

Chalgrove Character Assessment

A rural, larger village, in the heart of the Oxfordshire countryside



DESCRIPTION OF LOCATION

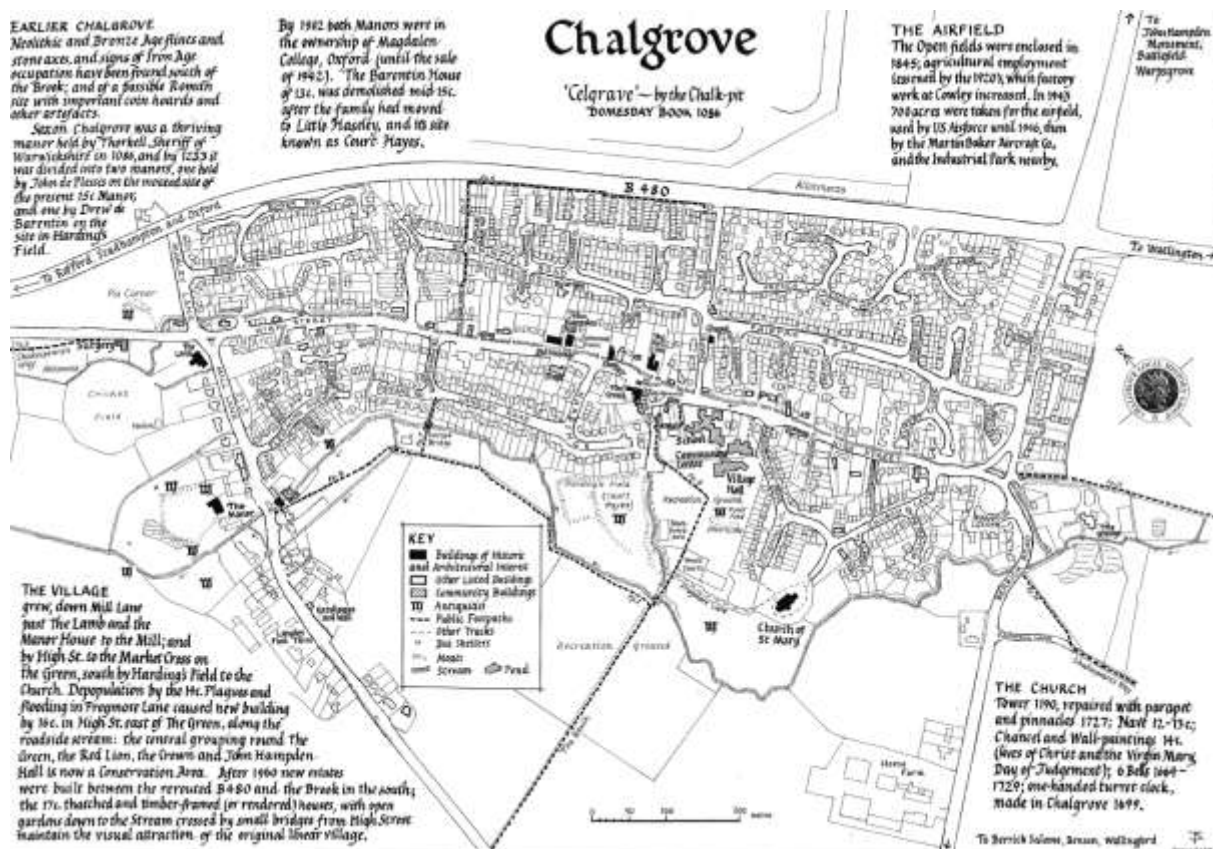
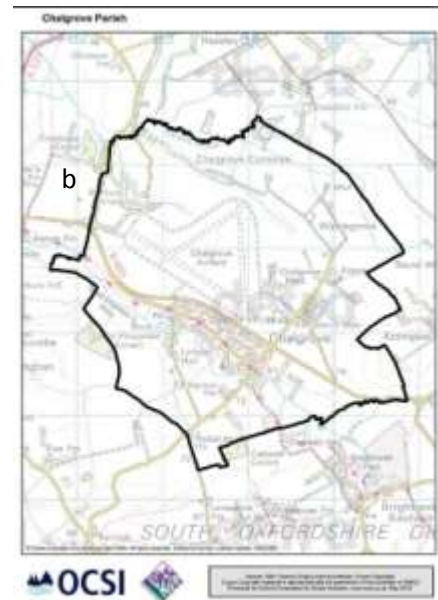
The parish of Chalgrove is essentially rural and surrounded on three sides by open farmland, and to the North side by the airfield, frequently used for grazing. It is classified as a large concentrated village of mainly linear development with new nuclear developments incorporated around the edges.

The boundary includes the two outlying hamlets of Warpsgrove and Rofford.

The village lies 12 miles South-East of Oxford, within the boundaries of South Oxfordshire District Council, and has 1091 occupied household spaces.¹

Chalgrove has a population of 2830 (approximately 2.1% of the population of SODC area)^{1,2}

Chalgrove is in the heart of the countryside: according to the AA, the nearest town is Watlington, 3.7 miles away, with Benson 4.4 miles, Wheatley 7.9 miles, Templars Square Cowley 9.3 miles, Wallingford 9.4 miles and Thame 9.8 miles away.



HISTORY

- In the Domesday Book of 1086, the village is called 'Celgrave', but a Stone Age axe, now on display at the County Museum in Woodstock indicates earlier human habitation, and aerial photographs suggest pre-Roman settlements to the West of the Manor.
- The Chalgrove Hoard², now in the Ashmolean museum, the largest find of Roman Britain coins, is one of several found around the village, demonstrating Roman connections.
- The village features in the Domesday Book, and Frogmore, also known as Hardings Field, is the site of one of the most fully excavated mediaeval, moated manors in England³. Excavations in the 1970s revealed evidence of a pre-moat occupation dating from the late 12th to early 13th century, and followed it through until its demolition in the 15th Century.
- The Grade 1 listed 15th century manor house, and Grade 1 listed 12th century Church containing recently renovated mediaeval wall paintings, and one of the oldest working turret clocks in Oxfordshire, draw visitors from across the world.
- Chalgrove village has a rich heritage of 35 listed buildings⁴, mainly picturesque thatched cottages along the High Street dating from 16th and 17th centuries, as well as walls and barns.
- On the Warpsgrove road, between Chalgrove and the Business Park is the John Hampden Memorial, commemorating the Civil War⁵ battle fought on the Registered Battlefield nearby in 1643.
- Three hundred years later, an airfield was constructed and became a base for USAAF reconnaissance aircraft and their personnel, to whom there is a memorial. Since then, the Martin-Baker Aircraft Company has had its base there, designing and manufacturing life-saving and innovative aircraft ejection and crash survival seats and equipment. But more than that, when not in active use by Martin-Baker, sheep graze, hay is cut, police dogs are trained and RAF Benson use it for helicopter training purposes. Not to mention wildlife -the rabbits, hare, deer and curlew.

The Manor – Grade 1 listed



² British Archaeology- Ashmolean Museum

⁴ English Heritage

³ Barentin's Manor, by Philip Page, Kate Atherton, and Alan Hardy

⁵ The Battlefields Trust



Our 12th century, Grade 1 listed Church of St. Mary the Virgin





Chalgrove Battlefield Memorial



American Air Force Memorial

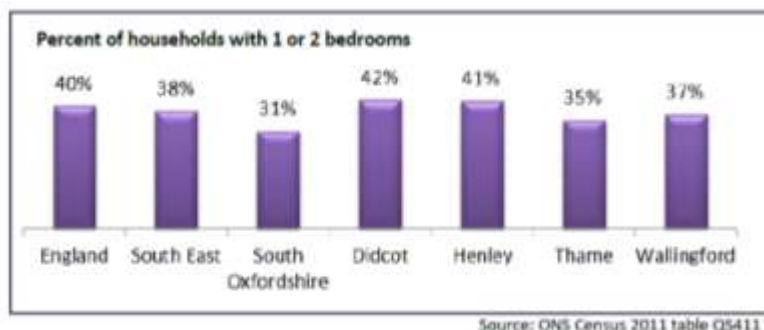


THE NATURE OF THE VILLAGE

There are over 1000 dwellings in Chalgrove, 443 of these are detached, 508 are semi-detached, 143 terraced, and 26 flats(in sheltered accommodation and above the shops), a distribution that gives the village its character, but is out of step with both the county and the nation⁶.



Similarly, South Oxfordshire has a lower than average rate of households with 1 or 2 bedrooms, 31% compared with 40% nationally.⁷



To serve the village, there are six small shops, including the vital pharmacy and Post Office, a primary school, and a surgery. Industrial buildings are limited to a few farm outbuildings and a blacksmith's. The Business Park ½ mile to the North of the B480 is where small businesses are located.

The style and appearance of the buildings in Chalgrove has evolved to match the various developments that have taken place over the years. There are quite a number of historical buildings, particularly in the centre of the village, that reflect its early origins. These are detailed well in the book 'Footsteps through Chalgrove'⁸.

⁶ ONS 2011 census, table KS401EW

⁷ ONS 2011 census, table Q5411

⁸ 'Footsteps Through Chalgrove', compiled by Chalgrove Local History Group

The High Street is a mixture of many styles of houses built at different dates. To either side of this are a number of developments, most of which have occurred post war. Each of these has its own style but over the course of time with the aid of soft landscaping has generally blended into the overall diverse ambience of the Village. There have, of course, been small pockets of development but until recently these have been reasonably well designed and are of a good high standard.

The Post Office



The Shops



Village Green and Memorial



John Hampden Hall – a Community meeting place



THE NATURAL ENVIRONMENT

Chalgrove is built largely on the flood plain of the Chalgrove brook and as such the natural environment tends to be dominated by the water environment. There are well defined streams and drainage channels that support a variety of wildlife. Significant areas of the village are identified by the environment agency as potential flood areas, particularly the High Street.

There are a few large mature trees within the village but no woodlands. There is one wildlife haven within the village (the wildlife area used by the school on the Frogmore / Hardings Field site). However there are sufficient gardens and small green areas to support a diverse variety of birds and other wildlife. Most obvious of these are the ducks and red kites but there are many other species as well, all of which contribute to the natural environment. These include hedgehogs, which are in steep decline at the moment, and the brook banks are kept accessible for the increasingly rare water vole. Mink have also been seen on the back brook. Those with domesticated fowl get the occasional unwelcome and murderous visit from foxes.

The brook itself is regularly health-checked by the river fly monitoring group of Chalgrove Wildlife & Conservation Society (CWaCS), and contains a multiplicity of caddis and mayflies, as well as fish and crayfish (including the invasive American crayfish). Heron and Kingfisher are seen on the banks along with Moorhens. We are also host to migratory bird species such as House Martin, Swift and Swallow, as well as several species of bat (Pipistrelle, Long Eared and Noctule have all been recently identified).

**Chalgrove
Airfield**



CARE OF THE ENVIRONMENT

Refuse collection services are generally good with unrecyclable and re-cycling waste collected alternately every other week. Garden refuse for composting is collected every other week and food waste is collected weekly. Bins are located strategically for dog waste and emptied regularly, funded by the Parish Council. The cleaning of water ways and ditches is the responsibility of riparian and other landowners. This has been improved significantly recently by a team of volunteers (Chalgrove Flood Alleviation Group) which has encouraged people to keep the waterways clear and carried out significant clearance projects and maintenance activities themselves.

Street sweeping and weed control by the County and District Councils have much diminished, but voluntary groups such as the Scouts, school-children, Cleaner Chalgrove and CWaCS carry out regular clearances of litter throughout the village.



**High Street
and Brook**

**Farm Close
and open community space**



**Berrick Road
Junction with
High Street
'The Triangle'**

THE RURAL FEEL

Chalgrove is surrounded on three sides by many miles of open farmland and to the North side, across the B480, by the airfield. The most common crops are cereals and oil seed rape, and recently purple poppies. There is very little dairy farming, but pigs and sheep are kept around the edges of the village. A number of people keep domesticated fowl.

On the surrounding fields and the airfield are seen rabbits, hare and deer – deer can also be seen in the school car park in the early morning. **With** so many small mammals the fields are also hunting grounds for Barn Owls as well as other small raptors (Sparrow-hawks are common, Kestrels less so, a Hen Harrier has been seen, and walking around the lanes, we also frequently see Buzzards along with the Red Kites.)

There are several areas devoted to horses and ponies. The growing of vegetables on a commercial scale is rare, but the allotments are well tended and productive, and the annual Horticultural Show well attended, with many entries.

With the exception of the **B480** bypass, the roads surrounding and within the village are small streets or country lanes with very limited passing space. Agricultural machinery and traffic is often encountered.

Street lighting levels are relatively low, so a good star-scape can be enjoyed at night.

Part of our vision for the Neighbourhood Plan is '**To preserve and enhance the look and feel of a village**'. The rural look and feel is important to the residents of Chalgrove and should be incorporated into any new development,

Mill Lane



Monument Road



Surrounding Fields

THE SOCIAL ENVIRONMENT

People

The people aspects of the social environment are dealt with to a large extent by the Rural Community Profile for Chalgrove which contains the social profile of people in the Chalgrove area as it was in 2012 and summarises the latest information from a number of sources. Important issues that arise from this are:

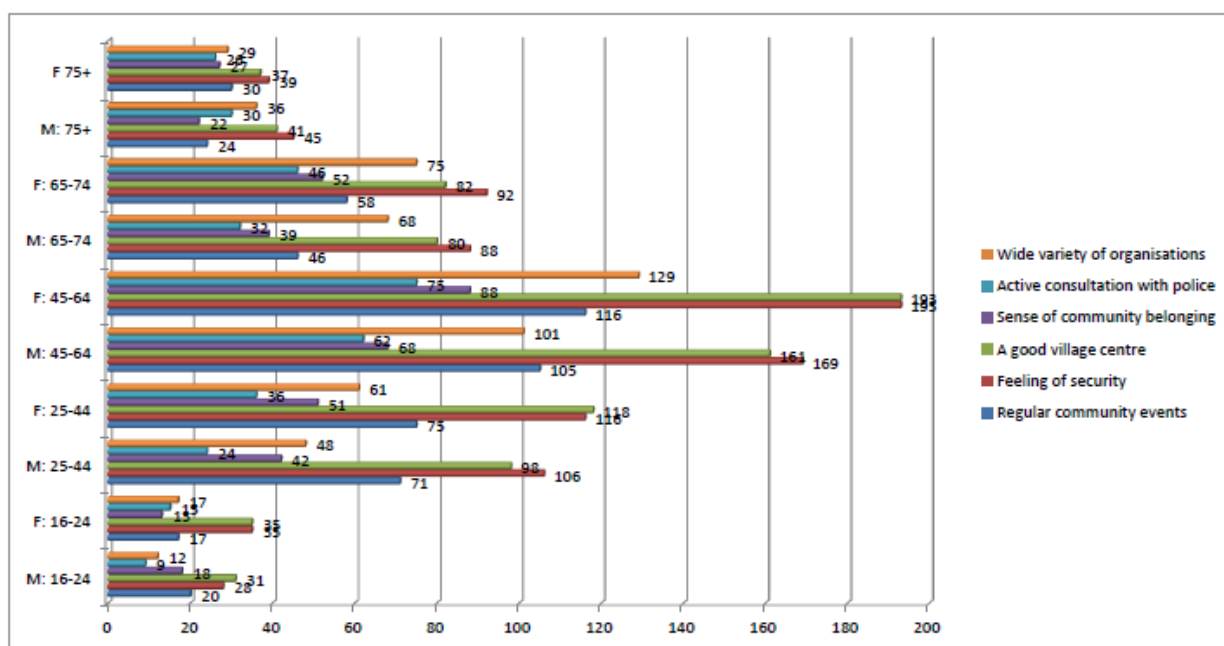
- Poor health and disability rates are similar to the rest of Oxfordshire and low compared with the rest of England⁹:
- Deprivation and low incomes in Chalgrove are low¹⁰: (page 15 of Rural Place Profile)
- There are some 1,600 economically active residents (76 % of residents) and only about 4% of the working age population were out of work.¹¹

Figures from NDP Questionnaire

- 42% of the population have lived here more than 20 years¹² showing an extended commitment to Chalgrove as a place to live.
- 75% of the population is between 30 and 75 years old (i.e. those who could choose to live elsewhere).¹³
- Figure 8 of the NDP questionnaire results (below) shows a strong connection to the heart of the village and its variety of organisations, and its feeling of security.¹⁴

8. Which of these do you consider contributes most to the strength of the village community, and helps to maintain the character and distinctiveness of Chalgrove?

- 1196 respondents : 3700 total choices
- Please see Report Appendix for comments



9 page 21 of the Rural Place Profile.

10 page 15 of Rural Place Profile Source: Limiting long-term illness (Census 2011), Attendance Allowance/Disability Living Allowance (DWP Aug-12)

11 page 23 of Rural Place Profile Source: Census 2011 (tables KS601EW, KS604EW and KS605EW)

12 page 46 of NDPQ, fig. 36

13 page 4 of NDPQ, fig. 1

14 page 13 of NDPQ, fig.8

Statistics aside, Chalgrove has a thriving community of clubs, volunteer groups, sports clubs, musicians and regular get-togethers to promote events and activities. (See Appendix 3)

This sense of involvement in the village community was proved when the Chalgrove Village Plan was produced by a group of volunteers in 2010. Part of the intensive consultation was a questionnaire delivered to every home. 730 questionnaires were completed by over 1400 residents and returned for analysis. The level of response itself shows how important the place they live is to the residents of Chalgrove. When there was a petition to save the Post Office, 600 signed, and 949 signed the petition against **proposed** the new town on the airfield.

Sense of community is important to our residents, part of our Neighbourhood Plan vision is 'to preserve and enhance our community spirit'. Any new development should be integrated into the existing village to meet this vision and the Plan Objectives.



Consultation on sites – 8th December 2014

HM The Queen's 90th Birthday Celebrations



Medical Care

There is a doctor's surgery with an average of 2 doctors on duty on any weekday, plus health assistants, and District Nurses who divide their time between Watlington and Chalgrove. A group of volunteer drivers, Chalgrove Hospital Transport Service, provides transport for those without their own means to surgery, hospital appointments, opticians, dentists and care home visits.



School

The parish contains one school, Chalgrove Community Primary School. This is an Oxfordshire County Council co-educational school for children aged 5 to 11 years. The primary school is centrally located on the High Street, comprising a mixture of buildings surrounding the original Victorian school building. The property includes a detached open area of woodland and playing field, with outside classroom areas, on a site of archaeological interest (Frogmore). Since the closure of a local nursery, those children have been absorbed into the Primary School's Foundation Stage Unit.



Frogmore
Chalgrove School outdoor learning space



ROUTES INTO THE VILLAGE

The main road which by-passes Chalgrove is the B480, which divides the village from the hamlets of Warpsgrove and Rofford, and from the business parks in Warpsgrove Lane. Daffodils have been planted in the wide verges at each access to the village from the B480, providing a pleasant spring approach to the village.

- Coming from the Oxford direction, turning down the Stadhampton Road extension of the High Street, there are fields, and then the village proper starts, marked at present by the allotments, the surgery, and The Lamb Public House and Wishing Well Cottage. Planning application has been made for development at this approach to the village with respect to the larger village allocation in the Local Plan.

This is a pleasantly rural introduction with the Lamb and the cottage on opposite sides of the road, both listed buildings. Developments should be built from materials that reflect and compliment local materials, and should be designed so that it takes account of the surrounding form.



- From the Oxford direction, the next entrance off the B480 is to the 1980s cul-de-sac development of French Laurence Way, Liddon Road and Sixpenny Lane. This development has 2 footpath connections to the rest of the village.



- The next entrance to the village, the final one from this direction, is down Monument Road. This begins with well-proportioned former council houses, (now mostly privately owned) and hedged gardens. A recent development (The Springs) on the right hand side has broken up the following row of pleasant bungalows with red brick houses. On the left, older developments were built, some as Closes, and some with vehicular access only to the rear and steep step pedestrian access to the pavement at the front.

Monument Road continues down to the triangle, a green space planted with daffodils. On the opposite side of the road to the triangle is a wide verge on the inside of the bend, also planted with daffodils. The road divides here into Berrick Road and the High Street.

This is a spacious entrance into the village from this direction, which brings you to the more modern infill development 'The Springs', fronted by small hedged gardens; the cramped appearance of this development is at odds to the open aspect of the surrounding homes.

On the opposite side of the road, the steeply banked front gardens and steps are now causing some difficulty, and no little safety concern, to the elderly people living there, the rear vehicular access being rough underfoot, and a much longer distance to walk to the bus stop. All development should consider accessibility for the less able with off street parking to be adjacent to the house with easy access to the home.

- After passing Franklin Close, which is fronted by another green space privately owned by the residents of the homes there, Berrick Road starts with the brook on one side, and some well-proportioned bungalows on the right. After the narrow bridge (single track) over the back brook, the road returns to the countryside, with fields and a pig farm on the left, one well-extended cottage with outbuildings, some farm cottages and a farm on the right. From there the land is all agricultural apart from one house at the far end at the junction with Hollandtide Lane.

The homes in Berrick Road and Franklin Close have open gardens and green space in front of them, merging into the countryside after the bridge. This is another spacious entrance into the village, coming up the narrow lane from the south, characterising the rural look and feel of the village. This soft interface with the countryside should be maintained at all approaches to the village.

- Coming back into the village to the Berrick Road junction we join the High Street, where there are clusters of modern dwellings and clusters of older and listed houses. Church Cottages make the first impact on the corner of Church Lane, next successive groups including the three Tudor cottages, until you get to the Red Lion and the Crown public houses and the Green, at the heart of the Conservation area. Then the shops, followed by mostly modern homes along to the Lamb public house at the other end of the village, dotted along the way with several thatched cottages and period houses.

The shops, the Post Office, the 'Old Vicarage' in the High Street and the Manor in Mill Lane, are the only buildings that are taller than two storeys throughout the village. The shops were built as a three storey block, including flats above, to reflect the three storey design of the Old Vicarage opposite. All new development should be no higher than two storeys with pitched roofs so as to merge sympathetically with existing development and the look and feel of the village, which is an important part of the character for the residents.

- Entering the village from the South via Mill Lane, the first building is John Hampden's Cottage, a squatter's cottage, set back from the road. There is once again a mix of old and new, detached and semi-detached houses as you pass Langley Field Farm, until you come to another narrow bridge over the back brook, where the Grade Two listed Mill and the Grade One listed Manor face each other, then a mix of well-proportioned homes of mixed style and period until you get to the Lamb again.



There are **three main footpaths** on rights of way into the village.

- The first one comes down through the fields onto Berrick Road, and makes a pleasant rural circular walk to the Lord Nelson at Brightwell Baldwin and back.
- The second comes down the Baulk from Hare's Leap, joining Mill Lane at its high point and continuing down through the field to the recreation ground, the school and the High Street.
- The third is Shakespeare's Way, which is a section of the Long Distance footpath to London, and arrives through fields, across the allotments and into the Surgery car park.

The 2.5 mile circular walk, along the High Street, down Berrick Road and along Mill Lane is a popular route for many, being hard-standing and between fields for two-thirds of its length along country lanes.



The heart of the village

The heart of the village is the section of the High Street from the shops, the old Vicarage and John Hampden Hall, along past the two pubs and the Village Green, with its War Memorial, to the Primary School. Just beyond are the Recreation Grounds, the Village Hall, with Youth Club and Pavilion, the Parish Office, Community Centre and Children's Centre.

The pavements and parking are sufficient on normal days. The area is spacious, and being the junction of the major footpath (from the recreation grounds and school) with the High Street, a rendezvous point, bus stop, and accidental meeting place, with high spots at Christmas, as the Christmas Tree is situated by the Post Office, at May Day Festival, and on Remembrance Day. Such a central heartland is essential to the cohesion of the village and all development should have good connection to it.

The Old Vicarage



Village Green, Red Lion and The Crown public houses



VILLAGE DESIGN

Church Road



Fairfax Road



High Street



Recreation Ground



The following assessment provides a detailed description of the built form within Chalgrove and identifies both the positive and negative features that form part of this.

The village of Chalgrove is built along the High Street, with 3 roads that run parallel above it, and one below.

Walking around the village, the general impression is of space, most houses having front gardens, yet houses still feel connected to the street, rather than isolated behind their hedges. Only in the more recent developments has personal space been pared back, and where in-fill developments have crowded in more houses than the space can comfortably take, this leads to congestion and parking on pavements. With the exception of the shops, the post office and the Old Vicarage all buildings are one or two storeys and this adds to the feeling of openness and the look and feel of the village, both important characteristics which should be maintained in any new development.

One enters the village from the approach from Watlington via:

- Monument Road, where on the right coming into the village are large mock Tudor semi-detached homes pebble-dashed and under tile with good sized, hedged front gardens, with plenty of off-road car-parking.
- These are followed by **The Springs**, a 21st century development from a knocked down bungalow and its back garden, of red brick under tile, with the two corner houses having small hedged front gardens, and the rest of the close having negligible to no front garden; there are no separate pavements. Houses have garage and car port, sufficient for 2 cars per house, but the courtyard arrangement allows for no extra car parking. This design is at odds with the open feel of the surrounding area and should be avoided in any future development.



The Springs

- The surviving bungalows in Monument Road in various bricks and facings under tile follow, with banked and walled good-sized front gardens, with plenty of off-road car-parking.
- On the left, **Chiltern Close** has brick under tile detached homes with some stone facing and medium sized open plan gardens and pavements. Houses have a garage and parking for at least 2 cars.

Chiltern Close



A single distinctive home set back behind a hedge intervenes before the first half of

- **Farm Close**, in light brick under tile, with tile facing, open gardens, pavements and a separate garage block.

Between this part of Farm Close and the next are houses along Monument Road, light brick under tile, with tile facing, with open front gardens and steps to the road. (One exception is a corner in-fill house in red brick.) These semi-detached houses have back garden parking access via the area of garages, and the lay-by in front of them.

- The second half of **Farm Close** is set back from the road, behind a small green area, in a pedestrian close of open gardens, with garage parking behind located in the same group as the rest of Farm Close, providing parking for garage + 1 space, and the lay-by in front. The houses follow same style as the rest of Farm Close.

Three detached homes are located opposite the green triangle that forms the junction with Berrick Road and the High Street.

Important Green Spaces: the triangle at the junction of Monument Road and the High Street, with the opposite wide verge and the (privately owned) green area in Franklin's Close; the green area behind the bus stop between the road and the lower half of Farm Close, with lawns and shrubs.



- **The High Street** has evolved over the centuries, with old thatched cottages, and in-fill of various eras, and it winds through the village with a brook alongside and bridges across the brook to the houses on the North side. There are several attractive mature trees along the High Street. With its mixture of many styles and ages it has a variety of plot sizes. Most of them have a good front garden with the exception of the Tudor Cottages, and a few old, previously commercial buildings which are close to the pavement, in the old style of having the land in a strip to the rear.



From the Berrick Road junction into the village along the High Street there is a group of modern detached houses and clusters of older and listed houses, with Church Cottages making the first impact on the corner of Church Lane.

Then successive groups, mostly large detached houses, some of the older houses still with their original deep strips of land behind. However, two of those deep strips have now been developed into a 21st Century infill Close (Broadway) including most of the back garden of one of the three terraced Tudor Cottages. (**Broadway** comprises 4 semi-detached homes in a close with 2 car ports per house). There are some terraced houses on the right of the High Street here, with their vehicular and rear access in a Close coming off Fairfax Road behind.

After the junction with Baronshurst Road, and the Community Centre and School, you get to the Red Lion on the right, the Crown and the thatched cottages around the Green, at the heart of the Conservation area, on the left, and a side turning into Hardings. Beside the Red Lion there are some infill large detached houses, which were self-build, with open plan gardens and good parking space.

Following on from the Conservation area on the left are large detached houses, with good gardens, garages and off-street parking or separate garage blocks, and then the shops on one side of the road, and the John Hampden Hall and some old properties on the opposite side, with the Post Office and another mini supermarket.

There is public car parking in this area, at the Village Hall behind the Community Centre, adjacent to the School, and in front of the Crown Public House, which serves the many visitors to the village.

Swinstead Court, behind the Post Office, is mostly hidden from view by a rendered breeze block wall which is not in keeping with the conservation area, this wall being the rear of its garage block. This is at odds with the open aspect of the street scene and any new development should avoid blank walls fronting the street.

From the parade of shops onwards, the homes are a mixture of bungalows, houses, period houses and cottages. A recent re-development is on the site of the old petrol station, being three large detached houses with small front areas, garage and drive, opposite a low rise half-timbered listed cottage at the end of Coles Lane. (There are two semi-detached, and one detached house in Coles Lane before it becomes a footpath to Brinkinfield Road.) There is very little street parking along here, as houses are well-provided which contributes to the safety of the High Street, and is to be encouraged in any new development. Good parking design should be employed at all times to enhance the street scene.

After this recent re-development on the left is another side turning into Quartermain Road. The High Street continues with a mix of large detached houses and semi-detached bungalows, with garages and drives, and some more recent in-fill houses. On the right, after the old thatched cottage, now called Cavalier Cottage, are two large detached houses, and then across the brook some of the houses in the Brookside style (q.v.). There follow more old cottages and the Acreage, which is a group of bungalows and flats for the elderly, and then the remaining thatched cottages. The end of the High Street is the Lamb on the left and Wishing Well Cottage on the right, both listed, which currently mark the end of the housing, followed only by the Surgery on the edge of the village. The cricket field is behind the Lamb.

Most housing along this stretch is able to keep its vehicles off road, and such good parking design is to be encouraged to enhance the street scene and afford hazard free driving and a safe walk to the Primary school.

Important Green Spaces :

- The gardens of The Crown, The Red Lion, 111 and 113 High Street and the area in front of the wall to Swinstead Court and 101 High Street, and the John Hampden Hall's garden, and of course The Green, all in the Conservation Area.
- The lower and upper recreation grounds with two children's play areas, a skate park, tennis court, outdoor gym equipment and multi-use games area.

- Janes' Meadow with its line of memorial trees and fruitful hedgerow, bounded by public footpaths and providing open views in the centre of the village.
- Frogmore, where the school has its outdoor classroom and private playing field;
- The quiet Memorial Garden on the High Street opposite the Acreage.

The open aspect of housing along the High Street sets the tone of Chalgrove, and most developments above and below it have endeavoured to provide a form of variety to the street scene, by varying layout, without losing the feeling of space and in general the use of traditional light brick under tile materials. We would encourage any new developments to use a similar design with gardens and off street parking to the front.

Returning to the start of the High Street, at the bottom of Monument Road, and looking to the left,

- **Church Lane** is the first turning off the High Street, marked by the old Church Cottages, 3 half-timbered, terraced cottages, with long front gardens curtailed to provide off-street parking. Then for most of the length of the street the houses are post-war, with a mixture of semi- and detached bungalows, pale brick under tile, on the left, with drives sufficient for 2 cars and garages, and wall-enclosed gardens. On the right, similarly built houses, with open plan gardens and space for cars. Pavements both sides for most of the length. It is connected to the High Street about half way along via a footpath known locally as Parsnips Lane.
- Off Church Lane is **Willow Mead**, a mixture of semi- and detached bungalows, brick under tile, with good front gardens, and drive-way parking for 2 or 3 cars, some still with original garages, pavements throughout.
- The following turning is **St. Mary's Close**, a more recent in-fill, of detached red brick houses with parking for 1 or 2 cars each, and a pavement to one side only. This is a private road owned by the residents.

At the Church access lane, there are three older homes, being two listed buildings (one thatched) and one barn conversion. Two have good car parking in front, but no front garden as such, and the oldest one has less parking, and a walled front garden with an old yew tree.

- Church Lane now becomes **Baronshurst Drive**, with some terraced housing on the left with limited car parking, and on the right, a pedestrian access terrace, sideways on to the road, with a parking area set aside from the pavement. There follow houses on the right with open plan, diminishing front gardens, and short drives and garages, and on the left semi- and detached bungalows, most with off-street parking provision. Baronshurst Drive contains the Village Hall, and access to the recreation grounds and public footpaths through the fields. On the corners of Baronshurst are two good sized bungalows with walled front gardens and parking provision.
- There is one further close, off Baronshurst Drive: **Chibnall Close** comprises semi-detached houses, with good gardens, garages and drives, mostly open plan, and a terrace of houses at the end, footpath access only, with a block of garages behind in an alley.

- **Hardings** is the next road turning left off the High Street, which has on one side a terrace of four houses with lay-by parking in front and a garage block to the side. On the opposite side are two large detached houses with paved small front gardens with just parking for 2 cars. Pavements to both sides.

The road turns to the left into a cul-de-sac of red brick under tile detached houses, those on the left having driveways with space for at least 2 cars and garage, and those on the right with less parking, but still enough for garage and 1 car. Pavements to both sides, and a footpath from the end of Hardings to the school and recreation grounds.

- Turning to the right at the corner you enter **Langley Road**, which starts with large red brick detached houses similar to Hardings, but continues with detached and semi-detached lighter brick bungalows, all with garages and good sized mostly low-walled front gardens with drives long enough to take at least two cars. Pavements to both sides.
- At the end of Langley Road is a footpath through to the fields across the back brook, connecting to the school at one end and Mill Lane at the other. The road then becomes **Adeane Road**, consisting of detached bungalows, light brick under tile, with garage and driveway for two cars, although the later infill bungalows (numbered 'a' and 'b') at the end have limited front space and redder brick.
- The road back to the High Street from Langley Road is **Quartermain Road**, comprising two detached bungalows and two detached extended bungalows behind walls and hedges, with garages and driveway parking for at least 2 cars.

House designs are sufficiently varied to provide interest, while being all of a kind, providing visual harmony, which is to be encouraged, with pavements, which is in keeping with most of the developments away from the High Street, providing a safer route to and from the centre, also to be encouraged. Any development would need pavements to be sufficiently wide enough for two people to walk abreast.

Important Green Spaces: area on the corner of Hardings and Langley

Turning now to the roads above the High Street, they are Brookside, Brinkinfield Road and Fairfax Road with their associated Closes, each joined to the High Street by Marley Lane, Chapel Lane and Monument Road respectively. These are all post-war developments, and have a pavement on at least one side of the road.

- **Fairfax Road** turns off Monument Road, and is one of those parallel to the High Street. Fairfax Road, originally built in the 1960s for the RAF, is connected to the High Street via Chapel Lane, and by a footpath through Rupert Close. There are pavements both sides throughout. At the Eastern end there are bungalows of light brick with tile facings under tile, and open gardens. Then it comprises mostly semi-detached houses in pale brick with mostly red facings, and a few white ones, with open gardens and integral garages and driveways providing off-road parking.

The following are turnings off Fairfax Road, all cul-de-sacs, 2 named after RAF aircraft, and the others after military men of the Civil War.

- **Cromwell Close** on the left is a close of stone-faced detached bungalows with open front gardens, garage and drive.
- **Argosy Close** has a mixture of houses and bungalows, detached and semi-detached in light brick with tile facing. Gardens are mostly open plan with one in three laid to car parking. A couple are fenced and hedged. Pavements all round.
- **Rupert Close** is a Y shaped group of homes, the two arms being all detached bungalows in light brick with white or light coloured facing. One arm is all open gardens, the other has small fenced front gardens, with a wide grass verge to the road. Garages and drives sufficient for at least 2 cars. At the base of the Y and towards Fairfax Road are semi-detached houses with red tile facing. The houses mostly have gardens laid to parking. Pavements throughout. A footpath connects this with the High Street over the brook.
- **Beverley Close** comprises semi-detached houses in pale brick with red tile facing and integral garages. Gardens are open plan on the whole, and pavements all round. A footpath connects this with Sixpenny Lane behind.
- **Ireton Close** a mix of detached and semi-detached, pale brick with red or white facing and integral garages. Gardens are open plan as a whole, and pavements all round.
- **Mayfield Close** as Ireton
- **Hampden Close** as Mayfield and Ireton, but several gardens are enclosed, and it includes at the end a rear vehicular access to in-fill houses on the High Street.

While Fairfax Road has little on-street parking, in some of the Closes, where there is little front garden provided, there is congestion, and turning space at the end is limited. Developers should always provide enough parking for the size of home.

While house design provides some variety with different cladding, and the area is spacious, Fairfax Road, which was built post-war to house RAF families, is a long road with little visual variety, which is not in keeping with the rest of Chalgrove. Vistas of standard forms should be broken up by some form of change of angle or layout, to improve the streetscape, without introducing new materials to interrupt the harmony. Any development would need pavements to be sufficiently wide enough for two people to walk abreast

At the end of Fairfax Road is Chapel Lane which comes up from its starting point in the High Street opposite the school, and runs up to the top, terminating in a dead end before reaching the B480.

Important Green Spaces: the wide verges on Fairfax road, on the corner of Monument Road, at Rupert Close and between Argosy and Beverly Roads.



- **French Laurence Way**, built in the late 1980s, lies between Fairfax Road and the B480 and is a turning off the B480, leading to **Liddon Road** and **Sixpenny Lane**. Most homes are detached, and have very short spaces to the front of the houses and small back gardens. There are a few terraced houses tucked away at the end of Liddon Road.

This development is mostly provided with pavements, but some areas are designed only with lawns to the roadway and others with 'shared space'. Parking availability was clearly designed for the original house size, since when many have been extended.

The development has good connectivity by footpath with the rest of the village: to Fairfax Road at one end via Beverly Close, and to Chapel Lane at the other, plus a footpath from the top end along the B480 to the top of Monument Road.

Housing is varied in layout, and in materials, giving visual interest without disharmony, which is to be encouraged. In some places there is a potential for parking congestion and street layout should always bear in mind the parking requirements of a high car-dependency village.

Any new development should include sufficient pedestrian access to the village for easy access to the village centre to encourage cohesion of the new development with the community

Important Green Spaces: Wide verges on the corners of Monument Road and French Laurence Way with the B480.

- Returning to **Chapel Lane** (where Fairfax Road terminates) – coming up from the High Street, on the right going uphill, with no pavement, we have the long back garden of the corner thatched cottage on the High Street, and the Chapel (soon to be re-developed). Then after the junction with Fairfax Road there is an old thatched cottage, and a pavement, and followed by brick under tile detached houses with garages, and some in-fill houses with integral garages.

On the left, brick under tile semi-detached houses, with walled and often sloping gardens

Important Green Spaces: the wide verge at the junction with Brinkinfield Road.

Half way up Chapel lane, near the junction with Fairfax Road, is

- **Brinkinfield Road**, the second of the parallel roads above the High Street. It has a mixture of detached and semi-detached houses with integral garages, of mixed bricks and styles, and mostly open gardens as far as the new Vicarage, then detached bungalows with small **low-**walled front gardens and driveways either side of Paddock Close, variously brick and rendered under tile.

Beyond the bungalows the housing reverts to a mix of semi- and detached houses, all originally with garages, then after the alley leading to Coles Lane on the left, there are bungalows with low walled gardens. The final section of Brinkinfield, leading back to the High Street, is a mix of bungalows, staggered terraced houses in pale brick with some render under tile, and open plan gardens. A 2016 new build of two in-fill detached houses is of red brick under red tile, with walled and fenced front gardens. There is a pavement throughout Brinkinfield Road, **on both sides**.

Brinkinfield Road itself has a spacious feel, and houses are designed in groups. In this way, although a long road, there is a sense of visual variety, while still maintaining the same building material, and

being in keeping with the rest of the village character, which is to be encouraged. Parking is mostly off-road, until the southward arm, which has less parking off-road, and developers should avoid placing homes with more limited parking adjacent to road hazards such as corners.

The 2016 development of two red brick detached houses are not in keeping with the surrounding area and spoil the view from the High Street with its thatched white fronted cottages and predominately traditional designed homes

The first turning off Brinkinfield is

- **Laurel Close**, a road of semi-detached houses of various bricks under tile, where corner houses have fenced gardens, but most are open. At the top end the houses are face to face across their gardens with only pedestrian access, and a garage block behind up an alley. Two large detached houses are set back, behind extra parking. A cross-piece below the top end has more semi-detached houses, facing a block of garages.
- **Bakery Close**, first left, is a recent in-fill development of bungalows, in various bricks under tile, with minimal front gardens and car ports, and a few detached houses on the Brinkinfield face of the Close with garages within the close.
- **Vicarage Close**, on the right, is another close of semi-detached houses, brick under tile with some facings, some with integral garage. Like Laurel Close the top end has the houses face to face across their gardens, with only pedestrian access, and garages in a separate alley. Gardens are mostly open plan except for back gardens on corners, and some have been laid entirely to parking.
- **Orchard Close** Pale brick under tile with some tile facings, semi-detached with integral garages, and open plan gardens. The top section of pedestrianised housing has garages at the back of Vicarage Close and a car-parking area to one side.
- **Paddock Close** is a close of a mixture of 6 semi- and detached bungalows, all with garages and off-road parking on drive-ways. All have front gardens some with small walls, and corner houses have 6' walls for back garden privacy.
- **Poplar Farm Road** is a road of terraced houses, with two blocks in pale brick under tile facing a block of garages and the block across the top having a darker brick. Some front gardens are walled or hedged, and one laid entirely to parking. There is no footpath.
- **Cinnamon Close** is a close of detached bungalows of various bricks (no red brick) under tile with some facing, with the end houses chalet style. All have garage and drive providing adequate parking, with front gardens enclosed by low walls.

There is sufficient choice in the facings of the houses, and in the street layout, to make the street view varied, while remaining harmonious in the materials used. Gardens are open making it seem spacious, in character with most of the village. However, parking problems abound, and the rear garage service roads are unkempt with broken surfaces. Developers should avoid generating unadopted spaces and provide sufficient properly designated parking.

- **Brookside** is the last of the 3 main parallel roads above the High Street. Brookside is a cul-de-sac development built in the 1950s to house servicemen etc. returning from the war or families who had occupied the war-time Nissan huts on what is now the Business Park.

It branches off Marley Lane (described below), and is built of redbrick under tile semi-detached houses, some with drives and garages. Small front gardens are hedged or fenced. About midway along is a green space, with homes set back behind it and car parking in the middle. A footpath cuts through to join a footpath alongside the brook, which joins the High Street.

Opposite the green space is a group of small semi-detached bungalows, each with parking space, and a single story home for four high dependency youngsters with live-in carers.

- **Bower End**, branching off Brookside, is a more recent development of small terraced bungalows and houses mostly with integral garages, and drives. The small front gardens are mostly open plan and all the homes face onto a well-grown hedgerow hiding a fence, separating the road from the B480.

Both these roads, built at different times, have sufficient variation in layout to enhance the street view, while retaining matching building materials. Bower End is the more modern in design, but is visually separated from Brookside, avoiding disharmony.

- **Marley Lane** connects Brookside to the High Street. It is built in brick under tile, with gardens hedged or fenced, and a pavement only to one side of the lower section. The houses are only built on one side of the road, the other side being hedged garden, a pumping station, and the hedges bordering MOD land, currently only used for sheep.

Important Green Spaces: the open space at the heart of Brookside, the hedgerows between Bower End and the B480, and the brook bank between Brookside and the High Street.

- Almost opposite, **Mill Lane** turns off the High Street in a southerly direction. There are several large detached houses of various styles and ages, with good sized, enclosed gardens. After the junction with Flemming Avenue, on the left, (described below) on which side are the rear aspects of some houses on Flemming Avenue, are barn and stable conversions, and the old Mill and the Manor facing each other, Grade 2 and Grade 1 respectively. All have good gardens and parking space with the exception of the Mill, which, being originally a commercial building, has its land behind, but still space for 2 or 3 cars in its drive. There is a pavement to one side only, but only as far as Flemming Avenue.
- **Flemming Avenue** This development was intended to be mostly starter homes, brick under tile, and includes 3 closes. Flemming Avenue has open plan front gardens and wide verges and off road for parking two cars.
- **Millers Close** has little or no front gardens, but a green space at the end on the back brook bank.
- **Saw Close** has small open plan front gardens with limited parking,
- **Grays Close** houses at one end are terraced, with minimal front patches around an open green area with trees, separate parking spaces to one side, and a rear block of garages to the other side. There is also a small parking area. The other end is one of small semi-detached houses with small open plan front gardens and garages. A footpath leads to the back brook bank.

The development is mostly well designed with some variations in house layout while retaining traditional materials, However, this was intended as starter homes, and house extension has increased the bedroom count so that they no longer fit the purpose. We would encourage the design of starter homes, and ideally conditions applied to them, to prevent future expansion and so retain them as starter homes. Sufficient off street parking should be provided to avoid the current parking congestion experienced in the Closes.

Important Green Spaces: the area at the heart of the eastern end of Grays Close, the brook bank at the end of Millers Close and along to the footpath back to Grays Close.

The Mill



Back on **Mill Lane**, beyond the narrow bridge over the Mill Stream, the road reverts to 2 cars' width, and a mixture of styles and ages of homes, including old detached bungalows, post-war detached homes, Langley Field Farm and the Old Gate House and Wall.

The modern **Rickyard** development of half a dozen detached homes with garages and drives and open plan front gardens includes 2 barn conversions, and parking lay-bys. The brick style on the new buildings is designed to match well with the old barn brickwork. Mill Lane habitation ends with a half-timbered and thatched little old house (said to be originally a squatter's cottage), which was named after Colonel John Hampden, who was fatally wounded at the Civil War Battle of Chalgrove. This house, like all the older properties down this end of the Lane is well set back from the road with a good, hedged front garden and drive, and all have off-street parking for 2 or 3 cars.

Mill Lane has developed organically, with varied periods and most homes having fairly large gardens. There is very little available street parking as the road is quite narrow and without a pavement for the major part. The most recent development 'The Rickyard' matched flint facing on the houses to the old converted barn, and this style enhances the streetscape, and is an excellent example of matching existing materials in keeping with the rural look which is to be encouraged.

The Rickyard. A modern build in traditional style

As you continue down
past John Hampden's
cottage, the road



narrows between the fields to the end, where Mill Lane meets

- **Berrick Road.** Turning left there to return to the village, you eventually get to Home Farm, where some businesses and workshops occupy the barns, with plenty of parking space to serve them, followed by farm cottages set well back from the road, again with plenty of parking space. Church View, a much extended cottage with multiple outbuildings precedes the narrow bridge returning northwards over the Mill Stream (also known as the Back Brook), after which the housing proper starts again, with bungalows on Berrick Road. Set back on the right is the Grange, a substantial property within considerable grounds.
- **Franklin Close,** at the top of Berrick Road, is a group of bungalows, having mostly open gardens, with garages and off-road parking for 2 cars.

Any development in Mill Lane and Berrick Road should be in keeping with the surroundings and retain the open rural feel of the area, be sympathetic to the existing period buildings and the need for generous off road parking provision.

From the lower part of Mill Lane there is a view across the fields to the Church Tower, and also a longer view to the East towards the Chilterns escarpment, which are a feature of this popular walk. The lower part of Berrick Road also shares this long view.

You have now returned to the High Street at the bottom of Monument Road.

Other important Green Spaces:

- The gardens of The Lamb and the cricket pitch.
- The various allotments around the edges of the village.
- The footpath along the back brook, bounded by hedge, tree, brook and crop.

All the wide verges are precious to the village, giving space and green amidst the buildings. This evolved design has created a compact and well interconnected village.

The Cricket Pitch



The High Street Allotments



Footpath



SUMMARY

The evidence documented clearly shows Chalgrove to be a large village in a rural setting, which has developed mostly along the lines of the brooks and along the access roads. 20th Century developments were built above the High Street Brook, and as in-fill behind the High Street on either side.

Many of the older houses have small front gardens, but large rear gardens, following the mediaeval strips, farm houses were on high streets, with land behind, and those who could afford it had their own pigs and chickens. Later developments have in some cases actually been built on these large back gardens, using up the hidden space, but, in developments where space allowed, front gardens became bigger and drives accommodate multiple cars. With the resulting increase in hard-standing in front of houses, and built-up back gardens, such as Bakery Close, the Springs and Broadway, the ability of the ground to deal with heavy rainfall has diminished. In the more modern housing, more dense development has led to parking problems for multiple-car homes, and still less absorbent ground.

Nonetheless, in the main, Chalgrove still does not feel cramped. There are good front gardens to most homes, back-gardens providing fauna pathways, several wide verges, open plan roads without inter-property barriers, and plenty of trees and green spaces.

The shops give an excellent and personal service, the Surgery and Primary School are much praised, though near capacity, the playing fields, footpaths and lanes provide excellent exercise for all ages, and indoor sport and entertainment are provided in the Village Hall, Youth Club and John Hampden Hall by a multiplicity of clubs and organisations.

Notwithstanding its 20th Century growth, Chalgrove remains steeped in history. Visitors come from far and wide to visit the Church and the Manor, and to lunch in a 15th Century pub. Hikers come through the village following the Shakespeare Way, and every stretch of the High Street contains an old cottage. Others come to view the John Hampden memorial. John Hampden was renowned as a great Parliamentarian who received his fatal wound at the Battle of Chalgrove in 1643. Tourists also come to pay homage at the memorial to the USA Airmen who lost their lives whilst operating from the USAAF airfield.

The many listed buildings add character to a walk to the shops, as do the ducks which inhabit the brooks, and the green spaces, and indeed many of the gardens. Surveys of our village residents confirm that all these positive characteristics are highly valued, as are the open views, quiet lanes for

walking, easy access to the public footpath network and the strong sense of community.



DESIGN

Chalgrove has grown tenfold in the last fifty years, but most of the developments have provided sufficient parking, garden space, open space, and variety of shape and style to make the overall look pleasing.

The features set out below are those that contribute positively to the character of Chalgrove and should inform the design of new development in the village.

- A mix of old and new styles of development that are tied together through their form and scale.
- Visual interest and richness created by a variation in the building line, and the positioning of buildings, as well as their features and detailing.
- The use of traditional materials (brick, tile and stone) or materials that complement them.
- Buildings are set back from the highway.
- Soft front boundary treatments (hedges, trees, planting) and/or low stone or brick walls.

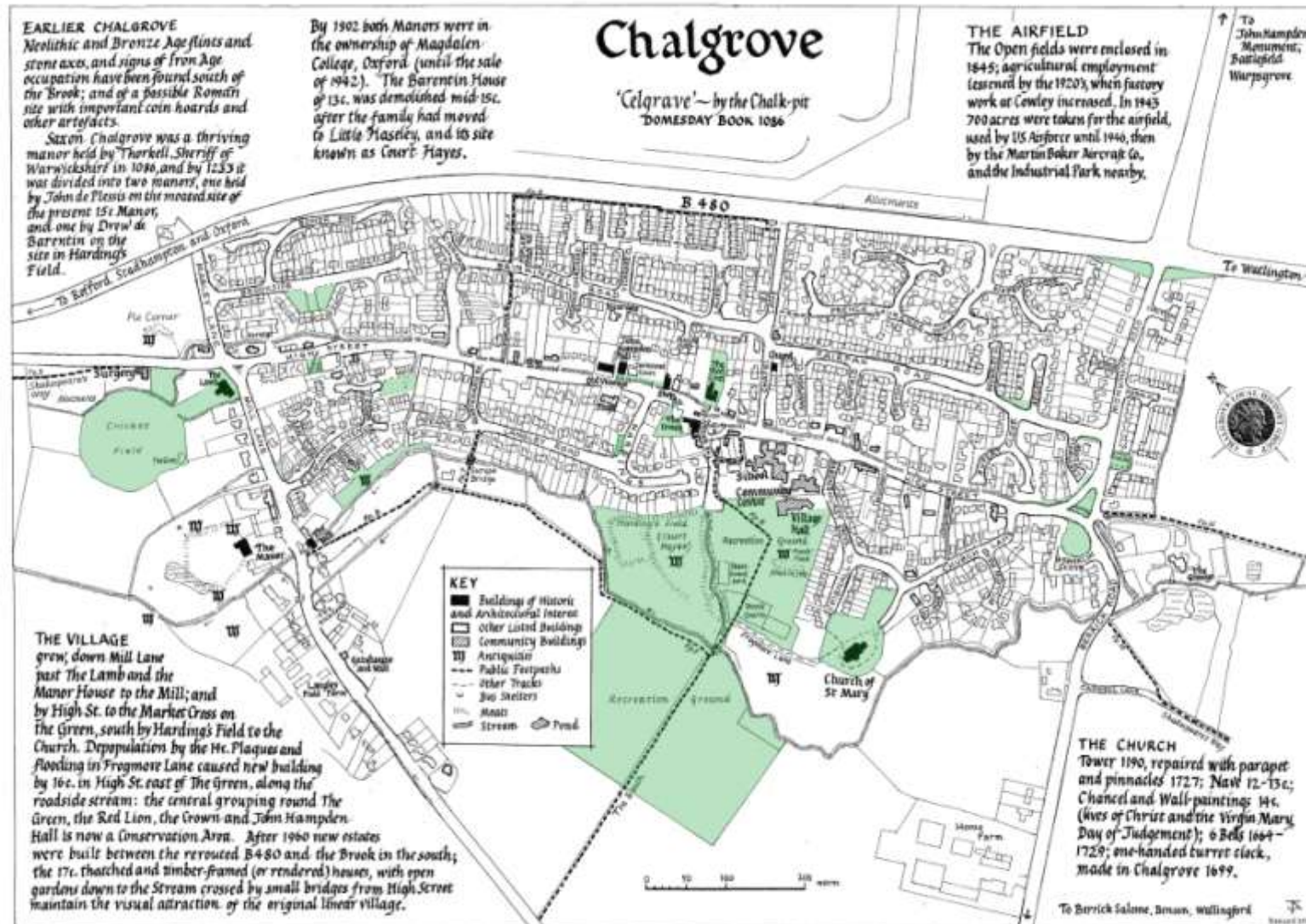
In order to ensure that new development reflects and enhances the character of Chalgrove it should be designed to meet the criteria set out below.

- The form and scale of the buildings should reflect the neighbouring properties. Buildings should be a maximum of 2 storeys.
- The buildings should be set back from the street, with a varied building line providing visual interest.
- The materials used should complement the traditional materials used in the village (brick, tile, stone, white cladding).
- Visual interest and richness should be created by varying the position of buildings, the building line, their features and detailing.
- Boundary treatments to the front of properties should be soft (hedges, trees, planting) and/or low stone/brick walls.
- Residents parking should be located on-plot, in the first instance, as set out in Policy H4 (Residential Parking) of this plan.
- On-street parking for visitors (and residents where it has been shown that on-plot parking is not practical) should be designed as a formal part of the street and should allow for the passing of two vehicles. In parts of the development where on-street parking is not required the design of the development should seek to discourage anti-social parking from taking place.
- Adequate storage space should be provided for bins and the design of the storage should not detract from the street scene.
- Where the site includes a brook or waterway, this should be made a feature of the development.

Chalgrove Church viewed from Mill Lane



Appendix 1 Important Green spaces, in Chalgrove



Definitive Map of Public Rights of Way for Oxfordshire
Relevant Date: 21st February 2006

SHEET SU 69 NW



SHEET SU 69 NW
Scale 1:10,000

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KEY:

- Public Footpath
- Public Bridleway
- Road Used as Public Path
(17 to be reconstructed under Lanesmile 5
Scheme of Works also 2008, section 4 of
the Restricted Byways)
- Byway Open to all Traffic
- County Boundary
- District Boundary
- Parish Boundary

[where shown] Right of Way within:
closes administrative boundary,
reserves services or
changes status.

SP 50 SE	SP 60 SW	SP 60 SE
BU 50 NE	BU 60 NW	BU 60 NE
BU 50 SE	BU 60 SW	BU 60 SE

For further information please contact:

Oxfordshire County Council
Environment and Economy
Rights of Way Office
Countryside Service

Telephone: 01444 810000

Telephones: (616) 663-9700



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COUNTY COUNCIL**
www.oxfordshire.gov.uk

Appendix 3 : Inappropriate Development



Photo 1 -These large red brick houses being constructed in Brinkinfield Road spoil the view from the High Street with its thatched white fronted cottages and predominately traditional designed homes.



Photo 2 - The red brick house compared to the extension to the house on the High Street (shown to the right of the photo) which is being built to a traditional style with light brick.



Photo 3 - Infill development on the High street between two traditional cottages



Photo 4 - View from Coles Lane of new infill on the High Street, the clad front design of the recent development does not fit with the character of the village and overshadows the traditional cottage opposite.

Appendix 4 : Parking- Supporting evidence for the CNDP

On Street parking reducing the driving area to one lane and requiring cars to change lanes frequently



Garage blocks are unsightly and garages are not used for parking resulting in additional off street parking and congestion, particularly in Closes.



APPENDIX 5 LISTED BUILDINGS

❖ 6 Chapel Lane	Cromwell Cottage
❖ St. Mary's Church	GRADE 1
❖ Church Farm	Church Lane
❖ 19 Church Lane	Church Cottage
❖ 10 Coles Lane	
❖ 46 Gray's Close	Appletree Cottage
❖ 16 High Street	The Olde Thatch (aka Cudd's Cottage)
❖ 77-79 High Street	The Well House
❖ 81 High Street	
❖ 87 High Street	Fir Tree Farmhouse
❖ 97 High Street	The Old Vicarage
❖ 98 High Street	
❖ 100 High Street	Wharf Cottage (aka Charm Cottage)
❖ 110 High Street	
❖ 112 High Street	Mallard Cottage
❖ 113 High Street	Brook Cottage
❖ 114 High Street	Tudor Cottage
❖ 115 High Street	The Red Lion PH
❖ 118 High Street	Blacksmith's Cottage
❖ 122 High Street	Pike Barn Cottage
❖ 123 High Street	Granny's Cottage
❖ 129 High Street	Rosemary Cottage
❖ 149 High Street	Brooklyn
❖ 159 High Street	Farleigh Cottage
❖ 37A High Street	Limmeridge (now called Cavalier Cottage)
❖ 61 High Street	(now in Grays Close)
❖ 1 Marley Lane	now called Wishing Well Cottage
❖ 2 Mill Lane	The Lamb PH
❖ 29 Mill Lane	The Mill
❖ 73 Mill Lane	John Hampden Cottage
❖ Mill Lane	The Manor GRADE 1
❖ 3 The Green	
❖ 4 The Green	
❖ 1-2 The Green	The Old Bakery
❖ The Lodge and Wall	Langley Farm, Mill Lane
❖ Rofford Manor	In Rofford
❖ Rofford Hall	In Rofford

APPENDIX 3 - groups, clubs and associations

Chalgrove 10k run
Chalgrove 200 Club
Chalgrove Communicating
Chalgrove Age Concern
Chalgrove and District Flower Club
Chalgrove Band
Chalgrove Bellringers
Chalgrove Book Club
Chalgrove British Legion
Chalgrove Cavaliers
Chalgrove Cricket Club
Chalgrove Festival
Chalgrove First Responders
Chalgrove Flood Alleviation Group
Chalgrove Golf Society
Chalgrove Health Walkers
Chalgrove Horticultural Society
Chalgrove Local History Group
Chalgrove Men's Football Club
Chalgrove Netball Club
Friends of Chalgrove School
Chalgrove Scouts/Beavers/Cubs
Chalgrove Scrabble Club
Chalgrove Transport Service (CHATS)
Chalgrove Wildlife and Conservation Society
Chalgrove Women's Institute
Chalgrove Youth Club
Cleaner Chalgrove
Folk and Blues Club
LINK
St Mary's Church Chalgrove
Chalgrove Communicating
The Brook Surgery Patient Participation Group
Chalgrove and Watlington Children's Centre
Swap Shop
Table Tennis and Walking Football for the over 60s.