

**Longford Park, Banbury
Phase 1**

**Statement of Compliance to
the Design Code**

24.05.13



Code Compliance Statement

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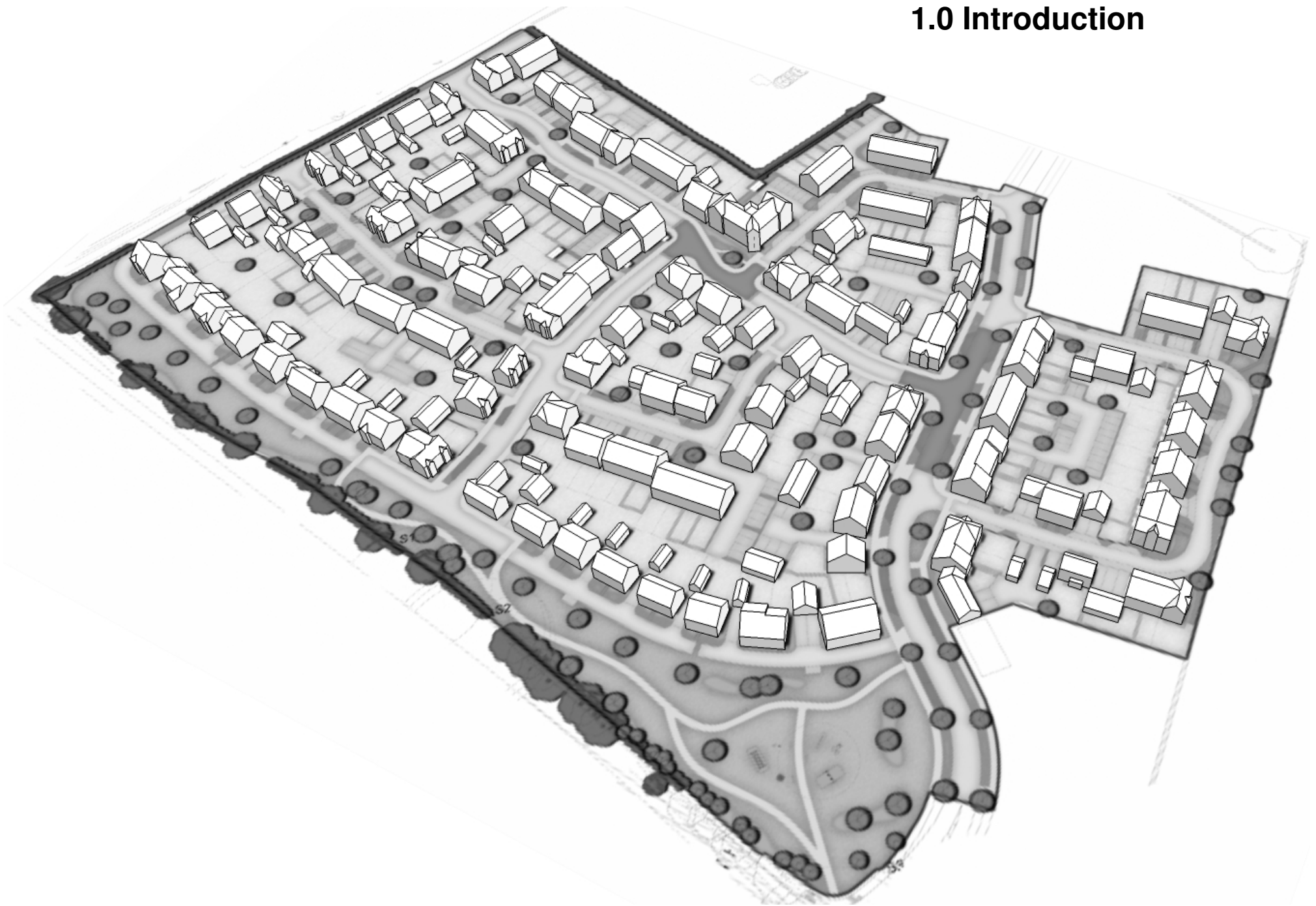
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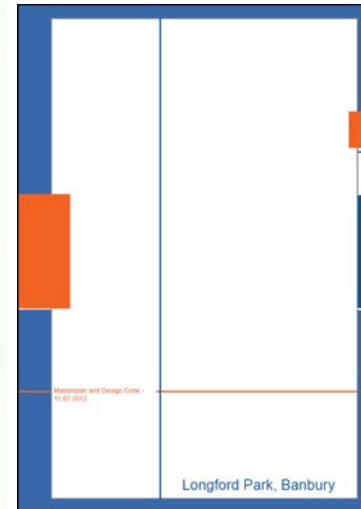
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1.0 Introduction



1.1 Document Preface



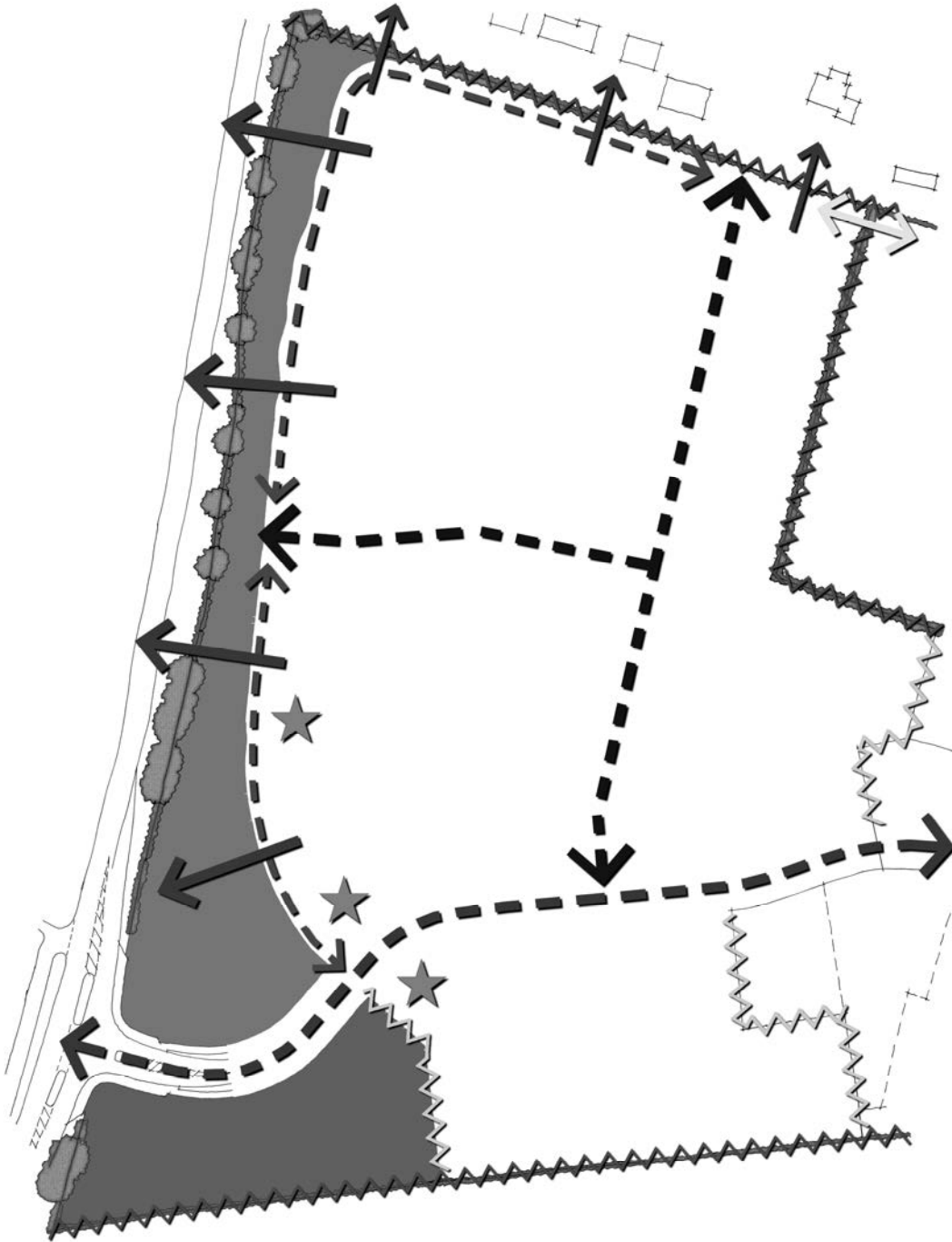
This document has been prepared to demonstrate how the proposed phase 1 scheme has considered and followed the guidance provided within the approved design code document.

Within the design code document a lot of good work has already been carried out with respect to the existing vernacular and context, therefore it is not this documents intention to duplicate any of that information. The document should be seen as a continuation of the code as it focuses on the matters that were reserved through outline planning consent, it begins with the design evolution of the layout from where the design code finishes.

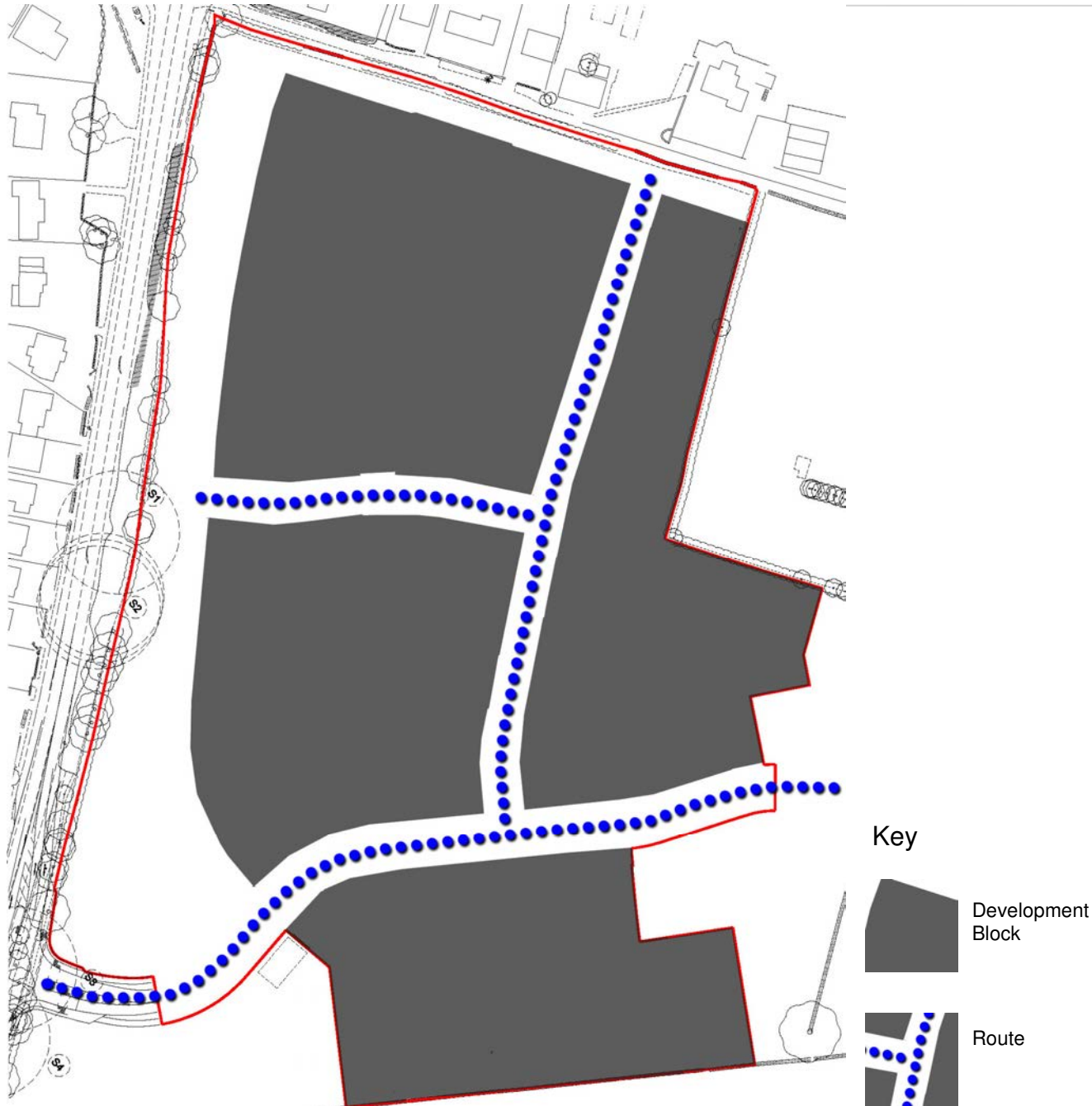
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2.0 The Design



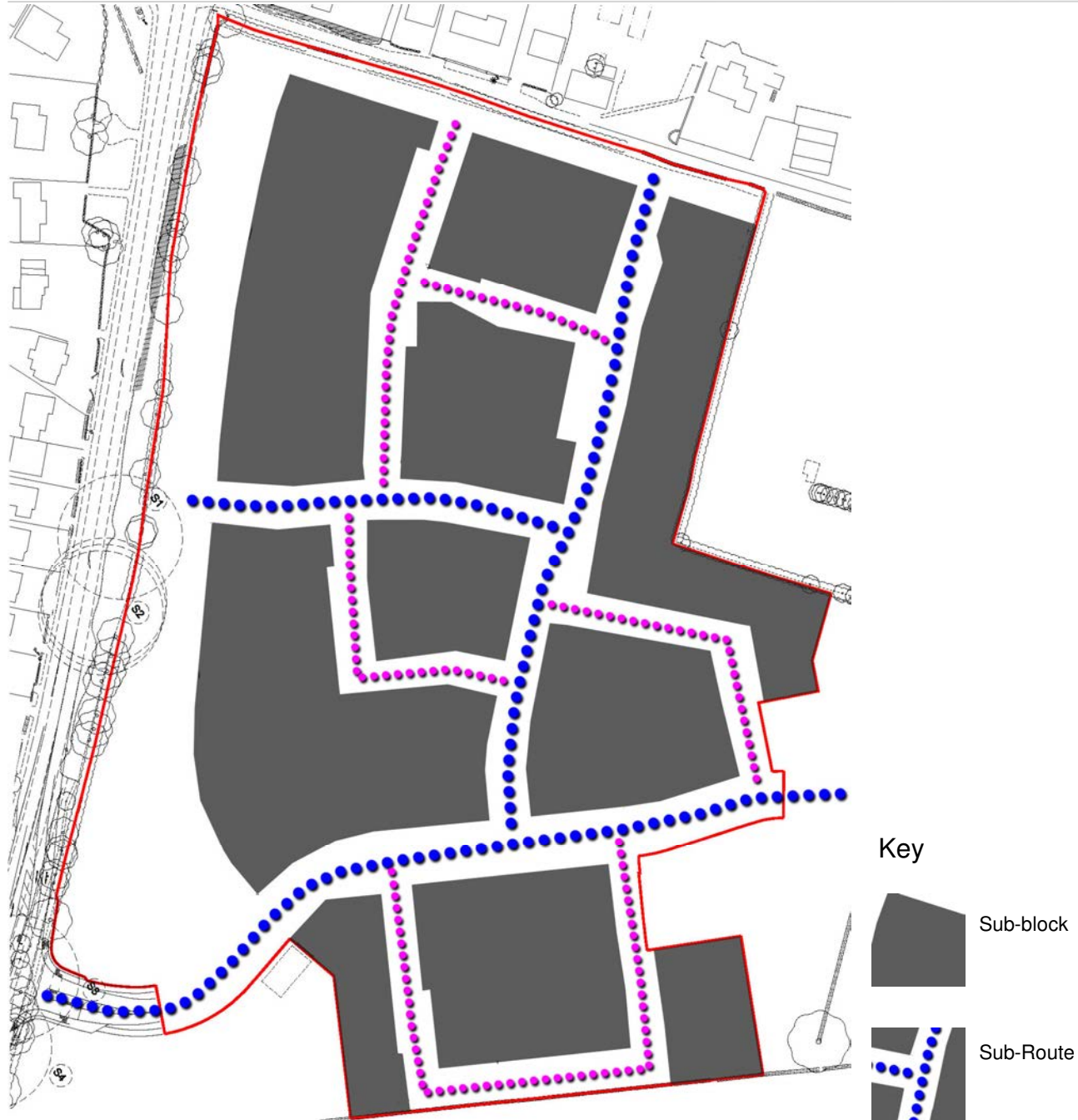
2.1 Simplified Block Structure



A simplified block structure illustrates the basic principles of how the development of the layout has evolved, the primary and secondary routes specified in the code document have been retained and these principal movement routes create a sensibly scaled block structure in which residential planning can take place.

The development will largely be a system of perimeter blocks that face out onto the public realm and site edges, the exception here is the Church land area where the future uses of this land cannot be predicted or guaranteed so blocks will back on to this area and ensure it does not preclude any future uses of that site.

2.2 Sub Block Structure



From the simplified block structure the main blocks need to be broken down into sub blocks which scale within the design parameters of residential use.

This illustration shows the smaller tertiary movement corridors and how they break the larger blocks into parcels that creates a legible network of streets with hierarchy.

The structure continues to embrace the form of development which will be outward looking with a strong run of building enclosure, this is a specific requirement mentioned within the code document.

2.3 Street Hierarchy and Movement



Within the code document the movement parameter plan illustrates main principles of street hierarchy and how that should be incorporated within each phase of development, the adjacent drawing demonstrates the compliance to these principles.

The primary street dissects the development into two distinctive parcels, with the Church land to the north west currently not being brought forward then the vehicular movement within both parcels become insular loops.

The secondary streets provide a hierarchy within the northern parcel of the site and links all of the side streets. Private drives around the sites edges provide vehicular access to those who need it and reduce car movement to what is considered subservient areas of the site.

The technical detailing of the roads is discussed later in this document.

2.4 Masterplan Principles



A number of key areas have been picked up and highlighted within this parcel, these primarily follow on from the development of the block structure but they also closely align with the vision and principles contained within the code document.

There are a number of key locations highlighted within the development, the major nodal locations relate to the site entrance creating a sense of arrival, then at the junction which access to this parcel can be gained and finally within the semi formal public square in which the majority of movement corridors meet.

The minor nodal locations relate closer to what will be perceived more as community spaces, these areas have small break out areas where interaction is positively encouraged, with the aim of establishing some community cohesion.

Dual aspect buildings occupy every corner and provide natural surveillance on both their public edges.

Landmark buildings are identified with the plan and vistas are appropriately terminated with built form.

2.5 Character Areas



The Code document divides the entire site into two separate character areas, these are the Plateau and the Haynesbridge, this first phase forms part of the former named character area.

Character has been defined by the movement corridors and key site edges, each area has some unique elements and is reinforced by key landmark buildings and prescriptive specification of material colours and distribution.

Adjacent the application site has been divided into sections with its specific character highlighted. The compliance with these code areas is discussed in greater detail throughout this document.

2.6 Main Street Character (formal) Building and Street Form



Selection of house types from Main Street character area



Extract from the site plan of Main Street character area

The code document discusses the Main Street Code under a number of tables, these namely are street materials and form then building materials and form.

With due regard to these requirements the site layout and house type designs have been considered with respect to each category mentioned within the code.

The Main Street house types take the form of predominantly linked houses and semi-detached types with their eaves lines also in the main, facing the street. The detailing has been kept simple but formal, stone heads and cills to the windows are unique to this character areas enhancing that formal feel.

Street form and materials are discussed later in the document.

2.7 Main Street Character (formal) The Corners

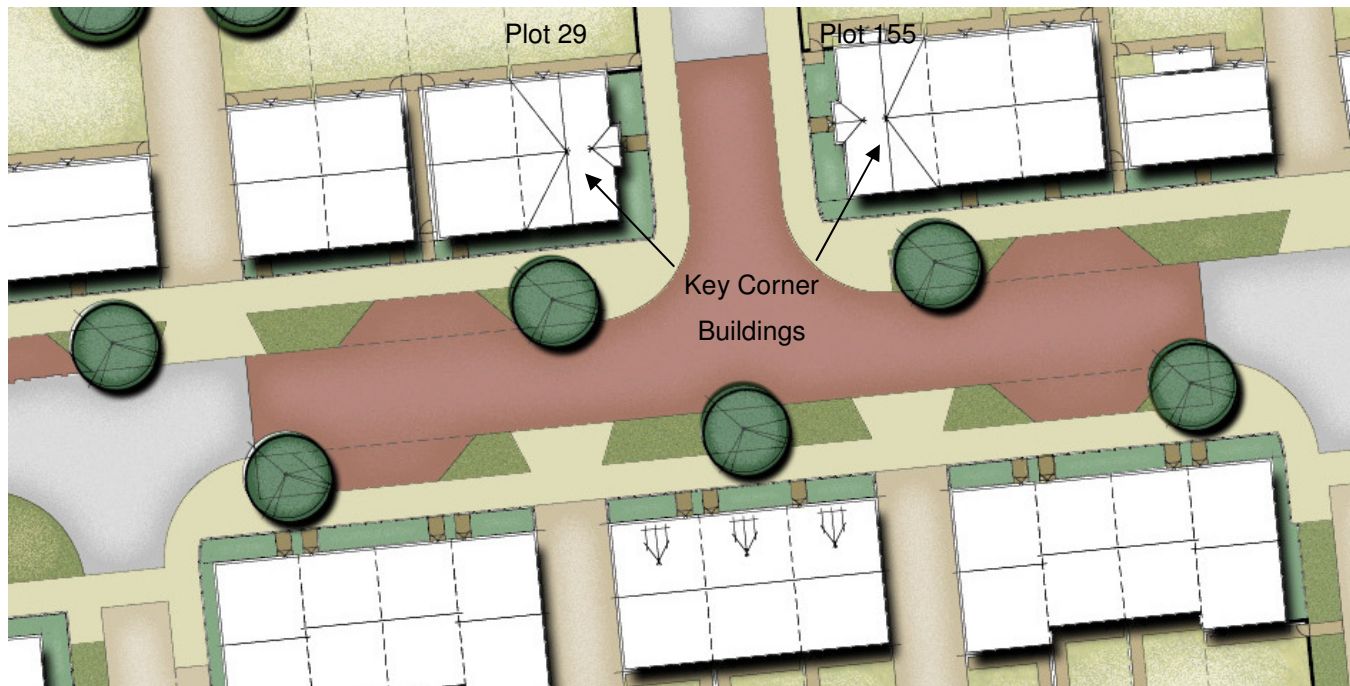


The Morpeth side and front elevations (plot 155)

It is highlighted within the code that the Main Street character area should have 'Corner Houses' on every junction and follow the corner buildings principles discussed on page 26 of the code document.

The phase 1 layout has responded to this in full by plotting corner turning house types on every corner of the spine road, these house types have additional windows plotted on both elevations and provide positive surveillance onto the public realm.

Within the main street character area it is considered that the key corner buildings are plots 29 and 155, as shown in the adjacent extract of the site plan. These buildings are symmetrical in form and frame a vista stop on the opposite side of the road. The change in surface on road further highlights the importance of this junction and reinforces the hierarchy.



Extract from the site plan

2.8 Informal Character Area Building and Street Form



Selection of house types from informal character area



Extract from the site plan of informal character area

Within the code document the character areas are focussed around the site edges, the visually important areas. This leaves a central piece of the site with essentially no defined character, at least from a code perspective.

Therefore, the secondary and tertiary street areas have been coded as an informal area, the house types within these areas are more tertiary by nature and are predominantly semi detached or terrace types.

The house type vernacular detailing is kept simple, window heads and cills are brick with roof pitches being slightly lowered to highlight their subservience to the code character areas. As discussed later in this document the facing materials and dispersion have been carried through from the code documents aspirations and principles.

The street specifications are discussed later in this document.

2.9 Oxford Road and Hedgerow Lane Character

Building and Street Form



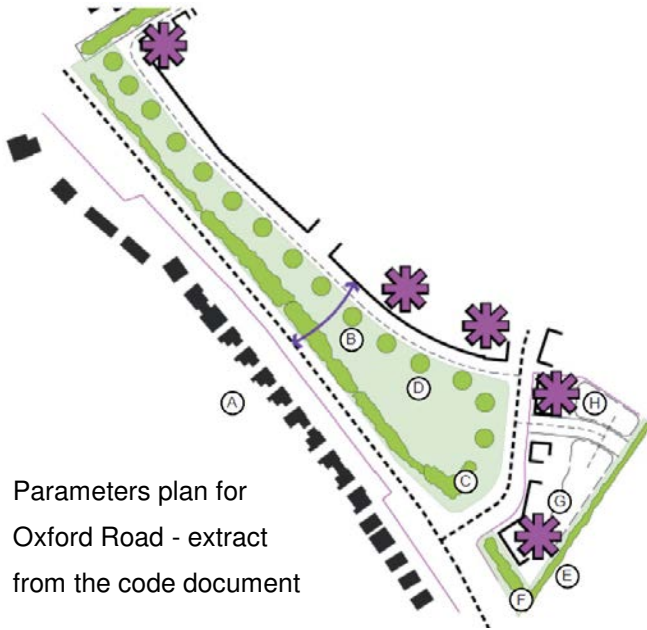
(left) Selection of house types taken from the Oxford Road and Hedgerow Lane character area

Extract from the site plan

The Oxford Road and Hedgerow Lane have been combined, it is considered that the hedgerow lane response on this phase would be inappropriate given that this area directly faces onto existing dwellings on Canal Lane, it is felt that detached dwellings and less terrace formation is more in keeping and respectful of the Canal Lane properties. It is acknowledged that this situation of existing properties opposite the hedgerow lane is exclusive to phase 1 and all other phases should follow the code structure.

The Oxford Lane response is consistent with the code and has a semi-formal feel in comparison to other areas of the site. House types reinforce the character aspirations by the use of brick arches above windows, cottage porch and door styles and chimneys.

2.10 Oxford Road and Hedgerow Lane Character Key Location



Parameters plan for
Oxford Road - extract
from the code document



Oxford Road sketch -
extract from code
document

Within the code there are key locations across the site, within this phase the Oxford Road frontage and site entrance is identified. The proposed site plan complies with principles set out in the code and this can be seen in the 3D extract below, key dimensional requirements have been adhered too as have the placement of key landmark buildings (discussed later in this document).



The section through Oxford road and phase 1 development - extract from the code document



3D extract of the Oxford Road frontage.

2.11 Landmark Buildings



Landmark building at site entrance (plots 01-03)



Landmark building on Oxford Road frontage (plot 64)



The landmark buildings are discussed within the code under the key buildings heading on page 27.

These buildings have been located in the areas of the site where they are highly visible becoming legible landmarks for navigation and reinforcing nodal locations,

Adjacent is a couple of the landmark buildings within this phase of the development. Their facing material is Horton Stone with artificial stone roof tiles, vertical emphasis has been given by the use of parapet end gables and their importance as buildings has been reinforced by the plinths running around their base.

2.12 Material Dispersion



The Code document clearly defines the colour and tone of the desired materials in each of the character areas.

Adjacent the diagram interprets these requirements and their respective dispersion percentages, it is the intention of the applicants to build sample panels of their preferred material choices on site and agree these with the local authority during the planning application process.

The Code document only details the materials in the specific character areas, a general translation of these principles have been carried forward and applied in the informal areas of the site. Again, it is expected that the matter of dispersion can be discussed and agreed within the planning application process.

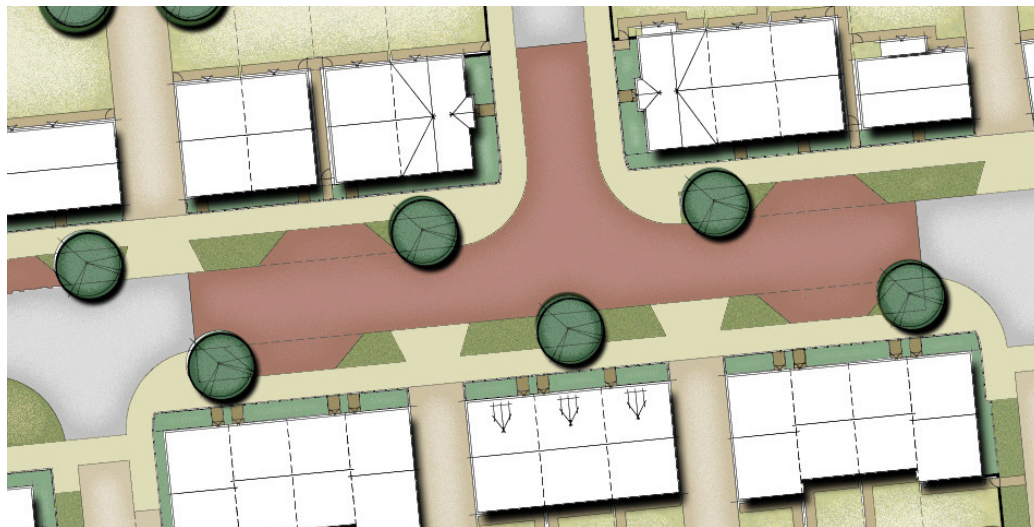
2.13 Primary Street Specification



Front gardens	Foot way	Visitor Parking	Vehicular Carriageway	Visitor Parking	Foot way	Front gardens
1-4m	2m	2.5m	6.0m metres	2.5m	2m	1-4m

The primary street or spine road is as specified within the design code document, this road is the main route through the development providing access for a bus to run through the site.

By the very nature of its design this road is part of the Main Street character area, the roads width and dominating presence has a very formal feel, the proposed development builds upon this by plotting dwellings along this route in regimented fashion.



(left)

Extract of site plan demonstrating the compliance of detailing with relation to the design code. A change in surface highlights to road users they are entering a space with higher activity.

2.14 Secondary Street Specification



Front Gardens	Footway	Visitor Parking	Vehicular Carriageway	Footway	Front Gardens
1.5-2m	2m	2.5m	5.5m	2m	1.5-2m

The Secondary street forms an integral part of the proposed development and connects to the primary road at a key location.

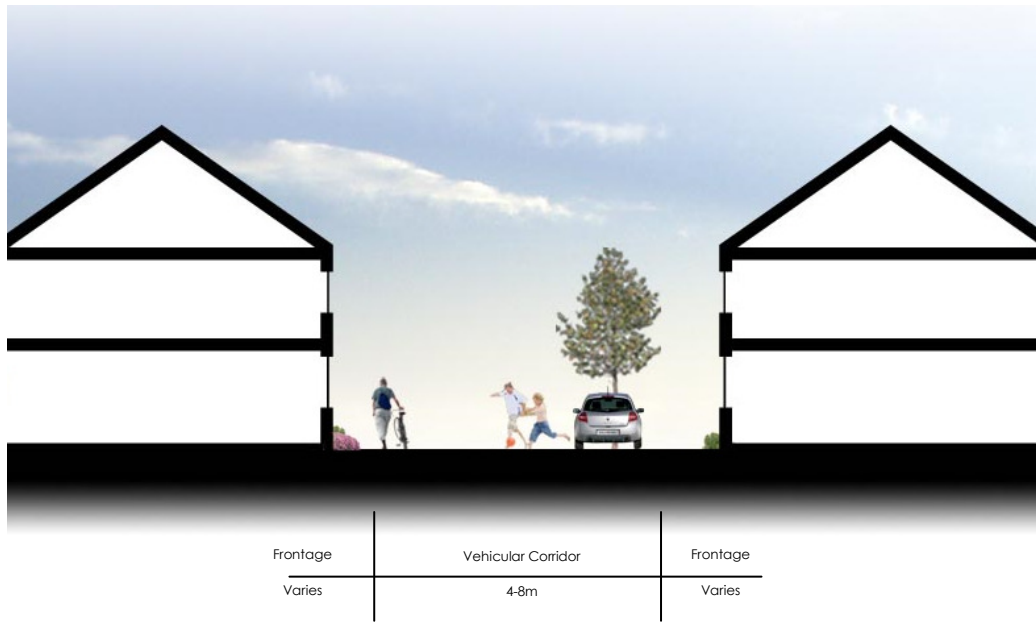
This road is not as wide as the primary road and features less visitor parking and verges, however these feature do continue to exist and provide a sense of its hierarchy within the site.



(left)

Extract of site plan demonstrating the compliance of detailing with relation to the design code. The feel of this road is more subservient than the primary by its reduce dominance but also reflects similar details such as the visitor parking arrangement.

2.15 Side Street Specification



The side streets vary slightly from that specified within the code and it is thought that this detail may evolve when going through the Section 38 agreement and technical approval process.

The detail within the code of front to front distance was too tight from a technical perspective, 2m service strips are required on both sides of the carriage way with a permeable surface running centrally, this cant be accommodated within the code detail.

Moving forward with the proposed detailing was agreed in principle by Oxford County Council.



(left)

This extract shows the greater flexibility of the proposed detailing, the service strips on both sides can be either soft or hard depending in localised widening is needed.

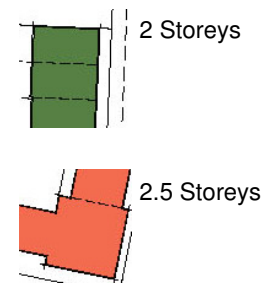
2.16 Massing Plan



The proposed massing of the development is illustrated in the adjacent diagram, this shows a predominance of two storey development with the occasional use of two and a half storey dwellings where this type of massing is appropriate.

Overall storey heights are in compliance with that specified within the code document.

Key



2.17 Public / Private Space Definition



The definition of public and private space and its importance is discussed within the code document.

Adjacent is a plan which highlights the areas of the site by their levels of accessibility and ownership.

The green highlights the areas of the site which are totally accessible by the public, along these areas the dwellings directly overlook ensuring that the edges active and well surveyed.

Semi-public areas are a mixture of front gardens and parking areas, some of which appear more accessible than others, principal entrances to dwellings are have legible and well defined where as private parking areas are clearly private by their subservient design.

Private space is essentially all the rear gardens, all of which are well screened and protected to ensure a consistent level of privacy within the scheme.

Key



Public Space



Semi-Public Space

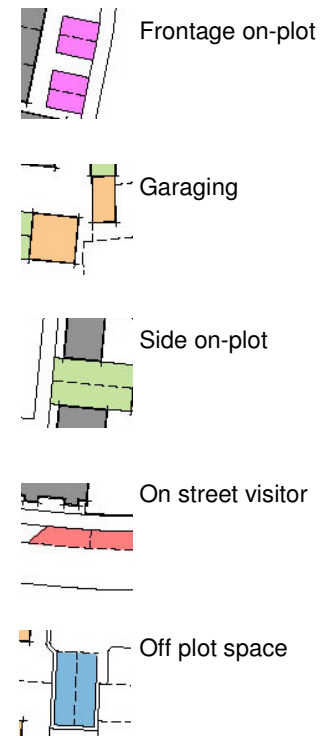


Private Space

2.18 Parking



Key



Parking is discussed in the technical appendices of the code document, where standards and typology methods are illustrated.

The parking design and standards within this phase aligns very closely with the recommendations made within the code and offers many different design solutions which follow good practice guidance.

All garages provide a minimum dimension of 3x6m internally giving more flexible for its future use by the owner.

The parking levels comply with the standards set out by Cherwell District Council as well as providing a number of visitor spaces with the development as set out in the code document.

2.19 Landscape Parameters

Within the Code document a landscape parameter plan highlights some thought process into play and key landscape elements

The adjacent illustration demonstrates the general compliance with the landscape parameter plan and in some respect how the applicant has gone further with some requirements, in particular the aspect of play.

Within the site a number of break out spaces are proposed, these spaces are simply some small areas in which people can sit down or a space which provides relief in hard landscaping.

A LEAP is proposed at the site entrance, this is above what is required by the Code but it is felt that the provision of play and its location not only provide for this phase of development but also the wider existing community, located where it is proposed provides a potential link for the community's to become one.



2.20 Affordable Housing Clusters



For the successful integration of different tenure uses within a development it is important that the tenure splits are not highlighted by placing all the affordable housing in one location.

The adjacent illustration shows how the affordable housing has been distributed across the development and embraces the principles of integration over segregation.

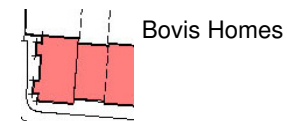
2.21 Developer Parcels



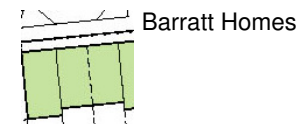
The land has been purchased outright by a consortium of three developers, Barratt Homes, Bovis Homes and Taylor Wimpey Homes.

Given this application is for the first phase of development all three developers must have an equal piece of the site where a presence can be established for sales, the adjacent plan illustrates areas in which each developer has agreed to be their own first phase.

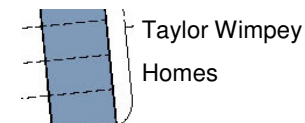
Key



Bovis Homes



Barratt Homes



Taylor Wimpey
Homes

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3.0 Summary



3.1 Conclusion

It is considered that the this proposed phase of development does take into consideration and in general comply with the approved design code document. Where departures have been made from the code the reason has been explained and rationally justified.

The overall structure and feel of the proposed development does fall in line with the aspirations set out within the code document, it is felt that final design proposal is a sensitively designed and well balanced development which will be an enjoyable and safe place for people to live within and a community to grow.



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