements such as chimneys, porches, or dormer windows. Use of gable end frontages and/or corner-turning units would also be appropriate. Bespoke house types will be encouraged.
- Range of 2, 2½ and 3 storey heights.
- 2 storey buildings at the gateway, and increased building heights of 2½–3 storeys around the Local Centre, to define Greenway Nodes and for locations where built form articulation is required (see Regulatory Plan)
- Building heights up to 4 storeys at the Local Centre as part of the contemporary, higher intensity character at the heart of the development.

- General density of 35–40 dph, but with some variation along the spine road. Lower density approach 25–35 dph at the western gateway, rising to 35–40 dph at the Greenway Nodes and highest densities +40 at and around the Local Centre.
- Building and roof lines to be formal and regular but will include some breaks at key locations such as the Greenway Nodes and areas shown on Regulatory Plan.
- Terrace, townhouse and semi-detached predominant house types with groupings of up to 5 units.
- Marker buildings should be gable end frontages and/or corner-turning units to provide variety within the built form.
- Dormer windows and chimneys permitted throughout the character area.

Core Area Materials

- A simple palette of materials must be used with minimal variation.
- 60% red brick; 30% buff brick; 10% light coloured render.
- Red and grey clay plain tiles.
- Grey tiles and white painted door and window returns must be used on buildings fronting the spine road
- Both red and grey tiles are acceptable for areas away from the spine road.
- Ironstone and slate grey tiles at frontage along the Gateway Edge and Greenways and at Greenway Nodes
- Buff brick for buildings that front the Local Centre



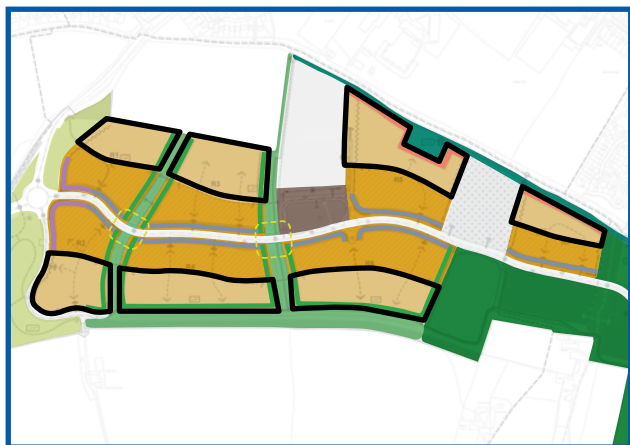
Core Area Boundary Treatments:

- A hard landscaped boundary to provide a more urban and formal character, using either stone or brick wall to match house materials or metal railing (1–1.2m height) and hedging.
- Metal railing (1–1.2m in height) for boundaries fronting the spine road and primary street, except where ironstone used where boundary material must match.
- Visible rear garden boundaries must be 1.8m tall stone or brick walls to match house materials.
- Boundaries to parking courtyards must be 1.8m high
- Brick wall to match house materials.

Core Area Parking

- Up to 25 individual accesses are permitted along the spine road. Private drives are also permitted to serve groups of no more than 5 dwellings. Some visitor on-street layby parking should be provided along the spine road.
- Courtyard and on-plot parking should be provided for homes areas not accessed from the spine road – see Car Parking Typologies (page 79) for more detail.

SUBURBAN CHARACTER AREA



The Suburban Character Area is generally less visible than the core area, receiving lower levels of vehicle traffic and through- movement. The suburban area relates most closely with the strategic landscaping and defines the edges of the site. It will have a more informal and verdant character with strong visual connectivity and close proximity to the Greenways and areas of parkland open space with connections to the PRow network and to Salt Way.

The density of development will be lower than the core, with a greater proportion of 2 storey homes.



Precedent image: Illustrative Suburban Character

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Suburban Area Built Form

- Lower built form enclosure to streets and spaces.
- Roofs must be pitched.
- Variable front garden depths/frontage set-backs (must be a minimum 1.5 m).
- Buildings which terminate prominent view corridors or are located in areas where they contribute to wayfinding, such as to connections to the Greenway network, must display feature elements such as chimneys, porches, or dormer windows. Use of gable end frontages and/or corner-turning units would also be appropriate. Bespoke house types will be encouraged.
- Mainly 2 storey building heights with some 2½ storey buildings.
- General density of 25–35 dph.
- Generally semi-detached and detached house types with some terraces of up to 5 units maximum per group.
- Dormer windows and chimneys encouraged.
- Building and roof lines to be informal and irregular.
- Terrace, townhouse and semi-detached predominant.
- House types with groupings of up to 5 units.

Refer to frontage coding for specific treatments in those areas

- Greenway (page 94)
- Salt Way (Page 98)

Suburban Area Materials

- 60% red brick; 30% textured brick; 10% light coloured render.
- Red and grey clay plain tiles.
- Ironstone and slate grey tiles at frontages along the Salt Way and Greenways



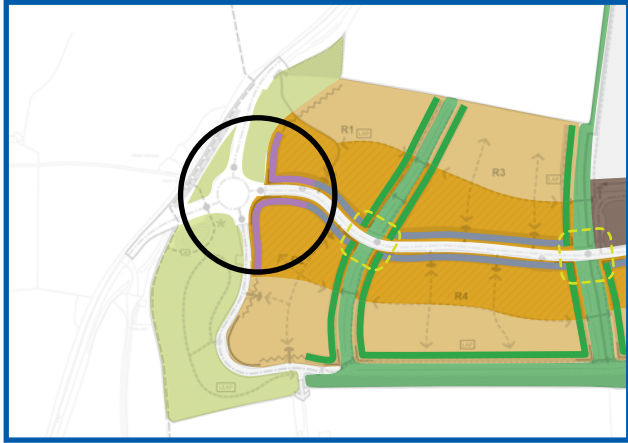
Suburban Area Boundary Treatments

- A soft landscaped boundary to provide a greener and more informal character, using either hedging; trees; or mixed shrubs (see landscape code for indicative species palette)
- Lawn to edge for properties fronting open space
- Boundaries of back gardens which face the public realm must have 1.8m tall brick or stone wall to match house material.
- In locations with higher footfall such as fronting play areas, or adjacent to points of connectivity to Salt Way or to Greenway crossings, harder forms of boundary treatments may be more appropriate to define public and private space. Treatments could include a low wall (materials to match house) or metal railings.

Suburban Area Parking

- Inner private drives must accommodate parking off carriageway.
- Generally on-plot parking with some visitor parking on-street.
- See Car Parking Typologies (page 79) for more detail.

GATEWAY FRONTAGE



The Gateway Frontage creates the first impression of the development as the arrival point to the site.

The realignment of the A361 and creation of a new roundabout access provides the opportunity to create a Parkland Gateway, to act as an interface between the urban edge of Banbury and the surrounding rural landscape. It will provide an attractive arrival landscape and informal recreation space with a natural habitat focus.

Development along the Parkland Gateway will be designed to complement the architectural approach delivered at the adjacent site, Victoria Park. Simple wide fronted two-storey dwellings, built using traditional materials, ironstone and grey slate tiles, with porch details and white painted windows and doorways.



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Gateway Frontage Coding

- Buildings must be 2 storeys in height to define transition between the rural landscape and the new urban edge of Banbury and replicate frontage development at Victoria Park.
- Front garden depths/frontage set-backs must be a minimum 2m
- Layout must reflect a terraced or semi-detached 'cottage' arrangement facing Bloxham Road and fronting the spine road transitioning to detached facing the Parkland.
- Buildings to be simple wide fronted with no projecting front gable
- A consistent building and roof line must be provided to support creation of building "groupings", although there can be some variation in roof and building line between groupings.
- Buildings must front and orientate towards the Parkland, spine road and re-aligned Bloxham Road.
- Front gardens must be laid to lawn or with low shrubs to contribute to a green streetscape.
- Ironstone and grey slate tiles
- Ironstone low boundary walls must be provided to front gardens. Visible rear garden boundaries must be 1.8m tall ironstone walls.
- Buildings must reference traditional features including white painted returns to window and door recess and high proportion to include porches.
- Parking must not be in front of the building line.



Illustrative street view: Gateway

GREENWAY FRONTAGE



The network of Greenways which run north-south through the development and east-west along the southern edge of the development perform important movement, drainage, amenity and biodiversity functions.

The Greenways will provide designed landscape breaks between the development parcels and provide foot and cycle connections between parcels and will form destinations for the new residents.

The development facing onto the Greenways must reinforce the strong visual and physical links to these linear open space features through appropriate design, siting, layout and choice of materials.



Precedent image: Illustrative Greenway frontage

Greenway Frontage Coding

- Within the Core Area a more formal built edge should be provided that must show consistency of building line with minimal variations. Towards the northern and southern Greenway extents variation in building and roof line should be encouraged to provide a looser built form structure to respond to the Suburban Character Area.
- Predominantly semi-detached and detached house types.
- Predominantly building heights of 2 storeys.
- Building heights could be 2½ storeys or 3 storeys (only within the Core area)
- Front garden depths/frontage set-backs must be a minimum 2m
- Opportunity for larger homes at a lower density accessed by private drives which have shared surface design qualities.
- Building must front the Greenway.
- Where side elevations front the open space these must contain windows to activate the façade and provide passive surveillance.
- Layout design must co-ordinate with adjacent residential parcels to ensure ped/cycle N–S and E–W connectivity between parcels and across Greenways (see Regulating Plan).
- Ironstone and grey slate tiles
- Visible rear garden boundaries must be 1.8m tall ironstone walls.
- Front gardens must be laid to lawn with low shrubs.
- Boundaries of back gardens which face the public realm must have 1.8m tall brick or stone wall to match house material.
- In locations with higher footfall such as fronting play areas, or adjacent to points of connectivity to greenway, harder forms of boundary treatments may be more appropriate to define public and private space. Treatments could include a low wall (materials to match house) or metal railings.

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GREENWAY CROSSING POINT ILLUSTRATIVE LAYOUT

Illustrative plan showing a typical layout of a pedestrian / cycle connection across a swale and relationship with adjacent built form and resident street and edge of parcel street.

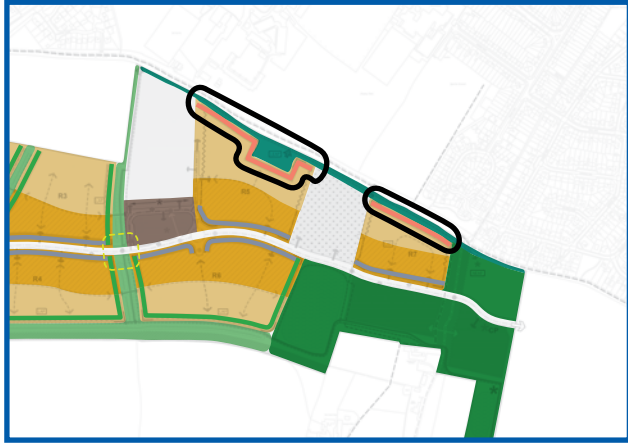


Greenway crossing point illustrative layout demonstrates an appropriate design response to this frontage character area including the creation of connectivity across parcels and within the greenways.

Parcel layout and design to ensure adoptable road is delivered up to boundary of east-west ped/cycle connections across greenway to secure permeability between parcels (see regulating plan for locations).

Buildings which terminate prominent view corridors or are located in areas where they contribute to wayfinding, such as to connections to the greenway network, must display feature elements such as chimneys, porches, or dormer windows. Use of gable end frontages and/or corner turning units would also be appropriate. Bespoke house types will be encouraged.

SALT WAY FRONTAGE



Development facing onto Salt Way will provide an opportunity for larger family housing at a lower density and height as part of a considered transition from the built development to the rural landscaped edge.

Condition 37 of the outline permission states that no part of any building shall be located within 20m of any part of the Salt Way restricted byway track unless otherwise agreed with the prior written agreement of the local planning authority. The design response creates an opportunity for new homes to overlook a landscaped space, that includes leisure routes. Housing in this area should be of a more informal character to respond to the rural landscaped edge.

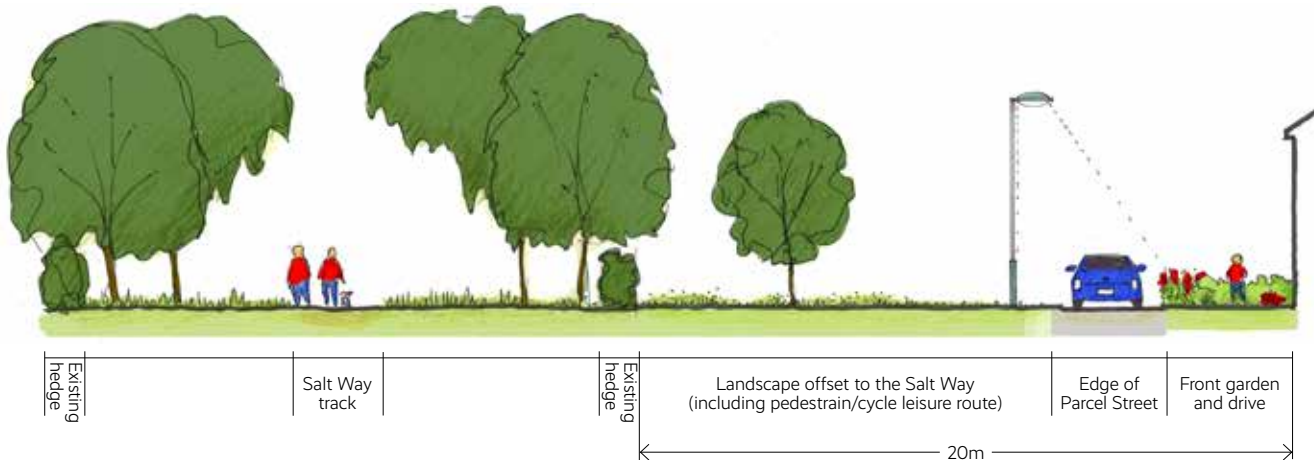


Precedent image: Illustrative Salt Way Frontage

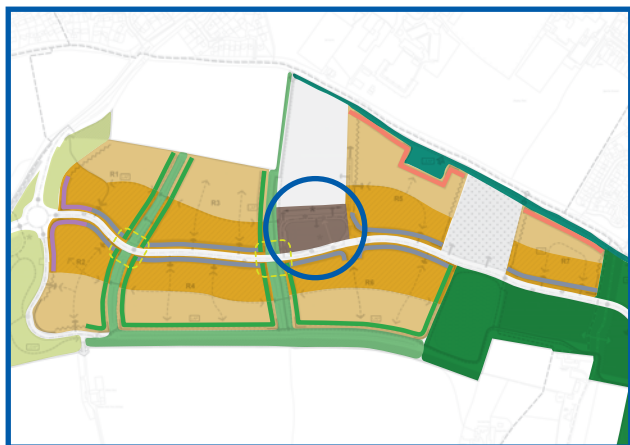
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Salt Way Character Area Frontage Coding

- Generally informal and stepped building line consisting of semi-detached and detached house types. Some variation in roof line achieved through changes in building orientation.
- For housing that fronts the LEAP open space, the building and roof line must be formal and regular to provide enclosure and definition to the formal play space.
- Building heights of 2 with some 2½ storeys.
- Building frontages are generally to face the Salt Way and must face LEAP open space. Where side elevations front the open space these are to contain windows to activate the façade and provide passive surveillance.
- Garden boundaries to generally be laid to lawn with low shrubs and hedging used to protect vulnerable corners from corner-cutting.
- Garden boundaries which face the LEAP open space to have 1m tall metal railing with clipped hedge to contribute to a more formal streetscape.
- Front garden depths/frontage set-backs must be a minimum 2m.
- Ironstone and grey slate tiles.
- Visible rear garden boundaries must be 1.8m tall ironstone walls.
- In locations with higher footfall such as fronting play areas, or adjacent to points of connectivity to Salt Way, harder forms of boundary treatments may be more appropriate to define public and private space. Treatments could include a low wall (materials to match house) or metal railings.



LOCAL CENTRE



Introduction

The Local Centre lies at the heart of new community. Located along the central spine road, connected to the walking and cycling network by the 3m shared foot/cyclepath that defines its southern boundary, and the bridle route that runs along its western edge connecting to Salt Way.

The Local Centre will accommodate a range of local retail and community uses including provision of a community hall with garden. Co-located adjacent to the new primary school, the Local Centre will provide a focus for community activity for the development. There is an opportunity to provide a small number of residential dwellings above the retail units.

A public bus stop is located to the south and a separate school bus stop is located to the north, in front of the primary school.

L&Q Estates will design, seek approval for and contract the construction of the community hall. A selected retail operator will deliver associated retail and Local Centre units.

The design of the Local Centre and “school loop” highway, has been informed by discussions with Oxfordshire County Council education and highways, to ensure that appropriate access provision for the primary school is made, that school bus stop and traffic calming measures are provided for, and the design of the Local Centre demonstrates a clear and defined pedestrian and cycle route through, to connect the primary school and spine road. It must also encourage outdoor places for people to gather and meet. These design considerations must be considered carefully against the parking requirements.



Local Centre Coding

Reserved matters applications for development within the local centre must demonstrate the following:

Layout

- Clear and direct pedestrian route through the Local Centre between the bus stop (spine road) and primary school frontage.
- Fully accessible public realm, avoiding unnecessary level changes and steps.
- A contemporary approach to architecture with simple design and minimalist variation of materials with a focus on durability and sustainability.
- Entrances to the retail, community facilities and residential components to be considered in the design of the public realm to ensure they positively address the street.
- Careful consideration of servicing and delivery access, designed to avoid conflicts of interest between vehicles and people.

Scale and Materials

- External buildings must be light red-orange/ grey brick/ light coloured render with grey roof tile.
- Façade metal work to be in dark grey colour.
- Materials should be of simple design and minimal palette variation.

Landscaping and Public Realm

- Formal planting that is urban in character with areas of herbaceous and shrub planting within the public realm.
- A social space with a balance of hard landscaped areas and garden spaces to allow for a flexible range of activities including provision of seating (with backs).
- Focal trees and public artwork providing distinctiveness.

Parking

- A car park incorporating disabled, family, resident, and visitor parking in accordance with Cherwell's Design Guide and OCC parking standards.
- Electric charging points.
- Secure bike parking in a convenient and accessible location.





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Additional architectural design guidance that should be encouraged in the design of the Local Centre includes the following:

- Glazing used to ensure visually permeable façades that face the public realm.
- Biodiverse roofs and integration of PV cells.
- Colonnades used as architectural features to link architecture and public realm.
- Changes in brick coursing used to create feature panels at key locations.
- Opportunities for informal (unequipped) play should be integrated where appropriate and safe.



ILLUSTRATIVE LAYOUT FOR THE LOCAL CENTRE

-  Indicative footprint of mixed use units
-  Indicative footprint of Community Centre
- 1. Public realm with potential café seating and public art
- 2. Potential area of soft landscape with play opportunities
- 3. Community Centre garden
- 4. Arrival space to Community Centre
- 5. Parking and disabled spaces for Community Centre
- 6. Electric vehicle charging points
- 7. Loading area and staff parking
- 8. Covered cycle parking
- 9. School bus stop
- 10. Car parking
- 11. Bus stop
- 12. Pedestrian priority raised table
- 13. Planting and seating
- 14. Tree planting
- 15. Primary school site
-  Pedestrian / cycle access
-  Vehicular access

Local Centre Development Parameters

As sets out at page 3 of this Code, it is agreed that the Local Centre coding provided within this document to address Condition 6 of the outline consent, will also secure approval of the Local Centre design parameters referred to within the S106.

Local Centre parameters required collectively by condition and S106 include the following:

- An indication of uses within the Local Centre;
- Amount of development proposed for each use;
- An indicative block plan layout, including car parking arrangement; and
- Scale parameters of buildings.

An indicative block layout is provided to help illustrate how the Local Centre could be laid out in accordance with the local centre development parameters, mandatory coding and design guidance.

Below is a schedule of the development parameters, that must inform reserved matters submissions for uses within the local centre.

Local Centre Uses	Community, Retail, Office, Potential for residential uses on 1st, 2nd, 3rd floor. Uses to be to be determined through reserved matters.
Amount of development proposed for each use	<u>Mixed Use/ Retail Units:</u> Mixed-use building(s) with active ground-floor uses and residential uses above. To include a convenience store of between 250sqm and 500sqm GIA (unless otherwise proposed by the Owner and agreed in writing by the District Council) in addition to a minimum of three other units (in a combination of retail, office and community Use Classes). Indicative footprint shown, to be determined through reserved matters. <u>Community Building:</u> Approx 550sqm and community garden Indicative footprint shown, to be determined through reserved matters and in accordance with Community Facility Outline Specification in s106.
Scale Parameters for buildings	<u>Mixed Use/ Retail Units:</u> Up to 4 storeys in height (12.5m). Flat roofs are acceptable to achieve a 4 storey building <u>Community Building:</u> single storey up to 7m
Access Points	Vehicular access point from northern loop 2 pedestrian access points to south; 2 pedestrian access points to north; 1 pedestrian access point from west.
Car Parking	The parking quantum shown in the illustrative layout is consistent with OCC parking standards for the floorspace quantum shown illustratively. The S106 for the community building requires 9 parking spaces (including 2 wider/ disabled bays) which are shown closest to the hall. The layout also includes additional disabled parking pays, electric vehicle parking bays and covered cycle parking. If reserved matters proposals include an element of apartments, residential parking will need to be designed in and accommodated as part of the reserved matters scheme.

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CHARACTER AREA CODING MATRIX – CORE CHARACTER AREA

	Density	Height	Enclosure	Built Form	Landscape	Materials	Boundary Treatments	Parking
Core Character Area	General density of 35–40+dph, Some variation along the spine road with lower density areas of 25–35dph at the Gateway	Range of 2, 2½ and 3 storey heights. Highest building heights around green way nodes and local centre	Medium–high	Generally consistent building and roof lines but will include some breaks at key locations such as the green way nodes Regular front garden depths/ frontage set-backs (must be a minimum 1.5m) Terrace, townhouse and semi-detached predominant house types	Plot frontage planting will consist of a mix of ornamental shrub species that can be formally clipped, or allowed to grow more naturally Species will seek to add texture, colour and seasonal interest (see landscape code for list of indicative species)	60% red brick; 30% buff brick; 10% light coloured render Red and grey clay plain tiles	A hard landscaped boundary to provide a more urban and formal character. 1–1.2m height railings, brick or ironstone wall (must match house materials) Visible rear garden boundaries must be 1.8m stone or brick walls to match house materials Boundaries to parking courtyards must be 1.8m high and brick wall.	Rear parking courts along spine road – some visitor on street parking and some on plot parking to serve individual/private drives

CHARACTER AREA CODING MATRIX – SUBURBAN CHARACTER AREA

	Density	Height	Enclosure	Built Form	Landscape	Materials	Boundary Treatments	Parking
Suburban Character Area	General density of 30–35 dph	Generally 2 storeys with some 2½ storeys	Low-Medium	Building and roof lines to be informal and irregular Front garden depths/frontage set-backs must be a minimum 1.5m Generally semi-detached and detached house types with some terraces of up to 5 units maximum per group.	Informal and verdant character with strong visual connectivity to the green ways and areas of parkland. Less formally clipped and providing vibrant colours and seasonal interest (see landscape code for list of indicative species)	60% red brick; 30% textured brick; 10% light coloured render. Red and grey clay plain tiles.	Soft landscaped boundary to provide a greener and more informal character, using either hedging; trees; or mixed shrubs (see landscape code for indicative species palette) Visible rear garden boundaries must be 1.8m stone or brick walls to match house materials Boundaries to parking courtyards must be 1.8m high and brick wall.	Generally on-plot parking with some visitor parking on-street Mews accommodate on-street parking

...continued

Spine Road Frontage and Green Way Node	<p>Spine Road:</p> <ul style="list-style-type: none"> • Regular front gardens depths/ frontage sets backs min.1.5m • Predominantly semi-detached and terraced house-types. • Building frontages must face the spine road, (for dual frontage homes, at least one frontage must face the spine road). • Predominant use of red brick. • Grey plain roof tiles. • White painted door and window returns. • Frontage boundary treatment to be 1–1.2m metal railings. <p>Greenway Node:</p> <ul style="list-style-type: none"> • Greenway Nodes to be designed as a grouping with a spine road frontage of at least 20m • Increased frontage offset of min. 2.5m to provide • Simple wide fronted detached, semi-detached or terraces. • Built form must address the spine road and Greenway. • Boundary treatment to be hedge (no metal railing). • Ironstone and grey slate roof tile.
Greenway Frontage	<ul style="list-style-type: none"> • Consistency of building line with minimal variations within the Core Areas. Towards the northern and southern Greenway extents (Suburban Character area) variation in building and roof line should be encouraged. • Predominantly semi-detached and detached house types. • Predominantly building heights of 2 storeys, some could be up to 2½ storeys (or 3 storeys within the Core area only). • Front garden depths/frontage set-backs must be a minimum 2m. • Building must front the Greenway. • Ironstone and grey slate tiles.
Gateway Frontage	<ul style="list-style-type: none"> • Buildings must be 2 storeys in height. • Layout must reflect a terraced or semi-detached 'cottage' arrangement facing Bloxham Road and fronting the spine road transitioning to detached facing the Parkland. • Buildings to be simple wide fronted with no projecting front gable. • Consistent building and roof line to support creation of building "groupings". • Ironstone and grey slate tiles. • Buildings must reference traditional features including white painted returns to window and door recess and high proportion to include porches.
Salt Way Frontage	<ul style="list-style-type: none"> • Generally informal edge of stepped 2 storey building line consisting of semi-detached and detached house types. • More formal and regular building and roof line around the LEAP open space to provide enclosure and definition. • Building heights of 2 with some 2½ storeys. • Building frontages are generally to face the Salt Way and must face LEAP open space. • Front garden depths/frontage set-backs must be a minimum 2m. • Ironstone and grey slate tiles.

CHARACTER AREA CODING MATRIX – LOCAL CENTRE AREA

	Density	Height	Enclosure	Built Form	Landscape	Materials	Boundary Treatments	Parking
Local Centre Area	+40dph	Up to 4 stories – flat roofs permitted	Open	Contemporary approach to architecture, simple design minimal variation of materials Focus on durability and sustainability. Biodiverse roofs and PV panels encouraged	Formal planting that is urban in character with areas of herbaceous and shrub planting within the public realm A social space with a balance of hard landscaped areas and garden spaces to allow for a flexible range of activities including seating areas. Focal trees and public artwork providing distinctiveness.	External buildings must be light red-orange/ grey brick/ light coloured render with grey roof tile Façade metal work to be in dark grey colour Minimal mixing of materials within facades	Use of low hedging and tree planting to define public realm whilst allowing visual permeability. Close board fencing to rear servicing for retail units	Parking to be provided in the car park incorporating disabled, and visitor parking accordingly. Provision of electric vehicle charging points and cycle parking

7 SUSTAINABILITY

A comprehensive approach to sustainability has already been taken in the design of the development to date, evident in the layout and design of the walkable neighbourhoods and open space network which provides a multi-functional resource for biodiversity, active travel and informal recreation and sustainable urban drainage and allotments for local food production.

Sustainable practice and design will continue through the architectural design and detailing of the buildings and spaces. This section provides sustainability guidance to developers and housebuilders and should be referred to as part of the preparation of reserved matters applications.

Cherwell District Council recognise the importance of sustainability have declared a Climate Emergency and are now working with Stakeholders to develop an effective District-wide response to the Climate Emergency, taking into account both production and consumption emissions with a view to hit net zero by 2030.



SUSTAINABLE AND ACTIVE FORMS OF TRAVEL

Active travel

The development promotes walking and cycling through the provision of lit foot/cycle routes along the spine road and lit footways within residential parcels. The pedestrian and cycle network is supported by a network of more leisure routes to be provided as part of the strategic open space (Greenways) that provide connectivity within parcels and (off-site) destinations and footpaths, as well as encouraging internal sustainable movement to key on-site destinations such as the Local Centre, the primary school, and formal areas of open space.

The Regulating Plan identifies the provision of the non-vehicular routes and connections within the site and provides guidance for their width and surfacing. The detailed alignment will be determined through reserved matters applications.

The Code provides guidance for the provision of cycle parking facilities, including public cycle parking at the formal play areas, sports pitches and Local Centre (Chapter 5).

Sustainable transport

A bus service will run along the spine road with bus stops located at regular intervals at key points within the development including the sports pitches and local centre. Bus stops are identified on the regulating plan. The code includes principles which must be applied to ensure the bus service for the development is efficient, operates safely and has bus stops which are legible and accessible to all (Chapter 5). Bus service provision is included as part of the S106 legal agreement which secures number and location of bus stops through the development and financial contributions to support the service.

Pursuant to Condition 27, L&Q Estates will submit a Framework Travel Plan that will set out key objectives to promote travel by sustainable transport modes for residents of the new development. Separately, a Travel Plan will be prepared by the owners of the commercial units within the Local Centre.

WELL BEING AND HEALTHY LIVING

The development delivers community, local retail, education and recreation provision for the new residents that encourages living locally – and helps reduce the need to travel for day to day needs. The mix of education and community uses co-located around the local centre, which sits centrally within the development will provide a focal point for the new community and support community engagement and activity.

Two adult football pitches and sport pavilion are provided within Eastern Park, supported by a play area for older/teen play. Allotments will also be located south of the sport pitches, adjacent to the existing allotments north of Wykham Lane. Allotments are a valuable source of local fresh food production and community interest and that can facilitate the promotion of outdoor learning, work and play opportunities for all age groups and abilities.

Strategic open spaces are provided at along the edges of the development and between residential parcels, these spaces incorporate a connected network of leisure routes and connections to existing PRoWs which provide recreation and exercise space for all within a five-minute walk from homes.

The development will include public art which will be located at the Parkland Gateway to the development, at the Local Centre, and near the NEAP within Eastern Park. The art will provide visual interest and sensory richness and will contribute to the character and quality of a place. There are opportunities to involve the local community in the design and selection of the art pieces.

SUSTAINABLE DRAINAGE

The use of Sustainable urban Drainage Systems will help reduce the volume and rate of surface water run-off from the site. The drainage strategy employs storage methods such as ponds and swales in order to attenuate flow, remove pollutants, and ensure that runoff to existing watercourses is restricted according to the existing hydrology of the site. SuDS elements are sized to accommodate increased flows from potential future climate change.

SuDS is embedded in the strategic open spaces (Greenways and Eastern Park). Chapter 4 identifies the multifunctional qualities of the surface water strategy which provides for new habitat creation including aquatic habitat; retention of trees and hedgerows, landscape buffers as well as coded sections of leisure routes.



DESIGN AND CONSTRUCTION

Local Plan Policy ESD 3 'Sustainable Construction' encourages developers to incorporate sustainable design and construction measures to support the delivery of sustainable development. Reserved matters application should demonstrate how the design, layout and materials proposed have been informed by sustainable choices. Measures could include enabling secure opening of windows in the night to provide passive cooling; as well as shading of homes in the daytime achieved through efficient layout, orientation, internal space configuration and planting.

A number of measures can also be considered to improve energy resilience of non-domestic buildings such as external solar shading to reduce unwanted solar gain; assessment of key overheating risks as part of the detailed design process; and use of thermal mass and free night cooling strategies.

The approved outline S106 specifications for the community building and sports pavilion, both to be delivered by L&Q Estates, requires their design and construction to meet BREEAM 'very good' standard. Condition 36 of the outline consent includes a requirement on all non-residential buildings to be designed and constructed to achieve at least BREEAM 'Very Good'.

Primary school design must be in compliance with Oxfordshire County Council energy, water and building standards.

A Construction and Environmental Management Plan pursuant to Condition 49 of the outline consent will provide a set of measures to safeguard the environment during the construction process which developers must accord with. A Landscape and Ecology Management Plan (LEMP) pursuant to Condition 18 of the outline planning permission will protect habitats of importance to biodiversity conservation from loss or damage and will provide details for the future management of these spaces which developers must accord with. The S106 agreement states that the site will be managed and maintained by a management company. The Council will require the submission and approval of a management scheme, which will include the frequency and standard of maintenance for all open spaces and play areas.

The planting palette and species selection contained within this Code will deliver a mix of native and ornamental species including deciduous and evergreen species, and wetland and flowering species which are pollinator friendly to encourage biodiverse habitat.

ENERGY

The development will look to incorporate low carbon / renewable energy measures and increased efficiency in line with local and national policy.

All residential parcels must demonstrate compliance with Condition 21 which requires developers to submit an energy statement demonstrating how that phase will achieve a 10% reduction in carbon emissions above the 2013 building regulations.

The Energy Statement, prepared by Turley, provides relevant guidance on the inclusion of low carbon and renewable energy technologies for new homes and buildings.

Appropriate technologies include solar photovoltaic tiles, solar thermal hot water, heat pump systems and wastewater heat recovery. Preferred solutions for meeting this obligation will be considered during the detailed design phase.

The development also promotes the prioritisation of a 'fabric first' approach. A fabric first approach will deliver long term reductions in energy costs for residents. The Local Centre coding includes provision for charging of electric vehicles. Housebuilders are also encouraged to provide an electrical connection point to facilitate electric vehicle charging.

WATER RESOURCES

The development will provide wider benefits to the local areas by ensuring water demand is substantially reduced and that water resources are capable of accommodating the demands of the site and surrounding area.

All residential parcels must demonstrate compliance with Condition 30 of the outline planning permission which requires developers to construct homes that achieve a water efficiency limit of 110 litres person/day.

All new homes will achieve domestic water consumption of 110 litres/per/person/day. The water efficient appliances that could be included in the properties are; dual flush toilets, low flow showers and spray taps. There are also opportunities for rainwater harvesting.



WASTE AND RECYCLING

Cherwell Residential Design Guide provides guidance to ensure that suitable provision for the storage and collection of waste is integrated into the street layout, building and plot design.

Key design principles that should inform detailed design are:

- Bins should be accommodated within the curtilage of buildings within appropriate ventilated bin stores/enclosures in front gardens.
- They must be integrated within the building or at the side or back of the dwelling.
- If bin stores are visible from the street these should be of a simple design and have an integrated approach with the landscape strategy and be enclosed by walls of the same material as the property.

Residents of apartments, Local Centre and Primary School will require access to communal bin stores. These will be required to be screened.

All residential parcels must demonstrate compliance with Condition 29 of the outline planning permission which sets out requirements for bin provision for each property.

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IMPLEMENTATION

This section presents a high-level delivery strategy for the development and sets out the roles and responsibilities for the implementation of the site, from site preparation to delivery of homes.

DELIVERY

Roles and Responsibilities

L&Q Estates intend to implement the strategic infrastructure within the development and will therefore retain a long-term interest in the development of Wykham Park Farm, adopting the role of 'Master Developer', directing and co-ordinating the design, approval process and delivery of specific elements in consultation with Cherwell District Council and Oxfordshire County Council.

The strategic infrastructure which L&Q Estates will be responsible for implementing includes site access and primary and secondary street infrastructure; strategic open space & landscaping to include sustainable urban drainage features, cycle/footways; bridleway section; allotments and sport pitches and NEAP.

Delivery Strategy

Site Preparation

L&Q Estates will prepare the site for construction, including the site works and clearance works required to construct appropriate ground levels for the site.

Construction of the spine road and primary streets – L&Q Estates will design, seek approval for, and contract the construction of the spine road and primary streets street planting, street lighting and furniture as well as underground utilities.

Strategic open space and landscaping – L&Q Estates will design, seek approval for, and contract the construction of swale and attenuation features; sports pitches and associated pavilion and car parking; allotments; and the NEAP.

Parcelisation

The Regulating Plan provide parcel references which will help provide consistency for implementation. House-builders will be responsible for the construction of new dwellings, residential streets within parcels and smaller scale open spaces which could include areas for play.

School Sites

L&Q Estates will carry out the site preparation works for the primary school; and land for sports pitches for secondary school. Both elements will be designed and delivered by Oxfordshire County Council.

Local Centre

L&Q Estates will design, seek approval for, and contract the construction of the community hall and will work with a selected retail operator to assist the delivery of associated retail and local centre uses.

Management and Maintenance

L&Q Estates will maintain the open space through the construction stage and thereafter it will be transferred to the relevant body under the provision of the S106 agreement.

All roads (with the exception of private drives) will be built to adoptable standards and will be adopted and maintained by Oxfordshire County Council and Local Highway Authority.

