



Fig 7.6 - Open Space and Landscaping



URBAN DESIGN

- 7.1.21 The layout of Plot SGR 1 must adhere to recognised best practice in urban design, responding to the specific context of the site and the wider North West Bicester eco-town.
- 7.1.22 An informal arrangement of dwellings should front onto the green space to establish an active frontage, with residential dwellings providing overlooking.
- 7.1.23 Building typologies will vary across the site to respond to setting. The Tree-lined Avenue could be achieved through short residential terraces, with narrow gaps provided between blocks to establish a formal character.

- 7.1.24 Streets overlooking open spaces and landscape will comprise mainly detached and semi-detached houses with car parking located between residential units. At the entrance to the site, dwellings will front an area of open space to provide a soft gateway to the site. Lower order streets such as courtyards and mews will exhibit irregular set-backs that accommodate car parking, and hard landscaping with street trees planted within tree pits set within the paving.
- 7.1.25 The Urban Design principles are illustrated at Figure 7.7.

Fig 7.7 - Urban Design Principles



BLOCKS

7.1.26 To establish a legible layout which is easy to navigate, it is essential that development blocks form attractive, well defined streets and spaces. To achieve this quality, urban form principles need to be adhered to, along with principles for access and parking.

7.1.27 The key principles which apply to blocks throughout Plot SGR1 are as follows:

- Streets should be fronted by development, with buildings and tree planting providing a sense of enclosure and continuity of frontage to generate an 'active frontage' with frequent doors and windows animating the public realm.
- Natural surveillance of the street, public spaces and play areas should be promoted by ensuring they are overlooked by adjoining buildings.
- Car parking should be carefully designed so that it is inconspicuous and does not detract from the visual amenity of the development. A combination of parking options should be used including on-street and on-plot, with limited areas of parking courts where possible.
- Vehicular access to blocks should be off minor streets rather than main streets where possible.
- Development should generally be arranged in perimeter blocks, scaled to enhance permeability, and designed to ensure private garden space for each dwelling.
- Clear distinction between public fronts and private backs should be established to make obvious which areas are for public use and those which are for residents use only.
- Buildings should be designed to be flexible and adaptable to meet the requirements of different users in the future.

- Utility and meter boxes must be designed as discrete elements of the building façade, and where possible kept away from street frontages.
- Buildings should be orientated to maximise passive design to create the correct balance of shade and solar gain.

7.1.28 A mix of housing types and sizes should be provided for, ranging from 1-bed to 4-bed dwellings as set out below. The exact housing mix will be determined at reserved matters stage.

Unit Size	Market Units
1-bed	0-5%
2-bed	15-25%
3-bed	40-50%
4-bed	20-30%
Total	75 units

BUILDING HEIGHTS

- 7.1.29 The scale of the built form at Plot SGR 1 responds to the following key features:
- Along the Tree-lined Avenue, the building form will vary between 2½ to 3 storey housing, with 3 storey housing at key locations such as at the gateway to the site to contribute towards distinctiveness. Any flats to be accommodated within the residential area should be located at this gateway to tie in with the wider North West Bicester area.
 - In peripheral locations to the eastern edge, the predominant building form will be up to 2 storey to reflect the transition between the built form and the area of open space.

7.1.30 The indicative building heights plan is presented at Figure 7.8.

CAR PARKING

- 7.1.31 It is necessary for car parking to be designed as an integral part of the residential layout of the proposed development to avoid car parking dominating the streetscene and creating poor mobility for pedestrians through pavement parking.
- 7.1.32 A combination of car parking solutions is identified to avoid disrupting the continuity and enclosure of the street frontage. Parking can be provided either on-plot between houses and within integral garages or off-plot in small parking courts with no more than 12 spaces. Additional unallocated off plot car parking may also be provided up to a maximum of one space per dwelling.
- 7.1.33 Oxfordshire's Residential Road Design Guide sets out the current local parking standards for North West Bicester Ecotown. Provision for car parking at Plot SGR1 must be made in accordance with the standards and policy set out by Cherwell District Council and Oxfordshire County Council.

Fig 7.8 - Indicative Building Heights



BOUNDARY TREATMENT

7.1.34 Boundary treatments will contribute to the character and quality of the public realm, and they will be considered as part of the detailed landscape strategy.

7.1.36 The southeast boundary of the site adjacent Home Farm will also be strengthened by additional planting.

7.1.35 Boundary treatments will respond to the location of dwellings within the street hierarchy, consisting of the following boundary treatment typologies:

- **Hard Edge** - along the Tree-lined Avenue, the boundary treatment will generally comprise 900mm high brick walls with gates between brick piers.
- **Soft Edge** - a softer boundary treatment will be used along the low key access roads and private drives, generally comprising hedges and/or grass verges.
- **Rear Garden Walls** - rear gardens will be screened with a 1.8m high brick wall where small sections of rear and side boundaries are located along the edge of the perimeter block.

Fig 7.9 - Boundary Treatment

