Public Document Pack

Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

URGENT BUSINESS AND SUPPLEMENTARY INFORMATION

Executive

2 July 2018

Agenda Item Number	Page	Title	Officer Responsible	Reason Not Included with Original Agenda
8.	Pages 1 - 460	Cherwell Residential Design Guide Supplementary Planning Document - Masterplanning and Architectural Guidance Appendices to report	Design and Conservation Team Leader	Appendices published as a supplement to the agenda due to the size of the documents

If you need any further information about the meeting please contact Natasha Clark, Democratic and Elections natasha.clark@cherwellandsouthnorthants.gov.uk, 01295 221589

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Appendix 1

Final Cherwell Residential

Design Guide SPD

Cherwell Residential Design Guide

Supplementary Planning Document

Masterplanning and architectural design guidance

July 2018

Cherwell

DISTRICT COUNCIL
NORTH OXFORDSHIRE

AlanBaxter

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Cherwell Residential Design Guide

Supplementary Planning Document

Masterplanning and architectural design guidance

FOREWORD

Cherwell is an attractive district, structured around the historic market towns of Banbury and Bicester and its villages and rural hamlets. The area has a distinct character born out of its geology, landscape and history and its places are well valued by those who live here and those who visit from further afield.

The value of good design is well understood. Well-designed places add environmental, economic, social and cultural value. The Cherwell Residential Design Guide has been produced to ensure that new residential development results in vibrant, sustainable, safe and attractive places that add to the District's legacy. The Guide is not focused on building detail, but intends to support the development of new places that reinforce the character and vitality of a settlement. Central to this is the need for development that provides safe places to live and work, promotes sustainable transport and ways of living with good connections to local facilities.

Over the Local Plan period to 2031, Cherwell will experience unprecedented growth that will bring over 22,000 new homes and many new jobs to the District. The Cherwell Local Plan sets a vision for high quality and locally distinctive design. The ethos of the Design Guide is underpinned by a commitment from the Council to promote exemplary standards of design across the District. Our aim is to create great buildings and desirable places that are valued by future generations and add value to the development process.

Achieving this ambition is only possible through working in partnership with multiple stakeholders. In the production of this document, the Council has sought the views of councillors, planners, developers and the local community and all these parties need to be active stakeholders as new development proposals are shaped. We hope you will welcome the guidance and use it to support a positive legacy of great places and well-loved neighbourhoods.

Cllr. Colin Clarke
Lead Member for Planning
Cherwell District Council

1 THE IMPORTANCE OF HIGH QUALITY DESIGN

THE IMPORTANCE OF HIGH QUALITY DESIGN

1.1 A new era for design in Cherwell

High quality design supports a positive legacy, leaving successful places which are both functional and beautiful, which engender a sense of community, are long lasting and age well.

The District of Cherwell is known for its distinctive picturesque villages and diverse, historic market town centres. These places have a strong character rooted in the local landscape and have evolved over many centuries.

Looking to the future, the evolution of the District's settlements is set to continue at a rapid pace, with a significant number of new homes planned reflecting Cherwell's attractiveness as a place to live and work. This vision is set out in the Cherwell Local Plan 2011 – 2031 Part 1 (adopted July 2015).

Cherwell District Council is committed to protecting and enhancing the special character of the District. The Cherwell Residential Design Guide has been written to support high quality residential development, primarily on major and strategic development sites, guiding the development of locally distinctive places that reinforce the positive character of the district.

This is an exciting opportunity to create new places which are of a high standard and fit well with the established character of the District. Investment in high quality design today will create a legacy of delightful and successful places for future generations to enjoy. It will support the wider economic prosperity of the District by providing the right mix of high quality homes to attract and retain workers.

The Council has made a commitment to raising the standard of design across the District through Policy ESD15 of the adopted Cherwell Local Plan (2011 - 2031) and recognises that there are lessons to be learnt from less successful twentieth century developments.

It is intended that the Guide will:
- Support more efficient and effective decision making in the planning process
- Provide clarity and more certainty to developers on the Council's approach to design
- Promote good quality design and inspire high quality development
- Engage residents of Cherwell in the shaping of their built environment

North West Bicester

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1.2 The role of the Design Guide

This Residential Design Guide is an important document that supports the Council's drive to significantly raise the standard of residential design across the District. It forms part of a wider design quality initiative.

The Guide provides further explanation and guidance in relation to Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, explaining what high quality design means in practical terms and why it matters. It is a technical guide, providing clarity and certainty on the design standards that are required. In doing so, it supports a streamlined planning application process and the timely delivery of new homes.

It is designed to be used by everyone involved in shaping places: developers, designers, local residents, Council officers and politicians. By developing a shared understanding of what good design means and why it is important, the Guide empowers local residents and stakeholders to engage in the design process and demand more.

The Guide is designed to promote a holistic approach. Design is not a tick box exercise and we expect a contextual approach to guide the process. Each chapter of the Guide deals with a different part of design . It starts with responding to the site and context, followed by developing the structuring principles of the Masterplan, and then explores individual elements of place including streets, buildings and landscape. The final chapters consider sustainability and innovative approaches, building details and use of materials.

Read together the chapters give an overview of the design process from site selection to detailed design. The chapters of particular relevance to individual stages of the planning process are highlighted in table 1.1.

The Guide has been written to support all residential development. While all guidance is relevant for major and strategic sites, the majority of the principles should be applied to other development types including single dwellings, minor infill and smaller housing sites.

Recent housing developments often do not respond to Cherwell's vernacular traditions and context, but the majority of housebuilders in the area wish to provide a 'traditional ' product.. Chapter 7 sets out detailed information on the design of buildings that is in keeping with the District's unique character.

Innovation and the sustainability are a key part of the design agenda and provide the foundation to creating healthy and sustainable places. The Council promotes architectural innovation, which may be particularly appropriate on some of the larger strategic development sites. This approach is likely to vary significantly from the traditional vernacular forms and more detail is set out in Chapter 8.

The Guide sits within a suite of planning documents which will be relevant to guide site planning and design. The Cherwell Local Plan, provides an overarching policy approach for most strategic sites. The guide will sit alongside the masterplans for Banbury, Bicester and Kidlington. The guide will provide the starting point in establishing site specific guidance on Local Plan sites.

Relevant chapters	Site selection / outline planning application	Full application	Reserved matters application
1 The importance of high quality design	✓✓	✓✓	✓
2 Cherwell's special character	✓✓	✓✓	✓
3 Responding to the site and its context	✓✓	✓✓	✓
4 Establishing the structuring principles	✓✓	✓✓	✓
5 Streets and spaces	✓	✓✓	✓✓
6 Building and plot arrangements	✓	✓✓	✓✓
7 Building elevations and details	✓	✓✓	✓✓
8 Innovation and sustainability	✓✓	✓✓	✓✓

Table 1.1 Chapter relevance

✓✓   highly relevant
✓   relevant

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1.3 The design and planning process

Good design is a collaborative process. Scheme promoters and their design teams will be expected to work with council officers early in the process through pre-application engagement.

The Council encourages pre-application engagement before a site is purchased as this provides an opportunity to establish and agree the brief for the site that will help inform development value assumptions.

Early engagement with the Council will help to identify potential issues and uncertainties early on in the design process. This helps to provide more certainty once an application is submitted, steam lining the process.

For major and strategic sites, Planning Performance Agreements (PPA) are strongly recommended, where common goals, design standards, resources and delivery targets can be agreed.

The Council strongly encourages public engagement throughout the design process. Design review is also seen as an important part of the planning process. Further information can be found in **Appendix G**.

The preparation of site specific guidance such as design codes and development briefs. is often required for large sites. It is expected that site specific guidance will follow the principles set out in the Design Guide. Once approved site specific guidance should provide additional detail on design and masterplanning matters that complement this guide. Further information on Design Codes and Development Briefs is provided in **Appendix G.**

Figure 1.1 explains the required process from site selection to reserved matters application and the points at which engagement with the Council should take place as a minimum on strategic and major residential development sites.

A similar process should be followed for minor residential development sites, though it is anticipated that the Stage 1 and 2 process set out in the left hand side would be proportionate to the scale, complexity and sensitivity of the scheme in these cases. For sensitive sites (villages, conservation areas, AONB etc.) a similar process to the diagram above will be expected for all schemes over 5 units. For smaller sites 10 - 100, the process should be agreed with the case officer
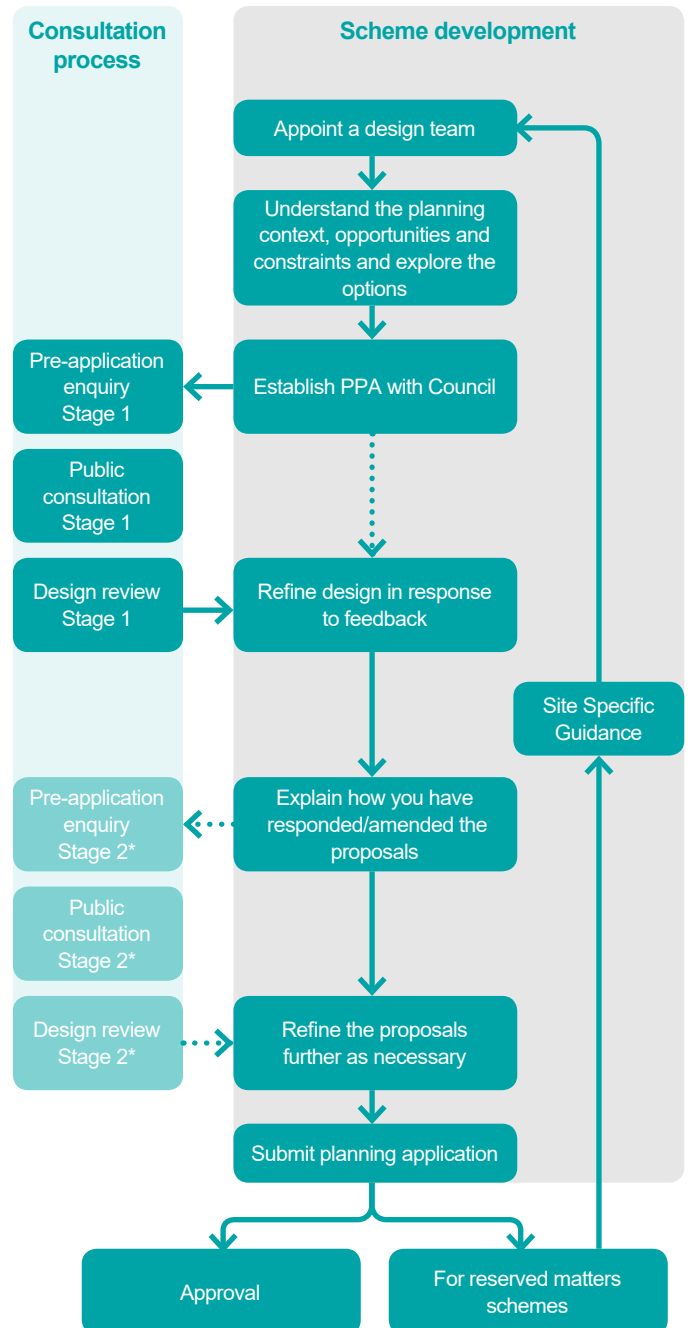
Figure 1.1 Process diagram for outline and full planning applications for major and strategic sites (over 100 units)

* Second stage pre-application enquiry, public consultation and design review may not be required where an acceptable solution has been established at stage 1

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1.4 Policy background

The requirement for high quality design is instilled in Local and National planning policy and supporting guidance.

Relevant policy and sources of further guidance are highlighted in each chapter of this report. A full reading list is provided in **Appendix A**.

National policy and guidance

National Planning Policy Framework (NPPF) 2012
The Government's NPPF is based around a presumption in favour of sustainable development of which good design is a key aspect.

The key message is that development should contribute positively to making places better for people though establishing a sense of place in response to local character and history. It clearly states that permission should be refused for development of poor design quality. The NPPF specifies that Local Plans should develop robust and comprehensive policies that set out the quality of development that will be expected within their area. Further explanation of the NPPF policies on design is provided in the supporting online publication **Planning Practice Guidance**.

National design guidance
National design guidance documents which provide useful background reading and further detail relating to the design process include:

- The Urban Design Compendium, English Partnerships (2nd Edition 2007) and Urban Design Compendium 2, English Partnerships (2007)
- Manual for Streets, DfT/DCLG (2007) and Manual for Streets 2, DfT (2010)
- Car Parking: What Works Where, English Partnerships (2006)
- Building for Life 12, Design for Homes (2012)
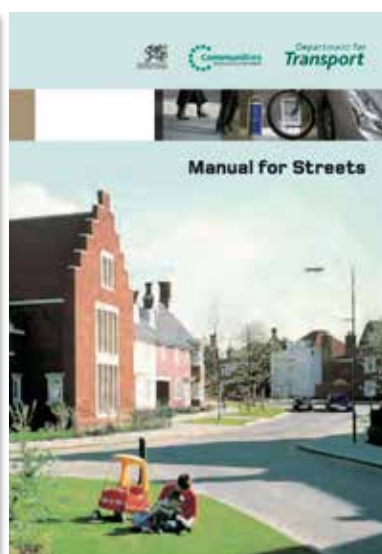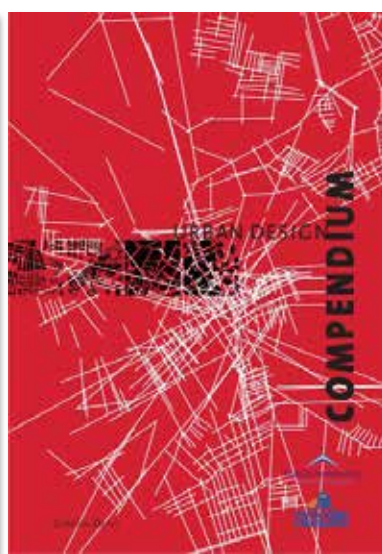
Local policy and guidance

Cherwell District Local Plan Part 1 (2011-2031)

The adopted Local Plan states,

> *"We will ensure that what we approve for development, whether commercial premises or housing, is of the highest design and building standards." (Local Plan, Foreword).*

The Design Guide is being prepared in response to Policy ESD 15: The Character of the Built and Historic Environment of the Local Plan. The headline policy states:

> *"Successful design is founded upon an understanding and respect for an area's unique built, natural and cultural context. New development will be expected to complement*

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and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the District's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential." (Local Plan, page 117).

The full wording of Policy ESD15 is provided in **Appendix B.** The Design Guide provides explanation and guidance on the meaning of the Local Plan policies in relation to design and once adopted as a Supplementary Planning Document will be a material consideration in the determination of planning applications.

Further policies relating to design are to be included within Part 2 of the Cherwell District Local Plan.

Neighbourhood Plans
Once made Neighbourhood plans are made part of the District's Development Plan and will be used in the determination of planning applications within the area / Parish. They typically provide local policy relating to character, design, mix and location of development.

Adopted Neighbourhood plans
• Bloxham (2016)
• Adderbury (2018)
• Hook Norton (2015)

The following neighbourhood plans are in preparation:
• Deddington
• Merton
• Mid-Cherwell
• Stratton Audley
• Weston on the Green
• Bodicote

District design and heritage guidance
Sources of Cherwell planning guidance relating to design which are material considerations when determining planning applications include:
• Conservation Area Appraisals
• Supplementary Planning Documents – site specific and District wide
• Informal planning guidance

A list of current guidance documents is available on Cherwell District Council's website.

Oxfordshire County Council
The County provides guidance on movement issues across Oxfordshire. and emphasises the importance of designing layouts which prioritise people before cars.
• Connecting Oxfordshire: Local Transport Plan 2015 - 2031 (2015)
• Residential Road Design Guide (2015)
• Design Standards for Walking (2017)
• Design Standards for Cycling (2017)

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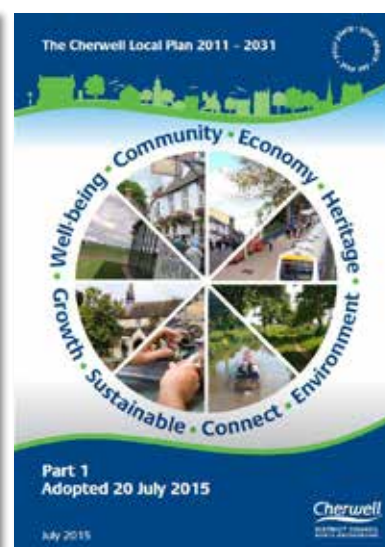
1.5 Abbreviations

Throughout the document the following abbreviations are used:

Cherwell Residential Design Guide (this document) = the Guide
Cherwell District Council = CDC
Oxfordshire County Council = OCC
Manual for Streets = MFS
National Planning Policy Framework = NPPF

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Cherwell's towns and villages have evolved in response to their landscape, movement and social contexts.

This chapter provides a summary of the distinctive characteristics we see today in different parts of the District. It should be used as a starting point for more detailed, site specific analysis which is the first step towards creating a locally distinctive development which sits comfortably alongside its established neighbours.

New development in Cherwell should promote:

- Development informed by an understanding of the historic evolution and character of the District
- The creation of new places which fit well with the pattern and character of local towns and villages
- Development which is locally distinctive and reinforces the different characters of the north and south of the District
- Development which is located appropriately in response to landscape and topography
- Use of appropriate local materials and detailing (see also chapter 7)
- Or a truly innovative approach to architecture and design

New development should avoid:

- The creation of 'anywhere places' which do not reflect local character
- Inappropriate settlement patterns, architecture and materials
- An awkward relationship between new and old
- The use of superficial details to add character

Please refer to the following chapters for supporting information:
- **Chapter 3:** For details of how site specific analysis should be undertaken
- **Chapter 4-7:** For guidance on how the understanding of local character should inform the masterplan and detailed design decisions
- **Chapter 8**: For guidance on sustainability considerations
- **Appendix C:** List of Conservation Areas within the District

Further reading:
- **Countryside Design Summary, 1998, CDC:** A detailed characterisation study of the District's settlements with particular focus on the rural villages
- **Oxfordshire Wildlife and Landscape Study:** http://owls.oxfordshire.gov.uk. A detailed classification of the District's landscape character
- **Colour Palettes, 1996, Studio REAL:** A detailed guide to traditional materials and colour palettes used in different parts of the District.
- **Conservation Area Appraisals, CDC:** Provides detailed character analysis and guidance for each of the District's conservation areas
- **Landscape Character Sensitivity Assessment, 2017, CDC:** Provides an assessment of landscape sensitivies across the district
- **Category 'A' Villages Village Analysis, 2017, CDC:** Provides an analysis of key issues associated with category A villages

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2.1 The evolution of the District

Local planning policy emphasises the importance of reinforcing Cherwell's local distinctiveness. New development should sit comfortably alongside the established townscape and landscape character of the local area and be unmistakably 'of Cherwell'.

This chapter is intended to assist with the understanding of local character by summarising the key characteristics of the District's three larger settlements and rural areas. It should be used as a reference when undertaking site specific analysis to inform the design process.

Growing from the land

In an area of Oxfordshire rich in natural resources, Cherwell has been settled from the earliest times. The District takes its name from the River Cherwell, running north to south through the District.

The distinctive character of the District has evolved slowly over the centuries and owes much to its landscape and underlying geology which have directly influenced the character of the built environment. The majority of building materials were sourced from the landscape; buildings were constructed of locally quarried stone with roofs of locally grown thatch. The resulting townscapes are unique to each local area and have a strongly defined character.

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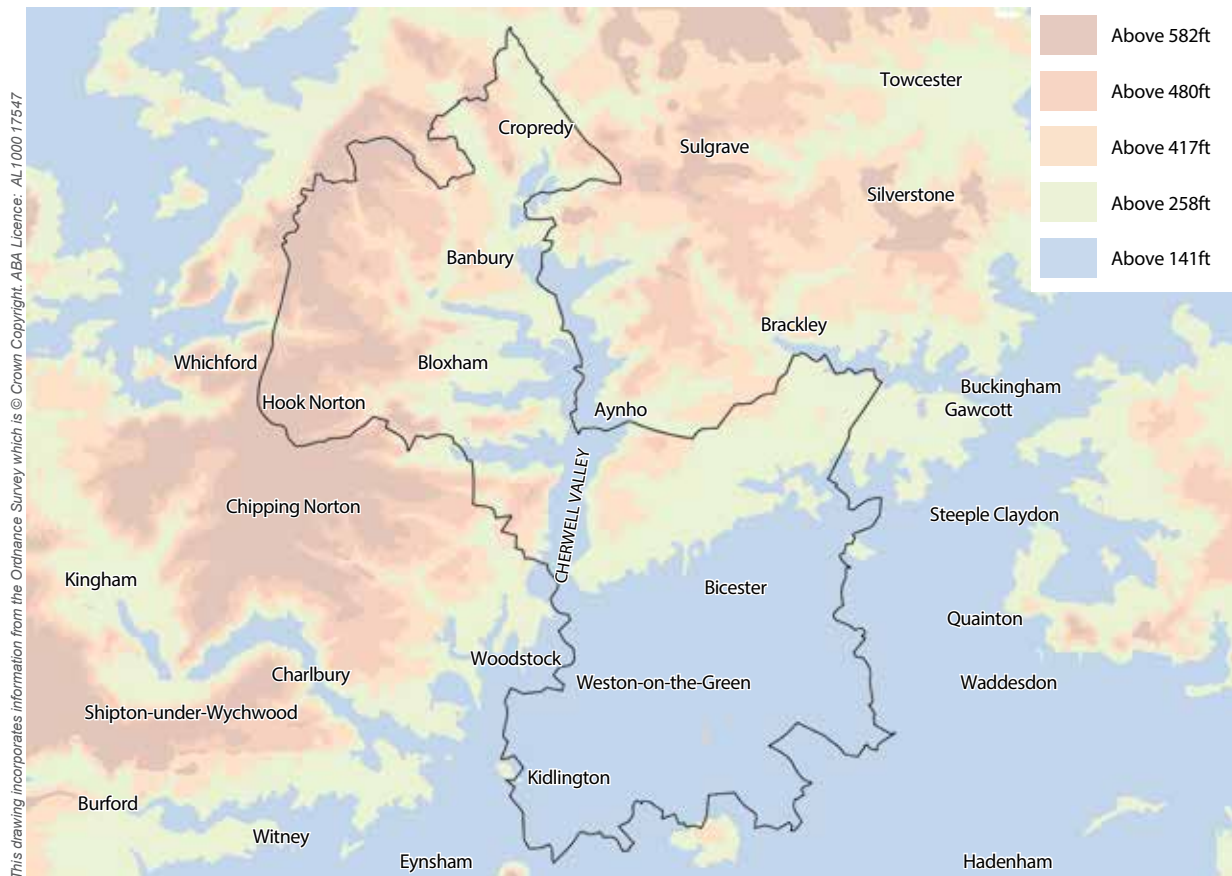|	
	Above 582ft
	Above 480ft
	Above 417ft
	Above 258ft
	Above 141ft

Figure 2.1 Topography map
(derived from Ordnance Survey data)

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Outside the central valley the District can be broadly divided into two character areas to the north and south:

- To the north and north-west, the District is defined by upland plateau, consisting of rolling hills and steep valleys of ironstone geology. Villages in this area are distinguished by their ochre ironstone walls. Banbury sits at the heart of the ironstone north

- The south-east consists of gently rolling limestone plateaux, with large areas of woodland and historic parkland. The south is mostly low lying, based on clay. Villages across the south make use of the cooler toned limestone as the primary building material. Bicester and Kidlington are larger settlements in the south

Relationship to Oxford

While outside the District, the relationship with Oxford is also relevant. Oxford lies directly to the south of the District and provides the economic and cultural heart to the County. Historic routes radiate from the city into the district reflecting the clear relationship that many settlements have with the City. The Council is currently undertaking a Local Plan Partial review to consider the housing requirement from Oxfords unmet need. The relationship between Oxford and new development areas to the south of the District will be important.
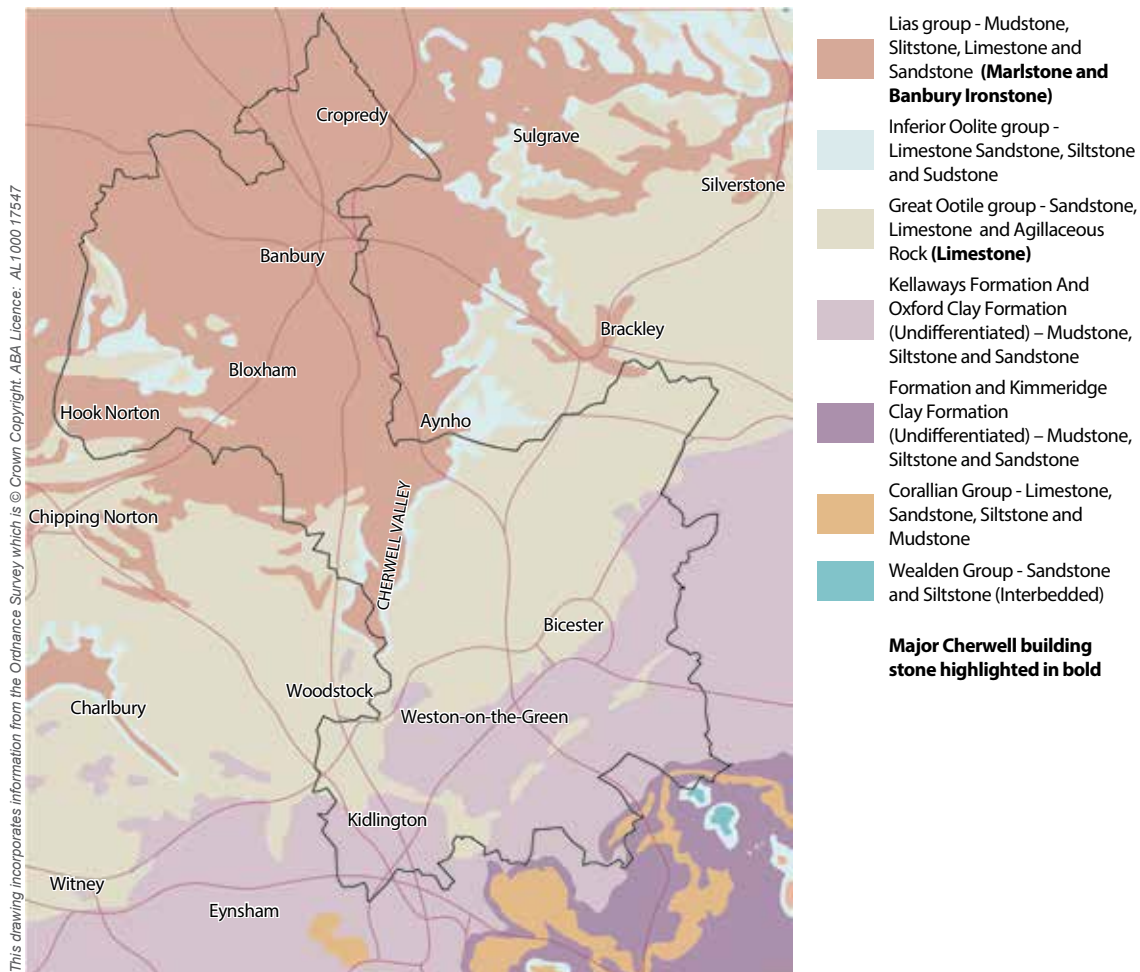

Lias group - Mudstone, Slitstone, Limestone and Sandstone **(Marlstone and Banbury Ironstone)**

Inferior Oolite group - Limestone Sandstone, Siltstone and Sudstone

Great Ootile group - Sandstone, Limestone and Agillaceous Rock **(Limestone)**

Kellaways Formation And Oxford Clay Formation (Undifferentiated) – Mudstone, Siltstone and Sandstone

Formation and Kimmeridge Clay Formation (Undifferentiated) – Mudstone, Siltstone and Sandstone

Corallian Group - Limestone, Sandstone, Siltstone and Mudstone

Wealden Group - Sandstone and Siltstone (Interbedded)

Major Cherwell building stone highlighted in bold

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Figure 2.2 Geology map
(derived from British Geological Survey mapping)

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2

The railways and Oxford Canal had a significant influence on settlements along their routes. New development in places such as Banbury, took advantage of access to materials such as red brick and Welsh Slate.

Today, Cherwell is an area of growing contrasts. The market towns of Banbury and Bicester which grew as a focus for trade continue to be the primary settlements and have developed an urban character as a result of rapid growth in the twentieth century. The village of Kidlington, the third largest settlement in the District, does not have the status of a market town, but also experienced rapid twentieth century growth as a result of its proximity to Oxford.

The majority of the District, however, retains a rural character. Many of its 72 villages are of a small scale, with distinctive historic cores. They continue to rely on the larger villages and market towns for higher order facilities, retail and employment opportunities.

The high quality of the District's townscapes is reflected in the designation of 60 conservation areas, with over 2,300 listed buildings and dozens of scheduled ancient monuments. The designated historic and natural features of the wider countryside include registered parks and gardens, battlefields and nature reserves.

Appendix C contains a list of Conservation Areas. These are important documents and are a material consideration in planning applications.

Ironstone villages of the north - Bloxham (top) and Adderbury (bottom)

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Limestone villages of the south- Islip (top) and Fringford (bottom)

Implications for new development

Where there is a strong, distinctive local character in the surrounding settlement it is expected that new development will be in keeping. Local character should be reflected in all aspects of design from the masterplan layout to building typologies, materials and detailing. This is particularly important for village development sites or small scale infill within historic urban areas. Often these areas are within Conservation Areas or their settings in which case the detailed guidance provided in Conservation Area Appraisals also applies.

Development at the edge of the larger villages and towns including Banbury, Bicester and Kidlington should reflect the distinctive characteristics of the settlement and the wider Character Area in which the settlement is located. Twentieth century housing estates of a generic character and poor design should not be taken as a precedent.

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2.2 The larger settlements

2

Banbury

Banbury is a market town of around 44,000 residents, located within the ironstone north of the District. Its earliest origins date from the Saxon period. As early as the seventh century, a settlement developed at the junction of the two ancient roads of Salt Way and Banbury Lane on the west bank of the River Cherwell.

By the mid-thirteenth century the market and associated industries had begun to prosper, becoming an important centre for the wool trade. Transport links continued to support the town's prosperity with the arrival of the Oxford Canal in 1778 and railways in 1850 and it developed a strong industrial base.

Banbury's central historic core remains relatively intact with a medieval pattern of narrow streets, lanes, market squares and burgage plots. The civic buildings date from the eighteenth and nineteenth century and the towns strong industrial heritage can be seen in its

built fabric. Early buildings are constructed from local Hornton ironstone and other local ironstones, with locally produced red brick with a soft tone used from the mid-eighteenth century onward.

The adjoining suburbs dating from the eighteenth and nineteenth centuries, have a grid plan and consist of two or three storey terraced houses. Detached, semi-detached houses and large villas of the nineteenth and early-twentieth century are on a grander scale, with larger plots and mature trees making a valuable contribution to the streetscape.

In comparison to Bicester and Kidlington, Banbury's twentieth century expansion was more gradual and has greater coherence. In outer Banbury, the majority of the built environment was developed during the second half of the twentieth century, particularly 1950s to 1970s to house overspill population from London and the West Midlands. The growth accelerated after
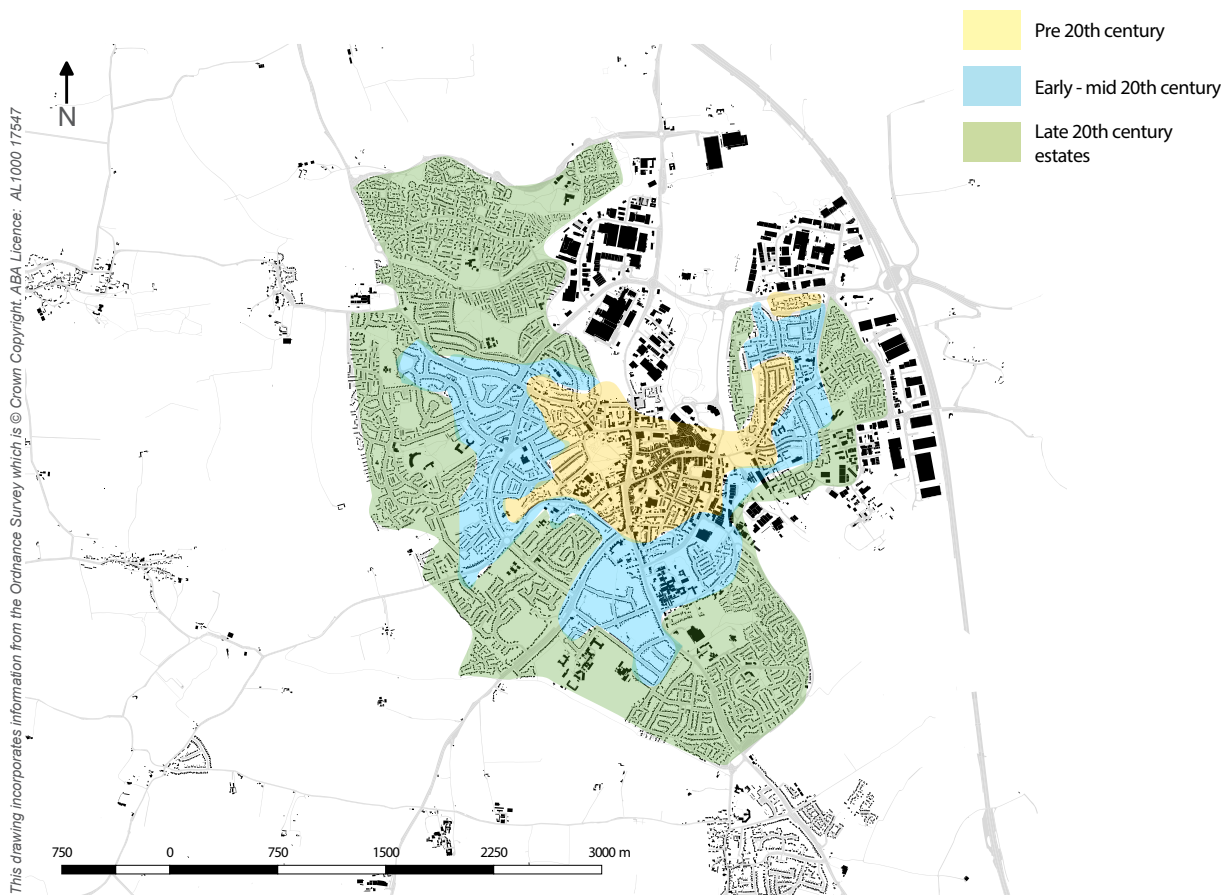

Pre 20th century

Early - mid 20th century

Late 20th century estates

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750   0   750   1500   2250   3000 m

Figure 2.3 Banbury

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the 1970s with the completion of the M40 which gave fast and direct access to London and Birmingham.

The Council took a strong lead in the design of the later suburbs, which follow garden suburb principles. In contrast, large estates developed on the periphery of the town offer little in terms of local distinctiveness.

The town remains both walkable and cyclable, with a clear sense of order and relationship between residential areas and the town centre. It is important that new development at the edge of town continues to relate well to the centre and reflects the building traditions of the town's more distinctive residential areas.   Key characteristics include:

- A compact medieval core, defined by a clear network of streets and defined frontages. There are a wide range of building styles reflecting the development and redevelopment of the area over the centuries, but harmony is established through the consistent rhythm of the plots, scale and materials
- Victorian and Edwardian suburbs with greater consistency; typically terraced properties, constructed in local brick with a harmony of plots, scale and details
- Many of the mid 20th century suburbs also have a sense of order established along Garden Suburb principles, with tree-lined avenues and stretches of terrace or semi-detached properties set back from the street behind clearly defined thresholds
- Some late 20th century development has a weak urban form and lacks local distinctiveness

Some 20th century developments in Banbury have a weak urban form and lack local distinctiveness

Pre-20th century development in Banbury - Old Parr Road (top), King's Road (middle), South Bar Street (bottom)

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Bicester

Bicester is a rural market town, located in the south east of the District. Established on a river crossing of the River Bure, an ancient route between Oxford and Buckingham, it sits at the northern edge of the Otmoor lowlands next to a band of limestone and Cornbrash. The river and a railway embankment provide variation to the otherwise flat topography. Graven Hill, located at the south east of town, is the only topographic feature of note.

Bicester's historic core is still the commercial centre and the civic heart of the town. It formed from the coalescence of three settlements: King's End, Market End and Crockwell and was influenced by the route of the River Bure. Aside from redevelopment in the centre, it changed little through the eighteenth to mid-twentieth centuries.

The bulk of the historic core consists of two or three storey vernacular buildings of limestone rubble or red brick with some re-fronted timber framed buildings along the old London Road. Building frontage in the town centre is continuous; strongly defining the public realm. The green spaces within Bicester provide valuable relief from the densely built town centre and mature trees positively contribute to the townscape.

The shape of the town altered in the twentieth century with the establishment of the RAF station and later the Ordnance Depot. Housing estates were developed around the periphery of the historic core. These are well cared for, but poorly connected to the centre and lack local distinctiveness. From a population of 5,512 in 1961, numbers grew to an estimated 32,640 in 2011.
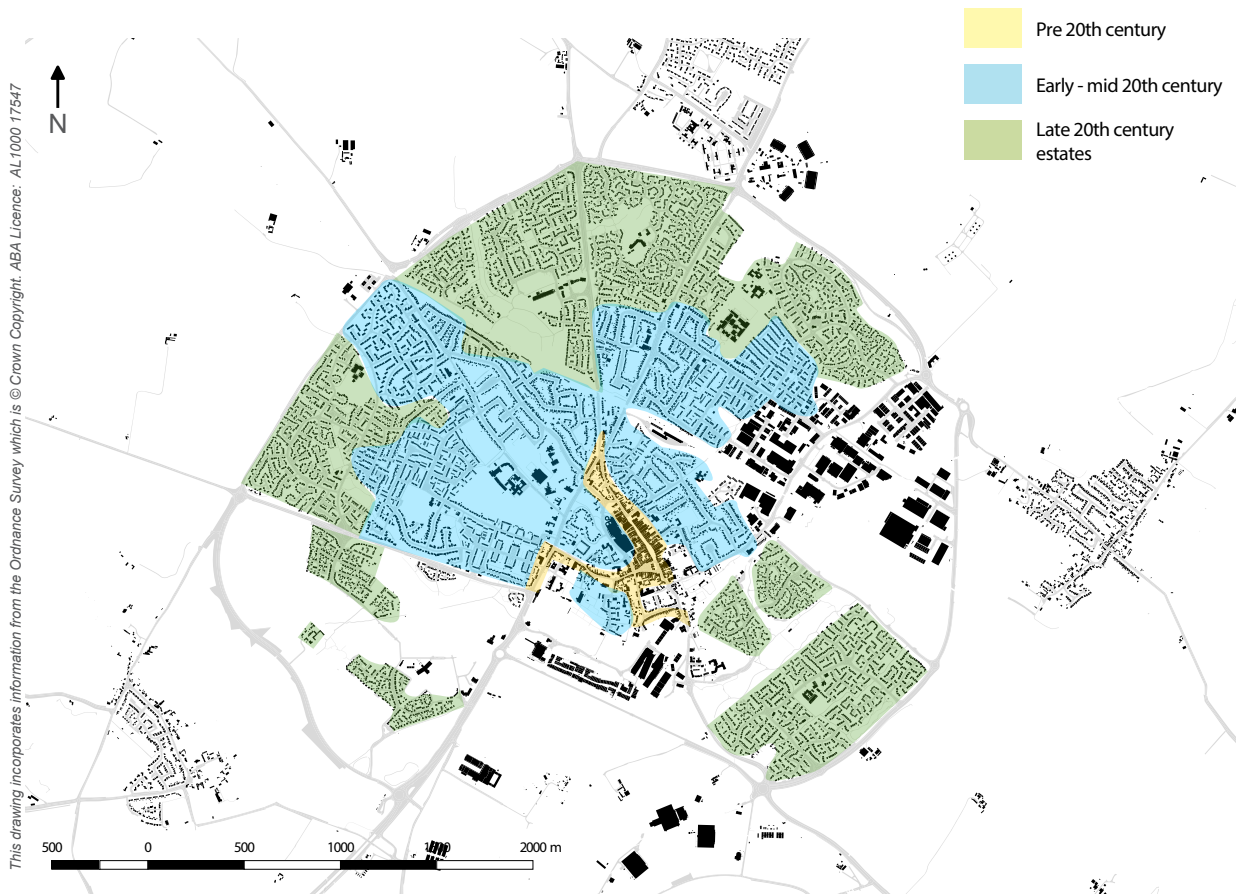

Legend:
- Pre 20th century
- Early - mid 20th century
- Late 20th century estates

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Figure 2.4 Bicester

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Key characteristics include:
- A compact medieval core, defined by a clear network of streets and defined frontages. There are a wide range of building styles reflecting the development of the area over the centuries, but harmony is established through the consistent rhythm of the plots, scale and materials
- Small areas of Victorian and Edwardian expansion are typically terraced, constructed in local brick
- Much of the 20th century suburbs date from the post war era. These are frequently based on cul-de-sac structures, limiting their sense of connection with other areas. The layout and design of houses does little to reinforce local distinctiveness. These areas, while well loved by residents, are not appropriate for replication in new development

The perimeter of Bicester is undergoing transformation with significant new development planned in a series of distinctive neighbourhoods. RAF Bicester is becoming an interesting hub combining new technologies with heritage, while Graven Hill is to develop a distinctive character as a result of the council-led self-build programme. To the north-west, Bicester Eco-town is demonstrating new sustainable technologies and new urban forms. To the south-west and south-east housing growth areas are more normative in their design.

Sustainable exemplars

The town of Bicester is undergoing significant change and growth. This is reflected in its designation under a number of Government funded initiatives (Garden Town, Eco-town and Healthy New Town) which aim to provide new homes with a focus on innovative design and high levels of sustainability.

The guiding principles of good urbanism contained within this Guide must underpin all these proposals, creating well-connected, distinctive, safe and attractive places which engender civic pride and a sense of community. However, the Guide recognises that within sustainable exemplars, the development of new buildings typologies, architectural styles and materials may be appropriate. Bespoke design solutions will be agreed in consultation with the Council. Chapter 8 provides further details on innovation and sustainability.

Bicester - Priory Road (top), Church Street (middle), Elmbrook, North West Bicester (bottom)

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2

Kidlington

Kidlington is an enlarged village, located in the Clay Vale of Otmoor, between the attractive green corridors of the River Cherwell and Oxford Canal. Kidlington emerged as a dispersed group of medieval hamlets focused on and around St Mary's Church and the Town Green in the east and Kidlington Green to the west. The remaining historic streets are built predominantly of Cotswold limestone with some later red brick buildings.

With the arrival of the canal in the eighteenth century and the railway in the nineteenth century, the settlement began to expand westwards. Rapid growth came in the twentieth century in response to Oxford's population pressure. Ribbon development of semi-detached and bungalow properties along Oxford to Banbury Road and on large plots around the Moors was followed by the development of a 'Garden City' to the south led by the District Council and later on the growth of cul-de-sac based estates which limit east-west connectivity.

Unlike Banbury and Bicester, Kidlington does not have a medieval or Victorian civic centre. The village centre dates mainly from the late-twentieth century and relates poorly in character and scale to the pockets of remaining historic residential streets, some which are now designated as Conservation Areas.

Future development within Kidlington should look to strengthen the character of the village, and create a distinctive heart to the settlement in the village centre.
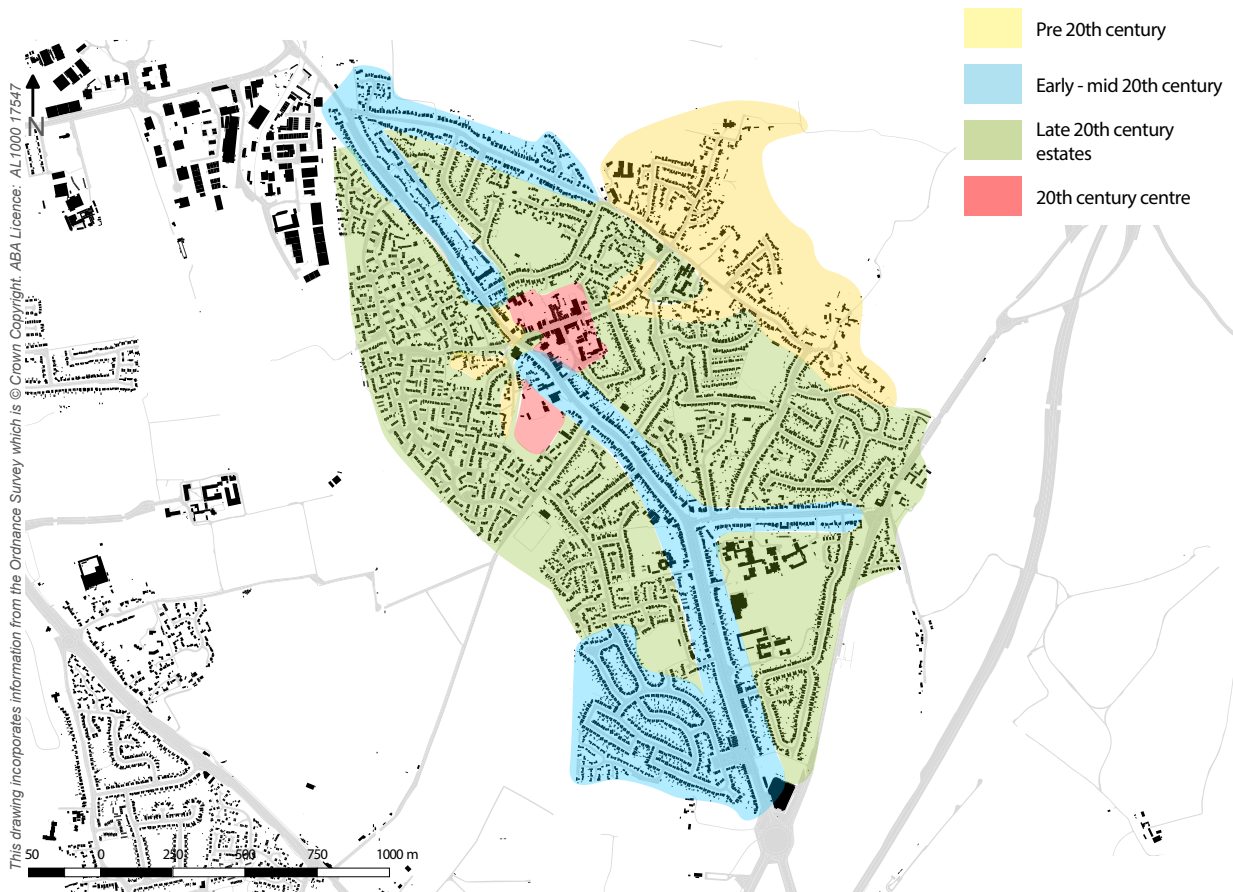

Figure 2.5 Kidlington

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Key characteristics include:
- Small pockets of historic development
- 20th century centre which lacks character and consistency
- Many of the suburbs have been guided by Garden Suburb principles, with tree-lined avenue and stretches of terrace or semi-detached properties

Kidlington village centre (top), low rise ribbon development on Oxford Road (bottom)

Franklin Close (top), The Moors (middle), typical Garden City housing (bottom)

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2.3 Countryside Character Areas

2

The character of the district varies from north to south, with ironstone to the north and limestone to the south. There are more subtle distinctions which are described in the Council's Countryside Design Summary, CDC (1998).

This classifies the District into four geographic character areas reflecting the influence of landscape and geology (figure 2.6):

- The Cherwell Valley
- The Iron Stone Downs
- The Ploughley Limestone Plateau
- The Clay Vale of Otmoor

A summary of the distinctive characteristics of each area is provided in table 2.1. The Countryside Design Summary notes that variation occurs at the more local level, from village to village, street to street and building to building, but each area displays an overall character which distinguishes it from the others.

Cherwell Valley

Ironstone Downs
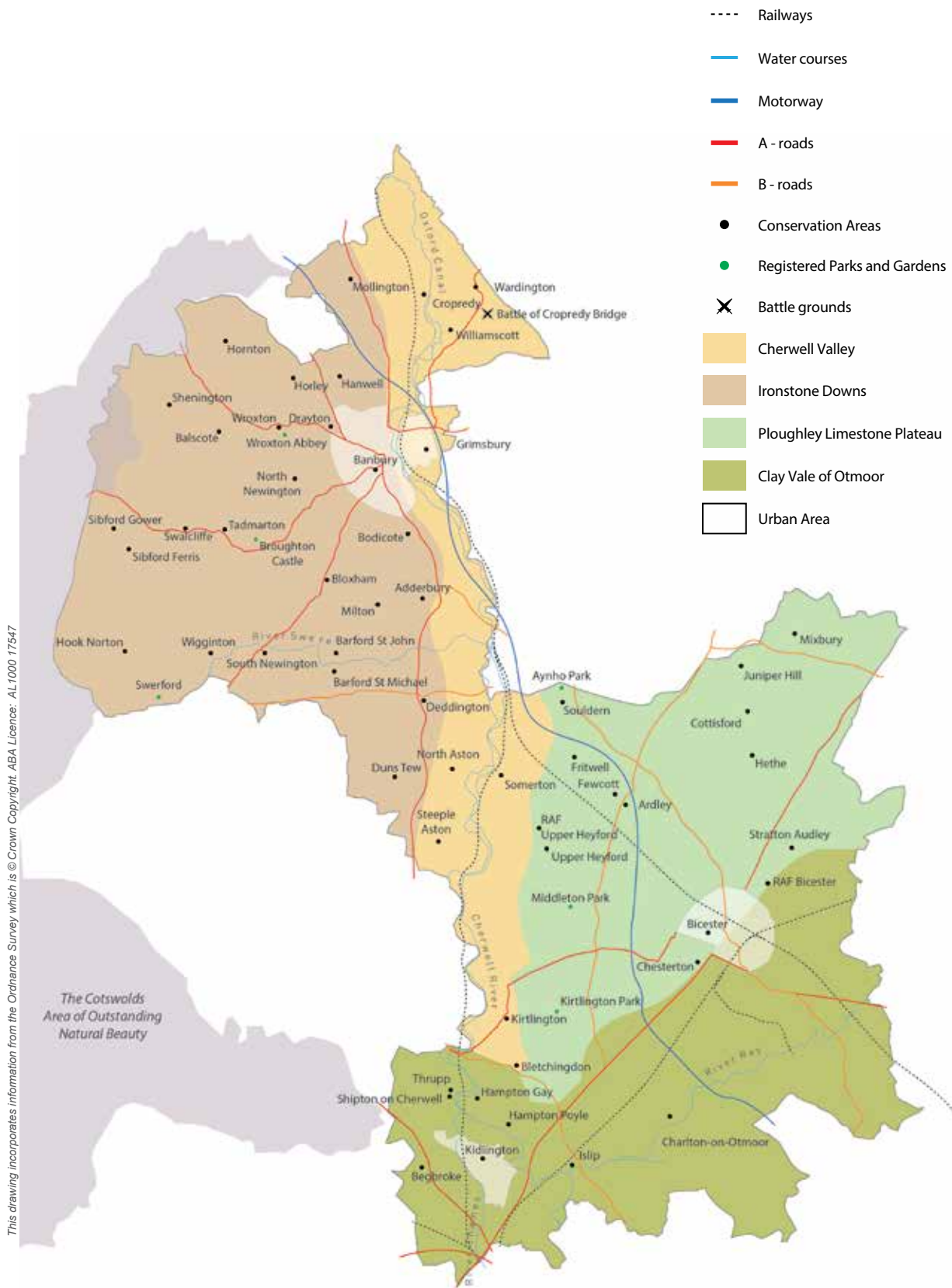

Ploughly Limestone Plateau

Clay Vale of Otmoor

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Figure 2.6 Cherwell District countryside character areas
and heritage assets

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2

The north and central valley

	Cherwell Valley	Ironstone Downs
Location	Runs north-south across the District following the River Cherwell.	Northern half of the District to the west of the Cherwell Valley.
Landscape	To the north, a wide rolling valley dissecting the Ironstone Downs with a flat floor which floods seasonally. The valley narrows south of Banbury across limestone beds then flattens out over the Clay Vale. The Oxford Canal, Banbury to Oxford Railway and M40 are significant features of the valley floor.	An upland plateau-like landscape of mixed farmland, incised by very steep and often narrow valleys in the north. The land rises to the west forming an upland ridge with extensive views. The south has steeply sided, convoluted valleys with narrow valley floors and rolling, rounded hill lines. The Ironstone Downs consists of marlstone rock beds overlying middle and lower lias clays.
Settlement patterns	Settlements are mostly located on the valley slopes and have agricultural origins. Some have been influenced by the canal and railway. Linear settlement form is most common reflecting growth along a main movement route. Others are nucleated around road junctions. Village streets are mainly open in character with a variety of open spaces.	Numerous small, closely spaced settlements of agricultural origin, with larger villages located to the south. Villages are positioned in valley locations either on the valley sides, at the head of the valley or on the brow of the hill. Villages are generally only visually prominent where the valleys are open and wide. Villages have linear or nucleated forms or enclose areas of open land.
Buildings	Mainly two storey terraced or detached cottages, facing the streets and close to the kerb or behind stone walls. Steeply pitched roofs. Front gardens are uncommon.	Mainly two storey terraced and detached houses, the majority of which face the street. Roof pitches are steep with brick stacks on the ridge line. Buildings are often located at the back of pavement or set back behind ironstone walls. Trees and hedgerows are important features of the streetscene.
Materials	Ironstone from Clifton northwards, limestone to the south. Some villages have a mixture. Welsh slate and engineering brick also evident. Dark toned plain slate and tile roofs or thatch.	Ironstone walling except at Duns Tew where limestone predominates. Early nineteenth century brick buildings in villages close to Banbury. Thatch and stone slate roofs, often replaced with plain dark grey slates, tiles and Welsh slate.

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The south

	Ploughley Limestone Plateau	Clay Vale of Otmoor
Location	Central part of the District, east of the Cherwell Valley.	Southern part of the District.
Landscape	A number of exposed upland plateaux in the north and west dip gently into rolling undulations and shallow valleys to the southeast. There are extensive areas of woodland cover. White limestone in the north gives way to cornbrash further south, both of the great oolitic group.	A low lying clay vale which rises gently to the north and west, and sharply to the south to form the Oxford Heights. The land is waterlogged, although extensive drainage has enabled more than half of the land to become arable farmland. Otmoor is an important grassland habitat designated a Site of Special Scientific Interest (SSSI).
Settlement patterns	Most villages are small and linear in form. They are not prominent in the landscape due to landform and woodland cover. A few villages have a formal unity of design which suggests they are planned estate villages e.g. Kirtlington.	Settlements are mostly located just above the level of the floodplain often on outcrops of cornbrash. Villages are small and generally linear in form. Some have an open, unstructured character with properties set back behind stone walls, gardens and hedges. Others have a tighter, urban structure.
Buildings	A mix of mostly two storey terraced and detached properties, with fairly steeply pitched roofs and brick chimney stacks on the roofline. Buildings face onto streets and public spaces, but larger properties may be set back some distance behind limestone walls. Iron railings are also used.	Mostly two storey detached, with groups of terraces in some villages. Steeply pitched roofs with chimneys on the rooflines. Buildings mainly face streets. Detached properties have a variety of forms and often set back at varying depths from the road producing an irregular street frontage.
Materials	Limestone rubble, coursed and thinly bedded. Red brick. Red and occasionally blue bricks are used for quoins and detailing in 19th century estate cottages. Thatch and stone slate roofs, many now replaced by local clay tile and welsh slate.	Limestone in most of the area. Red brick buildings and detailing also found. Ornamental and whitewashed brickwork is more common across this area. Roofs were traditionally thatched, now mostly replaced with plain dark toned slates and tiles and in some areas plain, red clay tiles.

2

Reference should also be made to the Oxfordshire Wildlife and Landscape Study. http://owls.oxfordshire. gov.uk. This divides the District into 19 landscape types (see figure 2.7) which sit within Natural England's National Character Areas. Landscape and biodiversity guidance is provided for each.
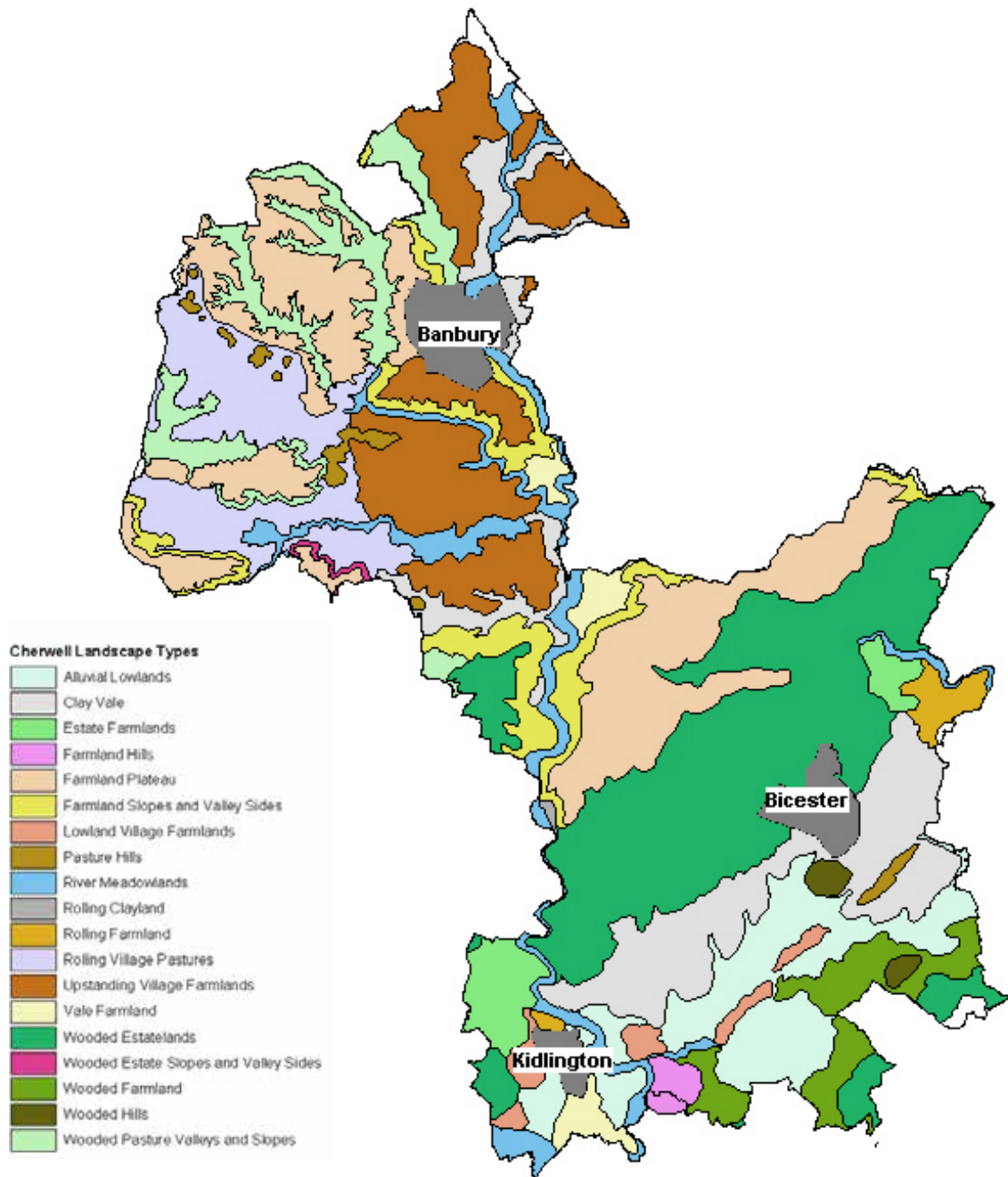

Cherwell Landscape Types

- Alluvial Lowlands
- Clay Vale
- Estate Farmlands
- Farmland Hills
- Farmland Plateau
- Farmland Slopes and Valley Sides
- Lowland Village Farmlands
- Pasture Hills
- River Meadowlands
- Rolling Clayland
- Rolling Farmland
- Rolling Village Pastures
- Upstanding Village Farmlands
- Vale Farmland
- Wooded Estatelands
- Wooded Estate Slopes and Valley Sides
- Wooded Farmland
- Wooded Hills
- Wooded Pasture Valleys and Slopes

Figure 2.7 Cherwell landscape types (source: OWLS)

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3.1 Understanding the site and its context
3.2 Opportunities and constraints

Understanding the characteristics of a site and its wider setting are fundamental to good masterplanning and design solutions.

This chapter explains the process of information gathering, analysis and synthesis leading to a clear understanding of site constraints and opportunities. This should be undertaken in the preparation for outline, full and reserved matters planning applications.

New development in Cherwell should promote:

- Meaningful analysis which is appropriate to the stage and nature of the project and positively informs the project brief and design process
- Designs which are responsive to local conditions, which fit naturally with the landscape and settlement pattern and are distinctive to Cherwell
- Engagement with the Council and local stakeholders during the analysis process

New development should avoid:

- The creation of 'anywhere places' which do not respond to local context
- Analysis which focuses on detail and fails to consider bigger picture issues
- A lack of engagement with Council Officers in the early stages of the design process
- Responding to the wrong context, for example: taking precedent from poor quality development.
- Failure to synthesise the information gathered that leads to a design that does not respond to the issues identified

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Please refer to the following chapters for supporting information:
- **Chapter 2:** For a summary of the District's distinctive characteristics and character areas
- **Chapter 4:** For details of how the site analysis should be interpreted in the masterplan and vision
- **Chapter 5-7:** For details of how site analysis should inform the detailed design of streets, plots and buildings
- **Chapter 8**: For guidance on sustainability considerations
- **Appendix A:** List of Conservation Areas within the District

Further reading:

- **Urban Design Compendium, 2007, English Partnerships**: Chapter 2 - Appreciating the Context for further detail on human, environmental and economic factors to consider in site analysis and their relationship to site feasibility testing and vision.

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3

3.1 Understanding the site and its context

Analysis of the site and its context is a fundamental part of the design process. The aim is to understand and respond positively to the site's characteristics and the surrounding context to create a distinctive place rooted in the local environment.

Every site has a different social, economic and physical context and requires a bespoke design response. It is critical that the development context is understood at the very start of the design process to inform the design brief and commercial decisions relating to site selection. Not all sites will be appropriate for development and initial analysis and consultation with the council will be important in determining a site's suitability.

The role of analysis is to:
• Establish where you should and shouldn't build within a site and within a settlement
• Establish important points of connectivity
• Identify site features requiring protection or enhancement
• Identify local townscape and landscape characteristics so that they can be reinforced through the development
• Understand Council, local stakeholder and statutory consultee requirements for the site
• Directly inform the brief for the masterplan and the design solution

Alongside a desk based review of existing documents, the Council will expect to see evidence of site visits and primary analysis of the site and the surrounding area. It is expected that the design team will engage with technical stakeholders including Council Planning Officers to agree the scope of analysis, gather information and discuss the appropriate design response.

It is expected that a robust analysis should be set out within the Design and Access Statement to explain how design decisions have been made.
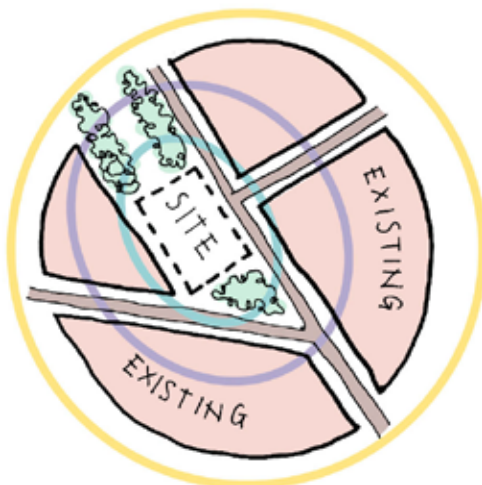
The extent and breadth of analysis should be appropriate to the size and location of the site (see figure 3.1).

Site analysis should continue throughout the design process with an increasing level of detail as a scheme moves towards implementation.

For example in relation to townscape analysis:
Outline application: layout informed by an analysis of characteristic street patterns, block and building typologies and relationship to the street, alongside a general exploration of architectural form, character and detail.

Full or reserved matters application: detailed design informed by a detailed analysis of vernacular architecture, local building and public realm materials and details.
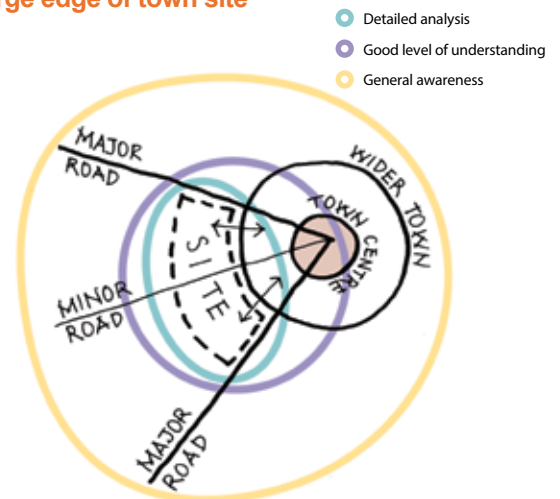
Small infill site

Large edge of town site

Figure 3.1 Indicative extent of analysis

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The table below provides a list of typical topics which should be included in the analysis process, together with likely sources of information. This is not an exhaustive list and should be tailored to the specific site, but can be used as a starting point or aide mémoire. The list of 'Questions to address' provides guidance on how site analysis should be used to inform a synthesis of constraints and opportunities.

Questions in bold are of particular relevance to Full or Reserved Matters Applications.

Planning review and socio-economics	
Details	Planning history of the site Adjacent developments / proposals Relevant planning policy including housing, open space and other land use requirements Neighbourhood plans Demographic characteristics Access to services and facilities

Questions to address:	1. Is the principle of development acceptable in planning terms / is the site allocated in the Local Plan?
	2. Is the site located within a neighbourhood plan area?
	3. What is the most appropriate mix of uses on the site to meet community needs?
	   • housing mix?
	   • new facilities and services e.g. education, healthcare, employment, retail?
	   • open space?
	4. Are there adjacent sites which should be considered in a joined-up way?
	5. Who should be consulted during the design process and when (e.g. Parish Council, Neighbourhood Forum, adjacent landowners or statutory consultees)?
	6. How were previous schemes for the site received by the Council and local community?
	7. Can an appropriate scheme be developed given constraints, commercial and operational viability?

Sources of background information	CDC Office for National Statistics

Views and sightlines	
Details	Important views into and out of the site Landmarks
Questions to address:	8. Where are the key views into and out of the site that the scheme should preserve / enhance? 9. Are there sensitive visual receptors e.g. adjacent properties or heritage assets and how should the scheme respond to these?
Sources of background information	Site visits Conservation Area Appraisals

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3

	Townscape character
Details	Settlement evolution and pattern Relevant District Character Area Local street and building characteristics Land use mix Site edge conditions Conservation Areas Heritage assets Archaeology
Questions to address:	10. What District Character Area is the site located within and what are the key characteristics of landscape and townscape? 11. Does the site or context contain designated and/or non-designated heritage or townscape assets (e.g. Conservation Area, listed building, locally listed building designations) or is it within the setting of any such assets? How can the significance, special interest, character and appearance of these assets be conserved or enhanced?" 12. Where should development be located within the site to respect the natural limits of the settlement and its historic pattern? 13. Where is the site located within the overall hierarchy of the settlement e.g. centre, edge, standalone? 14. What are the conditions at the edge of the site and how should the scheme respond e.g. housing backing/fronting, open space, woodland, other uses? **15. How might the scheme reflect locally distinctive relationships between buildings and the public realm e.g. extent of frontage, angle of buildings to the street, boundary treatments?** **16. How might the scheme reflect locally distinctive building forms, groupings, heights, rooflines and architectural details, wall and surface materials?**
Sources of background information	Historic maps CDC Countryside Design Statement Conservation Area Appraisals OCC Historic Environment Record Historic England register of listed buildings CDC for local listings Site visits / surveys

	Landscape and topography
Details	Ecology and Habitat designations Mature trees, Tree Preservation Orders (TPOs) and hedgerows Treebelts and woodlands Watercourses Topography and geology Public open space provision within the settlement
Questions to address:	17. Does the site or context contain protected or important landscapes, habitats or species? How can these be preserved and enhanced? 18. Is there a natural limit to the settlement defined by landscape / topography? 19. How should the scheme work with and make the most topography and existing landscape features e.g. hedgerows, green corridors, high-points, mature trees on and adjacent to the site?
Sources of background information	CDC Berks, Bucks and Oxon Wildlife Trust (BBOWT) MAGIC website (www.magic.gov.uk) Oxfordshire Wildlife and Landscape Study (OWLS) website Natural England British Geological Survey website Ordnance Survey maps Site ecology/ arboricultural surveys Site visits

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	Movement network
Details	Planned transport works Potential access points into the site Distance to public facilities, shops, services and employment uses Existing movement routes through the site and in the surrounding settlement: streets hierarchy, footpaths, bridleways, informal and historic routes Future desire lines Public transport routes and stops Car parking requirements
Questions to address:	20. Where can access and connection to the wider network be gained? 21. Are there capacity constraints in the local highway network which limit the quantum of development or will require new highways infrastructure? 22. How might the scheme layout respond to existing and future desire lines e.g. to local shops, schools, open space? 23. Are there existing movement routes (roads, footpath, cycle routes etc) which should be retained? 24. How can the scheme connect into the surrounding street and footpath/cycleway network? 25. How does the site relate to existing public transport routes? Is there an opportunity to route these through the site? 26. What is the appropriate amount and arrangement of car and cycle parking within the scheme?
Sources of background information	CDC Local Transport Plan (OCC) Other OCC guidance e.g. parking standards Ordnance Survey maps Public transport operators websites Site visits

	Physical constraints
Details	Flooding – fluvial and surface Noise Smell Utilities corridors Contamination Archaeology Microclimate
Questions to address:	27. Are there existing buildings on the site? 28. Do the site levels present any access and construction issues? 29. Does the site have access to utilities; are there utilities constraints e.g. easements? 30. Are there ditches, ponds and water courses running through the site? 31. Is the site at risk of fluvial or surface water flooding? 32. What is the appropriate sustainable drainage response to the topography / geology of the site? 33. Does contamination within the site constrain development? 34. Does the site suffer from noise pollution which constrains development or requires mitigation? 35. Are there any smells / air pollution issues which need to be mitigated? 36. Are there any earthworks / archaeological constraints that need to be investigated / surveyed? 37. Are there any microclimate issues that need to be considered in relation to wind, overshadowing etc.?
Sources of background information	Environment Agency CDC Strategic Flood Risk Assessment Statutory undertakers Utility providers Site survey

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3.2 Opportunities and constraints

3

Analysis should be sifted and synthesised to draw out the key constraints and opportunities and inform the brief for the masterplan.

The site analysis process should be broad and layered, fed by multiple sources of information (see figure 3.2). Following information gathering and initial analysis, the issues and details which are important for the scheme are drawn out.
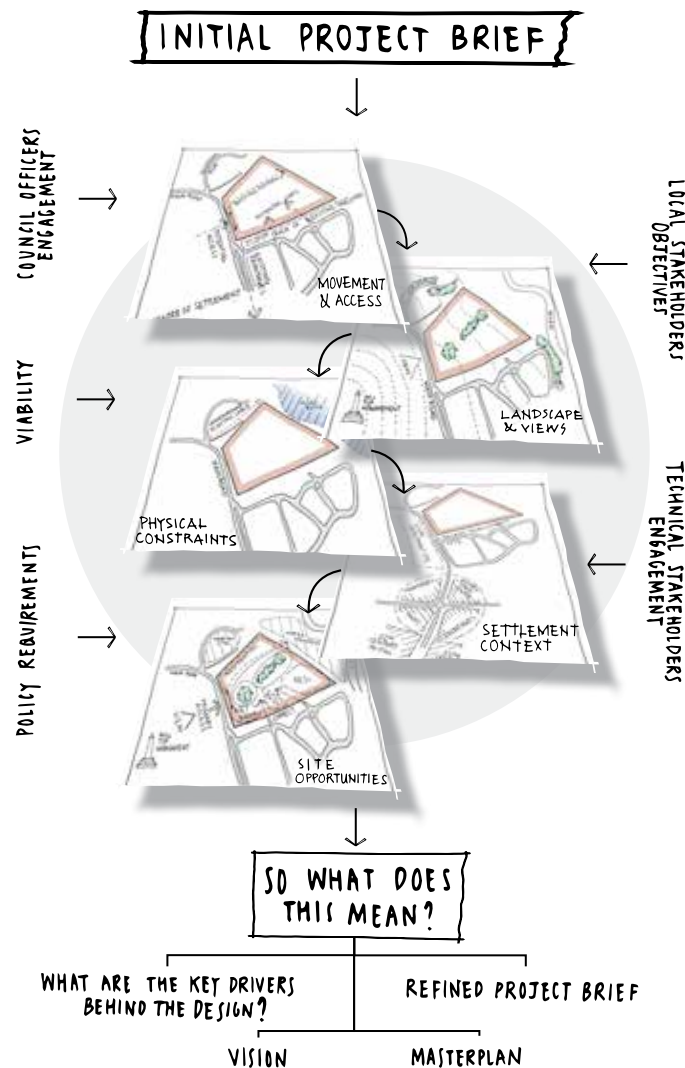
The key findings of the analysis process should be communicated in an opportunities and constraints plan.

This should:
- Overlay key physical constraints and areas unsuitable for built development
- Identify key features of the site and context
- Identify opportunities for reinforcing existing features as part of a green infrastructure strategy
- Identify site access opportunities and connections to the surrounding movement network
- Identify initial design opportunities in response to site conditions including the potential extent of development

The project brief should be refined in light of the opportunities and constraints analysis, which forms a robust foundation for the masterplan.

Figure 3.2 Site analysis process

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4 ESTABLISHING THE STRUCTURING PRINCIPLES

ESTABLISHING THE STRUCTURING PRINCIPLES

4.1   The role of the masterplan
4.2   Flexible design briefs and viability
4.3   Vision and character
4.4   Land use mix
4.5   Masterplan block and street structure
4.6   Relationship to the existing settlement
4.7   Landscape structure
4.8   Density
4.9   Sustainability considerations

This chapter explains the role of the masterplan in establishing the spatial principles for the scheme considering character, landscape, land use, movement and sustainability objectives. It is of particular relevance to the preparation of full and outline planning applications.

It should be read in conjunction with chapter 3 'Understanding the site' which explains the process of opportunities and constraints analysis. It must be clear how the masterplan has responded to this analysis.

New development in Cherwell should promote:

- A robust masterplan structure which is grounded in a solid understanding of the constraints and opportunities of the site and its setting
- A clearly articulated vision for the character of the scheme to establish a locally distinctive place which sits comfortably with its surroundings
- Connectivity between the masterplan and the surrounding settlement.
- A land use mix which provides community focus, including public buildings, that directly responds to local needs and is in line with local planning policy
- Continued engagement with the Council and local stakeholders as the masterplan is developed

New development should avoid:

- A disconnection between analysis and masterplan layout and a lack of creativity when responding to site constraints
- A lack of a clear and distinctive vision for the character of place to be created
- Layouts which fail to connect and respond to the existing settlement pattern, street and footpath network and context
- Schemes which block future settlement expansion
- Fixing the development brief before the masterplan can be objectively tested

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Please refer to the following chapters for supporting information:
- **Chapter 2:** For a summary of the District's distinctive characteristics and character areas
- **Chapter 3:** For details of how site analysis should be undertaken to inform the masterplan
- **Chapter 5-7:** For guidance on detailed design relating to streets, plots and buildings. An awareness of these considerations should inform the masterplan
- **Chapter 8**: For guidance on sustainability considerations

Further reading:

- **Urban Design Compendium, 2007, English Partnerships**: Chapter 3, Creating the Urban Structure, further detailed guidance on land use mix, urban structure, density, open space typologies, sustainability, urban block size and arrangement and legibility
- **Creating Successful Masterplans, 2004, CABE:** Detailed guidance on the masterplanning process, the role of the client and project brief, different types of masterplan and their components
- **Manual for Streets, 2007, DfT/DCLG:** Chapter 4 Layout and connectivity, detailed guidance on walkable neighbourhoods, layouts and appropriate street forms
- **The SuDS Manual (C753), 2015, CIRIA www.susdrain.org:** Detailed guidance relating to the design of sustainable drainage systems
- **Site layout planning for Daylight and Sunlight: a guide to good practice, 2011, BRE:** Detailed guidance on the daylighting of buildings, public spaces and private amenity space

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4.1 The role of the masterplan

4

The masterplan sets the structuring principles of the development and its relationship to the surrounding area. It should be clear how the site analysis has informed the masterplan.

Masterplans are a critical part of the design of major and strategic sites and will be expected to form part of a planning application for all development over ten units.

The masterplan:
- Establishes the spatial principles of the scheme including movement, landscape, infrastructure and land use
- Is a response to the initial brief, the site constraints and opportunities
- Is a co-ordination tool which shows how each phase relates to the wider scheme
- Tests the development capacity of the site and supports the preparation of development appraisals, funding and implementation strategies
- Is an evolving strategy which is refined throughout the design process in response to ongoing analysis, consultation and detailed design work

The creation of a robust masterplan is an iterative process, involving testing, refinement and consultation. The Council will expect to be involved in the following stages of masterplan development which should be clearly evidenced in the planning submission:

Figure 4.1 Example of select masterplan layers (Thetford Sustainable Urban Extension, Alan Baxter Ltd)

Movement

1. **Constraints and opportunities analysis.**
   This will reveal the key spatial considerations which the masterplan should respond to (chapter 3 provides detailed guidance on this process).

2. **Concept layouts and land use options.**
   To arrive at an agreed masterplan, it is expected that a range of different layout and land use options will be considered and tested against:
   - Planning policy requirements
   - Local needs and stakeholder objectives
   - Commercial viability and implementation models
   - Site character, opportunities and constraints
   - Local context
   - Development vision (see section 4.2)

Early concept masterplans and design options should be shared with Council Officers though pre-application engagement, so that they can contribute to the development of the design and understand how the preferred scheme has been arrived at.

The Council encourages the use of collaborative design workshops as a means of engaging stakeholders and the local community in the design process at an early stage. By providing an opportunity for stakeholders to help shape the masterplan, local needs and priorities can be better understood, supporting local buy-in to the scheme.

Green infrastructure

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4

3. Masterplan refinement.

The masterplan should be refined in response to engagement and technical testing. It should, as a minimum, describe the overarching principles of:

- The proposed movement network and street hierarchy
- The green infrastructure network
- Broad arrangement of land uses, urban blocks and density assumptions
- Character areas

The masterplan should be presented as a single drawing which establishes the development framework for the site. This will be supported by a series of drawings which present different aspects /layers of the plan. Where a site is to be delivered in phases, a phasing plan will identify the structuring elements which each phase should deliver. It is also helpful if the layout principles established in the masterplan are tested by a more detailed illustrative masterplan.

CDC expects that a series of parameter plans will be included as part of an outline planning application. The requirements should be agreed with CDC planning officers during pre-application discussions, but are likely to include information on heights, density, movement network, green infrastructure, landuse and block structure.

4. Masterplan evolution.

The masterplan will continue to evolve in response to the findings of detailed design work, consultation response and surveys, and should be periodically revisited.

Chapter 4 of publication, **Creating Successful Masterplans, CABE, 2004** provides further guidance on the masterplan design process.

Density

Illustrative plan

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4.2 Flexible design briefs and viability

4

The design brief should evolve in response to the findings of the opportunities and constraints analysis and the development of the masterplan.

The design brief is a key driver for the masterplan and sets out the client's objectives for the site alongside local planning policy requirements including any specific site policy, SPD or development briefs. Early engagement with the Council is essential to ensure that the developer's feasibility plans are in line with Council aspirations for a site. It is important that the proposed mix of uses / housing mix are appropriate to the size of development and the development's

location within the hierarchy of settlements in the district. It is appropriate that the materials palette and material uplift is considered at this stage (see chapter 7 for details of appropriate materials in different parts of the District).

It is important that the brief is not fixed too early in the design process. Flexibility is required so that opportunities and constraints which emerge through the design process can be taken on board and factored into a site's feasibility. This will enable the masterplan to respond positively to local needs, characteristics of the site and surrounding context.

The use of locally appropriate, high quality materials must be considered early on - Ashford Close, Woodstock

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4.3 Vision and character

The masterplan shall be accompanied by a vision statement, describing the intended character of the development, which will inform all future design decisions.

The Council expects a character-led approach to design, where the intended character informs all design decisions including density, architectural appearance, street arrangements, landscape design and land uses.

A clear understanding of the elements of a site's character and its existing features (landscape, townscape, surroundings, history etc.) should inform the vision and provide inspiration for the design character (refer to chapter 2 for details of the analysis process). Reference should also be made to chapter 2 to identify the Countryside Character Area within which the site falls and the appropriate design response. The Council will expect to see a palette of local materials, or a highly sustainable approach, used across the plan and this should be included for within early viability appraisals. The vision statement should consider how within the palette, variation can be used to reinforce different character areas of the plan including key public spaces and frontages.

The intended character shall be communicated in a vision statement at an early stage of the masterplanning process. The vision should avoid generic statements, using words and images to provide a strong visual picture of the development's character, form and function i.e. what it will look like, what it will feel like and how it will function.

The vision shall be discussed and agreed with the Council at an early stage. This is important in establishing consensus on the development approach. The vision should be used as a point of reference which flows through the design process at all scales. Generic statements should be avoided.

On larger sites it is appropriate to identify localised character areas which reflect proposed differences in street and land use characteristics and the role of different places within the scheme as part of the overall settlement.

The eventual development character of a place will be composed of many elements, including: building form and style, materials, trees and green spaces, land uses, views, topography and climate.

Figure 4.2 Example of a vision summary, for Loftus Garden Village, Newport, Wales, Alan Baxter Ltd.

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4

Elements of character

Enclosure or openness

In many parts of the District the enclosure of streets and spaces by the scale and continuity of built form is an important feature. Detached high status buildings are less frequent and generally set back in a larger plot. Front gardens bounded by hedges, stone walls and/or railings are also important features which help enclose the public realm. High Street, Islip and High Street, Deddington are good examples of streets with a strong sense of enclosure.

In other areas, such as Duns Tew the main street has a wider, more open character, with a greater proportion of detached houses, informally arranged and often set back behind front gardens. Views out to the countryside, front walls, and landmark buildings at right angles to the street give a distinctive character and define the public/private boundary.

High Street, Deddington (enclosed character)

Main Street, Duns Tew (more open character)

Formality or informality

Formal layouts generally reflect a planned development rather than incremental growth. Various factors contribute to a sense of formality, including, repetition of building forms and plot widths, consistent building line, details and materials.

Queen's Road Banbury is an example. Here the formal arrangement of the Victorian grid system is evident, with long, straight streets and continuous building lines either at the back of the pavement or behind small front gardens.

In contrast, historic village streets generally have an informal, organic character with each building unique and built plot by plot. The alignment and width of the streets fluctuates in response to local site conditions and movement desire lines.

The North Side in Steeple Aston and Little Bridge Road in Bloxham are good examples.

Queen's Road, Banbury (formal arrangement)

Little Bridge Road, Bloxham (informal arrangement)

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The importance of landscape and trees

Green spaces and squares are important elements in many of the District's settlements. Village greens and grassed verges with mature trees provide character and an important community focus as well as ecological benefits.

A regular arrangement of street trees lend a more formal character to the grander nineteenth and twentieth century streets with the addition of hedged front boundaries in the later garden suburbs. At Lower Heyford the settlement naturally gravitates towards informal square around which the church, the village pub (and historically the school) are clustered. An impressive mature oak tree forms a centrepiece to the space.

Lower Heyford

Private garden, Bloxham

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4.4 Land use mix

4

The land use mix should reflect local needs, promote a variety of house types and tenures and integrate appropriate non-residential uses.

Housing mix
It is expected that homes in a range of sizes and typologies will be accommodated within development and arranged in a manner which reinforces the proposed character of different areas within the masterplan (see section 4.3) and reinforces the character of the settlement and the District.

The mix of property sizes should be driven by local needs set out within the Local Plan and should provide for all ages / lifestyles. The mix should be discussed with the Council at an early stage.

Non-residential uses
Non-residential uses are important to bring activity to the settlement at different times of the day. They provide opportunities for social interaction and employment, and by locating them within walking distance of residents, reduce the need to travel. They also help integrate the new development into the existing community.

Schools can provide an important non residential use within new neighbourhoods and have the opportunity to form a focal point in a community. Early engagement with OCC is important in this area.

The location of non-residential uses should be considered in response to the proposed character and structure of the masterplan, but also in relation to the structure of the surrounding area and existing uses (schools, shops and local centres).

Grouping uses as part of a local centre, within a ten minute walk (approximately 800m radius) of a large catchment of residents and on public transport routes will provide a heart and central focus to a plan. Local centres should contain a mix of employment, retail and community uses of a suitable scale to meet the needs of local residents, with homes or offices occupying upper storeys.

Non-residential uses are not restricted to local centres or employment zones and can be integrated into residential areas to bring vitality.

Non-residential uses include:
- Live/work facilities or support for home-workers
- Business units
- Cafe / pub or restaurant
- Crèche or school
- Sports facilities
- Healthcare
- Shop
- Library
- Community meeting place
- Place of worship

Development at Fairford Leys, Aylesbury, has provided a mix of commercial and community uses
(image source: John Simpson Architects)

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4.5 Masterplan block and street structure

The masterplan must be based on a connected, permeable layout of streets defining urban blocks and open spaces.

A masterplan's basic framework is comprised of streets, urban blocks and green infrastructure. All elements should be considered together to create a layout which responds to the findings of the site analysis process and local settlement patterns (see chapter 3).

The masterplan layout is fundamental to the eventual character of the development and should be developed alongside the vision. The masterplan defines the key spaces and places and the sequence in which they are experienced. Its street structure may be formal or informal and the urban block shape and size will influence the choice of building typology, garden and car parking arrangements.

Street network considerations:
- The masterplan should establish a street, cycle and footpath network which connects into existing routes to the surrounding settlement and countryside. It should consider future desire lines between different places within the plan and the wider area
- The masterplan should make it easy and attractive to walk, cycle and use public transport across the development, establishing a well connected network of streets to create a 'permeable' settlement with direct walking routes in all directions
- Cul-de-sac and private driveways serving multiple dwellings should be limited
- Different types of streets will make up the network, to form a hierarchy that reflects variations in placemaking and movement functions and aids legibility (see chapter 5 for further details)
- Local centres should be located on main routes and at junctions where they are easy to find, benefit from passing trade and can be served by public transport
- The layout of the street network should positively respond to the street pattern and layout of the local area unless adjacent area dominated by inappropriate cul-de-sac development
- The arrangement of streets should incorporate traffic calming within the design to minimise the need for formal traffic calming measures

- Streets will normally have a simple geometry and avoid a winding form unless dictated by local conditions
- Car parking numbers and arrangements should be considered at an early stage, especially in relation to how on-street parking can be successfully integrated without compromising the public realm

Chapter 5 provides further details on how the character of individual street types should be defined, and how vehicle movement can be accommodated without detriment to character and pedestrian / cycling priority. It also sets out the range of parking solutions which can be applied to different parts of the development.

Figure 4.3 Inappropriate dispersed, cul-de-sac and car-dependent layout (top) versus traditional, connected, walkable layout (bottom). Both examples from Banbury

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Block structure considerations:
- The size of a block structure is defined by the street network and can vary, depending on the proposed uses, plot and building typologies and site conditions such as topography or landscape features
- The arrangement of blocks may take a formal or informal grid form, reflecting the existing settlement pattern and vision for the development
- The Urban Design Compendium (section 3.7.2) recommends block widths of between 80-90m reducing to 60-80m in town centres to provide flexibility for a range of different uses and typologies

- The blocks should assume a perimeter block arrangement (see section 6.3) creating a clear definition between the public realm of the street and the private realm of the blocks
- The block structure should consider where landmarks including buildings and public spaces should be located to create a memorable sequence of places and spaces
- The arrangement of the block structure should consider orientation and micro-climate in response to sustainability objectives (see section 4.9)

Reference should be made to the Urban Design Compendium chapter 3 for detailed guidance on masterplan street and block arrangements.
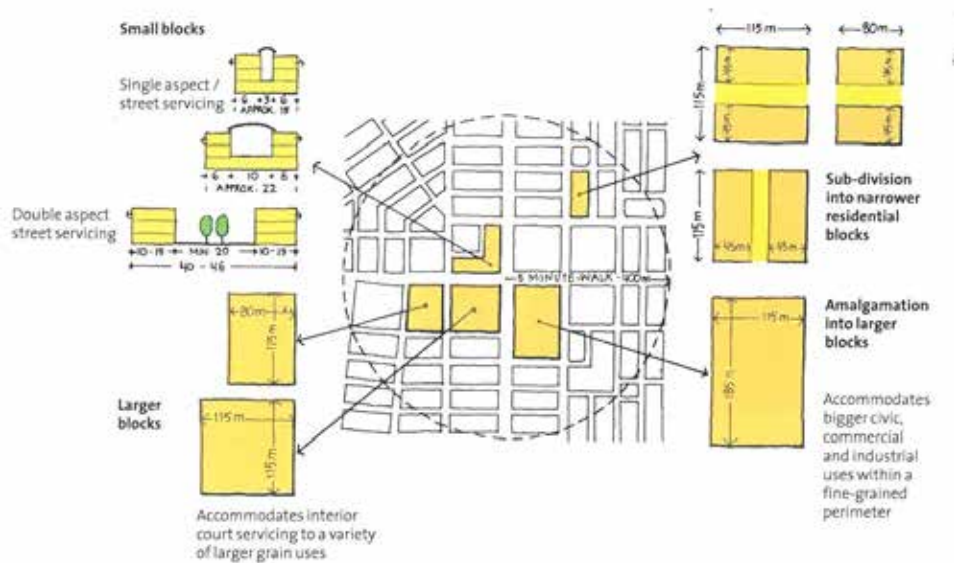

Figure 4.4 Mixed use neighbourhoods should contain a range of block sizes to promote variety (source: Urban Design Compendium p 65, adapted from Baulch, 1993)

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4.6 Relationship to the existing settlement

Where development is located within or at the edge of an existing settlement, the site layout should read as a natural evolution of the settlement, have a positive relationship with the existing settlement edge and allow for future expansion.

The historic evolution of the settlement and the characteristics of the site edges should be understood as part of the site analysis process so that the masterplan structure can create appropriate visual and physical connections between new and old.

The following aspects should be considered:

Settlement pattern
New development should follow the historic pattern of settlement growth in the local area and read as a natural continuation of the settlement's evolution.

For example:
Historic growth along movement routes is evident in linear settlements, with homes fronting the street. This arrangement should be replicated in new development with new homes fronting the street.

The highway character of the street may need to be adjusted in response. For example, speed limits should be reduced to enable multiple access points. Settlement gateway features should be relocated to the edge of the development.
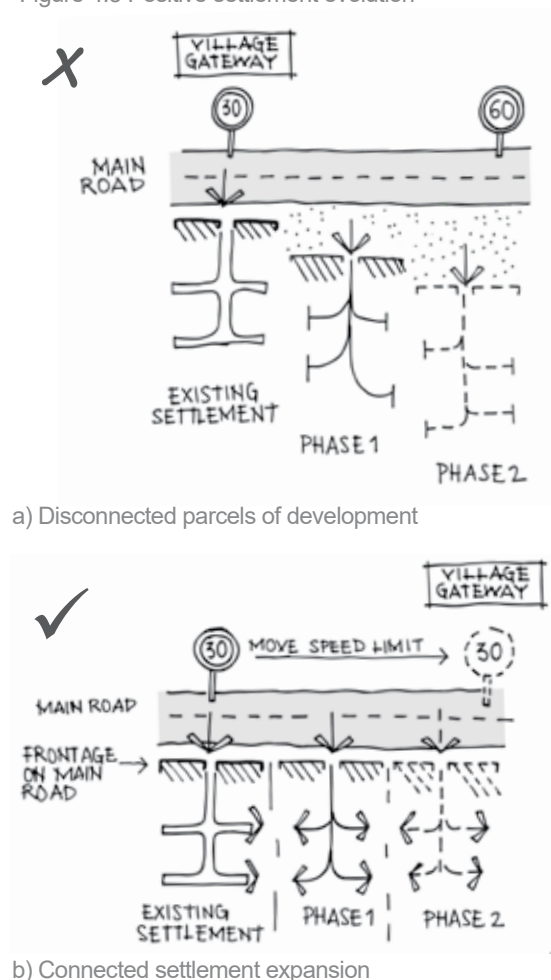
The development of individual sites as discrete housing estates, off a single main access with little lateral connectivity into the surrounding street network is to be avoided. It fails to reflect historic patterns of settlement growth, reduces the potential for community interaction and creates disconnected places with increased reliance on the car.

Connecting old and new
The proposed movement network within the site should connect into the existing network of streets and footpaths in the wider settlement and countryside. The alignment of historic routes (footpaths, lanes) within the proposed street network should be retained.

The masterplan layout should also consider potential expansion of the settlement in the future in a connected manner. The developer should provide evidence as to how this criteria can be met.

Figure 4.5 Positive settlement evolution

a) Disconnected parcels of development

b) Connected settlement expansion

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Settlement patterns of the District

Broadly speaking, there are three main settlement patterns seen across the District:

Linear settlements developed primarily along a through-route with smaller side streets branching off are common across the District. The built form may originally be only one house deep on each side, developed gradually plot by plot. More recent development can be incongruous with the linear form, either filling in backlands or creating a small estate branching off the main road with limited frontage to the street. Examples within the District include Hethe and Bloxham.

Nucleated settlements are more compact in form and typically developed around a junction, church or manor house. They often exhibit higher densities at the centre, dispersing towards the periphery. Wardington, Deddington and Shennington are examples of nucleated settlements, although Wardington is, in fact, bi-nucleated since it evolved from two settlements based primarily around the church and medieval manor house respectively, joining together to form one village in the twentieth century.

Dispersed settlements often have a large open space at centre, in some instances due to topography or a watercourse, or as a result of development clustering around different manors in close proximity. Fringford is an example where a large open space is located on the Main Street, whereas Steeple Aston is dispersed due to the settlement being situated either side of a small steep valley formed by a tributary of the River Cherwell.

Figure 4.6 Settlement figure ground diagrams:
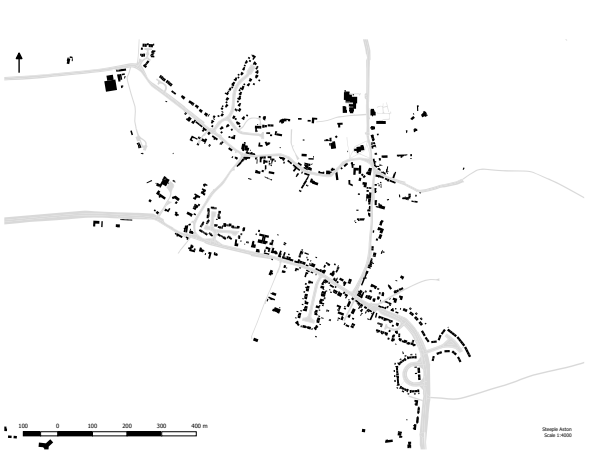Linear settlement - Hethe

Nucleated settlement - Shennington

20th century estates altered the settlement pattern (highlighted in yellow) - Bloxham

Dispersed settlement - Steeple Aston

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Relationship to landscape and ecological structures

The masterplan structure must consider how existing ecological features within and adjacent to the site such as woods, hedgerows, ponds and watercourses can be protected, integrated and enhanced as part of the proposals.

Consideration must be given to their role within the ecological framework of an area and also their recreational value.

A clearly defined green infrastructure strategy is required as part of a masterplan, which considers how the existing structure can be reinforced and enhanced through SuDS and additional open space features both within and adjacent to the site (see figure 4.8).

Relationship to the topography

The extent of development and the layout of streets should reflect the unique relationship between a settlement and its topography.

For example:
A settlement should not breach the apex of a hill where it is contained within a basin or valley.

Settlements located on valley side and hill tops should use the topography to create striking views and scenic lanes that follow the contours.
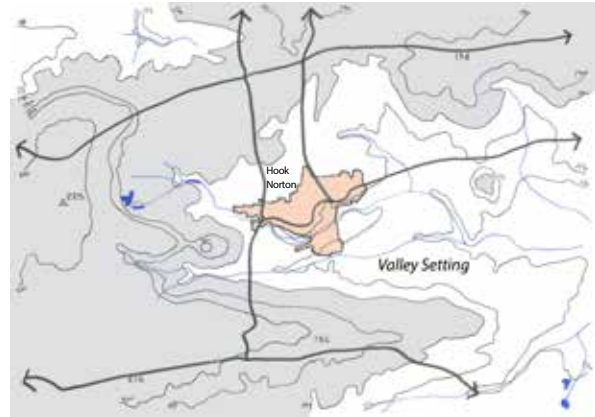

Figure 4.8 Hook Norton - topography has influenced the extent of settlement
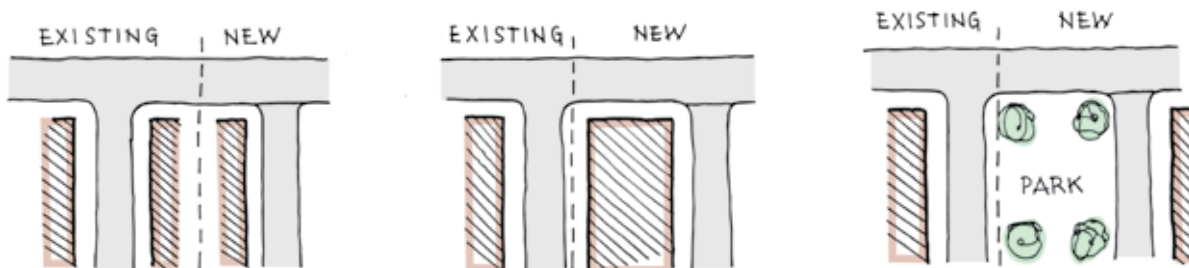
Edge relationships

The masterplan street and block structure should positively address the existing built edge of the settlement.

For example:
- Where backs of properties make up the edge of the existing settlement, new development should back onto this to secure the backs and complete the perimeter block
- Where the edge comprises buildings fronting onto a street or green space then new development should either complete the other side of the street with new frontage or be set back behind a public open space accessible by both existing and new.

Figure 4.7 Positive edge relationships

a) existing settlement edge of back gardens - new development encloses with new back gardens, creating security

b) existing settlement edge of frontage onto a road - new development completes the street with frontage on the other side of the road, creating enclosure

c) existing settlement edge of frontage onto a road - a park is created so the new development does not impose on the existing settlement and preserves mature trees

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Creating a new edge

The masterplan should establish a positive built edge to the development, using built form and planting to frame views into the development rather than to screen it.
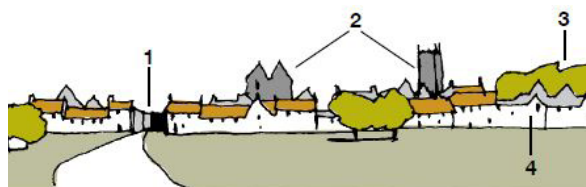
Development should not be hidden behind hedges, especially on key routes. It is appreciated that in some sensitive locations a strongly planted edge will be appropriate in response to local character.

The masterplan character areas should consider the appropriate scale and form of the edge, whether it is to be open and low density, merging with the landscape or a crisp urban edge for example. This should be reflected in assumptions about density and urban form. Figure 4.9 illustrates how the image of the settlement can be positively managed.

Wider views

The layout of the masterplan should consider how the settlement will be viewed from the wider landscape. Significant views into the existing settlement, such as to a church steeple, should be preserved and enhanced by the new development and new views to gateways and landmarks established.

Figure 4.9 Creating a positive edge
(source: Essex Design Guide, Essex County Council)

External Image
1. Clear entrance
2. Key buildings
3. Block of trees
4. Well defined urban edge

Figure 4.10 Integrating important views

The view to a church becomes framed by built frontage

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4.7 Landscape structure

Existing landscape features should be incorporated positively and reflected in a green infrastructure strategy for the development.

Existing features of the landscape (e.g. hedgerows, tree belts, single large trees, watercourses and ponds, topographical features and habitat areas), should be used to create a structuring framework for the masterplan and will bring a sense of maturity to the development from day one. Often these elements have historic significance and form part of a larger ecological framework. Habitats for wildlife should be retained and enhanced as part of the development proposal.

An overall green and blue infrastructure plan should be produced identifying the proposed network and hierarchy of open spaces. These should be designed to be multi-functional, offering a range of benefits for example: habitat, movement, drainage, sports, informal recreation and food growing. These spaces should be linked to form a network of routes for wildlife and people. The features should be fully integrated, connecting new, proposed and existing habitats and public open space on and beyond the site. This should be informed by a tree and hedgerow survey and phase 1 habitat assessment to demonstrate net biodiversity gain.

Open space standards

The amount, type and form of open space, sports and recreation provision within the masterplan will be determined having regard to the nature and size of development proposed and the community needs likely to be generated by it in accordance with Policies BSC 10, BSC 11 and BSC 12 of the Cherwell District Local Plan. This will be agreed with the Council as part of the land use mix together with secure arrangements for its management and maintenance.

Detailed guidance on the implementation of these policies is set out in the Council's Planning Obligations emerging SPD. The Councils Recreation SPG, 2004 (currently under review) provides best practice policy on green infrastructure, landscape and play, including guidance on the design, type and number of playspaces.

An avenue of tree and low hedges along Whitelands Way, South West Bicester is in keeping with the formal character of the street

Children's play incorporated into a central green space, Clay Farm, Cambridge

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Hedgerows

Hedgerows and hedgerow trees provide linear wildlife corridors which where possible should be retained uninterrupted and located in areas of public ownership where they can be protected and maintained.
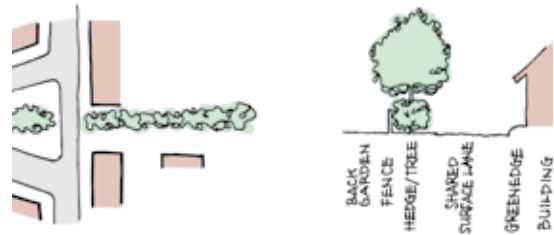
Where linear green corridors are created following a retained hedgerow, the corridor should be wide enough to accommodate other functions such as public open space, drainage, footpaths and cycleways.

The integration of hedgerows within the urban environment should be carefully considered at the masterplan stage, recognising that the ecological benefits of retention may not always outweigh the placemaking benefits of their selective removal (for example to enable a permeable street network).
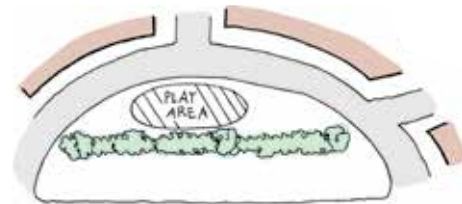
Where hedgerows separate proposed development from an existing street network, limiting the integration of the scheme, the hedgerow should be removed and additional planting provided elsewhere.

Figure 4.11 Sketch options for incorporation of an existing hedgerow into the urban fabric
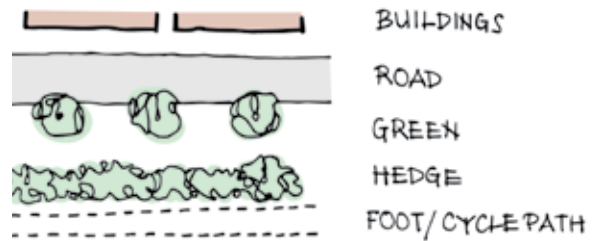
a) Hedge forms side boundary of lane

b) Hedge incorporated into park

c) Hedge incorporated in wide green/cycle corridor

Existing hedgerow and mature trees are retained to form a landscaped edge to a new development, Lower Heyford

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Sustainable Drainage Systems (SuDS)

SuDS are a key piece of green infrastructure and should be considered as a structural element of the overall masterplan. They should be viewed as an opportunity to bring character to the development through their careful integration within both green spaces and streets.

SuDS are required for the management of run-off are to be put in place on major developments (over ten dwellings) unless demonstrated to be inappropriate.

A SuDS strategy should be prepared alongside the masterplan for the site as a whole with consideration of the surrounding context. It should be designed with the input of both a drainage engineer and landscape architect. When considering the appropriate form of SuDS, the Sustainable Drainage System Train (see figure 4.12) should be followed, noting that the Council promotes open systems where possible, with swales and ponds preferred over crates. Refer also to the Cherwell Local Plan Part 1, 2015 Policy ESD 7: SuDS.

Clear arrangements are to be put in place for on-going maintenance of SuDS features over the lifetime of the development. In general, it is assumed that the developer will construct the SuDS and provide a maintenance plan and maintain for a minimum period prior to adoption by CDC. This is to be agreed with CDC in pre-planning. Detailed guidance on SuDS is contained within the Construction Industry Research and Information Association (CIRIA) publication, The SuDS Manual (C753), 2015. Case studies and further information is provided on the CIRIA website www.susdrain.org.

From left: attenuation pond, South West Bicester; swale, Trumpington Meadows, Cambridge; dry dentention basin within parkland, Clay Farm, Cambridge.
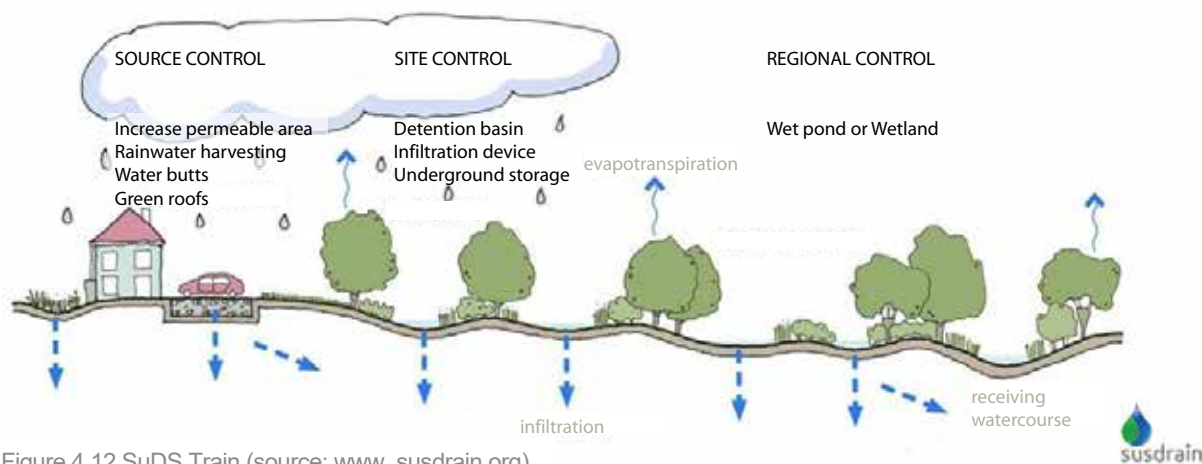

Figure 4.12 SuDS Train (source: www .susdrain.org)

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4.8 Density

4

Density should vary across larger sites reflecting proposed variations in character, landuse and function.

Measurements of density are a useful tool to test the development capacity of a site during the early stages of the design process. However this should also be considered with the building form, typology and plot ratio. There are a number of methods for calculating development density. In Cherwell, net density should be used for planning purposes which is calculated using the former PPS3 definition i.e.

$$\frac{\text{Number of homes}}{\text{Area of residential development and associated uses (hectares)}} = \text{net density (dwellings per hectare (dph))}$$

For the full definition see **Appendix E.**

Figure 4.13 Indicative split of house typologies at different densities

Character and density

Masterplan density assumptions should be set in response to the proposed character, landuse and role of different areas. They should reinforce the hierarchy of places within the settlement with higher density areas located around settlement centres and main streets, where residents can readily access and support local shops, services, jobs and public transport. However, the highest densities may be at the edge of the development if this is closest to an existing local centre.

Density is not in itself a reliable indicator of character. In general, density increases as plot size decreases, however there are a number of other factors which affect density and character:
* Building typology and arrangement
* Garden size
* Street widths and public realm design
* Car parking provision and arrangement
* Site conditions such as topography and development constraints
* Non-residential uses within residential areas
* The efficiency of the layout considering all of the above

Building typologies should be appropriate to plot sizes. As a result the proportion of detached and semi-detached homes will reduce as the density increases to avoid the appearance of town cramming and to ensure larger properties have appropriate amenity space (see figure 4.13).
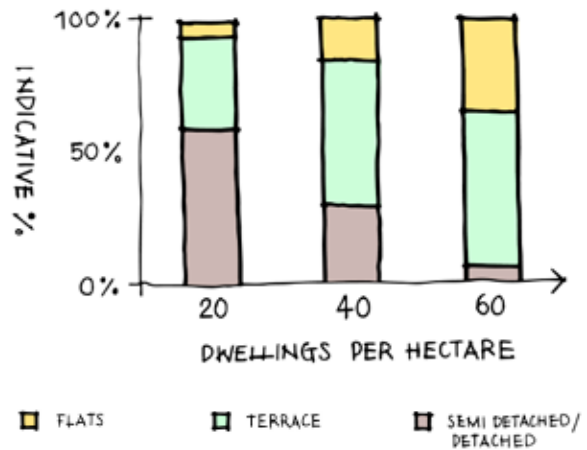

Similar density...

...but very different character

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Through careful design, inefficiencies in the layout can be reduced to increase densities without loss of usable space and with a positive impact on townscape. Areas where efficiency can be increased include:
- Efficient use of space occupied by highways (see section 5.5)
- Using a terrace form rather than small detached or semi-detached typologies
- Bespoke house types which can make best use of awkward plots
- Reducing the amount of allocated car parking (see section 5.8)
- Designing out 'leftover spaces' in the public realm

The masterplan density assumptions should be tested using character area design studies, and subsequently adjusted as the site layout is developed in detail.

Chapter 6 provides further guidance on appropriate building typologies.

Minimum density standard

To ensure that land across the district is used in an economical manner, Policy BSC 2 of the Local Plan Part 1 requires that new housing should be provided on net developable areas at a density of at least 30 dwellings per hectare (dph) unless there are justifiable planning reasons for lower density development.

The policy is not intended to limit urban design thinking or imply a blanket character or building typology.

The Local Plan density requirement is a minimum and should be calculated across the site as a whole. The Council expects to see considerable variation in densities across larger sites.
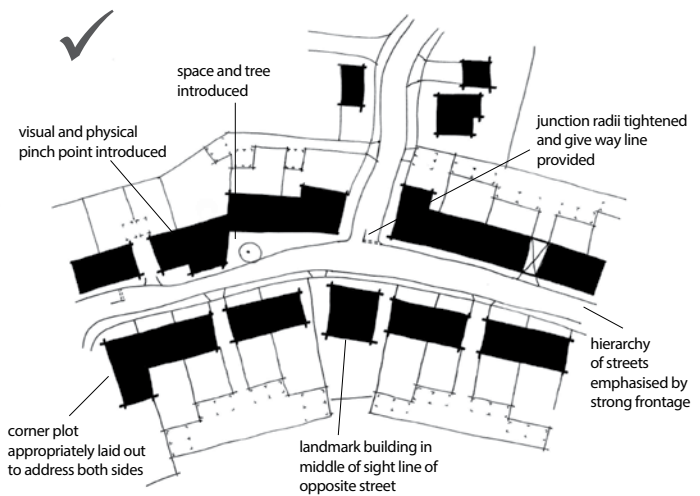
In town centre locations and around transport hubs, densities of 50 – 80 dph may be appropriate. Mid level densities of 30 – 40 dph would be expected on most strategic sites, allowing a significant reduction in development intensity in more sensitive areas.

Figure 4.14 Designing out inefficiencies

Inefficient estate layout with poor street enclosure and unnecessarily wide junction

Improved street frontage and tighter junction design, delivers four extra homes

space and tree introduced

junction radii tightened and give way line provided

visual and physical pinch point introduced

hierarchy of streets emphasised by strong frontage

corner plot appropriately laid out to address both sides

landmark building in middle of sight line of opposite street

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4.9 Sustainability considerations

CDC will expect to see evidence that sustainability considerations have been taken into account in the design of the masterplan.

The masterplan layout has a significant impact on sustainability. This is explored in chapter 8. In summary:

- A connected, permeable layout, with a mix of uses within walking distance, will reduce the need for residents to use their cars, in turn reducing fuel consumption, improving air quality and the health and wellbeing of residents
- Higher density areas including local centres have greater potential for energy efficient district heating systems
- Terrace homes and apartments are inherently more energy efficient than detached homes.
- SuDS features and green infrastructure such as green roofs and habitat corridors need space and should be planned for at an early stage. (See section 4.7)
- The alignment of streets and urban blocks and their relationship to site topography set the parameters for building orientation. This affects the potential for natural daylighting and passive solar gain (reducing the need to artificially light and heat houses respectively). Orienting buildings broadly to the south optimises the solar potential of the site including the potential for photovoltaic panels, tending to result in an east-west street pattern. Staying within 15-20 degrees of due south maximises the potential for light and solar gain, although it is possible to move away from this and still capture a sufficient amount.
- The spacing of buildings and orientation of streets and public spaces must also be considered in relation to the wind. Wind can be a positive natural ventilator but buildings which are spaced too far apart or are much taller than their surroundings increase gusts and funnelling, and create eddies and vortexes. This creates uncomfortable public spaces and results in building heat loss. By considering landscape and urban form together any potential climatic issues can be mitigated through appropriate planting creating shelter from the sun or wind
- The location of public spaces should also consider solar effects – whether a space will be too overshadowed for public use or a suntrap.

ESD 1-7 of the Cherwell Local Plan sets out the Council's policies for sustainable development.
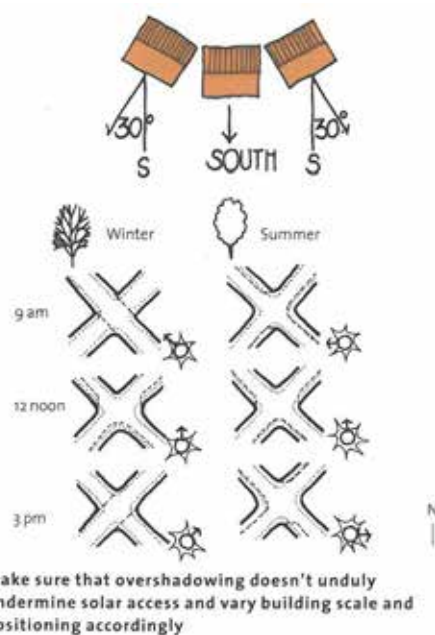
The BRE guide 'Site layout planning for Daylight and Sunlight: a guide to good practice, BRE, Sept 2011' provides further guidance on this subject.

Sustainable Exemplars

In all developments, opportunities to incorporate sustainable technologies and raise levels of energy efficiency should be taken wherever this can be successful achieved without detriment to the urban form and placemaking objectives of the vision.

Where the vision is for a sustainable exemplar with high levels of energy efficiency, it is recognised that this will have an influence on the urban form of the masterplan and the design of individual buildings. Chapter 8 provides further information on these approaches.

Figure 4.15 Sustainable design working with the sun (source: Urban Design Compendium, p50)

Make sure that overshadowing doesn't unduly undermine solar access and vary building scale and positioning accordingly

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STREETS AND SPACES

5

This chapter focuses on the design of the streets and spaces which make up the public realm. It explains how placemaking considerations should be prioritised over vehicle movements to encourage walking, cycling and human interaction. Guidance is provided on street types and dimensions, car parking, public transport and cycling infrastructure, utilities and landscape.

It should be read in conjunction with chapter 4 which explains how a connected, legible network of streets is established in the masterplan, and chapter 6 on the arrangement of buildings to successfully enclose and frame the street.

New development in Cherwell should promote:

- A connected and legible network of streets
- Street design responsive to hierarchy, character and location
- A movement network and street design which encourages walking and cycling over vehicle movements
- Design of the street in three dimensions creating a comfortable sense of enclosure by buildings
- Traffic calming integrated as part of the street layout and urban form
- Integrated design of all elements within the street including parking, bins, utilities, SuDS, trees and signage

New development should avoid:

- Lack of hierarchy and distinctiveness across the street network
- Disconnected, indirect, impermeable or illegible routes
- Design and consideration of streets in plan form only
- Poorly considered parking arrangements
- Over use of private routes serving multiple properties, limiting connectivity of the site
- Lack of consideration of trees, SuDS and utilities at an early stage of design
- A traffic calming strategy of artificial, regular bends without placemaking rationale
- Over-engineered street design

Please refer to the following chapters for supporting information:
- **Chapter 2:** For a summary of District's distinctive characteristics and character areas
- **Chapter 3:** For details of how site analysis should be undertaken to inform the masterplan
- **Chapter 4:** For details of the how the street network and hierarchy is established in the masterplan and Vision Statement
- **Chapters 6-7:** For guidance on detailed design relating to the private realm, including building and plot arrangements framing the street and building elevations
- **Chapter 8**: For guidance on sustainability considerations

Further reading:
- **Manual for Streets, 2007, DfT/DCLG:** Detailed guidance on street design criteria for pedestrians, cyclists, public transport and motor vehicles. Guidance on parking solutions
- **Residential Road Design Guide, 2003 Second Edition 2015, OCC:** Detailed guidance on the design of streets and parking areas applicable to Oxford County
- **Walking and Cycling Design Standards, 2017, OCC**
- **Car Parking, What Works Where, 2006, English Partnerships:** Review of a large number of alternative parking solutions explored through UK case studies
- **The SuDS Manual (C753), 2015, CIRIA www.susdrain.org**: Detailed guidance on SuDS
- **BS 5837: 2012, Trees in relation to design, demolition and construction, 2012, BSI**
- **Trees in Hard Landscapes: A Guide for Delivery, 2014, Trees & Design Action Group**
- **BS 5906:2005, Waste management in buildings. Code of practice, 2005, BSI**
- **Parking: Demand & Provision in Private Sector Housing Developments, 1996, J Noble & M Jenks**
- **The Residential Car Parking Research, 2007, DCLG**
- **Streets for All, 2017, Historic England:** Consideration of public realm in the historic environment
- **Equalities Act:** 2010

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5.1 The importance of the street

5

Streets make up the greater part of the public realm, are the public face of a settlement and provide the stage for movement and daily life. Good street design which prioritises placemaking over vehicle movement is therefore critical to the overall success of a settlement.

CDC and OCC are actively working together to create successful streets which prioritise placemaking considerations over vehicle movements. In particular, designing streets which are safe and attractive places in which to walk and cycle, to encourage a shift away from car based travel. Considerable progress has been made which is reflected in a move away from the illegible cul-de-sac and loop road layouts of the late 20th century, but more can be done.

The placemaking-led approach to street design is explained in detail in Manual for Streets, (MfS), DfT 2007 which should be read alongside this Guide. MfS defines streets as:

A highway that has important public realm functions beyond the movement of traffic. Most critically streets should have a sense of place, which is mainly realised through local distinctiveness and sensitivity in design. They also provide direct access to the buildings and spaces that line them. Most highways in built-up areas can therefore be considered as streets.

Successful streets
Although streets vary widely in appearance, successful streets share certain characteristics and CDC expect these to be incorporated into the design.

Successful streets:
- Are locally distinctive, responding to local characteristics rather than standard highways design
- Have a clear hierarchy and are simply organised
- Are welcoming and safe places to walk and cycle
- Are accessible and legible to all users including the mobility impaired
- Are active places which encourage human interaction
- Are framed by buildings and landscape including trees
- Form part of a well-connected network
- Have variety and interest and make wayfinding easy and intuitive
- Are a comfortable scale, with a well-proportioned relationship between street width and building heights
- Accommodate appropriate vehicle movements and car parking without these elements dominating
- Meet functional requirements e.g. servicing, utilities and property access
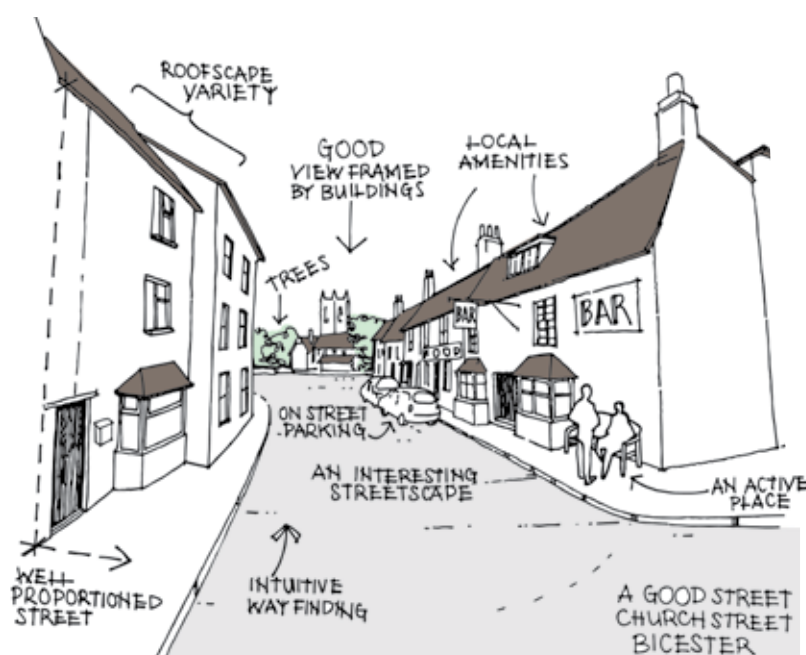- Have the flexibility to adapt to changes in the future

Figure 5.1 Successful streets characteristics

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5.2 Street character

A character-led approach should be taken to the design of streets. Individual streets will have different characteristics reflecting their roles within the network hierarchy established in the masterplan.

The character of streets is fundamental to the character of place. There are many elements which contribute to their character which should be considered in their design:
- The dimensions of the street in cross section, defined by buildings enclosing the public realm
- The alignment of the street e.g. curving, geometric, informal or formal in its layout and its relationship to topography
- The urban form, architecture and materials of the buildings
- The trees, planting and front gardens making up the soft landscape of the street
- The hard materials of the public realm
- The surrounding land uses and spill-out activity
- Vehicle movement speed and volume
- The level of pedestrian and cycling activity
- How car parking is dealt with
- Boundary treatments

Street types

The masterplan street hierarchy should establish at a high level the character of streets across the development (see section 4.5), reflecting their roles within the overall network. Typically a larger settlement will contain a range of different street characters which fulfil different placemaking and movement functions.

The majority of streets within the settlement can be classified into the following broad character types:
- Main streets
- General residential streets
- Minor residential streets and lanes

These street types can be used as a starting point to define the specific and distinctive characteristics of individual streets, tying back to the masterplan Vision Statement.

For example:
- A formal, tree-lined main avenue, with a mix of uses on the main bus route
- A narrow, residential street with an informal character
- An informal lane at the edge of the settlement with views to the countryside

A leafy, formal avenue - Whiteland Way, South West Bicester

A shared surface street - NW Bicester

An urban mews with shared surface - Woodstock

Establishing the proposed character of individual streets early on will inform the design of all elements of street character listed above.

It is important to note that design of streets needs to be coordinated with both OCC and CDC, with street types established in liaison with both authorities.

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Figures 5.2 – 5.5 illustrate layouts for typical main, general residential and lane streets of different character. These are worked examples and are not intended necessarily to be replicated.

Main streets and high streets
Streets with high levels of activity, well connected and central, giving access to general and minor residential streets, often contain a mix of uses, accommodate public transport and local through traffic.

Figure 5.2 Indicative layout - informal main street

Formal street parking bays

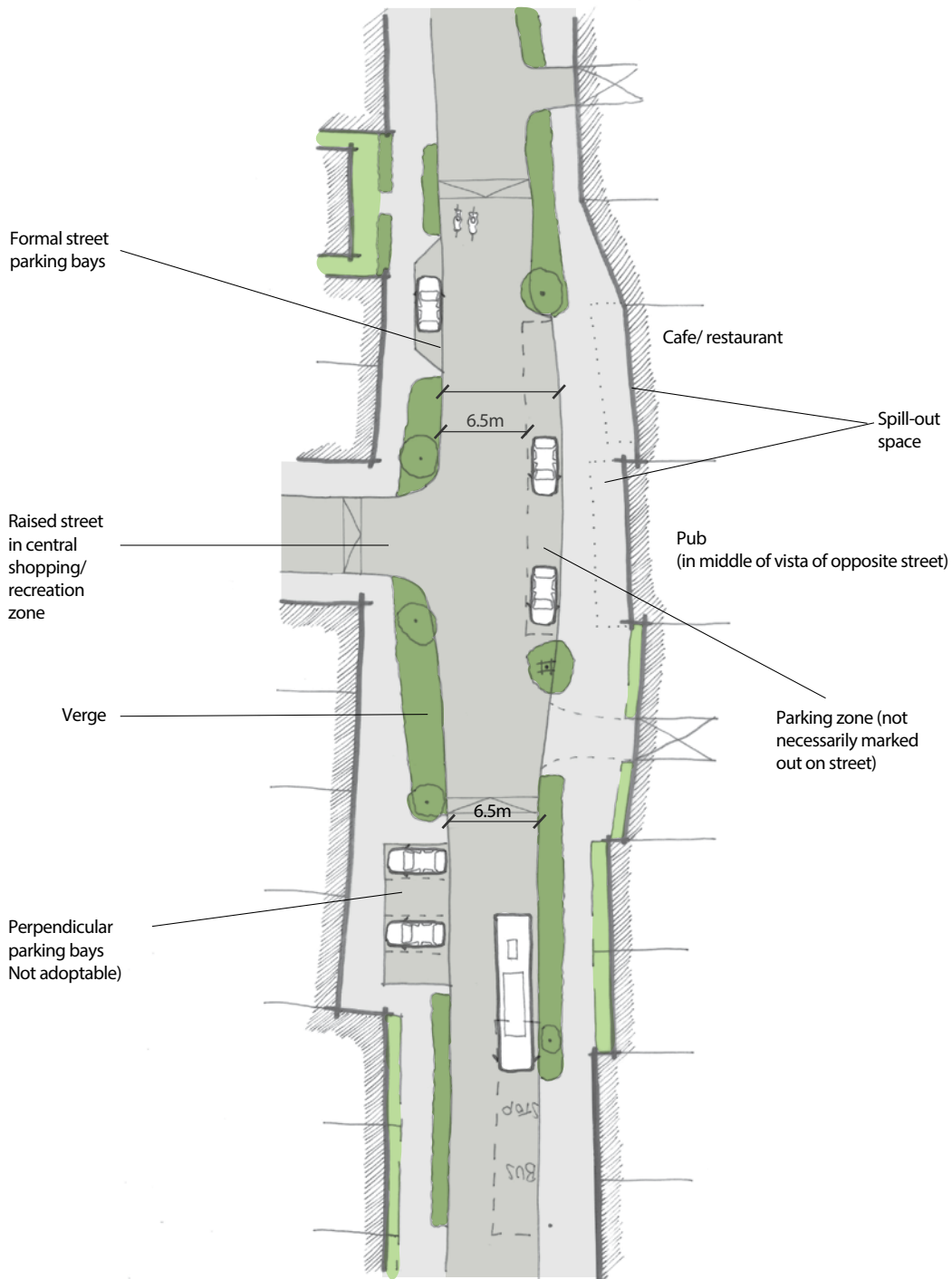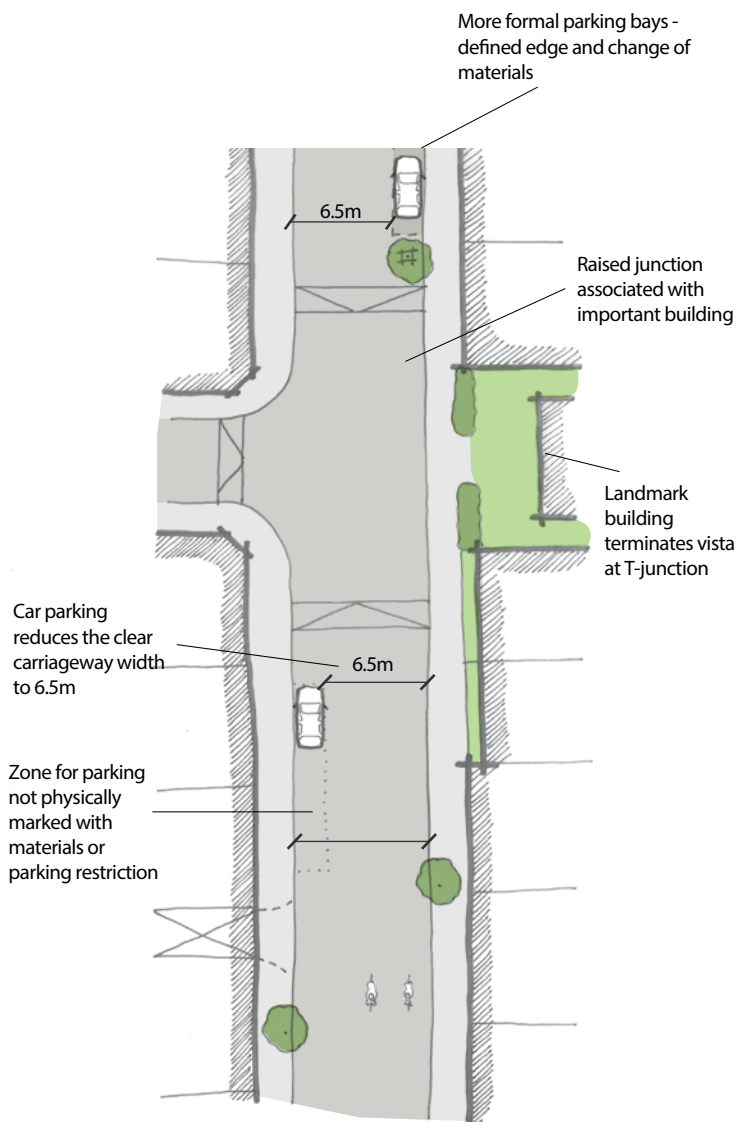Cafe/ restaurant

Spill-out space

6.5m

Raised street in central shopping/ recreation zone

Pub
(in middle of vista of opposite street)

Verge

Parking zone (not necessarily marked out on street)

6.5m

Perpendicular parking bays
Not adoptable)

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Figure 5.3 Indicative layout - formal main street

More formal parking bays -
defined edge and change of
materials

6.5m

Raised junction
associated with
important building

Landmark
building
terminates vista
at T-junction

Car parking
reduces the clear
carriageway width
to 6.5m

6.5m

Zone for parking
not physically
marked with
materials or
parking restriction

Trees and bollards demarcating parking
spaces in a square, Poundbury
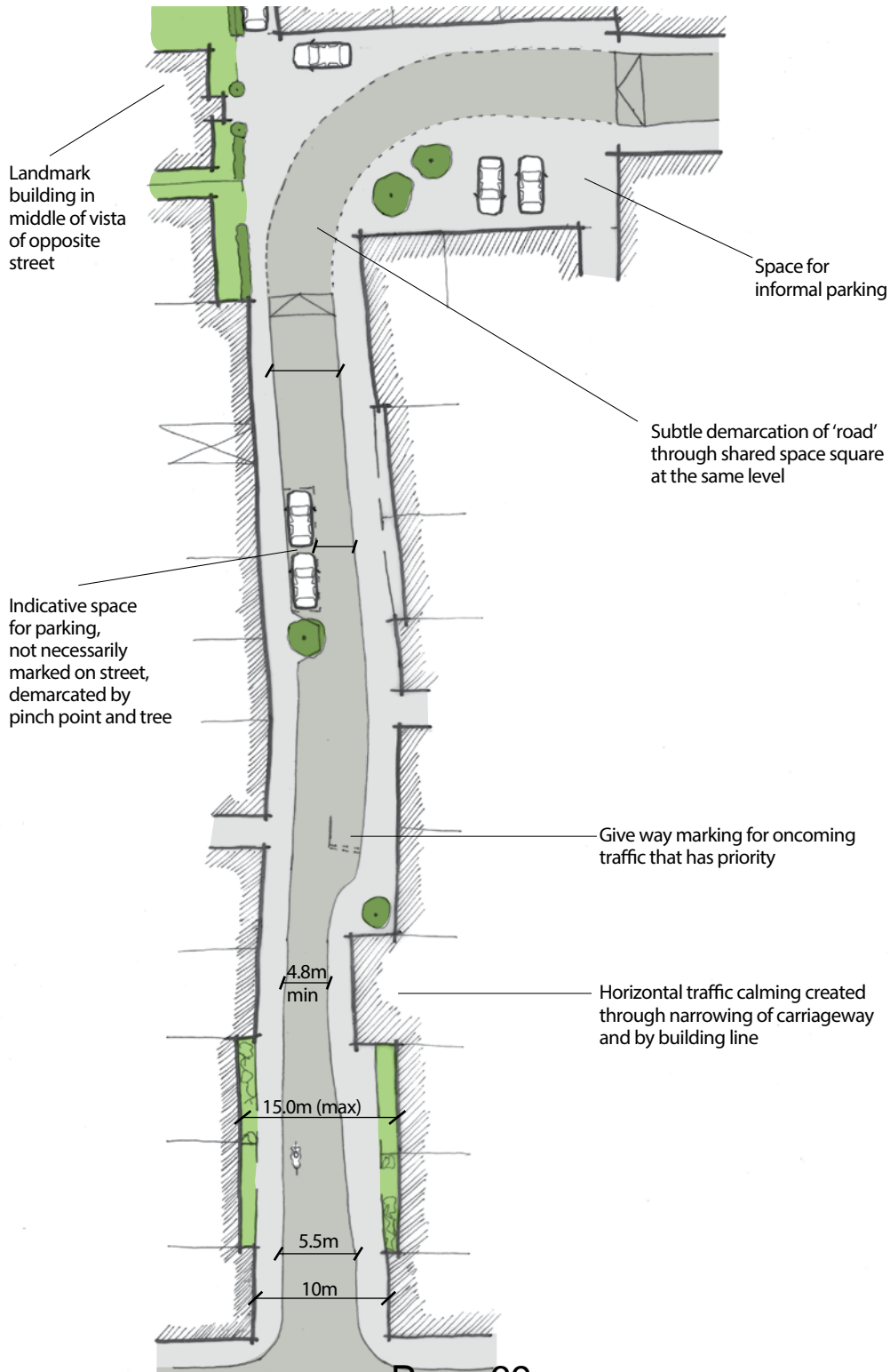

Tree pinch point in an informal lane,
Poundbury

Street trees and bollards as traffic calming,
Hook Norton

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5

General residential streets
Predominantly residential, moderate levels of activity, neighbourly interaction, provide access to properties, some through traffic.

Figure 5.4 Indicative layout - general residential street

Landmark building in middle of vista of opposite street

Space for informal parking

Subtle demarcation of 'road' through shared space square at the same level

Indicative space for parking, not necessarily marked on street, demarcated by pinch point and tree

Give way marking for oncoming traffic that has priority

4.8m min

Horizontal traffic calming created through narrowing of carriageway and by building line

15.0m (max)

5.5m

10m

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Minor residential streets and lanes
Quieter residential streets, with limited through traffic, with a semi-private feel.

Shared surfaces
The use of a shared surface approach where vehicles, pedestrians and cyclists occupy the same space within the street can create attractive, active streets successfully accommodating children's play, car parking and movement functions together.
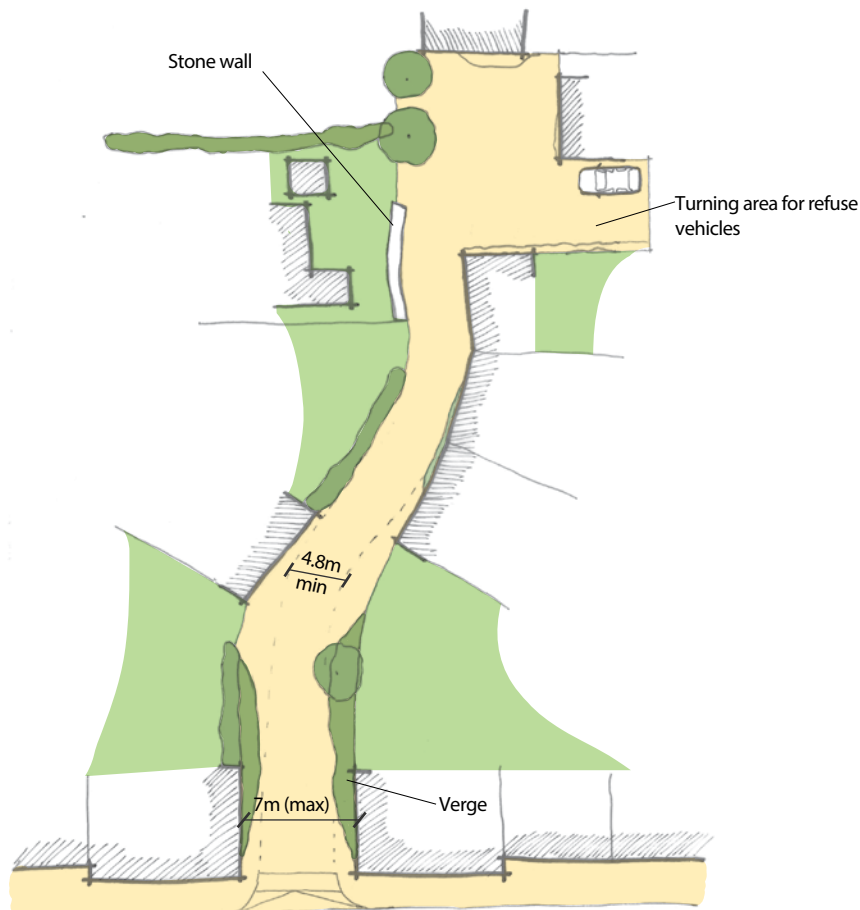
Shared surface treatments can also be used in public spaces such as squares or at junctions. Removing

demarcation for traffic can assist with traffic calming and placemaking functions.

The use of shared surfaces should be judicious and take into account safety of users especially those with perceptual impediments. In many areas a 25mm kerb will be appropriate, except in very lightly trafficked environments such as the lane typology, in order to aid legibility for those with visual impairments.

To achieve a successful design detailed discussions will be necessary with both CDC and OCC and appropriate safety audits undertaken.

Figure 5.5 Indicative layout - informal Lane

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5

Adoption

All streets performing a public function as part of the movement network should be designed for adoption by OCC.
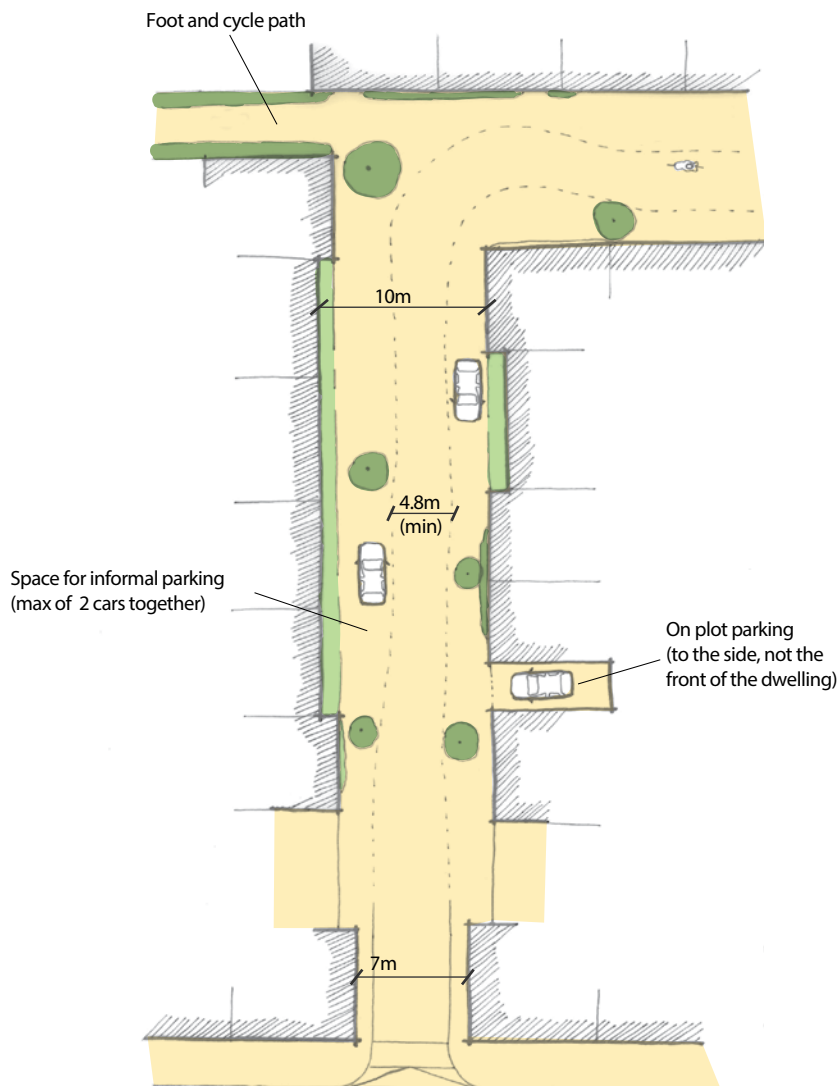
- Routes which have the potential to enhance pedestrian connectivity should not be private drives
- Un-adopted, private routes serving multiple properties should be limited, except where specifically agreed with the Council
- Perpendicular and allocated parking is not adoptable

Further information on adoption standards can be provided by OCC.

Enclosed street incorporating on-street car parking, Hook Norton

Figure 5.6 Indicative layout - Shared surface street

Foot and cycle path

10m

4.8m (min)

Space for informal parking (max of 2 cars together)

On plot parking (to the side, not the front of the dwelling)
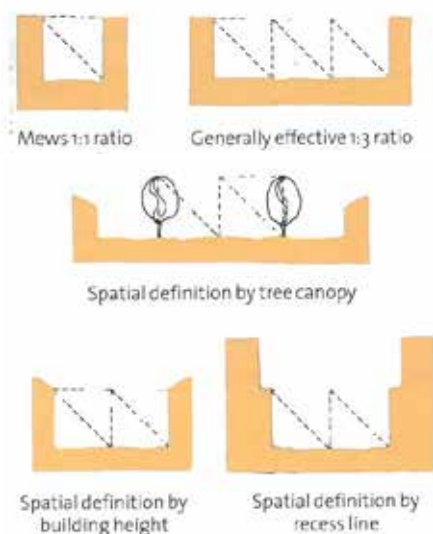
7m

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5.3 Street proportions

The overall composition of the street should create a comfortable 'human scale' and level of enclosure in keeping with the character of the District.

Buildings of an appropriate scale and form are critical in establishing well designed streets. Street cross-sections should provide a sense of enclosure through buildings, trees and planting. The Urban Design Compendium (section 5.1.3) recommends a height to width ratio for streets of between 1:1.5 and 1:3 where height is provided by buildings (generally measured to the eaves line) and width is the distance between building frontages across the street. These proportions create streets which are pleasing to the eye, feel comfortably enclosed and are not dominated by the carriageway.

Figure 5.7 Recommended height to width ratios (source: Urban Design Compendium, p88)

This ratio range is typical of many of Cherwell's attractive historic streets, in contrast to more recent estate developments where the carriageway is wide and dominant. It follows, that where the street is wider, taller buildings are appropriate to maintain the ratio.

Although buildings are the primary means of providing enclosure, the canopy of street trees, front boundary walls and taller garden planting can also be effective particularly in maintaining the line of enclosure where there are small gaps between buildings.

The sense of enclosure breaks down where there are significant gaps in the built frontage. This is evident on streets which are comprised of multiple detached properties with parking to the side. Here the building frontage is not complete enough to properly frame the street, and the opportunity for boundary walls and trees is also limited by the need to give access to on-plot parking.

Where main streets lie on a bus route, the carriageway will need to be 6.5m wide, in addition to on-street parking areas. These streets would benefit from being framed by buildings of three storeys to balance the increased street width. Where not on a bus route, the width of the carriageway should be reduced. Parking can be formally arranged with bays broken up with street trees, build outs and informal crossing points for pedestrians.

On general residential streets, with predominantly two storey properties, the building to building widths should be reduced in comparison to main streets, to create an appropriate sense of enclosure. Increased ground floor ceiling heights can also improve the sense of scale / status of a building.

Mews 1:1 ratio Generally effective 1:3 ratio

Spatial definition by tree canopy

Spatial definition by building height Spatial definition by recess line

Street currently feels too wide in relation to the height of the buildings but enclosure is to be improved by the planting of street trees, Upper Heyford

A well proportioned street, Seven Acres, Cambridge

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Figure 5.8 Appropriate street proportions: examples from Cherwell

a) Whiteland Way, South West Bicester

b) Kings Head Lane, Islip

c) Queens Road, Banbury

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5.4 Design for pedestrians and cyclists

Street design should make it as easy as possible to walk and cycle, providing safe, direct and attractive routes.

Routes for pedestrians and cyclists should be safe, direct, attractive and legible. The design criteria for accommodating pedestrians and cyclists on different types of street are detailed in the Oxfordshire County Council's Residential Road Design Guide, Second Edition, 2015, OCC's Walking Design Standards, MfS chapter 6 and OCC's recently approved design guidance documents on walking and cycling.

Pedestrians

Pedestrian movement must be considered first and prioritised on all streets. Walkable neighbourhoods should be established by the masterplan creating a legible and permeable street network allowing for easy access on foot to local facilities and public transport stops (see chapter 4).

Pedestrian movement should be accommodated on footways on the street giving access to property fronts. In some instances short stretches of footpath may be appropriate to provide additional pedestrian links between streets.

These should be as short as possible with good inter-visibility between the ends, appropriately lit and be overlooked / open to view.

Footways in Cherwell tend to be fairly narrow. The MfS and OCC recommends pedestrian footways should generally have an unobstructed minimum width of 2m. The footway should feel in proportion with the overall street width. Footways could locally widen at particular points outside more important buildings or at corners where people are more likely to stop and chat.

Humber Street, Bloxham

Main Street, North west Bicester

Pedestrian/ cycle cut-through, South West Bicester

5

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5

Cyclists

In the majority of residential streets cyclists should be accommodated on the carriageways with no dedicated cycling lanes required. Uneven surfaces such as cobbles should be avoided.

On busier streets, dedicated cycle lanes should be provided on-carriageway. Completely segregated lanes are only appropriate on higher speed / volume roads. Guidance has recently been approved by OCC which will provide further advice. The design of cycle lanes and cycling infrastructure at junctions should be discussed with OCC.

Cycle parking provision is required at both ends of the journey in accordance with OCC's Cycle Parking Standards (see below). Residential cycle parking should be secured and covered; be provided within the curtilage of a dwelling or other convenient location for apartments. Security and convenience are two key principles for the location of cycle parking. If cycle parking is included in front gardens it should be visually attractive. If it is placed at the side or rear of a dwelling access to the street should be direct and sufficiently wide. Garages should be designed to allow space for a car and storage of bicycles and be a minimum of 6m x 3m internally.

Bus bypass in Lewes

Hybrid cycle lane, Old Shoreham Road, Bournemouth

Foot/cycle path, South West Bicester

Cycle Parking Standards	Residential
Resident	1 bed - 1 space; 2+ beds - 2 spaces
Visitor	1 stand per 2 units where more than 4 units
Notes	
1	Garages should be designed to allow space for car plus storage of cycles in line with the District Council's design guides where appropriate (most specify 6m x 3m)
2	1 stand = 2 spaces: The number of stands to be provided from the calculations to be rounded upwards. The preferred stand is of the 'Sheffield' type
3	All cycle facilities to be secure and located in convenient positions
4	Residential visitor parking should be provided as communal parking at convenient and appropriate locations throughout the development

Table 5.1 Cycle Parking Standards for residential development, (extract from Residential Road Design Guide, Second Edition 2015, OCC)

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5.5 Design criteria for vehicles

The design criteria for vehicle movements should be established in response to the proposed character of the street and agreed with OCC and CDC.

Design Criteria

The overall approach to street design should be to consider buildings and spaces first, with carriageways, footways and parking designed to fit within the space created. This approach enables buildings to be laid out to provide an attractive frame to the street with carriageways, kerbs and footways helping to define and emphasise spaces.

It is also important that streets are designed with consideration for the types of vehicular movements, speed and volume of traffic. The majority of residential streets should have a design speed of 20mph or less.

MfS section 7.2 provides details of minimum carriageway dimensions to accommodate different street types and functions. Careful thought is needed as to the application of these dimensions to the different street types.

Over engineering streets to accommodate easy access for HGVs and unnecessarily high design speeds leads to wide streets and large junctions which are detrimental to character and can result in an uncomfortable environment for pedestrians and cyclists. Under these circumstances it is difficult to achieve the sense of enclosure and proportion discussed in 5.3.

It is not expected that space for HGVs to pass each other will be provided along the majority of residential streets, as this will be an occasional occurrence. However, passing places should be designed in to accommodate these movements when they do occur.

Critical dimensions

The minimum width for residential street carriageways which allows for unimpeded two way movement of cars, or a car plus HGV is 4.8m and this should be viewed as a critical dimension. Main streets accommodating a bus route are required to have a minimum carriageway width of 6.5m to allow unimpeded two way bus movement, though some reduction in width over a short distance, may be permissible in certain circumstances. Reference should be made to OCC's Residential Road Design Guide and MfS for further details.

As part of a traffic calming strategy designers should consider incorporating short sections of reduced width where appropriate. This supports the traffic calming approach outlined in section 5.7.

Swept path analysis and visibility

Swept path analysis is a valuable tool that should be used to determine the space required for different vehicle types as they move along or through a space.

Consideration of forward visibility through use of stopping sight analysis should also be used, particularly in relation to building lines which in themselves can be used as an integral component of traffic calming.

Section 6.8-6.12 of OCC's Residential Street Design Guide provides details of required sightlines at junctions. On bus routes OCC require swept path route analysis using a 12m bus and avoiding parking arrangements.

Gradients

OCC set a maximum gradient for vehicular movement at 1:12. Consideration also needs to be given to access to buildings. Gradients over 1:20 are considered to be ramps and clear requirements are set out within Part M of building regulations.
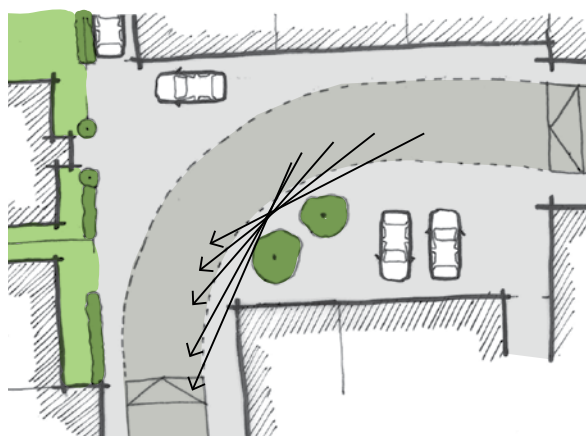

Figure 5.9 Stopping sight distance defining the geometry of the curve and placing of trees/ building lines

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5.6 Design for buses

Bus routes should provide direct, convenient journeys for all new houses

All new residential development will be expected to make an appropriate contribution to the development of the countywide bus network, both through the physical infrastructure – e.g. highway measures and bus stop infrastructure - and through service provision.
(Residential Road Design Guide, OCC)

OCC requires all developments of more than 50 dwellings to be served by at least an hourly bus service and for homes to be within a 400m walkable distance of a bus stop. Appropriate provision for buses should be designed in at the outset in discussion with OCC's Public Transport Development Team.

Bus stops should be located in relation to pedestrian desire lines and close to facilities which serve a wider catchment. They should be served by safe and convenient pedestrian crossing places. Consideration should be given to proximity to domestic property and any nuisance issues in relation to the placing of bus stops. Consideration needs to be given for school drop off areas, allowing buses and coaches to continue in a loop to exit the development area.

A minimum road width of 6.5m is required on bus routes and swept path analysis may be required to support design solutions on bends. Consideration is required for buses in any traffic calming solutions.

Further advice on the siting and requirements of bus stops can be found on p73 of Manual for Streets and in OCC's Residential Road Design Guide.

Bus stop, South West Bicester

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5.7 Integrated traffic calming

Traffic calming should be designed as part of the street layout in a manner appropriate to the proposed character.

Traffic calming should be inherent within the street layout and can include:

- A sense of enclosure created by building lines or street tree planting which restrict forward visibility
- Changes in direction and tight corner radii
- Change in materials
- Crossing points, either raised or flush with the carriageway with build-outs/narrowings
- A change of character such as widening out into public spaces
- Frequent side road junctions and direct access points to properties

Horizontal and vertical deflection features to reduce speed of vehicles should be designed to read as inherent elements of the street rather than a piece of highways infrastructure e.g. a raised table forms part of a public square or the setting to an important building, a build-out is associated with tree planting or a crossing point. Careful consideration to traffic calming is recommended on bus routes.

Informal streets

Variation in carriageway width, footway width and building line is characteristic of traditional informal streets across the District. This creates streets with visual interest, but also enables parking, servicing, small areas of green and trees to be accommodated while maintaining a strong sense of enclosure and appropriate height to width ratio.

Changes in geometry along a street has a natural traffic calming effect, as drivers intuitively slow down on the approach to pinch points and junctions or where the street widens into a public space.
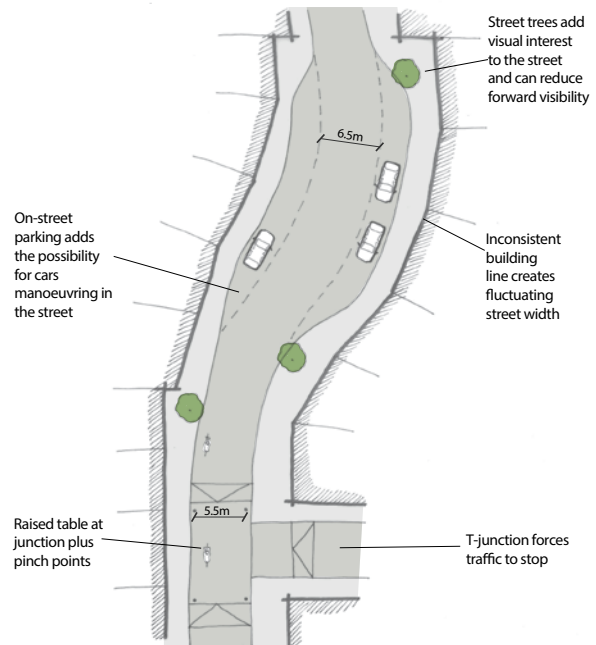
Formal streets

Formal streets, although generally more regular in width than informal streets, can accommodate pinch points at street entrances and widening related to public squares or gardens. The regular junctions of a grid layout have a natural traffic calming effect.

To be avoided

Artificial traffic calming features which have a detrimental impact on legibility and townscape should be avoided, for example: a standard width street with a winding geometry creating an indirect route.

Figure 5.10 Traffic calming measures along a street

Street trees add visual interest to the street and can reduce forward visibility

On-street parking adds the possibility for cars manoeuvring in the street

Inconsistent building line creates fluctuating street width

6.5m

5.5m

Raised table at junction plus pinch points

T-junction forces traffic to stop

Bad example - artificial winding street with no relation to urban form

Good example - deflection of road using landscaping and a pedestrian cut-through, Hook Norton

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5.8   Car parking

5

A range of different parking solutions should be used. The choice of parking solution should be appropriate to the character of the street and the building typology.

Amount of car parking

The Council intends to review parking standards in the forthcoming Local Plan Part 2. In the interim the approach set out in Oxfordshire County Council's Residential Street Design Guide (2015) applies. This includes recommended parking standards (refer to **Appendix F**), which should be used as guidance only for larger developments. Actual parking levels will be expected to be justified, as laid out in supporting documentation with planning applications such as Design and Access Statements, Transport Statements and Transport Assessments.

The parking standards recommend the inclusion of unallocated spaces, alongside allocated spaces to maximise flexibility and economy of land use. In some circumstances, parking can be accommodated entirely without allocated spaces. Work led by Phil Jones Associates for Oxfordshire County Council, reported in 'The Residential Car Parking Research', 2007, DCLG, has shown that the provision of more flexible parking solutions, such as unallocated on street parking supports an overall reduction in parking provision, by supporting flexibility of different householder needs.

Discussions should be held with OCC on the parking needs of primary and secondary schools.

Please refer to Section 7 of OCC's document for details on the application of the parking standards.

Bad example - too much space for parking creating a large gap on the street

Bad example - cars parking on kerbs due to lack of parking spaces or spaces which are inconvenient (image source: Space to Park)

Good example - avenue street parking, Newhall, Harlow

Good example - Informal homezone parking, Hanwell Fields, Banbury

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Parking design

Designing an appropriate parking arrangement is critical to the success of any scheme. Where parking has not been well thought through it can be visually detrimental to the character of the street and can be a source of frustration for residents.

The Council will expect to see a range of parking solutions. The number of parked cars in any one area should be limited so that individual streets and spaces do not take on the appearance of a car park. Trees should be accommodated within streets and parking courts to reduce the visual impact of parked cars.

Parking should be functional, convenient and safe. People like to park as close to their house as possible, ideally where they can see their car from inside their house. If parking is placed in a position far away from a dwelling and obstructed from view, people will not park there and instead try to park informally on the street outside their house.

'Car Parking: What Works Where', English Partnerships (2006), provides a comprehensive toolkit for designers highlighting the most appropriate car parking approach according to density of development and housing typology and should be referred to alongside this Guide.
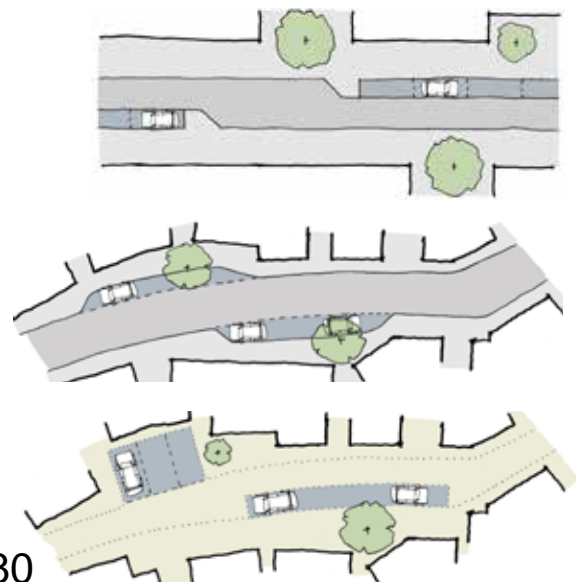
Parking typologies

In general, the potential locations for parking are on-street, on-plot and in small parking courtyards. The allocation of car parking spaces (on-plot or in communal areas) reduces flexibility and is less efficient in meeting overall car parking needs.

On-street parking

The Council advocates the use of unallocated on-street parking wherever possible. Maximising the number of unallocated spaces will result in lower numbers of parking spaces overall as it provides an enduring, functional and land efficient arrangement (see Appendix B of OCC's parking standards). It can take a variety of forms including parking around a central reservation, kerbside parking parallel, perpendicular or angled to the pavement. Parking solutions should be an integral part of the street design, within clearly defined areas. On-street parking areas cannot be allocated. Perpendicular parking areas are not adoptable.

For both parallel and perpendicular solutions, a maximum of four bays should sit together, before being broken up by street tree planting in a public realm/landscape area. Terrace buildings work well with on-street parking, as the strong enclosure balances the necessary increase in carriageway width. Street trees should be used to soften the visual impact of parked cars and provide further enclosure to the street. Narrower streets can widen at certain points to accommodate smaller areas of on street parking.

Figure 5.11 On street parking examples from top: formal on-street; informal on-street (off line); parking in shared surface area

Car parking: golden rules for all locations

- Look to maximise the quality of the street and public realm
- A combination of on plot, off plot and on street should be considered according to the street design, location and housing typology
- On street parking should be promoted as the primary parking option and incorporated in the design – people understand how it works, it's efficient and it increases the activity and safety of the street
- Do not park in the back of the block until on street and frontage parking permutations have been exhausted. Use of the mews or rear courtyards should support on street provision, not replace it
- The proportion of allocated spaces should be limited. Research by Noble and Jenks shows that the more spaces you allocate, the more you have to provide.
- Don't forget Secured by Design principles

(Adapted from 'Car Parking: What Works Where')

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5

On plot parking

On plot parking to the rear or side of homes, on driveways or within garages, is by its nature allocated to a particular home. It limits flexibility and can be detrimental to street character when it is visually dominant. It is generally only appropriate for larger semi-detached or detached homes on larger plots.

Parking on-plot in driveways should, as far as possible, be designed to limit the gaps in the street frontage (for example through the use of shared driveways) and should be configured to ensure that the maximum parking standards are not breached i.e. through excessively long driveways.
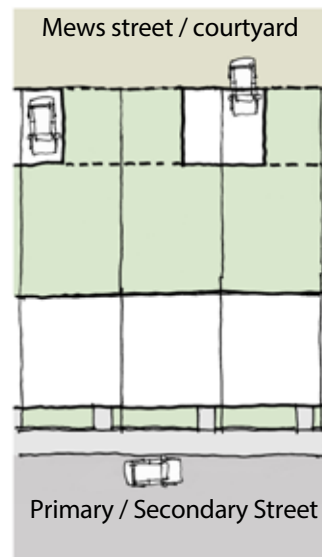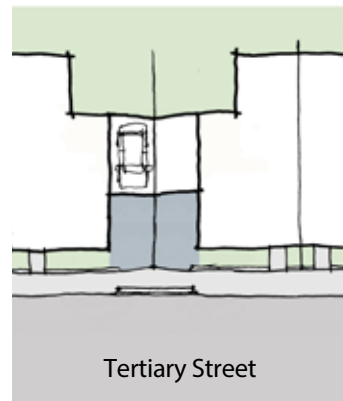
Allocated on plot parking can also be provided to the rear or within gardens accessed from a rear lane. This is an alternative to the communal parking court.

In general, the Council seeks to limit the use of garages as they are often used for storage rather than parking, pushing parking demand elsewhere. Where garages are provided they should have a minimum internal area of 3m by 6m and the use of double garages should be limited.

The architecture and materials of the garage should be in keeping with the main house and have a pitched roof and wherever possible should be attached to the property.

Where two single garages are proposed together they should be attached where their use supports a better design solution. They should only be used on wide fronted properties where a front door and ground floor habitable room can also be provided. Double integral garages are not appropriate.

Figure 5.12 garage and driveway parking examples:
garage to the rear of the property (top)
garages accessed from mews/court to the rear (bottom)

Tertiary Street

Mews street / courtyard

Primary / Secondary Street

On-plot screened with vegetation, Manor Road, Fringford

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5

Rear courtyard parking

Communal parking areas or parking lanes to the rear of properties are the least preferred solution. Although rear parking reduces the visual impact of cars on the street frontage it also reduces human activity on the street and large rear courtyards can be bleak spaces.

Where used, courts must be well-overlooked by the properties they serve, ideally with direct access to individual dwellings/gardens. They should service no more than six properties and a maximum of 12 parking spaces. Unallocated /visitor parking is not appropriate in these areas and should be provided within the street. Landscape and tree planting should be an integral part of the design.

Access to courts should be by a shared driveway between properties, via a lane to the rear, or through narrow carriage arches, to maintain a continuous frontage at first floor level. Where carriage arches are used these should incorporate first floor accommodation. Lanes may also give access to a number of properties.

Figure 5.13 Example of private rear parking court

Direct access to private gardens

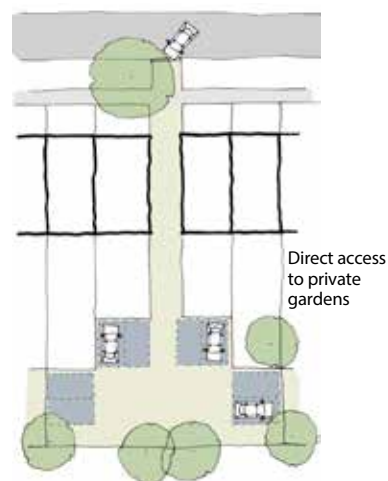| Sustainability |
| --- |
| The Council supports the use of sustainable technologies and systems designed to reduce the impact of private vehicles including: |
| **Electric charging points** |
| Every home should have access to at least one electric charging point. |
| **Car clubs** |
| The Council supports car clubs particular in low car developments. Car club vehicles are generally made available to residents on a pay as you go basis and are particularly suited to central and higher density areas where car use is only necessary for occasional trips. Discussion with the Council is required to resolve practical issues relating to implementation. |

Well landscaped rear court parking, Clay Farm, Cambridge

Rear parking accessed through carriage arch, High Street, Adderbury

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5.9   Avenue trees, planting, SuDS and landscape

5

Trees and soft landscape are important to the character of Cherwell's streets and should be incorporated in all street character types.

Many of Cherwell's historic streets have a strong building frontage, softened with by trees and landscape planting.   Individual and groups of trees, grass verges and public green spaces contribute to making distinctive and attractive places.

Existing trees and hedgerows should be retained and integrated where possible. Soft landscape, especially trees, should be incorporated into every street to support the proposed character. For example, a formal street may suit an avenue of trees and small front gardens, whereas an informal lane may be appropriate for soft verges and occasional individual or small groups of trees.

The requirement for Sustainable Drainage Systems (SuDS) is an opportunity to bring character to streets, through integrated landscape and drainage design and can be incorporated successfully alongside street trees, utilities and car parking. See section 4.7 for further guidance in relation to SuDs.

The choice of tree species and location of trees in relation to built elements should be in accordance with the minimum distances established in BS 5837: 2012, Trees in relation to design, demolition and construction. Further detailed design guidance relating to tree planting including their relationship with utilities corridors and SuDS is contained within the Trees and Design Action Group publication 'Trees in Hard Landscapes, A Guide for Delivery', 2014.

The following principles should be considered:
- Street tree planting should be integral to the public realm design
- Street tree planting should be a minimum of a semi mature standard size in a location of sufficient size for the long term survival / health of the trees
- The species selection should consider their functional and space making qualities and native species are preferred
- Root protection areas for existing and new trees

The maintenance and management responsibilities for landscape areas should be defined within the planning process. The design should avoid small (often narrow) planted areas which are hard to maintain.

Soft landscape reduces the impact of parking, Trumpington Meadows, Cambridge

Built frontage softened by trees and grass verges, Banbury

Incorporating existing trees and hedgerows into a new development

Incorporating SuDS along kerbside, Trumpington Meadows, Cambridge

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5.10 Public spaces

Squares and greens provide important breathing space within the street network. They should be framed by buildings and be located to encourage community interaction.

The widening out of the street network to accommodate village greens, squares and market places are characteristic of many of Cherwell's settlements. These spaces are framed by buildings, contain significant trees and are often located centrally adjacent to public buildings where they form a 'heart' to the settlement.

Developments should incorporate public spaces which sit with the character of the overall settlement structure and the site masterplan. Public spaces perform a number of important roles:
- They are focal points for the community, often surrounded by civic or community uses
- They create variety in the townscape and are important for wayfinding and legibility
- They can create a positive, usable space in an awkward corner
- They are an intrinsic traffic calming feature and can be of a shared surface design (see section 5.7)

Public spaces can take a variety of forms including formal hard landscaped public squares, village greens and smaller incidental spaces either hard or soft. OCC's residential road guidance includes 'social spaces' which are smaller areas where the footway might widen out to incorporate some benches, perhaps with shade from a tree. In all cases, public spaces should be framed and overlooked by buildings and designed to encourage their use – for example, through the provision of children's play or seating areas.

The size of the space should be appropriate to the scale of buildings which surround and enclose it. This should be tested in three dimensions. Trees should be used to create a sense of enclosure to larger spaces. Spaces which are too small to have any useful public function (i.e. 'leftover space') should be designed out.

Hard-landscaped incidental square with trees and seating, North West Bicester

Informal green space with trees and seating, Bloxham

Central green space, The Triangle, Swindon

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5.11 Street materials

5

The materials of the public realm should co-ordinate with the palette of materials used for the buildings and should reinforce the proposed character of the street or public space. This will vary depending on the location of the scheme within the District. Details of locally appropriate building materials are provided in section 7.3.

In general:
- Pavements and main street surfaces will be tarmac, with special consideration given to edge areas, gullies and kerb details where natural stone should be used in appropriate locations such as conservation areas and key spaces within a scheme
- Shared surface areas should use block paving with setts used for drainage gulleys and careful use of high quality edge details to help define the space
- Squares and other areas of public realm should use natural stone, dependent on the character of the settlement

Large areas of concrete block paving can be visually intrusive. Where block paving is used, the colour should be in keeping with the wider palette of building materials.

Investment in high quality materials will be expected at sensitive and prominent locations for example: within the setting of heritage assets, to define the entrance of the development, at important crossing places and public spaces and for shared surface treatments.

Tarmac with subtly coloured block paving indicating informal pedestrian crossings, South West Bicester

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5.12 Utilities corridors, lighting and signs

Utilities corridors, lighting and signage should be considered early on and grouped to minimise impact on the character of the street.

Utilities

The design of utilities corridors should follow the recommendations of the National Joint Utility Group (NJUG) publications, and include liaison with service providers at an early stage.

The use of shared utility enclosures or grouped service strips should be used to reduce the service corridor width and limit impact on street design including the location of street trees. The water supply for the fire service also needs to be considered. Protective and preventative measures should be adopted to avoid tree root intrusions into service corridors.

Where routing through the pavement will have a detrimental effect on the character of the street, alternatives include routing down a back street or through communal areas.

Further guidance is provided in section 3.4 of 'Trees in Hard Landscapes', Trees & Design Action Group, 2014 and Sewers for Adoption, 7th edition, WRc plc, 2012. Many utility companies also have their own guidance.

External lighting

Lighting should be an integral part of the street design process as there is a risk that landscape, parking and other elements are undermined when this is considered retrospectively. Consideration should be given to minimising light pollution and the impact of lighting on ecology. The lighting and tree planting strategy should be considered together at an early stage.

OCC must be consulted at an early stage to agree the design brief for street lighting. OCC can provide street light design for a fee which removes the need for approval. Refer to Appendix A2 of their Residential Road Design Guide, 2015 for details.

Signage

Signage is important for wayfinding but should be minimised to avoid visual clutter. Street names and other signs should be fixed to buildings, boundary walls or lamp-posts to avoid additional columns on the street.
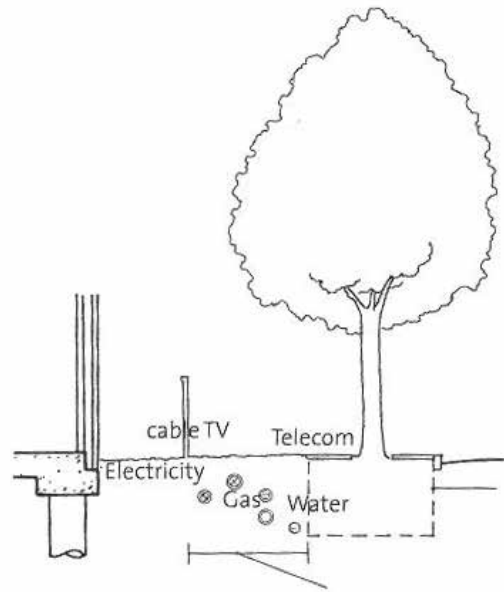

Figure 5.14 Grouped service strips help minimise maintenance disruption and avoid features such as trees (source: Urban Design Compendium, p82)

Road name and signage mounted on boundary wall and lamp-post respectively, Adderbury

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5.13 Waste management

5

Suitable provision for the storage and collection of waste should be integrated into the street layout building and plot design.

Agreement is required on the way waste is to be managed and in particular:
- The method for storing, segregating and collecting waste
- The amount of waste storage required, based on collection frequency, and the volume and nature of the waste generated by the development, and
- The size of anticipated collection vehicles

Collection points must be no further than 20 metres from the refuse vehicle access point. As a result, a connected network of streets will enable easier movement of refuse vehicles, avoiding the need for reversing or multi-point turning manoeuvres. It is expected that the principles outlined in section 5.3 will be followed to minimise the necessary street width. BS 5906:2005 provides guidance and recommendations on good practice.

At the time of writing, the majority of dwellings in Cherwell are allocated three wheelie bins. Bins should be accommodated within the curtilage of buildings, within appropriate ventilated bin stores/enclosures in front gardens, integrated within the building, or at the side or backs of dwellings where there is sufficient access for residents to wheel bins to the front of the property on collection days. If bin stores are visible from the street, these should be of a simple design screened by vegetation or enclosed by walls of the same material as the property.

Example of an attractively designed bin store (source: West Oxfordshire Design Guide)

Side passage to enable bins to be brought out, Bletchingdon

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BUILDING AND PLOT ARRANGEMENTS

Chapter 4 explains how the masterplan establishes the overall urban block pattern, street hierarchy and proposed character areas.

This chapter deals with the next level of detail, considering how building forms should be arranged to create a pleasing overall townscape which frames the public realm and reinforces the proposed character areas. The way buildings sit together is one of the most important drivers of character.

Chapter 7 provides further detail on the design of the buildings themselves.

New development in Cherwell should promote:

- An harmonious composition of buildings that contributes to the overall legibility and character of the place and its role within the wider masterplan
- Traditional settlement form and character
- Three dimensional form as a starting point for design
- The use of building types which reflect local traditions and can be successfully grouped together
- The use of bespoke house types to address important, sensitive and tricky conditions including landmark locations and corner plots
- The use of terrace house types, which should be the predominant form in most developments, especially along principles routes, mixed use areas and adjacent to public open space. Limited use of detached and semi-detached houses.
- Design solutions that minimise the opportunities for crime and antisocial behaviours through the clear definition of the public / private boundaries and creation of active frontages

New development should avoid:

- A plan based approach to design
- Estates with a homogenous, 'could be anywhere' character
- Architectural focus on individual buildings rather than the overall street composition.
- The use of inflexible, standard house types which cannot be grouped effectively
- The use of detached houses on small plots when a terraced form is more appropriate

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Please refer to the following chapters for supporting information:
- **Chapter 2:** For a summary of the District's distinctive characteristics and character areas
- **Chapter 4:** For details of how a scheme's character is established through the vision and structuring principles of the masterplan and block structure
- **Chapter 5:** For details of how the character of individual streets will be established in the public realm
- **Chapter 7:** For detailed guidance on the design of individual buildings
- **Chapter 8**: For guidance on sustainability considerations
- **Appendix A:** List of Conservation Areas within the District

Further reading:
- **Conservation Area Appraisals, CDC:** Provides detailed character analysis and guidance for each of the District's conservation areas
- **Responsive Environments, A Manual For Designers, 1985, Bentley, Alcock, Murrain, McGlynn, Smith:** Provides detail on the composition of the street, contextual clues for built character and external surface design

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6.1 Layout and urban form

Detailed layout design should focus on the composition and arrangement of buildings across the street as a whole, rather than the design of individual buildings in isolation.

The way in which buildings are grouped together to create the urban form of the street has a strong influence on character and should be a direct response to the proposed vision for the development (see section 4.3 for details). This should be clearly articulated in the planning application Design and Access Statement.

It is expected that urban form will vary from street to street reflecting its role within the masterplan hierarchy and in response to localised conditions e.g. a change in level or street orientation. This will support the legibility of the settlement.

Individual buildings should be designed to relate well to their neighbours, creating a harmonious overall composition and work with site conditions. The use of inflexible standard house types should be avoided as it severely limits the potential for cohesive and responsive design.

Consistent street frontage, Bicester

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New development should:
- Create a pleasing rhythm, variety and articulation to the street, through the use of different building forms, landmark features and the design of the façade and roofscape (see chapter 7)
- Respond to overarching character objectives e.g. informal or formal (see 6.4)
- Create bespoke design solutions for sensitive locations e.g. landmark locations, at corners and where views are terminated (see section 6.8)
- Consider the way buildings relate to other elements eg. car parking arrangements, front gardens, pavement widths
- Design out crime through the creation of active frontages and perimeter blocks (see sections 6.3 and 6.4)
- Make the settlement easy to navigate by creating a series of memorable spaces, landmarks and views
- Encourage natural traffic calming through the careful arrangement of buildings in relation to the carriageway (see section 5.7)

The Council will expect to see evidence of design thinking in three dimensions, including the use of simple physical or computer models, sections and perspective drawings encapsulated within the Design and Access Statement and used as a design tool to assess the form of the layout, including the roofscape.

Strong vertical rhythm with simple variation in design, Banbury

Corner solution, where building addresses both streets, Banbury

Corner of building juts out into the road, creating a natural pinch point forcing cars to give way to oncoming traffic, Islip

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6.2 Establishing character

6

Urban form is an important element in defining the character of a place.

The proposed character of individual streets and blocks will be established in broad terms as part of the site wide masterplan and vision; this is explored in section 4.3.

An important element of character is the degree of formality in the layout and urban form. In historic settlements this is a reflection of the extent to which a settlement was planned (formal) or developed incrementally and organically (informal).

In designing new places, designers should draw from both approaches to establish variety and reinforce the overall hierarchy of streets and spaces within the masterplan.

Formal Streets

Greater formality will be appropriate in some areas of the masterplan, for example to emphasise the civic character of a public space or to front an important movement route. Formal streets should be laid out in a regular, rectilinear pattern.

Characteristics of the urban form of formal streets include:

- Consistency and unity across the majority of elements of the urban form i.e. plot and building size, roof lines, eaves lines, building line, materials and façade design
- Buildings at the middle or ends of the street may be taller, brought forward, or have increased ornamentation to provide emphasis and visual interest
- Classically proportioned building facades (see section 7.2)
- Detached homes should have a wide frontage, narrow plan; semi-detached, in a villa form; and either plan form used for terrace properties (see section 6.5)
- Windows and doors will be regularly spaced, with a repetitive pattern established for the street as a whole. Changes in the pattern can be used to emphasise key buildings or locations
- Formally arranged street trees creating an avenue and regularly sized front gardens

Figure 6.1 Formal street

Formally arranged terrace, Bicester

Formal repetition of semi-detached homes, Banbury

Formal modern terrace - repetition of materials, regularly spaced windows, doors and trees, North West Bicester

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Enclosure and openness

In both formal and informal layouts, the majority of buildings should be arranged in a terraced form to create a near continuous built frontage to the street, in line with the principles for perimeter blocks set out in section 6.3.

However, in some character areas a more open arrangement may be appropriate for example to allow views out to the wider landscape or to meet a particular need for larger semi-detached or detached properties. In these locations, the gaps between buildings should be clearly defined by boundary walls, fences or hedges. On plot parking should be arranged so as not to dominate the street frontage (see section 5.8).

Informal Streets

Where an organic, village character is proposed, streets should have an informal layout, with a simple geometry, varying to reflect topographic and natural features. Particular care is required to create overall visual coherence and harmony. The right balance can be achieved by varying one or two elements of the urban form, but not all.

Characteristics of the urban form of informal streets include:

- Groupings of buildings with continuity of building line and materials, which provides coherence in a street scene, while other elements, such as plot width, building height and fenestration vary
- A range of plot and house sizes on a street to reflect traditional patterns
- Variety in the character of individual buildings. Within the street there should be a mix of wide and narrow frontage properties (see section 6.5), typically with consistency in the building line and materials
- Informally arranged windows and doors
- Subtle variation in roofscape reflecting variations between neighbouring building heights
- Street trees located individually or in small groups to form a focal point where the street widens or in public squares and green spaces.
- Front gardens which vary in size reflecting changes in street and plot alignments. Planted and grassed verges may also be present, where development is set back from the street

INFORMAL

Figure 6.2 Informal street

Continuous building line but wide variety in heights and sizes, Banbury

Continuous building line but wide variety in design and height, Bicester

Variation in set-back moderated by front garden boundaries, Duns Tew

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6.3 Perimeter blocks and active frontages

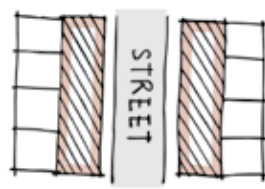**A general principle for the arrangement of building plots is 'public fronts, private backs' to ensure clarity between public and private spaces.**

The elevation of buildings fronting the public realm should be 'active', to encourage human interaction and passive surveillance of the public realm.

This arrangement creates a 'perimeter block' with buildings fronting and providing a frame to streets and open spaces. The perimeter block arrangement is an effective means of designing out crime in that it provides a defensible front boundary with good surveillance from the street and a secure rear property boundary.

Layouts which confuse the relationship between fronts and backs or emphasise property access from the rear should be avoided.

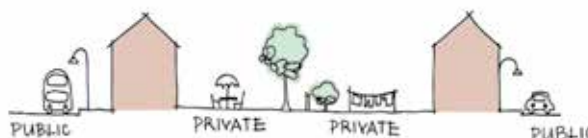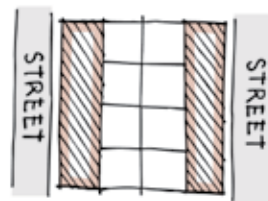Buildings face the street... 　 ... and form a secure perimeter block

Figure 6.3 Front and back relationships

Mixed use urban square, Poundbury

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Principles for perimeter blocks:

- Orientation for solar gain, wind patterns and microclimate must be considered in the form and structure of the block and frontages (see section 4.9 and 8.2)
- The boundary between the public realm and the private realm must be clearly defined by either the building line or garden boundary
- The principal frontage and main entrance to the property must face the main street (not the side street). This applies to all house types including apartment buildings
- The principal frontage must include front doors and larger windows
- Internally, living spaces and habitable rooms must be located on the principal façade overlooking the public realm

- Bathrooms and cloakrooms and the use obscure glazing must be avoided facing onto the public realm and / or principal elevations. Kitchens are only permissible in this area where windows can be appropriately proportioned and detailed
- Elements which deaden the street such as blank building facades, garages and integral parking, and bin stores are not appropriate in the public realm
- Elements of non-residential uses which help to 'activate' the frontage to the public realm such as cafes or shops should be encouraged to spill out onto the street

Chapter 7 provides further guidance relating to the design of active facades.

Figure 6.4 Active frontage encourages human interaction

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6.4 Scale

Building scale should respond to local context and proposed character.

Scale should be considered in relation to the enclosure of the street and the public realm, to give a comfortable height to width relationship and relate to the structure of the masterplan. This is explained in section 5.2. Perception of building scale is not only influenced by the number of storeys, but also by the form of the roof, the eaves height and internal floor to ceiling heights and local architectural character should inform the building height and form.

Principles for scale:
- In the majority of areas, building heights of two or three storeys are appropriate. Additional accommodation may be included in the roof space and/or in a semi-basement. Rooms in the roof space are encouraged
- Taller buildings may be appropriate in town centre locations, but individual buildings should be designed to fit comfortably with the general urban form
- A steeply pitched roof is an important component of the traditional Cherwell form. Shallow pitched and hipped roofs with a suburban character should be avoided (see chapter 7)
- For an informal area the eaves and ridge height can vary (minimum 200mm) from building to building to create an varied roofscape
- In formal streets, the eaves line and roof ridge should be consistent between neighbouring buildings
- Grander buildings, with higher floor-ceiling heights can be a positive addition

Two to three storey buildings, Adderbury

Two storey buildings some with rooms in the roof, Islip

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6.5   Building typologies

Building forms should be simple and reflect the character and traditions of the local area.

Simple, traditional building forms based on a rectangular plan should be used. These forms can be easily grouped together to form a continuous street frontage accommodating a range of different building sizes. In most cases buildings should be designed to be in a terrace form.

There are two basic plan forms:

1.   Wide frontage, narrow plan
  •   Simple facade with either symmetrical, classical proportions (up to three storeys) or cottage vernacular proportions (up to two storeys), with occasional half storeys
  •   Can be linked to form a terrace or be detached or in pairs
  •   Rectangular rear extensions can be used to create an L-shaped plan, if this is appropriately detailed. This will typically be setback from the building line, but may in prominent building locations form an integral part of the design

2.   Narrow frontage, deep plan.
  •   Simple facade with classical proportions (two-three storeys) or occasionally cottage vernacular proportions (up to two storeys), with occasional half storeys
  •   Should be linked to form a terrace or occasionally 'handed' to form a symmetrical semi-detached pair
  •   This form is generally not appropriate for detached houses
  •   Care should be taken to ensure that where wide gables occur, they are not visible from the public realm
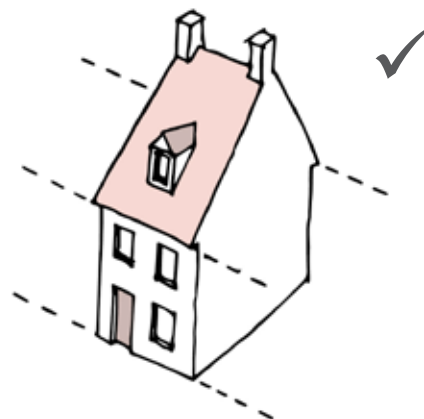
Figure 6.5 Basic typologies

Wide frontage, narrow plan terrace

Wide frontage detached

Narrow frontage, deep plan terrace

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6

In both cases:

- The front façade of the property should be kept flat, apart from simple porches
- Roofs should be a simple pitch with ridgelines aligned parallel to the street and chimneys located on the ridgeline
- On occasion, a narrow frontage property may be arranged with its gable end to the road (see chapter 7 for guidance on building facades, roofs and chimney details). However, care should be taken to ensure that the gable proportions are well balanced

- The frontage of individual buildings or the terrace can be faceted or curved to respond to a change in street alignment, with adjustments to the internal building plan
- Garages and other outbuildings should relate well to the form of the main building
- Projecting bay windows should only be used occasionally
- Dormers can be used occasionally, when arranged in proportion with the property and neighbours, but overuse can disrupt the roofline

Figure 6.6 Examples of typical typologies

Wide fronted terrace, Adderbury

Narrow fronted 3 storey terrace, Banbury

Wide fronted, detached behind a garden, Bloxham

Narrow fronted, semi-detached, Islip

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The following should be avoided:
- Projecting front gables (uncommon in Cherwell vernacular)
- Deep or square plan forms
- Hipped or pyramid shaped-roofs (overtly suburban character and difficult to group)
- Exposed wide gable ends (uncommon in Cherwell vernacular)
- Narrow fronted, detached houses (results in a gappy frontage)

Relationship between building size, form and plot
There is no limit on the size of property which can be successful accommodated in a terrace form, with examples ranging from workers cottages to mansion townhouses. A detached form should only be used for larger properties (a net floor area of over 100 sqm).

To avoid the appearance of 'cramming', detached properties should only be sited on larger plots which have sufficient generosity to balance internal and external space requirements effectively and accommodate car parking without garages and driveways dominating the street frontage.
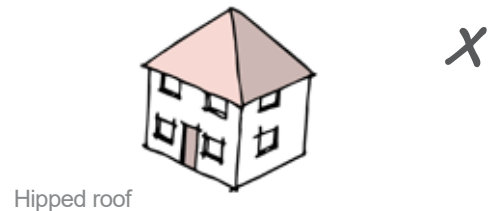
Chapter 4 provides further guidance on the relationship between building typologies and density.
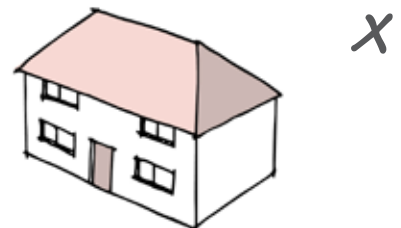
> **Apartment buildings.**
> In general, apartment buildings should be designed to be indistinguishable from individual houses and subtly integrated into the street e.g. taking the form of a wide frontage, detached house.
>
> In local centres or at transport hubs, a higher density and greater proportion of apartments may be appropriate. In these locations bespoke solutions for larger apartment buildings should be developed with Cherwell District Council.
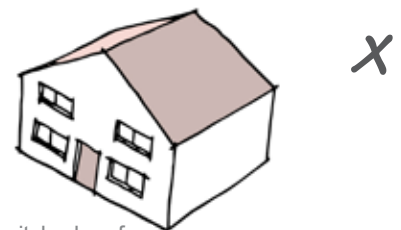
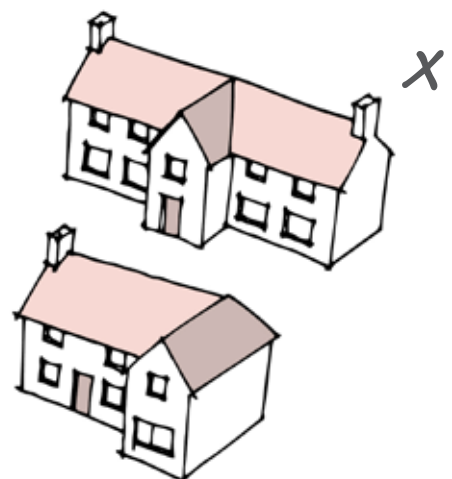Figure 6.6 Typologies to be avoided

Hipped roof

Square plan with pyramid roof

Shallow pitched gable end

Shallow pitched roof

Inappropriate projecting gables

6

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6.6 Landmarks, vista stoppers and corner turners

Bespoke design solutions are required for important and sensitive locations including landmarks, corners and to terminate vistas.

These buildings lead the eye onwards and play an important role in helping people to understand and find their way around the settlement. While focal buildings are important, it is equally important that they work in context with those adjacent. The location of landmark buildings should be considered in the context of the masterplan and hierarchy of streets and places.

Landmarks

Landmarks should be located in prominent positions to help people navigate and remember the organisation of streets and places. They should be designed to draw attention, add interest and focus. They can be an individual building or a group or even a landscape feature.   A landmark might include some of the following characteristics:

- Greater scale than its neighbours
- Grander proportions to its facade
- Increased ornamentation
- Distinctive architectural style or form e.g. a detached, classically proportioned house in an otherwise informal, terraced street
- Variation in materials

Vista stoppers

Vista stoppers are required to spatially enclose and frame views e.g. at the end of a street. Vista stoppers are not necessarily landmarks, but should be well proportioned and attractive building frontages or a public space framed by buildings. A vista stopper may also give sense of direction e.g. a curving group of buildings which lead the eye onwards.

- Where a building is used to terminate a formal street vista it should be arranged centrally to the view to give a sense of symmetry
- 'Dead' frontages such as blank facades or fences, garages or parking areas must not be used as vista stoppers

House at end of a street, South West Bicester

Landmark view, Bloxham

Prominently positioned house, Lower Heyford

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Turning the corner

Corner sites are visually prominent. Where two streets form a junction, a bespoke design solution is required for the corner plot. This should respond to the hierarchy of each street.

- The corner should typically be turned by a group of buildings, especially on principal and high order streets and places
- A single building with two active fronts in (as shown in figure 6.7) may be acceptable along lower order streets
- Both frontages should be 'active'
- Greatest emphasis should be given to the principal street frontage in the overall hierarchy, with front doors and principal windows

- The continuous frontage of a terrace could curve with the street. The plan of individual properties will need to be splayed to accommodate this
- If the corner is also to form a landmark, additional emphasis can be given to doorways and windows or the height can be raised subtly above the surrounding buildings, or a non-residential use incorporated at the ground floor

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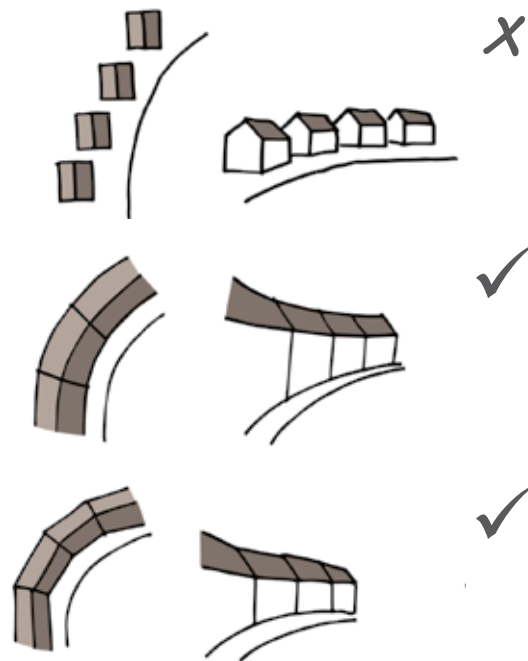Figure 6.7 Plans of corner buildings

Figure 6.8 Diagram of continuous frontage (adapted from Essex Design Guide, Essex County Council)

Single corner building, Bloxham

Corner terrace in new development, Adderbury

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6.7 Amenity space

Outdoor amenity space should be provided in the form of rear private gardens for houses and balconies, roof gardens or shared gardens for flats.

The amount of gardens and outdoor space should be appropriate to the size of the property, with an expectation that larger properties will be located within larger plots with larger garden, reflecting the likely needs of larger families.

Principles for amenity space
- Amenity space must be usable and receive sunlight for the majority of the year. Building heights, orientation and access to light must be considered to prevent overshadowing, particularly in north facing gardens
- Areas must not be overlooked, lack suitable privacy, or have other primary functions e.g. car parking, refuse storage and footpaths are not amenity space
- A minimum distance of 22m back to back, between properties must be maintained
- A minimum of 14m distance is required from rear elevation to two storey side gable
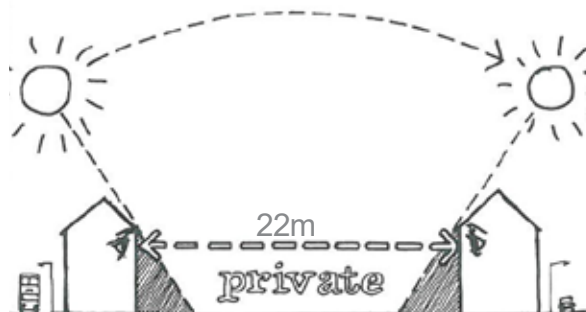- First floor habitable room windows must not be within 7m of neighbouring property

Figure 6.9 Amenity space and sunlighting (source: Responsive Environments, Bentley et al. p15)

Existing mature tree incorporated within private garden space, Upper Heyford.

Mews street, approximately 7m wide, Trumpington Meadows, Cambridge

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6

Boundary definition

There should be a clear definition between the public realm and private amenity space, through enclosure by walls, fences, hedges and other threshold features. This is important in establishing a sense of ownership. Boundaries often form important features in the public realm and contribute to the character of an area.

In general the boundaries to front and rear gardens should be as follows:

- Front garden walls (between the public realm and private front gardens) should be approximately 90cm high and in the same material as the front wall of the house, unless this is render, in which case the coping should be brick or stone. Gates in these front garden walls may be in painted metal or wood or stained wood, and should be the same height as the front garden walls.

- Metal railings are also appropriate, either on top of a low wall or as a stand-alone feature, especially on formal streets
- Rear and side garden walls separating the public realm from private spaces and including the boundaries to parking courtyards should be at least 1.5m high and should be in the same material as the front external wall of the relevant house
- Fences should not be used where visible from the public realm
- *Gates within these garden walls should be in painted vertical timber boarding and should match the height of the relevant walls

Traditional boundary treatments

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6.8 Materials

6

The choice of materials should vary across the masterplan in response to the proposed local character.

Materials are an integral part of the character of streets and places and should be used to reinforce the character of different places. The majority of the development should have a simple palette of high quality materials. Natural local stone and slate will be expected in key and sensitive locations, for example, on prominent frontages, key entrances into the site and in areas adjacent to public rights of way and the open countryside (see chapter 7).

The choice of material should create:
- Visual harmony across the street as a whole
- Use a limited palette of materials
- Avoid a pepper potting approach

Section 7.3 provides details of appropriate materials in different parts of the District.

Simple palette of materials, Barford Road Bloxham

Use of local stone, Woodstock

A simple palette combining modern materials and local stone applied across buildings and the street, Radstone Fields Brackley

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Building proportions, details and materials contribute to making a home functional and liveable. Of equal importance is the impact that the detailed design of individual buildings has on the character and visual coherence of the street as a whole. This chapter considers how the character and composition of places should be articulated and reinforced through the detailed design of building elevations.

The guidance contained in this chapter is more detailed and prescriptive than earlier chapters, setting out simple rules on proportional relationships, materials and detailing.

The vernacular architecture of Cherwell has a simple form and use of details and it is this simple pared back architecture that gives the area its distinctive character. The detailed design of buildings including the choice of materials is important in reinforcing the character of the scheme which is established through the masterplan.

Buildings should be designed as part of an overall street composition rather than designing individual buildings in isolation. Details are also important in providing living environments which are functional and comfortable. The vernacular architecture of Cherwell is very simple and care should be taken to ensure that a limited palette of materials and details are considered.

CDC promotes innovative and sustainable architecture and are happy to consider modern architectural solutions, where they are of exemplary design and complements the context. Further information is set out in chapter 8.

Where a more traditional approach to building design is being taken, it is important that this does not follow a generic 'traditional' style, which has little relationship with Cherwell. The guidance set out in this chapter promotes an approach to architectural design and materials that reinforces the area's character.

New development in Cherwell should promote:
- Well proportioned, simple facades in keeping with the character of the District
- Details which perform a functional role, protecting the building from water ingress etc. and which are designed to be long lasting and low maintenance
- Details and form which reinforce the role of each building in creating a visually coherent scheme / street scene
- Bespoke house types which integrate locally appropriate details as part of their construction. The Council will expect to see bespoke design solutions reflecting local character for elements including windows, doors, porches, roofs and chimneys. Careful attention should also be paid to the finer details such as eaves, verges, quoins, plinths which must be in keeping with local tradition (see detailed guidance in section 7.4)
- The use of high quality, locally appropriate materials across the scheme
- Affordable housing which is indistinguishable from market sale homes
- Careful location of windows and doors within the facade which:
  - informs the overall organisation of a building and the character of individual rooms. For example: larger windows and greater floor/ceiling heights bring a sense of space and light
  - has an impact on the energy efficiency of the building (see section 7.1) and the need for artificial light and heat

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7

New development should avoid:

- A focus on the design of individual buildings rather than the overall street composition
- A scatter-gun approach to detailing and the use of materials, creating a visually incoherent scheme
- Use of inflexible, standard house types and detailing which are not reflective of local character
- Poorly proportioned facades
- The use of stick-on or skin deep elements to add 'character'
- Poor quality materials and poorly designed details which bring problems of repair and maintenance

Cherwell promotes well detailed simple form, using high quality materials and robust construction techniques. We expect details which are an integral part of the building design and the street composition. The use of 'stick-on' details to add character is not acceptable, neither is a scatter-gun approach to the detailing of individual houses with no consideration of the overall composition of the street.

The use of high quality, locally appropriate materials and details should be factored into the scheme cost analysis from the outset.

Please refer to the following chapters for supporting information:
- **Chapter 2:** For a summary of District's distinctive characteristics and character areas
- **Chapter 4:** For details of how the scheme's character is established through the vision and structuring principles of the masterplan and block structure
- **Chapter 5-6:** For details of how the character of individual streets and places will be established in the public realm and the composition of buildings
- **Chapter 8**: For further details on sustainability considerations
- **Appendix A:** List of Conservation Areas within the District

Further reading:
- **Conservation Area Appraisals, CDC**
- **Windows and Doors in Historic Buildings - Planning Guide 1, 2007, CDC**
- **Colour Palettes: Banbury, Bicester, Kidlington, 1996, Roger Evans Associates for CDC**

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7.1 Sustainability considerations

Buildings should be designed to provide good, practical and economic natural lighting, ventilation and thermal insulation.

Across the District, new development should seek to increase standards of sustainable design, the principles of which should be established through the masterplan layout and block structure. In particular, the orientation of development blocks has a significant impact on the potential to reduce the need for heating through passive solar gain and the potential for successful PV and solar water heating. Section 4.9 and chapter 8 provide further details on this issue.

CDC is planning to produce a Sustainable Building Supplementary Planning Document which will provide guidance on a range of measures, such as reducing energy and water use in the design of new buildings. This approach should be applied in an integrated way which is complementary to the wider character-led objectives of this Guide i.e. the use of locally appropriate building forms, materials and details.

Opportunities to consider include:
- Window design in response to passive solar gain and building orientation
- High standards of insulation including glazing
- Thermal mass of building materials
- Natural/passive ventilation or efficient mechanical ventilation
- Low temperature heating systems such as underfloor heating
- Solar water heating
- Photovoltaic panels
- Ground sourced heat pumps
- Heat exchangers
- Low embodied carbon materials

Chapter 8 provides further details.

The Local Plan sets out in policy ESD 3 guidance on sustainable construction. In addition, the detailed design of buildings and the public realm should support increased levels of sustainability in broader terms for example:
- The inclusion of bat and bird boxes, and hedgehog fence holes to support biodiversity
- Encouraging recycling through appropriate storage and easy access (see chapter 6)
- Easy access to bicycle storage and provision of electric car charging points to encourage sustainable movement choices (see chapter 5)

7

Sustainability exemplar

Sustainable building is an integral part of all development. We promote exemplary standards of sustainability and innovation in architecture and further information on this is set out in chapter 8.

Photovoltaic panels, Trumpington Meadows, Cambridge

7.2 Façade proportions

The traditional arrangement of windows, doors and other elements varies from building to building, but can generally be described on a spectrum from the formal, classically arranged facades, to the more informal, with a cottagey character found in less grand properties particularly in the villages.

Formal vs informal
The choice of whether to apply a more formal or informal arrangement should be a response to the proposed character of the building, the street as a whole and its relationship to the wider context.

In determining whether a façade has good proportions the following rules of thumb should be applied (although innovative, modern architecture styles often breaks these rules successfully).

For all buildings:
- Window openings should normally diminish in height as the building rises, so ground floor windows should be taller than first or second floor windows
- The arrangement of windows should consider the balance and proportion of the overall street façade
- Horizontal strips of windows should always be avoided

Formal / classical:
- Generally appropriate for townhouse, detached and semi-detached properties
- More symmetrical arrangement of windows often around a central front door, with windows aligned both vertically and horizontally and regularly spaced
- Windows typically have a strong vertical emphasis and may utilise the golden section (1: 1.618) or 1:2 width to height ratio
- Window generally occupy between 25-35% of the principal elevation
- Windows should be sliding sash, with a symmetrical pattern
- Where dormers are used, they should be lined up with the windows below

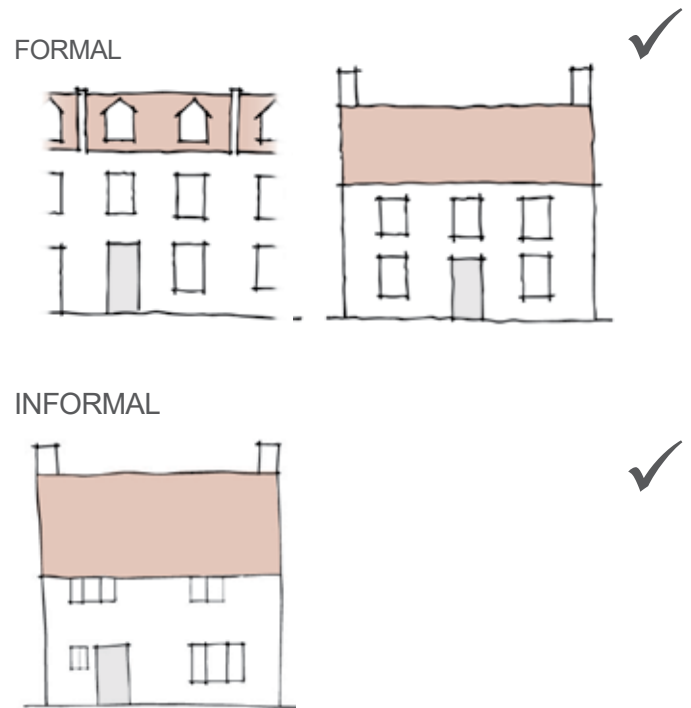Figure 7.1 Simple formal and informal facades

FORMAL

INFORMAL

Figure 7.2 Unsuccessful facades

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Informal / cottage style:

- Generally appropriate for smaller properties with lower floor to ceiling heights
- Less symmetrical arrangement of windows and front door, with varying window to wall relationships
- Windows generally occupy between 15-25% of the elevation
- Casement windows which are taller than they are wide should be divided by timber or stone mullions to give a horizontal emphasis
- Upper windows are often positioned very close to the eaves
- The use of dormers should be occasional and where used should be small scale
- Single casement windows are not appropriate

Figure 7.1 illustrates simple formal and informal arrangements. Figure 7.2 illustrates for comparison, an unsuccessful arrangement which is not quite symmetrical, has mean windows on the ground floor and an oversized dormer.

Apartment buildings

As discussed in chapter 6, apartment buildings should generally be designed to resemble a larger detached or townhouse property following the formal façade arrangement outline above.

In higher density locations, larger apartment buildings may be appropriate. The Council will expect to see a carefully articulated elevation, which has appropriate proportional arrangements and a level of variation in keeping with the overall character of the street.

Formal

Bloxham

Islip

Woodstock

Lower Heyford

Adderbury

Informal

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7.3 Building Materials

A simple palette of locally appropriate materials should be used to bring visual coherence to the scheme as a whole. The palette should co-ordinate materials across buildings, boundary treatments and the public realm.

The use of a simple, consistent palette of walling materials is one of the most distinctive characteristics of Cherwell's historic towns and villages. The North of the district is dominated by golden-yellow ironstone while paler limestone is used in the South. Red brick is also used, particularly in Banbury and Bicester. Chapter 2 provides further details on the distribution of materials across the District.

New development is expected to continue this tradition, through the use of locally characteristic materials for the construction of all new homes across the District. Tables 7.1 and 7.2 provides details of acceptable building materials and detailing.

Principles for use of building materials:
- Where stone is used it should be natural stone (not reconstituted or artificial stone)
- Brick should match local Banbury or Bicester brick
- The Council expect the proportions of natural stone , slate to be used:
  - 80% conservation areas
  - 60% village locations
  - 30% elsewhere
- Wood cladding, concrete and plastic substitutes for natural materials are not acceptable

- The use of materials between buildings or groups of buildings may be used as a means of reinforcing the character of key spaces or landmarks. The use of materials should generally be consistent so that the building line reads as a single element framing the public realm
- A building must be constructed in a single walling material to all elevations, a mix of materials is not acceptable. For example, ground floor brick and upper floor render. Where stone is used the same material should be used below the damp proof course level. Exposed brick or other material will not be acceptable
- Garages and out buildings must be constructed in the same material as the main property
- Expansion joints should be avoided onto the public realm. Where required they should be discreetly located behind rainwater goods (i.e. gutters and downpipes)
- Soldier courses or other ornamentation is not normally appropriate
- The materials palette should be discussed and agreed with the Council at an early stage. The palette should include walling, roofing and boundary treatment/threshold materials. The palette should co-ordinate across buildings, thresholds details and elements of the public realm such as paving
- The colours of the palette should be informed by the Roger Evans Associates report 'Colour Palettes: Banbury, Bicester, Kidlington' produced for the Council

Table 7.1 Appropriate use of local stone

	Character Area					
	Bicester	Banbury	Ironstone Downs	Cherwell Valley	Ploughley Limestone Plateau	Clay Vale of Otmoor (including Kidlington)
Ironstone		Y	Y	Y (North)		
Limestone	Y		Y (south)	Y	Y	Y

Y = appropriate in this location
O = occasional use only

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Table 7.2 Materials and detailing

Walls (external walls and thresholds)

Material	Details	
Ironstone		• Local ironstone with dark honey tones. • Lime mortar • Coursing • Ashlar / finish • Expansion joints (where necessary) should be out of sight e.g. located behind rainwater goods
Limestone		• Cotswold limestone (pale, oolitic limestone) • Lime mortar • Coursing • Ashlar / finish • Expansion joints (where necessary) should be out of sight e.g. located behind rainwater goods
Brick		• Colour: Soft toned red brick, reflecting local historic brick • Beige bricks are inappropriate • Variation in batch • Texture • Mortar • Brick bonding should be stretcher, English or Flemish bond • Garden wall bond should be used for garden walls
Render		• Self-coloured render or painted to reference brickwork or weathered stone, but in most cases should not be the main material (refer to Colour Palettes report, Roger Evans for colour details) • Robustness and maintenance should be considered
Wood		• Only appropriate on barns, outbuildings etc.

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Railings / hedging		• Painted black metal railings. • Full height or on top of brick / stone wall with coping • Hedges can be used to create a softer edge and can be used in combination with railings. • Potential for hedgehog holes in fencing • No timber fencing onto public realm

Roofs

Material	Details	
Clay tile		• Red plain clay tiles • Blue clay tiles on northern edge of district • No concrete or profiled duo imitation tiles.
Slate		• Blue / black welsh slate • Stone slate • No imitation slates.
Chimneys		• Chimneys throughout the District should be constructed of brick. • Clay chimney pots
Rainwater goods		• Gutters and downpipes should be in black painted metal in conservation areas • Black uPVC may be appropriate in other areas

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7.4 Detailed guidance

The design of individual elements of the building façade including the windows, doors and the building's roof play a significant part in defining the character of a building and the wider settlement.

This section provides a set of simple rules for the detailed design of windows, dormers, roofs, doors and porches, decoration and external boxes. These apply to all new homes across the District.

7.4.1 Windows

General
Windows make a fundamental contribution to the character and appearance of buildings and settlements more widely. Guidance on the general arrangement and proportions of windows within the façade (solid / void relationships) is contained in section 7.2 and relates to the character of the building, whether formal/ classical or informal/cottage style.

- The design of individual windows should be a response to building character
- Window details must match / be consistent on all elevations
- Slim line double glazing should be used
- There should be no frosted glass on any principal elevation
- Glazing bars should be structural and no ornamental plastic strips will be accepted

Casement:
- Casement windows should be side-hung, flush fitting and balanced casement widths
- The height of individual windows should always be the same or greater than their width
- Window openings wider than 450mm should be divided vertically and equally, by stone or timber mullions
- The frame on the hinge side should normally be fixed to a wall or a substantial vertical framing member/ mullion
- Windows frames should be timber or metal in Conservation Areas and other sensitive locations
- Single casement windows should not be used

Consistent window details, Upper Heyford

Casement window flush with wall, Bletchingdon

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Sash:
- Sash windows must be vertical sliding with the upper and lower sash equal, and together filling the whole opening height
- Windows heights should be greater than their widths, with proportions in line with the Golden Section i.e. a ratio of approximately 1:1.618
- Windows frames should be painted timber in Conservation Areas and other sensitive locations

Recesses, cills, lintels and arches:
- Window recesses should normally be about 100mm.
- To achieve good visual contact between buildings and streets, window cill heights should not normally be more than:
  - 600mm above floor level in ground floor areas or living/dining areas at first floor level
  - 800mm above floor level in upper floor areas
- Flush cills are required (double cills are not acceptable)
- Stone and timber lintels are preferred (timber for casement windows in vernacular buildings)
- Where timber lintels are used they should be integral to the building (they should be a minimum of 150mm deep and have a 215mm margin at the edge of the window)
- Brick gauged flat arch or stretcher soldier arch are acceptable. On end brick lintels are not acceptable, neither are arched headers unless they are traditionally detailed
- Stone drip moulding may be used on stone lintels, where traditionally detailed

Sash window, Woodstock

Sash window, Bloxham

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Dormer windows:

- Well-proportioned slim profile dormers should be used and be of a smaller scale than the lower windows of the elevation. Their construction must be integral with the main roofs
- Dormers should be located in one of three positions on the roofs:
  - at or below half-way up the roof slope (packed off one of the purlins), with the ridge of the dormer well below the main ridge of the house
  - at the eaves, aligned to the internal wall
  - at the eaves, aligned to the external wall face
- Gabled dormer roofs are preferred. Pitched roofs must be at least 40° to the horizontal. The facing material of the pitch should match the main roof of the relevant building. The cheeks and gable (if gabled) should be of roughcast render or lead

- The dormer cheeks should slim
- The windows themselves should be flush fitting, side-hung timber, two-light casements
- Flashing should be minimised and well detailed to ensure water runoff
- No glass reinforced plastic (GRP) to be used

Figure 7.3 Dormer window locations

Figure 7.4 Annotated diagram of a dormer window

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Rooflights:
- Rooflights are not acceptable on the front or principal elevation
- They should be flush between rafters
- Where used they should be parallel to the roof surface, with a vertical emphasis and modest in size (not normally more than 900mm in either dimension). They should be fully surrounded by roof tiles or slates
- Rooflights should be framed in wood or metal

Sustainability exemplar

The size, type and arrangement of windows in relation to the path of the sun and prevailing winds can have a significant impact on the need for heating and lighting. Where appropriate to the character of the building and street, habitable rooms and larger windows should be located on south east, south west or south facing elevations. The northern side of the building is more suitable for service and storage areas, with smaller windows to reduce heat loss.

In sustainability exemplars, to maximise the potential for passive solar gain, the arrangement of rooms and building form may need to shift away from the traditional arrangement.

Chapter 8 provides further information on these aspects.

Good examples of modern dormer windows, pitched roofs, slate tiles and brick chimneys, Woodstock

Small rooflights on rear elevation, South West Bicester

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7.4.2 Roofs

Roof pitch angles and arrangements:
- Roofs must be pitched at least 40° to the horizontal with the ridgeline generally running parallel to the principal elevation
- Gables should have a narrow form where visible from the public realm
- Hipped roofs are generally not acceptable
- In the case of very deep buildings where there is substantial usable accommodation within the roof space, the central part of the roof (at least 4.5m back from the gutters) may be virtually flat – with only enough slope to allow rainwater to drain
- Consideration of the roofline of adjacent properties is required. Changes in level which are too large or too small should be avoided
- Garages and other outbuildings should have pitched roofs wherever possible
- Projecting gables can be used occasionally. They must be narrow in profile

Roof materials:
- Roofs should be of clay tiles or grey roof slates. Thatch and stone slates are also locally characteristic
- Profiled concrete tiles are not acceptable
- Tile hanging and timber boarding is not appropriate on gables.
- Photovoltaic panels and tiles will be appropriate in many locations. See Chapter 8 for further information

Roof verge and eaves treatments:
- Roof verges should be kept very simple, with a mortared edge and no overhang. No fascias or bargeboards should be used
- Eaves should be 'clipped' i.e. simply pointed with mortar, with minimal or no overhang and no soffits or fascias. Gutters should be as tight as possible to the wall face
- Occasional copings / parapet walls can be found in the district
- Gutters and downpipes should be in painted metal (usually black)
- No upvc clip edges on verges or gables

Steeply pitched roof with no overhang, Bletchingdon

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Inappropriate use of upvc clip edges, and facias to gable

Guttering, South West Bicester

Sustainability exemplar

Roofs can be designed to incorporate birds and bats. This can be by providing a gap in the soffit of the eaves, gable or external wall or through specifically designed bricks and boxes close to the eaves.

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Chimneys and their locations:

- Chimneys are an important feature because they punctuate the skyline, articulate the roofline and therefore form an important component in the character of streets
- They should be of brick masonry construction and integral to the building (both in terms of construction and location)
- Working chimneys are preferred either providing a route for smoke or effluent from open fires or boilers or for mechanical ventilation, or acting as a termination of soil vent pipes
- They should be rectangular in form, located at the edge of the ridgeline and central to the gable
- They should project a minimum height of 1m above the ridgeline, with proportions relating to the overall scale of the host building and adjacent structures
- Windows or doors should not be located below a chimney
- Clay chimney pots should be used

Rectangular brick chimney at edge of ridgeline and central to gable, Bloxham

Rectangular brick chimney at edge of mid-terrace dwelling, central to gable, Adderbury

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7.4.3 Doors and porches

Doors:
- All external doors should be in painted timber with a simple, well-proportioned design appropriate to the type and character of the property. For buildings of a formal character either four or six panelled design is appropriate, while timber ledge, braced or boarded designs are in keeping with a more informal, cottage style
- Large glass panels and mock fan-lights should be avoided
- Doors should be recessed into the wall by at least 50mm
- Door furniture should be simple, functional and in keeping with the character of the building
- Side lights to doors are discouraged

Porches:
- Porches should be in proportion with the building façade. Wide porches which cover an area larger than the front door itself will in most cases be unacceptable
- They should be open to the front and sides so that they are effectively just a canopy
- Simple porches should comprise a hood with a gabled or flat form projecting over the door, supported by timber brackets
- Larger porches should be supported by posts, but be in keeping with the size of building and context
- The height of porch roof eaves should line up with the top of the relevant door frame
- Blind walls to the street with entry to the side are not acceptable
- Pitched porch roof materials must match the main roof material
- No fibreglass, plastic or glass reinforced plastic to be used

Flat porch, Adderbury

Simple gabled porch, Chesterton

Unsuccessful example of plastic faux-tile porch, Banbury

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7.4.4 Decoration

- Decoration is generally not acceptable on most buildings and is not characteristic of the simple vernacular architecture of the District
- Where decoration is used it must be traditionally detailed, functional and have a clear purpose
- Where decorative features are used on key buildings to emphasise their importance, these should take their design cues from the surrounding area

7.4.5 Services

- The visual impact of boxes, vents and flues should be considered at a layout stage to ensure these features do not negatively impact on the public realm
- Vents and flues should not be located on the front facade
- Electric and gas meters should, wherever possible, be located as close to the ground as possible on side or secondary elevations where they are not visible form the public realm. For terrace properties where this is not possible, boxes should be installed at a low level, preferably behind a wall or planting
- The choice of box colour should consider the walling material and location. If it is not possible to subtly match the colours, black should be the default

Subtle stone decoration

Simple hood mould decoration

Localised brick detail around doorways

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8 INNOVATION AND SUSTAINABILITY

INNOVATION AND SUSTAINABILITY

CDC is a forward thinking and encourages innovation in design and construction to deliver sustainable development. Innovative, non-traditional architecture can contribute positively to the character of an area. The district has been leading the field in sustainability though the eco-town exemplar project at North West Bicester and is promoting the UK's largest self-build project at Graven Hill.

'Cherwell – safe, green, clean' is a priority of the Cherwell Business Plan 2017-18. There is a need to cut carbon, and since buildings make up 40% of carbon use, it is essential to use sustainable sources of energy and building technologies. New homes also need to be built to withstand less predictable and more extreme climatic conditions in the future. Other important considerations include water management, ecology, resource consumption and pollution, together with the wider social and economic aspects of sustainability.

Theme Three: Policies for Ensuring for Sustainable Development of the Cherwell Local Plan Part 1 2015 sets out the Council's strategy for ensuring that the impact of development on the District's environment is reduced, including taking steps to progressively reduce reliance on meeting energy needs from fossil fuels. Policies ESD 1 – ESD 17 deal with the Council's response to climate change including renewable energy and decentralised energy provision, sustainable construction, sustainable flood risk management and green infrastructure. Policy ESD 3: Sustainable Construction expects:

'All new residential development…to incorporate sustainable design and construction technology to achieve zero carbon development through a combination of fabric energy efficiency, carbon compliance and allowable solutions in line with Government policy.'

This chapter provides further information on these topics but does not set out specific guidelines as to how you develop innovative homes and places; this is a rapidly changing field and the principles vary depending on the type of development. Rather, this chapter provides overarching principles and inspiration, setting out key issues which must be considered by all developments in the District. It forms a precursor to the planned Sustainable Buildings in Cherwell Supplementary Planning Document.

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New development in Cherwell should:

- Consider sustainability objectives at the masterplan, plot and building scale
- Incorporate innovation in a manner which reinforces the principles of good urban design
- Create robust places which can adapt to future changes in the way we live and use technology
- Create healthy buildings which provide a safe and comfortable environment for their inhabitants

New development should avoid:

- Incorporating innovations without fully considering the wider impacts on placemaking
- Architecture that does not sit comfortably with its context
- Weakening the fundamentals of good urban design for the sake of innovation

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Please refer to the following chapter for supporting information:
- **Chapter 2:** For a summary of the District's distinctive characteristics and character areas
- **Chapter 3:** For details of how site analysis should be undertaken to inform the masterplan
- **Chapter 4:** For details of how a robust masterplan structure should be established
- **Chapter 5-6:** For the fundamental urban design principles for street and plot design.

Further reading:
- **The Environmental Design Pocketbook (2nd Edition), 2016, Sofie Pelsmakers**
- **The Sustainable Building Bible: An Insiders' Guide to eco-renovation & Newbuilding, 2011, Tim Pullen**
- **Climate Change and Adaption Report – NW Bicester, 2012, R Gupta, H Du and M Gregg (Oxford Brookes University)**
- **www.greenspec.co.uk** – independent online resource promoting sustainable building products, materials and construction techniques.
- **www.bre.co.uk** – for details of BREEAM assessment criteria and best practice examples

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8.1 Sustainability and urban form

Consideration of sustainability is integral to good masterplanning and architectural design. The fundamental principles of sustainability should be embedded in all build programmes in the District.

To deliver Local Plan policy objectives, it is expected that sustainability will be considered at all stages of the design process from masterplanning to detailing. Sections 8.2 – 8.4 summarise the key issues to be considered.

The majority of development schemes will be expected to closely follow the guidance of chapters 4 -7 reflecting the vernacular tradition of Cherwell. Sustainable building technologies should be incorporated in a sensitive manner without detriment to the architecture or street scene.

CDC actively promotes schemes which deliver exemplary levels of sustainability as at Bicester Eco-town. CDC recognises that innovative, non-traditional architecture and street typologies may be an appropriate design response in these circumstances.

Where innovation leads to deviation from chapters 4 -7 of the Design Guide, CDC will agree bespoke design solutions. Development needs to be compatible with the wider character of the district and of an exceptional urban, landscape and architectural design standard. Additional time and investment may be required to develop the design in consultation with the Council.

Non-traditional architecture should have a sense of belonging to Cherwell and should draw on the key characteristics of traditional streets and buildings in the district, such as:
- A simple palette of local or modern building materials
- Simple, non-fussy architecture and building typologies
- The arrangement of buildings to positively frame the public realm

Modern architecture does not have to be ostentatious. While it is appropriate for landmark buildings and others which make a significant contribution to the fabric of a place to stand out, the majority of buildings should be polite and sit comfortably together. In all schemes, the core principles of good urban design must still apply. For example, CDC will expect layouts to follow the principles of the perimeter block (see section 6.3) with buildings fronting onto streets and spaces and a clear definition of public/private boundaries, regardless of the architectural character or street orientation.

Sustainable exemplars can be more expensive to deliver and will often require additional time to develop the design in consultation with the council. However, there are many long term benefits from this approach including increased fuel efficiency, balancing these costs over the life-cycle of a building.

Zero carbon terrace, Upton, Northampton

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8.2 Layout considerations

The masterplan layout has a fundamental impact on the sustainability of the scheme.

Site location

A sustainable approach to site allocation is embodied in the policies of the Local Plan and tested through the Sustainability Appraisal process.

Environmental and climate factors such as flood risk, and the potential impact of development on biodiversity and landscape assets are assessed together with social and economic sustainability considerations.

The location of development has a significant impact on how a place will function in the future and the impact of development on the environment.

- Locating development in proximity to existing community facilities, town centres and employment areas assists in reducing the need to travel by vehicle for day to day activities, as does the creation of new places with sufficient scale and diversity to generate the need for new local centres and services
- Tying into existing public transport routes, walking and cycling networks also supports a shift towards more sustainable modes of travel and reduced energy consumption

Multi-functional green corridor.

Masterplan

Chapter 4 explains how the structuring principles of the masterplan should be established, following robust urban design principles to deliver new places which have long lasting sustainability. These principles should be followed by all new developments.

Where the vision is for a sustainable exemplar with high levels of energy efficiency, it is recognised that this will have an influence on the urban form of the masterplan and the design of individual buildings.

The key considerations for sustainability include:

Land use mix
- Providing a mix of different sizes and tenures of homes, and non-residential uses within walking distance to encourage social interaction and community cohesion, and to reduce the need to travel for daily essentials (see section 4.3)
- Avoiding urban sprawl by making efficient use of the site. Higher density schemes generate demand for public transport and local facilities. Terrace homes and apartments are inherently more energy efficient than detached homes. (see section 4.8)
- Creating flexibility within the masterplan for uses to change and places to adapt over time
- Considering the potential to use modern methods of construction to reduce waste arising from construction and improve the energy performance of homes. Implications should be considered at the masterplan stage, for example: modular construction may limit the available building typologies and their arrangement
- Considering the incorporation of sustainable energy strategies such as Combined Heat and Power and ground source heat pumps and the implications these technologies have on density and land use mix

Movement
- Creating a connected, permeable street layout which encourages walking, cycling and the use of public transport rather than use of private cars (see section 4.4-4.5)
- Connecting new places into the existing movement network of the surrounding area (see section 4.6)
- Providing appropriate levels of cycle parking and safe and convenient cycling routes to encourage cycling for medium length journeys (see section 5.4)

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- Incorporating infrastructure for electric vehicles. Every home should have access to at least one electric charging point
- Considering the potential for low car or car free developments and the impact of these on street typologies and car parking arrangements including the use of car clubs
- Considering the implications of emerging transport technologies such as autonomous vehicles on street design and the provision of car parking

Electric vehicle charging point.

Green roof

Green infrastructure
- Retaining and incorporating existing hedgerows, trees and other landscape features as part of a connected blue-green infrastructure network across the site (see section 4.7)
- Planning sustainable drainage features early-on, to allow sufficient space within the masterplan and considering the implications for street design and character. For example: street swales will increase the width of the street and may need to be balanced by taller building to create an appropriate sense of enclosure (see section 4.7)
- Using sustainable methods to manage landscape features for example: using greywater collection for irrigation and solar energy for irrigation pumps

Microclimate - wind
- Avoiding exposure to strong north or north westerly winds or the creation of wind tunnels by careful consideration of street alignment and avoiding localised strong winds created by individual buildings which are much taller than their neighbours
- Using existing landscape features such as tree belts and hedges or the planting of street trees, tree belts, shrubs and grassland to provide shelter from strong winds and to moderate extremes of temperature through evaporative cooling

Microclimate - sun
- Considering the impact of street orientation and street proportions on the natural day lighting/ shading and temperature of buildings, gardens and public spaces. Streets with a 1:1.5 to 1:3 height to width ratio allow for good natural daylighting and pleasing proportions (see section 5.3)
- Planting deciduous tree species to offer shading to buildings and public spaces in summer and allow sunlight in during the winter
- Considering the impact of street and building orientation on the potential to harness solar energy using photovoltaic panels. Orientating roofs within 15-20 degrees of due south maximises the potential for light and solar gain (see section 4.9). In sustainable exemplars this may be a key driver for the masterplan street layout
- Considering future changes in temperature and the impact this will have on choice of planting and materials within the public realm

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8.3 Sustainable design and construction

Policy ESD 2: Energy Hierarchy and Allowable Solutions of the Cherwell Local Plan Part 1, 2015 sets out an 'energy hierarchy' to achieve carbon emissions reductions. At the top of the hierarchy is the need to reduce energy use, in particular by the use of sustainable design and construction measures.

Building form

The building typology and layout of homes has a significant impact on their performance, for example:

*   Apartment and terrace buildings have a greater thermal mass than detached buildings and have reduced external walls area to floor area, which help to moderate temperatures fluctuations and minimise heat loss
*   All homes should be designed to allow natural cross ventilation and cooling in summer, for example: dual aspect apartments with opening windows on front and rear elevations; higher floor to ceiling heights and the use of high level vents to allow hot air to rise and be expelled and cool air to be drawn in at low level
*   The arrangement of rooms and windows should consider the path of the sun and prevailing winds to reduce the need for artificial lighting, heating and cooling, for example by locating living rooms and larger windows on the warmer southern aspects, and minimising windows on cooler/exposed aspects
*   Windows should be double or triple glazed and incorporate shutters or louvres to regulate solar gain and provide additional insulation
*   Green roofs and walls should be incorporated where appropriate to provide insulation, water management and biodiversity benefits

Passivhaus

All schemes should consider the potential to deliver Passivhaus buildings. A Passivhaus is a super-insulated and airtight building, which does not need heating other than from solar gains, people using the building and appliances. It is fitted with a Mechanical Ventilation Heat Recovery unit (MVHR), which ensures there is always fresh air at room temperature. The MVHR can be fitted with an electric heater for top-up heat. Passivhaus use only 10% of the heating energy compared to conventional new builds. Windows can be opened and the buildings are known for high room comfort and good air quality.

Further information on Passivhaus specification and certification is available from the Passivhaus Trust at http://www.passivhaustrust.org.uk/.

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Larch House, Ebbw Vale is the UK's first zero carbon (code 6), low cost, Certified Passivhaus.

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Building fabric

The concept of embodied energy (or more specifically embodied carbon) considers the greenhouse gas emissions which are created during the life cycle of a material for example during extraction, manufacturing, transportation, installation and demolition.

In choosing building materials, embodied carbon should be considered (together with pollution impacts) alongside the carbon savings arising from the performance of the material in the home.

Considerations include:
- Re-using and refurbishing existing buildings, rather than demolition and new build
- The use of recycled and reused materials including locally reclaimed bricks, reclaimed roof slates and tiles, and recycling or reusing waste products arising from demolition and construction on site
- The use of locally sourced materials to reduce the energy expended in transporting materials, to support the local economy and to maintain the traditions of building in Cherwell (see section 7.3 for guidance on appropriate local materials)
- The use of cement substitutes in the manufacture of concrete blocks such as ground granulated blast furnace slag (GGBS) and recycled aggregate (RA) and recycled concrete aggregates (RCA) to replace quarried aggregate, or alternatives to concrete such as Ziegal clay blockwork to reduce embodied carbon
- The use of Modern Methods of Construction (MMCR) where elements (panels or 3D volumes) of the building fabric are manufactured off site in controlled factory conditions. The potential benefits include increased build efficiency, high energy performance products and quality assurance, reduced construction waste, construction time and impacts on site. MMCR covers a range of construction types including timber frame and Structural Insulated Panels (SIPS) which are lightweight but deliver high thermal performance
- Ensuring all timber used is from PEFC or FSC certified sources, ensuring responsible management of the world's forests

Modular construction factory, Ashford (image courtesy of Brooke Homes)

Murray Street, London (source: Andrew Farrar, AJ Buildings Library)

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8.4 Sustainable technology

The use of digital apps allowing users to control home heating while out of the home, and smart energy and water meters gives householders greater understanding and control over their daily energy and water consumption.

This smarter use of resources should be combined with the provision of energy in efficient and renewable forms, to deliver comfortable, low cost living environments.

CDC's energy hierarchy promotes the following strategies in the order listed below:
- Supplying energy efficiently and giving priority to decentralised energy supply
- Making use of renewable energy
- Making use of allowable solutions (further details of this are to be set out in the Sustainable Buildings in Cherwell SPD and Local Plan Part 2)

Decentralised energy

Local Plan Policy ESD 4 provides details of the use of decentralised energy systems either District Heating (DH) or combined heat and power (CHP) systems, to increase the efficiency of energy distribution. Scheme promoters should refer to The Renewable Energy and Local Carbon Map, Local Plan Part 1 Appendix 5 for locations with potential for decentralised heat supply in the district.

Combined Heat and Power (CHP)

CHP systems utilise the waste heat produced when fuel is burnt to generate electricity, to heat homes and water. In conventional power generation large quantities of energy in the form of heat are wasted. By using this technique, the total energy conversion efficiency can reach 90%.

CHP can use renewable fuel sources such as biomass (energy crop or organic waste product) or be gas-fired (non-renewable).

Traditionally CHP has been used at the district or community scale, and most effective in relatively dense, mixed use developments. Micro-CHP serving individual homes is now becoming a commercially viable alternative to the traditional gas central heating boiler, while also providing electricity.

In the longer term fuel cell technology which generates electricity and heat directly through the combining of hydrogen and oxygen, could be used for micro-CHP.

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Solar energy capture on homes of traditional and modern design, Villers Road, London (source: Architects Journal)

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8

Renewable energy sources

Alongside biomass CHP, solar, wind and ground source heat pumps should be considered as potential sources of renewable energy.

Solar

Solar energy is captured using PV cells or solar water heating panels and require a south facing, unshaded roof.

- Photovoltaic (PV) cells use light to generate electricity and often directly feed electricity into the building. With the latest PV technology, cells can also be integrated into the roof tiles themselves, minimising visual impact. The cells can be grid connected, off-grid or hybrid and groups of solar PV cells can be added together to provide increasing levels of power
- Solar water heating panels uses the radiation from the sun to heat water which can supply that heat either as hot water or into a central heating system. If the system has been sized correctly, it can provide at least 40-60% of all household hot water requirements throughout the year. Unfortunately the demands on the central heating system are at their highest when the sun is weakest so a solar heating system will only contribute to part of a household's heating energy requirements

Wind

Wind turbines may be appropriate to generate electricity for individual or small numbers of dwellings in rural areas, subject to appropriate siting of the turbine away from dwellings and careful consideration of wider visual impact. In urban areas, they are unlikely to offer a viable form of energy generation.

Ground and Air source heat pumps

Ground source heat pumps utilise the constant below ground temperate and transfer heat from below the frost line into the building. They are effective in combination with low energy heating systems such as underfloor heating.

Air source heat pumps use the same principle but extract the heat from the air, rather than the ground. Their installation is much simpler and cheaper but the available heat is not constant and limited in winter months.

These systems require electricity to drive them, but in an efficient system where the heat gained is significant, one kilowatt of energy can generate three kilowatts of heat. The pumps have fewer mechanical parts than conventional heating systems, making them durable and more reliable. They also do not require external venting as fossil fuel systems do, so they do not pollute the air.

Water management

Use of water in the home from the mains should be minimised in all developments utilising approaches including:

- The fitting of low flow water goods
- Retention of roof water, for example through green roof systems and water butts
- Rainwater harvesting from roofs and grey water recycling which can be used for irrigation and toilet flushing, amongst other things
- Recycling of grey water through dual plumbing systems
- Recycling of black water is also an option through biological solutions

Street and roof orientation optimised for PV effectiveness, NW Bicester.

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Appendix A: Reading List

Building Research Establishment, www.bre.co.uk

Berks, Bucks and Oxon Wildlife Trust, http://www.bbowt.org.uk/

British Geological Survey, http://www.bgs.ac.uk/

BS 5837:2012, Trees in relation to design, demolition and construction, 2012, BSI

BS 5906:2005, Waste management in buildings. Code of practice, 2005, BSI

Building for Life 12, Design for Homes, 2012, Design Council

Canals and Rivers Trust Development Guide, 2006, Canals and Rivers Trust

Car Parking, What Works Where, 2006, English Partnerships

Cherwell District Council Strategic Flood Risk Assessment, 2009, Cherwell District Council, http://www.cherwell.gov.uk/index.cfm?articleid=4356

Cherwell District Local Plan 2011-2031 Part 1, 2015, Cherwell District Council

Climate Change and Adaption Report – NW Bicester, 2012, R Gupta, H Du and M Gregg (Oxford Brookes University)

Countryside Design Summary, 1998 , Cherwell District Council

Colour Palettes: Banbury, Bicester, Kidlington, 1996, Roger Evans Associates for CDC

Creating Successful Masterplans, 2004, CABE

Environment Agency, https://www.gov.uk/government/organisations/environment-agency

Essex Design Guide, 2005, Essex County Council

Greenspec, www.greenspec.co.uk

Historic Environment Record https://www.oxfordshire.gov.uk/cms/content/historic-environment-record, Oxfordshire County Council

Listed Buildings Register https://www.historicengland.org.uk/listing/the-list, Historic England

MAGIC www.magic.gov.uk

Manual for Streets, 2007, DfT/DCLG

Manual for Streets 2, 2010, DfT

National Planning Policy Framework, 2012, DCLG

Natural England, https://www.gov.uk/government/organisations/natural-england

Office for National Statistics, https://www.ons.gov.uk/

Oxfordshire Wildlife and Landscape Study (OWLS), http://owls.oxfordshire.gov.uk/wps/wcm/connect/occ/OWLS/Home

Parking: Demand and Provision in Private Sector Housing Developments, 1996, J Noble and M Jenks

Planning Policy Statement 3: Housing, 2010, CLG http://webarchive.nationalarchives.gov.uk/+/http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements/

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planningpolicystatements/pps3/

Responsive Environments, A Manual For Designers, 1985, Bentley, Alcock, Murrain, McGlynn, Smith

Residential Road Design Guide, 2nd Edition 2015, Oxfordshire County Council

Sewers for Adoption, 7th edition 2012, WRc plc

Site layout planning for Daylight and Sunlight: a guide to good practice, 2011, BRE

Susdrain, http://www.susdrain.org/ CIRIA

Sustainable Design and Construction SPD, 2016, Barnet Borough Council

The Environmental Design Pocketbook (2nd Edition), Sofie Pelsmakers, 2016

The Residential Car Parking Research, 2007, DCLG

The SuDS Manual (C753), 2015, CIRIA, www.susdrain.org

The Sustainable Building Bible: An Insiders' Guide to eco-renovation & Newbuilding, Tim Pullen, 2011

Traditional Dormer Windows - Design Guide, 2003, Cotswold District Council

Trees in Hard Landscapes: A Guide for Delivery, 2014, Trees & Design Action Group

Urban Design Compendium, 2nd Edition 2007, English Partnerships

Urban Design Compendium 2, 2007, English Partnerships

West Oxfordshire Design Guide, 2016, West Oxfordshire District Council

Written Statement to Parliament - Sustainable Drainage Systems, 2014, DCLG https://www.gov.uk/government/speeches/sustainable-drainage-systems

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Appendix B: Local Plan Part 1, Policy ESD 15

Successful design is founded upon an understanding and respect for an area's unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the District's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential.

New development proposals should:
- Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions
- Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions
- Support the efficient use of land and infrastructure, through appropriate land uses, mix and density/ development intensity
- Contribute positively to an area's character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting. Conserve, sustain and enhance designated and non designated 'heritage assets' (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF and NPPG. Proposals for development that affect non-designated heritage assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in the NPPF and NPPG. Regeneration proposals that make sensitive use of heritage assets, particularly where these bring redundant or under used buildings or areas, especially any on English Heritage's At Risk Register, into appropriate use will be encouraged (see chapter 3/ Conservation Area Appraisals)

- Include information on heritage assets sufficient to assess the potential impact of the proposal on their significance. Where archaeological potential is identified this should include an appropriate desk based assessment and, where necessary, a field evaluation (see chapter 3/ Conservation Area Appraisals)
- Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages
- Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette
- Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features
- Demonstrate a holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing. The principles set out in The Manual for Streets should be followed
- Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation
- Be compatible with up to date urban design principles, including Building for Life, and achieve Secured by Design accreditation
- Consider sustainable design and layout at the masterplanning stage of design, where building orientation and the impact of microclimate can be considered within the layout
- Incorporate energy efficient design and sustainable construction techniques, whilst ensuring that the aesthetic implications of green technology are appropriate to the context

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- Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible (see Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment and Policy ESD 17 Green Infrastructure). Well designed landscape schemes should be an integral part of development proposals to support improvements to biodiversity, the micro climate, and air pollution and provide attractive places that improve people's health and sense of vitality
- Use locally sourced sustainable materials where possible.
- The Council will provide more detailed design and historic environment policies in the Local Plan Part 2.
- The design of all new development will need to be informed by an analysis of the context, together with an explanation and justification of the principles that have informed the design rationale. This should be demonstrated in the Design and Access Statement that accompanies the planning application. The Council expects all the issues within this policy to be positively addressed through the explanation and justification in the Design & Access Statement. Further guidance can be found on the Council's website.

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Appendix C: List of Conservation Areas (2018)

Adderbury

Ardley

Balscote

Banbury

Banbury Grimsbury

Barford St John

Barford St Michael

Begbroke

Bicester

Bletchingdon

Bloxham

Bodicote

Charlon-on-Otmoor

Chesterton

Cottisford

Cropredy

Deddington

Drayton

Duns Tew

Fewcott

Fritwell

Hampton Gay, Shipton on Cherwell & Thrupp

Hampton Poyle

Hanwell

Hethe

Hook Norton

Horley

Hornton

Islip

Juniper Hill

Kidlington: Church Street, High Street, The Rookery, Crown Road, Langford Lane Wharf

Kirtlington

Milton

Mixbury

Mollington

North Aston

North Newington

Oxford Canal

RAF Bicester

RAF Upper Heyford

Rousham (includes Lower and Upper Heyford)

Shenington with Alkerton

Sibford Ferris

Sibford Gower and Burdrop

Somerton

Souldern

South Newington

Steeple Aston

Stratton Audley

Swalcliffe

Tadmarton

Wardington

Weston on the Green

Wigginton

Williamscot

Wroxton

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Appendix D: Countryside Character Areas, settlement classification

Cherwell Valley

Claydon, Clifton, Cropredy, Great Bourton, Little Bourton, Lower Heyford, Middle Aston, Nethercote, North Aston, Northbrook, Somerton, Steeple Aston, Upper Heyford, Wardington, Willamscot.

Ironstone Downs

Adderbury, Alkerton, Balscote, Barford St John, Barford St Michael, Bloxham, Bodicote, Broughton, Burdrop, Deddington, Drayton, Duns Tew, Epwell, Hanwell, Hook Norton, Horley, Hornton, Lower Tadmarton, Milcombe, Milton, Mollington, North Newington, Shenington, Shutford, Sibford Ferris, Sibford Gower, South Newington, Swalcliffe, Upper Tadmarton, Wigginton, Wroxton.#

Ploughley Limestone Plateau

Ardley, Bainton, Bletchingdon, Bucknell, Caulcott, Caversfield, Chesterton, Cottisford, Fewcott, Finmere, Fringford, Fritwell, Godington, Hardwick, Hethe, Juniper Hill, Kirtlington, Little Chesterton, Middleton Stoney, Mixbury, Newton Purcell, Souldern, Stoke Lyne, Stratton Audley.

Clay Vale of Otmoor

Ambrosden, Arncott, Begbroke, Blackthorn, Bunkers Hill, Charlton-on-Otmoor, Enslow, Fencott, Gosford, Hampton Gay, Hampton Poyle, Horton-cum-Studley, Islip, Launton, Merton, Murcott, Noke, Oddington, Piddington, Shipton-on-Cherwell, Thrupp, Wendlebury, Weston-on-the-Green, Yarnton.

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Appendix E: Net density calculation

Net density is calculated by including only those site areas which will be developed for housing and directly associated uses.

This would normally include the following uses:
• Access roads within the site
• Private garden space
• Car parking areas
• Incidental open space and landscape
• Children's play areas (where these are to be provided)

Net density normally excludes:
• Major distributor roads
• Primary schools
• Open spaces serving a wider area
• Significant landscape buffer strips

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Appendlx F: Residential Road Design Guide, OCC, Appendix A6 Parking standards for the City & Districts

A6.B – Cherwell Urban Areas Parking Standards
The parishes, which define the urban areas in Cherwell
are:
i. Banbury,
ii. Bicester,
iii. Kidlington,
iv. Bloxham,
v. Bodicote,
vi. Adderbury,
vii. Yarnton
viii. Gosford & Water Eaton.

The car parking provision in new developments for
the urban areas in Cherwell area are set out in Table
A6.B1.

Table A6.B1
Car parking provision in new developments for urban areas in Cherwell

Number of bedrooms per dwelling	Number of allocated spaces	Number of spaces when 2 allocated spaces per dwelling are provided		Number of spaces when 1 allocated spaces per dwelling are provided		Number of unallocated spaces when no allocated spaces are provided
		Allocated spaces	Unallocated spaces	Allocated spaces	Unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.7	1.5
3	2	2	0.3	1	0.8	1.7
3/4	2	2	0.4	1	1.0	1.9
4+	2	2	0.5	1	1.3	2.2

Note 1: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.

Note 2: The Council will consider North West Bicester Ecotown as a special case provided that certain minimum criteria are met. If there is a full range of every day services provided within easy walking or cycling distance of the dwelling and convenient access to an efficient public transport system accessing a wider range of services including employment, one allocated car parking space per dwelling will be required, regardless of dwelling size or tenure. This may be on plot or off plot. Off plot provision may be grouped in a parking court provided the courts are small, close by, secure and conveniently accessed. Additional unallocated off plot car parking may also be provided according to the principles of this document up to a maximum of one space per dwelling. A lower standard of parking may be acceptable dependent upon the layout and accessibility to services and to other modes of transport in agreement with the Highway Authority.

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A6.C – Parking Recommendations for all Other Areas in Oxfordshire (Other than Oxford and Cherwell Urban Areas)

Car parking provision recommendations for all other areas of Oxfordshire (other than Oxford and Cherwell Urban Areas) are set out in Table A6.C1.

Table A6.C1 Car parking Provision in New Developments for all Areas of Oxfordshire (Other than Oxford and Cherwell Urban areas)						
Number of bedrooms per dwelling	Number of allocated spaces	Number of spaces when 2 allocated spaces per dwelling are provided		Number of spaces when 1 allocated spaces per dwelling are provided		Number of unallocated spaces when no allocated spaces are provided
		Allocated spaces	Unallocated spaces	Allocated spaces	Unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
3/4	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4
Note: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.						

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Appendix G: Cherwell Design Initiative

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The Design Guide is an important document in establishing a positive design agenda across the District. It cannot in isolation secure high quality design across the district, but needs to work in combination with other programmes if good quality design is to be secured. This includes:

i.   Design Training

ii. Development Audit

iii. Use of Design Review Panels

iv. Use of Design Coding

v. Use of Developers Briefs

i. Design Training of Planners and Elected Members

Equipping planners and members of the planning committee with the skills to confidently comment and negotiate on planning applications in the planning process is critical to the success of the Guide. Regular training will be provided to planners and elected members on key issues to ensure the optimal use of the Design Guide.

ii. Development Audit

The Guide has been written to promote high quality design principles, but also to reflect the development challenges that CDC face as a Local Planning Authority. A development audit will take place every two years to review the quality of development and consider whether changes to the Guide are required.

iii. Design Review

The use of Design Review Panels provides a neutral forum where the design principles, masterplans and design detail can be tested with a range of independent experts. Design review can help to achieve high standards, by testing the design principles that are embedded within the scheme, to ensure that these are fit for purpose and that the development is in the right place and responds well to its surroundings. Design review is referred to in paragraph 62 of the National Planning Policy Framework. This says that local authorities should have local design review arrangements and that they should give weight to the findings of design review panels.

Design review:
- Makes it easier to resolve design issues in the planning process
- Can help to improve the design of a project; identifying ways to make it function better and be more user-friendly
- Helps to achieve consensus around design objectives, and offers ways of engaging with interested parties e.g. highways officers, politicians and communities
- Offers a fresh perspective, providing solutions to seemingly intractable design issues
- Can help to address the viability question. In some cases projects can be simplified through more efficient design solutions or improved design can unlock higher sale or rental values

At CDC we have promoted the use of design review Panels on many schemes and the feedback has been positively received by developers, members and planners. One of its main benefits is it provides an independent view on the merits or otherwise of a development, helping to move projects forward quickly and with more certainty. It has been a useful tool to help applicants and planners to promote good design and identify poor design.

There are three design panels that we use:
- BOB MK: small scale local residential schemes
- Design South East: strategic local plan schemes
- CABE: regionally important sites, such as exemplar and town centre regeneration schemes

In all cases, panel members are drawn from a variety of fields, including urban design, architecture, landscape architecture and engineers and chaired to ensure that the review remains focused and that everyone is given the appropriate opportunity to participate.

Timing

The point in the design process when design review should be undertaken will vary according to the scale and nature of the project. Figure 1.1 sets out where design review fits into the process.

Using design review early in the process provides time for the review to become a constructive part of the design process and allow for any issues raised by the panel to be thoughtfully integrated before a formal planning application is submitted.

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iv. Design Codes

The objective of design codes is to provide a clear framework for development that is supported by all parties. Design Codes are supported by the NPPF and organisations such as Design Council - CABE. They can be particularly important on sites with multiple land holdings or where the site is likely to be constructed by several developers / house builders over the life of the scheme.

Design codes should be jointly produced with the District Council through design workshops and stakeholder engagement.

Design codes are particularly relevant to strategic development sites (over 300 units) where the requirement for design codes is conditioned in the approval of the Outline Application.

The Council see design codes as being important to:
- Establish a long term vision and design led framework for the site
- Improve the quality of design
- Build upon the work established by the outline planning application and the design and access statement
- Ensure overall coordination and consistency between development sites and parcels
- Provide a level of certainty to the Landowner, Council, Developer and the community, by providing a level playing field
- Supporting timely delivery in the decision making process

- Provide a clear guide for developers working on individual plots and sets the context for more detailed design work.

It will be important that the codes establish the design principles in five areas:
- Vision and development framework
- Streets / movement network
- Public realm
- Urban form and morphology
- Materials and details.

Final Output
The final Design Code should be clear and unambiguous. Design codes need to convey a lot of information and can often be complicated and difficult to understand to a third party.

Establishing the right level of prescription for the codes will be important and clear performance criteria should be established for each development area, It is important that the format of the codes is clearly thought through at an initial stage and that early pages set out how the codes should be used / navigated.

Good design codes make extensive use of plans, sections and 3D illustrations to set out the objectives for each area. The use of tables for each character area and a series of parameter plans for movement, and urban form should be provided. Simple illustrations can often explain much more than words and photos and sketches and photos are often very important.

Figure 7.5 Extracts from South West Bicester Design Code

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1) Vision and Development Framework

The first stage should build upon the work already undertaken for the site such as the Illustrative Masterplan and Design and Access Statement. Many of the key principles such as the movement network, building heights and density will have already been set out by the Design and Access Statement for the site.

The key aspects to focus on at this stage are:
- Define the character areas
- Define special conditions within character areas
- Define what the features / areas are that provide continuity through the site (e.g. Streets / public realm / landscape)
- Define the character cues which will differentiate the character areas. These should build upon the character of the existing site and it is anticipated that the cues will generally reflect the 20th and 21st century rather than traditional villages.

2) Streets / Movement Network

Streets and public realm form will be important in establishing a broad character for the site. Streets and open spaces will cross different character areas and will be important in providing continuity across the site. Streets should be designed as key aspects of the public space. The nature and form of the streets will vary according to their connectivity. The design of open spaces will vary depending on their location on site and their function.

The key aspects are likely to be:
- Scale and setting of the street
- The movement network should be designed to be pedestrian and cyclist friendly to maximise sustainable forms of transport. This relates both to the overall street hierarchy down to design and detail
- Parking should be carefully considered and is likely to vary depending upon the site location, density and housing typology
- SUDS and drainage
- Materials and details (with emphasis on materials which support a public realm approach)

3) Public Realm

The character of the public realm form will help to establish a broad character for the site that crosses different character areas. The design of open spaces will vary depending on their location on site and their function.

The key aspects are likely to be:
- Scale and character of open space. Some spaces, especially near the school and local centre are likely to be formal in character while other spaces, such as areas dominated by SUDS and ecological features are likely to have a less formal character
- Landscape and planting
- Front threshold detail
- Private gardens.

4) Urban form and morphology

The way that buildings relate to one another is one of the most important aspects that can be used to define an areas character. The proportion, massing, shape and layout of buildings will be important elements that should be clearly encapsulated in parameter plans. Other cues such as defining building lines, eaves lines alongside the rhythm / spacing between buildings will be important in establishing formal or informal character cues.

The key aspects are likely to be:
- Urban form (relationship of buildings to one another)
- Building typology (terrace, detached etc.)
- Density
- Building lines (consistent or varied)
- Height / enclosure
- Roofscape (Roof form, consistent or varied eaves / ridge heights)
- Scale and proportion and the buildings and its fenestration (important for both urban form and detail).

5) Building Material and Detail

The materials and details are likely to vary in different areas of the site. We would expect a simple palette of materials to be established that will vary according to the character area and condition. The Council would support innovative construction approaches that further a sustainable approach to the development.

- Building detail (window arrangement and proportions, balconies etc)
- Building materials (for roof and main building fabric. This can also include materials that will not be acceptable)
- Scale and proportion and the buildings and its fenestration (important for both urban form and detail).

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v. Development Briefs

The role of development briefs is to communicate to developers the acceptable quality and quantity of development. It is anticipated that these documents help to provide consistent, high quality guidance to developers, and thus improve the quality of development and streamline the planning process. Development briefs are written and agreed in advance of any planning application for a site and will be led by CDC in collaboration with the landowner / developer and other stakeholders. They should be the product of a process of community and stakeholder involvement in order to build consensus. Development briefs will be adopted by the Council and therefore will be a material consideration in the planning process. They are key requirement of the Local Plan Partial Review Strategic Sites.

A development brief should establish a clear vision and framework for development and is generally produced for strategic, complicated and/or more sensitive sites which require detailed planning guidance. These documents may vary depending on the nature of the site, but will typically establish a development framework which sits with a vision and requirements for the development site(s).

Development briefs are promoted in Cherwell to:

- Provide site specific guidance for the development of strategically important sites
- Set out the vision for development of an area
- Improving the quality of development.
- Improve the efficiency of the planning and development process; and
- Help promote the development of a difficult site, with complicated constraints and / or land ownership patterns

A development brief establishes a framework masterplan for a site that provides a robust spatial vision backed up by clear urban design principles based on sound site and context analysis, and by an implementation strategy. A development brief will sit alongside the Design Guide and other planning documentation for an area.

Generally, development briefs cover the following:
- Introduction, including context, site, purpose and structure of brief
- Policy context
- Vision for development
- Site and area analysis, summarised in site constraints and opportunities.
- Framework masterplan setting out design objectives and requirements
- Detailed design considerations

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Appendix 2

Consultation Statement

CONSULTATION STATEMENT

CHERWELL DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT

June 2018

Prepared under Regulation 12(a) of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Purpose and Background

This consultation statement has been prepared in accordance with Regulation 12(a) of the Town and Country Planning (Local Planning) (England) Regulations 2012, which states that, before a local planning authority adopts a supplementary planning document it must prepare a statement setting out:

- The persons the local planning authority consulted when preparing the supplementary planning document;
- A summary of the main issues raised by those persons; and
- How those issues have been addressed in the supplementary planning document.

The Council has prepared a Statement of Community Involvement (July 2016) which shows how it will involve the community in its plan and policy-making process. This document can be viewed on the Council's website. The Cherwell Design Guide SPD has been prepared in accordance with the steps outlined in Table 3 of that document.

The Planning and Compulsory Purchase Act 2004 sets out the requirements for preparing SPDs as part of the planning process. SPDs should build upon and provide more detailed advice or guidance on the policies in the Local Plan.

The purpose of the Cherwell Design Guide SPD is to set out the Council's approach to design standards for residential development across the District. The Design Guide will provide clear direction on how design policy ESD 15 in the Cherwell Local Plan should be translated for residential development.

The SPD does not create new policy. The adopted Cherwell Local Plan 2011-2031 sets the planning framework up to 2031 with the Cherwell Design Guide SPD providing a further level of detail to guide development proposals.

The SPD will be a material consideration in the determination of planning applications alongside the Local plan and other planning policies.

This statement of consultation includes a record of the following stages of consultation:

Stage 1: Initial Preparation

- Consultation which informed the preparation of the first draft of the SPD.

Stage 2: Public Consultation 23 November 2017 – 21 December 2017

- Formal consultation on the draft of the Cherwell Design Guide SPD.

STAGE A

CONSULTATION STATEMENT

CHERWELL DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT

November 2017

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The SPD does not create new policy. The adopted Cherwell Local Plan 2011-2031 sets the planning framework up to 2031 with the Cherwell Design Guide SPD providing a further level of detail to guide development proposals.

The SPD will be a material consideration in the determination of planning applications alongside the Local plan and other planning policies.

Consultation undertaken during the early preparation of the Draft SPD

Details of key consultations undertaken during the development of the draft Cherwell Design Guide SPD are provided in the table below.

Persons Consulted	Method	When	Main Issues raised	How addressed in SPD
Cherwell District Council (Development Management)	Working Group consisting of Design and Conservation Team Leader, DM Manager, Officer	On a regular basis during preparation of SPD	Working Group discussed matters such as scope and content of SPD	Suggestions and comments used to develop and refine SPD. E.g. Level of architectural prescription provided
Cherwell District Council (Development Management and Planning Policy)	Meetings, emails	On-going basis, as necessary, during the preparation of the SPD	Detailed comments and suggestions received on content and scope of SPD	Suggestions and comments used to develop and refine SPD. E.g. Detailed comments on navigation / usability and procedural issues
OCC – Key stakeholders	Meetings	Two meetings were held with OCC Highways Department in August 2016 and November 2016	Compatibility of guidance with emerging OCC design guide. Detailed comments relating to shared surface design, materials / highway adoption	Suggestions and comments used to develop and refine SPD. E.g. Consideration as to how issues such as shared surface design are managed
Cherwell District Council (Councillors, Landscape, Housing/BUILD)	Stakeholder Workshops	Two stakeholder meetings were held in July and November 2016	The first stakeholder workshop was focused on scoping the document, asking 'what is special about Cherwell?' alongside challenges to securing high quality development. The second stakeholder workshop tested the emerging structure of the document	The information gathered in the workshop was used to help establish and test the structure of the SPD
Neighbouring Authorities	Stakeholder Workshops	As above	As above	As above
Parish Councils	Drop in session and formal presentation at Parish Liaison Meeting	November 2016 and 2017	The role of the guide in raising design standards in new development. Specific issues raised include designing for secure environments	The issues of security in the built environment was reinforced in the guide
Private sector developers, planners and architects	Developer Forum	June 2017	Ensuring the document is not used in a tick box manner by planners and developers. Concern that creative design solutions are not promoted	Further information on the use of the document has been written. An additional chapter has been added, focused on innovation and sustainability
Community / General Public	Online survey	February / March 2017	The community was asked about the relevance of design standards and particular issues that should be addressed	This information was used to test and help develop the structure and content of the document

Formal Consultation on the Draft SPD

Formal public consultation on the draft SPD will now be undertaken. A number of methods will be used to seek responses as follows:

- **Mail out**: information will be sent to all persons registered on the Council's consultation database, including specific, general and prescribed bodies. This will be undertaken by email or letter.
- **Website**: the SPD will be published on the Council's website.
- **Hard copies**: the SPD will be available in hard copies at deposit locations throughout the District.
- **Public Notices**: notices will be placed in the Banbury Guardian, Oxford Mail and Bicester Advertiser newspapers.
- **Social Media**: public notifications will be issued.

Responses

All representations received will be recorded, analysed and recommendations made about how they should be taken in to account to inform the final SPD. The final SPD will be presented to the Council's Executive, and if approved, presented to the Council for formal adoption.

Conclusion

The production of the current draft Cherwell Design Guide SPD has involved wide ranging stakeholder consultation. This has directly influenced both early development and later refinement of the document. Public consultation will now take place in accordance with statutory regulations.

If there are any questions on this Consultation Statement please contact the Planning Policy Team on 01295 227985 or email planning.policy@cherwell-dc.gov.uk

Appendices

1. **Stakeholder Workshops – Summary Report**
2. **Parish Liaison Meeting – Attendees and Main Issues Raised**
3. **Developers Forum – Summary Report**
4. **Public questionnaire – Summary Report**

Appendix 1

Stakeholder Workshops – Summary Report

Cherwell District Design Guide Stakeholder Workshop 26th July 2016

Prepared for Cherwell District Council

August 2016

Draft

Alan Baxter

Contents

1.0
Introduction

Alan Baxter Ltd has been commissioned by Cherwell District Council to develop a Design Guide to cover the District of Cherwell. The intention is that this will be used as a tool for council officers, members and developers to deliver high quality design in new developments throughout the District.

On Tuesday 26th July a stakeholder consultation workshop was held in Cherwell District Council, Bodicote. The aim of this workshop was to agree the content and scope for the Design Guide with the help of those who work in Development Management and who have had experience with Design Guides in the past.

The workshop was organised and facilitated by masterplanning consultants Alan Baxter Ltd with the support of Cherwell District Council. This report summarises the outputs of the day and provides valuable local knowledge which will directly inform the development of the Design Guide.

Representatives from the following organisations and departments attended:

- Cherwell District Councillors
- Cherwell District Council – Development Management
- Cherwell District Council – Design and Conservation
- Cherwell District Council – Bicester Delivery
- Cherwell District Council – Landscape and Trees
- West Oxfordshire District Council

The expertise in different areas contributed a range of expert knowledge to inform ideas and discussions. (See full attendance list in **Appendix 1.**)

2.0
Stakeholder Consultation Workshop

The workshop ran between 1-4 pm and was structured around two introductory presentations, a workshop session, another presentation and a second workshop session. Attendees were split into three discussion groups and were given the opportunity to feed back to the rest of the room at the end of each session. The agenda and attendance list are provided in Appendix 1.

2.1   Introductions

The presentations began with Clare Mitchell from Cherwell District Council welcoming everyone to the afternoon outlining the purpose of the Cherwell District Design Guide.

Clare Coats, Urban Designer and Project Manager from Alan Baxter Ltd, then gave an introductory presentation about what is special about the Cherwell District, detailing the countryside character areas and other distinctive features in the district such as the canal, the market town centres and the rapid 20th century expansion.

This was followed by an exploration of what is being built today, identifying more successful and less successful elements of the schemes, leading into the first of the group discussions about the character of the district and the challenges that the council are facing in delivering good design. (The full presentation can be found in Appendix 2.)

2.2   Workshop 1: Character and Challenges

The attendees were split into three groups of approximately 8 people, including a facilitator from Alan Baxter's who led the discussion. The following questions were put to the groups to focus discussion in the first session:

   i.   **What do you understand is meant by 'high quality design'?**

   ii.   **What are the special characteristics of Cherwell which should be reflected in new development?**

   iii.   **What are the challenges you face in delivering this?**

The groups had an hour to discuss these three questions, after which each group fed back their thoughts to the rest of the room. There were many recurring themes which came up in discussion between the groups, which can be clearly identified from the discussions set out below:

Group 1

i. What is high quality design?

- Incorporating a variety of scales to create interest

- A sense of place informed by choice of local material and style

- Flexibility of uses for the long term e.g. a large ground floor in residential buildings that could accommodate commercial uses if needed.

- Reducing impact on amenity e.g. making sure that a new building does not encroach on existing buildings in terms of scale, light etc.

- Using durable materials to encourage sustainability and longevity.
- Striking the right balance between uniformity and variety in terms of style e.g. uniform material choices are typical of vernacular BUT delivered in a variety of sizes and shapes.

ii. What are the special characteristics of Cherwell District that should be reflected in new development

- Cherwell District is typified by villages, many on steep valley sides.
- Topography, both visible form and geography, informs character.
- The use of materials is directly manifested in the types of stone used.
- It is a district of villages but also nineteenth century industrial towns like Banbury.
- In the industrial towns, elements like the canal are dominant.
- There is a typical layout of settlements.
- Cherwell is very green, with tree lined streets and green spaces dominant.
- It is an agricultural district, visible in the barns and agricultural buildings.
- Cherwell has a limited palette of materials.
- The materials 'come together' and feel right visually.
- Stone is the dominant material, ironstone and limestone.
- The relationship between rural and urban areas is important.

iii. What are the challenges in delivering high quality design while maintaining the special characteristics of Cherwell District?

- There is a low-grade of submission to start with. Developers do not fulfil criteria and rely on a mediocrity of plan and appearance. A misalignment of issues and expectations.
- There is a lack of engagement from the developers. They have not thought through basic principles like geology and topography. Discussions take place very rarely.
- There is a pressure to deliver and an expectation to keep the momentum and pace on for both developer and council. The 5 year housing and land supply adds pressure.
- There is not enough policy to maintain and manage quality and it is not user friendly. Developers seem not to care what the Council Officers think and do not fear repercussions.
- Issues of architectural design – should it be cutting edge or conservative? If conservative, there is a lack of traditional craft skills and therefore quality of delivery.
- Some of the schemes turned down are "good enough to appeal but not bad enough to refuse."

i. What is high quality design?

Group 2 used Post-It notes to begin their discussion of what high quality design is, with everyone writing down two or three points each. The following groups what was written on the notes into key themes:

Functional

- Flexibility to adapt for future use

- Functional places that work for people

- Something functions well and is sympathetic to the context

- A well-functioning place

Landscape, contextual

- Landscaping – strong

- Based in context (materials, scale, form)

- Well-proportioned and detailed

- Relates well with the environment

- Heights and width of buildings in proportion to the existing built form

Materials

- Modern materials to complement traditional

- High quality materials

- Don't dominate landscape

- Good materials

- Quality palette of materials

- Distinctive and local – materials, detailing, layout

Urban design qualities

- Holistic approach – no add-on elements

- A place that is easy to understand

- Strong street frontages

- Well planned, well thought out

Other

- A sustainable place

- A place that delights

The following points emerged from subsequent discussion:
Generally, comments are either focused on the strategic aspects /overall layout or the detailing.
Functionality – e.g. Parking that works,

- Amenity spaces that are useful

- Bin storage

- Parking - note to see Phil Jones study which informed Oxfordshire County Council parking standards

- Need to be clear on future maintenance e.g. defined ownerships of parking courts / shared streets.

- Not too complicated or over-elaborate which is difficult to maintain

- Well proportioned, well detailed

Sustainability

- Needs to work in the long term

- Needs to be flexible and adaptable

- Layout needs to be flexible e.g. Street network which allows future development to connect in (unlikely to be popular locally)

Importance of landscape

- Needs to be integrated into design thinking at the outset not an add-in

- Think about framing views to and out of the development

- Landscape has to accommodate a lot of elements e.g. Suds, street trees

- Need for a connected layout and high quality public realm

ii. What are the special characteristics of Cherwell District that should be reflected in new development

- Villages –
  - Historic layouts - dispersed, linear etc
  - Materials
  - Detailing
  - Landscape and public realm details

- Either need a traditional approach or a contemporary interpretation (the latter can be challenging to achieve successfully)

- Ironstone – actually not a great building material and difficult to get hold of

- Should we be prescriptive about materials or is proportion, scale and form more important?

- Discussion about whether new development on the edge of villages should be an extension of the street e.g. with frontage to main road, or should be screened to limit impact on historic / adjacent property. Can landscape provide a bridge between urban and rural? But what happens when settlement expands again?

- Each site has different considerations / drivers.

- What about settlements that lack character e.g. Upper Arncott? Development should define a new character based on the surrounding district.

- Often developers use recent (poor quality) schemes as precedents for local character.

- A high quality landscape dominated / low density scheme is difficult to achieve. Developers always fill the plot or the landscape gets eroded over time with house extensions etc.

- SuDs and highways have a big impact on character. Need to leave space for trees and think about the long term evolution of the landscape e.g. How large the trees will become, maintenance issues.

- Interesting to see how the multi-functional landscape at Elmsbrook will evolve (BBQs etc.)

- Adoption issues of shared surfaces e.g. Elmsbrook. Only the central carriageway will be adopted. Parking bays / pavements etc. to be covered by a service charge.

- Suburbs – are there any good examples?
  - Twyford – old council housing
  - Springfield Avenue, Banbury
  - Manchester Terrace, Victoria Road Bicester

- Bicester Village - not residential but well maintained and distinctive (although not 'of Cherwell')

iii. What are the challenges in delivering high quality design while maintaining the special characteristics of Cherwell District?

- Use of standard house types e.g. reserved matters at Langford Park. Difficult to get developers to think about the overall street composition and use bespoke house types. Developers approach the Council with the scheme already designed and it is hard to move away from this

- Cost – developers obsessed with bottom line. Don't think about long term value added.

- Time constraints – perhaps only get a 1 hr meeting to influence whole design

- Lack of national emphasis on design quality – developers know numbers are most important.

- Cherwell not viewed as a location where high design quality is going to be pushed hard.

- Void in local design policy – design guide will fill this

- DM meetings too late in the process. Layout generally already in place.

- Use of poor quality recent schemes as precedents

- County highways. Limited budgets resulting in a one size fits all approach – tarmac, 6.75m width etc. Even if bespoke details are approved these tend to be lost at adoption stage citing maintenance concerns.

- Developers don't consider site topography in the layout.

- SUDs/ street trees

- Site constraints i.e. levels are not taken into account

i. What is high quality design?

Group 3 also used Post-It notes to begin their discussion:
Functional

- Functionality

- Functional space/building

- Design which is fit for purpose

Context

- Something that responds well to the existing built development (layout)

- Something that responds well to the existing scale, massing and materials

- Design which responds to its immediate context

- Authentic, rooted in past but future-proofed, forward looking

- Design which inspires/ enhances local environment

- In-keeping or compliments the existing

- Sense of places, identity

- Context

Longevity

- Long lasting

Aesthetics

- Natural, beautiful

- Human scale

- Attractive space/ building

Urban Design

- Urban design – not all about architectural style

- People feel belonging, ownership

- Legibility

In summary, good quality design is:

- Functional

- Long lasting / legacy

- Aesthetically pleasing, beauty

- Local character/ fit in with existing built development in immediate context/ authentic/ local distinctiveness/ sense of place

- Scale, massing, human scale

- Good quality materials

- Urban design principles e.g. Layout

ii. What are the special characteristics of Cherwell District that should be reflected in new development

- Use of stone (ironstone and limestone and Banbury red brick) materials are key identification

- Building heights seem to be largely no higher than 2 storeys even in towns. Only a few examples of 3 storeys or really tall buildings. New one in Bicester does not fit in

- Landscaping - rural, edge of settlement, relationship between built form and landscape, native hedgerows, green corridors

- Historic core of Bicester - relationship between public realm and building creating enclosure, narrow scale before the car came in

iii. What are the challenges in delivering high quality design while maintaining the special characteristics of Cherwell District?

Longford Park is a monstrosity - material quality is awful
Cars

- Infrastructure for cars is over engineered to fit into developments – developments should embrace cars and a find a good solution for parking rather than trying to design them out. This is a rural area so people are going to have cars as much as you try to change mode

- Madley Park in Whitney, West Oxfordshire is a good example

- Parking at rear - anti social behaviour, people want to park at front to drop shopping off and see car etc so do and park informally leading to mess. Maybe should do parking in shared space?

Heights of buildings

- Response to topography?

- Important to Cherwell character

- Progression into development from rural areas, not just wall of development but landscaped and appropriate scale. Bicester height introduced unsuccessfully.

Use of natural stone and characteristic materials

- Challenge to secure use of natural stone.

- Geology, topography, settlement pattern and natural materials linked

- Should be a higher proportion than currently being delivered. Developers argue that it is more expensive but would more natural stone increase the value of the property in the end? - the decision of where the natural stone should go in the development, if only a certain proportion is secured, is important and needs to be in the design guide.

- Prescribe X% needs to be natural?

- Risk of ruling out contemporary? Pastiche? Good contemporary?

- NW Bicester – some parish councillors are disappointed with the design

- Developments are financially driven i.e. hard to get developers to pay for natural stone

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- Challenge is that a lot of housebuilders don't want to do contemporary. Self-build is an opportunity to promote contemporary

- Should the design guide promote some areas that are appropriate for vernacular and some for contemporary? Don't want less control over design but want to allow scope for areas where we can positively encourage more contemporary design.

  - Historic cores – add onto what's there in same vernacular

  - Zones for contemporary – contemporary design but has to have some element which incorporates Cherwell character e.g. materials, settlement pattern.

- Cherwell is adventurous so don't want to be held back by design guide

- Housebuilders have their own idea of character which doesn't often reflect the actual character of Cherwell

Landscaping

- Needs to be at the beginning. Should be fundamental in the masterplan

- Need the right trees in the right location so that they do not upset the built form in years to come

- It is often the highways adoption team which dispute the landscaping – need to be involved at an early stage

- Landscape should be functional not just aesthetic – drainage, biodiversity, wildlife corridors, health, walking routes

- Ancient Routeways document (should have been adopted as an SPD but wasn't) useful document setting out all the walking routes in the district. New development should be connected into these

Highways requirements

- Schemes are over-engineered

Masterplanning and layout

- Development needs to be tied back into the existing settlement

- Layout issue E.g. through walking routes

- Home for life – ease of movement, connected into existing shops

- Difficult to encourage developers to provide different house types and tenures – mostly just the same '5 bed semi with double garage', but should we be promoting a mix of house types and tenures for different age ranges etc.

2.3   Design Guide Examples

Following the first workshop, another presentation was given which explored other Design Guides – the Essex Design Guide, the Stratford-on-Avon District Design Guide, and the West Oxfordshire Design Guide. Clare Coats summarised the key aspects of the Essex and Stratford Guides (see Presentation in Appendix 2), followed by a more detailed explanation about the West Oxfordshire Design Guide, given by Janice Bamsey from West Oxfordshire District Council and Jon Westerman from Cherwell District Council.

Key points that Janice Bamsey raised included:

- The West Oxfordshire Design Guide has been around for the past 10 years

- Design is important in West Oxfordshire, particularly due to the presence of in-house architects who have developed the understanding and importance of design in the District

- Previously, officers felt that they had to rehearse the same arguments with every new development, but now the document says it all

- The document covers design in the wider sense, taking influences from the geology, historic design and landscape in the district

- Officers, members and the community were involved in the creation of the document which has generated buy-in, it was well received and it carries weight

- The original document was reviewed when? because it was too academic. Some sections were very good but only understandable by urban designers and academics – the guide needed to change to be accessible to all

- The guide was also too prescriptive so aspects such as drawings and diagrams were just fed back to the councillors, creating identical solutions in new developments

- The new guide asks a series of questions to developers and architects to go through which hopefully ensures that once they present their design it is much better thought through

- The guide gives more confidence in officers' decisions – they can be stronger with their decisions because they have the evidence to back up refusals

- The new document is web based and has self-contained sections which is very useful

Jon Westerman followed by saying that the idea of the Design Guide is to create a tool so that the development managers can go into a meeting with the NPPF, the Design Guide and a scale ruler as their tools.

After looking at some examples, Clare Coats presented a first draft of what the contents of the Cherwell District Design Guide would include (see Appendix 2):
1. The importance of good design
2. Understanding what is special
3. Responding to the site
4. Masterplanning process
5. Site assembly / Townscape

6.   Biilding design – formal and informal
7.   Details – what do we want to see

This led into the second discussion, focussing on scoping the Design Guide.

2.4   Workshop 2: Design Guide Scoping

The three groups were given the following questions to structure their discussions:

   i.   What should the design guide contain to be most helpful to you?
   ii.   What is the appropriate balance between principles and detail?
   iii. Is specific guidance needed for different locations/ sizes / typologies of development?

This session saw more variance in the routes the discussions took and broader conclusions were made. It was, nevertheless, very interesting and raised some important aspects for the project to address. Each group's thoughts are set out below:

Group 1

i. What should the design guide contain to be the most helpful to you?

- Car parking guidance is needed. The officers do not have confidence to explain and justify. While some guidance already exists it is unclear and scattered.

- The arbitrary highway engineering standards. Officers struggle to reconcile need and rule of highway and road layouts.

- There is a real need for a potted history of what is distinctive. Important to note that it cannot be just 'north' or 'south', crucial to recognise that it's north/south and town/rural. In Cherwell, the distinction between elements is subtle.

- Examples of 'Good' and 'Bad' as well as 'Do and 'Don't'. This should be drawn images NOT photographs. This is because developers often reproduce exactly.

- There needs to be some detail such as rules for fenestration layout as well as bigger rules for the assembly of buildings and rules for the assembly of settlements.

- There should be clear preference for: a) no fake materials, b) no 'gables to roadway with an entrance', c) no stuck on brick (extension of fake materials) etc.

- A catalogue of appropriate and inappropriate materials would be useful

ii. What is the appropriate balance between principles and detail?

- Detail can be good, where relevant. Otherwise it may overwhelm.

- Condensing detail information and locating in appendix can be appropriate too.

- The design guide needs to retain flexibility and not be overly prescriptive.

- Quality – explained, clarified and defined – is the most important element to get right.

- It needs to be an 'appeal proof document' i.e. a document that can stand up on its own in an appeal process.

iii. Is specific guidance needed for different locations/ sizes / typologies of development?

- Yes. Particularly the difference between large and small schemes.

- Important to remember that it is ok (and necessary) to fall back on the middle ground i.e. the good ordinary.

Group 2

i. What should the design guide contain to be the most helpful to you?

- Summary or flow chart of the process – DAS needs to establish principles and context, a clear picture. Need for early engagement with DM at concept design stage. Key questions we'll expect developers to answer e.g. Explain what's influenced the design approach? Need material in advance and developers should share work in progress producing options to be more productive. Process:
  - Indicative masterplan - consult on that to establish framework principles
  - Application and DAS which really explain the principles. Clear picture
  - Condition and phasing and masterplan and possibly a design code
- Would like specifics about the different character of individual villages e.g. Table in the West Oxfordshire guide on layout types.

- Generally can be more specific about what is expected in the villages.

- Design code – are design codes useful? A separate /appendix on what to include could be helpful.

- The appendix can change over time to be updated

- All agreed that inclusion of standard details would be helpful i.e. We would like to see this. Rather than having a list of do-nots.

- Inclusion of guidance for higher density schemes (3-4 storeys) e.g. amenity space, balconies

- Guidance for suburban areas – unrealistic to expect all development to be 'urban' in form.

- Appeal proof

- Focus on public realm, landscape and car parking

- Street composition and mixing housing types.

- Importance of early engagement with CDC really important should be included in the introduction

- Responding to site – Identify what are the key design drivers to the site

- Site assembly/ townscape – challenge of typologies and creating a mix, challenge of the relationship between buildings and the use of walls etc. to avoid gaps

- Prompts to assist as to what developers have considered in terms of how they have designed

- Time as to when design is considered – outline stage needs to set principles/ consider the context

- Signposting to other documents

- Settlement pattern considerations

ii. What is the appropriate balance between principles and detail?

- Helpful to have something on parking and highways design

- Street frontage

- Standard detailing

- Public realm – street furniture, landscape

iii. Is specific guidance needed for different locations/ sizes / typologies of development?

- Potential higher density

- Specific for villages

- Need for care over where suburban layouts can happen and how it is handled

i. What should the design guide contain to be the most helpful to you?

Group 3 went through the draft Design Guide Contents to structure their conversation as to what was good and what needed adding. The notes below summarise what was said:

- General
  - Interactive document – link to sections, link to other websites of particular documents referenced to
  - Be very visual and refer to the local plan
  - Link directly to character areas
  - Section 2 and 3 (maybe 4 as well) needs to be a strong evidence base to move away from developers' standard house type
  - Where do sustainability aspects fit? Overall presumption or small note in each section?
  - Viability – e.g. community stuff gets lost, facilities
    - Higher proportion of stone used, but at what consequence?
    - Need to know from developers the balance
    - Political buy in – can it provide community facilities whilst being high quality design?
    - Need an independent view (not developer who might tell you something from their economic view point)
    - Cherwell is doing work on this, can feed into our research
- Introduction:
  - What is the assumed level of knowledge?
  - Are the readers going to look at the other referenced documents?
  - Need to make sure enough level of information given
  - Include in introduction that building is about creating a place and somewhere to live, not just building houses and economic gain
- Understanding what is special
  - Countryside Design Guide is not used at the moment by council, will be good to have a summary of this – currently hard to read, few images
- Responding to the site
  - Include engagement with highways
  - Include wildlife corridors
  - Link into existing settlement
  - Make sure the link is clear of how you move from responding to the site into creating the masterplan
  - There is already a Landscape Characterisation document – good to look at
- Masterplanning process

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- Street network
- Existing landscape
- Existing footpaths
- Structural landscaping and drainage
- Over x no. of houses, different character areas/ zones need to be designed so that large new developments do not look all the same
- Site Assembly/ Townscape
  - Challenge of typologies – mix of house and street typology
  - Challenge of relationship between buildings and the street
  - Provision of open space/ public realm
- Building design – formal and informal
  - Move away from standard house type
  - Private/ public space – how to define the edge. Sense of privacy
  - Flexibility of design and personalisation of space e.g. front garden
- Details
  - Hard and soft landscaping materials and public realm

ii. What is the appropriate balance between principles and detail?

- Should contain detail but not too much which results in cookie-cutter development designs
- Needs to identify key aspects/ principles that have to be established everywhere – what's good and what's bad may be useful
- These principles should be such that if these are satisfied the rest of the development should be ok
- Need very strong key principles and then detail to be nuanced to different locations – N/S/urban/rural

iii. Is specific guidance needed for different locations/ sizes / typologies of development?

- The matrix of settlement types etc. in the West Oxfordshire Design Guide was liked in Group 3 – easy for developers to quickly identify where their site is and then the particular design characteristics it needs to follow

2.5   Next steps

This report will be circulated to the workshop attendees. Further comments are welcomed and it is intended to hold a further discussion once the draft Design Guide has been progressed.

Workshop Agenda & Attendance

Cherwell District Design Guide Stakeholder Workshop

26th July 2016, Cherwell District Council Offices, Bodicote

Agenda

1:00   Introductory Presentation

1:20   Discussion 1: Character and challenges

   i.   What do you understand is meant by 'high quality design'?
  ii.   What are the special characteristics of Cherwell which should be reflected in new development?
 iii.   What are the challenges you face in delivering this?

2:20   Group Feedback

2:35   Design Guide Precedents

2:45   Discussion 2: Design Guide Scoping

   i.   What should the design guide contain to be most helpful to you?
  ii.   What is the appropriate balance between principles and detail?
 iii.   Is specific guidance needed for different locations/ sizes / typologies of development?

3.30   Group Feedback

3.45   Conclusions and Next Steps

4:00   Close

Cherwell District Design Guide Stakeholder Workshop
26th July 2016
Attendance List

	Name	Surname	Organisatoin	Department
1	Jenny	Ballinger	Cherwell District Council	Design and Conservation
2	Janice	Bamsey	West Oxfordshire District Council	
3	Jenny	Barker	Cherwell District Council	Bicester Delivery
4	Boris	Bogdanovich	Alan Baxter Ltd	Conservation
5	Sunita	Burke	Cherwell District Council	
6	Abigail	Chapman	Cherwell District Council	Development Management
7	Christina	Cherry	Cherwell District Council	
8	Colin	Clarke	Cherwell District Council	Member
9	Clare	Coats	Alan Baxter Ltd	Urban Design
10	Olivia	Colson		
11	Matt	Coyne	Cherwell District Council	
12	Maria	Curran	Cherwell District Council	Bicester Delivery
13	Caroline	Ford	Cherwell District Council	Development Management
14	Stuart	Howden	Cherwell District Council	Development Management
15	Isobel	Knapp	Alan Baxter Ltd	Urban Design
16	Gemma	Magnuson	Cherwell District Council	Development Management
17	Clare	Mitchell	Cherwell District Council	
18	Bob	Neville	Cherwell District Council	Development Management
19	Mathew	Parry	Cherwell District Council	Development Management
20	Tom	Plant	Cherwell District Council	
21	Michael	Sachey	Cherwell District Council	
22	Tim	Screen	Cherwell District Council	Landscape and Trees
23	George	Smith		
24	Nat	Stock	Cherwell District Council	Development Management
25	Rose	Todd	Cherwell District Council	Design and Conservation
26	Leanne	Turner	Cherwell District Council	
27	Jon	Westerman	Cherwell District Council	Development Management

Alan Baxter
INTEGRATED DESIGN

Cherwell District
Design Guide
Stakeholder Workshop
26 July 2016

Welcome
Clare Mitchell
Cherwell District Council

Cherwell Design Guide

Programme for the afternoon

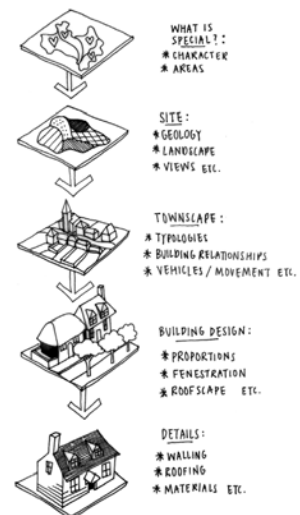|	
1:00	Introductory Presentation
1:20	**Discussion 1: Character and challenges**
2:20	Group Feedback
2:35	Design Guide Precedents
2:45	**Discussion 2: Design Guide Scoping**
3.30	Group Feedback
3.45	Conclusions and Next Steps
4:00	Close

What's special about Cherwell?

What creates character?

WHAT IS SPECIAL?:
* CHARACTER
* AREAS

SITE:
* GEOLOGY
* LANDSCAPE
* VIEWS ETC.

TOWNSCAPE:
* TYPOLOGIES
* BUILDING RELATIONSHIPS
* VEHICLES / MOVEMENT ETC.

BUILDING DESIGN:
* PROPORTIONS
* FENESTRATION
* ROOFSCAPE ETC.

DETAILS:
* WALLING
* ROOFING
* MATERIALS ETC.

Local distinctiveness

Character areas

Ironstone

Limestone
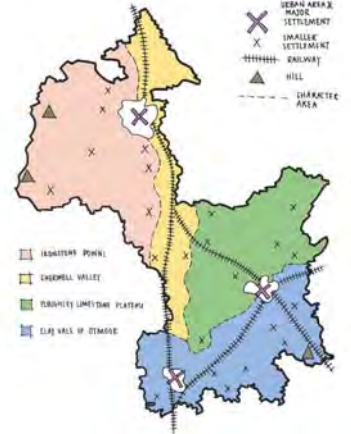
Character areas

M40

Banbury

RAF Heyford

Oxford Canal

Market town roots

Banbury Town Centre Market

Rapid C20th expansion

Bicester Village Station

Bicester Village

Bicester

Bicester Town Centre

Banbury

Bicester

What's being delivered today?

Layout

Ambrosden
- Poor relationship to main road/ existing settlement
- No through route – cul-de-sac layout
- Detached houses creating fragmented frontage

Phase 1, North West Bicester
- Permeable layout – through routes
- Strong landscape structure
- Smaller urban blocks using terraced housing
- More continuous frontage

House types/ plot ratios

RAF Heyford

Adderbury

RAF Heyford

Ambrosden

Street composition

Bletchingdon
Consistent building line, short run of terraces

SW Bicester
Poor public/ private boundary

SW Bicester
Distinctive character, strong frontage and landscape

Ambrosden
Unnecessarily wide, taking space away from gardens

NW Bicester

Banbury

Car parking

Adderbury
Not overlooked, sparse

SW Bicester
Back of property, inconvenient

Ambrosden
Too large, take away space from garden

RAF Heyford
Landscaped rear parking court

Bletchingdon
Parking at front of property, visible from dwellings

RAF Heyford
Appropriate provision of space

Detailing

Adderbury   NW Bicester
Attractive and good quality materials, appropriate level of detail, well proportioned arch and dormer window

Ambrosden   Banbury
Poorly proportioned windows, odd 'blocked' window, cheap finishings with fake brickwork and clipped eves

Bletchingdon   Adderbury

Ambrosden   Adderbury

What is good design?

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Discussion 1:

Character and challenges

---

i. **What do you understand is meant by 'high quality design' ?**

ii. **What are the special characteristics of Cherwell which should be reflected in new development?**

iii. **What are the challenges you face in delivering this?**

Identify a spokesperson to feedback
4 minutes per group

Design Guide precedents

Existing useful documents

Wealth of guidance already out there.....

The Essex Design Guide

Headings covered:

- Planning context and Essex design context
- Criteria for all development sites (i.e. general principles)
- Criteria for layout at densities below 20 dph
- Criteria for the creation of urban space at densities over 20 dph
- Criteria for placing buildings at densities over 20 dph
- Building form
- Service and access
- Case studies
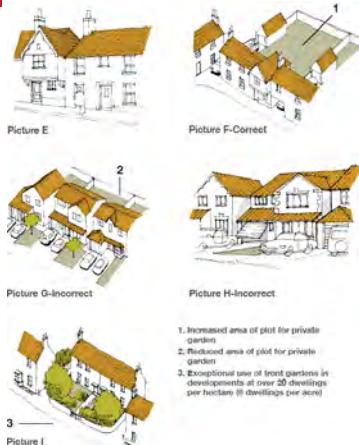
The Essex Design Guide

Emphasis on:

- Urban (good) v. suburban (bad)

- Overall Essex character through historic background

- Detailed drawings identifying correct and incorrect design and layout

Surburban dream

Surburban reality

Headings covered:

- Fundamental Concerns
- Character of Stratford-Upon-Avon District
- Basic Principles
- Settlements
- Streets
- Highways, open spaces and plot series
- Plots
- Buildings
- Details and materials

Verge, eaves and ridge

Emphasis on:

- Range of general issues and principles concerning design

- Character areas within the District

- Focus on distinctive, local qualities of the District

- Lots of diagrams, sketches and images
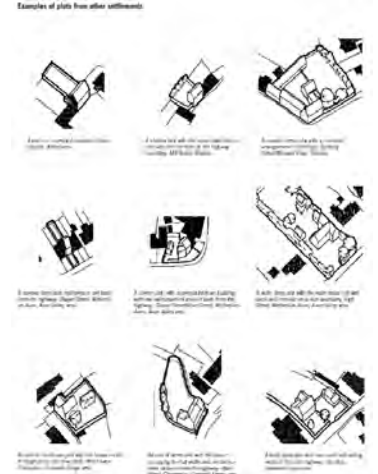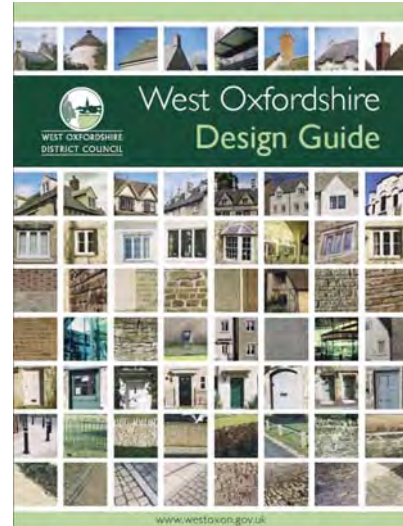
Examples of plots from other settlements

West Oxfordshire Design Guide

West Oxfordshire Design Guide

www.westoxon.gov.uk

Cherwell Design Guide content?
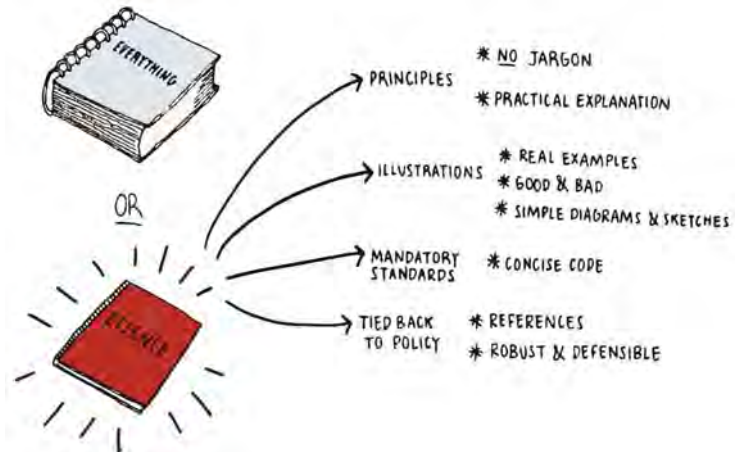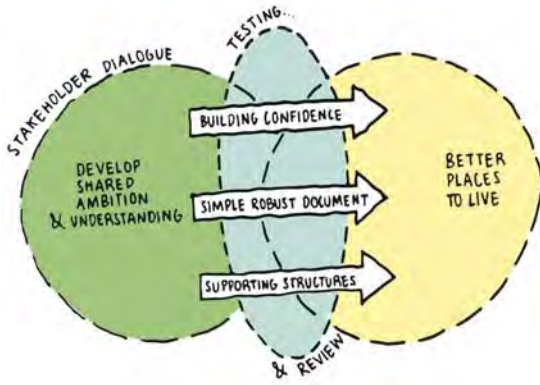
EVERYTHING OR DESIGNED

PRINCIPLES → * NO JARGON * PRACTICAL EXPLANATION

ILLUSTRATIONS → * REAL EXAMPLES * GOOD & BAD * SIMPLE DIAGRAMS & SKETCHES

MANDATORY STANDARDS → * CONCISE CODE

TIED BACK TO POLICY → * REFERENCES * ROBUST & DEFENSIBLE

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1. The importance of good design

2. Understanding what is special

3. Responding to the site

4. Masterplanning process

5. Site assembly / Townscape

6. Building design – formal and informal

7. Details – what do we want to see

Discussion 2:

Design Guide scoping

Group discussions:

i. **What should the design guide contain to be most helpful to you?**

ii. **What is the appropriate balance between principles and detail?**

iii. **Is specific guidance needed for different locations/ sizes / typologies of development?**

Identify a spokesperson to feedback
4 minutes per group

Conclusions and next steps

Thank you!

DRAFT
Cherwell Design Guide

1) The importance of good design
   - Why the design guide is needed
     The status and role of the Design Guide

2) Understanding what is special
   - Character of District – north, south, towns
   - Overview of the Countryside Design Guide

3) Responding to the site (4 pages)
   - Importance of early engagement with CDC
   - topography, hydrology, geology, ecology
   - area morphology and character issues
   - Landscape and views
   - Connectivity
   - Local distinctiveness, not just immediate context

4) Masterplanning process
   - Summary of key principles
   - Refer to other guidance

5) Site assembly / Townscape
   - Challenge of parking
   - Challenge of typologies
   - Challenge of the relationship between buildings

6) Building design – formal and informal
   - Building proportions
   - Balanced facades – the role of fenestration
   - Set piece design
   - Roofscape
   - Projections

7) Details – what do we want to see and what don't we want to see
   - Wall materials
   - Roof materials
   - Windows
   - Chimneys
   - Porches

Cherwell District Design Guide Stakeholder Workshop 1st November 2016

Prepared for Cherwell District Council

November 2016

Draft

Alan Baxter

Contents

1.0
Introduction

Alan Baxter Ltd has been commissioned by Cherwell District Council to develop a Design Guide to cover the District of Cherwell. The intention is that this will be used as a tool for council officers, members and developers to deliver high quality design in new developments throughout the District.

On Tuesday 1st November a second stakeholder consultation workshop was held in Cherwell District Council, Bodicote. The aim of this workshop was to update the Council on the progression of the Design Guide and receive their feedback on the emerging content of the document.

The workshop was organised and facilitated by masterplanning consultants Alan Baxter Ltd with the support of Cherwell District Council. This report summarises the outputs of the day and provides valuable local knowledge which will directly inform the development of the Design Guide.

Representatives from the following organisations and departments attended:

- Cherwell District Councillors
- Cherwell District Council – Development Management
- Cherwell District Council – Design and Conservation
- Cherwell District Council – Planning Policy
- Cherwell District Council – Landscape and Trees
- Oxfordshire County Council
- South Northants Council

The expertise in different areas contributed a range of expert knowledge to inform ideas and discussions. (See full attendance list in **Appendix 1.**)

2.0
Stakeholder Consultation Workshop

The workshop ran between 1-4 pm and was structured around two introductory presentations, a workshop session, another presentation and a second workshop session. Attendees were split into three discussion groups and were given the opportunity to feed back to the rest of the room at the end of each session.

2.1 Introductions

The presentations began with Clare Mitchell from Cherwell District Council who welcomed everyone to the afternoon and explained that the Design Guide was at an early draft stage and encouraged comment to shape the final document.

Clare Coats, Urban Designer and Project Manager from Alan Baxter Ltd, then gave a presentation about how the comments from the previous stakeholder events had been incorporated into the Design Guide. Clare Coats then went into more detail about the content of Chapter 3 – Responding to the site and its context, and Chapter 4 – Establishing the structuring principles. This fed into the first discussion. (The full presentation can be found in Appendix 2.)

2.2 Discussion 1 – Site Analysis and Masterplan

The attendees were split into three groups of approximately 12 people, including a facilitator from Alan Baxter who led the discussion. As a case study, the masterplan for a recent proposal (refused) on Milton Road in Adderbury was given to the groups along with extracts from the Design and Access Statement and Chapters 3 and 4 of the Design Guide. The group were to use these to answer the following questions:

   i.   **Do you agree with the analysis and masterplanning principles and are they useful?**

   ii.   **Is there anything missing?**

Case study testing: Milton Road, Adderbury. What's wrong here? Would the design guide help?

The groups had 45 minutes to discuss these three questions, after which each group fed back their thoughts to the rest of the room.

Group 1

Comments on layout of case study

- Doesn't address the street

- Lack of connectivity

- Discrete development, onion rings

- Designing out the potential for future development

- Lack of facilities – doesn't offer anything to the village

- Should be plan led to avoid piecemeal development

Comments on design guide content (chapters 3 & 4)

Each principle/sub-section of the design guide was read out and summarised by a member of the group and then discussed.

Chapter 3 Responding to the site and its context:

- Planning briefs should be prepared for strategic sites

- Explanation of the drivers behind the design – agree this is an important point

- DM officers are immune to prettiness of contextual analysis which focuses on the architecture etc, they flick straight to the opportunities / constraints and masterplan drawings.

- Understanding landscape important eg, settlement relationship to topography, springs and flood risk etc. Settlements grew in certain places for very practical reasons.

- Agree early engagement between the developer and CDC important. Engagement with villages also important. Villages should embrace and help to shape proposals and ensure they get something out of it.

- CDC should identify local needs and required off-site contributions.

Chapter 4 – Establishing the structuring principles:

- General agreement to the principles and content

- Densities – agree with guidance. Importance of character and hierarchy.

- Sustainability – is this the right title for this section? Not just energy. Wind diagrams (from urban design compendium) not well received.

- Movement network – agree with this principle.

- Allowing for future expansion – agree in theory but recognise this can be a difficult point in practice.

Group 2

Site Analysis of case study and Chapter 3 Responding to the site and its context:

- There is an issue with choosing the right scale / extent of analysis e.g. if it is just a small extension it will only be a small analysis of the immediate context but for a larger development the analysis should be on a larger scale

- There seems to be an element of developers knowing what they want to do with the site and making the site analysis fit

- Analysis should not consider immediate surrounding developments if poor quality in terms of site character etc., as this site analysis of the case study clearly does. However, the new development should still try to link into the poor existing development and create a community rather than a distinct new development

- It was suggested there should be an instruction in the Design Guide that developers should include a section in the Design and Access Statement justifying their extent of site analysis

- As far as possible, the same person should undertake the site analysis as developing the masterplan

Masterplan of case study and Chapter 4 – Establishing the structuring principles:

- There is difficulty in a succession of developments such as the ones in the case study which do not connect with each other. It is potentially down to the Neighbourhood Plan to identify the extent of future development so that each parcel of land can confidently create links for future development to connect into

- The explanation of the masterplan should refer back to the site analysis to make sure that the site analysis properly informs the masterplan and it is not just a box-ticking exercise – the case study had done extensive site analysis but it was not clear how it relates to the masterplan

- Developers should talk to other developers on adjacent sites to try to create connections and share aspects such as attenuation ponds

- There is no real hierarchy of streets in the case study – just one street and cul-de-sacs creating a poor street network

- The development is set back from the road which is not in keeping with the rest of Adderbury, even though there was analysis of built grain and street types in the site analysis section

Group 3

The group started by reviewing the DAS. Key points raised were:

- The character analysis did not consider nearby villages, given the location of the site out of Adderbury the context should be drawn wider

- There was little analysis of the character / constraints of the site itself

- There was disagreement that the character of Adderbury was irregular as it was felt the village had a strong structure, including a key square as a focal point

- There was not enough analysis of adjoining site and critical review of the precedent it sets and what cues to pick up

- No proper assessment of conservation area or listed buildings or local heritage assets

- Not enough consideration of morphology / development of nearby villages, including interaction of Adderbury and Twyford

- An analysis of the above could lead to the conclusion that the village has evolved naturally and that the proposed development is a quite separate entity. What are the design conclusions / approaches that flow from this?

- The village needs a clearer edge - the proposals don't provide that

- The density in villages tends to decrease from centre, but these proposals increase it at the edges

- The DAS does a reasonable job of assessing key issues but some key point are missed

- Development proposals do not seem to be informed by DAS analysis

- The DAS wrongly identifies key element of character of Adderbury (irregular built form) and development proposals use this as defining feature

- The development proposals include three character areas - too many. A simpler approach would be warranted with some amendments for context possibly

The group ran out of time to apply the Design Guide to development proposals and approach. Some points which were touched on were:

- The focus in Design Guide of properly grounding DAS analysis to development proposals are particularly relevant to this case

- It was noted that the development proposals would not create streets with proper enclosure; the start of the urban area is some way from the main road and therefore no sense of a continuation of the village. The Design Guide text related to urban form and enclosure would be applicable to this.

2.3   Design Guide Chapters 5, 6 and 7

Following the first workshop, Clare Coats presented an introduction to the content of Chapter 5 – The Public Realm: streets and spaces, Chapter 6 – The Private Realm: building and plot arrangements, and Chapter 7 – The Private Realm of the Design Guide. Clare listed the key headings within each chapter, illustrated with pictures and diagrams from the design guide.

This led into the second discussion, focussing on these last three chapters.

2.4 Workshop 2 – the Public and Private Realms

The three groups were given another masterplan from a recent development (built out) in Cherwell as a case study. Group 1 was given Aynho Road, Adderbury and Groups 2 and 3 were given Springfield Farm, Ambroseden. Again, the groups were asked to analyse the masterplans and extracts from the Design and Access Statements, and discuss the usefulness of Chapters 5, 6, and 7 of the Design Guide:

- i.   **Do you agree with the headings and are they useful?**
- ii.   **Is there anything missing?**
- iii.   **Case study testing: - Springfield Farm, Ambrosden - Aynho Road, Adderbury Good and bad points? Would the guide help?**

Each group approached the analysis differently, with some going through each chapter in detail and others picking up certain chapters or headings which were most relevant to their experience or issues with the case study masterplan. Each group's thoughts are set out below:

Group 1

Comments on case study scheme (Aynho Road, Adderbury):

- Materials. Brick is wrong colour. Brick is locally used but needs to be traditional orangey red, not blonde brick.

- Use of 'gingerbread' house typology with gables to the road is not appropriate to local character. Should have ridgeline to road.

- Ugly expansion joints.

- Carriage arch into parking court should have a lintel – it doesn't and this reveals that the stone is just cladding.

- Several areas are classified as non-adopted 'private drives'. Avoiding the need to meet highways standards. This is becoming a particular problem.

- Vista ends in parking area – weak

- The inclusion of a central green is positive but lacks good enclosure. Not enough trees.

- Parking court is too large and lacks planting – bleak.

Comments on design guide content (Chapters 5, 6 and 7)

The facilitator gave an overview of the content and the group reviewed the text in relation to the points identified above. The following suggestions for additional content / changes were made:

- Should the guide note problem of overdevelopment of back gardens in the longer term, particularly where this will impact on adjacent properties. Should this be limited through the deeds?

- Section 6.7 on private amenity space should specify the amount of space and explain application to different types of scheme. Front garden walls should be approx. 1m high. Taller fences should be broken up vertically eg. wall plus hedge.

- Car parking needs clarity on amount required.

- Guidance on the location of garages within the plot would be helpful. Suggested these should be regarded as ancillary structures and located at the rear. Should be large enough to accommodate a large car and some storage otherwise won't be used for car parking. The storage area should be nearest the house. Entry to garages under the eaves. Ridgeline should follow roof arrangement of main building.

- Important to emphasise the need for planting in parking courts.

- Include a section on private drives. These should not be part of the movement network (i.e. only used in private/semi-private areas.

- Paving materials for streets, granite setts / cobbles ok. Not block pavers.

- Brick colour needs to match traditional.

- Real materials should generally be used. Artificial tile cladding may be ok in some circumstances but not large format tiles.

- Satellite dishes– remove PD rights for these to the front of properties?

The rules contained in section 7.5 were reviewed in greater detail:

Windows:

- Noted that in some historic buildings in Bicester the original 'Yorkshire' sashes are sideways opening, but this is rare.

- Bay windows - use where appropriate to the architectural statement of the building.

Recesses, cills, lintels

- 10cm recess is preferable.

Roof pitch angles and arrangements

- 3rd bullet. Agree that Mansard roofs (flat central section) can be used occasionally, but only on buildings of sufficient scale.

- Pitched roofs preferred over garages and cycle stores. Under eaves access to garages.

Inclusion of chimneys and their location

- Chimneys need a choke to work for real fires – reflect in the design

- Externally expressed chimneys are alien to local character.

- No windows on gable end underneath chimneys! Reveals they are fake.

Roof verge and eaves treatments

- Rainwater goods – rise and fall brackets can be used.

Dormers and rooflights

- 2nd bullet. Rooflights should not be used on the <u>front</u> elevation (i.e. the elevation to the public realm).

- Note importance of vertical emphasis to rooflights.

Group 2

The group were asked if they had any particular strengths or interests to decide which parts of the Design Guide to look at in detail. This led people to look at certain parts of the design guide and relate them to the case study to see if they were useful. General points covered included:

- The traffic calming section is good

- There are no trees in the case study development. The streets seem to have no sense of place

- The private drives are a problem – they are a way of getting around highways adoption but create a series of cul-de-sacs and dead-ends, some of which do not even let pedestrians through, severing desire lines. It should be stated in the Design Guide that private drives should be avoided

- The buildings are constructed from different materials which are not visually pleasing and make the site feel disjointed. They are also set at different angles with has the same affect. The palette of materials should be simple

- The detailing on the buildings does not work – vernacular details which have been picked from different vernacular buildings do not work on a modern typology – the developer has to really understand the vernacular to use the details

- The landmark section needs reordering. It implies that there must be a landmark in every development. The information about corner turners and

vista stoppers should come first as simple building styles but designed in the right way for their location. The guidance on landmarks should come after stating landmarks are needed for wayfinding in larger settlements, often uses such as pub or church, and perhaps slightly more interesting in design

- The view from the public realm is most important in terms of building materials and styles – the most should be invested in this but the rest should still be at a satisfactory level

- There needs to be a difference in guidance between a smaller site and 100+ dwellings site – for small sites adding onto a village they should take precedent from the village vernacular much more closely than larger sites which will have different character areas and street types

- SE Bicester works well in streets but not in detail

- The simpler the better in terms of detail

- Parking should be fine as long as there is the correct provision between on street, off street, on plot or in courts

- A mix of uses is not realistic in smaller sites

- The list of building types is useful but it would be more useful if it says how the buildings fit together in a street scene rather than just how often they are used (e.g. wide terrace frequent, detached infrequent)

A more focused discussion was had around Chapter 7 and details, with the following notes:

- The details shouldn't be too prescriptive so as to create cookie-cutter sites but equally there needs to be a certain level of prescription for detailing so that there is a good base level from which to start – needs to strike right balance

- There is a disconnect between Chapter 7 and local character, no justification in Chapter 7 based on character appraisal

- Building proportions – not clear what is expected other than plan form, could say more about height and depth. The proportion of the building depends on the house type (cottage/ semi/ terrace)

- Are decorative ridges/ sting courses characteristic – the consensus of the group was that they are not

- Needs more detail on chimneys (internal, on the ridge)

- Windows – very prescriptive and based on post 1740s buildings, vernacular cottage will have horizontal emphasis (casements, size) and have a regression

- The depth of buildings is not mentioned

- The details of buildings really depend on the style of the buildings – some do not suit others

- There is no reference to render in the details

Group 3

There was a general discussion around matters not directly related to the Design Guide, particularly between the Cherwell District Councillor and an officer from the Local Plan Part 2 team. Points raised around self-build and whether that can be catered for, including not only pure self-build but also developers being required to leave some plots free to allow this or built to shell only. The focus was affordability and avoiding the mark up from volume house builders. Other points considered included provision for log cabins and the detail of patio doors! Clare Mitchell tried to moderate the discussion.

The group then focused on the workshop session starting with a criticism of the existing proposal. These points included:

- A standard highway width throughout, over-engineered, turning heads terminate streets

- Narrow lanes behind some of the blocks accessing garages, inefficient use of land, poor quality environment

- Some thin strips of grass that will not be well maintained (too thin for mowers), unlikely to be adopted (particular example between private access road and footpath), will not form part of functional green space

- No consideration of street alignment to frame views or to create vista stoppers

- Lack of coherence in design, details are not consistent or considered

- Terrible detailing – e.g. mock Tudor uPVC bay window

- Gables fronting onto road, not characteristic of local area, creating a lack of engagement with the street or proper enclosure

- Scheme does not connect with adjoining village

- Details of the streets are very poor. A concern was raised that OCC highways officers tend to require engineered responses that can lead to streets like the ones in the case study. The group felt there needed to be buy-in from highways to ensure the principles in the Design Guide could be implemented and to allow more place sensitive responses to street design. The group were pleased that the Design Guide included potential examples of street alignments and how features such as parking and turning could be incorporated

The points above were written on post it notes and placed on the masterplan (these were collected and should be with IK). The group then took the post-its and tried to find corresponding text in the Design Guide for each. The general view in the group was that the Design Guide would be a very helpful tool and they were able to find guidance that corresponded to the points raised.

Some additional points raised included whether the Design Guide should focus on type and mix of dwellings. A similar point was raised regarding space standards. The general view was that this was the role of the Local Plan Part 2. Finally the group discussed the role of volume house builders. They tend to want to build 'vernacular' though it is unclear what that means in CDC. The case study highlighted that this could include terribly detailed mock Tudor. This is largely driven by demand and these are the types of features that people want. Similarly, people want convenient

and plentiful parking. These can have a damaging impact on quality. Implementing the Design Guide will be pitched against this.

There was also a discussion around sustainability and how to include that post Code for Sustainable Homes. It was wondered whether the Design Guide can cover this.

2.5   Next steps

The comments made in this stakeholder workshop will be reviewed and incorporated into the next iteration of the draft Design Guide, after which there will be a further focused consultation. The draft Design Guide will then go to public consultation prior to adoption as a Supplementary Planning Document.

Appendix 1

Workshop Attendance

Cherwell District Design Guide Stakeholder Workshop 2
1st November 2016   Attendance List

	Name	Surname	Organisatoin	Department	Group
1	Paul	Almond	Cherwell District Council	Landscape and Trees	1
2	Jenny	Ballinger	Cherwell District Council	Design and Conservation	2
3	Lewis	Banks	Cherwell District Council	Development Management	1
4	Sunita	Burke	Cherwell District Council	Planning Policy	3
5	Geoff	Burrage	Alan Baxter Ltd	Transport	3
6	Matthew	Chadwick	Cherwell District Council	Development Management	3
7	Christina	Cherrry	Cherwell District Council	Planning Policy	2
8	Cllr Colin	Clarke	Cherwell District Council	Member	1
9	Clare	Coats	Alan Baxter Ltd	Urban Design	1
10	Jacqui	Cox	Oxfordshire County Council		2
11	Caroline	Ford	Cherwell District Council	Development Management	1
12	Linda	Griffiths	Cherwell District Council	Development Management	2
13	Catherine	Harrison	South Northhants Council		3
14	Stuart	Howden	Cherwell District Council	Development Management	3
15	Alex	Keen	Cherwell District Council	Development Management	1
16	Shona	King	Cherwell District Council	Development Management	1
17	Isobel	Knapp	Alan Baxter Ltd	Urban Design	2
18	Mandy	Lumb	South Northhants Council		2
19	Andrew	Lewis	Cherwell District Council	Development Management	2
20	Alan	Munn	South Northhants Council		1
21	Clare	Mitchell	Cherwell District Council	Design and Conservation	3
22	Cllr Richard	Mould	Cherwell District Council	Member	2
23	Cllr Debbie	Pickford	Cherwell District Council	Member	3
24	Tom	Plant	Cherwell District Council	Development Management	3
25	Andy	Preston	Cherwell District Council	Development Management	2
26	Kim	Swallow	Cherwell District Council	Build	3
27	Rose	Todd	Cherwell District Council	Design and Conservation	1
28	Jon	Westerman	Cherwell District Council	Development Management	1
29	Cllr Milne	Home	Cherwell District Council	Member	1
30	George	Smith	Cherwell District Council	Development Management	
31	Gemma	Magnuson	Cherwell District Council	Development Management	
32	Matt	Coyne	Cherwell District Council	Development Management	3
33	Matthew	Parrey	Cherwell District Council	Development Management	1

Appendix 2

Presentation

Welcome

Clare Mitchell
Cherwell District Council

Alan Baxter

Cherwell Design Guide

1:00   Introductory Presentation

1:20   Discussion 1: From analysis to masterplan

2:00   Group Feedback

2:15   Presentation: Streets, plots and buildings

2:45   Discussion 2: Testing the code

3:40   Group Feedback

3:55   Conclusions and Next Steps

4:00   Close

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Alan Baxter

Bloxham Village Centre

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Adderbury Village Centre

Banbury Town Centre

The role of the Design Guide

Ambrosden

Upper Heyford

Banbury

Alan Baxter
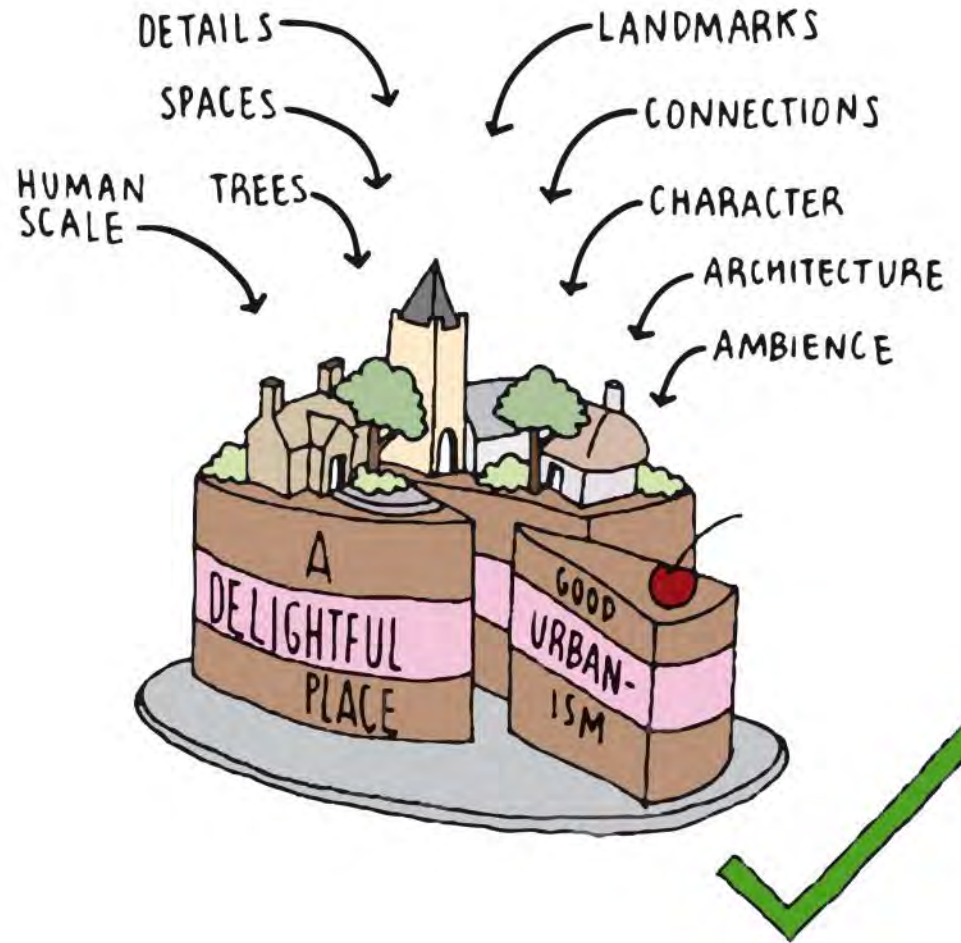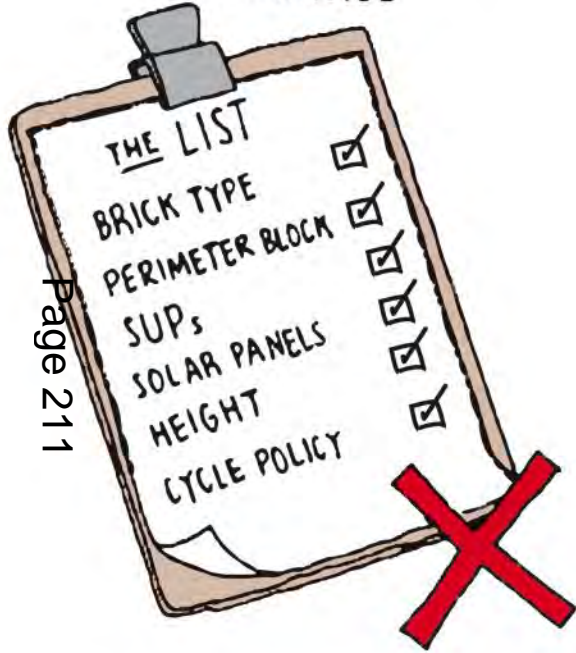
Well-proportioned

Holistic approach

Right scale, massing   Inspires

Well planned   **Beautiful**   **High quality materials**

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Sustainable   **Relates to the environment**   **Natural**

Sense of place

Strong built frontage

Contextual   **Delightful**   **Functional**

Strong landscaping

Flexible

What are the special characteristics of Cherwell?

Topography

Agriculture

Landscape details

Detailing

Materials

Limestone

Market towns

Buildings heights

Canal

Ironstone

Villages

Historic layouts

Public realm

Native trees and hedges

Alan Baxter

Delivery pressure

Late landscaping input

Lack of engagement

Cost/ viability

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Cars

Contemporary vs vernacular

Standard design

Over-engineered designs

Highways constraints

Policy gaps

Low grade initial submissions

Poor design understanding

Alan Baxter

Contents:

1. The Importance of High Quality Design

2. Cherwell's Special Character

3. Responding to the Site and its Context

4. Establishing the Structuring Principles

5. The Public Realm: Streets and Spaces

6. The Private Realm: Building and plot arrangements

7. The Private Realm: Building elevations and details

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Alan Baxter

Page 216

- Cherwell's landscape character areas

- Larger settlements

- Settlement and street characteristics

- Understanding local distinctiveness

- Responding positively

- Synthesis – what does it mean for the masterplan?

- Refining the brief

- Early engagement with Cherwell DC

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INITIAL PROJECT BRIEF

COUNCIL OFFICERS ENGAGEMENT

LOCAL STAKEHOLDERS OBJECTIVES

VIABILITY

MOVEMENT & ACCESS

LANDSCAPE & VIEWS

TECHNICAL STAKEHOLDERS ENGAGEMENT

POLICY REQUIREMENTS

PHYSICAL CONSTRAINTS

SETTLEMENT CONTEXT

SITE OPPORTUNITIES

SO WHAT DOES THIS MEAN?

WHAT ARE THE KEY DRIVERS BEHIND THE DESIGN?

REFINED PROJECT BRIEF

VISION

MASTERPLAN

Alan Baxter
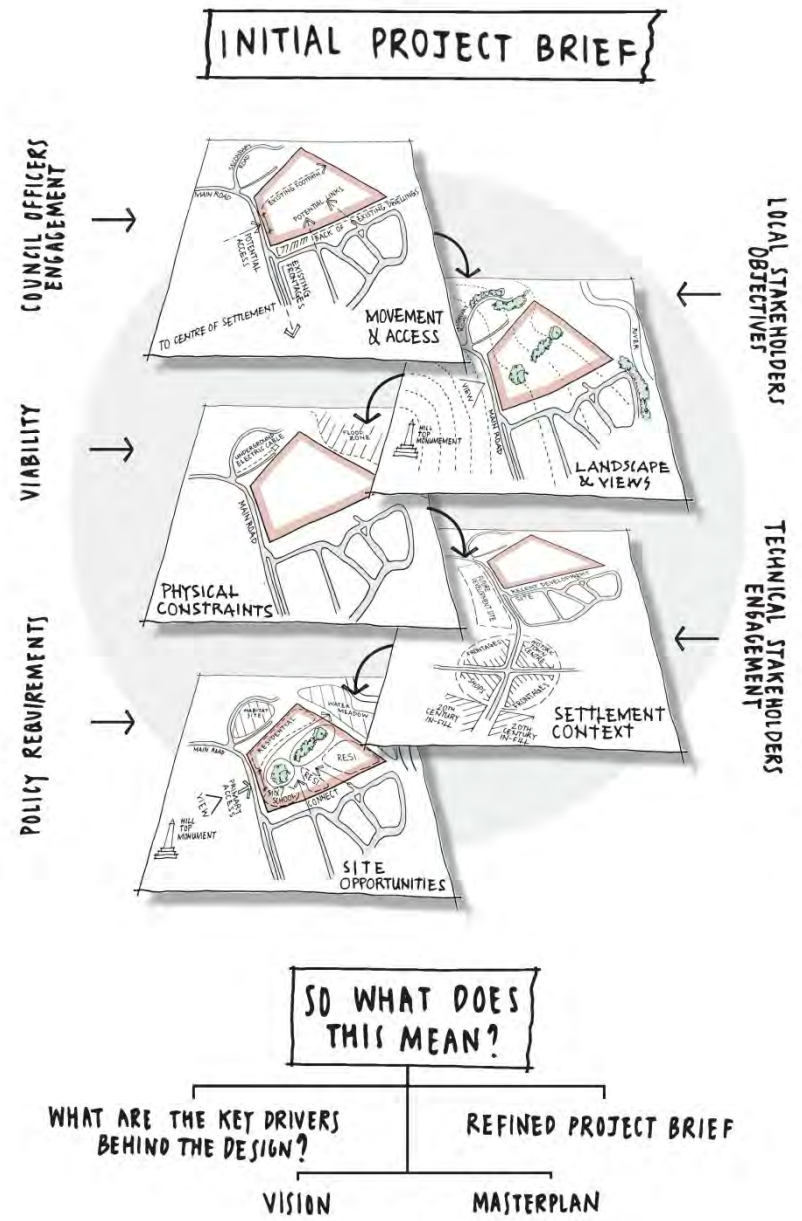
- Masterplan structure and hierarchy
  - Movement network
  - Land use and density
  - Green infrastructure
  - Character areas

- Positive relationship to existing settlement and landscape

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Alan Baxter

- Establishing a meaningful Vision
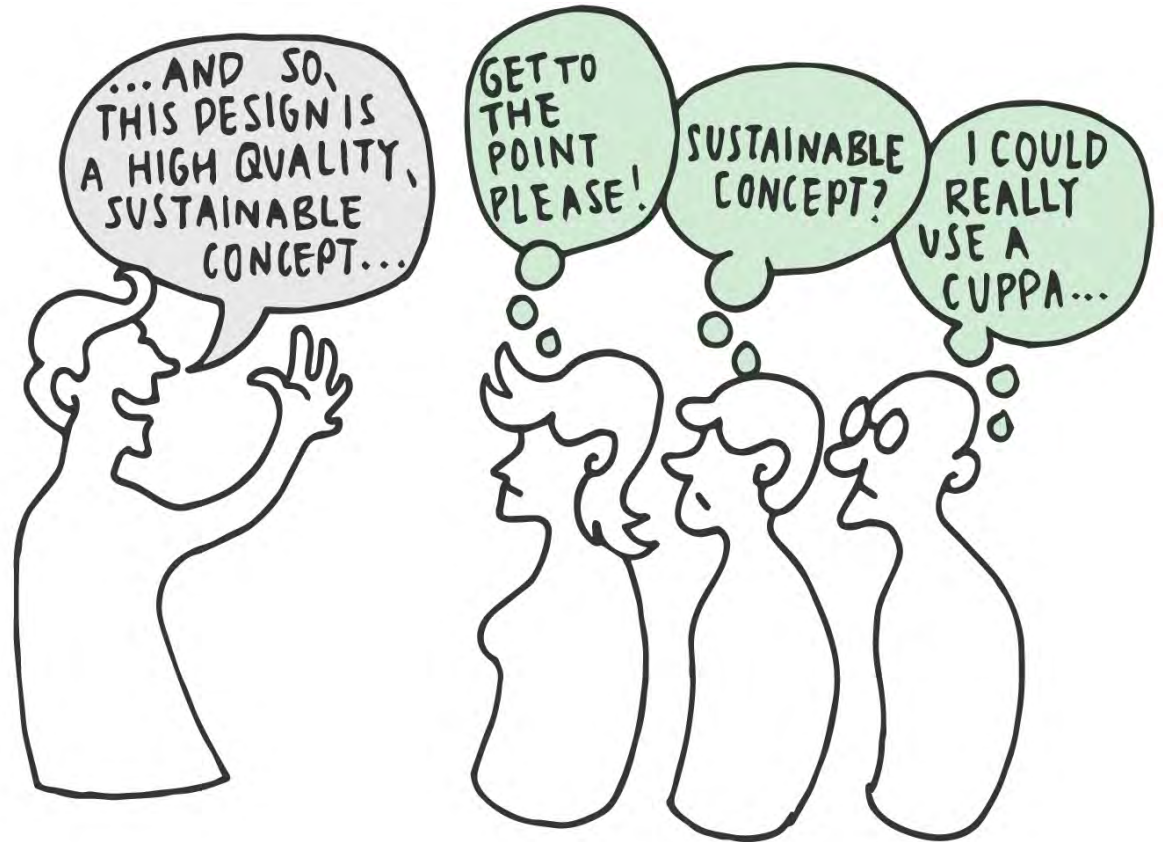
Page 219

Discussion 1

Alan Baxter

i. **Do you agree with the analysis and masterplanning principles and are they useful?**

ii. **Is there anything missing?**

iii. **Case study testing: Milton Road, Adderbury What's wrong here? Would the design guide help?**

Identify a spokesperson to feedback
3 minutes per group

Retained and
enhanced hedgerows
provide screening

Organic informal village
edge, with buildings set
within the landscape

Additional planting further
screens views of the development

Parking set back behind
visible line, accommodated
within farm-yard type
courtyards and car-barns.

Open spaces accommodated
within a corridor through
the development.

Parking accommodated behind
buildings, to maximise amenity
of the green corridor along the
retained Public Right of Way

Long distance glimpse views of
St Marys Church retained along
Public Right of Way

Building line alignment takes
cues from adjacent development

Access from
Milton Road

Attenuation
Pond

Approved future
development

Potential for pedestrian link
into adjacent development

Adjacent eastern site,
currently under construction

Illustrative Masterplan

Page 222

Alan Baxter

- Successful streets

- Character led approach

- Street proportions

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ROOFSCAPE VARIETY
GOOD VIEW FRAMED BY BUILDINGS
LOCAL AMENITIES
TREES
BAR
BAR
FOOD
ON STREET PARKING
AN INTERESTING STREETSCAPE
AN ACTIVE PLACE
WELL PROPORTIONED STREET
INTUITIVE WAY FINDING
A GOOD STREET CHURCH STREET BICESTER

8M
18M
1:2.25
a) Whiteland Way, South West Bicester

6M
8M
1:13
b) Kings Head Lane, Islip

6M
13M
1:2.25
c) Queens Road, Banbury

Alan Baxter
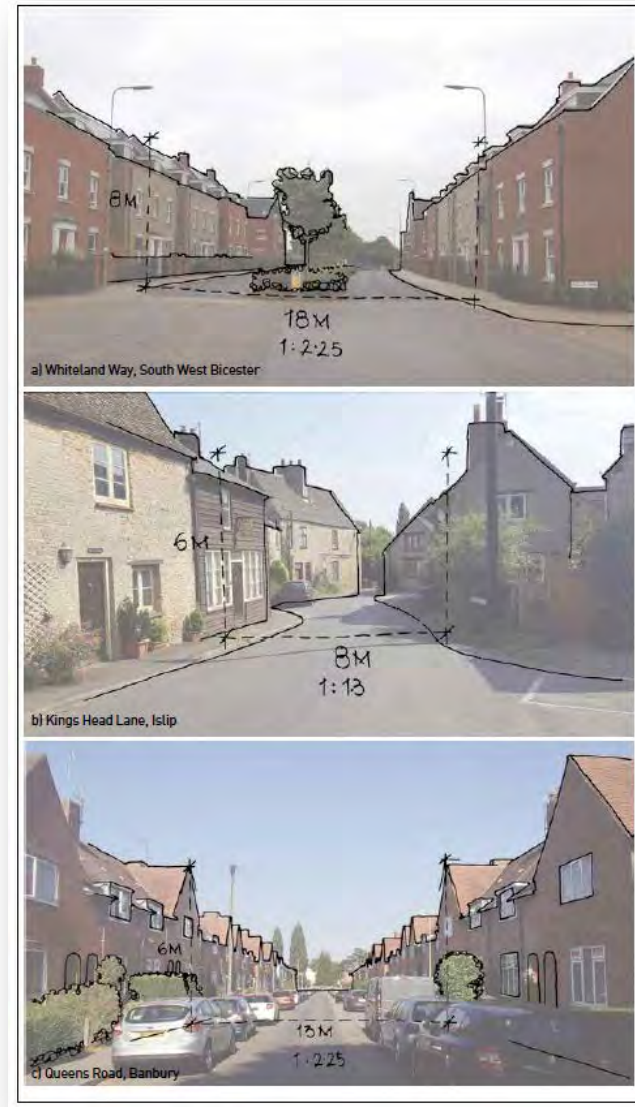
- Soft landscape & public spaces within the street

Page 224

Lower Heyford

Bletchingdon

Adderbury

Alan Baxter

- Accommodating vehicles:
  - street types
  - level of service
  - Integrated traffic calming

Page 225

Foot and cycle path

Stone wall

Turning area for refuse vehicles

10.12m

3.7m (min)

Space for informal parking (max of 2 cars together)

On plot parking (to the side, not the front of the dwelling)

3.7m min

7m (max)   Verge

7m (max)

Informal Lane

Shared surface street

Landmark building in middle of vista of opposite street

Space for informal parking

4.8m

Subtle demarcation of 'road' through shared space square at the same level

3.0m min

Indicative space for parking, not necessarily marked on street, demarcated by pinch point and tree

Give way marking for oncoming traffic that has priority

3.0m min

Horizontal traffic calming created through narrowing of carriageway and by building line

15.0m (max)

5.5m

10m

- Car parking solutions

- Cycle parking

- Bus stops

Page 226

Fringford

Bloxham (new development)

Adderbury

Alan Baxter

- Utilities, lighting and signage

- Waste management

Side passage to enable wheelie bins to be brought out, Bletchingdon

Attractive bin store with appropriate materials. Images from West Oxfordshire Design Guide

Alan Baxter

- Layout and urban form
    - Importance of bespoke solutions

- Active Frontages

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Adderbury

Islip

Alan Baxter

- Building and plot typologies
    - Emphasis on terrace properties

- Density and plot ratio

- Amenity space

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Wide fronted terrace, Adderbury

Narrow fronted 3 storey terrace, Banbury

Detached behind a garden, Bloxham

Semi-detached, Islip

Alan Baxter

- Scale

- Landmarks, Vista Stoppers and Corner Turners

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Different approach to corner with garden and wall, Bloxham

Cutting off edge to address corner, Islip
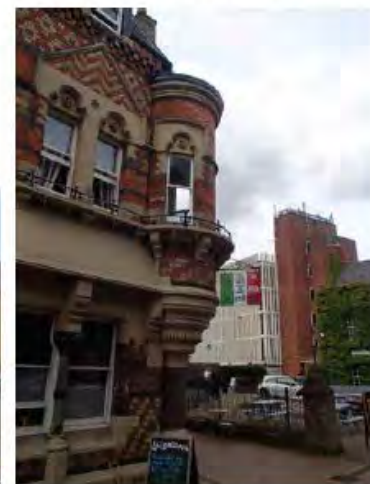
Historic ornate example, Banbury

Single corner building, Bloxham

Terrace turning the corner, Bloxham

Modern example in new development, Adderbury

Alan Baxter

- Why is detail important?

- Building proportions

- Building materials

- Sustainability considerations

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Lower Heyford

Islip

Alan Baxter

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- Detailed guidance:
    - Windows
    - Roof pitch angles and arrangements
    - Inclusion of chimneys and their locations
    - Roof verge and eaves treatments
    - Dormers and rooflights
    - Doors and porches
    - Decoration
    - External materials
    - External boxes

windows

Roofs and eaves

what not to do

Alan Baxter

Discussion 2

i.   **Do you agree with the headings and are they useful?**

ii.   **Is there anything missing?**

iii. **Case study testing:**
       - Springfield Farm, Ambrosden
       - Aynho Road, Adderbury
      Good and bad points? Would the guide help?

Identify a spokesperson to feedback
4 minutes per group

Alan Baxter

Centre

LAP

Alan Baxter

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Strengthening of Hedgerow

Visibility Splay 2.4m x 70.0m

Proposed 3m wide crossing point,
to include dropped kerbs and tactile paving

Alan Baxter

Next steps

Alan Baxter

Review comments and revise guide

Further focused consultation

Public consultation draft design guide

Adoption as SPD

Thank you

Alan Baxter

Appendix 2

Parish Liaison Meeting – Attendees and Main Issues Raised

Cherwell Parish Liaison Meeting
9 November 2016
AGENDA

Time	Presentation	Speaker
5.45 to 7.00pm	**"Drop-in" Surgery Sessions** *(see overleaf for topics) Buffet available from 6.00pm to 7.00pm*	
7.05	**Chairman's Welcome & Introduction**	Cllr Chris Heath – Chairman, CDC
7.15	**Leader's Overview**	Cllr Barry Wood - Leader, CDC
	Current and upcoming big issues in the District	
7.30	**Rural Broadband & Parish Precepts**	Cllr Ken Atack – Executive, CDC
	An update on rural broadband and the consultation on potential changes to parish precepts	
7.35	Questions from the Floor	
7.40	**Planning Policy Update**	David Peckford, Strategic Planning & the Economy, CDC/SNC
	An update on the preparation of planning policy documents	
7.55	Questions from the Floor	
8.00	**Cherwell Design Guide**	Clare Mitchell, Design & Conservation Team Leader
	Consultation relating to the emerging design guidance for strategic housing sites	
8.15	Questions from the Floor	
8.20	**Dementia Awareness**	Claire Ward, Guideposts Trust
	A chance to learn more about the services and advice available in the local area to help support people in your communities	
8.35	Questions from the Floor	
8.40	Open Question & Answer session	
8.55	**Chairman's Summary & Close**	Cllr Chris Heath – Chairman, CDC
	To include summary of undertakings given during the course of the meeting & topics to be discussed/followed up at the next PLM	
9.00	**End**	

"Drop-in" Surgeries – 5.45pm to 7.00pm		
Langford Brook Room	**Planning Applications** Talk to our planning officers about development control issues	Bob Duxbury, Development Control Team Leader, CDC
River Bure Room	**Planning Policy** Forthcoming consultations relating to the partial review of the Local Plan	David Peckford, Planning Policy Team Leader, CDC
Reception	**Environmental Services** Find out about waste and recycling, energy efficiency and climate change	Felicity Parker, Recycling Officer & Sam Thomas, Carbon and Energy Officer, CDC/SNC
Reception	**Customer Service Outreach** • Outreach for village communities including home visits • Information & advice on housing benefit, council tax reduction and other services	Paul Tysoe, Customer Service Officer, CDC
Customer Meeting Room 1	**Community First Oxfordshire** Talk to us about Neighbourhood Plans, Community Led Plans, local transport, community buildings and community retail	Tom McCulloch, Community First Oxfordshire
Customer Meeting Room 2	**Oxfordshire Playing Fields Association** Talk to us for help and advice on anything to do with your outdoor recreation spaces, including play areas and playing fields	Nicole O'Donnell, Oxfordshire Playing Fields Association
Customer Meeting Room 3	**Elections and Parish Procedures** A chance to ask any questions on elections and parish procedures	Louise Aston & Lesley Farrell, Democratic and Elections Officers, CDC/SNC
Customer Meeting Room 4	**Cherwell Design Guide** Consultation relating to the emerging design guidance for strategic housing sites	Clare Mitchell, Design & Conservation Team Leader, CDC
Customer Meeting Room 5	**Highways Issues** Talk to us about anything to do with roads, footways and verges	Maurice Sheehan, Area Steward & Kathryn Gash, Highways Inspector (Bicester), OCC
Customer Meeting Room 6	**Highways Issues** Talk to Paul about anything to do with roads in the winter (eg gritting, salt bins)	Paul Wilson, Winter Resilience Manager, OCC
River Cherwell Room (buffet room)	**Cherwell Community Bank** A chance to find out about the Cherwell Community Bank	Tabitha Park, Cherwell Community Bank Development Manager
Council Chamber	**Oxfordshire Transformation Programme, Big Health Conversation** Local health, care and wellbeing	Ally Green & Libby Furness, Oxfordshire Clinical Commissioning Group
Council Chamber	**Sport & Recreation Activators** Find out how our staff can provide sport and recreation opportunities for your Parish	Ed Frape & Dave Norridge, Sport & Recreation Activators, CDC

Appendix 3

Developers Forum – Summary Report

Cherwell District Design Guide
Developer Forum, Bodicote House
27th June 2017
14:00-16:30

1.0 DEVELOPER ENGAGEMENT

Developers and their planning and design teams were consulted on the first draft design guide as part of CDC's regular Developers Forum, on the 27 June 2017, 1:45-4:30pm at the Council Chamber, CDC Offices, Bodicote.

The session provided an opportunity for consultees to give an initial reaction to the emerging document. Their comments will be used to help shape and refine the final draft. It is intended that the final draft design guide will be subject to formal public consultation in autumn 2017 before being adopted as a Supplementary Planning Document.

2.0 FORMAT OF THE SESSION

Clare Mitchell, CDC Design and Conservation Team Leader presented an overview of the role of the design guide, followed by a presentation covering the contents of the design guide by Clare Coats from consultants Alan Baxter Ltd. Following the presentation there was an opportunity for questions and initial feedback.

A workshop session followed this. Three groups, each of approximately four developers and a CDC planning officer were facilitated by Clare Mitchell, Clare Coats and Isobel Knapp (also Alan Baxter). Each group discussed whether the draft design guide:

- Was easy to use

- Easy to navigate

- Conveys the key issues that Cherwell feel are important

- Is helpful in supporting delivery

3.0 COMMENTS

3.1 Group 1 *(IK)*

Group 1 focussed on chapters 2 & 3 of the guide.

Chapter 2 – Cherwell's special character

When initially asked what do developers currently perceive as locally distinctive to Cherwell of what they find difficult, the response was:

- Asking for local character is nothing new but not entirely sure what is locally distinctive to Cherwell other than building materials

After explaining through the chapter, initial reactions were:

- Do not really get a sense of what is special to Banbury and Bicester other than materials, although that might be in the detail when read fully

- More attention should be focussed on the differences between the different character areas e.g. in the 'buildings' section of the table all of them say mostly/mainly 2 storeys –

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Developer Forum June 2017.docx

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alanBaxter

perhaps should have a general Cherwell character e.g. 2 storeys but then in the table show just the differences

- Would be good to have a section or a stronger indication on how the character in the rural areas can be applied to large strategic sites/ big urban extensions

- Would be useful to have a general point about how developers should respond to the character

Chapter 3 – Responding to the site and its context

When initially asked what developers currently find difficult in understanding the context and carrying out site analysis, the response was:

- It is often easy to see what the context is but difficult to respond to it

After explaining through the chapter, initial reactions were:

- It is helpful to explicitly set out the role of the analysis and the different levels of analysis for different sizes of site and different kinds of application

- Good to have the table form – easy to read

- Good to have the aide-memoire to ensure all aspects are covered in the analysis

- The table of questions may also help the communities understand the extent of analysis which developers have undertaken

3.2 Group 2 *(CM)*

Group 2 focussed on chapters 5 & 6 of the guide, with discussion focusing on architectural design and detail.

- The approach and structure to these sections was generally seen positively

- The group felt that the guide should be part of a robust discussion and should be used as a guide rather than a rigorous framework

- There was concern that the vernacular approach set out in this document and that this might lead to a homogenous approach to development across the district

- There was also concern that innovative design and creativity could be limited by the guide. (this has since led to the production of an additional chapter)

3.3 Group 3 (CC)

Group 3 had a general discussion focused on the following points:

- The guide strongly promotes the use of local stone. There is a severe lack of availability, with a further quarry closing recently. The long lead-in times for local bricks make their use difficult. When discussing substitutes, sample panels are used, but these do not take into account the way in which different materials whether.

  Suggest that a list of approved substitute materials/sources is included in the guide.

- County Highways need to have approved and understand the content of the design guide (particularly chapter 5), otherwise it will be unworkable and lead to further confusion and delays.

Page 2 of 3

Alan Baxter

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- Design codes - it would be helpful to have more information on when the may be required and their content.

- Photos which are to be inserted in the guide should include good and bad examples and be annotated. Need to be specific and show what works and doesn't work and why.

- It would be beneficial to have CDC officer training on developer viability to inform discussions on this issue.

- Need to be clear on the level of enforcement. Concerned that the guide will be treated as a code by Officers without flexibility, limiting creativity.

3.4 General comments

A few general comments came out of the discussions.

- Concern expressed that the guide could be overly prescriptive, limiting creativity. Needs to be clear on how it should be applied to schemes with a modern design character.

- A challenge in applying the design guide will be to achieve flexibility, distinctiveness and creativity rather than a rule based approach resulting in indentikit developments. Guide needs to have a broader vision in terms of contemporary design.

- Both applicants and officers may use it as a tick-box exercise – officers will need training to use it intelligently and consistently.

- It would be interesting to survey existing residents in new developments to ask them what has worked well before and what does not work which can then provide useful input into the design guide

- Parking, play areas and bin stores are always key issues in developments

- It would be helpful to include some more contemporary images in the design guide rather than just the traditional vernacular houses – provide inspiration

- Does the highways section comply with the county highways officers requirements?

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Alan Baxter

Appendix 4

Public questionnaire – Summary Report

Cherwell District Design Guide Consultation
March 2017
Summary of Feedback

1.   Overview

- Research was conducted online via Survey Monkey.
- Cherwell District Council is producing a Residential Design Guide as an SPD to support the delivery of high quality homes and places across the District. The contents of the guide will influence the character of all new homes developed and the District as a whole. Research was therefore undertaken among with local residents to ensure that the views and ideas of the community are included in the document.
- The survey was launched on Friday 24th February and closed on Friday 10th March at midnight.
- A total of 62 people responded to the survey. Not all questions were responded to by everyone. The number of responses is indicated under each question/subject.
- Responses came from residents in Banbury, Bicester, Kidlington and villages/hamlets across the District.
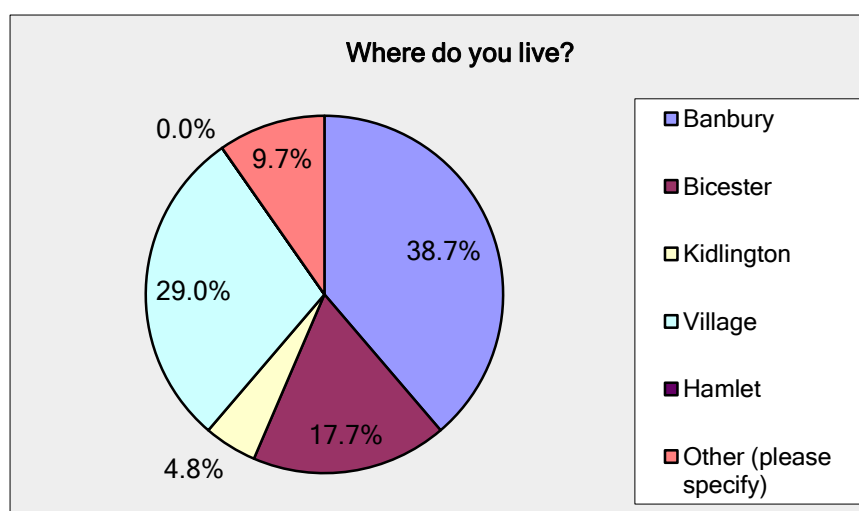
2.   Analysis of responses by question

Should CDC establish a Design Guide to help ensure that new residential developments are of high-quality design and in keeping with the local character of existing towns and villages?

- Just over 95% of respondents agreed that CDC should establish a Design Guide to ensure new developments are in-keeping with the character of existing towns and villages.
- Three respondents felt that a Design Guide was not necessary because:
  - 'Existing planning laws already allow for varying opinions and styles of the imposition of a particular design style'
  - 'Not sure why it is necessary'
  - 'I don't think all estates should look alike and should be built of brick'

Understanding the special character of Cherwell, including the architecture and public spaces. (50 responses)

Respondents were asked how important they felt it was to address certain aspects in the Design Guide (where 1 is extremely important and 5 is not at all important)

Cherwell Design Guide - Consultation Document

Understanding the special character of Cherwell, including the architecture and public spaces. Please indicate how important it is to address each of the following in the Design Guide (where 1 is extremely important and 5 is not at all important).						
AnswerOptions	1	2	3	4	5	ResponseCount
Architectural character of Cherwell (buildings)	30	2	7	2	9	50
Landscape character of Cherwell (lie of the land,	32	9	5	1	3	50
Street character of Cherwell	28	7	6	6	3	50
Public space character of Cherwell (parks and open	27	13	5	3	2	50

- More than half (60%) of respondents feel that it is extremely important to address the 'architectural character of Cherwell buildings' in the Design Guide. Less than a fifth (18%) feel that this is not at all important.
- Almost two-thirds (64%) think it is extremely important to address the 'landscape character of Cherwell (lie of the land, hedgerows, trees and water courses)'.
- More than half of respondents (56%) feel it is extremely important to address 'street character of Cherwell'. Just under a third (30%) feel it is moderately important to not at all important.
- 80% of respondents felt that it is extremely important or very important to address the 'public space character of Cherwell' in the Design Guide.
- Other suggestions for inclusion included:
  - 'Structures such as bridges on canals and stone walling'
  - 'Local materials and vernacular styles should be included in housing design'
  - 'Where appropriate, it should not be impossible to build architecturally challenged houses'
  - 'Local wildlife'

Responding to the site and its surroundings

(49 responses)

Cherwell Design Guide - Consultation Document

Responding to the site and its surroundingsWe are proposing that a section of the Design Guide will provide guidance on the following issues. Please indicate how important it is to address each of the following in the Design Guide (where 1 is extremely						
AnswerOptions	1	2	3	4	5	ResponseCount
Lie of the land, flooding and drainage	34	7	3	2	3	49
Trees and hedgerows	26	12	8	1	2	49
Architecture and public spaces	25	14	3	3	3	48
Relationship with existing streets and footpaths	22	13	7	3	3	48
Relationship with existing developments	21	11	9	4	4	49
Impact of development on important views	32	7	5	3	2	49

- More than two-thirds (69%) of respondents state that it is extremely important to address the 'lie of the land, flooding and drainage' within the Design Guide. Only three respondents feel that is was not at all important.

- More than three-quarters (77%) feel that it is extremely important or very important to include 'trees and hedgerows' within the Design Guide.
- 'Relationship with existing streets and footpaths' and 'relationship with existing developments' had the lowest number of people (46% and 43% respectively) who felt these were extremely important in being addressed in the Design Guide.
- Almost two thirds (65%) feel that it is extremely important to address the 'impact of development on important views' in the Design Guide.
- Other areas suggested for consideration included:
  - 'Density and massing to respond to existing development'
  - 'Impact on increased traffic'
  - 'Integration with existing infrastructure'

Masterplanning
(49 responses)

Cherwell Design Guide - Consultation Document

Masterplanning: A masterplan is a document which sets out how land uses, streets, buildings, open spaces and other elements will be arranged on site. We intend that this Design Guide will give clear instructions in the areas below to ensure best practice is

AnswerOptions	1	2	3	4	5	ResponseCount
Mix of uses	17	18	10	4	0	49
Streets, footpaths, bridleways and cycleways	25	14	4	3	3	49
Open spaces	31	8	5	4	1	49
Drainage and flooding	31	12	1	0	3	47
Building size and type (detached, semi-detached,	27	7	7	4	3	48

- More than two-thirds (71%) feel that it is either extremely important or very important to address 'mix of uses' within the masterplan.
- More than three-quarters (80%) feel that it is extremely important or very important to address 'streets, footpaths, bridleways and cycleways' within the masterplan.
- 'Opens spaces' 63%, 'drainage and flooding' 66% and building size and type' 56.25%.
- Other areas for consideration are:
  - 'Room and garden sizes'
  - 'Cycleways and footpaths must be segregated. Open spaces need protection by legal allocation. Employment building must not dominate any residential areas by mass'.

Street Design
(46 responses)

Cherwell Design Guide - Consultation Document

Street Design: Streets are one of the most important parts of new housing areas, connecting homes to neighbours, local facilities and amenities. Please indicate how important you feel it is to address each of the following in the Design Guide (where 1 is very

AnswerOptions	1	2	3	4	5	ResponseCount
Design streets for all users - especially walkers and	27	12	4	1	2	46
High-quality verges, street trees and public spaces	29	8	4	3	2	46
Well arranged parking	30	8	3	1	4	46
Bus routes	20	11	9	3	3	46

- More than 80% of respondents feel that the 'design of streets for all users' are extremely important and very important to be addressed within the Design Guide.

- Just under two-thirds (63%) feel that 'high-quality verges, street trees and public spaces' are extremely important to be addresses within The Design Guide.
- 65% feel it is extremely important for 'well-arranged parking' to be addressed within the Design Guide. Almost 9% feel that it is not at all important to include this element in the Design Guide.
- Less than half of respondents (43%) feel it is extremely important to include 'bus routes within the street design element of the Design Guide.
- Other suggestions included:
  - 'Well-arranged parking for residential dwellings in villages to be within the dwelling boundary'
  - 'Walkers and cyclists need to be segregated from each other with designated routes and also be segregated from roads. Much as we would like to promote cycling, walking and public transport, the car will still need to be accommodated with adequate parking facilities'

Types and arrangements of buildings
(46 responses)

Cherwell Design Guide - Consultation Document

Types and arrangements of buildings: We intend that the Design Guide will give instruction in the way buildings can be organised to establish attractive places. Please indicate how important it is to address each of the following in the Design Guide (where 1 is

AnswerOptions	1	2	3	4	5	ResponseCount
Relationship of buildings with streets and public	23	13	4	4	2	46
Building types (detached, semi-detached, terraced	23	12	5	3	3	46
Building height	25	12	6	1	2	46
Design of key buildings	24	11	8	1	2	46

- Half of respondents feel that it is extremely important to address both 'the relationship of buildings with streets and public spaces' and 'building types' within the Design Guide.
- 54% of respondents feel it is extremely important to address 'building height' in the Design Guide.
- 52% think the 'design of key buildings' is extremely important in being addressed within the Design Guide.
- A comment received around this was:
  - 'Town houses are being promoted because they have small footprints but their height is unattractive and not suited to a rural location. Has any research been done into how pleasant they are to live in?'

Building style and materials

(44 responses)

Cherwell Design Guide - Consultation Document

Building style and materials: We intend that the Design Guide will help inform how new developments will look. Please indicate how important it is to address each of the following in the Design Guide (where 1 is extremely important and 5 is not at all

AnswerOptions	1	2	3	4	5	ResponseCount
Designing well-proportioned and attractive buildings	32	6	1	1	3	43
The use of building materials	29	9	3	1	2	44
Design of windows and rooflights	17	15	5	3	3	43
Shape of roofs and chimneys	14	15	6	2	6	43
Doors and porches	11	17	7	4	5	44
Sustainable building design	31	6	3	1	3	44

- Almost three-quarters (74%) feel it is extremely important to address 'designing well-proportioned and attractive buildings' and a further 14% feel it is very important to include this element in the Design Guide.
- Two-thirds (66%) think the 'use of building materials' is extremely important in the Building style and materials element of the Design Guide.
- Less people deem the 'design of window and roof lights', 'shape of roofs and chimneys' and 'doors and porches' as extremely important – with 39%, 33% and 25% respectively.
- 70% think 'sustainable building design' is extremely important as part of the Design Guide.
- Other suggestions include:
  o 'East of adaption during life of building'
  o 'All new buildings should be to at least level 5 eco std and many to passive house standard'
  o 'Roof lights if used should not increase light pollution in rural areas'

3.   **Other feedback**

- There were an additional 14 comments received from respondents, including the following:
  o 'Remember infrastructure needs: doctors surgery, schools …'
  o 'No mention of the promotion of nesting bricks and wildlife habitats'
  o 'It may be useful to look at other recent new developments that have existing design that have worked eg Cambourne in Cambridgeshire, started 1998 and still ongoing'
  o 'Newly built residential areas never include enough parking, nothing is more disappointing about a new development/street than seeing cars parked on roads and neighbours fighting for spaces'
  o 'The Design Guide should be a guide and not become the planning officers go to policy for every application. Design excellence should be always encouraged and this requires a proper understanding of the brief and the unique site characteristics …'

STAGE B

Public Consultation 23 November 2017 – 21 December 2017

Consultation arrangements

On 23 November 2017 the Council published a Draft Cherwell Design Guide SPD for consultation. The consultees listed in the Statement of Community Involvement and anyone registered on the Council's database were notified by letter or email and were asked to comment on the Draft SPD.

Hard copies were also placed at deposit locations across the district including libraries and Council offices.

Press Coverage: The statutory public notice was placed in the following newspapers:
• Oxford Mail (23 November 2017)
• Bicester Advertiser (23 November 2017)
• Banbury Guardian (23 November 2017)
A copy of the Public Notice is attached at Appendix C1.

Representations Received
A total of 21 representations were received at the end of the consultation. A table providing a full summary of each representation is attached at Appendix 4.

How have they been considered?
Each of the representations has been considered in detail and where appropriate suggested changes have been incorporated in the revised document. For example, clarification on how the guide should be used has been added. A detailed officer response to each of the representations received is set out in Appendix 4.

Conclusion
The production of the Cherwell Design Guide SPD has involved wide ranging stakeholder consultation and formal public consultation. This has directly influenced both early development and later refinements of the document.

If there are any questions on this Consultation Statement please contact the Planning Policy Team on 01295 227985 or email planning.policy@cherwell-dc.gov.uk

Appendices
1. Public Notice
2. Consultation letters/emails
3. Representation Form
4. Summary of Representations Received and Officer Response

Appendix 1
Public Notice

CHERWELL

DISTRICT COUNCIL
NORTH OXFORDSHIRE

PLANNING POLICY CONSULTATIONS
23 NOVEMBER 2017 to 21 DECEMBER 2017

Draft Developer Contributions Supplementary Planning Document (SPD)

A new Draft Developer Contributions SPD is being published for consultation. The purpose of the SPD is to set out the Council's approach to seeking Section 106 planning obligations from new developments for the provision of infrastructure, community facilities and services.

Draft Design Guide Supplementary Planning Document (SPD)

A new Draft Cherwell Design Guide SPD is being published for consultation. The purpose of the SPD is to support the delivery of high quality homes and places across the District. The contents of the SPD will be used to provide guidance to developers and help support robust decision making on design issues by the planning authority.

Documents Locations

Online at: **www.cherwell.gov.uk/planningpolicyconsultation**

Hard copies at the locations below during opening hours

Cherwell District Council Offices, Bodicote House, Bodicote, Banbury, OX15 4AA, 8.45am-5.15pm Monday to Friday
Banbury Town Council, the Town Hall, Bridge Street, Banbury, OX16 5QB, Monday to Thursday 9am-4.45pm, Friday 9am-4pm
Banbury Library, Marlborough Road, Banbury, OX16 5DB, Monday 9am-1pm, Tuesday 9am-7pm, Wednesday 9am-8pm, Thursday and Friday 9am-7pm, Saturday 9am-4.30pm
Woodgreen Library, Woodgreen Leisure Centre, Woodgreen Avenue, Banbury, OX16 0AT, Monday 10am-5pm,Tuesday 10am-1pm, Wednesday 2pm-5pm, Thursday 10am-1pm, Friday 10am-5pm, Saturday 9.30am-1pm
Bicester Town Council, The Garth, Launton Road, Bicester, OX26 6PS, Monday-Thursday 9am-5pm, Friday 9am-4pm
Bicester Library, Franklins House, Wesley Lane, Bicester, OX26 6JU, Monday 9.30am-7pm, Tuesday 9.30-5pm, Wednesday and Thursday 9.30am-7pm, Friday 9.30am-5pm, Saturday 9am-4.30pm
Kidlington Library, Ron Groves House, 23 Oxford Road, Kidlington, OX5 2BP, Monday 9.30am-5pm, Tuesday 9.30am–7pm, Wednesday 9.30am-1pm, Thursday 9.30am-5pm, Friday 9.30am-7pm, Saturday 9am-4.30pm

Adderbury Library, Church House, High Street, Adderbury, OX17 3LS, Tuesday: 10am-12pm & 3pm-7pm, Thursday 2pm-5pm & 6–7pm, Friday 10am-12pm & 2pm-5pm, Saturday 9.30am-1pm

Deddington Library, The Old Court House, Horse Fair, Deddington, OX15 0SH, Monday 2pm-5pm, 5.30pm-7pm, Wednesday 9.30am-1pm, Thursday 2pm-5pm, 5.30pm-7pm, Saturday 9.30am-1pm

Hook Norton Library, High Street, Hook Norton, Banbury, Oxon, OX15 5NH, Monday 2pm-5pm, 6pm-7pm, Wednesday 2pm-5pm, Friday 2pm-5pm, 6pm-7pm, Saturday 9.30am-12.30pm

Banbury LinkPoint, 43 Castle Quay, Banbury, Oxfordshire, OX15 5UW, 8.45am (10am Wednesday) to 5.15pm Monday to Friday

Bicester LinkPoint, Franklins House, Wesley Lane, Bicester, OX26 6JU, 8.45am (10am Wednesday) to 5.15pm Monday to Friday

Kidlington LinkPoint, Exeter Hall, Oxford Road, Kidlington, Oxon, OX5 1AB, 8.45am (10am Wednesday) to 5.15pm Monday to Friday

Submitting Comments

Comments on the documents should be sent:

By email to PlanningPolicyConsultation@cherwell-dc.gov.uk

Or by post to:

Planning Policy Consultation
Planning Policy Team
Strategic Planning and the Economy
Cherwell District Council
Bodicote House
Bodicote
Banbury
OX15 4AA.

Comments should be received no later than 5pm on Thursday 21 December 2017. Any comments received will be made publicly available.

YVONNE REES, JOINT CHIEF EXECUTIVE

Appendix 2
Consultation Letters / e-mails

Strategic Planning & the Economy

Adrian Colwell – Head of Strategic Planning & the Economy

Cherwell

DISTRICT COUNCIL
NORTH OXFORDSHIRE

NAME
ADDRESS LINE 1
ADDRESS LINE 2
TOWN
COUNTY
POST CODE (must be on own line)

Bodicote House
Bodicote
Banbury
Oxfordshire
OX15 4AA

www.cherwell.gov.uk

Please ask for:	Tony Crisp	Direct Dial:	01295 227985
Email:	Planning.policy@cherwell-dc.gov.uk	Our Ref:	Design Guide/S106

20 November 2017

Dear Sir/Madam

Notification of Planning Policy Consultations
Draft Developer Contributions Supplementary Planning Document (SPD)
Draft Design Guide Supplementary Planning Document (SPD)

Please find enclosed a copy of a public notice about consultations on the above planning policy documents. The consultation period extends from Thursday 23 November 2017 to Thursday 21 December 2017.

You have been sent this notification as your contact details are on our Local Plan database. If you no longer wish to be informed of our planning policy consultations then please let us know by telephoning 01295 227985 or by emailing planning.policy@cherwell-dc.gov.uk .

Please note that we now have a separate email address for consultation responses. This is PlanningPolicyConsultation@cherwell-dc.gov.uk . Hard copies can still be posted.

Yours faithfully

David Peckford

David Peckford
Deputy Manager – Planning Policy & Growth Strategy

disability
confident
EMPLOYER

Appendix 3
Representation Form

DRAFT CHERWELL DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT (SPD)
Regulations 12b and 13 of the
Town and Country Planning (Local Planning) (England) Regulations 2012

Representation Form

Cherwell District Council is currently consulting on a new Draft Cherwell Design Guide Supplementary Planning Document (SPD). It is a new guidance document that will support the delivery of high quality homes and places across the District. The contents of the SPD will be used to provide guidance to developers and help support robust decision making on design issues by the planning authority.

The SPD and associated documents are available to view and comment on from **23 November 2017 – 21 December 2017**.

To view and comment on the documents please visit www.cherwell.gov.uk/planningpolicyconsultation.

The consultation documents are also available to view at public libraries across the Cherwell District, at the Council's Linkpoints at Banbury, Bicester and Kidlington, at Banbury and Bicester Town Councils and Cherwell District Council's main office at Bodicote House, Bodicote, Banbury.

You may wish to use this representation form to make your comments. Please e-mail your comments to planningpolicyconsultation@cherwell-dc.gov.uk or post to Planning Policy Team, Strategic Planning and the Economy, Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA no later than Thursday 21 December 2017.

You should receive a written acknowledgement. Email acknowledgements will be sent automatically by return. Acknowledgements by post should be received within five working days of your response being received. If you do not receive a written acknowledgement, please contact the Planning Policy Team on 01295 227985.

Please note that all comments received will be made publicly available.

Representations must be received by Thursday 21 December 2017

Visit www.cherwell.gov.uk/planningpolicyconsultation
Post completed forms to Planning Policy Team, Strategic Planning and the Economy, Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA or email to PlanningPolicyConsultation@cherwell-dc.gov.uk

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Please provide the following details:

NAME: ....

ADDRESS: ....

....

....

EMAIL: ....

TEL NO:

AGENT NAME: ....

AGENT ADDRESS: ....

....

....

AGENT EMAIL: ....

AGENT TEL NO: ....

Your details will be added to our mailing list and you will be kept informed of future progress of this document and other Local Plan documents. If you wish to be removed from this mailing list please contact the Planning Policy team. Details are at the bottom of this representation form.

1. DRAFT CHERWELL DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT
Do you have any comments on the Draft Cherwell Design Guide SPD? Please make it clear to which part of the Document your comments relate.

2

Visit www.cherwell.gov.uk/planningpolicyconsultation
Post completed forms to Planning Policy Team, Strategic Planning and the Economy, Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA or email to PlanningPolicyConsultation@cherwell-dc.gov.uk

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Please continue on another sheet if necessary.

Thank you for taking the time to respond to this consultation. Please ensure your comments are submitted by 21 December 2017.

Visit www.cherwell.gov.uk/planningpolicyconsultation

Post completed forms to Planning Policy Team, Strategic Planning and the Economy, Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA or email to PlanningPolicyConsultation@cherwell-dc.gov.uk

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Appendix 4
Summary of representations received and officer response

Appendix 4 – Summary of Representation and Officer Response

Representation Number	Name	Summary	Officer Response
1	Adderbury Parish Council Theresa Goss	1) The Parish Council supports the drafting of a Design Guide (DG), however is concerned that the guide does not address a number of concerns that the PC have about design and the built environment. A number of concerns about recent development in the area were listed alongside specific issues that they would like to address in the DG. These include: 2) The need for a creative design assessment of developments to ensures that the development layout, building designs and landscape treatment fits the development into the receiving landscape in a harmonious way. Promoting a character of new urban style estates on the edges of villages which totally fail to reflect the style of the village they border and of which they provide the first glimpse. Strengthen the wording to be more prescriptive on the proportions of natural stone, slate to be used 3) Responding to the increasing pattern of home working through the provision of dedicated space with appropriate infrastructure (broadband etc) Provision of additional storage spaces to cater for modern consumerism. Minimum space standards for key rooms Flexibility of properties to grow Parking – promoting additional parking provision,	1) The DG has been written following a review of design issues arising in development throughout Cherwell. We believe that the DG addresses many of the issues raised. 2) We believe that the DG appropriately addresses many of the issues raised by the PC. 3) It outside the remit of the DG to establish: - Minimum space standards and storage provision - Adaptability and future extension of houses - Broadband standards - Parking standards (established by OCC)
2	Anglian Water Stewart Patience	1) Welcome the consideration of existing easements for utilities. 2) It would be helpful to make it clear that development should	1) Noted 2) It is not appropriate for the DG to provide technical detail on easements.

			not be built within statutory easements. Where this is not possible a diversion would have to be agreed with the relevant undertaker (ideally prior to the submission of a formal planning application). 3) The use of SuDs as a consideration as part of the design process is fully supported. We would ask that reference is also made to the national SuDs Standards (which Anglian Water refers to) and Anglian Water's SuDs handbook 4) Consideration should be given to location of trees relative to wastewater services.	3) We will add a reference to the National SuDs Standards and to check water companies' websites for further information on page 81 of the DG. 4) Consideration is given to the integration of trees and utilities on p81. Reference is made to Trees in Hard Landscape Guidance.
3		Banbury Town Council Audrey O'Mahony	1) The Town Council supports the intentions of the DG, however we would wish to see additional content to support a bespoke approach to design in Banbury and its surrounding areas. Suggestions include: 2) Further development of the character area description of Banbury is needed, along with a deeper explanation of the evolution of Banbury as a market town. This should include reference to the town's strong industrial heritage, the Oxford canal and housing schemes such as the Homes for Heroes scheme after World War II 3) Concern that the document only deals with new housing developments; no other forms of development are mentioned. The TC would promote the inclusion of design guidance for the conversion of buildings ie. farm buildings or industrial buildings. 4) The Town Council support the creation of mixed use developments, and particularly invite a connection between old and new. Non-residential uses are necessary to bring activity to a settlement and prevent it from becoming a dormitory settlement with no clear centre. 5) Protection and maintenance of hedgerows and green corridors. The Town Council request that they be party to any	1) The DG has been written to promote a contextual response to development across the district. It is not appropriate for the DG to provide specific guidance for any one place. 2) The DG provides a short summary of the special character of Banbury and it would not be appropriate to provide additional detail. The Banbury Conservation Area and Banbury Masterplan provide a more detailed character description. 3) The DG has been written to provide guidance on residential development. There is separate guidance on conversions, extensions, subdivision and shopfronts. 4) The DG supports a mixed use approach. Section 4.4 provides guidance on non-residential uses. 5) The DG provides guidance on the protection of hedgerows within development. It is not appropriate for the DG to deal with technical maintenance issues. 6) Noted 7) Noted 8) The DG does not deal with site allocation or policy making

		discussions held about tree planting and landscaping of a development. As the Town Council is responsible for managing trees and planting belts of new developments, our Amenities Manager and Landscape Officer should be consulted at the design stage. 6) The Town Council support the creation of pleasing townscapes in new developments and agree with the promotion of bespoke house types and building types that reflect the local traditions. This is particularly important to Banbury Town Council, as is the use of the correct materials: reinforcement of local character, visual harmony, and the use of high quality materials (such as ironstone and Banbury Red Brick). 7) The inclusion of detailed sustainable design is supported by Banbury Town Council. 8) Site allocation, working together with the Town Council to find the most sustainable sites in and around Banbury. 9) The Town Council would like to see the document provide more inspiration, by means of more engaging maps, diagrams and photographs. It should be a "go to document", a consolidated document concentrating on all design issues that includes extensions, conversions, sub-divisions, shop fronts, etc. addressed.	9) We believe that the document has a positive balance of text, photos and diagrams that are engaging to the user. The DG has been designed to support new residential development only. We feel it would become large and unwieldy if it were to include other forms of development.
4	Bicester Town Council Angie Suter	Comments were made on: 1) Section 7.3 Railings/hedging seems overly prescriptive. 2) Parking provision – concern that there is not enough provision for car parking for 2 + bedroom dwellings. Where garages are provided they need to be big enough for modern vehicles.	1) The DG is not too prescriptive in this area 2) Parking standards are established by OCC, who have also established minimum standards for garages. This is set out in p76 of DG
5	Bloxham Parish Council Theresa Goss	1) The PC generally support the approach of the guide, especially in relation to establish greater consistency in the decision making process, stakeholder engagement, and defining / creating a distinctive local character. Specific issues	1) Noted, the DG supports most of the issues raised by the PC. 2) The DG provides reference to consultation of Parish Councils on P31

| | | | raised include:
2) Need to work with Parish Councils, especially where there is a made NDP on residents views about the important characteristics of places
3) Look for more definition of how officers will engage with local stakeholders particularly where there is a made NDP; there is no clear indication of how Parish Councils will be engaged for a local perspective on the NDP policies relating to design. It would be of benefit to have noted the Bloxham NDP in the list of background sources.
4) It would be pertinent to see more specific requirements for the enhancement of biodiversity e.g. use of integral Swift bricks in Bloxham given the context of the Cherwell Swift Project.
5) We would expect to see these guidelines used for small developments, infill and conversion as well as strategic sites should be clearer in the document
6) Do not support the inference that terrace house types should be the predominant feature in developments.
7) Street design , concerns about integrated traffic calming Street widths
8) On-plot parking is limited in its vision, as it misses the issue of families having more than one car, often there are 3+ especially in villages where the public transport is minimal. It also limits the use of on-plot parking for residents with restricted mobility. Rear parking courts are not suitable in all locations.
9) General support for the detail in Chapter 7 and 8 especially in relation to the use of details. Where it is not viable to have an effective "working" chimney could this brick built space be used to incorporate bird nesting site bricks? The insistence on timber doors prohibits the use of new materials. | 3) It is not appropriate for the DG to provide specific guidance on the consultation process. Reference is made within the DG about the Neighbourhood Plans. Bloxhams adopted Neighbourhood Plan is noted on P7
4) A reference to net biodiversity gain has been referenced on p51. The DG provides guidance for all new residential development. Other guidance exists for conversion. We will add a reference to support the use of swift and bat boxes in section 7.4.2
5) Noted. While the DG has been written to support the development of major sites, it is our intention that much of the guide can be translated to smaller and infill sites.
6) The DG supports a range of housetypes. Terrace housing is more efficient in terms of land use and other sustainability factors. In addition, the majority of Cherwell's historic housing stock is of a terrace type.
7) The DG supports well designed streets. Integrated traffic calming, which is considered early in the design process, rather than retrofitting / later add on is an important consideration. We will make amendments to the street widths in line with OCCs guidance.
8) Noted, a mixed approach to parking is required, depending on housing typology, density and location. Parking standards are set by OCC.
9) Noted. We have added a note on the integration of swift and bat boxes on roofs. High quality timber doors have greater durability and are more appropriate to the character of Cherwell. |

| 6 | Bodicote Parish Council Val Russell | 1) The PC generally support the approach of the guide, especially in relation to establish greater consistency in the decision making process, stakeholder engagement, and defining / creating a distinctive local character. Specific issues raised include:
2) Need to work with Parish Councils, especially where there is a made NDP on residents views about the important characteristics of places
3) Look for more definition of how officers will engage with local stakeholders particularly where there is a made NDP; there is no clear indication of how Parish Councils will be engaged for a local perspective on the NDP policies relating to design. They would like the applicant / developer to present evidence of dialogue that has taken place on design, as well as evidence that the design has responded to local character and matters raised by the community
4) It would have been pertinent to see more specific requirements for the enhancement of biodiversity
5) We would expect to see these guidelines are used for small developments, infill and conversion as well as strategic sites should be clearer in the document
6) Do not support the inference that terrace house types should be the predominant feature in developments.
7)Street design , including on –street traffic calming Street widths and parking
8) On-plot parking is limited in its vision, as it misses the issue of families having more than one car, often there are 3+ especially in villages where the public transport is minimal. It also limits the use of on-plot parking for residents with restricted mobility. Rear parking courts are not suitable in all locations.
9) General support for the detail in Chapter 7 and 8 especially in relation to the use of details. Where it is not viable to have | 1) Noted.
2) The DG provides reference to consultation of Parish Councils on P31
3) It is not appropriate for the DG to provide specific guidance on the consultation process. Reference is made within the DG about the Neighbourhood Plans. Bodicote's emerging Neighbourhood Plan is noted on P7
4) A reference to net biodiversity gain has been referenced on p51.
5) Noted. While the DG has been written to support the development of major sites, it is our intention that much of the guide can be translated to smaller and infill sites.
6) The DG supports a range of housetypes. Terrace housing is more efficient in terms of land use and other sustainability factors. In addition, the majority of Cherwell's historic housing stock is of a terrace type.
7) The DG supports well designed streets. Integrated traffic calming, which is considered early in the design process, rather than retrofitting / later add on is an important consideration. We will make amendments to the street widths in line with OCCs guidance.
8) Noted, a mixed approach to parking is required, depending on housing typology, density and location. Parking standards are set by OCC
9) Noted. We have added a note on the integration of swift and bat boxes on roofs. High quality timber doors have greater durability and are more appropriate to the character of Cherwell. |

		an effective "working" chimney could this brick built space be used to incorporate bird nesting site bricks? The insistence on timber doors prohibits the use of new materials.		
7		Boyer Julia Mountford On behalf of Redrow Homes and Wates Developments	The following issues were raised: 1) Concern that the guide would impact the delivery and viability of largescale schemes 2) Concern that the master planning approach to capacity where layout are tested and landuse options considered are onerous and could undermines or contradicts site allocations that have been tested through Local Plan Examination. 3) It would be useful to clarify the different approaches required for the various scales of sites would be helpful. Figure 1.1 should reflect the tailored approach that may be more applicable to larger applications 4) Greater clarification on the requirements for different types of applications- outline/reserved/ full applications, 5) The requirements for outline applications set out in page 30 encroach into the reserved matters territory. 6) It is not appropriate to refer to ESD 1-5 in relation to energy efficiency guidance in the SPD. It is considered that these policies are unsound following the publication of Fixing the Nations Foundations: creating a more prosperous nation published in July 2015. 7) Concerns over the importance given to community engagement and that the expectations of the community are unnecessarily raised. The references to consultation in the DG confuses the adopted formal consultation requirements and should refer to adopted documents.	1) The DG has been written to streamline and speed up delivery by providing clarity to developers. 2) It is a fundamental part of the development process for largescale sites to establish capacity through testing layout and landuse. 3) Noted, text amended 4) This is encapsulated in Table 1.1 on p4 5) Outline applications need to demonstrate how the quantum of development can be delivered to a high quality on the site. The guidance set out on p30 illustrates the issues that the council see as important on these matters 6) ESD 1-5 is an Adopted Local Plan policy 7) The guide promotes positive and appropriate consultation as part of the design process.
8		Canal and River Trust Anne Denby	1) The draft document is considered positively in that it requires developments to achieve a high standard of design and respond appropriately to their surrounds. 2) There are however limited reference to the canal network in	1) Noted 2) The design of canal related residential development is important and some of our critical development sites (ie. Banbury 1) lie adjacent to canals. The Council

		the document or the particular design challenges / considerations specific to development along the canal corridor and would like to expand the document to include a specific section relating to the design considerations for development adjacent to the canal including objectives to positively reinforce the character of the area alongside specifi advise on, boundary treatments, open green landscape space, planting, lighting and access 3) The Trust produces guidance for developments adjacent to the waterway and therefore within Appendix A of the document a link to the Trust's website should be provided.	considers that specific issues relating to canals can best be managed through site specific guidance. 3) Will add reference to Appendix A
9	CPRE Andrew McCallum	1) We commend this document which would be useful to corporate developers and individual residents alike. We consider the details involved to be especially important as these are often the most vulnerable features in the streetscape. 2) Reference to chimney posts on page 116 presumably refers to chimney pots. 3) We especially consider that as much affordable housing as possible should be accommodated in development proposals to answer the obvious need in that respect 4) The highest possible densities should be achieved on appropriate sites in order to relieve pressure on greenfield sites in the countryside. 5) Hedgerows and trees are also vulnerable features and their removal might be somewhat unfortunate. 6) Question how this information is to be communicated to residents, who would probably be unaware of the guidance.	1) Noted 2) Noted, will amend 3) Affordable housing requirements are a Local Plan issue which cannot be covered in the DG 4) It is outside the remit of a DG to set density policies. 5) Noted. The document addresses this and proposes a balanced approach to hedgerow retention 6) We have promoted the DG through talks to Parish Councils, in addition we have engaged with the local community during the production process using social media.
10	David Lock Associates Francesca Parmenter on	1) Concerns about the level of prescription referred to in the DG. This is not justified through the Cherwell Local Plan nor the NPPF or its supporting Planning Practice Guidance. An SPD should not include a level of prescription that stymies	1) The DG is in line with national planning guidance and supports the implementation of the Cherwell Local Plan. The DG is not unduly prescriptive; it simply gives clear guidance and leaves the opportunity for

		proposals from reaching appropriate master planning and design conclusions as to how best to achieve sustainable development in the round, as advocated by the NPPF. Whilst the introductory section of the CDG refers to its approach as a technical guide, and not an overly prescriptive tick-box exercise. There is a considerable level of detail and prescription in the main body of the document, appears to be at odds with this more flexible approach 2) The role of the DG should be clearly emphasised at the outset, so as to allow site-specific masterplan-led approaches to design to flourish. 3) Concerns over the length of the DG and its impact on its usability of the guide, such that it reduces its effectiveness for users. 4) It is therefore critical that the relationship between the Local Plan and Bicester, Banbury and Kidlington Masterplans is clear 5) Concern that the document adds retrospective supplementary policy aspirations for strategic allocations identified within the Local Plan. 6) Reference to design codes should be supported by wording that includes application of an alternative mechanism. 7) The effectiveness of design reviews needs to be carefully considered on case-by-case basis, taking into account site-specific development, policy context and the application stage 8) Use of *"must"* throughout the draft SPD. The NPPF uses *"should"*, . Use of *"not acceptable"* in the draft SPD. The NPPF's uses *"where practicable".* 9) The consultation process set out at Figure 1.1, could have significant implications for delivery of development and is too onerous	applicants to propose alternatives, provided they demonstrably reflect high quality and local distinctive design solutions. 2) The role of the DG is clearly set out in 1.2 3) The guide is broken into clear chapters which are accessible to the user. Given the remit of the DG we feel it is of an appropriate length. 4) We will add note in 1.2 to explain how the DG relates to other Council Documents 5) The DG provides guidance only and does not propose new policies 6) Noted, will reference other site specific guidance 7) Noted. Design review is a useful tool, promoted by the NPPF. We have amended diagram 1.1 8) We have used language to help clarity on the issues set out within the guide and prevent ambiguity 9) Noted, we have amended Figure 1.1
	behalf of Gallagher Estates		
11	David Lock Associates Duncan	1) The Tripartite supports the intentions of Cherwell District Council ('the Council') in promoting high standards of design in all areas, encouraging design that reflects and responds to	1) Noted 2) Noted 3) The DG sets out a contextual approach. While

| | Chadwick On behalf of the University of Oxford, Merton College and a private landowner. (Tripartite) | Cherwell's special character and provides sustainable communities and places for all. 2) Support for the ethos of the guide as a technical guide, promoting a holistic approach to design and "advocating a contextual approach and would like this to be emphasised in the introduction and chapter 1. 3) In the context of the Tripartite's land interests at Begbroke, it is essential that there is sufficient flexibility to allow for a more innovative approach to design at this site. 4) The role and scope of the Development Briefs needs to be clarified in relation to the DG. The Development Brief should take precedence to reduce uncertainty, minimise abortive or unnecessary work and reduce the amount of time and negotiation required over a planning application. 5) Reservations regarding the length of the draft DG. It is concerned that the length and detail which will affect the usability and legibility 6) The DG should be clear that its purpose is a general design and reference tool in the preparation of site specific guidance. Once approved, site-specific guidance should then act as the primary instrument for ensuring design conformity on a development site. The relationship between DG and other site specific guidance needs to be clear with a proportionate level of detail provided in each, so that they complement rather than replicate or conflict with each other. 7) It is essential that a proportionate approach is taken dependent on the stage of the planning process - i.e. high-level principles to inform outline applications with more specific design details to inform full and reserved matters applications. Table 1.1. goes some way to articulating this but it requires further explanation 8) The Tripartite questions the reference in Section 1.3 to Development Briefs being Council / joint led documents since | chapter 7 provides a traditional approach to architectural design, there is the opportunity for applicants to propose alternatives. The scope for this is set out clearly in Chapter 8 – Innovation and Sustainability. 4) Noted, we will clarify the approach in section 1.3 5) The guide is broken into clear chapters which are accessible to the user. Given the remit of the DG we feel it is of an appropriate length. 6) Noted, the role of the DG is set out in section 1.2. We will clarify the approach in section 1.3 7) Noted 8) Noted, we have amended the text 9) Noted, we have amended Figure 1.1 10) Noted, we have amended Figure 1.1 11) Noted |

		this conflicts with the Local Plan Partial Review. 9)The Tripartite requests that the consultation process set out for planning applications, as outlined at Figure 1.1, is refined to enable a more flexible and realistic approach. The Tripartite does not consider that in all instances (particularly where an effective Development Brief and/or Design Code is in place) that a minimum of two separate design reviews and two consultation stages are required prior to the submission of either an outline or reserved matters application. The Tripartite considers that at the planning application stage where a Development Brief is in place, only the latter suggested consultation will be necessary to refine the proposals. 10)The Tripartite does not object to the principle of using Design Review Panels, but considers that this should be considered on a site or case-by-case basis and that the review period is discussed and agreed jointly between the Council and the promoter/developer. 11)The Tripartite reserves its right to make detailed comments on related Local Plan part 2policies, that could refer or reflect guidance outlined within the DG.	
12	Environmental Agency	1) Welcome the intention for an overall green and blue infrastructure plan and the intention to encourage the reduction in the use of mains water, in recognition that Cherwell is a water stressed area.	1) Noted
13	Framptons Louise Steele On behalf of Catesby Estates PLC	1) The DG is considered wholly unacceptable and has not been prepared in accordance with national planning policy and guidance, or the policies of the adopted development plan. 2) The Cherwell District Local Plan Part 1 specifically states *"the Council will provide more detailed design and historic environment policies in the Local Plan Part 2.* The production of detailed design and historic environment policies should be through the Part 2 Local Plan process. The SPD process is therefore not legitimate or appropriate.	1) The DG has been prepared in accordance with national planning policy and guidance. The intention of the DG is to provide a clarity and guidance on policies set out within the adopted development plan. 2) The DG supports the implementation of the Cherwell Local Plan, providing guidance that supports the implementation of policy. 3) Annex 2 of the NPPF states. '*Supplementary planning documents: Documents which add further detail to*

		3) Paragraph 58 of the NPPF expects the Development Plan to provide policies to set out the quality of development. It does not make any reference to Supplementary Planning Documents in setting out the quality of development that will be expected for an area. 4) The DG goes into an inappropriate level of detail and prescription that one would normally expect in a design code rather than a policy document. The Planning Policy Guidance (PPG) at paragraph 003 (Reference ID: 26-003-20140306) states *"Local planning authorities should secure design quality through the policies adopted in their local plans."* 5) The Cherwell DG SPD does not reflect the planning objectives set out in the PPG at paragraph 006. It is noted that the draft document makes only a passing reference to the NPPG despite the fact that the NPPG post-dates most of the other design documents that are referred to. 6) The Cherwell DG SPD is not in accordance with national planning policy and guidance as it provides undue prescription in the level of design detail it sets out, which is unsubstantiated. For example, Chapter 7 'Building Elevations and Details' states that *"new development in Cherwell should promote:- well proportioned, simple facades in keeping with the character of the District."* It is an over-simplification to state all new development across the district of Cherwell must conform to such design details. 7) The SPD should not be progressed in its present form. The Council should instead prepare detailed design and historic environment policies as part of the preparation of the Part 2 Local Plan.	*the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design'.* 4) The DG is not unduly prescriptive, it simply gives clear guidance and leaves the opportunity for applicants to propose alternatives, provided they demonstrably reflect and reinforce local distinctiveness. See response 2 and 3. 5) Disagree, the DG supports the sustainable approach to development set out in Paragraph 6 of the PPG and the Cherwell Local Plan. Appropriate reference is made to the NPPG. 6) The DG is in line with national planning guidance and supports the implementation of the Cherwell Local Plan. The DG is not unduly prescriptive, it simply gives clear guidance and leaves the opportunity for applicants to propose alternatives, provided they demonstrably reflect high quality and local distinctive design solutions. 7) Disagree. The DG has a clear role that supports the implementation of the Cherwell Local Plan.
14	Framptons Karen Hingley On belhaf of Hallam Land	1) It is submitted that this Supplementary Planning Document is wholly unacceptable and has not been prepared in accordance with national planning policy and guidance, or the policies of the adopted development plan.	1) The DG has been prepared in accordance with national planning policy and guidance. The intention of the DG is to provide a clarity and guidance on policies set out within the adopted development plan.

		Management Ltd	2) It is transparently obvious that the expectation for the production of detailed design and historic environment policies should be through the Part 2 Local Plan process. The Cherwell District Local Plan Part 1 specifically states *"the Council will provide more detailed design and historic environment policies in the Local Plan Part 2.* The production of detailed design and historic environment policies should be through the Part 2 Local Plan process. The SPD process is therefore not legitimate or appropriate. 3) There is no expectation or justification for producing such policies in an SPD. The draft SPD is therefore being prepared outside the scope of the recently adopted development plan, thereby depriving potential respondents to have their concerns considered by an independent Inspector in the Part 2 Local Plan Examination. The SPD process is therefore not legitimate or appropriate. 4) Paragraph 58 expects the Development Plan to provide policies to set out the quality of development. It does not make any reference to Supplementary Planning Documents in setting out the quality of development that will be expected for an area. 5) The DG goes into an inappropriate level of detail and prescription that one would normally expect in a design code rather than a policy document. The Planning Policy Guidance (PPG) at paragraph 003 (Reference ID: 26-003-20140306) states *"Local planning authorities should secure design quality through the policies adopted in their local plans."* 6) Paragraph 60 of the Framework states: *"Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local*	2) The DG supports the implementation of the Cherwell Local Plan, providing guidance that supports the implementation of policy. 3) See above 4) Annex 2 of the NPPF states. '*Supplementary planning documents: Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design'.* 5) The DG is in line with national planning guidance and supports the implementation of the Cherwell Local Plan. The DG is not unduly prescriptive, it simply gives clear guidance and leaves the opportunity for applicants to propose alternatives, provided they demonstrably reflect high quality and local distinctive design solutions. 6) The DG is in line with national planning guidance and supports the implementation of the Cherwell Local Plan. The DG is not unduly prescriptive, it simply gives clear guidance and leaves the opportunity for applicants to propose alternatives, provided they demonstrably reflect and reinforce local distinctiveness. 7) Disagree, the DG supports the sustainable approach to development set out in Paragraph 6 of the PPG and the Cherwell Local Plan. Appropriate reference is made to the NPPG. 8) The DG is in line with national planning guidance and supports the implementation of the Cherwell Local Plan. The DG is not unduly prescriptive, it simply gives clear guidance and leaves the opportunity for applicants to propose alternatives, provided they demonstrably reflect and reinforce local

		distinctiveness."	distinctiveness.
		7) The Cherwell DG SPD does not reflect the planning objectives set out in the PPG at paragraph 006. It is noted that the draft document makes only a passing reference to the NPPG despite the fact that the NPPG post-dates most of the other design documents that are referred to.	9) Disagree. The DG has a clear role that supports the implementation of the Cherwell Local Plan.
		8) The Cherwell DG SPD is not in accordance with national planning policy and guidance as it provides undue prescription in the level of design detail it sets out, which is unsubstantiated. For example, Chapter 7 'Building Elevations and Details' states that *"new development in Cherwell should promote:- well proportioned, simple facades in keeping with the character of the District."* It is an over-simplification state all new development across the district of Cherwell must conform to such design details.	10) Disagree. The DG supports the implementation of Local Plan Policy. It is a guidance document and does not make new policies. The judgements on William Davis Ltd & Ors v Charnwood Borough Council [2017] was based on the housing mix policy.
		9) The SPD should not be progressed in its present form. The Council should instead prepare detailed design and historic environment policies as part of the preparation of the Part 2 Local Plan. This is what the Council advised the Inspector at the Local Plan Examination. The Council's current approach appears to seeking to circumvent this approach by putting in place informal guidance that will not be subject to independent scrutiny. Consequently, the draft SPD is unacceptable.	
		10) In short, the Cherwell SPD is a *"development plan management policy, intended to guide the determination of applications for planning permission".* Therefore by virtue of regulations 2, 5 and 6 of the Town and Country Planning (Local Planning) (England) Regulations 2012 ("the 2012 Regulations"), the policy needs to be adopted in a DPD rather than an SPD. Our position is supported by the recent judgment William Davis Ltd & Ors v Charnwood Borough Council [2017] EWHC 3006 (Admin) (23 November 2017). Gilbart J agreed with the group of claimants, all experienced house-builders operating	

		within the Council's area, that the policy constituted a statement regarding *"the development and use of land which the local planning authority wish to encourage during any specified period"*, and was also a *"development management policy … intended to guide the determination of applications for planning permission"*. Accordingly, by virtue of regulations 2, 5 and 6 of the Town and Country Planning (Local Planning) (England) Regulations 2012 ("the 2012 Regulations"), the policy needed to be adopted in a DPD rather than an SPD.	
15	Framptons Peter Bateman on behalf of the Donger Family	1) The Supplementary Planning Document ("SPD") is wholly unacceptable and has not been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 ("the 2012 Regulations"), national planning policy and guidance, or the policies of the adopted development plan 2) It is clear that the proposed SPD incorporates policies regarding the development and use of land and also development management policies. Regulations 2, 5 and 6 of the 2012 Regulations require such policies to be adopted in a Development Plan Document rather than an SPD and as such the Council's proposed SPD is unlawful. 3) The Cherwell District Local Plan Part 1 specifically states *"the Council will provide more detailed design and historic environment policies in the Local Plan Part 2.* The production of detailed design and historic environment policies should be through the Part 2 Local Plan process. The SPD process is therefore not legitimate or appropriate. 4) Paragraph 58 of the NPPF expects the Development Plan to provide policies to set out the quality of development. It does not make any reference to Supplementary Planning Documents in setting out the quality of development that will be expected for an area. 5) Paragraph 59 of the Framework states *"Local planning*	1) The DG has been prepared in accordance with national planning policy and guidance. The intention of the DG is to provide a clarity and guidance on policies set out within the adopted development plan. 2) Disagree. The DG supports the implementation of Local Plan Policy. It is a guidance document and does not make new policies. 3) The DG supports the implementation of the Cherwell Local Plan, providing guidance that supports the implementation of policy. 4) Annex 2 of the NPPF states. '*Supplementary planning documents: Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design'*. 5) Noted. The use of Design Codes and other site specific guidance complements the DG. 6) The DG is not unduly prescriptive, it gives clear guidance and leaves the opportunity for applicants to propose alternatives, provided they demonstrably reflect and reinforce local distinctiveness. See response 3 and 4. 7) Disagree, the DG supports the sustainable approach to development set out in Paragraph 6 of the PPG and

		authorities should consider using design codes where they could help deliver high quality outcomes." 6) The DG goes into an inappropriate level of detail and prescription that one would normally expect in a design code rather than a policy document. The Planning Policy Guidance (PPG) at paragraph 003 (Reference ID: 26-003-20140306) states *"Local planning authorities should secure design quality through the policies adopted in their local plans."* 7) The Cherwell DG SPD does not reflect the planning objectives set out in the PPG at paragraph 006. It is noted that the draft document makes only a passing reference to the NPPG despite the fact that the NPPG post-dates most of the other design documents that are referred to. 8) The Cherwell DG SPD is not in accordance with national planning policy and guidance as it provides undue prescription in the level of design detail it sets out, which is unsubstantiated. For example, Chapter 7 'Building Elevations and Details' states that *"new development in Cherwell should promote:- well proportioned, simple facades in keeping with the character of the District."* It is an over-simplification state all new development across the district of Cherwell must conform to such design details. 9) In conclusion, the SPD should not be progressed in its present form. The Council should instead prepare detailed design and historic environment policies supported by a robust evidence base to substantiate those policies as part of the preparation of the Part 2 Local Plan. 10) The draft SPD is unacceptable and, we would suggest, unlawful since the Council has failed to take into account Regulations 2, 5 & 6 of the 2012 Regulations.	the Cherwell Local Plan. Appropriate reference is made to the NPPG. 8) The DG is in line with national planning guidance and supports the implementation of the Cherwell Local Plan. The DG is not unduly prescriptive; it simply gives clear guidance and leaves the opportunity for applicants to propose alternatives, provided they demonstrably reflect high quality and local distinctive design solutions. 9) Disagree. The DG has a clear role that supports the implementation of the Cherwell Local Plan. 10) Disagree. The DG supports the implementation of Local Plan Policy. It is a guidance document and does not make new policies.
16	Framptons Karen Hingley	1) It is submitted that this Supplementary Planning Document is wholly unacceptable and has not been prepared in accordance with national planning policy and guidance, or the	1) The DG has been prepared in accordance with national planning policy and guidance. The intention of the DG is to provide a clarity and guidance on

policies of the adopted development plan.

2) The Cherwell District Local Plan Part 1 specifically states *"the Council will provide more detailed design and historic environment policies in the Local Plan Part 2.* The production of detailed design and historic environment policies should be through the Part 2 Local Plan process. The SPD process is therefore not legitimate or appropriate.

3) The draft SPD is being prepared outside the scope of the recently adopted development plan, thereby depriving potential respondents to have their concerns considered by an independent Inspector in the Part 2 Local Plan Examination. The SPD process is therefore not legitimate or appropriate.

4) Paragraph 58 expects the Development Plan to provide policies to set out the quality of development. It does not make any reference to Supplementary Planning Documents in setting out the quality of development that will be expected for an area.

5) In our opinion, the Cherwell DG draft SPD goes into an inappropriate level of detail and prescription that one would normally expect in a design code rather than a policy document.

The Planning Policy Guidance (PPG) at paragraph 003 (Reference ID: 26-003-20140306) states *"Local planning authorities should secure design quality through the policies adopted in their local plans."*

6) The Cherwell DG SPD does not reflect the planning objectives set out in the PPG at paragraph 006. It is noted that the draft document makes only a passing reference to the NPPG despite the fact that the NPPG post-dates most of the other design are referred to.

7) The Cherwell DG SPD is not in accordance with national planning policy and guidance as it provides undue prescription in the level of design detail it sets out, which is

policies set out within the adopted development plan.

2) The DG has a clear role that supports the implementation of the Cherwell Local Plan.

3) The DG supports the implementation of the Cherwell Local Plan, providing guidance that supports the interpretation of policy.

4) Annex 2 of the NPPF states. '*Supplementary planning documents: Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design*'.

5) The DG is not unduly prescriptive, it simply gives clear guidance and leaves the opportunity for applicants to propose alternatives, provided they demonstrably reflect and reinforce local distinctiveness. The DG supports the implementation of the Local Plan.

6) Disagree, the DG supports the sustainable approach to development set out in Paragraph 6 of the PPG and the Cherwell Local Plan.

7) The DG is in line with national planning guidance and supports the implementation of the Cherwell Local Plan. The DG is not unduly prescriptive, it simply gives clear guidance and leaves the opportunity for applicants to propose alternatives, provided they demonstrably reflect and reinforce local distinctiveness.

8) Disagree. The DG has a clear role that supports the implementation of the Cherwell Local Plan.

9) Disagree. The DG supports the implementation of Local Plan Policy. It is a guidance document and does not make new policies. The judgements on William Davis Ltd & Ors v Charnwood Borough Council [2017]

		unsubstantiated. For example, Chapter 7 'Building Elevations and Details' states that *"new development in Cherwell should promote:- well proportioned, simple facades in keeping with the character of the District."* It is an over-simplification state all new development across the district of Cherwell must conform to such design details. 8) In conclusion, the SPD should not be progressed in its present form. The Council should instead prepare detailed design and historic environment policies supported by a robust evidence base to substantiate those policies as part of the preparation of the Part 2 Local Plan. This is precisely what adopted Local Plan Policy ESD15 foreshadows. This is what the Council advised the Inspector at the Local Plan Examination. The Council's current approach appears to seeking to circumvent this approach by putting in place informal guidance that will not be subject to independent scrutiny. Consequently, the draft SPD is unacceptable. 9) The Cherwell SPD is a *"development plan management policy, intended to guide the determination of applications for planning permission".* Therefore by virtue of regulations 2, 5 and 6 of the Town and Country Planning (Local Planning) (England) Regulations 2012 ("the 2012 Regulations"), the policy needs to be adopted in a DPD rather than an SPD. 1.18 Our position is supported by the recent judgment William Davis Ltd & Ors v Charnwood Borough Council [2017] EWHC 3006 (Admin) (23 November 2017). Gilbart J agreed with the group of claimants, that the policy constituted a statement regarding *"the development and use of land which the local planning authority wish to encourage during any specified period",* and was also a *"development management policy ... intended to guide the determination of applications for planning permission".* The policy needed to be adopted in a DPD rather than an SPD.	was based on the housing mix policy.

17		Historic England Martin Small	1) Historic England welcomes and supports the production of this SPD, in particular the numerous references to the historic environment within the draft document. Overall we found the draft SPD to be an excellent piece of work. They had a number of specific comments: 2) On page 11, although we would suggest it read "…the historic evolution and character of…". In addition, we would also welcome an emphasis on the need to encourage appropriate design within conservation areas e.g. a new bullet point: "*the special interest, character and appearance of conservation areas, with regard to the relevant character appraisal*". 3) On page 32, it has been suggested that question 11 could be amended to read: "*Does the site or context contain designated and/or non-designated heritage or townscape assets (e.g. Conservation Area, listed building, locally listed building designations) or is it within the setting of any such assets? How can the significance, special interest, character and appearance of these assets be conserved or enhanced?*" 4) Reference could be made within this section to our advice on streetscape and public realm in historic places: "*Streets for All*" (https://content.historicengland.org.uk/images-books/publications/streets-for-all/heag149f-sfa-south-east-consultation-draft.pdf/).	1) Noted 2) Text amended on page 11. We do not feel it is appropriate to set out an additional bullet specifically for conservation areas 3) Text amended on page 32 4) Noted. Reference has been added on p59
18		Natural England	1) Natural England did not wish to provide specific comments, but advise us to consider the following issues: 2) Green Infrastructure- especially the opportunity to retrofit existing areas through; green roof systems and roof gardens; green walls to provide insulation or shading and cooling; new tree planting or altering the management of land (e.g. management of verges to enhance biodiversity) and the	1) Noted 2) Noted 3) Noted 4) Noted 5) Noted

			protection of natural resources, including air quality, ground and surface water and soils within urban design plans. 3) Biodiversity enhancement You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment. An example of good practice includes the Exeter Residential DG SPD, which advises (amongst other matters) a ratio of one nest/roost box per residential unit. 4) Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might makes a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts. 5) Other design considerations The NPPF includes a number of design principles which could be considered, including the impacts of lighting on landscape and biodiversity (para 125).	
19		Oxfordshire County Council Planning David Flavin	1) Reference to the County's 'Residential Road DG' (Second Edition, 2015) it should also be noted that this is currently being updated with publication of the third edition anticipated to be in December 2018. 2) OCC's Walking & Cycling Design Standards (2017) have been updated and supersede the previous guidance for walking and cycling contained within the Residential Roads DG 3) There are a number of incidences where standards are not consistent with OCC's Residential Road DG (see transport responses below). 4) There is no direct mention of schools or the need to meet with OCC to ensure that school sites are located and given the right setting within the development.	1) Noted 2) Noted 3) Noted, will review and update 4) Noted, will review and reference
19		OCC Transport Development	General: 1) The document states (p66) that *"all streets performing a*	1) It is not appropriate to provide technical information in the DG. Note will be added to p66 to contact OCC

	Control Joy White	*public function as part of the movement network should be designed for adoption by OCC"*. It would be helpful what is and is not going to be adoptable, or what is likely to be adoptable but with higher commuted sums. 2) Section 1.4 – Policy background should reference the Local Transport Plan. Reference should also be made here to the new OCC Design Standards for Walking and Cycling (see Policy and Strategy Response below). Reference could also be made to government guidance on Inclusive Mobility. 3) P33 – This section could put more emphasis on how maximum pedestrian and cycle connectivity within the site can be achieved. It should also mention consideration of whether the site will need to accommodate a new bus route and recommend early discussion with OCC. 4) P37 – Things to avoid. This section should specifically mention failing to connect with the local pedestrian and cycle network 5) P43 – Landscape and trees. The text on trees should mention root protection areas for existing trees and the type of construction allowable within them, as well as restrictions regarding proximity of trees to carriageway and lighting, as well as services, and root barriers. 6) P47 – This section suggests that development should follow the natural pattern of settlement growth and shows linear as one of the settlement growth types. Linear settlements are less sustainable than compact settlements, which tend to be more walkable. 3 7) P53 – SUDS info needs updating and parts of this have been cut and pasted from a pre-2015 document. This section should specifically mention the need for drainage strategies to establish the size of SUDS features so that these can be planned into the masterplan from the outset. 8) P55 – The suggestion of achieving higher density by reducing	on adoption standards. 2) Noted. Additional references will be made in Section 1.4 3) This table should be used to support the analysis process. Chapter 4. This principle is set out in Section 4.5. 4) Noted. An additional reference will be made. 5) This is covered in Section 5.12 6) Settlement pattern is an important part of a settlements character. We are looking for logical additions to a settlement, which are well integrated and support sustainable movement patterns. 7) Noted - will review and amend 8) Will amend wording. The intention is to avoid wide, meandering and indirect routes. Agree that key dimensions need to be maintained. 9) Noted. The intention of the sketch is to indicate positive townscape issues 10) Noted. Will amend p62 / 75 11) Noted and amended 12) Noted and amended 13) Noted and amended 14) The diagram just indicates on-plot parking at side of plot as part of many on-plot solutions 15) Additional text added to 5.6 16) Noted and amended 17) Noted and amended 18) Noted, reference to OCC Guidance and new text on gradients 19) Technical detail, we refer to OCC guidance on this area 20) Technical detail, we refer to OCC guidance on this area

| | | the space occupied by highways needs to be caveated to the effect that requirements of the OCC DG in terms of footway widths, vision splays etc. will still need to be met.
Successful streets
9) P60, Figure 5.1 - Church St, Bicester is not a good example as its footways are too narrow in places.
10) Figure 5.2 and the on-street parking section (p75) should highlight that perpendicular parking is not adoptable and requires an adoptable service strip between the bay and the carriageway.
11) This section (5)needs to refer to OCC's Design Standards for Walking and Cycling and should be consistent with it. On street parking bays are too narrow (2m) and should be 2.5m wide in addition to the 6.5m minimum bus route. Minimum footway widths should be specified and should be consistent with OCC's DG
12) Figure 5.4 (page 64) – 4.8m is the minimum road width and will likely need to be widened at bends, accesses and around parking. 2.5m wide parking bays are required and at least width of fire engine passing the bay.
13) P66 – private drives – it could be more clear that routes which have the potential to enhance pedestrian connectivity should not be made up of private drives.
14) Fig 5.6 (indicative layout – shared surface street) - this diagram suggests that on-plot parking not be to the front of the house but this would be appropriate in some cases.
Street proportions
15) P67 – Bus routes – road width needs to be a minimum of 6.5m in addition to on-street parking bays/areas. More width is required on curves, and adequate width should be demonstrated through swept path analysis for a 12m long bus.
Design for pedestrians and cyclists
16) P69 – footway widths – the document suggests that | 21)Noted and amended
22) The text is already clear on this
23) Noted
24) Noted the DG does not provide guidance on carpark design. |

footways in new development can be narrower than OCC's Design Standards for Walking & Cycling. OCC do not accept this as it reduces pedestrian convenience and safety, and does not give the impression that pedestrian movement is prioritised. The recommended 2m is needed to allow two wheelchair users to pass comfortably, in accordance with Inclusive Mobility. 4

17) P70 – Cyclists – this section needs to conform with OCC's Design Standards for Walking and Cycling. Cycle parking – the new Oxfordshire Cycling Design Standards outlines minimum approved standards for residential and visitor cycle parking in new residential developments (para 2.4). This section needs to specify that residential cycle parking should be both secure and covered. Properties without appropriately sized garages should demonstrate that they have a covered cycle store. For a detailed best practice guide see the Cambridge City Council

18) P71 – Critical dimensions. This must reflect OCC's residential road DG. Width for a distance of 12m from the access to the highway should be 5.5m. This section should also include consideration of gradients.

19) The discussion of swept path analysis should include mention that the swept path must avoid parked cars. The discussion of forward visibility should stress that drivers need to be able to see each other in time for one to give way on a bend, so that there is no need for a vehicle to reverse or mount the kerb, which is a safety hazard.

20) Vision splays, forward visibility and Sight Stopping Distance all need to remain clear from obstructions (including landscaping) and will need to be adopted.

Integrated traffic calming

21) P73 – traffic calming. This section should mention that only very limited vertical traffic calming is recommended on bus routes, with some discussion of acceptable profile of speed tables.

			22) OCC support on-street parking but only in defined areas. The document should be more explicit about the need to accommodate on-street parking in planned areas and that the layout should prevent or strongly discourage it elsewhere. It should also be noted that on-street bays cannot be allocated. 23) The provision of a substantial proportion of unallocated parking spaces is also supported. OCC also support rear courtyard parking being considered last, as it is inconvenient and people prefer to park in front of their houses. 24) Section 2.9 of OCC's Walking Design Standards covers pedestrian movement through car parks. The Design Standards document provides details of how cars can often provide challenges for people on foot and recommends consulting the Sustrans Cycle & Pedestrian Routes through Car Parks.	
19		OCC Policy and Strategy David Early	1) Oxfordshire County Council adopted new Design Standards for Walking & Cycling (as distinct and separate documents) which supersede previous guidance contained within the Council's Residential Road DG. Reference to this can be found in the Walking Design Standards para 1.1.7 and the Cycling Design Standards para 1.1.2, This should be reflected in the DG SPD, in particular at page 69 (first para) and referenced under the further reading heading on page 59.	1) Noted
19		OCC Travel Plans Mark Gregory	1) Reference to the use of travel plans in the document are supported.	1) Noted
19		OCC Property and Facilities Jane Farrow	1) Within strategic development sites, schools form an essential infrastructure provision and can provide the cornerstone to the community that these developments are endeavouring to create. There is no direct mention of schools or the need to meet with OCC to ensure that school sites are located and given the right setting within the development. 2) To enable Cherwell to fulfil their aim of a 'collaborative	1) Additional text added to p44 2) The focus of the DG is residential design. It is acknowledged that Schools are an important part of communities. 3) It is not appropriate to provide technical detail relating to pupil generation in the DG 4) Additional text added to p44

			process', it would be helpful if they could meet with OCC to discuss the design of the schools. It is important to ensure that engagement with OCC Officers in the early stages of the design process is not overlooked. 3) Chapter 3 Page 31. 'Planning review and socio-economics' – Sources of background information should include: OCC – for proposed housing pupil generation numbers for schools; OCC – school site area requirement, based on government guidelines 4) Although schools form a key focus for larger developments, there is no mention of how they can be integrated to produce the best developments/integrated communities. 5) Chapter 3 page 32 / 33 Landscape and topography – Details: School sites. Landscape and topography – Sources of background information. Movement network – Details: Pupils drop off for schools Physical constraints – Sources of background information 6) Chapter 5 page 70. This page gives parking standards but there is no mention of the required parking spaces for school drop off. Currently (unless reasonable justification can be made for less) OCC require 20% of the pupil numbers. 7) Chapter 5 page 72. This page refers to bus routes but should also refer to the need for coaches to have access to school boundaries and to be able to carry on in a loop, past the schools, to exit the development. 8) Chapter 5 page 74. This page references car parking but again doesn't mention the need for parking for school drop off. 9) There is no mention of accessibility or the Equality Act 2010.	5) Section 3 is focused on analysis of a site – not the technical requirements of a particular type of development. 6) It is not appropriate for the DG to provide parking standards for schools. 7) Additional text, stating that there are specific requirements for coach access for schools 8) Additional text, stating that there are specific requirements for drop off around schools. 9) Additional reference 5.0, further reading
19		OCC Fire and Rescue Julian Green	Access for Firefighting: 1) Oxfordshire Fire & Rescue Service (OFRS) assumes that access to the proposed sites and to the premises will be in accordance with the guidance in the current edition of Approved Document B to the Building Regulations volumes 1 &	1) All new development will have to conform to building regulations. 2) The DG does not deal with the internal configuration of properties, but all developments will have to conform to current building regulations.

			2. Including standards for water supplies (fire hydrants). We would also recommend that the development conforms to British Standards BS 9999:2008 & BS 9990 2) Oxfordshire Fire and Rescue Service also believe that fitting of Automatic Water Suppression Systems (AWSS) will materially assist in the protection of life, property and fire fighter safety. OFRS strongly recommend the provision of such systems particularly in new build properties for the proposed sites.	
19		OCC Green Infrastructure Nick Mottam	1) The inclusion of frequent references to trees, vegetation and green space is welcome. Further reference could be made on how to successfully integrate green infrastructure features with active travel (cycling and walking) corridors beyond that in Chapter 4. For example how much space is required to provide for vegetation and cyclists. 2) The guide promotes the use of native tree species. Whether in this guide or in supporting document it would be appropriate to consider the impact of future climate change on the selection of tree species. In more urban areas where landscape and visual concerns are often key the range of species could be expanded to include non-natives. Guidance is available from the Forestry Commission on a range of tree species that are more suited to expected future climate. 3) The inclusion of some large growing trees should be further encouraged. However such trees need particular consideration in terms of space provision above and below ground. Guidance on how and where to create locations for large-growing trees would be welcome, over and above the notes in 5.10 - Public Spaces. 4) Vegetation in urban areas can be important resources for pollinating insects. Reference to the inclusion of species that benefit pollinators with guidance on species, would be welcome.	1) Noted. It is not appropriate to provide further detail in the DG, though this might be appropriate for future landscape and green infrastructure guidance 2) Noted. It is not appropriate to provide further detail in the DG, though this would be appropriate for future landscape and green infrastructure guidance 3) Noted. It is not appropriate to provide further detail in the DG, though this would be appropriate for future landscape and green infrastructure guidance 4) Noted. It is not appropriate to provide further detail in the DG, though this would be appropriate for future landscape and green infrastructure guidance 5) Noted. It is not appropriate to provide further detail in the DG, though this would be appropriate for future landscape and green infrastructure guidance 6) Noted. It is not appropriate to provide further detail in the DG, though this would be appropriate for future landscape and green infrastructure guidance

		5) Green roofs and walls are noted under innovation to have a potentially useful role in terms of enhancing biodiversity, attenuating rainfall runoff and reducing air pollution. Guidance on if and where such features can be used successfully beyond just 'eco' developments would be welcomed. 6) External lighting on buildings, public and shared spaces should be designed and located to minimise unwanted light spill. Where external lighting is used close to trees and woodlands consideration should be given to choosing light colours that minimise the adverse impacts on bats and flying insects.	
19	OCC Ecology Sarah Postlethwaite	1) Paragraph 5.9 (trees and soft landscape) - the retention of existing trees and hedgerows should be considered a principle, for both public and private amenity spaces. 2) Reference to Local Plan policy ESD 3 in relation to bat and bird boxes and hedgehog holes in fences is supported.	1) Noted and amended 2) Noted – additional references made
20	Oxford Bus Company Paul Walker	1) We note the reference to OCC Policy and Manual for Streets. The Local Transport Plan 4 for Oxfordshire aims to support jobs, housing growth and economic vitality, reduce emissions and enhance air quality as well as protect the environment and quality of life. We would point to emerging guidance from CIHT which is currently being developed, and on which Oxford Bus Company have been involved. 2) Development should also be high quality with quality bus provision that is attractive to users with improved access to main corridors, less deviations off route and reduces potential delays with carriageway widths within new development a minimum of 6.75 metres. 3) Moreover it is essential that if developments are to be made sustainable public transport services are provided and funded from very early in the development to embed transportation	1) Noted. 2) OCC guidance is for 6.5m, widening where necessary 3) Noted. 4) Noted. It is not appropriate to provide further detail on this aspect within the DG

		habits. 4) We are keen to ensure a high quality bus stop with superior facilities that might be expected on a high quality bus corridor and would like the guide to be amended to reflect these requirements	
21	Savilles Jon Alsop on behalf of Christ Church, Exeter and Merton Colleges and the University of Oxford (The Consortium)	1) The consortium is supportive of the Council's aims in promoting high standards of design in all areas, encouraging design that reflects and responds to Cherwell's special character, and that provides sustainable communities and places for all. The principle of the Cherwell DG SPD is therefore supported. However, the consortium wishes to raise the following comments and recommended changes in relation to the draft SPD: 2) The consortium welcomes the contextual approach that is being advocated in the draft Cherwell DG SPD The consortium welcomes the fact that Planning Performance Agreements (PPAs) are being encouraged to help manage the development process, as set out in Section 1.3. Overall, we welcome the collaborative and iterative approach to design, encompassing; identifying the vision, understanding the context, consulting, designing, coding and reviewing, in order to secure consent for deliverable and sustainable places. 3) The Guide and its Appendices comprise over 140 pages of detailed advice, which in combination with site specific Development Brief requirements set out in the emerging policies of the Part 1 Partial Review, would seem to represent a disproportionately lengthy amount of guidance. Concerns about the additional layers of control that would arise through the use of development briefs that could significantly increase timescales and add unreasonable burden to the development process, 4)The respective role of site specific design guidance should be	1) Noted. 2) Noted 3) The DG is broken into clear chapters which are accessible to the user. Given the remit of the DG we feel it is of an appropriate length. 4) Noted. Text and diagram 1.1 amended. 5) The DG manages strategic development throughout. It is felt that the response to specific contexts can be managed through site specific guidance. Additional text has been added to Chapter 2 on the relationship with Oxford. 6) Noted. Diagram 1.1 amended.

| | | clarified in Section 1.3 of the DG and Table 1.1. The consortium also questions the reference in Section 1.3 to Development Briefs being Council led documents, since this conflicts with the Local Plan Partial Review. Under the Planning Application Requirements of Policies PR6a and PR6b, the wording refers to the Development Briefs being '*jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council*'. This should be amended in the DG to be consistent with the Local Plan Partial Review and to allow for flexibility. 5) There is no specific acknowledgement in the DG of the strategic new places that are being proposed in the District to accommodate Oxford's unmet need – and in particular how these relate to the place making aims of the document and Oxford's fringe. 6) Refinement of the consultation process set out for planning applications, as outlined at Figure 1.1 . In particular the requirement for two separate design reviews and two consultation stages prior to submission of either outline or reserved matters applications. | |

Appendix 3

SEA / SA Screening

Screening Statement on the Determination of the need for a Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA)

Cherwell Design Guide Supplementary Planning Document (SPD)

May 2018

1. The need for SEA

1.1. The Strategic Environmental Assessment (SEA) Directive (2001/42/EC) requires an environmental assessment to be made of certain plans or programmes. The SEA Directive has been transposed into UK law through the Environmental Assessment of Plans and Programmes Regulations 2004.

1.2. The Planning and Compulsory Purchase Act 2004 required Local Authorities to produce Sustainability Appraisals (SA) for all local development documents to meet the requirement of the EU Directive on SEA. It is considered best practice to incorporate requirements of the SEA Directive into an SA.

1.3. Subsequently, the 2008 Planning Act removed the requirement to undertake a Sustainability Appraisal for a Supplementary Planning Document, but not the requirement for a Strategic Environmental Assessment. This is because SPD's do not normally introduce new policies or proposals or modify planning documents which have already been subject to Sustainability Appraisal.

1.4. Government advice in Paragraph: 008 Reference ID: 11-008-20140306 of the Planning Practice Guidance (PPG) makes clear that supplementary planning documents do not require a sustainability appraisal but they may require a strategic environmental assessment if they are likely to have significant environmental effects that have not been assessed during the preparation of the Local Plan.

1.5. This screening report is designed to determine whether or not the contents of the emerging Cherwell Design Guide Supplementary Planning Document (SPD) require a Strategic Environmental Assessment (SEA).

2. Purpose of the Cherwell Design Guide SPD

2.1. Cherwell Local Plan Part 1 (July 2015) identifies high quality and local distinctive design as being a key priority for new development. Local Plan Policy ESD15 sets out the Council's principles for the character of the build and historic environment in Cherwell.

2.2. Cherwell District Council has prepared the Design Guide to support the submission and determination of planning applications and housing delivery for new residential development, including strategic allocations. The Design Guide does not allocate sites nor introduce new policy, it guides the implementation of adopted Local Plan policy ESD15, providing clear guidance on the approach to design and master planning of residential sites in Cherwell.

2.3. The adopted Local Plan (July 2015) guides the development of significant new housing and business in Cherwell. The plan proposes 22,840 new homes in the District to 2031, with further growth being promoted as part of an emerging plan in the south of the District to address Oxford's unmet housing needs.

2.4. This SPD will help ensure that heritage, cultural and environmental assets across the District are sensitively considered and protected as part of the provision of new housing growth.

2.5. The SPD provides a list of topics which should be included in the analysis of development proposals, together with likely sources of information. These include:

views and sightlines, townscape character, landscape and topography, movement network and physical constraints. The SPD aims to guide development proposals on how to understand and respond positively to site characteristics and the surrounding context.

2.6. The SPD does not allocate land or create new policies but guides and provides further advice on the implementation of Policy ESD 15 of the adopted Cherwell Local Plan (July 2015) which has been subject to a Sustainability Appraisal including SEA and HRA screening.

3. SEA Screening criteria and procedure

3.1 To assess whether an SEA is required, Cherwell District Council must undertake a screening process to determine whether the SPD is likely to have significant environmental effects. The screening must be subject to consultation with Historic England, the Environment Agency and Natural England. Following consultation, the results of the screening process must be detailed in a Screening Statement, which is required to be made available to the public.

3.2 The criteria for determining the significance of effects are listed in Schedule 1 (9(2)(a) and 10(4)(a)) of the Environmental Assessment of Plans and Programmes Regulations 2004. They relate to:

- the scope and influence of the document and
- the type of impact and area likely to be affected

3.3 The screening assessment of the Cherwell Design Guide has been undertaken following the criteria in Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004 and it is contained in **Appendix 1** of this screening opinion.

Habitats Regulations Assessment (HRA) Screening

3.4 The Conservation of Habitats and Species Regulations (2017) consolidate the 2010 HRA Regulations with subsequent amendments. The Regulations require the assessment of the potential effects of a development plan on European sites including Special Protection Areas[1] (SPAs) and Special Areas of Conservation[2] (SACs), and consider whether these impacts are likely to be significant.

3.5 The Government also expects potential SPAs (pSPAs), candidate SACs (cSACs) and Ramsar sites[3] to be included within the assessment.

3.6 There is one international site within Cherwell, the Oxford Meadows Special Area of Conservation. The site is located in the south-western corner of the district and is designated due to the low land hay meadow habitats it supports. There are four other

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[1] SPAs are classified under the European Council Directive "on the conservation of wild birds" (79/409/EEC; 'Birds Directive') for the protection of wild birds and their habitats (including particularly rare and vulnerable species listed in Annex 1 of the Birds Directive, and migratory species);
[2] SACs are designated under the Habitats Directive and target particular habitats (Annex 1) and/or species (Annex II) identified as being of European importance
[3] Ramsar sites support internationally important wetland habitats and are listed under the Convention on Wetlands of International Importance especially as Waterfowl Habitat (Ramsar Convention, 1971)

2

international sites within 20 km of Cherwell's boundary: Cothill Fen SAC, Little Wittenham SAC, Aston Rowant SAC and Chiltern Beechwoods SAC.

3.7   As noted in Section 2 above and **Appendix 1** of this Statement, the SPD promotes sustainable development in accordance with the NPPF and local plan policies. The adopted Local Plan policies have been subject to sustainability appraisal including SEA and HRA screening.

3.8   The Cherwell Local Plan Part 1 (2011-2031) Habitats Regulation Assessment: Stage 1 Screening (October 2014) notes that it is extremely unlikely that there will be any likely significant effect on Cothill Fen SAC, Little Wittenham SAC, Aston Rowant SAC and Chiltern Beechwoods SAC as a result of the Cherwell Local Plan 2011-2031 Part 1 .

3.9   The 2014 HRA Stage 1 Screening concluded that '*none of the 76 policies (or the proposals there in) present in the Cherwell District Council Submission Cherwell Local Plan incorporating Proposed Modifications (August 2014) will lead to likely significant effects on Oxford Meadows SAC, alone or in combination with other plans and projects*'.

3.10   A number of policies in the adopted Cherwell Local Plan may lead to development in the long term including the Villages policies which guide development in the rural areas. Policy Villages 1 indicates that proposals for development in Category A villages such as Weston on the Green will be considered suitable for minor development, infilling and conversions (only infilling and conversions in the Green Belt). The adopted Local Plan HRA Stage 1 Screening (2014) specifies that should planning applications arise as a result of these policies (policies without a quantum of development), '*all other policies within the Plan will be taken into account and used as the basis for decision making to determine the application. Therefore, any planning application would also have to take into account the possibility of likely significant effects on the qualifying features of the Oxford Meadow SAC resulting from the proposed works, through consideration of Policy ESD9 and ESD10 (which seek to safeguard and protect biodiversity and the natural environment). The Plan also commits to an HRA at the development control stage (as in accordance with the Protection and Enhancement of Biodiversity and the Natural Environment text supporting Policies ESD9 and ESD10). The HRA of any proposed development will have to prove that the work will not have any likely significant or adverse effects on the integrity Oxford Meadows SAC (or that effects can be adequately mitigated)*'.

4. Consultation

4.1   The Council consulted the three environmental assessment consultation bodies (Environment Agency, Natural England and Historic England) on the SEA screening report in November-December 2017. The three bodies confirm that no SEA is required. Their consultations responses are contained in **Appendix 2** of this screening statement.

4.2   Natural England specified that although the SPD is likely to have significant environmental effects, '*… it supplements parent policies in the Local Plan, which itself was subject to Strategic Environmental Assessment, and we consider this to be adequate*'.

4.3 The Screening Statement has been amended to reflect that the SPD is unlikely to result in a significant environmental effect that has not been covered in the Sustainability Appraisal and Habitats Regulations (HRA) screening of the adopted Cherwell Local Plan (July 2015).

5. Screening Outcome

5.1 The SPD intends to supplement the Cherwell Local Plan Policy ESD15 and provide guidance on the design of the built environment to ensure that development is delivered in accordance with the policies in the adopted Local Plan Part1 (July 2015).

5.2 It is considered that Cherwell Design Guide SPD is unlikely to result in any significant environmental effects that have not been covered in the Sustainability Appraisal and Habitats Regulations (HRA) screening of the adopted Cherwell Local Plan (July 2015). As such, the SPD does not require a Strategic Environmental Assessment (SEA) or HRA screening.

5.3 The Final Cherwell Design SPD takes into account comments received through consultation in November-December 2017. The consultation resulted on improvements to the SPD which are recorded in the SPD's Consultation Statement. These improvements do not change the screening outcome.

6.0 Conclusion

6.1 Following the screening outcome and consultation with the three environmental bodies, it is the council's opinion that the Cherwell Design Guide SPD does not require an SEA under the Assessment of Environmental Plans and Programmes Regulation (2014). The SPD supplements adopted Cherwell Local Plan Part 1 and helps guide the preparation of development schemes on character and design matters.

Cherwell Design Guide SPD: Likely significant effects on the environment

SEA Directive Criteria Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004	Summary of significant effects Scope and influence of the document	Is the SPD likely to have a significant environmental effect? Y/N
1. Characteristics of the Cherwell Design Guide SPD having particular regard to:		
(a) The degree to which the SPD sets out a framework for projects and other activities, either with regard to the location, nature, size or operating conditions or by allocating resources.	The SPD intends to guide the implementation of Cherwell Local Plan Policy ESD15, providing design guidance to ensure that development is delivered in accordance with Local Plan policy. The SPD does not allocate land nor provides site specific guidance.	**N**
(b) The degree to which the SPD influences other plans and programmes including those in a hierarchy.	The SPD provides design guidance only and will support the delivery of sites allocated in the Cherwell Local Plan in accordance to the adopted Plan policies. As such it will guide the preparation and determination of planning applications but will not set new policy.	**N**
(c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development.	The SPD promotes sustainable development in accordance with the NPPF and local plan policies. The LP policies have been subject to sustainability appraisal including SEA and HRA screening.	**N**
(d) Environmental problems relevant to the SPD.	The SPD promotes sustainable development in accordance with the NPPF and local plan policies. The Design Guide provides design guidance on green infrastructure, SUDS and sustainable transport in accordance with adopted policy.	**N**
(e) The relevance of the SPD for the implementation of Community legislation on the environment (for example plans and programmes related to waste management or water protection).	These are not directly relevant to the Draft SPD although it has been prepared in consultation with relevant organisations which would have to take into account of such legislation in the preparation of their own plans or programmes.	**N**

2. Characteristics of the effects and area likely to be affected having particular regard to:		
(a)The probability, duration, frequency and reversibility of the effects.	The SPD guides the delivery of adopted Local Plan Policy ESD15. The Local Plan has been subject to a full Sustainability Appraisal, including SEA and HRA screening.	**N**
(b)The cumulative nature of the effects of the SPD.	The SPD seeks to ensure the design quality principles in Local Plan Policy ESD 15 are met. The SPD promotes the development of robust and sustainable communities.	**N**
(c)The trans boundary nature of the effects of the SPD.	The SPD applies to Cherwell DCs administrative area. There are no known likely significant effects on other districts.	**N**
(d)The risks to human health or the environment (e.g. due to accident).	No significant risks to human health or the environment have been identified in the preparation of this SPD. The SPD promotes sustainable development, provides further guidance on the implementation of LP Policy ESD 15 on matters such as: green infrastructure, SUDS, sustainable transport and development patterns that improve health and wellbeing. This is likely to have a positive effect on residents' health.	**N**
(e)The magnitude and spatial extent of the effects (geographic area and size of the population likely to be affected) by the SPD.	The SPD covers Cherwell's administrative area with a population of 141,900 people according to the 2011 Census.	**N**
(f)The value and vulnerability of the area likely to be affected by the SPD due to: • Special natural characteristics or cultural heritage • Exceeded environmental quality standards or limit values • Intensive land use.	There is one European site within the district: Oxford Meadows Special Area of Conservation (SAC). It is located in the south-western corner of the district and designated due to the lowland meadow habitats it supports. There are 18 Sites of Special Scientific Interest (SSSI) covering 1.03 % of the district, 13 Local Geological Sites, 2 Local Nature Reserves and 81 Local Wildlife sites. The Oxford Canal runs the length of the district and was designated a conservation area in 2012. It is an important feature of historic, biodiversity and recreational value. There are over 2,200 listed buildings in the district, 60 conservation areas (at the time of the Local Plan adoption), 36 Schedules Ancient Monuments (SAMs), 5 Registered	**N**

	Historic Parks and Gardens and 6 Historic Parks and Gardens. In 2012 Cherwell District Council identified 28 assets at risk in the Local Heritage at Risk Register.	
	The adopted Local Plan (July 2015) guides the development of significant new housing and business in Cherwell.	
	The Local Plan proposes 22,840 new homes in the District to 2031, with further growth being promoted as part of an emerging plan in the south of the District to address Oxford's unmet housing needs.	
	This SPD will help ensure that heritage, cultural and environmental assets across the District are sensitively considered and protected as part of the provision of new housing growth.	
	The SPD provides a list of topics which should be included in the analysis of development proposals, together with likely sources of information. These include: views and sightlines, townscape character, landscape and topography, movement network, physical constraints. The SPD aims to guide development proposals on how to understand and respond positively to site characteristics and the surrounding context.	
	The SPD does not allocate land or create new policies but guides and provides further advice on the implementation of Policy ESD 15 of the adopted Cherwell Local Plan (July 2015).	
	The SPD is unlikely to result in a significant environmental effect that has not been covered in the Sustainability Appraisal and Habitats Regulations (HRA) screening of the adopted Cherwell Local Plan (July 2015).	
(g)The effects of the SPD on areas or landscapes which have recognised national Community or international protected status.	Cherwell's Landscape Assessment (1995), the Oxfordshire Wildlife and Landscape Study (OWLS) and the more recent Landscape Sensitivity and Capacity Assessments supporting the adopted Cherwell Local Plan identify key land forms and specific features of value including: Agricultural setting and identity of outlying villages surrounding Banbury and Bicester, Ironstone ridges and valleys, the setting of	**N**

| | the River Cherwell and Oxford canal, Former RAF Bicester and the Wretchwick deserted medieval village.

Only a small part of the district is in the Cotswolds AONB, straddling the boundary of Sibford and Wroxton wards.

The World Heritage Site of Blenheim Palace, with its Grade I Registered Park is outside Cherwell but close to the district's boundary to the west of Ship ton on Cherwell and Thrupp ward.

The SPD require a robust analysis of any future housing site, and their effect on significant landscape areas which then will ensure the protection of landscape assets. The SPD includes principles designed to enhance development and as such it is likely to have a positive effect on the surrounding area and landscape.

The SPD guides the implementation of adopted plan policy ESD 15, which has been subject to a Sustainability Appraisal including SEA and HRA screening.
This SPD does not allocate new sites or bring new policy.

The SPD is unlikely to result in a significant effect on any national or internationally recognised area or landscape that have not been covered in the Sustainability Appraisal and Habitats Regulations (HRA) screening of the adopted Cherwell Local Plan (July 2015). | |

Name of officer producing the screening opinion	**Maria Garcia Dopazo** Principal Planning Policy Officer Place and Growth Directorate Cherwell and South Northamptonshire Councils
Date of assessment	20.11.17 (amended on 08.05.2018)
Person requesting Screening Opinion	**Clare Mitchell** Design and Conservation Team Leader Cherwell and South Northamptonshire District Councils
Conclusion of screening opinion	It is considered unlikely there will be any significant environmental effects arising from the Cherwell Design Guide SPD that were not covered/ addressed in the Sustainability

	Appraisal (including SEA and HRA) of the adopted Cherwell Local Plan (July 2015). As such, it is considered that the Cherwell Design Guide SPD does not require an SEA to be undertaken.
Name of officer approving the Screening Statement	Adrian Colwell *A. Colwell* Executive Director for Place and Growth Cherwell and South Northamptonshire Councils
Date of approval	08 May 2018

Consultation responses form three statutory environmental bodies: Environment Agency, Historic England and Natural England

Environmental Sustainability Consultation Body	Consulted on:	Response received on:
Environment Agency	23 November 2017	19 December 2017
Historic England	23 November 2017	20 December 2017
Natural England	23 November 2017	20 December 2017

creating a better place

Environment Agency

Cherwell District Council
Strategic Planning and the Economy
Bodicote House
White Post Road
Bodicote
Banbury
OX15 4AA

Date: 19 December 2017

Dear Ms Dopazo

Strategic Environmental Assessment Screening Opinion
Cherwell Design Guide Supplementary Planning Document (SPD)

Thank you for your consultation, which we received on 23 November 2017.

We have reviewed the above document dated November 2017 and its accompanying Appendix 1.

We have no comments to make.

Yours sincerely

Mrs Cathy Harrison
Planning Advisor

End

Ms Maria Garcia Dopazo
Principal Planning Officer
Planning Policy Team
Strategic Planning and the Economy
Cherwell District Council
Bodicote House, White Post Road
Bodicote, Banbury, OX15 4AA

20th December 2017

Dear Maria,

SEA and HRA Screening for Cherwell District Council Supplementary Planning Documents

Thank you for your e-mail of 23rd November seeking the opinion of Historic England on the need or otherwise for Strategic Environmental Assessment of the Council's Design Guide SPD and Developer Contributions SPD.

We have reviewed the Council's draft screening opinions for each of these SPDS. We consider that the Design Guide SPD is likely to have significant environmental effects - indeed that is its very purpose - unless it would have those effects there would seem little point in its production.

The SEA Directive makes no distinction between positive and negative environmental effects, so it could perhaps be argued that the Design Guide SPD should be subject to SEA. However, we note that that it supplements parent policies in the Local Plan, which itself was subject to Strategic Environmental Assessment, and we consider this to be adequate.

We agree that Developer Contributions SPD is less likely to have significant environmental effects and note that it too follows from parent policies in the Local Plan, which we again consider to be adequate.

Accordingly, we agree with the Council's opinions that Strategic Environmental Assessment is **not required** for either of these two Supplementary Planning Documents.

We hope these comments are helpful. Please contact me if you have any queries. We are submitting comments on the two SPDs themselves separately.

Thank you again for consulting Historic England.

Stonewall
DIVERSITY CHAMPION

Kind regards,

Martin Small
Principal Adviser, Historic Environment Planning
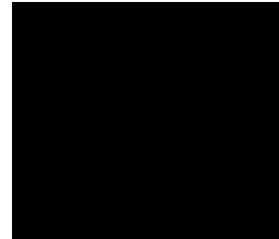(Bucks, Oxon, Berks, Hampshire, IoW, South Downs National Park and Chichester)

Date: 20 December 2017
Our ref: 232256
Your ref: Design Guide SEA Screening

Ms Maria Garcia Dopazo
Planning Policy Team
Strategic Planning and the Economy
Cherwell District Council
Bodicote House
Bodicote, Banbury
Oxfordshire OX15 4AA

BY EMAIL ONLY

Dear Ms Dopazo

Cherwell Design Guide SEA Screening Opinion

Thank you for your email on the above dated and received by Natural England on 23rd November 2017.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Screening Request: Strategic Environmental Assessment
It is our advice, on the basis of the material supplied with the consultation, that, in so far as our strategic environmental interests are concerned (including but not limited to statutory designated sites, landscapes and protected species, geology and soils) are concerned, that there are unlikely to be significant environmental effects from the proposed plan.

For any new consultations, or to provide further information on this consultation please send your correspondences to

Yours sincerely

Sharon Jenkins
Consultations Team

Appendix 4

Consultation Draft

Cherwell Design Guide

Supplementary Planning Document

Masterplanning and architectural design guidance for residential development

October 2017

Draft

Cherwell

DISTRICT COUNCIL NORTH OXFORDSHIRE

Alan Baxter

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Cherwell Design Guide

Supplementary Planning Document

Masterplanning and architectural design guidance for residential development

October 2017

FOREWORD

Cherwell is an attractive district, structured around the historic market towns of Banbury and Bicester and its attractive villages and rural hamlets. The area has a distinct character born out of its geology, landscape and history and its places are well valued by those who live here and from those who visit from further afield.

The value of good design is well understood. Well-designed places add environmental, economic, social and cultural value. The Cherwell Design Guide has been produced to ensure that new residential development results in vibrant, sustainable, safe and attractive places that add to the District's legacy. The Guide is not focused on building detail, but intends to support the development of new places that reinforce the character and vitality of a settlement. Central to this is the need for development that provides safe places to live and work, promotes sustainable transport and ways of living with good connections to local facilities.

Over the Local Plan period to 2031, Cherwell will experience unprecedented growth that will bring over 22,000 new homes and many new jobs to the District. The Cherwell Local Plan sets a vision for high quality and locally distinctive design. The ethos of the Design Guide is underpinned by a commitment from the Council to promote exemplary standards of design across the District. Our aim is to create great buildings and desirable places that are valued by future generations and add value to the development process.

Achieving this ambition is only possible through working in partnership with multiple stakeholders. In the production of this document, the Council has sought the views of councillors, planners, developers and the local community and all these parties need to be active stakeholders as new development proposals are shaped. We hope you will welcome the guidance and use it to support a positive legacy of great places and well-loved neighbourhoods.

Cllr. Colin Clarke
Lead Member for Planning
Cherwell District Council

1 THE IMPORTANCE OF HIGH QUALITY DESIGN

1.1   A new era for design in Cherwell

High quality design supports a positive legacy, leaving successful places which are both functional and beautiful, which engender a sense of community, are long lasting and age well.

The District of Cherwell is known for its distinctive picturesque villages and diverse, historic market town centres. These places have a strong character rooted in the local landscape and have evolved over many centuries.

Looking to the future, the evolution of the District's settlements is set to continue at a rapid pace, with a significant number of new homes planned reflecting Cherwell's attractiveness as a place to live and work. This vision is set out in the Cherwell Local Plan 2011 – 2031 Part 1 (adopted July 2015).

Cherwell District Council is committed to protecting and enhancing the special character of the District. The Cherwell Design Guide has been written to support high quality residential development, primarily on major and strategic development sites. Guiding the development of locally distinctive places that reinforce the positive character of the district.

This is an exciting opportunity to create new places which are of a high standard and fit well with the established character of the District. Investment in high quality design today will create a legacy of delightful and successful places for future generations to enjoy. It will support the wider economic prosperity of the District by providing the right mix of high quality homes to attract and retain workers.

The Council has made a commitment to raising the standard of design across the District through Policy ESD15 of the Cherwell District Local Plan, 2015 and recognises that there are lessons to be learnt from less successful twentieth century developments.

It is intended that the Guide will:
- Support more efficient and effective decision making in the planning process
- Provide clarity and more certainty to developers on the Council's approach to design
- Promote good quality design and inspire high quality development
- Engage residents of Cherwell in the shaping of their built environment

North West Bicester

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1.2 The role of the Design Guide

This Draft Design Guide is an important document that supports the Council's drive to significantly raise the standard of residential design across the District. It forms part of a wider design quality initiative which will include design review, alongside member and officer training.

Following public consultation, the Design Guide will be adopted as a Supplementary Planning Document and will be a material consideration in the determination of planning applications.

The Design Guide provides further explanation and guidance in relation to Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, explaining what high quality design means in practical terms and why it matters. It is a technical guide, providing clarity and certainty on the design standards that are required. In doing so, it supports a streamlined planning application process and the timely delivery of new homes.

It is designed to be used by everyone involved in shaping places: developers, designers, local residents, Council officers and politicians. By developing a shared understanding of what good design means and why it is important, the Guide empowers local residents and stakeholders to engage in the design process and demand more.

The Guide is designed to promote a holistic approach. Design is not a tick box exercise and we expect a contextual approach to guide the process. Each chapter of the Guide deals with a different part of design . It starts with responding to the site and context, followed by developing the structuring principles of the Masterplan, and then explores individual elements of place including streets, buildings and landscape. The final chapters consider sustainability and innovative approaches, building details and use of materials.

Read together the chapters give an overview of the design process from site selection to detailed design. The chapters of particular relevance to individual stages of the planning process are highlighted in table 1.1.

The Guide has been written to support residential development. While it is primarily aimed at supporting major and strategic development, many of the principles will also translate to other development, including smaller housing sites and commercial development.

The majority of recent development has tended to follow a 'traditional' style and form. However these developments often do not respond to Cherwell's vernacular traditions. Chapter 7 sets out detailed information on the design of development that is in keeping with the District's unique character.

The Guide promotes high standards of design in all areas. Innovation and the sustainability agenda are a key part of this and provide the foundation to creating healthy and sustainable places. As part of this approach, CDC promotes architectural innovation and sees this approach as being particularly appropriate on larger strategic development sites. This approach is set out in more detail in chapter 8.

Relevant chapters	Site selection / outline planning application	Full application	Reserved matters application
1 The importance of high quality design	✓✓	✓✓	✓
2 Cherwell's special character	✓✓	✓✓	✓
3 Responding to the site and its context	✓✓	✓✓	✓
4 Establishing the structuring principles	✓✓	✓✓	✓
5 Streets and spaces	✓	✓✓	✓✓
6 Building and plot arrangements	✓	✓✓	✓✓
7 Building elevations and details	✓	✓✓	✓✓
8 Innovation and sustainability	✓✓	✓✓	✓✓

Table 1.1 Chapter relevance

✓✓ highly relevan=t
✓ relevant

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1.3 The design and planning process

Good design is a collaborative process. Scheme promoters and their design teams will be expected to engage with council officers early in the process through the pre-planning application process.

The Council encourages pre-application engagement before a site is purchased as this provides an opportunity to establish and agree the brief for the site that will inform development value assumptions.

Early engagement with the Council will help to identify potential issues and uncertainties early on in the design process and therefore avoid delays in the application and help provide more certainty once an application is submitted.

For major and strategic sites, Planning Performance Agreements (PPA) are strongly recommended, where common goals, design standards, resources and delivery targets can be agreed.

The Council strongly encourages public engagement throughout the design process. Design review is also seen as an important part of the planning process. Further information on this can be found in **Appendix G**.

The preparation of site specific guidance is often required for most large sites, including design codes and development briefs:
- Design codes provide a clear design framework and vision for the site and ensure overall coordination and consistency between areas. Design codes should provide clear performance criteria for streets and public realm, building form, materials and details
- Development briefs are Council led documents, which set out clear aspirations for site assembly and design. These documents are particularly useful in promoting a development vision for complicated brownfield sites in multiple ownerships

Further information on these is provided in **Appendix G.**

Figure 1.1 explains the required process from site selection to reserved matters application and the points at which engagement with the Council should take place as a minimum.
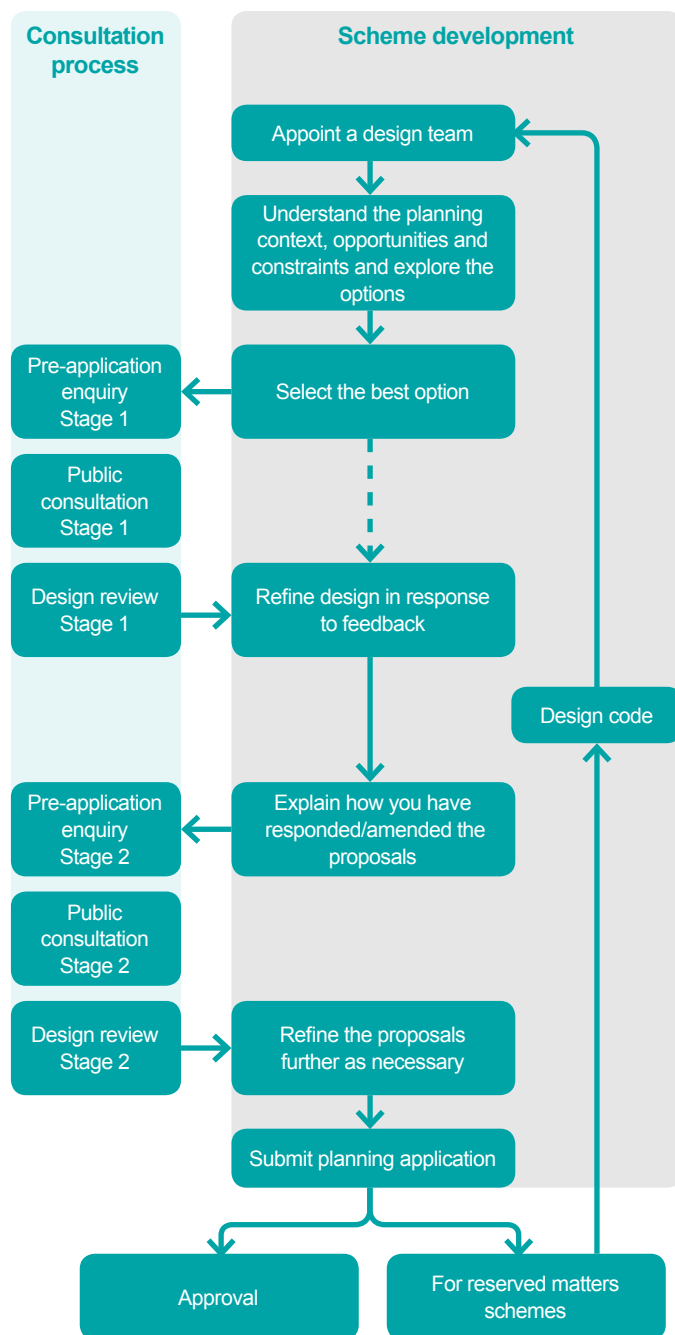
Figure 1.1 Process diagram for outline and full planning applications

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1

1.4 Policy background

The requirement for high quality design is instilled in Local and National planning policy and supporting guidance.

Relevant policy and sources of further guidance are highlighted in each chapter of this report. A full reading list is provided in **Appendix A**.

National policy and guidance

National Planning Policy Framework (NPPF) 2012
The Government's NPPF is based around a presumption in favour of sustainable development of which good design is a key aspect.

The key message is that development should contribute positively to making places better for people though establishing a sense of place in response to local character and history. It clearly states that permission should be refused for development of poor design quality. The NPPF specifies that Local Plans should develop robust and comprehensive policies that set out the quality of development that will be expected within their area. Further explanation of the NPPF policies on design is provided in the supporting online publication **Planning Practice Guidance**.

National design guidance
National design guidance documents which provide useful background reading and further detail relating

to the design process include:
- The Urban Design Compendium, English Partnerships (2nd Edition 2007) and Urban Design Compendium 2, English Partnerships (2007)
- Manual for Streets, DfT/DCLG (2007) and Manual for Streets 2, DfT (2010)
- Car Parking: What Works Where, English Partnerships (2006)
- Building for Life 12, Design for Homes (2012)
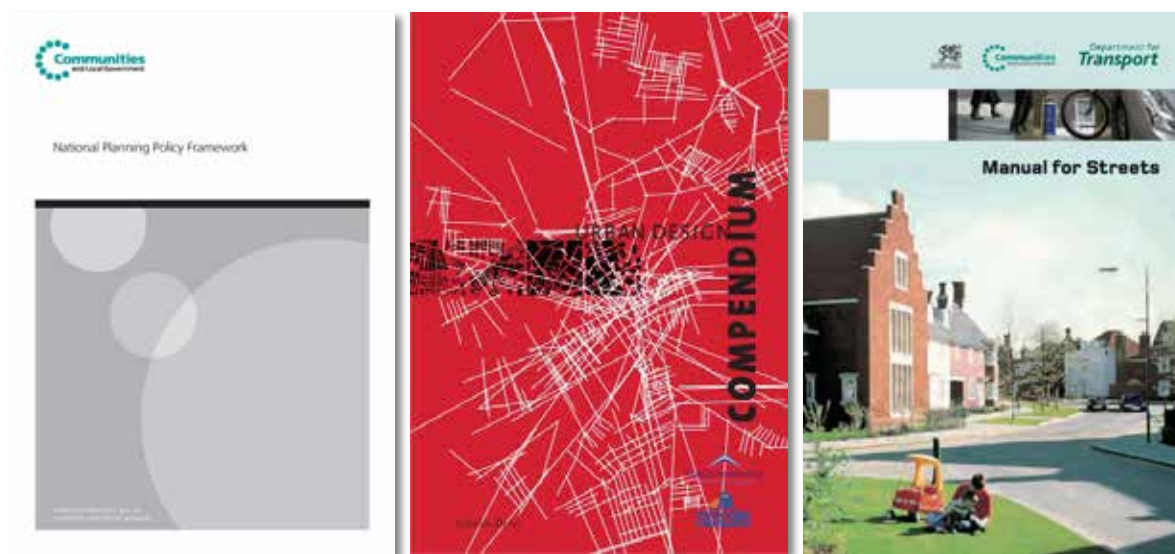
Local policy and guidance

Cherwell District Local Plan 2011-2031 Part 1, 2015

The adopted Local Plan states,

> *"We will ensure that what we approve for development, whether commercial premises or housing, is of the highest design and building standards." (Local Plan, Foreword).*

The Design Guide is being prepared in response to Policy ESD 15: The Character of the Built and Historic Environment of the Local Plan. The headline policy states:

> *"Successful design is founded upon an understanding and respect for an area's unique built, natural and cultural context. New development will be expected to complement*

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and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the District's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential." (Local Plan, page 117).

The full wording of Policy ESD15 is provided in **Appendix B.** The Design Guide provides explanation and guidance on the meaning of the Local Plan policies in relation to design and once adopted as a Supplementary Planning Document will be a material consideration in the determination of planning applications.

Further policies relating to design are to be included within Part 2 of the Cherwell District Local Plan.

Neighbourhood Plans
Once made Neighbourhood plans are made part of the District's Development Plan and will be used in the determination of planning applications within the area / Parish. They typically provide local policy relating to character, design, mix and location of development.

Adopted Neighbourhood plans
• Bloxham (2016)
• Hook Norton (October 2015)

The following neighbourhood plans are in preparation:
• Adderbury
• Deddington
• Merton
• Mid-Cherwell
• Stratton Audley
• Weston on the Green
• Bodicote

County and District design guidance
Sources of Cherwell planning guidance relating to design which are material considerations when determining planning applications include:
• Conservation Area Appraisals
• Supplementary Planning Documents – site specific and District wide
• Informal planning guidance

A list of current guidance documents is available on Cherwell District Council's website.

Oxfordshire County Council
The County's 'Residential Road Design Guide', Second Edition, 2015 provides guidance on the design of streets across Oxfordshire and emphasises the importance of designing layouts which prioritise people before cars.

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1
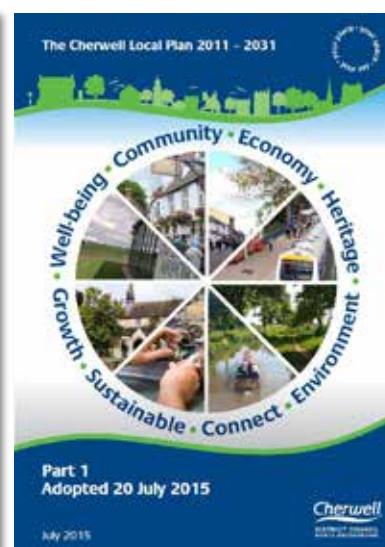
1.5 Abbreviations

Throughout the document the following abbreviations are used:

Draft Cherwell District Design Guide (this document) = the Guide
Cherwell District Council = CDC
Oxfordshire County Council = OCC

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CHERWELL'S SPECIAL CHARACTER

2.1 The evolution of the District
2.2 The larger settlements
2.3 Countryside Character Areas

2

Cherwell's towns and villages have evolved in response to their landscape, movement and social contexts.

This chapter provides a summary of the distinctive characteristics we see today in different parts of the District. It should be used as a starting point for more detailed, site specific analysis which is the first step towards creating a locally distinctive development which sits comfortably alongside its established neighbours.

New development in Cherwell should promote:

- Development informed by an understanding of the historic evolution of the District
- The creation of new places which fit well with the pattern and character of local towns and villages
- Development which is locally distinctive and reinforces the different characters of the north and south of the District
- Development which is located appropriately in response to landscape and topography
- Use of appropriate local materials and detailing (see also chapter 7)
- Or a truly innovative approach to architecture and design

New development should avoid:

- The creation of 'anywhere places' which do not reflect local character
- Inappropriate settlement patterns, architecture and materials
- An awkward relationship between new and old
- The use of superficial details to add character

Please refer to the following chapters for supporting information:
- **Chapter 3:** For details of how site specific analysis should be undertaken
- **Chapter 4-7:** For guidance on how the understanding of local character should inform the masterplan and detailed design decisions
- **Chapter 8**: For guidance on sustainability considerations
- **Appendix C:** List of Conservation Areas within the District

Further reading:
- **Countryside Design Summary, 1998, CDC:** A detailed characterisation study of the District's settlements with particular focus on the rural villages
- **Oxfordshire Wildlife and Landscape Study:** http://owls.oxfordshire.gov.uk. A detailed classification of the District's landscape character
- **Colour Palettes, 1996, Studio REAL:** A detailed guide to traditional materials and colour palettes used in different parts of the District.
- **Conservation Area Appraisals, CDC:** Provides detailed character analysis and guidance for each of the District's conservation areas
- **Landscape Character Sensitivity Assessment, 2017, CDC:** Provides an assessment of landscape sensitivies across the district
- **Category 'A' Villages Village Analysis, 2017, CDC:** Provides an anlysis of key issues associated with category A villages

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2.1 The evolution of the District

2

Local planning policy emphasises the importance of reinforcing Cherwell's local distinctiveness. New development should sit comfortably alongside the established townscape and landscape character of the local area and be unmistakably 'of Cherwell'.

This chapter is intended to assist with the understanding of local character by summarising the key characteristics of the District's three larger settlements and rural areas. It should be used as a reference when undertaking site specific analysis to inform the design process.
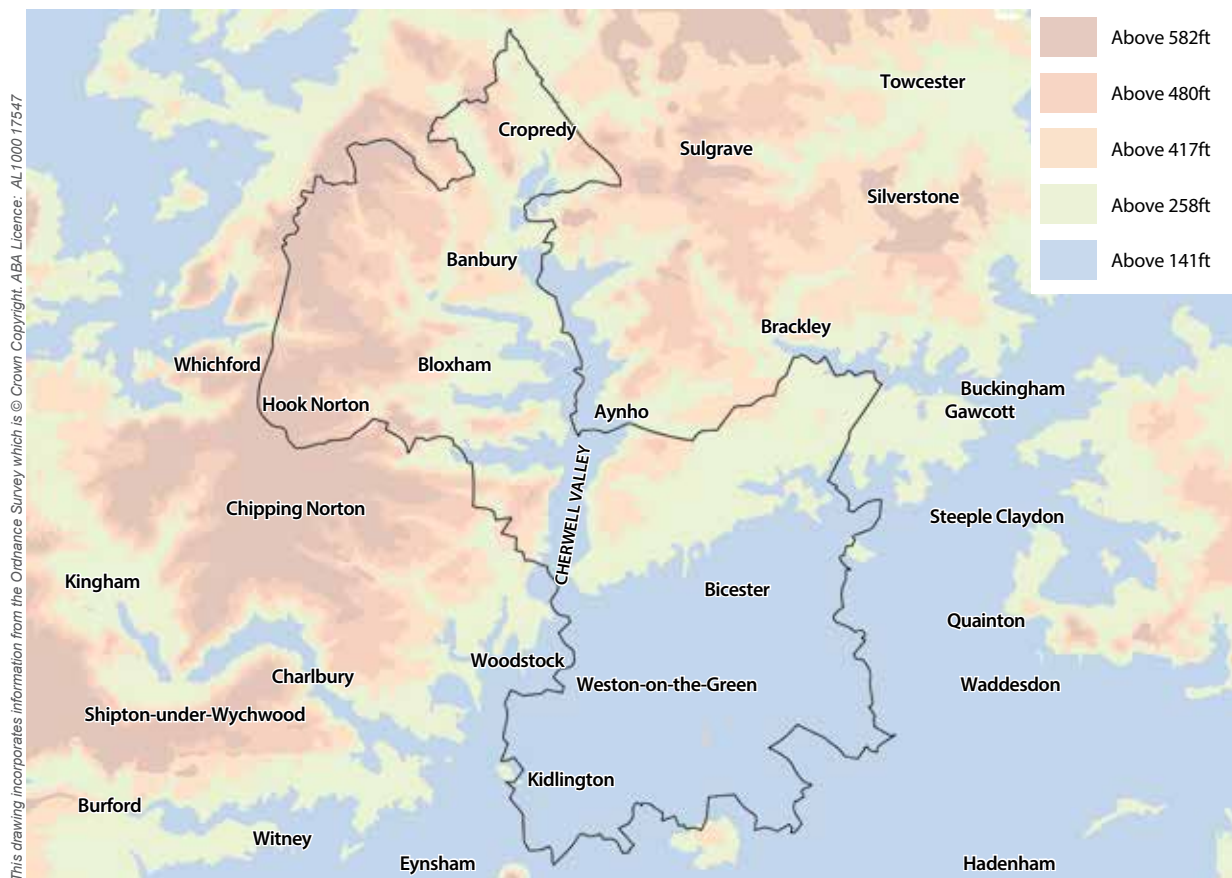

Figure 2.1 Topography map
(derived from Ordnance Survey data)

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Growing from the land

In an area of Oxfordshire rich in natural resources, Cherwell has been settled from the earliest times. The District takes its name from the River Cherwell, running north to south through the District.

The distinctive character of the District has evolved slowly over the centuries and owes much to its landscape and underlying geology which have directly influenced the character of the built environment. The majority of building materials were sourced from the landscape; buildings were constructed of locally quarried stone with roofs of locally grown thatch. The resulting townscapes are unique to each local area and have a strongly defined character.

Outside the central valley the District can be broadly divided into two character areas to the north and south:

- To the north and north-west, the District is defined by upland plateau, consisting of rolling hills and steep valleys of ironstone geology. Villages in this area are distinguished by their ochre ironstone walls. Banbury sits at the heart of the ironstone north

- The south-east consists of gently rolling limestone plateaux, with large areas of woodland and historic parkland. The south is mostly low lying, based on clay. Villages across the south make use of the cooler toned limestone as the primary building material. Bicester and Kidlington are larger settlements in the south
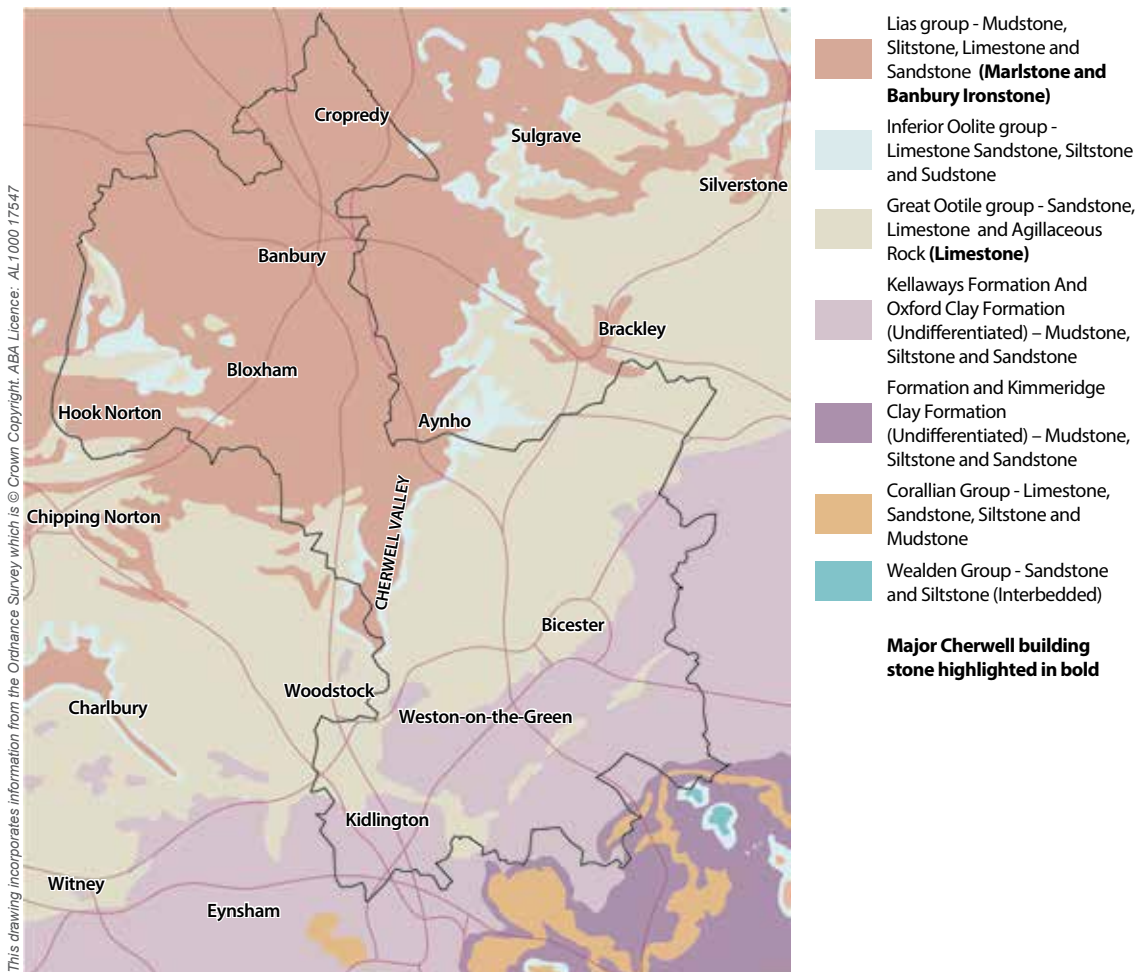

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Lias group - Mudstone, Slitstone, Limestone and Sandstone **(Marlstone and Banbury Ironstone)**

Inferior Oolite group - Limestone Sandstone, Siltstone and Sudstone

Great Ootile group - Sandstone, Limestone and Agillaceous Rock **(Limestone)**

Kellaways Formation And Oxford Clay Formation (Undifferentiated) – Mudstone, Siltstone and Sandstone

Formation and Kimmeridge Clay Formation (Undifferentiated) – Mudstone, Siltstone and Sandstone

Corallian Group - Limestone, Sandstone, Siltstone and Mudstone

Wealden Group - Sandstone and Siltstone (Interbedded)

Major Cherwell building stone highlighted in bold

Figure 2.2 Geology map
(derived from British Geological Survey mapping)

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2

The railways and Oxford Canal had a significant influence on settlements along their routes. New development in places such as Banbury, took advantage of access to materials such as red brick and Welsh Slate.

Today, Cherwell is an area of growing contrasts. The market towns of Banbury and Bicester which grew as a focus for trade continue to be the primary settlements and have developed an urban character as a result of rapid growth in the twentieth century. The village of Kidlington, the third largest settlement in the District, does not have the status of a market town, but also experienced rapid twentieth century growth as a result of its proximity to Oxford.

The majority of the District, however, retains a rural character. Many of its 72 villages are of a small scale, with distinctive historic cores. They continue to rely on the larger villages and market towns for higher order facilities, retail and employment opportunities.

The high quality of the District's townscapes is reflected in the designation of 60 conservation areas, with over 2,300 listed buildings and dozens of scheduled ancient monuments. The designated historic and natural features of the wider countryside include registered parks and gardens, battlefields and nature reserves.

Appendix C contains a list of Conservation Areas. These are important documents and are a material consideration in planning applications.

Ironstone villages of the north - Bloxham (top) and Adderbury (bottom)

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Limestone villages of the south- Islip (top) and Fringford (bottom)

Implications for new development

Where there is a strong, distinctive local character in the surrounding settlement it is expected that new development will be in keeping. Local character should be reflected in all aspects of design from the masterplan layout to building typologies, materials and detailing. This is particularly important for village development sites or small scale infill within historic urban areas. Often these areas are within Conservation Areas or their settings in which case the detailed guidance provided in Conservation Area Appraisals also applies.

Development at the edge of the larger villages and towns including Banbury, Bicester and Kidlington should reflect the distinctive characteristics of the settlement and the wider Character Area in which the settlement is located. Twentieth century housing estates of a generic character and poor design should not be taken as a precedent.

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2.2 The larger settlements

2

Banbury

Banbury is a market town of around 44,000 residents, located within the ironstone north of the District. Its earliest origins date from the Saxon period. As early as the seventh century, a settlement developed at the junction of the two ancient roads of Salt Way and Banbury Lane on the west bank of the River Cherwell.

By the mid-thirteenth century the market and associated industries had begun to prosper, becoming an important centre for the wool trade. Transport links continued to support the town's prosperity with the arrival of the Oxford Canal in 1778 and railways in 1850 and it developed a strong industrial base.

Banbury's central historic core remains relatively intact with a medieval pattern of narrow streets, lanes, market squares and burgage plots. The civic buildings date from the eighteenth and nineteenth century. Early

buildings are constructed from local Hornton ironstone and other local ironstones, with locally produced red brick with a soft tone used from the mid-eighteenth century onward.

The adjoining suburbs dating from the eighteenth and nineteenth centuries, have a grid plan and consist of two or three storey terraced houses. Detached, semi-detached houses and large villas of the nineteenth and early-twentieth century are on a grander scale, with larger plots and mature trees making a valuable contribution to the streetscape.

In comparison to Bicester and Kidlington, Banbury's twentieth century expansion was more gradual and has greater coherence. In outer Banbury, the majority of the built environment was developed during the second half of the twentieth century, particularly 1950s to 1970s to house overspill population from London
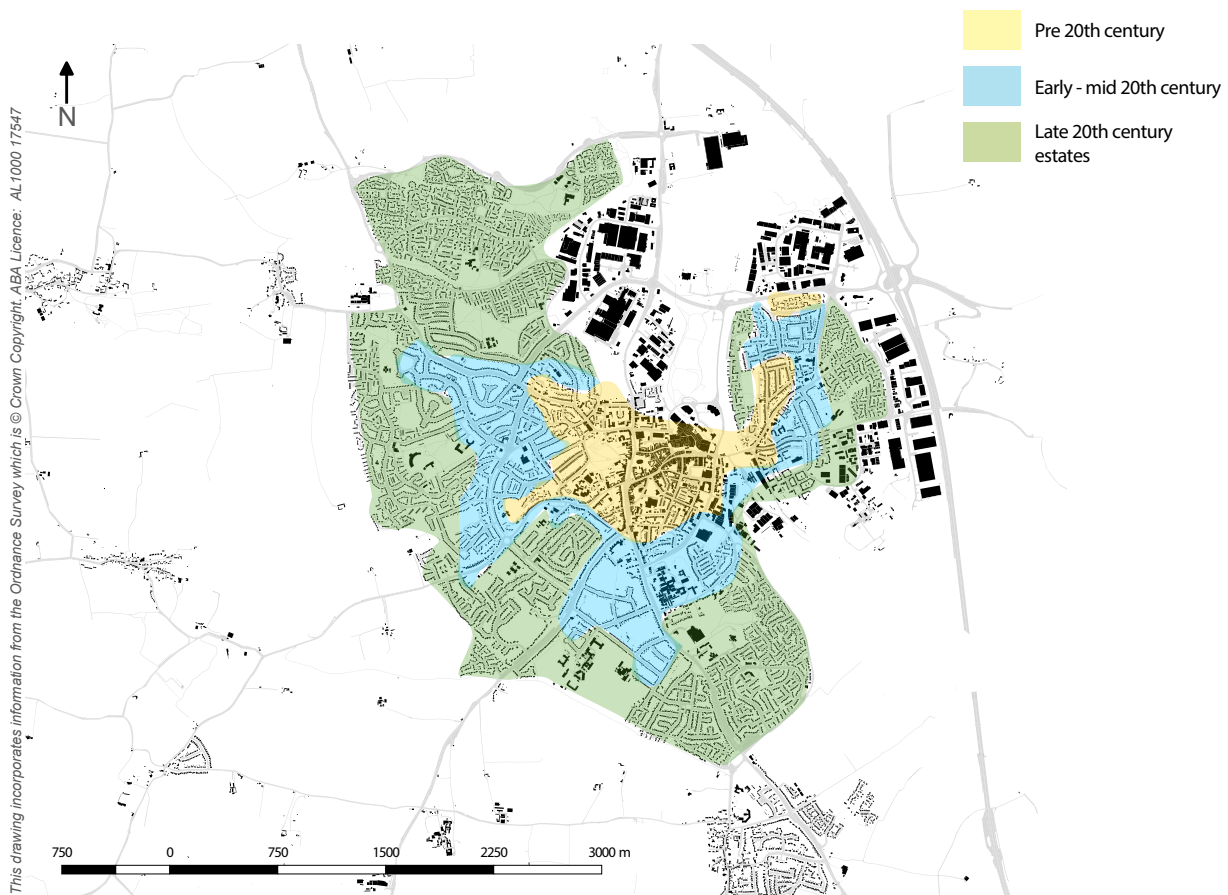

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N

	Pre 20th century
	Early - mid 20th century
	Late 20th century estates

750   0   750   1500   2250   3000 m

Figure 2.3 Banbury

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and the West Midlands. The growth accelerated after the 1970s with the completion of the M40 which gave fast and direct access to London and Birmingham.

The Council took a strong lead in the design of the later suburbs, which follow garden suburb principles. In contrast, large estates developed on the periphery of the town offer little in terms of local distinctiveness.

The town remains both walkable and cyclable, with a clear sense of order and relationship between residential areas and the town centre. It is important that new development at the edge of town continues to relate well to the centre and reflects the building traditions of the town's more distinctive residential areas.   Key characteristics include:

- A compact medieval core, defined by a clear network of streets and defined frontages. There are a wide range of building styles reflecting the development and redevelopment of the area over the centuries, but harmony is established through the consistent rhythm of the plots, scale and materials
- Victorian and Edwardian suburbs with greater consistency; typically terraced properties, constructed in local brick with a harmony of plots, scale and details
- Many of the mid 20th century suburbs also have a sense of order established along Garden Suburb principles, with tree-lined avenues and stretches of terrace or semi-detached properties set back from the street behind clearly defined thresholds
- Some late 20th century development has a weak urban form and lacks local distinctiveness

Some 20th century developments in Banbury have a weak urban form and lack local distinctiveness

Pre-20th centruy development in Banbury - Old Parr Road (top), King's Road (middle), South Bar Street (bottom)

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Bicester

Bicester is a rural market town, located in the south east of the District. Established on a river crossing of the River Bure, an ancient route between Oxford and Buckingham, it sits at the northern edge of the Otmoor lowlands next to a band of limestone and Cornbrash. The river and a railway embankment provide variation to the otherwise flat topography. Graven Hill, located at the south east of town, is the only topographic feature of note.

Bicester's historic core is still the commercial centre and the civic heart of the town. It formed from the coalescence of three settlements: King's End, Market End and Crockwell and was influenced by the route of the River Bure. Aside from redevelopment in the centre, it changed little through the eighteenth to mid-twentieth centuries.

The bulk of the historic core consists of two or three storey vernacular buildings of limestone rubble or red brick with some re-fronted timber framed buildings along the old London Road. Building frontage in the town centre is continuous; strongly defining the public realm.

The green spaces within Bicester provide valuable relief from the densely built town centre. The contribution that mature trees make to the townscape is immensely valuable.

The shape of the town altered in the twentieth century with the establishment of the RAF station and later the Ordnance Depot. Housing estates were developed around the periphery of the historic core. These are well cared for, but poorly connected to the centre and lack local distinctiveness. From a population of 5,512 in 1961, numbers grew to an estimated 32,640 in 2011.
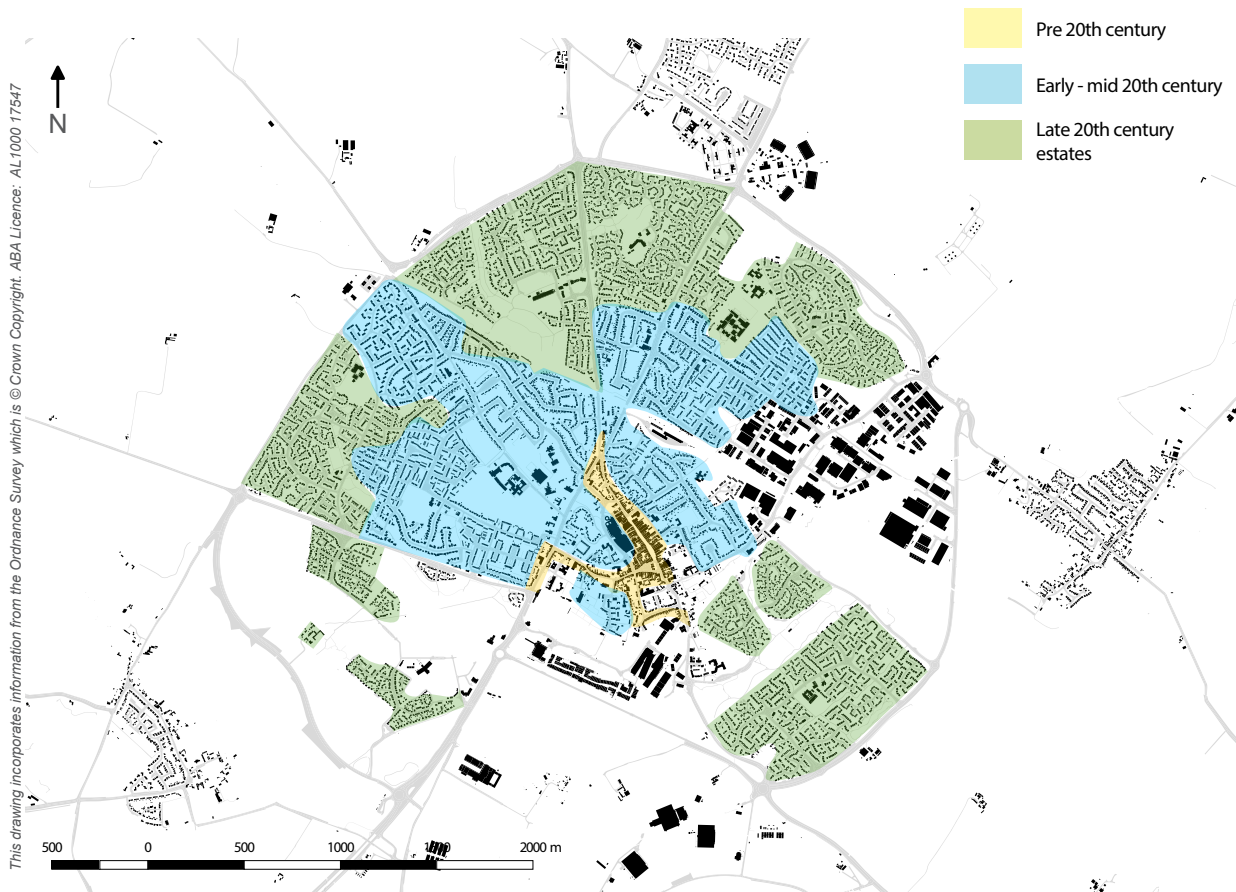

Figure 2.4 Bicester

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Key characteristics include:
- A compact medieval core, defined by a clear network of streets and defined frontages. There are a wide range of building styles reflecting the development of the area over the centuries, but harmony is established through the consistent rhythm of the plots, scale and materials
- Small areas of Victorian and Edwardian expansion are typically terraced, constructed in local brick
- Much of the 20th century suburbs date from the post war era. These are frequently based on cul-de-sac structures, limiting their sense of connection with other areas. The layout and design of houses does little to reinforce local distinctiveness. These areas, while well loved by residents, are not appropriate for replication in new development

The perimeter of Bicester is undergoing transformation with significant new development planned in a series of distinctive neighbourhoods. RAF Bicester is becoming an interesting hub combining new technologies with heritage, while Graven Hill is to develop a distinctive character as a result of the council-led self-build programme. To the north-west, Bicester Eco-town is demonstrating new sustainable technologies and new urban forms. To the south-west and south-east housing growth areas are more normative in their design.

Sustainable exemplars

The town of Bicester is undergoing significant change and growth. This is reflected in its designation under a number of Government funded initiatives (Garden Town, Eco-town and Healthy New Town) which aim to provide new homes with a focus on innovative design and high levels of sustainability.

The guiding principles of good urbanism contained within this Guide must underpin all these proposals, creating well-connected, distinctive, safe and attractive places which engender civic pride and a sense of community. However, the Guide recognises that within sustainable exemplars, the development of new buildings typologies, architectural styles and materials may be appropriate. Bespoke design solutions will be agreed in consultation with the Council. Chapter 8 provides further details on innovation and sustainability.

Bicester - Priory Road (top), Church Street (middle), Elmbrook, North West Bicester (bottom)

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2

Kidlington

Kidlington is an enlarged village, located in the Clay Vale of Otmoor, between the attractive green corridors of the River Cherwell and Oxford Canal. Kidlington emerged as a dispersed group of medieval hamlets focused on and around St Mary's Church and the Town Green in the east and Kidlington Green to the west. The remaining historic streets are built predominantly of Cotswold limestone with some later red brick buildings.

With the arrival of the canal in the eighteenth century and the railway in the nineteenth century, the settlement began to expand westwards. Rapid growth came in the twentieth century in response to Oxford's population pressure. Ribbon development of semi-detached and bungalow properties along Oxford to Banbury Road and on large plots around the Moors was followed by the development of a 'Garden City' to the south led by the District Council and later on the growth of cul-de-sac based estates which limit east-west connectivity.

Unlike Banbury and Bicester, Kidlington does not have a medieval or Victorian civic centre. The village centre dates mainly from the late-twentieth century and relates poorly in character and scale to the pockets of remaining historic residential streets, some which are now designated as Conservation Areas.

Future development within Kidlington should look to strengthen the character of the village, and create a distinctive heart to the settlement in the village centre.
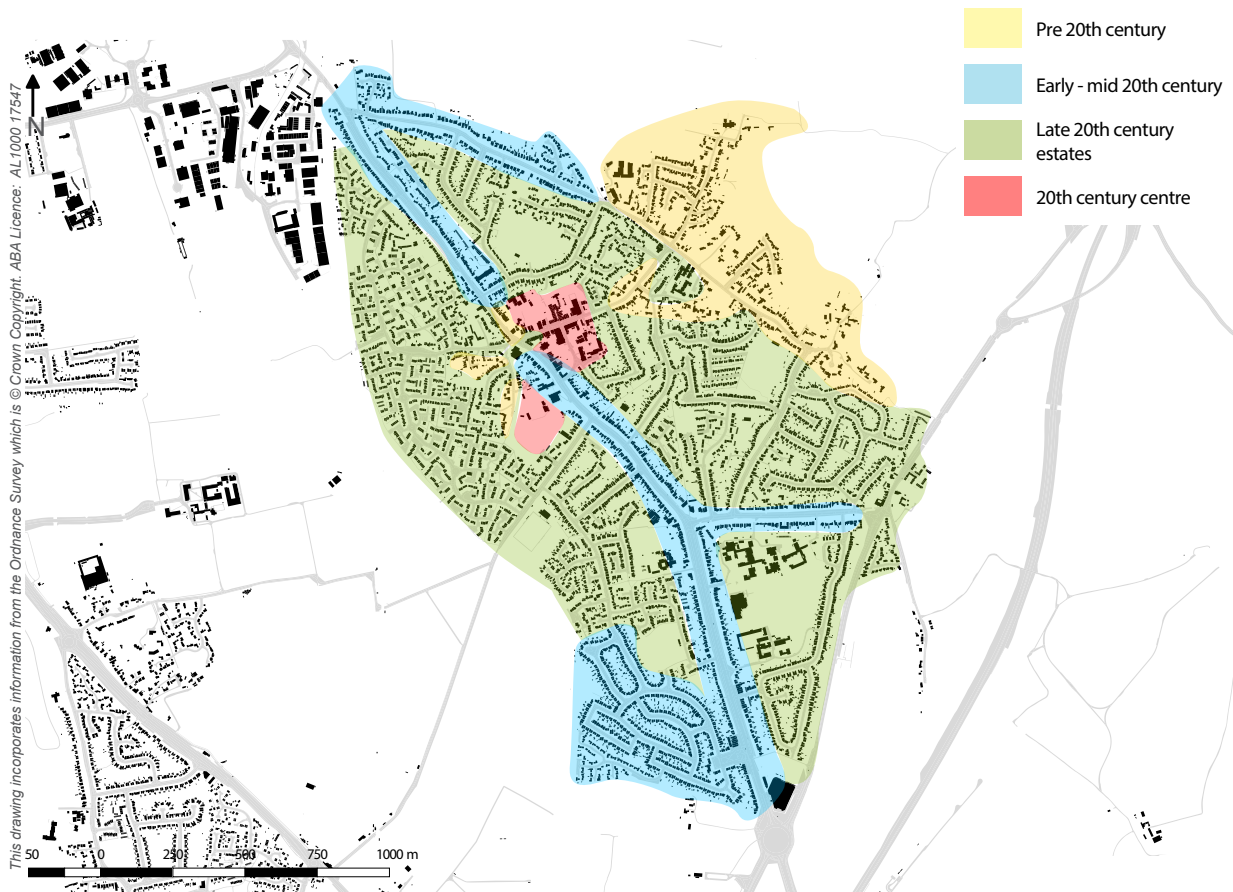

	Pre 20th century
	Early - mid 20th century
	Late 20th century estates
	20th century centre

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50   0   250   500   750   1000 m

Figure 2.5 Kidlington

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Key characteristics include:
- Small pockets of historic development
- 20th century centre which lacks character and consistency
- Many of the suburbs have been guided by Garden Suburb principles, with tree-lined avenue and stretches of terrace or semi-detached properties

Kidlington village centre (top), low rise ribbon development on Oxford Road (bottom)

Franklin Close (top), The Moors (middle), typical Garden City housing (bottom)

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2.3 Countryside Character Areas

The character of the district varies from north to south, with ironstone to the north and limestone to the south. There are more subtle distinctions which are described in the Council's Countryside Design Summary, CDC (1998).

This classifies the District into four geographic character areas reflecting the influence of landscape and geology (figure 2.6):

- The Cherwell Valley
- The Iron Stone Downs
- The Ploughley Limestone Plateau
- The Clay Vale of Otmoor

A summary of the distinctive characteristics of each area is provided in table 2.1. The Countryside Design Summary notes that variation occurs at the more local level, from village to village, street to street and building to building, but each area displays an overall character which distinguishes it from the others.

Cherwell Valley

Ironstone Downs

Ploughly Limestone Plateau

Clay Vale of Otmoor

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Figure 2.6 Cherwell District countryside character areas
and heritage assets

Legend:
- - - - Railways
— Water courses
— Motorway
— A - roads
— B - roads
● Conservation Areas
● Registered Parks and Gardens
✕ Battle grounds
Cherwell Valley
Ironstone Downs
Ploughley Limestone Plateau
Clay Vale of Otmoor
Urban Area

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2

The north and central valley

	Cherwell Valley	Ironstone Downs
Location	Runs north-south across the District following the River Cherwell.	Northern half of the District to the west of the Cherwell Valley.
Landscape	To the north, a wide rolling valley dissecting the Ironstone Downs with a flat floor which floods seasonally. The valley narrows south of Banbury across limestone beds then flattens out over the Clay Vale. The Oxford Canal, Banbury to Oxford Railway and M40 are significant features of the valley floor.	An upland plateau-like landscape of mixed farmland, incised by very steep and often narrow valleys in the north. The land rises to the west forming an upland ridge with extensive views. The south has steeply sided, convoluted valleys with narrow valley floors and rolling, rounded hill lines. The Ironstone Downs consists of marlstone rock beds overlying middle and lower lias clays.
Settlement patterns	Settlements are mostly located on the valley slopes and have agricultural origins. Some have been influenced by the canal and railway. Linear settlement form is most common reflecting growth along a main movement route. Others are nucleated around road junctions. Village streets are mainly open in character with a variety of open spaces.	Numerous small, closely spaced settlements of agricultural origin, with larger villages located to the south. Villages are positioned in valley locations either on the valley sides, at the head of the valley or on the brow of the hill. Villages are generally only visually prominent where the valleys are open and wide. Villages have linear or nucleated forms or enclose areas of open land.
Buildings	Mainly two storey terraced or detached cottages, facing the streets and close to the kerb or behind stone walls. Steeply pitched roofs. Front gardens are uncommon.	Mainly two storey terraced and detached houses, the majority of which face the street. Roof pitches are steep with brick stacks on the ridge line. Buildings are often located at the back of pavement or set back behind ironstone walls. Trees and hedgerows are important features of the streetscene.
Materials	Ironstone from Clifton northwards, limestone to the south. Some villages have a mixture. Welsh slate and engineering brick also evident. Dark toned plain slate and tile roofs or thatch.	Ironstone walling except at Duns Tew where limestone predominates. Early nineteenth century brick buildings in villages close to Banbury. Thatch and stone slate roofs, often replaced with plain dark grey slates, tiles and Welsh slate.

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The south

	Ploughley Limestone Plateau	Clay Vale of Otmoor
Location	Central part of the District, east of the Cherwell Valley.	Southern part of the District.
Landscape	A number of exposed upland plateaux in the north and west dip gently into rolling undulations and shallow valleys to the southeast. There are extensive areas of woodland cover. White limestone in the north gives way to cornbrash further south, both of the great oolitic group.	A low lying clay vale which rises gently to the north and west, and sharply to the south to form the Oxford Heights. The land is waterlogged, although extensive drainage has enabled more than half of the land to become arable farmland. Otmoor is an important grassland habitat designated a Site of Special Scientific Interest (SSSI).
Settlement patterns	Most villages are small and linear in form. They are not prominent in the landscape due to landform and woodland cover. A few villages have a formal unity of design which suggests they are planned estate villages e.g. Kirtlington.	Settlements are mostly located just above the level of the floodplain often on outcrops of cornbrash. Villages are small and generally linear in form. Some have an open, unstructured character with properties set back behind stone walls, gardens and hedges. Others have a tighter, urban structure.
Buildings	A mix of mostly two storey terraced and detached properties, with fairly steeply pitched roofs and brick chimney stacks on the roofline. Buildings face onto streets and public spaces, but larger properties may be set back some distance behind limestone walls. Iron railings are also used.	Mostly two storey detached, with groups of terraces in some villages. Steeply pitched roofs with chimneys on the rooflines. Buildings mainly face streets. Detached properties have a variety of forms and often set back at varying depths from the road producing an irregular street frontage.
Materials	Limestone rubble, coursed and thinly bedded. Red brick. Red and occasionally blue bricks are used for quoins and detailing in 19th century estate cottages. Thatch and stone slate roofs, many now replaced by local clay tile and welsh slate.	Limestone in most of the area. Red brick buildings and detailing also found. Ornamental and whitewashed brickwork is more common across this area. Roofs were traditionally thatched, now mostly replaced with plain dark toned slates and tiles and in some areas plain, red clay tiles.

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2

Reference should also be made to the Oxfordshire Wildlife and Landscape Study. http://owls.oxfordshire.gov.uk. This divides the District into 19 landscape types (see figure 2.7) which sit within Natural England's National Character Areas. Landscape and biodiversity guidance is provided for each.
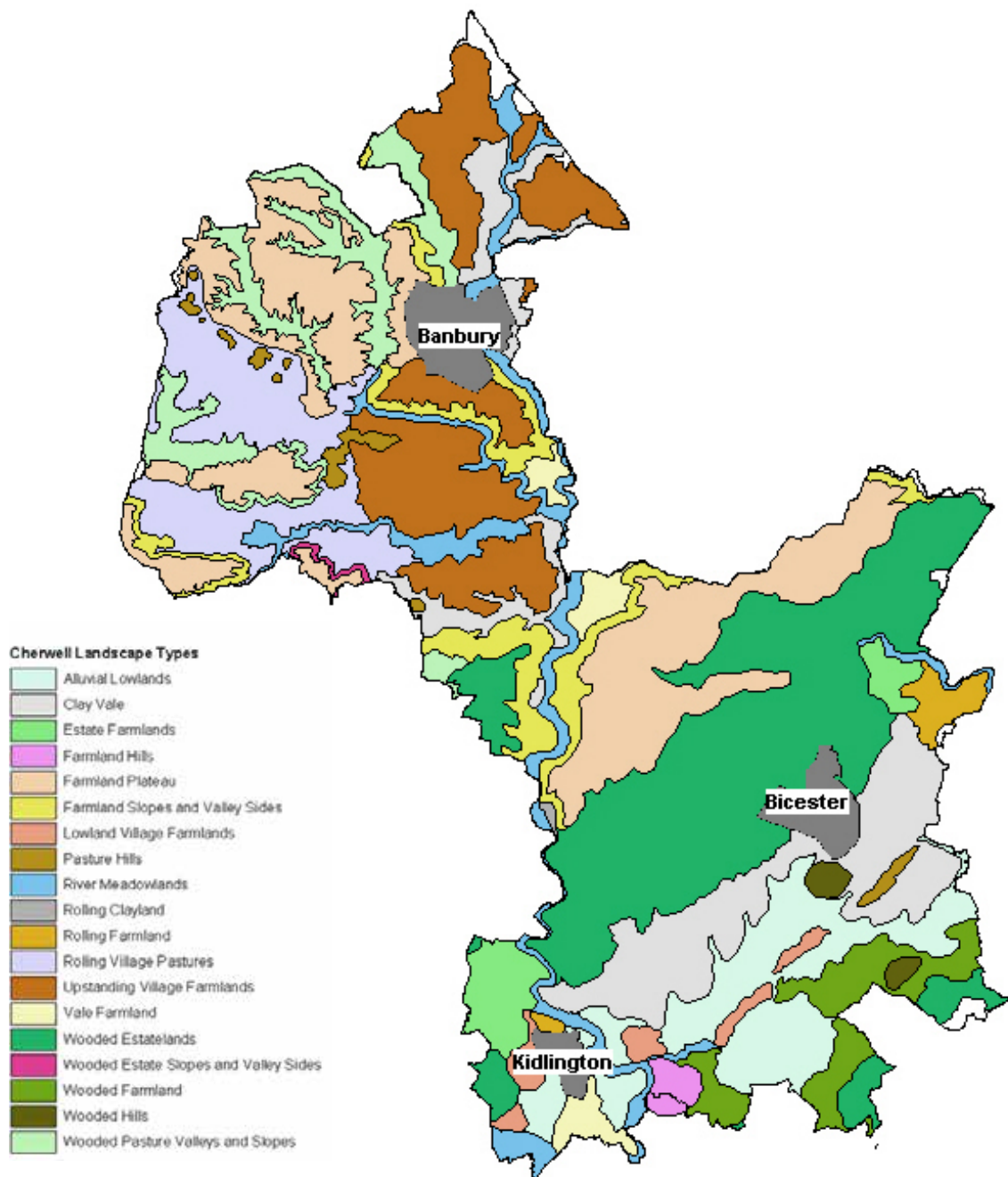
Figure 2.7 Cherwell landscape types (source: OWLS)

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3 RESPONDING TO THE SITE AND ITS CONTEXT

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Understanding the characteristics of a site and its wider setting are fundamental to good masterplanning and design solutions.

This chapter explains the process of information gathering, analysis and synthesis leading to a clear understanding of site constraints and opportunities. This should be undertaken in the preparation for outline, full and reserved matters planning applications.

New development in Cherwell should promote:

- Meaningful analysis which is appropriate to the stage and nature of the project and positively informs the project brief and design process
- Designs which are responsive to local conditions, which fit naturally with the landscape and settlement pattern and are distinctive to Cherwell
- Engagement with the Council and local stakeholders during the analysis process

New development should avoid:

- The creation of 'anywhere places' which do not respond to local context
- Analysis which focuses on detail and fails to consider bigger picture issues
- A lack of engagement with Council Officers in the early stages of the design process
- Responding to the wrong context, for example: taking precedent from poor quality development.
- Failure to synthesise the information gathered that leads to a design that does not respond to the issues identified

Please refer to the following chapters for supporting information:
- **Chapter 2:** For a summary of the District's distinctive characteristics and character areas
- **Chapter 4:** For details of how the site analysis should be interpreted in the masterplan and vision
- **Chapter 5-7:** For details of how site analysis should inform the detailed design of streets, plots and buildings
- **Chapter 8**: For guidance on sustainability considerations
- **Appendix A:** List of Conservation Areas within the District

Further reading:

- **Urban Design Compendium, 2007, English Partnerships**: Chapter 2 - Appreciating the Context for further detail on human, environmental and economic factors to consider in site analysis and their relationship to site feasibility testing and vision.

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3.1 Understanding the site and its context

3

Analysis of the site and its context is a fundamental part of the design process. The aim is to understand and respond positively to the site's characteristics and the surrounding context to create a distinctive place rooted in the local environment.

Every site has a different social, economic and physical context and requires a bespoke design response. It is critical that the development context is understood at the very start of the design process to inform the design brief and commercial decisions relating to site selection. Not all sites will be appropriate for development and initial analysis and consultation with the council will be important in determining a site's suitability.

The role of analysis is to:
- Establish where you should and shouldn't build within a site and within a settlement
- Establish important points of connectivity
- Identify site features requiring protection or enhancement
- Identify local townscape and landscape characteristics so that they can be reinforced through the development
- Understand Council, local stakeholder and statutory consultee requirements for the site
- Directly inform the brief for the masterplan and the design solution

Alongside a desk based review of existing documents, the Council will expect to see evidence of site visits and primary analysis of the site and the surrounding area. It is expected that the design team will engage with technical stakeholders including Council Planning Officers to agree the scope of analysis, gather information and discuss the appropriate design response.

It is expected that a robust analysis should be set out within the Design and Access Statement to explain how design decisions have been made.
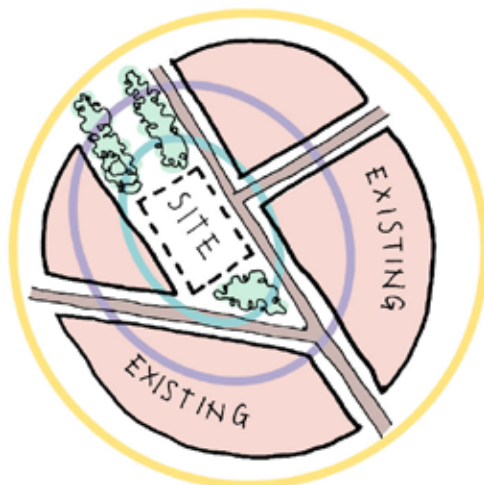
The extent and breadth of analysis should be appropriate to the size and location of the site (see figure 3.1).

Site analysis should continue throughout the design process with an increasing level of detail as a scheme moves towards implementation.

For example in relation to townscape analysis:
Outline application: layout informed by an analysis of characteristic street patterns, block and building typologies and relationship to the street, alongside a general exploration of architectural form, character and detail.

Full or reserved matters application: detailed design informed by a detailed analysis of vernacular architecture, local building and public realm materials and details.
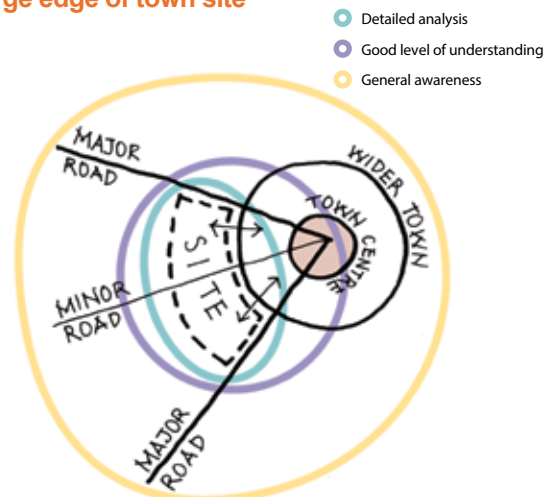
Small infill site

Large edge of town site

○ Detailed analysis
○ Good level of understanding
○ General awareness

Figure 3.1 Indicative extent of analysis

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The table below provides a list of typical topics which should be included in the analysis process, together with likely sources of information. This is not an exhaustive list and should be tailored to the specific site, but can be used as a starting point or aide mémoire. The list of 'Questions to address' provides guidance on how site analysis should be used to inform a synthesis of constraints and opportunities.

Questions in bold are of particular relevance to Full or Reserved Matters Applications.

	Planning review and socio-economics
Details	Planning history of the site Adjacent developments / proposals Relevant planning policy including housing, open space and other land use requirements Neighbourhood plans Demographic characteristics Access to services and facilities

Questions to address:	1. Is the principle of development acceptable in planning terms / is the site allocated in the Local Plan?
	2. Is the site located within a neighbourhood plan area?
	3. What is the most appropriate mix of uses on the site to meet community needs?
	   • housing mix?
	   • new facilities and services e.g. education, healthcare, employment, retail?
	   • open space?
	4. Are there adjacent sites which should be considered in a joined-up way?
	5. Who should be consulted during the design process and when (e.g. Parish Council, Neighbourhood Forum, adjacent landowners or statutory consultees)?
	6. How were previous schemes for the site received by the Council and local community?
	7. Can an appropriate scheme be developed given constraints, commercial and operational viability?

Sources of background information	CDC Office for National Statistics

	Views and sightlines
Details	Important views into and out of the site Landmarks
Questions to address:	8. Where are the key views into and out of the site that the scheme should preserve / enhance? 9. Are there sensitive visual receptors e.g. adjacent properties or heritage assets and how should the scheme respond to these?
Sources of background information	Site visits Conservation Area Appraisals

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3

	Townscape character
Details	Settlement evolution and pattern Relevant District Character Area Local street and building characteristics Land use mix Site edge conditions Conservation Areas Heritage assets Archaeology
Questions to address:	10. What District Character Area is the site located within and what are the key characteristics of landscape and townscape? 11. Does the site or context contain designated and non designated heritage or townscape assets (e.g. Conservation Area, listed building, locally listed building designations)? How can these features be preserved and enhanced? 12. Where should development be located within the site to respect the natural limits of the settlement and its historic pattern? 13. Where is the site located within the overall hierarchy of the settlement e.g. centre, edge, standalone? 14. What are the conditions at the edge of the site and how should the scheme respond e.g. housing backing/fronting, open space, woodland, other uses? **15. How might the scheme reflect locally distinctive relationships between buildings and the public realm e.g. extent of frontage, angle of buildings to the street, boundary treatments?** **16. How might the scheme reflect locally distinctive building forms, groupings, heights, rooflines and architectural details, wall and surface materials?**
Sources of background information	Historic maps CDC Countryside Design Statement Conservation Area Appraisals OCC Historic Environment Record Historic England register of listed buildings CDC for local listings Site visits / surveys

	Landscape and topography
Details	Ecology and Habitat designations Mature trees, Tree Preservation Orders (TPOs) and hedgerows Treebelts and woodlands Watercourses Topography and geology Public open space provision within the settlement
Questions to address:	17. Does the site or context contain protected or important landscapes, habitats or species? How can these be preserved and enhanced? 18. Is there a natural limit to the settlement defined by landscape / topography? 19. How should the scheme work with and make the most topography and existing landscape features e.g. hedgerows, green corridors, high-points, mature trees on and adjacent to the site?
Sources of background information	CDC Berks, Bucks and Oxon Wildlife Trust (BBOWT) MAGIC website (www.magic.gov.uk) Oxfordshire Wildlife and Landscape Study (OWLS) website Natural England British Geological Survey website Ordnance Survey maps Site ecology/ arboricultural surveys Site visits

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	Movement network
Details	Planned transport works Potential access points into the site Distance to public facilities, shops, services and employment uses Existing movement routes through the site and in the surrounding settlement: streets hierarchy, footpaths, bridleways, informal and historic routes Future desire lines Public transport routes and stops Car parking requirements
Questions to address:	20. Where can access be gained? 21. Are there capacity constraints in the local highway network which limit the quantum of development or will require new highways infrastructure? 22. How might the scheme layout respond to existing and future desire lines e.g. to local shops, schools, open space? 23. Are there existing movement routes (roads, footpath, cycle routes etc) which should be retained? 24. How can the scheme connect into the surrounding street and footpath/cycleway network? 25. How does the site relate to existing public transport routes? Is there an opportunity to route these through the site? 26. What is the appropriate amount and arrangement of car and cycle parking within the scheme?
Sources of background information	CDC Local Transport Plan (OCC) Other OCC guidance e.g. parking standards Ordnance Survey maps Public transport operators websites Site visits

	Physical constraints
Details	Flooding – fluvial and surface Noise Smell Utilities corridors Contamination Archaeology Microclimate
Questions to address:	27. Are there existing buildings on the site? 28. Do the site levels present any access and construction issues? 29. Does the site have access to utilities; are there utilities constraints e.g. easements? 30. Are there ditches, ponds and water courses running through the site? 31. Is the site at risk of fluvial or surface water flooding? 32. What is the appropriate sustainable drainage response to the topography / geology of the site? 33. Does contamination within the site constrain development? 34. Does the site suffer from noise pollution which constrains development or requires mitigation? 35. Are there any smells / air pollution issues which need to be mitigated? 36. Are there any earthworks / archaeological constraints that need to be investigated / surveyed? 37. Are there any microclimate issues that need to be considered in relation to wind, overshadowing etc.?
Sources of background information	Environment Agency CDC Strategic Flood Risk Assessment Statutory undertakers Utility providers Site survey

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3.2 Opportunities and constraints

3

Analysis should be sifted and synthesised to draw out the key constraints and opportunities and inform the brief for the masterplan.

The site analysis process should be broad and layered, fed by multiple sources of information (see figure 3.2). Following information gathering and initial analysis, the issues and details which are important for the scheme are drawn out.
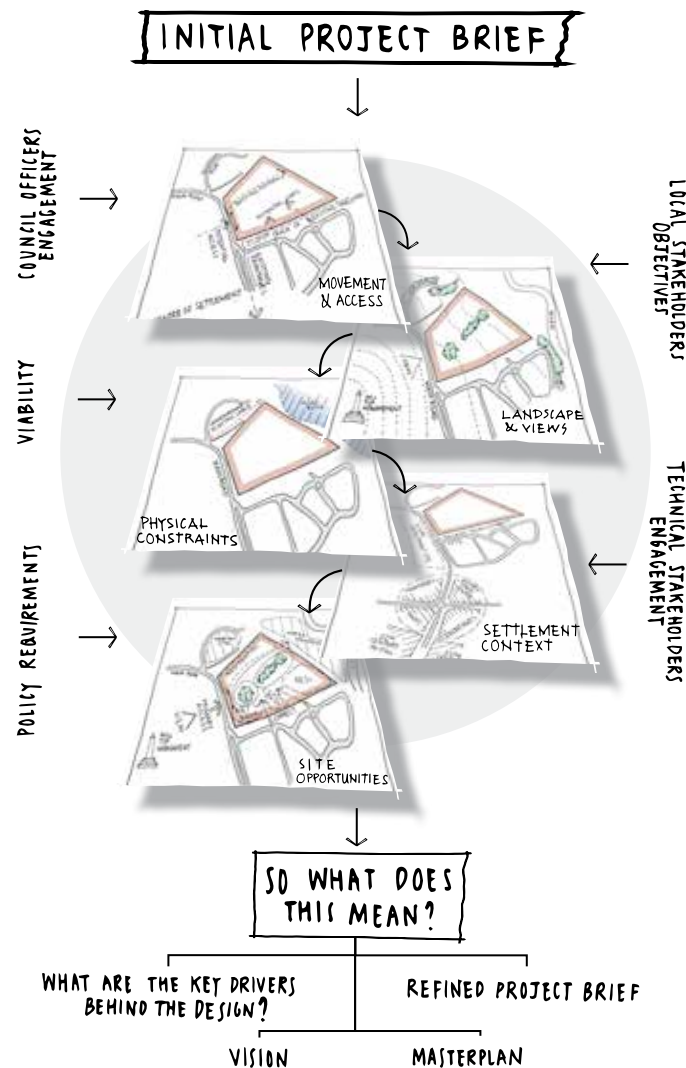
The key findings of the analysis process should be communicated in an opportunities and constraints plan.

This should:
- Overlay key physical constraints and areas unsuitable for built development
- Identify key features of the site and context
- Identify opportunities for reinforcing existing features as part of a green infrastructure strategy
- Identify site access opportunities and connections to the surrounding movement network
- Identify initial design opportunities in response to site conditions including the potential extent of development

The project brief should be refined in light of the opportunities and constraints analysis, which forms a robust foundation for the masterplan.

Figure 3.2 Site analysis process

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ESTABLISHING THE STRUCTURING PRINCIPLES

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This chapter explains the role of the masterplan in establishing the spatial principles for the scheme considering character, landscape, land use, movement and sustainability objectives.

It is of particular relevance to the preparation of full and outline planning applications.

It should be read in conjunction with chapter 3 'Understanding the site' which explains the process of opportunities and constraints analysis. It must be clear how the masterplan has responded to this analysis.

New development in Cherwell should promote:

- A robust masterplan structure which is grounded in a solid understanding of the constraints and opportunities of the site and its setting
- A clearly articulated vision for the character of the scheme to establish a locally distinctive place which sits comfortably with its surroundings
- Connectivity between the masterplan and the surrounding settlement.
- A land use mix which provides community focus, including public buildings, that directly responds to local needs and is in line with local planning policy
- Continued engagement with the Council and local stakeholders as the masterplan is developed

New development should avoid:

- A disconnection between analysis and masterplan layout and a lack of creativity when responding to site constraints
- A lack of a clear and distinctive vision for the character of place to be created
- Layouts which fail to connect and respond to the existing settlement pattern, street network and context
- Schemes which block future settlement expansion
- Fixing the development brief before the masterplan can be objectively tested

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Please refer to the following chapters for supporting information:
- **Chapter 2:** For a summary of the District's distinctive characteristics and character areas
- **Chapter 3:** For details of how site analysis should be undertaken to inform the masterplan
- **Chapter 5-7:** For guidance on detailed design relating to streets, plots and buildings. An awareness of these considerations should inform the masterplan
- **Chapter 8**: For guidance on sustainability considerations

Further reading:

- **Urban Design Compendium, 2007, English Partnerships**: Chapter 3, Creating the Urban Structure, further detailed guidance on land use mix, urban structure, density, open space typologies, sustainability, urban block size and arrangement and legibility
- **Creating Successful Masterplans, 2004, CABE:** Detailed guidance on the masterplanning process, the role of the client and project brief, different types of masterplan and their components
- **Manual for Streets, 2007, DfT/DCLG:** Chapter 4 Layout and connectivity, detailed guidance on walkable neighbourhoods, layouts and appropriate street forms
- **The SuDS Manual (C753), 2015, CIRIA www.susdrain.org:** Detailed guidance relating to the design of sustainable drainage systems
- **Site layout planning for Daylight and Sunlight: a guide to good practice, 2011, BRE:** Detailed guidance on the daylighting of buildings, public spaces and private amenity space

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4.1 The role of the masterplan

4

The masterplan sets the structuring principles of the development and its relationship to the surrounding area. It should be clear how the site analysis has informed the masterplan.

Masterplans are a critical part of the design of major and strategic sites and will be expected to form part of a planning application for all development over ten units.

The masterplan:
- Establishes the spatial principles of the scheme including movement, landscape, infrastructure and land use
- Is a response to the initial brief, the site constraints and opportunities
- Is a co-ordination tool which shows how each phase relates to the wider scheme
- Tests the development capacity of the site and supports the preparation of development appraisals, funding and implementation strategies
- Is an evolving strategy which is refined throughout the design process in response to ongoing analysis, consultation and detailed design work

The creation of a robust masterplan is an iterative process, involving testing, refinement and consultation. The Council will expect to be involved in the following stages of masterplan development which should be clearly evidenced in the planning submission:

Figure 4.1 Example of select masterplan layers (Thetford Sustainable Urban Extension, Alan Baxter Ltd)

1. **Constraints and opportunities analysis.**
   This will reveal the key spatial considerations which the masterplan should respond to (chapter 3 provides detailed guidance on this process).

2. **Concept layouts and land use options.**
   To arrive at an agreed masterplan, it is expected that a range of different layout and land use options will be considered and tested against:
   - Planning policy requirements
   - Local needs and stakeholder objectives
   - Commercial viability and implementation models
   - Site character, opportunities and constraints
   - Local context
   - Development vision (see section 4.2)

Early concept masterplans and design options should be shared with Council Officers though pre-application engagement, so that they can contribute to the development of the design and understand how the preferred scheme has been arrived at.

The Council encourages the use of collaborative design workshops as a means of engaging stakeholders and the local community in the design process at an early stage. By providing an opportunity for stakeholders to help shape the masterplan, local needs and priorities can be better understood, supporting local buy-in to the scheme.

Movement

Green infrastructure

3.   Masterplan refinement.
The masterplan should be refined in response to engagement and technical testing. It should, as a minimum, describe the overarching principles of:

- The proposed movement network and street hierarchy
- The green infrastructure network
- Broad arrangement of land uses, urban blocks and density assumptions
- Character areas

The masterplan should be presented as a single drawing which establishes the development framework for the site. This will be supported by a series of drawings which present different aspects /layers of the plan. Where a site is to be delivered in phases, a phasing plan will identify the structuring elements which each phase should deliver. It is also helpful if the layout principles established in the masterplan are tested by a more detailed illustrative masterplan.

CDC expects that a series of parameter plans will be included as part of an outline planning application. The requirements should be agreed with CDC planning officers during pre-application discussions, but are likely to include information on heights, density, movement network, green infrastructure, landuse and block structure.

4.   Masterplan evolution.
The masterplan will continue to evolve in response to the findings of detailed design work, consultation response and surveys, and should be periodically revisited.

Chapter 4 of publication, **Creating Successful Masterplans, CABE, 2004** provides further guidance on the masterplan design process.

Density

Illustrative plan

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4.2 Flexible design briefs and viability

4

The design brief should evolve in response to the findings of the opportunities and constraints analysis and the development of the masterplan.

The design brief is a key driver for the masterplan and sets out the client's objectives for the site alongside local planning policy requirements including any specific site policy, SPD or development briefs. Early engagement with the Council is essential to ensure that the developer's feasibility plans are in line with Council aspirations for a site. It is important that the proposed mix of uses / housing mix are appropriate to the size of development and the development's location within the hierarchy of settlements in the district. It is appropriate that the materials palette and material uplift is considered at this stage (see chapter 7 for details of appropriate materials in different parts of the District).

It is important that the brief is not fixed too early in the design process. Flexibility is required so that opportunities and constraints which emerge through the design process can be taken on board and factored into a site's feasibility. This will enable the masterplan to respond positively to local needs, characteristics of the site and surrounding context.

The use of locally appropriate, high quality materials must be considered early on - Ashford Close, Woodstock

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4.3 Vision and character

The masterplan shall be accompanied by a vision statement, describing the intended character of the development, which will inform all future design decisions.

The Council expects a character-led approach to design, where the intended character informs all design decisions including density, architectural appearance, street arrangements, landscape design and land uses.

A clear understanding of the elements of a site's character and its existing features (landscape, townscape, surroundings, history etc.) should inform the vision and provide inspiration for the design character (refer to chapter 2 for details of the analysis process). Reference should also be made to chapter 2 to identify the Countryside Character Area within which the site falls and the appropriate design response. The Council will expect to see a palette of local materials, or a highly sustainable approach, used across the plan and this should be included for within early viability appraisals. The vision statement should consider how within the palette, variation can be used to reinforce different character areas of the plan including key public spaces and frontages.

The intended character shall be communicated in a vision statement at an early stage of the masterplanning process. The vision should avoid generic statements, using words and images to provide a strong visual picture of the development's character, form and function i.e. what it will look like, what it will feel like and how it will function.

The vision shall be discussed and agreed with the Council at an early stage. This is important in establishing consensus on the development approach. The vision should be used as a point of reference which flows through the design process at all scales. Generic statements should be avoided.

On larger sites it is appropriate to identify localised character areas which reflect proposed differences in street and land use characteristics and the role of different places within the scheme as part of the overall settlement.

The eventual development character of a place will be composed of many elements, including: building form and style, materials, trees and green spaces, land uses, views, topography and climate.

Figure 4.2 Example of a vision summary, for Loftus Garden Village, Newport, Wales, Alan Baxter Ltd.

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4

Elements of character

Enclosure or openness

In many parts of the District the enclosure of streets and spaces by the scale and continuity of built form is an important feature. Detached high status buildings are less frequent and generally set back in a larger plot. Front gardens bounded by hedges, stone walls and/or railings are also important features which help enclose the public realm. High Street, Islip and High Street, Deddington are good examples of streets with a strong sense of enclosure.

In other areas, such as Duns Tew the main street has a wider, more open character, with a greater proportion of detached houses, informally arranged and often set back behind front gardens. Views out to the countryside, front walls, and landmark buildings at right angles to the street give a distinctive character and define the public/private boundary.

High Street, Deddington (enclosed character)

Main Street, Duns Tew (more open character)

Formality or informality

Formal layouts generally reflect a planned development rather than incremental growth. Various factors contribute to a sense of formality, including, repetition of building forms and plot widths, consistent building line, details and materials.

Queen's Road Banbury is an example. Here the formal arrangement of the Victorian grid system is evident, with long, straight streets and continuous building lines either at the back of the pavement or behind small front gardens.

In contrast, historic village streets generally have an informal, organic character with each building unique and built plot by plot. The alignment and width of the streets fluctuates in response to local site conditions and movement desire lines.

The North Side in Steeple Aston and Little Bridge Road in Bloxham are good examples.

Queen's Road, Banbury (formal arrangement)

Little Bridge Road, Bloxham (informal arrangement)

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The importance of landscape and trees

Green spaces and squares are important elements in many of the District's settlements. Village greens and grassed verges with mature trees provide character and an important community focus as well as ecological benefits.

A regular arrangement of street trees lend a more formal character to the grander nineteenth and twentieth century streets with the addition of hedged front boundaries in the later garden suburbs. At Lower Heyford the settlement naturally gravitates towards informal square around which the church, the village pub (and historically the school) are clustered. An impressive mature oak tree forms a centrepiece to the space.

Lower Heyford

Private garden, Bloxham

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4.4 Land use mix

The land use mix should reflect local needs, promote a variety of house types and tenures and integrate appropriate non-residential uses.

Housing mix

It is expected that homes in a range of sizes and typologies will be accommodated within development and arranged in a manner which reinforces the proposed character of different areas within the masterplan (see section 4.3) and reinforces the character of the settlement and the District.

The mix of property sizes should be driven by local needs set out within the Local Plan and should provide for all ages / lifestyles. The mix should be discussed with the Council at an early stage.

Non-residential uses

Non-residential uses are important to bring activity to the settlement at different times of the day. They provide opportunities for social interaction and employment, and by locating them within walking distance of residents, reduce the need to travel. They also help integrate the new development into the existing community.

The location of non-residential uses should be considered in response to the proposed character and structure of the masterplan, but also in relation to the structure of the surrounding area and existing uses (schools, shops and local centres).

Grouping uses as part of a local centre, within a ten minute walk (approximately 800m radius) of a large catchment of residents and on public transport routes will provide a heart and central focus to a plan. Local centres should contain a mix of employment, retail and community uses of a suitable scale to meet the needs of local residents, with homes or offices occupying upper storeys.

Non-residential uses are not restricted to local centres or employment zones and can be integrated into residential areas to bring vitality.

Non-residential uses include:
- Live/work facilities or support for home-workers
- Business units
- Cafe / pub or restaurant
- Crèche or school
- Sports facilities
- Healthcare
- Shop
- Library
- Community meeting place
- Place of worship

Development at Fairford Leys, Aylesbury, has provided a mix of commercial and community uses
(image source: John Simpson Architects)

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4.5 Masterplan block and street structure

The masterplan must be based on a connected, permeable layout of streets defining urban blocks and open spaces.

A masterplan's basic framework is comprised of streets, urban blocks and green infrastructure. All elements should be considered together to create a layout which responds to the findings of the site analysis process and local settlement patterns (see chapter 3).

The masterplan layout is fundamental to the eventual character of the development and should be developed alongside the vision. The masterplan defines the key spaces and places and the sequence in which they are experienced. Its street structure may be formal or informal and the urban block shape and size will influence the choice of building typology, garden and car parking arrangements.

Street network considerations:
*   The masterplan should establish a street, cycle and footpath network which connects into existing routes to the surrounding settlement and countryside. It should consider future desire lines between different places within the plan and the wider area
*   The masterplan should make it easy and attractive to walk, cycle and use public transport across the development, establishing a well connected network of streets to create a 'permeable' settlement with direct walking routes in all directions
*   Cul-de-sac and private driveways serving multiple dwellings should be limited
*   Different types of streets will make up the network, to form a hierarchy that reflects variations in placemaking and movement functions and aids legibility (see chapter 5 for further details)
*   Local centres should be located on main routes and at junctions where they are easy to find, benefit from passing trade and can be served by public transport
*   The layout of the street network should positively respond to the street pattern and layout of the local area unless adjacent area dominated by inappropriate cul-de-sac development
*   The arrangement of streets should incorporate traffic calming within the design to minimise the need for formal traffic calming measures

*   Streets will normally have a simple geometry and avoid a winding form unless dictated by local conditions
*   Car parking numbers and arrangements should be considered at an early stage, especially in relation to how on-street parking can be successfully integrated without compromising the public realm

Chapter 5 provides further details on how the character of individual street types should be defined, and how vehicle movement can be accommodated without detriment to character and pedestrian / cycling priority. It also sets out the range of parking solutions which can be applied to different parts of the development.

Figure 4.3 Inapproriate dispersed, cul-de-sac and car-dependent layout (top) versus traditional, connected, walkable layout (bottom). Both examples from Banbury

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Block structure considerations:
- The size of a block structure is defined by the street network and can vary, depending on the proposed uses, plot and building typologies and site conditions such as topography or landscape features
- The arrangement of blocks may take a formal or informal grid form, reflecting the existing settlement pattern and vision for the development
- The Urban Design Compendium (section 3.7.2) recommends block widths of between 80-90m reducing to 60-80m in town centres to provide flexibility for a range of different uses and typologies

- The blocks should assume a perimeter block arrangement (see section 6.3) creating a clear definition between the public realm of the street and the private realm of the blocks
- The block structure should consider where landmarks including buildings and public spaces should be located to create a memorable sequence of places and spaces
- The arrangement of the block structure should consider orientation and micro-climate in response to sustainability objectives (see section 4.9)

Reference should be made to the Urban Design Compendium chapter 3 for detailed guidance on masterplan street and block arrangements.

Figure 4.4 Mixed use neighbourhoods should contain a range of block sizes to promote variety (source: Urban Design Compendium p 65, adapted from Baulch, 1993)

4.6 Relationship to the existing settlement

Where development is located within or at the edge of an existing settlement, the site layout should read as a natural evolution of the settlement, have a positive relationship with the existing settlement edge and allow for future expansion.

The historic evolution of the settlement and the characteristics of the site edges should be understood as part of the site analysis process so that the masterplan structure can create appropriate visual and physical connections between new and old.

The following aspects should be considered:

Settlement pattern
New development should follow the historic pattern of settlement growth in the local area and read as a natural continuation of the settlement's evolution.

For example:
Historic growth along movement routes is evident in linear settlements, with homes fronting the street. This arrangement should be replicated in new development with new homes fronting the street.

The highway character of the street may need to be adjusted in response. For example, speed limits should be reduced to enable multiple access points. Settlement gateway features should be relocated to the edge of the development.
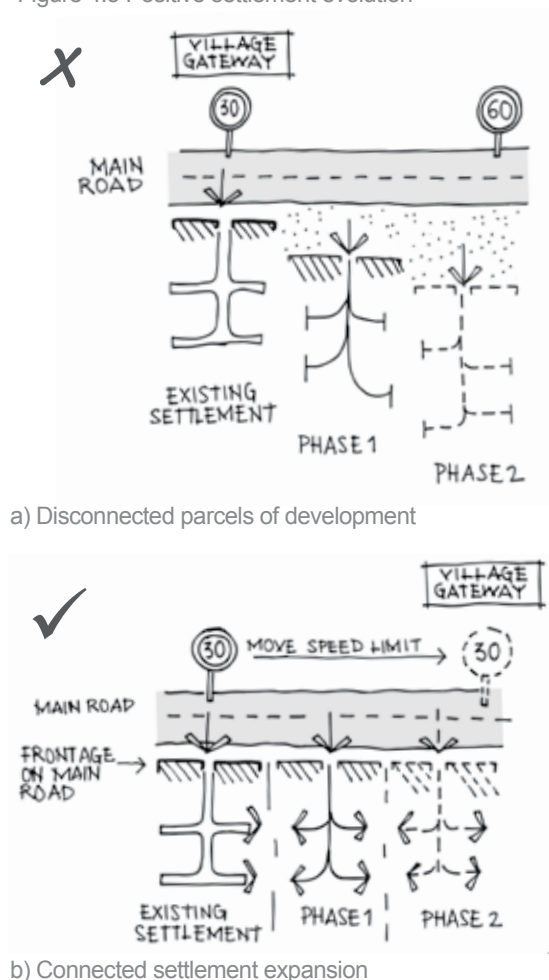
The development of individual sites as discrete housing estates, off a single main access with little lateral connectivity into the surrounding street network is to be avoided. It fails to reflect historic patterns of settlement growth, reduces the potential for community interaction and creates disconnected places with increased reliance on the car.

Connecting old and new
The proposed movement network within the site should connect into the existing network of streets and footpaths in the wider settlement and countryside. The alignment of historic routes (footpaths, lanes) within the proposed street network should be retained.

The masterplan layout should also consider potential expansion of the settlement in the future in a connected manner. The developer should provide evidence as to how this criteria can be met.

Figure 4.5 Positive settlement evolution

a) Disconnected parcels of development

b) Connected settlement expansion

4

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4

Settlement patterns of the District

Broadly speaking, there are three main settlement patterns seen across the District:

Linear settlements developed primarily along a through-route with smaller side streets branching off and are common across the District. The built form may originally be only one house deep on each side, developed gradually plot by plot. More recent development can be incongruous with the linear form, either filling in backlands or creating a small estate branching off the main road with limited frontage to the street. Examples within the District include Hethe and Bloxham.

Nucleated settlements are more compact in form and typically developed around a junction, church or manor house. They often exhibit higher densities at the centre, dispersing towards the periphery. Wardington, Deddington and Shennington are examples of nucleated settlements, although Wardington is, in fact, bi-nucleated since it evolved from two settlements based primarily around the church and medieval manor house respectively, joining together to form one village in the twentieth century.

Dispersed settlements often have a large open space at centre, in some instances due to topography or a watercourse, or as a result of development clustering around different manors in close proximity. Fringford is an example where a large open space is located on the Main Street, whereas Steeple Aston is dispersed due to the settlement being situated either side of a small steep valley formed by a tributary of the River Cherwell.

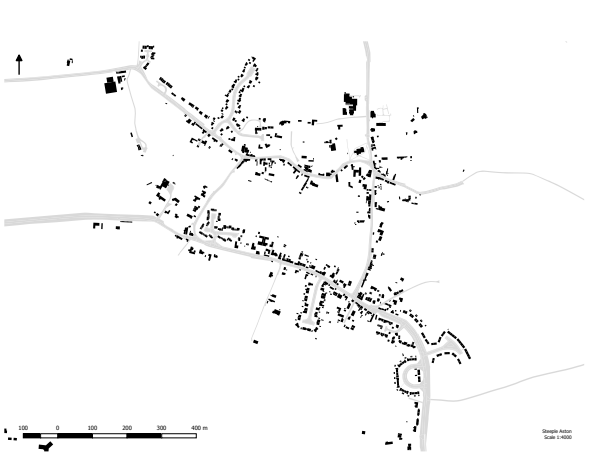Figure 4.6 Settlement figure ground diagrams:
Linear settlement - Hethe

Nucleated settlement - Shennington

20th century estates altered the settlement pattern (highlighted in yellow) - Bloxham

Dispersed settlement - Steeple Aston

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Relationship to landscape and ecological structures

The masterplan structure must consider how existing ecological features within and adjacent to the site such as woods, hedgerows, ponds and watercourses can be protected, integrated and enhanced as part of the proposals.

Consideration must be given to their role within the ecological framework of an area and also their recreational value.

A clearly defined green infrastructure strategy is required as part of a masterplan, which considers how the existing structure can be reinforced and enhanced through SuDS and additional open space features both within and adjacent to the site (see figure 4.8).

Relationship to the topography

The extent of development and the layout of streets should reflect the unique relationship between a settlement and its topography.

For example:
A settlement should not breach the apex of a hill where it is contained within a basin or valley.

Settlements located on valley side and hill tops should use the topography to create striking views and scenic lanes that follow the contours.
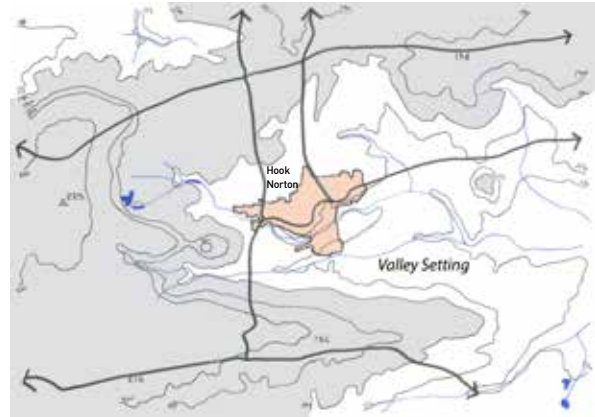

Figure 4.8 Hook Norton - topography has influenced the extent of settlement
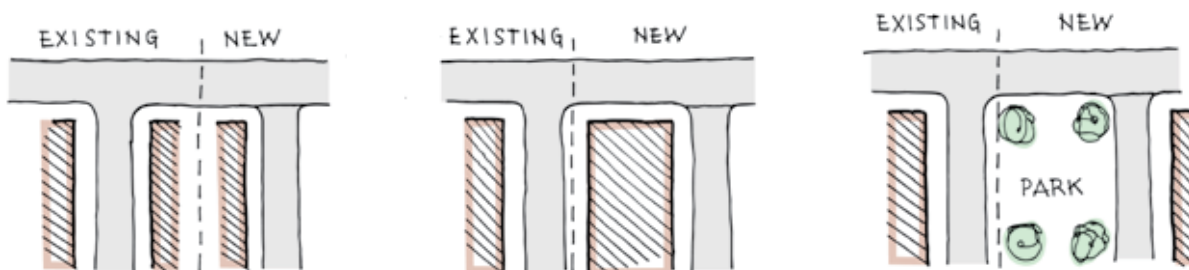
Edge relationships

The masterplan street and block structure should positively address the existing built edge of the settlement.

For example:
- Where backs of properties make up the edge of the existing settlement, new development should back onto this to secure the backs and complete the perimeter block
- Where the edge comprises buildings fronting onto a street or green space then new development should either complete the other side of the street with new frontage or be set back behind a public open space accessible by both existing and new.

Figure 4.7 Positive edge relationships

a) existing settlement edge of back gardens - new development encloses with new back gardens, creating security

b) existing settlement edge of frontage onto a road - new development completes the street with frontage on the other side of the road, creating enclosure

c) existing settlement edge of frontage onto a road - a park is created so the new development does not impose on the existing settlement and preserves mature treets

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4

Creating a new edge

The masterplan should establish a positive built edge to the development, using built form and planting to frame views into the development rather than to screen it.
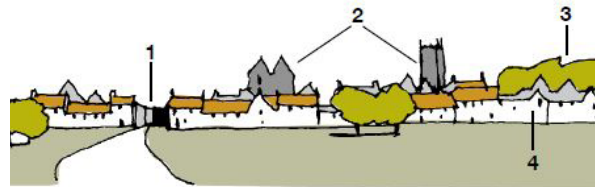
Development should not be hidden behind hedges, especially on key routes. It is appreciated that in some sensitive locations a strongly planted edge will be appropriate in response to local character.

The masterplan character areas should consider the appropriate scale and form of the edge, whether it is to be open and low density, merging with the landscape or a crisp urban edge for example. This should be reflected in assumptions about density and urban form. Figure 4.9 illustrates how the image of the settlement can be positively managed.

Wider views

The layout of the masterplan should consider how the settlement will be viewed from the wider landscape. Significant views into the existing settlement, such as to a church steeple, should be preserved and enhanced by the new development and new views to gateways and landmarks established.

Figure 4.9 Creating a positive edge
(source: Essex Design Guide, Essex County Council)

External Image
1. Clear entrance
2. Key buildings
3. Block of trees
4. Well defined urban edge

Figure 4.10 Integrating important views

The view to a church becomes framed by built frontage

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4.7 Landscape structure

Existing landscape features should be incorporated positively and reflected in a green infrastructure strategy for the development.

Existing features of the landscape (e.g. hedgerows, tree belts, single large trees, watercourses and ponds, topographical features and habitat areas), should be used to create a structuring framework for the masterplan and will bring a sense of maturity to the development from day one. Often these elements have historic significance and form part of a larger ecological framework. Habitats for wildlife should be retained and enhanced as part of the development proposal.

An overall green and blue infrastructure plan should be produced identifying the proposed network and hierarchy of open spaces. These should be designed to be multi-functional, offering a range of benefits for example: habitat, movement, drainage, sports, informal recreation and food growing. These spaces should be linked to form a network of routes for wildlife and people. The features should be fully integrated, connecting new, proposed and existing habitats and public open space on and beyond the site. This should be informed by a tree and hedgerow survey and phase 1 habitat assessment.

Open space standards

The amount, type and form of open space, sports and recreation provision within the masterplan will be determined having regard to the nature and size of development proposed and the community needs likely to be generated by it in accordance with Policies BSC 10, BSC 11 and BSC 12 of the Cherwell District Local Plan. This will be agreed with the Council as part of the land use mix together with secure arrangements for its management and maintenance.

Detailed guidance on the implementation of these policies is set out in the Council's Planning Obligations emerging SPD. The Councils Recreation SPG, 2004 (currently under review) provides best practice policy on green infrastructure, landscape and play, including guidance on the design, type and number of playspaces.

An avenue of tree and low hedges along Whitelands Way, South West Bicester is in keeping with the formal character of the street

Children's play incorporated into a central green space, Clay Farm, Cambridge

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4

Hedgerows

Hedgerows and hedgerow trees provide linear wildlife corridors which where possible should be retained uninterrupted and located in areas of public ownership where they can be protected and maintained.
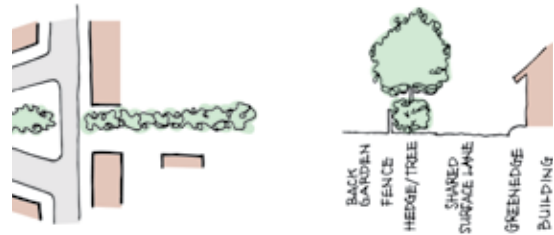
Where linear green corridors are created following a retained hedgerow, the corridor should be wide enough to accommodate other functions such as public open space, drainage, footpaths and cycleways.

The integration of hedgerows within the urban environment should be carefully considered at the masterplan stage, recognising that the ecological benefits of retention may not always outweigh the placemaking benefits of their selective removal (for example to enable a permeable street network).
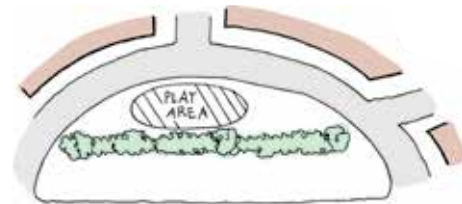
Where hedgerows separate proposed development from an existing street network, limiting the integration of the scheme, the hedgerow should be removed and additional planting provided elsewhere.

Figure 4.11 Sketch options for incorporation of an existing hedgerow into the urban fabric
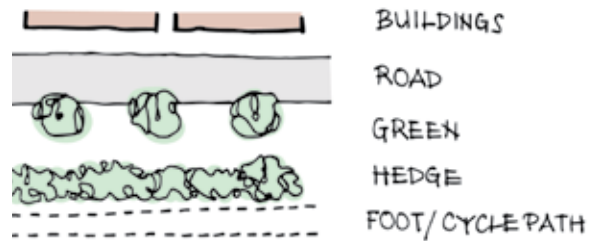
a) Hedge forms side boundary of lane

b) Hedge incorporated into park

c) Hedge incorporated in wide green/cycle corridor

Existing hedgerow and mature trees are retained to form a landscaped edge to a new development, Lower Heyford

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Sustainable Drainage Systems (SuDS)

SuDS are a key piece of green infrastructure and should be considered as a structural element of the overall masterplan. They should be viewed as an opportunity to bring character to the development through their careful integration within both green spaces and streets.

In line with the Government's Written Statement to Parliament on Sustainable Drainage Systems (18th December 2014, to come into effect 6th April 2015), SuDS for the management of run-off are to be put in place on major developments (over ten dwellings) unless demonstrated to be inappropriate.

A SuDS strategy should be prepared alongside the masterplan for the site as a whole with consideration of the surrounding context. It should be designed with the input of both a drainage engineer and landscape architect. When considering the appropriate form of SuDS, the Sustainable Drainage System Train (see figure 4.12) should be followed, noting that the Council promotes open systems where possible, with swales and ponds preferred over crates. Refer also to the Cherwell Local Plan Part 1, 2015 Policy ESD 7: SuDS.

Clear arrangements are to be put in place for on-going maintenance of SuDS features over the lifetime of the development. In general, it is assumed that the developer will construct the SuDS and provide a maintenance plan and maintain for a minimum period prior to adoption by CDC. This is to be agreed with CDC in pre-planning. Detailed guidance on SuDS is contained within the Construction Industry Research and Information Association (CIRIA) publication, The SuDS Manual (C753), 2015. Case studies and further information is provided on the CIRIA website www.susdrain.org.

From left: attenuation pond, South West Bicester; swale, Trumpington Meadows, Cambridge; dry detention basin within parkland, Clay Farm, Cambridge.
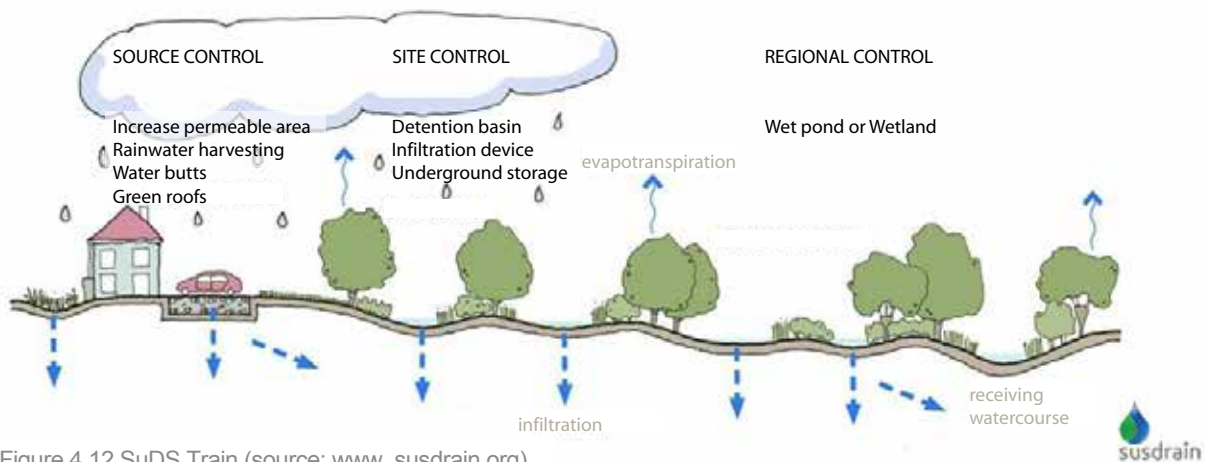

Figure 4.12 SuDS Train (source: www .susdrain.org)

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4.8 Density

4

Density should vary across larger sites reflecting proposed variations in character, landuse and function.

Measurements of density are a useful tool to test the development capacity of a site during the early stages of the design process. However this should also be considered with the building form, typology and plot ratio. There are a number of methods for calculating development density. In Cherwell, net density should be used for planning purposes which is calculated using the former PPS3 definition i.e.

$$\frac{\text{Number of homes}}{\text{Area of residential development and associated uses (hectares)}} = \text{net density (dwellings per hectare (dph))}$$

For the full definition see **Appendix E.**

Figure 4.13 Indicative split of house typologies at different densities

Character and density

Masterplan density assumptions should be set in response to the proposed character, landuse and role of different areas. They should reinforce the hierarchy of places within the settlement with higher density areas located around settlement centres and main streets, where residents can readily access and support local shops, services, jobs and public transport. However, the highest densities may be at the edge of the development if this is closest to an existing local centre.

Density is not in itself a reliable indicator of character. In general, density increases as plot size decreases, however there are a number of other factors which affect density and character:
- Building typology and arrangement
- Garden size
- Street widths and public realm design
- Car parking provision and arrangement
- Site conditions such as topography and development constraints
- Non-residential uses within residential areas
- The efficiency of the layout considering all of the above

Building typologies should be appropriate to plot sizes. As a result the proportion of detached and semi-detached homes will reduce as the density increases to avoid the appearance of town cramming and to ensure larger properties have appropriate amenity space (see figure 4.13).
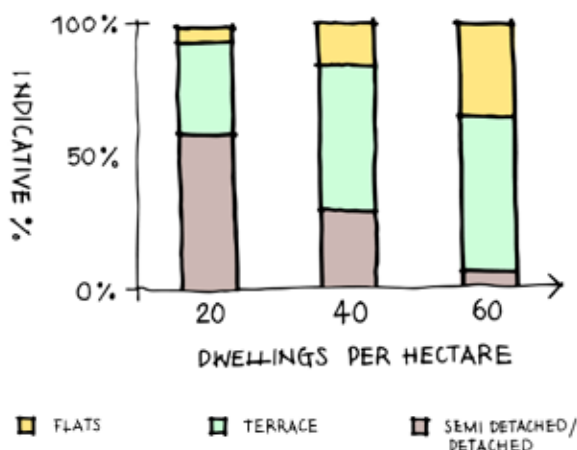

Similar density...

...but very different character

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Through careful design, inefficiencies in the layout can be reduced to increase densities without loss of usable space and with a positive impact on townscape. Areas where efficiency can be increased include:

- Reducing the amount of space occupied by highways (see section 5.5)
- Using a terrace form rather than small detached or semi-detached typologies
- Bespoke house types which can make best use of awkward plots
- Reducing the amount of allocated car parking (see section 5.8)
- Designing out 'leftover spaces' in the public realm

The masterplan density assumptions should be tested using character area design studies, and subsequently adjusted as the site layout is developed in detail.

Chapter 6 provides further guidance on appropriate building typologies.

Minimum density standard

To ensure that land across the district is used in an economical manner, Policy BSC 2 of the Local Plan Part 1 requires that new housing should be provided on net developable areas at a density of at least 30 dwellings per hectare (dph) unless there are justifiable planning reasons for lower density development.

The policy is not intended to limit urban design thinking or imply a blanket character or building typology.

The Local Plan density requirement is a minimum and should be calculated as an average across the site as a whole. The Council expects to see considerable variation in densities across larger sites.
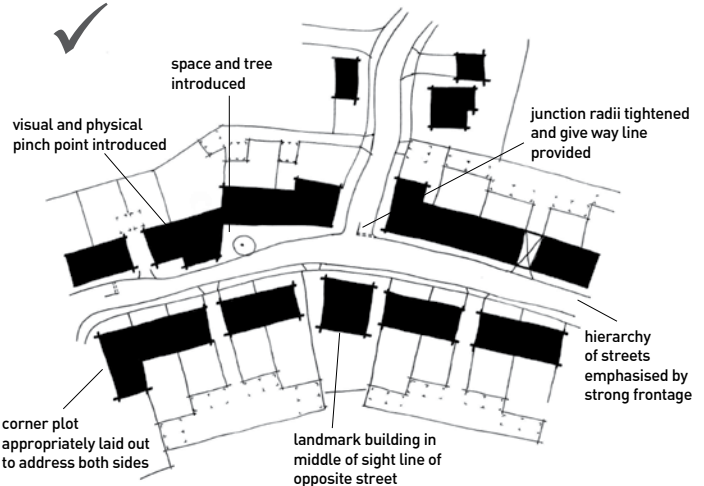
In town centre locations and around transport hubs, densities of 50 – 80 dph may be appropriate. Mid level densities of 30 – 40 dph would be expected on most strategic sites, allowing a significant reduction in development intensity in more sensitive areas.

Figure 4.14 Designing out inefficiencies

Typical inefficient estate layout with poor street enclosure and unnecessarily wide junction

Improved street frontage and tighter junction design, delivers four extra homes

space and tree introduced

junction radii tightened and give way line provided

visual and physical pinch point introduced

hierarchy of streets emphasised by strong frontage

corner plot appropriately laid out to address both sides

landmark building in middle of sight line of opposite street

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4.9 Sustainability considerations

CDC will expect to see evidence that sustainability considerations have been taken into account in the design of the masterplan.

The masterplan layout has a significant impact on sustainability. This is explored in chapter 8. In summary:

- A connected, permeable layout, with a mix of uses within walking distance, will reduce the need for residents to use their cars, in turn reducing fuel consumption, improving air quality and the health and wellbeing of residents
- Higher density areas including local centres have greater potential for energy efficient district heating systems
- Terrace homes and apartments are inherently more energy efficient than detached homes.
- SuDS features and green infrastructure such as green roofs and habitat corridors need space and should be planned for at an early stage. (See section 4.7)
- The alignment of streets and urban blocks and their relationship to site topography set the parameters for building orientation. This affects the potential for natural daylighting and passive solar gain (reducing the need to artificially light and heat houses respectively). Orienting buildings broadly to the south optimises the solar potential of the site including the potential for photovoltaic panels, tending to result in an east-west street pattern. Staying within 15-20 degrees of due south maximises the potential for light and solar gain, although it is possible to move away from this and still capture a sufficient amount.
- The spacing of buildings and orientation of streets and public spaces must also be considered in relation to the wind. Wind can be a positive natural ventilator but buildings which are spaced too far apart or are much taller than their surroundings increase gusts and funnelling, and create eddies and vortexes. This creates uncomfortable public spaces and results in building heat loss. By considering landscape and urban form together any potential climatic issues can be mitigated through appropriate planting creating shelter from the sun or wind
- The location of public spaces should also consider solar effects – whether a space will be too overshadowed for public use or a suntrap.

ESD 1-7 of the Cherwell Local Plan sets out the Council's policies for sustainable development.
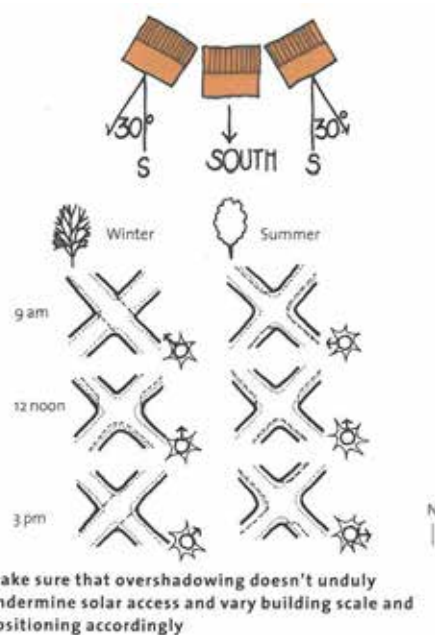
The BRE guide 'Site layout planning for Daylight and Sunlight: a guide to good practice, BRE, Sept 2011' provides further guidance on this subject.

Sustainable Exemplars

In all developments, opportunities to incorporate sustainable technologies and raise levels of energy efficiency should be taken wherever this can be successful achieved without detriment to the urban form and placemaking objectives of the vision.

Where the vision is for a sustainable exemplar with high levels of energy efficiency, it is recognised that this will have an influence on the urban form of the masterplan and the design of individual buildings. Chapter 8 provides further information on these approaches.

Figure 4.15 Sustainable design working with the sun (source: Urban Design Compendium, p50)

Make sure that overshadowing doesn't unduly undermine solar access and vary building scale and positioning accordingly

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5 STREETS AND SPACES

5

This chapter focuses on the design of the streets and spaces which make up the public realm. It explains how placemaking considerations should be prioritised over vehicle movements to encourage walking, cycling and human interaction. Guidance is provided on street types and dimensions, car parking, public transport and cycling infrastructure, utilities and landscape.

It should be read in conjunction with chapter 4 which explains how a connected, legible network of streets is established in the masterplan, and chapter 6 on the arrangement of buildings to successfully enclose and frame the street.

New development in Cherwell should promote:

- A connected and legible network of streets
- Street design responsive to hierarchy, character and location
- A movement network and street design which encourages walking and cycling over vehicle movements
- Design of the street in three dimensions creating a comfortable sense of enclosure by buildings
- Traffic calming integrated as part of the street layout and urban form
- Integrated design of all elements within the street including parking, bins, utilities, SuDS, trees and signage

New development should avoid:

- Lack of hierarchy and distinctiveness across the street network
- Disconnected, indirect, impermeable or illegible routes
- Design and consideration of streets in plan form only
- Poorly considered parking arrangements
- Over use of private routes serving multiple properties, limiting connectivity of the site
- Lack of consideration of trees, SuDS and utilities at an early stage of design
- A traffic calming strategy of artificial, regular bends without placemaking rationale
- Over-engineered street design

Please refer to the following chapters for supporting information:
- **Chapter 2:** For a summary of District's distinctive characteristics and character areas
- **Chapter 3:** For details of how site analysis should be undertaken to inform the masterplan
- **Chapter 4:** For details of the how the street network and hierarchy is established in the masterplan and Vision Statement
- **Chapters 6-7:** For guidance on detailed design relating to the private realm, including building and plot arrangements framing the street and building elevations
- **Chapter 8**: For guidance on sustainability considerations

Further reading:
- **Manual for Streets, 2007, DfT/DCLG:** Detailed guidance on street design criteria for pedestrians, cyclists, public transport and motor vehicles. Guidance on parking solutions
- **Residential Road Design Guide, 2003 Second Edition 2015, OCC:** Detailed guidance on the design of streets and parking areas applicable to Oxford County
- **Car Parking, What Works Where, 2006, English Partnerships:** Review of a large number of alternative parking solutions explored through UK case studies
- **The SuDS Manual (C753), 2015, CIRIA www.susdrain.org**: Detailed guidance relating to the design of sustainable drainage systems
- **BS 5837: 2012, Trees in relation to design, demolition and construction, 2012, BSI**
- **Trees in Hard Landscapes: A Guide for Delivery, 2014, Trees & Design Action Group**
- **BS 5906:2005, Waste management in buildings. Code of practice, 2005, BSI**
- **Parking: Demand and Provision in Private Sector Housing Developments, 1996, J Noble and M Jenks**
- **The Residential Car Parking Research, 2007, DCLG**

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5.1 The importance of the street

Streets make up the greater part of the public realm, are the public face of a settlement and provide the stage for movement and daily life. Good street design which prioritises placemaking over vehicle movement is therefore critical to the overall success of a settlement.

CDC and OCC are actively working together to create successful streets which prioritise placemaking considerations over vehicle movements. In particular, designing streets which are safe and attractive places in which to walk and cycle, to encourage a shift away from car based travel. Considerable progress has been made which is reflected in a move away from the illegible cul-de-sac and loop road layouts of the late 20th century, but more can be done.

The placemaking-led approach to street design is explained in detail in Manual for Streets, (MfS), DfT 2007 which should be read alongside this Guide. MfS defines streets as:

> *A highway that has important public realm functions beyond the movement of traffic. Most critically streets should have a sense of place, which is mainly realised through local distinctiveness and sensitivity in design. They also provide direct access to the buildings and spaces that line them. Most highways in built-up areas can therefore be considered as streets.*

Successful streets
Although streets vary widely in appearance, successful streets share certain characteristics and CDC expect these to be incorporated into the design.

Successful streets:
- Are locally distinctive, responding to local characteristics rather than standard highways design
- Have a clear hierarchy and are simply organised
- Are welcoming and safe places to walk and cycle
- Are accessible and legible to all users including the mobility impaired
- Are active places which encourage human interaction
- Are framed by buildings and landscape including trees
- Form part of a well-connected network
- Have variety and interest and make wayfinding easy and intuitive
- Are a comfortable scale, with a well-proportioned relationship between street width and building heights
- Accommodate appropriate vehicle movements and car parking without these elements dominating
- Meet functional requirements e.g. servicing, utilities and property access
- Have the flexibility to adapt to changes in the future

Figure 5.1 Successful streets characteristics

5.2 Street character

A character-led approach should be taken to the design of streets. Individual streets will have different characteristics reflecting their roles within the network hierarchy established in the masterplan.

The character of streets is fundamental to the character of place. There are many elements which contribute to their character which should be considered in their design:
- The dimensions of the street in cross section, defined by buildings enclosing the public realm
- The alignment of the street e.g. curving, geometric, informal or formal in its layout and its relationship to topography
- The urban form, architecture and materials of the buildings
- The trees, planting and front gardens making up the soft landscape of the street
- The hard materials of the public realm
- The surrounding land uses and spill-out activity
- Vehicle movement speed and volume
- The level of pedestrian and cycling activity
- How car parking is dealt with
- Boundary treatments

Street types
The masterplan street hierarchy should establish at a high level the character of streets across the development (see section 4.5), reflecting their roles within the overall network. Typically a larger settlement will contain a range of different street characters which fulfil different placemaking and movement functions.

The majority of streets within the settlement can be classified into the following broad character types:
- Main streets
- General residential streets
- Minor residential streets and lanes

These street types can be used as a starting point to define the specific and distinctive characteristics of individual streets, tying back to the masterplan Vision Statement.

For example:
- A formal, tree-lined main avenue, with a mix of uses on the main bus route
- A narrow, residential street with an informal character
- An informal lane at the edge of the settlement with views to the countryside

A leafy, formal avenue - Whiteland Way, South West Bicester

A shared surface street - NW Bicester

An urban mews with shared surface - Woodstock

Establishing the proposed character of individual streets early on will inform the design of all elements of street character listed above.

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Figures 5.2 – 5.5 illustrate layouts for typical main, general residential and lane streets of different character. These are worked examples and are not intended necessarily to be replicated.

Main streets and high streets
Streets with high levels of activity, well connected and central, giving access to general and minor residential streets, often contain a mix of uses, accommodate public transport and local through traffic.
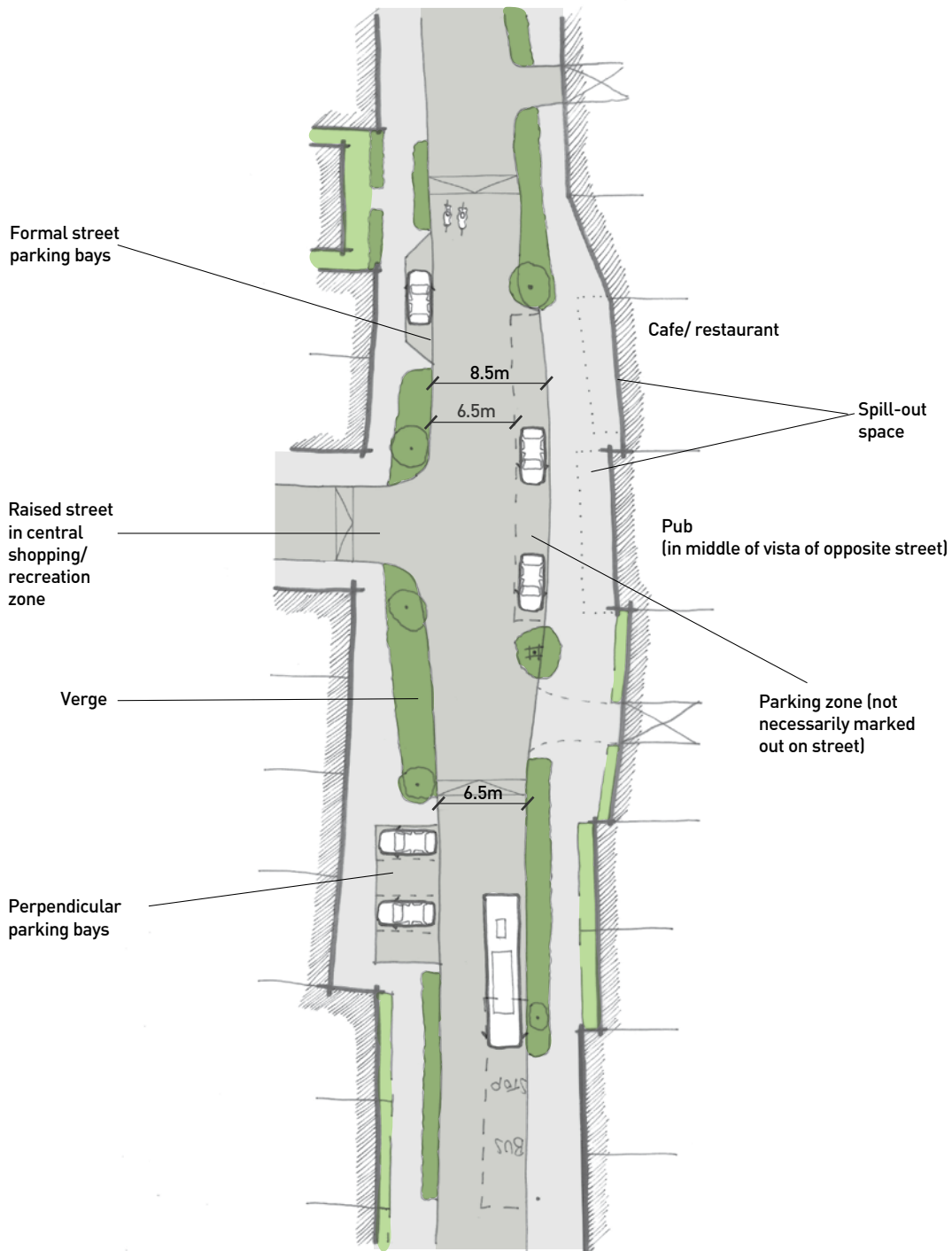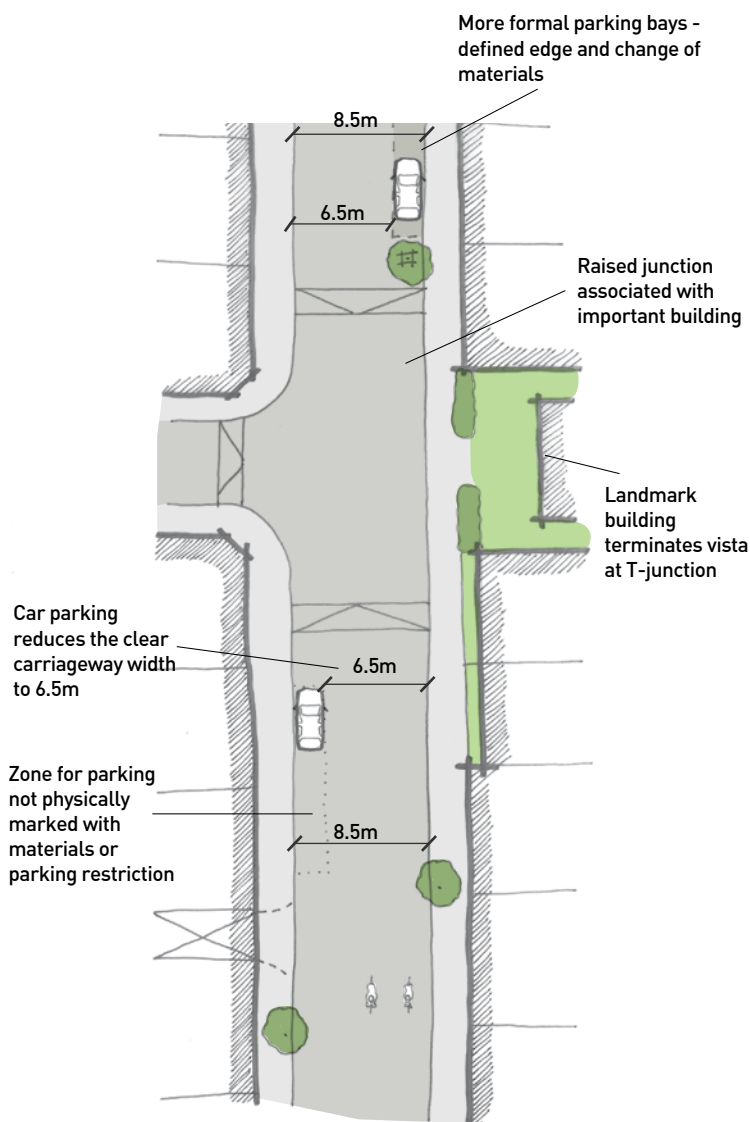
Figure 5.2 Indicative layout - informal main street

Formal street parking bays

Cafe/ restaurant

8.5m

6.5m

Spill-out space

Raised street in central shopping/ recreation zone

Pub (in middle of vista of opposite street)

Verge

Parking zone (not necessarily marked out on street)

6.5m

Perpendicular parking bays

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Figure 5.3 Indicative layout - formal main street

More formal parking bays - defined edge and change of materials

8.5m

6.5m

Raised junction associated with important building

Landmark building terminates vista at T-junction

Car parking reduces the clear carriageway width to 6.5m

6.5m

Zone for parking not physically marked with materials or parking restriction

8.5m

Trees and bollards demarcating parking spaces in a square, Poundbury

Tree pinch point in an informal lane, Poundbury

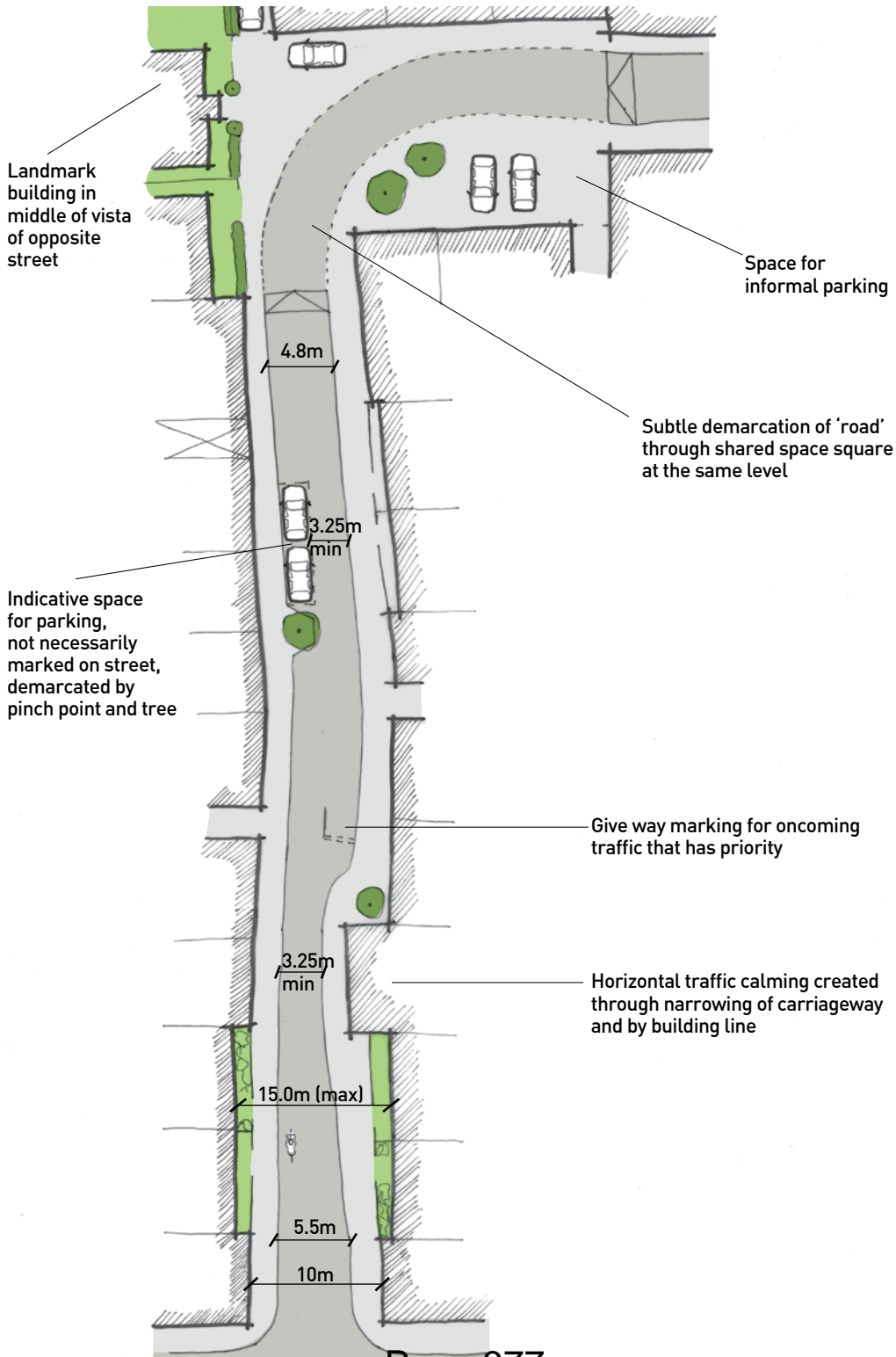Street trees and bollards as traffic calming, Hook Norton

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General residential streets

Predominantly residential, moderate levels of activity, neighbourly interaction, provide access to properties, some through traffic.

Figure 5.4 Indicative layout - general residential street

Landmark building in middle of vista of opposite street

Space for informal parking

4.8m

Subtle demarcation of 'road' through shared space square at the same level

3.25m min

Indicative space for parking, not necessarily marked on street, demarcated by pinch point and tree

Give way marking for oncoming traffic that has priority

3.25m min

Horizontal traffic calming created through narrowing of carriageway and by building line

15.0m (max)

5.5m

10m

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Minor residential streets and lanes
Quieter residential streets, with limited through traffic, with a semi-private feel.

Shared surfaces
The use of a shared surface approach where vehicles, pedestrians and cyclists occupy the same space within the street can create attractive, active streets successfully accommodating children's play, car parking and movement functions together.
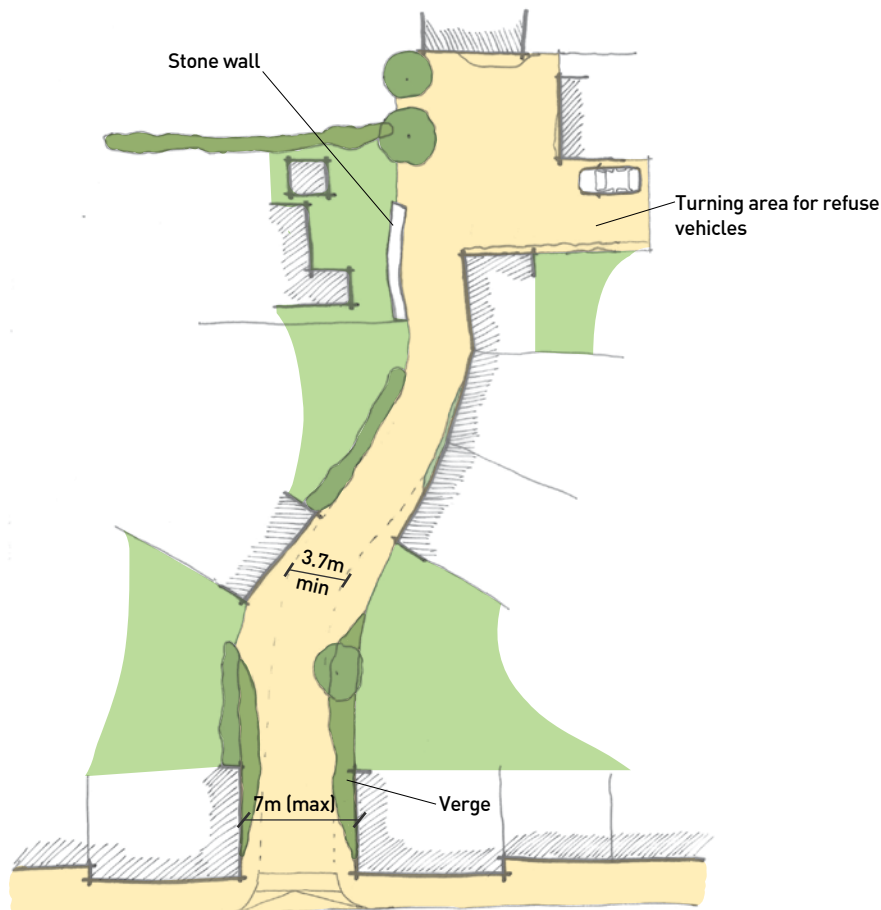
Shared surface treatments can also be used in public spaces such as squares or at junctions where the lack of demarcation for traffic can assist with traffic calming and placemaking functions.

The use of shared surfaces should be judicious and take into account safety of users especially those with perceptual impediments. In many areas a 25mm kerb will be appropriate, except in very lightly trafficked environments such as the lane typology, in order to aid legibility for those with visual impairments.

To achieve a successful design detailed discussions will be necessary with both CDC and OCC and appropriate safety audits undertaken.

Figure 5.5 Indicative layout - informal Lane

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Adoption

All streets performing a public function as part of the movement network should be designed for adoption by OCC. Un-adopted, private routes serving multiple properties should be limited, except where specifically agreed with the Council.
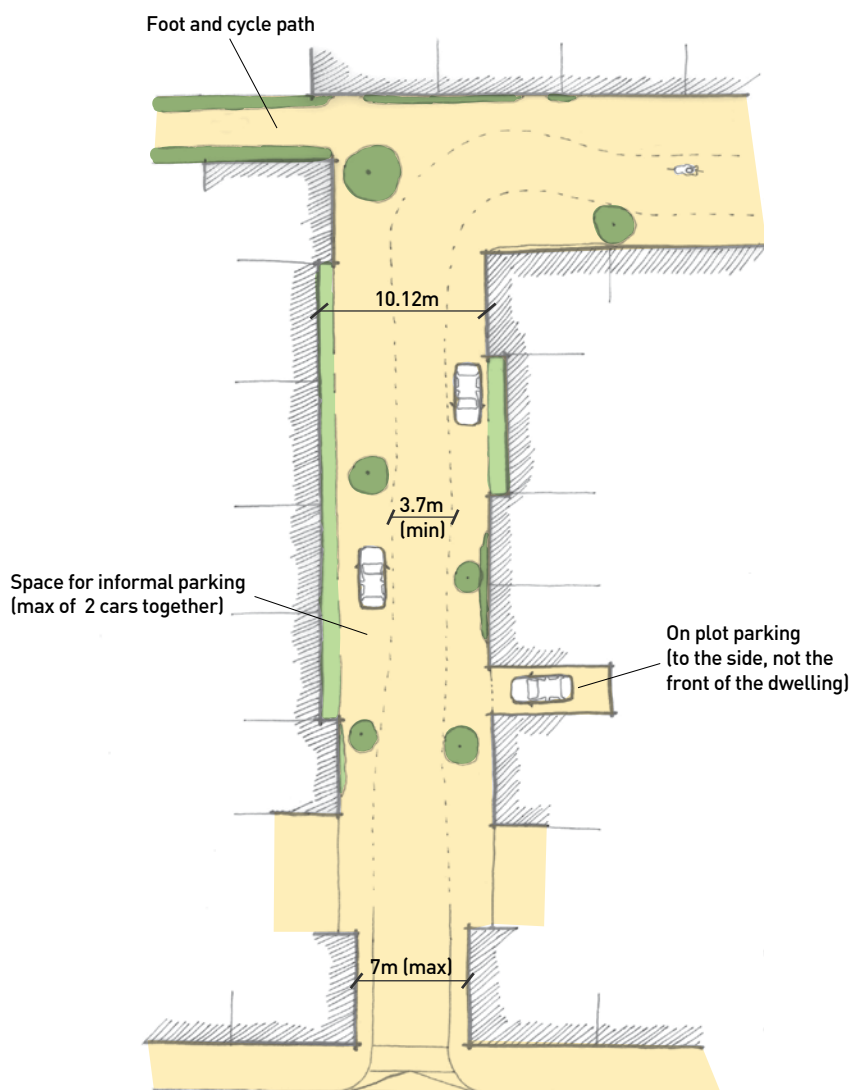
It is important to note that design of streets needs to be coordinated with both OCC and CDC, with street types established in liaison with both authorities.

Enclosed street incorporating on-street car parking, Hook Norton
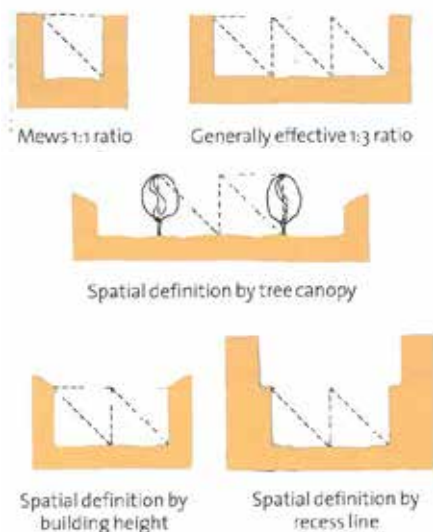
Figure 5.6 Indicative layout - Shared surface street

Foot and cycle path

10.12m

3.7m (min)

Space for informal parking (max of 2 cars together)

On plot parking (to the side, not the front of the dwelling)

7m (max)

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5.3 Street proportions

The overall composition of the street should create a comfortable 'human scale' and level of enclosure in keeping with the character of the District.

Buildings of an appropriate scale and form are critical in establishing well designed streets. Street cross-sections should provide a sense of enclosure through buildings, trees and planting. The Urban Design Compendium (section 5.1.3) recommends a height to width ratio for streets of between 1:1.5 and 1:3 where height is provided by buildings (generally measured to the eaves line) and width is the distance between building frontages across the street. These proportions create streets which are pleasing to the eye, feel comfortably enclosed and are not dominated by the carriageway.

Figure 5.7 Recommended height to width ratios (source: Urban Design Compendium, p88)

Mews 1:1 ratio   Generally effective 1:3 ratio

Spatial definition by tree canopy

Spatial definition by building height   Spatial definition by recess line

Street currently feels too wide in relation to the height of the buildings but enclosure is to be improved by the planting of street trees, Upper Heyford

This ratio range is typical of many of Cherwell's attractive historic streets, in contrast to more recent estate developments where the carriageway is wide and dominant. It follows, that where the street is wider, taller buildings are appropriate to maintain the ratio.

Although buildings are the primary means of providing enclosure, the canopy of street trees, front boundary walls and taller garden planting can also be effective particularly in maintaining the line of enclosure where there are small gaps between buildings.

The sense of enclosure breaks down where there are significant gaps in the built frontage. This is evident on streets which are comprised of multiple detached properties with parking to the side. Here the building frontage is not complete enough to properly frame the street, and the opportunity for boundary walls and trees is also limited by the need to give access to on-plot parking.

Where main streets lie on a bus route, the carriageway will need to be 6.5m wide. These streets would benefit from being framed by buildings of three storeys to balance the increased street width. Where not on a bus route, the width of the carriageway should be reduced. Parking can be formally arranged with bays broken up with street trees, build outs and informal crossing points for pedestrians.

On general residential streets, with predominantly two storey properties, the building to building widths should be reduced in comparison to main streets, to create an appropriate sense of enclosure. Increased ground floor ceiling heights can also improve the sense of scale / status of a building.
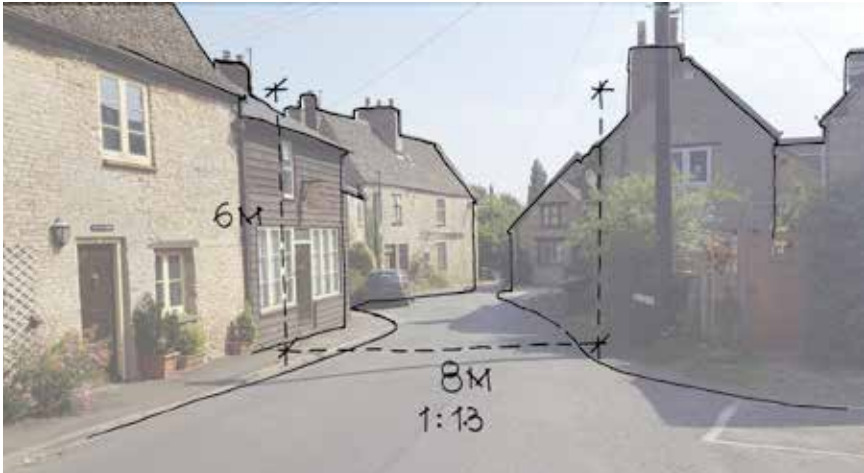

A well proportioned street, Seven Acres, Cambridge

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Figure 5.8 Appropriate street proportions: examples from Cherwell

a) Whiteland Way, South West Bicester

b) Kings Head Lane, Islip

c) Queens Road, Banbury

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5.4 Design for pedestrians and cyclists

Street design should make it as easy as possible to walk and cycle, providing safe, direct and attractive routes.

Routes for pedestrians and cyclists should be safe, direct, attractive and legible. The design criteria for accommodating pedestrians and cyclists on different types of street are detailed in the Oxfordshire County Council's Residential Road Design Guide, Second Edition, 2015, MfS chapter 6 and OCC's recently approved design guidance documents on walking and cycling.

Pedestrians

Pedestrian movement must be considered first and prioritised on all streets. Walkable neighbourhoods should be established by the masterplan creating a legible and permeable street network allowing for easy access on foot to local facilities and public transport stops (see chapter 4).

Pedestrian movement should be accommodated on footways on the street giving access to property fronts. In some instances short stretches of footpath may be appropriate to provide additional pedestrian links between streets.

These should be as short as possible with good inter-visibility between the ends, appropriately lit and be overlooked / open to view.

Footways in Cherwell tend to be fairly narrow. Although the MfS recommends pedestrian footways should generally have an unobstructed minimum width of 2m, it would be in-keeping with the character of Cherwell if they were narrower.

A minimum of 1.5m width should be used which accommodates a couple walking with a buggy. This will be sufficient for general footways, however, it may be appropriate to provide a wider footway on a higher order street of 6.5m or more width; the footway should feel in proportion with the overall street width. Footways could locally widen at particular points outside more important buildings or at corners where people are more likely to stop and chat.

Humber Street, Bloxham

Main Street, North west Bicester

Pedestrian/ cycle cut-through, South West Bicester

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Cyclists

In the majority of residential streets cyclists should be accommodated on the carriageways with no dedicated cycling lanes required. Uneven surfaces such as cobbles should be avoided.

On busier streets, dedicated cycle lanes should be provided on-carriageway. Completely segregated lanes are only appropriate on higher speed / volume roads. Guidance has recently been approved by OCC which will provide further advice. The design of cycle lanes and cycling infrastructure at junctions should be discussed with OCC.

Cycle parking provision is required at both ends of the journey in accordance with OCC's Cycle Parking Standards (see below). Covered cycle parking should be provided within the curtilage of a dwelling or other convenient location for apartments. Security and convenience are two key principles for the location of cycle parking. If cycle parking is included in front gardens it should be visually attractive. If it is placed at the side or rear of a dwelling access to the street should be direct and sufficiently wide. Garages should be designed to allow space for a car and storage of bicycles and be a minimum of 6m x 3m internally.

Bus bypass in Lewes

Hybrid cycle lane, Old Shoreham Road, Bournemouth

Foot/cycle path, South West Bicester

Cycle Parking Standards	Residential
Resident	1 bed - 1 space; 2+ beds - 2 spaces
Visitor	1 stand per 2 units where more than 4 units
Notes	
1	Garages should be designed to allow space for car plus storage of cycles in line with the District Council's design guides where appropriate (most specify 6m x 3m)
2	1 stand = 2 spaces: The number of stands to be provided from the calculations to be rounded upwards. The preferred stand is of the 'Sheffield' type
3	All cycle facilities to be secure and located in convenient positions
4	Residential visitor parking should be provided as communal parking at convenient and appropriate locations throughout the development

Table 5.1 Cycle Parking Standards for residential development, (extract from Residential Road Design Guide, Second Edition 2015, OCC)

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5.5 Design criteria for vehicles

The design criteria for vehicle movements should be established in response to the proposed character of the street and agreed with OCC and CDC.

Design Criteria

The overall approach to street design should be to consider buildings and spaces first, with carriageways, footways and parking designed to fit within the space created. This approach enables buildings to be laid out to provide an attractive frame to the street with carriageways, kerbs and footways helping to define and emphasise spaces.

It is also important that streets are designed with consideration for the types of vehicular movements, speed and volume of traffic. The majority of residential streets should have a design speed of 20mph or less.

MfS section 7.2 provides details of minimum carriageway dimensions to accommodate different street types and functions. Careful thought is needed as to the application of these dimensions to the different street types.

Over engineering streets to accommodate easy access for HGVs and unnecessarily high design speeds leads to wide streets and large junctions which are detrimental to character and can result in an uncomfortable environment for pedestrians and cyclists. Under these circumstances it is difficult to achieve the sense of enclosure and proportion discussed in 5.3.

It is not expected that space for HGVs to pass each other will be provided along the majority of residential streets, as this will be an occasional occurrence. However, passing places should be designed in to accommodate these movements when they do occur.

Critical dimensions

The standard width for residential street carriageways is 4.8m which allows for unimpeded two way movement of cars, or a car plus HGV and this should be viewed as a critical dimension. Main streets accommodating a bus route are required to have a minimum carriageway width of 6.5m to allow unimpeded two way bus movement, though some reduction in width over a short distance, may be permissible in certain circumstances. Reference should be made to OCC's Residential Road Design Guide and MfS for further details.

As part of a traffic calming strategy designers should consider incorporating short sections of reduced width where appropriate. This supports the traffic calming approach outlined in section 5.7.

Swept path analysis and visibility

Swept path analysis is a valuable tool that should be used to determine the space required for different vehicle types as they move along or through a space.

Consideration of forward visibility through use of stopping sight analysis should also be used, particularly in relation to building lines which in themselves can be used as an integral component of traffic calming.

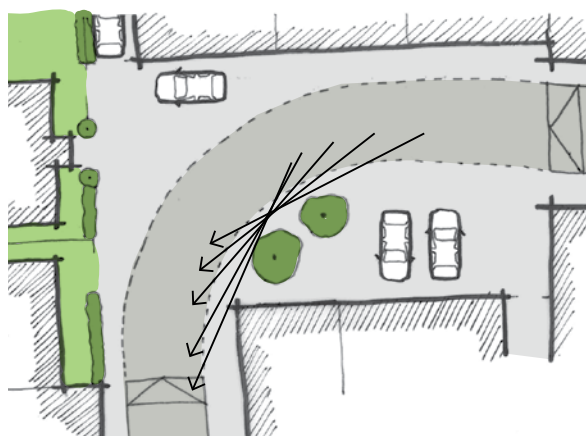Section 6.8-6.12 of OCC's Residential Street Design Guide provides details of required sightlines at junctions.

Figure 5.9 Stopping sight distance defining the geometry of the curve and placing of trees/ building lines

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5.6 Design for buses

Bus routes should provide direct, convenient journeys for all new houses

All new residential development will be expected to make an appropriate contribution to the development of the countywide bus network, both through the physical infrastructure – e.g. highway measures and bus stop infrastructure - and through service provision.
(Residential Road Design Guide, OCC)

OCC requires all developments of more than 50 dwellings to be served by at least an hourly bus service and for homes to be within a 400m walkable distance of a bus stop. Appropriate provision for buses should be designed in at the outset in discussion with OCC's Public Transport Development Team.

Bus stops should be located in relation to pedestrian desire lines and close to facilities which serve a wider catchment. They should be served by safe and convenient pedestrian crossing places. Consideration should be given to proximity to domestic property and any nuisance issues in relation to the placing of bus stops.

Further advice on the siting and requirements of bus stops can be found on p73 of Manual for Streets and in OCC's residential design guide.

Bus stop, South West Bicester

5.7 Integrated traffic calming

Traffic calming should be designed as part of the street layout in a manner appropriate to the proposed character.

Traffic calming should be inherent within the street layout and can include:
- A sense of enclosure created by building lines or street tree planting which restrict forward visibility
- Changes in direction and tight corner radii
- Change in materials
- Crossing points, either raised or flush with the carriageway with build-outs/narrowings
- A change of character such as widening out into public spaces
- Frequent side road junctions and direct access points to properties

Horizontal and vertical deflection features to reduce speed of vehicles should be designed to read as inherent elements of the street rather than a piece of highways infrastructure e.g. a raised table forms part of a public square or the setting to an important building, a build-out is associated with tree planting or a crossing point.

Informal streets
Variation in carriageway width, footway width and building line is characteristic of traditional informal streets across the District. This creates streets with visual interest, but also enables parking, servicing, small areas of green and trees to be accommodated while maintaining a strong sense of enclosure and appropriate height to width ratio.

These faceted streets have a natural traffic calming effect, as drivers intuitively slow down on the approach to pinch points and junctions or where the street widens into a public space.
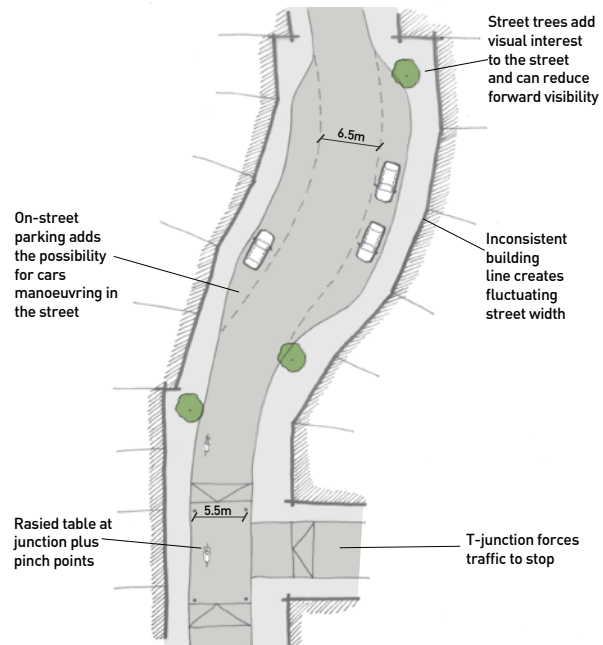
Formal streets
Formal streets, although generally more regular in width than informal streets, can accommodate pinch points at street entrances and widening related to public squares or gardens. The regular junctions of a grid layout have a natural traffic calming effect.

To be avoided
Artificial traffic calming features which have a detrimental impact on legibility and townscape should be avoided, for example: a standard width street with a winding geometry creating an indirect route.

Figure 5.10 Traffic calming measures along a street

Bad example - artificial winding street with no relation to urban form

Good example - deflection of road using landscaping and a pedestrian cut-through, Hook Norton

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5.8 Car parking

A range of different parking solutions should be used. The choice of parking solution should be appropriate to the character of the street and the building typology.

Amount of car parking

The Council intends to review parking standards in the forthcoming Local Plan Part 2. In the interim the approach set out in Oxfordshire County Council's Residential Street Design Guide (2015) applies. This includes recommended parking standards (refer to **Appendix F**), which should be used as guidance only for larger developments. Actual parking levels will be expected to be justified, as laid out in supporting documentation with planning applications such as Design and Access Statements, Transport Statements and Transport Assessments.

The parking standards recommend the inclusion of unallocated spaces, alongside allocated spaces to maximise flexibility and economy of land use. In some circumstances, parking can be accommodated entirely without allocated spaces. Work led by Phil Jones Associates for Oxfordshire County Council, reported in 'The Residential Car Parking Research', 2007, DCLG, has shown that the provision of more flexible parking solutions, such as unallocated on street parking supports an overall reduction in parking provision, by supporting flexibility of different householder needs.

Please refer to Section 7 of OCC's document for details on the application of the parking standards.

Bad example - too much space for parking creating a large gap on the street

Bad example - cars parking on kerbs due to lack of parking spaces or spaces which are inconvenient (image source: Space to Park)

Good example - avenue street parking, Newhall, Harlow

Good example - Informal homezone parking, Hanwell Fields, Banbury

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Parking design

Designing an appropriate parking arrangement is critical to the success of any scheme. Where parking has not been well thought through it can be visually detrimental to the character of the street and can be a source of frustration for residents.

The Council will expect to see a range of parking solutions. The number of parked cars in any one area should be limited so that individual streets and spaces do not take on the appearance of a car park. Trees should be accommodated within streets and parking courts to reduce the visual impact of parked cars.

Parking should be functional, convenient and safe. People like to park as close to their house as possible, ideally where they can see their car from inside their house. If parking is placed in a position far away from a dwelling and obstructed from view, people will not park there and instead try to park informally on the street outside their house.

'Car Parking: What Works Where', English Partnerships (2006), provides a comprehensive toolkit for designers highlighting the most appropriate car parking approach according to density of development and housing typology and should be referred to alongside this Guide.
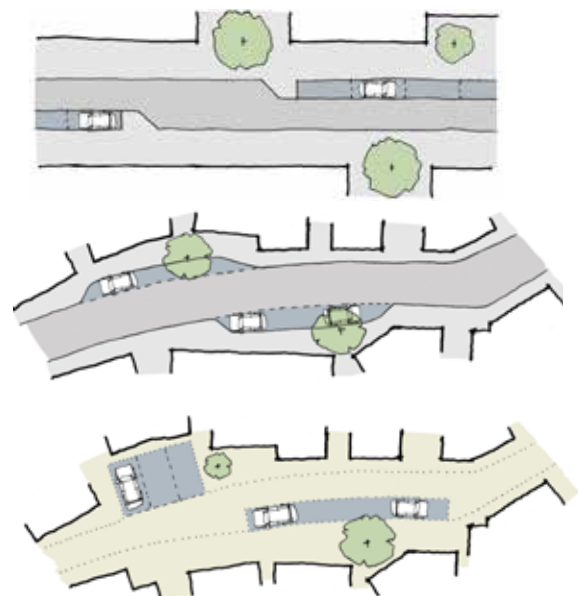
Parking typologies

In general, the potential locations for parking are on-street, on-plot and in small parking courtyards. The allocation of car parking spaces (on-plot or in communal areas) reduces flexibility and is less efficient in meeting overall car parking needs.

On-street parking

The Council advocates the use of unallocated on-street parking wherever possible. Maximising the number of unallocated spaces will result in lower numbers of parking spaces overall as it provides an enduring, functional and land efficient arrangement (see Appendix B of OCC's parking standards). It can take a variety of forms including parking around a central reservation, kerbside parking parallel, perpendicular or angled to the pavement. Parking solutions should be an integral part of the street design, with clearly defined or demarcated bays. For both parallel and perpendicular solutions, a maximum of four bays should sit together, before being broken up by street tree planting or a public realm solution.

Terrace buildings work well with on-street parking, as the strong enclosure balances the necessary increase in carriageway width. Street trees should be used to soften the visual impact of parked cars and provide further enclosure to the street. Narrower streets can widen at certain points to accommodate smaller areas of on street parking.

Figure 5.11 On street parking examples from top: formal on-street; informal on-street (off line); parking in shared surface area

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Car parking: golden rules for all locations

- Look to maximise the quality of the street and public realm
- A combination of on plot, off plot and on street should be considered according to the street design, location and housing typology
- On street parking should be promoted as the primary parking option and incorporated in the design – people understand how it works, it's efficient and it increases the activity and safety of the street
- Do not park in the back of the block until on street and frontage parking permutations have been exhausted. Use of the mews or rear courtyards should support on street provision, not replace it
- The proportion of allocated spaces should be limited. Research by Noble and Jenks shows that the more spaces you allocate, the more you have to provide.
- Don't forget Secured by Design principles

(Adapted from 'Car Parking: What Works Where')

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On plot parking

On plot parking to the rear or side of homes, on driveways or within garages, is by its nature allocated to a particular home. It limits flexibility and can be detrimental to street character when it is visually dominant. It is generally only appropriate for larger semi-detached or detached homes on larger plots.

Parking on-plot in driveways should, as far as possible, be designed to limit the gaps in the street frontage (for example through the use of shared driveways) and should be configured to ensure that the maximum parking standards are not breached i.e. through excessively long driveways.
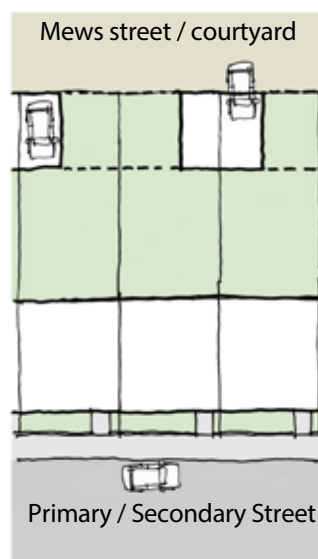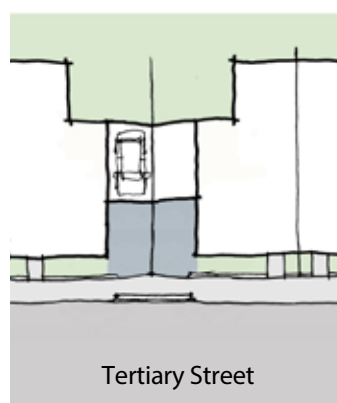
Allocated on plot parking can also be provided to the rear or within gardens accessed from a rear lane. This is an alternative to the communal parking court.

In general, the Council seeks to limit the use of garages as they are often used for storage rather than parking, pushing parking demand elsewhere. Where garages are provided they should have a minimum internal area of 3m by 6m and the use of double garages should be limited.

The architecture and materials of the garage should be in keeping with the main house and have a pitched roof and wherever possible should be attached to the property.

Where two single garages are proposed together they should be attached where their use supports a better design solution. They should only be used on wide fronted properties where a front door and ground floor habitable room can also be provided. Double integral garages are not appropriate.

Figure 5.12 garage and driveway parking examples:
garage to the rear of the property (top)
garages accessed from mews/court to the rear (bottom)

Tertiary Street

Mews street / courtyard

Primary / Secondary Street

On-plot screened with vegetation, Manor Road, Fringford

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Rear courtyard parking

Communal parking areas or parking lanes to the rear of properties are the least preferred solution. Although rear parking reduces the visual impact of cars on the street frontage it also reduces human activity on the street and large rear courtyards can be bleak spaces.

Where used, courts must be well-overlooked by the properties they serve, ideally with direct access to individual dwellings/gardens. They should service no more than six properties and a maximum of 12 parking spaces. Unallocated /visitor parking is not appropriate in these areas and should be provided within the street. Landscape and tree planting should be an integral part of the design.

Access to courts should be by a shared driveway between properties, via a lane to the rear, or through narrow carriage arches, to maintain a continuous frontage at first floor level. Where carriage arches are used these should incorporate first floor accommodation. Lanes may also give access to a number of properties.

Sustainability

The Council supports the use of sustainable technologies and systems designed to reduce the impact of private vehicles including:

Electric charging points

Every home should have access to at least one electric charging point and 20% of spaces in public car parks should have electric charging points.

Car clubs

The Council supports car clubs particular in low car developments. Car club vehicles are generally made available to residents on a pay as you go basis and are particularly suited to central and higher density areas where car use is only necessary for occasional trips. Discussion with the Council is required to resolve practical issues relating to implementation.

Figure 5.13 Example of private rear parking court
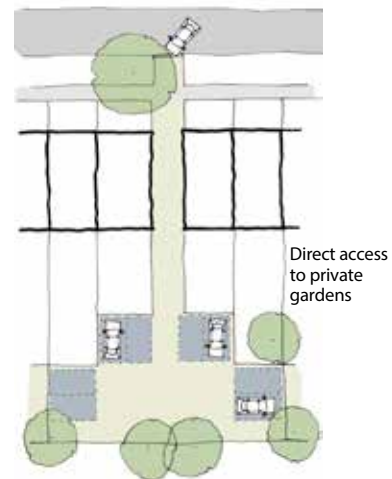
Direct access to private gardens

Well landscaped rear court parking, Clay Farm, Cambridge

Rear parking accessed through carriage arch, High Street, Adderbury

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5.9 Avenue trees, planting, SuDS and landscape

Trees and soft landscape are important to the character of Cherwell's streets and should be incorporated in all street character types.

Many of Cherwell's historic streets have a strong building frontage, softened with by trees and landscape planting.   Individual and groups of trees, grass verges and public green spaces contribute to making distinctive and attractive places.

Soft landscape, especially trees, should be incorporated into every street to support the proposed character. For example, a formal street may suit an avenue of trees and small front gardens, whereas an informal lane may be appropriate for soft verges and occasional individual or small groups of trees.

The requirement for Sustainable Drainage Systems (SuDS) is an opportunity to bring character to streets, through integrated landscape and drainage design. By considering SuDs at an early stage they can be incorporated successfully alongside street trees, utilities and car parking. See section 4.7 for further guidance in relation to SuDs.

The choice of tree species and location of trees in relation to built elements should be in accordance with the minimum distances established in BS 5837: 2012, Trees in relation to design, demolition and construction. Further detailed design guidance relating to tree planting including their relationship with utilities corridors and SuDS is contained within the Trees and Design Action Group publication 'Trees in Hard Landscapes, A Guide for Delivery', 2014.

The following principles should be considered:
- Street tree planting should be integral to the public realm design
- Street tree planting should be a minimum of a semi mature standard size in a location of sufficient size for the long term survival / health of the trees
- The species selection should consider their functional and space making qualities and native species are preferred

The maintenance and management responsibilities for landscape areas should be defined within the planning process. The design should avoid small (often narrow) planted areas which are hard to maintain.

Soft landscape reduces the impact of parking, Trumpington Meadows, Cambridge

Built frontage softened by trees and grass verges, Banbury

Incorporating existing trees and hedgerows into a new development

Incorporating SuDS along kerbside, Trumpington Meadows, Cambridge

5.10 Public spaces

Squares and greens provide important breathing space within the street network, should be framed by buildings and be located to encourage community interaction.

The widening out of the street network to accommodate village greens, squares and market places are characteristic of many of Cherwell's settlements. These spaces are framed by buildings, contain significant trees and are often located centrally adjacent to public buildings where they form a 'heart' to the settlement.

Developments should incorporate public spaces which sit with the character of the overall settlement structure and the site masterplan. Public spaces perform a number of important roles:

- They are focal points for the community, often surrounded by civic or community uses
- They create variety in the townscape and are important for wayfinding and legibility
- They can create a positive, usable space in an awkward corner
- They are an intrinsic traffic calming feature and can be of a shared surface design (see section 5.7)

Public spaces can take a variety of forms including formal hard landscaped public squares, village greens and smaller incidental spaces either hard or soft. OCC's residential road guidance includes 'social spaces' which are smaller areas where the footway might widen out to incorporate some benches, perhaps with shade from a tree. In all cases, public spaces should be framed and overlooked by buildings and designed to encourage their use – for example, through the provision of children's play or seating areas.

The size of the space should be appropriate to the scale of buildings which surround and enclose it. This should be tested in three dimensions. Trees should be used to create a sense of enclosure to larger spaces. Spaces which are too small to have any useful public function (i.e. 'leftover space') should be designed out.

Hard-landscaped incidental square with trees and seating, North West Bicester

Informal green space with trees and seating, Bloxham

Central green space, The Triangle, Swindon

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5.11 Street materials

The materials of the public realm should co-ordinate with the palette of materials used for the buildings and should reinforce the proposed character of the street or public space. This will vary depending on the location of the scheme within the District. Details of locally appropriate building materials are provided in section 7.3.

In general:
- Pavements and main street surfaces will be tarmac, with special consideration given to edge areas, gullies and kerb details where natural stone should be used
- Shared surface areas should use block paving with setts used for drainage gulleys and careful use of high quality edge details to help define the space
- Squares and other areas of public realm should use natural stone, dependent on the character of the settlement

Large areas of concrete block paving are generally not acceptable as they are visually intrusive. Where block paving is used, the colour should be in keeping with the wider palette of building materials.

Investment in high quality materials will be expected at sensitive and prominent locations for example: within the setting of heritage assets, to define the entrance of the development, at important crossing places and public spaces and for shared surface treatments.

Tarmac with subtly coloured block paving indicating informal pedestrian crossings, South West Bicester

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5.12 Utilities corridors, lighting and signs

Utilities corridors, lighting and signage should be considered early on and grouped to minimise impact on the character of the street.

Utilities

The design of utilities corridors should follow the recommendations of the National Joint Utility Group (NJUG) publications, and include liaison with service providers at an early stage.

The use of shared utility enclosures or grouped service strips should be used to reduce the service corridor width and limit impact on street design including the location of street trees. Protective and preventative measures should be adopted to avoid tree root intrusions into service corridors.

Where routing through the pavement will have a detrimental effect on the character of the street, alternatives include routing down a back street or through communal areas.

Further guidance is provided in section 3.4 of 'Trees in Hard Landscapes', Trees & Design Action Group, 2014 and Sewers for Adoption, 7th edition, WRc plc, 2012.

External lighting

Lighting should be an integral part of the street design process as there is a risk that landscape, parking and other elements are undermined when this is considered retrospectively. In particular the lighting and tree planting strategy should be considered together at an early stage.

OCC must be consulted at an early stage to agree the design brief for street lighting. OCC can provide street light design for a fee which removes the need for approval. Refer to Appendix A2 of their Residential Road Design Guide, 2015 for details.

Signage

Signage is important for wayfinding but should be minimised to avoid visual clutter. Street names and other signs should be fixed to buildings, boundary walls or lamp-posts to avoid additional columns on the street.
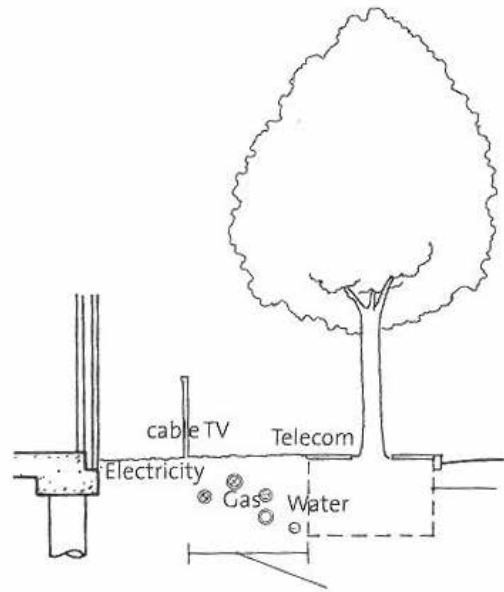

Figure 5.14 Grouped service strips help minimise maintenance distruption and avoid features such as trees (source: Urban Design Compendium, p82)

Road name and signage mounted on boundary wall and lamp-post respectively, Adderbury

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5.13 Waste management

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Suitable provision for the storage and collection of waste should be integrated into the street layout building and plot design.

Agreement is required on the way waste is to be managed and in particular:
- The method for storing, segregating and collecting waste
- The amount of waste storage required, based on collection frequency, and the volume and nature of the waste generated by the development, and
- The size of anticipated collection vehicles

Collection points must be no further than 20 metres from the refuse vehicle access point. As a result, a connected network of streets will enable easier movement of refuse vehicles, avoiding the need for reversing or multi-point turning manoeuvres. It is expected that the principles outlined in section 5.3 will be followed to minimise the necessary street width. BS 5906:2005 provides guidance and recommendations on good practice.

At the time of writing, the majority of dwellings in Cherwell are allocated three wheelie bins. Bins should be accommodated within the curtilage of buildings, within appropriate ventilated bin stores/enclosures in front gardens, integrated within the building, or at the side or backs of dwellings where there is sufficient access for residents to wheel bins to the front of the property on collection days. If bin stores are visible from the street, these should be of a simple design screened by vegetation or enclosed by walls of the same material as the property.

Example of an attractively designed bin store (source: West Oxfordshire Design Guide)

Side passage to enable bins to be brought out, Bletchingdon

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6 BUILDING AND PLOT ARRANGEMENTS

BUILDING AND PLOT ARRANGEMENTS

Chapter 4 explains how the masterplan establishes the overall urban block pattern, street hierarchy and proposed character areas.

This chapter deals with the next level of detail, considering how building forms should be arranged to create a pleasing overall townscape which frames the public realm and reinforces the proposed character areas. The way buildings sit together is one of the most important drivers of character.

Chapter 7 provides further detail on the design of the buildings themselves.

New development in Cherwell should promote:

- An harmonious composition of buildings that contributes to the overall legibility and character of the place and its role within the wider masterplan
- Traditional settlement form and character
- Three dimensional form as a starting point for design
- The use of building types which reflect local traditions and can be successfully grouped together
- The use of bespoke house types to address important, sensitive and tricky conditions including landmark locations and corner plots
- The use of terrace house types, which should be the predominant form in most developments, especially along principles routes, mixed use areas and adjacent to public open space. Limited use of detached and semi-detached houses.
- Design solutions that minimise the opportunities for crime and antisocial behaviours through the clear definition of the public / private boundaries and creation of active frontages

New development should avoid:

- A lack of three dimensional design thinking
- Estates with a homogenous, 'could be anywhere' character
- Architectural focus on individual buildings rather than the overall street composition.
- The use of inflexible, standard house types which cannot be grouped effectively
- The use of detached houses on small plots when a terraced form is more appropriate

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Please refer to the following chapters for supporting information:
- **Chapter 2:** For a summary of the District's distinctive characteristics and character areas
- **Chapter 4:** For details of how a scheme's character is established through the vision and structuring principles of the masterplan and block structure
- **Chapter 5:** For details of how the character of individual streets will be established in the public realm
- **Chapter 7:** For detailed guidance on the design of individual buildings
- **Chapter 8**: For guidance on sustainability considerations
- **Appendix A:** List of Conservation Areas within the District

Further reading:
- **Conservation Area Appraisals, CDC:** Provides detailed character analysis and guidance for each of the District's conservation areas
- **Responsive Environments, A Manual For Designers, 1985, Bentley, Alcock, Murrain, McGlynn, Smith:** Provides detail on the composition of the street, contextual clues for built character and external surface design

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6.1   Layout and urban form

Detailed layout design should focus on the composition and arrangement of buildings across the street as a whole, rather than the design of individual buildings in isolation.

The way in which buildings are grouped together to create the urban form of the street has a strong influence on character and should be a direct response to the proposed vision for the development (see section 4.3 for details). This should be clearly articulated in the planning application Design and Access Statement.

It is expected that urban form will vary from street to street reflecting its role within the masterplan hierarchy and in response to localised conditions e.g. a change in level or street orientation. This will support the legibility of the settlement.

Individual buildings should be designed to relate well to their neighbours, creating a harmonious overall composition and work with site conditions. The use of inflexible standard house types should be avoided as it severely limits the potential for cohesive and responsive design.

Consistent street frontage, Bicester

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New development should:
- Create a pleasing rhythm, variety and articulation to the street, through the use of different building forms, landmark features and the design of the façade and roofscape (see chapter 7)
- Respond to overarching character objectives e.g. informal or formal (see 6.4)
- Create bespoke design solutions for sensitive locations e.g. landmark locations, at corners and where views are terminated (see section 6.8)
- Consider the way buildings relate to other elements eg. car parking arrangements, front gardens, pavement widths
- Design out crime through the creation of active frontages and perimeter blocks (see sections 6.3 and 6.4)
- Make the settlement easy to navigate by creating a series of memorable spaces, landmarks and views
- Encourage natural traffic calming through the careful arrangement of buildings in relation to the carriageway (see section 5.7)

The Council will expect to see evidence of design thinking in three dimensions, including the use of simple physical or computer models, sections and perspective drawings encapsulated within the Design and Access Statement and used as a design tool to assess the form of the layout, including the roofscape.

Strong vertical rhythm with simple variation in design, Banbury

Corner solution, where building addresses both streets, Banbury

Corner of building juts out into the road, creating a natural pinch point forcing cars to give way to oncoming traffic, Islip

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6.2 Establishing character

Urban form is an important element in defining the character of a place.

The proposed character of individual streets and blocks will be established in broad terms as part of the site wide masterplan and vision; this is explored in section 4.3.

An important element of character is the degree of formality in the layout and urban form. In historic settlements this is a reflection of the extent to which a settlement was planned (formal) or developed incrementally and organically (informal).

In designing new places, designers should draw from both approaches to establish variety and reinforce the overall hierarchy of streets and spaces within the masterplan.

Formal Streets

Greater formality will be appropriate in some areas of the masterplan, for example to emphasise the civic character of a public space or to front an important movement route. Formal streets should be laid out in a regular, rectilinear pattern.

Characteristics of the urban form of formal streets include:

- Consistency and unity across the majority of elements of the urban form i.e. plot and building size, roof lines, eaves lines, building line, materials and façade design
- Buildings at the middle or ends of the street may be taller, brought forward, or have increased ornamentation to provide emphasis and visual interest
- Classically proportioned building facades (see section 7.2)
- Detached homes should have a wide frontage, narrow plan; semi-detached, in a villa form; and either plan form used for terrace properties (see section 6.5)
- Windows and doors will be regularly spaced, with a repetitive pattern established for the street as a whole. Changes in the pattern can be used to emphasise key buildings or locations
- Formally arranged street trees creating an avenue and regularly sized front gardens

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FORMAL

Figure 6.1 Formal street

Formally arranged terrace, Bicester

Formal repetition of semi-detached homes, Banbury

Formal modern terrace - repetition of materials, regularly spaced windows, doors and trees, North West Bicester

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Enclosure and openness

In both formal and informal layouts, the majority of buildings should be arranged in a terraced form to create a near continuous built frontage to the street, in line with the principles for perimeter blocks set out in section 6.3.

However, in some character areas a more open arrangement may be appropriate for example to allow views out to the wider landscape or to meet a particular need for larger semi-detached or detached properties. In these locations, the gaps between buildings should be clearly defined by boundary walls, fences or hedges. On plot parking should be arranged so as not to dominate the street frontage (see section 5.8).

Informal Streets

Where an organic, village character is proposed, streets should have an informal layout, with a simple geometry, varying to reflect topographic and natural features. Particular care is required to create overall visual coherence and harmony. The right balance can be achieved by varying one or two elements of the urban form, but not all.

Characteristics of the urban form of informal streets include:

- Groupings of buildings with continuity of building line and materials, which provides coherence in a street scene, while other elements, such as plot width, building height and fenestration vary
- A range of plot and house sizes on a street to reflect traditional patterns
- Variety in the character of individual buildings. Within the street there should be a mix of wide and narrow frontage properties (see section 6.5), typically with consistency in the building line and materials
- Informally arranged windows and doors
- Subtle variation in roofscape reflecting variations between neighbouring building heights
- Street trees located individually or in small groups to form a focal point where the street widens or in public squares and green spaces.
- Front gardens which vary in size reflecting changes in street and plot alignments. Planted and grassed verges may also be present, where development is set back from the street

INFORMAL

Figure 6.2 Informal street

Continuous building line but wide variety in heights and sizes, Banbury

Continuous building line but wide variety in design and height, Bicester

Variation in set-back moderated by front garden boundaries, Duns Tew

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6.3 Perimeter blocks and active frontages

A general principle for the arrangement of building plots is 'public fronts, private backs' to ensure clarity between public and private spaces.

The elevation of buildings fronting the public realm should be 'active', to encourage human interaction and passive surveillance of the public realm.

This arrangement creates a 'perimeter block' with buildings fronting and providing a frame to streets and open spaces. The perimeter block arrangement is an effective means of designing out crime in that it provides a defensible front boundary with good surveillance from the street and a secure rear property boundary.

Layouts which confuse the relationship between fronts and backs or emphasise property access from the rear should be avoided.

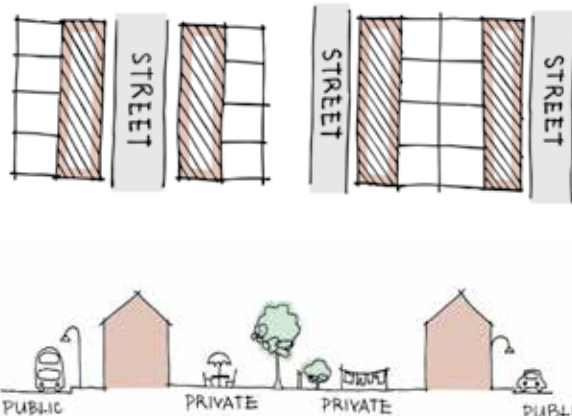Buildings face the street...   ... and form a secure perimeter block

Figure 6.3 Front and back relationships

Mixed use urban square, Poundbury

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Principles for perimeter blocks:
• Orientation for solar gain, wind patterns and microclimate must be considered in the form and structure of the block and frontages (see section 4.9)
• The boundary between the public realm and the private realm must be clearly defined by either the building line or garden boundary
• The principal frontage and main entrance to the property must face the main street (not the side street). This applies to all house types including apartment buildings
• The principal frontage must include front doors and larger windows
• Internally, living spaces and habitable rooms must be located on the principal façade overlooking the public realm

• Bathrooms and cloakrooms and the use obscure glazing must be avoided facing onto the public realm and / or principal elevations. Kitchens are only permissible in this area where windows can be appropriately proportioned and detailed
• Elements which deaden the street such as blank building facades, garages and integral parking, and bin stores are not appropriate in the public realm
• Elements of non-residential uses which help to 'activate' the frontage to the public realm such as cafes or shops should be encouraged to spill out onto the street

Chapter 7 provides further guidance relating to the design of active facades.

6

Figure 6.4 Active frontage encourages human interaction

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6.4 Scale

Building scale should respond to local context and proposed character.

Scale should be considered in relation to the enclosure of the street and the public realm, to give a comfortable height to width relationship and relate to the structure of the masterplan. This is explained in section 5.2. Perception of building scale is not only influenced by the number of storeys, but also by the form of the roof, the eaves height and internal floor to ceiling heights and local architectural character should inform the building height and form.

Two to three storey buildings, Adderbury

Principles for scale:

- In the majority of areas, building heights of two or three storeys are appropriate. Additional accommodation may be included in the roof space and/or in a semi-basement. Rooms in the roof space are encouraged

- Taller buildings may be appropriate in town centre locations, but individual buildings should be designed to fit comfortably with the general urban form

- A steeply pitched roof is an important component of the traditional Cherwell form. Shallow pitched and hipped roofs with a suburban character should be avoided (see chapter 7)

- For an informal area the eaves and ridge height can vary (minimum 200mm) from building to building to create an varied roofscape

- In formal streets, the eaves line and roof ridge should be consistent between neighbouring buildings

- Grander buildings, with higher floor-ceiling heights can be a positive addition

Two storey buildings some with rooms in the roof, Islip

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6.5 Building typologies

Building forms should be simple and reflect the character and traditions of the local area.

Simple, traditional building forms based on a rectangular plan should be used. These forms can be easily grouped together to form a continuous street frontage accommodating a range of different building sizes. In most cases buildings should be designed to be in a terrace form.

There are two basic plan forms:

1.   Wide frontage, narrow plan
- Simple facade with either symmetrical, classical proportions (up to three storeys) or cottage vernacular proportions (up to two storeys), with occasional half storeys
- Can be linked to form a terrace or be detached or in pairs
- Rectangular rear extensions can be used to create an L-shaped plan, if this is appropriately detailed. This will typically be setback from the building line, but may in prominent building locations form an integral part of the design
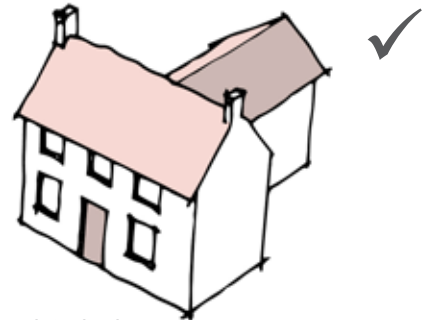
2.   Narrow frontage, deep plan.
- Simple facade with classical proportions (two-three storeys) or occasionally cottage vernacular proportions (up to two storeys), with occasional half storeys
- Should be linked to form a terrace or occasionally 'handed' to form a symmetrical semi-detached pair
- This form is generally not appropriate for detached houses
- Care should be taken to ensure that where wide gables occur, they are not visible from the public realm
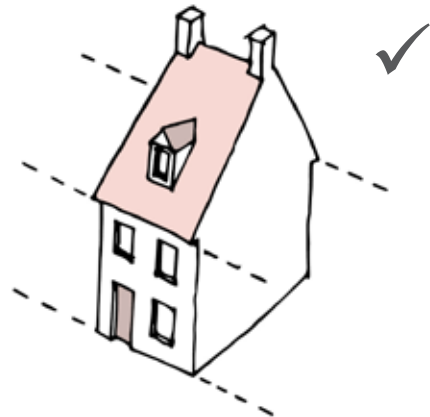
Figure 6.5 Basic typologies

Wide frontage, narrow plan terrace

Wide frontage detached

Narrow frontage, deep plan terrace

6

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In both cases:

- The front façade of the property should be kept flat, apart from simple porches
- Roofs should be a simple pitch with ridgelines aligned parallel to the street and chimneys located on the ridgeline
- On occasion, a narrow frontage property may be arranged with its gable end to the road (see chapter 7 for guidance on building facades, roofs and chimney details). However, care should be taken to ensure that the gable proportions are well balanced

- The frontage of individual buildings or the terrace can be faceted or curved to respond to a change in street alignment, with adjustments to the internal building plan
- Garages and other outbuildings should relate well to the form of the main building
- Projecting bay windows should only be used occasionally
- Dormers can be used occasionally, when arranged in proportion with the property and neighbours, but overuse can disrupt the roofline

Figure 6.6 Examples of typical typologies

Wide fronted terrace, Adderbury

Narrow fronted 3 storey terrace, Banbury

Wide fronted, detached behind a garden, Bloxham

Narrow fronted, semi-detached, Islip

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The following should be avoided:
• Projecting front gables (uncommon in Cherwell vernacular)
• Deep or square plan forms
• Hipped or pyramid shaped-roofs (overtly suburban character and difficult to group)
• Exposed wide gable ends (uncommon in Cherwell vernacular)
• Narrow fronted, detached houses (results in a gappy frontage)

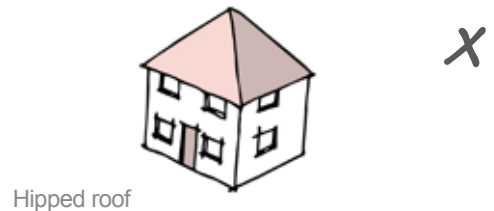**Relationship between building size, form and plot**

There is no limit on the size of property which can be successful accommodated in a terrace form, with examples ranging from workers cottages to mansion townhouses. A detached form should only be used for larger properties (a net floor area of over 100 sqm).

To avoid the appearance of 'cramming', detached properties should only be sited on larger plots which have sufficient generosity to balance internal and external space requirements effectively and accommodate car parking without garages and driveways dominating the street frontage.
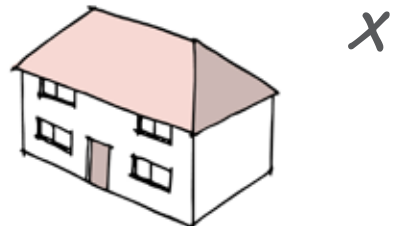
Chapter 4 provides further guidance on the relationship between building typologies and density.

> **Apartment buildings.**
> In general, apartment buildings should be designed to be indistinguishable from individual houses and subtly integrated into the street e.g. taking the form of a wide frontage, detached house.
>
> In local centres or at transport hubs, a higher density and greater proportion of apartments may be appropriate. In these locations bespoke solutions for larger apartment buildings should be developed with Cherwell District Council.

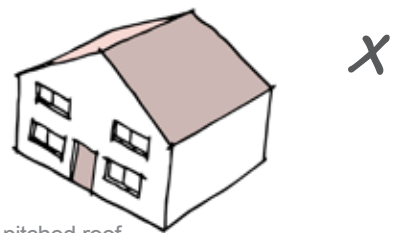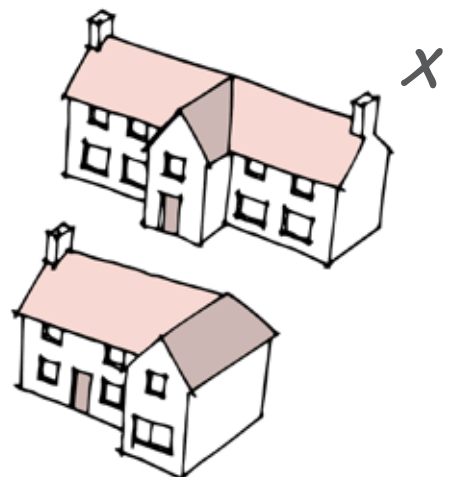Figure 6.6 Typologies to be avoided

Hipped roof

Square plan with pyramid roof

Shallow pitched gable end

Shallow pitched roof

Inappropriate projecting gables

6

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6.6 Landmarks, vista stoppers and corner turners

Bespoke design solutions are required for important and sensitive locations including landmarks, corners and to terminate vistas.

These buildings lead the eye onwards and play an important role in helping people to understand and find their way around the settlement. While focal buildings are important, it is equally important that they work in context with those adjacent. The location of landmark buildings should be considered in the context of the masterplan and hierarchy of streets and places.

Landmarks
Landmarks should be located in prominent positions to help people navigate and remember the organisation of streets and places. They should be designed to draw attention, add interest and focus. They can be an individual building or a group or even a landscape feature. A landmark might include some of the following characteristics:
- Greater scale than its neighbours
- Grander proportions to its facade
- Increased ornamentation
- Distinctive architectural style or form e.g. a detached, classically proportioned house in an otherwise informal, terraced street
- Variation in materials

Vista stoppers
Vista stoppers are required to spatially enclose and frame views e.g. at the end of a street. Vista stoppers are not necessarily landmarks, but should be well proportioned and attractive building frontages or a public space framed by buildings. A vista stopper may also give sense of direction e.g. a curving group of buildings which lead the eye onwards.
- Where a building is used to terminate a formal street vista it should be arranged centrally to the view to give a sense of symmetry
- 'Dead' frontages such as blank facades or fences, garages or parking areas must not be used as vista stoppers

House at end of a street, South West Bicester

Landmark view, Bloxham

Prominently positioned house, Lower Heyford

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Turning the corner

Corner sites are visually prominent. Where two streets form a junction, a bespoke design solution is required for the corner plot. This should respond to the hierarchy of each street.

- The corner should typically be turned by a group of buildings, especially on principal and high order streets and places
- A single building with two active fronts in (as shown in figure 6.7) may be acceptable along lower order streets
- Both frontages should be 'active'
- Greatest emphasis should be given to the principal street frontage in the overall hierarchy, with front doors and principal windows

- The continuous frontage of a terrace could curve with the street. The plan of individual properties will need to be splayed to accommodate this
- If the corner is also to form a landmark, additional emphasis can be given to doorways and windows or the height can be raised subtly above the surrounding buildings, or a non-residential use incorporated at the ground floor

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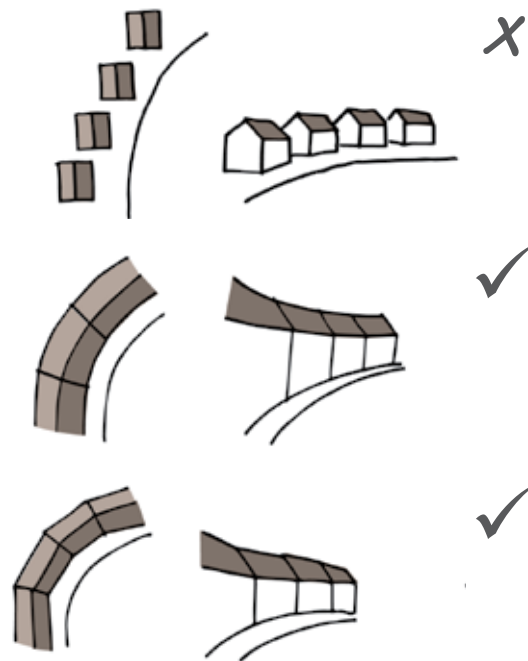Figure 6.7 Plans of corner buildings

Figure 6.8 Diagram of continuous frontage (adapted from Essex Design Guide, Essex County Council)

Single corner building, Bloxham

Corner terrace in new development, Adderbury

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6.7 Amenity space

6

Outdoor amenity space should be provided in the form of rear private gardens for houses and balconies, roof gardens or shared gardens for flats.

The amount of gardens and outdoor space should be appropriate to the size of the property, with an expectation that larger properties will be located within larger plots with larger garden, reflecting the likely needs of larger families.

Principles for amenity space
- Amenity space must be usable and receive sunlight for the majority of the year. Building heights, orientation and access to light must be considered to prevent overshadowing, particularly in north facing gardens
- Areas must not be overlooked, lack suitable privacy, or have other primary functions e.g. car parking, refuse storage and footpaths are not amenity space
- A minimum distance of 22m back to back, between properties must be maintained
- A minimum of 14m distance is required from rear elevation to two storey side gable
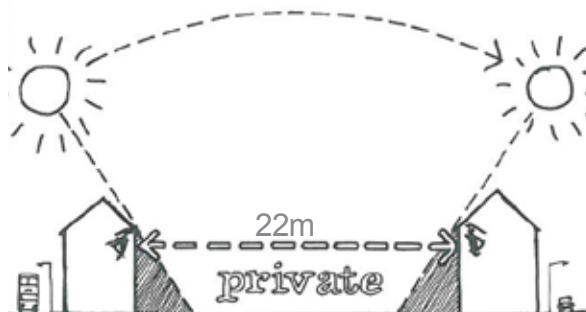- First floor habitable room windows must not be within 7m of neighbouring property

Figure 6.9 Amenity space and sunlighting (source: Responsive Environments, Bentley et al. p15)

Existing mature tree incorporated within private garden space, Upper Heyford.

Mews street, approximately 7m wide, Trumpington Meadows, Cambridge

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Boundary definition

There should be a clear definition between the public realm and private amenity space, through enclosure by walls, fences, hedges and other threshold features. This is important in establishing a sense of ownership. Boundaries often form important features in the public realm and contribute to the character of an area.

In general the boundaries to front and rear gardens should be as follows:

- Front garden walls (between the public realm and private front gardens) should be approximately 90cm high and in the same material as the front wall of the house, unless this is render, in which case the coping should be brick or stone. Gates in these front garden walls may be in painted metal or wood or stained wood, and should be the same height as the front garden walls.

- Metal railings are also appropriate, either on top of a low wall or as a stand-alone feature, especially on formal streets
- Rear and side garden walls separating the public realm from private spaces and including the boundaries to parking courtyards should be at least 1.5m high and should be in the same material as the front external wall of the relevant house
- Fences should not be used where visible from the public realm
- Gates within these garden walls should be in painted vertical timber boarding and should match the height of the relevant walls

6

Traditional boundary treatments

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6.8 Materials

6

The choice of materials should vary across the masterplan in response to the proposed local character.

Materials are an integral part of the character of streets and places and should be used to reinforce the character of different places. The majority of the development should have a simple palette of high quality materials. Natural local stone and slate will be expected in key and sensitive locations, for example, on prominent frontages, key entrances into the site and in areas adjacent to public rights of way and the open countryside (see chapter 7).

The choice of material should create visual harmony across the street as a whole, with a limited palette of materials. An indiscriminate pepper potting approach should be avoided.

Section 7.3 provides details of appropriate materials in different parts of the District.

Simple palette of materials, Barford Road Bloxham

Use of local stone, Woodstock

A simple palette combining modern materials and local stone applied across buildings and the street, Radstone Fields Brackley

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Building proportions, details and materials contribute to making a home functional and liveable. Of equal importance is the impact that the detailed design of individual buildings has on the character and visual coherence of the street as a whole. This chapter considers how the character and composition of places should be articulated and reinforced through the detailed design of building elevations.

7

The guidance contained in this chapter is more detailed and prescriptive than earlier chapters, setting out simple rules on proportional relationships, materials and detailing.

The vernacular architecture of Cherwell has a simple form and use of details and it is this simple pared back architecture that gives the area its distinctive character. The detailed design of buildings including the choice of materials is important in reinforcing the character of the scheme which is established through the masterplan.

Buildings should be designed as part of an overall street composition rather than designing individual buildings in isolation. Details are also important in providing living environments which are functional and comfortable. The vernacular architecture of Cherwell is very simple and care should be taken to ensure that a limited palette of materials and details are considered.

CDC promotes innovative and sustainable architecture and are happy to consider modern architectural solutions, where they are of exemplary design and in the right context. Further information is set out in chapter 8.

Where a more traditional approach to building design is being taken, it is important that this does not follow a generic 'traditional' style, which has little relationship with Cherwell. The guidance set out in this chapter promotes an approach to architectural design and materials that reinforces the area's character.

New development in Cherwell should promote:
- Well proportioned, simple facades in keeping with the character of the District
- Details which perform a functional role, protecting the building from water ingress etc. and which are designed to be long lasting and low maintenance
- Details which reinforce the role of each building in creating a visually coherent scheme
- Bespoke house types which integrate locally appropriate details as part of their construction. The Council will expect to see bespoke design solutions reflecting local character for elements including windows, doors, porches, bay windows, dormers, roofs and chimneys. Careful attention should also be paid to the finer details such as eaves, verges, quoins, plinths which must be in keeping with local tradition (see detailed guidance in section 7.4)
- The use of high quality, locally appropriate materials across the scheme
- Affordable housing which is indistinguishable from market sale homes
- Careful location of windows and doors within the facade which:
  - informs the overall organisation of a building and the character of individual rooms. For example: larger windows and greater floor/ceiling heights bring a sense of space and light
  - has an impact on the energy efficiency of the building (see section 7.1) and the need for artificial light and heat

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New development should avoid:
- A focus on the design of individual buildings rather than the overall street composition
- A scatter-gun approach to detailing and the use of materials, creating a visually incoherent scheme
- Use of inflexible, standard house types and detailing which are not reflective of local character
- Poorly proportioned facades
- The use of stick-on or skin deep elements to add 'character'
- Poor quality materials and poorly designed details which bring problems of repair and maintenance

Cherwell promotes well detailed simple form, using high quality materials and robust construction techniques. We expect details which are an integral part of the building design and the street composition. The use of 'stick-on' details to add character is not acceptable, neither is a scatter-gun approach to the detailing of individual houses with no consideration of the overall composition of the street.

The use of high quality, locally appropriate materials and details should be factored into the scheme cost analysis from the outset.

Please refer to the following chapters for supporting information:
- **Chapter 2:** For a summary of District's distinctive characteristics and character areas
- **Chapter 4:** For details of how the scheme's character is established through the vision and structuring principles of the masterplan and block structure
- **Chapter 5-6:** For details of how the character of individual streets and places will be established in the public realm and the composition of buildings
- **Chapter 8**: For further details on sustainability considerations
- **Appendix A:** List of Conservation Areas within the District

Further reading:
- **Conservation Area Appraisals, CDC**
- **Windows and Doors in Historic Buildings - Planning Guide 1, 2007, CDC**
- **Colour Palettes: Banbury, Bicester, Kidlington, 1996, Roger Evans Associates for CDC**

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7.1 Sustainability considerations

Buildings should be designed to provide good, practical and economic natural lighting, ventilation and thermal insulation.

Across the District, new development should seek to increase standards of sustainable design, the principles of which should be established through the masterplan layout and block structure. In particular, the orientation of development blocks has a significant impact on the potential to reduce the need for heating through passive solar gain and the potential for successful PV and solar water heating. Section 4.9 and chapter 8 provide further details on this issue.

CDC is planning to produce a Sustainable Building Supplementary Planning Document which will provide guidance on a range of measures, such as reducing energy and water use in the design of new buildings. This approach should be applied in an integrated way which is complementary to the wider character-led objectives of this Guide i.e. the use of locally appropriate building forms, materials and details.

Opportunities to consider include:
• Window design in response to passive solar gain and building orientation
• High standards of insulation including glazing
• Thermal mass of building materials
• Natural/passive ventilation or efficient mechanical ventilation
• Low temperature heating systems such as underfloor heating
• Solar water heating
• Photovoltaic panels
• Ground sourced heat pumps
• Heat exchangers
• Low embodied carbon materials

Chapter 8 provides further details.

The Local Plan sets out in policy ESD 3 guidance on sustainable construction. In addition, the detailed design of buildings and the public realm should support increased levels of sustainability in broader terms for example:
• The inclusion of bat and bird boxes, and hedgehog fence holes to support biodiversity
• Encouraging recycling through appropriate storage and easy access (see chapter 6)
• Easy access to bicycle storage and provision of electric car charging points to encourage sustainable movement choices (see chapter 5)

7

Sustainability exemplar

Sustainable building is an integral part of all development. We promote exemplary standards of sustainability and innovation in architecture and further information on this is set out in chapter 8.

Photovoltaic panels, Trumpington Meadows, Cambridge

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7.2 Façade proportions

The traditional arrangement of windows, doors and other elements varies from building to building, but can generally be described on a spectrum from the formal, classically arranged facades, to the more informal, with a cottagey character found in less grand properties particularly in the villages.

Formal vs informal

The choice of whether to apply a more formal or informal arrangement should be a response to the proposed character of the building, the street as a whole and its relationship to the wider context.

In determining whether a façade has good proportions the following rules of thumb should be applied (although innovative, modern architecture styles often breaks these rules successfully).

For all buildings:
- Window openings should normally diminish in height as the building rises, so ground floor windows should be taller than first or second floor windows
- The arrangement of windows should consider the balance and proportion of the overall street façade
- Horizontal strips of windows should always be avoided

Formal / classical:
- Generally appropriate for townhouse, detached and semi-detached properties
- More symmetrical arrangement of windows often around a central front door, with windows aligned both vertically and horizontally and regularly spaced
- Windows typically have a strong vertical emphasis and may utilise the golden section (1: 1.618) or 1:2 width to height ratio
- Window generally occupy between 25-35% of the principal elevation
- Windows should be sash, with a symmetrical pattern
- Where dormers are used, they should be lined up with the windows below

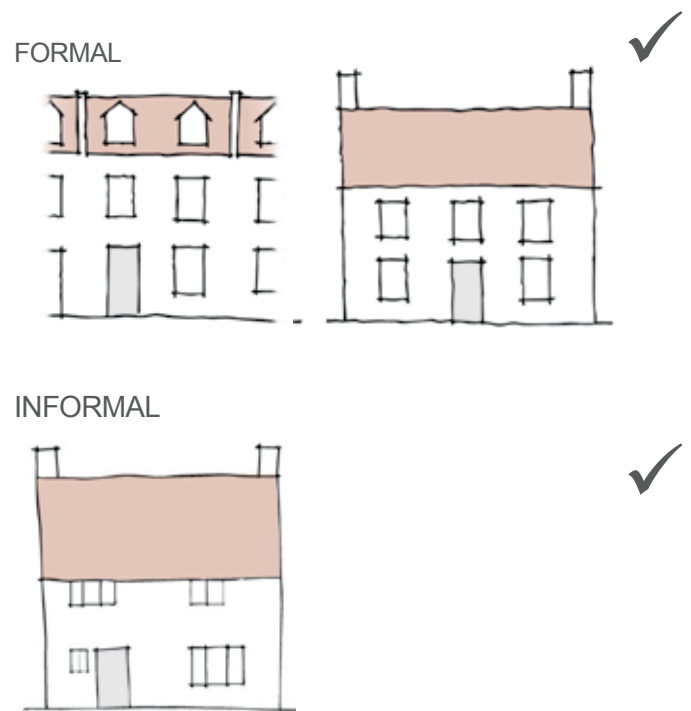Figure 7.1 Simple formal and informal facades

FORMAL

INFORMAL

Figure 7.2 Unsuccessful facades

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Informal / cottage style:

- Generally appropriate for smaller properties with lower floor to ceiling heights
- Less symmetrical arrangement of windows and front door, with varying window to wall relationships
- Windows generally occupy between 15-25% of the elevation
- Casement windows which are taller than they are wide should be divided by timber or stone mullions to give a horizontal emphasis
- Upper windows are often positioned very close to the eaves
- The use of dormers should be occasional and where used should be small scale
- Single casement windows are not appropriate

Figure 7.1 illustrates simple formal and informal arrangements. Figure 7.2 illustrates for comparison, an unsuccessful arrangement which is not quite symmetrical, has mean windows on the ground floor and an oversized dormer.

Apartment buildings

As discussed in chapter 6, apartment buildings should generally be designed to resemble a larger detached or townhouse property following the formal façade arrangement outline above.

In higher density locations, larger apartment buildings may be appropriate. The Council will expect to see a carefully articulated elevation, which has appropriate proportional arrangements and a level of variation in keeping with the overall character of the street.
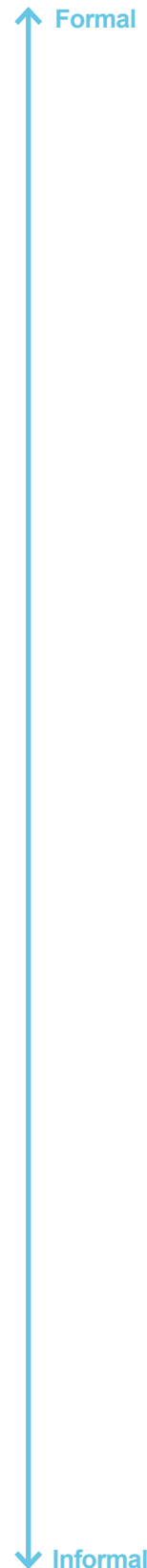
Formal

Bloxham

Islip

Woodstock

Lower Heyford

Adderbury

Informal

7

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7.3 Building Materials

A simple palette of locally appropriate materials should be used to bring visual coherence to the scheme as a whole. The palette should co-ordinate materials across buildings, boundary treatments and the public realm.

The use of a simple, consistent palette of walling materials is one of the most distinctive characteristics of Cherwell's historic towns and villages. The North of the district is dominated by golden-yellow ironstone while paler limestone is used in the South. Red brick is also used, particularly in Banbury and Bicester. Chapter 2 provides further details on the distribution of materials across the District.

New development is expected to continue this tradition, through the use of locally characteristic materials for the construction of all new homes across the District. Tables 7.1 and 7.2 provides details of acceptable building materials and detailing.

Principles for use of building materials:
- Where stone is used it should be natural stone (not reconstituted or artificial stone)
- Brick should match local Banbury or Bicester brick
- The Council expect the proportions of natural stone , slate to be used:
    - 80% conservation areas
    - 60% village locations
    - 40% elsewhere
- Wood cladding, concrete and plastic substitutes for natural materials are not acceptable

Table 7.1 Appropriate use of local stone

- Variation in the use of materials between buildings or groups of buildings may be used as a means of reinforcing the character of key spaces or landmarks, but should generally be minimised so that the building line reads as a single element framing the public realm
- A building must be constructed in one walling material and a mix of materials is not acceptable. For example, ground floor brick and upper floor render. Where stone is used the same material should be used below the damp proof cause level. Exposed brick or other material will not be acceptable
- Garages and out buildings must be constructed in the same material as the main property
- Expansion joints should be avoided onto the public realm. Where required they should be discreetly located behind rainwater goods (i.e. gutters and downpipes)
- Soldier courses or other ornamentation is not normally appropriate
- The materials palette should be discussed and agreed with the Council at an early stage. The palette should include walling, roofing and boundary treatment/threshold materials. The palette should co-ordinate across buildings, thresholds details and elements of the public realm such as paving
- The colours of the palette should be informed by the Roger Evans Associates report 'Colour Palettes: Banbury, Bicester, Kidlington' produced for the Council

	Character Area					
	Bicester	Banbury	Ironstone Downs	Cherwell Valley	Ploughley Limestone Plateau	Clay Vale of Otmoor (including Kidlington)
Ironstone		Y	Y	Y (North)		
Limestone	Y		Y (south)	Y	Y	Y

Y = appropriate in this location
O = occasional use only

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Table 7.2 Materials and detailing

Walls (external walls and thresholds)

Material	Details	
Ironstone		• Local ironstone with dark honey tones. • Lime mortar • Coursing • Ashlar / finish • Expansion joints (where necessary) should be out of sight e.g. located behind rainwater goods
Limestone		• Cotswold limestone (pale, oolitic limestone) • Lime mortar • Coursing • Ashlar / finish • Expansion joints (where necessary) should be out of sight e.g. located behind rainwater goods
Brick		• Colour: Soft toned red brick, reflecting local historic brick • Beige bricks are inappropriate • Variation in batch • Texture • Mortar • Brick bonding should be stetcher, English or Flemish bond • Garden wall bond should be used for garden walls
Render		• Self-coloured render or painted to reference brickwork or weathered stone, but in most cases should not be the main material (refer to Colour Palettes report, Roger Evans for colour details) • Robustness and maintenance should be considered
Wood		• Only appropriate on barns, outbuildings etc.

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Railings / hedging		• Painted black metal railings. • Full height or on top of brick / stone wall with coping • Hedges can be used to create a softer edge and can be used in combination with railings. • Black railings • No timber fencing onto public realm

Roofs

Material	Details	
Clay tile		• Red plain clay tiles • Blue clay tiles on northern edge of district • No concrete or profiled duo imitation tiles.
Slate		• Blue / black welsh slate • Stone slate • No imitation slates.
Chimneys		• Chimneys throughout the District should be constructed of brick. • Clay chimney pots • •
Rainwater goods		• Gutters and downpipes should be in painted metal (normally black)

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7.4 Detailed guidance

The design of individual elements of the building façade including the windows, doors and the building's roof play a significant part in defining the character of a building and the wider settlement.

This section provides a set of simple rules for the detailed design of windows, dormers, roofs, doors and porches, decoration and external boxes. These apply to all new homes across the District.

7.4.1 Windows

General
Windows make a fundamental contribution to the character and appearance of buildings and settlements more widely. Guidance on the general arrangement and proportions of windows within the façade (solid / void relationships) is contained in section 7.2 and relates to the character of the building, whether formal/classical or informal/cottage style.

- The design of individual windows should be a response to building character
- Window details must match / be consistent on all elevations
- Slim line double glazing should be used
- There should be no frosted glass on any principal elevation
- Glazing bars should be structural and no ornamental plastic strips will be accepted

Casement:
- Casement windows should be side-hung, flush fitting and balanced casement widths
- The height of individual windows should always be the same or greater than their width
- Window openings wider than 450mm should be divided vertically and equally, by stone or timber mullions
- The frame on the hinge side should normally be fixed to a wall or a substantial vertical framing member/ mullion
- Windows frames should be timber or metal in Conservation Areas and other sensitive locations
- Single casement windows should not be used

Consistent window details, Upper Heyford

Casement window flush with wall, Bletchingdon

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Sash:

- Sash windows must be vertical sliding with the upper and lower sash equal, and together filling the whole opening height
- Windows heights should be greater than their widths, with proportions in line with the Golden Section i.e. a ratio of approximately 1:1.618
- Windows frames should be painted timber in Conservation Areas and other sensitive locations

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Recesses, cills, lintels and arches:

- Window recesses should normally be about 100mm.
- To achieve good visual contact between buildings and streets, window cill heights should not normally be more than:
  - 600mm above floor level in ground floor areas or living/dining areas at first floor level
  - 800mm above floor level in upper floor areas
- Flush cills are required (double cills are not acceptable)
- Stone and timber lintels are preferred (timber for casement windows in vernacular buildings), but brick faced lintels may also be used
- Where timber lintels are used they should be integral to the building (they should be a minimum of 150mm deep and have a 215mm margin at the edge of the window)
- Brick gauged flat arch or stretcher soldier arch are acceptable. On end brick lintels are not acceptable, neither are arched headers unless they are traditionally detailed
- Stone drip moulding may be used on stone lintels, where traditionally detailed

Sash window, Woodstock

Sash window, Bloxham

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Dormer windows:

- Well-proportioned slim profile dormers should be used and be of a smaller scale than the lower windows of the elevation. Their construction must be integral with the main roofs
- Dormers should be located in one of three positions on the roofs:
    - at or below half-way up the roof slope (packed off one of the purlins), with the ridge of the dormer well below the main ridge of the house
    - at the eaves, aligned to the internal wall
    - at the eaves, aligned to the external wall face
- Gabled dormer roofs are preferred. Pitched roofs must be at least 40° to the horizontal. The facing material of the pitch should match the main roof of the relevant building. The cheeks and gable (if gabled) should be of roughcast render or lead

- The dormer cheeks should slim
- The windows themselves should be flush fitting, side-hung timber, two-light casements
- Flashing should be minimised and well detailed to ensure water runoff
- No glass reinforced plastic (GRP) to be used

Figure 7.3 Dormer window locations

Figure 7.4 Annotated diagram of a dormer window

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Rooflights:
- Rooflights are not acceptable on the front or principal elevation
- They should be flush between rafters
- Where used they should be parallel to the roof surface, with a vertical emphasis and modest in size (not normally more than 900mm in either dimension). They should be fully surrounded by roof tiles or slates
- Rooflights should be framed in wood or metal

Sustainability exemplar

The size, type and arrangement of windows in relation to the path of the sun and prevailing winds can have a significant impact on the need for heating and lighting. Where appropriate to the character of the building and street, habitable rooms and larger windows should be located on south east, south west or south facing elevations. The northern side of the building is more suitable for service and storage areas, with smaller windows to reduce heat loss.

In sustainability exemplars, to maximise the potential for passive solar gain, the arrangement of rooms and building form may need to shift away from the traditional arrangement.

Chapter 8 provides further information on these aspects.

Good examples of modern dormer windows, pitched roofs, slate tiles and brick chimneys, Woodstock

Small rooflights on rear elevation, South West Bicester

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7.4.2 Roofs

Roof pitch angles and arrangements:
- Roofs must be pitched at least 40° to the horizontal with the ridgeline generally running parallel to the principal elevation
- Gables should have a narrow form where visible from the public realm
- Hipped roofs are generally not acceptable
- In the case of very deep buildings where there is substantial usable accommodation within the roof space, the central part of the roof (at least 4.5m back from the gutters) may be virtually flat – with only enough slope to allow rainwater to drain
- Garages and other outbuildings should have pitched roofs wherever possible
- Projecting gables can be used occasionally. They must be narrow in profile

Roof materials:
- Roofs should be of clay tiles or grey roof slates. Thatch and stone slates are also locally characteristic
- Profiled concrete tiles are not acceptable
- Tile hanging and timber boarding is not appropriate on gables.
- Photovoltaic panels and tiles will be appropriate in many locations. See Chapter 8 for further information

Roof verge and eaves treatments:
- Roof verges should be kept very simple, with a mortared edge and no overhang. No fascias or bargeboards should be used
- Eaves should be 'clipped' i.e. simply pointed with mortar, with minimal or no overhang and no soffits or fascias. Gutters should be as tight as possible to the wall face
- Occasional copings / parapet walls can be found in the district
- Gutters and downpipes should be in painted metal (usually black)
- No upvc clip edges on verges or gables

Steeply pitched roof with no overhang, Bletchingdon

Inapropriate use of upvc clip edges, and facias to gable

Guttering, South West Bicester

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Chimneys and their locations:
- Chimneys are an important feature because they punctuate the skyline, articulate the roofline and therefore form an important component in the character of streets
- They should be of brick masonry construction and integral to the building (both in terms of construction and location)
- Working chimneys are preferred either providing a route for smoke or effluent from open fires or boilers or for mechanical ventilation, or acting as a termination of soil vent pipes
- They should be rectangular in form, located at the edge of the ridgeline and central to the gable
- They should project a minimum height of 1m above the ridgeline, with proportions relating to the overall scale of the host building and adjacent structures
- Windows or doors should not be located below a chimney
- Clay chimney posts should be used

Rectangular brick chimney at edge of ridgeline and central to gable, Bloxham

Rectangular brick chimney at edge of mid-terrace dwelling, central to gable, Adderbury

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7.4.3 Doors and porches

Doors:
- All external doors should be in painted timber with a simple, well-proportioned design appropriate to the type and character of the property. For buildings of a formal character either four or six panelled design is appropriate, while timber ledge, braced or boarded designs are in keeping with a more informal, cottage style
- Large glass panels and mock fan-lights should be avoided
- Doors should be recessed into the wall by at least 50mm
- Door furniture should be simple, functional and in keeping with the character of the building
- Side lights to doors are discouraged

Porches:
- Porches should be in proportion with the building façade. Wide porches which cover an area larger than the front door itself will in most cases be unacceptable
- They should be open to the front and sides so that they are effectively just a canopy
- Simple porches should comprise a hood with a gabled or flat form projecting over the door, supported by timber brackets
- Larger porches should be supported by posts, but be in keeping with the size of building and context
- The height of porch roof eaves should line up with the top of the relevant door frame
- Blind walls to the street with entry to the side are not acceptable
- Pitched porch roof materials must match the main roof material
- No fibreglass, plastic or glass reinforced plastic to be used

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Flat porch, Adderbury

Simple gabled porch, Chesterton

Unsuccessful example of plastic faux-tile porch, Banbury

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7.4.4 Decoration

- Decoration is generally not acceptable on most buildings and is not characteristic of the simple vernacular architecture of the District
- Where decoration is used it must be traditionally detailed, functional and have a clear purpose
- Where decorative features are used on key buildings to emphasise their importance, these should take their design cues from the surrounding area

7.4.5 Services

- The visual impact of boxes, vents and flues should be considered at a layout stage to ensure these features do not negatively impact on the public realm
- Vents and flues should not be located on the front facade
- Electric and gas meters should, wherever possible, be located as close to the ground as possible on side or secondary elevations where they are not visible form the public realm. For terrace properties where this is not possible, boxes should be installed at a low level, preferably behind a wall or planting
- The choice of box colour should consider the walling material and location. It if is not possible to subtly match the colours, black should be the default

Subtle brick decoration

Simple hood mould decoration

Localised brick detail around doorways

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8 INNOVATION AND SUSTAINABILITY

CDC is a forward thinking Council which encourages innovations in design and construction to deliver higher levels of sustainability. The district has been leading the field in sustainability though the eco-town exemplar project at North West Bicester and is promoting the UK's largest self-build project at Graven Hill.

'Cherwell – safe, green, clean' is a priority of the Cherwell Business Plan 2017-18. There is a need to cut carbon, and since buildings make up 40% of carbon use, it is essential to use sustainable sources of energy and building technologies. New homes also need to be built to withstand less predictable and more extreme climatic conditions in the future. Other important considerations include water management, ecology, resource consumption and pollution, together with the wider social and economic aspects of sustainability.

Theme Three: Policies for Ensuring for Sustainable Development of the Cherwell Local Plan Part 1 2015 sets out the Council's strategy for ensuring that the impact of development on the District's environment is reduced, including taking steps to progressively reduce reliance on meeting energy needs from fossil fuels. Policies ESD 1 – ESD 17 deal with the Council's response to climate change including renewable energy and decentralised energy provision, sustainable construction, sustainable flood risk management and green infrastructure. Policy ESD 3: Sustainable Construction expects:

> *'All new residential development…to incorporate sustainable design and construction technology to achieve zero carbon development through a combination of fabric energy efficiency, carbon compliance and allowable solutions in line with Government policy.'*

This chapter provides further information on these topics but does not set out specific guidelines as to how you develop homes with higher levels of sustainability; this is a rapidly changing field and the principles vary depending on the type of development. Rather, this chapter provides overarching principles and inspiration, setting out key issues which must be considered by all developments in the District. It forms a precursor to the planned Sustainable Buildings in Cherwell Supplementary Planning Document.

New development in Cherwell should:

- Consider sustainability objectives at the masterplan, plot and building scale
- Incorporate innovation in a manner which reinforces the principles of good urban design
- Create robust places which can adapt to future changes in the way we live and use technology
- Create healthy buildings which provide a safe and comfortable environment for their inhabitants

New development should avoid:

- Incorporating innovations without fully considering the wider impacts on masterplan layout and character of place
- Ostentatious architecture that does not sit comfortably with its context
- Weakening the fundamentals of good urban design for the sake of innovation

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Please refer to the following chapter for supporting information:
- **Chapter 2:** For a summary of the District's distinctive characteristics and character areas
- **Chapter 3:** For details of how site analysis should be undertaken to inform the masterplan
- **Chapter 4:** For details of how a robust masterplan structure should be established
- **Chapter 5-6:** For the fundamental urban design principles for street and plot design.

Further reading:
- **The Environmental Design Pocketbook (2nd Edition), 2016, Sofie Pelsmakers**
- **The Sustainable Building Bible: An Insiders' Guide to eco-renovation & Newbuilding, 2011, Tim Pullen**
- **Climate Change and Adaption Report – NW Bicester, 2012, R Gupta, H Du and M Gregg (Oxford Brookes University)**
- **www.greenspec.co.uk** – independent online resource promoting sustainable building products, materials and construction techniques.
- **www.bre.co.uk** – for details of BREEAM assessment criteria and best practice examples

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8.1   Sustainability and urban form

Consideration of sustainability is integral to good masterplanning and architectural design. The fundamental principles of sustainability should be embedded in all build programmes in the District.

To deliver Local Plan policy objectives, it is expected that sustainability will be considered at all stages of the design process from masterplanning to detailing. Sections 8.2 – 8.4 summarise the key issues to be considered.

The majority of development schemes will be expected to closely follow the guidance of chapters 4 -7 reflecting the vernacular tradition of Cherwell. Sustainable building technologies should be incorporated in a sensitive manner without detriment to the architecture or street scene.

CDC actively promotes schemes which deliver exemplary levels of sustainability as at Bicester Eco-town. CDC recognises that innovative, non-traditional architecture and street typologies may be an appropriate design response in these circumstances.

Where innovation leads to deviation from chapters 4 -7 of the Design Guide, CDC will agree bespoke design solutions with scheme promoters which are nonetheless compatible with the wider character of the district and are of an exceptional urban, landscape and architectural design standard. Additional time and investment will be required to develop the design in consultation with the Council.

Non-traditional architecture should have a sense of belonging to Cherwell and should draw on the key characteristics of traditional streets and buildings in the district, such as:
- the use of a simple palette of local building materials
- simple, non-fussy architecture and building typologies
- the arrangement of buildings in a terrace providing a strong frame to the street

Modern architecture does not have to be ostentatious. While it is appropriate for landmark buildings and others which make a significant contribution to the fabric of a place to stand out, the majority of buildings should be polite and sit comfortably together. In all schemes, the core principles of good urban design must still apply. For example, CDC will expect layouts to follow the principles of the perimeter block (see section 6.3) with buildings fronting onto streets and spaces and a clear definition of public/private boundaries, regardless of the architectural character or street orientation.

Sustainable exemplars therefore can be more expensive to deliver both in terms of time spent developing the design in consultation with the council and the use of high quality materials and detailing creating a more expensive build cost. However, there are many long term benefits from this approach including increased fuel efficiency, balancing these costs over the life-cycle of a building.

Zero carbon terrace, Upton, Northampton

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8.2 Layout considerations

The masterplan layout has a fundamental impact on the sustainability of the scheme.

Site location

A sustainable approach to site allocation is embodied in the policies of the Local Plan and tested through the Sustainability Appraisal process.

Environmental and climate factors such as flood risk, and the potential impact of development on biodiversity and landscape assets are assessed together with social and economic sustainability considerations.

The location of development has a significant impact on how a place will function in the future and the impact of development on the environment.

- Locating development in proximity to existing community facilities, town centres and employment areas assists in reducing the need to travel by vehicle for day to day activities, as does the creation of new places with sufficient scale and diversity to generate the need for new local centres and services
- Tying into existing public transport routes, walking and cycling networks also supports a shift towards more sustainable modes of travel and reduced energy consumption

Multi-functional green corridor.

Masterplan

Chapter 4 explains how the structuring principles of the masterplan should be established, following robust urban design principles to deliver new places which have long lasting sustainability. These principles should be followed by all new developments.

Where the vision is for a sustainable exemplar with high levels of energy efficiency, it is recognised that this will have an influence on the urban form of the masterplan and the design of individual buildings.

The key considerations for sustainability include:

Land use mix
- Providing a mix of different sizes and tenures of homes, and non-residential uses within walking distance to encourage social interaction and community cohesion, and to reduce the need to travel for daily essentials (see section 4.3)
- Avoiding urban sprawl by making efficient use of the site. Higher density schemes generate demand for public transport and local facilities. Terrace homes and apartments are inherently more energy efficient than detached homes. (see section 4.8)
- Creating flexibility within the masterplan for uses to change and places to adapt over time
- Considering the potential to use modern methods of construction to reduce waste arising from construction and improve the energy performance of homes. Implications should be considered at the masterplan stage, for example: modular construction may limit the available building typologies and their arrangement
- Considering the incorporation of sustainable energy strategies such as Combined Heat and Power and ground source heat pumps and the implications these technologies have on density and land use mix

Movement
- Creating a connected, permeable street layout which encourages walking, cycling and the use of public transport rather than use of private cars (see section 4.4-4.5)
- Connecting new places into the existing movement network of the surrounding area (see section 4.6)
- Providing appropriate levels of cycle parking and safe and convenient cycling routes to encourage cycling for medium length journeys (see section 5.4)

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- Incorporating infrastructure for electric vehicles. Every home should have access to at least one electric charging point and 20% of spaces in public car parks should have electric charging points (see section 5.8) unless a car free development is proposed
- Considering the potential for low car or car free developments and the impact of these on street typologies and car parking arrangements including the use of car clubs
- Considering the implications of emerging transport technologies such as autonomous vehicles on street design and the provision of car parking

Electric vehicle charging point.

Green roof

Green infrastructure
- Retaining and incorporating existing hedgerows, trees and other landscape features as part of a connected blue-green infrastructure network across the site (see section 4.7)
- Planning sustainable drainage features early-on, to allow sufficient space within the masterplan and considering the implications for street design and character. For example: street swales will increase the width of the street and may need to be balanced by taller building to create an appropriate sense of enclosure (see section 4.7)
- Using sustainable methods to manage landscape features for example: using greywater collection for irrigation and solar energy for irrigation pumps

Microclimate - wind
- Avoiding exposure to strong north or north westerly winds or the creation of wind tunnels by careful consideration of street alignment and avoiding localised strong winds created by individual buildings which are much taller than their neighbours
- Using existing landscape features such as tree belts and hedges or the planting of street trees, tree belts, shrubs and grassland to provide shelter from strong winds and to moderate extremes of temperature through evaporative cooling

Microclimate - sun
- Considering the impact of street orientation and street proportions on the natural day lighting/ shading and temperature of buildings, gardens and public spaces. Streets with a 1:1.5 to 1:3 height to width ratio allow for good natural daylighting and pleasing proportions (see section 5.3)
- Planting deciduous tree species to offer shading to buildings and public spaces in summer and allow sunlight in during the winter
- Considering the impact of street and building orientation on the potential to harness solar energy using photovoltaic panels. Orientating roofs within 15-20 degrees of due south maximises the potential for light and solar gain (see section 4.9). In sustainable exemplars this may be a key driver for the masterplan street layout
- Considering future changes in temperature and the impact this will have on choice of planting and materials within the public realm

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8.3 Sustainable design and construction

Policy ESD 2: Energy Hierarchy and Allowable Solutions of the Cherwell Local Plan Part 1, 2015 sets out an 'energy hierarchy' to achieve carbon emissions reductions. At the top of the hierarchy is the need to reduce energy use, in particular by the use of sustainable design and construction measures.

Building form

The building typology and layout of homes has a significant impact on their performance, for example:

- Apartment and terrace buildings have a greater thermal mass than detached buildings and have reduced external walls area to floor area, which help to moderate temperatures fluctuations and minimise heat loss
- All homes should be designed to allow natural cross ventilation and cooling in summer, for example: dual aspect apartments with opening windows on front and rear elevations; higher floor to ceiling heights and the use of high level vents to allow hot air to rise and be expelled and cool air to be drawn in at low level
- The arrangement of rooms and windows should consider the path of the sun and prevailing winds to reduce the need for artificial lighting, heating and cooling, for example by locating living rooms and larger windows on the warmer southern aspects, and minimising windows on cooler/exposed aspects
- Windows should be double or triple glazed and incorporate shutters or louvres to regulate solar gain and provide additional insulation
- Green roofs and walls should be incorporated where appropriate to provide insulation, water management and biodiversity benefits

Passivhaus

All schemes should consider the potential to deliver Passivhaus buildings. A Passivhaus is a super-insulated and airtight building, which does not need heating other than from solar gains, people using the building and appliances. It is fitted with a Mechanical Ventilation Heat Recovery unit (MVHR), which ensures there is always fresh air at room temperature. The MVHR can be fitted with an electric heater for top-up heat. Passivhaus use only 10% of the heating energy compared to conventional new builds. Windows can be opened and the buildings are known for high room comfort and good air quality.

Further information on Passivhaus specification and certification is available from the Passivhaus Trust at http://www.passivhaustrust.org.uk/.

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Larch House, Ebbw Vale is the UK's first zero carbon (code 6), low cost, Certified Passivhaus.

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Building fabric

The concept of embodied energy (or more specifically embodied carbon) considers the greenhouse gas emissions which are created during the life cycle of a material for example during extraction, manufacturing, transportation, installation and demolition.

In choosing building materials, embodied carbon should be considered (together with pollution impacts) alongside the carbon savings arising from the performance of the material in the home.

Considerations include:
- Re-using and refurbishing existing buildings, rather than demolition and new build
- The use of recycled and reused materials including locally reclaimed bricks, reclaimed roof slates and tiles, and recycling or reusing waste products arising from demolition and construction on site
- The use of locally sourced materials to reduce the energy expended in transporting materials, to support the local economy and to maintain the traditions of building in Cherwell (see section 7.3 for guidance on appropriate local materials)
- The use of cement substitutes in the manufacture of concrete blocks such as ground granulated blast furnace slag (GGBS) and recycled aggregate (RA) and recycled concrete aggregates (RCA) to replace quarried aggregate, or alternatives to concrete such as Ziegal clay blockwork to reduce embodied carbon
- The use of Modern Methods of Construction (MMCR) where elements (panels or 3D volumes) of the building fabric are manufactured off site in controlled factory conditions. The potential benefits include increased build efficiency, high energy performance products and quality assurance, reduced construction waste, construction time and impacts on site. MMCR covers a range of construction types including timber frame and Structural Insulated Panels (SIPS) which are lightweight but deliver high thermal performance
- Ensuring all timber used is from PEFC or FSC certified sources, ensuring responsible management of the world's forests

Modular construction factory, Ashford
(image courtesy of Brooke Homes)

Murray Street, London (source: Andrew Farrar, AJ Buildings Library)

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8.4 Sustainable technology

The use of digital apps allowing users to control home heating while out of the home, and smart energy and water meters gives householders greater understanding and control over their daily energy and water consumption.

This smarter use of resources should be combined with the provision of energy in efficient and renewable forms, to deliver comfortable, low cost living environments.

CDC's energy hierarchy promotes the following strategies in the order listed below:
- Supplying energy efficiently and giving priority to decentralised energy supply
- Making use of renewable energy
- Making use of allowable solutions (further details of this are to be set out in the Sustainable Buildings in Cherwell SPD and Local Plan Part 2)

Decentralised energy

Local Plan Policy ESD 4 provides details of the use of decentralised energy systems either District Heating (DH) or combined heat and power (CHP) systems, to increase the efficiency of energy distribution. Scheme promoters should refer to The Renewable Energy and Local Carbon Map, Local Plan Part 1 Appendix 5 for locations with potential for decentralised heat supply in the district.

Combined Heat and Power (CHP)

CHP systems utilise the waste heat produced when fuel is burnt to generate electricity, to heat homes and water. In conventional power generation large quantities of energy in the form of heat are wasted. By using this technique, the total energy conversion efficiency can reach 90%.

CHP can use renewable fuel sources such as biomass (energy crop or organic waste product) or be gas-fired (non-renewable).

Traditionally CHP has been used at the district or community scale, and most effective in relatively dense, mixed use developments. Micro-CHP serving individual homes is now becoming a commercially viable alternative to the traditional gas central heating boiler, while also providing electricity.

In the longer term fuel cell technology which generates electricity and heat directly through the combining of hydrogen and oxygen, could be used for micro-CHP.

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Solar energy capture on homes of traditional and modern design, Villers Road, London (source: Architects Journal)

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Renewable energy sources

Alongside biomass CHP, solar, wind and ground source heat pumps should be considered as potential sources of renewable energy.

Solar

Solar energy is captured using PV cells or solar water heating panels and require a south facing, unshaded roof.

- Photovoltaic (PV) cells use light to generate electricity and often directly feed electricity into the building. With the latest PV technology, cells can also be integrated into the roof tiles themselves, minimising visual impact. The cells can be grid connected, off-grid or hybrid and groups of solar PV cells can be added together to provide increasing levels of power
- Solar water heating panels uses the radiation from the sun to heat water which can supply that heat either as hot water or into a central heating system. If the system has been sized correctly, it can provide at least 40-60% of all household hot water requirements throughout the year. Unfortunately the demands on the central heating system are at their highest when the sun is weakest so a solar heating system will only contribute to part of a household's heating energy requirements

Wind

Wind turbines may be appropriate to generate electricity for individual or small numbers of dwellings in rural areas, subject to appropriate siting of the turbine away from dwellings and careful consideration of wider visual impact. In urban areas, they are unlikely to offer a viable form of energy generation.

Ground and Air source heat pumps

Ground source heat pumps utilise the constant below ground temperate and transfer heat from below the frost line into the building. They are effective in combination with low energy heating systems such as underfloor heating.

Air source heat pumps use the same principle but extract the heat from the air, rather than the ground. Their installation is much simpler and cheaper but the available heat is not constant and limited in winter months.

These systems require electricity to drive them, but in an efficient system where the heat gained is significant, one kilowatt of energy can generate three kilowatts of heat. The pumps have fewer mechanical parts than conventional heating systems, making them durable and more reliable. They also do not require external venting as fossil fuel systems do, so they do not pollute the air.

Water management

Use of water in the home from the mains should be minimised in all developments utilising approaches including:

- The fitting of low flow water goods
- Retention of roof water, for example through green roof systems and water butts
- Rainwater harvesting from roofs and grey water recycling which can be used for irrigation and toilet flushing, amongst other things
- Recycling of grey water through dual plumbing systems
- Recycling of black water is also an option through biological solutions

Street and roof orientation optimised for PV effectiveness, NW Bicester.

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Appendix A: Reading list
Appendix B: Local Plan Part 1, Policy ESD 15
Appendix C: List of Conservation Areas (2017)
Appendix D: Countryside Character Areas, settlement classification
Appendix E: Net density calculation
Appendlx F: Residential Road Design Guide, OCC, Appendix A6
Parking standards for the City & Districts
Appendix G: Cherwell Design Initiative

Appendix A: Reading list
Appendix B: Local Plan Part 1, Policy ESD 15

Appendix A: Reading List

Building Research Establishment, www.bre.co.uk

Berks, Bucks and Oxon Wildlife Trust, http://www.bbowt.org.uk/

British Geological Survey, http://www.bgs.ac.uk/

BS 5837:2012, Trees in relation to design, demolition and construction, 2012, BSI

BS 5906:2005, Waste management in buildings. Code of practice, 2005, BSI

Building for Life 12, Design for Homes, 2012, Design Council

Car Parking, What Works Where, 2006, English Partnerships

Cherwell District Council Strategic Flood Risk Assessment, 2009, Cherwell District Council, http://www.cherwell.gov.uk/index.cfm?articleid=4356

Cherwell District Local Plan 2011-2031 Part 1, 2015, Cherwell District Council

Climate Change and Adaption Report – NW Bicester, 2012, R Gupta, H Du and M Gregg (Oxford Brookes University)

Countryside Design Summary, 1998 , Cherwell District Council

Colour Palettes: Banbury, Bicester, Kidlington, 1996, Roger Evans Associates for CDC

Creating Successful Masterplans, 2004, CABE

Environment Agency, https://www.gov.uk/government/organisations/environment-agency

Essex Design Guide, 2005, Essex County Council

Greenspec, www.greenspec.co.uk

Historic Environment Record https://www.oxfordshire.gov.uk/cms/content/historic-environment-record, Oxfordshire County Council

Listed Buildings Register https://www.historicengland.org.uk/listing/the-list, Historic England

MAGIC www.magic.gov.uk

Manual for Streets, 2007, DfT/DCLG

Manual for Streets 2, 2010, DfT

National Planning Policy Framework, 2012, DCLG

Natural England, https://www.gov.uk/government/organisations/natural-england

Office for National Statistics, https://www.ons.gov.uk/

Oxfordshire Wildlife and Landscape Study (OWLS), http://owls.oxfordshire.gov.uk/wps/wcm/connect/occ/OWLS/Home

Parking: Demand and Provision in Private Sector Housing Developments, 1996, J Noble and M Jenks

Planning Policy Statement 3: Housing, 2010, CLG http://webarchive.nationalarchives.gov.uk/+/http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements/planningpolicystatements/pps3/

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Responsive Environments, A Manual For Designers, 1985, Bentley, Alcock, Murrain, McGlynn, Smith

Residential Road Design Guide, 2nd Edition 2015, Oxfordshire County Council

Sewers for Adoption, 7th edition 2012, WRc plc

Site layout planning for Daylight and Sunlight: a guide to good practice, 2011, BRE

Susdrain, http://www.susdrain.org/ CIRIA

Sustainable Design and Construction SPD, 2016, Barnet Borough Council

The Environmental Design Pocketbook (2nd Edition), Sofie Pelsmakers, 2016

The Residential Car Parking Research, 2007, DCLG

The SuDS Manual (C753), 2015, CIRIA, www.susdrain.org

The Sustainable Building Bible: An Insiders' Guide to eco-renovation & Newbuilding, Tim Pullen, 2011

Traditional Dormer Windows - Design Guide, 2003, Cotswold District Council

Trees in Hard Landscapes: A Guide for Delivery, 2014, Trees & Design Action Group

Urban Design Compendium, 2nd Edition 2007, English Partnerships

Urban Design Compendium 2, 2007, English Partnerships

West Oxfordshire Design Guide, 2016, West Oxfordshire District Council

Written Statement to Parliament - Sustainable Drainage Systems, 2014, DCLG https://www.gov.uk/government/speeches/sustainable-drainage-systems

Appendix B: Local Plan Part 1, Policy ESD 15

Successful design is founded upon an understanding and respect for an area's unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the District's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential.

New development proposals should:
- Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions
- Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions
- Support the efficient use of land and infrastructure, through appropriate land uses, mix and density/ development intensity
- Contribute positively to an area's character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting. Conserve, sustain and enhance designated and non designated 'heritage assets' (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF and NPPG. Proposals for development that affect non-designated heritage assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in the NPPF and NPPG. Regeneration proposals that make sensitive use of heritage assets, particularly where these bring redundant or under used buildings or areas, especially any on English Heritage's At Risk Register, into appropriate use will be encouraged (see chapter 3/ Conservation Area Appraisals)

- Include information on heritage assets sufficient to assess the potential impact of the proposal on their significance. Where archaeological potential is identified this should include an appropriate desk based assessment and, where necessary, a field evaluation (see chapter 3/ Conservation Area Appraisals)
- Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages
- Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette
- Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features
- Demonstrate a holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing. The principles set out in The Manual for Streets should be followed
- Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation
- Be compatible with up to date urban design principles, including Building for Life, and achieve Secured by Design accreditation
- Consider sustainable design and layout at the masterplanning stage of design, where building orientation and the impact of microclimate can be considered within the layout
- Incorporate energy efficient design and sustainable construction techniques, whilst ensuring that the aesthetic implications of green technology are appropriate to the context

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- Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible (see Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment and Policy ESD 17 Green Infrastructure). Well designed landscape schemes should be an integral part of development proposals to support improvements to biodiversity, the micro climate, and air pollution and provide attractive places that improve people's health and sense of vitality
- Use locally sourced sustainable materials where possible.
- The Council will provide more detailed design and historic environment policies in the Local Plan Part 2.
- The design of all new development will need to be informed by an analysis of the context, together with an explanation and justification of the principles that have informed the design rationale. This should be demonstrated in the Design and Access Statement that accompanies the planning application. The Council expects all the issues within this policy to be positively addressed through the explanation and justification in the Design & Access Statement. Further guidance can be found on the Council's website.

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Appendix C: List of Conservation Areas (2017)

Adderbury

Ardley

Balscote

Banbury

Banbury Grimsbury

Barford St John

Barford St Michael

Begbroke

Bicester

Bletchingdon

Bloxham

Bodicote

Charlon-on-Otmoor

Chesterton

Cottisford

Cropredy

Deddington

Drayton

Duns Tew

Fewcott

Fritwell

Hampton Gay, Shipton on Cherwell & Thrupp

Hampton Poyle

Hanwell

Hethe

Hook Norton

Horley

Hornton

Islip

Juniper Hill

Kidlington: Church Street, High Street, The Rookery, Crown Road, Langford Lane Wharf

Kirtlington

Milton

Mixbury

Mollington

North Aston

North Newington

Oxford Canal

RAF Bicester

RAF Upper Heyford

Rousham (includes Lower and Upper Heyford)

Shenington with Alkerton

Sibford Ferris

Sibford Gower and Burdrop

Somerton

Souldern

South Newington

Steeple Aston

Stratton Audley

Swalcliffe

Tadmarton

Wardington

Weston on the Green

Wigginton

Williamscot

Wroxton

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Appendix D: Countryside Character Areas, settlement classification

Cherwell Valley

Claydon, Clifton, Cropredy, Great Bourton, Little Bourton, Lower Heyford, Middle Aston, Nethercote, North Aston, Northbrook, Somerton, Steeple Aston, Upper Heyford, Wardington, Willamscot.

Ironstone Downs

Adderbury, Alkerton, Balscote, Barford St John, Barford St Michael, Bloxham, Bodicote, Broughton, Burdrop, Deddington, Drayton, Duns Tew, Epwell, Hanwell, Hook Norton, Horley, Hornton, Lower Tadmarton, Milcombe, Milton, Mollington, North Newington, Shenington, Shutford, Sibford Ferris, Sibford Gower, South Newington, Swalcliffe, Upper Tadmarton, Wigginton, Wroxton.#

Ploughley Limestone Plateau

Ardley, Bainton, Bletchingdon, Bucknell, Caulcott, Caversfield, Chesterton, Cottisford, Fewcott, Finmere, Fringford, Fritwell, Godington, Hardwick, Hethe, Juniper Hill, Kirtlington, Little Chesterton, Middleton Stoney, Mixbury, Newton Purcell, Souldern, Stoke Lyne, Stratton Audley.

Clay Vale of Otmoor

Ambrosden, Arncott, Begbroke, Blackthorn, Bunkers Hill, Charlton-on-Otmoor, Enslow, Fencott, Gosford, Hampton Gay, Hampton Poyle, Horton-cum-Studley, Islip, Launton, Merton, Murcott, Noke, Oddington, Piddington, Shipton-on-Cherwell, Thrupp, Wendlebury, Weston-on-the-Green, Yarnton.

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Appendix E: Net density calculation

Net density is calculated by including only those site areas which will be developed for housing and directly associated uses.

This would normally include the following uses:
*   Access roads within the site
*   Private garden space
*   Car parking areas
*   Incidental open space and landscape
*   Children's play areas (where these are to be provided)

Net density normally excludes:
*   Major distributor roads
*   Primary schools
*   Open spaces serving a wider area
*   Significant landscape buffer strips

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Appendlx F: Residential Road Design Guide, OCC, Appendix A6 Parking standards for the City & Districts

A6.B – Cherwell Urban Areas Parking Standards
The parishes, which define the urban areas in Cherwell are:
i. Banbury,
ii. Bicester,
iii. Kidlington,
iv. Bloxham,
v. Bodicote,
vi. Adderbury,
vii. Yarnton
viii. Gosford & Water Eaton.

The car parking provision in new developments for the urban areas in Cherwell area are set out in Table A6.B1.

Table A6.B1 Car parking provision in new developments for urban areas in Cherwell						
Number of bedrooms per dwelling	Number of allocated spaces	Number of spaces when 2 allocated spaces per dwelling are provided		Number of spaces when 1 allocated spaces per dwelling are provided		Number of unallocated spaces when no allocated spaces are provided
		Allocated spaces	Unallocated spaces	Allocated spaces	Unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.7	1.5
3	2	2	0.3	1	0.8	1.7
3/4	2	2	0.4	1	1.0	1.9
4+	2	2	0.5	1	1.3	2.2

Note 1: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.

Note 2: The Council will consider North West Bicester Ecotown as a special case provided that certain minimum criteria are met. If there is a full range of every day services provided within easy walking or cycling distance of the dwelling and convenient access to an efficient public transport system accessing a wider range of services including employment, one allocated car parking space per dwelling will be required, regardless of dwelling size or tenure. This may be on plot or off plot. Off plot provision may be grouped in a parking court provided the courts are small, close by, secure and conveniently accessed. Additional unallocated off plot car parking may also be provided according to the principles of this document up to a maximum of one space per dwelling. A lower standard of parking may be acceptable dependent upon the layout and accessibility to services and to other modes of transport in agreement with the Highway Authority.

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A6.C – Parking Recommendations for all Other Areas in Oxfordshire (Other than Oxford and Cherwell Urban Areas)

Car parking provision recommendations for all other areas of Oxfordshire (other than Oxford and Cherwell Urban Areas) are set out in Table A6.C1.

Table A6.C1 Car parking Provision in New Developments for all Areas of Oxfordshire (Other than Oxford and Cherwell Urban areas)						
Number of bedrooms per dwelling	Number of allocated spaces	Number of spaces when 2 allocated spaces per dwelling are provided		Number of spaces when 1 allocated spaces per dwelling are provided		Number of unallocated spaces when no allocated spaces are provided
		Allocated spaces	Unallocated spaces	Allocated spaces	Unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
3/4	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4
Note: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.						

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Appendix G: Cherwell Design Initiative

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The Design Guide is an important document in establishing a positive design agenda across the District. It cannot in isolation secure high quality design across the district, but needs to work in combination with other programmes if good quality design is to be secured. This includes:

i.   Design Training

ii. Development Audit

iii. Use of Design Review Panels

iv. Use of Design Coding

v.   Use of Developers Briefs

i. Design Training of Planners and Elected Members

Equipping planners and members of the planning committee with the skills to confidently comment and negotiate on planning applications in the planning process is critical to the success of the Guide. Regular training will be provided to planners and elected members on key issues to ensure the optimal use of the Design Guide.

ii. Development Audit

The Guide has been written to promote high quality design principles, but also to reflect the development challenges that CDC face as a Local Planning Authority. A development audit will take place every two years to review the quality of development and consider whether changes to the Guide are required.

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iii. Design Review

The use of Design Review Panels provides a forum where the design principles, masterplans and design details can be tested with a range of independent experts.   Design review can help to achieve high standards, by testing the design principles that are embedded within the scheme, to ensure that these are fit for purpose and that the development is in the right place and responds well to its surroundings. Design review is referred to in paragraph 62 of the National Planning Policy Framework. This says that local authorities should have local design review arrangements and that they should give weight to the findings of design review panels.

Design review:
- Makes it easier to resolve design issues in the planning process
- Can help to improve the design of a project; identifying ways to make it function better and be more user-friendly
- Helps to achieve consensus around design objectives, and offers ways of engaging with interested parties e.g. highways officers, politicians and communities
- Offers a fresh perspective, providing solutions to seemingly intractable design issues
- Can help to address the viability question. In some cases projects can be simplified through more efficient design solutions or improved design can unlock higher sale or rental values

At CDC we have promoted the use of design review Panels on many schemes and the feedback has been positively received by developers, members and planners. One of its main benefits is its independence, supporting a dialogue which is isolated from the on-going negotiation between Officers and Developers. It helps all parties stand back from the development process to take stock. It has been a useful tool to help applicants and planners to promote good design and identify poor design.

There are three design panels that we use:
- BOB MK: small scale local residential schemes
- Design South East: strategic local plan schemes
- CABE: regionally important sites, such as exemplar and town centre regeneration schemes

We are currently investigating the option for a Bicester Design Panel, which will provide specific guidance relevant to the Bicester Garden Town Agenda.

In all cases, panel members are drawn from a variety of fields, including urban designers, town planners, architects, landscape architects, developers, engineers and chaired by an experienced practitioner who ensures that the review remains focused at all times and that everyone is given the appropriate opportunity to participate.

Timing

The point in the design process when design review should be undertaken will vary according to the scale and nature of the project. For the majority of developments this will be part way through the design process, when the strategic design approach has been established, but before the detail has been fully resolved.

This approach provides time for the review to become a constructive part of the design process and allow for any issues raised by the panel to be thoughtfully integrated before a formal planning application is submitted. With the smaller scale projects such as the public buildings and private houses it might be more appropriate to use design review at the later stages of the design process.

Strategic projects - Outline:
- Design workshop as part of pre-app process
- Design review of application when it is validated
- Design review of final scheme, where significant changes were required to proposals

Strategic projects – Full / Reserve Matters:
- Design workshop as part of pre-app process
- Design review of application when it is validated
- Design review of final scheme, where significant changes were required to proposals

Major Sites:
- Design review when application is validated

Other Sites:
- Rural exception sites
- On a case-by case basis

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iv. Design Codes

The objective of design codes is to provide a clear framework for development that is supported by all parties. This is particularly important on sites with multiple land holdings or where the site is likely to be constructed by several developers / house builders over the life of the scheme.

Design codes are particularly relevant to strategic development sites (over 300 units) where the requirement for design codes is conditioned in the approval of the Outline Application. For sites identified in the Cherwell Local Plan, this requirement is set out within site specific policies in the Cherwell Local Plan.

The Council see design codes as being important to:
• Establish a long term vision and design led framework for the site
• Build upon the work established by the outline planning application and the design and access statement for the area
• Ensure overall coordination and consistency between development sites
• Provide a level of certainty to the Landowner, Council, Developer and the community
• Provide a clear guide for developers working on individual plots and sets the context for more detailed design work.

It will be important that the codes establish the design principles in five areas:
• Vision and development framework
• Streets / movement network
• Public realm
• Urban form and morphology
• Materials and details.

Establishing the level of prescription for the codes will be important and clear performance criteria should be established for each development area, setting out the level of prescription alongside desired and mandatory requirements.

Design codes need to convey a lot of information and can often be complicated and difficult to understand to a third party. It is important that the format of the codes is clearly thought through at an initial stage and that early pages set out how the codes should be used / navigated. Good design codes make extensive use of plans, sections and 3D illustrations to set out the objectives for each area. Simple illustrations can often explain much more than words and photos.

Stages of design code production:

1) Establishing a Vision and Development Framework
The first stage should build upon the work already undertaken for the site such as the Illustrative Masterplan and Design and Access Statement. Many of the key principles such as the movement network, building heights and density will have already been set out by the Design and Access Statement for the site.

The key aspects to focus on at this stage are:
• Define the character areas
• Define special conditions within character areas
• Define what the features / areas are that provide continuity through the site (e.g. Streets / public realm / landscape)
• Define the character cues which will differentiate the character areas. These should build upon the character of the existing site and it is anticipated that the cues will generally reflect the 20th and 21st century rather than traditional villages.

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2) Streets / Movement Network

Streets and public realm form will be important in establishing a broad character for the site. Streets and open spaces will cross different character areas and will be important in providing continuity across the site. Streets should be designed as key aspects of the public space. The nature and form of the streets will vary according to their connectivity. The design of open spaces will vary depending on their location on site and their function.

The key aspects are likely to be:
* Scale and setting of the street
* The movement network should be designed to be pedestrian and cyclist friendly to maximise sustainable forms of transport. This relates both to the overall street hierarchy down to design and detail
* Parking should be carefully considered and is likely to vary depending upon the site location, density and housing typology
* SUDS and drainage
* Materials and details (with emphasis on materials which support a public realm approach)

3) Public Realm

The character of the public realm form will help to establish a broad character for the site that crosses different character areas. The design of open spaces will vary depending on their location on site and their function.

The key aspects are likely to be:
* Scale and character of open space. Some spaces, especially near the school and local centre are likely to be formal in character while other spaces, such as areas dominated by SUDS and ecological features are likely to have a less formal character
* Landscape and planting
* Front threshold detail
* Private gardens.

4) Urban form and morphology

The way that buildings relate to one another is one of the most important aspects that can be used to define an areas character. The proportion, massing, shape and layout of buildings will be important elements of character. Other cues such as defining building lines, eaves heights, ridge heights, alongside the rhythm / spacing between buildings will be important in establishing formal or informal character cues.

The key aspects are likely to be:
* Urban form (relationship of buildings to one another)
* Building typology (terrace, detached etc.)
* Density
* Building lines (consistent or varied)
* Height / enclosure
* Roofscape (Roof form, consistent or varied eaves / ridge heights)
* Scale and proportion and the buildings and its fenestration (important for both urban form and detail).

5) Building Material and Detail

The materials and details are likely to vary in different areas of the site. We would expect a simple palette of materials to be established that will vary according to the character area and condition. The Council would support innovative construction approaches that further a sustainable approach to the development.

* Building detail (window arrangement and proportions, balconies etc)
* Building materials (for roof and main building fabric. This can also include materials that will not be acceptable)
* Scale and proportion and the buildings and its fenestration (important for both urban form and detail).

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v. Planning Briefs

Planning briefs aim to assist in the redevelopment of sites by acting as a 'stepping stone' between the matters that will need to be addressed in any application for planning permission and the local policies contained in the Cherwell Local Plan. These documents are used to set out the council's vision and requirements for the development of a site /collection of sites. Planning briefs vary according to factors such as: the nature of the site; the location; the ownership of the site; and the political context.

A planning brief is generally produced for strategic, complicated and sensitive sites which require more detailed planning guidance. It is anticipated that these documents will provide consistent, quality guidance to developers, and thus improve the planning process and the quality of the final development.

Planning briefs are used in Cherwell to:
• Provide site specific guidance for the development of strategically important sites
• Set out the vision for development of an area
• Improving the quality of development.
• Improve the efficiency of the planning and development process; and
• Help promote the development of a difficult site, with complicated constraints and / or land ownership patterns

A planning brief provides more detail of development options and issues than Local Plan Policies, but does not alter policies in the local plan. A good planning brief should help to provide clarity in the development process; making it clear what is likely to be acceptable and what is unacceptable; where there is flexibility and where requirements are firm.

At Cherwell, planning briefs typically contain information on:

Site constraints
• Heritage and archaeology
• Hydrology and flooding
• Existing movement network
• Land ownership
• Landscape
• Services

Context
• Urban form and character
• Landscape structure
• Streetscape and public realm

Urban Design Issues
• Framework plan
• Uses
• Heights and massing
• Landmark features
• Public realm

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