

Fewcott Road, Fritwell, North Oxfordshire

Design and Access Statement DS.01

January 2019

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Overview

This Design and Access Statement has been prepared on behalf of CALA Homes (Chiltern) Ltd, in support of an Outline Application (OUT) following consultation and pre-application advice from the Local Planning Authority.

The proposals are for new residential development of up to 38 no. dwellings and associated access on land south of Fewcott Road, Fritwell.

This document should be read in conjunction with all design information and technical reports submitted as part of this application.





Fritwell and Site Location

Purpose of Document

The key purpose of this statement is to explain the site evaluation and design process which has led to the vision and application proposals.

This Design and Access Statement has been informed by, amongst other things, the revised NPPF (July 2018). The revised NPPF acknowledges that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.

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, Landscaping, Appearance and Access.

Document Structure

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. This Design and Access Statement comprises of the following sections:

1. Introduction:

Sets out the development proposals, vision and purpose of the Design Statement.

2. Assessment

Considers the full context including physical, social and economic characteristics of the site and its surroundings.

3. Evaluation:

Identifies the constraints and opportunities of the site and its surroundings and sets out the key urban design principles.

4. Design:

Identifies and explains the use, layout, scale, landscaping and appearance of the scheme.

5. Sustainability:

Identifies and explains the approach towards sustainability.

6. Conclusion:

Summary of the development proposals.



Village Location within Wider Context

Vision Statement

"To create a high quality development which makes efficient use of the land and preserves the character and setting of Fritwell".

Objectives:

- To create a high quality & attractive development.
- To place a high emphasis on creating legible spaces with character and a strong sense of place.
- To create a built environment that reflects the geographical location and is sympathetic to the local environment.
- To create a safe and secure environment.
- To create a permeable layout for ease of movement and good links between the site and surrounding area.
- To respect and enhance the existing landscape framework.
- To comply with national and local government guidelines.



St. Olave's Church



Fewcott View



Fritwell Village Green and Manor



East Street

Assessment and Evaluation

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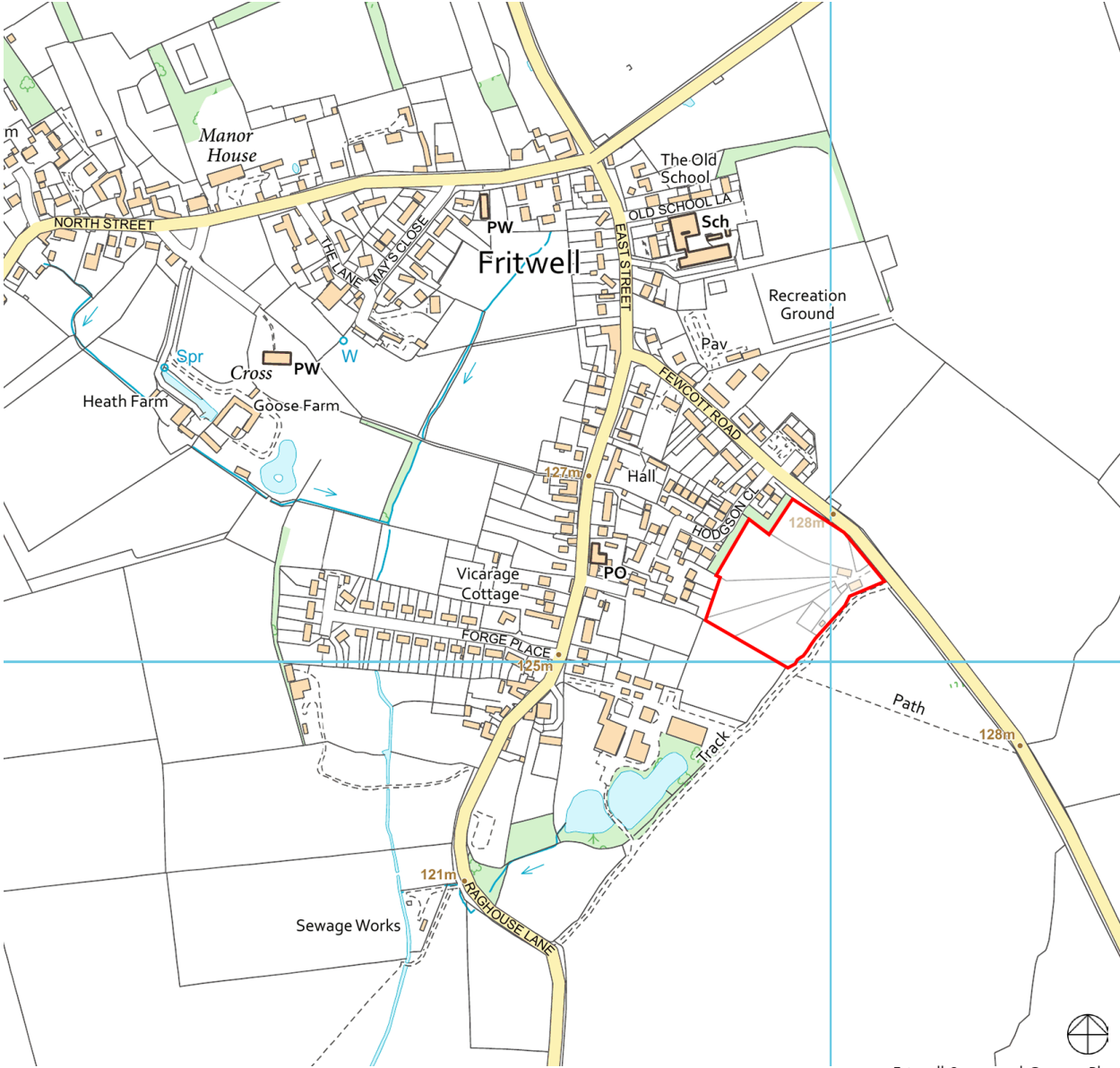


Location and Surroundings

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. 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.



Fritwell Street and Context Plan

Local Facilities

The village of Fritwell has the following facilities, all within close proximity to the site:

1. The King's Head Public House
2. G.B. Wrighton & Son Family Butcher and Post Office
3. Village Hall
4. Playing Field and Playground
5. C of E Primary School
6. Methodist Church
7. Fritwell Manor and Village Green
8. St. Olave's Church

Public Transport

Fritwell also has a number of bus stops, located along East Street and North Street, offering transport links to Bicester and Banbury.

KEY

- Application Site Boundary
- Bus Stop



Fritwell Local Facilities Plan



Site Description & Analysis

- **Use:** The site has been previously used as a paddock with a menage to the South East boundary, with stable buildings to the North East boundary fronting Fewcott Road.
- **Context:** The application site is located to the South East of Fritwell and accessed from Fewcott Road. 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).
- **Topography:** The application site measures 1.6 hectares. There is a gentle fall of 4.2m across the site from North to South.
- **Transport:** Existing access to the site is provided from Fewcott Road to the North. The site is bound by Fewcott Road to the north and an existing Public Right of Way to the south.
- **Flooding:** The application site lies within Flood Zone 1, meaning a very low (<1 in 1000) annual probability of flooding.
- **Landscaping:** The site is bound on all sides by existing hedgerow, shrub and tree vegetation of varying quality. A number of larger high quality trees can also be found within the site.
- **Ecology:** The parcel of land in its current form has limited ecological value. Please note consultants report submitted with this application.
- **Archaeology:** There are no known designated archaeological features within the site and the potential for the site to support significant unknown deposits is considered to be low.



Existing Access to Paddock



Site Boundary viewed from Fewcott Road



Existing Access to Stables

Existing Landscape Structure

An arboricultural consultant has been involved in this project from the outset and a tree survey has been completed, which identified that the main arboricultural features of the site are the boundary trees. Wherever possible, these features will be retained and loss only proposed where an alternative solution has not been possible or the trees are recommended for removal irrespective of the design of the site. Any loss of trees would be mitigated by replacement planting within the site. The retained trees on the site could be protected by a combination of protective fencing and specific ground protection measures.

Ecology

An ecological assessment of the site has been undertaken, which identified the site overall as being largely of low ecological value, comprising grazed improved and semi-improved grassland, buildings, hard-standing and scrub. The hedgerows and trees bounding the site were of elevated ecological value and are to be retained and enhanced, retaining commuting corridors and shelter habitat for a range of species, such as small mammals, birds and bats.



Existing Landscape Structure

Constraints and Opportunities

The diagram adjacent identifies the existing site and contextual features which will inform and restrict the layout of the proposed scheme. Analysis of this information has also presented a number of opportunities for potential development. The sites defining factors have been identified as below:

CONSTRAINTS

- CONSERVATION AREA
- EXISTING TREES
- - - - - PUBLIC VISUAL RECEPTOR
- PRIVATE VISUAL RECEPTOR
- ADJACENT HOUSES
- PUBLIC RIGHT OF WAY
- SEWER EASEMENT
- VEHICULAR ACCESS

OPPORTUNITIES

- RETAIN + RE-INFORCE
- POSITIVE VIEW TO OPEN FIELD
- REMOVAL OF UNSIGHTLY STABLE BUILDINGS



Constraints and Opportunities Diagram

Design

3.0 Design














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Design Concept

Following analysis and evaluation of the site constraints and opportunities, it was possible to form a design response to this information. The adjacent diagram outlines the scheme concept with regard to placemaking and urban design.

CONCEPT PLAN

-  FEWCOTT ROAD
-  CONSERVATION AREA
-  EXISTING TREES AND HEDGEROW
-  ADJACENT HOUSES
-  FOOTPATH LINK TO VILLAGE CENTRE
-  PRIMARY PEDESTRIAN/VEHICULAR ACCESS
-  SECONDARY PEDESTRIAN/VEHICULAR ACCESS
-  NEW BUILT FORM
-  KEY BUILDINGS
-  ACTIVE FRONTAGE
-  REAR GARDENS
-  OPEN SPACE
-  LAP



Design Evolution



Illustrative Site Layout as of May 2016

Application submitted for 34 no. units, with a reduced site area of 1.3Ha. This application was withdrawn to explore the acquisition of land to the north of the indicated boundary.



Illustrative Site Layout as of August 2018

Following acquisition of additional land south of Fewcott Road, the above revised scheme for 43 No. units was produced. The layout incorporated new access to site northwest and a revised block structure to provide an active frontage to the PRow (including pedestrian access) and the open countryside to site east and beyond.



Illustrative Site Layout as of October 2018

A revised layout was produced to provide central access into the site from Fewcott Road. This was to reduce projected vehicle speeds through the provided sight lines. The number of units proposed was reduced to 38 to provide a wider landscape buffer to the site boundaries as well as improving the density in-keeping with surrounding development.

Illustrative Site Layout

While all proposals are set forward indicatively, with all matters reserved except for access, the inset Site Layout Plan aims to illustrate potential development as described in terms of number of dwellings (density) and access.

The proposals also provide an overview of the approach to matters of scale, layout and appearance, which have been considered as part of the design process but which are reserved for future consideration.

Use and Amount

Outline permission is sought for the development of up to 38 no. dwellings and associated access.

A balanced mix of housing will be provided in line with local policy, ranging from 1 bedroom maisonettes to 4 bedroom detached houses, details of which are to be agreed at reserved matters stage.

The development proposals will provide a proportion of affordable tenure in accordance with local policy and council requirements.



Illustrative Site Layout Plan





Fritwell Existing Urban Grain and Site Boundary

A large extent of Fritwell lies within the Conservation Area, focussed on North and East Street. Most of the modern development is located to the south-east of the village, off Fewcott Road and East Street.

The density of housing in Fritwell varies considerably:

- 1 - 42 Forge Place - 23 dph
- 12 - 18 Fewcott Road - 25 dph
- 8 - 22 East Street - 18dph
- Fewcott View - 35 dph
- Old School Lane - 73 dph
- Hodgson Close - 23 dph



Potential Development Grain within Context

Residential development is proposed on the application site at a density of 24 dph (i.e. up to 38no. dwellings). This is considered appropriate with regard to the surrounding built form and in-keeping with the village character.

The application site lies adjacent to 2 modern developments at Hodgson Close and Fewcott View. The footprint of the proposals within the context of Fritwell can be noted in the diagram above.

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 potential 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.
- Buildings have been grouped thereby enabling continuous or fragmented frontages to be created.

KEY:

--- Site Boundary

1 Storey

2 Storey

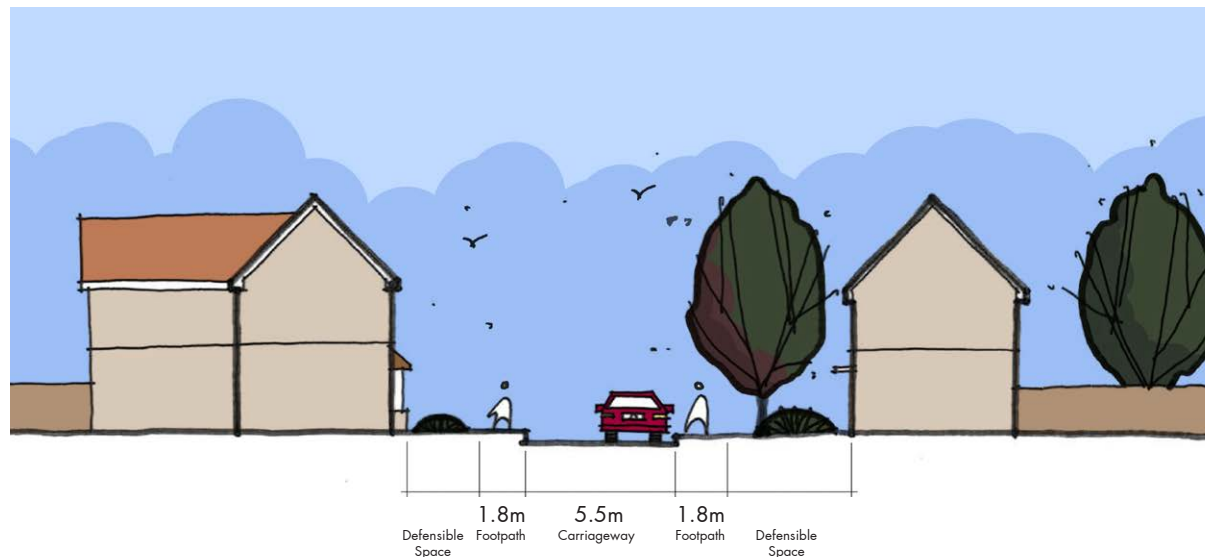


Indicative Storey Heights Diagram

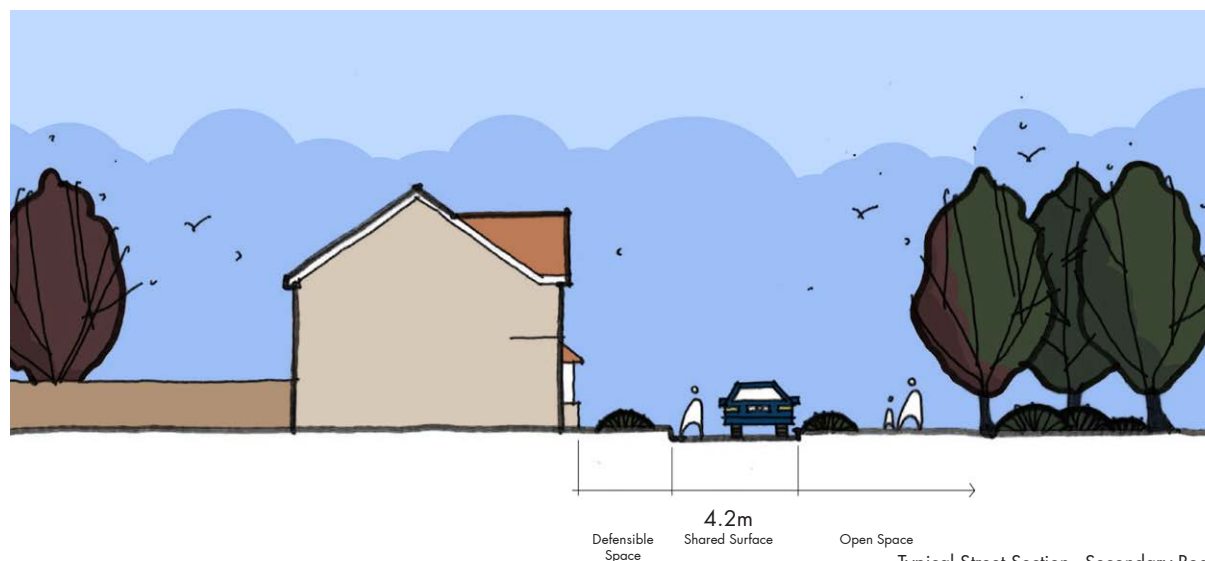
Design Principles | Access and Movement

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 4.2m 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

Access and Movement | Key Principles

- Proposed access from Fewcott Road to the north.
- The existing footpath along the southern edge of Fewcott Road is proposed to be extended to reach the site entrance.
- Footpath link proposed to connect the site with the existing PRow to the south
- A variety of road typologies are proposed internally to promote a clear and legible hierarchy of streets.
 - › Primary Road - 5.5m carriageway with 2no. 1.8m footpaths
 - › Secondary Road - 4.2m shared surface
 - › Tertiary Road - 3.8m private drive

KEY:

Site Boundary

Fewcott Road

Existing PRow

Proposed Site Access

Proposed Footpath Link to PRow

Primary Road

Secondary Road

Tertiary Road

Pedestrian Footpath

Vehicular Parking

Garages



Access and Movement Diagram

Design Principles | Appearance

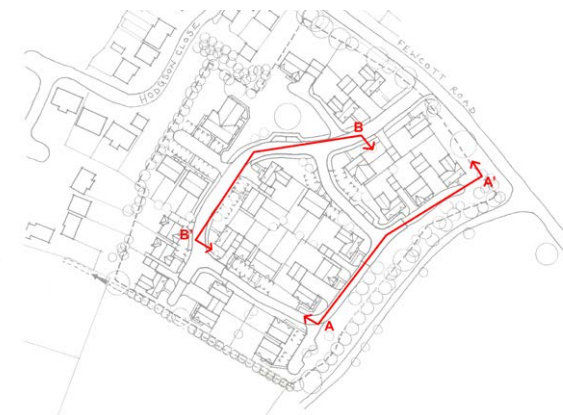


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The proposed homes will take inspiration from the local area, using a high quality palette of local materials, particularly brick and reconstituted stone.

The homes will be traditionally designed and provide a range of apartments, bungalows, semi-detached and detached homes with generous private gardens.

The images below illustrate typical streetscenes of the proposed development. A palette of potential external materials, along with an appraisal of the existing context, can be seen adjacent.



Key Plan - Street Elevations



Illustrative Street Elevation AA'



Illustrative Street Elevation BB'

Design Principles | External Materials and Colour Palette

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.

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. Modern buildings in the village are generally built from replica rubble stone or finished in pebble dash / render. Roof finishes include Imitation Slate, concrete Plain Tiles and some interlocking pantiles can be found in some locations.

The materials palette to the right draws on the existing context to highlight potential external materials and boundary treatments across the proposed development.



Historical Core



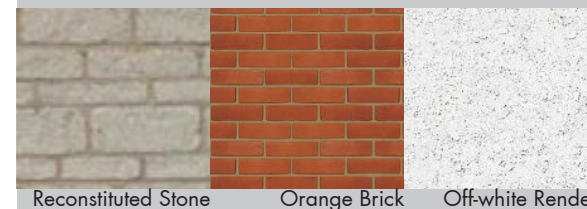
Modern Development Fewcott View



Modern Development Hodgson Close

Palette of Potential External Materials

External Walls



Roof Finishes



Roof Finishes





Illustrative View of Primary Road and LAP



Illustrative View of Development Edge



Illustrative View of Development Street



Sustainability and Conclusion

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Sustainable Design

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:

Balanced Community

A rich mixture of dwelling sizes and tenure allows for a mixed and diverse community. The mix, tenure and density accords with HDD.

Healthy Lifestyle

Local village amenities, primary school and playing fields are located within walking distance from the site creating the opportunity for walking, exercising, play and enjoyment of the outdoors to promote healthy living. There are excellent bus, footpath and cycle connections giving access to the wider environment.

Energy Efficient Buildings

There will be a fabric first approach to energy efficiency, creating highly sealed & thermally insulated building envelope to ensure minimum heat loss and therefore reduce heating and energy requirements. Carefully positioned windows will ensure good lux levels within dwellings to avoid overuse of lighting.

Flood Risk

A full Flood Risk Assessment and Drainage Strategy will be submitted with this planning application.

Safety and Security

The proposal has been developed to ensure that the site creates a safe and secure environment for residents and visitors:

Natural surveillance of the Public Realm

Dwellings provide continuous outlook onto the public realm with high levels of passive surveillance from large primary habitable rooms, with deep window reveals.

Design Principles

Dwellings have been designed to maximise the use of natural sunlight.

Secure Boundaries

Secure boundary fences & gates have been provided to all private areas at 1800mm high. Front garden areas will have hedge planting or railings to provide defensible space.



Extract from Illustrative Site Massing Sketch

Summary

This Design and Access Statement has been prepared in support of an Outline application in respect of land south of Fewcott Road, Fritwell. We would respectfully submit that the subject of this application is acceptable in all respects.

The site and its context has 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 landscape framework. In addition, the scheme would aim to provide a policy compliant mixed sustainable community. The proposals respond to the prevailing constraints & opportunities that the site has to offer and will further enhance the local area providing a safe and accessible environment for residents & visitors alike.



Extract from Illustrative Site Layout Plan

THE BENEFITS OF THIS DEVELOPMENT PROPOSAL ARE:

- Its valuable contribution to the supply of housing in the district, including affordable housing which will assist in addressing the shortfall in the district;
- The proposed development will increase the number, quality and diversity of the housing stock in the area;
- The development will create local employment opportunities and increase expenditure in local shops or businesses once occupied;
- The proposed development provides new access from Fritwell Road and includes the extension and enhancement of the footpath along this road;
- Existing Public Right of Ways have been incorporated into the proposal structure, retaining existing desire lines and providing access to wider connections;
- The illustrated layout is sensitive and responds well to the existing character of Fritwell;
- The layout integrates with the existing urban area, while also respecting the amenity, privacy and security of any surrounding residents;
- The 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 existing networks, providing connection to the wider area;
- The permeable illustrative layout provides a choice of routes, connecting key destinations and spaces within the development and beyond;
- The perimeter block structure of the illustrative layout provides a very permeable and legible environment for pedestrians and cyclists;
- A mix of housing types and tenures will further contribute to the supply of housing in the area;
- Materials will be high quality and locally sourced where possible;
- The development will reduce crime and anti-social behaviour by creating overlooked public spaces and by 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;
- The development will include a range of sustainable building techniques and materials, reducing energy bills for future occupants.



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Fewcott Road, Fritwell, North Oxfordshire

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