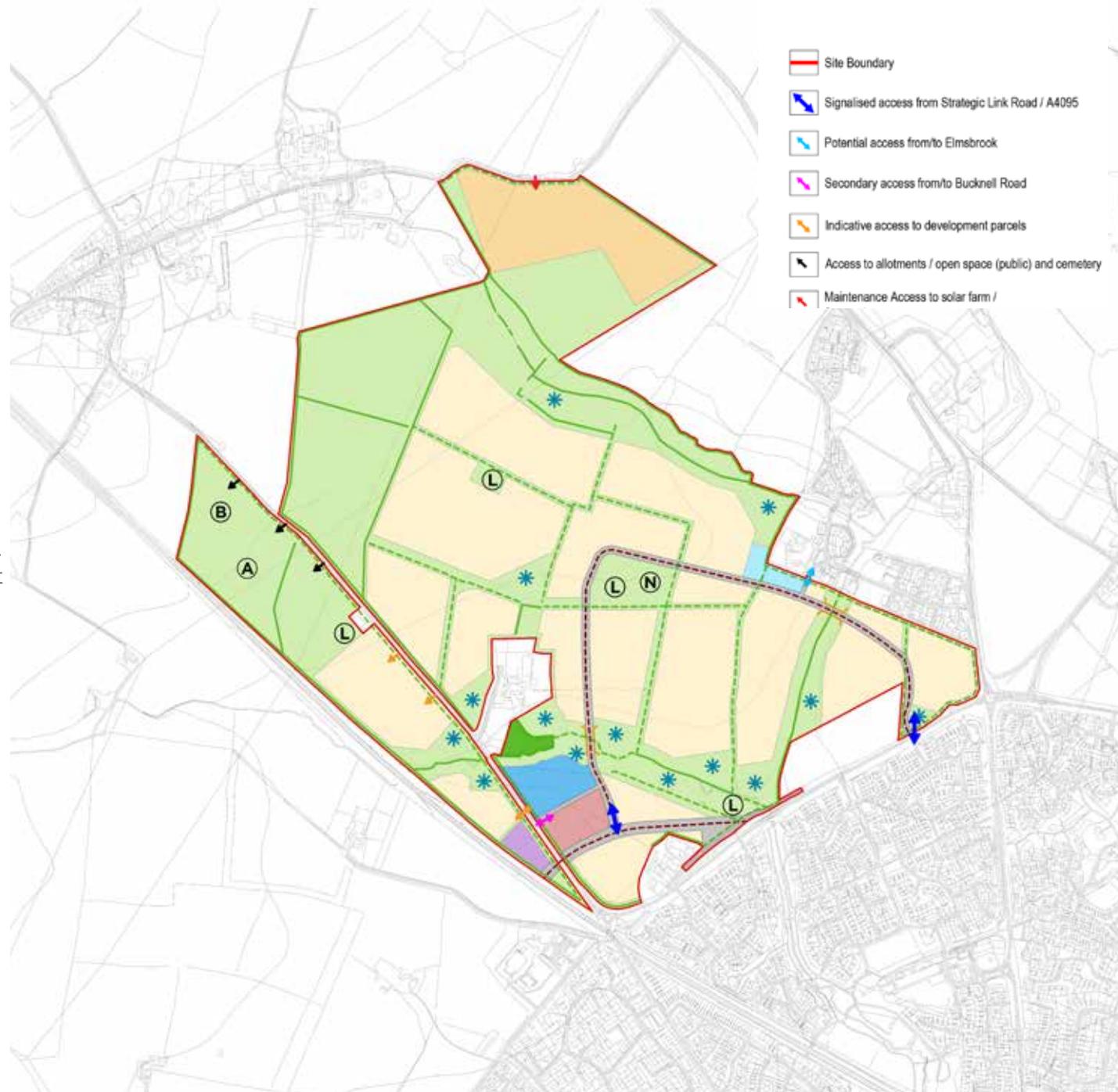


## OTHER ACCESS AND MOVEMENT ISSUES

- Vehicular access is proposed via two junctions on the realigned Strategic Link Road (A4095).
- The development will deliver many of the future community's day-to-day requirements minimising its impact on the external highway network.
- The internal residential streets will be designed in accordance with Manual for Streets (MfS) standards and designed to encourage movement by sustainable modes such as walking and cycling.
- Parking will be provided through a combination of private garages, driveways and parking courts that are convenient and well-overlooked. Visitor parking will be provided within the street design.
- Suitable cycle parking storage will be provided for by means of secured and sheltered cycle stores or bike racks in the garage or other space within the residential area designed to accommodate bicycles
- For non-residential uses, secured, overlooked and sheltered cycle parking spaces will be provided.
- The development will comply with policy requirements for EV charging infrastructure.



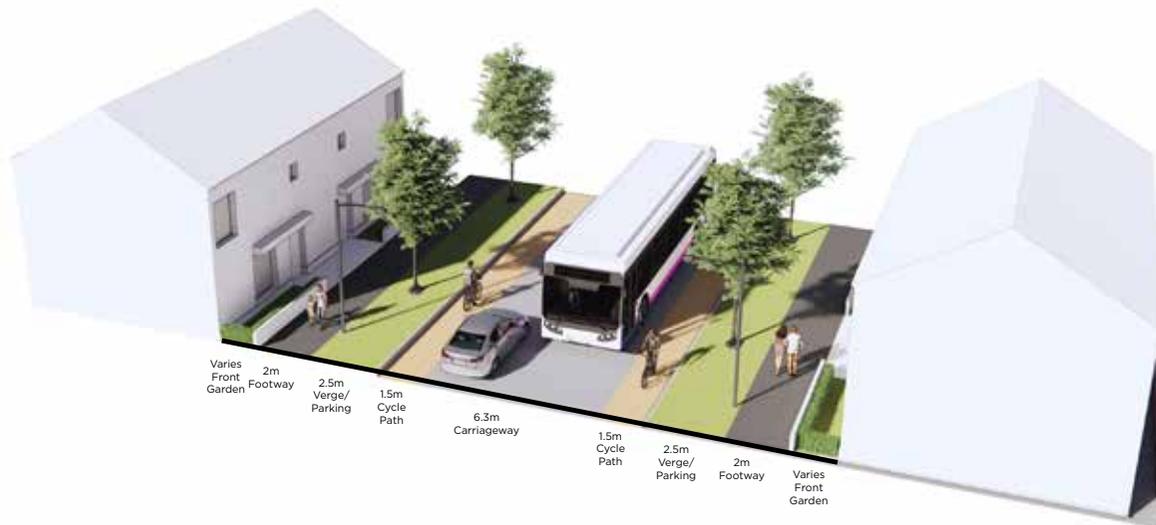
Site Access Strategy

## STREET HIERARCHY

Within Hawkwell Village street types include the Primary Street, Secondary Streets, and variants of Tertiary streets including mews and courts. They are composed to create a street hierarchy that works with the footpath network to provide direct and easy access across Hawkwell Village, and to create a well-managed access for vehicles, service and emergency vehicles.

### Primary Street

The primary street will be the major route for all modes of travel including the bus route. This street is expected to also include cycle provision, street parking bays and tree planting on verges.



PRIMARY STREET SECTION

### Secondary Streets

Secondary Streets will form the spine of larger residential parcels and are intended also to have a placemaking role in connecting to Tertiary Streets. They are distinguished from the Tertiary Streets by their width, with some including verges and tree planting and on street parking bays.



SECONDARY STREET SECTION

### Tertiary Streets

Tertiary Streets complement the Secondary Streets in providing further access within development parcels, improving their legibility and connectivity. Their designs vary to reflect the number of dwellings they serve and whether they provide onward connectivity or not, with some terminating at courts and shared drives.



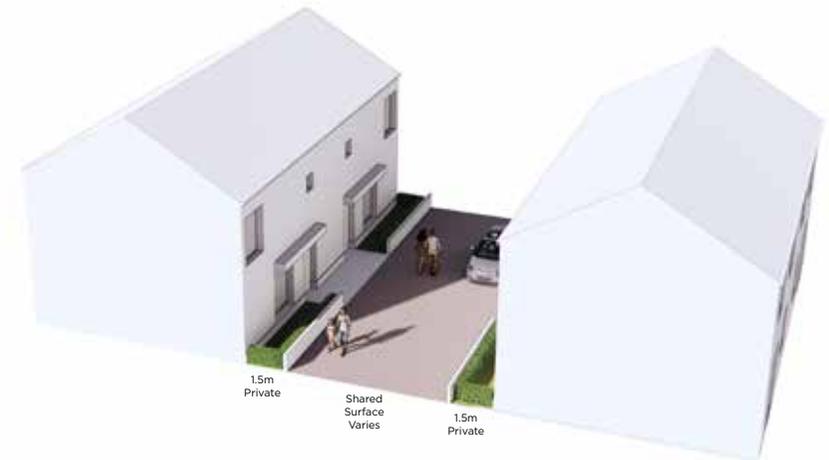
**TERTIARY STREET SECTION**

### Mews and Courts

Mews and Courts have a role of providing off-street car parking to serve residential development. Most are internal within development parcels and intend to be informal in character, and will deserve careful consideration of enclosure, frontage, natural surveillance, surfaces, boundaries and landscape treatments.

### Shared Drives

Shared drives are privately owned and provide access to a small number of dwellings.



**MEWS STREET SECTION**



# CONCLUSION

## CONCLUSION

The proposal has fully considered the planning policy background for the site, along with the requirements of Bicester Policy 1 of Cherwell Local Plan and the development principles contained within the NW Bicester SPD. An assessment of surrounding development, facilities and green infrastructure, along with an understanding of historic, landscape and visual, ecological, transport and movement context and townscape analysis, have helped informed an appreciation of the sites constraints and opportunities. This has directly informed the overall master planning of the site with the explicit intention to unlock NW Bicester as a place where people want to live, work and enjoy.

A guiding principle of the proposal is retention and enhancement of the green and blue infrastructure which has resulted in 40% of the site as green and blue infrastructure. This includes a community park to the north, hedgerow and watercourse corridors running throughout the site, a natural burial ground and allotments to the west of the site and village squares, greens and parks amongst residential parcels. The benefits of the green infrastructure include a green buffer to Bucknell Village, opportunities for informal and formal recreation, active and healthy lifestyles for residents, sustainable urban drainage systems and biodiversity enhancement.

Up to 3,100 high quality homes will be delivered across the site that have space for home working and are future-proofed for adaptability. These will include a variety of house types and tenures (including 30% affordable) to suit a wide range of housing needs promoting a mixed community. There will also be ambitious design standards for public realm and buildings.

A range of measures will be incorporated to promote and work towards Net Zero Carbon (NZC) and manage climate change. The key options are the 10 hectare solar farm, SuDs, carbon sequestering through extensive planting, use of renewables at individual properties (Photo-voltaic and Air Source Heat Pump) along with a 'fabric first' approach to construction.

The proposals include a comprehensive movement network that facilitates and promotes movement by non car modes. This is achieved by a permeable network of high walking and cycling routes, including an internal circular leisure route connecting to existing and planned provision in the area and a bus route that connects with the rest of NW Bicester and other key local destinations. A primary road will run through the site with accesses off the realigned A4095 and potential to link into Elmsbrook.





View of Hawkwell Village local centre looking south towards Bicester



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