

Land at New Road, Bampton

Design and Access Statement

On behalf of Richborough Estates

October 2013



“ The development of the **New Road** site represents an opportunity to deliver new **high quality housing** which meets the existing and future **needs of Bampton.**”

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Strategic Land Promotion
helping places evolve



1. Introduction

1.1 This Design and Access Statement has been prepared by Turley Associates on behalf of Richborough Estates (the ‘Applicants’). It supports an outline planning application for the development of land to the north of New Road in Bampton, West Oxfordshire for the purposes of a new high quality residential community.

1.2 This application is submitted in outline form with approval sought for use and access arrangements only. All other matters including layout, scale, appearance and landscape are reserved for subsequent approval. This approach has been informed by and has followed a full contextual appraisal of the site, identification of constraints and opportunities and thorough pre-application consultation with representatives from the local planning authority.

Purpose of the document

1.3 The need to provide a Design and Access Statement to accompany planning applications is set out in the DCLG’s publication ‘Guidance on Information Requirements and Validation’ (March 2010) and its amendment published in June 2013. It is in response to the recognised need to deliver high quality, locally responsive and sustainable developments through the UK planning system. The guidance sets out the role of Design and Access Statements to illustrate the processes which have led to the proposed development, and to justify the proposals in relation to their context in a transparent, legible and structured way. This approach is embedded and endorsed by the National Planning Policy Framework (NPPF).

1.4 The purpose of this Design and Access Statement is therefore to demonstrate that the proposed development is responsive to its surrounding context and in accordance with local development plan policies. It should therefore be read in conjunction with the following documentation submitted as part of the application:

- Planning application forms and ownership certificates
- Full planning application package of drawings
- Planning Statement (October 2013) (Turley Associates)
- Statement of Community Involvement (October 2013) (Turley Associates)
- Transport Assessment (October 2013) (PTB Transport Planning Ltd)
- Travel Plan (October 2013) (PTB Transport Planning Ltd)
- Economic Benefits Statement (September 2013) (Turley Associates)
- Ecological Appraisal (April 2013) (Just Ecology)
- Flood Risk Assessment (July 2013) (BWB)
- Archaeological Assessment (September 2013) (Iain Soden Heritage Services Ltd)
- Agricultural Land Classification (June 2013) (Soil Environment Services Ltd)
- Noise Impact Assessment (July 2013) (REC)
- Phase 1 Site Investigation Report (June 2013) (ASL)
- Arboricultural Survey (July 2013) (Midlands Forestry)
- Foul Water and Utilities Statement (September 2013) (BWB)

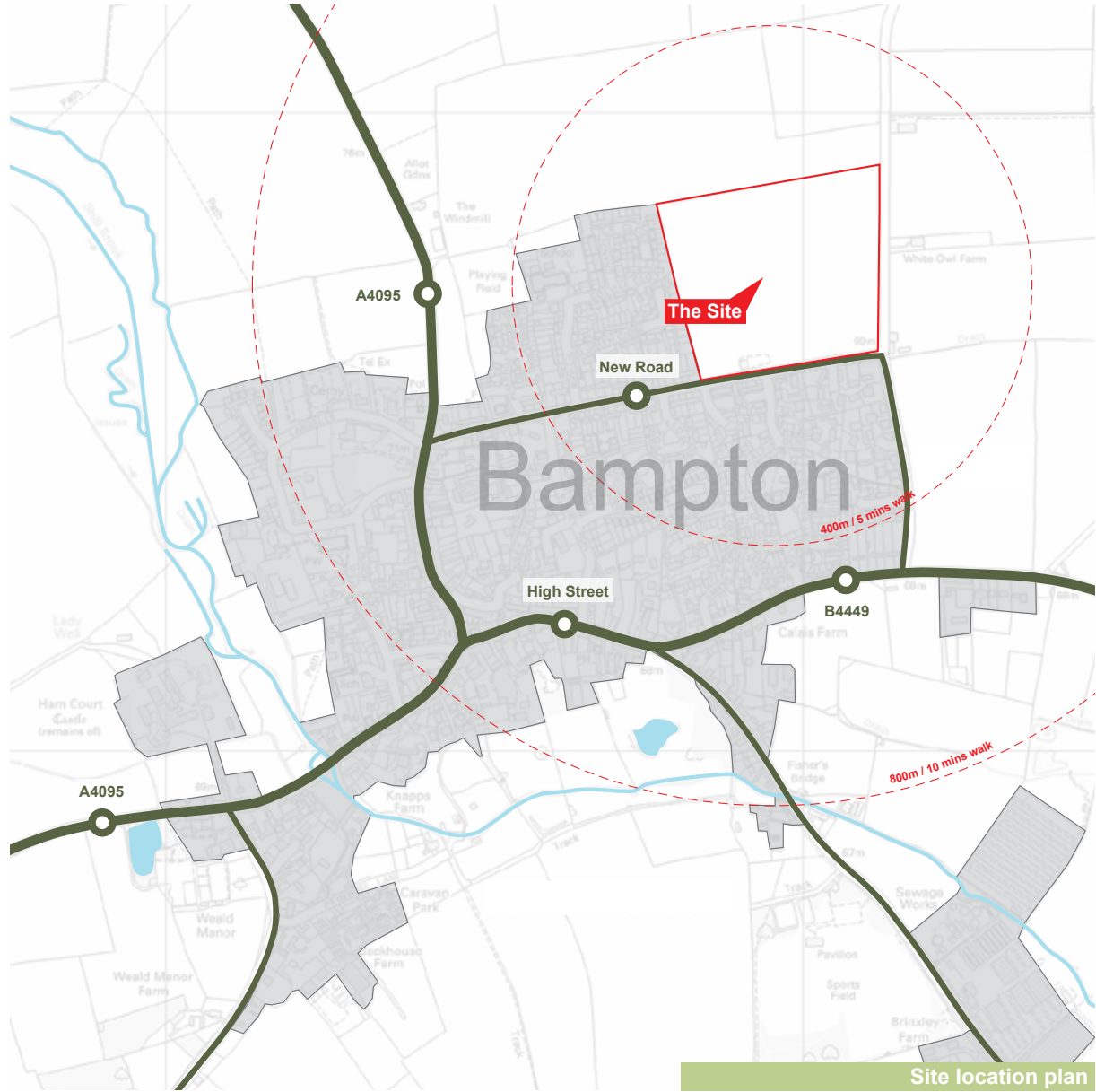
Structure of the statement



The site

1.5 The application site extends to approximately 9.15 hectares (ha) and consists primarily of greenfield land - currently used for the purposes of arable farming - on land to the north of New Road, approximately 0.6km north east of Bampton Village Centre.

1.6 The site is defined by New Road to the south; the Bowling Green Close Estate to the west; an unnamed country lane to the east; and open countryside to the north. The edge of the site is clearly defined by a number of field boundaries. Beyond these boundaries, the village of Bampton extends outward to the south and west with open farmland and countryside extending out to the north and east.



“ Richborough Estates has a vision and goal to respect and to improve existing communities through carefully considered locally responsive development. ”



2. Policy context

National Planning Policy

National Planning Policy Framework (2012)

2.1 National planning policy is provided in the National Planning Policy Framework (NPPF), which was published in March 2012. This sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. This document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

2.2 The Ministerial Foreword to the NPPF explains that *'the purpose of planning is to help achieve sustainable development... sustainable means ensuring that better lives for ourselves don't mean worse lives for future generations...development means growth...including housing a rising population which is living longer.'*

Achieving Sustainable Development

2.3 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. At the heart of the NPPF, is a presumption in favour of sustainable development (paragraph 14).

2.4 The NPPF contains 12 core principles for plan-making and decision-taking, which include the need for planning to be:

- Genuinely plan-led, empowering local people to shape their surroundings
- A creative exercise in finding ways to enhance and improve the places in which people live their lives
- Identifying and meeting the housing, business and other development needs of an area
- Always seeking to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Taking account of the different roles and character of different areas, including promoting the vitality of our main urban areas and protecting the Green Belts around them

- Supporting the transition to a low carbon future in a changing climate
- Contributing to conserving and enhancing the natural environment and reducing pollution
- Encouraging the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value

- Promoting mixed use developments and encouraging multiple benefits from the use of land

- Conserving heritage assets in a manner appropriate to their significance

- Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable

- Taking account of and supporting local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

2.5 The NPPF also identifies that there is a requirement for housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. Based on the Core Strategy housing figures, we consider that the Council cannot demonstrate a five year supply of deliverable housing sites.

Local Planning Policy

West Oxfordshire Local Plan Saved Policies (2011)

2.6 The Local Plan was adopted in June 2006 and covers the period to 2011. However, the majority of policies contained in the Local Plan have been 'saved' (Secretary of State Direction, June 2009).

2.7 The site is not allocated for any particular use in the Local Plan. Bampton is allocated as a Service Centre, and Policy H7 states that new dwellings will be permitted in these locations in the following circumstances:

- Infilling
- Rounding off within the existing built-up area
- The conversion of appropriate existing buildings
- On sites specifically allocated for residential development.

2.8 However, the Policy goes on to state that 'rounding off' should not extend the settlement in to the open countryside, nor conflict with other policies in the Plan. Given the nature of the application proposals, the following Local Plan policies are considered to be relevant to the determination of this planning application:

- Policy BE1 – Environmental and Community Infrastructure
- Policy BE2 – General Development Standards
- Policy BE3 – Provision for Movement and Parking
- Policy BE4 – Open space within and adjoining settlements
- Policy BE19 – Noise
- Policy BE21 – Light Pollution
- Policy NE1 – Safeguarding the Countryside
- Policy NE3 – Local Landscape Character
- Policy NE6 – Retention of Trees, Woodlands and Hedgerows
- Policy NE7 – The Water Environment
- Policy NE10 – Water Resources
- Policy NE11 – Water Quality

- Policy NE13 – Biodiversity Conservation
- Policy NE15 – Protected Species
- Policy T1 – Traffic Generation
- Policy T2 – Pedestrian and Cycle Facilities
- Policy T3 – Public Transport Infrastructure
- Policy H2 – General residential development standards
- Policy H3 – Range and type of residential accommodation
- Policy H4 – Construction of new dwellings in the countryside and in small villages
- Policy H11 – Affordable housing on allocated and previously unidentified sites

2.9 A summary of each policy is contained within the Planning Statement which accompanies this planning submission.

West Oxfordshire Local Development Framework

2.10 The Local Development Framework (LDF) consists of a series of documents that when adopted will replace the extant Local Plan.

Draft Local Plan (November 2012)

2.11 The draft Local Plan was published for consultation in Winter 2012. It had been intended to publish the Plan in Summer 2013 prior to an Examination in Public (EiP) commencing later this year. However, following the revocation of the South East Plan and the commissioning of a new Strategic Market Housing Assessment (SHMA) (refer to paragraph 4.19 below), the Council decided not to progress the plan until this further piece of evidence is complete.

2.12 The draft Local Plan sets out the quantum and distribution of development in the West Oxfordshire District between 2011 and 2029 and considers the infrastructure required to support this development. It contains a number of Core Policies to manage change and to ensure that all new development is sustainable. In accordance with the NPPF, the Council will approve applications that accord with the policies in the Local Plan, and where relevant the Neighbourhood Plan, unless material considerations indicate otherwise. An overriding objective of the Plan is to meet the specific housing needs of the District by ensuring the timely delivery of new housing to meet forecast needs and support sustainable economic growth.

Site Allocations and Development Management (2008)

2.13 West Oxfordshire District Council published a Site Allocations Issues and Options document for consultation in March 2008. The application site was considered as a potential development site (Site Ref. 153). Following the publication of the NPPF and the ongoing work on the Core Strategy for the District, work on the Site Allocations document has been put on hold. A decision will be made on whether to progress this document once further progress has been made with the Core Strategy.

Other documentation

Strategic Housing Market Assessment (2008)

2.14 A Strategic Housing Market Assessment (SHMA) was undertaken in 2008 and updated in 2011. The population in West Oxfordshire is forecast to increase by approximately 14% in the period to 2026, with the most significant growth in the over-65 age group. There is therefore a need to provide smaller units for older people in both the market and affordable sectors in order to free up larger family housing. In 2011, the total affordable housing need in the District was 909 units per year and the scale of this need justifies the affordable housing targets sets out in the adopted and emerging Local Plan. In the social rented sector, there is a need for one, two and four bedroom properties, and future delivery in the market sector could be for 60% of units for single/couple and small family households and 40% for larger family dwellings.

Strategic Housing Land Availability Assessment (2011)

2.15 The Council published its Strategic Housing Land Availability Assessment (SHLAA) in January 2011, which assessed three sites in Bampton. The application site has been assessed under reference no.153. The assessment concludes that whilst land on the fringes of Bampton is generally unsuitable for housing there is limited potential for a small scheme off New Road, provided that the constraints, such as landscape setting and flooding can be addressed.

Affordable Housing Supplementary Planning Document (2007)

2.16 This document supplements Policy H11 of the adopted Local Plan and applies to residential development on allocated and windfall sites. In response to the high level of local housing need, the Council will seek 50% affordable housing on developments of 2 or more dwellings subject to development viability. The size and mix of affordable housing should reflect the local need and the design standards for affordable housing should be no lower than for market housing. The Council's priority is for the provision of rented housing, although shared ownership and discount market would be acceptable where there is an identified need. Where the provision of affordable housing would render a development unviable the Council will accept a lower provision subject to the submission of a full economic appraisal alongside the planning application. Affordable housing provision will be secured through a Section 106 Agreement.

West Oxfordshire Design Guide (2006)

2.17 This guide provides design advice appropriate to future development in the District and supplements the policies in the adopted Local Plan. It describes the ways in which good design can protect and enrich the character of the District. Bampton is described as a large village in the south of the District, on a flattish and low lying terrace. It comprises a sizable loose-knit historic settlement, with a block of later estate development to the north east, which is adjacent to the application site.

Other considerations

By Design

2.18 'By Design' highlights that good design is important everywhere and the creation of successful places depends on the skill of designers and commitment from those who employ them, as well as input from the planning system. The key aspect it focuses upon includes the design of buildings and spaces, landscapes, roads and movement systems. It seeks to enhance the quality of urban development through a move from reliance on prescriptive development standards towards a more design led approach with a positive emphasis on place making.

2.19 'By Design' states that successful streets, spaces, villages, towns and cities tend to have characteristics in common. These factors have been analysed to produce principles or objectives of good urban design. They help to remind us what should be sought to create a successful place. 'By Design' lists the objectives of urban design as follows:

- Character – a place with its own identity
- Continuity and enclosure – a place where public and private spaces are clearly distinguished:
- Quality of the public realm – a place with attractive and successful outdoor areas

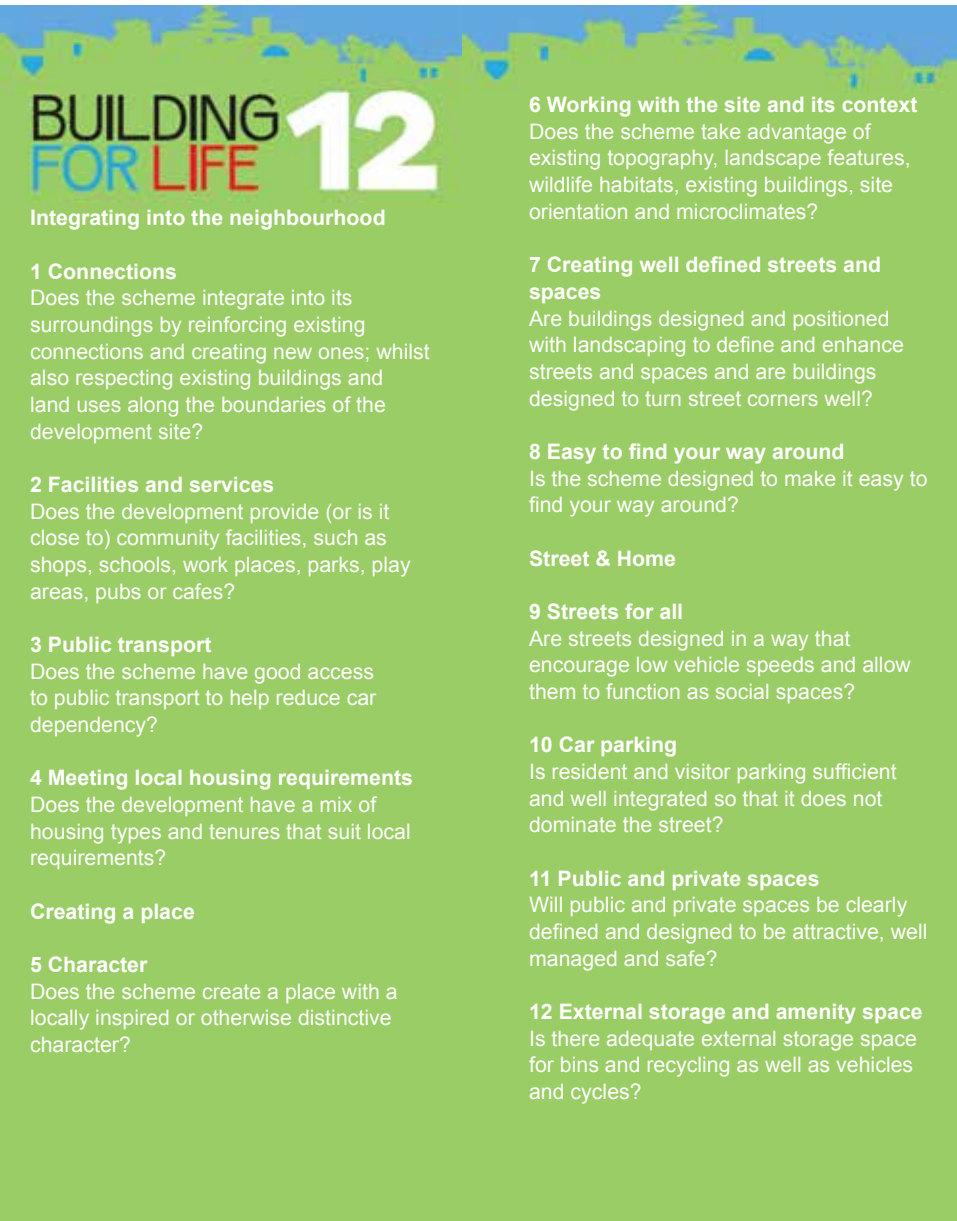
Building for Life 12

2.20 Building for Life is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods. Local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.

2.21 The 12 questions reflect our vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, BfL 12 is based on the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning.

2.22 The 12 questions are designed to help structure discussions between local communities, the local planning authority, the developer of a proposed scheme and other stakeholders.

2.23 BfL 12 is also designed to help local planning authorities assess the quality of proposed and completed developments; and as a point of reference in the preparation of local design policies.





3. Appreciating the context

Overview

3.1 This chapter sets out the urban design analysis of the site and surrounding context to inform a series of locally responsive and sustainable design principles. The three scales of context are set out as follows:

- Strategic context – The location of the site within the district setting including key transport connections
- Village context - The wider setting of the site, the area's historic growth, and the current relationship between the site and the surrounding built form, urban grain, and its key connections to the surrounding urban area
- Site context – A more detailed appraisal of the site and its immediate surroundings, including topography, landscape, ecology and hydrology.

3.2 This approach will demonstrate how the proposed scheme has identified, acknowledged and responded to the design considerations unique to this specific site.



Left and above: Images taken from around Bampton showing the village's character and connections with the surrounding area.

Strategic context

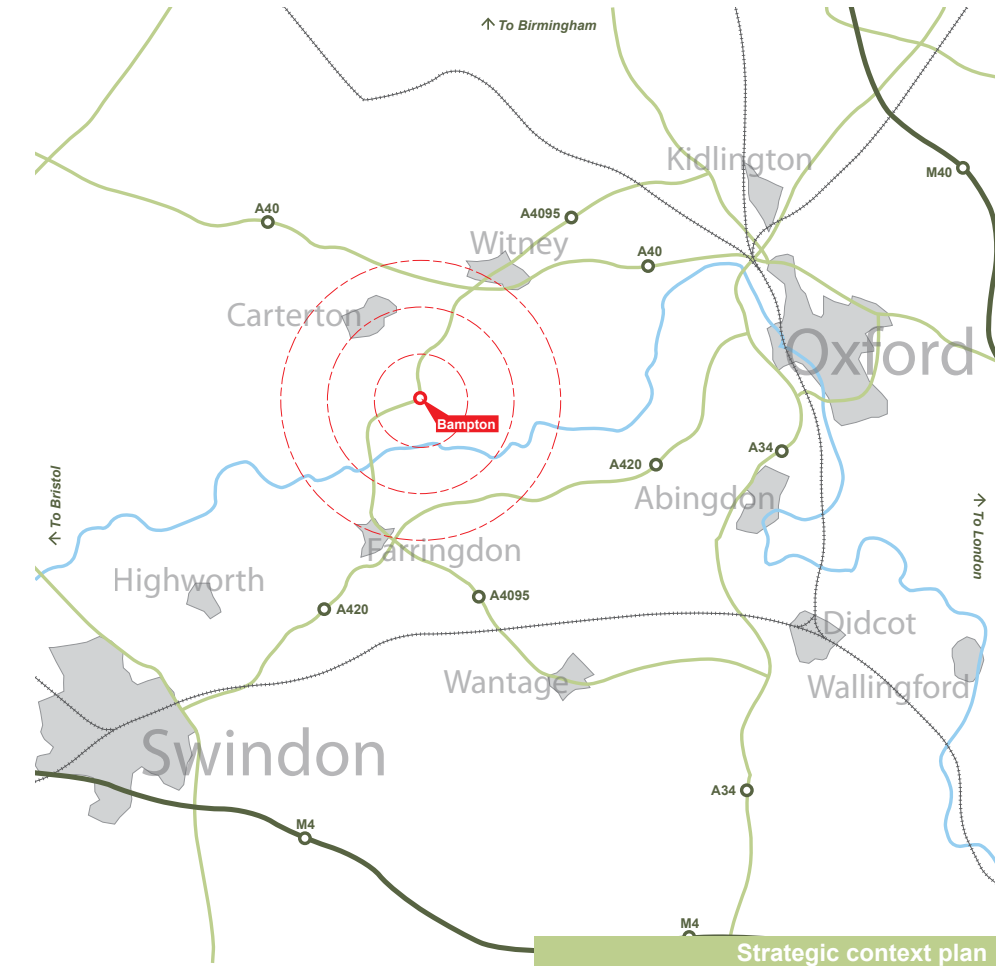
3.3 Bampton is a small village located on the edge of the Cotswolds and Thames Valley and lies centrally amongst a collection of towns and market towns. Immediately northeast lies the town of Witney, northwest is the town of Carterton and south west the market town of Faringdon.

3.4 This traditionally rural village is located approximately 30 km west of Oxford and 32 km north east of Swindon. The site is well connected to the regional road network with the A4095 providing connections to the A4, connecting the site with Oxford and to the A420, which connects the site with Swindon. Junction 8a of the M40 motorway is located 25 miles to the east offering wider motorway connections to the Greater London area. Junction 13 of the M4 motorway is located 48 km to the south offering an alternative connection to Greater London. Bristol airport is located 110 km to the south west and Birmingham International airport is located 110 km to the north of Bampton.

3.5 Although Bampton is a small and rural village there are sustainable transport services available which offer connections to the surrounding larger towns and regional cities. Route 18 provides an hourly bus service from Bampton to Oxford and route 19 provides an hourly bus service from Carterton to Witney (Via Bampton). Rail services are provided from Swindon (Wilts) as well as Oxford which provide access to Reading, Bristol and Greater London.

Initial design thoughts...

- The development structure, scale and density should reflect the site's location and role within its wider context.
- The new development should provide convenient access to adjacent road and public transport links.



Village context

3.6 The site is located on the north eastern edge of the built up area of Bampton village. Located along Mount Owen and New Road, the site is located approximately 800m (a 10 minute walking distance) from the village centre. The small rural village characteristic of Bampton means that the site is within a 10 minute walk from many of the village's main amenities.

3.7 The site is bound by residential uses along its western edge. The southern edge of the site is bound by a series of residential uses fronting on to the site from across New Road. The northern and eastern edges of the site open out on to agricultural pasture land. The urban core of the village lies to the south west of the site, with open countryside wrapping around the northern and eastern edges as well as around Bampton's developed envelope.

3.8 Within 400m (a 5 minute walk) of the site, local amenities including the Bampton CoE pre-school and primary school and a children's recreational area can be accessed. A bus stop, local public house, Bampton Doctor's surgery, village library are all in close proximity (within 800m) to the site. The village centre, which hosts a variety of local shops and facilities including convenience retail, hotel accommodation, an art gallery, restaurants and small businesses, is also within an 800m walking distance from the site

3.9 The village also offers some additional recreational and business facilities beyond the 800m radius of the site. When taking into consideration the scale and walkable nature of the village these facilities are still in an easy and convenient walking distance to the site.

Initial design thoughts...

- Ensure the new development connects both visually and physically to the site's village context
- Provide a positive relationship to adjacent areas of open countryside
- Support local facilities within the village. ”

1. Cycle route running south of the site

2. Local convenience retailer located in Bampton Village Centre

3. Signs showing directions to the Village's school and GP Surgery

4. Bampton Post Office located in Bampton Village Centre



1



2



3



4



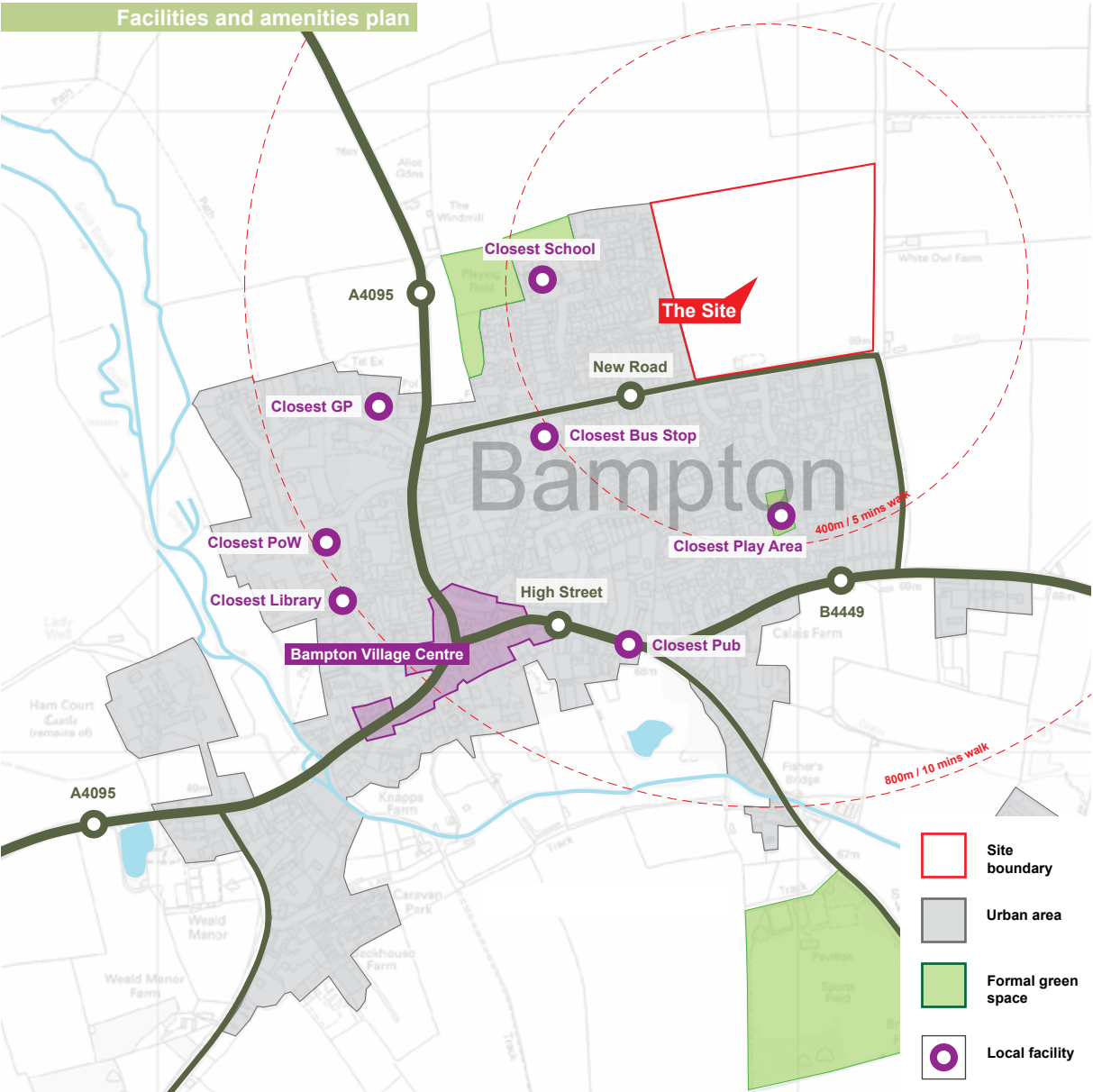
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5. Sign showing directions to the village library

6. School Patrol sign outside Bampton C of E Primary School



6



Historic context

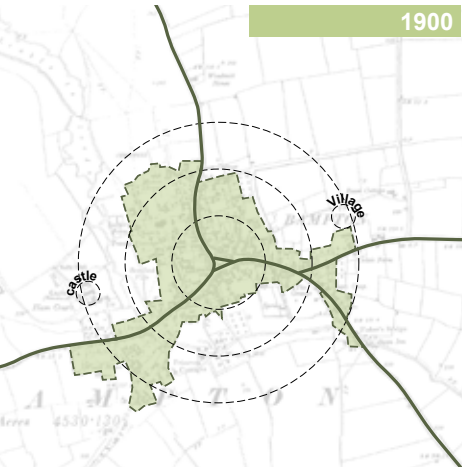
3.10 Many of the characteristics and opportunities of the site's village setting can be attributed to the historical growth and development of Bampton. It is important to understand this area's historical development context in order to help inform and support a responsive design rationale and approach. This not only ensures that the site is appropriately defined through any future development but also ensures that any future development compliments the wider village's historic development and growth pattern as a whole.

3.11 Since the establishment of a small medieval settlement and Ham Court castle, the settlement grew into a Victorian village, which forms the core of present day Bampton. Post war development between the 1950s and 1970s saw the village's most rapid period of expansion, growing towards the north and east of the Victorian core. With a new urban edge beginning to become defined around the periphery of the Victorian core, the village now has a well-established sense of character and place. The Victorian core provides the nostalgic rural character of the village. Future north easterly growth helps preserve the village's main assets and heritage whilst also providing an appropriate new village edge to the open countryside and pasture lands beyond.

3.12 The adjacent plans illustrate the village's growth in more detail over the course of the last 125 years and demonstrates how the urban area has extended out to the north east towards the application site.



Historic origins
The historic origins of Bampton originated via two key nodes; Ham Court Castle and a small medieval settlement located to the north of High Street and Bridge Street.



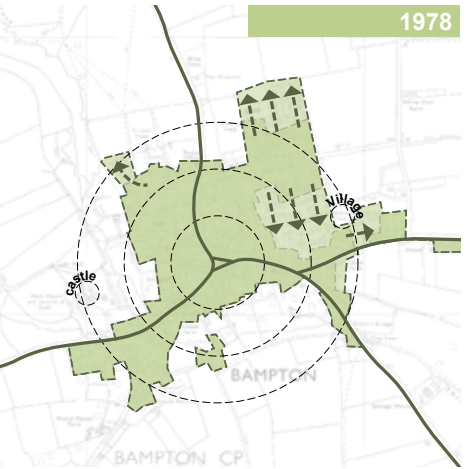
Victorian development
The Victorian village of Bampton grows between the historic nodes of the castle and medieval settlement to establish the Village's Victorian core which is evident today.



Pre-war growth
The footprint of the village experiences little change with a majority of the village's growth being accommodated via intensification of existing plots and small peripheral farmstead developments.



Post-war development (1950's-60's)
Growth of the village is facilitated through development to the northeast of the existing village footprint, in the form of a large scale formally planned residential estates north and south of New Road.



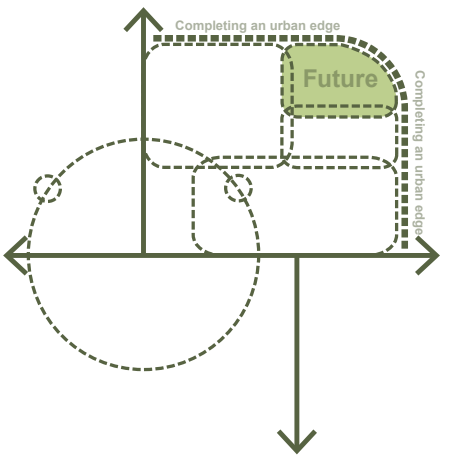
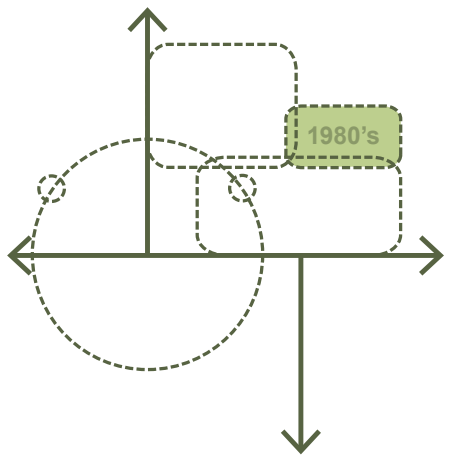
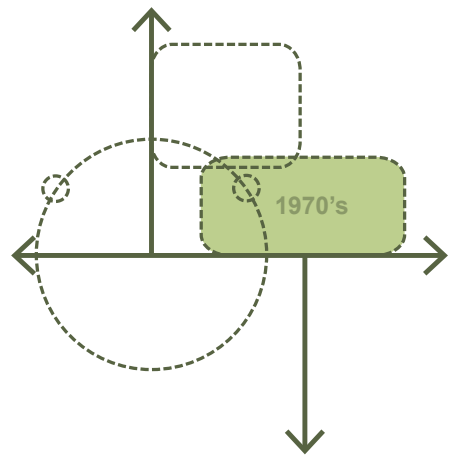
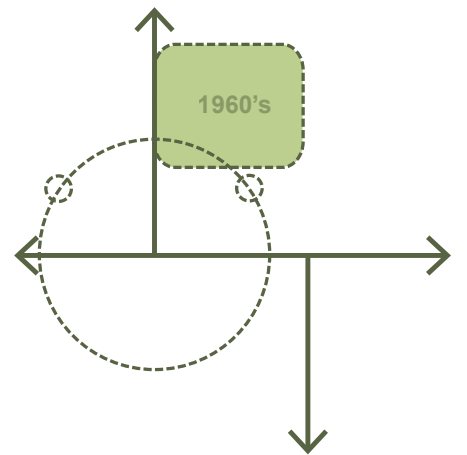
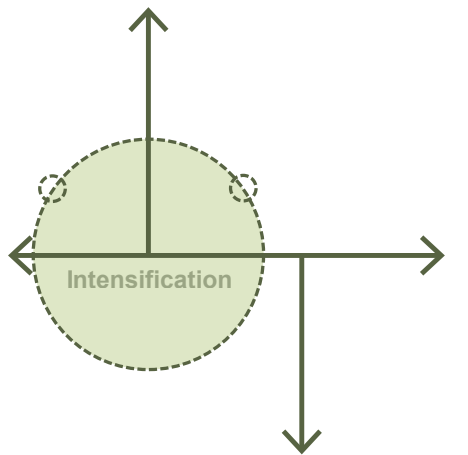
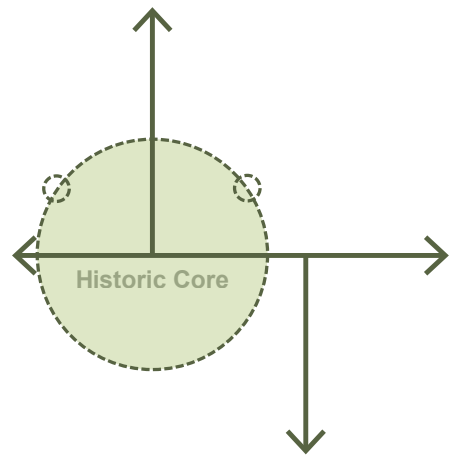
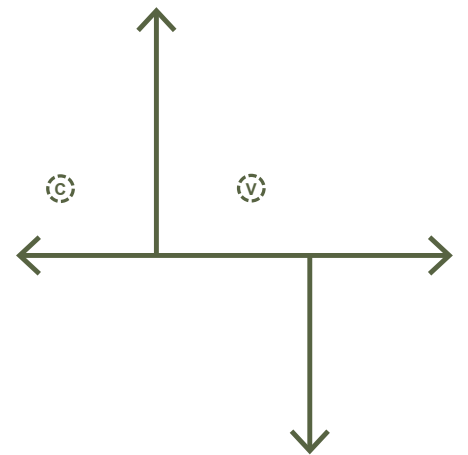
Post-war development (1970's)
The period of most rapid expansion in the village's modern history. Its expansion continue towards the north and east contained by historic field boundaries and lanes.



Post-war development (1980's-90's)
Expansion to the north and east continues away from the Victorian core of the village. A new urban edge begins to form to the north and east of the village.



Embracing future growth
Future growth of the village completes Bampton's expansion north and east completing and defining a new urban edge to the village without compromise to the village's Victorian core.



Urban context and townscape

3.13 The townscape and character of the village has been largely influenced by its historical development and periods of expansion, which is illustrated on the adjacent plan.

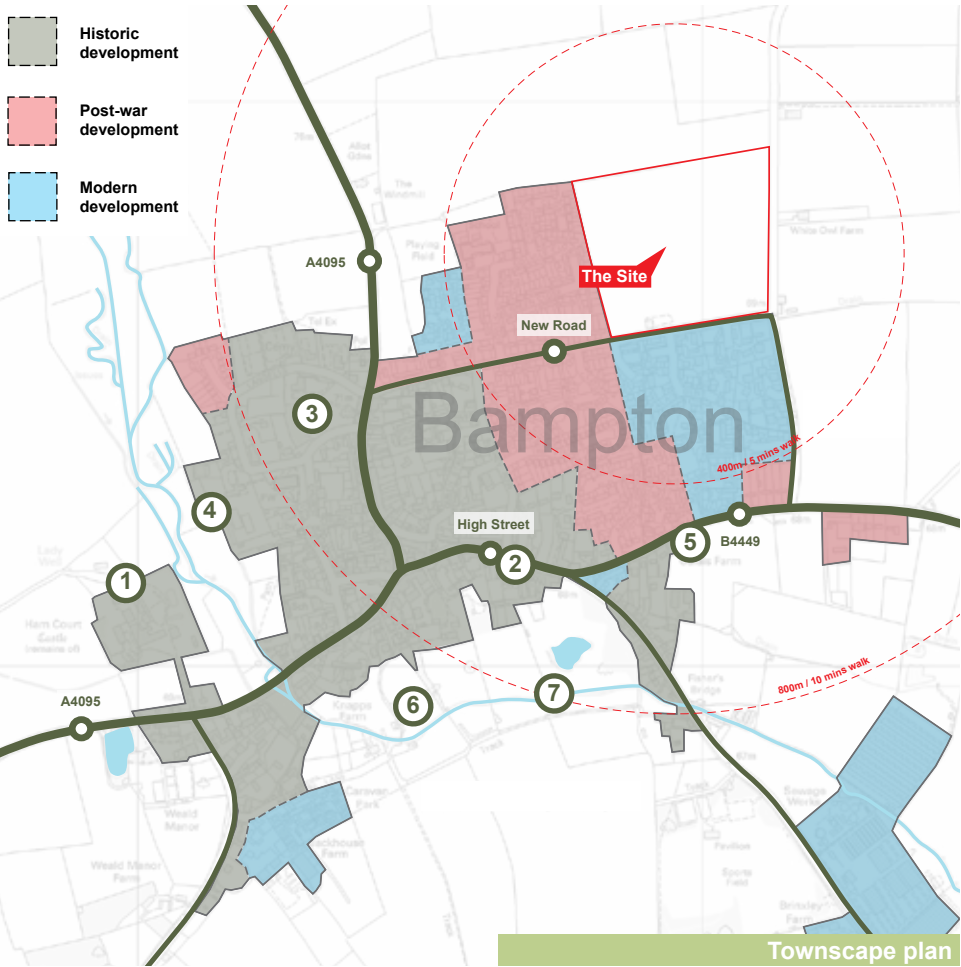
3.14 Bampton's village core is characterised by its Victorian architectural style and heritage which provides the village with its picturesque sense of place and character. Period development in this area is typically denser, with developments focused along the key streets which intersect in the centre of the village forming the main nodal point within the village. Building lines are relatively consistent along the main streets but building heights and roof pitches vary between 2 and 3 storeys. Varied building facades within the historic areas of the village, which are finished in a variety of brickwork, add some architectural variety to the local street scene.

3.15 The area immediately to the west of the site is characterised by 1960's type development, mostly in the form of medium density planned housing estates. The street and house types are formal with a consistent building height of 2 storeys across most to these areas, with some bungalows in certain areas. The 1960's type development which forms the western edge of the site backs onto the site, restricting views and neglecting the opportunity to overlook the adjacent countryside. This has resulted in a rigid and impermeable western edge to the site and the wider village, with no visual or physical connections to the rural hinterland.

3.16 More contemporary (1980's onwards) residential development can be found adjacent to the southern boundary of the site, across New Road as well as in other isolated pockets throughout the village. These areas are characterised by medium-low density dwellings, designed around more private residential cul-de-sacs. The resultant street network is quite impermeable but does create a more private street character. House typologies within these areas tend to be large detached 2 storey properties, creating a consistent building height and uniform skyline. Again, because of the insular nature of the suburban cul-de-sac, many of the properties turn their backs on the site and the surrounding countryside, with the majority having their gardens facing onto New Road.

Initial design thoughts...

- Create a strong sense of character and place within the new development through architectural detailing and quality public realm and landscape proposals inspired by the local character
- Ensure new development creates a positive frontage with adjacent countryside and existing dwellings which back on to the site.



1. St Marys Church, Bampton

2. Properties along Ampney Orchards

3. Properties along Pembroke Place

4. Buildings along Broad Street

5. Properties along Chetwynd Mead

6. Properties along High Street

7. Properties along High Street



Built form

3.17 Examples of how the built form and appearance of buildings across the village vary according to their age and era are shown on the following photographs. Buildings from each period of the village’s expansion exhibit similar design characteristics which need to be considered in the later stages of the design process with regard to the detailed design of proposed dwellings.

Historic development (1850-1910)
Higher density dwellings within the core of the historic village. Properties vary in height up to 3 storeys, often located immediately off footpaths and contain simple decorative features.



In addition to exhibiting similar design features, all buildings of this period exhibit very similar materials such as natural stone and tiles helping to define the local vernacular.



Post-war development (1950-1970)
Lower density formally planned development on the edge of the village. Properties include front gardens, stripped back building details, and varying amounts of front driveways.



Areas north and south of the site which bound the rural edge of the village fail to acknowledge adjacent countryside and back on to the surrounding countryside.



Modern development (1980-2000)
Higher density development located on the edge of the village. Buildings start to re-introduce simple decorative features, smaller front gardens and are all served by private driveways or parking areas.



Areas between the site and the historic core exhibit simple building features. Buildings are set back from the street to include front gardens resulting in wider lower density streets.



Streets and spaces

3.18 The streets and spaces which run through the village help to define its character by providing a hierarchy of nodes and routes through Bampton. These influence the legibility of the village and how people move through it.

3.19 Responding to and respecting local street hierarchies within the proposed development will help integrate any future development into existing movement patterns through the village.

Feature spaces
Lower density dwellings in formally planned streets. Facades, heights and building lines are regular and constant. Dwelling also include sizable front gardens.



Areas between the site and the historic core exhibit simple building features. Buildings are set back from the street to include front gardens resulting in wider lower density streets.



Village streets
Dwellings bound the urban edge of the village in a rigid form due to their formally planned nature. Properties back on to surrounding countryside offering a weak relationship.



Areas north and south of the site which bound the rural edge of the village fail to acknowledge adjacent countryside and back on to the surrounding countryside.



Residential lanes
Lower density dwellings in formally planned streets. Facades, heights and building lines are regular and constant. Dwellings also include sizable front gardens.



Areas between the site and the historic core exhibit simple building features. Buildings are set back from the street to include front gardens resulting in wider lower density streets.



Access

3.20 Vehicular access onto the site is currently taken off New Road, which provides access to the eastern extent of the village and surrounding farms. From here vehicles have good access to the surrounding road network via the B449 Aston Road and the A4095 Station Road which provides wider access to the A40 to the north and the A420 to the south. From both roads, there is convenient access to the M40 which provides access to Greater London, and cities including Coventry, Reading to the north and Swindon and Bristol to the south west via the M4.

3.21 The site also benefits from regular high quality public transport links. Route 18 provides an hourly bus service from Bampton to Oxford and route 19 provides an hourly bus service from Carterton to Witney (via Bampton), with bus stops located within a few minutes' walk of the site. National bus and rail connections are available within Oxford City Centre.

“ Initial design thoughts...

- Provide safe and direct pedestrian connections to sustainable transport provision including bus stops in the village centre and the surrounding footpath network ”



Above & left:
Example of transport
infrastructure available
within Bampton.



“ The New Road site offers the opportunity to deliver **much needed dwellings** for this popular setting providing news homes for **new and growing families** in the village. ”

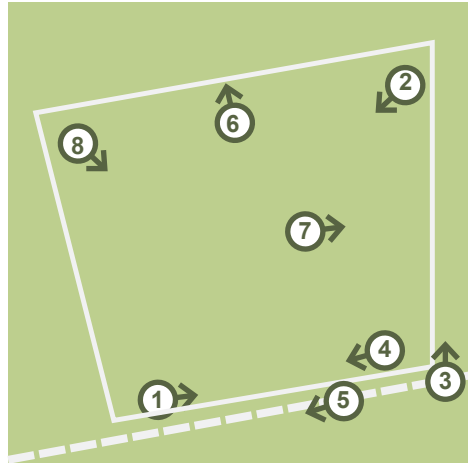
Site context

3.22 Having assessed the character of the wider and local context, a detailed assessment of the site itself is required to determine the immediate parameters in which development will have to be accommodated. This analysis will identify fixed parameters which need to be accommodated within any proposal, and parameters which are able to be addressed as part of the scheme's design through either mitigation or substitution.

3.23 Having made a full assessment of the site, the key factors of the site which are deemed to be most relevant to this scheme are as follows:

- Landscape and visual impact
- Drainage and topography
- Access
- Ecology

3.24 A full suite of documents have been produced as listed at the start of this Design and Access Statement. A summary of the key findings of these reports are documented in the following sections. For more technical detail on any of these or other matters regarding the site, please refer to the specific report associated with that topic.



1. View looking east towards existing barn

2. View looking south west towards St Mary's Church

3. View looking north up Mount Owen Road

4. View looking west towards existing barn

5. New Road road sign

6. Electricity pylon to the north of the site

7. View looking east out of the site

8. Panoramic view looking southeast across the site.



Landscape

3.25 Following a full landscape assessment of the site, a series of design principles have been developed that will help assimilate the site into the surrounding area's landscape character and visual amenity. These are discussed below.

Overall landscape character design principles

3.26 The Assessment Site contains few features that respond to WODC Landscape Character Assessment (1998) described characteristics for 10: Bampton Vale. The only features of interest are the hedgerows that bound the area. These are, however, gappy in places and (as identified in the supporting Ecology report) species poor. The proposed development provides a good opportunity to enhance this element in this part of the landscape character area.

WODC Landscape Character Assessment provides guidelines for enhancement priorities. The principles that could be applied to the assessment site include:

- Promote traditional practice of willow pollarding and ditch management
- Retain and extend existing hedgerow network and allow mature hedgerow trees to develop
- Plant large blocks and belts of native broadleaved woodland to link with existing woodlands and restore a more mixed pattern of woodland and farm land.

3.28 The north and east boundary hedgerows should therefore be retained and enhanced with new native planting. Consideration should also be given to the ditch and SUDS proposals to ensure they reflect traditional practices in management and planting.

3.29 Any building material used for the proposed development should reflect the existing local vernacular to help it assimilate itself into the local townscape character. Further guidance of this is set out in WODC's Design Guide.

Overall visual amenity design principles

3.30 It is considered that the majority of the proposed development will be no more than two storeys in height. Taller properties of up to two and a half and three storey buildings could be located to the south or in the middle of the site, within its lower slopes, adjacent to New Road. New tree planting should be provided within the streets and public open space areas to help soften the effect of the new roof lines.

3.31 Views to the landmark of St Mary's spire from the northeast of the assessment site should be considered as part of the layout of the proposed development.

Boundary treatment principles

3.32 To ensure that the proposed development assimilates itself within the landscape character the following boundary treatment principles should be considered. These will also help to reduce any effect on the surrounding areas visual amenity.

3.33 As the southern boundary hedge holds limited ecological and landscape character value it could be enhanced further with native species planting. Alternatively, the hedge could be removed and houses could overlook New Road. The latter would be preferable to reflect the existing townscape character and ensure natural surveillance onto this route.

3.34 To reduce the impact on the visual amenity of the properties to the east of Colville Close, Chandler Close, Bowling Green Lane and New Road the western boundary vegetation should be retained and enhanced with new planting. As it is proposed that the new houses would back onto this boundary, it is suggested that a generous back garden space of 15+ metres is provided to ensure that this planting is retained.

3.35 Both the northern and eastern hedgerow boundaries need to be retained and reinforced with new native hedgerow planting and trees. To allow these features to be reinforced they need to be set in a 10+ metre grass verge. The emerging layout plan provides an area for a strip of broad leaved woodland and/or pollard willows, the latter would be associated with any drainage features.

3.36 Through reinforcing the northern and eastern boundaries the existing long and medium distance views will be curtailed and the landscape character reinforced.



Drainage and topography

3.37 The site is located within Flood Zone 1 as shown on Environment Agency flood zone mapping, which is identified to be an area at low risk of river flooding. The principle of the ‘more vulnerable’ land use type proposed is therefore considered in line with the National Planning Policy Framework.

3.38 No records have been obtained of river flooding affecting the site from the sources of information consulted. The site is well removed from areas of the village at risk of flooding from the Shill Brook that flows through Bampton.

3.39 The site is considered to be at risk of surface water flooding. Historic occurrences of such flooding have notably taken place in July 2007 where runoff was observed to have crossed onto the site from land to the north. The runoff reached the site following local topography once the local catchment became saturated due to poorly draining clay soil material present.

3.40 Since this event the local community in partnership with West Oxfordshire District Council have formulated a maintenance regime to ensure the extent of such flooding is less likely to occur.

3.41 Storage for runoff generated will be provided on the site to contain flows within sustainable drainage systems including a retention basin and swale network.

3.42 In compliance with the requirements of NPPF, and subject to the mitigation measures proposed, the development could proceed without being subject to significant flood risk. Moreover, the development will not increase flood risk to the wider catchment area as a result of suitable management of surface water runoff discharging from the site.

Right: View west out of the site entrance along New Road.

Bottom right: View north up Mount Own Road.

Below: Drainage ditch which runs along the northern edge of New Road.



Access

3.43 Bampton is relatively lightly trafficked. Observations on-site indicate a highway network operating under very little stress with low queues and delays at junctions. The traffic impact of the proposed development is very minor and is predicted to have no noticeable impact upon traffic delays.

3.44 The main vehicular access to the site is proposed from New Road via a priority junction layout; a minor secondary access to a few properties is also proposed via a simple priority access to New Road.

3.45 The proposal site is well located to benefit from sustainable travel opportunities, particularly its proximity to bus services on New Road and Bushey Row. Indeed, it is likely that the existing bus services will benefit from the additional transport demand from this development, which will be encouraged through the travel plan.

3.46 The development site will provide a footway along its frontage which will assist pedestrian movement from/to the site. The proposal site will also provide local widening on New Road and Mount Owen Road to enhance two-way traffic flow.

3.47 Bampton benefits from a range of local services that residents are likely to use on a day-to-day basis including; retail, education, leisure, and health facilities, and such facilities will be available to the future residents of this site.

Ecology

3.48 The site comprises of two arable fields (northern and southern) bounded by hedgerows and a series of wet ditches. Scattered broad-leaved trees are located within the south-west corners of both arable fields. An open hay barn is located to the south of the site, adjacent to New Road.

3.49 Grass species found within the field margins of the arable fields included Yorkshire fog, tufted hair-grass, cocksfoot, false oat-grass, perennial rye-grass and soft brome. Other plant species included herb-Robert, common nettle, broad-leaved dock, cut-leaved crane’s-bill, red dead-nettle, hogweed, rosebay willowherb, teasel, lords and ladies, ground ivy and spear thistle. Not many trees were present within the site, with most of the trees being located immediately outside the site boundaries in residential gardens. Semi-mature willow species and ash are located in the south-west corners of the arable fields.

3.50 Hedgerows border the site and are a Oxfordshire and UK BAP Priority Habitat. The hedgerows on site are species-poor and dominated by hawthorn with abundant bramble and occasional rose, elder, blackthorn, willow species, holly, cherry and ash. There is a combination of intact and defunct hedgerows across the site, with the majority being situated on banks with dry and wet ditches. Not many of the hedgerows contained trees.

3.51 The hedgerows and scattered trees, particularly along the southern boundary of the northern arable field, could provide suitable bat foraging habitat and the hedges could also be used by bats as navigational flight lines, meaning they may be important for colonies of roosting bats near to the site. Mature trees located within a large garden off site, which borders the south-west corner of the northern arable field, have potential for foraging and roosting bats.

3.52 Evidence of badgers were found on site in the form of digging, snuffle holes and latrines, however no badger setts were observed on site.

Opportunities and constraints

3.53 Having made a full assessment of all the physical characteristics of the site, there appears to be no physical constraints which would inhibit the future development of the New Road site. There are, however, a number of issues and opportunities which have been identified through the course of this document which will need to be addressed in the design of any future proposal for the site.

3.54 These matters broadly include:

Housing - The site offers a great opportunity to deliver a new residential community and family homes to meet local demands and housing needs in the area.

Landscape – Located on the urban edge of Bampton and visible from surrounding countryside, development will need to be sensitively designed with regard to how it will be viewed from the north and east.

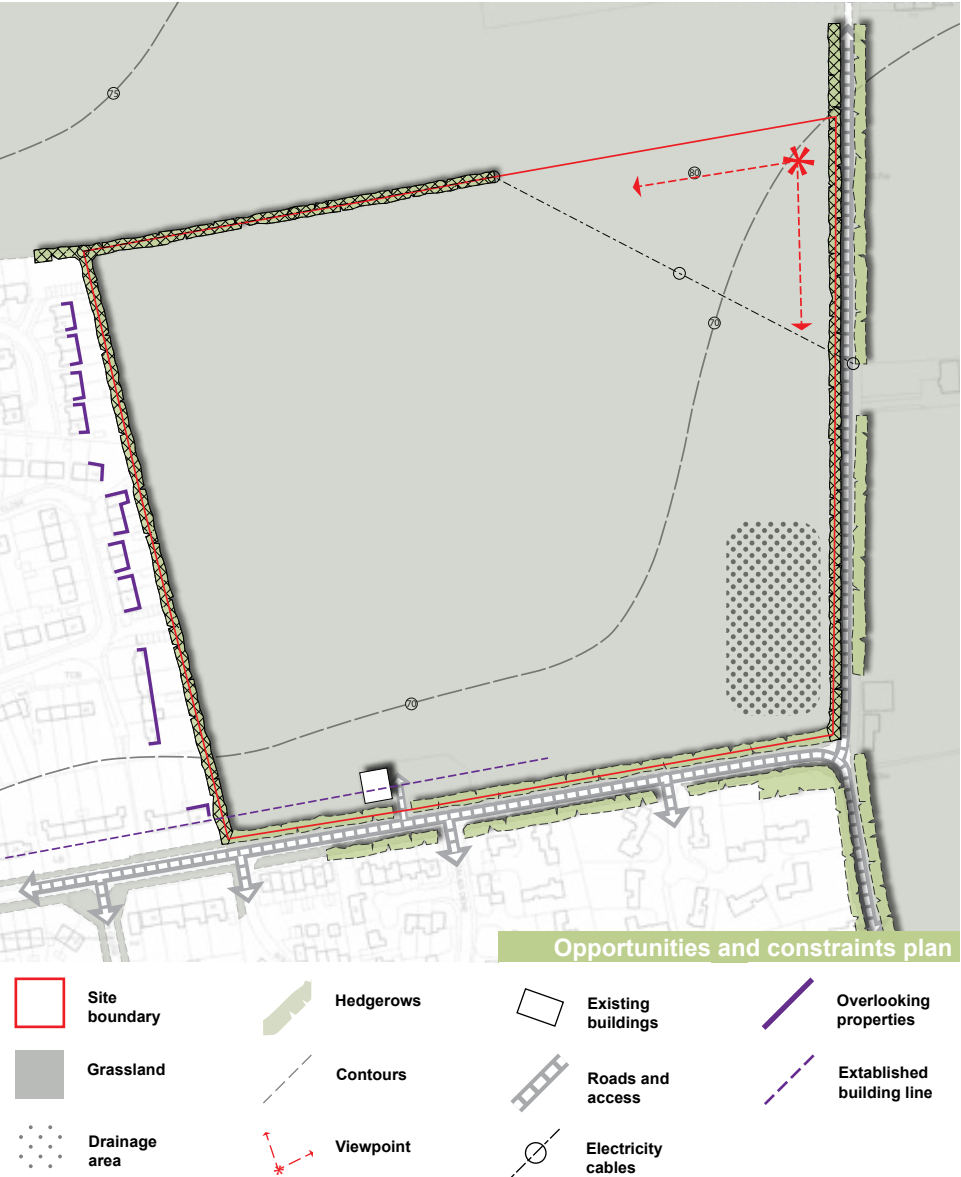
Drainage – Given the sites history of surface water flooding, the need to include a provision for Sustainable Urban Drainage Systems which will not only meet the needs of the development but help mitigate existing issues of flooding in the surrounding area.

Access – Development will need to include a new vehicular access point off New Road along the southern edge of the site.

Hedgerows – The site is contained by a number of mature hedgerows which will need to be preserved and enhanced wherever possible.

3.55 Other features within the site also include an existing barn which will be removed and the site's proximity to existing properties, especially along the west.

3.56 The adjacent plan offers an insight into the above matters and how they may influence the site's future redevelopment.



“ The site contains a number of **physical assets** which will be **embraced** to create a bespoke scheme which is locally responsive and **specific** to Bampton.”



4. Towards a masterplan

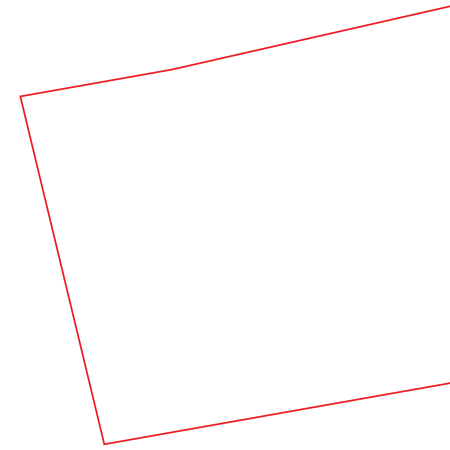
Towards a design solution

4.1 In order to develop a proposal which is sustainable, suitable, deliverable, and locally responsive, it is necessary to demonstrate how development can be accommodated on the site whilst taking on board all the considerations identified in chapter 3 of this document.

4.2 Having identified the key characteristics and opportunities which are likely to influence the form of any proposal, it appears they can be broadly categorised into nine broad topics. The topics are:

1. Maximising the full extent of the site
2. Retaining a green edge
3. Sustainable drainage
4. Accommodating site easements
5. Completing an urban edge
6. Softening the urban edge
7. Site access and movement
8. Neighbourhood amenity spaces
9. Developable blocks

4.3 The following diagrams and supporting text explore these matters in the form of spatial steps. These in turn will help inform the indicative masterplan which can be tested prior to entering the later detailed stages of the planning and design process. The indicative masterplan offers a spatial interpretation of how the site could be taken forward for development in the future having addressed the key constraints and opportunities identified through the course of this document.

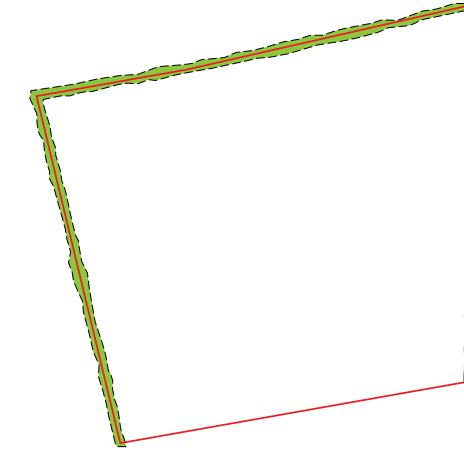


1. Maximising the full extent of the site

- Utilise the full extent of the site within the land ownership boundaries

Benefits

- By completely utilising the extent of the site within the land ownership boundaries, we ensure that any design approach responds to the site's opportunities and constraints as well as responding positively to its urban and rural context.

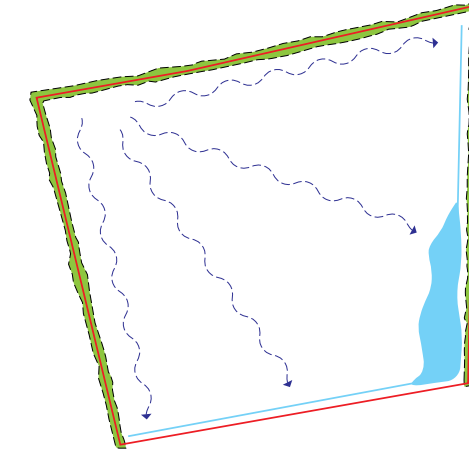


2. Retaining a green edge

- Retaining natural assets that have any ecological value on the site

Benefits

- Retaining the well-established hedgerows, which surround the western, northern and eastern boundaries of the site, ensures that proposed development enhances existing ecological features and has a minimal impact upon the established bio-diversity.
- Preservation of the existing hedgerows helps screen views and encloses any proposed development from the surrounding area, helping to lessen the visual impact of the development and improve the residential amenity of existing residents.

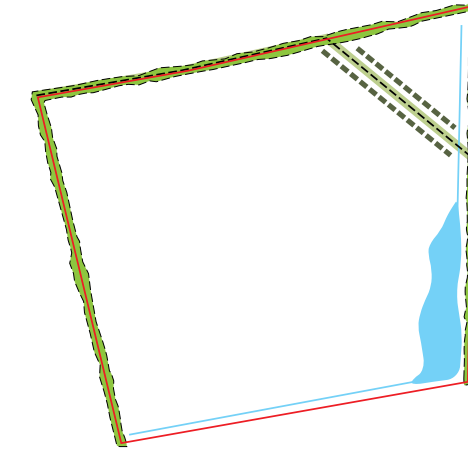


3. Sustainable drainage

- Integrating a design approach with the topography of the site, with the inclusion of SUD's and attenuation ponds.

Benefits

- By embracing the topographical characteristics of the site, the design response ensures that drainage is managed within the site, with minimal impact upon the surrounding drainage networks.
- Opportunity to develop enriched habitats around attenuation ponds and SUDs. Encouraging native plant species to develop along SUDs and around attenuation ponds will help establish and enrich local wildlife habitats, adding a distinctive environmental diversity and variety to the site.

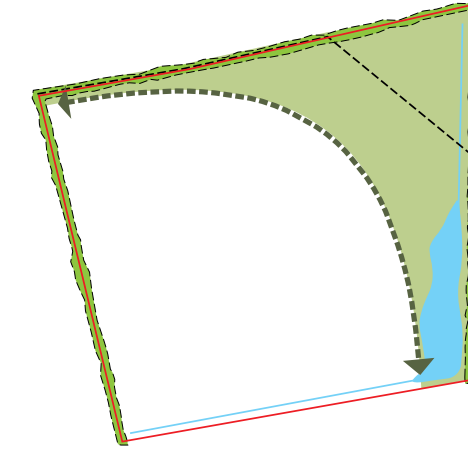


4. Accommodating site easements

- Identifying the existing site infrastructure and determining the appropriate easement requirements.

Benefits

- Ensuring that any future development proposal does not obstruct any existing easement requirements on existing site infrastructure.
- Minimising the impact of any future development on the existing infrastructural conditions of the site.



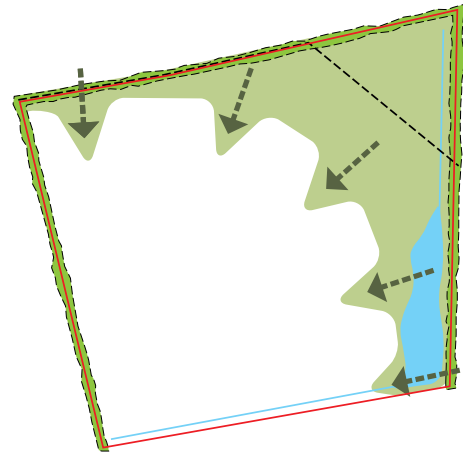
5. Completing an urban edge

- Aligning the developable area to create a development edge which compliments the urban edge of Bampton.

Benefits

- This allows for the completion of the urban edge of Bampton, helping to 'round off' and soften the settlement pattern and create a responsive and positive interface with the surrounding countryside.
- Allows the developable area to offer attractive north-easterly long distance views across the open countryside, creating an attractive and positive residential address along the urban edge.

Process

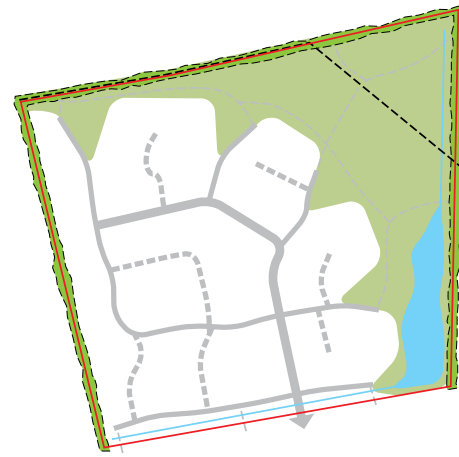


6. Softening the urban edge

- Creating a more informal urban edge which positively relates to the surrounding open landscape and surrounding countryside.

Benefits

- This approach 'blurs' the line between urban and rural spaces, allowing areas of landscape amenity space to encroach upon the urban development edge, helping the urban settlement to integrate with the open countryside.
- Creates interest and variety along the urban edge, developing a variation of incidental open spaces with dwellings overlooking them, providing attractive views and greater levels of passive supervision.



7. Site access and movement

- Providing a legible route network that responds positively to the proposed development

Benefits

- Provides a permeable layout, with fewer cul-de-sacs and more continuous 'open-loop' streets, which facilitates high quality walking and cycling links to the surrounding facilities and amenities within Bampton.
- Promotes sustainable modes of transport and movement both within the site as well as connecting to the surrounding area, placing an emphasis on walking and cycling over vehicle movement.

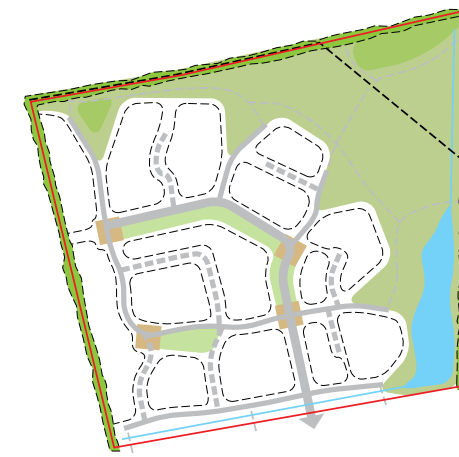


8. Neighbourhood amenity spaces

- Creating a series of neighbourhood amenity spaces which form important nodal spaces and help reinforce the legibility of the site's circulation patterns.

Benefits

- Having a series of well-defined nodal points at the end of the main streets helps create a sequence of movement around the site, which ensures the development is legible and easy to navigate through.
- Introducing landscape features along the main streets helps reinforce an internal route hierarchy within the developable area.



9. Developable blocks

- Rationalising the areas of the site not used in the previous master plan steps to develop robust, adaptable and meaningful development plots.

Benefits

- Ensures that development parcels are suitably placed to provide appropriate levels of natural supervision creating a high quality, safer and attractive residential environment.
- Demonstrates that a viable and deliverable high quality development can be accommodated on the site within the identified constraints which meet the aspirations of both the developer and local authority.

Initial design response

4.4 Following the design process as described, initial development sketches were produced to add a greater level of detail to how a masterplan for the site could work. These early stages sketches allowed for a greater understanding of how the varying components of the masterplan could fit together and create a site specific and logical masterplan for the site.

4.5 These sketches formed the basis of initial design discussions with case officers at West Oxfordshire District Council. From these discussion, key design principles were agreed with the council which have subsequently been taken forward as part of the indicative site layout which accompanies this planning submission.



Above & left: Initial sketch masterplan undertaken as part of initial pre-application discussions with the local planning authority.



“ The New Road site offers and **great opportunity** to provide a **high quality** but **locally responsive** development which meets the needs of the surrounding community.”



5. The proposal

Overview

5.1 This application seeks outline planning consent for the development of land at New Road, Bampton for the purposes of a new residential community of up to 160 dwellings and associated access and landscape works. This application is submitted in outline form with approval sought for use and access arrangements only. All other matters including layout, scale, appearance and landscape are reserved for subsequent approval. The indicative layout, scale parameters and other drawings included within this Design and Access Statement are purely illustrative in nature but have been informed by relevant planning policy, detailed analysis of the site and context and stakeholder consultation.

5.2 In accordance with the DCLG’s publication ‘Guidance on Information Requirements and Validation’ (March 2010) and its amendment published in June 2013, ‘The Town and Country Planning (Development Management Procedure) (England)(Amendment) Order 2013 (SI/2013/1238);’ and CABE’s ‘Design and Access Statements: How to read, write and use them’, this section will discuss in detail the following components of the proposed development:

- Use and amount
- Indicative layout
- Scale parameters
- Access

Use and amount

5.4 The indicative masterplan proposed as part of this application allows for the development of up to 160 new dwellings. The masterplan also includes the construction of two new vehicle access points of New Road, a community orchard, and the development of a new area of Public Open Space to include habitat planting and an attenuation pond. The development also includes the provision of a number of pedestrian pathways providing connectivity between the proposed development and surrounding streets and facilities.

5.5 The breakdown of the proposed housing mix is listed below. Of these dwellings, this application envisages the tenure of the scheme to consist of approximately 48% affordable housing and 52% market-led housing in line with locally adopted and emerging planning policies. Further detail with regard to the proposed housing/tenure mix can be found in other documentation accompanying this planning application.

• 1 Bed properties	= 15 (9.4%)
• 2 Bed properties	= 29 (18.1%)
• 3 Bed properties	= 48 (30.0%)
• 4 Bed properties	= 48 (30.0%)
• 5 Bed properties	= 20 (12.5%)
• Total properties	= 160

5.6 Analysis of the site’s wider context has demonstrated that the area benefits from a suitable provision of local services and amenities including children’s play areas, schools, shops and community uses. These are all accessible being located within a short walking distance of the site.

5.7 Of the 9.15 Ha which makes up the site, approximately 6.36 Ha are envisaged for residential uses. With a maximum quantum of development set at 160 dwellings, the likely net density of housing across the site is likely to vary from between 24 to 26 dwellings per hectare. The density of dwellings is likely to vary across the site to reflect its unique attributes and to respond to it’s semi urban/ rural setting. This approach also allows for greater flexibility in the later stages of the planning process to allow the scheme to evolve to meet changing housing needs and requirements.

5.8 The remaining 2.79 Ha are to be used to provide new areas of public open space and on-site sustainable drainage systems including swales and attenuation ponds.

5.9 The quantum of development proposed is a response to the site analysis and its capacity to deliver new development. A development of this scale is therefore acceptable on a site of this size and does not represent an over intensive form of development.

Right: Indicative visualisations showing how the proposed development may appear when viewed along New Road.





Indicative masterplan

Key

1. Primary vehicle access
2. Secondary vehicle access
3. New footway (New Road)
4. Potential pedestrian access
5. Main street
6. Green street
7. Country street
8. Mews court
9. Central square
10. Village green
11. Managed public open space
12. Managed habitat planting
13. Community orchard
14. Retained hedgerow
15. Enhanced/new hedgerow
16. Location of swale
17. Attenuation pond

Indicative layout

5.10 The layout of the proposed development has been highly influenced by the site's immediate and local context and takes into consideration the unique constraints of the site. This process has been set out in chapter 4 of this Design and Access Statement.

5.11 The general layout of the indicative masterplan can be categorised into two broad areas: firstly the residential element of the development located in the middle, westerns and southern portion of the site; and secondly areas of formal and informal public open space and landscaped areas along the northern and eastern edges of the site. This layout ensures the most efficient use of the site area without compromising the residential amenity of new or existing residents and the visual amenity of the wider area when viewed from the surrounding countryside.

5.12 The location of the residential element of the scheme has been chosen to respond to the existing urban edge of Bampton, which is currently defined by rear garden boundaries. Locating new development adjacent to these boundaries allows the opportunity to secure the gardens of existing properties helping to reduce opportunities for crime. Development will also be able to act as a zone of transition between the existing higher density urban areas to the south and west, and areas of open countryside to the north and east. This will help round off the urban footprint of Bampton, provide a more positive relationship between the village and adjacent countryside and mitigate against the visual impact the development will have when viewed from surrounding areas.

5.13 The layout of the residential element of the development has been based around a perimeter block structure. Residential blocks and frontages respond to adjacent street hierarchies to provide a permeable and legible form of development. All block dimensions have been designed to allow for flexibility with regard to housing types and parking arrangements whilst adhering to local spacing and amenity standards.

5.14 Areas of formal and informal public open space are provided in the remaining areas to the north and east. The north east corner of the site will therefore remain free from development. This will allow for the retention of views of St Marys Church in the centre of the village which are currently possible from within this part of the site. The south east corner of the site represents the lowest part of the site and will therefore be used for the purposes of an attenuation pond which will be fed through swales located along the southern and eastern edges of the site. Areas adjacent to swales, the attenuation pond and along the north and eastern edges will be used for the purposes of habitat planting consisting of wild grasses and native species to support local habitats and wildlife. Remaining areas of open space will be used for the purposes of a community orchard and managed grasslands for use by local residents.

5.15 Established hedgerows along the eastern, northern and western edges of the site will be retained and enhanced. The northern and eastern hedgerows will also benefit from additional planting to significantly increase the depth and size of the hedgerow. This will help improve the containment of the site, screen views and lessen its visual impact from the north and east, and provide green corridors connecting the proposed areas of open space with the adjacent countryside. The hedgerow which currently runs along the southern edge of the site will be removed.

Scale parameters

5.16 The areas immediately to the south and west of the site are defined by formally planned streets and comprise of a mix of terraced, semi-detached and detached properties of a style which are often associated with post-war and modern housing developments of this nature. Beyond the immediate surroundings of the site, the historic core of the village is defined by more varied historic forms of development with buildings increasing up to 3.5 storeys. To ensure development respects the character and integrates into the wider urban form of Bampton, it is envisaged the scale of proposed dwellings will have similar attributes to those which define the surrounding.

5.17 Footprints and housetypes of individual building plots will not be fixed as part of this application. Notwithstanding this, the development plots associated with this application and the subsequent illustrative masterplan has been tested against a range of varying house types and sizes and is robust in this regard.

5.18 The scale of building proposed will also reflect its setting on the edge of the urban area of Bampton. It is envisaged that the buildings across the site will generally be 2 storeys in height, with building heights increasing towards the centre of the site and decreasing towards the edges of the development, especially along its northern and eastern edges. Maximum building heights will increase up to 2.5 and 3 storeys most notably with buildings located at key locations across the development celebrating entrance points and view terminators and other key buildings. The smallest buildings within the development will be in the form of single storey garage buildings which can be used to help create a varied roofscape and break up the visual appearance of the development. The scale and massing of building will also vary through the use of building/design details such as gables and chimney stacks to reflect character of the surrounding area. No properties on the site will exceed 3 storeys in height.



Above & left: Examples of how building heights and massing will vary across the site.

Right: Aerial image of the proposed masterplan.





6. Detailing the place

Overview

6.1 This application is submitted in outline with approval sought for the proposed use and access arrangements only. All other matters including layout, scale, appearance and landscape are reserved for subsequent approval.

6.2 The contextual analysis, design principles and illustrative layout within this statement, however, offer an insight into how the site could be developed in the future. It is therefore possible to suggest ways in which the character and appearance of the development may be progressed during the later stages of the planning and design process, to ensure that a locally responsive and site specific development can be realised in the future.

6.3 Further, indicative detail is provided in this chapter on:

- Character areas
- Built form
- Streets
- Spaces

Character areas

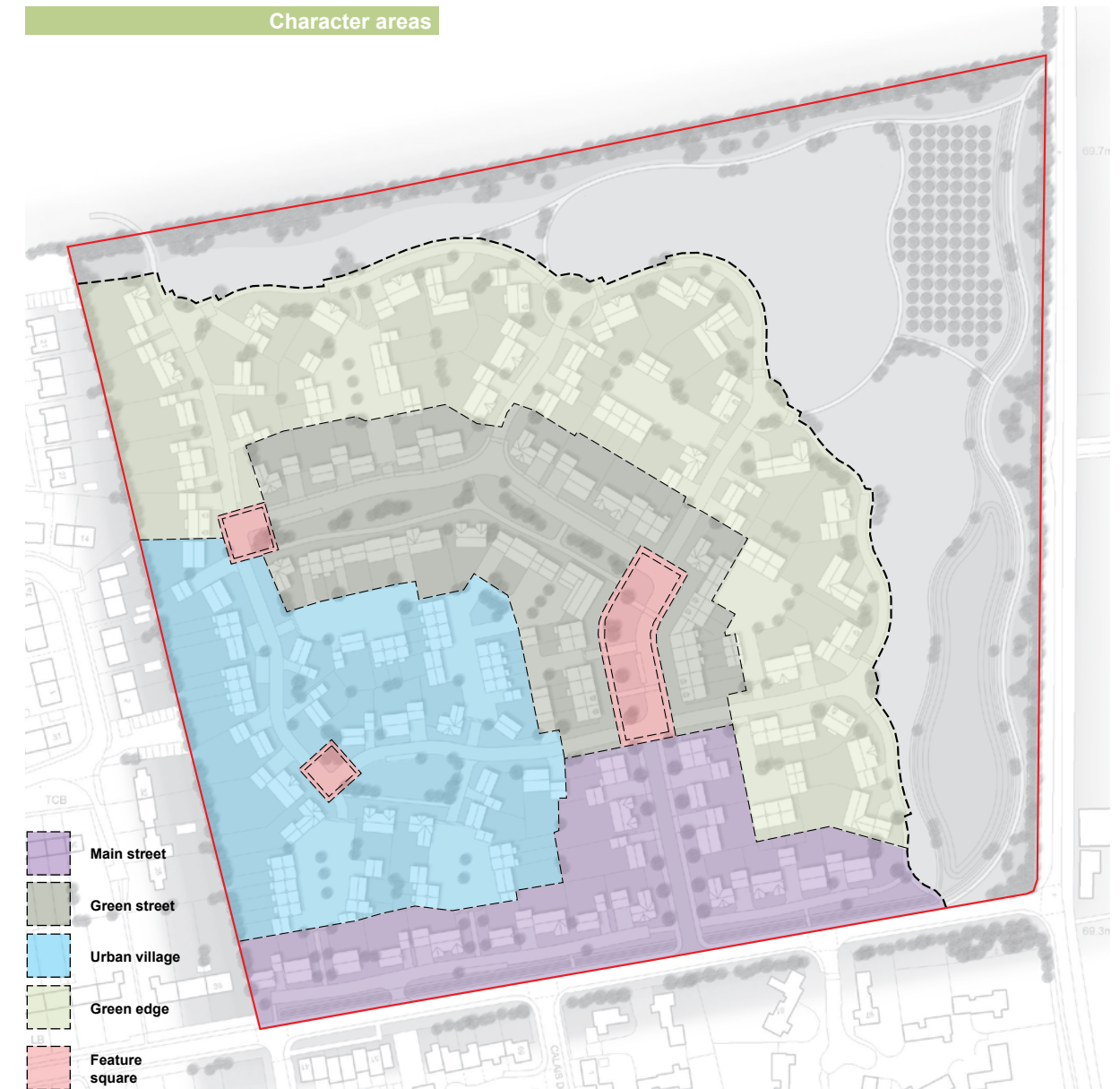
6.4 Four character areas for the site have been developed through a robust context appraisal. Each character area responds to its unique physical setting, and reflects key attributes of the surrounding area, creating distinct and memorable places within the development. The character areas are:

- Main street
- Green street
- Green edge
- Urban village

6.5 A plan showing the spatial distribution of the character areas across the site can be seen on the following page.



Right: Initial sketches showing views within the proposed character areas.



Character area 1 – Main street

6.6 This character area runs along the southern edge of the site along New Road and the main entrance into the site. This provides a defined urban village environment along New Road and a more formalised gateway into the site. The main entrance into the site is flanked by prominent corner turning properties which front both New Road and the site entrance, creating a sense of arrival.

6.7 Dwellings within this area create formal building lines, with garages set back to create breaks. A mix of detached and semi-detached properties ranging between 2 – 2.5 storeys creating variety and interest along the street scene. The typical density within this area is approximately 26 dwellings per hectare (dph) representing a density common in villages of this size.

6.8 Buildings fronting New Road are set back behind a wide green habitat verge which incorporates a swale and wild planting. Between the properties and verge, a shared surface lane runs parallel to New Road, serving the proposed dwellings linked to New Road via a number of pedestrian footbridges. Planting and boundary treatments in front of properties are formal with a mix of hedgerows and walls. Formal avenue tree planting along the main entrance into the site formalise the landscaping of the character areas even further.



Character area 2 – Green street

6.9 This character area incorporates the central part of the site – a transitional zone between the lower density development to the northern and eastern parts of the site; and to the higher density development to the western part of the site.

6.10 Building lines are formal and more robust, with few breaks in the frontage to define the streets and spaces. House types are predominantly semi-detached and terraced, ranging between 2 – 3 storeys. There are a number of detached houses towards the north, reflecting the transition towards the lower density part of the development. The typical density within this area is 26 dph .

6.11 A key characteristic of this area is a wide landscaped verge along the street accommodated through the removal of front gardens. The verge incorporates informal tree planting and footpaths acting as a green spine through the development. Buildings fronting the verge create a strong enclosure to the street and space, strengthening the street hierarchy.

6.12 Parking is predominantly within courtyards to the rear of dwellings, with a small amount of in curtilage parking (garages). This reduces the presence of cars parked, strengthening the green character of the street.



Character area 3 – Green edge

6.13 The green edge character area defines the new Bampton village edge, enclosing the development to the north and east. In contrast to the formal layout of the main and green street character areas, this area creates an informal interface with the proposed public open space and existing countryside beyond.

6.14 Larger detached properties define this area arranged informally along the new village boundary. They range in height from between 1.5 -2.5 storeys creating a varied skyline and reducing the impact the development has on surrounding open space. The density varies within this character, from 26 dph along the country streets and within mews courts, lowering to around 22 dph along the country edge of the development.

6.15 Within this character area, mews courts located within the informal 'perimeter blocks' reflect the character of local farmsteads, with small clusters of mews and semi-detached houses set around shared surface areas. Parking is accommodated within a mix of garages and shared surface spaces.

6.16 'Country streets' create links from the centre of the development to properties on the periphery of the development. These lanes also frame key views towards the open space beyond.

6.17 Boundary treatments are informal and consist primarily of planted edges, especially along the edge of the development. This helps to soften the appearance of the development further creating a more positive interface between the proposed development and surrounding open spaces.



1. Location of the Green edge character area within the wider indicative masterplan.

2. Sample layout of the Green edge character area.

3. Indicative visualisation of the Green edge character area.

Character area 4 – Urban village

6.18 This character area is located in the south west portion of the development in the area behind the main street and green street character areas and adjacent to existing properties to the west.

6.19 Dwellings within this area create flowing building lines, with garages set back to create breaks. A mix of detached semi-detached and terraced properties ranging between 2 – 2.5 storeys creating variety and interest along the street scene. The typical density within this area is approximately 26 dwellings per hectare representing a density common in villages of this size.

6.20 The area is defined by flowing country lanes which are narrower than other streets in the development. Mews courts are accessed from this country lane and comprise mews and semi-detached properties arranged around shared surface spaces. These mews courts also accommodate parking (in the form of garages and shared surface spaces) for some of the 'green street' properties.

6.21 Boundary treatments and front garden sizes vary to reflect the organic appearance of streets within Bampton. Parking is predominantly located to the side of dwellings or in mews courts off the street. This reduces the visual impact of cars within the streetscene.

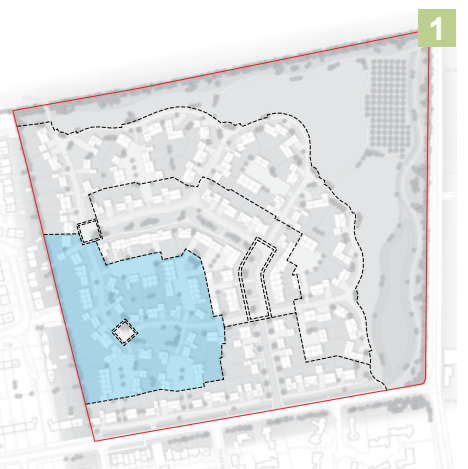
6.22 The focal point of this character area is the village green, which is overlooked by surrounding properties.



1. Location of the Urban village character area within the wider indicative masterplan.

2. Sample layout of the Urban village character area.

3. Indicative visualisation of the Urban village character area.



Buildings

6.23 To ensure development is specific and locally responsive to Bampton, it is key to ensure the appearance and forms of the proposed buildings respond to the vernacular and architectural styles of the historic village.

6.24 The scale, form and materiality of the proposed dwelling therefore need to reflect the design language of the surrounding urban context, whilst being able to accommodate the modern requirements and expectation of new build sustainable properties in a realistic and viable fashion.

Scale

6.25 The village centre of Bampton is defined by relatively dense forms of development of buildings ranging in height between 2 and 3 storeys helping to define and enclose the Village's central market square. Building heights decrease with distance away from the village core to 1.5 storeys, a scale more relevant to that of smaller country cottages.

6.26 The scale of the proposed development will mirror this form with taller buildings located at the heart of the development and decreasing in height towards the edges. Around the central square within the heart of the development, building heights will rise up to 3 storeys (circa 12m) to enclose the central public space. In areas to the south and west of the central square, defined primarily by the Urban village and Main street character areas, a majority of dwelling will be 2 storeys in height increasing to 2.5 storeys at key junctions and view terminators. In the green edge character area to the north and east of the central square, building heights will decrease to 1.5 storeys to reflect its setting on the edge of the urban area.

6.27 The fluctuation in building heights will create a varied and more organic skyline helping break up the development and reduce its visual dominance when viewed from surrounding areas of open countryside. This will also help integrate the development into the historic townscape beyond, representing a development which is sensitive to its setting.



Right: Example of varying building height of properties throughout the historic core of Bampton village.





Left: A demonstration of how proposed streetscapes can reflect the form and appearance of historic streetscapes within the village.

Form

6.28 The rural and historic nature of Bampton results in a townscape of buildings ranging wildly in terms of form and appearance. The rural/agricultural background of the village is reflected in the simple cottage forms with stripped back details on the edge of the historic village with larger more formal buildings within its centre in line with villages of this age. Dense streetscapes throughout the village are broken up through a range of building details, fenestration and frontage proportions.

6.29 The proposed development will need to reflect this approach in the form of proposed dwellings. Whilst the internal layout of buildings will need to reflect modern standards, the external appearance of houses should be amended accordingly.

6.30 Individual properties should:

- Have facades of a suitable proportion in relation to traditional buildings in the village core
- Include roof features such as chimney stacks/pots and dormer windows
- Include details such as simple window sills and headers
- Include window and door fittings of a traditional styles
- Conceal, where possible, modern façade features such as guttering.

6.31 In addition to the above, streetscape should include buildings of varying styles, appearance and scape to ensure frontages are not regular, contain visual interest and reflect the varied forms visible within the village.

Materials

6.32 In addition to scale and form, the appearance of proposed dwellings should reflect the local vernacular evident within Bampton.

6.33 The village is defined primarily of buildings constructed out of local stone, some treated with render, and dark slate or thatched roofs. Door and window frames are constructed out of wood and boundary treatments being defined primarily of small stone walls and managed hedgerows.

6.34 The facades of proposed building should reflect these materials either through the use of traditional materials of modern alternatives.

Right & below: Examples of how local stone, slate roofs and wood door and window features define the local vernacular.



Streets

6.35 Creating a permeable development has been a key driver behind the layout and form of the indicative masterplan. Key to this is providing an efficient and legible hierarchy of routes which freedom of movement both within the development and connecting to surrounding destinations.

6.36 The proposed hierarchy of routes consists primarily of three streets of varying design and proportions. These are as follows:

- Main Street
- Green Street
- Country Lane

6.37 These are supplemented by a number of feature public spaces and a network of pedestrian routes. These combine to create a sequence of spaces which work through the masterplan in a legible form.

Street hierarchy

6.38 The primary route within the hierarchy is Main Street. This connects the centre of the development with New Road along the southern edge of the site. This primary route is the widest within the development and will serve a majority of vehicle traffic both into and out of the site. This route is inspired by New Road, a wide formal street defined by pedestrian footways on both sides of the street. Parking is accommodated through private driveways directly off the street serving individual properties.

6.39 The secondary street within the route hierarchy is Green Street. This connects with Main street via a feature public space and acts as a less formalised spine through the centre of the development. The street is defined by a large landscape verge running down one side of the street and pedestrian footways on the opposite side. This is inspired by Broad Street within the Village, a key street which helps define the character of the area. Parking along this street is provided through a mix of private driveways serving individual properties directly off the street and dedicated on street parking bays for both residents and visitor.

6.40 The tertiary street within the hierarchy is the Country Lane. The most prominent Country Lane connects the end of the proposed Green Street back to Main Street creating an internal loop road within the development. Country Lanes also provide access off both the Green and Main Streets out to properties along the green edge of the masterplan proving routes radiating out of the development. Inspired by the small historic residential streets running through the village and country lanes in the surrounding countryside, these lanes will have a flowing nature and vary in width throughout the development. The Country Lane will have a shared surface used for both vehicles and pedestrians. Parking along this street is provided through a mix of private driveways serving individual properties directly off the street and dedicated on street parking bays for both residents and visitor.

6.41 All streets have been designed to accommodate the needs of emergency and refuge vehicles.



Above: Examples of existing streets through Bampton which have been used for inspiration for the proposed street hierarchy.

Feature squares and mews

6.42 The adopted street hierarchy will be supplemented through a number of feature shared surfaces spaces and mews developments. Feature squares are located at key junctions throughout the masterplan and often act as points of transition between two or more types of street. They will create nodal points throughout the development helping to improve user legibility whilst also acting and as speed reduction features helping to create a safe pedestrian environment

6.43 Mews court style spaces are often located within residential blocks and serve smaller more dense dwellings which are not served by their own dedicated driveways. They will be treated as shared surface areas used for access as well as resident and visitor parking. Street planting will also be used to help break up large areas of hard standing.



Street detail

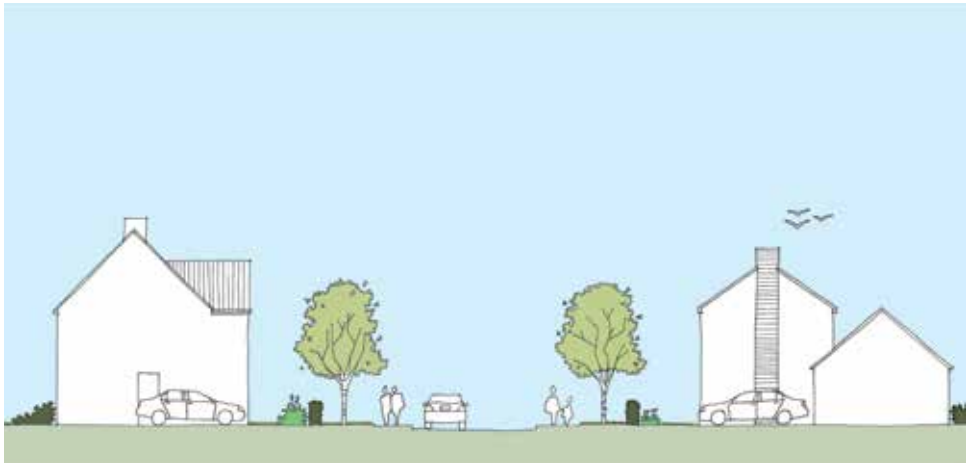
6.43 The following section discusses the component features which characterise and distinguish between the varying streets in the movement hierarchy.

Below: Illustrative visualisation of the proposed Green Street.



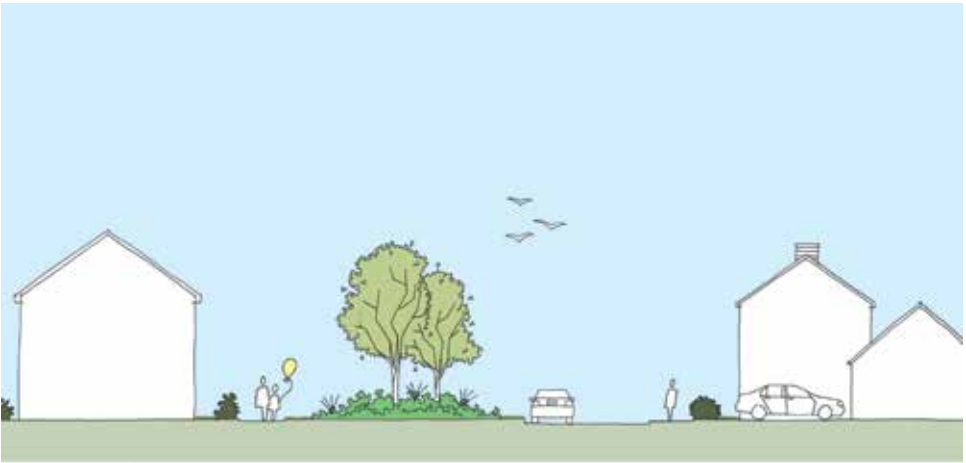
Above: Sample masterplan section showing street type within the context of the indicative masterplan

Below: Illustrative scale cross section showing street proportions and scale.



Main street

- **Carriageway width:** 5.5 – 6.0m
- **Pedestrian provision:** 2 x 2m separated footways either side
- **Parking:** In-curtilage parking via private driveways
- **Street planting:** Formal avenue tree planting
- **Boundary treatments:** Formal garden walls and hedgerows
- **Servicing:** Refuse collections from in front of properties



Green street

- **Carriageway width:** 5.5m
- **Pedestrian provision:** 1 x 1.8m separated footways along one side
- **Parking:** In-curtilage parking via private driveways, on-street and rear parking courts
- **Street planting:** Informal tree and shrub planting on grass verge
- **Boundary treatments:** Small privacy strip with hedgerow planting
- **Servicing:** Refuse collections from in front of properties

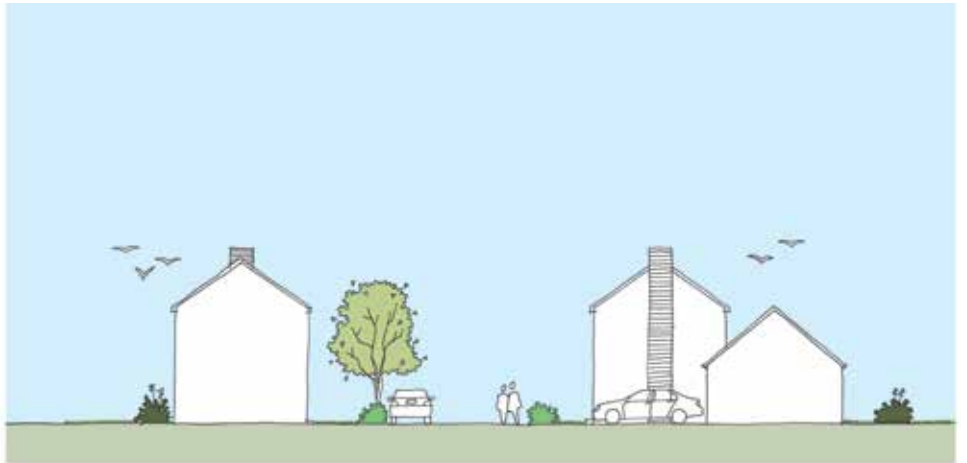
Above: Illustrative scale cross section showing street proportions and scale.

Below: Sample masterplan section showing street type within the context of the indicative masterplan



Above: Sample masterplan section showing street type within the context of the indicative masterplan

Below: Illustrative scale cross section showing street proportions and scale.



Country lane

- **Carriageway width:** 4.5 - 5.0m
- **Pedestrian provision:** Shared surface carriageway
- **Parking:** In-curtilage parking via private driveways, on-street and rear parking courts
- **Street planting:** Informal tree planting
- **Boundary treatments:** Informal shrub and hedgerow planting
- **Servicing:** refuse collections from communal temporary bin stores

Spaces

6.44 The proposed landscape framework has been key in successfully integrating the development into its surroundings, particularly the open countryside to the north and east.

6.45 In order to create a new, softer edge to Bampton, a large area of managed public open space is proposed within the north-eastern / eastern part of the site. This extends to around 2.97 ha and comprises informal open space; managed habitat planting towards the northern and eastern boundaries; a large attenuation pond; a network of swales, which extends along the southern boundary; and a large community orchard.

Formal spaces

6.46 The extensive area of public open space which ‘wraps’ around the proposed housing is designed to be highly accessible for both existing residents of Bampton, and the occupiers of the new development. A network of footpaths / cycleways links the space to the proposed development at several key points, and also to New Road to the south. There is also opportunity to create additional footpath links to the open countryside beyond the site.

6.47 Within the proposed developable area there are two other areas of public open space. At the heart of the masterplan is a central landscaped public space with a smaller village green being located in the south western corner of the development, forming a green focal point in the higher density part of the site. In addition, the central ‘green street’ incorporates a wide grass verge with informal tree planting. Visual links towards the larger public open space to the north/east are offered from this green verge along the country lanes.

6.48 In the northeast portion of the site outside the proposed developable area, an areas has been identified for use as a community orchard for approximately 150 apple trees. This is intended as a central community resource to be managed by local residents.

6.49 As part of pre-application discussions with West Oxfordshire District Council, officers requested the proposal did not include a formal children’s play area and instead requested separate financial contributions were instead made for maintenance of existing play areas within the village.



Above & left: Example landscape features including swales and community orchards as proposed within the indicative masterplan.



Habitat landscaping

6.50 Areas of informal planting will be laid out along the northern and eastern edges of the scheme. These will be set out in front of the retained hedgerows, which will be reinforced with a new row of native planting. The planting is likely to include dog rose, elder, blackthorn, willow, and holly.

6.51 Within these informal landscaped areas the grass will be managed to create grassland that will contain wildflowers specifically related to the county and prevent undesirable species.

6.52 The mix will wildflower species mixture will reflect the semi-natural vegetation of the area. This will be achieved by sowing a seed mixture which has been harvested from a local semi-natural grassland.

6.53 The benefits include:

- Plant diversity attracts insects and other invertebrates (including butterflies, bees, spiders and millipedes), birds and mammals
- Flowering species add a changing palate of colour to the urban environment throughout the seasons
- Active involvement of the local community in managing the site encourages ownership values to be fostered – activities may range from mowing to the collection of seeds for use at a new location or for sale.

- Opportunities for education and recreation abound (ranging from nature studies to art lessons).
- Even small plots of wildflower planting can change the feel of a setting, so that the creation of a wildflower meadow as part of an urban greenspace can bring a little piece of countryside into the town.



Precedent images of landscape features including swales, orchards and public open space.



“ Ensuring the **character** of the development responds to the **site’s specific attributes** will create a development with an **identity** specific to Bampton. ”



7. Summary and conclusions

7.1 This Design and Access Statement is a component part of an application which seeks outline planning consent for the redevelopment of land to the north of New Road, Bampton for the purposes of a new residential community of up to 160 dwelling with associated access and landscape works.

7.2 The structure of this document has been developed to provide a simple sequential understanding of the design evolution process which has resulted in the indicative masterplan and other supporting information being submitted as part of this application.

7.3 Through the course of the document, the following has been demonstrated:

- **Chapter 2. Planning policy context**

An assessment of the site in the context of adopted and emerging planning policy in order to identify the key policy constraints and the requirements of the local planning authority. This assessment has shown that the proposed use is compliant with the aspirations and needs of the local authority.

- **Chapter 3. Site context**

An assessment of the site's historic, spatial and physical context to identify the unique attributes which may influence the site's future development highlighting any potential opportunities which could be harnessed. This assessment demonstrates that the site is largely free of technical constraints and benefits from its close proximity to a range of local services within a short walking distance of the site.

- **Chapter 4. Key design principles**

This section draws together the key issues from the previous chapter and highlights the spatial impact they have on the use, indicative layout, scale parameters and access arrangements for the proposed scheme. This section concludes with a series of diagrams which explain how the final design parameters of the proposed scheme have been informed.

- **Chapter 5. The proposal**

This chapter breaks down the component features of the proposed development including use, indicative layout, scale parameters and access arrangements to demonstrate the parameters in which the future development of the site will be contained within.

- **Chapter 6. Detailing the place**

This chapter identifies the potential opportunities with regard to how the character and appearance of the development will be able to respond to the unique characteristics of the site through early stage design coding.

7.4 In demonstrating the above, it has been shown that the proposed development is locally responsive to the site's unique attributes with a vision to create a sustainable, high quality design which is specific to Bampton.

7.5 It is concluded that within the context of policy compliance and design quality, the proposed development warrants the support of the West Oxfordshire District Council and should be granted outline planning consent.

“ The **principles** which underpin the **design** of the proposed development are grounded in creating a **harmonious relationship** with the surrounding context.”



