

# Chalgrove

Design Guidance and  
Codes

**Final report**  
February 2025

## Quality information

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Introduction

01

# 1. Introduction

**Through the Department for Levelling Up, Housing and Communities Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Chalgrove Neighbourhood Plan Steering Group.**

**The support is intended to provide design guidance and codes based on the character and local qualities of the Parish to help ensure future development, particularly housing, coheres with and enhances Chalgrove.**

## 1.1 About this document

This document sets out design guidance and codes based on the existing features of Chalgrove.

The Design Guidance and Codes are intended to sit alongside the Neighbourhood Plan to provide guidance for applicants preparing proposals in the area and as a guide for the Neighbourhood Plan Steering Group and South Oxfordshire District Council when considering planning applications. It sets out the expectations for proposals and ensures that they will reflect on Chalgrove's key defining features.



**Figure 01:** Steps undertaken to produce this document.

Figure 02: Study Area map.



## 1.2 Overview of Chalgrove

Chalgrove is a village and civil parish in South Oxfordshire located 10 miles south-east of Oxford. The population as of 2021 was 2,090 according to South Oxfordshire District Council<sup>1</sup>.

Chalgrove is remote in terms of public transport and has no rail connections, with the nearest station located in Culham, 9.5 miles West, which is on the Cherwell Valley line between Didcot Parkway and Banbury. The village is served by road access primarily via the B480, which provides links south-east to Watlington, and north-west to Oxford. All other access roads are unclassified narrow country lanes.

Chalgrove has an active community and benefits from facilities such as Chalgrove Recreation Ground, John Hampden Hall (on behalf of St Mary's Church), three allotment areas, a medical facility, and a place of worship.

<sup>1</sup> Access the South Oxfordshire District 2021 Chalgrove Parish Report [here](#).



**Figure 03:** St Mary's Church, Church Lane.



**Figure 04:** The Red Lion Pub, High Street.



**Figure 05:** Chalgrove Village Hall (centre) and Sports Pavilion.

## 1.2.1 History

It is clear from the Domesday Book that by 1086, the parish was a well-established and productive corn-growing area.

The manor of Chalgrove had been granted to a series of members of the royal household, a portion always being retained by the Constables of Wallingford Castle. In 1233 it was divided into two parts. One part was given to the Barentin family, who are thought to have resided in the medieval moated manor house discovered in Hardings Field. The other manor was held by John de Plessis who, through marriage, became Earl of Warwick. There is evidence

that he was responsible for a large scale building project in Chalgrove in the 1230s, likely the creation of the 'court within a moat' surveyed in 1336 that preceded the mid 15th century manor house which stands today in Mill Lane.

By the end of the 15th century, a large portion of the manor passed into the ownership of Magdalen College of Oxford who retained a large landholding in Chalgrove for over 450 years.

In 1643, Chalgrove and Warpsgrove became the scene of a battle of the Civil War. A raiding party of Prince Rupert attacked the Parliamentary camps at Postcombe

and Chinnor. John Hampden, a leading Parliamentary figure, later died from the wounds he incurred in this battle.

Chalgrove Airfield was constructed in 1943 during WWII and was used by US reconnaissance aircraft flying over German occupied Europe. Since 1946 the Martin-Baker Aircraft Company uses the airfield for developing and testing ejector seats and for the convenience of customers flying in. The airfield also, among other uses, is used by RAF Benson for pre-theatre training and by the NHS for organ transport. The adjacent Nissan huts, once the USAF had departed, were used for evacuees, then as chicken sheds, and finally became a business park.



## 1.2.2 Conservation Area

The Conservation Area is a small parcel on High Street designated in 1992. The following text comes from the Chalgrove Conservation Area Character Study (2011)<sup>2</sup>.

The development within and close to the Conservation Area is mainly linear, along the High Street and is also clustered around the village green. Modern housing impinges on the historic character throughout much of Chalgrove with much infill between many of the older buildings. There are, however, many listed buildings in the village. Around The Green, most of the buildings are thatched with either timber frame and render or painted brick walls. No. 1 dates to the 17th century and was formerly the village shop and bakery with apparently some of the original shop fittings remaining inside. No. 4 has the date 1680 carved into its chimney beam. The Red Lion and The Old Vicarage also make a vital contribution

<sup>2</sup> Available here: <https://www.southoxon.gov.uk/south-oxfordshire-district-council/planning-and-development/building-conservation-and-design/conservation-areas/designated-conservation-areas-character-appraisals-management-plans-and-maps/>

to the character of the conservation area. Buildings of local interest, which are not listed, include The Crown, 101 High Street, Croxford's Stores and the John Hampden Hall.

Vernacular building materials within the village include timber frame with rendered or brick infill, local limestone, wattle and daub, mixed red brick, thatch, and clay tile. In the majority of the listed buildings the windows are small wooden casements, apart from The Old Vicarage (which has 6 pane sashes) and the Victorian buildings which are generally sashed.



**Figure 06:** The Crown Pub, adjacent to the green on High Street.



**Figure 07:** Map showing Chalgrove Conservation Area.



**Figure 08:** The Old Vicarage, High Street.

### 1.2.3 Landscape

Chalgrove falls within The Clay Vale area as defined by the South Oxfordshire Landscape Character Assessment<sup>3</sup>.

This covers the centre of the South Oxfordshire District and comprises of low-lying agricultural landscape ranging from 50m AOD and 110m AOD. Land use is primarily arable farming and field margins are wide in the area.

Within The Clay Vale area, Chalgrove falls under the 'Airfields' landscape type. These areas refer to the surrounds of the Chalgrove and Benson Airfields which take advantage of low-lying, gently undulating land.

There are large expanses of open ground here with little vegetation to interrupt views and an open, exposed character. This

<sup>3</sup> Available here: <https://data.southoxon.gov.uk/south-oxfordshire-district-council/planning-and-development/building-conservation-and-design/conservation-areas/designated-conservation-areas-character-appraisals-management-plans-and-maps/>

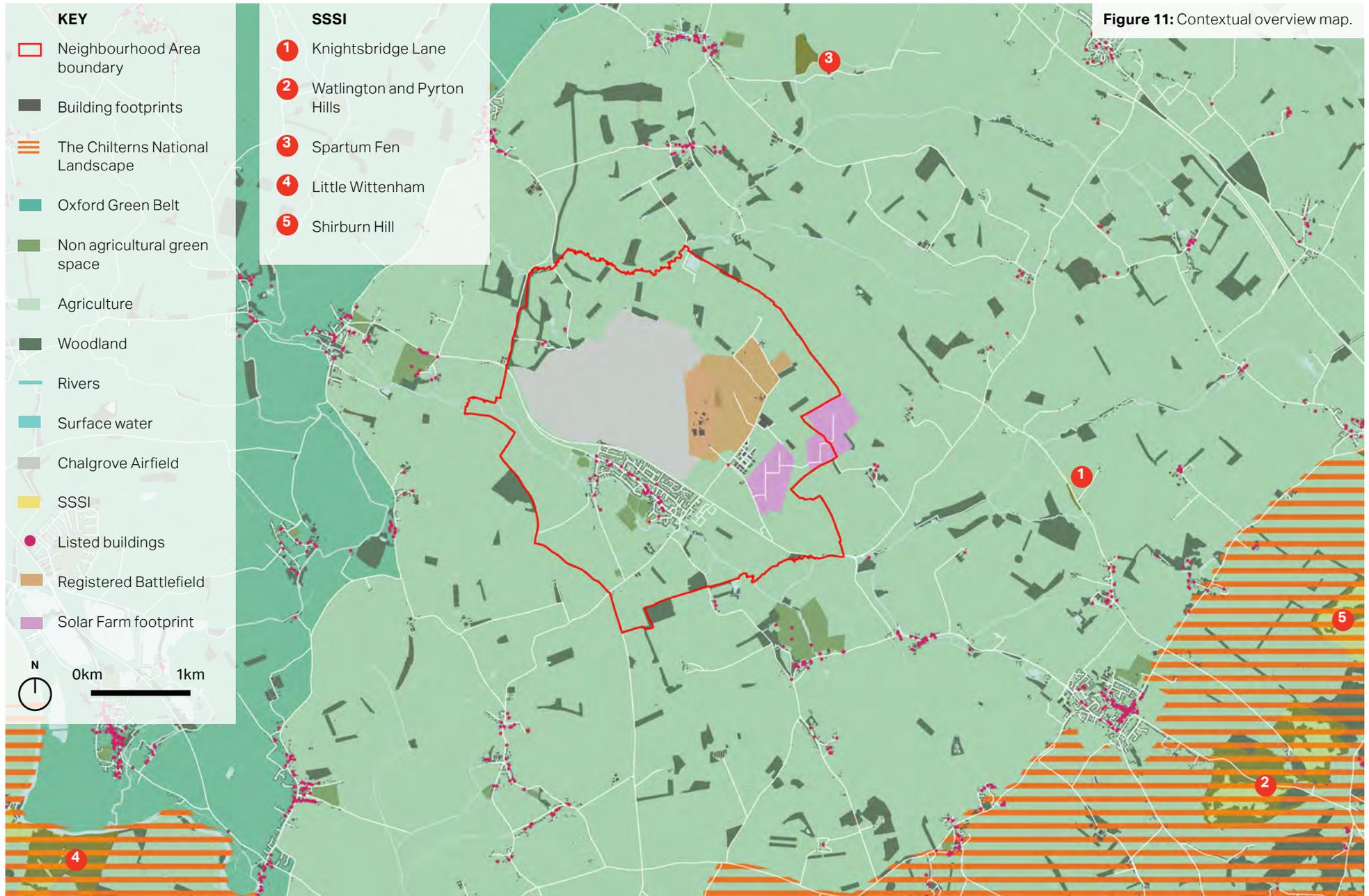
creates a high level of visibility. There are large fields with mature hedges on their boundaries, framing the views, and rich with wildlife and its food.

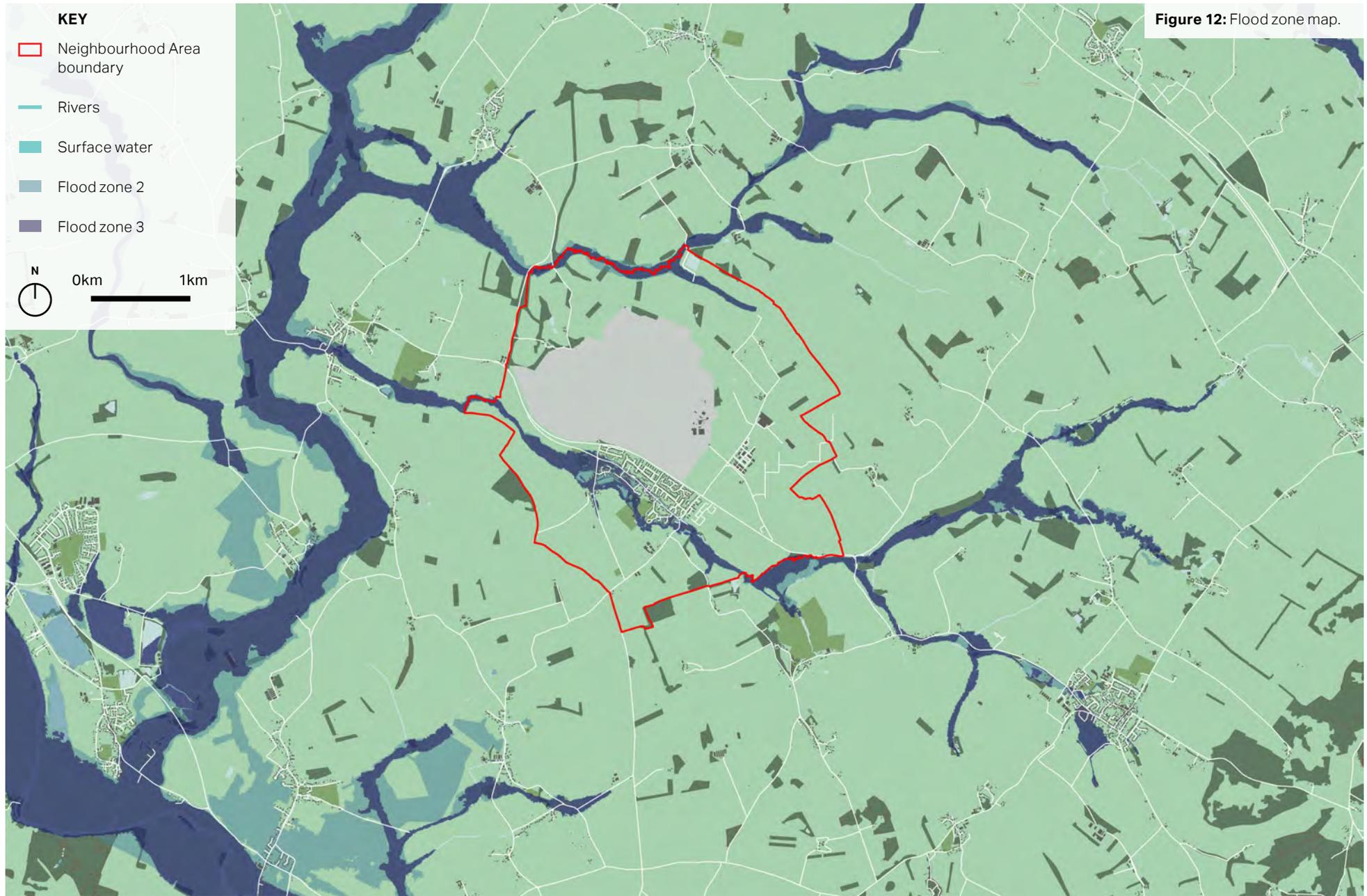


**Figure 09:** View of St Mary's Church Chalgrove, evidencing a gently undulating landscape. © Alan Murray-Rust.



**Figure 10:** Example of farmland surrounded by hedgerows.





## 1.3 Signpost to other documents

National and local policy documents can provide valuable guidance on bringing about good design and the benefits accompanying it. Some are there to ensure adequate planning regulations are in place to ensure development is both fit for purpose and able to build sustainable, thriving communities. Other documents are more technical and offer specific design guidance which can inform design codes and masterplanning activities.

Applicants should refer to these key documents when planning future development in the Chalgrove Neighbourhood Area. The following documents have informed the design guidance and codes within this report.

DISTRICT LEVEL

### 2017 - Landscape Character Assessment

South Oxfordshire District Council

This report comprises the Landscape Character Assessment for South Oxfordshire. It is a revision of the previous landscape assessment for South Oxfordshire (1998).

### 2021 - Oxfordshire's Strategic Vision for Long-Term Sustainable Development

South Oxfordshire District Council

The South Oxfordshire Local Plan 2035 was adopted at a meeting of Full Council on 10 December 2020. It now forms part of the development plan for the district and replaces the South Oxfordshire Local Plan 2011 and Core Strategy (2012).



### 2020 - South Oxfordshire Local Plan 2035

South Oxfordshire District Council

The South Oxfordshire Local Plan 2035 was adopted at a meeting of Full Council on 10 December 2020. It now forms part of the development plan for the district and replaces the South Oxfordshire Local Plan 2011 and Core Strategy (2012).

### 2022 - Joint Design Guide

South Oxfordshire & Vale of White Horse District Councils

The guide builds upon and replaces previous local design guides and aligns with the National Design Guide (2019). It is intended to assist landowners, developers, applicants, agents, designers, and planners in the process of developing high quality development and in assessing its design quality.



## 2022 - Developer Contributions Supplementary Planning Document

### South Oxfordshire District Council

This Supplementary Planning Document (SPD) is relevant to all development proposals (including residential, employment and retail) and its purpose is to:

- Outline differences between the mechanisms for securing developer contributions and to explain the relevant legislative and planning policy context.
- Identify which contributions mechanism will be used when.
- Explain what is expected of applicants and of the Council when securing infrastructure via S106 agreements.

## 2022 - Local Transport and Connectivity Plan (LTCP)

### Oxfordshire County Council

Local Transport Plans (LTP) are statutory documents, required under the Transport Act 2000. They have recently been strengthened by the Department for Transport's decarbonisation plan, Decarbonising Transport: A Better, Greener Britain (2021).

The LTCP outlines all of the high level transport and travel policies until 2050.

## 2021 - Street Design Guide

### Oxfordshire County Council

The primary purpose of this design guide is to bring together the key design principles from the multitude of disciplines covered by the existing guides. This will then allow designers and developers to very quickly understand all the County Council's clear expectations for early collaboration, standards, and innovation.

This document is, of course, intended to be a companion to the various existing District Design Guides, which generally cover the wider masterplanning elements.



**2024 - National Planning Policy Framework**

DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG)

Chapter 12: 'Achieving well-designed places' stresses the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.

**2021 - National Design Guide**

DLUHC

The National Design Guide (Department for Levelling Up, Housing and Communities, 2021) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

**2021 - National Model Design Code (Part 1 & Part 2)**

DLUHC

Provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design.

**2007 - Manual for Streets 1**

Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.

**2010 - Manual for Streets 2**

Department for Transport

Manual for Streets 2: Wider Application of the Principles (MfS2) forms a companion guide to Manual for Streets (MfS1). Whilst MfS1 focuses on lightly-trafficked residential streets it also states that, 'a street is defined as a highway that has important public realm functions beyond the movement of traffic.... Most highways in built up areas can therefore be considered as streets.' MfS1 also stated that, 'many of its key principles may be applicable to other types of streets, for example high streets and lightly trafficked lanes in rural areas'.

**2020 - Building for a Healthy Life**

Homes England

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

**2014 - Natural England Standing Guidance**

Natural England and DEFRA

Guidance on how to assess a planning application when there are protected species on or near a proposed development site.

**2022 - Forestry Commission Standing Guidance**

Natural England and Forestry Commission

Guidance on how to assess a planning application when there are ancient woodland, ancient trees or veteran trees on or near a proposed development site.

**Local Transport Note (LTN) 1/20: Cycle Infrastructure Design**

Department for Transport

This LTN provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters. Further reading on related matters, helpful tools and advice on procedural issues are included in the Appendices. Local Transport Note (LTN) 1/20 replaces previous guidance on cycle infrastructure design provided by LTN 2/08, and accordingly LTN 2/08 is withdrawn.

\*Additional best practice guides are produced by **The Trees** and **Design Action Group**.

## 1.4 How to use this document

The Design guidance and codes will be a valuable tool in securing context-driven, high quality development within Chalgrove. They will be used in different ways by different actors in the planning and development process.

What follows is a list of actors and how they will use the design guidelines:

Actors	How they will use the design guidelines
<b>Applicants, developers, &amp; landowners</b>	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the guidance and codes as planning consent is sought.
<b>South Oxfordshire District Council</b>	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidance and Codes should be discussed with applicants during any pre application discussions.
<b>Chalgrove Parish Council</b>	As a guide when commenting on planning applications, ensuring that the Design Guidance and Codes are complied with.
<b>Local Chalgrove organisations</b>	As a tool to promote community-backed development and to inform comments on planning applications.
<b>Statutory consultees</b>	As a reference point when commenting on planning applications.



**Character areas study**

**02**

## 2. Character Area study

This chapter outlines the different Character Areas within Chalgrove Neighbourhood Area as a whole, while defining their specific qualities.

### 2.1 Defining Chalgrove's Character Areas

The Neighbourhood Area has been divided into 13 Character Areas (CAs) by the Neighbourhood Plan Steering Group.

Due to the diversified built form across Chalgrove, codes may apply differently in various Character Areas.

### 2.2 Character Area descriptions

As follows overleaf, provided by the Chalgrove Neighbourhood Plan Steering Group.

For a full list of landmarks, monuments and listed buildings, please see Appendix 3 of the Neighbourhood Plan.

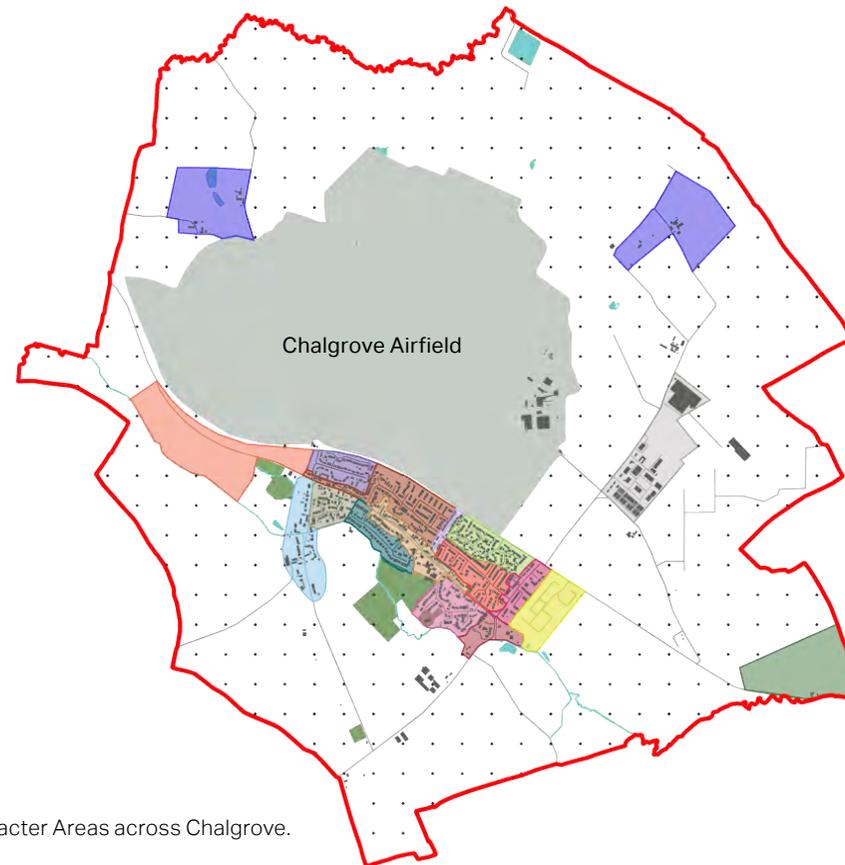


Figure 13: Map of Character Areas across Chalgrove.

KEY					
	CA1 Chalgrove Meadow		CA8 Chapel Lane		CA15 Warpsgrove & Rofford hamlets
	CA2 Monument Road		CA9 Langley, Hardings & Adeane		CA16 Monument Business Park
	CA3 French Laurence Way		CA10 Brinkinfield Road		CA17 Cutt Mill
	CA4 Fairfax Road		CA11 Brookside Estate		Hinterland
	CA5 Franklin Close & Berrick Road		CA12 Flemming Avenue		
	CA6 High Street		CA13 Mill Lane		
	CA7 Church Lane & Baronhurst		CA14 Meadow Brook		

# CA1: Chalgrove Meadow

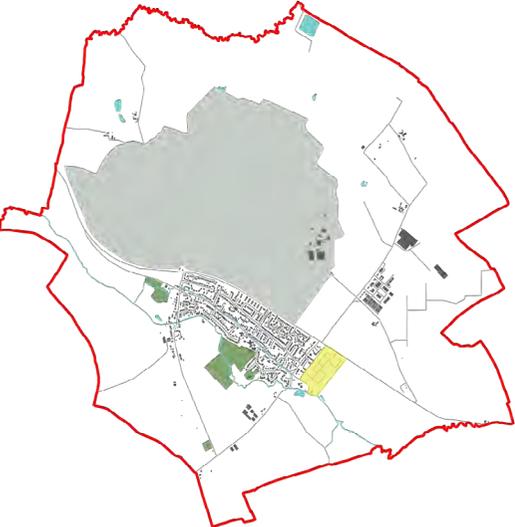


Figure 14: Character Area map.

Attribute	Description
<b>Layout</b>	This is a new development adjacent to the village, with one vehicular access to the B480 at an offset roundabout. The estate comprises two roads at right angles to the B480, and connected roads and closes. The buildings face the street, with minimal front gardens in most cases. Most roads are in straight lines, but there is some staggering of house lines to provide a minimal variety to the street scene. Sizes of back gardens vary. Low to medium density.
<b>Heights</b>	All dwellings are two storeys tall.
<b>Buildings</b>	Built in the early 2020s, mostly detached and semi-detached houses, with a scattering of terraces. Brick under tile, mostly red brick. Some painted. Most front boundaries completely open, as no room for even a hedge, back gardens fully enclosed. Some houses have very limited parking space. Others have space for two cars, and some have garages. However, it was noted that garages are narrow and inadequate for modern cars.
<b>Streets</b>	Streets are two cars wide, some with pavements, as well as considerable use of shared space.
<b>Spaces &amp; water</b>	Playgrounds have been provided, and green space. A swale serves as a flood protection measure towards the bottom end of this previously flooded field, and there remains further open space where additional swales have been shown in planning stage. A large ditch also runs down the Western edge. Some trees have been planted beside the B480, in the place of the long stretch of mature hedge. However, many of those trees are now dead, leaving open the aspect to the B480.
<b>Protected views</b>	Protected views from this development are to the Chilterns National Landscape (formerly AONB) to the East of the site, and open fields to the north of this site.

# CA1: Chalgrove Meadow



**Figure 15:** Aerial view of Chalgrove Meadow, © Miller Homes.



**Figure 16:** Chalgrove Meadow, view north.



**Figure 17:** Chalgrove Meadow, view east.

# CA2: Monument Road

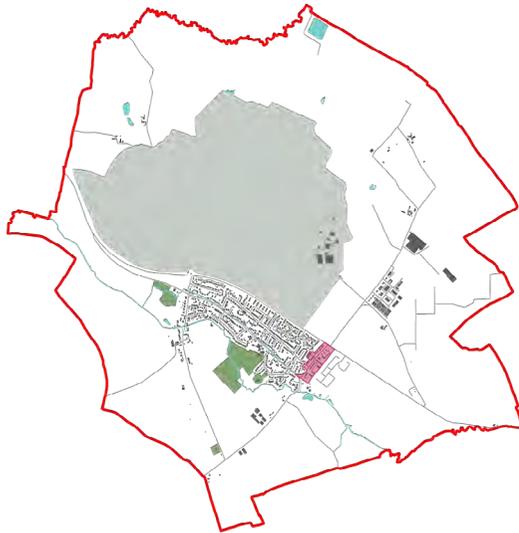


Figure 18: Character Area map.



Figure 19: Semi-detached dwellings on Monument Road.

Attribute	Description
<b>Layout</b>	Monument Road links the B480 to the High Street and forks off at the junction to form Berrick Road at the bottom. On either side are the cul-de-sacs of Chiltern Close, Farm Close, and The Springs. Farifax Road turns off parallel to and above the High Street linking to Chapel Lane. A footpath at the bottom leads to Chalgrove Meadows development and onwards into the countryside. Most houses address the street, some with larger plots. Some dwellings have limited sloping front gardens.
<b>Heights</b>	Single storey bungalows, one chalet style, and two storey housing.
<b>Buildings</b>	Mostly built in the 1960s, there are large, well-proportioned dwellings, and assorted semi-detached, detached homes, and bungalows. Gardens at the top of the road are spacious with plenty of room for cars. The surviving bungalows are in various bricks and facings under tile, with banked and walled good-sized front gardens, with on-plot car parking. Opposite, housing is light brick under tile, with tile facing, small open front gardens and steps to the road. These detached houses have back garden parking access, steps to the pavement, and a lay-by in front. Boundary treatments along this road vary between low hedges and walls, and a few large hedges, mostly around back gardens.
<b>Streets</b>	This is a wide street with pavements to both sides, green spaces on corners, and is one of the busier, being a main access off the B480. There is a zebra crossing at the bottom by the triangle, where the footpath, with no barriers, joins the road, introducing flashing lights to a rural village.
<b>Spaces &amp; water</b>	There is a wide verge at the top junction on both sides, a green space at the junction with Fairfax Road, a broad green space at Farm Close, behind the bus stop, and the triangle at the bottom junction which also contains a stretch of the High Street brook. The triangle is a green space planted with daffodils, and a seat is provided. On the opposite side of the road is a wide verge on the inside of the bend, also planted with daffodils.

# CA3: French Laurence Way

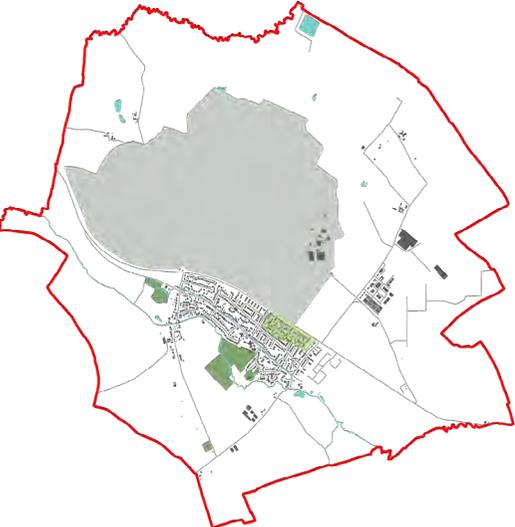


Figure 20: Character Area map.



Figure 21: Example of traditional styled detached dwellings on French Laurence Way.

Attribute	Description
<b>Layout</b>	Laid out as a series of curving cul-de-sacs off the central trunk road of French Laurence Way. Houses are arranged in small clusters at each cul-de-sac. The area has an irregular building line with staggered setbacks and dwellings are set at alternating angles.
<b>Heights</b>	Buildings are all two storey houses.
<b>Buildings</b>	Buildings date from the late 1980s and are designed in a variety of traditional styles, some include mock Tudor or mock Georgian details. Facades consist of white render, red brick or grey stone with black timber or red brick details.
<b>Streets</b>	Roads are defined by sharp curves and are bordered by solid brick walls or mature trees and hedges. Footpaths sometimes run on one side of the road and shared spaces are common at cul-de-sac ends but the main road has pavements both sides throughout.
<b>Spaces &amp; water</b>	There are no public open spaces in this area with the exception of wide grass verges and green spaces at the end of Liddon Road and in the furthest cul-de-sac of French Laurence Way.  On the opposite side of the B480 adjacent to French Laurence Way, there are public allotments.

# CA4: Fairfax Road

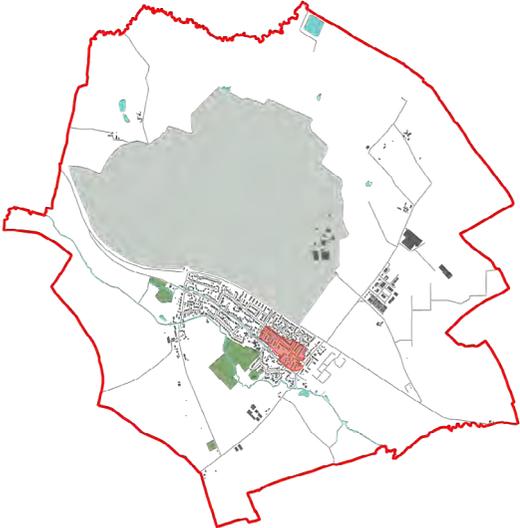


Figure 22: Character Area map.



Figure 23: Semi-detached dwellings on Hampden Close.

Attribute	Description
Layout	Runs from Monument Road to Chapel Lane, and is parallel to the High Street. Fairfax Road was originally built in the 1960s for the RAF with some more recent infill, and is connected to the High Street via Chapel Lane, and by a footpath through Rupert Close. There are turnings off Fairfax Road, all cul-de-sacs. All of the buildings face the street, garden sizes vary as the building line is staggered.
Heights	All one or two storey.
Buildings	While house design provides some variety with varied cladding and a staggered front line to one side, this is a long road with little visual variety. The road feels spacious. At the Eastern end there are bungalows of light brick with tile facings under tile, and open gardens. Then it comprises of mostly semi-detached houses in pale brick with red facings, open boundaries, internal garages, and driveways providing off-road parking.
Streets	There are pavements both sides throughout, and although sometimes used as a rat-run to avoid the High Street, not a very busy road, but with a lot of cars parked on the road as garages were built for 1960 cars and are too small for many modern vehicles.
Spaces & water	The wide verges on Fairfax Road, and Rupert Close, on the corner of Monument Road, at entrance to Rupert Close and the fruitful patch between Argosy and Beverly Roads.

# CA5: Franklin Close and Berrick Road

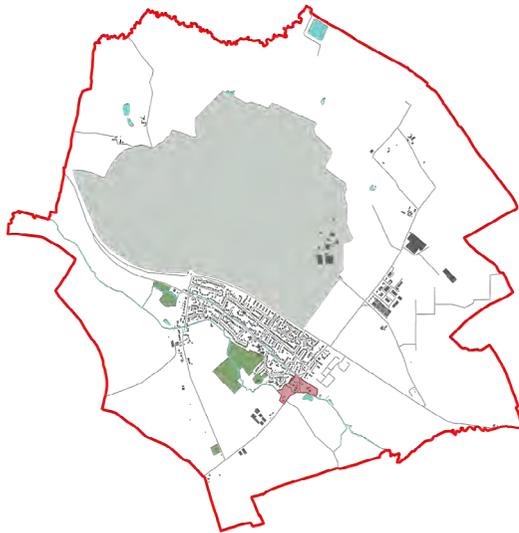


Figure 24: Character Area map.

Attribute	Description
<b>Layout</b>	Franklin Close is positioned at the junction of Monument Road, High Street, and Berrick Road, houses front onto the road. Small front gardens, large back gardens, some backing onto Mill Stream. Berrick Road starts with the brook on one side, and some well-proportioned bungalows on the right. After the narrow bridge over the brook, the road returns to the countryside, with fields and a pig farm on the left, some businesses and workshops occupy the barns. The farm cottages are set well back from the road. From there the land is all agricultural apart from one house at the far end at the junction with Hollandtide Lane. The lane is lined for some distance with planting of equally spaced oak trees, providing shade and a windbreak from the long fetch from the escarpment.
<b>Heights</b>	Single storey on Franklin Close, then on Berrick Road, mixture of bungalows and two storey farm cottages on the Western side of the road. On the Eastern side set back is the Grange, a substantial property within considerable grounds, built in the 1950/60s, with a more modern bungalow adjacent.
<b>Buildings</b>	1960s, brick under tile, detached bungalows, all with drive and garage. Front gardens have open boundaries. At the top of Berrick Road, is a group of bungalows with mostly open gardens, garages and off-road parking. Houses at the village end have open front boundaries. Further down the lane is the narrow bridge over the Mill Stream, after which high hedges form the street boundaries.
<b>Streets</b>	Franklin Close is a quiet street with a pavement across the front of the houses which face onto the central green area, with footpath to the High Street. Berrick Road is a relatively busy road as it is a major route to and from the towns to the South, but is also a popular walking route although there are no footpaths.
<b>Spaces &amp; water</b>	The large green space with mature trees.  The Chalgrove Brook after the bifurcation divides the brook between the High Street and the Back Brook, runs beside the road, and under the road and past back gardens to one side and through the Grange gardens on the other, with a wide verge.
<b>Protected views</b>	The protected view from this area is the Chilterns National Landscape (formerly AONB) to the East of the site, and the views across the fields and woodland of Cadwell Farm. Once you leave the built area of Berrick Road, protected views are to St. Mary's Church and Hare's Leap.

# CA5: Franklin Close and Berrick Road



**Figure 25:** View towards Berrick Road over parapet of stream bridge. © Roger Templemann.



**Figure 27:** Berrick Road – St Mary's Church.



**Figure 26:** Berrick Road – Cadwell Farm.



**Figure 28:** Berrick Road – Cadwell Farm.

# CA6: High Street

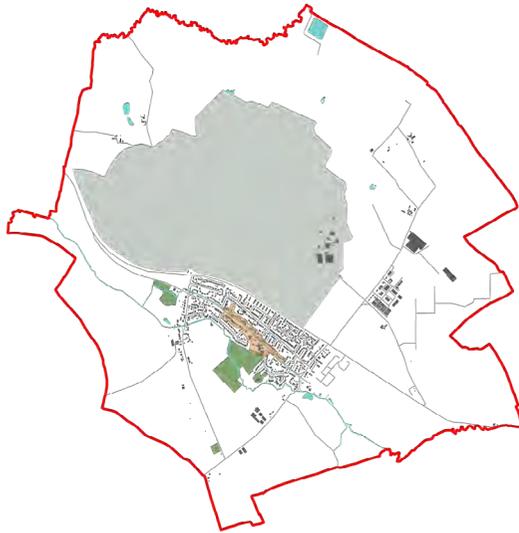


Figure 29: Character Area map.



Figure 30: 17th century Grade II listed dwelling, High Street.

Attribute	Description
<b>Layout</b>	The High Street is the main artery of Chalgrove and forms the spine of the village where commerce and services are concentrated. The High Street connects to all four routes in and out of the village, and residential streets, apart from Chalgrove Meadows. Most houses face the street. Plots are of varying sizes, due to mature and contemporary infill dividing up larger original plots.
<b>Heights</b>	Almost entirely one and two storey, with the exception of five three storey buildings, including one recent loft conversion, shops and post office, the Old Vicarage, and one other old house .
<b>Buildings</b>	<p>There are successive groups of houses, mostly large detached houses and bungalows, with 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. Modern detached houses and clusters of older and listed houses, like Church Cottages and the Tudor cottages occur along the length of the High Street.</p> <p>The heart of the village is the Conservation Area, the section of the High Street from Granny's Cottage to the Old Vicarage and John Hampden Hall. The area is spacious and includes the main footpath from the recreation grounds and School, making it a rendezvous point, bus stop, and accidental meeting place. Beyond this are more groups of bungalows, set back dwellings, listed homes, and the green of the brook, including the broad stretch of bank where the back of the Brookside Estate impinges on the high street. Heritage assets abound, materials vary, but with the low boundaries and tended gardens with trees, they form a varied but mostly attractive landscape.</p>
<b>Streets</b>	<p>On the East end, the road in places is quite crowded with parked cars. 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. The main pavement on the High Street is on the Southern side, with some stretches of narrow pavement on the northern side.</p> <p>Swinstead Court, behind the Post Office, is mostly hidden from view by a rendered breeze block wall. This is at odds with the open aspect of the street scene and any new development should avoid blank walls fronting the street.</p>



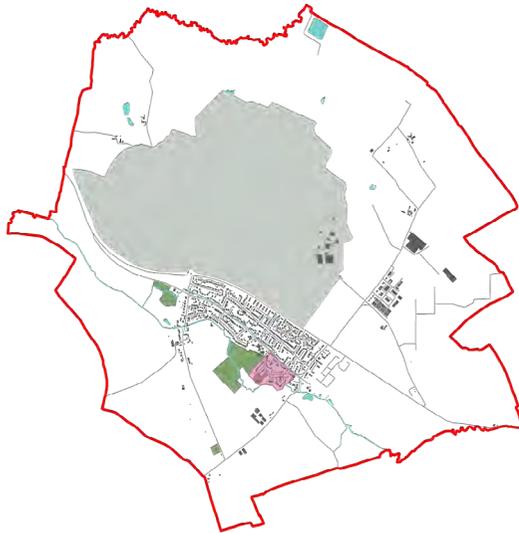
**Figure 31:** Dormer bungalow on High Street.



**Figure 32:** Two storey detached dwellings with garages on High Street.

Attribute	Description
<p><b>Spaces &amp; water</b></p>	<ul style="list-style-type: none"> <li>• The gardens of The Crown, The Red Lion, 111 &amp; 113 High Street, and the area in front of the wall to Swinstead Court, 101 High Street, the John Hampden Hall's garden, and The Green.</li> <li>• 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.</li> <li>• Jane's Meadow with its line of memorial trees and fruitful hedgerow, bounded by public footpaths and providing open views in the centre of the village.</li> <li>• Frogmore, where the school has its outdoor classroom and private playing field.</li> <li>• The Memorial Garden on the High Street opposite the Acreage.</li> <li>• The Cricket Club.</li> <li>• The Surgery and the allotments towards the Western end, beyond the Lamb Inn.</li> <li>• The brook, running the length of the High Street from Monument Road to Marley Lane.</li> </ul>

# CA7: Church Lane and Baronshurst



**Figure 33:** Character Area map.



**Figure 34:** Example of listed cottage with thatched roof with 1960s dwellings behind, Church Lane.

Attribute	Description
<b>Layout</b>	The area consists of a route which turns off High Street at Church Lane, and rejoins it at Baronshurst Drive which includes three cul-de-sacs. Development in this area spans several centuries and post-war housing is constructed adjacent to heritage buildings from 16/17C. The area has informal settlement pattern with some more regular layouts on Chibnall Close and Baronshurst Drive. Parsnips Lane is a footpath connection to the High Street from Church Lane.
<b>Heights</b>	Building heights range from one storey to two storey and dormer bungalows are evident.
<b>Buildings</b>	Dwellings are a mix of styles but blonde and brown brick facades are common as well as grey pantiles. The area has several listed buildings including two Grade II listed 16C cottages with Thatched roofs and black timber frames. St Mary's Church is a Grade I listed building dated from 13C.
<b>Streets</b>	Many dwellings have both on-plot parking and garden space and there are also garage areas behind the houses in Church Lane. Boundary treatments vary throughout the area from low brick walls to mature hedges and trees. The area has a varied enclosure ratio due to the varied heights, styles, and setbacks of the built form.
<b>Spaces &amp; water</b>	The area has no interstitial public open space. However, it is connected to the churchyard, with its contemplative seating, and directly adjacent to Chalgrove Recreation Ground. St Mary's Church is surrounded by a graveyard which is bordered by mature planting. The recreation ground can be reached through the Chibnall Alley, and through the Village Hall car park.

# CA8: Chapel Lane

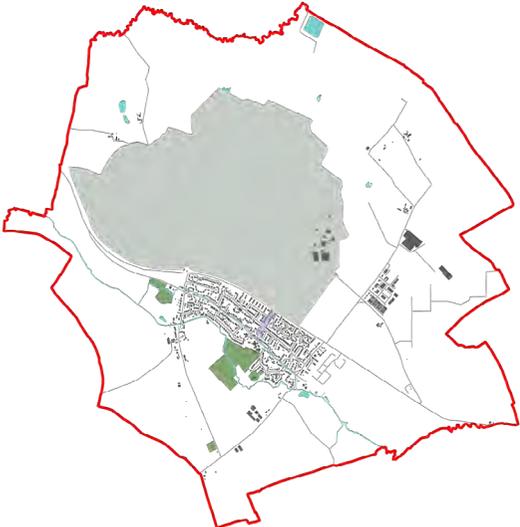


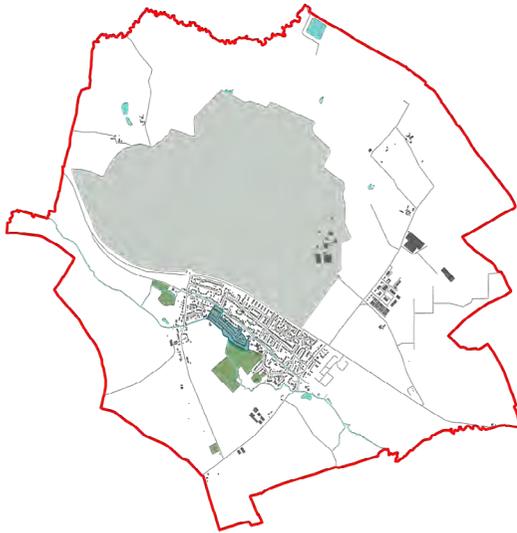
Figure 35: Character Area map.



Figure 36: Red brick semi-detached dwellings with on-plot parking, Chapel Lane.

Attribute	Description
<b>Layout</b>	Chapel Lane connects Fairfax and Brinkinfield, which run parallel to the High Street; its development was over a period of time, as huts and caravans were gradually replaced by houses. It is also connected by footpath the French Laurence Way.
<b>Heights</b>	Predominately two storey.
<b>Buildings</b>	Plots are small, and most front gardens have been turned into parking spaces. The buildings are of various ages, including one listed building. There is a mix of detached and semi-detached houses, one listed cottage, and a converted chapel and meeting hall. Some dwellings have garages, and some garages have been converted to rooms. Bricks vary between cream, orange and red; boundary treatments are mostly hedge where not removed for parking.
<b>Streets</b>	A cul-de-sac ending near the B480. The street is small with lots of on-street parking, narrowing to the width of a single car over the brook at the bottom. Pavement to one side only and occasional stretches on the other.
<b>Spaces &amp; water</b>	A green space on the corner of Brinkinfield Road gives a breath of space at a central point. The brook flows under the bridge at the bottom.

# CA9: Langley, Hardings and Adeane



**Figure 37:** Character Area map.



**Figure 38:** Chartermain Road, forming the entrance to Langley Road and Adeane Road.

Attribute	Description
<b>Layout</b>	Laid out parallel to the High Street and connected to the High Street via Quartermain and Hardings culminating in short cul-de-sacs being Hardings and Adeane. There is a consistent building line with even built gaps.
<b>Heights</b>	Houses on Hardings are two-storey, the rest are bungalows, some have had attic conversions and include dormer or velux windows
<b>Buildings</b>	Facades are predominantly brown/orange or grey brick with casement PVC windows and grey pantiled roofs which slant at a high angle and dominate the streetscape.
<b>Streets</b>	Langley Road is bordered by low brick walls which are often supplemented by taller hedges or shrubs to distinguish private front gardens from the public street. Hardings has a more open nature with no solid boundary treatment except for occasional hedges and planting. On Quartermain and Hardings, corner buildings have high walls around back gardens for privacy
<b>Spaces &amp; water</b>	While there are no public open spaces in this area, the footpath between Langley and Adeane Roads passes through to the back brook footpath alongside the fields, leading in one direction to Mill Lane, and in the other to the Recreation Grounds.  Two of the houses have small-holdings behind them, which also serve as a water meadows for the adjacent brook.
<b>Protected views</b>	The protected view from this area is of the fields to the South of the village.

# CA10: Brinkinfield Road

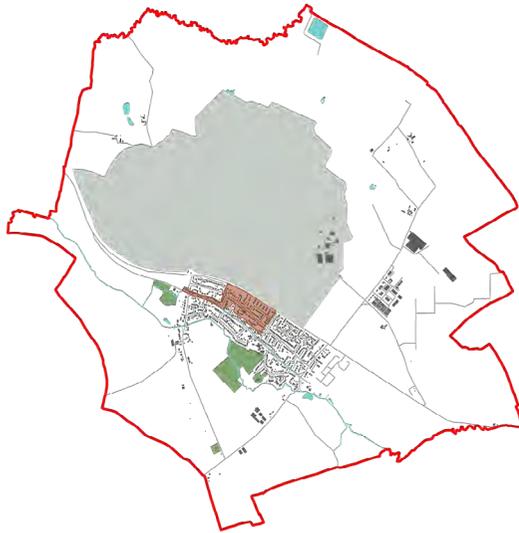


Figure 39: Character Area map.



Figure 40: Semi-detached and detached housing with on-plot parking and garages on Brinkinfield Road.

Attribute	Description
<b>Layout</b>	There are several cul-de-sacs leading off the road, north and south, and two linking footpaths, to the High Street and to the B480; buildings face the street, and the plots are of a medium size in the main. Low density housing.
<b>Heights</b>	One and two storey housing.
<b>Buildings</b>	This development was constructed in the 1960s. Detached houses at the Eastern end, as far as the new Vicarage, then a section of detached bungalows to one side of the road, opposite detached houses. After the bungalows, and on the leg down to the High Street, a mix of semi-detached and detached houses, all originally with garages, then after the alley leading to Coles Lane on the left, a mix of bungalows, staggered terraced houses in pale brick with some render under tile. Parking/ garage space is provided behind the houses on this stretch. Front gardens for most of the road include driveway and lawn space, with low walls or hedges. Near the High Street is a 2016 new build of two infill detached houses of red brick under red tile, with walled and fenced front gardens, no garage. At the junction with the High Street, there are two older buildings, one listed thatched house and one old converted pub.
<b>Streets</b>	The road feels spacious, with good front gardens and a comfortably wide highway with wide pavements. Not a busy road.
<b>Spaces &amp; water</b>	The Eastern end has an important green area at the junction with Chapel Lane, making a spacious junction off the narrow Lane. Chalgrove Brook flows beneath the road at the High Street junction.

# CA11: Brookside Estate

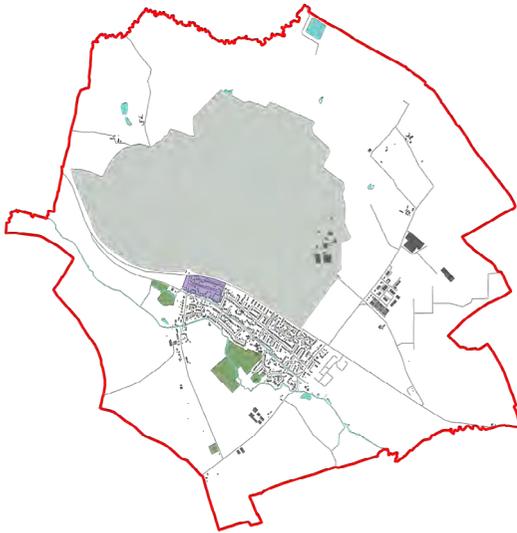


Figure 41: Character Area map.



Figure 42: Dwellings fronting onto green space at Brookside Estate.

Attribute	Description
<b>Layout</b>	The estate comprises the main Brookside cul-de-sac with Bower End turning off it, also a cul-de-sac, and is connected to the High Street via Marley Lane, and via a footpath with houses both sides. There is also a footpath connecting the cul-de-sac of Bower End to the end of Brookside.
<b>Heights</b>	Predominantly two storeys in height, single storey accessible bungalows are located on Brookside Estate and Bower End.
<b>Buildings</b>	Most of the built stock is post-war development from the 1950s with later additions in the 1990s. Dwellings are mostly semi-detached or terraced. The material palette in this area is standard and consists of brown/red brick facades with grey or red pantiled roofs.
<b>Streets</b>	On-street parking is evident. There is a mix of garages/on-plot parking and parking courts. Dwellings generally have planted front gardens even alongside parking spaces. Boundary treatments consist of shrubs, hedges, and fences.
<b>Spaces &amp; water</b>	There is one open green space on Brookside Estate around the parking area. There is a green verge with mature hedging on the north side of Bower End.  Houses without vehicular access, on the footpath, and on the High Street section, have the broad brook bank adjacent.

# CA12: Flemming Avenue

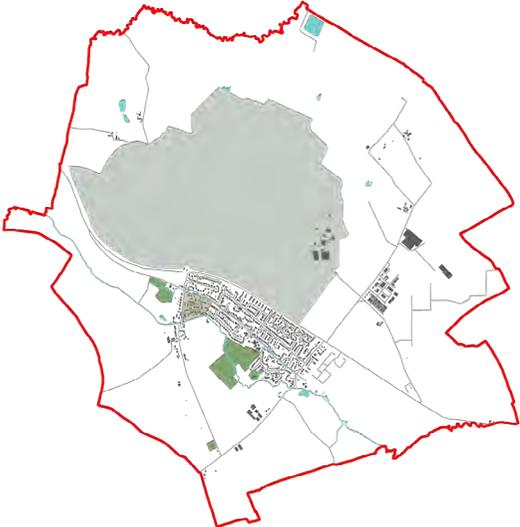


Figure 43: Character Area map.



Figure 44: Dwellings on Saw Close.

Attribute	Description
<b>Layout</b>	The area is made up of a single development laid out in cul-de-sacs, connected to Mill Lane, with a footpath to the High Street, and one to the Brook. Dwellings have varying setbacks and orientations creating a staggered built line.
<b>Heights</b>	Dwellings are all two storeys apart from several bungalows on the cul-de-sac at the Eastern end of Flemming Avenue.
<b>Buildings</b>	All dwellings are finished with the same materials. Facades are faced with red brick and roofs are finished with red tiles which have faded to grey over time. These were built as starter homes, but have slowly been extended, increasing bedroom capacity. This has led to an increase in the amount of cars in the same constrained parking area.
<b>Streets</b>	Parking is provided to the front of dwellings and there are no boundary treatments either solid or planted leading to an open but car dominated feel. Small front gardens are included in each property which often include planting.
<b>Spaces &amp; water</b>	There is an open green space on Grays Close which is well overlooked by neighbouring properties. Access to the back brook by footpath and through Millers Close.

# CA13: Mill Lane

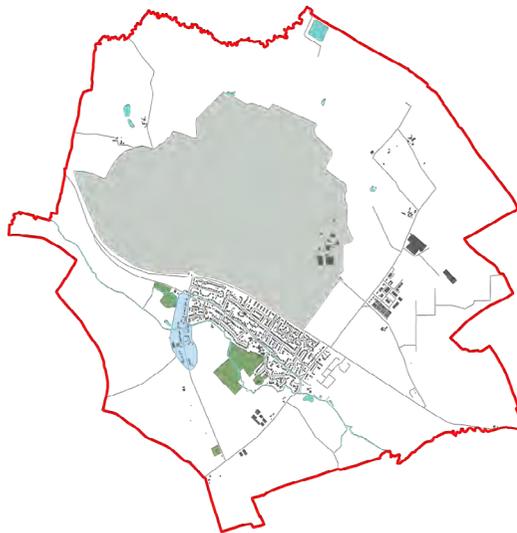


Figure 45: Character Area map.

Attribute	Description
<b>Layout</b>	Mill Lane runs from the High Street at the Lamb junction, down to Berrick Road. There are two public footpaths off it. Most recent development addresses the street, but the Mill Barn, Mill House and the Great Barn, and the farms are oriented sideways. Plots are large with large gardens and all with vehicular access and garages.
<b>Heights</b>	Predominantly two storey, with some bungalows; the listed Great Barn and next door house are three storeys tall, the latter having been architect designed to reflect the design of the Great Barn.
<b>Buildings</b>	The area is low density and there are several large detached houses of various styles and ages, there are five listed buildings with the Manor House being Grade I listed. Materials are mostly brick under tile, and boundaries are largely low walls or hedges. Most dwellings have generous, enclosed gardens. Adjacent to The Manor are barn and stable conversions.
<b>Streets</b>	<p>The road is narrow with pavement only on one side for some distance, there are some lengths of single track road. The road is between fields for a great length, and the rest has large front gardens, shrubs and trees, continuing the rural feel. Most dwellings have generous parking provision.</p> <p>The road is busy, being one of the two routes out of the village to the South to Reading and Wallingford. There are wide grass verges and the Mill Lane stream, which runs on the Western side.</p>
<b>Spaces &amp; water</b>	<ul style="list-style-type: none"> <li>• Behind The Mill is a paddock, which serves as floodplain and is rich in wildlife. The Manor itself has large grounds, including a lake, being part of the original moat.</li> <li>• There are public allotments at the Southern end of Mill Lane.</li> <li>• Mill Brook (Back Brook) flows under the bridge at the narrowest part of the lane, and the Rickyard Race is culverted under the street further down.</li> </ul>
<b>Protected views</b>	<p>Views across the fields to the Church Tower are valued, as well as the longer view to the East towards the Chilterns escarpment. The lower part of Berrick Road also shares this long view.</p> <p>Protected views from this area are the views of the St. Mary's Church, Chalgrove Manor, The Mill, and the open fields towards Hare's Leap to the South West.</p>

# CA13: Mill Lane



**Figure 46:** Detached dwellings in The Rickyard, off Mill Lane.



**Figure 47:** Mill Lane – View to Hare's Leap.



**Figure 48:** Mill Lane – View to St. Mary's Church.

# CA14: Meadow Brook

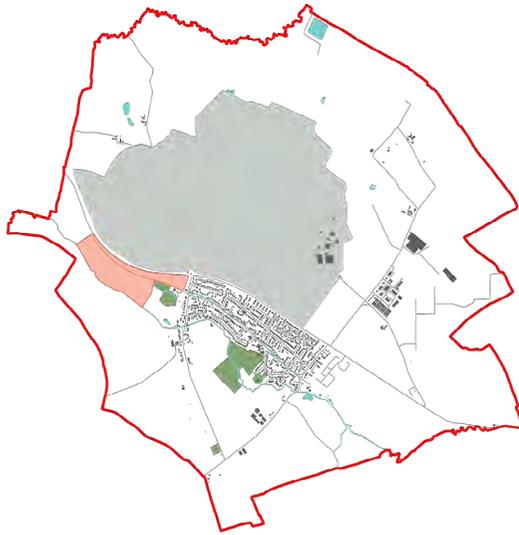


Figure 49: Character Area map.

Attribute	Description
<b>Layout</b>	New development on the West of Chalgrove Village running parallel to the B480. Under construction at the time of writing. The spine route will form an extension to the High Street. Several short cul-de-sacs come off this road.
<b>Heights</b>	Predominantly two storeys.
<b>Buildings</b>	A range of typologies ranging from short terraces, maisonettes, semi-detached, and detached. Dwellings are finished in traditional styles with decorative chimney stacks and simple brick detailing to embellish facades. Windows are white with plastic frames and vertical muntins. Material finishes are reddish and blonde bricks with a mix of red and black tiled roofs. External porches are included on some properties.
<b>Streets</b>	Planning permission indicates that pavement will be provided throughout, with on-plot parking provision to the front or side of dwellings. Short front gardens included in some properties with grass verges evident on the High Street.
<b>Spaces &amp; water</b>	Several pockets of open space to be provided within the development, with swales located in two areas. A large landscaped open space crossed by pedestrian routes to be provided to the South of the development area, this is within flood zone 3 and prone to flooding.
<b>Protected views</b>	The protected views from this area are the views to the North across Chalgrove Airfield; views to the West to the hills around Cuddesdon, and views to the South towards Hare's Leap.

# CA14: Meadow Brook



**Figure 50:** View of new dwellings in Meadow Brook, displaying detached and semi-detached typologies.



**Figure 51:** Meadow Brook – view to north.



**Figure 52:** Meadow Brook - view to south

# CA15: Monument Business Park

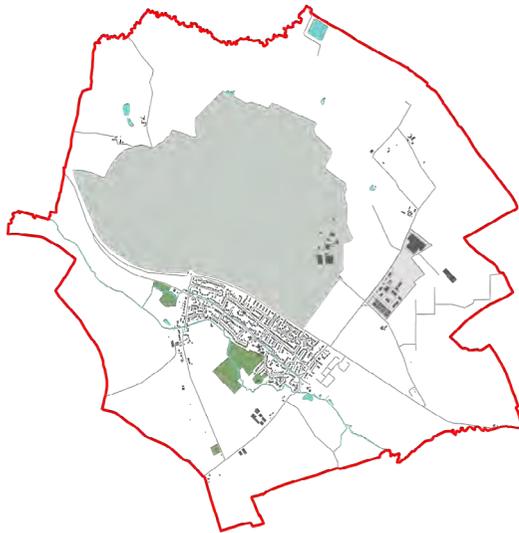


Figure 53: Character Area map.

Attribute	Description (*no residential development is expected in this area)
<b>Layout</b>	The area extends from Monument Road to the North of the B480, and includes sites along Warpsgrove Lane. The main Business Park is laid out in an irregular grid pattern. The area to the north is known as the Tower Estate.
<b>Heights</b>	Heights vary depending on the use. The majority of the units to the south of the site are single story business units. To the north of Monument Business Park, there are two story offices buildings. North of the main site are large industrial and warehouse units on the Tower Estate
<b>Buildings</b>	The area is low density, with significant parking provision allowed for large delivery vehicles. Building materials vary from brick for the smaller units, to a mix of brick and steel for the larger office units, and steel-shell warehouses. There are also a few small brick-built houses on the edge of the site.
<b>Streets</b>	Monument Road is a standard C-class road. Warpsgrove Lane is a narrower lane, which becomes unpaved to the north of the warehouse units. There is a narrow lane (Rushey Furrows) to the south of the Business Park, leading to a motor repair facility, and providing access to a solar farm and the High Pressure Gas Pipeline substation. The roads within the Business Park are of a high standard, with good widths to accommodate larger vehicles, and well lit.
<b>Spaces &amp; water</b>	There is an area of parkland within the northern part of the main Business Park, with paths, benches, and exercise equipment. There is a large pond within this park area.
<b>Protected views</b>	Protected views from the Business Park include the view of the Chilterns National Landscape (formerly AONB) to the East of the site, and the view across Chalgrove Airfield to the hills around Cuddesdon to the West of the site.



**Figure 54:** Monument Business Park – South entrance.



**Figure 55:** Monument Business Park – North entrance.



**Figure 56:** Tower Estate.

# CA16: Warpsgrove and Rofford Hamlets

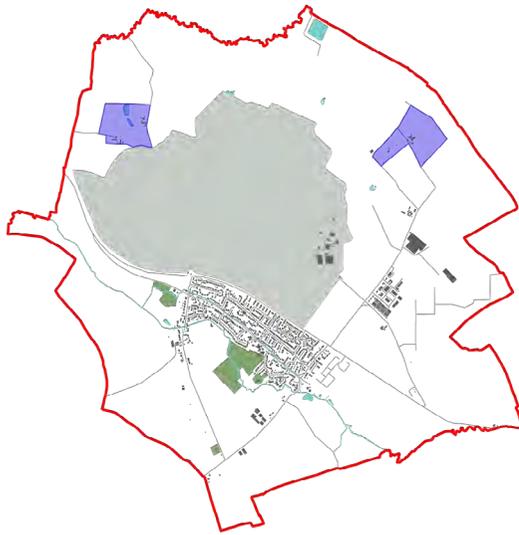


Figure 57: Character Area map.

Attribute	Description	
	Warpsgrove	Rofford
<b>Layout</b>	Comprises a few houses on Warpsgrove Lane, plus two farmhouses and outbuildings.	Comprises Rofford Manor and associated Rofford Hall, Rofford Barn, Rofford Farm, and outbuildings. The estate is scattered to the West of Chalgrove Airfield.
<b>Heights</b>	The main hamlet on Warpsgrove Lane is a mix of one and two storey houses. The other dwellings are all two storey.	Rofford Manor is a three storey manor house, with several barns and outbuildings of one and two storeys. Rofford Hall and Rofford Farm are two storey; Rofford Barn is single storey.
<b>Buildings</b>	The area is very low density, being mainly scattered houses. Houses are typically of brick construction, with many being rendered. Chalgrove Sewage Works is located in this area.	The area is low density. Rofford Manor is a restored 17th century farmhouse of coursed limestone with a tiled roof. Rofford Hall is of similar construction. Rofford Farm is standard brick construction, and Rofford Barn is a new stone and tile house.
<b>Streets</b>	Warpsgrove Lane is an unclassified road, and the roads leading to the other dwellings in the area are of poor quality and very narrow. There is no street furniture or lighting in the area.	Rofford Manor and Rofford Hall are reached by an unlit, unclassified single lane road. Rofford Farm is accessed from the B480. Rofford Barn is accessed from Rofford Lane, a C-class road.
<b>Spaces &amp; water</b>	There are some small ponds and drainage ditches that cross this area, connecting to the Haseley Brook. The remainder is farmland and orchards.	The grounds of Rofford Manor include two large lakes, which drain into the Haseley Brook to the West of the estate. The private gardens at Rofford Manor are nationally recognised.
<b>Protected views</b>	Protected views from the area include the view of the Chilterns National Landscape (formerly AONB) to the East of the site, and the view across Chalgrove Airfield to the hills around Cuddesdon.	Protected views from the area include the view across Chalgrove Airfield of the Chilterns National Landscape (formerly AONB) to the East of the site; and the view to the hills around Cuddesdon to the West of the site.

# CA16: Warpsgrove and Rofford Hamlets



Figure 58: Warpsgrove.



Figure 59: Rofford Lane - Looking East towards the Chilterns National Landscape.



Figure 61: Rofford - looking West towards Cuddesdon.



Figure 60: Rofford - looking East across Chalgrove Airfield to the Chilterns National Landscape.



Figure 62: Rofford Manor.

# CA17: Cutt Mill

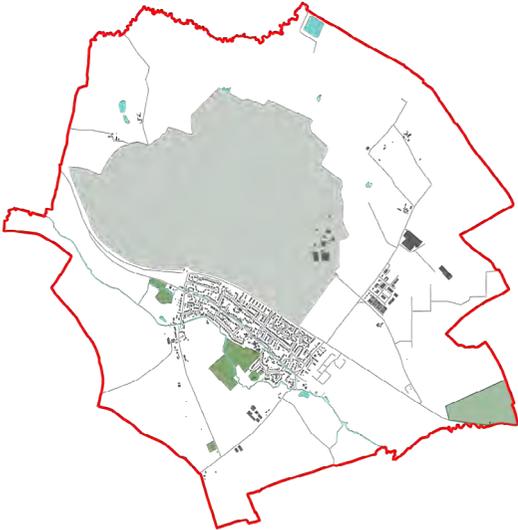


Figure 63: Character Area map.

Attribute	Description
<b>Layout</b>	Cutt Mill lies at the eastern edge of Chalgrove Parish. It is primarily farmland, with only two cottages within the Parish Boundary.
<b>Heights</b>	Two storeys.
<b>Buildings</b>	Buildings are typical farmhouse construction, of limestone and/or brick..
<b>Streets</b>	The only road in the area is the B480.
<b>Spaces &amp; water</b>	The area is an excellent example of open, rolling countryside with occasional wooded areas and watercourses, providing prime habitat for many species, including endangered and critically endangered red-list species. The primary watercourse is the Chalgrove Brook, a rare Chalk Stream that is home to many species including the Eurasian Otter ( <i>Lutra lutra</i> ), and is the only tributary of the River Thames to have a breeding population of Brown Trout ( <i>Salmo Trutta</i> ). There is a public footpath, Shakespeare’s Way, that crosses the adjacent field and joins the B480 to the West of the two cottages. Protected views from the area include the view toward Chalgrove across the open fields, and the view across open farmland to the South.
<b>Protected views</b>	Protected views from the area include the view toward Chalgrove across the open fields, and the view across open farmland to the South.

# CA17: Cutt Mill



**Figure 64:** View towards the rear of Cutt Mill Cottages from the B480 looking West.



**Figure 66:** View towards Cutt Mill Cottages looking East from Shakespeare's Way.



**Figure 65:** View South from Cutt Mill Cottages.



**Figure 67:** Shakespeare's Way looking East toward Chalgrove.

# CA18: Chalgrove Airfield

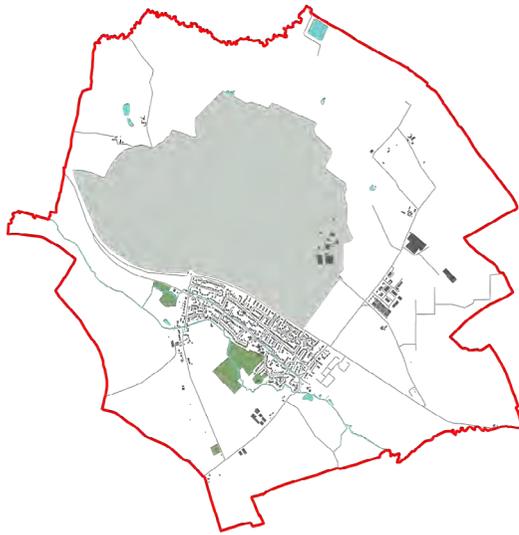


Figure 68: Character Area map.



Figure 69: Chalgrove Airfield & Hangars.

Attribute	Description (*no residential development is expected in this area)
<b>Layout</b>	The Airfield comprises offices, workshops, hangars, test areas, and three runways surrounded by open fields. The site is private, and is operated by the Martin-Baker Aircraft Company Limited.
<b>Heights</b>	The hangars are the tallest of the buildings, but are well hidden behind extensive hedges. The office is two storey; all other buildings are single storey.
<b>Buildings</b>	The office buildings and test buildings are primarily brick. Hangars are steel framed.
<b>Streets</b>	There is a single road leading to the Airfield, Sir James Martin Way.
<b>Spaces &amp; water</b>	The main aspect of the Airfield is open space, comprising primarily arable farmland with occasional sheep grazing. There are no watercourses, but there are recognised springs within the boundary of the site. Protected views from the area include the view of the Chilterns National Landscape (formerly AONB) to the East of the site and the view across Chalgrove Airfield to the hills around Cuddesdon to the West of the site.

# CA19: Hinterland

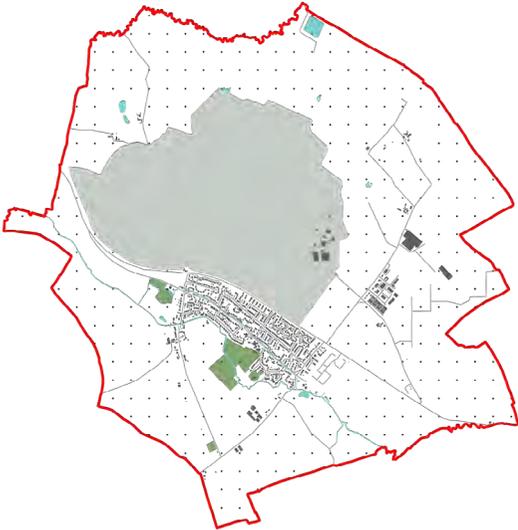


Figure 70: Character Area map.

Attribute	Description
<b>Layout</b>	The area beyond the built environment, reaching to the edge of the Neighbourhood Plan area, comprises mixed farmland, with a mixture of arable and livestock farm businesses. The area is an excellent example of open, rolling countryside with occasional wooded area and watercourses, providing prime habitat for many species, including endangered and critically endangered red-list species.
<b>Heights</b>	There are only occasional farmhouses and barns in this area. None are more than two storeys.
<b>Buildings</b>	Buildings are typical farmhouse construction, of limestone and/or brick.
<b>Streets</b>	Road access to most of the farmland is along private roads or lanes, usually single track, and all unlit and unnamed.
<b>Spaces &amp; water</b>	The area is an excellent example of open, rolling countryside with occasional wooded areas and watercourses, providing prime habitat for many species, including endangered and critically endangered red-list species. The primary watercourse is the Chalgrove Brook, a rare Chalk Stream that is home to many species including the Eurasian Otter ( <i>Lutra lutra</i> ), and is the only tributary of the River Thames to have a breeding population of Brown Trout ( <i>Salmo Trutta</i> ). There are numerous public footpaths that allow access to the countryside from the built environment, providing residents with opportunities to engage with nature and the rural environment. Protected views from the area include the view of the Chilterns National Landscape (formerly AONB) across Cadwell Farm to the East of the area, the view to the hills around Cuddesdon to the West of the area, the open fields, including Hare's Leap, to the South of the area, and the view of St Mary's Church looking north towards the village.



**Figure 71:** View from the B480 west of Chalgrove, looking South.



**Figure 73:** View to the South West towards Hare's Leap.



**Figure 75:** View North towards Chalgrove from Hare's Leap.



**Figure 72:** View towards Hare's Leap from Mill Lane.



**Figure 74:** Rofford Manor.



**Figure 76:** View South West from Hare's Leap towards Benson.



**Figure 77:** View of the Church from Berrick Road.



**Figure 79:** View from Cadwell Farm North West towards Chalgrove.



**Figure 81:** View from Chalgrove Meadow East towards the Chilterns National Landscape.



**Figure 78:** View across Cadwell Farm from Berrick Road, towards the Chilterns National Landscape.



**Figure 80:** View from Cadwell Farm looking North.



**Figure 82:** View from Chalgrove Meadow looking North.



**Guidance and codes to  
promote good design in  
Chalgrove**

**03**

# 3. Guidance and codes to promote good design in Chalgrove

**This section sets out the principles that will influence the design of new development and inform the retrofit of existing properties in the Neighbourhood Area. The design guidance and codes should be read in conjunction with relevant local and district wide policies.**

## 3.1 Introduction

This Design Guidance and Codes is in accordance with the Joint Design Guide for South Oxfordshire and the Vale of White Horse. This document aims to apply highly specific guidance for development within Chalgrove parish, in accordance with the views of local residents as represented by the Neighbourhood Plan Steering Group.

Codes will include Character Area instruction for specific application relevant to the existing built form and character of the area.

### 3.1.1 What is guidance and what is code?

Codes are to be understood as specific instructions which give clear directions for the development of design proposals.

Additional suggestive information including diagrammatic information should be understood as best-practice guidance only.

The codes are organised as follows, specific guidance is included under the following headings:

- **Form and layout (FL)**
- **Rural character (RC)**
- **Materials and details (MD)**
- **Green features (GF)**
- **Sustainable features (SF)**
- **Rural development (RD)**

The Neighbourhood Area has been divided into the following Character Areas:

- |   |   |
|---|---|
| <b>1. Chalgrove Meadow</b>                | <b>10. Brinkinfield Road</b>              |
| <b>2. Monument Road</b>                   | <b>11. Brookside</b>                      |
| <b>3. French Laurence Way</b>             | <b>12. Flemming Avenue</b>                |
| <b>4. Fairfax Road</b>                    | <b>13. Mill Lane</b>                      |
| <b>5. Franklin Close and Berrick Road</b> | <b>14. Meadow Brook</b>                   |
| <b>6. High Street</b>                     | <b>15. Monument Business Park</b>         |
| <b>7. Church Land and Baronshurst</b>     | <b>16. Warpsgrove and Rofford Hamlets</b> |
| <b>8. Chapel Lane</b>                     | <b>17. Cutt Mill</b>                      |
| <b>9. Langley, Hardings and Adeane</b>    | <b>18. Chalgrove Airfield</b>             |
|   | <b>19. Hinterland</b>                     |

Character Area sensitive guidance will be included where appropriate, where no additional guidance is included, codes are to be applied as standard across all areas.

## 3.2 Design Guidance and Codes

### Form and layout (FL)

#### FL 01. Connectivity

Chalgrove has a compact and relatively well connected street layout. Cul-de-sac development is a common feature across the village.

A well-designed and connected network gives people the maximum choice in how to make their journeys. This includes walking, cycling, and by car. There is good access to the limited public transport.

Streets should be connected with each other and with different travel options. Good practice favours a well connected street layout that makes it easier to travel by foot, cycle and public transport. Footpaths should be designed for the safety of children and micro-mobility users, in accordance with guidance from the relevant Highways Authority.

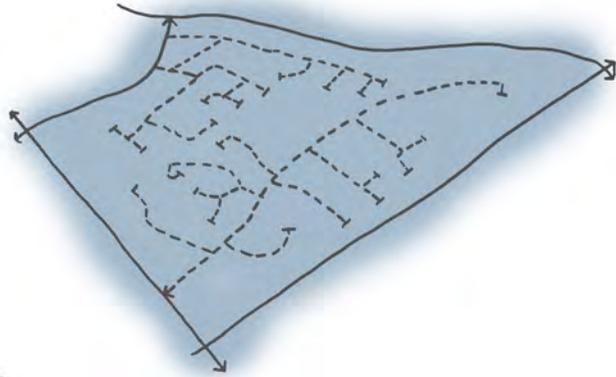
Future developments should seek to reflect this character by adhering to the following codes:

#### Codes:

- i. Proposed routes should be laid out in a permeable pattern, allowing for multiple connections and choice of routes, particularly on foot. Where cul de-sacs are provided, they should be relatively short and provide safe (overlooked) onward pedestrian and cycle links. Cul de sacs are considered appropriate only where there are no possible onward links to other roads.
- ii. Streets should be designed for the needs of pedestrians and cyclists as well as motor vehicles. Where appropriate, measures should be implemented to prevent unintended or uncontrolled egress to a main carriageway.
- iii. Streets should be designed for the needs of pedestrians and cyclists as well as motor vehicles in accordance with Oxfordshire

County Council's Street Design Guide.

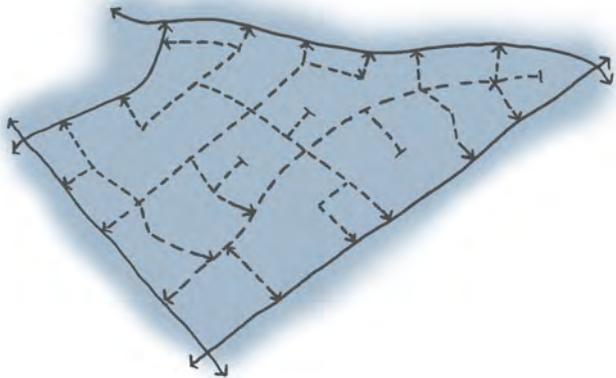
- iv. New streets should have soft and organic geometries, such as curves, to reflect the village's historic streetscape.
- v. Pedestrian routes should be separate from cycle lanes where possible, in accordance with LTN1/20.



**Figure 85:** Example of a poorly connected layout which does not facilitate direct routes.



**Figure 83:** The new Chalgrove Play Area is a welcome addition to village life but the opportunity for an additional pedestrian connection back into the village via Farm Close has not been taken here.



**Figure 84:** A well connected street layout which supports mixed mobility, incorporating occasional cul-de-sacs where appropriate.

## FL 02. Street scene

Chalgrove has a rich variety of built typologies<sup>1</sup> and styles which creates distinct areas across the village, each with their own atmosphere and visual identity.

The Character Areas which make up the village each have a rich and unique street scene influenced by the scale, orientation, and distance between buildings.

Buildings can interact with the street on a variety of scales. Active frontages along the street edge can improve security by encouraging passive surveillance.

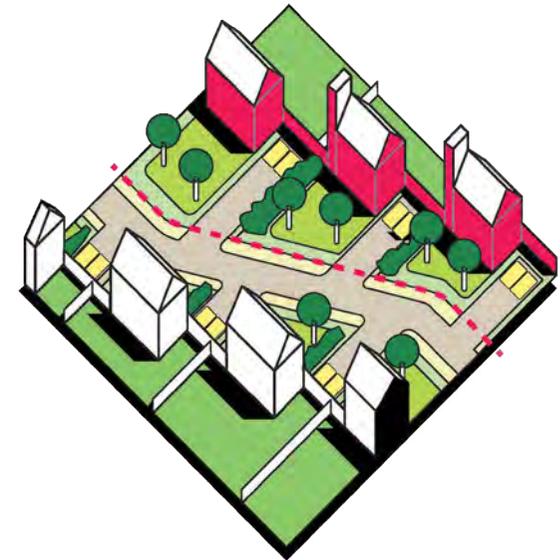
Future developments should seek to reflect this character by adhering to the following codes:

<sup>1</sup> House typology is the classification that defines the dwelling based on the layout, number of rooms, division of areas, among other factors,

### Codes:

- i. New development should respect the existing standard street edge to protect the building line.
- ii. New development should respect the overall scale and height of adjacent buildings to create a cohesive built environment.
- iii. Where possible, new development should address the street. Main entrances and fenestration should be accommodated on street facing facades to support an active frontage. Large blank facades without openings should be avoided except when they have noise cancelling benefits such as when facing a road with fast moving vehicular traffic, for example, adjacent to the B480 bypass.
- iv. New developments should seek to provide street enclosure through the built form (building layout) or with natural elements (hedges and trees).
- v. Bus stops will be located at appropriate locations throughout

the development, as agreed with the local bus operators and the County Council. If there is sufficient safe space for a shelter to be installed, where it will not impede pedestrian or cycle routes, a standard bus shelter should be installed, with adequate seating provision. Where there is insufficient safe space, a standard bus stop may be installed.



**Figure 86:** Illustrative diagram displaying an example of a continuous street edge with standard built gaps and a stepped setback.

## FL 02. Character Area Guidance



**Figure 87:** Inset map of CA3, 5, 6, and 12.

The following guidance should be applied to **CA3, CA5, CA6,** and **CA12:**

- v. Setback and orientation should be slightly varied across dwellings or clusters of dwellings to reflect the informal settlement pattern.
- vi. Streets should feature subtle diversity to support the sense of visual interest in these Character Areas.
- vii. Development in CA6 should be raised to avoid flooding.



**Figure 88:** Inset map of CA1, 2, 4, 8, 9, 10, 11, and 14.

The following guidance should be applied to **CA1, CA2, CA4, CA8, CA9, CA10, CA11, CA14:**

- viii. Building lines should remain relatively uniform incorporating a standard street edge in these areas.
- ix. New development should have a strong sense of street enclosure.



**Figure 89:** Inset map of CA13.

The following guidance should be applied to **CA13:**

- x. New development should feature generous setbacks from the road to protect the rural atmosphere and low density settlement pattern, except when adjacent to an existing short setback, where this would impede on privacy.
- xi. Infill development should include generous and irregular built gaps between neighbouring dwellings to retain the sense of openness and to protect landscape views.

### FL 03. Layout of buildings

Chalgrove benefits from a generally high enclosure ratio<sup>1</sup> across the village which creates a cohesive built character as well as effectively delineating between public and private space.

Chalgrove is primarily made up of inward looking closes which are successful in delivering a high rate of enclosure.

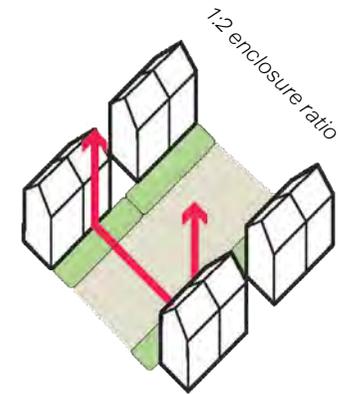
Apart from some modern infill developments, most vehicular routes are laid out with gentle sweeps and curves, giving the road network an organic feel.

Future developments should seek to reflect this character by adhering to the following codes:

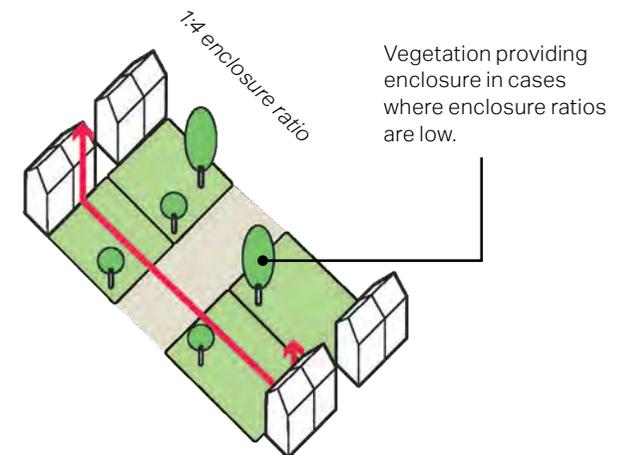
#### Codes:

- i. New development should seek to create a strong sense of enclosure by positioning dwellings opposite to one another.
- ii. Where there is a pre existing low enclosure ratio, this can be addressed by incorporating vegetation to break up long distance setbacks (see figure 91).
- iii. Enclosure ratios of 1:2 and 1:4 will be preferable within the built up area of the village.

<sup>1</sup> Enclosure ratios refer to a visual measure of a street which is expressed as a ratio of the height of the buildings to the width of the street.



**Figure 90:** Illustrative diagram displaying a street with a 1:2 enclosure ratio.



**Figure 91:** Illustrative diagram displaying a street with a 1:4 enclosure ratio.

## FL 03. Character Area Guidance



**Figure 92:** Inset map of CA13.

The following guidance should be applied to **CA13**:

- iv. Development in this Character Area will not be required to create built enclosure due to its open and loose grained development pattern.
- v. New development in this Character Area should have a lower enclosure ratio of approximately 1:4.



**Figure 93:** Example of loose development with generous setbacks and varying orientation on Mill Lane, reflective of the area's rural character.



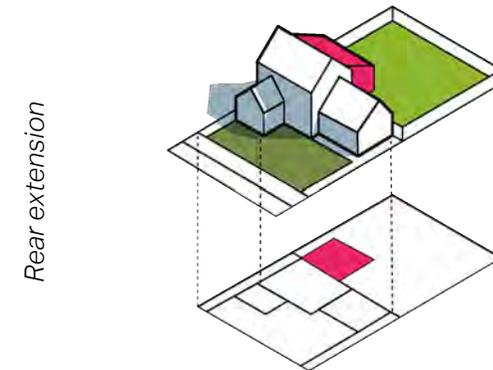
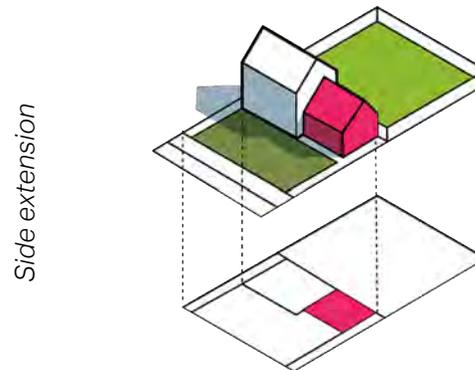
**Figure 94:** View of a local brook in this sparsely developed Character Area.

## FL 04. Extensions and modifications

Some extensions will be covered under permitted development rights and therefore will not need planning permission. However, extensions should be designed to an appropriate scale and be secondary to the original building.

Extensions should consider the materials, architectural features, and proportions of the original building and be designed to complement these existing elements.

**a. Front extensions** are generally not acceptable. If proposed, front extensions should take the form of the existing building, mirroring the roof pitch, replicate or have lower cornice height, and their ridge should be below the existing ridge height. The extension can project a maximum of 2 metres beyond the front facade and must not cover more than 50% of the front elevation.



**Figure 95:** Illustrative diagram showing subservient side and rear extensions.

**b. Rear extensions** should generally be single storey and set below any first-floor windows to minimise any effects on neighbouring properties, such as blocking daylight. Two storey rear extensions are not common as they usually affect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower.

**c. Side extensions** should be set back from the main building line to the front of the dwelling and complement the materials and detailing of the original building, particularly along the street elevation. The roof of the extension should harmonise with that of the original building. Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties. Built gaps must be retained to an appropriate degree.

### Codes:

- i. Extensions should remain subordinate<sup>1</sup> to the original form of the building.
- ii. In the case of side extensions, appropriate built gaps must be retained (3.5 metres minimum). See figure 98 for example of uncomfortable built gap.
- iii. Material finishes, and new fenestration on extensions should either complement or match with that of the existing building.
- iv. Extensions should not create an overall increase in hard standing.
- v. Hard-standing must be permeable to mitigate surface water run off.

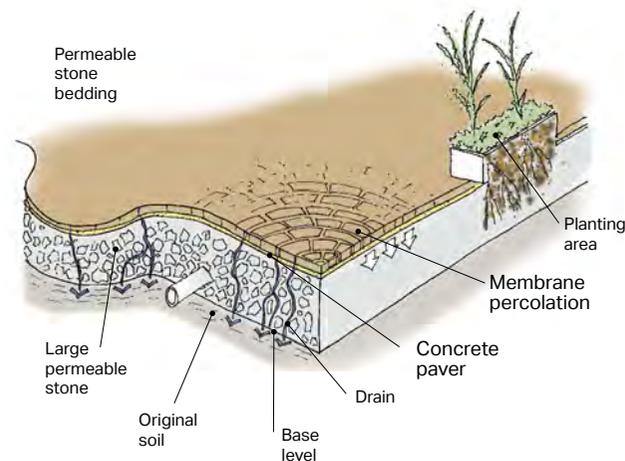
<sup>1</sup> \*Lesser than/ smaller than.



**Figure 96:** Outside example of a subordinate side extension (left).



**Figure 98:** Outside example of a side extension with an inappropriate built gap, creating a terrace like streetscape.



**Figure 97:** Diagram showing section through permeable paving.

## Rural character (RC)

### RC 01. Relating to the landscape

Views and sightlines are essential for place-making, local distinctiveness, and way finding.

Chalgrove falls within the Clay Vale landscape area of South Oxfordshire. This landscape type affords broad long distance views of the countryside due to the rolling nature, relatively low level of woodland cover, and sparse development.

Sightlines and views afford a visual connection to the surrounding landscape and therefore, can improve the local “sense of place”.

Internal views to landmarks within the village will also serve to improve the overall local distinctiveness while relating to the wider South Oxfordshire context.

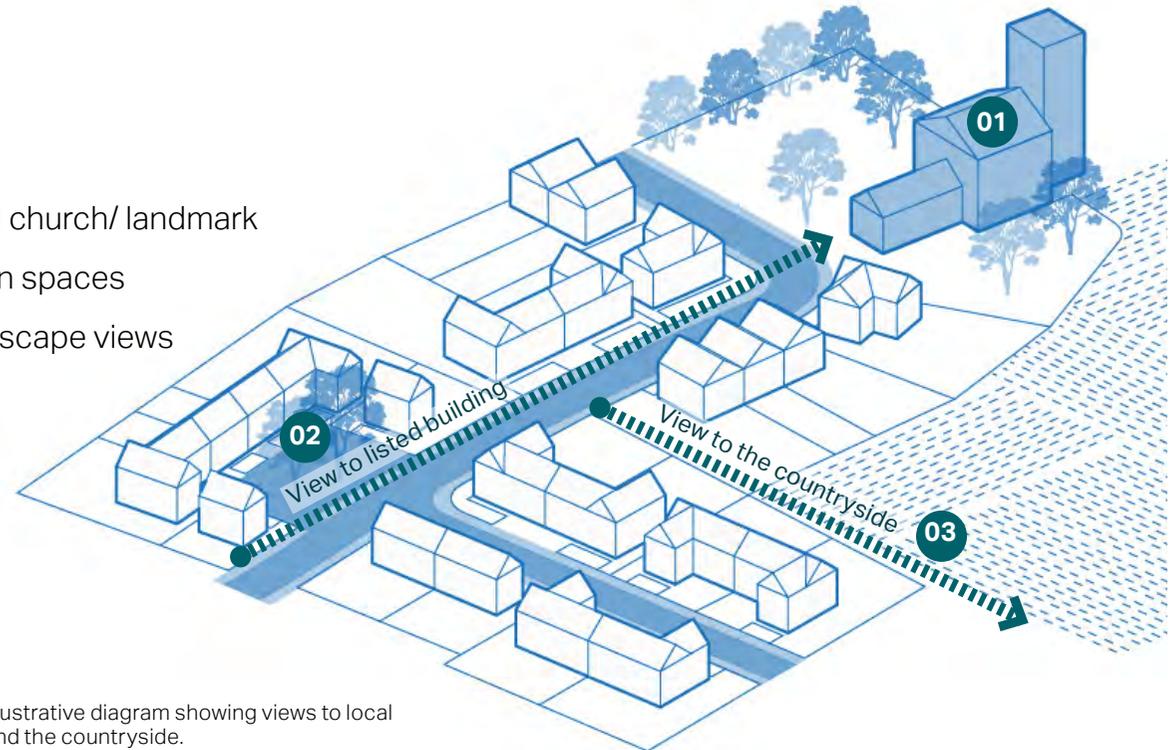
With this in mind, the following principles should be considered by development proposals:

#### KEY

01: Local church/ landmark

02: Green spaces

03: Landscape views



**Figure 99:** Illustrative diagram showing views to local landmarks and the countryside.

#### Codes:

- i. The scale and design of development, including landscape screening, should not be intrusive to internal or external views.
- ii. Existing visual connections to the surrounding countryside and long views out of the settlement must be protected.
- iii. Short distance views of buildings, trees or landmarks will help create memorable routes and places, and easily intelligible links between places should be generated where possible. This should include orientating buildings to maximise the opportunities for memorable views and visual connectivity.

## RC 01. Character Area Guidance



**Figure 100:** Inset map of CA1, 7, 9, 12, 13 and 14.

The following guidance should be applied to **CA1, CA7, CA9, CA12, CA13** and **CA14**:

- iv. Development should consider open landscape views Southwards and East towards the escarpment, West towards Ascot and Cuddeden and North towards The Haseleys.
- v. Built gaps should be retained to facilitate outward views of the open countryside.



**Figure 101:** Inset map of CA2, 3, 4, 6, 8, 10 and 11.

The following guidance should be applied to **CA2, CA3, CA4, CA6, CA8, CA10**, and **CA11**:

- vi. Development should be oriented to facilitate internal views to landmarks, notable buildings, and green spaces.
- vii. New development must not negatively impact the setting of listed buildings or local landmarks.

## Materials and details (MD)

### MD 01. Architectural variety

Chalgrove has a wide variety of architectural styles spanning several historical periods. Listed assets on High Street date from as far back as the 14th century.

Across the village there are many instances of historical development which are immediately adjacent to 20th century development. This is a distinctive feature of Chalgrove and relays its various growth periods over previous centuries.

There is no single prevalent material palette across the village.

Future developments should seek to reflect this character by adhering to the following codes:

#### Codes:

- i. New development should take reference from material finishes in the immediate local context.
- ii. New development may incorporate materials or architectural details which are identified on page 62.
- iii. In multi unit developments, design proposals should include a variety in architectural features or materials across individual dwellings.



**Figure 102:** 17th century cottage with 1970s development behind, Church Lane.



**Figure 103:** Mock Tudor features on dwelling at Sixpenny Lane.

## MD 01. Character Area Guidance



**Figure 104:** Inset map of CA13.

The following guidance should be applied to **CA13**:

- iv. Development in this Character Area should reflect the varied material palette of the existing built stock, including light and variegated materials such as the red and brown brick facades and dark roof tiles.
- v. Development in this area may reflect agricultural features in traditional agricultural buildings such as farmhouses, and may incorporate weatherboarding on facades.



**Figure 105:** Example of a barn conversion dwelling in the Mill Lane area with a redbrick facade.



**Figure 107:** Example of a postwar two storey dwelling on Mill Lane with a brown brick facade.



**Figure 106:** Example of a barn conversion in the Mill Lane Character Area with weatherboard cladding.



**Figure 108:** Example of a postwar bungalow on Mill Lane with red brick facade feature.

Fenestration



**Solid porch**



**Open porch**



**Dormer window**



**UPVC Casement windows**



**Timber sash window**



**Recessed porch**

Roof



**Red clay roof**



**Grey pantile roof**



**Thatched roof**

Facades



**Red brick**



**Brown brick with UPVC cladding**



**Timber frame with white render**

## Green features (GF)

### GF 01. Gardens

Chalgrove benefits from a green and natural atmosphere due to the prevalence of mature planting across the village.

Green spaces, grass verges, as well as front and back gardens all contribute to the natural atmosphere of the village and provide moments of relief from the built environment. Gardens can include features which improve movement networks and habitat capacity for fauna.

Green spaces, formal and informal, are also integral to providing habitat corridors for wildlife to pass through the built environment and protect biodiversity. Hedgerows are also an extremely important habitat feature for bats in the UK as they provide food, shelter and valuable landmarks for their orientation.

Future developments should seek to reflect this character by adhering to the following codes:

#### Codes:

- i. New development should include front and back garden space which can enable planting and support flora. Garden space should not be overshadowed by neighbouring properties and should receive at least six hours of sunlight per day.
- ii. New developments should make use of grass verges and informal green spaces throughout to break up the built form.
- iii. Development should seek to achieve biodiversity net gain and provide new habitats and wildlife corridors by including features such as bee bricks, swift bricks, hedgehog corridors, bat boxes etc.
- iv. Natural springs, when they occur on a development site, should be retained as natural features and incorporated into landscape plans.



**Figure 109:** Example of a swift brick in a new build development.



**Figure 110:** Example of a hedgehog corridor within in a garden fence.



**Figure 111:** Example of a bat box on the side of a building.

## GF 02. Trees and hedges

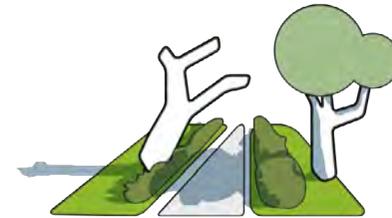
There are numerous mature trees and shrubs across the area which create soft boundaries, frame views, improve visual amenity, and provide enclosure and cooling in the warmer months.

Elements such as trees and hedges support the green and rural atmosphere of the Parish while improving biodiversity through wildlife habitat provision. Trees and hedges are necessary for roosting, nesting and feeding of birds.

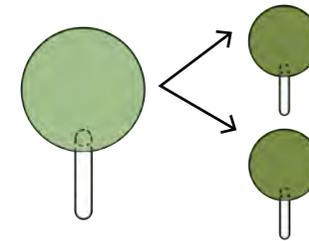
Future developments should seek to reflect this character by adhering to the following codes:

### Codes:

- i. Mature trees and hedges should be retained where possible, in the event that trees are lost due to development, they should be replaced on a 2:1 ratio.
- ii. Existing trees and shrubs should be incorporated in the design of new development proposals to avoid the unnecessary loss of flora and to provide habitat for wildlife.



Loss of trees is only justifiable if they constitute a hazard.



Replace affected tree with a 2:1 ratio.



Trees, hedges, flower beds, bushes and shrubs provide privacy and enclosure while creating habitat space for wildlife.

**Figure 112:** Illustrative diagrams highlighting green measures and natural elements to the streetscape (top and right above).

## GF 03. Parking

Cars are a fact of life in rural areas. However, to maintain the amenity of the street and village, the design of car parking must be well considered by development. Furthermore, in accordance with sustainable aspirations for the Neighbourhood Area, new development must also provide for electric vehicle charging. Examples of car parking typologies are shown on page 67.

New developments must currently comply with the [Oxfordshire County Council Parking Standards](#), which specify the size and amount of parking required based on property size.

On-plot parking can be visually attractive when combined with high quality and well designed soft landscaping. Front garden depth from the pavement should be sufficient for a large family car. Car parking design should be informed by the following principles:

### Codes:

- i. For family homes, car parking should be placed at the front or side of the property, for small pockets of housing a front or rear court is acceptable, although on plot parking is preferred.
- ii. Car parking should be combined with landscaping to minimise the presence of vehicles, garden space should be greater than parking area.
- iii. Parking space should minimise impervious surfaces by utilising permeable paving.
- iv. A mix of parking types may be deployed depending on location and typology of development. The main types to be considered are found on page 67.
- v. When on street parking is used, it should be carefully considered to avoid street congestion.



**Figure 113:** Example of dwelling with on-plot parking on High Street, with permeable gravel finish.



**Figure 114:** On-street car parking on Poplar Farm Close creates street clutter and detracts from the public realm, displaying dilapidation.

- vi. Where garages are proposed, they should be located to the side or rear of the dwelling. Parking provisions are to be designed in accordance with local and national standards ensuring 'secure by design provisions' are observed. If a garage is proposed to the front of a dwelling, it must be designed and arranged so that it is sensitive to context of the site.
- vii. On plot garages must be at least 6m into a plot to allow for a full car space whilst being able to open a garage door. Garages and car ports must have minimum internal dimensions of 6m in length and 3m in width. These dimensions are clear dimensions measured between any internal structures, such as piers. There should be space to store cycles, trailers and cargo.
- viii. All houses (and flats / apartments) with on plot / allocated parking should have an electrical vehicle charging point.
- ix. Garages must be finished with the same architectural features and

materials as the main building. Gable roofs will be preferable to skillion (flat) roofs which look 'tacked on' to the side of a dwelling.

- x. Ensure manoeuvring areas for car parking do not dominate the street frontage, allowing for a generous front garden. Provide adequate visitor parking at new residential developments for people arriving by car and by cycle.
- xi. If garages are counted towards parking allocations, they must also have a planning condition which removes any permitted development rights to ensure continued use for that purpose.
- xii. High standard cycle storage facilities should be provided on plot. This provision may vary subject to dwelling number, size and type. Cycling parking is to be provided in a convenient location close to building entrances and bus stop locations. Such provisions are to be covered, lit (where appropriate) and in the style of a Sheffield stand,

which are individually installed permanently into the floor material (e.g. not toast rack style stands bolted to the floor). Double decked or vertical cycle parking should not be used unless agreed by OCC in specific circumstances. The spacing of stands should be as per LTN1/20. If raised on a kerb, dropped kerbs must be provided in suitable locations. Cycle parking should cater for non standard cycles e.g. cargo bikes.

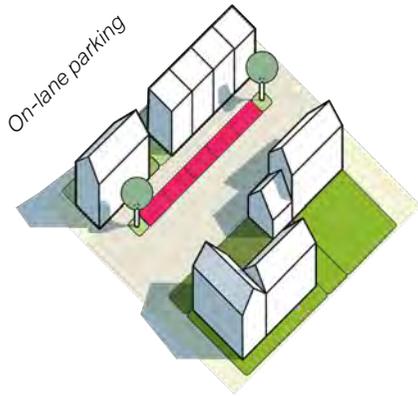
- xiii. Driveways should be constructed with porous finishes such as cobble, gravel or other materials to minimise surface water run off.



**Figure 115:** Example of detached garage which would be considered narrow by contemporary standards.

## GF 03. Character Area Guidance

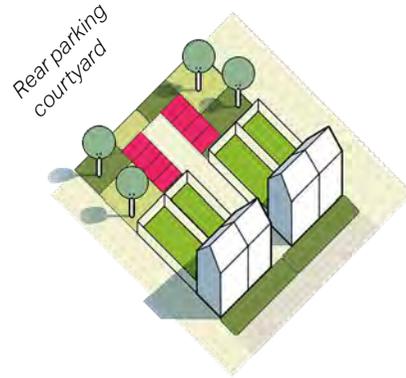
\*Diagrams are for illustrative purposes only



**Figure 116:** Illustrative diagram of on-lane parking.

On-lane parking may be considered in following Character Areas:

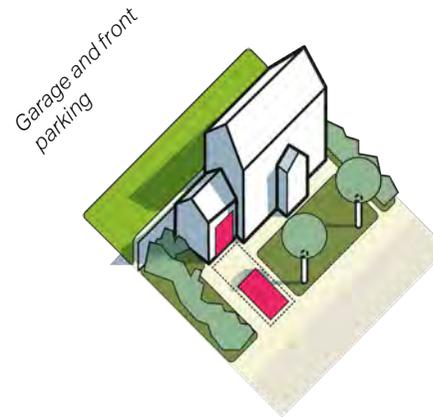
- **Character Area 2**
- **Character Area 4**
- **Character Area 7**
- **Character Area 8**
- **Character Area 10**
- **Character Area 12**



**Figure 117:** Illustrative diagram of rear courtyard parking.

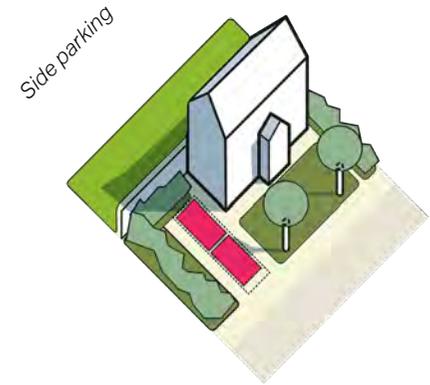
Courtyard parking may be considered in following Character Areas:

- **Character Area 2**
- **Character Area 4**
- **Character Area 6**
- **Character Area 7**
- **Character Area 12**



**Figure 118:** Illustrative diagram of garage and front parking.

Garage and front parking will be considered acceptable in **all Character Areas**.



**Figure 119:** Illustrative diagram of side parking.

Side parking will be considered acceptable in **all Character Areas**.

## Sustainable features (SF)

### SF 01. Services and storage

Modern waste separation requirements have increased the amount and size of bins, this can pose aesthetic problems. Outdoor storage can have a visual impact on the overall streetscape and should be considered carefully.

The following principles should be considered by development:

#### Codes:

- i. Waste storage should be placed at the side or rear of housing where possible, avoiding the need to carry waste through the house. In exceptional circumstances, provide waste storage in a front garden enclosure.



**Figure 120:** Example of a successful bin store which incorporates natural elements to improve visual amenity.

### SF 02. Net zero housing

Energy efficient or eco-design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating and electric charging points.

Figure 121 overleaf shows possible design measures, which are listed to the right and building fabric considerations. Please note that some measures, such as double/triple glazing, draught-proofing and solar panels, may be problematic in the Conservation Area, or for buildings that are historic.

#### Codes:

- i. Sustainable features (shown overleaf) must be considered at the design phase of each new development and will be required in all new builds and modifications.

### Existing dwellings

- 1  **Insulation**  
in lofts and walls (cavity and solid)
- 2  **Double or triple glazing with shading**  
(e.g. tinted window film, blinds, curtains and trees outside)
- 3  **Low-carbon heating**  
with heat pumps or connections to district heat network
- 4  **Draught proofing**  
of floors, windows and doors
- 5  **Highly energy-efficient appliances**  
(e.g. A++ and A+++ rating)
- 6  **Highly water-efficient devices**  
with low-flow showers and taps, insulated tanks and hot water thermostats
- 7  **Green space (e.g. gardens and trees)**  
to help reduce the risks and impacts of flooding and overheating
- 8  **Flood resilience and resistance**  
using removable air back covers over vents, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

### Existing and new dwellings

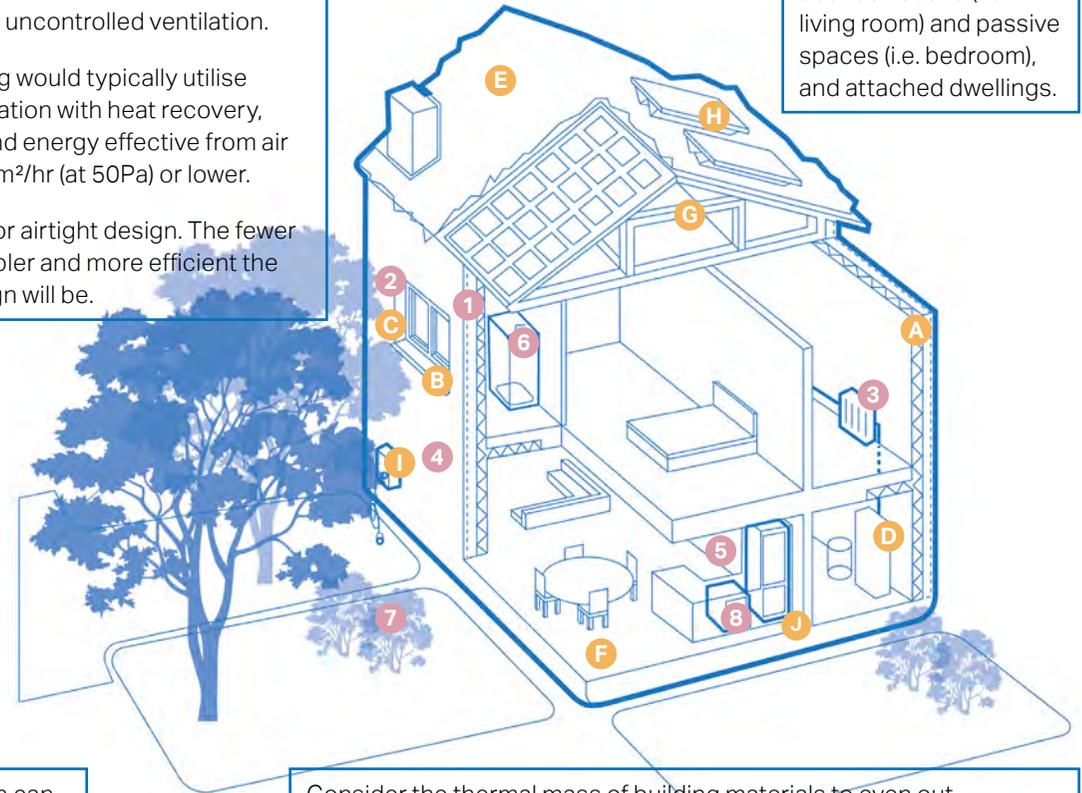
- A  **High levels of airtightness**
- B  **Triple glazed windows and external shading**  
especially on South and West faces
- C  **Low-carbon heating**  
and no new homes on the gas grid by 2025 at the latest
- D  **More fresh air**  
with mechanical ventilation and heat recovery, and passive cooling
- E  **Water management and cooling**  
more ambitious water efficiency standards, green roofs and reflective walls
- F  **Flood resilience and resistance**  
e.g. raised electrical, concrete floors and greening your garden
- G  **Construction and site planning**  
timber frames, sustainable transport options (such as cycling)
- H  **Solar panels**
- I  **Electric car charging point**
- J  **Grey water systems**  
to capture and utilise wastewater

Airtight constructions help reduce heat loss, improving comfort and protecting the building fabric. Airtightness is achieved by sealing a building to reduce infiltration- which is sometimes called uncontrolled ventilation.

An airtight building would typically utilise mechanical ventilation with heat recovery, becoming cost and energy effective from air tightness of 3m<sup>3</sup>/m<sup>2</sup>/hr (at 50Pa) or lower.

Simplicity is key for airtight design. The fewer junctions the simpler and more efficient the airtightness design will be.

Provide acoustic insulation to prevent the transmission of sound between active (i.e. living room) and passive spaces (i.e. bedroom), and attached dwellings.



Thermal insulation can be provided for any wall or roof on the exterior of a building to prevent heat loss. Particular attention should be paid to heat bridges around corners and openings at the design stage.

Consider the thermal mass of building materials to even out variations in internal and external conditions, absorbing heat as temperatures rise and releasing it as they fall. This can be beneficial during the summer and winter.

Thermal storage in construction elements can be provided, such as a trombe wall placed in front of a South facing window or concrete floor slabs that will absorb solar radiation and then slowly re-release it into the enclosed space. Mass can be combined with suitable ventilation strategies.

**Figure 121:** An indicative diagram highlighting general considerations to reduce the carbon impact of existing and new dwellings.

### SF 03. Flood mitigation and water quality

Flood risks are present in the Neighbourhood Area, the Southern part of Chalgrove village falls within flood zone 3.

National and local planning guidance require development to respond to climate change and flooding, including with the use of sustainable urban drainage systems (SuDS). SuDS are a range of approaches to manage surface water in a sustainable way to reduce flood risk and improve water quality and the overall urban environment. They work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system.

Chalgrove is located on an area of underlying gault clay which can create lower permeability. However, SuDS such as rain gardens, permeable paving, swales, etc. may still be considered in areas with low permeability. They will need to be lined with an impermeable membrane and connected to the main drainage runs if

there is sufficient capacity. The build-up of SuDS will still assist with slowing down the surface water run-off prior to discharging to the main drainage network and provide biodiversity, amenity and improved water quality benefits. The feasibility of these SuDS features will need to be assessed against individual site conditions and underlying geologies. Above ground SuDS such as green/brown/blue roofs, water butts, etc. can also be used which helps control the rainwater run-off at source<sup>1</sup>.

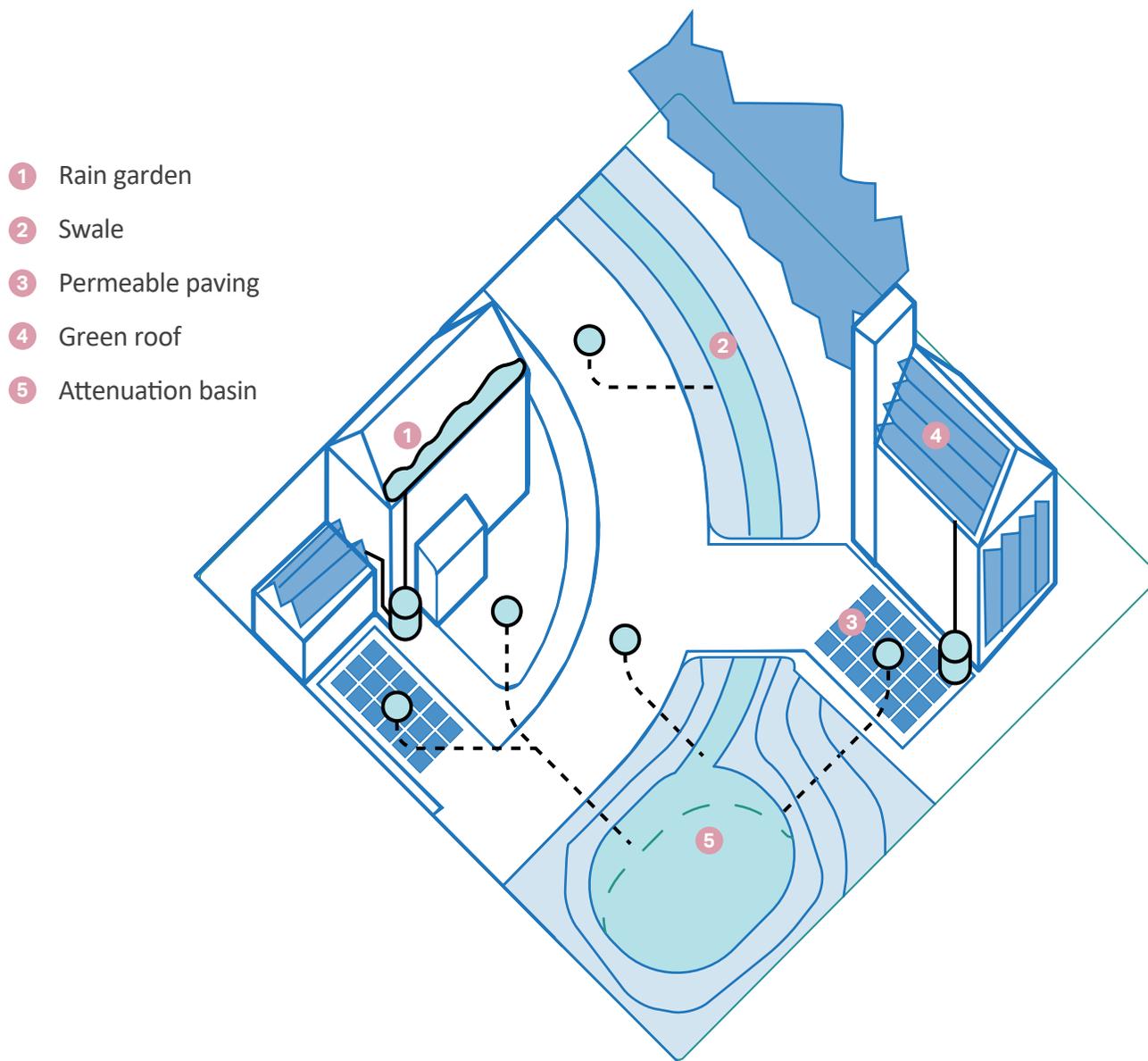
Development across the Neighbourhood Area, not only in flood risk areas, should consider water management strategies. SuDs must be considered early in the design process to ensure they are sensitively designed and augment the landscape. A number of overarching principles can be applied to the design of SuDs:

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<sup>1</sup> [Water butts.](#)

#### Codes:

- i. Manage surface water as close to where it originates as possible.
- ii. Reduce run off rates by facilitating infiltration into the ground or by providing and maintaining attenuation that stores water to help slow its flow so that it does not overwhelm water courses or the sewer network.
- iii. Improve water quality by filtering pollutants to help avoid environmental contamination, ensuring protection of the Chalgrove Brook, a rare chalk stream. Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area.
- iv. Form a 'SuDS train' of two or three different surface water management approaches.



- v. Swales should be located away from ball game courts.
- vi. Best practice SuDS schemes link the water cycle to make the most efficient use of water resources. Typically, the most sustainable option is the collection of surface water to reuse, for example, in a water butt or rainwater harvesting system, as these have the added benefit of reducing pressure on important water sources. Where reuse is not possible, two alternative approaches using SuDS include:
  - Infiltration - allows water to percolate into the ground and eventually help restore groundwater.
  - Attenuation and controlled release - holds back the water and slowly releases it into the infrastructure network.

**Figure 122:** Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs.

# Rural Development (RD)

## RD 01. Development principles

The following guidance covers the agricultural and largely undeveloped area within the Parish but outside of the village's built-up area, falling under Character areas; 16, 17 and 19. These areas will only experience small scale and one-off development.



### Codes:

- i. Development should be well setback from the road to limit the visual impact on a rural setting.
- ii. Natural screening such as hedgerows and trees should be incorporated from the design phase by retaining existing mature trees and hedgerows and adding new planting wherever possible.
- iii. Dwellings should be low-rise, not exceeding two storeys, to protect landscape views across South Oxfordshire.
- iv. Dwellings should be low density and modest in scale to prevent the urbanising of a rural environment.

**Figure 123:** Illustrative diagram exemplifying rural design principles.

A photograph of a residential street scene under a cloudy sky. The street is paved and curves to the right. On the left, there's a white brick house and a tall street lamp. In the middle ground, there are several two-story houses with red brick and white facades. A white car is parked on the left side of the road. A large teal circle is overlaid in the center of the image, containing the text 'Checklist for new development' and the number '04'.

**Checklist for new  
development**

**04**

## 4. Checklist

Because the design guidelines and codes in this chapter cannot cover all design eventualities, this section provides a number of questions based on established good practice against which design proposals in Chalgrove should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development.

The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution. As a first step in part 1, there are a number of ideas or principles that may be present in most proposals for new development. There may be some elements which are not relevant to minor householder applications such as modifications and extensions.

These are listed under 'General design guidelines for new development'. Following these ideas and principles, a number of questions are listed for more specific topics.

# 1

### General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;
- Access to development sites must cause no damage to surrounding properties, roads, pavements and verges by heavy trucks entering and exiting. Entrances to narrow roads from building sites should be angled to obviate such damage.

# 1 (continued)

## General design guidelines for new development:

- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), specifying energy efficient building services and finally incorporating renewable energy sources. Can PassivHaus principles be incorporated?

# 2

## Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?

# 3

## Building line, access and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?
- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

# 4

## Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for the safety of all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?
- Does it include provision for public transport options?

# 5

## Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

# 6

## Building materials & surface treatment:

- What is the distinctive material in the immediate area?
- Do the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.

## 6 (continued)

### Building materials & surface treatment:

- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.

## 7

### Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due South, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?
- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

# 8

## Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

# 9

## Car parking:

- Are parking spaces of sufficient size for modern vehicles?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided and integrated within the design with secure cable storage?
- Can secure cycle storage be provided at individual building level or through a central facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

