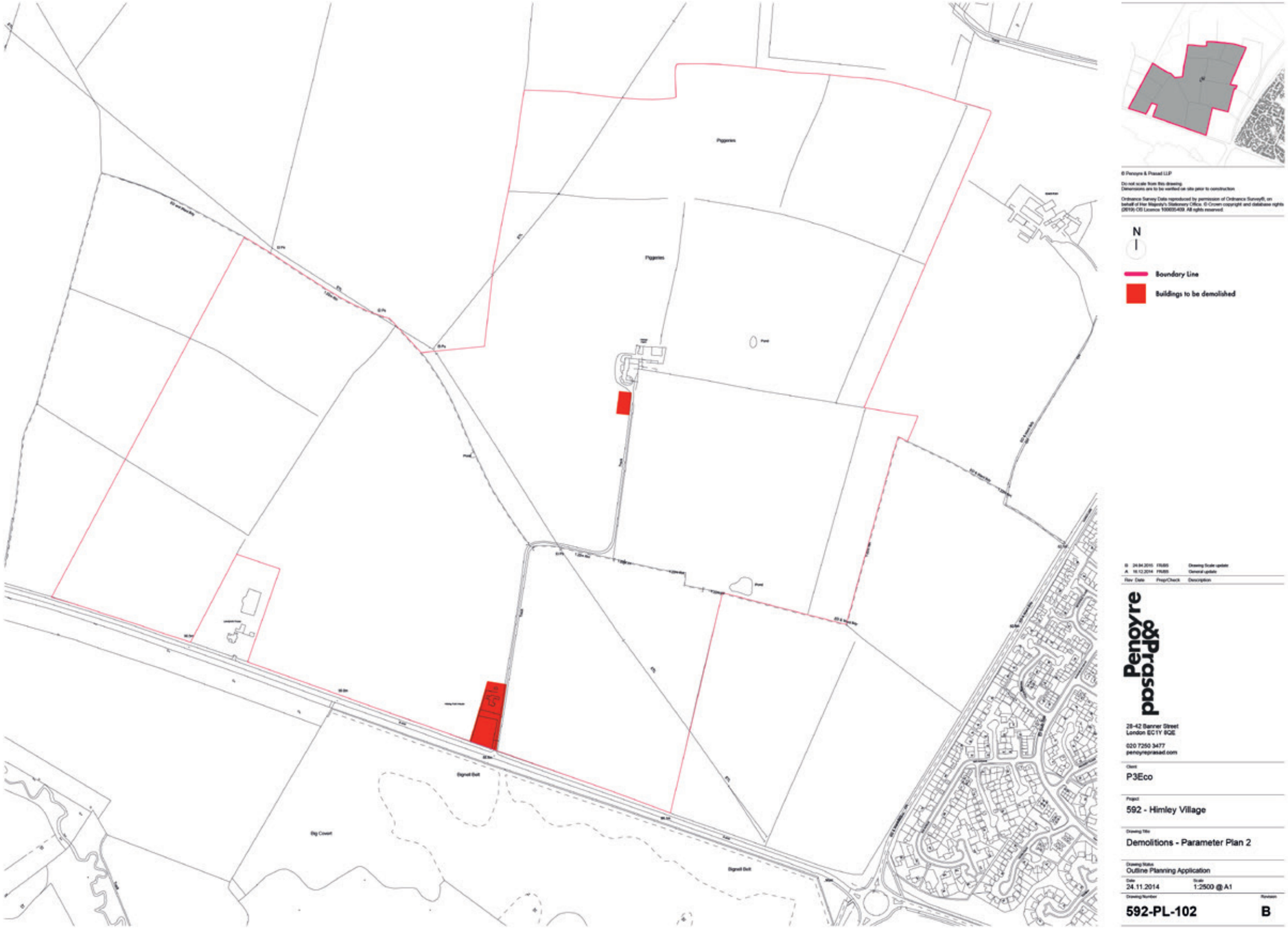
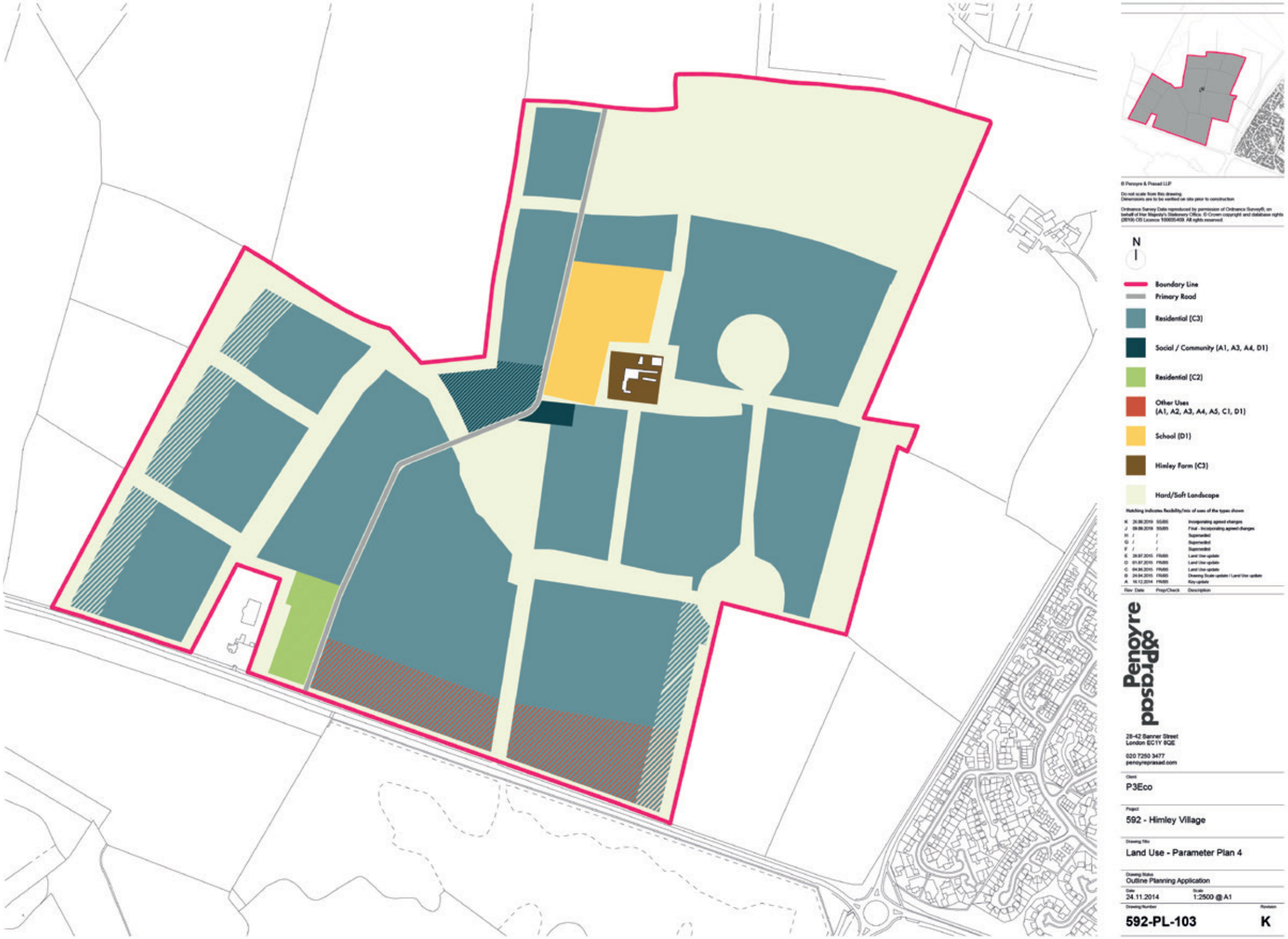
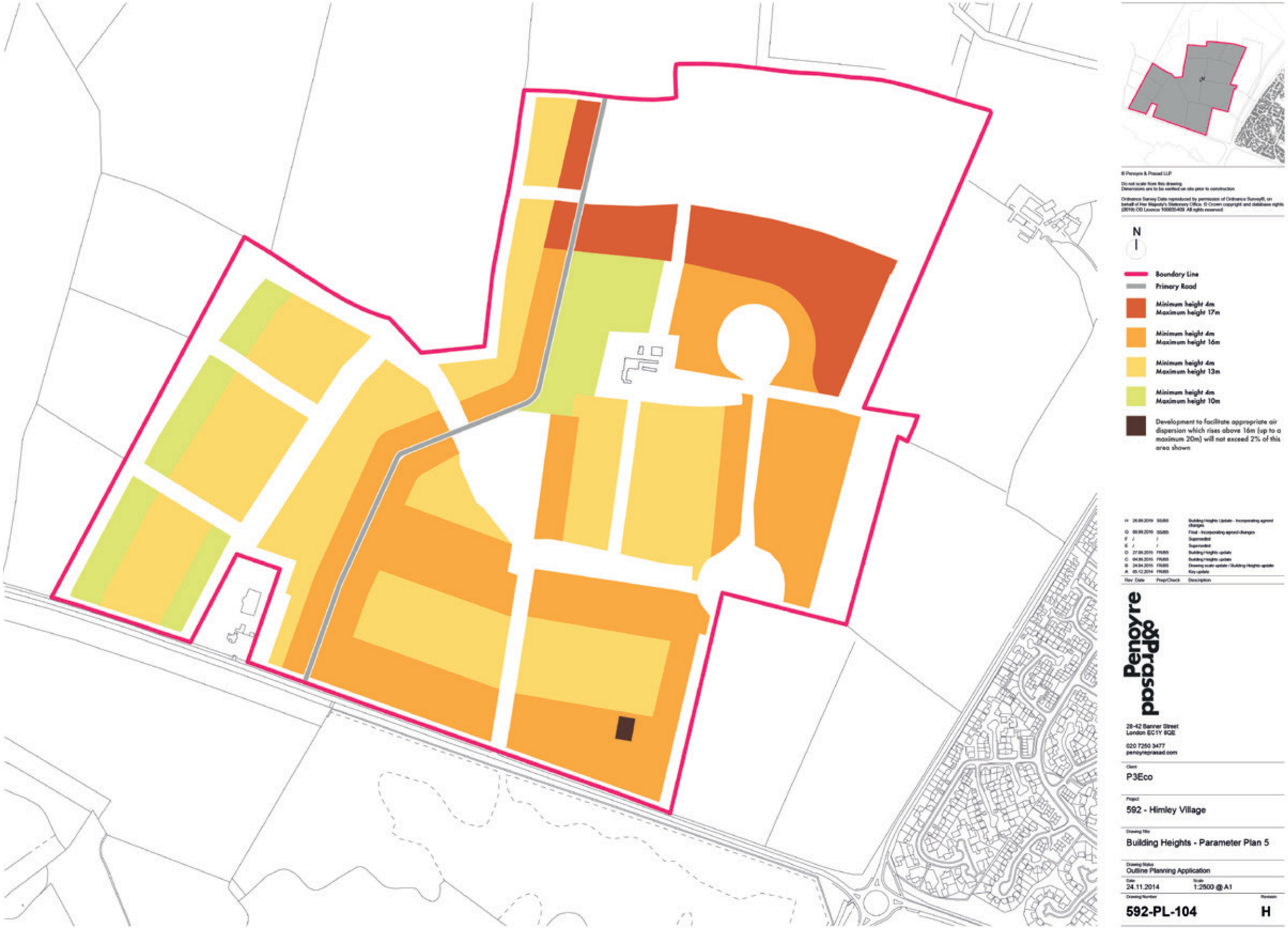


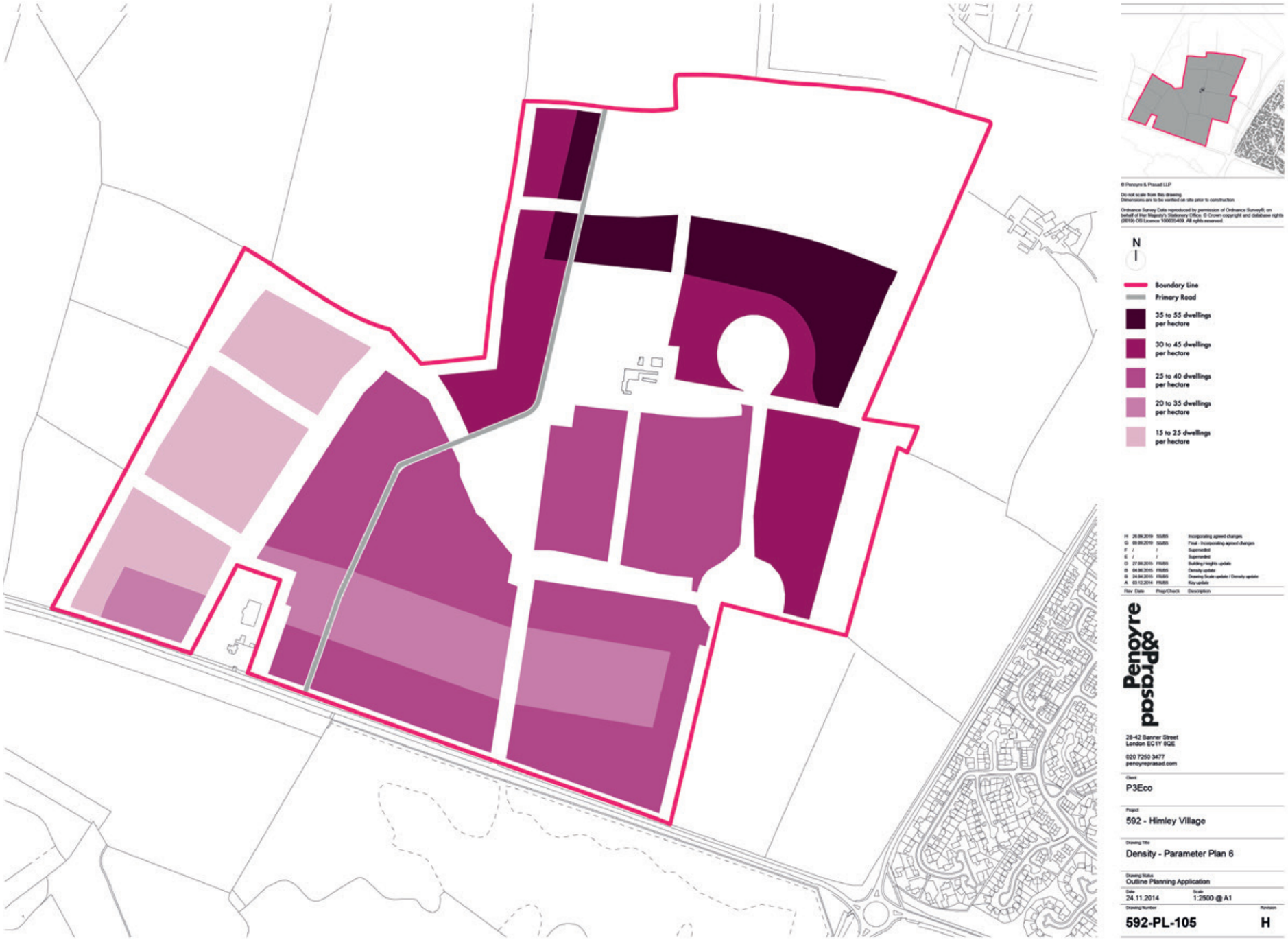
Demolitions Parameter Plan 2 (drawing number 592-PL-102 Rev B)



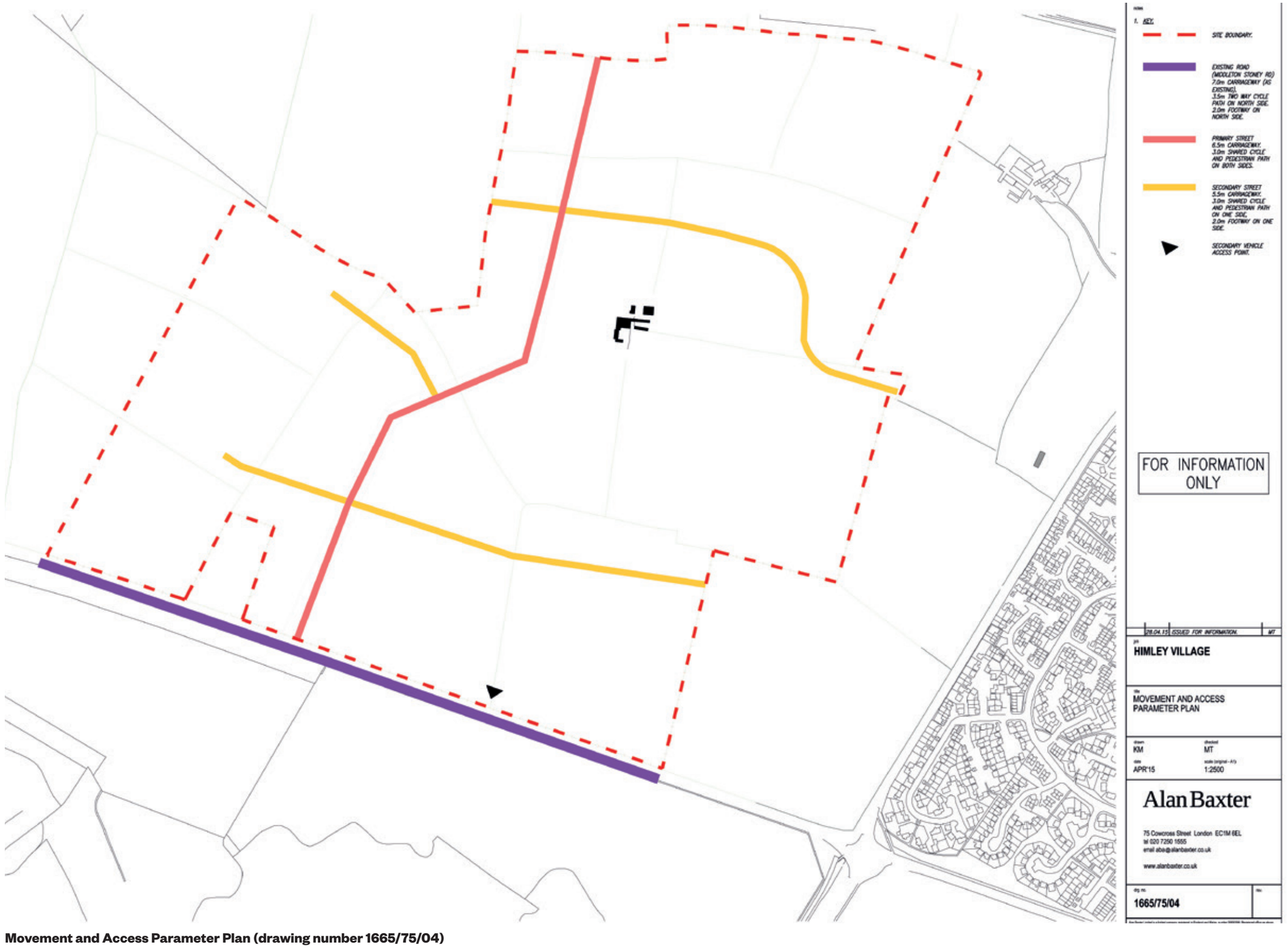
Land Use Parameter Plan 4 (drawing number 592-PL-103 Rev K)



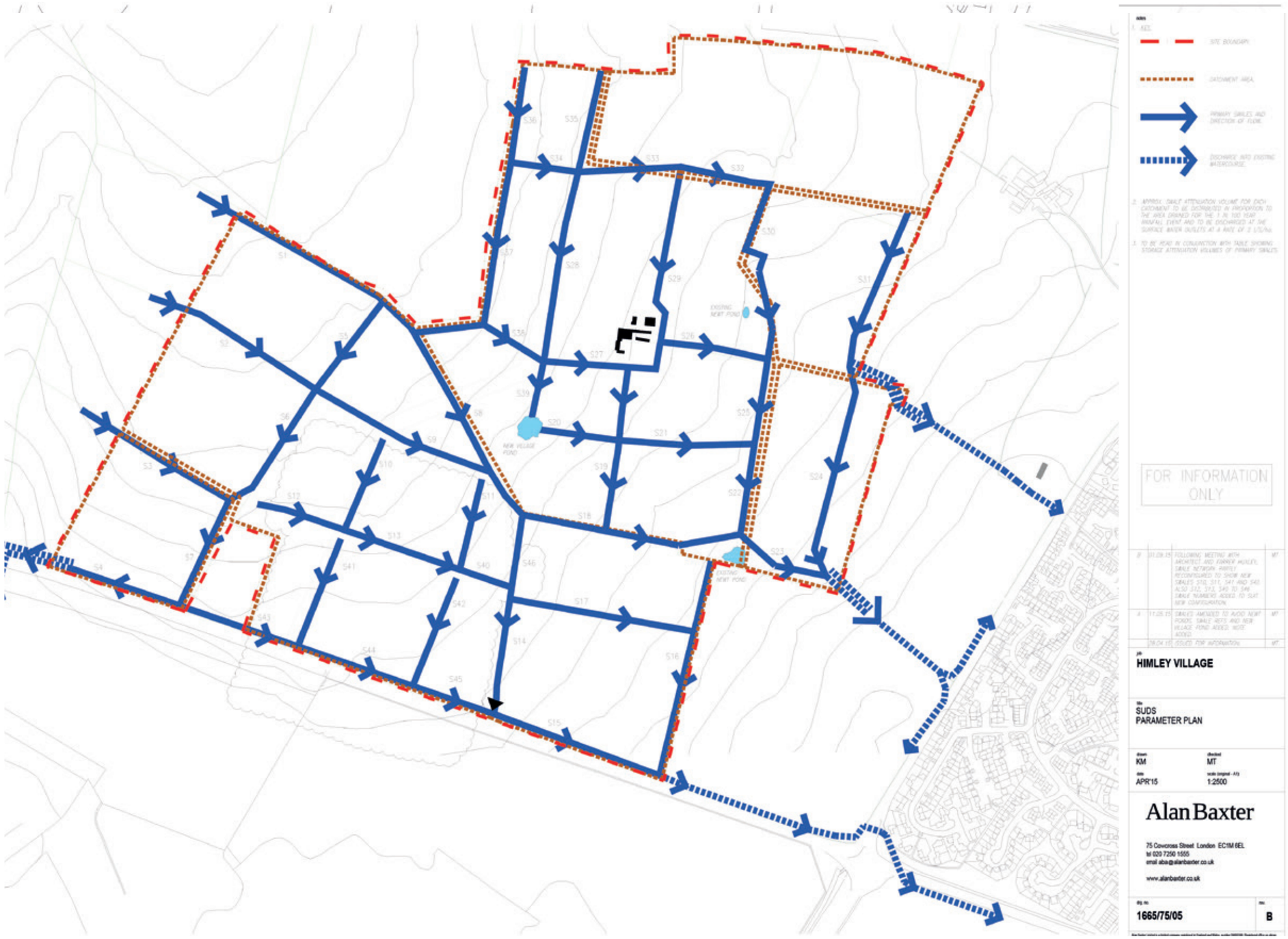
Building Heights Parameter Plan 5 (drawing number 592-PL-104 Rev H)



Density Parameter Plan 6 (drawing number 592-PL-105 Rev H)



Movement and Access Parameter Plan (drawing number 1665/75/04)



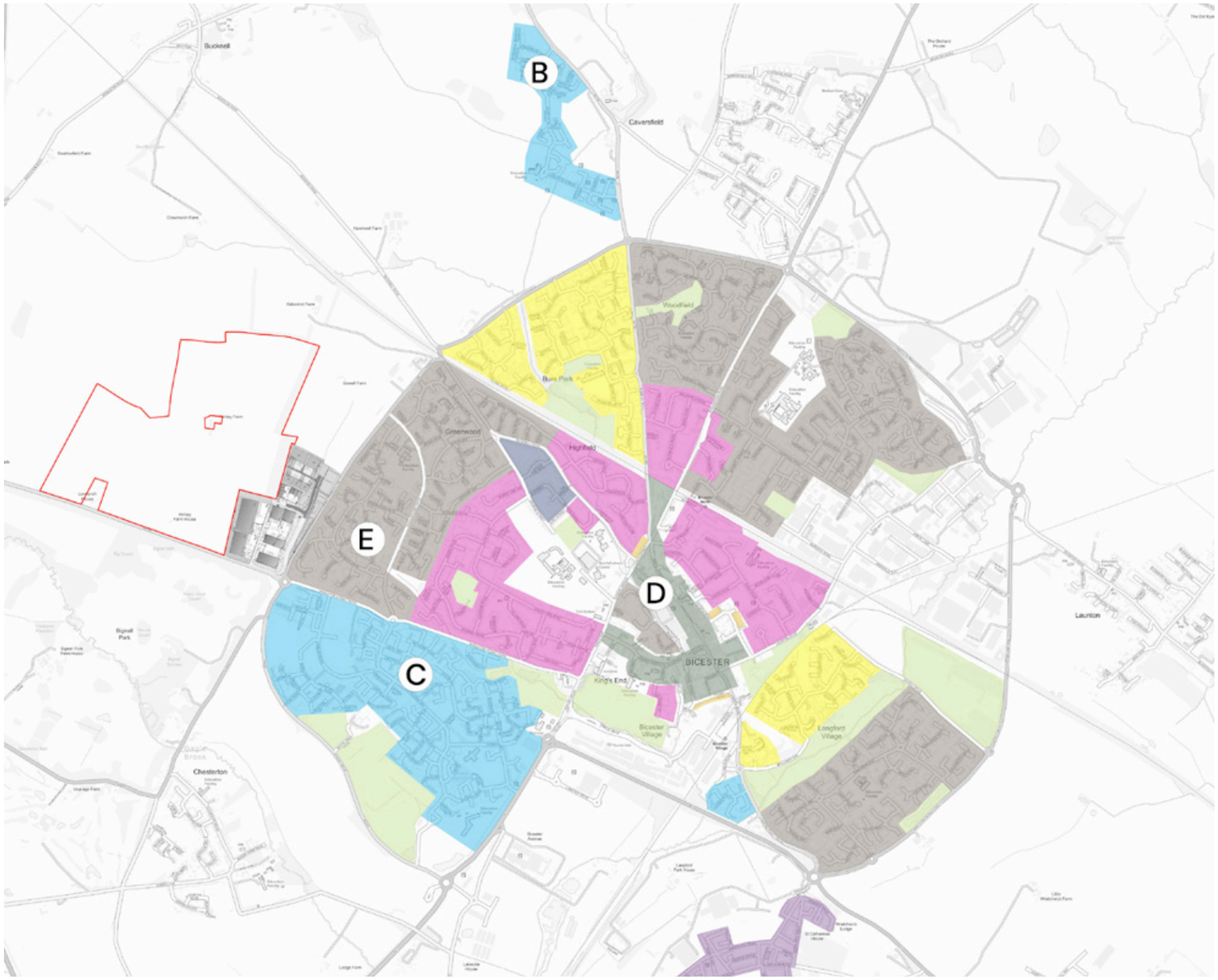
SUDs Parameter Plan (drawing number 1665/75/05 Rev B)

A3 Appendix 3: Character Informed by Context

A3.1 An analysis of the existing built form of Bicester can provide key character generators and references to help shape the character of the proposed development.

A3.2 Bicester comprises a varied character, ranging from the more formal linear development of Victorian properties in the historic core of the town, to the more suburban and semi-formal character of large-scale post-war and late 20th-century development.

A3.3 The outermost extents of Bicester are predominantly defined by the late 20th and early 21st-century development. Distinctive elements of the local surrounding context are identified in this section:



KEY

- Site boundary
- Areas containing clusters of older building with a mix of traditional styles and typologies
- Predominantly Victorian terraced housing either rendered or red brick. On street parking common
- Predominantly post war (c. 1930s) terrace or semi detached dwellings. Most properties finished in brick
- Predominantly post war construction from the 1950s and 1960s, with a mix of brick and render
- Areas consisting of a variety of 1980s and 1990s style housing
- More recent residential development (c. late 20th century and occasional early 21st century dwellings)
- Recent (21st century) mixed housing development, ranging from larger houses with drive and double garages to three storey apartment blocks. Building style mixed with a variety of materials and architectural detailing
- Recent (21st century) mixed housing development of self build homes, custom build new homes, apartments and affordable housing. Known as Graven Hill
- Areas of public green space

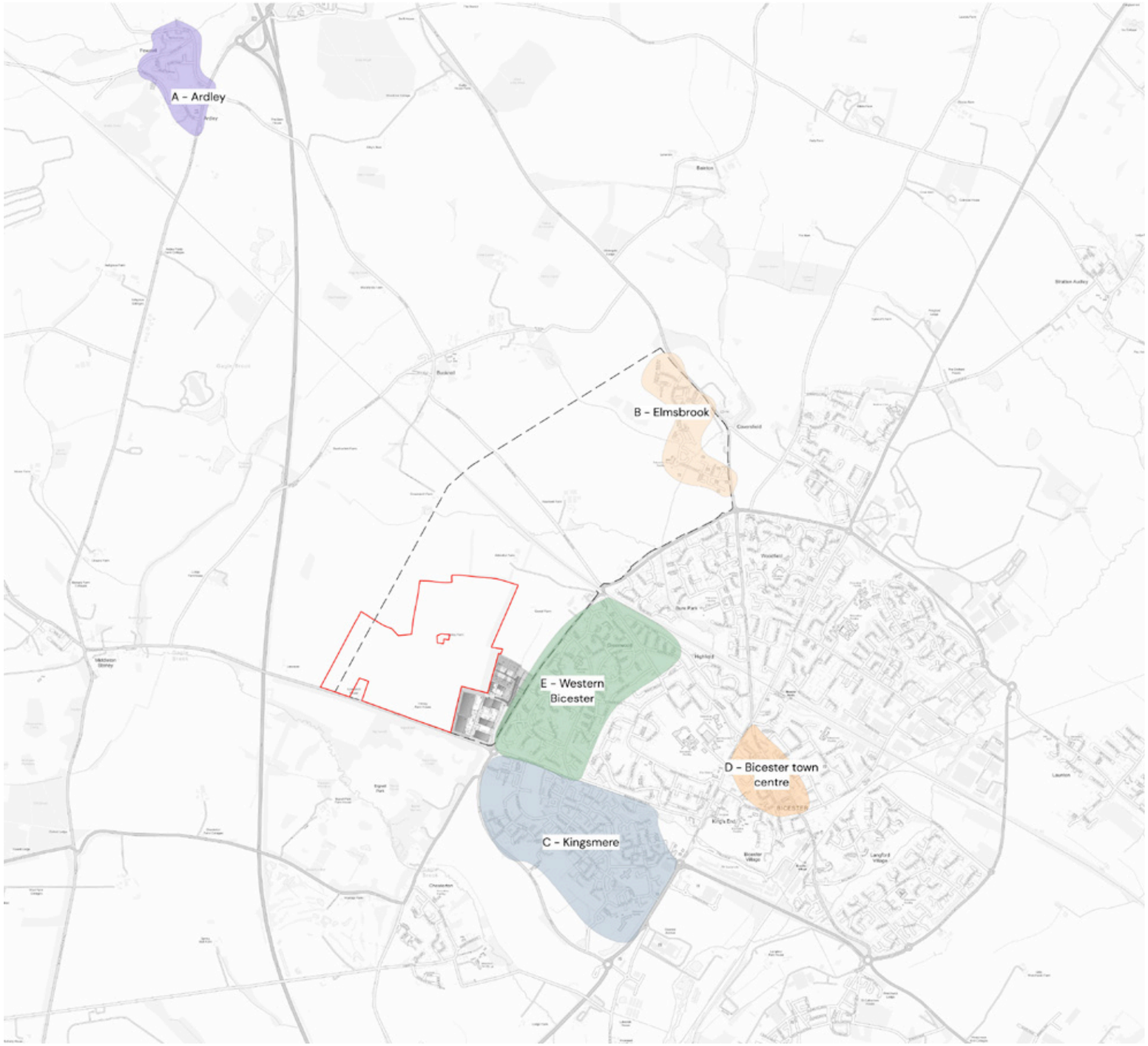
Existing Built Form Character Plan

A3.4 The immediate site context is predominantly residential, where a range of architectural styles, detailing, materials and thereby character is evident, as demonstrated across the following pages.

A3.5 Five character areas have been chosen to study as each area illustrates a morphological expansion of the town with contrasting urban forms and building details as each area provides a palette of design references that may be drawn from. This will allow the proposed design response to reflect local character.

A3.6 Each character area is identified on the plan opposite and accompanying photographs across the following pages.

- Ardley
- Elmsbrook
- Kingsmere
- Bicester town centre, and
- Western Bicester

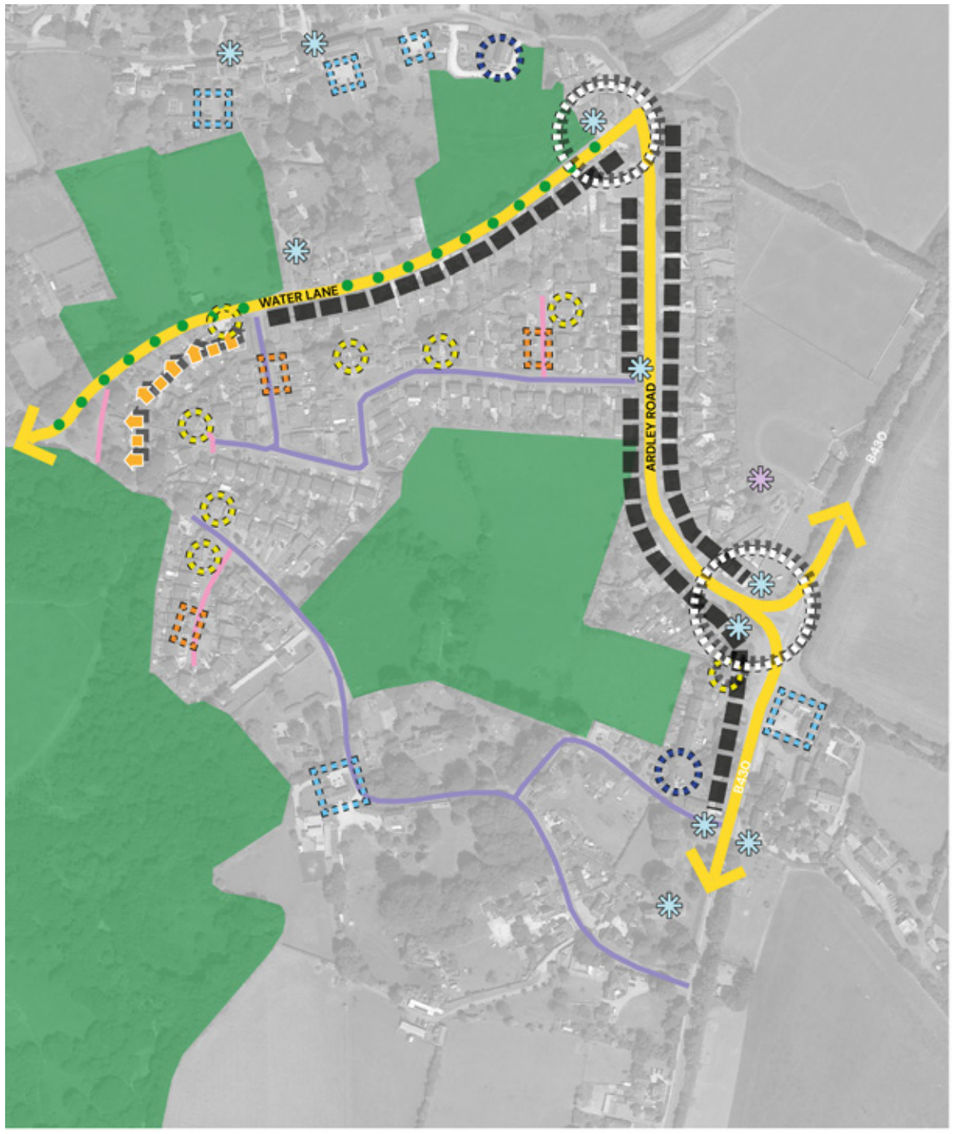


Existing Local Character Areas

ARDLEY

Context

A3.7 Ardley is a village located to the north-west of Bicester and approximately 7km from the development site. The historic core is located to the north of the village with buildings being generally sporadic and low in density. The village has expanded along Ardley Road and to the south of Water Lane with more recent 20th century realtively higher density development.



KEY

- Primary Street
- Secondary Street
- Private Drives
- Tree-lined Street
- Key Buildings
- Formal Build Line Predominantly 2 storey
- Informal Build Line Overlooking Public Open Space
- Key Spaces
- Private Driveways
- Parking Court
- Rear Parking
- On Street Parking
- Green Space
- Green Corridor
- Area of play

Ardley existing context analysis plan

Analysis of built form

Layout			
Urban Form	**Built/Plot Form**	**Building Heights**	**Building Set-Back**
Traditional linear ribbon development overlooking primary movement routes. Later infill behind, with more meandering development forms and meandering streets types	Varies regular pattern of semi-detached units, and wide fronted detached units or link detached historic properties	Historic core area predominantly 1.5-2.5 storeys More recent development is predominantly 2 storey, with occasional 1 or 1.5 storey dwellings	Generally informal building lines with varied set-back distances Setbacks minimal along historic road network, with dwelling sitting on back edge of footway Deeper setbacks along Ardley Road, often 10m+ from building lines to the street.
Landscaping/Open Space			
Public Open Space	**Planting**	**Boundary Treatments**	**Parking**
Limited to a few formal recreation spaces with one equipped play area. Not visible from main streets	Mature trees and hedgerows common	Predominantly low walls to the older parts of Ardley Predominantly open with shrub planting and some use of hedgerows in the newer areas	Predominantly private driveways to front or side of units, and on-street parking Some examples of rear parking courts typically to more historic properties
Architectural Detailing/Materiality			
Façade Materials	**Roof Scape/Materials**	**Detailing**	**Fenestration**
The predominant material is stone within the historic core A variation of render, red/buff brick and stone within the more recent development	The historic core typically utilises traditional dormers and chimneys More recent development becomes more standardised with less chimneys and lower roof pitches Predominantly grey slate or clay tiles	Use of brick quoins is common Stone/Brick headers, cills and quoins Gable fronted porch canopies or lean to designs	Timber painted sash windows or casement windows with glazing bars Traditional larger proportion windows to ground floor
Sustainability			
Movement	**Built form design**	**Vegetation**	**Facilities**
Reliance of the car to travel to Bicester Pedestrian and cycle routes not obvious	Solar panels retrofitted onto a handful of dwellings	Retained vegetation	Limited local facilities accessible by sustainable modes











Summary

A3.8 Design cues to be taken forward

- Main facing materials to include stone and render;
- Use of brick detail evident to frame elevations and/or openings;
- Use of low (stone) walls along main carriageway;
- Deeper buildings setbacks to larger dwellings
- Predominantly on plot parking in the form of private driveways to the front and side of dwellings.

ELMSBROOK

Context

A3.9 Elmsbrook is located to the north-west of Bicester and approximately 2.5km from the development site. Elmsbrook forms part of the same Bicester 1 allocation as the site, and the first "exemplar" phase of the Eco-town.

A3.10 Each home has been designed to be zero-carbon (to Building Regs at the time) to minimise waste and improve efficiency by keeping homes naturally cool during the summer and warm during the winter. By using high energy efficient doors and above standard cavity and roof insulation, heat loss is minimised.

A3.11 PV solar panels have also been incorporated onto the rooftops of dwellings and garages, and the development's own heat and power system provides district heating and hot water, rather than relying on individual boilers.

A3.12 Elmsbrook provides a good example of a zero-carbon development, particularly in close context to the development site, with aspects around built form, parking and green infrastructure to be learnt from.

Elmsbrook existing context analysis plan

Analysis of built form

Layout			
Urban Form	**Built/Plot Form**	**Building Heights**	**Building Set-Back**
Perimeter development blocks with rear parking courts Formal building lines provide a good sense of enclosure to the street Informal building line to dwellings along tertiary streets form a soft edge to the development Development parcels separated by swathes of landscape	Consistent built form along the primary street provides good levels of enclosures and opportunities for natural surveillance Reliance on rear parking courts is high, not convenient to residents and therefore use of front doors onto primary street is limited Varies, higher density tends to be narrow fronted deep plan and lower densities formed of larger dwellings set within larger development plots	Predominantly 2 storeys with some taller 3 storey buildings along the primary movement corridor, at key junctions	Varies 1-3m for the majority of the development
Landscaping/Open Space			
Public Open Space	**Planting**	**Boundary Treatments**	**Parking**
Integrated within the development Formal play spaces provided in pocket parks	Street tress planted within the footway to primary movement routes, small stemmed as newly planted Street trees also planted along secondary streets Some grass/planted verges	Low-level planting to frontages Ball top railings common along primary movement corridors	Predominantly parking courts and rear parking which keeps cars off the main streets, however are not often overlooked and lead to the front door being used less Some frontage parking and garages
Architectural Detailing/Materiality			
Façade Materials	**Roof Scape/Materials**	**Detailing**	**Fenestration**
Varied use of stone, red bricks and white/cream smooth render Timber cladding is also apparent Less cohesion of materials and consistency across development parcels	Strong rhythm and uniformity to the roofscape is common within the development Roofs oriented to maximise efficiency for PV solar panels No evidence of dormers or chimneys Predominately grey slate Flat roofs to apartment buildings and garages, with green roofs incorporated where possible	Mix of traditional and contemporary styles dwellings within the same street is confusing to visitors Building details are simple with changes in the materials providing the architectural interest Eave and gable fronted door canopies to traditional style dwellings Flat door canopies to more contemporary house types, some with side panels	Black UPVC windows to more contemporary windows with no headers or cills White UPVC windows to the traditional style dwellings with stone and brick headers and cills
Sustainability			
Movement	**Built form design**	**Vegetation**	**Facilities**
Shared use ped/cycle routes provided alongside primary movement route Bus stops provided through the development at regular intervals Public EV changing station located at south-east end of the site Garden sheds to each dwelling provide space to safely store bikes	Solar panels provided on all dwellings District heating system, with communal energy centre in a prominent location Zero-carbon (to building regs at the time) resulting in lower energy use	New street tree planting is relatively small scale, will take a long time to mature Development planned around existing tree and hedgerow planting where possible to minimise vegetation loss	Local facilities (school and business centre) provided within close proximity to dwellings Allotment integrated into the development, although number of larger plots is limited and urban plots suffer damage and result in a lot of hardstanding compared to growing area

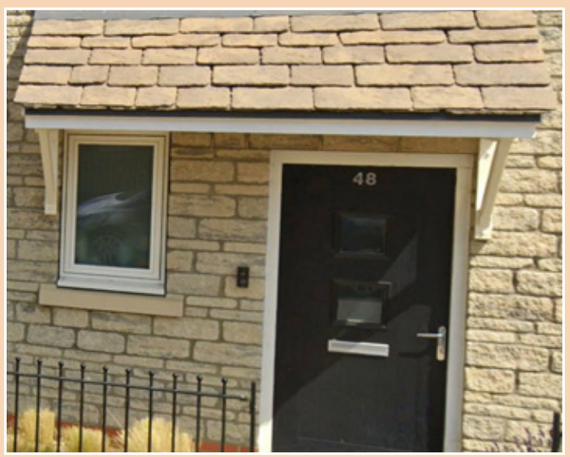








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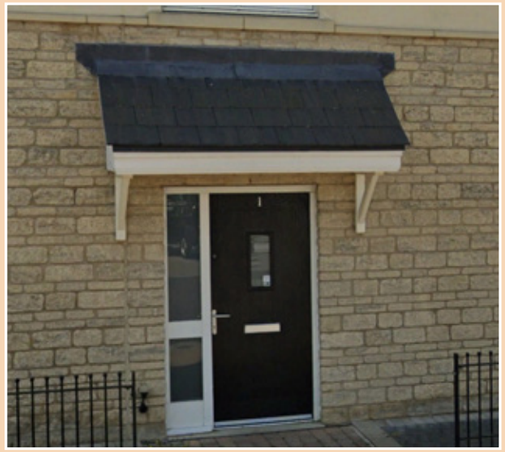
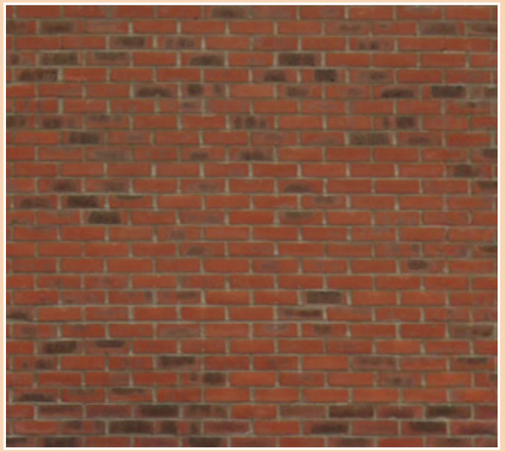




Summary

A3.13 Design cues to be taken forward

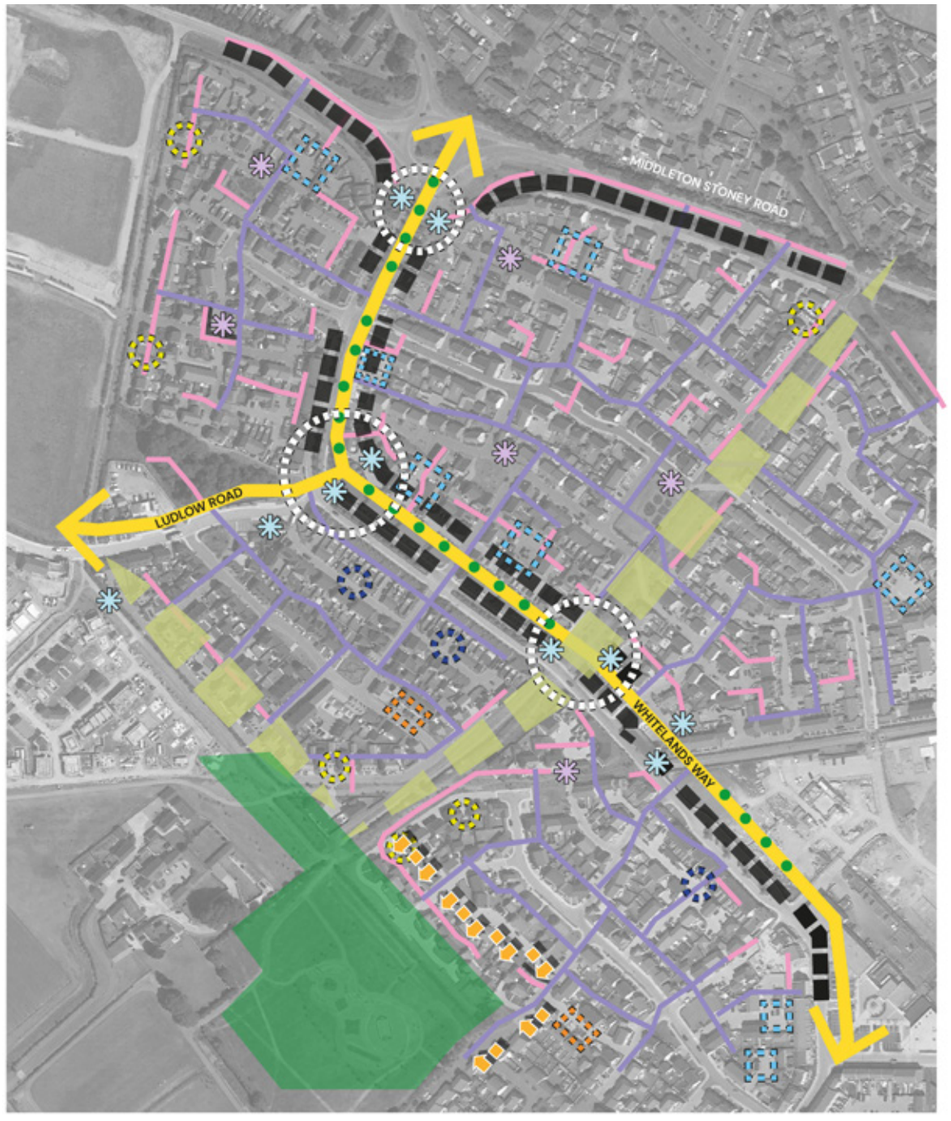
- Dwellings are contemporary in style.
- Dwelling arranged formally along wide formal avenue incorporating landscaping;
- Strong formal building lines provide a good sense of enclosure to the street;
- Main facing materials include brick, stone, render, timber cladding is also apparent;
- Parking courts and rear parking is common which if accessed from the rear of dwellings can lead to disused frontages;
- Street trees and low-level planting integrated into the streetscene
- Gable-fronted elevations are common, partially to incorporate PV solar panels to the roofs of all dwellings.

KINGSMERE

Context

A3.14 Kingsmere is a recently constructed development to the south-west of Bicester and approximately 0.5km east of the development site. Access is located off Middleton Stoney Road along the primary avenue, Whitelands Way, which displays some continuous built form to the street with no private vehicular access to dwellings.

A3.15 The development includes green infrastructure in the form of green corridors and larger public open space. Children's play areas are located throughout the development.



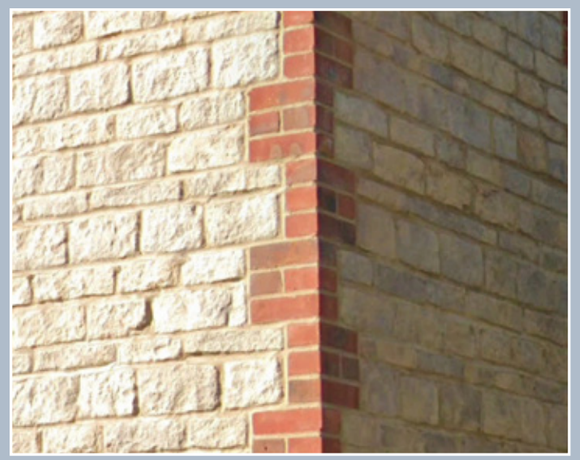
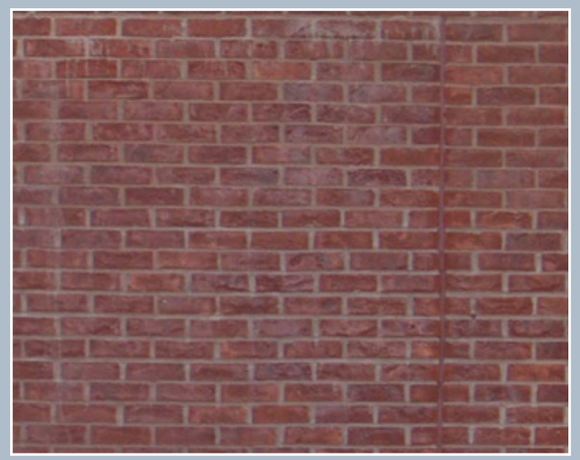
Kingsmere existing context analysis plan

Analysis of built form

Layout			
Urban Form	**Built/Plot Form**	**Building Heights**	**Building Set-Back**
Perimeter block development with dwellings typically fronting the street or overlooking green space along the periphery of the development Continuous frontage along primary street with landmark dual aspect building at key junctions Frequent use of crossroads throughout development can impede legibility and wayfinding	Varies, higher density tends to be narrow fronted deep plan and lower densities formed or larger dwellings set within larger development plots Ridge and eaves heights are generally consistent along primary and secondary streets with more variation along tertiary streets	Typically 2-3 storeys A large proportion of 2.5 and 3-storey development along main vehicular routes	Varies 1.5-3m for majority of development, but some lower density development has up to 7m, typically provided on green edges
Landscaping/Open Space			
Public Open Space	**Planting**	**Boundary Treatments**	**Parking**
Integrated with development Formal play space provided in pocket parks located across the development, although they do not offer much variety in their design and are traditional in character and layout with a standard approach to equipment, surfacing and boundary treatment. Large open green space to the south of the development with dwellings fronting onto it Destination play spaces evident within the play strategy in combination with smaller pocket parks.	Low level planting to frontages Street trees set within grassed verges to primary movement routes	Variety of boundary treatments including formal hedge, railing and low stone walls to the primary street Low wall and railings to secondary street Some low level planting and low walls also present	Predominantly private driveways and garages with some rear parking courts Dwellings overlooking primary route served by rear mews street or parking courts – good for urban form and continuous frontage of primary street, but at detriment of surveillance of parking areas
Architectural Detailing/Materiality			
Façade Materials	**Roof Scape/Materials**	**Detailing**	**Fenestration**
Predominantly red brick and reconstituted stone with limited use of buff bricks and white/cream smooth render Cohesive use of materials across the development	Red and grey clay tiles Typically eaves fronted development with occasional use of gable fronted dwellings	A range of modern housebuilder styles that reference traditional British architecture. Variety of pitched and flat door canopies, some arced brick header to doors with no canopy Stone or brick quoins/banding and brick dental course provide architectural interest Splayed and arched brick header and cill, and brick quoins, stone headers, cills and quoins also to windows	UPVC windows, however fenestration patterns vary. Some units feature mock sash windows, glazing bars and plain casement windows used Bay windows to ground floor on larger units
Sustainability			
Movement	**Built form design**	**Vegetation**	**Facilities**
Greenways provided pedestrian/cycle links the phases of Kingsmere and with the wider area Shared use ped/cycle routes provided alongside primary movement route Bus stops provided through the development at regular intervals along primary movement route	Use of photovoltaic solar panels evident, retrofitted onto dwellings by owners	Development planned around existing tree and hedgerow planting where possible to minimise vegetation loss. Existing mature trees given space on green edges to flourish New tree planting will take a long time to mature as smaller specimins planted Green flat roofs provided to garages to harvest rainwater and aid biodiversity	Local facilities including primary and secondary schools, local centre and sports facilities provided within close proximity to dwellings Larger scale facilities provided adjacent to eastern site boundary, access by sustainable modes is easily facilitated





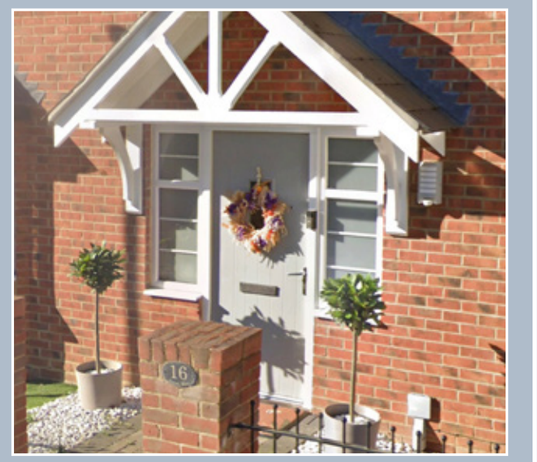










Summary

A3.16 Design cues to be taken forward

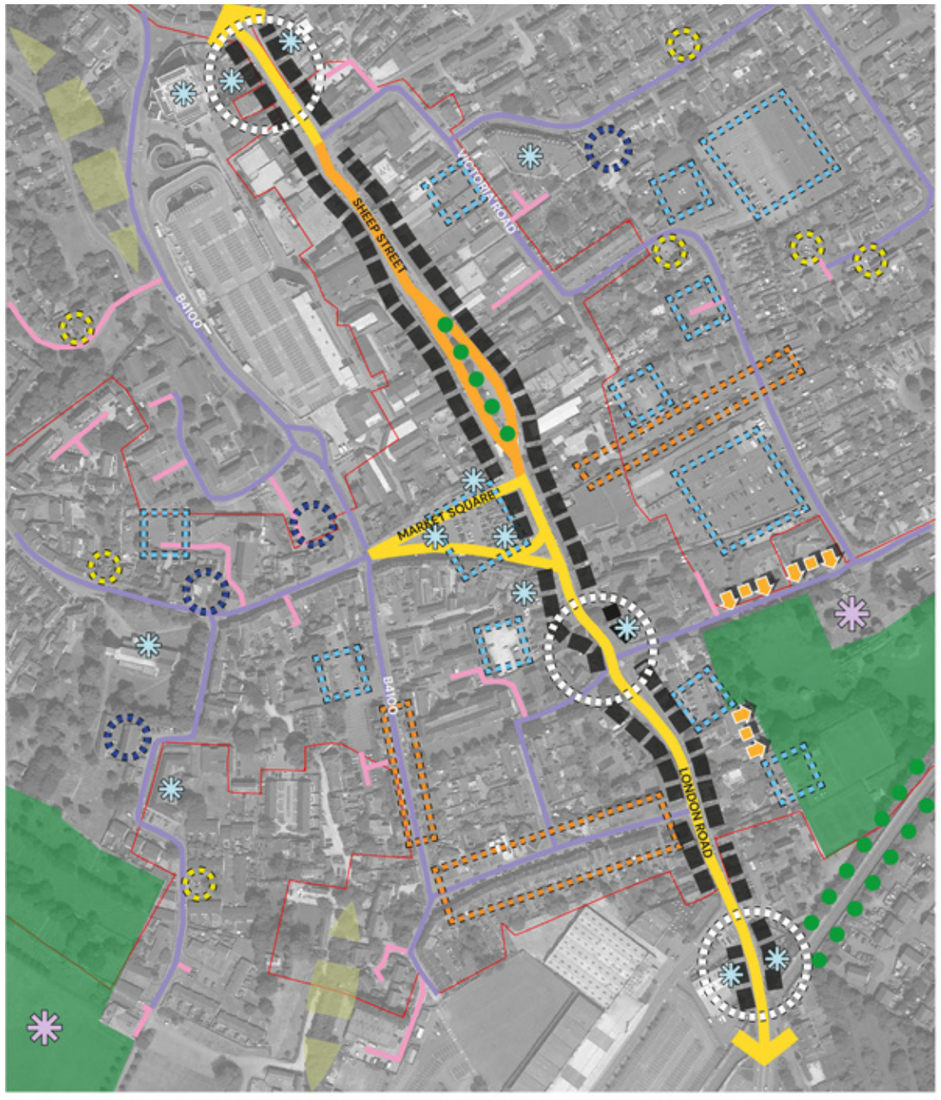
- Continuous frontage located in high density locations within the site creates a sense of enclosure;
- Dwellings arranged formally along a wide formal avenue incorporating landscape;
- 2.5 and 3 storey dwellings located in high density locations within the site along main vehicular routes;
- Private driveways and shared surfaces used to development edge;
- Main facing materials include red/buff brick, stone and render;
- Garages and on-plot parking with some rear parking courts;
- Dwellings should overlook areas of green space where possible along the development edge.

BICESTER TOWN CENTRE

Context

A3.17 Bicester town centre is located approximately 3.5km east from the development site. The historic core, dating from 17th Century, is contained within the Conservation Area which has many statutory listed buildings. Linear development along London Road, Sheep Street (now pedestrianised) and Market Square provides the majority of the earliest built form, with subsequent residential development beyond. The settlement remained relatively unchanged until the late 20th Century with rapid expansion of housing and shopping areas.

A3.18 Two areas of green space are located to the south-west and south-east of the town centre including formal play areas, a skatepark and playing fields.



Bicester town centre existing context analysis plan

Analysis of built form

Layout			
Urban Form	**Built/Plot Form**	**Building Heights**	**Building Set-Back**
Traditional ribbon development with later infill development behind Building lines are continuous and formal with occasional lane openings or arches for rear access.	Repetitive development Narrow-fronted terrace/semi-detached units within residential areas	Predominantly 2-3 storeys within the town centre and historic core Predominantly 2 storey development in residential areas around the town centre 2-5 storey 21st century development located to the north of the town centre along Manorsfield Road	Minimal along historic road network, development often sits on back edge of the footway More generous on side streets, where development tends to sit behind deeper set backs, typically 1-3m
Landscaping/Open Space			
Public Open Space	**Planting**	**Boundary Treatments**	**Parking**
Areas of public open space located away from the historic core with play areas contained within	Limited street planting Limited to planting within private frontages Some street trees planted along the pedestrianised Sheep Street	Mostly low-level walls, some with additional hedgerows or railings None to development on Sheep Street and Market Square	Predominantly rear parking courts and on-street parking Larger car parks for shoppers/visitors to the town located within the town centre within walking distance to shops/ facilities
Architectural Detailing/Materiality			
Façade Materials	**Roof Scape/Materials**	**Detailing**	**Fenestration**
The historic core has a varied mix of materials including red/ buff/painted brick, render,and stone. Occasional use of flemish bond brickwork Surrounding residential areas arepredominantly red/buff brick and roughcast render to feature gables	Typicaly eave fronted development with an informal ridge height within the historic core. Some gable fronted development t evident More constant ridge and eave height to residential buildings Dormers and chimneys evident adding variation and punctuating the roofscape	Stone and brick quoins to buildings Variation of window detailing present, stone headers, cills and quoins to some windows, solid surrounds and arched brick evident Entrances to buildings often feature stone headers or typical Georgian headers and pillars with no canopies	Traditional larger proportion windows to ground floor Timber painted sash windows or casement windows with glazing bars Some of the more historic development features larger openings
Sustainability			
Movement	**Built form design**	**Vegetation**	**Facilities**
	Typically single glazed larger openings to older buildings – less energy efficient		Good access to local retail facilities


















Summary

A3.19 Design cues to be taken forward

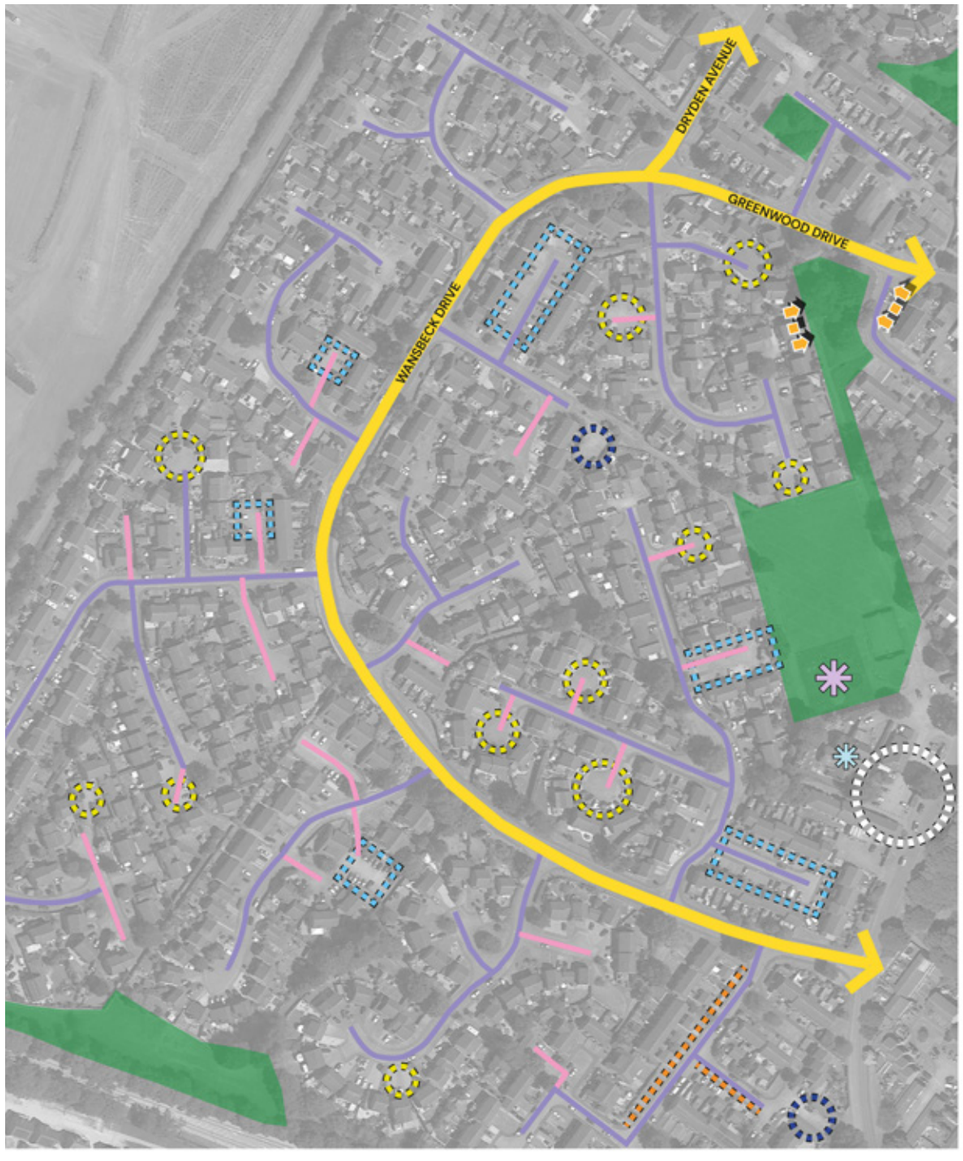
- Varied architectural styles.
- Main facing materials include stone and red/buff/painted brick;
- Strong vertical rhythm provided by repetitive gable frontages and feature gable ends;
- Varied building heights provide interest to the street scene;
- Use of low level walls, some with additional hedgerow and/or railings.

WEST BICESTER LATE 20TH CENTURY DEVELOPMENT

Context

A3.20 Bicester has seen areas of expansion during the latter half of the 20th century, particularly to the west and north of the historic core. This area of focus Is situated approximately 500m east of the development site. The development is typical of late 20th-century development across the UK where dwellings front the lowest-class road, instead of the primary movement routes.

A3.21 This form of development along with a series of cul-de-sacs impede on legibility and increase the reliance on vehicles for short journeys. The built form is rather uninspiring, with similar materials applied across the development parcels with minimal architectural details. This development can be learnt from in a number of ways.



West Bicester existing context analysis plan

Analysis of built form

Layout			
Urban Form	**Built/Plot Form**	**Building Heights**	**Building Set-Back**
Organic irregular development blocks Dwellings front the lowest class road, instead of the primary movement routes. Series of cul-de-sacs can impede legibility and increase reliance of vehicle for short journeys	Varies, narrow-fronted terraces and wide-fronted detached units Repetition of units along the street scene	Generally 1.5-2 storeys in height	Generous private frontages, with some extensive front gardens (5m plus) this often allows space for vehicles to be parked on plot in front of dwellings
Landscaping/Open Space			
Public Open Space	**Planting**	**Boundary Treatments**	**Parking**
Pockets of green spaces not specifically designed into the schemes Main play areas with green space to the north and west of the scheme with dwelling typically backing onto the space	Mature trees and hedgerow common Some grass verges	Low-level panting to frontages, picket fences and hedges to some units Often no boundary treatments with areas of grass/paving defining the boundary	Frontage parking or garages to the side of front of dwellings Integral garage common Cars often found parked informally on the street Some parking courts within the development
Architectural Detailing/Materiality			
Façade Materials	**Roof Scape/Materials**	**Detailing**	**Fenestration**
Varies between red, brown and buff brick Repetitive materiality leading to little identity Some use of tile hanging and render	Predominantly eaves fronted roofs, occasional use of gables Rare use of hipped roofs within one smaller parcel, can seem out of place given the roof scape within the context Concrete brown and red roof tiles	Brick headers and cills to some units Pitched canopies to some front door entrances	Predominantly brown or white UPVC casement windows depending on area within the scheme
Sustainability			
Movement	**Built form design**	**Vegetation**	**Facilities**
	Solar panels retrofitted onto a handful of properties		Good access to local retail facilities



















Summary

A3.22 Design cues to be taken forward

- Variations in building types provide interest to the street scene;
- Predominantly on plot parking;
- Dwellings should front onto the primary movement corridors to provide activity;
- Areas of green space should be designed into the scheme and overlooked by dwellings.

LESSONS FROM BICESTER

A3.23 Following a detailed assessment of Bicester and the surrounding context, street typologies, distinctive spaces, materials and details have been identified that exhibit distinctive local design.

A3.24 The table identifies lessons learnt from this analysis and sets out both successful and unsuccessful elements of local character. These lessons could be used to inform the detailed design proposals, as well as consider and incorporate eco-town principles into the design.