

# Longford Park, Banbury

Parcels D&E

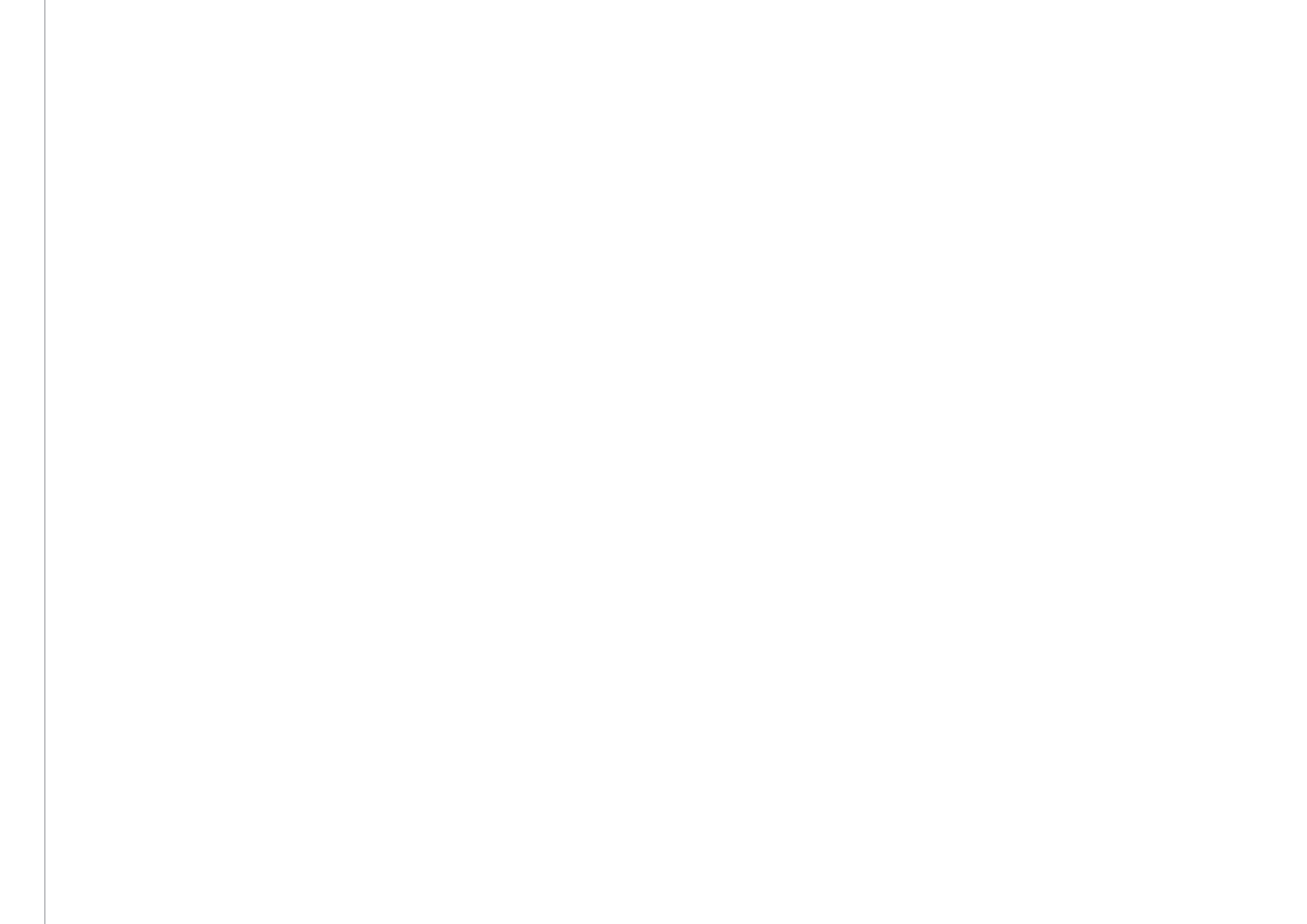
## Design Report - Reserved Matters Application

May 2016

BM 122.74m

OXFORD ROAD





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# 1 Introduction

## 1.1 Background

- This Design Report has been produced to support and enhance the Reserved Matters Planning Application for the development within parcels D&E of the Plateau at Longford Park, Banbury.
- The primary objectives of the proposal are: -
  - To provide a distinctive and high quality place that enhances the character of Longford Park and the surrounding region.
  - To deliver a range of well-designed, sustainable housing opportunities.
  - To enhance the public accessibility and linkages to the rest of the masterplan.
  - To increase the opportunities for Green Infrastructure within the development, providing green corridors linking to the surrounding countryside, and green edges to provide a clear boundary to the site.
  - To create a well-considered, sustainable and sensitive development that is special to locals and relates to the wider context.
  - To develop a relationship to adjacent development and ensure a consistent approach to the design philosophy in-line with the established design code.

## 1.2 Aim Of The Document

- This Design Report aims to explain the approach to the design and outline the key principles considered when developing the proposal.
- The proposal has been informed by sound urban design principles, including those relating to movement frameworks and street hierarchies, open space, affordable housing, sustainability, and crime prevention measures. The proposal reflects the development principles laid out within the Design Code for Longford Park.

## 1.3 The Proposal

- The development aims to provide 116 dwellings in total with an affordable percentage of 30%. Please refer to the schedule included on the proposed site plan for information on mix.
-

# 2 The Vision



The proposed development will create a **sustainable, inclusive** and **integrated** part of the Longford Park Masterplan.

The scheme will create a **well-balanced, distinct** and **vibrant** neighbourhood that will provide for all ages, economic situations and lifestyle.

The proposal will respect the surrounding **landscape** and respond to the local urban and rural context, enhancing the **local vernacular**.

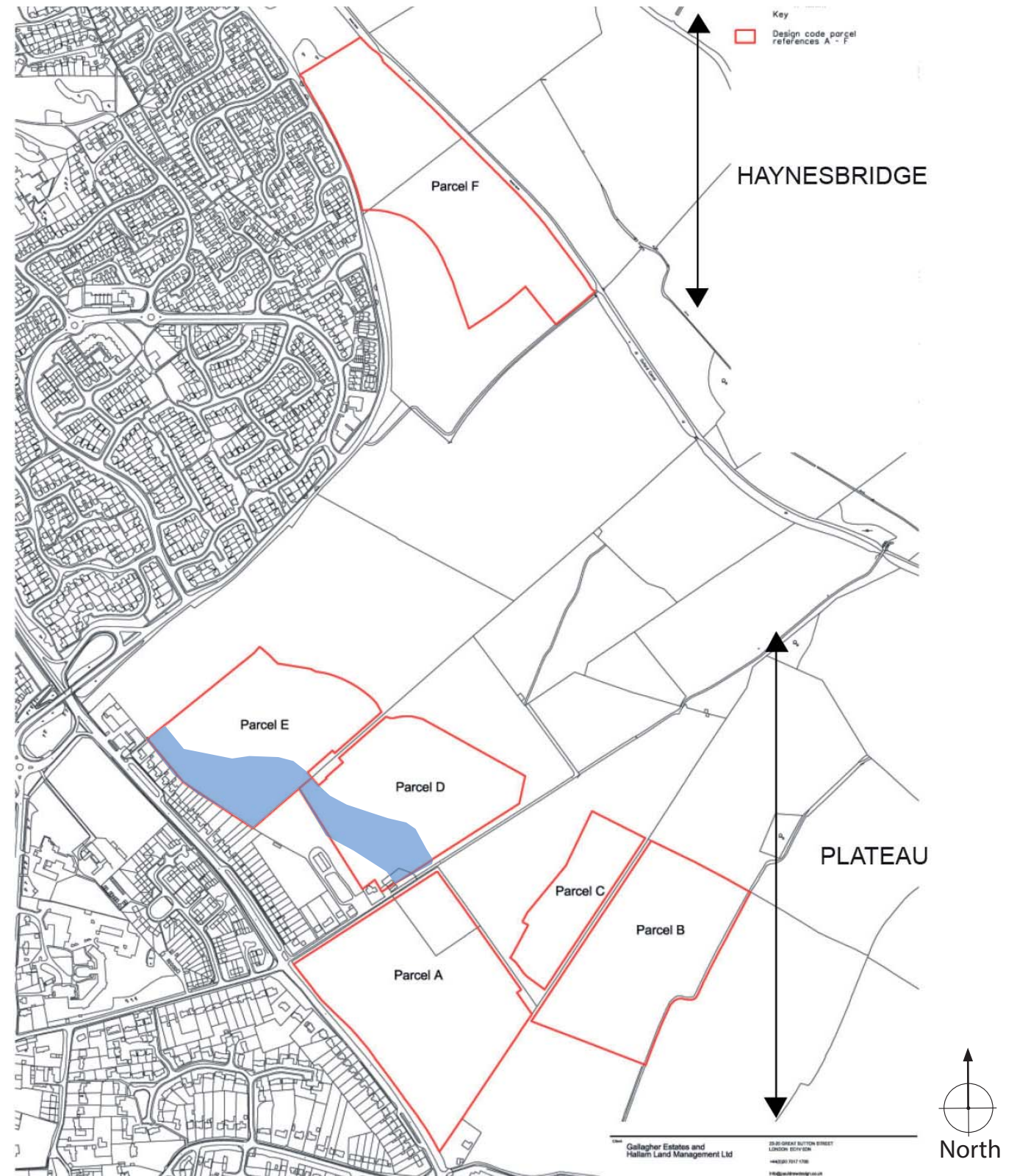


Fig 6 from design code document.

Site highlighted in blue - approx only, refer to site location plan for details

# 3 The Site

## 3.1 Introducing The Site

- The site is part of Parcels D & E of the Longford Park development on former College fields.
- It is situated to the south of Banbury on higher level ground.
- The site is bounded by existing housing to the south and sits within existing fields. Oxford Road, which links Banbury with Villages to the south (Twyford and Adderbury), is located to the south of the site but is separated from the site by housing facing onto Oxford Road.
- Oxford Canal is situated to the north east of the site over further fields which should form a community park in the Longford Park Masterplan.
- To the north west are fields and Bankside. It is intended for these fields to become a formal sports provision (proposed in the masterplan).
- Further east of the site are further fields named as 'the Plateau' in the Masterplan and Design Code document. These fields are proposed to become mixed use development, including a new primary school.
- Directly to the north of the site is a proposed development that forms part of the masterplan by others, reference to this was made during the design process.


















Constraints Plan

**Key**

**Constraints**

-  Proposed Site Boundary
-  Development of adjacent site by others
-  Development of adjacent site by others
-  Building facades in proximity to development
-  Existing hedgerows to be retained
-  Principal street frontage

-  Existing trees proposed for retention subject to condition and value survey BS5837-2012 and protection during construction
-  Existing contours
-  Existing agricultural land use
-  Development by others
-  Existing urban settlement

**Opportunities**

-  Access points to development
-  Landmark / Key Building
-  Proposed areas of green space / wildlife corridors link with existing green infrastructure



### 3.2 Site Constraints

- Key constraints on the site and surroundings are noted on the plan opposite and described below:

There is a hedgerow running through the middle of the site. Also there is a lane and area of landscaping to the south eastern corner of the site. Houses should front onto this.

Back to back distances to existing properties should be respected. Distances are shown on the constraints plan.

The building frontage to Canal Lane should be respectful of existing dwellings and should complement the rural feel in this area.

Existing hedgerows should be maintained along the southern boundary.

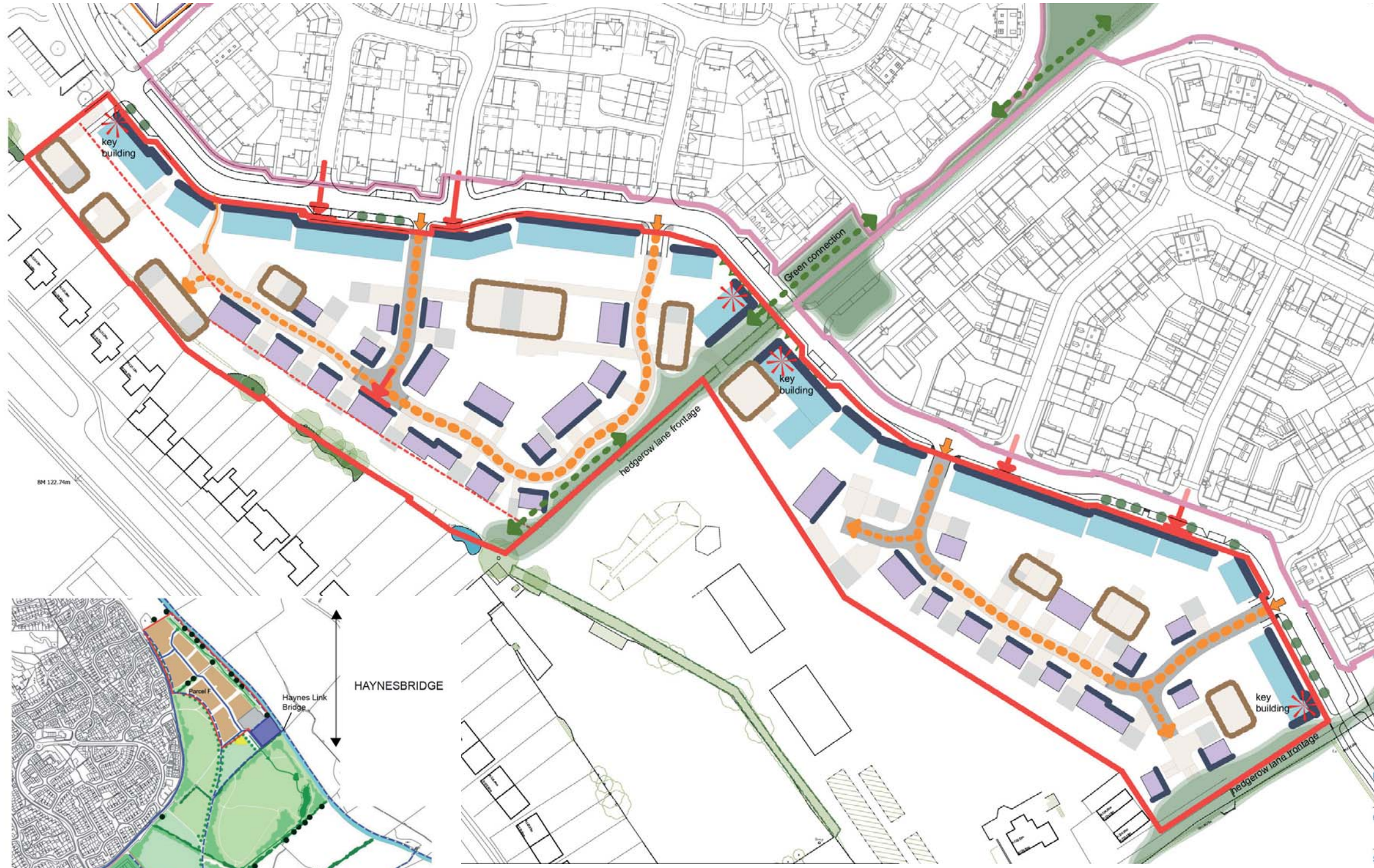
Access to be from the main spine road onto smaller side streets.

Reference to the masterplan :

- Proposed uses surrounding the site have been agreed within the Longford Park Masterplan and are as follows:
  - That land to the north west of the site is to become a formal sports provision.
  - That land to the north east of the site is to become a Community Park
  - That land to the south is to incorporate a mixed use development.
- The Masterplan proposes that there are pedestrian and cycle connections incorporated into the layout linking the development with the community park to the north.
- Focal points to be established as per the masterplan proposal
- Affordable units should be in clusters of 15 or less and using an even site distribution.

### 3.3 Site Opportunities

- There is the opportunity to integrate the development into the rural context by incorporating existing landscaping features and producing a development with a rural character.
- A rural character should be formed by incorporating mews courts and lanes.
- The main spine road through the site will link the development with other phases of the Longford Park development and the development centre, which contains community facilities. This main connection road should therefore be lined with a strong frontage.



Concept Plan

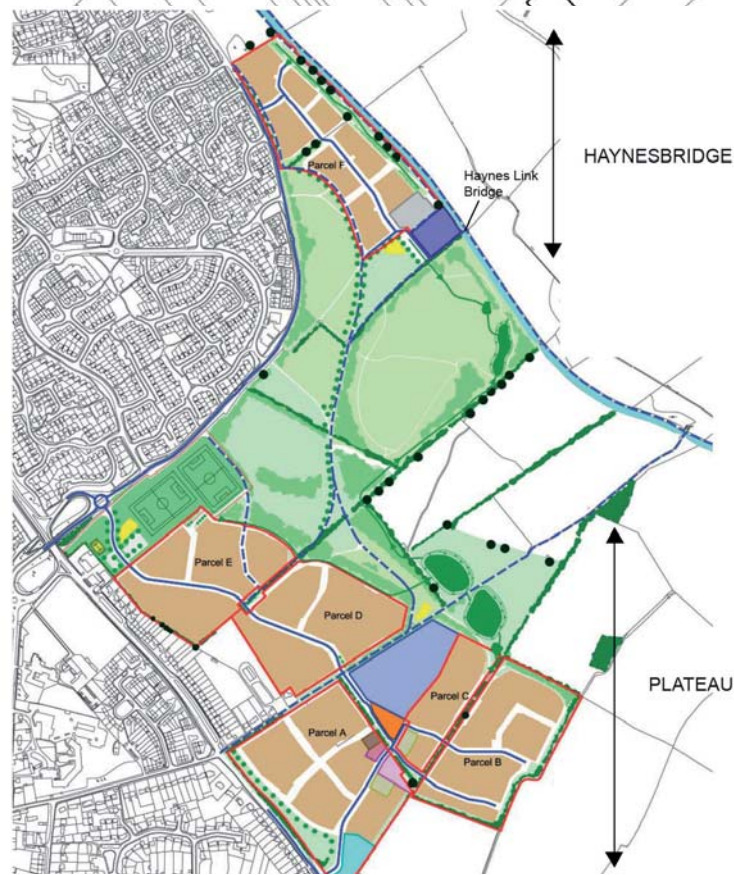


Fig 8. Masterplan from Design Code document

- Key**
- Proposed Site Boundary
  - Development of adjacent site by others
  - Site Entrance
  - Vegetation
  - Building facades in proximity to development
  - Existing hedgerows
  - Pedestrian Passage
  - Vehicular route
  - Focal point / key building
  - Principal frontage
  - New trees/planting
  - Existing trees
  - 'Vista stopper'
  - Urban characteristics
  - Rural characteristics
  - Parking courts



# 4 Design

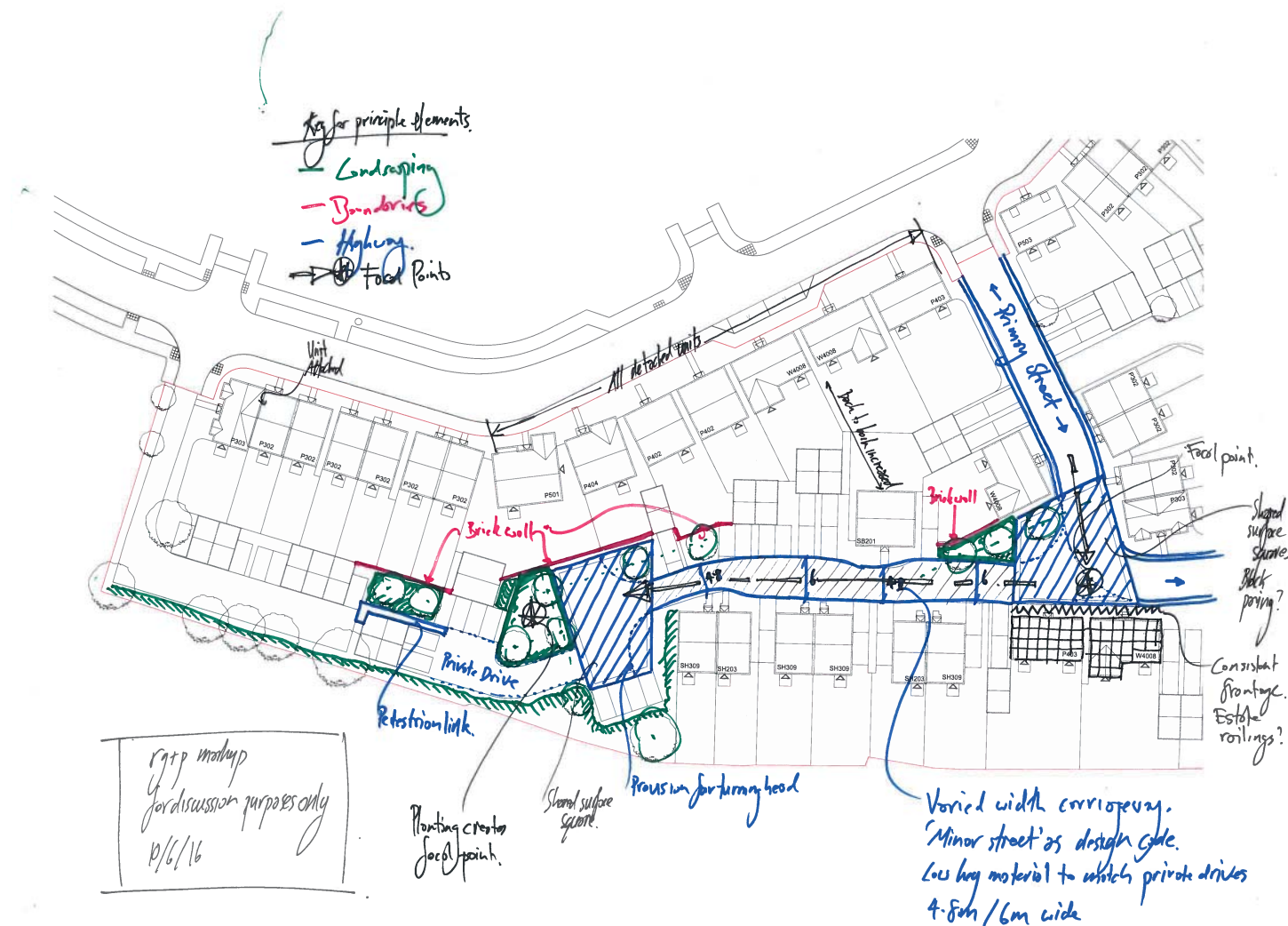
## 4.1 Design Strategy

- The site has been laid out with reference to the Design Code produced for Longford Park along with careful analysis of the design constraints discussed in the previous section. An extract of the site master-plan is provided on the opposite page.
- The concept plan provided aims to demonstrate how the design strategy for the site has developed. Important factors such as a strong street frontage, access points/strategy and massing have been shown.
- The design of streets are laid out to enable connection to the wider scheme and promote community identity whilst consideration has been given to way-finding within the site. Access reflects the principles established within the design code.
- Dwellings are sited to form clear, consistent and active frontages and to provide clear definition between public and private spaces. The required degree of privacy between dwellings is maintained through the use of the required back to back distances.
- Key buildings are located at focal points within the development and act as gateways between different zones, whilst corner buildings have been designed to be articulated on both fronts.
- Parking has not been allowed to dominate the street scene especially along the spine road where on street parking is restricted to visitor spaces. Trees will be incorporated into the street scene to give a village feel to the development.



## 4.2 Design Development

- The comments received during the design process have been carefully considered and have influenced the design.
- The key elements that have been addressed are:
  - + Providing vista stops and terminating views. The use of shared surfaces and a coordinated approach to landscape architecture has assisted in this. The sketch shows how the design development of the highways, landscape, boundary treatment and plot arrangement has come together.
  - + The street scene showing the apartment buildings in relation to the other plots, the previous layouts have been shown on the opposite page. This area has been developed to accord with comments, such as adding juliet balconies fronting the spine road and the use of banding to create a more active elevation. The parking court has been extended to accommodate for both flats, removing a section of the hedgerow as requested.
  - + Hornton natural stone traditional coursework has been carefully assigned to the key buildings, plots 001-002 and 089 -093 to create a strong relationship with Canal Lane along with creating a bookend effect at either end of the street scene.
- Overall, the comments have been taken on board throughout the development as shown on the opposite page. It is believed this has led to creating a successful development that will result in a sustainable community for the future.



Site plan mark up



Site layout first issue

- Too great a variation in layout across spine road.
- Garages fronting spine road is less successful.



Site layout revision B

- Better variation in height across the spine road with 2.5 storey dwellings between flats.
- No garages fronting the spine road results in a more consistent frontage.



Submitted site layout

- Better relationship to spine road.
- Stepping down in height across spine road.
- Apartments are now opposite one another which improves the relationship and better defines scale across the spine road.

## 4.3 Layout Use & Amount

### Layout

- The site plan embraces a range of design principles that will ensure that the development is distinctive and characterful, easily accessible and navigable, with a layout that has a low impact on the existing town.
- The site plan illustrates the layout of the development, and its relationship to the surrounding area.
- The housing proposed for the development reflects the typical aspirations of the population and is suited to the need in the area.
- The development should have its own identity but follow a similar material use as the existing properties in Banbury.
- The development should have a clear sense of place, the adoption of the design code should ensure this. Referring to the parameter plan for the plateau area (below) as provided in the design code also helps to establish key points within the development.
- The dwellings are sited to provide natural surveillance over the adopted highway and open spaces. There are no blank gable elevations overlooking public areas, instead side facing windows are provided which increases natural surveillance.
- The development should reference and respect both new and existing housing developments.
- The building frontage to Canal Lane should be respectful of existing dwellings and should complement the rural feel in this area.
- The frontage to the spine road should remain respectful to the adjacent developments and should not have garages fronting it to keep a more consistent frontage.

### Use & Amount

- The use is for residential development. 116 dwellings will be provided with associated car parking spaces. Affordable housing accounts for 30% of dwellings.
- In reference to the parameter plan for the plateau area (shown below) the density for land parcel D is up to 39d/ha and E is up to 38d/ha. The density for the proposed development to which this application relates is 38.47d/ha.



Land Parcel	Density
A	Up to 42d/ha
B	Up to 40d/ha Excluding nonresidential uses
C	Up to 40d/ha Excluding nonresidential uses
D	Up to 39 d/ha
E	Up to 38 d/ha

Blue line	Main Street	Blue square	School
Red line	Village Centre Frontage	Pink square	Health
Yellow line	Oxford Road Frontage	Brown square	Community use
Light green line	Hedgerow Lane Frontage	Light green square	Retail
Dark green line	Park Fringe	Light blue square	Employment (Office)
Green circle	Key Tree	Purple square	Church
Purple asterisk	Key Building- coloured through render Sto Ref: 31421 / RAL Ref 7044	Orange square	Village Centre
Blue asterisk	Key Building to be in Hornton stone	Red line	Development Parcel
Purple asterisk	Key Building render or stone as above	Grey square	Development Block
		Pink line	Primary Route
		Light green square	Open Space and preserved green corridor





Street Scene



Fig.63: Plateau Building Heights Parameter Plan

- Max 3 Storey ( max 14.2 to ridge height)
- Max 2.5 Storey (max 11.2 to ridge height)
- Max 2 Storey (max 11.2 to ridge height)
- Retail (1/2/3 Storey subject to market viability)
- School Height not identified

Drawing from design code document.



Corner building

Gateway building



Corner building - from design code document.



Gateway buildings - from design code document.

## 4.4 Scale

- The proposed houses vary in size, with a variety of widths and depths, including L-shaped configurations, this strategy is referenced in the design code. The properties throughout the site are mainly 2 storey with a few 2.5 storey houses to create a varied street scene.
- Overall the scale of the proposed development does not cause any harm by way of over dominance, loss of light or amenity to any neighbouring properties. This is further respected by the set back distances employed and as shown on the site constraints plan. The scale is also domestic in character and detail.
- The house types range from a 1 bed flat to a 5 bed detached house which results in a variety in scale across the development.
- Variety will be key in creating a sense of place, with different house types and material palettes helping to break up the views across the site.
- Variety and an articulation in scale along the spine road will also be an important factor in creating a street scene with interest. The street scene overleaf shows a variety in scale with varied roof lines. Care has also been taken at corner buildings to align roofs onto primary and secondary streets.
- Building heights will also be in accordance with the design code, an extract (plateau building heights parameter plan) has been provided for reference. The proposed building heights can be seen in the image shown.
- Also referenced in the design code document is the introduction of key buildings to add focus and provide identity. They improve way-finding within the site, and provide landmarks within the site. Key areas for these are shown on the constraints plan. An extract of how key buildings can be developed from the design code is provided overleaf - drawings showing how this has been adopted are also provided.



Building heights



Street Elevations



Street Elevations



Street Elevations

## 4.5 Appearance

- The overall appearance of the proposed dwellings is traditional in character and will be in-keeping with other development in the surrounding area.
- There are two principle areas within the development; the first being all dwellings that run along the spine road which have a more urban feel, this is achieved through the use of formal planting with box hedging to the front gardens and a palette of materials which compliments this ethos. Dwellings within this area will be built of brick or render and have stone window heads and cills with generally flat canopies to front doors. The second area is houses accessed off the spine road located off either shared surfaces or private drives, this area is more rural with a more informal planting style to the landscaping elements and a different feel to those houses on the spine road.
- In addition to the above, the fronting of houses onto the hedgerow in the middle of the site and on Canal Lane at the eastern edge of the site have also been considered, here dwellings are set back from the Lane, with enhanced elevational treatment and also the hedgerows will be preserved to enhance the landscape setting.
- Render and brick will be used throughout the proposed development which reflects the dominant materials that are found in Banbury. Stone is also used to highlight key plots. The location of materials is shown on the materials plan submitted as part of this application. The roof colour will also be varied with the use of different roof tiles.
- The house-types will have different roof forms and architectural features, such as dormer, bay windows, as well as a variety of architectural details. Well proportioned vertically emphasised windows with consistent depths are provided, this helps to articulate individual buildings and the overall streetscape.
- The houses have different set backs from the pavement edge, which will promote character for the different parts of the site. The spine road represents a more consistent road frontage with spacing increasing further back in the development. Set backs increase along Canal Lane with larger frontages supporting the current aesthetic.



Extract from design code - showing the Hedgerow and Canal Lane.  
The spine road linking the site to the village centre is shown in brown



Maintaining street frontage using parking courts



Parking to side of dwellings



Private drives - garages accessed at rear

## 4.6 Parking Strategy

- A balance should be struck in terms of parking numbers – on one hand, parking should be minimised with a focus on encouraging sustainable forms of transport such as cycling and buses. However, it is important for there to be sufficient parking capacity for all new residents, to ensure that obstructive parking.
- The main spine road does not have any direct parking for residents, only visitor's spaces. The dwellings have access to communal parking courts to the rear of the properties.
- Rear parking courts have the advantage of enabling much more continuous frontages. This approach would work well in the higher density areas of the site, keeping the streets from becoming parking-dominated and allowing more space for green landscape along terraced frontages. Natural surveillance to these areas is important and will be provided to for the larger parking courts in the centre of the site.
- The aim is to make car 'parks' that allow for tree planting to break up parking areas, softening hard surfaces and merging green spaces with development areas.
- For parking within owner curtilage, cars should be parked at the side rather than the front of properties wherever possible to reduce the risk of a car-dominated streetscape.
- On-street parking can have a beneficial traffic calming effect, but the layout should be designed to properly accommodate this and not compromise pedestrian / cycle routes and crossings.
- The shared surfaces blend cycling, pedestrian road and parking zones together, softening the appearance of the street and creating a 'mews' aesthetic in some higher density zones.



Rear parking courtyards



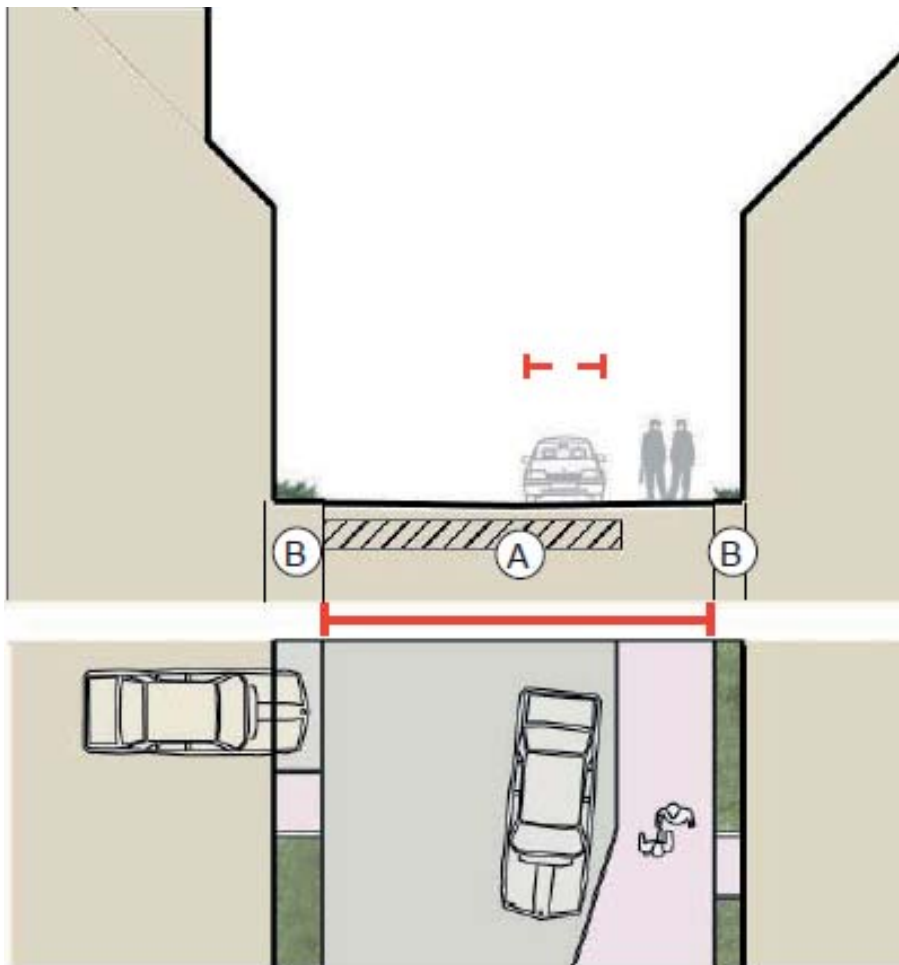
Planting can aid traffic calming while softening shared surface parking areas.



On-street parking broken up with soft landscaping

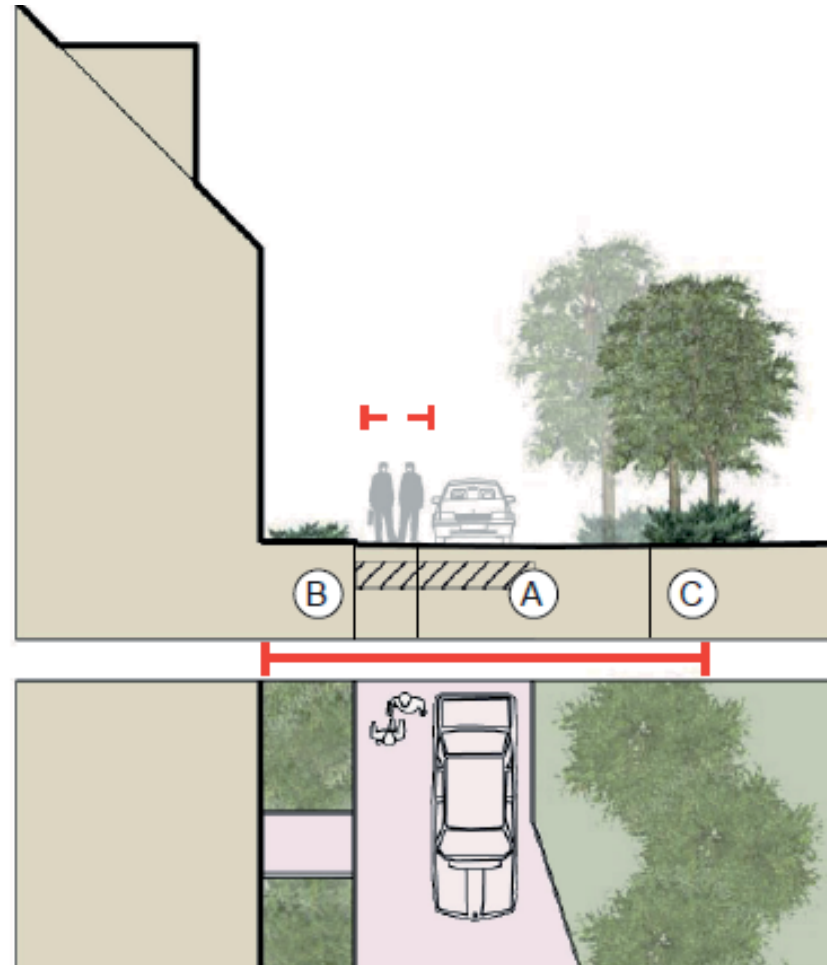


Traffic calming surfaces combined with on-street parking



Side street

Drawings from design code document.



Lane and minor street



Site highlighted in blue

Fig. 62: Plateau Movement Parameter Plan

- █ Primary
- █ Secondary
- █ Side
- █ Lane and Minor Street

## 4.7 Access and street hierarchy

- Street hierarchy has been designed to accord with the plateau movement parameter plan as included in the masterplan design code document. Roads into the site are termed as side roads and these are accessed off the primary spine road.
- Spacing of properties and configurations of streets have been designed using the masterplan design code as guidance. An extract of street widths have been provided on the adjacent page.
- The emergency services will have appropriate and adequate access to all properties. Access for the collection of refuse has also been considered.
- The main spine road and side roads off this provide access to both cars and pedestrians. The road into the site and serving the properties has been designed to an adoptable standard.
- Clear access to car parking spaces have been provided for all properties, the principle of which is discussed in the previous section.
- Level access will be provided to all the dwellings. Part M of the building regulations (Access to and Use of Buildings) will be complied with.





Fig. 64: Plateau Landscape Parameter Plan

- █ Existing hedgerows to be retained in accordance with BS 5837:2012, with particular reference to guiding and construction exclusion zones.
- New planting subject to street lighting and access points. Main Street is not a formal avenue but clusters of trees will mark key places along route and is subject to reserve matters design development.
- Key tree – existing feature whose root protection area will influence development layouts and construction exclusion zones
- Extended Local Area of Play – 200msq of area with 5m buffer zone to dwelling frontages. Isochrones illustrate a catchment of 200m. This is not a standard led approach but relies on the specific setting and character of the Plateau, which has a highly permeable pedestrian friendly grid of routes.

Drawings from design code document.



Fig.132: Plan identifying Hedgerow Lanes location

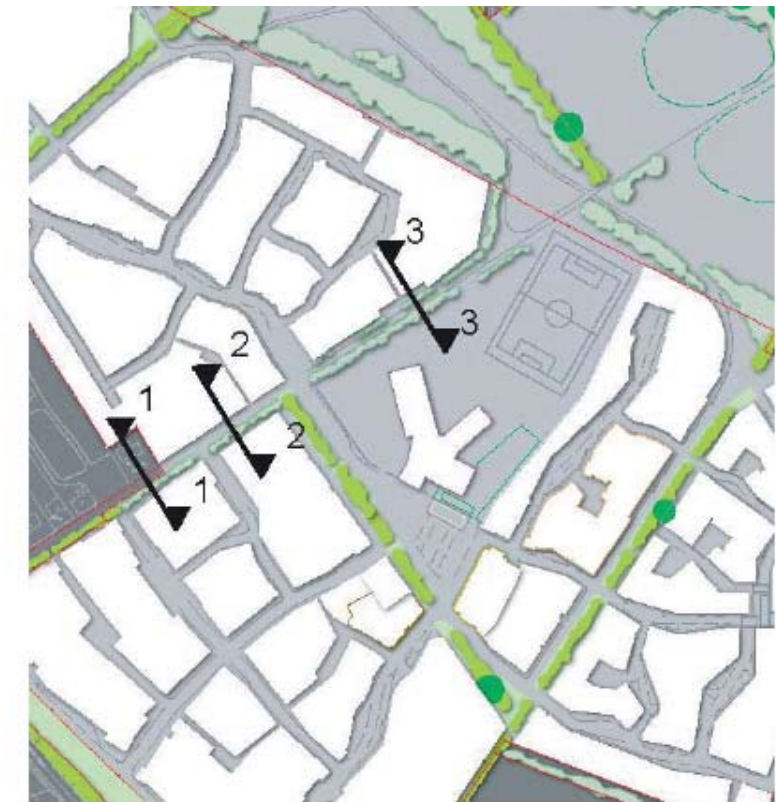


Fig. 136: Plan identifying sections through the Canal Lane

Cross sections through Canal Lane

Fig.133: Cross Section 1

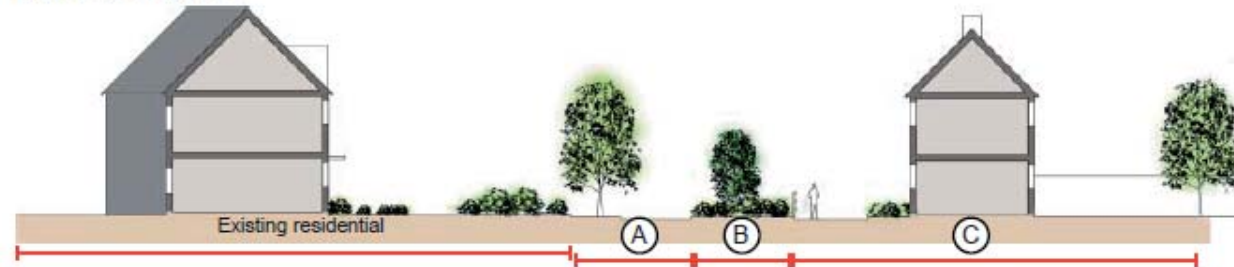


Fig.134: Cross Section 2

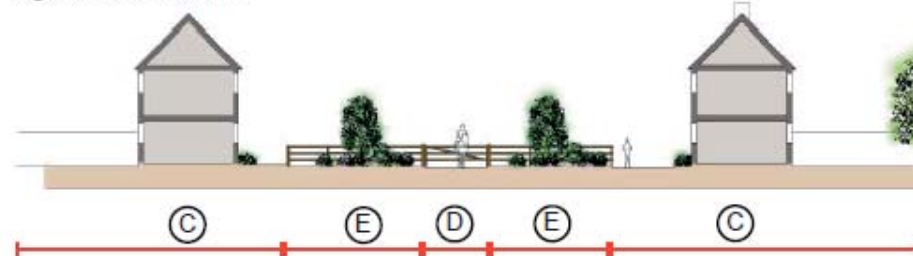
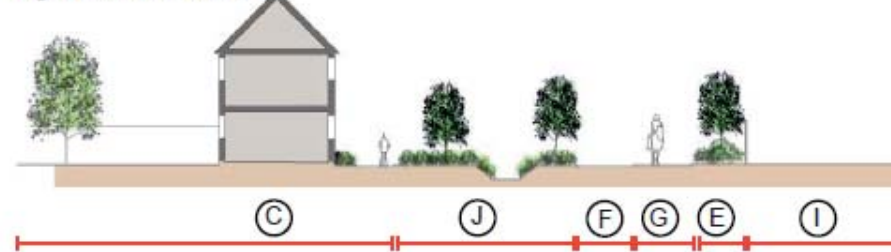


Fig.135: Cross Section 3

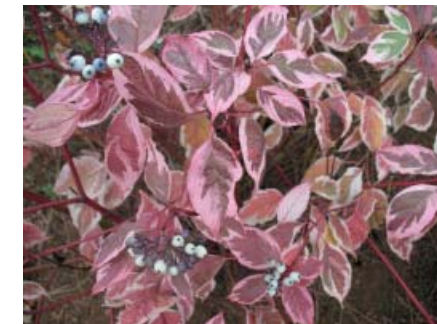


- A Canal Lane - which does not form part of the development site. No vehicular access arrangement for the development from Canal Lane.
- B Existing hedgerow
- C Extent of development parcel
- D Canal Lane gated - to allow agricultural access only.
- E New Hedgerow
- F Canal Lane - pedestrian and cycle connection in this location. No vehicular access arrangement for the development from Canal Lane.
- G Grass verge for horses
- H Restored hedgerow
- I School playing field
- J Swale and hedgerow within soft verge

# 5 Landscape and Open Space

## 5.1 Landscape Strategy

- The development will be based on a landscape strategy that integrates the development and its surroundings and values the existing landscape features.
- Through appraisal of the local landscape and ecology, the development should respond to make the best use of the site's setting within the Plateau and the wider development of Longford Park.
- The development will:
  - + Accentuate linkages -road, footpath and cycle routes
  - + Provide spaces for relaxation and contemplation
  - + Provide attractive places to live
  - + Aid local distinctiveness
  - + Retain and seek to enhance biodiversity
  - + Soften built form where appropriate
  - + Retain and enhance existing significant features such as hedgerows and trees
- Shared surface streets of variable width will be softened by planting, to include trees, hedgerows and amenity planting. Street tree selection will be of native and non-native species, incorporating upright forms and low to medium water demand tree where appropriate. Tree species will include the following: Acer campestre 'Streetwise', Carpinus betulus 'Fastigiata', Gleditsia triacanthos 'Sunburst' and Betula pendula 'Fastigiata'.
- On plot planting will be provided with public and private realm clearly delineated by either hedgerows or, for variety, mixed amenity shrubs. Planting will be selected for its wildlife and amenity benefits.
- Dwellings along the Spine Road will have frontage treatments that correspond with properties on the northern side of the spine road. Evergreen Viburnum tinus hedgerows will create structure, softened by amenity shrub and herbaceous planting.
- Existing hedgerows and trees along the south western boundary and running through the site are proposed for retention as an existing wildlife corridor and to soften and filter intervisibility between existing and proposed houses. Existing hedgerows are extended with new mixed species hedgerow planting with hedgerow trees of Beech and Field Maple to provide additional habitat.
- Rear parking courts will be softened by native Hornbeam hedgerow planting and trees, with boundary walls softened by wall shrubs including Japonica Chaenomeles, valuable for spring flowers and easy growing, planted with evergreen Euonymus.
- Nodes are to be created within the development at junctions to aid legibility. The node spaces will be overlooked by properties and serve a number of functions. Vehicle through routes, car parking, and footpaths will be softened by the soft landscaping. The planting proposed within the public spaces will be of simple plant mixes of Rugosa roses for summer flower colour and scent and autumn hedges and foliage colour, dogwoods for winter stem colour and low planting to edge paths of Bergenia. Tree planting will be of semi mature stock for early maturity and include Malus trilobata, Prunus sargentii 'Rancho' and Liriodendron tulipifera 'Fastigiatum'.
- Adjacent to Canal Lane a native species hedgerow will be planted.
- Landscaping around the proposed flats will include shrub planting to create defensible space and privacy to ground floor widows. The existing hedgerow will create a strong feature within the private grounds of the flats.



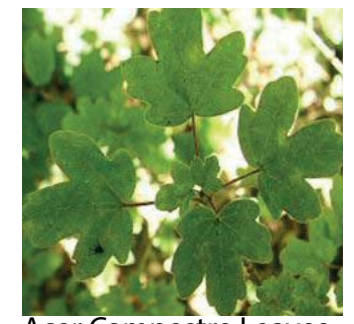
Cornus Alba "Sibirica Variegata"



Betula Pendula Leaves



Rosa Rugosa Roserie de L'Hay



Acer Campestre Leaves

# 6 Conclusion

- The design layout for this site has been carefully considered to respect the design code and masterplan as well as the surrounding area so that the development will have a positive impact and become an asset to the local community.
- The key priorities in order to achieve this include:
  - + Providing high quality dwellings, which will provide a good living environment for all occupiers and enhance the character and appearance of the area.
  - + Establishing a road hierarchy which is legible and complements the proposed architectural language.
  - + Utilises existing landscape features.
  - + Careful consideration of the masterplan and design code document.
- Overall, it is believed that the amount and type of development is appropriate for the site, relates well to the existing character of the area and will help create an inclusive and sustainable community for the future.