

## 04.2 Description and Parameter Plans

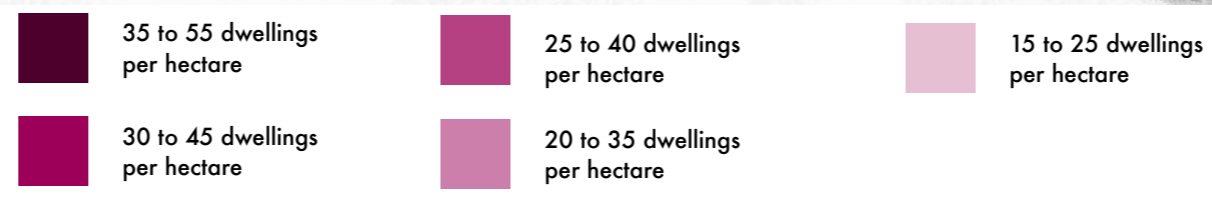
### 4.2.4 Density

There is a natural correlation between building height and density, although there are different rationales for each.

Considering one of the established principles regarding sustainable development - the promotion of walking and cycling over vehicles - it follows that density should be focused around key destinations and green corridors, in order to minimise journeys.

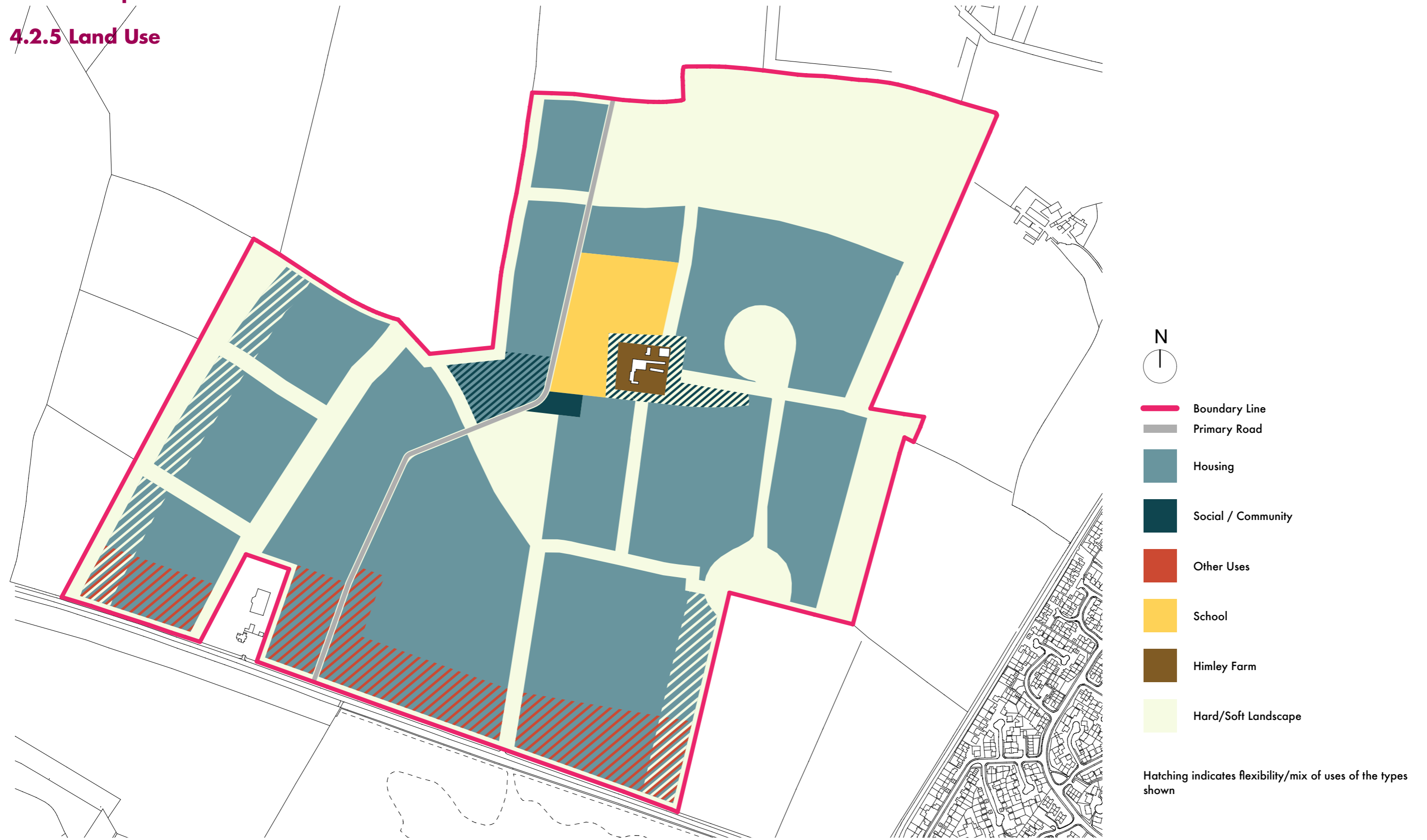
In this instance we are proposing to increase density to the north and east of the Application Site - adjacent to the new boulevard and its associated facilities and along green corridors encouraging foot and cycle connections to Bicester. The new primary school, Himley Farm and the Village Green provide another natural focus for denser development.

To the south and west, at the edge of the Application Site, where we are further away from local destinations it follows that lower density is more appropriate. There is also a strong logic to reducing density at the rural edge as we make the transition from settlement to open rolling landscape.



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### 4.2.5 Land Use



Parameter Plan - Land Use

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Land Use designation on the Application Site has been prescribed as part of the development of the wider masterplan.

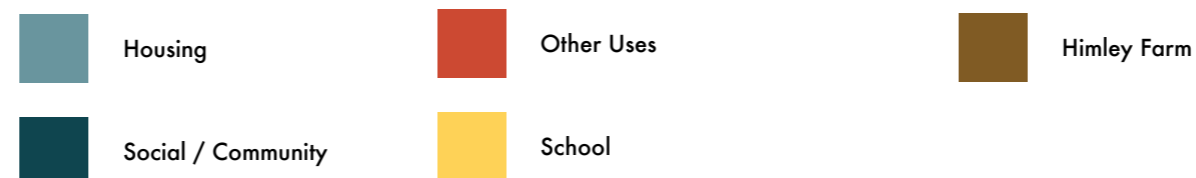
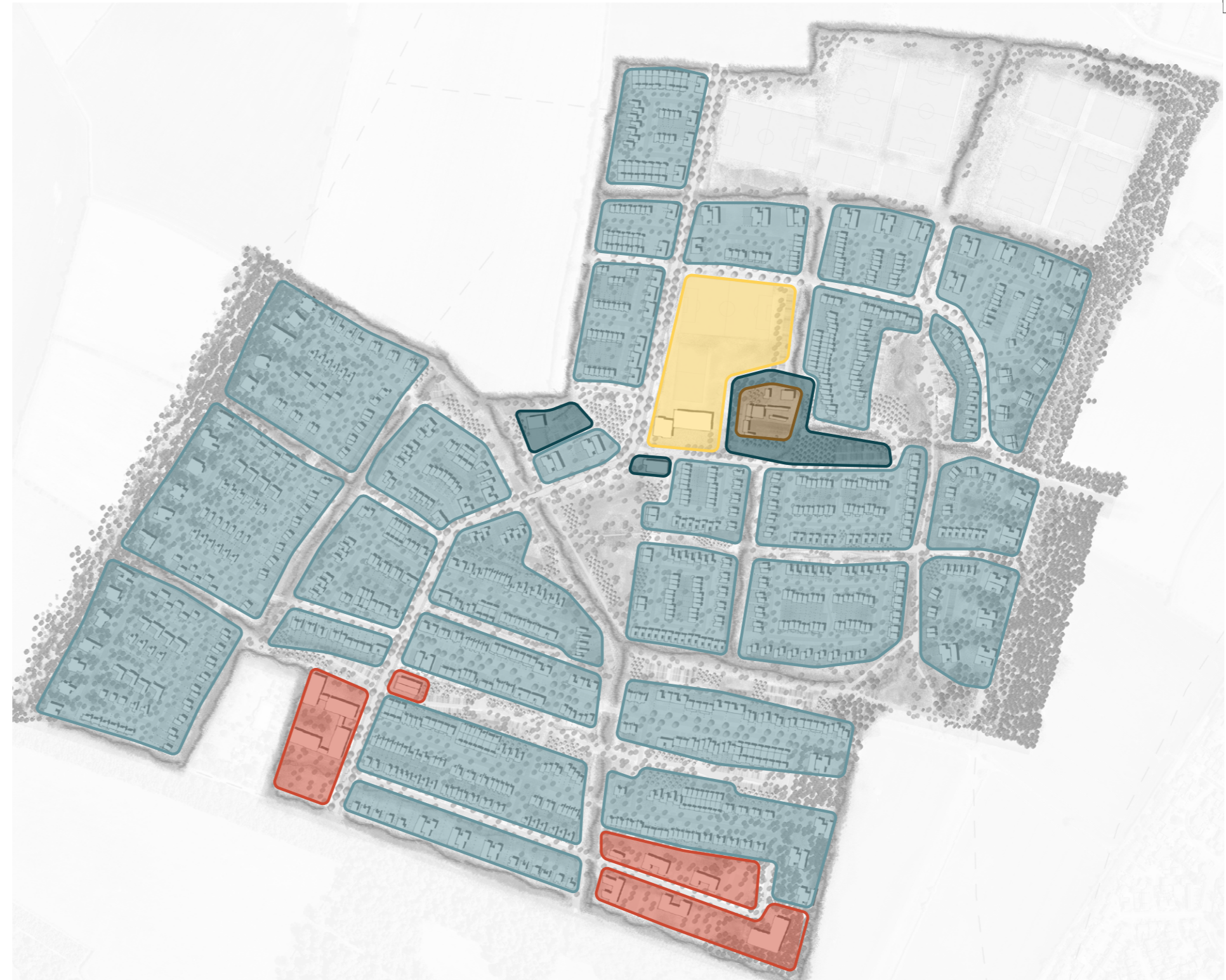
In developing the proposals for the Application Site we have further developed these designations.

The school is located adjacent to Himley Farm. It is hoped that the school could be a Farm School, so the co-location of these facilities will allow for greater integration.

Just to the south of the school and farm is the village green which naturally is the focal point of the development. Here, we are proposing various community-led facilities such as a small local shop, eco-pub or community hall. Facilities to support the HFLT could also be located here.

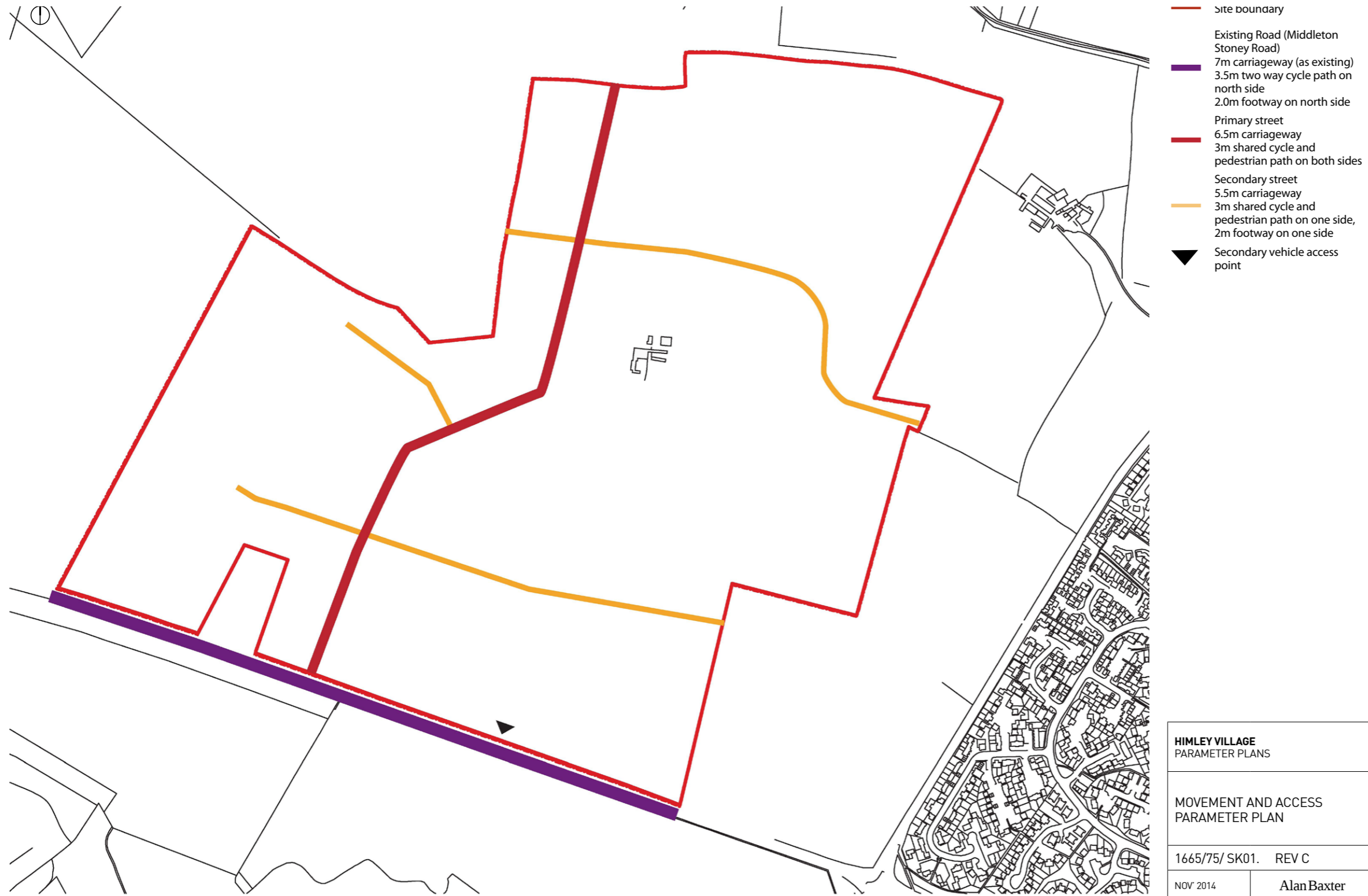
It is envisaged that the school and maybe farm would on occasion be opened to other community uses supporting the wider aspirations for Himley Village.

On Middleton Stoney Road, other uses such as a local convenience store, small hotel or veterinary surgery are located. These uses are intended to serve not just the residents of Himley Village but also the wider population of Bicester and beyond and act to further integrate the new development in the wider community.



## 04.2 Description and Parameter Plans

### 4.2.5 Movement and Access








<b>HIMLEY VILLAGE</b> PARAMETER PLANS	
MOVEMENT AND ACCESS PARAMETER PLAN	
1665/75/ SK01.	REV C
NOV 2014	Alan Baxter

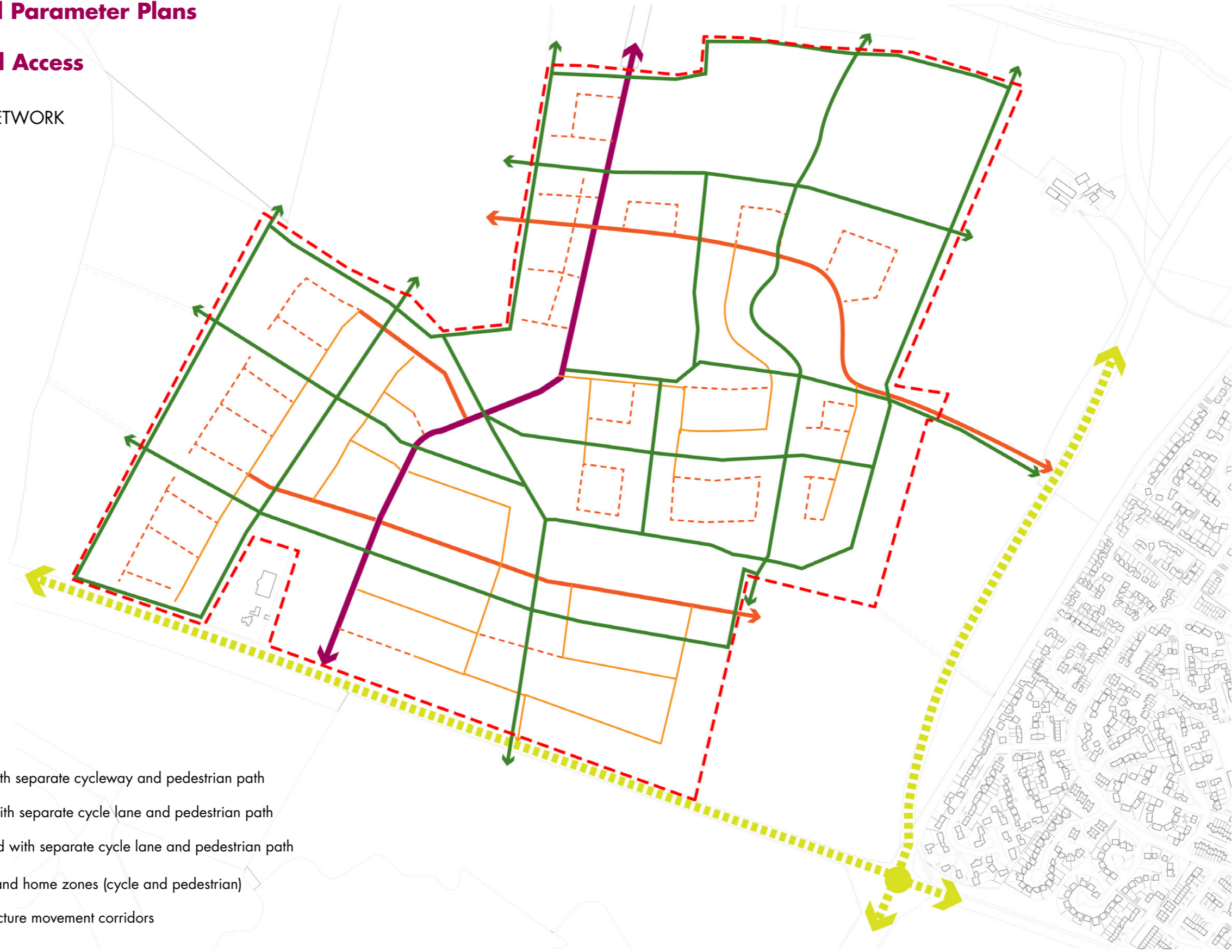
### Parameter Plan - Movement and Access

## 04.2 Description and Parameter Plans

### 4.2.6 Movement and Access

#### PROPOSED CIRCULATION NETWORK

-  Major roads with separate cycleway and pedestrian path
-  Primary road with separate cycle lane and pedestrian path
-  Secondary road with separate cycle lane and pedestrian path
-  Tertiary roads and home zones (cycle and pedestrian)
-  Green infrastructure movement corridors



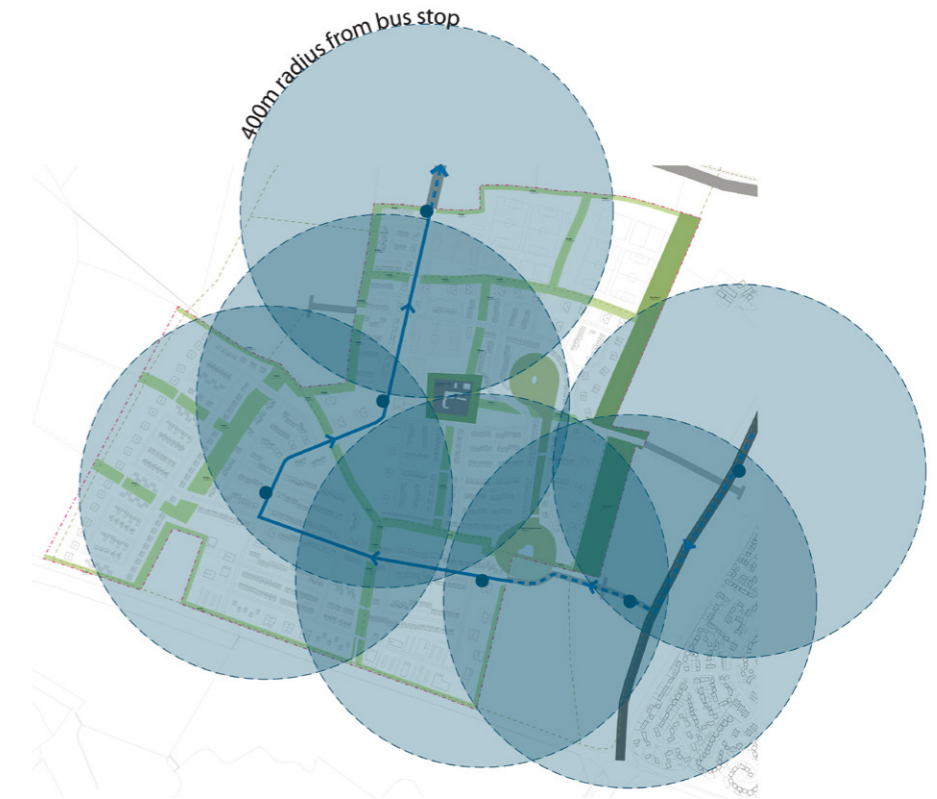
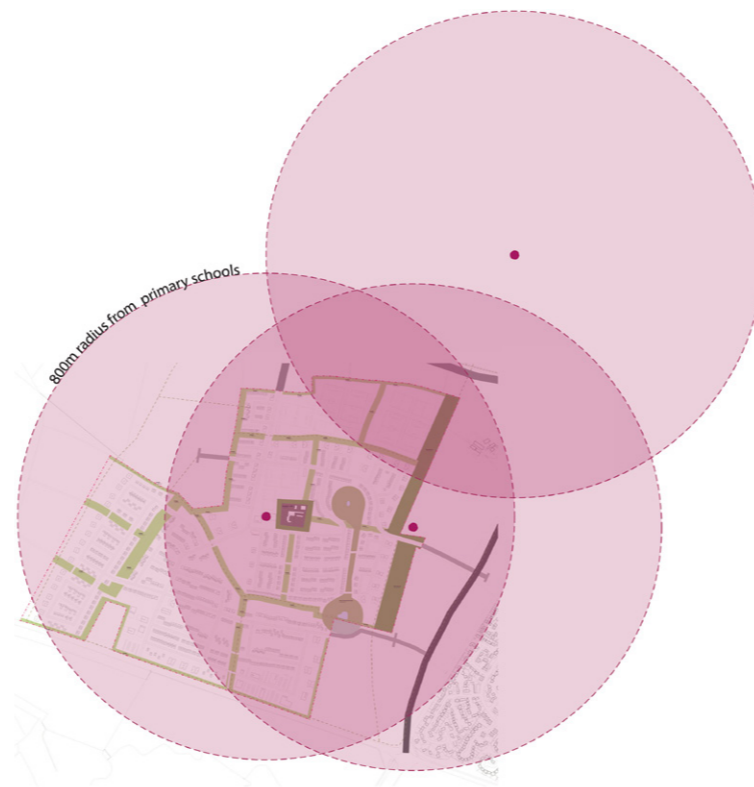
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### 4.2.6 Movement and Access

#### NW BICESTER MASTERPLAN

The development of the application will generate approximately 12,000 movement trips every day. Around 30% of these trips will be within the wider NW Bicester development with the vast majority of these being undertaken by sustainable modes walking, cycling and by bus. Schools, employment, and local shops and services will be a maximum of 400m or a 5 minute walk from any dwelling within the Application Site. Walking will be the dominant mode for trips within the Site.

30% of trips will be within wider Bicester town with around half these being by sustainable modes. The remaining 40% of trips will be to destinations outside of Bicester with three quarters of these being by private car.



## 04.2 Description and Parameter Plans

### 4.2.6 Movement and Access

#### Walking and Cycling Connections

The internal NW Bicester Eco-Town walking and cycling network will comprise of a combination of routes segregated from traffic and unsegregated routes on the street network and traffic-free routes through green corridors (GI corridors) The majority of pedestrian and cycle routes within the street network will provide the most direct access to key local employment areas, schools, local centres and hubs within the NW Bicester Eco-Town. The GI corridors have a dual role of providing traffic free routes that connect out of the development to existing Bicester as well as leisure journeys.

#### Provision on Streets

Along the north side of the existing Middleton Stoney Road a segregated two-way cycle path and a separate footway are proposed. This will be located between the existing hedgerow and new development.

Along the primary and secondary streets pedestrian and cycle paths will be segregated from vehicle movement on shared pedestrian and cycle paths adjacent to the carriageway. The primary street will incorporate a shared path on both sides of the carriageway and the secondary streets will have a shared path on one side. These paths will be 3m in width to accommodate two-way cycle and pedestrian movement. Cyclists will also be able to use the carriageway which will be traffic calmed.

The tertiary streets will be a single level surface with footways on both sides and will be designed to constrain vehicle speeds to 15mph to create an environment where cyclists can mix safely with vehicles on the carriageway. Home zones will be designed as shared surfaces creating a comfortable and safe environment for pedestrian, cyclists and slow moving vehicles (approximately 5mph) to mix.

To ensure pedestrian and cycle routes within the street network are well used and fit for purpose it is proposed they are well lit, use high quality surface materials and ensure natural surveillance. Safety of pedestrians and cyclists will be ensured by providing routes of adequate widths and with numerous crossing points. Additionally traffic calming measures will be implemented along the primary and secondary streets to reduce vehicle speeds and maximise pedestrian cycle safety across the Himley Village development.

This comprehensive network of pedestrian and cycle routes within the street network will maximise ease of movement across the Site by foot and by bike and in particular it will help encourage cycling as an alternative to the car for internal trips.



- GI corridors- 3m shared cycle and pedestrian path
- Existing strategic road (Middleton Stoney Road) 3.5m segregated cycle path on the north side and 2m footway on the north side
- Primary Street- 3m shared cycle and pedestrian path on both sides
- Secondary street- 3m shared cycle and pedestrian path on one side/ 2m footway on the the other side
- Tertiary streets- traffic calmed environment (10mph) cyclists mix with vehicles, 2m footway on both sides
- Home zone- shared surface environment cyclists, pedestrians and vehicles mix

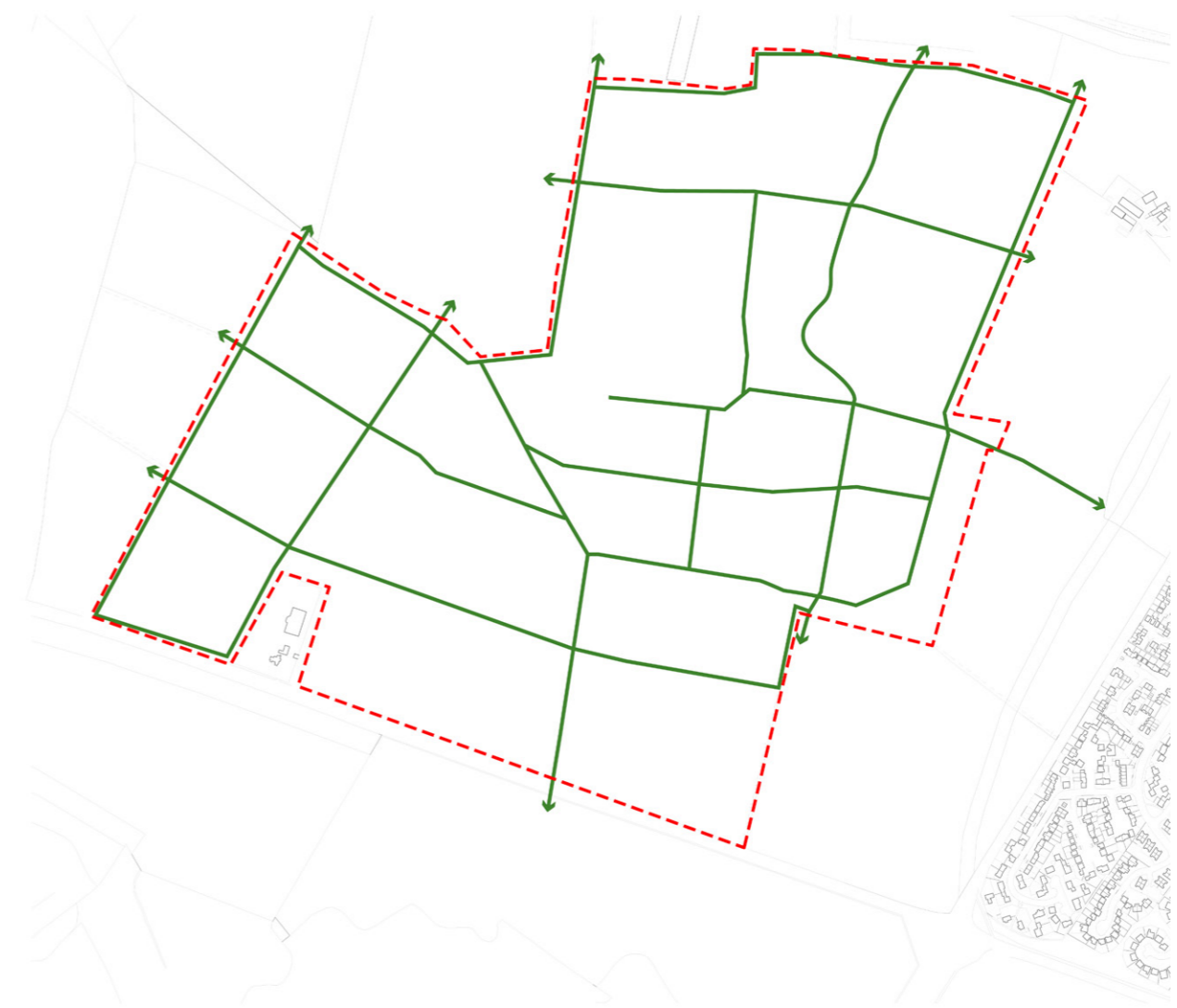
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#### Walking and Cycling Connections

##### Green Routes

A network of green corridors is proposed across the Himley Village development providing high quality green routes for pedestrians and cyclists. The main GI corridors are aligned in an east to west direction connecting the residential areas in the southern part of the Himley Village development towards the town centre. Additionally there are multiple GI corridors linking the north of the Site to Middleton Stoney Road. The green corridors will be of high quality, traffic-free, green routes which will provide a more leisurely route around the Himley Village development with meandering shared pedestrian and cycle paths. These will be a minimum of 3m width to safely mix and accommodate both pedestrian and cyclist movement. It is proposed these routes are un-lit to retain the sensitive natural setting and therefore are likely to be primarily used by pedestrians and cyclists during daylight hours.

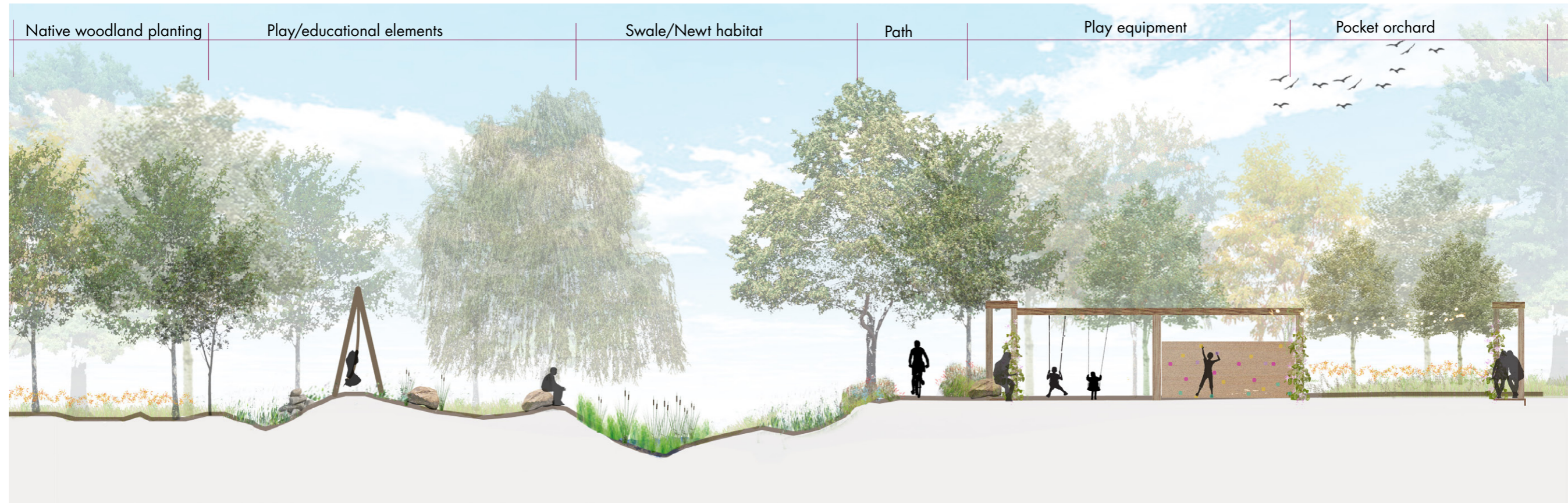


←→ Green infrastructure movement corridors



## 04.2 Description and Parameter Plans

### 4.2.6 Movement and Access



Green infrastructure movement corridors

#### MULTIFUNCTIONAL LANDSCAPE - INTEGRATE NOT ISOLATE

- Play elements - natural, incidental, formal,
- Seating and social spaces
- Playable drainage network - bridges, boulders
- Wildflower swathes
- Pockets of tree planting and scrub
- Foraging hedges and pocket orchards



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### 4.2.6 Movement and Access

#### Proposed Bus Route

In accordance with the overall strategy for the wider NW Bicester Eco-Town a one way bus loop will pass through the Himley Village development in a clockwise direction. The bus service will use the NW strategic link road (southbound) before turning westbound on the southern secondary street and entering the Site. The route will then head northbound on the primary street, continuing on this street until it connects with the NW strategic link road from where it will use Bucknell Road to access the town centre. Bus stops will be located on the primary street just north of the junction with the secondary street to the south, at the neighbourhood centre and adjacent to the sports pitches. The majority of dwellings will be within a 400m walking distance of a bus stop.

In the early phases of development it is proposed that the frequency of buses is proposed every 15 minutes from the occupation of an agreed number of units. Once the 15 minute service is commercially viable, frequencies may increase to every 10 minutes.



-  Proposed bus route - within Himley Village red line boundary
-  Proposed bus route outside the red line boundary
-  Proposed bus stop

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#### Access and Street Hierarchy

Principal access to the Site is proposed from an access point on Middleton Stoney Road where the primary street connects with this radial route to Bicester. This junction is proposed as a priority junction with a protected right turning facility (ghost island arrangement). This arrangement minimises the footprint of the junction whilst providing a safe point of access into the Himley Village street network. A secondary access point is proposed on Middleton Stoney Road at the location of the existing Himley Farm track. This will also be in the form of a priority junction with a protected right turning facility. It provides access mainly to the commercial uses proposed along Middleton Stoney Road but also to some housing. It connects into the street network within the Himley Village development via a tertiary street.

The existing speed limit on Middleton Stoney Road is 60mph. It is envisaged that in conjunction with construction of the two access junctions the speed limit would as a minimum be reduced to 50mph, if not 40mph. The change in speed limit would start/ end at the western extent of Himley Village, making the new urban edge of Bicester. The urban frontage on Middleton Stoney Road will to a certain extent assist in calming vehicle speeds to the speed limit but other features such as a defined gateway and radio activated speed warning signs would also be required.

A street hierarchy has been defined for the Site. This comprises a primary street, secondary streets, tertiary streets and home zone/mews streets which are all subject to a speed limit of 20mph. The primary street runs north south through the Site and onward into the adjacent site to the north from where it then connects to the NW strategic link road ('the Boulevard'). Overall therefore the primary street will form a central spine throughout the entire development area south of the railway line. Secondary street connections are proposed in an east to west alignment. The secondary streets connect to the NW strategic link road in the east and into the residential areas of the Himley Village development to the west. The tertiary and home zone/mews streets will be designed to restrain vehicle speeds to less than 15mph to allow pedestrians and cyclists to safely mix with vehicles.



-  Primary street
-  Secondary street
-  Tertiary street
-  Home zone

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#### Primary Road - Type A

##### KEY PRINCIPLES

- 5.0m Swale bordering playing fields
- 6.5m Carriageway
- 3m shared cycle and footway
- 2.5m Flexible parking space/stormwater planters
- Kerb upstand of 100mm
- Surface materials to be flexibly laid brick

