BRIZE NORTON NEIGHBOURHOOD PLAN

APPENDIX 05

Version 7 - September 2024

CHARACTER ASSESSMENT

"our village
our community
our future"

BRIZE NORTON CHARACTER ASSESSMENT INDEX

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The '12 Apostles' Elm trees which adorned Manor Road until the Dutch elm disease

INTRODUCTION

This Character Assessment presents a summary of the history and character of Brize Norton. It has been prepared by the Brize Norton Neighbourhood Plan Steering Group.

As well as providing a historical overview of the evolution of Brize Norton, it describes the distinct appearance of the Neighbourhood Plan area, communicating key physical features and characteristics that combine to give the area its local distinctiveness and unique identity.

The information in this report should be used as evidence to support Neighbourhood Plan policies which guide new development in the village. It also supports good design which responds to local character and history, reflecting the identity of local surroundings and materials whilst not preventing or discouraging appropriate innovation.

The information required to write this assessment was obtained from numerous sources, including British History On Line, Oxford Records Centre, Local Parish Council records, Village News Sheets and Newsletters, Published Local History books, unpublished written personal recollections, Brize Norton Community website and a library of village photographs.

METHODOLOGY

Given the lengthy and somewhat organic development of Brize Norton over a number of centuries it is not always easy to give a coherent summary of the overarching characteristics of the village or even of an area of the village.

There is much overlap and mixing of architectural styles, density and layout etc. in Brize Norton buildings. This makes it problematic geographically to set out distinct character areas which can be said to have a
'common' character. Therefore, in Brize Norton's case it makes most sense to distinguish the character etc. of the built environment by time-period.

The built-up area of the village has therefore been divided into three distinct Character Groups for the purpose of this analysis

Group 1 - Pre 1926

Dwellings in this era date from the origins of the village (noted in the Doomsday Book 1086) through to the early 20th Century which were built from locally sourced materials.

This group also includes agricultural buildings, gas works and Methodist Chapel which were constructed in this era but have been converted into habitable dwellings during the group 3 era.

Group 2 - 1926 to 1971
Dwellings in this era were predominately 'Council' houses and bungalows which gave little consideration to follow or compliment the style and character of the original village.

Group 3 - 1972 to present

Dwellings in this era are more sympathetic to the style of the original buildings but are constructed from modern 'reproduction' materials.

INTRODUCTION

The methodology used for this assessment follows the advice given by Historic England in their publication Conservation Principles, Policy and Guidance, 2008.

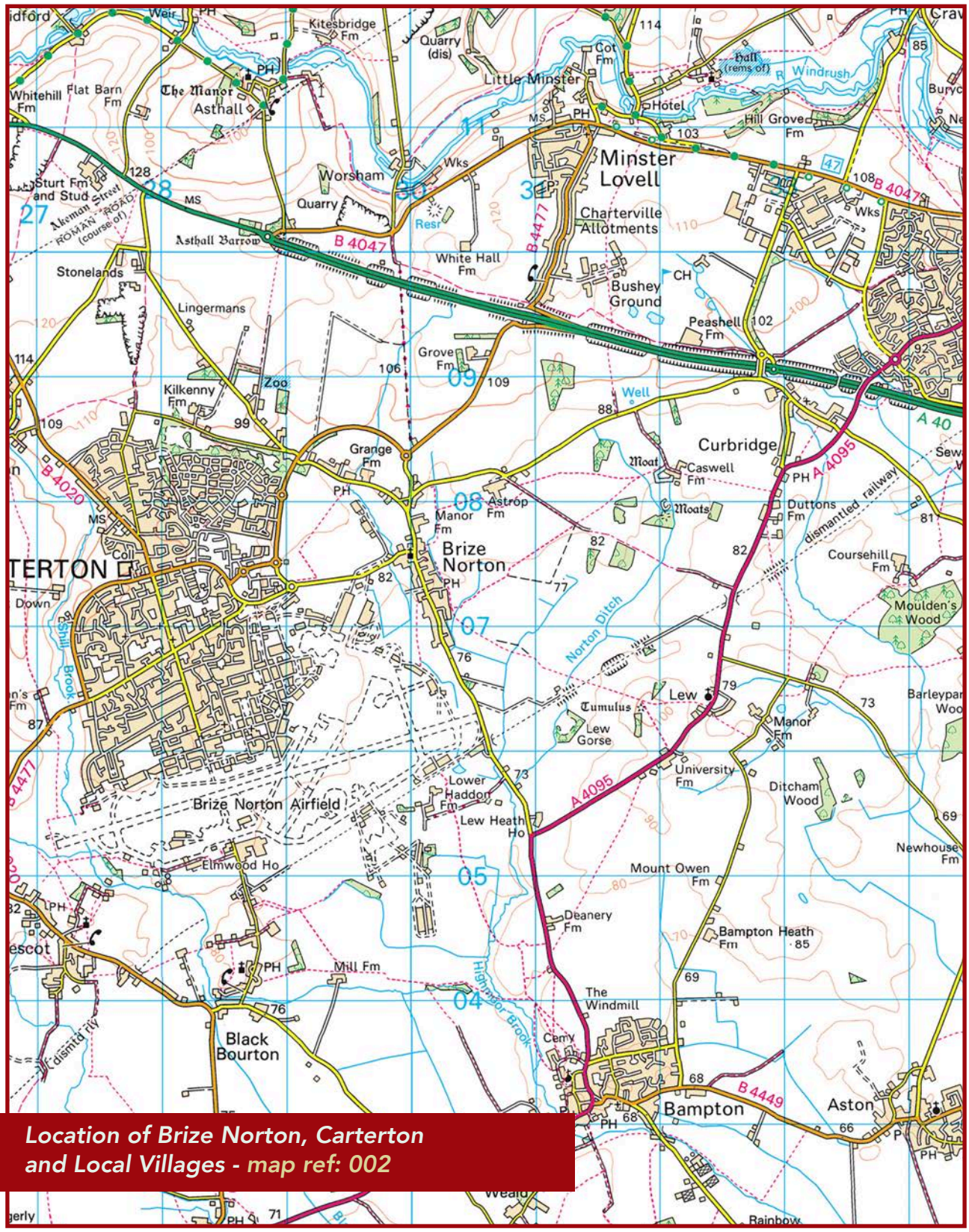
Each of the character Groups were surveyed using the Oxford Character Assessment Toolkit. This looks at all the elements making a contribution to the village character. This includes spaces, buildings, views, greenery and landscape features, and intangible qualities such as light and dark, noise and smell.

The significance of each Character Group is articulated in accordance with English Heritage's Conservation Principles. The values which make up the significance are summarised at the end of each section. The conclusions give recommendations for protecting and enhancing this significance.

The Building Character Assessment (BCA) for each group of buildings, or where applicable, individual buildings within the Parish of Brize Norton can be found at APPENDIX 07.

1 VILLAGE OVERVIEW [Detailed information can be found in Appendix 06 Document A]

Brize Norton is a rural historic Doomsday village set within the Parish boundary. The Parish has an area of 4.7 square miles and is set within the West Oxfordshire Local Plan area.
The village is situated between the towns of Carterton to the west and Bampton to the south, and the villages of Curbridge to the east and Minster Lovell to the north.



Location of Brize Norton, Carterton and Local Villages - map ref: 002

1 VILLAGE OVERVIEW

The village comprises of 382 domestic dwellings of which 359 are within the village boundary [9], two public houses and a Norman church (St Britius). [1]

There is a village hall (Elder Bank Hall) [2] and a Sports & Social Club pavilion [3], both of which are adjacent to the playing field, recreation ground and tennis court in Station Road. South of Elder Bank Hall is an allotment area comprising of 68 plots.

There is a second sports pavilion, four football pitches and one cricket pitch in the west of the Parish on the east side of Monahan Way which is owned and maintained by West Oxfordshire District Council (WODC).

Kilkenny Lane Country Park in the north west of the village separates the northern built-up area of Carterton from the open rising ground of Brize Norton. [4]

A field in the south of the village, behind Colebrook Villa, was gifted to the church in 1776, and is known as the Poors Plot. The management of it was eventually taken over by the Parish Council in 1895. It was originally used as allotments but is now rented out to a local farmer. Income from this rental is distributed to nominated widows and pensioners in the village [5].

Education is provided by a Pre-School class which is held every weekday in the Elder Bank Hall. Primary education is provided in a five-class school in Station Road. Built from locally quarried stone from Burford Road, it opened in 1876 and additions have been made over time. [6]



Brize Norton Primary School

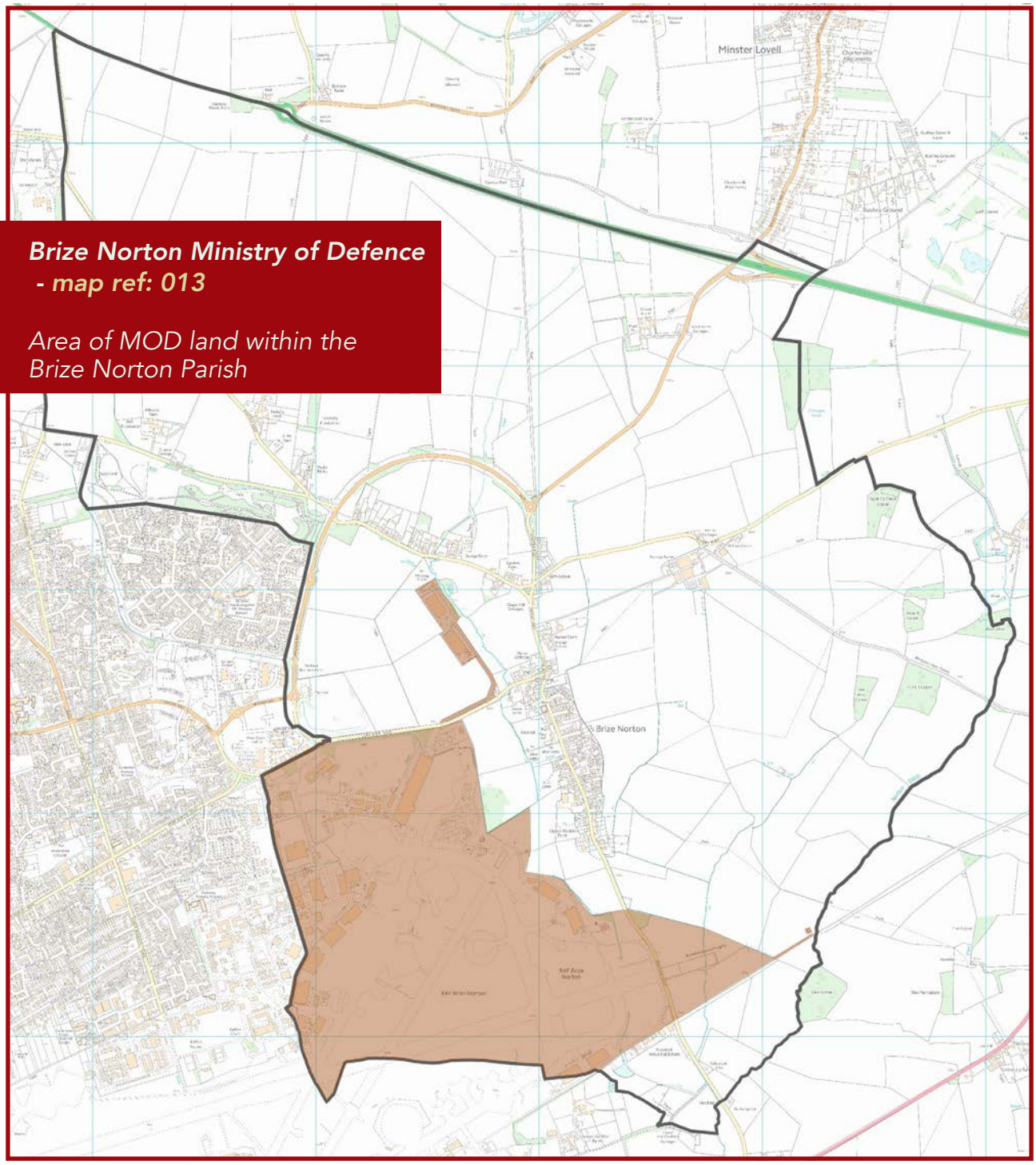
The main employment in the village comprises of a long-established builders' merchants in the south of the village on Station Road (28 employees) and an industrial estate named Viscount Court (169 employees) on the southern edge of the Parish Boundary. [7]

Uniquely, in the north of the village, there is the world-renowned specialist zoo called Crocodiles of the World (20 employees). [7]

1 VILLAGE OVERVIEW

Although 42% of the MOD Operational Land forming RAF Brize Norton is within the Neighbourhood Plan area, this document excludes the land and buildings contained therein as the Neighbourhood Plan Steering Group do not have access to the base to carry out any landscape or building character assessments.

The MOD land comprises of approximately 16% of the Neighbourhood Plan land area. [8]



Brize Norton Ministry of Defence - map ref: 013

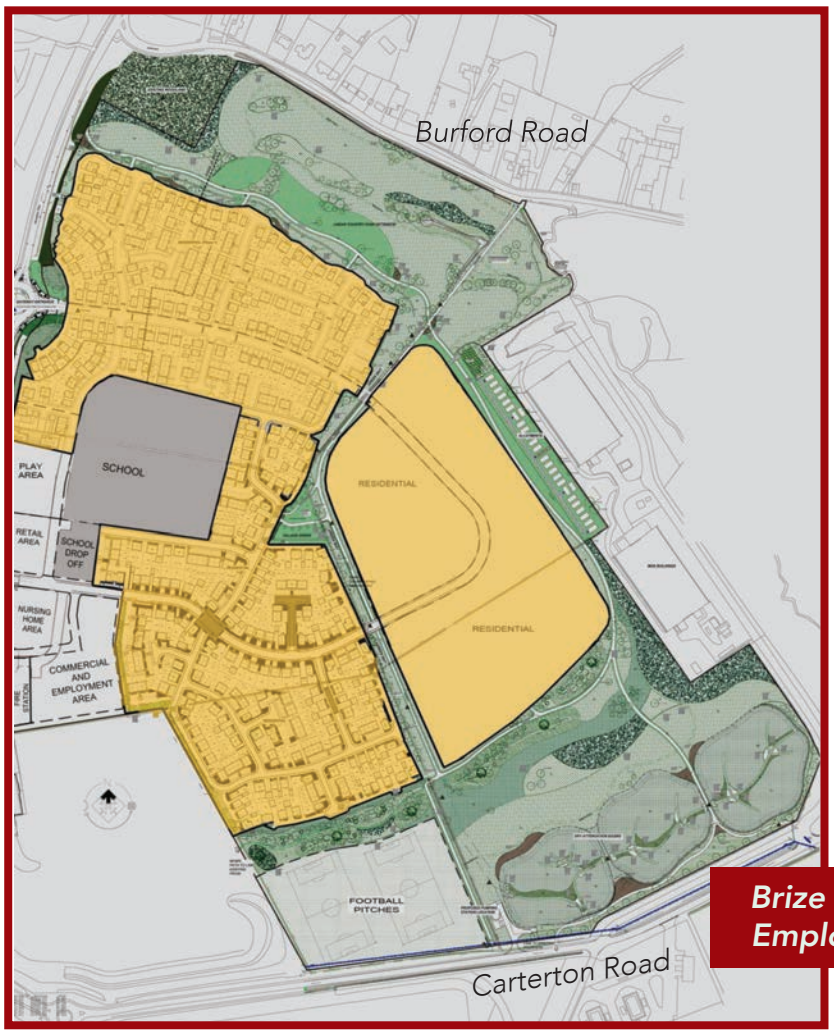
Area of MOD land within the Brize Norton Parish

1 VILLAGE OVERVIEW

There is a new development in the west of the Parish, known as 'Brize Meadow', which is being developed by Bloor Homes Ltd. However, this development had been granted planning permission before the commencement of writing this Neighbourhood Plan and therefore, this plan cannot influence any elements contained within the development area.

The development comprises of 700 homes (245 affordable), primary school, hotel/public house, retail area, fire station and 1.5ha of employment land which will include a Class C2 66 bed Care Home.

There will also be another two football pitches provided on land north of Carterton Road, adjacent to the existing pitches in Monahan Way which will be owned and managed by WODC.



Brize Meadow - Housing and Employment land - map ref: 14

This document will refer to the connectivity between the new development and the village. It will also refer to the 'landscape green buffer zones' around the perimeter of the development which are being 'purchased' by Brize Norton Parish Council (BNPC) and 'leased green buffer zones' which will be leased to BNPC by the landowners (Christ Church College, Oxford) for 150 years.

In addition to the two proposed football pitches detailed above, there will be a third football pitch provided in the field at the rear of the existing recreation ground. This field is within one of the 'leased green buffer zones' and therefore will be maintained and managed by BNPC.

References: -
[1] Appendix 06 Document A Section 1 St Britius Church
[2] Appendix 06 Document A Section 2 Elder Bank Hall
[3] Appendix 06 Document A Section 3 Sports & Social Club
[4] Appendix 06 Document F Section 5 Kilkenny Lane Country Park
[5] Appendix 06 Document A Section 5 Poor's Plot
[6] Appendix 06 Document A Section 4 Brize Norton Primary School
[7] Appendix 06 Document A Section 6 Neighbourhood Plan Business Survey
[8] Appendix 06 Document H Section 2 MOD Land Areas
[9] Appendix 06 Document J Section 2 Parish and Village Housing

2 LISTED BUILDINGS

[Detailed information can be found in Appendix 06 Document B]

There are 40 Grade II listed structures within the Parish. The latest building being the War Memorial which was added to the official record in March 2021.

A copy of the official record of Grade II listed structures in Brize Norton is listed in Appendix 06 Doc B Section 1. [1] Unfortunately, this table is haphazard in its presentation and some of the 30 numbered lines refers to several buildings. Therefore, it would be incorrect to assume that there are only 30 listed buildings in the Parish.

Section 2 [2] places the listed structures into three distinct groups

1) Habitable dwellings
2) Church and tombs
3) Non-habitable buildings.

There are 27 habitable dwellings, one Church with seven tombs and a further five non-habitable buildings giving a total of 40 Grade II listed buildings.

These structures are predominately situated along Station Road, around the church and along the east end of Burford Road. There are also the more remote farm buildings to the north (Grove Farm) and east (Astrop Farm).

The Grade II habitable buildings are identified with a letter 'L' in the Building Characteristic Assessment [3] and Housing Era and Density [4] Sections.

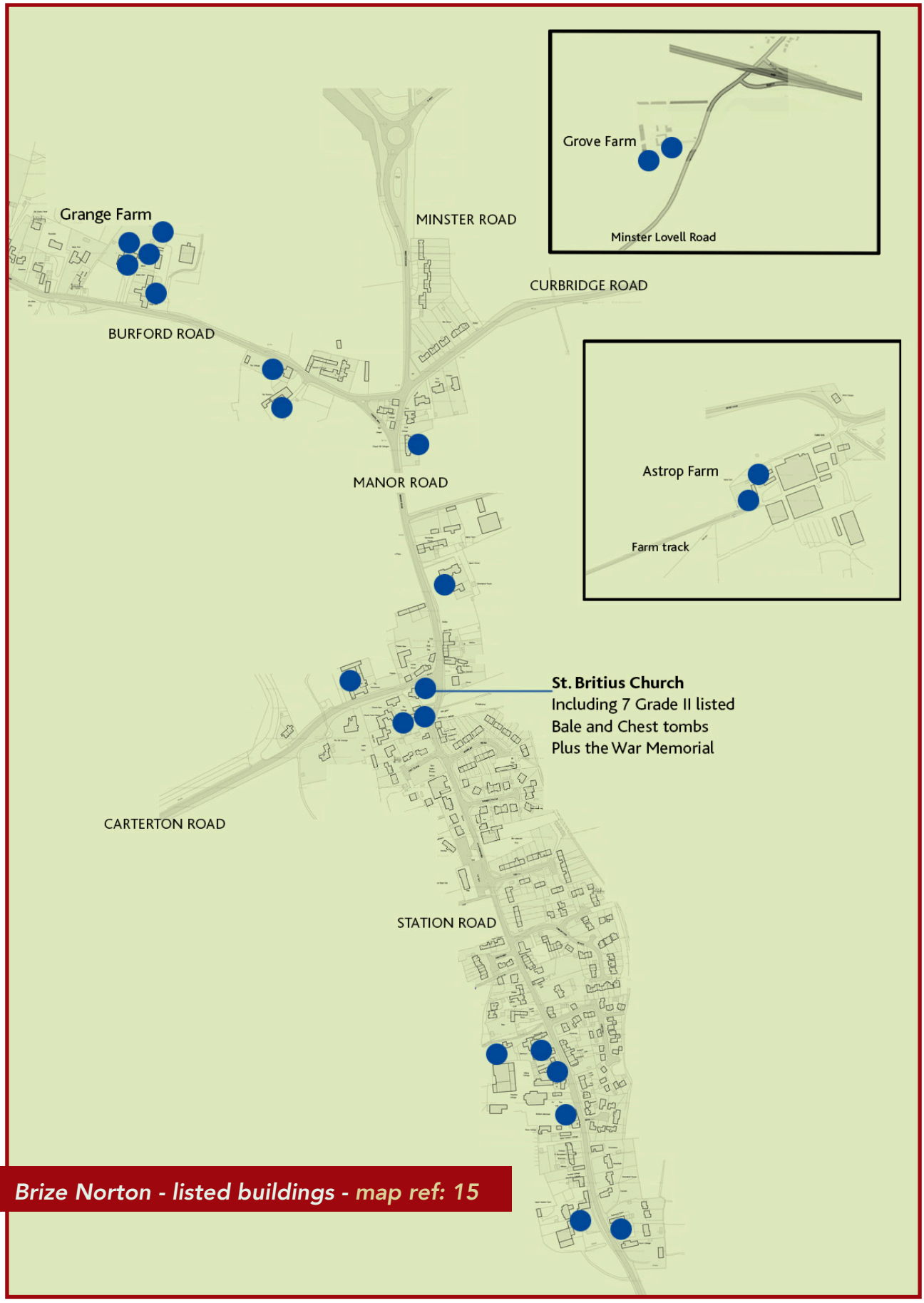


Thatchers Place - Grade II Listed building

References: -

[1] Appendix 06 Document B Section 1 On-line 'Listed Buildings' list
[2] Appendix 06 Document B Section 2 Amended 'Listed Buildings' list
[3] Appendix 07 Building Characteristic Assessment
[4] Appendix 04 Housing Era and Densities

2 LISTED BUILDINGS



Brize Norton - listed buildings - map ref: 15

3 POPULATION

[Detailed information can be found in Appendix 06 Document C]

POPULATION GROWTH

The population of Brize Norton has risen proportionately with the number of houses built in the village since records started in 1086.

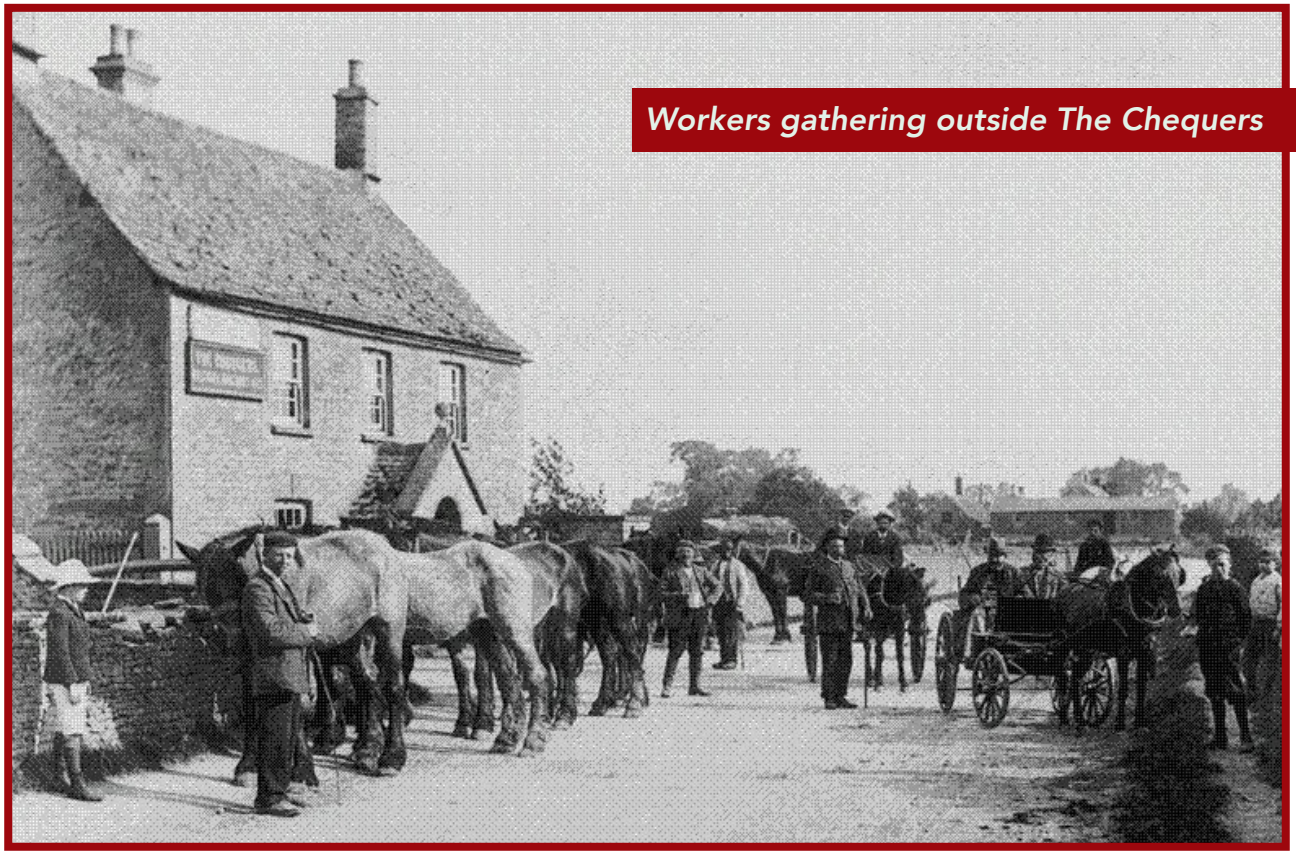
In 1086, the population stood at 48 people which increased and decreased slowly over time to a number of 940 in 2013.

There were significant reductions in the population which were caused by The Black Plague in 1348, 1498 & 1636 the great famines of 1321, 1351 & 1369.

In more modern times, the population was reduced again when a boundary change caused land to be given over to Carterton in 1971 and when RAF personnel were transferred to Carterton in 2011.

THE CHANGE FROM AN AGRICULTURAL TO A RESIDENTIAL VILLAGE

With no daily means for commuting, it is logical to see that the data provided by the 1931 census shows a village of 508 people [1] whose employment is based almost entirely on agriculture along with the associated tradespeople and artisans to support the local community. There were 13 farms in the Parish during this period.



Workers gathering outside The Chequers

Moving forward 80 years to 2013, out of a population of 940, there were 620 working age adults [2] of which just 50 work in the Parish and of these, only 28 walk/cycle to work. [3]. It can therefore be assumed that 570 people leave the Parish to reach their place of work of which a maximum of just 18 use the bus service (NP Community Survey).

3 POPULATION



Agricultural workers

There are 260 employment posts created by 22 employers in Brize Norton of which 50 are fulfilled by villagers and therefore 210 are fulfilled by people driving into the Parish

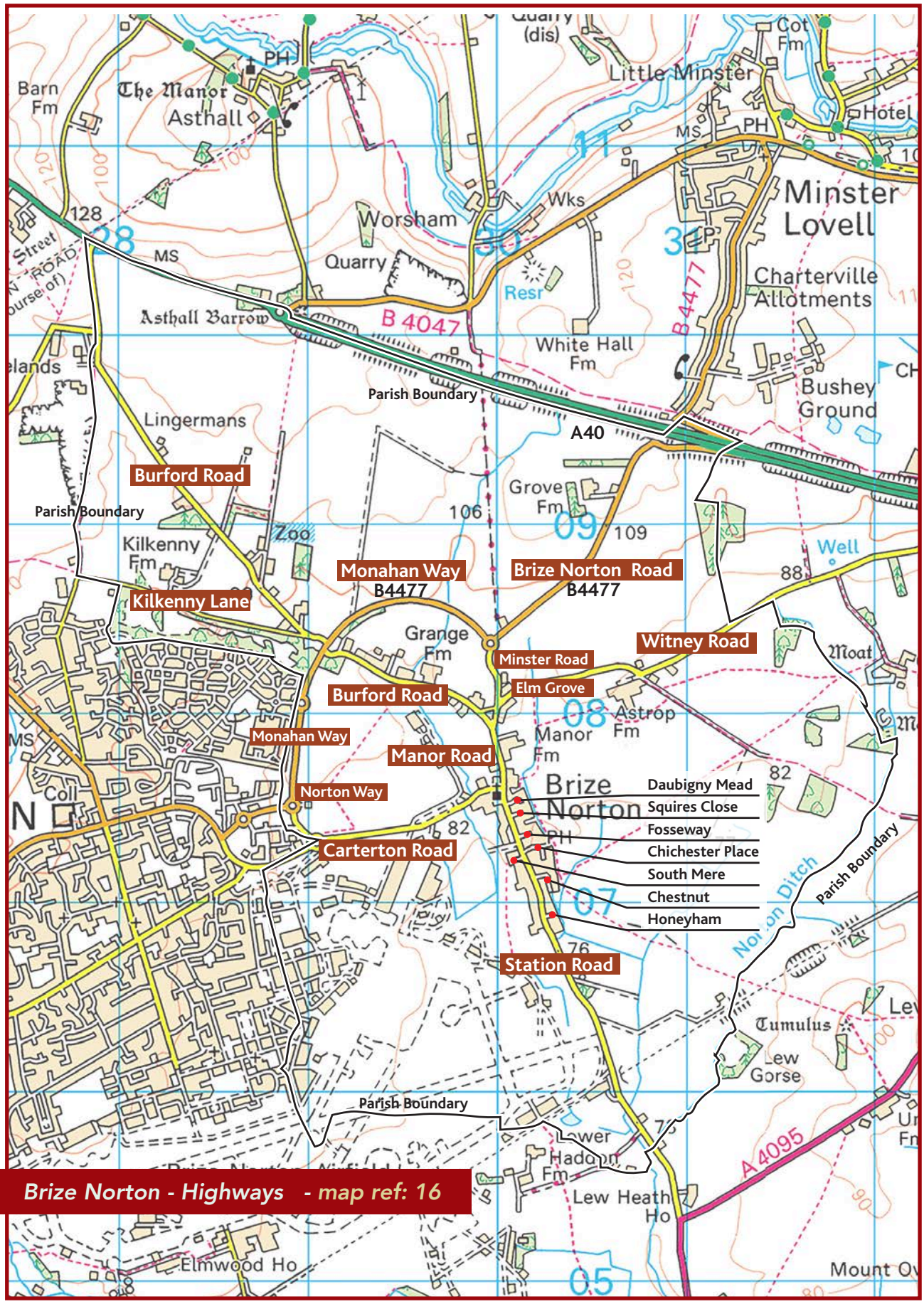
This imbalance of people commuting out of the Parish for their employment (552) compared to people commuting into the Parish for their employment (210) gives rise to 762 car movements twice a day.

This shift in employment status has considerably changed the social-economic structure of the population as many people now have a much higher disposable income which has changed the character of the village from being primarily an 'agricultural centre' to a residential village.

References: -
[1] Appendix 06 Document C, Population - Section 1, page 2
[2] Appendix 06 Document C, Population - Section 1, page 4
[3] Appendix 06 Document A, NPBusiness Survey - Section 6, item 7

4 HIGHWAYS

[Detailed information can be found in Appendix 6 Document D]



Brize Norton - Highways - map ref: 16

4 HIGHWAYS

The layout and width of the main roads that serve the village has changed very little over the last 250 years. At that time, they were mainly used for transporting produce by horse and cart from the local farm estates spread around the Parish out to the market towns. As a result, in places, these roads are not suited for the type and volume of traffic encountered today. [1]



On the left is Bognor Terrace, Station Road - looking south

Apart from the cul-de-sac's and close's built in the village which serve the relevant housing developments, the only new thoroughfare roads to be constructed in the Parish are Norton Way and Monahan Way which are primarily used to take traffic between Carterton and the A40.

There are five main challenges the community faces with the roads and combined foot/cycle paths in Brize Norton thus: -

1) Speeding

2) Traffic Volumes

3) On-road parking

4) Footpaths

5) Sustainable transport

4 HIGHWAYS

1) Speeding
Speeding is a Common issue in rural villages and Brize Norton is no exception. From the traffic surveys taken in the village by OCC and BNPC, it can be seen that vehicles are entering and leaving the village at speeds well in excess of the posted 30mph limit. [2]
The only speed mitigation measures in the village are:
Station Road – two build-outs c/w speed cushions
Station Road – two pairs of speed cushions situated between the two build-outs. These cushions are ineffective and ¼ mile from the village entrance!
Minster Road – two pairs of speed cushions
Minster Road – gated chicane at entrance to village

As part of the S106 agreement with Bloor Homes, an additional three build-outs are due to be constructed at the village entrances in Station Road, Carterton Road and Elm Grove.

2) Traffic Volumes
With more housing being built in the Carterton sub-area [3] traffic volumes are increasing at an alarming rate. As an example, Station Road which is unclassified, now carries as much traffic as some 'A' class roads in the county [4]. Data collected by BNPC indicates that traffic volumes which were predicted for 2028 indicates that these volumes were actually reached TEN YEARS ahead of the projected date. [2]
Taking a long-term view, with traffic volumes relentlessly increasing, it is essential that traffic speeds are managed to the posted limits and should any further large scale development come forward for planning permission, due consideration MUST be given to funding a suitable bypass road to reduce the volume of 'through-traffic' from the village.

3) On-road Parking
Due to the age and nature of many of the older buildings in the village, car parking was never a consideration when they were built. This means that some properties, especially in the south end of Station Road and Manor Road, do not have any off-road parking and therefore, the owners cars are parked in the road. This is exacerbated by the fact that many properties have more than one car so even those properties with one off-road parking space, have additional cars parked in the road.

Although there is the opportunity to park some cars in adjacent cul-de-sacs and close's, this is causing a problem because those people living there now have more cars than parking spaces. This issue is now causing a further hazard because cars are being parked illegally too close to the junctions and on the footways. However, as much as the parked cars in Station Road and Manor Road are perceived as an inconvenience, especially to through traffic, they are a positive means of mitigating the effects of speeding traffic.



On-road parking

4 HIGHWAYS

4) Footpaths

In line with the age and nature of the original road network for use by horse and cart, providing a footway was not a priority. This has meant that when the current metalled roads were formed, there was not always enough room left to provide a 'fit for purpose' footway.

There are some areas, predominately in Station Road, where in some cases, the footways are only 700mm wide and create a conflict between pedestrians and passing traffic, especially HGV's



Large road tanker travelling south along Station Road, adjacent to Bognor Terrace

4 HIGHWAYS



Footpaths

5) Sustainable Transport

Public Transport
Brize Norton was well served with frequent bus services which ran between Carterton, Witney and Oxford. However, in August 2022 Stagecoach removed the frequent service and has now changed to an hourly service, two hourly on a Sunday and no night service. To access frequent and night services, villagers have to walk half a mile from village centre to bus stops outside of the village. BNPC are liaising with OCC and Stagecoach to resolve this situation.[1]

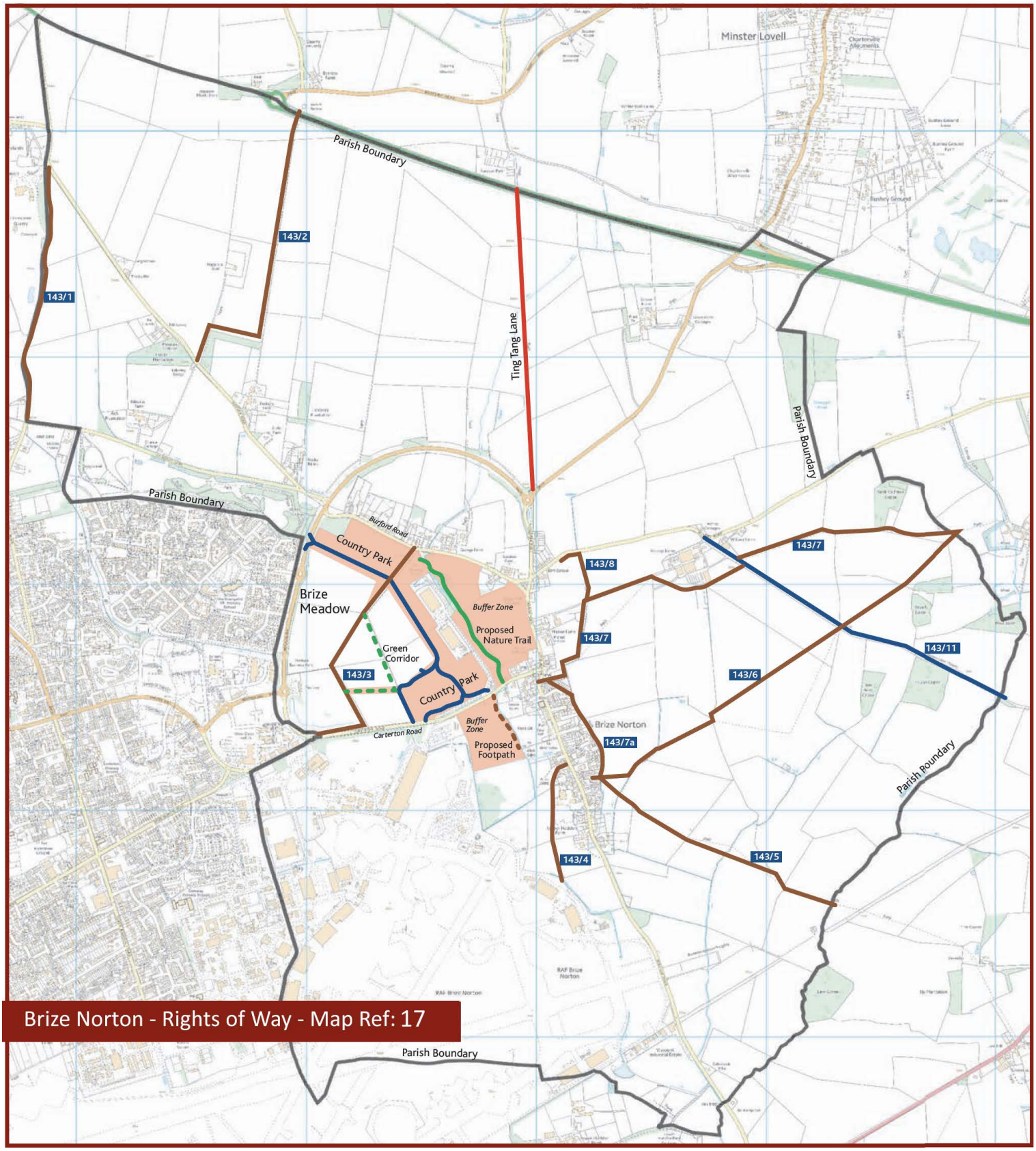
Combined foot/cycleways
There are two combined foot/cycle ways in the Parish of Brize Norton. The first runs along the north side of Carterton Road. However, it is not fit for purpose as it's only 1.4meters wide (recommended width is 3meters). N.B. BNPC are liaising with Bloor Homes and OCC to omit the proposed foot/cycle way on the south side of Carterton Road and upgrade the one on the north side.
The second set of combined foot/cycle ways run on the west and part of the east sides of Monahan Way between Carterton Road and Burford Road.

Brize Norton Parish Council View
Any new property shall be provided with adequate off-road parking spaces in line with WODC Guidelines. For any small developments of up to 49 dwellings, BNPC would expect the developer to provide additional traffic calming measures including, but not exclusive to, changing the speed cushions to full width speed humps and providing vehicle activated speed signs (VAS) at appropriate locations within the village. For larger strategic projects, BNPC would expect that a bypass is provided to mitigate the volume of traffic through the village through S106/CIL funding agreements.

References: -
[1] Appendix 06 Document D, Section 1 Highways overview report
[2] Appendix 06 Document D, Section 2 Traffic speeds/volumes
[3] Appendix 06 Document D, Section 3 Local Plan housing numbers
[4] Appendix 06 Document D, Section 4 Email regarding Station Road traffic volumes
[5] Appendix 06 Document D, Section 1, paragraph 6.1 Public Transport

5 PUBLIC RIGHTS OF WAY & FOOTPATHS

[Detailed information can be found in Appendix 06 Document E]



Brize Norton - Rights of Way - Map Ref: 17

5 PUBLIC RIGHTS OF WAY AND FOOTPATHS

There are ten Public Rights Of Way (PROW) in the Parish of Brize Norton as indicated on map ref 17 which comprises of one bridleway (143/1), eight footpaths (143/2, 3, 4, 5, 6, 7, 7a, and 8) and one restricted byway (143/11).

There is also a track, known as Ting Tang Lane (indicated on map ref 17), which used to link Brize Norton to Worsham Mill but is now bisected by the A40 (Parish Boundary). Oxfordshire County Council have determined that this lane should be added to the 'Definitive Map' as a PROW and designated as a Byway Open To All Traffic (BOAT). However, to date, BNPC have not received its allocation number.

In addition to the PROW's indicated in map ref 17, there are further bridleways and footpaths in the Parish within the following areas as indicated on map ref 05 Green Spaces [1] as follows:

- Area 6 Kilkenny Lane Country Park. This area, which is owned and maintained by WODC, contains numerous foot/cycle paths and a bridleway which are not detailed on OCC's Definitive Map and Statement of Public Rights Of Way and therefore are classed as Permissive Pathways.

- Areas 4 and 5 situated on the corner of Carterton Road and Norton Way.
  Area 4 contains a large attenuation pond (SuDS) which is owned and managed by Thames Water.

  Area 5 contains several football pitches, cricket pitch, cricket practice nets, Sports Pavilion and car park. It is owned and managed by WODC.

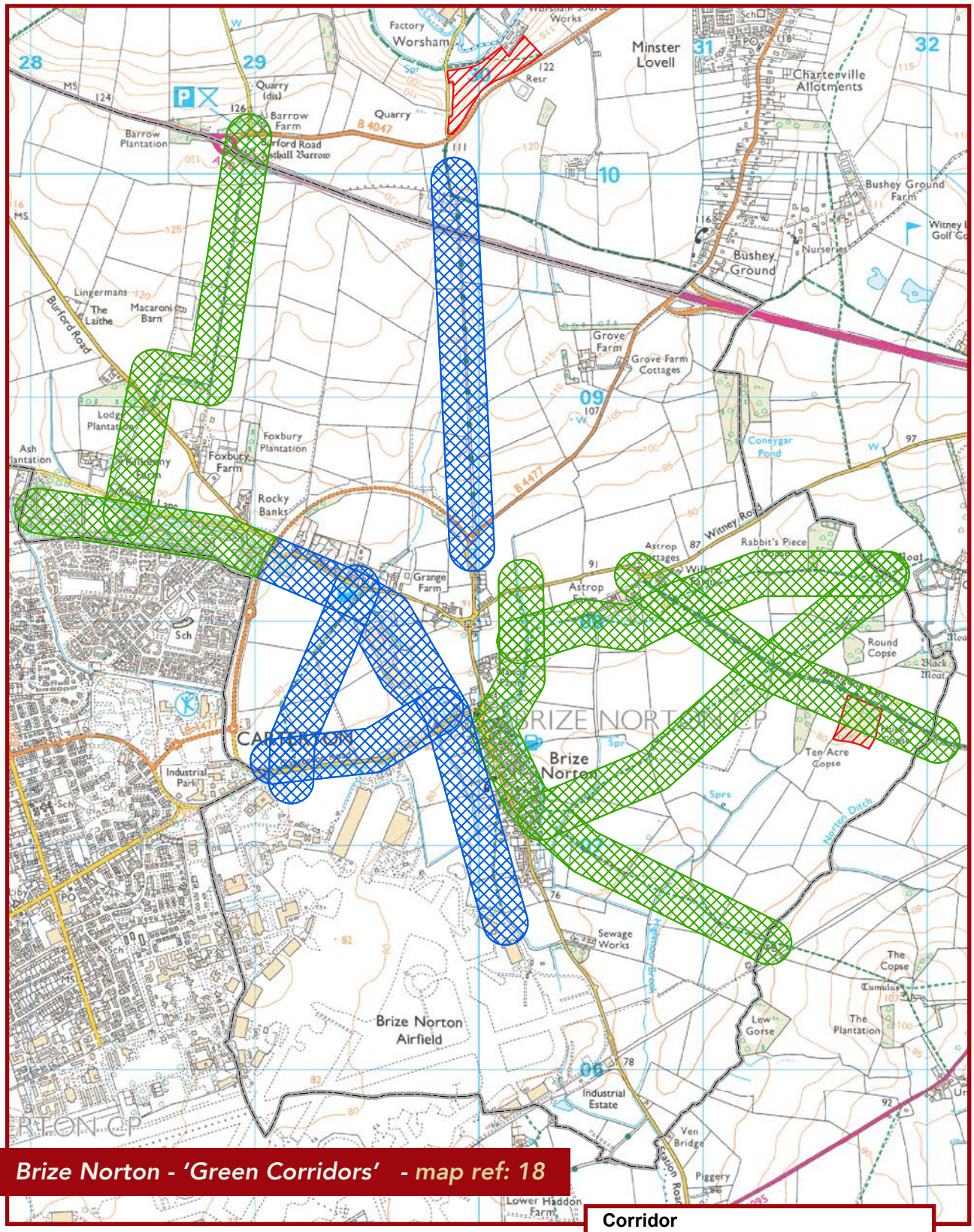
  These two areas contain part of PROW 143/3 and several footpaths which are not detailed on OCC's Definitive Map and Statement of Public Rights Of Way and therefore they are classed as Permissive Pathways.

A report has been obtain Thames Valley Environmental Record Centre (TVERC) and they have identified a network of green corridors within Brize Norton in accordance with NPPF Para 117 [2]. These corridors correspond to the various public rights of way and footpaths in the parish and are indicated on map
Ref 17 overleaf.

References: -

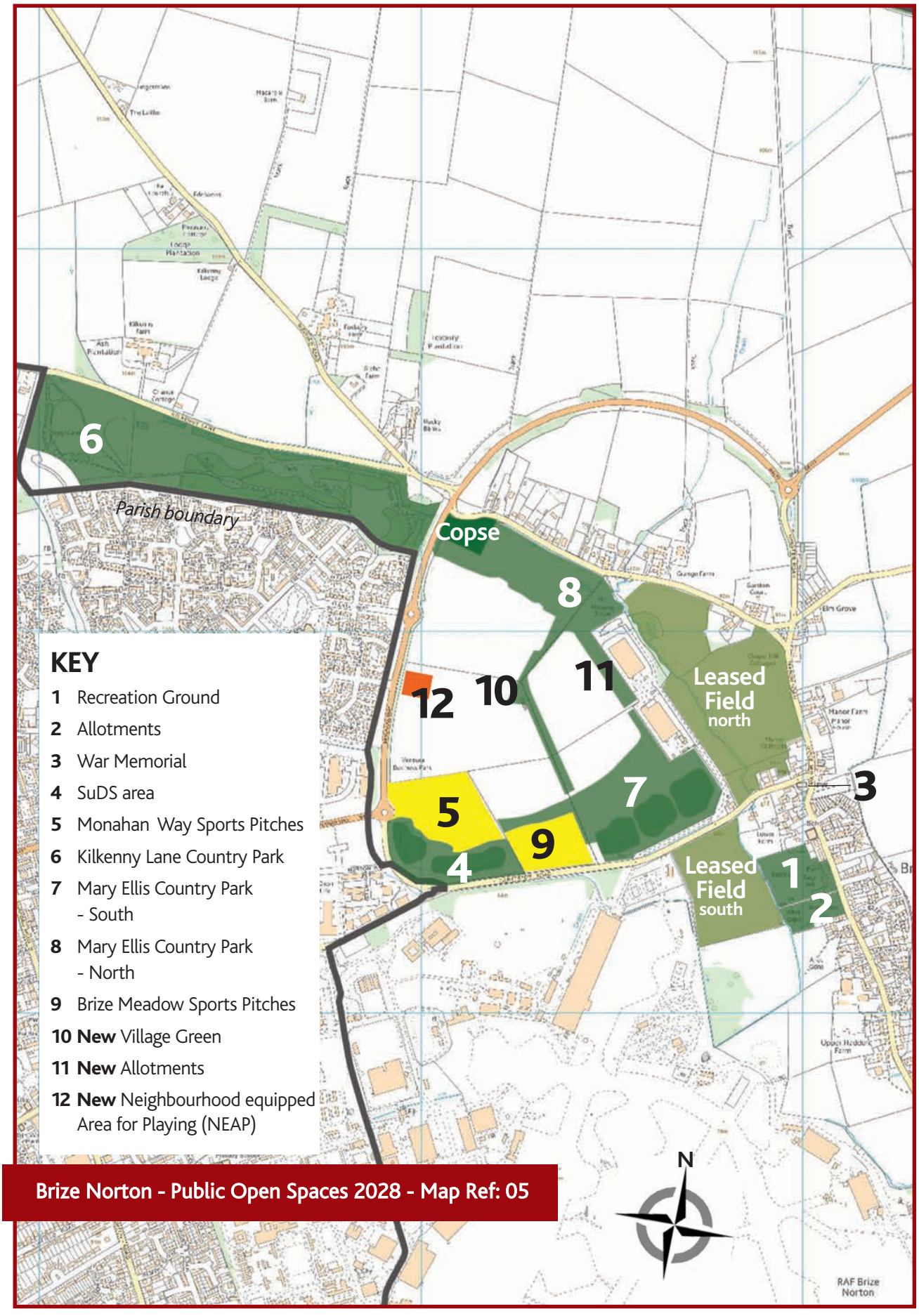
[1] Appendix 5 Section 6 Green Spaces Map ref 05
[2] Appendix 11 TVERC Green Corridors in Brize Norton

5 PUBLIC RIGHTS OF WAY AND FOOTPATHS



6 GREEN SPACES AND BUFFER ZONES

[Detailed information can be found in Appendix 06 Document F]



Brize Norton - Public Open Spaces 2028 - Map Ref: 05

6 GREEN SPACES AND BUFFER ZONES

PUBLIC GREEN SPACES
There are six existing public Green Spaces in the Parish as indicated on map ref 05. (Previous page)

These comprise of:

Area 1 Recreation Ground - Includes an enclosed children's play area in the north east corner and a row of 18 memorial trees along the north side, each one dedicated to a Brize Norton boy or man who gave their life in WWI
Area 2 Allotments

Area 3 War Memorial area

Area 4 Thames Water SuDS area

Area 5 Monahan Way sports pitches, pavilion and car park

Area 6 Kilkenny Lane Country Park

A detailed description of each area is detailed in Appendix 6 [1]

LANDSCAPE BUFFER ZONE
There will be three 'Green Spaces' created by Bloor Homes as part of the Brize Meadow development. In May 2021, BNPC proposed that the new Country Park area should be named 'Mary Ellis Country Park'. This motion was unanimously supported by the Community at the Annual Parish Meeting and has now been officially adopted by BNPC, Bloor Homes and WODC.
These areas are indicated on map ref: 05 as follows:

Area 7 Mary Ellis Country Park – south
Area 8 Mary Ellis Country Park – north

Area 9 Brize Meadow sports pitches

Please note that area 10 is a 'Village Green' and area 11 is the allotments on the east side of the development adjacent to the Tactical Medical Wing.

Area 12 On the western edge of the development, there will be a Neighbourhood Equipped Area for Play (NEAP).

A detailed description of each area is detailed in Appendix 6 [2]

LEASED BUFFER ZONE
As part of the agreement with Bloor Homes and Christ Church College Oxford, two existing fields in the Parish will be leased to BNPC for 150 years.

- Leased Field north - area between Manor Road and RAF Tactical Medical Wing (to the east of the development)
- Leased Field-south - area between RAF Brize Norton and the east side of the village, south of Carterton Road.

A detailed description of each area is detailed in Appendix 6 [3]

[1] Appendix 06 Document F Section 1
[2] Appendix 06 Document F Section 2
[3] Appendix 06 Document F Section 3

6 GREEN SPACES AND BUFFER ZONES



Gassons (Buffer Zone) looking south

7 SURFACE WATER COURSES, WASTEWATER AND FLOODING

[Detailed information can be found in Appendix 06 Document G]

SURFACE WATER COURSES

Surface Water enters the village from three sub-catchment areas situated in the 'west', 'north west and north' and 'north east' of the Parish plus a significant area of RAF Brize Norton.

These water flows gradually combine in a 'funnel effect' through a series of roadside and field ditches, and culverts towards the south of the village, combining with the surface water emanating from the village itself. All this surface water meets at a single location in the south of the village (WC11 indicated on map ref:19) and thereafter, flows southwards to Bampton. [1]

To avoid flooding, careful management of these ditches and culverts by the relevant authorities, riparian owners and MOD is essential as any blockage or restriction will cause the water flow to back-up and cause localised flooding.

As part of the Planning Approval for Brize Meadow, there will be new 'off site' attenuation ponds (SuDS) installed on Monahan Way (WC4), Burford Road (junction of WC3 and WC4) and in field east of Manor Road (WC8). When these are combined with the 'on site' attenuation ponds controlling the surface water flow from Brize Meadow (adjacent to WC2), the flood risk to the village will be mitigated. Locations of the SuDS are indicated on map ref 19.

WASTEWATER

Wastewater enters the Parish from two locations: -

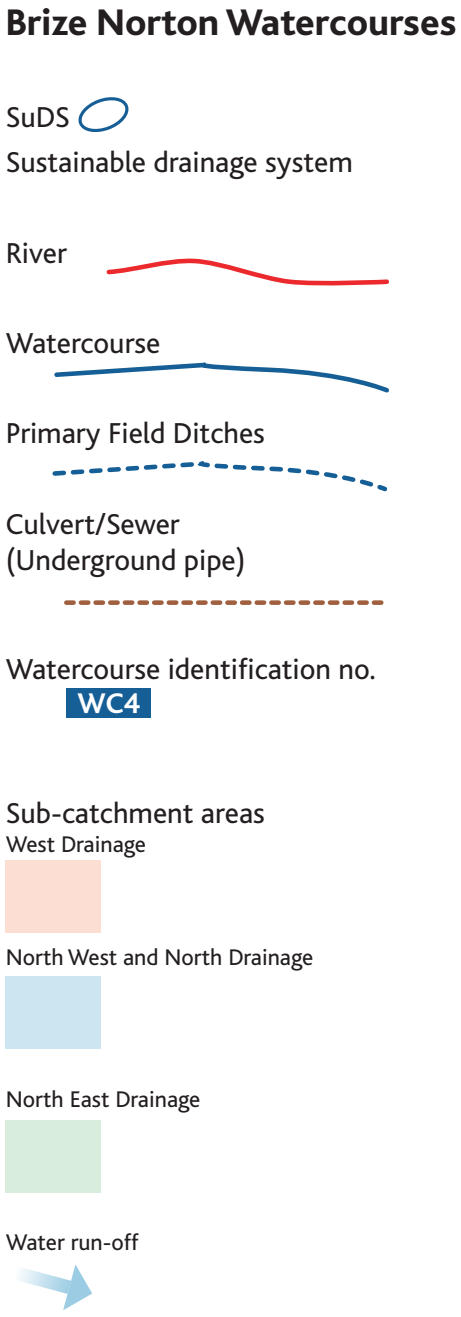
a) from the west - Shilton Park development in Carterton
b) from the north east - Minster Lovell village.

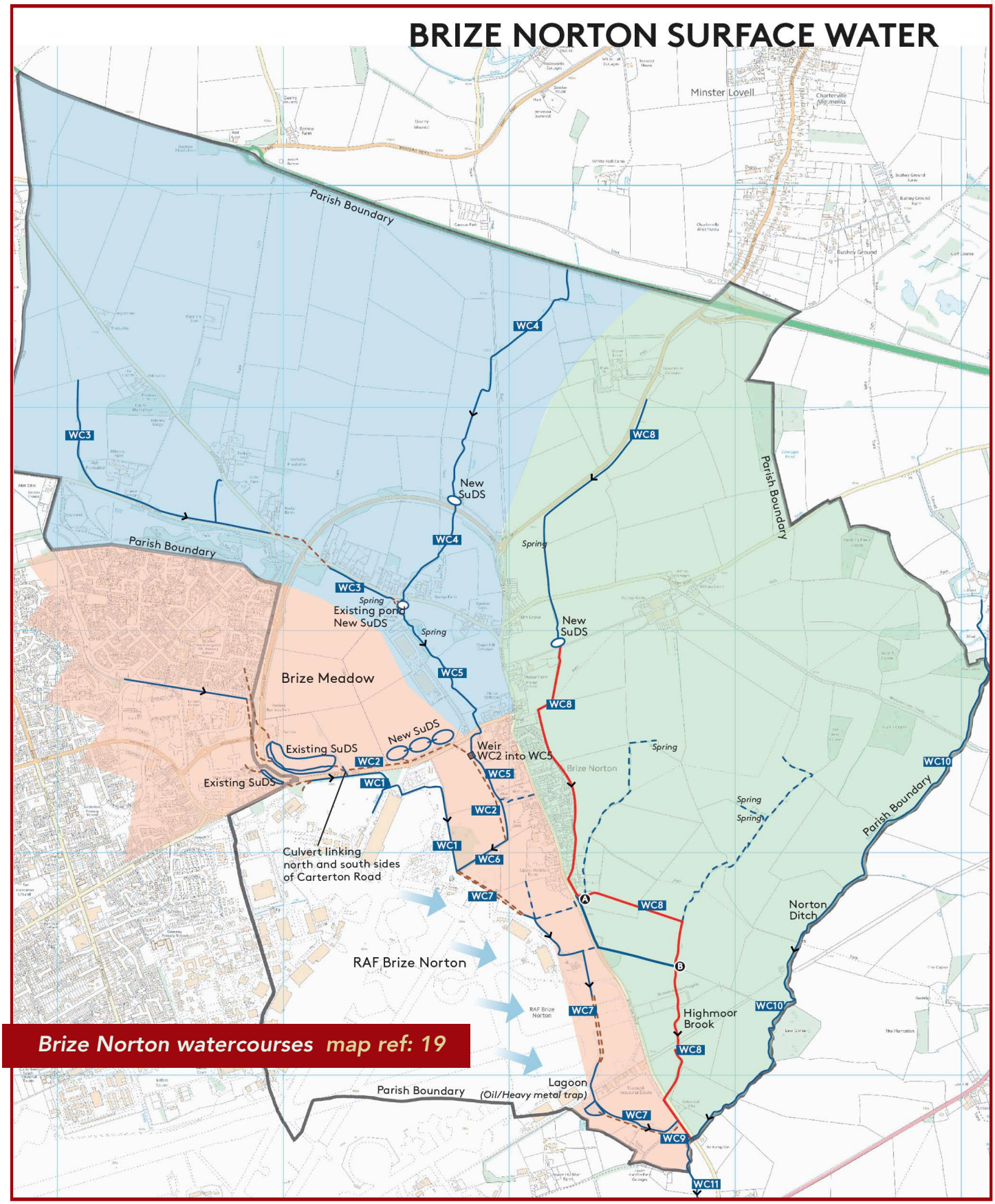
The wastewater from Shilton Park, flows through a sewer along the north side of Carterton Road and then southwards through the fields on the west side of the village.

The wastewater from Minster Lovell flows through a sewer southward through the fields on the east side of the village.

Wastewater emanating from the village flows through a series of sewers towards the south.

All three sources of wastewater join up in the south of the village and then onwards to a sewerage pumping station (SPS) which is situated on the east side of Station Road outside the village boundary but within the Parish. From this SPS, the wastewater is pumped via a rising main to the Witney sewerage treatment works (STW). [2]





Brize Norton watercourses map ref: 19

7 SURFACE WATER COURSES, WASTEWATER AND FLOODING

Currently, the housing in Brize Meadow is connected into the Brize Norton system which is exasperating the overloading of the SPS. However, it is anticipated that a new SPS on the south side of Brize Meadow will become operational by June 2021 and wastewater from here will be pumped towards the Carterton sewerage treatment works.
NB: Actual date of SPS becoming operational was August 2023

FLOODING

Flooding has been a recurring issue in the village and this has been exacerbated since the mid 1990's with the construction of Shilton Park on the western boundary of Brize Norton. Although flood alleviation work began in 2004 to offset this development, flooding still occurred in 2006.

However, in 2007, there was an exceptionally wet May and June with rainfall up to 195% of the long-term average. This led to 56 properties being flooded of which 32 claimed Flood Damage Grants. This flooding also seriously affected RAF Brize Norton. In addition to the 2004 flood alleviation works, this event led to an additional £207,000.00 being spent on further alleviation works.

Despite all these works, in periods of heavy or sustained rainfall, flooding still occurs in the village, the latest being in December/January 20/21 [3]

Even with ongoing basic maintenance to the sewerage system, in periods of prolonged or heavy rain, surcharging occurs in the fields to the west and east of the village as well as various locations within the village, especially at the south end. This is caused by a severe lack of capacity of the rising main between Brize Norton SPS and Witney STW combined with ingress of surface water into the wastewater system.

BRIZE NORTON PARISH COUNCIL VIEW

Surface Water
Any developer will have to demonstrate that any additional surface water caused by a new development will not increase the existing run-off rate and will actually be designed to deliver a betterment over the existing greenfield run-off rates.

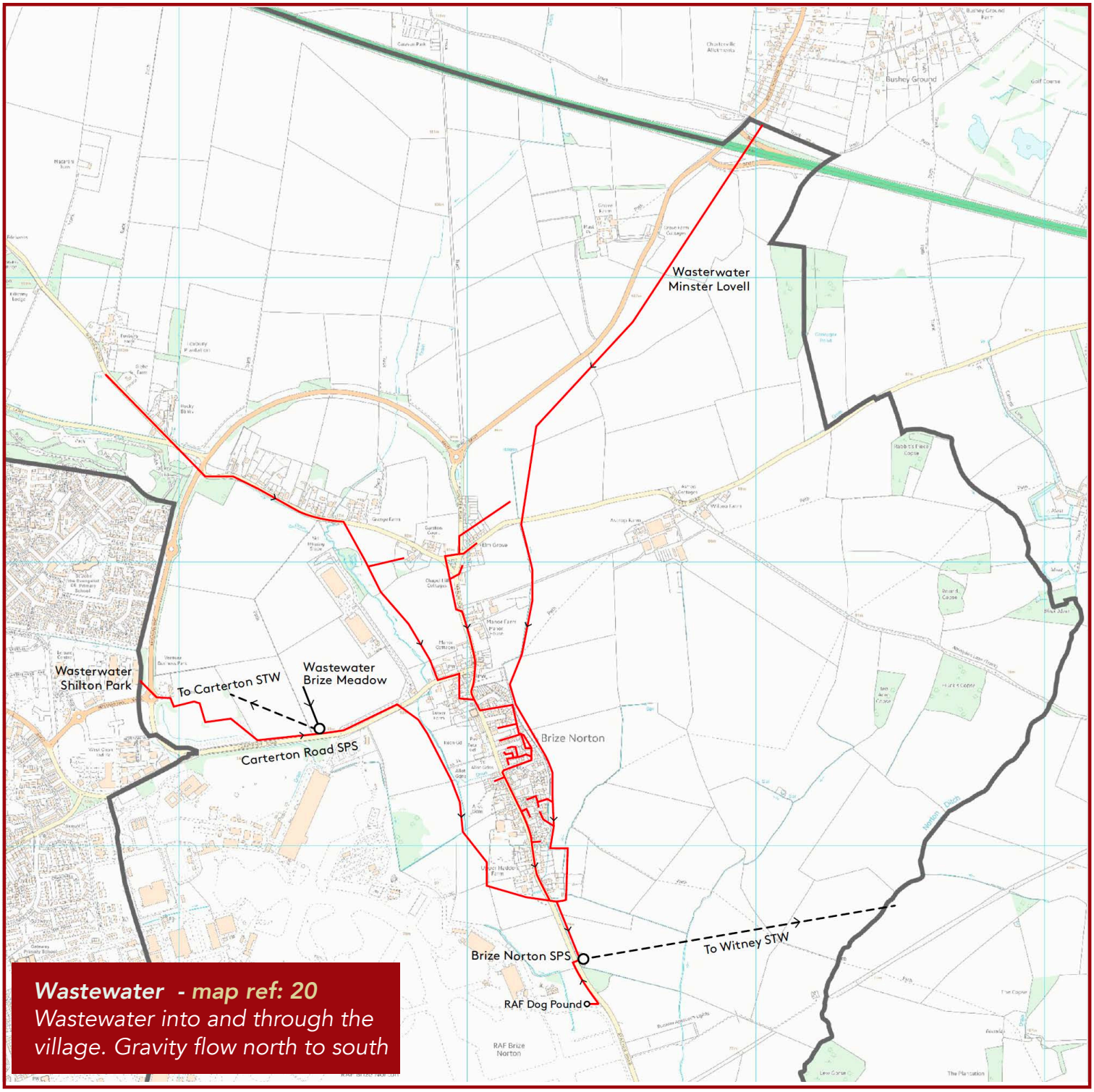
Wastewater
Any new development will have to be granted permission from TW and WODC before any connection can be made to the existing wastewater system. BNPC expect that any future development will deliver a betterment to the existing gravity wastewater sewerage system in line with the surface water requirements.

References: -

[1] Appendix 06 Document G Section 1- Surface water
[2] Appendix 06 Document G Section 2 - Wastewater
[3] Appendix 06 Document G Section 3 - Flooding

7 SURFACE WATER COURSES, WASTEWATER COURSES AND FLOODING

WASTEWATER



Wastewater - map ref: 20
Wastewater into and through the village. Gravity flow north to south

8 RAF BRIZE NORTON, ITS HISTORY AND IMPACT ON THE VILLAGE

[Detailed information can be found in Appendix 06 Document H]

RAF Brize Norton has been an integral part of village life since it arrived in 1935. Despite the size of the base and the fact that 42% lies within the Parish of Brize Norton [1], it has little physical impact on the village. The only two elements which can be directly attributed to the base are repatriations and traffic. [3]



RAF Brize Norton - Main gate

PHYSICAL IMPACT

REPATRIATION

On a repatriation day, Station Road has a 'no waiting' restriction applied during the afternoon. Station Road, Carterton Road and Norton Way are then closed to traffic for a short time to allow the cortège to pass through unhindered to the Remembrance Garden in Norton Way, where it stops for a short period to allow family, members of the armed forces, local dignitaries, British Legion, and parishioners to pay their last respects. The village is also represented by the British Legion outside The Chequers Public House and many villagers line the road to pay their respect.

These road closures may cause a short-term inconvenience to some, but the majority of the residents living in the vicinity of Station Road and Carterton Road consider it an honour that the cortège passes through their village. Fortunately, repatriations are less frequent now.

TRAFFIC

There are 7,236 people employed at RAF Brize Norton many of whom, either live on the base or in Carterton. However, many choose to live away from the base, especially those who have transferred from RAF Lynham and their only means of commuting is by car. Even though the service people and supporting civilians work on a three-shift pattern, there is a large number of cars entering and leaving the base, many of which pass through the village which adds to the traffic issues described in the Highways Report. [2]

There are flashing red lights on Station Road adjacent to the east end of the runway which are owned by the MOD and controlled by RAF personnel in the control tower. They are used to stop the traffic passing the end of the runway when aircraft are either taking off or landing over this section of Station Road.

QUALITY OF LIFE

However, RAF Brize Norton does have a major influence over the quality of life in the village which is caused by noise, air and light pollution.

NOISE POLLUTION

Noise pollution is a 'way of life' for those people living in the surrounding villages to the base including Brize Norton. However, unlike a commercial airfield where there are constant aircraft movements between 6am to 11pm, the base has 'peaks and troughs' of aircraft movements. The peaks are normally between 7:30 am to 10:30am and again from 4:30pm to 7:30pm but there can be aircraft noise experienced during any other periods.

Due to the global role played by the RAF, there are some days where there appears to be little or no aircraft noise throughout the day, which can last for several days. However, there are other times where noise seems to be almost constant.

One major significant noise pollution that occurred in 2011 was when the Hercules aircraft were transferred from RAF Lynham to RAF Brize Norton. Unfortunately, the working practices relating to the Hercules C130 aircraft employed at the less populated location of RAF Lynham were continued at the more heavily populated areas surrounding RAF Brize Norton.

This practice involved engine ground running (EGR) throughout the night. There was a public outcry which led to the RAF completely re-appraising how they managed their fleet. No EGR can now take place between 11pm and 7am unless operational requirements deem it to be absolutely essential and even then, it has to be approved by approved by a senior officer. [3]

8 RAF BRIZE NORTON, ITS HISTORY AND IMPACT ON THE VILLAGE

Additional noise control measures have also been put in place to mitigate the effect of noise pollution to the surrounding villages. The introduction of new, more efficient aircraft (A400M and Airbus Voyager) has also mitigated the noise pollution. It is also noticeable that noise pollution at weekends has reduced over the years. However, there are two new noise pollutions which are of concern to the community. The first is the barking of dogs which is a lot more noticeable since the dog pound was moved to an enclosure near to the south of the village in Station Road. The second is the 'drone' throughout the night caused by Auxiliary Power Units (APU). These are used when aircraft are standing on an apron in a remote location where there are no power supplies available.

Interestingly, according to the Community Survey, more people considered that traffic noise had a greater anti-social impact than aircraft noise (60% vs 57%)

VISUAL IMPACT
Despite strong opposition from BNPC and residents of Brize Norton, especially those along Burford Road and in Brize Meadow, planning permission was granted for the construction of a 33M high radar tower in the north west corner of the Tactical Medical Wing (TMW).

AIR POLLUTION
Air pollution has dramatically reduced over the years, predominately because of the introduction of modern aircraft. However, occasionally, the smell of aircraft fuel does float across the village, mainly in conditions of no wind or high air moisture content combined with an aircraft being held at the end of the runway for an extended period.

LIGHT POLLUTION
RAF Brize Norton is an operational airbase and is the largest transport facility in the UK. It is therefore a necessary requirement that it operates with the highest level of security and as such, it has the latest LED floodlighting. Not only does this wash the night sky with light, two of the towers have some of the floodlights pointing westwards towards the village and north westwards towards the B4477.

SURFACE WATER
There is one further element under the control of RAF Brize Norton which could have serious effects on the village and the base itself. This is the management of the water course ditches and culverts that pass through, and under, the base.

It can be seen from Appendix 7 Section 1, [4] that a vast amount of surface water which emanates from Shilton Park, West Oxfordshire Business Park, Northwood Crescent drainage ditch, the tracts of land in the north west and north of the village and now the new Brize Meadow development in the west of the village, all pass through the base, predominately in underground culverts. Some of the surface water emanating from the base also flows into this network. With this in mind, it is essential that these water courses are maintained to the highest possible standards to ensure the water flow is not impeded. (One example of bad practice was finding a 40-gallon fuel drum blocking a culvert!) Any restriction to water flow, especially in times of heavy or prolonged rain fall, could cause the water to back-up and, according to where the blockage is, cause flooding to the village or even the base itself.

With all of the above factors in mind, a group comprising of representatives from RAF Brize Norton, Defence Infrastructure Organisation (DIO) and local communities, known as the 'Local Consultation Working Group (LCWG), meet biannually and have the opportunity to bring issues and resolves to the table for discussion.

References: -
[1] Appendix 06 Document H Section 2 MOD Land Areas [2] Appendix 06 Document D Section 1 Highways Report
[3] Appendix 06 Document H Section 3 Local/Night Flying and EGR Noise Abatement Procedures
[4] Appendix 06 Document G Section 1 Surface Water

9 EVOLUTION OF THE BUILT ENVIRONMENT

[Detailed information can be found in Appendix 06 Document I]

The evolution of the village is divided into three eras thus: -

1) Pre-1926
2) 1926 to 1971
3) 1972 to present

Introduction

Brize Norton is classified by West Oxfordshire District Council (WODC) as a 'linear and dispersed village' [1]. The 'linear' part of the village extends for 1.6 miles from Station Road in the south, Manor Road in the centre and onto Burford Road in the north-west. There are a small number of dwellings located on Carterton Road to the west, Elm Grove to the east and Minster Road to the north. The 'dispersed' part of the village comprises of outlying dwellings and farmhouses outside of the settlement area to the south, north west, north, and east of the village.

Although there are references to ancient Roman roads in the area [2], there is no definitive evidence of dwellings in the village during the first millennium. However, Brize Norton village was first recorded in the late 11th century (1086) and is mentioned in the Doomsday Book as a 'stable and settled village'.

As noted above, the built environment of Brize Norton can be most usefully described as having evolved in three main eras:

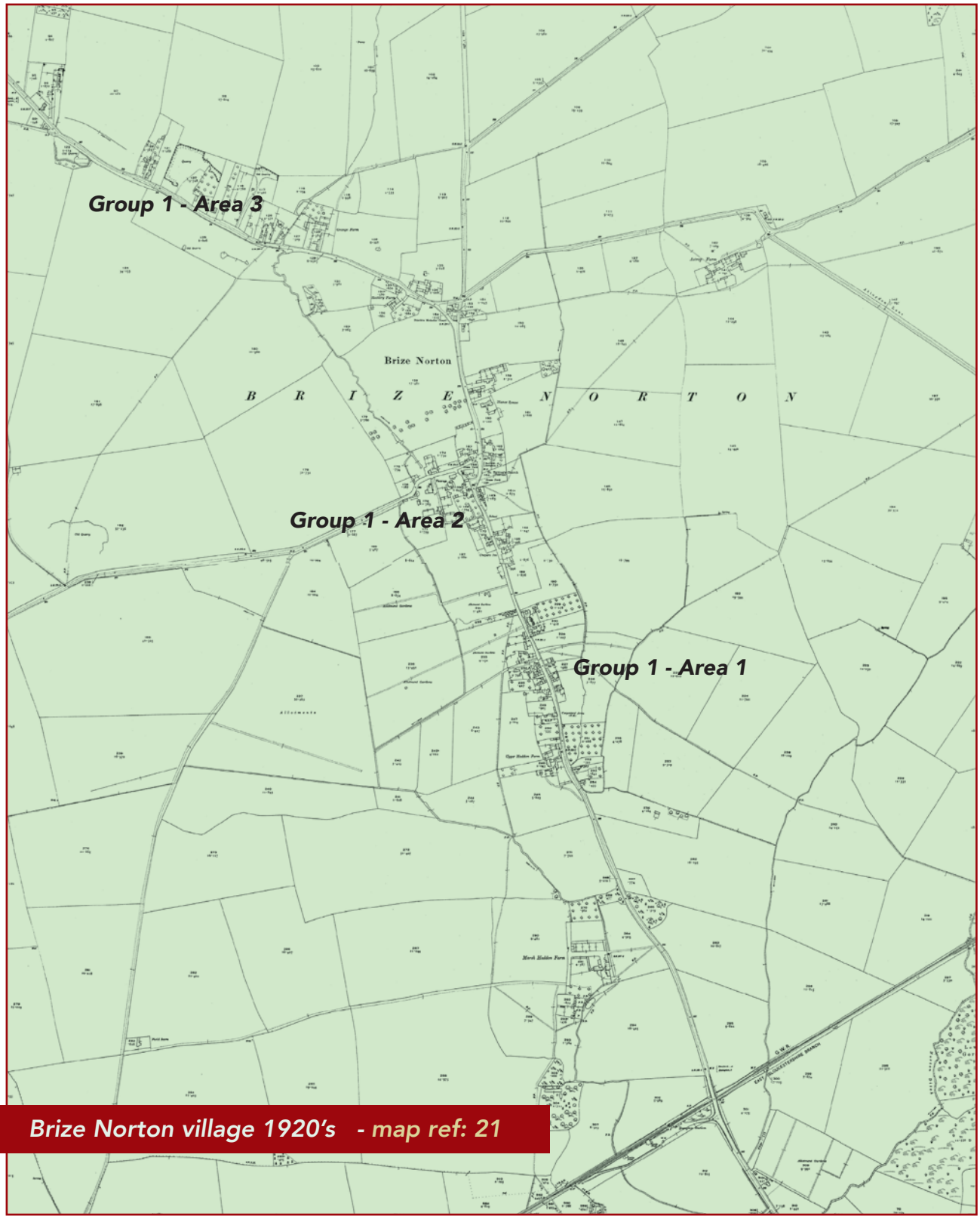
Group 1 Pre 1926
Group 2 1926 to 1971
Group 3 1972 to present



Marsh Haddon Farm

9 EVOLUTION OF THE BUILT ENVIRONMENT

1) Group 1 Pre-1926 Built Environment



Brize Norton village 1920's - map ref: 21

By the 20th century, the village had effectively grown into three distinct areas, each with its own farm houses, workers cottages, public house and shop.

9 EVOLUTION OF THE BUILT ENVIRONMENT

Group 1 - Area 1
In the South of the village, the main farms were Marsh Haddon (now demolished - image page 31) and Upper Marsh Haddon (Lower Marsh Haddon farm is in the Parish of Bampton). Serving these farms and the local workers cottages, were The Carpenters Arms Public House (also known locally as The Axe) and a shop at 67 Station Road (previously known as Bampton Road).

The village blacksmith was also based in this area (now Anvil Croft, 64 Station Road) and the wheelwright was based opposite in the row of cottages.

Mention must be made about a very special gravestone in the churchyard to commemorate John Silman, who was the village blacksmith from 1760-1830, which has the following epitaph: -

My sledge and hammer lies declin'd
My bellows too have lost their wind
My fire's extinct my coals decay'd
And in my dust my vice is laid
My days are spent my glass is run
My nails are drove my work is done

In 1873, the East Gloucestershire Railway (later GWR and finally BR) came to Brize Norton, the station being on the southern boundary of the village near Marsh Haddon Farm. The railway eventually closed in 1962 under the 'Beeching axe'. The station was originally known as 'Bampton' station even though it was in the Parish of Brize Norton. In 1940, due to the proximity of the new RAF base which opened in 1937, it changed to 'Brize Norton and Bampton' station.

The old station has now become the thriving Viscount industrial estate, while the track runs through privately owned ground and unfortunately, forms no accessible link to the south of the village. (Other than where the PROW (143/5) crosses the old track).



Brize Norton and Bampton Railway Station

9 EVOLUTION OF THE BUILT ENVIRONMENT



The 'Poor's' Plot

A field in the south of the village, behind Colebrook Villa, was gifted to the church in 1776 and the management of it was taken over by the Parish Council in 1895. This was originally used as allotments but is now rented out to a farmer. Income from this rental is distributed to nominated widows and pensioners in the village [3]

Group 1 - Area 2
In the central area of the village there were four farms, Squires Farm (now demolished), Moat House Farm (now known as Church Farm), Homestead and The Manor (N.B. The building now known as Manor Farm is a 1970's barn conversion. This barn, along with other farm buildings, formed part of the Manor Farm estate with The Manor House changing its original role from a Manor House to farmhouse).



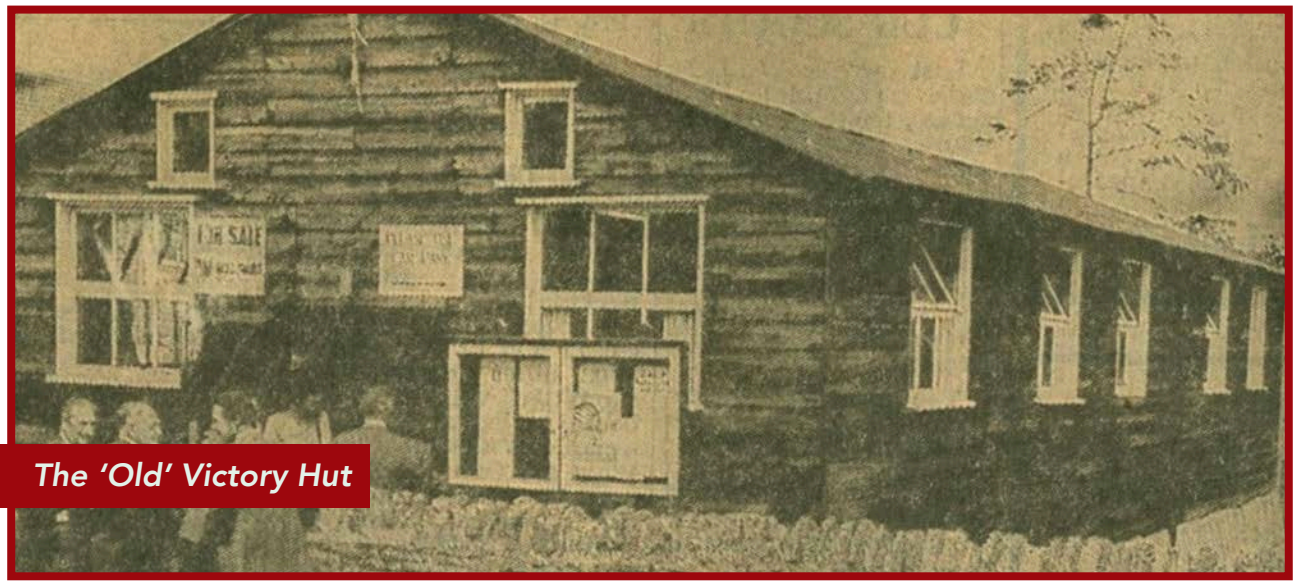
The Manor House

Serving this central area was The Chequers Public House in Station Road, a Post Office and shop, both in Manor Road and the village bakery on the opposite corner.

Also, in the central area, is the village church, St Britius, (some parts of which date back to the 11th century), the village school (built with local quarried stone, donated by Mr Joseph Timms in 1875, and opened on 8th May 1876) and The Manor House.

9 EVOLUTION OF THE BUILT ENVIRONMENT

In 1921, a village hut was built on a parcel of land which was on the east side of Station Road, north of The Chequers Public House. This hut was ex-army and cost £100.00 to purchase and was known as 'Victory Hut' to commemorate the end of WW1. The Morley family owned this land but in 1948, they gave it to the trustees



The 'Old' Victory Hut

Group 1 - Area 3
In the North-West of the village, the main farms were Old (now know as Garston Court), Rookery, Grange, Glebe and Kilkenny. Serving these farms was The Masons Arms Public House with adjacent shop and bakery in Burford Road.

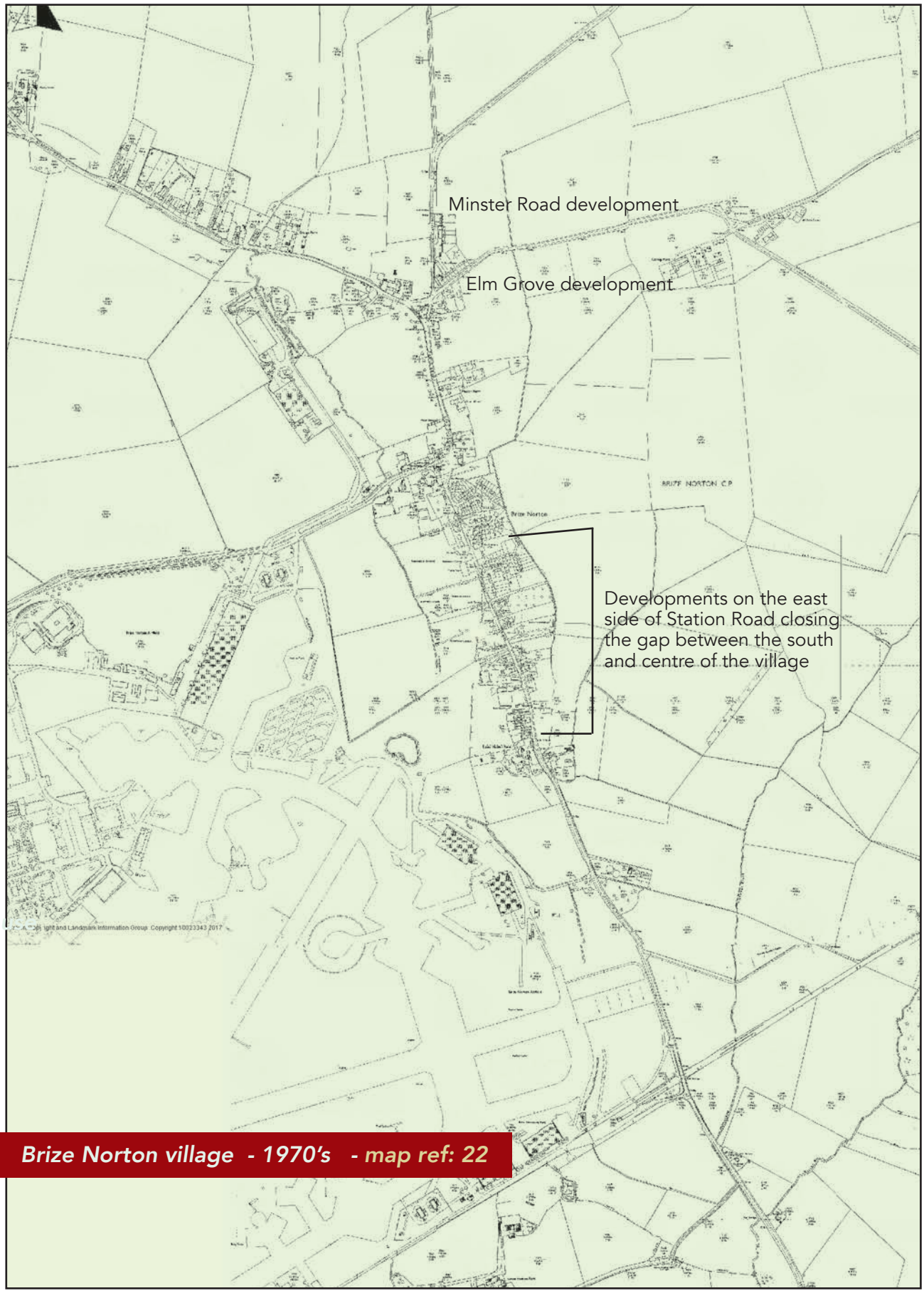
Further to the west, there was another shop in one of the old malt houses (now demolished) which served fruit, vegetables and wet fish.



The 'Masons Arms' and village pond

9 EVOLUTION OF THE BUILT ENVIRONMENT

1) Group 2 1926 - 1971 Built Environment



Brize Norton village - 1970's - map ref: 22

9 EVOLUTION OF THE BUILT ENVIRONMENT

In 1926, in the north of the village, ten 'Social Housing' houses, known as 'Council Houses' in period, were built in Elm Grove. This was followed soon after with the construction of a further nine houses in Minster Road. After the end of the second world war, the village centre dramatically increased in size with the building of 'Council Houses' in the newly built Cul-de-Sac, Daubigny Mead and 'Council Bungalows' in the new Cul-de-Sac, The Fosseway and Squires Close. Further Council Bungalows' were built in Station Road. A small number of private houses and bungalows were also built in Station Road and Burford Road.



Elm Grove



The Fosseway



Squires Close

Without the strict planning restrictions that are in place today, these houses and bungalows were not sympathetically built to the character of the surrounding traditional Cotswold stone buildings.

In 1948, a field on the west side of Station Road opposite the Chequers PH, which was known as 'The Benny', was leased to BNPC by Christ Church College Oxford for use as a recreation ground.

In 1962, the railway station closed, and the land was slowly developed as an industrial park. (Viscount Court)

In 1966, BNPC purchased the dilapidated property Elder Bank Cottage and its associated land from Christ Church College Oxford for the sum of £75.00. This plot was on the west side of Station Road opposite the entrance to The Fosseway and was surrounded on three sides by the leased recreation ground. By 1968, the Council had cleared the site and a car park was formed for use by visitors to the recreation ground, allotments and Victory Hut. This project cost £1,185.00

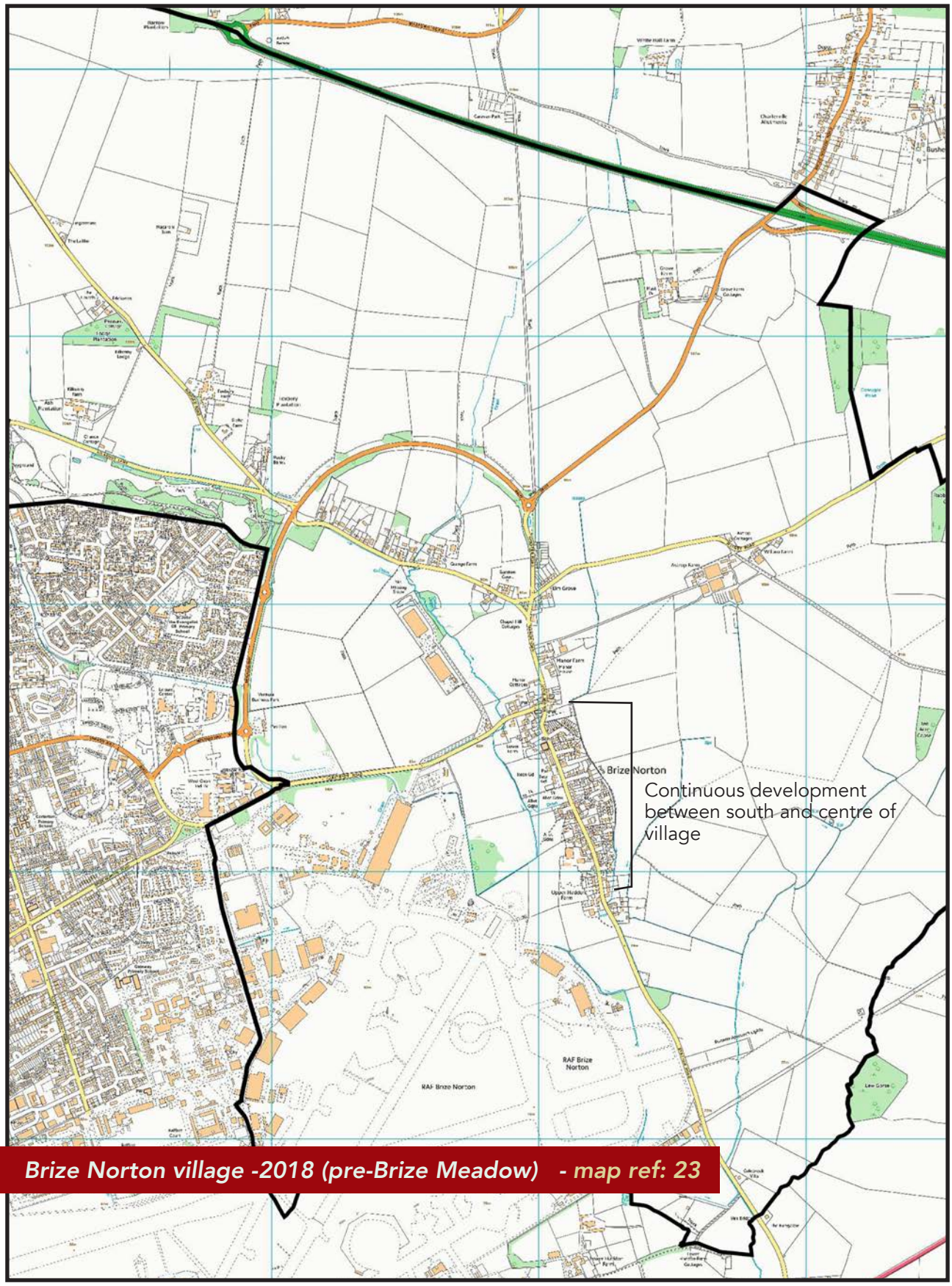
In 1969, the Council built a tennis court on the leased recreation ground adjacent to the car park at a cost of £1,200.00

A Sports Pavilion was built by BNPC on the leased recreation ground at a cost of £1,500.00 which, due to the generosity of Mr A K Timms, represented a saving of £1,000.00. The Pavilion was officially opened in July 1970.

Also, in 1970, BNPC purchased the leased recreation ground from Christ Church College Oxford for the sum of £2,500.00.

9 EVOLUTION OF THE BUILT ENVIRONMENT

3) Group 3 1972 to Present Built Environment



Brize Norton village -2018 (pre-Brize Meadow) - map ref: 23

9 EVOLUTION OF THE BUILT ENVIRONMENT

The developments built from 1972 onwards, extended the southern area of the village (Honeyham Close and Station Road) and merged it with the central area of the village (South Mere, Chestnut Close, Chichester Place and Station Road) and were built in a style which was more sympathetic to the character of the original village. These developments have now created continuous housing between the southern entrance to the village and the church in the centre with the exception of the allotments and recreation ground areas. The only exception to this, is the style of four new 'affordable' homes in The Fosseway which, due to their location, reflect the character of the adjacent bungalows and houses which were built in the 1926 – 1971 period.

In this period, several rows of 'meagre cottages', some being 'one-up, and one-down' were joined up to form larger single dwellings. Examples in Station Road include Field View (was three cottages), The Swinney's (was two cottages) and Willow Cottage and The Willows which was originally a row of five cottages.

Also, in this period, numerous agricultural buildings were converted into habitable dwellings, all the local shops ceased trading and The Carpenters Arms Public House became a B&B.

The village blacksmith, which had moved from 64 to 50 Station Road where he was joined by the wheelwright in the early 50's, moved to bigger premises away from the village.

In 1980, the Victory Hut closed and a new village facility called 'Elder Bank Hall', opened. It was built on the land to the west of the original car park which meant the tennis court had to be re-sited to the south side of the new hall.



The Elder Bank Hall

In 1981, the trustees sold the land on which Victory Hut stood, for £7,500.00 and gave the funds to the Elder Bank Steering Committee. A new house now stands on this plot of land.

[1] WODC Design Guide section 5 – Settlement Type
[2] British History On Line, Volume 15, Bampton Hundred (Part 3) – Brize Norton – Early Roads Old Brize Norton ISBN 1-870519-68-X Chapter 8 Ting Tang Lane & the Northern End
[3] Appendix 06 Document A Section 5 Poors Plot

10 ASSESSMENT OF BUILT ENVIRONMENT CHARACTER GROUPS

[Detailed information can be found in Appendix 06 Documemnt J]

The village today comprises of 382 domestic dwellings of which 359 are within the village boundary [1] and were constructed in three distinct periods. As noted above, the built-up area of the village has been divided into three distinct Character Groups for the purpose of this analysis

Group 1 Pre 1926 (130 domestic dwellings of which 23 are conversions)

Group 2 1926 to 1971 (115 domestic dwellings)

Group 3 1972 to present (114 domestic dwellings)

Assessment of Character Group 1 Pre 1926
Dwellings from this era date from the origins of the village (noted in the Doomsday Book 1086) through to the early 20th Century. They were built from locally sourced materials and 107 buildings from this group are still in use today as domestic dwellings. This group also includes agricultural buildings (21), gas works and Methodist Chapel which were constructed in this era but have subsequently been converted into habitable dwellings (23 total) during the Group 3 era.

Buildings in this group have a 'warm, natural and soft' appearance, the walls being built out of local 'irregular shaped' Cotswold stone to form a 'random rubble built to courses' wall pattern and either thatched or Cotswold stone tiled roofs. Due to the natural aging process, there are very few dwellings with their original roofs and therefore, the majority have been replaced with a modern material. However, some of the latest roof replacements have used a new type of tile which replicates the style and character of the original.

Many of the buildings still retain their original lintels, either wood or stone blocks with a centre 'key stone'. However, because of the aging process, many of the buildings have had their lintels replaced.

The style and character of the converted buildings which were built as barns, stables etc. remain in the form as they were originally constructed in this period but have been sympathetically improved to enable them to become habitable dwellings during the Group 3 era. These clusters of conversions are in the south, centre and north west of the village.

Buildings in the Group 1 era vary greatly both in size and form and how they are distributed throughout the village. The majority of properties in the south and centre of the village are built in a denser layout. However, moving northwards up Manor Road and Burford Road, the properties take on a larger form and sit within more generous plots of land.

There are three exceptions in the village to the general style and character of Group 1

1) Colebrook Villa, which is on the southern edge of the Parish Boundary on the east side of Station Road and was built by The East Gloucestershire Railway for their station master. It is in the Edwardian style with red brick ground floor and rendered first floor elevations.

2) Poplars, which is on the north side of Carterton Road opposite the church, is constructed from Cotswold stone but has high windows and ceilings. It has dressed stone corners and window surrounds to the front elevation so feels to be more in the Georgian or 'box villa' style.

3) The Old Vicarage, which is on the south side of Carterton Road, sits in a very large plot and is in the Gothic style. Due to numerous extensions that have been added over the years, it has multi-pitch roofs.

The buildings in this period were not constructed with a linear layout in mind as they have a much more 'random' approach to their locations.

The Building Densities in this group vary dramatically because the dwellings range from terraced farm workers' and artisans' cottages to individual farmhouses.

The majority of the more densely populated dwellings are in the south of the village but there are small clusters close to the church, around Chapel Hill and on Burford Road, west of Monahan Way.



Station Road

The more densely populated areas range between an average of 7 to 14 dwellings per acre (dpa). There are larger dwellings throughout the village and these less densely populated areas range between an average of 2 to 6dpa.

Due to the proximity of the converted dwellings to the main property they relate to, with the exception of Grange Farm, they have been combined together to calculate the density. The more tightly knitted groups (Homestead, Garston Court and Grange Barns) have an average housing density of 8dpa whereas the conversions that sit on larger plots of land (Upper Haddon, Church Farm and Manor Farm) have an average of 4dpa [2].

10 ASSESSMENT OF BUILT ENVIRONMENT CHARACTER GROUPS

Assessment of Character Group 2 1926 to 1971
Dwellings in this era were predominately 'Council' houses and bungalows but some private houses were also built in this period including some along Burford Road. These properties were predominately built in the centre and north of the village which led to some of the open spaces between the centre and south of the village to disappear. 115 domestic dwellings were built during this period.

The 'Council' houses built in the centre and north of the village in this era have a similar building density with each other whereas the private housing, especially in Burford Road, sit within larger plots of land.

Buildings in this group were built in the conventional style for this period but they gave no consideration to follow, or even compliment, the style and character of the original village as they were built out of standard pattern house bricks with tiled roofs and some had rendered elevations. The layout of most of these developments take on a far more linear approach.

The first 'social' houses to be built in this period were on open land to the north of the village in Elm Grove and Minster Road . They were built as either terrace or semi-detached and followed the line of the roads.

In the centre of the village to the east of Station Road and south of The Chequers Public House, a new cul-de-sac named The Fosseway was formed. This development consisted of terraced and semi-detached 'Social' Bungalows' built with a grey-buff coloured brick. It also extended southwards into Station Road closing the gap to the Group 1 houses in the south of the village. The four southern-most bungalows changed style from brick to rendered elevations.

On the east side of Station Road to the north of The Chequers Public House, a Group 1 house called 'The Squires' was left intact but the building behind, known as Squires Farm, was demolished (1965) and a new close called Squires Close was formed. Detached and semi-detached 'Social Bungalows' were built using sand buff coloured bricks.

The last 'new cul-de-sac' to be built in this period was again built on the east side of Station Road between Squires Close and the Group 1 cottages opposite the church and was called Daubigny Mead. Terraced and semi-detached 'Social Houses' were built using sand-buff coloured bricks with some of the houses on the south side having tile hanging to the first floor.



Daubigny Mead

The houses constructed in this period started to close the gap between the south and centre of the village to provide the look and feel of a 'linear settlement' with two distinctive styles of construction.

There were other individual private houses built during this period, predominately to the south of the school on the west side of Station Road and along the north side of Burford Road. The MOD also built a pair of red brick semi-detached houses in Carterton Road.



Karimar - Burford Road

The majority of the dwellings in this group are in the centre (Daubigny Mead, Squires Close and Fosseway) and north of the village (Elm Grove and Minster Road).

The density of these properties range between an average of 7 to 10dpa.

Additionally, in this 'character era', there were a small number of individual properties built in the village, but the majority were built on Burford Road. Due to the size of individual plots, these less densely populated areas range between an average of 1 to 7dpa. [2]

10 ASSESSMENT OF BUILT ENVIRONMENT CHARACTER GROUPS

Assessment of Character Group 3 1972 to present

Dwellings in this era were more sympathetic to the style of the original buildings but were constructed from modern 'reproduction' materials. 114 domestic dwellings have been built in this period.

The final larger-scale housing developments were built in the Group 3 era which consisted of a mix of affordable and private houses. They were predominantly built in the remaining open fields on the east side of Station Road. Apart from the allotments and recreation ground, the village now consists of continuous housing between its south entrance and the central area surrounding the Church. Additional housing was also built on the north side of Burford Road which again, has led to continuous housing along the majority of this road.

Buildings in this group, although in the style of the original Cotswold stone dwellings, are constructed from modern 'reproduction' materials using a more 'regular' shaped brick to form 'squared rubble coursed' walls. These buildings follow the linear feel of the Group 2 houses.

The housing built in the Group 3 era varies in density according to location. The larger scale developments built between the south and centre of the village have a higher density in line with modern building practices compared to the larger houses built in the south of the village which sit within larger plots of land.

The original barn known as 'Barnes's barn' in Station Road was demolished which allowed Chichester Place to be built.



Chestnut Close

A large Chestnut tree in Station Road, which laid to the north of the three story building known as 'Chestnuts', was cut down which allowed Chestnut Close development to be built, which also includes three houses in Station Road.

It is interesting to note that the houses in Chichester Place and part of Chestnut Close fall into a 'Flood Zone 2' category [3]. Although there are no flood mitigation measures applied to the buildings in Chichester Place, in Chestnut Close, the doorways are raised up from the pavement level by a course of conventional red bricks. This red brick theme also extends to window sills and lintels which is a deviation from the Group 1 style.

10 ASSESSMENT OF BUILT ENVIRONMENT CHARACTER GROUPS

Some of the farm buildings attached to Moat House Farm (now known as Church Farm) which were situated between the school and the church on the west side of Station Road, were demolished to allow the construction of Moat Close.

The open field to the south of the terrace known as South Mere on the west side of Station Road, was used to build houses and now forms a Close.



Orchardene - Station Road

Many large detached houses were built in the orchards on the east side of Station Road which were between the first two Group 1 cottages at the entrance to the village and those opposite The Carpenters Arms B&B. Honeyham Close was also built in the orchards on the east side of Station Road which includes two houses in Station Road. Although these houses are within a 'Flood Zone 2' [3], no special measures have been incorporated to mitigate the effects of flooding.

These Group 3 buildings created the final links between the southern entrance to the village and the church in the centre, forming a linear settlement along the length of Station Road. The only exceptions being the allotments and sports field on the west side of Station Road.

Several large detached houses and bungalows were built along the north side of Burford Road, some being 'backfill' inside the old quarry, which now form a linear line of buildings between Kings Barn and Monahan Way.

The majority of the dwellings in this group are in the south of the village with the highest densities being in Chichester Place, Chestnut Close and Southmere.
The density of these properties range between an average of 18 to 22dpa.

There are further detached properties in the south of the village but due to the size of the plots, they are less dense in their layout. There was just one detached property built on Carterton Road and one on Burford Road.

References: -
[1] Appendix 06 Document J Section 1- Housing Analysis
[2] Appendix 04 Housing Eras and Densities
[3] Appendix 06 Document G Section 3 - Flooding

11 COMMON THEMES

Notwithstanding the differences in the three main eras of the village, there are Common themes across all of these eras as well:

HOUSING
Due to the extended period over which the village was formed, 11th to 20th century, there is no Common overriding theme for dwellings. However, there are Common themes for each period in which the dwellings were built as follows:

Group 1 Era pre-1926
Dwellings in this period fall into three categories:
1. The smaller farmworkers and artisans' cottages are two-storey, but invariably, the second storey is contained within the roof line.
2. The larger semi-detached and detached houses are two-storey buildings.
3. The larger, more grandiose houses which are predominantly the farmhouses, are again, two-storey but a third floor has been installed within the roof line which gives the appearance of a more substantial building.

Also contained within this group are conversions from agricultural buildings, a gasworks and a chapel into habitable dwellings and are predominately two-storey but with a few having the second storey within the roof line.

There is just one property at 67, Station Road which is a 'true' three-storey building.

It is these buildings that form the historic heart of the village and they are spread along the length of the 1.6-mile-long linear village. Of note, there are 23 Grade II listed habitable dwellings in this group.

The Common theme for these properties is that they are all constructed from natural, locally sourced materials including the Cotswold stone, the majority of which was hewn from the local quarries along Burford Road. Many dwellings still retain their original Cotswold stone roof tiles.

Group 2 Era 1926 to 1971
Dwellings in this period fall into two categories:
1. Approximately half the dwellings are standard design two-storey houses.
2. The remainder of the dwellings are either bungalows (The Fosseway and Station Road) or chalet bungalows (Station Road and Burford Road).

The Common theme for these dwellings is that they have been constructed from stock bricks and roof tiles which were available in period and as such, gave little consideration to the style and character of the original village.

Group 3 Era 1972 to present
Dwellings in this era fall into two categories:
1. The majority of dwellings, whether small, semi-detached, or detached, are two story houses.
2. There are a small number of detached chalet bungalows, predominately in the south of the village.

The Common theme for these dwellings is that they are constructed from reconstituted stone and have specific design features to give the appearance of 'blending in' with the original Group 1 dwellings.

With the above in mind, serious consideration should be given to the location and hence the dwelling style, should any planning applications come forward for consideration.

11 COMMON THEMES

KEY VISTA VIEWS TOWARDS THE OPEN COUNTRYSIDE

Kilkenny Lane Country Park (LCA Appendix 09 Viewpoint 22)

This park is a long, narrow strip of land comprising 21 hectares which separates the built-up area of north Carterton (Shilton Park) and the open panoramic views northwards towards the Cotswold escarpment.

This park is mainly used by the Carterton residents of Shilton Park but is also a 'walking destination' for the residents of Brize Norton.

Although the park itself is narrow, the open panoramic views northwards over the farmland gives the impression that the park is actually much larger than it really is. Even though Burford Road cuts through the middle of the vista, it is well hidden by shrubs and trees and therefore does not distract the distant views. These views contribute to the well being of both Brize Norton and Carterton residents.



The Horses - Kilkenny Lane Country Park

Farmland North-East, East and South-East of Parish (LCA Appendix 09 Viewpoints 7 - 12)

Access to these areas from the village are from Chestnut Close, Chichester Place and Ting Tang Lane which leads to PROW's 143/5, 6, 7, 7a and from Witney Road to 143/8.

These access points define the easterly boundary of the linear village and the views onto the productive farmland and open countryside to the north-east, east, and south-east of the village and are an integral part of the character of the village.

The long distant view to the west contains an Area of High Landscape Value and contains a number of features of conservation significance, including remnants of Ancient Semi-natural woodland.

11 COMMON THEMES

Farmland looking South from the North Parish Boundary (LCA Appendix 09 Viewpoint 14)
Along the northern boundary of the Parish, the gently rolling land form, which forms part of the Cotswold dislope forms a ridge with the Windrush valley to the north. The gentle gradients of the limestone plateau and dislope, coupled with large fields, low enclosure systems and general sparse vegetation cover, allow long-distanced views to the south from prominent locations.

In these views, the large structures of the RAF Base are seen in the wider context of the valley and generally do not detract from the largely unspoilt rural character of the intervening farmland. The open, rural nature of this area makes it an important part of the agricultural setting of the long-established village of Brize Norton.

Ting Tang Lane (LCA Appendix 09 Viewpoint 15)
This historic lane has recently been awarded the designation of a PROW. It was originally a key access lane between Brize Norton and Worsham Mill to the north. The views from this lane towards the west and south-west show the gently rolling land form which forms part of the Cotswold dislope. The open, rural nature of this vista makes it an important part of the agricultural setting of the long-established village of Brize Norton.

KEY VISTA VIEWS WITHIN THE VILLAGE

The Gassons (LCA Appendix 09 Viewpoint 28 & 30)
This field, which is historically known as The Gassons, is one of the two 150-year leased fields between Christ Church College Oxford (the owner) and Brize Norton Parish Council (the lessee). It is on a gently sloping incline north to south and offers a significant 'green area' between the southern built-up settlement area of the village which includes the church and the northern linear strip of housing along Burford Road. It will also now form part of the 'green area' between the original village in the south and north and the new part of the village (Brize Meadow) to the west (LCA Appendix 09 Viewpoint 31).



The Gassons

11 COMMON THEMES

Fields to the north of Burford Road and west of Minster Road (LCA Appendix 09 Viewpoint 26 and 27)

These fields are used for grazing and form a green buffer zone between the north end of the village settlement area and the B4477 which is a newly constructed bypass that predominately links west Carterton with the A40.



Views from the north

SHORT VIEWS WITHIN THE VILLAGE

Recreation Ground (LCA Appendix 09 Viewpoint 33

This is a view westward across the recreation field towards the hangers in RAF Brize Norton. This view is 'elongated' due to the inclusion of a separate field between the recreation ground and the boundary of the RAF base. This is important because it helps to provide a distinct separation between the western edge of the village and the Base. This field is the second one to form part of the 150-year lease agreement between Christ Church College Oxford and BNPC.



Recreation Ground



11 COMMON THEMES

GLIMPSED VIEWS WITHIN THE VILLAGE

Station Road (North)

The first glimpsed view of significance is looking westwards from the cemetery gates towards the War Memorial. This view not only includes the War Memorial, but the 11th Century Church* to the north-west, two cottages* to the west, with Church Barn and Church Farm House in the background. This one vista reflects the historic nature of Brize Norton because it includes the church, a farmhouse, a barn conversion and three cottages, one of which is still thatched.

Station Road (South entrance to village)

This glimpsed view is often missed because pedestrians rarely walk this far south, and motorists are focussed on driving through the village. However, this view features on the cover of this Character Assessment because it shows some of the original dwellings in the village. There is Upper Haddon Farm* to the west, Thatcher's Place* to the east and Woodbine Cottage and Sundial Cottage in the background. This view is framed by trees, significantly, the beautiful Willow Tree to the west which relates to the 'Marsh' land beyond and the now-demolished Marsh Haddon Farm.

Buildings marked with * are Grade II listed.



South entrance to the village

11 COMMON THEMES

DARK SKY

Dark Sky places are areas or sites that have been officially recognised for their low levels of light pollution and good public access.

RAF Brize Norton

RAF Brize Norton is an operational airbase and is the largest transport facility in the UK. It is therefore a necessary requirement that it operates with the highest level of security and as such, it has the latest LED floodlighting. Not only does this wash the night sky with light, two of the towers have some of the floodlights pointing westwards towards the village and north westwards towards the B4477.



Night sky over the village

Highways

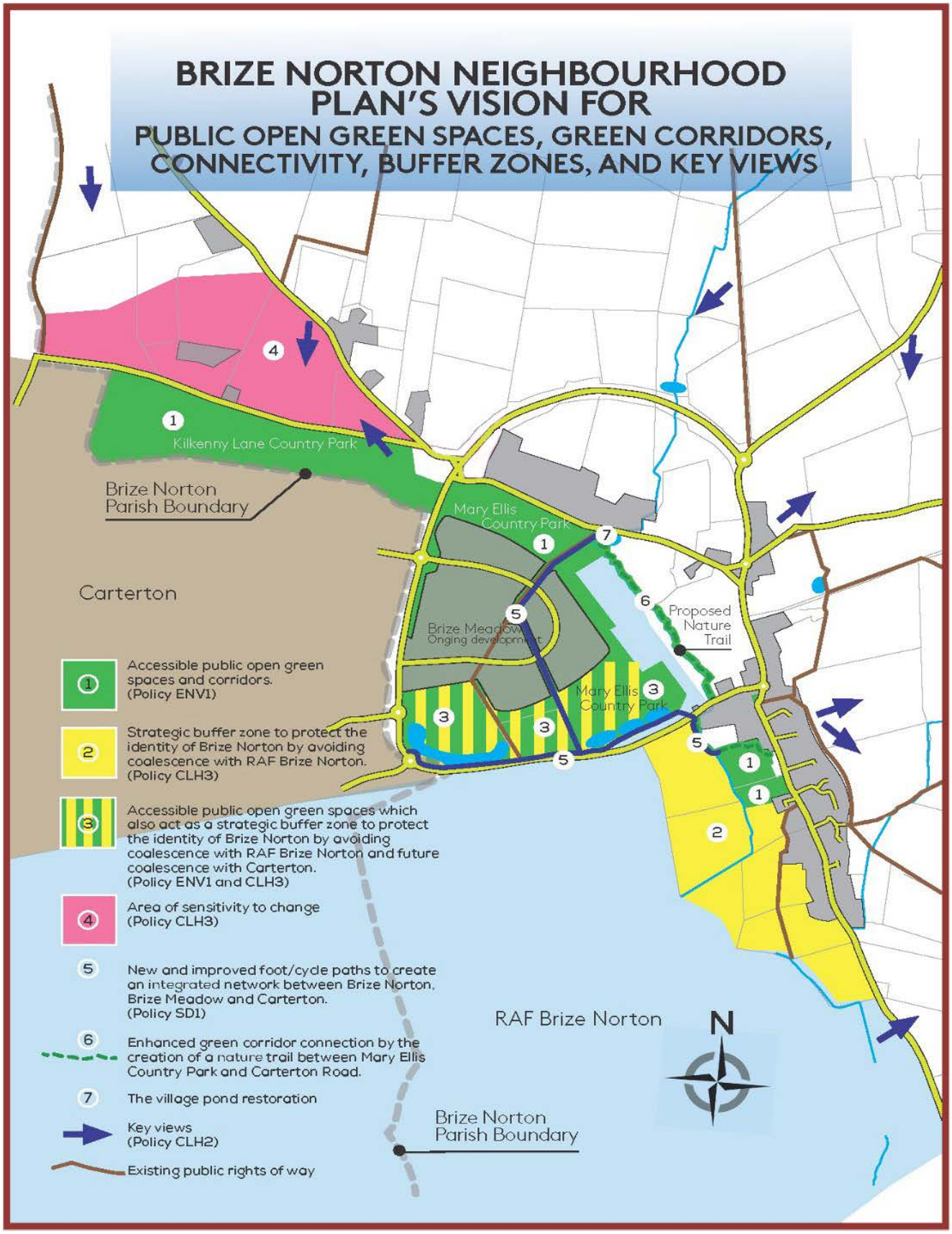
All of the highways in the village, including the various Closes and Cul de Sacs have street lighting. There is one exception to this which is part of Carterton Road. The unlit section of this road runs between the edge of the village settlement area to the east and the Parish Boundary to the west. Although this section of the road runs parallel to the runway, it is over one mile to the north and has hangers and numerous buildings between the runway and the road. However, the MOD has insisted that this highway remains unlit.

This will become an issue moving forward because although it has a 40mph speed limit, part of the Brize Meadow S106 Agreement is that there will be bus stops installed on each side of the highway approximately halfway along the unlit section. This bus stop area and crossing point will require floodlighting for pedestrian safety reasons.

Taking the above into account, Brize Norton cannot be classified as having a 'Dark Sky'.

12 CHARACTER ASSESSMENT CONCLUSIONS

BRIZE NORTON VISION MAP



12 CHARACTER ASSESSMENT CONCLUSIONS

BRIZE NORTON VISION MAP

The vision map ref: 07 indicates four vision topics which forms part of the objectives of Brize Norton's Neighbourhood Plan.

CONNECTIVITY

Connectivity will be provided by combined foot/cycle path along the north side of Carterton Road which will form a continuous link between Brize Norton village and the existing foot/cycle paths on both the west and east sides of Monahan Way and onwards into Carterton.

Connectivity will also be provided through the new Country Park open green spaces to the south, centre, east and north of Brize Meadow, which will link into the east entrance into Kilkenny Lane Country Park.

Further connectivity has been recommended by BNPC to provide a foot/cycle path between Carterton Road and the rear of the recreation ground. The recreation ground contains the village café and is only a short walk into the PROW network on the east side of the village. A second recommendation is to provide a 'Nature Trail' between Carterton Road and the north east corner of Brize Meadow. Both of these recommendations are contained within the leased fields.

Note 1) The original proposal was to leave the existing foot/cycle path on the north side of Carterton Road as is i.e. not 'fit for purpose as it's only 1.4M wide (recommended width is 3M) and to build a new foot/cycle path on the south side of Carterton Road. However, not only will it start half way along the road and therefore provide no connectivity into Brize Norton, no account has been taken of the fact that there is a very deep drainage ditch in the same location. So not only is there insufficient room for this foot/cycle path, it will also be extremely dangerous.

BNPC have liaised with Bloor Homes and OCC and all agree that it would be far more beneficial to omit the foot/cycle way on the south side and upgrade the existing foot/cycle path on the north side as not only is there is sufficient space, it will provide full connectivity between Brize Norton village, Brize Meadow including the school, commercial area and 1.5ha of employment land, and the employment areas in the east of Carterton.

Note 2) BNPC have liaised with the Community regarding the naming of the Country Park which it will own. It will be named after Mary Ellis, known as 'The Spitfire Girl', as she lived in Brize Norton from 1928 to 1949.

GREEN CORRIDORS

As defined by Thames Valley Environmental Records Centre (TVERC), green corridors facilitate the movement of wildlife and people through the landscape. [1]

A continuous Green Corridor will be provided on the north, centre, east and south sides of Brize Meadow. The north west side of this corridor will link into the green corridor area known as Kilkenny Lane Country Park. The green corridor extends beyond the southern section of Brize Meadow westwards into the adjacent SuDS area and playing fields.

12 CHARACTER ASSESSMENT CONCLUSIONS

The green corridor will also extend across to the leased fields on the east side of Brize Meadow and south of Carterton Road.

These corridors link into the existing original corridors which run to the north and east of the village.

All of these corridors are indicated on the TVERC green corridors map. [2]

LINEAR VILLAGE

Map ref 14 clearly indicates the areas of connectivity and green corridors and how they integrate with the 1.6 mile long linear section of the original village and the new 21ha development, Brize Meadow.

LOCAL GREEN SPACES

As defined in section 6, there will be 9 green spaces in the village, 6 of which are an integral part of the connectivity and green corridors network.

References: -
[1] Appendix 11 TVERC Green Corridors Report
[2] Appendix 05 Section 5 - Public Rights of Way and Footpaths - Map ref 17



Looking north west with the RAF base centre and the village to the right

12 CHARACTER ASSESSMENT CONCLUSIONS

Taking into account, the information provided in this Character Assessment, Brize Norton Parish Council will expect any potential proposed development to:

Respect the limits of the village boundary

Respect the linear shape of the village especially with regards to the rear build-line

Respect the density of the adjacent houses to the proposed development

Respect the style and character of the adjacent houses to the proposed development

To summarise, Brize Norton Parish Council, requires that any new development should: -

Be of a proportionate and appropriate scale to its context having regard to the potential cumulative impact of development in the locality

Form a logical complement to the existing scale and pattern of development and/or character of the area

Avoid coalescence and loss of identity of separate developments



Burford Road, Brize Norton.

The new Country Park will run along the south side of the trees/hedge.