

The background of the slide is a green-tinted illustration of a village street. It shows several traditional houses with steep, tiled roofs and dormer windows. There are trees lining the street, and a few small figures of people can be seen in the distance. The overall style is that of a watercolor or a soft-focus photograph.

# The Asps Warwickshire

Design Code

18 December 2018

**BARWOOD**  
LAND



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## **The Asps, Warwick – The Vision**

The Asps will deliver a new garden suburb to the historic town of Warwick. The development will be a high-quality addition to the town which responds to the setting of the nearby Warwick Castle Park and creates a new urban edge with a sensitive transition to the rural landscape beyond.

The development will deliver new homes, a primary school, local centre and a park & ride facility within a network of green spaces linked to the wider countryside, yet within easy reach of the town centres of both Warwick and Royal Leamington Spa.

The development will provide a vibrant, sustainable, healthy and community focused new neighbourhood in which people will aspire to live.

# 1. INTRODUCTION

## 1.1 INTRODUCTION

THIS DESIGN CODE HAS BEEN PRODUCED BY SAVILLS ON BEHALF OF BARWOOD LAND. IT SETS OUT A CLEAR STRUCTURE OF RULES AND GUIDELINES FOR THE DEVELOPMENT AT THE ASPS, EUROPA WAY, WARWICK, AS REQUIRED BY CONDITION 9 OF PLANNING PERMISSION W /14/0300.

THE ILLUSTRATIVE MASTER PLAN AND DESIGN CODE HAVE BEEN REFINED FOLLOWING AN ITERATIVE AND COLLABORATIVE PROCESS INVOLVING A SERIES OF MULTI-DISCIPLINARY MEETINGS AND WORKSHOPS INVOLVING BOTH WDC AND WCC. THIS WILL ENSURE THE DELIVERY OF THE DEVELOPMENT THAT EMBODIES GARDEN CITY PRINCIPLES , THAT EXISTING AND FUTURE RESIDENTS WILL BE PROUD OF. THE DESIGN CODE IS ARRANGED IN ORDER TO INFORM THE DESIGN OF INDIVIDUAL DEVELOPMENT AREAS USING A REGULATORY PLAN TO DEFINE EACH LAND PARCEL.

### INTRODUCTION

The total site area is 56.6 hectares (139.8 acres). It is bounded by strong physical features to the east and west, namely the arterial routes of Europa Way (A452) and Banbury Road (A425) respectively. To the north, the site adjoins agricultural land (under separate control), which benefits from two separate planning applications submitted by Gallagher Estates Ltd and Hallam Land Management & William Davis Ltd. Collectively, these proposals were identified within WDC's Revised Development Strategy 2029.

For clarity and ease of use, the Design Code has been structured to reflect the requirements of Condition 9.

- **SECTION 1** -sets out the background to the development of the Design Code requirements and how to use the code as well as presenting key structural spatial elements
- **SECTION 2** - presents codes relating to the layout and appearance of built form and for streets
- **SECTION 3** - sets out requirements for landscape.

### HOW THE DESIGN CODE WAS PRODUCED

The Design Code was prepared in close collaboration with officers at Warwick District Council and WCC. A series of meetings were held in May, June and July 2018 where the evolution of the Outline Planning Application (OPA) was discussed and agreed, the format of the Code was also agreed, along with the content of each section.

### REVIEW OF THE CODE

The development will be subject to a build-out period of a number years, over which time there may be external changes, impacts, or other considerations that result in a need to review the Code. The Code will therefore be a dynamic document, capable of future periodic review should this become necessary, and subject to agreement by both developer and the LPA, through the formal submission of an amended code under Condition 9 of the Outline consent.

### APPROACH TO CHARACTER

Following outline planning consent, further work was carried out with officers to define the detail of the proposals. The design approach adopted was landscape led with the development being responsive to the site and its context. It was agreed that a series of key experiences should be created through the site such as the Europa Gateway, Village Green and North Park. These places together with the site features and context inform the approach to landscape design.

The Europa Gateway creates a sense of arrival and will be the most active part of the development. In the central part of the development the Village Green will generate a key community green space. Residential character will be led by a hierarchy of streets, with landscape and boundary treatments as the defining elements.

## THE CHARACTER AREAS

The Code seeks to deliver four distinct residential character areas in the form of: -

- Europa Gateway
- Castle Park Boulevard
- Parkland Edge
- Hill View.

This structure provides for continuity and consistency to create a development that is pleasing, legible as well as varied and vibrant.

### EUROPA GATEWAY CHARACTER AREA

This area accommodates the eastern access to the site, with a landscaped feature entrance and a shared space comprising a public square, overlooked by the school entrance and local centre, linked to the central village green. Car parking at the local centre will also provide for school parent drop-off. It will be the most active and prominent part of the site. The objective is to respond to this gateway location to create a dramatic first impression with tree-lined access roads, well defined streets and spaces with high quality built form and materials.

### CASTLE PARK BOULEVARD

This Primary street, inspired by the Broadway at Letchworth Garden City, provides a strategic loop through the residential areas between the two vehicular access points off Banbury Road and Europa Way. As well as serving residential traffic, this is the main entrance and exit route for buses serving the Park & Ride facility. It will have a distinctive, formal and spacious character informed by regular tree planting with green verges either side of the carriageway and consistent hedge planting to boundaries.

### HILL VIEW CHARACTER AREA

This character area is located on the highest part of the site, primarily addressing the village green and two green corridors that connect with it. A formal design response is proposed around the village green which will act as a focal point and destination for footpaths and green links. Located adjacent to the gateway square, the village green will be overlooked by surrounding buildings, with a consistent arrangement of low level shrub or hedgerow planting, and timber knee rails.

## PARKLAND EDGE CHARACTER AREA

This character area will provide a transition to the surrounding countryside to create a well-defined edge to the development overlooking open space and woodland planting. Lower density, traditional housing with an organic/informal building arrangement, interspersed with planting will reduce the visual impact from the surrounding area. Boundaries between housing and open space will comprise low level informal planting.

### USING THE CODE

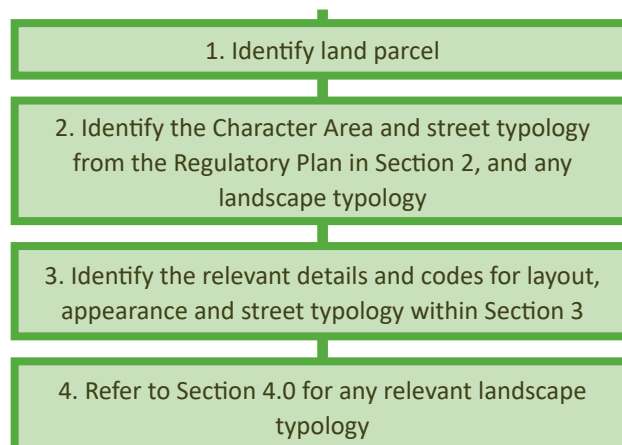
The Design Code is arranged in a sequence that aims to inform the design of individual development parcels. The code has been informed by the information agreed as part of the OPA. Section 2 of this Code provides an overview of the OPA, masterplan and development strategies. The Regulatory Plan at Section 2.8 draws this information together, identifying the overall character, together with the streets, or open space typologies within each land parcel.

In order to find out what part of the Code applies to a specific land parcel, the following process should be followed: -

- Identify the land parcel on the Regulatory Plan to see what character area and street typologies, and/or what landscape type is relevant
- Turn to the relevant part of the Code in Section 3 or 4, which sets out the requirements for detailed design.

The Design Code is intended as a tool to inform an agreed approach to the submission of reserved matters in relation to the OPA. It will ultimately be for the Council to determine these applications, using the Code as a material consideration.

### PROCESS OF DESIGN USING THE CODE



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## 2. MASTERPLAN

## 2.1 ILLUSTRATIVE MASTERPLAN

A series of amendments have been agreed with officers during the preparation of this Code. The updated masterplan is presented in this section, followed by an explanation of the land uses, density, movement and character areas within the scheme.
















The illustrative masterplan provides an overall framework for the development of individual land parcels within the site. It shows how the garden suburb works together as a coherent scheme that will provide a high quality environment for future residents. The Design Code takes precedence over the Illustrative material contained in the OPA Design and Access Statement.

The Regulatory Plan at the end of this section provides the 'Key' determinant for the character of development parcels submitted at the reserved matters stage.

### KEY DESIGN CRITERIA

The key design criteria that have informed the proposals are:

- Up to 900 new homes including a mix of affordable housing
- Create strong access points / gateways to Park & Ride and local centre
- Provide a network of on-site cycleways and footpaths to encourage to cycling to school, local shops and Park & Ride
- Retain the existing public right of way, and provide an additional alternative route through green corridors that links to the country park east of Europa Way
- Ensure maximum provision of cycling and pedestrian links to existing areas to reduce car trips and promote health
- Create a Parkland Edge that wraps around the perimeter of the development
- Provide an easily accessible mixed use centre that includes local shops and facilities linked to the primary school
- Provide a clear hierarchy of streets including a primary boulevard that links the two main access points
- Identify key buildings by individual details, materials or other features, to aid legibility and navigation through the development
- Use perimeter blocks to create a clear distinction between public and private spaces, maximising windows and activity on streets and public spaces, providing natural surveillance
- Provide integrated water storage areas to control water run-off.

	Site boundary
	Residential
	Local centre
	Park & Ride
	Primary school
	Open space
	Indicative attenuation
	Children's play
	Castle Park Boulevard
	Secondary Street
	Green Lane
	Green Drive
	Advanced planting
	Agricultural land
	Allotments

Landuse Schedule	Area (ha)
Residential	27.1
Open space / green infrastructure	16.2
Agricultural / paddock land	6.2
Local centre	0.5
Primary school	1.1
Highways	3.7
Park & Ride	1.9
<b>Total site area</b>	<b>56.7</b>



*Illustrative Masterplan*

## 2.2 DEVELOPMENT STRATEGIES / PARAMETERS

THE ILLUSTRATIVE MASTERPLAN IS MADE UP FROM A NUMBER OF DEVELOPMENT STRATEGIES THAT UNDERPIN THE STRUCTURE OF THE GARDEN SUBURB. THESE STRATEGIES ARE DEFINED IN THE PARAMETERS OF THE PROPOSALS, SET OUT BELOW.

### LAND USES

The Asps will deliver up to 900 high quality homes, Park & Ride, a primary school, local retail and community facilities, informal open space, landscape, drainage improvements and associated engineering works. Active streets and public green spaces, including a village green and public square, will encourage the social interaction needed to form the basis of a sustainable community. At the heart of the Asps garden suburb there will be a new local centre, comprising a primary school, retail and community facilities, designed to provide a contemporary focal space to the Europa Gateway.

### DENSITY & SCALE

Densities will generally become higher around Castle Park Boulevard, locating the largest number of people in closest proximity to cycle routes / pedestrian and public transport links. Variation in densities will also be related to the street hierarchy and character of the streets, with lower densities and looser development patterns associated with the development edge. The size and proportions of buildings, heights and densities have been informed by the consented outline planning application. Building dimensions will vary according to the dwelling sizes and types, with the potential for some larger buildings at key locations. Most dwellings will follow a traditional form, with a range of sizes.

### MOVEMENT AND ACCESS

The alignment of all streets will be fixed through reserved matters applications, but the technical design of each will be informed by the Design Code. Vehicular access to the site is via Banbury Road and Europa Way, linked together via a primary movement route that will facilitate public transport throughout the development area. Both the Banbury Road and Europa Way access will service a 500 car Park & Ride facility. A section of street between

the Park & Ride and local centre will be strictly speed controlled, to avoid rat-running for general traffic and to enhance Europa Gateway.

The creation of a permeable development with a clear hierarchy of streets, is intended to maximise walking and cycling by creating direct and legible routes between parts of the development. This arrangement will also ensure that facilities and spaces are accessible by the existing and new community via sustainable forms of transport.

### CHARACTER AREAS

The Code seeks to deliver four distinct character areas in the form of Europa Gateway, Castle Park Boulevard, Hill View, and The Parkland Edge. Each character area has its own definitive code parameters, but will also share some street parameters with other character areas. This will ensure that the hierarchy and legibility of streets flows through the whole garden suburb. This structure provides for continuity and consistency in street navigation, but with distinctive differences between character areas to contribute to changes in identity throughout the site. The effect is a development that is harmonious and legible as well as varied and vibrant.











### LANDSCAPE CHARACTER

Retained agricultural land and strategic woodland planting establishes a landscape buffer to Banbury Road, which preserves the character of the approach to Warwick Castle. Beyond the strategic planting, the masterplan incorporates a connected network of multi- functional green spaces. Located at the highest point of the site is the neighbourhood's most prominent public open space, the Village Green, which is easily accessed by pedestrians and cyclists from all parts of the garden suburb via the green streets located throughout the development.

## 2.3 LANDUSE



*Landuse plan*

	Site boundary		Open space
	Residential		Advanced planting
	Local centre		Allotments
	Primary school		Agricultural land
	Park & Ride		
	Highways		



# 2.4 DENSITY & SCALE



*Density & scale plan*

-  Site boundary
-  Low density (Average 30 dph)
-  Medium density (Average 35 dph)
-  High density (Average 40 dph)
-  Buildings up to 11m ( Mixed use - Local centre & School)

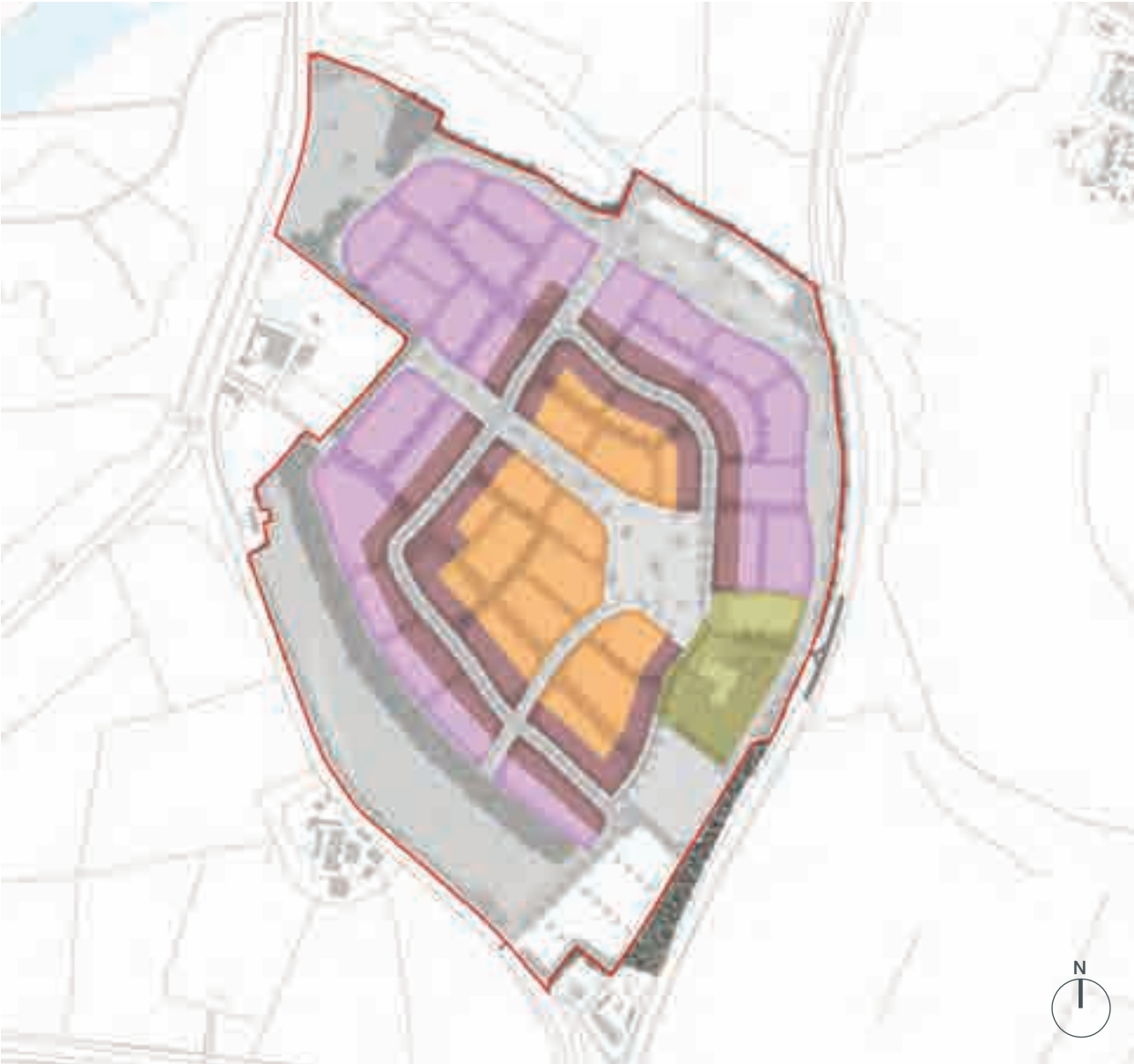
## 2.5 MOVEMENT & ACCESS








*Access & Circulation plan*

	Site boundary		Green drives		Cycleway / footpaths
	Main access points		Green lanes		Potential off-site connections to wider countryside
	Existing road network		Existing pedestrian access		
	Castle Park Boulevard		Proposed pedestrian access		
	Secondary street		Informal footpaths		
	Tertiary street		Existing public right of way		

# 2.6 RESIDENTIAL CHARACTER AREAS



*Residential character area plan*


















-  Site boundary
-  Europa Gateway
-  Castle Park Boulevard
-  Hill View
-  Parkland Edge



## 2.7 LANDSCAPE CHARACTER



*Landscape character plan*

	Site boundary		Tach Brook		Allotments
	Landscape feature entrance		North Park		Children's play NEAP and MUGA
	Europa Square		Advanced planting		Green links
	Village Green		Agricultural land		PROW
	Green Way park		Tach Park		Proposed paths / cycleways
	Castle park		Attenuation area (SUDs)		

## 2.8 REGULATORY PLAN

This Code informs the detailed design of development parcels by street hierarchy, residential character area, and landscape character (where applicable). This approach forms a logical extension of the principles set out in the DAS submitted with the consented outline planning application. Once the development parcel has been identified in the Regulatory Plan, the developer or builder can refer to the applicable part of the Code that sets out the street requirements, residential and landscape character.

The Regulatory Plan provides the general specifications for all street typologies and character areas within the site, giving certainty to designers over the acceptable components of the street, whilst allowing some flexibility to articulate development parcels in different ways.













The key streets that are coded are:

- Castle Park Boulevard
- Secondary Street
- Tertiary Streets
- Green Lanes
- Green Drives





### CHARACTER AREAS

Four residential character areas and a number of landscape character areas supplement the street hierarchy set out above, together with a number of landscape character areas. They are illustrated on the Regulatory Plan on the opposite page. These provide consistency in the design approach for the areas behind the key streets and spaces for each character area. They also ensure variety and contrast between different parts of the site, aiding legibility and distinctiveness.

#### Existing road network










	Vehicular access
	Pedestrian access
	Existing pedestrian access
	Castle Park Boulevard
	Secondary street
	Tertiary
	Green Lanes
	Green Drives
	Proposed footpaths
	Existing PROW
	Proposed cycleway / footpaths
	Potential off-site connections to wider countryside

#### Built Form Character

	Europa Gateway
	Castle Park
	Hill View
	Parkland Edge

	Mixed use
	Park & Ride

#### Landscape Character

	Advanced planting
	Tach Brook
	Village Green
	Europa Square
	Greenway
	North Park
	Castle Park
	Agricultural land
	Allotments



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### **3. LAYOUT & APPEARANCE**



## 3.1 DESIGN

This section presents the coding for the built form and street typologies, in respect of layout, massing, building type and palette of materials. Along Castle Park Boulevard medium to high density development will define and enclose the tree-lined street, with a consistent hedgerow boundary to front gardens. The Green Way Park and Village Green will be bounded by consistent timber knee rails and low level planting. With the removal of the formal knee rail boundary, the edges of the scheme will provide an informal rural edge. Europa gateway will define a striking, high quality entrance to the development.

### DESIGN GUIDANCE

The Design Code has been prepared following reference to a number of design guidance documents, including best practice national guidance, and:

- Warwickshire Guide to Road Design, 2001
- The Warwick Residential Design Guide, 2008
- Garden Towns, villages and suburbs: a prospectus for Warwick District Council, 2012
- The Asps Design and Access Statement, 2014
- Design Guidance for the Strategic Urban Extension South of Royal Leamington Spa and Warwick, 2016
- SPD for land at Gaydon / Lighthorne Heath, 2016.

The Code has been prepared following a review of the existing consents and emerging proposals within the urban extension, and developed through a collaborative process with the intention of creating consistency and coherence across the garden suburb.

### PERIMETER BLOCKS & DEVELOPMENT FRONTAGES

Generally, housing blocks should be arranged to address the main streets or spaces, with active frontages (i.e. doors or overlooking windows) facing onto the public realm. Private gardens should back onto other private spaces (gardens, or rear servicing areas). Frontages will be enhanced in one or more of the following ways:

- The use of architectural features create a strong rhythm
- High quality boundary treatments that reflect local character
- A variation in materials that reflect local character.

### DESIGN APPROACH

The Council's design approach for this development has been inspired by the design principles of Garden Cities. These principles have proved to be a robust framework for the delivery of successful, high quality new communities that continue to provide for healthy and fulfilling lifestyles today.

The Code shows how development can be set out within a framework of green infrastructure. In accordance with the garden city principles, green infrastructure will also be brought into the streets, creating part of the legible hierarchy which enables easy and direct navigation through the site, particularly on foot or by bicycle.

The Castle Park Boulevard will contain regular, formal street trees together with verges to both sides of the carriageway. Secondary streets will also provide formal street tree planting in a verge on one side of the road, and tertiary streets will provide some street tree planting together with shrub planting defining on street car parking spaces. Suggested detailed planting schedules are set out in Section 4 of this document.

Boundary treatments, in conjunction with landscape, will be important in generating the character of this proposal. The frontage to properties, including the planting and boundary regime are identified for each street typology within the character areas.

### MATERIALS

The materials palette for this development has been chosen from an analysis of the local character to promote and reinforce local distinctiveness. The study of local architectural styles reveal a number of key themes including:

- Plain roof tiles
- Porches or canopies
- Brick or stone heads and some with stone cills
- Gabled dormer windows
- Chimneys located on focal plots and key street scenes.

Over the next few pages a palette of architectural and landscape materials and details is provided for each of the character areas, and their respective street typologies.

## CAR PARKING

In terms of functional design, the homes will be designed to provide the required amount of car parking close to the front door of each home, either in a side driveway or in parking bays in front of the property, with some potential for limited on street parking.

## NOISE

The following sequential approach will be adopted regarding the attenuation of noise, subject to Conditions attached to the planning permission: -

- Consider potential setbacks from noise source
- Consider orientation of buildings to avoid intrusive noise impacts
- Use building layout / perimeter block structures to reduce any noise considerations
- Consider use of appropriate boundary features such as acoustic fences or landscape bunds
- Use specialist solutions and details such as acoustic glazing with vents etc.



*Indicative building features*

## PARKING CODES

Parking space size	2.5 x 5.0m
Spaces in front of garages	2.5 x 5.5m
Ratio	Beds
	1 bed dwelling = 1 Parking space
	2 bed dwelling = 2 Parking spaces
	3 bed dwelling = 2 Parking spaces
	4 bed dwelling = 3 Parking spaces
Spine Road Parking	Parallel parking
Secondary and Tertiary Routes Parking	No more than 4 perpendicular spaces in a row and interspersed with robust structural landscaping (hedge/street trees in grilles). Minimum landscaping gap 1.8m. No more than 4 parallel parking spaces in a row and interspersed with street trees.
Garages (Internal dimensions)	Double – 6m x 6m Single – 4m x 6.5m
Carports	Parking under open pergola style carports to be a minimum 2.5m x 5.0m (Excluding support posts) Parking under carports between dwellings or walls to be minimum 3.5m x 5.0m.
Parking space size	On-street parallel = 2m x 6m / On street perpendicular = 2.5 x 5.0m
Ratio	0.2 spaces per dwelling (can be accommodated within carriageway width of 5.5m or greater)

## PARKING ARRANGEMENTS

The parking arrangements on the opposite page are acceptable types within the development. The use and locations of these types will be defined through the Reserved Matter Applications.

For all parking typologies the street frontage, boundary treatments, access points, setbacks and ancillary buildings are to be positioned and designed to ensure that vehicles and their driveways are not a prominent component of the street.



<b>On-plot detached dwelling Option 1</b> <ul style="list-style-type: none"> <li>▪ 2 on-plot parking spaces with hard surface area as well as garage</li> <li>▪ Front garden softens visual impact</li> <li>▪ Note: Garages can be placed at back of plots</li> </ul>	<b>On-plot detached dwelling Option 2</b> <ul style="list-style-type: none"> <li>▪ 2 on-plot parking spaces with hard surface area as well as single garage</li> <li>▪ Spaces overlooked by windows to side of property where possible</li> </ul>
<b>On-plot linked detached dwelling</b> <ul style="list-style-type: none"> <li>▪ 2 on-plot parking spaces with hard surface area as well as single garage</li> <li>▪ Spaces overlooked by windows on front of property</li> <li>▪ Street tree planting where possible softens visual impact</li> </ul>	<b>On-plot to the side of semi-detached dwelling</b> <ul style="list-style-type: none"> <li>▪ 1 on-plot parking space with hard surface area as well as single garage</li> <li>▪ Spaces overlooked by windows on side of property where possible</li> </ul>
<b>On-plot to the front of terraced or semi-detached dwellings</b> <ul style="list-style-type: none"> <li>▪ Up to 2 on-plot parking spaces with hard surface area</li> <li>▪ Spaces overlooked by windows on front of property</li> <li>▪ Street tree planting and occasional planted raised beds soften visual impact</li> <li>▪ Max 4 spaces in a row before 2m gap for significant planting strip.</li> </ul>	<b>On-plot to the front and rear of apartments</b> <ul style="list-style-type: none"> <li>▪ 1 on-plot parking space with hard surface area per apartment</li> <li>▪ Spaces overlooked by windows on front and rear of apartment block</li> <li>▪ Tree planting softens visual impact</li> </ul>

## PROVISION FOR WASTE STORAGE & COLLECTION

The following principles should be applied:

- A bin storage area of a sufficient size to accommodate the anticipated refuse bins and recycling boxes should be provided for each dwelling
- The storage area should generally be within 10m of the external door of the dwelling
- The storage area should be within 30m of the collection point, accessed via an external hard surfaced, smooth and level or gently sloping route without steps
- Storage areas should be sensitively located and designed to fit in with the local environment
- Collection points should be within 25m of a stopping point for a Refuse Collection Vehicle
- Minimal external storage for 2x refuse/garden/food waste bins, 2x recycling boxes and 2x recycling bags
- Communal bin stores should be provided for apartments. They should be designed to provide 1 metre in front and 150 mm between and around bins to allow convenient access for filling and removal
- Where bin stores are required at the front of dwellings they should be either appropriately screened by a wall, fence or hedge.

## 3.2 EUROPA GATEWAY

### DESCRIPTION

The Europa Gateway is the most important public realm aspect of the proposals. The Gateway accommodates the mixed use / retail and community area together with the primary school. It will be the most active and prominent part of the site and creates a dramatic first impression, using the change in levels together with landscape planting to create a strong sense of arrival. The entrance gateway will include a landscaped access, with a tree-lined access road which will need to rise up to the proposed shared space forming the public square. This square will be framed by the school, local centre and village green to the north. Detailed design will maximise commercial frontage and ensure that the public realm links the local centre and car parking with the school and village green. The design of the public realm will ensure a high quality pedestrian environment, rather than an area dominated by vehicles.

The area will link through to the Park & Ride via part of the Castle Park Boulevard that will be restricted and calmed to ensure that rat-running is minimised and vehicular speeds remain slow.

### LOCAL CENTRE

The local centre is adjacent to the primary school so that the potential for linked trips is increased, enhancing the commercial prospects for the centre. Facilities within the local centre, including retail or community uses, are to be determined at the detailed planning stage. The local centre should be a high quality, compact, accessible and active centrepiece of the development.

### PRIMARY SCHOOL

The primary school will be a high quality building located adjacent to the local centre, sharing a public square linked to the village green. There will be a collection point located outside the school where parents can collect their children, but with parking associated with the local centre, so that traffic movements adjacent to the school itself are minimised and a high quality public realm provided. The perimeter of the school will be visually open, with some planting softening the formal enclosure of the school.

### EUROPA SQUARE

The key public realm element of the Europa Gateway is Europa Square. This important part of the public realm will link the retail area, school and adjacent residential and open spaces together. It will be designed as a high quality public square. The area will respond to the context of the school, shops and local centre; providing a focal point and gathering space.



Location plan

The area will have a more formal character than other open spaces in the scheme and predominantly laid out in high quality block paving, with formal tree planting and landscaped areas. There are subtle level changes between Castle Park Boulevard and the local centre. These transitions will be made / punctuated by landscape areas and more intimate areas for seating.

It is intended that the area will be managed by the management company who would actively promote and facilitate public events such as farmers markets, school fairs and other community events.

Active frontages (windows and doors) will overlook the square from surrounding residential, mixed use and school buildings. The square will link to the village green to the west. It will provide a multi-functional space for parking, meeting, socialising, and waiting to pick up school children. The square will be designed and landscaped to consider quality of place and a high quality environment for pedestrians and cyclists as a priority over the movement of motor vehicles. The following principles will apply: -

- High quality materials and architectural detailing
- Use of hard and soft landscape to enhance the entrance to the development, and the public square
- Strong pedestrian links between all areas accessing the square, and with car parking
- Maximise overlooking of the square by all surrounding uses
- Link the public square with the village green
- Provide some parking within the public square.



*Europa Gateway - Indicative layout*



*Europa Gateway - Indicative view*





*Indicative view - Castle Park boulevard Park & Ride*





## PARK & RIDE

The Park & Ride will provide 500 spaces and a service building, with integrated landscape planting. Careful consideration will be given to the landscape treatment of the juxtaposition with Castle Park Boulevard. Cycle storage

is proposed for local residents who wish to reach the Park & Ride by bicycle. Opportunities will be considered for parking in relation to the adjacent allotments.

### 3.3 CASTLE PARK BOULEVARD

Inspired by the Broadway and Sollershott in Letchworth Garden City, the Castle Park Boulevard provides the primary route through the development. The Boulevard will be a wide tree-lined street with green verges creating a sense of open landscape and spaciousness. Higher density housing will be set behind hedgerows.

Traditional materials will reflect surrounding developments, generally of brick with some render, and timber detailing. Features will include some gable detailing, chimneys and porches. Residential properties will be predominantly 2-storey with some 2.5-storey with both eaves and gable frontages. Consistent use of 900m hedgerow planting to front garden enclosures with regular street trees and a consistent (formal) building line will provide a consistent, formal appearance to the Boulevard.

A specific design response will be needed to Europa Gateway and the Village Green, which are the main focal areas for activity within the public realm, through which the Boulevard will pass.



Location plan

#### LAYOUT & APPEARANCE

Building typology	Predominantly semi-detached / terrace
Density	Higher density (Average 40 dph)
Building height	2 storey with some 2.5 key buildings
Building line	Continuous building line
Setback Distance	2-4 metres
Roofscape	Eaves fronted with projecting feature gables, with feature gable frontages
Eaves and Verge	Overhanging eaves with exposed rafters
Roof Pitch	45 degrees
Chimneys	Chimneys - key features on focal plots and key street scenes
Windows & Doors	Timber, or UPVC / GRP windows and coloured doors replicating wood finish
Materials	Red brick / White render / Brown - Grey roof tiles with occasional Colour weatherboard / Timber cladding
Heads and Cills	Brick or stone heads with some stone cills.
Porches & Canopies	Flat grey canopies, pitched or eaves fronted porches and canopies
Rainwater Goods	Black gutters and down pipes
Trees	Located within grass verge (refer to 4.3 Planting specification for details)
Shrubs	Consistent use of hedgerow planting to front of dwelling
Cycle storage	Rear of dwelling or garage
Waste storage & collection	Waste storage to the rear of dwelling and collection from front of dwelling

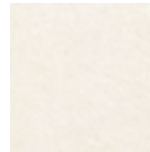
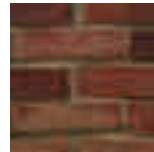
## MATERIALS & DETAILS



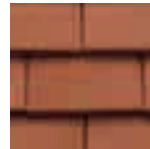
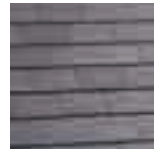
*Indicative view*



Bricks & render



Roofscape



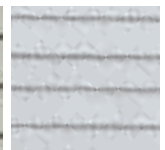
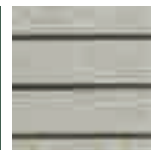
Boundary treatment



Public realm



Colours





## THE **ASPS**

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*Indicative view - Castle Park Boulevard*





*Indicative layout - Castle Park Boulevard*

## CASTLE PARK BOULEVARD

The Castle Park Boulevard provides a primary circular street and strategic connection through the residential areas of the garden suburb. A ‘traffic-calmed’ section of the boulevard will form a link between the Local Centre and Park & Ride. In addition to serving residential traffic, the Castle Park Boulevard will provide the main entrance and exit route for buses serving the Park & Ride facility. It will have a distinctive character with a strong sense of landscape and openness, informed by regular formal tree planting, green verge both sides of the carriageway, and combined cycle / footpaths. Access to residential properties will be through private drives that will minimise the number of points where the cycle/footpath is crossed to access drives and garages. This characteristic increases the front-to-front distance of residential properties, increasing the sense of spaciousness of this street.



Location plan

### DIMENSIONS

Carriageway	6.1m (6.7m public transport access road from Banbury Road)
Footway / Cycleway	3m either side
Verge	3m both sides

### DESIGN & FUNCTION

Parking	Visitor parallel parking in bays (replacing verge) on other side or both side as required, depending on access to properties. On plot parking to side of dwellings. Where bus routes apply, curtilage parking to be at maximum standards.
Traffic Calming	Horizontal deflection (or as required to meet the MfS /dft guidance)
Bus Route	Yes
Minimum forward visibility	25m (MfS – 20mph)

### MATERIALS

Carriageway	Bitmac
Footway	Bitmac
Kerbs	Concrete 125mm upstand
Pedestrian Crossings	Tactile paving
Boundary treatment	Formal 900mm hedgerows to all property front boundaries
Street furniture	TBC

### LANDSCAPE

Tree planting	Large street trees spaced regularly in between visitor parking (where applicable). Where possible trees should be planted directly opposite to create an Avenue effect. Exceptions to this will be permitted where technical considerations make this difficult (refer to 4.3 planting specification for details)
Verge planting	Grass

### LIGHTING

Type	To WDC specification
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*Boulevard Section - Option 1*



*Boulevard Plan - Option 1*

## 3.4 HILL VIEW - GENERAL CHARACTER

This character area is located on the highest part of the site surrounding the village green. A formal design response is proposed around the central green space which is the main focus to this area with a formal arrangement of buildings, boundary treatment and landscape design. The secondary (internal) streets within this area will have a less homogenous character, providing variety.

The appearance of this area will respond to local character with red brick and tiled roofs. Occasional render and use of chimneys in key locations / at focal points will create interest and aid navigation.

The key elements of this character area are the green corridors and village green. The green lanes and front gardens along these edges will all comprise low level plating with timber knee rails, providing a consistent edge to the public realm and defining these areas of open space. The Green Way Park runs from the village green to The Asps farmhouse and forms part of the sustainable movement network. The Green Way Park is designed as a linear green space and will be a minimum of 20m width.



### LAYOUT & APPEARANCE

Building typology	Predominantly Semi-Detached
Density	Medium density (Average 35 dph)
Building height	Up to 2 storeys
Building line	Broken building line
Setback Distance	2 - 4 metres
Roofscape	Eaves fronted with projecting feature gables
Eaves and Verge	Overhanging eaves
Roof Pitch	Up to 45 degrees
Chimneys	Chimneys - key features on focal plots and key street scenes
Windows & Doors	Timber, or UPVC / GRP windows and coloured doors replicating wood finish
Materials	Red brick / White or cream render / Brown - Grey roof tiles with occasional Colour weatherboard / Timber cladding
Heads and Cills	Brick or stone heads with some stone cills.
Porches & Canopies	Flat grey canopies and gable porches
Rainwater Goods	Black gutters and down pipes
Trees	Located around parking bays and corners (refer to 4.3 Planting specification for details)
Shrubs	Located to the front of private front gardens and some boundaries
Cycle storage	Rear of dwelling or Garage
Waste storage & Collection	Waste storage to the rear of dwelling and collection from front of dwelling

## MATERIALS & DETAILS



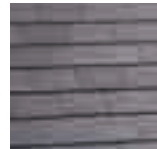
*Indicative view*



Bricks & render



Roofscape



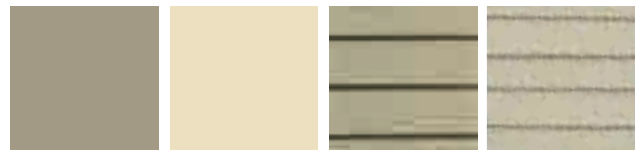
Boundary treatment



Public realm



Colours







*Indicative view - Hill View*





*Indicative layout - Hill View*

## HILL VIEW - SECONDARY STREET

The secondary streets provide circulation within the residential neighbourhoods for bicycles, pedestrians and vehicles. The routes will assist in providing direct routes for cyclists and will follow desire lines linking with other residential streets, to open space and the local centre.

These routes will have a relatively formal character with a uniform design and dimensions of the street. There will be direct pedestrian and vehicular access to dwellings which will front the street with 2-3 metre front gardens. Boundary treatments and planting will be varied, with alternative boundary treatments providing a clear edge to the public realm.



Location plan

### DIMENSIONS

Carriageway	5.5m
Footway	2m both sides
Cycleway	Within Carriageway
Verge	2.3m one side

### DESIGN & FUNCTION

Parking	Predominantly on plot parking in front or side of dwellings. Visitor parallel parking in bays (replacing verge) on other side or both side as required, depending on access to properties.
Traffic Calming	Horizontal deflection (or as required to meet the MfS standards/dft guidance)
Bus Route	No
Minimum forward visibility	25m (MfS – 20mph)

### MATERIALS

Carriageway	Bitmac
Footway	Bitmac
Kerbs	Concrete 45mm upstand
Pedestrian Crossings	Tactile paving
Boundary treatment	low level brick walls and hedgerows
Street furniture	Street furniture to comply with Local Authority guidance

### LANDSCAPE

Tree planting	Street trees within street around parking bays (refer to 4.3 Planting specification for details)
Verge planting	Grass / shrubs

### LIGHTING

Type	To WDC specification
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## HILL VIEW - TERTIARY STREET

Tertiary streets provide movement for bicycles, pedestrians and vehicles with direct pedestrian and vehicular access to dwellings. The routes will have a flexible design and dimensions, but the character within each of the character areas they are located will be distinctive. The tertiary street is designed to provide a link between the secondary streets and the Green Lanes and Green Drives. These streets can be either a more traditional street formation or shared space.

Dwellings along these routes will be characterised by a tighter urban grain, smaller street widths and greater enclosure. Limited front gardens with low-key boundaries define street frontage, with potential for housing directly accessed from the street. Street trees and shrub planting may define parking or footpaths within the street.



Location plan

### DIMENSIONS

Carriageway	5m
Footway	2m shared footway on one side
Verge	2m with integrated parking where provided

### DESIGN & FUNCTION

Parking	On plot and In carriageway (undefined and on-plot)
Traffic Calming	Horizontal deflection (or as required to meet the MfS stds/dft guidance)
Bus Route	No
Minimum forward visibility	25m (MfS – 20mph)

### MATERIALS

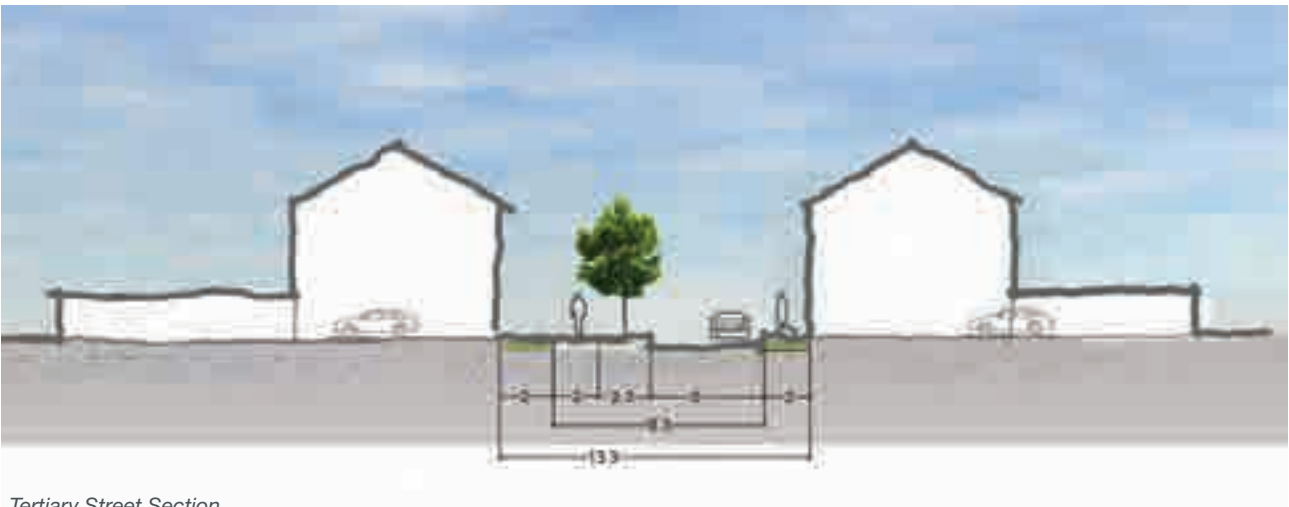
Carriageway	Bitmac, Block pavers or combination
Footway	Bitmac
Kerbs	no
Pedestrian Crossings	Block pavers (for Streets)
Boundary treatment	Low level shrub planting with upstands, or change in material defining limited front garden area / on street parking. Potential housing directly to street.
Street furniture	Street furniture to comply with Local Authority guidance

### LANDSCAPE

Tree planting	Street trees provides within verge (refer to 4.3 Planting specification for details)
Verge Planting	Trees / shrubs

### LIGHTING

Type	To WDC specification
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*Tertiary Street Section*



*Tertiary Street Plan*

## HILL VIEW - GREEN LANES (PRIVATE DRIVES)

Green Lanes provide direct access to dwellings facing the Green Way park and Village Green. Green Lanes are located where the low density development interacts with open space. The low level of traffic allows the carriageway to be shared between pedestrians, cyclists and vehicles.

Located at key points passing bays will be provided for when larger vehicles such as refuse lorries are carrying out collections if appropriate. These streets are designed exclusively for the properties accessed by each drive. Public cycle ways and pedestrian paths are linked to adopted streets and provide separate public access through green space. Trees and naturalistic planing will be provided to help integrate these edges into the landscape setting, with a consistent timber knee rail defining the public and private realm boundaries.



*Location plan*

### DIMENSIONS

Carriageway	4m shared surface
Footway	2m within green corridor
Cycleway	3m within green corridor combined with cycleway)
Green Wedge	Varies 15m to 20+m

### DESIGN & FUNCTION

Parking	In carriageway parking bays (undefined) and on-plot
Traffic Calming	Horizontal deflection (or as required to meet the MfS stds/dft guidance)
Bus Route	No
Minimum forward visibility	25m (MfS – 20mph)

### MATERIALS

Carriageway	Bitmac
Footway	Bitmac
Kerbs	No
Boundary treatment	Low level hedges with timber knee rails to all boundaries
Pedestrian Crossings	N/A
Street furniture	Street furniture to comply with Local Authority guidance

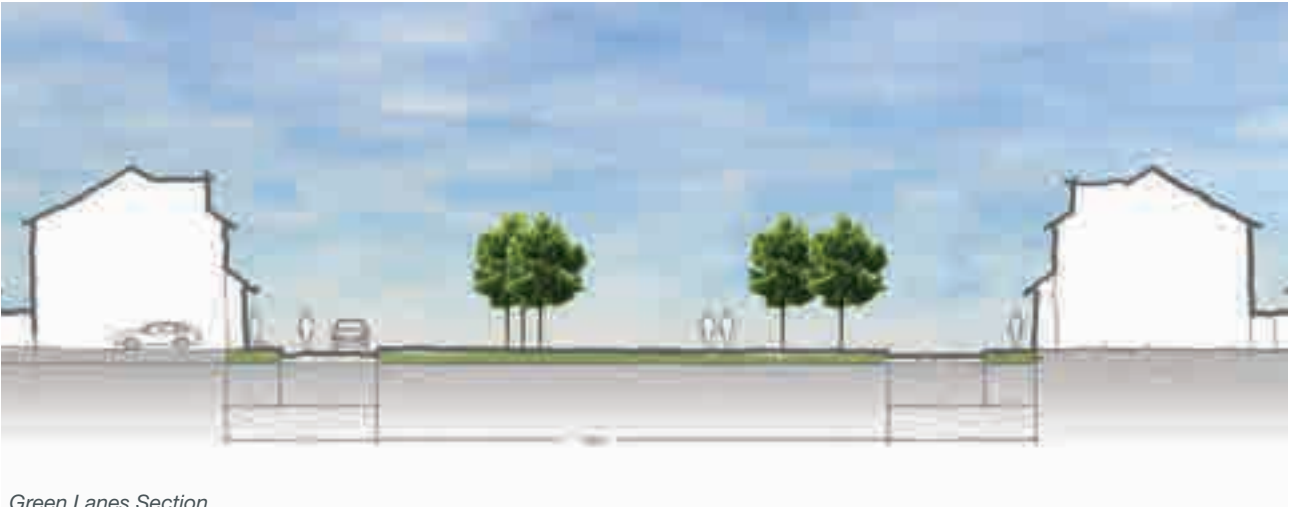
### LANDSCAPE

Tree planting	Trees provided within Green wedge (refer to 4.3 Planting specification for details)
Verge planting	Shrubs

### LIGHTING

Type	To WDC specification
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*Green Lanes Section*



*Green Lanes Plan*

### 3.5 PARKLAND EDGE

The Parkland Edge character area will provide a transition to the surrounding countryside and create a landscaped edge to the new community where lower density housing is interspersed with an organic/informal arrangement in a landscape setting.

This character area comprises the lower density residential areas around the perimeters of the development. Residential properties will be up to a maximum 2 storey in height. The materials will be predominantly brick with chimneys to feature plots and key street scenes. Bay windows, dormers and porches will be limited as features on key buildings and will be simple in design. The building line in these areas will be broken, with a variety of set backs, with housing interspersed with car ports, garages, trees and soft landscape. Hedgerows and planting with timber fence, railings or knee rails will define boundaries to private space in accordance with the street hierarchy set out below.



*Location plan*

#### LAYOUT & APPEARANCE

Building typology	Predominantly detached / semi-detached
Density	Medium density / Low density (average 30 dph)
Building height	Predominantly 2 storeys with occasional 2.5 storey key building
Building line	Broken / organic building line to reduce visual impact from distant views
Setback Distance	2-6 metres
Parking	Private parking on-plot with visitor parking provided on-street bays
Roofscape	Eaves fronted with projecting feature gables
Eaves and Verge	Overhanging eaves
Roof Pitch	Up to 45 degrees
Chimneys	Chimneys - key features on focal plots and key street scenes with simple design
Windows & Doors	Timber, or UPVC / GRP windows and coloured doors replicating wood finish with simple design (rural character).
Materials	Red brick / Cream render, Brown / Grey roof tiles with occasional Colour Weatherboard / Timber cladding
Heads and Cills	Brick or stone heads with some stone cills.
Porches & Canopies	Simple pitched or eaves fronted porches
Trees	Located within Country park (refer to 4.3 Planting specification for details)
Shrubs	Located to the front of private front gardens and some boundaries
Cycle storage	Rear of dwelling or Garage
Waste Storage & Collection	Waste storage to the rear of dwelling and collection from front of dwelling



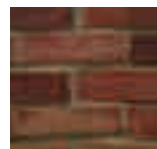
## MATERIALS & DETAILS



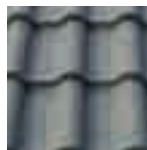
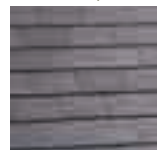
Indicative view



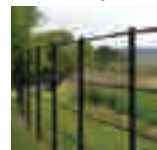
Bricks & render



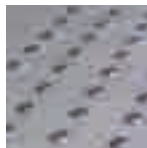
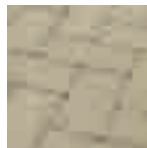
Roofscape



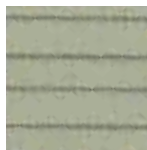
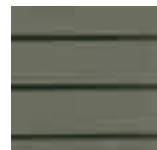
Boundary treatment



Public realm



Colours



## THE ASPS

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*Indicative view - Parkland Edge*





*Indicative layout - Parkland Edge*

## PARKLAND EDGE - SECONDARY STREET

The secondary streets provide circulation within the residential neighbourhoods for bicycles, pedestrians and vehicles. The routes will assist in providing direct routes for cyclists and will follow desire lines linking with other residential streets, to open space and the local centre.

These routes will have a relatively formal character with a uniform design and dimensions of the street. There will be direct pedestrian and vehicular access to dwellings which will front the street with 2-3 metre front gardens. Boundary treatments indicate the street hierarchy, comprising low level hedges with brick walls, similar to the secondary streets in other areas.



Location plan

### DIMENSIONS

Carriageway	5.5m
Footway	2m both sides
Cycleway	Within carriageway
Verge	2.3m one side

### DESIGN & FUNCTION

Parking	Visitor parallel parking in bays (replacing verge) on one side as required, depending on access to properties. On plot parking in front or side of dwellings. Where bus routes apply, curtilage parking to be at maximum standards.-
Traffic Calming	Horizontal deflection (or as required to meet the MfS stds/dft guidance)
Bus Route	No
Minimum forward visibility	25m (MfS – 20mph)

### MATERIALS

Carriageway	Bitmac
Footway	Bitmac
Kerbs	Concrete 45 mm upstand
Pedestrian Crossings	Tactile paving
Boundary treatment	Low level brick walls and hedgerows
Street furniture	Street furniture to comply with Local Authority guidance

### LANDSCAPE

Tree planting	Street trees within street around parking bays (refer to 4.3 Planting specification for details)
Verge Planting	Trees Shrubs and Grass

### LIGHTING

Type	To WDC specification
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## PARKLAND EDGE - TERTIARY STREET

Tertiary streets provide movement for bicycles, pedestrians and vehicles with direct pedestrian and vehicular access to dwellings. The routes will have a flexible design and dimensions, but the character within each of the character areas they are located will be distinctive. The tertiary street is designed to provide a link between the secondary streets and the Green Lanes and Green Drives. These streets can be either a more traditional street formation or shared space.

Dwellings along these streets (as set out above) will be characterised with simple rural detailing. A tighter urban grain with informal boundaries to properties, shared space and a variation in the relationship of dwellings to the street, parking and pedestrian routes will provide variation, with opportunities for informal planting and street trees defining street parking or safe pedestrian routes.



*Location plan*

### DIMENSIONS

Design speed	<20 mph
Carriageway	5m
Footway/Cycleway	2m shared footway
Verge	2.3 one side

### DESIGN & FUNCTION

Parking	on-plot and In carriageway
Traffic Calming	Shared surface with horizontal deflection
Bus Route	No
Minimum forward visibility	25m (MfS – 20mph)

### MATERIALS

Carriageway	Bitmac / Block paving
Footway	Bitmac / Block paving
Kerbs	No
Pedestrian Crossings	Textured paving (for Streets)
Boundary treatment	Low level shrub planting with upstands, or change in material defining limited front garden area / on street parking. Potential housing directly to street.
Street furniture	Street furniture to comply with Local Authority guidance

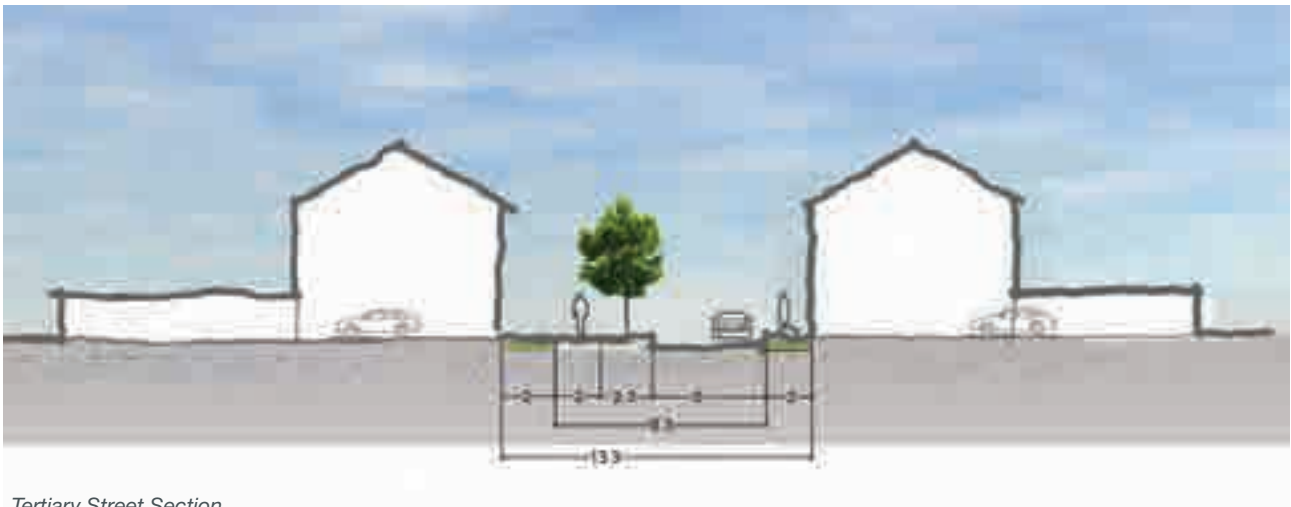
### LANDSCAPE

Tree planting	Street trees provided to inform parking bays (refer to 4.3 Planting specification for details)
Verge planting	Trees / shrubs

### LIGHTING

Type	To WDC specification
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*Tertiary Street Section*



*Tertiary Street Plan*

## PARKLAND EDGE - GREEN LANES (PRIVATE DRIVES)

Green Lanes provide direct access to dwellings facing the Green Way park and Village Green. Green Lanes are located where the low density development interacts with open space. The low level of traffic allows the carriageway to be shared between pedestrians, cyclists and vehicles.

Located at key points passing bays will be provided for when larger vehicles such as refuse lorries are carrying out collections if appropriate. These streets are designed exclusively for the properties accessed by each drive. Public cycle ways and pedestrian paths are linked to adopted streets and provide separate public access through green space. Trees and naturalistic planing will be provided to help integrate these edges into the landscape setting, with a consistent timber knee rail defining the public and private realm boundaries.



*Location plan*

### DIMENSIONS

Carriageway	4.8m shared surface drives
Footway	2m within green corridor
Cycleway	Within green corridor
Green Wedge	Varies 15m to 20+m

### DESIGN & FUNCTION

Parking	In carriageway parking bays
Traffic Calming	Horizontal deflection (or as required to meet the MfS stds/dft guidance)
Bus Route	No
Minimum forward visibility	25m (MfS – 20mph)

### MATERIALS

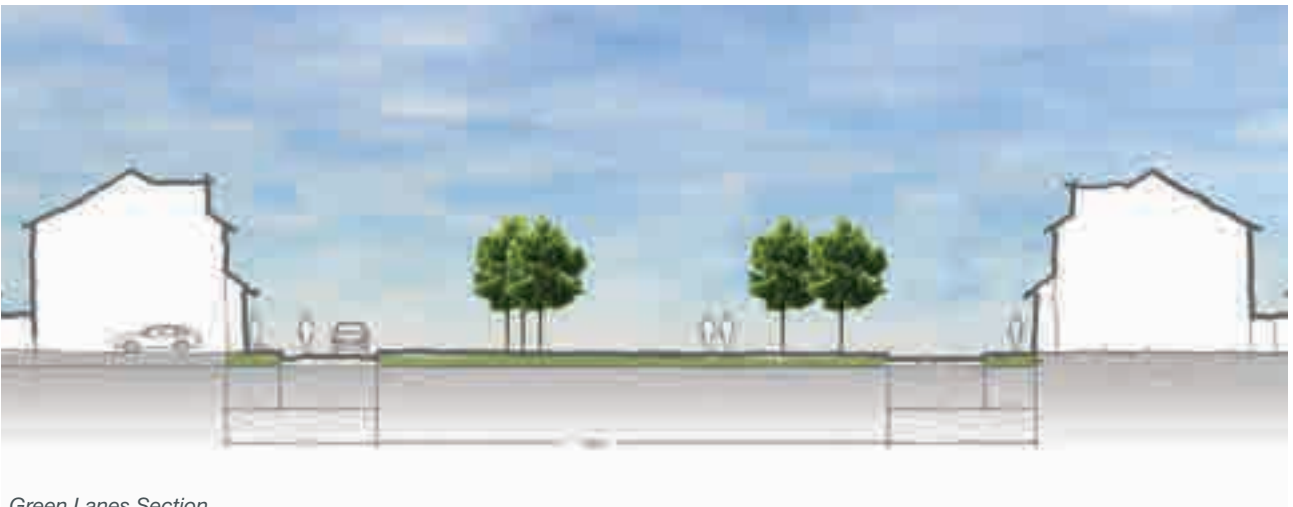
Carriageway	Bitmac / Block paving
Footway	Bitmac / Block paving
Kerbs	No
Boundary treatment	Low level hedges with timber knee rails to all boundaries
Pedestrian Crossings	Textured paving (for Streets)
Street furniture	Street furniture to comply with Local Authority guidance

### LANDSCAPE

Tree planting	Trees provided within Green wedge (refer to 4.3 Planting specification for details)
Verge Planting	Trees and shrubs

### LIGHTING

Type	To WDC specification
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*Green Lanes Section*



*Green Lanes Plan*

## PARKLAND EDGE - GREEN DRIVES: TACH BROOK

Green Drives provide direct access to dwellings along the edges of the development, adjacent to Tach brook (and the countryside to the west). These private drives provide vehicular access around the perimeter of the development where the low density housing interacts with open countryside. A low level of traffic allows the carriageway to be shared between pedestrians, cyclists and vehicles. The tertiary streets provide access to both private drives and public footpaths / cycle ways, which in turn will provide carefully considered access to the brook corridor, ensuring that new habitats are not detrimentally impacted.

These streets are designed exclusively for dwellings fronting onto them. Trees and planting will be provided to help integrate these edges into the Tach brook corridor. There will be no formal boundaries to the front of properties, with low level shrubs defining boundaries to the public open space.



Location plan

### DIMENSIONS

Carriageway	4.8m
Footway	Within parkland edge open space
Cycleway	Within parkland edge open space
Verge	-

### DESIGN & FUNCTION

Parking	In carriageway parking bays (undefined) and on-plot
Traffic Calming	Shared surface
Bus Route	No
Minimum forward visibility	25m (MfS – 20mph)

### MATERIALS

Carriageway	Bitmac / Block paving
Footway	Bitmac / Block paving
Kerbs	N/A
Boundary treatment	Low level shrub planting
Pedestrian Crossings	N/A
Street furniture	Street furniture to comply with Local Authority guidance

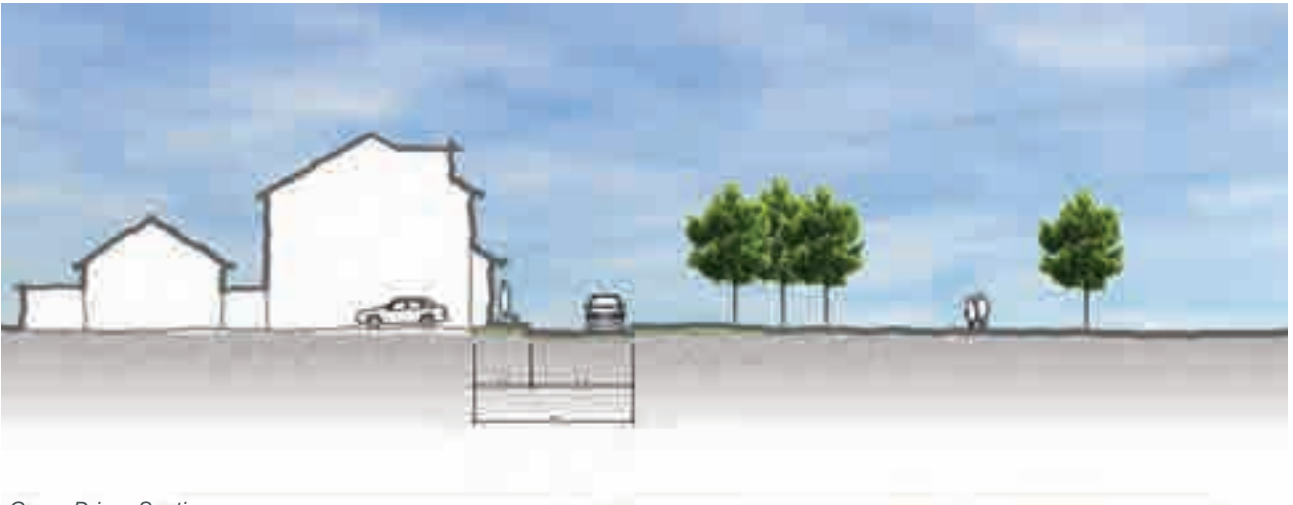
### LANDSCAPE

Tree planting	Within parkland edge open space (refer to 4.3 Planting specification for details)
Verge Planting	N/A

### LIGHTING

Type	To WDC specification
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*Green Drives Section*



*Green Drives Plan*

## PARKLAND EDGE - GREEN DRIVES: ADVANCED PLANTING

Green Drives provide direct access to dwellings along the edges of the development, including the advanced woodland planting buffer to Banbury Road. These private drives are accessed from tertiary streets that also provide access to the public footpath that runs along the woodland edge. Further links will allow access to the informal footpath through the woodland area. The low level of traffic allows the private drives to be shared between pedestrians, cyclists and vehicles, with potential for links to the public footpath / cycleway.

These streets are designed exclusively for dwellings fronting onto them, with potential to provide links into the public footpath / cycleway. Planting will be provided to help integrate the development edge with the adjacent strategic buffer planting, with no formal boundary in order to maintain a very rural feel to this character.



*Location plan*

### DIMENSIONS

Carriageway	4.8m
Footway	Within parkland edge open space
Cycleway	Within parkland edge open space
Verge	-

### DESIGN & FUNCTION

Parking	In carriageway parking bays (undefined and on-plot
Traffic Calming	Shared surface
Bus Route	No
Minimum forward visibility	25m (MfS – 20mph)

### MATERIALS

Carriageway	Bitmac / Block paving
Footway	Bitmac / Block paving
Kerbs	N/A
Boundary treatment	Low level shrub planting
Pedestrian Crossings	N/A
Street furniture	Street furniture to comply with Local Authority guidance

### LANDSCAPE

Tree planting	Within parkland edge open space (refer to 4.3 Planting specification for details)
Verge Planting	N/A

### LIGHTING

Type	To WDC specification
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*Green Drives Section*



*Green Drives Plan*

**BARWOOD**  
LAND





## **4. LANDSCAPE & PUBLIC REALM**

## 4.1 INTRODUCTION

**A NETWORK OF GREEN SPACES WILL BE PROVIDED FOR THE USE OF ALL RESIDENTS AND THE WIDER COMMUNITY. THE DESIGN AND CHARACTER OF THE PROPOSED OPEN SPACES HAS BEEN INFORMED BY THE LANDSCAPE STRATEGY.**

The Green Infrastructure plan defines the key 'green' land uses including the Sustainable Urban Drainage System (SuDS) and children's play areas. The Green Infrastructure strategy is based on the following principles:

- A network of green typologies will permeate through the development creating distinctive characters, providing green spaces within a short walk of all properties
- Existing woodland will be retained and new woodland and structural landscape provided along the western boundary
- Important trees are to be retained
- The primary hedgerows have been retained and integrated within the Parkland Edge.

### LANDSCAPE GATEWAY

The entrance gateway from Europa Way will accommodate the level change to the public square through a high quality landscape scheme, providing a strong sense of arrival to the focal area of activity in the new community.

### EUROPA SQUARE

Europa Square is located at the main access to the site off Europa way, described in Section 3.2. This area will provide a high quality public realm integrating the Gateway with the school, local centre and village green.

### EUROPA WAY

Planting to the edges of Europa Way within the scheme will be designed to complement and integrate with the planting to be provided in relation to the Council's landscape scheme for this road.

### VILLAGE GREEN

The Village Green is a large area of open space located adjacent to the mixed use area / public square at the heart of the development. The Village Green links to the surrounding residential areas through a series of footpaths / cycleways and also accommodates the community NEAP and MUGA.

This area has an informal rolling parkland character, made up of grassy glades and copses of trees. The space will also provide the focus for children's play within the development and a formal neighbourhood equipped area of play is located in the heart of the green.

The green is readily accessible from all areas of the site and provides a key hub within the sustainable movement network; connecting with a series of footpaths and cycleways. There will be a series of informal seating areas along these routes. In addition, a formal picnic space is located at the high point of the space, offering views over the development.

### GREEN WAY PARK

The Green Way Park will be a key multi-functional green space within the site. The avenue of feature trees will provide a continuous central vista which connects the residential parcels to the central village green, and also acts as a destination park in itself. This linear park could in the future connect the Castle Park through to the Asps Park in the south. The area will provide multifunctional uses that could include provision of outdoor exercise equipment, landscaped seating, and edible gardens / landscape. It will be a minimum 20m width.

## TACH BROOK

The Tach Brook corridor and its associated ecological value will be preserved by the delivery of a broad landscape buffer of natural green space. This doubles as part of the sustainable drainage strategy. This open space should be designed to deliver a mixture of permanently wet and seasonally wet grassland and ruderal herb alder/willow carr communities. This area will be accessible to the general public and will require careful management of the more sensitive ecological areas, and their integration into this open space.

## NORTHERN PARKLAND AT BANBURY ROAD

The landscape space will be designed to provide a sense of arrival with access to the direction of Warwick. A new tree belt will form a strong new component between the development and drive to Warwick Castle, with paths to create walks.



*Indicative allotment layout*

## SURFACE WATER & DRAINAGE STRATEGY

The drainage and surface water management strategy is integral to the layout and function of the overall development. Landscape treatments associated with the SuDS (Sustainable Drainage System) will enhance biodiversity and visual amenity throughout the development through creative use of water in the landscape and public realm.

## ADVANCED WOODLAND PLANTING

Phase 1 of the development proposals will include an advanced woodland planting belt to the western edge of the site. This will help to conserve the 'rural' character of Banbury Road and the approach to Warwick. The planting belt will be accessible with a formal footpath and planted with tree species to integrate with the existing landscape.

## AGRICULTURAL LAND / LANDSCAPE BUFFER

This area will provide an open landscape buffer in front of the advanced planting as part of the advanced woodland planting, recognising the importance of the site setting to Warwick Castle Park.

## ALLOTMENTS

Allotments are to be provided within the development which will include temporary parking, water provision, shared composting areas and equipment stores. Long-term parking for the allotments could be shared with the Park and Ride.

## FUTURE MANAGEMENT

The local planning authority have expressed a preference for the Council to adopt and manage the public open space, although either this or a site-wide management company would be acceptable.

















Public Open Space Typology	
Amenity green space	2.4
Parks and gardens	4.8
Natural areas	3.7
Children and Youth	0.8
Allotments	1.0
Advanced screen planting	3.5
Agricultural land (not accessible)	6.2
<b>Total open space area</b>	<b>22.4</b>



## 4.2 GREEN INFRASTRUCTURE PLAN



*Green Infrastructure Plan*

	Site boundary		Tach Brook		Allotments
	Landscape Gateway		North Park		Children's play NEAP and MUGA
	Europa Square		Advanced planting		
	Village Green		Agricultural land		
	Green Way park		Tach Park		
	Castle Park		Attenuation area (SUDs)		

## 4.3 PLANTING SPECIFICATION

Throughout the proposed street types, the landscape strategy adopts a hierarchy of landscape treatments which create legibility across the proposed development. Green corridors provide links through the site to key destinations and spaces.

Street trees will be planted along primary routes, secondary and tertiary routes from a selected range of species appropriate to the street hierarchy which is also reflected in a landscape hierarchy as set out in the table below. Tree species have been selected from a palette of predominantly native species appropriate to the local character and soils. Selected trees may be used as focal features and to add legibility and distinctive character to areas within the development.

### STREET TREES

As part of ensuring tree planting maintains a safe distance from buildings (including walls and garages) and the highway, the detailed design should adhere to the guidelines, accounting for tree spread and include root protection where necessary

### TREES IN SOFT SURFACES

- Trees situated in soft areas to be supported by timber stakes using adjustable tree ties
- Trees to be planted in pits backfilled with topsoil mixed with organic compost with slow release fertiliser

### TREES IN HARD SURFACES

- Trees in hard landscape areas to be planted in tree pits and backfilled with urban tree soil
- Tree pits to include drainage if required, root barrier, irrigation pipe and underground guying and slow release fertiliser, to manufacturer's specification
- No trees to be planted within 3m of sewers or services without the use of tree root barriers.

### ADVANCE PLANTING

Approximately 7% of the total site area commits to deliver as strategic woodland in the first planting season following the commencement of development. This advance planting will be a 'shelterbelt style' woodland belt along the Banbury Road, comprising a mix of native and locally indigenous tree and shrub species.

Castle Park Boulevard	Secondary Street	Tertiary Street	Green Lane	Green Drive
Suitable species*; <ul style="list-style-type: none"> <li>• Fagus sylvatica (Beech)</li> <li>• Quercus robur (Oak)</li> </ul>	Single specimen used along the length of each connector street. <ul style="list-style-type: none"> <li>• Acer campestre (Field Maple)</li> <li>• Carpinus betulus (Hornbeam)</li> <li>• Pinus sylvestris (Scots Pine)</li> <li>• Populus alba (White Poplar)</li> </ul>	Informal spacing and irregular. <ul style="list-style-type: none"> <li>• Suitable species*;</li> <li>• Acer campestre 'Elsrijk'</li> <li>• Carpinus betulus 'Frans Fontaine'</li> <li>• Crataegus laevigata 'Pauls Scarlet'</li> <li>• Liquidambar</li> <li>• styraciflua Pyrus calleryana 'Chanticleer'</li> </ul>	Informal & led by Country Park: <ul style="list-style-type: none"> <li>• Acer davidii (Snake Bark Maple)</li> <li>• Acer platanoides 'Crimson King' (Red Norway Maple)</li> <li>• Acer saccharinum (Silver Maple)</li> <li>• Betula utilis 'Jacquemontii' Birch</li> <li>• Corylus colurna (Turkish Hazel)</li> <li>• Parrotia persica (Persian Ironwood)</li> <li>• Prunus serrula (Copper Bark Cherry)</li> <li>• Quercus palustris (Pin Oak)</li> </ul>	Informal & led by Country Park: <ul style="list-style-type: none"> <li>• Acer davidii (Snake Bark Maple)</li> <li>• Acer platanoides 'Crimson King' (Red Norway Maple)</li> <li>• Acer saccharinum (Silver Maple)</li> <li>• Betula utilis 'Jacquemontii' Birch</li> <li>• Corylus colurna (Turkish Hazel)</li> <li>• Parrotia persica (Persian Ironwood)</li> <li>• Prunus serrula (Copper Bark Cherry)</li> <li>• Quercus palustris (Pin Oak)</li> </ul>

\* Species suitability dependant upon width of verge, presence of utilities and root spread. Indicative species chosen selected for their suitability (NHBC guidelines and proximity to buildings) Root barriers to be used where trees lie in proximity to utilities, foundations of buildings or paving. Trees should be planted in appropriately sized pits and with a resin bound topping to the pit.

## 4.4 STREET FURNITURE

Street furniture should be of consistent design within in each character area and only used where necessary, to avoid visual clutter and obstacles to pedestrian movement. Furniture styles and materials should be selected to complement the street hierarchy. Timber will be a favoured material to complement the landscape-lead approach of the development, except in relation to the Europa Gateway, where urban materials will be encouraged. More formal designs could be used in relation to the boulevard and secondary streets, with informal, simple designs in relation to the edges of the scheme, the green corridors and village green.

- Street furniture to comply with Local Authority guidance
- Ensure furniture is kept to a minimum
- Ensure that it is robust and durable with hidden/recessed vandal-resistant fittings
- Street furniture should facilitate pedestrian flow by maintaining clear and unimpeded movement corridors for all, and especially those with visual or mobility impairment
- Affix signage to existing poles/posts such as lighting columns where possible. Signage fixed to buildings should be secured at high street level.
- Signage should be of a consistent dark colour
- Orientate seating towards adjacent open space or street/movement corridors and ensure seating is perceived to be safe from vehicular traffic. Set seating back from footpaths to reduce fear induced by inappropriate loitering
- Litter bins should be provided at all pedestrian nodes and entrances and 3-4 metres away from seating. Street litter bins must be fixed to existing poles, such as lighting columns, where possible
- Dog waste bins should be provided in all open spaces as approved by the Local Authority
- Cycle parking should be provided at all key locations (eg. Community, retail, employment areas)
- Bollards should have reflective bands if adjacent to traffic and comply Highways standards
- Street furniture should not be positioned to provide climbing aid over boundaries.

### STREET LIGHTING

Standard highway lighting equipment will be used within adoptable areas, to aid future maintenance and repair/replacement by their lighting department. The following general lighting design principles will apply:

- Light pollution should be kept to a minimum
- Lighting fixtures should reflect the overall palette of street furniture
- Public realm lighting should be suited to a variety of situations and be of variable height
- Street lighting within adoptable roads should comply with Highways Authority standards
- Other lighting should be sensitively located, respecting adjacent
- Location of lighting and position of trees should be considered together so that one does not detrimentally affect the other
- Consideration should be given to mounting lighting on buildings where appropriate to keep access corridors clear and reduce visual clutter.

### BUS SHELTERS

Bus shelters must be to Highway Authority Standard, in keeping with the character of the area. Where possible they should reflect the general style of street furniture and should be arranged to avoid impeding movement along the footway.

