Analysis of built form

Layout			
Urban Form	**Built/Plot Form**	**Building Heights**	**Building Set-Back**
Perimeter development blocks favoured as they provide good natural surveillance to public realm Rear access via parking courts should be avoided if possible, to avoid "dead" frontages Positive active frontage to the primary movement route will aid legibility and pedestrian movement through the scheme	Should vary with character area and density to be achieved Higher density to be narrower fronted and deeper plan units and lower density formed by larger dwellings set within more generous development plots Use of higher density development in more central areas of development would reflect more historic development around Bicester Town Centre	Predominantly 2 storey Elements of 2.5 and 3 storey to help define the street scene and provide variation across the development Use of higher storeys more common in higher density development as seen within the historic areas of Bicester and in more recent development along key movement corridors in Kingmere	Varies, shallow in higher density development, as seen in traditional Victorian development within Bicester Town Centre, as well as along primary movement routes within Kingsmere and Elmsbrook (1.5-3m) Deeper setbacks to lower density areas as seen at Ardley, Elmsbrook and Kingsmere
Landscaping/Open Space			
Public Open Space	**Planting**	**Boundary Treatments**	**Parking**
Integrated into the development Formal play spaces to be provided across the development should be designed to match the character of the open space and provide variety in design approach. Areas of informal amenity space should be designed around existing green infrastructure and retained tree and hedgerow plating Look to arrange homes around a network of green infrastructure and to break up parcels by swatches of green space	Low-level planting to frontages Grass verges with swales should be complimented with low level planting and trees where possible Street trees to help to define primary movement routes, larger scale stems preferred to add instant impact from year 1 and avoid spindly nature of trees at Elmsbrook	Planted frontages, hedgerow and railing relatively common across all areas analysed Consistency in approach preferred in a single character area to aid legibility	Rear parking courts are good to reduce the number of cars parked on main movement streets, however, as being accessed from the rear of properties leads to the front door being disused Future shifts away from car use could see parking courts later turned into areas of green space On plot parking common within Bicester to the front and side of dwellings, garages often seen to the side as witnessed in Kingsmere
Architectural Detailing/Materiality			
Façade Materials	**Roof Scape/Materials**	**Detailing**	**Fenestration**
Stone, red and buff brick common across all areas Use of render common across all areas although colours vary and amounts vary by character to be created Use of timber boarding can aid an alternative and more contemporary character as seen within Elmsbrook Materiality should be considered to ensure sustainable choices are made with longevity in mind	Eaves fronted roofs generally found in more historic areas. Gable fronted evident across 21st century development. Both eaves and gable fronted roofs can be explored to provided variety across the scheme, with consideration of roof orientation for PV solar panels Red and brown concrete tiles and slate effect tiles common	Both stone and brick heads, sills and surrounds common Porch styles vary across development. Use of flat roof elements tend to appear on more contemporary developments such as Elmsbrook	UPVC windows common, however fenestration patterns vary, mock sash, glazing bars and plain casement windows used depending on areas Splayed bay windows to some units within Kingsmere Square bay windows seen in late 20th century development and within more contemporary development at Elmsbrook Larger opening should be explored where overlooking open space/areas of play
Sustainability			
Movement	**Built form design**	**Vegetation**	**Facilities**
Integrated provision of pedestrian and cycle routes key to active travel that are clearly legible and direct Variety of routes (segregated/shared) to be created catering to widest range of users possible	Zero-carbon (to building regs at the time) resulting in lowest energy use Solar panels provided to as many dwellings as possible Potential communal energy centre in a prominent location to engage/educate residents on zero carbon needs	Retention of existing mature tree and hedgerow planting, and ongoing maintenance to be planned into the development from the start Potential use of more mature tree specimens to be planted from outset, to aid chance of survival and provide instant imapct	Local facilities including primary and secondary schools, local centre and sports facilities provided within close proximity to dwellings, encouraging travel by sustainable modes

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