



Goring-on-Thames conservation area Appraisal



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Note

This appraisal seeks to provide a comprehensive assessment of the character and special historic interest of the conservation area. However, the reader should not assume that details which contribute to the character of the area, but are not mentioned here specifically, can be dismissed by reason of their omission.

Contact Us

For further information and advice on conservation areas contact: South Oxfordshire District Council
Abbey House, Abbey Close, Abingdon, OX14 3JE
Tel: 01235 422600
Email: planning@southoxon.gov.uk

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1.0 Introduction

What are conservation areas?

Areas of “special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance” – in other words, they exist to protect the features and the characteristics that make a historic place unique and distinctive.

Local Authorities have a statutory duty to pay special attention to the desirability of preserving or enhancing the character and appearance of the conservation area. In addition to statutory controls, both National Policy and the Local Authority policies in the Local Plan help preserve the special character and appearance of conservation areas and their setting where it contributes to its significance.

What is the purpose of a conservation area appraisal?

- Identify special architectural or historic interest and the changing needs of the conservation area;
- Define or redefine the conservation area boundaries;
- Increase public awareness and involvement in the preservation and enhancement of the area;
- Provide a framework for informed planning decisions;
- Guide controlled and positive management of change within the conservation area to minimise harm and encourage high quality, contextually responsive design.

How might living in a conservation area affect you?

- Most demolition works require planning permission from the local authority;

- Restrictions on permitted development and advertising;
- If you intend to cut down, top or lop any but the smallest trees you must notify the council so potential harm can be assessed.

For further information on conservation areas, how they are managed and how this might affect you, please see the South Oxfordshire District Council's [website](#) and Historic England's advice on [living in conservation areas](#).

Planning policy context

The Goring [neighbourhood plan](#) became part of the Development Plan on the 4th of July 2019 and carries full weight in the determination of planning applications. The wider district development plan currently sits within the [South Oxfordshire Local Plan 2011-2035](#). Other material planning considerations include the [National Planning Policy Framework 2024 \(NPPF\)](#), [Planning Practice Guidance \(PPG\)](#), and the emerging Joint Local Plan 2041.

Methodology and consultation

This appraisal was produced with current best practice guidance published by Historic England and information collected using publicly available resources and thorough on-site analysis from the publicly accessible parts of the conservation area.

A draft of this appraisal will undergo public and stakeholder consultation with resulting feedback incorporated prior to its adoption as supplementary planning guidance.

2.0 Summary of Special Interest

The Goring Conservation area illustrates the evolution of a small village from an ancient route centre and river crossing point, through periods of growth and stagnation, to its emergence as an attractive place for wealthy Victorians to live in the 19th century and early 20th century.

The village became associated with the picturesque movement of the late 18th and 19th centuries, describing an ideal type of landscape with an artistic appeal, beautiful but with some elements of wildness. This association arose from the location of the village in the Goring Gap, one of the most dramatic stretches of the Thames Valley, and was facilitated by improved accessibility following the opening of a river bridge in 1837 and the Great Western Railway (GWR) in 1840.

Increased economic prosperity enabled fashionable Victorian society to indulge its love of the romantic, medieval village, beautiful landscapes and river-based leisure pursuits in Goring, while the promise of profits encouraged developers to lay out new streets in open farmland for large, red brick mansions and villas, with gardens planted with specimen trees, today reaching maturity.

The conservation area connects the village to its past partly through its religious origins and associations, partly through the role played by the river, mill and lock in the life and economy of the community and partly through its association with a significant cultural movement and the people whom it brought to Goring in the 19th century.

Today it is significant because of its unique setting, lying wholly within the Chilterns National Landscape and overlooked to the west by the



Fig 1. Aerial of weir, lock, bridge, and water meadows around the river.

North Wessex Downs National Landscape. Attractive views out of, into and within the conservation area, feature the Thames, the surrounding landscape as well as groups of historic buildings in the village centre. These date from medieval to the late 19th century and illustrate the evolution of the village over its 1100 year history. 26 of the oldest buildings are recorded on the National Heritage List for England (NHLE) (Appendix A) and over 80 other buildings of historic or architectural merit (Appendix B) contribute to the character and appearance of the conservation area.

Important open spaces, Rectory Garden, Gardiner Recreation Ground, Lock Green, village centre allotments and the Thames towpath, enhance the setting of the buildings whilst mature trees are a defining feature of the area. These are mostly Victorian plantings and reflect the desire of developers to extend the picturesque rural landscape into the village.

The conservation area has a particular aesthetic interest deriving from its geographical setting in the Goring Gap, where two National Landscapes meet. Views into and out of the conservation area are notable for the steep wooded hillsides that act as back-drops for the historic centre and for Thames river views (see, cover image). This landscape, at its most accessible within the conservation area, is a magnet for walkers and lovers of the countryside.

The English Landscape Movement of the 18th century was fostered by designers such as William Kent (1685-1738) and Lancelot Brown (1716-1783). It encouraged an appreciation of rolling hillsides, woodlands and water, and their representation in art, philosophy and science, inspiring Victorians to emulate this idealised view of nature in their own gardens.

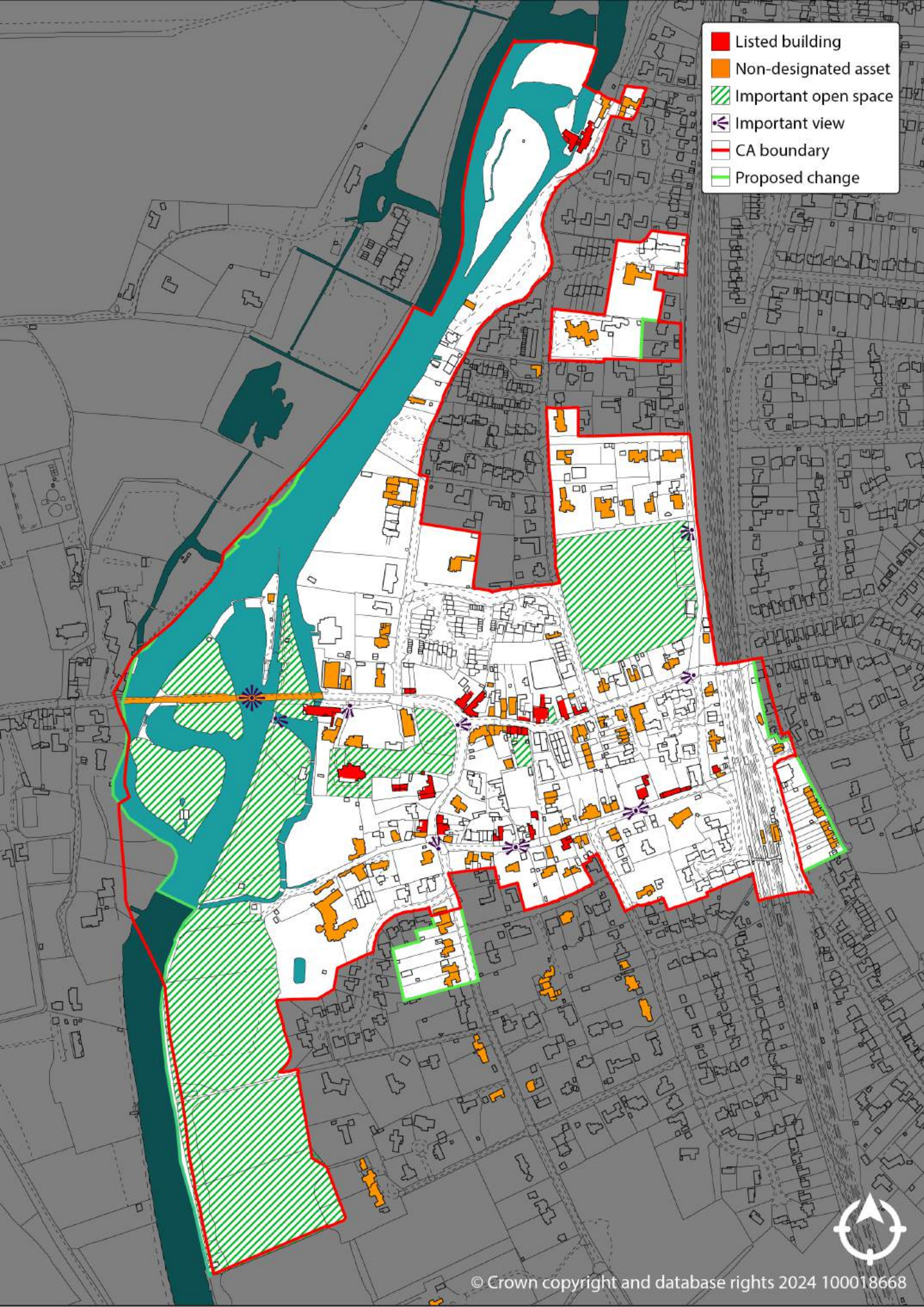
Goring proved an attraction for artists and culture-seeking travellers interested in the Picturesque Movement; for example, it featured in the work of JMW Turner who visited in 1806/7 and WJ Müller in 1843. This artistic concept evolved to incorporate the 'arcadian Thames landscape', an idyllic, pastoral countryside symbolising man and nature co-existing in harmony.

By the late 19th century, vistas were no longer the preserve of the wealthy aristocracy but were accessible to and sought after by ordinary Victorians, who could reach Goring by train. These features were cap-

tured in the photographs of Goring taken by national photographers such as Francis Frith and Henry Taunt, along with local shopkeepers in Goring. They produced postcard views which provided the travelling public with souvenirs of their visits to the area in the 19th century and early 20th century. The aesthetic attraction continues today as the community is home to many active artists.

The conservation area was designated in 1978 and revised in 1988. Today tourism is an important part of the local economy and the historic buildings and street scenes within the conservation area provide a visual attraction. The towpath is used intensively by residents and visitors as a convenient and accessible waterside amenity space to experience the atmosphere and wildlife of the river at close quarters; guided nature walks are increasingly popular. The river side is promoted in walk leaflets and on the internet as an accessible, easy ramble and is popular with tourists. Many visitors arrive by boat and moorings are provided along the tow path. Numerous historic buildings have been re-purposed for business use, and visitors support local pubs, restaurants, accommodations, shops and other businesses that might otherwise be unviable.

The conservation area is also significant for the Goring community which has a flourishing local history society of nearly 200 members. The relationship between people and the homes they built, the range of unique personalities, their lifestyle and inheritance are well documented. Records tell a lively story of a booming village, attracting a wide range of incomers of all classes, enabled to live here largely due to the convenience of GWR. This pattern of new arrivals continues today for similar reasons.



- Listed building
- Non-designated asset
- Important open space
- Important view
- CA boundary
- Proposed change

3.0 Location

3.1 Population and movement

Goring, a large village on the river Thames in the Goring Gap, lies at the western edge of its rural parish. The earliest settlement, clustered around a religious centre near the river and located where the valley narrows, was the site of an ancient route centre and crossing point. The village prospered and grew during the late 19th century and 20th century, evolving into a thriving community of about 3,500 residents today.

Goring, in South Oxfordshire, lies 55 miles west of London, 11 miles from Reading, 10 miles from Didcot and 19 miles from Oxford, to which it is well connected by GWR services. The presence of Goring and Streatley rail station ensures that the village remains popular with commuters.

It is less well connected by road and local bus services are infrequent. The B4009 crosses the river bridge from Streatley, passing eastwards through the village, forming the High Street, then continuing north to Wallingford. To the east, the B4526 continues towards Reading. The bridge attracts over 6000 vehicles crossing it per day.

The village lies on the ancient Ridgeway route from Overton Hill, near Avebury, to Goring where it crosses the river and heads north through the village as a well-used footpath. It then follows paths and parts of the ancient Icknield Way through the Chiltern Hills to Ivinghoe Beacon in Buckinghamshire. As part of a system of prehistoric trackways, once stretching about 250 miles from the Dorset coast to the Wash on the Norfolk coast, it provided a route over the high ground for travellers which was less wooded and drier than routes through the spring line villages below. Today, The Ridgeway National Trail is 87 miles long.

The village is on the Thames Path National Trail which runs 184 miles from the source of the Thames to the Thames Barrier in Greenwich. The river attracts leisure traffic and moorings for visiting boats are provided.

3.2 Landscape

The Goring Gap is a well-known geological feature where the Thames passes between two sets of chalk hills, the North Wessex Downs to the west and the Chiltern Hills to the east. The photograph of Goring below (see, *Fig 2*) looks north east across the Thames from Streatley along the Chilterns escarpment. Central Goring, its church and the conservation area lie on the easterly bank.

Goring sits at 45m above sea level in the narrow floodplain on the Oxfordshire bank facing the village of Streatley in West Berkshire, to which it is linked by an attractive road and pedestrian bridge. Goring is within and totally surrounded by the Chilterns National Landscape and across the river it faces the North Wessex Downs National Landscape.

The setting of the Goring conservation area is exceptionally attractive due to the relationship of the settlement with the River Thames, and the scenic backdrop provided by the partially wooded hills which rise steeply on either side of the river. Areas essential to this setting and which make significant contributions to the character of the conservation area include those immediately adjacent to the village envelope and others in the near vicinity: the River Thames, its tree-lined banks, water meadows and pastures, the slopes of the Chilterns escarpment and the eastern riparian edge and chalk escarpment of the Ashampstead Downs in Streatley.



Fig 2. The conservation area as it sits within the surrounding landscape. The perspective is looking north east from Streatley Hill.

Goring lies on the south western edge of Natural England's National Character Area 110: Chilterns, an ancient landscape of commons, downland, woodland and field boundaries, with fragments of preserved ancient land use patterns, historic monuments, settlements and routeways dating from prehistory to the more recent past. North of the village are distinctively smooth rounded landforms of low chalk hills with a dominance of intensive arable cultivation and large-scale field patterns. This is an open landscape with high intervisibility and extensive views.

To the east lie the Chilterns rising to 160m, dominated by dense tree cover with a mosaic of grassland, scrub and woodland, a distinctive

pattern of winding rural roads, irregular field boundaries and scattered rural settlements, typical of 'ancient countryside'. Traces of coppicing to produce firewood, charcoal, laths and hurdles remain visible, and wood industries still provide employment around nearby Woodcote today.

The built area of the village and the conservation area itself are located on gravel terraces in the narrow, flat, low-lying alluvial flood plain dominated by permanent pasture with a distinctively 'wet', riparian character, prone to flooding. There is a strong pastoral landscape structure with willows conspicuous along the riverside and a tranquil and remote character with 'arcadian' qualities close to the settlement.

To the west lies the North Wessex Downs National Landscape, the largest area of chalk downland in southern England. The Thames meanders through a confined floodplain little more than a few fields wide, located on river gravel terrace deposits at about 40-50m. Behind this, and managed by the National Trust, the escarpments of Lardon Chase and Lough Down rise steeply to 170m with close grazed chalk grassland, containing a mosaic of chalk scrub, including juniper and small beech hangers and hazel coppice.

3.3 Topography and geology

The Chilterns and North Wessex Downs are part of a broad belt of chalk upland running across England in an arc from Dorset to Yorkshire. The bedrock in the Goring area is Grey Chalk (previously named Lower Chalk) overlain by White Chalk (previously named Middle and Upper Chalk). Clay-with-flints forms superficial deposits.

In the River Thames valley, alluvium (clay, silt and sand) fills the flood plain, while discontinuous river terrace deposits of sand and gravel provide sites for settlements.

The Chiltern Hills form a highly distinct land mass with a steep escarpment facing the vale to the north and its dip slope descending gently into the Thames Valley to the south. Where the chalk is exposed along the escarpment and valley sides, the soils are thin and calcareous and support remnant chalk grassland and scrub woodland. On the plateau and dip slope the chalk is overlain by extensive deposits of clay-with-flints, producing more acid soils which support extensive ancient woodlands, medium grade farmland and even remnant heath; very steep slopes are common but rarely cultivated.

The North Wessex Downs to the west, rise steeply to Lardon Chase and Lough Down above Streatley. These open, rounded chalk downs form an elevated plateau of smoothly rolling or undulating topography, incised by dry valleys or combes, often with scrub woodland on the steeper slopes. Soils are predominantly light, free-draining and thin except where clay-with-flints cap the chalk, creating localised areas of damp, heavier soils with woodland cover.

The most important use of the chalk today is as the aquifer providing the dominant groundwater resource in southern and eastern England. The chalk provides 32% of the total supply to Thames Water and similar proportions to Southern, Veolia, Anglian and Yorkshire water companies.

3.4 Local building materials

Traditional building materials closely reflect these broad geological differences and before the mid-19th century, local materials created the special and distinctive character of buildings in the Goring area.

The heavily-wooded nature of the landscape meant that timber was easily sourced. Early buildings would have been wood framed with wattle and daub infill, probably using clay and chalk with a binder such as grass or straw and roofed with thatch.

Later, bricks and tiles became more widely available, produced by local brickmakers from clay dug out of the fields and woods on the Chilterns plateau. Older surviving brick buildings, such as Lybbes Almshouses (1768) and Hazel and Vine Cottages, Station Road (17th-18th centuries) are notable for their varied and softer colour tones, contrasting with more strident Victorian red bricks. Some wood framed buildings were

improved by replacing the wattle and daub fill with bricks, and sometimes by coating with plaster, hung tiles or weather boarding.

Flints are abundant, found in the chalk of the hills and the overlying clay and are used prominently in St Thomas' church and in many other buildings and walls, old and new, in the conservation area.

The chalk geology of the area means that good building stone is not available locally but a particular form of hard chalk called clunch has been quarried in the Chilterns since medieval times. Rare traces appear in Goring, for example, the churchyard wall, which probably includes some material from the ruined priory.

Chalk was also extensively used as road building material and there are old quarries locally. At Cleeve, in the grounds of what is now Cariat Court, there was a chalk pit beside the river from which material was taken to maintain the banks, weirs and locks at Goring Mill and Goring Lock. A condition of sale of Clevedon in 1909 was that the owners of the Mill and Lock at the time would be permitted to continue to do this.

By the late 19th century, Goring was enjoying a building boom and local supplies of brick and tiles needed supplementing from elsewhere. Victorian architects designing stylish houses for rich clients in the village specified a wide range of modern construction materials such as decorative moulded and fired, coloured bricks, real and cast stone components, cast iron rainwater goods and glass. All were mass-produced in urban centres and would probably have been brought in by rail along with slate for roofs.

4.0 Historic Development

Summary

Goring is located in the Goring Gap, where the Thames Valley narrows between the Chiltern Hills on the east and the North Wessex Downs (formerly the Berkshire Downs) to the west. The parish was large (4,618 acres in 1878), with the village centre located by a river crossing of an ancient track now called the Icknield Way to the east and the Ridgeway to the west. Former hamlets at Cleeve to the north and Gatehampton to the south, and scattered settlement higher up in the Chiltern hills to the east where there was a big expanse of heathland and woods were also included. The place name Goring is believed to derive from 'Gara's people' or possibly 'people of the gore' which refers to the wedge-like shape of the parish.

The economy until the 19th century was based on agriculture, arboriculture and the river, which was an important highway for goods and crops to and from London to Abingdon and beyond. There were three watermills with associated wharves, maltings and lime kilns, along with flashlocks and weirs. Fishing, reeds and withies etc. provided a significant source of income. Changes came in Victorian times when the ferry over the river was replaced by a bridge, the coming of the Great Western Railway in 1840 and, from 1880 until the outbreak of World War 1, considerable building of mansions and villas on land around the old village centre. Goring became a fashionable and thriving tourist resort, particularly popular for boating. After the Great War there was no further significant development until the late 1950s and 1960s when mains drainage was introduced and building land east of the railway became available for new housing estates. These were quickly inhabited by commuters to London, Oxford and Reading.

In 1952 modern boundary changes reduced Goring parish to 2,375 acres when the new parish of Goring Heath was created on land in the east. Since this period, the village has grown slowly, with a small number of houses built on infill sites, in the gardens of large houses or on the sites of demolished older properties

Archaeology

Goring arose on the site of a crossing place on the Thames where the important ancient trackways of the Icknield Way and the Ridgeway met. The Thames itself was a significant highway for goods and travellers. Prehistoric peoples passed through the settlement, followed by the Romans who created a causeway on the site of the ford. In early medieval times this was replaced by a ferry. A bridge was not constructed until 1837. It is likely that there was a timber Saxon minster before the Normans built the church of St Mary (later dedicated to St Thomas of Canterbury). Battles between the Saxons and Danish invaders took place close by. As a result the Oxfordshire County Council Historic Environment Record documents a range of archaeological sites and finds relating to Goring's prehistoric and historic past (Appendix C).

Within the conservation area these include the Roman ford, the site of an Augustinian Priory founded in the early 12th century which was attached to the church, and a 19th century toll house on the eyot between Goring and Streatley bridges. Outside the conservation area a Bronze Age barrow cemetery, a Neolithic causewayed enclosure and a Roman villa have been discovered in the hamlet of Gatehampton a mile to the south of Goring village, along with evidence of Paleolithic and Mesolithic activity. Elvendon 'Priory', in the east of the parish, was prob-

ably a grange associated with the nunnery; the present dwelling retains many fine medieval features. Traces of ancient ditches and field enclosures have been recorded in the parish.

In addition to these more significant sites, pottery, coins, weapons, flint implements and jewellery have been found throughout the area, some being dredged from the river. Human remains have also been identified.

The entire area covered by the Goring conservation area has archaeological potential. The survival of archaeological deposits associated with prehistoric activity as well as of remains relating to the development of the village of Goring from the early medieval period are likely. There is a high level of archaeological potential relating to industrial and commercial activity along the riverside where there were mills, maltings, lime-kilns, wharfs and a Victorian boatyard.

Prehistoric to Anglo Saxon

Evidence of human activity is mainly based on archaeological finds, with most discoveries around Gatehampton Farm where it seems there was a shallow ford across the Thames. A Romano British farmstead and villa at Gatehampton have been thoroughly excavated and recorded by the South Oxfordshire Archaeological Group.

Flints and pottery have been found on Goring heath from various periods, but little has been discovered around the village centre, despite the ancient river crossing, although there is some evidence of occupation by a small Anglo-Saxon tribe. Metal work indicates a settlement or cemetery in the 5th and 6th centuries. Some historians suggest there was a minster church in an enclosure near to the ford in the late Saxon period, a forerunner of the parish church on the same site.

1100 to 1800

Landownership in Goring in the Middle Ages was complex, eventually comprising five significant manors and some freeholds. Property was held by institutions, religious houses or individuals, which tended to be part of much larger estates scattered around Britain. Ownership changed frequently and few of the holders who derived an income from the properties lived in Goring.

After the Norman Conquest, there were three main estates in Goring. Longstanding tenants of Goring Manor were the Druval family from around 1154 – 1303. They lived at the manor house close to Goring church on the north side, which was probably on the site of present day Grahamsfield, indicating an occupancy of nearly 900 years. After passing through many hands, the manor was sold to Sir Francis Stonor in 1605, whose descendant Henry drew up the earliest known map of Goring in 1674 to record his holdings. Sir Henry Allnut bought the manor in 1682 and granted it to his son also Henry, a London barrister who on his death in 1724 left the estate in trust to endow Goring Heath almshouses. The Allnut Charity owned property in Goring until the mid 20th century and the almshouses and their chapel are still in use.

Gatehampton Manor, after passing through many holders after 1086, was in the hands of the Whistler family from 1505-1755. Unusually they were resident in Goring and there are several memorials to members of the family on the walls of Goring church. The estate of around 500 acres, a significant holding in the parish, was eventually purchased by the Morrisons of Basildon Park and it was finally broken up in 1943. Gatehampton Manor House is still extant. The hamlet of Gatehampton, which once had a fulling mill and a corn mill, became mainly agricultural in function.

The third important manor originated when Goring Priory, a small Augustinian nunnery, was founded in the early 12th century. Endowments of land and property in Goring and Gatehampton were made by several donors including the Druval family of Goring Manor and by 1535 the estate totalled around 400 acres. After the dissolution, Goring Priory Manor had a succession of largely non-resident owners. In the 17th century it came into the hands of the Lybbe family of Whitchurch, eventually becoming subsumed into their large estate at Hardwick. The manor house was formerly the prioress's lodgings and it was attached to the west side of the church tower. It was sold off from the manor in mid-17th century, became known as Goring Place and was replaced by a large mansion with 12 rooms and an orchard and a dovecote. After falling into disuse a small cottage was built on the site which was demolished in 1848.

Elvendon Manor was a smaller concern but its manor house and complex of ancillary buildings, located in a valley a mile to the east of the village, were first recorded in 1316. A fifth and small manor called Applehanger Manor was situated to the north east of the main village.

Goring's church was rebuilt in the early 12th century, probably by the founders of Goring Priory for use by the nuns whose claustral buildings abutted the church to the south. In about 1180 the nuns added their own church to the east end of the existing building which they screened off with a dividing wall. Probably at the same time the church's dedication to St Mary the Virgin was transferred to the priory church and the parish church re-dedicated to St Thomas of Canterbury sometime after the canonisation of Archbishop Thomas Beckett in 1173. A north aisle was added in about 1200 to enlarge the parish church. The nuns' church became disused after the dissolution and was robbed for



Fig 3. St Thomas' Church, c.1840

its stone and little of it remained by the 17th century. Although it has been altered over the years, Goring church retains many of its original Norman features including a fine tower.

Medieval charters record the history of Goring Priory, which was never a large establishment with 36 nuns at its peak. Their chaplain served both the priory and the parishioners. By 1352 the establishment had fallen on hard times, with its buildings crumbling and a diminishing income. At the time of the dissolution the community comprised a prioress, three nuns and four lay sisters.

The ford across the Thames, which was probably on the site of the present bridge, was replaced by a ferry to the south in the 14th century with

wharves at the end of Ferry Lane and a mill on the Streatley bank which was where a ferryman's cottage was located. Both the mill and the ferry belonged to Goring Priory, providing the nuns with income. It is likely that this ford and other smaller ones to the north and south fell out of use due to the construction of fish weirs and mill dams which changed the flow of the river. Travellers using the ferry passed close to the nunnery, which provided them with hospitality.

Apart from the Norman parish church, the earliest extant buildings in Goring village date from the mid to late 17th century, perhaps reflecting the redevelopment of property following the depredations of the English Civil War in Oxfordshire. They tended to be timber-framed with thatched roofs, but very few houses of this type have survived visually; most of the older dwellings having been refaced with brick and the roofs tiled or slated. Some were built of flint with brick around doors and windows. A timbered barn in Station Road is the only surviving thatched building in the village. Several of the timber-framed buildings that remain are in Station Road, including the Catherine Wheel public house thought to date to 1669; a notable example in the High Street is 'Nappers' which was refaced in 1806 according to its datestone.

Around 1725 Richard Lybbe erected a row of four two-roomed brick dwellings by the churchyard for use as almshouses for single poor men.

A map was drawn up in 1727 of the Duchess of Marlborough's estate in Goring, which shows the extent of the buildings in the village centre (right, Fig 4).



Fig 4. Excerpt of the 1727 Marlborough Map tracing by the Goring Gap Local History Society



Fig 5.1788 enclosure map

The common fields were enclosed by a private Act of Parliament in 1788. Two large new farms (Spring Farm and Grove Farm) on the boundary with South Stoke were created as a result. Although the larger farmsteads were retained in the village centre, it is likely that several farmhouses in High Street were sub-divided into cottages; enclosure rendering their associated land holdings unviable (above, Fig 5).

With no resident squire and a diversity of landowners, nonconformity flourished in the parish and in 1793 a small brick chapel was opened on Goring High Street by the adherents of the Countess of Huntingdon's Connexion. It still thrives today as Goring Free Church.

During this period trade along the river flourished although there were many disagreements between the boatmen who paid considerable tolls

and the millers who controlled the weirs (flash locks) and thus the flow of the water that enabled the barges to pass through. In 1787 a pound lock was built at Goring alongside the weir and in 1797 the flash lock at Cleeve was converted into a pound lock.

The medieval village had three watermills. Cleeve Mill probably belonged to Goring Manor whereas Streatley Mill, then standing in Goring parish, was owned by the Priory. Both establishments had substantial associated wharves with maltings. Goring Mill at this time was a small construction that served the domestic needs of the nuns. It seems to have been enlarged and become a commercial concern in the 17th century. It is believed that the present building dates to the 18th century.

Fish were a valuable commodity and each corn mill had a fish lock of wooden stakes from the bank to an island in mid-stream to trap them. These medieval structures were replaced by eel bucks – wicker baskets set in a wooden frame (below, Fig 6).



Fig 6. Eel bucks at Goring, WJ Muller, 1843 (Tate Gallery)

Since 1800

In 1812 the open land on Goring heath was also enclosed by private Act of Parliament. There was a significant change of landownership in 1819 when Samuel Weare Gardiner of Whitchurch bought the large Goring estate of John Nicholls, previously set out at the 1788 enclosure. Most of it, which included much of the property in the village centre, was to remain in the hands of the Gardiner family until the 20c.

A wooden toll bridge linking Streatley and Goring was constructed over the Thames in 1837, replacing the ferry. The toll keepers lived in a little cottage on the eyot that divided the two bridge spans. To cross by foot cost one penny, with a rising scale of charges for livestock and vehicles. Tolls were not abolished until 1923 when the decaying bridge was rebuilt in concrete with wood trim to match the old one. The toll keepers' house was knocked down.

In 1840 the Great Western Railway (GWR) was built through the parish to include a station at the top of 'The Street' which led to the ferry. The train line cut off this major thoroughfare from the road to Reading, necessitating the erection of a brick road bridge to the north. This first station made of wood was nearer to the bridge than the present one and when it burned down in 1865 it was replaced by a brick structure. The stationmaster's house is dated 1840 and built of brick with a flint front façade. Brunel's original railway track was broad gauge, a width not adopted by railway companies in the rest of Britain, so in 1891/92, the tracks were torn up and replaced with standard gauge. The commercial success of the GWR in linking London, Bristol and beyond was such that the opportunity was taken to put in an extra set of tracks, doubling capacity. This meant rebuilding all the bridges, embankments and cuttings – causing a huge upheaval in Goring and a temporary



Fig 7. Goring Station, c.1890, showing mixed gauge track before line widening, with the station master's house to the right

increase in population due to the influx of railway navvies and their families. In 1893 a new station with four platforms and a signal box was built in the position of the present complex. Public demand by passengers led to the provision of a footbridge. The goods shed and yard were to the south of the station.

Such was the importance of the railway to Goring that towards the end of the 19th century two rows of six cottages for railway workers were built by the GWR behind the Queen's Arms public house, with long gardens stretching to Gatehampton Road.

Agriculture and timber were still important to the Goring economy, with three farmsteads in the village centre, as well as those in the outlying fields. A large (and smelly) bone mill was set up at Cleeve in mid-century to provide fertilizer to meet new techniques being developed in

farming. Dairying became more important as the population grew, due to the increasing demand for milk, cheese and butter.

On Goring heath agriculture predominated, with the extensive woodlands managed for timber, fuel and rural crafts such as chair-making. Pottery, bricks and tiles were also made in this part of the parish.

The Pittman family, who were substantial local farmers, purchased a brewery which John Curtis had founded in Goring High Street in the 1830s and built it up into a thriving concern, which by 1887 had 37 licensed ale houses and pubs. Mr Curtis used the proceeds of the sale to capitalise on the travellers using the new railway station and in 1840 converted farm buildings opposite into the Queen's Arms public house, dedicated to the newly crowned Victoria, which had its own brewery. In 1860 the Sloane Hotel was built on the other corner of Reading and Gatehampton roads.



Fig 8. Sloane Hotel c.1900

Goring Brewery was closed in 1940 on the death of the last member of the Pittman family. The concern was purchased by Brakspears, brewers of Henley, who retained the public houses. The site became used for light industry before being completely redeveloped in the 1990s when the dilapidated brewery house was knocked down.

The coming of the railway brought about a decline in the river as a means of transporting goods. At Cleeve the mill ceased working in the 1880s and it became a private house. Goring Mill stopped grinding corn around the same time and the wheel was used to create electricity by a local entrepreneur. The reduction in goods traffic was countered by a huge increase in leisure craft. The locks at Cleeve and Goring were in constant use, manned until 1869 by one keeper who lived at Cleeve. In 1879 a separate lock keeper's house was built at Goring. The locks were rebuilt periodically in the 19th and 20th centuries as required and are still a tourist attraction today.

As an 'open' village with no resident squire or big house until nearly the end of the century, nonconformity flourished alongside the Church of England and the adherents of Lady Huntingdon's Connexion (whose first place of worship was built in 1793) joined forces in 1850 with the dissenter inhabitants of South Stoke to build a British School across the road from their small chapel in the High Street; the property is still extant. Notwithstanding, the Anglicans, whose pupils had previously been educated in a cottage, were soon to put up a National School in Station Road with attached master's house which opened in 1855. Today it is the village community centre whereas the British School was forced to close when it could not meet the requirements of the 1870 Education Act and it has been a shop ever since. There were other small fee-paying schools in private houses.



Fig 9. Newly laid out Cleeve Road, c1886



Fig 10. New villas at Cleeve, c1900

From around 1880 onwards, the major landowner Charles Gardiner started selling off some of his estate to wealthy professionals and businessmen who were able to commute by train from London, Oxford and Reading. They began to build mansions along the river bank north of the village centre towards Cleeve (e.g. Thames Bank, Nun's Acre, Cleve-mede and Court Gardens) and to the south above the meadows of the flood plain (e.g. Crossways, The Grange, Long Meadow and The Towers) along a track leading to Gatehampton which became an extension of Manor Road. Most of these properties had elaborate riverside boat-houses which became a feature of this stretch of the Thames. One large house, Holm Lea, with extensive grounds and paddocks, was built at the top of Station Road by the owner of a Reading department store. Smaller brick properties, many of them east of the railway and usually semi-detached, were built to house the servants to the big houses and for the tradesmen necessary to maintain the lifestyle of the incomers.

Several local architects capitalised on the building boom, including James Dodd who was born in Goring, Percy Stone based in London, and William Ravenscroft, and Cooper and Howell who had practices in Reading. Percy Stone built Nun's Acre for his own occupation and William Ravenscroft was also a speculative builder who bought land in Goring

for development. The architectural styles of the properties followed the fashions of the day with many interesting decorative features. Local builders such as Thomas Higgs who constructed many of the new properties, also built smaller properties themselves which were rented out.

A gas and water company was set up in 1887 to supply the new houses with utilities. As noted, Goring Mill was even converted into a hydro-electric power plant in the 1890s. There were also new brickworks to provide the building materials required by the expanding housing estates, although many of these, such as roofing slates would have been brought in by rail.

The Goring Gap became a popular tourist destination for trippers who came by train or steamer to walk by the river and on the hills, fish and indulge in the popular Victorian pastime of boating. The area was well patronised by artists and writers. The old inns became hotels and guest-houses opened up. Cottagers let out rooms.

Shops and businesses prospered. Several old cottages which housed shops were either torn down and rebuilt or refurbished and extended at this time. These included the Post Office in the High Street (now Albert Fields and Richard Wilson Long) and Colebrook & Sons' butchers and fishmongers across the road (now an estate agency). A very old cottage on the corner of Ferry Lane and Manor Road was demolished to make way for the butcher's shop of Saunders' Bros; now a barber's, it still sports a fine turret (see, Fig 48). Mr Cocks built an emporium comprising a grocery store, vintners and bakery on a piece of spare land in the High Street (now a convenience store). In 1907 farm buildings on the corner of Station Road and Red Cross Road were converted into Patey's high class grocery stores.



Fig 11. 'Saunders' boathouse and showroom c.1894

Boats were built in Goring for sale and for hire. Sam Saunders, an engineer born at the Swan at Streatley where his grandfather had built and repaired boats in a small way, took on the family business. Such was his success that he moved across the river and commissioned architect Percy Stone to design a splendid boat showroom and workshops opposite Goring Mill where he made, repaired and hired out craft of all kinds. Attracting orders from around the world, Saunders needed more space and moved a mile upstream to the more extensive Springfield Works (now Withymead Nature Reserve). Around 1900 he went to the Isle of Wight, where he later expanded into aircraft manufacture.

His former premises (above, *Fig 11*) by Goring Bridge were run by Hobbs of Henley for boat hire until the 1980s. The old boat showroom (right, *Fig 12*) was for many years a shop, and was until recently the Royal Mail sorting office.



Fig 12. Street entrance to the showroom

The enlarged population, many of them well educated, had leisure time to spare. Entertainments, clubs and societies all burgeoned, necessitating new public buildings to house them.

Apart from the church, there was no venue for events. In 1878 a temperance hall was erected on a small plot of land in Station Road belonging to Charles Gardiner. This became a teetotal catering establishment and was rented out for functions. It later became Goring Library.

Also in pursuit of protecting the lower classes from the perils of drink, a working men's club, designed by Percy Stone, was built at the eastern end of High Street, once again on Gardiner land. Here the men could read books and periodicals and listen to improving lectures (below, *Fig 13*). Today this survives in an altered form as the Goring Social Club.

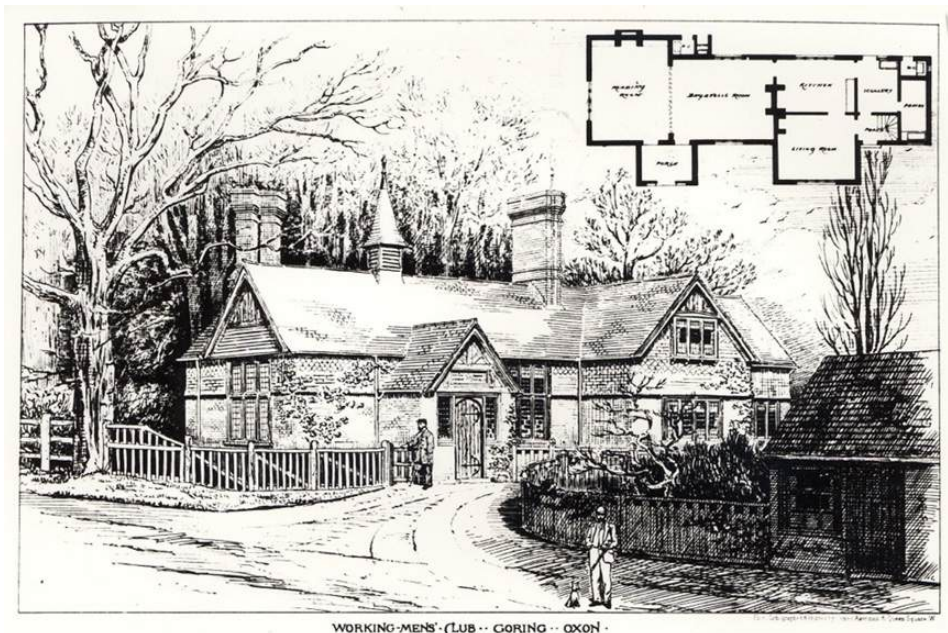


Fig 13. High St, Working Men's Club architect's drawing 1880s

Once Sam Saunders had built his large boat showroom in 1894, he allowed it to be used for plays, entertainments, sales of work, lectures etc., even though it was not always convenient to his business. A committee was set up to fund-raise for a church parish room and this was completed in 1900 on land between the High Street and the churchyard. Designed by Percy Stone in brick with stone decorations, this attractive building, which has since been extended, still serves Goring inhabitants as their Village Hall, transferred from the church to trustees in 1988.

Sporting pursuits were catered for by a plethora of clubs and in 1883; Charles Gardiner gave a large plot of land abutting Cleeve Road and High Street for use as a recreation ground. This site, which provided a location for fetes, fairs and other open air events, as well as cricket, football and bowls pitches, remains well used today. In 1936 the Old Rectory by Goring church burned down and the owner gave the site with its walled garden to the village. Part of the land became an extension to the churchyard and the rest formed Rectory Garden, a small public park.

Religion played a big part in local life. St Thomas' church underwent two refurbishments in the 19th century. Modifications took place in 1848 to increase seating capacity from 181 to 300 by removing the box pews and the west gallery. A new window was also inserted. Ambitious renovations in 1887/88 replaced the old east wall of the chancel with an apse built on the foundations of the demolished Priory church. In order to incorporate a new organ, it was necessary to make further structural alterations, including the building of a new chamber on the end of the north aisle. More renovations continued into the 20th century, including the replacement of the rood screen in 1910. In 2008 the pews were removed and replaced with moveable seating. The Canterbury Room built on the south wall of the nave has provided a new public facility.



Fig 14. Goring High Street c.1900 with old and new chapels of Lady Huntingdon's Connexion

Nonconformity continued to flourish, with Baptist and Primitive Methodist congregations in the rural east of the parish, alongside the Countess of Huntingdon's Connexion, whose chapel in Goring High Street in 1893 celebrated its centenary. To mark this occasion, a new chapel was built on the corner of Manor Road with stained glass windows and an organ. A manse had been erected on adjacent land for the minister as early as 1823. The old chapel became a Sunday School.

Goring had a diverse population by the end of the 19th century and it became necessary to cater for Roman Catholics, who initially worshipped in the boathouse of William Hallett a local land agent and auctioneer. Thanks to his persistence, a church designed by William Ravenscroft opened in 1897 dedicated to Our Lady and St John, although it was not completed until 1938. All three churches in Goring village are thriving today.

By the outbreak of World War 1, Goring was similar to a vibrant small town. The conflict brought an end to development for four years and by 1914 (right, *Fig 15*) the Victorian and Edwardian building boom was over. It slowly resumed between the wars, with some houses built in Gatehampton Road and the Elvendon Road area, but there was no further significant development until the late 1950s and early 1960s when mains drainage was introduced to replace the old cess pits and the Allnut Charity sold off its land east of the railway for housing. A Council estate was built at this time off Elvendon Road. At the same time, the old mansions were becoming redundant and were either demolished to make way for building estates or were converted into apartments or nursing homes. Planning restraints were minimal and many of the new small housing developments were unsympathetic in style to both each other and the old village properties. Since this period, a smaller number of houses has been built on infill sites, in the gardens of large houses or on the sites of demolished older properties. A Neighbourhood Plan was adopted in 2019 with the aim of guiding future housing developments.

Goring today is still a thriving village of 3500 (2023), with a good range of shops and services for the residents and the many visitors who are attracted to the area.



Fig 15. Ordnance Survey map 1914

5.0 General character and appearance

5.1 Layout and plan form

The early settlement was clustered around a church enclosure, near to the ford across the river. The 1727 map of Goring (see, *Fig 4*) shows a few houses confined to this enclosure and scattered along High Street and 'The Street', now Ferry Lane and Station Road, eastwards to what is now Red Cross Road.

By 1830, maps show just a few new buildings interspersed with orchards and farm/garden land, extending very gradually eastwards between High Street and Ferry Lane/Station Road to a short distance along the Reading Road.

Opening of the first bridge in 1837 and the railway in 1840 when 'The Street' was severed, resulted in High Street becoming the primary route through the village, and by 1846 a Tithe Map shows the centre of the village fully occupied by properties.

Several un-adopted, tree-lined roads such as Elmhurst (right, *Fig 17*), Lyndhurst and Lime Tree roads characterise Goring's 19th and early 20th century inheritance and endow the Victorian periphery of the conservation area with a green, suburban character. They are lined by substantial late 19th century red brick houses and modern infills set in large plots with mature trees. These quiet roads increase connectivity within the village centre, are well used by pedestrians and cyclists, and valued as tranquil, largely traffic-free routes through the village.



Fig 16. Streatley and Goring Bridge



Fig 17. Elmhurst Road

5.2 Activity and uses

Three distinct areas, the earliest Anglo-Saxon/Medieval settlement around the church beside the river, a denser, a late medieval village centre, today its economic centre, and a Victorian residential periphery, are still identifiable within the conservation area despite later infill. These form the three character areas described in Section 7, each representing a phase in Goring's development.



Fig 18. Theatre at Goring Lock

5.3 Open spaces, trees and landscape

The conservation area is defined by its abundant green landscape as much as its built form. The dominance of trees and the wooded appearance of the area with in the landscape, particularly when the trees are in full leaf, softens the built form and provides a seasonal backdrop to the buildings. The changing colour of the tree canopy from spring to autumn is a vital component of the landscape character. Significant open spaces are shown on the map, page 6, and include:

- four well-wooded eyots, one of which is spanned by the bridge;
- St Thomas' churchyard, today managed as a wildlife resource with mature trees, grasses and wildflowers. It also houses the war memorial, dedicated in 1921, inscribed with the names of 52 parishioners lost in World War I. 21 names were added after World War II in 1950;
- Lock Green (left, Fig 18), a public, riverside space with mature trees beside Goring Lock, used for picnics, open air theatre and concerts;
- Rectory Garden (below, Fig 19), a walled, public open space since 1938, formally planted in the 1950s with lawns and an avenue of limes;
- Thames Court Garden, High Street, a courtyard garden, currently within a business development, adding colour to the village centre;



Fig 19. Rectory Garden

- Gardiner Recreation Ground, Cleeve Road, at 5.5 acres, the largest public open space, was given to the village in 1888 by the landowner CLW 'Squire' Gardiner. Lined by mature horse chestnut trees, today it is used for sports and a children's playground;
- Wheel Orchard Allotments (right, *Fig 20*), rear of 1-6 High Street, bring a rural feel to the densely built centre of the village;
- The grassy riverside bank and towpath south of the bridge has a hard surface, benches and popular, busy boat moorings;
- Ferry Lane public open space, the location of the ferry landing until the 19th century, is today a peaceful place for a picnic;
- Water meadows south of Ferry Lane originally formed a common meadow but today their most important role is to sustain the tranquil setting for the riverside path as it wends its way through the wooded Goring Gap out into the wide valley to the south.

Today's mature tree cover is a relatively recent, man-made phenomenon which now contributes significantly to the character of the conservation area. 19th and early 20th century photographs show very few trees and rural scenes of open fields and meadows surrounding the pre-Victorian village (right, *Fig 21*).

Victorian, Edwardian and later plantings have matured in generous garden plots, and the conservation area is now a well tree'd area.



Fig 20. High Street allotments



Fig 21. Treeless water meadows south of village as seen from Streatley Hill, 1896

5.4 Views and vistas

The village is surrounded by the dramatic, natural landscape of two National Landscapes and the wooded slopes of the Goring Gap frame many of the most-appreciated views within the conservation area. Important views are noted on the map, page 6.

View 1. Panorama from Goring and Streatley Bridge



Fig 22. Goring weir, lock and lock house



Fig 23. Streatley weir with paddles and rymsers



Fig 24. Goring millstream backwater, Hobbs Boathouse on right



Fig 25. Upstream from bridge, Swan Hotel and Withy Eyot



Fig 26. Downstream towpath, moorings, wooded hillside of Goring Gap

View 2. Church Lane



Fig 27. Approach looking into Church Lane, past Mill Cottage on the right and Grahamsfield on the left, the site of Goring Manor. This walled lane emphasises the seclusion of the church from the busy hub of the village bringing tranquillity to the church and its churchyard.

View 3. Goring Mill backwater and Mill Cottage



Fig 28. From the small bridge on the towpath looking east along the mill stream to Mill Cottage (until 2016 home of George Michael). St Thomas' church is glimpsed through trees to the right.



Fig 29. JMW Turner *Goring Mill and Church* c.1806-7, The Tate Gallery. London.(2704). Turner painted this piece from this position.

View 4. Manor Road



Fig 30. From Manor Road/Station Road junction looking north past the John Barleycorn pub.

View 5. Goring High Street



Fig 31. From Rectory Garden looking east along the traditional village High Street lined with 17th, 18th, 19th and 20th century buildings.

View 6. Station Road (east end)



Fig 32. Station Road was known in 1686 as South Street, or 'The Street,' and was the main route through the village leading directly to the ferry, but was severed when the railway arrived in 1839/40. The postcard above captures an attractive long view towards Streatley Hill from Springfield and Pound Lock House, c.1900.



Fig 33. View from 8 Station Road, looking south.



Fig 34. View taken from the same vantage as the postcard above (Fig 32).

View 7. Station Road (west end)



Fig 35. Looking east past the Catherine Wheel pub with its former blacksmith's shop, and white painted brick and irregular timber framing on the left, past Elm Cottage on the right.



Fig 36. The same view c1900.

View 8. Goring High Street



Fig 37. Looking westwards towards the village centre, three pairs of Victorian red brick semi-detached cottages built by local builders for employees of the wealthy between 1883 and 1899. Although there has been modern infill, the street scene is largely unchanged since the late 19th century.



Fig 38. Gardiner Cottages, High Street c1900.

View 9. Gardiner Recreation Ground



Fig 39. Looking east to the pavilion and Cow Hill beyond. A generous gift to the community in 1888 by the landowner, CLW Gardiner, symbolising philanthropy in line with the Victorian spirit of self-improvement. With a cricket match in play, the Gap Festival in progress, or for families enjoying picnics in the summer, these views epitomise a traditional English village and the field contributes invaluable character to the conservation area.



Fig 40. Looking west to Cleeve Road and the conservation area with Lardon Chase beyond.

5.5 Public realm

Goring conservation area is at the centre of a large village with attractive areas of public open space, streets and paths.

However, the style of the public realm is generally more in keeping with an urban area than a village. Surfaces throughout the conservation area comprise grey tarmac roads and pavements with granite sett kerb stones, many of which have been replaced with concrete kerb stones.

Street lighting, consisting of overlights on standard pavement-mounted metal columns, is at a level appropriate to the village. A programme of gradual replacement by the parish council is converting the lights to LEDs.

Street furniture typically consists of benches, some wooden and some from recyclables, bins, bollards, information signage, bus stops and post boxes. Benches, bins and bollards have been added ad hoc over time and are eclectic in style.

Planters and hanging baskets within the conservation area enhance its appearance and create attractive focal points. These are funded, provided and maintained by Goring-on-Thames in Bloom, a voluntary group which has won numerous awards for the village in the Royal Horticultural Society Britain in Bloom competitions, as well as the parish council.

There are also a number of informal, small, green amenity spaces such as grassy verges and banks which relieve the potentially urban appearance of the conservation area.

5.6 Buildings

Designated heritage assets

There are 26 listed buildings within the conservation area. Of these, only the Norman church of St Thomas of Canterbury has Grade I status. The remaining buildings are Grade II. Most of the Grade II buildings are of modest size and now in residential use, although the list includes two paddle and rymer weirs, a former stable block at The Swan inn which is now a public bar, two barns, a former brewhouse now used as offices and the lychgate at the entrance to the churchyard. None of the architect-designed mansions erected during the late Victorian and Edwardian building boom have been listed. The locations of listed buildings are shown on the map on page 6, and a full list can be found in Appendix A.

There are no scheduled monuments, registered parks and gardens or registered battlefields within the conservation area but Goring Mill Weir and Lock (see, *Fig 1* and *Fig 22*) have been designated as a site of national importance. The first pound lock was built in 1787, where there was formerly a flash lock.

Non-designated heritage assets

Some buildings are not listed but make a positive contribution to the special architectural and historic character of the conservation area. Although not statutorily protected, the effect of developments upon their significance can be considered within planning applications against the tests of paragraph 197 of the National Planning Policy Framework (2021) as 'non-designated heritage assets' (NDHA).

NDHAs are shown on the map on page 6. Photographs and descriptions are included in Appendix C. Buildings of particular note that have been identified are included in the appropriate parts of Section 7.

6.0 Character Area Analysis

Three distinct areas are still identifiable within the conservation area despite later infill, shown on the map, right.

- Character area 1: Early Anglo-Saxon and medieval core
- Character area 2: Pre-Victorian village centre
- Character area 3: Victorian residential periphery

6.1 Character area 1: Anglo-Saxon and medieval core

Summary

Bounded to the west by the river, character area 1 includes the earliest settled part of the village. It extends from Goring Lock in the north, south to the water meadows and is confined by the western end of the High Street, Manor Road and Grange Close. The earliest river crossing was probably a Roman ford near to the present-day bridge; tracks forming the ancient Icknield Way converged on this from the east and west.

A wide range of building ages and architectural styles contribute to a varied built form, including some of the most significant public buildings in the conservation area. A number of unique and substantial buildings, such as Goring Mill, St Thomas' church and Goring Village Hall with large curtilages are interspersed with areas of public and private green space with many trees. The exceptional Goring Gap landscape outside the village contributes significantly to the sense of place in this part of the conservation area.

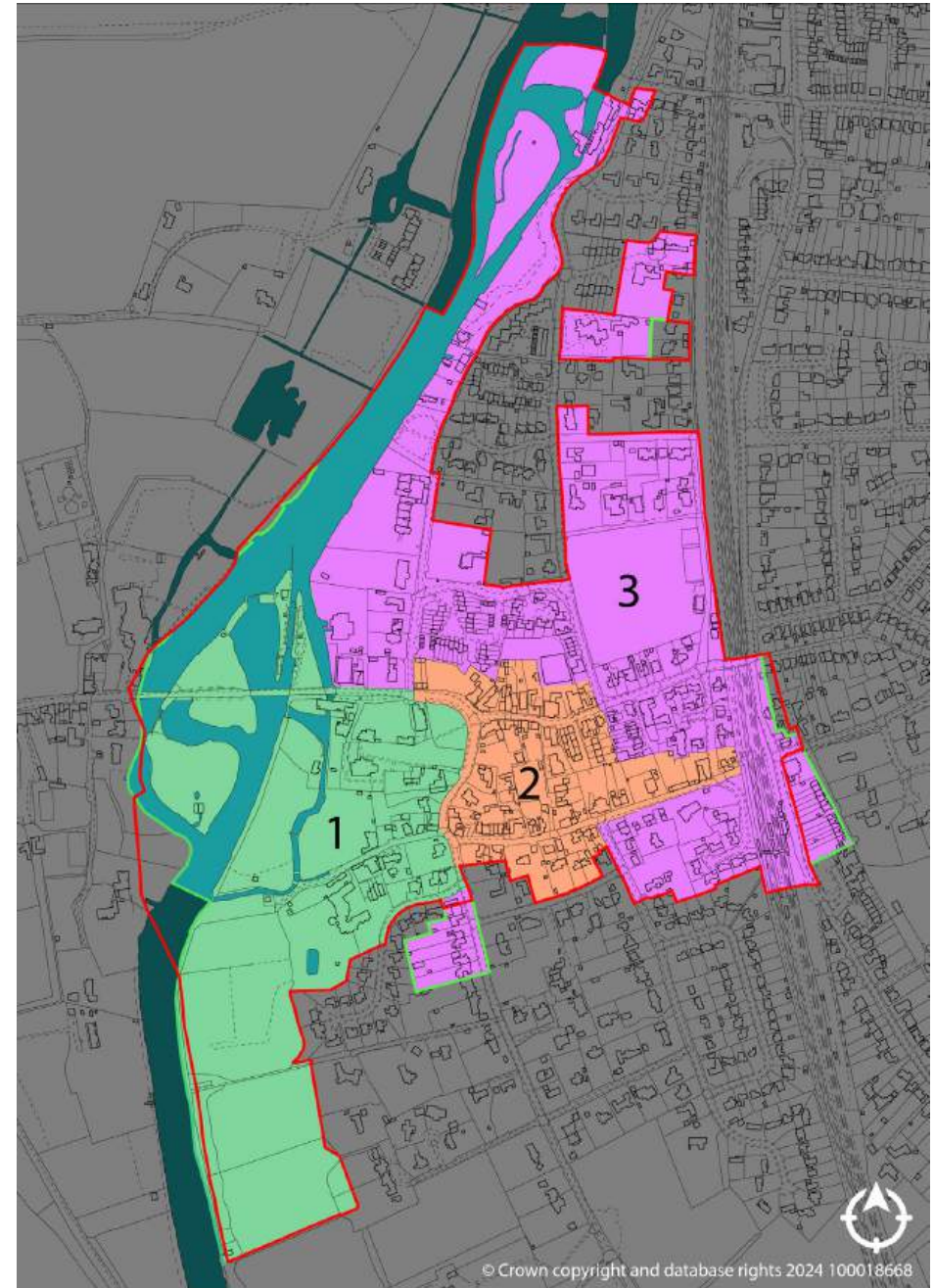


Fig 41. Character area map

Distinctive qualities

- An early medieval ecclesiastical enclosure was the site of a Norman church and a priory. Today this offers tranquillity at the heart of a busy community.
- Significant views of the river, weirs, lock, wooded hillsides and historic buildings are valued by both residents and tourists.
- Transition from village to open countryside via the towpath beside water meadows.
- Community buildings such as Goring Village Hall and two churches, and several public open spaces are valuable assets to village life.

Built form (size, scale, age)

The main curtilages in character area 1 are largely defined by the layout of the earliest roads, High Street, Manor Road and Ferry Lane which skirted the Anglo-Saxon/medieval core. This road structure is clearly seen in the Marlborough Map of 1727 (see, *Fig 4*) and survives today.

The large size and irregular shape of many plots relates to their historic functions as religious, manorial or agricultural units. There has been less subdivision here than in character areas 2 and 3 although buildings of all ages are represented, up to and including the 21st century. To the south are large areas of open space and water meadows. The overall impression is of an area with a lower density of built form than elsewhere in the conservation area and, away from the High Street, a semi-rural, tranquil character defined by green spaces and the river.

The enclosure formed by Ferry Lane, Manor Road, High Street and the river was the site of a Norman church (right, *Fig 42*) and a priory but there may already have been a wooden Anglo-Saxon building on the site, with the diamond shape of the enclosure around it suggesting it



Fig 42. Church of St Thomas' and war memorial



Fig 43. The Old Vicarage, Manor Road

was a minster church. The church and church yard are quietly hidden from view from surrounding roads and paths and only revealed as the churchyard, bounded by much-repaired brick and flint walls of different ages and heights, is entered. Today, the only ecclesiastical structure remaining within the enclosure is the Glebe House, now renamed The Old Vicarage (above, *Fig 43*). Adjacent to the medieval enclosure are several large Victorian houses, for example, Grahamsfield, Crossways and, most notably, The Grange, with splendid architectural detail.

Building detail and materials

Character area 1 includes some of the oldest buildings in the village, several notable for their significant size and specific function. There are relatively few residential dwellings, but these are predominantly two storeys in height, occasionally with dormers. The grouping of buildings of mixed ages, some in riverside locations and in generous green spaces with mature trees, contributes to the quiet ambience of much of the central part of the conservation area.



Fig 44. Lybbes Almshouses, 1768



Fig 45. Church of Our Lady and St John

No particular building style or materials predominate. Older buildings such as Lybbes Almshouses (above, *Fig 44*) are of locally made bricks which are today notable for their variable texture and muted colours with a brick band between ground and first floor, tiled roofs and lean-to door hoods on brackets.

Some buildings such as Goring Mill use flint panels with brick dressings while timber frames with brick fill can be seen at Mill Cottage and Tudor Cottage. Roughcast or pebble dash walls are used for St Thomas' church and The Old Vicarage.

The Victorian building boom called for large volumes of fashionable red bricks, probably brought in by rail so buildings of the late 19th and early 20th centuries are of more uniform brick construction, sometimes relieved by random chequered brickwork with burnt blue/grey headers

(e.g. Ferry Lodge, Goring Village Hall), and with decorative brick strings using burnt blue/grey headers (e.g. Goring Mill, Mill Cottage, Ferry Lodge, Goring Village Hall). Victorian Tudor Revival style with timber and stucco facades and plain and decorative wall hung clay tiles (e.g. The Grange, Grahamsfield, Crossways, Ferry Lodge) can also be found here.

The most notable building is St Thomas of Canterbury church, built before 1180 with fine early Norman features, and listed Grade I. Externally, the original flint and stone walls have been largely pebble-dash rendered, but internally the Norman character is still very evident. This forms a major feature in views from Goring bridge and from higher viewpoints outside the village, for example from Lardon Chase to the west and Cow Hill to the east.

Grouped around the church are other buildings with religious connections, Lybbes Almshouses (1768) and the 17th-19th century glebe house The Old Vicarage in Manor Road. This has roughcast walls, probably on brick with interesting fish-scale hung tiles and a 2-storey porch.

Finally, the attractive Catholic church of Our Lady and St John (left, *Fig 45*) was built in two phases, 1897-8 and 1938 at the instigation of estate agent William Hallett. It was designed by William Ravenscroft of Reading, a significant local architect. It is unusual to find such a stylish Roman Catholic church in a small rural village and it reflects Goring's cosmopolitan community of the time.

Adjacent to the churchyard, Grahamsfield, in Lock Approach, was rebuilt between 1890 and 1900, as a large Arts and Crafts house in Tudor Revival style, on the site of the former Goring, and then Parsonage, Farm. Recent research found the remains of an old wooden roof and

wall beams in the upper storey and roof space in the end of the building adjacent to the churchyard. It was concluded that the 1890-1900 house incorporated a much older building, possibly a farm house from the mid 17th century, the front door of which would have been on Church Lane.

Another significant group of buildings reflects Goring's historic role as a river crossing point. The white-painted brick Lock Keeper's House was built in 1879 although Goring Lock began life in the 1500s as a flash lock and weir and became a pound lock in 1787. The current Goring Mill dates from the 18th century. Listed, Grade II, it is built in red brick with grey headers and a plain red tile roof. A white weather-boarded hoist has a dovecote in the cross gable on top. Beside the mill stream bridge is a rare small paddle and rymer weir, operated by placing large wooden posts, the rymers, into the bottom of the river. To control the water flow, paddles of different heights (below, *Fig 46*) are placed against the rymers. Mill Cottage in Church Lane ceased to be inhabited by the miller



Fig 46. Goring Mill paddles, 1968



Fig 47. Goring Village Hall roof and clock



Fig 48. Norfolk House, Ferry Lane

in the 1890s. Built of a mixture of 17th century handmade and 18th century wire cut bricks around an earlier oak timber frame, its older section siding onto Church Lane is partially timber-framed, as is the river-facing gable. This was the home of the singer, the late George Michael.

Victorian buildings in character area 1 include Goring Village Hall (above, *Fig 47*) designed by local architect, Percy Stone, and built by public subscription, it opened in 1900 as the Church Parish Room. Additional rooms were built in the 20th century and it now serves as the major venue for public and private events in Goring.

Other notable red brick Victorian buildings include Norfolk House (above, *Fig 48*) in Ferry Lane, built as a butcher's shop in 1899 for Saunders Bros of Pangbourne, with accommodation over and a slaughter-

house at the rear. This flamboyant building with an ornate corner 'tower' and a leaded domed roof fits its corner site well and has sash windows and remnants of the hanging rails.

Roofs of Victorian houses in this area are all steeply pitched, mostly with clay tiles and both roof and wall dormers are common. Some 19th century and early 20th century roofs have interesting finials, decorated ridge tiles and occasionally eaves brackets, for example. Ornate brick and terracotta chimneys became a popular feature of the 19th century Arts and Crafts movement. The Grange (right, *Fig 49*) sports the most flamboyant examples in Goring.



Fig 49. The Grange chimneys

Casement windows predominate in older domestic buildings (Lybbes Almshouses, Tudor Cottage, The Old Vicarage). Sashes, introduced in the late 17th/early 18th century, are found in part of The Old Vicarage and they remained popular into the 19th century (e.g. Norfolk House, Crossways) although the Arts and Crafts Movement saw a revival of casement windows (e.g. Grahamsfield, The Grange).



Fig 50. Churchyard wall, flint and brick, and worked stones

Boundary treatments

Walls serve a visually unifying role and flint and brick walls are a very significant feature in this oldest part of the conservation area. The oldest walls are difficult to date but are of rubble/brick/flint.

The churchyard wall, of variable age and much repaired, has some worked stones probably from the medieval priory embedded within it (above, *Fig 50*).

Victorian red brick walls with decorative brick caps, most commonly using half round coping stones, are also a characteristic and attractive feature across the conservation area.

One prominent wall in this area surrounding the Rectory Garden (right, *Fig 51*) uses attractive metal retainers for its coping. It was built after 1938 when the garden was given to the village, and the wall has many brick and flint details in common with its taller predecessor, (right, *Fig 52*) seen in a pre-1900 photograph.

Local wall styles are frequently replicated by later property owners to conserve the character of the village.

Activity and prevailing or former uses

Goring's location on the prehistoric Icknield Way trackways where they converged to cross the Thames ensured it became a centre for trade, crafts and hospitality. The Thames has long been managed for fishing, transport and milling and this history is reflected today by Goring Lock, its weirs, notably two paddle and rymer weirs and Goring Mill, used both for milling and electricity generation during its working life. Until the mid 19th century, the parish was mainly agricultural and Parsonage Farm next to the church, previously Goring Manor and today, Grahams-field, remained a farm until the 19th century.

Today this part of the conservation area is a hub for community activity and a magnet for tourists. There are few dwellings. Over 6000 vehicles per day, many of them HGVs, cross the river bridge but it is possible to find tranquillity along the river towpath and on footpaths leading to Manor Road or through the churchyard.



Fig 51. Rectory Garden brick and flint wall



Fig 52. Rectory Garden prior to 1900

6.2 Character area 2: pre-Victorian village centre

Summary

Character area 2 encompasses the second, slow phase of Goring's growth from the late 15th to the mid-19th century. By 1382 the ford at the site of the current bridge was abandoned in favour of a ferry operating from Ferry Lane. This, together with South Street (also known as 'The Street,' later Station Road) became the main route through the village for the next 450 years. The 1727 map of Goring (see, *Fig 4*) shows a few houses confined to the church enclosure and scattered along Ferry Lane/South Street and High Street. By 1830 a few new buildings interspersed with orchards and farm/garden land extended eastwards a short distance along Reading Road.

During this period Goring remained a small agricultural community, just a few farmhouses and cottages gathered around the church and mill. Little is known of its history and few significant buildings survive. By the 17th century, greater prosperity resulted in some revival and growth in this part of the village but buildings remained modest in scale. Today, many are occupied by shops or offices. Streets are narrow and pavements are absent or discontinuous and many older cottages front directly onto the street.

The visual appearance here is essentially fine-grained and detailed due to the modest scale, mass and density of the buildings. Its importance today lies in the demonstration that historic buildings can adapt successfully to form a modern economic heart of a village and can, and do, enrich the quality of life and sense of place.



Fig 53. Wheel Orchard path to High Street

Distinctive qualities

- Characterised by traditional, small village cottages, some terraced, predominantly two storeys in height with occasional dormers. Some date from the 17th century and are interspersed with 19th century properties, modern re-developments and infill;
- A busy economic hub with a range of small retail and service businesses operating from a variety of premises including many re-purposed historic buildings;
- A 'green' character due to planting in allotments and private gardens and the efforts of community gardening volunteers who plant small, unloved spaces with greenery (above, *Fig 53*).

Built form (size, scale, age)

During the 15th to mid-19th century the village probably remained largely agricultural with farmhouses, farm buildings, fields and orchards in the centre. Some cottages are probably sub-divided former small farmhouses which became redundant after Enclosure in 1788.

This area is characterised by small, mostly two-storey village houses with complex, clay-tiled rooflines and brick chimneys, a mix of some of Goring's oldest surviving buildings dating from the 17th century and possibly before. Timber-framed cottages on High Street and Station Road have been either re-fronted or replaced during the 18th and early 19th centuries and are now interspersed with more recent structures. Many historic buildings have been re-purposed for business use.



Fig 54. W H Napper's Cottage, High Street

Many property curtilages shown on an 1846 tithe map are still identifiable today, but subdivision and infilling has intensified building density significantly. There are no public open spaces, but a 'green' quality is maintained thanks to the allotments adjacent to Wheel Orchard carpark and the vibrant gardens of village properties.

This area has seen much alteration and redevelopment and today shows signs of vulnerabilities threatening its identity and appearance. However, the presence of many buildings of historic or architectural interest ensures that the area retains an attractive, historic character with small cottages, traditional narrow village streets and footpaths and a few red-brick Victorian and later intrusions.

Building detail and materials

Most older buildings originated as modest dwellings of one or two storeys for rural workers or small farmers, built in vernacular style with local materials, timber, brick, flint, clay tile and thatch, by local craftsmen. These were probably simple and functional in design and execution, many with doors opening directly onto the street. None appear to have been built as high-status properties but many have been updated and improved over time, to keep up with fashion.

Several remaining 17th and 18th century buildings lining High Street and Station Road have timber frames and brick, flint or plaster walls and others may conceal 17th century or earlier cores, pointing to the good local supply of timber but a poor supply of building stone. Many of these were either re-fronted or repaired / replaced by fashionable brick during the 18th and 19th centuries and this is sometimes recalled by plaques, such as W H Napper's (1806) (left, Fig 54) and Cymbal House (1805) on High Street.

Occasionally, repairs reveal glimpses of 17th century timber frames within. Repairs in 2020 at Napper's Cottage reveal that the 17th century roof was raised, possibly in 1806 when it was re-fronted in brick, adding or extending an upper storey. Repairs to wooden siding at the Old Barn, Station Road (below, *Fig 55*) in 2020 revealed the timber frame within, a rare glimpse into the structure of a late 17th century wall.



Fig 55. Old Barn, Station Road, timber frame



Fig 56. The Cabin, Red Cross Road

The Log Cabin, Red Cross Road (above, *Fig 56*) probably first built in the later 18th/early 19th century, was given extra height upstairs, with the new roof supported by wooden purlins which are still visible projecting beneath the half hipped gable roof. Commonly, newly created second storeys were lit by dormer windows and, very occasionally, dormers were used to light a third attic storey, for example at Glebe Cottage or the later Victorian extension at the rear of the Miller of Mansfield.

Many buildings in this character area have long histories of use for specific purposes which prevail. Today. For example, three of the oldest surviving buildings have retained their early function as public houses (right, *Figs 57-59*).

The John Barleycorn pub (early 18th century) and Wey Cottage (19th century) on Manor Road are both timber framed buildings, re-fronted with brick and rough cast walls. Both sport attractive roof dormers.

On Station Road, The Catherine Wheel, is timber framed with white-painted brick walls and two catslide roofs. While the rear part and the barn are 17th century, the front part of the building is a Georgian extension. It had a separate adjacent smithy and wheelwright's shop in the 19th century.

On the High Street, The Miller of Mansfield (18th - 19th century) overlooking the Rectory Garden, has handsome 2-storey angled bay windows to left and right with 16-pane sash windows.



Fig 57. The John Barleycorn, Manor Road



Fig 58. The Catherine Wheel, Station Road



Fig 59. The Miller of Mansfield, High Street



Fig 60. Left to right: Glebe Cottage, Miller of Mansfield, Free Church Hall and Free Church

Historically, most villages had a brewery and Goring's was located on High Street. The Old Brewhouse (19th century) now forms part of a small business complex and contributes visually to the street scene.

Other tailor-made buildings of local historic and architectural interest include the first chapel of Lady Huntingdon's Connexion (1793) together with the second (1893), now Goring Free Church, opposite the Miller of Mansfield pub and Glebe Cottage. This group of buildings on the High Street form notable visual landmarks at the entrance to the village centre (above, Fig 60).

Many historic buildings in this character area have been repurposed effectively to fulfill new functions.

For example, on the narrow High Street, the Goring and South Stoke British School (1850) bears a stone plaque and is now a carpet shop. This was built to educate the children of adherents of Lady Huntingdon's Connexion church across the road.



Fig 61. Colebrook House



Fig 62. Goring Library, Station Road

Also on High Street, the attractive Colebrook & Co (above, Fig 61), sporting many Arts and Crafts features, was built in the 1890s as a butcher's and fishmonger's shop. To the front lies an elegant mosaic apron inscribed with the name of the business, to the rear there are remains of traditional sett paving providing drainage where the butcher's debris was washed away. The building is now an estate agency.

Goring Library (above, Fig 62) in Station Road occupies the modest, re-purposed Temperance Hall (1878).

The Community Centre (see, Fig 63) also in Station Road (1855), was formerly the Church of England National School and headteacher's house. This attractive flint and brick building now hosts community groups and events.

Typically windows of the 17th and 18th century cottages in character area 2 are timber-framed with two or three white painted casements and black painted frames and cills as at Thatch Cottage and Vine Cottage (below, *Fig 64* and *Fig 65*). The first sash windows appeared in a few important and fashionable 19th century buildings such as The Old Farmhouse and the Miller of Mansfield.

Commonly, front doors are white or black painted ledge braced doors and some such as Vine Cottage have simple hoods.



Fig 63. Community Centre, Station Road



Fig 64. Thatch Cottage, Station Road



Fig 65. Vine Cottage, Station Road



Fig 66. Hazel Cottage, Station Road

Boundary treatments

Many houses open directly onto the street but front garden walls of brick and flint are particularly characteristic of Station Road such as Hazel and Vine Cottages (left, *Fig 65* and *Fig 66*).

Some modern developments such as Bellême Mews in Station Road and Wren Cottage in High Street have adopted flint and brick walls to respect and enhance the character of the area.

Activity and prevailing or former uses

The 1879 OS map shows a small, nucleated village centre surrounded by fields with orchards to the north and south. One former farm, Goring Farm, remains; renamed as The Old Farmhouse on Station Road and now in residential use. Its plot, with adjacent barn, stables and garden remains one of the largest in the village centre.

A brewery existed from at least the 1830s occupying an extensive area north and south of the High Street. It was finally sold in 1940 to Brakspears of Henley together with all the pubs, when it was promptly closed and re-purposed as a factory. Several historic buildings remain including the old malthouse (The Old Brewhouse) and part of Thames House/Cottage, listed, but partly redeveloped in the 1990s. The complex is now in business use.

Today businesses, services and some dwellings occupy the centre of the conservation area, many in re-purposed historic buildings. A good range of food and other retailers is represented including hardware and gifts. Services include hairdressers, estate agents, veterinary surgery, pharmacy, carpets, cafés, two pubs and several restaurants and take-away outlets.

7.3 Character area 3 – Victorian residential periphery

Summary

This extensive but fragmented area is characterised by substantial 19th and 20th century dwellings set in generous, well-wooded gardens. Properties were built along newly laid out streets giving these low density 'suburbs' a very different character to the narrow village streets and high-density buildings of the older village centre. This expansion represents the evolution of Goring from a rural village into a fashionable, riverside resort by the end of the 19th century.

Expansion began in earnest in the 1880s and 1890s, fuelled by the sale of plots of open farmland between the High Street and the medieval hamlet of Cleeve to the north, and around Manor Road to the south, of the village centre. By the early 20th century, this area was occupied by prestigious mansions in extensive grounds, by large family villas and by smaller villas and cottages for servants and others.

After World War I the lavish lifestyle became increasingly unsustainable and during the later 20th century many of the grand houses were either divided into flats, converted to care homes or sold and demolished for the construction of small, modern housing developments. Landscaped garden structures, mature trees and carriage drives have survived, providing a framework for 20th century development and leaving a legacy of the Victorian period that is the key to Goring's built identity today.

Historical records exist for many of these properties with stories of their occupants well-documented in photographs, sale records and through research by the Goring Gap Local History Society. The key significance of this area is in its visual historical evidence of the luxurious but short-lived lifestyle enjoyed by rich Victorians and their families.



Fig 67. Cariat Boathouse and Cariat Court above

Distinctive qualities

- High status mansions and substantial villas illustrate the legacy of local Victorian architects and give insight into lives of the newly rich middle and upper classes and the people who worked for them;
- Non-local building materials are common, for example cast stone, factory-made bricks, slate roofs and terracotta tiles;
- Examples of Victorian patronage include the philanthropic gift to the village of the Gardiner Recreation Ground by Squire Charles Gardiner, and good quality smaller houses built for servants, governesses, grooms and gardeners;
- The houses, river gardens and boathouses on the Goring bank north of the lock contribute to valuable views from the Thames Path in Stratley, for example, Cariat Boathouse (above, Fig 67);

- Un-adopted roads, lined by trees, substantial 19th century brick houses and modern infills provide tranquil, largely traffic-free routes through the village;
- The national Ridgeway Path is the line of an ancient trackway, which today heads north from the bridge to Cleeve and hence to the Chilterns, opening up distant views to the west in the heart of the conservation area (right, *Fig 68*).



Fig 68. View from the Ridgeway

Built form (size, scale, age)

At Cleeve, the remains of a small hamlet can be traced in a group of cottages, some dating from the 18th – 19th centuries, clustered around the current 17th century Cleeve Mill. Between the 1870s and 1912, prestigious houses were built along new roads laid out in farmland and Cleeve was absorbed into the village.

Extensive grounds, boathouses, carriage houses, stables, gate houses and quarters for servants are still identifiable today. The landscape was transformed by the planting of large numbers of garden trees, accounting for the present area's well-wooded appearance. Many houses were rented as serviced seasonal holiday residences.

More modest houses were built around the High Street and the station for domestic staff and other workers. Service became a major source of employment, but during and after World War 1, servants, essential for the running and maintenance of these large properties, became



Fig 69. Glebe Court Lodge, Cleeve Road



Fig 70. Lowbury, Cleeve Road

increasingly hard to find as the 20th century saw a downturn in fortune. Some big houses became apartments, some such as Lyndhurst on Lyndhurst Road became care homes. Others were demolished and the grounds used for modern housing. Evidence of their existence is sometimes preserved in lodges for example, Glebe Court Lodge (above, *Fig 69*), on Cleeve Road guardian of the entrance to the demolished Glebe Court. Lowbury (above, *Fig 70*) on Cleeve Road was stables, carriage and staff accommodation for Icknield House, now also demolished. This building acts as a valuable visual link between the separate parts of this character area in the street scene.

Property curtilages, garden landscaping, trees, carriage drives and attractive brick walls are today incorporated into small modern developments. For example, Glebe Court (1890s) was demolished and replaced by Maple Court, The Birches and a new road, Glebe Rise. The Birches is a particularly successful 1970s development whose scale, design and layout with communal green space enhances the character of the conservation area. Other 'lost' mansions include Nun's Acre (1886), Icknield House (1890) and Cariad (1912), all on Cleeve Road.



Fig 71. Halsbury House, High Street

An interesting group of late 19th and early 20th century buildings on High Street signals the approach to the river. These include Halsbury House (1928) (above, *Fig 71*), today a café and a shop together with the front entrance to the former Saunders' boat showroom (1894). This overlooks the mill stream, busy with moored boats in summer.

Sam Saunders' boatbuilding complex and showroom, now known as Hobbs' Boathouse, designed by Percy Stone, was built on High Street in 1894 to accommodate an expanding boatbuilding business. Today owned by Hobbs of Henley, its undercroft (above right, *Fig 72*), designed as a boat hire and storage area, sat below an upper storey which housed a showroom and some domestic accommodation. The river-facing upper storey has a long wooden balcony with tile hung walls, and Tudor Revival timber and stucco gables, evoking elegant Victorian society's enjoyment of river-related pastimes. It makes a strong and attractive visual contribution to the heart of the conservation area.



Fig 72. Hobbs' Boathouse dock, High Street

Goring Weir and Lock act as visual magnets at the heart of the conservation area. The Lock Keeper's House was built in 1879 although the lock began life in the 1500s as a flash lock and weir and became a pound lock in 1787.

Cariad, Howgate and Nun's Acre Boathouses along the Ridgeway path lie on a beautiful reach of the river and are best enjoyed from the path on the Streatley bank. They represent the remnants of grand Victorian mansions and the riverside lifestyle of their residents.

The eastern edge of this character area is bordered by the GWR and Goring and Streatley Station. This was the stimulus to Victorian and 20c growth and it remains the village's most valuable community asset. Today this area provides a record of Goring's Victorian hey-day when the railway transformed the village's social and economic development.



Fig 73. The Station House, Wallingford Road



Fig 74. Railway Cottages

The first station dated from 1840 and is marked by the stone plaque on the Station House (above, *Fig 73*) that survives on Wallingford Road. This stands near to the position of the original broad-gauge station building. In the rail security fence opposite, remnants of Brunel's original broad-gauge track can be seen, re-purposed as fence posts. The current station was built in 1893 when the line was quadrupled. East of the station are buildings that provided essential rail-related services including the handsome Sloane Hotel (1860s), now converted to flats and the Queens Arms (c1840) now Tesco.

Railway Cottages (1888) (above, *Fig 74*), lie on the eastern boundary of the conservation area, are an interesting and unique feature in the village. Built by GWR for its workers, they are a rare example of industrial housing in a rural location.

Elmhurst, Lyndhurst and Lime Tree Roads are characteristic of Goring's 19th and early 20th century inheritance and contribute to this area's green suburban atmosphere. These un-adopted, quiet roads are lined by substantial 19th century red brick houses and modern infills set in large plots with mature trees. These roads increase connectivity within the village centre, are well used by pedestrians and cyclists, and valued as tranquil, largely traffic-free routes through the village.

Building detail and materials

The architectural profession is largely a Victorian creation. In the 18th century it was common for architects to act as developers and surveyors too, but by the 19th century such roles were being devolved, leaving architects free to experiment with a profusion of styles and building materials, which could now be brought to Goring by rail. Local architects tailored fashionable designs from London to the requirements of rich clients and impressive mansions and villas emerged.

Improvements in brick manufacturing allowed consistency in form and an expansion in the range of shapes and colours available, at a price, to supplement local supplies. Non-standard shapes and sizes were used for details such as window cills, brick plinths, dentil strings, hood moulds, chimney stacks and other moulded brickwork features, as at Little Thorpe (below, *Fig 75* and *Fig 76*) with Tudor Revival details and dramatic corbelled chimneys, at Wolsley House, designed by William Ravenscroft, and at Rest Harrow (below, *Fig 77*).



Fig 75. Brick pilaster



Fig 76. Fluted chimney



Fig 77. Brick moulding

Decorative, wall-hung tiles and terracotta ridge tiles and finials also became more common.

Rough cast or rendered walls, used alongside brick or timber, became popular in both Tudor Revival and Arts and Crafts style designs, for example, at Rest Harrow , Oriel Flats (below, *Fig 78*) and the elegant Oriel House (below, *Fig 79*) on Thames Road, a prominent building of local architectural and historical interest, with its special architectural features clearly visible, including a graceful door hood, asymmetric chimneys and other good Arts and Crafts characteristics.



Fig 78. Oriel Flats (detail)



Fig 79. Oriel House

By the late 19th century cast stone was popular and used to add fashionable detail to prominent buildings for example, the carriage arch at Thames Bank (below left) and window details and original porch at Court Gardens (below right) on Cleeve Road.

Smaller houses for servants and others also followed the latest trends, and local builders tried to decorate relatively simple cottages in the fashionable style of the day. Three pairs of attractive red brick cottages on the High Street, Ainsdale and Woodbine Cottage (see, *Fig 84*),



Fig 80. Thames Bank carriage arch



Fig 81. Court Gardens front elevation

Redbricks and Star Cottage, West Dean and Sweet Briar, represent examples of new housing for employees of the wealthy. These have some design features of the larger properties such as bay and oriel windows, dentil string courses and some polychromatic brickwork, but appear to be designed and executed, sometimes inexpertly, by local builders.



Fig 82. West Dean

West Dean (left, *Fig 82*) has diaper brickwork created in a curious mix of English and Flemish bond, not refined but quite charming. Roofs in character area three are all pitched, and most use clay tiles. Occasionally slate roofs appear, such as at Woden Cottages, but these are not typical of the vernacular.



Fig 83. Glenthorn



Fig 84. Ainsdale and Woodbine Cottage

Window openings are spanned by both horizontal lintels and curved, segmental arches, the latter particularly common in smaller houses such as West Dean, Ainsdale and Woodbine Cottage (above, Fig 84).

As technology improved, large-scale production of plate glass encouraged the use of larger, sash window panes, as at Court Gardens (see, Fig 81) and Glenthorn though casements remained common too. Window blind cases remain in place at Glenthorn (above, Fig 83) and at Rest Harrow.

In 1894 the Building Act changed the regulations so that windows no longer had to be flush with the exterior wall and this enabled windows to stand proud from the facade. Three-sided canted bay windows became common and oriel windows, projecting from an upper storey and supported by corbels or brackets became popular features in Goring, for example, Little Thorpe on Cleeve Road, Thames Bank on Thames Road and West Dean, Ainsdale and Woodbine Cottage (right) on the High Street.



Fig 85. Thames Bank boundary walls

Boundary treatments

High, mellow, red brick walls topped with half round wall copings enclosed several of Goring's larger Victorian houses and they remain today as distinctive features across the conservation area. In character area 3 they form an important part of street scenes, for example at The Cottage, Cleeve Road and Glebe Ride junction (above, Fig 85), where the walls mark historic boundaries of Glebe Court and Thames Bank. Of note is a plaque inserted into Thames Bank's wall by its then owner Mr. Shoolbred establishing his right of access.

Similar walls at the junction of Station Road and Yew Tree Court, mark the boundary of Wolsley House (right, Fig 86).

The Victorians' love of hedges is also evident in this area. Commonly formed of yew, laurel and privet, they remain quintessential and important features of gardens in character area three today, contributing to the green character of, for example, High Street and Cleeve Road.



Fig 86. Wall at Yew Tree Court

Open spaces, trees and greenery

The most important spatial feature in character area three is the Gardiner Recreation Ground (see, section 5.4 *View 9*), about 5.5 acres of public open space, given in 1888 by the landowner, CLW Gardiner, and entrusted to the Parish Council in 1926. This is commemorated in a plaque on the drinking fountain (1930) beside the pavilion. It illustrates the influence of historic paternalistic patronage, in common with the Social Club (formerly the Working Men's Club), High Street and Temperance Hall, Station Road (now the library). The field is used for football, cricket and bowls and also has a children's playground. Lined by mature horse chestnut trees and with views of Lardon Chase and the wooded hillslopes of the North Wessex Downs National Landscape to the west, this space is much valued by the community and it contributes a timeless quality to the heart of the village and of the conservation area.

Also notable in character area 3 are the private river gardens accessed from Thames Road and The Ridgeway footpath. Some belonged to a number of demolished mansions and are now in shared use by groups of residents. Others, such as Thames Bank (right), retain their residences and sometimes, boathouses. These are all visible from the Thames Path in Streatley.

Activity and prevailing or former uses

Character area three today remains a peaceful, largely residential, area.



Fig 87. View west across Gardiner Recreation Ground

8.0 Boundary Review

Following a comprehensive review of the conservation area boundary, revisions are proposed to the designated boundary. These are itemised below and shown on the map, page 6, and right.

8.1 Western boundary corrections

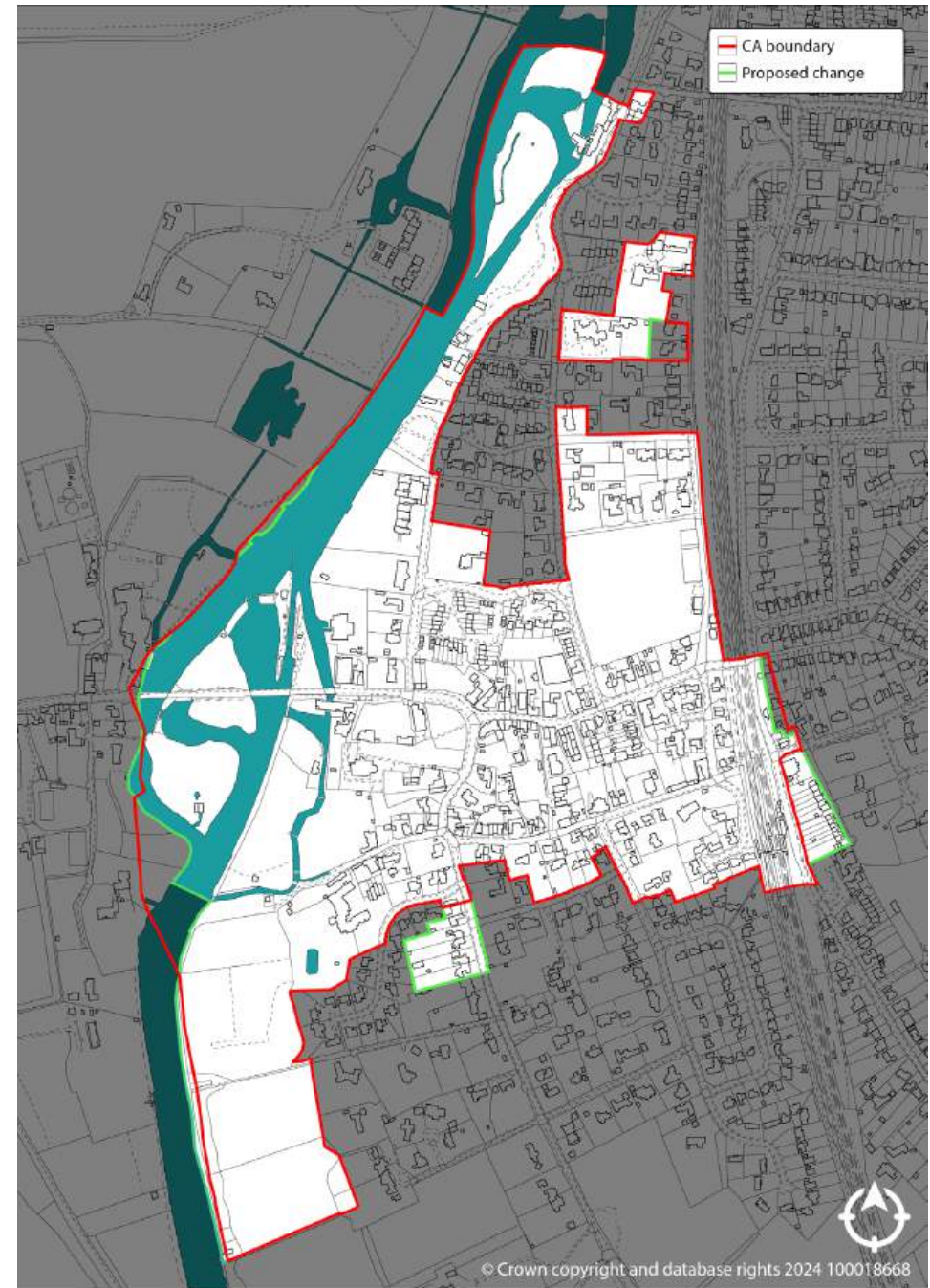
On its western boundary the Goring conservation area does not align completely with the present administrative boundaries of South Oxfordshire District Council and West Berkshire District Council. It is proposed to realign the boundary to fully conform to the local authorities' administrative boundaries.

Two effects of the realignment will be to:

- a. locate the listed Streatley paddle and rymer weir, currently recorded entirely within SODC but bisected by the boundary of the Goring conservation area, entirely within both SODC and the Goring conservation area.
- b. remove parts of the listed The Swan Hotel, located in Streatley, from the Goring conservation area. It is currently intersected by the Goring conservation area boundary.

8.2 Removal of modern development on Elmhurst Walk

Two modern houses, Hawthornden House and Yew House have been built in Elmhurst Walk since the designation of the conservation area. Neither have historical or architectural interest nor do they enhance the character of the conservation area. It is proposed to revise the boundary to exclude them.



8.3 Removal of later developments near Tesco

It is proposed to revise the conservation area boundary to exclude the modern developments on Sloane Close and First House on Farm Road, adjacent. Both are modern dwellings, permitted since the designation of the conservation area. Neither have historical or architectural interest nor do they enhance the character of the conservation area.

This revision leaves the flint-faced Station House and its curtilage on Wallingford Road within the conservation area. A plaque over its door shows that the house was built in 1840 when it was the station master's house associated with the original Brunel broad gauge railway and Goring's first station. This is a building of local historic interest.

8.4 Extension to include Railway Cottages

East of Goring and Streatley Station taking access from Reading Road, Railway Cottages are two unmatched ranges each of six brick-built terraced houses. These lie outside but adjacent to the conservation area and were built by GWR for the company's workers. Tenders were invited for the first six houses in May 1888 in the Reading Mercury.

Although the east side of the cottages have been subject to major alteration, the west side facing the station survive visually intact and can be seen clearly (right) from the station footbridge.

It is proposed to include Railway Cottages in the conservation area as they are an interesting feature in the village, a rare example of industrial housing in a rural location. Other examples of company housing for railway workers are found in towns such as Didcot and Swindon but rarely in villages, other than for the station master.

Individually, and as a group, they are of medium architectural and historic interest and have no archaeological or artistic interest. However, they form part of an interesting functional area in character area 3 of essential rail-related services, including the station, the station hotel (The Sloane Hotel, 1860s), and the Queen's Arms public house (about 1840, now Tesco).

8.5 Extension along Manor Road

It is proposed to extend the conservation area boundary to the south along Manor Road to include six historic properties on the west side. Querton and Grange Cottage were built in 1896 by architect William Hambling, his only work in Goring. They are fine examples of modest but comfortable working class dwellings.

Rivermead, Beckett, St. Mary's and Byways houses, two large semi-detached pairs, were likely built around the same time. William Ravenscroft, a prolific Goring architect, is possibly responsible for at least one of the pairs.

These buildings are strong contributors to our understanding of late 19th century development in Goring. The buildings are largely unchanged and in very good condition. For these reasons it is proposed that they are added to the conservation area.

9.0 Management Plan

In general, Goring conservation area has attractive areas of public open space, streets and paths which create a charming setting for the historic buildings. However, areas for improvement can be identified.

The relevant Council can initiate improvements and control development in the conservation area but the success of conservation area designation and its future management will depend upon the co-operation and enthusiasm of stakeholders including residents, statutory undertakers and business owners to work with the council in achieving common aims and objectives. Actions are listed below.

9.1 Specific character area issues

Character area 1

1. Views of the street scenes and the National Landscape within and from this area are particularly sensitive and require protection to retain local distinctiveness and historic character.
2. Historic water meadows in the south of the conservation area are threatened by informal enclosure for garden extensions and paddocks and intrusion by equestrian structures, sheds etc. These should be resisted where they affect views from public rights of way.
3. If historic hedges need to be cleared in the water meadows, replacements using appropriate native species should always be required. Close boarded fences should be resisted.



Fig 88. Recent riverside development in the conservation area

Character area 2

1. This area is characterised by small scale, two-storey village houses with complex, clay-tiled rooflines and brick chimneys. New development should respect and complement the fine-grained character of the area and the traditional building materials that predominate. The two-storey precedent for development should be respected.
2. Over 6000 vehicles per day cross the river bridge and the narrow High Street suffers from serious congestion and pollution. HGVs are a particular problem despite a 7.7 tonne weight limit and 'Access Only' restrictions through the village. Conditions for pedestrians in this area are poor, with narrow and discontinuous pavements. Support from Oxfordshire County Council Highways Department could help to improve the situation, for example, by examining the potential for a one way system for through traffic.



Fig 89. Thames Court as seen from High Street

3. Redevelopment of Thames Court (above, *Fig 89*), allocated for housing in the Goring Neighbourhood Plan, and a proposal for regeneration of the village centre (The Arcade/Wheel Orchard area) for mixed uses, both have potential to contribute significantly to long term enhancement and sustainability of the conservation area. Replacement of unsightly, poor quality 1960s buildings which are unsustainable and a poor fit with their historic surroundings would be beneficial. In the short term, redevelopment of both sites has been delayed but they remain desirable long-term prospects when committed stakeholders come forward.

4. Station Road is an important route for pedestrians and wheelchair users, avoiding heavy traffic and narrow, discontinuous pavements in the High Street. It has no pavement, is in poor surface condition and pedestrians share the road with vehicles which use it as a service road (right, *Fig 90*).

This is the best preserved of Goring's historic streets, lined by seven listed buildings and 12 buildings of local historic or architectural interest (NDHA) which contribute to important street views. Poor surface water drainage is a threat to several listed and locally important historic buildings. Re-engineering and re-surfacing can provide a safe shared-use space whilst enhancing the physical and visual setting for these buildings. In line with Oxfordshire County Council's Street Design Guide 2021, improvement of Station Road represents an opportunity to respect the local context and complement the scale, height, density, grain, massing, type and details of the street and its historic buildings by use of sympathetic materials, textures and colours.



Fig 90. Station Road

Character area 3

1. Hobbs' Boathouse, High Street, previously known as Saunders' Boathouse (1894), is of great visual and historic significance. Its style, architecture, size and position on the river at the heart of the conservation area and its connection with local boatbuilder Samuel Saunders, commemorated by a blue plaque, make it one of the most important buildings of local interest in the conservation area. It is largely wooden and in need of maintenance to prevent further deterioration of the fabric and to restore its appearance. Poorly conceived steps and a loading bay mar the frontage and do not have planning permission. Its loss or further alteration would be damaging to the conservation area.

2. The busy High Street pavement frontages to Hobbs' Boathouse and Halsbury House (Pierreponts Café and a shop) suffer from unsightly and uneven forecourt surfaces, subsidence and poor drainage. Resurfacing can improve the setting and the appearance of this group of historic buildings, the red telephone box and the approach to the bridge.

3. Cleeve Road lacks any surface water drainage between Clevedon and the High Street (525m). Rainfall causes the eastern side of the road to flood, detracting from the character and appearance of the conservation area and resulting in poor conditions for pedestrians (see also below) and cyclists. Addressing the drainage problem can also improve the experience of the conservation area for pedestrians and cyclists.

4. The pavement on the east side of Cleeve Road between junctions with Glebe Ride and Clevedon has an intermittent grass verge. Over time, maintenance has ceased and the grass has worn away to a muddy strip as the paved area is too narrow for pedestrians to walk on or pass easily, reducing accessibility. This is due in part but not entirely, to the

fact that in places hedges have not been cut back to property boundaries. Were this done adequately, the pavement would still be too narrow to accommodate pushchairs, wheelchairs and pedestrians. Removal of the redundant verge and resurfacing the whole pavement with a porous/permeable hard surface can provide a useful pavement width of 1.70m - 2.00m and make a substantial enhancement to the appearance and accessibility of the conservation area.

9.2 General Aims

The relevant council should:

1. Promote awareness of the special value of the conservation area by:
 - communicating and informing the public of its special value, character and appearance;
 - supporting preservation or enhancement of historic assets and their environs; and
 - interpretation and communication of the story of Goring told through its conservation area, for example, by encouraging the creation and communication of a Goring heritage trail for residents and visitors.

9.3 Public realm

The relevant Council should encourage statutory undertakers and other stakeholders to:

1. Retain, maintain and reinstate historic street surfaces, verges and banks in a manner in keeping with the character of the conservation area. For example by:
 - selection of appropriate high quality, textured and coloured surface materials and use of granite kerb setts to complement the local vernacular;

- regular street sweeping and cleansing to keep gutters and drains clear of leaves and to reduce deterioration of the public realm.

2. Prioritise improvements to pavements to improve accessibility and public safety. For example by:

- establishment of a well-designed shared-use road space in Station Road;
- improvement of drainage and pavement surface in Cleeve Road to improve access and safety in areas heavily used by pedestrians;
- Improvement of conditions for pedestrians in the High Street.

3. Work to improve the appearance of the public realm by encouraging reduction of street clutter including wirescape and signage. For example by:

- removal of redundant signage and discouragement of inappropriate advertising.

4. Rationalise use of street furniture. For example by:

- adoption of a recommended style guide for street furniture such as benches, bins, bollards, and railings;
- maintenance of its condition to keep it clean and in good repair.

5. Adopt minimum signage and lighting commensurate with safety. For example by:

- discouragement of over-lighting on streets and buildings to enhance Goring's special village character and to reduce light pollution.

- on-going replacement of sodium lights by LEDs.

6. Support sustainability and address climate change. For example by:

- use of permeable/porous street surfaces to promote natural drainage;
- use of careful design to reduce light pollution.

7. Protect and enhance the natural environment to sustain the character of the conservation area and to create a green legacy for future generations. For example by:

- resisting the removal of hedges and walls within the conservation area;
- requiring replacement of mature trees coming to the end of their natural lives;
- encouraging regular tree/hedge management with re-planting where appropriate.

9.4 Design

The relevant Council should:

1. encourage high quality, energy efficient design which aims to fit in with the established 'grain' of the conservation area and be sympathetic to it. Heritage Appraisals and Impact Assessments along with Design and Access Statements will assist this process;

2. encourage use of SODC's Design Guide, the Chilterns Buildings Design Guide and the Goring Design Statement to steer high quality design in the conservation area;

3. encourage the regular maintenance and repair of buildings walls, railings and means of enclosure in the conservation area with appropriate

traditional materials and finishes including the removal of inappropriate and harmful cement renders and plasters;

4. seek to reinforce the special quality of historic buildings through the use of traditional materials and construction techniques, including the use of lime mortars, plasters and renders and painted timber windows and doors;

5. ensure that proposals for development should enhance or better reveal the significance of the conservation area, including responding to views both in, out and around the conservation area and in its wider setting.

Stakeholders should jointly aim to:

6. ensure that historic boundary walls enclosing streets, paths, pavements and car parks are appropriately maintained and conserved to preserve their historic value and protect public safety;

7. preserve those features of historic detail, pattern and character that contribute positively to local distinctiveness, for example casement windows, modest door hoods and low pitched, red clay tiled roofs with dormer windows;

8. locate new or replace existing external equipment such as satellite dishes, electricity and telephone wires or meter boxes discreetly away from the principal street frontage elevations, especially on pairs and terraces;

9. carefully consider the addition of rooflights. Where they are used, they should be located on rear roof slopes in order to preserve the spe-

cial uncluttered appearance of front roof slopes;

10. ensure appropriate shop frontage replacement or reinstatement complies with SODC's traditional shopfront design guide and:

- is in keeping with the character of the building and context;
- reflects the scale and proportion of the building.

11. remove inappropriate, insensitive and/or non-compliant advertising and signage, illumination, replacement doors, uPVC windows and other intrusions;

12. consider opportunities for new development within the conservation area such as appropriate infill or the re-purposing of historic buildings, to ensure that the character of the area, its special interest and appearance is preserved, enhanced or otherwise better revealed in line with current national and local policy, informed by this document and the policies of the Goring Neighbourhood Plan. Scale, mass and visibility in such cases should be managed sensitively to ensure that new development enhances rather than damages the fine-grained detail of the conservation area and over-development should be resisted;

13. Consider heavy traffic (about 6000 vehicles/day, including many HGVs) uses the High Street to access the bridge. This creates a polluted, unpleasant environment in the village centre and detracts from peoples' experience of the heart of the conservation area.

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11.0 Image Credits

Figures	Image Provider
1, 2, 16, 18, 31, 39	Ron Bridle
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3, 4, 5, 7, 8, 11, 12, 13, 14, 32, 36, 38, 46, 52	Goring Gap Local History Society
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15	National Library of Scotland

Appendix A: Designated Assets

The Goring-on-Thames conservation area does not contain any scheduled monuments, nor does it contain any Grade II* listed buildings.

Grade I

Church of St Thomas of Canterbury, Manor Road

Grade II

Streatley paddle and rymer weir

Goring paddle and rymer weir

The Swan Hotel, Streatley

Lybbes Almshouse, Manor Road

Lychgate c. 75m east of Church of St Thomas of Canterbury, Manor Road

The Old Vicarage, Manor Road

Tudor Cottage, Manor Road

The John Barleycorn public house and Wey Cottage, Manor Road

Goring Mill, High Street

1-2 Bridge Cottages, High Street

Glebe Cottage, High Street

Miller of Mansfield public house, High Street

1-6 High Street

17c High Street and 1-3 Brewery Cottages

W H Napper & Sons, High Street

House to Front of Taylor Pen Ltd, High Street

The Brewhouse, High Street

Sides Tumble In, Red Cross Road

The Old Farmhouse, Station Road

Barn and stables c.15 m east of The Old Farmhouse, Station Road

Elm Cottage, Station Road

Catherine Wheel Public House, Station Road

Barn 5m north of Catherine Wheel Public House, Station Road

Hazel and Vine Cottages, Station Road

Cleeve Mill, Cleeve Road, Cleeve

Appendix B: Historic Environment Record Summary

The following was produced on request by the Historic Environment Record (HER) team at Oxfordshire County Council to capture in greater detail the archaeological interest of the Goring-on-Thames conservation area. Select records in the text may be located using the map, right.

Archaeological understanding

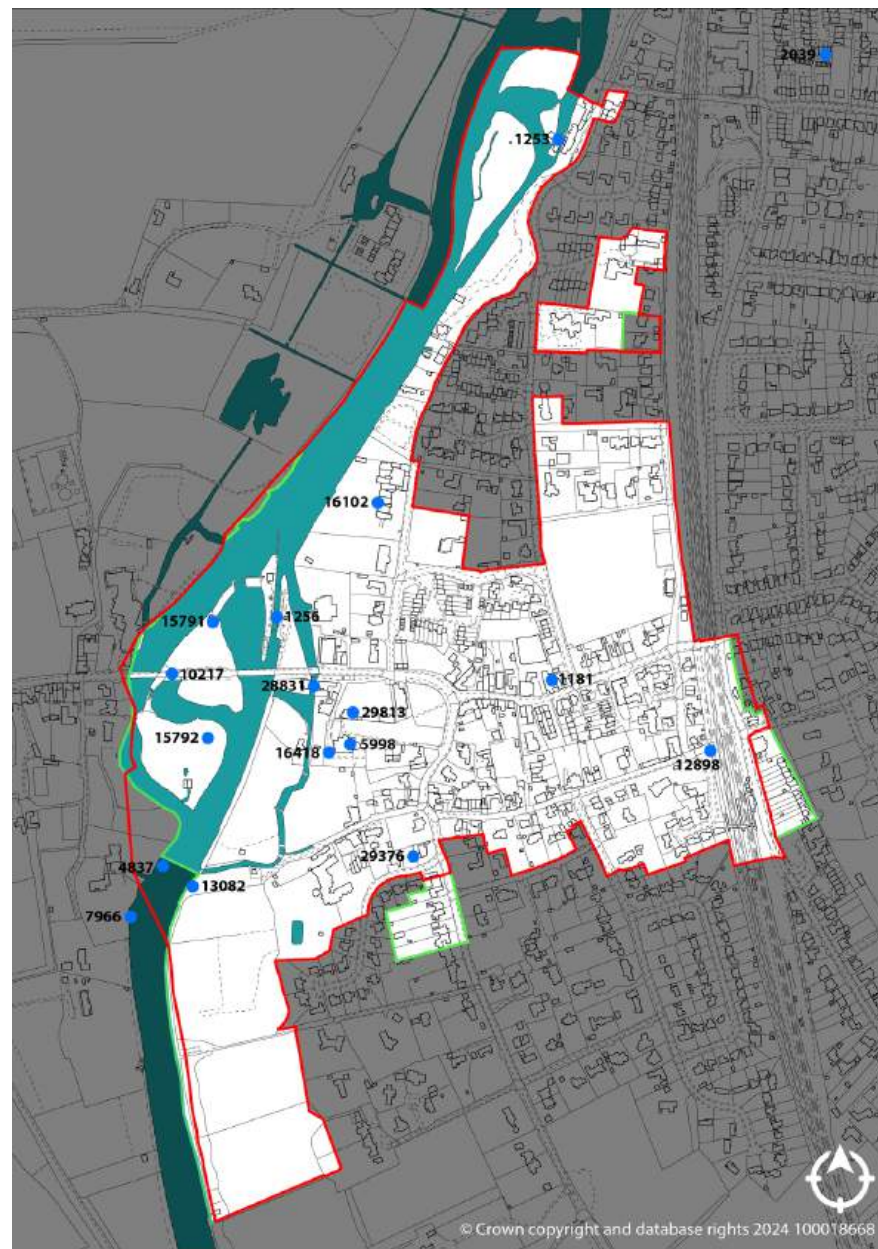
Goring is situated within a unique geological landscape, which has encouraged occupation and settlement from the Lower Palaeolithic to modern revealed through cropmark evidence and several archaeological investigations both within the conservation area itself and across its environs.

Early Prehistoric

Two Palaeolithic handaxes (PRN7966, PRN12898) have been recovered from the Thames at Goring. Findspot evidence suggests nomadic and ephemeral occupation. Outwith the conservation area, a cluster of large flint blades and cores was uncovered at Gatehampton farm representing an undisturbed knapping episode dating to around 11,500 BP (PRN15019) probably associated with butchery activity. Mesolithic artefacts have also been found at various sites as isolated findspots within the wider parish.

Later Prehistoric to Roman

Two important routeways cross the river at Goring- the Icknield Way and The Ridgeway. The Ridgeway crosses the Thames at the current bridge, but it is worth noting that while it does combine prehistoric sections the route has altered substantially over time. The Icknield way begins at a Roman ford (PRN13082) located just south of the modern bridge con-



necting Streatley and Goring and continues north-east from the east of the conservation area. Roman coins and a fibula (PRN7966) and an urn (PRN4837) have been recovered from the Thames at Goring, and a ditch of possible Roman origin was found during a watching brief at Grange Close (PRN29376), but there is little evidence to suggest settlement within the conservation area at this time.

Neolithic to Bronze Age settlement has however been identified north and south of the conservation area. At Cleeve to the north, Neolithic or Bronze Age pottery and a pit is indicative of domestic activity (PRN2039, PRN27979); while an extensive cropmarked and excavated complex, consisting of a Neolithic causewayed enclosure, Bronze Age barrow cemetery, and Roman villa complex was identified at Gatehampton c. 1 km to the south, along with the Palaeolithic butchery site noted above (PRN15019).

Early Medieval to Medieval

Goring was part of the hundred of Langtree. Evidence for Anglo-Saxon activity is often scarce within Oxfordshire; however, a possible Anglo-Saxon ditch was identified during evaluation prior to construction of a car park at Thames Bank (PRN16102) within the conservation area.

By the time of the Domesday book in 1086, Goring had a recorded population of 33 households, denoting a relatively large medieval settlement. The land is recorded as mainly ploughland and woodland, indicating a primarily agricultural economy. The Domesday book also records a mill, although the location is unknown. It may have been on the site of the 16th-century mill (PRN28831), which was rebuilt in the 18th century.

The Church of St Thomas of Canterbury has its origins in the 12th-century (PRN5998). A small Augustinian nunnery was founded at the parish church soon after as an extension of the parish church. This involved the demolition of the parish church apse. The order was dissolved in 1536 and the priory church was demolished. Fragmentary remains of the priory structure, including the wall of northern cloister walk have been identified by archaeological investigations, along with a possible hospitium (PRN16418). Post-dissolution the wall which had divided the churches became the east wall of the parish church. The present apse was built on the original foundation in 1887.

The site of Goring manor house lies to the north of the church (now Gramsfield) and originated c.1180 (PRN29813). It was occupied until late 13th century and converted to a farm in the 17th century. The priory and then the manor controlled a ferry crossing, which replaced the earlier ford.

Outside the conservation area, traces of medieval or post medieval ridge and furrow can be seen on LiDAR in the fields surrounding the town, while activity at the Gatehampton complex continued into the early medieval period. A Saxon sunken feature building (PRN7998), typically used as a workshop, and a pit (PRN26293) were identified during excavations. Gatehampton had a deserted medieval village (PRN1941), which documentary sources indicate was a hamlet of Goring.

Post Medieval

Settlement within the conservation area developed through the 17th-18th Centuries, with many of the present houses along the east-west axis centred on the present High Street and Station Road originating during this period. Most of these are designated. A toll bridge to Streatley (with associated former toll house (PRN10217)) replaced the ferry in 1837 and a station was constructed as part of the Great Western Railway network in 1840. This improved communications and brought wealthy new residents to the town, transforming its character and extending the residential settlement north and south of the historic core. A broad range of industry developed, including mills utilising the power of the river (PRN1253, PRN14256), a brewery (PRN1181) and a blacksmith (PRN30165).

Modern

A small operational paddle and rymer weir on Goring Mill stream dates from 1937. It still appears largely as it was built, although now has only one set of paddles, when originally it would have had two. It has group value with the lock (PRN1256) and other weirs (PRN26425, PRN28830). Two pillboxes (PRN15791, PRN15792) were located on the islands in the middle of the river to protect the river and the settlements as part of the wider defence of Britain during the second world war.

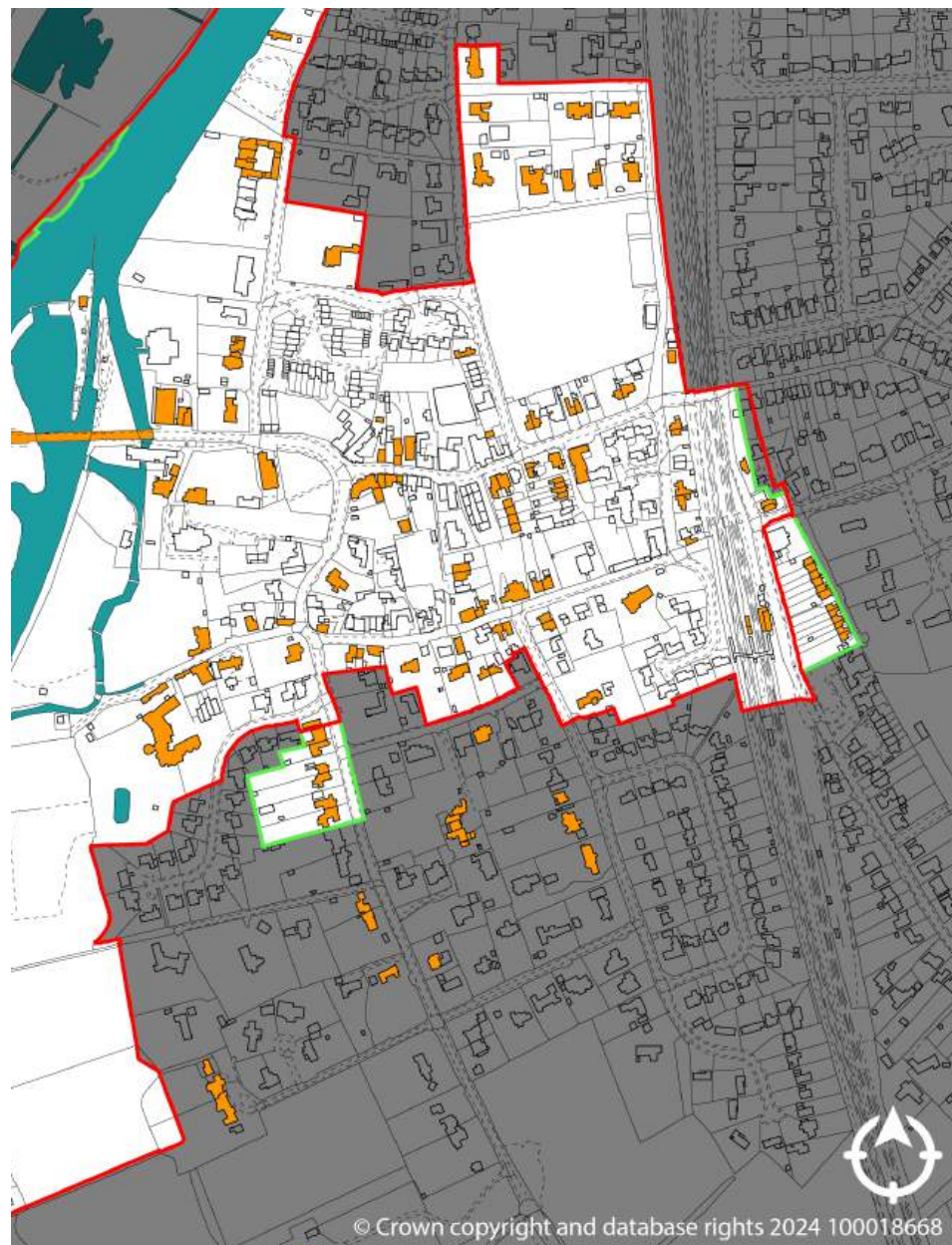
Appendix C: Non-designated heritage assets

This list of non-designated heritage assets (NDHA) has been compiled using the following criteria for selection as informed by [paragraph 216 of the NPPF \(Dec 2024\)](#) and [paragraph 40 of the Historic Environment government guidance \(2019\)](#), along with advice published by Historic England in [Advice Note 7 \(2nd Edition, 2021\)](#) on local heritage listing. The criteria are:

1. The decision to include a heritage asset on this list must be based on sound evidence of their significance. This significance may be defined by age, rarity, architectural and artistic interest, group value, archaeological interest, historic interest, or landmark status;
2. The heritage asset must make a positive contribution to the communities sustainability and economic vitality; and
3. The presence of a heritage asset on this list must not prevent them from being put to viable uses consistent with their conservation.

Please note: A building identified as an NDHA is a material planning consideration, however, permitted development rights for NDHAs are no different than those of other non-statutorily listed buildings inside or outside of a conservation area.

What follows is a photographic record of each identified NDHA within the conservation area along with captioned summaries of their significance and justification for their inclusion. These are marked **orange** on the map, page 6, and and partially in the exerpt, right. Note that some of these are outside the conservation area boundary.





Goring Village Hall, High St - 1900

Former church parish room. Architect: Percy Stone. Red brick with stone dressings. Tiled roof with dormers. Stone mullion windows. Turret with ornamental lead flashing. Clock 1929. 20c extension: Bellême Room.



Mill Cottage, Church Lane - 18th century with later alterations

Brick with tiled roof. Gabled. Partially timber-framed. Home of the miller until late 1890s when converted into fashionable cottage. Home of famous singer late George Michael.



Grahamsfield, Lock Approach - Late 19th century

Detached Arts and Crafts villa on churchyard boundary. Tudor revival style. On the site of Goring Manor then a farmstead, incorporating part of the 17c house with original roof timbers.



Lock House, Goring Lock - 1879

1879 with later extension. Detached cottage. Built by Thames Conservancy for lock keeper. White painted brick, tiled roof with single gable. Part of the characteristic scene around Goring Lock and Weir.



Goring Bridge - 1923 rebuilding in style of 1837 original wooden bridge

Two spans with eyot between where toll house and gate stood. Concrete and metal with wood decoration. Important part of the riverside scene. Renovated and repaired in 1997.



Fernleigh, Ferry Lane - early 20th century

Detached villa. Brick, rendered upper storey. Decorative features. Tiled roof, gabled, bay windows on ground floor.



Norfolk House, Ferry Lane - 1890s

Originally butcher's shop and slaughterhouse with accommodation over. On site of 17c cottage. Red brick with stone dressings, tiled roof, gabled, turret. Shop fittings remain on exterior.



Ferry House, Ferry Lane - late 19th century

Later cross bay. Part painted brick and part rendered. Tiled roof with clay ridge tiles; 1 dormer. Gabled. Decorative wooden barge boards with finials. Casement windows. Enclosed porch.



Ferry Lodge, Ferry Lane - late 19th century

Former stables & coach house to Grange mansion converted into dwelling. Part 2, part 1 storey. Red brick with mock half timbering and render above. Tiled roof. Decorative brick chimney. Casement windows. 3 half moon windows in former stable.



Orchard Cottage, Ferry Lane - late 19th century

Former outbuildings and lodge to late 19c Grange converted into dwelling. Arts & Crafts. Red brick with painted render. Gable. Tiled roof with stylish clay ridge tiles. Casement windows.



Crossways, Manor Rd - late 19th century

Arts & Crafts; architect William Ravenscroft. Red brick with plinth and burnt brick strings. Upper storeys mock timbered or hung tiles. Large gables. Canted bays. Mainly 4/4 sash windows. Tiled roof with dormers, brick chimneys, carved bargeboards. Porch.



Church of Our Lady & St John, Ferry Lane - 1897, extended 1936

Architect William Ravenscroft. Chancel & nave. Red brick with plinth, single and double burnt brick string courses. Stone mullioned leaded windows and brick hoods. Bell tower, red brick, corners canted with tiled capping, stone belfry with slatted windows.



The Grange, Grange Close - 1880s

Red brick, with fine decorative features. Upper storeys mock timbered with render or hanging tiles. Overhanging eaves with wooden bargeboards. Leaded panes, some stained glass. Oriel window with wooden corbels carved as sea gods. Multiple tall, decorative brick chimneys.



Grange Lodge, Grange Close - 1880s

Lodge house to The Grange. Red brick with painted render above, stone dressings. Tile roof. Overhanging eaves, exposed rafter ends, decorative bargeboards. Brick & wood porch.



Brewery building, 17e High St - 1840s

Part of original brewery complex. 1887 sale catalogue describes it as storeroom for malt. Brick walls, tiled roof with a half-hipped end gable. Visually, part of a group of listed, historic industrial buildings.



Brewery wall & building, 17g High St - 1840s

Part of old wall and small original building from Goring Brewery founded 1840. Dentil moulded brick corbel to wall. Now veterinary surgery and forecourt. Much altered.



14 High St - 1870s

Shop with cellar and accommodation over and house at rear. Red brick with cream brick string courses and around casement windows. Slate roof. Gables with mock timber framing. Decorated brick cornice. Original shop fascia board.



Beacon Flooring, 16 High St - 1850

Former British School, converted to shop c.1890. Red brick, side wall painted white. Slate roof. 6/6 sash windows at front with brick curved lintels; Casement above. 2/2 sash in side wall. Decorative metal pillars flank door. Stone plaque inset above door.



Beacon Flooring, rear 16 High St

Range of buildings at rear of shop, either side of lane. Formerly stables, coach house, barns, bakery. Hoist and upper door in one. Slate roofs. Sash & casement windows with brick curved lintels.



Colebrook House (Davis Tate) High St -1880s

Domestic revival former butcher's shop, double doors, residential rear wing. Mock Tudor timbering with grilles and render. Large elaborate chimneys. Leaded mullion windows. Mosaic lettering on pavement.



Miller of Mansfield cottage High St

Small detached cottage. Red brick, decorative hung tiles covering all walls. Slate roof. Casement windows.



Goring Free Church, High St

1893 nonconformist chapel. Red brick with stone capped plinth, Cream brick string courses. Chamfered corner. Cantled bay with parapet. Tiled roof, pierced clay ridge tiles, finials. Small bell turret. Gables with mock timber framing, casement windows. Stone mullion leaded windows, coloured glass. Porch with parapet. Double doors, stone architrave.



Cymbal House (Albert Fields), High St - late 19th century

Former 2 + 1 storey Post Office & shop, with adjoining house, outbuildings, rear bay, converted from 18c small cottage. Red brick with mock Tudor timbering with render. Some original shop windows with decorative wood fascia boards over, Hooded porch. Tiled roof. 1 oriel window.



Goring Free Church Hall, High St - 1793

Georgian former chapel of Lady Huntingdon's Connexion, now community hall. Red brick with stone string courses. Tiled roof. Exposed rafter ends. Stone mullion 2/2 sash windows 1st floor, Italianate 2nd floor. Italianate door with curved fanlight, stone architrave & rope decoration.



The Manse, Manor Road - mid 19th century

Built for minister of adjacent chapel. Slate roof. Sash windows with curved brick lintels. Blind window over door.



The Orchard, Manor Road - late 19th century

Plain detached house. 3 storey with cross bay. Red brick. Gables. Tiled roof. 4/1 sash windows with brick curved lintels.



Manor Cottage, Manor Road - late 19th century

3 storey detached villa. Red brick, hanging tiles. Gables. Tiled roof with dormer. Elaborate brick chimneys. Large bargeboards Casement windows with leaded lights, some diamond pattern.



The Beehive, Station Road - early 19th century

2 cottages, built into curve of corner, former Beehive Stores. Rendered brick. Original shop window, with fascia board over, partially filled in. Casements in other parts.



Stanley Villa/Hill View, off Station Road - late 19th century

Pair of semi-detached villas. Red brick with cream brick decorations. Slate roof. Canted tiled bay windows. Sash windows with curved brick lintels & stone sills. Integral porches, door fanlights.



Thatch Cottage, Station Road - 18th century

Modern conversion and extension of vernacular cottage, previously thatched. Red brick, rendered footings. Original timber framing in east wall. Brick chimney stack.



Triple Holt, Station Road

House converted from three timber frame thatched vernacular cottages. Painted brick. Gables at rear. Slate roof. No original exterior features retained. Some internal timber framing survives.



Community Centre, Station Road - 1855

Former National School, extended 1891. Classrooms and adjoining 2 storey headteacher's house. Now Community Centre. Flint, brick end walls. Casement windows with curved brick lintels.



Springfield & Poundlock, Station Road - late 19th century

Pair of large semi-detached villas. Architect William Ravenscroft. 3 storey, double gabled on all sides. Brick and roughcast. Tiled strips above ground floor, canted bay windows.



Fryern & The Cottage, Station Road - 1870s

mi-detached houses. Red brick with dentil black brick string course. Slate roof, central chimney stack. Exposed rafter ends under eaves. Mullioned casement windows with brick curved lintels.



Log Cabin, Red Cross Road - 18th century

Semi-detached cottage. Red brick end wall, others rendered. Mock timber framing. Casement windows with curved lintels. Some internal timber framing survives



Lime Tree Cottage & Rosslyn, Lime Tree Road - 1920s

Semi-detached 3-storey houses. Red brick, pebble dash. Tiled roofs, red clay pierced ridge tiles, hanging tiles under ridge. Casement windows, double bay and single canted bay. Tiled porches.



White Lodge, Lime Tree Road - 1889

Formerly Clovelly Cottage. Large detached villa. Painted brick. Tiled roof with red clay ridge tiles. Gables.



Artist House, Station Road - 1850

Detached roughcast house. Gabled bay at front with tiled porch, ogee door. Hanging tiles on gable. Canted bay window. 8/8 casement windows on ground floor, 8/8 sash windows upstairs.



Goring Library - 1878

Former Temperance Hall. Red brick, slate roof. Italianate sash windows, brick lintels, stone sills. Elaborate small porch. Italianate door, brick lintel. Stone plaque above door. Chimney.



Coach House, Station Road - late 19th century

Former carpenter's shop in builder's yard. Red & grey brick, grey brick string courses. Tiled roof, central gable over upper door to loading bay. Decorative tall chimneys.



Beam's End, Station Road

Joined with Sprimont House. 1898 extension of 18th century vernacular cottage, divided into house and cottage in 1963. L-shaped. Red brick, timber-framed, some original, double ridged tile roof. Gables, hanging tiles. Tiled roof, bargeboards. Tall chimney.



Sprimont House, Station Road

Original timber framing on north wall with wooden pegs. Victorian extension has two gables, one with oriel window, other double height canted bay with 4/4 sash windows. Patterned brickwork. Some internal timber framing has survived. Bakers' ovens found on exterior wall.



Cleeve House, Mill Road - 1893

Pair of semi-detached houses built on to adjoining Cleeve House Cottage to south, but now one dwelling. Painted brick, slate roof. 2/2 sashes.



Cleeve House Cottage & Cleeve Mill Cottage, Cleeve Road - late 18th century

Vernacular pair of red brick cottages, originally associated with Cleeve Mill. Earlier timber-framed structure within Cleeve Mill Cottage, extending into Cleeve House Cottage, probably one 17th century building converted to form a pair. Bakery in 19th century, oven survives.



Thames Bank (part), Thames Road - 1890s

Stable block, coach house etc around courtyard, converted into apartments. Red brick, part render, mock timber-framing, tiled roof. Decorative chimneys, casement windows, some oriel, canted bays. Original large double doors to yard remain



Miller's Cottage, Cleeve Road - 18th century

Part of ancient Cleeve Mill complex which ceased operating 1887. Victorian alterations. Detached red brick, tiled, 2 gables, casement windows.



Cariad boathouse - 1912

Red brick boat dock with doors under mock Tudor first storey, timber-framed, leaded windows, tiled, elaborately decorated wooden balcony and eaves.



Nun's Acre boathouse - 1886

Boat dock with wooden side walls under large canted, wooden, covered balcony with decorative rails, brick at rear, tiled.



Oriel House & Flats, Thames Road - late 19th century

Arts & Crafts 3 storey villa with 1 storey domestic offices (now flats). Red brick below rough cast, hanging tiles or mock timber-framing with herringbone infill. Tiled roof with dormers. Mullion casements. Elaborate wide, shallow porch.



Hobbs Boathouse complex, High Street - 1894

Former boatbuilding workshop & store, part enclosed, with boat showroom and 2 storey domestic accommodation above. Architect Percy Stone. Important part of riverside scene and village history. Workshop: iron girder and wood roof on iron & brick piers supports balcony, wooden balustrade. Tiled roof with 7 mock timber-framed gables to living rooms. Casement windows. Showroom: red brick with gabled dormers in tiled roof. Half hipped to south over double doors with brick, decorated curved lintel, mock timber-framed above.



Stow House, Thames Road - late 19th century

3 storey mansion, brick, hanging tiles, tiled roof with dormers, corbelled chimneys, 2 turrets with canted windows & terracotta finials, pillared veranda with tiled roof & double doors. Casement windows.



Halsbury House, High Street - 1928

1928 pair of shops with upper rooms. Red brick with hanging tiles. 2 gables. Tile roof with flanged edges. Casement windows. Some of original shop fronts & fascia boards survives.



The Laurels/Woden Lodge, High Street - 1908

Pair of 3 storey houses with single storey shops in front. Red brick, grey brick dentil string courses. Tiled roof with mock-timbered, gabled dormer windows. Gables with mock timber-framing. Ornate chimneys. Casement windows.



Woden Cottages, off High Street - 1900s

Terrace of 4 cottages. Red brick. Slate roofs with clay ridge tiles. Casement windows with grey brick arches. Ornate chimneys. Large porches.



Worldham/Studley/Henley/Caversham Cottages, off High Street - 1900s

Terrace of 4 cottages. Red brick, grey brick dentil strips. Tile roof with mock timber-framed gabled 2/2 sash windows. Downstairs sash windows with brick arches. Wood decorated porches and stone name plaques to front.



Thrift & Flint Cottages, High Street - 18th century

Pair of vernacular cottages, once one building, possibly a small farmhouse. Flint with brick. Side bay. Tile roof, once possibly thatched, raised by brick course from original height.



Ivy Nook, High Street - 1908

Red brick, grey and rope moulded brick string courses. Double gabled front. 2/1 sash windows, vertical brick lintel, brick sills.



1 & 2 Red Cross Road - late 19th century

Pair of semi-detached houses. Red brick, gable fronted with tiled oriel window, side bay with porch over entrance door. Tiled roof, clay ridge tiles. 2 central brick chimney stacks.



Social Club, High Street - 1880s

1880s Purpose built former working men's club. Architect Percy Stone. Red brick, hung tiles in front gable with shallow oriel window. Tiled roof with bargeboards. Casement windows. Important part of Victorian village history.



5 & 6 Red Cross Road - late 19th century

Pair of semi-detached houses. Red brick, gable fronted with pitch roofed oriel window, 1 square, 1 canted, hanging tiles, brick string courses. Side bay fronted by modern porch. Central chimneys. 1/1 casement windows, vertical brick lintels.



Wolsley House, Station Road - 1882

3 storey red brick mansion. Architect William Ravenscroft. Moulded brick string courses. Canted double bay. Tiled roof, dormer windows with finials. 6 or 7/1 sash windows, brick mouldings, vertical brick lintels. Elaborate tall chimney stacks. Brick porch.



Elizabeth House, Croft Road - late 19th century

Arts & Crafts 2 & 1 storey villa. White painted brick with mock timbering. End bay with enormous gable. Other gables. Tile roof with domers, corbel under eaves. Square tower, top glazed all sides. Elaborate brick chimneys. Leaded casement windows.



Fernbank & Prospect Cottages, Station Road - late 19th century

Pair semi-detached cottages. Red brick, tiled roof, Casement windows, curved grey brick lintels. Original cast iron water pump on shared front path.



Bridge House, High Street - 1880s

Red brick with grey & red dentil strips. 2/2 sash windows with painted stone sills & grey segmented brick arches. Corbelled ornate chimneys. Carved wooden bargeboards.



Goring & Streatley Railway Station - 1890s

Complex of 1 storey buildings with wooden canopies over platforms and pavement by main entrance, 4 platforms, greatly altered from the original. Two main buildings on platform 4. Waiting room on platforms 2& 3. Red brick with slate roofs. Black painted brick plinth. Decorative brick corbel under eaves. Windows with brick mullions. Stone sills, curved stone lintel with black vertical bricks above. Modern footbridge a recent replacement for the original.



The Sloane, Wallingford Road - 1860

Former hotel & public house, 3 storey, symmetrical, recently converted into flats. Sash windows, stone sills, vertical brick lintel. Central front door with canopy.



Station House, Wallingford Road - 1840

Stationmaster's house. Flint, painted stone dressed quoins and string course. Rear wall red brick. Hipped slate roof. Ornate brick chimneys. 2/2 sash windows, painted stone surrounds. Central door, painted stone jambs & curved stone lintel. Datestone. Important, only remaining feature of original station.



Ainsdale & Woodbine Cottage, High Street - late 19th century

Semi-detached houses. Red brick, moulded brick cornice. White brick decoration. Curved bargeboards, exposed rafter ends. Oriel windows, hanging tiles & tiled roofs. Casements, stone sills, curved lintel with vertical bricks. Ainsdale is a former police house, office at front.



West Dean & Sweetbriar, High Street - late 19th century

Semi-detached houses. Red brick, patterned with highly fired grey bricks. Gables, upper with oriel window, tiled roof. Tile roof, curved bargeboards. Casement windows, stone sill, curved brick lintel. Open-sided porch. Ornate chimneys.



Redbricks Cottage & Star Cottage, High Street - late 19th century

Semi-detached houses. Red brick, plain. Half hipped tile roofs on all sides. Bargeboards, some exposed rafter ends. Casement windows with stone sills and curved stone lintels. Corner brick porch, half hipped roof. Central ornate chimneys.



Little Home, Upper Red Cross Road - pre-1800

Small, detached house, much altered. Plain. White painted render masks features. Hipped slate roof. Casement windows.



Green Court, Upper Red Cross Road - 1886

Red brick, brick string course, burnt brick decoration of corners of double canted bay, brick cornice. Tile roof with 2 gabled dormers, 1 with finial & casement windows. Bargeboard and ornate chimneys. 4/1 & 1/1 sash windows. Hipped tile porch, brick and wooden side walls.



St Katherine's, Lyndhurst Road - late 19th century

Large detached 3 storey villa. Much altered. Render with double bays. Gables with doors, balconies, tiled roof, carved barge-boards. Tile double ridged roof, red clay ridge tiles. ½ or 2/2 sash windows, wooden frames, cornice. Side porch. 4 brick chimneys.



Carlton, Lyndhurst Road - late 19th century

Red brick, roughcast upper storey with brick quoins & cornice. 1/1 sash windows with brick surrounds & sills. 1 ornate brick chimney. Brick porch, ornate parapet, curved doorway.



Lyndhurst, Lyndhurst Road - late 19th century

Late 19c large detached 3 storey villa. Yellow brick with red & red/grey brick string courses. 2 gables, tile roofs, hanging tiles, bargeboards. Large double bay windows, wooden frames with tiled roofs, exposed rafter ends. 1/1 sashes. Integral porch, ornate brick lintel. Chimneys.



Rest Harrow, Cleeve Road - 1886

Arts & Crafts villa, 2 storey + 1 storey former domestic offices. Architect William Ravenscroft. Large gables, ornate deep moulded brick cornices. Casement windows, ornate wood lintels. Feature ornate brick chimneys. Integral porch. Blind boxes.



Glenthorn, Cleeve Road - late 19th century

Large detached 3 storey villa + 1 storey with unusual small window. Wood lintels with blind boxes, brick sills. 4/1 sash windows. Feature ornate brick chimneys. Integral front porch.



Westwood House & Glendale, Elmhurst Road - late 19th century

Mirrored pair 3 storey large detached villas. Red brick, moulded bricks on corners & cornice. Large gabled bay. Tile roof with brick cornice on bay. Dormer with gabled roof, casements. Balcony on end wall chimney stack of Glendale. Brick porch.



Littlethorpe, Cleeve Road - late 19th century

3 storey large detached villa. Mock Tudor timber-frame & render jettied upper storey. Carved wood corbels. Large gables. Tile roof, wood bargeboards. 14 ornate chimney stacks. Cantled bay windows, moulded brick under wood sills. Part-glazed square corner porch, flat roof.



Court Gardens, Cleeve Road - late 19th century

3 + 1 storey detached mansion. Red brick with plinth, hanging tiles, canted double bay with parapet. Angled double box bay with turret roof. Mock timber-frame gables, render. Tile roof, wood bargeboards, part overhanging eaves. Tiled dormer casement windows. 1/1 sash windows, stone lintels& sills. Ornate brick porch, stone arch doorway.



Clevedmeade House, off Cleve Road - 1882

3 + 1 storey detached mansion. Architect James Dodd. Two ranges. Red brick, grey brick string courses. Moulded brick cornices. Large gabled bays. Tile roof with tiled, gabled, mock timber framed dormer windows. Wood bargeboards, exposed rafter ends. Mullion windows, stone sills, moulded brick hoods. Tiled box bays. Upper oriel window with wood corbels. Ornate chimneys.



Glebe Court Lodge, Cleeve Road - 1903

Detached 2-storey lodge to demolished Glebe Court mansion. Architect James Dodd. Red brick, painted rough cast, brick plinth & quoins, dentilled brick cornice. Curved wall to front bay. Gables, some mock timber framed. Tiled roof, part curved, decorative ridge tiles. Overhanging eaves, carved bargeboards. Casement windows, stone sills. Corner porch.



Lowbury, Cleeve Road - 1890s

Detached 2-storey former stables and coach house to demolished Icknield House. Red brick, grey strings, brick plinth. Gables, mock timber framing, stucco. Red tiled (new) roof, overhanging eaves showing rafter ends. Casement windows, 2 former stable swivel windows. Former upper hayloft door converted to window.



Railway Cottages - 1890s

Two blocks of 6 2-storey red brick terraced houses, built in 1890s for Great Western Railway staff. Slate roofs. Sash windows. Northern block has hanging tiles. Important and rare historical example of industrial housing in a rural village.



Mulberry Close, Croft Road - 1890s

House with multiple fine chimney stacks. Brick construction, plain clay tile roof and horned sash windows. Early C20 porch with tile hanging. Later extensions but original house still largely identifiable. Exemplary of this period of development in Goring.



Bromsgrove, Croft Road - 1900s

Large Edwardian house in brick and stucco. Fine stained glass window to first floor. Good example of a large house in the south suburb of Goring which has largely maintained its external appearance despite recent development.



Applegate, Croft Road - 1890s

Fine brick built house with surviving Arts and Crafts features such as the front bay window and terracotta ridge finials. An attractive and positive contributor to the character of Croft Road.



Croft House, Limetree Road - 1890s

One of the early houses on Limetree Road. Brick built with fine moulded brick gable and decorative polychrome banding to front. Two corbelled chimney stacks and plain clay tiles roof. Positive contributor to the character of Limetree Road within the setting of the conservation area.



Little Norfolk/Little Mead, Manor Road - 1900s

Substantial Edwardian house, now divided into two properties with later extensions. Fine corbelled chimney stacks. Plain clay tile roof with tile hangings. Contributor to the understanding of historic development along Manor Road.



Woden House, off Manor Road - 1890s

Large Edwardian villa built in a continental style, now divided into apartments. Rear wing features an enigmatic mock-Tudor jettied structure. Later conservatories added to the front elevation. Further study likely to reveal features of historic interest. Positive contributor to the collection of sizable villas in Goring.



Grange Cottage/Querton, Manor Road - 1896

Edwardian semi-detached pair designed by William Hambling of Reading for two brothers, one a boot and shoemaker who lived in and worked from his house for 45 years until his death. Good example of improvements to working class accommodation in the south suburb of Goring.



Byways/St Mary's, Manor Road - 1890s

Semi-detached pair of Edwardian houses, possibly built in imitation of the neighbour and around the same time by a speculative developer. Unusual corner chimneys to front elevation. Contributes to the understanding of the historic development of Manor Road and wider Goring.



Long Meadow, off Manor Road - 1892

Large Edwardian villa with stable block. Views appreciable from the Thames path and edge of the conservation area. Now divided into apartments. Constructed in a mock tudor style with fine brick chimneys, mock timber framing, and leaded casements.



Beckett/Rivermead, Manor Road - 1890s

Semi-detached pair of houses, possibly designed by William Ravenscroft. Fine details such as fretwork porch, corbelled chimney and polychrome brickwork/tile hanging survive. Later garage extensions. Contributes to the understanding of the historic development of Manor Road and wider Goring.



Friars Ford, off Manor Road - 1900s

Large Edwardian villa. Formerly known as Boyne Court. Brick built with crenellations and stucco finish in a manorial fashion. Rear and side elevations feature more elaborate projections and porch. Contributor to the collection of large villas in Goring.

For further information and advice on conservation areas please contact:

South Oxfordshire District Council
Abbey House
Abbey Close
Abingdon
OX14 3JE

Tel: 01235 422600

Email: planning@southoxon.gov.uk

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