

Proposed Site Layout

The following pages present the proposed design and explain its defining principles.



Design Principles | Housing Mix and Tenure

The proposals shows diverse mix of housing types and sizes, as indicated in the schedule below. Affordable tenure has been shown in accordance with local policy.

Private Tenure (18 dwellings):

- 2 No. 2 Bedroom Bungalow
- 3 No. 2 Bedroom House
- 8 No. 3 Bedroom House
- 3 No. 4 Bedroom House
- 2 No. 5 Bedroom House

Affordable Tenure (10 dwellings):

- 2 No. 1 Bedroom House
- 6 No. 2 Bedroom House
- 2 No. 3 Bedroom House

Total - 28 No. Units

KEY:

- 1 Bedroom
- 2 Bedrooms
- 3 Bedrooms
- 4 Bedrooms
- 5 Bedrooms
- ▲ Affordable Units



Housing Mix and Tenure Diagram

Design Principles | Scale

Most buildings in Fritwell, historical and modern day, are 2 storey in nature, however some 2.5 and 3 storey buildings can be found as well as some bungalows.

The proposals outline building heights in the inset diagram.

- A range of building types and forms have been utilised across the proposals.
- The range of building types and the proportions have been carefully considered in respect of the existing context and built form.
- The typologies will enable the development to create a diverse and attractive character which responds to the sites context within the framework.

KEY:

-  1 Storey
-  2 Storey

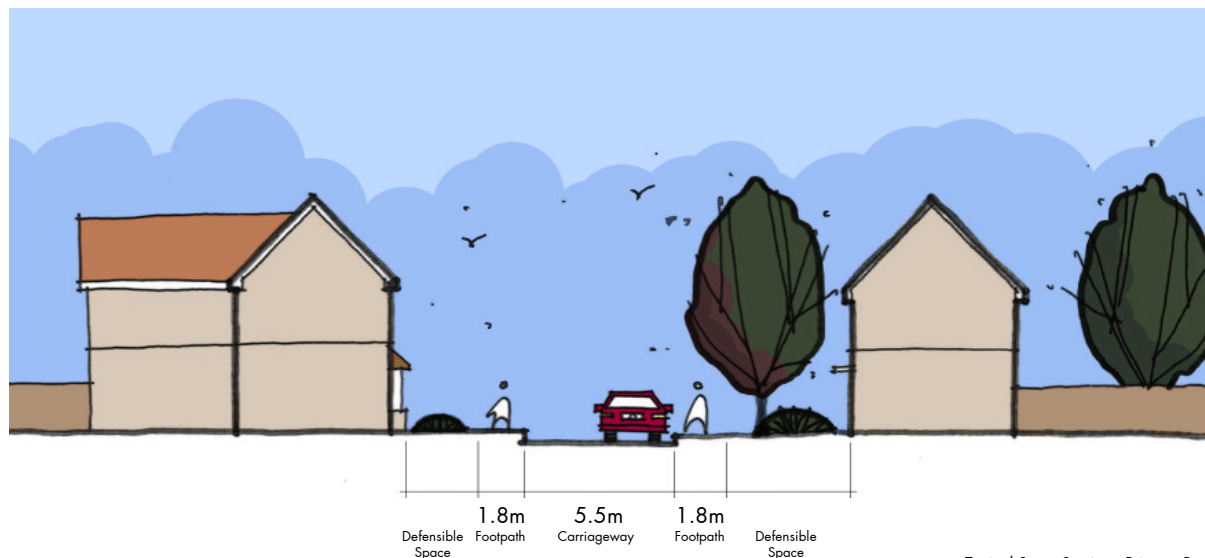


Storey Heights Diagram

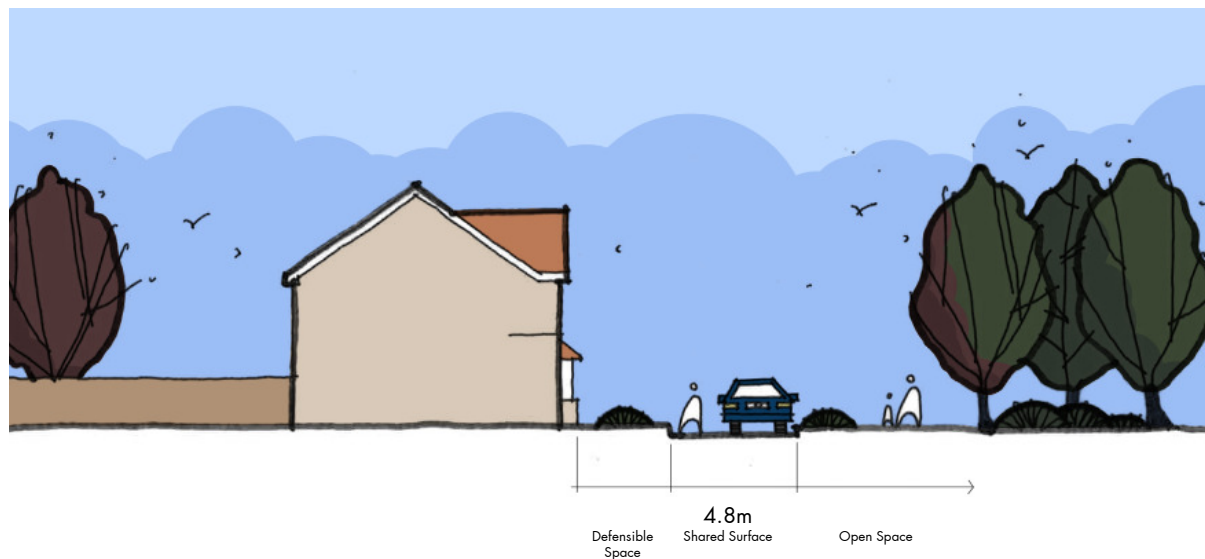
Design Principles | Access and Movement

Fewcott Road is a relatively short road, running South East Between East Street and Fritwell Road. It has a 5m wide carriageway with footpaths on both sides for most of its length terminating just past Hodgson Close. There are bus services that run to both Bicester and Banbury from bus stops located on East Street and at the end of Forge Place, both a short walk away from the proposed site. Bicester North train station is a short drive away with direct links to London Marylebone. Junction 10 of the M40 is approximately 3 miles away providing links to Birmingham and London. The proposals seek to provide new access into the development site from Fewcott Road and to extend the existing footpath on the South West side of Fewcott road to provide a safe passage for pedestrians into and out of the development site.

The road network within the proposed development has been designed to provide a safe and legible route into and around the proposals by creating a distinct hierarchy between road types and surface treatments. The primary access which will link to Fewcott Road will be 5.5m wide with a 1.8m wide footpath to both sides and finished in black tarmac. This road type will terminate via two turning heads serving the secondary 'loop road' which will be a 4.8m wide shared surface finished in block pavements. The road network has been designed to allow both refuse vehicles and Fire Tenders to navigate the development conveniently and safely. A footpath link is proposed from the development to the Public Right of Way running adjacent to the South Western Boundary to provide a pedestrian route through the development and into the footpath network beyond.



Typical Street Section - Primary Road



Typical Street Section - Secondary Road