

URGENT BUSINESS AND SUPPLEMENTARY INFORMATION

Planning Committee

19 February 2015

Agenda Item Number	Page	Title	Officer Responsible	Reason Not Included with Original Agenda
8.	(Pages 1 - 14)	<p>OS Parcels 4083 and 6882 Adjoining and north of Broken Furrow, Warwick Road, Banbury</p> <p>Design Code</p> <ul style="list-style-type: none"> The extract enables Members to get a flavour of what is being proposed as part of the larger Design Code document subject to discharge of condition application. The report to Committee details the need and purpose of the Design Code which essentially provides a detailed design guidance to inform the next stage Reserved Matters Application following approval of outline consent, on the larger strategic sites. 	Principal Planning Officer	Unavailable at time of agenda dispatch
9.	(Pages 15 - 30)	<p>Hardwick Hill, Southam Road, Banbury</p> <p>Design Code</p> <ul style="list-style-type: none"> The extract enables Members to get a flavour of what is being proposed as part of the larger Design Code document subject to discharge of condition application. The report to Committee details the need and purpose of the Design Code which essentially provides a detailed design guidance to inform the next stage Reserved Matters Application following approval of outline consent, on the larger strategic sites. 	Principal Planning Officer	Unavailable at time of agenda dispatch

If you need any further information about the meeting please contact Aaron Hetherington, Democratic and Elections aaron.hetherington@cherwellandsouthnorthants.gov.uk, 01295 227956

HANWELL FIELDS NORTH
BANBURY
DESIGN CODE



PURSUANT TO CONDITION 5 OF 12/61789/01/1
PREPARED BY PEGASUS URBAN DESIGN | JANUARY 2015
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HANWELL FIELDS NORTH VISION

The vision is to create a new northern edge to Banbury and an extension to the existing Hanwell Fields development. The new development will take design cues from the existing Hanwell Fields development and existing villages in the locality. Through the analysis of both positive and negative design aspects, an appropriate response can be delivered that provides a successful, modern residential environment.

The entrance to the site from Warwick Road features an open space creating a green character as you approach the development.

A main street will provide a legible route through the scheme for all users including public transport. This route will provide more enclosure to the street and be of a higher density than the other development areas. Key spaces along this route will create variety, place making and traffic calming by changing the building enclosure, landscape treatment and architectural detail around the space. The central village green incorporating a play area and attenuation area will create a distinctive space at the heart of the scheme. Varied set back distances and verge widths will be featured within the development which reflects the character of Hanwell.

The streets leading away from the main street will introduce a more varied use of building styles, enclosure, parking and materials that will create a less formal character. The proposals will offer variety within the development through the composition of streets, enclosure, materials, boundary treatments and architectural styles as can be seen within Hanwell Fields development.

The range of materials and details identified for this development have been selected to reflect the characteristics within the local area. Landmark buildings will be emphasised by detailing and changes in materials. Buildings will predominantly be red brick with some use of render. Natural Stone (reflecting local materials) will be used on landmark buildings and occasionally throughout the site.

A landscaping scheme will define the northern development edge and introduce a green space and setback to the development to provide a new gap between the new edge of Banbury and the existing village of Hanwell. The series of different landscaped areas including formal play and sports provision, existing hedgerows, formal and informal green space will be set within a comprehensive green framework. The green strip provides a transition between the open space to the north east corner of the site and the central green area.

The majority of the existing landscape features will be retained and the introduction of new green infrastructure including Sustainable Urban Drainage, a green wildlife corridor and a large open green space will enhance the development and provide amenity and recreation space. The green infrastructure within the development will all be linked and accessed via footpaths.

2.4 Through discussion with CDC there have been some minor modifications to the Outline Masterplan. These changes are to move the proposed footpath link along the eastern boundary to the south and upgrade this to a shared cyclepath. This cyclepath will also run along the south of the site providing a cycle route between Dukes Meadow Drive and Warwick Road.



HANWELL FIELDS SUMMARY

Materials

Predominantly Red brick, slate or concrete roof tiles. Stone, brick headers and sills and Red brick chimneys. Ironstone is also occasionally used within the development which adds interest and reflects the materials used in Hanwell and the surrounding villages. Fascia boards are not used within the development, dwellings either have clipped eaves or brick corbelling. This represents the character of Hanwell.

Set Back Distances

Houses are mostly set back by 1-1.5m from the back of the pavement. However surrounding the central open space there is a larger set back of up to 6m which adds to the more open aspect of this particular area.

Boundary Treatments

Predominantly there are no boundary treatments to the houses. However metal parkland style fences are occasionally used on the primary street and are commonly used for houses surrounding the central open space. Red brick walls are occasionally used on secondary streets. Close board fencing is used between gardens. Timber knee rails are used to surround the central open space and metal parkland style fences surround the park.

Landscape

Low level planting is used to the front of the houses along the primary and secondary streets. There is planting surrounding the play areas and also trees within the central open space.

WHAT TO AVOID

- Over use of the same brick type.
- Sudden steps in building heights.
- Large dormers - not in proportion to building.
- Over-use of same canopy and door types.
- Lack of planting and green spaces.
- High solid-to-void ratio on the main street and contemporary areas.
- Buildings rigidly following the road limiting the opportunity to create landscaped spaces

DESIGN CUES TO BE TAKEN FORWARD

- Dwellings to have no fascia board - to either have clipped eaves or brick corbelling;
- Linked built form with majority of parking to the rear to create enclosure;
- Vary the setback of houses along the street to create more effective use of landscaping to the front boundaries;
- Use of occasional metal railings where fronting public open space to break up the street scene;
- Use of door canopies and window header and sills to add further interest and define different characters within the development;
- Use more colour to canopies, doors and windows to add interest and to create more of a built over time feel;
- Use more subtle change in ridge and eaves height along the street;
- No hipped roofs;



Rigid set back and building lines limit landscaping opportunities - this does not reflect the character of Hanwell



Creation of an overlocked cycle path with landscaped environment

Dwelling would benefit from window to improve fenestration



There are no fascia boards - dwellings either have clipped eaves or brick corbelling.



Hipped roofs do not reflect local character















Over use of the same brick type. Red brick needs to be more varied in terms of colour.

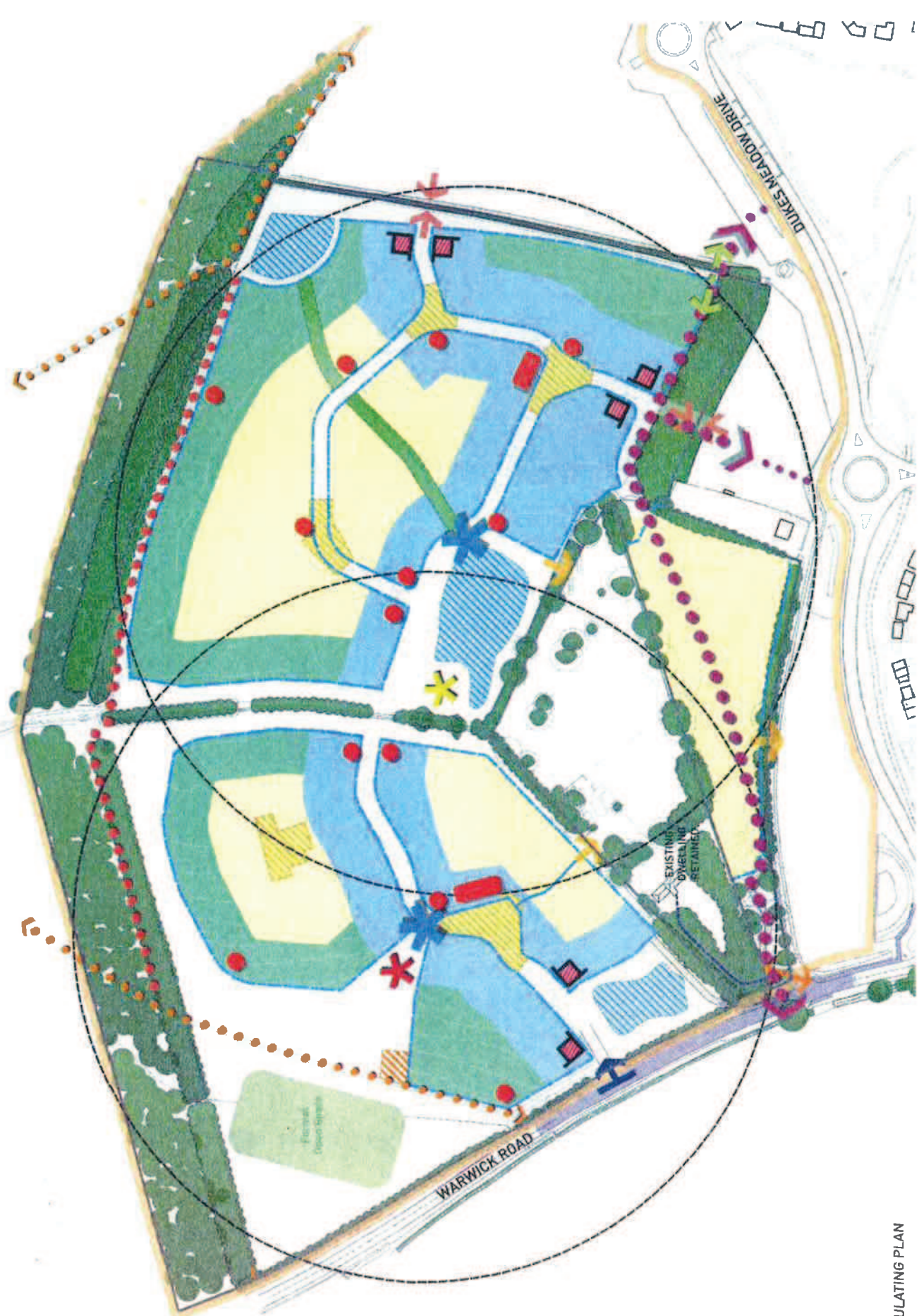
Sizes of windows have not been considered in relationship to building proportions

REGULATING PLAN

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- 3.1 The Regulating Plan is a two-dimensional plan that sets out the design-coded development parameters of the site; all reserved matters applications should be in conformity with this plan. The Regulating Plan is based on the Outline Masterplan and sets a number of physical elements that are seen as critical to the successful design coordination and comprehensive development planning of Harwell Fields North. These coded parameters include:
- Character Areas (CA) (including the layout, height and appearance of the buildings);
 - Advisory Edge Locations;
 - Play Area Location;
 - Key Spaces (layout and landscape design);
 - Key Building Locations;
 - Gateway Building Locations;
 - Bus Stop Locations;
 - New and Existing Pedestrian/cycle routes, and Existing Paths;
- 3.2 Other design coded elements that are not shown on the Regulating Plan but set development parameters include:
- Materials and use of colour;
 - Architectural Style;
 - Boundary treatments;
 - Parking treatments; and
 - Landscape Design and Public Realm

KEY	BAN 5 AREA	SITE BOUNDARY	PARCEL BOUNDARY	CA1-MAIN STREET	CA2-CORE HOUSING	CA3-GREEN EDGE	KEY BUILDINGS	GATEWAY BUILDINGS	EXISTING VEGETATION TO BE RETAINED	FORMAL OPEN SPACE	CAR PARK FOR FORMAL OPEN SPACE	LOCAL AREA OF PLAY (LAP)	COMBINED LOCAL EQUIPPED ARE OF PLAY (LEAP) & LOCAL AREA OF PLAY (LAP)
													
	SUSTAINABLE URBAN DRAINAGE (SUDS)	EXISTING PUBLIC RIGHT OF WAY	NEW NORTHERN FOOTPATH	PROPOSED CYCLEWAY	POTENTIAL FUTURE CYCLEWAY CONNECTION	KEY SPACES	PROPOSED SITE ACCESS	FUTURE LINKS TO REMAINDER OF BAN 5	OPTIONAL LINKS TO REMAINDER OF BAN 5	PROPOSED FOOTPATH LINK	PROPOSED BUS STOP LOCATIONS	200M RADIUS FROM BUS STOP LOCATION	GREEN CORRIDOR



REGULATING PLAN

CHARACTER AREAS

3.4 Character Areas are proposed throughout the development that will aid in defining key design principles within the proposed development. These will define the type of urban form, scale, making and landscape characteristics that define each character from each other and will respond to the positive design principle highlighted within the preceding existing character assessment section.

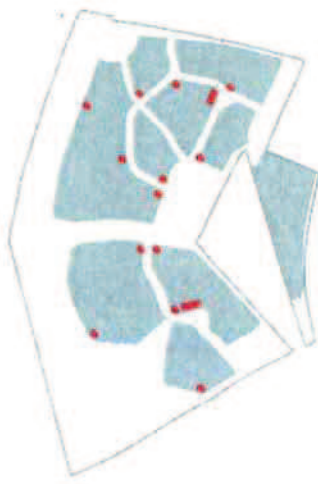




- 3.5 This character area forms the main route through the development. It creates the focus for movement and access to the public open spaces. The buildings will be predominantly linked and continuous creating a clear distinction between private and public realm as well as distinguishing the character of the place and a notable difference to the other areas of the development. The consistent building line will be achieved through the use of terraces and semi-detached units.
- 3.6 Green spaces will be varied in size to allow for different planting types, and the highway corridor and distance between building lines will vary to create variety and informality as seen in neighbouring villages. Occasional detached buildings will be used where they create focal points or are setback from the 'normal' building line with a larger front garden to create variety in the streetscape.

MANDATORY CATEGORIES	DEFINITION
URBAN FORM	<ul style="list-style-type: none"> Consistent built frontage facing primary road network. Greater presence and continuity of urban form is expected along this edge type. Building types should be selected to ensure windows of habitable rooms front and provide surveillance to the street. Eaves and ridge heights should subtly vary along this edge type. Gateway buildings are to be located to the west and south-east of the site where a possible future link may be provided. Occasional key buildings are located along this edge type at prominent locations.
BUILDING TYPOLOGY	<ul style="list-style-type: none"> Predominantly terraced or linked semi-detached housing. Where terraced housing is proposed, the eaves and ridge should subtly vary. Occasional detached dwelling.
DENSITY	<ul style="list-style-type: none"> To be higher than other character areas.
BUILDING LINES	<ul style="list-style-type: none"> Consistent building line with varied width verges and limited gaps in the building line.
HEIGHT/ENCLOSURE	<ul style="list-style-type: none"> Predominantly 2 storeys with 2.5 storey dwellings at key spaces.
ROOFSCAPE	<ul style="list-style-type: none"> Pitched roofs with occasional gables or dormers at key spaces to animate public realm frontages. Eaves and ridge heights should subtly vary to reflect the local vernacular.
LANDSCAPE DESIGN	<ul style="list-style-type: none"> Varied width consistent verge. Where built form has a larger set back, green spaces are created and enhanced with trees.
BUILDING DETAIL	<ul style="list-style-type: none"> More formal details than other edge types. Dwellings should be designed to ensure no blank walls front onto the public realm. Windows to be in proportion with the dwelling. Occasional gables to break up the built form fronting the spine road.
EAVES DETAILS	<ul style="list-style-type: none"> Clipped eaves. Brick corbeling.
SOLID-TO-VOID RATIO <small>(SEE SECTION 3.000 AND 3.000.010.010)</small>	<ul style="list-style-type: none"> 15:35%
PARKING TYPOLOGIES <small>(SEE PARKING SECTION)</small>	<ul style="list-style-type: none"> Parking to side of dwelling. Rear courtyard. Link unit.
DISCRETIONARY CATEGORIES	DEFINITION
SCALE AND PROPORTION	<ul style="list-style-type: none"> Narrow fronted dwellings are expected to increase density. Predominantly units are set back from the adoptable highway by 2m (minimum 1m). Occasional units will have greater set back to provide a larger front garden.
SET BACK	<ul style="list-style-type: none"> Basement.
WINDOW STYLE	<ul style="list-style-type: none"> Header - Brick reconstituted stone with original. Sill - Brick reconstituted stone.
HEADER AND SILL	<ul style="list-style-type: none"> 4 panel (solid or glazed top panel) 5 panel (solid or glazed top panel)
ENTRANCE DOORS	<ul style="list-style-type: none"> Reconstituted stone, brick or timber (to match window header) Flat canopy.
PORCHES AND SURROUNDS	<ul style="list-style-type: none"> Low level landscaping or open.
FRONT BOUNDARIES	<ul style="list-style-type: none"> Low level brick wall and/or metal railing. Low level irregular course stone wall with vertical or tiled capping. Railing.

KEY BUILDINGS

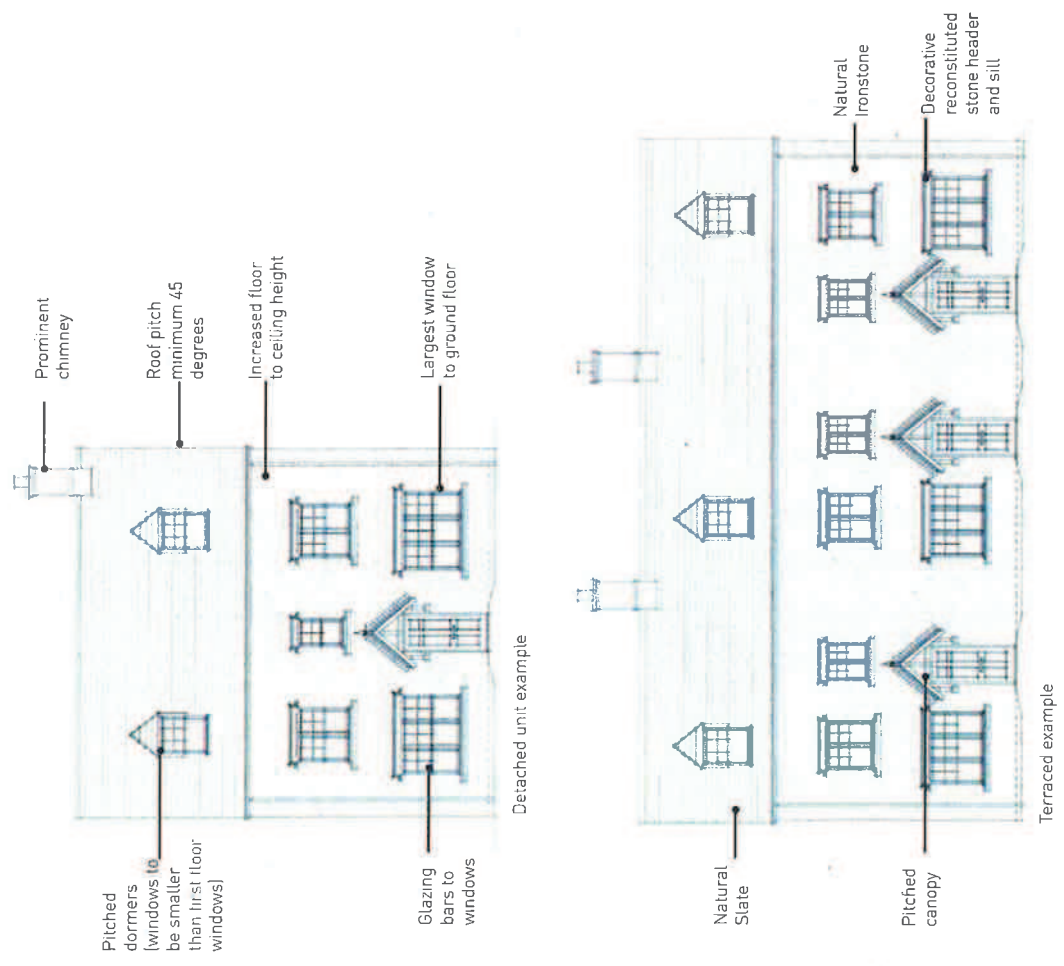


3.41 Key buildings are situated throughout the development in prominent locations. These buildings are significant in the development due to their location and will be emphasised by detailing and changes in materials.

DESIGN COMPONENTS

- 25-35% Solid-to-void ratio;
- Increased floor to ceiling height to first floor;
- Natural Ironstone to the walls and a Natural Slate roof tile;
- Chimney;
- Glazing bars to windows;
- Large windows (low solid-to-void ratio);
- Decorative reconstituted stone header and reconstituted stone sill;
- Pitched entrance door canopy;
- Pitched dormers (window should be smaller than first floor window);
- Roof pitch minimum 45 degrees; and
- WC windows to be relocated from the front/principal elevation.

3.42 The following illustrations address the design components:



Note: Both 2 and 2.5 storey units can be used as key buildings

KEY BUILDINGS TO TERMINATE VIEWS AIDING IN LEGIBILITY

DETAILS IN HANWELL:



STREET TYPOLOGY TABLE

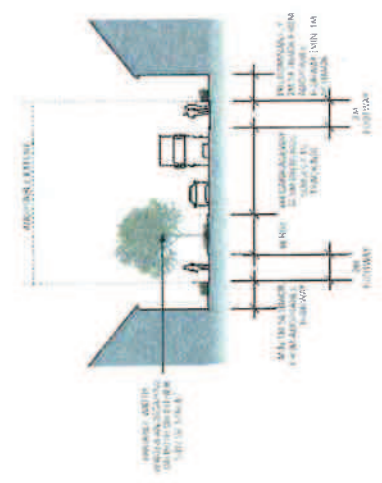
STREET TYPE	TRAFFIC VOLUME	DESIGN SPEED	LAND USE	DESIGN SPEED	DESIGN SPEED	DESIGN SPEED	DESIGN SPEED	DESIGN SPEED	DESIGN SPEED	DESIGN SPEED
20MPH	20MPH	20 MPH	20 MPH	20 MPH	20 MPH	20 MPH	20 MPH	20 MPH	20 MPH	20 MPH
2M BOTH SIDES	2M BOTH SIDES	2M BOTH SIDES	2M BOTH SIDES	2M BOTH SIDES	2M BOTH SIDES	2M BOTH SIDES	2M BOTH SIDES	2M BOTH SIDES	2M BOTH SIDES	2M BOTH SIDES
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YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
PERMEABLE BLOCK PAVING (TRADITIONAL TEGULA PAVOR IN RANDOM COURSE PATTERN)	PERMEABLE BLOCK PAVING (TRADITIONAL TEGULA PAVOR IN RANDOM COURSE PATTERN)	PERMEABLE BLOCK PAVING (TRADITIONAL TEGULA PAVOR IN RANDOM COURSE PATTERN)	PERMEABLE BLOCK PAVING (TRADITIONAL TEGULA PAVOR IN RANDOM COURSE PATTERN)	PERMEABLE BLOCK PAVING (TRADITIONAL TEGULA PAVOR IN RANDOM COURSE PATTERN)	PERMEABLE BLOCK PAVING (TRADITIONAL TEGULA PAVOR IN RANDOM COURSE PATTERN)	PERMEABLE BLOCK PAVING (TRADITIONAL TEGULA PAVOR IN RANDOM COURSE PATTERN)	PERMEABLE BLOCK PAVING (TRADITIONAL TEGULA PAVOR IN RANDOM COURSE PATTERN)	PERMEABLE BLOCK PAVING (TRADITIONAL TEGULA PAVOR IN RANDOM COURSE PATTERN)	PERMEABLE BLOCK PAVING (TRADITIONAL TEGULA PAVOR IN RANDOM COURSE PATTERN)	PERMEABLE BLOCK PAVING (TRADITIONAL TEGULA PAVOR IN RANDOM COURSE PATTERN)
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N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
MOTOR VEHICLES	MOTOR VEHICLES	MOTOR VEHICLES	MOTOR VEHICLES	MOTOR VEHICLES	MOTOR VEHICLES	MOTOR VEHICLES	MOTOR VEHICLES	MOTOR VEHICLES	MOTOR VEHICLES	MOTOR VEHICLES
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N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NO CONSTRAINT	NO CONSTRAINT	NO CONSTRAINT	NO CONSTRAINT	NO CONSTRAINT	NO CONSTRAINT	NO CONSTRAINT	NO CONSTRAINT	NO CONSTRAINT	NO CONSTRAINT	NO CONSTRAINT
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
ON PLOT	ON PLOT	ON PLOT	ON PLOT	ON PLOT	ON PLOT	ON PLOT	ON PLOT	ON PLOT	ON PLOT	ON PLOT

NOTE
 1 - Kerbs will be within footways or within the carriageway in clearly defined zones
 2 - Junctions will be marked (in particular Bus Routes) at the detailed design stage.
 3 - Carriageway and kerbing materials will need to be agreed by the County Council's road agreements team, as well as Cherwell District Council.

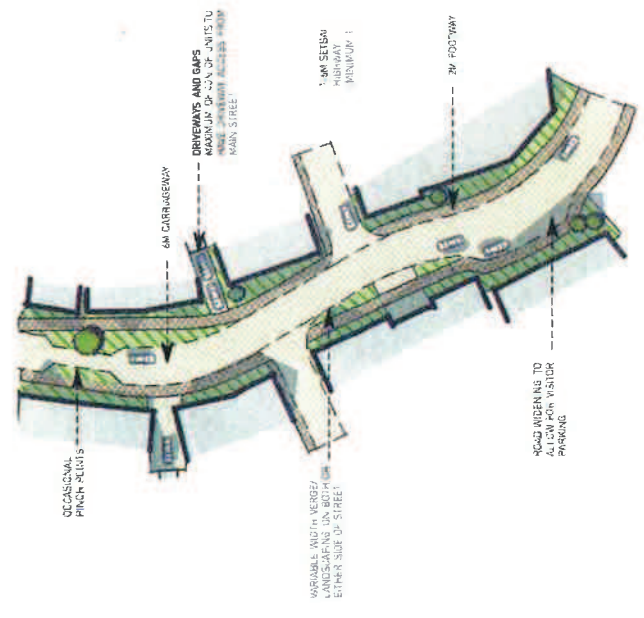
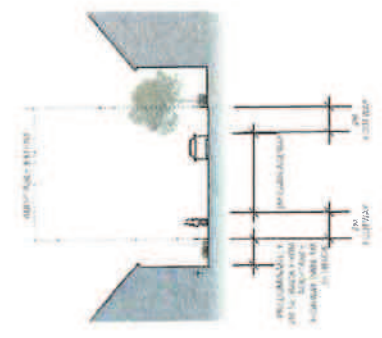
MAIN STREET

- 4.4 The proposed main street can be accessed from Warwick Road at the west of the development. It is proposed that the main street will provide a route for pedestrians and cyclists as well as cars. Traffic calming features will bring traffic speeds down giving compliance to pedestrians.
- 4.5 A number of traffic calming features will be located along the main street. These features require non-priority traffic to slow or to stop and the visual narrowing of the road will cause the drivers to slow down. Visitor parking spaces will also be located along the main street creating a traffic calming measure.
- 4.6 The main street will be the widest road in the development. The width of the carriageway will generally be 6m with a 2m footway either side of the road. The carriageway width will vary in places due to traffic calming measures. Occasional dwellings will have direct plot access from the main street limiting gaps in the building line.
- 4.7 A variable width verge is proposed on both or either side of the street creating opportunities for landscaping. Key spaces are also proposed at regular locations on the main street where buildings will have a larger set back creating a larger green space with trees.

MAIN STREET 1A



MAIN STREET 1B



LANDSCAPE STRATEGY AND PLACEMAKING

- 5.1 The public open space at Hatwell Fields North comprises a range of green and open spaces. The large formal open space has sports and play provision for the whole community. The proposed development has a central play space (LEAP and LAP), this is integrated into the existing landscape elements with the enhanced green corridors and green edges. Sustainable Urban Drainage for the site add to the multi-functionality of the green spaces. The main spaces include:
- 1. Large Formal Open Space including a junior football pitch, Local Area for Play (LAP) and Orchard
 - 2. Local Equipped Area for Play (LEAP) and Local Area for Play (LAP)
 - 3. Sustainable Urban Drainage (SUDs)
 - 4. Green Corridor
 - 5. Green Edges





- 1 Large Formal Open Space including a junior football pitch and Local Area for Play (LAP) and Orchard
- 2 Local Equipped Area for Play (LEAP) and Local Area for Play (LAP)
- 3 Sustainable Urban Drainage (SUDs)
- 4 Green Corridor
- 5 Green Edges

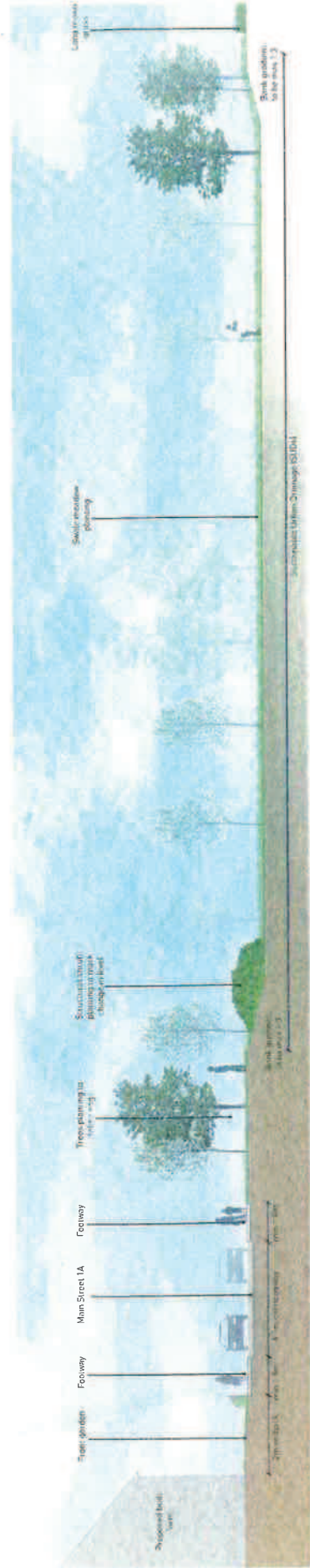
DESIGN PARAMETERS



5.6 As part of the proposed development, Hanwell Fields North will have a set of Sustainable Urban Drainage features within the drainage infrastructure for the site. The three SUDs features within the public open spaces will provide a multifunctional space, with tree and shrub planting to enclose the spaces. There will be a shallow swale in between attenuation features B and C, this will follow the same design parameters with tree and shrub planting marking the changes in level. Wildflower meadow planting with swathes of bulbs will add seasonal interest with colour and textural qualities, to the spaces close the main pedestrian routes.

SOFT LANDSCAPING

- Swale meadow planting to be used across the retention area and swale feature with structural shrub planting to mark the change in level
- Groups of trees to be used to define the edges of the space and integrate it into the surrounding landscape
- Where there are existing trees at the southern boundary long mown grass will be used to create a transitional edge to integrate the swale meadow planting into the existing landscape setting
- Swathes of bulb planting will add seasonal interest with a variety of colours and textures
- Wildflower meadow planting in drifts which will also visually link the space to the LEAP/LAP to the west.
- Varying gradient to be a minimum of 1:6 and maximum of 1:3 to allow planting, further information to engineers specification



Section B1 1:200

Land East of Southam Road, Banbury

DESIGN CODE

Revision A

February 2015

On Behalf of Bellway Homes



1.6 Code Requirements.

1.6.1. This Design Code prescribes some 'mandatory' design features which must be provided by developers to ensure the scheme is delivered to incorporate the key design factors necessary to sustain the high quality environment envisaged. These 'mandatory' design features may include street dimensions, building and public realm treatments, material palettes or building typology.

M 1.6.2. For clarity moving through this Design Code, where a page, image or text includes a mandatory feature, this symbol is used.

For further clarity, mandatory text will be highlighted **bold** and within a shaded box like this.

1.7. Development Principles.

1.7.1. The key development principles are as follows;

Framework of Routes;

Legibility– Streets and public spaces designed and located to exploit the site's assets;

Landscape– Bund and retention of hedgerows & trees (where possible) and response to topography and Deserted Medieval Village;

Safety & security;

Main Street;

Building Design;

Sustainability; and,

Management & Maintenance.

1.7.2. In response to the above principles, the site has been divided into 5 Character Areas.

1.8. Character Areas.

1.7.1. The development site has been sub-divided into six mandatory character areas. However, the sixth, school site, is not subject to the content of this Design Code. The Character Areas are not necessarily identifiably distinct in terms of their own landscape and townscape qualities. Each character area will need to merge and morph into the adjacent character area subtly and carefully to ensure the scheme has a harmonious and sequential hierarchy of legibility of which various elements combine to make a high quality environment:

Street & Block Pattern;

Urban Hierarchy;







Urban Form;

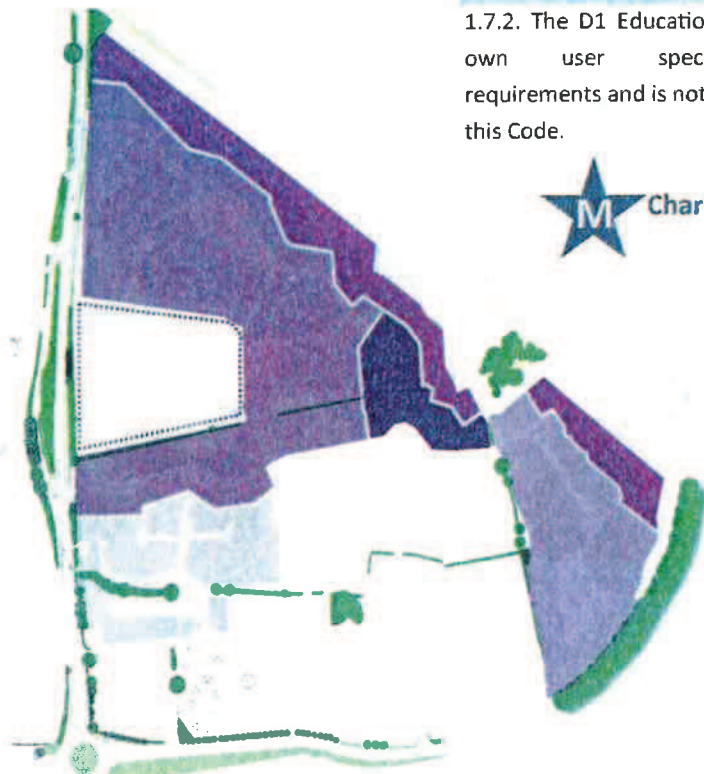
Landscape & Open Space; and,

Place-making Principles.

1.7.2. The D1 Education area has its own user specific design requirements and is not the subject of this Code.

Key:

-  Village Core.
-  Main Street & Central Area.
-  Bund Frontage.
-  South-Western Parcel.
-  South-Eastern Parcel.
-  D1 Education Area



M Character Areas.

Figure 1.3: Character Areas.



Central Banbury - Secondary and Tertiary Routes.

2.3.14. The building form is predominately one of regular building heights occasionally punctuated by an increased storey height. The building fabric is predominately red brick with the occasional use of buff.

2.3.15. Plots are mostly uniform in depth and width which creates a strong rhythm along the street-scene.

2.3.16. The streets have a strong sense of enclosure which is typical to the Georgian/Victorian era with little opportunity for on-plot car parking, which is generally inadequate and on-street.

2.3.17. Landscaping opportunity is limited to small front gardens that are bounded by walls, hedges or railings.

2.3.18. There may be opportunity to introduce further landscaping and car parking but this will inevitably reduced the quantum of continuous frontage as a result.



Fairview Road.



Fairview Road.

Key Attributes:

- Mix of terrace and semi-detached dwellings;
- Narrow streets;
- Predominately two storey dwellings;
- Predominately brick facades;
- Defined front gardens;
- Repetitive building form and detailing;
- Parking on-street;
- Limited landscaping.

Key Issues:

- Lack of adequate allocated car parking.
- Impact of on-street parking upon street-scene and access.
- Topographical impact on continuous frontage opportunity on site will necessitate a lesser degree of terracing.
- Terracing should not be a defining factor of the relevant Character Area.

Design Code Influences:

- Two storey buildings with small variations in height to add interest.
- Occasional landmark buildings accentuated by increase storey height;
- Mix of terrace, semi-detached and detached building forms;
- Buildings on back edge of footpath or behind defined front gardens;
- Red brick with occasional buff;
- Use of soft landscaping;
- Discreet on-plot parking;
- Uniform fenestration style and proportion.

Of most relevance to the **secondary and tertiary routes** within 'Central Area' & 'South-Eastern Parcel' Character Areas.

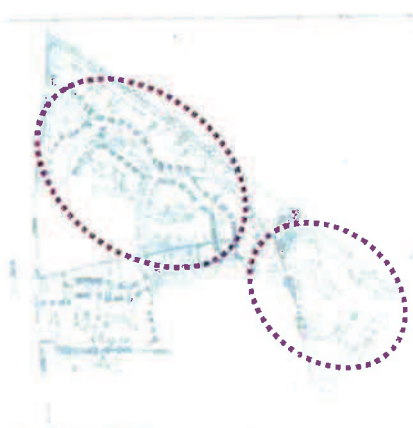


Fig. 2.12: Location Plan of Central Area & S/E Parcel.



3.11. Urban Form (Cont.)



Building Heights Plan.



3.11.4. Building heights will vary between single storey to a maximum of three storeys.

3.11.5. This allows for a range of house typologies, apartments and the School Building across the site. Where residential densities are highest a greater proportion of buildings are likely to be taller in scale as these will probably include town houses and apartments.

3.11.6. The tallest buildings will be located within the core of the development and along the Primary Route (Main Street). In addition, taller (3 storey) buildings may also be sited along the eastern boundary alongside the M40 motorway.

3.11.7. Lower buildings will be located throughout the scheme but predominately close to the rural edges of the site and away from the Primary Route (Main Street).

3.11.8. The heights in these locations (rural edges) will be designed to protect views from within the surrounding rural area and create a gentle transition to the development core and urban edge of the M40.

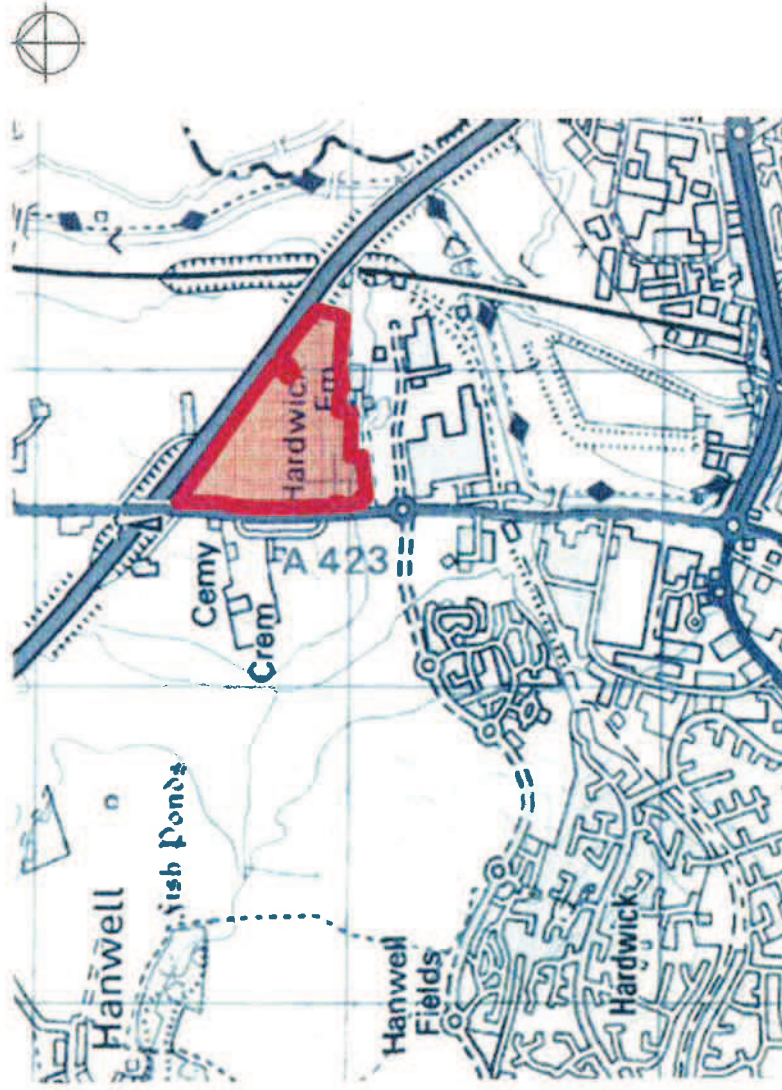


Occasionally taller buildings or building elements should protrude above the general roofline to add interest on the skyline or act as a local landmark. However, as a general rule, no dwelling should be more than one storey taller than its immediate neighbour.

Fig. 3.39: Building Heights Plan.



1: WELCOME & INTRODUCTION



Land East of Southam Road: BANBURY

2: LAND USE PLAN



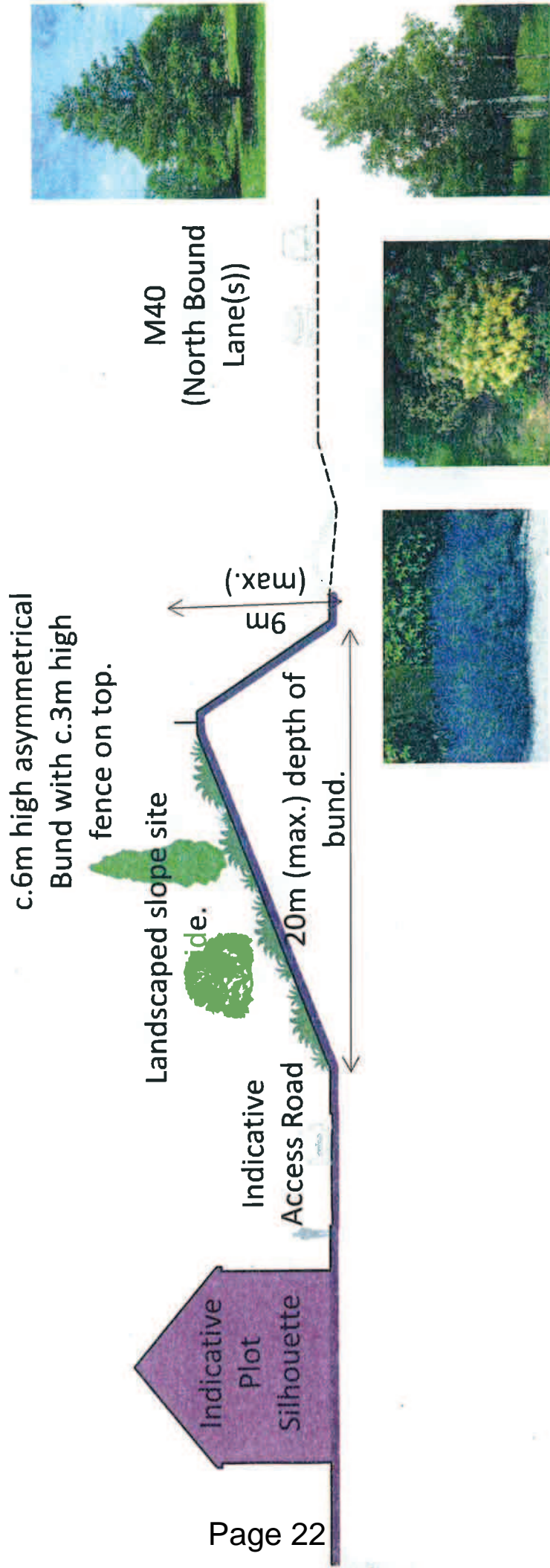
Land East of Southam Road: **BANBURY**

3: LANDSCAPE FRAMEWORK



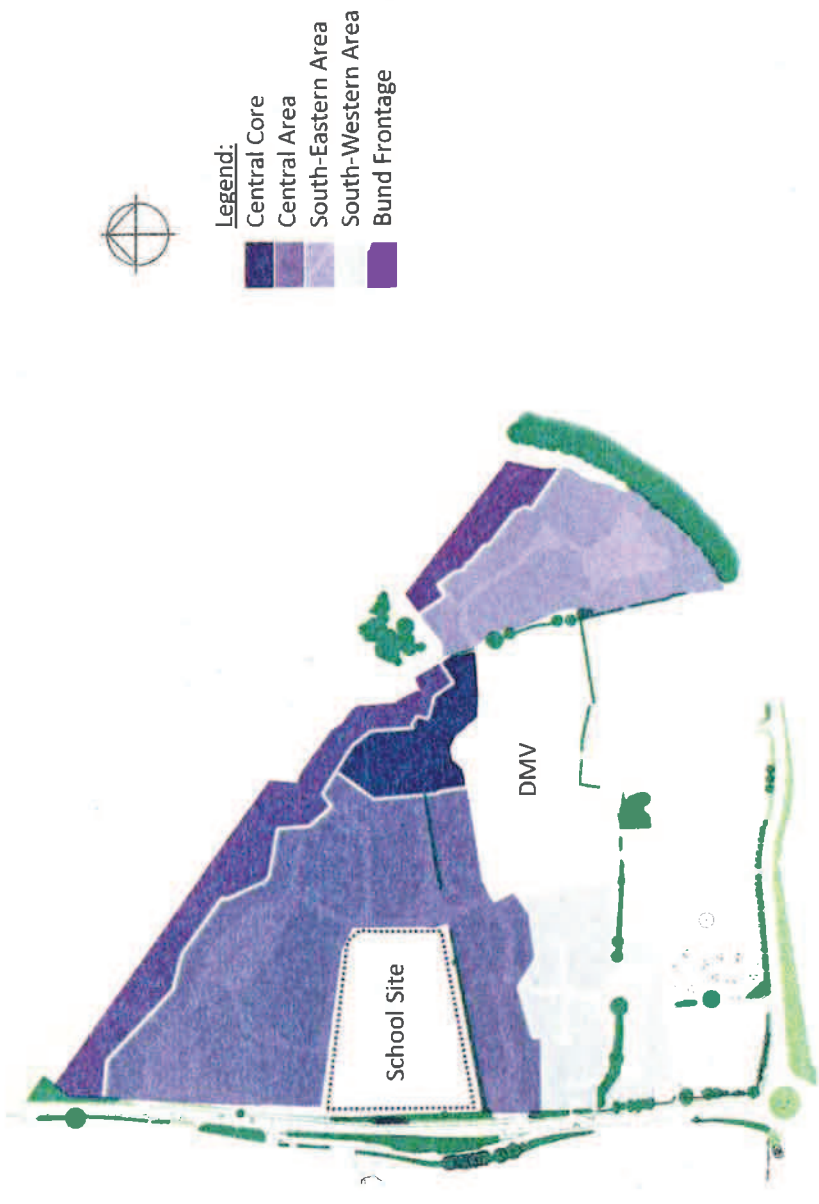
Land East of Southam Road: BANBURY

4: NOISE ATTENUATION



Land East of Southam Road: BANBURY

5: CHARACTER AREAS



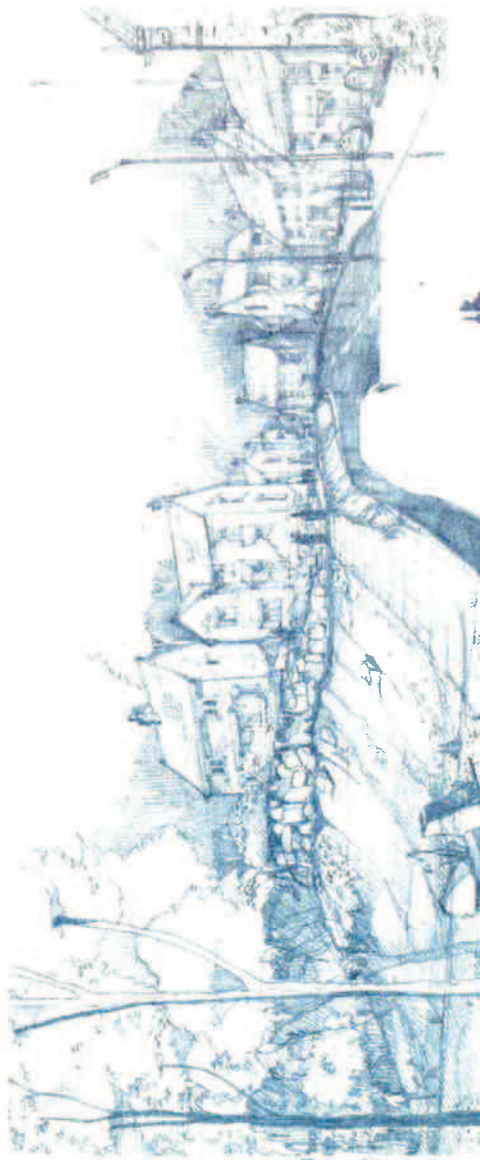
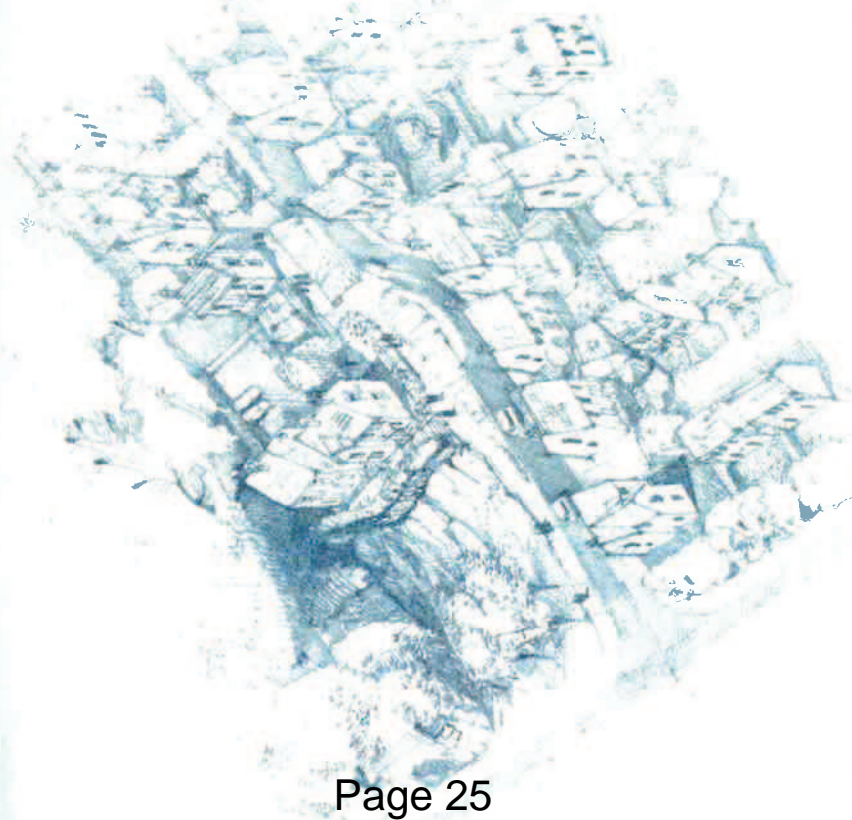
Land East of Southam Road: BANBURY

6: CONDITIONS—Northern Gateway



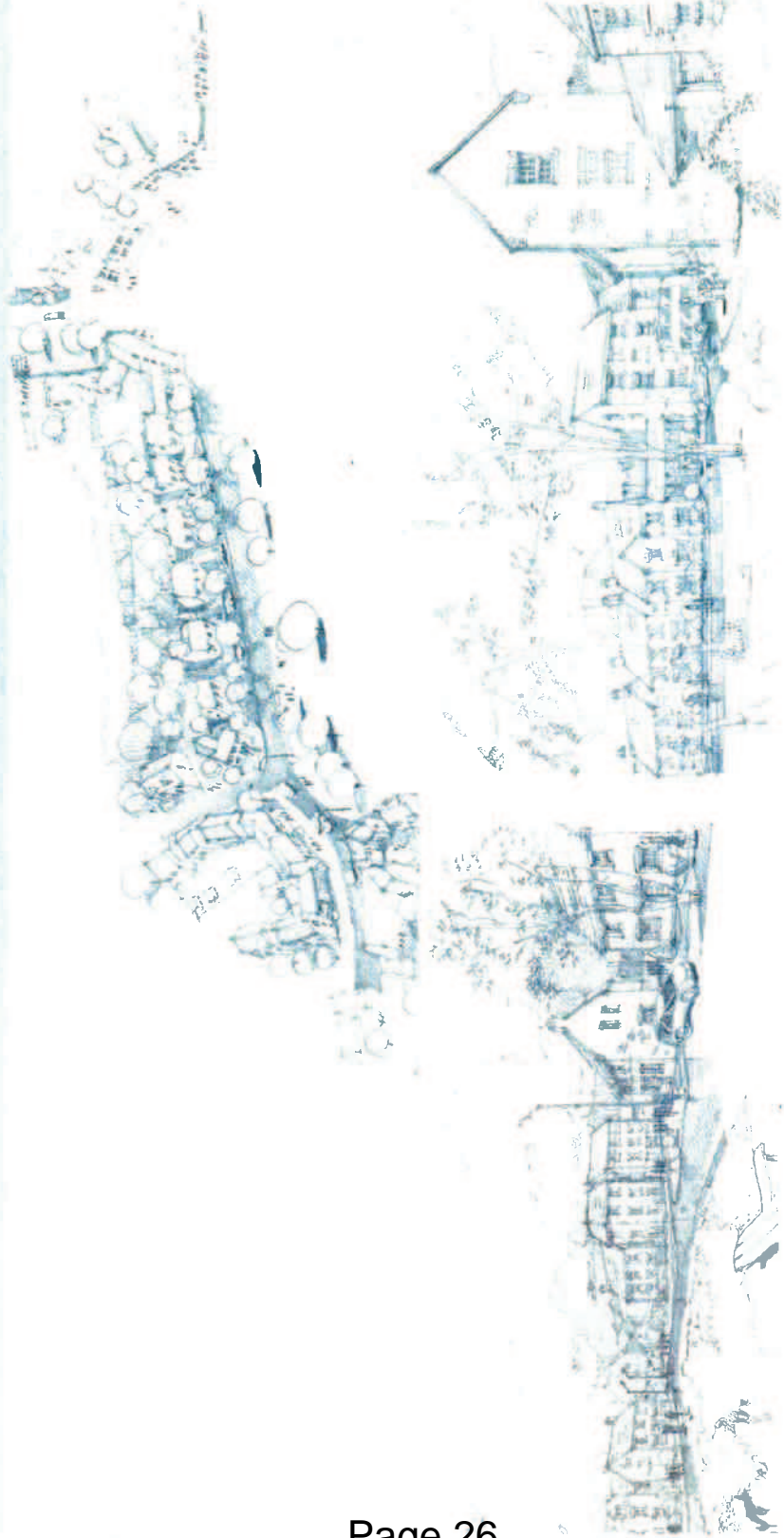
Land East of Southam Road: BANBURY

7: CONDITIONS—Southern Gateway



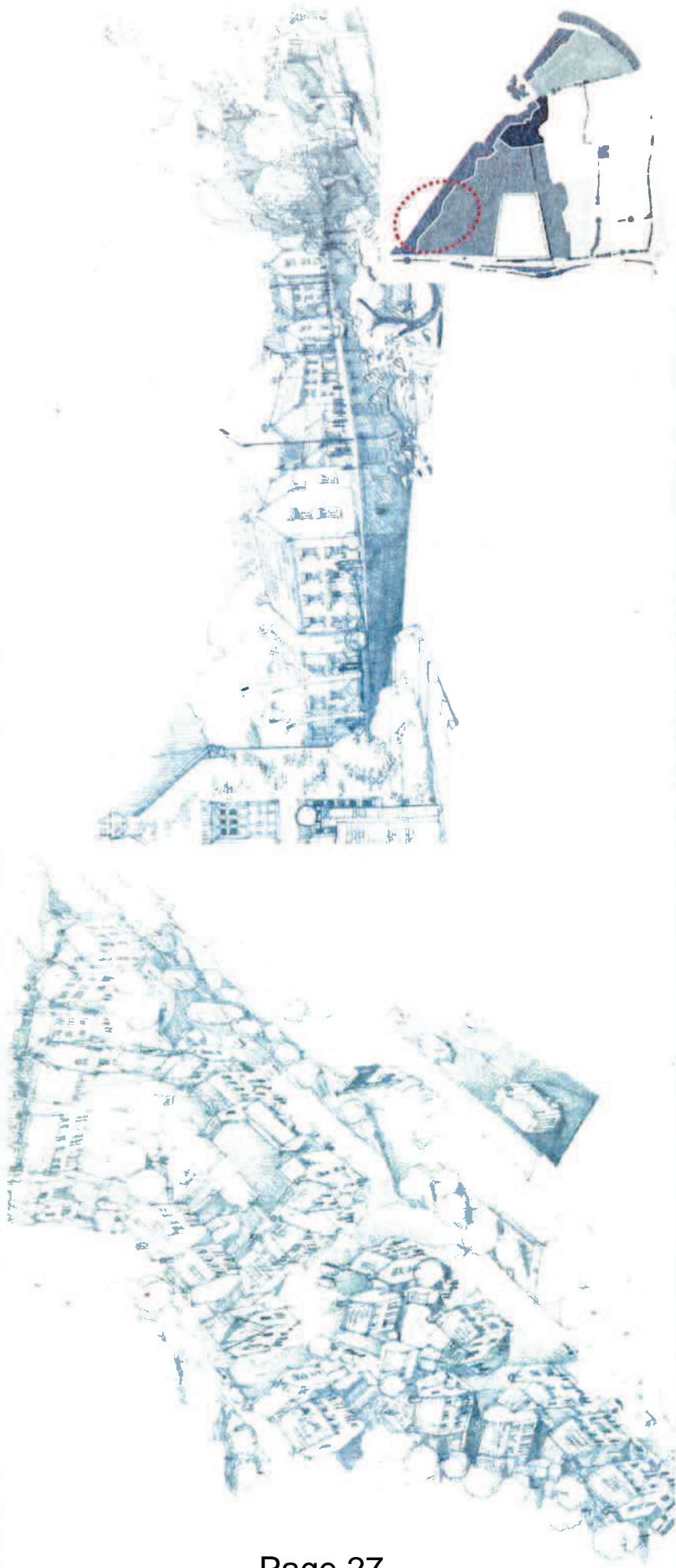
Land East of Southam Road: BANBURY

8: CONDITIONS—Deserted Medieval Village



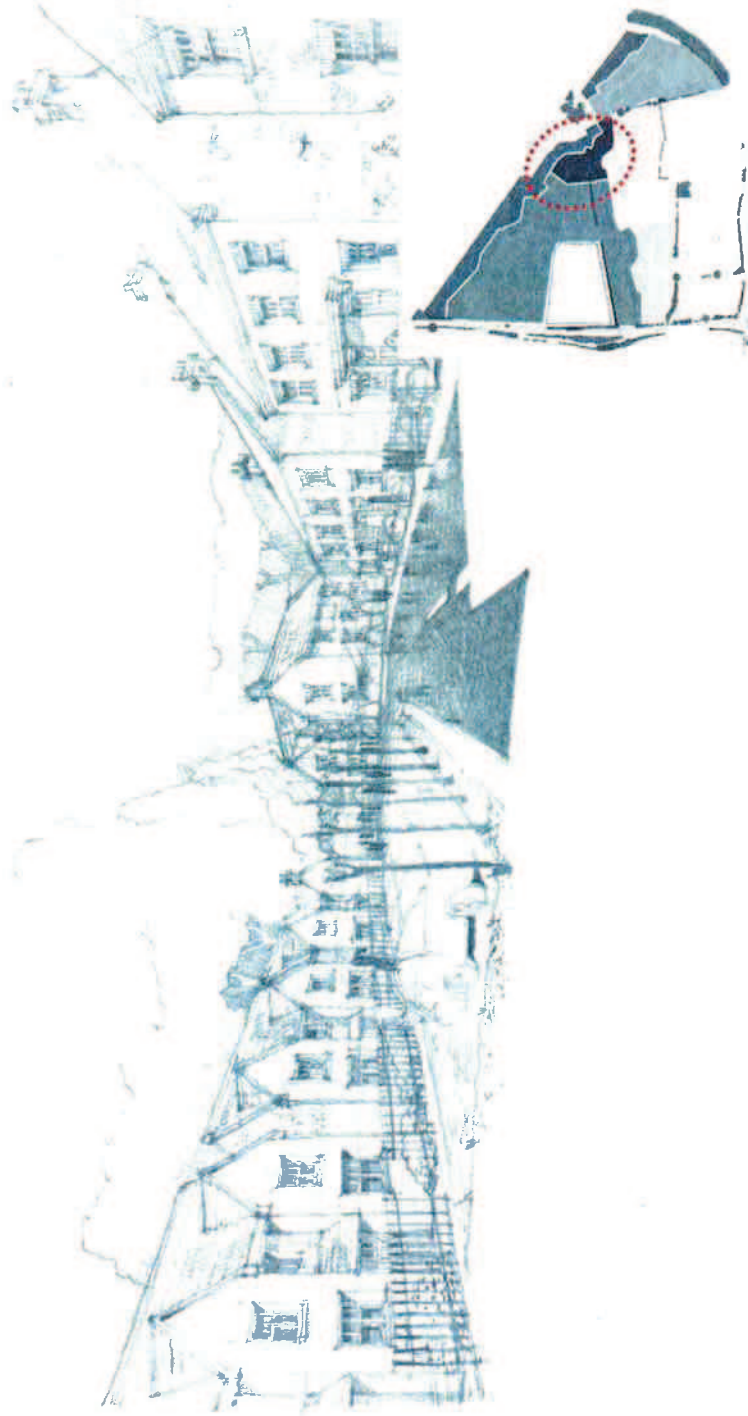
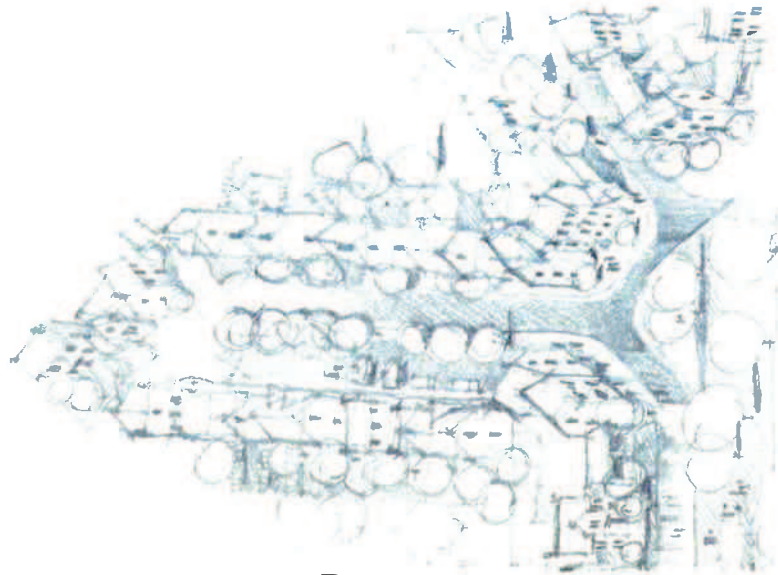
Land East of Southam Road: BANBURY

9: CONDITIONS—Bund Treatment



Land East of Southam Road: BANBURY

10: CONDITIONS—'Village Core'



Land East of Southam Road: BANBURY

11: CONDITIONS—Integrated Open Space



Land East of Southam Road: BANBURY

12: DWELLING DETAILING



510 Dwellings (30% HA)
Primary School
Play Facilities
Open Space & 'Community Park'
Infrastructure Improvements

Land East of Southam Road: **BANBURY**