

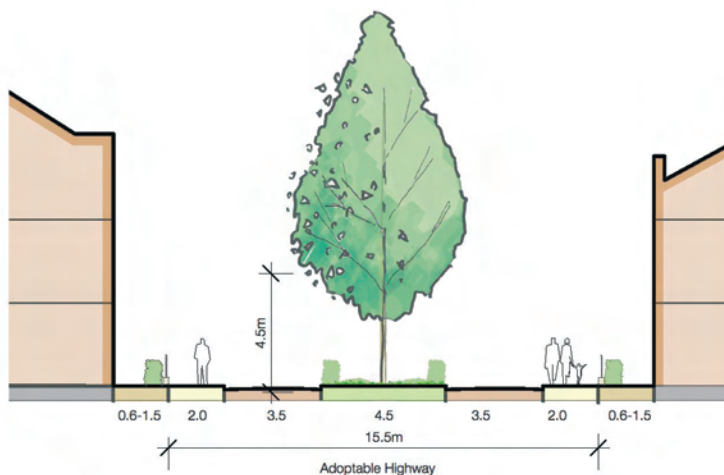
3.2 continued: Infrastructure

Figure 3.16 Street hierarchy sections with character area variants.

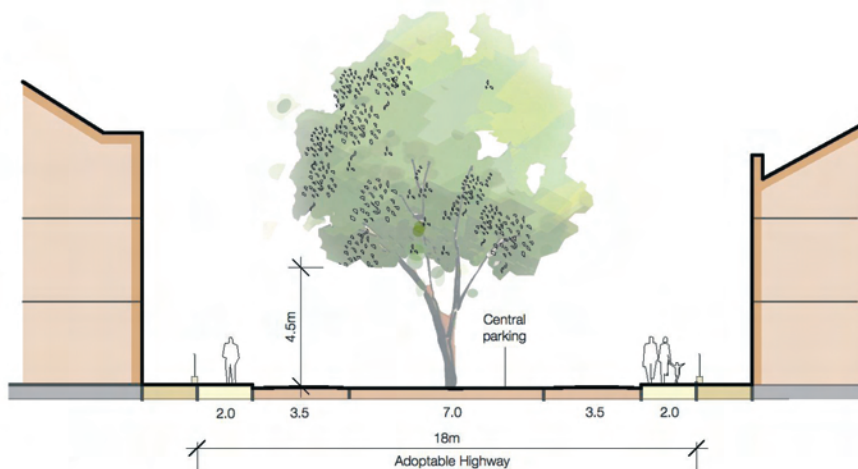
Mandatory refers to adoptable highway and front boundary treatments on Primary streets only. Front boundaries include hedges, railings and walls within 0.5m of the public realm.

To be used in conjunction with table 3.2

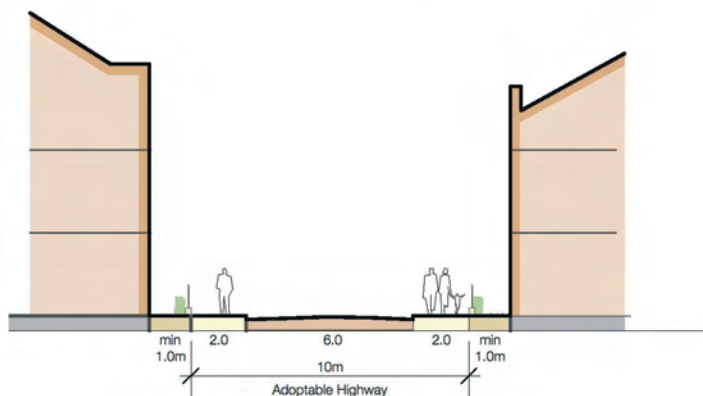
Primary Street:
Avenue
(section A-A)



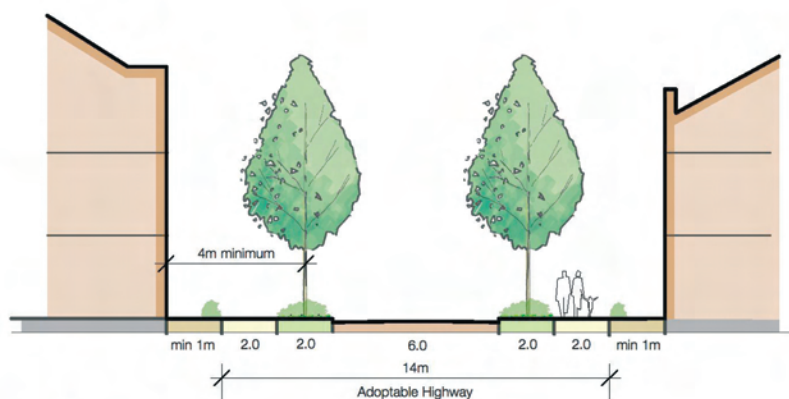
Primary Street:
Urban Village – option 1
showing central parking
(section B-B)



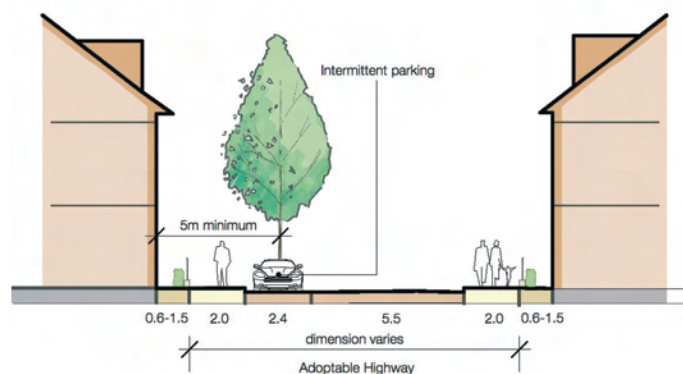
Primary Street:
Urban Village – option 2
(section C-C)



Primary Street:
Whitelands
(section D-D)

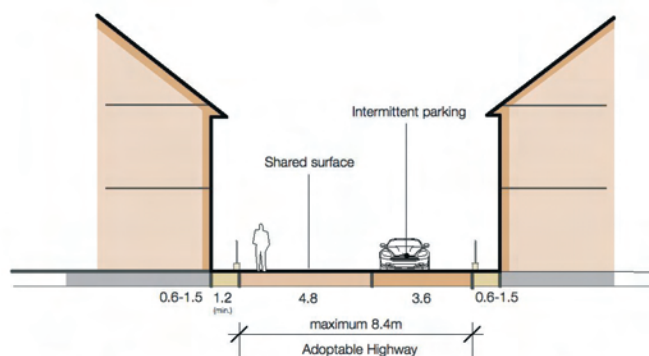


Secondary Street:
(section E-E)

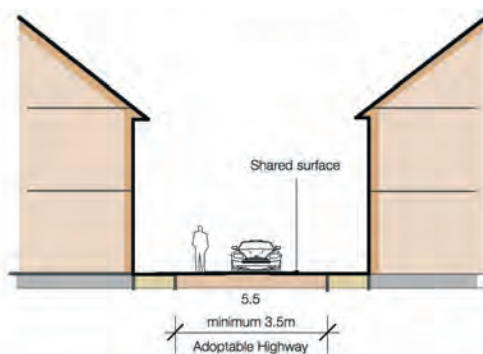


Note: Grass verges are to be used on secondary streets within the Whitelands character area – see figure 4.12

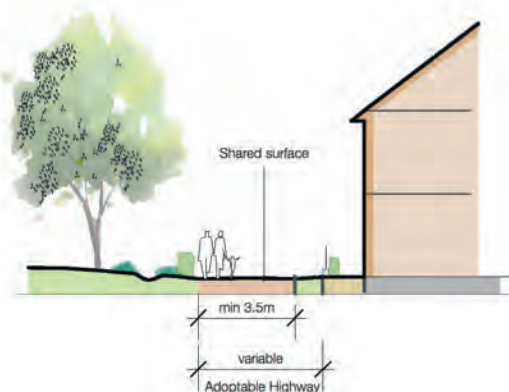
Side Street:
(section F-F)



Minor Street / Mews:
(section G-G)



Country Lane:
(section H-H)



3.2 continued: Infrastructure

Primary Street (locations mandatory)

The Primary Street is the core route through Kingsmere, and will act as the main channel for vehicles, pedestrians and cyclists to all areas. The design of the street will balance the need to facilitate easy access to different areas within the scheme with the need to discourage through traffic.

The Primary Street will be designed to become a prestige address within Kingsmere. Typically, it will be fronted by substantial 2.5 to 3.5 storey buildings, with some four storey buildings at the local centre and some 2 storey to vary the roofscape, as in the main streets of Bicester (see section 2).

There are three distinct design formats for the Primary Street. Each relates to the three character areas through which the street passes.

- **Primary Street Avenue** includes a 4.5m wide central green planting belt with a line of trees separating the two carriageways.
- **Primary Street Whitelands** includes a central carriageway with planted verge with trees.
- **Primary Street Urban Village** includes car parking with tree planting on a central reserve or a central carriageway with pavements either side and private front gardens (see sections B-B and C-C, Figure 3.16).

Secondary streets (locations mandatory)

Secondary streets provide local access to blocks and parcels from the Primary Street. They are key tributaries, which will collect vehicular traffic from a number of properties or uses and provide a direct and smooth link to other areas and beyond the site. Their local importance will be reflected in the public realm as well as in the orientation and quality of frontage development.

Side streets Minor streets / Mews / Country lanes (locations illustrative)

A network of more intimate routes will populate the remainder of the urban area providing access to smaller groups of dwellings and areas. Side streets will be traditional-format urban streets with distinct carriageways and pavements as well as space for street trees. Minor streets and Mews will be more informal, shared surfaces with their width and form being dictated by building lines. Country lanes will also be free-form and characterised by soft verges and a sinuous alignment.



PUBLIC TRANSPORT

The Primary Street will provide a convenient route through Kingsmere, linking it to the town centre, local facilities and beyond. As shown in Figure 3.18, four stops are suggested within the scheme ensuring residents, visitors, students, parents or employees are no more than a ten-minute walk from a bus connection. The stops are strategically located to serve key facilities such as schools and businesses. They will each be positioned at the junctions of pedestrian routes so as to increase their local accessibility.

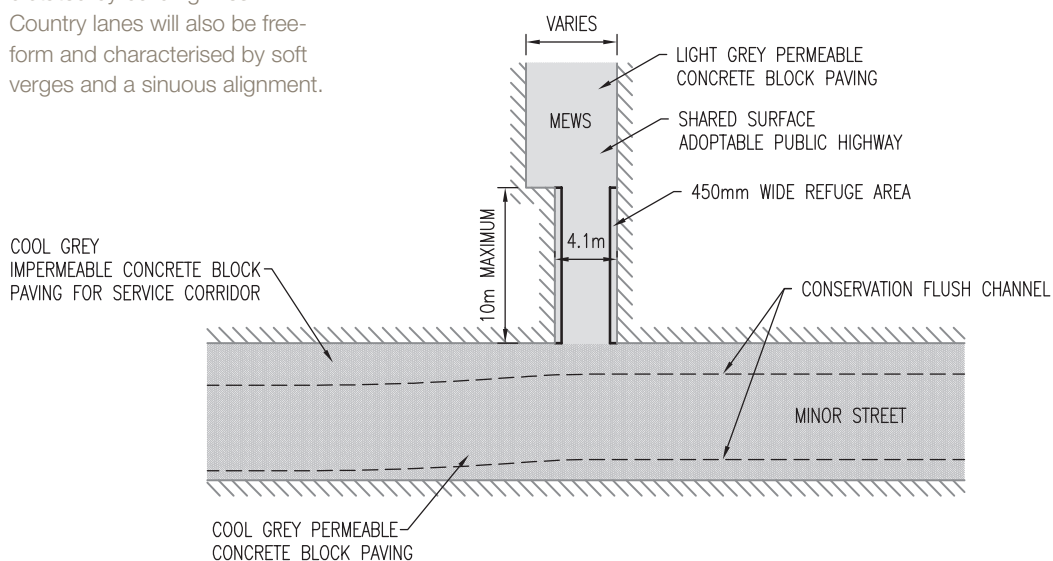


Figure 3.17 Typical layout for Mews.

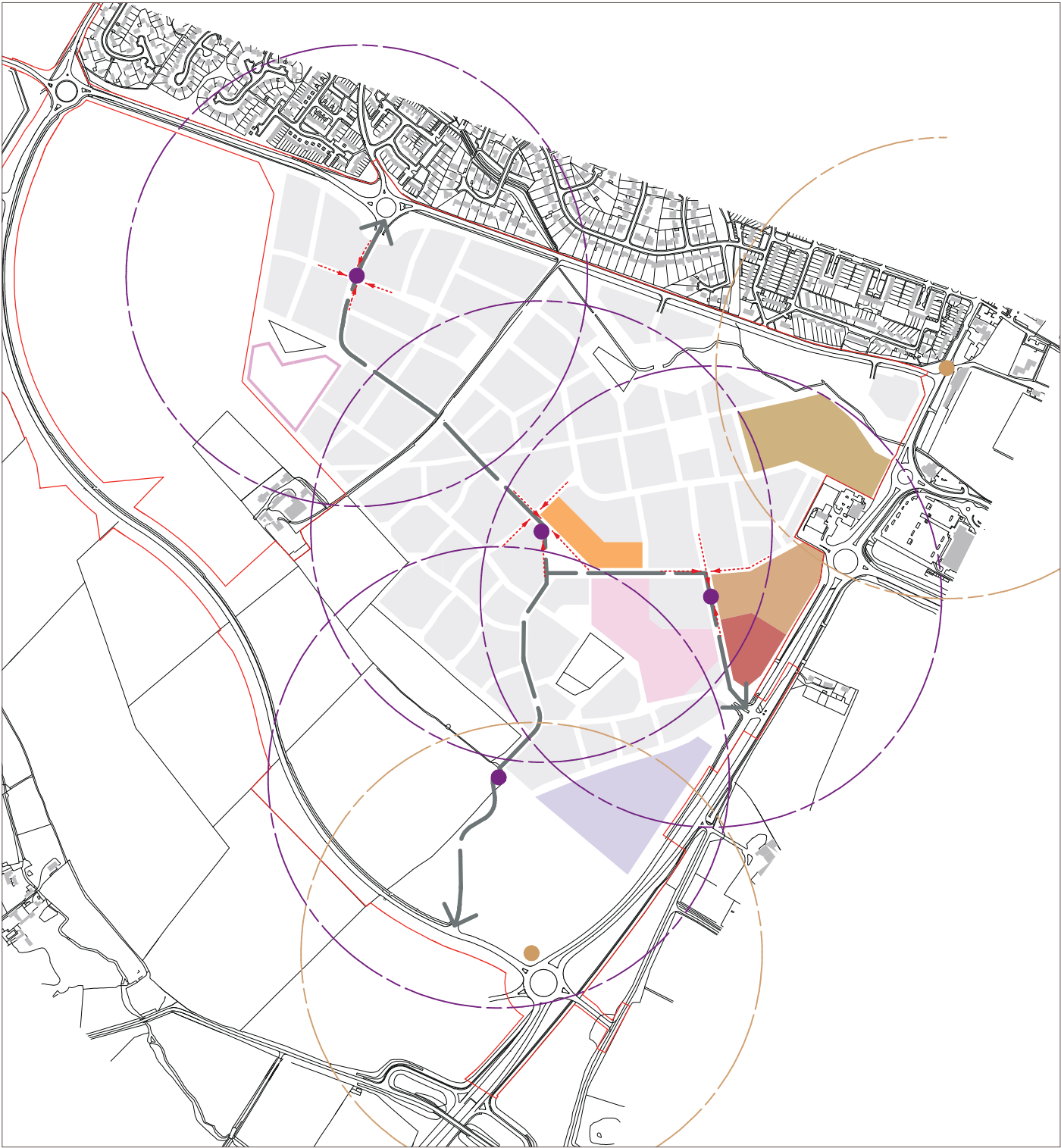


Figure 3.18 Bus routes and stops.

- | | | |
|----------------------------|--|-----------------------------|
| Application boundary | 400m walk | Primary School |
| Existing bus stops | General employment | Primary School reserve site |
| Proposed bus stops | Local centre (retail / community / employment / residential) | Education Campus |
| Bus route | Health Village | Perimeter road |
| Pedestrian routes to stops | Hotel | |

3.2 continued: Infrastructure

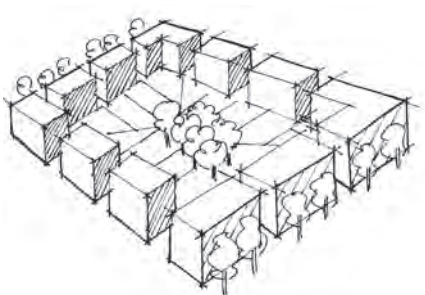
BLOCK STRUCTURE

The block structure for Kingsmere comprises perimeter blocks where buildings front the public realm and private gardens are secured at the rear. A variety of block sizes and shapes will add variety to the development, reflect the varied built form of Bicester and respond to the varying land uses and densities across the site.

Each block comprises a number of individual and distinct development plots. For commercial areas the plots are generally likely to be proportionally larger and may be developed separately. However, blocks will normally be developed comprehensively by one developer with plots being disposed of once built.

As a general principle, plots should be arranged to form the perimeter of the block, allowing direct access to the plot from the public realm.

As a general principle, mini-blocks should be 45m-70m wide and long. This allows for buildings to front all sides, for a range of uses within each block (initially or in the future) and for frequent access routes between blocks, creating a permeable development area. Larger blocks are likely if parking is allowed within the perimeter block, whilst smaller blocks are likely where parking is on plot accessed the front.



Perimeter blocks will consistently define the public and private realm, but may vary in terms of enclosure and character.

Within Kingsmere the development area has been subdivided in a number of blocks. **There are a number of Mega-blocks as shown in Figure 3.19 (which are mandatory)** which are bounded by:

- the permitted development edge;
- major landscape infrastructure;
- primary and secondary highway infrastructure;
- foul water main sewers; and
- principal children's play spaces.

Within most of the Mega-blocks are a number of Mini-blocks (which are not mandatory). The mini-blocks shown in this document are illustrative only and designed to illustrate the overall urban grain for the development, the degree of subdivision within mega-blocks and the permeable nature of any scheme.

The mini-blocks also illustrate the overall intention that Kingsmere should be developed using a simple, rational and legible street network designed to enable easy access between neighbouring areas and to the peripheral public open spaces.

