

APPENDIX 7

Character Appraisal





Steventon Character Appraisal

Prepared in conjunction with the Steventon Neighbourhood Plan Steering Group

By Bluestone Planning LLP

Third Draft - Published January 2020

FOREWORD & ACKNOWLEDGEMENTS

Writing of the Neighbourhood Plan started in 2014. The Neighbourhood Plan reflects community-wide comments, observations and concerns about its future, bringing them together with census information, strategic and statistical evidence into a “living promise” that mirrors the communities overwhelming desire to make Steventon an even better place to live and work, both now and for future generations, whilst retaining its heritage.

The plan has been produced by a Neighbourhood Planning Steering Group including Parish Council members, resident volunteers, and with the help of the Vale of White Horse District Council.

An integral part of the Neighbourhood Plan that reflects the character of the village is the Character Appraisal. This was produced by Bluestone Planning on behalf of the Steering Group.

CONTENTS

1 Introduction	1
2 Methodology	2
3 The Planning Policy Context	3
4 Context	5
5 Chronological Development	6
6 Landscape Context	12
7 Heritage	14
8 Character Appraisal	15
Criteria for Appraisal	16
9. Appraisal Outcomes	36
9. Appraisal Outcomes - Ranking	37
Examples of Positive Modern Development	38
10. Informing the Neighbourhood Plan	39

1 Introduction

This character appraisal has been prepared by Steventon Neighbourhood Plan Steering Group in conjunction with Bluestone Planning LLP.

The aim of the report is to provide evidence regarding the character of the Parish and how it is perceived by its residents.

In order to successfully plan for the future growth and development of the parish it is imperative that there is a clear understanding of its character and what makes it unique.

What is a Character Appraisal?

A character appraisal is a document which sets out the special interest, character and appearance of a particular place to highlight its local distinctiveness and identity.

The Appraisal itself is a factual and objective analysis, which seeks to enable an understanding of the wider qualities of distinctiveness of place by defining those physical elements that contribute to its special characteristics. Essentially it identifies those qualities that help to define and make the place unique: such as open space, materials, property type, maintenance, age of the structures.

In this instance, the study will define the character of the parish's settlements as a series of character areas. Each area is described against a series of common physical characteristics.

Whilst this appraisal seeks to assess the area's special interest as comprehensively as possible, it cannot cover the minutiae of all issues.

Consequently, any omission of a particular building, feature or space should not be taken to imply that it has no value or interest. The appraisal is the starting point; any development proposals should fully consider the appraisal, having regard to national and local policies. Such proposals should be informed by an individual assessment commensurate with the scale of the project proposed.

The information within the appraisal will comprise descriptive text supported by photographs, maps and other graphical material. It will also identify

opportunities for future enhancement if considered necessary.

Please note that this study is not designed to replace or be a substitute for any existing Conservation Area Character Appraisal.

Purpose of the Study

The study has been produced for a number of reasons, but most importantly to inform the preparation of the emerging Neighbourhood Plan. Identification of important issues will help shape the content and direction of that plan.

In addition to the above, it could also be used as a development management tool to secure better quality development appropriate to its surroundings. Such a document can be used by residents and developers when preparing a planning application, or for anyone wishing to comment on a current planning application.

The Localism Act 2011 introduces the right for communities to shape their local areas by creating their own Neighbourhood Development Plan (NDP).

2 Methodology

Local Level

Local Plan

The Vale of White Horse Local Plan 2031 (Part 1) was adopted in December 2016. Part 1 of the plan deals with the larger 'strategic' sites and policies in the Vale and this plan is used to help guide development in the district.

Part 2 of the Local Plan 2031: Detailed Policies and Additional Sites was adopted by Full Council on Wednesday 9 October 2019.

Specifically in relation to Steventon, it is defined in Core Policy CP3 as a Larger Village, which are defined as settlements with a more limited range of employment, services and facilities. Unallocated development will be limited to providing for local needs and to support employment, services and facilities within local communities.

The following appraisal was prepared in accordance with The RTPi document entitled *"How to prepare a character assessment to support design policy within a neighbourhood plan - Putting the pieces together"*

The character assessment was then conducted using different methods: namely the RTPi character assessment toolkit and pro forma, in addition to the character assessment toolkit and pro forma, produced by Oxford City Council in partnership with English Heritage . Both were used to ensure that all areas were covered by the most appropriate assessment tools.

Both volunteers from the Steering Group and Bluestone Planning LLP undertook the survey work which included:

- Recording in detail:
 - Buildings, views, use, spaces, greenery and landscape etc as set out in more detail in the character appraisal section
- Noting all visual features of the streetscapes and spirit of the place. All of the above will be

recorded using the above pro-forma and large scale mapping.

- Noting historical and cultural influences, by referring to historical maps, photographs, local web-sites and books, archaeological records, archives and talking to residents.
- Collating records and checking against up to date sources and on site information.
- Analysis of planning application records and Estate Agent details.
- Obtaining photographic evidence to support this appraisal.
- Reporting and further consultation via a variety of methods to ensure the appraisal encompasses a true reflection of the Parish.
- Publication of a final draft to identify the key features of the Parish character areas and the implications for informing the Neighbourhood Plan process.

Date of survey - the area was surveyed and assessed during the months of October 2017 to January 2018 with updates to January 2020.

3 The Planning Policy Context

National and Local Planning Policy and Guidance

This appraisal should be read in conjunction with the wider national and local planning policy and guidance

National Policy Guidance

The National Planning Policy Framework (NPPF) was adopted by the Government in March 2012 and revised in June 2019. All the policies in the NPPF constitute the Government's view of what sustainable development in England means in practice. One of the key objectives of sustainability is that of design. This is supplemented by a second dimension of protecting and enhancing our historic environment. Development that fails to adhere to both the design and the historic environment policies is therefore not considered sustainable development.

The NPPF sets out how the Government intends to deliver sustainable development through the planning process. It expressly states that sustainable development is about achieving positive growth, balancing economic, environmental and social considerations.

The framework also recognises the finite nature and value of our built heritage and the natural environment.

- Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics.
- Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.
- Policies should ensure that developments:

- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Specifically with regard to the historic environment, the key messages are:

- There should be a positive strategy for the conservation and enjoyment of the historic environment. This should take into account:
 - the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
 - the desirability of new development making a positive contribution to local character and distinctiveness;
- When considering the impact of proposals on a designated heritage asset, great weight should be given to the asset's conservation. Substantial harm should be exceptional, whilst less than substantial harm should be weighed against the public benefits of the development
- In conservation areas and within their setting, there are opportunities for new development to enhance or better reveal their significance (such as by replacing inappropriate development or enhancing key spaces and views)

Core Policy 14 and 14a: Upper Thames Strategic Storage Reservoir.

This policy sets out the land which is safeguarded for a reservoir and ancillary works between the settlements of Drayton, East Hanney and Steventon. Thames Water set out proposals in their Water Resources Management Plan 2019 highlighting an area (as shown hatched blue below) as a potential reservoir site unless it can be proven in future that the site is not required.

Should such a need be demonstrated, a reservoir of this scale would have a significant impact on the western and northern edges of Steventon.

Adopted Core Policy 7: Providing Supporting Infrastructure and Services, in addition to Core Policy 17: Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area. The former sets out an improved junction configuration at Steventon Lights (upgrading Featherbed Lane).

It is understood that at the time of writing, the County Council are in the process of preparing Compulsory Purchase Orders to acquire the necessary land.

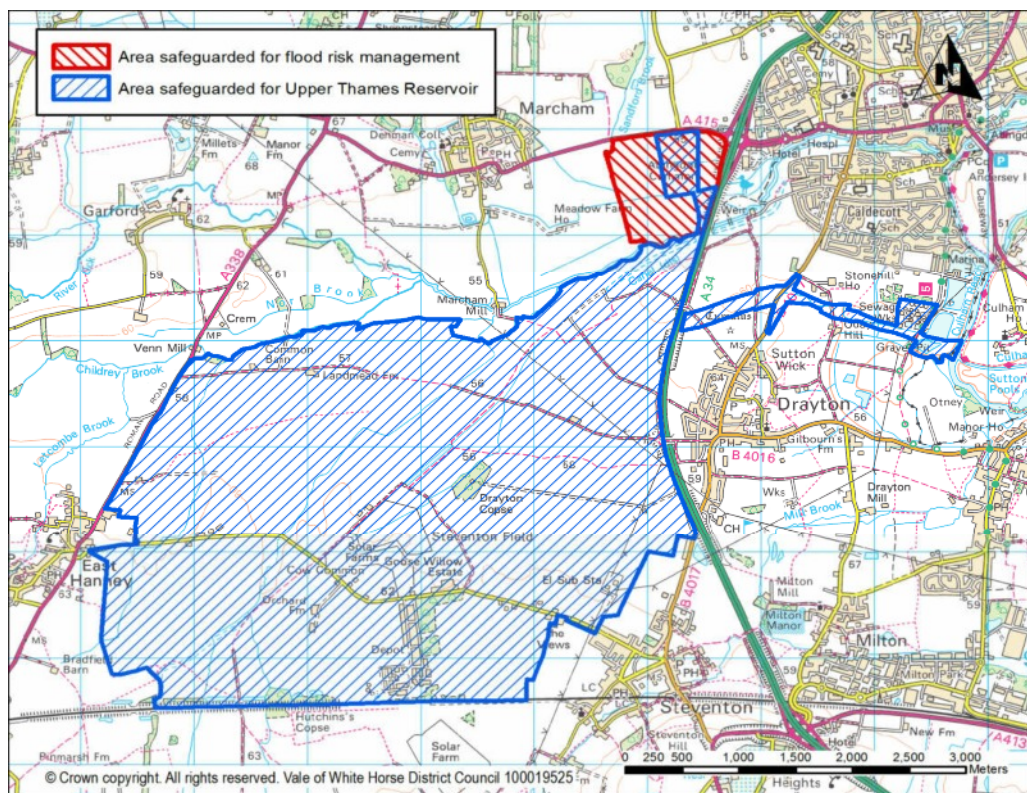


Figure 1: Map showing the land safeguarded for the Upper Thames Reservoir as set out in the Local Plan Part 2

4 Context

Steventon is a rural parish with one main settlement, namely Steventon itself. Other outlying areas contain a variety of farms such as Cow Common, Goose Willow Estate and Hill Farm. It is situated in the Vale of White Horse, in Oxfordshire. Although until the local government reorganisation in the 1970's, the village was situated within Berkshire.

To the east it is bordered by the A34, which separates the village from Milton Beyond. Surrounding the parish, are the parishes of Drayton to the north, East Hanney to the west and Ardington to the southwest, East Hendred and West Hendred parishes to the south.

The nearest town, Didcot, is about 3.5 miles to the east, with Abingdon on Thames some 3.5 miles to the northeast.



The area also includes the Steventon Storage Facility, formerly used by the Home Office as a storage depot. It is a 30 hectare site used for warehousing and distribution and located in the open countryside between Steventon and East Hanney accessed via Hanney Road. The Local Plan Part 1 states:

'There is an aspiration for the business use to be relocated to a more sustainable site, at a scale that would generate a similar number of jobs to those currently on the site. This matter will be reviewed through the Local Plan 2031 Part 2.'

Detailed consideration of the site is included in the final section of this appraisal.

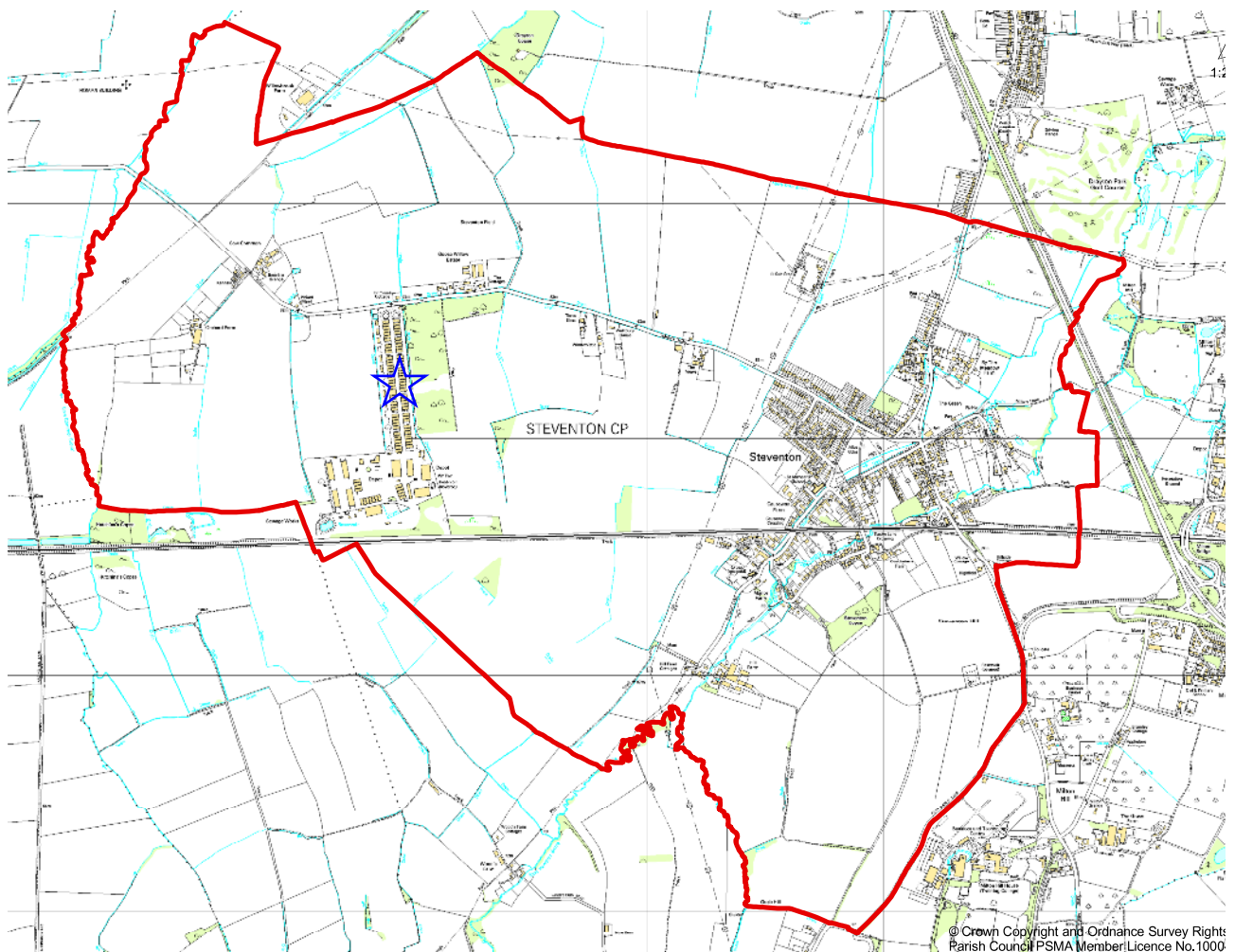


Figure 2: Map showing Neighbourhood Plan area as designated by VoWHDC

5 Chronological Development

History of the Parish

There has been a settlement on Steventon's current site for over a thousand years.

The Domesday book, survey of 1086 commissioned by King William I, lists Steventon as being a settlement of up to 300 inhabitants, with a Church and three mills covering approximately 2400 acres. This is almost exactly the same area of the current village. The current population (as listed in 2011) however has grown significantly to 1,485.

In 1121, King Henry I gave Steventon to the Priory of St. Mary de Pré in Rouen, Normandy. Subsequently a priory was established in the village. With a small number of monks inhabiting the site for approximately 250 years.

During this time it is believed that The Causeway was built. A mile long, raised, paved embankment, some four feet high and twelve foot wide. Whilst there is no evidence to the exact date of construction, a Court Roll of 1418-19 references its repair.

Its reason for construction remains unclear with a number of different theories. These range from being a dry path to the church, part of an ancient roadway and finally a potential base for an aqueduct for cloth working. Whilst the dry path would seem the most likely explanation, it does not account for why the structure is so elaborate.

Alongside The Causeway, are numerous notable medieval buildings including the former Priory. These buildings will be discussed in further details in the relevant sections below.

Other notable periods of development follow the arrival of the Wilts and Berks Canal from 1810 and the arrival of the Great Western Rail in Steventon in 1840.

The maps on the following pages follow the development of Steventon from the late Victorian period onwards.



Figure 3: View westward along the Causeway



Figure 4: Historic view of Steventon Station



Figure 5: The former Medieval Priory



Figure 6: Historic view of Little Green

Steventon 1883

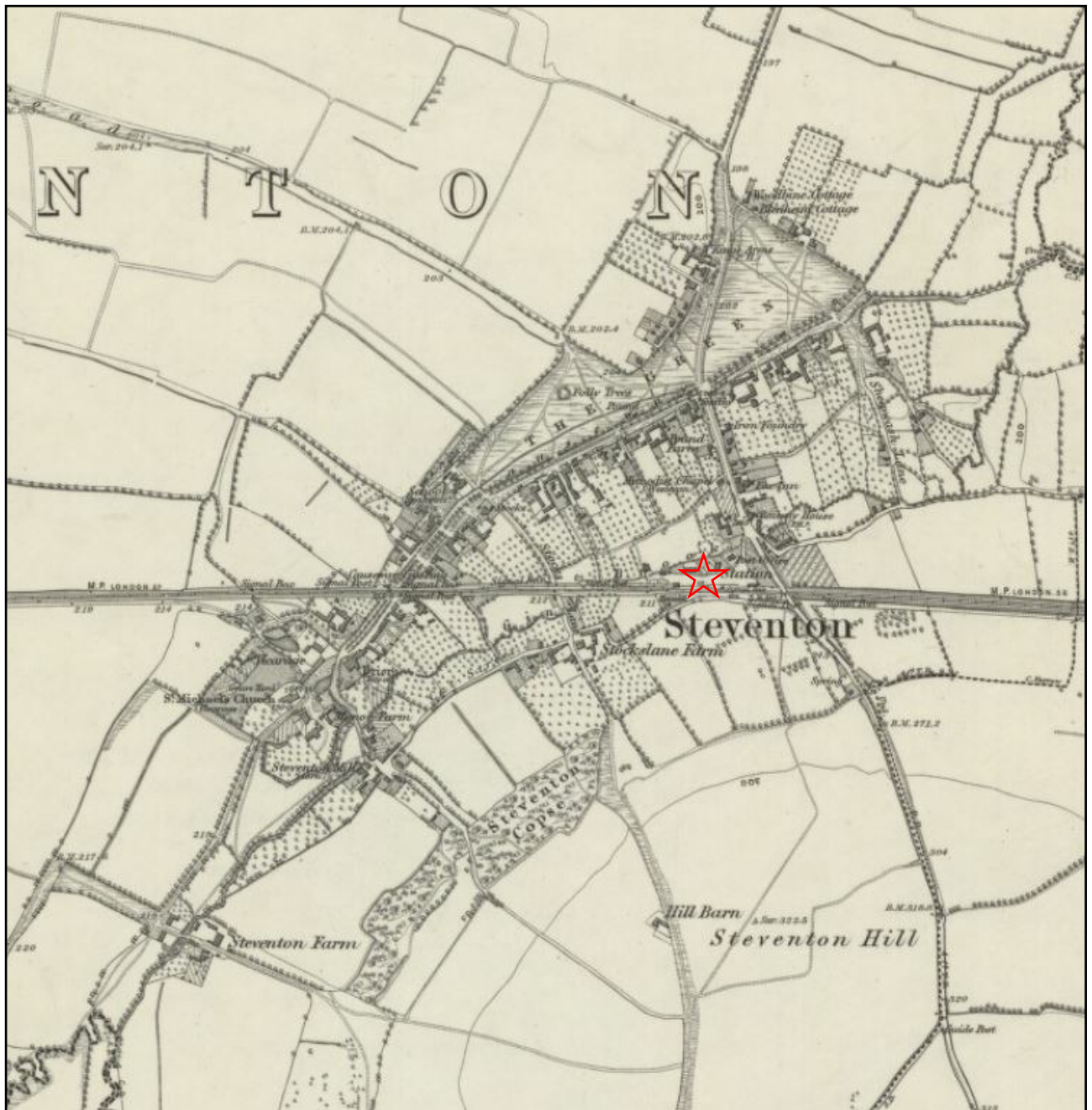


Figure 7: Historic map of Steventon 1883

Late Victorian Period

The 1883 map of Steventon (then in Berkshire) shows the form of the village largely centred around The Causeway, running north-east to south-west through the village, the High Street from Steventon Hill in the south up to Abingdon Road in the north.

The railway bisects the village, which at that time had specific station buildings on each side of the lines, in addition to numerous other buildings including goods sheds, workers cottages and

stables (see figure 4). Of note are two remaining buildings which are Station House, originally built to house a hotel and buffet and Brook House, which was used for committee meetings for GWR, as it was the central point between London and Bristol.

The Green at this time was a key characteristic of the village as it is today.

Steventon 1910



Figure 8: Historic map of Steventon 1910

Steventon 1934

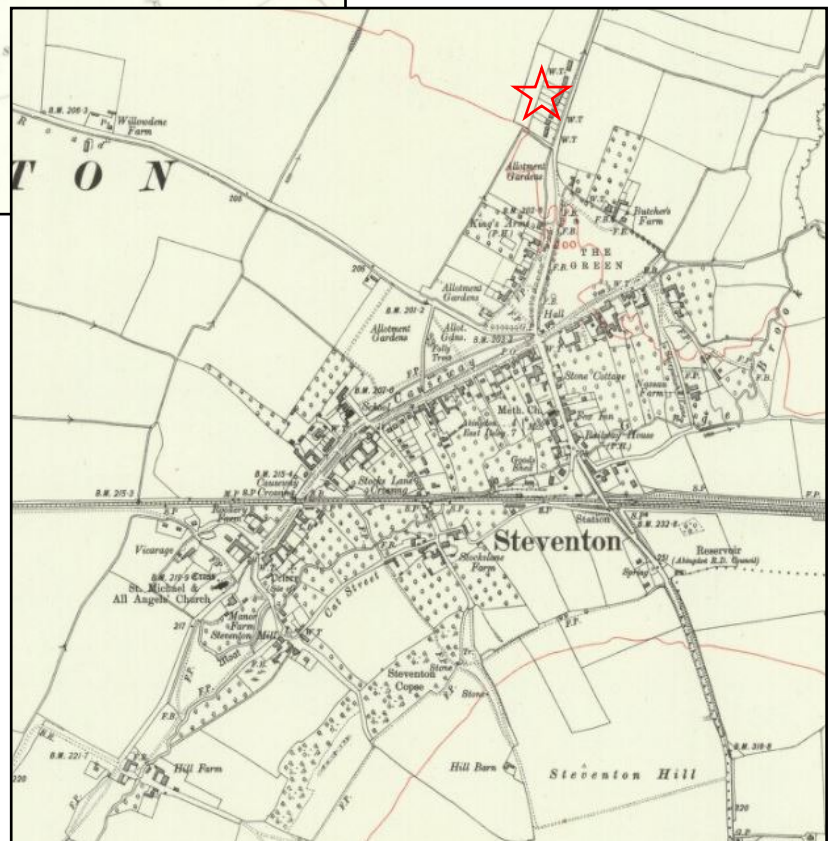


Figure 9: Historic map of Steventon 1934

Early to Mid 1900s

There is little change to the extent of built form through the early 1900's. The main visible change is the construction of the Abingdon Road dwellings by the publication of the 1934 map.

The extent of development is still focused along The Causeway, High Street, Milton Lane and Abingdon Road. Formal orchards feature behind

the majority of properties along The Causeway and Milton Lane.

The development is reasonably loose-knit and becomes more so on the edge of the village with a number of large spaces between buildings.

Present day Castle Street, is identified as Cat Street during this period.



Figure 10: Historic map of Steventon 1960

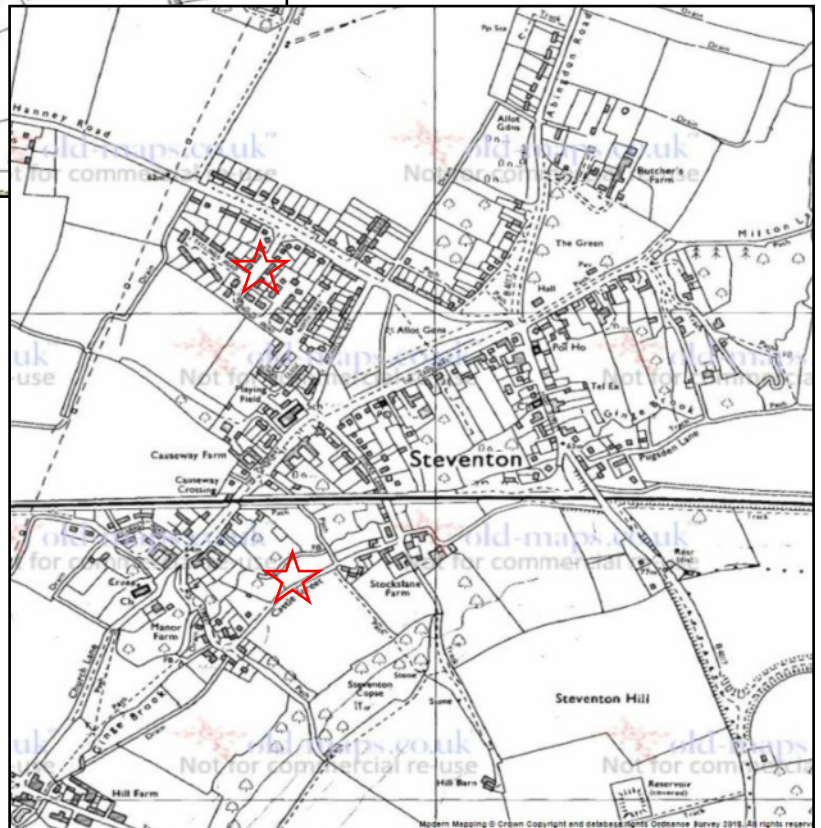


Figure 11: Historic map of Steventon 1975

Mid to Late 1900s

After WWII, Barnett Close was constructed to house those living at the storage depot further west on Hanney Road. By 1960, the bungalow development along Hanney Road had also been constructed and provided a new suburban edge to the western approach. This was softened by frontage grass verges and tree planting - much of which remains today.

During the 1960's through to the 1980's a number of new developments took place. These include south of Hanney Road (Stonebridge Road, Tatlings Road, Meredyke Road, North Way) around Mill Street and Castle Street, with a number of infill plots throughout the village.

Any significant gaps between buildings were developed during this period.

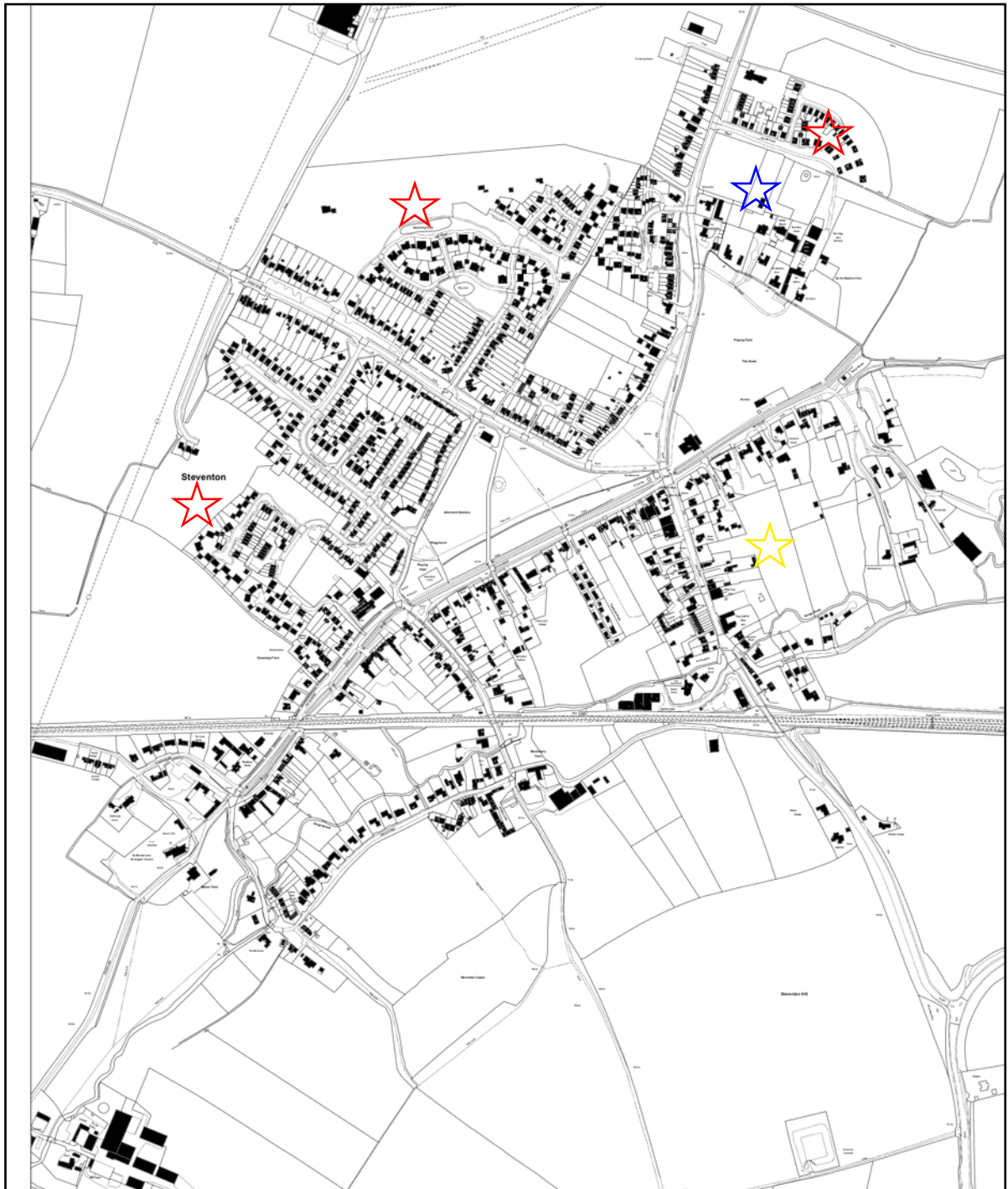


Figure 12: Present day map of Steventon showing location of recent development

2000 to Present

The most significant period of growth has taken place since 2000.

This initially focused largely on the conversion of former farm buildings to residential properties and business units.

Remaining infill plots were developed during this time such as those on The Greens.

Since 2010 however, the village has been the subject of larger scale development proposals. Approximately 360 dwellings have been

constructed since this time, which has led to a 39.7% increase in the size of the village in terms of dwelling numbers.

- ★ The map above does not show the full extent of development, which is recently constructed.
- ★ A further major application for 52 dwellings was withdrawn in July 2019.
- ★ An appeal for 20 dwellings was dismissed to the south of Milton Lane via Brewer Close in August 2017.

Steventon - Sites Examined in the HELAA



Figure 13: Present day map of Steventon showing location of HELAA sites

The above plan highlights all the sites around the Neighbourhood Plan area which were examined in 2014 for development potential in the District's Housing and Economic Land Availability Assessment (HELAA). The sites were examined in Planning Policy terms to determine whether or not they were, suitable, available and achievable during the Development Plan period.

Whilst this appraisal does not seek to provide further analysis of the development potential of each site, it demonstrates the likely points of future development pressure.

This is clear in the case of sites STEV06 and STEV08 for example, where both have been the subject of recent/current planning applications.

6 Landscape Context

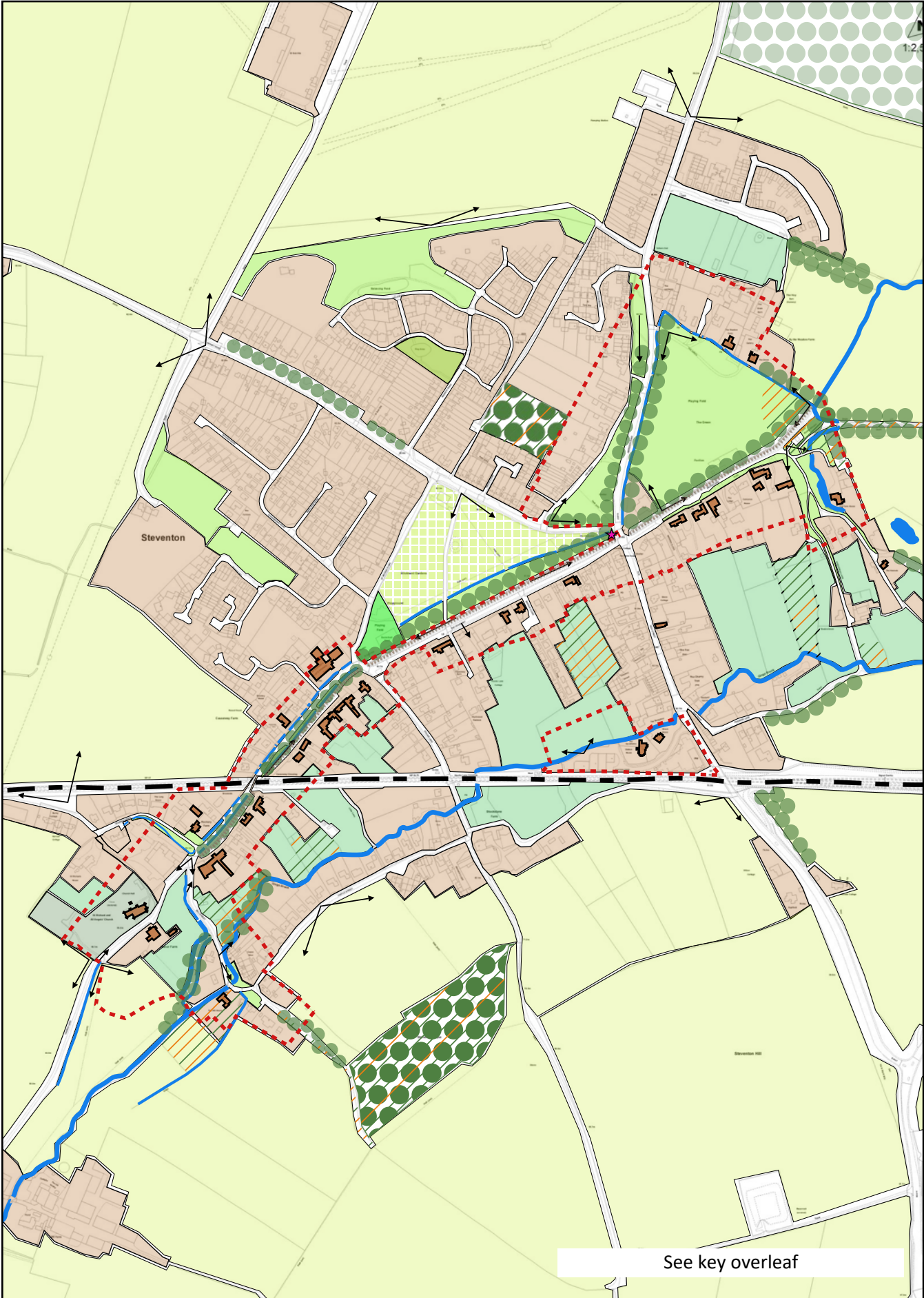


Figure 14: Landscape Context

The landscape context plan highlights the level of built form within the village in the context of the surrounding landscape. Whilst some areas within the village will be able to accommodate change, other areas will be more sensitive.

The village is defined by The Causeway and the green verges, focal trees and open space running alongside. This is a key characteristic of the settlement, which must be maintained.

Areas which are adjacent to or within the setting of Listed Buildings/ structures, Conservation Area and Priority Habitats will also be most sensitive to future development. This is not to say that no change will be permissible, but that sufficient justification and mitigation measures will need to be demonstrated.

Trees within the Conservation Area are automatically protected by Tree Preservation Orders. The removal of important focal trees and woodland outside of these areas should be resisted.

The edge of the village, particularly to the west and south benefits from fine, wide ranging views. The views into and out of the Conservation Area as well as the setting of listed buildings should be maintained and enhanced as appropriate.

	THE CAUSEWAY
	LISTED BUILDINGS
	CONSERVATION AREA
	THE GREENS
	PADDOCKS AND ENCLOSED FIELDS
	WIDER AGRICULTURAL LAND
	ALLOTMENTS
	WOODLAND
	IMPORTANT TREE BELTS AND FOCAL TREES
	PUBLIC OPEN SPACE
	PLAY AREA
	CHURCHYARD
	BUILT FORM, HARD SURFACING AND PRIVATE GARDENS
	PRIORITY HABITAT
	WATER
	RAILWAY



Figure 15: View from Abingdon Rd to the NW



Figure 16:



Figure 17: View across the village allotments



Figure 18: View from Castle Street to the S

7 Heritage

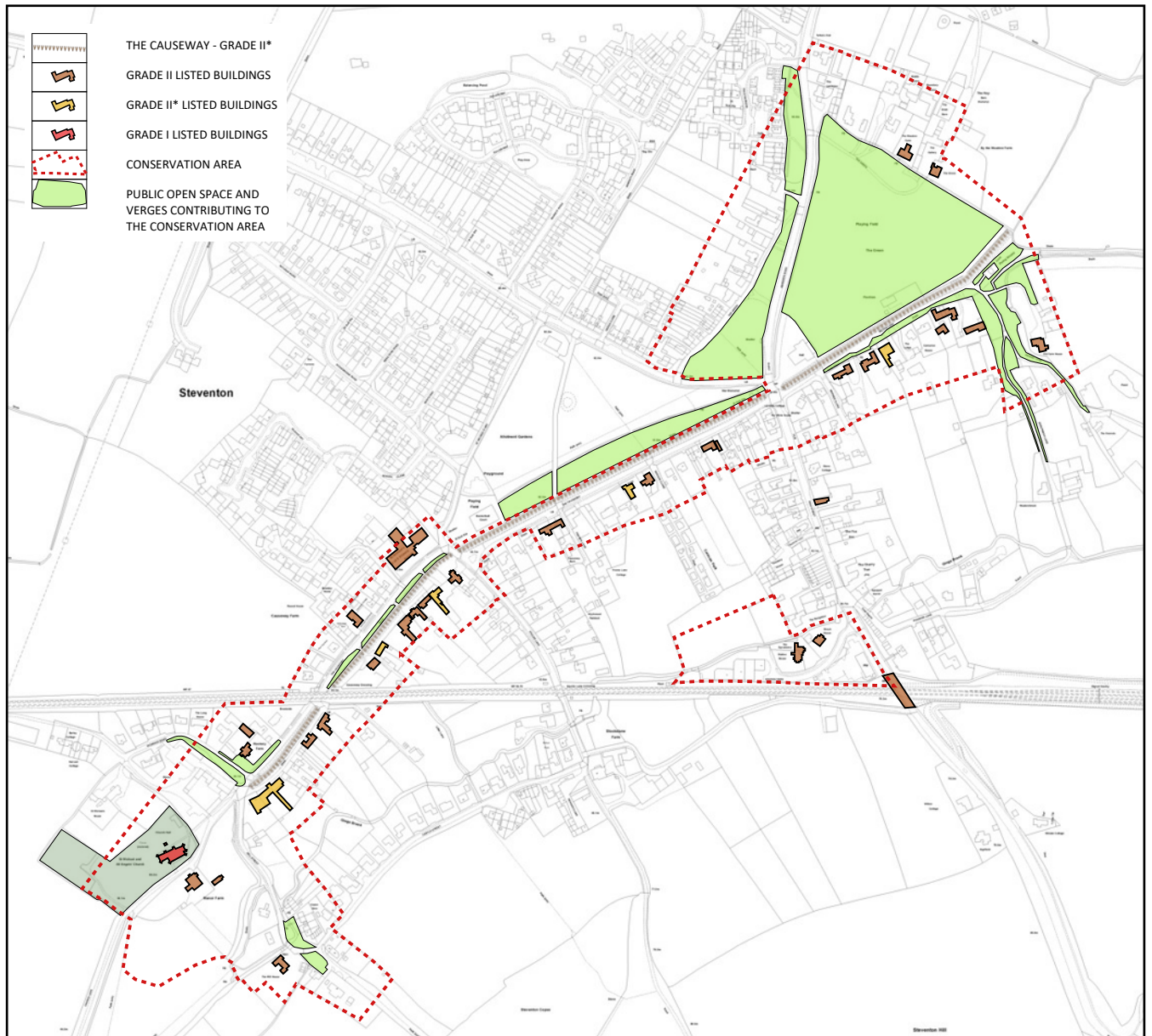


Figure 19: Heritage Assets

The Parish contains 43 Listed Buildings, of these:

- 1 no. Grade 1 Listed Building - Church;
- 8 no. Grade II* Listed buildings and structures including The Causeway (x3), Tudor House, Priory Cottage and The Priory 39, 83 and 85 The Causeway and Home Farmhouse.

- 34 no. Grade II Buildings and structures including the school, Railway Bridge and buildings, buildings along The Causeway and Milton Lane and numerous farmhouses.
- There are two separate Conservation Areas: The Station and the centre of the village around the Greens and The Causeway.



8 Character Appraisal

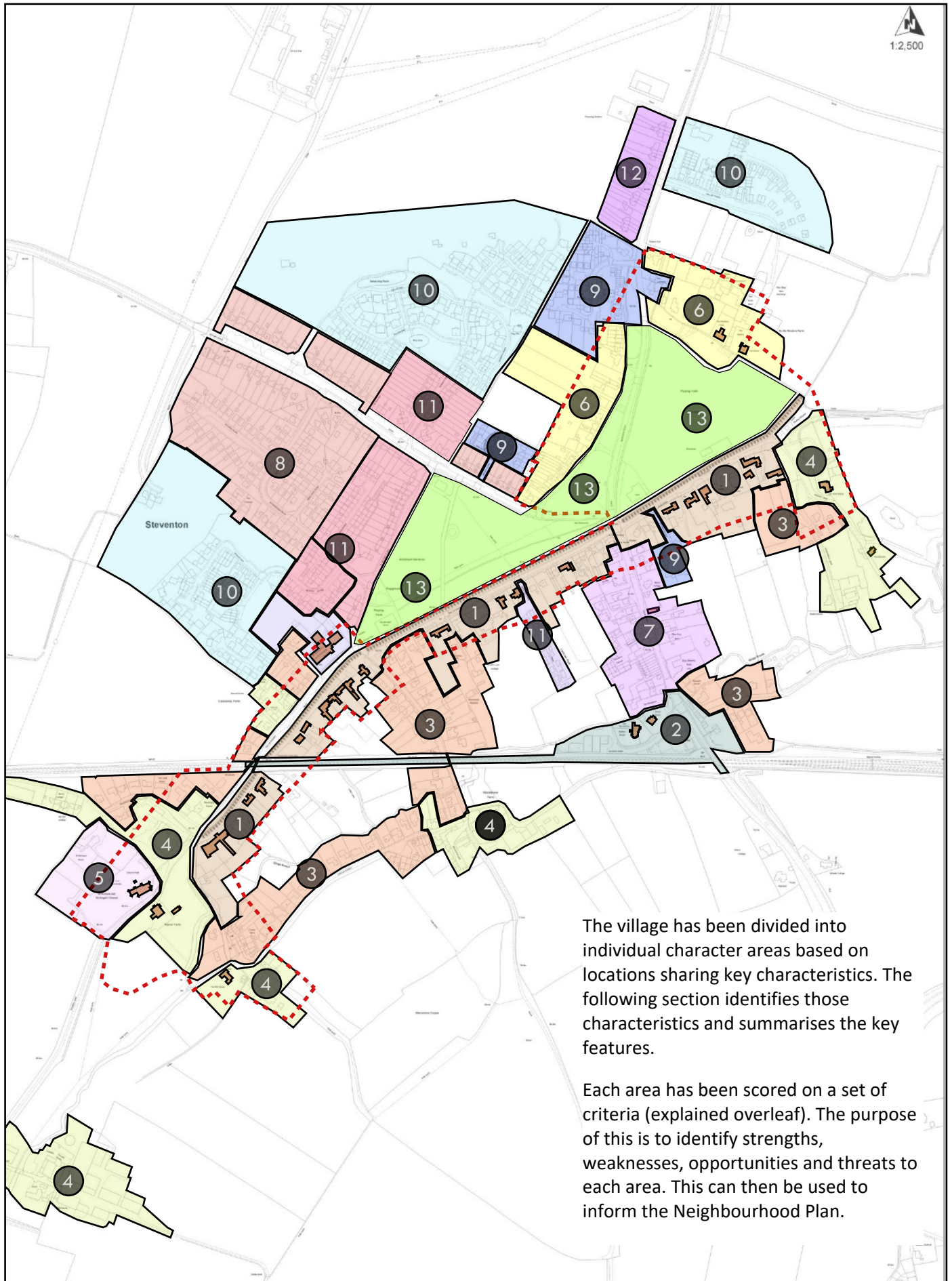


Figure 22: Character Areas

Criteria for Appraisal

Each of the main criteria are given a score between -5 to +5 of the following. Thus giving a potential score of between -30 and +30 points for each character area, with 0 being a neutral score. These scores are to be shown at the end of each section.

The main criteria are assessed on the following points:

Buildings

- Contribution of buildings to the space
- Size/scale
- Age
- Materials
- Windows
- Doors
- Roofs / chimneys / gables
- Uses (past and present)
- Can you tell if a building has been altered?
- Condition

Views

- Historic / popular views
- Form of view: short or long, unfolding,
- Focal points
- Streetscape
- Roofscape
- Urban/rural views
- Views out of the space

Noise, smell & traffic

- Activities
- Level of activity
- Traffic
- Day and night
- Smells
- Noises

Greenery & landscape

- Leafy and/or green image
- Hard urban landscape
- Public/private greenery
- Does water form a key feature of the area
- Topography

Spaces

- Formal / informal spaces
- Gaps between buildings
- Means of enclosure
- Building plots
- Wide/open spaces
- Narrow / enclosed spaces
- Winding / straight spaces
- Relationship of the space to buildings and structures
- Uses and activity
- Paving materials
- Street furniture
- Impact of vehicles and traffic
- Usability and accessibility of the space

Spirit of place

- Initial reaction to the area
- Does it provide you with a positive, neutral or negative response

1. HISTORIC CORE

The Causeway/ Milton Lane

Key Characteristics:

- Medieval Raised Causeway
- High Concentration of Listed Buildings (no)
- Conservation Area
- Views out over the tree lined Causeway and the allotments/ The Green beyond (Milton Lane)
- Narrow street form marred by on-street parking
- A degree of enclosure from the raised Causeway and the specimen tree planting along side.
- Buildings formed along a common building line along the southern side of the The Causeway
- Gaps between buildings providing views southwards to undeveloped land beyond.
- Two storey buildings predominate
- Materials are relative to their time period i.e. Victorian brick villas and cottages, Medieval timber frame. Modern infill follows no particular style, form or choice of materials.



Figure 23: View eastwards along The Causeway

The Causeway itself is a Grade II* listed monument comprising a raised, cobbled pathway with a mix of trees each side and bounded by ditches.



Figure 24: Milton Lane, with The Causeway to the right

The path and road are bisected by the railway line, originally built by the GWR.

In places, the road is barely more than one vehicle wide and modern traffic is causing damage to the edge of the raised causeway and to the bank of the (allotment) ditch on the northern side.

The housing is extremely varied in design and appearance reflecting the wide time period of development. The oldest surviving properties date from late C13 up to present day. The buildings are largely two storey, but have different features, materials, roof lines, sizes which are generally reflective of their time. This is all considered to add to the unique character of Steventon.

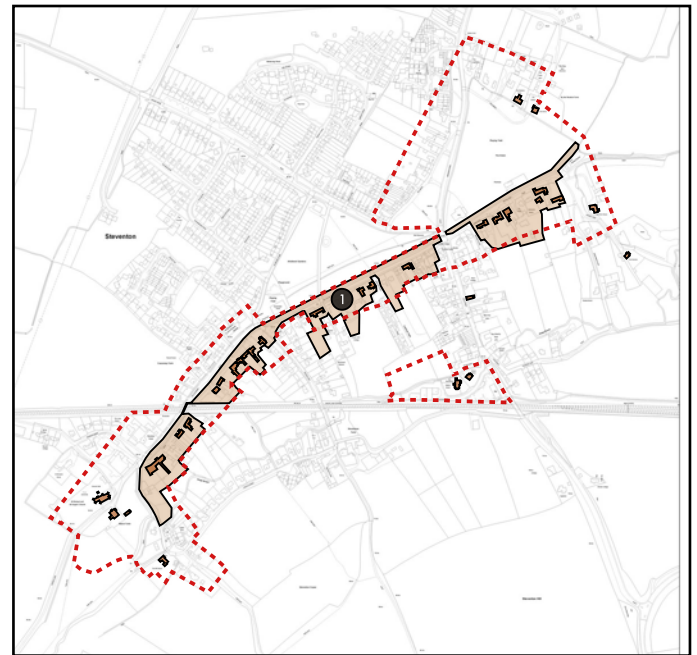
On the Church side of the railway level crossing there is a service road to the south of the Causeway with several mid 16th Century houses (with earlier elements), including the Grade II



Figure 25: Timber framed housing on Milton Road - with on-street parking detracting from the street scene



Figure 26: Wide grass verges along the front contribute to the rural/informal street scene.



listed Old Vicarage, which leads down to the Grade II* Listed Priory.

Modern infill is found interspersed between the historic properties. It is often the case that such development takes little account of its location. The general appearance however is dominated by Medieval to Victorian housing.

The road frequently floods during times of heavy rain.

There are no pavements on Milton Lane, the only pedestrian route being along the Causeway and the surface of this is unsuitable for prams or wheelchairs, and is very difficult for the very young or old. Given the historic setting of the lane, this is not an issue that can be rectified without damaging the setting of the Causeway or the Conservation area



Figure 28: The Causeway is bounded by trees either side, enclosing the space in front of the dwellings



Figure 27: Historic view of The Causeway



Figure 29: Modern infill properties have been constructed in the larger gaps or to replace earlier dwellings

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
5+	5+	0	5+	4+	5+
Appraisal Score = 24					



2. THE RAILWAY

Station Approach and Yard, Stocks Lane and Causeway Crossings

Key Characteristics:

- Mix of mid Victorian properties with functional railway development and employment uses.
- Listed, stone station buildings and railway bridge. Former wooden station buildings demolished
- Introduction of Victorian red brick terraces for railway workers and associated businesses.
- Station Yard has a wide carriageway with modern paving and a utilitarian appearance away from the traditional stone buildings.
- Loose knit layout

The opening of the railway in Steventon in 1840 led to much associated built form.

The railway bisects the village from east to west, even cutting through the medieval Causeway.

The road bridge over the railway marks the start of the Station Approach. The bridge is Grade II listed and thought to be designed by Isambard Kingdom Brunel in around 1839. At the time of writing, Network Rail wish to demolish this and replace it with a new structure to enable electrification of the main line from London to Cardiff.

A wide sweeping entrance from the embankment leads onto Station Approach with a modern veterinary surgery building at the entrance.

Within Station Yard itself, the majority of railway buildings have been demolished with the exception of two, ashlar limestone and slate roofed Grade II Listed buildings now known as Brook House and the subdivided Station House and The Sycamores and were used for board meetings of the GWR during the period of construction. Together with the Bridge, they have



Figure 30: The former station buildings have since been demolished



Figure 31: View across the Veterinary Surgery entrance to the historic station buildings



Figure 32: Grade II Listed Brook House



Figure 33: Grade II Listed Station House & The Sycamores



Figure 34: View alongside Station House & The Sycamores towards the Industrial units



Figure 35: Grade II Listed Railway Bridge

been considered for World Heritage recognition, highlighting their significance to the expansion of the railway network and the history of the village.

At the end of Station Yard are four modern brick and tile industrial units. The design of the buildings are functional, but do little to add to this part of the Conservation Area. It is important to retain this historical link with the railway and associated development found throughout this time

Adjacent to the railway line, is the Jehovah's Witnesses Kingdom Hall which has a large parking area.

The area has little enclosure, although the mature trees in the gardens of the former station buildings help to soften the appearance.

it is important to retain this historical link with the railway and associated development found throughout this time.

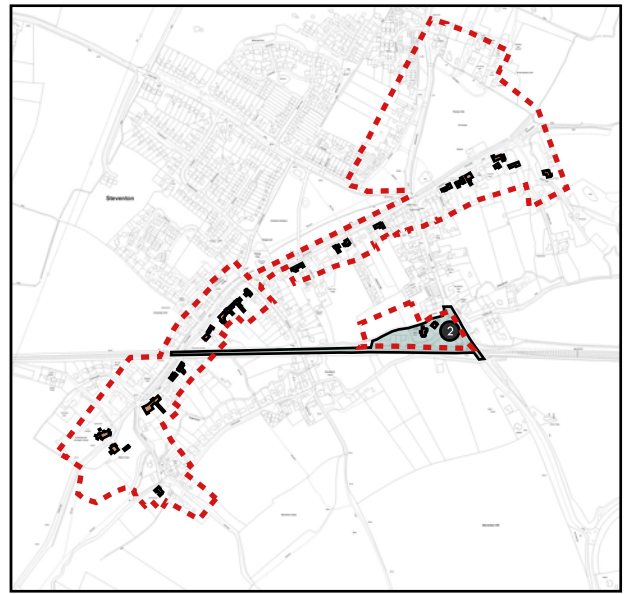


Figure 36: Stocks Lane crossing

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
2+	1-	2-	0	1+	3+
Appraisal Score = 3					



Figure 37: View westward along the railway line

3. LOOSE KNIT MODERN DEVELOPMENT

Castle Lane, Stocks Lane, Vicarage Lane, The Causeway

Key Characteristics

- Primarily detached dwellings
- Whilst once predominantly bungalows, conversions and more recent two storey housing.
- No dominant style or appearance dating from 1930s onwards, unified by well landscaped plots
- Majority have rural views
- Varied building lines usually set deeper into plot
- Brick and render with concrete tile roof. Simple roof forms with dormers inserted usually as later additions

STOCKS LANE

The name of the street derives from the site of the village stocks on what is now a traffic island outside the Grade II Listed North Star Public House.

This pub has been awarded the status of Historic Listed Interior by CAMRA (Campaign for Real Ale) owing to its very rare settle seating and numbered rooms.

The properties along both sides of the street are exclusively residential although there are a small number of business premises at the end of the lane to the right of the junction with Castle Street.

All buildings are set well back from the roadway and occupy significantly sized plots.

Farm buildings associated with Stocks Lane Farm and adjacent small business units are timber clad and maintain the sense of a rural environment. The farm has its origins in C17.

The frontage is well maintained and is bound by a variety of fencing materials and styles (see spaces). The fencing at the front of the properties reflects a significant mixture of styles and materials and includes well established hedges, simple brickwork, metal railings, stone walling with ornate brick finishing, rendered brick and vertical wooden fencing.



Figure 38: View along Vicarage Lane

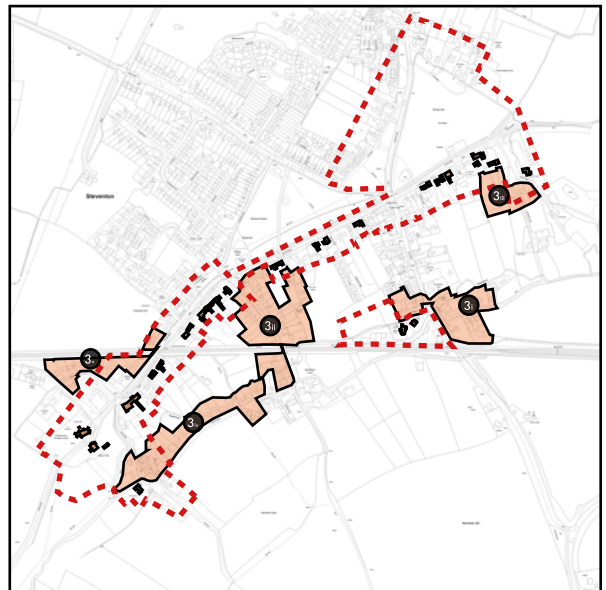


Figure 39: View across the field to Castle Street

The roadway ends at Stocks Lane Farm and leads to a bridleway to the south that connects to Milton Heights. A public by-way runs to the west just before the junction with Castle Street and joins the B4017 to the south of Steventon Railway Bridge.

Stocks Lane has a gentle upward slope to the south and is intersected by a level crossing slightly

over half way along the road. There are wooden benches at either side of the railway crossing. No trains were travelling through the village at the time of this assessment but are known to be clearly visible and audible when they pass through this part of the village.

The lane narrows to a single car width shortly after the railway crossing at the point where the road crosses the Ginge Brook on a small bridge.

Thereafter there is no housing on the left hand side of the road although building continues on the other side up to the junction with Castle Street. The views are predominantly of fields and gardens.

Running in a southerly from The Causeway and crossing the railway line en-route this lane features a mix of housing sizes and styles to reach Castle Street.

CASTLE STREET

Castle Street (formerly Cat Street) is the southern boundary of this part of the village with outstanding views across a field to Steventon Copse, making this an important rural aspect to the village.

This field, separated from the road by a deep ditch, is used by dog walkers. There is a public footpath across the site adjacent to 25 Castle Street, but no other formal rights of way across the field.

Along the north side of the road are a variety of large detached houses with open front gardens with parking spaces.

In addition to the aforementioned loose knit primarily 1960's and 70s development. There is a small terrace of Victorian houses, presumably associated with the coming of the railway and three blocks of four small ex-council flats towards the eastern end of Castle Street.

Where there were larger gaps between buildings these have largely been infilled by later dwellings or buildings have been extended across the width of the plots.

VICARAGE ROAD

There are several bungalows on each side of the road with well kept open gardens and parking. These were largely constructed between 1960 and 1990. After Vicarage House are six brick semi detached farm cottages with a communal parking

area to the front. Beyond via a farm access, are further agricultural buildings.

Whilst there are no wide ranging views until the end of the lane is reached, the tree lined lane and informal garden vegetation is of great benefit to the street scene.

PUGSDEN LANE

A cul-de-sac leading away from the High Street, there are two large detached brick houses on the left, followed by a bungalow after the bridge over the Ginge Brook.

On the opposite side of the Railway Approach, is currently a collection of dilapidated structures, this area is currently in commercial use and well screened from the High Street behind mature trees. There is also a noticeable storage compound belonging to one of the residents, which is open to public views.

The built form continues with three detached dwellings leading to a paddock as the tarmac surface ends. As the track passes into open countryside there is a field to the south with views to the railway line and fields beyond. Returning towards the village there is a driveway and three more bungalows. All of the houses in the road have enclosed front gardens, mostly with parking spaces.

On the opposite side of the roadway, built into the embankment which carries the High Street up to the viaduct over the railway. Under the arches, there is a car repair workshop and some garages formerly used by a coal merchant business; the last reminder of the village businesses spawned by the railway station. This area is well screened from the High Street by mature trees. Beyond the garages is a substantial three storey Victorian house with a large open garden. This house was once a Bed & Breakfast business with pedestrian access via a small bridge (now gone) to the High Street/ Railway Bridge.

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
0	4+	2+	3+	2+	3+
Appraisal Score = 14					

4. FARMS, FARM COTTAGES AND OUTLYING BUILDINGS

Hill Farm, Stockslane Farm, Manor Farm, Kennel Lane, Sheepwash Lane, Causeway Farm, Cow Common, Goosewillow Farm, Hanney Road.

Key Characteristics

- Predominantly traditional farm dwellings
- Barns - converted to residential or commercial use or remaining in agricultural use.
- Traditional farm layout
- Edge of settlement development with rural views
- Largely 2 storey buildings, brick and timber clad with slate or plain clay tile roof. Simple roof forms.
- Historic Farmhouses are usually timber framed. More complex roof forms and additions

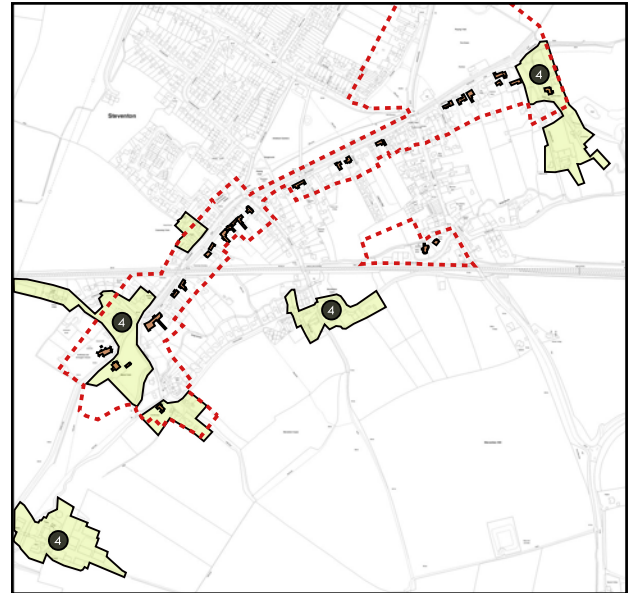


Figure 40: Old Farm House

KINGS LANE

At the western end of Castle Street is a delightful small green surrounded by four small houses and one large modern detached house, Kings Lane Farm. The lane becomes a bridleway that leads southwards to Steventon Copse.

KENNEL LANE

Kennel Lane is a narrow tarmacked public right of way, leading away from the centre of the village from the eastern end of the Village Green towards south-east. As you leave the village green, the extensive grass verges and mature trees dominate the scene. This leads down to the substantial brick and timber frame 15th Century Old Farm House. At the end of the surfaced lane two older houses (of which The Kennels is Grade II listed) lead to a footbridge over the Ginge Brook and then to open countryside. Between the 1960s and 1990s a further three bungalows were developed between these historic properties.

The area is characterised by wide open spaces between buildings which allow important rural views between.

SHEEPWASH LANE

Like Kennel Lane, this is a public right of way (a byway open to all traffic) accessed from the



Figure 41: Grade II Listed The Kennels

eastern end of the Village Green. Again it is characterized by open grassed areas and trees. There is one new house, a 19th Century house and a smallholding all accessed via an un-made road. The lane then becomes a hedge-lined path leading to the Ginge Brook and onto Pugsden Lane. Frequent flooding is often an issue in this area.

MILL STREET

Running between The Causeway and Castle Street at the western end of the village is Mill Street, a narrow lane, mostly single carriageway, comprising part of the old medieval Priory complex, now called Priory Cottages which are Grade II* listed, owned by the National Trust and have large open gardens.

The cottages are set opposite water meadows with a focal view to the formerly moated C18 Manor Farm House (Grade II listed) and a converted granary (also Grade II listed) on staddlestones, now a residence.



Figure 42: Grade II Listed Manor Farm and Granary

Along the edge of this field the former moat can be seen which may once have been the fishpond for the Priory. There is a raised footpath on this side of the road before reaching the waterfall on the Ginge Brook which is where it passes under Mill Street. The Ginge then runs along the western side of Mill Street. There are large stretches of the lane that are bounded by trees and the watercourses are a key feature.



Figure 43: Mill Street stream

The lane leads to Grade II Listed, C17 Mill House (one of three former mills in the village).

HILL FARM

Hill Farm is reached via Church Lane. A large complex of farm buildings and a brick farm house. Several of the farm buildings have been converted for use by small businesses and is also the site of the annual TRUCK music festival, established in 1998 by villagers.

STOCKSLANE FARM

Stocks Lane south comprises a view over cottage gardens, allotments and tree lined fields with the farm and associated buildings clearly focal points. Stocks Lane Farm is a 2.5 storey brick and render farmhouse with associate agricultural barns. A courtyard of timber clad small business units lies adjacent. The loose knit layout, agricultural land use and countryside views maintain the sense of a rural environment.

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
4+	5+	3+	4+	3+	4+
Appraisal Score = 23					



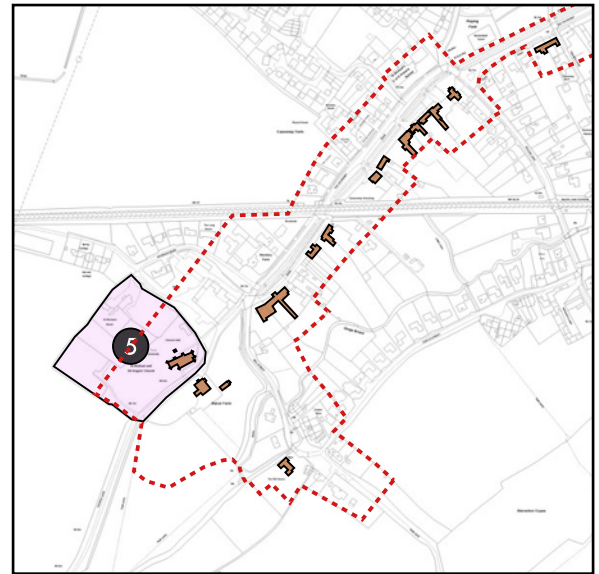
Figure 44: Hill Farm

5. THE CHURCH

St. Michael's and All Angels Church, St. Michael's House, Church Hall, the cemetery

Key Characteristics

- C13 Grade I Listed Church
- Predominantly walled church yard with mature focal trees.
- Car parking area dominates the church frontage and blocks key views.
- Conservation area



CHURCH LANE

From the junction of the Causeway, Mill Street and Vicarage Road leads onto Church Lane, which appears as a continuation of the Causeway. The cobbled path continues past some attractive converted farm buildings, currently used by a joinery business until it reaches the Church.

The frontage of the church is dominated by car parking and some vehicles park directly onto the cobbles, potentially eroding the path.

Parts of the Church of St Michaels & All Angels dates to the 13th Century column but is generally 14th Century and has an arched roof notable for the carved wooden bosses. The bell tower was built circa 1330 and the bells were last replaced in 1932. In the Churchyard is an ancient yew tree, 22 feet in circumference that is estimated to be 1200 years old.

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
5+	4+	3+	3+	3+	3+
Appraisal Score = 21					



Figure 45: View across the graveyard to the Church of St Michaels & All Angels



Figure 46: Entrance to the Church of St Michaels & All Angels



Figure 47: View from the junction of The Causeway, Mill Street and Church Lane to the Church and Manor Farm

6. THE GREENS

Dwellings fronting onto Big Green and Little Green

Key Characteristics:

- Conservation Area
- Wide, expansive frontages views over The Greens
- Tree lined Greens limiting road views
- Big Green - individual detached dwellings in large plots
- Tree lined, tarmac public right of way access
- 2 no. Grade II Listed Buildings dating from C17 and C18.
- Little Green - largely Victorian development with a mix of predominantly semi detached and terraced cottages including modern infill. Individual detached dwellings to the north.
- Private lane access - marred by parking

BIG GREEN

The northern boundary of Big Green formerly comprised a farm and a number of houses and cottages. A number of the latter were demolished in the early 1900s. This area has been redeveloped with modern housing. The buildings are of differing ages and styles with two listed buildings. The Grove is a Grade II* listed Farmhouse built of a rubble stone plinth and red facing brick in Flemish bond. There are a number of outbuildings and former barns beyond the farmhouse, which are now used by The Old Farmhouse Bakery, a pre-school nursery and other businesses.

No. 14, The Green is a Grade II listed, render and timber framed cottage.

Front gardens are either open to the green or with limited planting. Technically the access is via a footpath but this has been tarmacked to provide vehicle access.

The Greens are planted with horse chestnut trees on the roadside. These provide an attractive frontage and act as an important buffer from traffic.

The Big Green is used for football and cricket matches as well as more informal sports and village events such as fetes etc. It is also the site

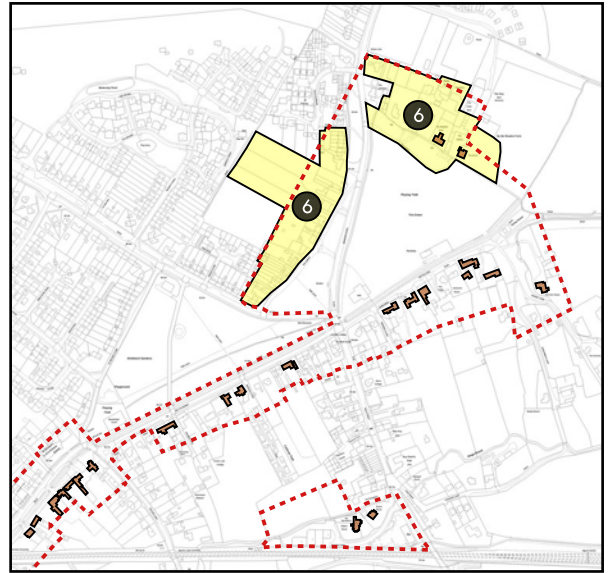


Figure 48: Big Green looking north alongside Abingdon Rd



Figure 49: View of The Grove and The Old Farmhouse Bakery



Figure 50: View towards the Village Hall

for the Village Hall and the Steventon Sports & Social Club, a very important social meeting point for village residents.

LITTLE GREEN

Also a public right of way, now tarmacked, gives access to a mix of houses overlooking the village green. Four are pre-Victorian, 14 are C19, six are C20 and two this century. The overall impression of varying styles and sizes add greatly to the attractive heart of the village - a mix that could be reflected in any future development in Steventon. At the northern end is a large house, previously the Kings Arms public house that claimed to be the halfway point between Birmingham and Bournemouth.

The majority of houses have fenced front gardens, with many having no off road parking. Cars are parked next to the grassed green, with some erosion of the edges. There is no pavement and the use of the track as a 'rat-run' at rush hour can make pedestrian use hazardous.

A terrace of modern housing overlooking the Village Green is designed to match the appearance of the housing on the Little Green to the south, with mature trees and open grass areas. This is considered to be a most successful modern development which respects its surroundings.

On the Abingdon Road side of the Little Green is a pavement and a bus stop. Although pedestrian access between the Greens is problematic due to a lack of crossing and heavy traffic flows.

The Little Green is bordered on the south side by the Hanney Road and on the East by Abingdon Road with trees, mostly lime, planted along these sides.

Both Greens are part of the conservation area, which feature views across the Greens in addition to the views of open countryside beyond. In the case of Little Green, the views beyond have been replaced by the recent new housing in Fuller Way.



Figure 51: View South along Little Green



Figure 52: Field Garden modern cottages on Little Green



Figure 53: Variety of Victorian properties on Little Green



Figure 54: View from Abingdon Rd across Little Green

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
3+	5+	0	5+	5+	4+
Appraisal Score = 22					

7. VILLAGE CENTRE

Key Characteristics:

- Mixed use with a number of commercial properties
- Wide, urban high street
- Significant amount of frontage hard surfacing with little vegetation
- Mix of property types - largely 2 storey buildings dating from early Victorian period to modern infill and conversion.
- Dominated by traffic
- Part Conservation Area - with views through to the north

HIGH STREET

The High Street is a busy north/south route through the village and was part of the A34 trunk road until the opening of a bypass in the late 1970s.

The buildings are continuous along the street and are of mixed styles, with Victorian era being the most common and reflecting the rapid expansion of Steventon after the opening of the station in 1840.

Most of the houses are built of brick with tiled roofs and mostly have front gardens. Many of the gardens on the western side are used for parking, which dominate the street scene in places. There are pavements on both sides of the road, a bus stop and lay-by parking on the eastern side of the road and a pedestrian crossing. The amount of hard surfacing appears very urban and unlike the remainder of the village.

The density of the housing is such that there are very few views beyond the housing.

Immediately to the north of the High Street are the village greens. These help to soften the the approach and to the north, give a rural appearance to the heart of the village. The approach from the south down tree-lined Steventon Hill gives a similar rural effect.

On the western side at the southern end is a terrace of eight houses built in 1877 to house workers for Robert Langford who started a haulage business in the village in the mid 19th Century following the opening of the railway. The date of construction is picked out in the brickwork of the houses.

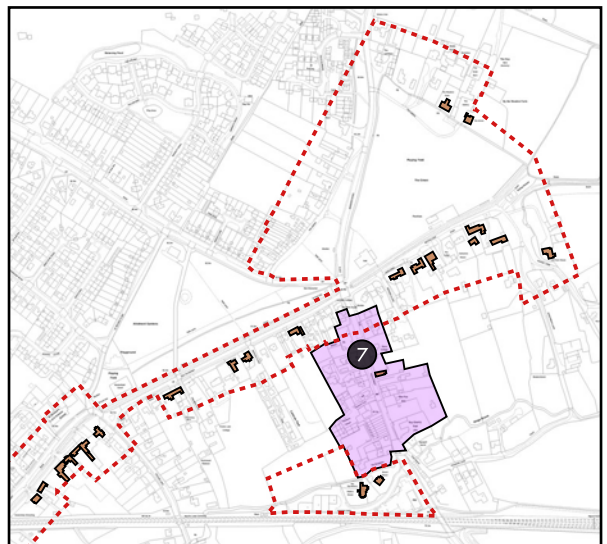


Figure 55: View northwards along High Street with shops to the right



Figure 56: View south along the High St towards Big Green (centre), highlighting two of the three village public houses



Figure 57: Victorian terrace built to house workers for Robert Langford

Adjacent is Timsbury House, previously a hotel but originally built as Mr Langford's own home. It is named after the village of Timsbury in Somerset where he originated from. The grounds of the hotel have now been converted into a small housing development (see Timsbury Court).

Also on the western side of the street is the old Methodist Chapel, now sensitively converted into a house.

Outside this house is an old milestone - thought to date back to the days of coach travel - showing the mileage to Abingdon and East Ilsley.

The area contains a number of shops and services: a convenience store, Indian restaurant, café and a print shop. These shops etc are well used and supported by residents however they do create parking problems - often pavements are used, driveways blocked and street parking on the busy road can cause problems.

Behind these commercial premises are disused workshops which detract from the Street scene of both the High Street and the Causeway beyond. They are dominant in views of both the Conservation Area and the setting of Listed Buildings.

Opposite the terrace of houses are two public houses - the Cherry Tree and the Fox - both of which predate the coming of the railway to Steventon in 1840. Both businesses generate a number of traffic movements from nearby Milton Park.

Further along the eastern side is the only listed building in the High Street, number 19, that probably dates from the late 17th Century. A detached Victorian house and an imposing stone house then lead to some more modern housing. These are slightly more spaced but high hedges and fences still give the impression of continuous housing.

TIMSBURY COURT

An attractive late 20th century development of ten brick and wood barn-style houses on a cul-de-sac from the High Street. All of the houses have small fenced front gardens and there is a covered car parking area in the open courtyard. There are no pavements, verges or trees in the communal area, but given the nature of development is considered appropriate to the design.



Figure 58: Timsbury House



Figure 59: Former industrial units - these have been the subject of a planning application for residential use which was refused on design and amenity grounds



Figure 60: Timsbury Court - a successful courtyard redevelopment to the rear of the High Street

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
1+	0	3-	3-	1+	1+
Appraisal Score = -3					

8. MID TO LATE C20 ESTATE DEVELOPMENT

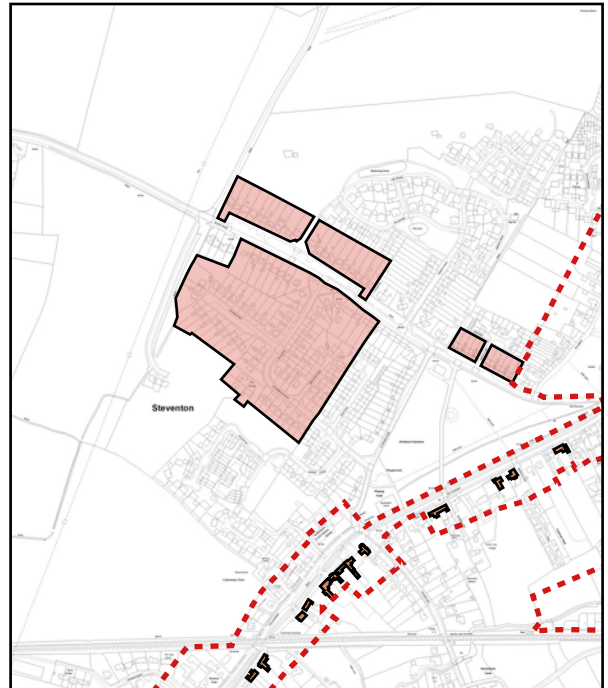
Stonebridge Road, Tatlings Road, Meredyke Road, Hanney Road

Key Characteristics:

- Predominantly bungalows in individual detached plots with limited 2 storey housing.
- Close proximity to neighbouring dwellings.
- Predominantly on-plot parking
- Mature, suburban landscape with planted grass verges and focal street trees
- Limited rural views due to recent development



Figure 61: Hanney Road Bungalows



HANNEY ROAD

Early C20 bungalow development set behind a frontage grass verge and mature planting. Although the western part of Hanney Road was constructed earlier than the development to the south, it shares a number of above key characteristics.

STONEBRIDGE ROAD

This development of 34 houses and bungalows was built in the 1960s, generally has open front gardens, grass verges and street trees. The previously open views to open countryside are now dominated by new housing.

It is now often used as a 'rat-run' by people trying to avoid queues at the Hanney Road junction.

TATLINGS ROAD

A development of well spaced 1960s bungalows with mature open frontages, trees, pavements, driveway parking and open frontages nestled to the west of Stonebridge Road. Like Stonebridge Road the open views have been dominated by new housing.

MEREDYKE ROAD

A development of ten properties in a cul-de-sac, originally bungalows but most now converted to houses. The properties have front gardens and there are pavements along the road. Some of the properties have been extended to the full width of the plots. There are little gaps between dwellings.



Figure 62: Meredyke Road

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
1+	1+	-2	3+	1+	1+
Appraisal Score = 5					

9. LATE C20/ EARLY C21 DEVELOPMENT

Field Gardens, St. Michael's Way, Brewer Close, Green Close, The Lanterns

Key Characteristics:

- Mix of starter homes, flats and family dwellings. Primarily 2 storey red brick and plain tile roof.
- Close proximity to neighbouring dwellings.
- Predominantly on-plot parking
- Limited landscaping, open or enclosed by brick walls and low hedging.

FIELD GARDENS

The Field Gardens estate was built in the late 1980s on land previously used for allotments. It consists of 35 two bedroom flats, 14 smaller houses and 16 more substantial houses - eight detached with large open gardens and eight attached with more modest gardens incorporating parking spaces.

The money raised from the sale of the land was used to set up the charity, Steventon Allotment and Relief in Need (SARINC), which funds various projects in the village, educational grants and maintains the public open spaces in Steventon.

Entering the road, from Abingdon Road, there is a cul-de-sac to the right of the smaller terraced and attached houses of differing styles, rooflines etc. The buildings housing the flats are also of differing appearances, and the eight substantial detached houses to the rear of the developments are in proportion to village needs. There is a Residents Association responsible for maintaining common areas associated with the flats.

BREWERS CLOSE

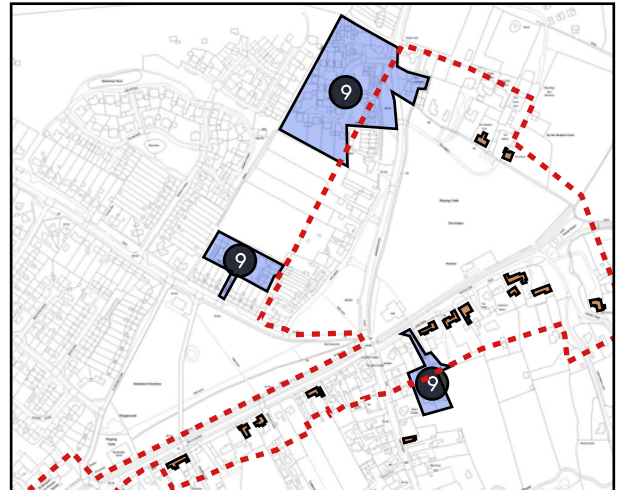
A small cul-de-sac development of 6 detached houses that comes off Milton Lane, built in the 1970's. The land to the rear has recently been subject to a dismissed planning appeal.

GREEN CLOSE

Green Close is a cul-de-sac leading off the Hanney Road of 6 pairs of semi detached houses and two bungalows built at the end of the 20th century, all of very similar design. The site was previously used for allotments and the intention of the development was to provide shared ownership



Figure 63: Field Gardens contains a variety of different property styles



affordable housing. There is pedestrian access to the Little Green and the Barnett Road service road as well as pavements and an open grassed area in front of the houses. Immediately to the north of the site is a small area of woodland.

LANTERNS

A cul-de-sac of four houses, two detached, facing Abingdon Road, and two semidetached, facing the Green, built this century on a site previously used as a restaurant. The Cotswold stone appearance of one of the detached houses provoked a lot of debate from village residents as it was not reflective of the materials elsewhere in the village.



Figure 64: Cotswold Stone is not a material found within the village historically

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
3+	0	0	1+	2+	1+
Appraisal Score = 7					

10. DEVELOPMENT FROM 2010 ONWARDS

Fuller Way, Miller Place, The Pitchings

Key Characteristics:

- Modern generic estate development
- The appearance draws little influence from the local vernacular.
- A mix of dwelling sizes in relatively small plots with limited landscaping.
- Focal areas of public open space
- Largely disconnected from the village through layout or location.

FULLER WAY

This is a new development, of 115 new houses nearing completion, which is accessed via Barnett Road, with a large grassed area at the entrance.

Predominately brick finished of differing colours the housing is mostly semi-detached but with some larger detached houses and includes an unfavourable concentration of social housing. This new estate reaches the rear of Field Gardens to the east and, at present, enjoys views of open farmland to the north. Unfortunately, the distance from these new houses to the village centre, shops and main bus stops etc. is a long walk and involves crossing 2 busy roads.

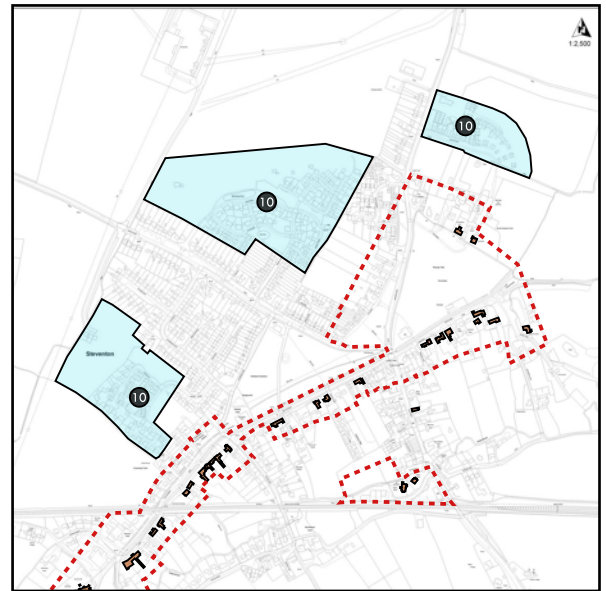
THE PITCHINGS/ MILLBANK WAY

In total 100 homes - the 3rd Phase of which has been recently completed at the time of writing and again suffers from poor connections to the village centre and amenities, other than by car.

MILLER PLACE

Completion of 63 new homes, it has had an urbanising effect on the approach to the village from Drayton. Tree planting on both sides of the road would enhance this rural view as you approach Steventon. From the new housing to the east the only pedestrian route is to the south-

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
-1	2+	0	1+	0	1+
Appraisal Score = 3					



bound bus stop. Although in close proximity to the village centre, the traffic flows along the Abingdon Road are heavy and the lack of pavement mean that a pedestrian crossing is urgently required.

The paddocks to the south of the development were the subject of a planning application for 53 homes, which was withdrawn in July 2019.



Figure 65: View towards the Miller Place development



Figure 66: The Fuller Way development is centred around a large open space, but there is little integration with the existing village

11. FORMER LOCAL AUTHORITY HOUSING/

Barnett Road, St Michael's Way, Northway

Key Characteristics:

- Close knit development
- Predominantly semi-detached, 2 storey brick houses.
- Frontage dominated by car parking
- Limited street vegetation

BARNETT ROAD

The two storey, red brick semi-detached housing development was built shortly after WWII as a cul-de-sac, primarily to provide housing for those living on the site of the storage depot on the Hanney Road. No on plot parking was originally provided and many dwellings have converted their front gardens for such use. The street scene is dominated by on street parking, with the narrow road width dictating that many cars are parked partially on the pavement.

The road now provides access to Fuller Way beyond. The original wide grass verges have been replaced with brick pavours to improve access to the new development. The open countryside views to the north have been lost due to the new housing development.

St MICHAEL'S WAY

This is an early 1960s development of two storey, red brick terraced, detached and linked properties, all on the western side, that overlook the allotments and St Michaels Green, which is a small play area with play equipment etc. On the western side there is a grass verge and a pavement, many residents use the former for parking. Due to the narrow carriageway, there is little, if any space for passing vehicles, a problem exacerbated by cars using the road as a short cut through the village.

NORTHWAY

Leading from Stonebridge Road this cul-de sac starts, on both sides, as pairs of bungalows, used as retirement homes. At the northern end are four semi-detached houses. There are open front gardens and pavements along the street -close knit development

SCHOOL CLOSE

A small development of 28 semi-detached family houses, off Stonebridge Road, built in the 1960's.

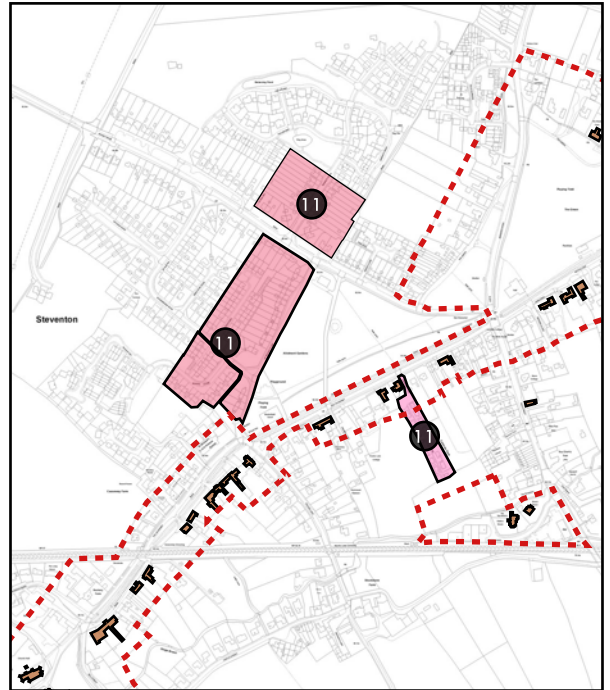


Figure 67: The majority of front gardens have been altered to provide off street parking

The road now provides access to The Pitchings development beyond.

BARGUS CLOSE

A small mobile home estate that comes off The Causeway that provides affordable housing, mainly for elderly residents.

Mobile homes are sited in private individual plots in relatively close proximity. A car parking area to the front of the site close to The Causeway provides a vehicle parking area for all residents.

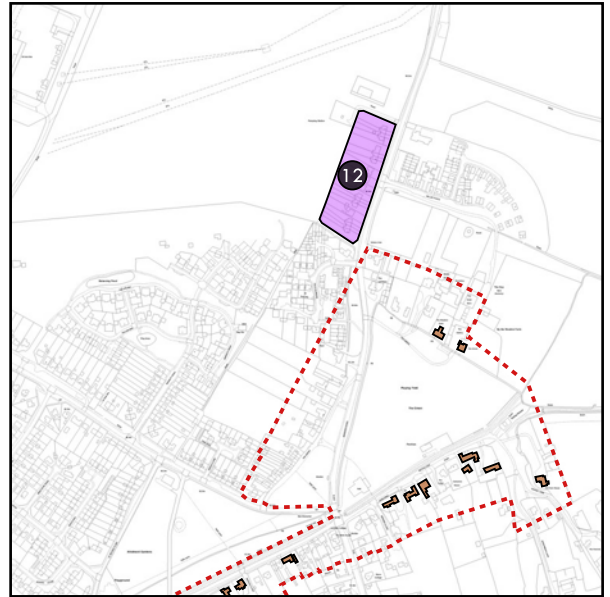
Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
0	1+	0	1+	-1	1+
Appraisal Score = 2					

12. VILLAGE APPROACH

Abingdon Road

Key Characteristics:

- Mix of terraced, two storey housing, interspersed with later bungalows.
- Deep front gardens with on plot parking
- Gaps between buildings giving rural views beyond



ABINGDON ROAD

Abingdon Road is the main road to/ from Steventon from the north. The current housing was mainly built in the 1930's. There are several terraces of brick houses, with some bungalows interspersed. At present there remains between the houses views to fields behind. The views to the front are now of the Miller Place development.

In front of these houses there is a pavement and a north-bound bus stop. The new development at Millers Place opposite does not benefit from a pavement linking to the village and would be required to cross the busy Abingdon Road to utilise the existing pavement.

The street scene is dominated by heavy traffic.

On the edge of the Parish with Drayton Village is Steventon Community Wood, which is currently closed to the public but has the potential to become a very useful community asset again.



Figure 68a: View along Abingdon Road into the village. The field to the left of the picture has now been redeveloped for housing - Miller Place.



Figure 68b: Present view along Abingdon Road into the village. The field to the left of the picture has now been redeveloped for housing - Miller Place.

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
1+	2+	-3	1+	0	0
Appraisal Score = 1					

13. THE GREENS & OPEN SPACES

Big Green, Little Green, The Allotments

Key Characteristics:

- Open spaces within or adjacent to the Conservation Area.
- Provides key views within the centre of the village

The Greens and Open spaces in the centre of the village form part of the integral and historic character of the village.

Whilst they have been examined separately in an Open Space Assessment, their contribution to the overall character of the settlement is key.

The Big Green is roughly triangular in form with its boundaries formed by Milton Lane to the south and Abingdon Road to the East with a public footpath and dwellings beyond to the north. The Green also contains both the Village Hall and the Sports and Social Club.

The Little Green is narrow in comparison and linear in form. It is tree lined alongside Abingdon Road frontage.

The village allotments run east to west alongside The Causeway. The allotments are open with no built structures, allowing extensive views throughout the centre of the village.

At the western end of the allotments is a children's play area and multi use sports court.

At the eastern end is the War Memorial, which is found at the junction of The Causeway and Abingdon Road

These open spaces form important views within the Conservation Area and its setting.

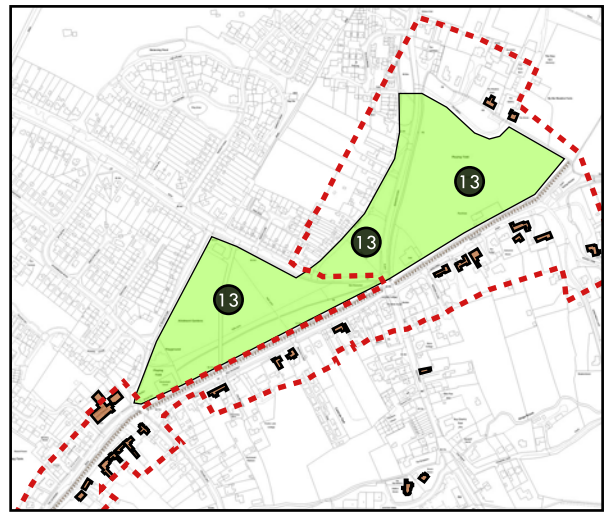


Figure 69: Big Green provides sports and recreation facilities



Figure 70: View across the allotments towards Little Green

Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit
4+	5+	0	5+	5+	5+
Appraisal Score = 24					



Figure 71: View northwards along Little Green

9. Appraisal Outcomes

Appraisal Criteria Ordered by Character Area							
Character Area	Build.	Views	Noise Traffic Smell	Green. Landsc	Spaces	Spirit	Total
1	5+	5+	0	5+	4+	5+	24
2	2+	1-	2-	0	1+	3+	3
3	0	3+	2+	3+	2+	3+	14
4	4+	5+	3+	4+	3+	4+	23
5	5+	4+	3+	3+	3+	3+	21
6	3+	5+	0	5+	5+	4+	22
7	1+	0	3-	3-	1+	1+	-3
8	0	1+	0	2+	1+	1+	5
9	1+	0	0	1+	0	1+	7
10	-1	2+	0	1+	0	1+	3
11	0	1+	0	1+	-1	1+	2
12	1+	2+	-3	1+	0	0	1
13	4+	5+	0	5+	5+	5+	24

The adjacent table highlights all scores for each individual character area. Where the table shows a '-' score, this is considered an area where some potential may exist to improve the issues.

The appraisal findings have identified that the key issues relate to traffic and parking, erosion and protection of important green spaces and vegetation, protection of heritage assets.

Whilst the majority of areas have a positive score, the village centre (Area 7) received a negative score which indicates that there are areas of potential for improvement. Other areas have negative scores in certain criteria and again these areas are highlighted as potential opportunities.

The following section sets out conclusions for each area based on these results and have been reached to inform the Neighbourhood Plan process.

9. Appraisal Outcomes - Ranking

Character Area Ordered by Appraisal Total Score	
Character Area	Total
1	24
13	24
4	23
6	22
5	21
3	14
9	7
8	5
10	3
11	2
2	1
12	1
7	-3

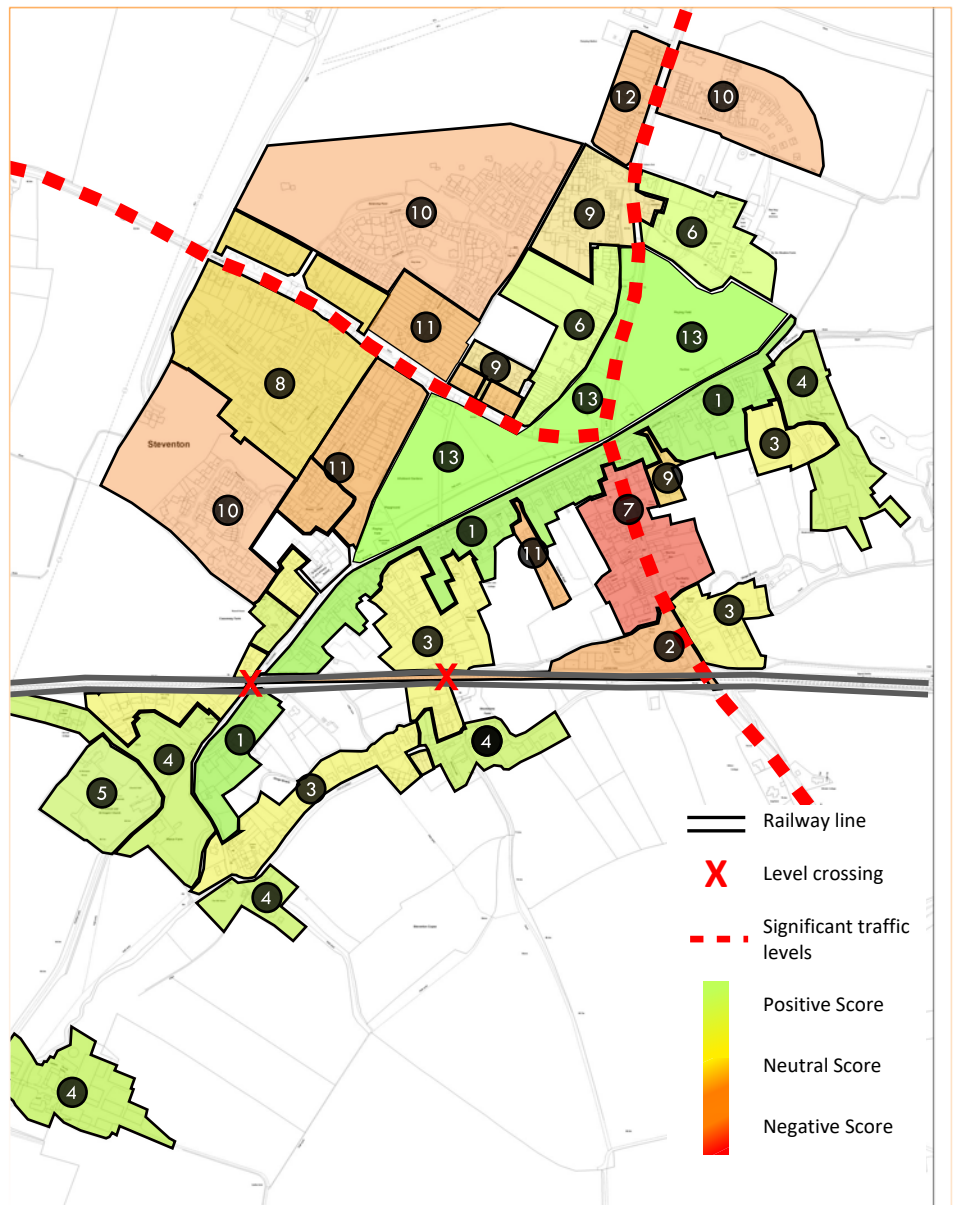


Figure 72: Plan Ranking the Character Areas by Appraisal Score

The areas have been ranked according to their appraisal score and the above plan shows the character areas reflecting this. Those areas with a strong positive outcome are shown with a green highlight, amber for a neutral score and red for a negative score.

It should be clear that a negative score only means that there are potential issues that the appropriate Neighbourhood Plan policy could improve. Whereas a positive score indicates areas which have

characteristics which could be enhanced by appropriate policies.

It is clear from the above plan, that areas adjacent to routes suffering from heavy traffic were easily identifiable. As was the majority of modern development.

This is not to say that all modern development is considered unfavourably. Overleaf are a number of examples of new development within the village which are considered positive examples.

Examples of Positive Modern Development



Figure 73: These simple cottage style dwellings at 36 to 41 Field Gardens respect the adjacent former Kings Arms public house (now a dwelling)



Figure 76: Timsbury Court - this courtyard development successfully introduces a relatively dense form of development, but retains the rural appearance of the many agricultural buildings in the settlement.



Figure 74: 2.5 Storey dwelling at 39A The Green is in keeping with the adjacent imposing Victorian dwelling known as The Gables. High quality materials and utilising the existing historic walls assist with integrating into the existing form of development



Figure 77: Forming part of the Lanterns Development, this particular pair of semi-detached dwellings, is of a scale and appearance in keeping with the neighbouring Apple Cottage at 4 The Green.



Figure 75: 91 -97 Hanney Road - comprises 4 detached brick and render dwellings. Reflecting the materials of adjacent properties, respects the existing building line and the well landscaped surroundings



Figure 78: Milton Lane contains a significant number of historic and listed buildings. Although constructed in the early 1990s, this dwelling successfully draws on a number of references to its historic setting

10. Informing the Neighbourhood Plan

Area 1 - Historic Core

- Scored highly, which is unsurprising given the conservation area and number of Listed Buildings.
- There are however problems with vehicles using the narrow carriageway and eroding the important verges. On street parking is another negative factor.
- Protection of the important verges and green spaces should be considered.
- The area suffers from drainage issues, any works should not permanently, adversely affect the verges.

Area 2 - Station and Former Coal Sheds

- Suffers from noise from the railway and traffic issues.
- Views out are also marred by the railway line.
- The individually designed station buildings considerably add to the historic interest.
- Additional landscaping could improve impact from the railway.
- There may be redevelopment opportunities in this area, where new development should be sensitively designed.

Area 3 - Loose Knit Modern Development

- Scored positively across all criteria with a neutral impact from the buildings. The area benefits from a mature, rural landscaped setting. Both the landscaping and the varied age, design and style of buildings may benefit from design guidance to ensure that alteration do not take place in a manner which may detrimentally impact on the area.

Area 4 - Farm buildings and Cottages

- Farms buildings are under pressure from conversion proposals. Whilst many are sensitively undertaken, the setting and in particular garden areas could have a significant impact on the historic layout and appearance.
- Retaining the agricultural and rural aspect in these areas is essential.

Area 5 - The Church

- The Church has some negative impact from car parking. Consideration may be required as to how car parking can be accommodated appropriately in relation to the Grade I Listed Church and Conservation area.

Area 6 - The Greens

- The Greens are bisected by Abingdon Road, which is extremely busy and has an adverse impact in terms of traffic and noise. Pedestrians crossing from Big Green to Little Green find crossing the road hazardous. Traffic calming and pedestrian crossing solutions may be beneficial where they do not detract from the character of the area.

Area 7 - Village Centre

- The village centre is marred by a number of factors. As with the aforementioned character areas, traffic and parking, low levels of vegetation and extensive hard surfacing have an adverse impact. Measures to calm traffic, improve the street frontage and reduce the harsh appearance of hard surfacing may be considered.
- There may be opportunities to redevelop or convert any empty buildings.

Area 8 - Modern Estate Development 1950s to 1980s

- Hanney Road is adversely affected by traffic flows. The area to the south of Hanney Road is impacted to a lesser extent by traffic, although these roads are used as rat runs during rush hour. On street and verge parking is also problematic. Some street planting and vegetation appears to have reduced over time measures to protect and encourage replacement planting should be considered.

Area 9 - Modern Estate Development 1980s to 2000

- Much of the area is now fully enclosed by development limiting rural views out. Where there is limited amount of vegetation around the developments, this has led to a very urban feel, which is very different to the traditional areas of the village. The tight knit nature of development leaves little room for

any improvements, however any further erosion of landscaping should be resisted.

Area 10 - Modern Development 2000 onwards

- The modern development under construction being on the edge of the village benefits from rural views out of the wider landscape. The developments also benefit from public open space, however the layout and appearance of such developments do not draw any influence from the local vernacular, giving them a generic appearance.
- Future development should respect the local vernacular. Contemporary development should draw on influences from the wealth of positive assets identified in this appraisal.
- Greater integration with the existing settlement should be a key consideration for new development.
- Tree planting would soften the more harsh urban edges

Area 11 - Village Approach

- The area benefits from surrounding rural views, but is marred by the significant traffic levels passing through the village. Traffic calming measures and a pedestrian crossing may be considered appropriate.

Village Hall, Sports and Social Club

- The sports and social club is in need of updating and is visually detrimental to the area. At the time of writing, it is understood that sufficient monies have been raised to enable to refurbish and improve the clubhouse. Any proposals for updating or replacement, should ensure that the building and associated parking is appropriately designed given its highly sensitive context within the Conservation Area and adjacent to the Listed Causeway.

Primary School

- The Primary School is a Grade II Listed Building on a relatively constrained site. Any further expansion will require sufficient land for

playing fields and sports, which may have to be found off-site.

Village Allotments

- The village allotments form an important part of the village layout. The Causeway, the Greens and the allotments are an east-west



Figure 79: Storage Depot Entrance

green lung through the village. The openness of this area of the village, with a lack of allotment sheds and other structures should be maintained.

Upper Thames Reservoir

- Should the extensive area of land to the west of the village be required, this will change the entire landscape of the western village. At this stage the exact proposals are unknown and therefore will require future updating.

Steventon Storage Depot

- Any redevelopment proposals for this site could be significant, both in visual impact and highway terms. At present, part of the site falls within the safeguarded area for the Upper Thames Reservoir, where no new development can take place.
- If however the reservoir should not be required, the potential for redeveloping the entire site may be a possibility.
- The site generates significant HGV movements at present, which significantly adversely affects Hanney Road and the junction onto Abingdon Road. The current movements are roughly estimated to be 100 during peak hours and cause problems particularly during the early hours of the morning through noise and vibration.

- The site could be used or redeveloped more intensively and without mitigation, would result further amounts of traffic on an unclassified rural road and add to the significant pressure of traffic already experienced at the junction of Hanney Road and Abingdon Road.
- The site is well screened in summer months by mature tree planting, although views are possible during winter months from a number of close and wider ranging public vantage points. Redevelopment proposals should consider landscape and highway impact issues and provide appropriate mitigation measures.

The Railway

Many of the character areas are marred by the impact of the railway line, which creates a visual intrusion in addition to noise and traffic congestion at the level crossings. The line itself also creates a physical barrier to the village and its facilities and amenities. In any future development proposals to the south of the railway line, the impact of such issues would have to be carefully considered.



Figure 80: View along Hanney Road

