

Culham Design Code

June 2022



CULHAM 3

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Front Cover image source: SCLHS | Location – Culham Village - The Green & Burycroft | Photo originally by Percy Simms of Chipping Norton (Victorian photographer)

1. What is a Design Code?

Design Codes are tools used to inform the design process of new development. They are prepared through establishing the principles of essential design considerations.

2. The purpose of this document

The Design Code Document refines the Joint Design Guide that covers the whole of South Oxfordshire and Vale of White Horse Districts. The Joint Design Guide replaced the South Oxfordshire Design Guide 2016 following its adoption in 2022. This Design Code Document appraises the main village settlement including identifying important features of the Culham Conservation Area, designated on 11 December 1984, due to all South Oxfordshire District Council records concerning Culham Conservation Area having been lost in the 2015 fire.

The Code has been prepared in accordance with the National Model Design Code and its Guidance Notes published by the Ministry of Housing, Communities & Local Government in July 2021 as relevant to this area and policy context. Its content will inform the Culham Neighbourhood Plan to bring clarity to the definition of the village and the Conservation Area to raise the standards of design for the purpose of managing future infill development proposals and/or rural exception sites.



Culham Design Code
June 2022



3. Understanding, Responding to and Applying the Code

The Joint Design Guide comprises a series of steps. An introduction sets out information about the districts. The Analysis that follows in this Code mirrors this approach tailored to the Parish. The Joint Design Guide then sets out a series of design principles which applicants should adopt as their design goals, where applicable. This Code relates itself to the overarching design principles in a way that reflects the distinct characteristics of the main village settlement.

Applicants preparing development proposals should be familiar with the Joint Design Guide and then relate the proposed development location to the Neighbourhood Area. The District Council will apply the generic and process principles of the Joint Design Guide and the specific requirements of this Code as relevant to the location and nature of the proposal. The Parish Council will use both the Joint Design Guide and the Code to inform their judgement of proposals in making their representations to the District Council when it is consulted on planning applications.

As with all design guidance, the standards and requirements should be regarded as setting the design brief for a proposal, but the applicant may depart from them where it can be justified in the circumstances. Given the Green Belt status of the Neighbourhood Area, for which full regards needs to be paid to national policy, the scope for change in character will remain very limited. However, in all cases, the burden will be on the applicant to demonstrate that the Joint Design Guide and this Code have been acknowledged, understood and responded to in a way that is appropriate to the location and nature of the proposal.

The Design Guide

- About the guide
- Design and Planning

Why is design important?

- Its purpose
- We want to...
- Sustainable, high quality places
- The value of good design

How to use the guide

- Follow the steps
- The design process
- Criteria and principles
- Interactive guide

Key design objectives

- For all developments

About South and Vale

- An introduction
- Settlements and designations
- Landscape character

Place and setting

- Analysis
- Concept

Natural environment

- Landscape
- Forestry
- Biodiversity

Movement and connectivity

- Creating a network
- Streets as spaces
- Street design
- Public realm

Space and layout

- Framework and structure
- Plots and amenity
- Storage, services and utilities
- Parking
- Open space design
- Play space design

Built form

- General principles
- Apartments
- Householder extensions and outbuildings
- Rural low density
- Building conservation and conversions
- Non-domestic buildings
- Mixed use development
- Materials, maintenance and management

Climate and sustainability

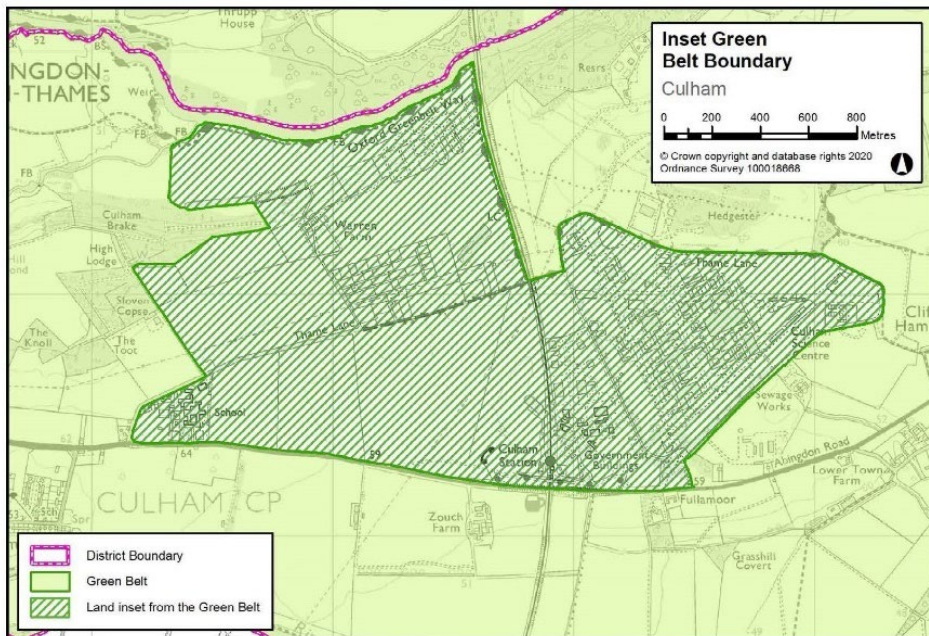
- Sustainable development
- Reducing carbon emissions
- Standards and certifications
- Reducing embodied carbon

4. Analysis

Introduction

The Parish

Culham is a small village and rural parish in a bend of the River Thames, 1 mile (1.6 km) south of Abingdon in South Oxfordshire with more than 12 centuries of recorded history. The Parish lies entirely within the Green Belt (and the village itself is ‘washed over’), however the recently adopted South Oxfordshire Local Plan has made alterations to the Green Belt to accommodate major strategic allocations in the Parish (see plan below) including safeguarding land for strategic transport schemes being planned within and adjacent to its boundary..



Policy STRAT9 of the Local Plan requires the delivery of 3,500 new homes (extending beyond the plan period), employment, retail and social infrastructure – including a GP surgery and 2FE primary school focussed around the railway station as part of the major strategic allocation in the northern part of the Parish.

There are also a number of other Local Plan designations in the Parish including a mineral safeguarding area, Culham Brake Site of Special Scientific Interest (SSSI) which is located to the north of the major strategic allocation, listed buildings and the Culham Conservation Area.

The main village settlement lies to the south west of the major strategic allocation nestled between Culham Cut, a lock cut to the north of the main stream of the River Thames, and the A415 Abingdon Road. The southern and western areas of the settlement maintains flat, low-lying riverside meadows alongside the parkland characteristics associated with Culham House surrounded by wooded and open farmed hills and valleys reflecting the settlement’s predominately rural character.

Population

The 2011 Census recorded the population of Culham as 453.

Economy

Though small, Culham is known internationally through the nearby research centre, Culham Science Centre, home to two major nuclear fusion experiments, JET and MAST.

4. Analysis

Introduction

When JET was built, the European Commission set up the European School in Culham, located to the north east of the main village on the A415, to provide an international education for the children of Euratom scientists who would come to work at JET. The European Commission withdrew from managing the school, and it is now a multicultural multilingual UK state school called the Europa School UK used by Culham village residents. Tourism also plays an important part given Culham's location bordering the Thames.

Historic development

(Based on the Culham Parish Council and the village run website about Culham and its history)

“The origins of the parish system go back to Anglo-Saxon times. We do not know when the parish of Culham first came into existence, but a survey of it was made in 940 in the time of King Edmund. The boundaries of the parish seem to be exactly as now, except for the loss of some eyots in the river to Abingdon in 1894. The survey mentions the ford where Abingdon Bridge now stands and refers to 'barrows' (earthworks) at some points along the Parish's eastern boundary; but all trace of the barrows has long since disappeared.

The parish of Culham divides geographically into three distinct sections. Most of it lies between Clifton Hampden and a backwater of the Thames once known as Swift Ditch: Andersey Island, comprising the area between the backwater and Abingdon; and the Otneys, an area on the right bank of the Thames adjoining the west side of Sutton Courtenay.

The parish is bounded by the Thames to the north, west and south, and by present and former field boundaries to the east. It is low-lying and fairly flat, rising from the Thames floodplain in the south to a north-facing escarpment in the north up to 260 feet (80 m) above sea level. The Thames was certainly navigable during the Middle Ages from London to Henley, and perhaps to Burcot; but the barges moving upstream from Burcot had to face a shallow, rocky bottom at Clifton and a very tricky passage through Sutton to Abingdon. There was, of course, no Clifton or Culham Cut until the 19th Century. At Abingdon the river was again shallow and there were numerous obstructions on the way to Oxford. Hence the wharfage for Abingdon came to be at Culham. We know, for instance, that stone and lead from the dissolved Abbey of Abingdon were brought by road to Culham Wharf to be loaded upon barges for transportation to London. In Tudor times barges became bigger and this made it almost impossible for them to moved between Burcot and Oxford. Hence by two Acts of 1605 and 1624 Parliament set up the Oxford - Burcot Commission to improve the passage of the Thames between these places.

4. Analysis

Introduction

The Commission did much to improve the river between 1624 and the outbreak of the Civil War in 1642. It built the first pound locks on the Thames at Iffley, Sandford and Culham. The Culham Lock was constructed about 1636 in a new cutting at the head of Swift Ditch, which was made the main artery for the barge traffic. The remains of the lock can still be seen as well as the assembly pool for barges that lay near it. There was a flash lock about half way along Swift Ditch, which existed at least as early as 1585. Swift Ditch remained the chief navigation channel until 1790 when it was abandoned in favour of the present route through Abingdon. Water communications through Culham were made much easier in 1809 with the construction of The Culham Cut and Lock. The Cut was made partly along the line of the old Speel Ditch, a straggling channel that left the Thames at the head of the present Cut and turned south to rejoin the river near Sutton Mill.

Communications by road were poor until the early 15th Century. The main Dorchester - Abingdon road runs through the parish from east to west, but before the reign of Henry V the traveller from Dorchester had to ford the river both at Culham and Abingdon. The highway from Dorchester to Abingdon is undoubtedly very old - it is said in an Act of Parliament of 1416 to have existed from "time immemorial". Between 1416 and 1422 a major scheme for improving communications between Abingdon and Culham was undertaken by the Abingdon Guild of the Holy Cross. Abingdon Bridge, the causeway across Andersey, and the old bridge at Culham were built at the Guild's expense.

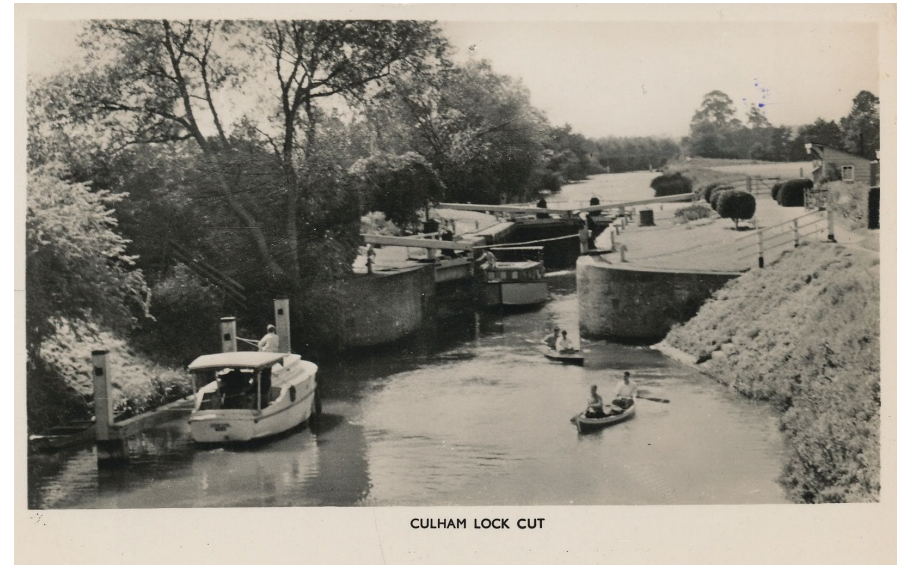


Image Source: SCLHS



Image Source: SCLHS

4. Analysis

Introduction



Image Source: SCLHS

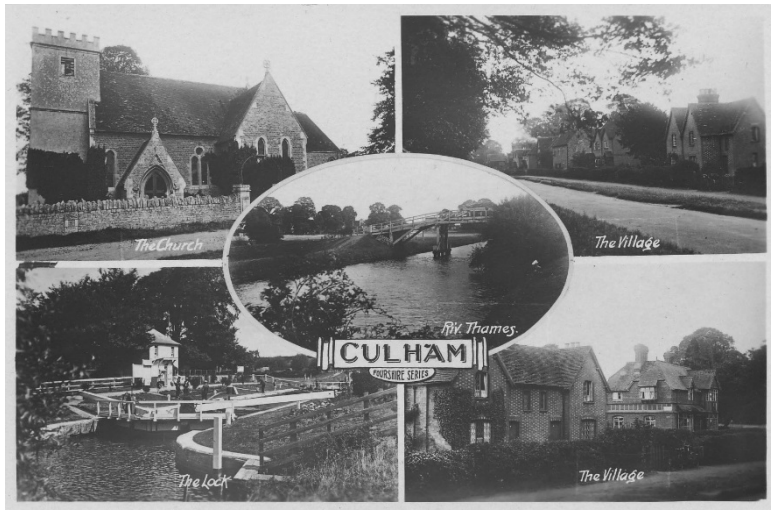


Image Source: SCLHS

The old bridge is built across the site of the ancient ford known as Culham Hyth; it is of stone and has five perpendicular arches. It lies just to the south of the new bridge erected in 1928 by the Oxfordshire County Council. An Act of Parliament in 1736 created a turnpike trust to maintain the roads between Henley and Abingdon; the trust was empowered to levy tolls for the repair of the roads. Not until 1875 were tolls completely abandoned. The trust set up toll-houses at Culham Bridge and at the junction of Thame Lane with the main highway. The toll-houses are still standing.

The highway is joined near the Wagon and Horses Inn by Thame Lane, which used to continue its journey across Clifton Heath. It was cut in 1941 when a Royal Naval Air Station was built on the east side of the railway line between Didcot and Oxford. A field to the north of Thame Lane bounded by the railway line was probably the site of the Abingdon races, held on Culham Heath from the 1730's to 1811. Visitors from Oxford could approach the racecourse by a road, or rather track, from Nuneham.

Culham village was never on the main road. The village High Street is part of a long loop beginning at the Wagon and Horses and ending at Culham Bridge. Before 1813 the straight stretch of road from Culham Bridge to the Village green, cutting through Bury Croft, did not exist; the main highway was linked to the village by a road running close to the west side of Culham House. This road was closed when the straight stretch of road to the Bridge was made. Before 1807 a road from the Wagon and Horses ran to the ferry which took travellers over the Thames to Sutton.

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Introduction

The ferry lay just to the west of the present bridge. Built in 1807, it was extended over the Culham Cut in 1908. It was privately owned until 1939 when it was jointly purchased by the Berkshire and Oxfordshire County Councils.

The railway line from Didcot to Oxford runs through the eastern fringe of the parish. It was built in 1843 and 1844 after the objections of local landowners, the University and the city of Oxford had been overcome. The local station was known as "Abingdon Road" and was served by horse-drawn omnibuses from Abingdon which were timed to meet the trains. When Abingdon secured its own station in 1856 "Abingdon Road" was rechristened "Culham". The old ticket office at Culham Station, a Grade II listed building, was designed by the famous Victorian engineer Isambard Kingdom Brunel.*

Culham's old English name (Cula's Hamm) suggests a possible 6th Century Anglo-Saxon settlement in the bend of the river, and it was a place of some importance in later Saxon times. For six centuries it was a possession of the Abbey of Abingdon, though the Abbey did not have continuous possession before the middle of the 10th Century; and it was 150 years after that before the Abbey finally secured Andersey. The Mercian King Offa (d.796) is said to have had a hunting lodge on Andersey. The remainder of the parish was apparently in royal hands at this time. The abbey later claimed that King Kenwulf of Mercia (796-821) had granted Culham to it and produced two charters, dated 811 and 821 to prove its case.

The charters are certainly spurious, but may nonetheless have a basis of truth. The forgery of documents by monks was a not unusual procedure in the Dark Ages; they probably forged them to ensure their Abbey's possessions had a legal basis. This may well be the case with Culham. Certainly, Culham enjoyed a spell of royal favour in the Middle Ages.

The manor of Culham remained in the hands of Abingdon Abbey as a rest house until the dissolution of the Abbey in 1538 when it was seized by the Crown. In 1545 Henry VIII granted it to a London wool merchant, William Bury, in exchange for land in the Isle of Sheppey and £600. The house is largely of fifteenth century origin but in 1610 Thomas Bury rebuilt the north front. Bury's house was much larger than the present one, for an eastern section was demolished during the Civil War. The Manor House was in possession of the Bisshopp family from 1666 until 1856 but their interest in it ceased in 1749 and the Manor began a long period of decline; for many years it was a farm house. However, the house was restored splendidly by Sir Esmond Over from its sadly dilapidated state of 1933.

The majority of villagers obtained a living from agriculture, farming strips of land in the great open fields which surrounded the village. Originally, there were two vast arable fields, perhaps even as late as 1539; for a survey of that year speaks only of Town and Contard Fields. By the middle of the 17th Century there were three fields (Ham, Middle and Contard); during the 18th century there was a change to a four field system.

4. Analysis

Introduction

The enclosure Award of 1813 mentions four fields: 1. Contard - forming a triangle between the main highway and Thame Lane and ending in the east at Culham Heath, 2. Ham - south of the main highway, from the Clifton boundary to a point perhaps half way between the Wagon and Horses and the boundary, 3. South Middle Field - the remainder of the arable area south of the main highway, 4. North Middle Field - mostly north of the main highway between the Wagon and Horses and Culham Bridge, and also north of Thame Lane for a short distance at its western end.

The exact boundaries of the fields are hard to trace. They comprised altogether some 700 acres. Apart from the arable land there were before enclosure a number of hedged meadows and pastures: these were to be found on Andersey, on both sides of Swift Ditch and in the north of the parish. In addition, Culham Heath was a large tract of land in the north east of the parish south of Nuneham Park and reaching in places the main Abingdon-Dorchester Road. After enclosure much of the heath was drained and brought under cultivation. The 18th century saw the appearance of large farms. Tye, Warren and the Manor Farm were the best known. There were about 40 Houses in the village at this time. The houses lay mostly north and south of the main village street, i.e. the present High Street, though for most of its length the old street was farther north, i.e. nearer to Culham House, than the present High Street. The alteration to the present line was made between 1810 and 1813 at the time of enclosure when the road across Bury Croft was constructed.

Most of the village was rebuilt in 1869 and 1870 and consequently few of the old dwellings survive. Indeed, the only old cottage still in existence is the village store, of 17th century origin and refronted in the 18th century. Not even the inns can claim much antiquity. The parish now has three: the Wagon and Horses, the Lion and the Jolly Porter (formerly the Railway Hotel). The Wagon and Horses can be traced back to 1795, though the building is early 19th century; the Lion (formerly the Sow and Pigs) is a fairly modern building, but it too can be traced back to 1795; the Jolly Porter was built about 1846. In the late 18th century there were half a dozen malshouses in the village.



Image Source: SCLHS

4. Analysis

Introduction

Culham's oldest Building is the Manor House, originally a medieval grange of the Abbots of Abingdon. The house is largely of 15th century date, but in 1610 Thomas Bury rebuilt the north front. Bury's house was much larger than the present one, for an eastern section was demolished during or after the Civil Wars. There is still a room within the house called the Abbot's Chamber which once had heraldic glass depicting the arms of Abbot Coventry, who died in 1512. In the grounds is a dovecote, dated 1685, and bearing the initials of Sir Cecil Bisshopp. It is believed to be one of the three largest in England. When the Bisshopps ceased to bother with Culham, the Manor House began a long period of decline; for many years it was a farmhouse.



Image Source: SCLHS



Image Source: SCLHS

The largest house in the village is Culham House, built about 1775 by John Phillips, lay rector of the parish. Phillips was a London builder. His ancestors hailed from Hagbourne and became master carpenters to George I and George II. The Phillips family first appeared in Culham about 1736 and were here until 1935. As lay rectors they were entitled to sit in the chancel of the church and were also legally responsible for the chancel's upkeep. Several memorials to members of the family are in the church. John Phillips erected a handsome redbrick building of five bays, with contemporary staircase, overmantles and doorcase. The house was enlarged about 25 years later to seven bays. It was once noted for its collection of china.

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Introduction

The old Vicarage was built about 1758, probably by Benjamin Kennicott, vicar of Culham 1753-83. It was enlarged by a later vicar, Robert Walker, in 1849. It has now been sold by the church authorities. The only large building beyond the confines of the village is Culham College of Education. The building, erected in 1852 was designed by Joseph Clarke, a minor architect of the Victorian era. Clarke designed the College in the neo-Gothic style which was fashionable at the time. The tower block was opened in 1973 when Teacher Training Colleges were being expanded. Europa School was established in 2012 and took over the school site and pupils fully from the Culham European School in 2017. The European School was located on the site from 1975, in buildings which had previously been the home of Culham College, a Church of England teacher training college from 1853.



Image Source: SCLHS

There is no sign of any school in the parish before the early 19th century. In 1808 younger children learned to read and write in two small schools, presumably held in cottages; in 1815 a Sunday School was started, its master being paid from the rates. Nevertheless, provision for education was very unsatisfactory until 1850, when the village Church of England School was erected at a cost of £438. Some additions to the premises were made in 1897. Usually a mixed all-age school, it was reorganised in 1924 for infants and girls only, but in 1931 the senior girls were transferred to Dorchester. Temporarily closed in 1948, the school was re-opened in 1951.

St Paul's Church is situated at the end of the village green, opposite the Manor House and gardens. It has a long history and was closely linked in medieval times to Abingdon Abbey. Rebuilt in Victorian times, replacing one of late twelfth century or early thirteenth century origin; the tower is its oldest part, dating back to 1710. The Mediaeval Church was about the same length as the present building but had a narrower nave, In 1852 the mediaeval nave was beyond repair and was rebuilt; the cost was borne partly by a parish rate and partly by donations. The chancel was rebuilt at the expense of the lay rector, John Shawe Phillips. A new parish cemetery bordering the existing churchyard was consecrated by the Bishop of Dorchester in 2004 and the Parochial Church Council received approval from the Home Office for the closure of the churchyard, which is full.

4. Analysis

Introduction



Image Source: SCLHS

The parish is also host to the Culham Brake Site of Special Scientific Interest (SSSI) on the northern edge of the parish boundary, a small area of wet willow woodland with large sedges and wetland wildflowers on the ground. The site is particularly important for the presence of a large population of the nationally scarce Lodden Lily. Other wetland wildflowers found here include meadowsweet, valerian and yellow flag iris.

Culham, in the course of its known history of more than 1,000 years, has seen many changes in the evolution of England and many changes within its own boundaries. Yet it remains a unity despite the economic and social pressures of the 20th century.”

4. Analysis

Settlements and Designations

Local materials

Walls: The majority of the buildings along the High Street has adopted some or all of the elements established by nos. 7-11 The Green, including the use of predominantly red brick, flemish bond with glazed headers, brick feature lintels and quoins.

There remains three excellent arts and crafts buildings in the village, The Lion (former PH) on the High Street sharing a striking resemblance with 22-23 High Street (a pair of symmetrical, semi-detached houses) all dating back to the 19th century and rich in materials and architectural detail including scalloped tile hanging, English bond brickwork, timber frame filled with a combination of straight and herringbone pattern brick.

English and common bond brickwork, tile hanging and brick feature lintels features again at the School House erected in 1850 at the entrance to The Glebe. The use of red brick, including brick feature lintels, is common in later additions at The Glebe and on Tollgate Road. The prominent former Waggon and Horses PH features a mix of stone and rendered walls with red brick quoins.

Outside of the main village settlement of particular note includes Station House near the railway station, with the use of red brick with English bond brickwork, and Tollgate Gottage at Culham Old Bridge, with the use of red brick, flemish bond with glazed headers.



4. Analysis

Settlements and Designations

Local materials

Roofs: The use of plain clay tiles is common throughout the settlement.

Ridge mounted, gable end and centred, chimney stacks are a prominent and distinctive feature of roofscapes in the village although there are some located further down the roof slope.

The arts and crafts buildings include decorative barge boards, pattern crested ridge tiles and ornate brickwork detailing to the chimneys. The School House and prominent former Waggon and Horses PH also includes ornate brickwork detailing to the chimneys.

Plot Boundary: The majority of buildings are set behind grass verges and front gardens creating an open spacious feel.

Low level brick walls and hedges, with the exception of the larger historic buildings in the village where these treatments are high level, are common in front boundary treatments with the occasional use of timber fencing (picket and closeboard).

Mature trees in front gardens are also very common reflecting Culham's sense of greenery and spaciousness.



4. Analysis

Settlements and Designations

Archeology

Archaeology in South Oxfordshire is looked after centrally across the whole county by Oxfordshire County Council who will be consulted as per the Joint Design Guide. The [Aerial Archaeology Mapping Explorer](#) created by Historic England illustrates the extensive amount of archaeology that has been identified in Culham.

Listed buildings

There are 17 listed buildings or structures in Culham.

- Culham Station Ticket Office and Waiting Room
- Dovecote west of Culham Manor
- Culham Manor
- Culham Old Bridge

are all Grade II* listed buildings or structures. The remaining buildings or structures are Grade II listed:

- Pound lock on Swift Ditch
- Culham Court
- 36 and 37 High Street
- Church of St Paul
- The Maud Hales Bridge (that part in Culham parish)
- Schola Europa
- Culham House
- 13 The Green

- Sutton Bridge and Causeways (that part in Culham parish)
- Culham Manor
- Sundial north east of Culham Manor
- Culham Old Bridge
- Bridge over Culham Cut
- Culham Station Overbridge
- Thame Lane Bridge
- A small part of the Grade II listed Sutton Courtenay Manor Park and Garden is located in the Parish.

Other historic environment designated heritage assets

There are 3 Scheduled Ancient Monuments in Culham.

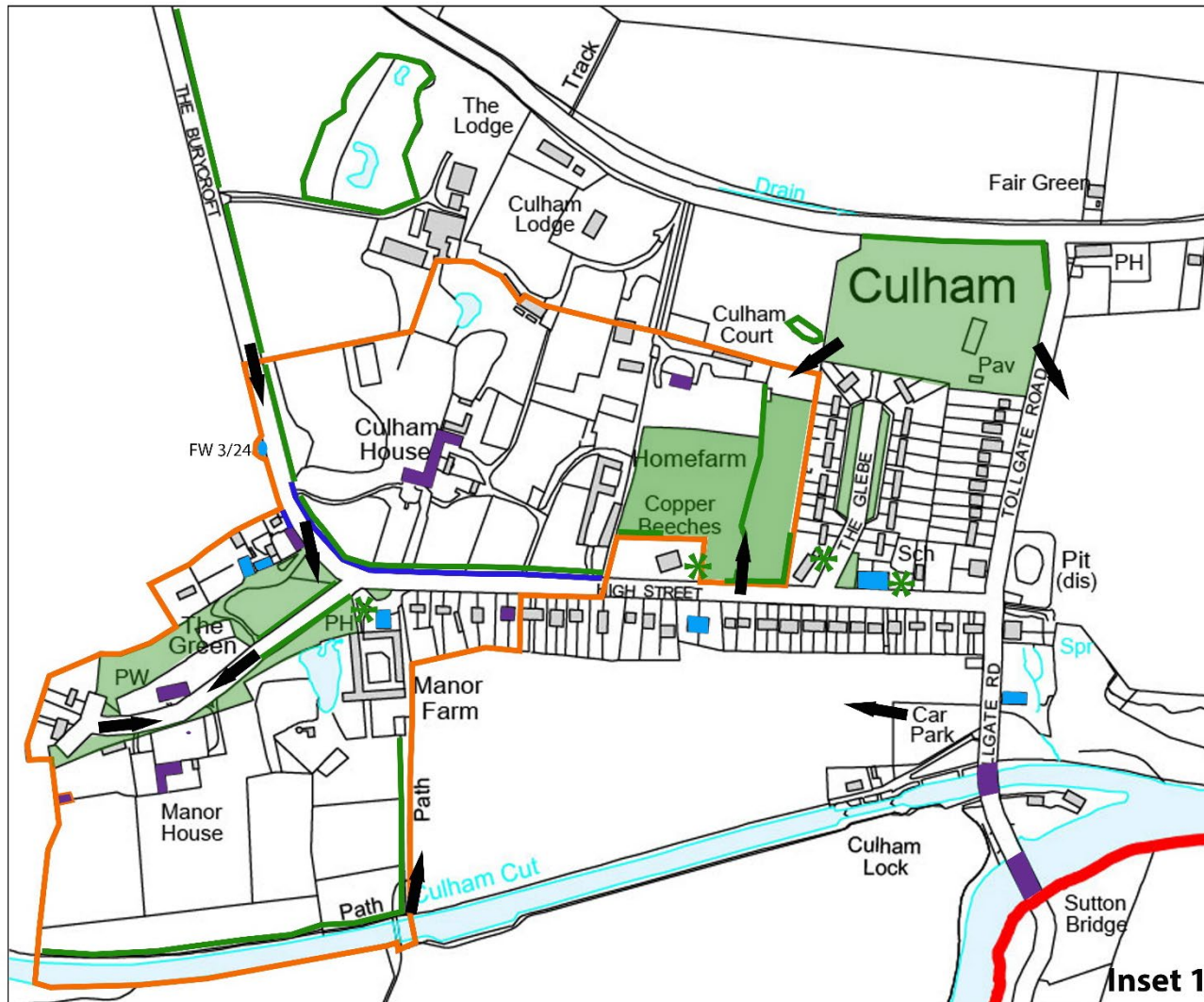
- A settlement site north of the Thames
- Culham Bridge
- Dovecote at Culham Manor
- A small part of the round barrow cemetery at Fullamoor Plantation is located in the Parish.
- Part of The Maud Hale's Bridge is located in the Parish.

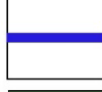
Conservation Area

Culham Conservation Area was designated on 11 December 1984. Unfortunately, all the South Oxfordshire District Council records concerning the Culham Conservation Area were lost in the 2015 fire. As there is no conservation area appraisal the following maps identify the location of listed buildings and structures, scheduled ancient monuments, special features in the Conservation Area, as well as the Conservation Area boundary, and locally important buildings.

4. Analysis

Settlements and Designations



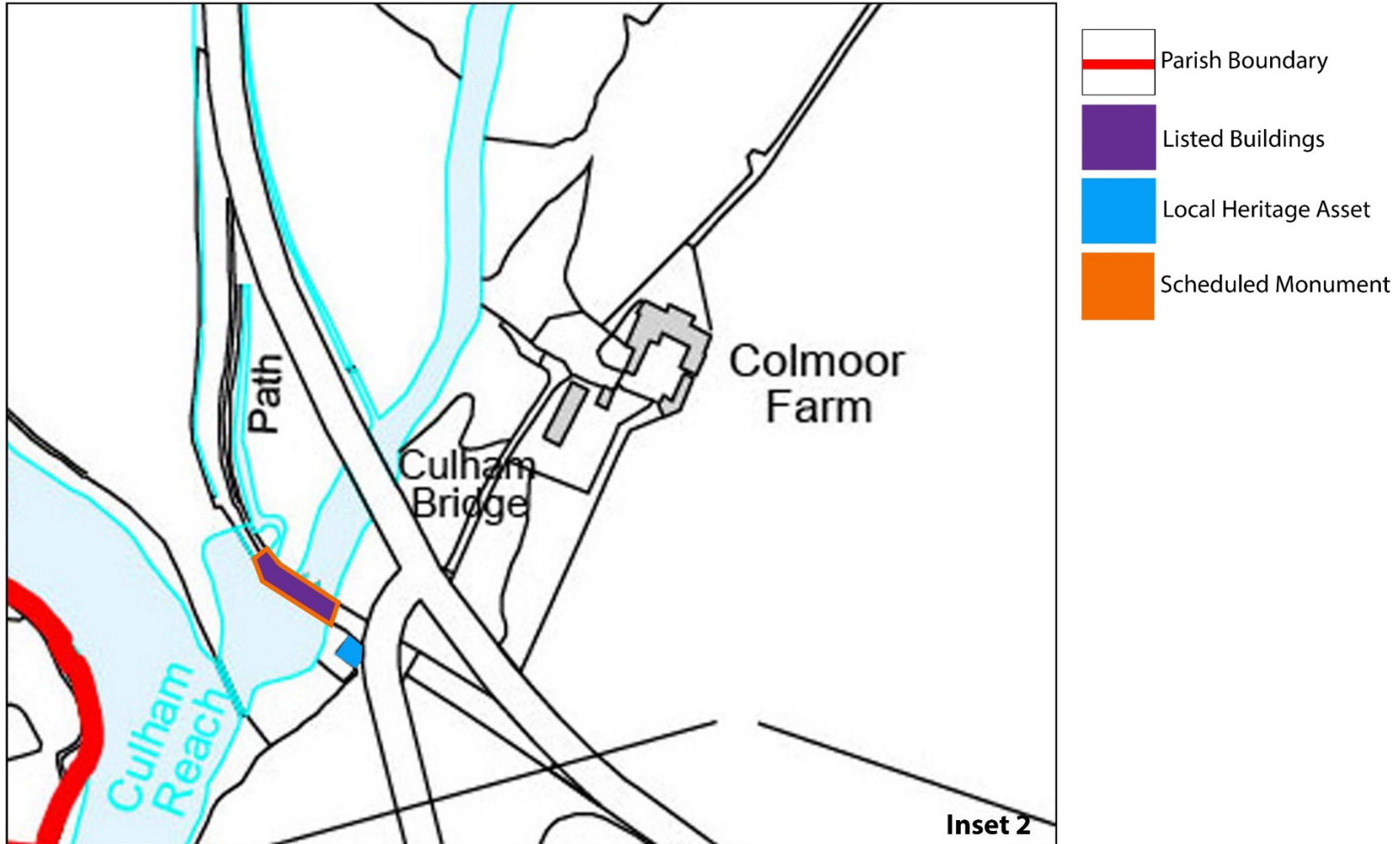
-  Parish Boundary
-  Conservation Area Boundary
-  Listed Buildings
-  Local Heritage Asset
-  Scheduled Monument
-  Important Man-made Boundaries
-  Important Open Space
-  Significant trees/hedgerows (visible from public realm)
-  Important Views (In and Out)

Inset 1
(the width of the bridleway running through the Green is indicative only)

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4. Analysis

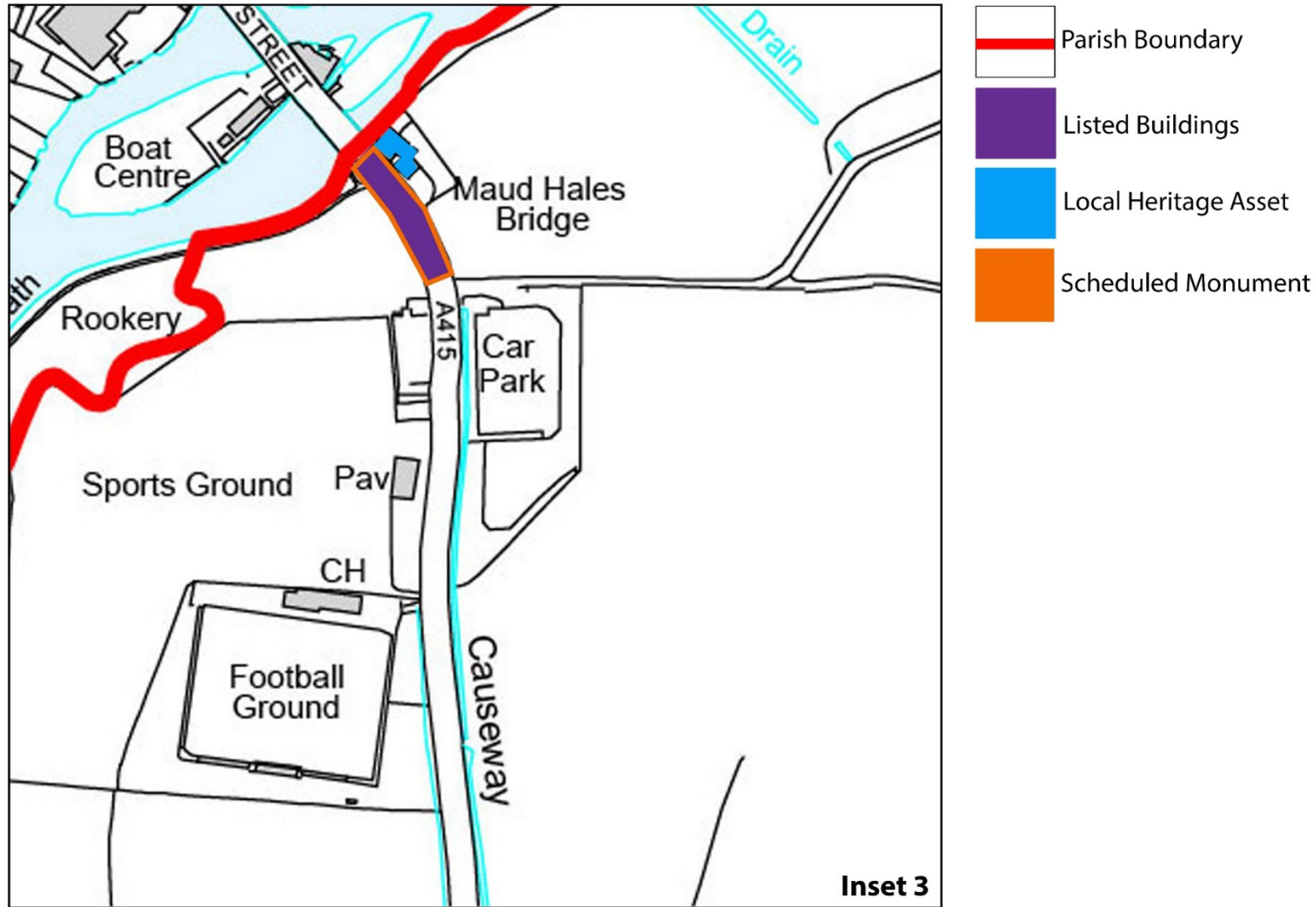
Settlements and Designations



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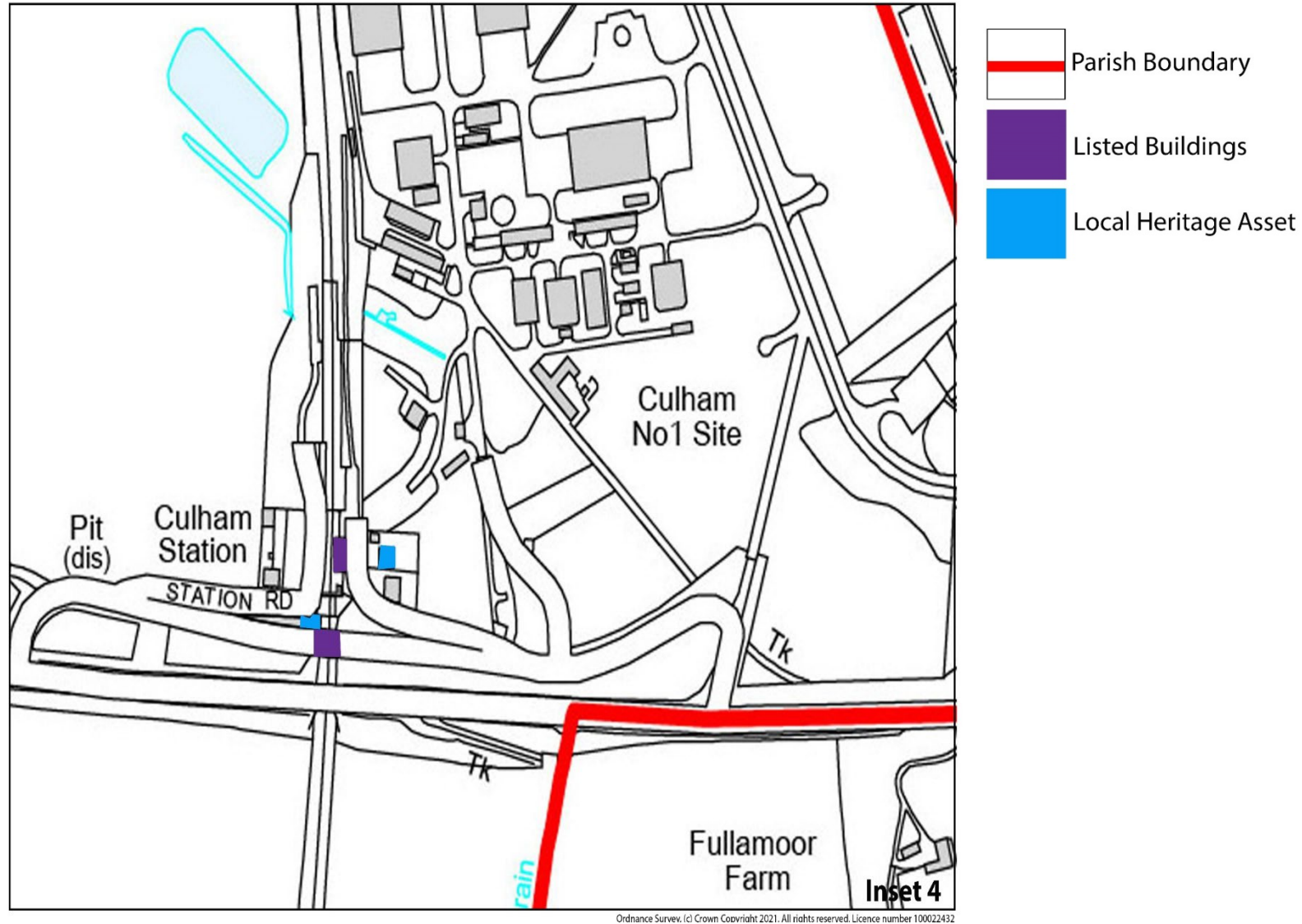
Settlements and Designations



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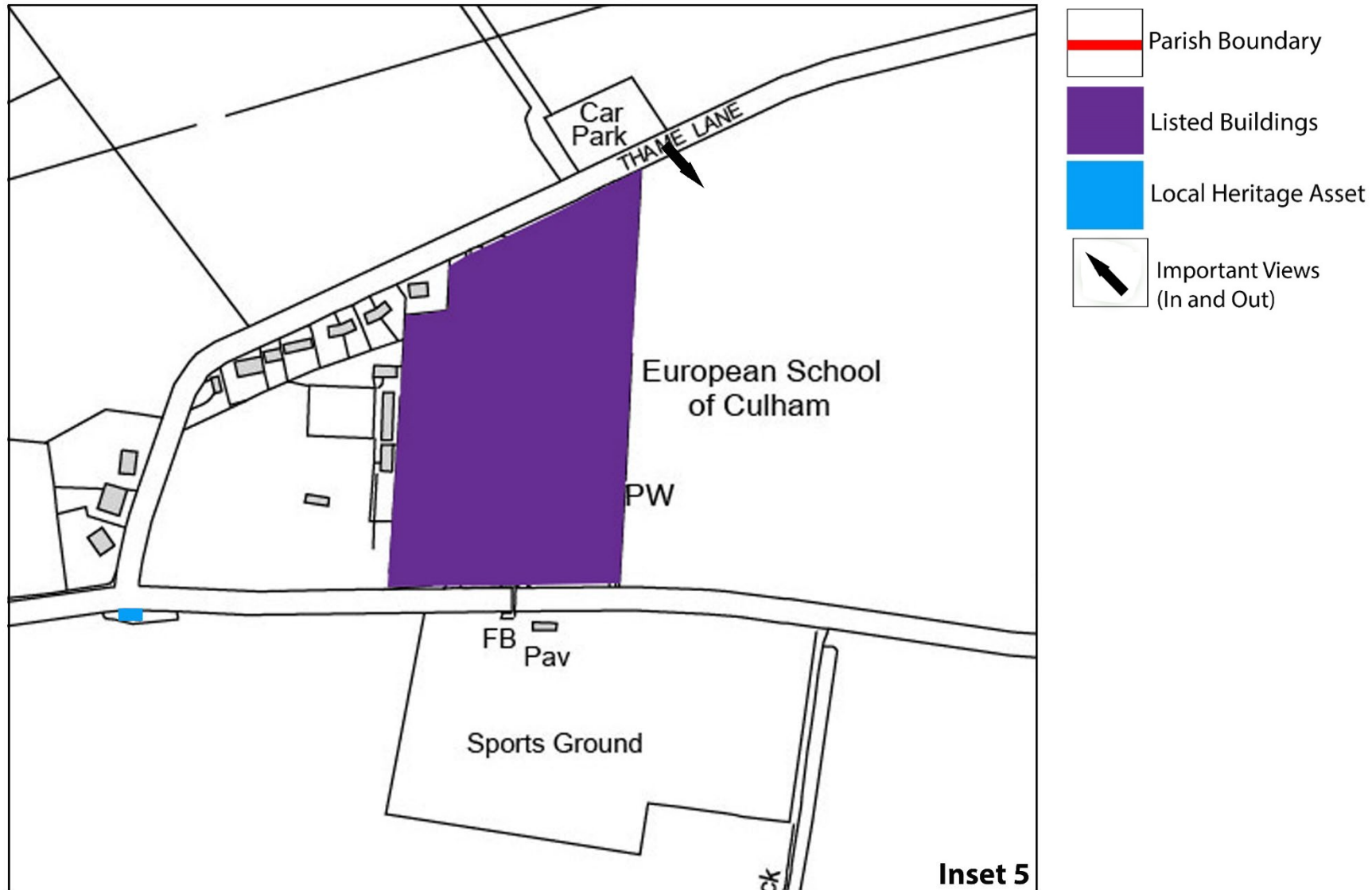
4. Analysis

Settlements and Designations



4. Analysis

Settlements and Designations



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4. Analysis

Settlements and Designations

Natural environment

The parish is host to the Culham Brake Site of Special Scientific Interest (SSSI) on the northern edge of the parish boundary, a small area of wet willow woodland with large sedges and wetland wildflowers on the ground. The site is particularly important for the presence of a large population of the nationally scarce Lodden Lily. Other wetland wildflowers found here include meadowsweet, valerian and yellow flag iris. Alongside the Culham Brake SSSI, there is a variety of other priority habitat areas in the Parish. The village itself hosts Traditional Orchard habitats as well as Deciduous Woodland. The Culham Neighbourhood Plan has defined a network green and blue infrastructure assets in the Parish as a means of providing environmental support for the community and wildlife.

4. Analysis

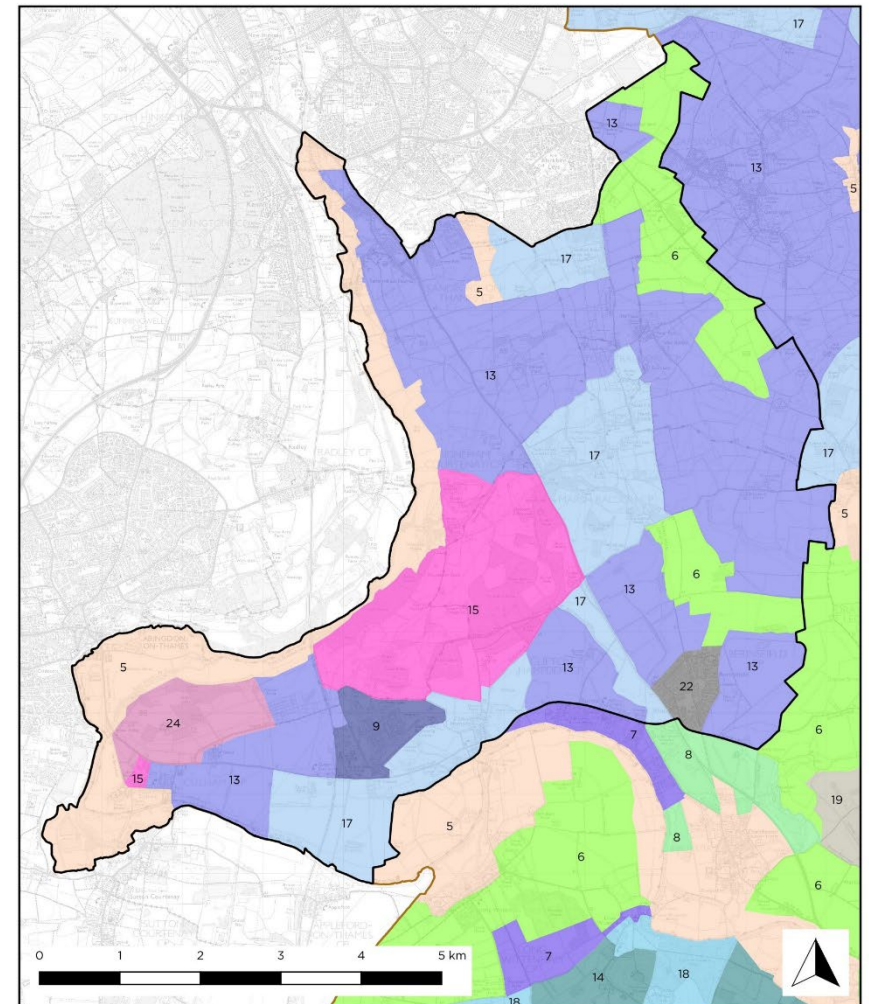
Landscape Character

Landscape character

“At its lowest point, in the south east, the parish is 159 feet above sea level, but almost immediately the land rises sharply to 175 feet, thus forming an escarpment along the river bank. Just east of the backwater the ground rises steadily to form Culham Hill, which at its peak is 250 feet above sea level. From the top of the hill the land descends once more until it meets the Thames again 170 feet above sea level” ([British History Online](#)).

The South Oxfordshire Landscape Assessment identifies Culham as lying within the Nuneham Courtenay Ridge Landscape Character Area.

In the wider context the “landform rises eastwards from the River Thames, creating a dramatic ridge with views over the river towards Abingdon. The northern extent of the ridge to the west of Nuneham Cortenay stretches southwards to Culham Bridge” ([SODC LCA, 2017](#)).



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Ordnance Survey 100018668 South Oxfordshire District Council

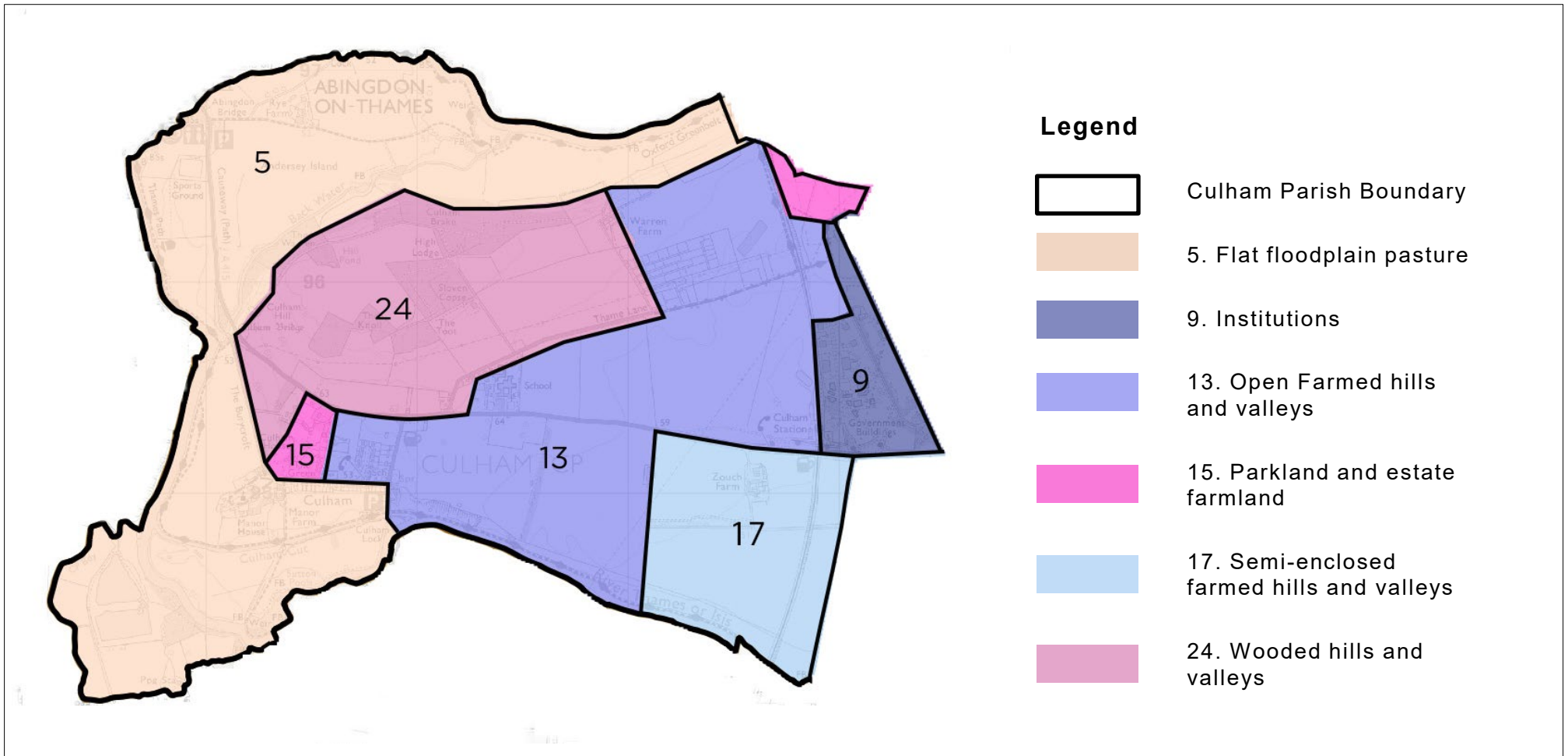
Legend			South Oxfordshire Landscape Character Assessment Map: Nuneham Courtenay Ridge (LCA 2) LT Scale: 1:52,000 Date: 23.08.17	
Nuneham Courtenay Ridge (LCA 2)	8. Floodplain wetland	17. Semi-enclosed farmed hills and valleys		
South Oxfordshire District Boundary	9. Institutions	18. Semi-enclosed rolling downs		
1. A-fields/MOD sites	10. Minerals / landfill sites	19. Undulating open vales		
2. Amenity landscapes	11. Open dipslope	20. Undulating semi-enclosed vale		
3. Commons and heaths	12. Open escarpment	21. Undulating wooded vale		
4. Enclosed escarpment	13. Open farmed hills and valleys	22. Urban areas		
5. Flat floodplain pasture	14. Open rolling downs	23. Wooded dipslope		
6. Flat open farmland	15. Parkland and estate farmland	24. Wooded hills and valleys		
7. Flat, semi-enclosed farmland	16. Semi-enclosed dipslope			

Landscape types in the Nuneham Courtenay Ridge Landscape Character Area, Source: [SODC LCA, 2017](#)

4. Analysis

Landscape Character

Culham Parish Landscape Types Source: [SODC LCA, 2017](#)



4. Analysis

Landscape Character

LANDSCAPE TYPE	KEY CHARACTERISTICS
5. Flat floodplain pasture	<ul style="list-style-type: none"> • Flat, low-lying riverside meadows alongside the River Thames, typically dominated by permanent pasture with a distinctively 'wet', riparian character. • Prone to flooding with distinctive network of drainage ditches. • Comparatively strong landscape structure with willows conspicuous along the riverside. • Intimate and pastoral character. • Generally low intervisibility, although views along the valley may be possible in some more sparsely vegetated areas. • Comparative inaccessibility creates a tranquil, remote character with only localised intrusion close to main urban area of Abingdon.
9. Institutions	<p>Culham Laboratories is located within this area and comprises a complex of institutional buildings within landscaped grounds.</p> <ul style="list-style-type: none"> • Landscaped setting with mature trees and semblance of parkland character but lacking its formal features. • Dispersed complex of buildings, signs and land uses have an urbanising influence on rural context of the site.
13. Open farmed hills and valleys	<ul style="list-style-type: none"> • Rolling plateau landform. • Large-scale farmland, mostly in arable cultivation. • Large fields, with rectilinear field boundaries, typical of parliamentary enclosures. • Weak structure of tightly clipped or gappy hedgerows, with few hedgerow trees. • Open, denuded and exposed character, with prominent skylines and hillsides and high intervisibility. • Distinctive elevated and expansive character on ridges and higher ground, with dominant sky and long views. • Predominantly rural character but some localised intrusion of main roads (such as the A415), overhead power lines and built development.

Culham Parish Landscape Types Source: [SODC LCA, 2017](#)

4. Analysis

Landscape Character

LANDSCAPE TYPE	KEY CHARACTERISTICS
15. Parkland and estate farmland	<p>Small scale area with parkland characteristics associated with Culham House.</p> <ul style="list-style-type: none"> • Well-managed parkland character with formal features such as avenues and free-standing mature trees in pasture, clumps and blocks of woodland, exotic tree species, formal structures and boundary features.
17. Semi-enclosed farmed hills and valleys	<ul style="list-style-type: none"> • As per 13., though with a stronger structure of hedgerows and trees which provide clearer definition of field pattern. • Predominantly intensive arable land use and rural character. • Landform and landscape structure create enclosure and reduce intervisibility.
24. Wooded hills and valleys	<ul style="list-style-type: none"> • Similar to no.17 but with a particularly strong structure of hedgerows, trees and woodlands at the western end of the greensand plateau and steep escarpments of the River Thames. • Strong relief, mixed land use and blocks of woodland create an attractively diverse landscape. • Intervisibility reduced by landform and landscape structure to create a more enclosed and intimate landscape, but long views possible from hillsides and higher ground across Thames valley. • Predominantly rural character with few detracting influences.

Culham Parish Landscape Types Source: [SODC LCA, 2017](#)

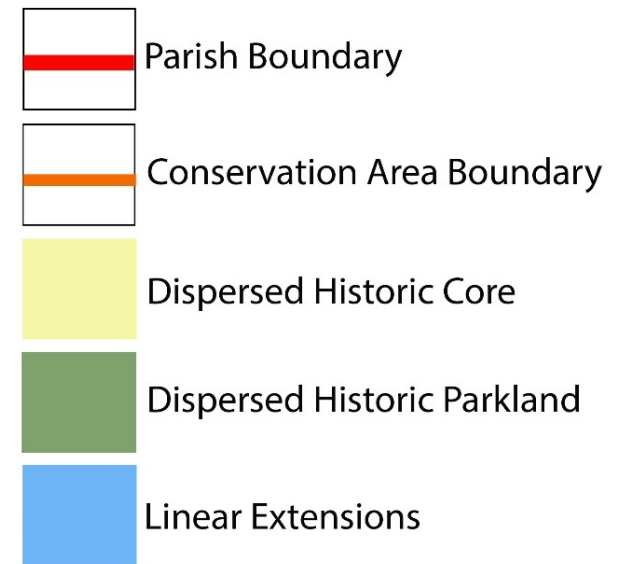
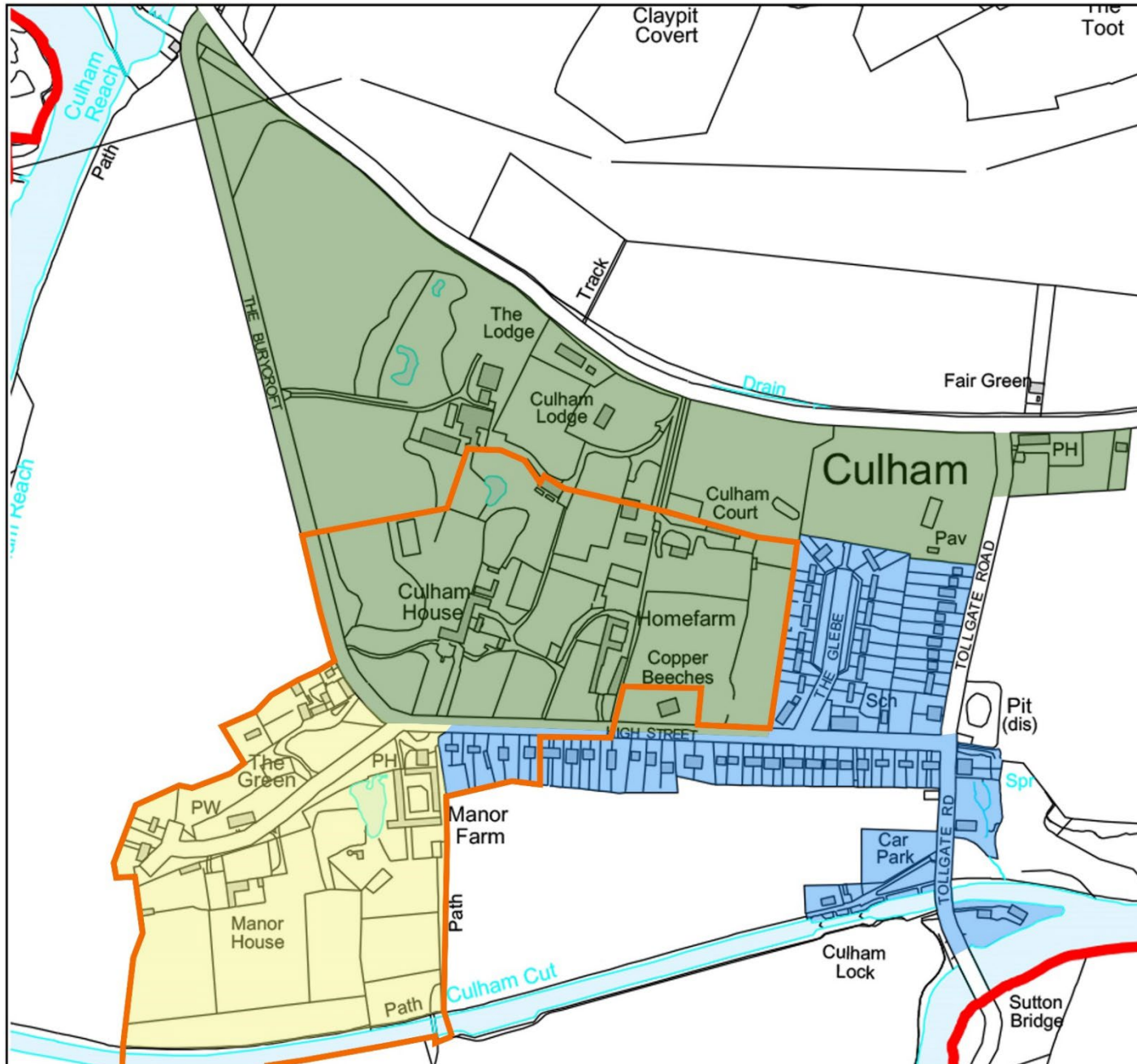
5. Design Codes

The Code establishes the principles of essential design considerations in the residential environment of the main village: dwelling design, boundary design, building materials and landscaping, based on the analysis of local character presented in this report, community consultations and discussions with members of the neighbourhood plan steering group. Beyond these considerations, there remain other design matters where the Code does not need to be prescriptive as there is variation in the existing character.

For the purposes of the Code, the main village settlement has been divided into three main character areas: its dispersed historic core, dispersed historic parkland and its linear extensions (see Plan overleaf). Outside the main village settlement there are also important characteristics which the Code has addressed.

For each area, including the area outside the main village settlement, the Code translates the standards into specific requirements. For ease of reference, the Code numbering matches each area's Code to the relevant section in the Joint Design Guide e.g. Place and Setting 1.0 – 1.9; Built Form 5.0 – 5.14 etc. Throughout the Code, there are local photographs to illustrate the guidance where necessary.

Culham Character Areas



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5. Design Codes

Dispersed Historic Core

Place and Setting	
	<i>Joint Design Guide: “Ensure: A contextual analysis including an opportunities and constraints plan (which will inform your design rationale) of the wider and immediate site context has been prepared.”</i>
1.0	<i>A contextual analysis should identify existing networks of natural features, including watercourses, trees, woodland, hedgerows, green spaces, field patterns, habitats and public rights of way (footpaths, bridleways, etc.)</i>
DHC1.0.1	Proposals should acknowledge the Village Green and its Significant Trees and Hedgerows (identified in this Code Analysis), including the small pond adjacent to the Church of St Paul and the larger pond at the Manor House and the priority habitat of traditional orchard within its grounds, as a valuable historic setting in the character and appearance of the Conservation Area contributing to the tranquillity of rural life and as a haven for wildlife.
1.1	<i>A contextual analysis should identify the landscape character, natural features and topography highlighting visually prominent areas</i>
DHC1.1.1	Proposals should acknowledge the key characteristics of the Flat Floodplain Pasture landscape type in the Nuneham Courtenay Ridge Character Area identified in this Code Analysis.
1.2	<i>A contextual analysis should identify attractive and/or sensitive views (both of and from built and natural features) into, out of and within the site</i>
DHC1.2.1	Proposals should acknowledge the variety of attractive internal views on the winding roads of The Burycroft and The Green (identified in this Code Analysis).
DHC1.2.2	Proposals should acknowledge the way in which most plots and buildings are hidden by surrounding tree cover with long distance views restricted by tree cover in most parts, reinforcing the attractive skyline of this character area visible from Culham Lock Car Park and along Culham Cut (identified in this Code Analysis).
DHC1.2.3	Proposals should acknowledge the ‘secretive’ quality of the Grade II listed Church of St Paul and the Grade II* listed Culham Manor which is largely hidden from the public realm by trees and other well-established vegetation ‘guarding’ the approach to it from the village and avoid harming the Important View from The Green where both buildings are revealed (identified in this Code Analysis).

5. Design Codes

Dispersed Historic Core



The Lion, High Street

Former public house comprising of a two storey detached arts and craft building dating back to the 19th century converted to a single dwelling in 2008. Associated with the Morrell's Brewery who once owned all 39 cottages in the village. A prominent building constructed of high quality materials possessing visual detail and interest which contributes positively to the character of the Conservation Area.



Nos. 7 -11 The Green

Part of the rebuilding of the village in in 1869 and 1870, The majority of the buildings along the High Street has adopted some or all of the elements established by nos. 7- 11 The Green, including the use of predominantly red brick, flemish bond with glazed headers, brick feature lintels and quoins, plain clay roof tiles, and ridge mounted gable end chimney stacks.

Place and Setting	
1.3	<i>A contextual analysis should identify buildings and structures of historical importance including listed buildings, associated setting and historic views, historic landscape pattern and features (historic landscape character), conservation areas, historic parks and gardens and archaeological remains</i>
DHC1.3.1	Proposals should retain the built form and architectural features of The Lion on the High Street as a local heritage asset and should acknowledge its prominent location in attractive internal views and its positive contribution to the character and significance of the Conservation Area (as identified in this Code Analysis).
DHC1.3.2	Proposals should retain and enhance the built form and architectural features of nos. 7 -11 The Green as local heritage assets and should acknowledge the prominent role the buildings play in setting a pattern for new buildings which defines the character of the local area and their positive contribution to the character and significance of the Conservation Area.
DHC1.3.3	Proposals should acknowledge the special interest of this part of the Culham Conservation Area as highlighted in the Design Codes, including the following characteristics: <ol style="list-style-type: none"> a. The origins of the main village settlement as a typical Saxon settlement developed just above the Thames floodplain taking advantage of the higher ground and proximity to well-watered river meadows;

5. Design Codes

Dispersed Historic Core

Place and Setting	
DHC1.3.3 (cont)	<ul style="list-style-type: none"> b. The prominence of the Grade II listed no. 13 The Green as the only old cottage still in existence surviving the rebuilding of most of the village in 1869 and 1870; c. Other significant buildings, including the Grade II listed Church of St Paul and the Grade II* listed Culham Manor and listed structures within its grounds, both of which is less immediately visible from the road, contribute to the character and appearance of the Conservation Area; d. Important Open Spaces include the churchyard and the grounds of Culham Manor in addition to the Village Green identified in this Code Analysis; e. The attractive views along the village streets and lanes in this part of the Conservation Area identified in this Code Analysis; f. Fine groups of mature trees along The Green providing an important sense of arrival at Culham Manor and the Church of St Paul and on the western part of the Village Green north of the Church providing an important sense of enclosure; g. The tranquillity of this part of the Conservation Area is enhanced by the presence of trees and mature vegetation, framing the green space of the irregular shaped Village Green. With the exception of the Burycroft as the main road, there are no pavements or street lights; h. The rural setting and character of this part of the Conservation Area is in danger of being spoiled by light pollution from the adjoining larger centres of Abingdon and Didcot and proposed future growth proposals to the north of the Parish.
1.6	<i>A contextual analysis should settlement structure of the site and surrounding area: this includes studying the historical development of the settlement, its townscape; structure and hierarchy of streets, spaces, facilities, existing connections (including footpaths and cycle routes), gateways, nodes, density, plot and block sizes. Figure ground diagrams can help explain a settlement structure.</i>
DHC1.6.1	Infill developments will be required to demonstrate that proposed buildings on infill plots will reinforce local distinctiveness through incorporating open spaces which are characteristic of the dispersed settlement pattern to avoid reducing the open character of the area.
1.8	<i>A contextual analysis should identify the streets and public spaces surrounding the site, the enclosure of streets and public open spaces, the layout and form of spaces and the public and private interface.</i>
DHC1.8.1	Proposals should maintain or reinforce formal features such as mature trees, avenues of trees, woods and walls (as identified in the Code Analysis).
1.9	<i>A contextual analysis should identify built character: the scale, form and massing of the built environment, treatment of building frontages and boundaries, building types and materials. This should all be included in a Character Study.</i>
DHC1.9.1	Proposals should be no more than two storeys in height.

5. Design Codes

Dispersed Historic Core

	Place and Setting
DHC1.9.2	Proposals may be of either detached or semi-detached house built form only with gabled or cross gabled roof forms and simple rectangular floor plans predominating with the exception of old barn developments, of which Manor Farm is a fine example of adapting traditional farm buildings using high-quality design that makes a positive contribution to the rural context of the area.
DHC1.9.3	Proposals should take into account the common use of red brick, centre or gable-end, ridge mounted chimney stacks.
DHC1.9.4	Proposals should consider the dominance of predominantly red brick, flemish bond with glazed headers, brick feature lintels and quoins, and plain clay tile roofs in building materials and architectural features.
DHC1.9.5	Proposals that comprise an architectural style of the Arts and Crafts tradition will be supported, provided they are consistent with all other relevant parts of the Code.
DHC1.9.6	Proposals should acknowledge the pattern of buildings fronting onto Village Green at its northern boundary.
DHC1.9.7	Proposals should retain and enhance mature planting along front boundaries and behind boundary walls at the southern boundary of the Village Green.



Manor Farm Development as an excellent example of the development of traditional farm buildings.

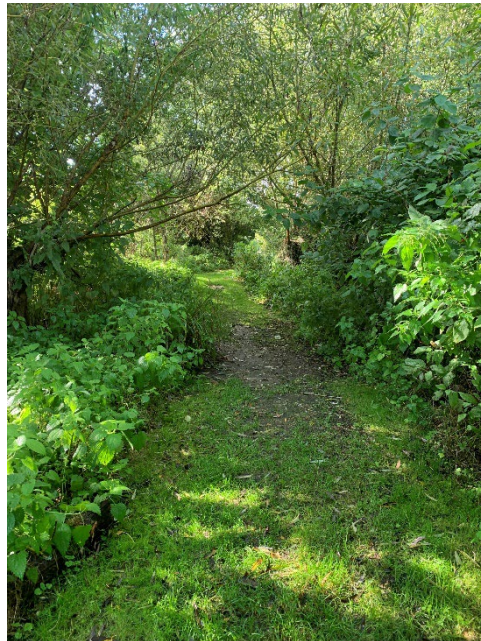
5. Design Codes

Dispersed Historic Core

Natural Environment	
	<i>Joint Design Guide: “The site layout should respect its physical features and those of its adjacent land including its topography, orientation, landform, geology, drainage patterns, field patterns/boundaries and vegetation cover, for example.”</i>
2.0	<i>retains and strengthens the site’s landscape features; using the physical features of the site and results of technical studies positively and imaginatively in its design</i>
DHC2.0.1	All development should contribute to the maintenance and delivery of a high quality multi-functional network of Green and Blue Infrastructure in the Parish to provide long-term benefits for people, places and nature, in ways that reinforce local character See also Design Codes DHC1.0.1 & DHC1.1.1
2.3	<i>implements SuDs (Sustainable Drainage Systems) as an integral part of the development’s open space network. SuDs should be designed into the development from the outset with features such as: wetlands, basins, ponds, scrapes, swales, retention planters (rainwater gardens), combined with good landscaping to make a positive contribution to the biodiversity, character and appearance of a development</i>
DHC2.3.1	Proposals should consider flood resistance and resilience measures such as the use of permeable paving surfaces and green, blue and brown roofs.
2.9	<i>trees are designed appropriately into the layout. This should be explained in the landscaping strategy</i>
DHC2.9.1	Proposals to fell any tree having a diameter of 9” (225mm) or more measured at 2’0” (600mm) above the ground will not be supported unless it can be demonstrated there is sufficient justification to remove the tree or it is dead, dying, dangerous or diseased.
DHC2.9.2	If it is necessary to remove trees to carry out a development, proposals should make provision for the replacement on a ‘one for one’ basis or where the existing tree has been identified as Significant in this Code Analysis, on a ‘two or more for one’ basis, with replacements being of a reasonable size and quality.
2.13	<i>retains and enhances existing important habitats, creates new habitats and aims to deliver at least 10% Biodiversity Net Gain (Environment Bill 2020)</i>
DHC2.13.1	Proposals should embed green and blue infrastructure in ways that help support nature recovery and reverse the decline in biodiversity resulting in a ‘net gain’, including the placement of swift bricks, bat box bricks, insect bricks, house martin nest boxes, ‘hedgehog holes’ between gardens and the external natural environment avoiding openings onto roads.

5. Design Codes

Dispersed Historic Core



5. Design Codes

Dispersed Historic Core

Movement and Connectivity	
	<i>Joint Design Guide: “A place that is easy to get to and move through for all users.”</i>
3.9	<i>encourages movement by prioritising the needs of pedestrians, people with disabilities, cyclists and public transport users, over the needs of motorists within the design of streets. Applicants should refer to Manual for Streets 1 (2007) and 2 (2010)</i>
DHC3.9.1	Proposals should ensure that any associated improvements to the highway network, where practicable, avoid urbanising highway infrastructure to preserve the rural character of the area.
3.25	<i>that lighting features follow the design approach used for other street furniture and avoid causing light pollution in sensitive/darker non-urban rural areas (consider, downward lighting and reduce LUX levels in these areas). Direct glare must be avoided, from any lighting scheme to neighbouring properties</i>
DHC3.25.1	Proposals should avoid causing light pollution in this sensitive and dark rural area and will be expected to comply with the requirements of Policy CUL10: Light Pollution in the Culham Neighbourhood Plan. Proposals should consider the inclusion of curfew hours* as part of the lighting scheme. <i>*Curfew: The time after which stricter requirements (for the control of obtrusive light) will apply; often a condition of use of lighting applied the local planning department. Depending upon application curfew times often commence between 21:00 to 23:00 and may run until 07:00. However, exact curfew hours should be carefully applied to ensure the reduction of obtrusive light is prioritised within the immediate environment and towards sensitive human as well as fauna and flora receptors. Source: Institute of Lighting Professionals Guidance Note 01/21</i>
Space and layout	
	<i>Joint Design Guide: “Use an appropriate scale and density to create a place of a human scale.”</i>
4.2	<i>consists of perimeter blocks that respond to the grain of the existing settlements taking cues from block sizes, plot patterns, and the relationship between built and open space</i>
DHC4.2.1	The characteristic pattern of development in the character area is one where the buildings are set within the landscape; where the landscape is dominant. In this rural character area, an irregular block layout, as guided by this Design Code, is considered to provide a more appropriate ‘organic’ character and perimeter blocks will therefore be resisted.

5. Design Codes

Dispersed Historic Core

Built Form	
	<i>Joint Design Guide: “Respect the local context whilst striving for excellence in architectural quality and sustainability.”</i>
5.4	<i>incorporates green and/or brown roofs/roof gardens on flat roof buildings and vertical gardens. Building design should seek to integrate biodiversity enhancements wherever possible. These could be through the provision of green walls/roofs, or faunal features (bird/bat boxes). They can be discretely incorporated into structures, or made into focal points, and will contribute to the need for development to deliver biodiversity net gain</i>
DHC5.4.1	Virtually any type of roof structure can accommodate green and brown roofs and should therefore not be limited for consideration on flat roofs as flat roof forms will not be appropriate in this character area. Green, brown (now also known as biodiverse roofs) and blue roofs should be explored on all roof types as a contribution to nature recovery, surface water flood alleviation and their appearance will contribute to Culham’s sense of greenery.
5.25	<i>maintains established building lines and predominant plot patterns</i>
DHC5.25.1	Proposals at properties on the northern boundary of the Village Green and on the High Street, must not lead to new buildings or existing buildings extending in front of any building line to the plot frontage that is common to both adjoining buildings.
5.59	<i>the proposed design must preserve or enhance the original features and/or contribute to its significance</i>
DHC5.59.1	In addition, the design of proposals should enhance the original features and contribute to the significance of local heritage assets in this Code Analysis.
Climate and Sustainability	
	<i>Joint Design Guide: “Achieve an optimal active design approach.”</i>
6.2	<i>optimises the orientation of buildings to utilise solar gain and shading</i>
DHC6.2.1	All development must be ‘zero carbon ready by design’ to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping.

5. Design Codes

Dispersed Historic Parkland

Place and Setting	
	<i>Joint Design Guide: “Ensure: A contextual analysis including an opportunities and constraints plan (which will inform your design rationale) of the wider and immediate site context has been prepared.”</i>
1.0	<i>A contextual analysis should identify existing networks of natural features, including watercourses, trees, woodland, hedgerows, green spaces, field patterns, habitats and public rights of way (footpaths, bridleways, etc.)</i>
DHP1.0.1	Proposals should retain the green impression formed by Significant Trees and Hedgerows, Important Open Space (identified in this Code Analysis), fields and gardens as an important element in Culham’s character as a historic village in a rural setting and the character and appearance of the Conservation Area.
DHP1.0.2	Proposals should acknowledge Significant Trees and Hedgerows (identified in this Code Analysis), including ponds and priority habitats of traditional orchard and deciduous woodland as a valuable historic setting in the character and appearance of the Conservation Area contributing to the tranquillity of rural life and as a haven for wildlife.
1.1	<i>A contextual analysis should identify the landscape character, natural features and topography highlighting visually prominent areas</i>
DHP1.1.1	Proposals should acknowledge, where applicable, the key characteristics of the Open Farmed Hills and Valleys, Parkland and Estate Farmland and Wooded Hills and Valleys landscape types in the Nuneham Courtenay Ridge Character Area identified in this Code.
1.2	<i>A contextual analysis should identify attractive and/or sensitive views (both of and from built and natural features) into, out of and within the site</i>
DHP1.2.1	Proposals should avoid obstructing views of surviving areas of permanent pasture (identified in this Code Analysis) reflecting the rural and unspoilt character of the parkland and estate farmland landscape.
DHP1.2.2	Proposals should acknowledge the way in which the well-managed parkland character with formal features has been carved out from the surrounding landscape and how most plots and buildings are hidden by surrounding tree cover and vegetation with long distance views restricted by tree cover, well-established vegetation and formal boundary features, reinforcing its contribution as the backdrop to the attractive skyline of the village visible from Culham Lock Car Park and along Culham Cut (identified in this Code Analysis).

5. Design Codes

Dispersed Historic Parkland



5. Design Codes

Dispersed Historic Parkland

	Place and Setting
1.3	<i>A contextual analysis should identify buildings and structures of historical importance including listed buildings, associated setting and historic views, historic landscape pattern and features (historic landscape character), conservation areas, historic parks and gardens and archaeological remains</i>
DHP1.3.1	Proposals should protect, and where appropriate, enhance, or better reveal, the significance of the Pillbox FW3/24 on The Burycroft as a local heritage asset and an integral part of Britain's military history.



Pillbox (Type FW3/24)

A hexagonal pillbox with an internal anti-ricochet wall. The rear wall was lengthened to take two rifle loopholes in addition to the five light machine gun. Both 15in and 42in thick walls are common. Designed by DFW branch 3. Built in 1940 into 1941 for the defence of the United Kingdom against a possible enemy invasion during World War II.

Source:

https://heritagedata.org/live/schemes/eh_tmt2/concepts/140521.html



Pillbox on The Burycroft – Source <https://www.tracesofwar.com/sights/21891/Where-is-Pillbox-FW3-22-Culham.htm>

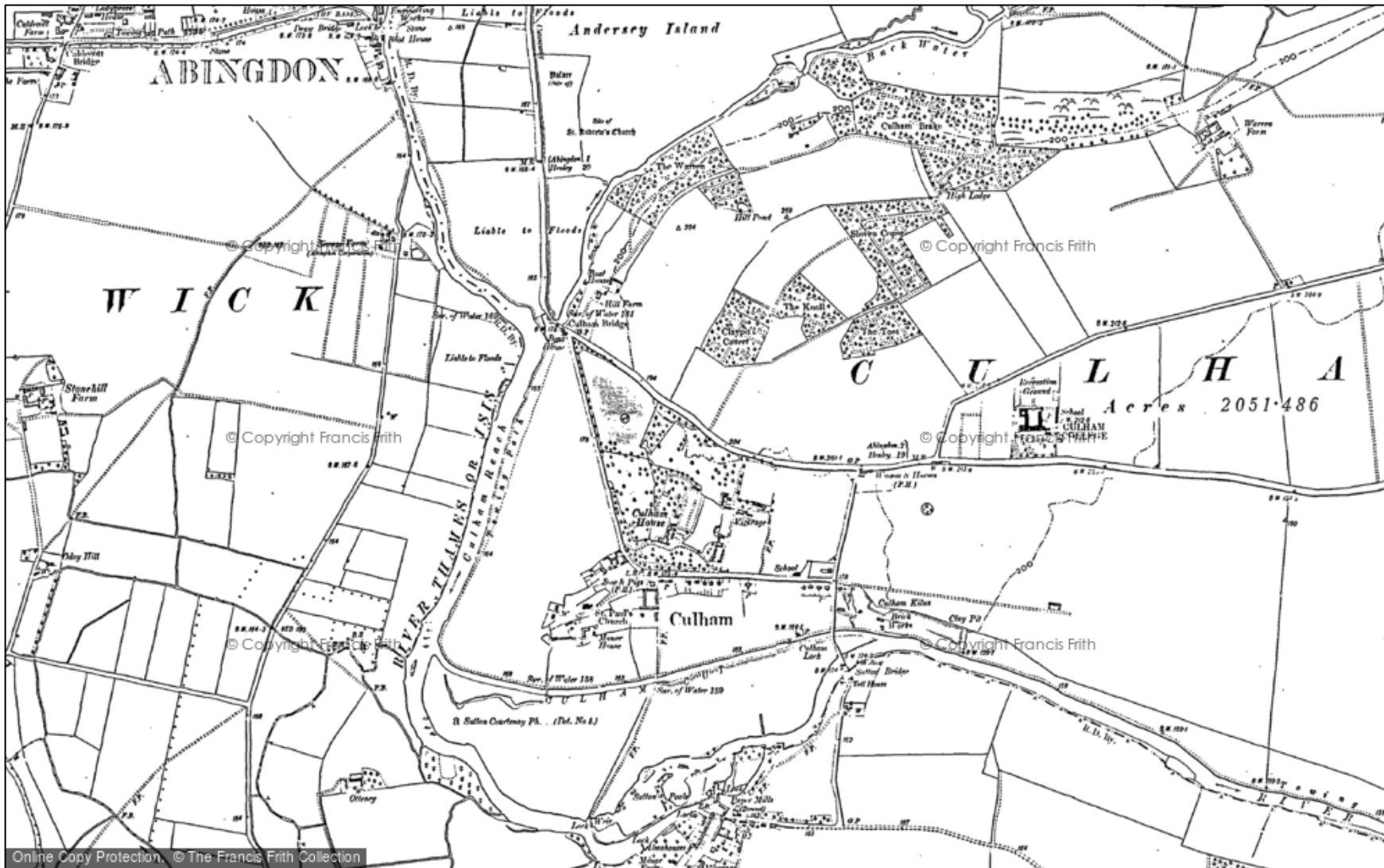
5. Design Codes

Dispersed Historic Parkland

Place and Setting	
DHP1.3.2	<p>Proposals should acknowledge the special interest of this part of the Culham Conservation Area as highlighted in the Design Codes, including the following characteristics:</p> <ol style="list-style-type: none"> The origins of the main village settlement as a typical Saxon settlement developed just above the Thames floodplain taking advantage of the higher ground and proximity to well-watered river meadows; The historical significance of the Grade II listed Culham House and Culham Court, both of which is less immediately visible from the road, contribute to the character and appearance of the Conservation Area; Important Open Spaces include the grounds of Culham House in addition to the surviving areas of permanent pasture and Culham Recreation Ground identified in this Code Analysis; Fine groups of mature trees, avenues of trees, lakes, woods and walls contribute to the generally enclosed character of this part of the Conservation Area. Some of the main groupings of historic trees remain to this day, indicating their planned and purposeful planting more than a century ago; The rural and unspoilt character of this part of the Conservation Area is enhanced by the presence of woodland and tree cover. With the exception of the Burycroft and the High Street as the main road, there are no pavements or street lights; The rural setting and character of this part of the Conservation Area is in danger of being spoiled by light pollution from the proposed future growth proposals to the north of the Parish with light pollution from Abingdon and Didcot already harming the character.
1.6	<p><i>A contextual analysis should settlement structure of the site and surrounding area: this includes studying the historical development of the settlement, its townscape; structure and hierarchy of streets, spaces, facilities, existing connections (including footpaths and cycle routes), gateways, nodes, density, plot and block sizes. Figure ground diagrams can help explain a settlement structure.</i></p>
DHP1.6.1	<p>Infill developments will be required to demonstrate that proposed buildings on infill plots will reinforce local distinctiveness through incorporating open spaces which are characteristic of the dispersed settlement pattern to avoid reducing the open character of the area.</p>
DHP1.6.2	<p>Proposals adjacent to the junction of Tollgate Road and the A415 must acknowledge the special prominence of this location as a gateway into the historic village.</p>
1.8	<p><i>A contextual analysis should identify the streets and public spaces surrounding the site, the enclosure of streets and public open spaces, the layout and form of spaces and the public and private interface.</i></p>
DHP1.8.1	<p>Proposals should maintain or reinforce formal features such as mature trees, avenues of trees, woods and walls (as identified in the Code Analysis).</p>

5. Design Codes

Dispersed Historic Parkland



5. Design Codes

Dispersed Historic Parkland

	Place and Setting
1.9	<i>A contextual analysis should identify built character: the scale, form and massing of the built environment, treatment of building frontages and boundaries, building types and materials. This should all be included in a Character Study.</i>
DHP1.9.1	Proposals should be no more than two storeys in height unless there is local precedence for taller buildings in the immediate vicinity.
DHP1.9.2	Proposals should be of a detached house built form only, unless it can be demonstrated that other built forms incorporates open space that will reinforce the local distinctiveness of the dispersed settlement pattern as per Design Code DHP2.1.7 i., with the exception of old barn developments which should respect and enhance the architectural and historic interest, and setting of the buildings minimising loss to significant historic fabric and retaining distinctive features.
DHP1.9.3	Proposals for new buildings should be centralised on the plot and/or providing distance away from boundaries with neighbouring properties to promote openness.
DHP1.9.4	Proposals may adopt a variety of architectural styles in respect of composition of the buildings and of the appearance of its materials.
DHP1.9.5	Proposals should retain or provide hedgerows as common traditional highway boundaries, or in the case of Culham House the high level wall adjacent to the High Street and The Burycroft with mature planting behind such boundary walls, providing enclosure and screening, occasionally allowing views through gates to parkland features.

5. Design Codes

Dispersed Historic Parkland

Natural Environment	
	<i>Joint Design Guide: “The site layout should respect its physical features and those of its adjacent land including its topography, orientation, landform, geology, drainage patterns, field patterns/boundaries and vegetation cover, for example.”</i>
2.0	<i>retains and strengthens the site’s landscape features; using the physical features of the site and results of technical studies positively and imaginatively in its design</i>
DHP2.0.1	All development should contribute to the maintenance and delivery of a high quality multi-functional network of Green and Blue Infrastructure in the Parish to provide long-term benefits for people, places and nature, in ways that reinforce local character. See also Design Codes DHP1.0.1; DPH1.0.2; & DPH1.1.1.
2.3	<i>implements SuDs (Sustainable Drainage Systems) as an integral part of the development’s open space network. SuDs should be designed into the development from the outset with features such as: wetlands, basins, ponds, scrapes, swales, retention planters (rainwater gardens), combined with good landscaping to make a positive contribution to the biodiversity, character and appearance of a development</i>
DHC2.3.1	Proposals should consider flood resistance and resilience measures such as the use of permeable paving surfaces and green, blue and brown roofs.
2.9	<i>trees are designed appropriately into the layout. This should be explained in the landscaping strategy</i>
DHP2.9.1	Proposals to fell any tree having a diameter of 9” (225mm) or more measured at 2’0” (600mm) above the ground will not be supported unless it can be demonstrated there is sufficient justification to remove the tree or it is dead, dying, dangerous or diseased.
DHP2.9.2	If it is necessary to remove trees to carry out a development, proposals should make provision for the replacement on a ‘one for one’ basis or where the existing tree has been identified as Significant in this Code Analysis, on a ‘two or more for one’ basis, with replacements being of a reasonable size and quality.
2.13	<i>retains and enhances existing important habitats, creates new habitats and aims to deliver at least 10% Biodiversity Net Gain (Environment Bill 2020)</i>
DHP2.13.1	Proposals should embed green and blue infrastructure in ways that help support nature recovery and reverse the decline in biodiversity resulting in a ‘net gain’, including the placement of swift bricks, bat box bricks, insect bricks, house martin nest boxes, ‘hedgehog holes’ between gardens and the external natural environment avoiding openings onto roads.

5. Design Codes

Dispersed Historic Parkland

Movement and Connectivity	
	<i>Joint Design Guide: "A place that is easy to get to and move through for all users."</i>
3.9	<i>encourages movement by prioritising the needs of pedestrians, people with disabilities, cyclists and public transport users, over the needs of motorists within the design of streets. Applicants should refer to Manual for Streets 1 (2007) and 2 (2010)</i>
DHP3.9.1	Proposals should acknowledge and respond to the need to enhance pedestrian and cycle connectivity across the A415 Abingdon Road from the existing village settlement and the prominent role the area around the junction of Tollgate Road and the A415 will play in linking together the existing settlement with new development to the north of the A415 whilst retaining the distinct separate identity of the historic rural village.
3.25	<i>that lighting features follow the design approach used for other street furniture and avoid causing light pollution in sensitive/darker non-urban rural areas (consider, downward lighting and reduce LUX levels in these areas). Direct glare must be avoided, from any lighting scheme to neighbouring properties</i>
DHP3.25.1	Proposals should avoid causing light pollution in this sensitive and dark rural area and will be expected to comply with the requirements of Policy CUL10: Light Pollution in the Culham Neighbourhood Plan. Proposals should consider the inclusion of curfew hours* as part of the lighting scheme. <i>*Curfew: The time after which stricter requirements (for the control of obtrusive light) will apply; often a condition of use of lighting applied the local planning department. Depending upon application curfew times often commence between 21:00 to 23:00 and may run until 07:00. However, exact curfew hours should be carefully applied to ensure the reduction of obtrusive light is prioritised within the immediate environment and towards sensitive human as well as fauna and flora receptors. Source: Institute of Lighting Professionals Guidance Note 01/21</i>

5. Design Codes

Dispersed Historic Parkland

	Space and layout
	<i>Joint Design Guide: “Use an appropriate scale and density to create a place of a human scale.”</i>
4.2	<i>consists of perimeter blocks that respond to the grain of the existing settlements taking cues from block sizes, plot patterns, and the relationship between built and open space</i>
DHP4.2.1	The characteristic pattern of development in the character area is one where the buildings are set within the landscape; where the landscape is dominant. In this rural character area, an irregular block layout, as guided by this Design Code, is considered to provide a more appropriate ‘organic’ character and perimeter blocks will therefore be resisted.
	Built Form
	<i>Joint Design Guide: “Respect the local context whilst striving for excellence in architectural quality and sustainability.”</i>
5.4	<i>incorporates green and/or brown roofs/roof gardens on flat roof buildings and vertical gardens. Building design should seek to integrate biodiversity enhancements wherever possible. These could be through the provision of green walls/roofs, or faunal features (bird/bat boxes). They can be discretely incorporated into structures, or made into focal points, and will contribute to the need for development to deliver biodiversity net gain</i>
DHP5.4.1	Virtually any type of roof structure can accommodate green and brown roofs and should therefore not be limited for consideration on flat roofs. Green, brown (now also known as biodiverse roofs) and blue roofs should be explored on all roof types as a contribution to nature recovery, surface water flood alleviation and their appearance will contribute to Culham’s sense of greenery.
5.59	<i>the proposed design must preserve or enhance the original features and/or contribute to its significance</i>
DHP5.59.1	In addition, the design of proposals should enhance the original features and contribute to the significance of local heritage assets in this Code Analysis.

5. Design Codes

Dispersed Historic Parkland

Climate and Sustainability	
	<i>Joint Design Guide: "Achieve an optimal active design approach."</i>
6.2	<i>optimises the orientation of buildings to utilise solar gain and shading</i>
DHP6.2.1	All development must be 'zero carbon ready by design' to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping.

5. Design Codes

Linear Extensions

Place and Setting	
	<i>Joint Design Guide: “Ensure: A contextual analysis including an opportunities and constraints plan (which will inform your design rationale) of the wider and immediate site context has been prepared.”</i>
1.0	<i>A contextual analysis should identify existing networks of natural features, including watercourses, trees, woodland, hedgerows, green spaces, field patterns, habitats and public rights of way (footpaths, bridleways, etc.)</i>
LE1.0.1	Proposals should retain and enhance domestic front gardens, grass verges (particularly on the High Street and at The Glebe identified as Important Open Space in this Code Analysis), trees and hedgerows (particularly Significant Trees and Hedgerows identified in this Code Analysis) as an important contribution to the rural and open character of the village and as an opportunity for additional habitat provision.
1.1	<i>A contextual analysis should identify the landscape character, natural features and topography highlighting visually prominent areas</i>
LE1.1.1	Proposals should acknowledge, where applicable, the key characteristics of the Flat Floodplain Pasture and Open Farmed Hills and Valleys landscape types in the Nuneham Courtenay Ridge Character Area identified in this Code Analysis.
1.2	<i>A contextual analysis should identify attractive and/or sensitive views (both of and from built and natural features) into, out of and within the site</i>
LE1.2.1	Proposals should acknowledge the way in which most plots and buildings are hidden by surrounding tree cover with long distance views restricted by tree cover in most parts, reinforcing the attractive skyline of this character area visible from Culham Lock Car Park and along Culham Cut (identified in this Code Analysis).
LE1.2.2	Proposals on the northern stretch of Tollgate Road should avoid obstructing the dominant sky and long views (identified in this Code Analysis) of the open and exposed character of the landscape to the east of the village.

5. Design Codes

Linear Extensions

	Place and Setting
1.3	<i>A contextual analysis should identify buildings and structures of historical importance including listed buildings, associated setting and historic views, historic landscape pattern and features (historic landscape character), conservation areas, historic parks and gardens and archaeological remains</i>
LE1.3.1	Proposals should retain the built form and architectural features of nos. 22-23 High Street as local heritage assets and should acknowledge the role the buildings play as a positive contribution to the street scene.
LE1.3.2	Proposals should retain the built form and architectural features of nos. 22-23 High Street as local heritage assets and should acknowledge the prominent location and role the buildings play as a positive contribution to the street scene.



School House

Erected in 1850 with some additions made in 1897. It was reorganised in 1924 for infants and girls only, but in 1931 operated for infants only. The school temporarily closed in 1948, but was re-opened in 1951 and a single storey extension was added to the existing school building in 1994. The architectural features on the original building has been maintained and makes a positive contribution to the street scene.

22-23 High Street

A pair of symmetrical, semi-detached houses constructed some time between 1883 and 1899. The buildings relate to the Morrell's Brewery associated with the village through the later 19th century and early 20th century and bares a striking resemblance with the former PH The Lion further along the High Street. The buildings are constructed of high quality materials possessing visual detail and interest which contributes positively to the street scene and Culham's skyline where glimpses of the rear elevation of the buildings are visible along the Thames Path on Culham Cut.



5. Design Codes

Linear Extensions

	Place and Setting
1.3	<i>A contextual analysis should identify buildings and structures of historical importance including listed buildings, associated setting and historic views, historic landscape pattern and features (historic landscape character), conservation areas, historic parks and gardens and archaeological remains</i>
LE1.3.3	Proposals should retain the built form and architectural features of Kiln Cottage as a local heritage asset and the view of the building should not be obstructed any further.
LE1.3.4	Proposals should acknowledge the special interest of this part of the Culham Conservation Area as highlighted in the Design Codes, including the following characteristics: <ol style="list-style-type: none"> The origins of the main village settlement as a typical Saxon settlement developed just above the Thames floodplain taking advantage of the higher ground and proximity to well-watered river meadows; The architectural features of the Grade II listed nos. 36 and 27 High Street contributing to the significance of the Conservation Area; The rural setting and character of this part of the Conservation Area is in danger of being spoiled by light pollution from the adjoining larger centres of Abingdon and Didcot and proposed future growth proposals to the north of the Parish.

Kiln Cottage

Associated with the Culham Brick and Lime Works which started operating in about 1850 closing around 1932. The Mouldey family rented Kiln Cottage from the Morrell family and describe Kiln Cottage and the Brickworks as “a package”. Source: [Janet Brandon My Childhood in Culham](#)

A detached two storey brick building situated on a generous plot on Tollgate Road. The building is sited perpendicular to Tollgate Road with its principal elevation to the south. The installation of a boundary wall in 2012 now largely screens the attractive setting of the cottage.

Photo 1 B – View opposite existing vehicle entrance B toward property



Kiln Cottage prior to the erection of a boundary wall, gates and fencing in 2012 Source: [P12/S2231/HH](#)

5. Design Codes

Linear Extensions

Place and Setting	
1.6	<i>A contextual analysis should settlement structure of the site and surrounding area: this includes studying the historical development of the settlement, its townscape; structure and hierarchy of streets, spaces, facilities, existing connections (including footpaths and cycle routes), gateways, nodes, density, plot and block sizes. Figure ground diagrams can help explain a settlement structure.</i>
LE1.6.1	Proposals for plot sub-division or for more than one dwelling or change of use within in established plot will not be supported.
LE1.6.2	Proposals should acknowledge the very regular pattern of plot shapes and sizes along every road in this area.
1.8	<i>A contextual analysis should identify the streets and public spaces surrounding the site, the enclosure of streets and public open spaces, the layout and form of spaces and the public and private interface.</i>
LE1.8.1	Proposals should retain and enhance the rural and open character of the village created by a combination of front gardens, grass verges and mature trees.
1.9	<i>A contextual analysis should identify built character: the scale, form and massing of the built environment, treatment of building frontages and boundaries, building types and materials. This should all be included in a Character Study.</i>
LE1.9.1	Proposals should be no more than two storeys in height.
LE1.9.2	Proposals on the High Street and The Glebe may be either of a detached, semi-detached house or bungalow built form only with gabled or cross gabled roof forms and simple rectangular floor plans predominating.
LE1.9.3	Proposals on Tollgate Road should be either of a detached, semi-detached house or bungalow built form only comprising either an open gable, cross gable, former, hipped, cross-hipped, pyramid hipped or intersecting/overlaid hipped roof form – other roof forms have no precedent in the character area.
LE1.9.4	Proposals should take into account the common use of red brick, centre or gable-end, ridge mounted chimney stacks.
LE1.9.5	Proposals should consider the dominance of predominantly red brick, flemish bond with glazed headers, brick feature lintels and quoins, and plain clay tile roofs in building materials and architectural features.
LE1.9.6	Proposals that comprise an architectural style of the Arts and Crafts tradition will be supported, provided they are consistent with all other relevant parts of the Code.

5. Design Codes

Linear Extensions

	Place and Setting (cont)
LE1.9.7	Proposals should acknowledge the very regular patterns of plot orientation and adhere to the strong building lines of every road in this area.
LE1.9.8	Proposals on the High Street and The Glebe should maintain and reinforce wide grass verges and front gardens with low level boundary treatments creating a spacious open character.
LE1.9.9	Proposals on Tollgate Road should retain and provide mature hedgerows and planting as soft boundary treatments and avoid the introduction of suburban features such as hardstanding in front gardens and higher level hard boundary treatments.

5. Design Codes

Linear Extensions

Natural Environment	
	<i>Joint Design Guide: “The site layout should respect its physical features and those of its adjacent land including its topography, orientation, landform, geology, drainage patterns, field patterns/boundaries and vegetation cover, for example.”</i>
2.0	<i>retains and strengthens the site’s landscape features; using the physical features of the site and results of technical studies positively and imaginatively in its design</i>
LE2.0.1	All development should contribute to the maintenance and delivery of a high quality multi-functional network of Green and Blue Infrastructure in the Parish to provide long-term benefits for people, places and nature, in ways that reinforce local character. See also Design Codes LE1.0.1 & LE1.1.1.
2.3	<i>implements SuDs (Sustainable Drainage Systems) as an integral part of the development’s open space network. SuDs should be designed into the development from the outset with features such as: wetlands, basins, ponds, scrapes, swales, retention planters (rainwater gardens), combined with good landscaping to make a positive contribution to the biodiversity, character and appearance of a development</i>
LE2.3.1	Proposals should consider flood resistance and resilience measures such as the use of permeable paving surfaces and green, blue and brown roofs.
2.9	<i>trees are designed appropriately into the layout. This should be explained in the landscaping strategy</i>
LE2.9.1	Proposals to fell any tree having a diameter of 9” (225mm) or more measured at 2’0” (600mm) above the ground will not be supported unless it can be demonstrated there is sufficient justification to remove the tree or it is dead, dying, dangerous or diseased.
LE2.9.2	If it is necessary to remove trees to carry out a development, proposals should make provision for the replacement on a ‘one for one’ basis or where the existing tree has been identified as Significant in this Code Analysis, on a ‘two or more for one’ basis, with replacements being of a reasonable size and quality.
2.13	<i>retains and enhances existing important habitats, creates new habitats and aims to deliver at least 10% Biodiversity Net Gain (Environment Bill 2020)</i>
LE2.13.1	Proposals should embed green and blue infrastructure in ways that help support nature recovery and reverse the decline in biodiversity resulting in a ‘net gain’, including the placement of swift bricks, bat box bricks, insect bricks, house martin nest boxes, ‘hedgehog holes’ between gardens and the external natural environment avoiding openings onto roads.

5. Design Codes

Linear Extensions

Movement and Connectivity	
	<i>Joint Design Guide: "A place that is easy to get to and move through for all users."</i>
3.9	<i>encourages movement by prioritising the needs of pedestrians, people with disabilities, cyclists and public transport users, over the needs of motorists within the design of streets. Applicants should refer to Manual for Streets 1 (2007) and 2 (2010)</i>
LE3.9.1	Proposals should ensure that any associated improvements to the highway network, where practicable, avoid urbanising highway infrastructure to preserve the rural character of the area.
3.25	<i>that lighting features follow the design approach used for other street furniture and avoid causing light pollution in sensitive/darker non-urban rural areas (consider, downward lighting and reduce LUX levels in these areas). Direct glare must be avoided, from any lighting scheme to neighbouring properties</i>
LE3.25.1	Proposals should avoid causing light pollution in this sensitive and dark rural area and will be expected to comply with the requirements of Policy CUL10: Light Pollution in the Culham Neighbourhood Plan. Proposals should consider the inclusion of curfew hours* as part of the lighting scheme. *Curfew: <i>The time after which stricter requirements (for the control of obtrusive light) will apply; often a condition of use of lighting applied the local planning department. Depending upon application curfew times often commence between 21:00 to 23:00 and may run until 07:00. However, exact curfew hours should be carefully applied to ensure the reduction of obtrusive light is prioritised within the immediate environment and towards sensitive human as well as fauna and flora receptors. Source: Institute of Lighting Professionals Guidance Note 01/21</i>

5. Design Codes

Linear Extensions



5. Design Codes

Linear Extensions

	Space and layout
	<i>Joint Design Guide: “Use an appropriate scale and density to create a place of a human scale.”</i>
4.2	<i>consists of perimeter blocks that respond to the grain of the existing settlements taking cues from block sizes, plot patterns, and the relationship between built and open space</i>
LE4.2.1	The characteristic pattern of development in the character area is one where the buildings are set within the landscape; where the landscape is dominant. In this rural character area, an irregular block layout, as guided by this Design Code, is considered to provide a more appropriate ‘organic’ character and perimeter blocks will therefore be resisted.
	Built Form
	<i>Joint Design Guide: “Respect the local context whilst striving for excellence in architectural quality and sustainability.”</i>
5.4	<i>incorporates green and/or brown roofs/roof gardens on flat roof buildings and vertical gardens. Building design should seek to integrate biodiversity enhancements wherever possible. These could be through the provision of green walls/roofs, or faunal features (bird/bat boxes). They can be discretely incorporated into structures, or made into focal points, and will contribute to the need for development to deliver biodiversity net gain</i>
LE5.4.1	Virtually any type of roof structure can accommodate green and brown roofs and should therefore not be limited for consideration on flat roofs as flat roof forms will not be appropriate in this character area. Green, brown (now also known as biodiverse roofs) and blue roofs should be explored on all roof types as a contribution to nature recovery, surface water flood alleviation and their appearance will contribute to Culham’s sense of greenery.



Examples of Green and Brown (Biodiverse) Roofs on pitched slopes

5. Design Codes

Linear Extensions

Built Form	
5.25	<i>maintains established building lines and predominant plot patterns</i>
LE5.25.1	Proposals must not lead to new buildings or existing buildings extending in front of any building line to the plot frontage that is common to both adjoining buildings.
5.59	<i>the proposed design must preserve or enhance the original features and/or contribute to its significance</i>
LE5.59.1	In addition, the design of proposals should enhance the original features and contribute to the significance of local heritage assets in this Code Analysis.
Climate and Sustainability	
	<i>Joint Design Guide: "Achieve an optimal active design approach."</i>
6.2	<i>optimises the orientation of buildings to utilise solar gain and shading</i>
LE6.2.1	All development must be 'zero carbon ready by design' to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping.

5. Design Codes

Outside the main village settlement

Place and Setting	
	<i>Joint Design Guide: “Ensure: A contextual analysis including an opportunities and constraints plan (which will inform your design rationale) of the wider and immediate site context has been prepared.”</i>
1.0	<i>A contextual analysis should identify existing networks of natural features, including watercourses, trees, woodland, hedgerows, green spaces, field patterns, habitats and public rights of way (footpaths, bridleways, etc.)</i>
OVS1.0.1	Proposals on Thame Lane should acknowledge the dominant sky and long views (identified in this Code Analysis) of the open and exposed character of the landscape, in particular maintaining key views to the important landmarks of Wittenham Clumps and the colling towers and chimney at Didcot Power Station.
1.3	<i>A contextual analysis should identify buildings and structures of historical importance including listed buildings, associated setting and historic views, historic landscape pattern and features (historic landscape character), conservation areas, historic parks and gardens and archaeological remains</i>
OVS1.3.1	Proposals should respect the setting of the Grade II listed “Schola Europea” a neo-Gothic style building erected in 1852 and designed by Joseph Clarke, a minor architect of the Victorian era.
OVS1.3.2	Proposals should respect the historical functional relationship and preserve and enhance the setting of the Grade II* listed Culham Station Ticket Office and Waiting Room, the Grade II listed Culham Station Overbridge, and that of Station House and The Railway Inn as local heritage assets.
OCS1.3.3	Proposals should retain the built form and architectural features of Tollgate Cottage and 60 Abingdon Road as local heritage assets and their role in marking the historic significance of the Dorchester turnpike road.
OCS1.3.4	Proposals should retain the built form and architectural features of Maud Hales Terrace as local heritage assets and should acknowledge the prominent role the buildings play in the setting of the Grade II listed and Scheduled Ancient Monument of Maud Hales Bridge.
OCS1.3.5	Proposals should limit the impact of light pollution on the character of the Culham Conservation Area in accordance with Design Code OVS2.5.34 i.
OCS1.3.6	Proposals should protect, and where appropriate, enhance, or better reveal, the significance of the Pillboxes; Pillbox Type FW3/24C (Appleford Bridge); Pillbox Type FW3/28A (Appleford Bridge); Pillbox Type FW3/28A (Sutton Bridge); Type FW3/24C (Sutton Pools); Type FW3/28A (Zouch Farm); Type FW3/28A (Tollgate Road) as local heritage assets and an integral part of Britain's military history.

5. Design Codes

Outside the main village settlement – Local Heritage Assets

Station House

Built in 1898 and often referred to as the Station Master's House. Some believe it was designed by Brunel, but there is no real evidence to support this. The house was once separated from the station yard by a large wooden double gate, but all that remains of this is an old, substantial fence post hidden in the hedge opposite the ticket office.

Charles Lewis is thought to be the first resident of the property. The 1901 census records the then Station Master, George William Townsend and his wife Louise, as boarding with Charles Lewis and family at 'Station House'.



The Railway Inn

Opening as The Railway Hotel in 1846, operating as the Jolly Porter for a short period in the past, and now the Railway Inn, the property has had a long and close association with Culham Station which opened just two years earlier. The Railway Hotel was regularly used for inquests in the 19th century and has operated as a licensed premises throughout its history, with the exception of about four years.



The Grade II* listed Culham Station Ticket Office and Waiting Room, the Grade II listed Culham Station Overbridge, and local heritage assets Station House and The Railway Inn and their setting.

5. Design Codes

Outside the main village settlement – Local Heritage Assets

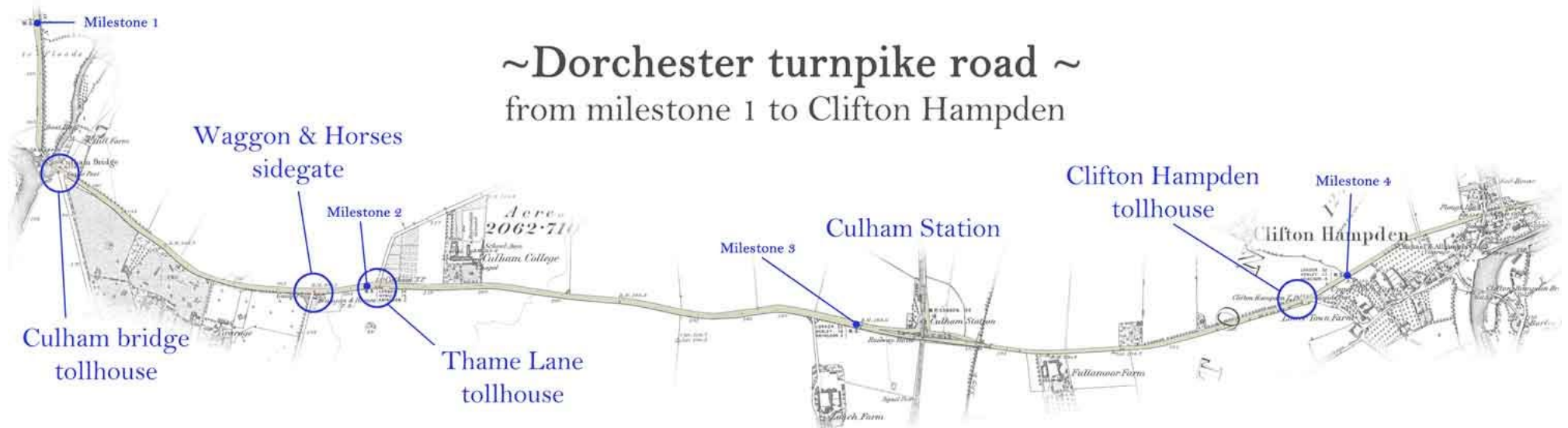
Tollgate Cottage

A former toll house at Culham Bridge, now the private residence Tollgate Cottage. The principal structure is thought to have been built for the Henley and Dorchester Turnpike Trust in 1809 in the form of a small vernacular cottage with a front porch. There are a number of additions and alterations to the original tollhouse structure, however the eastern end of the property retains original remains. The property was sold to the Morrell family estate in 1844/45 when it ceased to be a tollhouse. The brick tollhouse was probably erected here when Sutton Courtenay Bridge was built in 1809; the old foundations of a hermitage may have been incorporated into this. Source: [Old Ticket Office at Culham](#)



60 Abingdon Road

A former small and simple brick toll house opposite the end of Thame Lane built towards the end of 1844. Whilst the original tollgate across the turnpike road and sidegate across Thame Lane was removed in the early 1870s, the original toll house structure still stands today and is used as a private residence. Source: [Old Ticket Office at Culham](#)



5. Design Codes

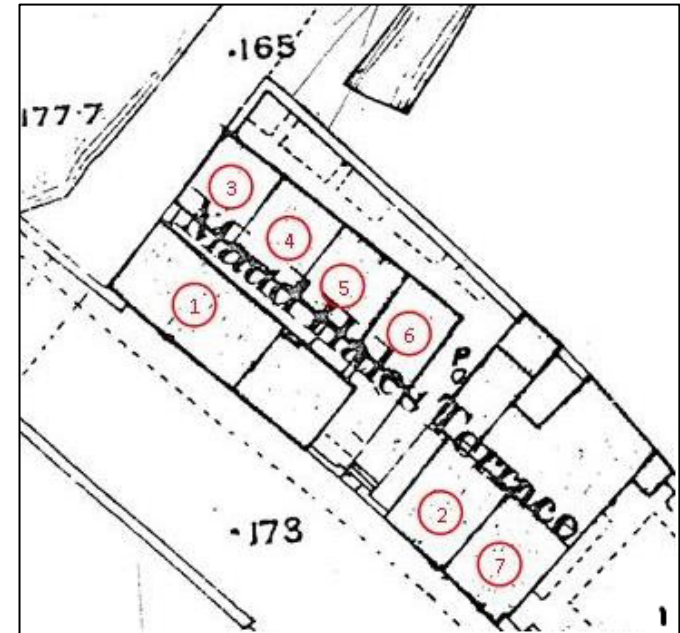
Outside the main village settlement – Local Heritage Assets

Maud Hales Terrace, Abingdon Bridge

In 1429 Maud Hales, widow of William, a mercer, funded an extension of the main bridge at Abingdon – called Burford Bridge – by adding the three arches at the south end, which although rebuilt in 1929 are still known as Maud Hales’ Bridge. A stone plaque on the pair of houses at the south end – Maud Hales Terrace 1753 – is enigmatic, however. There is no evidence that the terrace had this name in the eighteenth century, and the houses on which it is placed date from the second half of the nineteenth century! The land was owned by Christ’s Hospital, whose predecessors, the Fraternity of the Holy Cross, had built the bridge in 1416, and was a garden in the 1650s when the first house – No. 1, the twin gabled cottage painted pink – was built. About a century later another house was built to the south, part of which survives behind the pair with the datestone. In the 1830s George Keates, a barge-owner, built the tall row of four narrow houses (Nos. 3-6) at the rear of the plot overlooking the meadows of Andersey Island. Although small, they had a degree of architectural flourish, some of which survives in the window dressings.

Later in the nineteenth century a semi-detached pair of houses (Nos. 2 and 7) was built on to the front of the southern house, which at some stage was divided and each part incorporated into the new building at the front. Christ’s Hospital sold the freehold of the entire property in 1922. In the late twentieth century the small terraced houses gained northward ground floor extensions; the owners of Nos. 2 and 7 jointly extended their houses to the rear in 1991. The first recorded lessees were carpenters and fishermen, but in the eighteenth century it was home to a number of boat-owning families, including the Gleeds and the Crawfords who were related by marriage. One Glead barge, called ‘The Abingdon’ was very large (130 tons) and had a crew of six. In the nineteenth century the rear terrace was let to labourers and workers in local factories, and outworkers including ‘slop makers’ – of cheap (sloppy) clothes.

Maud Hales Terrace thus survives as a testament to the prosperity of the local barge-owners and as a microcosm of local history since the mid seventeenth century.



Annotated extract from 1st edition Ordnance Survey map



Name and date stone © D Clark 2016

Acknowledgement: This article is derived in part from notes left by the late Reverend Michael Hambleton, and the authors thank Mrs Stella Hambleton for access to them.

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5. Design Codes

Outside the main village settlement – Local Heritage Assets

Pillbox (Type FW3/24C) (Appleford Bridge)

A hexagonal pillbox with an internal anti-ricochet wall. The rear wall was lengthened to take two rifle loopholes in addition to the five light machine gun. Both 15in and 42in thick walls are common. Designed by DFW branch 3. Built in 1940 into 1941 for the defence of the United Kingdom against a possible enemy invasion during World War II.

Source:

https://heritagedata.org/live/schemes/eh_tmt2/concepts/140521.html



Pillbox FW3/24C – Source

<https://www.tracesofwar.com/sights/22405/Pillbox-FW3-22-Culham.htm>

Pillbox (Type FW3/28A) (Appleford Bridge)

Anti Tank Gun Emplacement. A large, rectangular pillbox based on the FW3/28 with the addition of a small infantry chamber to one side of the main gun chamber. Built in 1940 into 1941 for the defence of the United Kingdom against a possible enemy invasion during World War II.

Source:

https://heritagedata.org/live/schemes/eh_tmt2/concepts/140521.html

5. Design Codes

Outside the main village settlement – Local Heritage Assets

Pillbox (Type FW3/28A) (Sutton Bridge)

Anti Tank Gun Emplacement. A large, rectangular pillbox based on the FW3/28 with the addition of a small infantry chamber to one side of the main gun chamber. Built in 1940 into 1941 for the defence of the United Kingdom against a possible enemy invasion during World War II.

Source:

https://heritagedata.org/live/schemes/eh_tmt2/concepts/140521.html



Pillbox FW3/28A – Source

<https://www.tracesofwar.com/sights/22364/Pillbox-FW3-28A-Culham.htm>

Pillbox (Type FW3/24C) (Sutton Pools)

A hexagonal pillbox with an internal anti-ricochet wall. The rear wall was lengthened to take two rifle loopholes in addition to the five light machine gun. Both 15in and 42in thick walls are common. Designed by DFW branch 3. Built in 1940 into 1941 for the defence of the United Kingdom against a possible enemy invasion during World War II.

Source:

https://heritagedata.org/live/schemes/eh_tmt2/concepts/140521.html



Pillbox FW3/24C – Source

<https://www.tracesofwar.com/sights/22396/Pillbox-FW3-22-Culham.htm>

5. Design Codes

Outside the main village settlement – Local Heritage Assets

Pillbox (Type FW3/28A) (Zouch Farm)

Anti Tank Gun Emplacement. A large, rectangular pillbox based on the FW3/28 with the addition of a small infantry chamber to one side of the main gun chamber. Built in 1940 into 1941 for the defence of the United Kingdom against a possible enemy invasion during World War II.

Source:

https://heritagedata.org/live/schemes/eh_tmt2/concepts/140521.html



Pillbox FW3/28A – Source

<https://www.tracesofwar.com/sights/22222/Pillbox-FW3-28A-Culham.htm>

Pillbox (Type FW3/28A) (Tollgate Road)

Anti Tank Gun Emplacement. A large, rectangular pillbox based on the FW3/28 with the addition of a small infantry chamber to one side of the main gun chamber. Built in 1940 into 1941 for the defence of the United Kingdom against a possible enemy invasion during World War II.

Source:

https://heritagedata.org/live/schemes/eh_tmt2/concepts/140521.html



Pillbox FW3/24C – Source

<https://www.tracesofwar.com/sights/22363/Pillbox-FW3-28A-Culham.htm>

5. Design Codes

Outside the main village settlement

The Natural Environment	
	<i>Joint Design Guide: “The site layout should respect its physical features and those of its adjacent land including its topography, orientation, landform, geology, drainage patterns, field patterns/boundaries and vegetation cover, for example.”</i>
2.0	<i>retains and strengthens the site’s landscape features; using the physical features of the site and results of technical studies positively and imaginatively in its design</i>
OVS2.0.1	All development should contribute to the maintenance and delivery of a high quality multi-functional network of Green and Blue Infrastructure in the Parish to provide long-term benefits for people, places and nature, in ways that reinforce local character.
2.3	<i>implements SuDs (Sustainable Drainage Systems) as an integral part of the development’s open space network. SuDs should be designed into the development from the outset with features such as: wetlands, basins, ponds, scrapes, swales, retention planters (rainwater gardens), combined with good landscaping to make a positive contribution to the biodiversity, character and appearance of a development</i>
OVS2.3.1	Proposals should consider flood resistance and resilience measures such as the use of permeable paving surfaces and green, blue and brown roofs.
2.13	<i>retains and enhances existing important habitats, creates new habitats and aims to deliver at least 10% Biodiversity Net Gain (Environment Bill 2020)</i>
OVS2.13.1	Proposals should embed green and blue infrastructure in ways that help support nature recovery and reverse the decline in biodiversity resulting in a ‘net gain’, including the placement of swift bricks, bat box bricks, insect bricks, house martin nest boxes, ‘hedgehog holes’ between gardens and the external natural environment avoiding openings onto roads.

5. Design Codes

Outside the main village settlement



5. Design Codes

Outside the main village settlement

Movement and Connectivity	
	<i>Joint Design Guide: “A place that is easy to get to and move through for all users.”</i>
3.9	<i>encourages movement by prioritising the needs of pedestrians, people with disabilities, cyclists and public transport users, over the needs of motorists within the design of streets. Applicants should refer to Manual for Streets 1 (2007) and 2 (2010)</i>
OVS3.9.1	Proposals should acknowledge and respond to the need to enhance pedestrian and cycle connectivity across the A415 Abingdon Road from the existing village settlement and the prominent role the area around the junction of Tollgate Road and the A415 will play in linking together the existing settlement with new development to the north of the A415 whilst retaining the distinct separate identity of the historic rural village. Improvements to the crossing at the junction of Tollgate Road and the A415 and improvements to the existing shared pedestrian and cycleway on the A415 will be expected to form part of the provision of sustainable transport facilities required by Policy STRAT9 of the adopted South Oxfordshire Local Plan.
OVS3.9.2	Proposals should acknowledge and respond to the need to enhance pedestrian and cycle connectivity alongside the railway to Oxford via Radley joining Sustrans Cycle Route 5 including a river crossing.
3.25	<i>that lighting features follow the design approach used for other street furniture and avoid causing light pollution in sensitive/darker non-urban rural areas (consider, downward lighting and reduce LUX levels in these areas). Direct glare must be avoided, from any lighting scheme to neighbouring properties</i>
OVS3.25.1	Proposals should avoid causing light pollution in this sensitive and dark rural area and will be expected to comply with the requirements of Policy CUL10: Light Pollution in the Culham Neighbourhood Plan. Proposals should consider the inclusion of curfew hours* as part of the lighting scheme. <i>*Curfew: The time after which stricter requirements (for the control of obtrusive light) will apply; often a condition of use of lighting applied the local planning department. Depending upon application curfew times often commence between 21:00 to 23:00 and may run until 07:00. However, exact curfew hours should be carefully applied to ensure the reduction of obtrusive light is prioritised within the immediate environment and towards sensitive human as well as fauna and flora receptors. Source: Institute of Lighting Professionals Guidance Note 01/21</i>

5. Design Codes

Outside the main village settlement

Built Form	
	<i>Joint Design Guide: “Respect the local context whilst striving for excellence in architectural quality and sustainability.”</i>
5.4	<i>incorporates green and/or brown roofs/roof gardens on flat roof buildings and vertical gardens. Building design should seek to integrate biodiversity enhancements wherever possible. These could be through the provision of green walls/roofs, or faunal features (bird/bat boxes). They can be discretely incorporated into structures, or made into focal points, and will contribute to the need for development to deliver biodiversity net gain</i>
OVS5.4.1	Virtually any type of roof structure can accommodate green and brown roofs and should therefore not be limited for consideration on flat roofs. Green, brown (now also known as biodiverse roofs) and blue roofs should be explored on all roof types as a contribution to nature recovery, surface water flood alleviation and their appearance will contribute to Culham’s sense of greenery.
Climate and Sustainability	
	<i>Joint Design Guide: “Achieve an optimal active design approach.”</i>
6.2	<i>optimises the orientation of buildings to utilise solar gain and shading</i>
OVS6.2.1	All development must be ‘zero carbon ready by design’ to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping.

Prepared by
oneill homer
planning for good