

Tree-lined Boulevard

*Central, leafy thoroughfare
serving plots to the west of
the Village Centre*

● URBAN ● SOME DESIGN FREEDOM





ABOVE

Location of the Tree-lined Boulevard. Dashed box shows extent of plan on page 22

Overview

LOCATION

The "Tree-lined Boulevard" consists of a primary movement corridor that serves the majority of the residential units to the west.

CHARACTER & MANAGEMENT

The reigning feature of this central transport link is its formal avenue of trees that run along the entire length of the carriageway. A leafy, enclosed space of dappled light is to be created that is very much distinct from all other urban components.

Management of all buildings & plots will be undertaken by freeholders/leaseholders. Management of all highway elements will be undertaken by Oxfordshire County Council (aside from the parking forecourts which will be undertaken by a management company).

CONTROL

Material palettes & specific boundary treatments have been removed to offer a greater level of design freedom than that of the more controlled site components (e.g. the Village Centre).

Whilst the degree of control is 'downgraded' its primary street status is to remain apparent through the use of higher densities, designated cycleways, narrower plot frontages & the application of enhanced building height restrictions.

Case Studies



ABOVE Subtle differences between each terraced unit at Mollenplein in the Netherlands exemplifies the design intent to achieve 'structured individuality.' Small variations in the architectural form & materials create a characterful elevation despite the repetitive plot widths, building heights & narrow plot frontages

ABOVE RIGHT The dappled, tree-lined avenue leading from the main entrance area of RAF Bicester Heritage illustrates the quality of space that can be afforded through the application of simple & robust detailing alongside visually strong landscaping statements.



RIGHT Several design principles found along the waterside development in Oxford are to be incorporated into the Tree-Lined Boulevard.

These include; parking forecourts with railings & border planting; speed tables at key junctions; & simple but high quality detailing consisting of macadam surfaces, silver-grey conservation kerbs, granite setts & resin bound gravel.

FAR RIGHT Existing water towers at Graven Hill. Their potential retention would offer a natural termination 'event' at the point where the boulevard & Circular Railway meet.



FAR LEFT

Mollenplein, the Netherlands:
<http://goo.gl/dN34gL>

LEFT

Tree-lined avenue at RAF Bicester Heritage, Bicester

BELOW LEFT

Urban design principles at Waterside, Oxford

BELOW

Water towers at Graven Hill Bicester.





Principles

Essential design principles required to deliver intended character

ABOVE

Indicative plan showing a typical area of the Tree-lined Boulevard

n.b. variations will exist elsewhere

1 Hard Landscaping

- Carriageways
- Footways
- Cycleways
- Parking Courts
- Table Junctions

2 Soft Landscaping

- Verges
- Incidental Planting
- Parking Courts

3 Lighting

4 Furniture

5 Management

- ✓ Columns
- ✓ Benches & Bins
- ✓ Streetscape Strategy

6 Baseline Principles

- ✓ Rogue Plots
- Building Zone
- XX Max. Building Height (m)
- ✓ Boundary Heights
- ▶ Vehicular Access
- Vehicular & Cycle Parking
- ✓ Waste Management

7 Enhanced Principles

- ✗ Boundary Treatments
- ✗ Material Palettes
- XX Min. Building Height (m)
- Position of Main Facade

OFF PLOT (DEVELOPER)

- 6m macadam with rolled granite chippings.
- 2m concrete ground flags. Flush 225mm silver-grey conservation kerbs to plot boundaries.
- 1.75m macadam with rolled silver-grey granite chippings. 75mm splayed kerb upstand to footways
- To be resin bound gravel. Low dark grey/black railings to boundaries. Paths to be paving.
- Macadam table surface with granite chippings to sit flush with footways. Ramps to be granite setts.
- To be edged with 225mm conservation kerbs with 15mm upstand. Informal planting design with longer grasses & wildflowers. Mown edge strip to carriageway. Trees to be min. 15m high after 25yrs.
- Informal planting design with wildflowers.
- Informal planting design with hedgerow borders.
- Standard columns with LED lantern units.
- Robust & functional design. Industrial finish.
- Parking forecourt management to be undertaken by a management company.
- Highway management (including trees) is to be undertaken by Oxfordshire County Council.

ON PLOT (CUSTOMER)

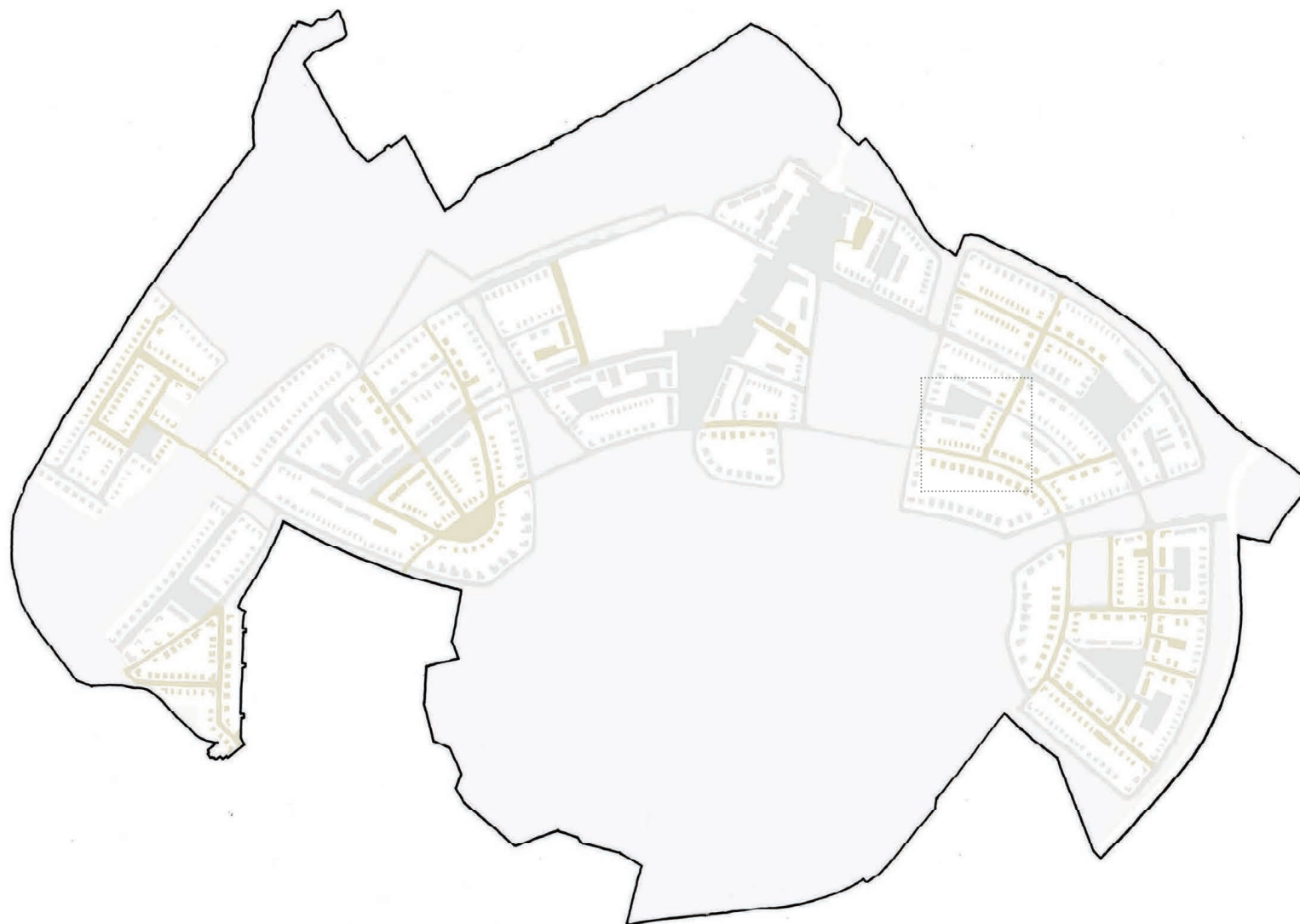
- Only 'baseline; principles apply. Location TBA..
- Portion of plot that may be developed. n.b. all facades onto public realm must contain windows.
- Total building height (including roof) must not exceed upper values shown on plan.
- Any material/colour permitted. Front boundaries to be max. 1.1m high. Side/rear to public areas to be max. 1.5m high with 0.3m trellis over. Side/rear to private areas to be max. 1.8m high.
- Driveways must be located as shown on plan
- No. of vehicle bays shown must be provided. Each plot must provide a min. of 2 secure cycle spaces..
- Bins should not be visible from the street & are to be kept in bin stores or within rear gardens.
- Not applicable.
- Not applicable.
- Total building height (including roof) must not fall below lower values shown on plan.
- Main facade(s) of building must be constructed on line shown. Bay windows/porches/balconies must not protrude more than 1.5m beyond this line.

Community Streets

Residential streets offering maximum design freedom

● URBAN ● HIGH DESIGN FREEDOM





ABOVE

Location of the Community Streets. Dashed box shows extent of plan on pg. 26

Overview

LOCATION

The 'Community Streets' consist of low density, suburban areas of predominantly 2 storey, detached plots (n.b. some areas may be higher). Spanning between the central movement corridors to the outermost streets, these 'fish-bones' connect the site's urban core to its rural fringes.

CHARACTER & MANAGEMENT

To improve the legibility of the street network, it is intended that the Community Streets exhibit a less regulated appearance convey their secondary status within the street hierarchy.

Creative experimentation is encouraged & an informal, vibrant & easy-going feel is desired. Muted tones are to be used for all public hard landscaping to provide neutral 'backdrop' that will compliment a variety of built forms. Front boundaries are to be larger than those found along the primary routes, enabling opportunities for residents to 'green-up' the streets as they see fit.

Buildings & plots will be managed by freeholders/leaseholders, amenity areas by Cherwell District Council & the highway by Oxfordshire County Council.

CONTROL

Plots within this component are more or less 'freed' from coding constraints with only 'baseline' principles being applied.

Case Studies



LEFT A street in north Oxford contains a variety of building forms, materials, boundary treatments & architectural styles.

The delivery of a similar feel at Graven Hill would be desirable

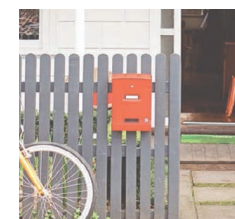
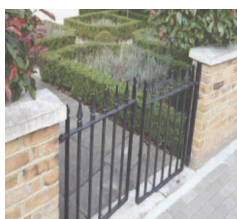
RIGHT A zero-carbon house in Nottingham presents an inventive approach to sustainable design that sensitively responds to the buildings either side.

BELOW RIGHT & LEFT Images demonstrating a variety of boundary treatments.



ABOVE LEFT
Elmthorpe Rd, Oxford:
<http://goo.gl/Lc00yQ>

ABOVE RIGHT
John Christopher's zero carbon house, Nottingham:
<http://goo.gl/Jlu7AB>





Principles

Essential design principles required for delivery of intended character

ABOVE

Indicative plan showing a typical area of the Community Streets

n.b. variations will exist elsewhere

1 Hard Landscaping

- Carriageways
- Footways

2 Soft Landscaping

- Verges

3 Lighting

- ✓ Columns

4 Furniture

- ✓ Benches & Bins

5 Management

- ✓ Streetscape Strategy

OFF PLOT (DEVELOPER)

4.8m med/light grey bitmac with aggregate chippings.

2m medium to light grey bitmac with aggregate chippings or concrete slabs. 225mm silver-grey conservation kerbs to carriageway with 125mm upstand. Dropped kerbs across junctions..

Informal planting design with long grasses, wildflowers & fluid tree planting. Mown edge to footways. Trees to be min. 15m high after 25yrs.

Standard columns with LED lantern units.

Robust & functional design. Industrial finish.

General amenity management is to be undertaken by Cherwell District Council. Highway management is to be undertaken by Oxfordshire County Council.

ON PLOT (CUSTOMER)

5 Baseline

- ✗ Rogue Plots
- Building Zone
- XX Max. Building Height (m)
- ✓ Boundary Heights

Not applicable as no enhanced principles apply within Community Streets.

Portion of plot that may be developed. n.b. facades facing onto public realm must incorporate windows.

Total building height (including roof) must not exceed values shown on plan.

Any material/colour permitted. Front boundaries to be max. 1.1m high. Side/rear boundaries to public areas to be max. 1.5m high with 0.3m trellis over. Side /rear boundaries to private areas to be max. 1.8m high.

Driveways must be located as shown on plan.

- ▶ Vehicular Access
- Vehicular & Cycle Parking

No. of vehicle bays shown on plan must be provided (n.b position to discretion of plot purchaser). Each plot must provide a min. of 2 secure cycle spaces.

- ✓ Waste Management

Bins should not be visible from the street & are to be kept in bin stores or within rear gardens.

6 Enhanced

- ✗ Specific Boundary Treatments
- ✗ Material Palettes
- ✗ Min. Building Height (m)
- ✗ Position of Main Facade

Not applicable

Not applicable

Not applicable

Not applicable

Urban Lanes

*Compact residential streets
offering maximum design
freedom*

● URBAN ● HIGH DESIGN FREEDOM





ABOVE

Location of the Urban Lanes. Dashed box shows extent of the plan on page 30

Overview

LOCATION

The 'Urban Lanes' are essentially compact versions of the Community Streets, predominantly located within the innermost urban core. These low-key, tertiary routes can also be found around the many small community courtyards, providing localised amenity to immediate residents.

CHARACTER

The Urban Lanes are pedestrian friendly zones, each serving a relatively small number of plots & benefiting from low traffic flows.

These compact, meandering streets have clear thresholds separating them from neighbouring streets, helping to define them as pedestrian priority shared surfaces & encourage interaction between neighbours providing a safe environment for children to play. Plots will typically face each other, offering passive natural surveillance & creating a close relationship between building frontages & the street

Buildings & plots will be managed by freeholders/leaseholder. The shared surface zones between will be managed by a management company.

CONTROL

To improve legibility of the street network, only baseline constraints will be applied to convey a less regulated appearance along these tertiary routes.

Case Studies



LEFT A shared surface street in Waterside, Chesterfield conveys the friendly 'mews-like' setting desired for all Urban Lanes at Graven Hill. Narrow plot frontages & the removal of designated highway zones (e.g. footways) are key design principles to achieving this.

RIGHT Community commotion at The Methleys, Leeds demonstrating the vibrancy that such spaces can bring.

ABOVE LEFT
Wterside, Chesterfield
<http://goo.gl/5R0e1k>

ABOVE RIGHT
The Methleys,
Leeds
<https://goo.gl/luipA7>





Principles

Essential design principles required for delivery of the intended character

ABOVE

Indicative plan showing a typical area of the Urban Lanes

n.b. variations will exist elsewhere

1 Hard Landscaping

Shared Surface

2 Soft Landscaping

Planters & Verges

3 Lighting

Columns

4 Furniture

Benches & Bins

5 Management

Streetscape Strategy

OFF PLOT (DEVELOPER)

4.8m macadam with rolled silver-grey granite chippings. Flush kerbs to all plot boundaries to demarcate edge of highway. 'Hidden' kerbs to verges.

Informal planting design with long grasses, wildflowers & fluid tree planting. Mown edge to footways. Trees to be min. 15m high after 25yrs.

Standard columns with LED lantern units.

Robust & functional design. Industrial finish.

A management company will be responsible for general management of the shared surface zones including bi-annual cutting of selected grass areas with regular cutting elsewhere. Watering, weed control & general management of trees, woody & herbaceous planting. Reporting & repairing incidents of vandalism or incidental damage.

ON PLOT (CUSTOMER)

5 Baseline Principles

Rogue Plots

Not applicable. No enhanced principles required within Community Streets.

Building Zone

Portion of plot that may be developed. n.b. all facades that face onto the public realm must incorporate windows.

Max. Building Height (m)

Total building height (including roof) must not exceed values shown on plan.

Boundary Heights

Any material/colour permitted. Front boundaries to be max. 1.1m high. Side/rear boundaries to public areas to be max. 1.5m high with 0.3m trellis over. Side/rear boundaries to private areas to be max. 1.8m high.

Vehicular Access

Driveways must be located as shown on plan.

Vehicular & Cycle Parking

No. of vehicle bays shown on plan must be provided (n.b position to discretion of plot purchaser). Each plot must provide a min. of 2 secure cycle spaces.

Waste management

Bins should not be visible from the street & are to be kept in bin stores or within rear gardens.

6 Enhanced Principles

Specific Boundary Treatments

Not applicable

Material Palettes

Not applicable

Min. Building Height (m)

Not applicable

Position of Main Facade

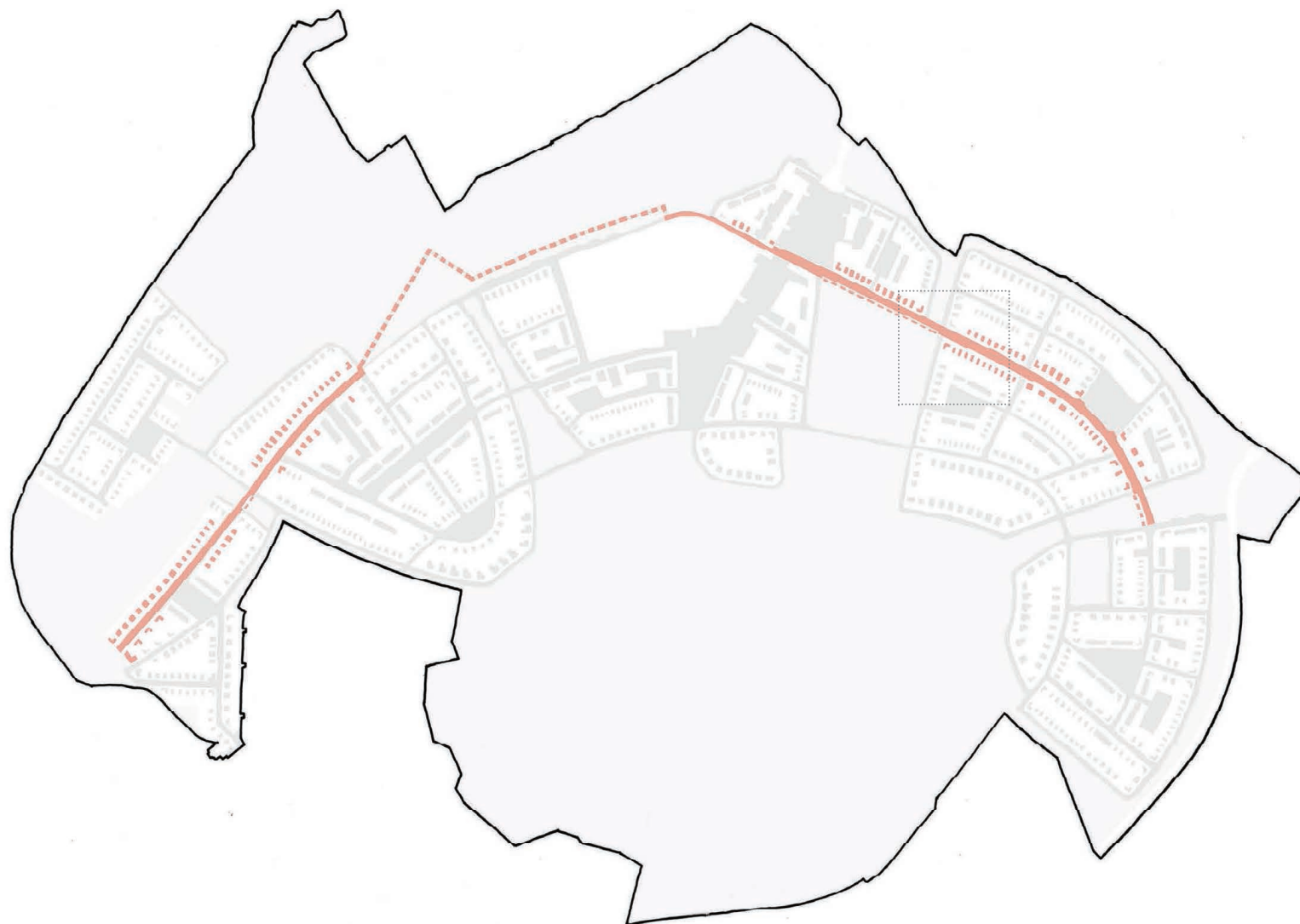
Not applicable

Circular Railway

*East-west heritage route
incorporating existing site
railway*

● URBAN ● SOME DESIGN FREEDOM





ABOVE

Location of the Circular Railway .
Dashed box shows extent of plan on page 34

Overview

LOCATION

The Circular Railway is a primary east-west route that follows the line of the existing site railway & provides an important 'linking function' for the site as a whole.

CHARACTER

The Circular Railway is to incorporate the existing rail tracks within pedestrian zones, offering a unique feature for users that reflects the site's rich military heritage. Two distinct rail treatments will be used to create a variety of 'urban' & 'rural' experiences (embedding into footways & creating elevated walkways).

Higher densities, repetitive plot widths, designated cycleways, narrow frontages & largely consistent roofscapes are to be used to convey the higher street status of these areas. A comparably less regulated feel than that of the Village Centre is, however, achieved through the removal of material palettes & boundary treatment specifications.

Freeholders/leaseholder will be responsible for the management of building & plots, Cherwell District Council for the elevated walkways & Oxfordshire County Council for all elements within the highway (including the embedded rail lines).

CONTROL

Some design freedom is afforded through the removal of most enhanced constraints.

Case Studies

BELOW The use of corten steel, concrete (pavers & poured) & embedded former rail lines at the Philidelphia Navy Yard offers a unique, robust & industrial streetscape for users as desired along all urban sections of the Circular Railway at Graven Hill.



ABOVE The elevated walkway at Südgelände Nature Park is made from an anti-slip metal grille deck that spans between 2 former site rail lines.

This angular path transect the surrounding wild landscape in a 'low intervention' manner. Both the physical & visual separation of the hard, industrial walkway from that of the soft, untouched landscape gives the appearance of it being seemingly 'placed' onto the landscape. This approach is considered desirable & is to be adopted along all rural sections of the Circular Railway at Graven Hill.

LEFT Newhall in Harlow demonstrates a number of intended character traits for the built form along the Circular Railway, including repetitive plot widths, strong street-lines & controlled building heights, a creative use of materials & contemporary architectural styles. A more varied range of building forms that than shown would, however, be desirable.

ABOVE
Südgelände Nature
Park, Berlin:
<http://goo.gl/ow4NQ4>

ABOVE LEFT
Philidelphia Navy
Yard, US
<http://goo.gl/3TNR1E>

LEFT
Newhall, Harlow:
<http://goo.gl/F7xNI>



Principles

Essential design principles required for delivery of the intended character

ABOVE

Indicative plan showing a typical area of the Circular Railway

n.b. variations will exist elsewhere

1 Hard Landscaping

○ Carriageways

● Footways

○ Cycleways

● Rail Tracks

○ Table Junctions

2 Soft Landscaping

● Verges

3 Lighting

✓ Columns

4 Furniture

✓ Benches & Bins

5 Management

✓ Street-scape Strategy

6 Baseline

✓ Rogue Plots

● Building Zone

XX Max. Building Height (m)

✓ Boundary Heights

▶ Vehicular Access

□ Vehicular & Cycle Parking

✓ Bins

7 Enhanced

✗ Boundary Treatments

✗ Material Palettes

✓ Min. Building Height (m)

■ Position of Main Facade

OFF PLOT (DEVELOPER)

6m macadam with rolled silver-grey granite chippings. Change in texture to demarcate bays..

1.9m of concrete ground flags to footway without rails. 2.6m of concrete ground flags/poured concrete to footway with integral rails (see below). Flush 225mm conservation kerbs to plots.

1.75m macadam with rolled silver-grey granite chippings. 75mm splayed kerb upstand to footways

Where adjacent to plots, rails to be set into footways. Where crossing strategic landscapes (e.g. Woods) to form elevated walkway at min. 150mm above ground .

Table surface of be textured concrete/paving to sit flush with footways. Ramps to be silver-grey setts.

To be edged with 225mm conservation kerbs with 15mm upstand. Informal planting design with wildflowers. Mown strip edge to carriageways. Trees to be min. 15m high after 25yrs.

Standard columns with LED lantern units.

Robust & functional design. Industrial finish.

Cherwell District Council will be responsible for the management of all public amenity & Oxfordshire County Council for all elements within the highway (incl. the embedded rail line).

ON PLOT (CUSTOMER)

Only 'baseline'; principles apply. Location TBA..

Portion of plot that may be developed. n.b. facades that face onto public realm must contain windows
Total building height (including roof) must not exceed values shown on plan.

Any material/colour permitted. Front boundaries to be max. 1.1m high. Side/rear to public areas to be max. 1.5m high with 0.3m trellis over. Side/rear to private areas to be max. 1.8m high.

Driveways must be located as shown on plan

No. of vehicle bays shown must be provided. Each plot must provide a min. of 2 secure cycle spaces..

Bins should not be visible from the street & are to be kept in bin stores or within rear gardens.

Not applicable.

Not applicable.

Total building height (including roof) must not exceed values shown on plan.

Main facades of building must be constructed on line shown. Bay windows/porches/balconies must not protrude more than 1.5m beyond this line.