

**Report on the Community
Engagement Design Workshops
for land at Bankside/Oxford
Road, Banbury.
4th and 5th March 2005**

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Report on the Community Engagement Design Workshops for land at Bankside/Oxford Road, Banbury – 4th & 5th March 2005

Executive Summary.

The executive summary reflects a focused and consensual set of design outcomes from the two workshops held on the 4th & 5th march 2005

- an identification of 20 design qualities that it was agreed would constitute a “good” place;
- the production of 11 key design principles that can provide specific guidance on how to achieve a “good” place;
- the ranking in importance of 19 significant site and contextual characteristics of the Bankside/Oxford Road development area;
- the identification of key strengths, weaknesses, opportunities and barriers of the site that lead to general design implications for the development process;
- the establishment of specific strategic design principles for the development site in terms of edge treatment, movement patterns and the identification and distribution of uses and services;
- the identification of 15 emerging issues that require further consideration throughout future planning and design stages.

Report Contents:

Executive summary.	Page 1
Purpose of the report.	Page 4
Structure of the report.	Page 5
Outline of the workshop structure and format.	Page 5
Workshop Day 1: General design aims and principles.	Page 8
Workshop day 2: Design Guidelines for Development	Page 14
Development context.	Page 14
Mental mapping.	Page 14
Strengths, weaknesses, opportunities & barriers.	Page 15
Development proposals.	Page 21
Calibrating levels of coalescence.	Page 26
Links & movement.	Page 31
Identifying locations of uses and services.	Page 35
Identification of other emerging issues.	Page 37
Concluding comments and recommendations.	Page 38
Glossary of technical terms	Page 41
Appendices.	Page 43

List of Tables:

Table 1.0 Participant's details and attendance.	Page 6
Table 2.0 Design qualities.	Page 8
Table 3.0 Case study analysis explanations.	Page 9
Table 4.0 Design principles.	Page 12
Table 5.0 Mental mapping results.	Page 14
Table 6.0 Identified strengths.	Page 17
Table 7.0 Identified weaknesses.	Page 18
Table 8.0 Identified opportunities.	Page 18
Table 9.0 Identified barriers.	Page 19
Table 10.0 Selected edge cards.	Page 27
Table 11.0 Emerging issues requiring action.	Page 37

List of plans & diagrams:

Figure 1.0 Indicative parameters plan.	Page 16
Figure 2.0 Group A Edge condition proposals.	Page 22
Figure 3.0 Group B Edge condition proposals.	Page 23
Figure 4. 0 Group C Edge condition proposals.	Page 24
Figure 5.0 Group D Edge condition proposals.	Page 25
Figure 6.0 Composite edge condition proposals.	Page 30
Figure 7.0 Group A Movement & use proposals.	Page 31
Figure 8.0 Group B Movement & use proposals.	Page 32
Figure 9.0 Group C Movement & use proposals.	Page 33
Figure 10.0 Group D Movement & use proposals.	Page 34

Purpose of the report:

To present the results of the collaborative workshops held on 4th and 5th of March 2005 commissioned jointly by Cherwell District Council, Hallam Land Management and JJ Gallagher.

The purpose of the event was to establish the basis for the preparation of a design and development framework for proposed development on land at Bankside/Oxford Road, Banbury (hereafter referred to as Bankside/Oxford Road).

The Bankside/Oxford Road development workshops were based on a collaborative process whereby selected stakeholders such as local and parish councillors, residents' group representatives, local authority officers, consultants and developers were actively involved in formulating design and development principles for the development. An objective of the process was to engage a broad range of local and national expertise in order to identify areas of agreement that could be used to enhance, support and sometimes challenge proposals for development.

An overall aim was to avoid a prescriptive approach to the production of a design and development framework but to provide generic principles that could be interpreted by developers as part of their design consultant's rationale to support more detailed proposals. These would form the basis for on-going discussions with the other stakeholders.

This report reflects this approach and is presented as an accurate account of the agreed design principles and key issues of concern raised during the two workshop days. Those facilitators' comments that have been included are for reasons of either explanation and/or clarity. Within the context of the aim and objectives of the process the consensual views of the participating groups have been included, whereas individual comments have been excluded. This reflects the ethos of the process whereby a mix of stakeholders in participating groups were asked to come together to share

expertise and find common ground.

Inevitably there will be principles and issues that will be open for further reflected interpretation by individuals and individual organisation members. This should be perceived as a good thing as much work was produced over a short period of time and a degree of flexibility and interpretation guarantees the avoidance of a prescriptive approach and provides the scope for further negotiation.

Structure of the report:

The report is divided in to 5 sections.

1. ***Outline of the workshop structure and format*** - with participant's details and levels of representation by organisation.
2. ***Workshop Day 1: General design aims and principles*** - generated from the 4th March workshop.
3. ***Workshop day 2: Design Guidelines for the Development*** – generated from the 5th March workshop.
 - 3.1 ***Site context*** – results of mental mapping and the strengths, weaknesses, opportunities and barriers (S.W.O.B.) analysis.
 - 3.2 ***Site proposals***
 - 3.2.1 ***Calibrating levels of coalescence.***
 - 3.2.2 ***Calibrating links & movement.***
 - 3.2.3 ***Identifying locations of uses and services.***
4. ***Identification of other emerging issues.***
5. ***Concluding comments and recommendations.***

1. Outline of the workshop structure and format.

The workshops ran over two days, facilitated by staff from the Joint Centre for Urban Design (JCUD), Oxford Brookes University. Participants worked in four small groups constructed to ensure a mix of representation in each group. Table 1.0 lists the participants that attended on each day.

Table 1.0 Participants details and attendance.							
Name	Representing	Day 1	Day 2	Name	Representing	Day 1	Day 2
Group A				Group B			
Tony Wilson	Cherwell District Council	√	√	Linda Rand	Cherwell District Council	√	√
Phillip Rolls	Cherwell District Council	√	√	Tony Clarke	Oxfordshire County Council	√	√
Veronica Towler	CPRE & Bodicote resident	√	√	Nick Duckworth	Hallam Land Management	√	√
Roger Hampshire	Thames Valley Police	√	√	Ian Brierly	Banbury Town Council	√	
Cllr Ian Thomas	Adderbury Parish Council	√					
Group C				Group D			
Jenny Barker	Cherwell District Council	√	√	Vicki Zielinski	Cherwell District Council	√	√
Brett Coles	Faulks, Parry Cully & Rech	√	√	Bob Madge	Cherwell Heights Residents Action Group	√	√
David Keyse	JJ Gallagher	√	√	Paul Drew	JohnThompson	√	√
Sheena Gow	Banbury Community Church	√	√	Cllr K Mitchell	Adderbury Parish Council & Oxfordshire County Council	√	√
Cllr Colin Clarke	Banbury Town Council	√	√				

Listed below is a summary of the representation at the workshops arranged by stakeholder type.

5 Residents and Councillors;

7 Council Officers;

2 Developers;

2 Design and Landscape consultants;

2 other agencies

3 Facilitators from JCUD, Oxford Brookes University.

65 potential participants were invited to take part in the workshop as follows –

26 residents and councillors, 9 council officers, 2 developers, 3 design and

landscape consultants, 22 other agency officers. The details of the 65 original invitees can be found in appendix A.

Workshop aims & objectives.

The overall aim of the workshop was to produce an agreed set of design principles that could inform and guide the production of an acceptable design and development framework for the Bankside/Oxford Road site and to identify emerging issues that are likely to require further investigation. From these aims the objectives for the workshops are set out:

- to evaluate the urban qualities of a case study location (Deddington) in order to produce an agreed set of urban design principles that can be used to produce a “good” place;
- to use these principles to inform the way in which new development can be designed in an appropriate manner that is acceptable to a broad range of interested parties; and
- to identify from this process those key emerging issues that are yet to be fully resolved.

The first day concentrated on developing agreed general design aims and agreed design principles to be applied to the development. This was achieved by examining part of an established area (Deddington) in relation to the identification of the qualities that make a “good” place.

The second day applied the design aims and principles developed in day 1 to the Bankside/Oxford Road area. Participants were asked to provide information in relation to the site context, edge conditions, links & movement patterns around and across the site and the potential location of uses and services. A final session allowed the participants to record any other key issues not dealt with during the workshops.

Each group was asked to undertake the tasks set and on completion of the tasks a feedback session was held to identify points of common agreement –

these points were recorded by JCUD facilitators throughout the two days and form the bulk of this report.

2. Workshop day 1: Establishing general design aims and principles.

- TASK 1: to evaluate an existing urban area - Deddington.
- TASK 2: each group presented a verbal evaluation of Deddington;
- TASK 3: each group proposed alterations to the Deddington area that would overcome negative aspects of it's urban quality.
- TASK 4: each group presented design proposals and explained how the negative issues had been overcome and what urban design principles could be stated.

At the beginning of the first day the participants were asked to list the qualities that they considered made a “good” place and that new development should aim to achieve. Table 2.0 lists the qualities in the order identified at the workshop – they are not presented in any order of preference.

Table 2.0 Design qualities – a “good” place would have the following qualities:	
1. Distinct identity	11. Variety/contrast – to enhance identity and distinctiveness.
2. A focal point, a centre, a heart, a meeting place.	12. Visually interesting, rich but not confusing.
3. A place where the roads and streets work – minimising the negative impacts of traffic	13. Recognition of the whole street not just individual buildings.
4. Local amenities that can enrich the wider community – interplay between the old and the new.	14. Charm /surprise
5. Community spirit.	15. Taking on board existing features in the landscape and built form.
6. Legibility/easily readable	16. Ownership of the environment/place by the residents.
7. Activity/ mixture of uses and vibrancy	17. Built form needs to relate to context.
8. Security - overlooked public spaces – natural surveillance	18. Use view points – landmarks /framing views to enhance legibility and enhance connectedness with surroundings
9. Permeability for pedestrians	19. Use of public open space to provide contrast.
10. Appropriate materials – drawing on local traditions.	20. Vegetation – good quality planting to soften appearance and provide seasonal variety, varied ecology, designed to be easily maintained and to have [positive] environmental impact

The remainder of the first workshop looked at how these qualities might be delivered through the design of built form. The participants were asked to examine part of Deddington - in order to identify the features they thought worked in terms of creating a “good” place and those features that they felt didn’t work.

The participants were asked to provide an indication not only of where both positive and negative features occurred but also an explanation of **why** these features were felt to occur. Table 3.0 lists the features identified and the various explanations given.

Table 3.0 Case study analysis explanation	
Street Hierarchy - Grade the street system for the area (G1) by agreeing on which routes are Primary (graded 1), Secondary (2) and Tertiary (3). Make a note on what influenced your choice for allocating each grade to a particular street.	Oxford Road = Primary at approx 16m. Locals saw the route through the Market Place as primary due to its connectivity and concentrations of activity. Road eastwards (Earl’s Lane) and to Bloxham (Hempton Road) seen as being less important/secondary route. Internal road seen as tertiary – quieter
Mixed Uses - Mark an area (U1) where the greatest number of <u>different types</u> of use occur (e.g. retail, leisure, educational, health, entertainment, residential etc).	Western flank of the Market Place to the police station - otherwise predominantly residential. Shops, bus stop, police station, houses, offices.
Pedestrian safety – mark an area T1 which you feel would be the most threatening as a pedestrian at night	Busy traffic with poor sight lines Alleyway feels unsafe - not overlooked. Enclosed with no surveillance from adjacent property. Poor and scruffy detailing. Safest area was the Market Place because there was mix of demands and the parking acted to slow traffic. 1920s development had wide footpaths.
Resident’s privacy – mark an area P1 where you feel resident’s privacy has been most compromised, both in terms of private outdoor activities or over exposed living rooms.	Small windows even in narrow streets allow privacy. Oxford Road – Housing with living rooms straight onto footpath and busy road. 1960s/70s estate Large living room windows with narrow set back allow views in to rooms.

	Bow windowed house in the Market Place.
Table 3.0 Case study analysis explanation... continued	
Vehicular security – mark an area V1 where you feel vehicles would be most vulnerable to vandalism or theft.	Alleyway from Church running North. Not overlooked. Inactive edges. New residential area – tidal flow of people out - area too quiet. Market Place most active/but risk at night (?)
Table 3.0 Case study analysis explanation ... continued.	
Mark landmarks (L1, L2 etc) , i.e. those urban components that you would use to navigate around the area or use to provide guidance for other people.	Church, cross roads on Oxford Road, Market Place space, Unicorn Hotel, Co-op as a poor quality landmark, residential development on the south of the market square.
Mark nodes (N1, N2 etc) , i.e. those urban components of the public realm where routes meet.	Market Place, Oxford Road cross roads.
Memorable – mark an area M1 which you feel is memorable.	All – the western extension has not reduced its overall memorability – good visual mitigation & screening. Market Place, houses on the northern edge, church, curved Oxford Road, alleyway into the Market Place (surprise), footpath across green space near new housing. Vicarage to the north of the Church – spooky.
Mark areas (D1, D2 etc), which you feel are distinctive , i.e. which best demonstrates a distinct change in visual character or use. Make a note why these were selected.	New part of the village and the old part of the village. Lack of connection between the two and changes in building density and form.
Urban separation – mark a piece of town S1 which best demonstrates a distinct physical or visual separation between built up areas. Make a note why this was selected and estimate the distance between areas.	Historic core and new area – Oxford Road as an edge. Change in character and high stone walls.
Open spaces – mark an area R1 where, if you had a family, you would most likely participate in recreational activities with other families.	No comments recorded.

Key features identified that affected the selections made were:

- **degree of overlooking;**
- **proximity of and level of interaction from adjacent buildings;**
- **visibility of route;**
- **presence or absence of landmarks;**
- **degree of maintenance;**
- **levels of variety and activity;**
- **definition of public & private spaces;**
- **levels of traffic;**
- **changes in building form and density;**
- **levels of uses;**
- **presence of overlooked parking.**

On completion of this exercise the participants were asked to produce a model of Deddington, using 1:500 scale wooden blocks, which “fixed” any identified problems in relation to the earlier analysis. The results of this design exercise were summarised as sets of design principles by each group. As a catalyst for discussion and agreement group C were asked to present their design principles for endorsement by the other groups before inclusion on a final list. Additional principles were then invited for endorsement and inclusion. The resultant set of design principles are presented in table 4.0. in the order they were offered at the workshop - they are not presented in any order of preference. Text in *italics* represents points elaborated verbally and paraphrased here by the facilitators.

Table 4.0 Agreed Design Principles
1. New development will be well connected both internally and to surrounding areas through the use of an irregular grid of streets leading to spaces.
2. New development will be easy to understand through the use of views, landmark features and spaces.
3. New development will front and face all publicly accessible space with good active surveillance <i>[from adjacent buildings]</i> .
4. New development will contain a mix of house types and tenure and/or uses along the street and block.
5. Development will be informed by an analysis of local traditional and contemporary urban components (e.g. building form, street <i>[patterns]</i> , plot layout) in order to deliver a locally distinctive place.
6. New development will include the provision of green spaces (formal and informal) to accommodate a range of uses, features and tree planting.
7. New development will have a consistent character, but will allow for some individuality and personalisation. However this will be well controlled by a select palette of materials.
8. New development will include the proportional provision of community facilities and features in appropriate and accessible locations.
9. New development will sensitively and appropriately relate to the surrounding landscape/countryside by well-considered boundary treatment.
10. All parking will be clearly surveilled from surrounding and adjacent properties with some active frontage. * It was decided that a detailed parking strategy would need to be developed to deliver this aim in all parts of any new development.
11. Development will be sufficiently well connected and have adequate density to support an economically viable public transport system.

There are several design implications arising from these principles – these were briefly discussed during the first day and are paraphrased below by the facilitators:

- the large majority of buildings will face the streets with well-defined fronts;
- a variety of building types, styles and sizes will be needed;
- a method of gauging what is “sensitive” and what is “appropriate” to the place will need to be developed;
- a clear listing of what constitutes “public space” is needed;
- maintenance and management facilities and arrangements will need to be put in place as part of the design process.

- A legibility analysis of both the existing place and proposed development will need to be undertaken in order to effectively locate the suggested views and landmarks to aid legibility.
- The introduction of mixed uses and facilities will require the accurate identification of both pedestrian and traffic flows around the new development to ensure that non-residential uses are located on the busiest routes to maximise access and visibility.
- In order to support viable public transport issues of supporting density and access to will need to be addressed – this was touched on at the workshop but not resolved. *It is likely that this will require densities of at least 100 people per Ha within a 400 metre radius of public transport routes (see Hall. P (1999) in appendix E).*
- An audit of existing site and surrounding features will need to be carried out.
- A suitable and agreed source will need to be identified in terms of analysis of local traditional and contemporary urban components.
- It is likely that some form of design coding will be needed to specify desired and agreed character.

3. Workshop day 2: Design Guidelines for the Bankside/Oxford Road Development.

- TASK 1: to evaluate the site and its surrounding context;
- TASK 2: to produce strategic design guidelines for the type of development;
- TASK 3: each group to note down key issues that have not been covered in the workshops

3.1 Development Context:

3.1.1 Mental mapping.

At the beginning of the second workshop day the participants were asked to construct mental maps of the Bankside/Oxford Road site and its surroundings. The aim was to identify important local features that might be used in generating or enhancing local character in later detail design. Table 5.0 lists the features recorded and indicates their rank in terms of the number of composite mental maps on which they were shown – suggesting the level of awareness of the features.

Table 5.0 Mental mapping results		
	No of composite mental maps on which the feature appeared.	Rank
Park, play area and trees in Bankside/Oxford Road Park	iiii	1
Valley views/exposed slope	iiii	1
Cherwell Heights development edge	iiii	1
Canal & Towpath	iii	2
Bodicote	iii	2
Listed bridges	iii	2
Development along Oxford Road	iii	2
Hedges	iii	2
Rugby Club	iii	2
Renault Garage	iii	2
Bodicote Gap	ii	3
Existing interchange	ii	3
Canal Lane	ii	3

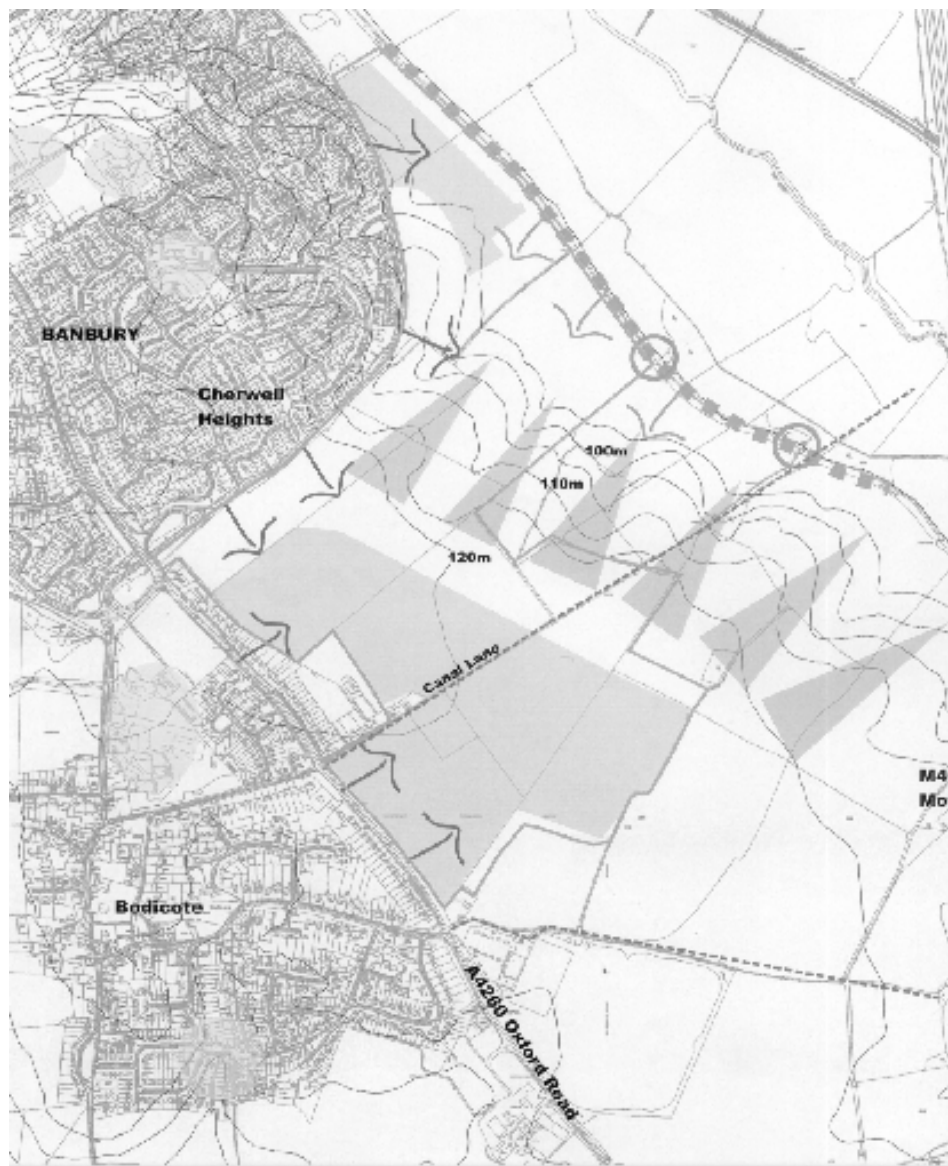
Table 5.0 Mental mapping results.... Continued.	No of composite mental maps on which the feature appeared.	Rank
Existing properties along Canal Lane	ii	3
Public rights of way	ii	3
M40	ii	3
College House	i	4
Track from Cherwell Heights to canal bridge	i	4
Locations of existing junctions	i	4

The mental mapping exercise simply records the features that people remember. To identify whether the remembered features were regarded as positive, negative or neutral the participants were asked to undertake a S.W.O.B. analysis that would indicate important these feature may be.

3.1.2 Strengths, Weaknesses, Opportunities and Barriers (S.W.O.B.) analysis.

On completion of the mental mapping exercise the participants were issued with a site parameters plan (figure 1.0) and were asked to complete a S.W.O.B. analysis of the area and its surroundings, identifying its strengths, weaknesses, opportunities and barriers to good development. The composite results offered verbally by each group and recorded on flipcharts by the facilitators are shown on tables 6.0. to 9.0 The items are shown on the tables in the order they were given by the participants at the workshop and present 16 identified area strengths, 6 weaknesses, 11 opportunities and 4 barriers. It is noticeable that several items appear in more than one table. There was generally a high degree of overlap between each group's analyses, but with some individual points also being made. The main themes that developed through the S.W.O.B analysis are summarised after tables 6.0 to 9.0 below.

Figure 1.0 Indicative parameters plan for use at the Bankside/Oxford Road Design workshop.



-  Site Boundary
-  Cherwell District Council Local Plan Allocated Built Development Area
-  Different types of potential movement/access.
-  Oxford Canal
-  Listed Features (Canal Drawbridges)
-  Existing Public Rights of Way
-  Existing Local Services/Facilities
-  Valley Slopes



College Fields, Banbury

COMMUNITY DESIGN WORKSHOP PARAMETERS PLAN

Scale 1:10000 @ A3 February 2005

Text on tables 6.0 to 9.0 highlights the items from the S.W.O.B. analysis and indicates those design qualities identified in table 2.0 that might be affected by the items.

Table 6.0 Identified Strengths & their potential in relation to design qualities.	
Strengths	Qualities from table 2 that might be affected by the strength – where indicated.
S1 Hedgerows & trees	1, 6, 10, 12, 14, 18 & 19
S2 Proximity of part of the site to the town centre and station and urban edge. Lower site area is easily integrated with the town (pedestrian links).	1, 3, 6
S3 Canal and proposed country park offer recreational opportunities	1, 6, 7, 16, 19
S4 Top part of the site is flat and easy to develop	
S5 Access to sporting facilities (Rugby club)	3, 19
S6. Canal bridges and towpath	
S7. Views in and out	
S8. Site of sufficient size to create a new neighbourhood	
S9. Public footpaths and informal routes	6, 7, 10, 12, 14, 16, 18
S10. Oxford Road – public transport.	1, 4, 15, 17,
S11. Bodicote historic core	

Table 7.0 Identified Weaknesses & their potential in relation to design qualities.	
Weaknesses	Qualities from table 2 that might be affected by the weakness – where indicated.
W1.Views from the site North to the industrial area and M40	1,
W2. Impact on views from the south and south east towards the site	1,
W3. Development in two areas	1, 16
W4. Site exposed to wind and adverse weather	
W5. Effect on public services – how would Horton Hospital expand?	
W6. Traffic generation	3,
W7. Canal bridges and safety barrier	
W8. Bodicote Gap.	
W9. Distance to town centre, support facilities and jobs.	
W10. Noise from M40	
W11. Oxford Road - traffic	
W12. View across valley to abrupt edge of Cherwell Heights	
W13. Bankside/Oxford Road – nature of a distributor road, congestion and traffic calming concerns, poor walking road environment	

Table 8.0 Identified Opportunities & their potential in relation to design qualities.	
Opportunities	Qualities from table 2 that might be affected by the opportunities – where indicated.
O1. Enhance nature conservation interest.	1, 5, 12, 16, 17, 19, 20,
O2. Enhance landscape (plant more hedges)	8, 19
O3. Enhance recreation opportunities – Public Open Space and playing pitches for Cherwell Heights	1, 4, 5, 9, 12, 20, 17, 19
O4. Increase and upgrade public transport	3, 4, 6, 20.
O5. Public footpaths and informal routes - improve footpath links.	1, 3, 6, 19
O7 Public art/landmark.	1, 6, 16
O8. Increase planting and screening on the southeast boundary.	19
O9. Use the canal to provide locally distinctive connectivity, create a canal basin/node, and increase legibility and activity.	1, 4, 9, 6, 12, 17, 19
O10. Capitalise on views e.g., Kings Sutton Church – use planting to mitigate problems and enhance views.	1, 6, 12, 17, 19, 20

Table 8.0 Identified Opportunities & their potential in relation to design qualities.... continued	
Opportunities	Qualities from table 2 that might be affected by the opportunities – where indicated.
O11. Improve pedestrian links from lower site to Town Centre	4, 6, 9, 17
O12 Hedges and trees offer potential to provide the basis of a landscape structure	1, 6, 8, 9, 12, 17, 19, 20
O13. Canal Lane.	1, 3, 4, 6, 5, 9, 12, 17, 19
O14. Bodicote Gap – reinforce links to town.	1, 4, 6, 12, 20, 17, 19
O15 Enhance views of Banbury from the railway and motorway	1, 4, 6, 10, 12, 20, 17, 19
O16. Create a country park for the south of the Town	1, 4, 5, 9, 12, 20, 17, 19
O17. Site size offers the opportunity to create a sustainable urban extension.	4, 5, 12
O18. Flat nature of the site allows development to be laid out to meet key objectives.	
O19. Distance of plateau from town centre – self-contained place?	
O20. Adjacent to existing urban edge – improved links.	
O21. Oxford Road – a distinct separator but can provide good links from Bodicote and to the development.	

Table 9.0 Identified Barriers & their potential in relation to design qualities.	
Barriers	Qualities from table 2 that might be affected by the barriers – where indicated.
B1. Valley slope.	1, 19
B2. Existing hedgerows and field patterns.	1, 6, 19
B3. Canal.	
B4. Bodicote Gap.	
B5. Oxford Road.	
B6. Bankside/Oxford Road – site cut off and traffic flow compounding severance.	

Analysis of the participant's S.W.O.B sheets shows a high level of agreement on most issues contained in the S.W.O.B analysis with several themes developing. These themes can be summarised under the four headings listed below as potential actions that would address the major points raised through the S.W.O.B analysis.

- 1. Carry out an audit of the existing landscape in order to identify;**
 - a. features for retention;***
 - b. potential windbreaks;***
 - c. potential open space locations;***
 - d. existing settlement and potential neighbourhood separators.***
 - e. Identify existing ecological features, quality and value.***
- 2. Produce a visual impact & legibility analysis in order to identify;**
 - a. existing views for retention;***
 - b. existing site features for retention;***
- 3. Produce a movement plan linking existing access points, reducing the negative impact of existing and proposed traffic flows and developing a movement system across the site area. Ensure that existing neighbourhoods are protected from increased traffic flows but are able to take advantage of new facilities.**
- 4. Audit the facilities available in the surrounding settlements and required in the development in relation to planning policy requirements and recommendations and assess their location in relation to the proposed movement patterns and need for supporting population densities.**

3.2 Bankside/Oxford Road Development proposals.

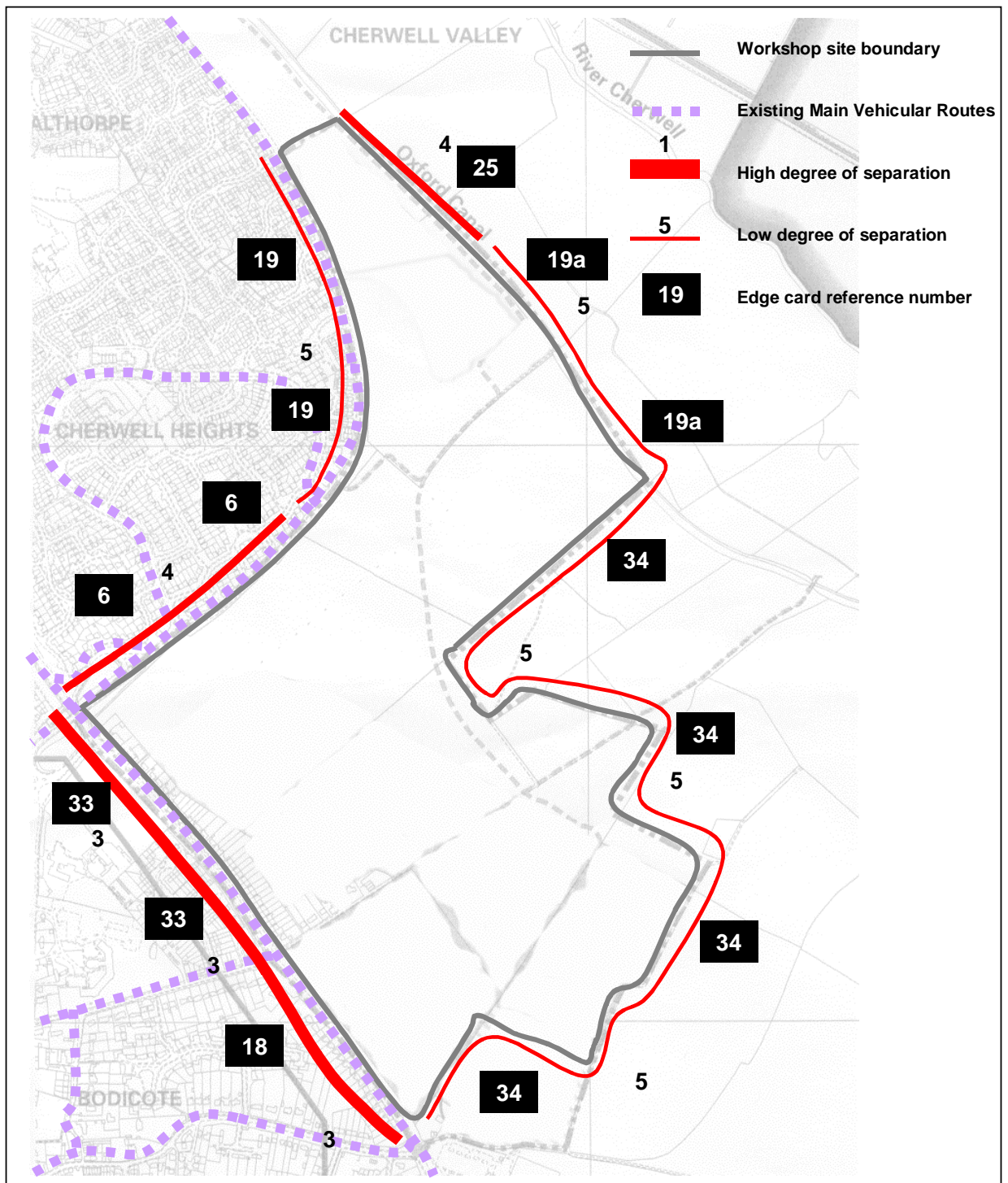
To address some of the issues raised by the S.W.O.B. analysis and the earlier design principles the participants were asked to work on three key factors – calibrating levels of coalescence, calibrating links and movement and identifying uses and their locations.

Each group was asked to:

- i. examine the edges of the site and indicate the degree of separation or integration that should occur around the site boundary;
- ii. devise a movement network that would ensure the area was connected to its surroundings and that allowed easy movement within the Bankside/Oxford Road Development site, calibrating routes from busy (5) to quiet (1);
- iii. indicate the distribution of uses and services in relation to route calibration.

These tasks were undertaken at a strategic level aimed at producing general proposals rather than detail layout positioning and route type definition. The following section summarises the proposals made by the four groups as shown on the resultant plans figures 2.0. to 9.0 below.

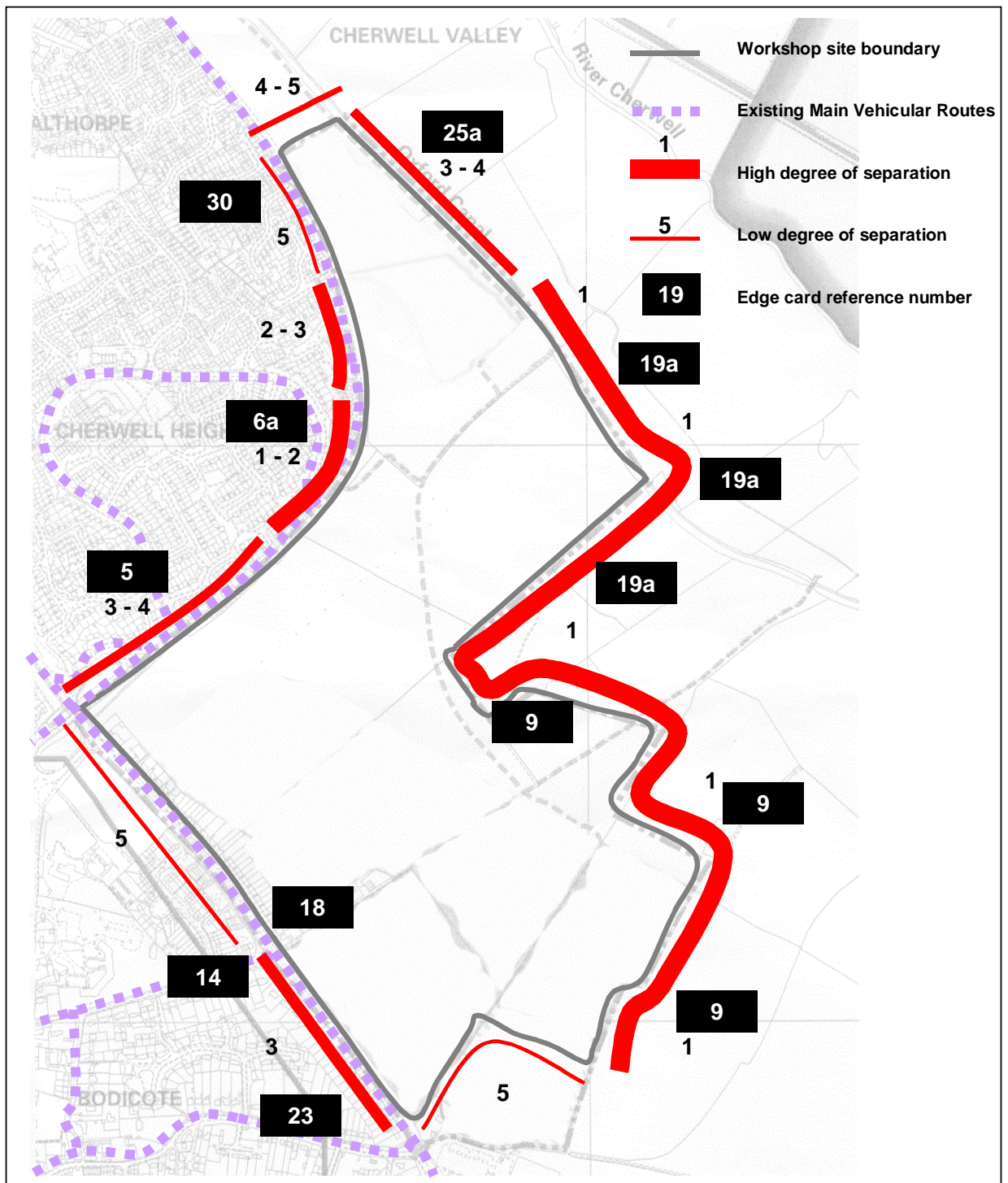
Figure 2.0



Not to Scale

Figure 2.0 Group A edge condition proposals.

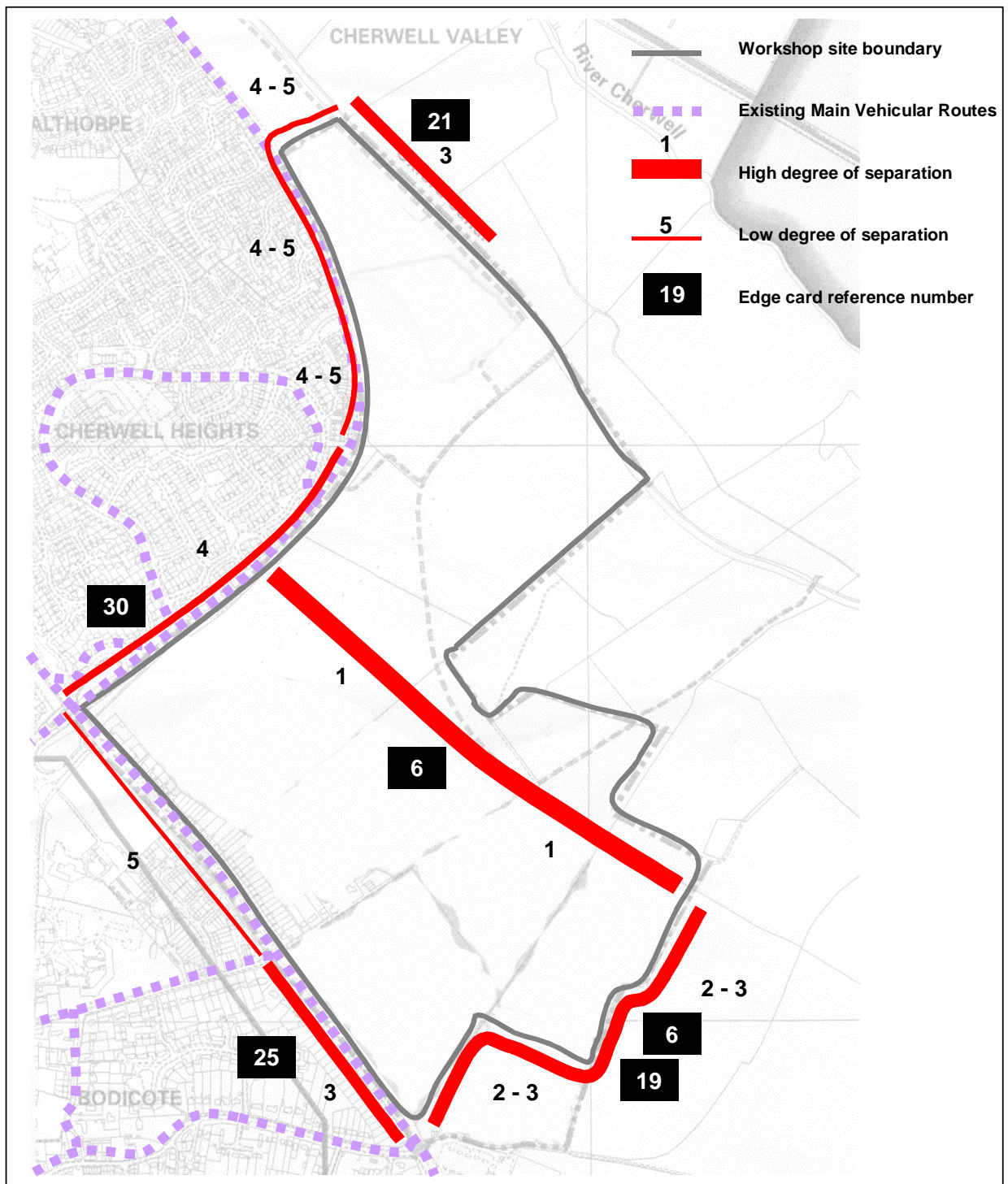
Figure 3.0



Not to Scale

Figure 3.0 Group B edge condition proposals.

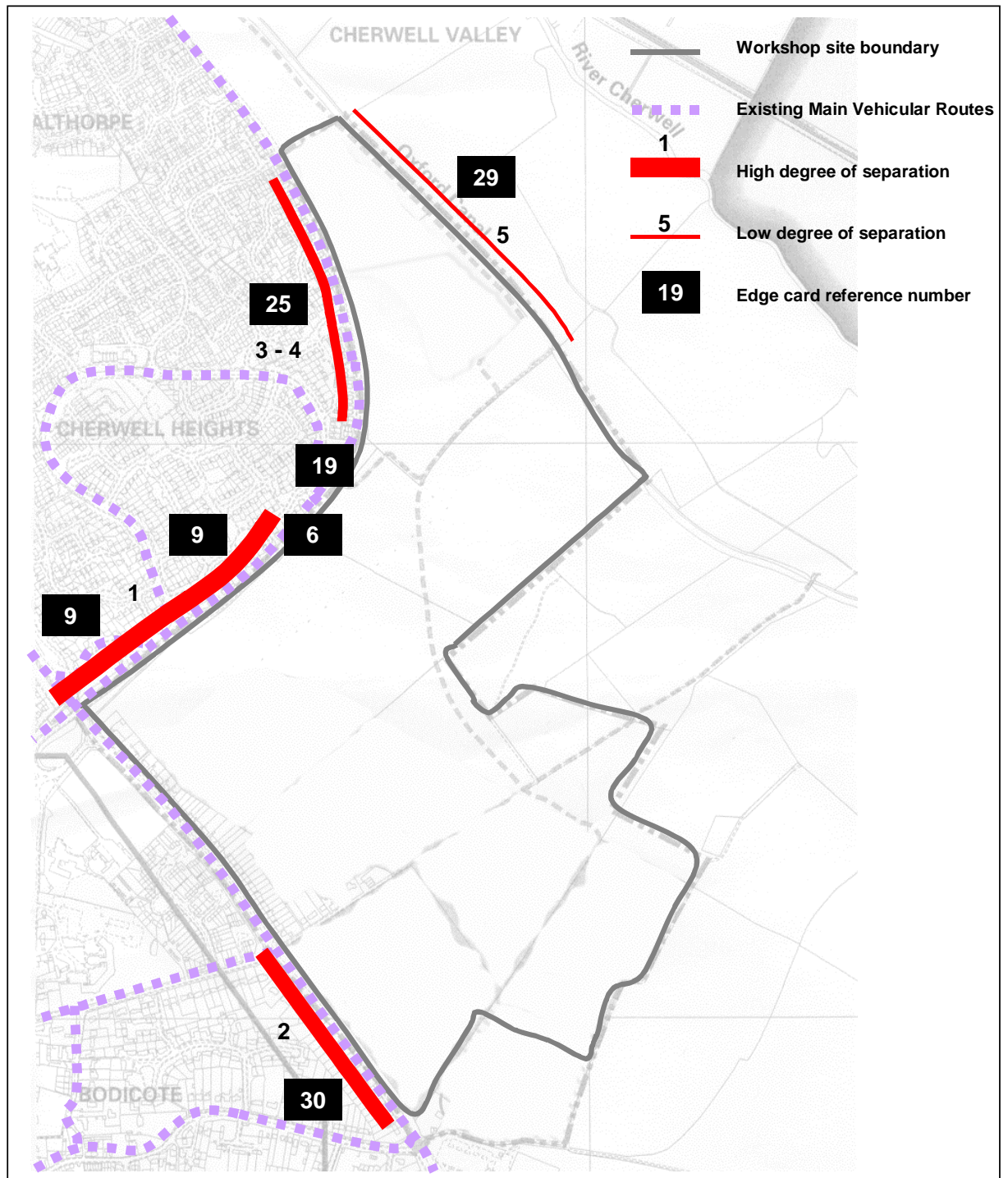
Figure 4.0



Not to Scale

Figure 4.0 Group C edge condition proposals.

Figure 5.0



Not to Scale

Figure 5.0 Group D edge condition proposals.

3.2.1 Levels of coalescence.

In terms of edge treatments the plans figures 2.0 to 5.0 show four versions with a number of common features. The edge examples selected define four main edge treatments – see figure 6.0.

- **The area to the North of the site adjacent to Bankside Park and the Canal is shown as having tree lined boulevards, a wide canal side “wharf” area (group B suggested that this would be 15 to 20 meters wide – see card 25a in appendix D) and a village green type layout.**
- **The edge immediately adjacent to Cherwell Heights is seen as playing fields - edge card 9 -, school grounds – edge card 5 - and views across open green space – edge card 6.**
- **The boundary adjacent to Oxford Road and Bodicote was generally specified with boulevard tree planting, wide verges, front gardens and village greens. Group A suggested that the rear of the existing houses along Oxford Road should be backed onto by the rear gardens of any new development – see edge card 33 in appendix D.**
- **The eastern boundary of the site was described using three cards – open pasture – edge card 19 – playing fields – edge card 9 and views across open green space – edge card 6. Group A suggested that vistas back into the site along this edge should present a tree-lined view – see edge card 34 in appendix D.**

Table 10.0 presents the edge cards selected by at least two groups. Those selected by only one group are shown in appendix D.

Table 10.0 Selected Edge cards

Cards selected by at least three groups

Edge Card 6

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements and uses: screen planting, cemetery, open grass, screen planting, path, road.



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Edge Card 19

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: road, path, verge, wire fence, wide pasture, field trees & high hedges.



© BROOKESTOWNSCAPE

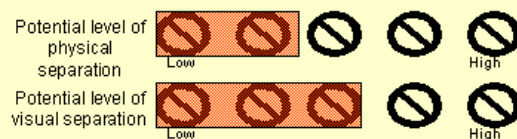
OXFORD
BROOKES
UNIVERSITY

Edge Card 25

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: Building frontage, low planting, grass & tree parkland, path.



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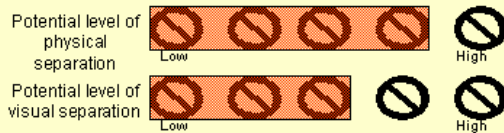
Cards selected by at least two groups.

Edge Card 9

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: pavilion, playing fields, hedge & trees, backs of buildings.



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Edge Card 18

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: high hedge, verge, road, path, verge, boulevard trees, high fence.



© BROOKESTOWNSCAPE

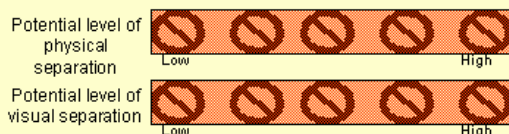
OXFORD BROOKES UNIVERSITY

Edge Card 19

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: road, path, verge, wire fence, wide pasture, field trees & high hedges.



© BROOKESTOWNSCAPE

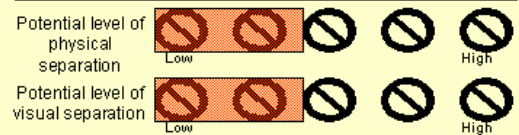
OXFORD BROOKES UNIVERSITY

Edge Card 30

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: Building frontage, gardens, low walls, path, wide verge, street trees, road.

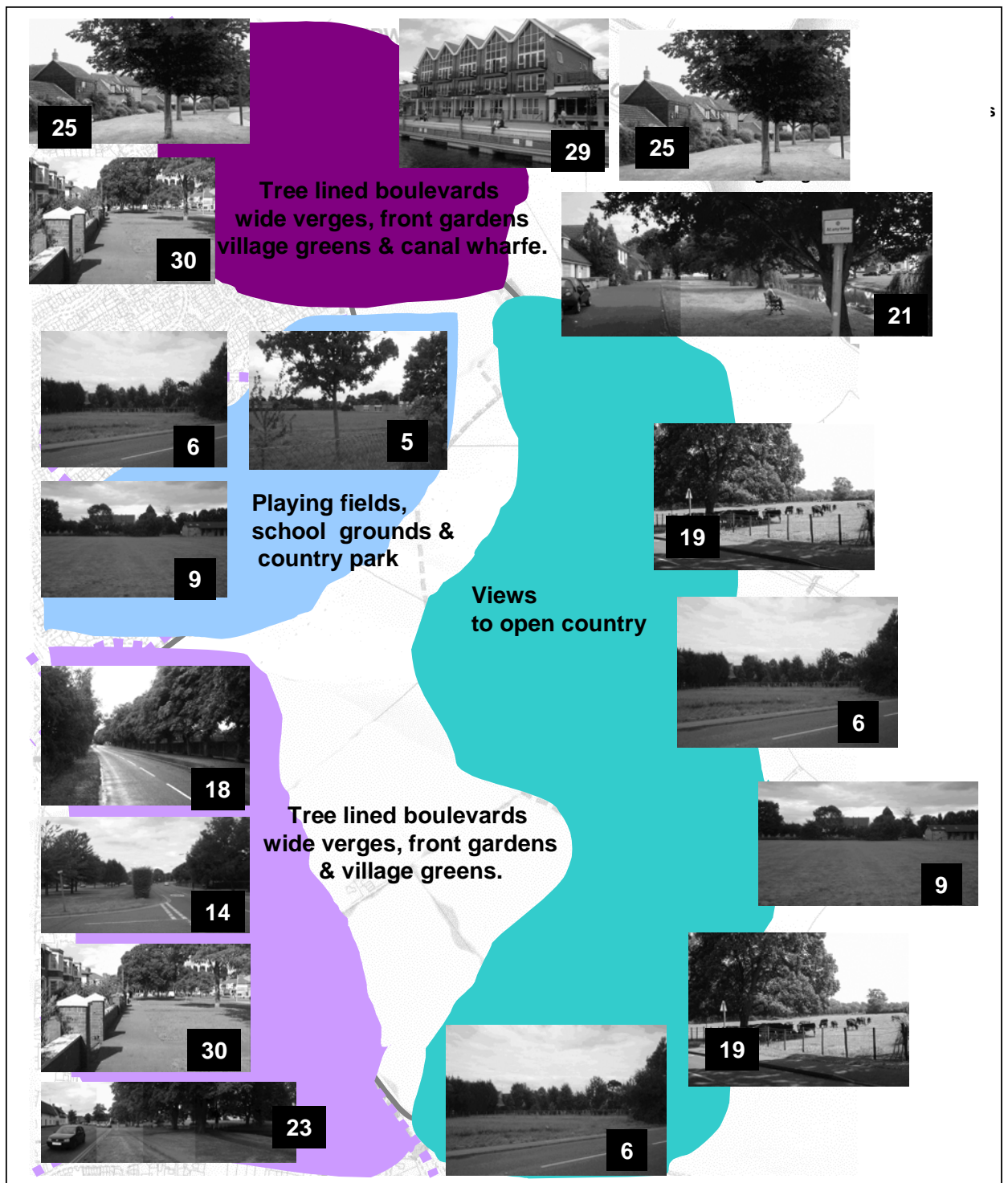


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The selected cards present not just a picture of the type of edge recommended but also present information showing the levels of both physical and visual separation that can be achieved by that particular type when using the elements and land uses indicated on the cards.

Figure 6.0 presents a composite edge-type distribution showing the locations around the site boundary for the general edge treatment as recommended by workshop groups. This provides a palette of edge treatments linking levels of desired separation with land uses and physical elements. This can be employed by the design and planning teams to achieve both separation and land use provision requirements.



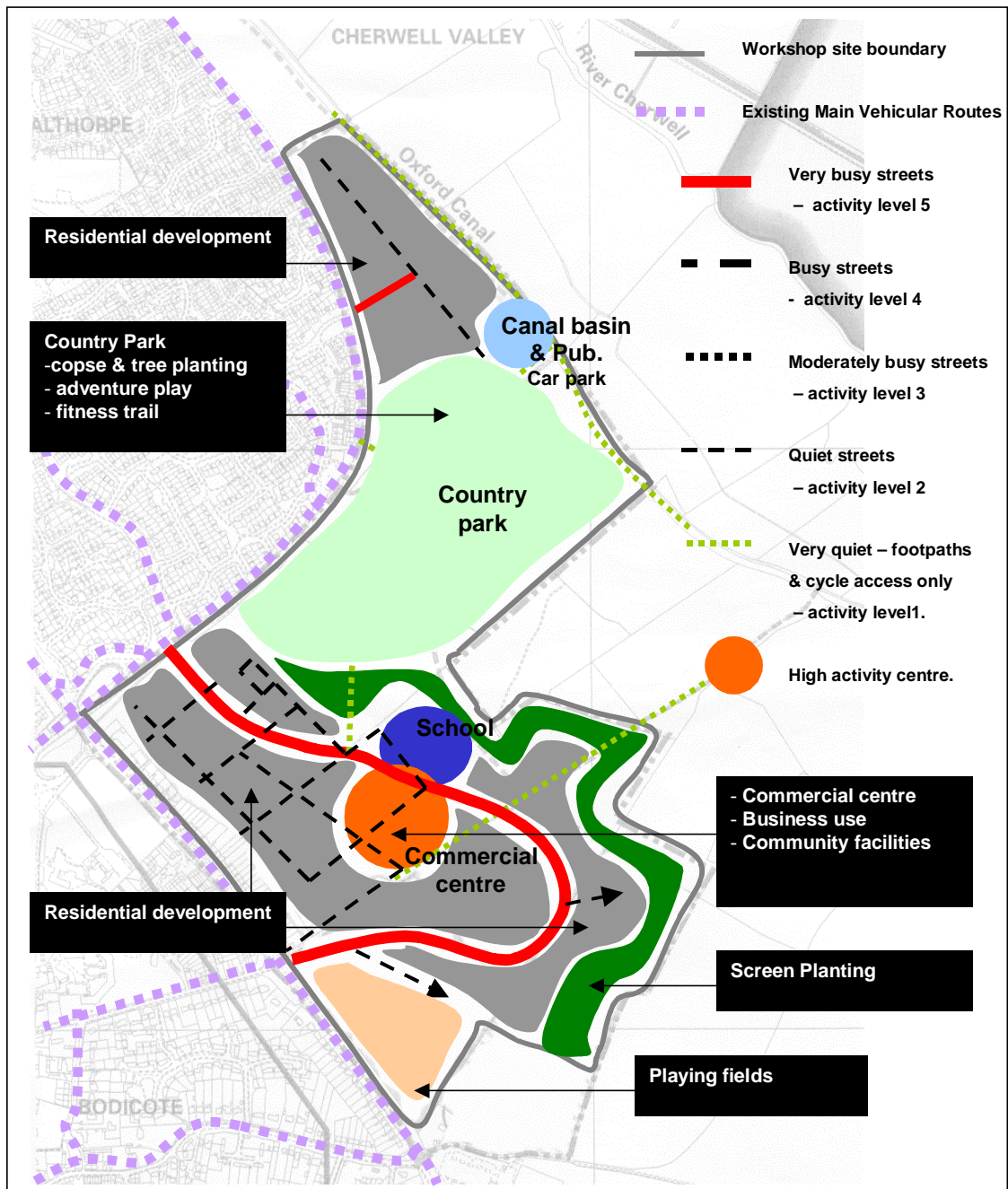
Not to Scale

**Figure 6.0 Composite
edge condition proposals.**

3.2.2 Calibrating links and movement.

In regard to links and movement figures 7.0 to 10.0 present the groups' movement proposals and indications of use and service distributions (see section 3.2.3).

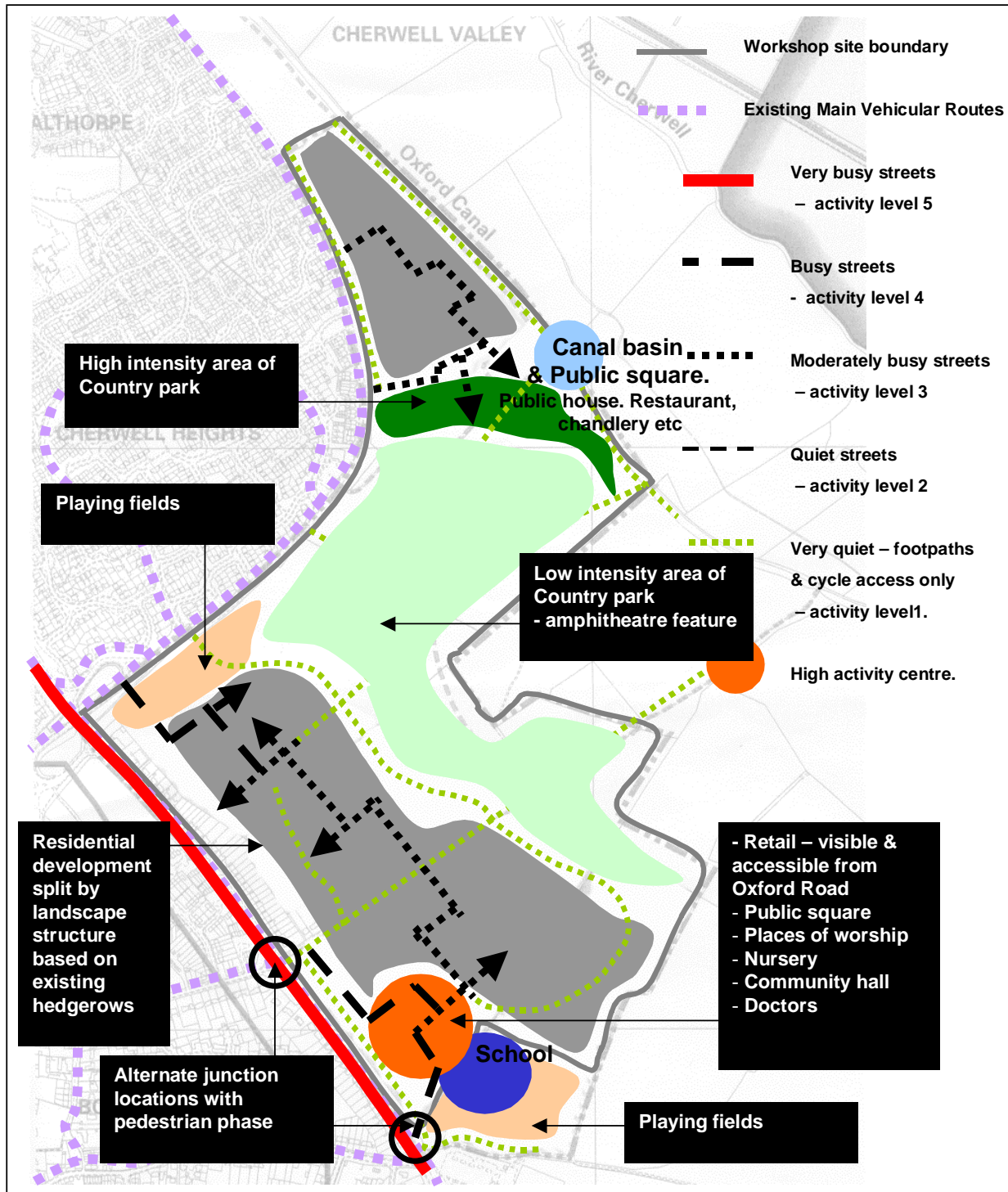
Figure 7.0



Not to Scale

**Figure 7.0 Group A
Movement & use proposals.**

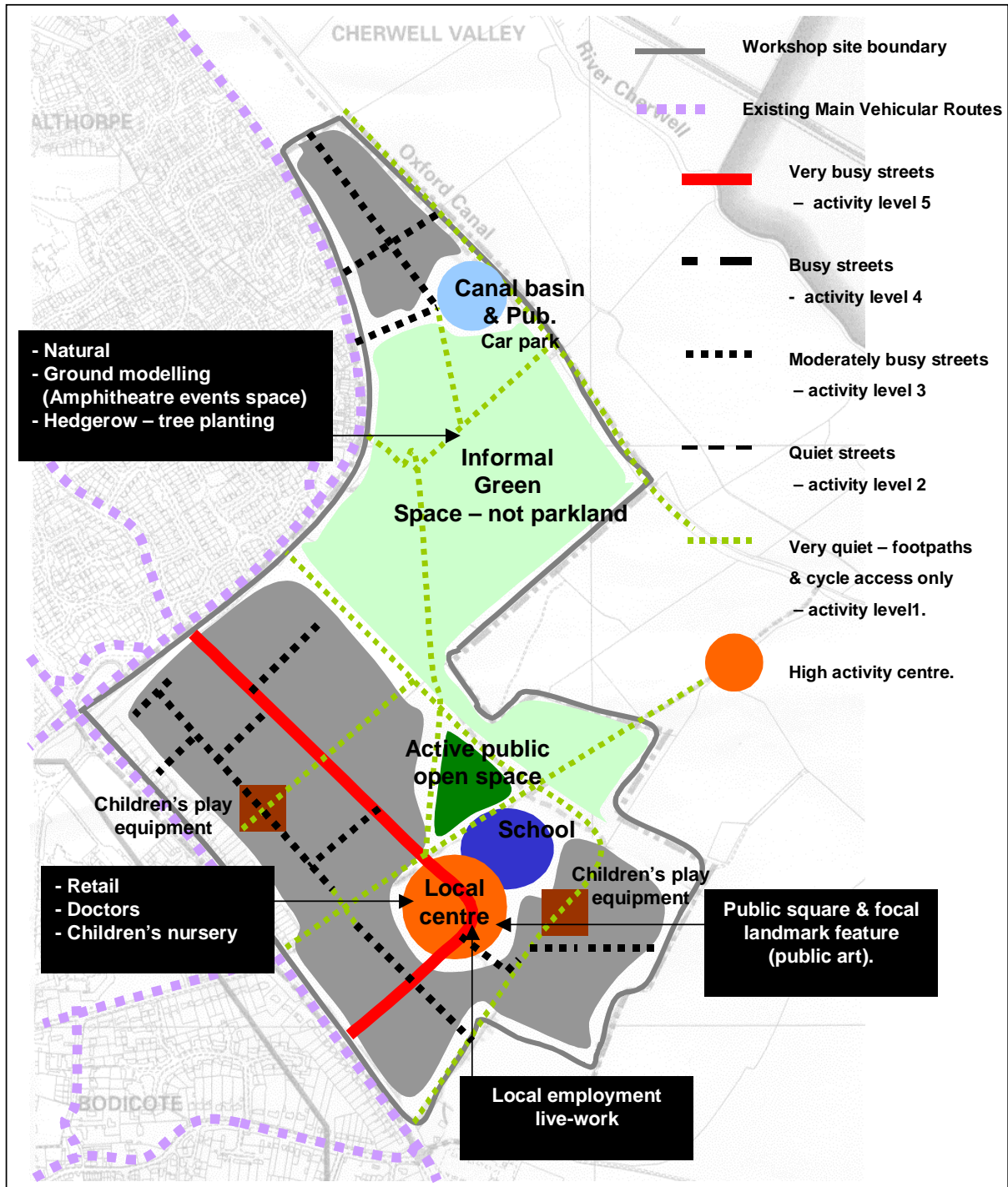
Figure 8.0



Not to Scale

Figure 8.0 Group B
Movement & use proposals.

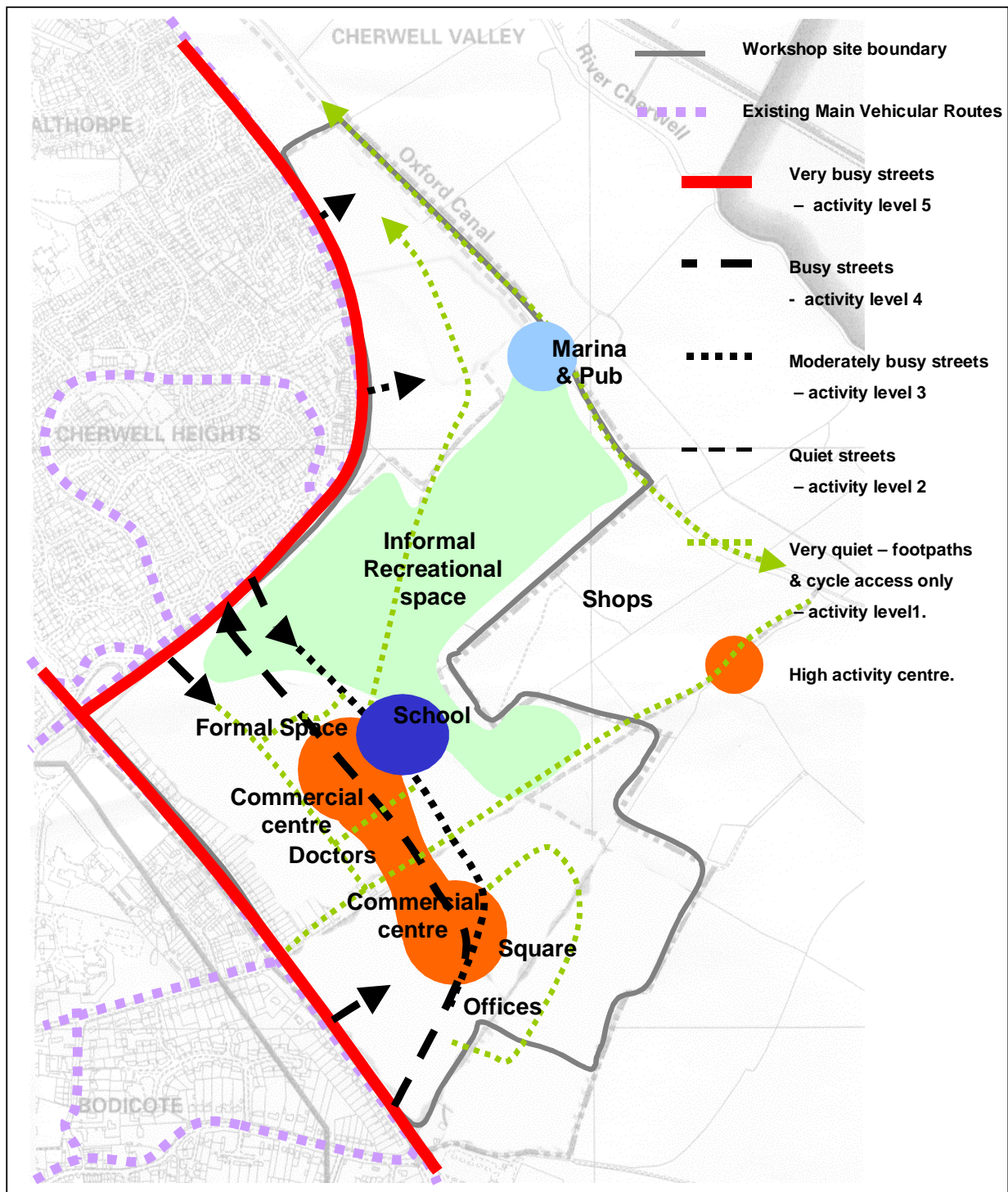
Figure 9.0



Not to Scale

**Figure 9.0 Group C
Movement & use proposals.**

Figure 10.0



Not to Scale

**Figure 10.0 Group D
Movement & use proposals.**

Each group was asked to indicate the potential movement patterns into and within the workshop site area and to calibrate each proposed route from 1 (quietest) to 5 (busiest). The plans figures 7.0 to 10.0 represent variations on a number of common themes. ***Two design qualities developed from Day 1 were used to direct the movement system layouts***

- ***Connectivity of development both externally and internally and***
- ***the use of an irregular grid street system;***

The main common features are:

- **Footpaths retained.**
- **Canal Lane retained as a footpath, bridle and cycle way.**
- **Main access in the southern area shown as connecting Oxford Road between the junctions with Broad Gap and Weeping Cross, to Bankside opposite the junction with Chatsworth Drive.**
- **Grid system of tertiary streets shown in both the northern and southern portions of the site.**
- **Footpath access only across the area identified as a country park.**
- **Oxford Road was identified as the route that would carry through traffic, with the development's main internal streets running from and parallel to the Oxford Road and connecting to Bankside. This follows the movement pattern observed in Deddington on day 1 of the workshop and allows the management of high volume traffic flows whilst ensuring access to a commercial centre in any new development.**

3.2.3 Identifying use and service locations.

Figures 7.0 to 10.0 also indicate where the groups felt that different uses and services would be best located. They were asked to indicate the location of uses and services in relation to:

- The urban design principles from day 1, that emerged from the Deddington analysis;
- the previous calibration of levels of integration & links and movements;

- characteristics and distinctive features from the site analysis; and
- taking into account the overall consideration of reducing car dependency and the support of public transport.

Again figure 7.0 to 10.0 represent variations on common themes. **The main common features are:**

- **All groups identified a commercial or local centre serving the southern portion of the site area – although the exact location of the centres focal point differs between groups.**
- **All Groups located the area of highest activity with retail, commercial and community uses clustered together in the southern part of the site on the main junction of their suggested street systems - maximising their accessibility. Group B located the commercial cluster immediately adjacent to Oxford Road.**
- **All groups identified a country park in the central part of the site.**
- **Playing fields were located by two of the groups in the southern part of the site adjacent to both Oxford Road and Bankside. (Group A identified a location off Oxford Road; Group B identified sites at Bankside and Oxford Road).**
- **All groups located a primary school close to the commercial or local centre.**
- **Three groups located the school adjacent to the Country Park and open space.**
- **All groups located a canal basin with adjacent residential development and public house in the northern part of the site.**

The basis for the identification of high activity commercial areas was the level of connectivity and therefore accessibility provided by the underlying movement network¹.

¹ *High levels of connectivity and density provide a greater potential for the indicated development to support a range of local services within walking distance. Lower density, disconnected, layouts produce a greater level of car dependency. This means that when choosing locations the participants will have to make decisions/assumptions in terms of*

4. Identification of other emerging issues.

At the end of the workshops the participants were asked to list any other issues relating to the development of Bankside/Oxford Road that they felt were relevant. Table 11.0 lists the emerging issues requiring further action in the order they were received at the workshop – they are not in order of precedence.

Table 11.0 Emerging issues requiring action.	
1. Range of uses and flexibility in terms of the provision of commercial and social facilities.	9. Management and maintenance of open spaces.
2. Transport – the effects on the wider road network.	10. Accommodation of the car e.g. parking.
3. Public transport.	11. Off site impact of the development – traffic, health provision, sports provision, education.
4. The name of the new development.	12. [How] can we create a community?
5. Does the new development relate to Bodicote or Banbury and from where does it take its reference? Where are the local design references?	13. Detailed form of the “village”.
6. Character of the [country] park.	14. Further analysis of the fact that the development is isolated from the Town and Bodicote (by the Oxford Road and Bankside).
7. Location and extent of playing fields.	15. Impact on local residents.
8. Bodicote Gap – fact or fiction?	

Two linked themes that require immediate attention can be identified from an examination of these emerging issues;

ensuring that sufficient levels of person capacity can be achieved to support local services and public transport - within a 400metre walking distance of a dwelling. In this way location decisions are linked to density distribution and levels of connectivity and therefore to levels of activity. If a high activity area, supportive of public transport and local facilities, is desired it will need to be on a well-connected primary route with adequate supporting population densities within easy walking distance.

- i. **The identity of the new development needs to be established - specifically the proposed new development needs a name.**
- ii. **A fundamental aspect in defining the development's identity is deciding the degree to which it is either a new place separated from both Cherwell Heights and Bodicote, or an urban extension of Banbury or an extension of Bodicote. A decision on this key issue will then form the basis for all other discussions relating to identity.**

5. Concluding comments and recommendations.

5.1 Conclusions.

Although the workshop was attended by a range of participants with diverse views and objectives for (and objections to) the development of the Bankside/Oxford Road site the outcomes in terms of desired design qualities, urban design principles and strategic objectives were narrow and well focused with a high degree of commonality and agreement. This was achieved through a collaborative and consensual process that led to clear guidance for the creation of a design and development framework for the Bankside/Oxford Road site. The summary results of the workshop are listed below – details can be found above in the main text:

- **all groups addressed development across the whole of the identified Bankside/Oxford Road site;**
- **the definition of what makes a “good” place was agreed through the identification of 20 design qualities;**
- **the means of delivering these qualities through the design and manipulation of buildings and spaces was agreed through the specification of 11 design principles;**
- **a number of important features within and around the Bankside/Oxford Road area that future development should address were identified;**
- **identification of the strengths, weaknesses and opportunities that the development site presented was clear and these were used to identify further design and development implications that need to be addressed;**

- **several barriers to achieving “good” development in the development area were clearly identified that need to be addressed;**
- **levels of desired separation between the development and its surrounding neighbourhoods were indicated together with appropriate land uses as separation mechanisms;**
- **the macro level main movement pattern across and within the development, as represented by the movement proposals of the four participant groups, is an irregular grid route system in two clusters;**
- **the main commercial centre for the development is identified as being in the southern part of the site.**

For the developer’s master planning design teams the workshop results should be used as a design rationale against which further consideration can be given to the specific proposals for the Bankside/Oxford Road development and against which the planning authority and community can verify subsequent detail proposals.

The workshops raised key emerging issues that require further consideration in terms of policy and design implementation. These are likely to affect the way in which the development at the Bankside/Oxford Road occurs. Many of these are beyond the scope of this project but should be considered during the formulation of the design and development framework and future master planning.

5.2 Facilitator’s recommendations.

Finally, in relation to observations made by the facilitators during the workshops and during the formulation of this report there are **seven key recommendations;**

- **CDC need to decide the degree to which this proposed development is separated from either or both Banbury and/or Bodicote;**
- **the proposed new development needs to be named;**

- the design principles identified must be audited against current planning policy to ensure that policy allows their deliverability. Any gaps in policy should then be addressed;
- the design principles and site specific data must be cross referenced in a way that clearly states the intention of the principle and clearly demonstrates how it is expected to be delivered – both in terms of policy back up, physical layout and construction;
- the master planning design teams need to establish which issues can be accommodated into the design rationale for the site and which will require further negotiation/investigation;
- the client(s) should consider how the momentum of the collaborative workshops can inform other strategies for public participation.
- we strongly recommend that all organisations represented at the workshops be issued with a copy of the final report.

Jon Cooper & Tom Medcalf.

April 2005.

Glossary of technical terms.

A brief description of some the key urban design terms used throughout the workshop and within this report.

Active edge.

The term is used to describe the edge of a building that contains windows and doors that allow the people inside to watch over and access the street and for people on the street to feel that someone in the adjacent buildings is close by. This type of building edge is favoured by the Police through their “Secured by Design” initiative.

Activity Area.

As used at the workshop an activity area is a piece of town roughly 800 metres in diameter (comfortable 10 minute walking distance) that supports different levels of activity. Some are very quiet whilst others are very busy. Each type of activity area has different characteristics for example the high activity ones will be very busy and contain shops and other similar uses. The quiet ones will be areas of housing and parks etc. The level of busyness in an area is related to how important the main roads are and how many people live within it – the more important the road and the higher the number of residents then the busier the place will be.

Connectivity/permeability.

This refers to how accessible a place is and is usually measured by how many through routes there are connecting the place to other areas of the town or city. A well connected or very permeable place will be one that has large numbers of through routes joined to each other in some sort of grid. A place with low connectivity and low permeability will have small number of through routes and a high number of dead-end routes.

Legibility.

This term refers to how easy it is to find your way around a place. In a very legible area you would find your way around easily and would not get readily lost. In a place with low legibility you would have difficulty locating an address and in finding your way around – might feel confused or lost.

Movement patterns.

Movement patterns are simply descriptions of the way that people move around a place. They will describe how people move from place to place e.g. walk, drive cycle etc and how often they move around – helping to measure places as busy or quiet etc.

Space syntax analysis.

Space syntax analysis is a method of assessing the likely levels of pedestrian and car movement through a road/street network. It was developed at University College London and is used to predict the amount and distribution of traffic – both pedestrian and vehicle – likely to move through a street network. It can be used to test different layouts to ensure uses that need large numbers of people e.g. large shops, are located in and along the busiest routes of a development. Further detail is available from the Space Syntax Laboratory, University College London www.spacesyntax.org

Appendix A.

Invitee list & event invitation letters.

Bankside/Oxford Road Community Engagement Design Workshop**Participants List**

Summary of responses at 14.00, 02/03/05

Acceptances

Local Authority Officers 7

Residents & Councillors 10

Developers and Consultants 5

Others 8 (including a possible BWB attendee)

Total acceptances at 01/03/05 = 30 (including a possible BWB attendee)

Declined = 12

No response as yet = 20

Name & Address	Representing	Phone & Email
Local Authority Officers		
Patrick Burke Planning Policy Manager Declined 16/02/05	Cherwell District Council	Bodicote House White Post Road BODICOTE BANBURY OX15 4AA (01295) 221840 patrick.burke@cherwell-dc.gov.uk
Tony Wilson Principal Planning Officer Accepted 16/02/05	Cherwell District Council	Bodicote House White Post Road BODICOTE BANBURY OX15 4AA (01295) 221842 tony.wilson@cherwell-dc.gov.uk

<p>Linda Rand Urban Designer</p> <p>Accepted 16/02/05</p>	<p>Cherwell District Council</p>	<p>Bodicote House White Post Road BODICOTE BANBURY OX15 4AA (01295) 221845 linda.rand@cherwell-dc.gov.uk</p>
<p>Jenny Barker Major Developments Officer</p> <p>Accepted 28/02/05</p>	<p>Cherwell District Council</p>	<p>Bodicote House White Post Road BODICOTE BANBURY OX15 4AA (01295) 221828 jenny.barker@cherwell-dc.gov.uk</p>
<p>Vickie Zielinski Community development Officer</p> <p>Accepted 01/03/05</p>	<p>Cherwell District Council</p>	<p>Bodicote House White Post Road BODICOTE BANBURY OX15 4AA</p>
<p>Jeremy Sacha Landscape Services Manager</p> <p>Declined at 23/02/05</p>	<p>Cherwell District Council</p>	<p>Bodicote House White Post Road BODICOTE BANBURY OX15 4AA (01295) 221704 jeremy.sacha@cherwell-dc.gov.uk</p>

<p>Philip Rolls Leisure Projects Manager</p> <p>Accepted 16/02/05</p>	<p>Cherwell District Council</p>	<p>Bodicote House White Post Road BODICOTE BANBURY OX15 4AA</p> <p>(01295) 221697 philip.rolls@cherwell-dc.gov.uk</p>
<p>Tony Clark Principal Engineer (Development Control)</p> <p>Accepted 17/02/05</p>	<p>Oxfordshire County Council</p>	<p>Oxfordshire County Council County Hall New Road Oxford OX1 1ND</p> <p>(01865) 815708 tony.clark@oxfordshire.gov.uk</p>
<p>Paresh Shingadia Senior Transport Planner</p> <p>Accepted 23/02/05 Friday only</p>	<p>Oxfordshire County Council</p>	<p>Oxfordshire County Council County Hall New Road Oxford OX1 1ND</p> <p>(01865) 815703 paresh.shingadia@oxfordshire.gov.uk</p>

Residents & Resident's Associations/Groups

Mr R Madge 2 reps Accepted 16/02/05	Cherwell Heights Housing Action Group (CHHAG)	18 Wheatley Close Bodicote Chase BANBURY OX16 9TH
G Fryer 2 reps Accepted 16/02/05	Banbury Civic Society	7, Spencer court, Britannia Road, Banbury OX16 5EY
P & J Berry Declined at 02/03/05	Local Resident	
Mr & Mrs Orton No response at 02/03/05	Local Resident	
Mr & Mrs R Millward No response at 02/03/05	Local Resident	
W Pegram Declined at 02/03/05	Local Resident	
Jean Twigge No response at 02/03/05	Local Resident	
Miss J Philip Declined at 02/03/05	Local Resident	
Mr & Mrs W Cesarz No response at 02/03/05	Local Resident	
K Denney No response at 02/03/05	Local Resident	
D B Benfield Declined 23/02/05	Local Resident	
Nigel Butler No response at 02/03/05	Local Resident	

Consultants		
<p>Brett Coles</p> <p>Accepted 16/02/05</p>	<p>Faulks, Perry, Culley and Rech</p>	<p>Faulks Perry Cully and Rech, Environmental Consultants, Lockington Hall, Lockington, Derby, DE74 2RH,</p>
<p>Paul Drew</p> <p>Accepted 23/02/05</p>	<p>John Thompson & Partners</p>	<p>Wren House, 43, Hatton Garden, London, EC1N 8EL</p>
<p>Jenny Baker</p> <p>Accepted 17/02/05</p>	<p>Colin Buchanan & Partners</p>	<p>Newcombe House 45 Notting Hill Gate London W11 3PB United Kingdom</p>
<p>Nick Duckworth</p> <p>Accepted 16/02/05</p>	<p>Hallam Land Management</p>	<p>Unit 3, Apex Court, Woodlands, Bradley Stoke, Bristol, BS32 4JT</p>
<p>David Keyse</p> <p>Accepted 16/02/05</p>	<p>Gallagher Estates</p>	<p>Gallagher House, Gallagher way, Gallagher Business park, Harbury Lane, Warwick, CV 32 6AF</p>

Councillors – County, Borough, Ward, Parish.

Cllr E Heath Bloxham & Bodicote Declined at 24/02/05	Cherwell District Council	Bodicote House White Post Road BODICOTE BANBURY OX15 4AA
Cllr Miss L Thirzie-Smart Bloxham & Bodicote No response at 01/03/05	Cherwell District Council	Bodicote House White Post Road BODICOTE BANBURY OX15 4AA
Cllr Mrs E MacLeod Banbury Calthorpe Accepted 16/02/05 Saturday only	Cherwell District Council	Bodicote House White Post Road BODICOTE BANBURY OX15 4AA
Cllr A Milne Home Banbury Calthorpe No response at 01/03/05	Cherwell District Council	Bodicote House White Post Road BODICOTE BANBURY OX15 4AA
Cllr C S Blackwell Accepted 20/02/05 Saturday only	Cherwell District Council	Bodicote House White Post Road BODICOTE BANBURY OX15 4AA
Cllr C Clarke Banbury Calthorpe Accepted 25/02/05	Banbury Town Council	The Town Hall Bridge Street BANBURY OX16 5QB

Cllr J Brooks Banbury Calthorpe Declined 22/02/05	Banbury Town Council	The Town Hall Bridge Street BANBURY OX16 5QB
Mrs V Russell (Clerk) 2 reps – awaiting confirmation of names. Accepted 16/02/05 <i>Declined 01/03/05</i>	Bodicote Parish Council	26 The Rydes BODICOTE BANBURY OX15 4EJ
Cllr K Mitchell & Ian Thomas Bloxham Accepted 16/02/05	Adderbury Parish Council	4 Twyford Avenue TWYFORD BANBURY OX17 3JF
Cllr Catherine Fulljames Accepted 25/02/05 Friday only	Cherwell District Council	Bodicote House White Post Road BODICOTE BANBURY OX15 4AA
Other organisations e.g. Transport 2000, Health Trusts, Wildlife Trusts etc.		
Veronica Towler Accepted 16/02/05	Banbury CPRE	C/o Swift's Cottage 21 High Street BODICOTE BANBURY OX15 4BS
Jo Ault Declined 01/03/05	Banbury CPRE	23 Aston Close, Banbury OX16
Chris Hone Declined 01/03/05	Banbury CPRE	14 Beesley Rd, Banbury OX16

Mr K Hortin Accepted 28/02/05	Age Concern (Banbury)	10 Osterley Grove BANBURY OX16 9QS
Mrs S Gow + 1 Accepted 21/02/05	Banbury Community Church	12 Gillett Road BANBURY OX16 0DP
Daniel Smith No response at 01/03/05	Oxfordshire Badger Group	C/o P O Box 404, ABINGDON OX14 2YX
Mr R Tipping No response at 01/03/05	Oxfordshire Bat Group	C/o 1 Freeman's Road BODICOTE BANBURY OX15 4DT
Frances Marks Accepted 22/02/05 Declined 1/3/05 @ 15.00	Banbury Ornithological Society	C/o Witts End Radbone's Hill OVER NORTON OX7 5RA
The Director Tony Wilson has spoken to RSPB office; they are looking up the letter and will get back. No response at 01/03/05	Oxfordshire RSPB	46 The Green South Bar BANBURY OX16 9AB
John Beech No response at 01/03/05	Oxfordshire Ramblers	C/o 38 Cedar Crescent THAME OX9 2AU
The Director Declined at 28/02/05	Open Spaces Society	25A Bell St HENLEY ON THAMES RG9 2BA
Jeff Lampert Declined at 02/03/05	Oxford Fieldpaths Society	C/o 33 Kennet Road ABINGDON OX14 3ST

The Director No response at 01/03/05	Thames Valley Environmental Records Centre	C/o Woodstock Museum Fletcher's House Park Street WOODSTOCK OX20 1SN
Mike Williams Chief Executive No response at 01/03/05	Cherwell Vale Primary Care Trust	Oxford Road BANBURY OX16 9GE
The Director Declined 16/02/05	Stagecoach Ltd	Stagecoach in Oxfordshire Horspath Road Cowley Oxford OX4 2RY
Name to follow PM 7/2/05 No response at 01/03/05	Thames water	Development Control Asset Investment Unit Maple Lodge Denham Way Rickmansworth Herts W33 9SQ
Anna Gundrey addressee has left EN, they attempting to find a replacement No response at 01/03/05	English nature	Foxholds House Crookham Common Thattcham RG19 8EL
David McKnight addressee on leave until end of March, have asked for a replacement. No response at 01/03/05	The Environment Agency	Isis House Howbery Park Crowmarsh Gifford Wallingford Oxon OX10 8BD

Roger Hampshire Accepted 28/02/05	Thames Valley Police	Witney Police Station, Welchway, Witney OX28 6JN
Ian Brierley Accepted 25/02/05 Friday only	Banbury Town Council Landscape Officer	The Town Hall Bridge Street Banbury OX16 5QB
Conal Stewart. They are hoping to arrange an attendee, but no more definite commitment than that at 01/03/05	British waterways Board	

Appendix B.
Invitation letters.

Dear

Development at Bankside/Oxford Road– Invitation to attend a Community Design Workshop.

You will probably be aware that Cherwell District Council has identified land at Bankside/Oxford Road/Oxford Road, Banbury as being suitable for an urban extension of Banbury. The Council has identified the site in a non-statutory local plan, which has been approved by the Council for development control purposes and is a material consideration to be taken into account in determining any planning applications. You may also be aware that prospective developers are preparing a planning application for the site.

To get an informed view of the best options for the proposed development site **Cherwell District Council and the prospective developers have asked The Joint Centre for Urban Design at Oxford Brookes University to run a 2-day community workshop event.** This will be a collaborative event where local people, councillors, council officers, the prospective developers and other organisations with a stake and interest in how this part of Banbury might be developed are invited to work together to produce design principles to guide the future development of the area and to positively influence its character.

We would like to invite you to attend the 2-day workshop to be held on Friday 4th March and Saturday 5th March 2005. During the workshop we will be asking for the views of all participants on what makes a good place and take the positive aspects of this analysis to produce general design principles for the Bankside/Oxford Road site. On Friday 4th March we will visit an existing local place to inform our discussion and on Saturday 5th March we will also take a tour of the proposed development site. We will be concentrating in particular on four key issues that have already been identified by members of the public in responses to the public consultation on the local plan over the last few years. These are:

- problems with movement & connections between the site and the surrounding areas;

- the location of uses and services e.g. shops, health and education provision;
- environment and ecology; and
- how to deal with the site in terms of it's separation and/or integration with its neighbouring communities.

We will be producing the design principles in the context of the existing features of the site, and current and possible connections to the surrounding area and its natural landscape. The Council and prospective developers believe that there is a great opportunity to incorporate local knowledge, views and expertise in order to enhance the quality of the eventual development. The workshop provides an opportunity for all participants to actively contribute towards the quality of the Bankside/Oxford Road development.

The two-day workshop is arranged for Friday 4th March and Saturday 5th March at the Banbury Cricket Club and will run from 9.00am to 4.45pm each day. Refreshments, lunch and support materials will be provided on both days. We need to limit attendance by each group, agency or organisation so that we can provide as much support as possible during the workshop exercises. Residents groups and parish councils will be able to send up to two representatives each. We are writing to a number of people but we will have to allocate places on a 'first reply' basis. **Please complete the tear off slip below to indicate whether you are able to take part and return it to us in the pre-paid envelope provided by 16th February.** Please indicate if you have any special dietary requirements. If you represent an organisation then please give the name of the person that you would like to send. It is essential that the same person can attend on both days of the workshop, as what we will be doing on Day 2 will be a natural progression of the work undertaken on Day 1.

On receipt of acceptances we will issue further details of the venue and workshop programme.

We hope that you will be able to attend and look forward to meeting you. In the interim, if there are any issues requiring clarification please do not hesitate to contact either Tom or myself by calling Karen Hughes on 01865 – 483560. Finally we would like to emphasise that attendance at this event will not prejudice any outstanding

objections that you may have to part or parts of the Bankside/Oxford Road site allocation.

Yours faithfully

Jon Cooper & Tom Medcalf
Joint Centre for Urban Design.
Oxford Brookes University.

Bankside/Oxford Road Community Design workshops – 4th & 5th march 2005

To all participants

Thank you for returning your invitation to the Bankside/Oxford Road Community Design Workshops. This is just a brief note to introduce ourselves, outline the aims of the workshops and provide a detail programme for the 4th & 5th March 2005.

The workshop will be run by myself, Dr Jon cooper, and my Colleague Tom Medcalf. I am the Director of the Joint Centre for Urban Design at Oxford Brookes University. Prior to my work with the University I was Principal Landscape Architect and Urban Designer with Birmingham City Council. Tom is also a lecturer at the Joint Centre for Urban Design; he is a practising Urban Designer and Architect and has great experience of collaborative working and running workshops.

The overall aim of the workshop is to inform the design and planning process and planning application regarding the development of Bankside/Oxford Road.

Our objective is to help identify common ground on a selected number of key issues concerning the development of the Bankside/Oxford Road site. Our method is to bring together in a workshop representatives of all the main interested parties - local people, developers, councillors, land owners and council officers - and get them to work together to identify an agreed way(s) forward.

We will start by “levelling the playing field”, ensuring in the first day that we all have a common understanding of what makes a good place in which to live and a common agreement as to how it can be achieved. To do this we shall look at both some general design issues with examples from other places, and then go out and look at a local piece of town. We think the key to dealing effectively with design is to recognise that it is concerned with more than just what buildings look like, it is far more about how to generate a “feel good factor” in a place and we should look at real pieces of town in order to understand how buildings and spaces work together to create viable and interesting places.

The workshops are set up to operate in a team-based format. All participants will be asked to work as part of small teams with other people with different skills and expertise. In this way we hope to break down some of the barriers that often exist between various interest groups and develop some common agreements.

Having set the scene on day 1 we will look specifically at the Bankside/Oxford Road site throughout day 2. In dealing with the site we are all going to have to work within of a number of parameters - we cannot treat the site simply as a blank sheet.

You will also find enclosed the brief that we will all be working to and by which we will measure our success at the end of day 2. Throughout each day we will be comparing the work of each team, recording points of agreement, listing issues that arise and making note of actions that might need to be taken. On completion of the workshops the results will be summarised and passed on to Cherwell District Council and the prospective developers to inform the planning application process and subsequent production of details for the Bankside/Oxford Road site.

The venue for the workshops is the Banbury Cricket Club – please find attached directions.

The format for the workshops will be based on us operating as a design resource providing information, help and direction and about you “having a go” working with other interested people to produce something useful for Bankside/Oxford Road development.

Finally we would like to emphasise again that attendance at this event will not prejudice any outstanding objections that you may have to the Bankside/Oxford Road site allocation.

We look forward to meeting you on the 4th & 5th March 2005.

Jon & Tom.

Oxford Brookes University.

School of Planning & Joint Centre for Urban Design.

Appendix C.
Workshop Briefs.

Brief for workshop day 1.

INTRODUCTION: The aim of today's workshop is to agree generic urban design principles for what makes a 'good' piece of town that can inform the production of an outline Urban Development Framework.

The individuals that have been asked to be here today bring with them different skills, expertise and knowledge. In order to utilise this resource you are asked to work in small mixed groups to produce urban design principles that reflect a broad range of views and opinions. A member of Brookes staff will facilitate the groups.

To help you achieve this aim each group will be asked to perform **FOUR** tasks.

WORKSHOP STRUCTURE

• **TASK 1** is to analyse an existing piece of town by examining particular urban components that make up the built environment of the area around the high street area in Deddington (site visit by coach).

Sheets A, B & C:

Before you board the coach each group should familiarise themselves with the context plan for Deddington and route map **Sheet A**.

The coach will travel around Deddington to introduce you to some key urban design components that are concerned with the issues of:

- coalescence and integration;
- types and locations of different uses;
- and, movement and connectivity into areas of high and low activity;

Using **Sheets B** (route photographs) and **C** (questionnaire) each group is asked to evaluate the urban components of Deddington by walking around a pre-selected retail and residential route. **Sheet C** asks the group to systematically record and comment on a range of urban design components when you are walking around.

- **TASK 2** One group will then present their analysis of Deddington to the whole workshop pointing out what works and what doesn't work - explaining the reasons for their conclusions. The positive and negative observations that arise will be recorded and any common observations will be highlighted using contributions from other groups.

- **TASK 3** Each group will use wooden blocks and large 1:500 plans (**Sheet D**) to build a model that identifies what interventions are required to improve those parts of Deddington that do not work well (a redevelopment exercise) - referring to the key urban components of coalescence/integration, type and location of different uses, character/distinctiveness and movement/connectivity. Each group will prepare four generic urban design principles.

- **TASK 4** Each group will present proposals for intervention referring to the analysis of the urban components in Deddington that have informed their redevelopment process. Each group will offer their generic urban design principles to the workshop for acceptance.

OUTCOME

To develop an agreed set of urban design principles that can be used in Workshop 2 to provide some strategic design guidance for the production of an Urban Development Framework.

Brief for workshop day 2

INTRODUCTION

The aim of today's workshop is to use the generic urban design principles from Workshop 1 to produce strategic urban design guidelines for the type of development that will occur at Bankside/Oxford Road/Oxford Road. This will be achieved by applying and revising the design principles from yesterday to the site at Bankside/Oxford Road/Oxford Road.

This focused approach is adopted because of time and resource limitations. Because of these limitations this second workshop day is structured in two ways:

First, a set of fixed parameters have been produced by the staff at Brookes University, and a copy of these will be issued to each group (**Sheet E**). These parameters have emerged from practical considerations (land boundaries, adjacent development etc.) and planning policy issues (use allocation, transport objectives, density etc.).

Second, four key issues have been identified by members of the public in responses to the public consultation on the local plan over the last few years

However, at the end of the day there will be an opportunity to record any new emerging parameters and key issues that have not been considered fully but are deemed to be important.

To help you achieve the aim for today each group will be asked to perform **THREE** tasks.

WORKSHOP STRUCTURE

- **TASK 1** is to evaluate the site and the surrounding context in order to address the first of four key issues. This will involve (a) an exercise carried out by individuals at the venue, and, (b) by each group during a Bankside/Oxford Road/Oxford Road site visit by coach.

Key Issue 1: Environment & Ecology

Sheet F: Mental Mapping

Before leaving for the site each member of each group should quickly record on the **Sheet F** plan their own recollection of any features they are aware of on the site, on the edge of the site or beyond the site boundaries (landscape features, ecological attributes, landmarks, views, sounds etc.). If you are unfamiliar with the site then leave your sheet blank. By stacking all of the sheets each group will have an idea of what collective knowledge they have of the site and some important reference points might emerge i.e. what are the most common reoccurring features (Mark them up on a spare plan).

Sheet G: SWOB Analysis

Site visit by coach. Each group will mark and note on the site context plan any significant features that they observe on-site. On returning to the workshop venue the groups will complete **Sheet G**, a SWOB (Strengths, Weaknesses, Opportunities, Barriers) analysis of the site. **Sheets F & G** should provide a comprehensive appreciation of the site characteristics and features.

- **TASK 2** is to begin to produce strategic design guidelines for the type of development that could occur by examining three other key issues (**Sheet H** A1 site plans):

Key Issue 2: Calibrating Levels of Coalescence

Each group will mark on tracing paper laid over the site plans those areas of land which require further consideration in terms of separating new edges of the settlement from existing development and/or natural features. The degree to which this could occur will be calibrated by selecting from the pre-prepared EDGE CARDS and/or the customisation of these cards where combinations of distances, land uses and visual barriers can be determined by the group.

Key Issue 3: Calibrating Links and Movements

Each group will mark ON ANOTHER tracing paper layer existing and potential physical links and movements in, on the edge of and beyond the site (REMEMBER: THE FIXED PARAMETERS, YOUR SITE ANALYSIS & THE URBAN DESIGN PRINCIPLES FROM DAY 1). The group should prioritise these by first calibrating them from 1 (quietest) to 5 (busiest) and secondly, listing the combination of movement modes along each link that would be acceptable to the group, i.e. selecting from say, public transport, private motor vehicles, cycling, walking, jogging etc.

Key Issue 4: Identifying Location of Uses & Services

Each group will mark ON ANOTHER tracing paper layer indicative locations of where particular uses (selected by the group) should occur taking in to account:

- the urban design principles from Day 1, that emerged from the Deddington analysis;
- the previous calibration of Levels of Coalescence and Links and Movement;
- any characteristics and distinctive features from your site analysis;
- and, taking in to account the overall consideration of reducing car dependency and the support for public transport.

• TASK 3

Each group to note down other key issues that have not been covered in the workshop.

Appendix D.
Selected edge cards.

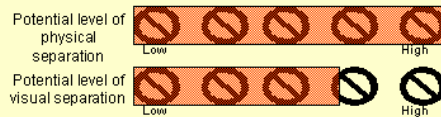
Edge cards selected by only 1 group – either Group A, B, C or D.

Edge Card 5

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: chain link fence, small trees, school playing fields, school.



© BROOKESTOWNSCAPE

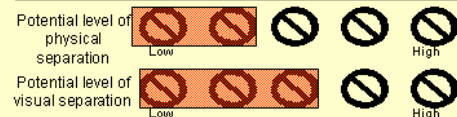
DEVELOPED
BROOKES
UNIVERSITY

Edge Card 14

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: open grass & trees, parkland, high hedge, path, road, trees & screen planting.



© BROOKESTOWNSCAPE

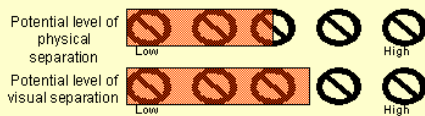
DEVELOPED
BROOKES
UNIVERSITY

Edge Card 21

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: Building fronts, road, village green, pond, mature trees.



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Edge Card 23

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: Building fronts, road, village green, pond, mature trees.

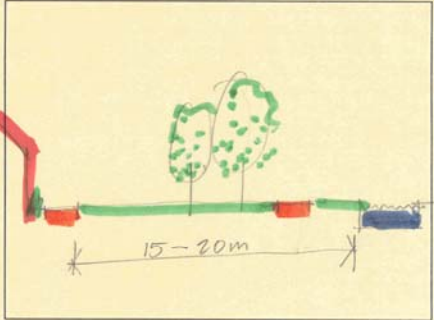


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Edge Card 25^A

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



15-20m

Elements & uses:

Potential level of physical separation: Low (5 icons, all with 'X' marks)


Potential level of visual separation: Low (5 icons, all with 'X' marks)

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Edge Card 29

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: Building frontage, quayside access, river.

Potential level of physical separation: Low (5 icons, all with 'X' marks)

Potential level of visual separation: Low (5 icons, all with 'X' marks)

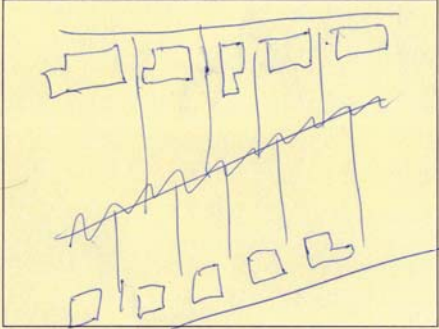
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GROUP A

Edge Card 33

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: LARGE RESIDENTIAL REAR GARDENS

Potential level of physical separation: Low (5 icons, all with 'X' marks)

Potential level of visual separation: Low (5 icons, all with 'X' marks)

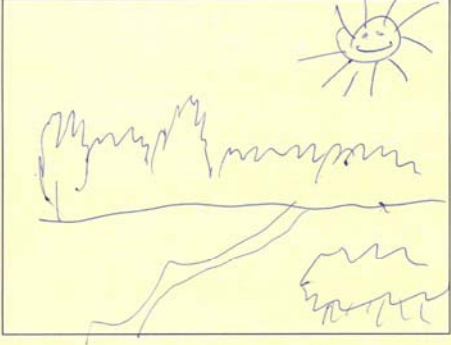
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A

Edge Card 34

- indicating the degree of separation that might be achieved between two neighbourhoods by the illustrated example



Elements & uses: VIEW FROM RURAL AREA TO HEDGE OR WOODLAND

Potential level of physical separation: Low (5 icons, all with 'X' marks)

Potential level of visual separation: Low (5 icons, all with 'X' marks)

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Appendix E.

Useful references/articles that refer to Space syntax analysis, cul-de-sacs, walking distances, density based on people/Ha and densities to support transport and retail.

Space Syntax references.

Attached below is the abstract of a recent paper on the role of space syntax by Professor Bill Hillier (2003). The abstract has been downloaded from the Space syntax website at www.spacesyntax.org This site contains several downloadable articles that describe the theory, practice and application of space syntax analysis.

Useful references:

Hillier B. (1996) Space is the Machine, Cambridge University Press.

Hillier B. (1996) Cities as Movement Economies, Urban Design International, 1996, Volume 1, pp41-60.

Hillier B. & Hanson J. (1984) The Social Logic of Space, Cambridge University Press.

Hillier B. Penn A. Hanson j. Grajewski T. & Xu J. (1993) Natural Movement or Configuration and Attraction in Urban Pedestrian Movement. Environment and planning B: Planning and Design, 1993, Volume 20, pp29 – 66.