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APPENDIX ONE

Design Code

1

CA1 New Oxford Road



CA1; The New Oxford Road character area forms an extension to development on the north of Oxford Road opposite the Blenheim Palace Park boundary. The layout and buildings are reflective of residential areas further west connecting to Oxford Road.

The dwellings will be accessed by a private drive set behind a verge of mature landscaping as shown opposite the Blenheim Palace gates. This will screen the development continuing the 'green gateway tunnel' of Oxford Road created by high landscaping and the Blenheim Palace Park stone walls. Through this approach the gates to Blenheim Palace continue to be the first prominent built form on entry to Woodstock.

On entry into the town the buildings are positioned so that the landscaping is the dominant component, reinforcing the 'green gateway' to Woodstock. When travelling out of the town a more urban image is presented with more dwellings visible when looking into the site.

On first entering the character area from Oxford Road a long vista will connect the viewer to the 'triangle' and main public space creating a sense of arrival to Woodstock.

The character of the buildings in the New Oxford Road character area will build on the style of dwellings elsewhere close to Oxford Road using principally detached and semi-detached dwellings. The design of these will show a contemporary interpretation of traditional local architecture.



Traditional contemporary buildings

Taking inspiration from existing Woodstock



Landscape verges and screening to Oxford Road



On-plot parking and front gardens



Stone walls



Landscape verges and low stone walls



Traditional style detached dwellings



Traditional housing

Inspiration from surrounding villages, high quality materials & green spaces



New Oxford Road Design Code



CODE	DEFINITION
Urban form	Secondary road set behind verge for dwelling access
Building typology	Predominantly detached and semi-detached housing Detached housing facing Oxford Road Bespoke corner buildings to address both main road and access roads
Density	Low density development from 20-25dph Density increases towards the top of this range in the north of the area
Building lines	A varied building line to create an organic character
Height/enclosure	2 storey seperated dwellings so that the landscaping takes precedence over the built form.
Roofscape	Consistent eaves and roof line, high pitched roofs
Scale and proportion	Larger individual dwellings Proportional to existing Oxford Road housing
Building detail	Traditional Cotswold building details
Building materials	Cotswold stone and render
Landscape design	Verges and organic green edges to street Large front gardens set behind stone walls and landscaping
Parking	On plot parking

CA2 Heh Street



CA2; Heh Street character area forms 2 areas of the site both creating transitions between the high density of the local centre and the low density of the Oxford Road character area and neighbouring estate housing.

This transitional character is created by a mix of dwelling types and heights, increasing in height and density towards the local centre. The principal characteristic of this area is the formation of small communities. Elsewhere in historic parts of Woodstock on the perimeter of the local centre and as part of new developments, community or homezone type layouts are formed.

These areas comprise small roads or lanes, sometimes built of brick or mixed materials but designed to not separate pedestrians from vehicles. This slows cars and orientates the spaces principally for use by pedestrians. Parking is often provided as part of the courtyard arrangement though parking is also possible undercroft or as garages.

Views and surveillance are particularly important in an area designed for pedestrians and to reduce vehicles. Pedestrian routes are designed to be as direct as possible to provide long distance views through the housing zone.

The housing continues the traditional materiality and continues to draw inspiration from traditional local forms and details whilst increasing the variety of house types. This is done in such a way as to integrate with the existing neighbouring housing estate. Integration is achieved through the grain of the development, housing density and layout and not through built form and detailing.

The north western area includes a road of low density organic development closest to the existing neighbouring housing estate which quickly takes on a denser, more formal character towards the local centre.



Oxford Road housing

Taking inspiration from existing Woodstock



A range of materials and landscape treatments



Pedestrian routes



Mix of building heights



Bollards and pedestrian accesses create long views



Lanes and narrow access drives



Parking courtyards

Creating character



New housing, Oxford Road, Woodstock



Moss Lane, Macclesfield shared spaces



Telford mixed use areas

- Homezones, pedestrian priority
- Links to neighbouring estate through grain of housing
- Shared Surfaces and spaces designed for people, pedestrians and play
- A more intimate pedestrian Scale
- Parking and public space courtyards framed by a continuous building line
- Legible and private residential streets
- Planting and landscape treatment breaks up parking
- A mix of building types and heights introducing variety and interest.



Union Street, Woodstock

Heh Street Design Code



CODE	DEFINITION
Urban form	Homezones to encourage walking, cycling and play
Building typology	Mix of building types and heights
Density	Medium average density 30-40dph, 30dph western edge increasing to 40dph on edge of local centre
Building lines	Building lines to break up spaces, and create vistas
Height/enclosure	Narrow streets create higher height to width ratio at gateways, reducing in height for play or parking zones
Roofscape	A mixture of roof heights staggered for interest and variety.
Scale and proportion	A pedestrian scale, creating place and ownership
Building detail	Traditional local building forms
Building materials	Cotswold stone and render
Landscape design	Hard landscaping and planted zones, green pedestrian routes neighbouring hedges and site boundary, bollards create pedestrian zones
Parking	Mix of on plot and bay parking

CA3 Hensington Place



CA3; The Hensington Place character area comprises the local centre and retirement village. Facilities in the retirement village including a gym accessed from the 'triangle', a public space inspired by the Woodstock market triangle before its development,

This acts as a meeting place and focal point linking the school, sport and leisure facilities, retirement village and public spaces. On the primary road, close to the centre of the site and between several uses it would be an area of high activity and takes many of its characteristics from the central business area of Woodstock.

The area forms the highest density part of the site, with predominantly 3 storey buildings comprising flats and terraced town houses. Variety is created through using a mixture of renders and stone, a variety of roof heights and building details as found in the centre of Woodstock, including door canopies and bay windows.

A continuous building line frames the space and makes the buildings the dominant feature of the area. Changes in building line are used to draw attention to the public focal points; such as the supermarket, arts and community hub, retirement village and gateway to the school.

The public space also takes details and characteristics from the market island in Woodstock centre: Street furniture is used to define the space and separate vehicle and pedestrian zones; changes in road to pavement levels define the main road from the 'triangle' and pedestrianised routes into the retirement village and existing housing estate.

The public space is focused on arts and community uses. A central arts and community centre building to the 'triangle' would be designed as part of a competition, and would provide a focal point, art installation and local landmark.

Landscaping is used minimally. Trees are used to emphasise building lines and mark pedestrian and vehicle zones but there are no large landscaped areas, only a mixture of hard landscaping treatments. There are no front gardens so that strong building lines define the streets and the hard urban appearance is continued up to the buildings edge.



Local centre sections

Taking inspiration from existing Woodstock



Mix of building heights and details form a terrace



3 storey terraces



Dense building up to pavement edge



Gateways to other routes



Bay windows and traditional details



Trees soften parking zones

Retirement Village



The Retirement Village forms part of the Hensington Place character area by continuing the same town house style of building through as apartments. The height of these and the density is reduced on the edges of this area to integrate with the lower density residential housing approaching Oxford Road and on the existing edge of Woodstock.

Courtyard type spaces are formed between buildings creating an attractive route though from existing Woodstock footpaths to Hensington Place. This sequence of spaces form part of the heritage trail creating an active, attractive and legible route and a gateway to the arts and community space of Hensington Place.

This results in a scale of building that reflects the grain and scale of Woodstock Town Centre whilst creating small scale open spaces and a community feel.



Retirement Village courtyard

- A through route and part of the heritage trail
- Art/sculpture focal points in public spaces
- Courtyard spaces and high quality apartments
- A 2 storey lower edge to south and west to integrate with existing Woodstock
- Public facilities (e.g. Gym) and spaces link to and integrate with Hensington Place
- Building design, density and layout continues Hensington Place character
- Green edge and overlooking to west footpath

Creating Character

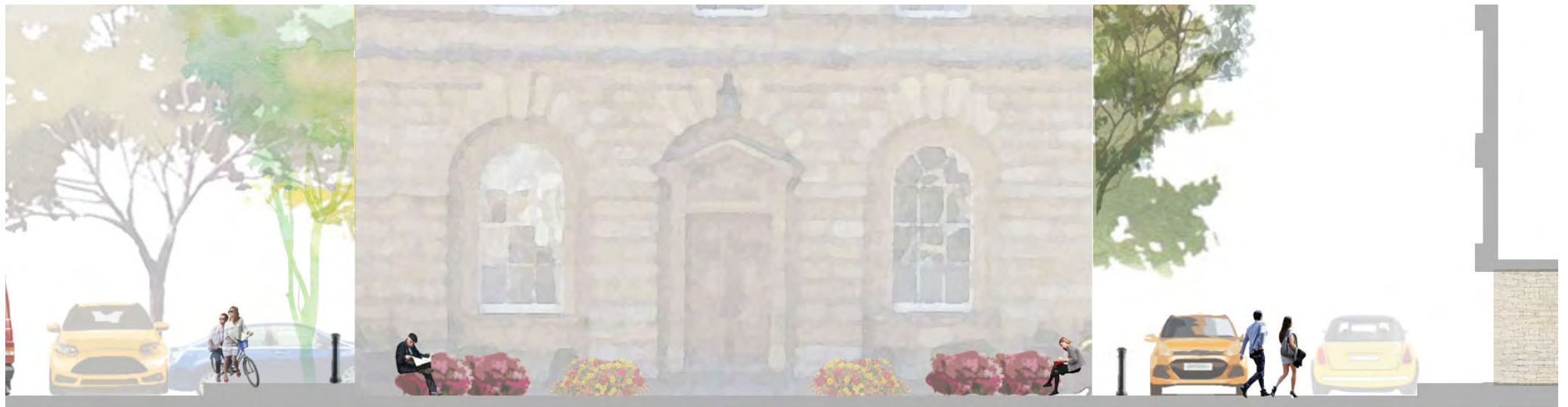


Creating character



Park Street, Woodstock

- Street furniture and trees frame public spaces
- Changes in road and pavement level show hierarchy of routes
- Hard landscaping and mixed surface treatments break up public spaces
- Trees frame views and soften parking areas
- Central art/ sculpture provides a focal point and landmark.



Market Place, Woodstock

Hensington Place and Retirement Village Design Code



CODE	DEFINITION
Urban form	Urban centre appearance
Building typology	Terraced buildings of mixed heights
Density	Higher density up to 40-50dph
Building lines	Continuous building lines to frame street Building line stepped to focus on public facilities
Height/enclosure	Mixed heights of 2 and a half to 3 storeys Wide public spaces directly enclosed by buildings (no front private gardens)
Roofscape	Mix of roof heights providing continued but varied edge
Scale and proportion	Taller buildings predominantly 3 storeys Largest public space and focal point of development
Building detail	Door canopies, bay windows, horizontal detailing or other details as found in centre of Woodstock
Building materials	Cotswold stone and render
Landscape design	Predominantly hard landscaped, trees and street furniture define routes and pedestrian/vehicle spaces
Parking	Bay and on street parking. Private parking courtyards accessed through gateways between buildings

CA4 Marlborough Drive

CA4; The Marlborough Drive character area is designed to reflect the character of the High Street and Hensington Road, both primary routes through Woodstock. As part of the drainage strategy swales were required alongside the primary road and this has been used to create a green avenue, with trees and verges framing the road.

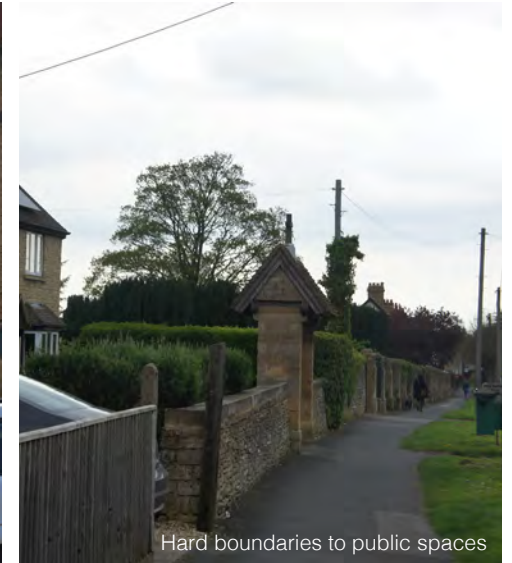
Tall 2 and a half to 3 storey buildings enclose the street in proportion to the wide street width, though this is constrained on parts of the street by height limits in relation to the airport hence 2 and a half storeys will be required in these locations. Predominantly terraces are used to form a continuous building line which makes legible the route of the road.

Corners are addressed through special building types which ensure that there are no blank facades and the continuous building line is maintained. The street will be continuously bound by walls, railings and buildings to maintain a town centre character. This is maintained except for street openings up to the central park which then becomes the focal point and a new character area.



Marlborough Drive section

Taking inspiration from existing Woodstock



Creating character



Wide public zone on Marlborough Drive

- Dense town housing of mixed heights
- Wide arterial route creates hierarchy and legibility
- Continuous building line except to create public spaces and meeting points
- Trees reinforce avenue
- Small or no front gardens
- Built form dominates the street scene



Dense terraced town housing

Marlborough Drive Design Code



CODE	DEFINITION
Urban form	Town housing along main avenue
Building typology	Terraced Individual building types designed to turn corners
Density	High density up to 50 dph
Building lines	Continuous building line to follow and frame street
Height/enclosure	Mix of building heights predominantly 3 storey in co-ordination with wide street
Roofscape	Continuous lines following road with mix of eaves heights for visual interest
Scale and proportion	Primary street, wide road and tall dense building. Built form as dominant focal point
Building detail	Details as found in dense town housing, bay windows, door canopies etc
Building materials	Cotswold stone and render
Landscape design	Swales and trees create avenue and wider street width. Small front gardens. Built form is dominant
Parking	Bay and parallel on street parking

CA5 Victory Park



CA5 -The Victory Park character area is centred around the community park and leisure area. The location of this character area, separate from the main routes provides an opportunity to develop housing which represents a contemporary interpretation of Woodstock and therefore a new mix and variety of housing.

This would still be required to reflect the dense, terraced Cotswold character of Woodstock but as a more contemporary approach. Within the housing zone the dense arrangement would create areas of predominantly hard landscaping and streets of a pedestrian and residential scale.

The housing will address the park. This would be achieved through a harder and more formal approach using boundaries to edge public and private spaces and linear rows of housing and spaces.

The majority of the spaces are mainly hard landscaped with mixed surface treatments and shared spaces. The development area does however relate to 'Victory Park' and the heritage trail walk around the edge of the site.

The trail walk would integrate with the housing through green streets, planting and verges on the edge of the housing area. This creates a more organic character to this part of this development whilst maintaining the formal building layout. A formal park edge to 'Victory Park' integrates with the formal layout of housing.

There are a small number of dwellings in Woodstock which have shown their own approach to developing a contemporary interpretation of the built form of Woodstock. These would provide inspiration for the scheme in addition to contemporary housing developments that have been identified as particularly good examples of new development.



Accordia new housing scheme

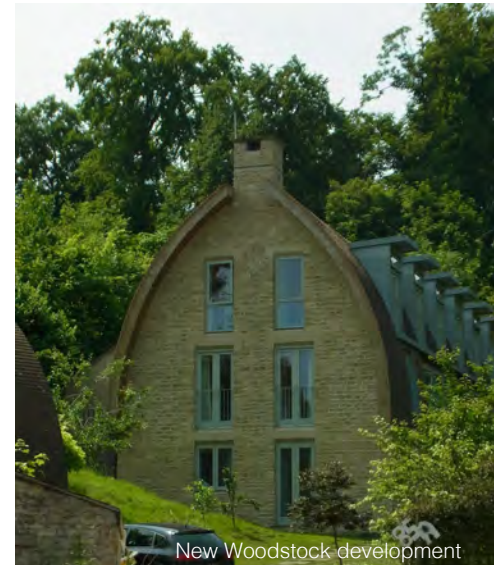
Taking inspiration from existing Woodstock



Greener routes on edge of town



Pedestrian scale streets



New Woodstock development



Formal linear park



Dense terraced housing



Gateway into residential area

Creating character



Newhall courtyard houses



Contemporary interpretation of Woodstock

- Innovative terraced housing
- Contemporary interpretation of Woodstock vernacular
- Pedestrian scale spaces
- Focus on community park
- Formal linear character
- Innovative urban design response
- Traditional materials built as contemporary forms



Accordia attractive shared spaces



Dense contemporary developments



Green pedestrian routes and play areas

Victory Park Design Code



CODE	DEFINITION
Urban form	Contemporary interpretation of dense Woodstock town housing
Building typology	Predominantly terraced
Density	High density up to 40-45dph
Building lines	Continuous building line, stepped to create gateways or link to park
Height/enclosure	Predominantly 2 and a half to 3 storeys enclosing local scale streets
Roofscape	Predominantly continuous roof lines, contemporary interpretation of traditional Woodstock forms
Scale and proportion	Pedestrian scale homezone type development
Building detail	Contemporary interpretation of traditional Woodstock details; bay windows, dormer windows, horizontal detailing etc
Building materials	Traditional stone and render
Landscape design	Dominated by community park landscaping extending into housing zone contrasting with hard surfacing and dense built form of housing
Parking	Undercroft and bay parking

CA6 Vanbrugh Square



CA6- The Vanbrugh Square character area takes precedent from the cemetery block character area in existing Woodstock. This area forms a large block bound by boundary treatments and buildings with housing internal to the block. It is also set around a green square.

Cul-de-sacs have been avoided in the modern interpretation and instead narrower openings or 'gateways' provide access into the larger blocks so that the appearance of a continuous frontage along the main streets is created. This takes inspiration from Chaucers Lane and the entrance to Hensington Road where there are narrow 'gateway' openings into adjoining streets.

The main streets or secondary roads reflect Hensington Road where verges and trees form a green avenue narrower than the primary road 'Marlborough Drive'. As with the cemetery space on Hensington Road, the play area and local park is separated from the street by a hard boundary maintaining the enclosure of the block.

Trees on the edge of 'Woodstock Park' are visible through the block interior streets, providing green landscape glimpses. Larger plots and front gardens on the main street widen the street making it greener and legible as a main route.

Smaller gardens and a denser grain reduce the scale of street inside the blocks making them legible as private lanes and pedestrian routes.



Residential street section looking towards Woodstock Park

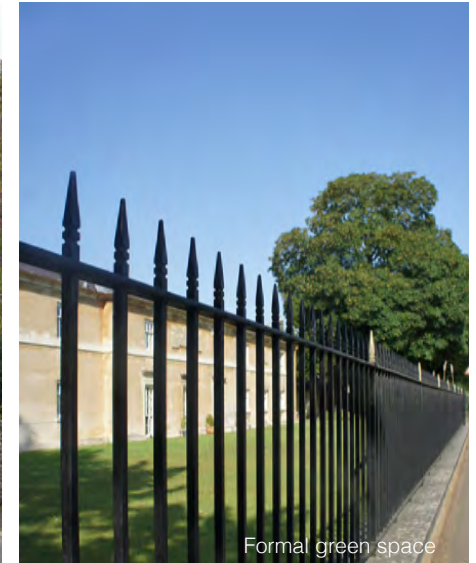
Taking inspiration from existing Woodstock



Gateways to residential streets



Avenue housing with larger gardens



Formal green space



Narrower pedestrian scale residential 'gateways'



Boundary contains open space within block



Buildings up to pavement edge

Creating character



Hensington Road precedent

- Hensington Road 'avenue' precedent
- Chaucers Close 'gateway' precedent
- Avenues create large blocks containing community streets
- Formal 'square' integrated within block by hard boundaries
- 'Green' streets link to park and landscape buffer



Hensington Road green avenue



Chaucers Lane precedent

Vanbrugh Square Design Code



CODE	DEFINITION
Urban form	Green avenues and narrower gateways create large blocks with links to park
Building typology	Predominantly terrace and semi-detached
Density	30-40dph. 2 road characters and densities connect to public spaces
Building lines	Continuous for more formal road character. Stepped buildings create gateways into larger blocks
Height/enclosure	Primarily 2 and a half storeys. More enclosed within blocks. Less enclosed on main streets
Roofscape	Mixed roof types with continuous eaves line to clearly define development blocks and streets
Scale and proportion	Residential scale. Pedestrian scale within blocks made legible by wider secondary roads and main routes
Building detail	Contemporary response to traditional Woodstock building details
Building materials	Traditional Cotswold stone and render
Landscape design	Green avenue main routes linking to open spaces and defining larger blocks. Smaller planted areas and more hard landscaping within blocks.
Parking	Mix of parking solutions

CA7 Woodstock Park



CA7 - Woodstock Park character area is focused on the central park and green edge including the Scheduled Monument interpretation park. Dwellings in this character area front onto the public green space providing surveillance and a built edge.

Small front gardens are bound by small railings or landscape boundaries to provide a private amenity space with a soft edge. Parking is principally provided on plot between housing so that cars do not dominate the street scene.

The road is narrow, the width of an access lane with speed reduction measures to reduce the impact of cars. The dominant landscaping and low vehicle priority make this area appear as a rural edge integrated with the park landscape.

Trees on the park edge in combination with the opposite housing frame the street creating an avenue with glimpses through to 'Woodstock Park'



Taking inspiration from existing Woodstock



2 storey smaller scale dwellings



Landscape dominates



Rural edge character



Private lane scale roads



Traditional style dwellings



Low density and on-plot parking

Creating character



Tree avenue looking over wildflower park

- Organic rural edge
- Narrow rural road character
- Trees separate public open space from residential road
- Front gardens soften transition between open space and housing
- Shorter and less dense housing so that landscape dominates



Woodstock Park housing section

Woodstock Park Design Code



CODE	DEFINITION
Urban form	Larger plots and narrow access drive neighbouring primary open space for rural character
Building typology	Mix of dwelling types
Density	Low density 25dph
Building lines	Organic layout. Buildings orientated to relate to park and create rural street character
Height/enclosure	2-2 and a half storeys. Large landscaped park dominates road and residential scale built form for limited enclosure
Roofscape	Mixed roof types in organic layout to create soft edge to park
Scale and proportion	Residential scale dwellings and narrow rural scale roads small in proportion to large areas of landscaping
Building detail	Traditional local rural style building details to create rural edge to development
Building materials	Traditional stone with some render
Landscape design	Trees define boundary between public park and private road. Front gardens soften the boundary between hard built edge and public open space
Parking	On plot parking

CA8 Campsfield Gate



CA8 - The Campsfield Gate character area is the main employment district for the development. The main precedent for this area is the Cowyards employment area opposite the site in Blenheim Palace park.

To form a gateway into the development the taller, denser forms of 'Marlborough Drive' are continued up to the roundabout. A wider green street to the east of the employment area provides a legible access whilst ensuring that the main street character is maintained.

Several of the other employment or industrial buildings, including the Cowyards outside of the town centre, are provided in agricultural buildings. These provide flexible accommodation for employment, are inobtrusive and provide an attractive rural edge to the development.

These buildings would principally be arranged as courtyards to allow for parking and public spaces but the flexible nature of the building style would make this area of a less formal layout to accommodate a range of business types. The architectural style would be more contemporary.



Marlborough Drive gateway to employment area

Taking inspiration from existing Woodstock



Agricultural style employment buildings



Contemporary agricultural forms



Smaller business units on main street



Courtyard parking



Dense terrace gateway for smaller businesses



The Cowyards

Creating character



- Simple forms and contemporary detailing
- Agricultural character
- Courtyard layout
- Mixed heights and building types co-ordinated by simple forms and layout



Campsfield Gate Design Code



CODE	DEFINITION
Urban form	Agricultural style buildings arranged in courtyard style developments
Building typology	Contemporary agricultural units
Density	Flexible density
Building lines	Courtyards but no fixed building lines
Height/enclosure	Up to 2 and a half storey height but often single storey layout
Roofscape	Varied roofscape of denser but rural character
Scale and proportion	Large but simple forms around proportional public spaces
Building detail	Simple forms and rural contemporary detailing
Building materials	Traditional character but the mix of materials is extended to include brick and timber
Landscape design	Predominantly hard landscaping but parking and courtyard areas softened with planting linking to north park

APPENDIX TWO

History

2

The History of Woodstock

Woodstock is an amalgamation of two medieval settlements, Old Woodstock and Woodstock. The name comes from an old English word meaning 'clearing in the woods' and the doomsday book of 1086 describes the town as a royal forest.

Old Woodstock was established before the Norman conquest and moved to the present site on the north bank of the river by Henry I who was also responsible for the construction of the park and hunting lodge that later became The Blenheim Estate.

Woodstock was established when Henry II gave the market of Woodstock a royal charter in 1179. He developed the town at the gates of the main park to accommodate his hunting entourage.

Growth continued into the early 14th century, suggested by the town's acquisition of more fairs and a measure of urban independence. This growth seems then to have been halted, as the population in 1377 was much lower than in 1279.

Widespread decay is indicated in the 15th and early 16th century by a policy created by the corporation in the 1560s granting away most of its newly acquired chantry properties on the condition that they were rebuilt.

Much of the town was rebuilt in the 16th and 17th centuries when the Duke of Marlborough became a permanent resident.

In 1713 Sir John Vanbrugh expressed a wish to improve the town to accord with 'what strangers may reasonably expect to find in a borough town, joining to so great a palace as Blenheim'. Political rather than aesthetic motives inspired the offer to pave the town at the Duke of Marlborough's expense.

From the 16th century the town prospered on manufacturing gloves. Woodstock's chief 18th century industries were steel manufacture and gloving, industries on a scale small enough to be carried out in workshops and small warehouses behind manufacturers' houses. Besides malhouses this led to few industrial buildings and dense development in the centre of the town where manufacturers built workshops and small warehouses behind their homes.

Political rather than aesthetic motives inspired the offer to pave the town at the Duke of Marlborough's expense.

From the 16th century the town prospered on manufacturing gloves. Woodstock's chief 18th century industries were steel manufacture and gloving, industries on a scale small enough to be carried out in workshops and small warehouses behind manufacturers' houses. Besides malhouses this led to few industrial buildings and dense development in the centre of the town where manufacturers built workshops and small warehouses behind their homes.

The town's prosperity in the 18th century is reflected in its surviving houses, of which large numbers were rebuilt or re fronted in

the early 18th century. The town's relative decline in the Victorian period accounts for the continued dominance of Georgian and Regency styles in its buildings. The number of houses increased mainly through subdivision, but there was some expansion through cottage building.

The majority of the expansion of Woodstock since the 18th Century has been through the Hensington Gate Estate in the 1960's alongside other smaller suburban developments. The previous lack of expansion and decline in the Victorian period alongside the housing boom in the late 1900's meant that this development and similar infill housing developments almost doubled the size of the town during this period.



FIG. 8 | HISTORIC IMAGE WOODSTOCK



FIG. 9 | WOODSTOCK 1880'S



FIG. 10 | WOODSTOCK 1900'S



FIG. 11 | WOODSTOCK 1920'S

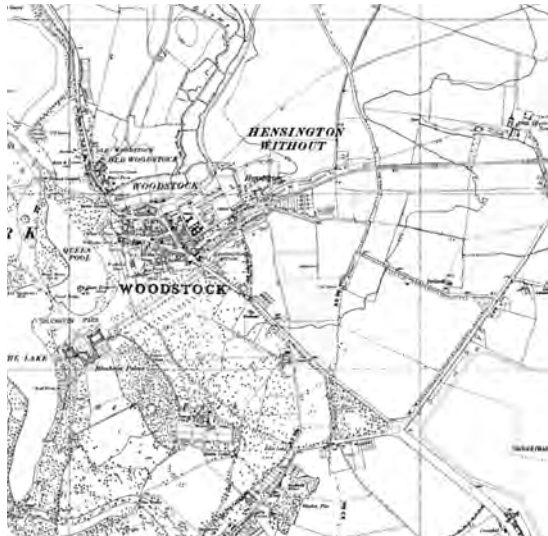


FIG. 12 | WOODSTOCK 1950'S



FIG. 13 | WOODSTOCK 1970'S



FIG. 14 | WOODSTOCK 2014

APPENDIX THREE

Character Analysis

3

TOWN CENTRE - the historic core, 50 homes per hectare, dense and irregular

CASE STUDY | TOWN CENTRE

Plot type/alignment

- Dense blocks due to the use of back gardens for steel manufacture and gloving, the town's predominant industries.
- No front gardens
- Bay windows and doors encroach on the street scene.
- Irregular shaped blocks from use as a market.
- Variety of plot widths because of medieval amalgamation of buildings

Street profile

- On street parking
- Buildings open out onto the street.
- Pavement depths vary depending on usage and connection to retail and leisure premises.

Building typology

- Many Georgian or Regency style buildings
- Building heights range between 2-4 stories.

Material/texture

- Limestone as main building material defines the character of the area
- A small number of brick buildings break up this uniformity of limestone
- Horizontal lines break up the frontages using stone beams or brick detailing.



TOWN EDGE - dispersed rural edge, 20 homes per hectare

CASE STUDY | TOWN EDGE

Plot type/alignment

- Large plots
- Mixed alignment to street relating to landscaping

Street profile

- Rural and often landscaped with many streets single sided
- Views connecting to open countryside beyond
- Mixed plot levels and topography
- Boundaries and high landscaping make many buildings invisible

Building typology

- Mainly detached or semi-detached
- Mixture of rural cottages infilled with later suburban development

Material/texture

- Stone or suburban render, brick and cladding



FIG. 23 | TOWN EDGE

OXFORD ROAD HOUSING - homes screened by landscaping, 10 homes/ hectare

CASE STUDY | OXFORD ROAD

Plot type/alignment

- Large plots
- Mixed alignment to street relating to landscaping

Street profile

- Rural and often landscaped with many streets single sided
- Views connecting to open countryside beyond
- Mixed plot levels and topography
- Boundaries and high landscaping make many buildings invisible

Building typology

- Mainly detached or semi-detached
- Mixture of rural cottages infilled with later suburban development

Material/texture

- Stone or suburban render, brick and cladding



RAILWAY - linear development along former railway, 21 homes per hectare

CASE STUDY | RAILWAY STRIP

Plot type/alignment

- Linear development corresponding with the railway
- Long, thin plots backing onto a strip where railway line would have been

Street profile

- Wide roads with large grass verges and trees
- On street parking in denser areas

Building typology

- 19th century buildings with large front gardens on the main street back onto later 20th century suburban housing

Material/texture

- Render, stone, brick and cladding ,suburban housing
- More stone and local building materials on the main street
- Stone boundary walls



FIG. 29 | RAILWAY STRIP



THE HILL - mixed development, often taller, 40 homes per hectare

CASE STUDY | HILL

Plot type/alignment

- Sloped landform
- Plots parallel to hill
- Large gardens on steep slopes

Street profile

- Narrow streets or one sided with verges
- Brook Hill one sided with properties set back up hill
- Some tall buildings enclosing narrow streets

Building typology

- Some taller buildings particularly closer to centre
- Mixture of styles and ages

Material/texture

- Cotswold stone
- Brick or stone detailing or end walls
- White cladding and render



FIG. 32 | HILL



CEMETERY BLOCK - dwellings around a central green, 23 homes per hectare

CASE STUDY | CEMETERY BLOCK

Plot type/alignment

- Large buildings and open spaces within the block from the cemetery, fire station, police station, library and car park.
- Block contained by perimeter walls, railings and housing
- Interior of block accessible by cul-de-sacs linked by pedestrian paths

Street profile

- Narrow streets and cul-de-sacs with a single side of pavement
- Hedges contain street scene
- Parking on plot or in bays
- Narrowing of road creates gateways into interior roads
- Block perimeter of walls and railings to cemetery, and stone walls

Building typology

- Interior of block predominantly 20th century in a mixture of brick, render and stone
- More 19th century housing on the main street

Material/texture

- Brick and stone buildings on main streets
- Stone boundary walling
- Rendered dwellings on inside of block

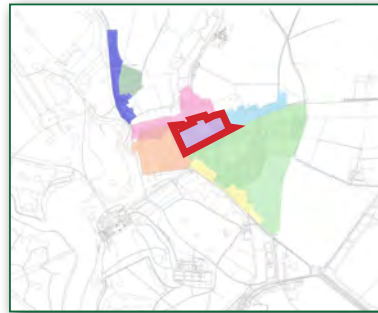


FIG. 35 | CEMETERY BLOCK

OLD WOODSTOCK - linear development along park edge, 33 homes per hectare

CASE STUDY | OLD WOODSTOCK

Plot type/alignment

- Linear settlement
- Front gardens deepen towards northern edge of town
- Plots follow topography sometimes creating secondary streets

Street profile

- A lot of hard surfaces and little soft landscaping
- Streets contained by stone walls and building gables
- Main and active road

Building typology

- Rural stone cottages
- 21st century infill residences continue to use traditional forms and materials

Material/texture

- Mostly stone
- Brick detailing and a small number of brick dwellings



FIG. 41 | OLD WOODSTOCK



OLD WOODSTOCK NEW HOUSING - 1960's development, 30 homes per hectare

CASE STUDY | NEW OLD WOODSTOCK

Plot type/alignment

- Small blocks accessed by cul-de-sacs
- Large front gardens and long driveways set the buildings back from the road
- Dwellings are mostly central to their plots

Street profile

- Weak boundaries between front gardens and the street
- 'Local street' scale roads of little variety
- Some parking bays
- An island of landscaping and some green verges on corners

Building typology

- Brick and cladding suburban housing
- Modern stone housing closer to main street
- Dormer bungalows and 2 storey housing
- Majority are semi detached or terraced residences

Material/texture

- Majority brick and cladding
- Stone dwellings closer to the main street

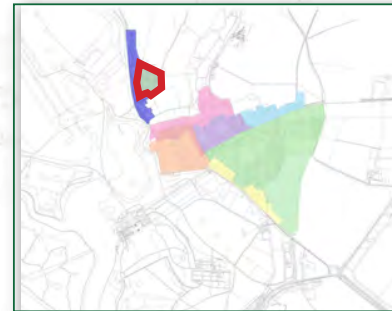


FIG. 44 | NEW OLD WOODSTOCK

NEW HOUSING - suburban development around schools, 20 homes per hectare

CASE STUDY | NEW HOUSING

Plot type/alignment

- Many houses don't face onto the street
- Square plots in smaller blocks

Street profile

- Verges and bays for parallel parking widen the street
- Parking courtyards and on plot parking with some street side bays
- More brick walls, fences and landscaping provide boundaries than in other parts of the town

Building typology

- Mostly 20th century suburban housing
- Some flat roofs but mostly traditional pitched roofs
- Some building replacements to 21st century individual designs
- Bungalows and 2 storey housing

Material/texture

- Brick, cladding and render throughout estate



NEW HOUSING

APPENDIX FOUR

Existing Sections Analysis

4

A

Park Street is the historic core of the town and the original market space

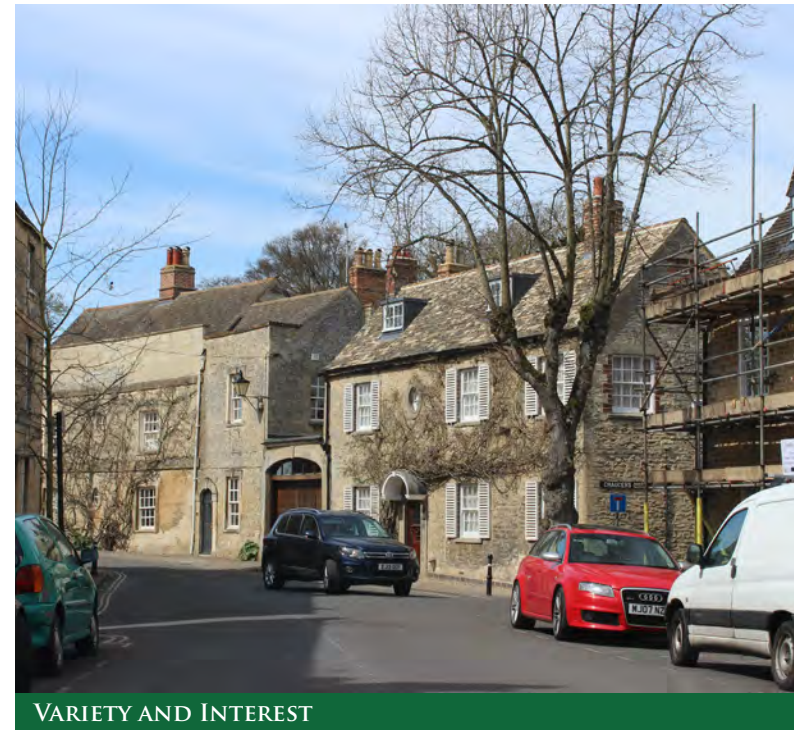
A TWO SIDED STREET

Park Street varies in width along its length and is part of the original market place. Buildings front onto this space from both sides and the uses of the majority of these buildings would have been linked to the market and trades or industries visited by the users using this space. This layout provides surveillance from both sides of the road, particularly important for active public spaces. It also provides better surveillance in residential areas.



VARIETY AND INTEREST

Park Street is one of the oldest streets in Woodstock and shows a diverse range of styles and ages of architecture. Several periods of redevelopment have led to a mix of building styles contained within constrained plots. This creates a continuous building line of terraces of various heights, materials, styles and compositions,

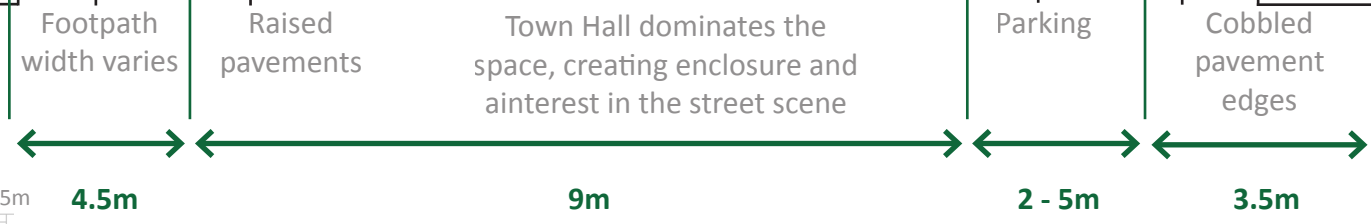




A mix of building heights from 2 - 4 storeys gives character and variety to the street scene

Limited defensible space, varies dependant on property style

Variety of canopies, porches and window dressings



Town Hall dominates the space, creating enclosure and ainterest in the street scene



B

Chaucers Lane, narrow street, to the north of Park Street

BACKS TO FRONTS AND NARROW STREETS

In some of the narrow lanes in Woodstock, including Chaucers Lane back gardens or blank walls enclose the street. In these cases high stone walls are used to provide a sense of enclosure in traditional materiality that you would otherwise get from the fronts of properties. In the majority of cases there will be a frontage on one side of the road.



BACKS TO FRONTS

APPROACH TO CHAUCERS LANE - SIMPLE PALETTE OF MATERIALS

The majority of the built form on Chaucers Lane is built of Cotswold stone. This includes the walls and property boundaries which continue to use this same simple palette of materials.



SIMPLE PALETTE OF MATERIALS

TOPOGRAPHY CREATES INTEREST AND ENCLOSURE

From Chaucers Lane to Harrisons Lane the ground begins to ascend. This puts buildings and built features at a higher view point making them more dominant on the street scene.



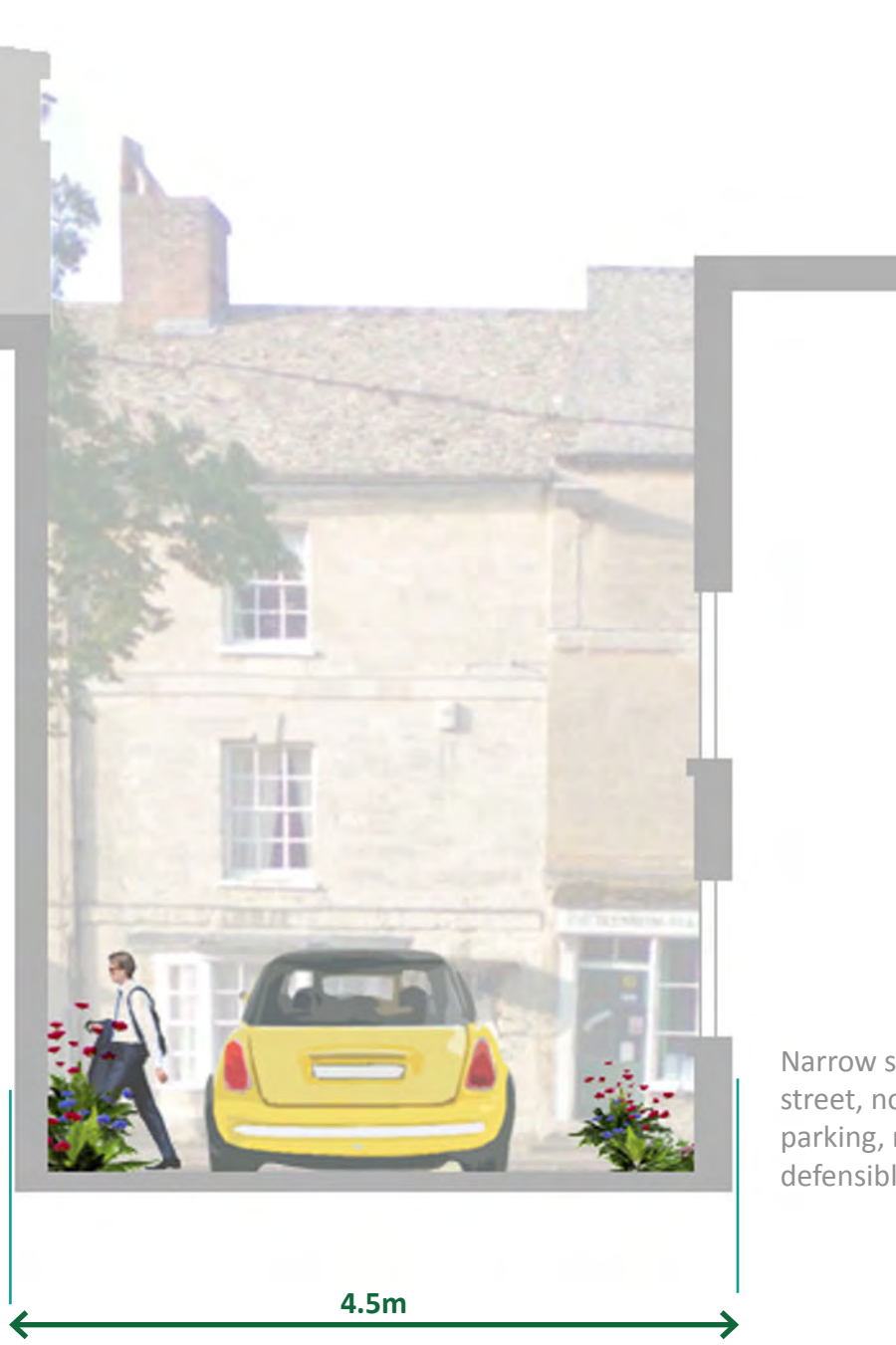
TOPOGRAPHY CREATES CHARACTER



A sense of enclosure is created through;

- **materiality** - little variety in materials
- **Narrow streets** with fronts looking onto backs
- 2- 3 storey buildings, giving a low **ratio of public realm** to building heights
- **Topography** - creates interpret and feeling of enclosure

Shade tolerant perennial planting



Narrow street, one way street, no on street parking, minimal defensible space

4.5m

C

High Street Central, shared surface space outside of the Town Hall

A SHARED SURFACE CIVIC SPACE

The split of levels and materials shows the areas where priority is given to pedestrians and slows traffic speeds where appropriate. Street furniture is used for extra legibility showing where pedestrian and vehicle zones finish. The shared surfaces also provide crossing points for pedestrians by continuing the pedestrian surfacing and connecting the footways to the civic space.



SHARED SURFACE CIVIC SPACE

A LEGIBLE AND WALKABLE PLACE BUT CARS DOMINATE

Continuous building lines, long vistas and a dense urban grain make Woodstock a legible and walkable place. Cars however still dominate because the town's plan was determined before motor vehicles. The dense form of Woodstock makes it difficult to integrate parking but changes to the road surfacings and street furniture have made this integration possible. The following diagrams show how this is achieved.



WALKABILITY AND LEGIBILITY

BUILDING SET- BACKS AND ENCLOSURE CREATES INTEREST

The building layout is informed by the shape of the historic market triangle which was later developed. Linear built forms on this historic layout create an interesting variety of views and spaces. Specific buildings are given prominence by their location at the termination of views.



BUILDING SET- BACKS AND ENCLOSURE



D

High Street East, dominated by parking and traffic movements

STREET TREES

Street trees show the edges of roads and create avenues which show the edge of the original market triangle. This creates a car park split from the main road by a row of trees. This improves legibility and softens the impact of the cars on the street scene.



FIG. 52 | A GATEWAY

CHANGES IN BUILDING LINE

Staggered buildings and changes in building line surrounding the parking space make the buildings the focus, reducing the dominance of parked cars. This also improves legibility by ending vistas towards the space with buildings, making it easier to locate.



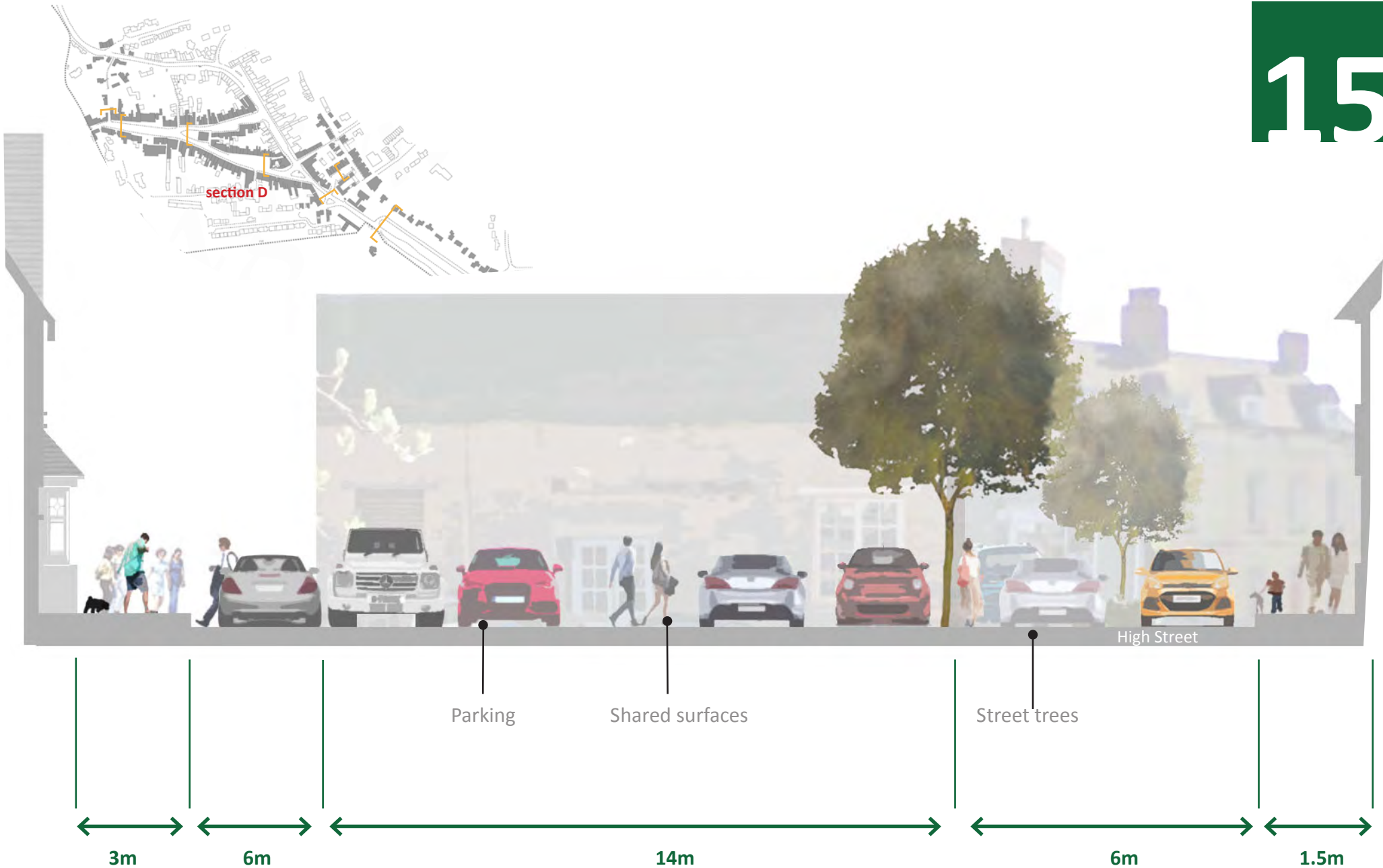
FIG. 53 | LEGIBLE AND WELL CONNECTED

MIXED SURFACES

A line of bricks marks the edge of the car park and the road. This improves legibility but also improves safety for pedestrians by identifying to drivers, the area where pedestrians are most likely to be present, reducing their speed.



FIG. 54 | A MIXED AND ACTIVE COMMUNITY



Scale 1:100
0 1 2 3 4 5 6 7 8 9 10m

E

Oxford Road

A CHARACTERFUL STREET PROFILE - A GATEWAY FEEL

Many of the buildings on Oxford Road are invisible from the road until arriving at Blenheim Palace gates. These are the first significant built form. Landscaping and walls either side of the road create a rural approach and an identifiable 'gateway' into Woodstock.



A GATEWAY FEEL

LITTLE DIVERSITY IN PLOT TYPE

The majority of plots adjacent to the road are for larger detached dwellings. These are set back from the road by areas of landscaping and second roads.



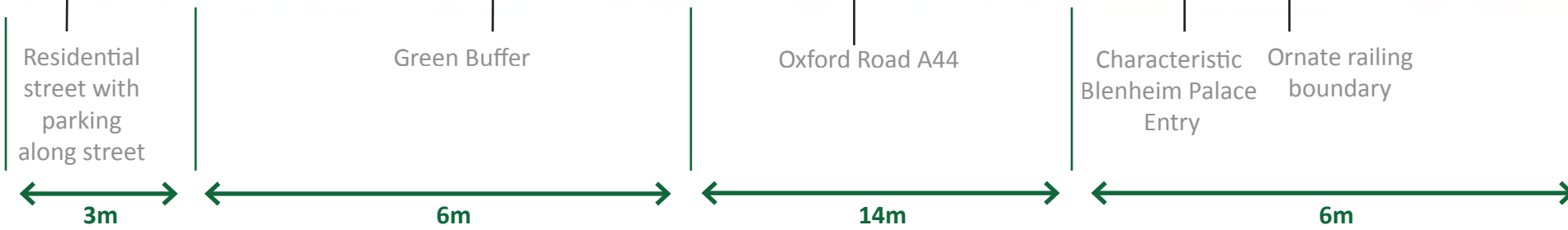
SINGULAR PLOT STYLES

LITTLE DIVERSITY IN BUILDING TYPOLOGIES

Building typologies relating to the road are predominantly detached or semi-detached. These are a mixture of rural cottages infilled with later suburban developments of contemporary housing.



SINGULAR BUILDING TYPOLOGIES



New Oxford Road Housing

A LANDSCAPED ENTRANCE

A large grass verge continues the green character of Oxford Road up to the dense historic centre of Woodstock. The green strip reflects the planted island on the opposite side of the road and uses the same black street furniture and railings as found elsewhere close to the development on Oxford Road.



LANDSCAPED ENTRANCE

TERRACED HOUSING

The new housing follows the dense urban grain of other parts of Woodstock. This creates continuous visual interest and ensures maximum surveillance. Courtyards are created as shared spaces and parking is provided in undercrofts to reduce the impact of cars on the space.



TERRACED HOUSING

MIXED HEIGHTS AND MATERIALS

Render, stone, wood and red and grey tiles are used with a mix of roof heights, gables and house types to create a varied character and interesting views.



MIXED FORMS AND MATERIALS

CORNER BUILDING MARKS GATEWAY

Special building types are used to address corners particularly at important gateways into more private or enclosed spaces. Bay windows and material details break up what would otherwise be blank facades, adding interest and surveillance.



CORNER BUILDING MARKS GATEWAY

BROKEN ROOF HEIGHTS

The dominance of terraces are reduced by breaking up long roof planes with gradual changes in height. Gables also help to break up large areas of roof and add visual interest.



BROKEN ROOF HEIGHTS

FRONT GARDENS AND BOUNDARY TREATMENTS

Front gardens vary how buildings address the street. These are enclosed with railings to show a distinction between public and private land. The railings reflect those in other parts of Woodstock whilst being less dominant than the alternative, stone walls. This softens the relationship between the built form and floor surfaces.



FRONT GARDENS

F

New Oxford Road Housing

MIXED SURFACES

Mixed surfaces are used within the residential zone to increase the priority given to pedestrians. The surfacing shows a change from a car orientated to a pedestrian orientated zone and therefore helps to reduce car speeds. Pedestrian corridors are still provided and spaces are divided by planting and street furniture.



MIXED SURFACES

STREET FURNITURE

Black bollards and railings break up spaces and separate people and vehicles. These are in keeping with the black iron fences on the Almshouses and cemetery spaces for example.



STREET FURNITURE

TRADITIONAL ARCHITECTURAL DETAILS

Traditional architectural details are used, taken from existing buildings in Woodstock. These include bay windows, door canopies, and dormer windows for example.

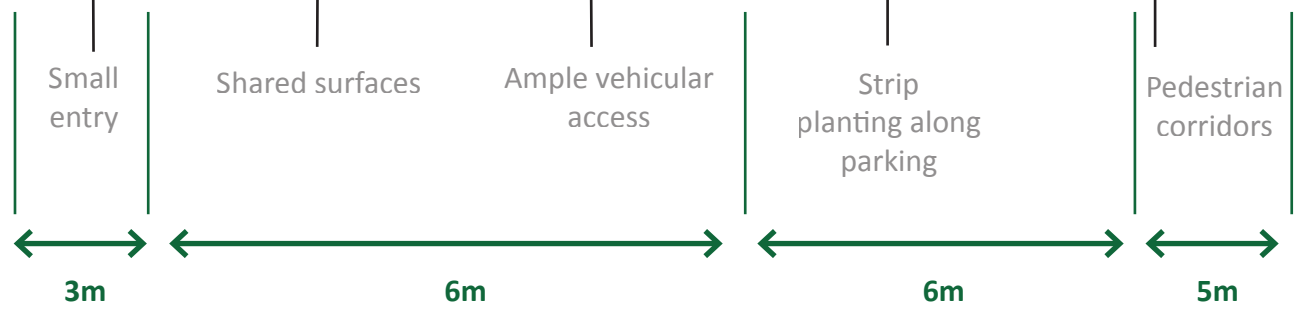


TRADITIONAL ARCHITECTURAL DETAILS



A traditional Woodstock character is created through:

- Architectural **details** such as bay windows and door canopies
- Traditional **building forms** and proportions
- Traditional local **materials**
- Reflecting Woodstock's dense **historic grain** as terraces

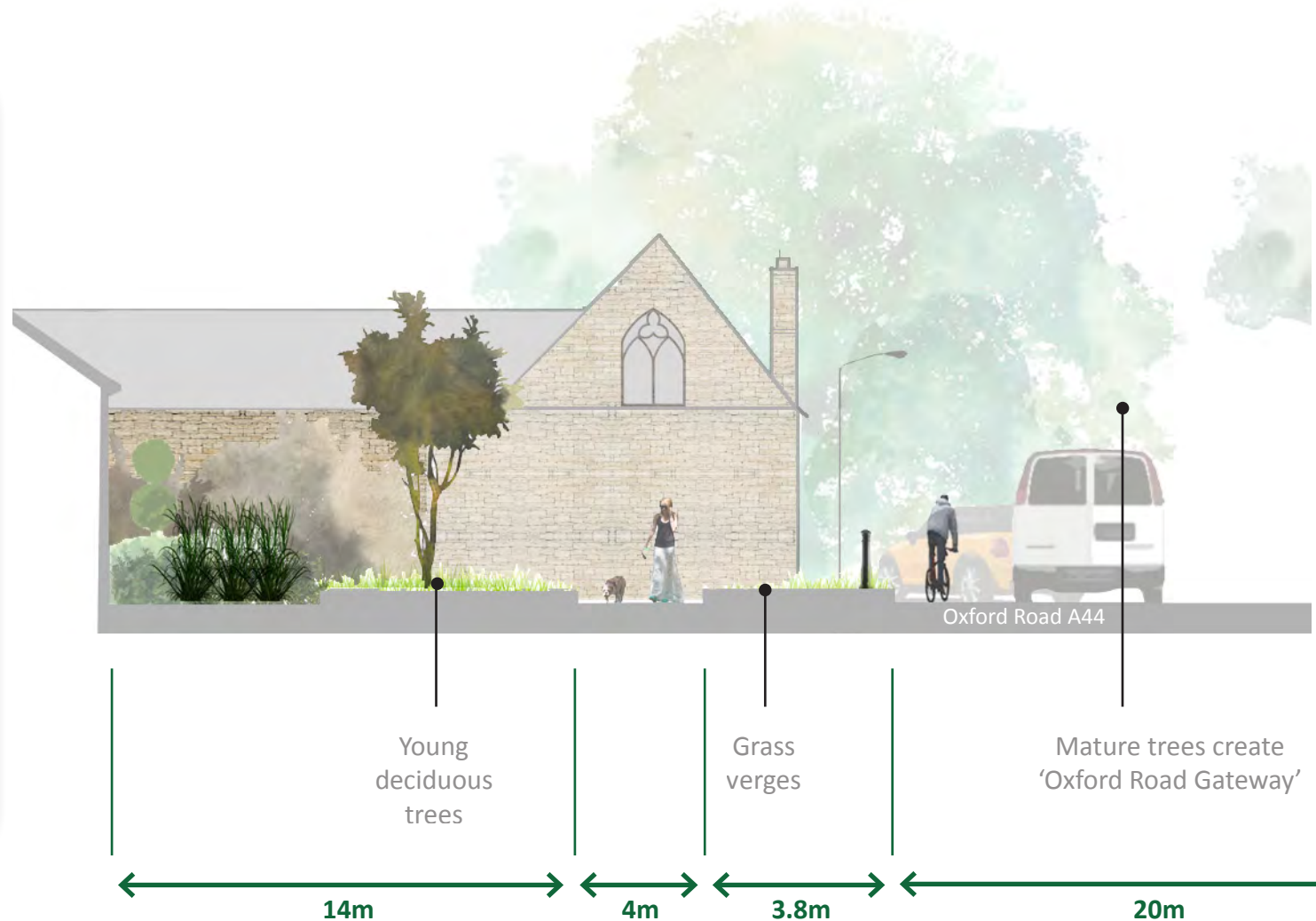




Oxford Road and Rectory Lane - a gateway street and an integral green space to Rectory Lane

A landscaped approach is created by:

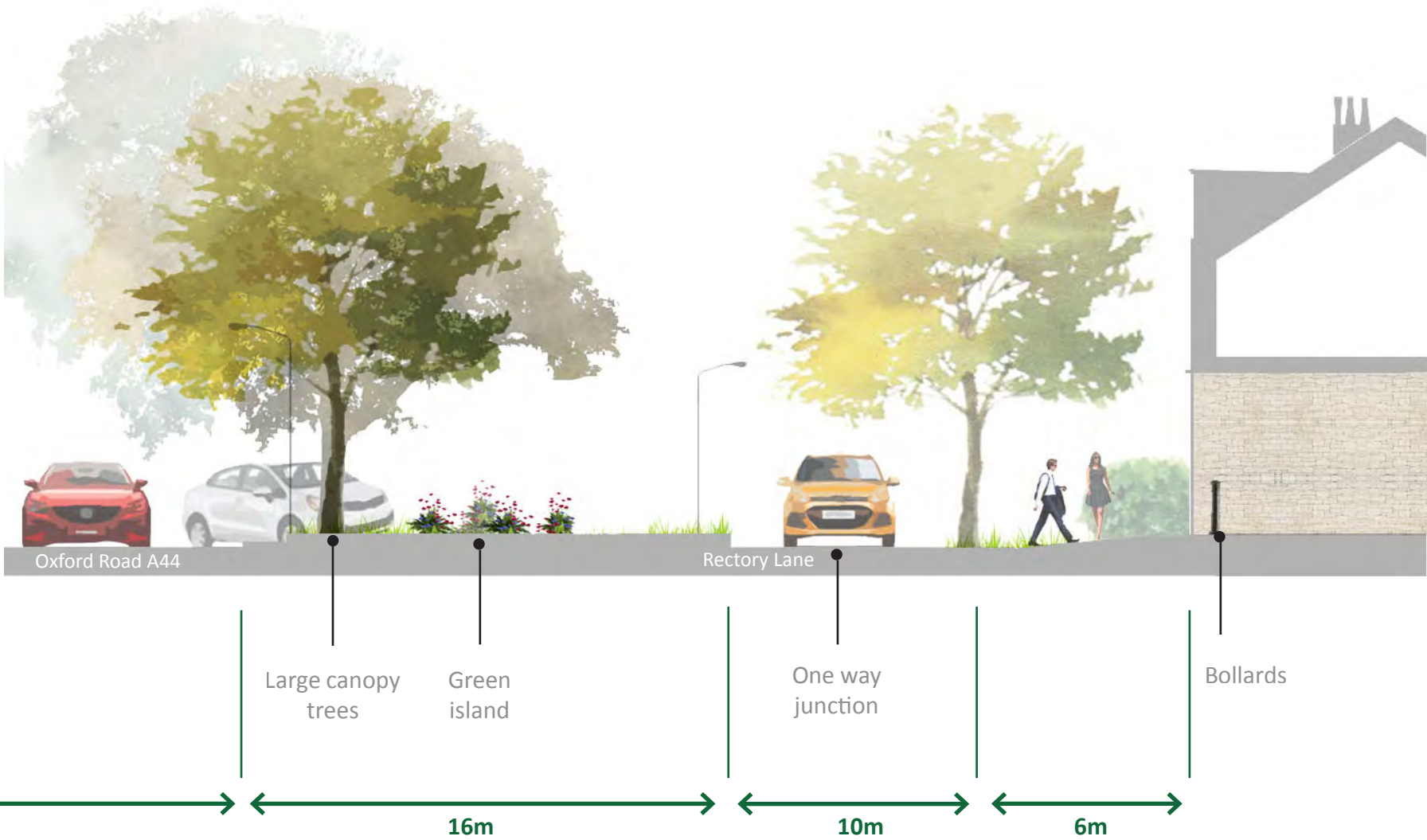
- **Setting buildings back** from the road
- Using **trees** on planted areas and verges to continue the 'Oxford Road gateway'
- Using **bollards and railings** for boundaries instead of walls for a softer edge
- Taking green **verges** up to the road, separating pedestrian and vehicular spaces



Scale 1:200

0 2 4 6 8 10 12 14 16 18 20m





H

Union Street

FRONT GARDENS

A mix of front gardens and hard edges vary the street character, create interest and vary the split of pedestrian to vehicle spaces. The centre of the street has a harder character with less front gardens. At either end of the road this becomes greener with more formal private front gardens towards the centre and grass verges towards the towns edge.

VIEWS BETWEEN BUILDINGS

Union Street is mostly made up of terraces. Breaks between rows of terraces across the deep historic blocks create interesting viewpoints. Viewpoints between buildings enable you to see outbuildings and the backs of the opposite terraced properties.

SHARED PEDESTRIAN AND VEHICLE ZONE

Union Street provides an example of a residential street with little through traffic where only a single road is provided without pedestrian footpaths. The location of the street between the centre and the main car park means that the street is used more by pedestrians than vehicles and consequently this slows vehicles.



GREENER ON EDGE OF TOWN



VIEWS BETWEEN BUILDINGS



NO PAVEMENT



A pedestrian scale is achieved by:

- Sharing the **road** between pedestrians and vehicles for a narrower street
- Using **front gardens** and boundary treatments to add small details and interest
- Using **shorter buildings** up to 2 and a half storeys



Hensington Road, residential streetscape with green verges along street edge

A WIDE AVENUE

Hensington Road is one of the main roads through Woodstock, linking to Shipton Road and providing an alternative access to Oxford Road. Consequently the street is vehicle orientated and has a wide avenue like appearance. The wide road is coordinated with landscape verges, and front gardens making the roadway less dominant.



A WIDE AVENUE

MIX OF PLOT DEPTHS

Plot depths and building lines are varied along the length of the street from different ages of building and the greater number of detached and semi-detached houses. Front garden depths vary but the wide width of the road means that the impact of this is reduced.



MIX OF PLOT DEPTHS

LONG FRONTAGES

Cul-de-sacs and grouped private entrances create large blocks so that there are long rows of buildings without access points. Changes in building line, front gardens, building types and style reduce the perceived length of housing runs.



LONG FRONTAGES

Area 2 - Sections



Hensington Road

BOUNDARIES TO PUBLIC SPACES

A wall and railed boundary forms the edge of the cemetery, creating a continuous built line between the 2 neighbouring properties and forming an edge to the large housing block.



CEMETERY WALL

TREE LINED AVENUE

Trees separate people from cars and vary the enclosure of the road. They also make the street appear greener, reducing the visual impact of cars.



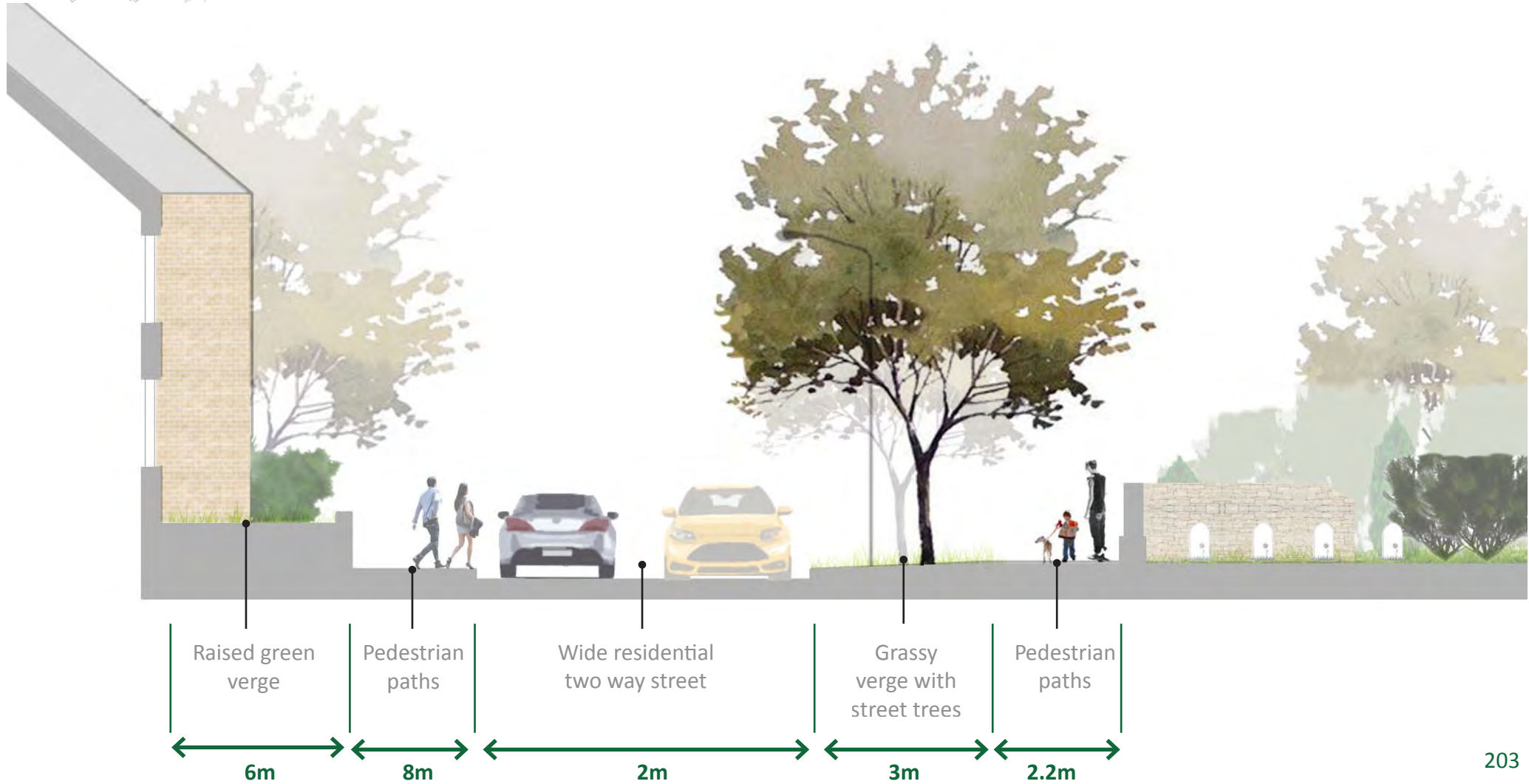
STREET TREES

VEHICLE ACCESSES

There are a mix of vehicle access types, including driveways, side accesses and private parking courtyards for flats or commercial buildings. Some cars were parked on verges but trees mostly prevented this.



VEHICLE ACCESS POINTS



J

Hensington Road

GRASS VERGES

Grass verges unenclose the road and create a 'greener' environment for pedestrians in a space that would otherwise be dominated by cars. Verges are used to separate pedestrians from vehicles but also to the sides of properties with landscaping so that there are no sudden changes from buildings to footpath as in other denser parts of Woodstock.



GRASS VERGES

FRONT GARDENS

Front gardens also widen the road and soften the change between building and road. Front gardens vary in size shifting the building line and increasing the dominance of landscaping in relation to buildings.



FRONT GARDENS

FOOTPATHS

Footpaths vary their position in relation to the road shifting from being roadside to behind verges. The alignment depends on property accesses from the highway.



WIDE STREET



APPENDIX FIVE

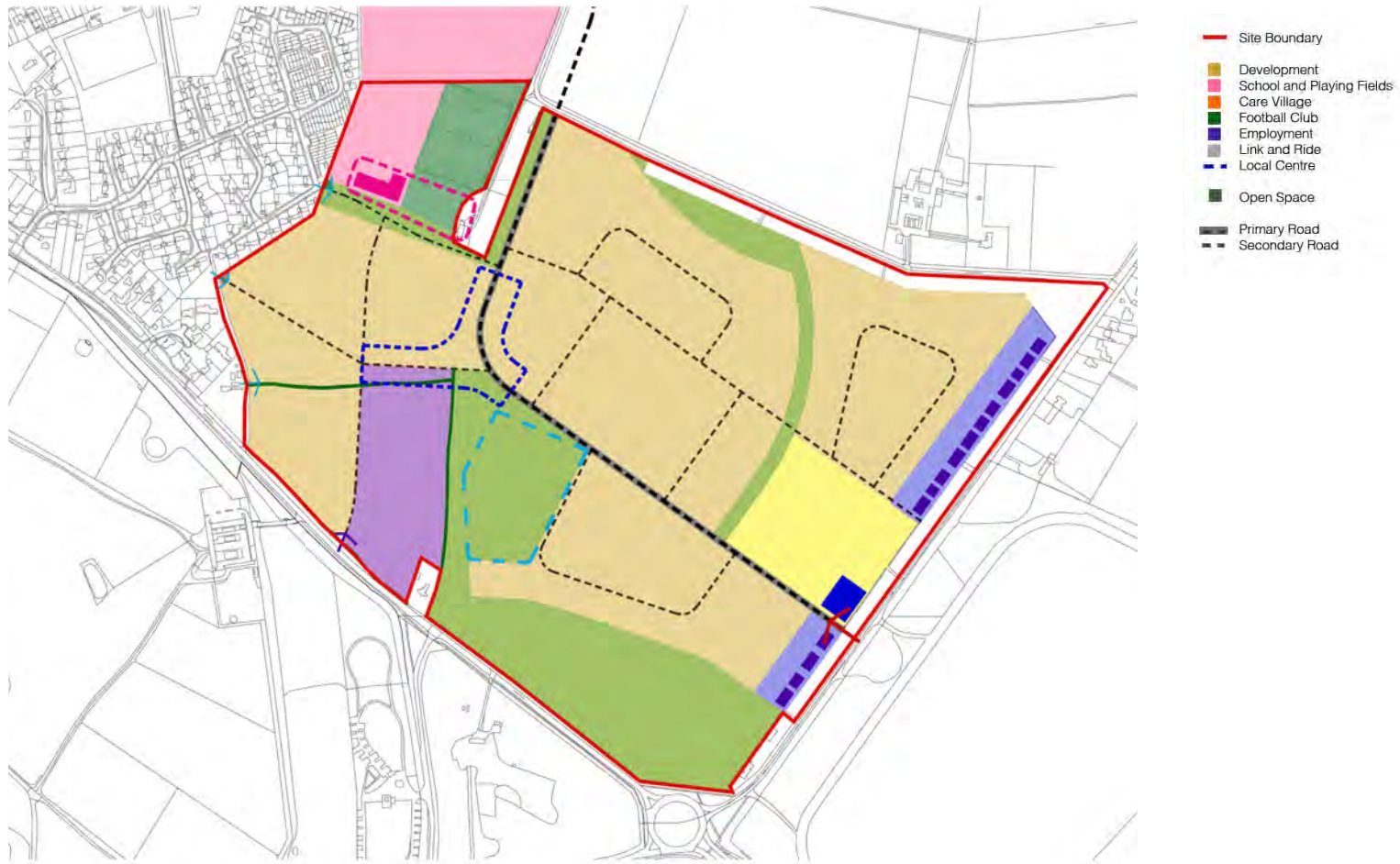
Masterplanning Development

5

1

The initial masterplan; connecting Woodstock from Oxford Road to the development and creating a core open space around the Scheduled Monument and archaeological remains.

STAGE 1



2 Integrating the Scheduled Monument through a repositioned green corridor, that creates an extended pedestrian linkage through the site.

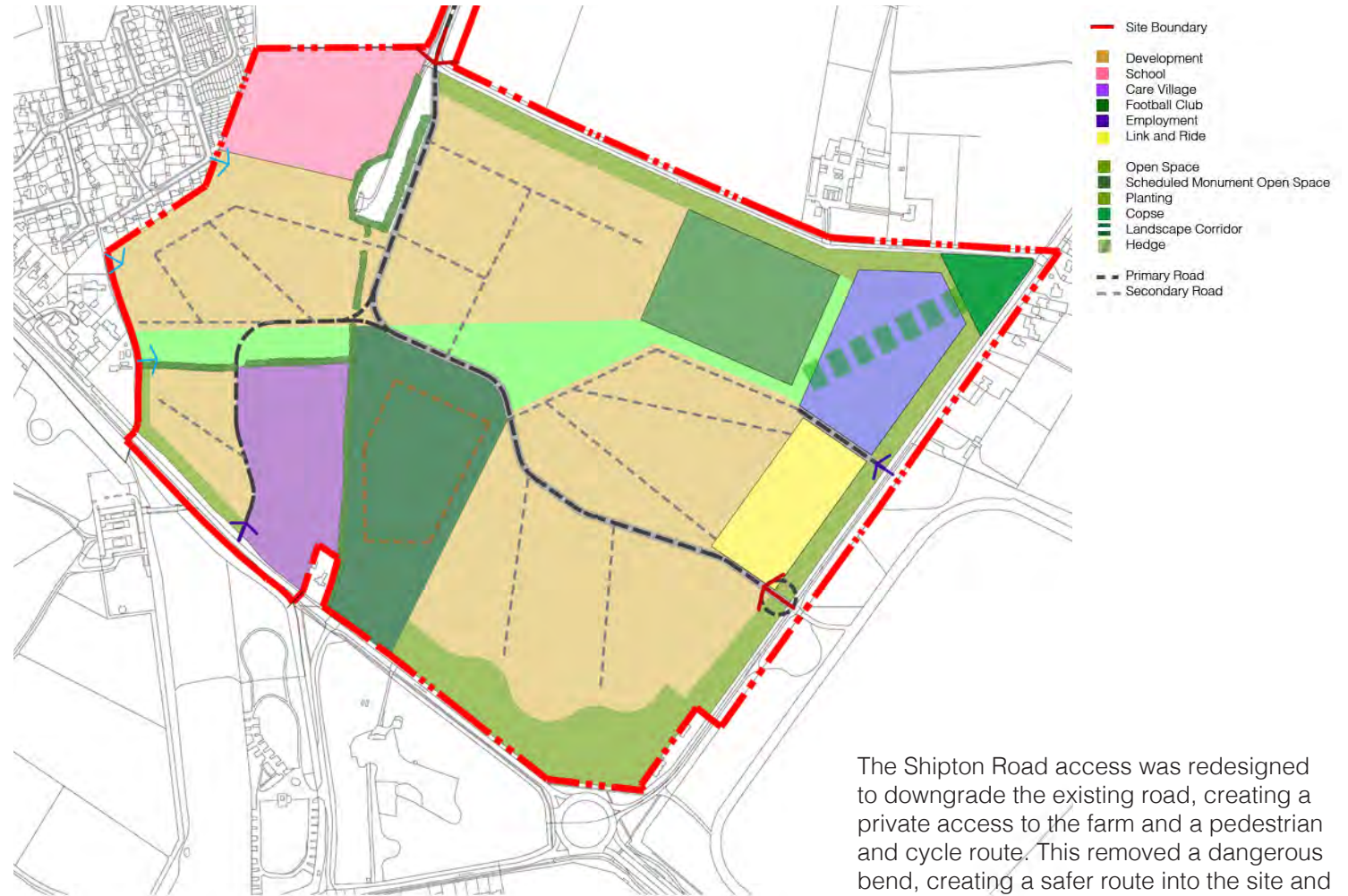
STAGE 2

It was felt that there should be more emphasis on integrating the Scheduled Monument within the Woodstock heritage trail. To do this the Scheduled Monument Park was extended to the Oxford Road to integrate the space with a public art trail through the town.

To provide a more attractive frontage to Oxford Road the employment areas were combined and located in the north east of the site where the landscaping was more mature. They will form an integrated employment hub and the buildings will not be visually prominent outside of the site.

The green corridor through the site was repositioned to better integrate with other open spaces in the site and link the Scheduled Monument Park in the north east; extending pedestrian links through the site.

A second access was added to Upper Campsfield Road to serve the development including the link and ride. Retail studies showed that a large supermarket was not recommended for the site and the change in retail offer to a medium sized store repositioning the local centre closer to Woodstock.



The Shipton Road access was redesigned to downgrade the existing road, creating a private access to the farm and a pedestrian and cycle route. This removed a dangerous bend, creating a safer route into the site and subsequently onto Upper Campsfield Road.

3 Responding to airport constraints; relocating the recreational facilities into a network of landscaping and open spaces that links Woodstock with the sites community spaces

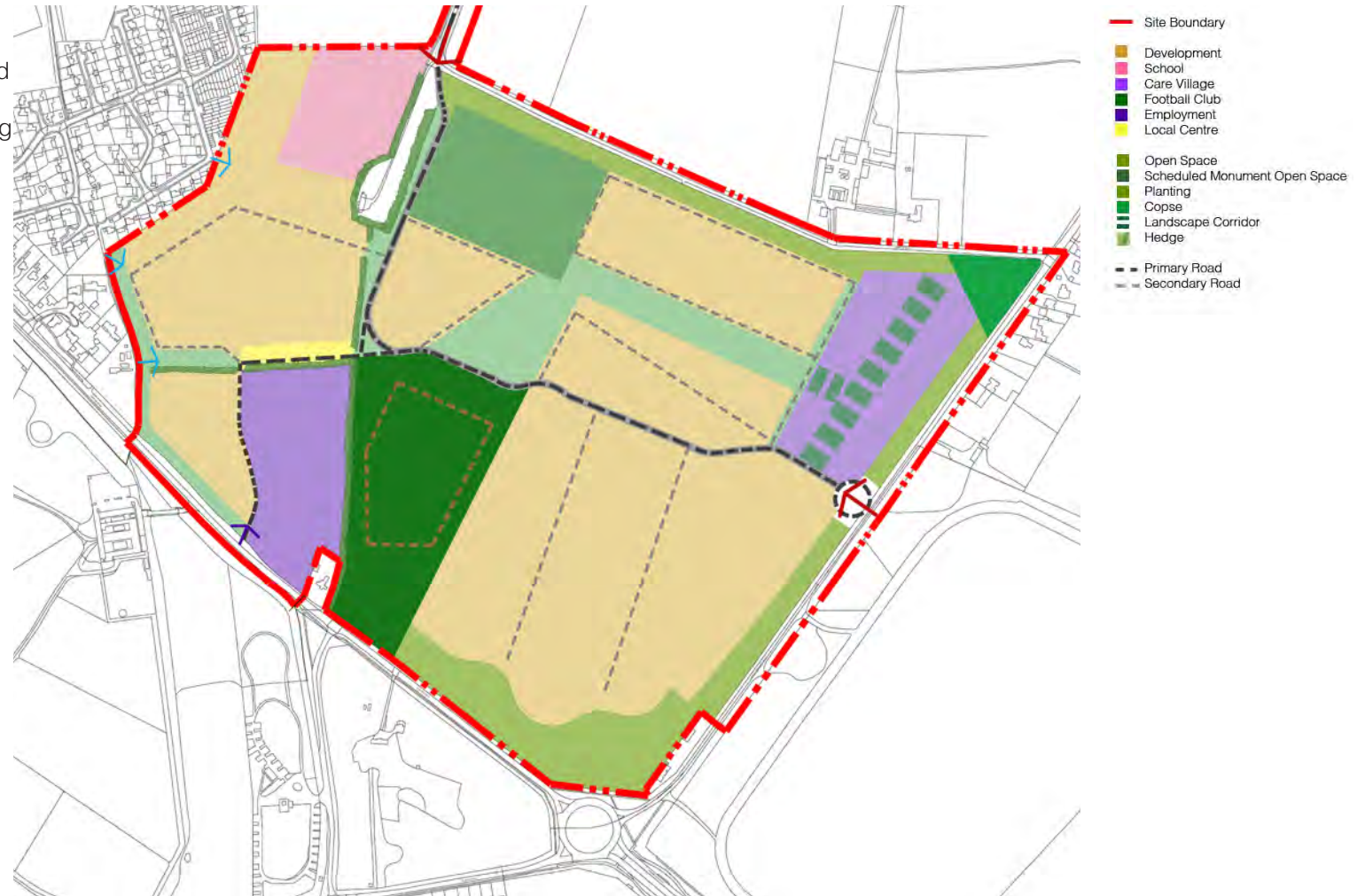
STAGE 3

Investigation of airport constraints suggested that the football club was inappropriately located close to the airport due to the lighting associated with the football club.

The football club was then relocated further west. In this new location the facility would also relate better to the schools and existing Woodstock making it more sustainable in respect of any shared use facilities such as the proposed all weather pitch facilities. The green corridor through the site was reformed to integrate the football club into the schemes network of landscaping and open space.

It was considered that one access would be preferable from Upper Campsfield Road to reduce the impact on trees on Upper Campsfield Road. The employment and transport interchange were integrated enabling green routes through the employment zone to better link to the sites primary road network.

Discussions with the County Council suggested that the site for the primary school was too large and the area should be reduced. The smaller site was originally integrated by providing housing closest to the edge of Woodstock enabling the southern edge of the school site to meet the footpath connection, linking Woodstock to the sites community spaces.

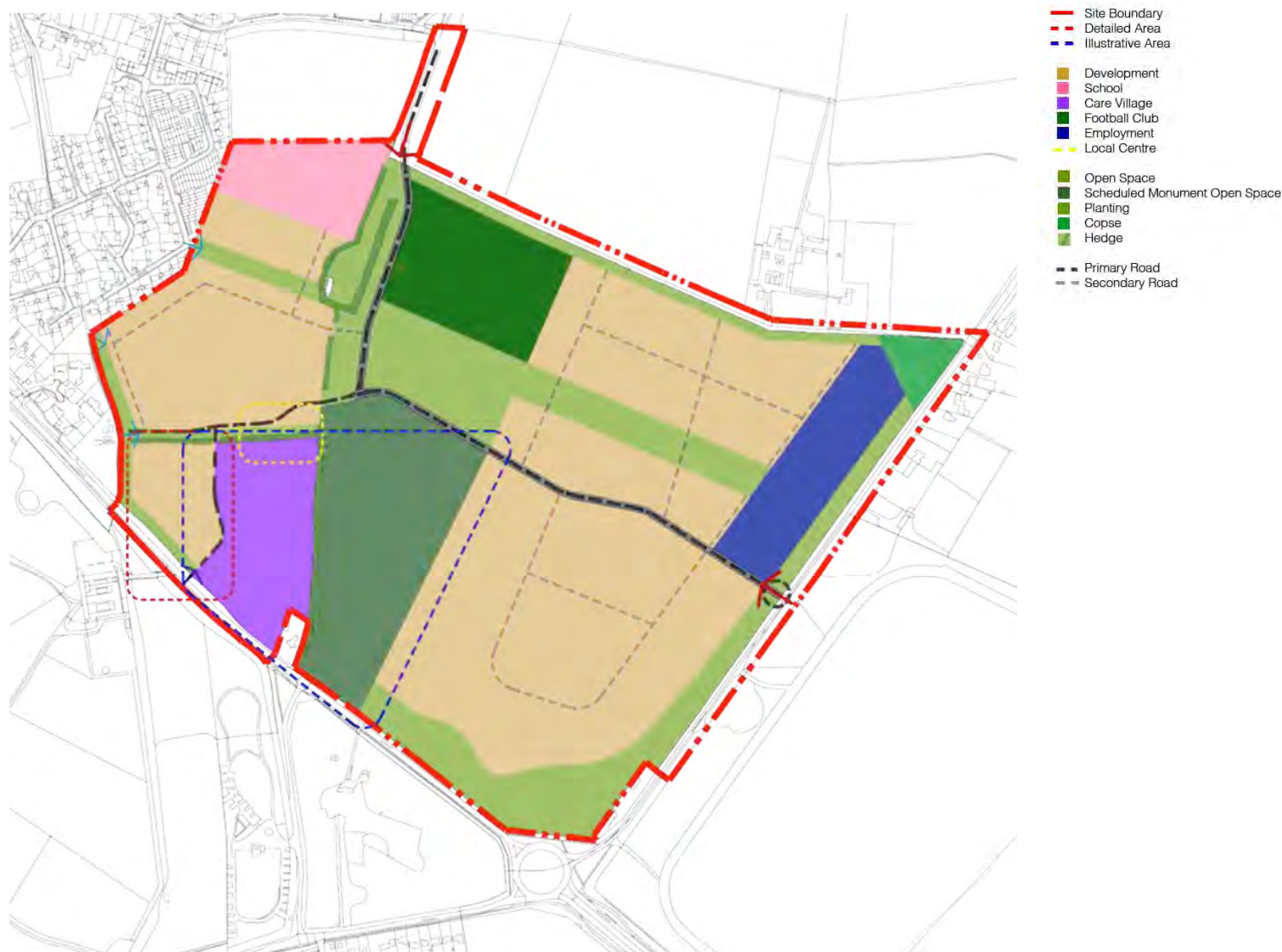


4 Responding to the archaeological remains; altering the school layout to form a better connection to the playing fields and the Upper Marlborough School.

STAGE 4

Archaeological investigations revealed further archaeological remains north of the Scheduled Monument. This increased the green space north of the Scheduled Monument linking it to the football club. The road alignment was shifted to the position where it would cause no damage to archaeological remains.

The school layout was altered to better connect to the playing fields and Marlborough C of E Secondary School also preventing an isolated cul-de-sac of housing being formed. This was connected to the footpath by a public space outside the school and a vista down to the local centre.



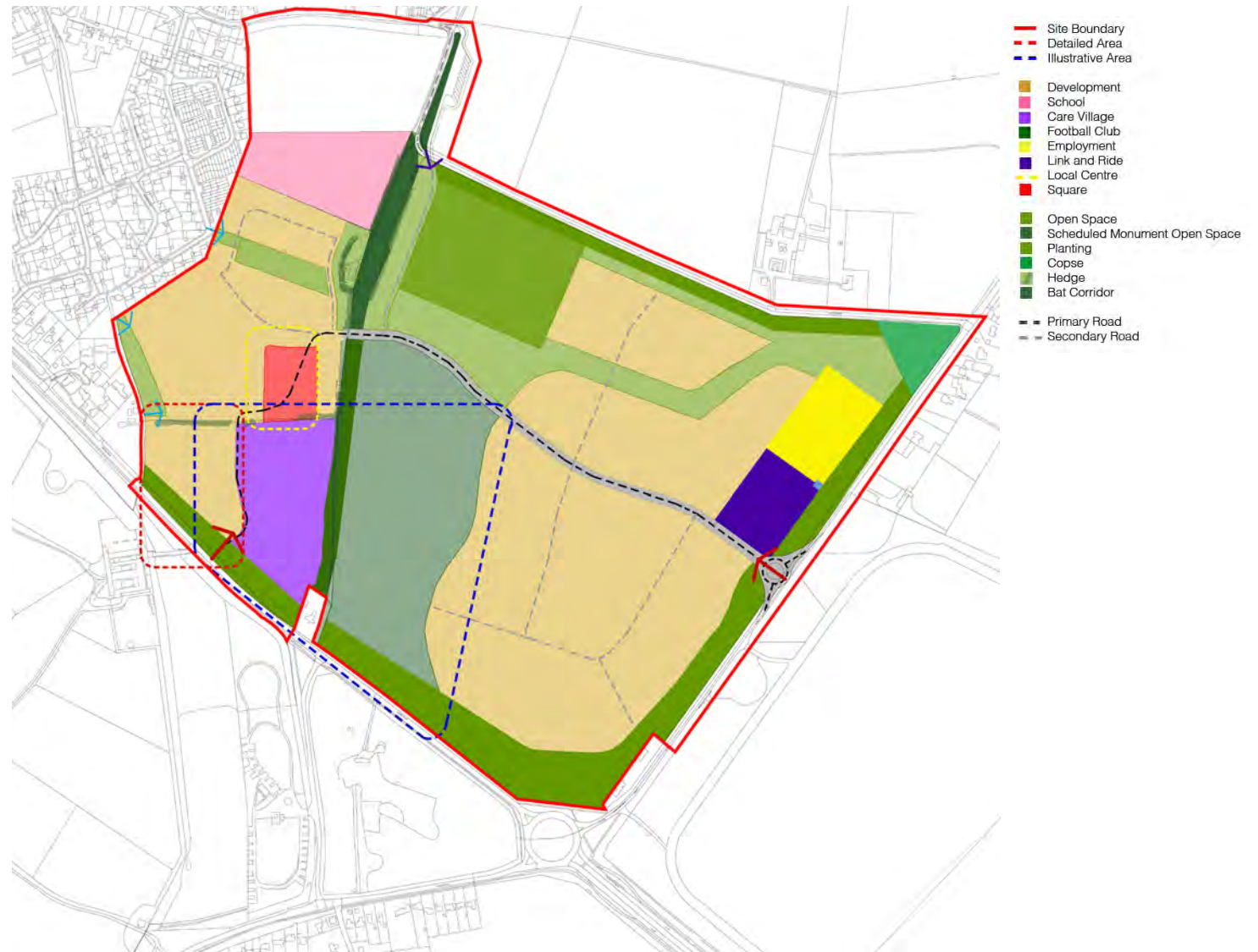
5

Incorporating employment, the local centre and primary road connections. Integrating the 'common' in the green space network

SUBMITTED FRAMEWORK

Further ecological investigations offered the suggestion of enhancements to the north south hedge to create a bat corridor where bat activity had been recorded. The route through the local centre was adjusted to reduce the breaks in the north south hedge to only one break.

Discussions with Marlborough C of E Secondary School suggested possible methods of better integrating the schools and football club as well as providing a proposed car park and drop off facility for the school.



6

The submitted illustrative masterplan set out one scenario but it is flexible and should be reinforced by design codes at a later stage

