

Masterplan and Design Code -
20.04.2012

Longford Park, Banbury

This Masterplan and Design Code document has been prepared in the context of the adopted Oxfordshire Structure Plan (2005), Cherwell Environmental Strategy (2002), the Cherwell Community Plan 2006-2016 and the supporting Urban Design Framework document (2005).

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1.0 INTRODUCTION

1.1 The need for a Design Code

In 2009, Cherwell District Council approved outline planning permission (Ref 05/01337/OUT) for College Fields, now referred to as Longford Park.

Conditions were attached requiring the submission and approval of further information regarding various matters, including design. The conditions state that a Design Code is required to guide the development and the consideration of Reserved Matters applications for the development of the site.

The document also explains the outcome of discussions held with stakeholders and statutory consultees, including Cherwell District Council, Oxfordshire County Council, and the Environment Agency. A series of consultation events has informed the production of the Masterplan and the Code including stakeholder workshops and public exhibitions.

Stakeholder workshops were held in March 2005. An exhibition illustrating the Masterplan and the Design Code was held in Castle Quay Shopping Centre, Banbury, on 16-18 July 2010. A summary of the results from these consultations can be found in Appendix F. A full explanation is available in the documents; *"Draft Report on the Bankside Community Design Workshop"* (2005) and the *"Report on Design Code Public Consultation"* (2010).

1.1 The need for a Masterplan and Design Code

1.2 Purpose of the Design Code

1.3 Who will use the Design Code

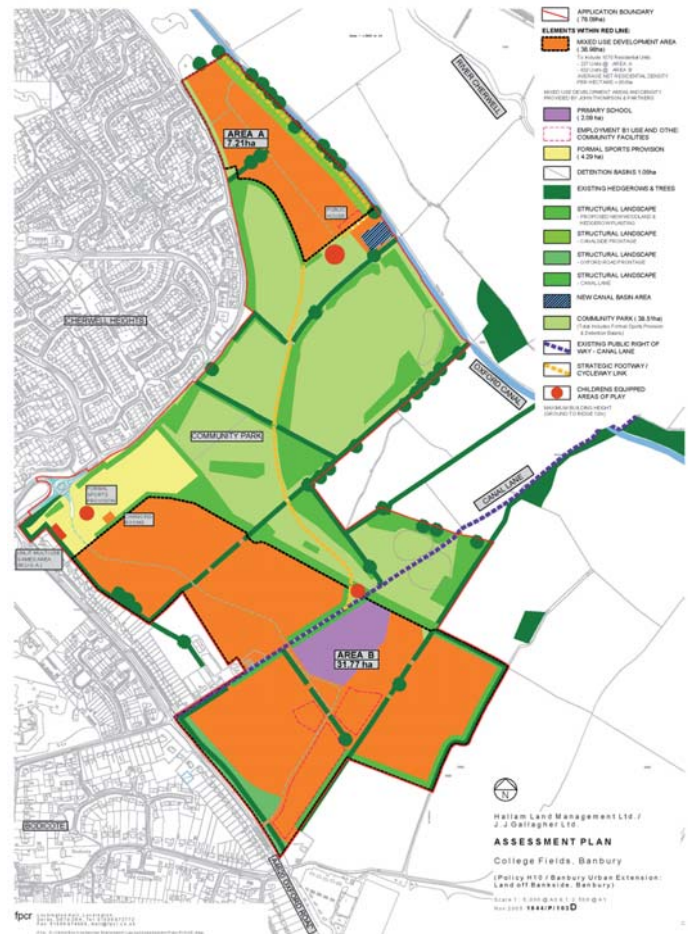


Fig. 1: The Longford Park assessment Plan (2005) as approved by Cherwell District Council

A Vision for Longford Park

Good planning is good knowledge transfer. This document is based on an understanding of what information is important to deliver a sustainable, high quality new neighbourhood at Longford Park. It is a masterplan and design code that provides clear briefing on how to achieve an urban area that is:

- Respectful of it's setting in the landscape
- Responsive to the local urban and rural context
- Flexible enough to ensure the masterplan can adapt to future economic and environmental demands
- A truly mixed neighbourhood, that will provide for all ages, economic situations and lifestyles
- Memorable, with distinctive buildings and public spaces.

This masterplan and design code provides an opportunity, one that will live up to the aspiration set by Cherwell District Council, and by the local communities of Bodicote and Cherwell Heights.

The masterplan and design code document will form one part of a broad pattern of briefing and design development.

There are a wide range of stake holders who are in charge of continuing design development in the public interest; highway performance and parking, security, recycling collection, utilities provision, nature conservation and building regulations, all of which have an impact on the detailed design of Longford Park.

This document will provide certainty and consistency for those preparing or commenting upon proposals for Longford Park by providing detailed design requirements on the key design factors relevant to the delivery of the master plan.

The Masterplan and the Code have been developed in consultation with Cherwell District Council and other key statutory and non-statutory stakeholders (including the Environment Agency and the general public). The Masterplan and the Code have also been developed in compliance with policy guidance and regulations (as identified within the Outline Application Planning Statement, November 2006), the emerging Local Development Framework (LDF), and other strategies and initiatives relevant to achieving sustainable growth.

Who will use the Design Code?

Once approved, Cherwell District Council will use this Masterplan and Code as a material consideration when determining Reserved Matters within Longford Park. As such it is expected that this Code should be used as the starting point for dialogue between developers and their designers, Cherwell District Council, Oxfordshire County Council and other statutory key stakeholders when developing proposals for Longford Park. Applications that accord with the code will then be delegated to officers for their determination.

When applied by a good designer, the Code will provide all the elements required to produce a good result. Good use of the Code will assist the local authority in avoiding poor design – it should not be used as a checklist, but as a guide to creating a new community at Longford Park.

This Design Code for Longford Park complies with the Department for Communities and Local Government's publication *Preparing Design Codes – A Practice Manual* (November 2006).

It states that Design Codes should “*decide which elements of the code will be mandatory or discretionary, but seek to balance prescription with flexibility across the design code and for each element within it*”.

Of particular relevance to Longford Park is the paring down of design codes to essential requirements.

Within this context this code presents all material as mandatory unless otherwise stated.

2.0 THE MASTERPLAN

2.1 Introduction

The Assessment Plan opposite formed part of the outline approval and was used within the Environmental Impact Assessment. It illustrates:

- The extent of built development within the urban expansion area
- The broad distribution of land uses
- Those landscape constraints within the built development area that have a high degree of protection
- The areas requiring buffer planting to mitigate the visual impact of development and urban edges in general

The Assessment Plan is the base line for the development of the masterplan, in particular the proposals that meet planning Conditions 11&12 of the outline approval. The following sequence of plans illustrate:

- The main vehicular access and the strategic pedestrian and cycle routes across the site. These routes are elaborated further within the character areas section of this code (2.3).
- The broad principles for storm water drainage and foul water drainage, including balancing ponds and pump station location (2.4).
- A landscape plan which shows the distribution of formal and informal open space uses, planting and the integration of drainage balancing components (2.5)
- A parcel plan which illustrates the subdivisions referred to in the design code. They also dictate the areas for reserved matters applications (2.6)

The Assessment Plan, as granted permission by Cherwell District Council, outlines the permitted location and quantum of land uses. These locations are set and plans included in the Design Code document do not deviate from this.

All these plans form component parts of the coordinating masterplan. The masterplan is therefore the baseline data for the following explanation of character areas and parameters plans. There will be no variation between masterplan and parameters plans. However, it is expected that the parameters plans will elaborate further the same base line.

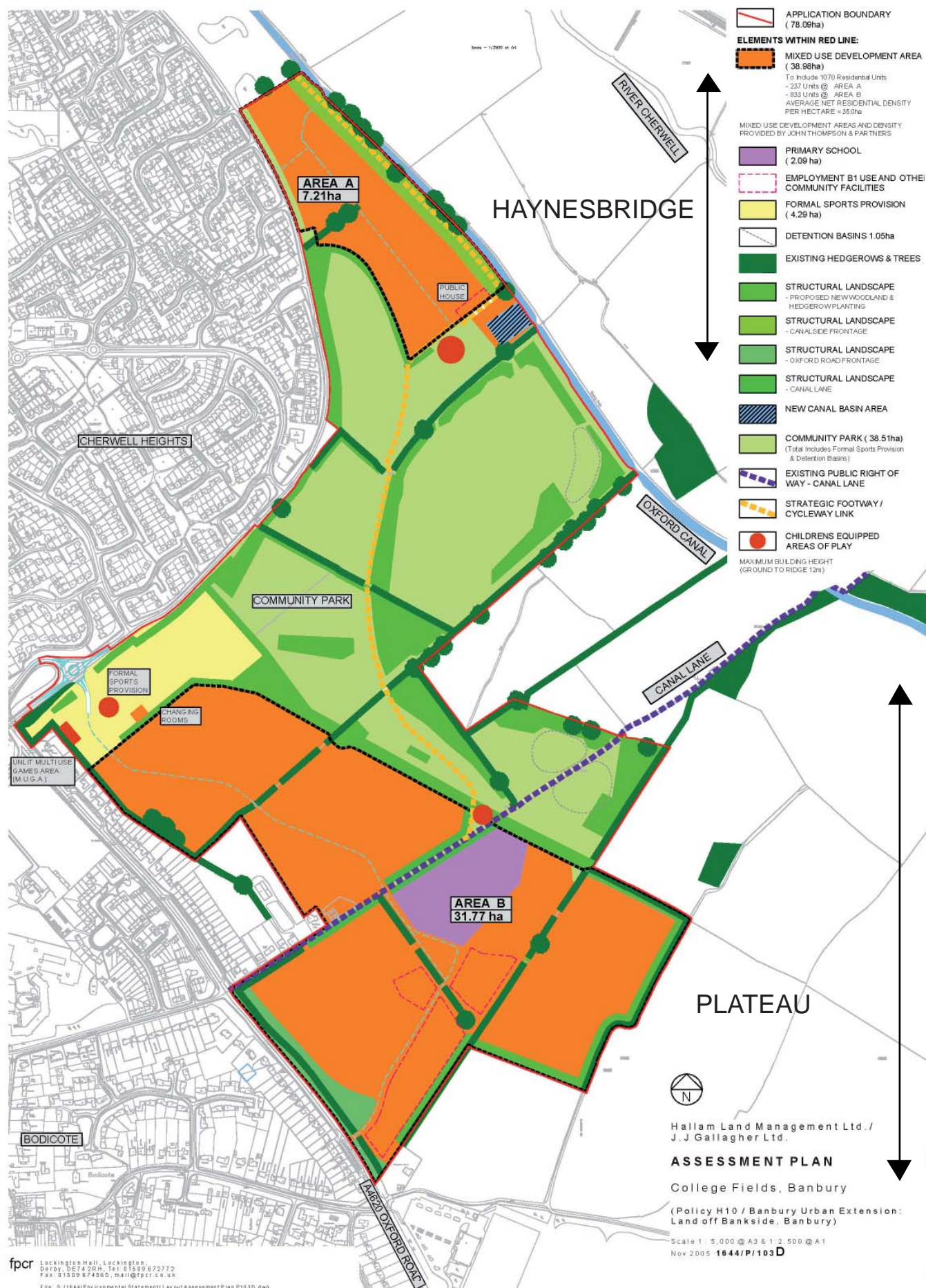


Fig. 2: The Longford Park assessment Plan (2005) as approved by Cherwell District Council

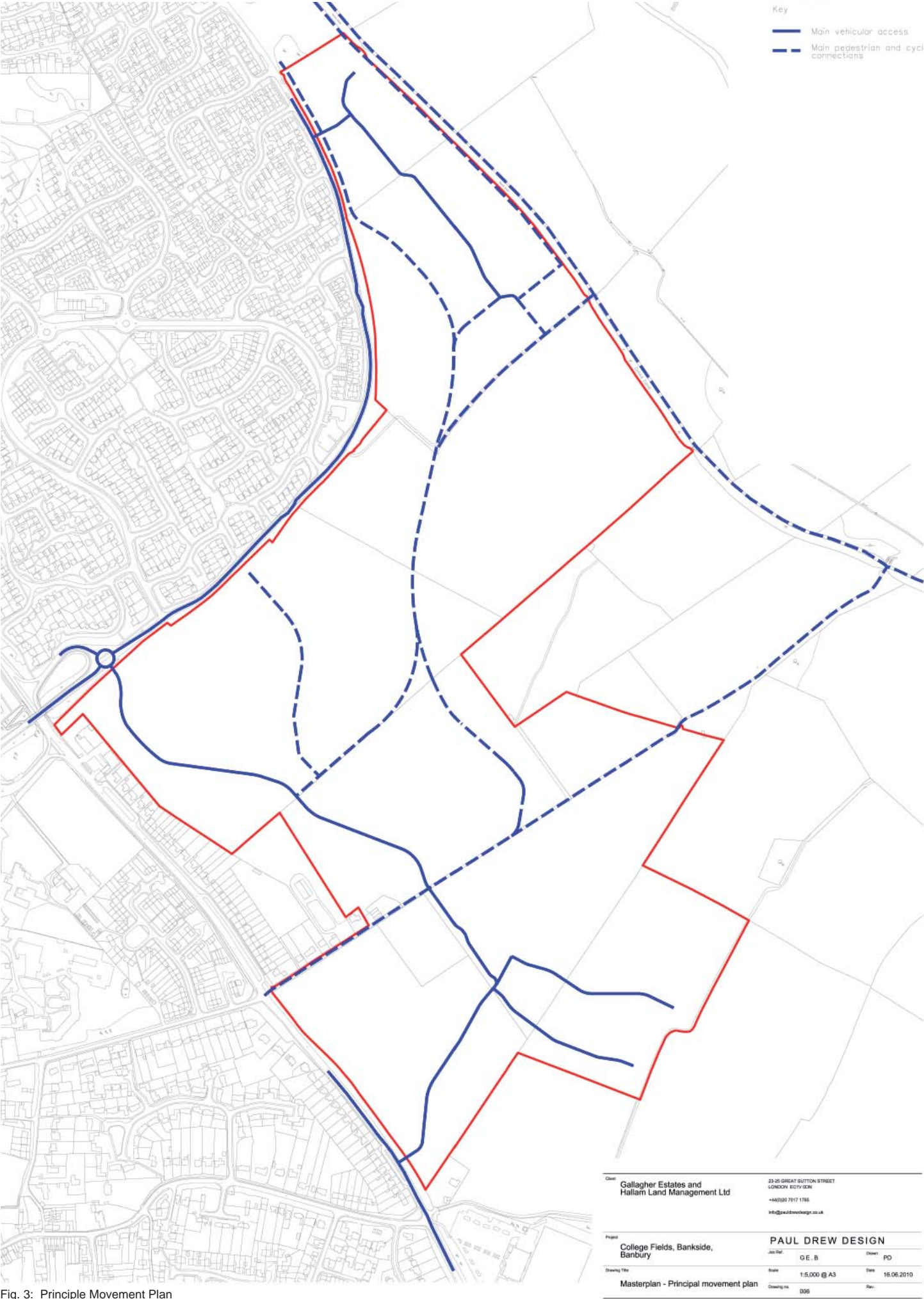


Fig. 3: Principle Movement Plan
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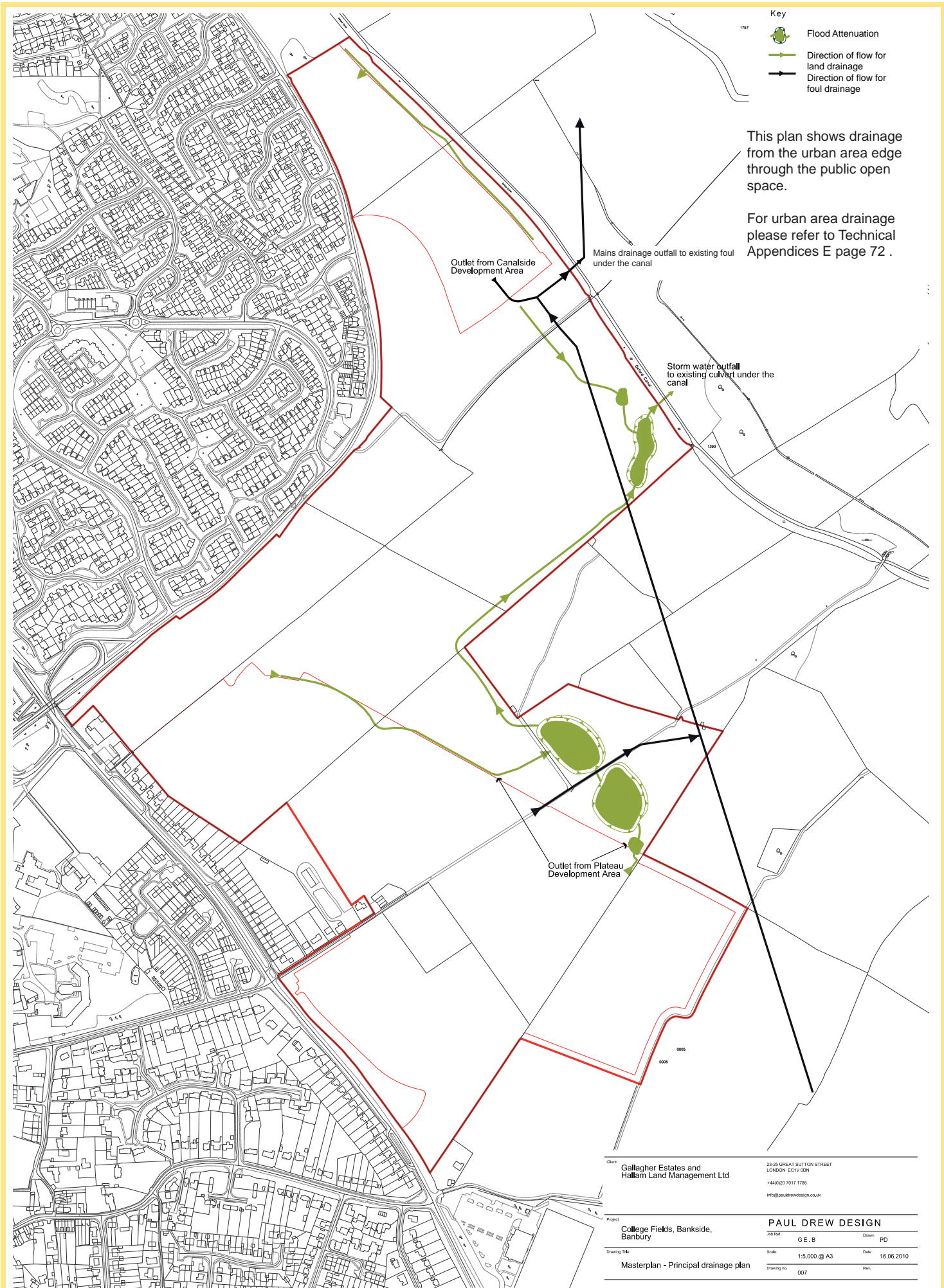


Fig. 4: Principle Drainage Plan



Fig. 5: Landscape Plan

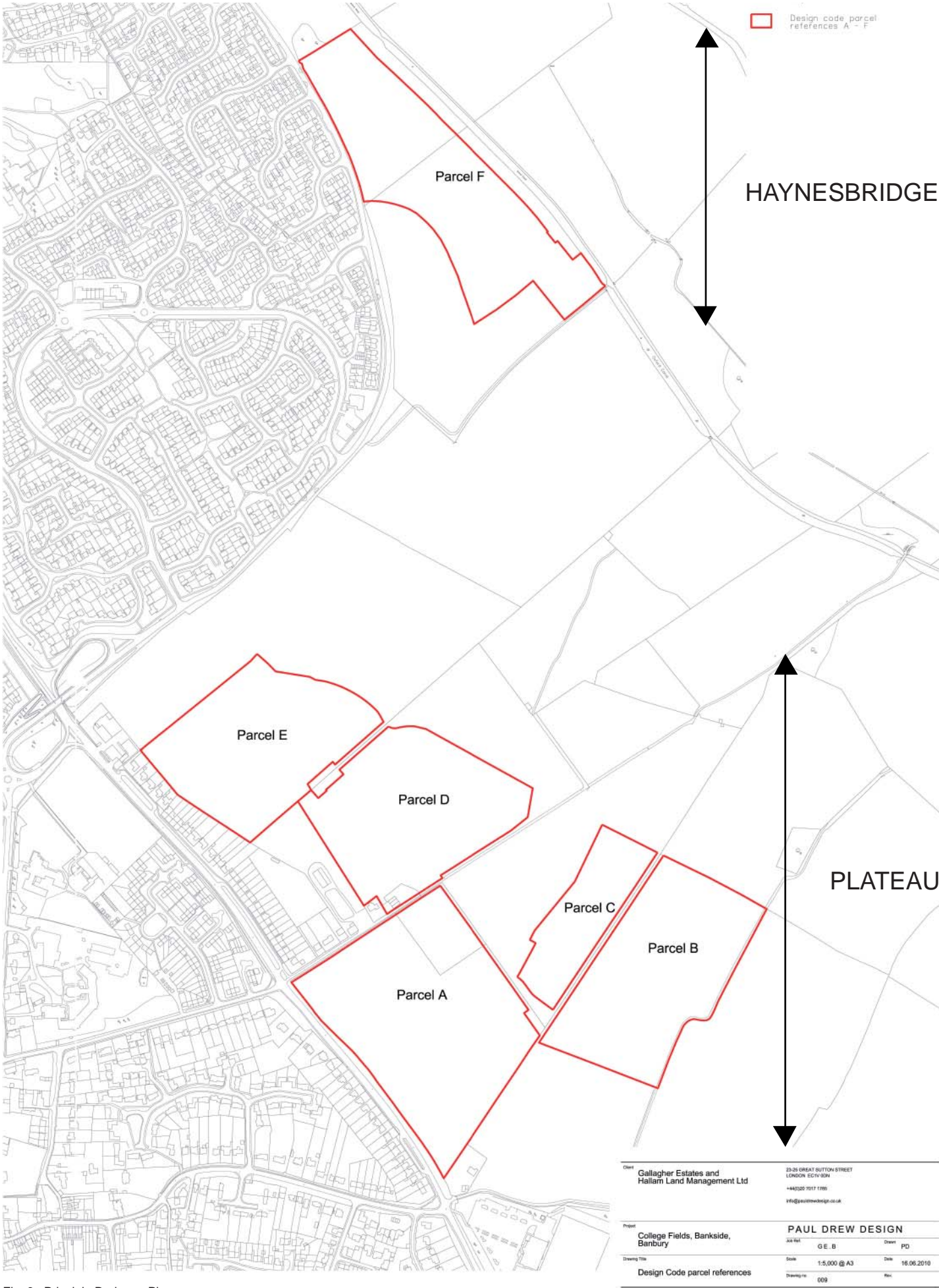


Fig. 6: Principle Drainage Plan



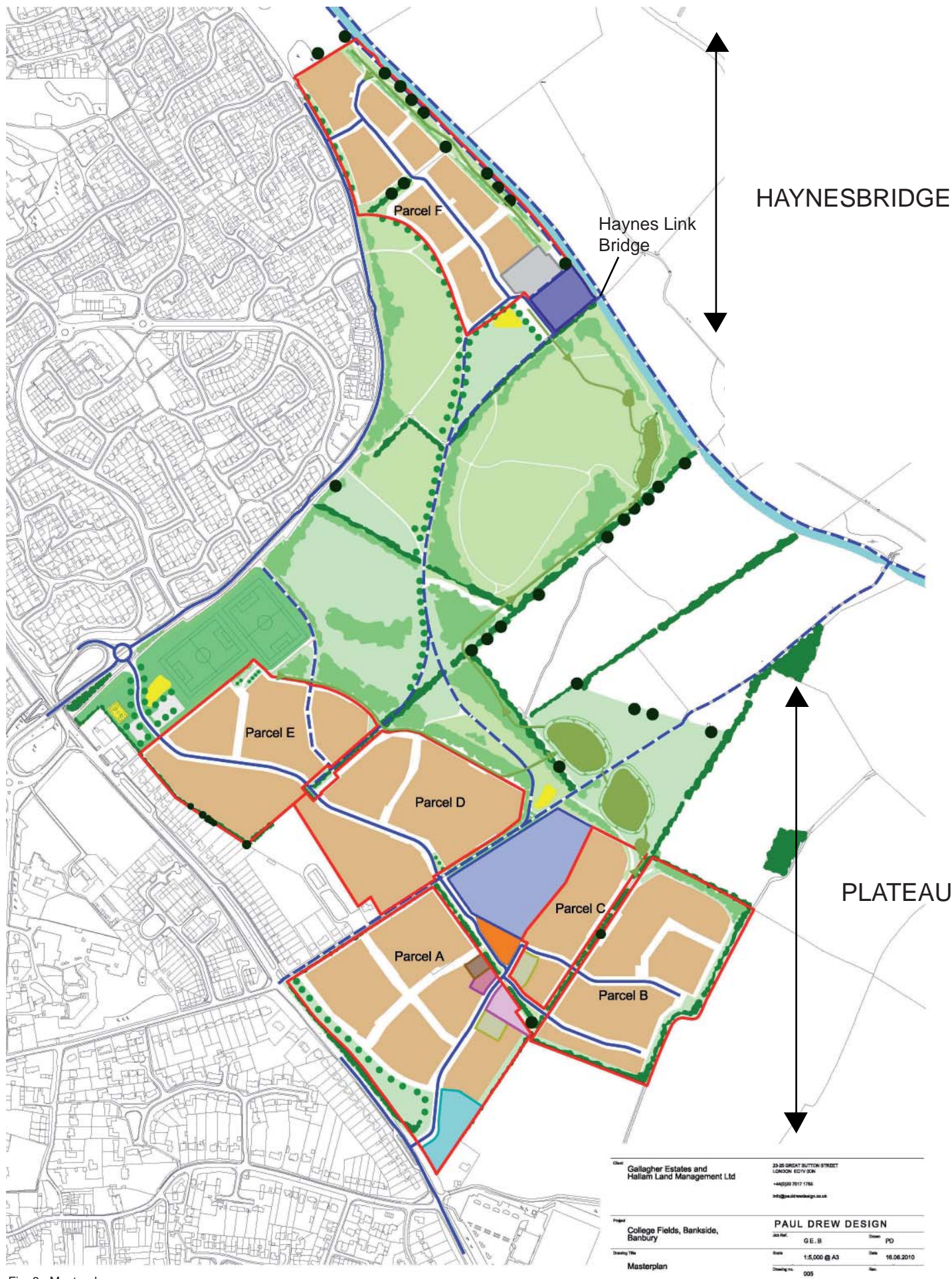


Fig. 8: Masterplan

3.1 Introduction to character precedence appraisal

3.2 Banbury 3.3 Bodicote

3.4 Deddington

The following chapter examines the surrounding local area in order to understand the local vernacular and to be able to apply any relevant characteristics to the proposed development at Longford Park.

The Character Precedence study has considered Banbury and adjacent villages. This chapter looks closely at both the streetscape and the typical architectural details of the different settlements.

Due to the historic nature of Banbury and the surrounding villages there is a strong local vernacular which should be considered. Where possible and appropriate this should be interpreted within the design code for Longford Park. The design principles identified in the following pages should be used as guidance only and it is not the intention to create pastiche architecture.

This chapter considers the following points:

- How the character of new development should be developed from an understanding of the context of the surrounding built and natural form.
- How positive features of the local area should be used as design cues which can then be interpreted in a contemporary manner.
- How local materials and colour palettes are another method of reinforcing distinctiveness.
- On how important streets and prominent locations are considered.
- How new development can incorporate landscape features and provide a mature setting

The character study has identified that despite the relatively close location of the different settlements, each town/ village has its own set of key characteristics.

3.0 CHARACTER PRECEDENCE

3.1 Introduction to character precedence appraisal

3.0 CHARACTER PRECEDENCE

3.2 Banbury

3.1 Introduction to character precedence appraisal

3.2 Banbury

3.3 Bodicote

3.4 Deddington



Fig. 9: Longford Park in relationship to Banbury



Fig. 10: Historic map of Banbury from 1898

The historic map identifies Banbury's market place, which is still the focal point of the town centre today. The market place brings together a central open space which is also used by pedestrians and vehicles.

Banbury has experienced a substantial amount of expansion in all directions and this is evident from the suburban road network in the west of the town, typical of late C20 developments. This is also particularly prominent in the north of the town which has a number of cul-de-sacs and unconnected spaces.



Fig.11: Typical broad space for Banbury's market activity

The use of paving and shared surface areas contributes to a high quality public realm within the town centre.

The arrangement of merchant houses in the market area of Banbury show that office uses can adapt well to a domestic scale of building. In the town centre the building line, variations in scale and the proportion of fenestration reinforces a sense of place.



Fig. 12: Typical stringcourse features on workers cottage.



Fig. 13: Some frontages are formed of planting.



Fig. 14: Different brick types and colours create interesting facades.



Fig. 15: Key features found in Banbury



Fig. 16: Wide frontage type with corner feature to articulate streetscape.

Banbury is made up of a network of major and minor streets.

The historic plan opposite identifies the key urban space in the town centre. This open space is hard surfaced and part of it is currently used for car parking and a number of other uses, including the market.

Within this space there are a number of key buildings including the Town Hall. The built form provides a “framework of edges” to the town square.

The majority of buildings within Banbury are brick. There is also render and stone dressing.

Terrace buildings were added as the town centre expanded to the new planned suburbs surrounding the town centre. These terraces typically had small front gardens.

The People's Park has a number of different areas, including a community nursery, bowling green, rose garden and an events lawn.

The People's Park is useful as a precedent for the proposed Community Park, part of the Longford Park development. Like the People's Park, it is surrounded by development and benefits from high levels of natural surveillance. The Community Park can use a similar management model set by the People's Park as this has been key to the success of the park.

Key lessons from Banbury

- Use of a range of building materials
- Different brick types and colours to create features on buildings and add interest to the streetscene
- Civic spaces often combine main routes, parking and landscape features

3.0 CHARACTER PRECEDENCE

3.2 Banbury

The existing residential character of Oxford Road shows styles from Georgian through to late twentieth century.

This diverse history illustrates that a wide range of materials other than brick and stone have been used. Of note are the stucco, or render, frontages to houses based on classical villa references. Further out towards Bodicote, render has continued to be used in a ‘rough cast’ manner. This, together with bay windows, timber gables, hip roofs and low pitch eaves are typical features of the garden city movement. Although the movement founded these ideas in the 1920 - 30s, the garden city style houses along Oxford Road were built after the Second World War, with typical features such as extensive verges and service roads. Later still along Oxford Road are houses that express the suburban aspirations of the 1960-70’s. These tend to be one to one and a half storey in height and use a variety of pale orange and ochre bricks.

The majority of homes along Oxford Road are now obscured by mature hedgerow.

The neighbouring residential area of Cherwell Heights is laid out in a typical way for 1980s development, including a loop road with a series of culs-de-sacs and connecting footpaths. Its appearance on Bankside is distinguished by shallow pitch gables and wide fascia board that can be seen from a great distance.

The new character of Haynesbridge will avoid a repetition of those street layouts and avoid such striking facade details as white fascia board.

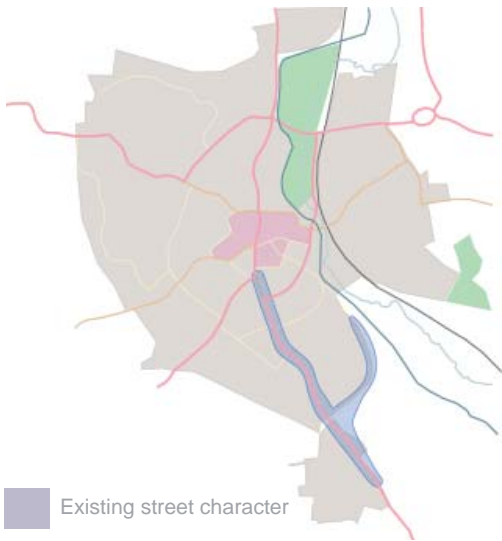


Fig. 17: Plan identifying Oxford Road where the following photos have been taken



Fig. 18: Simple proportioned houses with stucco ‘render’ and vertically balanced sash windows, typical classical architecture features.



Fig. 19: Post Second World War detached house with bay windows, timber gables and hip roofs



Fig.20: Post Second World War garden city inspired housing with large front gardens



Fig. 21: Post Second World War garden city housing layouts on extensive verges and service road



Fig. 22: Many housing frontages on Oxford Road are obscured by mature hedgerow.



Fig.23: 1960-70's suburban detached houses of one and a half storey in height and a variety of pale orange and ochre bricks.



Fig. 24: White fascia board is a key feature of properties on Cherwell Heights

Key lessons from existing street character

- Simple proportioned houses with render
- Expression of bases, string courses and symmetry
- The use of pale orange and ochre brick
- The use of gables to express frontages
- Avoid repetition of typical 1980s design features, such as loop roads and fascia boards

3.0 CHARACTER PRECEDENCE

3.3 Bodicote

- 3.1 Introduction to character precedence appraisal
- 3.2 Banbury
- 3.3 Bodicote
- 3.4 Deddington

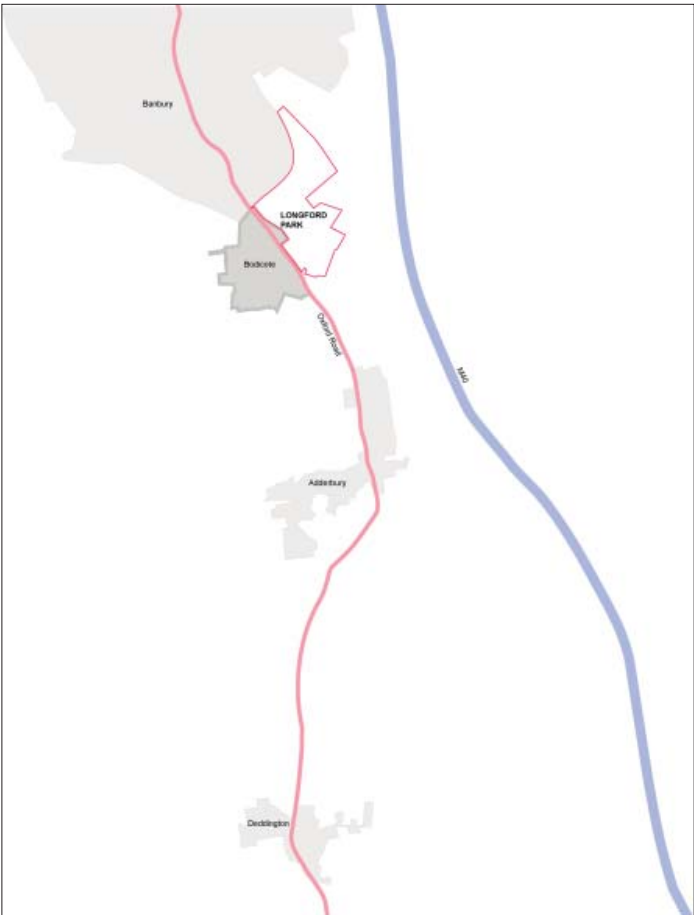


Fig. 25: Bodicote in relationship to the site.



Fig.26: Aerial view of Bodicote

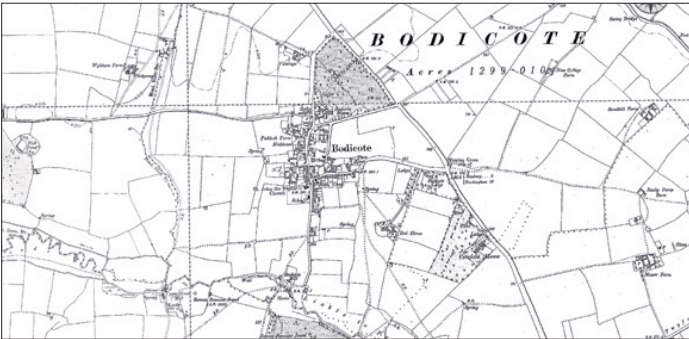


Fig.27: Historic map of Bodicote from 1898



Fig.28: Bodicote expanded in 1920s/1930s and used Garden City design principles including housing centred around village greens.



Fig.29: There are a diverse range of storey heights within Bodicote, with the higher storeys at the corner of the blocks. The range of materials used on the corner building adds interest to the streetscape.

Bodicote is located immediately to the south of Banbury and is bounded by Oxford Road to the east and fields to the west.

The oldest part of the village dates from 13th Century and development has occurred continually. The historic plan identifies the location of the original village centre along Church Street in the west of the village. Development and infill have occurred along the routes through the historic core including East Street / Weeping Cross and Broad Gap.

Modern development has occurred in the south of Bodicote and is typical late twentieth century with a number of culs-de-sac.



Fig.30: Corners are punctuated with key buildings. The lack of porches and bay windows provide a flat frontage to the street, this is in contrast with the open space provided by the church yard.



Fig.31: A small amount of the buildings are whitewashed, which is in contrast to the local vernacular of honey coloured Hornton stone.

Key lessons from Bodicote:

- Varied building height and roofscape
- Steep pitched roofs
- Tall boundary walls
- Winding routes
- Informal lanes branching off the main routes
- Soft landscaped edges
- Building line defines the edge of the highway
- Red brick and ironstone
- Slate, tile roofs and thatch



Fig.32: Key features found in Bodicote

3.0 CHARACTER PRECEDENCE

3.4 Deddington



Fig.33: Deddington in relationship to the site



Fig.34: Aerial view of Deddington

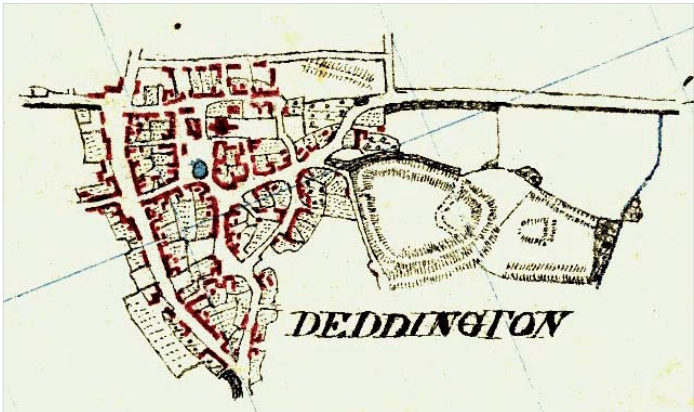


Fig.35: Historic map of Deddington from 1814 featuring Deddington Castle moat.



Fig.36: A typical street leading to Market Place. In the village centre buildings front directly onto the street, with narrow pavements. Again, variety of roofscape and building height is evident here. There are few examples of plinth features within the street as identified here on the right.



Fig.37: Deddington has a mixed use village centre with a number of shops and services. The ground level shops have slightly larger windows than the other uses above. Other window features include stone mullions and bay windows. Third storey windows are significantly smaller than at ground level.



Fig.38: Key features found in Deddington

Deddington is located approximately 7km south of Longford Park. Deddington was a key settlement along the Oxford Road toll road and developed both east and west of the road. The majority of development occurred to the east of Oxford Road; (which is identified as High Street and New Street within the village centre) towards the grounds of Deddington Castle. Deddington has an informal urban structure and has a more denser form towards the village centre than at the periphery.

There are a number of key routes within the village centre whose organic routes have created a range of varied shaped development blocks.

Market Place forms the focal point of the village and includes two village greens and a four storey mixed use block. The significance of the village green has been reduced with the introduction of Market Place road going through it. The historic market place is fronted by a number of commercial buildings in front of the church. The central market area is still clearly defined by the building line, despite there being a number of routes that distract it from it.

Commercial uses have fitted into the street frontage in a way where the transition between commercial and residential frontage appear seamless.

Later development occurred to the west of the High Street along Hempton Road. This area has a more formal development pattern with large front and back gardens off a number of culs-de-sacs and loop roads.

The main Oxford - Banbury Road now by-passes the historic town centre.

Key lessons from Deddington:

- Mixed use centre and a range of uses over different floors
- Steep pitched roofs
- The existing routes within the village have shaped development blocks
- Buildings are developed up to street line to create hard edges
- Wide frontages and narrow plan plots.
- Vistas are stopped with individual buildings at the end, to create views
- Hard and soft central spaces
- Buildings are a range of scales

4.0 VISION AND PRINCIPLES

4.1 Vision

4.1 Vision

4.2 Development Principles

4.3 Block Structure

Longford Park will be a place with a distinct character, which has well laid out streets and buildings, and is responsive to the local landscape and architectural setting. It will be a new environment in which people will want to live and play.

Longford Park is primarily to accommodate the need for new homes, but in so doing it will also provide a wide range of important local amenities. Some of these amenities have a wide geographic spread, such as the Community Park and play spaces. However, many are clustered in the core of the development to provide vitality at its heart. This group of amenities includes shops, offices, a school, civic uses such as a hall, a nursery, and possibly a health practice and place of worship; all of these uses will integrate into housing of different tenures and types.

There are two main neighbourhood groups; The Plateau is located to the north eastern side of the Oxford Road and Haynesbridge is located to the south western side of the Oxford Union Canal. Each of these areas contains specific landscape features such as mature trees, hedgerows and lanes, all of which have been designed into the urban areas in a way that respects and enhances their setting.

The Design Codes for Longford Park will adhere to guidance provided in PPS3; Housing. The guidance identifies that

“Matters to consider when assessing design quality include the extent to which the proposed development: *‘Creates, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity.’*

PPS 3 explains that local authorities should work together with communities in establishing design policies for new developments within their area. These should particularly concentrate on

‘places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.’

The following pages provide guidance on the detailed design principles that are included in the design code.

Fronts and backs

Dwellings will provide a clear definition between the private space of the interior of the house, the rear external space and the public space of the street. The majority of dwellings will follow this pattern. Therefore there will be minimal pavilion buildings within the Longford Park development.

In the majority of cases, layouts will form continuous fronts and backs in order to generate a consistent level of privacy.

Windows should ensure privacy with the dwelling but enable surveillance of the street by occupants.

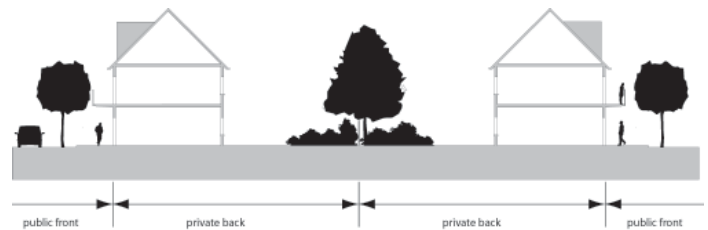


Fig.39: Section illustrating fronts and backs

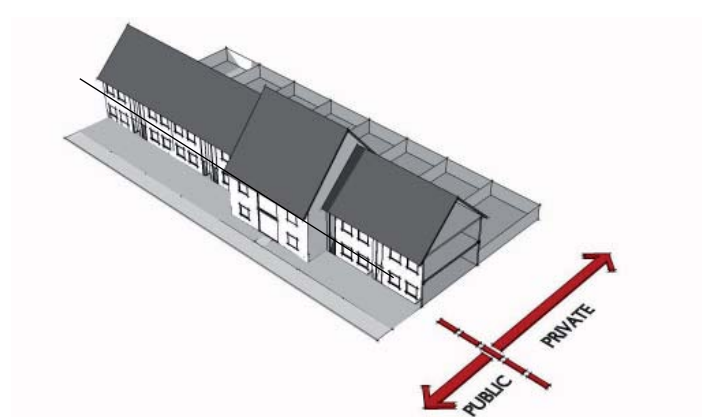


Fig.40: Axonometric of front and back treatment

Active Frontage

The treatment of the ground level frontages will be central to the creation of vibrant streets particularly in the mixed use areas. In order to ensure that these frontages are 'active', they require frequent doors and windows and few blank walls. Typically, for housing, the active frontages will be the most sociable rooms of the house.

No blank walls will be set out around the village centre.

All ground floor flats should have a principle access facing onto the street. This includes development with rear parking, where the main access should still front onto the street.

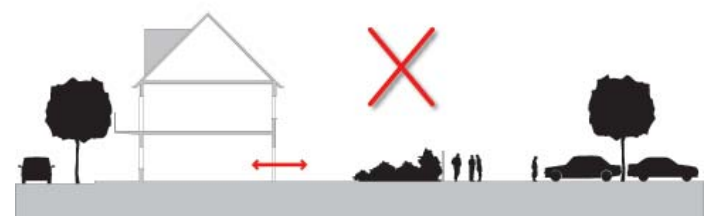


Fig.41: Correct front and back treatment

4.0 VISION AND PRINCIPLES

4.2 Development Principles

4.1 Vision

4.2 Development Principles

4.3 Block Structure

Privacy and Outlook

Care should be taken when detailing the privacy distance between habitable rooms at the rear of the properties across gardens. Cherwell District Council guidance outlines the importance of privacy and outlook when deciding the required distances between buildings. In general, Cherwell District Council requests the distance between back to back housing is 22m and 14 to the gable wall. These distances can be finalised at the Reserved Matters stage.

There are a range of imaginative design solutions that can reduce distances between buildings, including single storey or single aspect development. In these situations alternative design solutions must be applied such as screening.



Fig.42: Privacy distances between dwellings

Corner Buildings

Corner sites are visually prominent, and have two frontages facing the street. Therefore additional care is needed in design and layout. Design for corner buildings must ensure that they address both the primary and secondary routes by the use of additional windows

Where corner buildings occur in a mixed-use setting, frontage access will be required for upper floor uses. These are to be integrated into the ground floor active frontage with minimal blank walls. This will ensure that even upper floors have their own front door, and will not be accessed from the back.

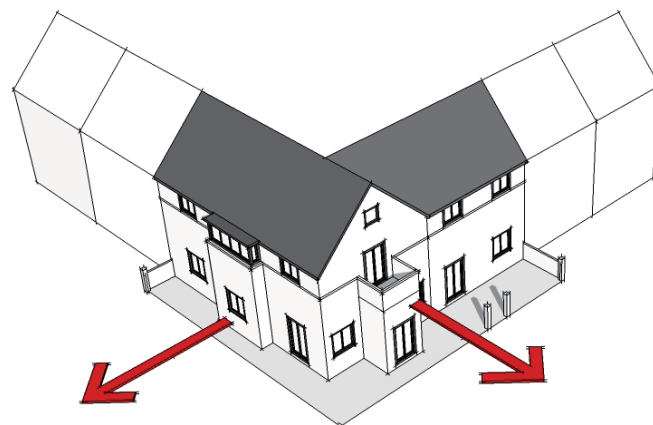


Fig.43: Treatment for corner buildings

Building Heights

The approach is to respond to the local setting. Storey heights will be lower close to existing residential neighbours to the west, and along the rural edge to the south. These will be up to two storeys. Building heights may increase up to three storeys in the village centre and at the canal frontage.

A varied roofline adds interest to the overall streetscape and can help demonstrate key buildings. At corners, deep plan buildings should not give the appearance of extensive pitched roofs. These plan types can be disguised with other roof forms.

The alignment of the roof pitch at corner buildings can determine how it fronts onto the primary and secondary streets.

Dormer windows are a typical feature of the Banbury area but should not be used on roof slopes of less than 45 degrees (see Fig.78) page 45.



Fig.44: Maximum heights

Key Buildings

Key Buildings are exemplars that stand out from their neighbours. As such, they bring focus and identity. They are often used to terminate vistas, define edges or enhance corners. The illustrations opposite describe some of the locations associated with key buildings but these images do not necessarily promote a specific design response.

The set of parameter plans (pages 38 and 46) indicate the most appropriate locations for Key Buildings. These locations have been selected in line with the following principles:

- They are in highly visible locations built in distinct materials
- They would be appropriate landmarks for navigation
- They hold a commanding position that is not shared by other buildings
- They are distributed throughout the plan in such a way that important pedestrian and vehicular nodes and routes become more memorable

In order to ensure Key Buildings become exemplars, innovative, bold and imaginative design responses are required that are appropriate to their settings. In order to achieve this, architectural considerations may include:

- Reinforcing the character of the Special and Memorable Place or Character Area in which the building is found
- Contemporary verandas
- Full height windows to provide a vertical proportion
- Implied double height proportions within the facade detailing
- Gables and roof details that imply a vertical emphasis
- Details that celebrate the corner of building
- Increased proportions of facade glazing
- Timber used to compliment other facade materials
- Bespoke balconies, porches and screens in metal, timber or glass

Components of key buildings are to be illustrated at not less than 1:10 scale.



Buildings as gateways are paired across a street or lane and signify a point of transition between areas of different character.



Often known as a 'vista stopper', these buildings are the end point of a street vista and prevent longer views. They will often announce the introduction of further streets and lead the eye towards the next path.



Corner buildings are visually prominent as they have frontages on two sides and occur at the confluence of two streets or lanes. Both fronts require articulation with windows and on one side will be the main entrance.

Fig.45: Types of key buildings

Street trees

Trees and planting form a key part of any streetscene and greatly assist in creating an area's character. The Design Code for Longford Park provides guidance concerning street tree and landscape requirements for Longford Park.

- There are many benefits of having street trees, which are listed below:
- They help create informal "natural" environments
- They can create a rural interface
- Can create high quality tree lined boulevards
- Trees and planting help humanise the street scape
- They provide ecological refuge and habitat for species within the built environment
- They provide aesthetic benefit
- They assist with climatic moderation.

Tree planting within the streetscape is required to enhance, and be consistent with, the required character of the Plateau and Haynesbridge character areas.

The Plateau will include defined cluster of trees and planting at key nodes and intersections, in particular along the main street. The retention of existing hedgerows, new hedgerows and individual tree planting will also form part of the plan.

Haynesbridge character area will be located between 2 parkland settings with an abundance of established trees surrounding. Therefore tree planting will be limited to key feature trees and existing hedgerow defining edge treatments and key vistas. These approaches to tree planting within the Plateau and Haynesbridge areas will aid wayfinding and create a sense of place.

Street trees are to be designed in a holistic manner along side the policy and technical requirements of street design, and not just to occupy the remaining space after the technical resolution is agreed.



Fig.46: Tree planting within the street at Longford Park

Street planting will following adhere to the following principles:

- Planting opportunities to be assessed in the context of the adjacent buildings.
- Planting is to be designed in such a way that it incorporates and functions alongside the construction of footways and buried services.
- Clear pedestrian sight lines and bus stop sight lines are to be retained.
- The effect of vegetation on forward visibility is to be taken account of in order to ensure safety and contribute to traffic calming.
- Ongoing maintenance and replacement costs are to be minimised.
- Tree spacing will be subject to local context, with the potential to include regular groupings.
- Tree pits are lined vertically with root protection barriers.
- Below ground tree anchors are used for stability
- Back-fills are approved urban tree soils

Landscape specification has been designed in accordance with Oxfordshire County Council's "Residential Road Design Guide". Any specialist landscape issues in the first instance should be consulted with Oxfordshire County Council.

Protecting Amenity of Existing Residents

Typical acceptable privacy distances between houses, particularly between upper floor habitable rooms are 20-22m. This usually means that back garden depth of 10-11m is acceptable.

However, it is recognised that existing dwellings on the boundary of allocated urban expansion areas are subject to a loss of amenity in general and further privacy distances are required.

Oxford Road dwellings are subject to such circumstances. These properties have a variety of garden depths where the rear boundary is defined by garden fence and beyond that a field hedge.

In this location, new dwellings that form part of the development should:

- Ensure that the private rear gardens of houses abut the boundary of existing dwellings.
- Ensure that additional garden length is provided for the new dwellings abutting the boundary of existing dwellings so that privacy distances are sustained in the region of 42m.

- Ensure that boundary hedgerows that form part of the private garden of new dwellings should stay insitu whilst other planting gets established.
- Ensure that the setting out of streets does not compromise the viability of plots that require this additional length of garden.

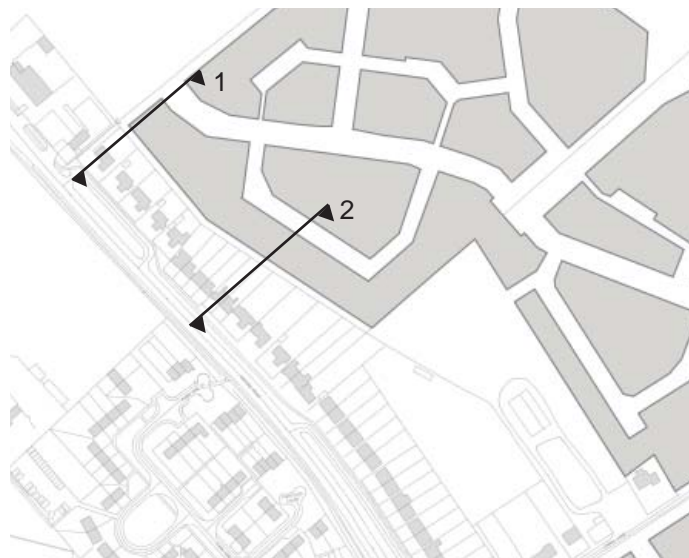


Fig.49: Cross section location plan

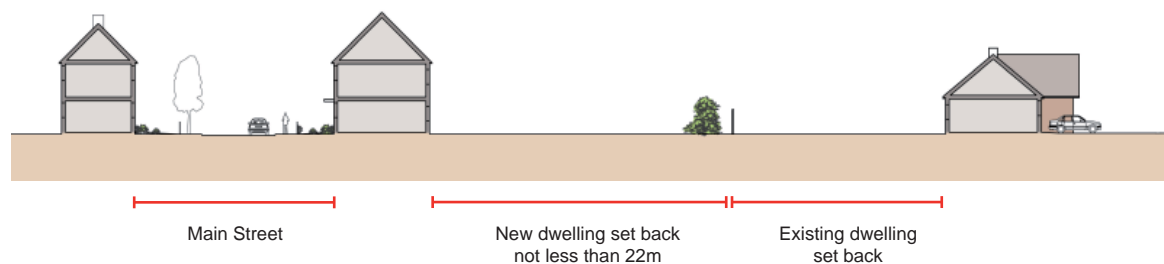


Fig.47: Section 1: Boundary treatment with existing bungalow back garden on Oxford Road

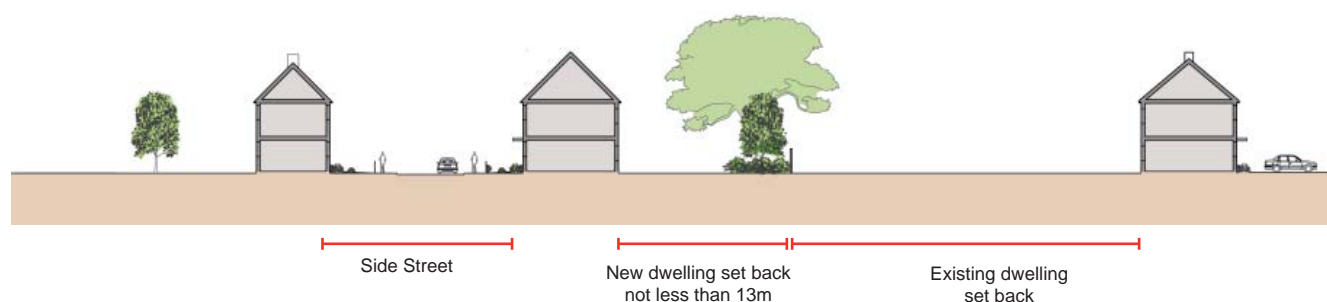


Fig.48: Section 2: Boundary treatment with existing 2 storey dwelling back garden on Oxford Road

The block structure will be comprised of perimeter blocks with buildings fronting the public realm and secure private gardens at the rear.

This block structure will support a positive street layout with front door access onto the street encouraging activity and providing natural surveillance. Having private garden space within the block increases property security and clearly defines public and private space.

Block sizes will vary depending on a number of factors including the preservation of hedgerows, pedestrian routes to and from the village centre and the distribution of other uses. Uses such as the school will create an increased block sizes.

The block layout has also been influenced by the movement hierarchy with more continuous building frontages along primary routes and more broken frontages along quieter residential street.

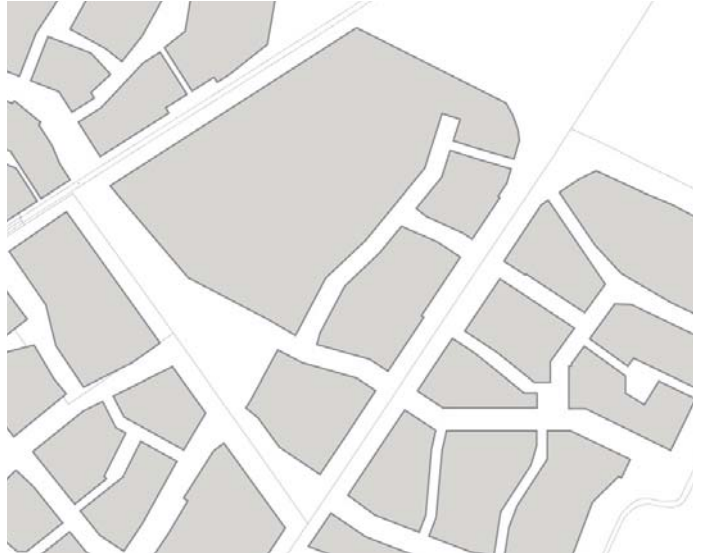


Fig.50: Plan showing site block structure

The plan below shows a typical residential block and illustrates how:

- fronts and backs have been organised
- building frontage defining routes
- privacy can be achieved

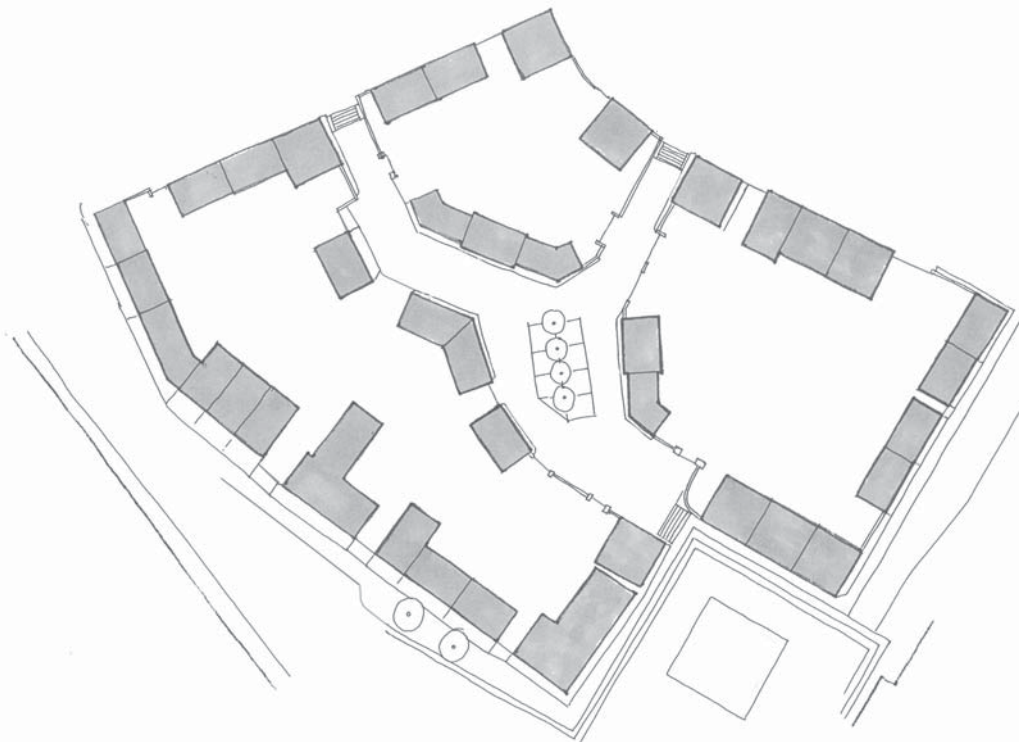


Fig.51: Detail block layout - Not to scale

Longford Park is divided into two character areas due to the key differences in location, environment and topography. The two separate character areas are called Plateau and Haynesbridge.

The Plateau area is at high level to the south of Banbury and is better related to the Oxford Road and the villages that occur along this route. The Plateau benefits from long views of open countryside.

Haynesbridge occupies a low lying part of the valley and is close to Banbury Town Centre. The adjacent plan clearly demonstrates the Haynesbridge's close proximity to Banbury, with a number of surrounding local facilities which are within 10 minutes walk.

The rest of chapter 5 describes the proposed character of Plateau and Haynesbridge. Information is provided on neighbourhood identity, layout, scale, form, means of enclosure and key features within each character area.

The guidance provided here will inform any Design and Access Statements that come forward at a later stage of development.

Future Design and Access Statements will identify more detailed design elements such as the specific height, width and length of each individual buildings. This part of the process is explained further in Section 9.

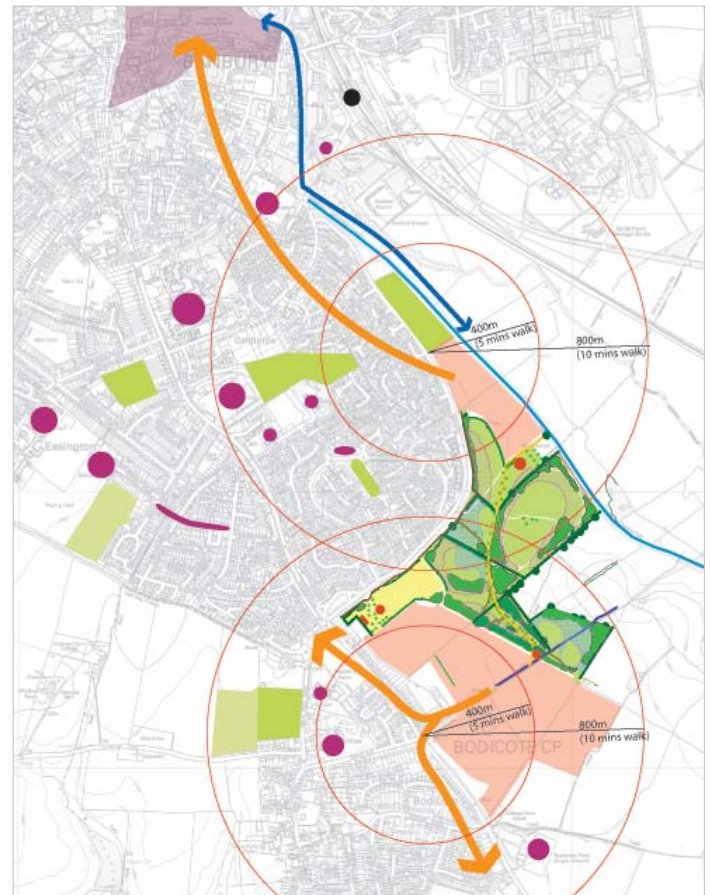


Fig. 53: Plan identifying walking distances to local facilities from the Plateau and Haynesbridge area

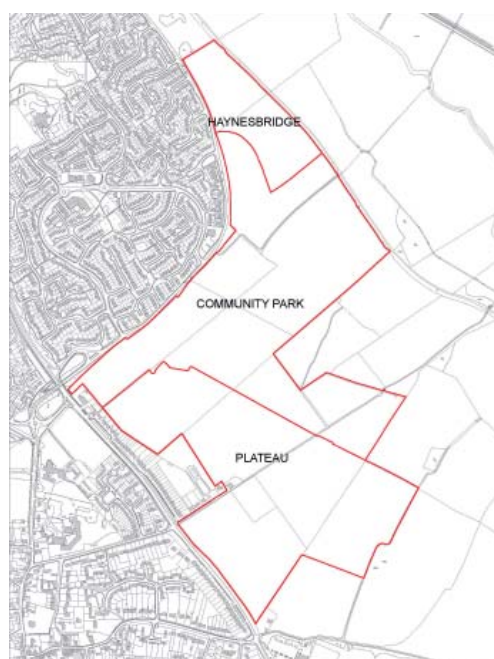


Fig.52: Plan identifying Plateau and Haynesbridge in Longford Park

5.0 CHARACTER AREAS

5.1 Neighbourhood Identity

5.1 Neighbourhood Identity

5.2 Navigating the Code

5.3 Parameters Plan - Plateau

5.4 Plateau Specification

5.5 Parameters Plan - Haynesbridge

5.6 Haynesbridge Specification

The Plateau

The Plateau will take the form of a village with a local centre, residential streets and a housing perimeter that will look out onto parkland. It will include:

A cluster of community facilities creating a heart for the whole neighbourhood

The distribution of uses will influence movement patterns and block structure of the whole area. The busyness that the village centre generates will increase activity in one place.

Careful consideration will have to be given to :

- Walking and pedestrians desire lines between residential areas and facilities
- Parking will be provided in a central square so that residents can drop in to the shops, community hall, health centre and place of worship
- The school which at peak times will create an increase in activity

The distribution of preserved hedgerows will form the framework for the new neighbourhood

Hedgerows will create an important character within the Plateau area. In order to retain key hedgerows, edges of residential development blocks will be organised to run parallel to hedgerows.

Careful consideration will have to be given to:

- Allowing hedgerows to be located within a soft landscape strip
- Breaches in the hedge line. Where street access is required through a hedge, additional landscape and highway features will form part of the design
- Canal Lane and its associated hedgerows which will be preserved and have an enhances landscape setting

Interface to existing community

Although much of the periphery of the Plateau area is open space, there are existing residential properties that need a respectful interface.

Careful consideration will have to be given to:

- The arrangement of existing properties, their orientation and amenity requirements
- The type of existing boundary treatment to ensure boundary preservation
- The Oxford Road and Bankside setting, its set back and landscape character



Fig.54: Potential character of place.

The inclusion of a main street that threads through the neighbourhood and centre

The main street will allow bus services to access the residential area and connect the village centre to other designations in the Banbury area. The main street will pass through the Plateau area as a sequence of places that create legibility for the whole neighbourhood.

Careful consideration will have to be given to:

- The character of the entrance to the neighbourhood from the Oxford Road
- The experience of arrival at the local village centre
- The interface to, and the crossing of, hedgerows
- The special landscape and highway design at the junction of Canal Lane
- The hierarchy of highways in general and how the main street fits within them

Interface to open space

The Community Park is a place for informal recreation used by all residents of south east Banbury. How the neighbourhood appears when seen from the park is important.

Careful consideration will have to be given to:

- The scale and massing of houses which will be rural in character rather than urban
- Building line and roof line which will be seen from a long distance, therefore the profile of groups of houses need to be understood as a whole
- Houses at the edge of open space need to integrate the landscape setting of the Community Park , therefore the plan for the park will be shown as part of housing layouts

This explanation of neighbourhood identity has led to and justifies the following details on key locations for the Plateau character area and includes, movement, landscape, built form, materials and key groupings of buildings.



Fig. 56: Key locations of the Plateau character area see section 6 for plan legend.



Fig.55: The Plateau Neighbourhood Identity Principles

5.0 CHARACTER AREAS

5.1 Neighbourhood Identity

5.1 Neighbourhood Identity

5.2 Navigating the Code

5.3 Parameters Plan - Plateau

5.4 Plateau Specification

5.5 Parameters Plan - Haynesbridge

5.6 Haynesbridge Specification

Haynesbridge

Although the Haynesbridge area is close walking distance to the town centre, its form and setting will reinforce the character of a relatively separate community. The canal side character will not be that typically associated with wharfs and tow paths. It will be a type of character that illustrates the transition from rural to urban. It will be valued for its quiet canal side living environment. It will include:

An almost entirely landscape setting

Haynesbridge is nearly completely surrounded by parks and countryside. The neighbourhood is located between Bankside Park and the Community Park. Between these two to the north east is the linear park of the Oxford Canal. Beyond the canal is open countryside.

Careful consideration will have to be given to:

- The scale and massing of houses which will be compact and informal in character
- Ensuring that much of the views from existing residents will be maintained
- Building line and roof line, which will be seen from a long distance, therefore the profile of groups of houses need to be understood as a whole
- Houses at the edge of the open space will need to be integrated into the landscape setting of the parks, therefore the plan for the parks will be shown as part of housing layouts

A neighbourhood strongly influenced by the setting of the canal

The Oxford Canal has a very linear character. Its setting is of fields and hedgerows where the alignments of hedges that cross the area are not interrupted by the canal. Leisure walkers use both banks of the canal to travel between town and country.

Careful consideration will have to be given to:

- The housing interface to canal frontage. As this is long and straight, a varied build line and scale will be used to create an informal residential character
- The informal character of the canal side frontage will require property boundaries and set-backs to provide natural edge to housing
- Active frontages will overlook the linear park along the canal.



Fig.57: Potential character of place.

A grid of streets that will provide all residents a direct relationship with the setting of the canal

The canal environment is one of the most important assets of the neighbourhood. The layout of blocks will create good legible access between houses and canal side so that the majority of residents will benefit. This will be supported further by direct and clear visual links to the canal. The narrow streets that connect with the canal side provide vistas of open countryside.

Careful consideration will have to be given to:

- The character of the minor streets that cross the residential area
- The landscape setting of the grid of streets particularly where an existing hedge follows the same route
- The selection of perimeter lanes, access drives and connecting footpaths
- The detail of cross streets so that car speeds are very low

The location of a community destination at the junction of canal and country park

A number of amenities are located in the southeast corner of the neighbourhood. The location will form a 'hub' that will act as a destination. It will include a pub, a canal basin, a car park to access the Community Park, and an area of play. It is a cluster of uses that will be an attractor to the wider community of southeast Banbury.

Careful consideration will have to be given to:

- The design of streets so that the traffic that passes through the residential area do not create a nuisance
- The servicing of the public house which will require a discrete service yard
- The interface between the community hub and housing so that the build form is legible as a single composition

This explanation of neighbourhood identity has led to and justifies the following details on key locations for Haynesbridge character area and includes, movement, landscape, built form, materials and key groupings of buildings.



Fig.59: Key locations of the Haynesbridge character area see section 6 for plan legend.

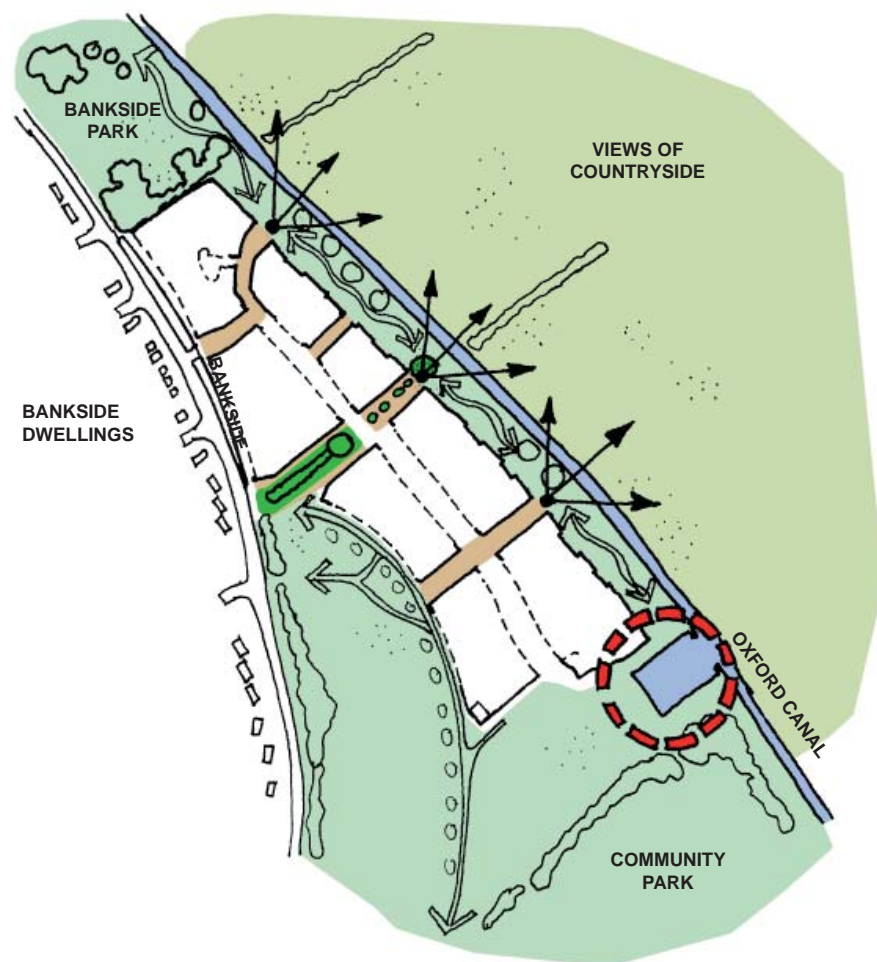


Fig.58: Haynesbridge Neighbourhood Identity Principles

5.0 CHARACTER AREAS

5.2 Navigating the Code

A range of information has been provided on the character of The Plateau and Haynesbridge based on the neighbourhood identity principles. This is outlined in the table below and includes:

- Parameter Plans; which indicate density, movement, storey heights, land uses and places known as Key Locations
- Specification Tables for each Key Location, including an explanation of street form and street materials, building form, and building materials
- It concludes with samples of materials and some building features

This chart is a colour summary of the different materials used by quantity in the Plateau and Haynesbridge character areas. Further details are found in the specification tables. It illustrates the main distinctions of the two areas namely the warmer tones and village character in the Plateau and the cooler tones and town character used in Haynesbridge.

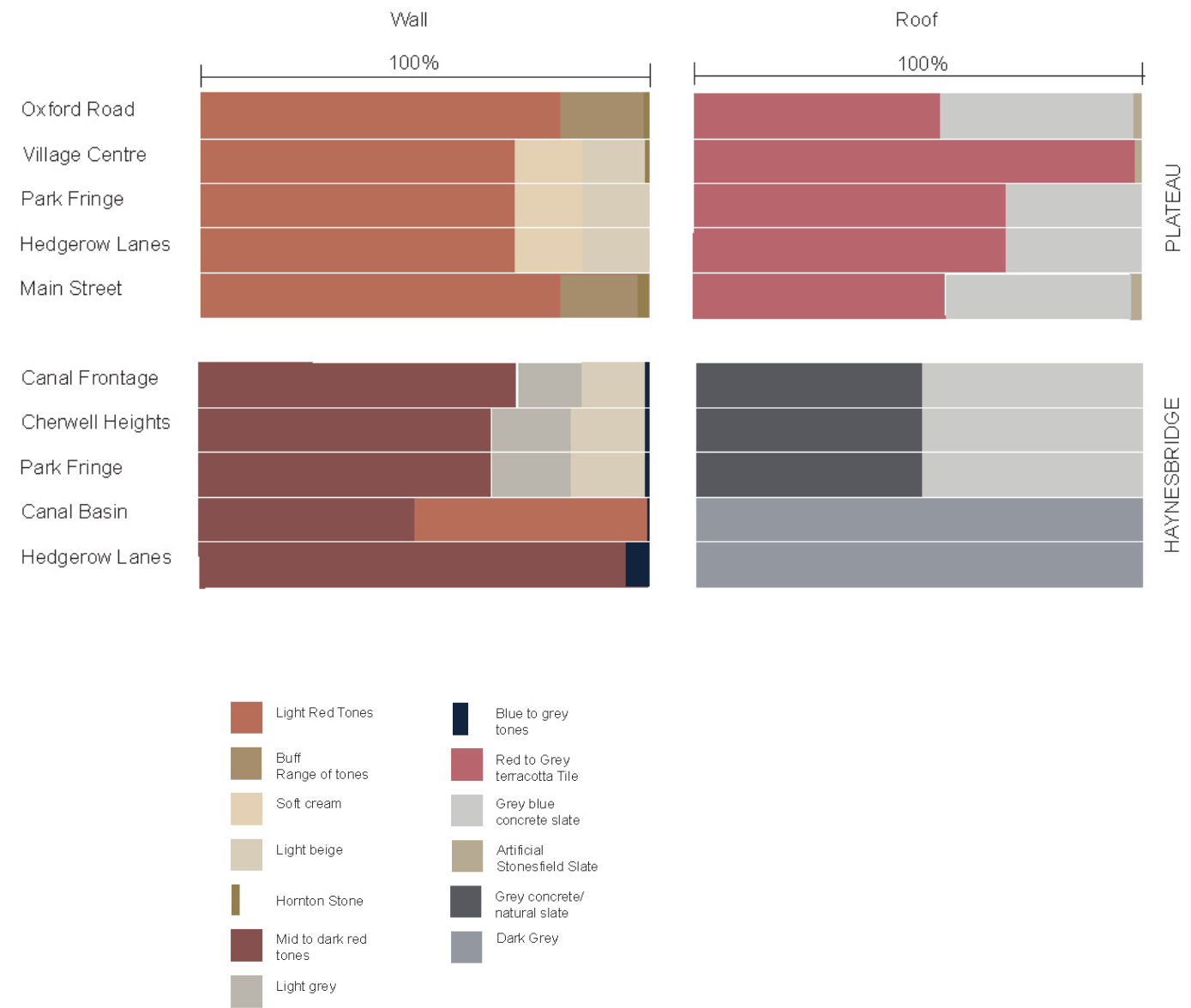


Fig.60: Colour summary chart for Plateau and Haynesbridge in Longford Park

Location	Page	Plan	Table	Examples
Plateau	38	Parameters Plan		
	39	Movement Parameters Plan		
	39	Building Heights Parameter Plan		
	39	Landscape Parameters Plan		
	39	Boundary Types Plan		
Plateau	40		Street Form	
	41		Highway - Street Materials	Landscape species
	42		Building Form	
	43		Building Materials	
	44			Wall
	45			Roof
	45			Building elements
Haynesbridge	46	Parameters Plan		
	47	Movement Parameters Plan		
	47	Building Heights Parameter Plan		
	47	Landscape Parameters Plan		
	47	Boundary Types Plan		
Haynesbridge	48		Street Form	
	49		Highway - Street Materials	Landscape species
	50		Building Form	
	51		Building Materials	
	52			Wall
	53			Roof
	53			Building elements

The table above sets out the information provided in this chapter.

The below icons are included on each page of specification. They are provided to help navigate the information provided. They show which character area the information is referring to as well as explaining the street and building form specification.



Plateau location - identifies the Plateau area in relation to Longford Park



Streetscape - identifies the form and structure of streets including landscaping and parking



Building form - identifies general typology, roof form and set backs



Haynesbridge location - identifies the Haynesbridge area in relation to Longford Park



Street materials - identifies the materials for hard and soft landscaping



Building materials - identifies the materials for roofs, walls and other building elements

5.0 CHARACTER AREAS

5.3 Parameters plan

5.1 Neighbourhood Identity 5.2 Navigating the Code

5.3 Parameters Plan - Plateau 5.4 Plateau Specification

5.5 Parameters Plan - Haynesbridge 5.6 Haynesbridge Specification



Fig.61: Parameter Plan for Plateau Area

Land Parcel

Density	
A	Up to 42d/ha
B	Up to 40d/ha Excluding nonresidential uses
C	Up to 40d/ha Excluding nonresidential uses
D	Up to 39 d/ha
E	Up to 38 d/ha

- Main Street
- Village Centre Frontage
- Oxford Road Frontage
- Hedgerow Lane Frontage
- Park Fringe
- Key Tree
- Key Building- coloured through render Sto Ref: 31421 / RAL Ref 7044
- Key Building to be in Hornton stone
- Key Building render or stone as above
- School
- Health
- Community use
- Retail
- Employment (Office)
- Church
- Village Centre
- Development Parcel
- Development Block
- Primary Route
- Open Space and preserved green corridor





Fig. 62: Plateau Movement Parameter Plan

- Primary
- Secondary
- Side
- Lane and Minor Street

Where the periphery of the residential areas have no street type allocation, it is intended that a combination of private drives and/or connecting footpaths will be required so that houses would retain an outward frontage and aspect.

Plan to be read with the Appendix A- Highways specification table on page 68 -72.



Fig.63: Plateau Building Heights Parameter Plan

- Max 3 Storey (max 14.2 to ridge height)
- Max 2.5 Storey (max 11.2 to ridge height)
- Max 2 Storey (max 11.2 to ridge height)
- Retail (1/2/3 Storey subject to market viability)
- School Height not identified

If market conditions will only allow for a single storey retail building, then additional design considerations will be given to increased scale and massing along the village centre frontage. This will be accompanied by architectural features that enhance the height of the building.



Fig. 64: Plateau Landscape Parameter Plan

- Existing hedgerows to be retained in accordance with BS5837:2005, with particular reference to guiding and construction exclusion zones.
- New planting subject to street lighting and access points. Main Street is not a formal avenue but clusters of trees will mark key places along route and is subject to reserve matters design development.
- Key tree – existing feature whose root protection area will influence development layouts and construction exclusion zones
- Extended Local Area of Play – 200msq of area with 5m buffer zone to dwelling frontages. Isochrones illustrate a catchment of 200m. This is not a standard led approach but relies on the specific setting and character of the Plateau, which has a highly permeable pedestrian friendly grid of routes.

See page 78 for further details on Hedgerows and Local Areas of Play



Fig. 65: Plateau Boundary Types Plan

- Soft planted - flush to boundary
- Hard landscape - flush to boundary
- Railings
- Railings on dwarf brick wall

Plan to be read with the Appendix C- Boundary Types table on page 76 -77.

5.0 CHARACTER AREAS

5.4 Plateau Specification

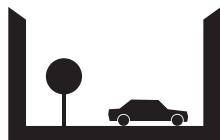
5.1 Neighbourhood Identity 5.2 Navigating the Code
5.3 Parameters Plan - Plateau **5.4 Plateau Specification**
5.5 Parameters Plan - Haynesbridge
5.6 Haynesbridge Specification

	STREET FORM			
	Townscape Experience	Street hierarchy	Landscape structure	Parking
Oxford Road Frontage-prominent location	A gradual widening open space with landmark frontage - Signify entrance to Longford Park - open aspect.	Primary street to cater for bus route. Dictated by engineering performance of main junction. Include Lane along open space behind the hedge.	Retain Oxford Road hedgerow where junction visibility allow. Re-plant new hedgerow behind junction visibility line.	No frontage parking close to Oxford Road junction. On-street and access drive permitted along lane/ minor street.
Village Centre - prominent location	Sense of community core created by mix of uses and three storey massing in all non-education uses. High proportion of continuous frontage - not less than 80% of terraced formation.	Provide through access for bus and minor access to east and north. Treat whole area as the village centre with shared visitor parking.	Removal of hedgerow around village centre. All new tree planting to be replaced by hard landscape with a formal arrangement of trees, as part of a comprehensive landscape design.	Non-allocated throughout on-street spaces and within the village centre. Allow for school bus drop off on carriageway.
Park Fringe - prominent location	Soft landscape setting for detached houses. Informal alignments of housing, and highway.	Lanes/ Minor street types of 3.5m - 6m width and no segregated footway. (Shared surface)	New landscape buffer planting to compliment existing landscape features.	Residential - combination of on-street, on plot, adjacent, car ports. No rear parking courts.
Hedgerow Lanes	Townscape determined by hedgerow including lane and minor streets, segregated footways and separated footways.	Lane/ Minor street types of 3.5m - 6m width and no segregated footway. (Shared surface)	Managed hedgerow as central feature of street. Set in grass verge not less than 10m wide. (Additional Canal Lane briefing see Section 6.7 page 61).	On-street parking on Lane/ Minor street. On-plot parking behind building line.
Main Street	A variable width of street enclosure formed by building frontage and tree planting.	Primary Street to cater for bus route.	Predominantly hard landscape with street trees and feature intersections with hedgerows.	On-street parking and grouped access drives.

These tables contain information to guide Placemaking. They support the creation of character throughout Longford Park by outlining suitable forms and materials for the key locations. (see section 6.0)

They are not a highway specification guide – that is contained in Appendix A, page 68 -72. **The highway specification guide should be referred to once the intended character is established.**

Both the character table and the highway specification table will influence reserve matters proposals. The balance of achieving a good character and a compliant highway specification will be subject to the merits of individual reserve matters proposals.



	Highway	STREET MATERIALS		
		Footway	Traffic Calming Features	Landscape specification
Oxford Road Frontage-prominent location	Permeable and or impermeable non porous construction stone mastic asphalt (buff colour).	Macadam - buff coloured.	Shared surface of variable width - soft planted edge to houses.	Cherry (Prunus var.) Crab Apples (Malus var.).
Village Centre - prominent location	Permeable and or impermeable concrete block paving (buff colour) (tegular or similar).	Permeable concrete block paving (buff colour) (tegular or similar).	Comprehensive approach to central area.	Acer platanoides 'Emerald Queen'.
Park Fringe - prominent location	Permeable and or impermeable block paving or bound gravel (Addagrip or similar).	Integral to highway.	Shared surface of variable width - soft planted edge to houses.	Acer platanoides 'Emerald Queen'.
Hedgerow Lanes	Permeable and or impermeable block paving or bound gravel (Addagrip or similar).	Integral to highway.	Shared surface of variable width - soft planted edge to houses.	Native mix in consultation with Cherwell District Council.
Main Street	Stone mastic asphalt.	Impermeable concrete slabs.	As not less than 60m intervals – no change in vertical alignment.	Cherry Tree (distribution on conjunction with lighting and access design).

Oxfordshire County Council are currently developing their new highway guide Transport for New Developments which illustrates traffic calming considerations. Within the guide there is a preference to restrict speed using horizontal alignment (i.e. bends), 'rather than physical obstruction, such as speed humps, chicanes etc., which should only be used where straight sections of road are required for urban design reasons'.

Landscape specifications

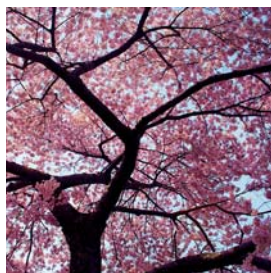


Fig.66: Cherry tree and crab apples to be used on prominent locations on Oxford Road.



Fig.67: Emerald Queen trees for prominent locations in the village centre



Fig.68: Stricta should be planted in prominent locations in the park fringe



5.0 CHARACTER AREAS

5.4 Plateau Specification

	BUILDING FORM			
	Plan types	Roof form	Composition elements	Frontage set-backs
Oxford Road Frontage-prominent location	Predominantly wide frontage, narrow plan types for housing frontage. For office frontage, see note below.	Predominantly eave line facing street. 45-50 degree gables in key locations emphasising narrow plan.	Parapet on key buildings.	Max 1m for housing frontage. 1-4m for office frontage.
Village Centre - prominent location	Occasional 3 storey - no bay windows.	Provide variation with lower eaves and dormers within the centre of the slope.	Large window area on mixed-use ground floors.	Max 1m hard landscaped to form part of the public realm.
Park Fringe - prominent location	Predominantly 2 storey - no bay windows. Detached and semi-detached types.	Min 30% chimneys in end gable locations. Varying pitch.	Functional balconies to exploit views over the Community Park.	4-7m soft landscaped boundaries.
Hedgerow Lanes	Wide frontage narrow plan or square types. Predominantly with integral car ports. Terraced formation for the majority of frontage.	No code.	Frontage with either large windows or bay windows to support overlooking of the street and hedgerow.	1-2m.
Main Street	Predominantly linked houses and semi detached.	Predominately eave line facing street.	Corner houses on every junction (see 4.2 Development Principles page 25 -29).	1-4m soft landscaping - distance subject to traffic calming design.

Office Frontage

Following the character precedence set by Banbury and Deddington (Section 3.2 and 3.4), the form of employment uses will be:

- Of a domestic scale
- Using pitched roof forms to suite a domestic scale and to reflect the setting of the rest of the Oxford Road frontage
- Of a similar set-back and frontage arrangement to surrounding buildings
- Of a building pallet to suite the domestic setting.

Within these constraints there is the opportunity for developers to prepare design that are either traditional or contemporary in character.

Cherwell District Council will expect developers and their designers to produce a quality frontage in this prominent location as it is seen by those passing by on the Oxford Road.

Min - Minimum

Max - Maximum



	BUILDING MATERIALS			
	Walls - primary	Walls - complementary	Roofs	Building elements
Oxford Road Frontage-prominent location	Brick 1 red type 70 - 80%. 1 Key building in Hornton Stone. 1 Key office building in coloured through render or Hornton Stone.	Brick 2 buff type 20 - 30%. Render 1 on key buildings.	Roofing 1 terracotta tile - 55%. Roofing 2 concrete slate - 45% Roofing 3 stonesfield slate on key buildings. Min 40 degree pitch with eaves forming the frontage.	Building element 1 and 2- dormers and well proportion windows. See Fig. 14 - Banbury Solid timber bench of natural appearance and other street furniture specification TBC.
Village Centre - prominent location	Brick 1 red type 60 - 70%. 2 key buildings in hornton stone. 2 key buildings in coloured through render.	Render 2 and 3 30 - 40%.	Roofing 1 terracotta tile - 55%. Roofing 2 concrete slate - 45% Roofing 3 stonesfield slate on key buildings. 45 degree pitch where gables are part of the frontage.	Building element 1 and 2- dormers and well proportion windows. See Fig 14 - Banbury Solid timber bench of natural appearance and other street furniture specification TBC.
Park Fringe - prominent location	Brick 1 red type max - 70 - 80%.	Render 2 and 3 min - 20 - 30%.	Roofing 1 terracotta tile - 70% and 30% 2 concrete slate. Varied roofline and pitch.	Building element 3 contemporary balcony features.
Hedgerow Lanes	Brick 1 red type 70 - 80%.	Render 2 and 3 20- 30%.	Roofing 1 terracotta tile - 70% and 30% 2 concrete slate. Min 40 degree pitch with eaves forming the frontage.	Building element 3 contemporary balcony features.
Main Street	Brick 1 red type 70 - 80%. 4 key buildings in Hornton Stone.	Brick 2 buff type 20 - 30%. Render 1 on key buildings.	Roofing 1 terracotta tile – 55%. Roofing 2 concrete slate - 45%. Roofing 3 stonesfield slate. on 4 key buildings 45 degree pitch where gables are part of the frontage.	Building element 1 and 2 dormers and well proportioned windows.

Min - Minimum
 Max- Maximum



5.0 CHARACTER AREAS

5.4 Plateau Specification

5.1 Neighbourhood Identity 5.2 Navigating the Code
5.3 Parameters Plan - Plateau **5.4 Plateau Specification**
5.5 Parameters Plan - Haynesbridge
5.6 Haynesbridge Specification

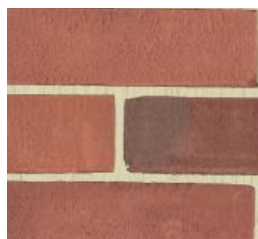


Fig.69

Brick 1

Light red tones
Variation of surface tones
Appearance of soft corners
See 3.2 Banbury page 17 - brick colour



Fig.70

Brick 2

Buff with range of tones
Only use in key locations
See 3.3 Bodicote page 21 - brick colour



Fig.71

Hornston Stone

Buff with a range of ochre tones
Only use in key buildings
See 3.4 Deddington page 23 - wall colour



Fig.72

Render & cast stone elements 1

Sto render ref: 31421 RAL ref: 7044
Light tan from warm colour base
Cast stone trims including string courses, lintels and sills
See 3.2 Banbury page 16- wall colour



Fig.73

Render & cast stone elements 2

Sto render ref: 31236 RAL Ref:1013
Light beige from warm colour base
Fully rendered frontages with string course relief
See 3.2 Banbury page 16 - wall colour



Fig.74

Render & cast stone elements 3

Sto render ref: 31227 RAL ref: 9001
Soft cream from warm colour base
Fully rendered frontages with string course (in render) relief
See 3.2 Banbury page 16 - wall colour





Fig.75

Roofing 1

Red to grey terracotta tile
 Used to punctuate skyline for streetscape purposes
 Soft colour variations across roof plain
 Use only black rainwater goods
 See 3.2 Banbury page 17 - roof



Fig.76

Roofing 2

Grey-blue concrete slate
 Blue to grey variation
 Ridge and hip tiles from same pallet
 See 3.2 Banbury page 17 - roof colour



Fig.77

Roofing 3

Artificial stonesfield slate
 In special locations and in conjunction with render and stone only
 See 3.4 Deddington page 23 - roof colour

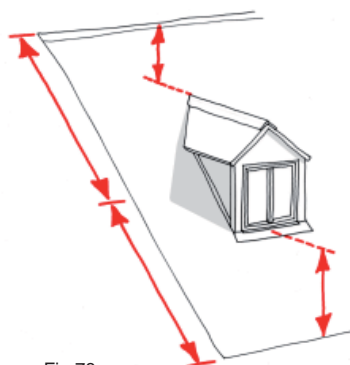


Fig.78

Pitches roof dormer

see Banbury pg21: Fig.32

roof slopes or sky line

Dormer design will be:
 Located in the centre of roof slopes so that they are set down from ridge and up from eaves

Of small scale in relation to the mass of building and extent of roof slope

Generally of square proportion fenestration

Well proportions and of balances composition so as not to dominate

Generally not be used of roof slopes less than 45 degrees

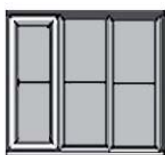
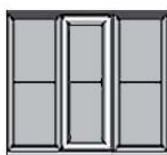
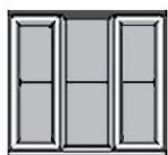


Fig.79

Building Element 2

Emphasis on well proportioned windows that ensure an appearance of symmetry and balance.



Fig.80

Building element 3

Contemporary balcony feature
 Stained or natural finish



5.0 CHARACTER AREAS

5.5 Parameters Plan - Haynesbridge

5.1 Neighbourhood Identity 5.2 Navigating the Code

5.3 Parameters Plan - Plateau 5.4 Plateau Specification

5.5 Parameters Plan - Haynesbridge

5.6 Haynesbridge Specification

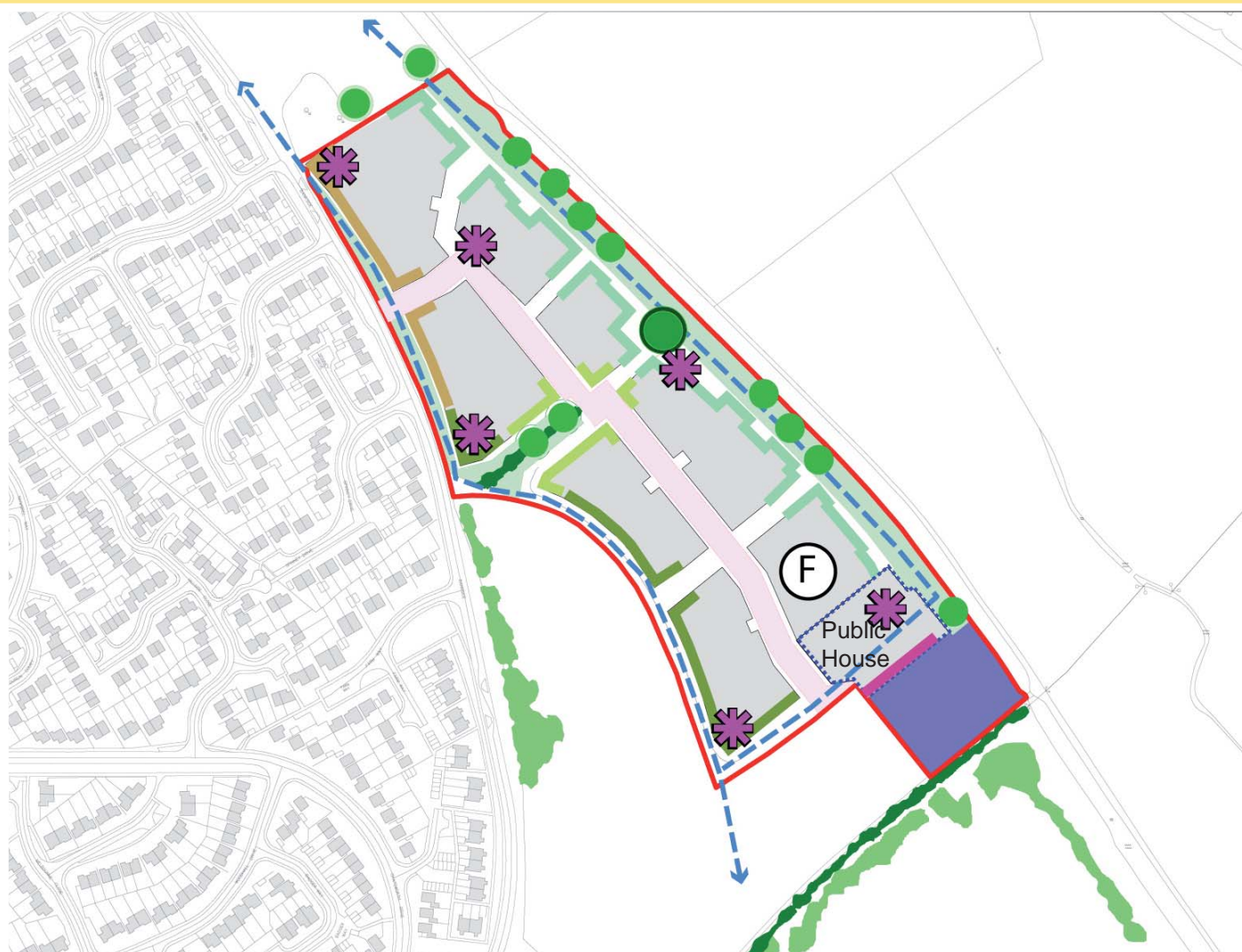


Fig.81: Parameter Plan for Haynesbridge

- Park Fringe
- Hedgerow Lane Frontage
- Cherwell Heights Frontage
- Canal Frontage
- Canal Basin Frontage
- Protected Trees
- Key Tree
- ✱ Key Building- blue to grey tones
- Development Parcel
- Development Block
- Primary Route
- Open Space and preserved green corridors
- Canal Basin
- Cycle connection



Public House Briefing

- Height of Public House to be 2.5-3 storeys high
- Primary frontages towards the canal and canal basin
- Deep plan ground floor to accommodate function of the public house and narrow plan upper floors to diminish scale and massing.
- Servicing to rear, to be combined with customer car park
- Customer car park to include a combination of planting, railing and wall boundary treatments to improve the setting of the Community Park and canal frontage
- Continuation of building frontage/ masonry wall along the side of the canal
- Boundary treatments to Canal Basin to be defined by soft planting
- Only garden uses to form set back to public house
- Refer to section 6.6 page 59 for general arrangement

Land Parcel

Density

F

Up to 40 d/ha
Excluding non- residential uses



Fig.82: Haynesbridge Movement Parameter Plan

- Primary
- Secondary
- Side
- Lane and Minor Street

Plan to be read with the Appendix A- Highways specification table on page 68 -72.



Fig.83: Haynesbridge Building Heights Parameter Plan

- Max 3 Storey (max 14.2 to ridge height)
- Max 2.5 Storey (max 11.2 to ridge height)
- Max 2 Storey (max 11.2 to ridge height)

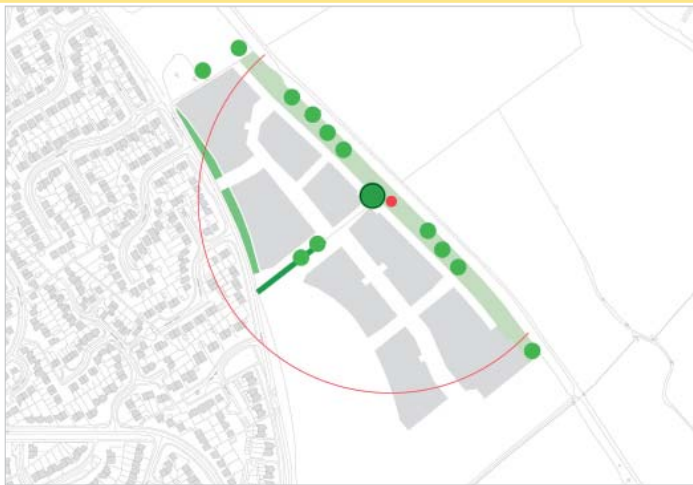


Fig.84: Haynesbridge Landscape Parameter Plan

- Protected/key trees – existing feature whose root protection area will influence development layouts and construction exclusion zones
- Existing hedgerows to be retained in accordance with BS5837:2005, with particular reference to guiding and construction exclusion zones.
- Landscape setting of Canal
- Informal verge to Bankside
- Extended Local Area of Play – 200msq of area with 5m buffer zone to dwelling frontages. Isochrones illustrate a catchment Of 200m. This is not a standard led approach but relies on the specific setting and character of the Plateau, which has a highly permeable pedestrian friendly grid of routes.

See page 78 for further details on Hedgerows and Local Areas of Play



Fig.85: Haynesbridge Boundary Type Plan

- Soft planted - flush to boundary
- Hard landscape - flush to boundary
- Railings
- Railings on dwarf brick wall

Plan to be read with the Appendix C - Boundary Type table on pg 76-77.

5.0 CHARACTER AREAS

5.6 Haynesbridge Specification

5.1 Neighbourhood Identity 5.2 Navigating the Code

5.3 Parameters Plan - Plateau 5.4 Plateau Specification

5.5 Parameters Plan - Haynesbridge

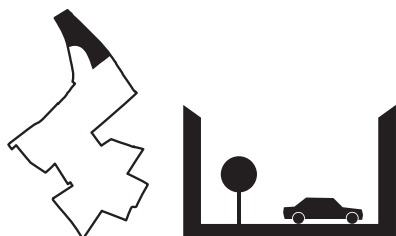
5.6 Haynesbridge Specification

	STREET FORM			
	Townscape Experience	Street hierarchy	Landscape structure	Parking
Canal Frontage-prominent location	20m set-back between edge of development parcel line and the canal. The building line is an additional 10m from the parcel line. 2.5 - 3 storey frontage.	No residential vehicular access along Haynesbridge frontage development - controlled service access only.	Retain existing Haynesbridge trees and add intermittent groups of new trees in grassland. Introduce new footpaths.	Well overlooked and landscaped rear parking courts. Combination of on-street (within parcel), on plot, adjacent, car ports. On plot parking will be behind the building line.
Cherwell Heights Frontage	Grassland set-back of variable width. Building height to exploit the fall of land. All edge buildings 2 storey high to face Bankside.	Minor residential street in core of character area.	Intermittent groups of new trees in grassland. Introduce new footpath to access property frontages.	Well overlooked and landscaped rear parking courts. Combination of on-street, on plot, adjacent, car ports. On plot parking will be behind the building line.
Park Fringe - Prominent location	Soft landscape setting. Informal alignments of housing, and highway. Dwellings characterised by fenestration that exploit long views.	Lane street types of 3.5m-6m width and no segregated footway.	New intermittent planting of specimen trees to compliment existing landscape features.	Combination of on-street, on plot, adjacent, car ports. No rear parking courts in this location. On plot parking will be behind the building line.
Canal Basin Frontage	Public house to form setting for canal and canal basin with 2.5-3 storey height.	Primary street to access public house car park and perimeter of canal basin site. Embankment of canal basin to be pedestrian area with servicing potential.	Public house garden uses to form set-back between basin, service access and public house building. Layout to provide setting for retained mature tree.	Rear customer parking to public house with planting, railing and wall boundary treatments to improve the setting of the Community Park and canal frontage.
Hedgerow Lanes	To form formal avenues between Bankside and Canal Frontage.	Lane frontage towards setting of mature trees.	Existing hedgerow.	On plot parking will be behind the building line.

These tables contain information to guide Placemaking. They support the creation of character throughout Longford Park by outlining suitable forms and materials for the key locations. (see section 6.0)

They are not a highway specification guide – that is contained in Appendix A, page 68 -72. **The highway specification guide should be referred to once the intended character is established.**

Both the character table and the highway specification table with influence reserve matters proposals. The balance of achieving a good character and a compliant highway specification will be subject to the merits of individual reserve matters proposals.



	Highway	STREET MATERIALS		
		Footway	Traffic Calming Features	Landscape specification
Canal Frontage- Prominent Location	Permeable and or impermeable concrete block paving (buff colour) (tegular or similar).	Integral to highway.	Shared surface of variable width - soft planted edge to houses.	Crataegus monogyna 'Stricta'. Solid timber bench of natural appearance and other street furniture specification TBC.
Cherwell Heights Frontage	None	Macadam Buff Colour.	None	Cherry (Prunus var.) Crab Apples (Malus var.).
Park Fringe - Prominent location	Permeable block paving or bound gravel (Addagrip or similar) - only where access is required.	Integral to highway.	Shared surface of variable width - soft planted edge to houses.	Acer platanoides 'Emerald Queen'.
Canal Basin Frontage	None	Permeable block paving for pedestrian area with servicing potential.	None	Acer platanoides 'Emerald Queen'. Soft planting boundary treatment between canal basin site and public house. Solid timber bench of natural appearance and other street furniture specification TBC.
Hedgerow Lanes	Permeable and or impermeable concrete block paving (buff colour) (tegular or similar).	Integral to highway.	Shared surface of variable width - soft planted edge to houses.	TBC

Landscape specifications

Oxfordshire County Council are currently developing their new highway guide 'Transport for New Developments' which illustrates traffic calming considerations. Within the guide there is a preference to restrict speed using *'horizontal alignment (i.e. bends), ...rather than physical obstruction, such as speed humps, chicanes etc., which should only be used where straight sections of road are required for urban design reasons'*.



Fig.86: Stricta should be planted in prominent locations in the park fringe

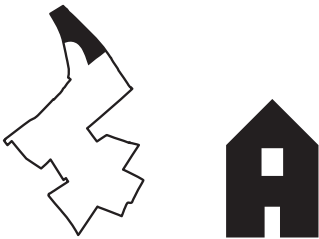


Fig.87: Mountain Ash to be planted at prominent locations all along the Primary Street



	BUILDING FORM			
	Plan types	Roof form	Composition elements	Frontage set-backs
Canal Frontage- Prominent location	Combination of wide plan and deep plan types. Ensure that deep plans do not result in large and intrusive roof areas.	Varied roof line exploiting parapet end gables. Punctuate roof with dormers in key locations.	Functional balconies to exploit views over the Cherwell Valley.	3-4m set-back from nearest Haynes Link Bridge footpath.
Cherwell Heights Frontage	Entirely 2 storey - Ensure that deep plans do not result in large and intrusive roof areas.	Provide variation with lower eaves and dormers within the centre of the slope.	Building at corner of Bankside and Bankside Park to be dual aspect with frontage elevations in both directions.	8-14m from edge of highway.
Park Fringe - Prominent location	Predominantly 2 storey . Terraced and semi-detached types.	Min 30% chimneys in end gable locations. Varying pitch.	Functional balconies to exploit views over the Community Park .	1-3m soft landscaped boundaries.
Canal Basin Frontage	Deep plan ground floor to accommodate function of public house. Narrow plan upper floors to diminish scale and massing of building.	Pitched roofs. Narrow plan types to diminish extent of roof form.	Ensure aspect towards canal, canal basin and community park.	Generous width set-back to allow public house garden.
Hedgerow Lanes	Detached and semi-detached types.	Predominately eave line presented to the street with occasional dormers.	Aspect towards mature trees.	1-2m soft landscape boundaries.

Min - Minimum
Max - Maximum



	BUILDING MATERIALS			
	Walls - Primary	Walls - complementary	Roofs	Building elements
Canal Frontage-prominent location	Brick 3 red type 60 - 70%. Key building will be Brick 3 red type and Brick 4 blue type details.	Renders 2 and 4 30 - 40% colour match to lintels, sills and string course.	Roofing 4 Grey reproduced or natural slate. Roofing 5 grey blue reproduced or natural slate Approx. 50 % each type. 45 degree pitch.	Building element 5 and 6 - dentil brick detail and string course. See Fig. 12- Banbury
Cherwell Heights Frontage	Brick 3 red type 55 - 65%. Key building will be Brick 3 red type and Brick 4 blue type details.	Renders 2 and 4 35 - 45% match to lintels, sills and string course.	Roofing 4 Grey reproduced or natural slate. Roofing 5 grey blue reproduced or natural slate Approx. 50 % each type. Min 40 degree pitch.	Building element 5 and 6 - dentil brick detail and string course. including quions on key buildings.
Park Fringe	Brick 3 red type 55 - 65%. Key building will be Brick 3 red type and Brick 4 blue type details.	Renders 2 and 4 35 - 40% match to lintels, sills and string course.	Roofing 4 Grey reproduced or natural slate. Roofing 5 grey blue reproduced or natural slate Approx. 50 % each type. Varied roofline and pitch.	Building element 3 contemporary balcony features.
Canal Basin Frontage	Brick 1 red type with Brick 3 red type to create a varied street scene. Key building will be Brick 3 red type and Brick 4 blue type details.	Engineering brick details.	Roofing 6 Dark grey concrete/ clay tile. 45 degree pitch.	Building elements 5 and 6 balancing the primary and complementary wall materials.
Hedgerow Lanes	Brick 3 red type Key buildings to include Brick 4 blue type details.	Engineering brick details.	Roofing 6 Dark grey concrete/ clay tile. Min 40 degree pitch with eaves forming the frontage.	Building elements 5 and 6 balancing the primary and complementary wall materials.

Min - Minimum
 Max - Maximum



5.0 CHARACTER AREAS

5.6 Haynesbridge Specification

5.1 Neighbourhood Identity 5.2 Navigating the Code

5.3 Parameters Plan - Plateau 5.4 Plateau Specification

5.5 Parameters Plan - Haynesbridge

5.6 Haynesbridge Specification

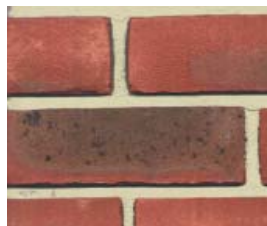


Fig.88

Brick 3

Multi red tones

Variation with flamed surface across brick courses

Appearance of soft corners

See 3.2 Banbury page 17 - brick colour

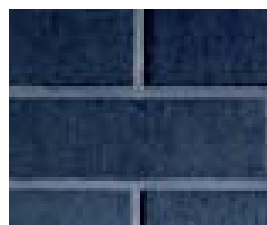


Fig.89

Brick 4

Blue to grey tones

See 3.2 Banbury page 17 ref: 15



Fig.90

Render & cast stone elements 2

Sto render ref: 31236 RAL ref: 1013

Light beige from warm colour base

Fully renders frontages with

See 3.4 Deddington page 23 - wall colour

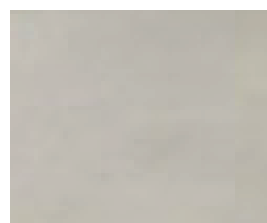


Fig.91

Render and cast stone elements 4

Sto render reference: 31235 RAL ref: 7032

Light grey from warm colour base

Cast stone trims including string courses, lintels and sills

See 3.4 Deddington page 23 - wall colour



Fig.92

Roofing 4

Grey high quality reproduction natural slate or natural slate

Ridge and hip tiles from same pallet

See 3.2 Banbury page 17 - roof colour



Fig.93

Roofing 5

Grey-blue high quality reproduction natural slate or natural slate

Ridge and hip tiles from same palette

See 3.2 Banbury page 17 - roof colour

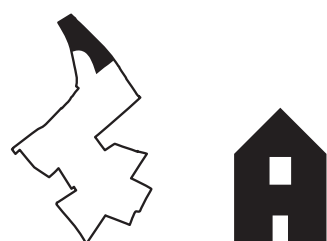




Fig.94

Roofing 6
 Dark grey high quality concrete tile or clay tile

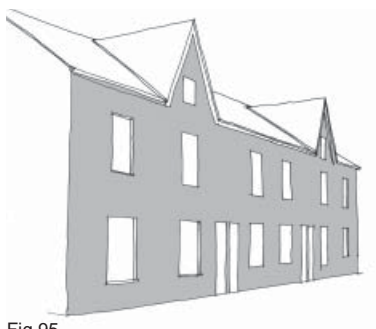


Fig.95

Building elements 4

Eave mounted gable or dormer See Fig.14 pg 17 -
 gable window
 Located as part of frontage elevation
 Do not use on less than 45 degree slopes

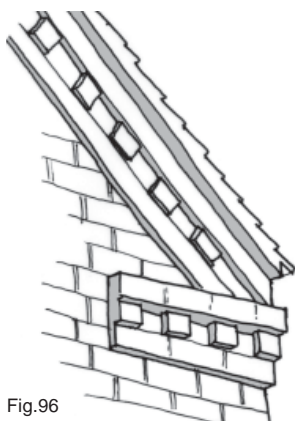


Fig.96

Building element 5

Brick detail feature on gables
 On key buildings only
 See 3.2 Banbury page 17 Fig.15 -16 - brick details

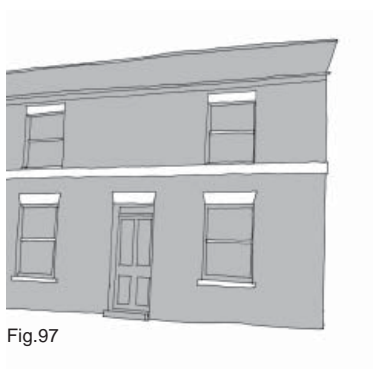


Fig.97

Building element 6

Brick string course and quoin features - See 3.2 Banbury
 page 17 Fig.12 - stringcourse
 Contrasting brick from pallet range only
 Emphasis on vertically orientated windows

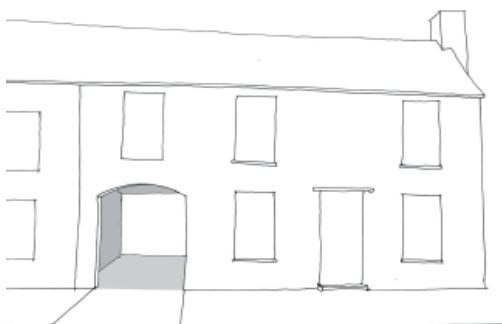


Fig.98

Building element 7

Car port opening
 To form part of front façade
 Not less than 3m wide
 Ensure pedestrian visibility is provided by set back



6.0 KEY LOCATIONS

6.1 Introduction

6.2 Key Locations Plan

At a more detailed level, key groups of buildings around spaces help to define the visual distinctiveness of a place. They include the most public frontages and places that help you find your way around. They are also the places within the overall plan that are most important in establishing a sense of place and arrival.

The plan opposite indicates the most appropriate locations for the key groups at Longford Park. The places are:

- Main Street
- Village Centre
- Park Fringe
- Canal Frontage
- Hedgerow lanes
- Plateau frontage with existing residential area
- Haynesbridge frontage with existing residential area
- Canal Basin Frontage

The parameters plans on the following pages will provide instruction and guidance for Longford Park on:

- Spatial organisation
- Access
- Servicing
- Overlooking
- Prospect

Guidance is provided for suitable plant species for each location. The tables on the following pages illustrate the limited palette for each location.

6.1 Introduction 6.2 Key Locations Plan 6.3 Main Street 6.4 Village Centre 6.5 Park Fringe 6.6 Canal Frontage and Basin 6.7 Canal Lane and Hedgerows 6.8 Plateau Frontage with existing residential areas 6.9 Haynesbridge Frontage with existing residential areas



Fig.99: Plan identifying Key Locations within Longford Park

Key

- 6.3 Main Street
- 6.4 Village Centre
- 6.5 Park Fringe
- 6.6 Canal Frontage
- 6.6 Canal Basin Frontage
- 6.7 Canal Lane and Hedgerows
- 6.8 Plateau Frontage with existing residential areas
- 6.9 Haynesbridge Frontage with existing residential areas



Fig.100: Plan identifying the Main Street

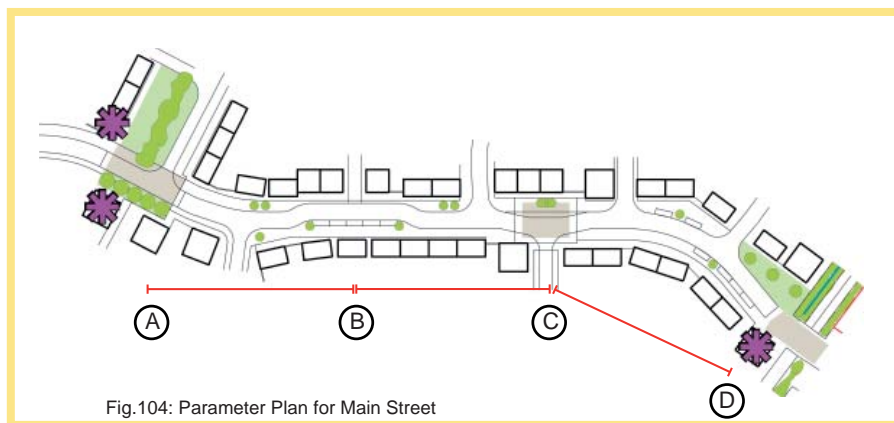


Fig.104: Parameter Plan for Main Street

- A** Landscape and townscape feature including:
 Existing hedgerow set within a green verge
 Formal street trees along one edge of footway
 Change of carriageway materials to break the linear nature of Primary Street
 Stepped building line to vary street perspective
- B** On-street parking and street trees to contribute to Primary Street calming including:
 Change on horizontal alignment
 Narrowing with vehicle deterrent block paving
- C** Feature junction including:
 Change in surface material
 Stepped building line to vary street perspective
- D** Canal Lane and townscape gateway feature including:
 Feature corner buildings with aspect on two public facades
 Existing hedgerow of Canal Lane
 Widened space green verge with street trees
 Change of carriageway materials to signify the crossing of the primary Street and Canal Lane



Fig.101: Perspective of the Main Street

Fig.102: Cross Section 1: Main Street

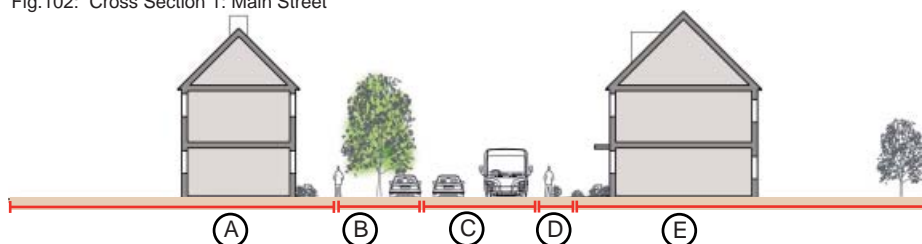
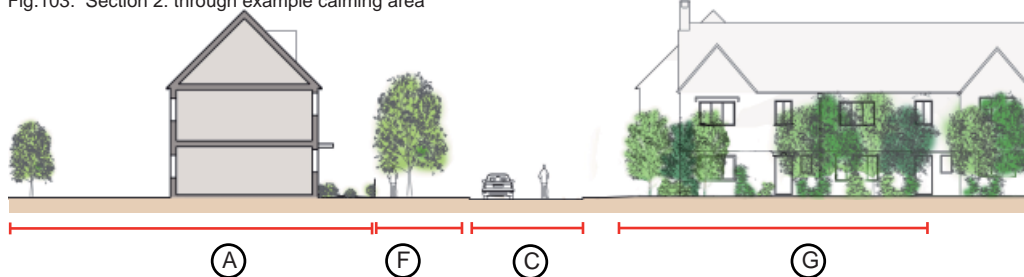


Fig.103: Section 2: through example calming area



- A** Houses fronting onto Primary Street
- B** Footway, street tree and on-street parking as Technical Appendix A
- C** Carriageway
- D** Footway
- E** Property fronting onto Primary Street
- F** Formal tree planting within footway
- G** Existing hedgerow set within green verge and forming housing frontage



Fig.107: Axonometric of the Village Centre

Guidance for non- residential building in the village centre

The following guidance for all additional uses is subject to commercial viability and public sector guidance and funding.

Whilst the economic future remains uncertain, and a number of elements are beyond the code's control, there are a few baseline design principles for the civic buildings surrounding the village centre.

- At least part of the building frontage to sit on the back of the pavement line
- The principle access should be from the village square
- Prioritising pedestrian desire lines rather than rear parking courts
- Encourage active frontage with windows that overlook the square
- Built in materials that are consistent with the tables on page 43.



Fig.108: Cross section of the Village Centre

6.0 KEY LOCATIONS
6.5 Park Fringe

6.1 Introduction 6.2 Key Locations Plan 6.3 Main Street 6.4 Village Centre
6.5 Park Fringe 6.6 Canal Frontage and Basin 6.7 Canal Lane and
Hedgerows 6.8 Plateau Frontage with existing residential areas 6.9 Haynesbridge
Frontage with existing residential areas



Fig.109: Plan identifying Park Fringe location

- Key features of the rural edge:
- Soft landscape to dominate the setting of houses
 - Landscape design of parcels to compliment the setting the Community Park structural landscape (see page 64 - 65).
 - Hedgerows to form property boundaries. Boundary walls and railings are not appropriate.
 - Where existing planting is sparse, allow space for new planting of trees and hedgerows to become established within the parcel line.
 - Ensure that all buffer planting retains sufficient views to support Secured by Design principles

Cross sections through Park Fringe

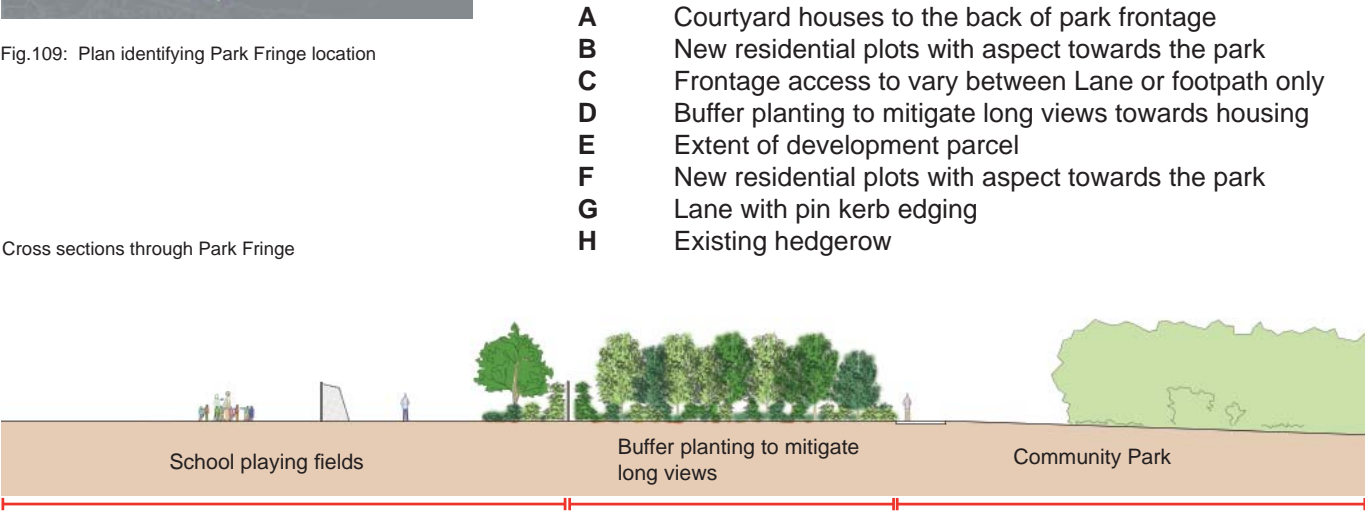


Fig.110: Section 1: Northern edge of school playing fields

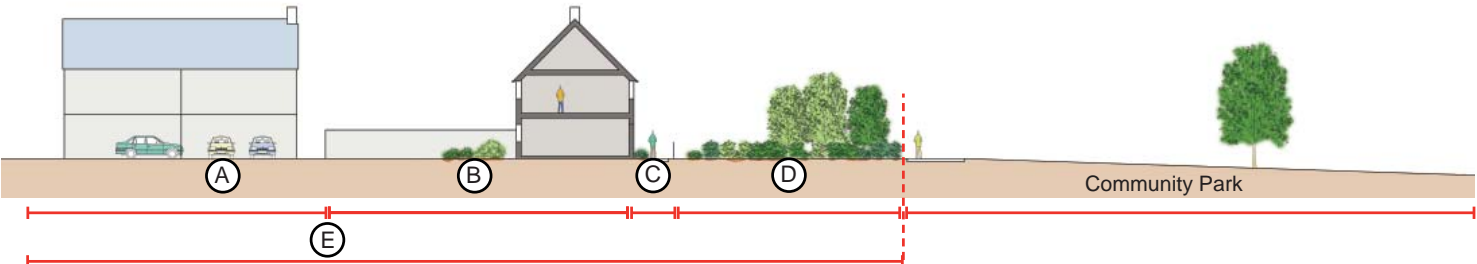


Fig.111: Section 2: Typical edge with footpath frontages

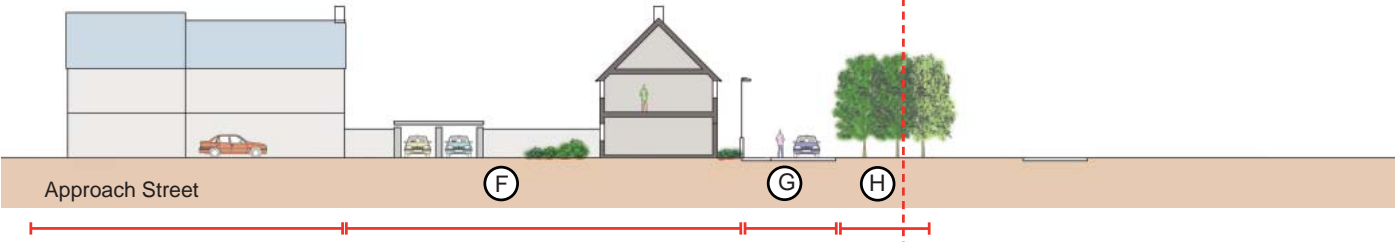


Fig.112: Section 3: Typical edge with hedgerow lane frontages (also indicated Haynesbridge Park frontage)

Although these cross sections area specific to a particular point in the masterplan their principles carry across all parcels where Park Fringe conditions apply.

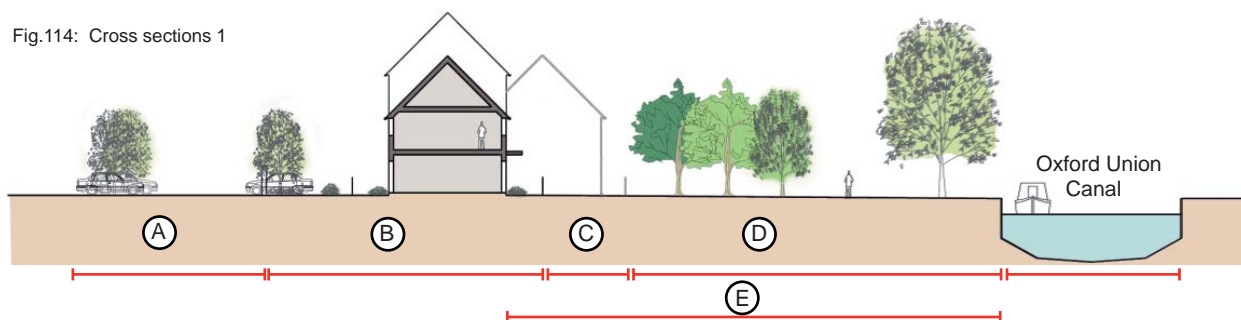


Fig.113: Plan identifying canal frontage location



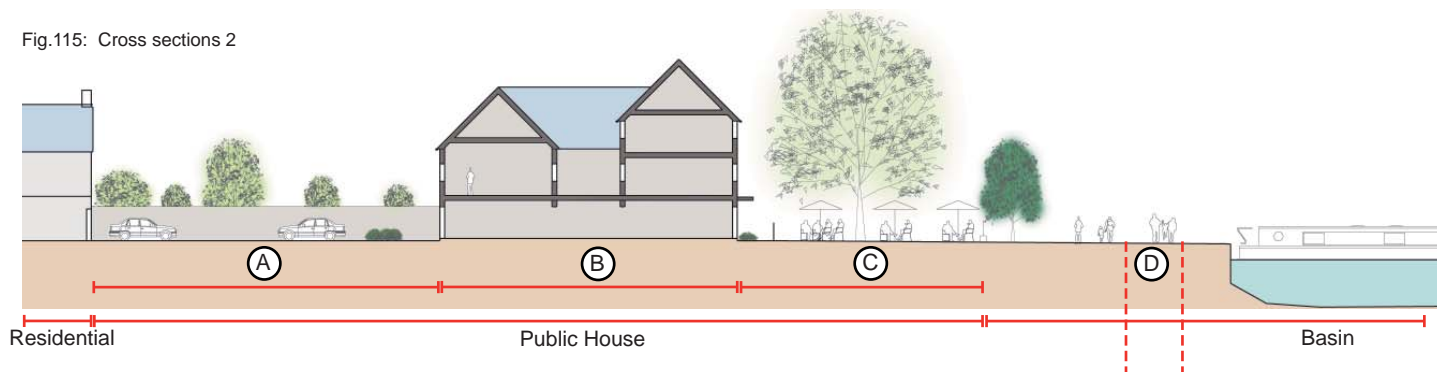
Fig.116: Sketch of Haynesbridge canal frontage

Fig.114: Cross sections 1



- A** Rear parking courts to occur in sections where Haynesbridge is footpath only
- B** Plots with aspect towards the Oxford Union Canal
- C** Frontage access to vary between adopted Lane or footpath only, with parking behind the building line 20m wide grassland with new and existing trees, to include informal footpaths
- D** Build line set-back to vary 20-30m between canal edge and building frontage so as to create an articulated edge to development. Proposals for frontage development and public open space to be prepared as one scheme.
- E**

Fig.115: Cross sections 2



- A** Customer car park
- B** Public House
- C** Pub garden Haynes Link Bridge setting
- D** Ensure access to existing drainage connections

Note- Public House briefing is on page 46

6.0 KEY LOCATIONS

6.7 Canal Lane and Hedgerows

6.1 Introduction 6.2 Key Locations Plan 6.3 Main Street 6.4 Village Centre
6.5 Park Fringe 6.6 Canal Frontage and Basin **6.7 Canal Lane and Hedgerows** 6.8 Plateau Frontage with existing residential areas 6.9 Haynesbridge Frontage with existing residential areas

Canal Lane

Canal Lane is an exception and contains hedgerows with its own specific requirements. This is illustrated in more detail on the opposite page.

Canal Lane hedgerow requirements are based on the principle that much of its length is privately owned and will need to retain an agricultural function in so doing the finished layout will have to ensure that the section of the lane where existing properties area located will not be compromised by new movement patterns resulting from development.

Hedgerows in general

In some parts of the plan hedgerow lanes form an integral part of the streetscape. Hedgerow lanes will typically contain a managed hedgerow as a central feature of the street and will be set within a grass verge of no less than 10m wide. For information on hedgerows in general please see Technical Appendices D Urban Landscape page 78.



Fig.117: Typical square section timber bollard defining edge of development.



Fig.118: Typical frontage in urban area where footway divides development from hedgerow corridor

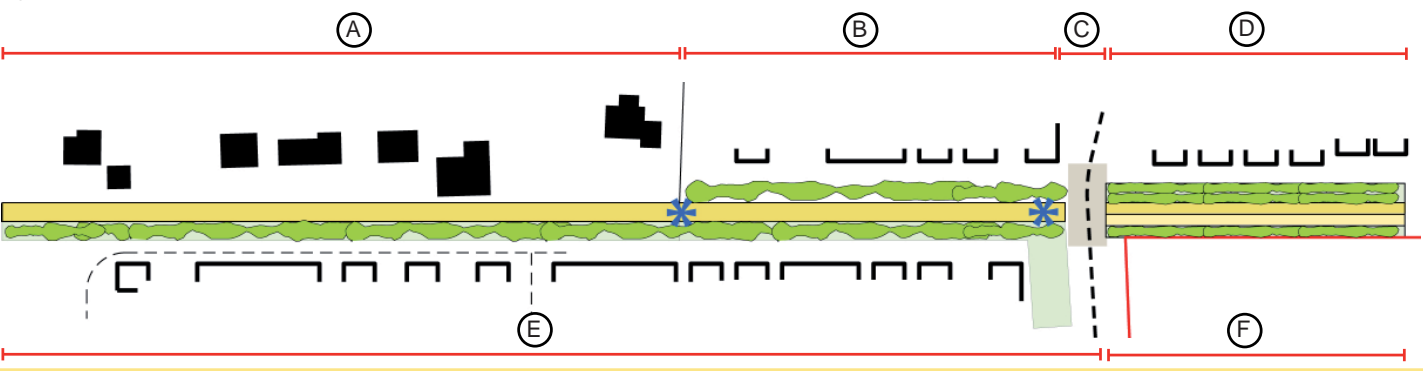


Fig.119: Typical agricultural style gate at the end of Canal Lane.



Fig.120: Typical lane where low density housing is masked by hedgerows.

Fig.121: Parameters Plan of the lanes layout



- A** Existing properties fronting onto Canal Lane. These are the only properties that have vehicular access onto Canal Lane.
- B** No vehicular access from new properties onto Canal Lane. A parallel footpath for front door access is located between Canal Lane and front doors of new properties.
- C** No vehicular access to protect Canal Lane from the impact of development. A special traffic calming feature to signify location of Canal Lane.
- D** No vehicular access from new properties. A parallel footpath or a frontage access drive can be located between Canal Lane and front doors of new properties. Frontage landscape to include SUDS drainage within soft landscape setting.
- E** No vehicular access will connect Canal Lane to new properties. A parallel footpath or a frontage access drive can be located between Canal Lane and front doors of new properties. Frontage landscape to include 5m width of hedgerow corridor.
- F** School fields frontage to include new 3m soft landscape corridor.
- *** Timber gate



Fig.122: Plan identifying Hedgerow Lanes location



Fig. 126: Plan identifying sections through the Canal Lane

Cross sections through Canal Lane

Fig.123: Cross Section 1

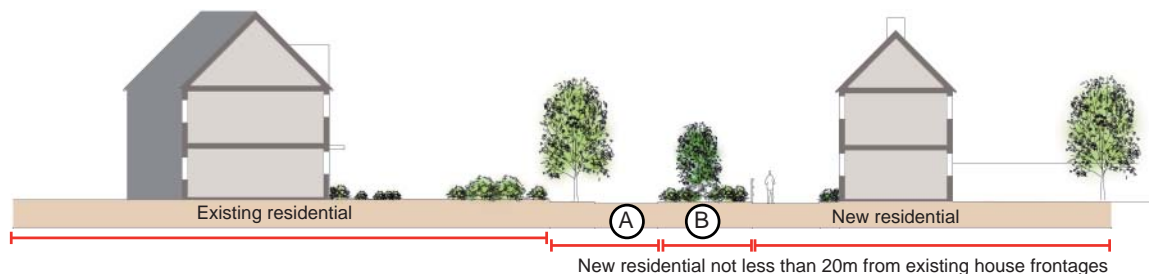


Fig.124: Cross Section 2

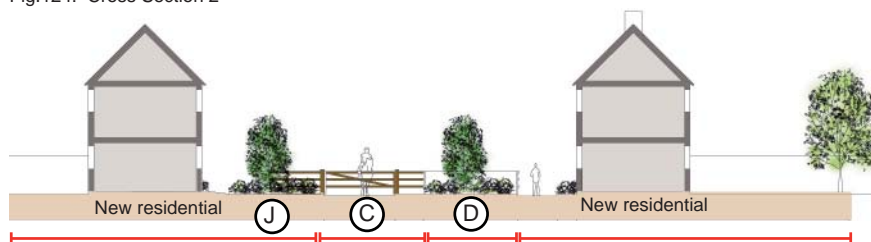
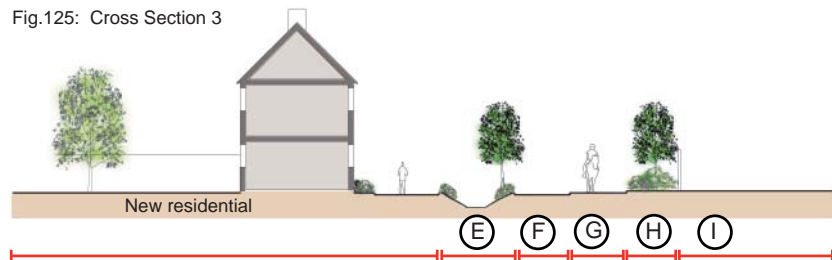


Fig.125: Cross Section 3



- A** Canal Lane - which does not form part of the development site in this location. No vehicular access arrangement for the development from Canal Lane.
- B** Existing hedgerow
- C** Canal Lane gated - which is gated to allow agricultural access only.
- D** Restored hedgerow
- E** Swale
- F** Canal Lane - pedestrian and cycle connection in this location. No vehicular access arrangement for the development from Canal Lane.
- G** Grass verge for horses
- H** Existing hedgerow
- I** School playing field
- J** New hedgerow

6.0 KEY LOCATIONS

6.8 Plateau Frontage with existing residential areas

6.1 Introduction 6.2 Key Locations Plan 6.3 Main Street 6.4 Village Centre
6.5 Park Fringe 6.6 Canal Frontage and Basin 6.7 Canal Lane and Hedgerows
6.8 Plateau Frontage with existing residential areas 6.9 Haynesbridge
Frontage with existing residential areas



Fig.128: Plan identifying plateau edge frontage location

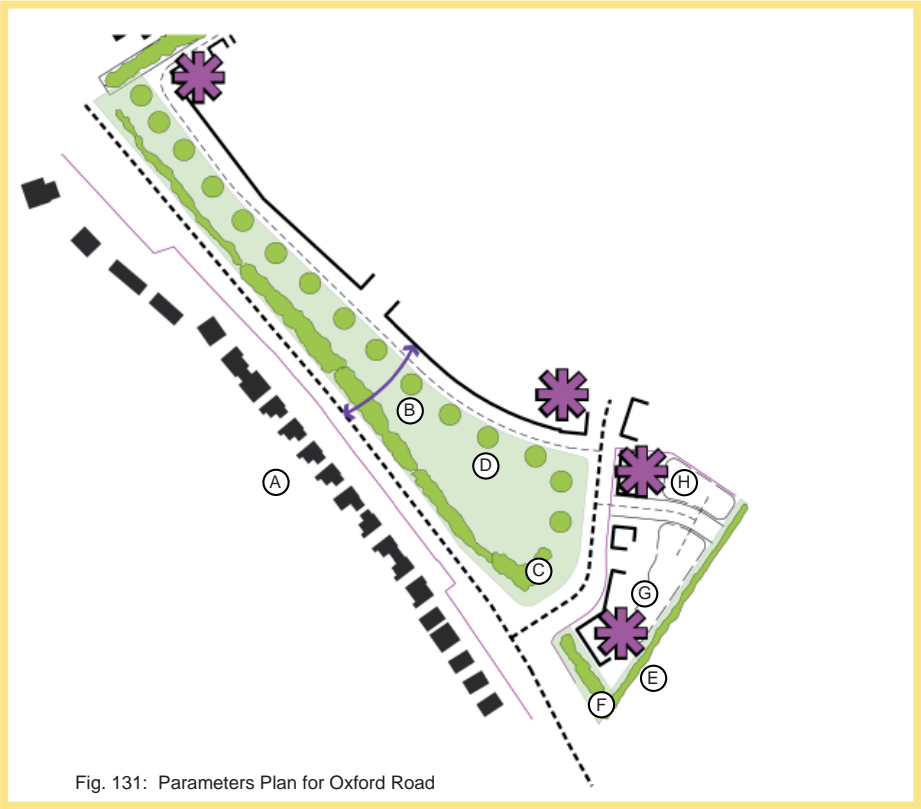
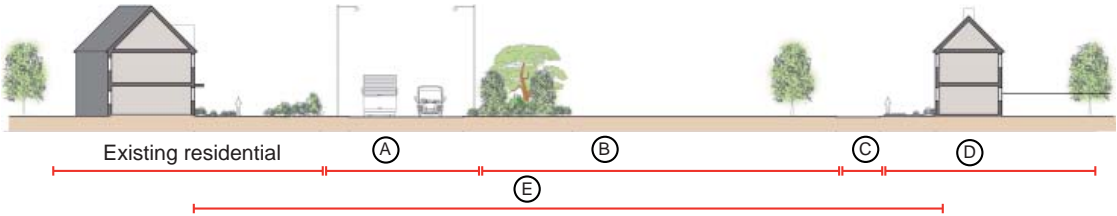



Fig. 131: Parameters Plan for Oxford Road

Fig.129: Oxford Road sketch



Fig.130: Cross sections through Oxford Road



- A** Existing Oxford Road properties with large setback and enclosures.
 - B** Informal open space of variable width to provide character to the setting of existing properties and the new properties of Longford Park.
 - C** Existing hedgerow to be retained including section to align with new highway junction.
 - D** Tree planting to define the back edge of the Lane fronting Oxford Road.
 - E** Key building to terminate vista for those leaving Banbury by Oxford Road.
 - F** Ensure continuity of landscape setting to southern edge of site with hedgerow belt.
 - G** Parking for offices sited at the rear of buildings.
 - H** Scaling and massing of offices to suit the domestic scale of the surrounding houses.
-  Key buildings

- A** The A4260, Oxford Road
- B** Informal grass area including existing Oxford Road hedgerow
- C** Lane access to new houses
- D** New residential plots with aspect towards open space
- E** New and existing frontages. Generous set-back between frontages of not less than 60m



Fig.132: Plan identifying Cherwell Heights location

Fig.133: Cherwell Heights frontage at Bankside sketch



Sections through Cherwell Heights

Fig.134: Section 1

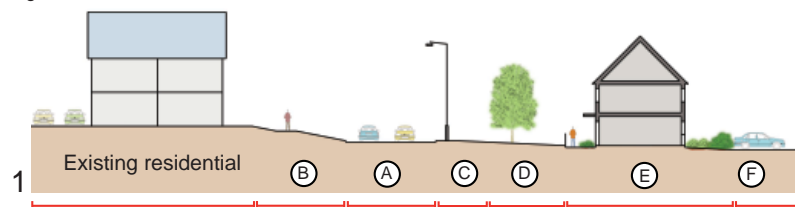


Fig.135: Section 2

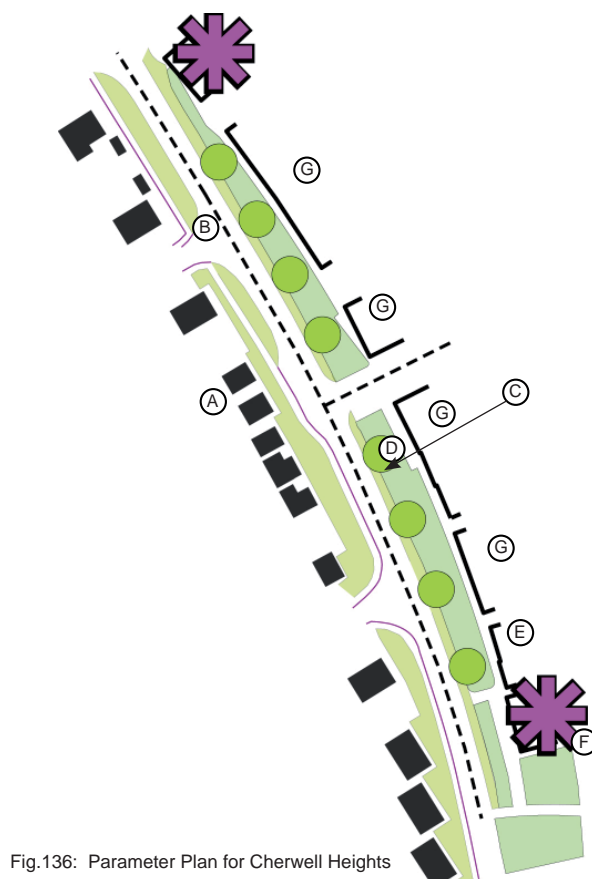
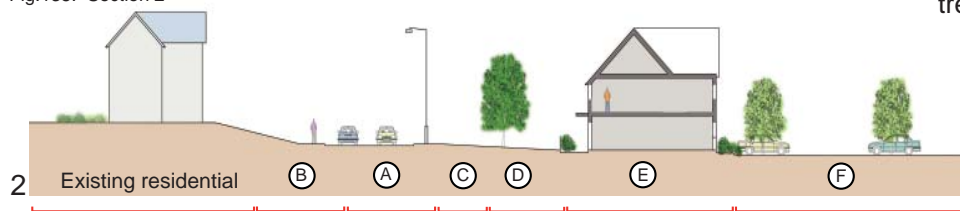



Fig.136: Parameter Plan for Cherwell Heights

- A** Existing Cherwell Heights properties with gardens and open plan frontage
- B** Existing wide verge of informal open space of variable width
- C** Existing narrow verge to be retained
- D** New wide verge of informal open space
No direct private drive access to Bankside
- E** New property frontage to follow the curve of Bankside
- F** Key building to highlight new development
- G** Parking courts used to rear of properties fronting Bankside
-  Key buildings

- A** Bankside
- B** Existing footpath with sloping grass verge on Cherwell Heights side of road
- C** Footway
- D** Amenity grassland with intermittent Street tree planting
- E** 2 storey dwellings inc. set-back and access path
- F** Rear parking courts. Occasional street trees.

7.0 THE COMMUNITY PARK

7.1 Community Park Design Principles

This section includes briefing for the detailed design development of the park. The detailed design including perimeter planting and furniture for the park will be determined with the District Council through the Reserved Matters process. Funding for ongoing maintenance is included in the Section 106 agreement.

Character

The Community Park forms the heart of Longford Park. It provides a variety of environments including formal play, the canal basin setting and informal open space that offers natural slopes with long views across the Cherwell Valley. The majority of the area is made up of grasslands, hedgerows and new woodland planting. There will also be wetland areas that provide the ecological enhancement of the park. It will be a place that offers a different experience all year round.

Community Park Design Principles

- Fully protects the sensitive ‘valley slopes’ as illustrated on the Concept Masterplan.
- Demonstrates enhanced biodiversity and habitat creation by using the species listed opposite.
- Provides a restoration of the landscape with new hedgerows and woodland copses.
- Seeks to replicate the traditional landscape character of the Cherwell Valley.
- Provides large areas of informal open space.
- Provides a robust structural planting framework assimilating the development into the broader landscape.
- Improves and increases accessibility with a new footway-cycleway route connecting the Haynesbridge and Plateau areas as informal routes across the Park.
- Provides areas of active play and formal sport provision in line with the Section 106 agreement. - See the Masterplan on page for further details.
- Fully protects existing hedgerows and semi mature hedgerow trees.

See also Assessment Plan (pages 6-7)
Landscape Plan (page 10) and Key Locations information on (page 52).

7.1 Community Park Design Principles

7.2 Park Parameters Plan





















	FORMAL SPORTS PROVISION (4.29ha) Includes - 2 x senior football pitches 1 x junior football pitch Pavilion building Car park LEAP and MUGA
	DETENTION BASINS 1.05ha
	EXISTING HEDGEROWS AND TREES
	AVENUE TREES Species: Typical Mix Tilia Cordata "Greenspire" or Streetwise Fraxinus excelsior Westhof's glory Acer campestre Quercus robur Carpinus betulus
	COPSE WOODLAND - Typical Mix 60-80cm whips @ 1.5m centres 25% Fraxinus excelsior 25% Quercus robur 10% Acer campestre 10% Corylus avellana 10% Crataegus monogyna 5% Cornus sanguinea 5% Euonymus europaeus 5% Ligustrum vulgare 5% Tilia cordata
	WET WOODLAND - Typical Mix 60-80cm Whips @ 1.5m centres 30% Salix fragilis 30% Alnus glutinosa 15% Salix caprea 15% Salix cinerea 5% Populus tremula 5% Salix viminalis
	HEDGEROW - Typical Mix 60-80cm Whips @ 4 per linear metre 30% Crataegus monogyna 30% Prunus spinosa 5% Acer campestre 5% Corylus avellana 5% Euonymus europeasus 5% Ligustrum vulgare 5% Cornus sanguinea 5% Rhamnus cathartica 5% Viburnum lantana 5% Ilex aquifolium Fraxinus excelsior & Quercus robur standards
	COMMUNITY WOODLAND
	CLOSE MOWN GRASS Regular Maintenance
	WILDFLOWER MEADOW Two cuts per year
	UNDISTURBED GRASS AREA Mowing as advised
	INFORMAL PATH / GRASS RIDE
	PERIMETER TIMBER POST & RAIL FENCE
	RABBIT PROOF PROTECTIVE FENCING
	EXISTING PUBLIC RIGHT OF WAY - CANAL LANE
	STRATEGIC FOOTWAY / CYCLEWAY LINK
	OTHER SURFACED ROUTES
	CHILDREN'S LOCAL EQUIPPED AREAS OF PLAY (AS BEFORE)
	MUGA
	ATTENUATION PONDS

Fig.137: Key to the Community Park Plan

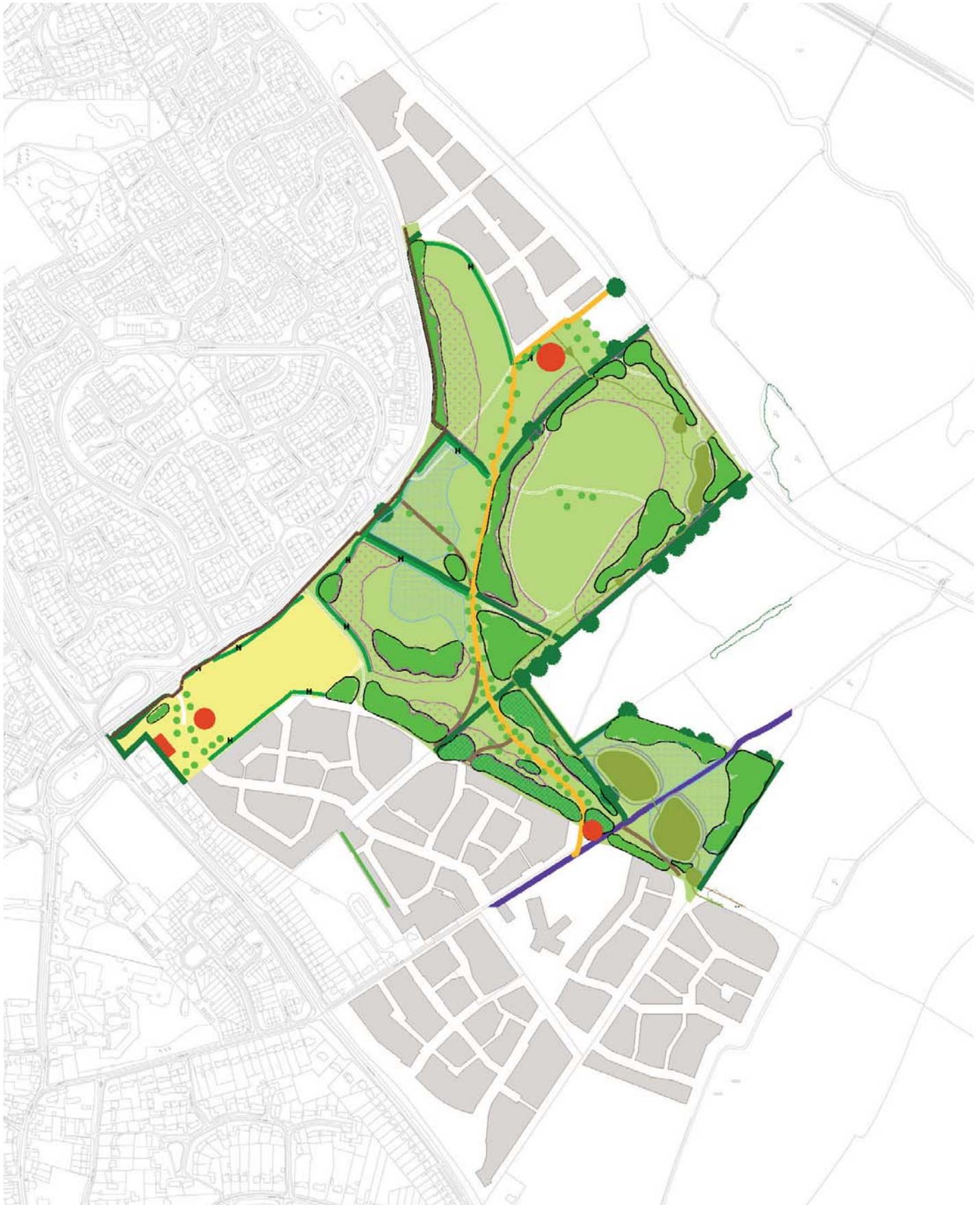


Fig.138: The Community Park

8.0 SUSTAINABLE DEVELOPMENT

Planning Policy Statement 1: Delivering Sustainable Development (ODPM, 2005) states principles for new development such as:

- social progress which recognise the needs of everyone
- effective protection of the environment
- the prudent use of natural resources; and
- the maintenance of high and stable levels of economic growth and employment.

Local sustainability policy will also be referred to including, Supplementary Planning Guidance, entitled Building in Harmony with the Environment (CDC, 2000) the Oxfordshire Structure Plan - Strategy 6 (OCC 2005) and the Cherwell Environmental Strategy (CDC 2002).

New dwellings will accord with Code for Sustainable Homes applicable at the time of construction. The development will create a sustainable and energy efficient place, which includes a green infrastructure of open space, woodland and SUDS Detention Basin.

Private housing developers at Longford Park will be required to provide homes designed to Code 3 of Code for Sustainable Homes in line with the Section 106 agreement.

Over and above this standard, whichever building regulations are current at the point of submitting the reserved matters application these will take precedence.

In each case the code level proposed must form part of any Reserved Matters Application and developers must demonstrate how they will meet the standards.

Developers and their designers will be expected to demonstrate considerations of energy efficient practice under Building Regulations. Although this section is prepared as guidance as opposed to mandatory codes, observance of the elements listed below will ease compliance to the Code for Sustainable Homes level 3.

Orientation to the south

At Longford Park the layout of new buildings will be informed by their orientation which includes a preference for making use of passive solar gains and a requirement for active solar roofs.

Quality of Building Envelope

At Longford Park designers will need to consider the impact of efficient wall design and the thermal performance of their approach including a balance of:

- Higher levels of insulation for walls and roofs leading to a thicker external envelope.
- Requirement for very good 'air tightness'.
- Reducing heat losses and improving thermal comfort.

Sustainable Urban Drainage (See Appendix F)

The site will be drained sustainably in accordance with the Flood & Water Management Act 2010. This will include a range of approaches including swales, filter drains, ditches, attenuation ponds and rainwater being carried in the sub-base of roads under porous blocks. Some of these open features will form part of the streetscape, particularly along Canal Lane and the Minor Streets at the Park fringe.

Non-residential buildings will be constructed to BREEAM standard of at least Very Good. The aim at Longford Park is to achieve a low energy design with a high environmental performance. The assessment method will analyse designs and identify credits across each of the following eight categories:

- Energy
- Transport
- Pollution
- Materials
- Water
- Ecology and land-use
- Health and well-being
- Management

Longford Park will be developed in conjunction with a number of other residential, commercial and specialist developers. Ownership and management will differ between sites however the authorities use of the design code should not make differences apparent to residents, occupiers or visitors.

Housing could either be privately owned or owned and managed by a registered provider. All public open space, formal sports provision and structural landscaping within open space throughout Longford Park will be offered for adoption, management and maintenance to Cherwell District Council.

Cherwell District Council firmly supports an approach to proposals that are based on the Building for Life (CABE and Home Builders Federation). They will use the 20 assessment criteria of building for life as a benchmark when reviewing proposals and require as a minimum standard, the Silver Buildings for Life Award. Therefore, at least 70% of the criteria must be met.

Compliance with the Code

This section provides guidance to the designers of reserved matter applications and to the local planning authority in the determination of these subsequent applications. It sets out the key requirements of the Masterplan and the Code as the process list 1-7, but it should not be used as a substitute for the full Code. Compliance with the Masterplan and the Design Code is expected.

Process

- 1 Designers of Reserved Matter applications should fully acquaint themselves with the provisions of the Code prior to starting design work.
- 2 Designers should prepare a composite plan for their parcel that brings together all the spatial components of the Code and Draft Design and Access Statement, to inform the design of the 3D parcel, taking account of any updated survey information.
- 3 This is required to be “signed off” by the LPA as an agreed interpretation of the Code for that parcel.
- 4 The designer should undertake on going pre-application negotiations with the LPA, submitting sketch proposals at least one week prior to any meeting so that the LPA can liaise with colleagues from other departments and organisations.
- 5 The designer should fully explain and justify any non-compliant aspects of the proposal and demonstrate the parcel in its context. Where surrounding parcels are still vacant, the scheme should indicate a suggested form of those parcels. The Plan illustrating the spatial components of the parcel should be submitted to the LPA as part of the reserved matter application together with the finalised Design and Access Statement.
- 6 The LPA should examine the application not only against the code but also against national and local policy and generic quality thresholds, which should in any case be embedded in the Code, for example ‘*Manual for Streets 1 and 2*’ has informed the route hierarchy.
- 7 The LPA should endeavour to process the application swiftly, making consultees aware of the provisions of the Code.

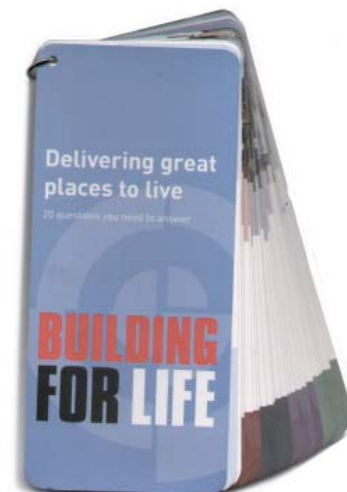


Fig.139: Building for Life: Delivering great places to live.

TECHNICAL APPENDICES

A Highway Specification

A Highway Specification

B Parking C Urban Landscape

D Waste Management E Flood and Water Management

F Consultation Process G Information and Advice Services

The following pages provide further technical information on highways treatment, parking, the urban landscape, suitable waste management processes, the consultation process that has been undertaken and where to obtain further information regarding the project.

The following table outlines the key criteria for the four types of streets identified within the design code; Primary, Secondary, Side and Lane / Minor street.

The standards for the street specification has been guided by other adopted design codes prepared by Cherwell District Council.

The masterplan and detailed sections have been produced in line with these guidelines.

	Primary Street	Secondary Street	Side Street	Lane / Minor Streets
Design Speed	20mph	20mph	10mph	10mph
Footway	2m min each side.	2m min each side.	Varies 1.2m on one or both sides.	Shared surface.
Cycleway	On Road.	On Road.	On Road.	On Road.
Verge	Close to Cherwell Heights only.	Close to Cherwell Heights only.	Varies according to character area.	Varies according to character area.
Bus access	Yes. (Haynesbridge swept path analysis required for servicing).	No	No	No
Maximum No. of properties served	No restriction.	Up to 300.	Up to 50.	25 or more depending upon advice from OCC.
Carriageway width	6m minimum with localised variation.	5.5m minimum.	Width variable. 4.8m min, widening to 6m min opposite garages and parking areas.	Width varies from 3.5m min widening to 6 metres opposite garages and parking area, or to follow building line in the street.
Access to properties	Some direct access but generally only grouped access.	The majority will have direct access.	The majority will have direct access.	The majority will have direct access.
Tree Type	Cherry Tree (distribution in conjunction with lighting and access design).	Acer (occasional tree to enhance streetscape design).	None	Variety of indigenous species.



The details in the following sections on character will augment those within this table.

It is noted that small variations in carriageway width may occur between the highway tables and the character tables. Under these circumstances selection is subject to the merits of an individual reserve matters proposal.

- The specifications in these tables represents guidance for the general approach to highway design within the Longford Park development. Further information is provided on highway treatment for specific locations; these are contained in Section 5.0
- The guidance in Appendices A and F augments the general information provided here.

	Primary Street	Secondary Street	Side Street	Lane / Minor Streets
Carriageway surfacing	Non-porous construction stone mastic asphalt with dark grey granite chippings.	Non-porous construction stone mastic asphalt with light grey chippings.	Permeable block paving (mid grey) or stone mastic asphalt with light grey chippings.	Bound gravel or permeable block paving - not demarcated from footway.
Verge surfacing	Grass with trees close to Cherwell Heights.	As footway.	Grass or ground cover planting.	Grass or ground cover planting.
Footway surfacing	Impermeable concrete slabs (buff).	Impermeable concrete slabs (buff).	Permeable block.	Bound gravel or permeable block paving - Not demarcated from carriageway.
Kerbing	Concrete kerb (160mm).	Concrete kerb (160mm).	Concrete pin kerb.	Concrete pin kerb.
Traffic calming	at 60m intervals	at 60m intervals	Home Zone type arrangement.	Home Zone type arrangement.
Vehicle Swept Path	Buses.	Refuse vehicles and Emergency Service vehicles.	Refuse vehicles and Emergency Service vehicles.	Refuse vehicles and Emergency Service vehicles.
On Street Parking	Both sides - Where frontage access and lighting columns allow..	Alternating sides of carriageway - Where access and lighting allows.	Yes	Yes
Forward visibility	45m	45m	10m	10m
Junction sight lines (x/y)	2.4m x 45m	2.4m x 33m	2.4x25m	2.4 x 25m
Junction spacing- same side/ other side	Distorted grid.	Distorted grid.	Distorted grid.	Driveway cross-over.
Junction Radii	6m max - demonstrate tracking for double decker bus.	6m max - demonstrate tracking for double decker bus.	Columns to be agreed.	Splayed.

Primary Street

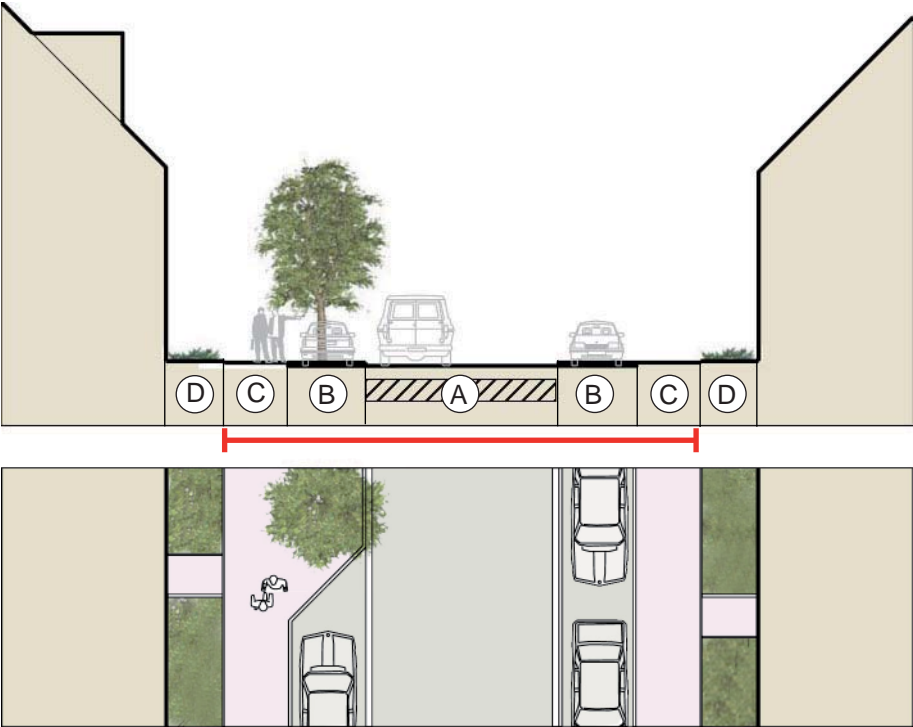


Fig.140: Primary Street

- Primary Street**
- A 6m min Carriageway
 - B 2.5m On-street parking subject to local conditions
 - C 2m min Footway
 - D 1m-4m Private set-back
 - Extent of Adoptable Area
 - Flood attenuation within street

Secondary Street

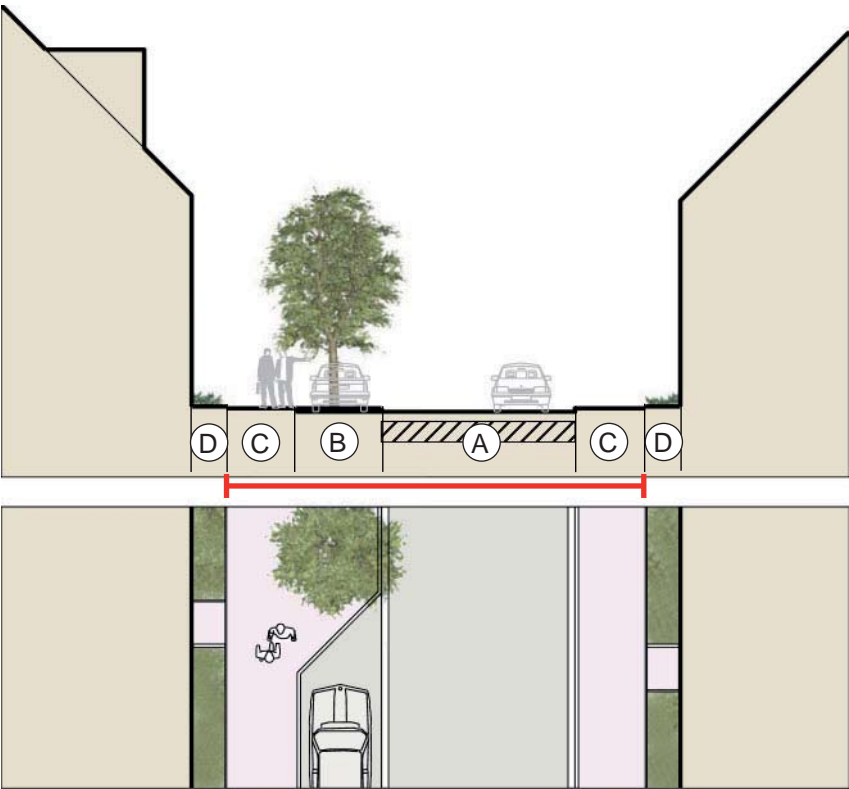
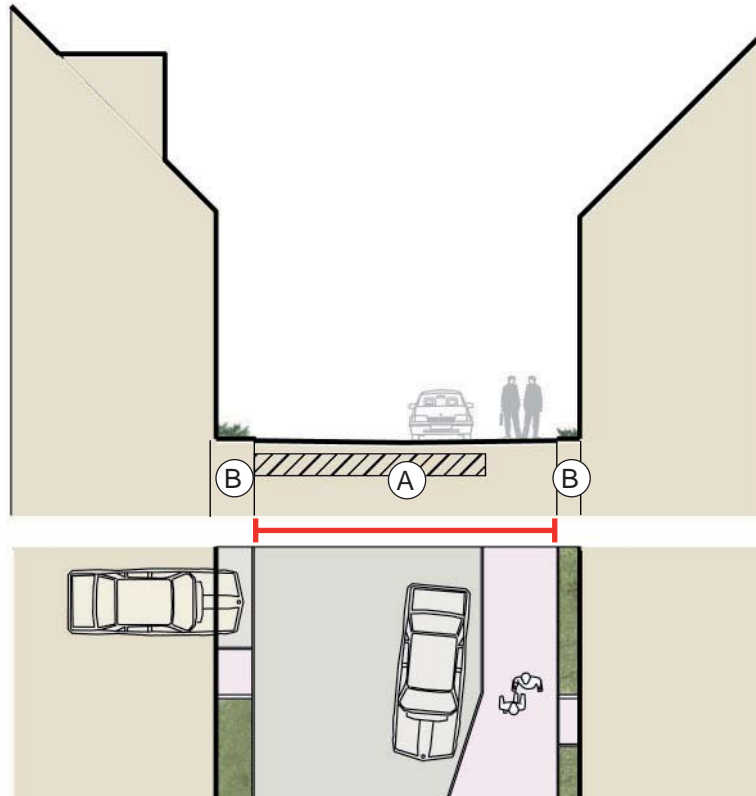


Fig.141: Secondary Street

- Secondary Street**
- A 5.5m min Carriageway
 - B 2.5m On-street parking subject to local conditions
 - C 2m min Footway
 - D 0.6m-1.5m Private Set-back
 - Extent of Adoptable Area
 - Flood attenuation within street

Side Street



Side Street

A 4.8m -6m subject to access arrangements

B 0.6m- 1.2m Private Set-back

 Extent of Adoptable Area


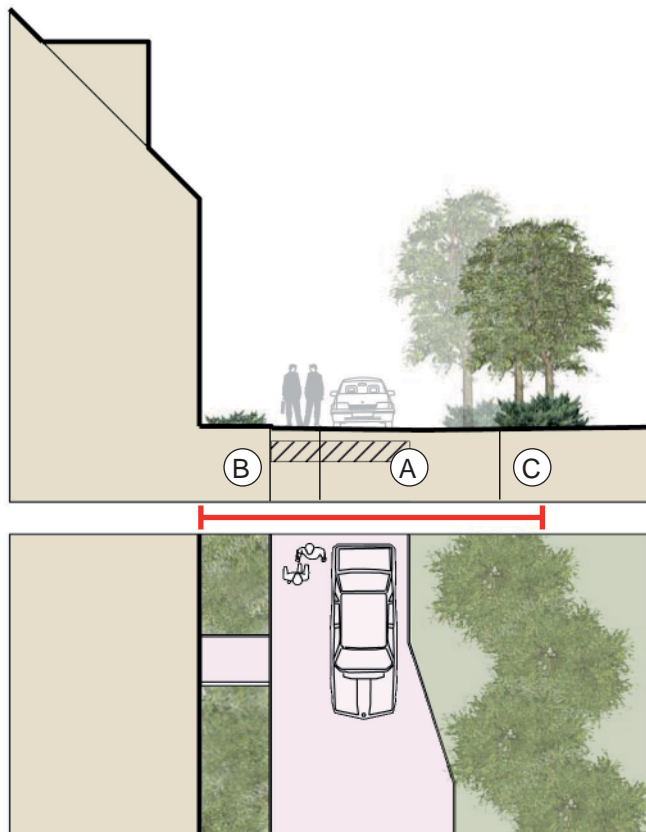
 Flood attenuation within street

Fig.142: Side Street

Lane/ Minor Street



Lanes / Minor Streets

A 3.5m-6m carriageway subject to access arrangements.

B 1m-3m Private Set-back

C Hedgerow

 Extent of Adoptable Area

 Flood attenuation within street

Fig.143: Lane/ Minor Street

“Streets should no longer be designed by assuming ‘place’ to be automatically subservient to ‘movement’. Both should be considered in combination, with their relative importance depending on the street’s function within a network. It is only by considering both aspects that the right balance will be achieved. It is seldom appropriate to focus solely on one to the exclusion of the other...” Manual for Streets (2007)



Fig.144: Highway Specification

As parking is an integral component of urban design, a balance between on street, on plot and off plot parking is desirable in order to generate variety in the street scene, reinforce character, and create a safe and vibrant place for residents and pedestrians.

Whichever parking solution is selected, an integrated approach to landscaping will be required as this is fundamental to the design of any street. In order to ensure parking is secure and well surveyed, it is important for it to be closely related to the dwelling it serves

Generally parking dimension will be not less than: 2.4m x 6m, and when cars are parked in line with pavement; no less than 2.5m x 4.8m when cars are parked at a right angle.

Car ports and garages

When on plot parking is provided, creating car ports and/or garages for residents, it is important that the size of the garage is given careful consideration. This will not be less than 3.0m wide x 6.0m deep for a single garage, and will not be less than 6.0m wide x 6.0m deep for a double garage. Internal garage dimensions have to provide enough space to accommodate a cycle and supplementary storage areas, for items such as refuse bins. Developers should also consider the flexibility of garden space for accommodating other larger items such as caravans. This can be considered on a site by site basis at Reserved Matters stage.

Parking for Employment uses

Parking standards will comply with Oxfordshire County Council guidance. The car parking will be provided to the rear of the employment parcel. It will comply with the requirement of 5% of spaces for blue badge holders.

Cycle Parking

Cycle parking will be provided throughout the development and will be in convenient locations and have safe storage. Cycle parking standards will be influenced by Oxfordshire County Council's 'Cycle Parking Standards'.

Cycle parking for houses

Storage requirements:

Garages should be designed to allow for a car plus storage for bicycles

Cycle storage should be within the dwelling curtilage

Minimum cycle storage provision:

1 bed = 1 space

2+ bed = 2 spaces

Cycle parking for other uses

Communal cycle storage must be located close to entrances, sheltered and be overlooked for security reasons. Where appropriate the use of covered storage facilities for long stay/ staff cycle parking should be considered. Cycle storage calculations should be 1 stand = 2 spaces.



Fig.145: Sheffield cycle stand

Cycle parking for visitors

Public cycle parking should be provided in a location where the use of the bicycle is encouraged for short trips. Such as to shops and sport facilities. Visitor cycle parking will be on-street in key public realm locations in areas that are well overlooked.

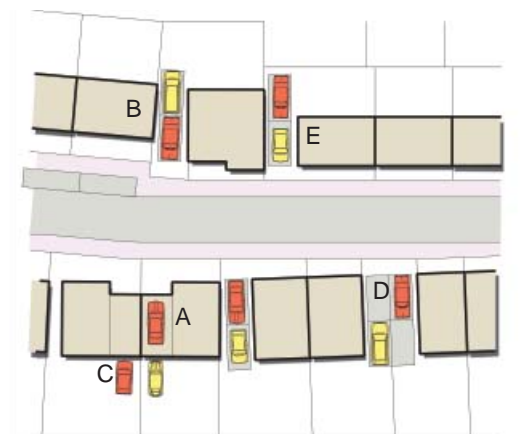


Fig.146: **On-plot**

A Garage within footprint of house with potential for accommodation over.

B Separate garage to rear of property.

C Parking in through garage with second space immediately to rear.

D May be paired to share door opening space.

E To the open side of house and potential with car port roof.

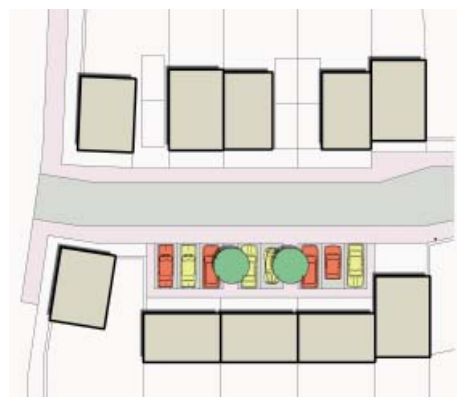


Fig.148: **90 degree on private frontage**

- Kerbside parking at right angle to the direction of the street.
- Parking in marked bays and allocated per dwelling.
- Landscaping a benefit.
- Can occur on both sides of the street but increased building height required to retain sense of enclosure.
- Main adopted footway to be in front of parking bays.
- Additional adopted footpath may be considered to the dwelling side of the parking bay.



Fig.150: **90 degree on adopted frontage**

- Kerbside parking at right angle to the direction of the footway
- All spaces un-allocated.
- Landscaping a benefit.
- Can occur on both sides of the street but increased building height.
- Main adopted footpath to be on the dwelling side of parking bays so car do not cross footpath.

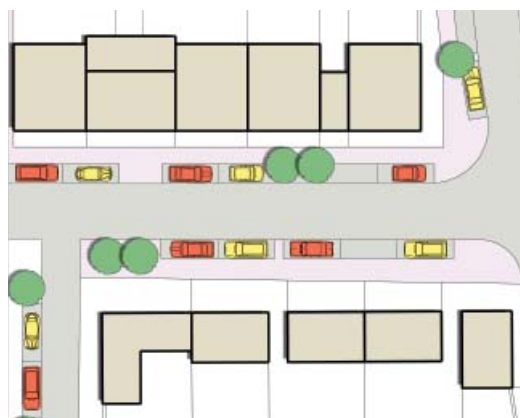


Fig.147: **In line street parking**

- Kerbside parking parallel to the direct of the pavement.
- Parking in marked or unmarked bays depending on formal or informal character of street.
- All spaces un-allocated.
- Breaks in continuous line of parking bays with landscape and paving features.



Fig.149: **Rear Court**

- Grouped parking within shared space.
- Accessed between or through frontage dwellings.
- Orientate dwelling to overlook court.
- Enclosed by a combination of dwelling walls and garden walls.
- Subject to comprehensive landscape design.



Fig.151: **Grouped parking**

- Designed for a range of residential uses not just car movement.
- Shared surfaces with minimal parking space markings.
- A combination of parking solutions potentially including all types mentioned above.
- Subject to comprehensive landscape design.
- Parking to contribute towards changes in alignment.

Car parking is to conform to Cherwell District Council's parking advice, which refers to Oxfordshire County Council's Local Transport Plan 2006-2011 (OCC, 2006) and Residential Road Design Guide (OCC, 2003). Oxfordshire County Council have recently published new guidance; Draft Highway Development Management for New Developments – Residential Parking Provision Policy (OCC 2010). This should be referred to throughout the design process.

In addition to the advice given in these documents, designers should also consider the following guides:

- Manual for Streets (CLG and DfT 2007) and Manual for Streets 2 (CLG and DfT 2010)
- Better places to live by design (DTLR and CABE, 2001)
- Safer Places. The Planning System and Crime Prevention (ODPM, 2004)
- Car parking. What works where (EP, 2006)

The illustrations in the opposite page demonstrate the variety of methods that can be used in providing car parking for residential units.

Parking should be an integral component of urban design and a balance between on street, on plot and off plot parking is desirable in order to generate variety in the street scene, reinforce character and create a safe and vibrant place for resident and pedestrians. Cycle parking has also to be provided, in line with Oxfordshire County Council Strategy (OCC, 2001).



Fig.152: Off street parking



Fig.153: Off street parking

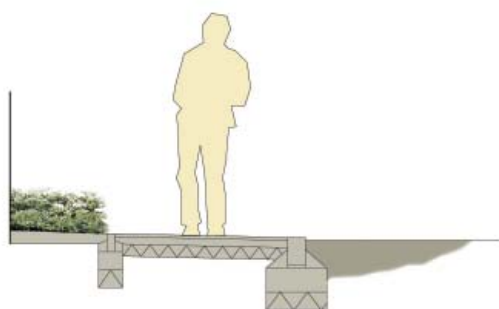
Note:

All documents referred to above will remain relevant and referred to in conjunction with this masterplan and design code.

These documents are current at the time of adoption of the masterplan and design code, but policies and national guidance may change over time, at which point the new guidance will take precedence.

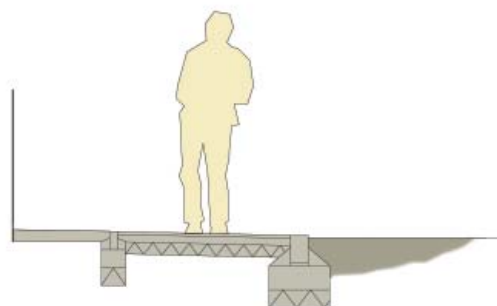


Fig.154: Boundary Types



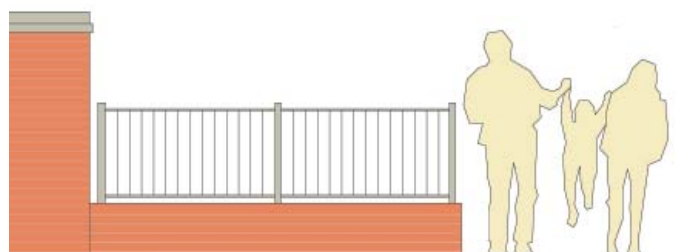
Soft planted - flush to boundary

Fig.155: Boundary Type 1



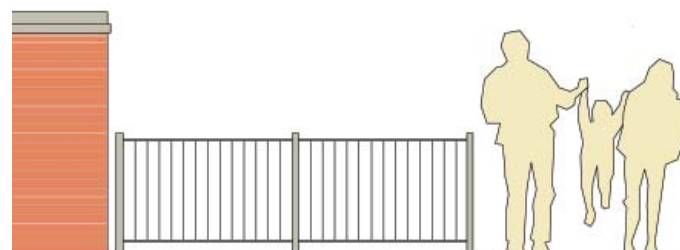
Hard landscape - flush to boundary

Fig.156: Boundary Type 2



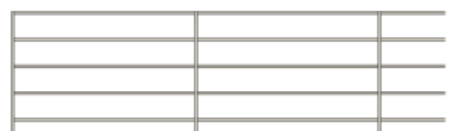
**Railings on dwarf brick walls, reconstituted coping
900-1200mm high**

Fig.157: Boundary Type 3



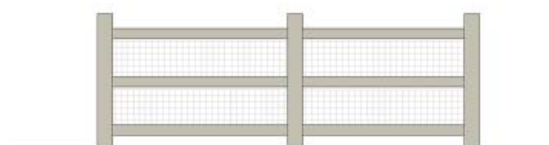
**Railings on upstand plinth
700-900mm high**

Fig.158: Boundary Type 4



**Estate railing on green edge
700 -900mm high**

Fig.159: Boundary Type 5



**Timber post and rail on green edge
700 - 900mm high**

Fig.160: Boundary Type 6

This pallet provides all of the boundary types that can be used for Longford Park. For areas not illustrated, reserved matters designers should choose from the above swatch for a selection of boundary types that are appropriate. Designers should consider consistency of boundary types across streets.

Soft landscape components within the development area are one of three types: hedgerows within the development area; the rural edge of the development area; and, street trees.

Hedgerows

The consideration of hedgerows within the street will adhere to the following principles:

- Ensure maximum continuity of continuous green corridors.
- Infrastructure is to be off-set from hedgerows in order to preserve their ecological status. The off-set to be 5m from centre line of hedge.
- Existing retained trees must have a greater “off-set” distance following BS 5837 2005. “Trees in relation to construction”. The BS standard will be applied on a parcel by parcel basis.
- Appropriate pedestrian and cycle breaks in the hedgerow are to be provided to follow desire lines.
- Hedgerows are maintained at 1.5m height.

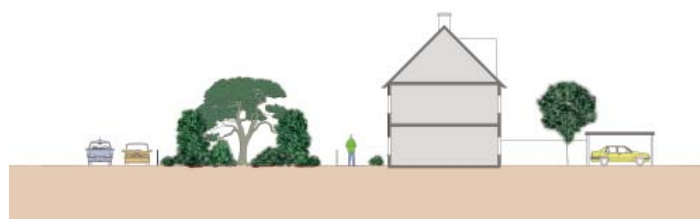


Fig.161: Example of footway only along property frontage.



Fig.162: Example of lane/ minor street alongside property frontage

Local Areas of Play

Longford Park has the opportunity to integrate the elements of public art, play space and street furniture within the urban and developed areas as part of the overall street scene.

Rather than treat these as separate design issues, and for play standards to be set against the regulatory needs of ‘Fields in Trust’, it is intended to be designed all as one composition.

To comply with this aspiration, and to reduce ongoing maintenance costs, Cherwell District Council has indicated a preference for fewer, slightly larger Local Areas of Play (LAP). These ‘extended’ LAPs are carefully located so they are central to an identifiable neighbourhood. They are 200msq with a 5m buffer to dwelling frontages. It is generally expected that a catchment of 200m walking distance is appropriate to this size of facility. The Development Principles illustrated in Section 4 would allow for a highly permeable, pedestrian friendly grid of streets which in turn would allow comfortable and convenient access to the facility. There are three in the Plateau area and one in the Haynesbridge area.

LEAPs (Local areas of equipped play) and NEAPs (Neighbourhood areas of equipped play) do not occur within the urban landscape but are located in the Community Park and will be developed as part of the Community Parks proposal.

General Design Standards

For standards of play refer to “Fields in Trust”.



Fig.163: “Fields in Trust”

Recycling Centre Considerations

Recycling facilities will have to comply with CDC's guidance "*Your Guide to Recycling and Composting Cherwell District Council 2012*" on the operational needs of environmental services.

The design of the bin storage system should ensure that the bins are not visually intrusive or create a negative impact on the overall setting of the dwelling.

Household Recycling Considerations

The following guidance should be adhered to when designing communal waste management facilities in the village centre; (see fig.106 on page 56)

- It should be located centrally at an easy to access location which is on a number of main pedestrian and vehicular routes
- The recycling point should be located within a public adopted space, but should not be visually intrusive
- The recycling point could be screened using suitable materials identified within the materials palette
- It should be accessible by all vehicle types
- The facility will be an integral part of the built environment; out of public view and accessibly by refuse collectors from the street.

Household Recycling Considerations

House designs will need to include storage space for the following bins as provided by Cherwell District Council.

- One green non-recyclable waste bin
- One brown food and garden waste bin.
- One blue recycle waste bin or box.

Frontage bin storage has been removed from options

There are 3 types of integrating bins and houses illustrated below.

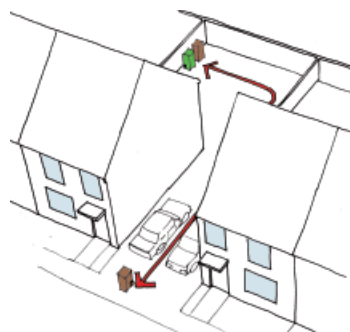


Fig.165: Bin storage to the rear of the property

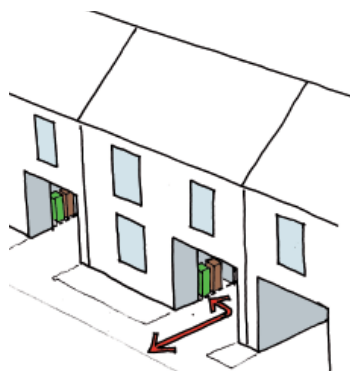


Fig.166: Bin storage integral to the side flank of the car port

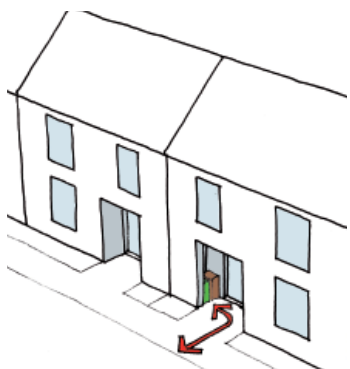


Fig.167: Bin storage within the porch of the house

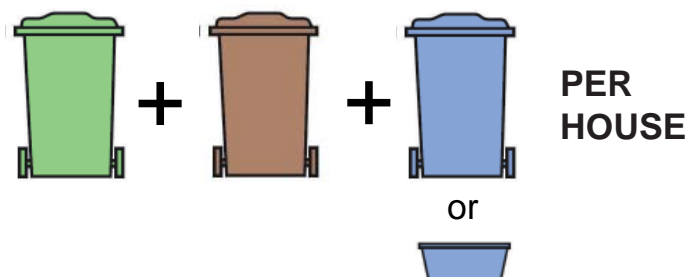


Fig.164: Bin allocation per house.

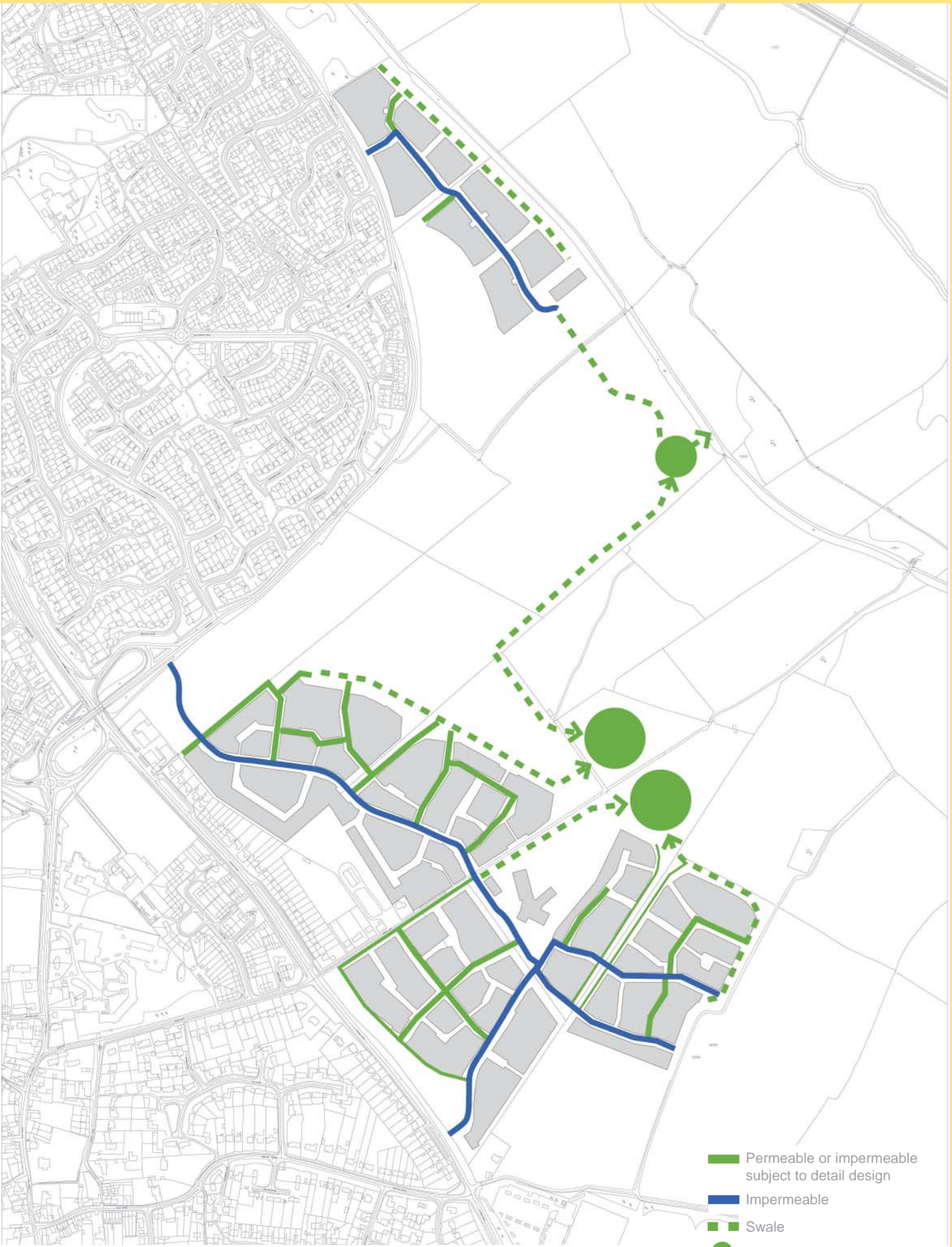


Fig.168: Drainage systems across the site

This is information specific to urban drainage. For general principles of drainage within public open space see section 2.4 page 9.

The site will be drained using a Sustainable Drainage System (SuDS) in a manner supported by the Floods & Water Management Act 2010. The development will incorporate permeable pavements, ditches and detention basins together with traditional positive drainage systems conveying water to an existing outfall beneath the Oxford Canal.

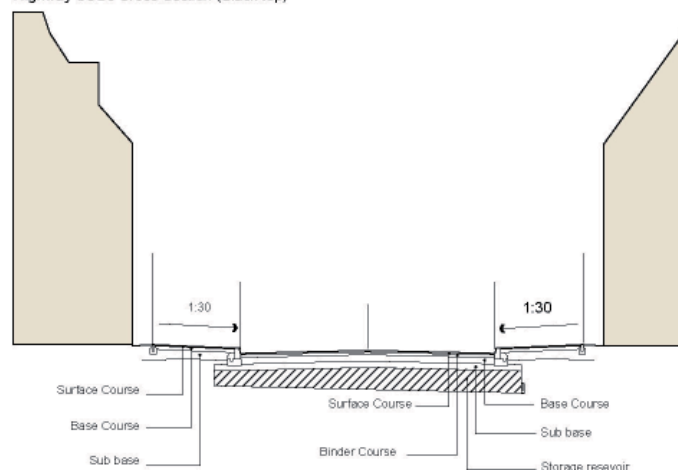
The SuDS Approving Body (Oxfordshire County Council) have confirmed that they will be willing to approve and adopt all the necessary infrastructure to facilitate this strategy.

All public open space, formal sports provision and structural landscaping, including SuDS within open space, throughout Longford Park will be offered for adoption, management and maintenance to Cherwell District Council.

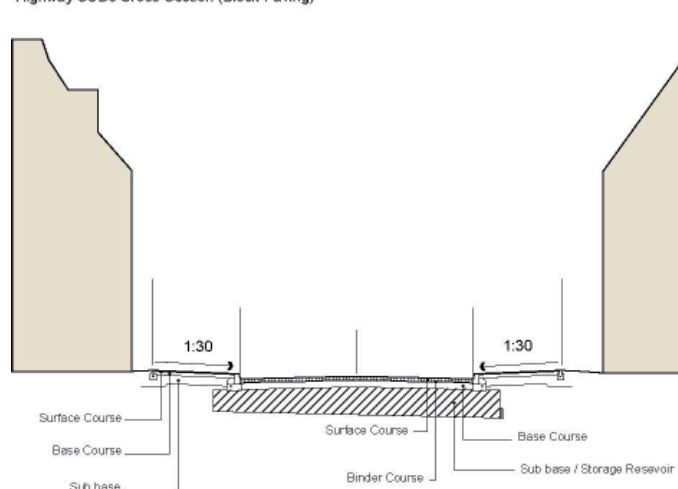
Highways, including footpaths and SuDS within highways, will be offered for adoption, management and maintenance to Oxfordshire County Council.

Foul sewers will be offered for adoption, management and maintenance to Thames Water.

Highway SuDS Cross Section (Black top)



Highway SuDS Cross Section (Block Paving)



Note:
Outfall subject to landform terminating at fin drain.
Design to replicate greenfield run off.

Fig.169: Drainage solutions

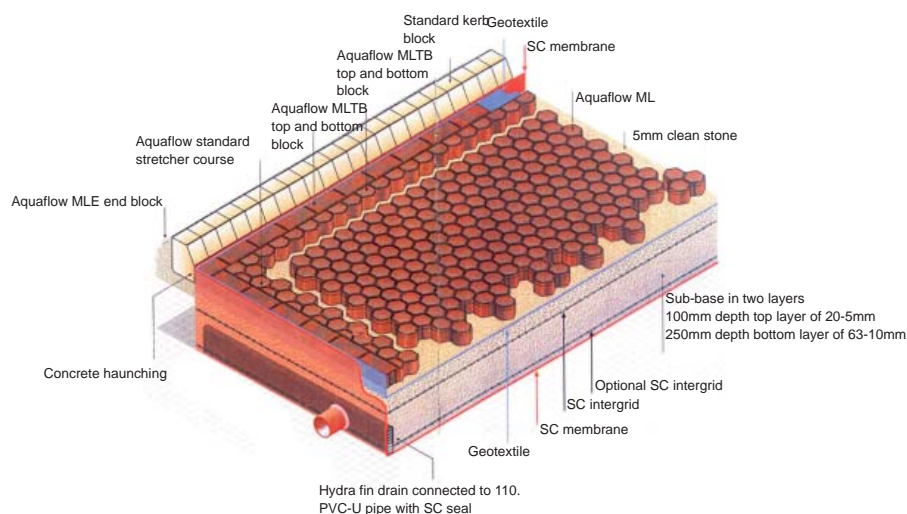


Fig.170: Typical composition of porous paving system

1.0 Introduction

This section provides an overview of the consultation process undertaken for the Longford Park development in Banbury. At the time of the events, the project was referred to as College Fields.

2.0 The Stakeholder Workshop

Stakeholder workshops were initially held in March 2005 over 3 days at Banbury Cricket Club to undertake Strengths, Weaknesses, Opportunities and Barriers analysis of the site and to identify a set of design principles/ qualities which could be adopted at Longford Park. The *"Draft Report on the Bankside Community Design Workshop"* outlines the findings of the workshops.

The work prepared the foundation for the Parameters Plans including the new access points, circulation and features to be maintained or improved.

As planning permission was granted in September 2009, an additional stage of consultation to inform the Masterplan and Design Code has recently been undertaken. It included:

- A three day public exhibition in Castle Quay shopping centre, Banbury (Fri 16 - Sun 18 July 2010)
- A one day consultation with Bodicote Parish Council on 9 October 2010.

The three day event included an invitation sent out to the above to all stakeholders and an advert for the exhibition was placed in the Banbury Guardian newspaper.

The one day event was published in the Bodicote Parish Council newsletter.

The exhibition boards displayed at both events provided information on the proposed character of the development, including details on proposed building heights, street widths and landscape treatment. The aim was to receive feedback in further inform the design brief.

3.0 The Three Day Event: Castle Quay Shopping Centre, Banbury

In total 47 comment forms were completed. Of those who provided their address. 68% of the addresses given were from Banbury.

Summary of Key Issues

A wide range of issues were highlighted. The key issues are identified below.

- The effect on traffic and access
- The design of houses and the relationship between two and three storey homes.
- The standard of housing to be built- including energy efficiency levels and green credentials
- The risk of flooding
- Development along the Canal Frontage
- Introduction of cycle paths
- Impact of school/ the requirement of a secondary school

Summary of Positive Feedback

A summary of key positive comments received are listed below.

- Pleased about the amount of green space available
- Suggestion of including allotments / adventure playground / horse riding school
- Pleased about the amount of affordable homes/ starter homes/ assisted housing
- Pleased about inclusion of football pitches, suggested the possibility of an all weather pitch and toilets
- Pleased about the inclusion of the pub
- Request for a small park within the development
- Realisation that the park would be public

Advantages/ Positive comments

People were most positive about the additional housing explaining that new housing, especially affordable was well needed in Banbury.

11 (23%) of all completed questionnaires had positive responses to the proposal identifying the following points:

- Design could include small parks – like Hamwell fields site
- Prefer to see development & park should "face" the park as there appears to be a "barrier" along Haynesbridge edge of park.
- Concern over why parks are between new houses and canal – prefer parks to be between developments (give new development an identity).
- Banbury has many trees – would like to see community woodlands along the Bankside area – less likely to be vandalised.
- Would like to see development happening soon due to lack of local housing

Negative Feedback

5 (9%) of the questionnaires provided negative feedback, including

"There will be major problems with parking / access on to Bankside and increased volume of traffic on Oxford Road and Bankside. Do not want this to go ahead".

"No infrastructure in Banbury. Why bring homes when Banbury has NO jobs, where are these people going to work? Roads will not cope with more houses, hospitals, doctors etc. same problems. Bring jobs first"

And a more general comment which can not be solely applied to Longford Park

"Please do not put concrete our lovely countryside, for countryside should be protected. We are only a small island. Preserve what we have left please".

Findings

The conclusion of the July 2010 event was whilst some resistance to the scheme remains, a large amount of people thought it was considerably more robust and beneficial to the wider Banbury area than they had previously believed/ been informed. The Community Park was considered by all to be a positive addition to the town.

4.0 One Day Event: Church House, Bodicote

As a significant number of people from Bodicote were unable to attend the three day exhibition at Banbury, a further consultation was held at Church House, Bodicote.

Approximately 65 people attended the exhibition. As the majority of attendees were from Bodicote, the day was much more focused with on-going dialogues on a one to one basis, addressing the resident's key concerns.

Feedback

The majority of attendees objected to the principle of development at this location. However it was discussed that as the scheme has been granted permission, it was of more benefit to concentrate on key issues that can be influenced.



Fig.171: A selection of the boards from the public consultation



Fig.172: The consultation was reported in the Banbury Guardian.

Key issues

Four key points were highlighted through the discussions:

- the treatment of Canal Lane
- the treatment of Oxford Road
- the type of employment land, and
- the protection of the proposed areas of open space

The residents expressed concerns about how the front and rear of Canal Lane would be accessed, with particular concern about how the gate would work and be managed. It was suggested that the farmer who owns the fields to the north of Canal Lane could be in charge of the key to the gate to ensure that it was kept locked at all times.

The option of using a rise and fall bollard was considered, but after discussions this was not deemed as appropriate as it would not prevent the misuse of Canal Lane by motor cyclists. It was mentioned that this has been a previous problem but has been managed by the local residents and is no longer occurring.

The residents noted the importance of Canal Lane retaining its emergency access.

The residents requested that the existing hedgerow be strengthened in order to ensure that pedestrians are not able to cut through it as a short cut.

Oxford Road

There were a number of concerns regarding the proposed treatment of Oxford Road and the new development adjacent to it.

It was assured that there will be an area of open space between Oxford Road and the proposed residential development.

The relationship between the new residential development and the rear gardens of the properties on Oxford Road at Plateau West. A number of people requested that a landscape buffer be implemented between the two developments.

It was explained that this would not be possible as it would create an area of open space that was not overlooked. This would not comply with safety standards in Secured by Design or put forward by Cherwell District Council. In order to meet these standards development there will be rear garden to rear garden development layouts here.

The development's impact on Oxford Road was discussed extensively. Particular focus was given to the proposed new junction onto Oxford Road and how this would effect the existing junction at Weeping Cross, and the nearby service road.

Testing is currently being carried out and assurance has been given that the timing of the traffic lights will ensure that traffic from Longford Park will have as minimal effect on the Weeping Cross junction and that traffic will not be able to cut through the service road. The positive effect of this would be that existing residents who currently have difficulty existing onto Oxford Road would be greatly assisted with the new traffic system.

It was reassured that the required infrastructure will be delivered before the residential development comes forward.

A further point was the requirement for the central refuge on Oxford Road to be wide enough for people crossing the road with buggies.

Finally it was requested that this part of Oxford Road be limited to 30mph

Employment land

The type of employment land was discussed. Industrial development was not considered appropriate. It was explained that the employment land would come forward for small scale offices and to provide opportunities for local entrepreneurs and enterprises.

Open Space

The need to protect the proposed Community Park and other open spaces from further development was discussed, with the hope that the park will become protected. This issue needs to be discussed further with Cherwell District Council and the developer.

Findings

Paul Drew gave reassurance that there will be further consultation opportunities at the reserved matters stage.

- Particular attention will be paid to the interface between Canal Lane and the adjacent development.
- Especially important is the retention of the existing hedgerows and the approach to Canal Lane gate.
- The concerns over the junction arrangement will be conveyed to the development and design team.
- Checks need to be carried out to ensure that the safety audit for the junction is in progress.

5.0 The affect of consultation on design development

The three day event at Castle Quay and the one day event at Church House Bodicote has informed design development and a number of refinements were undertaken. In particular changes to storey heights and Canal Lane Character:

- Previous proposals for Cherwell Heights frontage promoted three storey housing. Following consultation this is now reduced to a maximum mandatory two storey housing.
- Previous proposals for Canal Lane promoted connections between the development and the lane. Also, in parts of the lane where there are no existing residents, new housing was located closer to the lane. Following consultation Canal Lane is preserved more carefully in its current state. No connection to the lane is promoted. Also, additional hedgerow is included with new housing set further back from the lane.

6.0 The next steps

The consultation process will continue throughout the further stages of the project.

It is anticipated that the next stage of consultation will be for issues to be resolved at the reserved matters stage.

Further information is outlined in *Report on Design Code Public Consultation*.



Fig.173: The consultation was reported in the Bodicote News

Key sources of information and advice

Cherwell District Council
tel. 01295 252535
<http://www.cherwell-dc.gov.uk>
for general planning advice:
Planning and Development Services
tel. 01295 221883

County Ecologist, Oxfordshire County Council
tel. 01865 810469
advice on wildlife & habitats

Natural England
tel. 01993 886540
<http://www.naturalengland.org.uk>
regional advice on wildlife & habitats

Oxfordshire County Archaeological Services
tel. 01865 810115 or 01865 810825
for archaeological advice

Environment & Economy, Oxfordshire County Council
tel. 01865 815700
for environmental, roads and transport advice

The Environment Agency
tel. 01491 828455
for advice on drainage & flood risk