

Oxfordshire Cotswolds Garden Village Study Tour 2019

28 February

Fairfield Park



Letchworth Garden City



Welwyn Garden City



Grosvenor Britain & Ireland brings over 300-years of history of creating, managing and maintaining high quality places for people to live, work and play. This is our enduring mission.

We seek to work collaboratively with and leave a positive impact on the communities we serve.



GROSVENOR



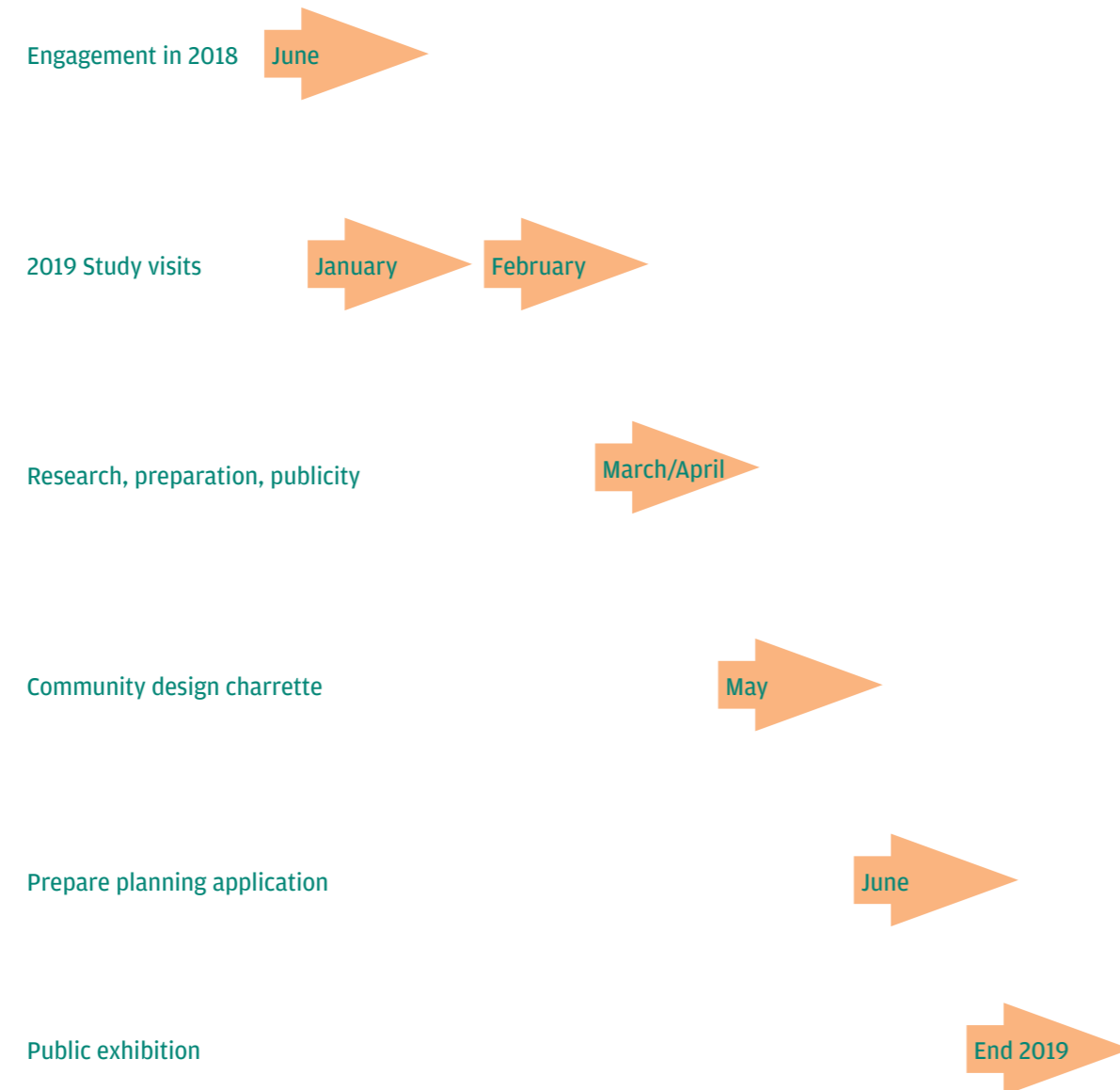
The team

- Grosvenor
- AECOM Planning
- Terence O'Rourke Design & masterplanning
- Peter Brett Associates Transport and infrastructure
- Four Communications Communications
- Kevin Murray Associates Engagement and facilitation

Purpose

1. Visit other planned settlements – NEW and OLD
2. View OUTPUTS, hear about PROCESSES
3. Enquire, explore and discuss LESSONS – positive and negative
4. Provide information and experience for CHARRETTE DESIGN PROCESS
5. Ensure INTELLIGENT PLACEMAKING approach

Context of study visits



Ground rules

- Bring your specialist and local knowledge
- Think of interests & concerns of all others – residents & users
- Look across a generation – 10-30 years and more
- Fact-finding – be inquisitive and probing
- No single answer – respect diverse views
- Be collaborative – share learning

Send any notes/observations of visit to Merlene and Jas

Take pictures for record

Tweeting on hashtag #OCGVEynsham
Chatham House rule – non attribution

Some questions to consider

- Is there evidence of a collective vision supported by collaborative partnerships and community engagement?
- What is the relationship of the place to the context of its surroundings?
- Is there a unique and distinctive sense of place?
- Is the place attractive, safe and enticing?
- Are there vibrant streets and spaces with active frontages?
- Is there adequate provision of parks and open spaces?
- Does the place exhibit and promote environmentally sustainable behaviour?
- Does the place provide an appropriate range of transport and access arrangements?
- Is there an adequate management system to ensure the continued legacy of the place?
- What has been the biggest challenge in creating the place?
- Is the place flexible to adapt to future trends and population changes?
- Are commercial and economic activities encouraged?
- Do the community and social facilities support a balanced and healthy life?
- Is there any evidence of Garden Village principles in the place?
- Do you think there is anything relevant to OCGV?

Briefing issues for study tour

Average household size

| | | | | |
|-------|----------|-------------|---|--------------|
| 1901 | 4.5/home | 1,000 homes | > | 4,500 people |
| | | 2,000 homes | > | 9,000 people |
| 1951 | 3.5/home | 1,000 homes | > | 3,500 people |
| | | 2,000 homes | > | 7,000 people |
| Today | 1.9/home | 1,000 homes | > | 1,900 people |
| | | 2,000 homes | > | 3,800 people |

Ageing population

The average life expectancy has gone from 48 (1901) to 65 (1950s) to 79/83 (2015). The proportionate composition of the total number has shifted, generally to older population

So, the same number of homes today provides:

- Well under half of a century or so ago
- A generally older proportion of the overall mix

What would be to position in 2030, 2050, 2070? (equiv to 1969 backwards)

What are implications for shops, schools, bus service, etc?

Fairfield Park

Fairfield Park and Fairfield Hall occupy the 66 hectare site of the former Fairfield Hospital, which closed in 1999. The original hospital building, dating from 1857, was listed as Grade II in 1985 and the church, completed some twenty years after the hospital, was listed in 1997. Redevelopment of the site originated as a way of securing the future of the hospital building.

The main hospital building, Fairfield Hall, has been converted into apartments and incorporates a brasserie and health club with swimming pool.

Fairfield Park enjoys fine mature trees and playing fields. A supermarket with apartments above, a primary school and a community centre have been built at the heart of the project.

The new homes are well laid out with streets that respect the existing landscape features and connect with the country road on the development's eastern side. Terraced, semi-detached and detached houses and small apartments define perimeter blocks and overlook the streets. Car parking is accommodated on the street, on plot and in small parking courts.

Fairfield Park is exceptional in that developments by several different housebuilders have been successfully integrated because of a masterplan, together with a design code strongly supported by the local authority. The result is a coherent community with a unique character.

Successful implementation of the design code was due both to the user friendly nature of the guidance - in the architect's words: 'we wanted to produce a largely graphic document as opposed to a legal tract' - and to the continuity ensured by the local authority's urban designer. She noted that she had 'to make a big effort to drive the quality up' by insisting that the developers adhered to the design code.

The design code 'aims to produce a unique development that respects the setting of the former Victorian hospital and strives for quality in the design of the built environment. The design philosophy reflects elements of Victorian architecture such as stone mullions, double storey bay windows, decorative stone detailing, leaded glass, wooden sash windows, grey slate roof tiles, iron railings, stone capped walls, traditional chimney pots and box hedging'.

There is a wide range of facilities within easy walking distance for all residents. These include a small supermarket, cash point, primary school, nursery, community centre, play areas, bowling green, cricket and football pitches and tennis courts. The former hospital houses a new brasserie and health club with swimming pool.



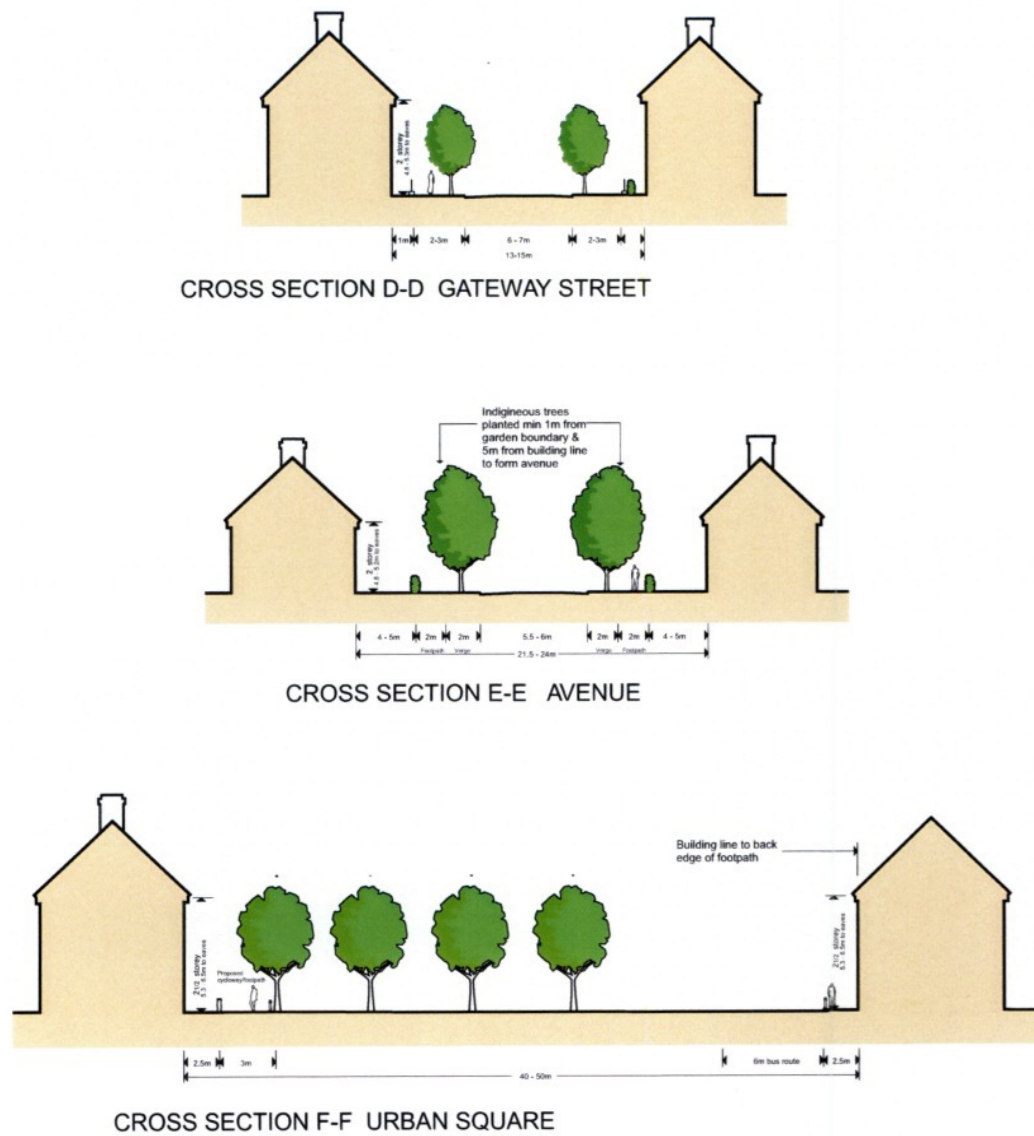
Outline masterplan for Fairfield Park



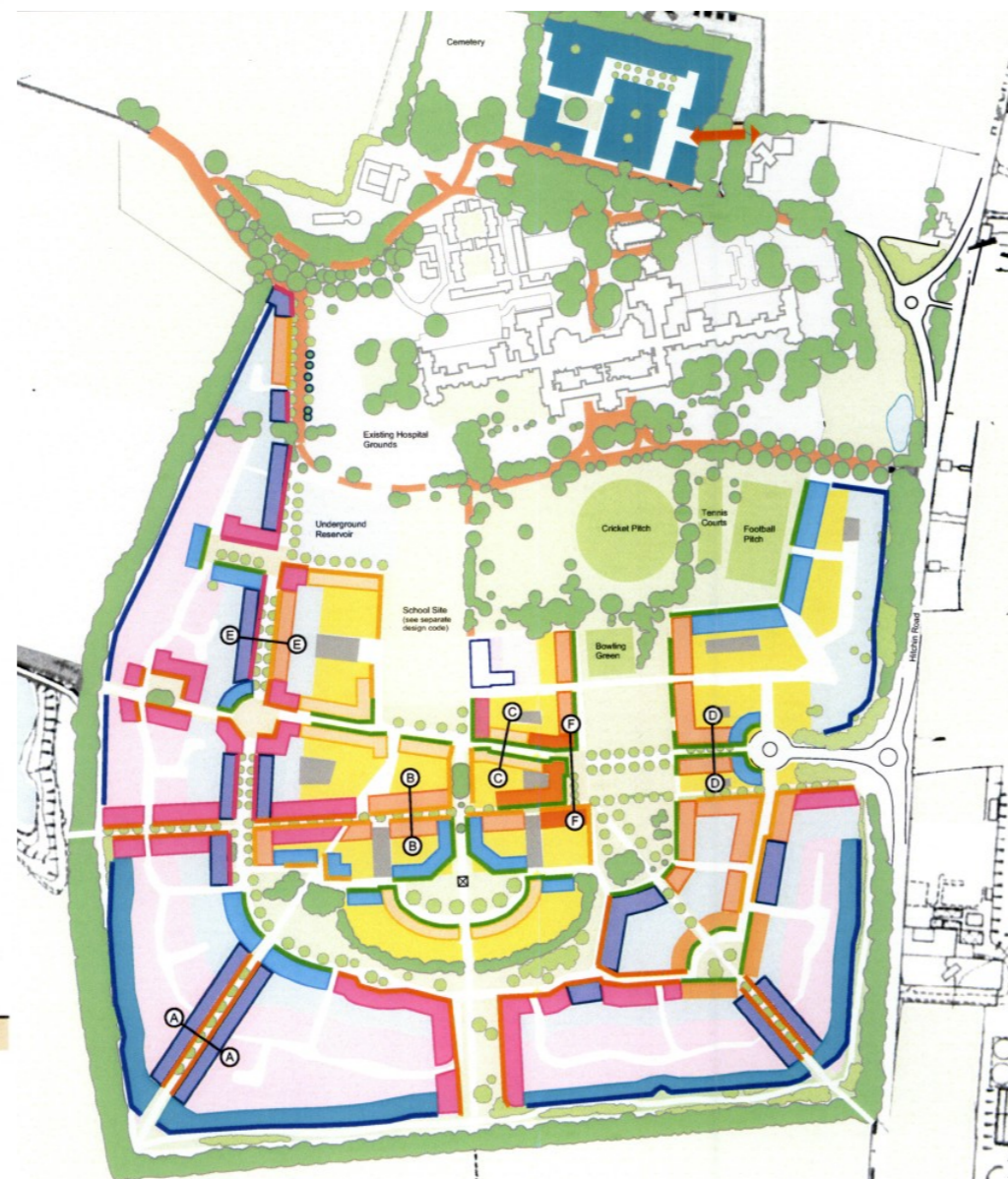
Housing typologies at Fairfield Park



Fairfield Hall which includes flats and a health club



Typical sections - Street and space section describing scale and proportion.



Design code regulating plan - cross references design parameters to specific areas of the masterplan.

| | BLOCK SIZES | | | | STOREY HEIGHTS | | SET BACKS | | NOTES | |
|-------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-------------------|--|---|--|
| BLOCK CODE 1 | Terrace | Semi-detached | | | 2 1/2 storey | 2 storey | | | Built form around principal square will consist of shops and flats in addition to housing. The elevational form of shops & flats should follow the regulation pattern for houses. A key feature taller than 2 1/2 may be permitted (see key grouping 2) To create a formal rhythm, units of the same size should be used to form blocks. A haphazard arrangement of different sizes will not be acceptable. | |
| BLOCK CODE 2 | Terrace | Terrace | Semi-detached | Semi-detached | Semi-detached | 2 1/2 storey | 2 storey | | | This code is used in areas where a formal arrangement of built form is required. Buildings marking the boundary of the 'urban park' should reflect the detail of the listed building with defensible space defined with walls and railings. To create a formal rhythm, units of the same size should be used to form blocks. A haphazard arrangement of different sizes will not be acceptable. |
| BLOCK CODE 3 | Terrace | Semi-detached | Semi-detached | | | 2 storey | single storey | | | The block located next to the school and community building may benefit from the inclusion of some single storey units to reflect the size & scale of these buildings. |
| BLOCK CODE 4 | Terrace | Semi-detached | Semi-detached | Detached | | 2 1/2 storey | 2 storey | | | Terrace forms with some semi-detached should be the principal forms used. Some detached units may be acceptable but should be used primarily as corner plots. |
| BLOCK CODE 5 | Terrace | Terrace | Semi-detached | Semi-detached | | 2 storey | | | | Terrace forms with some semi-detached should be the principal forms used especially along the east-west pedestrian route to denote where it passes through the higher density urban area of the development. |
| BLOCK CODE 6 | Semi-detached | Semi-detached | Detached | | | 2 1/2 storey | 2 storey | | | Semi-detached and detached units should be the principal forms used. Especially along the east-west pedestrian route to denote where it passes through the medium & low density green fringe of the development. |
| BLOCK CODE 7 | Terrace | Semi-detached | Semi-detached | | | 2 storey | | | | Wide fronted cottage type units with low eaves will form this set piece along the diagonal link to the central square. |
| BLOCK CODE 8 | Semi-detached | Semi-detached | Semi-detached | Detached | | 2 storey | | | | Narrow fronted semi-detached & detached units should be used to define the planted avenue that runs north to south. A combination of wide & narrow fronted semi-detached units and detached units should enforce where the diagonal links run through the lower density areas of the development. |
| BLOCK CODE 9 | Semi-detached | Detached | | | | 2 storey | | | | Principal forms making up the arcadian nature of the development fringe will consist of detached & semi-detached units with deep front gardens to allow for adequate vegetation & tree planting. |

Block coding - example of the possible block design permutations, cross reference to regulating plan.

Letchworth Garden City

Letchworth Garden City claims the title of the world's first Garden City, created as an applied response to the conditions of squalor and poverty in the industrialised cities of Victorian Britain, particularly London.

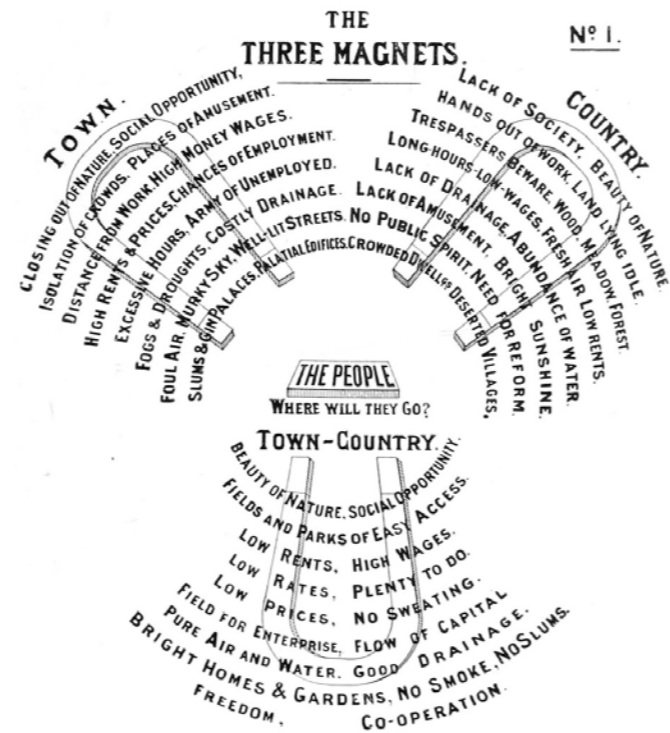
Leading philanthropic industrialists had already demonstrated that better housing and working conditions had benefits for the general population – notably at New Lanark (Owen), New Earswick, York (Rowntree), Saltaire, Bradford (Titus Salt), Bourneville (Cadbury) and Port Sunlight (Lever). Building on this evidence and on the ideas of anarcho-syndicalists, Ebenezer Howard developed a 'best of town, best of country' model approach to new communities, published in his book *To-morrow: A Peaceful Path for Reform* in 1898.

Exemplified in a series of concept and strategy diagrams, Howard emphasised the importance of transport infrastructure, creating an interconnected group of smokeless, slumless cities, and the segregated zoning of factories, green space, workers housing and shops, each in their own distinct areas. The Garden City would be surrounded by a rural belt, which would produce food and enable access to the countryside.

Howard set up the Garden City Association to promote the idea and by 1902 there was enough interest and backing for the approach that The First Garden City company was established and the Alington Estate, in North Hertfordshire, was purchased - initially only 1,000 acres but rising to 3,818 acres.



Sir Ebenezer Howard



The Three Magnets diagram



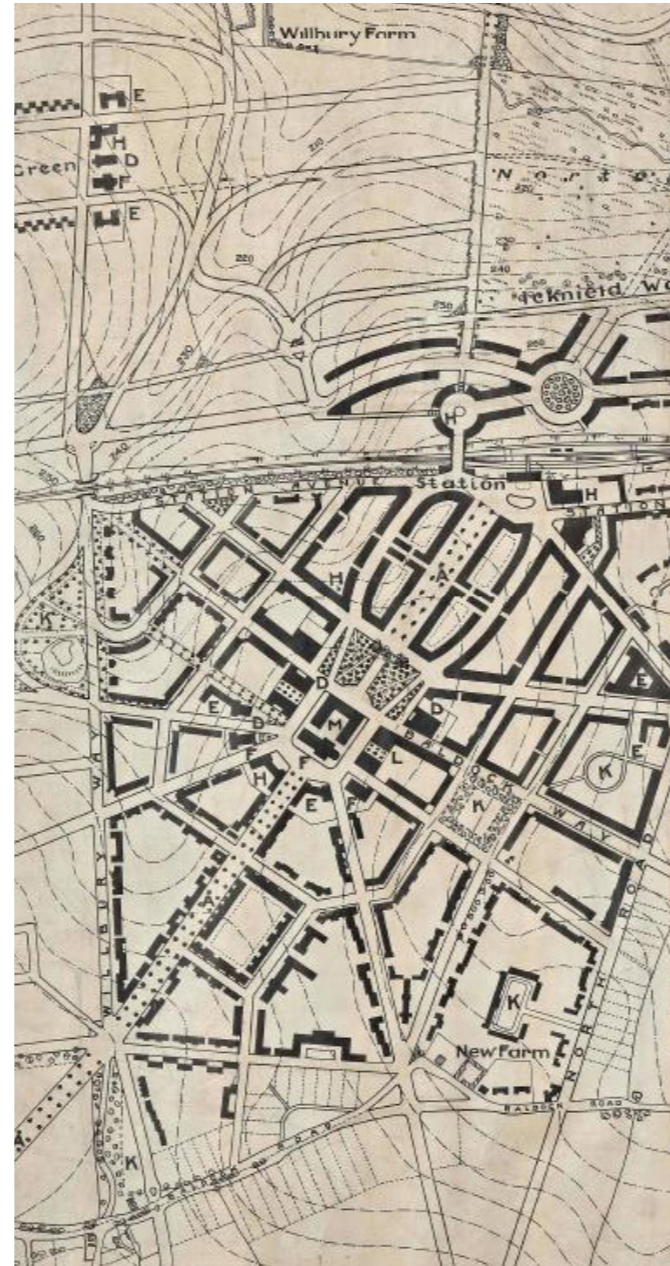
Aerial view of Broadway Gardens at the centre of Letchworth

Construction began in 1903, working to plans and designs by Arts and Crafts architects Barry Parker and Raymond Unwin. These Buxton architect-masterplanners sought to bring a distinctive identity, broad streets and a sense of greenery into the new town. A key element was buildings, facilities and spaces funded from the proceeds of property development.

Visually, the now mature Letchworth Garden City retains the strong landscape and green space elements that bring the countryside into the town; however, despite its leafy suburban reputation it has always been a more balanced, mixed use working town, rather than a mono-culture dormitory.

In 1962, the assets, role and responsibilities of First Garden City Ltd were transferred to a public sector organisation - Letchworth Garden City Corporation. Thirty-three years later, a further Act of Parliament wound up the Corporation, passing the £56 million Estate to Letchworth Garden City Heritage Foundation, who continue to invest in the community and landscape elements.

The Letchworth Garden City that we will visit was a response to a set of Victorian/Edwardian urban living circumstances, often at much higher household densities than we experience today. It will be interesting to see what lessons it may have for a 21st century garden village.



Letchworth masterplan



Letchworth town centre and high street

Welwyn Garden City

The later Welwyn Garden City was founded by Sir Ebenezer Howard in 1920 when the company, Welwyn Garden City Limited, was formed to plan and build the garden city, chaired by Sir Theodore Chambers. On this occasion Louis de Soissons was appointed as architect and town planner.

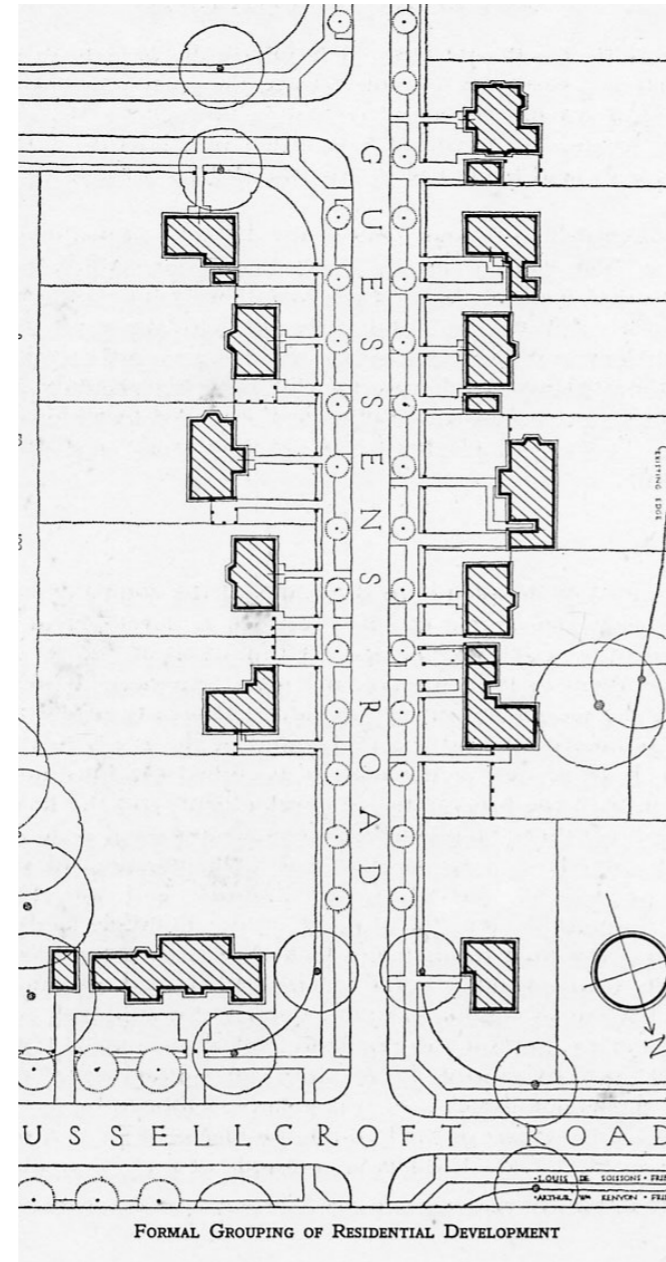
The town is laid out along tree-lined boulevards and wide verges, with a neo Georgian town centre. Every road has a wide grass verge. There is a central Parkway which forms the spine of the town and is almost a mile long.

In 1948, Welwyn Garden City was designated a new town under the 1946 New Towns Act whereby Welwyn Garden City company handed its assets to the Welwyn Garden City Development Corporation. In 1966, the Development Corporation was wound up and handed over to the Commission for New Towns and key public realm to Welwyn Hatfield Council.

What to look out for...

Key placemaking features to consider on the study trip include:

- The nature, scale, management and impact of greenspace and tree-planting
- The role of footpaths, cycle-routes, verges, boundary treatment
- The range of housing and other building types and uses
- The design, form and materials coherence of the buildings
- The impact of vehicles – visually, noise-wise, and in terms of traffic safety
- Any sense of distinctive identity – or not



View along the Parkway to the south from the memorial garden to Louis de Soissons

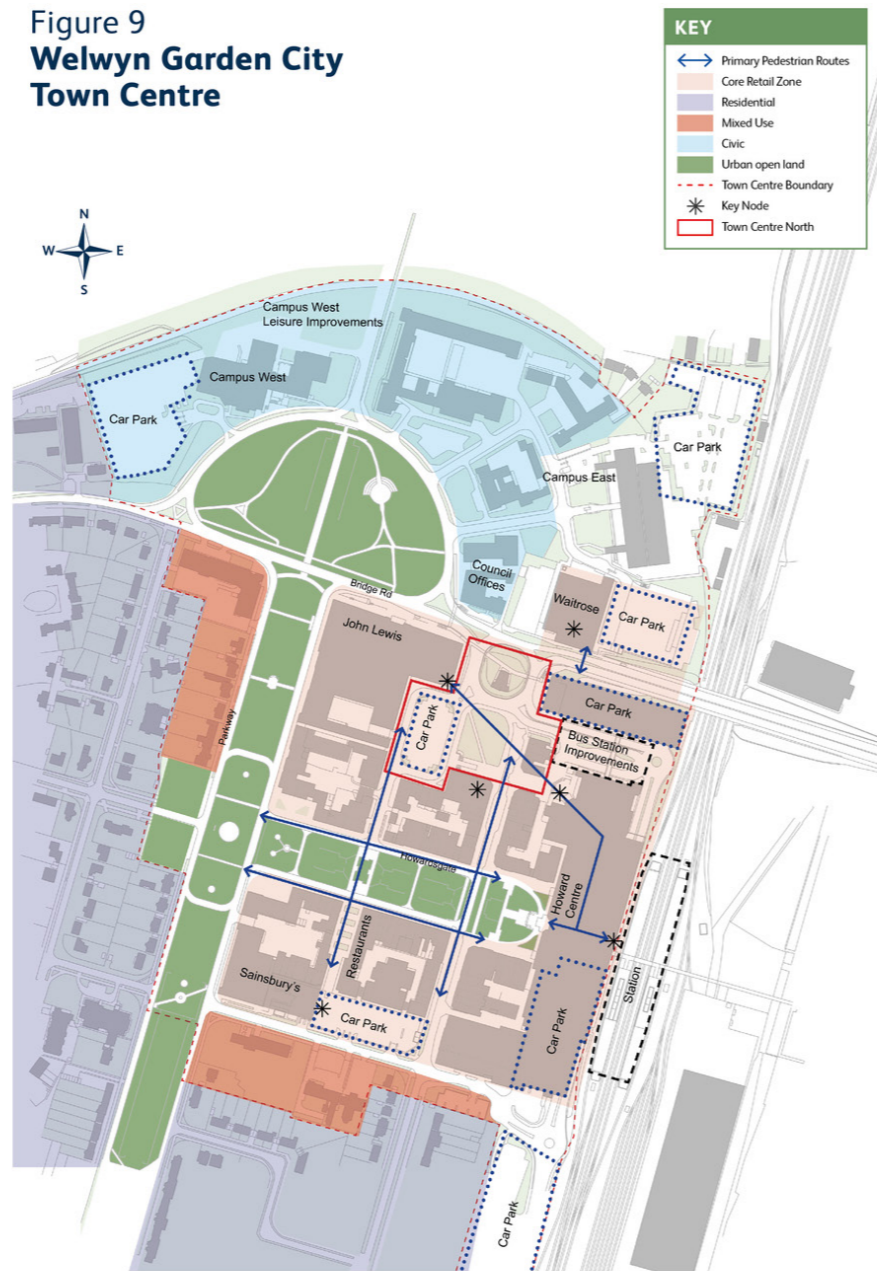


The central Parkway for the city



Welwyn railway viaduct

Figure 9
Welwyn Garden City
Town Centre



Welwyn Garden City centre



View the Parkway at Coronation Fountain

June 2018 events headlines

- GV should be distinct, but complementary
- Enhance Eynsham & build on existing assets
- Early delivery of social and physical infrastructure
- Healthy lifestyles, social cohesion & governance to be promoted
- Traffic and barrier effect of A40
- Focus on walking, cycling, public transport
- Strong green approach supported
- Genuine collaboration requested
- Provision of affordable housing
- Quality to be ensured through design code



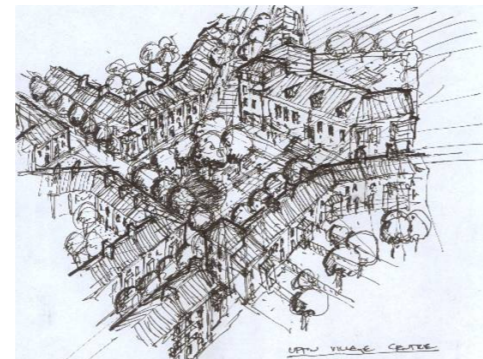
Benefits of charrette

- Intensive, participatory event
- Transparency
- Shared learning, testing, realism
- Assists collaborative thinking
- Links organisations & individuals
- Can build towards consensus and trust
- Moving a shared plan forward



Design charrette stages (May)

1. Agree time, venue and format
2. Notification and publicity
3. Site visit/walkover
4. Understand technical and environmental constraints and opportunities
5. Explore future scenarios
6. Review themes/objectives
7. Develop masterplan options
8. Agree on scenarios to progress and present at public exhibition



Next steps

1. Lessons, comments to Jas & Merlene **Mid March**
2. Notes on both visits considered by team **End March**
3. Invitation to Charrette **April**
4. Design Charrette **May**



GROSVENOR