

02.3 PHYSICAL CONTEXT

2.3.9 Views

HIMLEY FARM



HOWES LANE



Key

GRAVEN HILL



02.3 PHYSICAL CONTEXT

2.3.10 Movement and Access

The Site is bordered on its southern edge by Middleton Stoney Road (the B4030) which is subject to the National Speed limit (60mph) and has a carriageway width of approximately 7m. The road is straight in its alignment and rural in character with the northern edge comprising a thin hedge of variable height set back around 2m from the carriageway. The southern edge is formed by a more substantial belt of trees which are set back 2-3m from the carriageway.

Vehicle Access

Currently the only vehicle access point onto the Site is a gated track that connects with Middleton Stoney Road and serves Himley Farm. The gate to this access is set back some 15m from the edge of the carriageway.

Approximately 400m to the west of the Himley Farm access is a further vehicle access to a substantial residential property (Lovelynych House) that sits within a large plot. This property is outside the boundary of the Application Site and the access to it would not be changed. There are also a number of field gates along the northern edge of Middleton Stoney Road that allow for agricultural vehicle access.

Public Rights of Way

There are no Public Rights of Way through the Site. There is a public footpath located to the north of the Himley Village development adjacent to the railway line connecting Bucknell to the A4095 and Buckingham Road.

A public bridleway that runs between Bicester in the east and Ardley, Middleton Stoney and Upper Heyford in the west, is located north of the Site passing through the land south of the railway.

Cycle Routes

Middleton Stoney Road is not a designated cycle route. The nearest formal cycle facilities are to the south east on Vendee Drive which has a combined cycle/ pedestrian path.

Bus Routes

Bus service 25A that connects Bicester, Kirtlington and Oxford via Middleton Stoney and Heyford, uses Middleton Stoney Road. This service runs half hourly during the morning and evening peak and hourly for the rest of the day. Currently there are no bus stops in the vicinity of the Application Site as there is no demand for the service.



Middleton Stoney Road looking east



Access to Lovelynych House



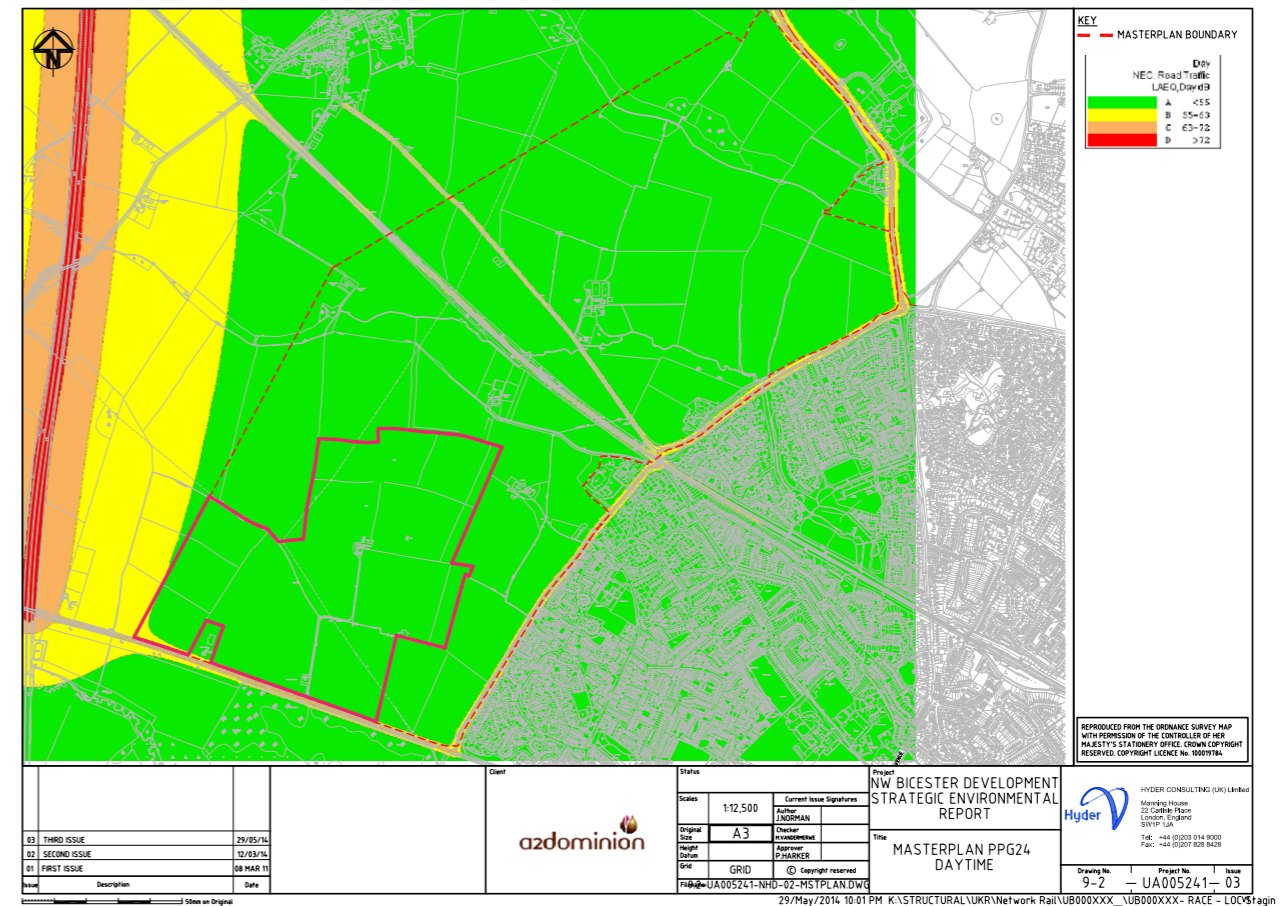
Vehicle access to Himley Farm

02.3 PHYSICAL CONTEXT

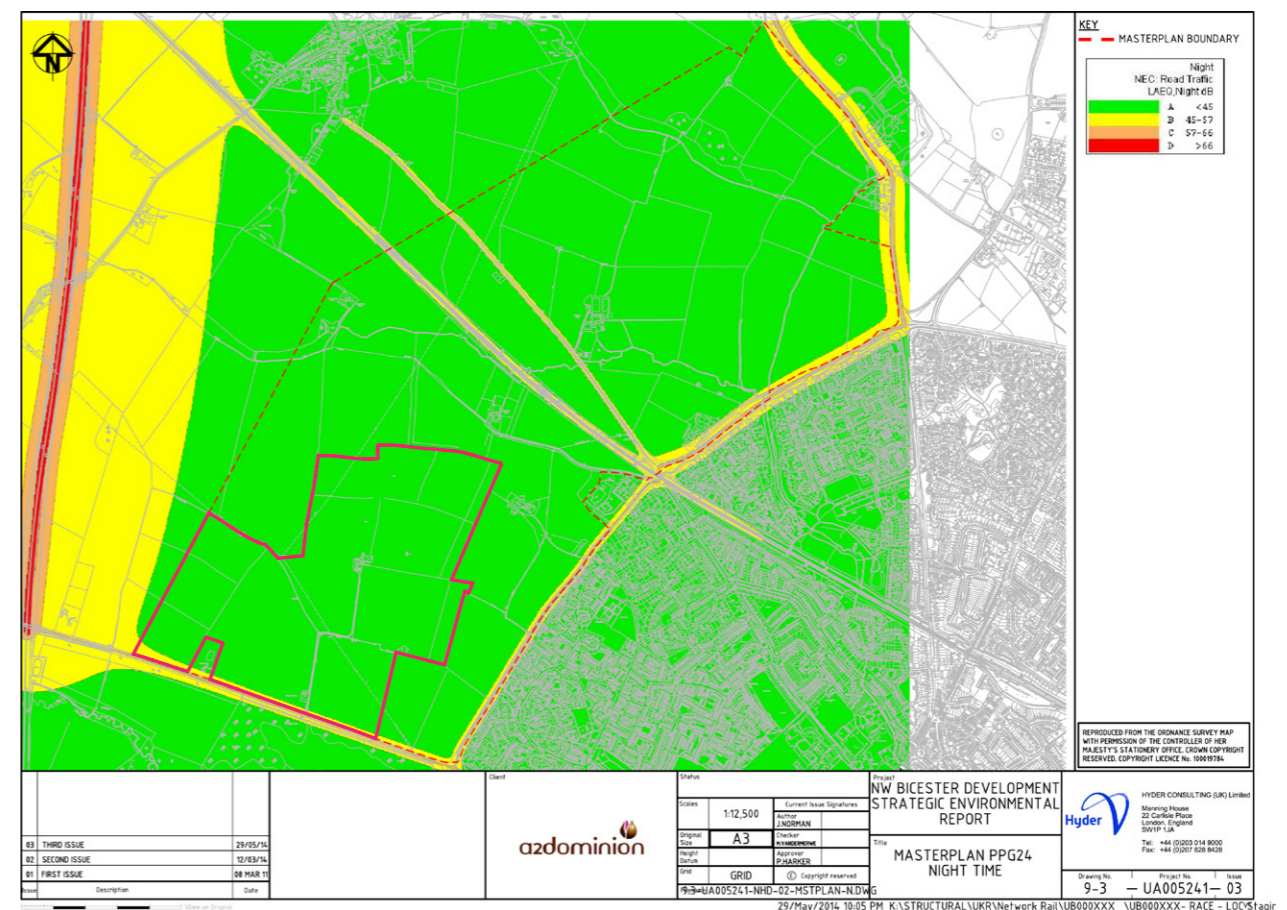
2.3.10 Noise

The main sources of noise which could potentially effect the Site have been identified as the Middleton Stoney Road to the south, Howes Lane to the east, the Chiltern railway line to the north and the M40 to the west.

Noise monitoring has been undertaken and a noise survey carried out as part of the Strategic Environmental Report prepared by Hyder for the NW Bicester masterplan, further details of which can be found in the Environmental Statement.



Noise Survey - Daytime



Noise Survey - Nighttime

02.3 PHYSICAL CONTEXT

2.3.11 Heritage and Archaeology

Built Heritage

Two barns at Himley Farm have been designated as Grade II listed. The barns are dated to the mid 18th century to 19th century and constructed with coarse limestone and wooden lintels.

Their setting is within an area of open farmland. This asset is considered to be of 'Medium' value.

There are no other listed structures within the application area.



View from the west of the Grade II listed barns



View from the south of the Grade II listed barns

Historic Landscape

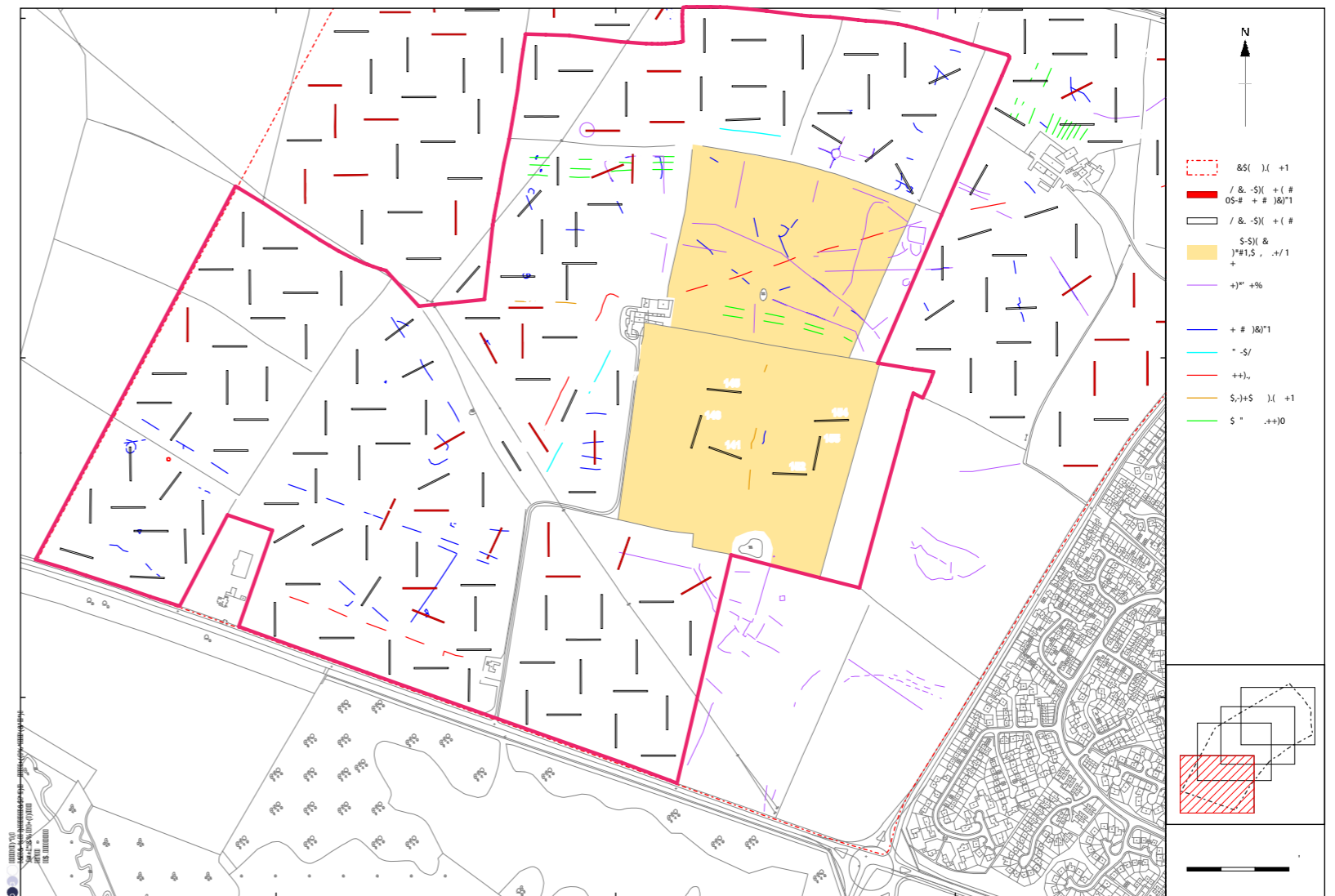
An assessment of the historic landscape has been undertaken based on cartographic and other documentary sources. For details please refer to the Environmental Statement.

A key feature of the historic landscape are the field boundaries, which inform the Sites historic use as farmland. Whilst the overall historic landscape is valued as 'Low', the hedgerows do serve as a visual reminder of the character of the historic landscape.

Archaeology

A desk based assessment and a Geophysical Survey involving extensive trenching has been carried out, details of the survey and evaluation can be found in the Environmental Statements prepared by Hyder and submitted in support of Applications 1 and 2.

Within the Application Site, evidence of a small area of early-middle Iron Age activity was uncovered. Just beyond the Site boundary to the north and west further evidence of early-middle Iron Age activity and Roman activity was discovered.



Plan showing trench locations

S*.+

03

Generating the Place

03.1 Influences

03.2 Concept

03.3 Borders

03.4 Creating Neighbourhoods

03.5 Play and Open Space

03.6 Water

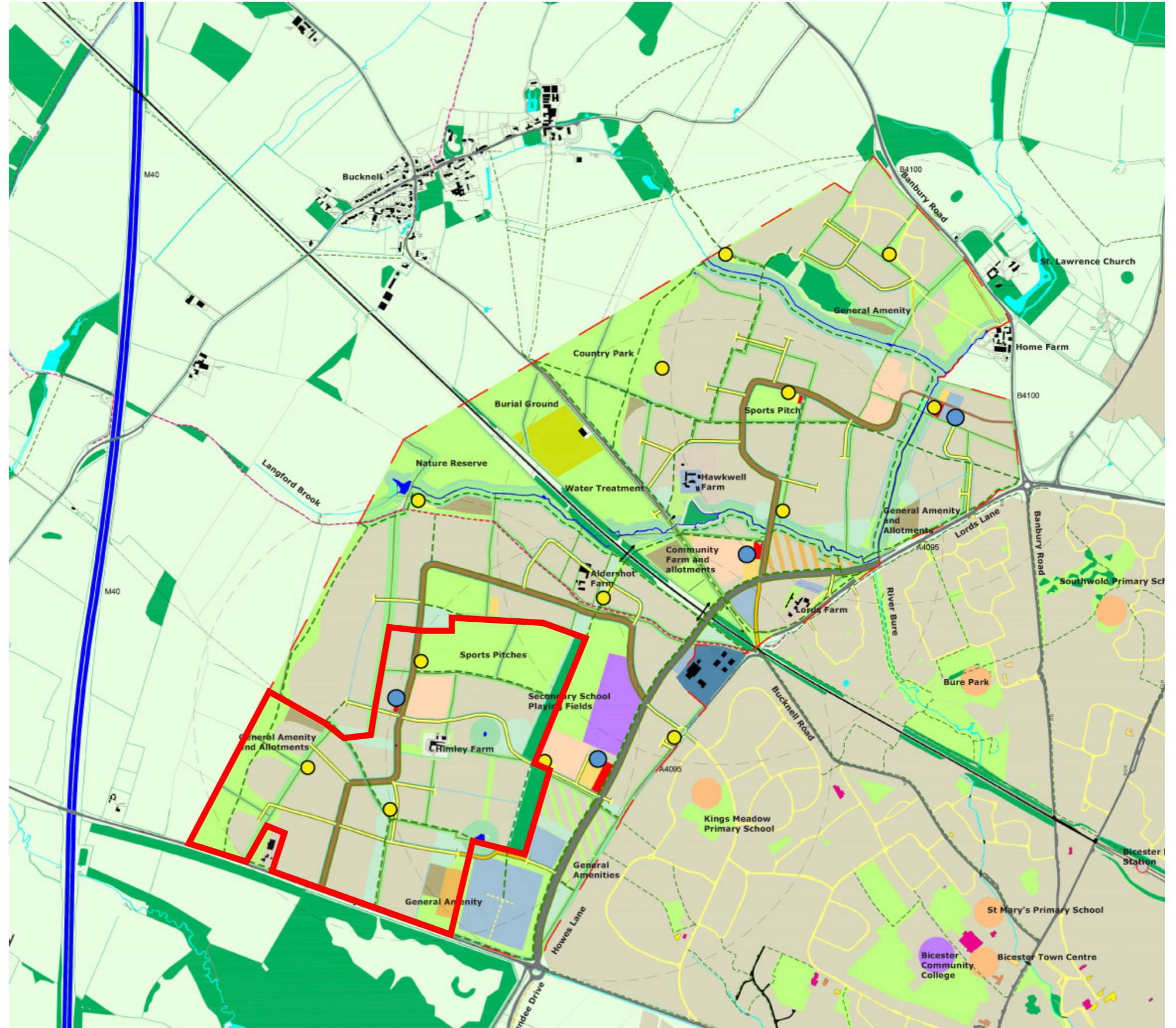
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3.1 Influences

- 3.1.1 NW Bicester Masterplan
- 3.1.2 Bicester
- 3.1.3 Surrounding Villages
- 3.1.4 Sustainable Communities
- 3.1.5 Successful Land Management

03.1 INFLUENCES

3.1.1 NW Bicester Masterplan



NW Bicester Masterplan (Farrells/A2 Dominion)

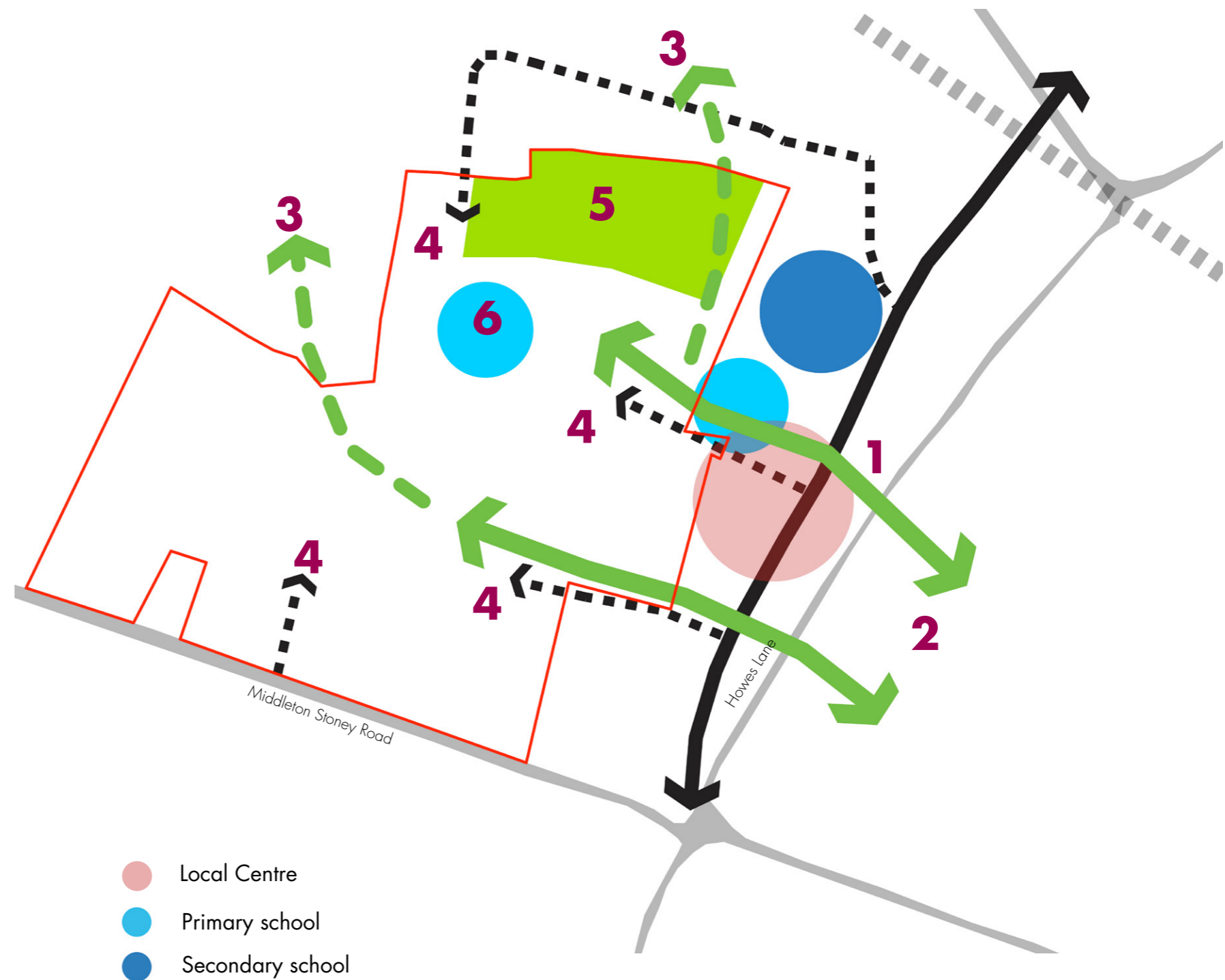
03.1 INFLUENCES

3.1.1 The Masterplan

The NW Bicester masterplan provides a detailed and formative framework for the development of the Application Site. The proposals for the Application Site have been developed in accordance with the principles established for the NW Bicester masterplan.

The key influences taken from the NW Bicester masterplan are summarised here:

- 1** The creation of a new boulevard to the east of the Site and the locating of schools, local shops, schools and other community facilities here establishes a 'centre of gravity' to the east between the Application Site and the existing residential suburbs of Bicester.
- 2** New pedestrian and cycle links connect the Site to the boulevard and to the wider Bicester area.
- 3** Green links for pedestrian and cycle use extend further into the Site and connect to the wider eco-town to the north and west.
- 4** New roads connections into the Site. From the Boulevard, a new vehicle connection to the north and to the south a bus only connection. From Middleton Stoney Road, a new vehicle route is provided. To the north, the Site is connected to the wider masterplan with a new vehicular route.
- 5** To the north of the Site, a large expanse of open green space is set aside creating sports pitches and recreation ground.
- 6** The siting of a new primary school at the heart of the Site, in close proximity to the sports pitches and existing Himley Farm.
- 7** Commitment towards a Local Management Organisation to manage the eco-town.



03.1 INFLUENCES

3.1.2 Bicester

Street Layout

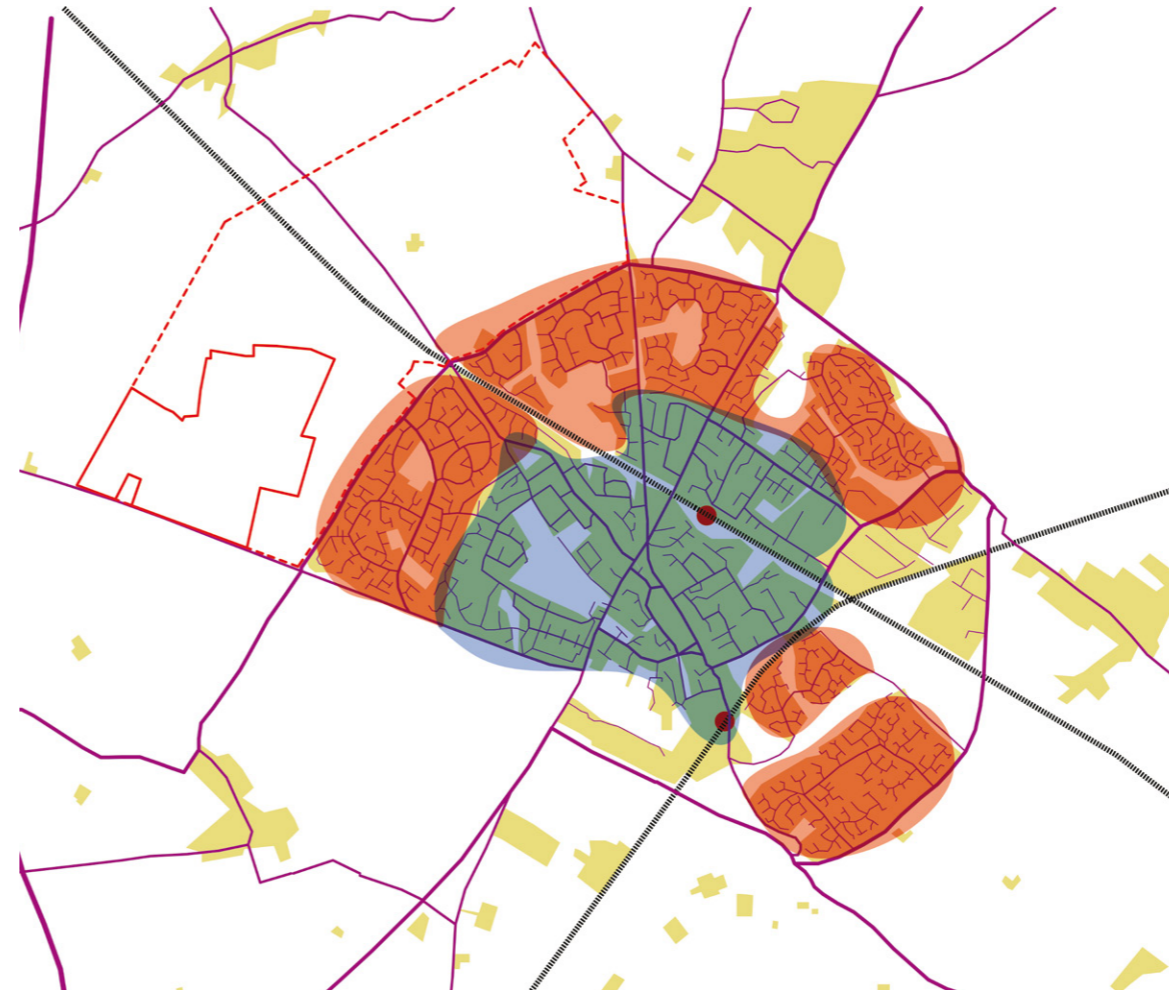
As Bicester has expanded so the character of the residential neighbourhoods has also evolved, with a marked distinction in the residential character between the late-20th century residential expansion of Bicester, the early/mid 20th century development and that of the more historic core.

The later 20th century developments, shown in red opposite, are very much sub-urban in nature and are characterised by cul-de-sac dominated layouts. These cul-de-sacs, whilst they may be individually successful, offer poor connectivity and movement between them.

The inner core of residential development (shown here in blue), is more urban in nature, is characterised by well connected streets, through routes and offers greater movement choice and connectivity.

Key influences:

- A clear and legible street network allows for improved connectivity and movement
- A cul-de-sac arrangement help define a clear and successful micro-neighbourhood; however
- Poorly defined connectivity between these cul-de-sacs fail to integrate these micro-neighbourhoods into the wider residential neighbourhood



03.1 INFLUENCES

3.1.2 Bicester

Residential Character

Elements that help to define residential character include scale, landscape, housing typology and layout.

Again, there is marked contrast in residential character between the more historic core and that of the early/mid 20th century development and the late -20th century expansion.

The historic core has developed incrementally on almost street-by-street basis. As neighbourhoods have expanded, the new development has served to reinforce and augment the existing neighbourhood characteristics, resulting a rich mix of typology, scale and layout.

With the rapid expansion during the late 20th century, the street layouts were homogenised across different neighbourhoods with the cul-de-sac arrangement dominating, resulting in little to distinguish one neighbourhood from another.

Here different housing typologies tend to be organised around individual cul-de-sacs or micro-neighbourhoods. Whilst across the wider locality there may be a rich mix of housing typology and with it a diverse social group, it does result in the clustering of housing types which, along with poor connectivity between these micro-neighbourhoods, serves to undermine the cohesion of a neighbourhood.

Key influences:

- The character of an area is defined by layout, typology and landscape
- The creation of distinct residential character areas is key to the creation of a successful wider neighbourhood



Historic core



Early/mid-20th century development



Late-20th century development



03.1 INFLUENCES

3.1.2 Bicester

Open Spaces

Bicester enjoys a variety of open green spaces and parks.

One of the most significant of these is Garth Park in the town centre. This was formerly the estate of the hunting lodge, Garth House and dates back to the 1840's.

Today Garth Park provides a formally landscaped gardens along with a skate park and traditional bandstand.

The River Bure and its associated nature reserve to the north west of Bicester provides a more naturalistic landscape, with grass meadows and young broad leaved woodland.

These two key open spaces are complemented by a network of formal and informal green spaces. These spaces tend to be focused around neighbourhoods, providing areas for play, allotments and general recreation.

Key influences:

- Formal spaces create the sense of a civic centre
- Open space such as play and sports should be integrated into informal landscaped areas
- A rich mix of open spaces contributes enormously to the quality of life
- Mature landscape incorporated into the urban environment greatly enhances the quality of that environment.



Bure Park Nature Reserve



Bure Park Nature Reserve



Garth Park

