HIMLEY VILLAGE, BICESTER

Design Code

ON BEHALF OF CALA HOMES (COTSWOLDS) LTD
P22-3093_GD_03_T | November 2024

CALA

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities…”
(Para. 131, NPPF 2023)

Pegasus Design

Since 2003, we've been solving planning and development problems for our clients successfully, and we're really proud of that. Even though our work is complex, what we deliver for our clients is very simple: we deliver results.

Expertly Done sums up our approach. We listen and learn from our clients, working as true partners who are passionate about delivering excellence and expertise on every step of the journey.

Everything we do is Expertly Done.

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

CONTENTS

NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED

Pegasus Design
33 Sheep Street,
Cirencester,
GL7 1RQ

www.pegasusgroup.co.uk I T 01285 641717

Prepared by Pegasus Design on behalf of Cala Cotswolds

Pegasus Design is part of Pegasus Group Ltd

November 2024 | Project code P22-3093

CALA PEGASUS GROUP Hydrock Tyler Grange orion.

01

Introduction & Background

01 Introduction & Background

THE VISION FOR HIMLEY VILLAGE

1.1 The overarching vision for Himley Village is to create a sustainable and beautiful place to live, building on the landscape of the site to create a desirable new Eco-Town. The site has the advantage of sitting within an attractive rural area of countryside, whilst being located in a sustainable location close to schools and the amenities of North West Bicester.

1.2 A new community of up to 1,700 new homes, public open space including sports pitches and community facilities, children's play areas and parkland. The design of dwellings will respond to the existing character of the surrounding area, celebrating Bicester's architecture, whilst providing a modern and forward thinking approach to the delivery of future homes.

1.3 The sustainability focused and landscape-led approach to place making ensures built form and landscape features work in harmony, and are the defining character to the public realm.

INTRODUCTION

1.4 The Design Code for Himley Village, has been produced by Pegasus Group on behalf of Cala Homes (Cotswolds) Ltd.

1.5 This document seeks to take the Himley Village site forward as a strategic development as set out in the Cherwell Local Plan 2011-2031.

1.6 The site lies to the west of Bicester and east of the M40 and represents an important part of the Council's strategy to meet pressing housing needs in the area. Together with supporting infrastructure, the scheme aims to add value to the local area by providing a high-quality development opportunity.

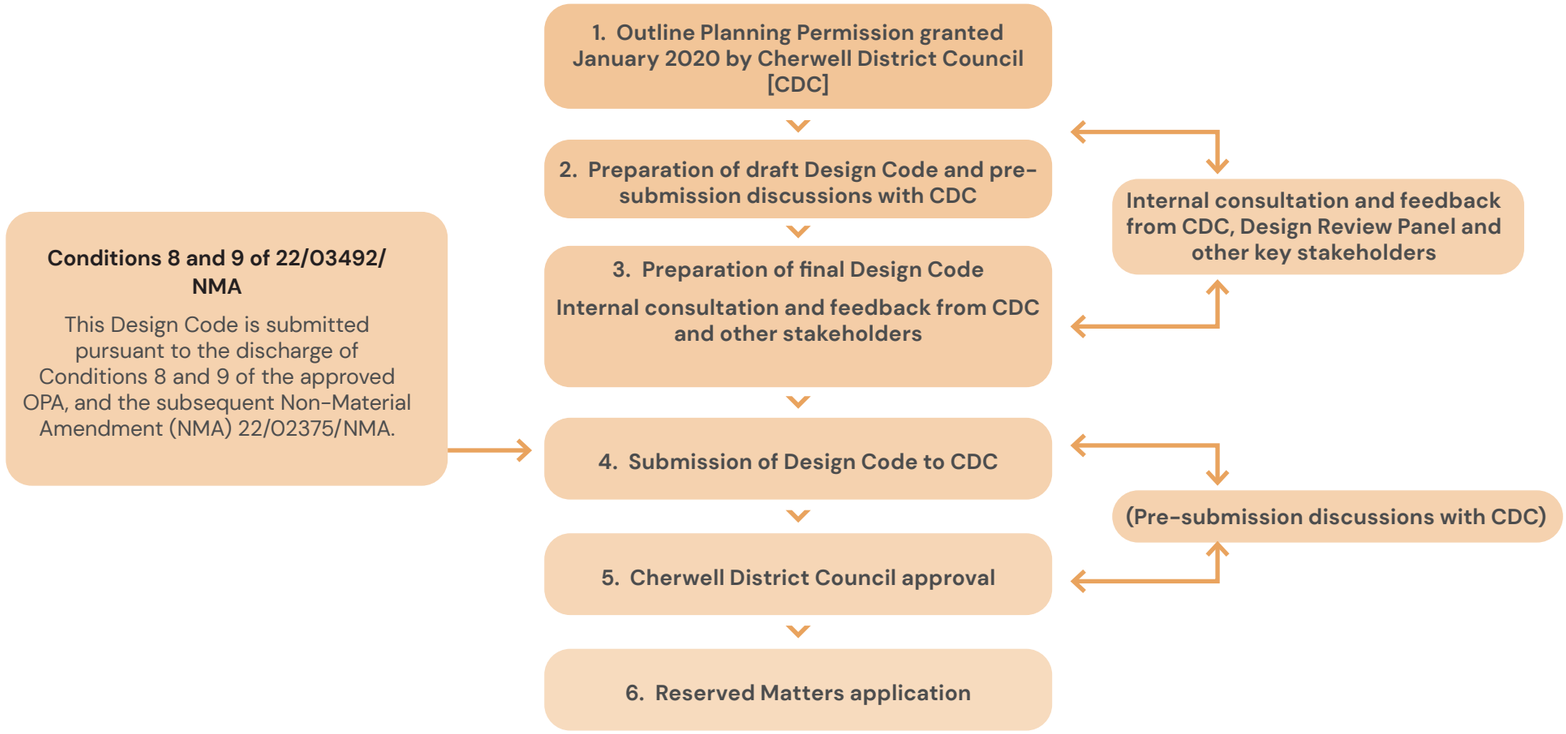
1.7 The purpose of this Design Code is to guide the design of future Planning Applications, ensuring that the design principles and objectives for high-quality design are delivered consistently across the development.

PURPOSE OF THE DESIGN CODE

1.8 Cherwell District Council and Cala Homes have discussed the requirements for the Design Code to guide the development of Himley Village. The objective of producing the Design Code is to provide a clear framework for development, that is supported by all parties, to ensure the quality of design is achieved without over complicating the process.

1.9 The subsequent Reserved Matters applications will be submitted in accordance with this Design Code. If variations to the Design Code are required then early engagement with Cherwell District Council (CDC) is encouraged. Any variations to the Design Code should be clearly explained in an accompanying Compliance Statement, submitted at the same time as the detailed design proposals. Any significant variations to the Design Code may be subject to an independent Design Review.

1.10 The diagram to the left shows the planning process for the delivery of the Design Code from outline to detailed design and then onto Reserved Matters stage.



The Design Code is proposed to:

- *Establish a long-term vision, and a design-led framework for the site;*
- *Build upon the work established in the Outline Planning Application, and the approved Design and Access Statement for the site;*
- *Provide a level of certainty to the landowner, Local Authority, Developer and the community;*
- *Provide a clear guide for developers working on individual development parcels; and*
- *Set the context for more detailed design work required at the Reserved Matters stage.*

CODE SECTIONS

01 Introduction & Background

02 Zero Carbon Strategy

03 The Regulating Plan

04 Landscape Strategy & Codes

05 Access & Movement Codes

06 Himley Village Design Principles

07 Neighbourhood & Character Types Coding

WIDER VILLAGE CODING

USING THE DESIGN CODE

1.11 The Design Code has been structured so it can be read as one complete document with clear section divides to ease navigation for the user.

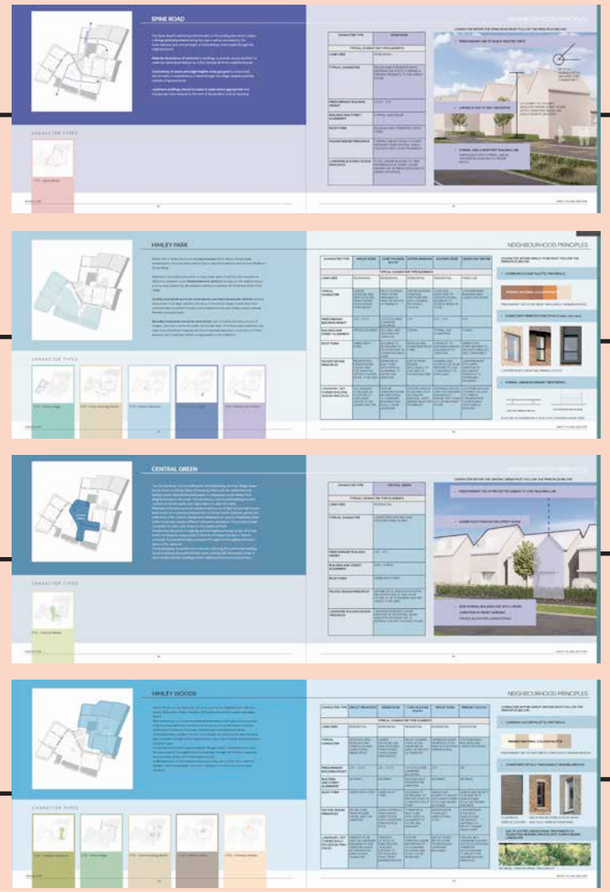
1.12 Section 7 breaks down into 4 distinct Neighbourhood Areas with the Spine Road, Himley Park, Himley Woods and the Central Green. Within these Neighbourhoods, a series of complementary but unique Character Types are used to define development. Elements such as materials, form and fenestration are coded to guide the future detailed design.

1.13 The Design Code has been developed further to the National and Local Planning Polices, design guidance and the Outline DAS. It also takes into account Zero Carbon and Building for a Healthy Life. These are identified and referenced throughout using the symbols / call outs to the right.

1.14 The Regulating Plan will be used as the overall base plan, defining the coded principles. Other plans seen in this document act as a framework, created by using layers of the Regulating Plan for clarity and consistency throughout.

1.15 Though the documents whole purpose is to instruct on what is required for reserved matters stage, emphasis on coding principles to be followed feature the terminology ***must, should, shall*** *and* ***will*** to highlight clearly the requirements expected.

NEIGHBOURHOOD SUB SECTIONS



CHARCTER TYPES UNIQUE & SPECIFIC TO EACH NEIGHBOURHOOD

SYMBOLS USED THROUGHOUT CODE TO IDENTIFY COMPLIENCE

NORTH WEST BICESTER SPD

The North West Bicester SPD sets out a series of Development Principles (DP) with which the design of the North West Bicester Allocation should accord. Elements of this Design Code that specifically address these Development Principles are indicated by the following graphic:

✓ *DPX - Example Development Principle*

BUILDING FOR A HEALTHY LIFE

The below symbol is used throughout the document where the content reflects the principles of Building for a Healthy Life

"Example BFHL Quote"

ZERO CARBON STRATEGY

The below symbols are used through out the Design Code to reference where design principles and approach reflect the Zero Carbon Strategy for Himley Village.

Recycling Materials

Cycle infrastructure to focus on sustainable movement

Climate resilience / energy efficiency

Technology

Water collection

Solar

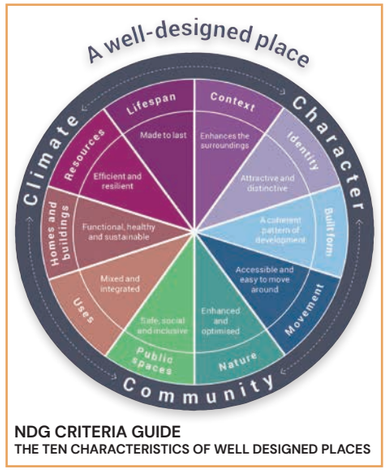
DEVELOPMENT EVOLUTION

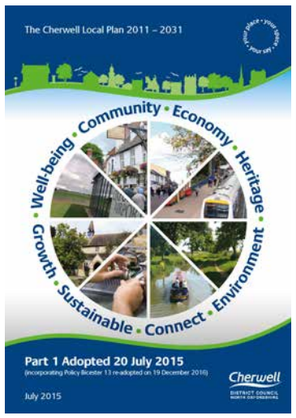
1.16 The adjacent diagram sets out the framework for how Himley Village has been developed and informed by an array of policy and guidance culminating in the Vision for Himley Village. Summarised within the diagram and explained further on the following pages with extracts of key policy and guidance at a National and Local Level.

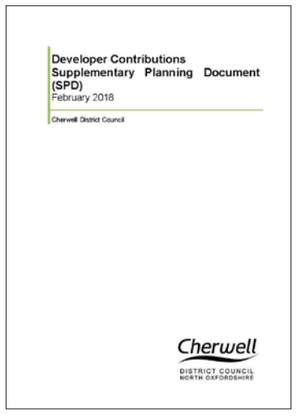
1.17 This also includes the previously approved planning documents such as the Design and Access Statement and other documents listed below;

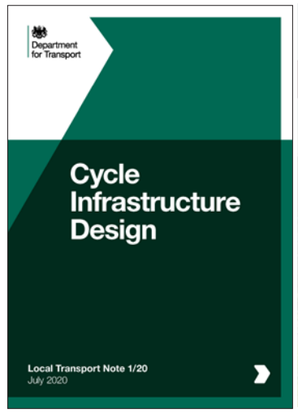
- North West Bicester SPD, adopted February 2016;
- Developer Contributions SPD; adopted February 2018;
- Cherwell Residential Design Guide SPD, adopted July 2018
- OCC Oxfordshire Cycling Design Standards, Summer 2017 (noting para 2.41 of the cycle standards is superceded by the new OCC Parking standards identified below);
- OCC Parking Standards for New Developments, 2022;
- OCC Street Design Guide, Summer 2017;
- MHCLG National Design Guide, 2021;
- MHCLG National Model Design Code, 2021;
- DfT Manual for Streets, 2007;
- CIHT Manual for Streets 2, 2010;
- DfT LTN 1/20 Cycle infrastructure design, 2020; and
- TfL Healthy Streets Toolkit, 2007,
- Building for a Healthy Life, 2020.

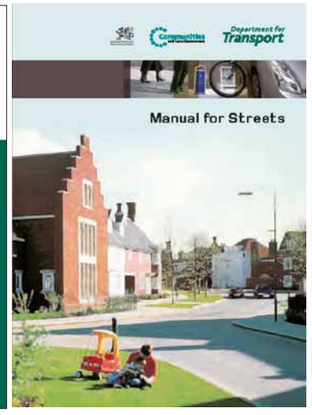
National Planning Policy Framework & Local Planning and Design Guidance



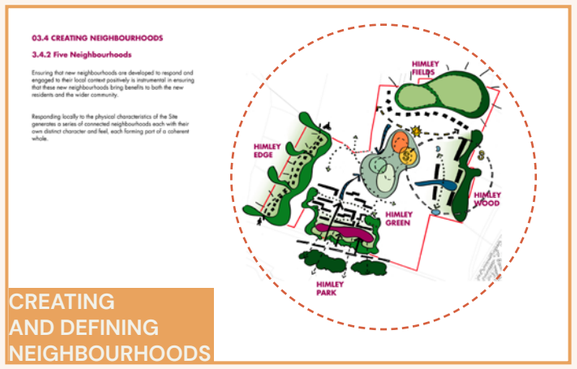






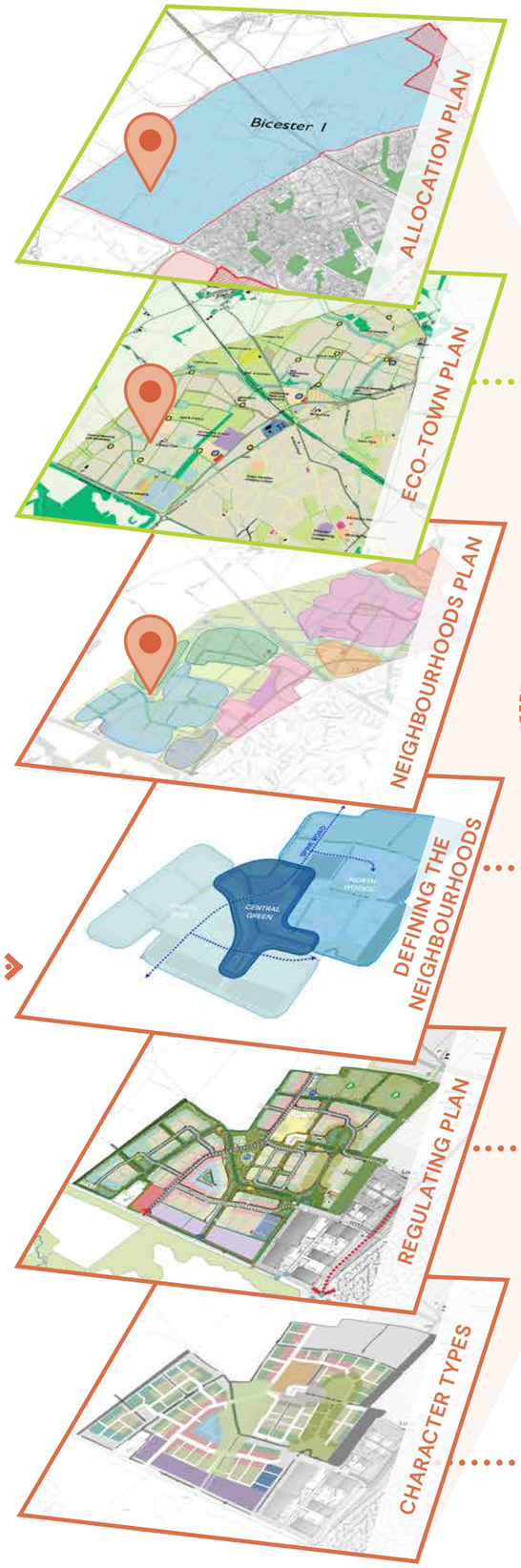


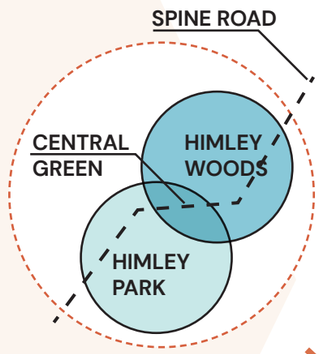
BUILDING UP THE LAYERS TO INFORM THE MASTERPLAN



CREATING AND DEFINING NEIGHBOURHOODS

THE APPROVED OUTLINE DESIGN & ACCESS STATEMENT HAS BEEN REVIEWED AND CONSIDERED AS PART OF THE DEVELOPMENT OF THE SCHEME IN TERMS OF DEFINITION OF NEIGHBOURHOODS AND THE KEY VISION AND PLACE MAKING QUALITIES THAT NEED TO BE DEVELOPED AND DEFINED WITHIN THE CODING PRINCIPLES





ZERO CARBON STRATEGY
REFER TO SECTION 2

✓ *Consideration of the Eco-Town Development Principles*

- *EXISTING*
- *CONTEXTUAL ANALYSIS*
- *FUTURE*

> *The vision for North West Bicester is for a high quality development, well integrated with the existing town, which provides homes, jobs and local services in an attractive landscape setting, conserves and enhances heritage assets including historic landscape features, increases biodiversity and addresses the impact of climate change. It is based on the principles of sustainable zero carbon development designed to meet the effects of future climate change including extreme weather events and reduced energy and water use.*

North West Bicester SPD, February 2016

Refer to Section 6 for the Character Types descriptions, materials and key principles

NATIONAL PLANNING POLICY FRAMEWORK

1.18 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (December 2023), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings."

(Para. 134. NPPF 2023)

1.19 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 104) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

"...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

(Para. 104(e) NPPF 2023)

1.20 Paragraph 130 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

"a) 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;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to the 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);

d) 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;

e) 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

f) 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."

1.21 The principles for sustainable development set out within the NPPF provide an overarching aspiration for the quality, functionality of the scheme at Himley Village. At the national level the planning policy is acknowledged within the policy hierarchy which is summarised on the following pages.

NATIONAL DESIGN GUIDE

1.22 This Design Code has been written with regard to the ten characteristics of well-designed places, as set out in the National Design Guide (NDG, published September 2019 by the Ministry of Housing, Communities and Local Government (MHCLG).

1.23 The highlighted items set out below are the ten characteristics of well-designed places, as set out in the National Design Guide:

Context – enhances the surroundings.

Identity – attractive and distinctive.

Built form – a coherent pattern of development.

Movement – accessible and easy to move around.

Nature – enhanced and optimised.

Public spaces – safe, social and inclusive.

Uses – mixed and integrated.

Homes and buildings – functional, healthy and sustainable.

Resources – efficient and resilient.

Lifespan – made to last.

LOCAL PLANNING AND DESIGN GUIDANCE.

1.24 The development proposals have been formulated having due regard to the Cherwell District Council (CDC) Local Development Plan comprising:

- Cherwell Local Plan 2011 - 2031 (Part 1) (incorporating the re-adopted Policy Bicester 13), July 2015;
- Cherwell Local Plan 2011 - 2031 (Part 1) Partial Review – Oxford's Unmet Housing Need, September 2020;
- Saved policies of the adopted Cherwell Local Plan 1996 that have not been replaced (see Appendix 7 of the 2015 adopted Local Plan), November 1996;
- Oxfordshire Minerals and Waste Local Plan (Part 1 – Core Strategy), September 2017; and
- Saved policies of the Oxfordshire Minerals and Waste Local Plan 1996 (adopted by the County Council) that have not been replaced, July 1996.

CHERWELL LOCAL PLAN 2011-31

Policy ESD 15 - The Character of the Built and Historic Environment

1.25 This policy notes the requirement to secure high quality urban design whilst protecting and enhancing the character of the District noting listed buildings and other heritage assets help contribute to this.

1.26 The requirements of the Policy have been acknowledged through the baseline site analysis works, and considered within the development of the Regulating Plan. As such, Himley Farm is protected within the scheme, with it's curtilage, views and setting considered within the masterplanning and coding works set out within this Design Code.

1.27 Further to Policy ESD15 the vision for the site under Policy Bicester 1 requires the scheme to design for the future, for place making, sustainability with the innovative zero carbon practices. Here, there needs to be balance for the design of a new Eco-Town and the design response to local character which is also addressed in the saved planning policies.

Saved policies C28 / C30 / C31 - Cherwell Local Plan 1996

1.28 Those relevant are C28 - layout, design and external appearance of new development, C30 - Design control and C31 compatibility of proposals in residential area.

1.29 Saved Policy C28 notes:

"Control will be exercised over all new development, including conversions and extensions, to ensure that the standards of layout, design and external appearance, including the choice of external-finish materials, are sympathetic to the character of the urban or rural context of that development. In sensitive areas such as conservation areas, the area of outstanding natural beauty and areas of high landscape value, development will be required to be of a high standard and the use of traditional local building materials will normally be required."

1.30 Paragraph 9.68 relating to C28 notes that "it is not the object of policy C28 to suppress innovation and creativity of design. In order to promote the creation of an interesting and attractive built environment the Council will encourage variety in design, provided that the appearance of a proposed new development is sensitive to the particular site and is in harmony with the general character of its surroundings." This is key for understanding the application of the saved plan policy in relation to the other design guidance for the eco-town and the North West Bicester SPD noted on the following pages.

1.31 Saved Policy C30 notes:

"C30 design control will be exercised to ensure (i) that new housing development is compatible with the appearance, character, layout, scale and density of existing dwellings in the vicinity..."

1.32 Saved Policy C31 notes that "in existing and proposed residential areas any development which is not compatible with the residential character of the area, or would cause an unacceptable level of nuisance or visual intrusion will not normally be permitted." **It is imperative that the appropriate weight and balance be given to this policy in conjunction with the more recent and forward thinking policy of Policy Bicester 1 and the Eco-Town Principles set out within the SPD given the aspirations for the design of the new Eco-Town and place making for the future.**

Policy Bicester 1 is set out on the following page.

CHERWELL DESIGN GUIDE SPD (2018)

1.33 Adopted in July 2018, the Cherwell residential design guide provides masterplanning and architectural design guidance for the District to cover the planning process from site selection to reserved matters application through the 8 chapters.

1.34 Whilst noting the response to local character and ther characteristics of the area, the SPD notes the sustainable exemplars in relation to Bicester's growth and the the Eco-Town.

The guiding principles of good urbanism contained within this Guide must underpin all these proposals, creating well-connected, distinctive, safe and attractive places which engender civic pride and a sense of community. However, the Guide recognises that within sustainable exemplars, the development of new buildings typologies, architectural styles and materials may be appropriate. Bespoke design solutions will be agreed in consultation with the Council."

1.35 In response to the sustainability considerations set out within the SPD, it notes that *"Where the vision is for a sustainable exemplar with high levels of energy efficiency, it is recognised that this will have an influence on the urban form of the masterplan and the design of individual buildings."* The later chapters of this Design Code set out the response to the Zero Carbon strategy, and the urban form coding principles in response to this part of the SPD.

1.36 Chapter 8 of the SPD covers the sustainable elements that could be integrated into the development schemes, and notes the orientation of built form, water management and and energy resources all play a part for smarter use of energy and sustainability. Section 2 of this Design Code explains the approach to Zero Carbon noting a mix of technology, urban fabric and form all contribute to the success of the strategy. It is important to note that technology and sustainability practices mean that the simple rule to orientate buildings to face south is not a rigid solution, and that the achieve zero carbon, the urban design principles of good placemaking can be delivered by other techniques not merely roof orientation. Further information about the Zero Carbon approach is found in Section 2.

1.37 The SPD notes that *"Building proportions, details and materials contribute to making a home functional and liveable. Of equal importance is the impact that the detailed design of individual buildings has on the character and visual coherence of the street as a whole."* As such the coding principles set out within section 6 and 7 of this Design Code have considered the requirements of the SPD in setting the principles for detailed design, including materiality, form and built form.

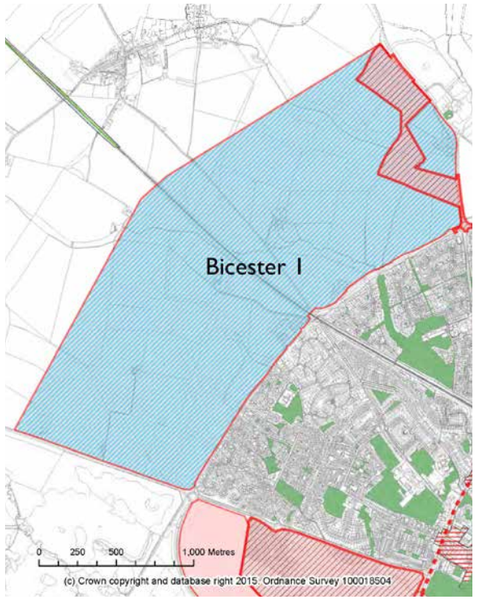
BICESTER 1 ALLOCATION

1.38 The site is identified for development as a Strategic Growth Location in the adopted Cherwell Local Plan 2011 - 2031, under Policy Bicester 1.

1.39 The policy allocated a 390ha site for a new zero carbon mixed use development to include:

- Up to 6,000 homes including 30% (1,800) affordable homes
- A minimum of 10ha employment uses
- Secondary, Primary and Nursery school provision
- A 7 GP Surgery to the south of the site and a dental surgery
- Public Open Space including sports pitches, parks and recreation areas
- Community facilities including leisure, health, retail and library facilities
- Integration of the new development with the town through road and access improvements, new footpaths and cycleways and the provision of a bus route through the site

1.40 The full policy wording is presented in Appendix 1.



Policy Bicester 1: North West Bicester Eco-Town, CDC Local Plan 2011 – 2031 (Extract)

NORTH-WEST BICESTER ECO-TOWN

1.41 North-West Bicester was identified as a Eco-Town locations in the Communities and Local Government (CLG) Planning Policy Statement (PPS): Eco-towns a supplement to PPS 1 (2009). In March 2015 PPS1 was cancelled for all areas apart from North-West Bicester, and the site was subsequently included as a strategic allocation site in the adopted Cherwell Local Plan 2011-2031 (Part 1) as Policy Bicester 1, in May 2015.

1.42 PPS1 sets out that Eco-Towns should be exemplar projects that encourage and enable residents to live within managed environmental limits and in communities that are resilient to climate change, and defines a series of principles with which the Eco-Town is expected to accord and deliver against:

- ET 7 Zero carbon in Eco-Towns
- ET 8 Climate change adaptation
- ET 9 Homes
- ET 10 Employment
- ET 11 Transport
- ET 12 Healthy lifestyles
- ET 13 Local services
- ET 14 Green infrastructure
- ET 15 Landscape and historic environment
- ET 16 Biodiversity
- ET 17 Water
- ET 18 Flood risk management
- ET 19 Waste
- ET 20 Master planning
- ET 21 Transition
- ET 22 Community and governance

1.43 Section 2 of this Design Code discusses the Zero Carbon Strategy and sets out how Himley Village will meet the Eco-Town Principles

NORTH WEST BICESTER SPD

1.44 The North West Bicester Supplementary Planning Document (SPD), was adopted by Cherwell District Council in February 2016.

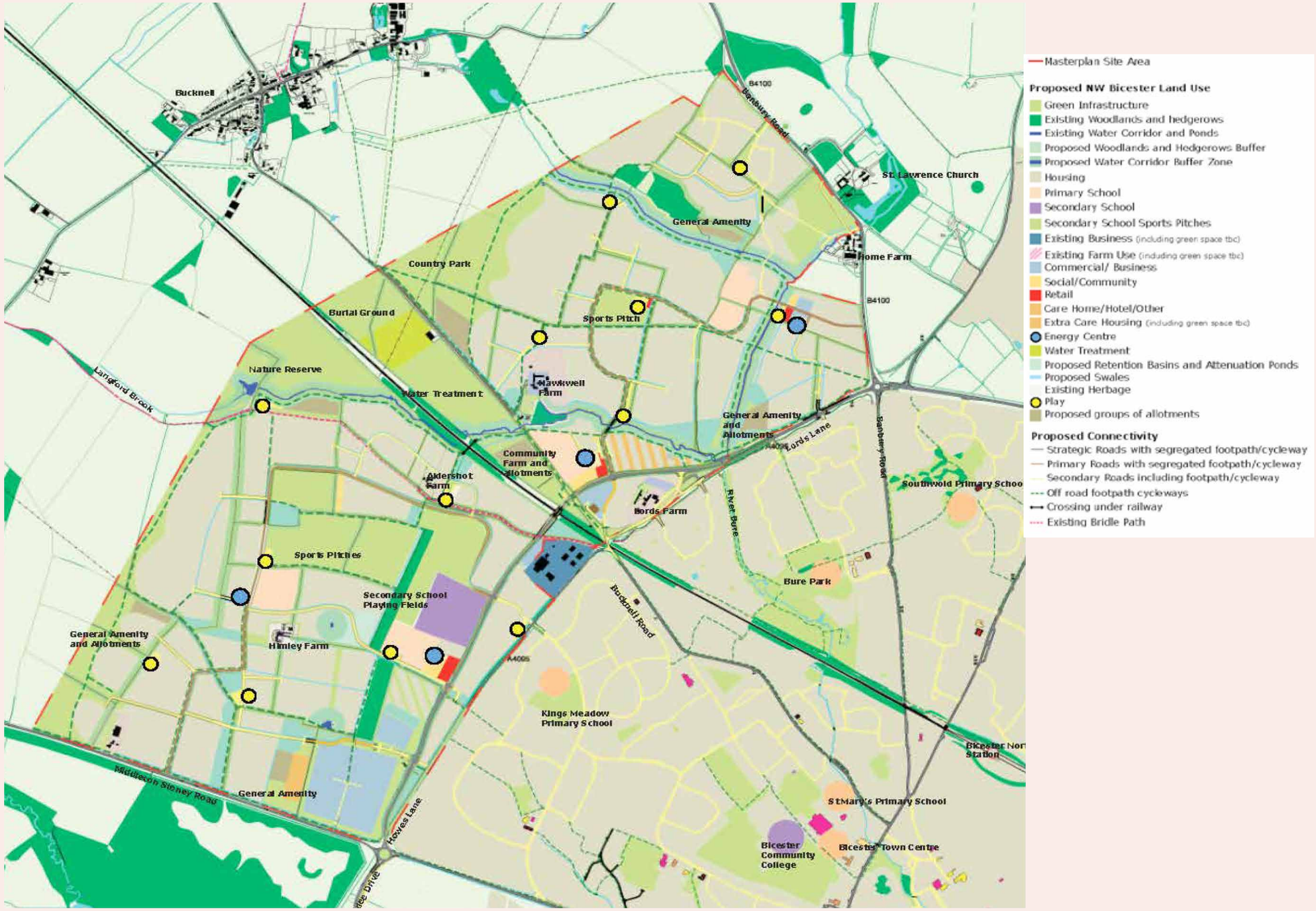
1.45 The SPD sets out the vision, spatial disposition of land uses, development principles and infrastructure delivery for the whole of the Eco-Town, as well as establishing a context for future planning applications and design codes which will follow on and contain more detailed proposals.

1.46 The SPD is underpinned by a large evidence base, including the following documents:

- Vision and objectives
- Detailed water cycle study
- Flood risk and drainage strategies
- Energy strategies
- Access and travel strategy
- Green infrastructure and landscape strategy
- Economic reports

1.47 The SPD sets out a series of Development Principles (DP) with which the design of the North West Bicester Allocation should accord. Elements of this Design Code that specifically address these Development Principles are indicated by the following graphic:

✓ ***DPX - Example Development Principle***



North West Bicester Masterplan Framework, North West Bicester SPD (February 2016)

CONTEXT DERIVED CHARACTER

1.48 The development of Himley Village as part of the new Eco-Town requires the consideration of the future Eco-Town in terms of place making and definition of the new neighbourhood and it's character types for the future aswell as proportionate consideration of the existing residential areas within the vicinity of the site.

1.49 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.

1.50 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. 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.

1.51 Whilst located closest to the site the settlements of Middleton Stoney, Bucknell and Chesterton are all small scale and low-density villages, not representative of the scale of development proposed for the North west Bicester Eco-Town. Formed of traditional linear ribbon development, with later infill development behind they are not reflective of the overall proposals for Himley Village. Although these areas have not been analysed within this Design Code, the characteristics of these areas has been reviewed and considered.

1.52 The proposal is for a community of 1,700 homes, therefore the contextual analysis has been based on those areas that reflect a similar level of density to what is being proposed at Himley Village.

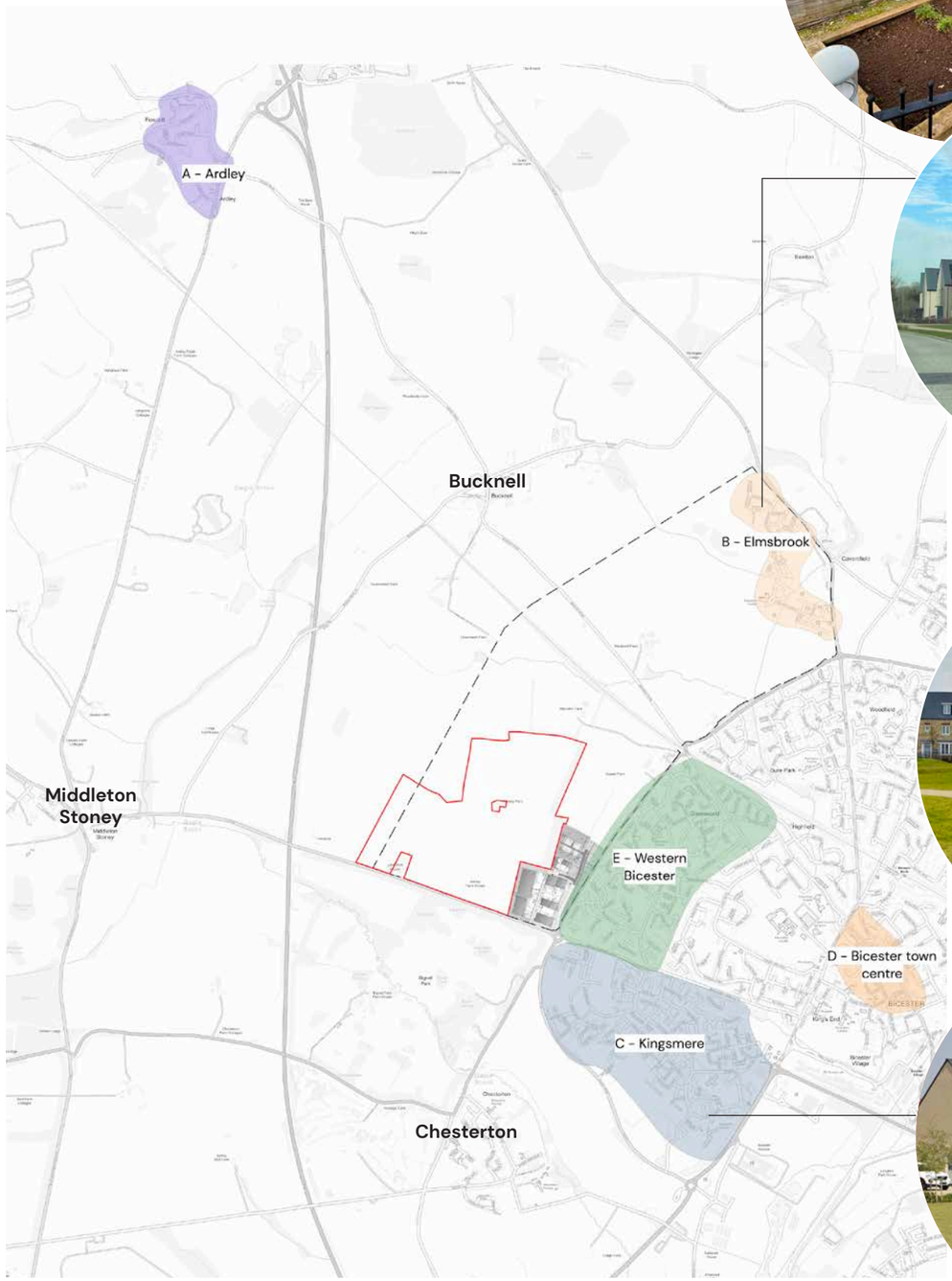
1.53 The outermost extents of Bicester are predominantly defined by the late 20th and early 21st century development. Distinctive elements of the local surrounding context have been identified in the local character analysis (presented in Appendix 3 of this Design Code).

1.54 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 enables the proposed design response to draw on the existing local character, whilst also steering the proposals to a new character, suitable for a 21st century Eco-Town development.

1.55 Each character area is identified on the plan opposite and the accompanying analysis is presented in full in Appendix 3:

- A - Ardley
- B - Elmsbrook
- C - Kingsmere
- D - Bicester town centre, and
- E - Western Bicester

1.56 The table presented opposite identifies lessons learnt from this analysis and sets out both successful and unsuccessful elements of local character. These lessons should be used to inform the detailed design proposals, as well as consider and incorporate Eco-Town principles into the design.



"Review the wider area for sources of inspiration. If distinctive local characteristics exist, delve deeper than architectural style and details. Where the local context is poor or generic, do not use this as a justification for more of the same. Inspiration may be found in local history and culture."

RESPONSE TO SETTING:
THE OVERARCHING AIMS OF THE NEW ECO-TOWN AND ACHIEVING THE ZERO CARBON PRINCIPLES FOR HIMLEY VILLAGE SHOULD BE CONSIDERED WHEN RESPONDING TO THE LOCAL CHARACTER. THE UNIQUE PLACE MAKING OPPORTUNITIES FOR THE ECO TOWN AND SUSTAINABILITY SHOULD BE PRIORITISED WHILST APPLYING A PROPORTIONATE DESIGN RESPONSE TO THE EXISTING LOCAL CHARACTER AND VERNACULAR

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 type 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 - 3 storey (up to 4) to help define the street scene and provide variation across the development. 4 storeys could provide focus for taller buildings within the urban form to provide emphasis or highlight vista. 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 Kingsmere	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 type 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. Parking courts have the potential to provide appropriate parking arrangement for apartments. 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, 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 impact	Local facilities including primary and secondary schools, local centre and sports facilities provided within close proximity to dwellings, encouraging travel by sustainable modes

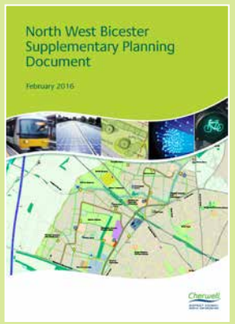
NEIGHBOURHOODS OF NORTH WEST BICESTER ECO-TOWN

1.57 A series of seven neighbourhoods are proposed across the North West Bicester Eco-Town. These have been derived from the sites natural features and boundaries:

1. Elmsbrook North
2. Elmsbrook South
3. Lords Farm
4. Aldershot Farm
5. Howes Lane
6. Himley Village
7. South-east employment

1.58 Separated by the network of existing watercourses and hedgerows crossing the site, areas of woodland planting, and the railway line the neighbourhoods will contain Character Types within them to help guide the design of smaller areas of housing.

1.59 Himley Village at the southern edge of North West Bicester Eco-Town provides a gateway to the scheme from Middleton Stoney Road as the first residential neighbourhood in the south, adjacent to the South east employment area known as Axis J19. As a neighbourhood Himley Village is characterised by the existing landscape framework which provides an anchor along it's eastern edge as well as the internal field boundaries.

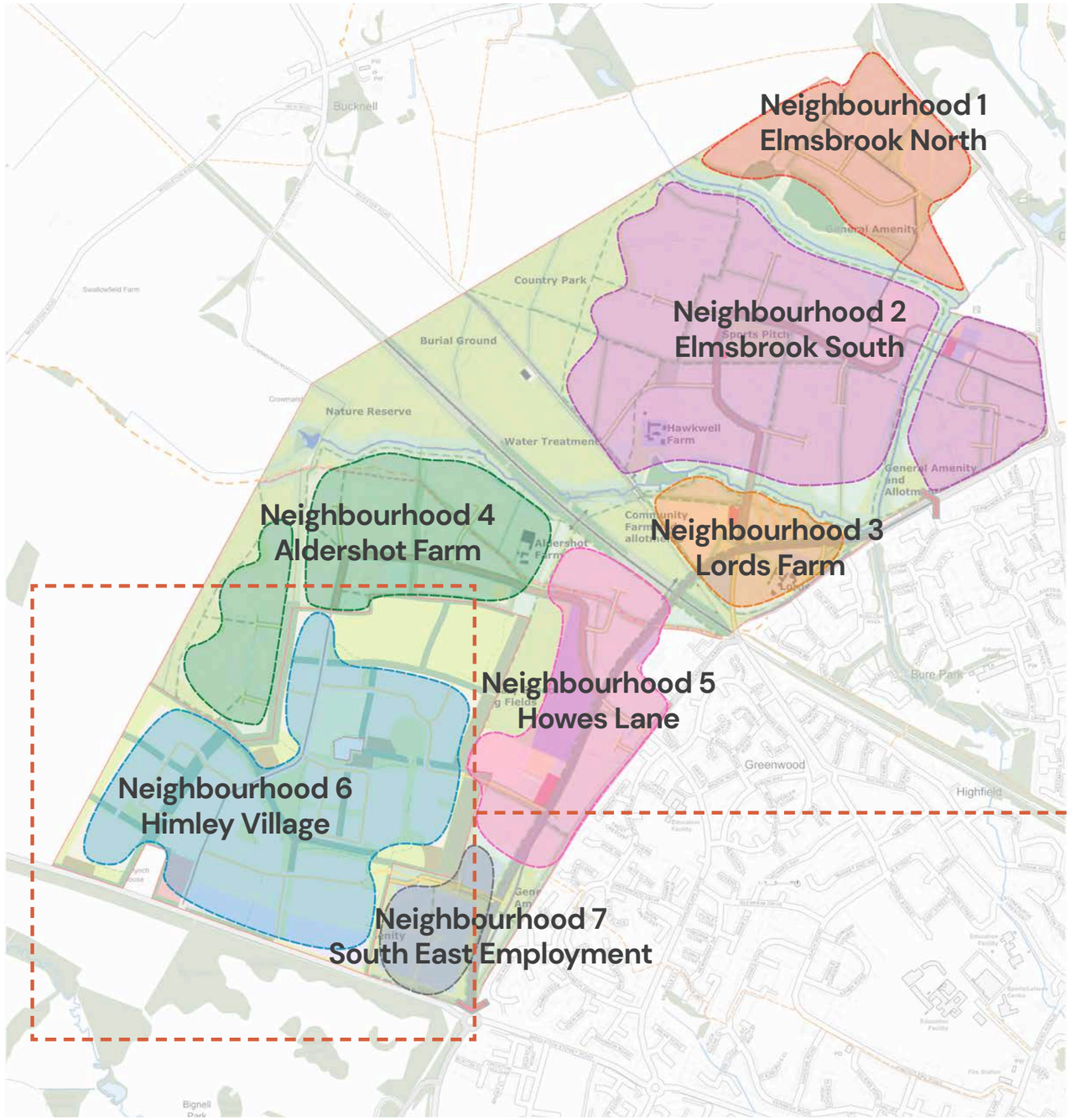


✓ *Character Types*

The natural features of the site combined with the proposed pattern and density of development suggest the site can be broken into distinct zones or character areas: proposed neighbourhoods north of the railway line bisected by watercourses; neighbourhoods bisected by the green network; the employment areas; higher density uses and other town-wide facilities such as a hotel or community facilities."

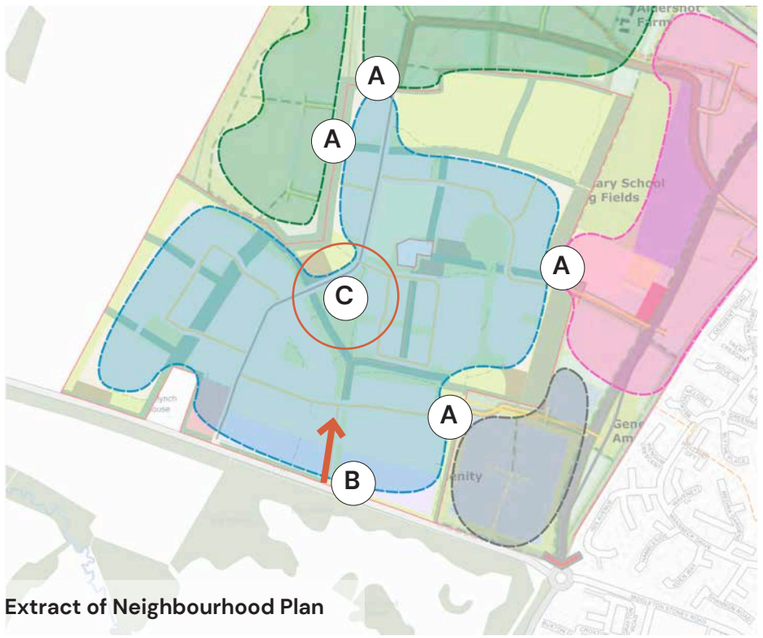
Page 51, North West Bicester SPD

Refer to Section 7 for the breakdown of the Character Types.

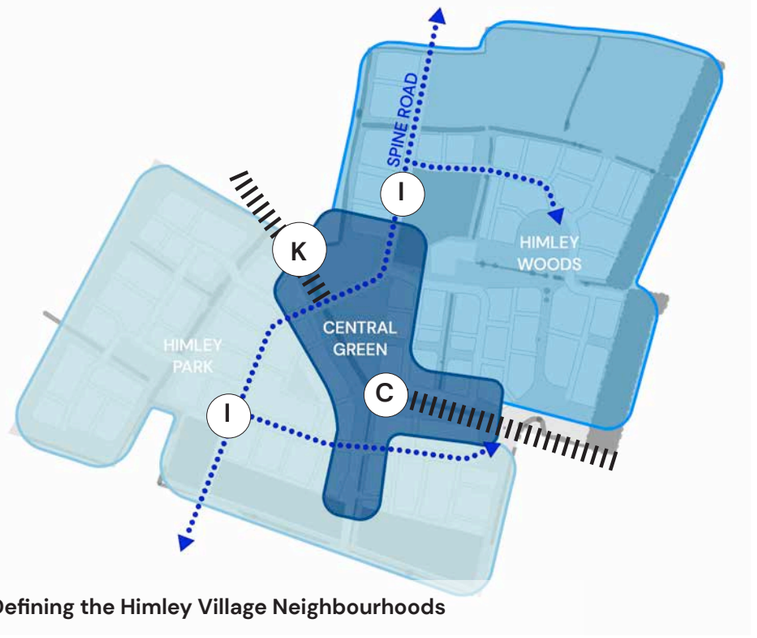


North West Bicester Eco-town Neighbourhood Plan

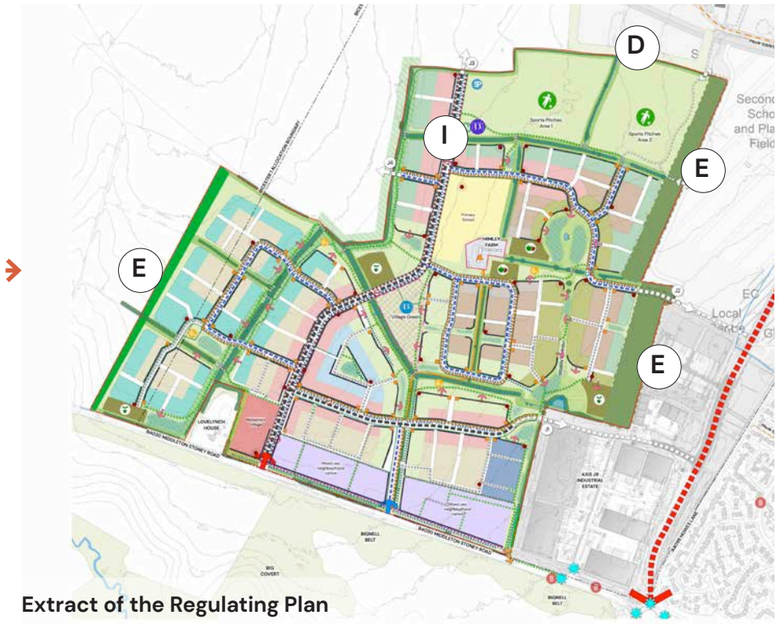
✓ ***Eco-town principles: GI / Development Edges / weater / Climate Resilience / Healthy Lifestyles / Employment /Homes / Local Services.***



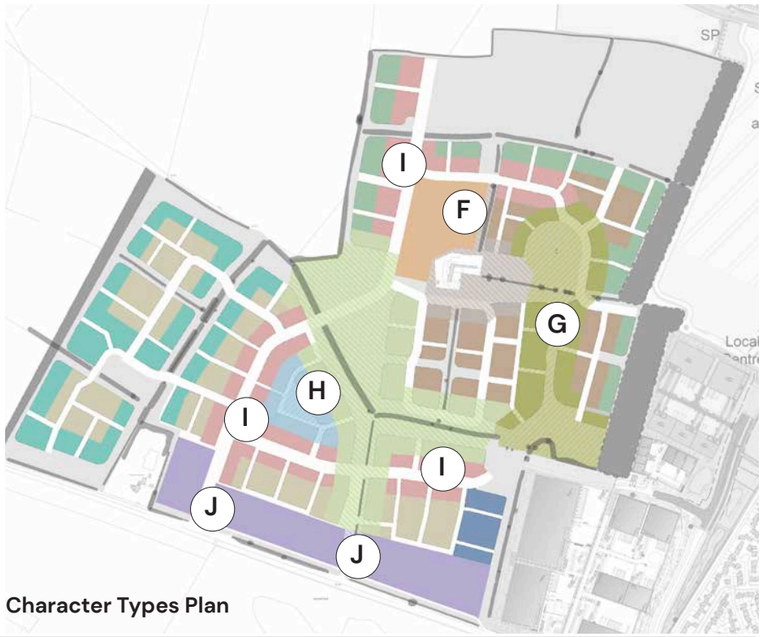
Extract of Neighbourhood Plan



Defining the Himley Village Neighbourhoods



Extract of the Regulating Plan



Character Types Plan

Refer to Section 3 for the Regulating Plan

Refer to Section 7 for the Character Type Coding

A Legible, clear, green and sustainable links to the connecting neighbourhoods be it pedestrian, cycle, vehicular of green corridor links

B Southern gateway into the Eco-Town

C Community destination to help provide magnet to the new community which will help to reinforce the neighbourhood through the siting of the Village Green, Primary School, Allotments ensuring connectivity is provided through interlinked green corridors.

D Clear definition of amenity and recreation through a considered approach (as part of the wider Eco-Town masterplan) with the creation of the Sports Park

E Retention, supporting and creation of green edges to enable the development to respond to the existing landscape framework and enhance it with new green links

F Siting of the School to ensure sustainable links are created for users with consideration of their daily journeys within the neighbourhood and wider area

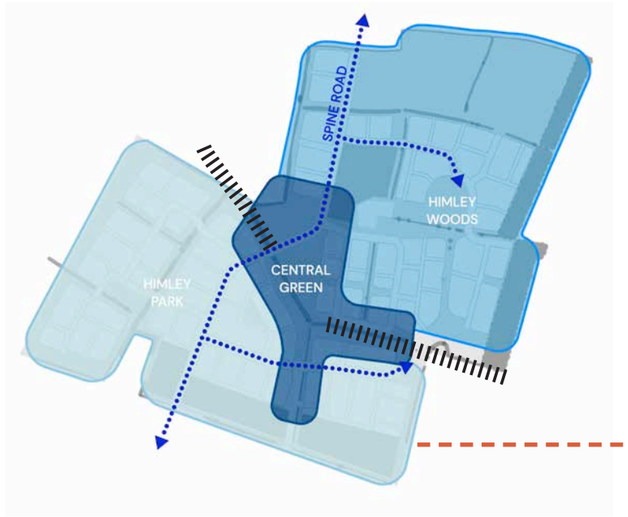
G Character and built form response to key wildlife corridor for Great Crested Newts (GCN) ensures contact with nature and retention of assets is ingrained within the neighbourhood

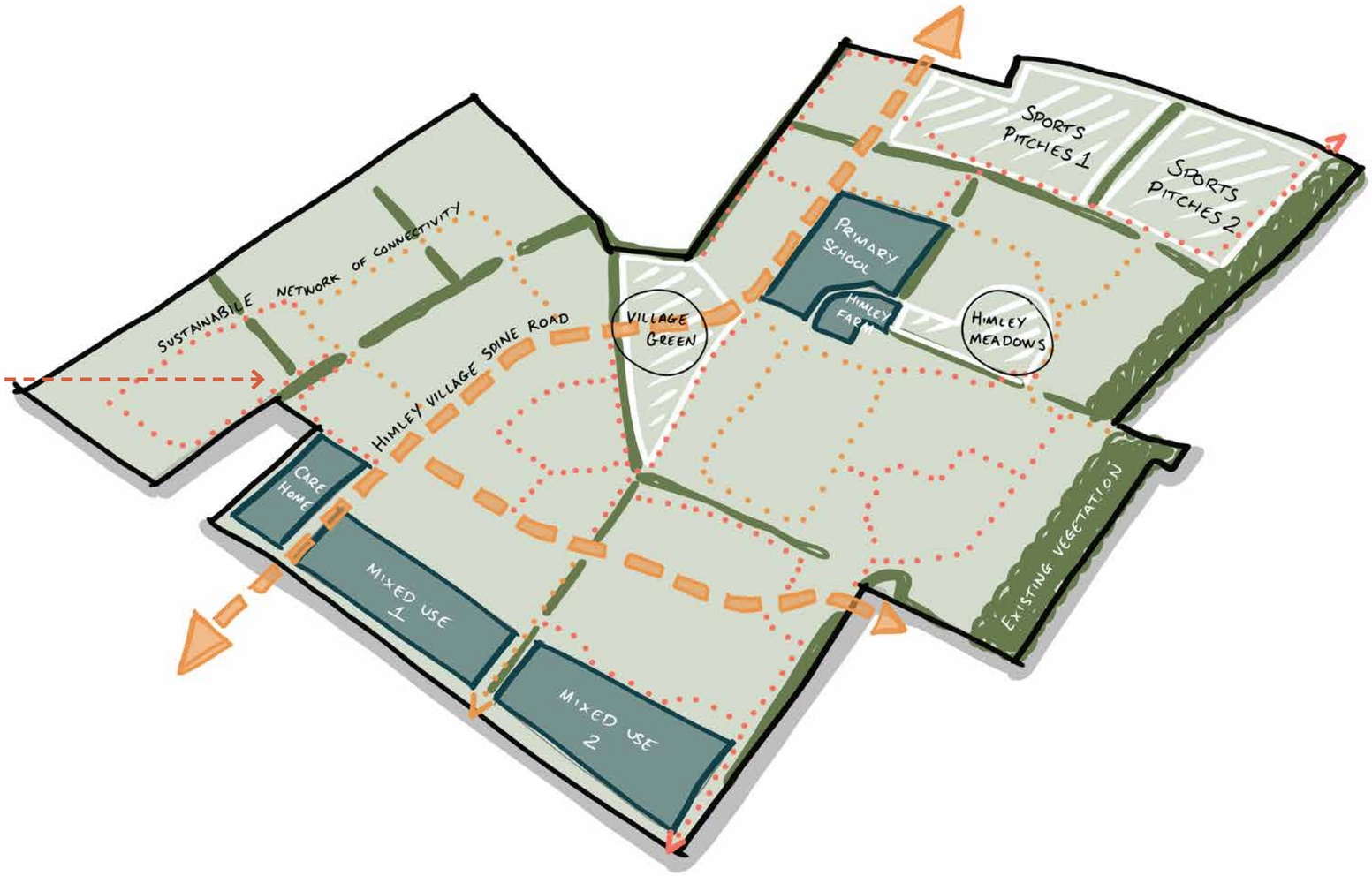
H Character types to be defined to provide areas with specific architectural form, materials and landscape treatments to provide distinct area within the Himley Village neighbourhood.

I Spine Road and Secondary Road street frontage to provide key artery for sustainable movements whilst reinforcing built form within the character type

J Frontage with mixed use to provide key gateway and arrival into the scheme

K In addition to green edges the internal field boundaries provide an existing framework to help define the scheme and provide a transition between the neighbourhoods





THE HIMLEY VILLAGE NEIGHBOURHOOD

Though Himley Village is part of the wider North West Bicester Eco-Town it is important to define what creates the character of the Neighbourhood so that is distinct from the six other areas.

Location within the Landscape

Within the wider Eco-Town the neighbourhoods are seperated by open space which naturally creates a separation between the residential zones. This means areas of lanscaping define the boundaries and help to add the perception of living in a distinct neighbourhood.

A Gateway to the Town

Given its positioning along Middleton Stoney Road (B4030) to the south of the Eco-Town it naturally forms a Southern gateway to the development from the proposed access point along this main B road. Whilst many of the other neighbourhoods are bound only by open space and in some cases, smaller roads. This subsequently creates a vast difference in the initial approach to the neighbourhood.

__Himley Village__ is a new neighbourhood for Bicester that ...

....is designed around sustainable pedestrian and cycle links __with priority for users with a distinctive spine road that aids legibility__

.... is designed around the __existing landscape framework of vegetated field boundaries & tree belts, Himley Farm__ which provides a verdant setting for the new community

... provides a green infrastructure network which provides a green corridor network of legible, safe and green links

... provides __contact with nature__ with accessible greenspaces for formal and informal recreation which will benefit the health & wellbeing of the new community

... creates new __community assets and destinations__ with a Village Green, Allotments, Community Orchard, School and Sports Park

... makes __SuDs, zero carbon design & technology and climate resilience__ visible within the streetscape and landscape through careful design choices.

WHAT IS THE IDENTITY OF HIMLEY VILLAGE?

The identity of the neighbourhood is the thread that connects the overall characteristics desired for the area. This means that despite areas having unique architectural character styles, there is a wider structure interwoven to tie it all together. This structure is broken down into three key aspects for Himley Village, to enable an overall sense of place distinguishing it from the existing villages nearby and the proposed villages of the future.
These three aspects include **'Creating a sense of community',** referencing the numerous facilities that will be crafted to enable a successful place for community to thrive. **'Working with the natural landscape'**, showing how the site has been landscape led, with areas of enhanced landscaping emerging from the structure that was naturally in place, and **'Forming a network of connectivity'** referencing the modern approach to sustainable travel routes leading the design. Further information on these characteristics are explained under the relevant subheadings.

"Developments that provide community facilities,such as shops, schools, workplaces, health facilities, co-working spaces, parks, play spaces, cafés and other meeting places that respond to local community needs."

CREATING A SENSE OF COMMUNITY

Himley Mixed Use Area

Situated at the gateway to the site, the Mixed Use Area instantly creates a neighbourhood character that will be distinctive compared to other villages in the area, particularly as these centres are often found more central to developments. This instead offers a strong frontage to be easily accessed by new and existing residents, linking the community.

Himley Village Primary School

Located more centrally to the development the Primary School is supported by a great network of transport routes for people to utilise when travelling to and from the school. This includes both direct routes and more leisurely choices through the landscape.

Himley Farm

By retaining and preserving the Himley Farm listed buildings it retains he heritage assets within the site and enables them to be utilised as a defining characteristic. Situated with key views by retaining landscaped areas to highlight the importance of their presence.

WORKING WITH THE NATURAL LANDSCAPE

Community led landscaping opportunities

The landscaped areas to be enhance with design have derived from the potential benefits for the community. For example, the sports pitches to the north are situated to be nearby the school and craft a natural buffer between the next neighbourhood. The Village Green Community Park is a central hub to enable multifunctional recreational facilities for all. Himley Meadows is a wetland proposed to benefit natural habitats, looking after our wildlife community as well.

Distinctive Swale and sustainable drainage network

A network of sustainable drainage has been incorporated into the site to ensure that the site can naturally mimic the natural process and seamlessly integrate into the development. By running the swales alongside the carriageway on the spine road in instantly adds a defining character to the street.

FORMING A NETWORK OF CONNECTIVITY

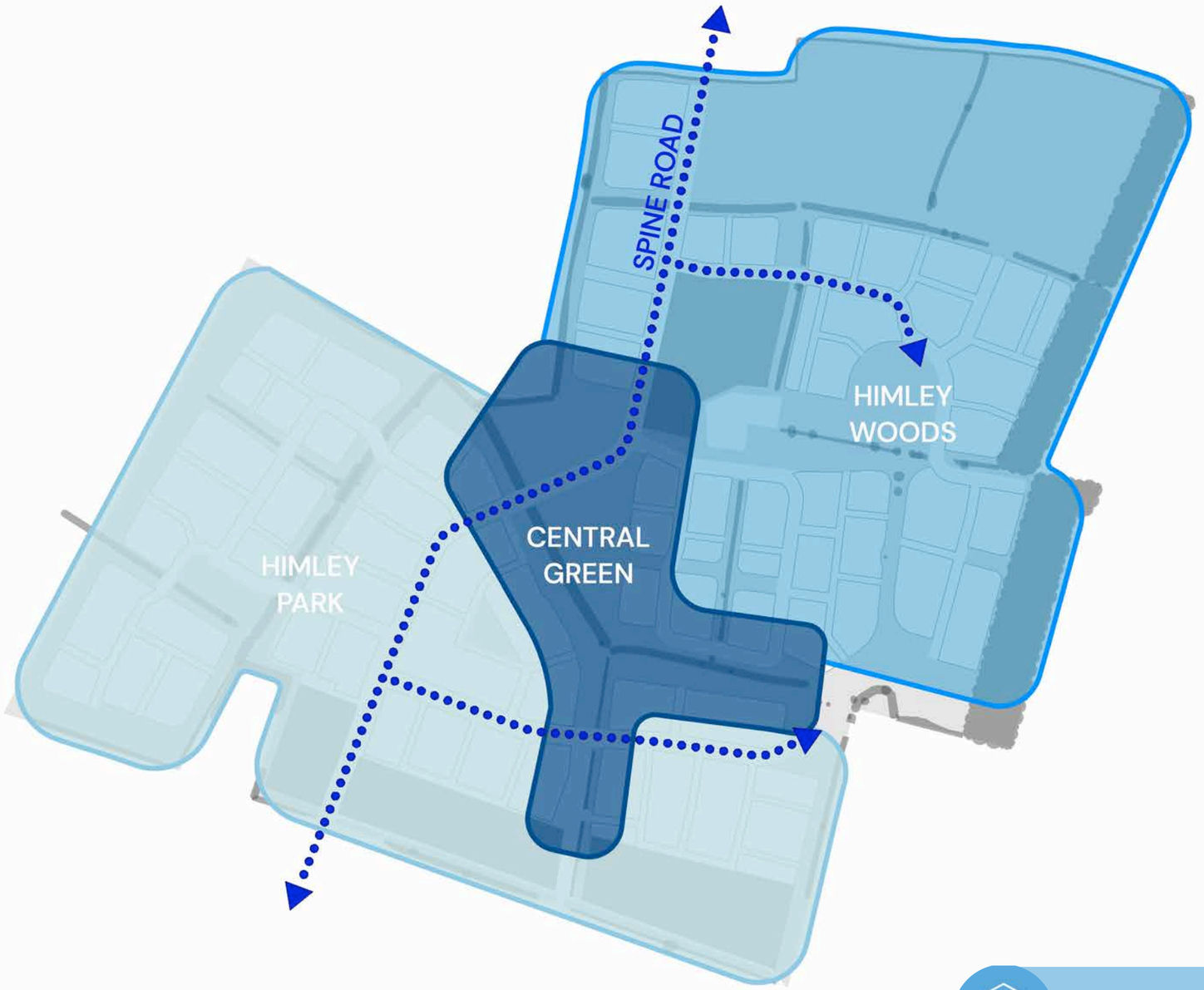
Himley Village Spine Road

A wide landscape route incorporating a network of new cycle only lanes to show that sustainable principles are the forefront of the village design.

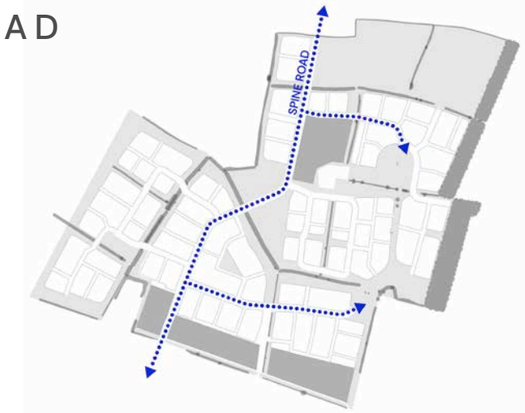
Sustainable transport approach

The smaller connecting active travel networks that integrate through the landscape, have led the residential design. By putting this at the forefront it has allowed residential parcels to be carved out where they are best situated for future residents to benefit.

Neighbourhood Character



SPINE ROAD



The Spine Road is defined by the formality of the building line which creates a **strong vertical presence** along the main road accentuated by the linear features and vertical height of the buildings which leads through the neighbourhood.

Material dominance of red brick to dwellings to provide strong aesthetic to make the Spine Road distinct as it links through all of the neighbourhoods.

Consistency in eaves and ridge heights to be grouped to ensure that the formality is maintained as it leads through the village, despite possible variation of ground levels.

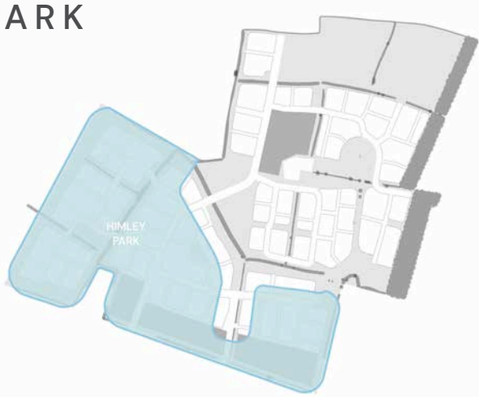
Landmark buildings should increase in scale where appropriate and incorporate more features in the form of fenestration or brick detailing.

CHARACTER TYPES

CT1 - Spine Road

"Place names that have a connection to the locality can help stimulate ideas and design thought."

HIMLEY PARK



Himley Park is defined by a more **formal structure** which reflects the principles established for the Mixed Use Area and the Spine Road which lead into the site from Middleton Stoney Road.

Materials in this Neighbourhood are to have similar aspects that link them despite the difference character types. **Predominance of red brick throughout the neighbourhood** is to be a key thread that will establish a difference between the North and South of Himley Village.

Architectural details are to be contemporary and kept intentionally minimal, allowing fenestration to be larger and the main focus of elevational design. Fenestration style should be kept consistent throughout the neighbourhood, with subtle variation allowed between character types.

Boundary treatments should be more formal, with controlled set backs and use of hedges / planting to define the public and private realm. If hard boundary treatments are used, these should be in keeping with the formal linear aspirations in the form of timber post and rails or parkland railings running parallel to the road/drive.

CHARACTER TYPES

CT2 –
Himley Edge

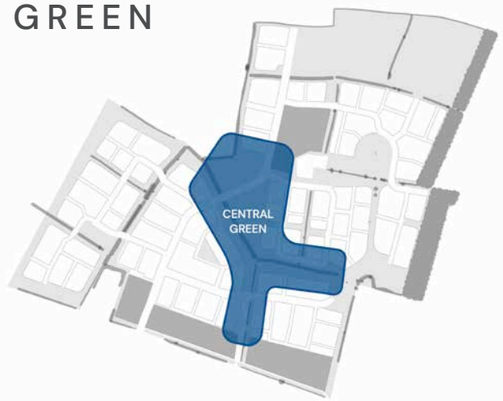
CT3 –
Core Area South

CT5 –
Water Gardens

CA7 –
Eastern Edge

CT11 –
Mixed Use Centre

CENTRAL GREEN



The Central Green is to be defined by the relationship with the Village Green (to be known as Himley Green Community Park) with the residential area having a more **informal feel** particularly in comparison to the Himley Park Neighbourhood to the south. This should be a **semi formal building line** with variation in the set backs and ridge heights to add informality.

Materials in this area are to be predominantly a mix of **light red and light brown brick** to act as a transition between the north and south materials palette, but with much softer colours. Render can be used to emphasise these softer tones and create a different textures to elevations. This should be kept consistent in colour and unique to the neighbourhood.

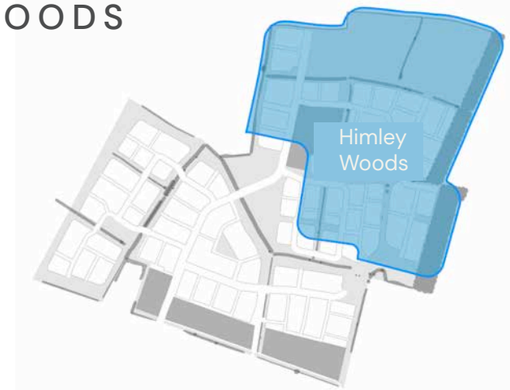
Fenestration should be in keeping with the Neighbourhoods to the North and South, but bring its unique style in the form of a larger window or feature surround. This should be kept consistent throughout the Neighbourhood to enforce the character.

The landscaping should be more informal, softening the semi formal building line and defining the public/private realm, working with the private drives in which predominantly dwellings in this Neighbourhood are accessed from.

CHARACTER TYPES

CT4 –
Central Green

HIMLEY WOODS



Himley Woods is to be defined by the more **rural feel to neighbourhood** reflecting nearby Himley Farm, Himley Meadows (GCN green link) and the eastern woodland blocks.

Materials here are to incorporate predominantly differentiating tones of **buff / grey brick** to set the Neighbourhood apart from the others which are more focused towards red brick.

Architectural details are to be kept contemporary but fenestration can be emphasised with a variation of **recon stone heads/ cills.** Fenestration style should be kept consistent throughout the neighbourhood, with subtle variation allowed between character types.

The introduction of more **natural materials through cladding features** to echo the rural nature of the neighbourhood should vary through the Character Types but be a consistent thread within the Neighbourhood.

A defining feature to this Neighbourhood is the use of **stone / recon stone to highlight Landmark buildings / boundary treatments** to reinforce the more rural character.

CHARACTER TYPES

CT6 - Himley
Meadows

CT8 –
Green Edge

CT9 –
Core Housing North

CT10 –
Himley Farm

CT12 –
Primary School

PLANNING BACKGROUND - OUTLINE PLANNING PERMISSION

1.60 Outline planning permission for the site was granted on 30th January 2020 under reference 14/02121/OUT. The approved description of development reads:

"OUTLINE - Development to provide up to 1,700 residential dwellings (Class C3), a retirement village (Class C2), flexible commercial floorspace (Classes A1, A2, A3, A4, A5, B1, C1 and D1), social and community facilities (Class D1), land to accommodate one energy centre and land to accommodate one new primary school (up to 2FE) (Class D1). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure and other operations (including demolition of farm buildings on Middleton Stoney Road)."

1.61 This consent included the following development elements:

- Up to 1,700 residential dwellings (Class C3)
- A retirement village (Class C2)
- Flexible Commercial Floorspace (Classes A1, A2, A3, A4, A5, B1, C1 and D1)
- Social and community facilities (Class D1)
- Energy Centre
- Primary School (up to 2 form entry)
- Strategic landscape
- New vehicular, cycle and pedestrian access routes
- Supporting infrastructure

1.62 The outline planning permission was subject to 53 conditions, of which the wording of some has since been amended via two applications for non-material amendments as set out below.

22/02375/NMA

1.63 Application 22/02375/NMA amended the trigger for Conditions 7 - 11. Originally approved, these conditions required submissions to be made and approved prior to the submission of the first Reserved Matters Application (and included the Design Code under Condition 8).

1.64 The wording of these conditions was amended via this NMA to require the submission *'Prior to or alongside'* the submission of the first reserved matters application, meaning that approval is no longer required prior to a Reserved Matters Application being submitted, but an application needs to be made to discharge the conditions at the same time as the first application for Reserved Matters Approval.

22/03492/NMA

1.65 The wording of a number of conditions, including Condition 8, was then further amended via the approval of Non-Material Amendment application 22/03492/NMA, which removed the requirement for the First Phase Reserved Matters Application to be a 'residential' application. This was approved 19th December 2022.

1.66 This then enabled the Phase 1A 'infrastructure only' Reserved Matters application to be submitted in January 2023, comprising two junctions providing vehicular and pedestrian access into the site from Middleton Stoney Road, and two sections of internal road. This application has been allocated reference 23/00214/REM and was approved 27th February 2024.

1.67 The Phase 1B Reserved Matters Application 23/01493/REM was submitted in May 2023, comprising infrastructure with associated drainage within areas of public open space leading from Middleton Stoney Road and internal roads. This was approved 8th July 2024.

Condition 8

Prior to or alongside the submission of any application for approval of reserved matters for the first phase of the development apart from where the first phase relates to an agreed infrastructure only phase (and other than on the area annotated as 'Other Uses' on Land Use Parameter Plan 4 drawing number 592-PL-103 Rev K where a Masterplan has been approved for that area pursuant to condition 9), a site wide Masterplan and Design Code shall be submitted to and approved in writing by the Local Planning Authority prior to the determination of any reserved matters application for the first phase of the development apart from where the first phase relates to an agreed infrastructure only phase. The Masterplan and Design Code shall set out the urban design approach for the site to include a regulating plan and supporting information to include:

- *Details to provide continuity with adjacent development*
- *A detailed masterplan for the area fronting the Middleton Stoney Road annotated as 'Other Uses' on Land Use Parameter Plan 4 drawing number 592-PL-103 Rev K showing the location of each of the land uses*
- *Key approaches to deliver sustainable development that as a minimum meets the Eco Town PPS standards*
- *The identification of Character areas[1] and for each, the built form and green spaces to include their key features, density, block layout and principles, structure and permeability*
- *Movement network and principles of street scape including access locations, hierarchy, street type, form and design, cross sections, surface materials and landscaping, cycleways, footways, crossing points, street furniture, bus routes and stop locations*
- *Parking strategy including car and cycle parking standards and approach for residential and non-residential uses*
- *Public realm*
- *Building heights, scale, form, design features materials, architectural details and frontages*
- *Boundary treatments*
- *Key views, vistas, landmarks*
- *Landscape character, landscape types, green infrastructure, amenity spaces, public open space, play areas including their distribution, existing trees and retained hedges and biodiversity measures*
- *Provision and details of buffers to retained hedgerows and dark corridors for biodiversity*
- *Legibility and diversity of built form and landscape*
- *Landscape and boundary treatment principles for the buffer surrounding Himley Farm*
- *Drainage including sustainable urban drainage features*
- *Adaptability*

All reserved matters applications and the development shall thereafter be carried out in accordance with the principles of the approved Masterplan and Design Code.

NB. [1]Whilst the condition wording relates to the term Character Areas - through discussion with Cherwell District Council the term Character Types has been adopted within the Design Code.

Condition 9

Prior to or alongside the submission of any application for approval of reserved for the first phase of the development apart from where the first phase relates to an agreed infrastructure only phase and in the event that the Design Code has not been approved, a detailed masterplan for the area fronting the Middleton Stoney Road annotated as 'Other Uses' on Land Use Parameter Plan 4 drawing number 592-PL-103 Rev K, shall be submitted to and approved in writing by the Local Planning Authority prior to the determination of any reserved matters application for the first phase of the development apart from where the first phase relates to an agreed infrastructure only phase. The masterplan shall show the location of each of the land uses, access and parking locations, key frontage and public space conditions and landscape principles. All reserved matter applications for the area covered by the Masterplan approved by this condition 9 shall be made and the development shall thereafter be carried out in accordance with the principles of the approved Masterplan.

Approved Outline Plans

1.68 The following plans were approved as part of the Outline Planning Permission, and should be read in conjunction with this Site Wide Design Guide:

- Site Boundary Parameter Plan 1 (drawing number 592-PL-101 Rev B);
- 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);
- Landscape Parameter Plan 3 (drawing number 592-PL-106 Rev H);
- Movement and Access Parameter Plan (drawing number 1665/75/04);
- SUDs Parameter Plan (drawing number 1665/75/05 Rev B);
- Document titled 'Storage Attenuation Volumes of Primary Swales (1665/76) dated July 2015;
- Tree Survey Report – document reference EED14995-100-R-7-1-3-TA dated January 2015 and accompanying appendices;
- Sustainability and Energy Statement – document reference PENL2003 dated 17 December 2014; and
- Surface Water Drainage Strategy and Flood Risk Assessment dated December 2014 and all additional correspondence relating to Drainage and Flood Risk.

1.69 Reference should also be made to the Design and Access Statement and Illustrative Masterplan submitted in support of the Outline Planning Application (OPA).

1.70 The full set of approved plans are also included at a larger scale within Appendix 2.

Site Boundary Parameter Plan 1 (drawing number 592-PL-101 Rev B)

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

Landscape Parameter Plan 3 (drawing number 592-PL-106 Rev H)

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

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

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

*Adaptation to building heights as discussed with CDC. To accord with character types proposed.

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

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

THE SITE ITSELF

1.71 The site extends to approximately 89.9 Hectares (Ha) and is located approximately 3 kilometres (km) to the west of Bicester town centre. The boundaries of the site are predominantly defined by existing vegetation and hedgerow planting and:

- The B4030 (Middleton Stoney Road), running in a broadly east-west direction to the south of the site;
- New B8 development (Axis J9 Industrial Estate) to the east;
- Agricultural fields, forming part of the wider Bicester 1 Allocation, to the north; and
- Sporadic tree and hedgerow planting, with arable agricultural farmland beyond to the west.

1.72 It should be noted that Himley Farm is inset within the site boundary. Whilst Himley Farm is covered by Allocation Policy Bicester 1, is does not form part of this Design Code and will remain as a private residential property.

1.73 The B4030 (Middleton Stoney Road) at the south of the site provide links east into Bicester town, as well as access to Bicester North and Bicester Village rail stations. The A41 provides links to Aylesbury, Buckingham, and Milton Keynes, as well as providing connection to the M40, linking Bicester to Brackley, Banbury and Oxford, and the wider strategic highway network.

Site photo location plan

View south-west along the existing farm track to the existing central east-west hedgerow

View east across the site from Himley Farm toward the existing plantation along the eastern site boundary

View north-east from Himley Farm to the northern site boundary

"Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as features."

A. View west from existing Himley Farm access track across the site towards Middleton Stoney Road (B4030) and the southern site boundary, with Lovelynch House in the background.

B. View north across the site towards Himley Farm, from the farm access track.

C. View north to Himley Farm, with listed barns on the left hand side of the image

D. View west across the north of the site towards the existing central north-south hedgerow.

E. View north along the eastern site boundary and existing plantation in the east of the site.

F. View east across the south of the site towards eastern site boundary and adjacent Axis J9 Industrial Estate.

02

Zero Carbon Strategy

02 Zero Carbon Strategy

HIMLEY VILLAGE SUSTAINABILITY STRATEGY

2.1 Himley Village will be a holistically sustainable, future proofed, resilient, net zero carbon development that will achieve the highest levels of building performance. This will include buildings designed utilising passive design principles and low/zero carbon heating and power, on-site generation and storage of electricity, and the widespread use of electric vehicle charging. This Zero Carbon Strategy has been developed to ensure the masterplan is designed in line with the Eco-Town requirements as outlined in the Eco-Town Planning Policy Statement. For full details of the Energy Strategy refer to the approved Himley Village Site wide Energy Strategy submitted in regard to the S106 Obligation - Schedule 11.

2.2 The following pages set out how the development will meet zero carbon status, in line with the current Building Regulations (May 2024).

The below symbols are used through out the Design Code to reference where design principles and approach reflect the Zero Carbon Strategy for Himley Village.

Recycling Materials

Cycle infrastructure to focus on sustainable movement

Climate resilience / energy efficiency

Technology

Water collection

Solar

✓ *DP2 - True Zero Carbon Development*

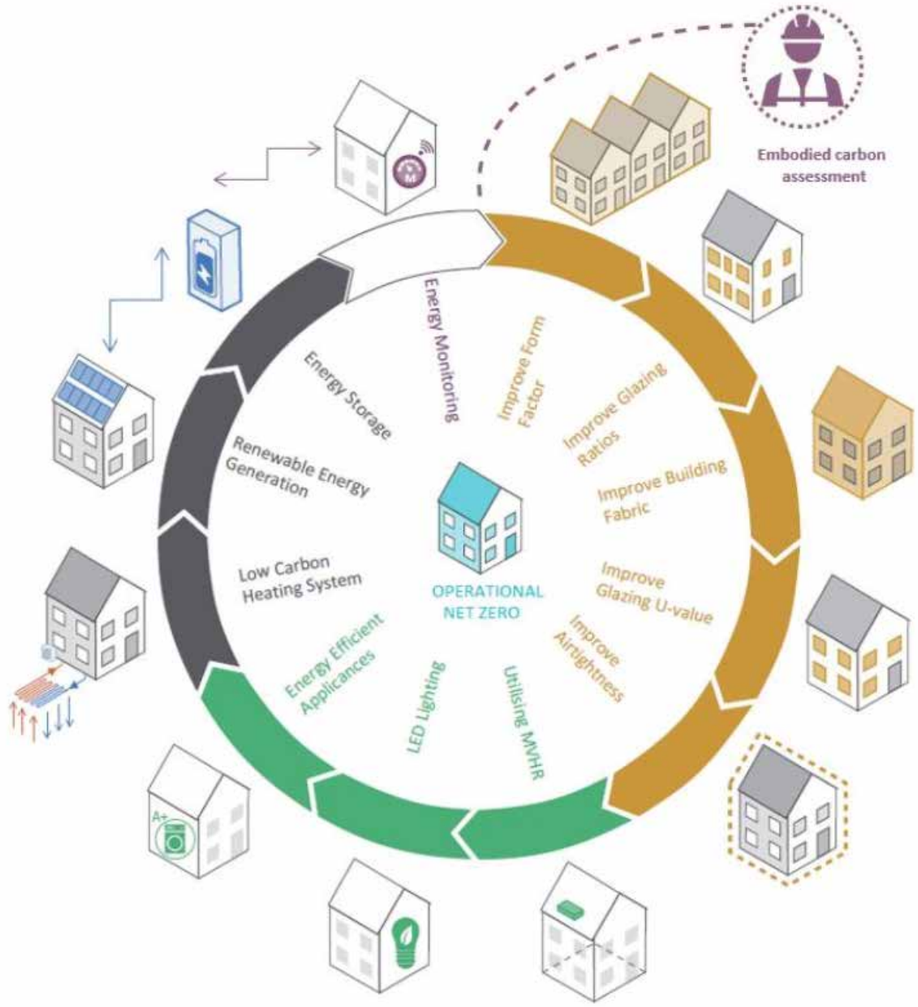
REACHING NET ZERO

2.3 To achieve zero carbon, the development should target a low Energy Use Intensity (EUI). Renewable energy generation should then be utilised to help achieve the net zero energy balance.

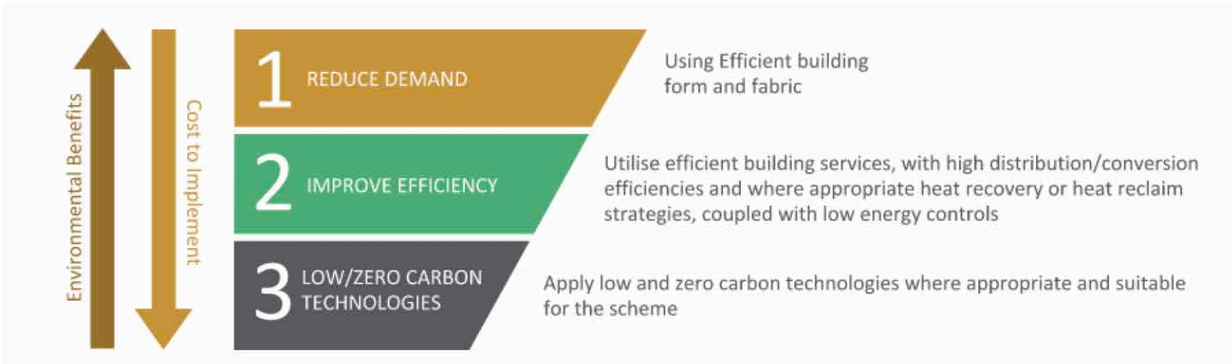
2.4 The approach taken should follow the below hierarchy of strategies, as shown in Figure 1:

1. Reduce Demand
2. Improve Efficiency
3. Low/zero carbon technologies

2.5 Each plot developer will follow the operational energy route map to net zero as outlined right.



The route map to operational net zero for Himley Village



Energy Hierarchy

Passive Design

2.6 Passive design measures are those which utilise building form, massing and glazing ratios to exploit the natural surroundings of the site to help reduce energy demand. Energy demand reduction provides the greatest opportunity for minimising building's potential CO^2 emissions.

2.7 The following measures should be employed in the design of all use classes within the development, as appropriate to the construction type and end use:

- Optimising daylight through higher floor to ceiling heights or dual aspect buildings;
- Control of solar gain to benefit from heat when required without causing overheating in summer via the size and depth of windows on different elevations and the orientation of the houses;
- Maximising air tightness to minimise the impacts of uncontrolled air infiltration; and
- Technical design note | Himley Village | 21741-HYD-XX-XX-RP-Y-5002 Hinley Site wide Energy Strategy | 10 May 2024,
- Strategic planting of trees to shelter lower level buildings from high winds and provide shading from the sun.
- Increased efficiency of building fabric, particularly the roof and walls to reduce heat loss. The site's building fabric should exceed Part L notional values, aligning with LETI archetypes and the incoming Future Homes Standard. The following values are expected to be achieved.

Extract of Table 1: Recommended U-values

Building Elements	U-value
Wall	0.12-0.15 W/(m²·K)
Roof	0.10-0.12 W/(m²·K)
Floor	0.08-0.12 W/(m²·K)
Glazing	1-1.20 W/(m²·K)
Air Tightness	<3 (m3 /h. m2 @50Pa)

2.8 Through the above measures, development should target a maximum of 10 W/m^2 peak heat loss (including ventilation).

Active Design - Improve Efficiency

2.9 After energy demand reduction through fabric and form design measures, energy efficiency measures (active design) should be included within the building services specification to reduce energy consumption. The following will be required across the site:

- All services should be designed to meet the performance requirements specified in the LETI zero carbon design guide
- Ensure appropriate zoning of the heating system and segregation of internal spaces to allow effective temperature control by occupants, as appropriate;
- Install heating and cooling set point control;
- To minimise water consumption and energy consumption, high levels of insulation, coupled with efficient fittings should be prioritised for hot water delivery;
- Highly efficient mechanical ventilation with heat recovery (MVHR) to ensure a constant supply of fresh air into buildings, where required;
- All equipment should be specified to achieve a high efficiency (e.g. high thermal conversion efficiency for heating equipment) and low distribution losses (low fan and pump power, insulation in accordance with relevant standards), with pumps utilising variable speeds;
- All lighting installed should be high efficiency LED type;
- Wastewater heat recovery (WWHRS): WWHRS recycles the heat energy from waste shower water. This can reduce the energy required per shower use by up to 55%. In particular, the residential, later living and hotel schemes should consider incorporating WWHRS.

Unregulated Energy

2.10 Unregulated energy can significantly impact a building's energy balance. To reduce these emissions, installing smart meters and "in-home" energy display devices is recommended. These tools provide real-time energy use and cost data, allowing occupants to visualise and manage their energy consumption effectively.

BUILDING ARCHETYPE STRATEGIES

2.11 To reach net zero, archetypes should target the EUI's set out in the table below. To set these targets Hydrock have used industry accepted targets for all the use types. The EUI will then be offset by energy generation through the form of renewable technologies.

2.12 Each building architype should target the LETI 2020 target for embodied carbon emissions (a 40% improvement over the 'business as usual' case).

Extract of Table 2: EUI Targets

Development Use Type	EUI target (kWh/m2/yr)	Source
Residential	40	Considers LETI benchmark and Phase 2A of the Himley Village Development EUI. If possible development should aim for the LETI benchmark (35 kWh/m2/yr). However this may not be achievable depending on the level of ancillary uses
Later Living	40	As above
Commercial	55	LETI Climate Emergency Design Guide
Retail	45	LETI Climate Emergency Design Guide
Health care	40	NHS Net Zero Guide benchmark for 'clinical spaces containing consulting work areas which are occupied during the day only'
Veterinary	40	As above
Hotel	55	Royal London Asset Management (RLAM)
Education	52	Department for Education Technical annex 2J: sustainability
Pub/community	55	LETI benchmark for offices

✓ ***DP3 - Climate Change Adaptation***

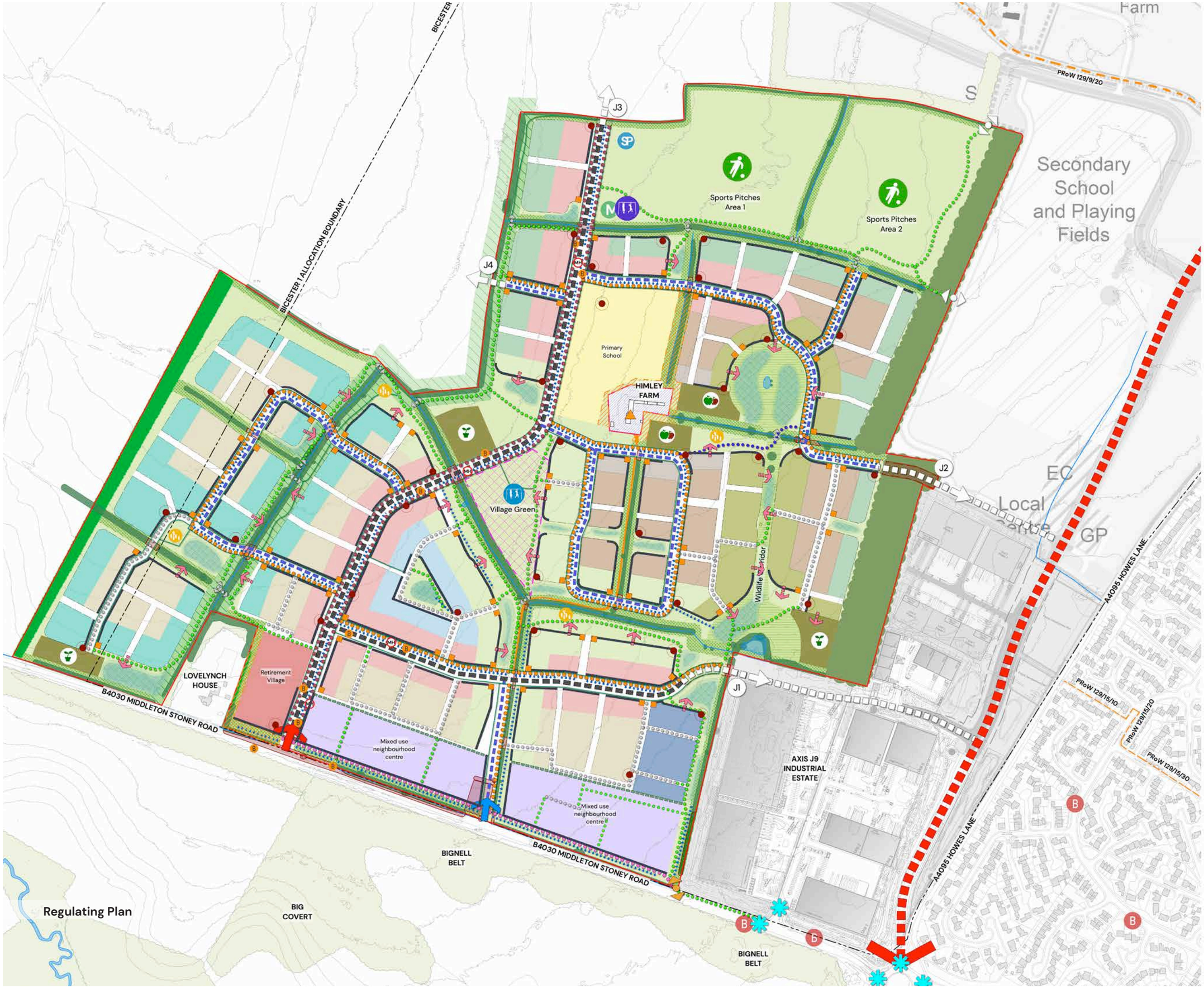
LOW AND ZERO CARBON ENERGY

2.13 All plot developers should explore the following low and zero carbon technologies:

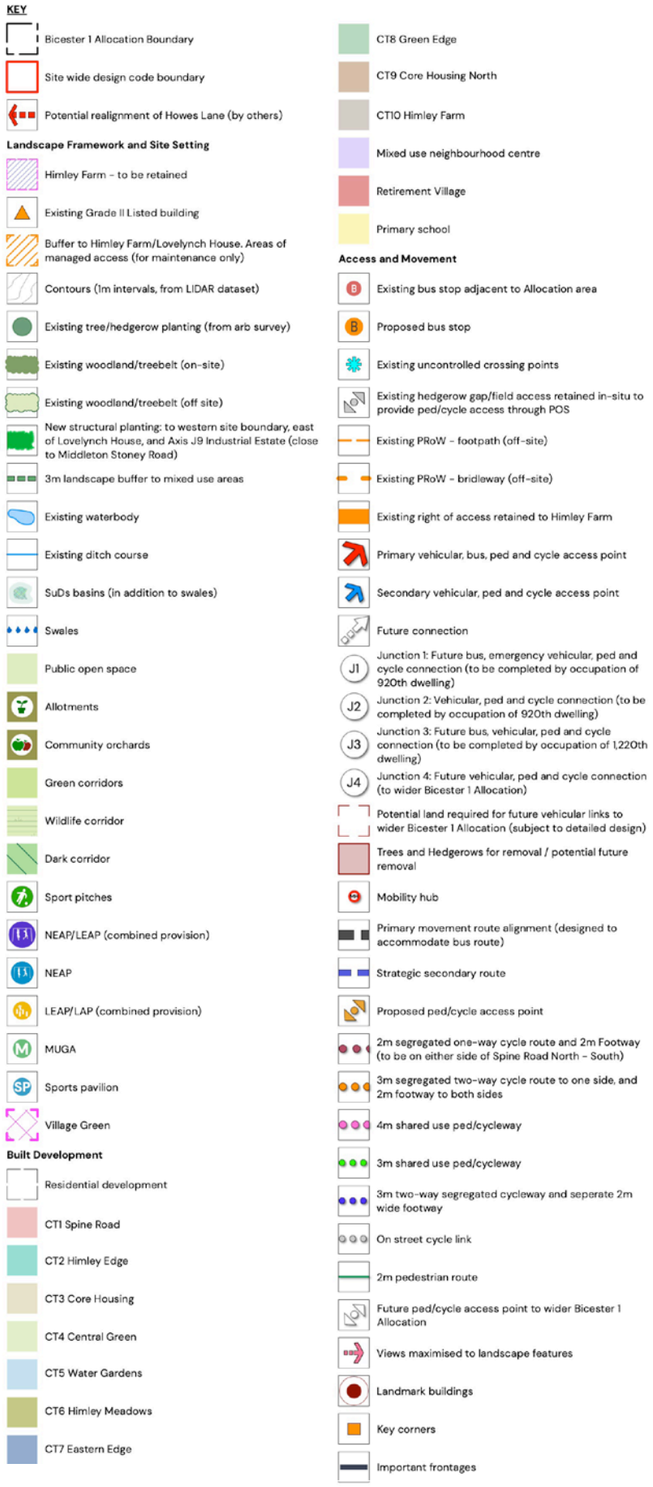
- **Heat Pumps:** Heat pumps are proposed for all development archetypes in the Himley Village Development. As a minimum, it is expected that all development will be provided with ASHPs, with an exploration of GSHPs for all archetypes/units where shared ground arrays are feasible. In particular, GSHPs should be considered in any apartment led development / extra care/ care homes. There will be no installation of gas for heating or hot water generation at the site.
- **Ambient loop system:** Consider a localised ambient loop system for multi-use buildings.
- **Photovoltaic Panels:** Widespread solar PV across the roof spaces of the development is recommended to achieve net zero energy balance. Panels should face between SE and SW, at an elevation of about 30° – 40° for maximum output. Panels facing E/W should also be included if necessary. The spacing of rows of panels should minimise over-shading of each other and also account for the maintenance space required. In terms of location and orientation, there should be no overshadowing of the panels, as this reduces their overall efficiency. If the roof capacity is not sufficient to meet the generation requirements for net zero (e.g. for retail and hotel spaces), limited areas of ground mounted PV can be utilised to cover this.
- Hydrock has estimated that a total energy generation of 7,876,500 kWh/yr will be required to balance the site energy use. This can be provided in a total installed capacity of 42,250 m^2 PV panels. Please note, as the design is still in development the technology type and mix may change leading to increased or decreased generation requirements.
- **Solar thermal panels:** To be considered particularly for hotel or development with high water use (e.g. if a pool is proposed as part of any scheme) to reduce the energy demand associated with this.
- **Battery storage:** The mixed use parcel should explore the potential of including battery storage within the scheme. Battery storage requires minimal land area and enhances cost savings and power supply resilience through smart active network management; optimising renewable energy generation assets,
- **Microgrid:** Explore the potential for the mixed use scheme to operate as a microgrid. A microgrid links buildings on a common electricity system, any surplus on plot or on-site generation can be distributed to other buildings on the microgrid to optimise the balance of supply and demand across the site.

Energy Infrastructure Strategy

03 The Regulating Plan


BICESTER 1 ALLOCATION BOUNDARY
J3
J4
J2
J1
Sports Pitches Area 1
Sports Pitches Area 2
Secondary School and Playing Fields
Primary School
HIMLEY FARM
Village Green
Wildlife Corridor
Retirement Village
LOVELYNCH HOUSE
Mixed use neighbourhood centre
Mixed use neighbourhood centre
B4030 MIDDLETON STONEY ROAD
B4030 MIDDLETON STONEY ROAD
BIGNELL BELT
BIG COVERT
BIGNELL BELT
AXIS J9 INDUSTRIAL ESTATE
A4095 HOWES LANE
A4095 HOWES LANE
PRoW 129/9/20
PRoW 129/15/10
PRoW 129/15/20
PRoW 129/15/30
Local
GP
Regulating Plan

03 The Regulating Plan



REGULATING PLAN PRINCIPLES

3.1 This is a two-dimensional plan that simplifies the Design Code principles. It displays factors that may affect the design development and highlights the features of the site to be focused on. It therefore sets out the design code development parameters, which include:

- Proposed land uses;
- Important frontages;
- Key focal spaces;
- Key building locations
- Character Types; and
- Landscaping/open space typology areas.

3.2 The features set out on the Regulating Plan are intended to increase legibility and aid wayfinding across the proposals, while responding sensitively to the surrounding existing local context. In addition to these principles building and layout design, planting and views **will** all be utilised to form visual focal points and create identifiable routes.

Character Types

- Character Types **will** define the urban form, development pattern and architectural character of the development. They are supported by a series of design strategies, including building heights, key building treatments, materiality and landscape principles.

Landscape Framework

- A variety of landscape typologies have been shown on the Regulating Plan. These are structured by the existing landscape features present and further detailed instructions on their design is set out later in this Site Wide Design Code.
- Space for formal and informal play and sports pitches have been provided to ensure space for recreation and community uses can be accommodated.

Trees & Hedgerows

- Development is structured by the retained trees and hedgerows within the site. Tree and hedgerow loss has been kept to a minimum, only where explicitly needed to facilitate development.
- The development **will** be supported by new tree planting within areas of strategic open space, with species and sizes to vary as set out in the tree planting strategy.
- Streets **will** be tree lined in accordance with the NPPF with varieties chosen for their architectural impact and grouped to ensure longevity of specimens.

Key Cycle Links

- Key cycle links through the development **will** compliment and enhance the existing National Cycle Network and local cycle routes, providing links to key destinations both on and off-site.
- Reflecting key desire lines to local facilities and services LTN1/20 compliant cycle routes **will** provide clearly sign posted sustainable transport links across the site.

Key Pedestrian Links

- A series of direct and legible key pedestrian links **will** be created to enhance pedestrian access across the site, and the wider PRoW network.
- Additional informal leisure and access routes close to residential development **will** encourage interaction with the landscape and emphasise healthy lifestyle choices and modal shifts.

3.3 Further design coded elements that are not shown on the Regulating Plan but set development parameters presented later in this document include:

- Street/Movement hierarchy (vehicular and pedestrian);
- Building typologies;
- Housing mix and affordable housing design principles;
- Architectural style and appropriate detailing;
- Building materials and use of colour;
- Boundary treatments;
- Landscaping and Public realm design; and
- Zero-carbon principles and supporting sustainability strategies.

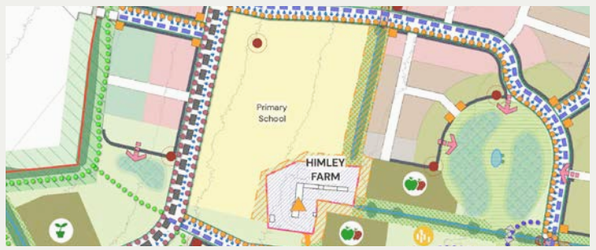
DEVELOPMENT TYPOLOGIES

3.4 The table opposite sets out the key types of development present across the allocation. The table is broken down into:

- Location - where the type of development is located within the site;
- Precedents - a set of appropriate exemplar images that illustrate in broad terms the look and feel of each typology;
- Function - this identifies what the purpose of the development typology is and its function within the site; and
- Rationale and Design Objectives - this sets out what the development type is comprised of, the overall objective to meet the function and early design aspirations to inform the detailed coding later in the document.

"Create places where people can meet each other such as public spaces, leisure facilities, community buildings, cafes and restaurants to provide opportunities for social interaction – helping to improve public health by encouraging physical activity and helping to tackle those affected by loneliness and isolation."

LOCATION		RATIONALE AND DESIGN OBJECTIVES
MIXED USE NEIGHBOURHOOD CENTRE	To enable a development focus point that also provides a local retail function for the community living, working and socialising in the development, and to provide local job opportunities.	The Mixed-Use Neighbourhood Centre performs an essential role within the development. Located to the south of the site to complement facilities provided within the wider Bicester 1 Allocation, local services falling within Use Classes E and Sui Generis will be provided within easy access for residents and passing trade. The key design objectives are: • To comprise local retail uses potentially supported by residential development to keep the area vibrant; • To be integral with the design of the public space in front of it; and • To be a high profile part of the site which will be experienced by many, therefore needing to be of high quality architectural and public realm design. • To create a new mixed use centre that will be net zero carbon and resilient to the impacts of climate change.
RESIDENTIAL	To provide new open market and affordable homes to meet local demands, suitable for a range of demographics.	The majority of the site will be taken up with residential uses to meet local needs and contribute towards the economic growth of Bicester. The key design objectives are: • To provide an appropriate mix of housing types (including 1 bedroom maisonettes through to 5 bedroom detached family homes); • To provide a policy compliant amount of affordable housing; • For design to be tenure blind; • For new homes to be within walking distance of public open spaces and community facilities; and • For high quality homes to be well designed and appropriate for their location within the site and built form Character Type. Where necessary the proposed design of dwellings will also relate to the local character, especially where heritage assets are within close proximity. • To create a new mixed use centre that will be net zero carbon and resilient to the impacts of climate change.
EDUCATION	To provide educational facilities to the proposed and existing communities.	2.22 Ha is set aside for the delivery of a new primary school, with commensurate early years and childcare facilities. The key design objectives are: • To explore the potential for wider community uses after regular school hours in order to benefit the wider community; • For the building design to be welcoming and open, whilst ensuring the safety and management of school operations; and • To be a key feature of the community and aid legibility in the neighbouring areas. • To create a new mixed use centre that will be net zero carbon and resilient to the impacts of climate change.
PUBLIC OPEN SPACE	To provide recreational and social opportunities for the community and to break up areas of built form.	The public open space will be distributed throughout the development, in different forms and sizes. The key design objectives are: • To provide a variety of safe and accessible children's play areas in convenient and well-overlooked locations; • To foster conviviality and playfulness where possible; • To use smaller areas of public open space to break up the built form; and • To strategically locate areas of open space along existing wildlife routes and habitats, so as to maintain and enhance biodiversity throughout the development.

PRECEDENT IMAGES	POLICY / GUIDANCE COMPLIANCE	
	✓ Community facilities, including a contribution to or location for NHS facilities, local retail and food outlets. ✓ Provision of retirement village (Class C2)	✓ ***DP5 – Employment***
	✓ 1,700 new homes of a mixed size and type appropriate to the area ✓ Affordable housing as per the Section 106 Agreement	✓ ***DP4 – Homes***
	✓ A new primary school with co-located 56 early years and childcare (D1 use) on 2.7 hectares of land as required by the Local Education Authority through S106 Planning Obligations ✓ Two new 56 place stand-alone early years and childcare nursery (D1 use) each on 0.13 hectares of land as required by the Local Education Authority through S106 Planning Obligations	✓ ***DP8 – Local Services***
	✓ Public open space, and informal and formal recreation	✓ ***DP9 – Green Infrastructure and Landscape***

04 Landscape Strategy & Codes

Landscape Strategy Plan

04 Landscape Strategy & Codes

OVERARCHING LANDSCAPE STRATEGY

"Green Infrastructure (GI) is a network of high quality green and blue spaces and other environmental features. It needs to be planned and delivered at all spatial scales from national to neighbourhood levels. The greatest benefits **will** *be gained when it is designed and managed as multifunctional resource capable of delivering a wide range of environmental and quality of life benefits (ecosystem services) for local communities." Natural England 2014*

4.1 The role and benefits of Green and Blue Infrastructure provide core components that are considered within the landscape-led Development Framework for Himley Village and have been used as the foundation for the Site Wide Landscape Strategies and principles that are discussed within this section of the Design Code. These have been categorised into the following topics and include:

- Open Space Provision;
- Play Strategy;
- Blue Infrastructure - Drainage Strategy;
- Existing Tree Strategy; and
- Ecology and Biodiversity.

GI Context

4.2 A range of preceding policies, master planning documents and the Outline approval documentation (planning reference 14/02121/OUT) including the S106 Agreement have all been examined along with recent stakeholder engagement in the development of the site wide Landscape Strategies for Himley Village and have been set out within the Design Code.

4.3 As such, the Green Infrastructure and Landscape Strategy for NW Bicester (March 2014) provides a plethora of site analysis and background information related to the Allocated Site which has been considered within the Landscape Strategy.

✓ ***DP9 – Green Infrastructure and Landscape***

4.4 The following GI principles from the NW Bicester GI and Landscape Strategy (2014) have been integral for the development of the Landscape Strategy and Development Framework and are included below:

- Integrate NW Bicester with the existing settlement;
- Protect existing site assets (dark corridor etc.) and to provide access to them / amenity value;
- Create a distinctive landscape feature;
- Are accessible from all areas of the site;
- Have a 'presence', key factor to providing a distinctive 'place';
- Contribute to health and wellbeing; and
- Incorporate a linear park which **will** connect and open into wider open spaces.

4.5 Further principles set out within the aforementioned document include the landscape-led place making principles that help to uphold general best practice and the Eco Town principles. These are transposed within the Site Wide Landscape Strategies set out within this Design Code.

4.6 These are as follows:

1. Work with and extended existing landscape features and elements
2. Provide a diversity of pedestrian and cycle routes appropriate to function and use within the hierarchy or movement network
3. Create durable and interactive landscape features
4. Co-locate non-residential uses with appropriate open spaces
5. Use landscape and open space to form the setting for residential uses
6. Use the different landscape settings to enhance activity and play
7. Ensure continuity and quality of pedestrian and cycle routes across and beyond the Eco-Town
8. Create a clear durable green infrastructure and landscape structure within which there is value to people and wildlife
9. Wilder open spaces to have specific function – e.g. Formal sport, recreation, formal and natural play, food productions, water treatment, edge zones and buffers etc..
10. Maximise landscape productivity and edible / foraging environments for people and wildlife

4.7 Key site-specific design and place shaping principles within Policy Bicester 1 that directly relate to the GI network include (but are not limited to) the following points:

- New footpaths and cycleways **should** be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel;
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside, minimising the impact of development when viewed from the surrounding countryside. Development that respects the landscape setting and that demonstrates enhancement, restoration or creation of wildlife corridors to achieve a net gain in biodiversity. Consideration **should** be given to maintaining visual separation with outlying settlements. Connections with the wider landscape **should** be reinforced and opportunities for recreational use of the open countryside identified. Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessment. Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site;
- Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and Bicester Village Railway Station, and adjoining developments. Public open space to form a well connected network of green areas suitable for formal and informal recreation Preservation and enhancement of habitats and species on site, particularly protected species and habitats and creation and management of new habitats to achieve an overall net gain in biodiversity including the creation of a local nature reserve and linkages with existing BAP habitats, Sensitive management of open space provision to secure recreation and health benefits alongside biodiversity gains. A Landscape and Habitats Management Plan to be provided to manage habitats on site and to ensure this is integral to wider landscape management; and
- Provision of sustainable drainage in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the recommendations of the Council's Strategic Flood Risk Assessment.

LANDSCAPE VISION

"Create a strong landscape strategy that has impact from 'day one'. Don't 'layer' landscape onto a scheme at the end of the process."

Green (and Blue) Infrastructure will ensure Himley Village is an attractive, accessible and connected place where people want to live and where biodiversity thrives. As part of the NW Bicester Eco-Town, Himley Village will deliver a cohesive, multi functional and high quality Green and Blue Infrastructure network.

To achieve this we will:

Recognise and integrate the existing landscape Green and Blue Framework

4.8 Underpinning the Landscape Strategy, the existing landscape framework provides an element of structure within the site. This includes the existing woodland blocks along the eastern edge, the series of hedgerows with field ditches and their occasional hedgerow trees along the field boundaries and the open nature of the fields. The topography of the site is relatively flat providing a strong base for the green and blue infrastructure.

Create a multi functional landscape for all, to live, work, play and thrive

4.9 The creation of a multi functional Landscape Strategy which integrates the green and blue infrastructure will provide spaces for play, sport and informal amenity and recreation, as well as edible and productive landscapes. This core element of Himley Village will provide balance with the protection of existing habitats and species within the Biodiversity Strategy with green spaces also designed and managed to promote, improve and benefit health and wellbeing for the new and existing community.

Create a place where the community is connected with nature and where biodiversity thrives

4.10 The value of nature for both users and wildlife are considered as a core component of the Landscape Strategy with the aim to retain habitats and existing features such as the hedgerows within the development via the creation of hedgerow buffers, Dark Corridor and spaces where wildlife is prioritised.

4.11 The creation of habitat including edible and productive landscapes will benefit and enhance biodiversity as well as provide a connection with nature to benefit all. Key habitat and species shall be protected and enhanced through the creation of grassland and new habitat as well as the protection of assets such as the woodland, ponds and hedgerows for commuting and foraging species with the **will** to provide an overall biodiversity enhancement.

Provide of a movement network overlaid within the landscape, and providing clear and legible connections into the surrounding area

4.12 The Site does not include PRoW, however the surrounding network of Public Rights of Way has been considered within the development of Landscape Strategy to help safeguard new links from the site into the surrounding area and wider NW Bicester allocation utilising the PRoW network where possible. The scheme itself **will** provide a new network of pedestrian and cycle links both formal and informal in nature within the green infrastructure network. These routes **will** be legible, safe and provide connections into the surrounding areas.

Understanding the site's constraints and opportunities to provide a landscape led approach to provide a multi-faceted Green and Blue infrastructure network

4.13 The Landscape Strategy considers the multi functional elements of the existing site that when overlaid with site wide strategies provides unified a Green and Blue Infrastructure network which can provide a plethora of benefits to the new and existing community as well as being biodiverse.

4.14 The Landscape Strategy helps to uphold the Eco-Town principles, and helps to create a Green and Blue Infrastructure scheme that is functional whilst being visually appealing, of ecological value and sustainable and resilient to climate change. The site's constraints and opportunities such as noise, topography, edges as well as the existing landscape framework shall be integrated to provide a harmonised approach that is sustainable for the future.

4.15 As a multi functional asset, the Landscape Strategy aims to provide a well-designed and landscape led SuDS scheme which shall provide a series of landscaped drainage features that shall provide surface water storage, attenuation features and swales that provide habitat for wildlife and incorporated new planting such as trees, wetland planting and the creation of grassland.

4.16 A co-ordinated approach to street furniture, signage, and wayfinding elements along with the materials palette shall help to inform the sense of place at Himley. These elements help to create a public realm that reinforces the sense of place, hierarchy of spaces and compliments the street scape, built form and architectural palette. The choice of street furniture, lighting, materials and hard surfaces shall help to define the character types and key spaces such as the mixed use neighbourhood centre, Himley Village Green and the series of public open spaces.

"The Eco-Town development will utilise the site's natural features and opportunities to provide a place that encourages a more sustainable way of living in homes that are well designed, energy efficient, accessible to jobs, local well integrated with the facilities and within easy reach of the town existing town, which centre and countryside."

Extract from the Vision set out within NW Bicester SPD

Zero Carbon Approach

- **The landscape vision includes zero carbon principles through use of recycled materials, promotion of sustainable movement, specification of planting for climate resilience, integration of technology to ensure products for street furniture/ planting are innovative and promote low carbon capture. In addition the use of water through water harvesting (such as water butts within he allotments and orchards) should be integrated into the landscape management of the open space.**

✓ *DP9 – Green Infrastructure and Landscape*

Illustrative Landscape Masterplan

KEY

- Bicester 1 Allocation Boundary
- Existing vegetation to be retained (unsurveyed)
- Existing vegetation to be retained to be removed
- Existing woodland/treebelt (off site)
- Potential future connection to wider allocation
- Existing scrub (refer to tree survey)
- Existing waterbody
- Existing ditch
- Potential indicative SuDs basins (in addition to swales)
- Potential indicative swales through open space
- Primary swale
- Secondary swale
- Swales within public open space
- Proposed feature tree planting
- Proposed tree planting
- Proposed orchard tree planting
- Proposed tree planting - edible landscaping
- Proposed landscape buffer planting
- Proposed amenity grass
- Proposed species rich long grassland
- Proposed Wildflower meadow
- Proposed wildflower meadow / flowering lawn
- Proposed wildlife meadow
- Proposed scrub planting
- Proposed bulb planting
- Proposed shared cycleway / footpath
- Proposed footpath
- Proposed Mown paths
- Proposed hedgerow buffer
- Indictive allotment layout
- Areas of managed access (for maintenance only)
- a Potential future bus connection

"Green infrastructure – 40% of the total gross site area will comprise green space of which at least half will be publicly accessible and consist of a network of well managed, high quality green/open spaces which are linked to the open countryside. This should include sports pitches, parks and recreation areas, play spaces, allotments, the required burial ground (possibly a woodland cemetery) and SUDS. [Noting that] planning applications shall include a range of types of green space and meet the requirements of Policy BSC11."

Extract of Policy Bicester 1

OPEN SPACE REQUIREMENTS

POLICY CONTEXT

4.17 The Cherwell Local Plan 2011-2031 (CDC, 2015) sets out the policy for open space in Policy BSC11: Local Standards of Provision – outdoor recreation including accessibility standard and minimum provision quantums. However, the open spaces requirements for the North West Bicester eco-development proposals are specifically considered against the requirements of 'Policy Bicester 1: North West Bicester Eco-Town' and stated within the S106.

4.18 The adjacent Open Space Provision plan shows the distribution of the open space provision which is in broad accordance with the approved parameter plans from the approved Outline Application, and the S106 requirements. Key principles prescribed within Policy BSC11 are to be considered within the overarching strategies for Play, the Sports Park, and Edible landscapes set out within this Design Code and in accordance with the S106 requirements for open space provision. Policy BSC11 recognises "the multi functional nature of many areas of open space, and the need for flexibility in determining the precise composition of provision in new development combined quantitative standards of provision were recommended."

Green Infrastructure Typologies (GITs)

4.19 The following Green Infrastructure Typologies (GITs) as required by the S106 accord with the GI typologies set out within the Cherwell Open Space Strategy (March 2020) and the Cherwell Local Plan.

4.20 As per Policy 1 Bicester within the Cherwell Local Plan (CDC,2015) the GI provision is set as ***"40% of total gross site area to comprise green space of which at least half publicly accessible"*** this equates to 35.95ha of green infrastructure required, with at least 18ha of it being publicly accessible. This is primarily categorised as 'general green space' excluding where specific GITs apply as set out below:

- **Play Space** - 5no. LEAPs / LAPs and 2no. NEAPS - as per the S106, Schedule 14 (refer to the Play Strategy for further details);
- **Outdoor Sports Provision** - total area required 12.18ha as per the S106, Schedule 3; and
- **Allotments** - no less than 1.63ha within the site to be used for allotments that is "suitable for the growing of fruit, vegetables, trees, flowers either in pots or in communal areas" as per Schedule 14 of the S106 and in accordance with the Allotment Specification within Appendix 3 of the S106.

4.21 Noting the planning requirement of schemes within Policy Bicester 1 to include a range of types of green space and meet the requirements of Policy BSC11 the following requirements (extracted from Policy BSC 11 Table 7: Local Standards of Provision – Outdoor Recreation) are included;

- **General green space** (parks and gardens/natural semi-natural/amenity green space) this includes the following parameters set within BSC 11.
  - 5 minute walk (amenity open space) (400m);
  - 15 minute walk other (1200m); and
  - 200m2 minimum size of provision.

- **Play space** (combining provision for younger and older children including MUGAs).
  - 5 minutes walk (400m) except for NEAPs 15 m walk (1200m);
  - LAP- 100 sq m activity zone; 400 sq m including buffer;
  - LEAP- 400 sq m activity zone; 3600 sq m including buffer;
  - NEAP- 1000 sq m activity zone; 8500 sq m including buffer; and
  - NB In some cases a combined all-age area of play **will** be preferable to provision of LAPs/LEAPs/NEAPs. Refer to the Play Strategy for details.
- **Outdoor sports provision** (combining tennis courts, bowling greens, golf courses and playing pitches) (to be accompanied by changing facilities where appropriate)
  - Football, rugby, cricket: 10 minute walk (800m) urban, 10 minute travel time (8km) rural areas.
- **Allotments** to be a 10 minute walk (800m) and 0.2 ha minimum size of provision.

Open Space Provision Plan

PLAY STRATEGY

4.22 Play opportunities are an integral part of the multi functional green infrastructure planned for Himley Village. As such the Landscape Strategy **will** fully integrate the play provision within the GI network, compliment the functions of the open space and provide a wide range of exciting, inclusive and accessible play experiences. The location and types of play have been considered to ensure provision is distributed across the site and to meet policy requirements (along with the parameter plans and Cherwell District Council comments) [approved before parameter].

4.23 Play **shall** be integrated along with formal sport and recreation opportunities to encourage health and fitness within the public open spaces as part of the health and wellbeing principles for children, young people and their families.

4.24 The Play Strategy **shall** implement the following objectives:

- Connections to and encourage awareness of nature;
- Interactive spaces stimulating for the senses to aid learning, provide risk and challenges to help development, and the improvement of skills and integrate the site's levels to help shape playable landscapes;
- Spaces that can be used individually or with others, providing flexibility for different users of all ages and abilities;
- Clear links between play spaces via permeable, safe and green links with clearly defined walking, cycling and scooter routes;
- Imaginative, physical, sculptural and social play for all abilities and ages to offer exciting destinations for play on the doorstep, or for visiting with friends;
- Designed and maintained for play value and environmental sustainability; and
- Play spaces that help foster a sense of ownership for the community and a sense of place to match the character of its location within the site be it urban or rural.

4.25 Key principles and themes to be considered when designing the play provision for Himley Village are discussed on the following pages.

✓ ***DP7 – Healthy Lifestyles***

Play Policy and Guidance

4.26 As stipulated within Policy BSC 11 "in some cases a combined all-age area of play will be preferable to provision of LAPs/LEAPs/NEAPs" hence the number of play spaces and their distribution has been developed in line with stakeholder engagement, the requirements of Cherwell District Council and S106 (Schedule 14) which stipulates the need for 5 combined LEAPs/LAPs and 2 NEAPs.

> ***"Combined play areas (LAP/LEAP/NEAP) allows for the integration of the age groups for the benefit of social interaction of children across the age groups and also allowing parents, grandparents and carers to monitor children of differing age groups from a single location."***
>
> *Policy BSC 11*

4.27 In policy and best practise terms, a Local Area for Play (LAPs) is designed for children up to 6 years (100m² activity zone), with a Local Equipped Area for Play (LEAP) designed to cater for younger children beginning to play independently with a 400m² activity zone and 20m minimum separation between activity zone and the habitable room façade of dwellings. Thus a combined LEAP/LAP **will** cover these needs.

4.28 Informal opportunities such as play sculptures, boulders and other naturalistic play features could be used as incidental opportunities along routes to ensure doorstep recreation is provided in tandem with formal equipped area. This **should** be considered to ensure access to play is provided in line with the phasing of the development.

4.29 A Neighbourhood Equipped Area for Play (NEAP) is designed for more independent older children and is often a destination play space comprising an activity area of 1000m², it requires a 30m minimum separation between activity zone and the boundary of dwellings. A MUGA shall also be provided adjacent to the northern NEAP within the Sports Park.

Safety

4.30 All play equipment to be compliant with European Playground Safety Standard BS EN 1176 and in accordance with manufacturer's specification. All items of play equipment will undergo regular inspections to ensure the equipment is safe and fit for purpose. Maintenance shall be carried out in accordance with BS EN 1176, part 7 and in line with the manufacturer's recommendations, as applicable.

4.31 Safety surface **will** comply with fall heights of relevant equipment and comply with BS EN 1177. Options for safety surface may include grass matting and rubber wet-pour, or grass/bark and chippings for low informal trim trail style equipment. Large areas of rubber wet-pour and other hard surfacing will be resisted to avoid the effects of excessive heat and glare.

4.32 All play items formal and informal **shall** be designed and managed in accordance with ROSPA safety standards and the relevant BS Standards referenced above.

Design for Inclusive Play

4.33 Overall, the play strategy **shall** provide a variety of play spaces for all ages, which maximise play opportunities through the use of a wide range of formal and informal equipment/items. Teen facilities and play opportunities **will** be carefully designed to be inclusive for all genders and abilities to create welcoming social spaces for everyone to use. For example the Make Space for Girls design guidance and advice should be considered to ensure the play spaces are welcome to all.

4.34 Inclusive play **will** be required to develop an all-welcome atmosphere with accessible and flexible items such as basket swings, wide slides, and certain types of rotating equipment. Careful consideration to the layout and types of equipment shall encourage mixed play for all abilities and prevent segregation.

4.35 The indicative layout of the play areas have been shown to respect the required safety zones with the design code showing how this space can be laid out with the required sizes of provision as per the Section 106 Agreement.

Boundary Treatments and Miscellaneous Items

4.36 Boundary treatments **will** help to define the spaces for play, this will include earth mounds, ornamental planting, hedgerows, or fencing, depending on location and type of play. Fenced play areas will have at least two self-closing gates, and a maintenance gate. Provision of seating, litter bins, cycle stands and signage will be included at each play space.

4.37 Seating **should** be located within play spaces where it provides surveillance over the play for people supervising children as well as sited to help users enjoy the space. Seating **should** be comfortable and inclusive ie. the use of backrests and armrests **must** be considered when siting seats. In addition seats **should** be sited on hard surfaces to help with wear as well as being located within grass spaces where people can enjoy a connection with nature.

4.38 Signage **shall** denote the rules of the space, along with the intended age group for the play equipment along with the contact details of whom to report vandalism and maintenance issues to.

Character

4.39 Each play space **will** imaginatively respond to it's setting and character of the open space in which it is situated. Play equipment **shall** be located outside of root protection areas, with soft landscaping items adding further play value. The themes of the play are set out in the adjacent table.

"Assess or identify what sport and leisure provision there is for people of all ages, paying particular attention to the needs of children, teenagers and older people."

Eastern LEAP / LAP	Green Edge LEAP / LAP	Himley Farm LEAP / LAP	LEAP / LAP
Character: Semi-urban with sculptural play to provide a distinct play opportunity. **Materials:** Metal elements to be prioritised with appropriate surface e.g. bound rubber mulch / wetpour with areas of grass matting to limit wear.  	**Character**: Natural and rural setting within the green corridor **Materials:** Primarily timber, with some metal elements subject to play equipment type. Surface to be bound rubber mulch and grass matting. 	**Character:** Natural with some sculptural play and nature inspired elements such as animal and wildlife sculptures due to the relationship with the Community Orchard and proximity to Himley Farm. **Materials:** Primarily timber, sculptural elements with grass matting / surfacing only if required for safety surface / limit wear.  	**Character**: Natural and rural **Materials:** (equipment / surface type): Primarily timber, with some metal elements subject to play equipment type. Surface to be bound rubber mulch and grass matting.  

Northern LEAP/NEAP - Himley Sports Park	Central NEAP - within Himley Green Community Park
Character: The formal provision of the enhanced NEAP with combined LEAP and MUGA within the Sports Park helps to province a destination for play. Here the equipment will provide a wide range of opportunities with many innovative pieces for adventure and shared social play. **Materials:** Primarily metal equipment with some timber pieces. Surface to be bound rubber mulch and grass matting.   	**Character**: This destination play space set within the Village Green / Himley Green Community Park will provide a range of formal play with naturalistic elements to create an exciting play space at the heart of the community due to it's close proximity with the School Site. Clear use of mounding to provide separation of spaces within the wider Village Green. **Materials**: Primarily timber, with some metal elements. Surfaces to be bound rubber mulch and grass matting.    

Play Strategy Plan

Access to Play

4.40 In line with local policy and best practice guidance, the access to the play opportunities within the scheme has been considered in conjunction with the movement network within the GI network and residential areas. As per the NW Bicester SPD:

"Play areas should be located where they are accessible to children and overlooked."

4.41 Thus, the distribution of the play spaces have been carefully considered in accordance with the accessibility requirements which is set as a "5 minutes walk (400m) except for NEAPs 15 m walk (1200m)" within Policy BSC 11.

"'Play on the way' can make car-free trips more fun for children making them want to walk or cycle to school."

- Green Infrastructure
- Proposed Local Equipped Area for Play (LEAP)
- Proposed Neighbourhood Equipped Area for Play (NEAP)
- Proposed combined NEAP / LEAP
- Sports Park
- Proposed MUGA (multi-use games area)
- Accessibility - LEAP (walking distance)
- Accessibility - NEAP (walking distance)

"Green space and green infrastructure will contribute to an urban cooling effect and Sustainable Urban Drainage Systems (SUDS) will be designed to respond to future extreme weather events..."

Development Principle 3 - Climate Change Adaptation

✓ ***DP10 – Water***

BLUE INFRASTRUCTURE

DRAINAGE STRATEGY

4.42 As a key part of Green Infrastructure and place making, the SuDS Strategy will follow the principles approved with the Outline Planning Permission where key design principles such as runoff rates are concerned, whilst using the most modern methods of storage, treatment and community use as is practicable during the masterplan development.

4.43 In line with the CDC Local Plan Policy ESD 7: Sustainable Drainage Systems (SuDS) the use of a SuDS train within the GI network allows the development to:

- Manage run off volumes and peak discharge rates, protecting downstream catchments from flooding;
- Maintain or improve the water quality by reducing pollution from run off;
- Encourage recharge of watercourse and groundwater levels
- Integrate within sustainable environment and community need and functions within public open spaces;
- Provide an attractive and functional habitat for wildlife to thrive and provide opportunities for biodiversity enhancements; and
- To improve the environment we all live, work & play in.

4.44 The key principles of the blue infrastructure **will** achieve:

- Re-use at source - via rainwater harvesting,
- Treat and store water onsite where possible, including grey water and stormwater runoff,
- Bring water into the public realm - by being multi-functional with play, biodiversity and visual amenity,
- Infiltrate/irrigate,
- Design for resilience
- Manage and store water in catchment and sub catchment areas (locally).

4.45 Accordingly the development layout shall encompass as many visually green, sustainable and environmentally beneficial components as possible to encourage and maintain the natural disposal of surface water and make SuDS part of the multi functional Landscape Strategy.

4.46 The current version of the CIRIA SuDS Manual will be used in tandem with the Design and Construction Guidance chapters of the Sewer Sector Guidance as the overarching design guide document for the surface water drainage strategy.

SuDS and Place Making

4.47 With the changes made over recent years to the sewer adoption process it has never been easier to include SuDS and green spaces into the master planning stage of a development site. As such, the Development Framework and Landscape Strategy have been developed to ensure the SuDS are fully integrated and co-ordinated to enable a multi functional, diverse and accessible green and blue infrastructure network.

4.48 The allowance of previously prohibited components into the public sewer network ensures the inclusion of a much wider range of SuDS components that complement and integrate better than ever to benefit the surrounding area and its inhabitants, both human and wildlife and the drainage strategy proposals for the Himley Village development will work in tandem with the existing watercourse network across the site.

4.49 SuDS components come in varying form and scale and Himley Village will offer them from small scale rain gardens fronting properties right up to a detention basin capable of storing up to 9,000m³ of water in the most extreme rainfall events.

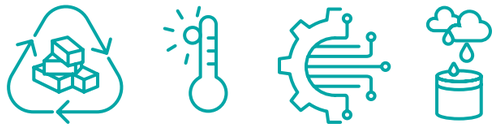
4.50 The SuDS components offer varying degrees of landscape design, visual amenity, function and value which contribute towards the placemaking of Himley Village with:

- Private rain gardens offering planting opportunities along with rainwater storage and treatment will be used where necessary as part of the SuDs train; and
- Key roadside swales (e.g. Primary Swales) offer extensive planting options for visual amenity, silt & hydrocarbon removal of highway runoff, storage of excess surface water and the ability to break up a hard paved built environment with green spaces and trees.
- Secondary swales & ditches throughout residential streets, and public open space will offer the above benefits in addition to being areas of informal play and exploration, check dams with permanent water held back as a new area of habitat with suitable planting.
- Detention basins offering stepped elevation changes to accommodate permanent water bodies for water storage and habitat creation along with higher levels used rarely for SuDS purposes should offer the use for informal play opportunities or pet exercising.
- Along paved corridors the swales will be more formally aligned and utilise shallow slopes with water compatible grasses and specialist tree pits designed to thrive alongside roads.

4.51 The swales and basins outside of the built environment **shall** be softer and more natural in form to reflect a more peaceful surrounding.

4.52 The mix of planting within each area will be dependent on location and the surrounding infrastructure. Certain species will be prohibited near public sewers for example, due to their invasive roots so whilst native species will be given priority there may be reason for new species to be used where practical.

Zero Carbon and Blue Infrastructure



4.53 The approach to SuDs as set out within the site wide drainage strategy establishes an appropriate solution for SuDs that adheres to the zero carbon approach and place making principles. In this way, the swales, attenuation basins and rain gardens **will** be proposed where suitable and required to meet the drainage needs whilst planning for climate resilience.

4.54 Where technology advances may aid the drainage features these **should** be integrated and considered through the detailed design to provide the most efficient drainage solution.

4.55 The scale of the SuDs interventions will depend on the location within the site from the public open space, public realm and private drainage for dwellings. At the finer scale water harvesting on plot **will** be required at the RM stage for the residential and mixed use areas to maximise the zero carbon response across the different themes (recycling / technology / climate resilience etc.) as set out in Section 2.

"Capture water as close as possible to where it falls. Be creative with rain gardens, ponds and swales and avoid steeply sided for fenced holes in the ground."

Precedent Images for SuDS

SuDS Treatment Train

4.56 The use of predominantly natural SuDS systems where practicable will enable the rainfall runoff to be conveyed, stored and treated as effectively as possible prior to discharge from the site confines. Water will pass through flowering rain gardens, vegetated swales, gravel filled filter drains, basins with permanent water bodies and grassed conveyance ditches to benefit from the water quality improvement these solutions offer.

4.57 The use of the "source control" features such as rain gardens or permeable paving shall allow for immediate storage and treatment to reduce reliance on large bore pipes, attenuation tanks or "end of line" basins.

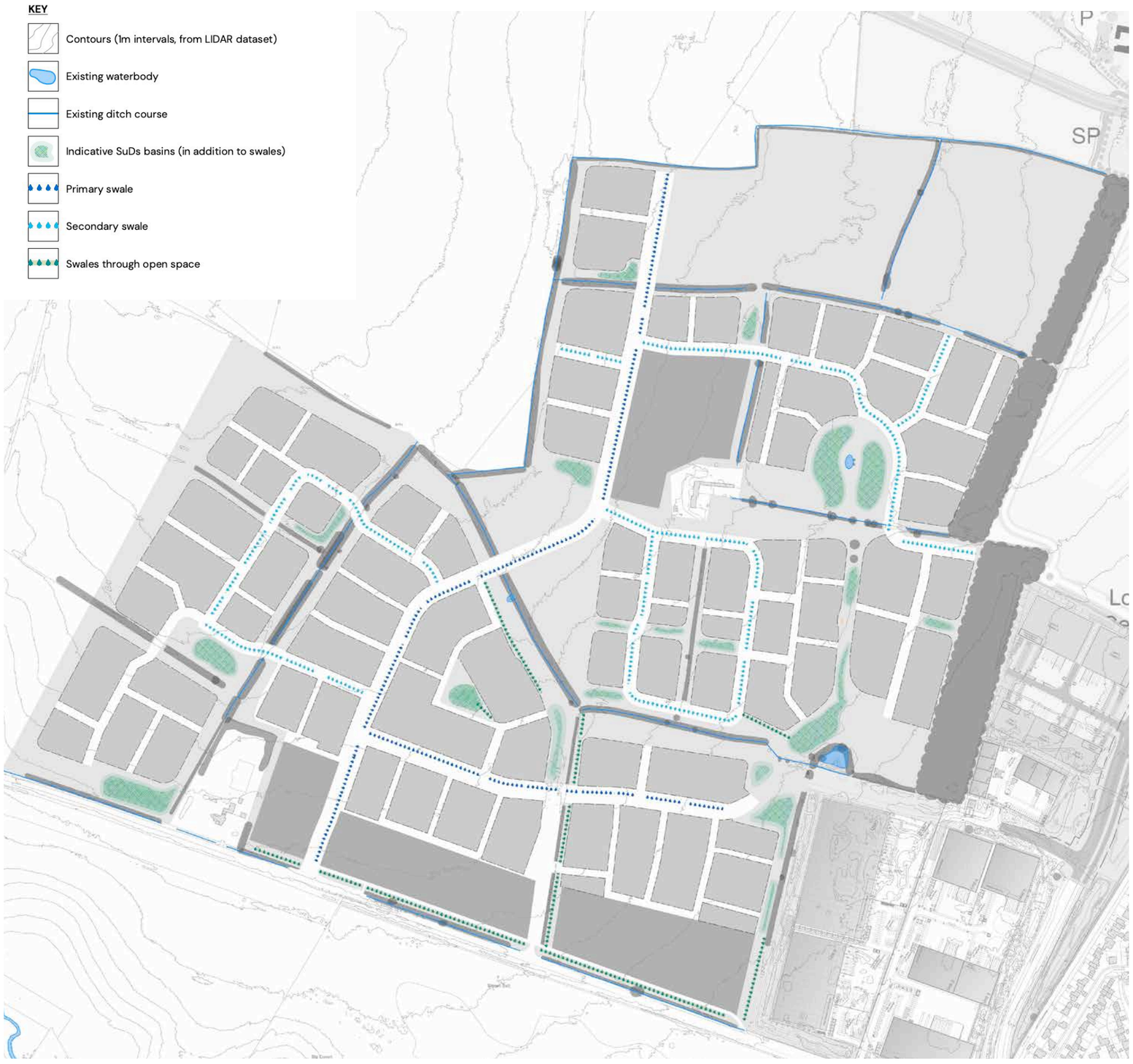
4.58 Moving down the train, filter drains and swales will break up the appearance of the built environment, provide storage and the ability to introduce focal planting where hard paved areas would once have been envisaged.

4.59 Detention basins to be created in line with CIRIA (Construction Industry Research and Information Association) guidance will offer low flow channels, sedimentation forebays and defined wetland areas to ensure pleasant community areas & new habitat can be created.

4.60 The combination of these components will create multifunctional green spaces to assist in the place making of this new settlement.

4.61 The whole strategy will be formed around a whole site ethos rather than phased at a local level to enable efficiency in design and layout whilst limiting discharge rates to the 2l/s/ha rate agreed at outline and also accommodating the flows resulting from the 1% annual exceedance probability rainfall event and a suitable climate change allowance.

✓ ***DP11 – Flood Risk Management***



Drainage Strategy Plan

SuDS Design Coding Principles

4.62 The following SuDS design principles shall be considered during the detailed design stage of the scheme:

- Existing watercourses **will** be sympathetically designed, managed and maintained to ensure habitat is protected where possible, and that future function and capacity is provided;
- Multi-function use of water environment with informal amenity space **will** be prioritised whilst ensuring safe access/egress;
- Pedestrian permeability of the SuDS areas with crossings at suitable points **will** help to prevent land locking areas and ensure the spaces are legible and accessible;
- Viewing & focal gathering areas **should** be provided where larger basins and water bodies are located to encourage local mindfulness;
- Design and character of SuDS components **will** be specific to their location (and should select the most appropriate feature such as attenuation basin, swale, rain garden) within the scheme whilst prioritising the zero carbon principles and integration within the public realm and landscaping.
- Topography of the site and its SuDS features **will** be as gentle and welcoming as possible to avoid the appearance of over engineered solutions. Typically bank slopes of 1:4 **will** be maintained with steepening to no greater than 1:3 per CIRIA guidance if necessary;
- SuDS components **will** include safe egress for wildlife. Where necessary, drainage features **will** be fitted with amphibian ladders to ensure safe passage of smaller animals and amphibians;
- Rain water harvesting **should** be integrated at the detailed design stage in suitable locations;
- Head walls and inlets shall be sympathetically designed to fit in with the surrounding character where feasible in line with adoption requirements. The use of pre-cast concrete and extensive steel safety railings is to be avoided where possible;
- Fencing and kneel rails **will** be kept to a minimum to avoid the restriction of flow from one area to the next; and
- Opportunities to provide interpretation boards to educate and raise awareness of SuDS within public open spaces. Content to include information concerning biodiversity and function, including seasonal variations and safety and shall be implemented as part of the Wayfinding Strategy.

The following pages set out key principles for attenuation basins, swales (primary and secondary).

Attenuation Basins

4.63 Whilst the majority of the treatment of surface water flows is undertaken by the conveyance system through a site, the bulk of the water storage at times of extreme or extended rainfall is provided by the detention basins.

4.64 The basins play a key part in the SuDS chain, with sediment removal, treatment of hydrocarbons and large volumes of storage in addition to their role in biodiversity net gain & habitat creation.

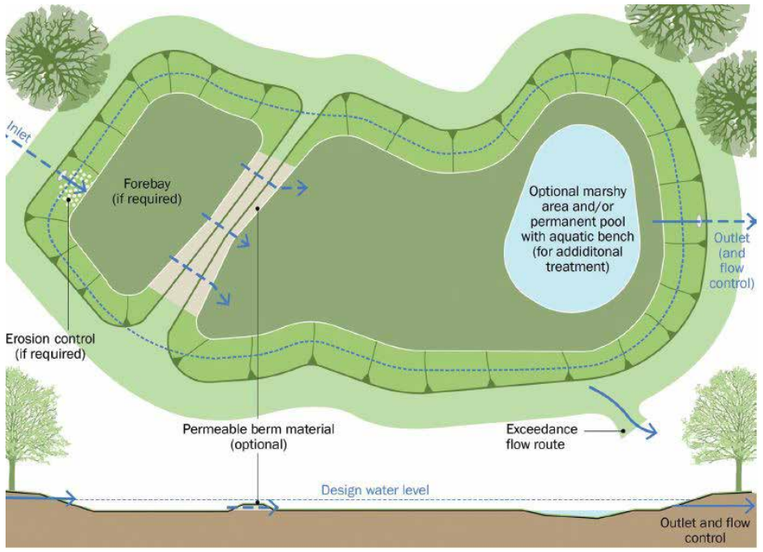
4.65 The basins within the Himley Village Masterplan **will** utilise permanently wet areas for habitat creation, occasionally wet areas for regular attenuation and then areas likely to be rarely wet for time of extreme events of long duration rainfall.

4.66 The ability to provide the three different stages of attenuation is key in allowing for multifunctional spaces rather than single depth basins so these shall be provided wherever space allows.

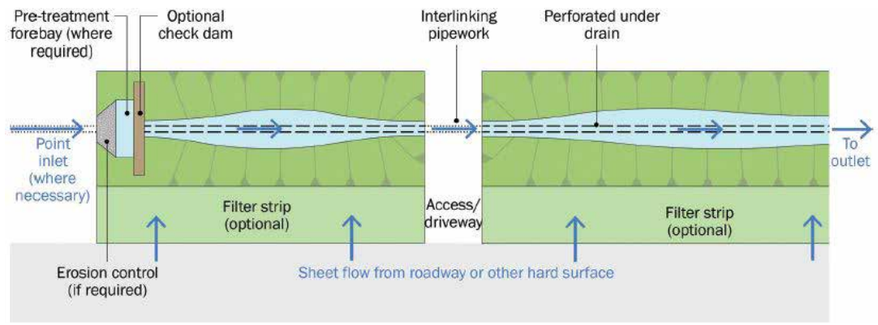
4.67 Basins **should** not have banks steeper than 1:3, with 1:4 being more desirable. Any areas of permanent water **should** be a minimum of 0.75m and there **should** always be slack gradients at suitable locations for emergency egress in the event of somebody falling in.

4.68 Formal and informal planting can be provided to screen headwalls and visually blend any engineered retention that may be required. The basis themselves can be planted internally subject to appropriate drought/inundation resistant species being chosen.

4.69 Informal mown paths **will** be required around the basin to allow for maintenance and these can be merged with pedestrian links throughout the public open spaces



Indicative attenuation basin



Indicative attenuation swale

Primary Swales

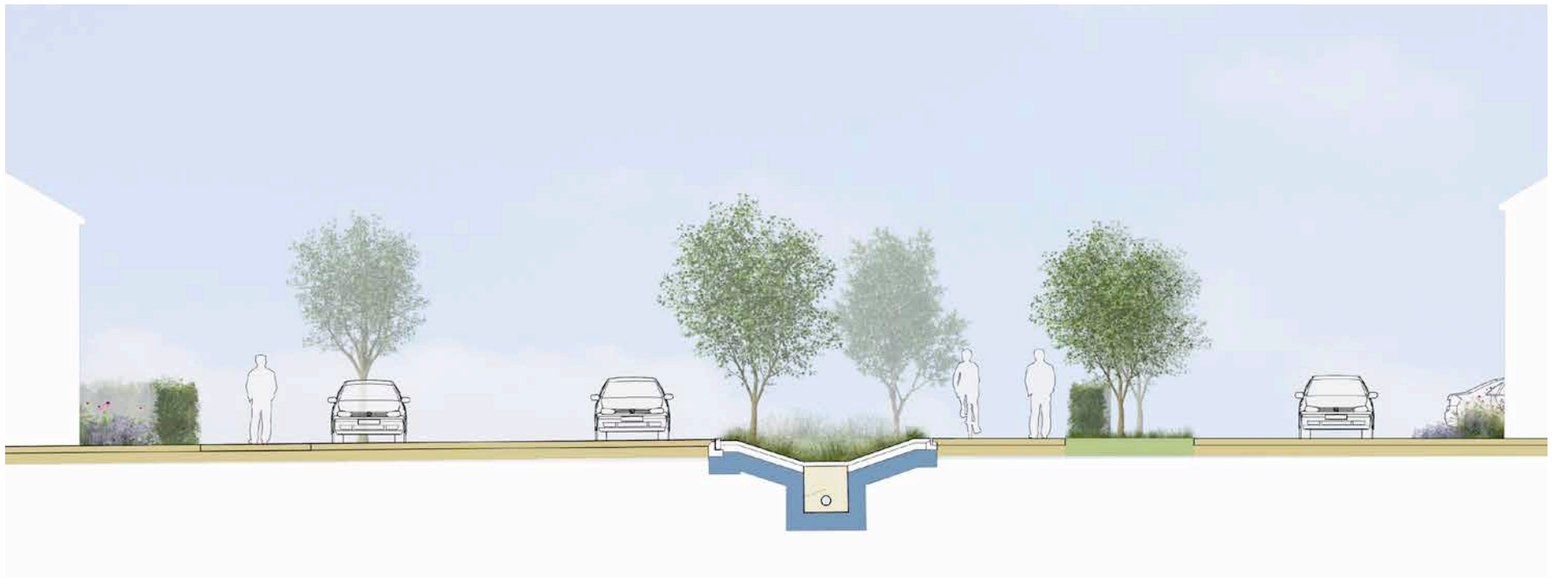
4.70 Situated along the key infrastructure routes of the site, including the two southern access points and the north south/east west spine roads, these **will** be wider and deeper than the swales elsewhere on the site.

4.71 They **will** be situated between the carriageway and the LTN 1/20 compliant cycle routes to break up the built form and allow for tree planting and wild grasses.

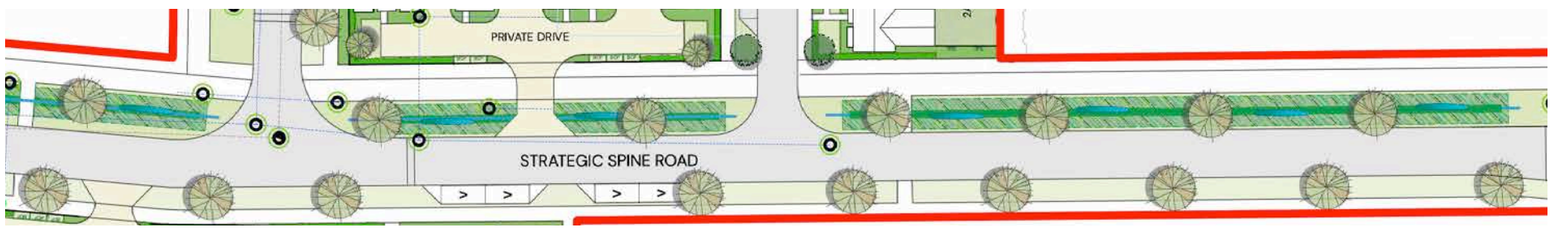
4.72 They **will** typically be very shallow sloped with an expectation of 1:4 and a depth not exceeding 0.75m so that they can be easily mown and maintained. Due to their dual use in serving both highway and private runoff they **will** feature a carrier pipe under them surrounded with gravel to increase storage capacity and accordingly **will** hold rainwater only in the most extreme of events.

4.73 There is no expectation of vehicle restraint systems being required due to the depth and form, however cycle proof knee rails may be required on the offside.

4.74 They **will** ordinarily be fully grassed with occasional trees, which **will** be confined to proprietary tree pits allowing for root protection and drainage to ensure the trees can thrive.



Indicative primary swale section



Indicative primary swale plan

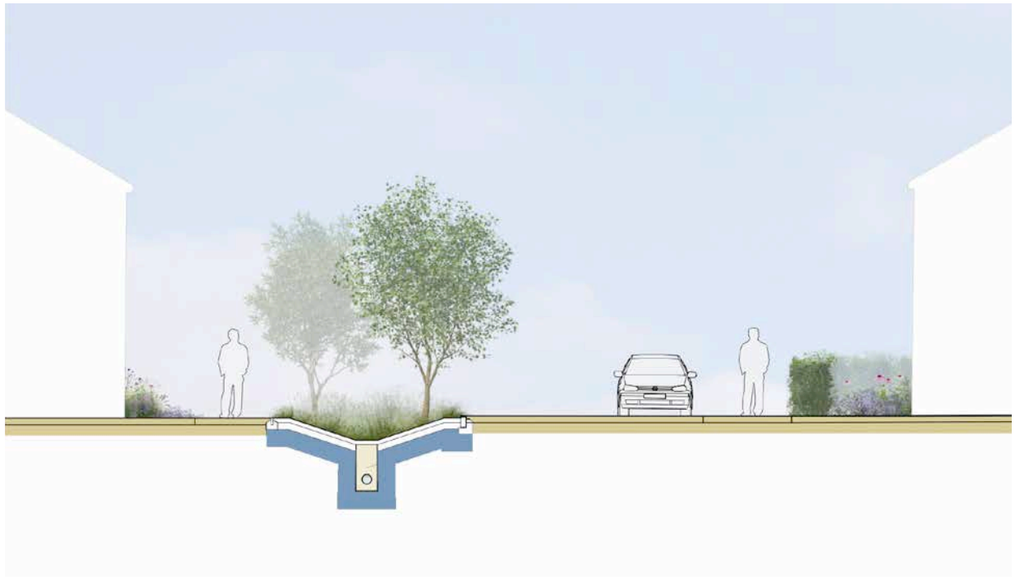
Primary Swales Location Plan

Secondary Swales

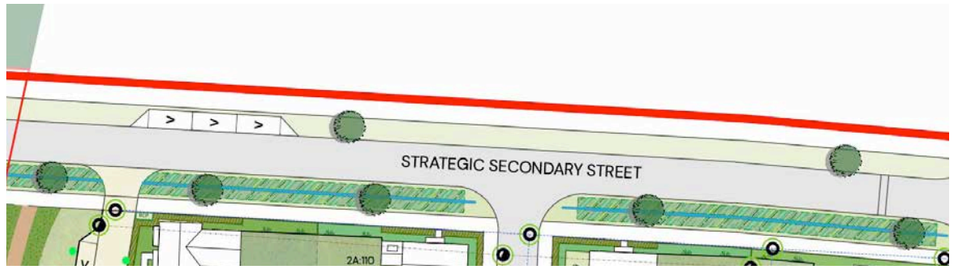
4.75 Typically located along residential roads and throughout public open space, these **will** accept runoff from driveways and immediate surrounding surface as well as conveying flows from further upstream.

4.76 They **will** be limited in width compared to the primary swales but **will** still likely utilise under-drains.

4.77 These **will** often be maintained by a mangaement company where located in POS when they are not adopted under highways infrastructure, and **will** offer a greater potential for planting with smaller shrubs, their locations **will** allow for an increased multi-function role.



Indicative secondary swale section



Indicative secondary swale plan

Secondary Swales Location Plan

EXISTING VEGETATION, ECOLOGY AND BIODIVERSITY

4.78 Habitat protection, enrichment and management considerations have been integrated within the Landscape Strategy which **will** improve the value of the site for wildlife along with new residents and the existing community. The Landscape Strategy has been developed in line with the preceding site specific policy and local planning strategies for NW Bicester. Such measures like the hedgerow buffers, dark corridor, retention and creation of grassland habitats as well as new planting strategies **will** provide a strong landscape framework for the scheme which overlays multi functional spaces such as SuDS, edible landscapes and formal amenity and recreation that creates a truly diverse and verdant scheme.

Baseline

4.79 The application site predominantly comprises of improved grassland, hedgerows and scattered broadleaved trees with ponds, scrub and an orchard also present. Whilst the majority of the site is of low ecological importance, some features for biodiversity value are present.

4.80 In terms of Ecology, no protected sites, including internationally designated nature conservation sites or Sites of Special Scientific Interest, are present within the zone of influence of the site and none are expected to be impacted as a result of the proposal.

Summary of Habitats on Site

4.81 The habitats present on site comprise improved grassland, native species-rich hedgerows, wet ditches and three ponds. The dominant habitat on site is improved grassland with a short sward height. Other habitats consist of deciduous plantation woodland, rough grassland, tussocky grassland, wooded copse and an orchard. A small single storey building is situated in the south of the site. Plant species on site were identified as widespread and common. Hedgerows were identified as native and species-rich. Within the wider area are farmlands with the M40 situated to the west and Bicester town to the east of the site.

"Weave opportunities for habitat creation throughout the development. Plan these as movement corridors to support biodiversity."

Biodiversity Net Gain

4.82 A strategy for the delivery of Biodiversity Net Gain has been produced which **will** provide guidance for the provision of at least +10% net gain across the whole of Himley Village. This strategy **will** include the production of a Biodiversity Net Gain metric for each plot of the development in order to provide certainty that a gain can be achieved with a wider Biodiversity Strategy to be implemented for the site as a whole.

4.83 As part of this Biodiversity Net Gain strategy, features of ecological importance (such as water bodies, hedgerows and trees) are being retained, protected and enhanced as part of the proposals, wherever possible. New habitats of ecological importance would also be created including wild flower grassland and new hedgerow and tree planting which would compensate for losses and provide improved opportunities for biodiversity.

4.84 Specific mitigation and enhancement measures would also need to be implemented with respect to protected species recorded at the site. This includes the provision of a sensitive lighting strategy and the creation of 'dark corridors' along retained hedgerows for the benefit of bats and other nocturnal species as well as hedgerow buffers.

4.85 Mitigation strategies in respect of badgers, reptiles, hazel dormouse and Great Crested Newts **will** also be integrated within the Landscape Strategy, although post development new habitat creation would provide improved opportunities for the protected species anticipated to be present at the site, creating overall gains for biodiversity.

4.86 The following key principles as shown on the Ecology and Biodiversity Features Plan overleaf are core elements of the schemes approach to ecology and biodiversity.

Dark Corridors

4.87 The aim of Dark Corridors is to create a 20m buffer along both sides of the hedgerow to provide habitat corridor forming a foraging and community corridor for bats and other nocturnal wildlife.

4.88 It is recommended that an appropriate sensitive lighting scheme is implemented to retain dark corridors along retained and created habitat, especially around the boundaries of the development.

✓ ***DP9(a) – Tree Planting***

✓ ***DP9(c) – Hedgerows, Dark Buffers and Stream Corridors***

✓ ***DP9(e) - Biodiversity***

Ecological response to the Zero Carbon Strategy

4.89 The recycling of materials (such as leaf litter, fallen branches, and arisings from tree works) **should** be utilised on site for habitat creation and ecological enhancement such as the creation of log piles, hibernacula, bug hotels. This action adheres to the zero carbon approach and ensures that recycling is ingrained where possible within the scheme.

"Biodiversity mitigation and enhancement shall be incorporated into development proposals to provide a net biodiversity gain at Himley Farm in accordance with Development Principle 9 (e)" –

Biodiversity of the NW Bicester SPD.

Ecology and Biodiversity Features Plan

EXISTING TREE AND HEDGEROW STRATEGY

4.90 Existing trees (although infrequent) and hedgerows are present along the existing field boundaries within the site, and around the site's boundary which help to define the existing landscape framework and character of the site. In addition, the young woodland plantation forms part of the eastern edge of the site and is a key opportunity within the Landscape Strategy.

4.91 The overall aim is to maximise the retention of existing hedgerows and the hedgerow trees which has been a key influence on the Development Framework. Any loss in trees **will** be mitigated through the landscape proposals with the aim to maximise biodiversity and provide trees for the future be it trees within public open space and street trees in line with the Eco-Town Principles.

4.92 A BS5837 Tree Quality Survey has also been undertaken to steer the Development Framework, plotting root protection areas (RPAs), canopy extents and mapping the quality and condition of trees in the context of BS5837:2012 criteria.

4.93 There are no Tree Preservation Orders (TPOs) on site and the site is not within a Conservation Area. No Ancient Woodland, no veteran and no notable trees are present within the red line boundary.

4.94 Existing trees **will** be retained and protected from development activities wherever practical, or replaced with new planting in accordance with Policy ESD 13 where losses are unavoidable. The Root Protection Zones (RPZs) of existing trees and hedgerows have been considered within the proposals. The extent of removals **will** be subject to the future detailed design of drainage strategy and associated surveys.

4.95 All development **must** be located outside of RPZs, with arboricultural method statements and sensitive construction considered **should** RPZ's be impact by the detailed design in line with best practice guidance and BS 5837:2012 *"Trees in relation to design, demolition and construction"*.

4.96 The management of the existing tree stock **should** be considered to help ensure the longevity of canopy cover, biosecurity challenges that may affect trees in the future and climate resilience in tandem with new planting aspirations. Diversity of species and choosing the correct species for the scenario is important to ensure the long term canopy cover to compliment the existing tree resource within the site.

4.97 Where any tree works are undertaken that allow for the arisings / tree branches and/or trunks to be reused on site in the creation of ecological features such as log piles and hibernacula this **should** be promoted and undertaken.

Hedgerows

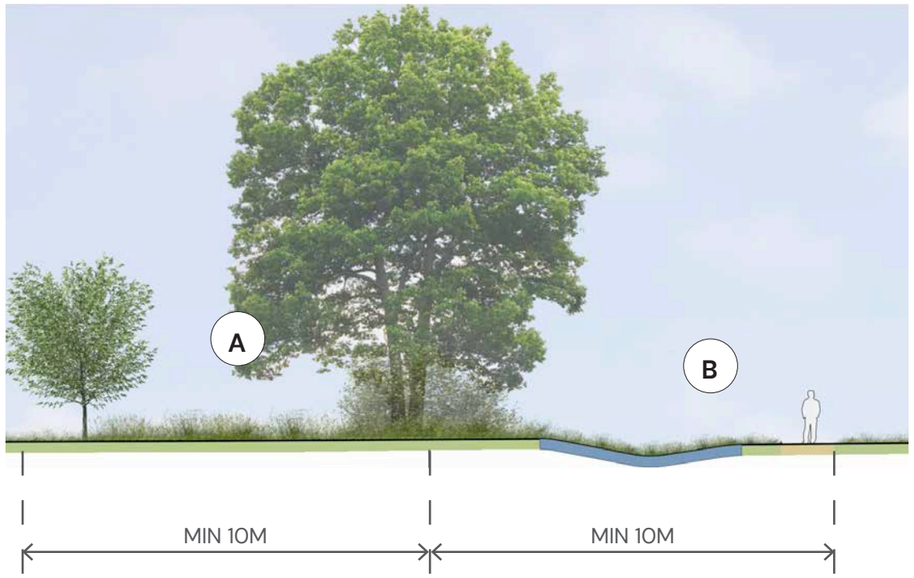
4.98 Hedgerows on site are species rich, providing a high quality established habitat, and a network of green infrastructure of value for facilitating the movement of wildlife across the site. The vast majority of hedgerows on site **will** be retained and incorporated into public open space. Retained hedgerows **will** be protected to BS 5837:2012. Where removal is required species rich native hedgerow **will** be planted.

4.99 Retained hedgerows are to be protected and integrated with the GI network via the creation of buffer zones. These 10m (min) areas besides the hedgerows have been a key framework element in the creation of the Development Framework for the site and shall be protected, maintained and enhanced to provide multi functional green spaces within the GI network.

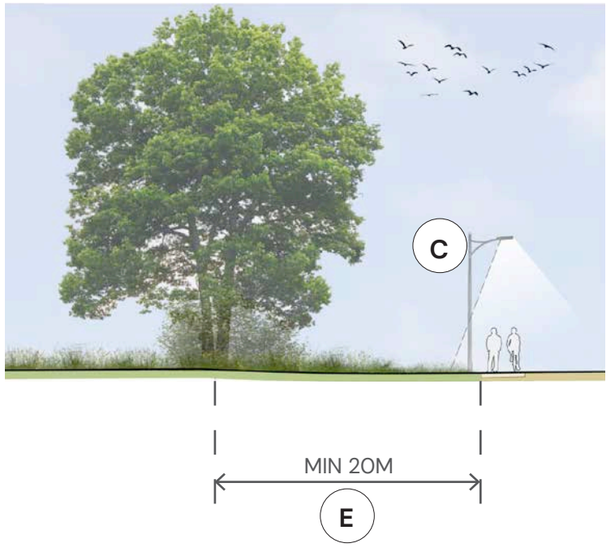
4.100 Hedgerow buffers shall follow the principles below:

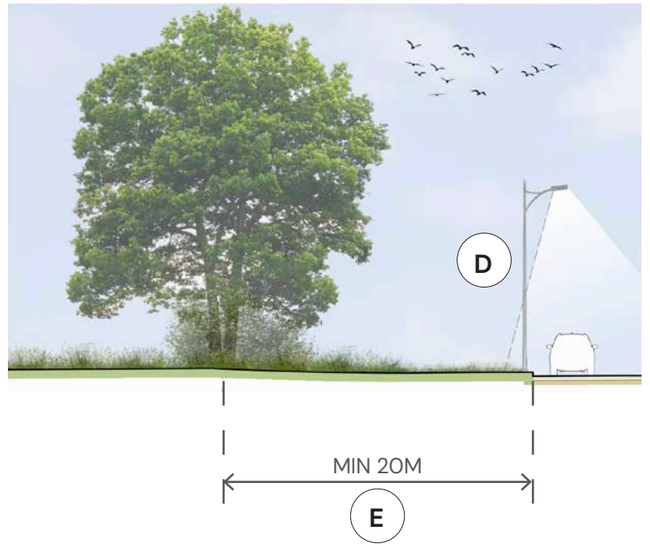
- Minimal lighting with buffer zones (lighting design to work with the movement network to ensure the creation of safe green links);
- Supplementary planting to enrich the existing hedgerows through infill planting (where gappy and fragmented), development of hedgerow ground flora;
- Adjoining development orientated to provide natural surveillance over the spaces with no built development within the buffer zones;
- The root protection zones of existing trees **will** be respected with no built development within these areas;
- Incorporate SuDS features such as swales and drainage basins where necessary to fully realise the conjoined Green and Blue infrastructure;
- Provide pedestrian and cycle routes as necessary to provide a network of formal and informal routes; and
- Provide habitat for wildlife such as foraging and commuting species as well as nesting opportunities through the integration of hibernacula, bird and bat boxes, bug hotels and log piles in suitable locations.

Indicative Hedgerow buffer landscape principles



Indicative Hedgerow buffer landscape principles - within Dark Corridor





A Infrequent individual tree planting with grassland (long and amenity grass subject to location) with long grass adjacent the hedgerow.

B The corridor may include SuDS features, footpaths / cycleways and landscaping features as grassed mounds.

C Where footways within buffer keep to outside edge where possible. Lighting to path to face away from hedgerow with lighting column to have shield to direct light away from the hedgerow to restrict light spill.

D Where edge of buffer is required for highway lighting it should face away from the hedgerow with shield to restrict light spill into the hedgerow.

E Hedgerow buffers along Dark Corridor will provide a minimum of 20m buffer along one side of the hedgerow. Where the hedgerow is double fronted this will equate to a 40m buffer.

✓ ***DP9(b) – Development Edges***

Existing trees should be celebrated as landscape features, and can be used to aid legibility, terminating views along streets. Along with hedgerows they can provide placemaking punctuation across the development, when combined with areas of new tree planting.

This will ensure the longevity of the tree resource across the site, providing a resilient landscape framework, and benefiting the new community at Himley Village.

4.101 The Landscape Strategy **will** include the retention of all ponds, scattered trees and broadleaved plantation woodland and the vast majority of hedgerows. The loss of a small number of minor sections of hedgerow is unlikely to create a significant impact on commuting and foraging bats. Retained habitat of value to commuting and foraging bats is to be buffered from development by the proposed GI network, which **will** include scrub, shrub, and buffer planting along with species-rich meadow grassland

Semi-natural Woodland and Mature Broadleaved Plantation

4.102 The blocks of broadleaved woodland that provide a distinctive edge to the scheme along its eastern edge shall be maintained and integrated into the GI network with the consideration of how the residential edge and open spaces face them and provide connections into them and a landscape resource.

4.103 As such the woodland shall provide a pedestrian route with designated paths and routes limited in order to help minimize disturbance and limit excessive trampling with the aim to help preserve the ground flora. Here, wayfinding and interpretation signage shall help to educate users on the habitats and species present and indicate that this part of the site prioritises nature conservation.

4.104 An integrated program of woodland management can also be sought in relation to retained sections of denser tree cover to enhance the retained tree stock in conjunction with new planting proposals. This can include the coppicing of woody vegetation as part of an integrated management plan linked to the scheme proposals to further enhance diversity in the age of tree stock, promoting tree growth and improving structural diversity in the ground and canopy layers. Selected thinning would also assist with opening up areas that are currently over-shaded to encourage diversity in ground flora.

Edges

4.105 Where new residential boundaries are to adjoin the green infrastructure, sensitive boundary treatments have been considered within the intervening public open space and design principles attached to the residential character types. Here, principles to reduce the potential disturbance effects from members of the public and future residents have been considered. For example, hedgerow buffers, incorporation of new planting, such as the implementation of an eco-tone structure of grasses, shrubs and tree planting where space permits to offer structural diversity.

4.106 Key considerations for the existing Tree and Hedgerow Strategy which includes retention and removal includes:

- Removal of trees (where agreed with the LPA) to facilitate access minimising tree loss through design of routes;
- Removal of Category U trees, and unsafe trees **will** help to ensure user safety in line with best practice. However, if deemed suitable and where appropriate locations are identified (where user safety **will** not be impacted; for example within wooded areas with low public access) there may be opportunities for Category U trees to be retained as standing deadwood stems (monoliths), or for them to be reduced to a safe height to provide an ecological features in line with ecology and arboriculture recommendations;
- Any tree works to be undertaken in accordance with best practice e.g. British Standard for Tree Work BS 3998:2010 (or latest version);
- Protection of existing trees in accordance with BS5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations;
- Where trees are to be removed, reuse on site for habitat e.g. hibernacula, log piles or tree stumps (including chainsaw art) ;
- Tree loss **will** be mitigated through replacement tree planting within areas of public open space. Replacement trees **will** native and semi-ornamental species that offer biodiversity enhancement and the ability to adapt to changing climates and conditions.
- Where non-native tree species are proposed, the aim **will** be to provide tree species with multiple benefits, be it wildlife potential, nectar & pollen resource, as well as physical and visual attributes such as form, seasonal interest and ability to survive in urban settings;

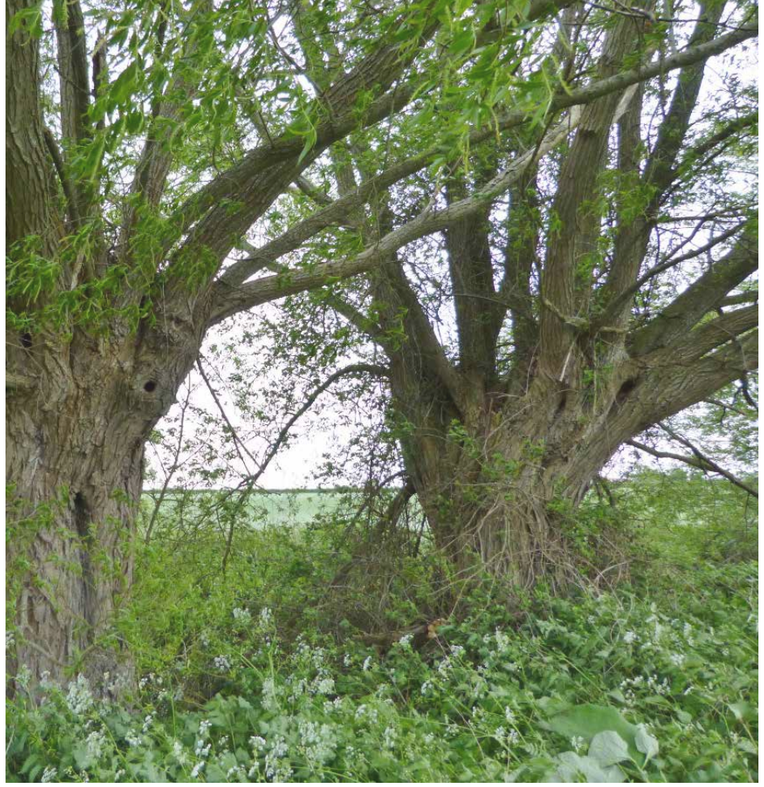
- The existing tree resource **should** be reviewed within the context of climate change and the ability of species to adapt to future stresses and conditions. This **will** be echoed in new tree planting with species carefully considered to ensure climate resilience;
- Design of the green corridors and edges, as well as the development **will** be in accordance with BS5837, with development located outside of the root protection areas; and
- The design of open spaces around existing trees **should** be carefully considered, including no-dig construction methods, and the positioning of seating away from mature trees due to the potential risk of limb loss of the trees.

4.107 The existing trees present within the site and along site boundaries enables residents and visitors to benefit from the instant impact of the mature landscape features. These trees have been considered in the design of the Framework Plan and **should** be given space and designed into "places" to reflect they significance across the scheme. Inherited views to existing trees **will** contribute to the street tree palette, in addition to new tree planting.

4.108 Both native and non-native species **should** be used to help plan a tree resource for the future that can adapt to the pressures of climate change and potential bio-security that may threaten species as seen with Ash Dieback and OPM (Oak Processionary Moth).

4.109 The extent of removals **will** be subject to the future detailed design stage within the relevant reserved matters applications following detailed drainage strategy and associated surveys.

Existing Trees and Hedgerow Strategy



"To reflect the Biodiversity Strategy, native trees and shrubs should be planted on the site particularly within woodland, the country park, the nature reserve, and ecological buffers and corridors but also as a proportion of other plantings".

Development Principle 9 (a) – Tree planting within NW Bicester SPD

✓ ***DP9(a) – Tree Planting***

NEW PLANTING STRATEGY

4.110 The new Planting Strategy for Himley Village shall contribute to the place making and be implemented through the tree, shrub and grassland planting along with street tree strategy (refer to the Street Hierarchy) and residential palettes (refer to the Character Types Section 5 of the Design Code).

4.111 The tree and planting strategy **will** help to reinforce the sense of place, balancing aesthetics, function of tree planting species to provide a successful scheme that is sustainable, and considers the climate for the future in line with the Eco-Town principles. Overall the new planting strategy **will** help provide visual interest, contribute to the enhancement of the existing landscape whilst helping to create inviting places all year round and contribute to a connection with nature that in turn provides wellbeing benefits.

4.112 Key considerations for the new planting within the different landscape typologies include:

- Form, height and shape of tree species, noting mature canopy size and shape;
- Consideration of local character, to provide tree planting in line with the local vernacular and character and maximise biodiversity;
- Seasonal attributes to maximise the sensory qualities of tree planting, e.g. blossom, autumnal colour (as well as leaf fall) or fruiting species to provide visual changes within the landscape;
- Key attributes such as species suitable for urban settings to minimise pollution, as well as planning for sustainability and longevity considering bio security and climate change; and
- Considerations to provide wildlife benefits, i.e. to maximise biodiversity through pollen and nectar resource or through foraging and habitat corridors.

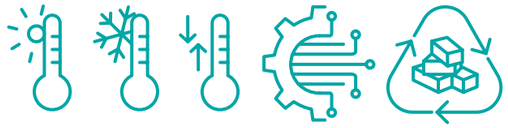
4.113 Distribution of species and planting specification across the palettes **will** aim to provide a balance between instant impact and longevity with smaller planting stock to help ensure establishment whilst mitigating vegetation loss and provide trees for the future. Tree planting methods **will** aim to reduce the risk of vandalism as well as bio-security risk through the over provision of single species and consider climate resilience in species choice.

4.114 The form and composition of the planting in terms of the mix of species with a balance of deciduous and evergreen trees and plants together with plants that flower throughout the year or provide year round architectural form shall be considered at the detailed design stage.

Design Principles and Parameters

4.115 The following design principles are to be taken into account for site wide tree planting:

- Species **should** be chosen in order to provide diversity and net biodiversity enhancement whilst being fit for purpose as well as longevity. New planting **will** prioritise the use of native species to maximise biodiversity gain. However, species **should** be specified carefully to ensure suitability for its location, longevity of tree stock whilst considering the biosecurity of species through diversity (and the avoidance of over-reliance on single species planted en masse) and species that are climate resilient.
- New trees are to be positioned in accordance with the minimum planting distances to reduce and prevent direct damage to services and structures from future tree growth. Tree planting **should** have priority over services and utilities. Services and utilities shall be protected by the use of root barriers, the tree pit design for the proposed trees shall be confirmed at the detailed design stage.
- The design and installation of all hard surface tree pits **should** be in accordance with BS8545:2014 '*Trees from nursery to independence in the Landscape*', and consider best practice guidance for tree planting from the Tree Design & Action Group (TDAG).
- Planting is to follow best practice guidance for sustainability in choice of plant species, mix, planting specification and future resource requirements, including water uptake, but also the technical requirements of the National House Building Council (NHBC) Chapter 4.2 - Building Near Trees.
- The mature size of trees **will** be considered to ensure maximum future canopy to provide visual amenity and ecosystem services. Native species **will** be chosen where suitable for the intended location, having consideration to biodiversity enhancement, with cultivars of species chosen where specific growth habit and appearance are required noting the move to climate resilient planting and future shading implications.
- Trees are to be secured by either above ground stakes or underground guying with trees provided with suitable non-compacted soil volumes to achieve their future potential. Root cells **should** be provided where required to provide additional rooting volume where constrained.
- The sustainability of tree accessories **should** be given weight. For example using hessian spacers and ties. Biodegradable products **should** be used, but where plastic items are used they **should** be recycled.



Zero Carbon

4.116 In relation to the climate resilience and zero carbon approach, the recycling of planting accessories and the right tree selection to respond to climate resilience are all aspects of the planting strategy that have been considered to maximise the response to climate resilience. Futher aspects such as the technical development of new species that provide disease and pest resistance (eg. the introduction of Ulmus 'New Horizon') should be considered at the detailed design stage.

4.117 At the implementation stage, the selection of nurseries to source plant material should be considered in terms of the carbon footprint of procurring the planting as well as the recycling of materials where available.

Grassland Mixes

4.118 Grassland mixes **will** be chosen to accommodate the requirements and to suit the site conditions including level of activity, biodiversity enhancement, function and their management requirement. The grassland species include:

- *Mix 1 - High activity amenity areas 10% small leaved timothy, 45% smooth stalked meadow grass, 25% chewings fescue, 15% creeping red fescue, 5% browntop bent.
- *Mix 2 - General amenity grass: 20% perennial rye grass, 15% small leaved timothy, 40% smooth stalked meadow grass, 20% blend of chewings, 5% fescue & creeping red fescue.
- *Mix 3 - for pitches (football, rugby): 10% 4 turf tetraploid ryegrass, 30% perennial ryegrass variety 1, 30% perennial ryegrass variety 2, 30% strong creeping red fescue.
- Meadow grass - Emorsgate Seeds EG5: for use in areas of informal/semi natural open space and around the amenity green space;
- Wild flower meadow grass - Emorsgate Seeds EM4: for use in informal / semi-natural open space;
- Woodland wild flower mix - Emorsgate Seeds EW1: for use in shady locations such as alongside hedgerows/woodland;
- Wild flower meadow for wetland - Emorsgate Seeds EM8F: for use within the attenuation basins.

* Mixes included from the CDC Landscape Technical specification extracted from Appendix 4 of the S106.

Natural and Semi-Natural Planting Palette

4.119 Native and ornamental varieties of native species **will** be preferred in order to help improve biodiversity and maintain the ecological value of the habitat. Tree species in particular **will** be selected in terms of their naturalistic crown form and large parkland form.

4.120 Native shrub and scrub planting along with hedgerow infill planting and under storey planting **will** be used to reinforce the existing landscape framework and provide ecotones to enhance the existing edges within the site.

Formal Planting Palette

4.121 Ornamental grass and herbaceous shrub planting **will** be used where appropriate to add texture, form and colour to the more formal public open spaces for example within Himley Village Green, and the Neighbourhood Centre.

4.122 Here, tree species **will** be selected to maintain more formal crown shape using more fastigiate forms with strong foliage colours to create seasonal colour and blossom to add visual interest.

Wetland Planting Palette

4.123 Wetland shrubs and aquatic planting within the area of the proposed attenuation basins, to be selected from native species.

4.124 Swale meadow planting to be used across the attenuation area and swale features to add seasonal interest with a variety of colours and textures.

4.125 Aquatic, marginal and structural shrub planting used to mark the change in level at the edge of the basin.

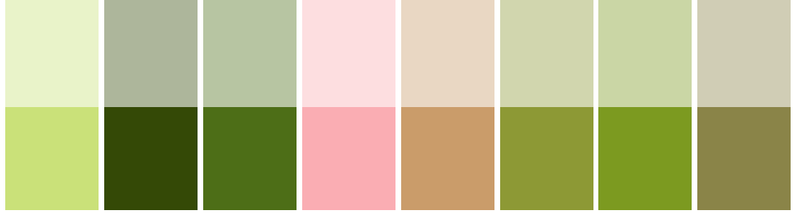
4.126 Proposed trees mark the outer extent of the basins - species to be selected from wetland tolerant tree species.

Edible Species

4.127 Species that provide edible fruit to benefit the new (and existing) community as well as providing a nectar and pollen resource for wildlife **will** be used. Species **will** provide a mix of fruit from Apples, Pears and Plums - all easily recognisable (such as the Discovery Apple, Victoria Plum and Conference Pear) as well as fruiting bushes within the edible landscapes such as blackberries, gooseberries and elderberry.

4.128 Each of the fruit tree varieties **should** be self-pollinating (or mixed across pollinator groups to help ensure success),be medium to smaller growing species with edible fruit and good disease resistance to help ensure the edible landscapes are adopted by the new community.

4.129 The use of edible species provides well being benefits for users which is a key aim for the scheme, with their picking and use encouraged through signage.



STREET FURNITURE AND HARD SURFACING

4.130 The hard landscape and public realm is a key component of place making whilst providing functional elements such as street furniture, signage and wayfinding elements. The type, form and style of the street furniture for the public realm and public open spaces **shall** be chosen to match the character and the function of the space whilst also being inclusive. This means both the placement and design of seating, ensuring it is usable by all, including older people and people with disabilities. This **will** be designed to be regularly spaced along main routes and have sufficient back and arm rests to assist users.

4.131 The routes within the landscape **shall** form a hierarchy of movement routes that promote walking and cycling and consider journeys within the scheme and into the wider area. Footpath and cycle way surfacing shall depend on the type of route, its use and formality within the movement network. The adoption status of the route shall be considered in the specification of the surface type along with the finish to aid future maintenance as well as legibility within the movement network.

4.132 Boundary treatments **shall** be determined at the detailed design stage, and shall be specified in accordance with their function in terms of limiting access, or defining boundaries between the public and private realm along with the character of the space.

4.133 The street furniture palette **shall** provide aesthetically pleasing elements of furniture within the public realm which create a uniform and cohesive material palette for the scheme.

4.134 The indicative palette includes items such as bollards used to deter access, cycle stands **will** be positioned at key locations to help encourage cycling and an array of seating for the public open spaces and public realm areas.

4.135 The configurations of seating and the street furniture palettes **shall** depend on the location, and the requirement within active formal spaces or informal routes and green corridors.

Wayfinding and Signage

4.136 The wayfinding and signage palette **will** need to be considered to ensure continuity across Himley Village and the wider Allocated Site. It **should** provide a co-ordinated approach with the aim to reduce clutter within the streets and public open spaces, whilst being multi functional to provide place making and brand reinforcement for the Eco-Town.

4.137 Signage **will** help to show users routes for walking, cycling and leisure purposes, whilst also directing users to key destinations such as the Mixed Use Area and Primary School to aid legibility.

4.138 There is also the potential to integrate public art where applicable.


A

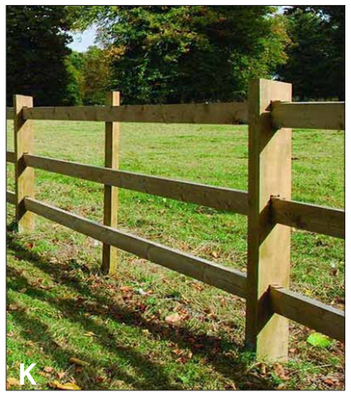

B


C

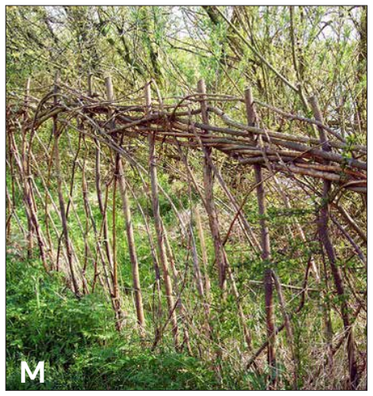

D


E


J


K


L


M

N

O


P

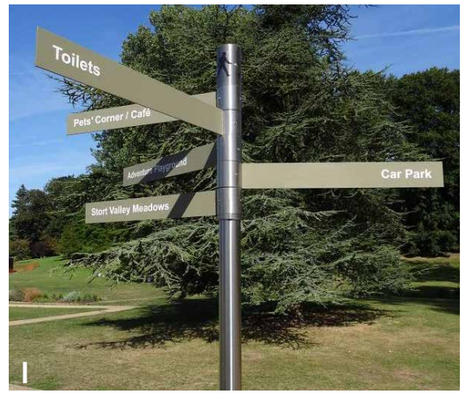

Q


R

F

G

H



I

Precedent Images Configuration of seating to provide options for users i.e. individual seats, seating for up to 3 persons and group gathering seating subject to location

Zero Carbon Approach

4.139 Where able, the sourcing of street furniture, signage and wayfinding elements **will** promote the use of recycled materials and those with a small carbon footprint. Siting of benches and street furniture for users **should** be placed in locations where shade is available.

4.140 Where the carbon footprint of the manufacture/delivery and implementation of street furniture can be reduced this **should** be considered when the items are specified within the RM's and procured.

A - Asphalt surfaces - for formal footpaths / cycleways
B - Asphalt with aggregate
C - Fixed gravel footpaths
D- Self binding gravel footpaths
E - Block paved feature areas
F - Wayfinding bollards
G - Place marker signage
H - Wayfinding / interpretation board
I - Wayfinding fingerpost
J - Timber knee rail
K - Post and rail fencing
L - Estate railing
M - Hedgerows
N - Dog waste bin
O - Litter bins in key locations to include recycling options
P - Cycle stands to provide legible places for users to store bikes
Q - Retractable bollards to help deter unauthorised access
R - Simple timber bollard

"Home grown produce – If managed properly an allotment can produce enough food to supplement a family's weekly shop, with fresh fruit and vegetables over the year. This could be quite a substantial cost saving;"

Development Requirements 7 - Healthy Lifestyles

Extract from the Vision set out within NW Bicester SPD

✓ ***DP7 – Healthy Lifestyles***

EDIBLE AND PRODUCTIVE LANDSCAPES

4.141 The edible and productive landscape at Himley Village comprises a range of open spaces and include Allotments, Community Gardens and Community Orchards as well as edible species scattered throughout the open spaces. The edible and productive landscapes aim to maximise the accessibility of productive landscapes for users and provide ecological benefits via the series of green spaces rather than limiting this to the traditional provision of allotments. The edible and productive landscapes for Himley Village have been developed in line with the Eco-Town Principles and planning requirements as well as officer and stakeholder discussions.

4.142 In terms of quantum, the S106 stipulates that **Allotments** are required to cover ***"[no] less than 1.63ha within the site … that is 'suitable for the growing of fruit, vegetables, trees, flowers either in pots or in communal areas' "*** and that their layout **should** in accordance with the Allotment Specification - Appendix 3 of the S106.

4.143 The extract of the Allotment Specification is included below:

- Level hard surfaced footpath, cycle path access to each allotment site;
- The individual allotment size is to be no larger than the '1 0 pole plot', the standard for England and Wales. This equates to 250m^2, and usually rectilinear in shape;
- Smaller plot sizes **will** be encouraged;
- Paths are to be a minimum of 1 .4m wide and suitable surfaced to allow for disabled access;
- If provided, haulage ways to be 3 metres wide;
- No built structures without approval of the managing body;
- Suitable clean water supply to every site;
- Topsoil to comply with BS3882:2007 Specification for topsoil and requirements for use, and easily cultivated to a depth of 450mm;
- All pernicious, agricultural weeds are to be eradicated;
- Fencing and gates to be provided and capable of being locked. Secure cycle parking to be provided; and
- Availability of allotment holders car parking to be agreed.

4.144 The key landscape design and place making principles for the edible and productive landscapes also have regard for the general best practice guidance, and criteria set out by the National Society of Allotment and Leisure Gardeners (NSALG)) as set out below:

- General characteristics (signage, informal surveillance from neighbouring properties, condition of boundary fencing/walls, hedgerows dense and bushy);
- Accessibility (adequate parking, accessible from adjacent street, wide access routes within site, well-drained surfaced paths suitable for wheelchairs, general accessibility for wheelchairs);
- Facilities (water supply, communal storage facilities, trading shed, arrangements for composting, toilets on site or nearby);
- Amenity value (contribution towards appearance of neighbourhood, relationship to adjacent or linked spaces, value as a visual screen or buffer, value as a noise buffer, relationship with adjacent buildings); and
- Recreational value (informal recreation value, general attractiveness).

4.145 Traditionally, the size of an allotment plot is 250 sq m (10 rods), over time this plot has become unmanageable for some allotment users. *"Given the deficit in allotment space in the urban areas and the fact that there is a waiting list in each urban area"* as identified by the Cherwell Open Space Strategy (2020) it is considered more practical to provide more smaller plots than full sized plots at 250m^2. Hence the ability to divide and subdivide the traditional plots into half and quarter plots has been used within the Landscape Masterplan to help maximise the opportunity for the new community to gain access to allotment plots. However, there is flexibility within the layout of the allotments to be joined to provide a full plot size as required.

4.146 Each of the Allotment, Community Garden and Community Orchard sites are designed to be accessible for residents where users can utilise the green corridors to walk or cycle to the allotments as well as visit the adjacent green spaces which offer more formal and informal recreation opportunities. The edible spaces are scattered throughout the green spaces to reinforce the multi functional and productive landscapes within the public open spaces.

4.147 As per the accessibility standards within Policy BSC 11 Allotments are be within a 10 minute walk (800m) and have minimum size of provision of 0.2 ha.

4.148 Key landscape design and place making principles for the allotments are:

- Plot sizes where appropriate shall be 250 sq. metres (10 rods), 125 sq. metres (5 rods) or 62.5 sq. metres (2.5 rods) where space is limited, with plots further sub divided where necessary. Consideration of raised beds to provide accessible planting beds for users.
- Pedestrian, and vehicle access provided where appropriate, with gravel surfaced car park and cycle stands to encourage walking and cycling to the allotments. Inclusion of disabled parking. Car park to be softened with fence and hedgerow. Gates to enable a secure space.
- Water troughs provided throughout with internal grassed paths between the allotment plots, with a hoggin path to provide a surfaced route through the space.
- Allotments to be bounded by native hedgerow and tree planting with a fence to ensure security and safety from adjacent land uses.
- Tree planting within the allotments boundary hedgerow shall feature edible varieties to maximise the productive landscape, and maximise biodiversity with nectar and fruiting species.
- Plots and allotment infrastructure to avoid root protection areas of existing retained trees.
- The allotments sites **will** be provided with areas for parking.

"Create food growing opportunities such as allotments and orchards on larger developments."

4.149 **Community Orchards** – **will** be recognisable and distinct by their landscape design which shall utilises formal grids of fruiting trees with an understorey of wild flowering grassland / flowering grassland and formal and informal (mown) paths. The location of the Community Orchards compliments the adjacent Himley Farm which is retained but excluded from the Application Site. The landscape buffer required to Himley Farm allows for the siting of the Community Orchard which is considered to be a complementary land use.

4.150 The boundary of the community orchard **will** be clearly defined with a hedgerow which **will** be laid to provide a clear visual and physical boundary. Additional enhancements like bug hotels and log piles **will** also be created within the Community Orchards to provide users with a direct link with nature.

4.151 **Edible landscapes** – the provision of niche edible landscape spaces within green infrastructure network beyond the designated allotments and community orchards sites **will** provide additional fruiting species which are accessible to all. These spaces **will** be integrated within the design for the public open spaces **will** be borderless to enable fruit to be picked ad hoc by users as well as provide a benefit for wildlife. The edible landscapes **will** comprise small groupings of fruit bushes and trees along with signage to denote the edible species and help to provide a connection with nature for users whilst acknowledging the benefits to wildlife with the fruiting, nectar and pollen species. The spaces shall be located beside both formal and informal routes across the site as shown on the Edible and Productive Landscape Strategy Plan.

Zero Carbon Approach

4.152 Water harvesting for use within the allotments and community orchards **will** be achieved through the use of water butts where rain water can be harvested and used by users to reduce the need for mains water.

4.153 Composting and reuse of materials within the allotments and community orchards **will** be required via areas allocated for composting, recycling onsite and recycling via collection (in accordance with the Cherwell disposal and recycling strategy).

4.154 New residents will receive the up to date information regarding recyling opportunities for garden waste and initiatives such as the discounted compost bins via Cherwell District Council's website (correct at the time of writing) to ensure this is promoted across the whole site for users.

Community Allotments at Elmsbrook

4.155 **Community Gardens** have the ability to provide smaller doorstep spaces for the community in which they are located, and further provide edible spaces similar to the ones at Elmsbrook to the north of Himley Village. These smaller spaces are less formal than traditional allotments sites which are easily distinguishable by their secure boundaries and geometric layout. Community Gardens **shall** be small in size and have raised beds that can be adopted by users at a more manageable scale than allotment plots. The boundary of Community Gardens **shall** be low to enable passive surveillance and help remove the potential social barriers attached to allotments.

4.156 The distribution of the edible and productive landscapes are shown on the adjacent strategy plan which shows broad accordance with the approved parameter plans. As per discussions with CDC and the advice of the Design Review Panel the locations of the allotments, their distribution and quantum is required to meet the needs of the S106 and local policy, thus this has been rationalised within the Landscape Strategy for Himley Village.

Edible and Productive Landscape Strategy Plan

HIMLEY SPORTS PARK

✓ *DP9(d) – Sports Pitches*

4.157 Himley Sports Park provides formal sports provision (pitches) totalling 12.18ha in size within the approved parameter plans and the northern part of the site as highlighted within the S106 Agreement. The Sports Park provides the formal pitch provision within the two parcels (known as Area 1 and Area 2) separated by an existing hedgerow with overall space also providing for informal recreation and amenity through the MUGA (multi-use games area) and the combined LEAP / NEAP. The grouping of these uses, along with the potential Community Pavilion and associated car park **will** create a sport and recreation destination within the Eco-Town.

Connectivity of the Sports Park to the North

4.158 The existing northern boundary of the Sports Park comprises a hedgerow, both full and fragmented in places with a further tree belt to the north that overlaps Areas 1 and 2. Due to the wider Bicester 1 Allocation the section of more open hedgerow **shall** be retained without reinforcement planting as to provide a visual link to the Sports Park. The new scattered tree planting and grassland creation parallel to the northern boundary shall provide some visual and physical separation whilst allowing for a degree of inter visibility as to ensure connectivity with the wider Eco-Town site.

4.159 The siting of the Sports Park close to the primary movement route with its segregated cycle routes, footways and public transport provision, and the continuation of the green corridor to the west **will** provide connectivity into the wider Eco Town site via in addition to its position on the pedestrian and cycle network.

4.160 The location of the pavilion within the sport park also encourages active overlooking and provide opportunities for natural surveillance of the MUGA and NEAP/LEAP. It also accords with best practice English and Wales Cricket Board (ECB) and the English Football Association (FA) guidance on the siting of sports pavilions and their preferred orientation.

Wayfinding and Signage

4.161 Signage **will** help to show users routes for walking, cycling and leisure purposes, whilst also directing users to key destinations and aid legibility.

Northern and Eastern Green Edge

4.162 The woodland plantation provides a verdant edge to the Sports Park with a new defined path proposed to allow users within the woodland whilst helping to minimize disturbance to nature. The exact route of the (2m wide) pedestrian path **will** be determined as to avoid tree trunks at the detailed design stage and in line with ecological and arboricultural recommendations. The route **should** also provide for a potential link to the north as to connect into the wider Bicester 1 Allocation and surrounding PRoW Network.

4.163 The area of scrub along the northern boundary **will** be retained in situ and integrated into the planting proposals.

4.164 The landscape design principles for the Sports Park are as follows, with the adjacent context plan:

- Pitches to be laid out in accordance with best practice guidelines, including run off and buffer spaces between pitches within Area 1 and Area 2. As demonstrated on the plan overleaf the pitch layout provides a range of sports in line with FA pitch dimensions and cricket pitch design. The orientation and siting of the pitches provide summer and winter provision as per best practice guidance. Pitches to be arranged in optimum orientation for play and maximise play to Sport England's guidelines.
- No manhole covers or other hardware are to be located within, or closely located to the edge of the sports pitches.
- Gradients across the line of play to meet sport requirements i.e. the playing surface **should** be no steeper than 1:80 - 1:100 along the line of play and 1:40 - 1:50 across the line of play.
- Existing trees and new tree planting around the periphery of the Sports Park are to be maintained to ensure user safety including no overhanging branches that could limit the use of the pitches.
- The existing hedgerow and field ditch that dissects the two parcels of the Sport Park is to be retained in situ to provide a naturalistic edge to the space, with supplementary scattered tree planting. Mown paths shall provide informal routes in addition to the 3m shared pedestrian / cycleway which forms part of the site's movement network.
- Landscaping is used to define the boundaries of the space in combination with the retained field boundaries that provide verdant boundaries to the Sports Park along with the woodland plantation along the site's eastern edge. The edges of the space **will** be naturalistic in character with the playing field areas transitioning from amenity sports grass to long mown grass with mown paths. The direction and routes of the mown paths have the ability to evolve over time in line with use. Around the edge of the space fruiting trees **will** be planted within the naturalistic edge as part of the edible landscapes providing benefit to users and wildlife **should** the fruit be eaten by wildlife.
- Landscaping and/or street tree planting **will** break up the area of parking around the (potential) Community Pavilion and help to reinforce the sense of arrival for users from the Primary Street.
- The space **should** be designed to be inclusive for all, with best practice and guidance such as Make Space for Girls considered to ensure spaces are welcoming.
- Seating opportunities and bins shall be provided for users to help provide natural surveillance over the pitches and spaces within the Sports Park. To prevent and discourage dog fouling and littering within the Sports Pitch there **will** be adequate provision of dog bins, signage and litter bins.
- Vehicles including caravans, motorbikes and cars **will** not be permitted onto the sports pitches except for maintenance and emergency vehicles.
- The LEAP / NEAP **will** provide a destination play space for users. The MUGA provides a surfaced space for play and shall include sports markings for a range of sports (to be confirmed at the detailed design stage).

Community Pavilion

4.165 Should a Community Pavilion (total area of 0.2ha as required by S106, Schedule 4) be provided within the site, this could be located off the Spine Road within the Sports Park as set out within the approved parameter plans. The provision of the Community Pavilion is to be confirmed with the surrounding developments.

4.166 Specific design principles (extracted from the S106) that relate to the Community Pavilion include the below points (noting this is not an exhaustive list).

- The requirement to be DDA (Disability Discrimination Act) compliant in design and achieve BREEAM Very good with the capability of achieving Excellent, in line with the Cherwell Local Plan (July 2015) and NW Bicester SPD (February 2016).
- Appendix 11 of the S106 Community Pavilion brief sets out the requirement for the building (e.g. overall size of 550m² GIA) and is to include the following accommodation and spaces: reception / foyer area, Cafe / bar (with kitchen), main communal / social space, administrative office with secure storage. Changing rooms, showers and lockers **will** be provided unisex, disabled toilets - to include baby changing facility as well as a first aid room with defibrillator.
- High speed fibre broadband, Wi-Fi and networking **will** be provided along with a plant room for electrical and mechanical equipment.
- There **will** also be secure, covered storage for bicycles, mobility scooters and pushchairs.
- The external works area is to be 1250m² in size and shall comprises 25 standard parking bays with 1 disabled bay, 2 mini-bus bays, cycle parking to accommodate 40 bikes and drop off zone.

4.167 The exact mix of pitches to be provided and the sports pitch layout is subject to Cherwell District Council Sports Studies.

KEY

- Green Infrastructure
- Proposed combined NEAP / LEAP
- Sports Park
- Proposed MUGA (multi-use games area)
- Community Pavilion located within Sports Park
- Hedgerow buffer
- Edible Landscapes
- Ecological enhancement
- Cycle connections to link into existing provision
- Movement network
- Vehicular connections (into the wider allocation)
- Pedestrian connections (into the wider allocation)

Potential zone for the pavillion to ensure access is provided

Potential for edible tree planting to supplement parkland style planting around the periphery of the sports park

Potential location of MUGA and NEAP within the Sports Park to co-locate recreational uses to help further define the destination space

Sports Pitches Area 1

6.14ha as per S106 requirement

Sports Pitches Area 2

6.04ha as per S106 requirement

0.25ha

Wayfinding to provide legible connections to the wider Eco-Town

Existing gaps in vegetation to be used to aid circulation

Potential location for sports park kiosk/shelter, subject to discussion with LPA officers

Retention of existing woodland along the Sports Park's eastern edge - to provide biodiversity enhancement

Retention and enhancement of existing hedgerows to provide a landscaped edge to the space within green corridors

ALDERSHOT FARM

GOWELL FARM

SP

Extract of the Illustrative Landscape Masterplan

Shows an indicative layout of Sports pitches which could be provided within the available space.

Pitch layout shown indicatively comprises:

- 8 wicket Senior Cricket pitch
- U15/16 Football pitch
- U13/14 Football pitch
- 2no. U9/10 Football pitch
- U17/18 and Senior Football pitch
- Senior 7/10/15 a side Rugby union pitch

Sports Park Context Plan

Sports pitch layout is subject to Cherwell District Council Sports Studies.

05 Access & Movement Codes

05 Access & Movement Codes

5.1 The proposals **should** encourage transport via sustainable modes, with the provision of safe and secure routes for both pedestrians and cyclists integrated into the proposals.

5.2 High quality leisure routes **will** be provided throughout the site, encouraging healthy and active lifestyle choices close to dwellings.

5.3 The internal street network **shall** provide a series of connected "loops" within the site, providing a choice of routes and access options wherever possible.

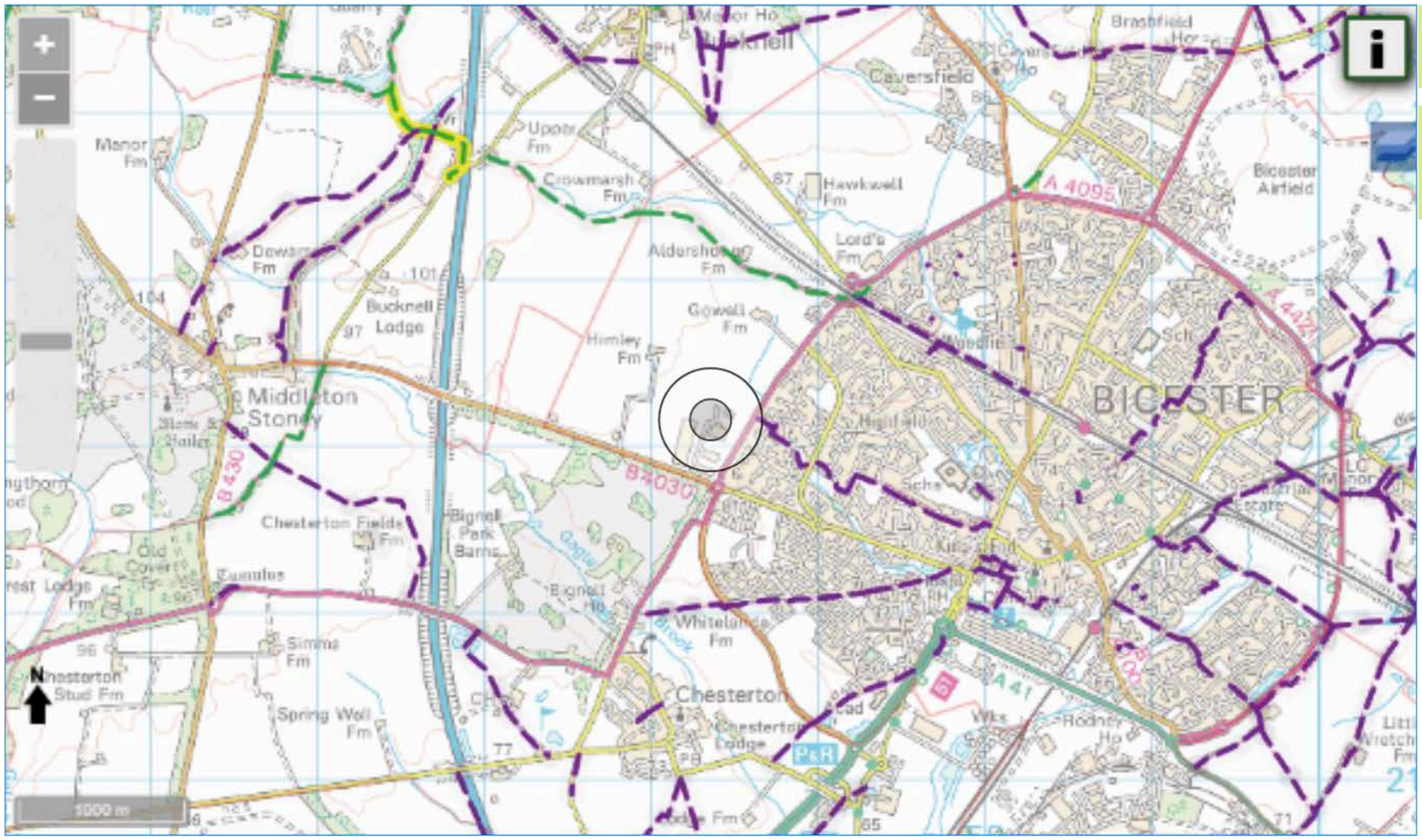
5.4 Streets and spaces **will** positively address existing elements of green infrastructure, with existing tree and hedgerow planting incorporated into public open space wherever possible.

EXISTING CONTEXT AND ACCESS TO FACILITIES

5.5 Existing facilities in Bicester and the wider surrounding area **should** be easily accessible and the preference **should** be for journeys to be made by sustainable modes of transport wherever possible. Routes **will** be designed with pedestrian and cycle priority.

5.6 The proposed development **should** be easily accessible by direct, safe and legible routes which minimise vehicular movements and encourage cycle and pedestrian priority across the site.

5.7 Existing local sustainable connections surrounding the site are shown in the plan opposite.



Oxfordshire County Council – Public Right of Way Map

✓ ***DP6 – Transport, Movement and Access***

✓ ***DP6(c) - Proposed Highways Infrastructure – Strategic Link Road and Proposed Highways Realignments***

"Look beyond the red line that marks the extent of your site. Ordnance Survey maps along with satellite mapping software such as Google Earth are useful tools to help you understand the wider context and how you can best stitch a new development into a place."

"Identify the places, facilities and services you need to connect to."

KEY

- Existing bus stop adjacent to allocation area
- Existing rail station
- Existing railway
- Existing PRoW - footpath (off site)
- Existing PRoW - bridleway (off site)
- Existing PRoW - byway (off site)
- National Cycle Network [NCN]
- Existing shared use pedestrian/cycle route
- Existing pedestrian route
- Primary vehicular, bus, ped and cycle access point
- Secondary vehicular, ped and cycle access point
- Future connection
- Existing uncontrolled crossing points
- Proposed pedestrian and cycle routes
- Potential realignment of Howes Lane (by others)
- Mobility hub

LOCAL FACILITIES

- Nursery/pre school
- Primary/junior school
- Secondary school/college
- Library
- Doctors/hospital
- Pharmacy
- Convenience shop
- Supermarket
- Post office
- Pub/restaurant
- Place of worship
- Petrol station
- Public EV charge point

Existing context and facillities plan

✓ *DP6 (a) – Sustainable Transport – Modal Share and Containment*

✓ *DP7 – Healthy Lifestyles*

ACCESS STRATEGY

5.8 Opportunities for links to existing Public Rights of Way (PRoW) within the vicinity of the site **should** be maximised wherever possible.

5.9 Existing PRoWs surrounding the site are shown in the plan bottom right.

5.10 The existing track from Middleton Stoney Road (B4030) to Himley Farm **will** remain an access and landscaped route within the green infrastructure network.

5.11 New pedestrian and cycle access points into the development **will** be provided at the main vehicular access point in the south-west of the site. It **will** be complemented by an additional new pedestrian/ cycle access point in the south-east of the site, and pedestrian/ cycle access at the secondary vehicular access onto Middleton Stoney Road.

5.12 A clear, legible hierarchy of cycle and pedestrian movement routes **should** be developed across the site.

5.13 New connections **will** provide key links to community destinations, as well as facilitate links to the existing PRoW network in the wider allocation area and off-site destinations, and all routes **will** be:

- Integrated into the public open space proposals;
- Well overlooked by surrounding development;
- Provide clearly defined pedestrian and cycle routes to key links; and
- Be accessible to all users and abilities.

5.14 In addition to the provision of dedicated pedestrian and cycle routes, users can also utilise the street network. Streets **should** be well overlooked by dwellings and have appropriately located public realm elements, such as street furniture and signage, to help facilitate journeys.

5.15 The proposed access arrangements are intended to be compliant with the core design principles of LTN 1/20, helping to maximise the uptake of active travel and promote healthy lifestyle choices.

5.16 Access for Non-Motorised Users (NMU's) has been prioritised within the Framework Plan with a coherent on-site network included, offering pedestrians and cyclists direct routes to key community destinations and services.

5.17 The key principles set out within the LTN 1/20 guidance (Coherent, Direct, Safe Comfortable, and Attractive) are fully embedded within the masterplan and the proposed non-vehicular routes have been carefully selected to align with key desire lines within the site and towards existing off site facilities.

5.18 The intention is to provide a high quality network that is comfortable and attractive so appropriate widths have been selected for the new routes, in accordance with the guidance, and also embracing the principles of Gear Change policy which advocates doubling the uptake of active modes of travel in comparison with 2011 Census mode shares.

MOBILITY HUBS

5.19 A series of Mobility Hubs **will** be strategically placed across the site, and **will** seek to provide and encourage multi-modal transport use across, to and from the site, reducing the number of trips undertaken by private vehicles. The OCC Mobility Hub Strategy (July 2023) defines a Mobility Hub as the following:

> ***"A mobility hub is an area in which a variety of transport modes and community assets are co-located for seamless interchange. These facilities provide added benefit to communities and combined they make up an easy-to-use transport network."***

5.20 Across the Himley Village site a series of "suburban and rural hubs" are proposed (primarily along the primary movement route). The hubs **will** feature at least 2 items from the following 4 categories, as set out in the OCC Mobility Hub Strategy:

- Public Transport Components
- Non-Public Transport Components
- Transport-Related Component
- Community Assets

ACTIVE TRAVEL STRATEGY

5.21 The following access measures are proposed as part of the active travel strategy for the site, in addition to the mobility hubs:

1. **South-eastern access point** – to include pedestrian and cycle access
2. **Eastern active travel link** - 3m shared use pedestrian/cycle route linking Middleton Stoney Road to the Spine Road (east-west)
3. **Middleton Stoney Road east** - to include vehicular, pedestrian and cycle access provision
4. **Middleton Stoney Road west** - to include bus, vehicular, pedestrian and cycle access provision
5. **Spine Road (north-south)** - with segregated north and south bound one-way cycle routes, footways to both sides, and road designed to accommodate bus route
6. **Strategic Secondary Streets** - One segregated two-way cycle route and footways to both sides
7. **Spine Road (east-west)** - One segregated two-way cycle route, footways to both sides and road designed to accommodate bus route
8. **J1 future access** - providing future bus, emergency vehicular, pedestrian and cycle access
9. **Shared use path through open space** - 3m shared use pedestrian/cycle routes through open space
10. **Cycle routes on street** - lower category roads design to accommodate cycles, due to low vehicular speeds and number of movements
11. **J2 future access** - providing future vehicular, pedestrian and cycle access
12. **Key link through open space** - 3m two-way segregated cycle way and seperate 2m wide footway
13. **Potential future pedestrian/cycle access** - subject to design of adjacent application
14. **J3 future access** - providing future bus, vehicular, pedestrian and cycle access
15. **J4 potential future access** - providing future vehicular, pedestrian and cycle access

Active Travel Strategy Plan

HIMLEY VILLAGE, BICESTER

CYCLE ACCESS STRATEGY AND LTN 1/20 COMPLIANCE

5.22 Key cycle links through the development **will** complement the existing National Cycle Network in Bicester. Reflecting desire lines to local facilities and services the proposed routes **will** provide clearly sign posted sustainable transport links and provide access to key destinations both on and off-site.

5.23 Both north-south and east-west cycle routes **should** be provided across the development. The network of cycle routes provided **will** enable the site to be LTN1/20 compliant.

- North-south cycle route – the main access into the site is taken from the south (off the B4030) providing segregated 2m wide one way cycle routes on both sides of the carriageway. The segregated cycle routes **will** link all the way up to the northern site boundary.
- Cycle link adjacent to the B4030 – providing a 4m wide shared pedestrian / cycle footway link from the site accesses to the southern part of Empire Road in the east. This is compliant with LTN 1/20 for peak hour 2-way cycle flow of over 1000+, as per Table 5.2 Cycle lane and track widths in LTN 1/20 (included right).
- East-west cycle route – a segregated 3m wide two-way cycle route **will** be provided on one side of the east west primary movement route. The segregated route **will** link to the future access on the eastern site boundary.
- Internal routes - a network of additional segregated 3m wide two-way cycle route **will** be provided adjacent to strategic Secondary Streets.
- Further 3m wide shared use pedestrian/cycle routes **will** also cross the site. Some of these are located adjacent to road and some cross through areas of open space. This is compliant with LTN 1/20 for peak hour 2-way cycle flow of 300-1000 cyclists as per Table 5.2 in LTN 1/20 (shown in the table below).

5.24 The above cycle routes **will** link / connect to existing local and national cycle routes connecting to the site to Bicester town centre.

5.25 As well as the routes identified here, cycle access **will** also be provided at all vehicular access points, and other cycle routes through the development **will** be available through the network of proposed streets (with provision for on carriageway cycling).

5.26 The Design Code shows connectivity in line with the cycle access principles set out in LTN1/20.

5.27 Final details of adoption and route formation are to be resolved at the Reserved Matters and/or detailed stage. A balanced approach **will** be required with consideration for place making alongside the needs of connectivity.

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

LTN 1/20: Cycle lane and track widths

"Cycle friendly streets (see Local Transport Note 1/20) with pedestrian and cycle priority (and protection) with across junctions and side streets."

KEY

- Existing hedgerow gap/field access retained in-situ to provide ped/cycle access through POS
- Primary vehicular, bus, ped and cycle access point
- Secondary vehicular, ped and cycle access point
- Future connection
- J1 Junction 1: Future bus, emergency vehicular, ped and cycle connection (to be completed by occupation of 920th dwelling)
- J2 Junction 2: Vehicular, ped and cycle connection (to be completed by occupation of 920th dwelling)
- J3 Junction 3: Future bus, vehicular, ped and cycle connection (to be completed by occupation of 1,220th dwelling)
- J4 Junction 4: Future vehicular, ped and cycle connection (to wider Bicester 1 Allocation)
- Potential realignment of Howes Lane (by others)
- Mobility hub
- Proposed ped/cycle access point
- 2m segregated one-way cycle route and 2m Footway (to be on either side of Spine Road North - South)
- 3m segregated two-way cycle route to one side, and 2m footway to both sides
- 4m shared use ped/cycleway
- 3m shared use ped/cycleway
- 3m two-way segregated cycleway and seperate 2m wide footway
- On street cycle link
- Future ped/cycle access point to wider Bicester 1 Allocation
- Future connection
- Existing uncontrolled crossing points

Note: In addition to the on street routes identified here, other cycle routes through the development will be available through the network of proposed streets (with provision for on carriageway cycling).

Strategic Cycle Access Strategy Plan

PEDESTRIAN ACCESS STRATEGY

5.28 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document "Providing for Journeys on Foot" (2000).

5.29 In terms of commuting journeys by foot; the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

5.30 Paragraph 2.3 of TA91/05 Provision for Non-Motorised Users states that 'Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles' (3.2km).

5.31 Paragraph 2.2 of TA91/05 states that 2 miles is 'a distance that could easily be walked by the majority of people' and (at paragraph 2.3) that 'Walking and rambling can also be undertaken as a leisure activity, often over longer distances'.

5.32 In relation to shorter trips in particular, the CIHT publication Planning for Walking (Section 2.1) states that across Britain about '80% of journeys shorter than 1 mile are made wholly on foot'.

5.33 Walking catchment plans can easily assess the approximate distances available by foot. The adjacent plan shows the 2km walking catchment from the development, which illustrates the areas which lie within a reasonable walking distance.

5.34 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" **should** have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

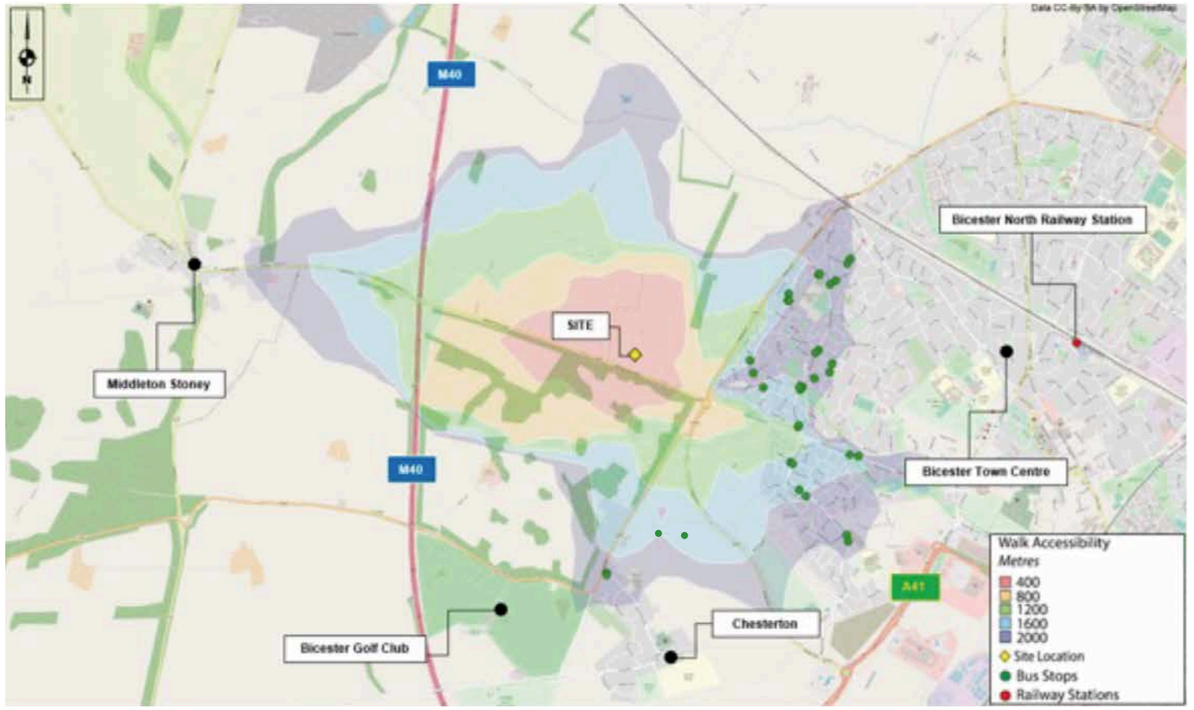
5.35 The tertiary streets **will** be a single level surface with footways on both sides and **will** be designed to constrain vehicle speeds to 15mph to create an environment cyclists can mix safely with vehicles on the carriageway. Lower category street can be designed as shared surfaces creating a comfortable and safe environment for pedestrian, cyclists and slow-moving vehicles (approximately 5mph) to mix.

5.36 To ensure pedestrian and cycle routes within the street network are well used and fit for purpose it is proposed they are well lit, use high quality surface materials and ensure natural surveillance. Safety of pedestrians and cyclists **will** be ensured by providing routes of adequate widths and with numerous crossing points. Additionally, traffic calming measures **will** be implemented along the primary and secondary streets to reduce vehicle speeds and maximise pedestrian cycle safety across the Himley Village development.

5.37 It is important to create continuous, clear, well-lit and attractive walking routes with good sight lines which **will** aid wayfinding, as people feel safer on streets and in spaces where there are other people around.

5.38 The way that streets join to each other and the way that people are able to cross streets and access points all have an important influence on walking and cycling. The choice of junctions also influences where built form may be positioned and so the quality of the street as a public space.

5.39 As can be seen from the plan below there are bus stops available within the 2km catchment which is still considered to be within the upper limit of reasonable walking distance (from Manual for Streets [MfS] Guidance). The proximity to this local bus network, in addition to the proposed stops to be provided on site for pedestrians to travel further afield which enables access to be gained to a variety of local destinations.



2km Walking Catchment

KEY

- Existing uncontrolled crossing points
- Existing hedgerow gap/field access retained in-situ to provide ped/cycle access through POS
- Existing PRoW - bridleway (off-site)
- Existing PRoW - footpath (off-site)
- Primary vehicular, bus, ped and cycle access point
- Secondary vehicular, ped and cycle access point
- Future connection
- J1 Junction 1: Future bus, emergency vehicular, ped and cycle connection (to be completed by occupation of 920th dwelling)
- J2 Junction 2: Vehicular, ped and cycle connection (to be completed by occupation of 920th dwelling)
- J3 Junction 3: Future bus, vehicular, ped and cycle connection (to be completed by occupation of 1,220th dwelling)
- J4 Junction 4: Future vehicular, ped and cycle connection (to wider Bicester 1 Allocation)
- Potential realignment of Howes Lane (by others)
- Mobility hub
- Proposed ped/cycle access point
- 4m shared use ped/cycleway
- 3m shared use ped/cycleway
- 3m two-way segregated cycleway and seperate 2m wide footway
- 2m pedestrian route
- Future ped/cycle access point to wider Bicester 1 Allocation
- Future connection
- B Existing bus stop adjacent to Allocation area
- B Proposed bus stop

Strategic Pedestrian Access Strategy Plan

✓ *DP6 (d) – Public Transport*

PUBLIC TRANSPORT STRATEGY

5.40 Access to public transport is key to providing people with choice for everyday journeys beyond the immediate neighbourhood such as to town centres, schools and employment locations. Good access to public transport helps to reduce the reliance on the private car.

5.41 A site or location has good public transport accessibility when dwellings have a public transport stop within walking distance. The distances that people are prepared to walk from their dwelling to reach public transport are determined by the nature and quality of the public transport service, how attractive and safe the walk feels, and the total length of their journey. Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) than to a bus stop (5 minutes).

5.42 There are a number of bus stops available within the 2km catchment which is still considered to be within the upper limit of reasonable walking distance (from Manual for Streets [MfS] Guidance).

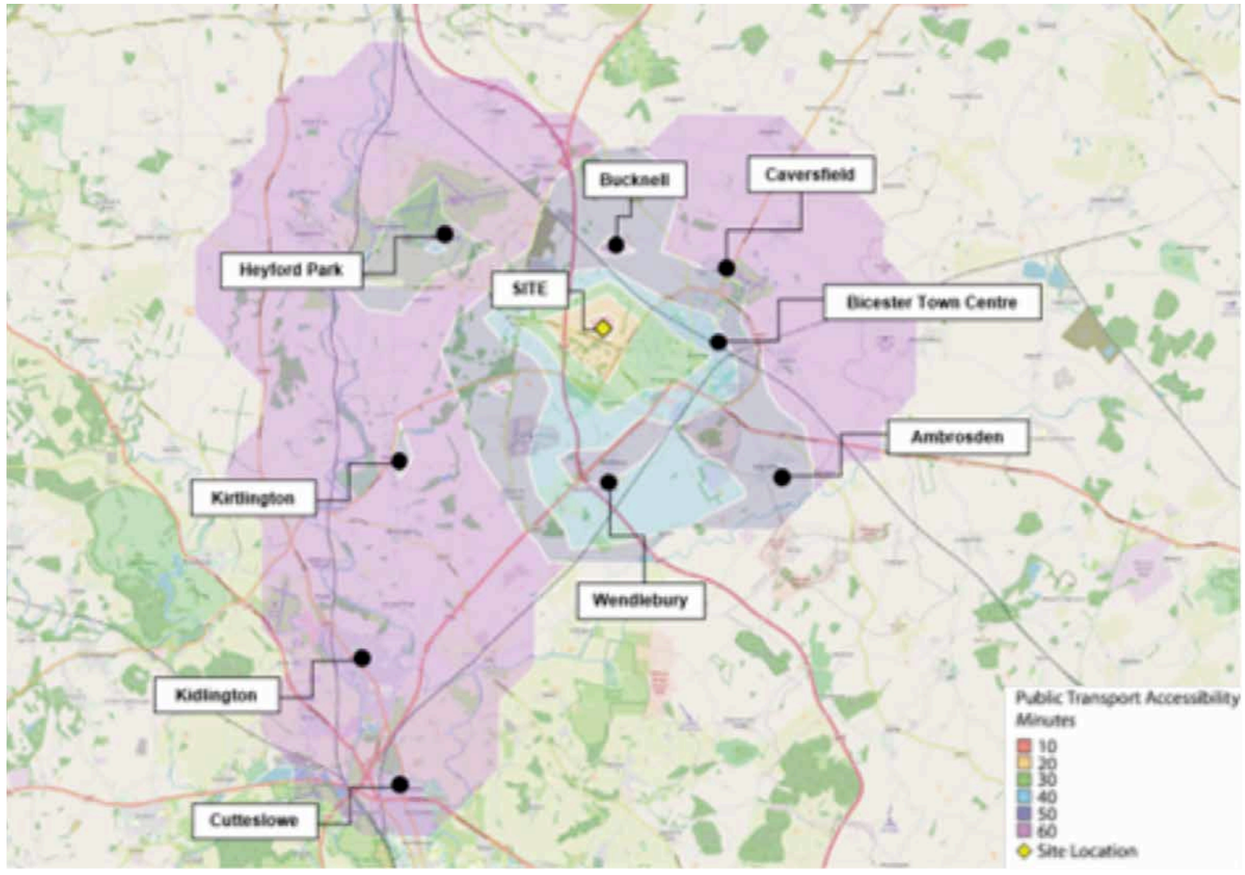
5.43 The nearest bus stop is located to the south of the site on the B4030, approximately circa 750m from the primary access and 400m from the secondary access.

5.44 Public Transport catchment plans can easily assess the approximate distances available by public transport. The plan opposite shows the existing 60-minute public transport catchment from the development.

5.45 Proposed bus stops are shown on the Public Transport Strategy Plan (presented opposite). New stops **will** be located along the north-south and east-west primary moment route. All bus stops **should** have visitor cycle parking located nearby, in order to facilitate ease of journeys by sustainable modes.

5.46 The future vehicular connections that **will** be provide to the north and east of the site **will** both be capable of accommodating bus routes.

5.47 The future build out of the development includes provision of a bus link outside of the Himley Village development from the re-aligned Howes Lane west into the development to provide a priority route for bus services. The means of designing and enforcing the bus links **will** be determined through agreement with OCC.



60minute Public Transport Catchment (extracted from supporting transport reports)

Proposed Public Transport Strategy Plan

PROPOSED VEHICULAR ACCESS POINTS

5.48 The proposed development **will** be accessed via a series of new vehicular access points:

1) Middleton Stoney Road West;

2) Middleton Stoney Road East;

3) Junction 1. Axis J9 industrial estate. Future bus, emergency vehicular, pedestrian and cycle connections (to be completed by 920th dwelling);

4) Junction 2. Eastern site boundary. Future vehicular, pedestrian and cycle connections (to be completed by 920th dwelling);

5) Junction 3. Northern site boundary. Future bus, vehicular, pedestrian and cycle connections (to be completed by 1,220th dwelling);

6) Junction 4. North-western site boundary (potential future access to wider Bicester 1 Allocation area);

5.49 The above proposed vehicular access points are shown on the plan opposite.

Figure 3 - Proposed Vehicular Access Points

1. **Middleton Stoney Road West** – The proposed access provides a carriageway width of 6.5m, with 12m radii, and two 2m segregated cycle routes and two 2m wide footways . There is also a verge separating pedestrian and cycle movements from the carriageway. The proposed access road connects with the B4030, to the south, operating as a priority junction, with a 50m long ghost island right turn lane for inbound vehicles travelling from the south east.
2. **Middleton Stoney Road East** – The proposed access provides a carriageway width of 5.5m, with 12m radii, and 3m wide two-way cycleway on one side of the carriageway and 2m footway on both. There is also a verge separating the carriageway from pedestrian and cyclist movements. The proposed access road connects with the B4030, to the south, operating as a priority junction, with a 50m long ghost island right turn lane for inbound vehicles travelling from the south-east.
3. **Junction 1. Axis J9 industrial estate (future access)** – The future access **will** provide a carriageway width of 6.5m, with 12m radii, a 3m wide two-way cycle route on one side of the carriageway, and 2m footway either side of the route. The proposed access road connects with Empire Road, to the east, operating as a priority junction. The future access **will** need to be completed and operational by the 920th dwelling as per S106 requirements.
4. **Junction 2. Eastern site boundary (future access)** – The proposed access provides a carriageway width of 5.5m, with 12m radii, and a 3m wide two-way cycleway on one side of the carriageway, with a 2m footway on the both. The proposed access road connects with Empire Road, to the east, operating as a priority junction. The future access **will** need to be completed and operational by the 1,220th dwelling as per S106 requirements.
5. **Junction 3. Northern site boundary (future access)** – The proposed access provides a carriageway width of 6.5m, with 12m radii, and two 2m segregated cycle routes and two 2m wide footways . There is also a verge separating pedestrian and cycle movements from the carriageway. The future access **will** need to be completed and operational by the 1,220th dwelling as per S106 requirements.
6. **Junction 4. North-western site boundary (potential future access)** – The proposed access provides a carriageway width of 5.5m, with 12m radii, and a 3m wide two-way cycleway on one side of the carriageway and 2m footway on both. There is also a verge separating the carriageway and non-vehicular movements.

PROPOSED PEDESTRIAN AND CYCLE AND EMERGENCY ACCESS POINTS

5.50 The proposed development **will** provide a range of safe and sufficient new pedestrian and cycle access points into and within the development.

5.51 The main accesses **will** provide pedestrian and cycle access in addition to vehicles.

5.52 Dedicated one way cycle routes **will** be provided alongside the Spine Road, with segregated footways.

5.53 Strategic secondary streets **will** also provide segregated foot and cycle ways. For lower category road cyclists are expected to join the carriageway (given the low number of dwellings and associated vehicle trips).

5.54 There is also a 4m wide shared pedestrian / cycle footway connection along the southern boundary of the site, running parallel to the B4030, and connecting to existing shared pedestrian/ cycle footway infrastructure to the east at Empire Road. To the west the shared pedestrian/cycle footway connects into existing infrastructure and links to the Middleton Stoney Road/Howes Lane roundabout, and provides links east into central Bicester.

5.55 In terms of emergency access points – given the proposed development has two main access points from the B4030, in addition to a number of future additional access points, there is no further requirement for an additional / independent emergency access.

5.56 Dedicated signage **will** help to show users routes for walking, cycling and leisure purposes, whilst also directing users to key destinations such as the mixed use local centre, whilst also aiding legibility.

STREET HIERARCHY AND TYPOLOGY CODE

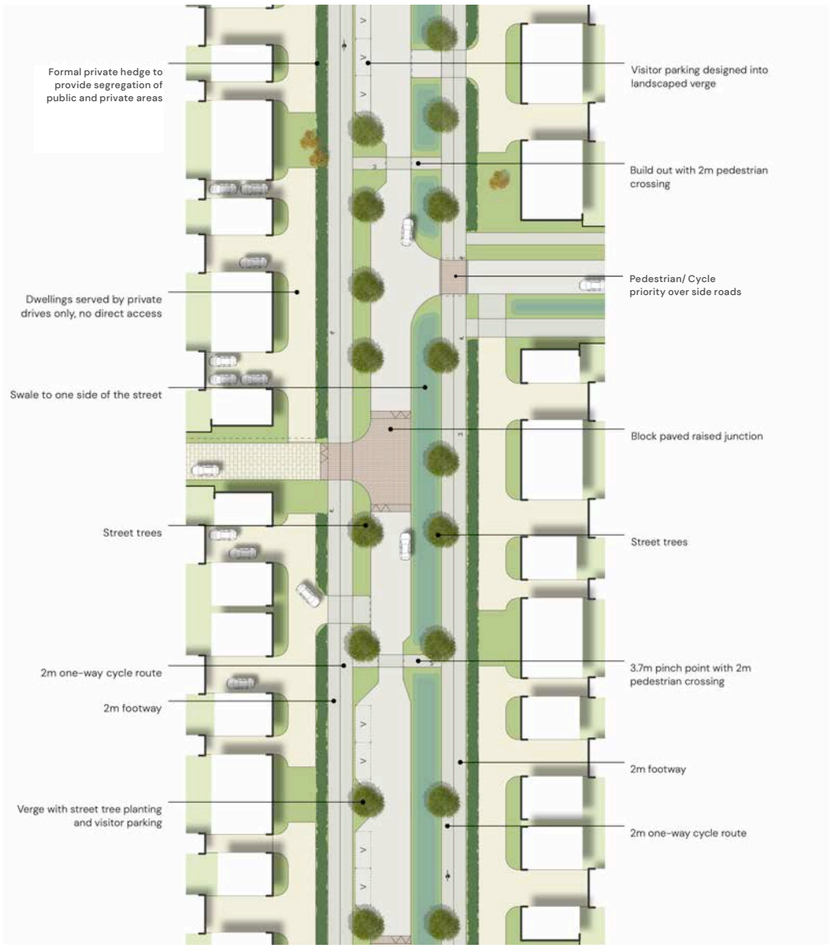
5.57 A variety of streets are proposed across the site. Their details and technician design requirement are set out over the following pages:

Proposed Street Hierarchy Plan

"Designing for legibility when creating a concept plan for a place."

SPINE ROAD (NORTH-SOUTH)

DIMENSIONS AND CHARACTER	
Design speed	20 Mph
Bus route	Yes
Carriageway width	6.5m
Footway/cycleway (width and occurrence)	2 x 2m wide footway, 2 x 2m wide cycleway
Verge	Up to 3m verge on one side, up to 5m swale to opposite wide
On street visitor parking	Within laybys located within 3m verge (where possible)
Direct access to properties	No. Egress in forward gear only. Dwellings to be served from shared private drives or mews streets, behind
Maximum number of properties served	N/A
TECHNICAL DESIGN CRITERIA	
Swept paths requirements	Bus and 4-axle refuse vehicle
Junction radii	10m
Forward visibility	25m
Junction sightlines	2.4 X 25m (including bonnet)
Junction spacing	Site specific
Traffic calming options	In accordance with OCC guidance, subject to planning/S38 Technical Audit A - left or right hand build out - horizontal deflection B – pinch points, horizontal deflection C - gentle raised table
Street lighting (to be agreed with OCC at detailed stage)	Column mounted
Statutory services	In footway / cycleway surfaces
Drainage	Over edge into swale predominantly
Carriageway surfacing	Asphalt (HRA)
Verge surfacing	Grass and or shrub planting in accordance with landscape detail
Pedestrian/Cycleway Design	Priority to be given to Pedestrians/Cyclists at side road junctions
Footway/cycleway surfacing	Asphalt (Specification to be agreed with OCC at detailed design stage)
Kerbing	Flush adjacent to swales Otherwise 125mm up stands
Landscape/tree planting	Tree lined avenue

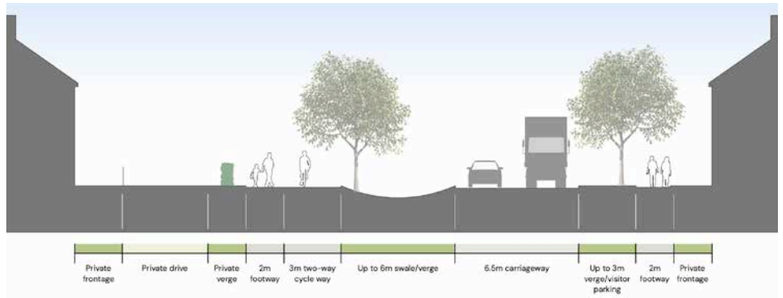


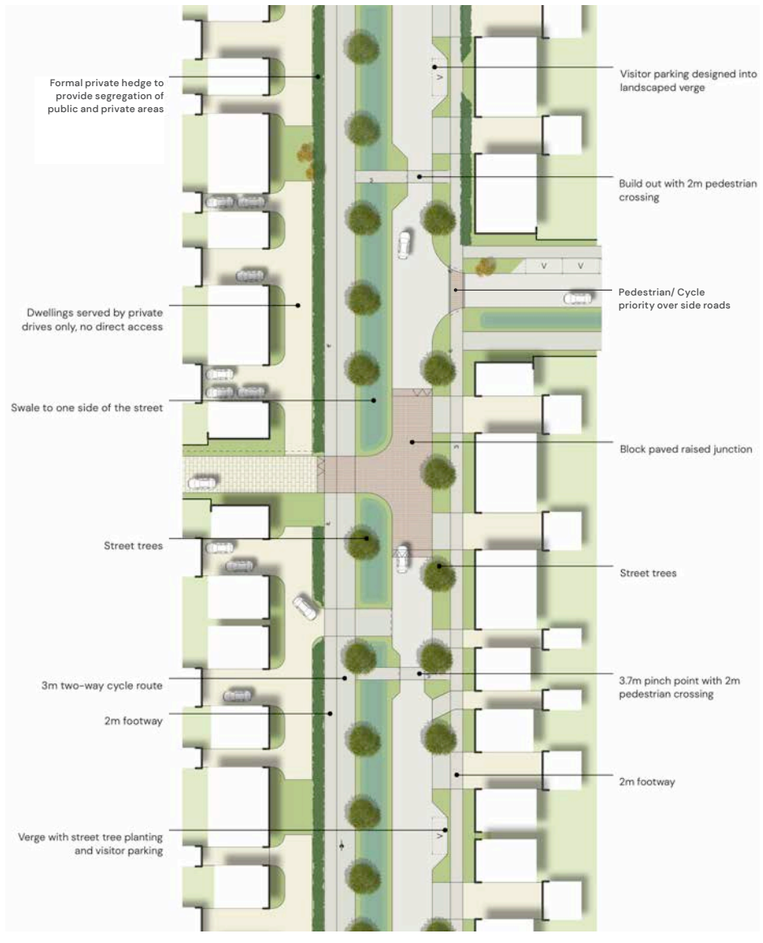
Spine Road (North-South)

"Using streets as the main way to help people find their way around a place. For instance, principal streets can be made different to more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies and boundary treatments."

SPINE ROAD (EAST-WEST)

DIMENSIONS AND CHARACTER	
Design speed	20 Mph
Bus route	Yes
Carriageway width	6.5m
Footway/cycleway (width and occurrence)	2 x 2m wide footways, 1 x 3m two-way cycleway
Verge	Up to 6m swale to one sire, up to 3m verge on opposite side
On street visitor parking	Within laybys located within 3m verge (where possible)
Direct access to properties	Not to northern side with footway, cycleway and swale. Egress in forward gear only. Dwellings to be served from shared private drives or mews streets, behind Southern side: direct access is acceptable
Maximum number of properties served	N/A
TECHNICAL DESIGN CRITERIA	
Swept paths requirements	Bus and 4-axle refuse vehicle
Junction radii	6m
Forward visibility	25m
Junction sight lines	2.4 X 25m (including bonnet)
Junction spacing	Site specific
Traffic calming options	In accordance with OCC guidance, subject to planning/S38 Technical Audit A - left or right hand build out - horizontal deflection B – pinch points, horizontal deflection C - gentle raised table
Street lighting (to be agreed with OCC at detailed stage)	Column mounted
Statutory services	In footway / cycleway surfaces
Drainage	Over edge into swale predominantly
Carriageway surfacing	Asphalt (HRA)
Verge surfacing	Grass and or shrub planting in accordance with landscape detail
Pedestrian/Cycleway Design	Priority to be given to Pedestrians/Cyclists at side road junctions
Footway/cycleway surfacing	Asphalt (Specification to be agreed with OCC at detailed design stage)
Kerbing	Flush adjacent to swales Otherwise 125mm up stands
Landscape/tree planting	Tree lined avenue

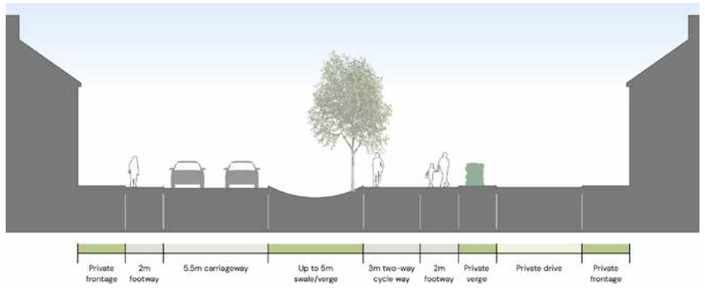


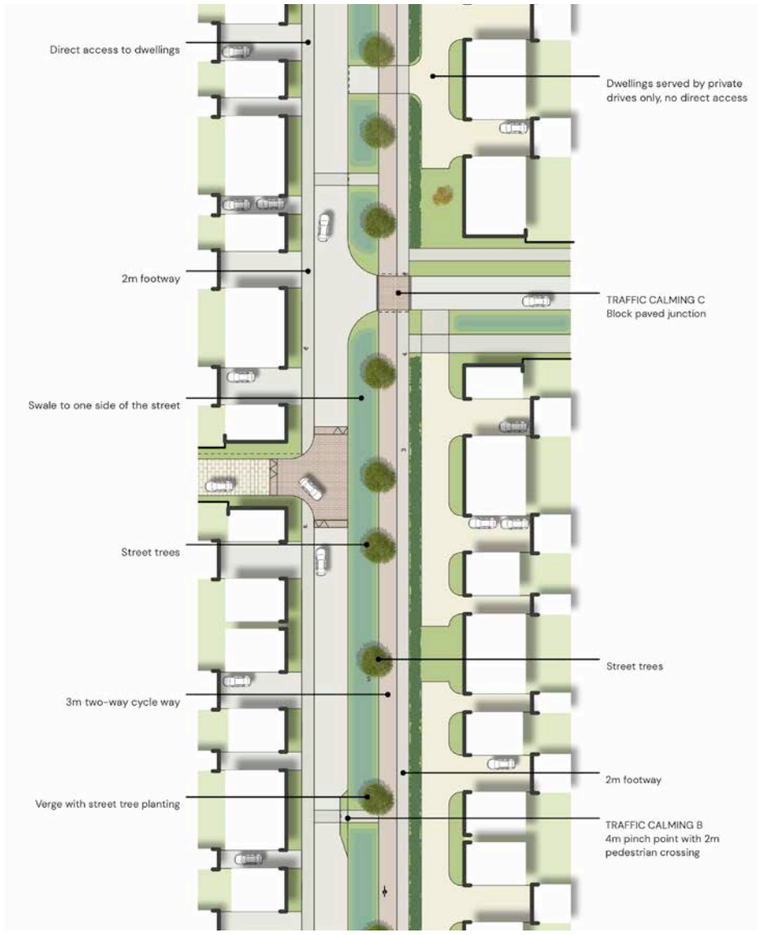


Spine Road (East-West)

STRATEGIC SECONDARY STREETS

DIMENSIONS AND CHARACTER	
Design speed	20 mph
Bus route	No
Carriageway width	5.5m (6.5m wide at start of street to allow refuse vehicle and large car to pass, length of widening subject to tracking)
Footway/cycleway (width and occurrence)	2 x 2m footway 1 x 3m two-way cycle way
Verge	Max 5m swale/verge to one side Where the Strategic Secondary Street Links to Middleton Stoney Road a verge may occur on both sides of the road (minimum width 2.5m)
On street visitor parking	Yes if no swale present
Direct access to properties	Not where footway, cycleway and swale exist. Egress in forward gear only. Dwellings to be served from shared private drives or mews streets, behind Opposite side with footway only: Direct access is acceptable
Maximum number of properties served	N/A
TECHNICAL DESIGN CRITERIA	
Swept paths requirements	4-axle refuse vehicle and large car
Junction radii	6m
Forward visibility	25m
Junction sight lines	2.4 X 25m (including bonnet)
Junction spacing	Site specific
Traffic calming options	In accordance with OCC guidance, subject to planning/S38 Technical Audit A - left or right hand build out - horizontal deflection to reduce carriageway to 3.7m B – pinch points, horizontal deflection C - gentle raised table
Street lighting (to be agreed with OCC at detailed stage)	Column mounted
Statutory services	In footway / cycleway surfaces
Drainage	Over edge into swale predominantly
Carriageway surfacing	Asphalt (HRA)
Verge surfacing	Grass and or shrub planting in accordance with landscape detail
Pedestrian/Cycleway Design	Priority to be given to Pedestrians/Cyclists at side road junctions using traffic calming features
Footway/cycleway surfacing	Asphalt (Specification to be agreed with OCC at detailed design stage)
Kerbing	Flush adjacent to swales Otherwise 125mm up stands
Landscape/tree planting	Tree planting within swales

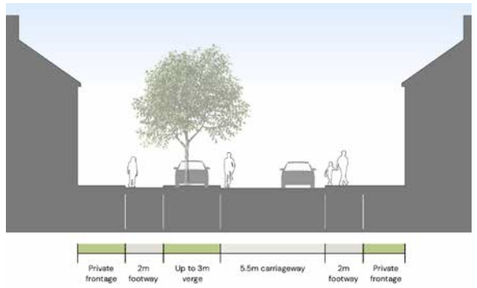


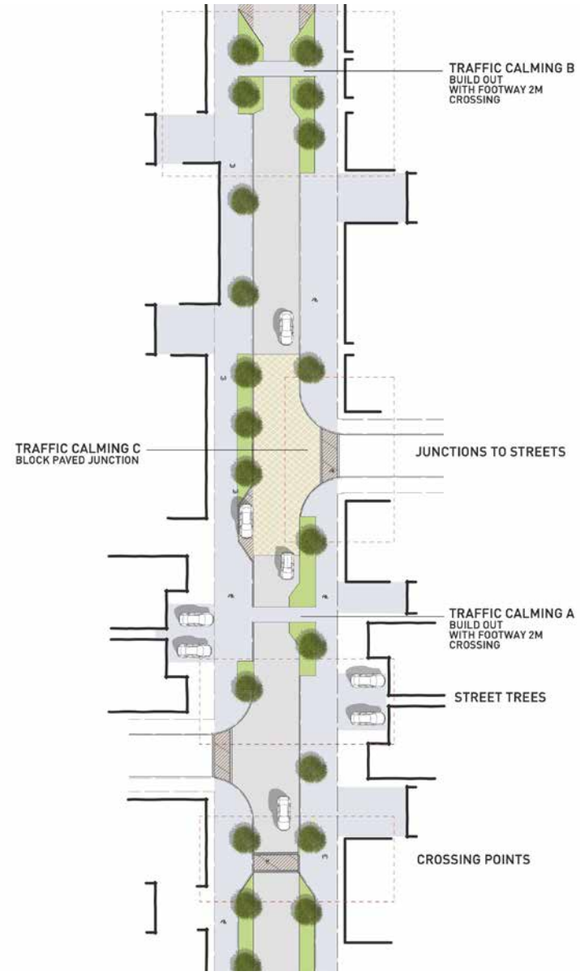


Strategic Secondary Street

SECONDARY STREETS

DIMENSIONS AND CHARACTER	
Design speed	15 mph
Bus route	No
Carriageway width	5.5m
Footway/cycleway (width and occurrence)	2 x 2m footway
Verge	3m verge to one side (but this can be reduced to 2m or removed where secondary street serves less than 20 homes before reducing to lower grade category road)
On street visitor parking	Lay-bys integrated with street tree planting and verge
Direct access to properties	Yes
Maximum number of properties served	150
TECHNICAL DESIGN CRITERIA	
Swept paths requirements	4-axle refuse vehicle and large car
Junction radii	4m (subject to tracking)
Forward visibility	25m (this can be reduced if there is a physical calming measure on the approach to the bend subject to agreement with OCC)
Junction sightlines	2.4 X 25m (including bonnet)
Junction spacing	Site specific
Traffic calming options	In accordance with OCC guidance, subject to planning/S38 Technical Audit A - left or right hand build out - horizontal deflection to reduce carriageway to 3.7m B – pinch points, horizontal deflection C - gentle raised table
Street lighting (to be agreed with OCC at detailed stage)	Column mounted
Statutory services	In footway
Drainage	Gullies into drainage network
Carriageway surfacing	Asphalt (HRA) with block paved junctions
Verge surfacing	Grass
Pedestrian/Cycleway Design	Use of Traffic calming features such as Build Outs to assist with Pedestrian/Cycle movement
Footway surfacing	Asphalt (Specification to be agreed with OCC at detailed design stage)
Kerbing	PCC half batter kerb 125mm upstand
Landscape/tree planting	Tree planting

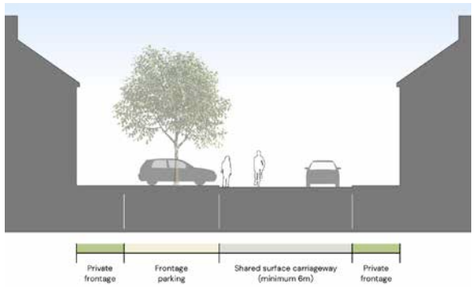


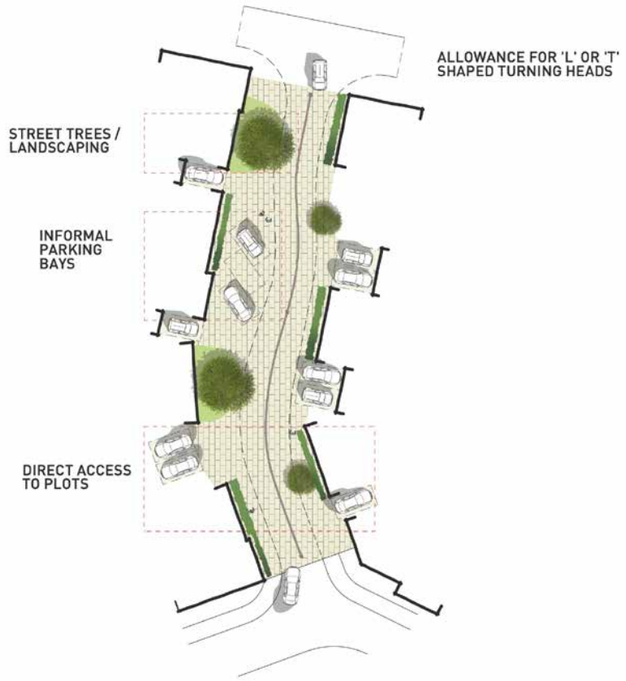


Secondary Street

SHARED SURFACE / MEWS STREET

DIMENSIONS AND CHARACTER	
Design speed	10 mph
Bus route	No
Carriageway width	Minimum 6m. 7m where perpendicular parking to one side, 8m where perpendicular parking to both sides Localised narrowing where appropriate (minimum 4.8m)
Footway/cycleway (width and occurrence)	Accommodated within shared surface
Verge	0.8m required where street lighting is present (green verge or continuation of shared surface)
On street visitor parking	On street visitor parking
Direct access to properties	Yes
Maximum number of properties served	50
TECHNICAL DESIGN CRITERIA	
Swept paths requirements	4-axle refuse vehicle and large car
Junction radii	4m
Forward visibility	25m (this can be reduced if there is a physical calming measure on the approach to the bend subject to agreement with OCC)
Junction sightlines	2.4 X 25m (including bonnet)
Junction spacing	Site specific
Traffic calming options	In accordance with OCC guidance, subject to planning/S38 Technical Audit A - left or right hand build out - horizontal deflection to reduce carriageway to 3.7m B - pinch points, horizontal deflection C - gentle raised table
Street lighting (to be agreed with OCC at detailed stage)	Column mounted
Swept paths	4-axle refuse vehicle and large car
Statutory services	In carriageway and/or margins (if present)
Drainage	Gully or permeable paving
Carriageway surfacing	Block paving (potentially permeable, subject to detailed drainage design)
Verge surfacing	Grass and/or low level shrub planting
Footway surfacing	N/A (integrated into shared surface carriageway)
Kerbing	Flush kerb and/or PCC bull nosed kerb 25mm upstand where drainage required
Landscape/tree planting	Intermittent tree planting

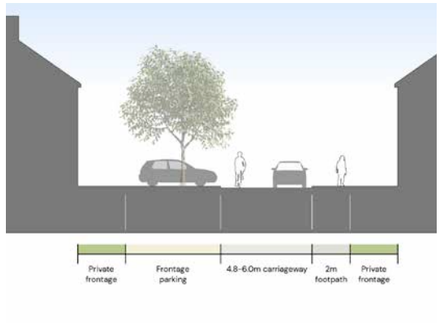


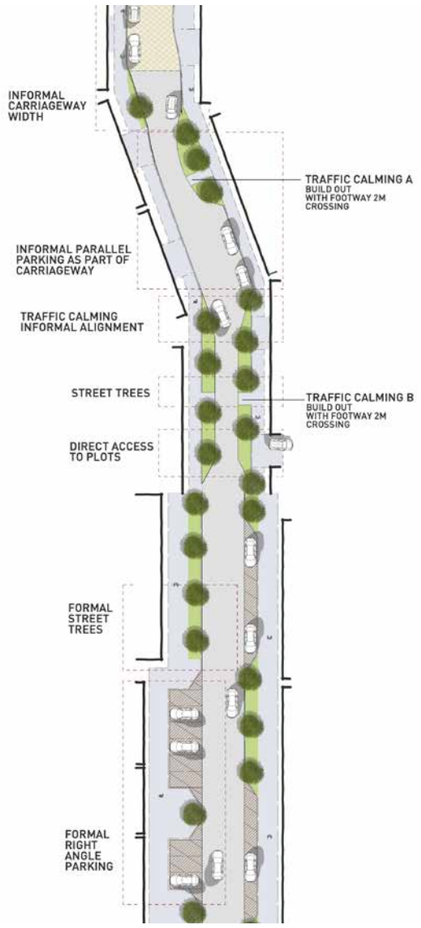


Shared Surface/Mews Street

TERTIARY STREETS

DIMENSIONS AND CHARACTER	
Design speed	10 mph
Bus route	No
Carriageway width	4.8 – 6m
Footway/cycleway (width and occurrence)	Accommodated within shared surface
Verge	-
On street visitor parking	On street visitor parking
Direct access to properties	Yes
Maximum number of properties served	50
TECHNICAL DESIGN CRITERIA	
Swept paths requirements	4-axle refuse vehicle and large car
Junction radii	4m
Forward visibility	25m (this can be reduced if there is a physical calming measure on the approach to the bend subject to agreement with OCC)
Junction sightlines	2.4 X 25m (including bonnet)
Junction spacing	Driveway crossovers
Traffic calming options	In accordance with OCC guidance, subject to planning/S38 Technical Audit A - left or right hand build out - horizontal deflection to reduce carriageway to 3.7m B - pinch points, horizontal deflection
Street lighting (to be agreed with OCC at detailed stage)	Column mounted
Statutory services	In footway and/or carriageway
Drainage	Gully or permeable paving / over edge
Carriageway surfacing	Asphalt (HRA) / Block Paving
Verge surfacing	Shrub planting
Footway surfacing	Asphalt (Specification to be agreed with OCC at detailed design stage)
Kerbing	PCC bull nosed kerb 25mm upstand
Landscape/tree planting	Intermittent tree planting

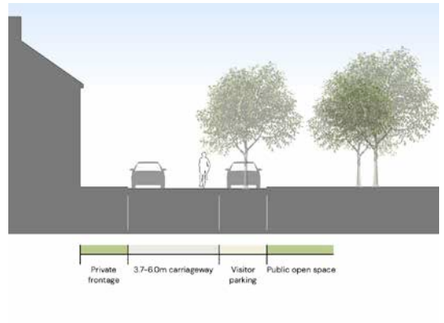


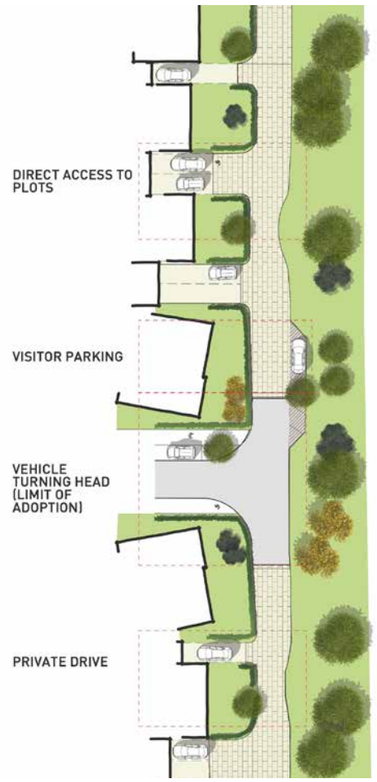


Tertiary Street

PRIVATE DRIVES

DIMENSIONS AND CHARACTER	
Design speed	5 mph
Bus route	No
Carriageway width	3.7-6m
Footway/cycleway (width and occurrence)	-
Verge	-
On street visitor parking	Lay-bys integrated with street tree planting and verge, adjacent to POS
Direct access to properties	Yes
Maximum number of properties served	Up to 5
TECHNICAL DESIGN CRITERIA	
Swept paths requirements	-
Junction radii	-
Forward visibility	-
Junction sightlines	-
Junction spacing	Driveway crossovers
Traffic calming options	-
Street lighting (to be agreed with OCC at detailed stage)	None
Statutory services	In carriageway
Drainage	Gully or permeable paving / over edge
Carriageway surfacing	Permeable surface or tarmac
Verge surfacing	Site specific
Footway surfacing	-
Kerbing	PCC bull nosed kerb 25mm upstand
Landscape/tree planting	Intermittent tree planting





Private Drive

✓ *DP9(a) – Tree Planting*

STREET TREE PLANTING AND LANDSCAPING

5.58 The overarching objectives are to be considered for Street tree planting:

- Avenues of trees along the Spine Road and Strategic Secondary Streets **should** highlight the routes status as a key route, to provide a sense of rhythm, regular form and pattern and mark gateways in the development. Adjacent to any public open space tree planting may be switched from the verge into the POS in order to provide a larger tree species with a grander scale of canopy in line with the aspirations of the NW Bicester SPD.
- Swales to attenuate the Spine Road and Strategic Secondary Streets **should** be incorporated into verges wherever possible with areas of grassland, planting and street tree planting to provide a verdant verge.
- Tree species are to be chosen to represent the scale of the street scape and location within the street hierarchy. As the street hierarchy changes from its different arrangement the street tree planting shall also change in scale to suit the streetscape. Primary and Secondary routes **shall** have more formal and regular spacing with the form and size of tree planting changing in tertiary streets, shared surfaces, mews and private drives. This **will** help to mark the transition from main routes to smaller scale streets within the residential areas which have their own character. However, the spacing of trees and their positions **will** be considered in accordance with Oxfordshire County Council Highways requirements for lighting and visibility splays. Therefore, the aspirations for the street hierarchy as set out within this section is subject to the detailed design stage and consultee comments which may impact on the design.
- The size of species chosen for tertiary streets, shared surfaces, mews street and private drives **will** be smaller, with informal spacings. Here species which flower **will** have priority to ensure colour is provided throughout the street hierarchy.
- To plan for sustainability, risk of tree disease and longevity, species **will** be mixed ensuring the chances of mass tree failure/loss are reduced, however, tree species shall be chosen to replicate form and shape to ensure the design intent is achieved. Tree species choice **should** not be overly reliant on a single species or genus.
- Accent trees whether existing or new are to be used along all street types to denote key locations and help to define key land uses and destinations such as the Village Green. A change in tree species and form may also help to define key points along the streets to break long vistas, aid wayfinding and legibility, or help slow the pace of the street. These accent and feature trees **will** typically be larger specimens in a different form to those used regularly along the streets.
- Clear stem trees **should** be specified to ensure visibility is afforded, all trees to have 2.5m minimum clear stem to ensure sightlines are respected. The canopy form and shape of street trees shall be considered to ensure safety and reduce the opportunity for overhanging branches affecting vehicles.
- Tree positions **must** be coordinated to avoid conflict with parking courts, driveways, junctions, lighting columns and utilities with adequate unobstructed soil volume.
- Trees along the primary and secondary routes **will** be semi-mature in size with a minimum 2.5m clear stem.
- Herbaceous grasses planting can be used within rain gardens and SuDS features within the street scape. Use within verges is to be confirmed with the detailed drainage strategy to ensure suitability in high footfall areas.
- Utilities and services **should** be planned outside of the highways verges wherever possible, to minimise disturbance to street trees.

	SPINE ROAD (NORTH-SOUTH)/ SPINE ROAD (EAST-WEST)	STRATEGIC SECONDARY STREETS/ SECONDARY STREETS	SHARED SURFACE/MEWS STREETS	TERTIARY STREETS	PRIVATE DRIVES
Overarching aesthetic attribute / form to define street tree planting	Large to medium species to provide regular and striking avenue style. Tree planting adjacent to neighbourhood centre to compliment urban tree planting within public realm.	Large to medium species to provide regular structure as avenue style	Medium sized trees with floral attributes with high percentage of native species	Small to medium species to highlight change in street scale Trees to have seasonal colour with flowers and foliage colour to provide striking feature within the street scape	Small to medium species to highlight change in street scale Trees to have seasonal colour with flowers and foliage colour with some specimen shrubs
Form	Formal, upright fastigiate tree species and conical shaped trees	Semi-formal, upright fastigiate tree species and conical shaped trees	Mixed tree species with rounded, conical and oval form.	Mixed tree species with rounded, conical and oval form with use of multi-stems where appropriate.	Mixed tree species with rounded, conical and oval form, with use of multi-stems to add interest.
Spacing (subject to street lighting and visibility splays requirements)	12-15m within verge/swale (where possible)	10-15m within verge/swale (where possible)	Varied and irregular	Irregular	Irregular
Tree arrangement and pattern **(Subject to visibility splays and lighting requirements of Oxfordshire County Council Highways)**	Semi-formal in spaces with regular spacing objective. Change in species to highlight junction / crossing	Semi-formal arrangement i.e. non symmetrical pattern.	Irregular tree planting on single sided streets, alternating in a staggered or zig-zag pattern between verges along the route. To be used to create varied scale with small groups of 2-3 trees of the same species to add small sections of repetition	Informal tree planting with variety of species to maximise diversity. Trees to be provided between front parking bays or within grass verge to be located between development and adoptable highway. These will be maintained by the Management Company.	Informal tree planting will be located on outward edges of private drives, and will compliment trees located within adjacent public open spaces. Species will vary with a high percentage use of native species. Where private drives have inherited views of mature tree planting additional street tree planting will not be required, if trees are provided within private frontages.
Verge Treatment	Amenity Grass with planting and bulbs at junctions / key frontage where tree planting is restricted To include swales for Primary Street.	Amenity Grass with planting and bulbs at junctions / key frontage where tree planting is restricted To include swales for Strategic Secondary Street.	Amenity grass	Amenity grass	n/a
Indicative species (street tree planting will be designed in accordance with the OCC Street Tree guidance)	Acer platanoides 'Columnare' Acer campestre Acer Campestre 'Lienco' Acer campestre 'Elsrijk' Liriondendron tulipifera Sorbus torminalis Tilia cordata 'Rancho' Tilia cordata 'Greenspire' Tilia tomentosa 'Brabant'	Carpinus betulus Carpinus betulus 'Frans Fontaine' Liquidambar styraciflua 'Slender Silhouette' Pyrus calleryana 'Chanticleer' Ulmus 'New Horizon' Ulmus 'Americana Princeton' Zelkova serrata 'Green Vase' Gleditsia sp.	Amelanchier 'Robin Hill' Betula pendula Crataegus monogyna 'Stricta' Gleditsia triacanthos Malus trilobata Malus tschonoskii Prunus avium Prunua padus Sorbus aucuparia Sorbus aria 'Lutescens'	Amelanchier 'Ballerina' Cornus controversa 'Variegata' Cornus kousa 'Stella Pink' Crateagus monogyna 'Paul Scarlett' Cornus avellana (multi-stem) Malus trilobata Paulownia tomentosa	Amelanchier lamarckii Cercis siliquastrum Cotoneaster 'Cornubia' Cornus avellana (multi-stem) Euonymus europaeus 'Red Cascade' Ilex aquifollium Ilex sp.
Specification	Extra Heavy Standard (14-16) Min 15m^3 available soil volume for tree planting, tree cells to be used below adjacent to provide optimum growing conditions where constrained.		12-14cm / 14-16cm girth dependent on location To include multi-stems species for visual interest	12-14cm / 14-16cm girth dependent on location To include multi-stems species for visual interest	
Management	Trees located within main highway verge are to be offered for adoption by Oxfordshire County Council. Trees/hedgerow in verge (non-adoptable) to be covered by Management Company.	Trees located within main highway verge are to be offered for adoption by Oxfordshire County Council.	Trees located within main highway verge are to be offered for adoption by Oxfordshire County Council.	Trees within verges between adoptable highway and development to be covered by the Management Company.	Trees within public open space to be covered by the Management Company.

TRAFFIC CALMING

5.59 Traffic calming is to be provided in the form of a raised table top, or suitable alternatives identified in the street typologies. Pedestrian and cycle crossings **should** be clearly identifiable across the development.

5.60 The detailed design of traffic calming and pedestrian/cycle crossing points is to be developed at the detailed design stage.

RECYCLING AND REFUSE COLLECTION STRATEGY

Dwelling Refuse

5.61 Cherwell District Council currently has a weekly kerbside collection of food waste, and an alternating weekly kerbside collection of recyclable and garden waste, and non-recyclable waste from all residential premises.

5.62 Detailed design proposals **will** provide rear access to all dwellings, allowing residents to store waste bins away from dwelling frontages and within the dwelling curtilage. A separate rear access path is required for all dwellings to avoid bins being dragged through properties. In the case of terraced houses, bin collection points with rear access **should** be provided to properties, rather than storage facilities located at the front of the dwelling.

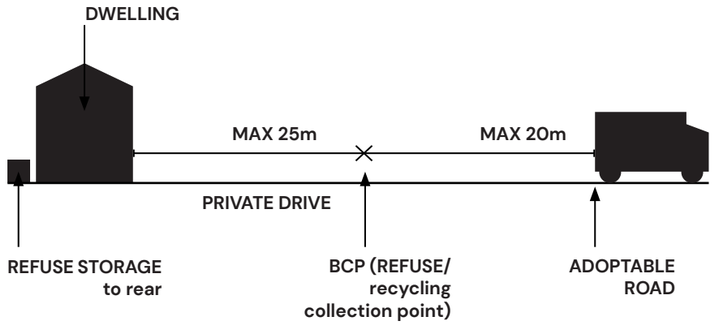
5.63 Where dwellings are not served from an adoptable road, shared bin collection points (BCPs) **will** be provided. These **should** be positioned at a maximum distance of 20m from the nearest adoptable road, in accordance with guidance contained within the CDC Residential Design Guide. New residential development **should** meet these maximum distance where possible, however, as they are guidance only there **will** be some flexibility within the detailed layouts. Deviation from these standards **should** be discussed with CDC Officers as early as possible in the detailed design process.

Apartment Refuse

5.64 Residents of apartments **will** require access to communal bin stores. The number of bins required **will** depend on the number of dwellings within an apartment building.

5.65 The bins are collected from the bin store and are not generally moved to kerbside. Communal bins stores **should** be located no more than 5m from the nearest adoptable road.

5.66 Communal bin stores **will** require screening, constructed in either brick or timber.



Dwelling Refuse & Recycling Collection Diagram

PARKING & PUBLIC REALM STRATEGIES

5.67 Parking **will** be well designed and **will** be provided in locations that are both convenient and well overlooked. It **will** be designed to be as unobtrusive to the street scene as possible, with screening provided by the use of hedges and planting, where appropriate. The parking and public realm must be in accordance with Oxfordshire County Council Highways, OCC Street Design Guide, Cherwell Design Guide and the place making principles of Streets for a Healthy Life - the companion guide to Building for a Healthy Life.

5.68 Both allocated and un-allocated visitor parking **must** be set out in accordance with the types and requirements set in the documents mentioned above.

"Provide secure cycle storage close to people's front doors so that cycles are as convenient to choose as a car for short trips."

"Creative solutions for attractive, convenient and safe cycle parking or higher density developments (such as apartment buildings)."

CYCLE PARKING

Allocated Cycle Parking

5.69 Secure and covered cycle parking spaces for individual dwellings **will** be provided within the curtilage of individual dwellings, at a rate of 2 cycle spaces per bedroom.

5.70 Where cycle parking is to be accommodated within garages then these **must** be of an appropriate size to ensure that there is room for both car and cycle parking. Where garages are provided they **should** have a minimum internal area of 3m (w) x 6m (l).

5.71 If cycle parking is included in front gardens it **should** be visually attractive. If it is placed at the side or rear of a dwelling access to the street **must** be direct and sufficiently wide.

5.72 For apartments secure cycle parking **will** be provided in a communal facility.

5.73 The above is compliant with LTN 1/20 which states (at paragraph 11.2.5) that:

"cycle parking in dwellings **must** *be convenient, either in the home, within the building or in the immediate vicinity."*

5.74 Additionally, LTN 1/20 also states (at paragraph 11.8.1) that:

"It is good practice to provide dedicated cycle parking within new development as outlined in the NPPF in the same way as car parking is provided."

Visitor Cycle Parking

5.75 Visitor cycle parking **must** be provided at a rate of 1 space per flat, (rounded up).

5.76 It **should** be grouped and delivered as communal parking areas, in locations that is both convenient and appropriate across the development, including at all proposed bus stops.

MOTORCYCLE PARKING

5.77 Visitor motorcycle parking **should** be provided at a rate of 1 space for every 5 residential units (rounded up).

5.78 It **should** be grouped and delivered as communal parking areas, in locations that is both convenient and appropriate across the development.

CAR PARKING

Allocated Car Parking

5.79 Allocated parking **will** predominantly be provided on plot, within the curtilage, either to the front or side of dwellings, with individual bays and/or garages set back from the building line, to allow ease of access to dwellings and **will** be designed to be tenure blind.

5.80 Allocated residential parking **will** be provided at a minimum rate as set out below:

DWELLING SIZE	RATE OF PROVISION
1 or 2 bed dwellings	1 car space per dwelling
2 bed house or larger	2 car spaces per dwelling

5.81 Vehicle and pedestrian visibility splays of 2 x 2m (from the back of highway to the side of driveway, assuming a 2.4m car width) **should** be incorporated where parking spaces abut the back edge of the footway, or the highway boundary.

5.82 Perpendicular parking spaces **must** be 2.5m (w) x 5.0m (l), if located next to another parking space or open space. If the space is constrained along one edge then the width **must** increase to 2.7m as a minimum. If constrained on both sides the width **must** increase to 2.9m as a minimum.

5.83 Parallel parking spaces **should** be a minimum of 2.5m (w) x 6.0m (l). If adjacent to a cycle route then an extra 0.5m width is required to avoid conflict with cycles.

5.84 Disabled parking **will** be provided in accordance with the appropriate OCC adopted standards.

Electric Vehicle Charging

5.85 All dwellings **will** have a minimum of one parking space served by a smart electric vehicle (EV) charging point, as per Building Regulations Part S.

✓ *DP6(b) - Electric and Low Emission Vehicles*

Rear Parking Courts

5.86 If rear parking courts are utilised, they **should** be designed as proper mew streets wherever possible, providing high quality spaces that are attractive to users. They **should** adhere to the following key design principles:

- Provide opportunities for informal amenity with feature tree planting to provide a key focal point to the space;
- Use hard and soft landscaping treatments providing a verdant setting within the communal landscapes complimenting the built form;
- Landscaping **should** provide year round structure and visual interest to the courtyard to create a pleasant space for users with seating;
- Landscaping should facilitate clear sightlines and allow good surveillance through the use of trees with canopies above 2m and hedge/shrub planting below 1m in height; and
- Residential dwellings **will** be carefully designed to ensure that opportunities for active overlooking are maximised, to ensure good levels of natural surveillance.

Garages

5.87 Where garages count towards the provision of allocated parking these **must** designed to a minimum internal size of 3m wide x 6m in length.

Visitor Car Parking

5.88 Unallocated visitor car parking **will** be provided at a rate of 0.2 space per dwelling (rounded up) in accordance with OCC Parking Standards 2022.

5.89 Where visitor parking is provided on street (via parallel bays) it **will** be carefully designed carefully with areas of landscaping and/or planting **should** be used to break up the appearance.

Electric Vehicle Charging

5.90 A minimum of 25% of unallocated visitor spaces **will** have EV chargers in accordance with OCC standards.

Non-residential Car Parking

5.91 Car and cycle parking for the non-residential land uses **will** be provided at the rates set out in accordance with OCC Parking Standards for Development 2022.

Electric Vehicle Charging

5.92 A minimum of 25% of non-residential parking (e.g. commercial) **will** have EV chargers in accordance with OCC standards.

LANDSCAPING AROUND PARKING

5.93 High quality landscaping shall help to soften and integrate parking into the public realm. Both within the street scape and within off-plot/on-plot scenarios as well as non-residential areas to ensure it does not dominate the street scape.

5.94 Tree, hedgerow and shrub planting **will** soften parking bays whilst ensuring safety for visibility with breaks afforded between runs of parking.

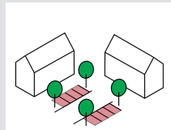
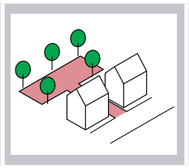
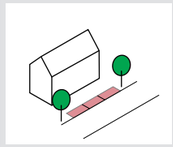
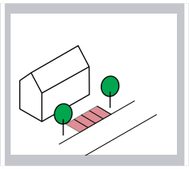
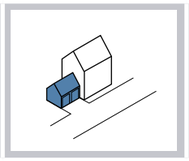
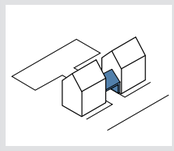
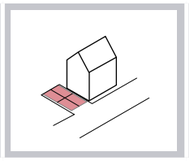
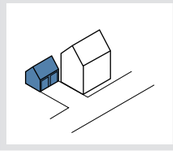
5.95 Small areas **should** be appropriately planted to avoid poor grass coverage, with low ground cover and shrub planting used where visibility splays are respected. Hedgerows (medium to low in height) **should** be used central to the landscape break space along the lengths of bays to ensure access to vehicles is maintained.

5.96 Robust species **should** be used to help ensure establishment, screening whilst maximising visual interest and year-round coverage.

5.97 There will be a consistent approach to the design and management of privacy strips, boundary treatment, frontage parking and other areas of public realm. To help ensure a consistent approach to the apperance of public realm, management responsibilities will be a consideration at the design stage. A management plan will be submitted with the reserved matters and/or to discharge planning condition, in accordance with the S106 (schedule 14) to set out the landscape management responsibilities for areas of open space, curtilage and streetscape.

PARKING TYPOLOGIES

5.98 Parking typologies that are proposed for use across the development are described in the table opposite. The table also sets out any restrictions for the typologies usage and specific landscaping requirements, beyond the general guidance set out in the table on the following page.

	NAME		TYPE	ALLOCATED?	DESCRIPTION	COMMENTS	LANDSCAPING REQUIREMENTS
1	Parking Square		Off-plot	Allocated and visitor	Group(s) of parking bays typically located adjoining the main carriageway providing convenient access to dwellings.	Convenient access to parking. Good surveillance from neighbouring properties.	Tree planting to be integrated around parking square with boundary shrub/hedgerow planting to soften space. Planting bays to be suitable width to ensure longevity of the planting.
2	Parking Court		Off-plot	Allocated	Group(s) of parking bays and/or garages located within a shared courtyard. No visitor parking to provided. To be used sparingly.	Good surveillance from neighbouring properties required. No tandem parking allowed.	Tree planting to be integrated between parking bays with hedgerow/shrub planting to screen parking. Planting bays to be minimum 1.2m wide to ensure longevity of the trees with landscaping provided every 4 spaces.
3	Parallel		On-street	Visitor only	Parking located adjacent to the carriageway. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Maximum row of 4 bays without a landscaped break.	Tree planting required every 4 spaces and between rows of parallel bays - to be clear stem to ensure visibility. Verges to be grassed or include low ground cover planting/bulbs in areas of low footfall.
4	Perpendicular		On-plot/ On-street	Allocated and visitor	Parking located perpendicular to the carriageway Accessed directly off the road. Parking to be located directly outside the dwellings it serves.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Maximum row of 4 bays without a landscaped break.	Hedgerow and shrub planting will provide a break in the between runs of bays. Planting bays to be minimum 1.2m wide to ensure longevity of the trees ,with landscaping and/or tree planting provided every 4 spaces.
5	Mews Courthouse/ Covered Parking		On/off-plot	Allocated	Terraced garages with residential uses above. Serving dwellings in the vicinity. To be utilised adjacent to mews street entrances and/or within mews street only	Allows enhanced natural surveillance over parking and offers efficient use of land.	High quality landscaping to help screen parking arrangement to minimise visual intrusion of parking areas.
6	Attached/Integral Garage		On-plot	Allocated	Private garage adjoining the dwelling, often allowing access directly to house. Must be situated along / behind building line.	To be set back from public domain to allow parking in front. Convenient access to dwelling. Could be attached to neighbouring property and allows for room above.	Defensible shrub/hedgerow planting to define boundaries between garages.
7	Drive Through		On-plot	Allocated	Parking bay and/or garage access through a covered arch on the street.	This is generally discouraged, however where appropriate it must be well overlooked and clearly defined for security. Used to help avoid car dominated street scene whilst providing secure on-plot parking.	Landscape boundary treatments to mitigate parking through the use of hedgerows and shrub planting.
8	Hard Standing		On-plot	Allocated	Parking bays located next to dwelling, including tandem bays.	Can be located against the back edge of public domain or set back to allow additional parking in front. Maximum of 2 bays deep. Can be joined to neighbouring parking bay.	Landscape boundary treatments to mitigate parking through the use of hedgerows and shrub planting.
9	Detached Garage		On-plot	Allocated	Private garage often located next to dwelling. Garages to be set back from prominent frontages.	Must be set back to allow parking in front (allowance for tandem parking for up to 2 parking spaces in front of garages). Can be joined to neighbouring garage.	Landscape boundary treatments shall help to mitigate the visual intrusion of parking, through the use of hedgerows and shrub planting.

"A range of parking solutions."

06

Himley Village Design Principles

Himley Village Design Principles Plan

KEY

- Views maximised to landscape features
- Landmark buildings
- Key corners
- Important frontages
- Tree lined streets
- Village Green
- Swales

HIMLEY VILLAGE DESIGN PRINCIPLES

6.1 The following section sets out and establishes general Design Principles for Himley Village (illustrated on the plan opposite) that are to be used to inform the detailed design of any future Reserved Matters Applications.

Important Frontages

6.2 Important Frontages **are** particularly prominent and critical to the appearance of the development and are identified on the Principles plan opposite. Particular attention **will** be paid to the massing, materials and architectural detailing of buildings framing key open spaces and streets to ensure these buildings have frontages that would contribute towards creating a unique and memorable experience of distinctive quality and character.

6.3 Edges facing areas of open space **are** particularly important. They **are** prominent when development is viewed across areas of open space. Consideration **will** be given to the massing of the proposed development to ensure that the proposals 'sit' within the landscape.

6.4 The visual linking of the built environment with areas of open space and landscape features **will** help to enhance a verdant residential character, through the visual inheritance of open space and landscape features.

6.5 More detail on the specifics of the important frontages can be found within the Character Types pages.

Legibility and Wayfinding

6.6 Landmark Buildings, key corners and a clear hierarchy of routes and intersections are considered to increase the legibility of the development. Legibility refers to the degree to which people can understand and identify with the built environment. Building and layout design, planting and views **will** be utilised to form visual focal points and create identifiable routes.

Key Corners

6.7 Prominent corners of the development are key to aiding legibility and wayfinding and **should** provide animation and surveillance to the street, with both sides of the development facing the public realm.

6.8 Key Corners identified on the Himley Village Design Principles Plan, frame the key views identified, however the precise number and location of these are subject to detailed design during any Reserved Matters Application.

Landmark Buildings

6.9 Landmark Building locations are identified where they frame and/or terminate key views, vistas or nodal points. These buildings **will** be designed to be distinctive from the adjacent built form and can be designed utilising variations in materials, colours, frontage treatment and architectural styles.

6.10 As stated in Cherwell Residential Design Guide, Landmark features should have:

- Greater scale than its neighbours;
- Grander proportions to its facade;
- Increased ornamentation;
- Distinctive architectural style or form e.g. a detached, classically proportioned house in an otherwise informal, terraced street; and
- Variation in materials.

6.11 More specific details for Landmark Buildings can be found on the Character Type pages.

Crime Prevention

6.12 The design proposals for the site are based on an understanding of best practice guidance and reference has been made to the relevant documents, including:

- Secured by Design: Homes 2023;
- Secured by Design: New Schools 2014;
- Secured by Design: Commercial Developments 2015;
- Secured by Design: Self Build 2019;
- Cherwell District Council Residential Development Design Guide SPD 2018;
- Safer Places: The Planning System and Crime Prevention 2004; and
- Manual for Streets 2007.

6.13 The development **will** contain clearly defined public and private areas that relate well with one another and create no ambiguity of ownership.

6.14 Lower category roads **will** serve smaller groups of dwellings, with an obvious change in the street character signalling the transition to a semi-private environment. All routes provided **will** be necessary and serve a specific function or destination, reflecting desire lines to key community facilities, including off site facilities.

6.15 Natural surveillance from residential development, in the form of doors and windows overlooking streets, pedestrian routes and public open spaces **will** be required.

6.16 Lighting to the public open spaces, private drives and parking courts **should** be considered to ensure sufficient lighting levels to create a safe space. A Lighting Strategy will be submitted with a Reserved Matters Application.

✓ ***DP4 – Homes***

✓ ***DP 13 – Community and Governance***

Development Block Principles

6.17 Block structures have been established within the Framework Plan. The following parameters and principles can be established to inform their detailed design:

- Streets and spaces **will** positively address existing elements of green infrastructure, with existing tree and hedgerow planting incorporated into public open space wherever possible.
- Development **will** utilise a back-to-back perimeter block structure, allowing positive building frontages onto all streets and spaces and enclosing rear gardens;
- Lower category roads **will** serve smaller groups of dwellings, with an obvious change in the street character;
- All routes provided **will** be necessary and serve a specific function or destination, reflecting desire lines to key community facilities, including off site facilities;
- The proposals **will** encourage transport via sustainable modes, with the provision of safe and secure routes for both pedestrians and cyclists integrated into the proposals;
- High quality leisure routes **will** be provided throughout the site encouraging healthy and active lifestyle choices close to dwellings;
- The internal street network **will** provide a series of connected "loops" within the site, providing a choice of routes and access options wherever possible;
- The interior areas or the block **should** contain rear gardens, however there may be instances where the incorporation of rear parking courts to serve groups of terraces is necessary. Where these occur they **will** only serve a limited number of dwellings, be well surveyed, and incorporate soft landscaping to soften the built environment;
- Buildings **will** be orientated to front streets, ensuring private rear gardens are not exposed;
- The exterior of development blocks **will** be defined by the fronts of dwellings and exposed side elevations **must** be active;
- Development blocks **will** be orientated to ensure that key views out of the development towards existing landscape features are maximised as much possible;
- Particular consideration **should** be paid to the detailed layout of dwellings to ensure that streets and spaces **will** be actively overlooked and benefit from natural surveillance and, in particular, areas for formal play;
- On plot parking provision, in the form of detached garages or hard surfaced parking areas, **should** be located behind the building line; and
- The ownerships and responsibilities for external spaces **will** be clearly identified, and the proposals **will** facilitate an ease of maintenance and management.

6.18 Key building groups and frontages **will** be set out in the following forms:

- ***Formal*** **-** continuous and consistent building line despite various typologies which may be used - located along the primary route and around key open spaces;

- ***Semi-Formal*** *- less formal frontage still maintaining a consistent building line and frontage in small groups, but must have varying set backs throughout street scene;*

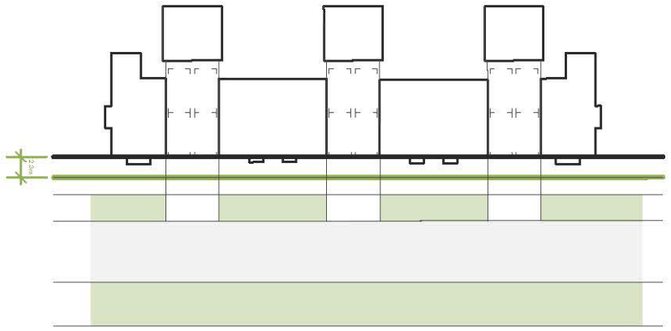
- ***Informal*** *- very informal / less consistent building line, consisting of primarily semi-detached and detached houses so wider variation is achievable along street scene.*

This is explained further in the diagrams to the right.

FORMAL

- Built Form along consistent building line
- Consistent set back distance. Size of setback can vary but must be consistent across street scene

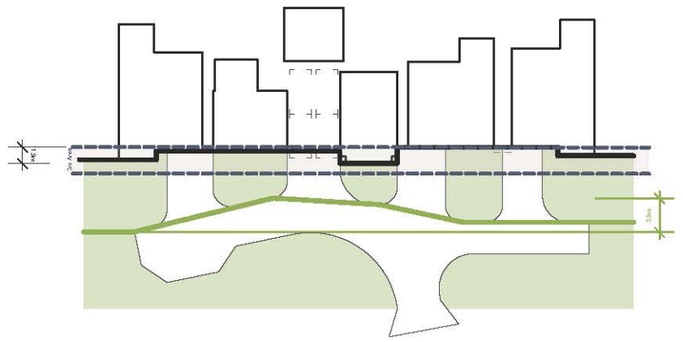
CONSISTENT BUILT FORM
+
CONSISTENT SET BACK



SEMI - FORMAL

- Built Form should vary slightly along street scene. This variation should be within 3m along street to create semi-formal restriction.
- Set backs/ front gardens should can vary along street, however this can also be more consistent as long as it is balanced with larger variation in built form (within 3m restriction)

VARIATION (<3M) OF BUILT FORM
+
CONSISTENT SET BACK

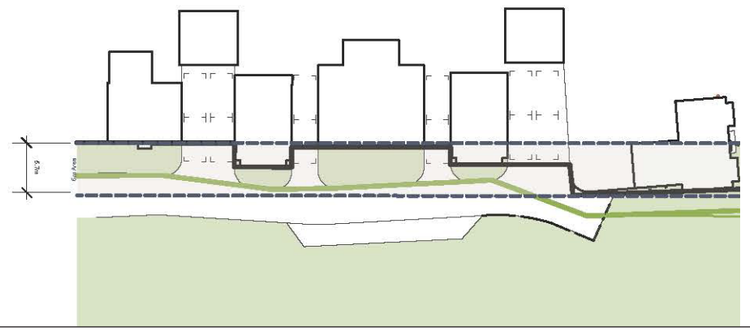


VARIATION (<3M) OF BUILT FORM
+
VARIATION OF SET BACKS

INFORMAL

- Built Form should vary along street scene. This variation should be larger than 3m along street to create informal distinction. An example is 6m variation as shown below, however there is no restriction to how much this can vary.
- Set backs/ front gardens must vary along street,.

VARIATION (<3M) OF BUILT FORM
+
VARIATION OF SET BACKS



ENERGY AND SUSTAINABILITY PRINCIPLES FOR BUILT DEVELOPMENT

6.19 The development **will** be built to true zero-carbon standard, it **will** reduce energy by reducing space heating demand and improving energy efficiency through a range of measures. Sustainable building construction techniques **will** also be used in line with current building regulations to deliver a zero-carbon development.

6.20 It is expected that the following sustainable construction methods will be included:

- Enhanced building fabric efficiency to reduce heating demand in excess of the Part L minimum requirements;
- Optimised building orientation to maximise solar gains and reduce heating demand;
- Highly efficient heating, cooling and ventilation systems and lighting, aligned with LETI design guide specifications;
- Tree planting and green infrastructure to provide shading during the summer months to mitigate overheating risk;
- The use of Sustainable Drainage systems (SUDs) across the site;
- Use of building materials capable of being recycled;
- The use of low embodied carbon building materials; and
- An element of construction waste reduction or recycling

6.21 In addition to these measures the following zero-carbon technologies **will** be designed into the development to help meet the zero-carbon target:

- **Fabric first approach** - to reduce demand through building fabric thermal efficiency any building fabric **should** align with LETI performance metrics;
- **Air Source Heat Pumps (ASHP)** - It is expected that all development (both residential and non-residential use classes) **will** utilise ASHP's as a minimum;
- **Ground Source Heat Pumps (GSHP)** – the use of GSHPs **should** be explored in any apartment led residential development and within the retirement village in the south of the site. GSHPs are also capable of providing passive cooling with very low energy use as only the pump and compressor is consuming electricity. This offers a key adaptation benefit and would help to mitigate risk of future heat stress. GSHPs can also be installed in shared ground arrays utilising shared boreholes with individual heat pumps in each flat or commercial building;
- **Solar Photovoltaic Panels (PV) -** Photovoltaic panels **will** be installed across all roof spaces on the site, including ancillary structures such as garages, bin/bike stores as necessary;
- **Electric Vehicle (EV) charging points** – all residential dwellings **will** have at least one parking spaces served by a smart EV charging point (in accordance with Building Regs Part S (2021);
- **Mechanical Ventilation with Heat Recovery (MVHR) -** Natural ventilation combined with highly efficient Mechanical Ventilation with Heat Recovery (MVHR) **will** be used in dwellings where necessary, to ensure a constant supply of fresh air into buildings.
- **Smart Meters -** As per condition 38 of the Outline Planning Permission, each dwelling **will** be fitted with a smart meter to show the real time energy information.

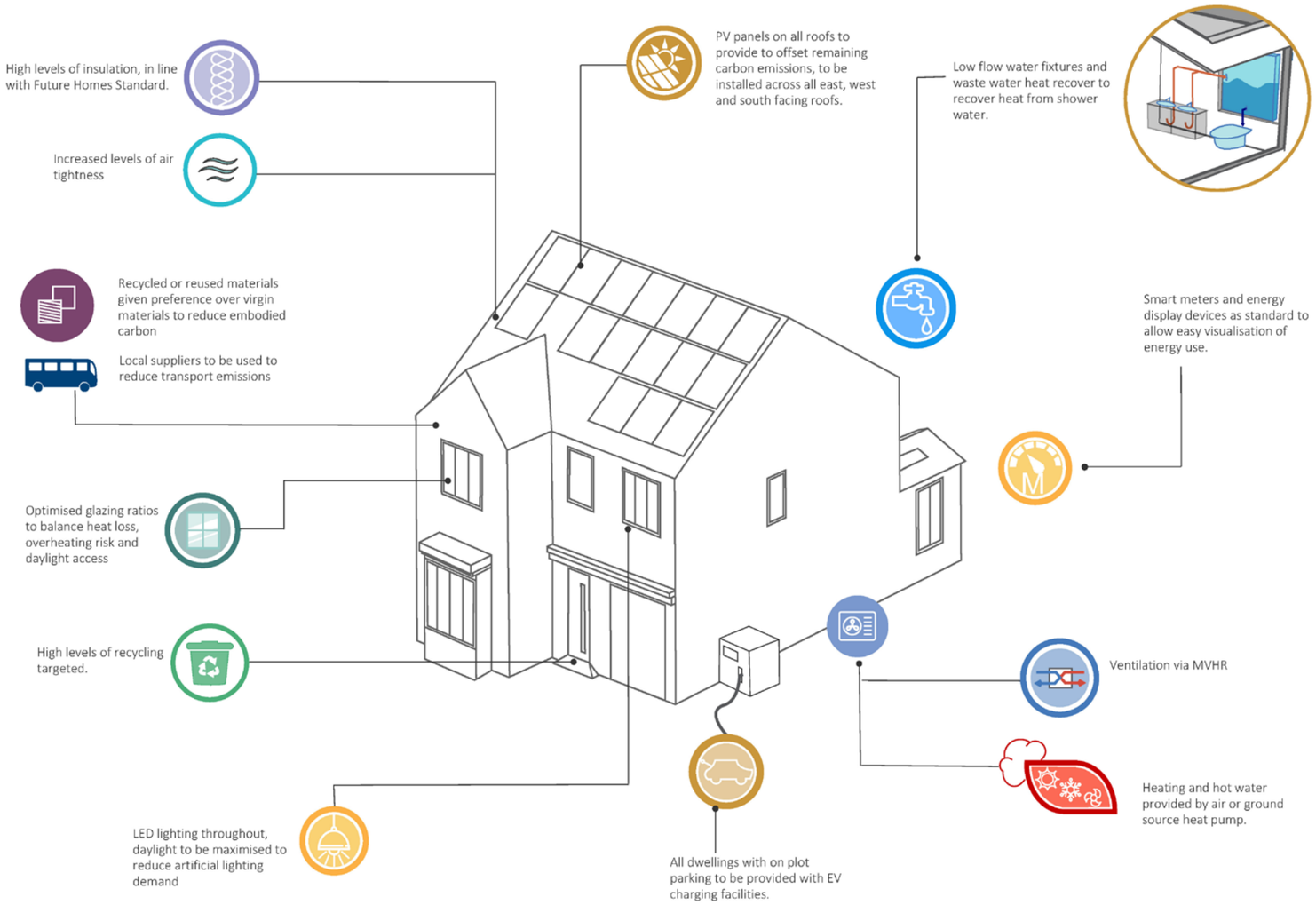
✓ ***DP2 - True Zero Carbon Development***

Adaptability

6.22 Buildings **will** be designed to allow for flexibility where possible, in order to future-proof design. Buildings may need to adapt to future technology, Building Regulations and/or climate requirements.

6.23 Healthy and Mobility considerations towards M4(2) and M4(3) needs **will** be incorporated into design in relation to the Section 106 Agreement and policy requirements, ensuring these dwellings can be adaptable where necessary.

6.24 Building design in the Mixed Use Centre, Primary School and Care home **will** be carefully considered to ensure that they could adapt if needed for future repurpose. For instance if the original purpose becomes unviable and a new use is required.



Sustainability Strategy - House types

SOLAR PANEL DESIGN

Solar panels **will** be integrated with roof tiles in order to avoid raised panels interrupting the design of roofs and facades. The quantum of roof panels should be considered within the roof design and **will** sit flush within the roof space.

Roof materials **will** be carefully considered to blend with panels when in prominent locations and visible from the street. Where appropriate, solar panels should be hidden by gable features to minimise the impact of the panels within the design.

Photovoltaic panels **should** be installed across all roof spaces on the site, including ancillary structures such as garages, bin/bike stores as necessary.

The orientation of the built form **will** consider the place making and urban design principles in tandem to the solar capture via the technical review at the detailed design stage. Here, the consideration need to promote the zero carbon approach whilst upholding good place making and design.

HIMLEY VILLAGE ARCHITECTURAL PRINCIPLES

6.25 The development **will** use building materials that reflect the local vernacular, with Key Buildings that provide legibility through additional architectural and visual interest.

Street Scene Overview

6.26 Architectural elements within each building **must** relate to the requirements of the overall street scene. In particular, all parts of buildings visible from the public realm **must** be considered as complete architectural compositions, where they collectively form the street scene and impact on the public realm. Guidance includes:

- Create obvious main frontages: street frontages are required to be active. Within residential areas activeness equates to movement at building entrances and visibility through fenestration. Blank façades to any street frontage undermine this principle;
- Treat visible gable end elevations as part of the street scene: windows **should** be provided to principal elevations, and amended to suit an end/side elevations as necessary; and
- Dwellings **should** be orientated to ensure that living space fronts onto street.

Tenure Blind Dwellings

6.27 The proposed development **will** be designed to be 'tenure blind', to ensure that affordable housing is indistinguishable from open market dwellings.

Mixed Use Development

6.28 Community buildings **will** be designed to reflect their social importance and status.

6.29 Employment buildings **will** be flexible and robust to suit a range of end users.

✓ *DP4 (a) –Homeworking*

Residential Development

6.30 Residential development **will** be designed in accordance with the following design principles;

- Be designed to relate to the street hierarchy and sense of place within the layout;
- Have defensible space at the front of dwellings;
- Have clear and appropriate boundaries between private and public areas; and
- Not feature blank façades facing public spaces and streets.

Apartments

6.31 Flats and apartment blocks **should** be located in key locations, including Landmark Building locations and Key Corners, or in locations where the additional height is appropriate to the setting and scale of the surrounding development or open space. Apartments **will** be designed with regard to the following key principles:

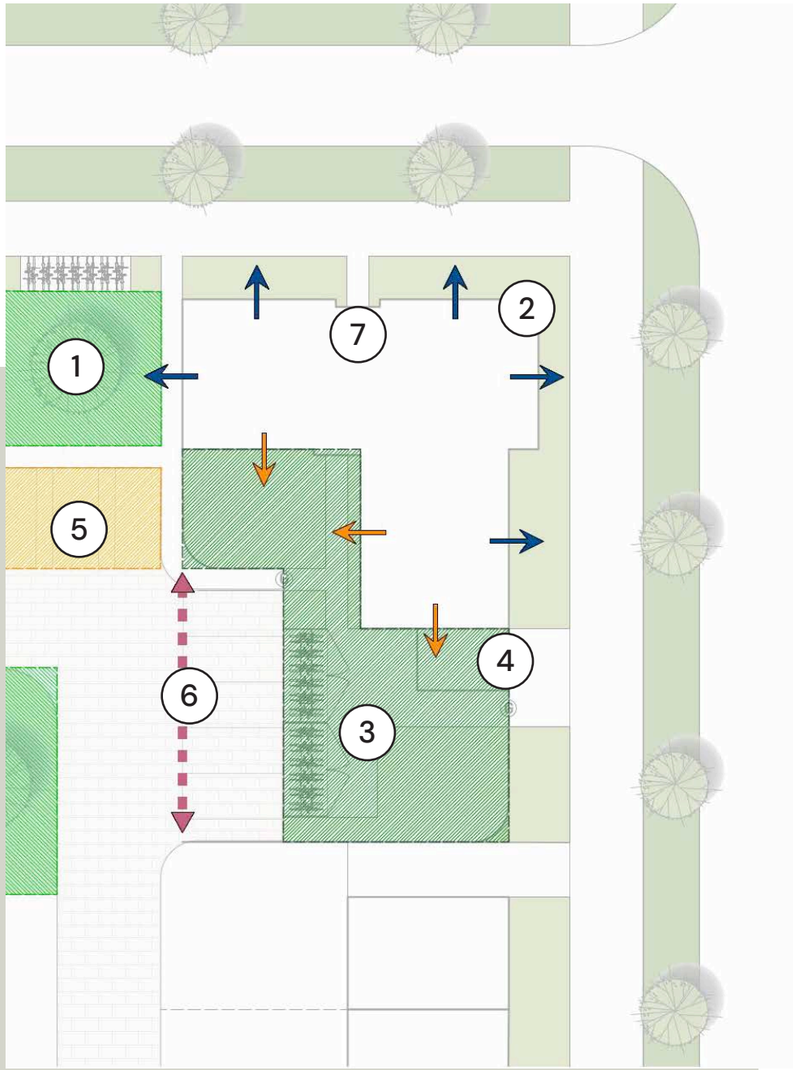
1. Particular attention **will** be given to larger apartments having sufficient attractive setting and visually appropriate setbacks, with additional landscaping areas where appropriate. All ground floor windows **will** benefit from defensible space outside them to ensure the privacy of residents is maintained.

2. Single aspect apartments **will** be avoided and should instead address the street to create active frontages, particularly when situated on corners;

3. Private amenity space **should** be provided for apartments and maisonettes, this can also be in the form of balconies. This amenity space can provide space for sufficient and safe cycle / bin storage.

4. Bin stores **should** be carefully considered within apartment design, and **must** be located near to adoptable road.

5. Where appropriate, M4(2)/M4(3) accessible spaces **should** be located as close to apartment doors as possible to cater for residents with mobility difficulties.



Apartment Principles Plan

6. Parking **will** be carefully positioned behind building lines or between addition landscaping where possible to reduce visual impact within street scene.

7. Space for individual postboxes **will** be provided in a secure internal area.

Corner Turner Dwellings

6.32 Dwellings located on corners **should** positively address and provide active frontages to both streets that they front, with both façades designed to the same level of architectural merit.

6.33 Rear garden boundaries that are exposed to the street and/or publicly accessible spaces **will** be enclosed by walls (to match facing material, e.g Brick / stone).

Corner turning dwellings enhanced by bay windows and/or change in materials and their application

"Dual aspect homes on street corners with windows serving habitable rooms."

Architectural Design

6.34 The aim for the development proposals is to create a varied, identifiable character through modulation of structural form, rather than rely upon superficial decoration in isolation. Standard house type elevational treatments often minimise opportunities to express the structure of the buildings reducing the façade to a flat plane which then requires relief with decorative details. The architectural design approach **will** include:

- Eave depths **will** be wide enough to allow shading and modelling on walls: well projected eaves can provide both strong definition of the structures with light and shadow on the façade providing visual interest (rather than arbitrary decoration);
- Simple projections of structure such as bay windows to achieve modulation and shading. Similarly window surrounds and other fenestration details can provide visual interest to landmark buildings; and
- The use of deeper door and window reveals **will** be used to give a sense of depth to openings in the elevations, emphasising the relationship of solid and void. However a balanced view on the potential impact of this on the buildings fabric, energy performance and efficiency should be taken.

Materials

6.35 Preference **will** be given to a limited palette of materials. The range of facing materials used in existing buildings in Bicester and the surrounding area are relatively similar to one another and should be the basis for the selection of finishes within the new development. In general:

- 3 finishes **should** be the maximum in a single elevational composition;
- Materials **should not** be deployed just for the reasons of variety, but used to express the geometry of the building design, for example to projecting elements, at breaks in the elevation etc.; and
- Where buildings are intended as a focus or marker within the development proposals their main architectural elements (i.e. entrances, projecting elements) **should** be emphasised to create a feature.
- Materials **should** be chosen to be low embodied carbon where possible, such as utilise timber frame construction, and materials with longer life span, to reduce whole life carbon emissions. Where this is not possible, locally sourced materials **should** be given precedent to reduce carbon emissions associated with transport of goods and to enhance the local economy. Technological advances **should** be reviewed if new manufacturing methods can provide innovative ways of working to contribute to the zero carbon approach. Recycled materials **should** be considered where feasible.

Fenestration

6.36 Within each building or group, the main architectural elements form a hierarchy of parts, which **shall** reflect the relative importance of their functions. This applies particularly to the composition of windows and doors within an elevation, making a link between the internal functions of the building and its external environment, including:

- Emphasising entrances – the entrance is the most important part of the front elevation and requires more than just a door to express its significance. Setbacks, recesses, canopies and steps in the façade **will** be used to modulate the elevation to emphasise and provide shelter to the entrance;
- Fenestration **will** define windows in principal rooms – principal rooms such as lounges and main bedrooms may warrant larger or more prominent windows than other functions like kitchens and bathrooms;
- Windows **will** be arranged for comfortable surveillance – this is particularly important at entrances so that occupants have views over entrance paths and doors, and can be achieved through distinctive details such as corner windows and projecting bays; and
- Window positions **should** be considered for passive surveillance in addition to urban design place making principles.

07

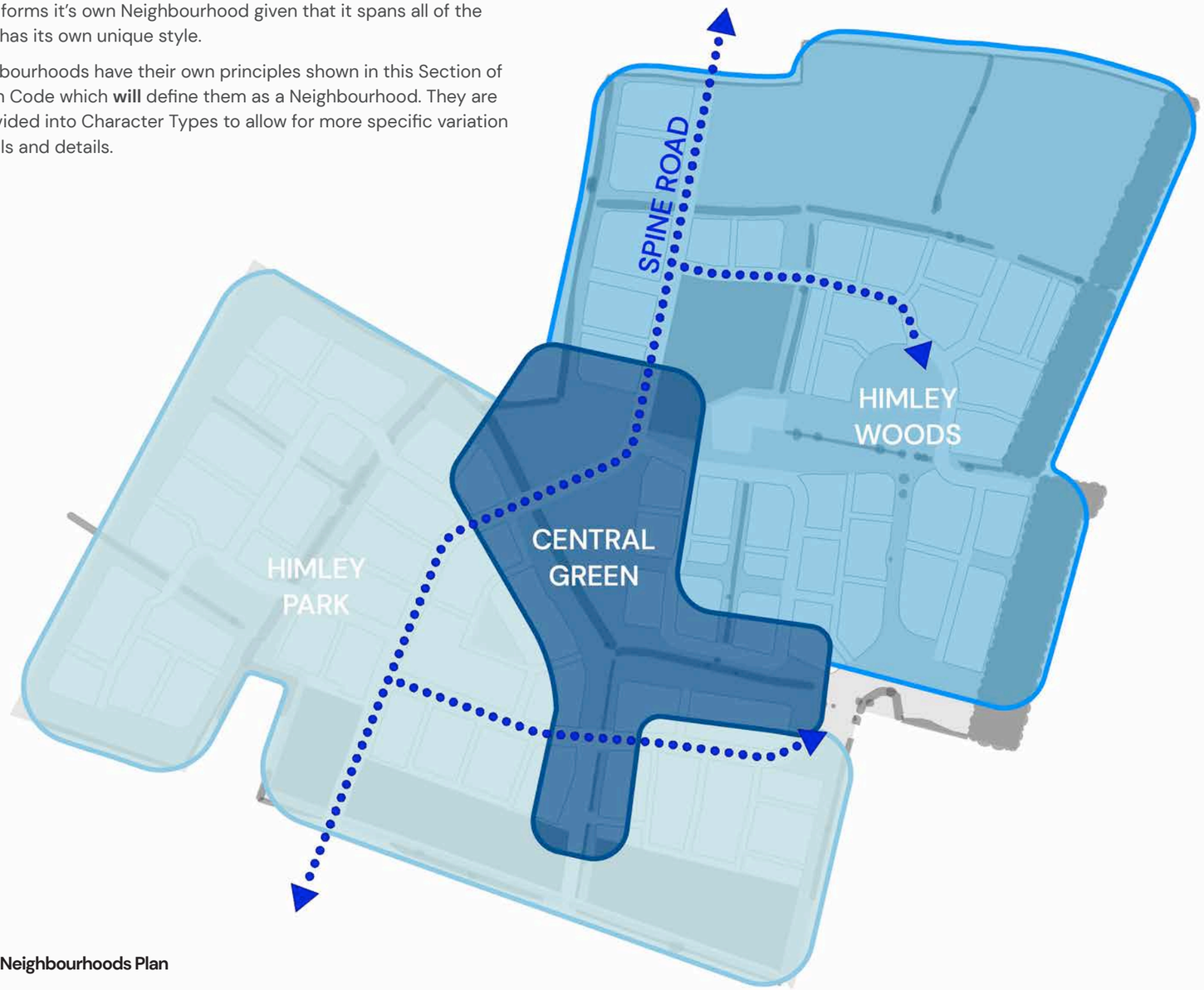
Neighbourhood & Character Types Coding

07 Neighbourhoods & Character Types Coding

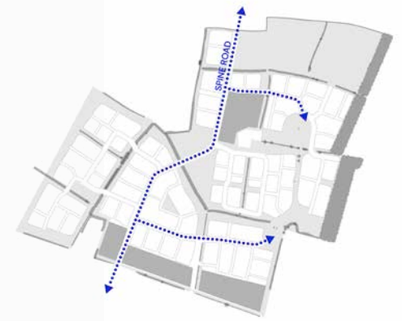
NEIGHBOURHOOD CODING

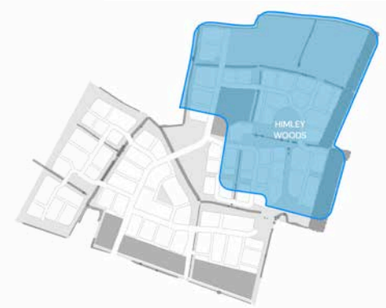
7.1 The Neighbourhoods of Himley Village are shown below, forming a Northern Neighbourhood of Himley Woods, a Southern Neighbourhood of Himley Park and the Central Green that separates the two. The Spine Road also forms it's own Neighbourhood given that it spans all of the areas but has its own unique style.

7.2 The Neighbourhoods have their own principles shown in this Section of the Design Code which **will** define them as a Neighbourhood. They are further divided into Character Types to allow for more specific variation of materials and details.



Neighbourhoods Plan





CHARACTER TYPE CODING

7.3 The character of the proposed development **shall** vary across the site and is affected by the existing site and surrounding conditions, proposed land uses, existing and proposed green/ blue infrastructure and the proposed movement network.

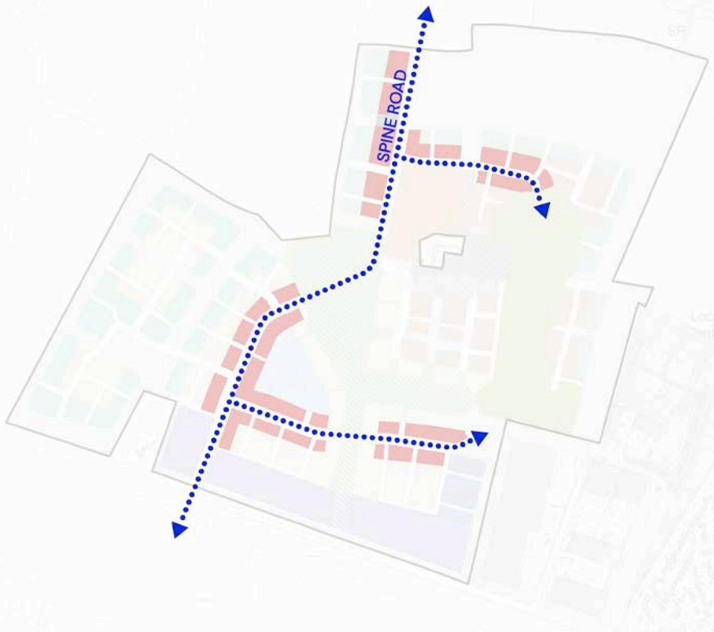
7.4 There **shall** be a variety of spaces and places created across the site and this section of the Design Code provides Character Type specific design guidance to aid the detailed design proposals.

7.5 As set out within Section 1 and the definition of the Neighourhoods within Himley Village, the following Character Types are proposed across the site, and are combined on the plan to the right. The following section sets out the coding principles for each of the Character Types in turn and shows how they relate to the Neighbourhood they are in.

Character Types Plan

HIMLEY VILLAGE, BICESTER

SPINE ROAD



CHARACTER TYPES

CT1 - Spine Road

HIMLEY PARK

CHARACTER TYPES

CT2 -
Himley Edge

CT3 -
Core Area South

CT5 -
Water Gardens

CT7 -
Eastern Edge

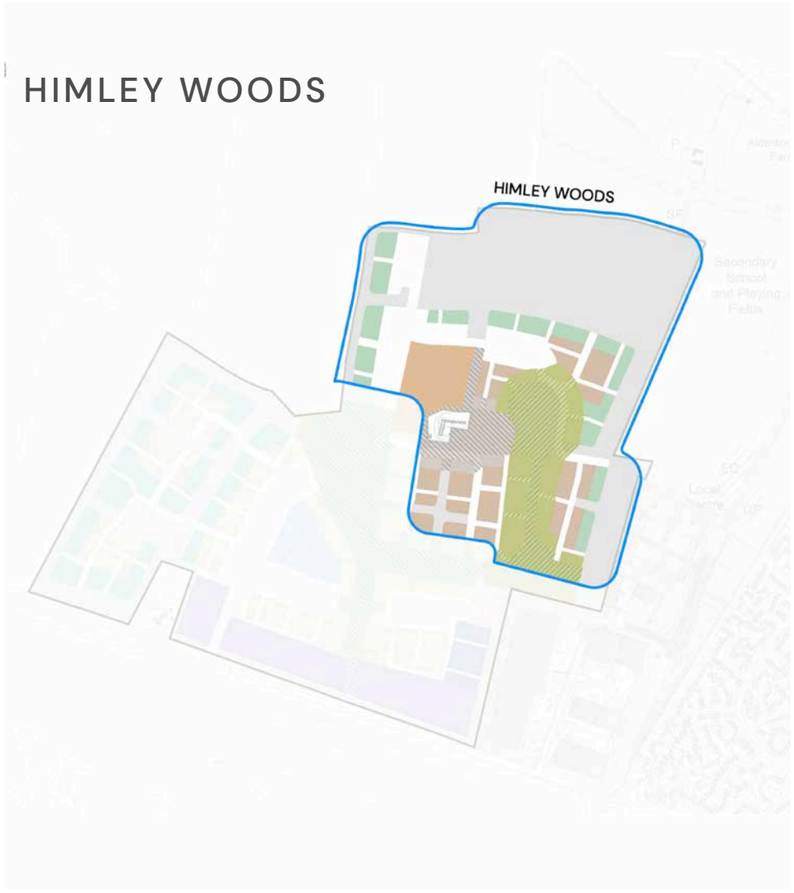
CT11 -
Mixed Use Centre

CENTRAL GREEN

CHARACTER TYPES

CT4 -
Central Green

HIMLEY WOODS



CHARACTER TYPES

CT6 - Himley Meadows

CT8 - Green Edge

CT9 - Core Housing North

CT10 - Himley Farm

CT12 - Primary School

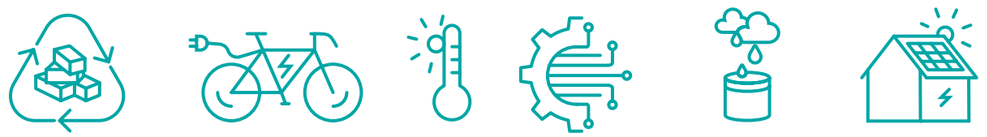
HOW TO USE THE CODE

7.6 The Neighbourhood will be shown first and then the Character Type(s) which relate to it will be shown on the following pages. The principles on the Neighbourhood page principles **must** apply to all the character types within that neighbourhood as this is what unites them to be distinguishable as a Neighbourhood.

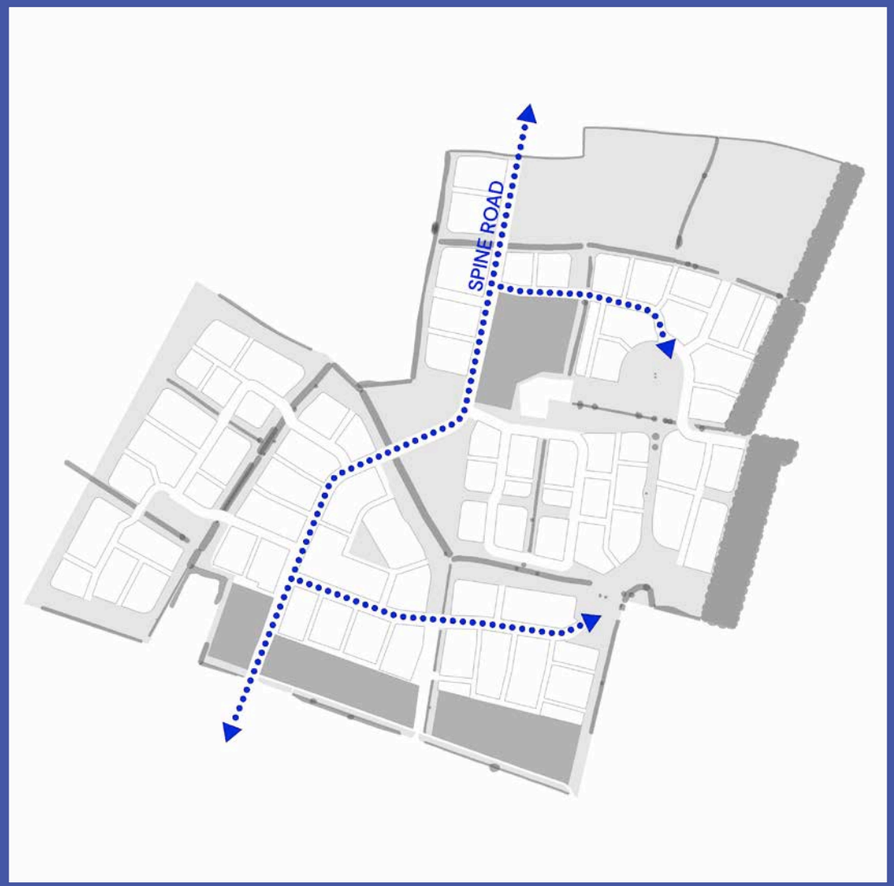
7.7 The Character Types are then more specific in what principles **shall** be followed in that particular area to allow for variation across the Neighbourhood (when there is more than one Character Type).

7.8 The following principles **will** therefore be addressed for each Character Type and include:

- Urban form (relationship of building to one another);
- Building typology (terrace, detached etc.);
- Building lines (consistent or varied);
- Height/Enclosure;
- Roof scape (roof form, consistent or varied eaves/ridge heights);
- Scale and proportion of the buildings and its fenestration (important for both urban form and detail);
- Building details;
- Building materials;
- Landscape Design; and Parking.



Zero carbon considerations should be considered and implemented within each of the Character Types



SPINE ROAD

The Spine Road is defined by the formality of the building line which creates a ***strong vertical presence*** along the main road accentuated by the linear features and vertical height of the buildings which leads through the Neighbourhood.

Material dominance of red brick to dwellings to provide strong aesthetic to make the Spine Road distinct as it links through all of the Neighbourhoods.

Consistency in eaves and ridge heights to be grouped to ensure that the formality is maintained as it leads through the Village.

Landmark Buildings should increase in scale where appropriate and incorporate more features in the form of fenestration or brick detailing.

CHARACTER TYPES

CT1 - Spine Road

CHARACTER TYPE	SPINE ROAD
TYPICAL CHARACTER TYPE ELEMENTS	
LAND USES	RESIDENTIAL
TYPICAL CHARACTER	TALLER GABLE FRONTED UNITS DEFINING THE ROUTE, FORMING A STRONG PRESENCE TO THE STREET SCENE.
PREDOMINANT BUILDING HEIGHT	2.5 ST - 4 ST
BUILDING AND STREET ALIGNMENT	FORMAL AND LINEAR
ROOF FORM	REGULAR AND CONSISTENT ROOF FORM
FACADE DESIGN PRINCIPLES	FORMAL LINEAR FOCUS TO COMTEMPORARY FENESTRATION. GABLE FRONTED UNITS TO BE PROMINENT. LARGER IN SCALE.
LANDMARK BUILDING DESIGN PRINCIPLES	VARIATION OF FENESTRATION DETAILS, SUCH AS LARGER WINDOWS AND WINDOW SURROUNDS. BRICK DETAIL MORE PROMINANT OF FACADE.

CHARACTER WITHIN THE SPINE ROAD MUST FOLLOW THE PRINCIPLES BELOW;

CT1 | SPINE ROAD

CHARACTER TYPE 1 | SPINE ROAD

The Spine Road is the leading main road through the Neighbourhood, therefore the properties need to create a formal building line and create a strong presence within the street. Prominent linear features to dwellings and vertical height to buildings will help define the sense of character.

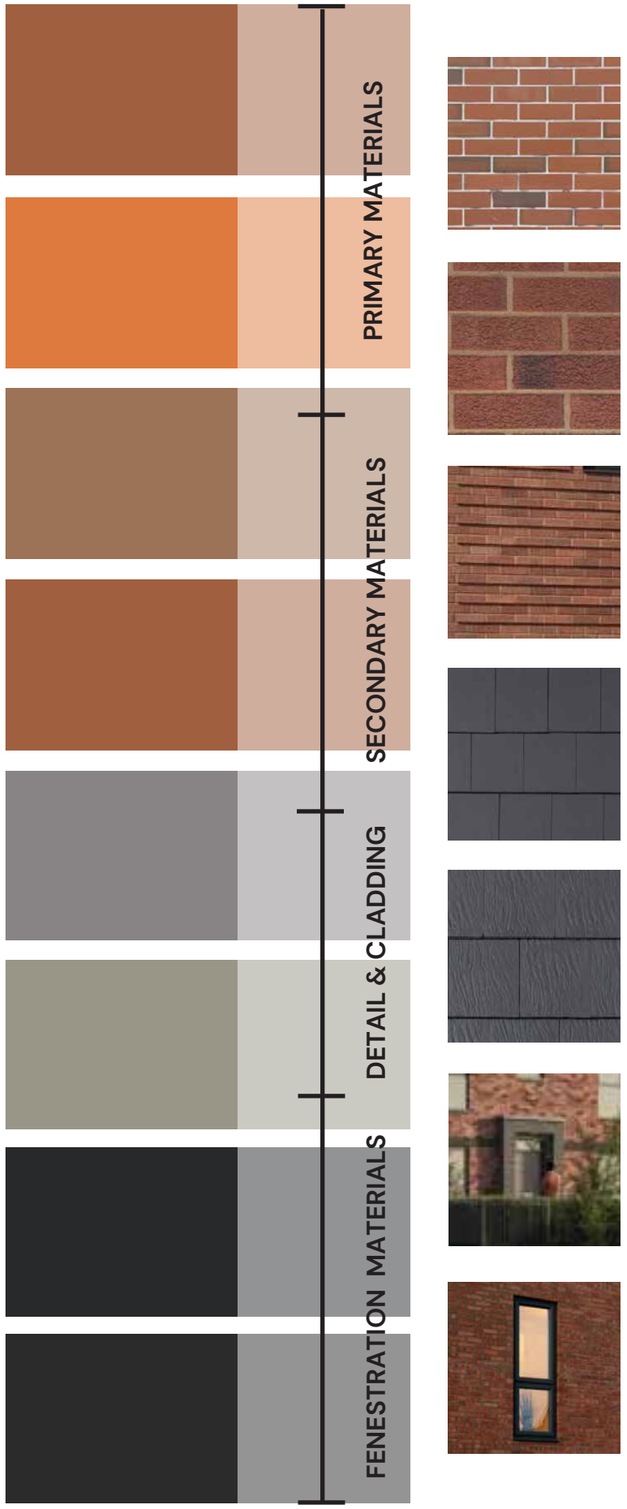
Key Design Coding Principles

- Street with greatest width in development therefore scale **must** reflect this.
- There **will** be space for large scale avenue formal tree planting
- Attractive attenuation features alongside carriageway
- Red brick(s) with slate effect roofing. Brick detailing to be used throughout.
- Anthracite grey windows and detailing
- Other Character Types materially 'touch' the corners and highlight transition points

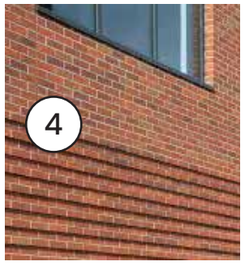
Built Form Coding Principles

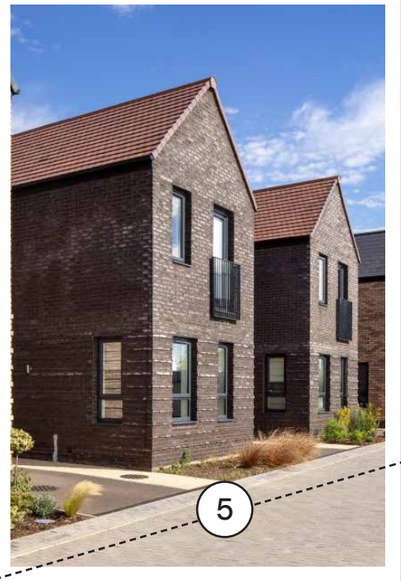
CODE CATEGORY	DEFINITION
URBAN FORM	• Arranged in back to back perimeter blocks with a strong sense of public-private realm definition. • Dwellings ***will*** provide a clear presence and frontage onto streets and public realm. • Set on the widest street(s) across the development. Defined by large verges for drainage attenuation. • Development ***must*** create strong and formal consistent frontages. • Strong sense of rhythm in the street scene, ***must*** be created through repetitive use of detailing and materials to create formality.
BUILDING TYPOLOGY	• Detached, semi-detached and terraced housing. • Corner turner buildings are required at key junctions. • Greater percentage of apartments near to, or adjoining the spine road.
BUILDING LINES	• Building lines ***must*** be consistent between groups of buildings but may vary along the length of the street. • Variations allowed from main dwelling frontage for gable and bay projections.
HEIGHT/ ENCLOSURE	• Predominantly 2.5- 4 storey. • 2.5 storey and over needed at key building locations and overlooking focal spaces.
ROOFSCAPE	• Eaves and ridge lines ***will*** be consistent between groups of buildings but may vary along the length of the street. • Roof pitches ***should*** vary depending on the building typology to assist with ridge height consistency. • Dormer windows ***will*** be used to break up the roof line.

Colour Palette



Architectural Design Principles





1. **Must** be consistant building heights and roof types/lines
2. Symmetry to buildings **will** be incorporated throughout the street scape
3. **Must** be vertical emphasis to fenestration details
4. Brick work detailing to be used
5. Formal Linear alignment along Street

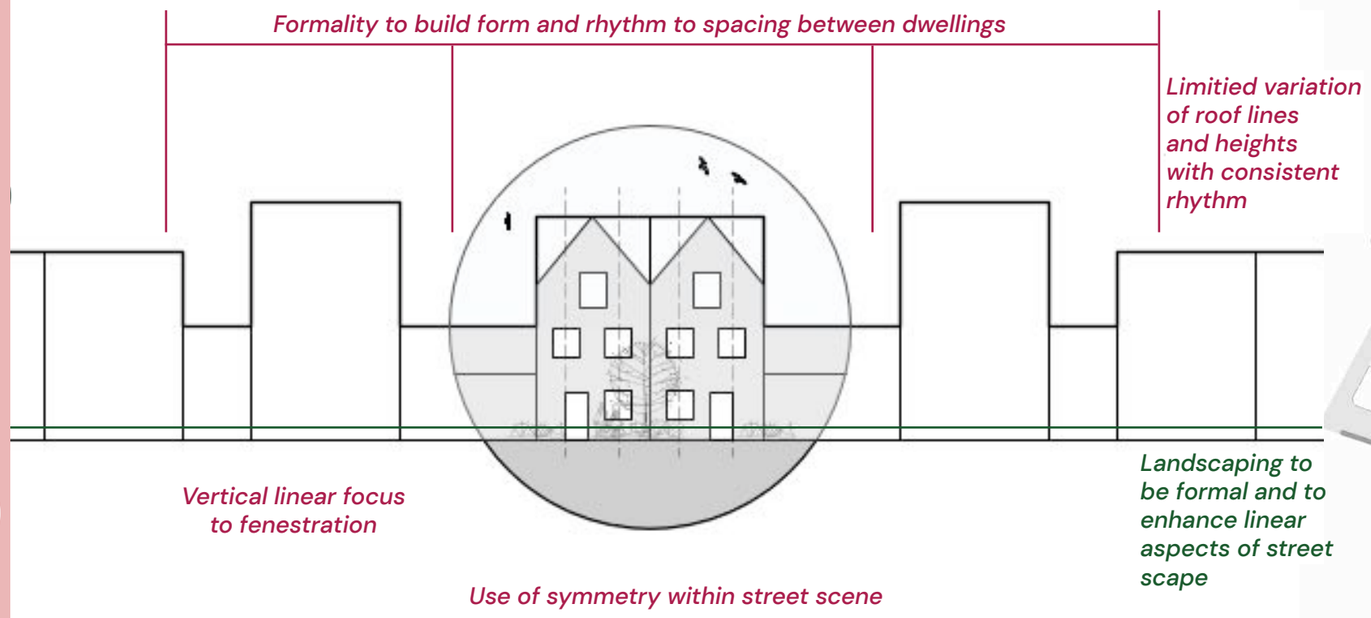
Landmark Buildings to have variation of strong fenestration details to add differentiation between areas. Brick detail should also feature more prominantly.

Subtle variation in building colour when marking a gateway to streets / parcels to assist with wayfinding.

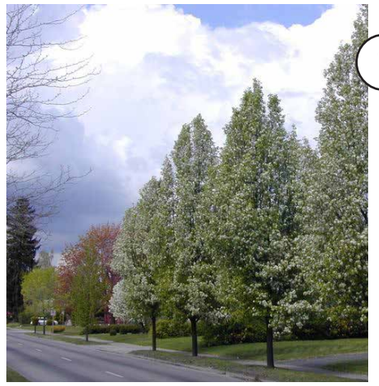
Key Area Features

1. Street with greatest width in development therefore scale of buildings **must** address this.
2. **Will** be Formal tree planting along verges
3. Large swales alongside carriageway adds a distinctive character compared to other areas.
4. A variation of direct access and set back along private drives depending on shared cycleway location.

Important Frontage Principles



LANDSCAPE COLOUR SCHEME



1

2

3

Landscape Coding Principles

The Spine Road landscape design **will** complement the contemporary, linear architectural style of the built form and help create a sense of place for the Character Type that is distinct from the other landscaping within the Neighbourhood.

1. Formal tree planting, with trees species providing upright, oval form.

2. Formal Hedgerows comprising evergreen species in green with species chosen to provide low maintenance hedgerow which can be easily maintained to provide a dense and well structured hedgerow.

3. Feature specimen shrubs and planting species to provide focal architectural form (shape and size) to be replicated throught the area with repetition of form, colour and texture within planting beds.

HIMLEY PARK

Himley Park is defined by a more ***formal structure*** which reflects the principles established for the Mixed Use Area and the Spine Road which lead into the site from Middleton Stoney Road.

Materials in the Neighbourhood are to have similar aspects that link them despite the different Character Types. ***Predominance of red brick*** throughout the Neighbourhood is to be a key thread that will establish a difference between the North and South of the Village.

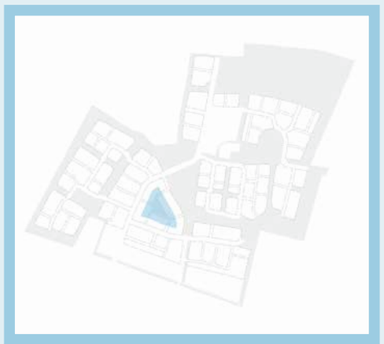
Architectural details are to be contemporary and kept intentionally minimal, allowing fenestration to be larger and the main focus of elevational design. Fenestration style should be kept consistent throughout the Neighbourhood, with subtle variation allowed between Character Types.

Boundary treatments should be more formal, with controlled set backs and use of hedges / planting to define the public and private realm. If hard boundary treatments are used, these **must** be in keeping with the formal linear aspirations in the form of timber post and rails or parkland railings running parallel to the road/drive.

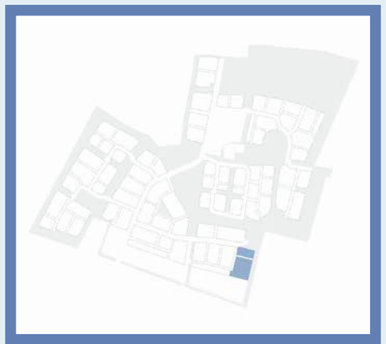
CHARACTER TYPES

CT2 - Himley Edge

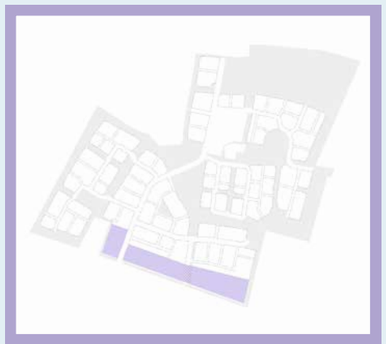
CT3 - Core Housing South



CT5 - Water Gardens



CT7 - Eastern Edge



CT11 - Mixed Use Centre

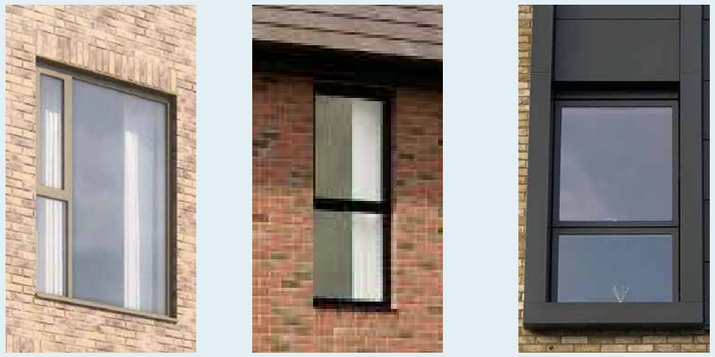
CHARACTER TYPE	HIMLEY EDGE	CORE HOUSING SOUTH	WATER GARDENS	EASTERN EDGE	MIXED USE CENTRE
TYPICAL CHARACTER TYPE ELEMENTS					
LAND USES	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	MIXED USE
TYPICAL CHARACTER	LARGER DETACHED AND SEMI-DETACHED FAMILY HOMES OVERLOOKING OPEN SPACES	MIX OF HOUSING TYPES OFTEN ARRANGED IN PAIRS OR GROUPS OF TERRACES	STRONG BUILDING FRONTAGE TIED TOGETHER WITH COMMON MATERIALS/ COLOUR	SCALE AND REPETITION OF ARCHITECHTURAL ELEMENTS TO ACHIEVE SENSE OF PLACE	CONTEMPORARY BUILDINGS AND LANDSCAPE DESIGN
PREDOMINANT BUILDING HEIGHT	2 ST - 2.5 ST	2 ST (EXCLUDING LANDMARK BUILDINGS)	2 ST	2 ST - 3 ST	3 ST
BUILDING AND STREET ALIGNMENT	IRREGULAR/VARIED	BUILDING LINES GROUPED FOR VARIATION	FORMAL	FORMAL AND CONSISTENT	FORMAL
ROOF FORM	VARIED ROOF FORM	BUILDINGS TO BE GROUPED TO PROVIDE ROWS OF CONSISTENT ROOF FORM	REGULAR AND CONSISTENT ROOF FORM	FORMALITY TO BUILDINGS HEIGHTS BY GROUPING UNITS OF SAME HEIGHT.	VARIED ROOF FORM GROUPED TO PROVIDE FORMALITY AND CONSISTENCY
FACADE DESIGN PRINCIPLES	PROJECTIONS FROM FACADES CAN BE USED FOR VARIATION. DISTINCT CANOPY DETAIL TO BE USED	SYMMETRICAL BUILT FORM WITH VERTICAL ALIGNMENT OF DOORS AND WINDOWS	USE OF WHITE RENDER EXCLUSIVELY TO THIS AREA TO DISTINGUISH AREA	WINDOW AND DOOR STYLES TO BE REPEATED TO ADD CONSISTENCY TO DWELLINGS	CONTEMPORARY STYLE WITH VARIATION OF SECONDARY MATERIALS TO DISTINGUISH BUILDINGS
LANDMARK / KEY CORNER BUILDING DESIGN PRINCIPLES	TILE HANGING OR TIMBER CLADDING TO BE USED AS A FEATURE TO DWELLINGS, UNIQUE TO THE CHARACTER TYPE	FEATURE WINDOWS CAN BE INCORPORATED TO LANDMARK BUILDINGS AND SCALE CAN BE INCREASED	FEATURE WINDOW TO BE USED WITH SECONDARY MATERIAL. WHITE RENDER MUST STAY PROMINENT.	MATERIALS SHOULD VARY ON LANDMARK BUILDINGS TO ENSURE THEY STAND OUT WITHIN STREET SCENE	SOUTHERN GATEWAY TO HIMLEY VILLAGE SO CAREFUL CONSIDERATION TO IMPORTANT FRONTAGES IS REQUIRED

CHARACTER WITHIN HIMLEY PARK MUST FOLLOW THE PRINCIPLES BELOW;

- **COMMON COLOUR PALETTE / MATERIALS**

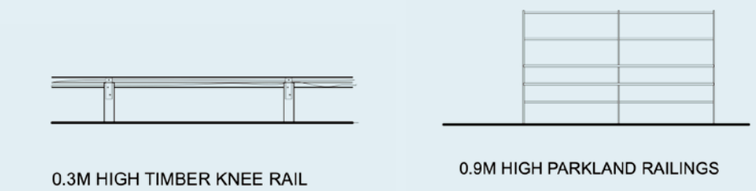
PREDOMINANT USE OF RED BRICK THROUGHOUT NEIGHBOURHOOD

- **CONSISTENT FENESTRATION STYLE (Colour can vary)**



CONTEMPORARY, LINEAR AND MINIMAL IN STYLE

- **FORMAL LINEAR BOUNDARY TREATMENTS**



ALSO USE OF HEDGEROWS & LOW LEVEL PLANTING CAN BE USED

CHARACTER TYPE 2 | HIMLEY EDGE

Himley Edge forms the Character Type to the West of the scheme. This overlooks areas of open space and the building line of dwellings **must** reflect this softer edge. The style of dwellings **will** have dinstinction in fenestration colour and canopy style to the other Character Types within the Neighbourhood.

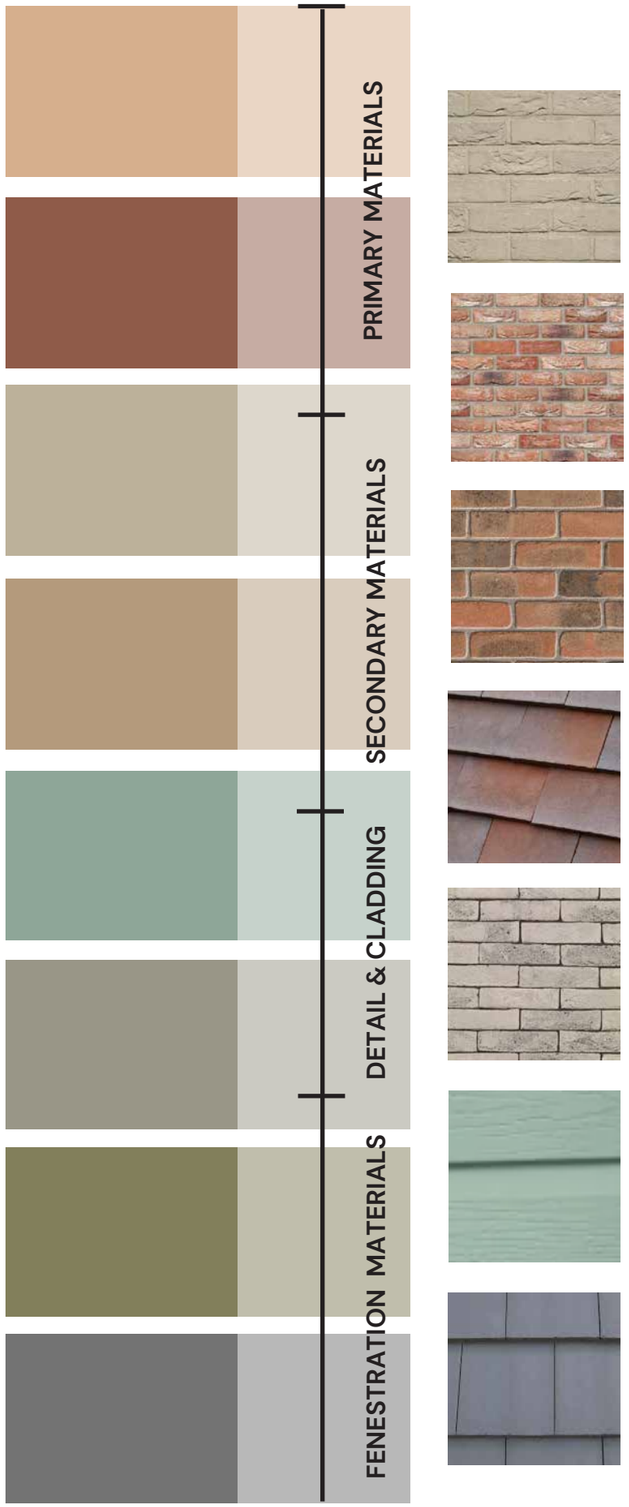
Key Design Coding Principles

- Development **will** overlook the western edge of the Allocation with the use of lower density residential development.
- Dwellings **will** be predominantly larger and set within more generous plots to add the creation of a green and verdant character.
- **Will** be more traditional in form whilst reflecting the contemporary architectural appearance of the Neighbourhood. The dwellings **will** sit within the landscape and overlook the green space to the west of the development.

Built Form Principles

CODE CATEGORY	DEFINITION
URBAN FORM	• Informal frontage with irregular spacings between dwellings. • Coherent groups of house types and styles **must** be used. • **Shall** be a strong sense of rhythm, materiality and repetition in the street scene. • Dwellings **will** be primarily served off shared surfaces and private drives.
BUILDING TYPOLOGY	• Detached and semi-detached housing **will** be used.
BUILDING LINES	• Meandering building line **will** follow green space edge. • Varied build outs and projections **should** be used to vary building line.. • Variation of setbacks to create informal building line and allow planted front gardens.
HEIGHT/ ENCLOSURE	• Predominantly 2 storey buildings. • Limited use of 2.5 storey within street scene for variation
ROOFSCAPE	• Variation in eaves and ridge line is required. • Roof pitches **should** vary depending on the building typology. • Dormer windows **will** break up the roof line where appropriate.

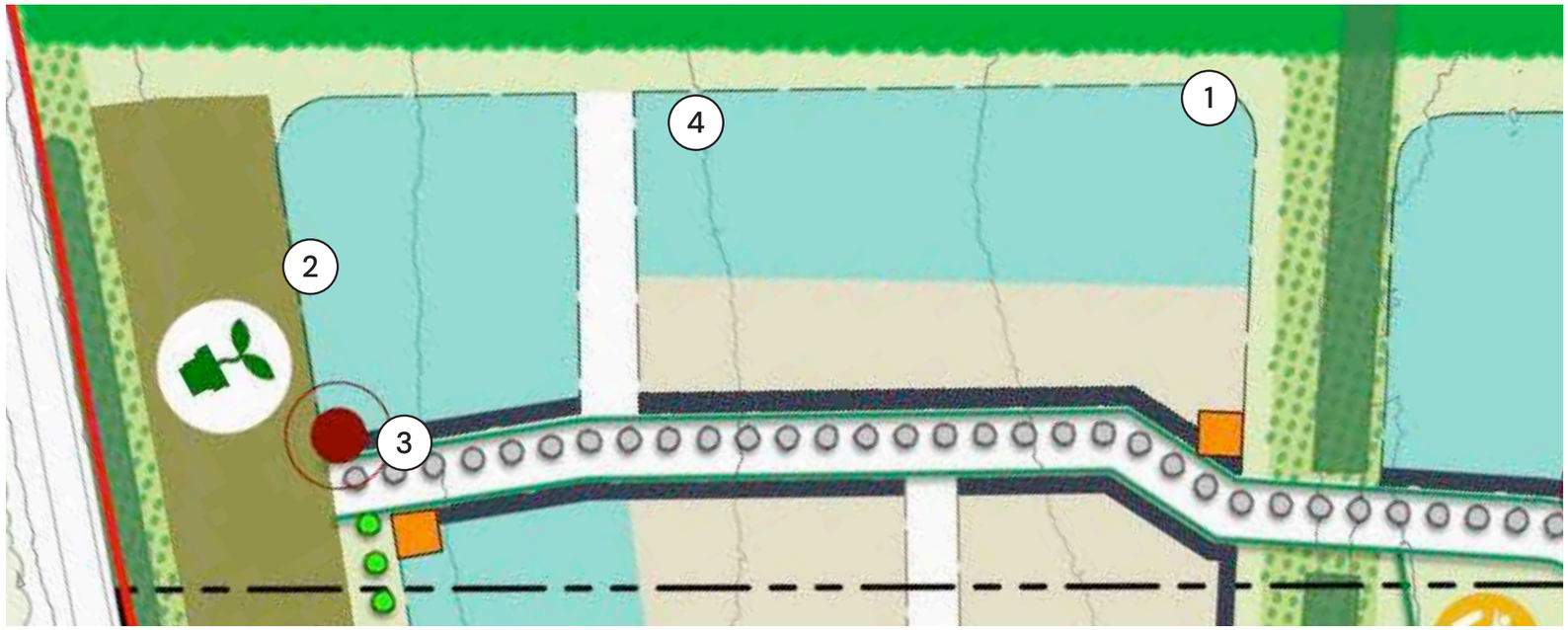
Colour Palette



Architectural Design Principles

1. **Must** be use of projections to facade to add variation of building line
2. Canopy detail **must** be distinct for Character Type with colour/style
3. Contemporary bay projections to be incorporated
4. Larger fenestration features **should** be used in distinct green colour tone
5. Cladding detailing **must** be used on dwellings in detail panels, or may cover larger areas of elevations. (Space must be left for primary material to also feature prominently)

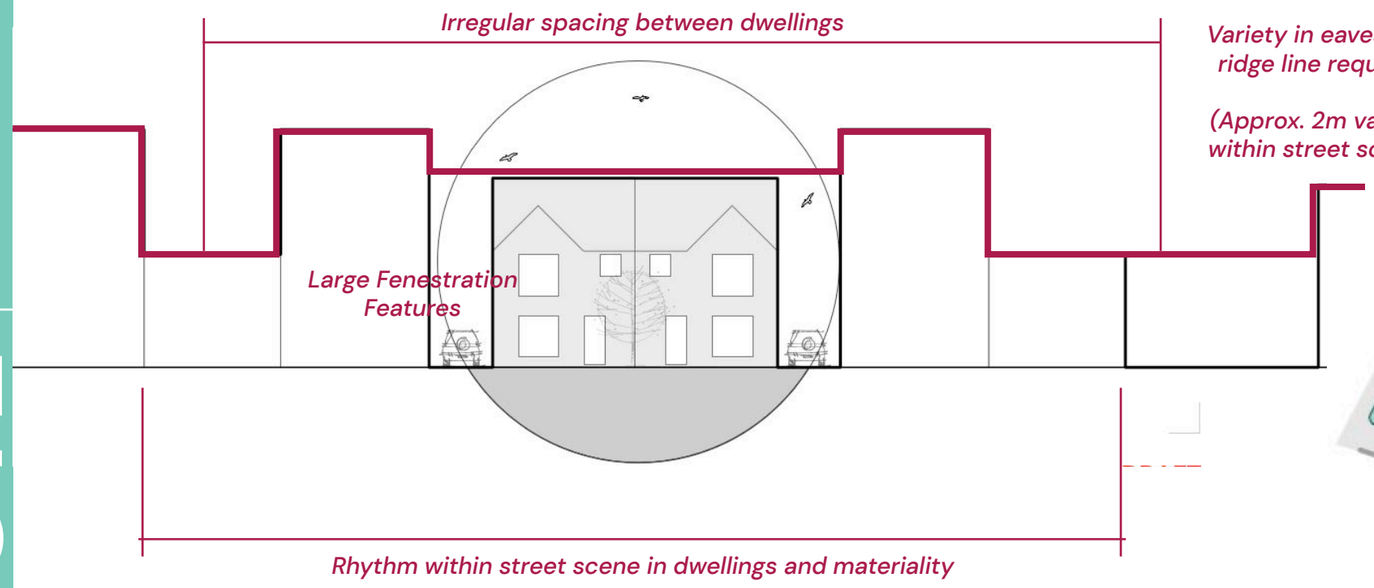
Landmark Buildings to have tile hanging feature which is unique to the character type. This **will** set it apart from other areas. Cladding can also be used on Key Corners.



Key Area Features

1. Development **will** overlook edges of the site and open space.
2. Landscaping features **will** be incorporated nearby
3. Landmark features **will** be prominent overlooking open space
4. Roads **will** be a lower category allowing for shared surfaces and private drives

Important Frontage Principles



LANDSCAPE COLOUR SCHEME

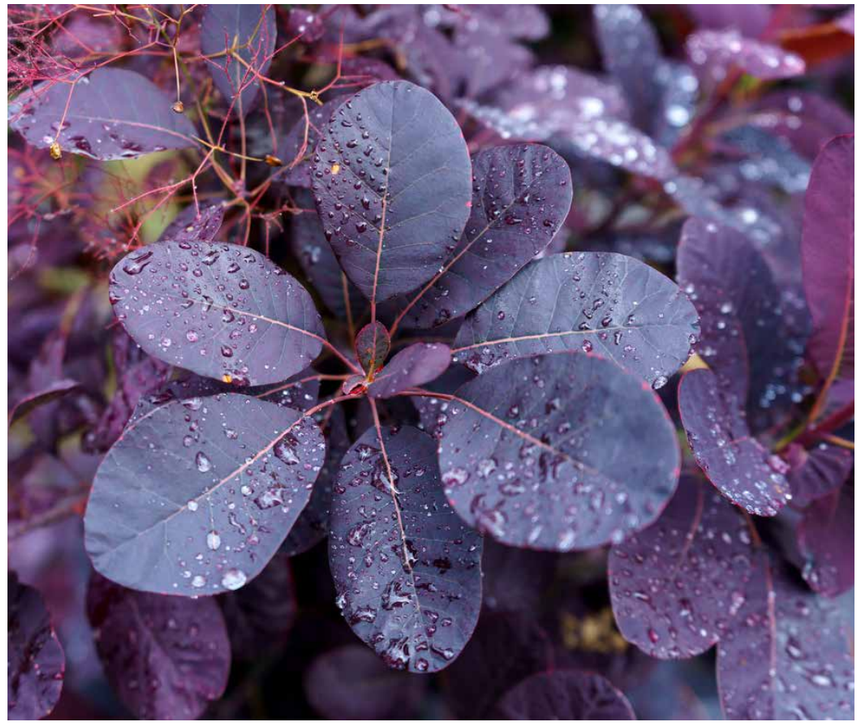
Landscape Coding Principles

1. Overall on plot landscaping to be semi-formal in character with evergreen mixed species hedgerows to be located at key junctions.
2. Expanded colour palette focusing on yellow and burgundy shades, species will be chosen for being robust and simple in form. Species to be block/group planted.

On-plot/incidental open space to be designed using a mix of informal and geometric shapes.

Garden trees and specimen shrubs will have a semi-formal shape and typically be flowering.

Hedgerows should be used to help define the public and private realm with introduction of single species hedgerows to provide verdant edge to the Character Type where fronting public open space.



CHARACTER TYPE 3 | CORE HOUSING SOUTH

Core Housing South is designed to be integral to the scheme, providing the consistency throughout the Southern Neighbourhood between the varying Character Types. There should be variation in set backs and parking styles, whilst consistency should remain in grouping building lines and roof heights.

Key Design Coding Principles

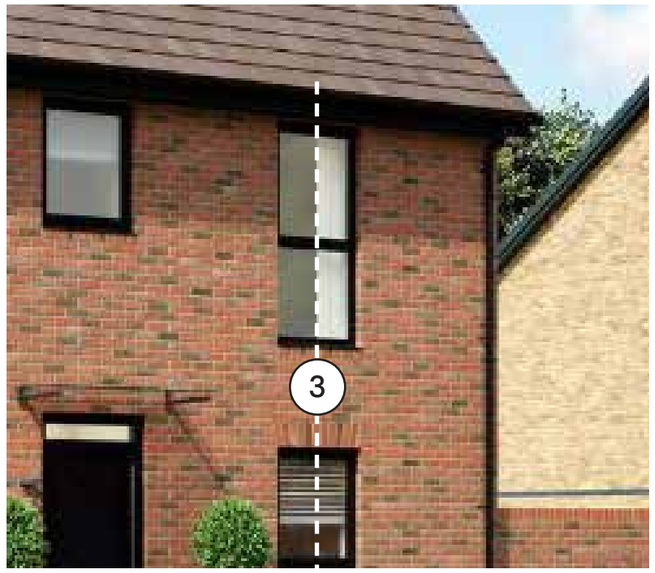
- **Must** be a mix of semi-detached and terraces with limited detached units for corner turning
- Predominant use of red brick types with occassionally lighter colour materials used for variation / legibility.
- **Must** be lighter colour of fenestration details incorporated from palette
- More typically shared surfaces than other Character Types
- More varied street surfacing **will** be used

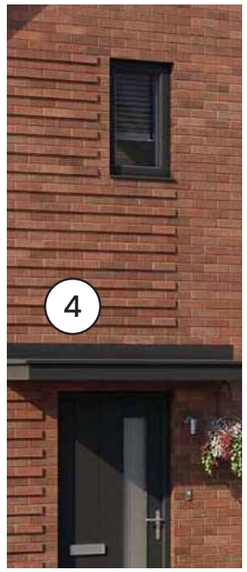
Built Form Principles

CODE CATEGORY	DEFINITION
URBAN FORM	• Back to back perimeter block developments ***must*** be used with active frontages overlooking the internal movement networks. • Predominantly shared surface / tertiary routes. • A variety of parking solutions ***should*** be used. Either on plot, frontage parking or courtyards. • Development ***should*** create strong and formal consistent frontages. Strong sense of rhythm in the street scene, created through repetitive use of detailing and materials.
BUILDING TYPOLOGY	• ***Must*** be predominantly semi-detached, small group terraces. Limited detached units primarily to be used for corner turning.
BUILDING LINES	• Consistent building lines and set backs to ensure clear building lines are achieved. • Minimal variations allowed from main dwelling frontage for gable and bay projections. • Main frontages to be consistent between groups of dwellings on internal streets.
HEIGHT/ ENCLOSURE	• ***Must*** be predominantly 2 storey with limited use of 2.5/ 3 storey buildings at key locations.
ROOFSCAPE	• Consistency in eaves and ridge line ***required*** within groups of buildings. • Roof pitches ***should*** vary depending on the building typology. • Dormer windows can be used occasionally to break up the roof line in key locations.

Colour Palette

Architectural Design Principles





1. Lighter fenestration colours **will** be incorporated
2. Subtle variation of brick colour **must** be used to add variation throughout area
3. Linear focus and symmetry to fenestration details
4. Contemporary use of canopies, **must** be kept minimal
5. Use of boundary treatments in keeping with Neighbourhood Principles **should** be used where appropriate

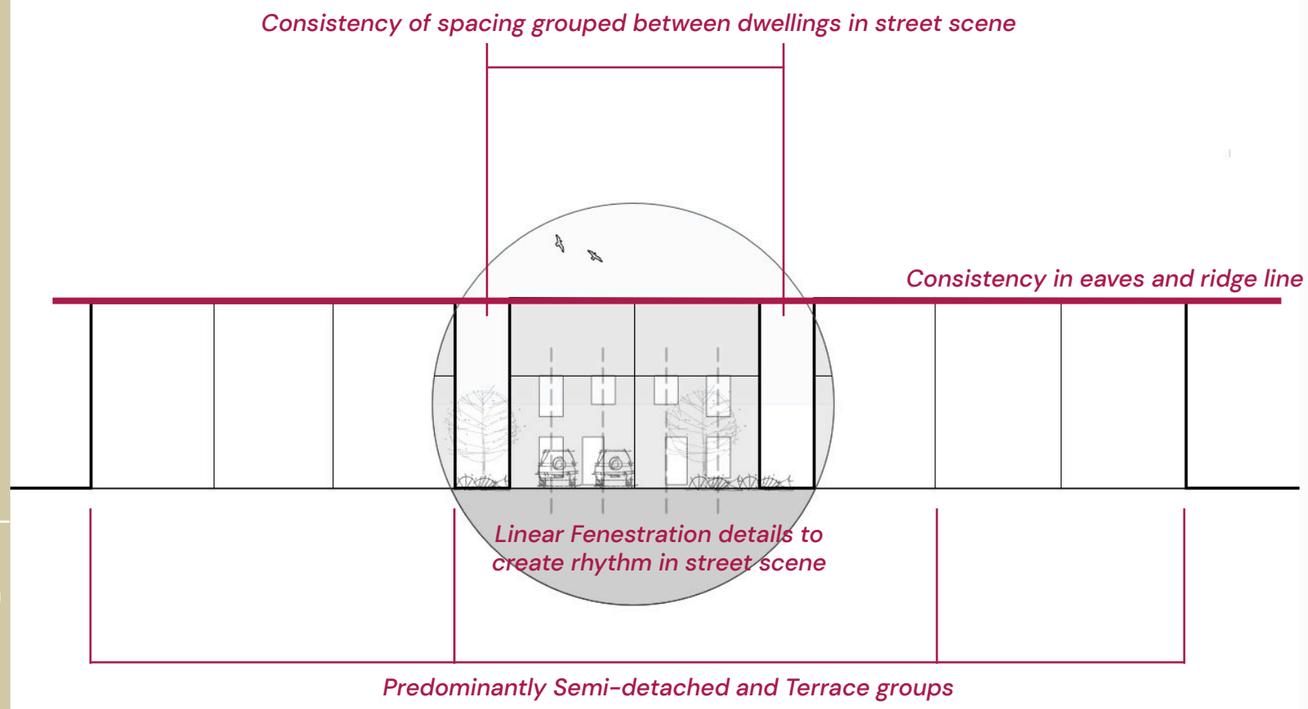
Feature windows should be incoporated on Landmark / Key Corner dwellings.

Scale can also increase where appropriate, such as when situated at vistas or overlooking key spaces.

Key Area Features

1. **Must** be variation of street types
2. Landscaping (minimum of 2.7m width) and tree planting **should** be used to break up parking
3. Building lines **should** be grouped for consistency but should be variation of set backs in street scene.
4. **Must** be a variation of parking styles to assist with landscaping and set backs.

Important Frontage Principles



LANDSCAPE COLOUR SCHEME

Landscape Coding Principles

1. Feature semi formal themed street tree planting with use of blossom to provide seasonal interest.

2. Hedgerows to form boundaries along primary routes and at key junctions, either single species or a mix of species with semi-native or ornamental species. Native specie such as Carpinus betulus may be used where fronting the public open space.

3. Garden trees and specimen shrubs **will** have a semi-formal shape and typically be flowering expanded colour palette focusing on pastel shades species **will** be chosen as more traditional cottage garden style.

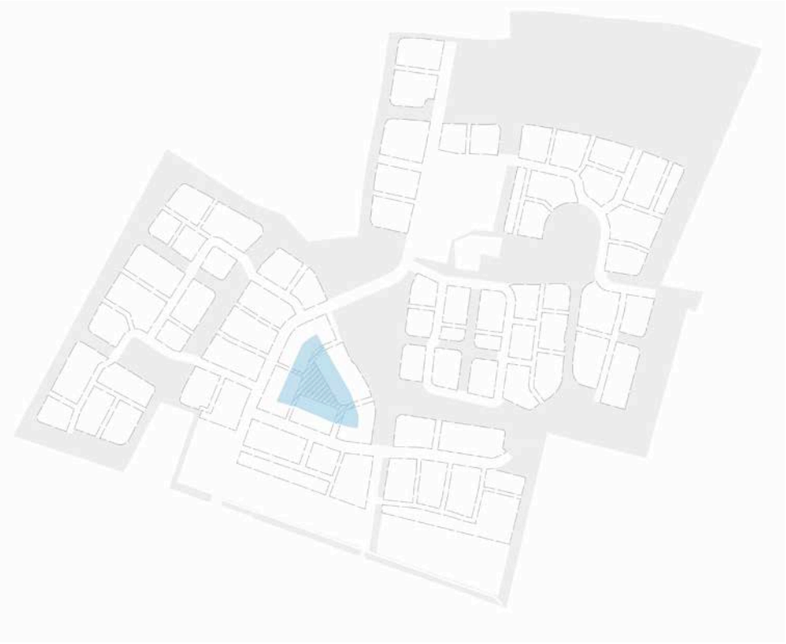
   The on-plot curtilage/incidental open space to be designed using planting beds to help define public and private realm where hedgerows are not used. Planting mixes **will** reinforce the cottage garden style with a mix of colour, form and texture to improve the streetscape.

CHARACTER TYPE 5 | WATER GARDENS

The Water Gardens is a small Character Type to be coded relating to the landscaped attenuation feature that sits central to the area. A consistent and strong frontage is **required** to identify this space, reserving white render to link the buildings and distinguish it from other areas within the Neighbourhood.

Key Design Coding Principles

- Formal three sided enclosure space with regular building line and buildings designed as a composition;
- Simple architectural detailing with texture and interest created through the application of materials - predominantly white render grey windows overlooking the public open space;
- Regular and consistent plot widths encouraging a formal and coherent character complimented by landscaping which provides contemporary planting style with naturalistic species to provide a verdant setting central to this part of the scheme;

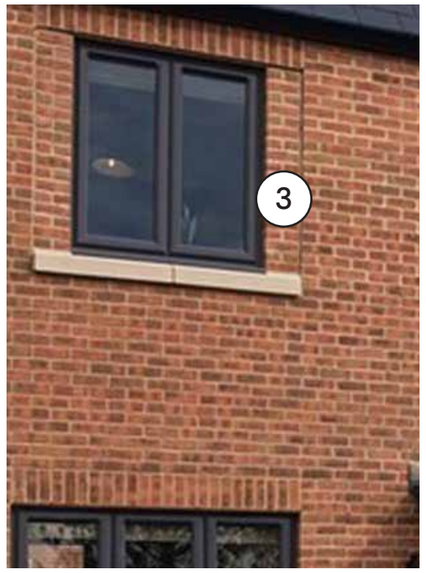


Built Form Principles

CODE CATEGORY	DEFINITION
URBAN FORM	• Formal linear development. • Strong sense of rhythm, materiality and repetition in the street scene. • Development **will** be softer in its materials from the spine road, transitioning towards the green edge. • ***Will*** be a formal frontage with consistent set backs and less variation in built form. • Direct access to dwellings provided from internal street network and private drives
BUILDING TYPOLOGY	• Detached and semi-detached dwellings consistent in widths.
BUILDING LINES	• Set backs **must** allow for more rural frontages, with naturalistic planting within deeper frontages. • Limited build outs for bay windows and gables. • More generous setbacks to allow for deeper, greener planted frontages.
HEIGHT/ ENCLOSURE	• 2 Storey only.
ROOFSCAPE	• **Must** be consistency in eaves and ridge lines. • Roof pitches **should** vary depending on the building typology.

Colour Palette

Architectural Design Principles



1. Use of white render **will** be used on all plots for strong frontage
2. Asymmetry to fenestration to bring informality and variation to facades
3. Darker colours for fenestration details
4. Use of informal landscaping and linear boundary treatments, in keeping with Neighbourhood Principles
5. Windows in keeping with palette and Neighbourhood style

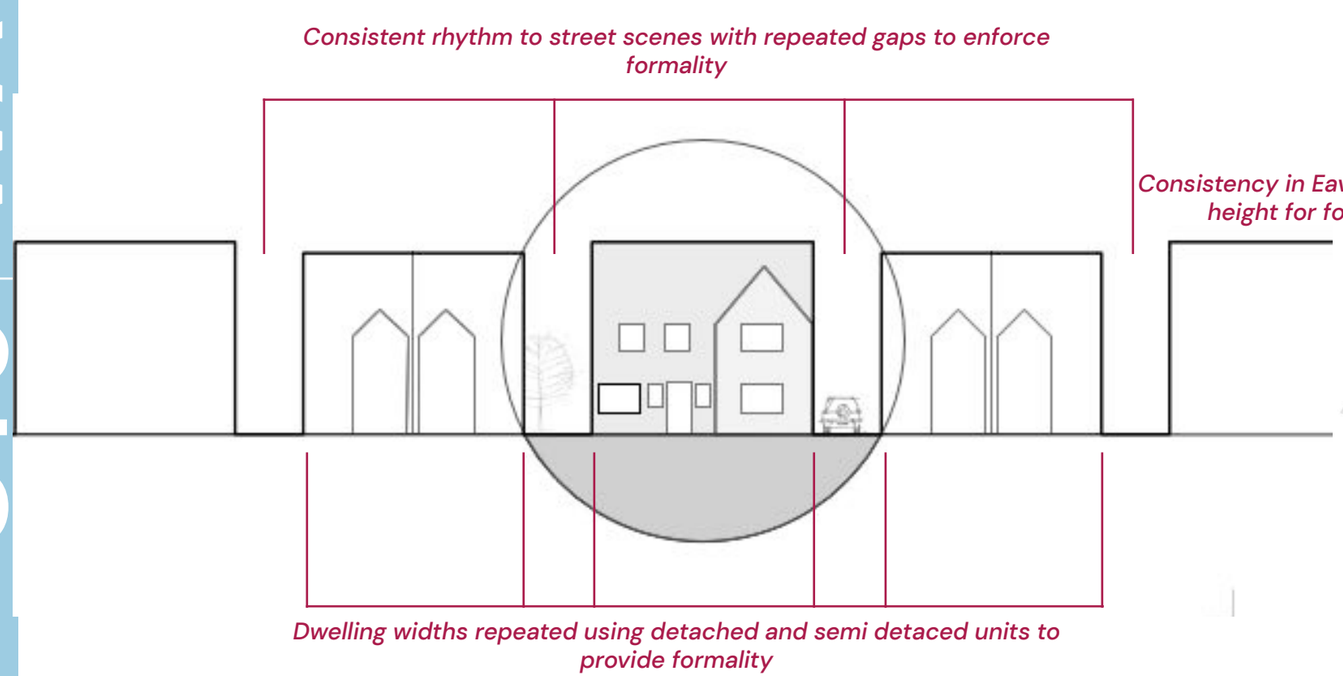
Landmark Building to have variation of strong fenestration details with feature windows to be used. This can be emphasised by window surround detail.

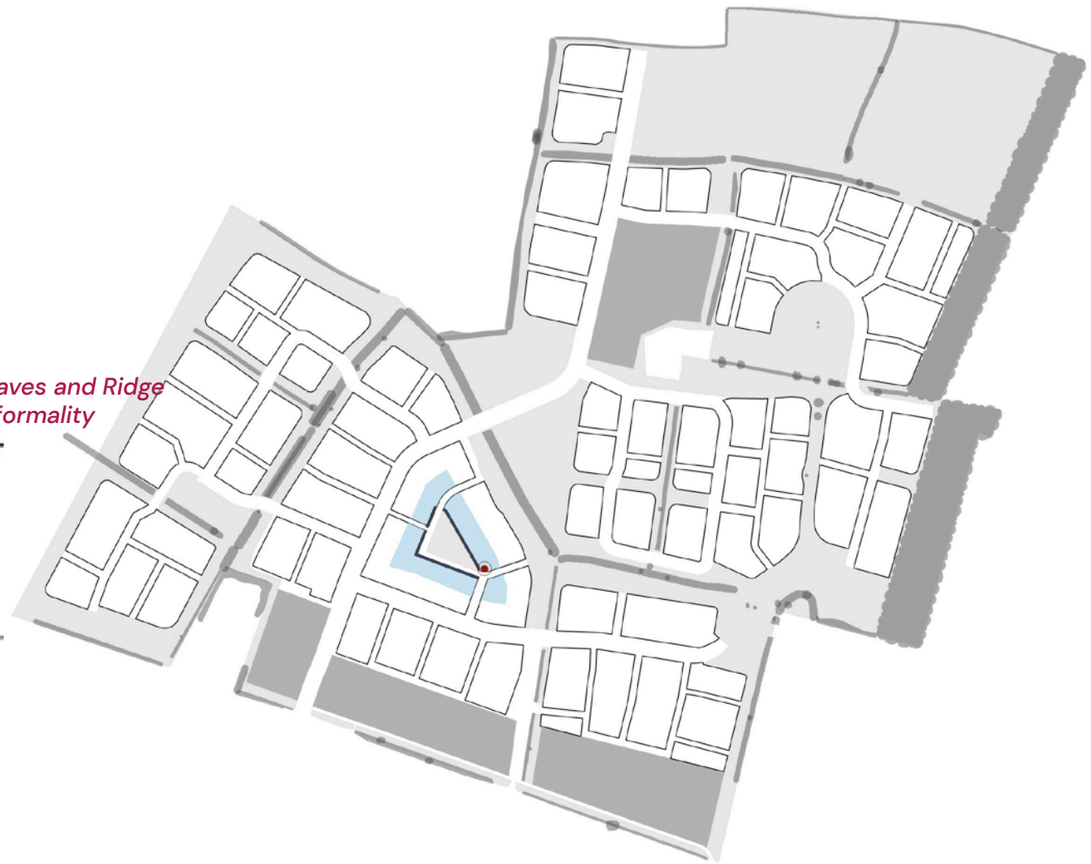
Landscaping from palette should emphasise Landmark Building and Important Frontages

Key Area Features

1. Attenuation feature **will** be main feature of the area
2. **Must** be formality in spacing between dwelling to create rhythm to street scene
3. Landscaping **will** be a main character distinction within area
4. Buildings **must** be regular and consistent in building line and plot widths

Important Frontage Principles





LANDSCAPE COLOUR SCHEME

Landscape Coding Principles

1. On plot landscaping to tie in with public realm character with planting to provide integrated landscaping approach with clear separation of public and private realm (through use of hedgerow planting) and use of similar species and textures within the planting palette.

2. On plot landscaping will comprise a soft tonal palette with the potential use of grasses to add interest and link to public realm planting which will provide planting in swathes within planting beds and contribute to the streetscape. Trees will provide vertical greening along Tertiary Street and planting beds along the periphery of the space to help define the public open space with planting species to tie in with on plot palettes to provide a biodiverse, coherent and robust setting.

3. The Water Gardens will be distinct from the other Character Types with a hard edged attenuation feature providing a focal feature within the area with an area of permanent water including complimentary landscaping treatments using grassland, marginal planting and trees where suitable.

Water Gardens

PURPOSE

7.9 The Water Gardens are located within residential surroundings and provide a pleasant contrast between the naturalistic wetland planting and the geometric built form. The space will be designed for passive relaxation in a calm environment.

VALUE

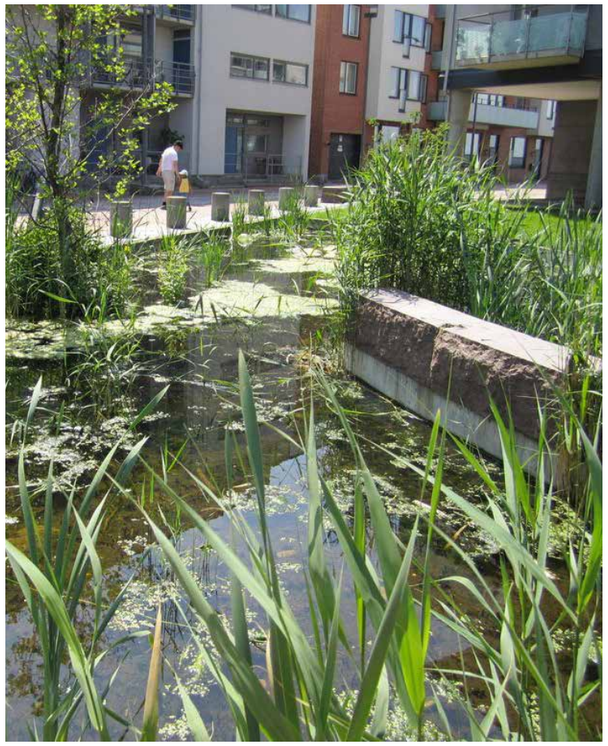
7.10 The value of this space is provided by its proximity to those residential properties which are adjacent and overlook the space, and also in its character of being a 'blue' open space. The space **will** offer a place to relax and to meet friends and socialise, thus encouraging mental health benefits.

7.11 Planting within the space **will** be chosen to provide a variety of species suitable for the wetland and seasonally wet habitat. Focusing on those which are wildlife friendly **will** increase the habitat value and biodiversity.

USES

- **Rest and relaxation** – within a green/blue space
- **Informal recreation** – walking, gentle exercise and other recreational pastimes, such as board games like chess.
- **Biodiversity enhancements** – through provision of the water and the variety of planting focusing on wildlife attracting species suitable for the habitat types
- **Education** – the wetland/water feature **will** be a wonderful opportunity to get children to view wetland nature, allowing conversations to spark and develop.


Pond Snail
Diving Beetle
Water Hoglouse
Midge Larvae
Mayfly Nymph
Water Snail
Pond Skater
Dragonfly Nymph
Ramshorn Snail
Water Flea
Newt



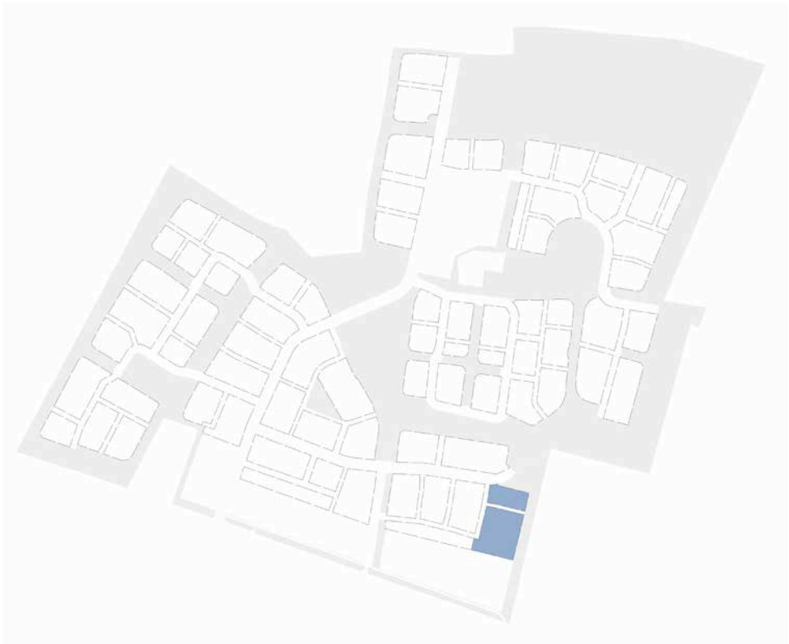
CT7 | EASTERN EDGE

CHARACTER TYPE 7 | EASTERN EDGE

The Eastern Edge is a small parcel that sits opposite the employment land, meaning that design in this parcel should reflect the scale and form of its surrounding context. This means larger scale and massing is required which should also ease the transition between the mixed use area and nearby residential parcels

Key Design Coding Principles

- Predominance of apartment buildings
- Units **must** be orientated to maximised natural surveillance
- Consistency in building lines and set backs to create formality to streets within Character Type.



Built Form Principles

CODE CATEGORY	DEFINITION
URBAN FORM	• Development **will** reinforce the linear and green character of the primary movement route. • Development **will** create a strong and formal consistent frontages. • Strong sense of rhythm and repetition in the street scene, created through built form and planting.
BUILDING TYPOLOGY	• Apartment buildings, semi detached and terraced housing.
BUILDING LINES	• Consistent building lines and set backs to ensure clear building lines are achieved. • Limited variations allowed from main dwelling frontage for gable and bay projections.
HEIGHT/ ENCLOSURE	• Predominantly 2-3 storey.
ROOFSCAPE	• Grouped consistency in eaves and ridge line required. • Gable fronted elevations are a key feature. • Roof pitches **should** vary depending on the building typology but be grouped for consistency. • Dormer windows **will** break up the roof line.

Colour Palette

Architectural Design Principles

1. **Must** be strong formal frontage to units and amenity / public spaces carefully incorporated
2. **Will** be prominence of apartments within Character Type
3. Scale and massing **will** be bigger with dwellings building up to changes in height
4. Repetition to window style and symmetry to alignment
5. Red brick **should** feature prominently to in keep with Neighbourhood Principles

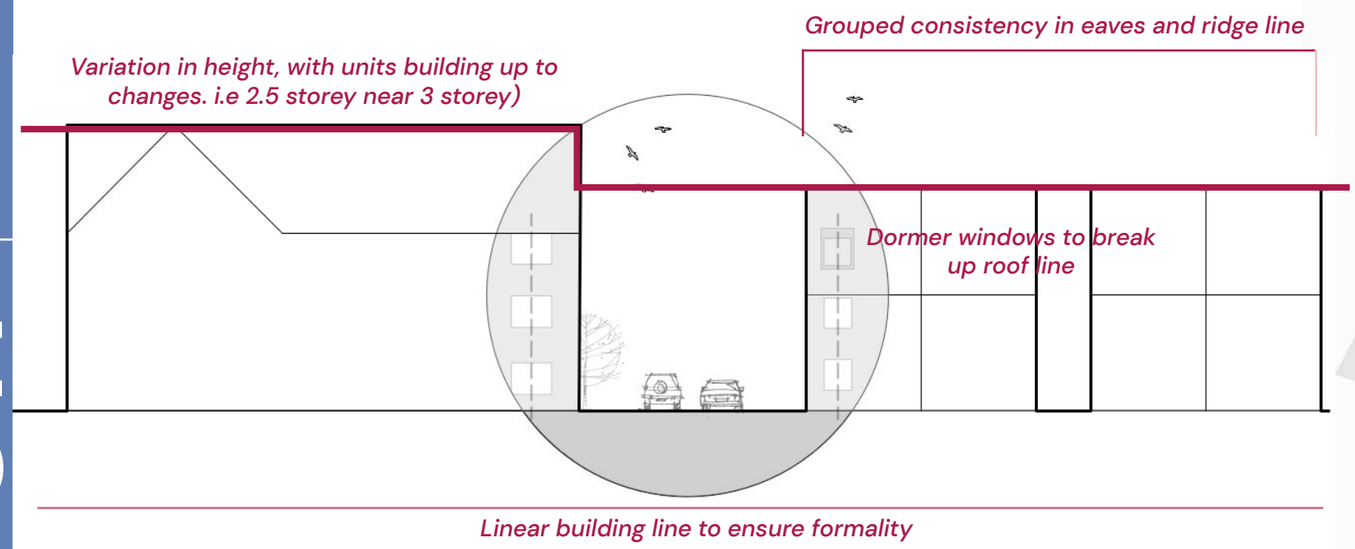
Material variation to Landmark Buildings to ensure they stand out within the street scene and assist with legibility and wayfinding.

Balconies on apartments in key corners **should** be considered as a primary feature to elevations.

Key Area Features

1. Apartments to front the open space and provide key frontage overlooking open space
2. Parking **must** be carefully incorporated into scheme to not dominate visually
3. Linear formality **should** be prioritised in street scene
4. Pedestrian / cycleways to feature around perimeter to area so natural surveillance is key. Blocks **should** be orientated to maximise this.

Important Frontage Principles



LANDSCAPE COLOUR SCHEME

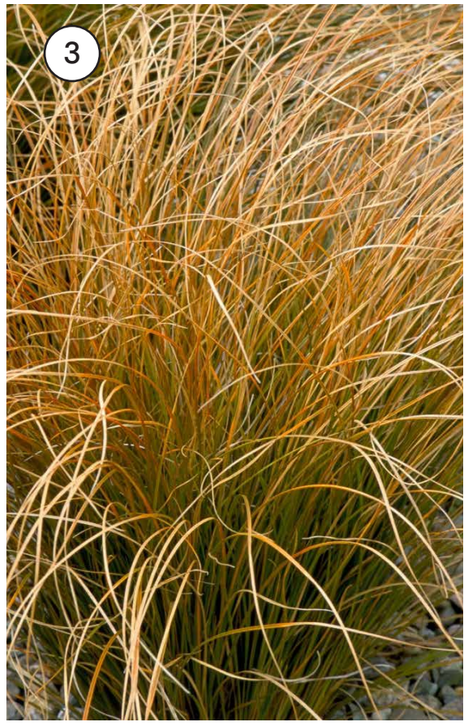
Landscape Coding Principles

1. Evergreen mixed species hedgerows to be located at key junctions

   On-plot/incidental open space to be designed using geometric shapes

2. Garden trees and specimen shrubs **will** have a semi-formal shape and typically be flowering

3. Expanded colour palette focusing on warm shades. Species **will** be chosen for being robust and simple in form with use of grasses to provide year round interest. Species to be block/group planted to provide strong lengths of planting to help define the public and the private realm



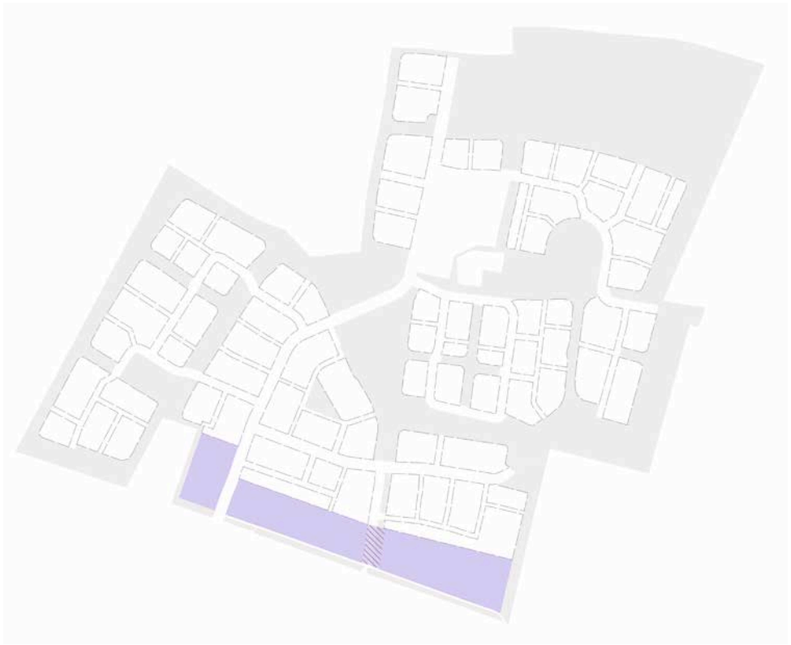
CT11 | MIXED USE NEIGHBOURHOOD CENTRE AND RETIREMENT VILLAGE

CHARACTER TYPE 11 | MIXED USE

The Mixed Use Neighbourhood centre sits at the front of the site and **will** contain a variety of facilities which **will** add a sense of variation throughout the parcels. Therefore consistency in materials and building lines **must** be prioritised to create a defining presence and gateway feature to the Village.

Key Design Coding Principles

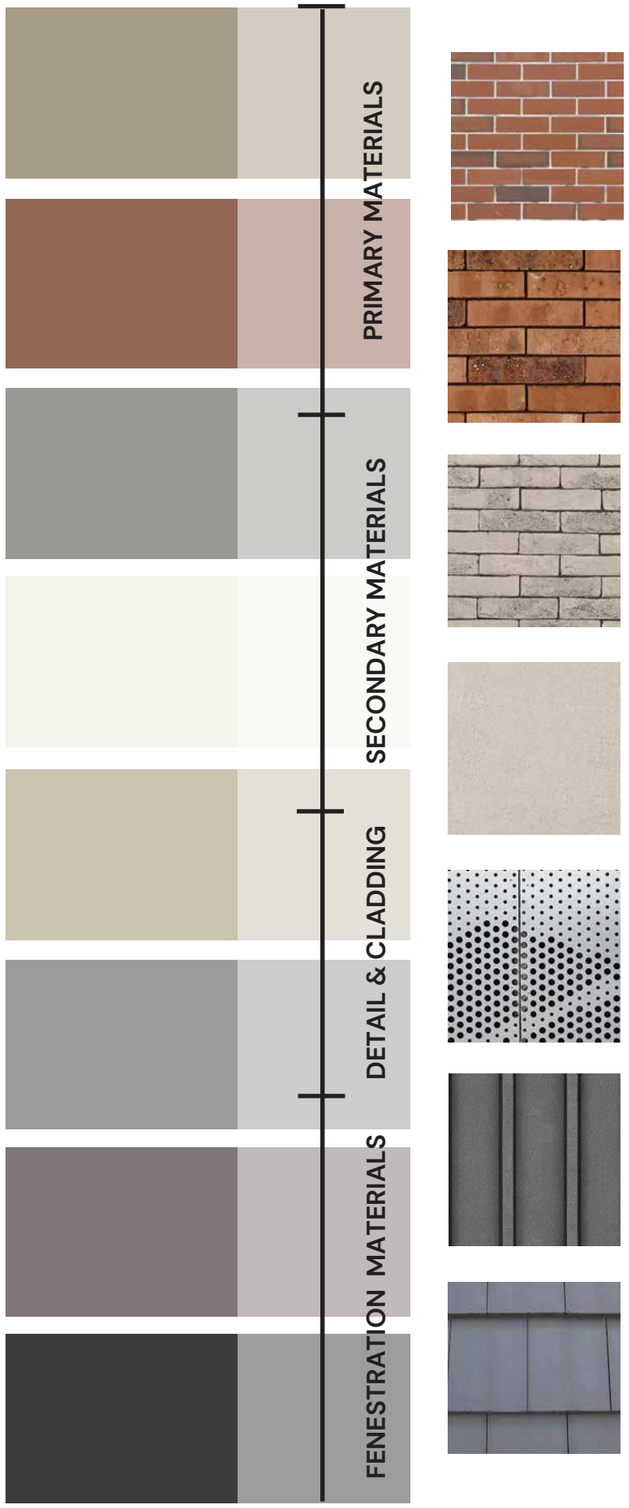
- Larger scale contemporary buildings
- More varied materials pallet (including metal detailing)
- Urban squares, piazzas and urban pocket parks in a ribbon through the centre
- Formal planting with trees in paving
- Feature street furniture



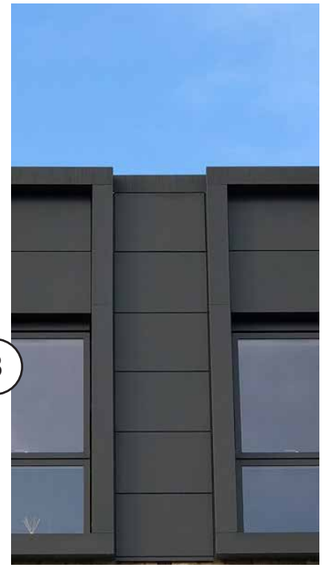
Built Form Principles

CODE CATEGORY	DEFINITION
URBAN FORM	• Built form overlooking Middleton Stoney Road, Spine Road access points and internal pocket parks. • Public pocket parks **will** provide multi functional hard landscaped urban space. • Development on corners **will** be dual frontage to increase natural surveillance. • Formal arrangement of buildings **will** enhance the contemporary character. • Outward facing blocks which ***will*** create active frontages - with servicing / parking plotted carefully behind blocks.
BUILDING TYPOLOGY	• Commercial units. • Retirement Village (Use Class C2).
BUILDING LINES	• Buildings to be set back from building lines of the main residential phase. • Consistent building lines and set backs to ensure clear building lines are achieved.
HEIGHT/ ENCLOSURE	• Up to 3 storey.
ROOFSCAPE	• Consistency in eaves and ridge line **will** be required. • Roof pitches **should** vary depending on the building typology.
SCALE/ PROPORTION	• Large scale buildings with increased sense of massing . • Unified and regular massing creating formal frontage. • Street composition **will** provide repetition and cohesion. • Proportional buildings with simple volumes, with the overall scale and massing being consistent.
BUILDING DETAIL	• Simple contemporary detailing. • Commercial door canopies to be contemporary flat roof (cantilevered or suspended). • Formal door styles.
BUILDING MATERIALS	• Roof - standing seam roofing, slate effect tiles - dark grey. • Barge boards and fascias - black. • Walls - long format brown multi brick, long format brown brick, perforated metal cladding, metal rain screen cladding. • Windows - anthracite grey. • Doors - black.
PARKING	• Residential - parking **should** be provided in secure and well-designed private courtyards to the rear of buildings. • Commercial - **must** comply with OCC Parking Standards. • Parking areas **will** be landscaped to screen parking and provide a verdant setting

Colour Palette

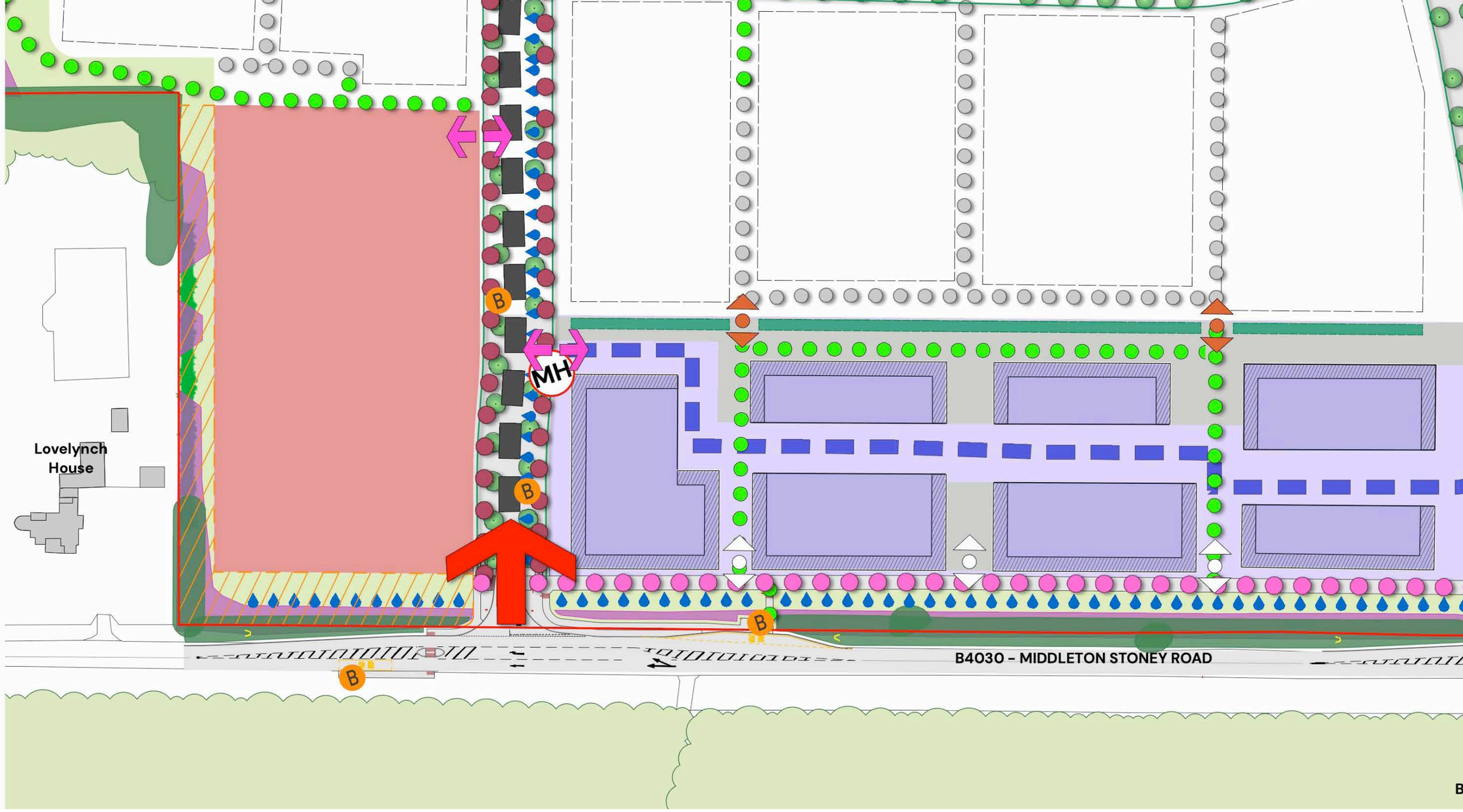


Architectural Design Principles



1. Larger scale contemporary buildings
2. Variation of materials to be used for variety within area
3. Fenestration to be contemporary and minimal in keeping with Neighbourhood Principles
4. Contemporary planting and street trees to be used
5. Cladding and metal detailing **will** be in keeping with colour palette for area

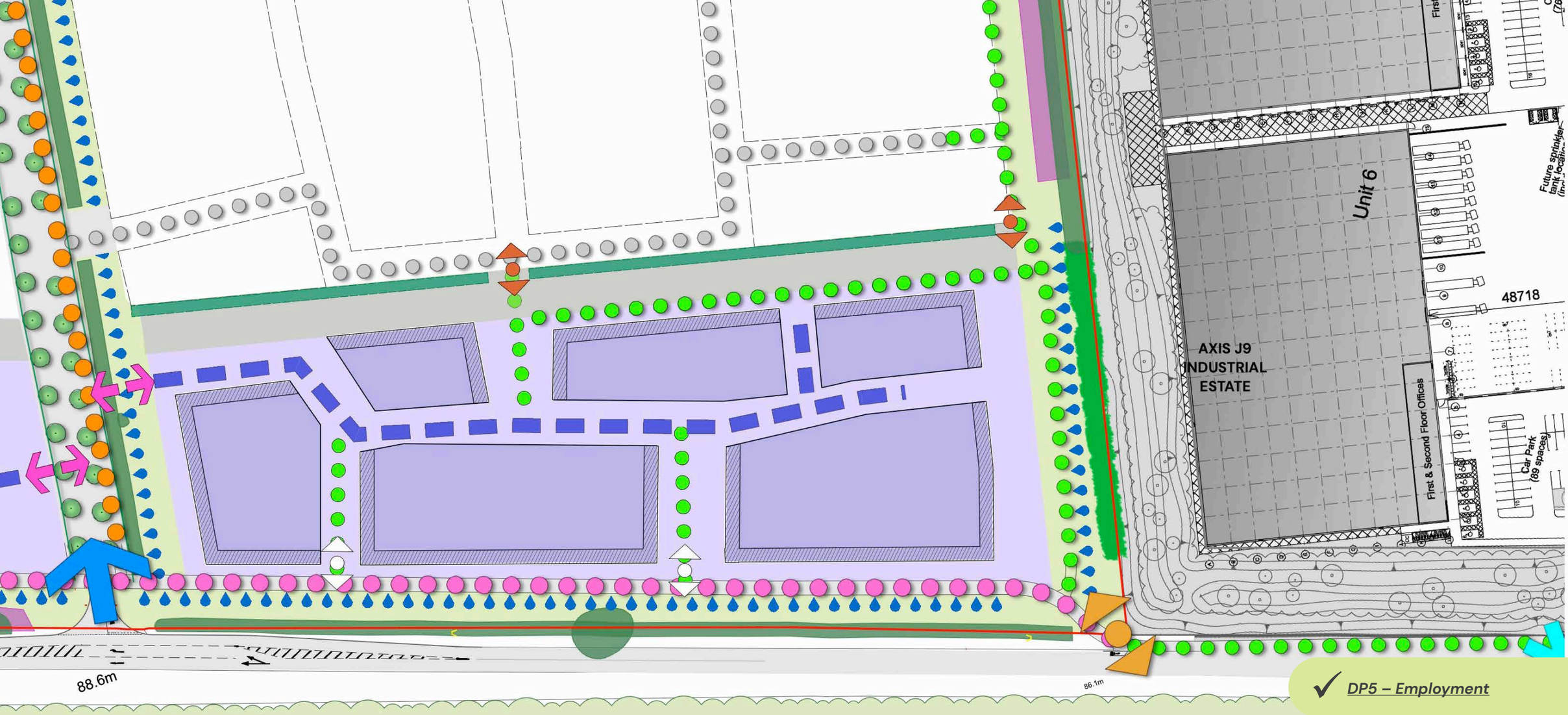
Forms southern gateway to Himley Village so careful consideration to important frontages is required



Mixed Use Framework Plan

KEY

- Existing tree/hedgerow planting (from arb survey)
- Existing tree/hedgerow planting (off site)
- Indicative landscaped offset from residential development (from boundary line of Mixed Use phase)
- Proposed structural planting
- Indicative street tree planting
- Indicative swales
- Proposed pedestrian / cycleway access to residential development
- Potential pedestrian / cycleway access from mixed use to new footpath / cycleway along Middleton Stoney Road
- Primary vehicular, bus, ped and cycle access point
- Secondary vehicular, ped and cycle access point
- Proposed access to mixed use area / care home (vegetation removal to be agreed at design stage)
- Spine road (north-south)
- Primary movement route (pedestrian / cycleway) through Mixed Use Designation
- 2m segregated one way cycle route
- 3m segregated two way cycle route
- 4m shared use ped/cycleway
- 3m shared use ped/cycleway
- On street cycle route
- Existing bus stop adjacent to Allocation area
- Proposed bus stop
- Mobility hub
- Mixed use neighbourhood centre; land area
- Mixed use neihbourhood centre indicative build parcels
- Indicative key frontage locations
- Retirement Village
- Buffer / No Buildings Zone



✓ *DP5 – Employment*

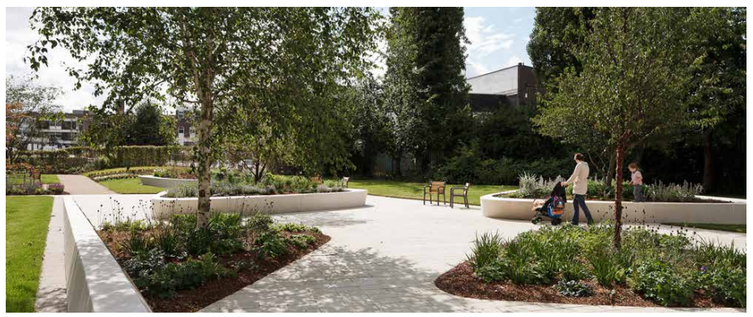
✓ *DP8 – Local Services*

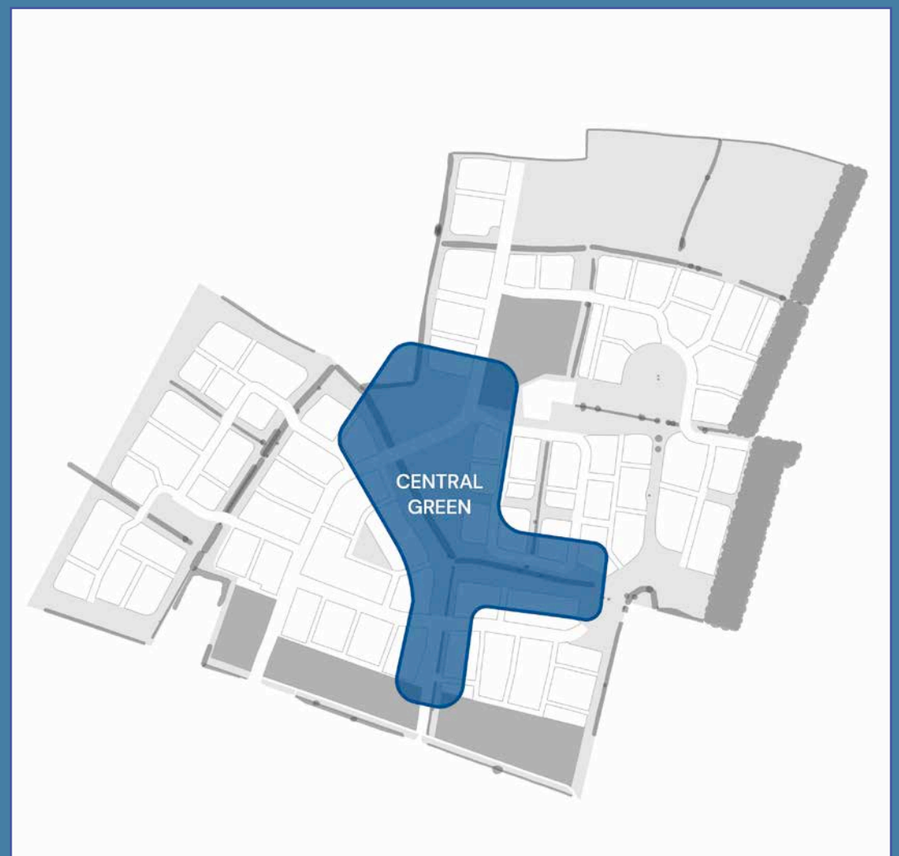
SIGNELL BELT

Mixed Use Indicative photos









CENTRAL GREEN

The Central Green is to be defined by the relationship with the Village Green (to be known as Himley Green Community Park) with the residential area having a more **informal feel** particularly in comparison to the Himley Park Neighbourhood to the south. This should be a **semi formal building line** with variation in the set backs and ridge heights to add informality.

Materials in this area are to be predominantly a mix of **light red and light brown brick** to act as a transition between the north and south materials palette, but with much softer colours. Render and cladding to be used to emphasise these softer tones and create a different textures to elevations. This should be kept consistent in colour and unique to the Neighbourhood.

Fenestration should be in keeping with the Neighbourhoods to the North and South, but bring its unique style in the form of a larger window or feature surround. This should be kept consistent throughout the Neighbourhood to enforce the character.

The landscaping should be more informal, softening the semi formal building line and defining the public/private realm whilst working with the private drives in which dwellings in this Neighbourhood are predominantly accessed from.

CHARACTER TYPES

CT4 - Central Green

CHARACTER TYPE	CENTRAL GREEN
TYPICAL CHARACTER TYPE ELEMENTS	
LAND USES	RESIDENTIAL
TYPICAL CHARACTER	LARGER DETACHED AND SEMI-DETACHED FAMILY HOMES
PREDOMINANT BUILDING HEIGHT	2 ST - 3 ST
BUILDING AND STREET ALIGNMENT	SEMI - FORMAL
ROOF FORM	VARIED ROOF FORM
FACADE DESIGN PRINCIPLES	ASYMMETRICAL FENESTRATION WITH PROJECTED GABLES USED. ROOF PITCHES TO BE AT LEAST 50 DEGREES OR STEEPER AND WET VERGES TO BE USED.
LANDMARK BUILDING DESIGN PRINCIPLES	LANDMARK BUILDINGS CAN BE IDENTIFIED BY ADDITIONAL HEIGHT AND/OR BY DIFFERENT USE OF MATERIALS WITHIN THE STREET SCENE.

CHARACTER WITHIN THE CENTRAL GREEN MUST FOLLOW THE PRINCIPLES BELOW;

CHARACTER TYPE 4 | CENTRAL GREEN

Central Green sits at the core of the Village with various streets that lead into the Central Green space. Therefore the character of the area **will** have a more rural feel particularly around largest areas of open space. The streets that lead up to it **will** have a semi formal building line, with variation in the set backs and ridge heights to add informality.

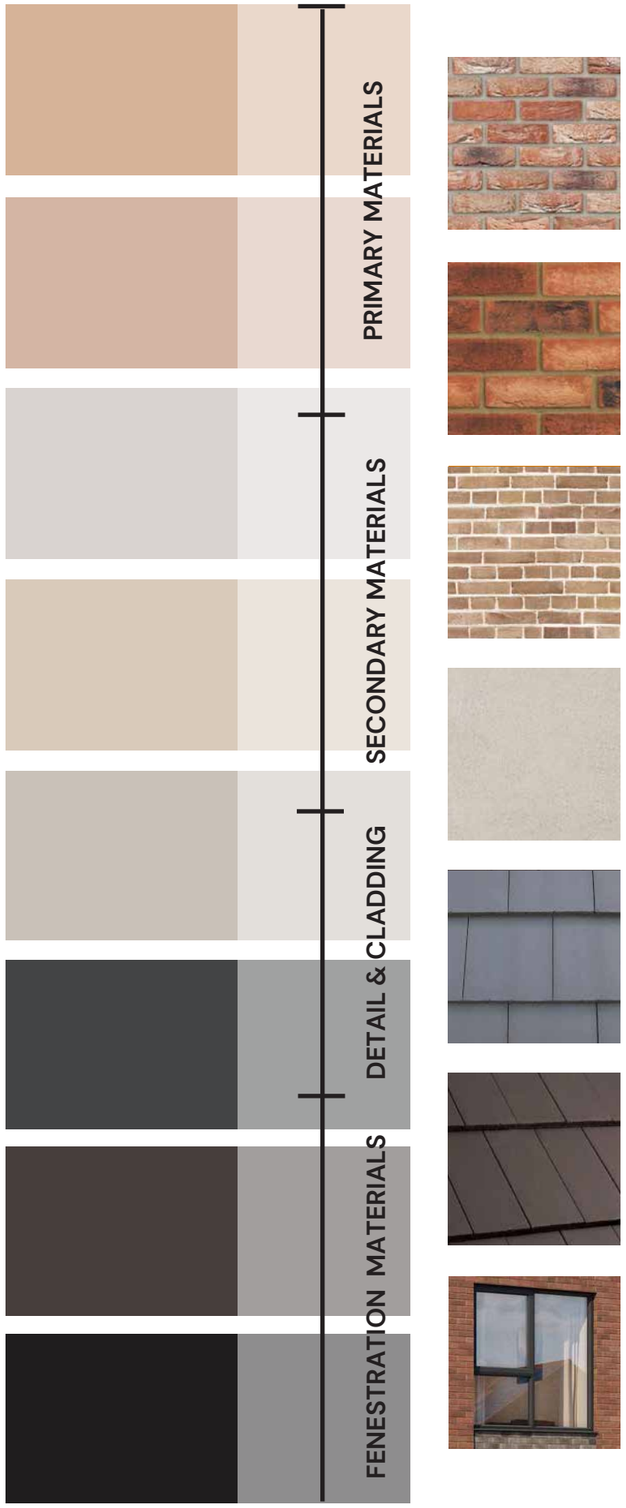
Key Design Principles

- Often overlooking larger open spaces with larger attenuation features
- Regular gables, light red/ brown colour bricks with render intermittently
- Varied materiality- red brick, brown brick, and render (in keeping with colour palette)
- Variation of dark grey/brown coloured windows and detailing
- Single sided development, with lower category lanes and private drives

Built Form Principles

CODE CATEGORY	DEFINITION
URBAN FORM	• Semi-formal linear development. • ***Must*** be a strong sense of rhythm, materiality and repetition in the street scene. • Development ***will*** have a strong sense of identity through limited use of materials and detail. • Less formal frontage with varying set backs and greater variation in built form. • Dwellings predominantly accessed along private drives which connect to wider internal street network.
BUILDING TYPOLOGY	• Detached and semi-detached housing ***will*** be used.
BUILDING LINES	• Set backs ***must*** be used to allow for more rural frontages, with native planting within deeper frontages. • Use of build outs / bay windows and gables. • More generous setbacks to allow for deeper, greener planted frontages.
HEIGHT/ ENCLOSURE	• Predominately 2 storey/ 2.5 storey. Occasional 3 storey if appropriate for Landmark Building. • 2.5 storey units to add variation to ridge heights across the street scene.
ROOFSCAPE	• ***Should*** be a greater variation in eaves and ridge lines to create more informality. • Roof pitches ***should*** vary depending on the building typology.

Colour Palette

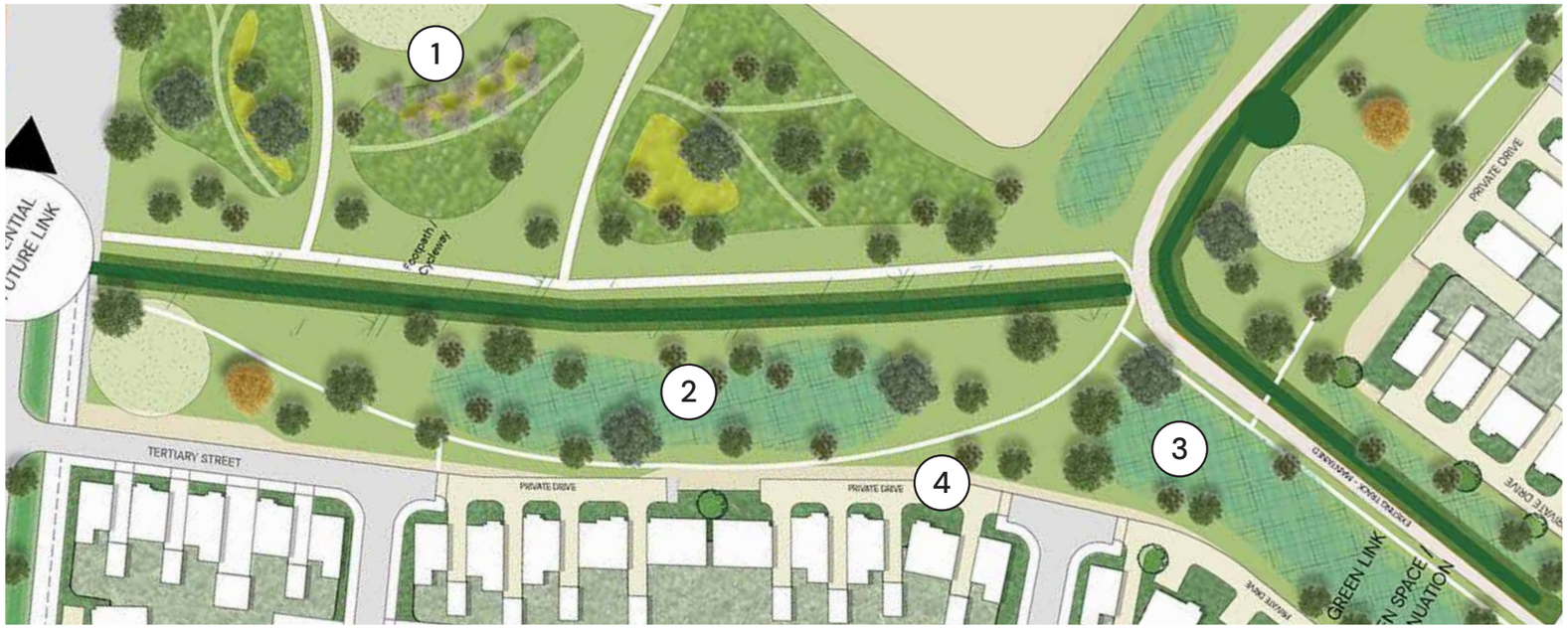


Architectural Design Principles

1. Projected Gables to be incorporated to vary building line and assist with variation of setbacks
2. Asymmetrical fenestration arrangement for elevational variation
3. Mix of materials, brick types and render features to be utilised from palette
4. Larger Variation of building heights and roof types/lines
5. Units to orientate towards open space, to provide natural surveillance

Landmark Buildings can be identified by additional height and/or by different use of materials wthin the street scene.

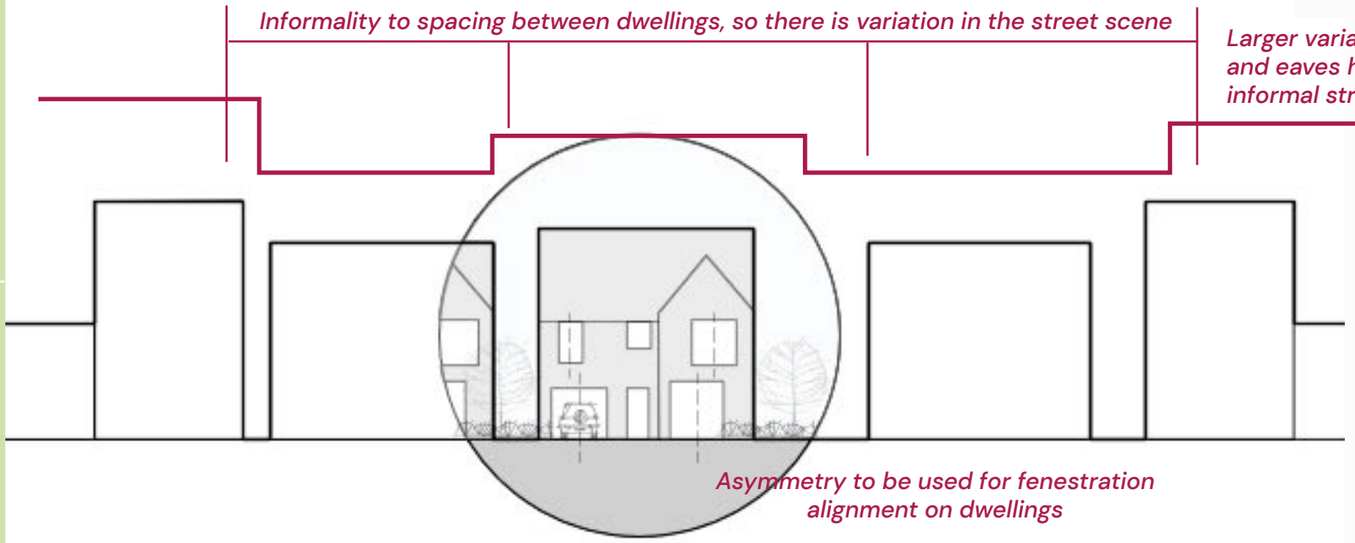
Fenestration and detailing should alter slightly on these units for differentiation. This can be achieve in subtle colour changes.



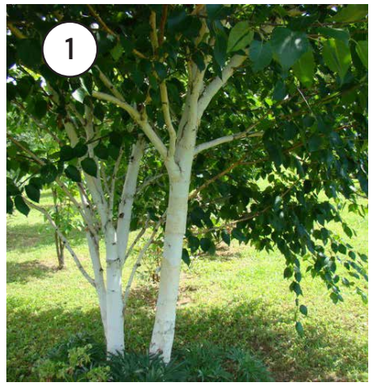
Key Area Features

1. Central Green to the Village with play spaces and other key landscaping features
2. Informal tree planting must be used
3. Larger use of wider attenuation features where appropriate in open space
4. Dwellings to be predominantly set back along private drives, creating larger front gardens for planting and landscaping features.

Important Frontage Principles



LANDSCAPE COLOUR SCHEME



Landscape Principles

Central Green's landscape design is largely lead by the areas of open space that it looks upon, as explained further on the next spread. Therefore the landscape design principles for the streets are more informal with hedgerows and planting to define the private / public realm.

1. Tree planting informal/multi stemmed species with emphasis on ornamental species or semi-ornamental where reference to open space can be made
2. Landscaping **will** be informal in style, with semi/evergreen hedgerows used to define the on-plot areas to help indicate the public and private realm, with use of floristic hedgerows at key corners.

   Defensive planting or native hedgerows **should** be used at the edge with the public open space
3. Garden trees and specimen shrubs **will** have a relaxed form and typically be flowering, multi-stems can be utilised. On-plot/incidental open space to be designed using informal shapes with emphasis on mix of species to maximise colour and pollen & nectar species.

Himley Green Community Park

PURPOSE

7.12 Himley Green Community Park has been designed to create a cohesive multifunctional public space including a Village Green that offers a wide variety of uses for the entire community.

VALUE

7.13 The value of this space lies within its central location to the scheme and the large number of uses for the local public. The provision of a play space, community garden and allotments are easily recognisable in their ability to encourage positive physical and mental health and wellbeing. Less obvious value is offered throughout the space by the variety of landscape features and habitats which **will** offer interest and variety to visitors, bringing them closer to nature and offering opportunities for physical and mental health benefits from being within a natural setting.

7.14 The variety of different habitat types created through the landscape proposals **will** provide biodiversity value, along with the retention of the existing hedgerow along the western boundary.

USES

- **Play** – both formal equipped play and stimulating natural play within the wider creatively designed open space
- **Edible Landscape** – allotments and community garden
- **Informal recreation** – walking, jogging and cycling
- **Rest and relaxation** – within a green and pleasant open space
- **Biodiversity enhancements** – through planting and ongoing management and maintenance
- **Wayfinding and signage** – signage **will** help to show users routes for walking, cycling and leisure purposes, whilst also directing users to key destinations and aid legibility

✓ *DP 14 – Cultural Wellbeing*

HIMLEY WOODS

Himley Woods is to be defined by the more **rural feel to Neighbourhood** reflecting nearby Himley Farm, Himley Meadows (GCN green link) and the eastern woodland blocks.

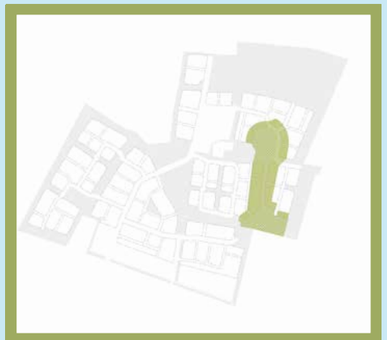
Materials here are to incorporate differentiating tones of **buff / grey brick** to set the Neighbourhood apart from the others which are more focused towards red brick.

Architectural Details are to be kept contemporary but fenestration can be emphasised with a variation of r**econ stone heads/ cills.** Fenestration style should be kept consistent throughout the Neighbourhood, with subtle variation allowed between character types.

The introduction of more **natural effect materials through cladding features** to echo the rural nature of the neighbourhood should vary through the Character Types but be a consistent thread within the Neighbourhood.

A defining feature to this Neighbourhood only is the use of **stone / recon stone to highlight Landmark Buildings / boundary treatments** to reinforce the more rural character.

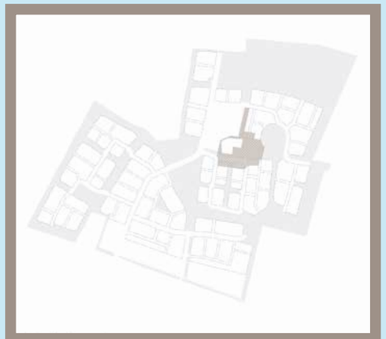
CHARACTER TYPES



CT6 - Himley Meadows

CT8 - Green Edge

CT9 - Core Housing North



CT10 - Himley Farm

CT12 - Primary School

CHARACTER TYPE	HIMLEY MEADOWS	GREEN EDGE	CORE HOUSING SOUTH	HIMLEY FARM	PRIMARY SCHOOL
TYPICAL CHARACTER TYPE ELEMENTS					
LAND USES	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	EDUCATION
TYPICAL CHARACTER	DETACHED, SEMI-DETACHED AND TERRACE HOUSES OVERLOOKING GREEN SPACE	LARGER DETACHED AND SEMI-DETACHED FAMILY HOMES OVERLOOKING OPEN SPACES	MIX OF HOUSING TYPES OFTEN ARRANGED IN PAIRS OR GROUPS OF TERRACES	LARGER DETACHED PROPERTIES TO IN KEEP WITH EXISTING FARM BUILDING	CONTEMPORARY BUILDINGS AND LANDSCAPE DESIGN
PREDOMINANT BUILDING HEIGHT	2 ST - 2.5 ST	2ST - 2.5 ST	2 ST (EXCLUDING LANDMARK BUILDINGS)	2 ST	2ST
BUILDING AND STREET ALIGNMENT	INFORMAL	IRREGULAR / VARIED	BUILDING LINES GROUPED FOR VARIATION	INFORMAL	INFORMAL
ROOF FORM	VARIED ROOF FORM	VARIED ROOF FORM	BUILDINGS TO BE GROUPED TO PROVIDE ROWS OF CONSISTENT ROOF FORM	GABLES AND HEIGHTS TO IN KEEP WITH AGRICULTURAL STYLE AND NEARBY BUILDINGS	GABLES AND HEIGHTS TO IN KEEP WITH AGRICULTURAL STYLE AND NEARBY BUILDINGS
FACADE DESIGN PRINCIPLES	PROJECTIONS FROM FACADES CAN BE USED FOR VARIATION.	VARIED MATERIALS THROUGHOUT STREET SCENE WITH CONSISTENT FENESTRATION STYLE	SYMMETRICAL BUILT FORM WITH VERTICAL ALIGNMENT OF DOORS AND WINDOWS	FENESTRATION TO REFLECT AGRICULTURAL STYLE	CONTEMPORARY STYLE WITH AGRICULTURAL INFLUENCES/ MATERIALS TO REFLECT NEARBY HIMLEY FARM
LANDMARK / KEY CORNER BUILDING DESIGN PRINCIPLES	SHINGLES OR COMPOSITE BOARD AND BATTEN TO BE USED ON LANDMARK BUILDINGS TO ADD VARIATION WHILST INCORPORATING AGRICULTURAL CHARACTER.	VARIATION OF STYLE TO FENESTRATION / BUILDING FEATURES TO SET BUILDINGS APART FROM NEIGHBOURHOOD	FEATURE WINDOWS CAN BE INCORPORATED TO LANDMARK BUILDINGS AND SCALE CAN BE INCREASED	USE OF STONE/ RECON STONE TO DISTINGUISH LANDMARK BUILDINGS	THIS WILL BE A LANDMARK BUILDING DUE TO ITS LOCATION. THEREFORE SHOULD ENSURE TO REFLECT THE NEIGHBOURHOOD PRINCIPLES

CHARACTER WITHIN HIMLEY WOODS MUST FOLLOW THE PRINCIPLES BELOW;

- **COMMON COLOUR PALETTE / MATERIALS**

PREDOMINANT USE OF LIGHT BRICKS THROUGHOUT NEIGHBOURHOOD

- **CONSISTENT DETAILS THROUGHOUT NEIGHBOURHOOD**

CLADDING IN NATURAL / DARKER TONES

USE OF RECON STONE SUCH AS HEADS AND CILLS / WINDOW SURROUNDS

- **USE OF SOFTER LANDSCAPING TREATMENTS TO TRANSITION NEIGHBOURHOOD WITH SURROUNDING LANDSCAPE**

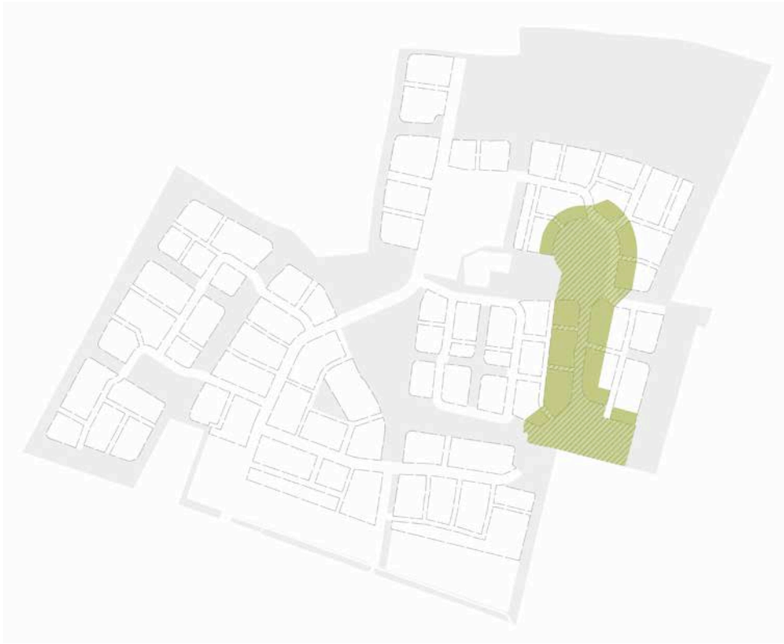
INFORMAL / SEMI-INFORMAL THROUGHOUT

CHARACTER TYPE 6 | HIMLEY MEADOWS

Himley Meadows is an area that reflects the open space it looks upon. Being more rural and informal in nature the streets within this CharacterType have to reflect that. Dwellings ***will*** meander around the Green Edge and provide natural surveillance over the space.

Key Design Principles

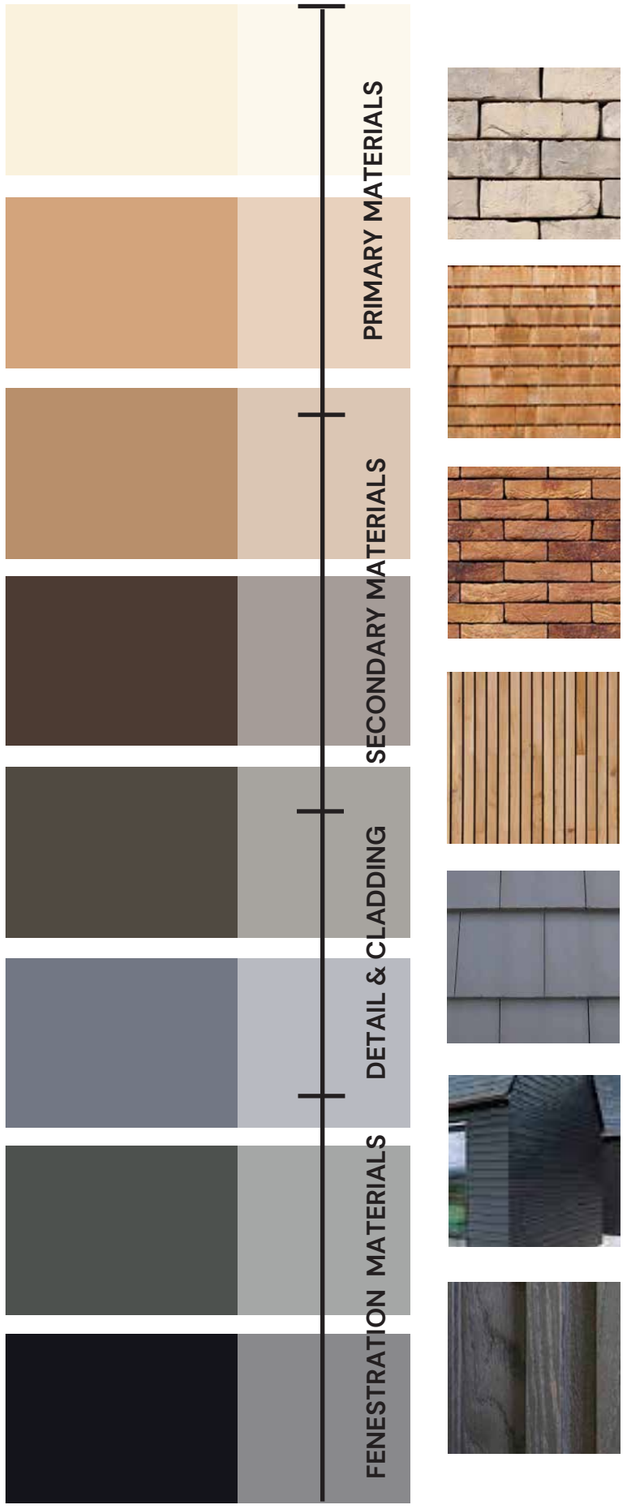
- Overlooking large open space of varied landscape with larger attenuation features;
- Informal development line with irregular spacing;
- Cladding ***must*** be used, mostly vertical with limited use of shingles on key buildings, over varied sand coloured bricks, with limited use of render;
- ***Shall*** be predominantly light-mid grey roof tile and warm grey windows and detailing;
- Single side development, set along lower category lanes and private drives;



Built Form Principles

CODE CATEGORY	DEFINITION
URBAN FORM	• Informal frontage ***will*** look out onto the key green space with irregular spacings between dwellings. • Coherent groups of house types and styles to be used. • ***Must*** be strong sense of rhythm, materiality and repetition in the street scene. • Direct access to dwellings.
BUILDING TYPOLOGY	• Detached and semi-detached housing. • Limited use of small terrace groups.
BUILDING LINES	• Meandering building line **must** follow green space edge. • Varied build outs and projections ***shall*** be incorporated. • More generous setbacks to allow for deeper, greener planted frontages.
HEIGHT/ ENCLOSURE	• Predominantly 2 storey buildings. • Use of 2.5 storey to terminate key views and way finding.
ROOFSCAPE	• Consistency in eaves and ridge line required. • Roof pitches ***will*** vary depending on the building typology. • Dormer windows ***will*** break up the roof line.

Colour Palette

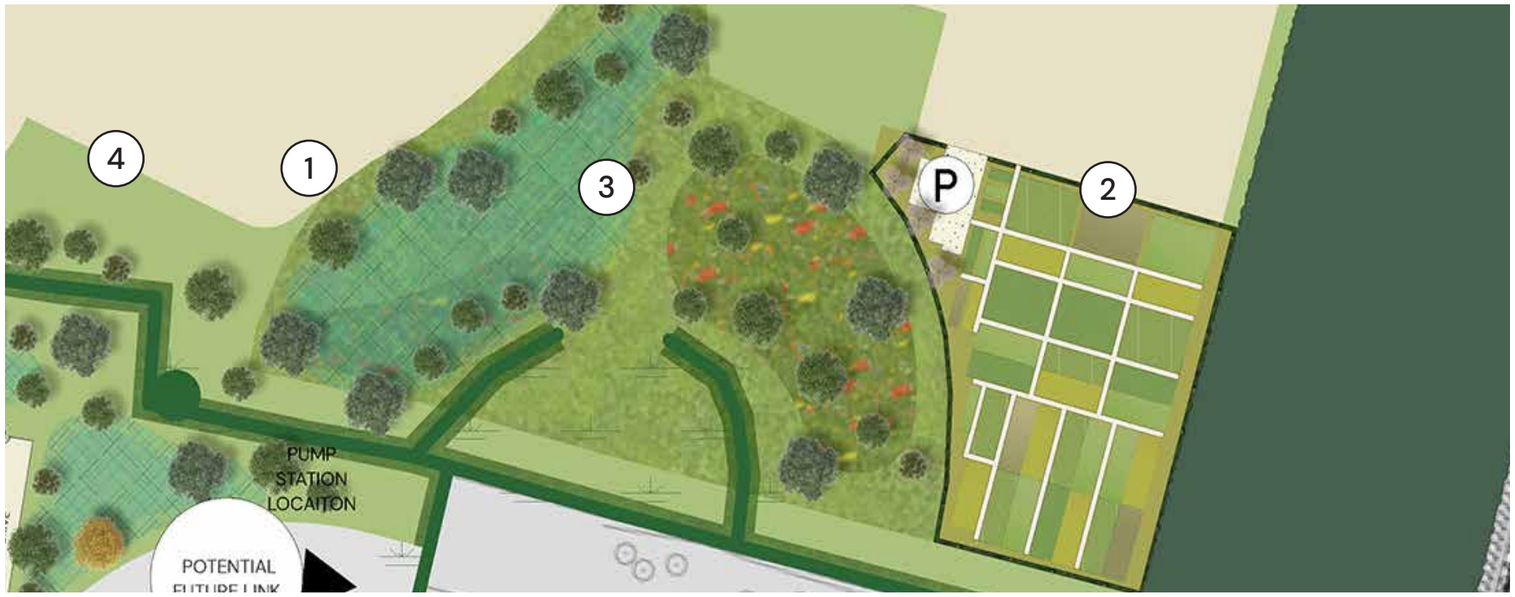


Architectural Design Principles

1. Use of cladding necessary within this Character Type
2. Informal variation of spacing required with units orientated towards green spaces
3. Variety of projections and build outs used to add further variation to building lines
4. Roof Pitches ***must*** vary depending on the type of building and to add variety
5. Shingles to be used on Landmark buildings to add variation whilst incorporating agricultural character.

Composite board and batten approach or shingles to be used on Landmark Buildings to distinguish variation.

2.5 Storey units can also be used here to add scale and assist with key views/ wayfinding on Landmark buildings & Key Corners.



Key Area Features

1. ***Must*** be informal edges to parcels to transition with open space
2. Units to be orientated over landscaping features such as play spaces and community gardens
3. Large use of attenuation and landscaping features
4. Predominantly single sided development along private drives

Important Frontage Principles

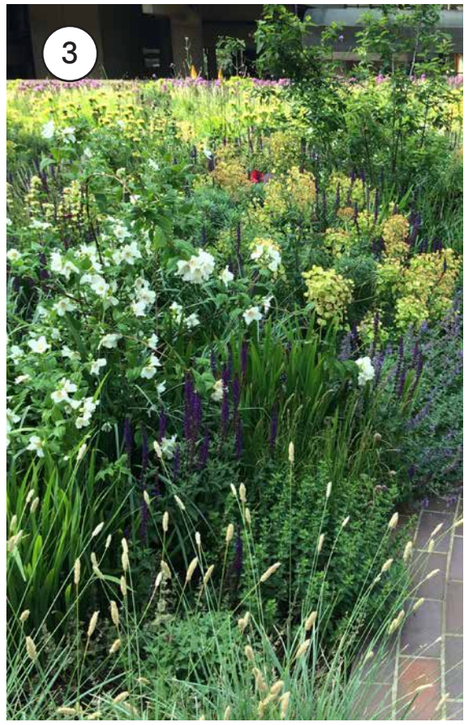
LANDSCAPE COLOUR SCHEME

Landscape Principles

1. Tree planting informal/multi stemmed species
2. Landscaping **will** be informal in style, with semi/evergreen hedgerows to frame on-plot key junctions

   Defensive planting or native hedgerows to be used at POS edge
3. On-plot/incidental open space to be designed using informal shapes

   Garden trees and specimen shrubs **will** have a relaxed form and typically be flowering. Multi-stems can be utilised



Himley Meadows

PURPOSE

7.15 Himley Meadows **will** be an open landscape, designed in collaboration with the site-wide SuDS scheme to create a bountiful wetland habitat in the form of naturalistic drainage features. Himley Meadows **will** sit to the east of the site, and **will** be formed by two larger areas linked by a green/blue corridor bisecting the built form.

VALUE

7.16 The undeniable value of Himley Meadows **will** be the provision of SuDS as part of the landscape, reducing surface water flooding and **will** improve water quality.

7.17 The resulting wetland landscape **will** in turn enhance the amenity and biodiversity value of the environment. This **will** allow the creation of various habitat types to suit the different moisture levels of the landscape, from permanently wet areas with aquatic planting, to seasonally wet areas with marginal planting, and areas 'outside' of the SuDS which **will** remain naturally dry/wet in tune with the seasons and be planted appropriately.

7.18 The large open spaces **will** create wider views than alternative areas of open space, and a diverse landscape for visitors/ adjacent residents.

USES

- **Rest and relaxation –** within a green/blue space
- **Informal recreation –** walking, jogging/running and other exercise opportunities. Natural play within the landscape.
- **Biodiversity enhancements –** through provision of the water and the variety of planting focusing on wildlife attracting species suitable for the habitat types
- **Education –** the wetland **will** be a wonderful opportunity to get children to view wetland nature, allowing conversations to spark and develop
- **Wayfinding and signage –** signage **will** help to show users routes for walking, cycling and leisure purposes, whilst also directing users to key destinations and aid legibility

CT8 GREEN EDGE

CHARACTER TYPE 8 | GREEN EDGE

Green Edge forms the Character Type to the North / North West of the Village. This over looks areas of open space and the building line of dwellings **will** reflect this, transitioning into the wider landscape.

Key Design Principles

- **Shall** be varied materiality- red brick, sand coloured brick, and coloured board cladding (green theme)
- Warm grey windows and detailing
- Single side development
- Lower category lanes and private drives

Built Form Principles

CODE CATEGORY	DEFINITION
URBAN FORM	• Semi-formal linear development overlooking green corridors / open spaces. • **Must** be less formal frontage with greater variation in built form to create a greener and more permeable transition from green spaces to the main spine routes. • Direct access to dwellings **will** be provided from shared surfaces, lanes and private drives (single sided development).
BUILDING TYPOLOGY	• Detached and semi-detached dwellings.
BUILDING LINES	• **Must** be Varied set backs to allow for more informal frontages and allow for greener planted curtilages. • Variations allowed from main dwelling frontage for gable and bay projections.
HEIGHT/ ENCLOSURE	• Predominantly 2 storey, occasional use of 2.5 storey
ROOFSCAPE	• ***Must*** be subtle variation in eaves and ridge lines. • Roof pitches should vary depending on the building typology.

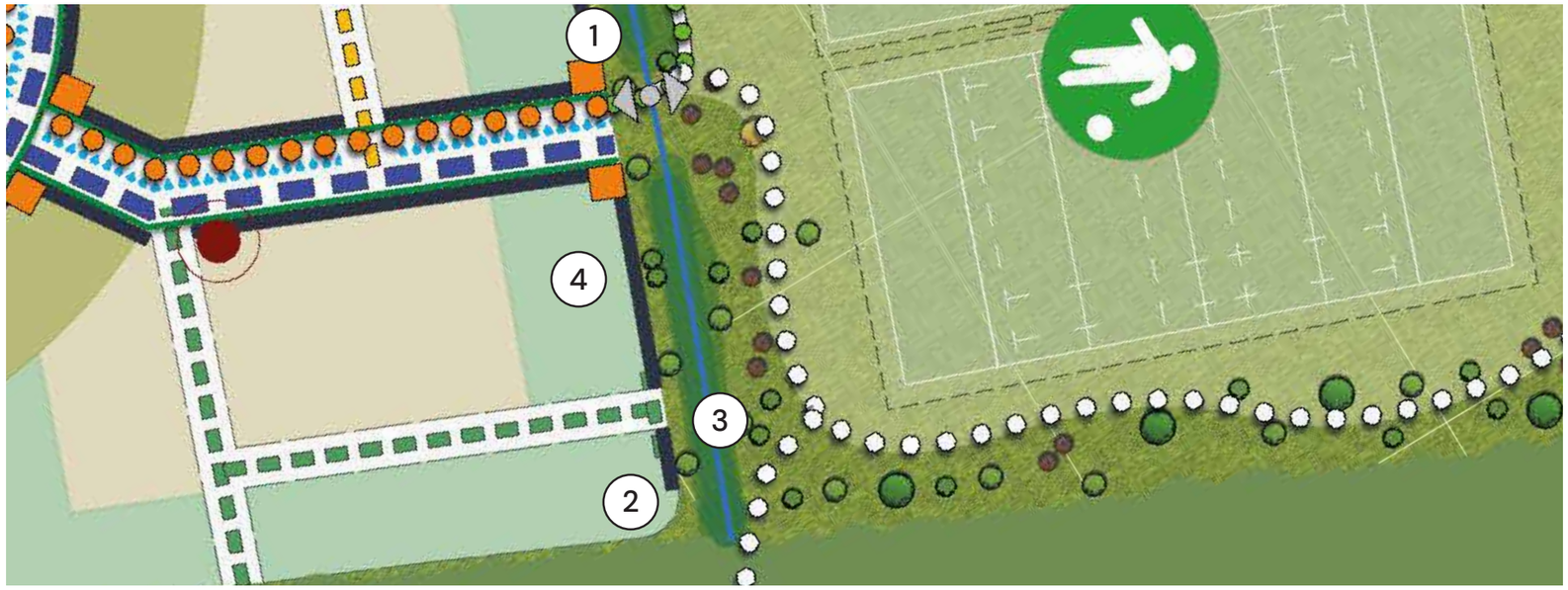
Colour Palette

Architectural Design Principles

1. Variation of materials ***will*** be used within street scene
2. Use of various fenestration details to animate facade in keeping with contemporary style
3. Subtle variation between eaves and ridge heights within street scene
4. Use of soft landscaping within front gardens to emphasise semi-formal arrangement

Landmark Buildings to have variation of style to animate it within the street scene. Recessed brickwork around fenestration **will** help to add distinction to dwellings. Where possible balconies / Juliette balconies can be incorporated, particularly overlooking large areas of open space.

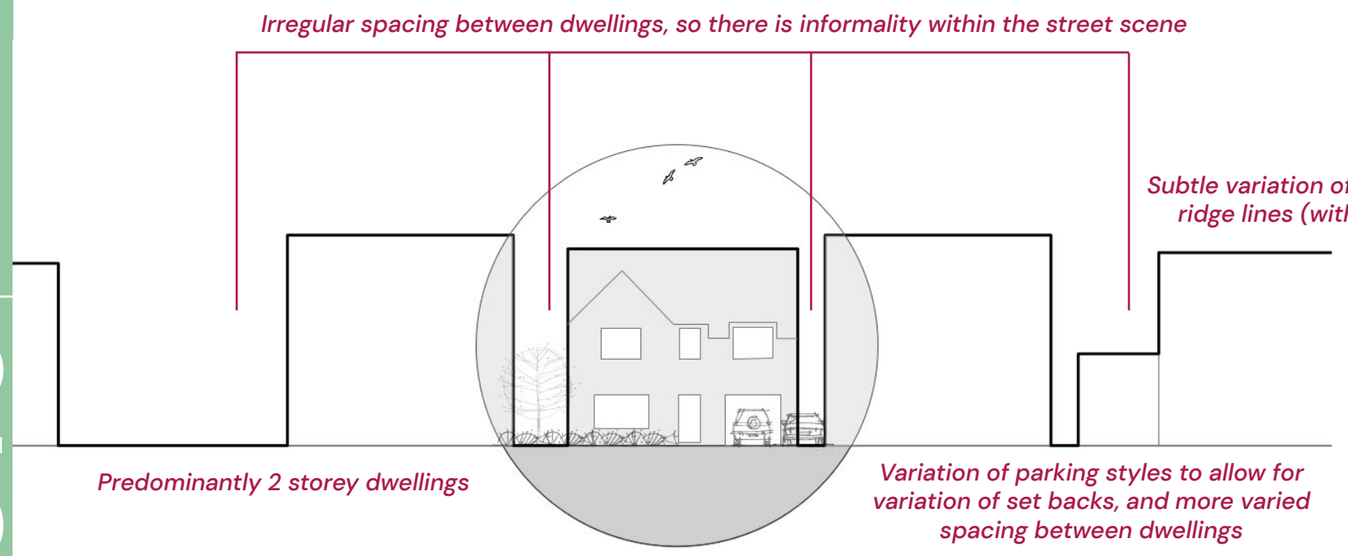
Relaxed planting **will** be used as a boundary treatment on important corners and landmark buildings relating to the landscape colour scheme of the area.



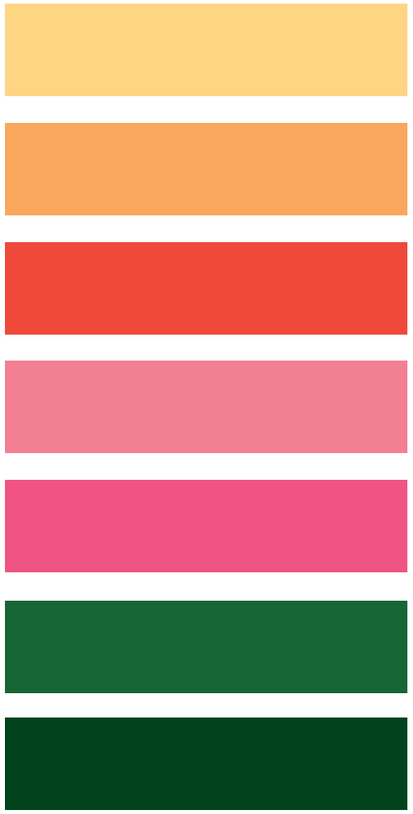
Key Area Features

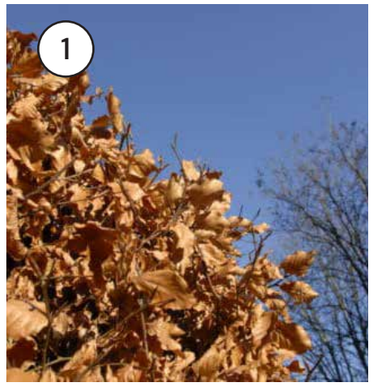
1. Northern edge of village looking out onto playing fields, ***will*** form strong frontage when approaching from north.
2. Varied set backs ***will*** be used to ease transition
3. Swales running in front of properties as landscaping/drainage feature
4. Predominantly single sided development accessed of private drives location.

Important Frontage Principles



LANDSCAPE COLOUR SCHEME





Landscape Principles

1. Overall on plot landscaping to be semi-formal in character with mixed species hedgerows to be located at key junctions and to help define the public and private realm with adjacent areas of public open space. Potential to use native species to strengthen hedgerow connectivity.
2. Expanded colour palette focusing on yellow/orange and red tones a a a species **will** be chosen for being robust and simple in form. Species to be block/group planted.

   On-plot/incidental open space to be designed using planting to help define boundaries and streetscape which will help to emphasise the public and private realm with the interface with adjacent public open space
3. Garden trees and specimen shrubs **will** have be informal in style to link with the open space with native and semi-ornamental species used.

CHARACTER TYPE 9 | CORE HOUSING NORTH

Core Housing North is designed to be integral to the scheme, providing the consistency throughout the Northern Neighbourhood between the varying Character Types. There **should** be variation in set backs and parking styles, whilst consistency should remain in grouping building lines and roof heights.

Key Design Coding Principles

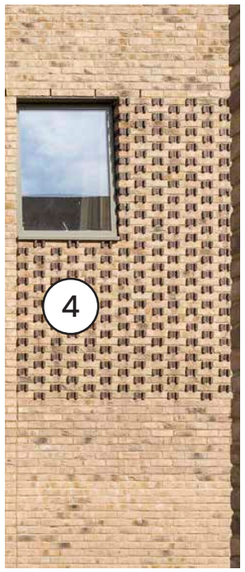
- **Must** be a mix of semi-detached and terraces with limited detached units for corner turning
- Predominant use of buff brick types with occasionally darker colour materials used for variation / legibility.
- **Will** be a mix of coloured fenestration details incorporated from palette
- More typically shared surfaces than other Character Types
- More varied street surfacing treatments

Built Form Principles

CODE CATEGORY	DEFINITION
URBAN FORM	• Back to back perimeter block developments ***must*** be used with active frontages overlooking the internal movement networks. • Predominately shared surface / tertiary routes. • A variety of parking solutions ***should*** be used. Either on plot, frontage parking or courtyards. • Development ***will*** create strong and formal consistent frontages. Strong sense of rhythm in the street scene, created through repetitive use of detailing and materials.
BUILDING TYPOLOGY	• ***Must*** be predominantly semi-detached, small group terraces. Limited detached units primarily to be used for corner turning.
BUILDING LINES	• Consistent building lines and set backs to ensure clear building lines are achieved. • Minimal variations allowed from main dwelling frontage for gable and bay projections. • Main frontages to be consistent between groups of dwellings on internal streets.
HEIGHT/ ENCLOSURE	• ***Must*** be predominantly 2 storey with limited use of 2.5/ 3 storey buildings at key locations.
ROOFSCAPE	• Consistency in eaves and ridge line ***required*** within groups of buildings. • Roof pitches ***should*** vary depending on the building typology. • Dormer windows can be used occasionally to break up the roof line in key locations.

Colour Palette

Architectural Design Principles



1. Lighter fenestration colours **will** be incorporated
2. Subtle Variation of brick colour **must** be used to add variation throughout area
3. Linear focus and symmetry to fenestration details
4. Contemporary use of canopy's, **must** be kept minimal
5. Use of boundary treatments in keeping with neighbourhood principles **should** be used where appropriate

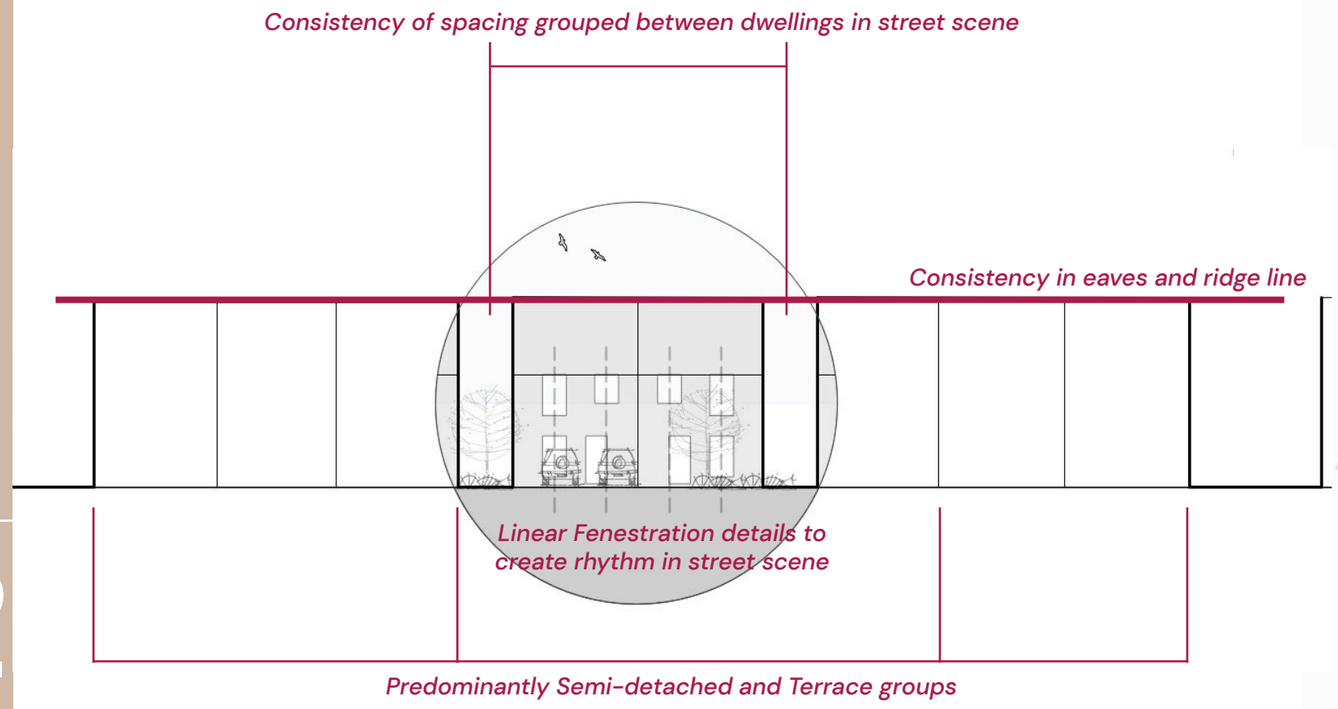
Feature windows should be incoporated on Landmark / key corner dwellings.

Scale can also increase where appropriate, such as when situated at vistas or overlooking key spaces.

Key Area Features

1. **Must** be variation of street types
2. Landscaping (minimum of 2.7m width) and tree planting **should** be used to break up parking
3. Building lines **should** be grouped for consistency but should be variation of set backs in street scene.
4. **Must** be a variation of parking styles to assist with landscaping and set backs.

Important Frontage Principles



LANDSCAPE COLOUR SCHEME

Landscape Coding Principles

1. Feature semi formal themed street tree planting with use of flowering species to provide seasonal interest

2. Hedgerows to form boundaries along primary routes and at key junctions. Either single species or a mix of species.

3. Garden trees and specimen shrubs **will** have a semi-formal shape and typically be a flowering expanded colour palette focusing on pastel shades. Species **will** be chosen as more traditional cottage garden style.

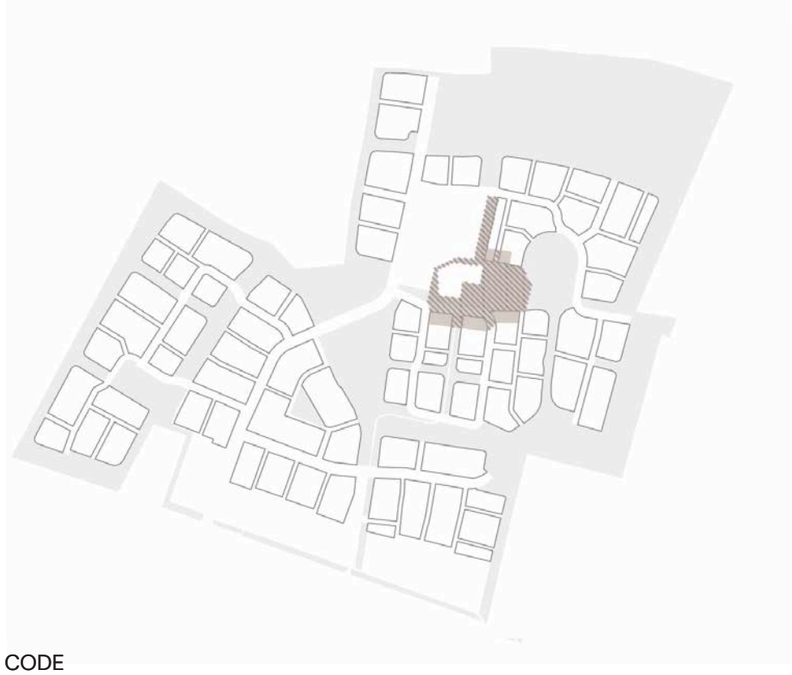
On-plot/incidental open space to be designed using geometric shapes, balance and symmetry, with the inclusion of softer more traditional shapes of planting beds. Grasses to provide interest and texture in addition to species which provide floristic diversity and nectar & pollen species.

CHARACTER TYPE 10 | HIMLEY FARM

The detailed design of development within the Himley Farm Character Area is to be discussed with CDC Heritage Officers, to ensure that the design proposals respect the setting of the existing listed buildings of Himley Farm.
Early engagement with Heritage Officers will be required to help generate a set of Character Type specific design criteria to inform the detailed design proposals, against which the Reserved Matters submissions for this area of the site should be assessed.

Key Design Coding Principles

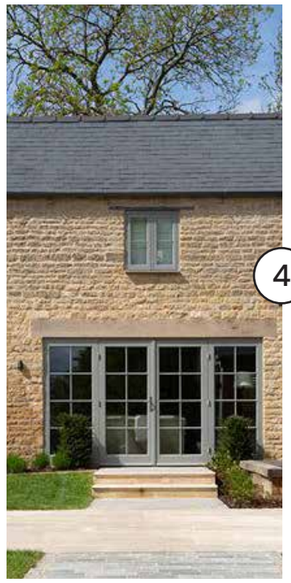
- Buildings designed to respond to the existing listed buildings using local materials and vernacular.
- Detailed design parameters to be explored and agreed via early engagement with CDC Heritage Officers through detailed design pre-application process.



CODE CATEGORY	DEFINITION
URBAN FORM	• Informal meandering development form accessed from lanes, shared surfaces and private drives. • Arrangement of dwellings to create variation in character, and identifiable contrast to surrounding residential development, whilst respecting the setting of Himley Farm. • ***Will*** be less formal development, greater variation in built form to create more rural character - to be discussed with Officers
BUILDING TYPOLOGY	• Designed to be subservient to existing farm buildings. • Fenestration patterns could include feature slit windows, double height barn door windows and/or full height windows/doors, reflecting simple agricultural form of Himley Farm - to be discussed with CDC Heritage Officers
BUILDING LINES	• Meandering building line, reinforcing more informal character of development. • ***Must*** have more generous setbacks to allow for deeper, greener planted frontages.
HEIGHT/ ENCLOSURE	• ***Must*** be 2 Storey
ROOFSCAPE	• Potential use of steeper roof forms to reflect existing farm complex and agricultural setting - to be discussed with CDC Heritage Officers

Colour Palette

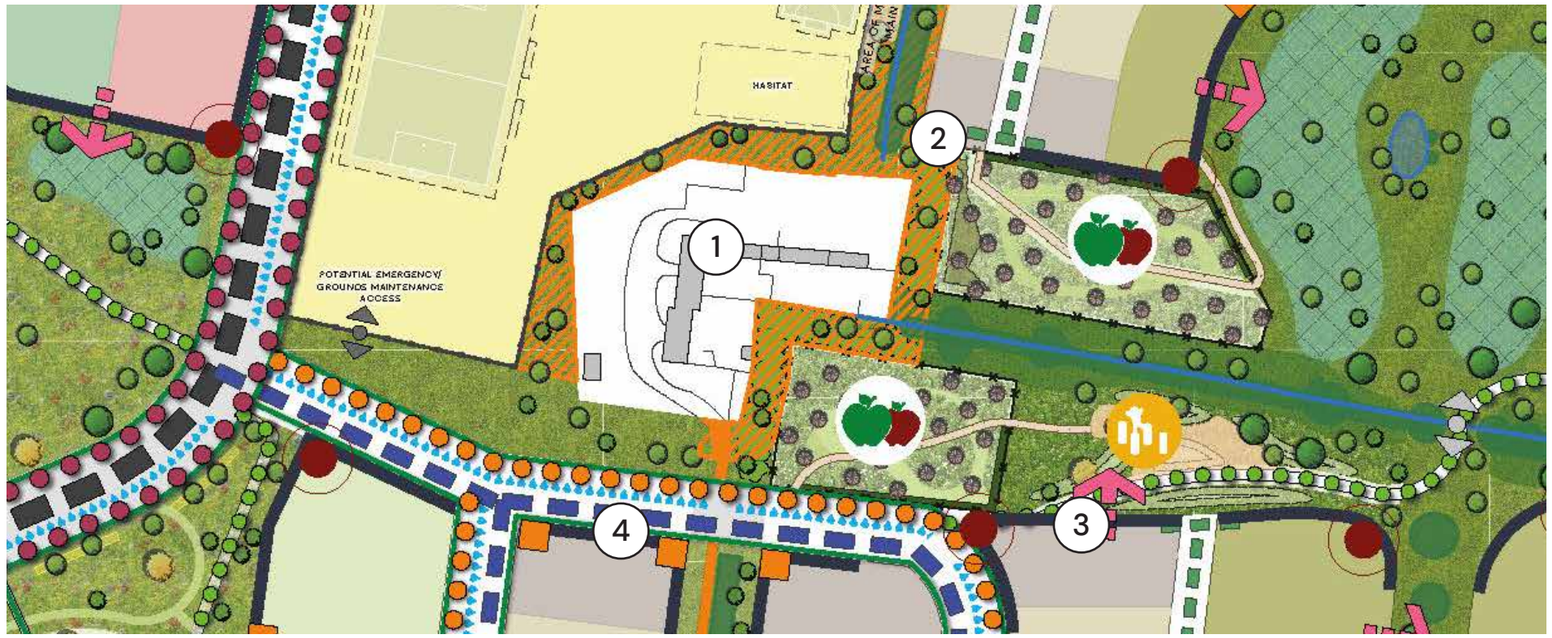
Architectural Design Principles



1. Timber / timber effect cladding in linear form ***will*** be utilised
2. Softer tones to fenestration and surround details ***shall*** be incorporated
3. Double height doors / windows in contemporary style can be used
4. Style to mix contemporary and agricultural character

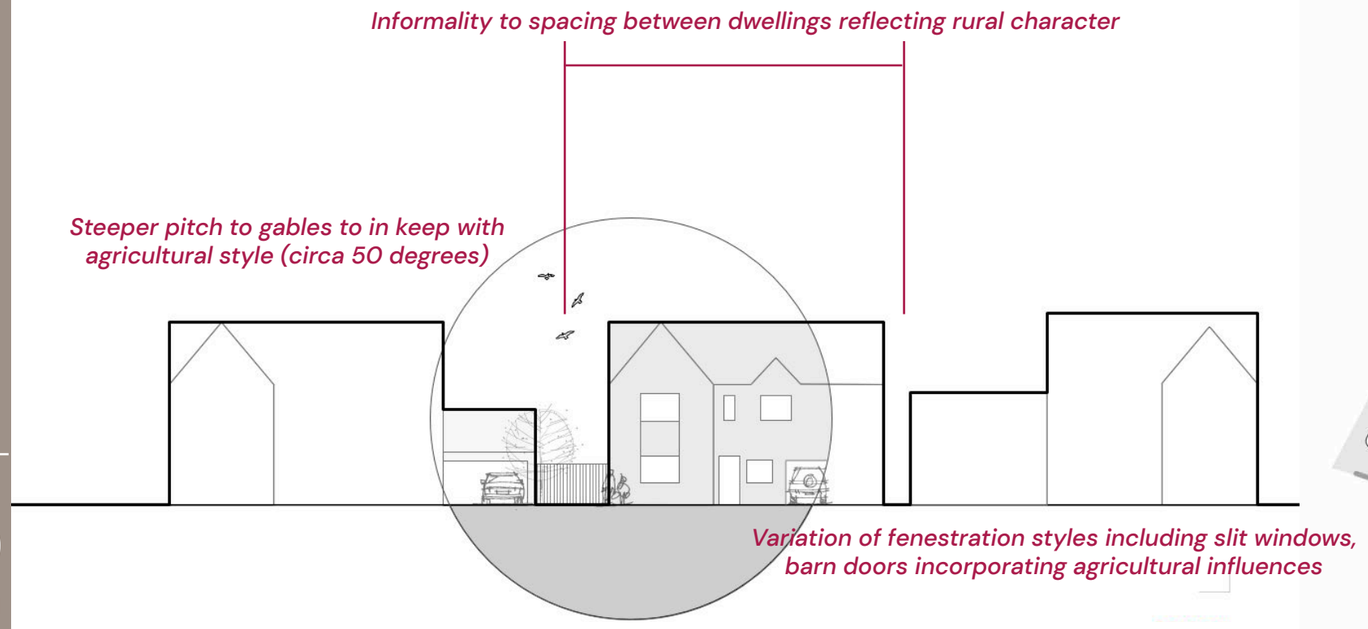
Stone / recon stone ***must*** be used to distinguish Landmark Buildings. Therefore on these dwellings it **will** be considered the primary material.

Additional fenestration details ***shall*** be considered for key corners to in keep with rural character of Himley Farm.



Key Area Features

1. **Must** be sensitive to existing Himley Farm
2. Smallest Character Type but important that design reflects the surrounding character
3. Use of private drives to front open space and landscape features
4. **Must** retain informality despite fronting primary route to the south. i.e larger/ varied set backs



LANDSCAPE COLOUR SCHEME

Landscape Coding Principles

1. Landscaped buffer to be provided to the North, West and East of retained Himley Farm complex. Access to this area **will** be restricted to maintenance only for managing the setting and amenity of the Farm and the listed building (refer to Accessible POS Strategy Plan).

2. Onplot landscaping to promote use of native species with ornamental planting being informal with diverse range of flowers, textures and planting to help define the public and the private realm. Colour **will** be used in blocks to add interest with overarching green palette.

   Where hedgerows are used these **will** be native.

Himley Farm – Greenspace

PURPOSE

7.19 This is a central green space surrounding the retained Himley Farm. The green space has a number of purposes, including providing a buffer between the existing Himley Farm and the proposed development, utilising and enhancing the retained hedgerow to allow it to thrive. Edible landscapes in the form of orchard planting is also planned to provide an interactive element as well as the inclusion of a play space which encourages naturalistic play. The landscape design of this area **should** be considered in tandem with the residential parcel during the discussions with the CDC Heritage Officers.

VALUE

7.20 Himley Farm **will** provide a verdant space allowing the valuable retention and enhancement of the retained hedgerow. Additional planting of numerous different types including native trees, edible fruit trees, shrub/scrub, wild flower and meadow grass, each offering various habitat creation and biodiversity enhancements.

7.21 Visitors **will** find value in the diverse landscape types and uses, encouraging people to experience different kinds of nature to support their mental and physical wellbeing.

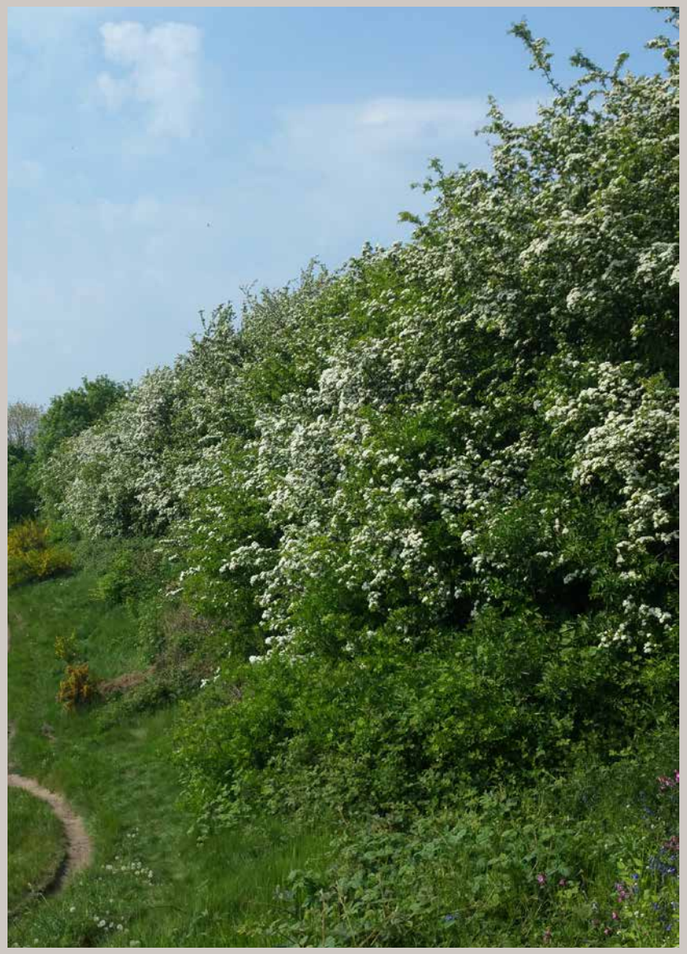
7.22 The inclusion of a play space **will** allow children and families to experience the value of physical and social benefits.

USES

- **Play** – stimulating natural play within the creatively designed play space
- **Edible Landscape** – allowing self-harvesting for home use, such as jams, baking or just to eat fresh
- **Informal recreation** – walking, cycling, jogging, playing etc.
- **Rest and relaxation** – within a green and pleasant space
- **Biodiversity enhancements** – through reinforcement planting and ongoing management and maintenance
- **Wayfinding and signage** – signage **will** help to show users routes for walking, cycling and leisure purposes, whilst also directing users to key destinations and aid legibility.

7.23 A landscape buffer **will** be provided to the northern, eastern and western boundaries of the retained Himley Farm complex. Access to this area will be restricted to maintenance only for managing the setting and amenity of the Farm and the listed building. This also provides a wildlife only buffer contributing to biodiversity and ecology habitats of the site. Appropriate signage and boundary treatments **will** be used to inform users of access restrictions.

Character Plan Area Extract



Areas of managed access (for maintenance only)

PRIMARY SCHOOL

7.24 The education facilities **will** provide a safe and welcoming environment for children, including a flexible space where pupils can learn, socialise and support each other. The primary school will be located in the centre of the Site within easy walking distance of the new residents. With a segregated cycleway and footways provided alongside the entire length of the Primary Street and drop off in private vehicles discouraged, the development **will** focus on travel to school by sustainable modes of transport.

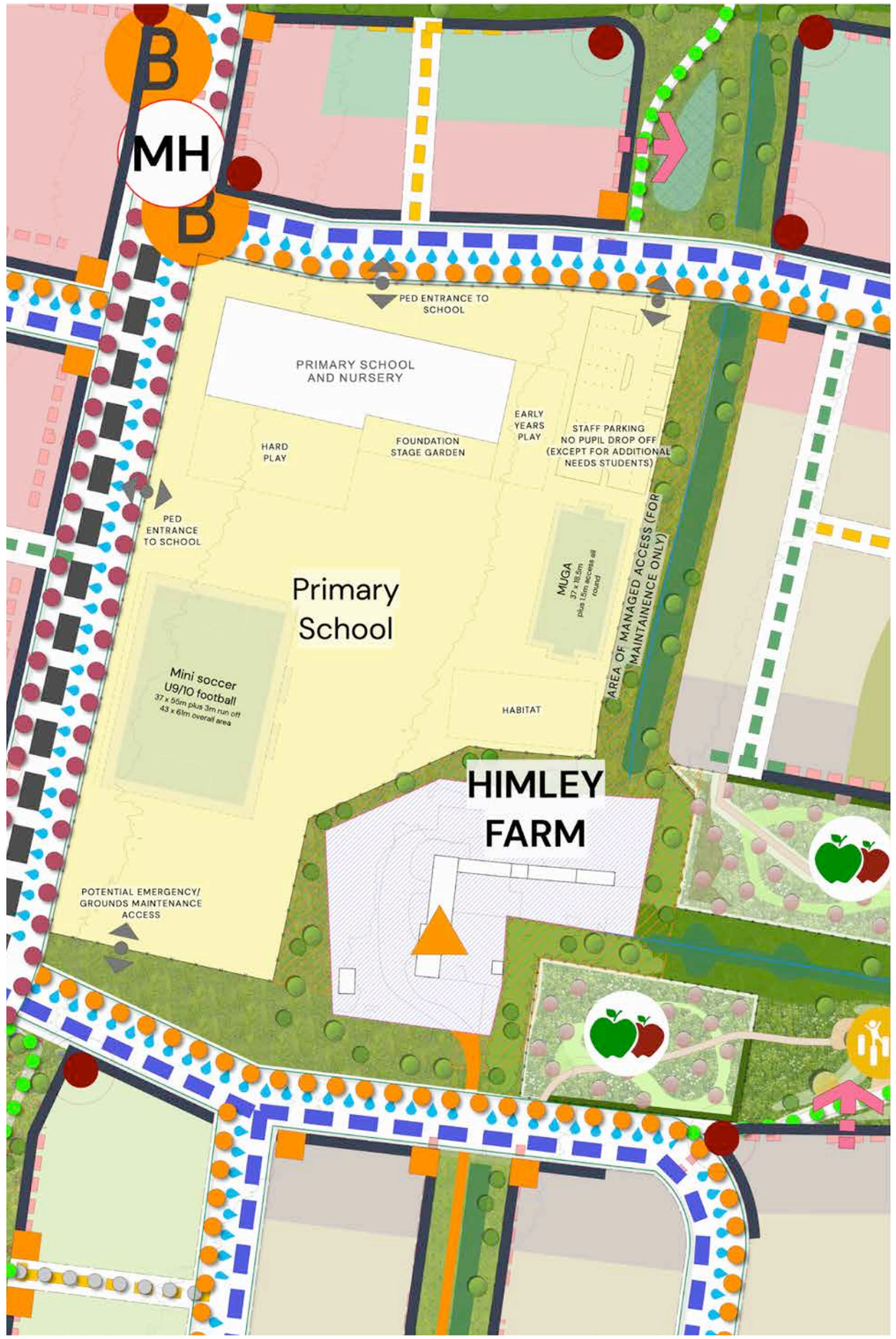
7.25 Specific architectural guidelines are not set out for the educational facilities however, it is expected that the buildings **will** be high quality and sustainable, reflecting the principles of the wider residential development. It is anticipated that the school **will** be delivered by OCC as the Local Education Authority.

Unique and Defining Characteristics

- The proposed Primary School **will** be prominently located in the centre of the development, adjacent to the Primary Street, and the main school building **will** front the Strategic Secondary Street to the North of the School Site;
- The School and Site is to be designed to meet OCC requirements and early engagement with officers is encouraged;

Covered cycle stand

Where feasible the design of any secure fencing is to be softened through consideration of colours and/ or surrounding landscape treatment.



Primary School Indicative Layout (In Accordance With S106 School Plan)

- Maximum building height of 10m (approximately 2 storeys) in accordance with the approved Building Height Parameter Plans;
- Contemporary architectural approach to accentuate the key nature of the building;
- Integration of sustainable building techniques, and inclusion of energy generation/monitoring stations in the final detailed design, to enhance education and student interaction with the Eco-Town and zero carbon design principles;
- No drop off spaces for pupils to be provided within the School Site (except for disabled users), encouraging travel by sustainable modes. Pedestrian and cycle routes **will** encourage use by residents ensuring that the routes are green, safe and legible.
- The boundary of the School Site is to be secure (in line with the school specific brief / OCC standards) with the potential to integrate appropriate landscaping, such as native trees and hedgerows. This will reinforce its presence to the Primary Street and define its boundaries from the adjacent land uses. The Southern edge with Himley Farm **should** be verdant to help provide a clear separation between the land and provide screening.
    - Potential opportunity to integrate the area of managed access to the East as part of the school grounds for outdoor eductional purposes, subject to discussions with the Education Authority.
    - The activity zones within the School Site (as required by Building Bulletin 103: Area guidelines for mainstream schools, the school specific brief and OCC guidelines) **should** ensure that the adjacencies of activity zones within the School Site reflect the Site's constraints and opportunities to reinforce good place making and uphold the vision and policy requirements. For example connections into the green infrastructure and movement network **should** be considered for the school's pedestrian and cycle links in terms of the links to the Village Green, adjacent green corridors and the edge with Himley Farm where a habitat area would complement the buffer to the retained building.

7.26 The landscape buffer provided to the east and south-eastern boundaries of the Primary School will have restricted access for the maintenance of Himley Farm and its setting / any potential future outdoor educational uses (subject to futher discussions). It also helps provide a wildlife only buffer contributing to the biodiversity and ecology habitats of the site. Appropriate signage and boundary treatments within adjacent public open space **will** be used to inform users of access restrictions.


Precedent images - materials

Precedent images - Built form


Precedent images - materials/Built form


Precedent images - Built form


Precedent images - Built form

A

Appendices

A1 Appendix 1: Policy Bicester 1

POLICY BICESTER 1: NORTH WEST BICESTER ECO-TOWN

Development Area: 390 hectares

Development Description: A new zero carbon(i) mixed use development including 6,000 homes will be developed on land identified at North West Bicester.

Planning permission will only be granted for development at North West Bicester in accordance with a comprehensive masterplan for the whole area to be approved by the Council as part of a North West Bicester Supplementary Planning Document. The Council will expect the Masterplan and applications for planning permission to meet the following requirements:"

Employment

- *Land Area – a minimum of 10 ha, comprising business premises focused at Howes Lane and Middleton Stoney Road, employment space in the local centre hubs and as part of mixed used development*
- *Jobs created –At least 3,000 jobs (approximately 1,000 jobs on B use class land on the site) within the plan period*
- *Use classes – B1, with limited B2 and B8 uses*
- *It is anticipated that the business park at the South East corner of the*
- *Allocation will generate between 700 and 1,000 jobs in use classes B1, B2 and B8 early in the Plan period*
- *A Carbon Management Plan shall be produced to support all applications for employment developments*
- *An economic strategy to be produced to support the planning applications for Eco-Town proposals demonstrating how access to work will be achieved and to deliver a minimum of one employment opportunity per new dwelling that is easily reached by walking, cycling and/or public transport*
- *Mixed use local centre hubs to include employment (B1(a), A1, A2, A3, A4, A5, C1, D1 and D2)*
- *New non-residential buildings will be BREEAM Very Good with the capability of achieving BREEAM Excellent.*

Housing

- *Number of homes – Up to 6,000 (3,293 to be delivered within the plan period)*
- *Affordable Housing – 30%*
- *Layout to achieve Building for Life 12 and Lifetime Homes standards Homes to be constructed to be capable of achieving a minimum of Level 5 of the Code for Sustainable Homes on completion of each phase of development, including being equipped to meet the water consumption requirement of Code Level 5*
- *The provision of extra care housing*
- *Have real time energy monitoring systems, real time public transport information and Superfast Broadband access, including next generation broadband where possible. Consideration should also be given to digital access to support assisted living and smart energy management systems.*

Infrastructure Needs

- ***Education –** Sufficient secondary, primary and nursery school provision on site to meet projected needs. It is expected that four 2 Forms of Entry primary schools and one secondary school will be required. There should be a maximum walking distance of 800 metres from homes to the nearest primary school.*
- ***Health –** to provide for a 7 GP surgery to the south of the site and a dental surgery*
- ***Burial Ground –** to provide a site of a minimum of 4 ha for a burial ground which does not pose risks to water quality (this may contribute to the Green Infrastructure requirements)*
- ***Green infrastructure –** 40% of the total gross site area will comprise green space of which at least half will be publicly accessible and consist of a network of well managed, high quality green/open spaces which are linked to the open countryside. This should include sports pitches, parks and recreation areas, play spaces, allotments, the required burial ground (possibly a woodland cemetery) and SUDS.*
- *Planning applications shall include a range of types of green space and meet the requirements of Policy BSC11*
- ***Access and Movement –** proposals to include appropriate crossings of the railway line to provide access and integration across the North West Bicester site. Changes and improvements to Howes Lane and Lords Lane to facilitate integration of new development with the town.*
- ***Community facilities –** to include facilities for leisure, health, social care, education, retail, arts, culture, library services, indoor and outdoor sport, play and voluntary services. The local centre hubs shall provide for a mix of uses that will include retail, employment, community and residential provision. Education, health care, community and indoor sports facilities will be encouraged to locate in local centres and opportunities for co-location will be welcomed. Provision will be proportionate to the size of the community they serve. Each neighbourhood of approximately*
- *1,000 houses to include provision for community meeting space suitable for a range of community activities including provision for older people and young people. A site of 0.5 ha for a place of worship to be reserved for future use.*
- *The submission of proposals to support the setting up and operation of a financially viable Local Management Organisation by the new community to allow locally based long term ownership and management of facilities in perpetuity*
- ***Utilities –** Utilities and infrastructure which allow for zero carbon and water neutrality on the site and the consideration of sourcing waste heat from the Ardley Energy recovery facility. The approach shall be set out in an Energy Strategy and a Water Cycle Study. The Water Cycle Study shall cover water efficiency and demand management, water quality and how it will be protected and improved, WFD compliance, surface water management to avoid increasing flood risk and water services infrastructure improvement requirements and their delivery, having regard to the Environment Agency's guidance on Water Cycle Studies. Zero Carbon (see PPS definition) water neutral development is sought. Development proposals will demonstrate how these requirements will be met.*
- ***Waste Infrastructure –** The provision of facilities to reduce waste to include at least 1 bring site per 1,000 dwellings positioned in accessible locations. Provision for sustainable management of waste both during construction and in occupation shall be provided. A waste strategy with targets above national standards and which facilitates waste reduction shall accompany planning applications."*

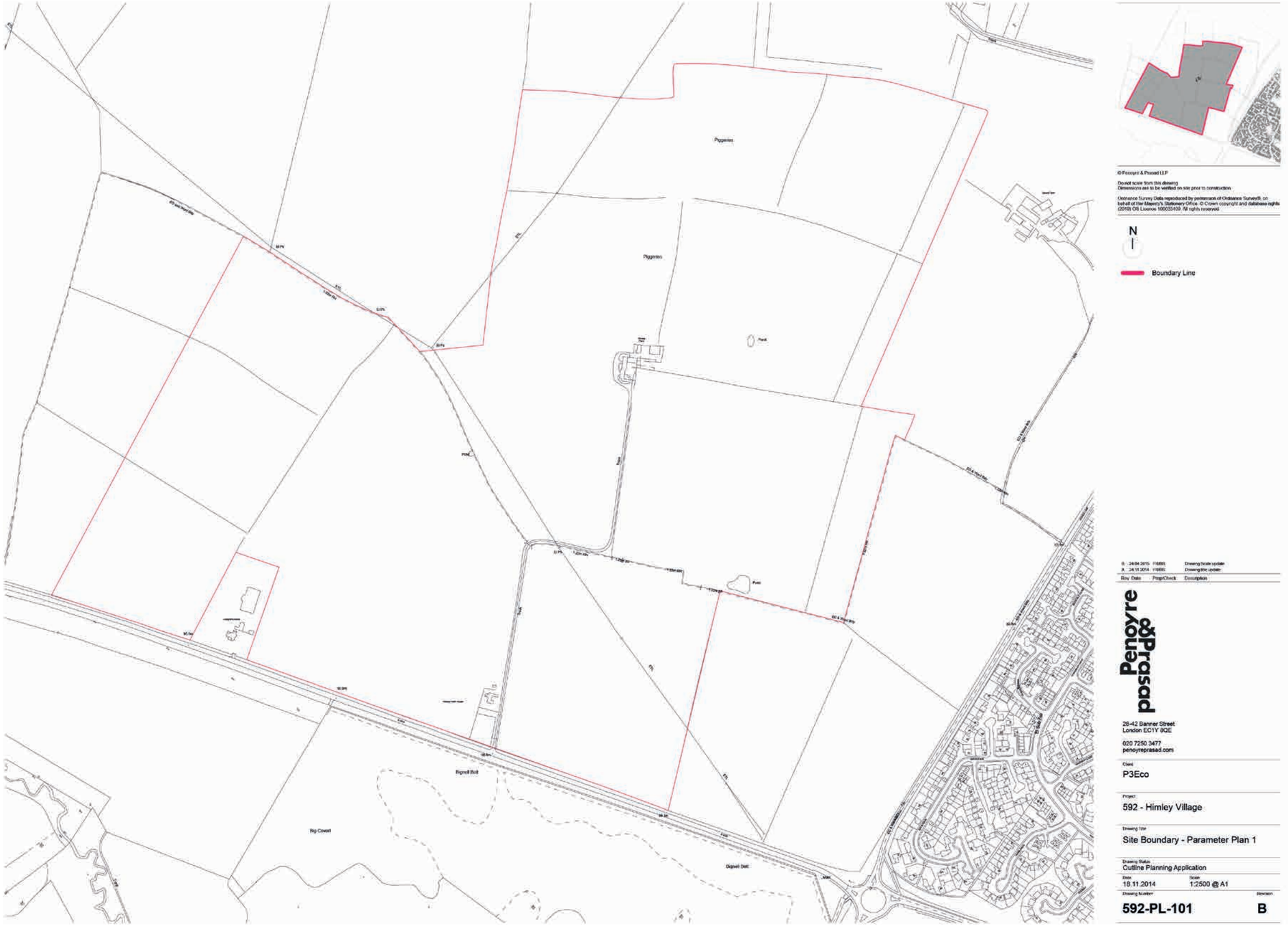
Monitoring

- *Embodied impacts of construction to be monitored, managed and minimised (ET21)*
- *Sustainability metrics, including those on zero carbon, transport, water and waste to be agreed and monitored for learning, good governance and dissemination (ET22)."*

Key site specific design and place shaping principles

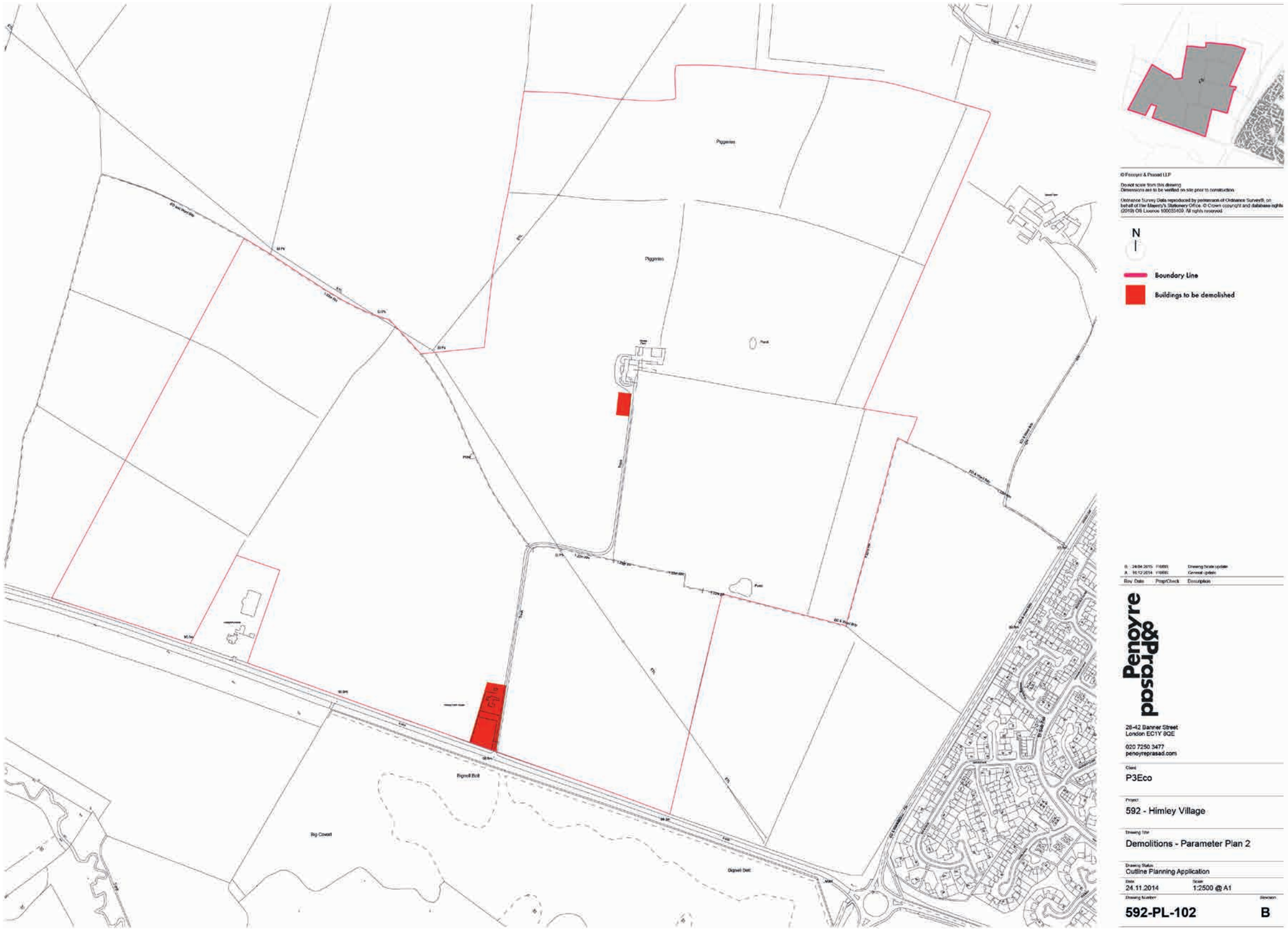
- *Proposals should comply with Policy ESD15.*
- *High quality exemplary development and design standards including zero carbon development, Code Level 5 for dwellings at a minimum and the use of low embodied carbon in construction materials, as well as promoting the use of locally sourced materials.*
- *All new buildings designed to incorporate best practice on tackling overheating, taking account of the latest UKCIP climate predictions.*
- *Proposals should enable residents to easily reduce their carbon footprint to a low level and live low carbon lifestyles.*
- *Layout of development that enables a high degree of integration and connectivity between new and existing communities.*
- *A layout that maximises the potential for walkable neighbourhoods. New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel*
- *A layout which makes provision for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel.*
- *Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cycle path connectivity with the town centre, employment and rail stations. Measures to ensure the integration of the development with the remainder of the town including measures to address movement across Howes Lane and Lords Lane*
- *A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside, minimising the impact of development when viewed from the surrounding countryside*
- *Development that respects the landscape setting and that demonstrates enhancement, restoration or creation of wildlife corridors to achieve a net gain in biodiversity*
- *Consideration should be given to maintaining visual separation with outlying settlements. Connections with the wider landscape should be reinforced and opportunities for recreational use of the open countryside identified. Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessment*
- *Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site*
- *No development in areas of flood risk and development set back from watercourses which would provide opportunity for green buffers.*
- *Proposals should include a Flood Risk Assessment.*
- *Maximisation of the sustainable transport connectivity in and around the site*
- *Consideration and mitigation of any noise impacts of the railway line. Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site*
- *Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, consistent with the requirement of the Eco-Towns PPS to reduce reliance on the private car, and to achieve a high level of accessibility to public transport services, improvements to facilities for pedestrians and cyclists and the provision and implementation of a Travel Plan to maximise connectivity with existing development*
- *Provision of a Transport Assessment*
- *Measures to prevent vehicular traffic adversely affecting surrounding communities.*
- *Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and Bicester Village Railway Station, and adjoining developments. Public open space to form a well connected network of green areas suitable for formal and informal recreation*
- *Preservation and enhancement of habitats and species on site, particularly protected species and habitats and creation and management of new habitats to achieve an overall net gain in biodiversity including the creation of a local nature reserve and linkages with existing BAP habitats Sensitive management of open space provision to secure recreation and health benefits alongside biodiversity gains.*
- *A Landscape and Habitats Management Plan to be provided to manage habitats on site and to ensure this is integral to wider landscape management.*
- *Careful design of employment units on site to limit adverse visual impact and ensure compatibility with surrounding development*
- *The provision of public art to enhance the quality of the place, legibility and identity*
- *The retention and respect for important existing buildings and heritage assets with a layout to incorporate these and consideration of Grade II listed buildings outside the site*
- *Take account of the Council's Strategic Flood Risk Assessment for the site*
- *Provision of sustainable drainage in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the recommendations of the Council's Strategic Flood Risk Assessment*
- *Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5*
- *An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.*
- *A soil management plan may be required to be submitted with planning applications.*
- *Undertake a staged programme of archaeological investigation."*

A2 Appendix 2: Approved Outline Parameter Plans

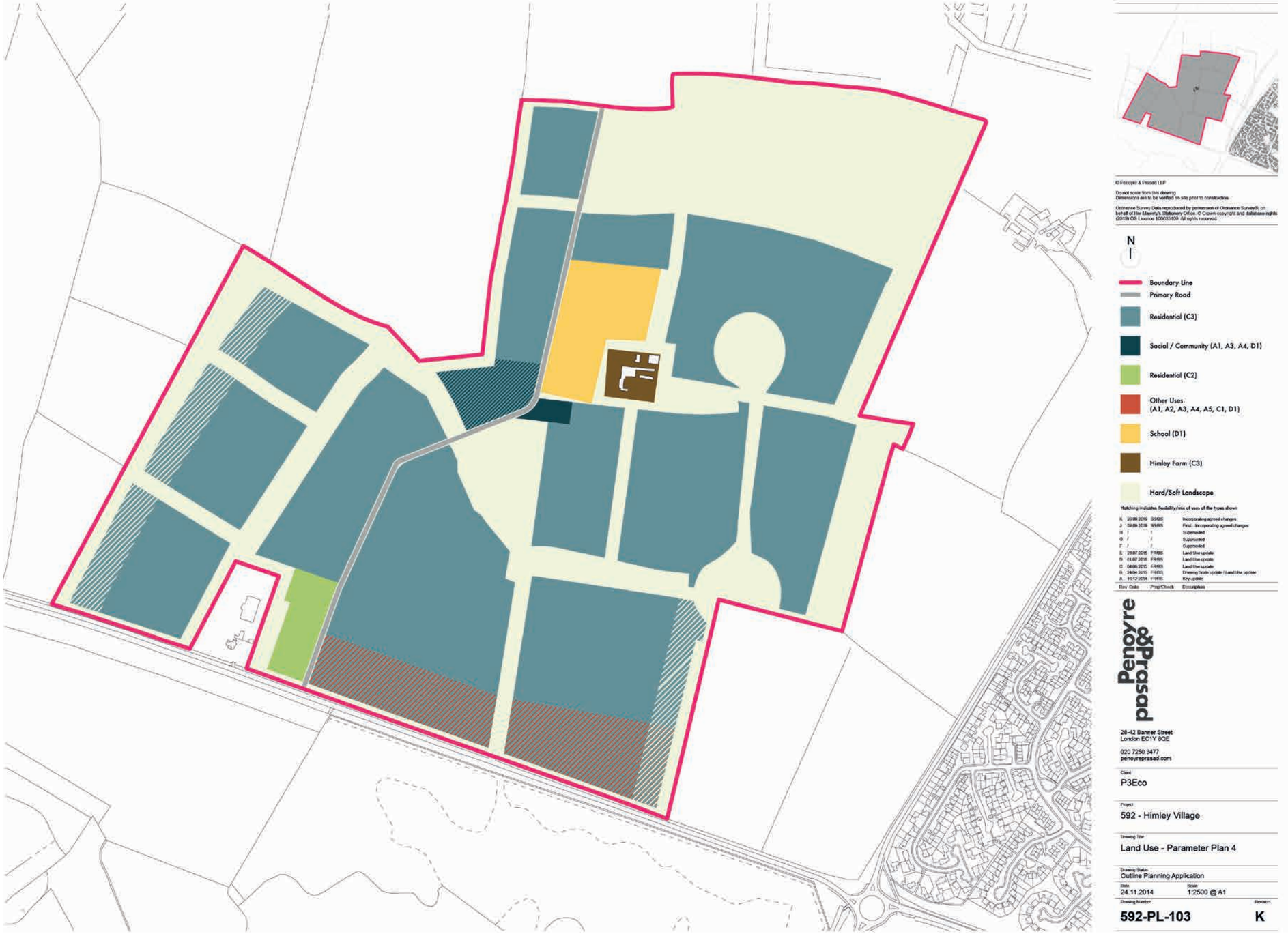


Site Boundary Parameter Plan 1 (drawing number 592-PL-101 Rev B)

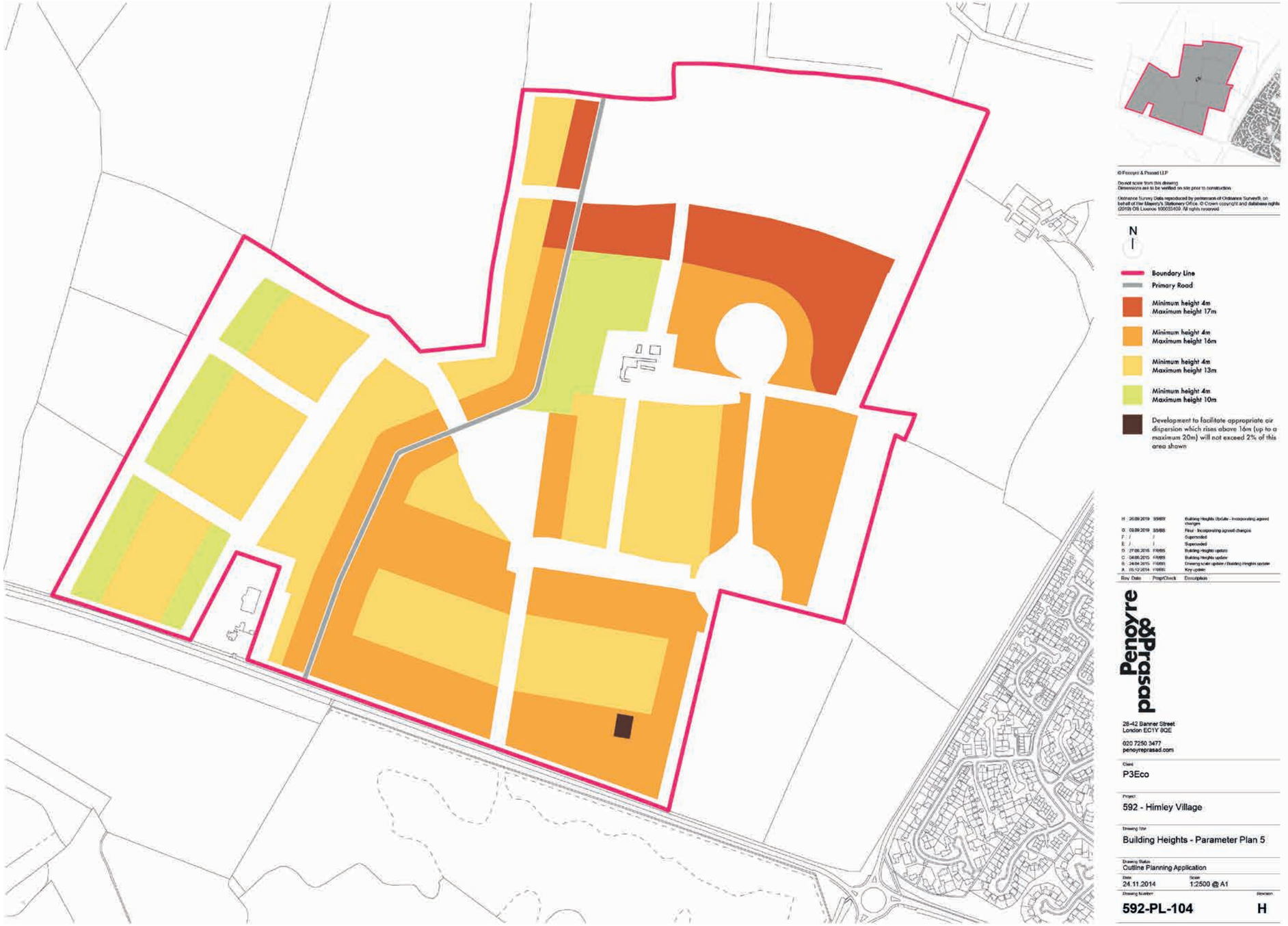
Landscape Parameter Plan 3 (drawing number 592-PL-106 Rev H)



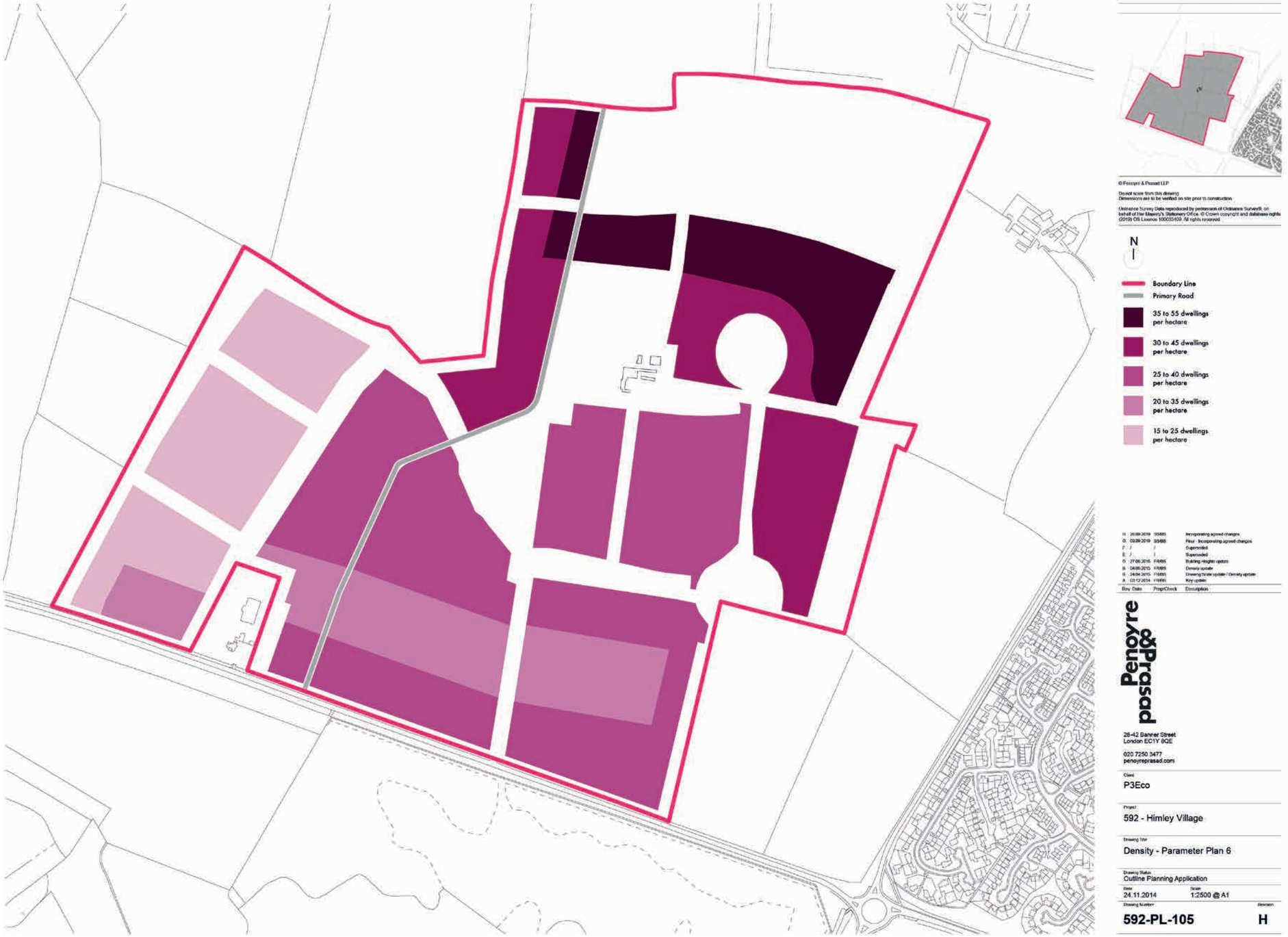
Demolitions Parameter Plan 2 (drawing number 592-PL-102 Rev B)



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

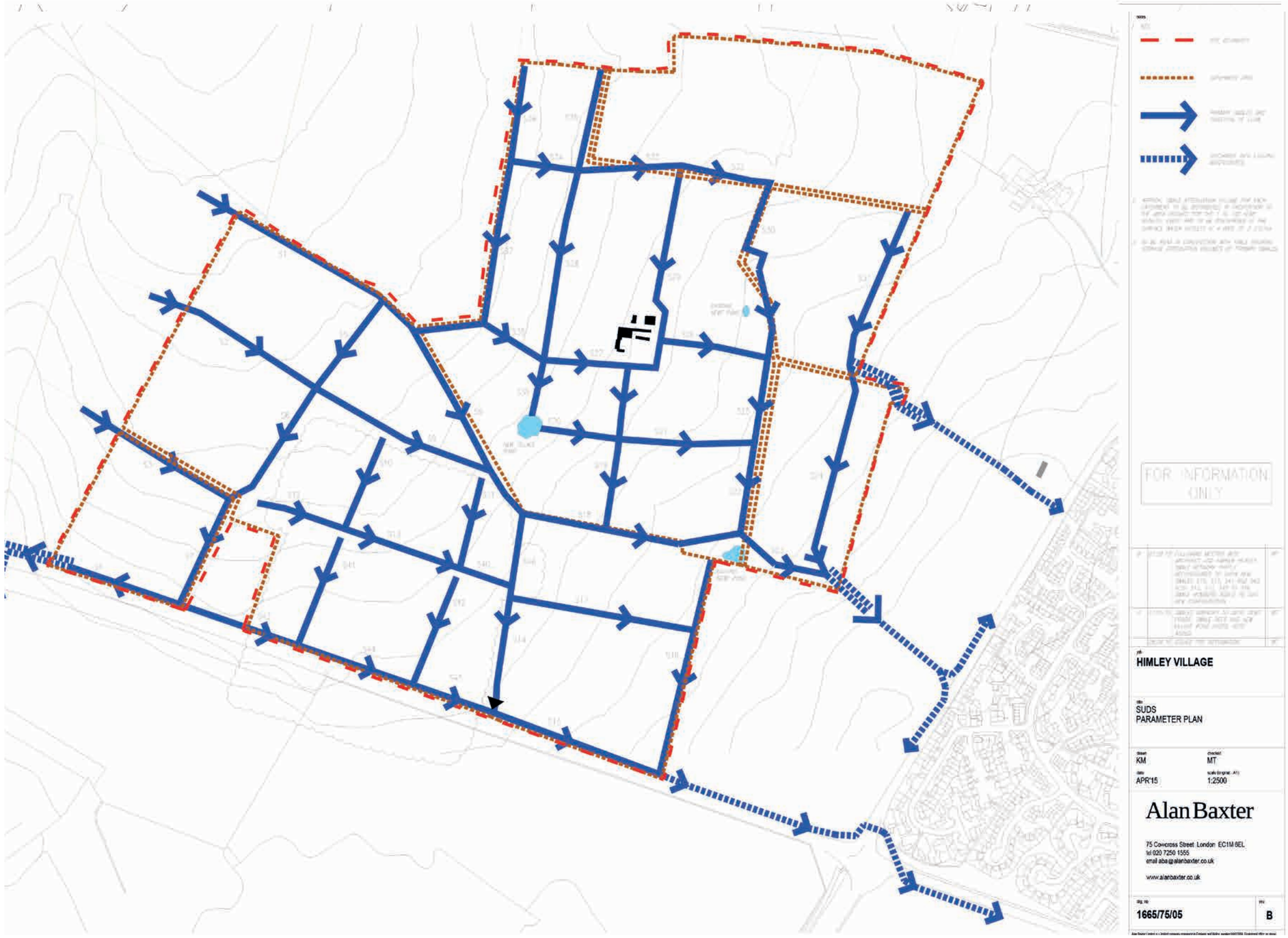


Building Heights Parameter Plan 5 (drawing number 592-PL-104 Rev H)



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)

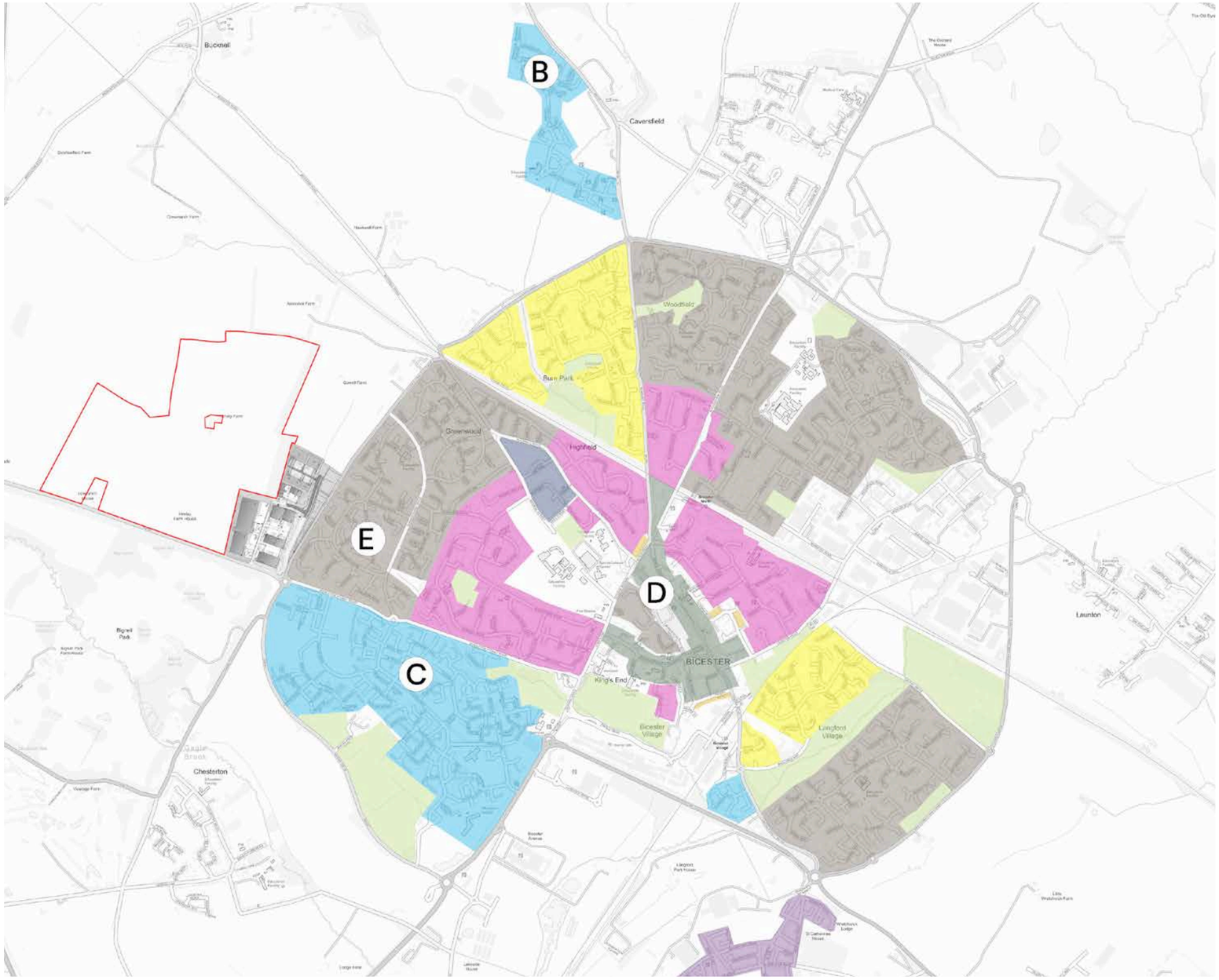
A3 Appendix 3: Character Informed by Context

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. 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.

A3.2 Whilst located closest to the site the settlements of Middleton Stoney, Bucknell and Chesterton are all small scale and low-density villages, not representative of the scale of development proposed for the North west Bicester Eco-Town. Formed of traditional linear ribbon development, with later infill development behind they are not reflective of the overall proposals for Himley Village. Although these areas have not been analysed within this Design Code, the characteristics of these areas has been reviewed and considered.

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

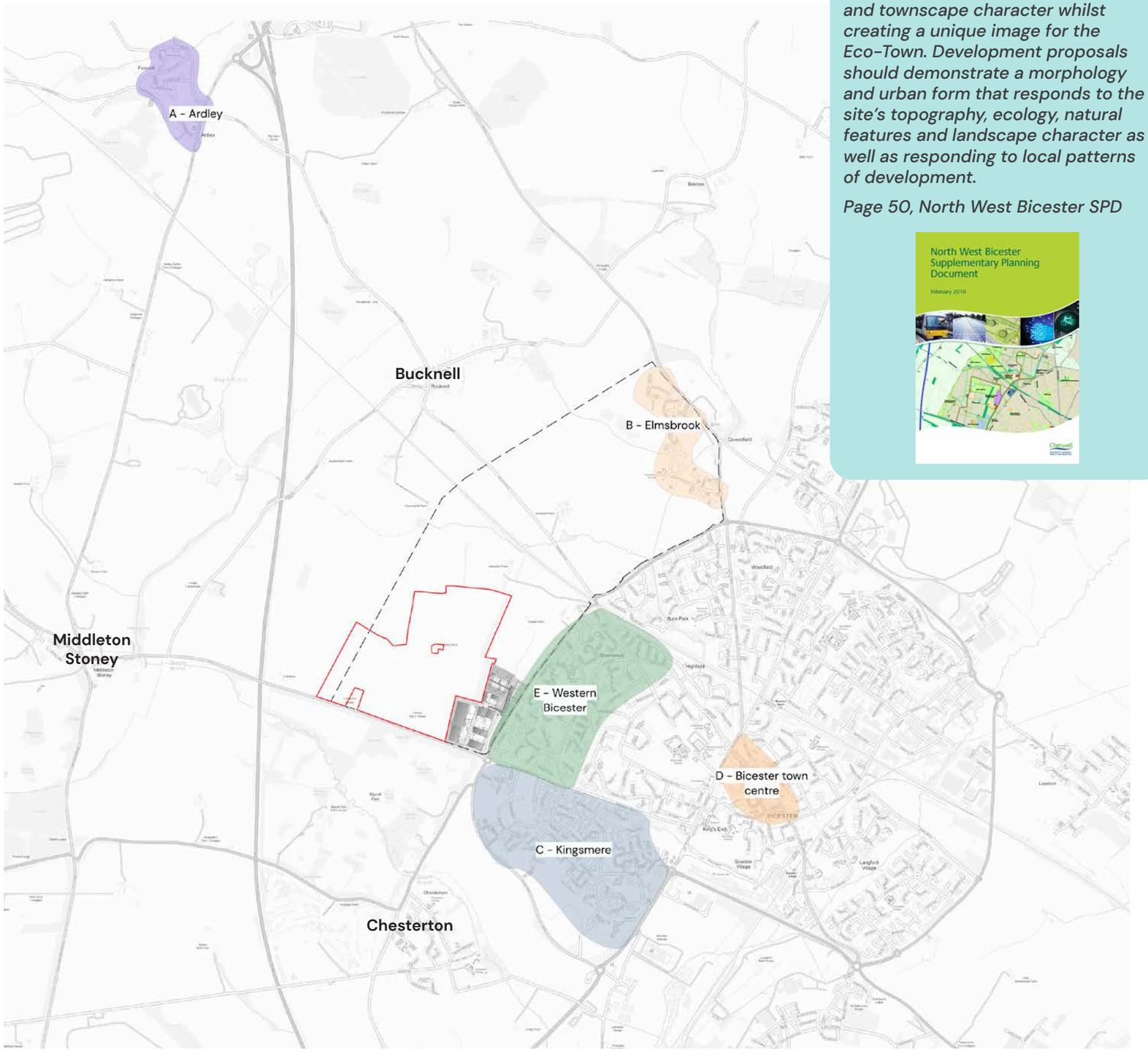
A3.3 The proposal is for a community of 1,700 homes, therefore the contextual analysis has been based on those areas that reflect a similar level of density to what is being proposed at Himley Village.

6.1 The outermost extents of Bicester are predominantly defined by the late 20th and early 21st–century development. Distinctive elements of the local surrounding context have been identified in the following character analysis.

A3.4 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 enables the proposed design response to draw on the existing local character, whilst also steering the proposals to a new character, suitable for a 21st century Eco-Town development.

A3.5 Each character area is identified on the plan opposite and accompanying photographs across the following pages.

- A - Ardley
- B - Elmsbrook
- C - Kingsmere
- D - Bicester town centre, and
- E - Western Bicester



Existing Local Character Areas

✓ *Character and setting*

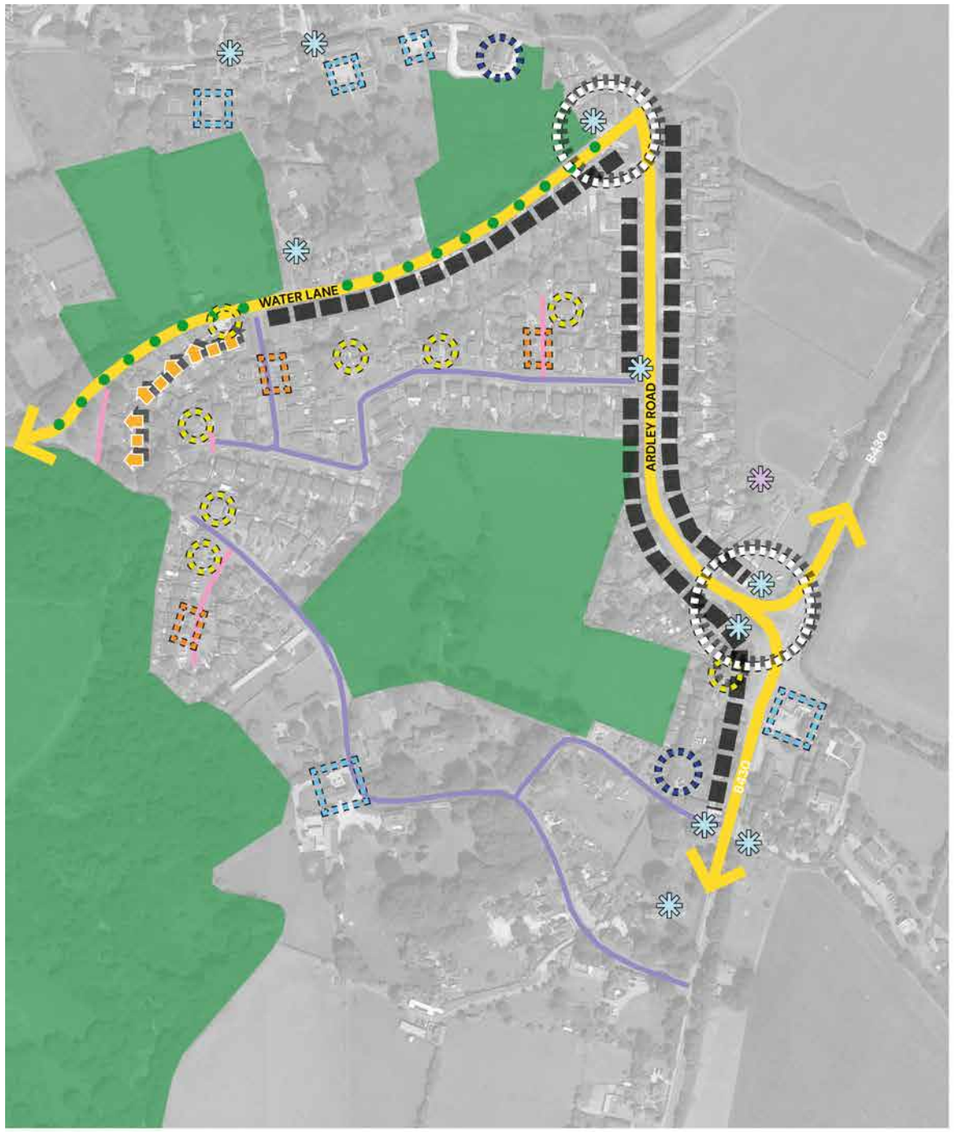
Proposed development should be sensitive to the existing landscape and townscape character whilst creating a unique image for the Eco-Town. Development proposals should demonstrate a morphology and urban form that responds to the site's topography, ecology, natural features and landscape character as well as responding to local patterns of development.

Page 50, North West Bicester SPD

ARDLEY

Context

A3.6 Ardley is a village located to the north-west of Bicester and is 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 relatively 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

A3.7 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; and
- Predominantly on plot parking in the form of private driveways to the front and side of dwellings.

ELMSBROOK

Context

A3.8 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.

A3.9 Each home has been designed to be zero-carbon (to Building Regulations 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.

A3.10 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.

A3.11 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.

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

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 pedestrian/cycle routes provided alongside primary movement route Bus stops provided through the development at regular intervals Public EV changing station located at the 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 hard standing compared to growing area





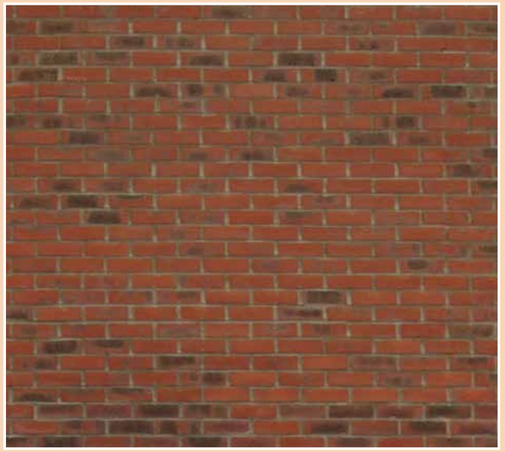






48

65



Summary

A3.12 Design cues to be taken forward:

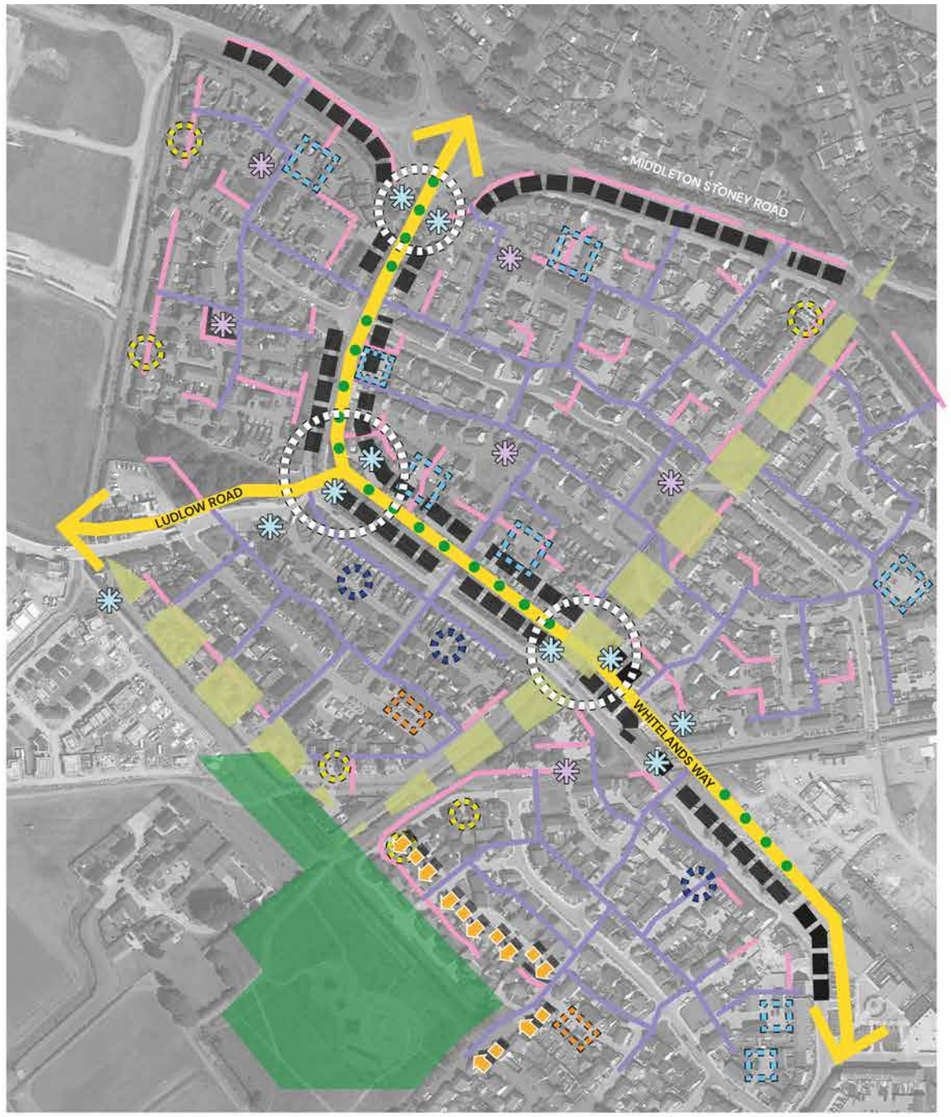
- Dwellings are contemporary in style.
- Dwelling arranged formally along wide formal avenue incorporating landscaping;
- Strong formal building lines provide a good sense of enclosure to the street;
- Main facing materials include brick, stone, render, timber cladding is also apparent;
- Parking courts 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 street scene; and
- Gable-fronted elevations are common, partially to incorporate PV solar panels to the roofs of all dwellings.

KINGSMERE

Context

A3.13 Kingsmere is a recently constructed development to the south west of Bicester and is approximately 0.5km east of the development site. Access is located off the 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.

A3.14 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.



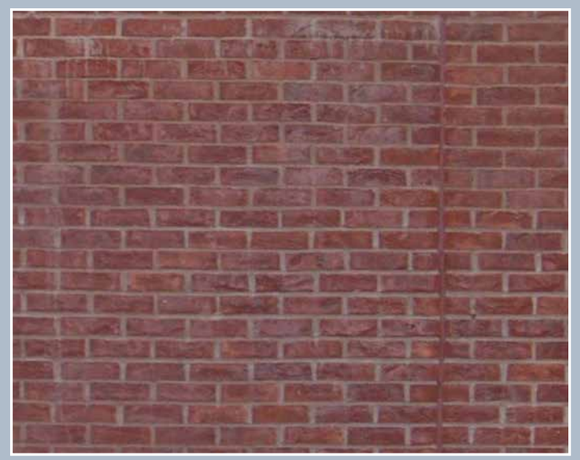
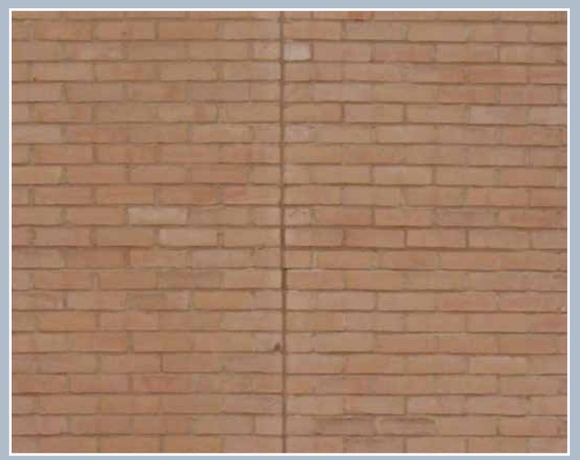
Kingsmere existing context analysis plan

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 house builder 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 pedestrian/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 specimens 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





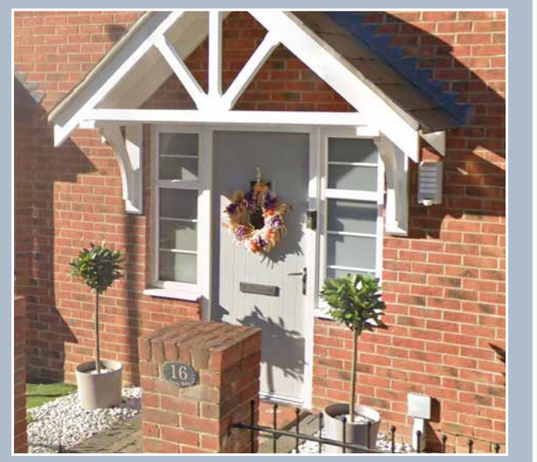












Summary

A3.15 Design cues to be taken forward:

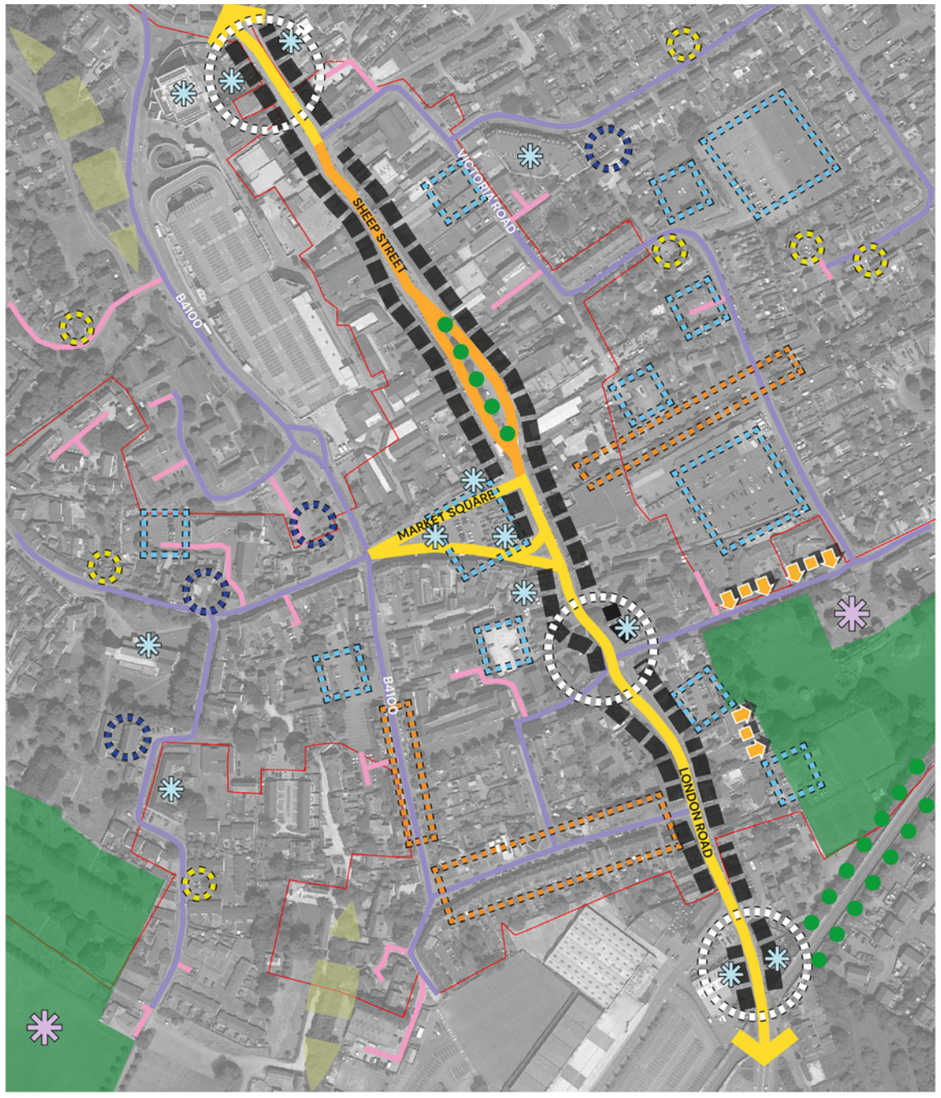
- Continuous frontage located in high density locations within the site creates a sense of enclosure;
- Dwellings arranged formally along a wide formal avenue incorporating landscape;
- 2.5 and 3 storey dwellings located in high density locations within the site along main vehicular routes;
- Private 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; and
- Dwellings should overlook areas of green space where possible along the development edge.

BICESTER TOWN CENTRE

Context

A3.16 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.

A3.17 Two areas of green space are located to the south-west and south-east of the town centre including formal play areas, a skate park and playing fields.



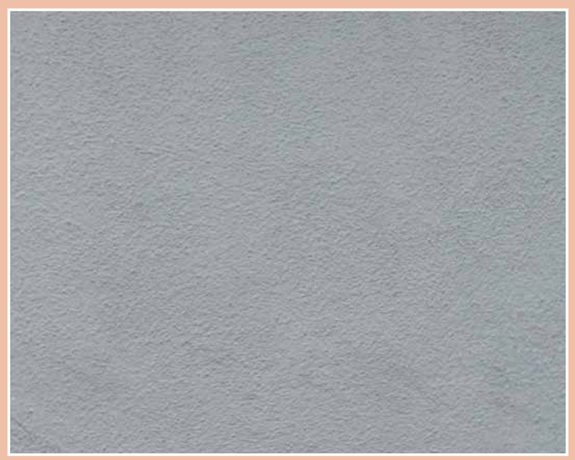
KEY

- Primary Street
- Secondary Street
- Private Drives
- Pedestrianised Road
- 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
- Conservation Area

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 are predominantly red/ buff brick and rough cast render to feature gables	Typically 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**
Pedestrianised town centre and primary street. Traffic diverted around edge of town centre, results in segregated feel and vehicular feel traffic dominated	Typically single glazed larger openings to older buildings – less energy efficient	Limited. Restricted to use of street trees within pedestrianised areas and free standing planters. Occasional large trees within public realm, but not commonplace	Good access to local retail facilities











Summary

A3.18 Design cues to be taken forward:

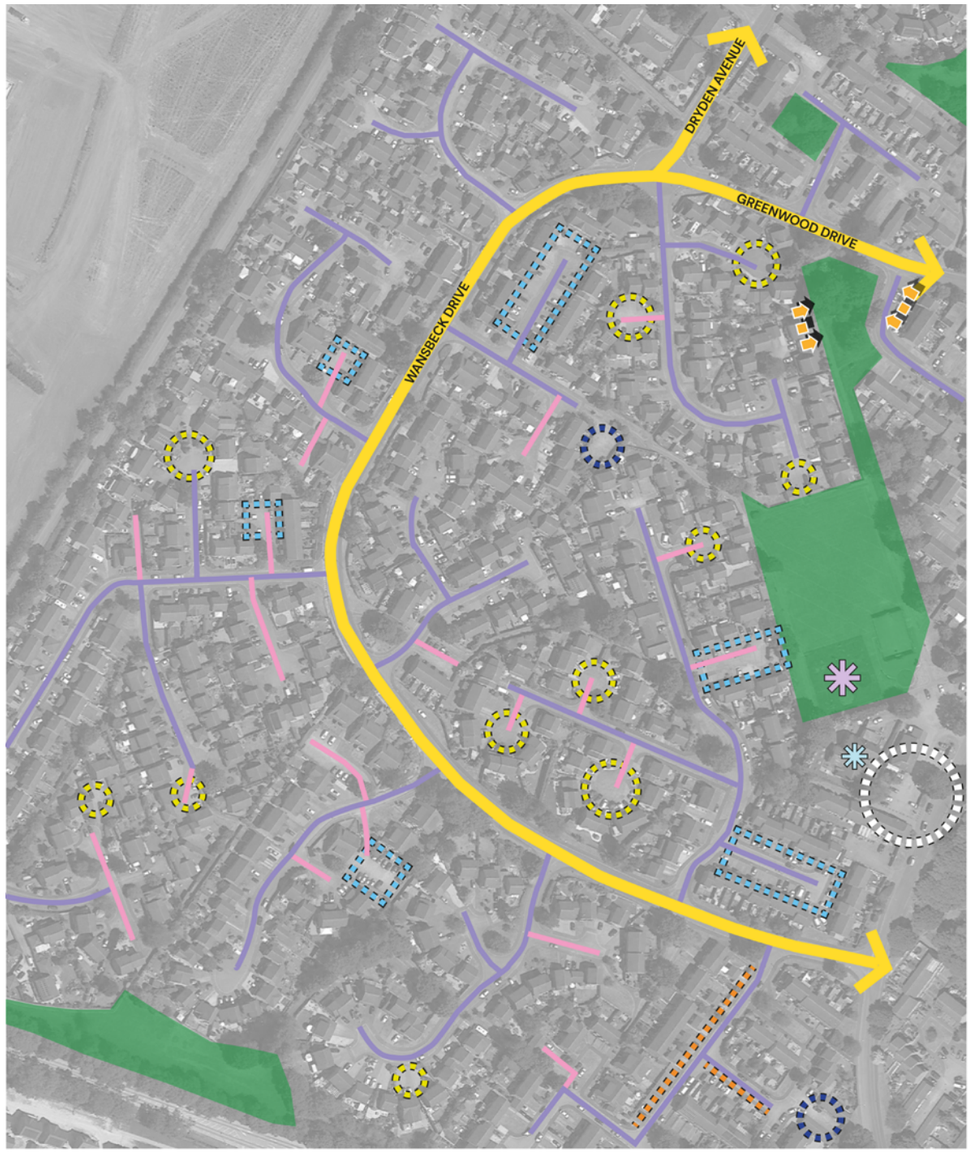
- Varied architectural styles;
- Main facing materials include stone and red/buff/painted brick;
- Strong vertical rhythm provided by repetitive gable frontages and feature gable ends;
- Varied building heights provide interest to the street scene; and
- Use of low level walls, some with additional hedgerow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

WEST BICESTER LATE 20TH CENTURY DEVELOPMENT

Context

A3.19 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.

A3.20 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.



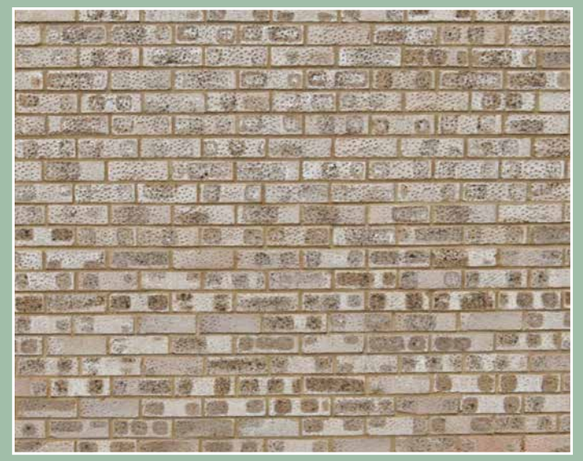
West Bicester existing context analysis plan

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**
Typical late 20th century development approach with limited overlooking of primary movement route. Numerous cut throughs and pedestrian only routes between ends of cul-de-sacs that are not well overlooked, can lead to undesirable behaviour and potential opportunities for crime	Solar panels retrofitted onto a handful of properties	Occasional use of large scale mature tree planting along primary movement routes. Large scale verges, providing little species variety and low levels of habitat benefits. Larger areas of mature planting/small areas of woodland integrated into the proposals, although these could benefit from more active overlooking and opportunities for natural surveillance	Good access to local retail facilities
















Summary

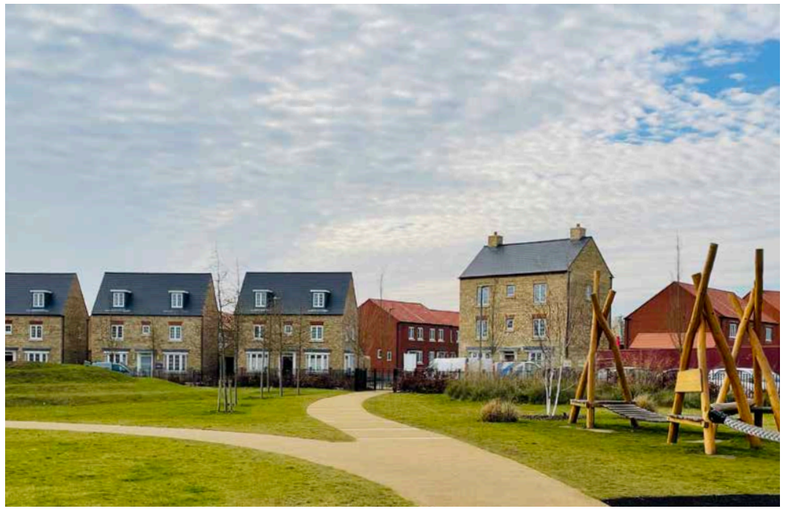
A3.21 Design cues to be taken forward:

- 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; and
- Areas of green space should be designed into the scheme and overlooked by dwellings.

LESSONS FROM BICESTER

A3.22 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.

A3.23 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.



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 Kingsmere	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. 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 impact	Local facilities including primary and secondary schools, local centre and sports facilities provided within close proximity to dwellings, encouraging travel by sustainable modes

Office Location
33 Sheep Street,
Cirencester
GL7 1RQ
T 01285 641717
cirencester@pegasusgroup.co.uk

Offices throughout the UK and Ireland.

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE