

# FEWCOTT ROAD, FRITWELL, OXFORDSHIRE



St. Olave's Church

DESIGN & ACCESS STATEMENT :  
DS.01

AUGUST / 2016



Fritwell Manor



Proposal by CALA HOMES (Chiltern) LTD for full Planning Permission to redevelop the site for a total of 34 dwellings with associated access and parking



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# 1.0 - GENERAL DESCRIPTION / SITE ANALYSIS

Fritwell lies between the two market towns of Banbury (to the North West) and Bicester (to the South East) approximately 3 miles from junction 10 of the M40 motorway. Fritwell is situated on the Upper Heyford Plateau and lies on a band of White Limestone and the Geology is clearly reflected in the more historical parts of the village with a large number of well preserved 17th Century houses. Fritwell is generally surrounded by gently rolling agricultural fields of various sizes and very limited woodland. Most of Fritwell lies within the Conservation Area, particularly the parts of the village focussed around North Street and East Street. Modern development is limited and restricted to the outer boundaries of the settlement.

The site that is the focus of these proposals is located to the South East of Fritwell and accessed from Fewcott Road. The land has been previously used as a paddock with a menage to the South East boundary and stable buildings to the North East boundary fronting Fewcott Road. The site gently slopes down from the North towards the South. All boundaries consist of native hedgerows and trees providing filtered views into and out of the site. The site is bound by open fields to the South East and South West, allotments to the North East and modern housing to the North West (Hodgson Close).



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# VISION

To create a high quality and attractive residential development which promotes housing choice, complimenting and enhancing the local area





# 2.0 - LOCAL VERNACULAR AND DESIGN INSPIRATION

Fritwell contains an abundance of historical buildings dating from the 12th century (St. Olave's Church) through to post War and modern day housing. All of the historical buildings are located within the Conservation Area, concentrated around North and East Street whilst the modern day developments predominantly focused to the South East of the village on Fewcott Road. 17th century buildings, of which there are some well preserved examples, dominate the village streets. Most buildings in Fritwell, historical and modern day, are 2 storey in nature, however, some 2.5 and 3 storey buildings can be found. Buildings within the Conservation Area are mostly built from Limestone rubble with very limited use of facing brick, apart from on chimney stacks. Natural slate, Stone and clay plain tiles dominate the roofscapes. Fenestration tends to be either timber casement or sash windows with the grander buildings having stone mullions and window surrounds. Lintels are generally timber or stone with limited use of brick. Porch canopies are either inset, pitched or simple flat structures. Modern buildings in the village are generally built from replica rubble stone or finished in pebble dash / render. Chimney stacks are generally finished in red facing brick. Roof finishes include Imitation Slate, concrete Plain Tiles and some interlocking pantiles can be found in some locations. Fenestration tends to be either timber casement or Upvc. Lintels are generally reconstituted stone or planted timber with reconstituted stone cills. Porches are either inset, pitched or simple flat roof structures.



Historical Core



Modern Development



Fenestration



Front Entrance Doors / Porches



Palette of External Materials



Natural Stone

Multi Facing Brick

Natural Slate

Clay Plain Tiles

Peppledash

Off White Render

Concrete Pantiles



# 3.0 - CONSTRAINTS & OPPORTUNITIES





# AERIAL PHOTOGRAPH



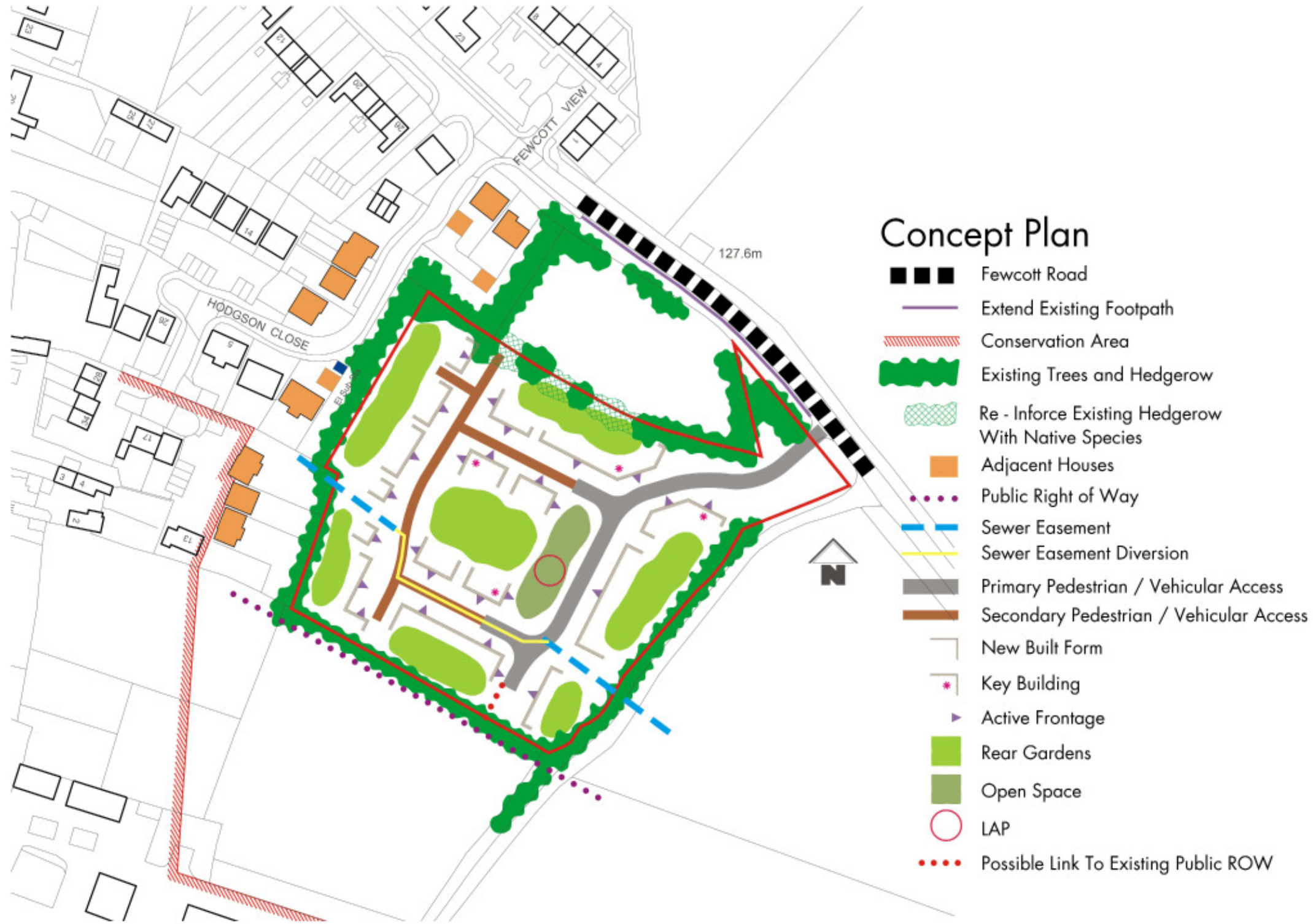
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# 4.0 - CONCEPT PLAN





# PERSPECTIVE SKETCH



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# 5.0 - THE PROPOSALS

## AMOUNT

These proposals seek to provide 34 No. Dwellings in total, comprising 22 No. Private sale homes and 12 No. Affordable Homes (35%).

Development Mix -

### Private Sale

- 1 No. 2 Bedroom Bungalow
- 3 No. 3 Bedroom Houses
- 18 No. 4 Bedroom Houses

### Affordable

- 2 No. 1 Bedroom Maisonettes
- 5 No. 2 Bedroom Houses
- 5 No. 3 Bedroom Houses

## LAYOUT, SCALE & APPEARANCE

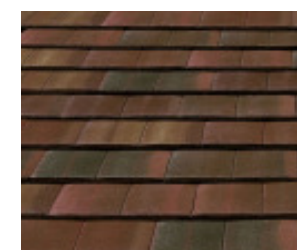
The proposed dwellings are arranged around a 'loop road' and central green space providing a strong active frontage and well defined public / private spaces. Private rear gardens have been used as buffers to the existing properties to the North West and the open field network beyond. Most of the dwellings are 2 storey with just two of them being 2.5 storeys, to reflect the more historical grain of the village, and one single storey bungalow, examples of which can be found on Fewcott Road. Roofs are all gable ended and run both parallel and perpendicular to the access road to reflect the local vernacular and provide interest to the street scene. External materials would be imitation coursed rubblestone to external walls with a mixture of plain concrete tiles and imitation slates to the pitched roofs. Fenestration will be well proportion plain casement windows in white Upvc. Porch canopies will be a mixture of pitched and simple flat roof structures to further reflect the local Architecture.

## LANDSCAPING

The setting for each home allows sufficient space within the development for soft landscaping which will also be used to soften parking areas. A landscaping strategy plan has been submitted as part of this application. A majority of existing trees and hedgerows to the boundaries will be retained and enhanced with suitable native species.



Proposed Street Scene



Proposed Palette Of External Materials



# PROPOSED STREET SCENES





# STREET SCENES





# PROPOSED SITE LAYOUT PLAN

## ACCESS & HIGHWAY DESIGN

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.

The proposals seek to retain the existing point of access that currently serves the stable yard / paddocks 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.

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 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 1.6m 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 paviours. 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.





# 6.0 - INTERNAL ENVIRONMENT

These proposals seek to provide a variety of homes for families and first time buyers. All of the dwellings are designed to provide a comfortable and secure environment in which to live.

Key principles of the house designs include -

- Well proportioned spacious living areas
- Deep windows to ground floor habitable rooms
- Direct access from ground floor into private garden areas
- Spaces that maximise the use of natural sunlight
- Appropriately sized rear gardens
- En-suite bathrooms to main bedrooms (larger homes)
- The use of attractive details such as bay windows

## ACCESSIBILITY

All homes will be designed to Part M of The Building Regulations to ensure they are accessible for disabled residents and visitors alike.



Typical internal layout of homes



## 8.0 - CONCLUSION

The proposal achieves an acceptable balance between housing mix, choice and the character and appearance of the area.

The scheme design has been progressed in collaboration with various specialist consultants covering areas such as architecture, landscape, ecology and drainage. The scheme design comprehensively incorporates all advice received to enable the delivery of a premium residential development which meets the Local Authorities requirements and needs.

The proposals respond to the prevailing constraints and opportunities that the site has to offer providing a new development that will be in keeping with and further enhance the local area and provide a safe and accessible environment for residents and visitors alike.

The proposal is considered to be acceptable in all respects and trust that the council and its members will find them favourable.





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