

# HIMLEY VILLAGE, ■ BICESTER

## Phase 2A Design Statement

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ON BEHALF OF CALA HOMES (COTSWOLDS) LTD  
P22-3093\_GD\_D\_04 | JULY 2024





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**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.**

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North West Bicester SPD, [February 2016]



# CONTENTS

CALA

|  | PAGES   |
|--|---------|
| 01    INTRODUCTION                           | 4 – 11  |
| 02    SITE LOCATION                          | 12 – 13 |
| 03    DESIGN PROPOSALS                       | 14 – 25 |
| 04    SITE WIDE PRINCIPLES                   | 26 – 29 |
| 05    BUILDING FOR A HEALTHY LIFE ASSESSMENT | 30 – 35 |
| 06    SUMMARY                                | 36 – 37 |

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

Cala, was founded in 1875 as the City of Aberdeen Land Association. They had a long history of successful land management before beginning house building in 1974. They have grown to become the most upmarket major housebuilder in the UK with eight regional offices throughout England and Scotland.

Unlike other national house building PLC's, Cala does not pride themselves on the number of units that they develop. Instead they focus on developing high quality developments which reflect the character and nature of their setting. All of Cala's developments are design-led, allowing us to fully address site requirements in a creative and unique way. They strive to design distinctive developments that deliver the highest quality results for local communities.

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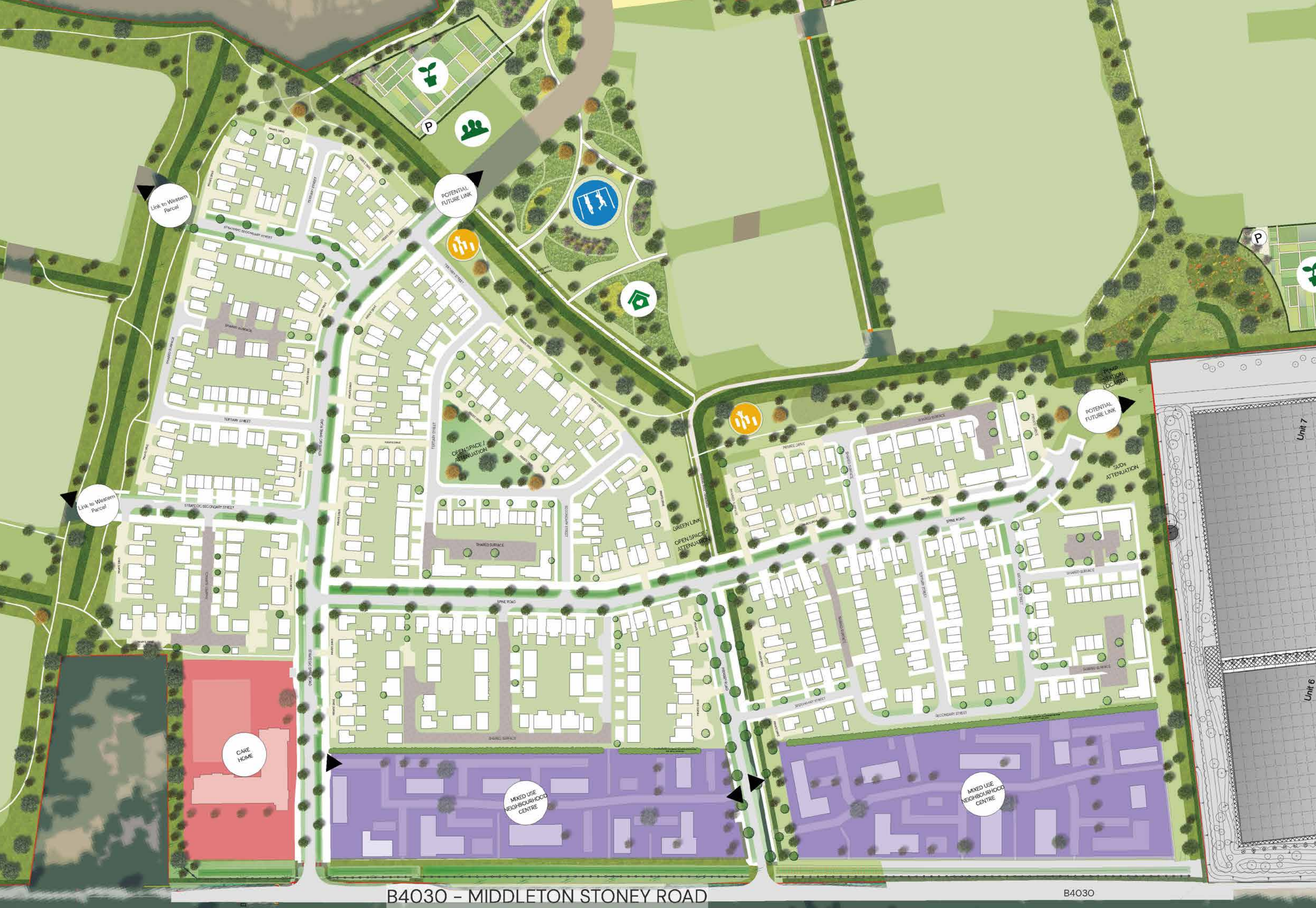
# 01 INTRODUCTION

## PURPOSE OF THE STATEMENT

- 1.1 This Statement has been prepared by Pegasus Urban Design (part of Pegasus Group) on behalf of Cala Homes (Cotswolds) Ltd to accompany the Reserved Matters Planning Application for the residential development of Phase 2A of Himley Villages, Bicester.
- 1.2 The site consists of 123 residential units and is intended to sit within the larger masterplan for Himley Village, towards the southern side of the overall development.
- 1.3 This Design Compliance Statement has been informed by, amongst other things, the revised NPPF (July 2021). The revised NPPF acknowledges that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.
- 1.4 In accordance with the above guidance and the Town and Country Planning (Development Management Procedure) (England) Order 2012, this Design and Access Statement provides information on: Use, Amount, Layout, Scale, Appearance and Access.
- 1.5 This document should be read in conjunction with all design information and technical reports submitted as part of this application.
- 1.6 This document demonstrates the steps taken to appraise the context of the scheme and how the design of the development takes that context into account.







B4030 - MIDDLETON STONEY ROAD

B4030

Unit 7

Unit 6



# I VISION AND OBJECTIVES I

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.

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.

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.

| KEY                                  |   |
|--------------------------------------|---|
|                                      | Bicester 1 Allocation Boundary  |
|                                      | Site wide design code boundary  |
|                                      | Potential realignment of Howes Lane (by others)   |
| Landscape Framework and Site Setting |   |
|                                      | Himley Farm - to be retained  |
|                                      | Existing Grade II Listed building   |
|                                      | Buffer to Himley Farm/Lovelynych House. Areas of managed access (for maintenance only)  |
|                                      | Contours (1m intervals, from LIDAR dataset)   |
|                                      | Existing tree/hedgerow planting (from arb survey)   |
|                                      | Existing woodland/treebelt (on-site)  |
|                                      | Existing woodland/treebelt (off site)   |
|                                      | New structural planting: to western site boundary, east of Lovelynych House, and Axis J9 Industrial Estate (close to Middleton Stoney Road) |
|                                      | 3m landscape buffer to mixed use areas  |
|                                      | Existing waterbody  |
|                                      | Existing ditch course   |
|                                      | Indicative SuDs basins (in addition to swales)  |
|                                      | Indicative swales   |
|                                      | Public open space   |
|                                      | Allotments  |
|                                      | Community orchards  |
|                                      | Green corridors   |
|                                      | Wildlife corridor   |
|                                      | Dark corridor   |
|                                      | Sport pitches   |
|                                      | NEAP/LEAP (combined provision)  |
|                                      | NEAP  |
|                                      | LEAP/LAP (combined provision)   |
|                                      | MUGA  |
|                                      | Sports pavilion   |
|                                      | Village Green   |
| Built Development                    |   |
|                                      | Residential development   |
|                                      | CA1 Spine Road  |
|                                      | CA2 Green Edge  |
|                                      | CA3 Core Housing  |
|                                      | CA4 Central Green   |
|                                      | CA5 Water Gardens   |
|                                      | CA6 Eastern Green   |
|                                      | CA7 Eastern Edge  |
|                                      | CA8 Northern Edge   |
|                                      | CA9 Western Edge  |
|                                      | CA10 Himley Farm  |
|                                      | Mixed use neighbourhood centre  |
|                                      | Retirement Village  |
|                                      | Primary school  |
| Access and Movement                  |   |
|                                      | Existing bus stop adjacent to Allocation area   |
|                                      | Proposed bus stop   |
|                                      | Existing uncontrolled crossing points   |
|                                      | Existing hedgerow gap/field access retained in-situ to provide ped/cycle access through POS   |
|                                      | Existing PRoW - footpath (off-site)   |
|                                      | Existing PRoW - bridleway (off-site)  |
|                                      | Existing right of access retained to Himley Farm  |
|                                      | Primary vehicular, bus, ped and cycle access point  |
|                                      | Secondary vehicular, ped and cycle access point   |
|                                      | Future connection   |
|                                      | Junction 1: Future bus, emergency vehicular, ped and cycle connection (to be completed by occupation of 920th dwelling)                     |
|                                      | Junction 2: Vehicular, ped and cycle connection (to be completed by occupation of 920th dwelling)   |
|                                      | Junction 3: Future bus, vehicular, ped and cycle connection (to be completed by occupation of 1220th dwelling)                              |
|                                      | Junction 4: Future vehicular, ped and cycle connection (to wider Bicester 1 Allocation)   |
|                                      | Potential land required for future vehicular links to wider Bicester 1 Allocation (subject to detailed design)                              |
|                                      | Mobility hub  |
|                                      | Indicative primary movement route alignment (designed to accommodate bus route)   |
|                                      | Indicative strategic secondary route  |
|                                      | Proposed ped/cycle access point   |
|                                      | 2m segregated one way cycle route   |
|                                      | 3m segregated two way cycle route   |
|                                      | 4m shared use ped/cycleway  |
|                                      | 3m shared use ped/cycleway  |
|                                      | Indicative on street cycle link   |
|                                      | 2m pedestrian only route through open space   |
|                                      | Potential future ped/cycle access point to wider Bicester 1 Allocation  |
|                                      | Potential 3m shared use ped/cycleway to wider Bicester 1 Allocation   |



## FRAMEWORK PLAN

1.7 The framework plan displays factors that may affect the design development and highlights the features of the site to be focused on. It therefore sets out the development parameters, which include:

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

1.8 The features set out on the Framework 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. The framework plan principles have been incorporated for this application.





# WIDER CONTEXT

- 1.9

The wider site extends to approximately 89.9 Hectares (Ha) and is located approximately 3 kilometres (km) to the west of Bicester town centre.
- 1.10

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.

KEY

Bicester 1 Allocation Boundary

Extent of approved outline permisison 14/02121/OUT

M40 motorway

Motorway junction

A road

B road

Railway

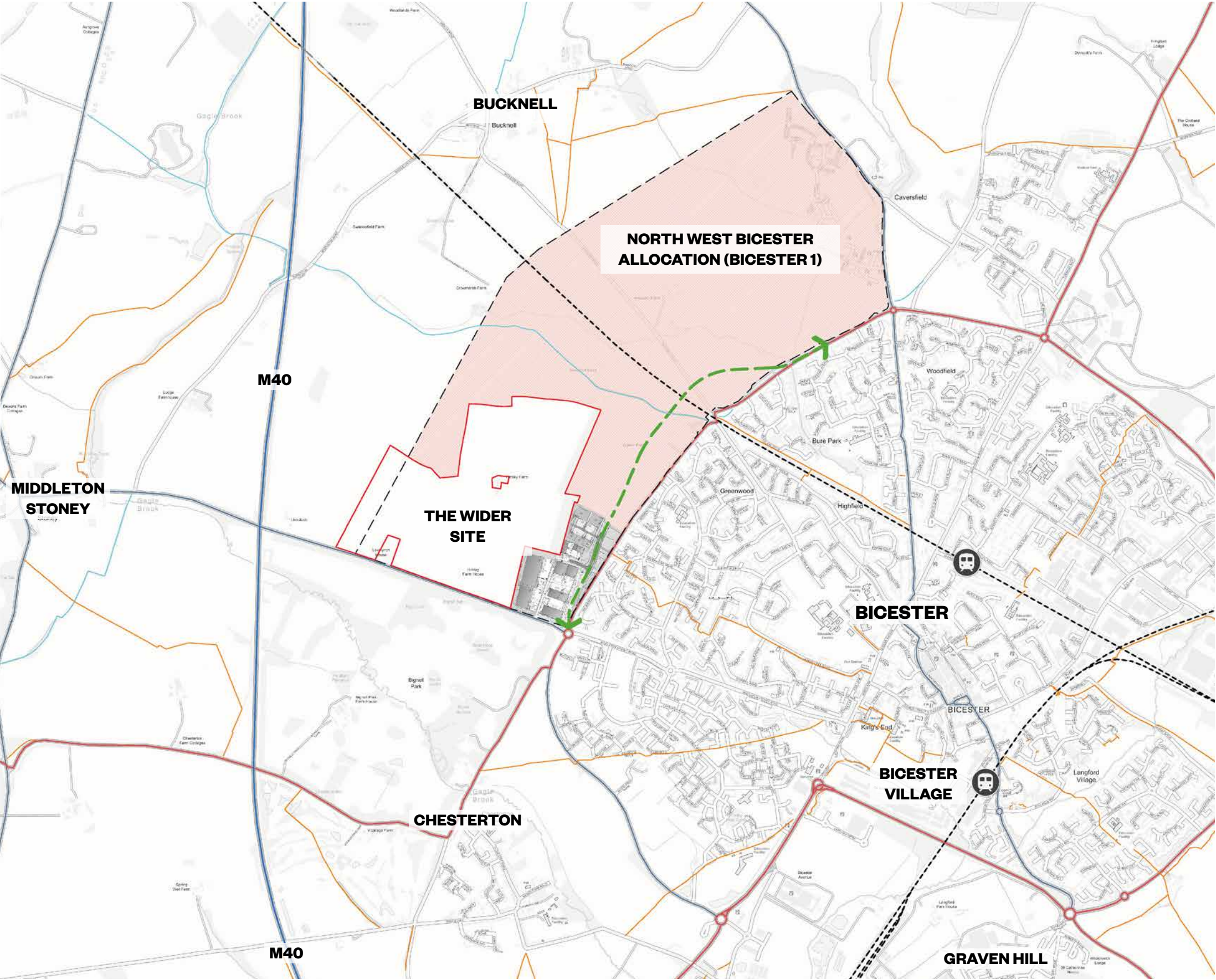
Railway station

Existing PRoW - footpath

Existing PRoW - bridleway

Existing PRoW - byway

Potential realignment of A4095 (Howes Lane) (outside of CALA's control)

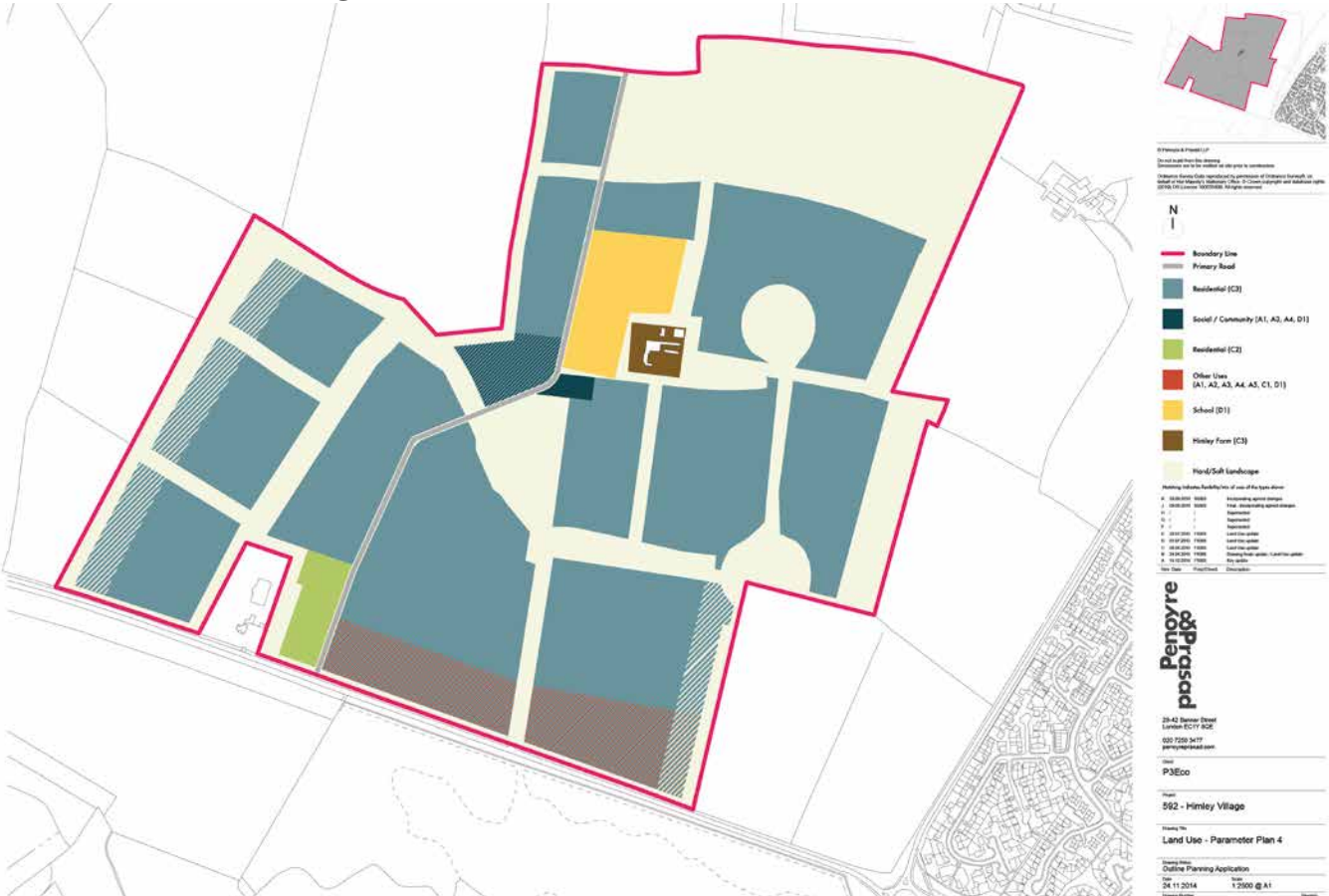


Wider Site Location Plan

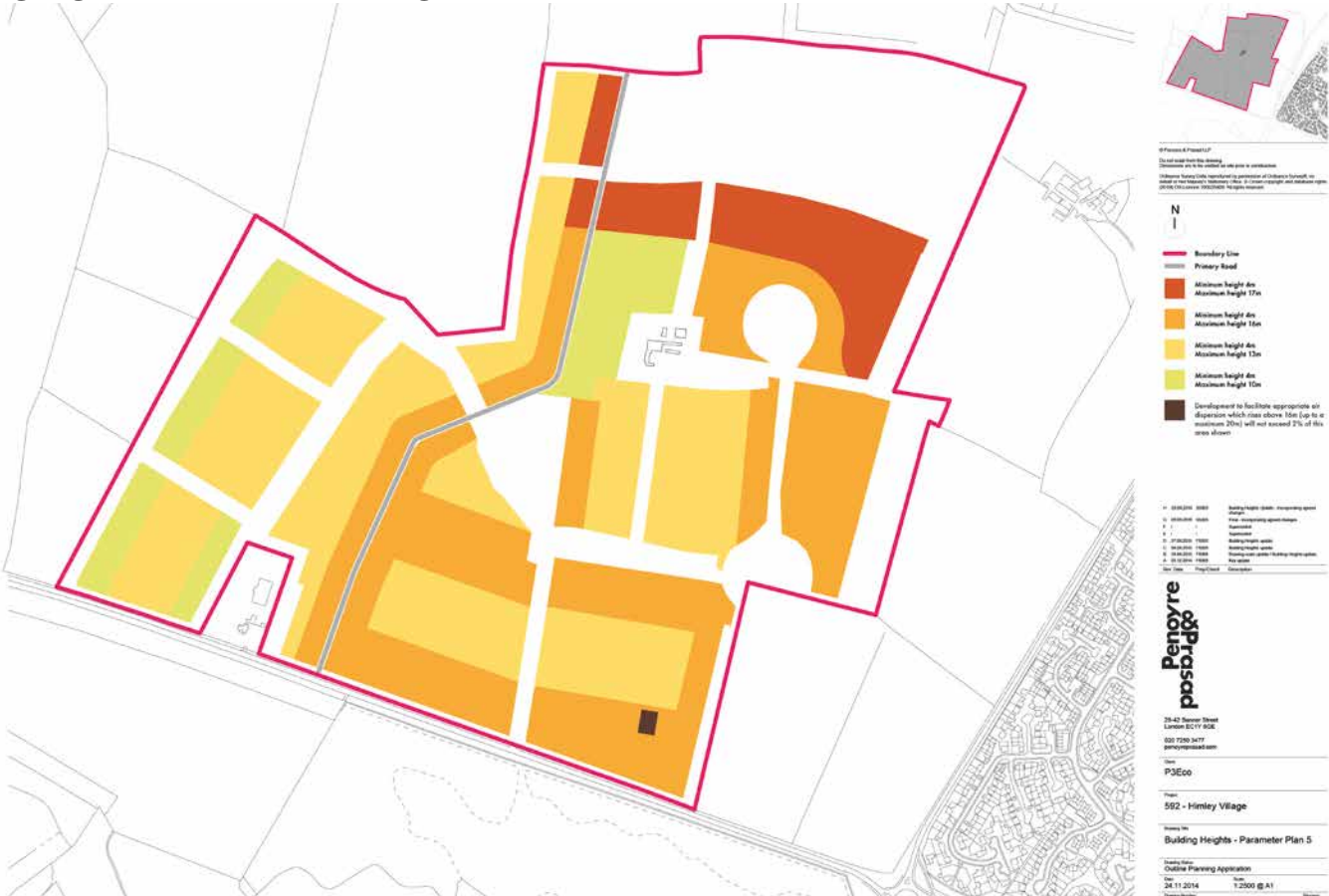


1.11 The following plans were approved as part of the outline planning permission, and have been considered along with the Site Wide Design Code:

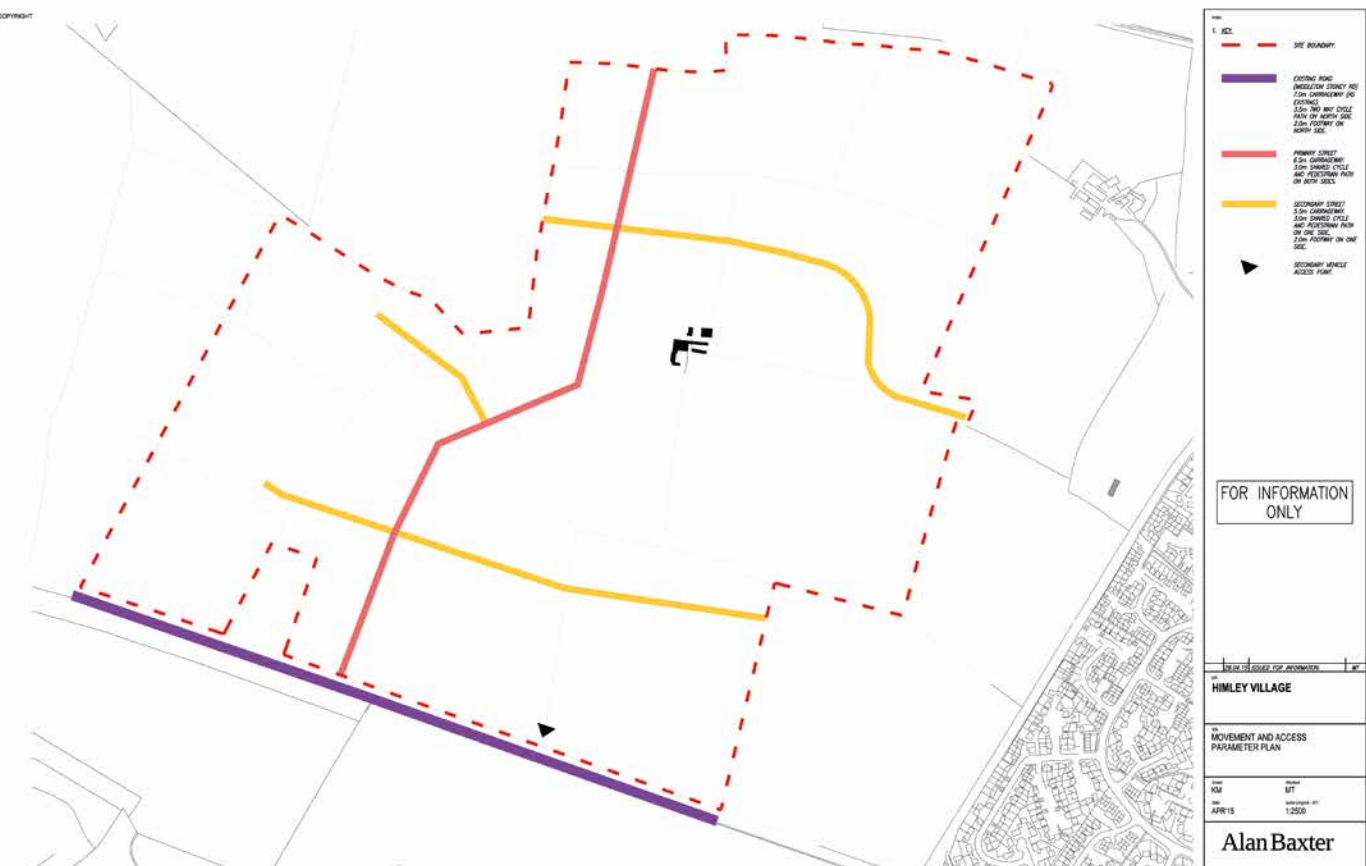
Land Use Parameter Plan 4 (drawing number 592-PL-103 Rev K)



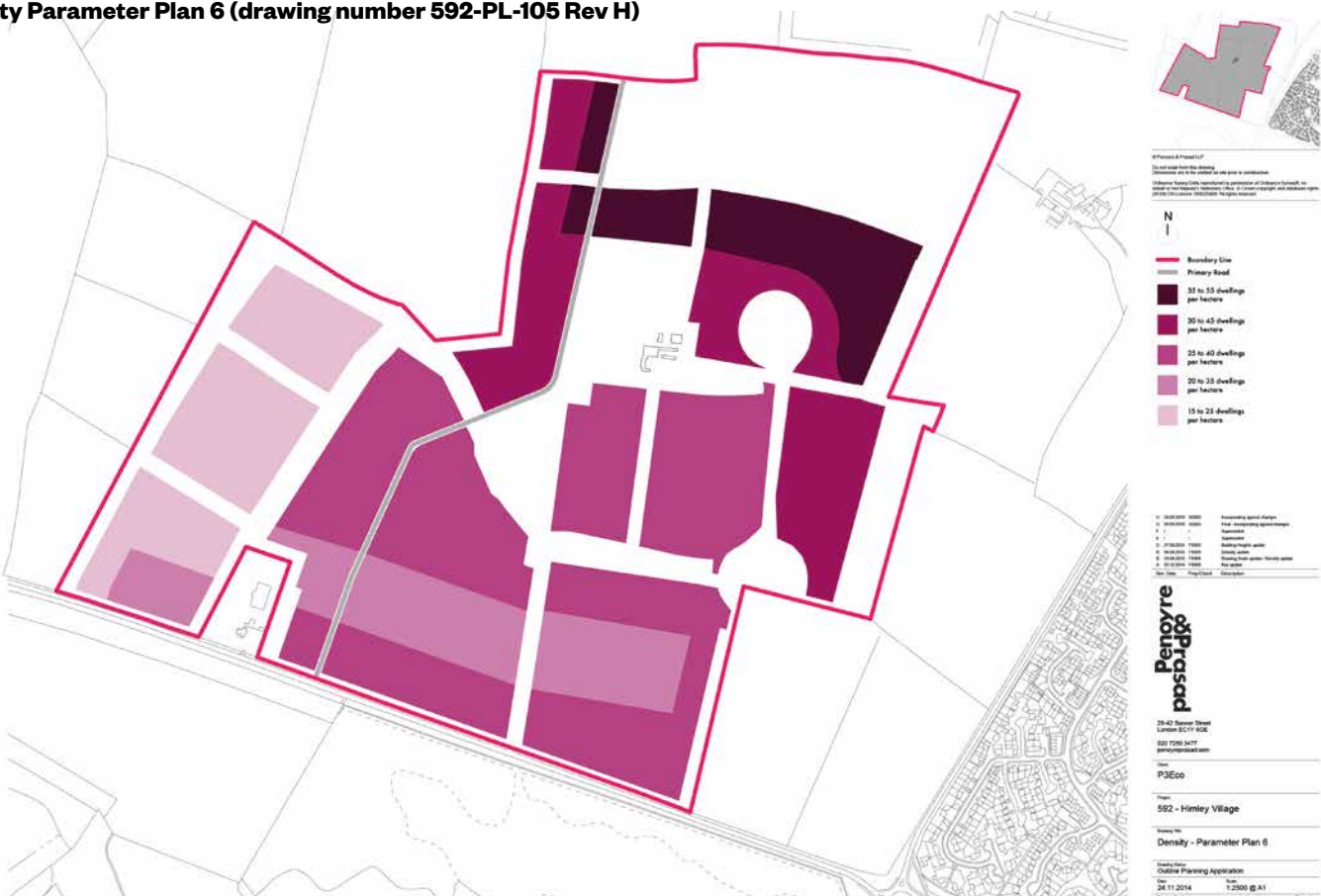
Building Heights Parameter Plan 5 (drawing number 592-PL-104 Rev H)



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



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





# SITE DESCRIPTION

1.12 The B4030 (Middleton Stoney Road), running in a broadly eastwest direction to the south of the site;

- New B8 development (Axis J9 Industrial Estate) to the east;
- The site is located in Environment Agency (EA) Flood Zone 1 – land and property that has a low probability of flooding (less than 1 in 1,000 annual probability of river or sea flooding).
- Agricultural fields, forming part of the wider Bicester 1 Allocation, to the north;
- Sporadic tree and hedgerow planting, with arable agricultural farmland beyond to the west.
- The topography of the site is relatively flat providing a strong base for the green and blue infrastructure;
- No Ecological 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.





PHASING PLAN

- 1.13 Phase 2 is the first phase proposed within the wider masterplan. Phase 2A is a small area of this phase to the south western corner.
- 1.14 Further phases will see the provision of additional residential, employment and other facilities within the mixed use centre. This is identified on the Land Use Parameter Plan on the previous page which will support the development when approved and completed.

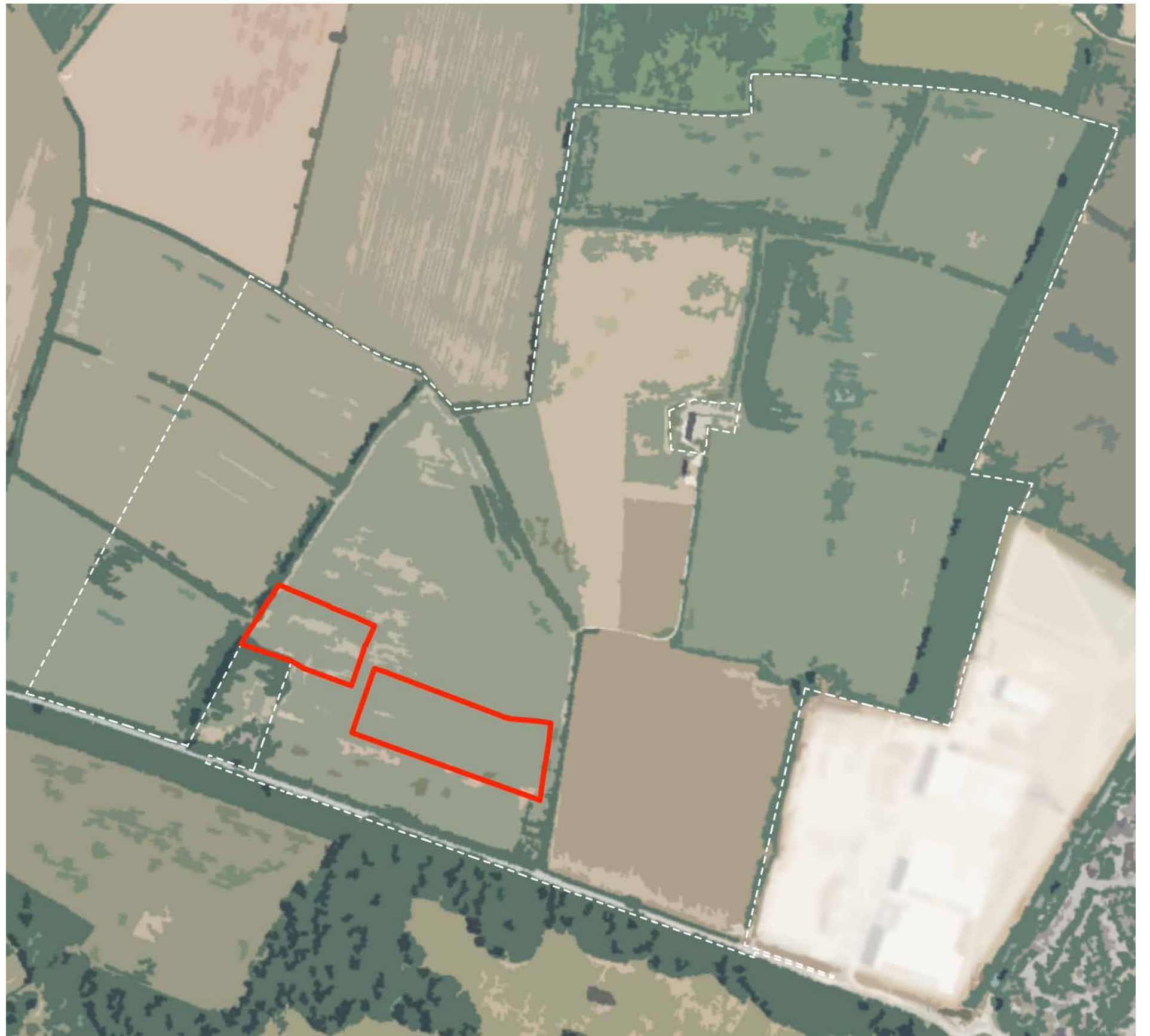


PHASE 2A, HIMLEY VILLAGE, BICESTER

# 02 SITE LOCATION

- 2.1 The site in this application consists of 3.52 Hectares (Ha), excluding the larger infrastructure which falls under a separate application (1B Infrastructure).
- 2.2 It is situated to the south west of the wider plan and will connect into the B4030 (Middleton Stoney Road) for access. This is through the 1B infrastructure application, separate to the reserved matters application.
- 2.3 To the west of the site existing trees and hedgerow will be retained.

SITE AERIAL PLAN





KEY

SITE LOCATION PLAN

CALA OWNED LAND



SITE LOCATION PLAN

# 03 DESIGN PROPOSALS

## USE AND AMOUNT

### Residential - up to 123 dwellings (Class C3)

- 3.1 The proposed layout comprises 123 dwellings in a range of sizes and types as set out in the table to the right:
- 3.2 A balanced mix of housing is proposed in line with local policy, ranging from 1 bedroom Maisonette's to 5 bedroom detached houses, details of which are provided by the accompanying plan.
- 3.3 The proposals provide for a diverse mix of housing types and sizes, as indicated in the schedule below. Affordable tenure has been shown in accordance with the mix set out in the Section 106 Agreement associated with the Outline planning permission.

### Affordable Housing

- 3.4 The development proposals also deliver 30% affordable homes in accordance with local policy, helping people and families stay living locally in a home they can afford, while assisting the Council in addressing their identified housing need.
- 3.5 This will be provided within the development in a series of clusters, these will include social rented and intermediate housing. Details of the precise tenure arrangements will be informed by the affordable housing provisions contained within the Section 106 Agreement.

## HOUSING MIX

### Private Ownership

| BEDROOM SIZE | NUMBER OF UNITS | % OF UNITS |
|--------------|-----------------|------------|
| 2 bed house  | 19              | 15%        |
| 3 bed house  | 46              | 37%        |
| 4 bed house  | 19              | 17%        |
| 5 bed house  | 2               |            |

### Affordable Rent Housing (70%)

| BEDROOM SIZE | NUMBER OF UNITS | % OF UNITS |
|--------------|-----------------|------------|
| 1 bed flat   | 8               | 6%         |
| 2 bed flat   | 2               | 7%         |
| 2 bed house  | 7               |            |
| 3 bed house  | 7               | 5%         |
| 4 bed house  | 2               | 2%         |

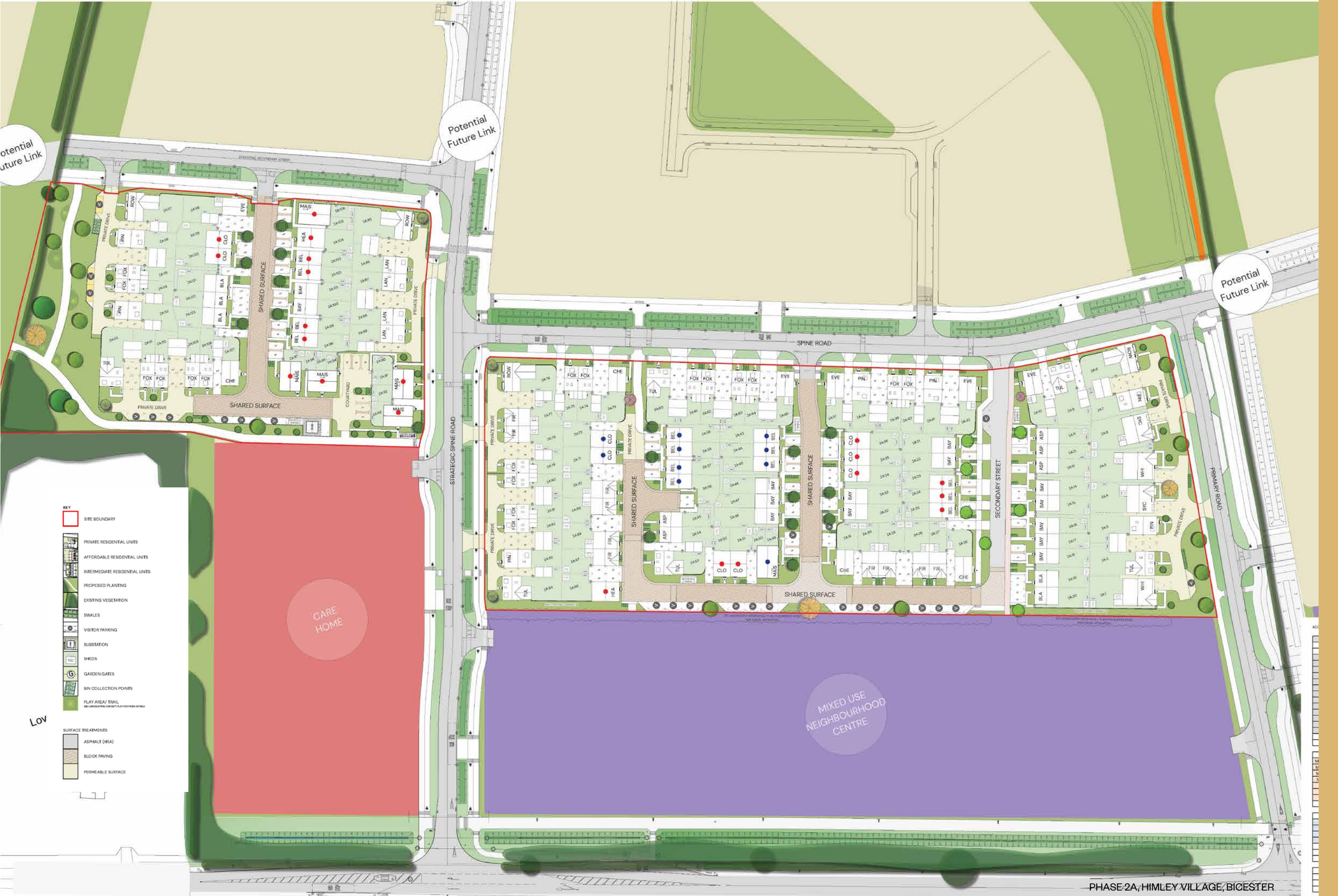
### Intermediate Housing (30%)

| BEDROOM SIZE | NUMBER OF UNITS | % OF UNITS |
|--------------|-----------------|------------|
| 2 bed flat   | 2               | 9%         |
| 2 bed house  | 7               |            |
| 3 bed house  | 2               | 2%         |

- 3.6 For further details on the scale and size of the dwellings proposed please refer to the House Type Pack and Proposed Street Scenes submitted as part of this application.









# BUILDING HEIGHTS

## BUILDING HEIGHTS PLAN

- 3.7 Building heights have been illustrated in the following plan to be in accordance with the outline parameter plans.
- 3.8 A range of building types and forms have been utilised across the proposals to create a variety in building height and scale.
- 3.9 The range of building types and the proportions have been carefully considered in respect of the existing context and built form.
- 3.10 The typologies will enable the development to create a diverse and attractive character which responds to the sites context within the framework.
- 3.11 Buildings have been grouped thereby enabling continuous or fragmented frontages to be created

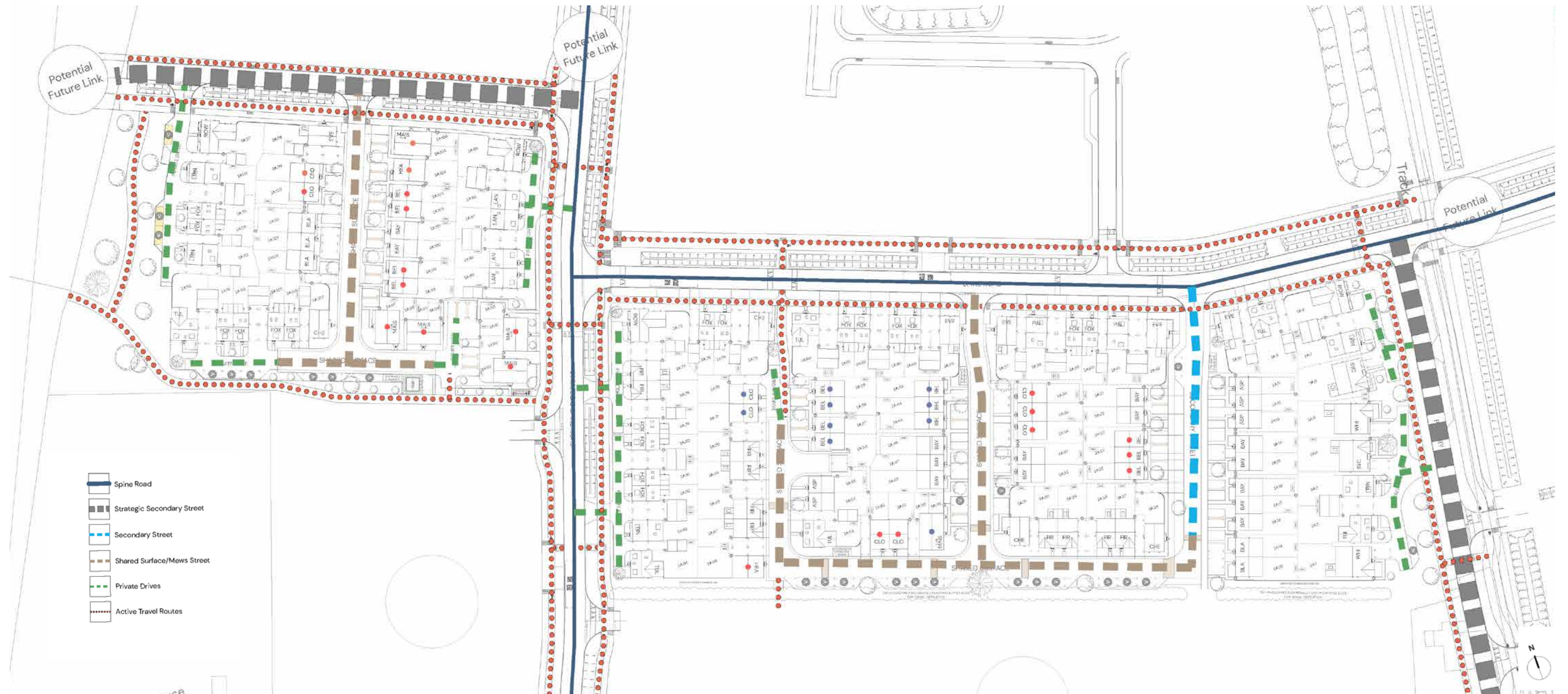




# ACCESS & MOVEMENT

## ACCESS & MOVEMENT PLAN

- 3.12 The following access and movement plan shows the proposed structure for movement within the development
- 3.13 A well-connected movement network, accessible by all users is proposed within the application which helps to ensure that all areas of the development are easy to navigate, safe and secure.
- 3.14 The access and movement strategy further shows the connections of Phase 2A with the surrounding context, demonstrating permeability to potential future phases.
- 3.15 Street typologies within Phase 2A follow those set out within the Design Code for the wider site.
- 3.16 The proposals are designed to encourage transport via sustainable modes, with the provision of safe and secure routes for both pedestrians and cyclists integrated into the proposal.
- 3.17 Leisure routes are provided throughout the site to encourage healthy and active lifestyle choices. These connect to wider proposed network of active travel route particularly to the West of the site within the public open space.
- 3.18 The proposed access arrangements are compliant with the core design principles of LTN 1/20, helping to maximise the uptake of active travel and promote healthy lifestyle choices. Formal cycleways are proposed along the spine road and strategic secondary routes – though not part of this application boundary it is relevant to mention the benefits this will provide to future residents.



PHASE 2A, HIMLEY VILLAGE, BICESTER



# PARKING STRATEGY



- KEY**
- SITE BOUNDARY
  - VISITOR PARKING (DA Spaces - not including parking within 10m infrastructure)
  - ALLOCATED SPACES
  - M4(2) SPACES
  - SINGLE CYCLE / BIN STORE
  - TWIN CYCLE / BIN STORE
  - VISITOR CYCLE PARKING
  - MOTORCYCLE PARKING
  - SUBSTATION SPACE
  - CYCLE STORE

Parking Provision

- 3.19
- Allocated parking is predominantly provided on plot, within the curtilage, with a mix of front or side parking arrangements. Individual bays and/or garages are predominantly set back from the building line, to allow ease of access to dwellings, and are designed to be tenure blind. For M4(2) required dwellings additional space is provided as required.
- 3.20
- Allocated residential parking has been provided at the rate as set out below, in accordance with the Design Code:

| DWELLING SIZE | RATE OF PROVISION          |
|---------------|----------------------------|
| 1 Bed         | 1 Car Space (Per Dwelling) |
| 2+ Bed House  | 2 Car Space (Per Dwelling) |

- 3.21
- Vehicle/pedestrian visibility splays of 2 x 2m (from the back of highway to the side of driveway, assuming a 2.4m car width) are incorporated where parking spaces abut the back edge of the footway, or the highway boundary.
- 3.22
- Perpendicular parking spaces are 2.5m (w) x 5m (l), if located next to another parking space or open space. Where spaces are constrained on either side the width has been increased to 3m.
- 3.23
- Parallel parking spaces are a minimum of 2.5m (w) x 6.0m (l). If they are situated adjacent to a cycle route, an extra 0.5m width has been required to avoid conflict with cycles.
- 3.24
- Garages have been designed to be 2.9m wide x 5.4m in length internally so that they will not be used for parking but instead can be used for cycle storage.

- 3.25
- Unallocated visitor car parking has been provided at a rate of 0.2 space per dwelling in accordance with OCC Parking Standards 2023.

123 Units x 0.2 = 25 Spaces Provided

- 3.27
- Where visitor parking is provided on street (via parallel bays) it has been carefully designed with areas of landscaping and/or planting used to break up the appearance.

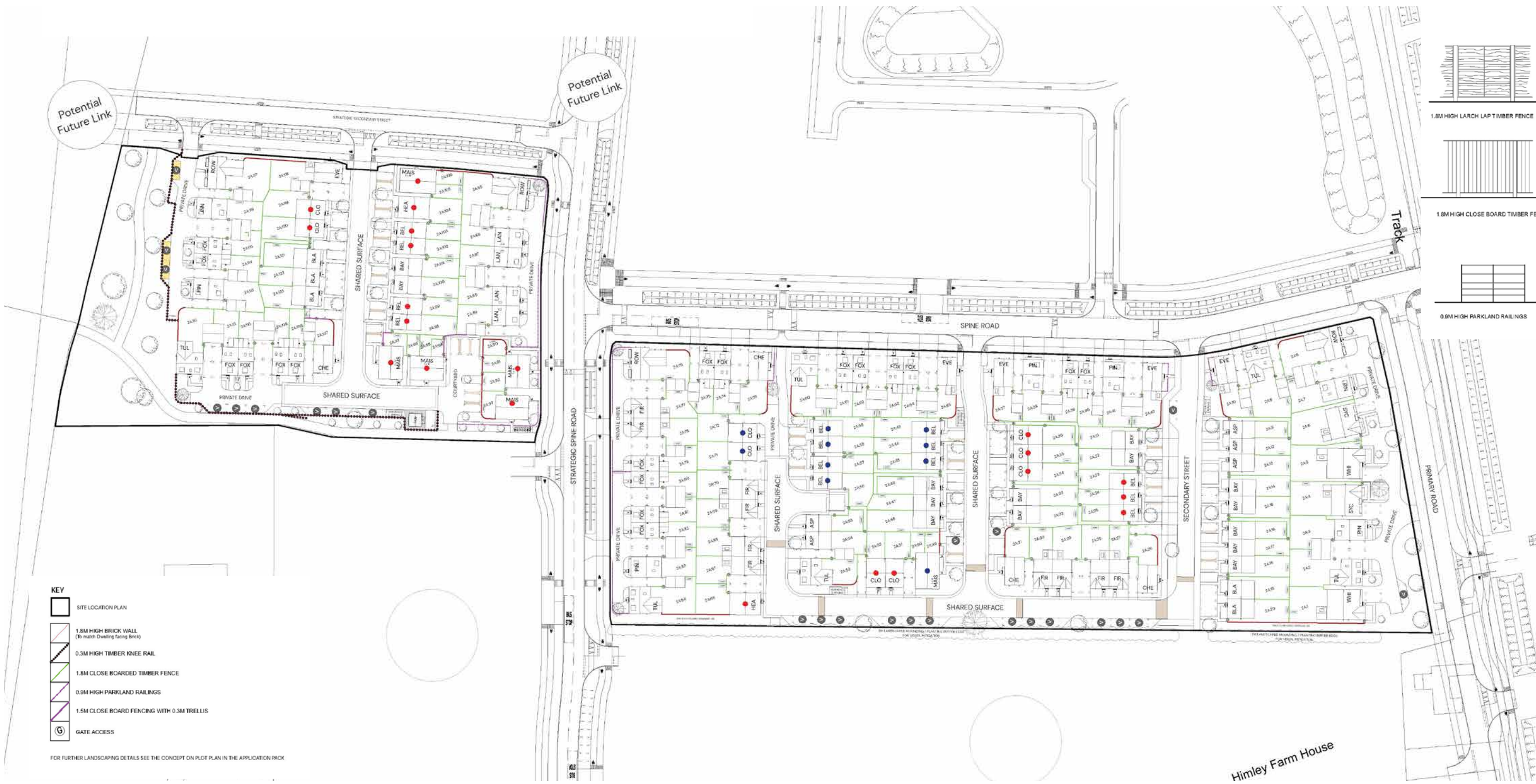
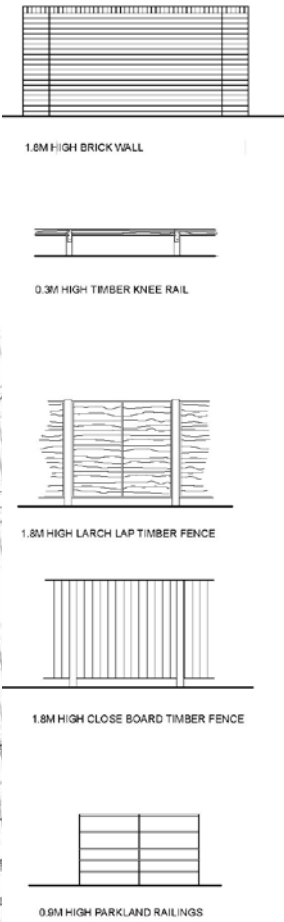
Cycle Storage

- 3.28
- Secure and covered cycle parking spaces for individual dwellings are provided within the curtilage of individual dwellings in the form of garages or sheds within gardens where garages aren't provided.
- 3.29
- This is provided at a rate of 2 cycle spaces per bedroom as per OCC Parking Standards.
- 3.30
- This is intended to be 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.”*



# BOUNDARY TREATMENT PLAN & ENCLOSURE DETAILS

- 3.31 To further encourage the variation of character a high quality range of boundary treatments are to be used, as identified in the opposite plan. The use of these treatments are in place to enforce perimeter blocks and enhance the street scene where possible.
- 3.32 Boundaries are also included to serve around the landscaped areas to form a distinction between the dwellings and public open spaces.





## GARDEN & AMENITY SPACES

3.33 All houses will typically benefit from enclosed rear private gardens with boundaries defined by close board timber fences or walls further illustrated in the boundary treatment plan.



# MATERIALS & CHARACTER

- 3.34 The homes have been traditionally designed to be varied in character and use a high-quality palette of local materials, as identified in the following materials plan and key.
- 3.35 The proposed elevational styles and external materials strategy aim to provide a continuation of the principles established in the Design Code.
- 3.36 Full details can be found in the elevations and materials schedule submitted with this application, along with a full house type drawing package.





# | CA1 |

SPINE ROAD



# | CA2 |

GREEN EDGE



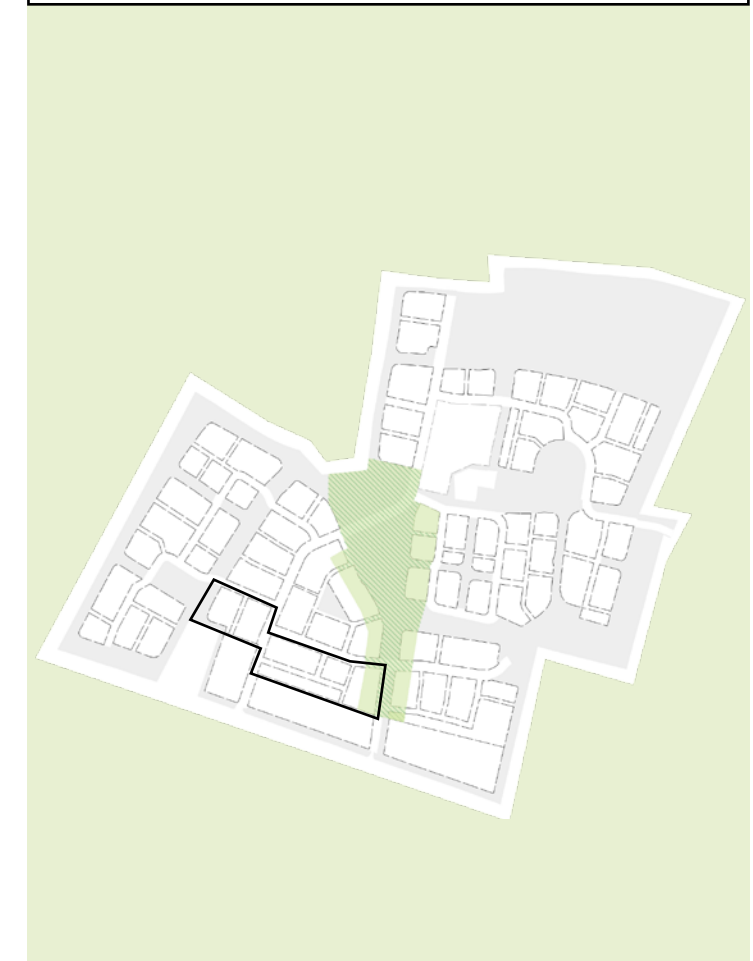
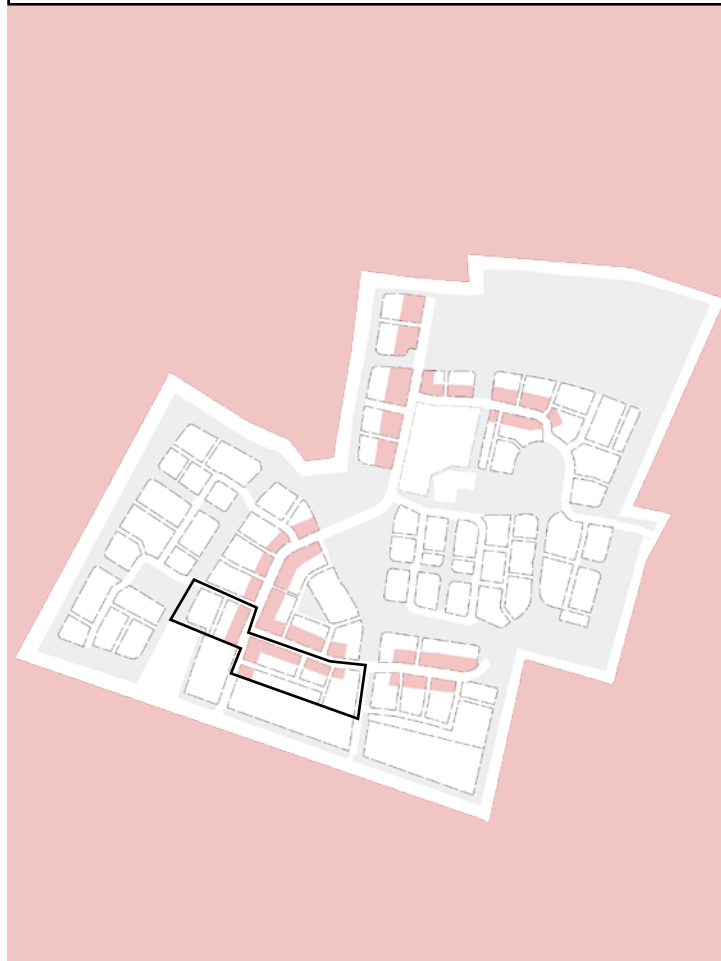
# | CA3 |

CORE HOUSING



# | CA4 |

CENTRAL GREEN





# STREET SCENES









# 04 SITE WIDE PRINCIPLES

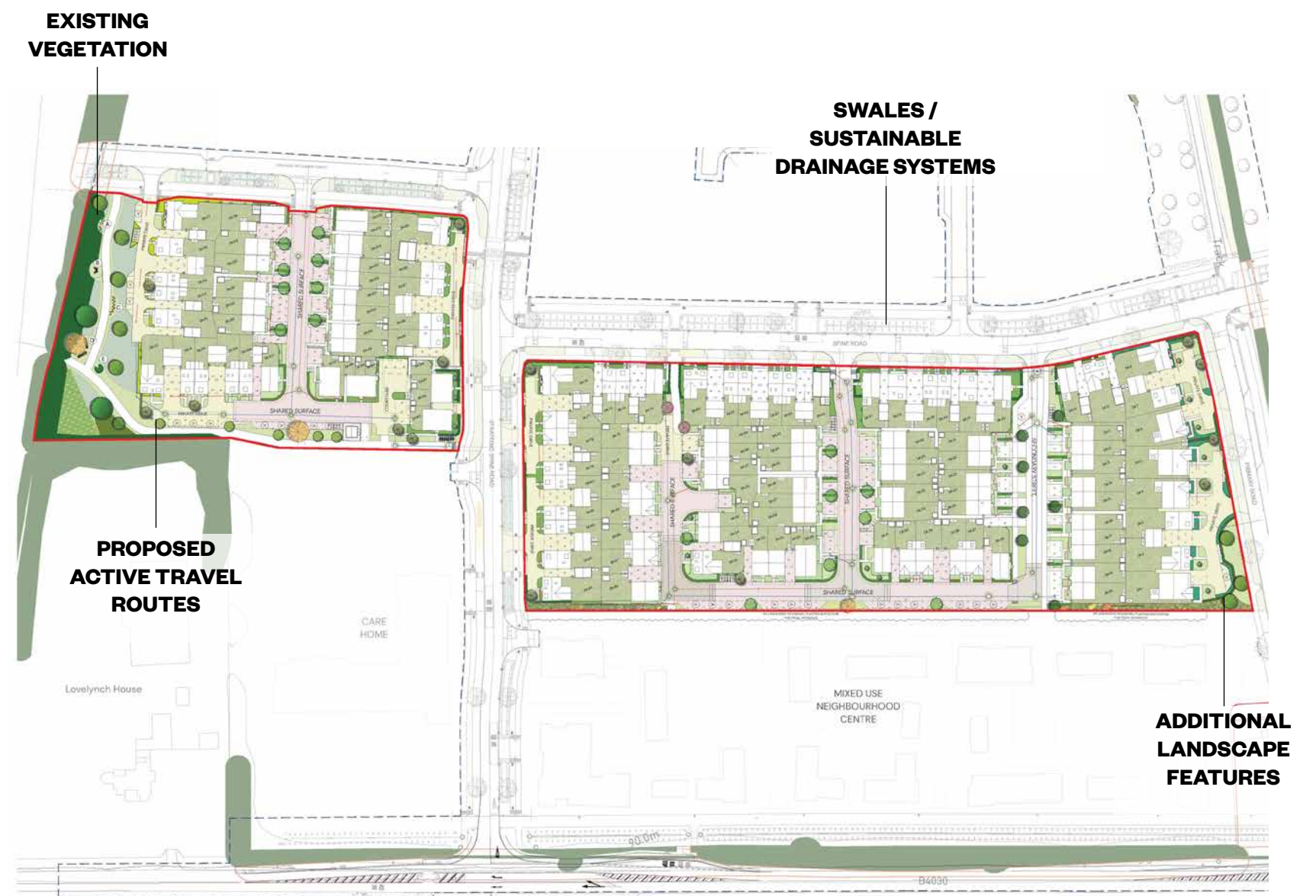
4.1 A sustainable lifestyle requires a balanced community, healthy lifestyle opportunities, efficient transport options as well as efficient homes and low carbon energy. This section summarises how we have responded to these different strands of sustainable development:

## LANDSCAPE

4.2 The Landscape principles include ensuring Green (and blue) Infrastructure so that Himley Village is an attractive, accessible and connected place where people want to live and where biodiversity thrives. This site is part of the wider North West Bicester Ecotown, Himley Village so will adhere to set the principles set within the Design Code. These are to “deliver a cohesive, multi-functional and high quality Green and Blue Infrastructure network”.

4.3 The principles include:

- Understanding the site’s constraints and opportunities to provide a landscape led approach to intergrating the blue and green infrstructure with the existing landscape.
- Create a multi-functional landscape for all to live, work, play and thrive
- Create a place where the community is connected with nature and where biodiversity flourishes
- Provide of a movement network overlaid within the landscape, and providing clear and legible connections into the surrounding area



LANDSCAPE CONCEPT ON-PLOT PLAN

## RECYCLING AND REFUSE COLLECTION STRATEGY

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### Dwelling Refuse

- 4.4 Cherwell District Council currently has a weekly kerbside collection of food and garden waste and an alternating weekly kerbside collection of recyclable and non-recyclable waste from all residential premises.
- 4.5 Detailed design proposals provide rear access to all dwellings allowing an area for residents to store waste bins away from dwelling frontages within the gardens, as indicated on the site layout.
- 4.6 Within the layout, certain dwellings are not served by an adoptable road, therefore shared bin collection points (BCPs) have been provided and positioned at a maximum distance of 25m from the nearest adoptable road, ensuring any future bin collection operates within the maximum bin carry distances.
- 4.7 Himley Village aspires to meet the Eco- Town principles. Therefore, sustainability is at the forefront of the design within this site.

# CRIME PREVENTION

## CRIME PREVENTION

- 4.1 The design proposals for the site are based on an understanding of best practice guidance and reference has been made to the principles set within the design code and those set out in 'Secure by Design, Homes Guide 2024'.

## KEY CRIME PREVENTION PRINCIPLES

### Natural Surveillance

- 4.2 Natural surveillance from Dwellings will provide continuous outlook onto the public realm with high levels of passive surveillance from doors and windows overlooking pedestrian routes, open spaces and along the street scape.

### Secure Boundaries

- 4.3 Clearly defined public and private areas are incorporated within the site. Secure boundary fences and gates will be provided to all private areas at 1800mm high. Front garden areas will have hedge planting or railings to provide defensible spaces and encourage residents to take a sense of shared ownership of nearby public spaces.

### Street Character

- 4.4 Lower category roads have been incorporated throughout the site to serve smaller groups of dwellings.
- 4.5 Signifying the change in character and defining routes, whilst giving residents of those areas a pride in their surroundings without the fear of crime.

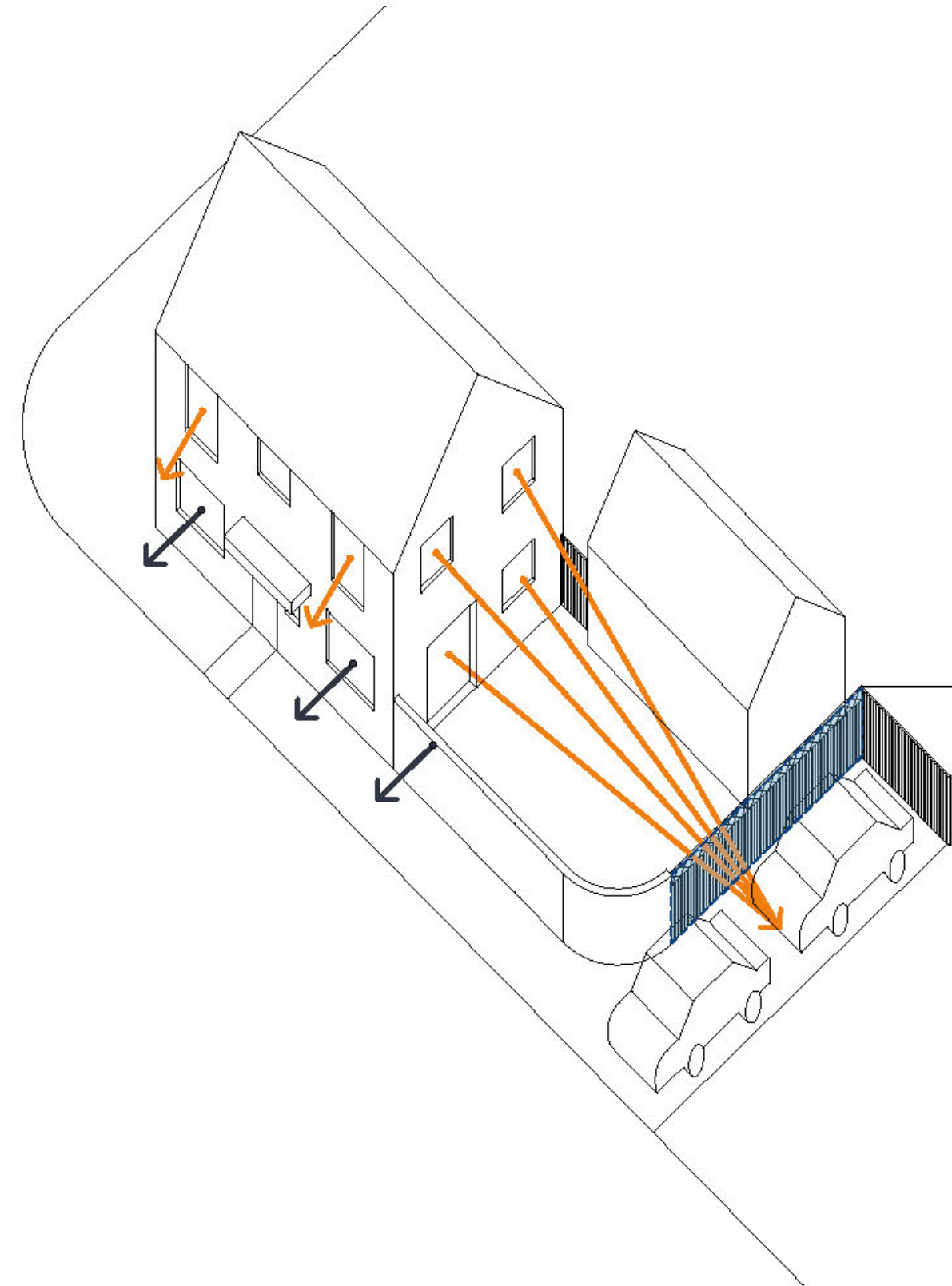


IMAGE SHOWING HOW CORNER TURNING UNIT STILL PROVIDES SURVEILLANCE TO REAR PARKING AND BETTER ADDRESSES THE STREET SCAPE.  
EXTRACT TAKEN OF PLOT 107.



## ROADS & FOOTPATHS

- Visually open footpath with surrounding properties overlooking the space.
- Change of surface to the road (shared surface) to the south, creating a distinction between the two.
- Defensible space is created by the ability to visually overlook the space and by keeping the distance short.
- Links to main strategic route to north avoiding a 'Leaky Cul-de-sac'

## GABLE END WALLS

- Unit enhanced with additional windows to avoid blank gable and expand views to the public space.

## STREET LIGHTING

- Street Lighting will comply with BS5489-1:2020 where provided, after further discussion with Local Authority if necessary.
- Trees have been positioned as not to effect the impact of street lighting and seasonal variations have been taken into consideration.

## DWELLING BOUNDARIES

- Front boundary defined by 0.9m parkland rail, creating distinction between public and privacy but not interfering with views over space.
- Rear garden Gates situated at front of building line
- Low level hedging / planting to be used as to define boundary but not impacting the view.
- Trellis topped fencing used where garages/parking is situated around the corner, to allow for clear views from dwellings.

## VEHICLE PARKING

- Vehicles have been designed to be within the plot boundary to the side of dwellings where possible.
- When parking is situated in front of plots on areas of hard standing, there is clear observation over the allocated spaces from active rooms. This is also situated near footfall allowing for good natural surveillance.

## LAYOUT & ORIENTATION OF DWELLINGS

- Dwellings positioned to allow residents to easily view their surroundings.
- Mix of dwelling types/tenures to increase opportunity for natural surveillance, engagement and sense of community.





**Net Zero Carbon**

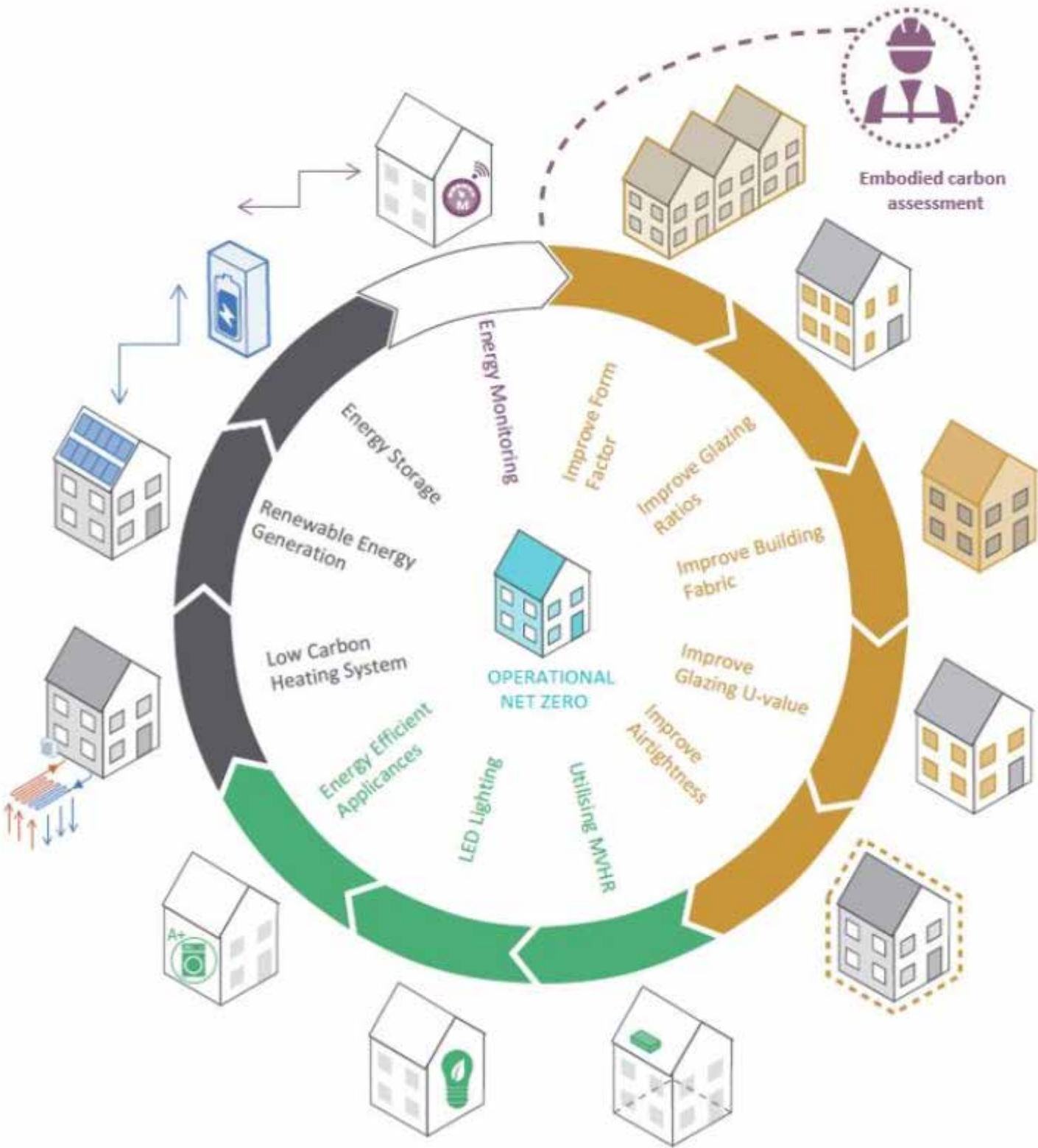
4.8 As per the sustainability principles set within the design code, all buildings on site should aim to achieve a 'net zero carbon' development. The dwellings will seek to meet the UK Governments Future Homes Standard and help comply with the requirements of Building Regs Part L 2021.

4.9 These include incorporating;

- Passive Design Strategies
- Heating and Power Infrastructure
- Renewable Energy Infrastructure

4.10 Further details regarding the sustainability strategies can be found within the following documents submitted as part of this reserved matters application:

- Future Climate Change Statement
- Carbon Emissions for Construction Process Report
- Water Neutrality Statement



**ROUTE MAP TO OPERATIONAL NET ZERO FOR HIMLEY VILLAGE**

HIMLEY VILLAGE DESIGN CODE 2023



“

“A holistically sustainable, futureproofed, 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 wide spread use of electric vehicle charging. This framework 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.”

Himley Village Sustainability Strategy – Himley Village, Bicester Design Code 2023

”

# 05 BUILDING FOR A HEALTHY LIFE ASSESSMENT

*“Building for a Healthy Life (BHL) updates England’s most widely known and most widely used design tool for creating places that are better for people and nature... Building for a Healthy Life is a Design Code to help people improve the design of new and growing neighbourhoods. BHL has been created to allow a broad range of people to use it easily – from members of a local community, local councillors, developers to local authorities – allowing those involved in a proposed new development to focus their thoughts, discussions and efforts on the things that matter most when creating good places to live.*

*(Building for a Healthy Life - July 2020)*

- 5.1 Building for a Healthy Life (BHL) is the latest edition of and new name for Building for Life 12. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL.
- 5.2 BHL is about how to assemble neighbourhoods and new settlements by thinking about and applying 12 key considerations. Designed to frame discussions between local authorities, developers, local communities and other stakeholders BHL helps to create better places for people and nature. BHL uses a traffic light system, as shown below to demonstrate a schemes compliance with the 12 considerations.



Green

= Go ahead



Amber

= Try and turn to green



Red

= Stop and rethink

## 1. NATURAL CONNECTIONS

*“Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.”*

- 5.3 Vehicular access to the site is taken from 2 new access points located along Middleton Stoney Road (B4030). The proposed access points and detailed highways design of the Primary Movement Route are subject to two separate infrastructure only Reserved Matters Applications, Phases 1A and 1B respectively.
- 5.4 From the two access points, the proposed Spine Road serves the proposed residential development. This comprises a 6.5m carriageway capable of operating as a bus route, two 2m footways to both side of the street and a 3m two-way segregated cycle route along the eastern side of the Spine Road.
- 5.5 The proposed cycle and pedestrian routes are well overlooked by the proposed development and lies wither within areas of open space or alongside the Spine Road or the Strategic Secondary Street.
- 5.6 A further future potential pedestrian link has been providing into the development immediately south of the site along Middleton Stoney Road (B4030).
- 5.7 Within the development, a well-connected series of streets is proposed and based around a logical back-to-back perimeter block structure, which creates a series of legible and well connected streets.

## 2. WALKING, CYCLING AND PUBLIC TRANSPORT

*“Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.”*

- 5.8 On-site a hierarchy of streets is proposed, which includes those with segregated foot and cycleways separated by verges from the main carriageway, as well as shared surface streets and private drives serving small numbers of dwellings, which promotes slower vehicular traffic through shared use.
- 5.9 The proposed development will be LTN1/20 compliant, with a hierarchy of cycle routes and options provided throughout the whole of the Himley Village site, varying from segregated provision to shared use informal paths through areas of open space. A shared use foot/cycleway along the northern side of Middleton Stoney Road (B4030) runs along the southern edge of the wider site, providing a viable walking and cycling alternative to the car for both short and medium distance journeys.
- 5.10 Both Bicester North and Bicester Village rail stations will lie within a 12 minute cycle of the completed development. Services from here serve London Marylebone, Oxford, High Wycombe, Warwick, Banbury and Birmingham
- 5.11 The nearest existing bus stops are located along Middleton Stoney Road (B4030), where it meets Empire Road (within 440 of the proposed eastern site access, and 730m of the western site access). From here the 25 route provides an approximately hourly service to Bicester Village station and Upper and Lower Heyford.
- 5.12 As part of the proposed development a new bus stop is located adjacent to the western site entrance. The Spine Road has also been designed to cater for a bus route through the Himley Village site, with a bus stop to be outside of the extents of this Phase 2A RMA.

## 3. FACILITIES AND SERVICES

*“Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.”*

- 5.13 The application site is well positioned in relation to its neighbouring communities, and is located within the North West Bicester Eco-Town allocation Bicester 1, which has a wide range of proposed community facilities within easy walking or cycling distance. The proposed mixed use neighbourhood centre sits immediately south of the Phase 2A application area.
- 5.14 A proposed primary school lies north of the Phase 2A residential area. It will be approximately a 7 minute walk, and will be accessible via the dedicated LTN1/20 compliant cycleway, footways to both sides of the spine road and informal routes through areas of public open space and the Village Green.
- 5.15 The closest existing secondary school is Whitelands Academy, which can be accessed via Middleton Stoney Road and Whitelands Way. The school is located approximately 2.5km south-east of the site. As part of the wider Bicester 1 Allocation, a new secondary school is also proposed to the north-east of the site, approximately a 15 minute walk away.
- 5.16 Within the development, active frontages overlook streets and open spaces, making routes attractive and safe. Streets are well-enclosed by development, promoting human scale and vista terminating buildings at the end of the streets provide orientation and will wayfinding for visitors. The proposed public open space adjacent to the western boundary of Phase 2A will be well-overlooked by development and will link to the wider landscaping and open space provision.

## 4. HOMES FOR EVERYONE

*“A range of homes that meet local community needs.”*

- 5.17 The development layout provides a variety of housetypes, sizes and tenures; ranging from maisonette's, terraced, semi-detached and through to larger detached houses. The dwellings are predominantly family homes of 3 and 4 bedrooms, with 1 and 2 bedroom properties also provided.
- 5.18 The mix of types and sizes of homes has been provided in compliance with the Council's Policy requirements (and agreed through the Section 106 Agreement) and will help to create a varied community.
- 5.19 All houses will have gardens which form private outdoor space.
- 5.20 All dwellings are designed to be tenure blind, this principle also extends to the approach to landscaping and external boundary treatments.

## 5. MAKING THE MOST OF WHAT’S THERE

### *“Understand and respond.”*

- 5.21 The site represents the first residential phase of the Himley Village site, forming the southern area of the wider Bicester 1 North-West Bicester Eco-Town.
- 5.22 A number of mature trees and associated hedgerow planting have been retained along the Phase 2A site’s western boundary, which have been incorporated into the proposed open space. This linear area of open space and existing vegetation will eventually connect to the wider Green Infrastructure network, providing a “dark corridor”.
- 5.23 The linear open space created is in keeping with the character of other local open spaces; for example at Braeburn Avenue and Charlotte Avenue, Elmsbrook and Pontefract Road and Ripon Close, Kingsmere, with development forming positive active frontages over areas of retained tree and hedgerow planting. Often local open spaces feature pedestrian or cycle routes, and the proposals would appear to follow this local characteristic. The open space would furthermore provide an important green resource including potential linear habitat links and will enhance visual amenity and biodiversity.
- 5.24 A large number of street trees and planted verges or swales area proposed within the development. These will contribute to the character of the streets, which will soften over time as planting matures.

- 5.25 Parking areas along the streets in particular are interspersed with tree and verge planting, softening the appearance and visual impact of car within the street scenes, whilst maintaining a convenient parking solution, close to the dwellings it serves.
- 5.26 Where the proposals adjoin the rear gardens of the existing property to the south of the site, the development proposes a landscaped buffer, with development set back behind this served by private drives. The proposed site layout places habitable rooms further away from the existing property than if the development were to back onto the site boundary, with greater than the appropriate amenity distances indicated between existing and proposed dwellings.
- 5.27 The inclusion of the area of landscaping and open space also helps to clearly define the public/private realm, avoiding the potential ambiguous ownership of restricted maintenance corridors and access issues that can arise.
- 5.28 SuDs have been incorporated into the proposals in the form of swales alongside the primary and strategic secondary movement routes, which will help to manage and convey surface water, facilitating usable areas of public space in the wider site, as well as underground crates draining area of private parking and private drives.. The inclusion of attenuation basins and swales will contribute to the wider open space provide on site.

## 6. A MEMORABLE CHARACTER

### *“Create places that are memorable.”*

- 5.29 The development context is represented by recent large-scale development at Kingsmere to the south-east (a palette of traditional red and buff brick, with stone and render), Elmsbrook to the north (red and buff brick and reconstituted stone, with natural timber boarding), and late 20<sup>th</sup> century development at Wansbeck Drive (with red and buff brick façades, with feature brown timber cladding). The development therefore proposes its own distinctive character.
- 5.30 The character of the development is typified by the use of a contemporary architectural style. The appearance of dwellings will vary across the site and are group into character areas. Façades will be finished in brick (various colours) with contrasting brick detail and/or feature weatherboarding. Dwellings are predominantly eaves fronted, with the occasional use of gable fronted dwellings to punctuate the street scenes.
- 5.31 Street trees are generously used and contribute to a characterful softening of elevations throughout the layout.
- 5.32 An entrance space is well framed by development and when complete, will read well with the proposed space fronted by the mixed use neighbourhood centre to the south. The transition from Midldeton Stoney Road, past the mixed use neighbourhood centre, into the site needs to be welcoming and establish the development as ‘home’. This is achieved well through the placement of this entrance feature landscaped space. Elsewhere in the scheme, the house types and elevations have been used to effectively create ‘bookends’ at street corners, and focal stops to key views through the layout, as well as deflected views framed by buildings.
- 5.33 The house types, materials and details used reflect those traditionally found in the local area. Materials include red brick, pale coloured render, horizontal cladding panels with contrasting brick detailing around openings. The elevation materials feature contemporary detailing which reflects the surrounding area within a contemporary context.

## 7. WELL DEFINED STREETS AND SPACES

*“Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.”*

- 5.34 Streets are well enclosed by buildings. Buildings are positioned so that all front doors face out on to the streets and spaces, creating ‘active’ streets. Parking is predominantly accessed from the street, further intensifying activity outside the front door. A strong perimeter structure ensures good demarcation between public, semi private and private spaces.
- 5.35 Buildings are positioned well on corners within the scheme. Corner turning dwellings have been designed to ensure that windows are present on both façades , with opportunities for active overlooking and natural surveillance maximised.
- 5.36 Front gardens provide additional soft landscaping to enhance the street character along with street trees, which help to define the different types of street within the development.

## 8. EASY TO FIND YOUR WAY AROUND.

*“Use legible features to help people find their way around a place.”*

- 5.37 The scheme is structured by a well-defined hierarchy of residential streets, which are strongly fronted by development. The street hierarchy is defined by the width of streets, the use of landscape and street trees and the relationship of buildings to the streets.
- 5.38 The townscape analysis presented with the scheme layout demonstrates the use of a series of focal spaces to provide a navigable legible development. The streets are punctuated by vista terminating buildings which help to frame views within the development.
- 5.39 The layout of the development is simple and logical and had been based around a grid of perimeter blocks and informally linear streets.
- 5.40 Streets are generally connected at both ends for all modes. Within internal streets within larger blocks occur within the centre of the site, there are additional well overlooked pedestrian connections to allow filtered permeability whilst helping to reduce car traffic.

## 9. HEALTHY STREETS

*“Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.”*

- 5.41 The proposed development includes a hierarchy of street trees to aid legibility and wayfinding across the scheme. Street trees are planted within the public realm with additional shrub and hedgerow planting incorporated within private front gardens. Street trees and areas of soft landscaping are effectively placed to soften on-street parking and add visual amenity to the spaces proposed.
- 5.42 All streets have been designed to facilitate lower vehicle speeds (20 mph or less) and encourage pedestrian priority, with pavements and cycleways designed to continue across side streets.
- 5.43 Within the site, narrower or shared surface streets promote slower traffic. The main route into the site is designed to be a bus route and therefore has larger radii than 3m (advocated by Building for a Healthy Life guidance) to suit the needs of the bus. However, this route has well connected footways and LTN1/20 compliant cycle routes to the side of it and has access to private drives, serving dwellings.
- 5.44 A shared use pedestrian/cycle route is provided through the western open space. This will connect up to the site wide pedestrian/cycle network facilitating easy movement away from the proposed road network and responds to a desire line to connect through the development towards community allotment facilities and play areas proposed to the west of the Phase 2A detailed design area.
- 5.45 Tabled junctions are incorporated to provide traffic calming along the Spine Road. Rumble strips are provided at the entrances to minor streets. Frontage parking and manoeuvring will have the effect of slowing vehicles within areas where pedestrian priority is important.

10. CYCLE AND CAR PARKING

*“Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.”*

- 5.46
- Cycle storage for the new dwellings is located within garages or secure sheds provided within private gardens for dwellings without garages. Car parking is mostly provided on-plot to the side of dwellings, or to the front of plots for smaller/terraced units. Parking within the layout is well overlooked. Maisonettes are served by parking courts and they are well overlooked by the properties that they serve.
- 5.47
- Where homes feature runs of frontage parking, landscape planting and street tree planting has been used to soften the street scene, typically every 4 spaces.
- 5.48
- There are 25 visitor parking spaces provided within the layout, which is in compliance with Council requirements.

11. GREEN AND BLUE INFRASTRUCTURE

*“Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.”*

- 5.49
- The layout shows that most properties will have front gardens to separate the dwellings from the proposed road network. Properties have planted front gardens and areas of frontage parking are interspersed with street tree planting and/or soft landscaping, which will help to soften the scheme and meet the NPPF’s requirements for street tree planting.
- 5.50
- SuD’s in the form of swales, are shown alongside the primary and strategic secondary streets to aid the surface water drainage strategy. These will be enhanced with street tree planting within the swales, creating a strong network of green and blue streets.
- 5.51
- The site’s constraints and access to the adjoining wider site area has necessitated an underground storage approach to some of the SuD’s. The green areas of the site should therefore be managed to instead create opportunities to interact with nature to mitigate the inclusion of “hidden” attenuation features.

- 5.52
- Public open space is provided along the western edge, comprising an area of amenity grassland and feature tree planting, set within retained trees and scrub planting, a shared use ped/cycle route and informal pedestrian only path.
- 5.53
- An additional area of public open space is provided in the east of Phase 2A, allowing for the creation of a landscaped space close to the eastern vehicular entrance. The public open space included in the Phase 2A site boundary is fronted onto by development, ensuring good opportunities for natural surveillance and surveillance from surrounding properties.
- 5.54
- There is opportunity for good habitat creation along the western edge of the development where the proposed open space is located. Also the chance for linear habitat creation to the south, along the existing tree line separating the development from the existing adjacent property, with native shrub planting proposed to enhance the habitats in this area.
- 5.55
- Further information on the types and management regime of habitats will reinforce the intention to create environments for wildlife. Further information should be provided on the detailed design of landscaping, with reference to an appropriate specification and management regime.

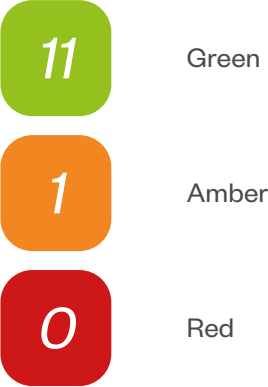


12. BACK OF PAVEMENT; FRONT OF HOME

*“Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.”*

- 5.56 The proposals include defensible space in the form of private gardens or parking spaces to the front of all dwellings, aiding the clear distinction of areas of public and private realm. Properties along the primary movement route have metal railings with planting to help define the edge of the residential parcels, and preventing overrunning of pedestrians into private front gardens. Away from the Spine Road Character Area, properties have either hedgerows or low level planting to define front boundaries.
- 5.57 The proposals allow adequate space for the inclusion of storage space for waste and recycling bins within private rear gardens. All the proposed gardens have external pedestrian routes to them, to allow ease of access for bins/recycling. Bin collection points have been provided to the front of all houses, for use on collection day only, within the maximum carry distances required by Cherwell District Council and Oxfordshire County Council.

OVERALL ASSESSMENT



# 06 SUMMARY

- 6.1 This Design Statement has been prepared in support of the Reserved Matters application in respect of land at Phase 2A Himley Village, Bicester. We would respectfully submit that the subject of this application is acceptable in all respects.
- 6.2 The site and its context have been appraised to inform a scheme which fits comfortably within its surroundings and is sympathetic to its setting. The proposals achieve a satisfactory balance between the mix of accommodation and the need for a character led design approach set within the framework. In addition, the scheme aims to provide a policy compliant phase to a mixed sustainable community.
- 6.3 The proposals respond to the prevailing constraints & opportunities that the site has to offer and will further enhance the local area and Village as a whole, providing a safe and accessible environment for residents & visitors alike.





## KEY SUMMARY POINTS;

- The proposed layout is sensitive and responds well to the proposed character of the new village
- Its valuable contribution to the supply of housing in the district, including affordable housing which will assist in addressing the identified housing need ;
- The proposed development creates an efficient network of routes for pedestrians and cyclists that will encourage people to use them for short journeys and effectively links with the proposed wider village network;
- High quality materials will be used throughout, creating a pleasant, green and sustainable new community;
- The development will seek to reduce crime and anti-social behaviour by creating overlooked public spaces and creating an inclusive hierarchy of spaces that encourage people to take a sense of ownership;
- The mix of housing types will include a variety of plot sizes and densities to create a varied and interesting street character;
- Sustainability will be at the forefront of design seeking to provide the necessary requirements in order to achieve the Eco-Town principles.




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