

NW Bicester Outline Application 1

Addendum DAS - further supplementary information

December 2014



north
west
bicester

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THINKING ABOUT TOMORROW

Application 1 - Addendum DAS - further supplementary information

Land to the north of the railway line and A4095 Lord's Lane and west of B4100

This report provides further supplementary information as an addendum to the Application 1 DAS dated July 2104. This further supplementary information has been prepared in response to consultation and request for further clarification of illustrative information in the DAS.

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Application 1 - Addendum illustrative studies

- illustrative ideas for Local centre uses and layout

The Application1 DAS provided illustrative material as a spatial concept and one way in which the local centre could be designed. This addendum to the Application 1 DAS provides further illustrative information for the possible development the proposed local centre.

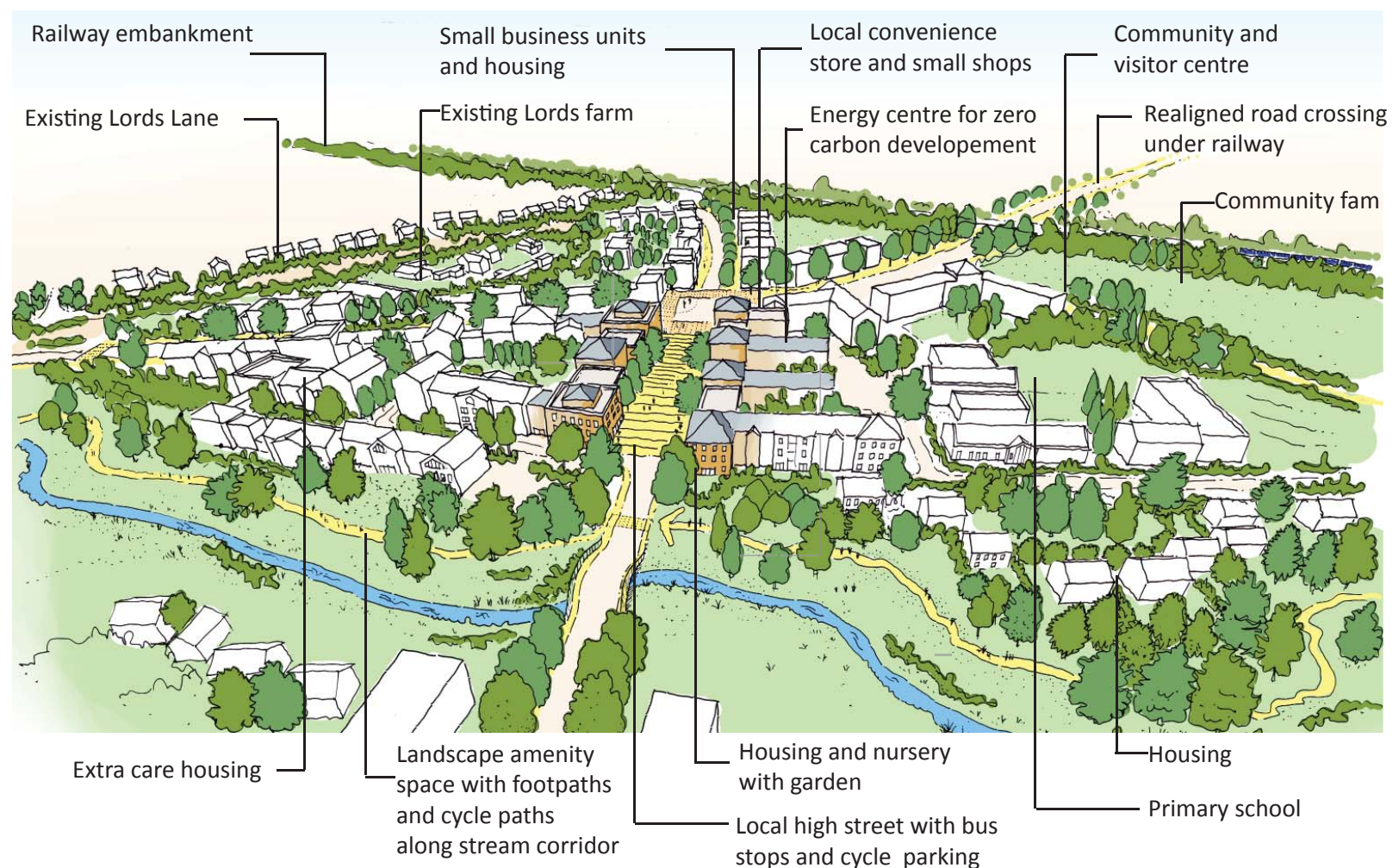
Application 1 DAS section 3.6.1 pages 82 to 89 describes "The Cross" - a proposed new place acting as an important fulcrum which brings together the Urban Boulevard to the West and the realigned Lords Lane to the East, as well as connecting Bucknell Road with the application site and onwards to Bicester.

"The Cross" is proposed to be a key spatial connection between the site and Bicester town centre with bus stops, and traffic signal controlled crossings for pedestrians and cyclists. The 4 storey high street buildings will support flats; above lively mixed use street frontages including local convenience shops, small businesses, community centre, nursery, extra care housing, hairdressers, cafe/bar & gym.

The local centre is located adjacent to a primary street linking the development to the strategic road with extra care housing on the east side of the street with retail, community and school uses located on the west side of the street. The layout proposes that the retail is located near the corner of the strategic road and primary road so that it has visibility.



Illustrative drawings of local Centre from DAS



Application 1 local centre



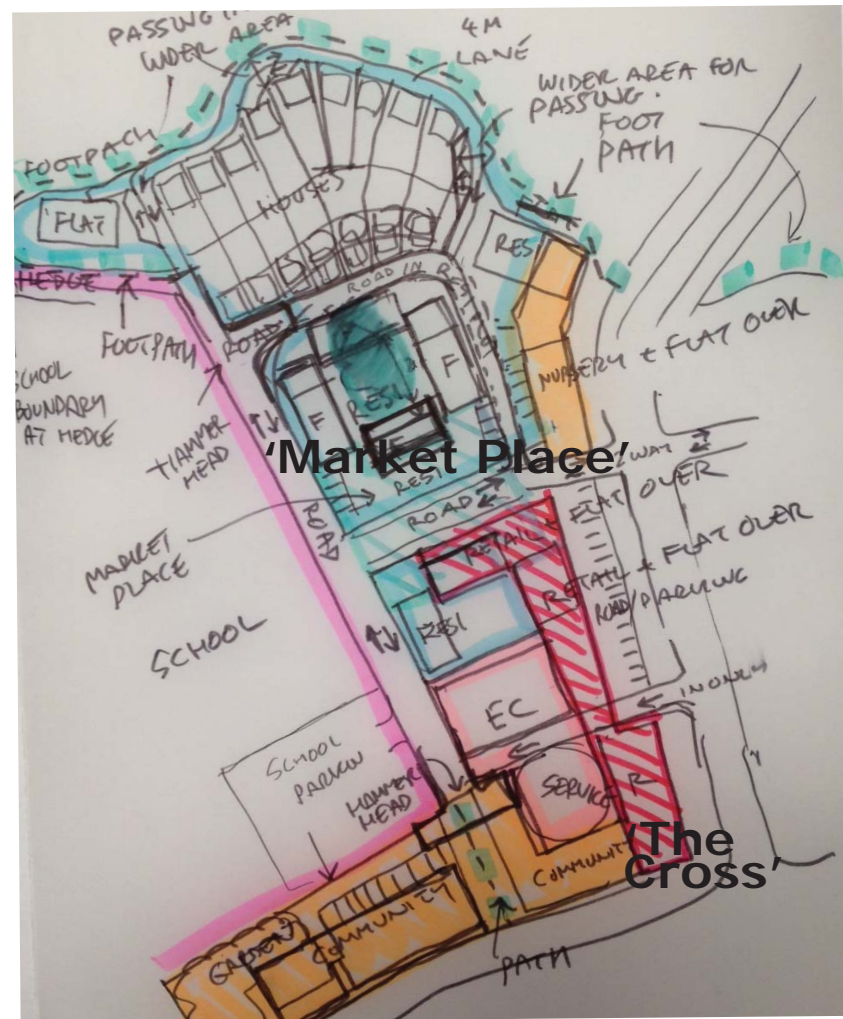
The Application1 framework plan provides a mix of uses in the local centre and the DAS provided illustrative material as a spatial concept and one way in which the local centre could be designed.

Application 1 local centre



Illustrative drawing of mixed use local Centre

The further studies for the local centre support the spatial framework, however propose a “wash” over the area of the local centre specified uses in the the framework plan, which should be left flexible and characterised as mixed uses to include: community hall and amenities with visitor centre, retail, A2 small business, energy centre, nursery and residential.



Illustrative layout drawings and brief for the of local Centre

Use	Proposed (NIA m2)	Max (GIA)
Nursery	350	
Community		
Hall (2 floors) Space for below included.	1200	
Adult learning (1 x classroom) 40m2		
Storage space for Youth kit (off community hall) 15m2		
Visitor centre		
Retail and Restaurant	1000	1250
Including a convenience store (300-900m2)		
Energy Centre	350	
A2 Business	288	360
Total	3188	

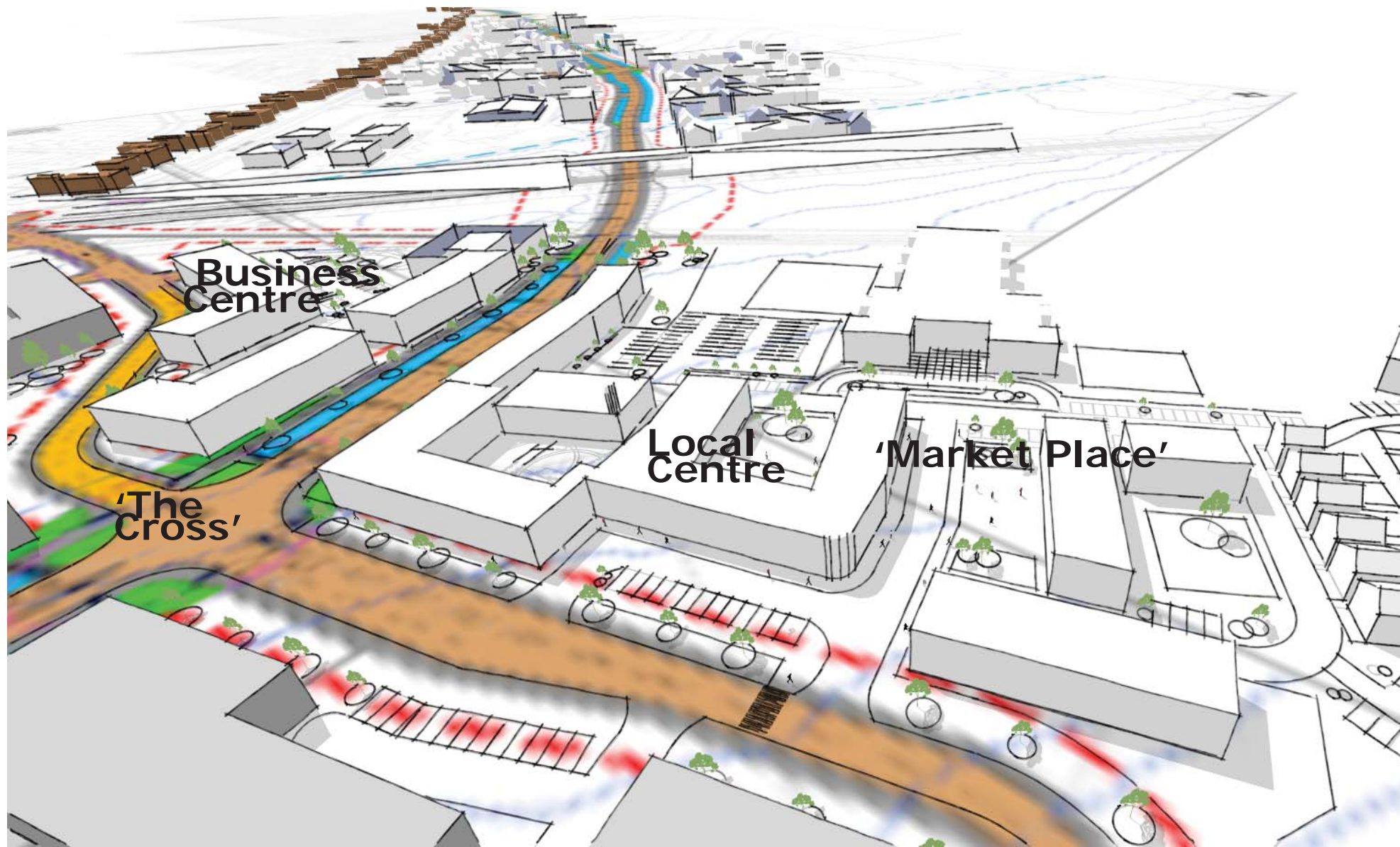
Community Specification -To be located close to green space

Ground Floor
 Foyer (+ display area and interactive exhibits)
 Staffed reception + lift to first floor
 Café which can access the green space separately from the function room
 Retail space (sale of local produce and information promoting the site)
 Function room with bar and kitchen area with open doors onto enclosed green space
 flexible and have the ability to be subdivided into 2 or 3 meeting spaces
 Storage area for furniture equipment etc
 Secure storage space of 15 sq m that can be accessed internally and externally
 from the adjoining garden area for youth / community groups' kit.
 1 x Changing Rooms toilet and male and female toilets
 Showers and changing lockers for cyclists

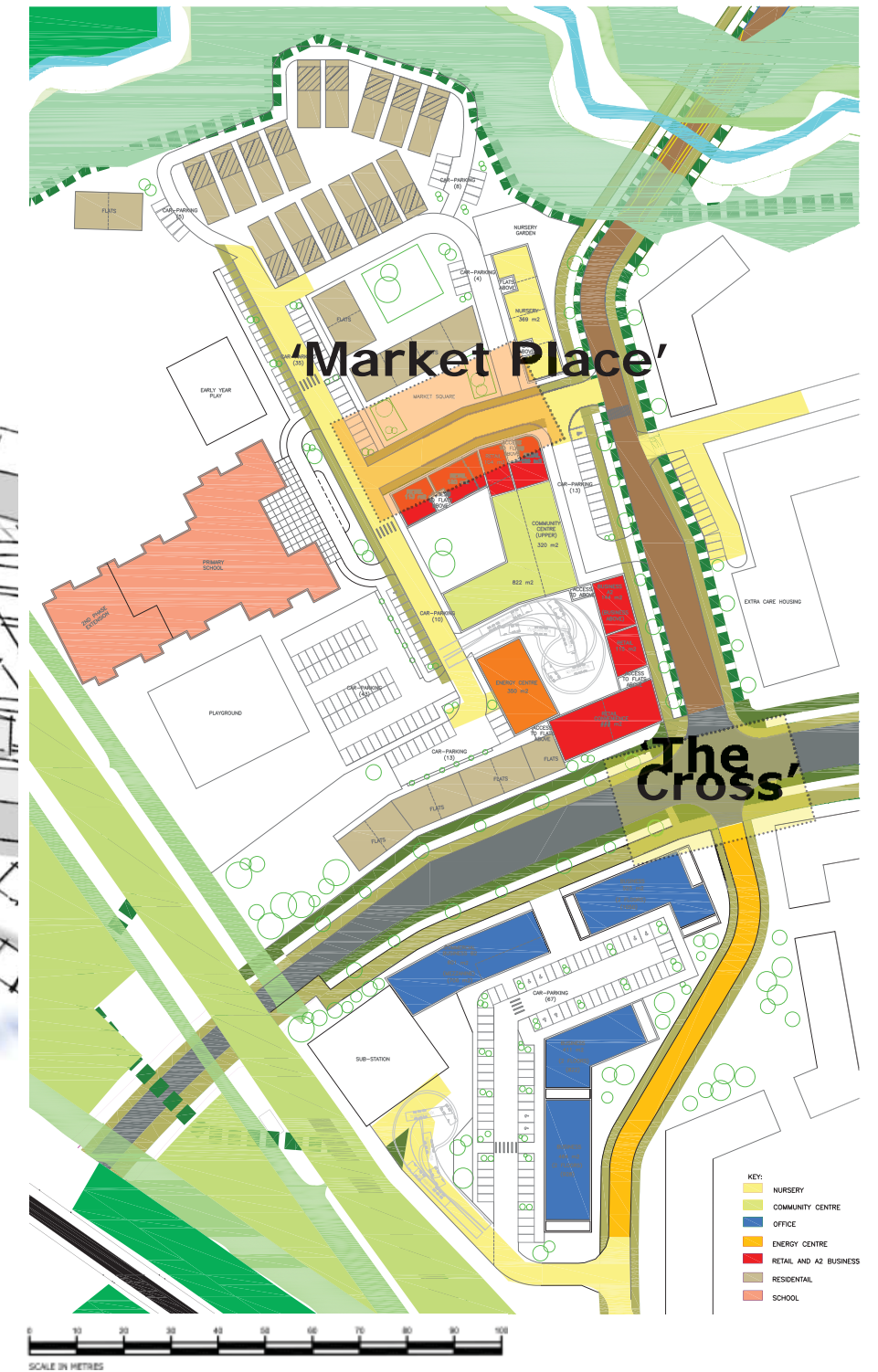
Second floor
 Education space - 40 sq m adult learning
 Offices - LMO permanent Base, Travel Plan Co ordinator, research activities
 Hot desking area
 Kitchenette
 Toilets

The sketches show the evolution of possible development options within the area defined for the proposed local centre. The proposed layouts all retain the identity of "The Cross" as the distinctive place where routes meet at the new Boulevard, and introduces another complimentary spatial idea to create a "Market Place" as a distinct pedestrian priority space with shared surface for local access and not through traffic.

The tables illustrative further information on the areas of the local centre and the brief for the community centre which have been used to inform the layouts of the local centre.



Illustrative images of possible layouts for flats, community and commercial buildings.



The illustrative layout proposes a "market place" at 90 degree to the primary road on the axis of the primary school entrance which could be a shared space surrounded with 3-4 storey residential on upper floors and some small retail units / A2 business and live work character on ground which are serviced from street out of hours (red colour on layout).

Visitor parking is accessed both from the primary street with an in-only slip lane so that there is parking drop off near the larger retail unit (with rear service yard). Similar access slip proposed on the extra care housing side to provide drop off. Other parking for school drop off is provided from the inner street.



Local centre “Market Place” eye level view.

‘The Cross’ Market Place will provide the focal points for the community a ‘market square’ where stalls could be rented on weekdays and weekends for farmer’s markets, local produce. Visitor, training and education centres are close to pedestrian, cycle and bus links from the existing town and connections to the development.

The “Market Place” will be access from the primary road and provides access to a drop off and parking for the school, continuing as a loop north of the school returning to the primary road with access to riverside housing and nursery. The Community hall, amenities, visitor centre retail units and flats are located between the school and primary road giving the retail units a prominent corner location and fronting the market place.

Two options for the location of the community centre are illustrated, which includes a proposed visitor centre and each options provides shared access and proposed garden..

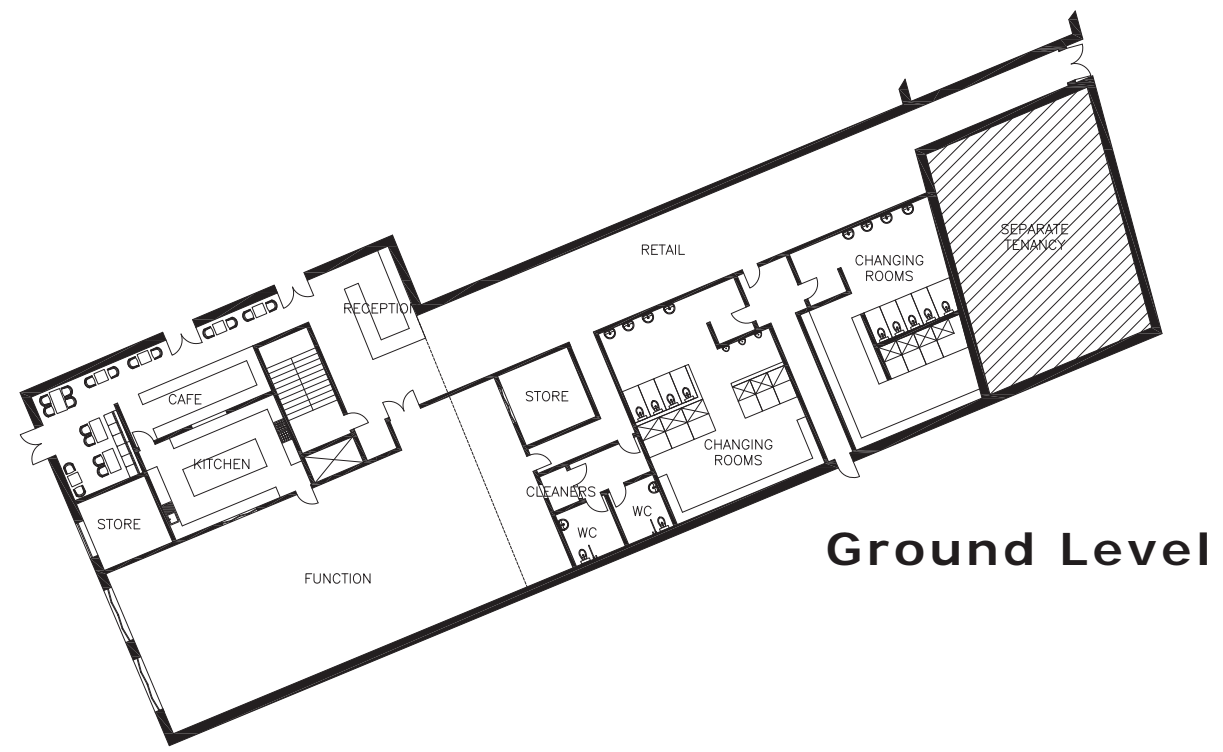


Illustrative images of possible designs for flats, community and commercial buildings.

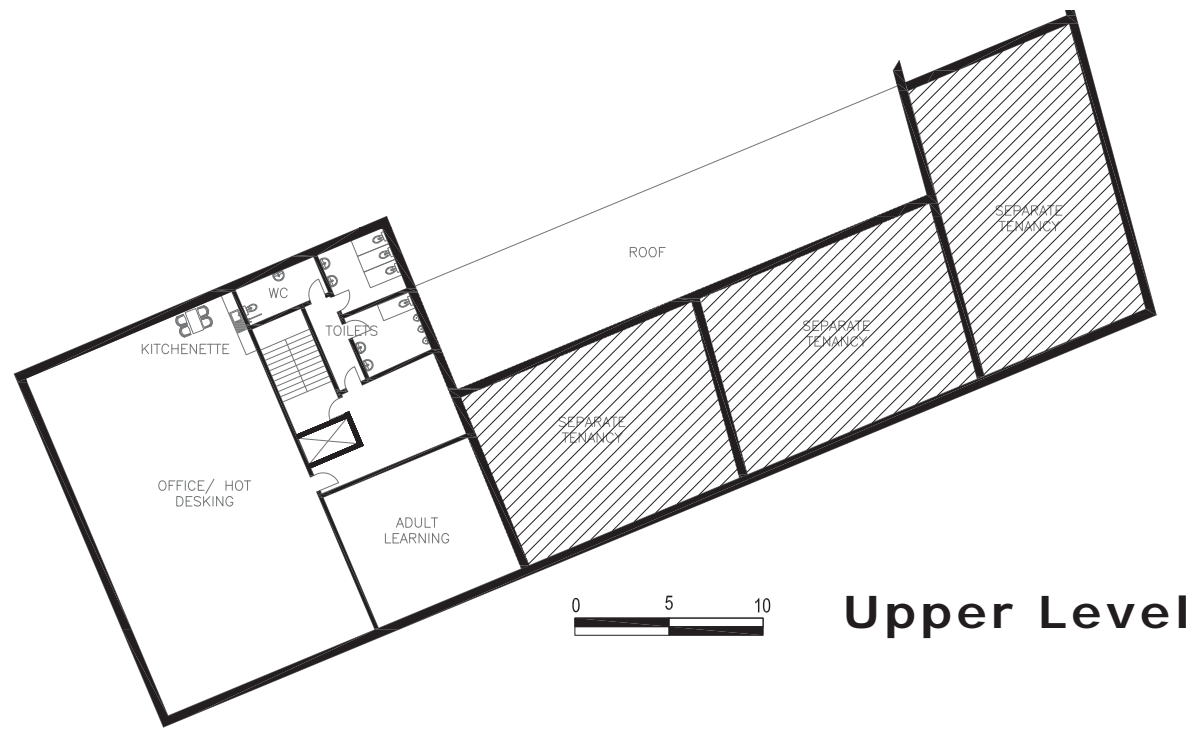
Application 1 local centre

Option 1 - Community Centre

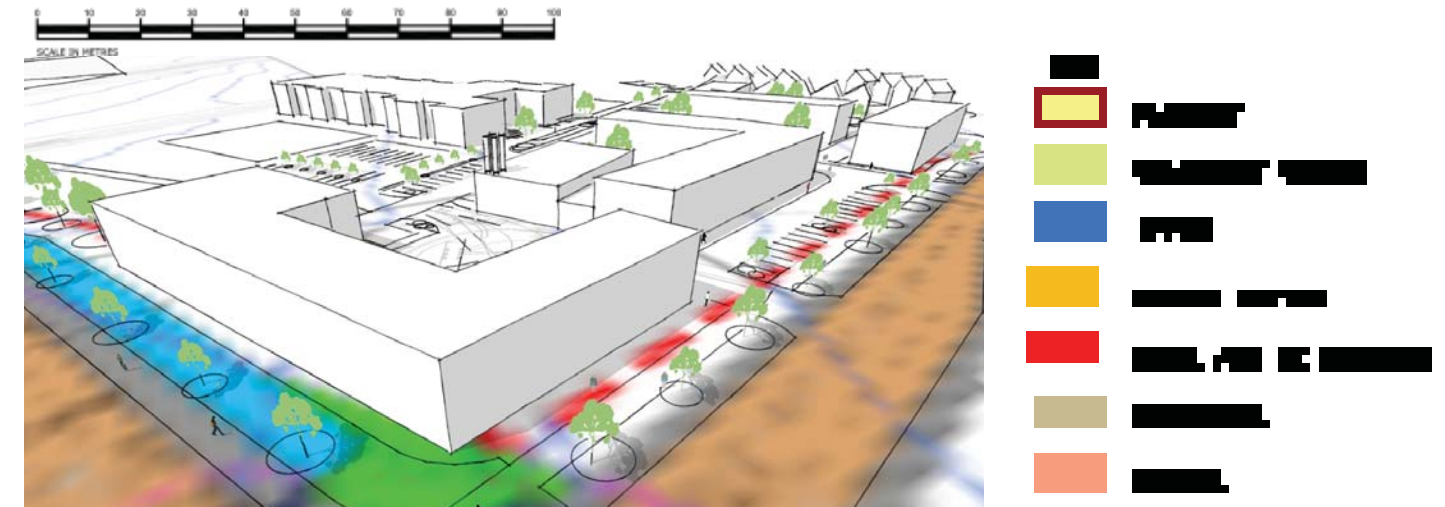
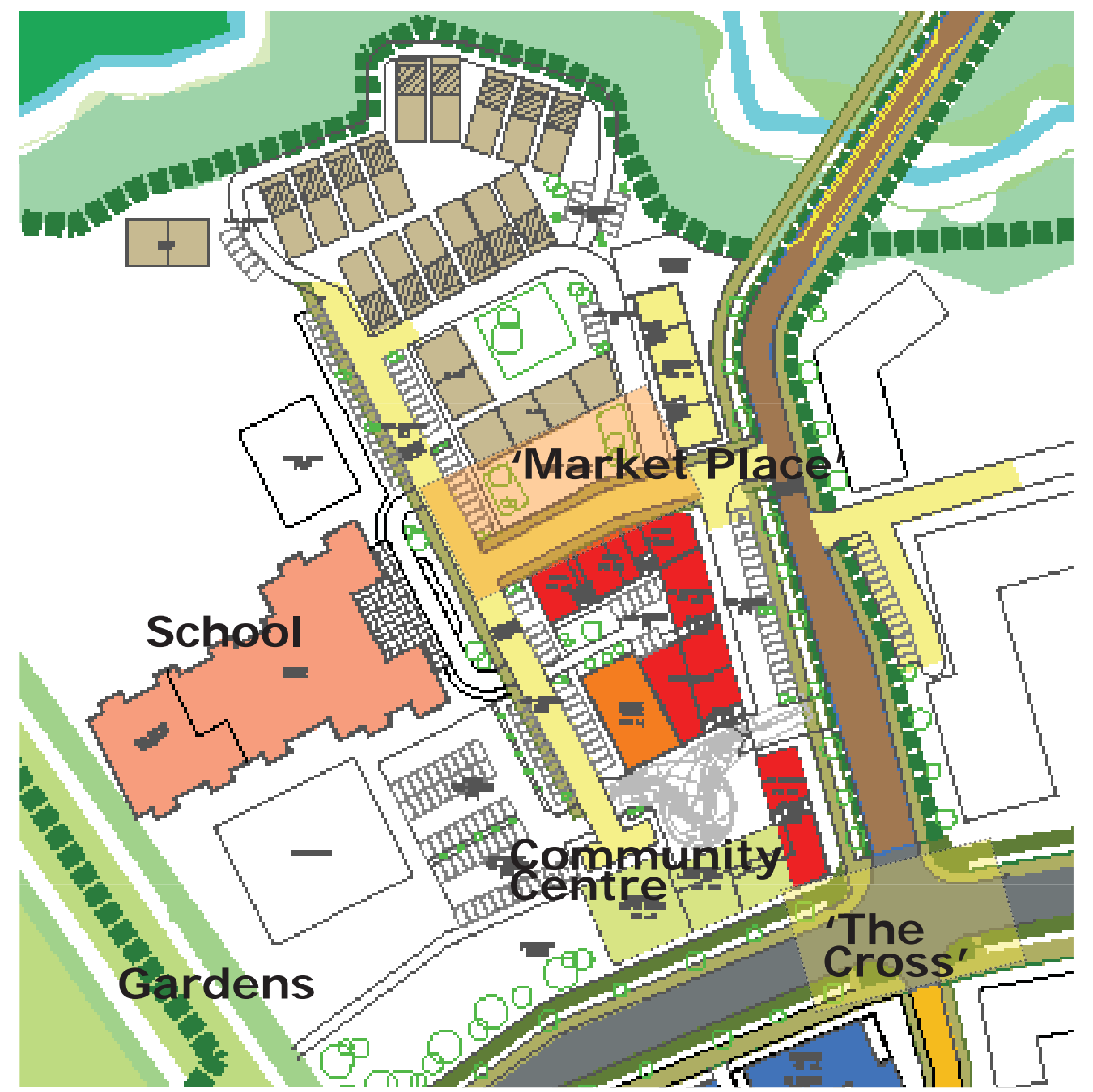
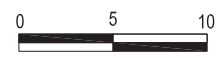
The community centre in light green is located on the corner of “The Cross” adjacent corner retail with access to a large garden area on the west. The community centre option 1 is located further from the “Market place” central area than option 2, however, has access to a larger garden areas which links to the green infrastructure along the existing alignment of Bucknell Road.



Ground Level



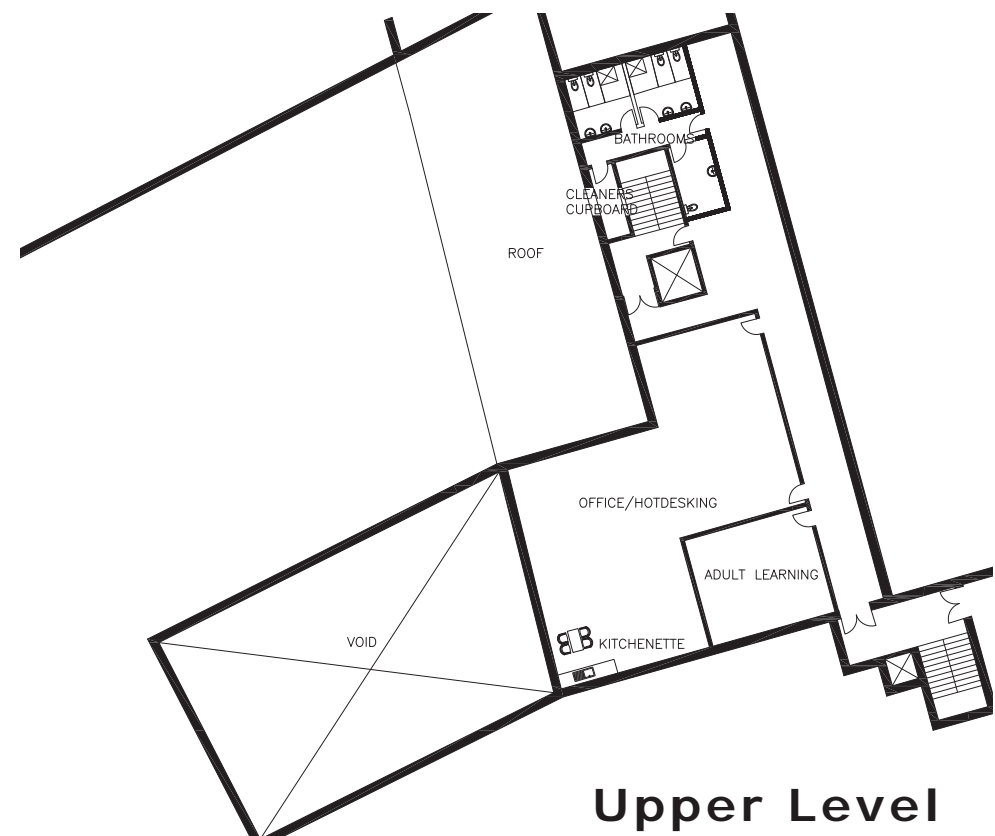
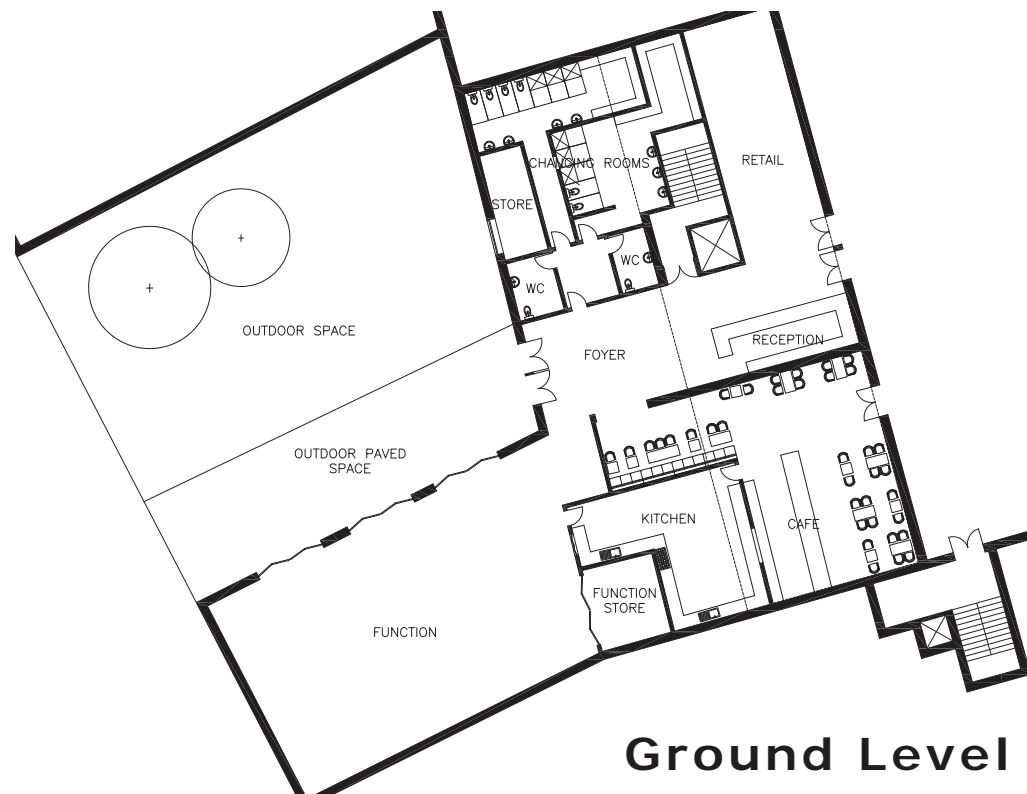
Upper Level



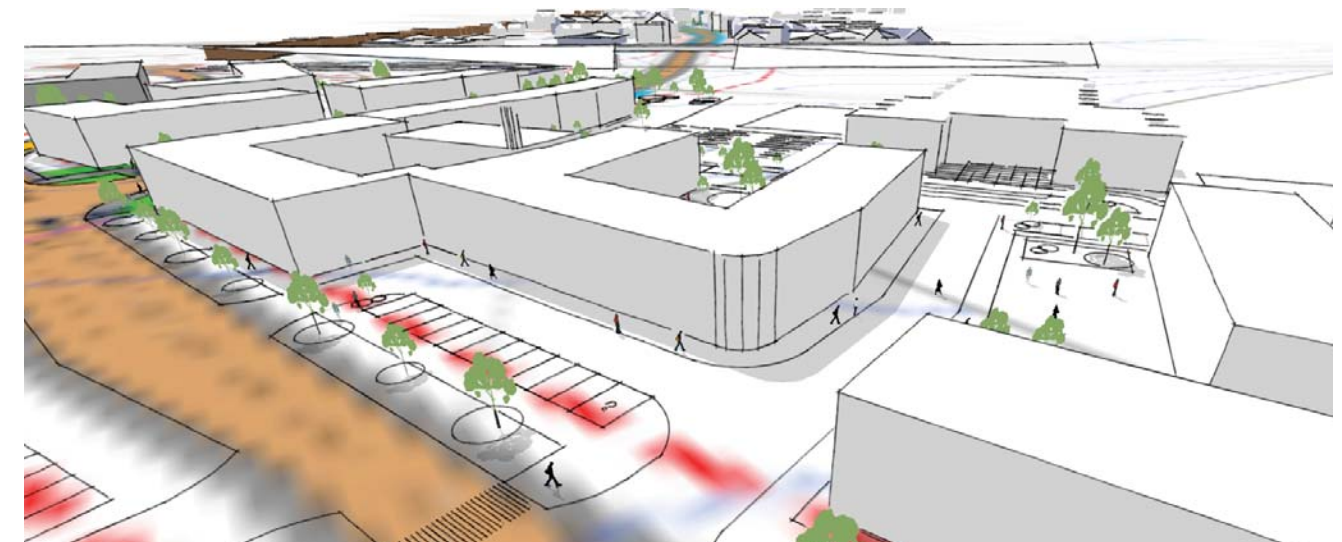
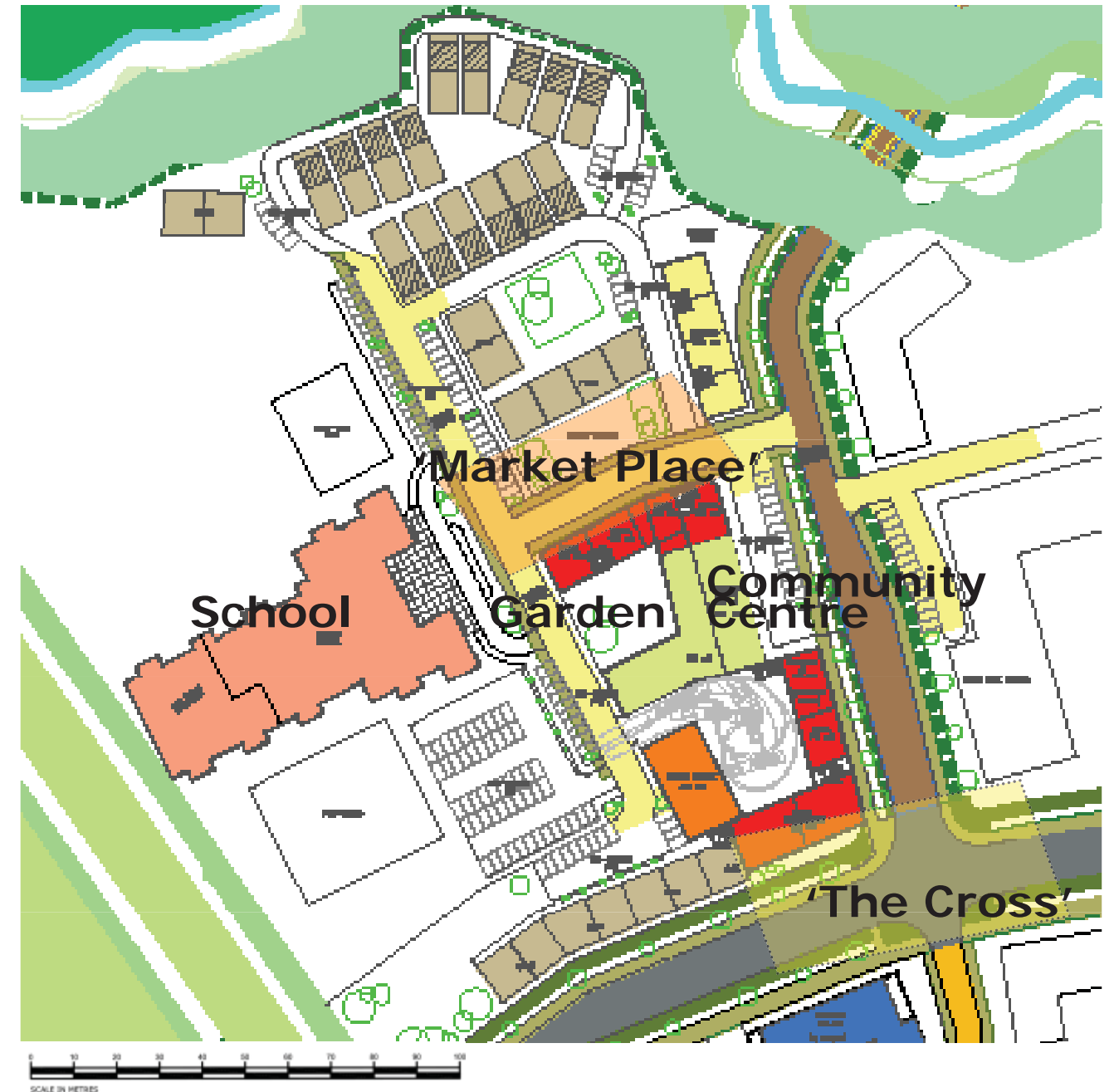
Suggested option 1 illustrative plans of possible layout for community buildings

Option 2 - Community Centre

The community centre coloured light green is located between The cross and “The Market Place” retail with access to a courtyard garden area on the west opposite the school. This option has smaller garden area, which is located nearer the “Market place” central area.



Application 1 local centre



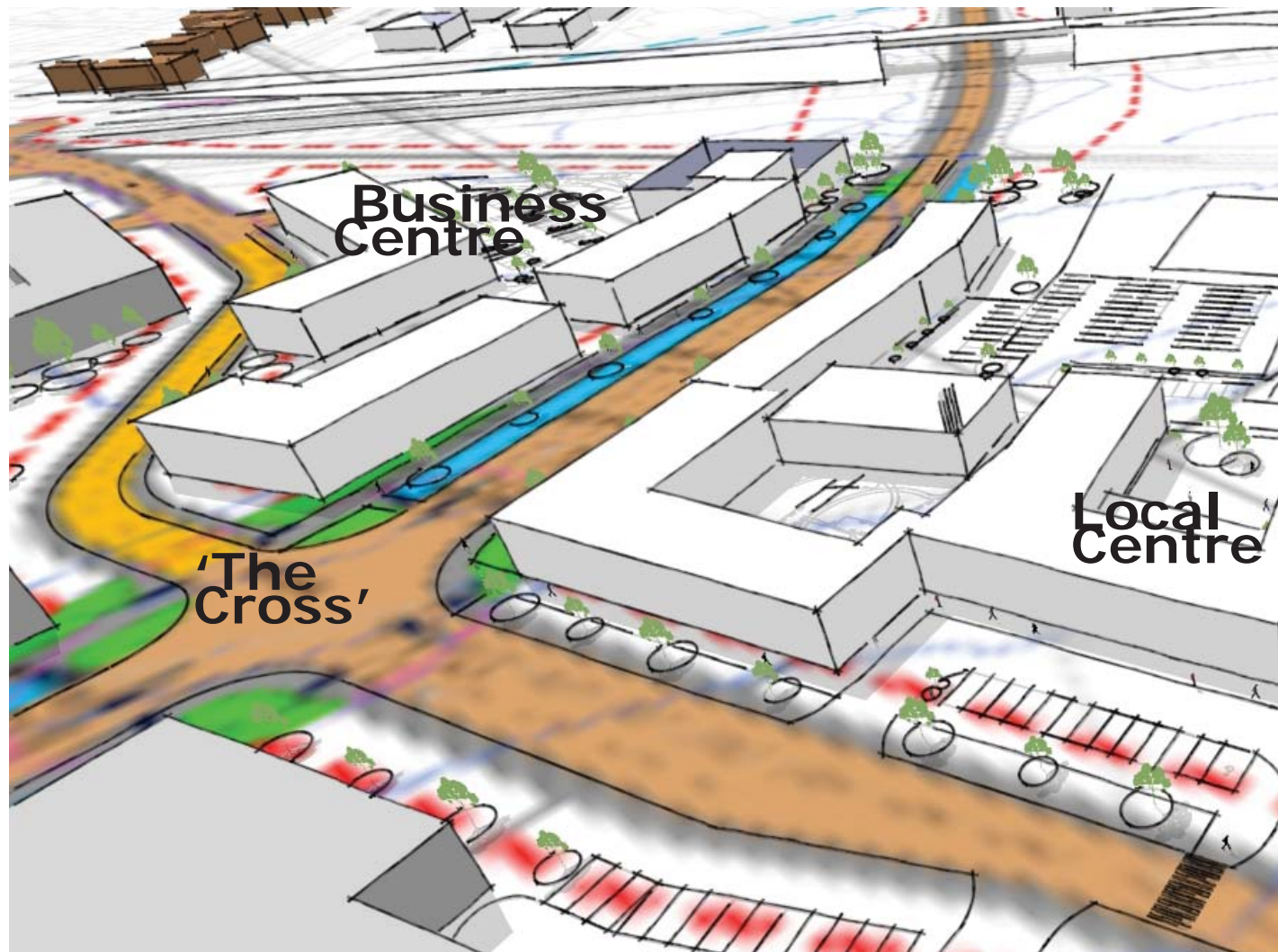
Suggested option 2 illustrative plans of possible layout for community buildings

- Illustrative ideas for Business Centre uses and layout

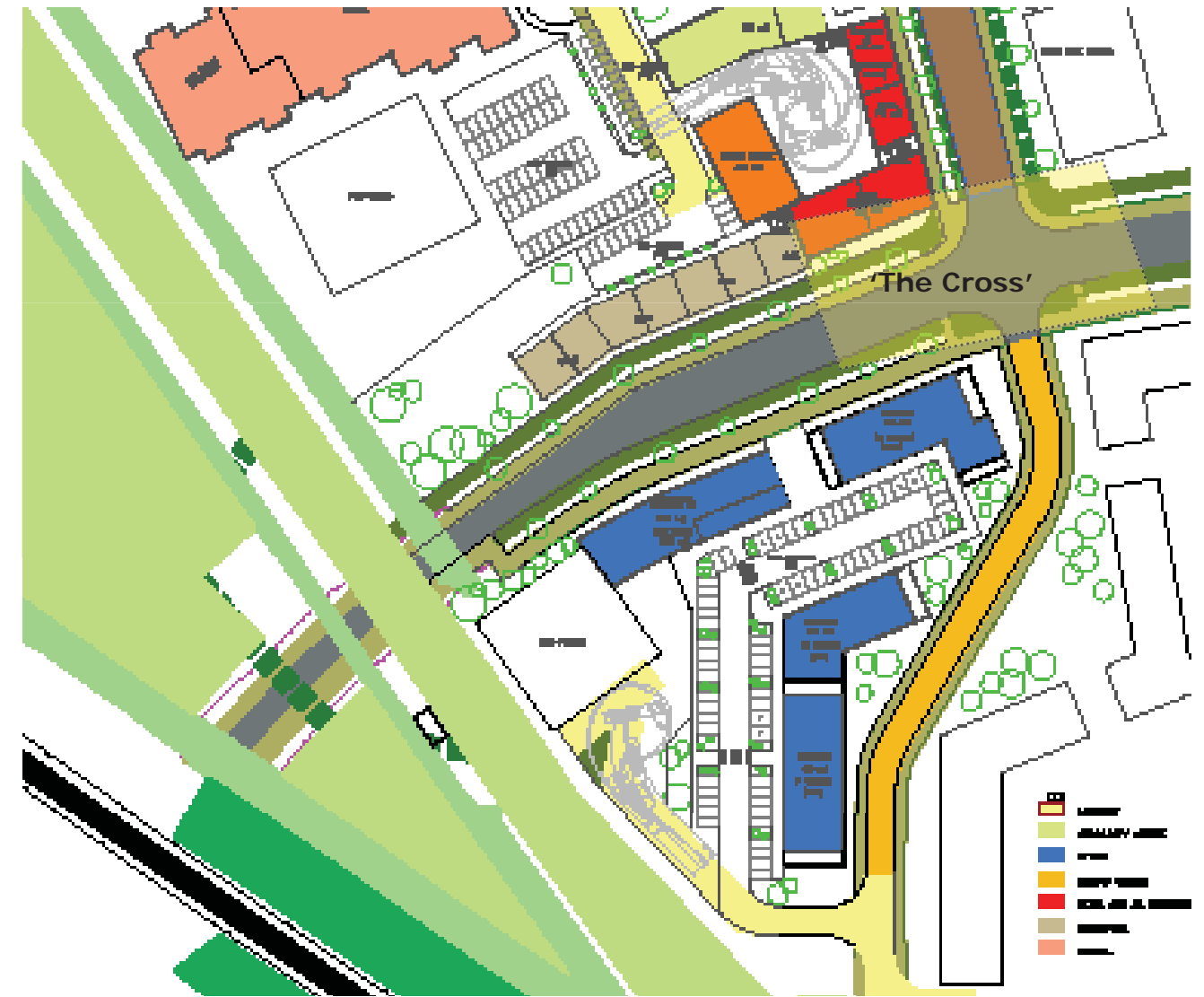
The Application1 DAS provided location, land and quantum for the business use. This addendum to the Application 1 DAS provides further illustrative material is a spatial concept and one way in which the business use could be designed.

The Business Centre - Application 1

The business centre in application 1 will be located south of the Strategic Road adjacent the railway with access from Bucknell Road. It is envisaged that the business centre will comprise a mix of B1 offices in two/three storey buildings and B2 light industrial in single storey with mezzanines. The office buildings will have urban scale frontages to the primary roads with inner landscaped courtyard parking. A primary substation screened by green wall landscaping is located close to the railway sharing access with the light industrial uses.



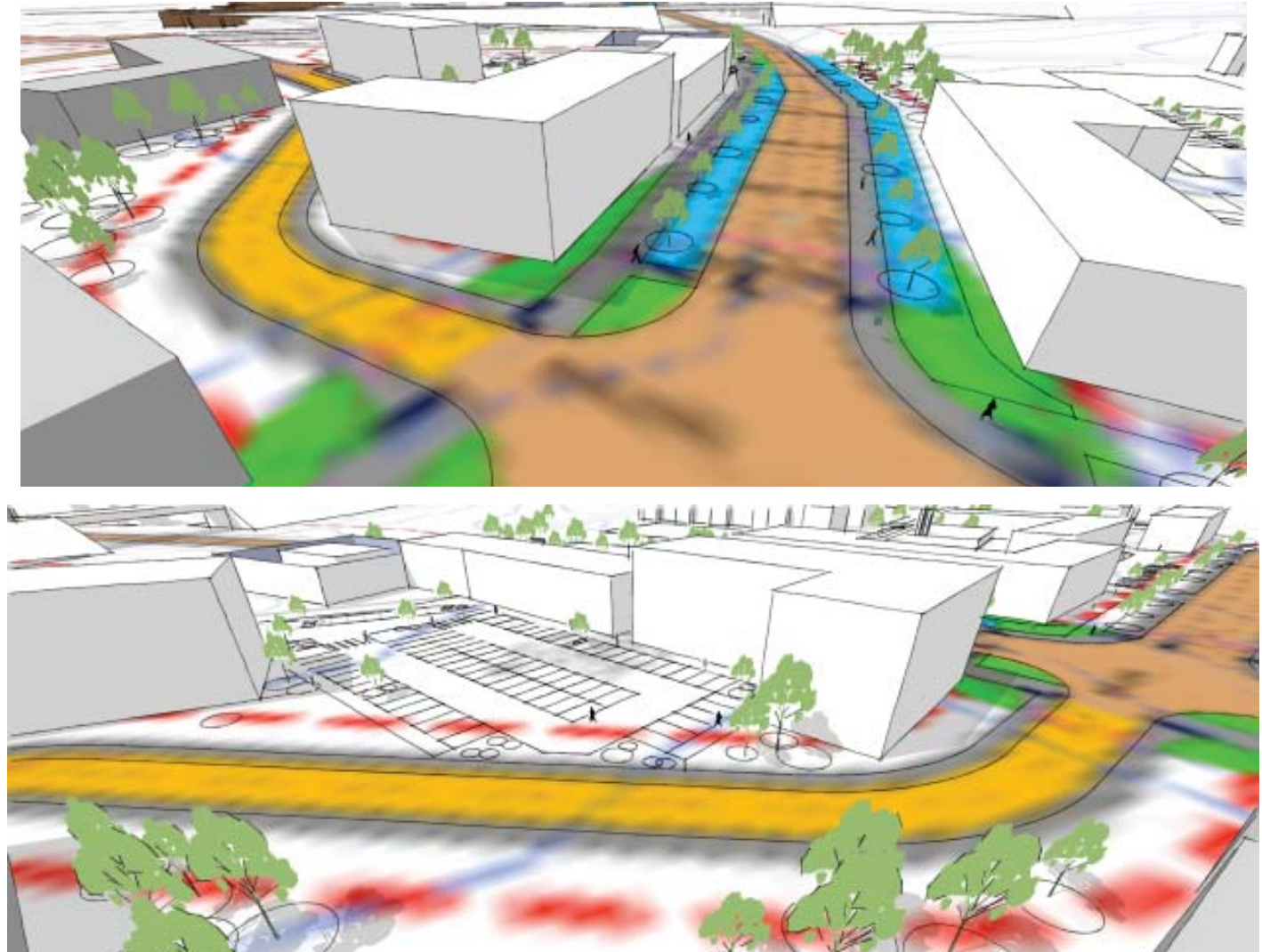
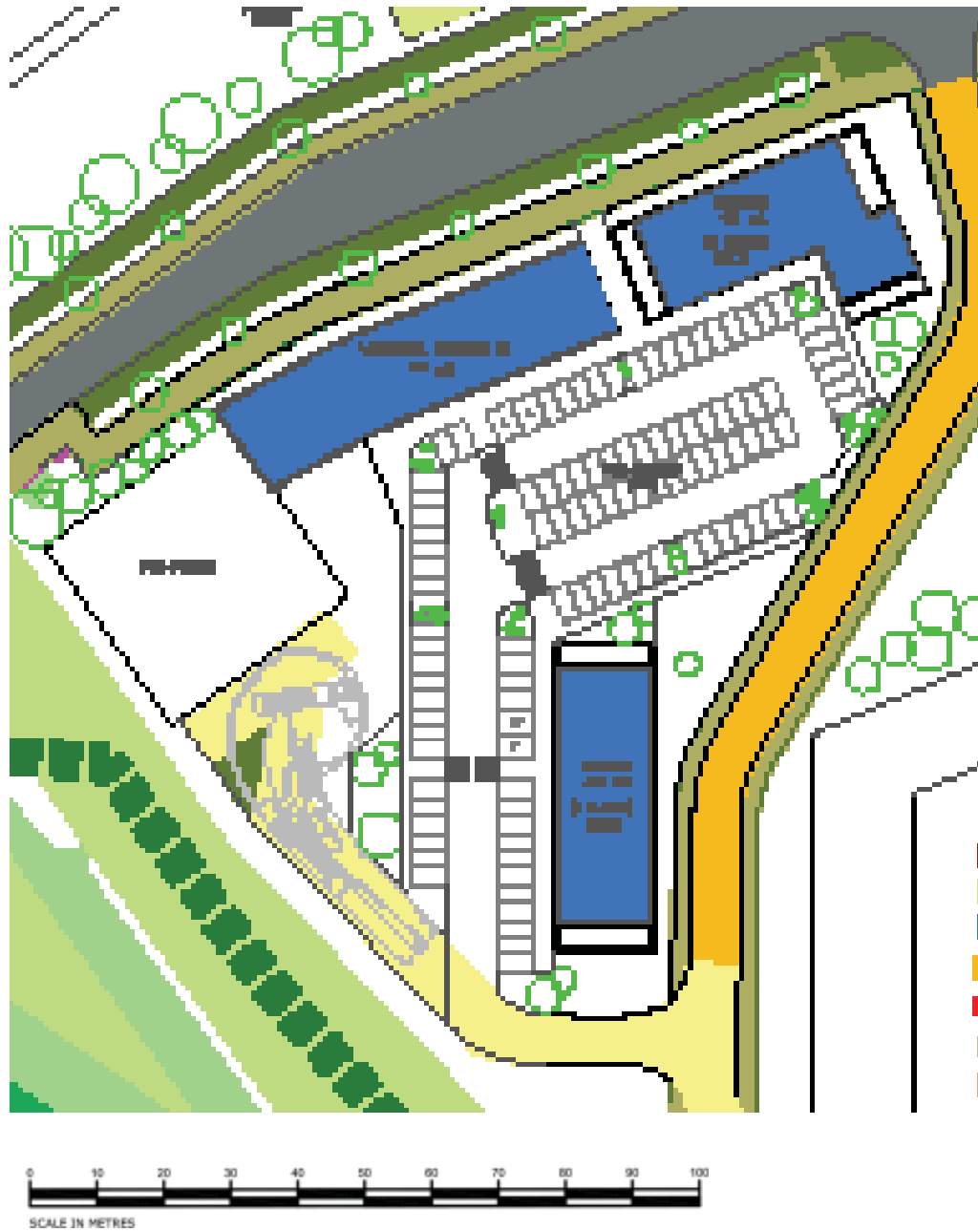
Two options are proposed to illustrate the business centre layouts with different building heights, footprints and numbers of car parking.



Illustrative images of possible designs for business buildings.

Option 1 - Business

Business uses in blue to the south are a mix of a terrace single storey B2 unit with two Bi offices of three storey with parking at CDC standards of 1 space per 30m² totalling 120 spaces



Illustrative images of possible layouts for business buildings.

Use	Proposed (NIA m ²)	Max (GIA)
Sub-Station (30x30)	900	
B1 Commercial Business	2800	3500
B2 General Industrial Business	708	885

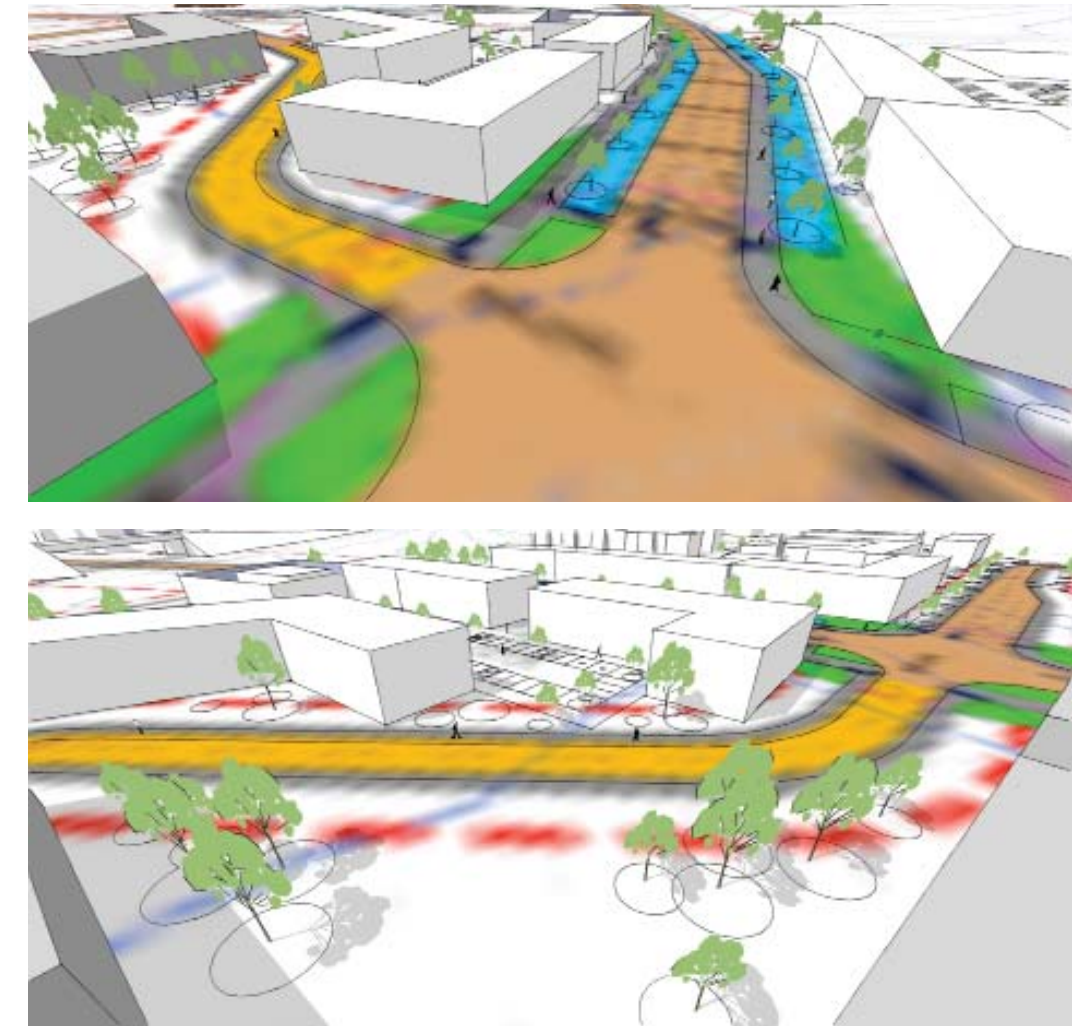
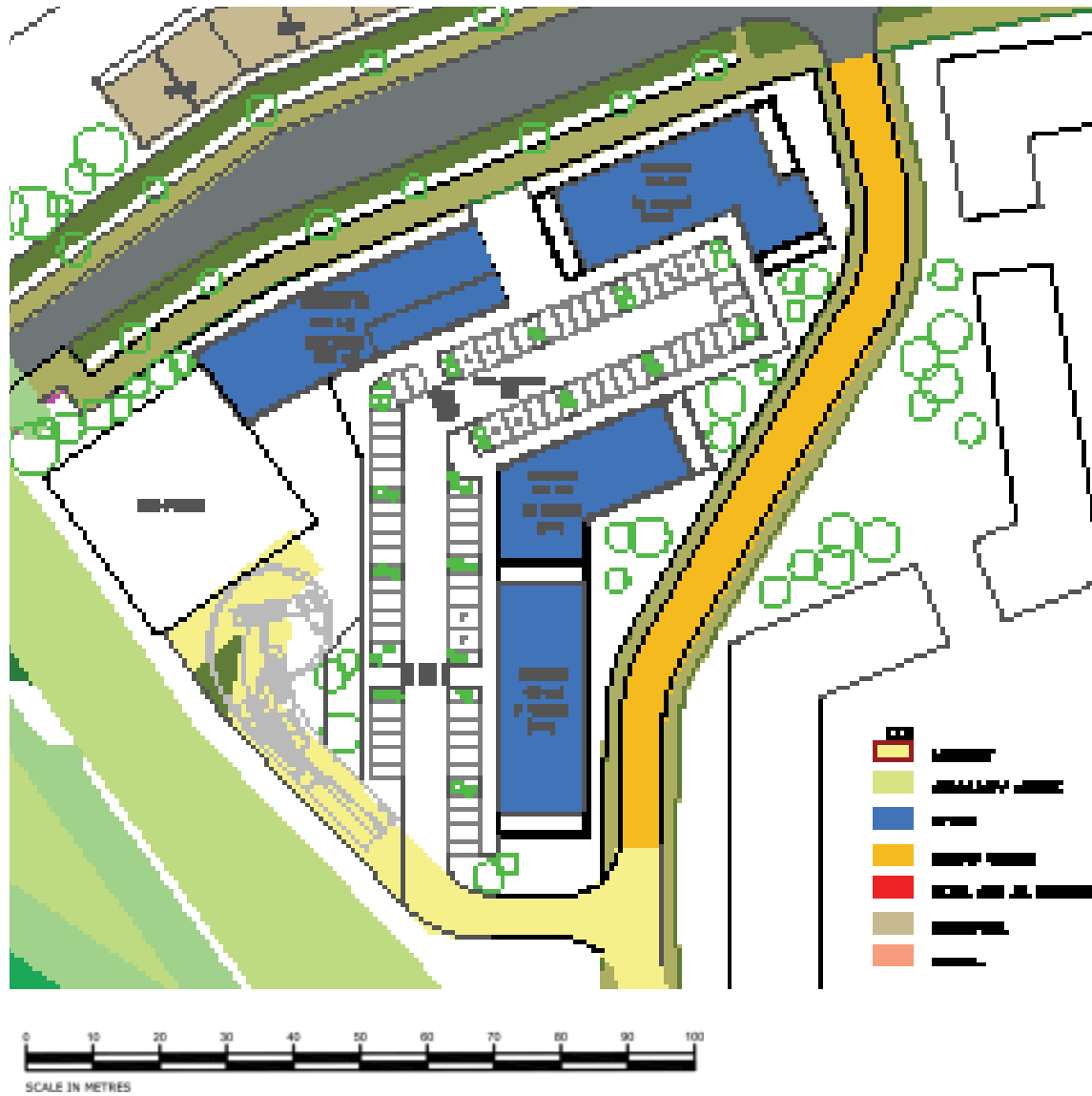
Suggested brief and illustrative plans of possible layout for business buildings

Application 1 Business Centre Option 1

Business Hub Parking	Required Spaces Based on Maximum Proposed GIA
B1	1 per 30m ² 117
B2	1 per 50m ² 18
Total	134
Spaces Achieved	110

Option 2 - business

Business uses in blue to the south of the Strategic Road are a mix of a terrace single storey B2 unit with three B1 offices of two / three storey with parking at standards of 1 space per 60m2 totalling 60 spaces



Illustrative images of possible layouts for business buildings.

Suggested brief and illustrative plans of possible layout for business buildings

Application 1 business centre - option 2

Use	Proposed (NIA m2)	Max (GIA)
Sub-Station (30x30)	900	
B1 Commercial Business	2800	3500
B2 General Industrial Business	708	885

Business Hub - Sustainable Parking		Required Spaces Based on Maximum Proposed GIA
B1	1 per 60m2	58
B2	1 per 100m2	9
Total		67
Spaces Achieved		

Application 1 - Addendum to DAS

- Illustrative ideas for housing layout and landscape to rural edge

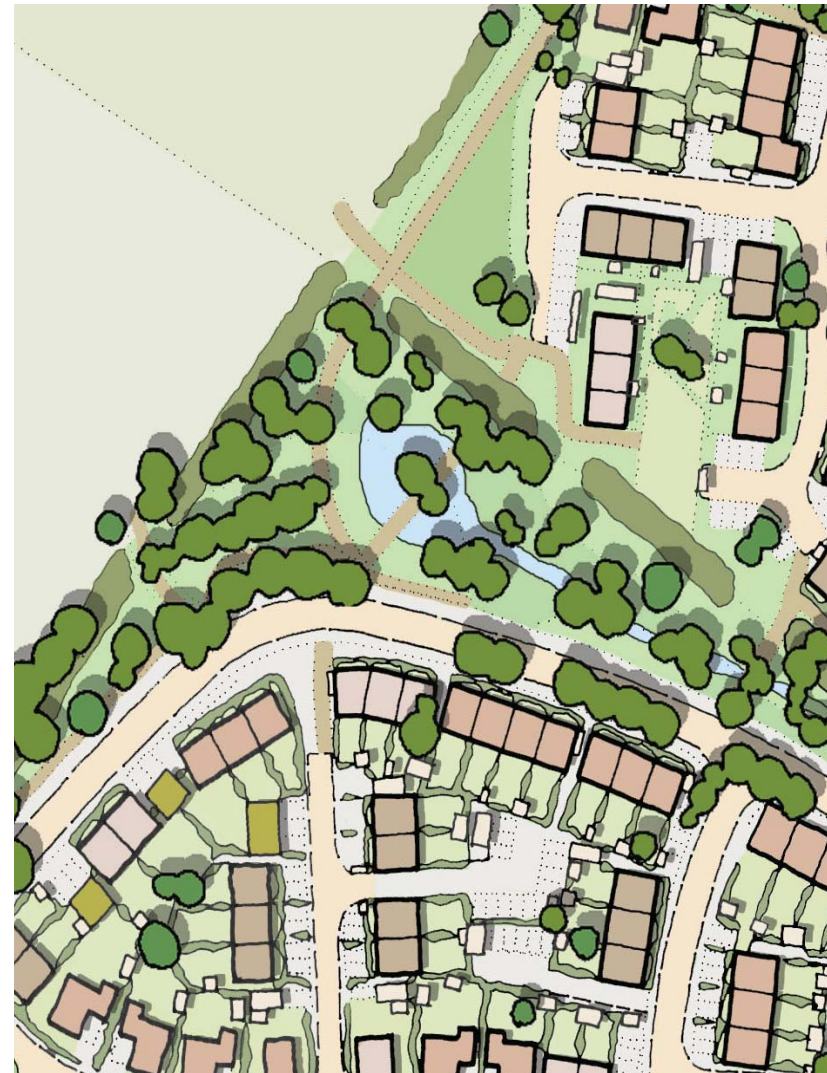
The Application1 DAS page 62 provided illustrative material as a spatial concept and one way in which the residential on the rural edge could be designed. This addendum to the Application 1 DAS provides further illustrative information for the possible development the residential on the rural edge. This further clarifies how the rural edge will have a distinct character : with lower density housing layouts, amplifying the illustrative studies on page 78 of the DAS and will respond to the topography and landscape features at the rural edge as described on pages 76 of the DAS

Housing on Rural Edge - illustrative examples of proposed landscape edge and housing



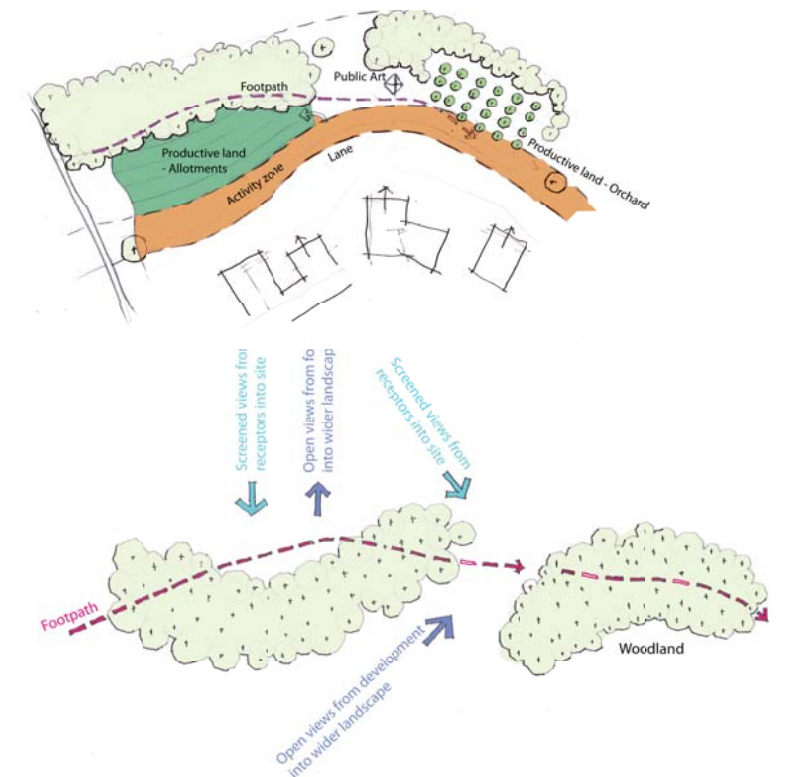
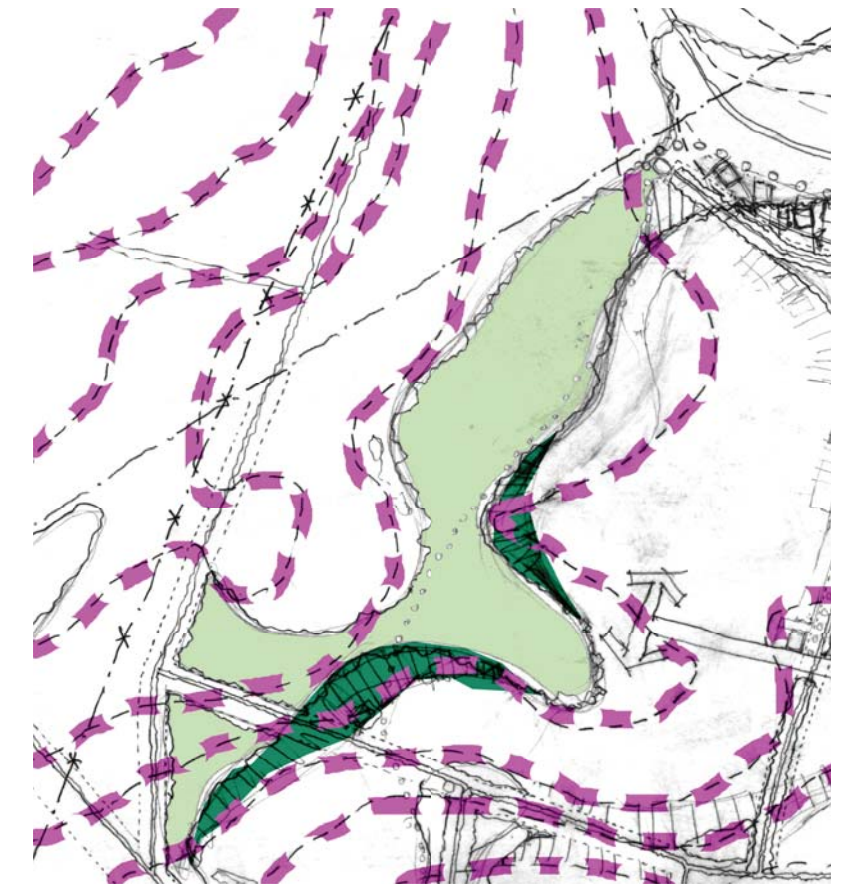
- Strong hedge enclosure along boundary.
- house and front gardens face towards hedge.
- Hedge completes landscape beyond.
- line of houses not always same as hedges to create varied character of green spaces

Housing on rural edge - layout with strong hedgerow defining edge to landscape



- Open front with visual continuity to the landscape.
- house and front gardens face towards landscape.
- rural access lanes as soft edge to landscape.
- clusters of housing vary the line of development with green spaces between

Housing on rural edge- layout with housing fronting to open landscape



Housing on rural edge - varied landscape edge to follow spatial use, views and contours

Housing on Rural Edge - illustrative examples of proposed landscape edge and housing



- semi and detached houses fronting Communal or semi private green



- Courtyard/ farmstead landscape enclosed by houses.



- small groups of terrace houses front hedgerow and communal green



- detached houses fronting private green lane and open landscape area

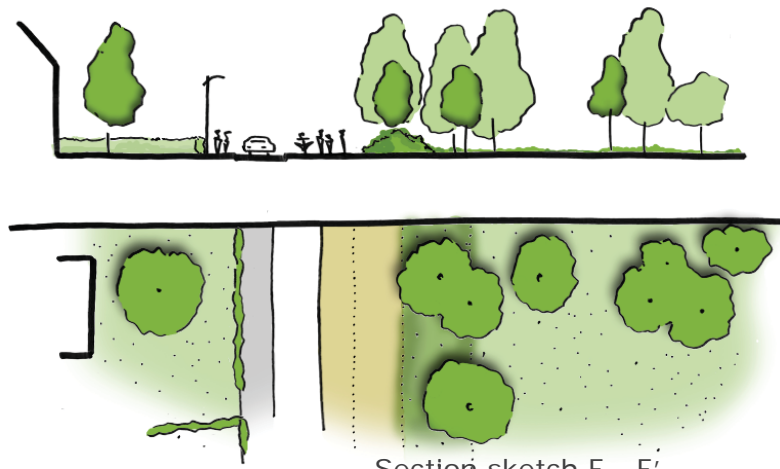


- suggested looser edge of housing development fronting edge landscape with low density layouts for houses fronting green lanes with semi private green area



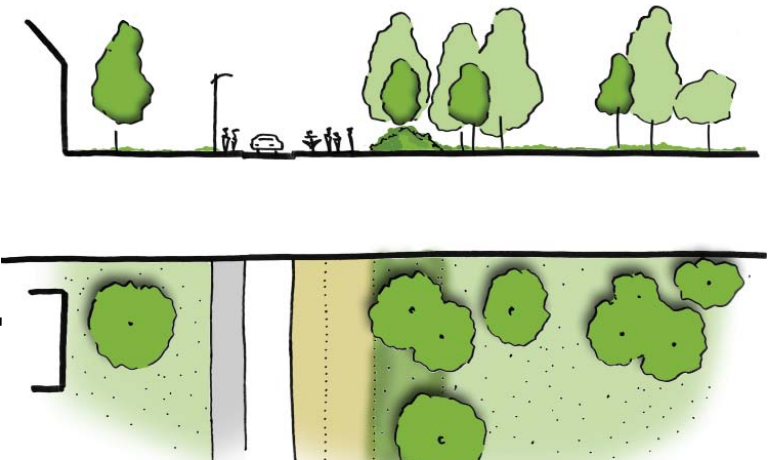


Section sample F



Section sketch F - F'

Section sample E



Section sketch E - E'

illustrative sections related to framework plan

Application 1 - Addendum illustrative studies

- illustrative housing layouts & access at Bucknell Rd Hawkwell fm

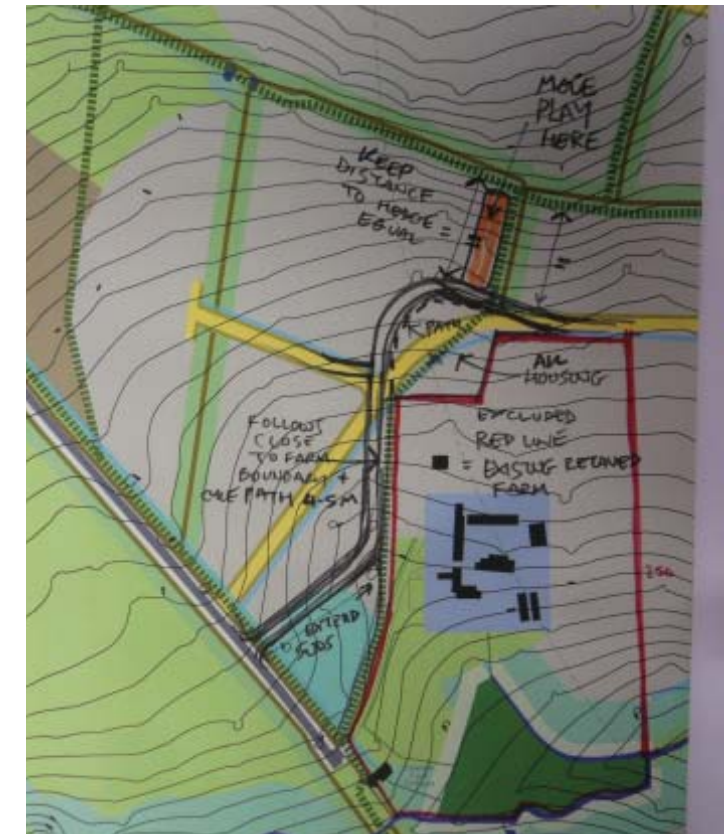
The Application1 framework plan and DAS provided fixed locations for primary roads and illustrative locations for secondary roads and footpaths. This was proposed in order to define the hedgerow breaks required for access and to leave flexibility for secondary roads and footpaths to be designed when the residential layouts details were further developed. This addendum to the Application 1 DAS provides further illustrative information for the possible development of the the residential and secondary roads on the north side of hawkwell farm and Bucknell Road. This further clarifies how the roads, paths and residential could be integrated in later detailed design.



“Masterplan” access layout



Suggested revised access layout



Suggested alternative for link to Bucknell Road where masterplan has isolated small triangular plots next to retained farm in identified as an issue to be addressed in recent meeting.

Alternative layout has advantages :

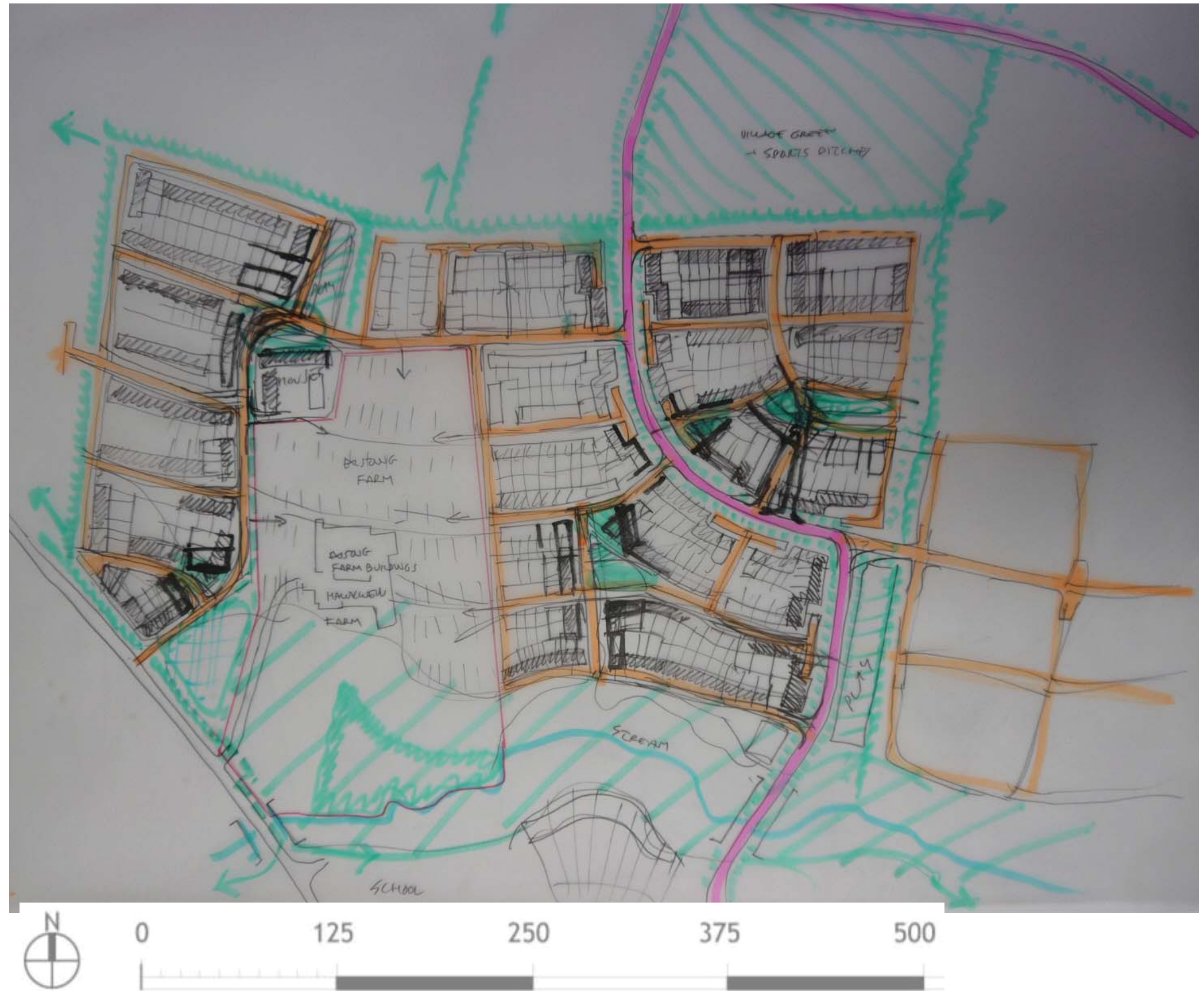
Link to bucknell road is realigned along west side of farm and only isolates the suds adjacent bucknell road leaving housing to west in larger plots.

The area in the north west corner of farm is enlarged to make bigger housing plots.

Play area is moved to north of secondary road.

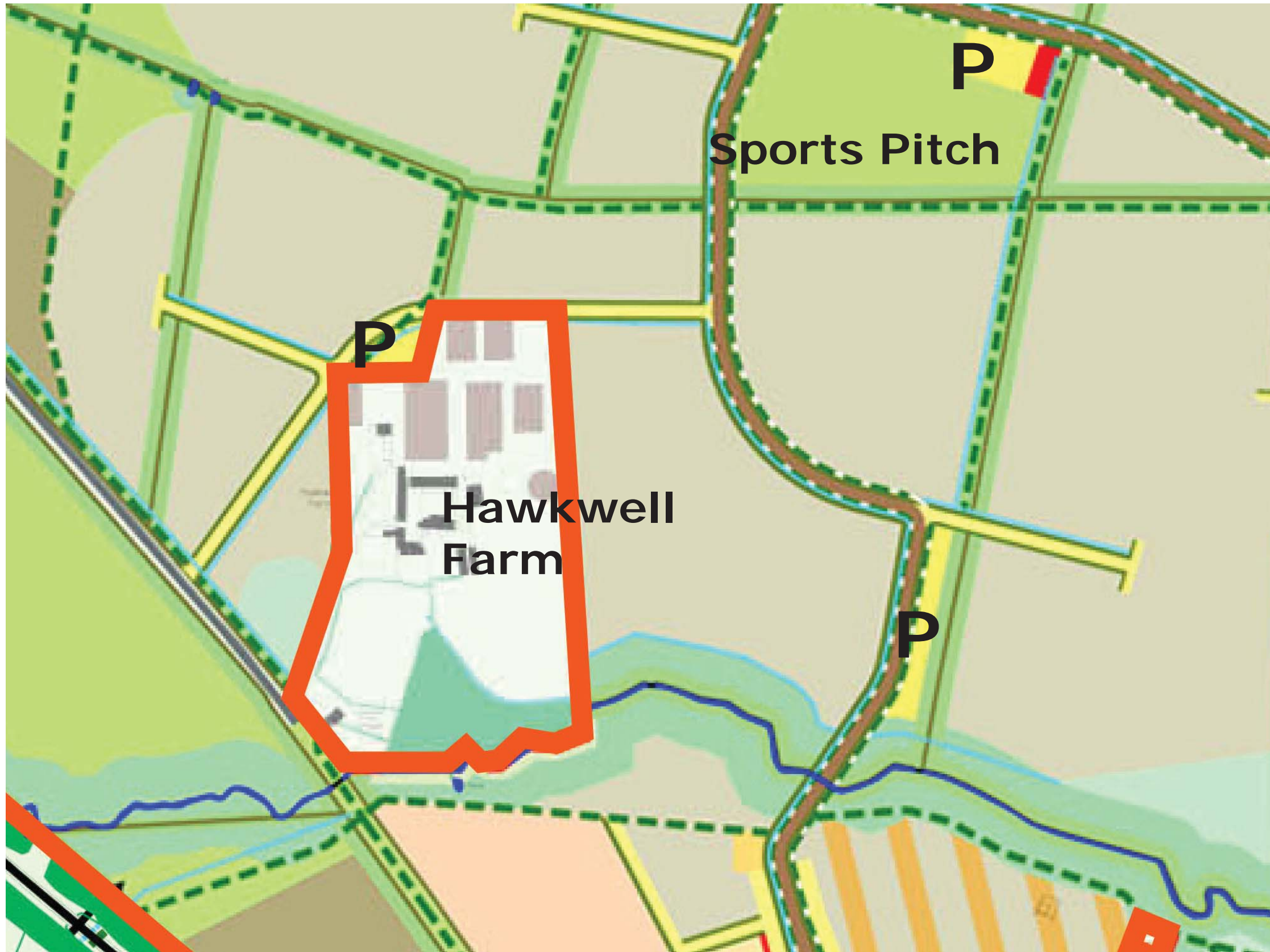
Application 1 residential layout adjacent Hawkwell Farm and realigned Bucknell Road

Residential north of stream and east of retained farm illustrated with access from secondary and tertiary road loops linked to primary road. The homes fronting primary road will be access from tertiary roads T not accessed direct from primary roads.



Illustrative layout related to same area in framework plan

Application 1 residential layout adjacent Hawkwell Farm and realigned Bucknell Road



Key

Existing Connectivity

- Main roads
- Secondary roads
- Foot & cycle path
- Bridle path

Existing Infrastructure

- Water Courses

Proposed NW Bicester Land Use

- GREEN INFRASTRUCTURE
- EXISTING WOODLANDS & HEDGEROWS
- EXISTING WATER CORRIDOR & PONDS
- PROPOSED WOODLANDS & HEDGEROWS BUFFER ZONE
- PROPOSED WATER CORRIDOR BUFFER ZONE
- HOUSING [INC. ROADS AND RESIDENTIAL PLAY SPACE AND PRIVATE GARDENS + ALLOWS FOR SOME GREEN INFRASTRUCTURE]
- PRIMARY SCHOOL [including green space tbc]

WAT POSSIBLE WATER TREATMENT

- COMMERCIAL / BUSINESS
- SOCIAL / COMMUNITY
- RETAIL / LEISURE
- P** PLAY
- A** ALLOTMENTS
- ENERGY CENTRE

PROPOSED ATTENUATION PONDS

PROPOSED SWALES

Potential Burial Ground *
 - subject to separate applications and consents

- Strategic road corridor with predominantly segregated footpath and cycle route
- Primary road corridor with predominantly segregated footpath and cycle route
- Secondary road corridor
- bus only route with footpath and cycleway

NB: Strategic and Primary road locations are fixed whilst secondary road locations are flexible

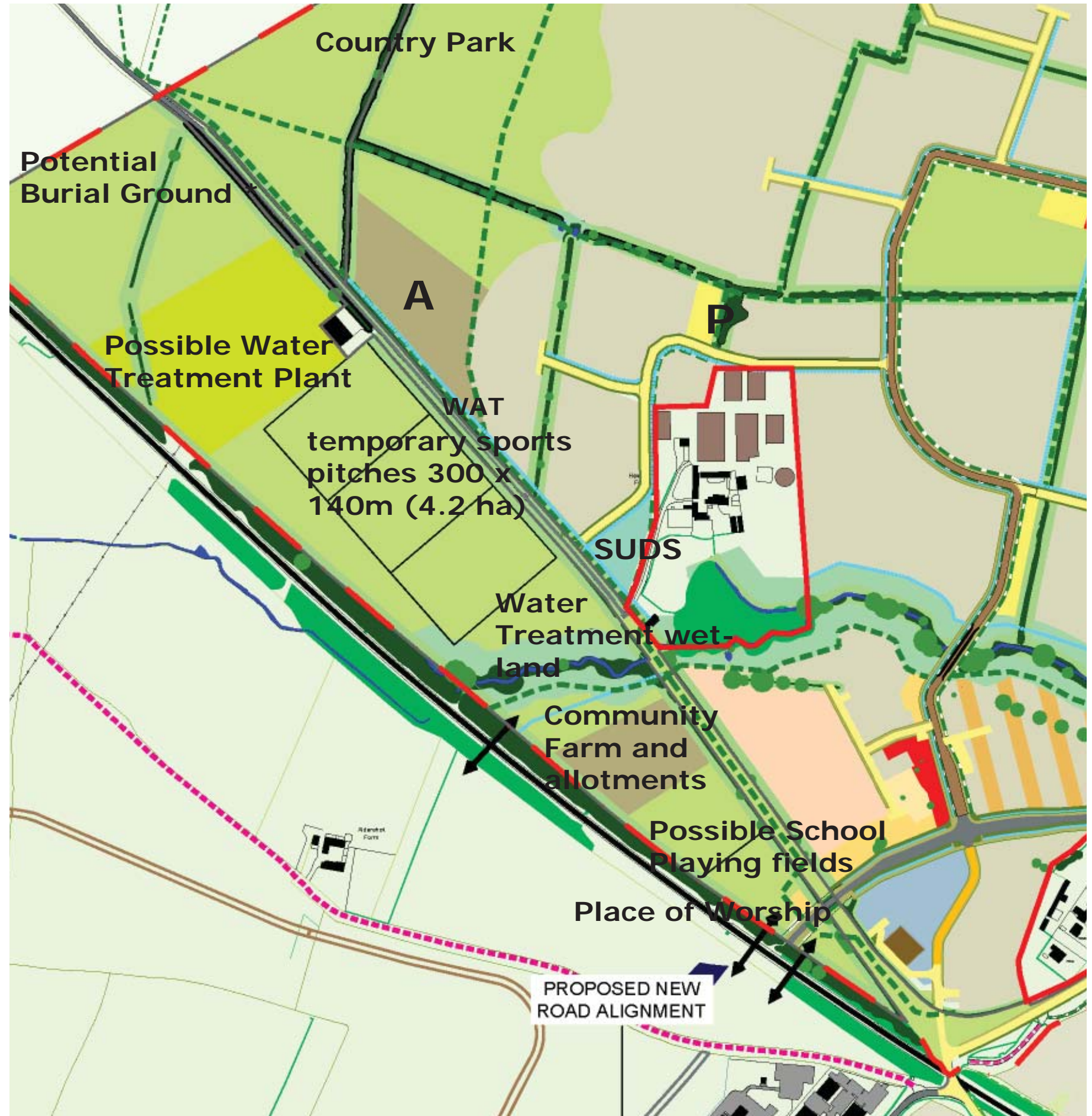
Area in framework plan

Application 1 - Addendum illustrative studies

- Illustrative layout for temporary sports pitches

The Application 1 framework plan and DAS provided provision of junior sports pitches in the village green. The masterplan proposes the larger area of sports pitches to be provided on the south of the railway. This addendum to the Application 1 DAS provides further illustrative information for the possible way that temporary sports pitches could be provided in Application 1 north of the railway. The area of Gi set aside for water treatment in application 1 between Bucknell Road and the railway is sufficient for the entire masterplan site. There is sufficient area to provide the water treatment for application 1 and the remaining area could be a temporary use for sports pitches if required, thus allowing application 1 to meet the required sports and water treatment provision as a temporary phase.

Temporary location for additional 4.2 ha of sports pitches in approx half of area of water treatment (previously 9 ha reduced to 4.8 ha)



Application 1 temporary sports playing fields

Application 1 - Addendum to DAS

- Illustrative information on design for resilience to climate change.

The Application1 DAS section 3.6.5 provided sustainability standards for the masterplan and detailed design stages. Included in this section of the DAS is the requirement for buildings to be designed with resilience to climate change. Key aspects of this strategy are further illustrated in this addendum, referring to a research report on the exemplar with Oxford Brookes, supported by research funded by the Technology Strategy Board. The research provides adaptation packages that are found to be technically effective in responding to the negative impacts of climate change and that might further reduce the risk of on-going climate change.

Application 1 - Addendum to DAS

- Amended section 3.6.4 Parking to supercede DAS July 2014 page 98

3.6.4 Car and Cycle Parking - Refers to Transport Assessment section 6.8.1

The approach to parking in each aspect of the development has required a careful balance between meeting the needs of residents/ businesses and not unduly encouraging car use. The masterplan requires a 50 % shift away from car travel by increased use of sustainable travel choices.

Residential Car Parking Provision

Parking provision for the development has been developed through the application of Oxfordshire County Councils 'Parking Standards for New Residential Developments.' The parking standards set out in the guidance have been informed by the masterplan process and research undertaken in Oxfordshire, which found that the most important factors influencing car ownership are dwelling size and tenure, location and that the overall number of car parking spaces in a development can be reduced if some spaces are provided as unallocated to specific properties.

It is proposed that as an average for the Application 1 development parking will be provided for homes following that agreed for the Exemplar development. The provision will be part of a parking strategy which links to the Travel Plan for each part of the development.

Table 6.6 indicates provision by unit type. It can be seen that all dwelling types are lower than the maximum standards with the exception of a small number of 5 bedroom dwellings with more allocated space. As a total, the level of provision will be less than the standards. Garages are included as allocated spaces and the unallocated spaces includes visitor parking provision.

Table 6.6: Indicative Residential Parking Provision

Unit Type	Provision	
	Allocated space	Unallocated
1b	1	0
2b	1	1.22
3b	2	0.22
4b	2	0.22
5b	3	0.22

The parking strategy for residents recognises that the majority of households will own at least one car. It therefore seeks to ensure that the residential development does not significantly under-provide for parking and then suffer from problems of inappropriate/ overspill parking but does not encourage car use by providing parking immediately in front of every household's front door.

Garages will be being provided for 5 bed detached units and some of the 3 and 4 bed units. The single garages will be of the standard size 6m x 3m to accommodate a car and bicycle storage.

Visitor spaces are to be provided in parking bays within the street design.

Non Residential Car Parking Provision

Parking provision for other uses recognises the level of trips that will be on foot, cycle or by bus and the aim to discourage trips by car. Parking for non-residential uses will be detailed as part of detailed/ reserve matters applications but is expected to be in accordance with the parking provision for the Exemplar development. This sets provision well below the maximum CDC standards but demonstrates how this will be achieved in a parking accumulation.

Cycle Parking Provision

The residential units will have cycle storage provided in accordance with the Code for Sustainable Homes (assuming the second option of storage for 1 cycle for 1 bed homes, 2 for 2 and 3 bed and 4 for 4 or more bed homes).

The non-residential uses will have cycle parking for staff and visitors provided over and above the Cherwell DC standards.. With regard to the primary school, the CDC standards do not include a standard for cycle parking at schools and it is suggested that an allowance of 1 space per 10 pupils is accommodated. A space allowance should also be made for children's scooter parking. Cycle stands will also be provided adjacent to each of the bus stops to encourage people to cycle and then transfer to bus.

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