

# VAUXHALL BARRACKS

## Development Brief

February 2004



**C O N T E N T S**

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## 1 INTRODUCTION

### 1.1 Background

The purpose of this Development Brief is to inform the preparation and submission of Planning Applications on land known as Vauxhall Barracks, Didcot, in Oxfordshire. The site of the proposed development occupies some 9 hectares of land on the north western edge of Didcot.

### 1.2 Purpose of Brief

This brief was adopted in February 2004 by South Oxfordshire District Council (SODC) as Supplementary Planning Guidance to guide the overall development of the site and to ensure continuity in the design proposals between different phases of the scheme and with neighbouring developments.

The preparation of a development framework provides the opportunity to promote a high quality development. It will also provide a more robust framework for the phasing of development and infrastructure provision. Particular emphasis will be placed on current planning and design guidance to prepare a scheme which:

- Promotes the principles of sustainable development in terms of layout and density and provision for walking, cycling and public transport;
- Incorporates good practice from elsewhere to establish quality, contemporary design solutions;
- Establishes 'a sense of place' which complements and respects the character of the Didcot area;
- Integrates new development with the local community and adjoining area through the routing of pedestrian routes, cycle ways and bus routes;
- Incorporates sufficient community facilities and open space to satisfy the requirements of SODC;

- Provides a framework which links with the possible future development of landholdings to the west;
- Incorporates guidelines to protect and enhance the environment through appropriate building height, massing, layout and landscape treatment.

### 1.3 Structure of Development Brief

The structure of the development brief is as follows:

**Chapter 2: The Planning Policy Context**, sets out relevant Government Planning Policy Guidance, Structure and Local Plan policy and the principles of sustainable development.

**Chapter 3: Appreciating the Local Context**, provides an analysis of the site and an appreciation of the development context. It also considers the character of existing settlements in this part of Oxfordshire.

**Chapter 4: Creating the Urban Structure**, describes the key determinants of the development framework and sets out the movement framework, the mix of land uses and the urban form and landscape structure.

**Chapter 5: Detailing the Place**, describes the approach which should be adopted for the detailed design of buildings, and the public realm.

### 1.4 Site Location and History

The site of the proposed development occupies some 9 hectares of land on the north western edge of Didcot, Oxfordshire.

The site is currently an operational Army barracks located approximately 1km west of Didcot town centre. It is bounded to the north by the B4493 linking to the A34 and is 0.7km from Didcot train station (London mainline railway). The site is bounded to the south and east by residential development (see Figure 1.1).

A Major Development Area (MDA) comprising 209 ha, allocated in the Local Plan, is situated to the west of the site (Figure 1.1). An outline application for this area was submitted

in October 2002 for a mixed use urban extension consisting of 3,200 dwellings together with associated local shops and services, leisure, open space, community facilities, transport, drainage and utility infrastructure.

### 1.5 Site Description

**Existing Uses** - The barracks accommodates offices and other ancillary buildings with some residential dwellings to the west of the site. There is a playing field in the south west and open space, including tennis courts and a memorial rose garden in the south east.

**Adjacent land uses** - To the north of the road and railway line is Didcot power station, clearly visible from the site. The site is bounded to the south, east and west by residential development and to the south west by agricultural land.

**Access** - The main vehicular access to the site is from the east off Foxhall Road (Photo 1). There is vehicular access via Foxhall Road (south of main entrance) and The Oval estate to the west (at two separate points), however, all of these are over land held on long lease by Annington Homes and are presently closed by security gates and fences. Additional pedestrian links are found along the western boundary.

**Site Boundaries** - The majority of the site is bounded by a security fence which is about 2.5 m in height.

**Topography** - The site slopes gently down towards the north east boundary from 80m AOD at the highest point falling to 65m AOD at the lowest. Along the northern site boundary there is a significant change in level which forms the roadside embankment.

Didcot Power Station, is situated to the north on a flat plain (Vale of White Horse). This plain varies little in elevation across the area to the north west and east of Didcot Railway Station.

The land to the south west and east of the site is gently undulating with the land increasing in elevation to form a ridge which includes Hagbourne Hill at 136m AOD, some two to three kilometres from the south western settlement edge of Didcot. The foothills of this ridge are punctuated by the settlements of Harwell, Upton and Blewbury, all located on the A417.



Photo 1 - Main Access off Foxhall Road (on right of photo)



Photo 2 - View of Power Station from North West corner of the site

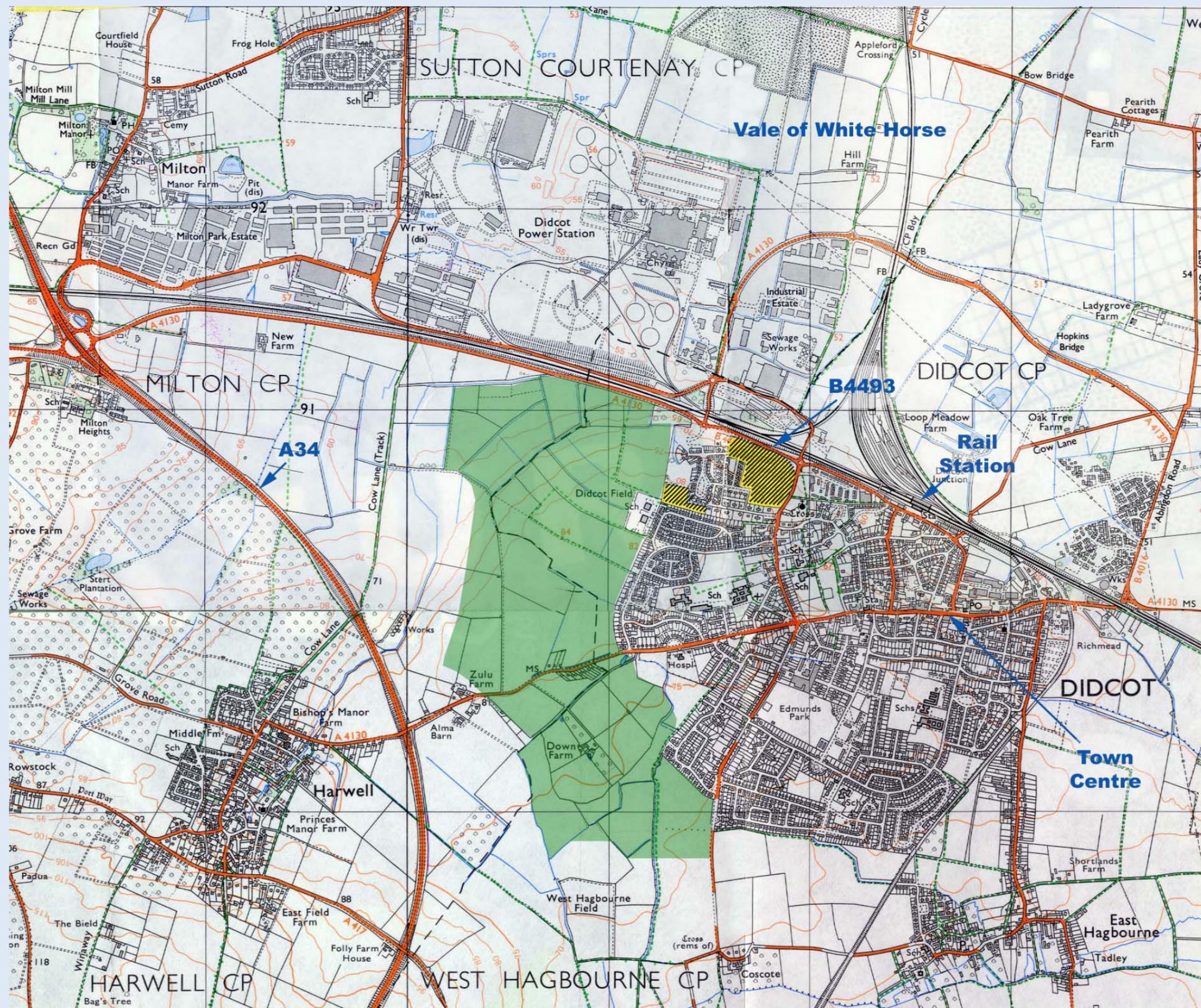


Photo 3 - Access from the Oval on the Western boundary of the site



Photo 4 - View from highest point of site looking North

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**Key**

- Development site
- Didcot West MDA

Figure 1.1 - Site Location Plan

2 PLANNING POLICY CONTEXT DDD

2.1 Government Guidance

Government planning policy guidance and strategic and local plan policies have had a key influence on the master planning of brownfield sites. The national planning policy framework is provided by a series of Government Circulars, White Papers and Planning Policy Guidance Notes. Over the last few years, a number of significant changes have taken place in national planning policy guidance, notably:

- A revised PPG1, General Policy and Principles, which places stronger emphasis on mixed use development and design;
- The White Paper, A Strategy for Sustainable Development in the UK, which sets out the Government’s wider objectives for sustainable development;
- A revised PPG3, Housing, which aims to maximise the re-use of previously developed land to promote regeneration and minimise the amount of greenfield land being taken for development;
- A revised PPG13, Transport, which seeks to promote more sustainable transport choices and reduce the need to travel, especially by car;
- An Urban White Paper published in November 2000, which embraces a wider range of issues including work undertaken by the Prince’s Foundation and English Partnerships on sustainable development and urban design;
- The publication of ‘By Design: Better Places to Live’ a companion guide to PPG3.

These changes have been taken into account in preparing this development brief for Vauxhall Barracks.

Circular 1/97 provides current government policy for the use of Planning Obligations and Conditions and Circular 6/98 guides the provision of affordable housing on development sites.

2.2 Oxfordshire Structure Plan and South Oxfordshire Local Plan and deposit draft Local Plan 2011

The Structure Plan identifies Didcot as one of the preferred locations for development along with Banbury, Bicester, Didcot and Witney.

The general Structure Plan strategy (Policy G1) is to provide a sustainable planning framework for development to meet housing, economic and other requirements over the period 1996 to 2011 in ways which will:

- a. help to meet the objectives of regional policy to secure a shift in the balance of development from the west to the east of the region;
- b. protect the environment, character and natural resources of the county by restraining the overall level of development;
- c. favour locations where:
  - i. the need to travel, particularly by private car, can be reduced;
  - ii. walking, cycling and the use of public transport can be encouraged; and
  - iii. a reasonable range of services and community facilities exist or can be provided;
- d. concentrate developments which generate a lot of journeys in locations which are, or are capable of being well served by public transport;
- e. make the best use of land and buildings within built up areas to reduce the need for the development of green field sites, while not permitting development on important open spaces.

Policy G3 states that planning permission will not be permitted for developments unless the local planning authority is satisfied that the infrastructure directly required to service the development, necessary on or off site transport measures, community facilities, services and environmental improvements have been or will be provided. It further adds

that contributions will be sought from developers and/or landowners in accordance with Government advice.

The Structure Plan also seeks the provision of recreation, arts and community facilities in association with new development (Policy R2). Any contributions towards such provision will be directly related in scale to the level of need created by the development proposal. The Deposit Draft Oxfordshire Structure Plan 2016 was published by the County Council in September 2003. The general strategy for development emphasises the need to make the best use of previously developed land (Policy G1).

Local Plans

The site is not allocated within the South Oxfordshire Local Plan adopted in 1997. Policy DID3.1 of the Second Deposit Draft South Oxfordshire Local Plan 2011, however, does contain a development proposal for the site in the following terms:

Policy DID3.1

**Proposals for development at Vauxhall Barracks, Didcot as defined on the Proposals Map will be permitted provided that they:**

- I. Provide a comprehensive scheme for the development of the site for residential and community uses. A hotel and/or limited B1 employment uses could also be accommodated on the site;**
- II. Provide for the retention or relocation of the playing field and tennis courts on the site and the provision of children’s play areas and amenity open spaces;**
- III. Provide a landscaping scheme which includes provision for the protection and maintenance of the important trees on the site and provides for the retention and maintenance of the memorial garden;**

- IV. Comply with policies for encouraging sustainable and high-quality development in Section 4 of the Plan;**
- V. Provide for a pedestrian, cycle and public transport link through the site and linking with routes in the Didcot West MDA to the west of the site,**
- VI. Provide for 40% of the dwelling units to be affordable housing in accordance with Policy H7;**
- VII. Provide for a mix of dwelling types and sizes in accordance with Policy H7;**
- VIII. Make provision for off-site and on-site infrastructure and services in accordance with Policy D10 including, contributions towards transport works and measures, education facilities, library, arts, cultural and entertainment facilities in Didcot town centre, health care facilities, community centre facilities, indoor community sports facilities including improvements at the Didcot Wave Leisure Centre, improvements to Didcot Civic Hall and towards improvements to waste management facilities in or near Didcot.**

The Ministry of Defence has indicated that Vauxhall Barracks will be surplus to requirements and available for redevelopment by 2005. The site should be considered comprehensively and a planning brief for the site should be prepared and adopted as supplementary planning guidance. The barracks site accommodates offices and other ancillary buildings. There is existing housing for military personnel to the south and west which is being retained.

The Council considers that the site would be suitable for residential and community uses but could also accommodate a hotel and/or limited B1 employment uses. The only building which is worthy of retention is the

Officers' Mess and consideration should be given to the retention and conversion of the original part of this building.

The site contains a playing field and tennis courts and these facilities should be retained or acceptable alternative provision made. The site also contains a number of important trees and provision should be made for their retention. In the south east of the site is a memorial rose garden which should also be retained and enhanced as part of any scheme.

New development on the site should be in accordance with the policies in Section 4 and 5 of the plan and have regard to the South Oxfordshire Design Guide. Particular attention will need to be given to the design of development along the frontages of the site to the B4493 and Foxhall Road.

The proposed Major Development Area at Didcot West lies immediately to the west of the site and it is important that there is a pedestrian, cycle and bus link between the two sites to allow access by the residents of the Vauxhall Barracks site to the services, facilities and open space to be provided in the MDA and to provide a good public transport and cycle route to Didcot town centre and railway station.

The Council will seek the provision of 40% affordable housing which should be evenly distributed throughout the site. A mix of dwelling types and sizes should be provided in accordance with policy H7. Infrastructure and services will also be required. These are likely to include contributions to the provision of a primary and the secondary school at Didcot West, indoor community sports and leisure facilities, community hall, primary health care facilities and on and off site transport infrastructure and services.

It may be possible to contribute to open space provision on the MDA site, rather than provide additional open space on the Barracks site. This would enable more effective and efficient management and maintenance of new open space provision in the area. The Barracks site alone would not warrant a new primary school, however, the impact of the proposed development on local educational facilities would need to be addressed through a financial contribution.

The design of the scheme will be in accordance with Section 4 of the Local Plan which seeks to ensure that development:

- Is of high quality;
- Protects and reinforces those characteristics which contribute to the distinctiveness of the area;
- Meets operational standards and safeguards general amenity;
- Is provided in a way that is sustainable in terms of its impact on the environment;
- Makes provision for the needs that it generates and mitigates the impacts that it has.

The design considerations for the site should be informed by the *South Oxfordshire Design Guide* and Policy D1 of the Local Plan. D1 sets out the following principles of good design and aims to protect and reinforce local distinctiveness through:

- The provision of a clear structure of spaces;
- Respecting existing settlement patterns;
- Providing for a choice of routes and transport modes to, from and within the development;
- Providing a development that users find easy to understand through the use of landmarks, vistas and focal points;
- Providing landscape structure as a framework for new development;
- Respecting the character of the existing landscape;
- Respecting distinctive settlement types and their character;
- Providing good quality site and building design and appropriate materials; and
- Providing well-designed external areas.

### 2.3 Sustainable Development

The theme of achieving ‘sustainable development’ is one which runs throughout the South Oxfordshire Local Plan, and underpins the Design Guide. The most common definition of ‘sustainable development’ comes from the Brundtland Report (1987):

*‘development that meets the needs of the present without compromising the ability of future generations to meet their own needs’.*

The concept of sustainable development is based on the assumption that there must be environmental gains within the development to offset any losses.

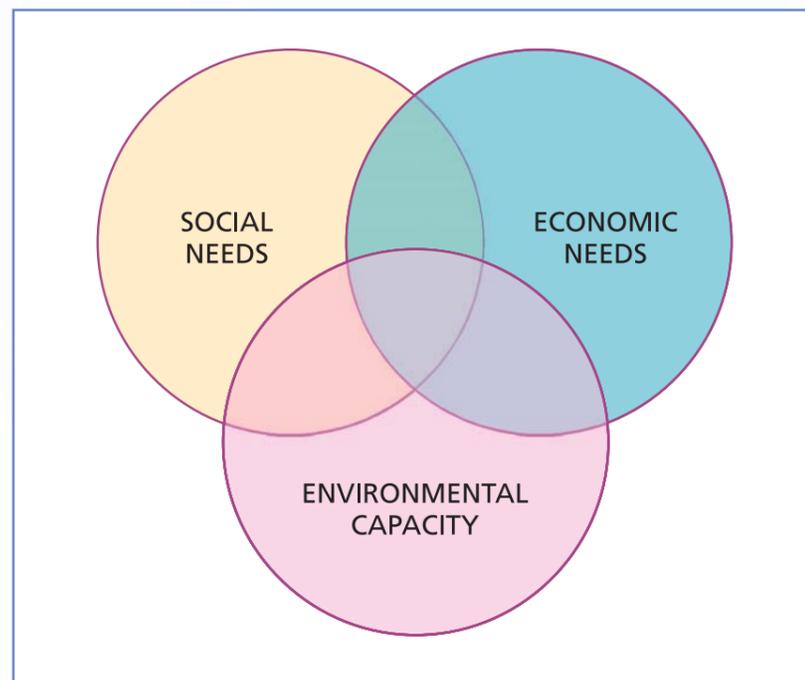
The issues of sustainable development relate to national, regional and local policies, which emphasise the need to marry social, economic and environmental aspects of sustainable design.

There are a number of specific aspects of the proposals for which sustainable design principles have been used. These include:

- Transport;
- Energy;
- Water;
- Building Design; and
- Construction Management.

‘Towards Sustainable Housing: Principles and Practice’, describes the following design principles for achieving sustainable development:

- Compact density forms (but not high-rise);
- Public transport orientated urban design;
- Pedestrian friendly streets;
- Integration of development and nature on site;
- Development patterns dictated by walking or cycle distances.



### 2.4 Transport

The encouragement of transport sustainability is a key issue to be addressed. This issue relates back to the policy context set out in the previous section and the need to achieve a sustainable form of development which will reduce dependency on the private car.

In considering development proposals the Council will, in consultation with the County Council as highway authority, ensure that where appropriate (Policies T1, T2 and T3):

- i. Proposals provide for a safe and convenient access to the highway network;
- ii. The development is served by an adequate road network which can accommodate traffic without creating traffic hazards or damage to the environment;
- iii. The development is accessible by public transport and there should be a safe walking route to nearby bus stops or new bus stops and appropriate infrastructure should be provided.
- iv. The development provides safe and convenient routes for cyclists and pedestrians; and

- v. Where new roads, pedestrian routes, cycleways and street lighting are to be constructed as part of the development, they are constructed to adoptable standards and completed as soon as they are required to serve the development.
- vi. Proposals make adequate provision for those whose mobility is impaired.

Provision should be made for car and cycle parking in accordance with the council’s standards as set out in the Second Deposit Draft South Oxfordshire Local Plan 2011.

The Didcot Area Integrated Transport Study is currently being prepared. This will set out a transport strategy for the Didcot area and will play a key role in defining the package of transport measures to be sought from major developments in the area including this site. The final report of the Study is expected by the end of 2003.

A transport assessment should be submitted to the Council with any planning application addressing the transport implications of the development proposed on the site (Policy T3)

### 2.5 Energy and Water Conservation

In line with Policies D8 and EP4 of the Second Deposit Draft Local Plan and Policy G6 of the Structure Plan, new development on the site should demonstrate high standards in the conservation and efficient use of energy and water. In relation to new housing, the Council is seeking an undertaking from developers that all homes will achieve a minimum Very Good rating under the BRE EcoHomes assessment procedure, including high credit scores in the energy and water components of the assessment. The Council’s Planning Service will be pleased to provide further advice.

### 2.6 Resource management and conservation

In line with Policies G6 and WD1 of Structure Plan, new development should as far as possible incorporate proposals

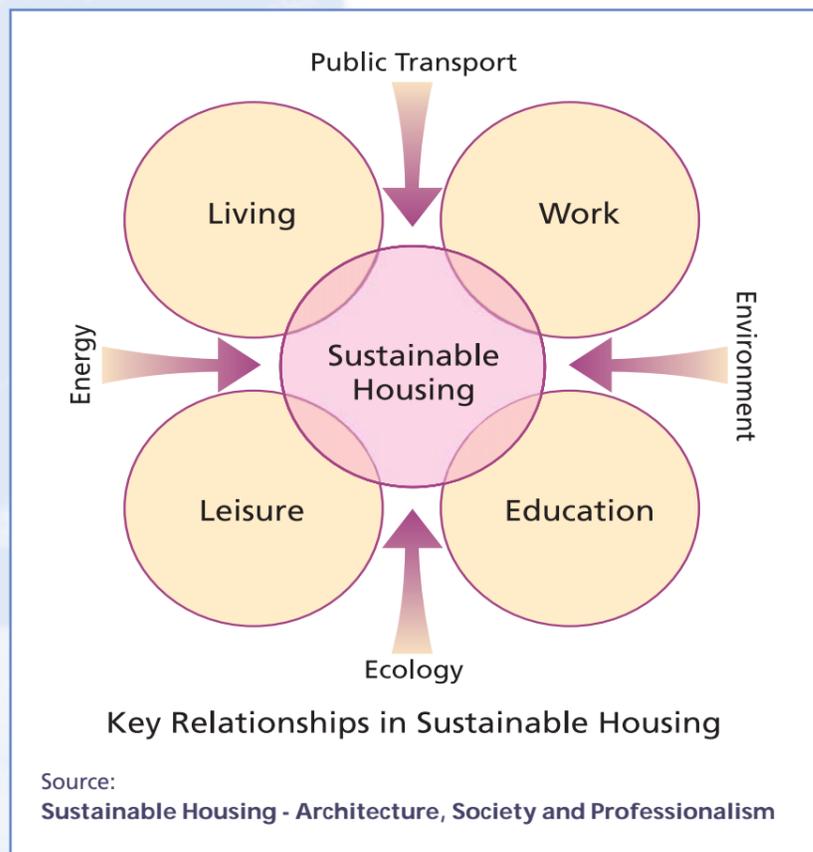
for resource conservation, the increased use of recycled materials and the minimisation of waste. In relation to new housing, the council is seeking an undertaking from developers that under the EcoHomes assessment procedure all homes will achieve a high credit score in the materials component. The Council's Planning Service will be pleased to provide further advice.

**2.7 Surface Water Protection**

Policy EP6 of the Local Plan (2002) requires developers to demonstrate that the surface water management system on any development accords with sustainable drainage principles and has been designed as an integral part of the development layout.

**2.8 Timetable for the Adoption of the South Oxfordshire Local Plan 2011**

June 2002	First Deposit
September 2003	Second Deposit
June 2004	Local Plan Inquiry opens
March 2005	Receipt of Inspector's report
June 2005	Proposed modifications
December 2005	Adoption



**3 APPRECIATING THE LOCAL CONTEXT**

The South Oxfordshire Design Guide stresses the importance of new development responding to its setting and the characteristics of the site. Chapter 3 provides an assessment of the site context.

**DL1:** The overall layout and character of all new development should be designed in response to its landscape and townscape setting.

**DL2:** The layout of the development should take into account the opportunities, constraints and characteristics of the site.

**DL3:** The layout should reflect a clear design concept and expression of local character which is based upon the unique characteristics of the site and a response to its setting and history.

Source: **South Oxfordshire Design Guide (2000)**

**3.1 Strategic Landscape Character**

The site is on the edge of Didcot built-up area to the west of the town centre. In terms of landscape character it is possible to classify the character of the surrounding landscape, beyond the settlement edge, with reference to the Countryside Agency's Countryside Character, Volume 7: South East and London and South Oxfordshire Landscape Assessment (1998).

The settlement of Didcot falls within the Clay Vale character area and is influenced by the eastern extremity of the Vale of White Horse within which Didcot Power Station is located. It

is possible to obtain views of the lower lying vale from the western site boundary of the MOD playing fields adjacent to the existing school.

The key characteristics of this landscape character area are a series of clay vales and undulating lowland farmland on Upper Jurassic Clays. The landscape character is made up of enclosed pastures on the undulating claylands and major river floodplains, valley bottoms which tend to be more open, with gravel workings and flooded pits.

The Vale is dominated by Didcot Power Station and many of the associated power lines.



Photo 5 - **Wenlock Close - 1990's cul-de-sac development**



Photo 6 - **Mendip Heights, 1990's**



Photo 7 - **The Oval, 1920's former Council housing**

**3.2 Local Character**

The character of the site itself is not typical of the surrounding area due to the high proportion of exotic tree species, (discussed below). Within the immediate vicinity of the site, the agricultural area to the west of the MOD playing field is typically bounded by mature hedgerows, punctuated with mature hedgerow trees some of which possess gaps.

To the south and east of the site the land use is residential with several ages of housing; the approximate ages of housing has been noted on Figure 3.1. The different characters of these housing areas are illustrated in photos 5 – 11. The form and character of housing varies greatly within Vauxhall Barracks itself. The area of family officer housing on Ordnance Road possesses a homogenous architectural style and is set within a strong landscape framework with mature Horse Chestnut trees and continuous lengths of privet hedgerow (see Photo 11).

Within the proposed development area there are a number of discrete areas which can be described as follows:

- Officers Mess and Rose Garden – Set within a mature landscape, the Officers Mess is a prominent building, a landmark within the site itself (see Photo 12). The Rose Garden (see Photo 13) has a formal layout which relates spatially to the Officers Mess building, which is the most interesting building on the site in terms of its architectural style, scale and form.

- The MOD Playing Fields – This area is rectilinear in character and is bounded by a mixture of mature cypress and other deciduous trees. This part of the site has a strong landscape framework which would help to integrate new development into the surrounding area (see Photo 14);
- The residential area at the northern end of Second Avenue – This area is characterised by a series of semi-detached post war dwellings (see Photo 15) of limited architectural style;
- The residential area to the South of Wortham Road comprising 1960-70s semi-detached housing (photo 16);
- The office blocks and workshops within the main body of the site are of differing ages and architectural style and, as such, do not relate to one another, (see Photos 17–19).

### 3.3 Strategic/Long Distance Views

The long distance views out of the site are of the agricultural land to the north and west (towards the Vales of White Horse and Aylesbury). Didcot Power Station, the chimney stacks and ancillary buildings are particularly prominent to the north (see Photo 20). The visual influence of power lines within the views across the vale from the site is evident in Photo 21, a view across open space taken from Second Avenue looking north.



Photo 8 - Macdonald Close - 1920's housing laid out around a cul-de-sac



Photo 9 - Timber framed, pre-19th century farmstead set within later development



Photo 10 - Freeman Road - 1960's/70's housing



Photo 11 - Ordnance Road

### 3.4 Views in and out of the Site

Figure 2 identifies views into the site from the main points of access. These include the main site access and secondary access points such as those from The Oval situated to the west of the site. Along the eastern site boundary filtered views into the site are possible from Foxhall Road, but views are generally restricted by the change in level around the site and the screening effect of the existing vegetation.

Views into the site from the B4493 are restricted by the significant change in level, the site being higher than the carriageway. Conversely, views out from the northern portion are possible, although they are screened in part by existing roadside vegetation. Views from the housing area off Ordnance Road are generally limited by an existing mature belt of Cypresses to the rear of these properties.



Photo 12 - The Officers Mess

Views into the MOD playing fields are possible from the existing right of way which runs parallel to the western boundary of the playing fields and from dwellings which adjoin the site, to the south from Freeman Road and from the north at Mendip Heights and The Oval.

### 3.5 Existing vegetation

There are no landscape or ecological designations which affect the site and no features of nature conservation interest. However, the developer will be required to carry out surveys to ascertain the presence of protected species on the site.

There are some mature trees along the southern boundary of the playing field, around the Officers Mess (photo 22) and along the ridge of the site, which create strong tree belts and help to define the spatial structure of the site. These have some amenity value.

A Tree survey carried out in January 2002 indicates that the following species occur on the site:

- Acer campestre – Field Maple
- Acer platanoides – Norway Maple
- Acer Pseudoplatanus – Sycamore
- Aesculus hippocastanum – Horse Chestnut
- Betula pendula – Silver Birch



Photo 13 - The Rose Garden



Photo 14 - The MOD playing field



Photo 15 - Existing residences at the northern end of Second Avenue

- Carpinus betulus – Sweet Chestnut
- Cedrus atlantica – Atlas Cedar
- Crataegus monogyna – Hawthorn
- Cupressaceae - Cypress
- Fagus sylvatica – Beech
- Fraxinus excelsior – Common Ash
- Malus sp. – Crab Apple
- Malus sylvestris
- Picea abies – Norway Spruce
- Pinus sylvestris – Scots Pine
- Platanus x hispanica – London Plane
- Prunus cerasifera – Myrobolan Plum
- Prunus dulcis – Plum sp.

- Pyrus communis – Wild Pear
- Quercus robur – English Oak
- Sorbus aria – Whitebeam
- Sorbus aucuparia – Mountain Ash
- Thuja plicata – Western Red Cedar
- Tilia x euchlora - Lime

In general, the condition of existing trees is good although some specific tree works are required, identified in the tree survey. The general age appears to be mature/semi-mature with the remaining lifespan indicated in the tree survey. The composition of tree species is not characteristic of those found locally or those which could be described as indigenous to the area. Typically over half of the trees surveyed are evergreen/



Photo 16 - Existing housing along Wortham Road



Photo 19

exotic species such as Cupressaceae (Cypress), Thuja plicata (Western Red Cedar) and Pinus sylvestris (Scots Pine). These are particularly fine specimens which have been maintained and, perhaps, due to the restricted access to the site, possess good form.

There are also some fine examples of large deciduous tree species such as Aesculus hippocastanum (Horse Chestnut) and Fraxinus Excelsior (Common Ash). Within the site, the roadways and certain parts of the site, such as the Officers Mess, adjoining tennis courts and open space and car parks are defined spatially by a series of tree belts and substantial coniferous Leyland hedges. These break up views across the site (see Figure 3.1).



Photos 17-19 - Existing offices and other ancillary buildings



Photo 20 - Didcot Power Station within Vale of White Horse



Photo 18



Photo 21 - Looking North from the site towards Vale of White Horse



**Photo 22-** Tree belt adjacent to open space and tennis courts

### **3.6 Utilities**

The Council will seek to ensure that there is adequate water supply, surface and foul water drainage and sewage treatment capacity to serve the redeveloped site. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve new development. Further advice on the nature of the research necessary and on local infrastructure may be obtained from Thames Water (0118 3738054) and from the Council.

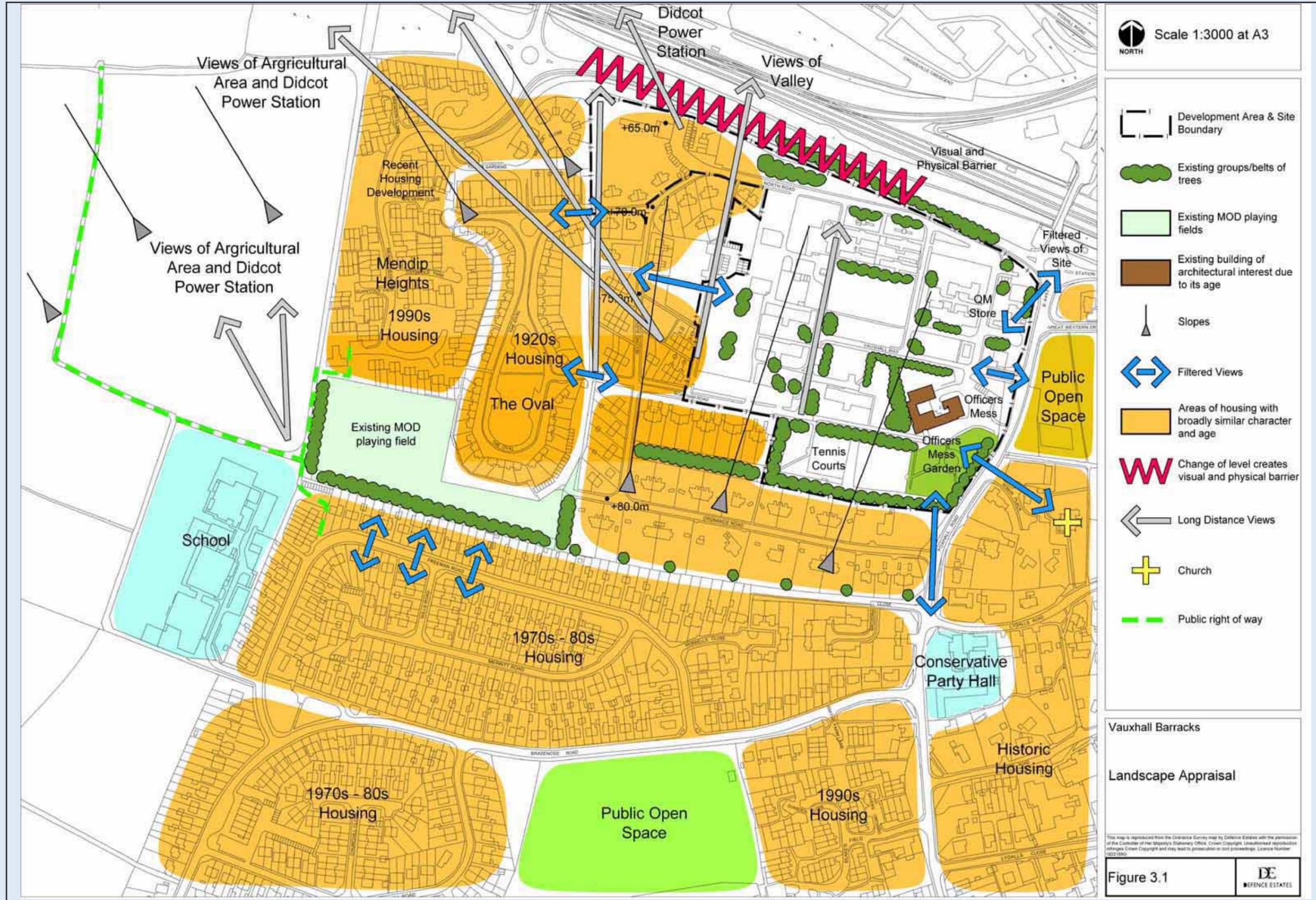
### **3.7 Public Rights of Way and Footpaths**

There are no public rights of way across the site. The nearest footpath links into the playing field alongside Stephen Freeman Primary school to the west. Another public footpath follows a residential road opposite the main entrance.

To the south of the site a footpath connects Foxhall Road to Morrells Close.

### **3.8 Cultural Heritage**

The site has not been identified as an Area of Archaeological Significance although archaeological remains have been found on land in the vicinity of the site. Consideration will be given to the need for archaeological investigations in accordance with Policy CON17 of the Local Plan when planning permission is sought for new development on the site.



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## 4 PROPOSED LAND USES

The key development objective is to create a high quality development which incorporates a sustainable mix of uses. This will be achieved through the promotion of a mix of house types on the site, an element of community and possible business use, recreational facilities and good links to the surrounding area. There is also potential to incorporate an hotel on the site.

The development should reflect, where appropriate, the character of this part of Oxfordshire, whilst providing scope for contemporary design solutions.

### 4.1 Housing

The general principles for housing location are as follows:

- Much of the site is to be of medium-density;
- Higher density housing could be provided at the site entrances. This would provide visual enclosure and stimulate pedestrian activity and interest, linking the development with the surrounding area of Didcot. It would also provide the maximum number of dwellings closest to the nearby Didcot Parkway mainline station;
- The existing recreation ground could accommodate lower density housing minimising private vehicular traffic to this area via the bus link, and allowing the inclusion of an area of public open space (subject to off-site playing pitch provision);
- Affordable housing should be 'pepper potted' amongst the 'for sale' housing areas;
- Housing of varying size and cost should be distributed throughout the development area, allowing the development of a socially mixed community.

#### 4.1.1 Housing Mix and Density

The housing mix to be provided on the site should conform with the South Oxfordshire District Local Plan and Design Guide:

**Policy H7:** The Council will seek to ensure that proposals for new residential developments incorporate a mix of dwelling types and sizes to meet the needs of current and future households in the district. Areas of housing of uniform type and size will not be acceptable

Source: **South Oxfordshire District Council Local Plan 2011 (First Deposit Draft)**

**DL7:** The density of buildings within the development should vary in response to the local context

Source: **South Oxfordshire Design Guide (2000)**

The precise mix of dwelling sizes will reflect that indicated in the South Oxfordshire District Council Housing Needs Survey:

Projected need for market housing in South Oxfordshire between 2000-2005	
No. of bedrooms	% of total shortfall
1 bed dwellings	12.4%
2 bed dwellings	46.6%
3 bed dwellings	23.4%
4 or more bed dwellings	17.4%

The Housing Needs Survey also recommends that at least 45% of dwellings built for sale on the open market on sites suitable for 2 or more dwellings should be for 2 bedroom dwellings, unless it would adversely affect the character of the surrounding area. In line with Policy H14 of the Local Plan at least 10% of all new dwellings on the site should be Lifetime Homes - homes that can be adapted to the changing needs of occupants.

The density of the housing will vary depending upon its location and character area but will meet the requirements of PPG 3 and Policy H8 of the Local Plan (2002). It is anticipated that the average density across the site will be approximately 36 units per hectare. The proposed development could

accommodate approximately 300 houses on the main site and 25 on the playing field subject to off-site provision of a playing pitch.

#### 4.1.2 Affordable Housing

In accordance with Policy H9 of the Local Plan (2002), 40% of the total number of dwellings should be 'affordable'. Affordable housing is defined as housing which meets the needs of those households in the district that are living in unsuitable accommodation and cannot afford to rent or buy housing of a suitable size. The affordable housing provided on the site should be:

- i. available to local people in perpetuity;
- ii. of a size and type which meets the requirements of those in housing need; and
- iii. meets the standards of housing development set out in Section 4 of the Local Plan (2002).

SODC's Housing Services will be pleased to offer further advice.

#### 4.1.3 House Types

To ensure a high quality development a range of house types should be provided to meet the following requirements:

- Provide key landmark buildings at strategic positions within the development;
- Provide specifically designed buildings that turn corners;
- Consider the ratio between building heights and the width of streets in creating a series of linked spaces;
- Provide some of the houses at the immediate back of the footway to provide good overlooking and pinch points within the development;
- Allow vehicular passage under dwellings to rear parking courts; and
- Define key public spaces.

## 4.2 Mixed Use Development

An area of mixed use development could also be accommodated on the development site (higher density residential, B1 employment, community) in buildings that are designed to be flexible to allow for a range of uses over time and on different floors of the buildings.

The aim of creating employment and other facilities close to people's homes, is to reduce the need to travel and, by avoiding "desertion" of many workplaces outside the normal working day, give the area an added vitality.

The buildings should be designed so that uses can either be mixed vertically or horizontally in separate buildings. Buildings could be three storeys in height, typically with commercial at ground level and residential accommodation above. Standardised industrial sheds will not be appropriate. A contemporary design solution for the buildings which enables their integration within the whole development will be encouraged.

The location of the mixed use development should enable convenient access to cycle, pedestrian and public transport links.

### Hotel

The site has been identified as suitable for an Hotel, possibly through the conversion of the Officer's Mess. Although not of significant architectural interest, this 1920s/30s building is a local landmark and will act as a reminder of the site's previous use. The building may also be suitable for conversion to apartments.

### Community Hall

There is a lack of community facilities within Didcot and it is considered that a community hall should be provided on the site either as a new building or through conversion of an existing building.

## 4.3 Open Space and Recreational Facilities

### Formal Recreation Space

Based on an average occupancy of 2.36 persons per dwelling the site will accommodate approximately 1000 new and existing residents requiring 2.4ha of outdoor playing space (Policy R2 minimum standard of 2.4 ha per 1000 persons). Development on the existing playing field will mean that new provision, on or off-site, will be required to serve the existing residents of the MOD housing as well as the occupiers of the new housing.

1.6 hectares of the provision should be in the form of pitches, greens or courts available for public use. It is considered that this requirement could be met through the retention of the existing tennis courts and provision of a playing pitch within the MDA development site. This will be subject to negotiations with the adjoining developers.

The remaining 0.8ha should be for children's use, such as equipped play grounds and informal play space within housing areas. On the basis of National Playing Field Association (NPFA) standards the development should provide at least 4 Local Areas for Play and 1 combined Local Equipped/ Neighbourhood Equipped Area for Play. The strategy for children's play area provision should reflect the views of the body identified by the developer as the long term management body for the facilities.

Developers will be required to provide outdoor playing space and informal recreation space to a high standard and should make provision for these and all public realm facilities to be adopted by a responsible management body or bodies. These provisions will be secured in planning obligations.

### Informal Recreation Space

Policy R6 seeks the provision of public open space for informal recreation to meet the needs of the new residents. A number of areas have been identified as part of the Development Framework to provide for passive recreational opportunities. These facilities include:

- retention of the memorial rose garden;
- retention of the tennis courts and adjoining green space;
- cycle and pedestrian route through existing landscape buffer to south of site.

## 4.4 Building Design

Development should be designed to create a unique character that is appropriate to the site.

The design and layout of the development should take into consideration its location and respond to the traditional character of the local area. In particular, the development proposals should reflect the form of development along Foxhall Road and respond sensitively to the B4493 frontage. Local identity should be created at the same time as avoiding mock detailing and fake building elements. Sections 5 and 6 provide further guidance on creating a sustainable and high quality development.

## 4.5 Car and Cycle Parking

Provision for car parking should be made generally at 1.5 spaces per dwelling. Parking for non-residential uses should be discussed with the Local Planning Authority. Parking areas should be secure and overlooked but not prominent in the street scene and generally to the rear of dwellings. Each dwelling should be able to accommodate cycle parking and secure covered facilities should be provided for flats.

## 5 CREATING THE URBAN STRUCTURE

This chapter introduces the key development framework elements including the key requirements, the urban form, the movement framework and landscape structure. The key urban design principles outlined in this chapter should influence the form of development.

### 5.1 The Development Framework

The spatial framework for the site should allow for the provision of secure perimeter blocks of built development and a connected street pattern that allows for both ease of movement and maximises visual surveillance of public areas. Consideration should be given to existing landscape features and other site constraints to ensure that the development minimises the impact of new housing on the landscape and wildlife of the area.

The road hierarchy and the design of individual streets will help to create a sense of place and define key vehicular and pedestrian routes.

Figure 5.1 illustrates the framework for development of the Vauxhall Barracks site. The key requirements are identified on the plan and discussed in sections 4-6 but can be summarised as follows:

1. Development proposals should ensure a high quality scheme with a sustainable mix of uses which could include residential, employment, hotel, community and recreation;
2. The development will require two points of vehicular access onto the local highway network;
3. The opportunity should be taken to provide pedestrian and cycle routes and a public transport link to improve connections to the Didcot West MDA and the rail station;
4. The layout should ensure a permeable connected grid that allows for ease of movement and encourages use of non-car modes;

5. The existing mature trees and tree belts should be retained;
6. The memorial rose garden should be retained and enhanced;
7. Proposals for the retention of the Officer's Mess building and the Quarter Master's House will be encouraged;
8. The existing tennis courts and adjacent open space should be retained;
9. The development of the existing playing field will be subject to the provision of an accessible off-site playing pitch;
10. The layout should respond sensitively to existing development and road frontages.

Other requirements which should be incorporated into the framework include:

- A community facility, e.g. community hall;
- A range of housing densities, types and tenures;
- 40% 'affordable' housing;
- Adequate car and cycle parking;
- Sufficient formal and informal open space and recreational facilities;
- High quality urban and landscape design.

### 5.2 Urban Form

The development should aim to achieve an attractive living and working environment with recreational and social facilities which will be well integrated with the surrounding area whilst protecting the environment and promoting sustainable development principles.

The key urban design principles to be employed are in accordance with the Government's publication 'By Design - Urban Design in the Planning System: Towards Better Practice,' (DETR & CABE) 2000. These principles are also reflected in the

South Oxfordshire Local Plan 2011 Second Deposit Draft and include:

#### ■ Character

To promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture and create a place with its own identity.

#### ■ Continuity & Enclosure

To promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas.

#### ■ Quality of the Public Realm

To promote public spaces and routes which are attractive, safe, uncluttered and work effectively for all the community.

#### ■ Ease of Movement

To promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport.

#### ■ Legibility

To promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around.

#### ■ Adaptability

To promote adaptability through development that can respond to changing social, technological and economic conditions.

#### ■ Diversity

To promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.

Specific design objectives should be related to areas of different character. This will show in more detail how key



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urban design principles can be translated into the creation of a successful residential development with a sense of place and identity.

### 5.3 Movement Framework

**DL12:** Roads and streets should be designed to create a safe, attractive and convenient pedestrian and cycling environment and to minimise the impact of traffic

**DL11:** All new roads, streets, foot and cycle paths should connect to an informal grid which links into and reflects the character of the surrounding areas

Source: South Oxfordshire Design Guide (2000)

The South Oxfordshire Design Guide encourages the development of a permeable connected grid that allows for ease of movement. One of the principal aims of the development at Vauxhall Barracks will be to reduce the need to travel by car. This can be achieved by;

- Ensuring connected streets rather than cul de sacs;
- Using small block sizes, allowing the creation of direct convenient routes;
- Creating a pattern of roads which reflects the local topography and relates to natural features and landmarks;
- The provision of a fine-grained network of footpaths and cycleways which are linked to each other and to where people want to go, to encourage cycling and walking;
- Locating local facilities centrally with good connections between public transport, footpaths, cycle routes and surrounding areas;
- Accommodation of facilities to encourage walking and cycling. The proposed layout provides a safe and convenient system which can act as a basic framework for the organisation of development across the site.

#### 5.3.1 Access

The layout of the proposed development will be dictated, to a large extent, by the location of the access points. Two points of vehicular access onto the local highway network are required to serve over 300 houses. In addition, the opportunity should be taken to provide pedestrian, cycle and possibly public transport links through the site to improve the connections to the facilities provided within the MDA site and the rail station. However, the location (and type) of access from Station Road (B4493) will be a matter for resolution once the Transport Assessment has been produced and approved by the local highway authority.

#### 5.3.2 Routes

There is a need to provide a bus route from the Foxhall Road through the site to enter the proposed MDA at the current recreation ground site. It is proposed that this route enters the site at the existing Vauxhall Barracks entrance. This main access route would join the other main access route from the B4493 Station Road, forming a link with Wortham Road. The bus link would then continue off-site, on to land currently on a long lease to Annington Homes, turning south down Second Avenue. This road would need widening to bring it to adoptable standards. The bus link would not provide general vehicular access through to the MDA area. Provision should be made for bus stops and shelters along the proposed bus route.

Annington Homes has agreed in principle to the use of this road subject to the upgrading of the infrastructure relating to their houses.

The existing closed access to Ordnance Road from Foxhall Road will be re-opened to all traffic. Subject to the findings of the Transport Assessment, either the existing access from The Oval or the existing access from North Road or both accesses will be opened up to all traffic.

### 5.4 Landscape Structure

The South Oxfordshire District Local Plan (2002 para. 4.12) states the importance of creating a well-defined open space

and landscape structure as a framework for new development. This can have the function of:

- Formal and informal recreation;
- Tree planting for amenity, shelter and screening;
- Woodland for amenity and carbon fixing;
- Natural corridors to enhance biodiversity;
- Surface water run-off disposal;
- Movement corridors.

The landscape structure should be strengthened by:

- Providing avenues of trees to emphasise key routes and views;
- Retaining and enhancing the memorial rose garden as a setting for the Officers Mess building (if retained) and adjacent new residential dwellings and as an informal recreational amenity space;
- Retaining the belts of mature trees along the southern boundaries of the site as a setting for footpaths and cycleways and within private gardens;
- Retaining the Tennis Courts and adjoining green space;
- Supplementing the landscape buffer strips along Station Road;
- Tree planting in parking courts to provide shade and soften the visual impact of areas of hard surfacing;
- The provision of landscaped play areas.

The design of hard and soft landscape and external areas should be treated as an integral part of the design process. This should take into account existing site features such as trees, hedgerows and topographic features. Careful thought should be given to the way in which different types of space are demarcated and the materials that are used to achieve this (para. 4.15).

Any permission for development of this site will be subject to approval of a landscaping scheme.

### 5.5 Sustainability

In accordance with the planning policy framework described in Section 2 of the Brief, new development on the site should achieve high standards of sustainability. All new homes on the site should achieve as a minimum a Very Good EcoHomes rating with high credit scores for the energy, water and materials components of the assessment procedure. The Council will seek undertakings to this effect and will secure them by means of planning obligations. Developers will also need to demonstrate in planning applications how new buildings containing other uses would deliver high standards of sustainability.

### 5.6 Waste Management

Provision will be made in the new development for the management of waste in accordance with Policy D9.1 of the Local Plan and the District Council’s Guidance Note entitled: Waste management (refuse, recycling and street cleansing). Measures will include a local recycling centre and space within dwellings and their curtilages for home composting and sorting of recyclables

### 5.7 Summary of Proposed Development

The development concept should be based on urban village principles in accordance with Government policy which promotes mixed uses, higher densities in appropriate locations, public transport and good design. The creation of a sustainable development and the requirement for high quality urban and landscape design is considered to be paramount. The main elements of the development framework concept should comprise:

- The creation of a new neighbourhood with a distinctive identity which builds on existing characteristics;
- Access to transport networks and the provision for new public transport links to existing employment areas and services;

- A range of housing densities, types and tenures;
- A mix of compatible uses;
- Legible, permeable pedestrian and cycle networks linked to existing systems;
- Promotion of innovative design solutions;
- Provision of facilities for recreation and leisure in accessible locations;
- Opportunities for crime minimised through frontage development and well overlooked car-parking;
- The provision for a community facility to provide a central focus to the development;
- Retention of key landscape features, such as the Memorial Rose Garden and mature tree belts, as part of the open space network.

### 5.8 Planning Application Procedures

An application for full planning permission or an outline application demonstrating how the whole site would be developed should be submitted. It is unlikely that an Environmental Statement would be required although a formal scoping opinion could be sought when detailed proposals have been formulated. The application needs to be accompanied by a Transport Assessment and Design Statement.

6. DETAILING THE PLACE

The small towns and villages of this part of Oxfordshire have a distinct local identity and architectural heritage, which can be drawn upon to develop its future environment. In particular, the oldest remaining buildings in Didcot, which are protected with Conservation Area status, lie immediately to the south east of Vauxhall Barracks.

Such areas contain many fine buildings and examples of traditional materials, construction and design. It is important that these buildings and townscapes are re-interpreted by modern designers, rather than reproduced in a cosmetic way which can result in the cladding of traditional materials and details on to generic house types. Emphasis should be placed on the quality of design, which can be either based on the local vernacular or a more contemporary approach.

The detailed design of the development will be informed by the *South Oxfordshire Design Guide* and Chapter 4 of the *South Oxfordshire District Local Plan (2002)*

6.1 Building Size and Scale

**DL8:** Buildings should be grouped together to create a sense of enclosure and to contain strongly defined places.

**BD1:** In general, building forms should be simple and draw inspiration from local building traditions.

**BD2:** Houses should be designed to be extendable or adaptable.

Source: *South Oxfordshire Design Guide (2000)*

The development should place an emphasis on contemporary reinterpretation of local traditions to suit modern-day needs. It should take into consideration

traditional Oxfordshire building forms, including:

- Traditional rectangular form with a simple pitched roof spanning the narrower dimension creating a horizontal emphasis;
- The use of narrow dwellings often only a single room in depth ie 5-7m;
- House plans should generally be flat fronted, avoiding the use of unnecessary elements and projections on the facade;
- Three storey terraced buildings with accommodation in the roof space.

The following height to width enclosure ratios are proposed to create a clearly defined hierarchy of positive outdoor spaces

Height to width ratios

	Maximum	Minimum
Mews	1:1.5	1:1
Streets	1:3	1:1.5
Squares	1:5	1:4

Source: *Urban Design Compendium*

Building heights should relate to the width of the space.

Three storey buildings could be used to frame the entrances to streets, to terminate views and to emphasise street corners.

Perimeter Blocks

Perimeter blocks provide continuity and enclosure with clearly defined public and private space, while different forms can be used to create different streetscape characters and can be varied to accommodate a mix of uses within a single street. Such blocks should be grouped together into crescents,

squares, courtyards or other distinctive arrangements to create positive public spaces, with key buildings used to create focal points and give a distinctive identity to spaces.

The use of perimeter blocks provides an effective approach for a medium to high density residential and mixed use areas, allowing good connections to the surrounding area, efficient use of land and good natural surveillance of the street with windows and doors facing outwards. There is also strong continuity in the relationship between the fronts and backs of buildings. Such layouts could include physically attached buildings and buildings linked by walls, hedges and other strong elements.

As is characteristic with perimeter blocks, the buildings should face outwards and overlook the public realm, bringing life and vitality to the streets, while the private areas for gardens and car parking should be contained within the enclosed blocks. The lengths and designs of the perimeter blocks can be varied to add a richness in design and character.

6.2 Street Frontages

In general, a common building line with minimal setback should be used to create continuity of frontage and to clearly define the public realm. However, consideration will need to be given to greater setbacks from the main road frontages of the site. Buildings should front onto the footway and address the street positively. This adds visual interest and helps to bring activity to the street frontage. Doors and windows facing onto the street ensures natural surveillance and reduces the risk of crime.

Houses should generally have narrow building widths of 5-7 m which, when combined in terraces, will help create continuity



and rhythm. Apartment blocks and special house types which face two ways should be used to turn corners.

### 6.3 Building Elements

#### 6.3.1 Roof Forms and Materials

**BD7:** Individual roof shapes should be kept simple and uncomplicated but a varied roofscape created within larger developments.

**BD8:** An appropriate pitch for roofs of different types should be used.

**BD9:** Appropriate roofing materials to suit the local area should be used.

**BD10:** The design of eaves and verges should be kept simple.

**BD11:** Dormers windows, rooflights and solar panels should be incorporated with care.

**BD12:** Chimneys should be incorporated on new buildings where possible and especially in selected prominent positions.

Source: **South Oxfordshire Design Guide (2000)**

In general, roof pitches should be between 40 and 50 degrees, with subtle changes between adjacent buildings used to create a more varied roofscape.

The development should take into consideration traditional roofscape elements including:

- Gable ended buildings, the most appropriate form ;
- Half hipped roofs, sparingly used;
- Simple, uninterrupted eaves line with open soffit eaves;

- Plain red clay tiles (preferably textured) or natural slate roofs are the most appropriate roofing materials;
- Small pitched dormer windows;
- Stone, render or brick chimneys positioned along the ridgeline, centrally at the gable end or against an outside wall.

**6.3.2 Windows and Doors**

**BD3:** The traditional proportions of wall (solid) to openings (void) on any building façade should generally be followed.

**BD4:** In general, the symmetrical pattern of openings found on the elevations of traditional buildings should be followed.

**BD5:** In general, blank gable ends with no openings should be avoided. This is particularly important for houses on corner plots which should be specially designed to turn the corner with windows or doors on both outer elevations.

**BD13:** The design of windows should enhance the character and appearance of the property and complement the styles and traditions of the local area.

**BD14:** Door styles should be kept simple with styles of door that suit the character of the building.

**BD15:** Wherever possible, traditional materials and finishes for doors and windows should be used.

**BD16:** Porches can be successfully incorporated where they will make an appropriate and positive contribution to the appearance and design of the building, or where they are a feature of the locality.

Source: **South Oxfordshire Design Guide (2000)**



Photo 23 - Clay tile roofs with dominant chimneys, Manor Road, Didcot



Photo 26 - Slate roofing, Lydalls Road, Didcot



Photo 24 - Roofscape, Manor Farm, Brasenose Road, Didcot



Photo 27 - Porches, Manor Road, Didcot



Photo 25 - Half-hipped roof, Blakes Field, Didcot



Photo 28 - Regular chimney patterns, Manor Road, Didcot

As a general rule, the total area of windows and door areas should not exceed one third of the total wall area, with a lower ratio on gable ends. On front elevations, windows will be located symmetrically around an opening placed on the central axis. Porches will match the architectural style, materials and proportion of the main building.

The development should take into consideration local window and door details including:

- Windows and doors recessed by at least 50mm into the wall;
- Windows with a vertical emphasis, symmetrically subdivided about horizontal and vertical axes with a regular arrangement of glass and thin glazing bars;
- Casement and sash windows;
- Arc headed or flat arch brick lintels, rather than soldier courses;
- Single horizontal glazing bars;
- Regular sized panes, to unify openings of different sizes;
- Simple well-proportioned door designs, with either vertical boards or four or six timber panels;
- Painted timber windows and doors;
- Open pitched roof porches and hoods.

### 6.3.3 Enclosures

**EA15:** In most cases, properties should have a defined boundary which segregates private and public space and this should be sufficiently high to screen domestic sheds and other similar equipment.

**EA16:** Boundaries should normally be consistent with neighbouring properties, in terms of their alignment, height, character and materials, in order to create a harmonious streetscape.

**EA17:** Boundary types should be selected which are appropriate to their location, along with details that are in keeping with local traditions.

Source: **South Oxfordshire Design Guide (2000)**

Enclosure can be achieved as follows:

- Housing should generally come right up the building line at the rear of the footpath, thereby giving the most effective sense of street enclosure;
- Traditional local building materials, brick and limestone can be used for wall construction, using half-round brick coping where appropriate. This could be constructed using traditional bonds such as Flemish or English Garden Wall;



Photo 31 - Limestone retaining wall, Brasenose Road, Didcot



Photo 32- Brick walls provide a secure boundary to properties, Dunsden Close, Didcot



Photo 29 - Dormer windows, Brasenose Road, Didcot



Photo 30 - Limestone and redbrick wall, Manor Road, Didcot



Photo 33 - Limestone, All Saints Church, Didcot

- Low walls with railings can be used to demarcate front gardens;
- At the rear of housing, gardens should have substantial timber fenced or walled enclosure, particularly where access roads enter rear courtyard parking areas;
- Garages and car ports can be used to assist in the enclosure of these rear courts.

**6.3.4 Building Materials**

The selection of materials for both buildings and the public realm can have a significant impact on the overall quality and richness of the overall design. Consideration should be given to the following elements:

- Limestone that matches local examples and is laid and pointed in the traditional manner;
- Predominantly orange/red bricks. These should be handmade or modern machine made replicating the appearance of hand made bricks. They should be used in their traditional patterns;
- Horizontal timber weatherboarding;
- Plastered finishes;
- Small plain tiles with some slate for roofs.



Photo 34 - Redbrick and rendered cottages, Lydalls Road, Didcot



Photo 35 - Timberframed cottage with patterned redbrick infill, Lydalls Road, Didcot



Photo 36 - Whitewashed cottages, Manor Road, Didcot



Photo 37 - Contemporary use of stained weatherboarding, Smiths Farm Lane, Didcot



Photo 38 - Redbrick cottages, Blakes Field, Didcot

**6.3.5 Surfacing Materials and Street Furniture**

**EA11:** Wherever possible, high quality, natural materials, such as stone, gravel and brick should be used for hard surfaces as these last longer, look more attractive and can be recycled.

**EA12:** Paving and other hard surfaces should be designed to suit the character of the locality.

**EA13:** The use of too many surfacing materials together or a large expanse of any single material should be avoided.

**EA14:** Wherever possible, porous surfaces should be used for hardstandings, such as car parking areas and courtyards. This will reduce surface water run-off and the need for sub-surface drainage.

**EA18:** A co-ordinated and simple approach to the choice of street furniture, lighting and signage should be adopted.

Source: South Oxfordshire Design Guide (2000)

The selection of paving materials and detailing of the public realm should reflect the function of the spaces and their intensity of use and scale, for example:

- The main access roads and bus link should have bitumen macadam carriageways and pavements;
- Some of the minor access ways and shared surface courts, mews and parking courts should either be paved with clay pavers or bitumen with a dressing of chip, depending upon the location;
- Consideration should also be given to other traditional paving materials such as setts and cobbles in strategic locations;
- A mix of materials, colours or textures should be used to break up large areas of hardstanding or, where appropriate, define different uses or routes through development;
- Paving patterns should be kept simple, using no more than three complementary types of paving. Stretcher bond is preferred to basket-weave or herringbone patterns.

A sparing use of strategically placed street furniture (seats, bins, bollards, signposts and lighting) is proposed, which avoids street clutter. It should be co-ordinated in terms of colour and design, to create a harmonious streetscape. The choice and selection of street furniture should reflect the character of the space and the surrounding uses.



Photo 39 - Paved mews development, Dunsden Close, Didcot



Photo 40 - Paving detail, Blakes Field, Didcot

