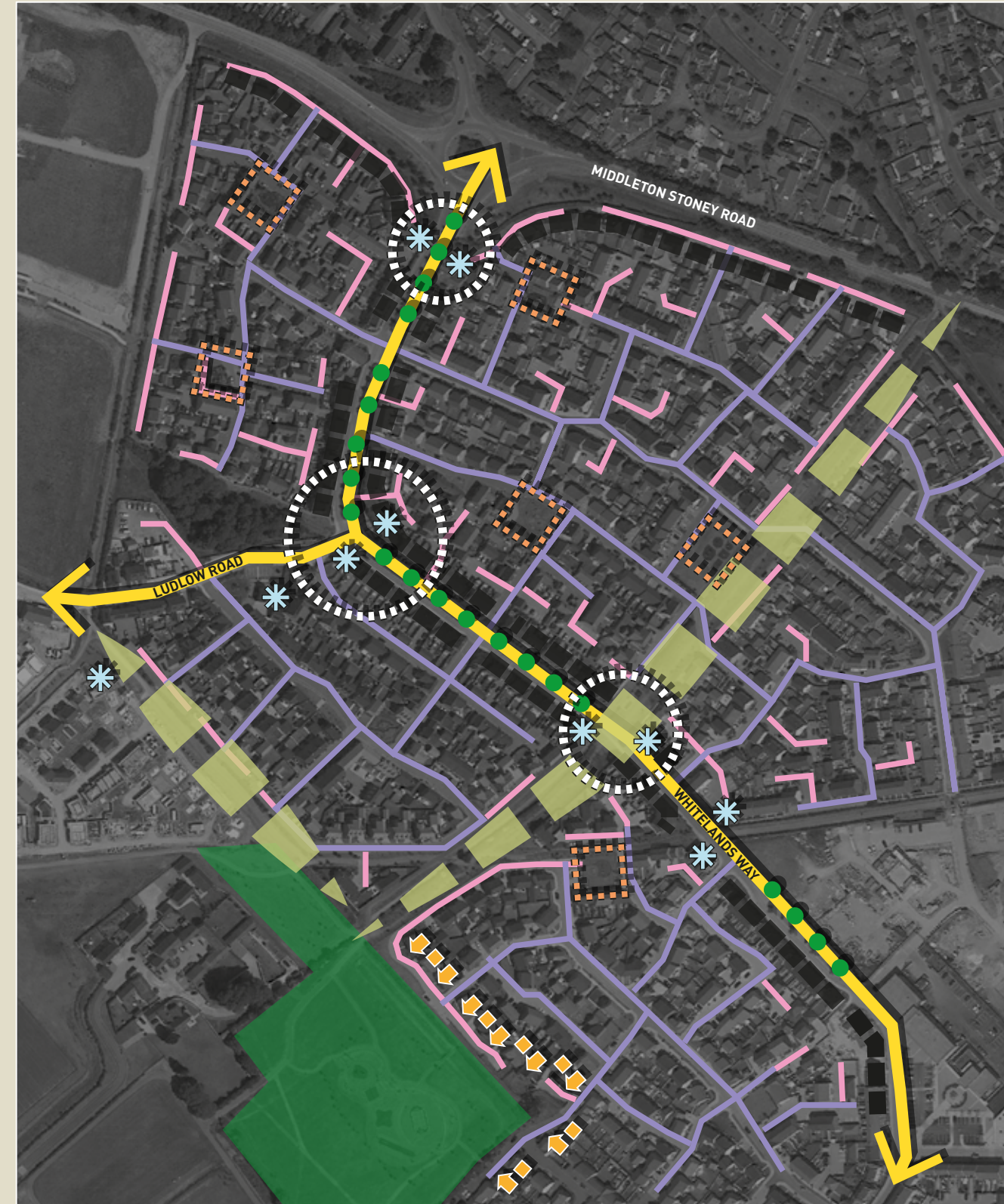


# C KINGSMERE

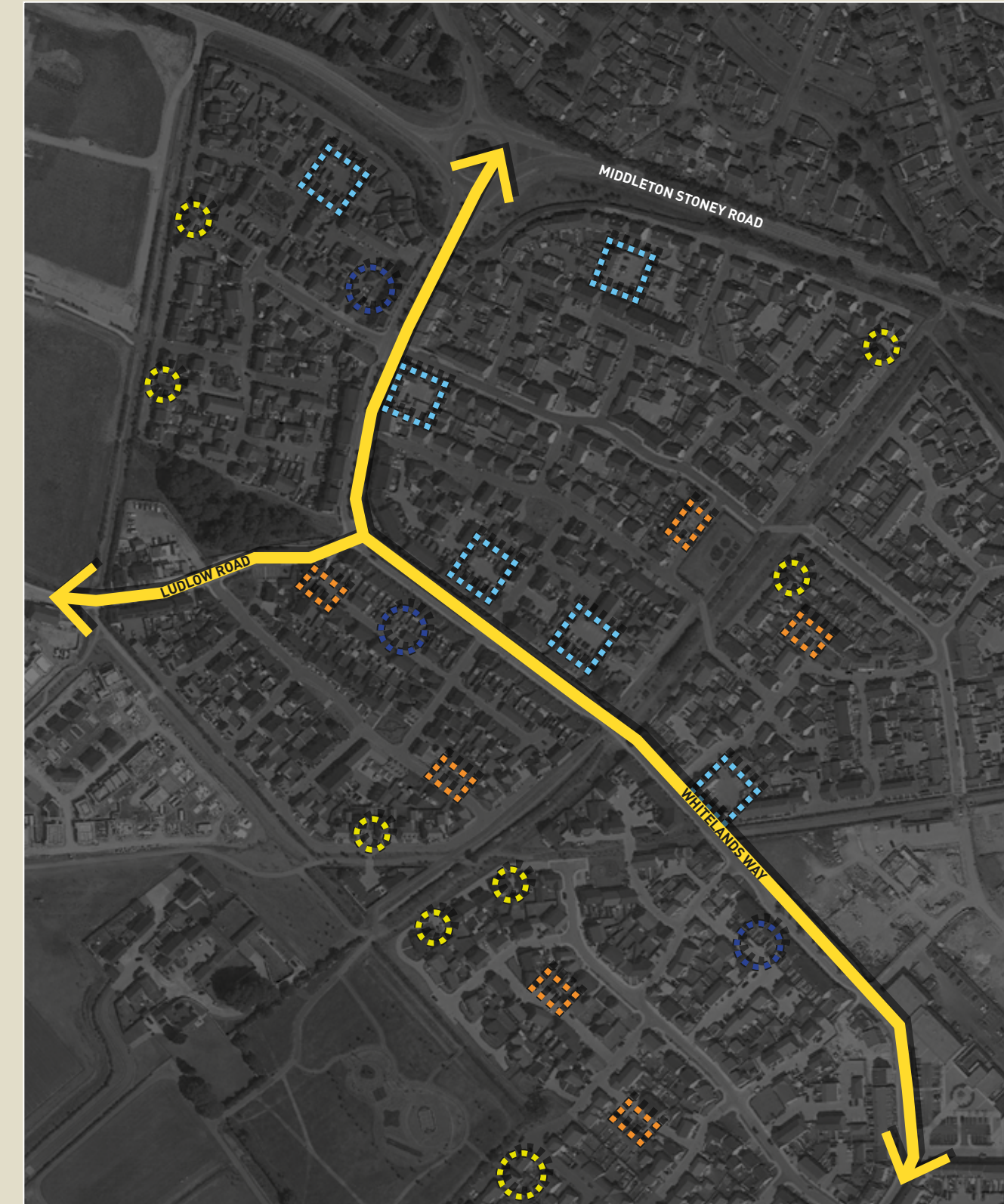
## CONTEXT

- 4.29 Kingsmere is a recently constructed development to the west of Bicester town centre 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.
- 4.30 The development includes green infrastructure in the form of green corridors and larger public open space. Childrens play areas are located throughout the development.



**LEGEND**

Primary Street	Key Buildings	Tree-lined Street	Key Spaces
Secondary Street	Formal Build Line Predominantly 3 storey	Green Space	Area of play
Private Drives	Informal Build Line Overlooking Public Open Space	Green Corridor	

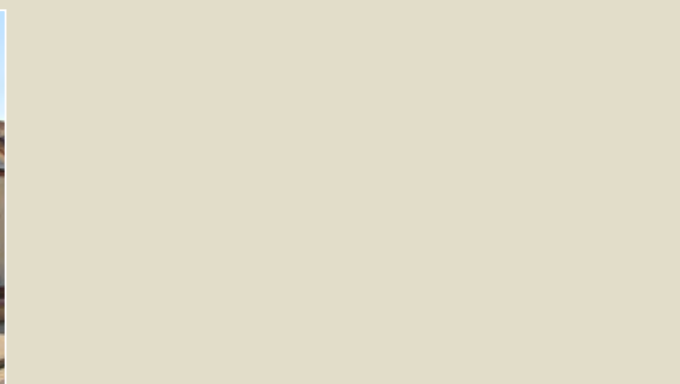


**LEGEND**

Primary Street
Private Driveways
Parking Court
Rear Parking
On Street Parking

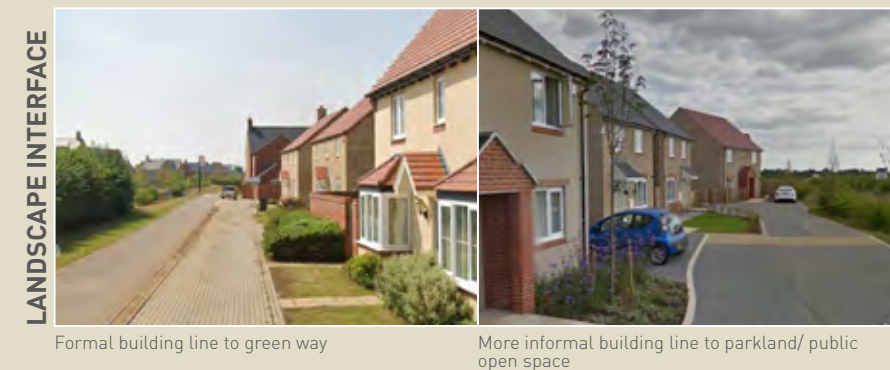
## PARKING TYPOLOGIES

- 4.31 Predominantly private driveways and garages with some rear parking courts.



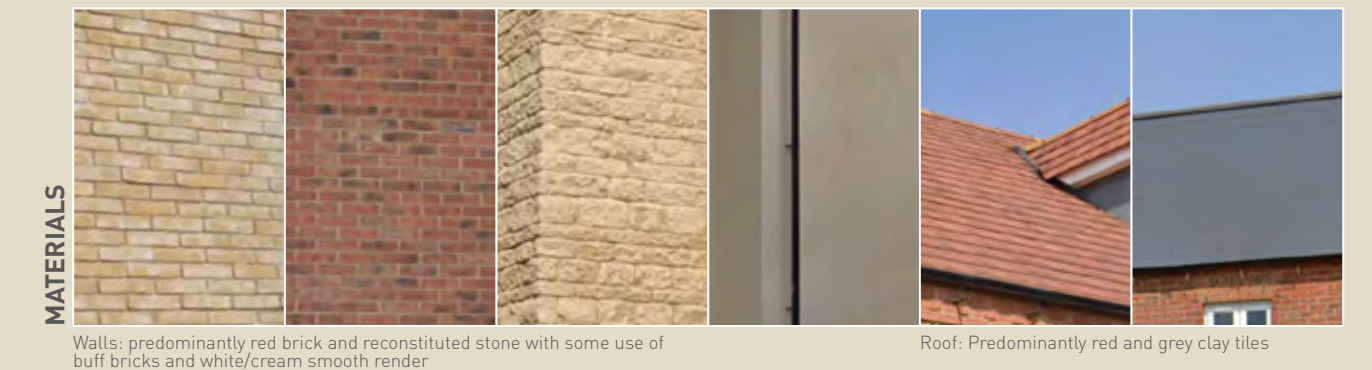
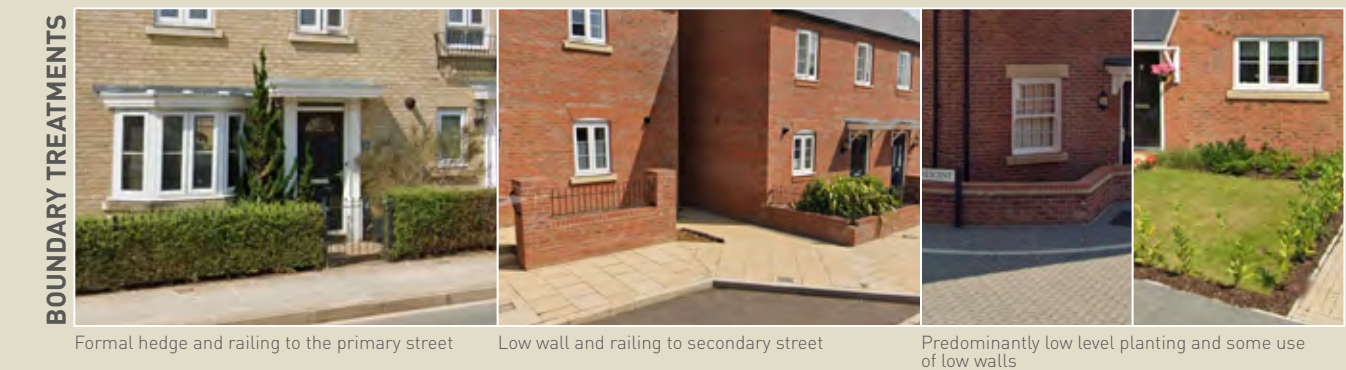
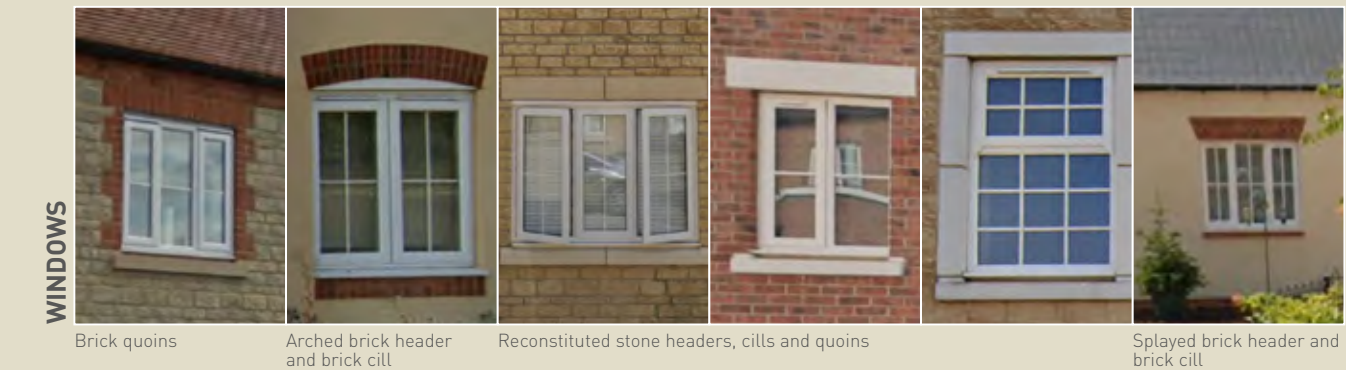
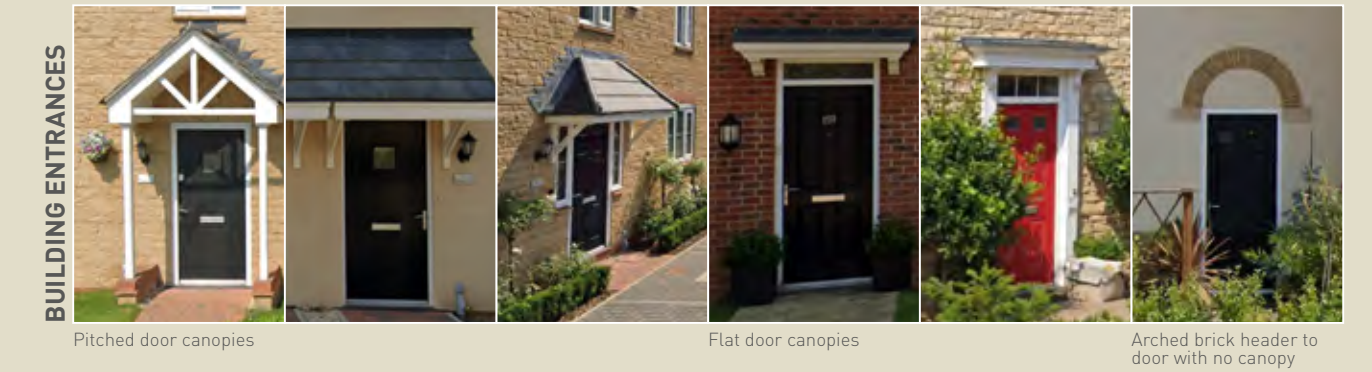
### ANALYSIS OF BUILT FORM

- 4.32 The development is generally formed by outward facing secure blocks that address streets positively. The majority of built form along the primary street is linked to create enclosure and continuous building line. Parking is provided to the rear particularly along the primary street.
- 4.33 Ridge and eaves heights are generally consistent along primary and secondary streets with more variation along tertiary streets.

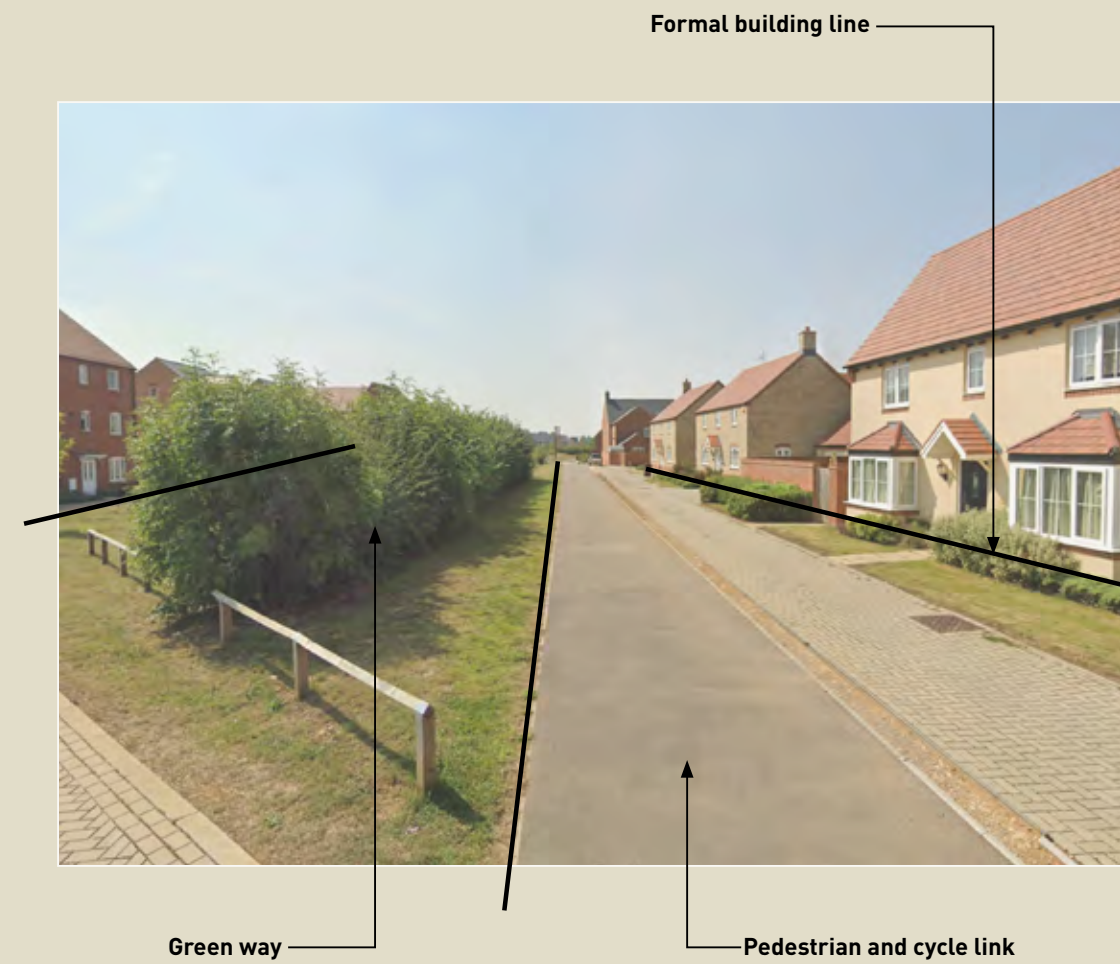
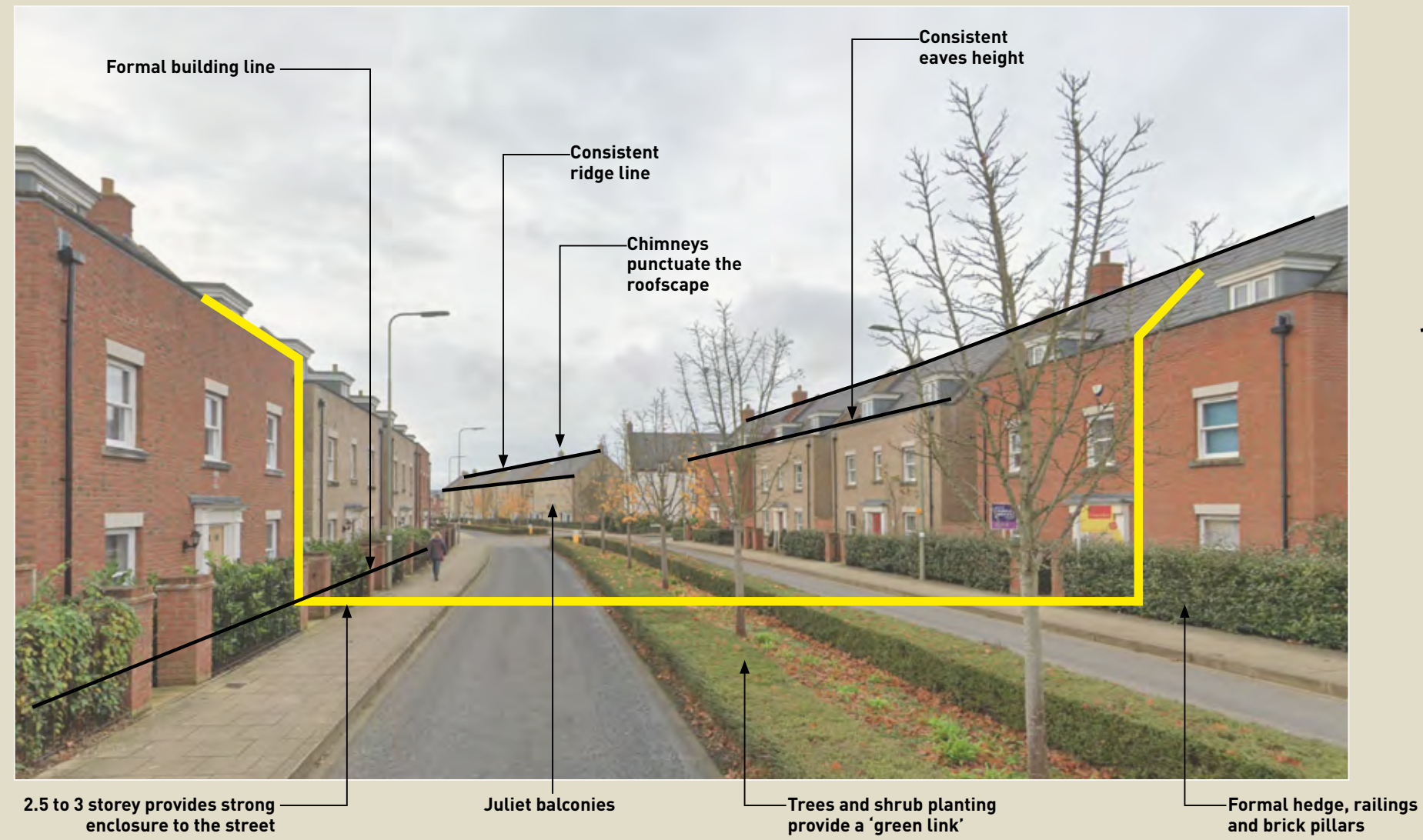


### ANALYSIS OF ARCHITECTURAL FEATURES AND MATERIALS

- 4.34 There is no overriding character or architectural style to Kingsmere. The modern development demonstrates a range of modern housebuilder styles that reference traditional British architecture. The predominant materials include: red/buff brick; stone; render; grey and red roof tiles.



# SUMMARY



## DESIGN CUES TO BE TAKEN FORWARD

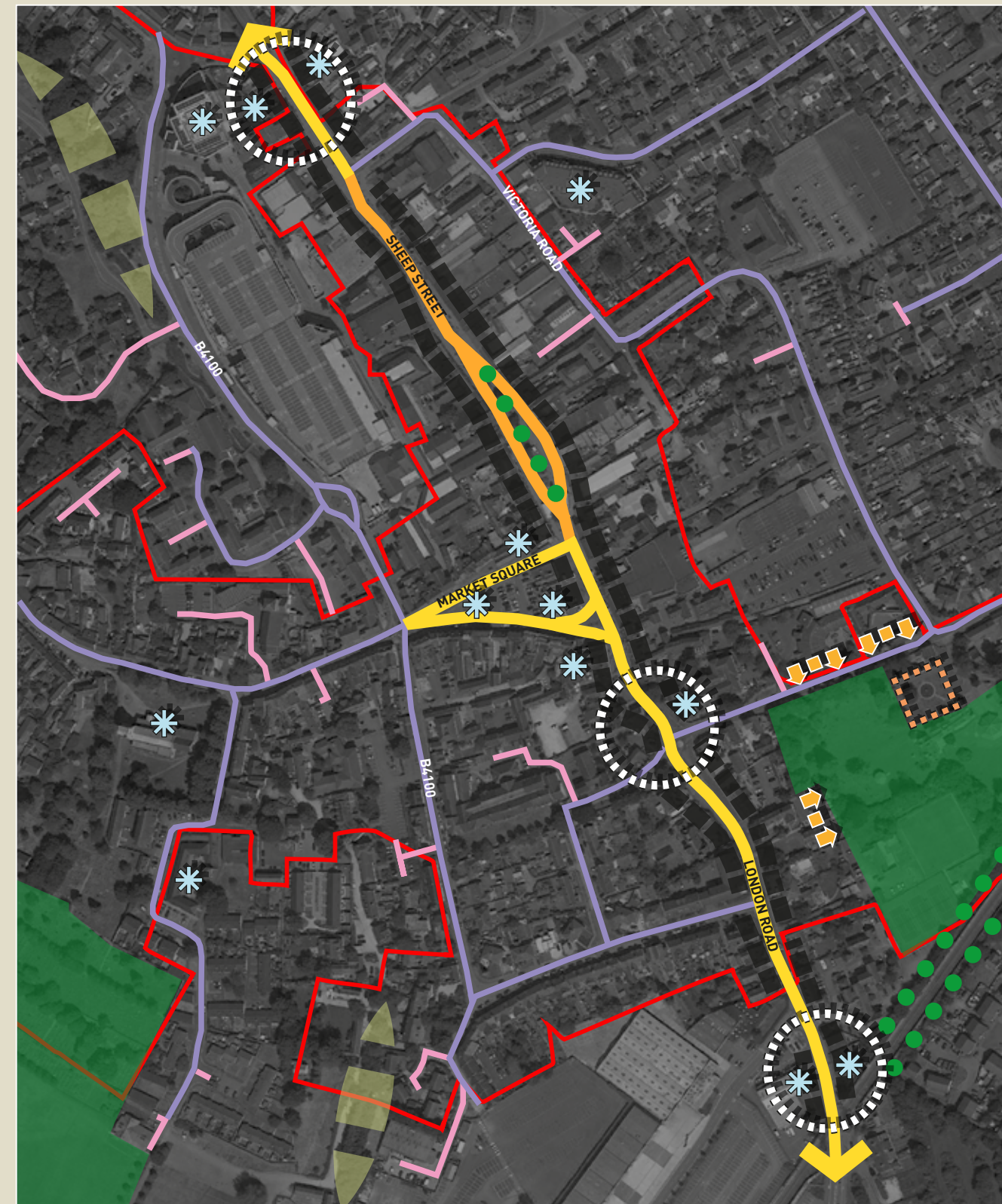
- Continuous frontage along primary avenue creating a sense of enclosure;
- Dwellings arranged formally along a wide formal avenue incorporating landscape;
- A large proportion of 2.5 and 3 storey dwellings along main vehicular routes;
- Private driveways and shared surfaces used to development edge;
- Main facing materials include buff/yellow brick, stone and render;
- Use of low (stone) walls along main carriageway;
- Garaging and on-plot parking with some rear parking courts.

# D BICESTER TOWN CENTRE

## CONTEXT

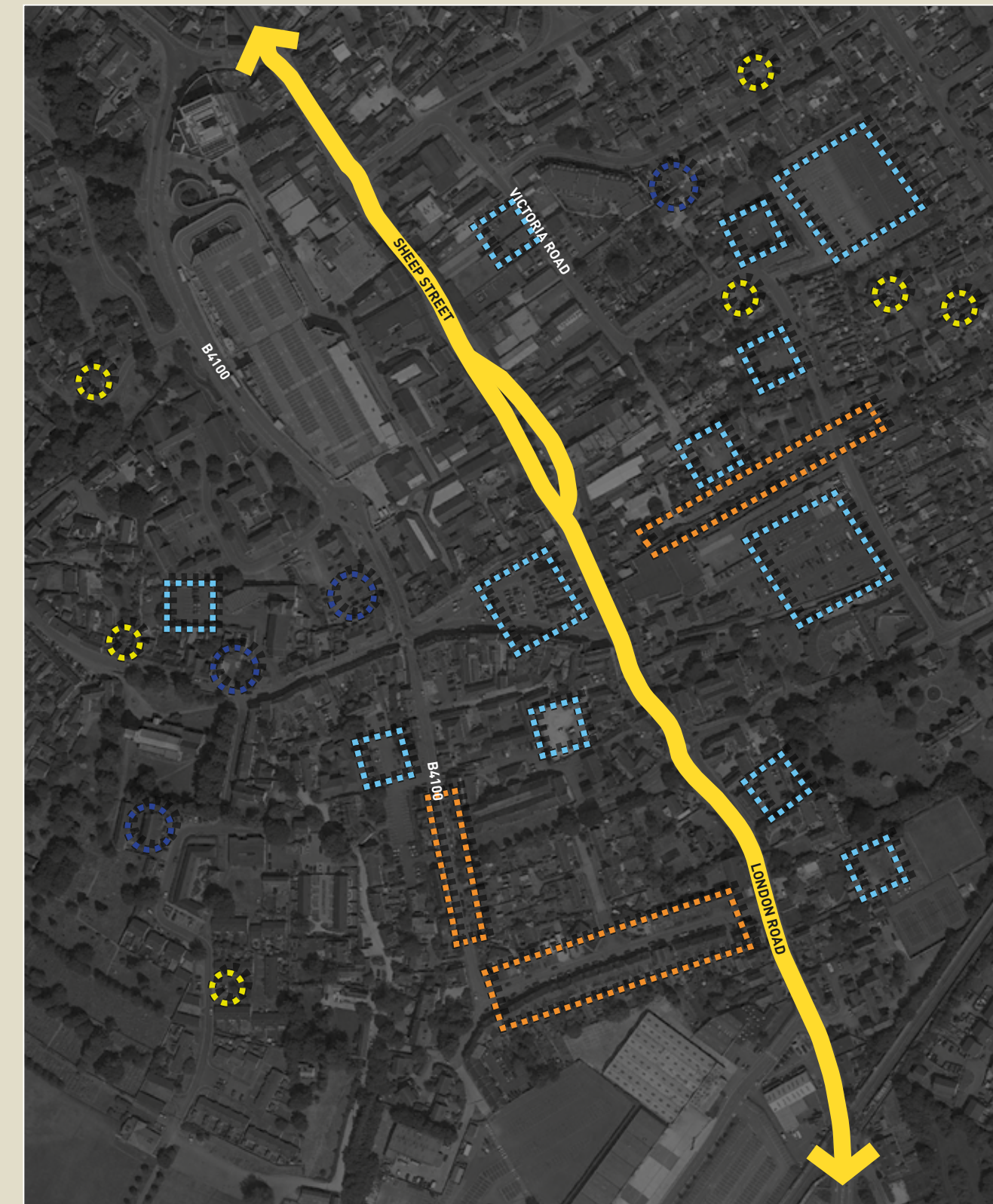
4.35 Bicester town centre is located approximately 3.5km east from the development site. The historic core, dating from 17th Century, is contained within the Conservation Area which has many statutory listed buildings. Linear development along London Road, Sheep Street (now pedestrianised) and Market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

4.36 Two areas of green space remain at the east and west of the Conservation Area, including The Garth and Bicester House.



**LEGEND**

Primary Street	Pedestrian Road	Informal Build Line Overlooking Public Open Space	Green Corridor
Secondary Street	Key Buildings	Tree-lined Street	Key Spaces
Private Drives	Formal Build Line Predominantly 2.5-3 storey	Green Space	Area of play
Conservation Area			

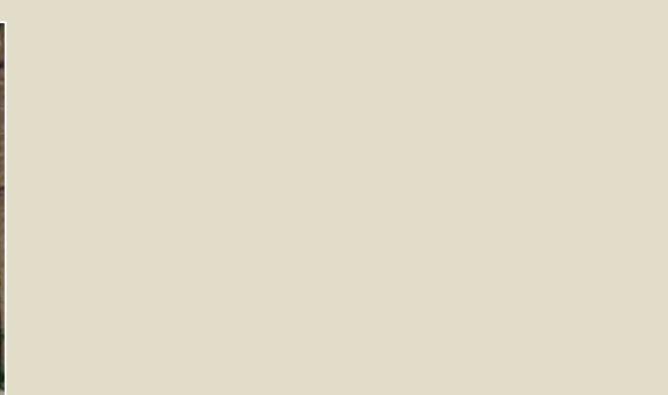


**LEGEND**

Primary Street
Private Driveways
Parking Court
Rear Parking
On Street Parking

## PARKING TYPOLOGIES

4.37 Predominantly rear parking courts and on-street parking.



## ANALYSIS OF BUILT FORM

4.38 Typical of a market town, building lines are continuous and formal with occasional lane openings or arches for rear access. This strongly defines the public realm. Building types are diverse but the majority are cottages and town houses. The earliest parts of the historic core consist of 2 to 3 storey multi-gabled buildings. Subsequent residential growth around the historic core consists of a number of Victorian terraces.



3 storey buildings add to the feeling of enclosure of the narrow street. Continuous built form around the Market Square provides enclosure to the space. Back of pavement development and taller buildings provide a good sense of enclosure.



Strong building line to the back of pavement provides a good sense of enclosure to the narrow street. Strong building lines to the back of pavement. Secondary streets generally formal with a strong building line running parallel to the street.



Varied and articulated roofscapes to the historic core. Projecting gables provide a sense of rhythm to the roofscape punctuated with chimneys.



A predominance of continuous frontages and terraced houses.



Predominantly 2 to 3 storey to primary streets. Predominantly 2 storey to secondary streets with occasional feature 3 storey building.

## ANALYSIS OF ARCHITECTURAL FEATURES AND MATERIALS

4.39 The historic core within the Conservation Area is predominantly Georgian in architecture, particularly around the Market Square. Victorian terraces lie beyond the main commercial centre.



Varied architectural styles with a Georgian influence. Victorian terraces.



Stone headers with no canopy. Typical Georgian header and pillars.



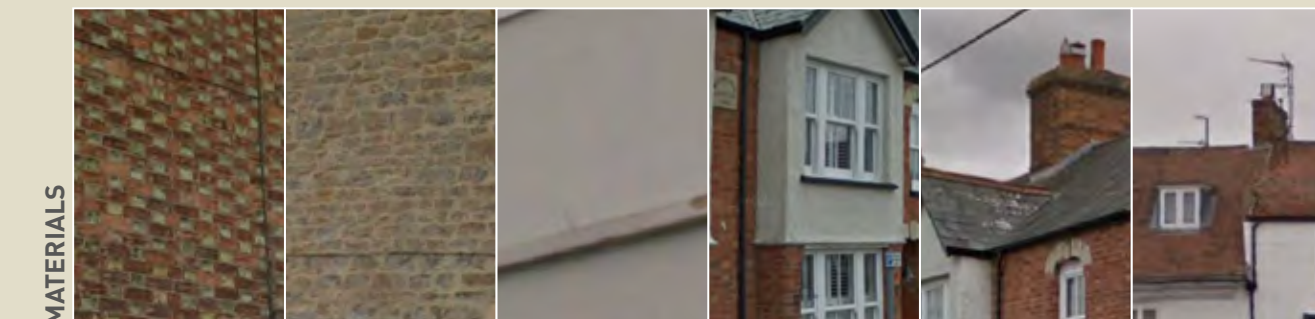
Stone header, cill and quoins. Dormer windows and solid surrounds to main windows. No header and stone cill. Stone header and stone cill.



Stone or brick quoins. Feature gables.

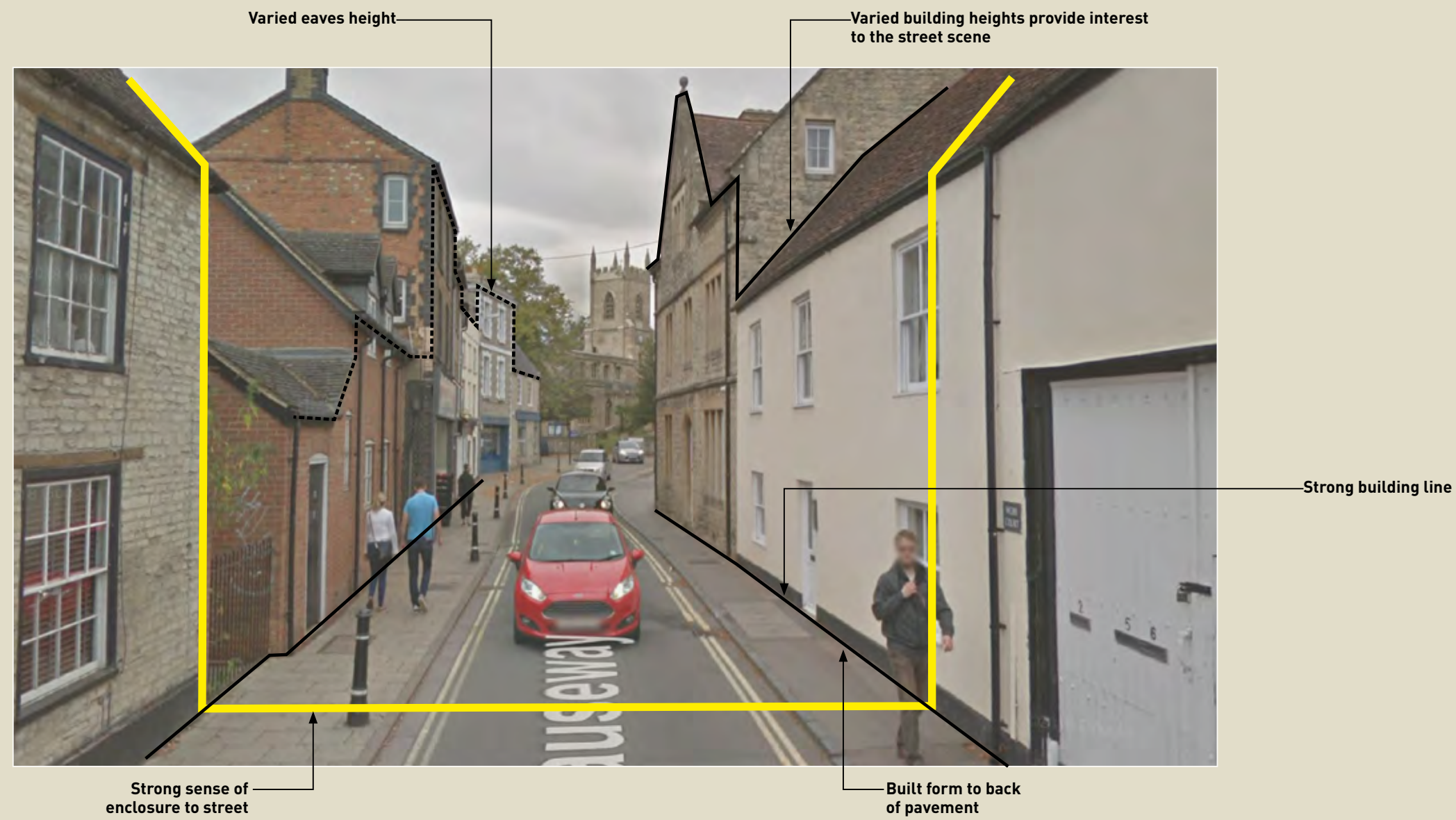


Predominantly low level walls, some with additional hedgerow or railings.



The historic core has a varied mix of materials including: red/buff/painted brick; render; and stone. Occasional use of flemish bond brickwork. The surrounding residential area is predominantly red/buff brick and roughcast render to feature gables. Roof: Predominantly slate and red clay tiles.

# SUMMARY



## DESIGN CUES TO BE TAKEN FORWARD

- Varied architectural styles with a Georgian influence;
- 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; and
- Predominantly rear parking courts and on-street parking.

**APPROVED DESIGN AND ACCESS STATEMENT CONCEPT**

**Creating an Eco-town**

4.40 Traditionally, residential-led developments have been set out with homes arranged around a network of streets with pedestrian and cycle movement playing a secondary role - a layout centred around vehicular movement. However...



4.41 ...given the principles outlined in PPS 1 Supplement and the day-to-day activities and needs of residents outlined above...



4.42 ...the eco-town should aim to reverse these priorities and seek to arrange homes around a network of green infrastructure with the street network playing a secondary role - a layout centred around pedestrian and cycle movement. STATEMENT Concept



**TOWN**



**ECO-TOWN**

Central to the eco-town philosophy are ideas around movement:

- Promoting healthy lifestyles by encouraging walking and cycling;
- Reducing carbon emissions and pollution through reduced reliance of private cars and the promotion of public transport; and
- Providing meaningful connections to existing communities encouraging wider movement and promoting urban integration.

The development at Himley Village, provides the opportunity to establish these core ideas into the DNA of the masterplan.

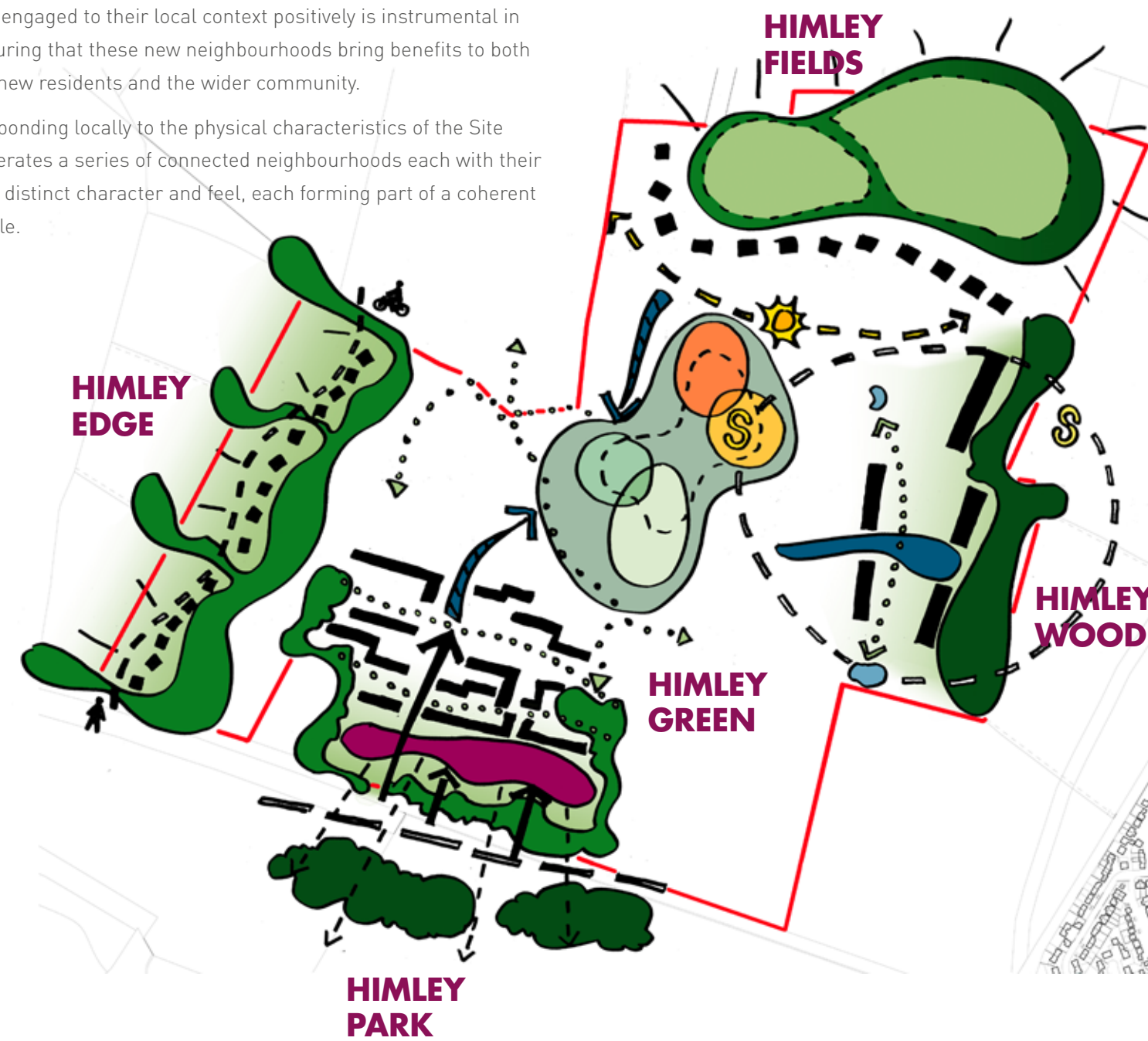


## APPROVED DESIGN AND ACCESS STATEMENT CHARACTER AREAS

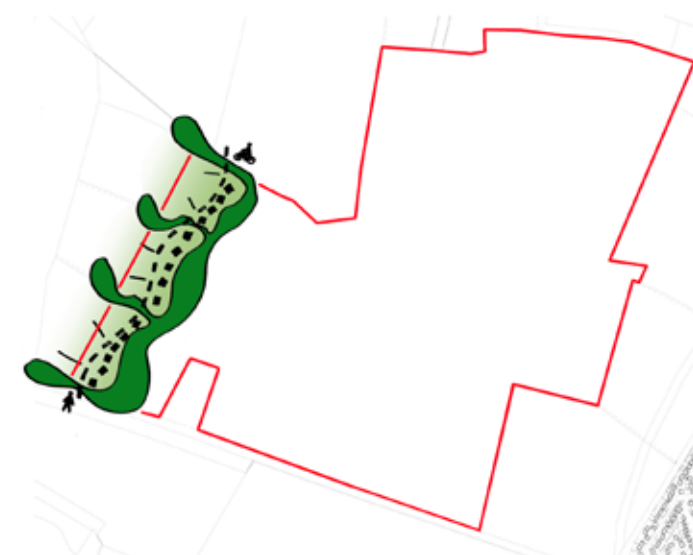
### Five Neighbourhoods

4.43 Ensuring that new neighbourhoods are developed to respond and engaged to their local context positively is instrumental in ensuring that these new neighbourhoods bring benefits to both the new residents and the wider community.

4.44 Responding locally to the physical characteristics of the Site generates a series of connected neighbourhoods each with their own distinct character and feel, each forming part of a coherent whole.

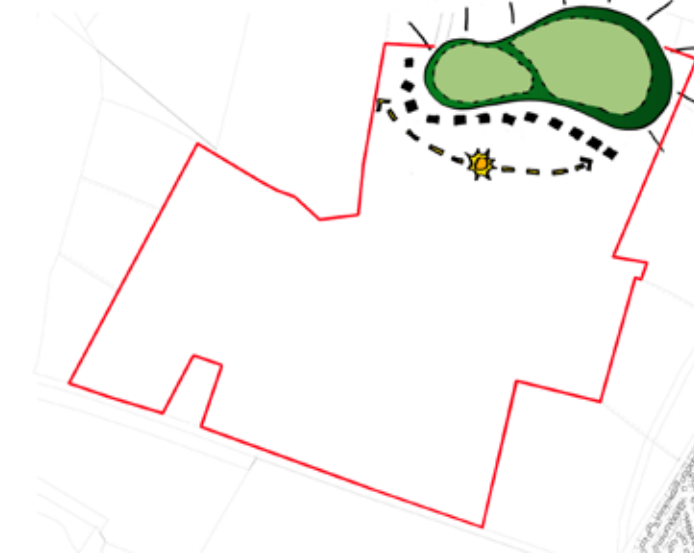


### Himley Edge



- The west edge of the Application Site is unique in that it is not defined by a physical landscape feature or road;
- Beyond this edge to the west, the landscape is characterised by open undulating agricultural land to the M40 and beyond;
- This part of the Site is comprised of three parallel fields running approximately east-west. These fields are smaller in scale than typically found on the Site, approximately 150m wide at their narrowest point;
- Respecting views to the Site from the surrounding open landscape as well as from Middleton Stoney Road, leads us
- towards a softer edge to the settlement; one of landscape and woodland intersped with small pockets of dwellings - forming a gradual transition from an open agricultural landscape, to one of woodland, to one of dwellings;
- A perceptible density gradient reflecting this transition;
- A more compact field pattern, allows for the opportunity for the hedgerows to play a greater part in determining the character of this area;
- As a rural edge for the development, there are opportunities to occupy this edge with meandering bridle paths, foot and cycle paths allowing for greater visual connections to the open undulating landscape which characterises the local area.

### Himley Fields



- Open green space for sports fields and play spaces;
- Large areas of open space, proximity to schools, main routes and the new boulevard through the site all support the potential for greater density here;
- Open space to the north ensures that overshadowing from any taller buildings is minimised.

### Himley Wood



- The east of the Site is bounded by young broad leaved woodland.
- Other significant landscape features here also include the two ponds and their associated planting and ecology. The eastern woodland edge is where the Application Site connects both to the new boulevard and associated local facilities and to Bicester beyond.
- A more informal natural landscape character focused on the new habitat and the woodland areas;
- Proximity to the boulevard and local facilities including secondary and primary schools, shops and community facilities support an increased density here.

### Himley Park



- The south of the Site is bounded by Middleton Stoney Road and Bignell Park beyond.
- Middleton Stoney Road is the only vehicular route bounding the Application Site and the movement of traffic along this visible edge of the Site implies a certain character.
- These other uses also serve to open up the new development to wider population creating a more permeable 'blurred edge' to the development.
- Potential for greater height here, both in response to Middleton Stoney Road but also to benefit from views to the woodland areas immediately to the south and the open greenspaces beyond.

### Himley Green



- Contains the historic structures of Himley Farm at the centre of the Site;
- Contains the new primary school;
- The primary vehicle route dissects this part of the Site running north - south;
- Key pedestrian and cycle routes converge here and radiate towards the rural edge to the west and the boulevard and Bicester to the east;
- A new centre of horticultural activity, of food production, plant propagation and landscape management;
- The horticulture centre as an education resource for the local community promoting healthy living and greater connections with our natural environment;
- A village green, a focal point for the community, with space to play, grow, meet and relax.



## DESIGN PRINCIPLES

### SUSTAINABLE STRUCTURING

- 5.1 In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.
- 5.2 To ensure a high quality and responsive layout is achieved, development principles have been used to prepare the proposed illustrative masterplan, which sets out the broad distribution and framework of land uses. These principles are derived in response to the assessment, evaluation and involvement sections of this document and will enable the proposals to be sympathetically assimilated into the surrounding landscape and urban fabric.

- 5.3 In the context of the criteria of the National Planning Policy Framework, the design principles of the proposed illustrative masterplan are set out in Paragraph 127:
- “Planning policies and decisions should ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;
  - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
  - optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
  - create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

(Paragraph 127, NPPF 2019).

### Sustainability

*“will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development”*

Paragraph 127, point (a), NPPF 2019.

- Make efficient use of land, with attention to layout, siting, orientation and design;
- Encourage walking, cycling and the use of public transport rather than the reliance on cars;
- Use of energy efficient building techniques including fabric first approaches;
- Achieve ‘in-built robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- Provide public and private outdoor spaces, promoting and enhancing links to the wider public footpath and wider cycle route network;
- Retention, protection and enhancement of existing landscape components and on-site ecology; and
- Provision of on-site water attenuation features as part of a strategy for Sustainable Drainage (SuDS) and ecology, which in turn promotes future biodiversity growth.

### Design Quality

*“are visually attractive as a result of good architecture, layout and appropriate and effective landscaping”*

Paragraph 127, point (b), NPPF 2019.

- Provision of a clear hierarchy of connecting streets and places;
- Creation of a clearly defined public realm through the provision of building frontage lines and variations in enclosure of private spaces;
- Use of ‘housing block’ principles to achieve building frontages and enclosure of private spaces;
- Provision of outward facing buildings which align routes and achieve natural surveillance; and
- Provision of interconnected and accessible public open spaces to meet community needs and encourage social activity.

### Response to Context

*“are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change such as increased densities”*

Paragraph 127, point (c), NPPF 2019.

- Create an urban extension to North-West Bicester providing homes, employment and community facilities within a rich landscape setting;
- Integrate new development into the existing landscape fabric, addressing relationship to building patterns, density, height, scale and massing and landscape design;
- Use of varied densities and building patterns to create distinctiveness and character;
- Use of single and dual sided streets with varying degrees of enclosure;
- Use of linked routes to achieve maximum permeability and ease of access to new green infrastructure;
- Create focal green spaces and wider connections as part of the North-West Bicester Masterplan which promote views and attractive residential streets with verdant themes;
- Use of varied gap sizes and street orientation to maintain contextual views; and
- Curvilinear and consistent built frontages to create visually soft edges that address the transition from the development proposals into the wider countryside;
- Use of a range of building setbacks which facilitate visual linkages between green space, landscape themes and provide space for wildlife whilst promoting existing key views;
- Retain existing landscape wherever possible;
- Respond to the site topography, such as reserving site low points for drainage;
- Safeguard pedestrian/cycle connections to serve potential wider development;
- Creation of a clear, legible movement hierarchy of streets which provide easily recognisable, secure and attractive routes that balance the street as a space alongside its function as a movement corridor;
- Maintain a human dimension in terms of the scale of built form for ease of orientation and assimilation; and
- Provision of landmark buildings which achieve legibility and assist navigation through the development.

### Creating a Place

*“Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit”*

Paragraph 127, point (d), NPPF 2019.

- Creation of a place with identity to provide new residents with a community that offers employment, a care facility, community facilities, school, parks and meeting places;
- Creation of fully accessible green infrastructure which retains and enhances existing habitats and encourages habitat creation and biodiversity;
- Creation of a development which positively addresses transition to the wider countryside and urban edge context;
- Provision of private and/or communal amenity space for all new residents;
- Creation of increased accessibility and permeability via the provision of new (linked) routes;
- Provision of a range of housing types and tenures which cater for a variety of household sizes and offer flexibility and choice; and
- New developments provide the opportunity to:
  - Establish an attractive place which has character and positively integrates with the north-western edge of Bicester and the existing landscape context;
  - Retain, enhance and integrate existing landscape components wherever possible; and
  - Create identity through well-designed spaces and built form.

### Integrating into the Neighbourhood

*“optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks”*

Paragraph 127, point (e), NPPF 2019.

- Integration of the development proposals into the existing movement network, including connection to the existing public right of way/footpaths;
- Convenient, safe and direct access for all residents to existing services, local facilities and new green spaces; and
- Provision of a permeable network of streets which assist in dispersing vehicular and pedestrian traffic around the development.

### Safe and Accessible Environments

*“create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”*

Paragraph 127, point (f), NPPF 2019.

- Creation of a clearly defined public realm through the provision of building frontages and the enclosure of private spaces;
- The creation of a new development which allows ease of movement for all types of users and provides equal social, community and recreation opportunities for all;
- Control of access to private areas, and gardens to the rear or side;
- Avoiding private alleyways where possible and or provide additional secure gated access points; and
- Green links between residential areas, the local retail centre and employment park.

## Design Vision

***To create a place where people choose to live, work and to spend their time in sustainable ways...Taking a ‘fabric first’ approach to building design; maximising the performance of the components and materials; embracing green technologies; and ensuring green infrastructure, biodiversity, water, flood and waste issues are managed in an environmentally sustainable way...Helping to lead the way in achieving a true zero carbon development.***



## DESIGN CODING

### THE PURPOSE OF THE CODE

- 6.1 As part of an outline planning approval, Cherwell District Council require the production of a 'Design Code' to facilitate and elevate the quality of design, as set out under Condition 8 of the Decision Notice Ref: 14/02121/OUT.
- 6.2 This section delivers the code, setting elements of the proposals that can be committed to for any future detailed or reserved matters application. It sets out the minimum standards required to achieve a quality, well designed development whilst inspiring creativity.
- 6.3 The Design Code builds on the vision and the illustrative masterplan presented in Section 6, which have evolved through a process of engagement with key stakeholders and the local authority.
- 6.4 In summary, the code is a technical instruction manual which has been designed to deliver the vision. It will ensure the provision of a harmonious built environment set within a cohesive, high quality public realm and will be particularly focused on ensuring distinct but complementary identities for the various parts of this new neighbourhood.

### OBJECTIVES

- 6.5 The objective of producing this Design Code is not to add another layer of complexity to the planning process but to provide a clear framework that is supported by all parties. The Design Code will:
- Establish a long-term vision for the site and a design-led framework;
  - Set the parameters and expectations early in the planning process;
  - Provide a platform to build upon for a more detailed Design Compliance Statements to accompany a subsequent reserved matters or detailed application;
  - Ensure overall co-ordination and consistency between development parcels;
  - Provide a level of certainty for the Council, development partners and local community; and
  - Provide a clear guide for the developer working on individual plots. .

### THE STRUCTURE

- 6.6 The first part of the Code presents: a 'Regulating Plan'; a series of 'Parameter and Structuring Plans' to define the development principles that will guide any future reserved matters application; an Illustrative Masterplan to demonstrate how the proposals could work; and a more detailed Landscape and Ecology Strategy.

### The Regulating Plan

- 6.7 This plan provides a single drawing to illustrate the site wide requirements of the Design Code.
- 6.8 This should be read in conjunction with the parameter plans which set out the core outline planning application development areas, character areas, building heights, movement network hierarchies and landscape strategies.
- 6.9 It outlines the majority of the requirements which can be shown in plan form. The main elements are broken into the following themes:
- **Design Principles** - Outlining the key positions of marker and landmark buildings and articulating building groups, it sets a site wide framework to create visual interest with a number of key views and vistas.
  - **Access and Movement** - The street hierarchy and movement framework outlines the various street and pedestrian path types, creating a clear hierarchy to help aid legibility and movement choices.
  - **Green and Blue Infrastructure** - Includes the key landscape strategy and specifications, drainage strategy and land uses.
  - **Built Character Areas** - Six Character Areas have been identified which directly respond to the outline approved Design and Access Statement.

### The Parameter and Structuring Plans

- 6.10 The parameter plans and associated wording set out in this section are to be 'fixed' as part of this Condition and should be read in conjunction with all documents submitted as part of the Outline Approval.
- 6.11 The parameter plans will provide a framework for future, more detailed designs, and will define the type of development that can be bought forward at the Reserved Matters stage. The Parameter and Structuring Plans presented in this section include:
- Land Use;
  - Built Character;
  - Building Heights;
  - Placemaking;
  - Access and Movement; and
  - Green and Blue Infrastructure

### The Illustrative and Landscape Masterplans

- 6.12 The accompanying Illustrative Masterplans show one way in which the development could be laid out in accordance with the development parameters. Alternative layouts are not precluded, providing the underlying principles of the code and masterplan are satisfied and the delivery of high quality within the built environment remains creative and responsive.

# THE REGULATING PLAN

Regulating Plan | Not to scale

## BUILDING HEIGHTS

- Minimum height 4m  
Maximum height 17m
- Minimum height 4m  
Maximum height 16m
- Minimum height 4m  
Maximum height 13m
- Minimum height 4m  
Maximum height 10m

## VEHICULAR MOVEMENT

- Primary Road
- Secondary Road
- Tertiary Road
- Mews Links
- Private Drives / Lanes
- Existing B4030

## GREEN AND BLUE INFRASTRUCTURE

- Existing trees and woodland retained and enhanced
- Existing hedgerow retained and enhanced
- Proposed woodland
- Amenity open space
- Newt habitat corridor
- Sustainable Urban Drainage
- Existing pond
- Neighbourhood Equipped Area for Play (NEAP) play space
- Local Equipped Area for Play (LEAP) play space
- Sports pitches/playing fields
- 40m wide 'Dark Corridor'
- Primary pedestrian route
- Tree Buffer

## PLACEMAKING

- Gateway
- Local square and public realm
- Key frontage (Middleton Stoney Road)
- Key frontage (Formal)
- Key frontage (Intermediate)
- Key frontage (Informal)
- Landmark building (addressing key corners and gateways)
- Focal building (to terminate street vista)
- Public Art
- Key view and vista
- Proposed bus route

## OTHER LAND USE

- School site
- Community/social space
- Allotments
- Himley Farm retained
- Services
- Care Facility
- Other Use
- Mix Use

