



Parcel R, Kingsmere, Bicester Design and Access Statement

Corstorphine & Wright

REVISION	DATE	NOTES
00	June 2023	First Issue
01	September 2023	Document revised in include feedback from planning consultant
02	September 2023	Document revised in include feedback from planning consultant
03	October 2023	Document revised in include feedback from planning consultant
04	October 2023	Document revised in include feedback from planning consultant
P05	October 2023	Planning Issue
P06	October 2023	Document revised in include feedback from planning consultant
P07	October 2023	Document revised in include feedback from planning consultant

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1.0 Introduction

1.1 Document

This Design and Access Statement (DAS) has been prepared in support of a hybrid application comprising (i) in FULL, the construction of an 82 no. apartment affordable extra care home (class C2) with associated bistro, open space, landscaping, car/cycle parking, service infrastructure (drainage, highway, lighting), engineering operations, creation of new vehicular access and re-instatement of existing access to footpath, and (ii) in OUTLINE, the construction of a maximum of 14 market residential dwellings (class C3), on land known as Parcel R, Kingsmere, Bicester.

This statement has been prepared by Corstorphine and Wright Architects, with input from Rapleys, RPS Group, Arc Engineers, Royal Haskoning DHV and Cudd Bentley.

The Town and Country Planning (Development Management Procedure) (England) Order 2015 states that a DAS must:

- Explain the design principles and concepts that have been applied to the development
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account,
- Explain the policy regarding access, and how policies relating to access in relevant local development documents have been taken into account.
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation, and
- Explain how any specific issues might affect access to the development have been addressed.

This statement outlines the development of the site layout and concept, including a thorough understanding of the context, detailing the physical constraints of the site and how the proposal has been adapted to suit.

The analysis covers the immediate site context as well as the surrounding environment in order to fully inform the design proposals. This Design and Access Statement explains the design rationale behind the proposals and describes it through the use of block and flow diagrams.

The statement focuses on the extra care element of the proposal as this is the detailed element of the application. The design of the outline part of the application is considered through the medium of the approved Design Code adapted as appropriate to the application circumstances.

Best practice design principles have also been adopted and incorporated into the extra care home design process, to ensure that the development creates a building which is appropriate for its physical, social and economic context. This statement also explains how inclusive access has been considered throughout the evolution of the design.



1.2 Planning Context

Outline planning permission was granted in May 2017 under 13/00847/OUT for the development of Phase 2 Kingsmere, comprising some 709 dwellings and associated uses, including a 60 bed care home. A Design Code was subsequently approved, setting out how the reserved matters for the site would be brought forward. Reserved matters were brought forward for the strategic infrastructure including the primary streets/spine road & strategic open space and landscaping in 2018. With a few exceptions, these have now all been delivered by Countryside. Residential parcels have been sold to housebuilders which all have planning permission and will continue to deliver over the next few years. Work has also now started to deliver the proposed primary school opposite Parcel R. Under the outline permission Parcel R was identified for/to be marketed for either a 60 bed extra care home or retirement living accommodation. If the marketing process did not lead to those uses, then the parcel could be brought forward for residential purposes.



KEY

Parcel R 

2.0 Site Analysis

2.1 Site Location

Bicester is a town and civil parish in the Cherwell district of Oxfordshire. It is a historic market town which is undergoing considerable development in the form of a number of urban extensions. The site is located within Phase 2 of the south-west Bicester urban extension area.

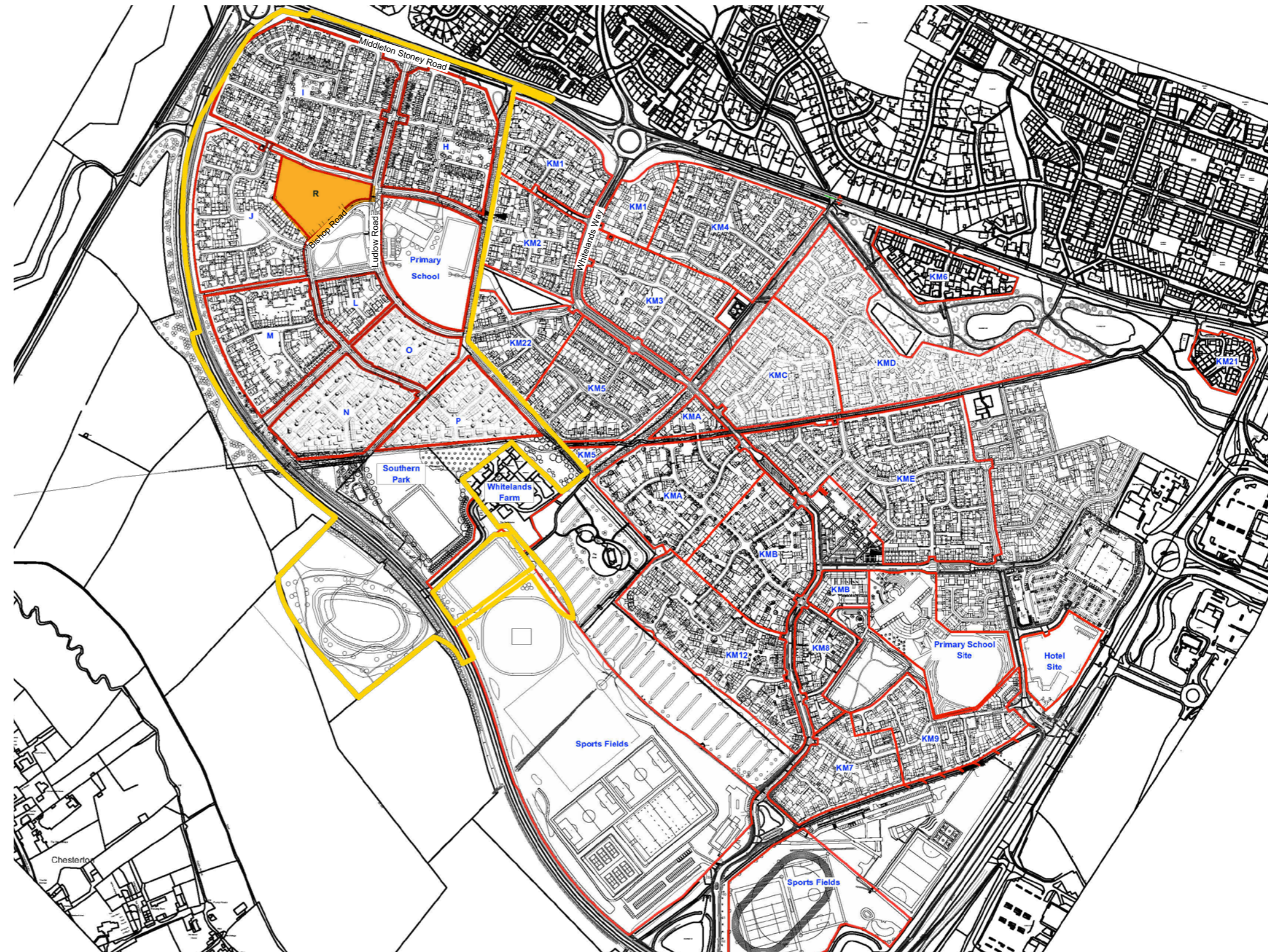
- Wider Development Area
- Phase 2 Development Area
- Site Location



2.2 Phase 2 Kingsmere

Phase 2 Kingsmere contains the site relating to this proposal shown as site R. The surrounding zones H,I,J,M,L are all to be developed as residential housing. Parcel R faces onto the recently constructed Central Park and the Primary School Site.

Illustrative Plot Layout



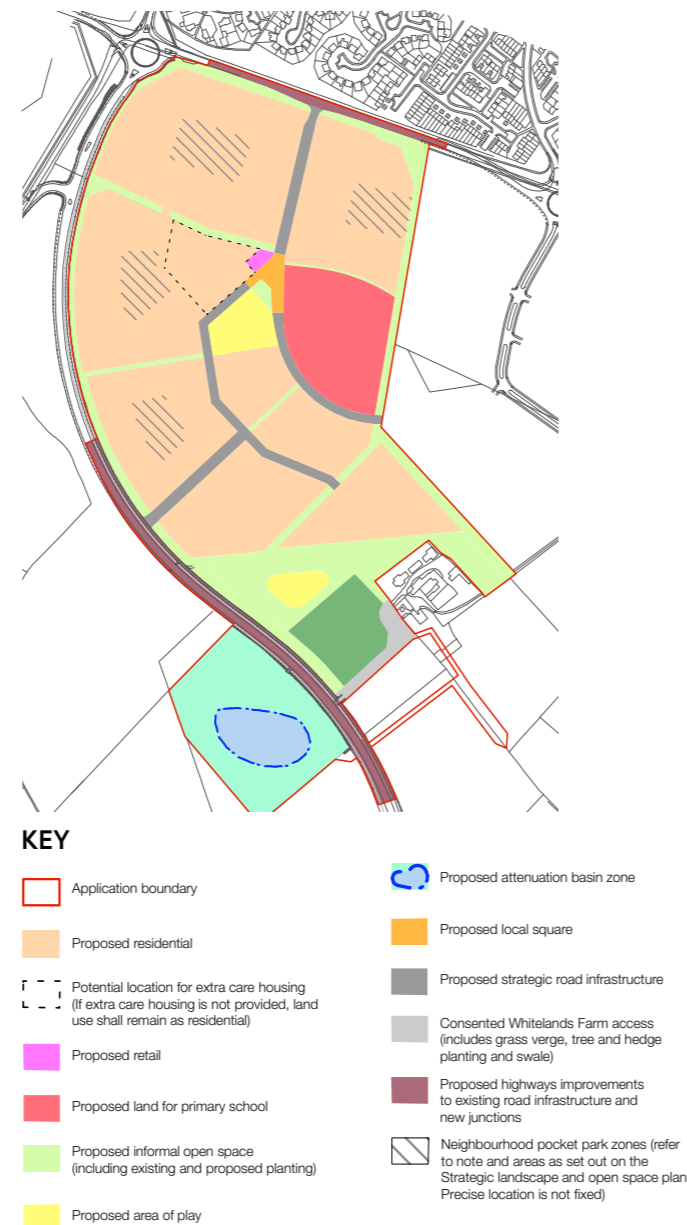
- Parcel R
- Phase 2 Development

2.3 Phase 2 Design Code Principles

The Design Code for the wider Phase 2 Kingsmere development was approved in 2018. The vision is to deliver a high quality vibrant community that will integrate well with Kingsmere Phase 1. The proposals for Parcel R, which lies within the Core Character Area, need to have regard to the design principles and parameters of the approved Design Code. The following section provides extracts from the approved Design Code that are of particular relevance to Parcel R.

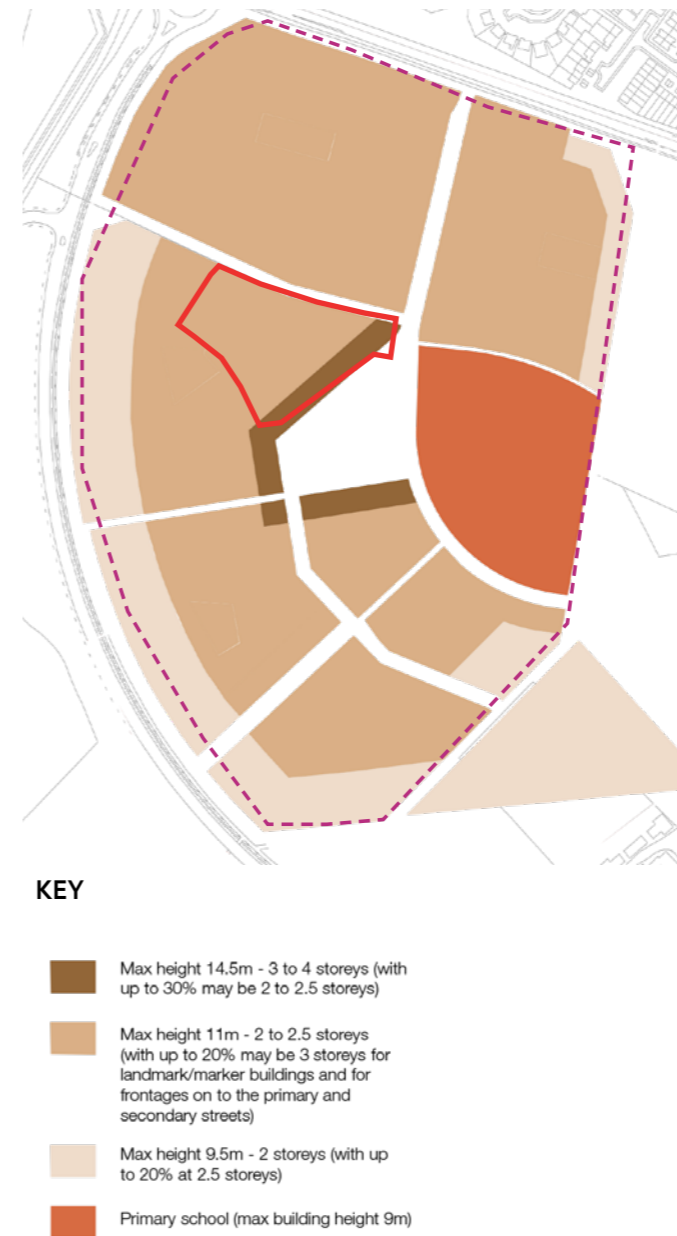
Land use context (page 18-19 of the Code)

The approved land use parameter plan includes an area for extra care. The Code states this should be outward looking, follow character coding and integrate with the surrounding area. The land use plan states that if extra care is not provided then this land should remain as C3 residential.



Building height (appendix in Code)

The Design Code shows that the site boundary onto the park is able to have a maximum height of 14.5m (3-4 storeys) and that up to 30% of the residential frontage around the central square can be 2-2.5 storeys. The remainder of the parcel indicates a maximum height of 11m or 2-2.5 storeys, with up to 20% of development able to increase to 3 storey as a "marker building"



Cycle parking (page 91 of the Code)

Provision must be made for covered and secure cycle parking/storage. It must be to OCC standards and be designed to deter theft, avoid blocking circulation routes and convenient for the user.

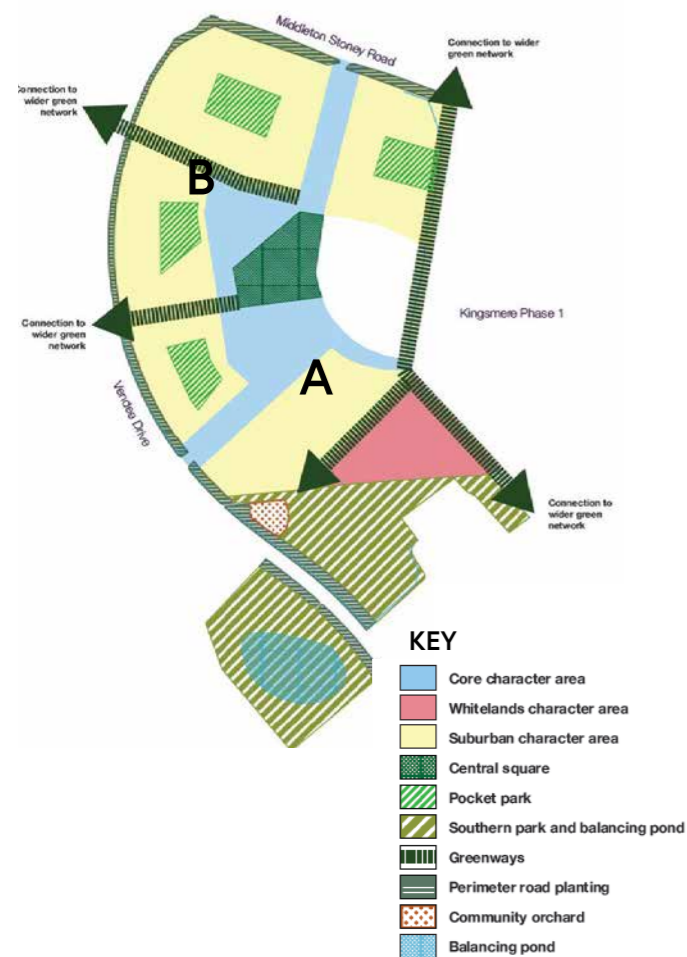


Landscape Strategy (page 106 of Code)

The landscape-led vision and approach includes the early delivery of key open spaces and structural landscaping the result of which means "greener streets" particularly in Phase 2. Landscape treatments will reinforce the character areas identified in the Design Code and the individuality of the different suburban edge treatments, with careful consideration given to the relationship between greenways and adjacent landscape and open spaces.

In the central square, plot boundaries are to comprise 1000mm railings with shrub planting behind.

All hedge planting to be a minimum of 5L pot size, with other hedge and shrub planting in publicly visible areas to be a minimum of 5L pot size for shrubs and 3L for herbaceous and ornamental grass species to ensure a minimum of 75% coverage after growing season.



Central Square

Parcel R fronts the Central Square, the key elements relevant to it are:

- development overlooking it to be natural limestone, as per coding (pages 42-42, with specific reference to the note on retail/extra care),
- homes around the square to feature railings as frontage boundary treatment.



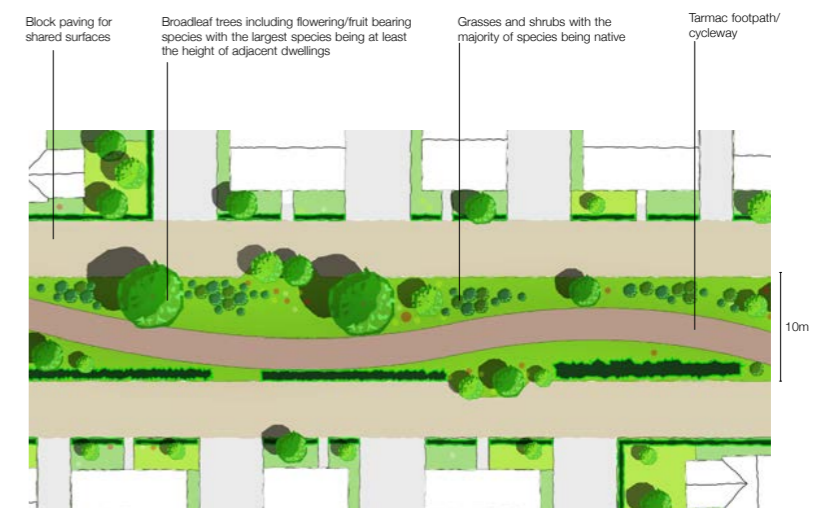
- 1 LEAP
- 2 Mounds for informal play
- 3 Zebra crossing
- 4 School coach bay
- 5 Cobble rumble strips
- 6 Large open space for informal play
- 7 Seating area
- 8 Minimum 20 parent drop-off bays within central square
- 9 Potential retail location. Preferably this could be located on the southern edge of the square 9a subject to approval by CDC, but this is not fixed

Connection to wider Green Network

A minimum of 50% front gardens along the southern boundary of the greenway need to be a minimum of 3m deep.

Careful consideration must be given to the relationship between the greenway and adjacent landscape and open spaces.

Footpaths should provide a permeable network through the proposals with good surveillance over key routes.



Refuse Strategy (page 96 of the Code)

The site layout is to be designed to allow the collection of refuse and recycling from the adoptable highway.

Streets must be designed to accommodate refuse vehicles and meet the necessary OCC standards in relation to turning areas and roadway construction.

Storage areas should accommodate bins currently provided by CDC and be able to adapt to changing technologies.

2.4 Existing Site Context

The site is in a state of transition with construction at different stages of progress across the masterplan. Amongst the housing are a few outliers / public buildings which stand out from the housing types and become points of interest.

The site as a whole has a consistent palette of materials which is picked up through the Design Code and should be continued through into the proposed development.



View 1



View 2



View 3



View 4



View 5



View 6



Aerial of Cleared Site:



View 7



View 8



View 9

2.5 Immediate Site Boundary - South East

The South East of the site faces onto the park and development land beyond. The primary road (Ludlow Road) running North from the site can be seen in View 1. The streetscape should be carefully considered in relation to the corner elevation of the proposals.



View 1 -



View 2 -



Aerial of Cleared Site:



View 3 -

2.6 Immediate Site Boundary - North East

The street to the North of the site will have a different character which is focussed on the residential properties that line the Northern edge of the road. The massing of the development should be sympathetic to this and help create a successful residential streetscape with the greenway along the north boundary.



View 1



View 2



View 3



View 4



View 5



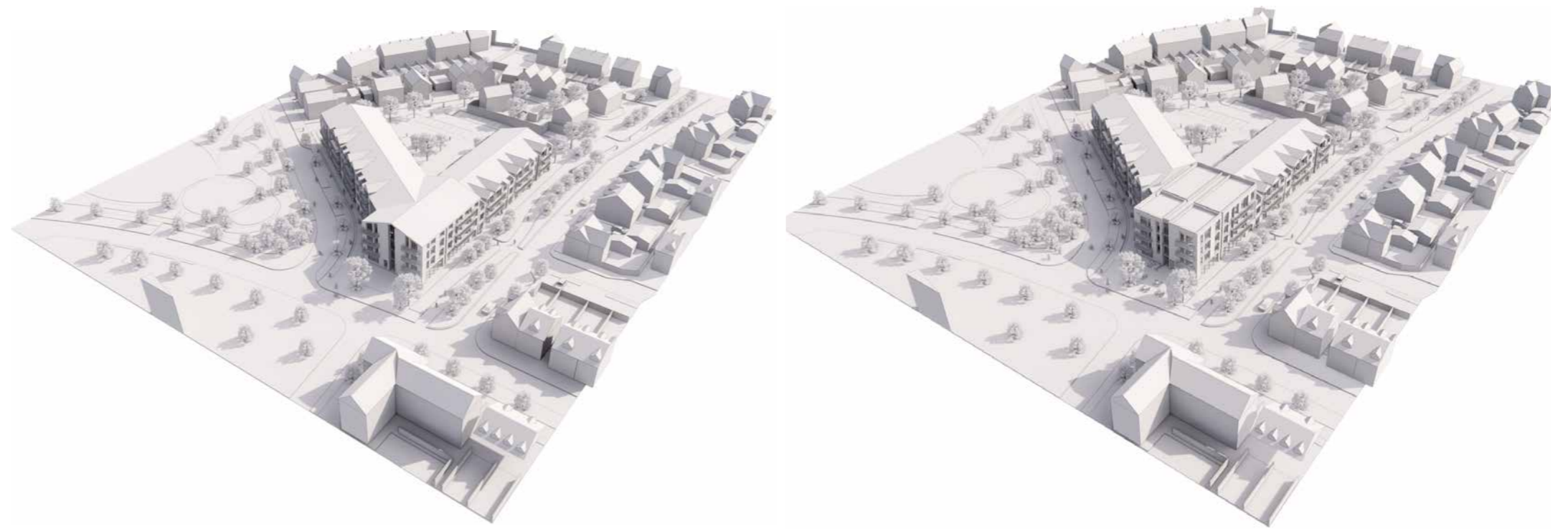
Aerial of Cleared Site:

3.0 Development Options

The design brief was to provide an extra care building for between 65-82 apartments and associated communal space, 12-15 C3 dwellings, appropriate car/cycle parking and external amenity space. Various iterations of the site layout, extra care building design and orientation were considered during the pre-application process, whilst having regard to the identified constraints, opportunities and approved Kingsmere Design Code.

The various design options are set out in the following sketches, in order to try and achieve the required accommodation. Balancing this need with the concerns of Officers in respect of height and massing of the extra care building relative to the C3 dwellings and effect on the greenway to the north, achieving a consistent building and sense of enclosure along the frontage with the central park and improving the visual aspect into the site along its access road from the existing street, has resulted in a T shaped extra care building and an internal street with the C3 dwellings fronting it along one side.

The chosen design option analysis is set out in Section 4 of the DAS.

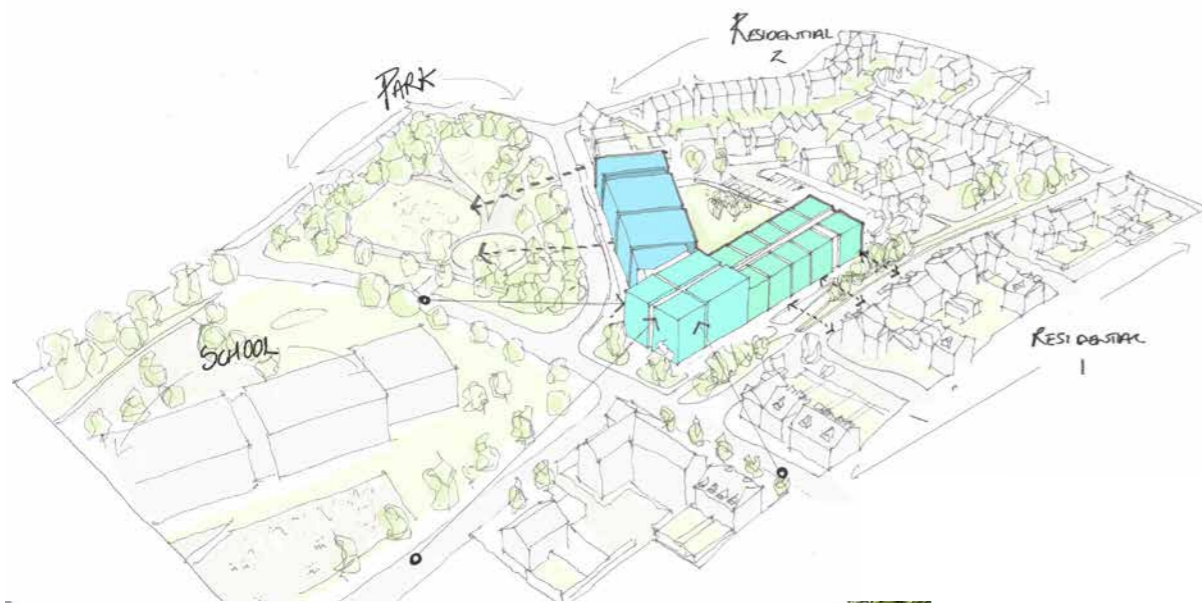


3.1 October 2021-Key points

The initial submission aimed to establish the massing of the extra care home, seeking to respond to the wider nature of the surrounding development. The built form was orientated to the adjacent roads to the north and south-east, providing a built frontage to the greenway to the north. Access is taken from the south-east off Bishop Road, with the C3 dwellings proposed along the western edge of the parcel.

Constraints

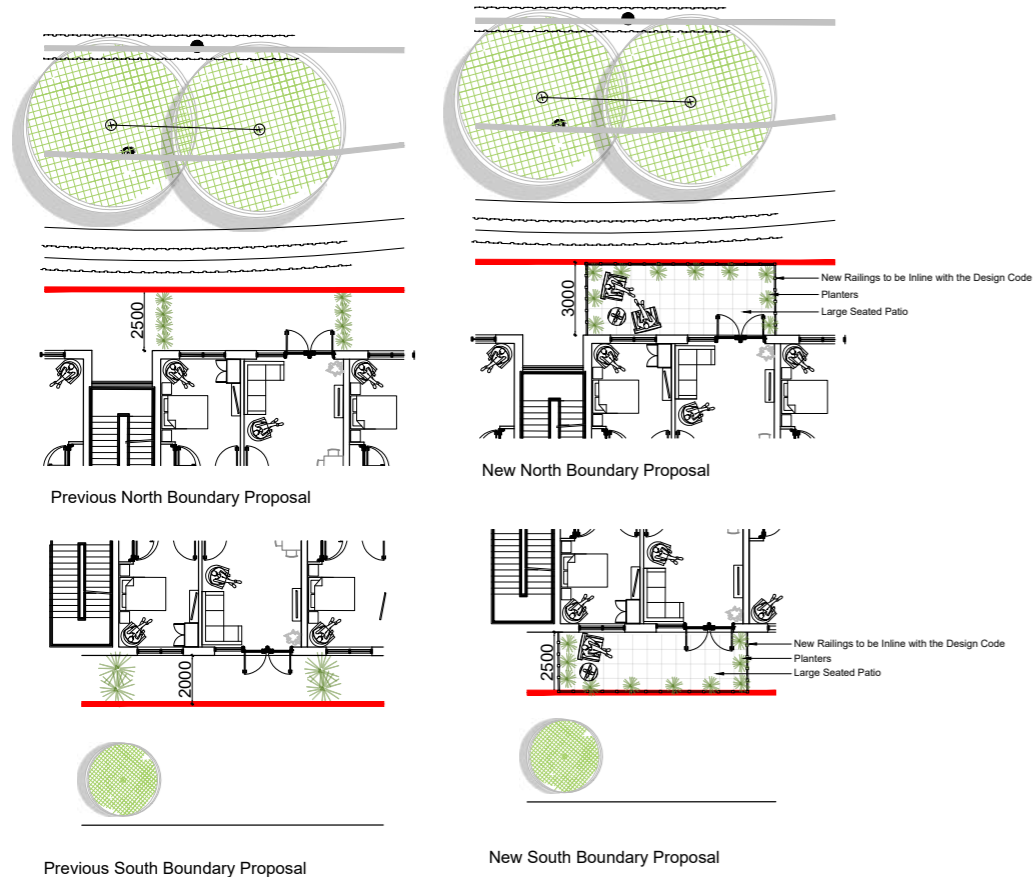
- Building too dominant bordering greenway
- Insufficient and fragmented amenity space
- Lack of turning and manoeuvrability within car park design



3.2 January 2022

Constraints

- Setback of patio space needs to be at least 3m from the greenway
- Internal street dominated by vista of car parking area – more landscaping required
- Lack of functional amenity space for extra care
- Too many C3 dwellings leading to over-development of site
- Revisions to mass of extra care building but still needs to be broken down further



4.0 Chosen Scheme Design

4.1 Design Principles

The following key design principles are identified, derived for the most part from the Approved Design Code.

- Use of a T-shaped extra care building to soften the edge with the greenway, whilst maintaining the build line and sense of enclosure along the central square
- C3 dwellings should achieve minimum 21m back to back, with minimum 1m building line from the internal road and 2m if fronting the central square
- Provision of pedestrian access from the greenway into the C3 dwellings street and bistro patio area of the extra care without compromising security and privacy
- Provision of landscaped car park to the extra care to break up the mass of tarmac from within the site and when viewed from the main street access with provision of a marker C3 building at the break in the internal street alignment
- Provision of adequate turning for all vehicles entering and exiting the car park and provision of ambulance bay
- Adherence to Design Code principles in terms of building height along the central square providing a stepped height as the extra care transitions to the C3 residential dwellings
- C3 design coding allows for a range of parking options such as driveways, separate garages and /or small parking courts.
- Retention of two pedestrian links into the site from the greenway to provide connectivity and accessibility to the wider Kingsmere development.
- Scale and height of the C3 dwellings to reflect the existing residential dwellings to north and west.
- Position of extra care with its T shape form and lower rear wing, set back from the internal street reduces potential overbearing perception and any over looking of the proposed C3 dwellings within Parcel R.



4.2 Reacting to Design Code

Local Square and Green Link



- ■ ■ ■ Design Code Primary Landscaped Link
- Proposed Amenity Landscaping
- ⋯ Proposed Connection

The Design Code sets out primary landscaped routes through the masterplanned area, one of which passes directly along the Northern edge of the site. The corner of the site provides the opportunity to give further amenity space which acts as a hub between the park, landscaped link and private amenity space.

Primary Frontages and Vistas



- Design Code Primary Frontage
- Design Code Marker Building
- ⋯ Design Code Broken Frontage

The Design Code describes a hierarchy to the street frontages which should be responded to in the design of the building. Building lines should be consistent along street frontages. A marker corner should be designed with careful consideration to the language of the massing on both of the wings to the North and South.

Movement and Access



- Design Code - Primary Access Route
- ⋯ Design Code - Proposed Cycleway
- ⋯ Design Code - Secondary Access Route

The Design Code identifies a network hierarchy of access routes that the development can link into - pedestrian/cycle.

4.3 Reducing Massing to Street Scale

Initial Massing



The basic footprint derived from the site analysis creates a 'T' shaped building addressing the junction at the head of the park. To set this building form into its context, appropriate consideration has been given to the massing of each element/wing and to the street scene that they sit within.

Breaking Down North Mass to Residential Street Scale



← - - - - Primary view from Residential Street to North

The North Western block faces on to a residential street in which the grain of the context is sparse and fragmented. To get this wing of the building to speak to the residential buildings, its mass has been broken elevationally to a relatable scale with similar roof design and materiality.

Breaking Down South Mass to Appropriate Park Scale



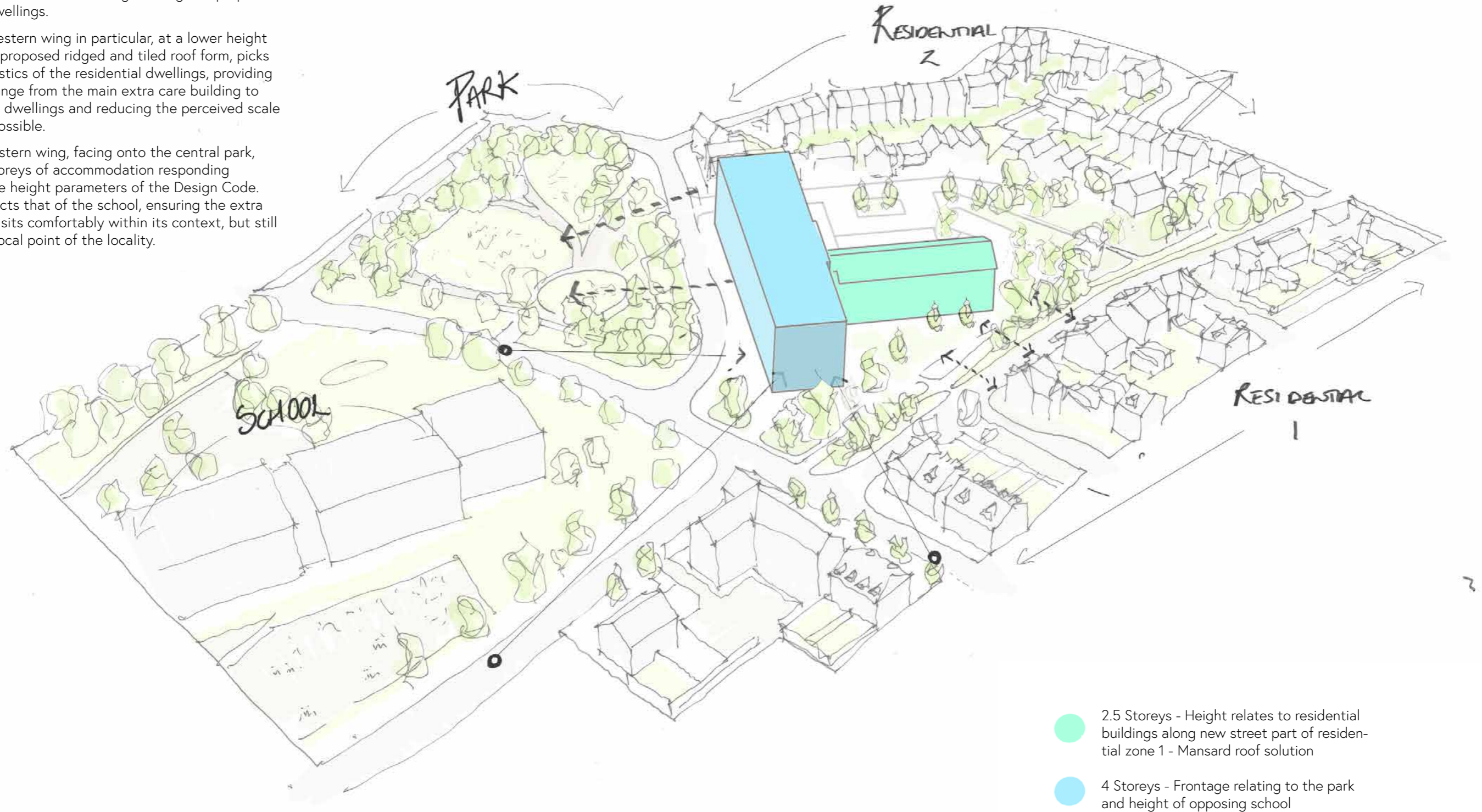
The North Eastern block addresses the park with a larger frontage which relates to the scale of the school and the open space it fronts onto. The link between the blocks will be read as a lighter glazed element connecting the two wings.

4.4 Massing, Height and Form

The proposed massing was influenced by both the Design Code and the surrounding existing and proposed residential dwellings.

The North Western wing in particular, at a lower height and with the proposed ridged and tiled roof form, picks up characteristics of the residential dwellings, providing a gradual change from the main extra care building to the proposed dwellings and reducing the perceived scale as much as possible.

The North Eastern wing, facing onto the central park, contains 4 storeys of accommodation responding directly to the height parameters of the Design Code. Its mass reflects that of the school, ensuring the extra care building sits comfortably within its context, but still remaining a focal point of the locality.

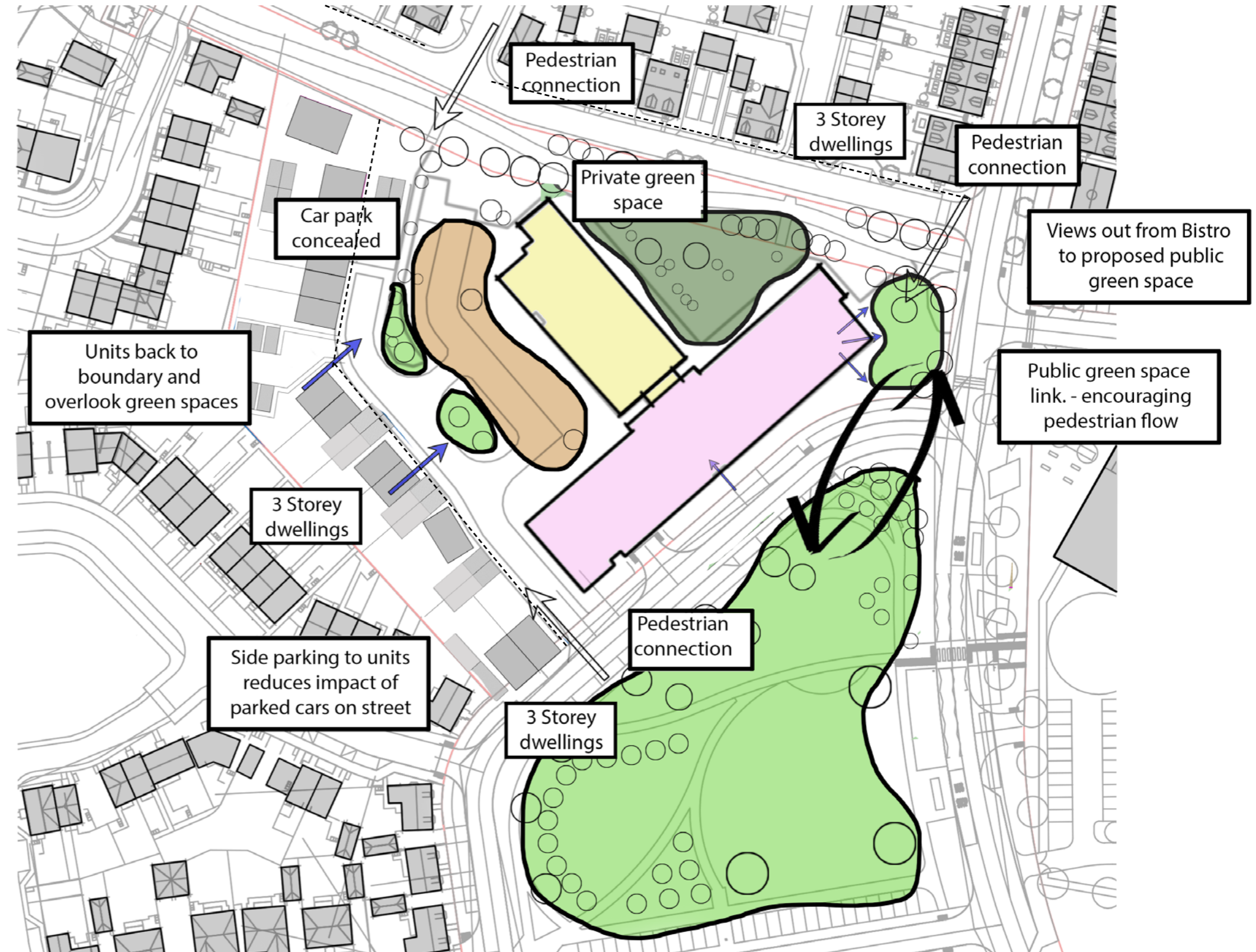


The new 'T' shaped proposal allows majority of the proposed units within the extra care to overlook on to green space. The units that do face on to the car park will be greeted with additional soft landscaping to breakup the area.

The height of the extra care facing the Central Park is at under 13m, and steps down to 2.5 storey dwellings with a ridge of 11.5m and eaves of around 9m on the frontage towards Barratt dwellings. This follows the approved Design Code Principles established.

The proposed residential units face on to the green areas that screen off majority of the proposed car park. This will enable to the properties to have more of a natural view and help to promote a positive outlook.

Shared surfacing will be in place beyond the access point to the extra care car park. Soft landscaping will be introduced throughout the scheme to soften the appearance and provide an aesthetically green link between the park to the South and the green way to the North.



KEY

- 4 Storey
- 2.5 Storey

5.0 The Extra Care Home

5.1 The HAPPI Principles

The HAPPI principles are based on ten design criteria, and many are recognisable from good design generally, but they have particular relevance to the spectrum of older persons housing which needs to offer both an attractive alternative to the family home and be able to adapt over time to meet changing levels of care.

Such principles and criteria emphasise:

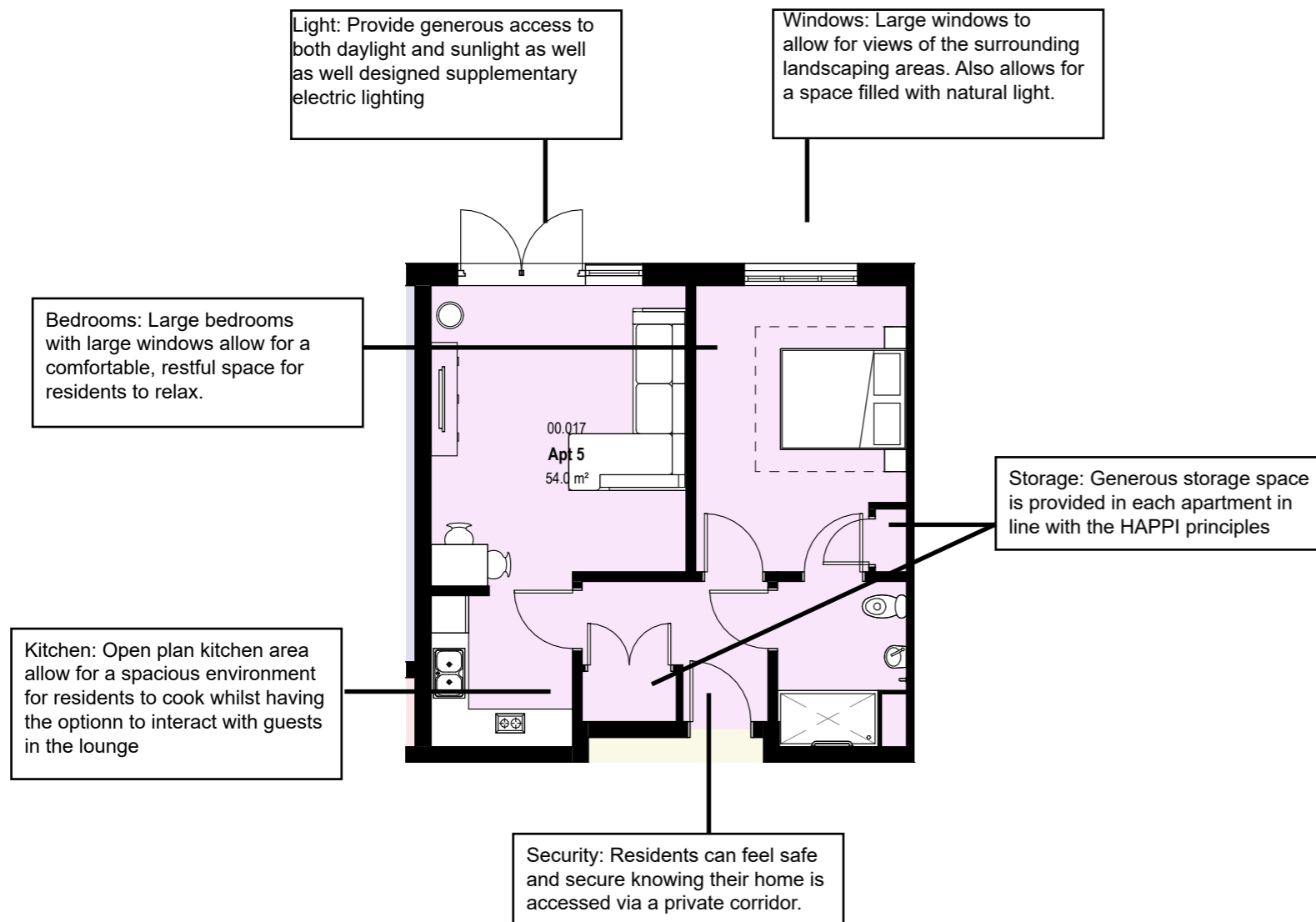
- Space and flexibility
- Daylight in the home and shared space
- Balconies and outdoor space
- Adaptability and 'care ready' design
- Positive use of circulation space
- Shared facilities and 'hubs'
- Plants, trees, natural environment
- Energy efficiency and sustainable design
- Storage for belongings and bicycles/buggies
- External shared surfaces and 'home zones.'



5.2 The Apartments

A mix of 1no. (68) and 2no. (14) bed apartments are to be provided at minimum 54sqm and 68sqm respectively. Each apartment has a juliet balcony with those on the ground floor having direct access to outdoor space with privacy and security through low railings and planting around each 'terrace'.

Internally, easy to use controls and sensors monitor indoor heating and cooling; flexible space is provided that can adapt to residents changing needs.



PROPOSED LAYOUT - ONE BED APARTMENT



PROPOSED LAYOUT - TWO BED APARTMENT

5.3 The Communal Space - Internal

Communal facilities within the building include a bistro; a large communal lounge, a multi purpose community room as well as an informal snug area with comfortable seating.

The multi purpose room will enable the facility to host a wide range of different activities both internally and community wide.

In addition, space is provided for on-site staffing including offices, laundry, changing rooms, a staff rest room and a bedroom suite for visitors staying overnight.

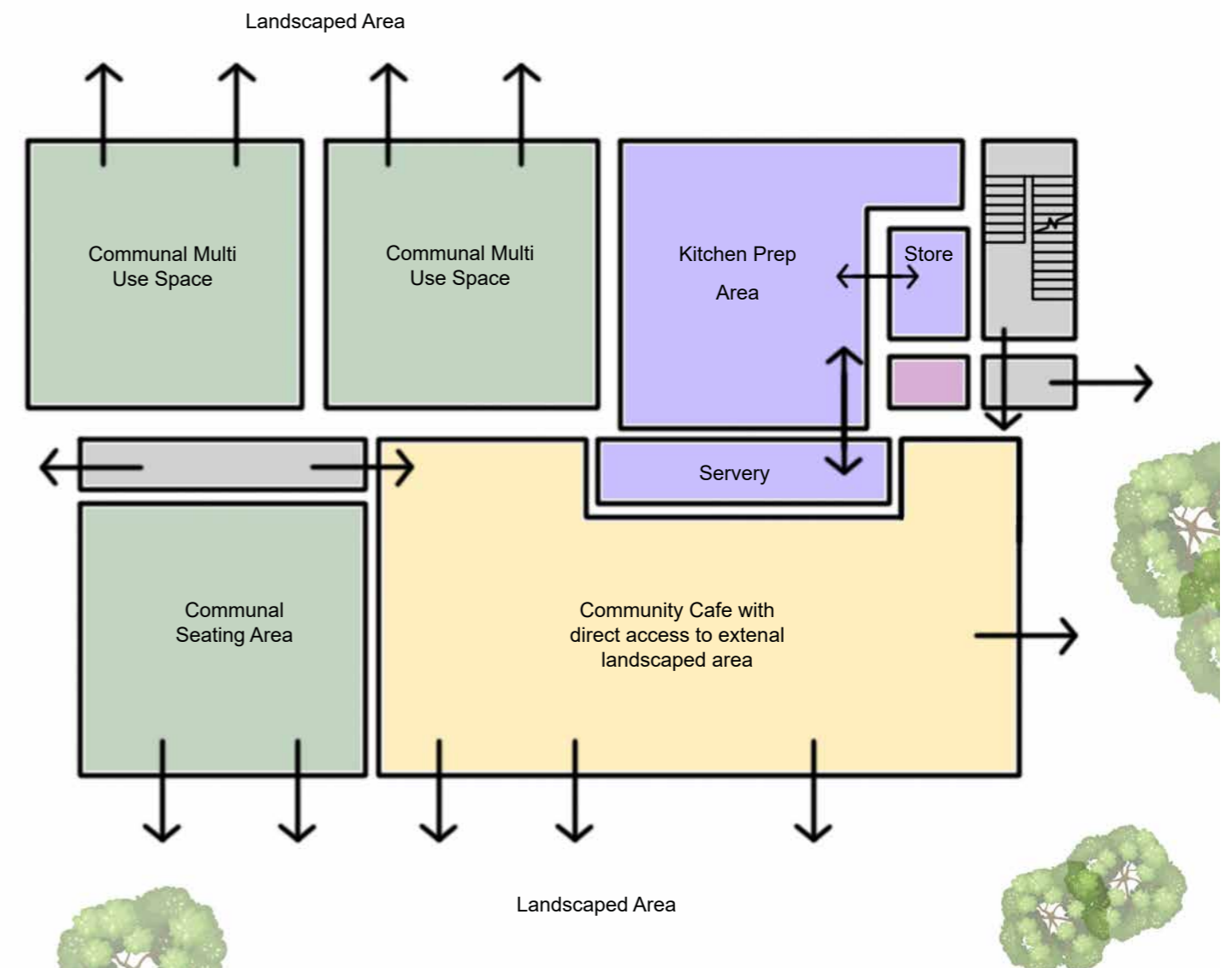
An important part of the HAPPI concept is intergration with the local community. In this context, the general public will have access to the main reception space, the bistro and the patio/terrace area as well as the ground floor toilet facilities and any of the communal rooms that may be hosting community activities.

The flow / movement within the buiding is well considered, it includes:

- Set back apartment entrances that allows for ease of passing in all corridors on all floors.
- Adequate passing and waiting space within lift and staircase cores.
- Additional access doors that enables further control to certain areas. These doors will have a fob access system allowing access to be programmed. This will enable the facility to create containment centres should there ever be a viral outbreak amongst residents.
- Multiple points of access into the garden
- Dedicated PPE store
- Good levels of natural ventilation



- Heating, ventilation and air conditioning (HVAC) systems in communal areas will be intentionally designed to allow for more frequent air changes including increased levels of fresh air intake - this can be isolated if required.
- The proposed interior scheme will include wall imagery of visual references of the local area to enable residents to keep that link to the outside world.
- The proposed floor and corridors will contrast in colour to help with early dementia.



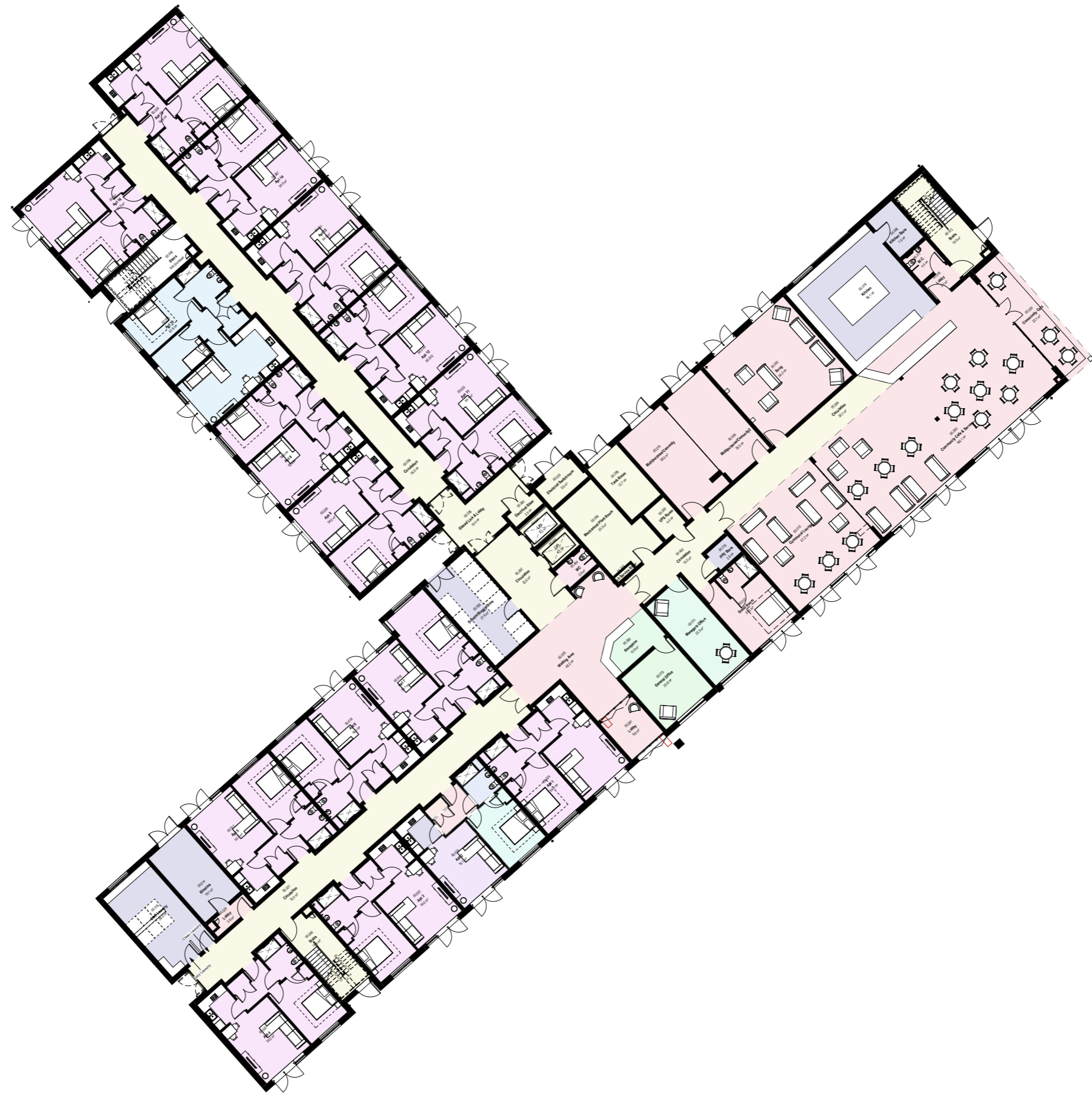
5.4 GA Plans

Within the T-shaped footprint, the primary amenity and bistro spaces are located within the eastern arm on the ground floor. These spaces act as the main engagement with the local community and provide an amenity space for the residents.

The two other arms contain residential apartments on the ground floor and on the upper floors, the primary use is residential throughout.

Servicing and circulation spaces are primarily located at the centre of the building form to allow for ease of servicing and better utilisation of space within the ground floor.

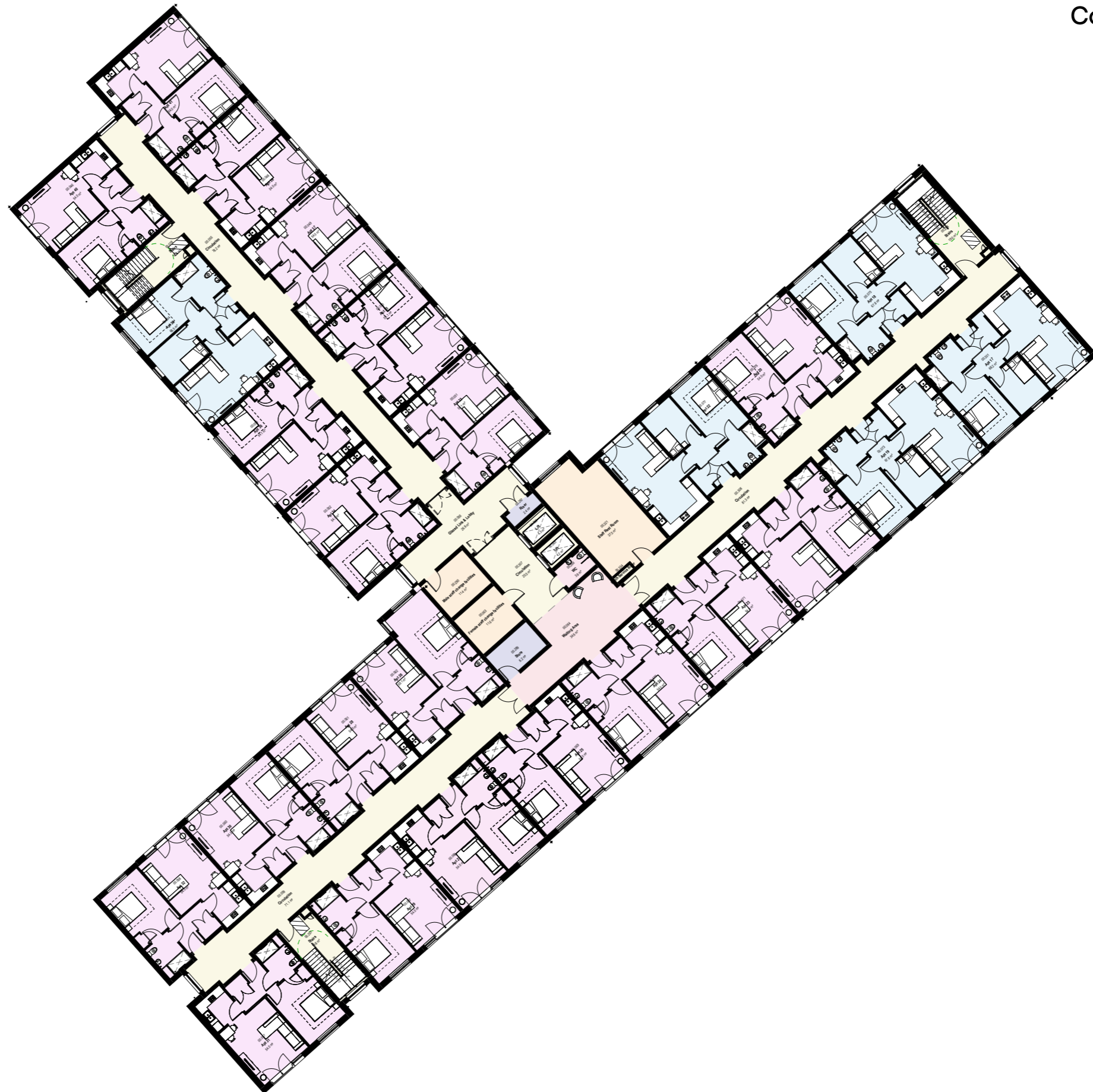




GROUND FLOOR PLAN



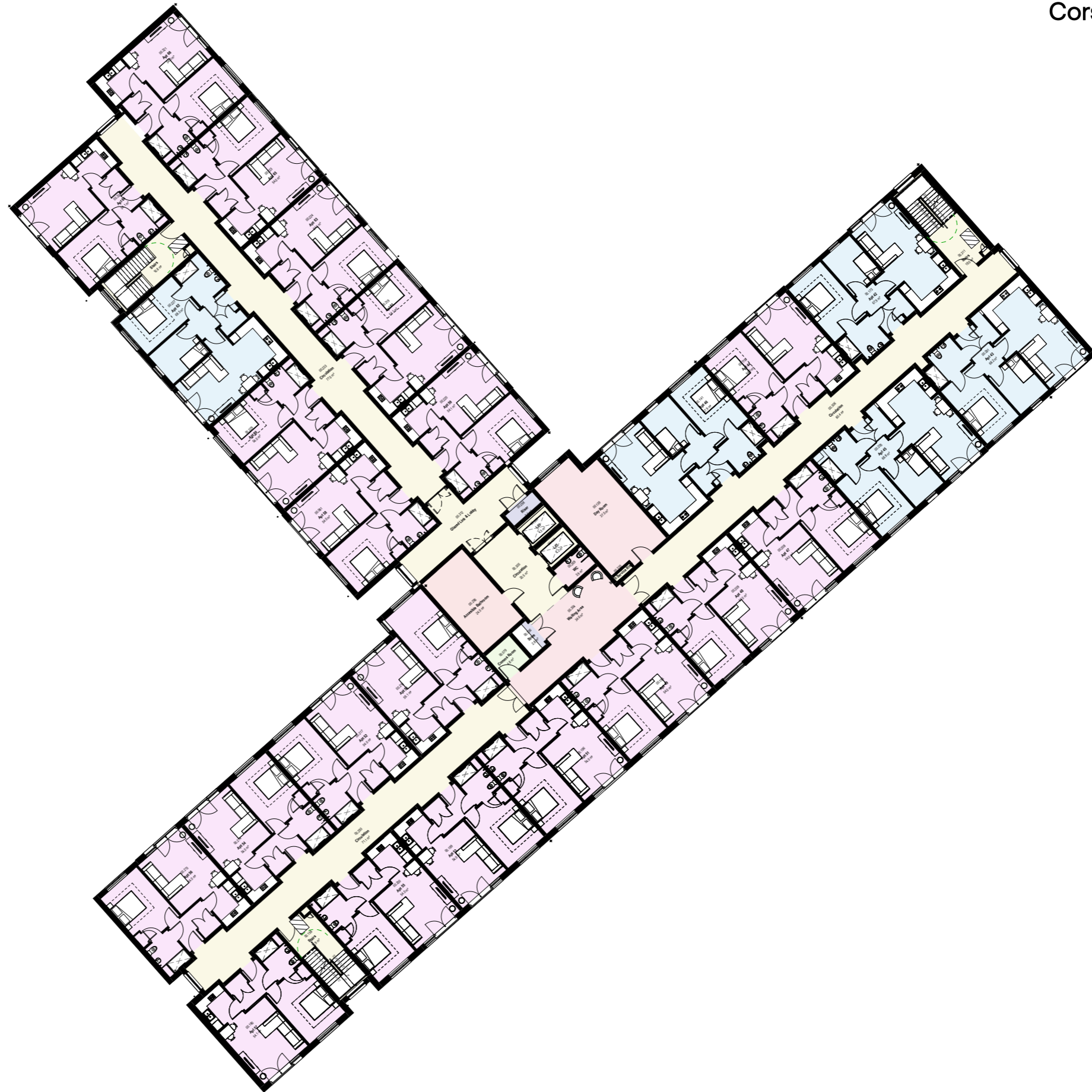
- KEY
- 1 Bed apartment
 - 2 Bed apartment
 - Community Area
 - Staff Area
 - Admin
 - Circulation
 - Services



FIRST FLOOR PLAN



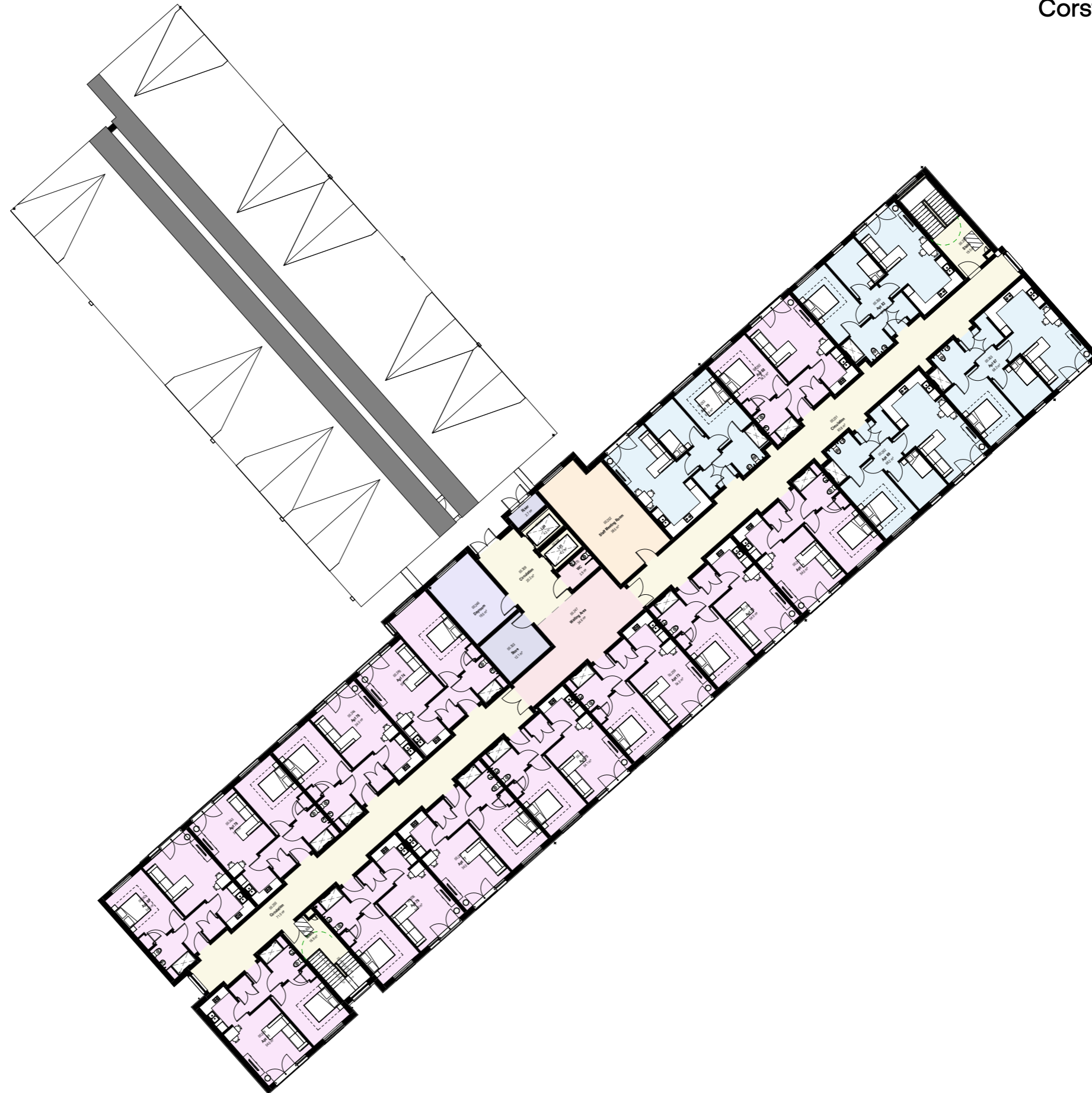
- KEY
- 1 Bed apartment
 - 2 Bed apartment
 - Community Area
 - Staff Area
 - Admin
 - Circulation
 - Services



SECOND FLOOR PLAN



- KEY
- 1 Bed apartment
 - 2 Bed apartment
 - Community Area
 - Staff Area
 - Admin
 - Circulation
 - Services



THIRD FLOOR PLAN



- KEY
- 1 Bed apartment
 - 2 Bed apartment
 - Community Area
 - Staff Area
 - Admin
 - Circulation
 - Services

5.5 Sections

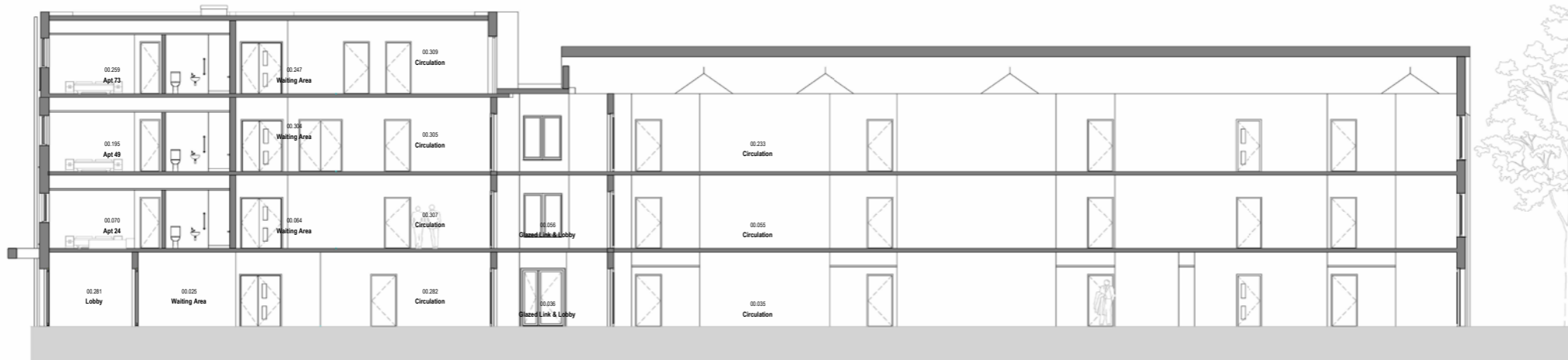
The primary building frontage to the south east is four storey with a flat roof (section A-A). The smaller arm contains is 2.5 storeys of accommodation with a series of pitched roofs to minimise the perceived scale and provide a difference between the two building forms.



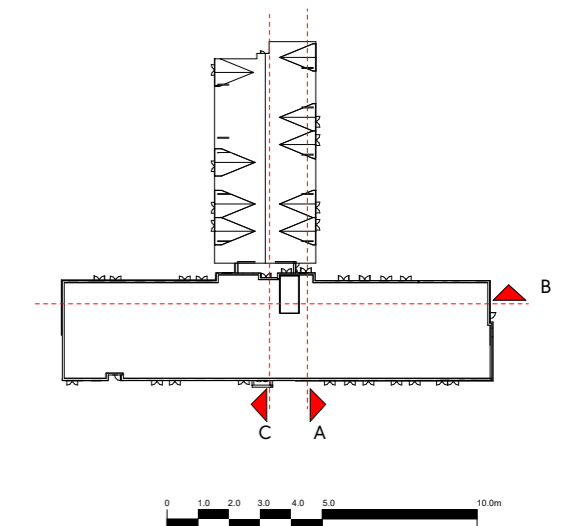
SECTION A



SECTION B



SECTION C



5.6 The Bistro

The bistro is located at the corner of the building creating seamless direct access out onto a beautifully landscaped terrace enabling the whole space to appear and be used as a single entity.

The bistro is intended to be open and available for use by the local residents as well as the extra care residents. Its position on the north-eastern corner of the land parcel, overlooking both the greenway and central square to the primary school beyond, enables the creation of focal active community hub, bringing together all generations living within the Kingsmere phase 2 development.



5.7 External Space and Gardens

The external amenity space comprises:

- The ornamental and sensory courtyard garden with a circular walk, with edible and medicinal herbs and flowers for sensory benefit, source of food for pollinators and some flowering trees for seasonal interest.
- The landscaped patio area of the bistro with cycle racks, proposed tables and chairs, SuDS planting mix areas, proposed trees and native shrubs.
- Private 'patios' to a number of the ground floor apartments, that have a low hedge behind black railings
- The resident planting area with accesible paths and raised allotments. (refer landscape plans for details)

Ecologically the landscaping scheme also provides a physical and visual link with the greenway and central park. Swift/bird boxes are to be incorporated into the building façade with native trees and hedgerow species.

External lighting around the extra care development is carefully designed and sited so as to balance (i) residents health and wellbeing when enjoying the gardens, (ii) not to be overbearing in the apartments, (iii) not to be overbearing to other residents or wildlife, and (iv) general site operational safety requirements.



6.0 C3 Residential dwellings

The C3 residential dwellings element of the proposal is in outline form only, comprising upto 14 new homes within the western half of the site on an area of circa 0.33ha. The illustrative layouts below provide examples of how this part of the site could be developed.

Essentially, the design of the C3 dwellings will follow the wider principles of the approved Kingsmere Design Code in terms of:

- Urban form and character with reference to building heights and density
- Street composition with reference to building lines and grouping of buildings
- Plot design with reference to vehicle parking, garages, cycle parking, bin storage
- Architectural strategy with reference to materials, window, chimneys, roof design
- Boundary treatments with reference to street trees and planting.

In addition, a more bespoke Design Code has been developed for the C3 dwellings of Parcel R which will aid the production of subsequent reserved matters applications. This is attached as an appendix to this DAS.

Illustrative masterplan A



Illustrative masterplan B



7.0 Access Strategy

A single multi-purpose access road is provided to serve the site designed to Oxfordshire County Council (OCC) adoptable standards.

Car Parking

The extra care car park provides some 28 spaces for staff, residents and visitors. The justification for this is provided within the Transport Statement. Circa 3 spaces are allocated as disabled spaces and 7 are for electrical vehicles. A separate ambulance and delivery space is also provided.

Turning heads have been designed to accommodate Council specified fire and refuse trucks. The refuse trucks will use the northern car park entrance to then reverse back up to service the northern-most C3 dwellings, thus enabling the vehicle to exit in a forward gear.

Parking for the C3 residential dwellings is provided as a mixture of on plot, in garages or in small parking courts in accordance with OCC standards.

Cycle Parking

Extra care cycle parking is a mixture of external Sheffield stands for visitor and short term parking, external covered parking for staff and residents and some internal parking for residents buggies where appropriate.

C3 dwelling cycle parking is in accordance with the Design Code and OCC standards.

Pedestrian/cycle access

Footpaths are provided either side of the site bellmouth entrance linking into the wider footpath network around the Kingsmere development. The footpaths extend along the site access road and connect through to the greenway bordering the north of the site.

A separate additional link from the greenway is provided at the eastern end of the site through the bistro terrace area and beyond to the central park and school.

Direct and level access is available all around and within the extra care development from the car park, gardens and bistro terrace into the building.



8.0 Materiality

The Kingsmere Design Code includes guidance on building materials and boundary treatments :

- External walls must generally be faced with brick, reconstituted or natural stone, or render
- Brick walls must be English or Flemish bond of a soft red, with buff bricks used occasionally
- Rain water goods should be black in colour as should metal railings. Along the Central Square frontage low level shrub planting should be behind the railings
- Garden boundaries of corner units must be in a material to match the house construction and along street frontages these should be low level stone and brick walling with rounded coping at key locations. Front gardens should feature hedge or shrub planting to soften the street.
- In residential buildings, windows must be either vertical sliding sashes or flush-fitting, balanced, side-hung casements.
- Roof coverings shall be high quality artificial stone, slate or clay tiles(with colour reflecting the local vernacular). No interlocking tiles or slates will be acceptable.



Specifically in relation to the Core character area within which the proposed development sits, the use of natural stone will make a clear and visible statement and aid legibility. Buildings overlooking te Central Square are to be of natural limestone. The Extra Care Home must reference elements of this natural stone use, but because of the scale of the building, the use of other materials, such as the red brick is acceptable to break up the façade.



8.1 Elevations



North Elevation

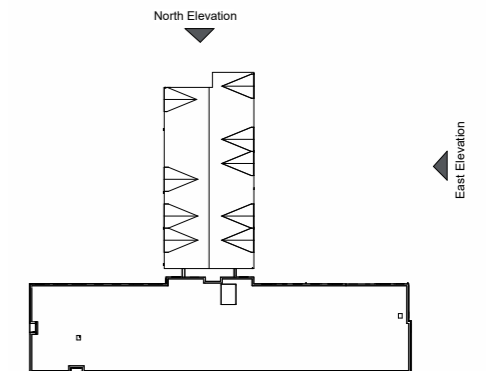


East Elevation



Material key

1. Off White render wall
2. Limestone wall
3. Red brick
4. Dark Grey Roof Tile
5. Opaque glass to area in front of stair. Transom to separate opaque glass from transparent glazing
6. Windows and doors - Dark Grey. Material TBC
7. Rainwater goods - Dark grey
8. Metal railing - Dark Grey to match window colour
9. PPC aluminium metal door to service areas.
10. Recessed panel - material to match adjacent
11. Smooth stone canopy

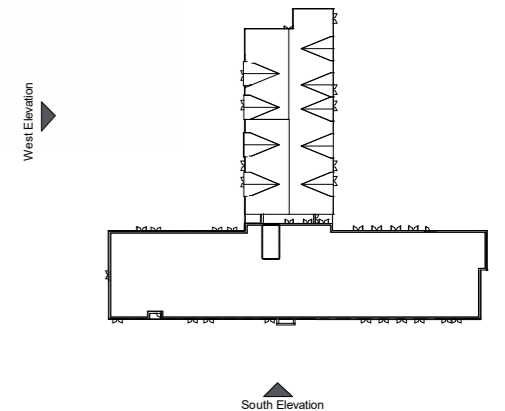




South Elevation



West Elevation



Material key

1. Off White render wall
2. Limestone wall
3. Red brick
4. Dark Grey Roof Tile
5. Opaque glass to area in front of stair. Transom to separate opaque glass from transparent glazing
6. Windows and doors - Dark Grey. Material TBC
7. Rainwater goods - Dark grey
8. Metal railing - Dark Grey to match window colour
9. PPC aluminium metal door to service areas.
10. Recessed panel - material to match adjacent
11. Smooth stone canopy



Summary - How the Design Accords with the Design Code

The development delivers 82 extra care one and two bedrooomed apartments and communal living space, together with up to 14 C3 residential dwellings, amenity space and car parking in a manner that is sustainable and responds to the constraints and opportunities afforded by the site itself and its wider location, as well as the approved Design Code and the HAPPI building for life design criteria.

The scheme design compliments the surrounding uses and built form of the central square and core character area, creating a visual green link between the greenway and central park.

The extra care building is designed in a way to avoid a monotonous repeated elevation, but instead the variety of colours and material palette and features break up its mass to smaller individual areas that define corners and personal space. The design principles for the C3 dwellings follow the Design Code and will blend seamlessly into the surrounding residential area.

The extra care scheme design enables interaction with the local community through a mix of communal and public spaces both within and outside the extra care building.

The whole scheme provides a mix of attractive, useable and sustainable homes for life that compliment the wider Kingsmere development.

Phase 2 Design Code Principles	Proposal
Land Use - Extra care should be outward looking, follow character coding and integrate with the surrounding area.	The proposal offers a scheme which aims to integrate well within the surrounding context, opening up key areas for community use and drawing upon the character coding where appropriate within the elevational treatment.
Height - Maximum building height along the park is 14.5m (3/4 storeys) with the remainder at a maximum of 11m (2/2.5 storeys)	The primary built form facing the park is 13m, under than the maximum of 14.5m. The ridge height of the lower wing is around 11.5m (permissible as a feature building on the site) whilst the eaves are significantly lower at around 9m.
Refuse Strategy - The site must be designed to allow the collection of refuse and recycling from the adoptable highway with suitable storage areas	Turning heads have been designed to accommodate Council specified refuse trucks, and suitable refuse storage has been provided within the extra care facility.
Cycle Parking - Provision must be made for OCC acceptable, covered cycle parking	Extra care cycle parking is a mixture of external Sheffield stands for visitor and short term parking, external covered parking for staff and residents and some internal parking for residents buggies where appropriate. C3 dwelling cycle parking is in accordance with the Design Code and OCC standards.
Landscape Strategy - Landscape treatments should reinforce the identified character areas. Hedge and shrub planting to adhere to requirements within Design Code.	The design complies with the "Core Character Area" designation within the Design Code. The design intention for the C3 dwellings is expanded upon within Appendix B and demonstrates compliance at this stage.
Central Square - Development overlooking the Central Square should be in natural limestone, and feature railings should be used as front boundary treatments facing the square	Elements of the proposal overlooking the Central Square are proposed to be limestone. For the ground floor apartments adjacent to the frontage outdoor private space will be define by black railings with planting to give privacy and security. Complementary materials have been proposed alongside limestone to break-down the building form. The design intention for the C3 dwellings is expanded upon within Appendix B and demonstrates compliance at this stage.
Connection to Green Network - Minimum of 50% of front gardens along southern boundary of greenway to be 3m deep. Footpaths to provide a permeable network to Green Network	On the northern boundary, the greenway backs onto the extra care amenity garden area ensuring that the private space of the groundfloor apartments along this northern boundary are set back more than 3 meters from the greenway.
Primary Frontages - A heirarchy of building frontages should be developed, and building lines should be consistent alongstreet frontages.	Two primary elevation treatments have been developed for the extra care facility. Along the central square fontage, the building line is consistent both in relation to the extra care and the proposed C3 dwellings on the western side of the acces road. The smaller block has a different treatment to the larger block, and each has a consistant elevational approach. The C3 dwellings on the central square are proposed as 3 storey creating a visual stepping down from the institutional building form to the domestic. The design intention for the C3 dwellings is expanded upon within Appendix B and demonstrates compliance at this stage.

Proposed Building - View 1 - Private Garden Area



Proposed Building - View 2 - Proposed Bistro Entrance



Proposed Building - View 3 - Public Green Space at Bistro Entrance



Proposed Building - View 4 - Car Park with Soft Landscaping



Proposed Building - View 5 - Proposed Bistro and Public Green Space



Proposed Building - View 6



11.0 Appendix B - Residential Design Code

Corstorphine & Wright

The below document has been prepared to illustrate the design principles and intention for the residential portion of the site, supporting the outline approval planning application.

Kingsmere Phase 2, Parcel R

Design Code

Countryside properties
(Bicester) Ltd
October 2023

FINAL

tor&co.com

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Executive summary

This is a design code for the residential element of a hybrid application now submitted for the LPA's consideration.

The details of the application are set out in the Planning Statement. The hybrid application consists of: i) detailed application for an 82 unit Extra Care Scheme; and, ii) outline application for (up to) 14 homes.

Parcel R is the last remaining parcel within the wider Kingsmere (Phase 2) scheme to be brought forward for development.

This design code sets out the existing coding for Kingsmere Phase 2 that is relevant to the residential element of this hybrid application, as well as further coding which is specifically required for this particular proposal.

01 – Introduction

Introduction

Project overview

The following design code has been prepared to support the outline element of a hybrid planning application for development within Kingsmere Phase 2, Bicester. It has been submitted in accordance with national requirements.

The site lies in the centre of Kingsmere Phase 2, which is to the south west of Bicester, approximately 1.5km from the town centre. Together with Phase 1, Phase 2 forms part of an urban extension to the town.

Parcel R is located in the centre of Kingsmere Phase 2, on the northern edge of the central square, and along the edge of a greenway connecting from Vendee Drive through to Kingsmere Phase 1.

The proposal is for up to 14 new homes within the western and northern parts of Parcel R, which also contains a 82 unit Extra Care scheme, which is subject to a separate detailed planning application.

tor&co has been appointed by Preferred Homes and Countryside Properties (Bicester) Ltd (the applicant) to lead the preparation of this design code, for its use as a material consideration when determining a future detailed planning application for this site.

Planning Context

The Kingsmere Phase 2 site was identified in the Cherwell District Council (CDC) adopted Local Plan 2011 – 2031 (Part 1). In July 2014 an outline application was submitted for up to 709 dwellings and associated uses. This was formally approved in May 2017. A Phase 2 design code was subsequently approved by CDC, setting out how the reserved matters for the site would be brought forward.

Parcel R has not been brought forward as reserved matters to the phase 2 outline, and its development is now the subject of this separate hybrid application. The site remains an allocated site within the adopted plan, under Policy Bicester 3: South West Bicester Phase 2.

The majority of parcel R is now being applied for in detail for an Extra Care scheme, with a separate Design and Access Statement setting out the design rationale and compliance with policy. However, the outline element will need reserved matters to be brought forward separately. Therefore this design code has been prepared to inform future reserved matters.

National Guidance

Since the preparation of the Phase 2 design Code in 2018, a National Design Guide (Oct 2019) and Model Design Code (July 2021) have been published. The generic design guidance within these documents should also be taken into account in conjunction with the bespoke coding for Parcel R.

Purpose of the code

This concise design code aims to provide a degree of certainty and consistency for those preparing a detailed planning application or commenting upon the proposal for up to 14 new homes within Parcel R at Kingsmere Phase 2.

This code provides an overview of the elements from the approved Kingsmere Phase 2 Design Code that will be applicable to this project, as well as bespoke and detailed design requirements on key design factors relevant to the delivery of the 14 new homes, in keeping with the vision for Kingsmere Phase 2.

This code has been developed in compliance with policy guidance and regulations and other strategies and initiatives relevant to achieving sustainable design and growth.

Once approved, Cherwell District Council will use this Design Code as a material consideration when determining a future reserved matter application for the site.

Approach and using the code

This design code has been designed to be concise and easy to navigate, as well as cross-reference with the Kingsmere Phase 2 design code.

It consists principally of figures, bullet points and tables/matrixes, so that expansive blocks of text are minimised wherever possible.

All aspects of coding within this document are mandatory with the exception of guidance notes, which are clearly marked with the following symbol:



Where this code positively references the Kingsmere Phase 2 design code, it will be clearly marked with this symbol, including page reference to that document.

Alternative layouts will be acceptable providing it can be demonstrated that it complies with this design code or where the LPA consider any alternative design approach more suitable.

02 - The site

The site Context Characteristics

Parcel R is located within the centre of the Phase 2 development, at an important location fronting onto the principal civic space. It lies immediately adjacent to the primary school and the central square which forms a multi-functional park with a LEAP, serving the residents of the Phase 2 development. The design response for Parcel R must reflect the primacy of this location, in terms of scale, massing and buildings heights.

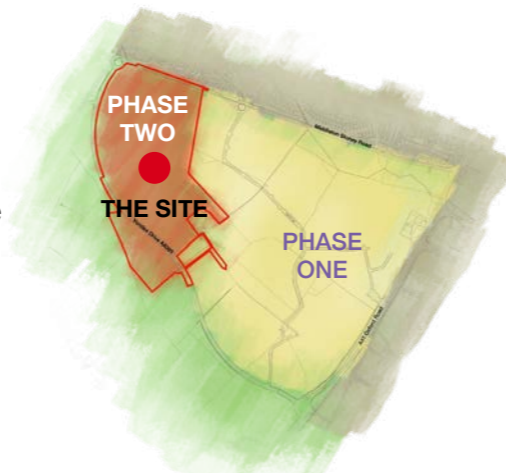


Figure 2.1 Site context (illustrative masterplan)

Site area

Parcel R in total comprises 0.93ha (2.3ac). The blue hatched area denoting the residential houses is 0.33ha (0.8ac), while the Extra Care Scheme comprises of 0.6ha (1.5ac).



Figure 2.2 Site area (layout based on approved reserved matters applications)

03 – Kingsmere Phase 2 design coding

Kingsmere Phase 2 design coding

Introduction

The design code for Phase 2 was submitted in March 2018 and subsequently approved in October 2018. It included a summary of Phase 1, the vision and chapters on urban form/character, streets, landscape and delivery.



Figure 3.1 Kingsmere Phase 2 design code

The vision for Kingsmere Phase 2

The vision for Kingsmere Phase 2 is to deliver a high quality, vibrant community that will integrate well with both Kingsmere Phase 1 and the surrounding area. Phase 2 will be landscaped with a green approach. The built form will be sympathetic to Phase 1 and generally traditional in style, with 3 main character areas that will provide subtle changes across Phase 2 to aid placemaking and legibility, including responding to key edges.

Connections to the surrounding area and Phase 1 will include primary streets through the proposal, focusing on the central square and primary school.



Figure 3.2 The vision

Key objectives of Phase 2

It is important to meet the following five key objectives for the Phase 2 vision:

Development

The proposal will deliver a new neighbourhood of up to 709 new homes, which complement the existing Kingsmere Phase 1 and form part of the South West Bicester urban extension. The proposal will include high quality, well-designed housing and public open spaces. A new primary school and central square with play space, will be at the heart of the proposal.

Character

Character areas will be formed around three zones, with additional sub-character areas for specific edge treatments, informed by the surrounding context and Phase 1. Using a considered and limited palette of materials and boundary treatments across the character zones will help cohesive and high quality streetscenes, aiding legibility and movement through the site.

Streets

There will be a comprehensive and legible network of streets which connect internally, as well as externally to Phase 1 and the surrounding area. Streets should feel cohesive in terms of materials and boundary treatments.

Connections to Phase 1

The main primary route or spine road through Phase 2 links directly to the Phase 1 primary street - this provides a direct link to the local centre and other facilities being provided in Phase 1. This route should be reinforced through its architectural and landscape treatment to improve legibility.

Landscape and nature

The vision will be landscape-led, including a green approach to the streetscene. The proposal features strong greenways and pocket parks, in addition to larger, parkland areas and open spaces. The landscape will incorporate measures which seek to ensure a net gain in biodiversity, in accordance with policy ESD10 of the Cherwell Local Plan 2011-2031 Part 1.

Kingsmere Phase 2 design coding

Illustrative masterplan

The Kingsmere Phase 2 illustrative masterplan is shown in figure 3.3. The key features of the Phase 2 illustrative masterplan are listed below. In particular it illustrates an integrated approach with Phase 1, connections to Whitelands Farm open space (including sports and play area), and provision of a well connected cycle link through the site.

- 1 Primary school
- 2 Central square
- 3 Potential small retail store
- 4 MUGA
- 5 Southern parkland including NEAP and LEAP
- 6 Balancing pond/SuDS network
- 7 Community woodland
- 8 Primary street tree lined avenue
- 9 Greenways and informal green routes
- 10 Perimeter road infrastructure planting and SuDS
- 11 Gateway entrance
- 12 Pocket parks



Figure 3.3 Kingsmere Phase 2 illustrative masterplan

Phase 2 design coding relevant to Parcel R residential

The phase 2 design code was structured to be concise and easy to read. It included separate chapters to cover key issues relating to the design of the proposal, which are listed below and will be referenced in summary form for their impact upon the proposed residential element of Parcel R:

- Urban form and character
- Streets
- Landscape
- Delivery

The following section provides extracts from the original Phase 2 design code. The guidance that is particularly relevant to Parcel R and coding the residential proposals have been highlighted in bold and blue text.

Kingsmere Phase 2 design coding

Urban form and character

Land use (p18-19)

The approved Phase 2 land use parameter plan indicates an area for an Extra Care scheme. Code states that this must be outward looking, follow character area coding and to integrate with the surrounding proposal. **The land use plan states that if extra care housing is not provided, that this land use shall remain as residential.**

As part of the detailed design of the Extra Care scheme, an area on the western side of Parcel R has been identified as potential residential land.

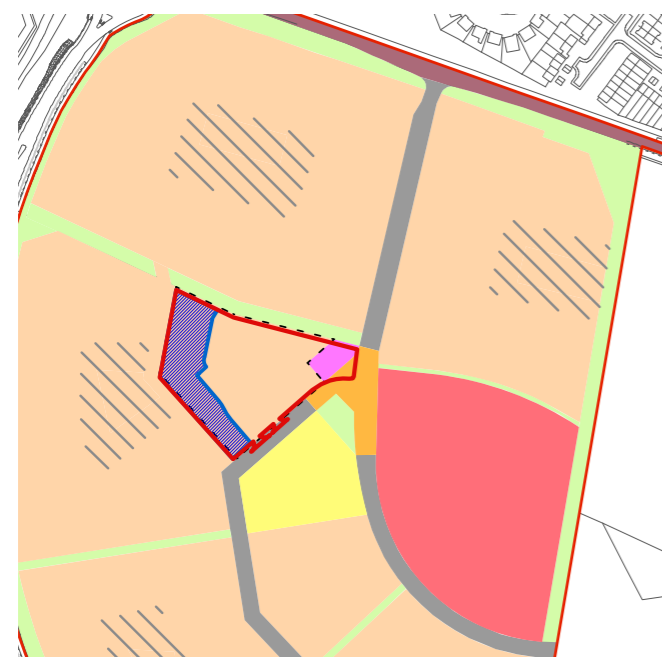
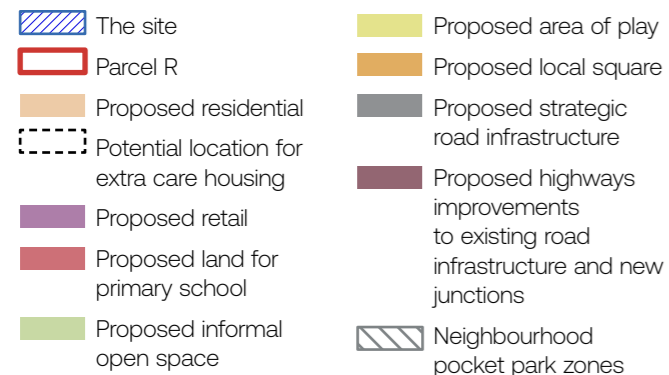


Figure 3.4. Land use parameter plan - fragment featuring Parcel R



Building heights (appendix)

The building heights parameter plan is included in the Phase 2 code appendix. **The proposed residential element of Parcel R shows that for the central square frontages, the maximum building height will be 14.5m (3-4 storeys) and that up to 30% of the residential frontage around the central square may be 2-2.5 storeys. The remainder of the residential element of Parcel R indicates a maximum height of 11m (2-2.5 storeys).**

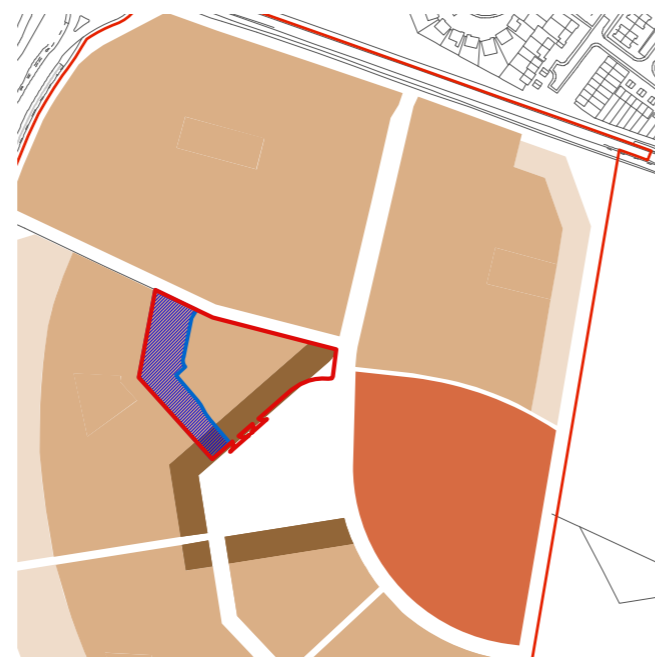
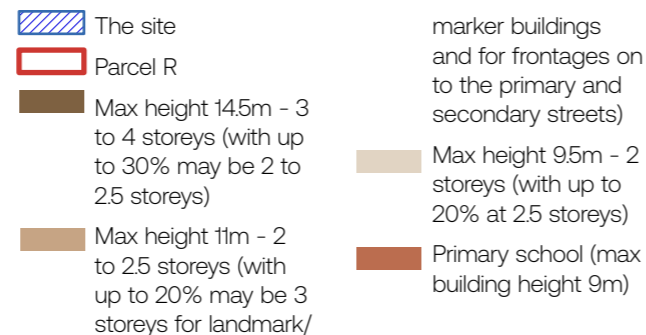


Figure 3.5. Building heights parameter plan - fragment featuring Parcel R



Building density (appendix)

The building density parameter plan is included in the Phase 2 code appendix. **It shows Parcel R as having a residential density of 35-70dph but with the note that this density is only permitted if extra care housing is provided.** Densities will lower to 40-45dph if extra care housing is not provided.

Proposed densities for the residential development within Parcel R are set out in the Section 4 of this code.

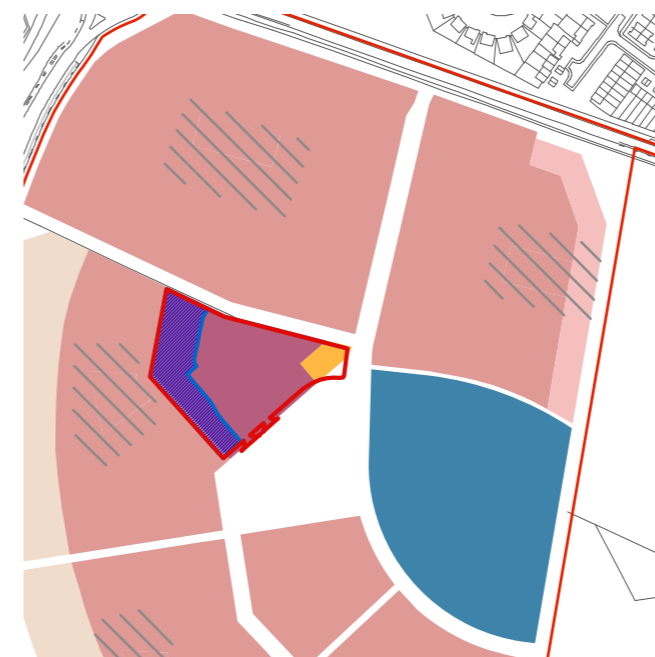
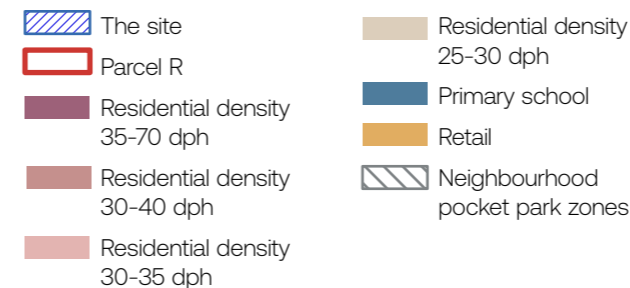


Figure 3.6. Building density parameter plan - fragment featuring Parcel R



Block structure (p20)

The Phase 2 code states that urban form should:

- Create an interesting, attractive, safe and legible environment
- There should be a clear definition between private and public realm
- Include provision of street trees in key areas throughout the proposal
- Include shared surfaces for mews courts, lanes and private drives, to create an attractive and safe environment for pedestrians and cyclists
- Feature perimeter blocks that consistently define the public and private realm but vary in terms of enclosure and character.

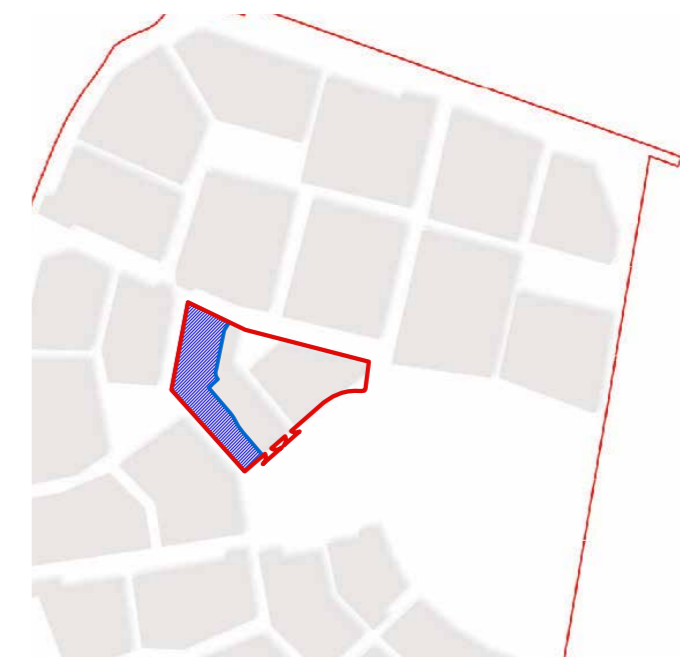
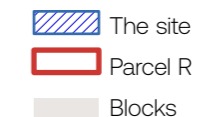


Figure 3.7. Block structure diagram - fragment featuring Parcel R



Kingsmere Phase 2 design coding

Urban principles (p21)

The key urban principles are illustrated on page 21 of the phase 2 code. **This shows primary frontage overlooking the central square, broken edge along the greenway on the northern edge of Parcel R.**

Bespoke coding relevant to this residential parcel is set out within the urban principles diagram in section 4.

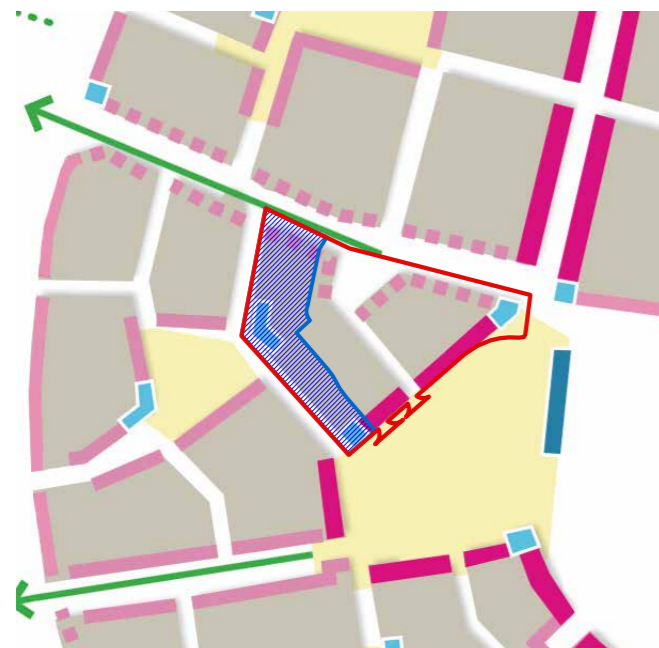


Figure 3.8. Urban principles diagram - fragment featuring Parcel R

- | | |
|-------------------|-------------------------|
| The site | Secondary frontages |
| Parcel R | Broken edge |
| Development block | Primary school frontage |
| Enclosed spaces | Marker building |
| Primary frontages | Vistas to countryside |

Enclosed spaces (p26)

In terms of the residential element of Parcel R that fronts/overlooks the central square, coding guidance is given on page 26. **This includes coding stating that terraces are appropriate on one or two edges of the square, along with the use of semi-detached units.** Building heights should accord with the building heights parameter plan.

Importantly, building and roof line should be regular, as will boundary treatments.



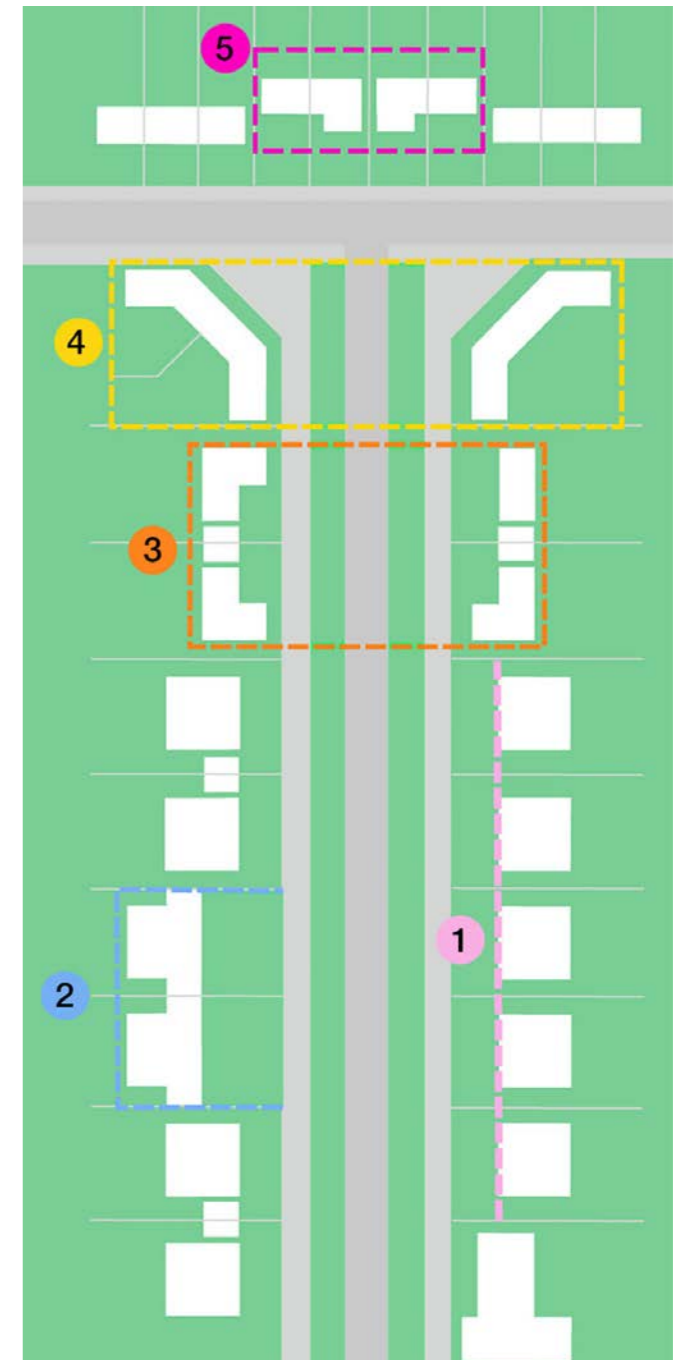
Figure 3.9. Enclosed spaces key plan - fragment featuring Parcel R

- | | |
|----------|------------------|
| The site | Urban principles |
| Parcel R | Enclosed spaces |

Street composition (p27)

Street composition should refer to the character area that the street is within (see later note on character). In addition, there are urban design principles that can be applied across Phase 2, detailing the grouping and alignment of buildings.

1. Alignment along building line to create a group
2. Grouping buildings by alignment or creating contrast along the street
3. Grouping buildings across the street to create structure and more intimate spaces
4. Corner groupings to ensure active frontages that 'turn the corner'
5. Individual or pairs of marker buildings to terminate vistas and aid legibility.



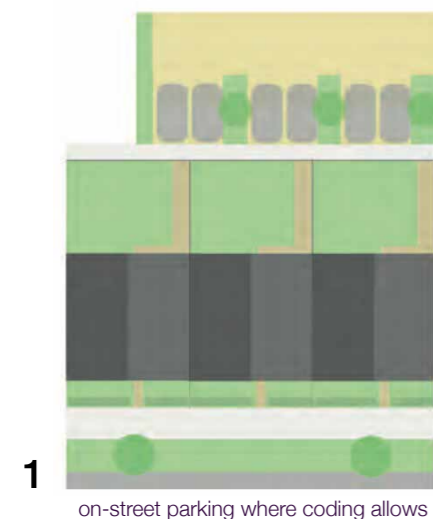
Kingsmere Phase 2 design coding

Plot design (p28)

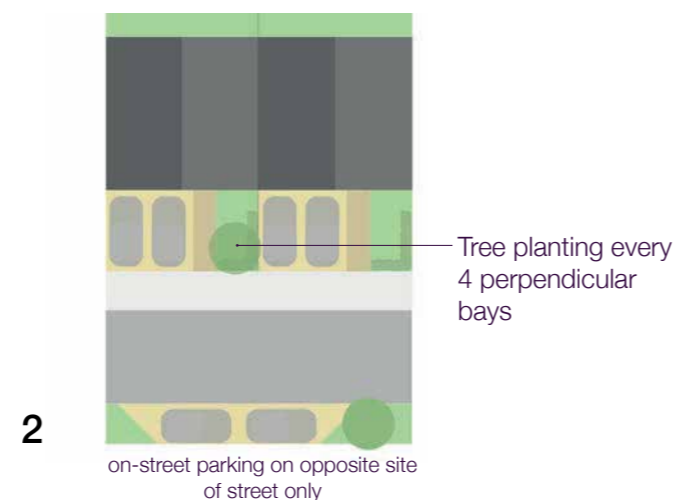
Plot design consists of the building typology, boundary treatment, front garden depth and parking arrangements. Plot design must be in keeping with the vision principles of character, streets and landscape.

Combinations of plot design typologies will help define the character areas though changes in density, consistency or variety of set backs and building lines and parking arrangements. They will also help “green the street” with combinations of verges and tree planting. Examples of some plot design typologies are shown opposite, as follows:

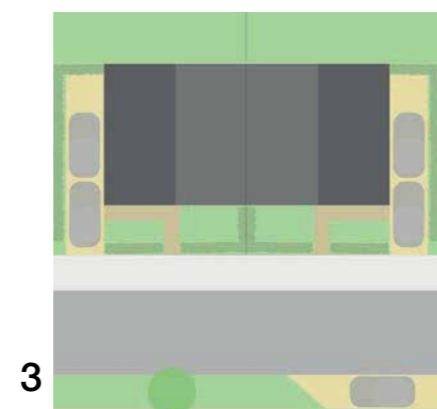
1. Rear courtyard parking, along the primary street. **The front garden should be at least 2m deep and generally (subject to character area) feature hedge or shrub planting**



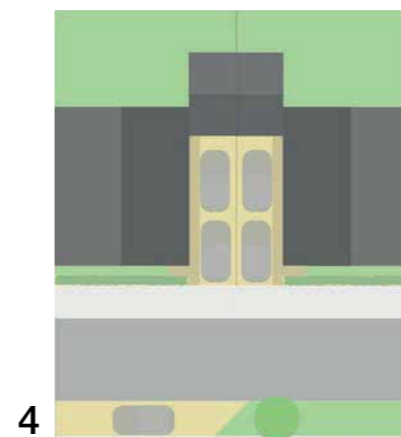
2. **Frontage parking. Integral garages are generally not appropriate as they are not characteristic of Bicester or Kingsmere. No integral garages allowed in core character area, or on key frontages identified in figure 3.9, page 37. Access to the driveway will require any on-street parking to be on the opposite side of the street**



3. **Driveway alongside building to accommodate two vehicles**



4. **Garage placement should be away from the street, at least 6m back to allow a vehicle to park in front of the garage.** Where 1 parking space is provided in front of the garage the driveway should be 6-8m long. Where 2 parking spaces are provided in front of a garage the driveway should be 11-14m long.



Architectural strategy (p32)

The built form seeks to draw inspiration from the local context, including Phase 1 and Whitelands Farm. The architectural style is predominantly traditional building form.

Building heights must adhere to the building heights parameter plan. Building wall coding includes:

Housing units should follow traditional building forms, using local materials and should take inspiration from local context

- Houses should be designed to capture solar energy whilst giving due consideration to climate change adaptation
- Flue extracts to boilers must not be used

- on front elevations wherever possible
- Expansion joints in brickwork or render must be discretely incorporated
- Corner units should be designed so that rear garden boundaries are of a high quality. Window treatments on both elevations should feature high quality detailing
- **Garages must be avoided at the end of the street elevation or corner.**

Coding guidance on roof design (page 33) includes:

- **Roofs must be simple, pitched and gabled**
- Roof coverings shall be high quality artificial stone slate or clay tiles (colours of roofing materials must reflect the local vernacular). Tile vents to slopes are permitted, with roofs being ventilated via the ridge and eaves.
- No interlocking tile or slates will be acceptable
- Wide-fronted/shallow depth buildings must have a pitch of not less than 40 degrees. Narrow fronted/deep plan buildings must also have a pitch of not less than 40 degrees
- All end gables must be detailed to avoid blank exposed end walls
- Use of dormer windows may be appropriate to help provide variety in the roof-scape and streetscene
- Freestanding buildings or garages will typically have roofs that match the main building although well detailed flat roof garages with parapets may be appropriate in some locations
- Eaves details must be traditional in style as per the existing Phase 1 development
- Gutters must be mounted directly on

Kingsmere Phase 2 design coding

walls, sprockets or rafter feet, but can be concealed in a cornice or fall behind a parapet

- Small rooflights are acceptable only on rear slopes to limit views within the public realm. Dormer windows should be used on front slopes
- **Roof design must be considered when overlaps with adjoining roofs occur**
- Where steps in roof level occur, these should not be less than 450mm high, and finished with a material to match the property on the vertical face
- Where solar panels are used, they should be provided within the roof construction, rather than proud of the roof structure. Solar panels must be integrated to match the architectural detailing and reflect townscape character.

Coding for chimneys (page 33) includes:

- Chimneys add interest to the roofline and reinforce character
- **20% of houses fronting the primary streets and bus route must have chimneys**
- Within the Whitelands character area, 20% of properties along streets which face out from the character area (such as frontages onto open space, habitat corridor or greenways) must have chimneys
- 40% of buildings fronting the rural edges of the Suburban character area must have chimneys
- These features can be used as traditional smoke extracts, can provide passive ventilation to habitable rooms or be used for air circulation as part of a sustainable heating and cooling system.

Coding for entrances, doors and porches

(page 33) includes:

- For examples of porch design, please refer to page 157 of the Phase 2 code
- Porch design must accord with these examples and large porches across the fronts of properties or beneath first floor overhangs are not appropriate
- **The design of porches along a street must be consistent**
- **The large majority of building entrances must be in the front facade rather than the side**
- **Most entrance doors must be set close to the front facade in accordance with local precedents.**

Coding for windows (page 34) includes:

- Windows and their subdivisions must relate to the proportions of the host building
- **In residential buildings, windows must be either vertical sliding sashes or flush-fitting, balanced, side-hung casements. Top-hung false sash windows are not permitted**
- **Windows on front facades must be to principal rooms on all floors, including the kitchen, ensuring they contribute to surveillance of the street**
- In vernacular buildings with casement windows, external lintels must be expressed in timber
- 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
- Bay windows may be appropriate to provide elevational interest, aid surveillance and can assist with overall elevation proportion, with smaller windows on the upper floor

- **Window types and design must match on all elevations.**

Coding for building materials (page 34) includes:

- **On all buildings external walls must generally be faced in brick, reconstituted or natural stone, or render**
Modern cladding systems may also be used but must use local colours and tones. The materials specified should harmonise with those that typify the local area
- **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**
- Wall materials (brick or stone) must match or harmonise with the local palette, which consists of grey limestone and soft red brick
- Mortar joints must be pointed as appropriate for the brick type and architecture
- Rainwater goods should be black coloured cast iron, aluminium or plastic
- All metal railings must be painted or finished in black. There is potential to provide other street furniture of metal construction in key public realm locations, and to avoid clutter of varying colours, those metal items should also be black in colour
- Garden boundaries of corner units must be in a material to match the house construction, exposed garden fences to the public domain are not acceptable.
- **Coding for reducing clutter (page 34) includes:**

- Utility boxes/meterboxes can dominate frontages. Therefore on detached properties these should be located on the sides of buildings unless there is a front porch with a recess. For terraced properties where possible these should be located within front door recesses or porches
- Alarm boxes must be carefully located so not to detract from the frontage, for example positioned close to eaves but not on gable ends
- Rainwater pipes should be integrated into the elevation design where possible - so as to not be too prominent
- Flue pipes where possible should not be located on the front of properties, and outlets from balanced flues and ventilation extractor fans should not be visible on the front elevation
- Soil and vent pipes should be located within the building and external soil and vent pipes should be located on the side or rear of the property. Additional bathrooms or toilets should use ridge vents, tile vents or air admittance valves located internally.

Coding for sustainability (page 35) includes:

Countryside Properties proposed a high quality, well designed and sustainable development at Kingsmere Phase 2, that delivered warm, efficient and desirable new homes for Bicester. The proposals accord with planning condition 31.

- Please refer to March 2014 Kingsmere Phase 2 Sustainability and Energy Statement/Strategy
- For more information on sustainability see pages 144-145 of Phase 2 code.

Kingsmere Phase 2 design coding

Proposed character areas (p36)

Parcel R is located within the Core character area. The core of the development is the heart and focal point where community activities produce a busy local centre and community park (the central square) adjacent to the primary school.

The key features of the core area are higher levels of enclosure with more emphasis on the urban form, strong vistas formed by formal, tree-lined primary streets (with near-continuous frontages) and the important connections (northern and southern gateways into Phase 2, and the link into Phase 1). The core will feature a higher proportion of red brick in the built form, with low level boundary walls and railings. It will also feature the use of natural limestone as per pages 42-43. **It is the highest density character area, with density and building heights increasing around the central square.**



Figure 3.10. Character areas plan - fragment featuring Parcel R

The massing in the core area will be achieved through a greater number of 3 and 2.5 storey units, semi-detached or terraced. This massing, in combination with clear connections will help create a legible and lively centre to the site.

As a result of the formal primary streets, the core area will feature more rear-courtyard parking or mews solutions, which will be carefully integrated into the surrounding proposals to create overlooked, safe and well-designed courtyards.

Core area architecture (page 40)

- **2.5 and 3 storey around central square to ensure enclosure and sense of place**
- **Predominantly 2.5 storey elsewhere with occasional 3 storey marker buildings**
- **30-45 dph**
- High enclosure generally throughout
- **Formal, regular building line**

- **Generally consistent roof line with some breaks**
- **Regular depth set backs/front gardens along streets**
- Use of townhouse and terrace typology (in groups of three and five units max.)
- Gable end frontages more prevalent around central square
- Dormer window use allowed.

Core area landscape (page 40)

- **Tree lined primary streets, formal avenue planting. Trees along tertiary streets to aid traffic calming (see Chapter 4 for more information on street tree planting)**
- Fastigiate (tall/thin form) trees
- Grass verges as per street hierarchy (see Chapter 4)
- **Minimum 2m depth front garden where parking is provided in rear courtyards**
- **Integral garages should be limited to FOGs and avoided elsewhere**



- **Front garden depths should respond accordingly**
- Minimum 1.5m depth front garden around central square
- Central square to feature landscape boundary treatment with fencing around play area.

Core area parking (page 40)

- Courtyard parking along majority of primary street, use of on-plot parking around central square
- **Where parking is provided on plot on side of unit, parking dimension to allow for two vehicles to park in line**
- See streets section and primary street diagram for more details on parking arrangements.



Kingsmere Phase 2 design coding

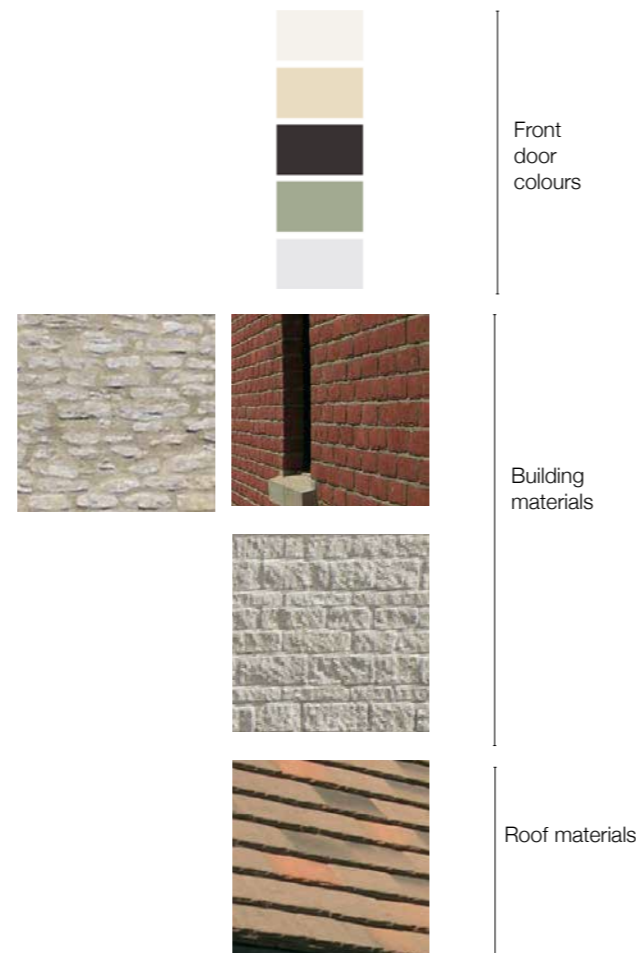
Core area boundary treatments (page 41)

- See chapter 4, page 68-74 for street sections
- **Along street frontages low level stone and brick walling (to match building materials) with use of rounded coping at key locations**
- **Front gardens should also feature planting (hedge or shrub) to help soften the street**
- Black coloured metal railings on central square frontages with low level shrub planting behind
- Boundary walls to courtyards to be taller (1.8m) red brick, with planting beds positioned to allow climbing plants to grow.



Core area materials (page 41)

- **Simple palette with minimal variation**
- **Use of natural stone in specific areas as per pages 42-43**
- **All other areas 60% red brick, 40% good quality reconstituted stone with the exception of northern gateway (see below)**
- **Red brick to be used as edging/window detail some stone units**
- **Majority clay tiles with very limited use of slate (for marker buildings etc)**
- **Door colours as illustrated.**



Use of natural stone (page 42)

The use of natural stone within the core character area will make a clear visual statement and aid legibility. The proposed locations of its use are shown on page 43 of the Phase 2 code. The code also states that all units overlooking the central square are to be of natural limestone on all elevations.

The code also states that the extra care scheme will need to reference elements of this natural stone use, but that use of natural stone for the entire elevation would not be appropriate due to the scale of the building.

Parcel R coding will only be looking at natural stone on units fronting the square, all other units are not required to use natural stone.



Figure 3.11. Areas of natural limestone plan - fragment featuring Parcel R

- The site
- Parcel R
- Areas of natural limestone

Kingsmere Phase 2 design coding

Streets

Street hierarchy (p66-67)

A clear and well-planned street hierarchy is central to the layout of Kingsmere Bicester Phase 2. It will create a legible and permeable network that is easy to understand and move around. It caters for cars, buses, pedestrians and cyclists.

The network of streets must create a high quality public realm.

For each street type this code considers character, highway design, dimensions, landscape treatment and materials.

Pedestrian links to the wider movement network must be included on lower order streets.



Figure 3.12. Street hierarchy plan - fragment featuring Parcel R

To aid accessibility, where there is a 160mm kerb face and a drop in level for a driveway or road crossing, the transition should be over 1.8m, to allow mobility scooters to use the full width of footways.

There should be crossing points for pedestrians not just at junctions but across primary and secondary streets.

During the detailed design stage, the street design was altered from the original layout, which had an impact on Parcel R. In the reconfigured arrangement, the street typologies relevant to Parcel R are the lanes/mews (located to the east), Central Square (southern frontage), and the dedicated pedestrian/cycle link (to the north).

As part of the reserves matters application the street hierarchy has had a few alterations. From reviewing the design of Parcel R and its surrounding parcels, the streets within Parcel R are no longer categorised as lane/mews street but a side street.

- The site
- Parcel R
- Primary street A (with courtyards behind)
- Secondary street A
- Secondary street B
- Side street
- Lane/mews
- Central square
- Pocket park
- Vehicular movement in squares
- Dedicated pedestrian/cycle link
- Bus stop
- Pedestrian crossings across greenways

Lanes and mews (p74)

The internal street within parcel R is categorised as a Lane / Mews and therefore the following guidance applies:

- **The position of the lanes and mews is indicative only**
- **Informal arrangement**
- **On-street and on-plot parking is suitable**
- **Street form dictated by urban form**
- **Shared surface treatment**
- **Opportunities for planting within the street scene should be maximised. The informal nature of the lane/mews will allow tree planting in small areas as the lane twists/rotates**



Figure 3.13. Lanes and mews plan - fragment featuring Parcel R

- The site
- Parcel R
- Lanes and mews

- **At least two trees to be provided for every 70m of lane/mews. Planted areas for trees to be a minimum size of 5m2. Lanes/mews around the periphery of the development should include at least 3 street trees every 70m**
- **Where lanes/mews run parallel to greenways, these must follow the coding on pages 122-125.**

Kingsmere Phase 2 design coding

Parking (pp82-89)

Well designed parking solutions are vital to the creation of a good quality public realm.

In general, compared to Phase 1, Phase 2 features more on-plot parking solutions. Visitors will generally use shared public, on-street parking.

A variety of parking types will be used in Phase 2, including:

- On-plot and off-plot parking
- Rear courtyard parking
- On street (visitor) parking
- Parking for the primary school

All detached/semi-detached units should provide allocated parking on-plot in accordance with standards. Parking courtyards only allowed for terraced houses or apartments and building heights increasing around the central square.

On-plot parking

On plot parking examples are shown below:



Front access drive-through



Front access attached garage

Refer to page 28 for driveway length coding



Front access detached garage

Refer to page 28 for driveway length coding



Front access hardstanding.
This arrangement will require a deep recess per property or a set back building line (as shown) therefore it should be limited in its use

Drop off/parking for school

- Potential locations for on-street visitor parking that can be used for school drop-off parking are shown in figure 3.14 and detailed in the landscape chapter (landscape design coded here is for central square and will not cover the separate coding for streets).

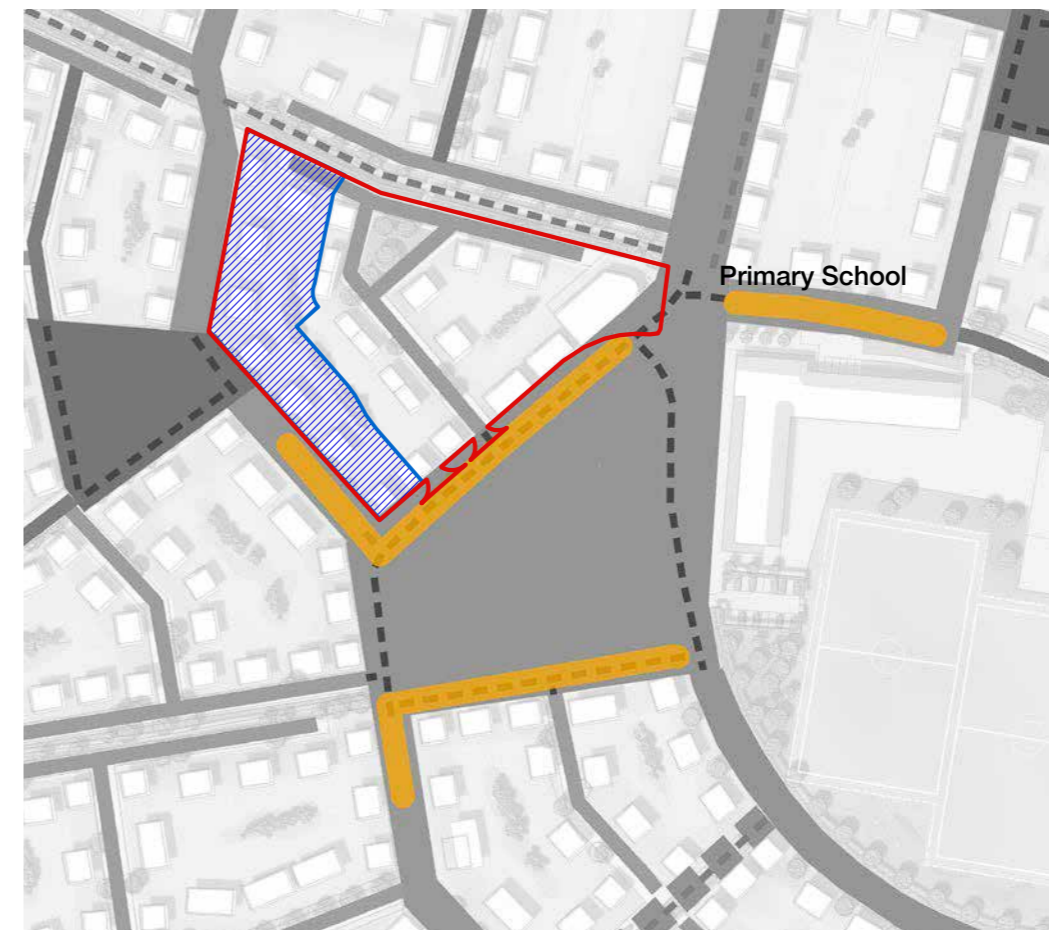


Figure 3.14. Visitor parking/school drop off areas - fragment featuring Parcel R

- The site
- Parcel R
- On-street parking around the central square which can be used as school drop-off parking at key times

Kingsmere Phase 2 design coding

Garages (p90)

- Garages should be designed in accordance with the relevant standards
- For integral garages, see coding on page 28 (does not apply to FOGs)
- **Garages should blend with the house design and feature the same materials and details** (for example front doors and garage doors should match)
- **Garages must be located behind the building line and set back at least 6m from the pavement.** See page 28 for more coding
- **Garages must be at least 3m wide and 6m deep to be considered as car parking spaces**
- **Double garages must have a minimum internal width of 5.6m and depth of 6.1m**
- Cycle storage within garages must be accessible without the need to remove parked cars.



- **+** Double garages must be set behind the building line, and blend with the house design

Bicycle parking (p91)

- **Provision must be made for covered and secure cycle parking within all garages**
- **Those properties without garages must provide covered and secure cycle storage**
- **Cycles must be accessible from within garages without the need to remove parked cars**
- **Within key public spaces such as the central square, cycle parking and storage should be provided. Sheffield-type stands should be used. The design of cycle storage must deter theft, avoid blocking routes, be convenient to the user and be easy to maintain**
- **Cycle parking will be to OCC standards.**



- **-** Garages must be set back at least 6m from the pavement to allow vehicular parking in front without obstructing pavement/carriageway.

Street trees and planting (pp92-95)

- **Trees are to be planted a minimum distance of twice the mature canopy diameter apart to prevent the canopies overlapping**
- **A minimum of one street tree should be provided every 70m along Side streets and lanes/mews. Lanes/mews around the periphery of the development should include at least three street trees every 70m**
- **When adjacent to footpath, all street trees to have a minimum 1.8m clear trunk to the underside of the canopy. Care must be taken to avoid the use of species that are thorn bearing or that produce poisonous fruits or berries**
- **Street tree locations and species should accord with NHBC foundation requirements as well as Manual for Streets guidance**
- The position of street trees must be considered concurrently with services, street lighting, bus stops etc, to avoid clashes
- **Street design around larger green spaces (pocket parks, central square, southern parkland etc), should integrate with the design of these spaces to coordinate footpath and pedestrian crossing points/access**
- Single species hedges to be used on the formal routes as detailed in the character summary matrix pages 60-61. Mixed native hedges to be used with the less formal areas
- Boundary hedge species are to be consistent along any one road
- **All hedge planting should be a minimum of 5L pot size**
- **All other shrub and hedge planting in publicly visible areas, including front gardens, is to be a minimum of 5L pot size for shrubs and 3L for herbaceous and ornamental grass species**
- **Planting density of ornamental beds to front gardens and adjacent roads is to be appropriate to the species selected to ensure a minimum of 75% coverage after one growing season.**

Kingsmere Phase 2 design coding

Refuse strategy (p96)

- The storage and collection of refuse and materials for recycling should be arranged so as not to physically or visually detract from the appearance of street scene or courtyard
- **The site layout will be designed so as to allow the collection of refuse and recycling collections from the adoptable public road network**
- Streets must be designed to accommodate refuse vehicles and must meet the necessary OCC standards in relation to turning areas and roadway construction
- Storage areas should accommodate the bins currently provided by Cherwell District Council and be able to adapt to changing policies and technologies

- Each house must have a hard surface within the curtilage providing space for: one 240 litre blue bin, one 240 litre green bin, one 240 litre brown bin
- Each apartment will have space for: one 240 litre blue bin, one 240 litre green bin.

Bin storage (p96)


- Within courtyards and private drives a suitable bin collection point is required near to the adoptable highway (distance to be agreed with CDC)
- When provided at the frontage or side of a home, bin storage should not be detrimental to the street scene or feature exposed bins
- Integration of bin storage design with the frontage of homes is preferable
- When bins are stored in rear gardens, an appropriate alleyway should be provided to allow the movement of bins

- In terrace housing, alleyways or points of access must be provided for groups of 2-3 houses.


Utilities (p96)

- Utility systems will be installed in service corridors located within the adoptable highway
- Features such as trees, on street parking, signage and seating shall be located within service free areas
- Where trees are planted close to services, root barriers shall be incorporated in compliance with the relevant service provider.




-  • Bin store sympathetic with contextual design setting




-  • Bin stores for communal areas should use the same building material as the immediate context



-  • Bin storage must be considered as part of the plot design, allowing ease of movement/collection



-  • Bins in communal areas must be housed in an appropriate store to help reduce negative impact on the streetscene

Refuse collection/bin storage examples

Kingsmere Phase 2 design coding

Landscape

Landscape strategy (p106)

- The landscape-led vision and approach includes the early delivery of key open spaces and structural landscaping. It also means “greener streets” in Phase 2
- Landscape treatments will reinforce the character areas identified in this code and the individuality of the different suburban edge treatments
- **Boundary treatments should be consistent across the full length and on both sides of a street**
- **Careful consideration must be given to the relationship between greenways and adjacent landscape and open spaces.**
- **Footpaths should provide a permeable network through the proposals (and open spaces) with good surveillance over key routes and greenways.**

Core character area

Parcel R is located in the Core Character Area, so the below coding is relevant to it:

- Along the primary streets, a formal arrangement of large street trees planted in both verge and hard surfacing. Note: this already forms part of the reserved matters approval for the the primary street design adjacent to Parcel R
- **In the central square, plot boundaries to comprise 1000mm railings with shrub planting behind**
- Verges should be either grass or groundcover.



Figure 3.15. Landscape and open space parameter plan - fragment featuring Parcel R

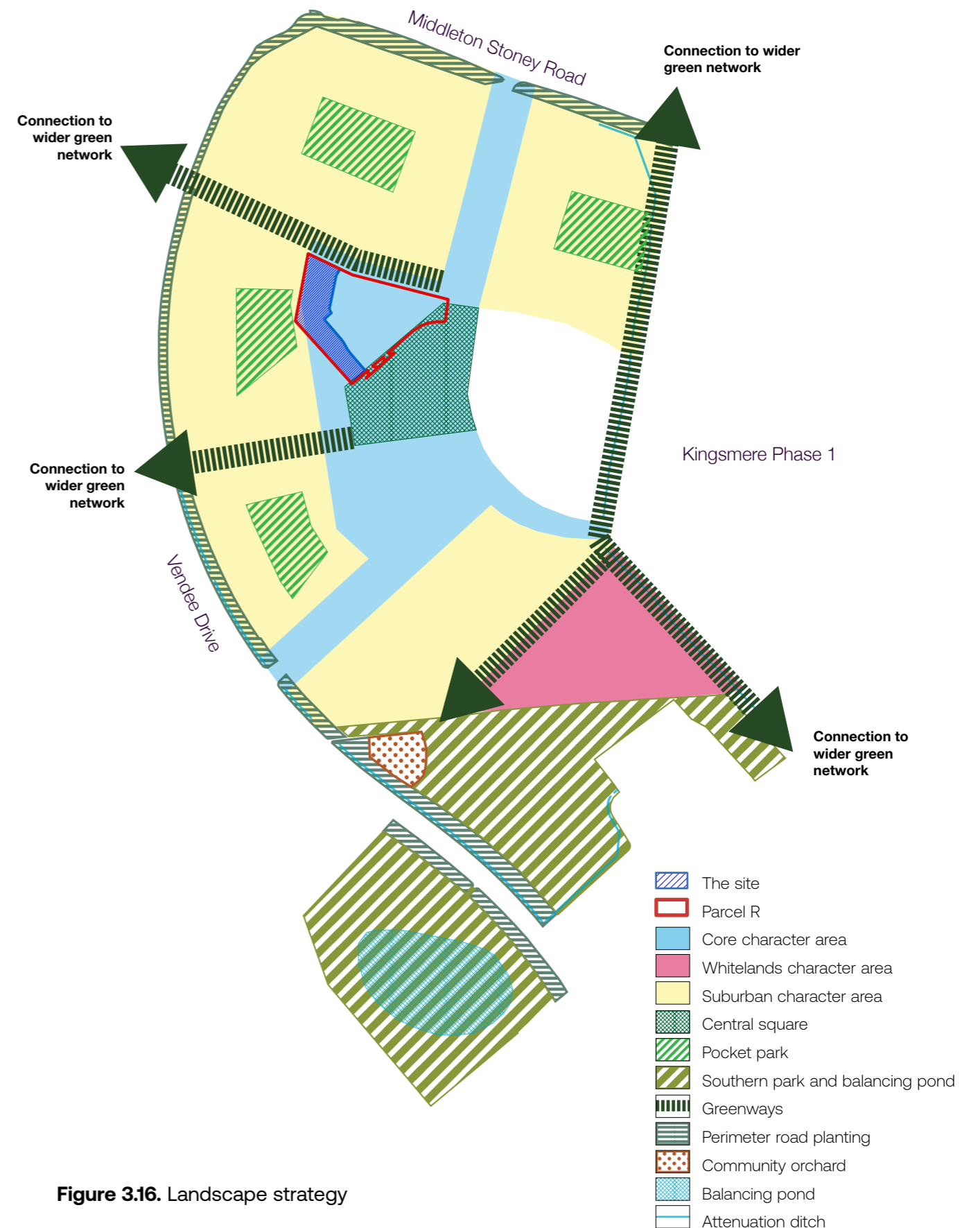


Figure 3.16. Landscape strategy

Kingsmere Phase 2 design coding

Central Square (p110)

Located along the primary street and adjacent the primary school the central square forms a multifunctional open space within the development.

Parcel R fronts the Central Square, the key elements relevant to it are summaries below:

- Residential units overlooking the central square to be natural limestone, as per coding on pages 42-43 (see note regarding retail/extra care)
- Homes around the square to feature railings as front boundary treatment.



- | | |
|--|--|
| <ul style="list-style-type: none"> 1 LEAP 2 Mounds for informal play 3 Zebra crossing 4 School coach bay 5 Cobble rumble strips | <ul style="list-style-type: none"> 6 Large open space for informal play 7 Seating area 8 Minimum 20 parent drop-off bays within central square 9 Potential retail location. Preferably this could be located on the southern edge of the square 9a subject to approval by CDC, but this is not fixed |
|--|--|

Figure 3.17 Central square illustrative plan

Kingsmere Phase 2 design coding

Greenways (p120)

Only Greenway 1 is relevant to this application as Parcel R bounds on to it on its northern edge.

The key coding elements relevant to Parcel R residential are summaries below:

- **The appearance of the buildings along the greenways and pocket parks should broadly follow the principles of their character areas**
- Greenways should be tree-lined, where possible, to create views along their length
- Trees should be native, where possible, with some flowering and fruit bearing species (only where fruit will not litter footpaths)
- Other greenways are pedestrian focussed (including cycle links as per the movement parameter plan) linking residential parcels. Refer to movement and access parameter plan for key pedestrian links
- Green corridors should seek to conserve and enhance existing hedgerows where possible, by minimising the number and size of breaks for pedestrian access. Where hedgerows are of poor quality they may be removed and replaced
- Wayfinding elements should be incorporated to improve the legibility of open spaces across the phase (such as signage)
- Seating areas should be incorporated where appropriate
- **To prevent vehicles from driving onto greenways 600mm high knee rail fencing is required at the end of any**

turning head that abuts a greenway and for any street that runs parallel to the greenways. In addition, where a secondary street crosses a greenway (such as Greenway 1), timber bollards must be providing for safety purposes. See street furniture, (see street furniture pages 98-99)

- Litter bins/dog waste bins should be provided at appropriate locations and intervals so they can be used/emptied easily and regularly (see pages 98-99).



Figure 3.18. Greenway locations

GREENWAY	TYPICAL WIDTH	GREENWAY CHARACTER	DESIGN CRITERIA
1	10M	Movement focused corridor, includes 3m wide designated footpath/cycleway. Features replacement hedgerow	50% of front gardens along the southern side of this greenway to be a minimum of 3m deep. To the north side, 50% of all front gardens should be at least 2.5m deep. Where streets run parallel to greenway, a minimum of 3 trees of 18-20cm girth stock every 70m are to be provided. Where there are streets longer than 70m running alongside of greenway, these to have a traffic calming feature

04 – Parcel R residential bespoke coding

Parcel R residential bespoke coding

Introduction

Based on the phase 2 coding set out in chapter 3, this section provides more bespoke design guidance specific to the residential zone.

As part of the detailed design for the Extra Care scheme, the efficiency and quality of the layout has meant that a proportion of Parcel R is not required. Therefore, part of this parcel can deliver up to 14 new homes, but there is a need for bespoke coding to cover how that residential element is designed within Parcel R, in terms of its relationship to the adjacent care home facility, surrounding residential schemes which are being delivered through approved reserved matters such as the central square and the greenway.

It is particularly important that the southeast edge of Parcel R (frontage the square) reads as a coherent streetscene. Proposals must demonstrate that a positive, suitably scaled, well-articulated and attractive frontage is achieved.

Design Parameters

The plan in figure 4.2 sets out mandatory design guidance that layouts must comply with. As noted in section 3, the parcel is located within the Core character area, immediately north of the Central Square. This area must achieve a higher level of enclosure and strong vistas. Boundary treatments should include low railings where it fronts the Central Square. A greater number of semi-detached and terraced units are suggested for this character area in the code.

Key urban principles include the Central

Square frontage as primary frontage, which is also covered in the code under Enclosed Spaces. The design code states that this edge can include terraces (on one or two edges) and that building line and roof line should be regular.

This is an important design principal as either side of this frontage zone is a Barratt 3 storey house and the 4 storey Care block. Therefore, the units along this proposed edge must be 3 storey to create a regular building and roof line, as described in the code.

The taller, 3 storey elements should face the square and assist with the creation of vistas from the greenway and square, with generally 2 and 2.5 storey for the remaining units within the parcel. See diagram 4.1.

Street composition includes the use of corner groupings to ensure active frontages that turn the corner. This can be applied to units that side onto the greenway, which is a similar approach to the adjacent parcel west of the site. Plot design coding allows for a range of parking opportunities, including driveway beside building and use of separate garages, and/or small parking courts. Large blocks of parking must be avoided.

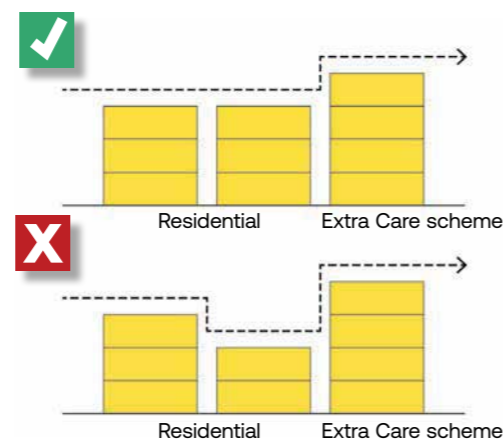


Figure 4.1 Proposed building heights facing the Central Square

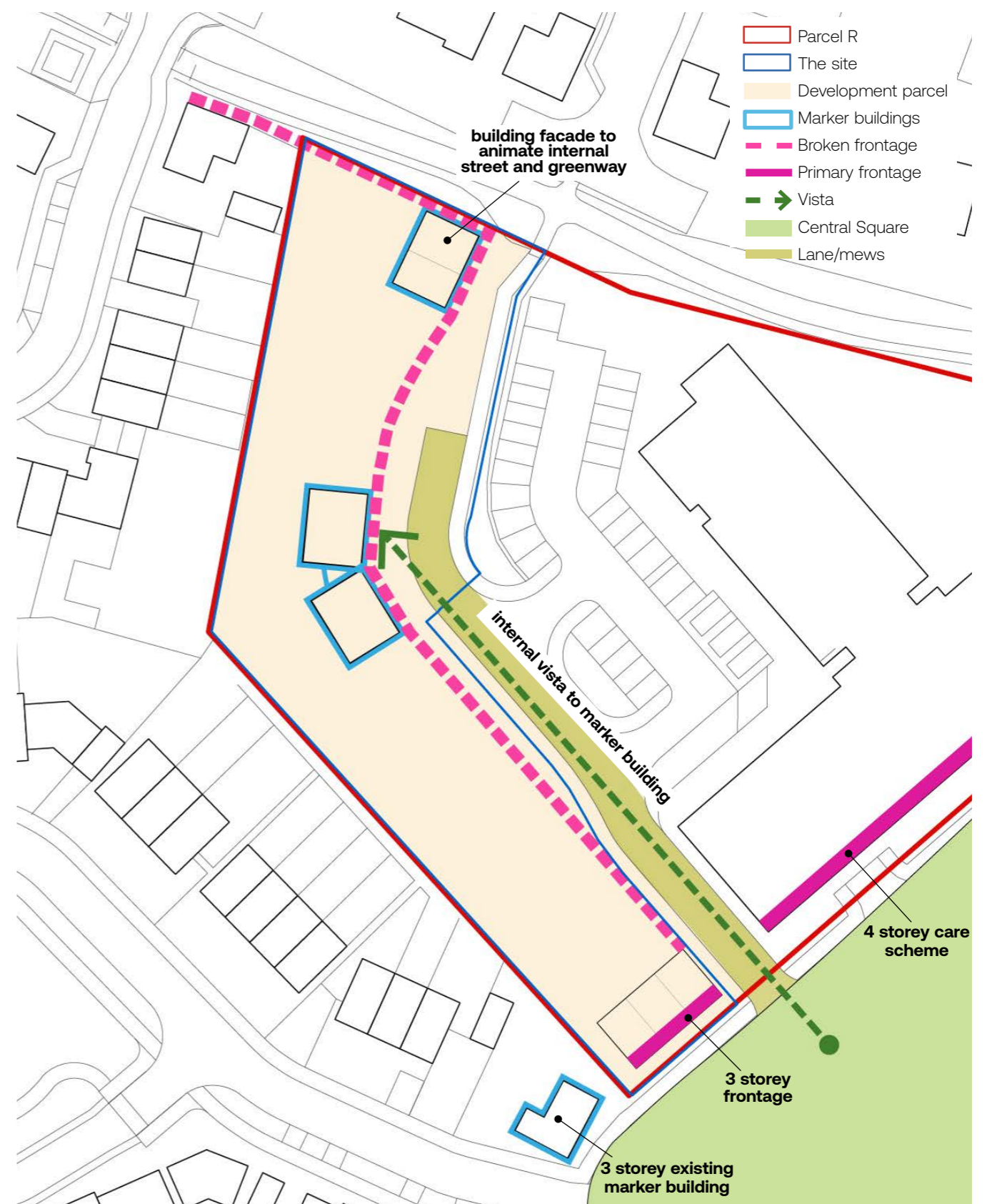


Figure 4.2 Urban principles diagram

Parcel R residential bespoke coding

General coding

Density:

- Up to 14 new residential units are indicated to be provided within the development site. This density is in line with the Parcel R parameters set out in the Phase 2 design code and results in 42dph.

Building line and building layout set out in the Phase 2 Design Code:

- Back to back distances should not be less than 21m with the exception where elevation is rotated
- The depth of the building line is minimum 1m with landscaping features contributing to the boundary treatment, and maximum 2m where frontages are facing the Central Square.

Boundary treatment:

Boundary treatments should generally be in keeping with the existing Phase 2 coding (page 41). For clarity, the residential element edges/boundaries should be treated as follows:

- The western edge of the site area borders existing close boarded fencing
- The southern edge fronting the central square should feature black coloured metal railings with low level shrub planting behind
- The northern edge, along the greenway, should feature black coloured metal railings to tie into the treatment elsewhere along the greenway, with the exception of rear garden edges, which should feature 1.8m red brick walls
- The eastern edge (internal boundary with Extra Care proposal), will be covered within the Extra Care detailed planning application proposal
- Boundary walls to courtyards to be 1.8m red brick, with planting beds positioned to allow climbing plants to grow
- Frontages along the internal lane/mews should feature low level stone and brick walling (to match building materials), with hedge or shrub planting
- Rear garden boundaries not visible from the public realm may feature close boarded fencing.

Parking provision:

For residential housing, parking provision to follow the OCC parking standards as set out below.

Electric Vehicle Charging Points (EVCP):

- In accordance with OCC parking standards for residential car parking all 'on-plot' car parking bays (garages/car ports) should be provided with active EVCP facilities. The privately maintained parking area should be provided with at least 25% (with a minimum of two) active charging points for all parking spaces.

Car Parking:

- Units are provided with driveways and/or garages. According to Phase 2 code garage placement should be away from the street, at least 6m back
- The depth of the garage should be minimum 7m
- According to the OCC Car Parking Standards (2022) minimum and maximum parking provision for residential units are:

Unit type	OCC Car Parking Standard (2022)	Visitor Car Parking	Maximum Car Parking Provision	Recommended Motorcycle Parking
1-bed maisonette	Up to 1 space per dwelling	1 space per 5 dwellings	3	3
2-bed house	Up to 1 space per dwelling			
3+ bed house	Up to 2 spaces per dwelling			

Cycle parking:

- According to the OCC Cycle Parking Standards (2022) minimum cycle parking provision for residential units are Standards (2022) minimum and maximum parking provision for residential units are:

Unit type	Cycle Parking
1-bed maisonette	2 spaces per bedroom
2-bed house	2 spaces per bedroom
3+ bed house	2 spaces per bedroom

Parcel R residential bespoke coding

As part of preparing the bespoke coding, two indicative layouts have been produced (figure 4.3 and 4.4) These illustrate one or two ways a residential layout could come forward based on the design guidance contained within the code. These are however indicative and do not preclude an alternative arrangement being submitted as part of a future RMA.

Future RMA's should include an elevation along the south eastern boundary to illustrate how the primary frontage will be viewed in the content of the new care scheme and existing Barratt Homes marker building immediately to the south west of the parcel. The key design principles are noted on the illustrative layouts:

Illustrative masterplan A



Figure 4.3 Illustrative masterplan A

Illustrative masterplan B



Figure 4.4 Illustrative masterplan B

05 – Summary

Key design guidance for parcel R residential housing

This design code sets out the spatial arrangement and coding for a future reserved matters application for up to 14 homes within Parcel R of Kingsmere Phase 2.

A review of the existing Phase 2 coding that is relevant to this new residential element, along with additional bespoke coding for this particular proposal ensures it responds positively to both the existing context as well as the proposed 82 unit Extra Care Scheme.

The key elements of the bespoke coding are:

- 1. The integrated and well-designed provision of up to 14 new homes**
- 2. Ensuring pedestrian links feed into the wider network**
- 3. Urban massing to complement edges with the Extra Care Scheme and central square**
- 4. Use of marker buildings and vistas to frame views and connect the proposal to the rest of the masterplan**
- 5. A considered architectural form which responds positively to the surrounding context**

In many ways the residential scheme should comply with the coding and design treatment for the existing/approved residential development within Phase 2, and this coding should ensure that.

The scheme will be of appropriate scale and density, with appropriate frontage to the central square, a key public viewpoint to the scheme (and focal point of the Core character area).

Assuming outline planning permission is granted for this residential element, then any future reserved matters application will need to demonstrate compliance with the coding set out in this document.

London
Birmingham
Bournemouth

0203 664 6755
enquiries@torandco.com
torandco.com

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tor
&CO





Corstorphine & Wright

Contact us to discuss your project

 www.corstorphine-wright.com

 contact@cw-architects.co.uk

 [corstorphine-wright](https://www.linkedin.com/company/corstorphine-wright)

 [@cwrightarch](https://twitter.com/cwrightarch)

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