

## 7.2.1 | LAYOUT 2

The decision to better balance environmental and urban design principles meant that the layout was reorganised so that streets were overlooked and rear gardens backed onto each other. This made for a more secure design and reduced the number of roads and hardstanding within the development area.

Rear gardens continued to face the Oxford Road (A44) to create an edge of development facing into the site around a central development block.

Drainage examinations required that a swale followed one side of the new primary street as part of the drainage strategy for the site. This was integrated within the landscaping zone between the new primary street and Care Village site to the east.



FIG. 140 | REVISED LAYOUT A

## 7.2.2 | LAYOUT 3

Whilst largely screened from the view from the A44 by new and existing planting it was considered that gardens would be less attractive when viewed from the Oxford Road (A44), the dwellings were reorientating to create a more positive and formal frontage onto the Oxford Road (A44). Dwellings were also re-orientated along the western edge of the site area to provide a positive frontage and surveillance to the existing public footpath.

The decision to re-orientate the southern most housing to face the Oxford Road (A44) meant that following the previously agreed urban design principle to create double sided streets, a smaller central island was formed. The new island formation suggested that a central open/green public space would be appropriate, which would relate to the entrance to the Care Village opposite and form part of the pedestrian route through the site.

Examinations of Oxford Road (A44) and the appropriate positioning of an access point from a highways safety perspective suggested that the access point be relocated further west along Oxford Road (A44). This led to realignment of the new internal road and alterations to the layout of the site to accommodate this.

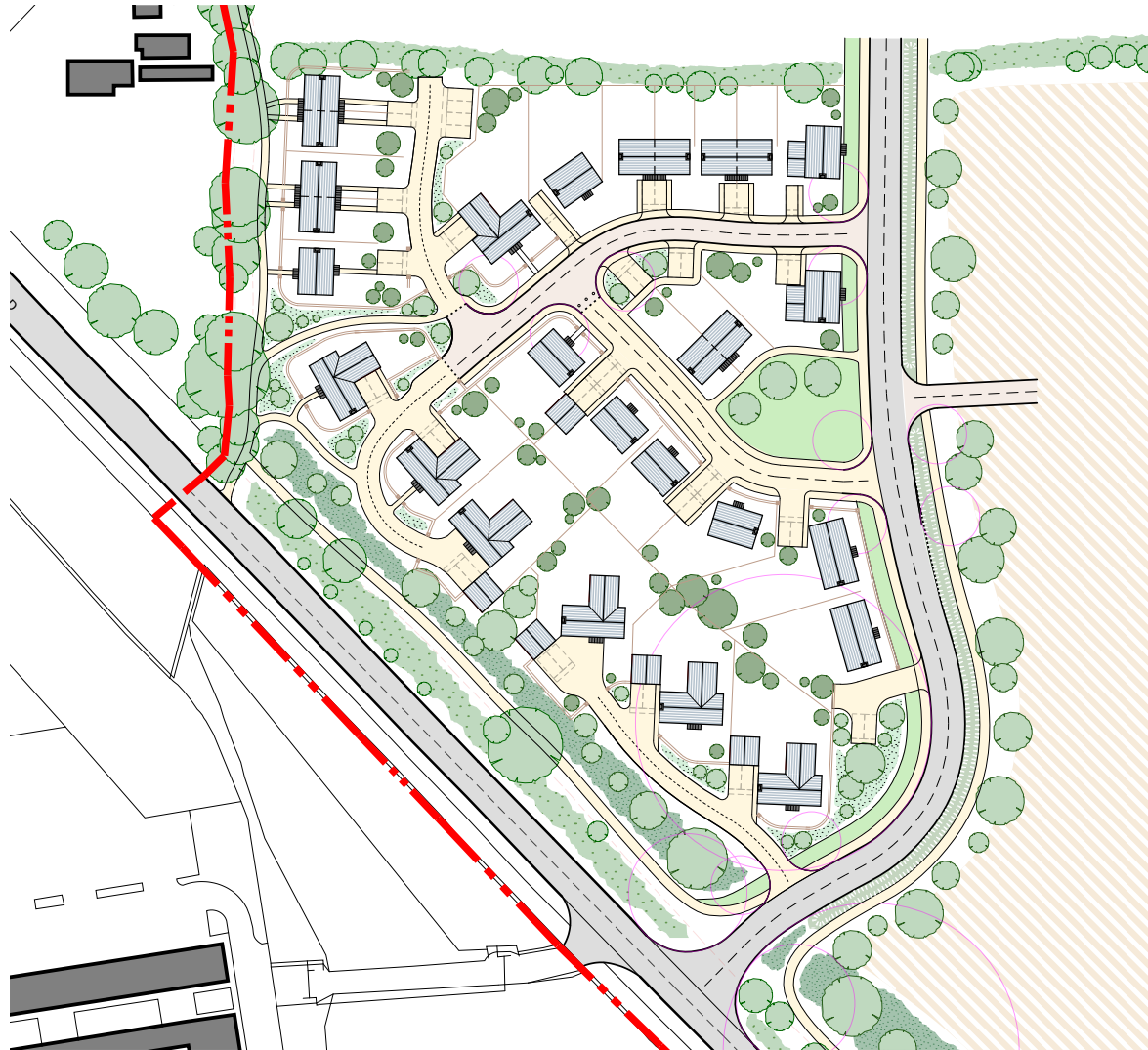


FIG. 141 | REVISED LAYOUT B

### 7.2.3 | LAYOUT 4

With the previous design iteration the central open space was located between 2 secondary roads and the main link road. The number of roads here seemed unnecessary and the close proximity to roads on all sides made it potentially unsafe for children to play.

The existing layout of Woodstock typically uses larger blocks with pedestrian routes and cul-de-sacs integrated within them. This concept was suggested and used to create a pedestrian route around the edge of the open space linking it to a cul-de-sac within the block. This provided surveillance, a safe place to play and an attractive pedestrian link through to the public footpath.

Further investigation of the drainage strategy for the site led to the integration of an attenuation basin behind the landscaping belt bordering Oxford Road (A44) at the southern end of the Care Village site.



FIG. 142 | REVISED LAYOUT C

## 7.2.4 | FINAL LAYOUT

Following further consultation with the Local Planning Authority it was considered that the number of dwellings facing the new internal road connecting to Oxford Road (A44) should be increased to create a more positive street frontage to the development. A small number of dwellings were repositioned to face onto the new road. A landscape buffer was inserted between the dwelling and main open space to make a more usable and varied open play space for children.

The number of dwellings on this route was increased to increase surveillance leading up to the central open space and create a more established street scene on this local access road.

The orientation of the dwellings facing Oxford Road (A44) were considered by the Local Planning Authority during pre-application discussions to not connect well to Oxford Road (A44) and this made them less representative of the dwelling frontages on Oxford Road (A44) further into Woodstock. They were re-orientated to lie parallel to the road apart from the single corner dwelling closest to the junction, which was designed to provide a landmark building to signal the development when entering the site from the new junction onto Oxford Road (A44).



# DESIGN CODE

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“ Architecture is the thoughtful making of space. ”

*Louis Kahn*

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## 8.0 | DESIGN CODE

The following design code provides the mandatory design requirements for development across the site as well as those requirements specific to the detailed application area.

These fit within the parameters shown in Chapter 4 'design parameters' but expand this to show further detail relating to the specific character area. Those items that apply to the whole site are clearly distinguished from those elements only relating to the detailed area.

It will also be identified which elements of the code are conceptual and allow for changes to create the various character areas across the outline site and which elements are required specifically as stated. This document provides a tool for discussion to advance specific details of this character area across the outline application site.

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*Design aspects and requirements considered and identified in this document are:*

- *Key open spaces*
- *Street hierarchy*
- *Parking*
- *Urban design principles*
- *Boundary treatments*
- *Dwelling types*
- *Built form and materials*

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### 8.0.1 | DESIGN GUIDANCE

Document design influences/best practice guidance

The layout and design has been informed by the following local and national design guidance:

- West Oxfordshire Design Guide
- Oxfordshire Design Guide
- Manual for Streets
- OCC Transport Design for New Developments
- Urban Design Compendium
- Secured by Design (SBD)
- Lifetime Homes
- Building for Life

# 8.1 | KEY OPEN SPACES

Part of the character of the area is created through the provision of public open spaces. These have their own individual roles and are of an appropriate size and layout to fulfil these roles and fit their context.

The landscape proposals for the detailed part of the site have been designed in conjunction with the landscape architect to fit within the landscape parameters as shown in the landscape strategy in Chapter 4 'design parameters'.

## 8.1.1 | LANDSCAPE PRINCIPLES

The landscape parameter plan provided the concept and description for the full landscape layout. This document increases the level of detail to features and requirements specific to the individual

The following principles apply across the full outline site to all open spaces but these are general principles to ensure imagination and character can be applied to individual spaces. All spaces should:

- Connect to the movement framework particularly pedestrian and cycle ways to make them easily accessible and increase activity
- Form a green network of spaces that connect to Oxford Road (A44), Woodstock and Shipton Road providing routes through the site for people and wildlife
- Consider wildlife and ecology in the design of open spaces, maintaining existing habitats and further enhancing them where possible
- Be designed for inclusive use and as attractive and safe environments with high visibility and surveillance.

Each space within the detailed area is given a layout, description and table of requirements. This table shows the mandatory requirements that the design of the individual spaces will need to follow.

## 8.1.2 | CENTRAL OPEN GREEN SPACE

At the centre of this development area is a public open space providing a community focus for the site and integrating the landscape with the entrance to the Care Village site opposite. The open green space is bound by a pedestrian route and secondary road. This forms a direct link through the development and is overlooked by a small number of dwellings for surveillance.



FIG. 144 | CENTRAL OPEN SPACE

### 8.1.3 | FOOTPATH OPEN SPACE

Footpaths are provided through landscaped spaces. These coordinate with the existing hedgerows and field boundaries enabling them to be retained and enhanced. The design aims to retain existing trees on the site as far as possible as well as enhancing these with new trees and landscaping.



FIG. 145 | FOOTPATH OPEN SPACE

A green/open space follows the route of the existing public footpath along the western boundary of the site. The scheme enhances this by positioning new dwellings to overlook the footpath ensuring that there is good surveillance, making it feel safer and more welcoming to pedestrians. The footpath link is then routed through the new development to the central green space from where it can continue to the local centre and Care Village site opposite and onto the Scheduled Monument and community park beyond.

### 8.1.4 | OXFORD ROAD (A44) FRONTAGE AND ACCESS

A wide maintained grass verge, retained hedge and tree planting is proposed on the site frontage to Oxford Road (A44). This provides a green buffer and screen between Oxford Road (A44) and the development. The depth of the tree belt limits visual permeability through into the site. The landscape and greenery are dominant as a continuation of the tree lined road character leading into Woodstock.

A low-key landscaped junction forms the access to Oxford Road and into the site. This access is made unobtrusive through the use of dominant landscaping.



FIG. 146 | A44 OPEN SPACE



## 8.2 | STREET HIERARCHY

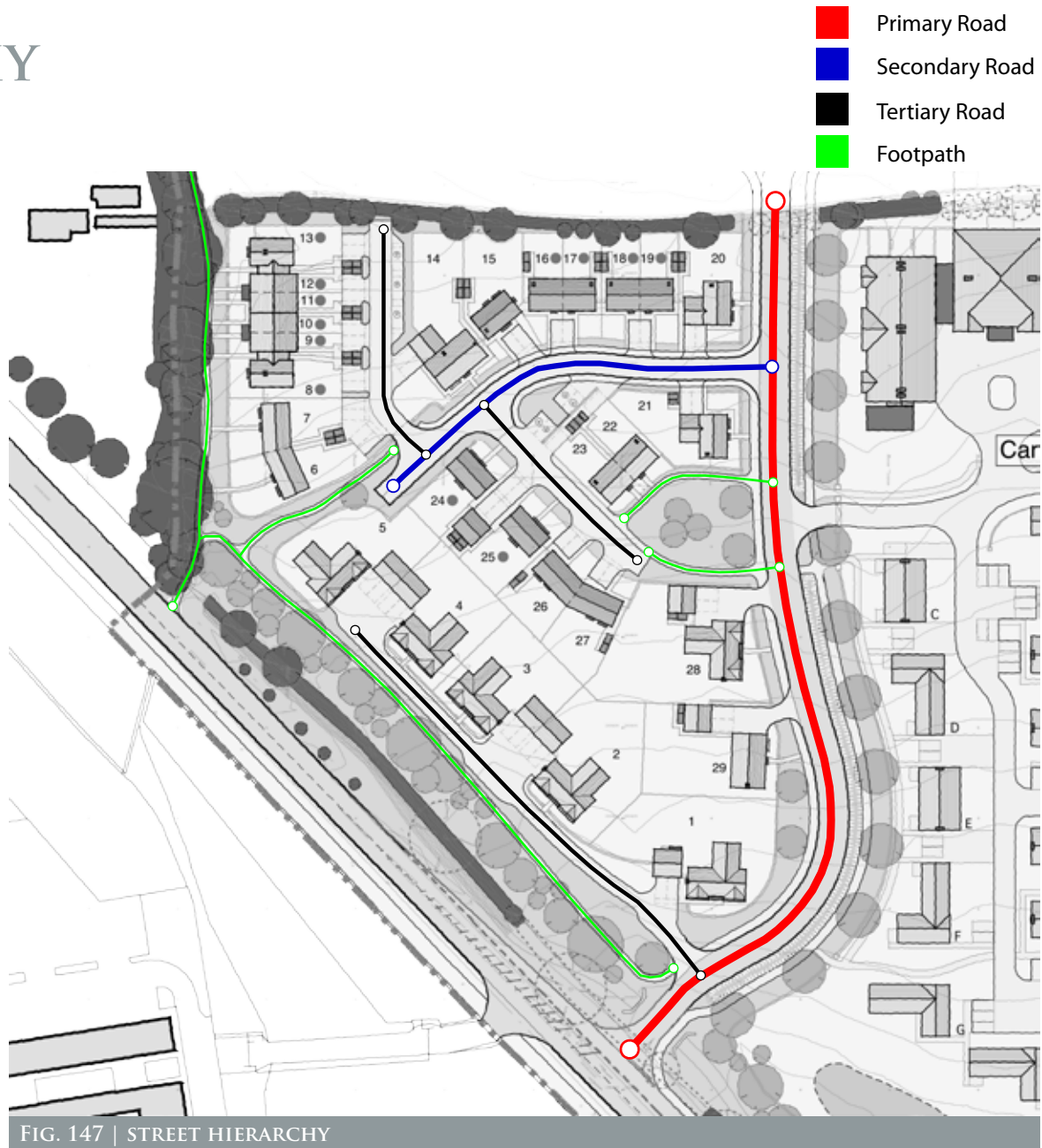
The roads have been designed to accord with the standard road types in the 'Oxfordshire Residential Road Design Guide' following the road types; Link Road, Minor Access Road and Access Lane, whilst providing their own individual character.

The following image sets out the movement strategy for the detailed site area. This follows the movement parameters as shown in the outline statement and aims to create 'a legible and well connected' development.

### 8.2.1 | STREETS

The specific street types for the area are then described in further detail. These are a selection of the road types selected and illustrated in the outline design statement but continue to provide mandatory requirements for the individual roads.

As part of the drainage scheme for the whole site the streets incorporate permeable surfaces, drives and hard standing as well as SUDS, to be used as localised surface water drainage solutions. These fit into the landscape and drainage strategy parameters as shown in the outline design statement and are indicated in more detail through road sections and tables in the following section.



## 8.2.2 | LINK ROAD

The detailed application site area is bound to the east by a new primary route through the site. This connects Oxford Road (A44) to the local centre and provides a main route and bus access to the site integrating the site with the town. It was felt that this access should be 'low key' and not visually obtrusive to ensure an appropriate relationship to the context of the World Heritage Site opposite and the existing character of Oxford Road (A44). For this reason significant landscaping has been used to reduce the visual impact of the junction.



FIG. 148 | LINK ROAD

As part of the drainage strategy for the site a swale was required edging the new primary street. This was positioned on the Care Village side of the road opposite the dwellings. This meant that a deeper landscape could be provided backed by a low stone wall, creating a rural and unobtrusive view into the site from the Oxford Road (A44).

The primary street width is 6.75 metre with 2 metre wide footways either side for cyclists and pedestrians. The eastern footway is integrated within the Care Village landscape boundary.

Dwellings overlook the new primary street but parking for the majority of the dwellings on this road is accessed from neighbouring access roads. Where there is access to parking from the main road these properties can be egressed in forward gear.

## 8.2.3 | MINOR ACCESS ROAD

The Minor Access Road connects the blocks interior cul-de-sacs and footways to the primary street/link road. An entry feature or change in surface treatment makes it clear that this leads to local shared surface cul-de-sac roads and is not a through route. The carriageway is 4.8metres wide with 1.5metre wide footways either side. Driveway parking is provided directly from the road.



FIG. 149 | MINOR ACCESS ROAD

## 8.2.4 | ACCESS LANES

Access Lanes are used as cul-de-sacs to serve a small number of dwellings and create a softer approach to edges of the development. The streets are 4.8 metres wide overall including a 3 metre wide vehicle way and 1.8 metre pedestrian margin. These are integrated in the same surface treatment to allow pedestrians and cyclists to use the full width of the road and reduce the speed of vehicles.

Gardens and driveways face onto the carriageway, providing a minimum of 6 metres between a parking space and the opposite edge of the carriageway.

## 8.2.5 | LEISURE ROUTES

Walking and cycling are the most sustainable modes of transport and their use is encouraged in the development. Existing pedestrian points of access also mean that walking and cycling can be encouraged as an efficient means of transport providing the most direct link to Woodstock.

To encourage their use walking and cycling routes should follow the following rules. These principals apply across the full outline site:

- Integrate with Woodstock and existing public rights of way;
- Provide the most direct routes;
- Create attractive, well lit and safe routes;
- Be overlooked by residential properties providing safety and surveillance day and night;
- Create routes that can be used by everyone through the appropriate use of gradient and surface treatments;
- Integrate with the green network and open spaces;
- Link with public transport, community facilities and destinations.



FIG. 149 | FOOTPATH

## 8.3 | PARKING

Across the full outline site the following parking types will be provided in various degrees depending on the character area. These diagrams show the various parking types and their layout requirements.

In the detailed site area parking is principally provided in the curtilage of dwellings with the exception of visitor spaces. Sensitive located parking provision aims to ensure that the visual impact from cars is minimal.

Figure 150 shows the parking provision in the detailed area of the site. This is followed by diagrams of the various parking types and their requirements across the site.

### 8.3.1 | PARKING PROVISION

Parking provision follows the requirements in the Oxfordshire County Council guide for parking in new developments. Parking across the whole outline site is provided in line with Oxfordshire County Council standards. The design and location of parking will however vary according to the character area.

- Garage Parking
- On-site Parking
- Visitors Parking



FIG. 150 | PARKING PLAN

## 8.4 | URBAN DESIGN

The following section describes the concepts and principles for the site. In some cases these are followed by design principles that relate specifically to the detailed area of the site.

### 8.4.1 | URBAN DESIGN PRINCIPLES

Principles for the detailed area can be varied across the outline application site to create a range of character areas. These characters are summarised in Chapter 5 'Illustrative Information' as 'an identity and sense of place' but these points provide a mechanism for discussing and agreeing principles for other areas of the site.

Detailed measurements are not provided but instead principles are stated to enforce good design that is in keeping with the character of the area without creating repetition. The following urban design principles for the site aim to ensure that a safe and attractive design is achieved, in keeping with the local context and design concepts of the scheme.

### 8.4.2 | BLOCKS/GRAIN SHAPE

As described in the character appraisal of Woodstock in Chapter 2 'Assessment' Woodstock grain consists of larger development blocks intersected by pedestrian routes and cul-de-sacs. The development is integrated with Woodstock through its grain. This is described in the character area descriptions and forms a significant part of the character of the individual areas.



FIG. 151 | ENTRANCE BUILDING

The detailed area is organic relating to the grain of the 'New Housing' area of Woodstock. Other parts of the site use more formal or linear arrangements similar to parts of the centre of Woodstock.

### 8.4.3 | LANDMARK AND CORNER BUILDINGS

Buildings are used to terminate street views and provide legibility and direction around the development. These are made distinctive through their particular focus on quality and detailing but also there considered orientation to provide attractive views.

Landmark buildings are particularly appropriate for the corners of blocks. These can be approached in two ways: dual aspect housing enables buildings to relate to the street scene on both sides; gables are also distinctive characteristics of other parts of Woodstock, particularly in the centre. Gable ends of buildings can form a part of the street scene and contribute to creating an interesting roofscape, a recognisable character of Woodstock.

Set back and building orientation on corners varies the street scene when changing between road types. This increases legibility by making it clear that there has been a transfer between public main routes and more community spaces. This maintains a community character to these spaces and improves the legibility for pedestrians and vehicles travelling through the development.

#### 8.4.4 | BUILDING LINE

Throughout the site buildings and boundary treatments are positioned to ensure a continuous frontage that properly encloses the street, creating a clear interface between public and private land to create a comfortable and secure environment.

The setback of the buildings is varied to relate to density and character. The building line continuity and location is varied through the variation of building typologies (ie terrace, semi-detached and detached buildings) and through the depth of front gardens.

In the detailed area the curved and organic character of the streets create a variety of building orientations and therefore varies the building line. They ensure that the street is contained to provide security and legibility but variety is encouraged.

#### 8.4.5 | VIEWS

A mixture of building heights and orientations create views of the roofscape across development blocks. A variety of roof pitches and types create interesting views within the development of a similar character to those in the centre of Woodstock.

The range of views creates the character and atmosphere of each of the areas. The length of views is altered in each area to vary the containment and intimacy of the street. Glimpses or wider aspect views are used to connect green spaces to residential or

commercial areas. This connects the site together and creates a legible development.

The urban design principles plan shows important views across the site but mandatory requirements have not been suggested to encourage variety across the site.

The following plan shows important views across the detailed area. The area is organic and therefore the length of views is kept to a minimum, terminating with buildings or landscaping and creating a varied and interesting journey through the area.

#### 8.4.6 | HEIGHT AND DENSITY

The character of the detailed area is partly described as organic. This character relies on variety and a mixture of orientation, garden sizes and building types.

All buildings within the detailed area are 2 storeys. This is shown in the heights parameter plan (figure 79) in Chapter 4 'Design Parameters.'. This makes the buildings subservient to the landscaping and creates an environment where green spaces and planting are the most prominent and memorable characteristics.

The low-density larger dwellings lie at the front of the detailed area and the density increases in the middle and rear parts of the site. This increase towards the north of the area enables the area to integrate with the higher density character area of the local center. This is achieved through an increase in the number of semi-detached dwellings and an increase in the number

of 2 and 3 bedroom houses, a proportion of which are arranged in short terraces.

Density and building relationship to the street will vary across the site to create different character areas and therefore there will be different requirements for each of the densities and Statement. character areas. This variation in character is illustrated in the character descriptions in Chapter 5 'Illustrative Information' as 'an identity and 'sense of place.'

## 8.5 | BOUNDARY TREATMENTS

Boundary treatments are used throughout the site to define public and private spaces. This makes it clear whose ownership spaces are in, improving the maintenance of landscaping.

### 8.5.1 | BOUNDARY TREATMENTS

Boundary treatments are particularly important in the detailed area of the site where stonewalling borders Oxford Road and the primary frontages to the development. Walling and strong boundary treatments are an important aspect of the Oxford Road character area and using these helps to integrate the development with Woodstock.

Natural stone walling, metal railings, planting and timber-boarded fences are used in various degrees across the site, their quantities forming part of the details of the individual character areas. The site layout plan of the detailed area shows the location of various boundary treatments within the site:

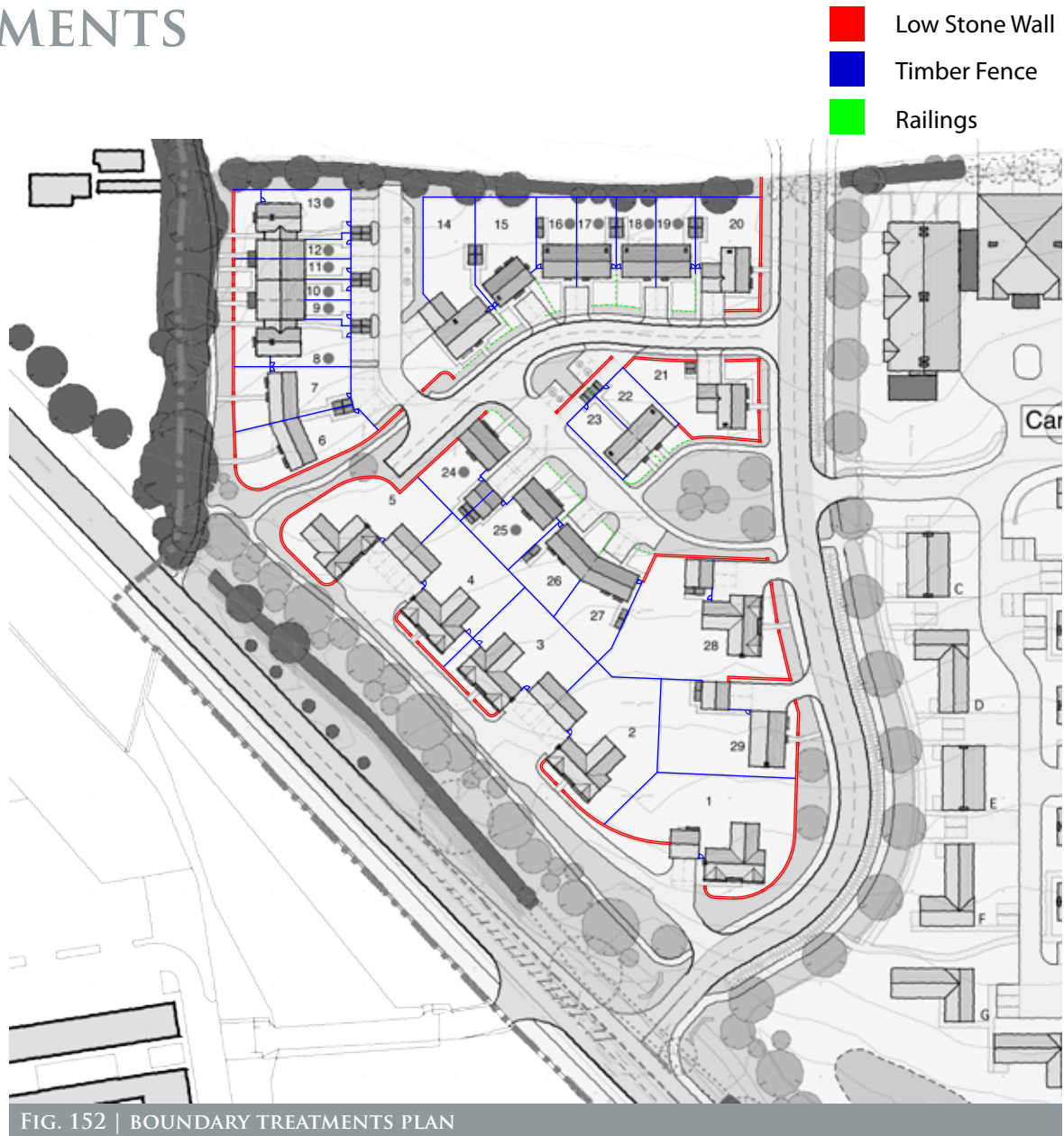


FIG. 152 | BOUNDARY TREATMENTS PLAN

## 8.6 | DWELLING TYPES

The West Housing Character Area has a higher proportion of 4 and 5 bedroom houses than in other areas of the site, in line with the density aspiration of the character area. 28% of 4 or 5 bedroom dwellings compared to 18% across the whole site. All of the dwellings in this area are 2 storey, detached, semi-detached or terraced, contributing to the low-density character of the area.

### 8.6.1 | HOUSING MIX

29 dwellings proposed in the following mix:

- 2 bed ( 10 ) = 35%
- 3 bed ( 11 ) = 37%
- 4 bed ( 2 ) = 7%
- 5 bed ( 6 ) = 21%

29 100%

The location of affordable housing (40%) is identified on the detailed area layout. Affordable housing is distributed across the full outline site including the detailed area. 40% of housing will be affordable, a combination of West Oxfordshire District Council and Cherwell District Council requirements.



FIG. 153 | DWELLING TYPES PLAN



## 8.7 | BUILT FORM

High quality materials will be used throughout the Woodstock East development to create a distinctive and sustainable development. The buildings have been designed to fit comfortably with the existing character of Woodstock whilst providing their own individual identity.



FIG. 154 | WATER BUTT

The first part of this section identifies the mandatory requirements for buildings across the detailed site area. These are principally identified as mandatory to ensure that they complement and integrate with the existing character of Woodstock and comply with the Code for Sustainable Homes and Lifetime Homes standard.

As illustrated in the character area assessments in Chapter 5 'Illustrative Information' in 'an identity and sense of place' the building forms and materials will vary across the site to create different character areas. The second part of this section will outline the specific details for the forms and materiality of dwellings in the detailed application area.

### 8.7.1 | DWELLING REQUIREMENTS

Dwellings are designed to 'Lifetime Homes' standard and aim to achieve Code for Sustainable Homes level 4. The dwellings have been designed to provide high building performance in respect of fabric energy efficiency.

High levels of internal thermal comfort will be achieved through the use of high thermal mass from stone and block work external walls with thick/full fill insulation to cavity, allowing for thick external walls, assisting in stabilising internal temperatures and minimizing the potential for internal overheating by solar transmission through the building fabric. U-values/fabric performance will be in excess of current building regulations, through the use of materials as above and carefully controlled areas of high performance double glazed windows.

Energy efficient lighting will be used throughout and Air Source Heat Pumps are intended to serve each dwelling. The Code for Sustainable Homes pre-assessment submitted with the planning application shows the range of measures anticipated to be provided to meet code level 4.

### 8.7.2 | CYCLE STORAGE

Safe, secure and weather-proof cycle storage will be provided for dwellings to the following levels:

- Storage for 2 cycles for 2 and 3 bedroom dwellings (2m x 1.5m)
- Storage for 4 cycles for 4 bedroom dwellings and above (2m x 2.5m)

### 8.7.3 | WASTE STORAGE

All dwellings will be provided with ventilated, sheltered areas for bin storage. These are easily accessible on non-slip surfaces to encourage use and reduce the impact of bins on the street scene. Storage areas will be provided to provide storage for West Oxfordshire or Cherwell waste collection containers. Homes or communities are provided with individual composting facilities.

### 8.7.4 | RAINWATER STORAGE

Rainwater butts will be provided.

### 8.7.5 | DETAILED AREA

The detailed application area forms part of the West Housing Character Area. This area relates to the existing eastern edge of Woodstock, Oxford Road (A44) and the Blenheim Palace World Heritage Site Boundary.

The dwelling design uses simple traditional building forms, in-keeping with traditional Woodstock buildings. Traditional materials are used with careful and sensitive detailing to provide a unique, high quality development which relates well to Woodstock whilst maintaining its own unique identity.

Natural stone is to be used for the exterior walls and external boundary walls combined with natural render to complement the stone and provide variety. Reconstructed stone slates or blue/grey slate will be used for the roof finish depending on the location within the site and roof pitches reflect traditional proportions.

Narrow module traditionally proportioned window casements are proposed with high performance powder coated aluminium frames. Powder coated aluminium rainwater goods are proposed throughout with simple profiles reflecting the traditional character area.

The use of dressed/cast stone to window/door heads and cills compliment the general chopped building stone used on the general elevations

Where indicated on the site layout plan high quality bin and cycle stores are proposed to be constructed in lead/zinc slatted timber enclosures with low pitch roofs over - all to a common design which will control the materials palette used throughout the site to ensure a consistent and holistic design is maintained.



FIG. 155 | DETAILED SITE



FIG. 156 | DETAILED SITE



FIG. 157 | DETAILED SITE



View of plots 6-13 from west footpath



View of plots 14-20

FIG. 158 | STREET SCENES



View of plots 1-5 from footpath



View from main street / Care Village

FIG. 159 | STREET SCENES

# CONCLUSION

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*“ Development that is sustainable should go ahead without delay. ”*

*National Planning Policy Framework (NPPF)*



## 9.0 | CONCLUSION

The Woodstock East site offers a unique opportunity to provide much needed housing as identified in the recent Strategic Housing Market assessment for the County, West Oxfordshire and Cherwell District Councils and in support of the City of Oxford itself. It provides for this in a location that does not cause harm to the Green Belt, whilst still providing a sustainable development close to Oxford.

It also ensures the sustainable future and economic sustainability of a town, the centre of which can be said to be in commercial decline and which fails to provide an appropriate balance of services and facilities for visitors and residents alike.

The site is strategically located at the heart of several major transport routes. It can therefore provide a 'Link and Ride' facility that will make the most of its location and improve travel around Woodstock, within the District, to and from Oxford City and throughout this part of Oxfordshire with Oxford City.

Development of the site will also provide funds to protect, enhance and help ensure the long term sustainability of the Blenheim Palace World Heritage Site. This will serve, to meet current funding short fall against the World Heritage Site Management Plan objectives, thus providing for the long-term preservation and enjoyment of one of the nation's most important heritage assets.

It will provide for the long-term sustainable development of Woodstock providing the comprehensive community and social infrastructure that smaller piecemeal developments would be unable to provide.

This will enable wider improvements to be made to existing Woodstock services and facilities.

The development design has been based on an analysis of the constraints and opportunities of the site including detailed assessments of flooding, ecology, landscape and transport, and these have guided the masterplan to its current form.

The design has evolved from a landscape and heritage led vision framework to ensure that it best enhances the heritage and landscape opportunities provided by the site and its surroundings, providing a sustainable community and an attractive place to live.

A scheme of this size and diversity will deliver positive improvements to enhance the local community. Consequently, it will result in the delivery of true sustainability, whilst, at the same time, meeting national and regional housing and development needs in particular as part of the City Deal for Oxford.

The proposal comprises sustainable development. It should go ahead without delay.