

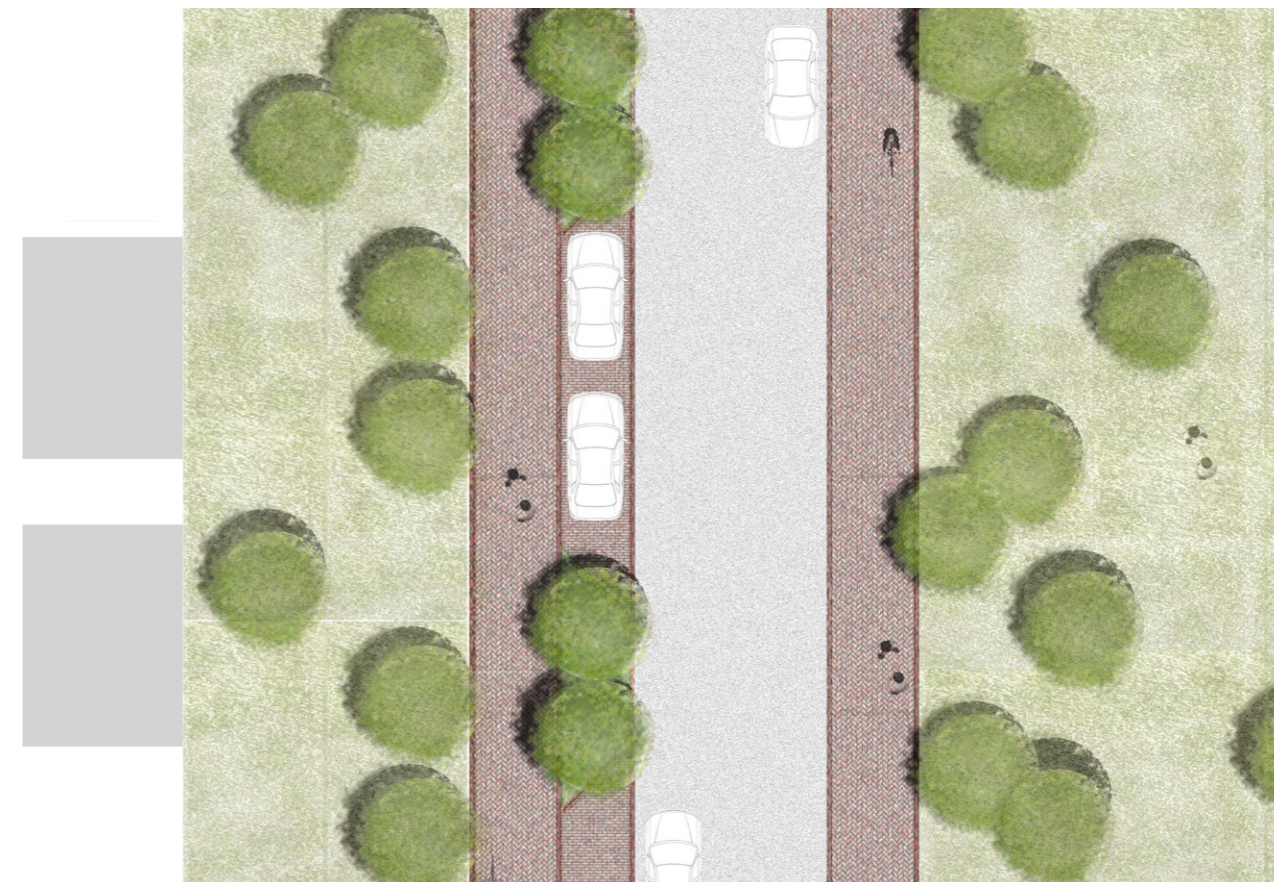
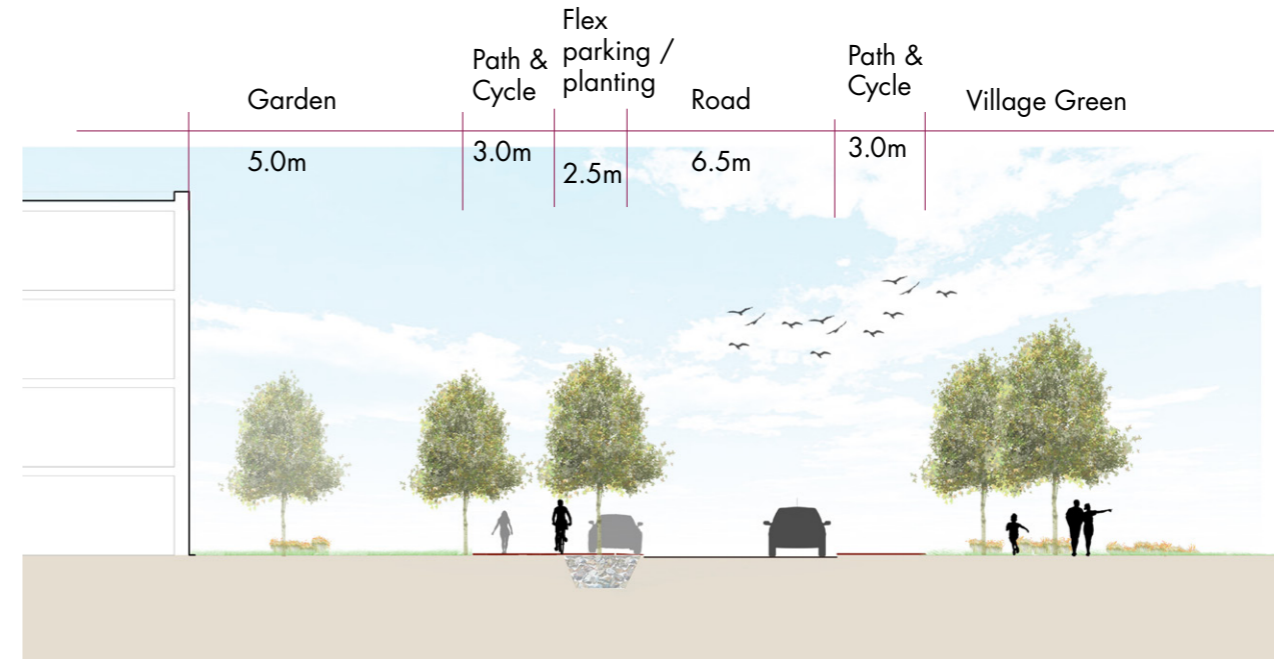
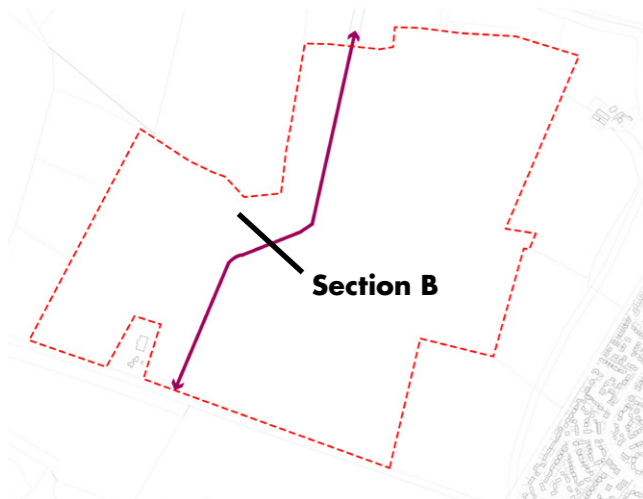
04.2 Description and Parameter Plans

4.2.6 Movement and Access

Primary Road - Type B

KEY PRINCIPLES

- 5.0m Swale bordering village green
- 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



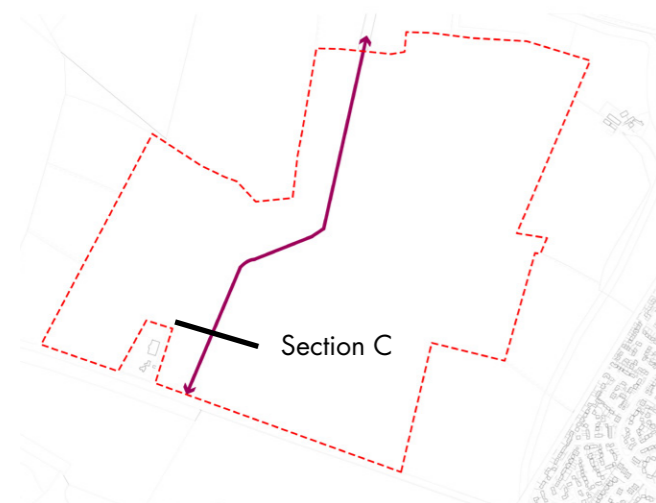
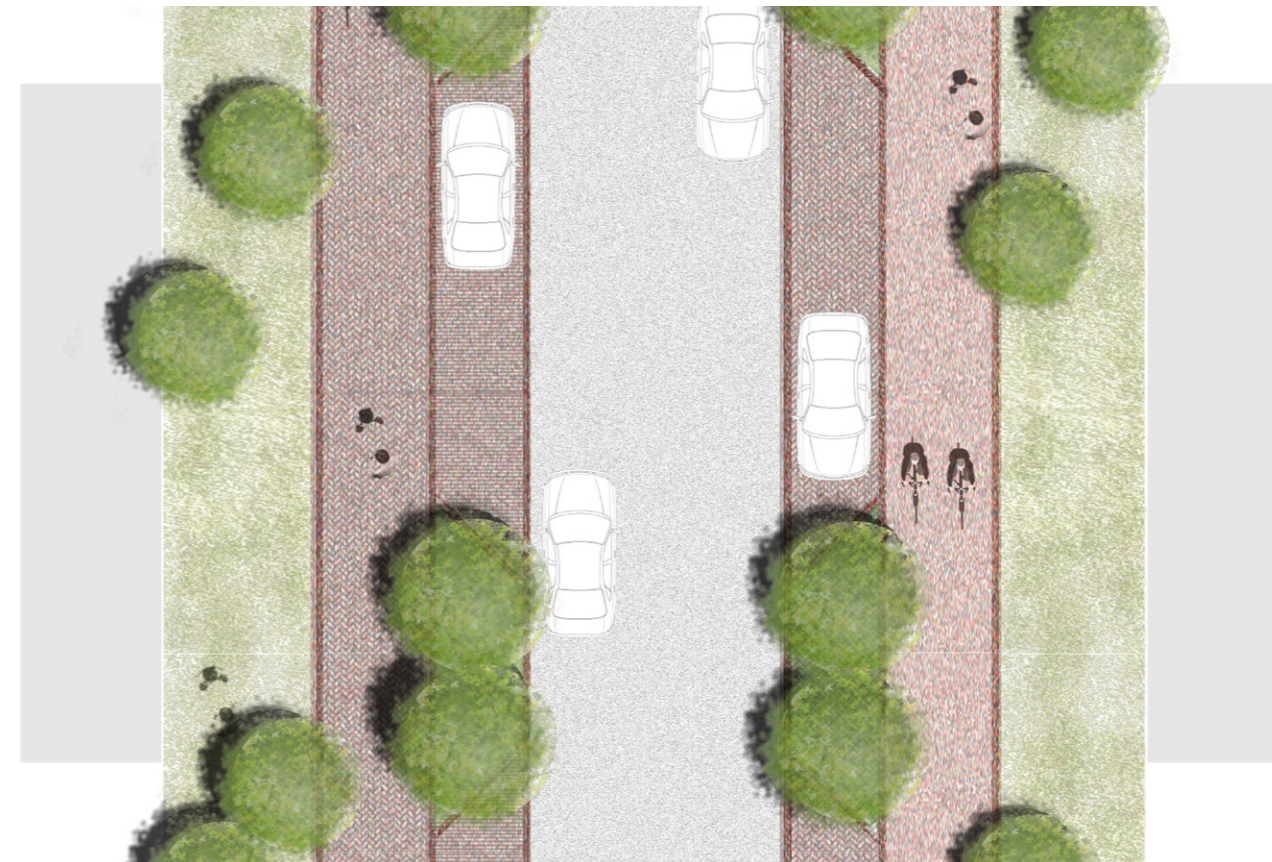
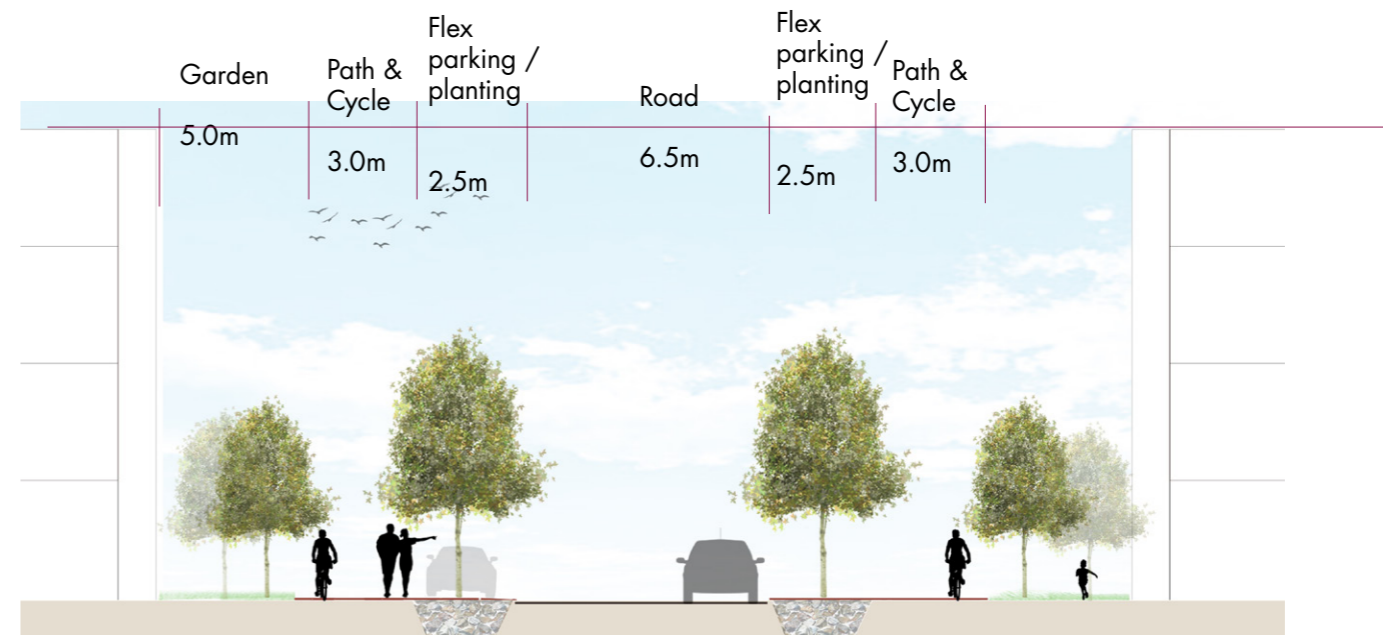
04.2 Description and Parameter Plans

4.2.6 Movement and Access

Primary Road - Type C

KEY PRINCIPLES

- 6.5m Carriageway
- 3.0m shared cycle and footway
- 2.5m Flexible parking space/stormwater planters on both sides
- Kerb upstand of 100mm
- Surface materials to be flexibly laid brick



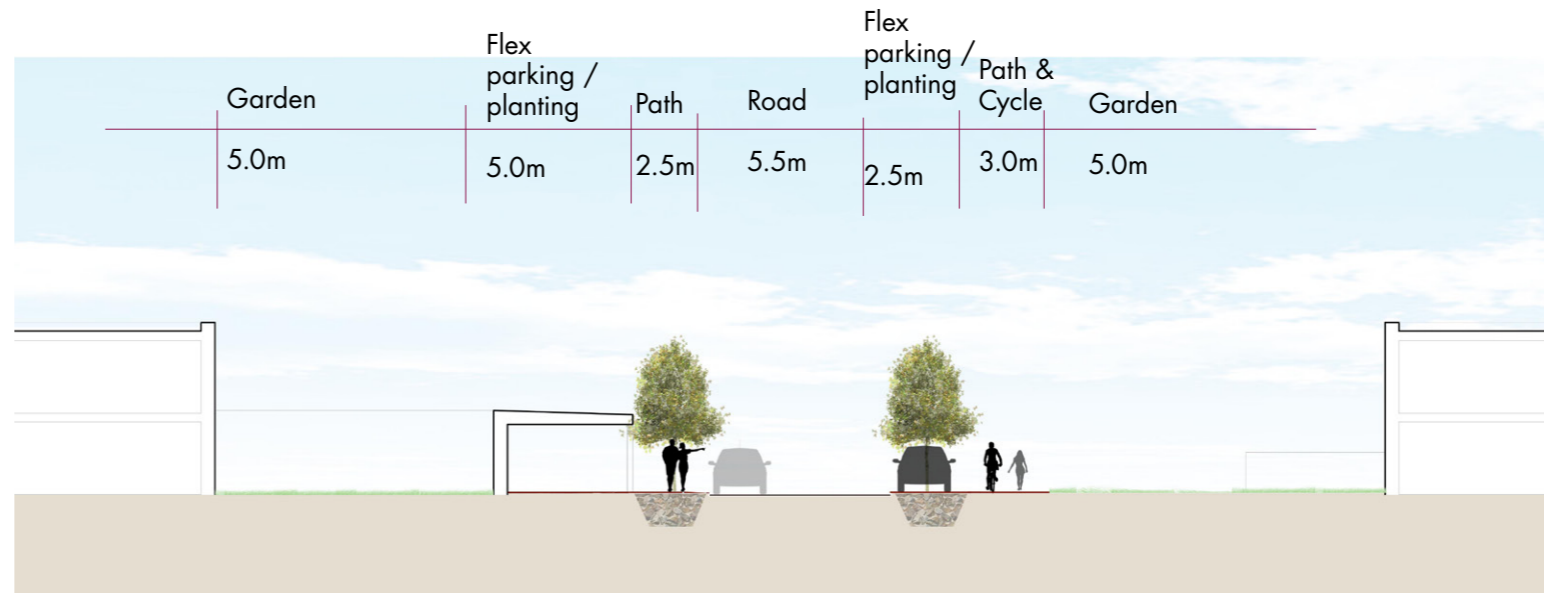
04.2 Description and Parameter Plans

4.2.6 Movement and Access

Secondary Road

KEY PRINCIPLES

- 6.5m Carriageway
- 3.0m shared cycle and footway on either side
- 2.5m Flexible parking space/stormwater planters on both sides
- Flush kerb - unified surface feel
- Surface materials to be flexibly laid brick
- Parking off street and flexible on street



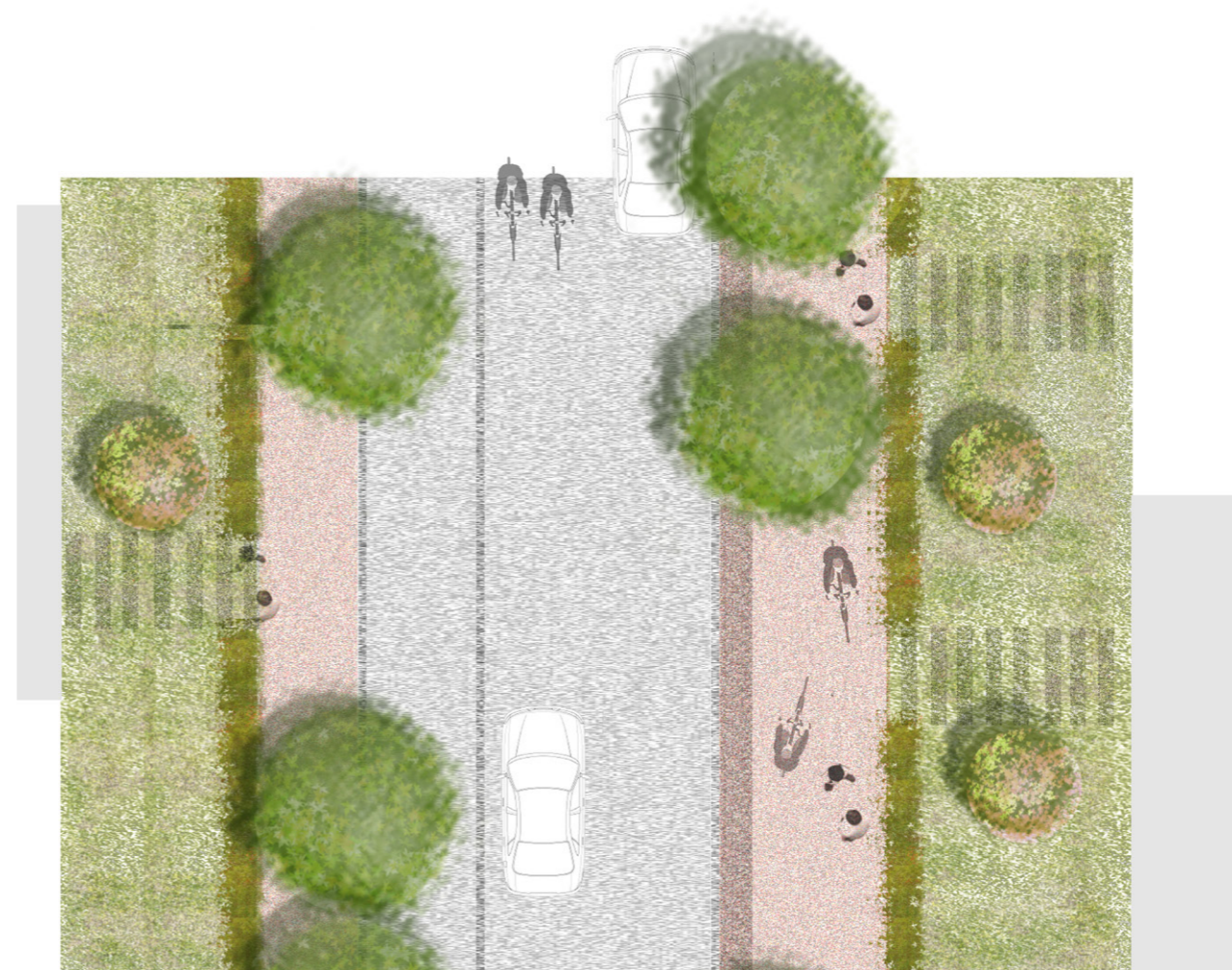
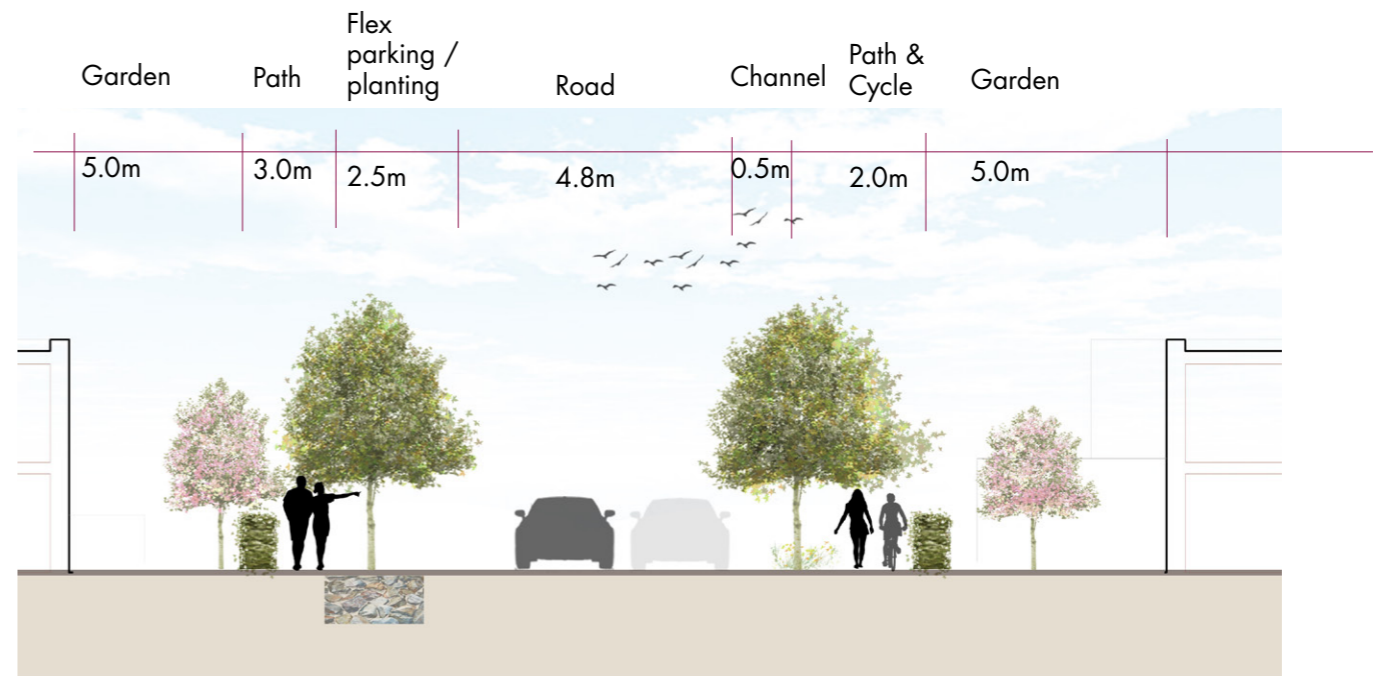
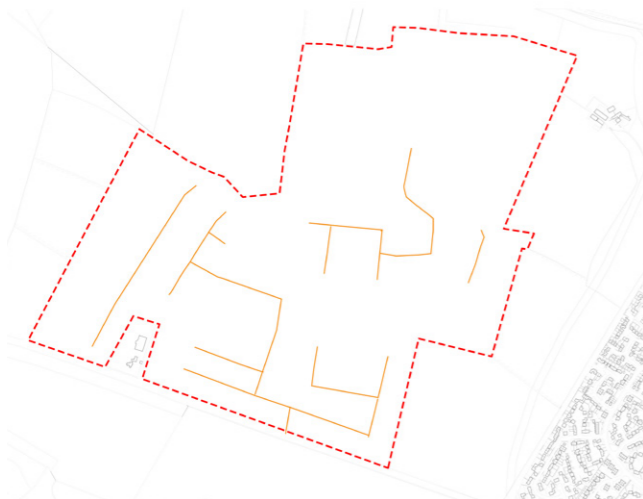
04.2 Description and Parameter Plans

4.2.6 Movement and Access

Tertiary Road

KEY PRINCIPLES

- 4.8m Carriageway
- 3.0m shared cycle and footway
- 2.0m path
- Flush kerb - unified surface feel
- Surface materials to be flexibly laid brick
- Parking off street and flexible on street



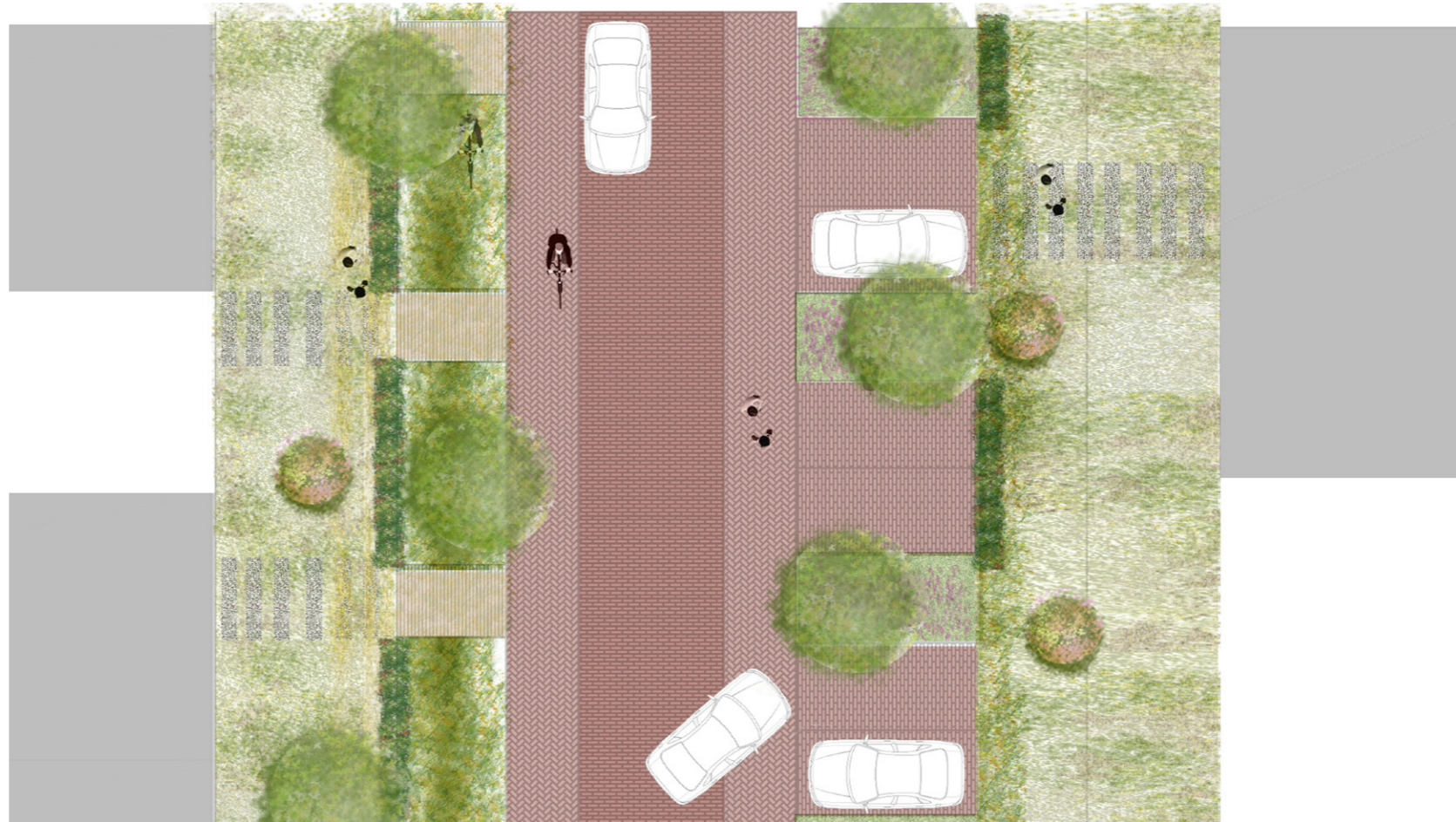
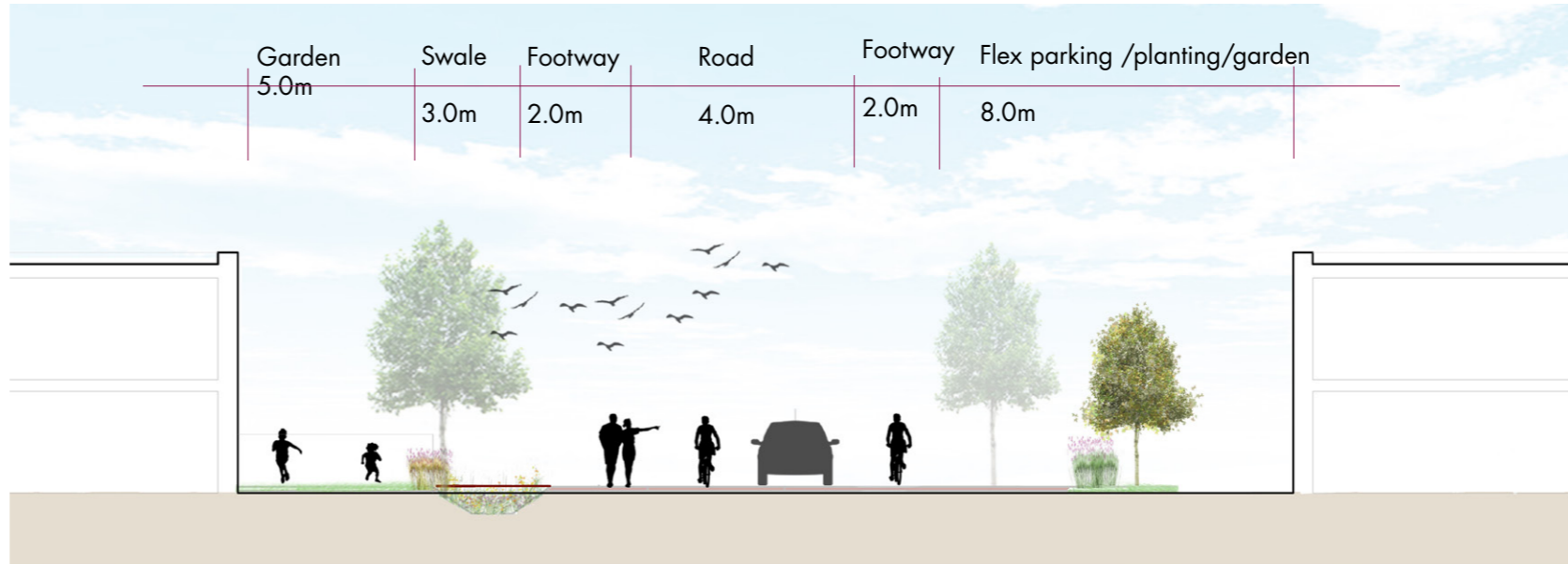
04.2 Description and Parameter Plans

4.2.6 Movement and Access

Homezone

KEY PRINCIPLES

- 4.0m Carriageway
- 3.0m swale with bridged access to houses
- 2.0m footway on each side
- Flush kerb - shared surface
- Surface materials to be flexibly laid brick
- Parking off street



04.2 Description and Parameter Plans

4.2.6 Movement and Access

Traffic Calming

The primary street and secondary streets will be designed with a range of vertical and horizontal traffic calming measures employed to restrain vehicle speeds to between 15mph and 20mph. The measures used will be:

E1- Junction tables - speed table that covers an entire junction with ramps on all approaches. The surface is flush with the footway to provide an accessible crossing for pedestrians.

E2- Carriageway narrowing - changes the visual appearance of the road i.e. reduces two way carriageway to a single lane of traffic.

E3- Chicanes - horizontal deflection created through carriageway alignment, landscape features or parking bays.

E4- Raised courtesy pedestrian crossings - The crossing is raised to the level of the footway and vehicles give way, giving priority to pedestrians and cyclists. These are situated at GI corridor cross over points, where pedestrian and cycle activity is likely to be higher.

E5- Change of road surface material/ colour - to alert drivers to a change of driving environment with potentially higher number of pedestrians and potential crossings.

It should be noted that if carriageway narrowing (E2) is used as a traffic calming measure along a bus route, priority must be given to buses. Traffic calming events would be provided at 60-70m intervals along primary and secondary streets.



E1- Junction table



E2- Carriageway narrowing



E3- Chicanes



E4- Priority cycle and pedestrian crossing



E5- Change of road surface material/ colour

04.2 Description and Parameter Plans

4.2.6 Movement and Access

Parking Provision

Residential Provision

Parking provision for the development has been developed through the application of Oxfordshire County Councils 'Parking Standards for New Residential Developments' (OCC, 2010). The guidance sets out the maximum parking standards for allocated and unallocated spaces within new residential areas throughout Oxfordshire, together with guidance on space dimensions and parking layouts.

The parking standards set out in the guidance have been informed by research undertaken in Oxfordshire, which found that the most important factors influencing car ownership are dwelling size and tenure, location and that the overall number of car parking spaces in a development can be reduced if some spaces are provided as unallocated to specific properties. The guidance provides parking standards for new residential developments for different areas of the County including specific parking standards for the Cherwell Urban Areas including Bicester

Table 1.1 indicates provision by unit type. It can be seen that all dwelling types are lower than the maximum standards for allocated parking and unallocated parking spaces are marginally lower. As a total, the provision of parking would be less than the standards. Garages are included as allocated spaces and the unallocated spaces includes visitor parking provision. Visitor spaces are to be provided within the unallocated parking provision in parking bays within the street design.

Non-Residential Provision

Parking provision for other uses recognises the level of trips that will be on foot, cycle or by bus. It will be part of a parking strategy which links to the Travel Plan with the aim of discouraging car use to the non-residential uses of the Himley Village Development. The standards for non-residential uses will be in accordance with that agreed for the Exemplar development, Cherwell District Council Local Plan and using professional judgement. Table 1.2 indicates the average parking provision for each of the non-residential uses on the Himley Village Site.

Table 1.1 Indicative Residential Car Parking Provision

RESIDENTIAL

Dwelling Size	Number of Dwellings	Allocated	Allocated per dwelling	Unallocated	Unallocated per dwelling
1 bed	168	168	1	67	0.4
2 bed	680	680	1	340	0.5
3 bed	568	568	1	398	0.7
4 bed	125	125	1	125	1.0
	84	168	2	84	1.0
5 bed	7	7	1	7	1.0
	68	136	2	68	1.0
TOTAL	1700	1852		1089	

Table 1.2 Indicative Non-Residential Car Parking Provision

Land use	GIA (m ²)	Parking provision	Notes
Hotel	2600	40	1 per room
Veterinary surgery	2000	67	1 per 30m ²
Primary school	2750	40	Typical
Retirement village	9000	75	Based on 100 unit facility
Pub/ community	400	27	1 per 15m ²
Retail	700	35	1 per 20m ²
Health facility	1500	68	1 per 22m ²
Office	1000	33	1 per 30m ²
Nursery	100	10	Assumed
Total		395	

05

Himley Village

- 5.1 Himley Green
- 5.2 Himley Fields
- 5.3 Himley Woods
- 5.4 Himley Park
- 5.5 Himley Edge

05

5.1 Himley Green

- 5.1.1 Developing the Place
- 5.1.2 Neighbourhood Character
- 5.1.3 Landscape Character

05.1 Himley Green

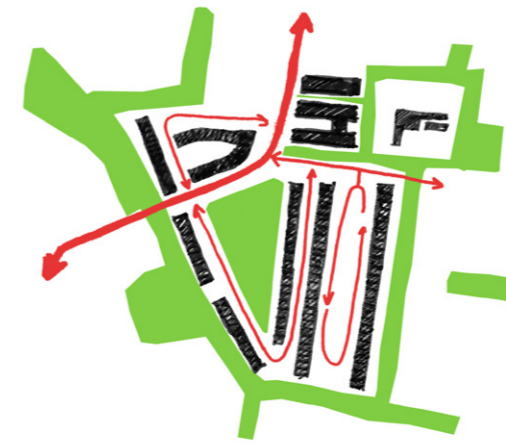
5.1.1 Developing the Place

Himley Green, located at the natural centre of gravity of the Site - encompassing the farm refocused on local horticulture and food production; the school as a community focal point - at a natural confluence of key green infrastructure routes and connections.

The diagrams below show the various ways we have explore to try and capture this village 'heart' character.



Option 01
Roads and buildings
on the village green edges



Option 02
Roads on the village green edges
and front garden on the west



Option 03
Reduced village green
facing Himley farm



Option 04
Reduced village green
on the main road



Option 05
Densified buildings surrounding
the village green edges



Option 06
Village green to the north of main road
connecting commuting cycling route

05.1 Himley Green

5.1.2 Neighbourhood Character

Himley Green is located at the heart of the development - a focal point for residents of Himley Village, with a new school and community facilities all centred around a new village green.

At the centre of Himley will be a village green formed at the confluence of primary pedestrian, cycle, bus and car routes, together with education and community activities.

It is hoped that the new primary school will be a farm school, potentially benefiting from the existing facilities of Himley Farm. The school would have an emphasis on local horticulture, and will support wider community uses. Linking the school with a pub/café will be a paved square where a market and other events can be held.

Built form and dwelling typology in this neighbourhood will be diverse reflecting its status as a 'link' between other neighbourhood characters: from terraced streets set amongst, and overlooking large areas of open landscape, to a more informal house layouts alongside landscaped swales and attenuation ponds.

Himley Green will form the social and educational focal point of the development. It will be the heart of the community where people come to meet, to socialise, play and learn. Open views towards the Village Green create a pleasant backdrop and an invitation to wander and explore the pond and the pub. It is here where changing events can take place such as informal cricket matches, picnics, kick about's and community events such as autumn harvest celebrations or bonfire nights.

KEY PRINCIPLES

- The village green as the heart space of the new community.
- A series of small scale buildings such as greenhouses, micro brewery, a shop, café/restaurant to create the feeling of a village high street.
- A traditional village green set within an open grass area with pond and pub.
- A walkable destination for all areas of the development linked along the linear green spaces and the hedgerows to allow free movement within the development and to Bicester.
- An operational centre for the Himley Farm Land Trust

Houses set amongst pocket parks and landscaped swales

Houses set amongst large areas of open landscape



05.1 Himley Green

5.1.3 Landscape Character

At the heart of the new development will be Himley Green with a community centre, a pub and the HFLT. This will be a beautiful and accessible place for all to enjoy. A lake will be central to the space with grassy lawns stretching down to the water with scattered trees and orchards framing the space.

From the community centre open views towards the Village Green create a pleasant backdrop and invite to explore and wander across. The Village Green located around a small pond and scattered trees shape this area with a pub providing local ales and food harvested on site. Swathes of long grass/wildflower meadows with orchard trees provide for seasonal interest and biodiversity whilst beehives provide for educational aspects. An open grass area serves as spill out area for the pub, informal cricket matches, picnics, kick abouts and community events such as autumn harvest celebrations or easter egg hunts.

The hedgerows enhanced with orchard tree planting and allotments will form a pleasant visual backdrop across the Village Green.

The existing farm building could be refurbished in the future and be used as a community farm for teaching, growing, shop and restaurant facilities, a plant nursery and animals. It could be once again the heart of the new community where people come to meet, to socialize, play and learn all within a beautiful setting of ornamental kitchen and flower gardens, paddocks for small live stock and surrounded by orchards and nursery fields.



HFLT intensive growing space and greenhouses with sheds/offices



Village green, families picnicking in the spring flowers



Intensive orchards as part of the landscape setting



Pub backing out onto green, great views whilst enjoying an ale