

RIVERSDALE & HEDSOR ROAD CONSERVATION AREA APPRAISAL



Boathouses: River Cottage (left) and Loup Lodge (right) from the Berkshire Bank

Introduction

Conservation Areas are areas of special architectural or historic interest, which are considered worthy of preservation or enhancement. They are designated under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Riversdale and Hedsor Road was first designated a Conservation Area in 1986 by Wycombe District Council and the boundaries were extended in 1991.

The designation of a conservation area imposes specific duties on local planning authorities to formulate and publish proposals to ensure that the special characteristics of the conservation area are preserved or enhanced.

In addition, Government guidance states that conservation areas should have an up-to-date appraisal. This conservation area appraisal takes into account Historic England's *Advice Note 1: Conservation Area Designation, Appraisal and Management* (2016), and describes the main features of the special architectural and historic interest that justify designation of Riversdale and Hedsor Road as a conservation area.

Public Consultation and Community Involvement

The appraisal was the subject of public consultation prior to adoption as a Supplementary Planning Document. The views of the consultees were taken into account and changes were made where appropriate. A copy of all representations made to the Council during public consultation and the Council's response to those representations is available from the District Council Offices.

The opportunity was also taken to review the boundaries of the conservation area as required by Section 69 of the Act, although no changes were implemented.

The Status of this Appraisal

This Appraisal is adopted by the council as a Supplementary Planning Document.

As a Supplementary Planning Document the appraisal is intended to complement policies in the Council's adopted Local Plan

It is a material planning consideration when determining planning applications affecting the conservation area or its setting.

Implications of Designation

Within Conservation Areas there are additional **planning controls** on non-listed buildings, in addition to usual planning permission requirements. These apply to the way owners can alter or develop their properties, the demolition or partial demolition of buildings and structures and to works to trees. More information about living in conservation areas can be found on Historic England's website: <https://www.historicengland.org.uk/advice/your-home/owning-historic-property/conservation-area/>.

Designation of a conservation area does not preclude the possibility of new development. New development, where appropriate, must however be carefully designed to positively enhance the appearance and special character of the area. New development in the setting of the conservation area should take into account Historic England's publication *Advice Note 3: The Setting of Heritage Assets (Second Edition, Dec 2017)* or as updated.

Wycombe District Council Contact Details

For general planning enquiries contact the Duty Officer on 01494 421219.

For policy issues contact the Policy team on 01494 421581.

For queries regarding this appraisal contact the Conservation Officer on 01494 421817.

Most new development requires **Building Regulation Approval**. For further information please contact Building Control on 01494 421403, or see the District Council website www.wycombe.gov.uk

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CHAPTER 1

Planning Policy Context

The designation of a conservation area influences the way in which a Local Planning Authority deals with planning applications that may affect the area by paying special attention to the desirability of preserving or enhancing the character or appearance of that area.

The major change since the boundary revisions made in 1991 has been the replacement of various central government planning policy guidance notes and statements with the National Planning Policy Framework adopted in 2012 and the issuing by Historic England of updated guidance on conservation area designations, appraisals and management in 2016 and on the settings of heritage assets in 2017.

In addition to conservation area status, other national designations affect the area which must also be taken into consideration in the determination of any planning applications.

Summary of current national policy and guidance

- Planning (Listed Buildings and Conservation Areas) Act 1990
- National Planning Policy Framework 2012 (NPPF)
- Historic England Advice Note 1: Conservation Area Designation, Appraisal and Management (2016)
- Historic England Advice Note 3: The Setting of Heritage Assets (2017)

CHAPTER 2

Summary of Special Interest

The Conservation Area encompasses a large area along the east bank of the River Thames between Bourne End Railway Bridge and

Cookham Road Bridge. It contains three distinct historic areas of mainly 19th and early 20th century character, interspersed with a few earlier buildings from the 17th and 18th centuries.

Six of the pre-1820 buildings are Grade II listed and, along with their curtilages and settings, illustrate the use of the local vernacular architecture and materials for farmhouse and cottage structures from the 17th to the early 19th century, including evidence of their past use and development. Moreover their scattered and isolated nature informs and illustrates the fact that the area was almost entirely rural until the mid-19th century when a railway station opened immediately north of the current conservation area. They provide clear visual evidence that there was no substantial village or hamlet here prior to that date. The scattered nature of the isolated pre-mid-19th-century buildings affords valuable residual evidence of the settlement of the area prior to 1800.

The seventh and eighth listed buildings are at the far south end of the conservation area: Cookham Bridge over the River Thames and its accompanying tollhouse, both listed Grade II. The tollhouse informs our understanding and preserves another phase in the history of the conservation area illustrating an earlier phase of transport development prior to the railway. Replacing a horse ferry, the bridge, built as a toll bridge in 1840 and rebuilt in 1867, is a form of historic development that helped greatly improve transport links and revolutionise road transport throughout England. The now-disused tollhouse adds further value to the special architectural and historic interest of the conservation area.

These eight listed buildings add special architectural interest and, combined with the architecture of later development, make

Riversdale and Hedsor Road an area of special architectural interest.

The railway station was opened in 1854 although development was initially slow apart from a few terraces of cottages being built at the station end of Hedsor Road and further enlargement of Abney House which had been built in 1801 (Area B in this Appraisal). Subsequently, more densely developed, this area north of the River Wye is seen as part of the village of Bourne End, whose major development has largely been north of the railway line. Interestingly the name 'Bourne End' migrated northwards to the station area having previously referred to the settlement around the Hedsor Road/Ferry Lane junction at the heart of the conservation area.

Area A, which will be referred to throughout by its historical name of Upper Bourne End, comprises a ribbon of development along part of (Upper) Hedsor Road. By 1900 modest artisan housing had spread along the north side of Hedsor Road as it headed eastwards, buildings on its south side being within Hedsor Parish. There was a small group of cottages on the north and south side that had been built in the late 18th and early 19th century. This hamlet informs our historical understanding of the conservation area as the cottages built here were largely for workers and craftsmen in the nearby watermills or working at Hedsor Wharf, the latter accessible by a footpath leading south-east towards the wharves. The riverbank south of the River Wye was then developed for prosperous middle class housing from the late 19th century and this is now the Riversdale estate (Area C).

These three character areas with a scatter of pre-1800 houses and cottages in their midst have particular special interest as they

illustrate how pre-industrial rural landscapes were developed following the arrival of the railway. This led to the present mix of bigger villas and houses in the more prestigious locations fronting the River Thames but more artisan and working class housing to the east, well away from the riverbanks, and along the Upper Hedsor Road.

The influence of water in the form of the River Thames and the River Wye is a key element in the special interest of the conservation area, both in establishing its character along the banks of the River Thames and for the industrial use of its tributary, the River Wye. On this latter river there was one watermill within the conservation area at the mouth of the River Wye where it debouches into the Thames and two adjacent to the conservation area, now replaced by an industrial estate along Wessex Road: all were powered by the River Wye. The mill house of the former survives, albeit gentrified, on the bank of the River Thames and this house and associated watercourses remain to inform and provide evidential value of an earlier industrial past within the conservation area and add to its special historic interest.

Although the watermills themselves have long gone, the evidence of their impact on the historic residential development of the area remains clear.

The area has particular special historic interest for illustrating the astonishing growth in popularity of boating and 'messing about on the river' in the late 19th century. Abney House played a key role in this through its purchase in 1880 by Charles Hammersley who became the first Vice Commodore of the Upper Thames Sailing Club when it was established in 1884 and a leading light in the annual Bourne End Regatta that started in

June 1887. It was his influence that drew others to the area and led to the development of the Riversdale estate.

The influence of the railway is a critical element as this led to development within the conservation area in the 19th and early 20th centuries, much of it characterised by a slow but steady growth of villas and private estates providing second homes and weekend retreats for wealthy Londoners. The conservation area boundary abuts the Bourne End railway bridge at its far northern point. The railway informs and adds to the special historic interest of Riversdale and Hedsor Road as a settlement with a clear story to tell and one of special historic and cultural interest.

It is also considered that the area has special historic interest which includes the illustration of development of scattered agricultural settlement at the margins of two parishes: the southern half of the conservation area remaining entirely agricultural fields until the 1890s. Its evolution from this rural landscape into a settlement, expanded and mediated by the construction of a railway and railway station at Bourne End, and by increased leisure represented by the river and its boating and sailing activity are key elements in its special historic interest. This development was focused on the period 1870 to 1914 and provides a high degree of integrity within its three character areas.

In summary the area has particular special interest for the illustration of the development of a thinly populated agricultural area with watermills along the River Wye into a late Victorian and Edwardian settlement serviced by the railway and to a great extent focused on river leisure activity. Later modern development has impinged somewhat but

has not diminished the integrity and quality of the designated area.

Conservation Area Changes since Designation

Although development has been carefully controlled since the conservation area was first designated there has been some infilling, mainly within the more spacious grounds to some of the larger dwellings and the redevelopment of the former Andrews' Boatyard.

The great majority of these infill schemes have been north of the River Wye, with no new dwellings within Area A along the Upper Hedsor Road and limited development within Area C, Riversdale, in the grounds of houses and without impact on the overall character of the conservation area.

The most radical modern development in Area C is the replacement of Tudor Lea near the Cookham Bridge by Riverside Manor, a substantial modern house of distinction designed by James Clark of EPR Architects, London.

In Area B, Abney, besides modern residential development mainly within the former grounds to Abney House, the Red Lion pub was replaced due to its poor structural condition and new houses constructed in its former car park. At the far north-east corner of the conservation area, by the entrance to Camden Place, the old garage remains as a tyre centre and has been refurbished over the years.

The original conservation area boundary was carefully drawn to skirt and exclude a modern development on the west side of Hedsor Road and the south side of Abney Court Drive (abutting Area B).

CHAPTER 3

Assessment of Special Interest

1 LOCATION AND LANDSCAPE SETTING

General Character and Plan Form

Occupying a total area of about 45.5 hectares, the conservation area lies east of the left bank of the River Thames where it turns south after passing under the Bourne End Railway Bridge and then after about three-quarters of a mile (1.15km) bears south-east to flow beneath Cookham road bridge. The opposite bank is within Berkshire and is open river meadow, part of the National Trust's Cock Marsh and, nearer Cookham itself, Bellrope Meadow, with chalk hills rising westwards to Cookham Dean and Winter's Hill. There are views of Cookham parish church and the northern part of this historic village from Cookham Road Bridge.

The Hedsor Road heads south from the railway amid suburban development, the conservation area boundary in parts along its west kerb (Area B) until, past Wessex Road, it crosses the River Wye and at the junction with Ferry Lane turns east for about a third of a mile (0.6km), the road followed by the Hedsor parish boundary. To the south is more open country towards the Thames, with a middle section of houses east of the modern Flowerland garden centre, all within Hedsor Parish.

South of Hedsor Road, Ferry Lane heads for the river and the Cookham Bridge, the Riversdale estate part of the conservation area (Area C) along its west side, apart from a small agricultural field at the north on the east side of Ferry Lane.

The Three Character Areas

The Conservation Area comprises three distinct sub-areas.

Area A Upper Bourne End Running east as a 'tail' is the Upper Hedsor Road part of the conservation area, a linear development along a subsidiary road running east towards high ground. It is characterised by late 19th century small-scale roadside development, mainly artisan and farm-worker housing, but with a few late 18th and early 19th-century cottages also and commences with the current Hollands Farmhouse 'Southfield' of 1904. Area A is continuously built up on the north side of the road, once past the more spacious grounds of the houses at its western end. This ribbon development largely conserves its rural setting and is a form that can be found all over the country where the margins of fields were developed, often by cottages to rent, to boost agricultural incomes while not losing significant productive areas of a farmer's field. As a consequence, the fields come right up to the rear boundaries of the road-frontage houses' rear gardens.

Area B Abney To the north the conservation area covers part of the built-up settlement south of the modern Bourne End village centre, and an area of Victorian development that expanded around the railway station. Much of the expansion took place within the former grounds to Abney House, a riverside villa partly dating from about 1801. This area also encompasses a historic mill site that formed part of the early industrial base of Bourne End. This southern part of Area B was known historically as Lower Bourne End. Area B includes part of the road to Cookham. Following the river valley this was a major route from Maidenhead to the Wye Valley and High Wycombe that avoided the steep ascents over the chalk hills via Marlow or via

Hedsor and Taplow. It is now a classified road, the A4094.

Area C Riversdale Finally the southern part of the conservation area comprises substantial late 19th and early 20th-century residential properties, in large plots that face onto the curve of the Thames as far south as Cookham Bridge with the private lane, Riversdale, inland and parallel to the curve of the river providing vehicular access from Ferry Lane. Two fields are within this part of the conservation area.

General Character and Setting

Landscape Context

The conservation area's topography is pretty flat, all being situated on the floodplain of the River Thames as it cuts widely through the chalk hills that lie to its east and west. Only at the eastern end of Area A does the land slope gently uphill: a gradual start of the ascent into the chalk hills to the east.

The conservation area lies entirely within area *LCA 26.1 Thames Floodplain* of the Wycombe Landscape Character Assessment (LCA) prepared for Buckinghamshire County Council and issued in 2011. Immediately south-east is area *LCA 24.1 Burnham Beeches Wooded Terrace* which is mainly river gravel terrace deposits with the western escarpment or slopes nearest the conservation area a narrow strip of the Upper Chalk. To the north-east is area *LCA 19.1 High Wycombe Settled River Valley* which follows the River Wye to meet the Thames Floodplain before reaching the Thames.

2 HISTORICAL DEVELOPMENT AND ARCHAEOLOGY

Origins and Historic development

Manorial history

As the conservation area is located within the two parishes of Wooburn and Hedsor it has a somewhat complex manorial history, further complicated by detached portions of Hedsor Parish that once lay within Wooburn and Little Marlow parishes. These included the site occupied by the two watermills (now the Wessex Road business park) immediately adjacent to the conservation area.

For a detailed history of the two manors see the *Victoria County History of Buckinghamshire*, Volume 3, published in 1925. This can be viewed for Hedsor parish online at the British History Online website www.british-history.ac.uk/vch/bucks/vol3/pp54-57 and for Wooburn at: www.british-history.ac.uk/vch/bucks/vol3/pp105-112

Of interest in the context of this Appraisal is the fact that two watermills belonged to Hedsor Manor in 1492. One was probably at Hedsor Wharf further downstream along the River Thames and the other one of the two watermills formerly in Wessex Road.

Hedsor is not specifically mentioned in Domesday Book (1086) but under Wooburn Manor it refers to eight mills, valued at 104 shillings per annum. In the 11th century these would be watermills used for grinding corn and other grains grown locally, windmills arriving in England a century later.

Historic Development

The first mention of Bourne End or the ‘Burn End’ is in a document of 1222 and ‘Burnend Next Thames’ in 1233. The next reference to it is 1496 as a part of Wooburn Deynecourt Manor. Bourne is an alternative name for the River Wye and in 1722 it is marked on Morden’s 1722 map as ‘Bornend’.

On Thomas Jefferys’ 1770 map ‘Bone End’ is marked at the junction of Hedsor Road and Ferry Lane with a cluster of buildings shown. A ‘Horse Ferry’ is marked where Cookham Bridge now crosses the Thames. On A Bryant’s 1824 map Abney House is marked and its then grounds shown in a darker green. Bone End is now shown as Upper (Area A) and Lower around the Ferry Lane/Hedsor Road junction. Hedsor Mill is also marked. Ferry Lane Farm is shown also, but named ‘Bone End Fm’ (fig 2).



Extract from A Bryant's 1824 county map

The Ordnance Survey draft maps for the area survive, Wooburn on one sheet and Hedsor on another. These are at a larger scale (two inches to the mile) than the Bryant and Jefferys maps and the Wooburn draft (1813)

shows ‘Bone End’ at the Ferry Lane/Hedsor Road junction, the mill buildings, Abney Court and other buildings. Its scale is sufficient, however to show field boundaries as well. The Hedsor sheet (1809) also shows the Riversdale area, although it was within Wooburn parish, as well as the mill buildings and the houses along the south side of Hedsor Road. The Cookham ferry is marked and Ferry Lane Farm’s buildings are shown but not named.

In 1858 the then vicar of Wooburn exasperated by the name ‘Bone End’ got the name officially reinstated to ‘Bourne End’. Wooburn parish has its main older cores at Wooburn ‘town’ where the parish church of St Paul is located, along with fragmentary remnants of the medieval manor house nearby, and Wooburn Green. Both are on the River Wye. Between Wooburn Town and Bourne End are two secondary hamlets: Cores End and the now vanished Egham’s Green, both also situated on the River Wye. Hedsor has no real core but its parish church and Hedsor Priory are uphill to the east of the conservation area.

Watermills

Although the Domesday watermills ground corn, in the 13th century sheep rearing in the hills around High Wycombe led to many converting to fulling for processing rough cloth (the earliest mention of one on the River Wye is 1235). Much of this left the county via Hedsor Wharf which is where some believe the River Wye originally reached the River Thames via Blessing’s Ditch but old map evidence does not support the diversion theory.

Lower Mills is the only watermill within the conservation area and is first mentioned in a document of 1724 and first shown on a map

in 1768. It probably started life as a paper mill but by 1880 had been converted to produce millboard and brown paper, trading as the Buckinghamshire Millboard Co Ltd. It had one water-powered wheel and one steam-powered, the latter with a very tall brick chimney shaft. Flooding from the River Thames was a recurring problem and the mill closed in 1895. All was rapidly demolished except the mill house, named 'Gernheim' on the 1876 OS map. This remained as a private house in grounds that incorporated the old mill site and the river. It had reverted to the name Mill House by the date of the 1899 OS map.

Hedsor Old Mill and Hedsor Lower Mill adjoined the conservation area (Wessex Road) and were also paper and board mills in later years. Old Mill built originally as a corn mill was largely demolished in 1918 and Hedsor Lower Mill burned down in 1940. Both were in a detached portion of Hedsor parish, transferred to Wooburn Parish under the Divided Parishes Act 1883.

Development Prior to the Railway's Arrival in 1854

Much of the conservation area prior to the railway formed part of the fields to two farms: Holland Farm north of Upper Hedsor Road, east of the Ferry Lane junction, and Ferry Lane Farm whose fields west of Ferry Lane are now occupied by the Riversdale Estate. Ferry Lane Farm was named Bone End Farm on Bryant's 1824 map (previous page).

Both farmhouses survive: Ferry Lane's is the older being timber-framed and built about 1600 (now divided into three: The Randolphs, Upsteps and Old Bartons), and Hollands, is dated 1702: both are Grade II listed. A new farmhouse was built to its east in 1904 and the 1702 farmhouse became a private

dwelling. Southfields is now the farmhouse for Hollands Farm.

North of the River Wye there was some earlier development along the Hedsor Road, amid the orchards. Firstly The Old School House and The Barn, a house of partly early 18th-century date (Grade II), then Jeffries, mostly also early 18th-century (Grade II) and originally named Hedsor Cottage, and the Red Lion (now demolished). Beyond was Rose and Little Rose Cottage, a small hipped slate roofed cottage of c1800 with Gothick windows, much extended and also Grade II.

On the other side of the road but outside the conservation area is an early 18th-century house, now a pub, The Walnut Tree, also listed Grade II.

Along the Upper Hedsor Road was a small hamlet called at various times 'Bourne End', 'Bone End' and 'Upper Bone End'. It had five cottages on the south side, all within Hedsor Parish: one, May Cottage a c1700 timber-framed building, listed Grade II, and one outside the conservation area at the southwest end of the hamlet, now named Quantings, also timber-framed and Grade II. On the north side were four late 18th/early 19th-century buildings, one The Garibaldi pub, a beer house since about 1840 but renamed after the Italian hero's much-feted 1864 visit to England, and a cottage adjacent, now two dwellings. Further east there were other late 18th-century cottages, their rear boundary originally along the field edge and similar to those opposite on the south side of the road within Hedsor parish. These cottages were occupied in the 1840s by among others labourers, a blacksmith (Quantings), a publican and a washerwoman who had recently been widowed.

The last phase of development before the railway arrived was also transport related. This was the construction of a timber toll bridge across the Thames into Cookham from Ferry Lane. It obviously replaced a ferry and ironically was the result of the Great Western Railway arriving at Maidenhead en-route to Bristol from London. The mill owners along the River Wye were enthusiastic supporters, among others, and Parliamentary approval was obtained in 1838. It opened in January 1840 and remained a toll bridge until 1947 when delighted locals removed the toll-gates. Unfortunately the timber bridge soon had to be replaced by the current cast-iron one in 1867, built by Pease Hutchinson & Co, Engineers and Iron Manufacturers, Skerne Iron Works, Darlington. It is listed Grade II, as is the octagonal tollhouse which dates from 1839-1840. However its income was much reduced when the Wycombe Railway opened in 1854.

The Thames Navigation Commissioners, following a 1770 Act of Parliament, had administered the River Thames and the commissioners managed a 5m strip of land along both banks, the Buckinghamshire bank's strip within the County of Berkshire. Presumably this was intended to provide for bank maintenance and a towing path if deemed necessary: it was not and the towing path was only provided on the Cookham bank.

In 1991 the boundary was relocated to the mid-point of the river. It was this change that led to the conservation area boundary revision in that year.

North of the mouth of the River Wye were wharfs which handled coal and raw materials for the mills and sent their products down river in barges. In the Census of 1841 and

1851 there are quite a few wharfingers and bargemen named as residents of the area.

One major building, however, did arrive around 1800 as the harbinger of greater things to come as far as prosperous riverside development is concerned. That is Abney House which in parts dates from 1801 and is shown on Bryant's 1825 map. It was built for Thomas Corbyn, a half-pay Captain in the Army, and replaced a wharf, Cumigers Wharf. At that date it had not acquired its considerable enlargements or its northern grounds which were laid out by the 1860s and ran almost as far as the railway bridge.

The Railway Arrives, 1854

Recent research has demonstrated that much of the design for this broad gauge railway from Maidenhead to High Wycombe was by the great Isambard Kingdom Brunel, rather than one of his assistants. It branched off the Great Western Railway at Maidenhead and crossed the river at the north end of the conservation area with Marlow Road Station to the north of the conservation area along the Hedsor Road. The line was converted to standard gauge in 1870 and it became a junction station after the Great Marlow Railway opened in 1873, following the north bank of the Thames to a terminus at Marlow. To avoid confusion Marlow Road Station was renamed Bourne End Station in 1874.

The railway survives as far as Bourne End Station, as does the branch to Marlow. It was finally closed to High Wycombe in 1970. In its early days it carried a good deal of freight, much of it coal for the watermills now mostly converted to steam power and esparto grass for millboard and paper manufacture. Exports by rail included millboard and paper, obviously, and watercress from the cress

beds along Blessings Ditch to the west of the modern Flowerland garden centre.

The railway bridge over the Thames was originally built in timber, and was something of a hazard to river traffic. The current steel bridge replaced the rotting timber one in 1895.

Subsequent Development, 1854 to 1914

Initially the railway station resulted in little development within the conservation area.

Abney House continued to expand with flanking wings and more service buildings and a Lodge was built for its grander carriage drive from Hedsor Road. A boathouse was built at the north end of the spacious grounds which are shown on the 1876 Ordnance Survey (OS) large scale map with wooded walks, glasshouses and two main lawned areas. Its river frontage then was over 375m.



Abney House

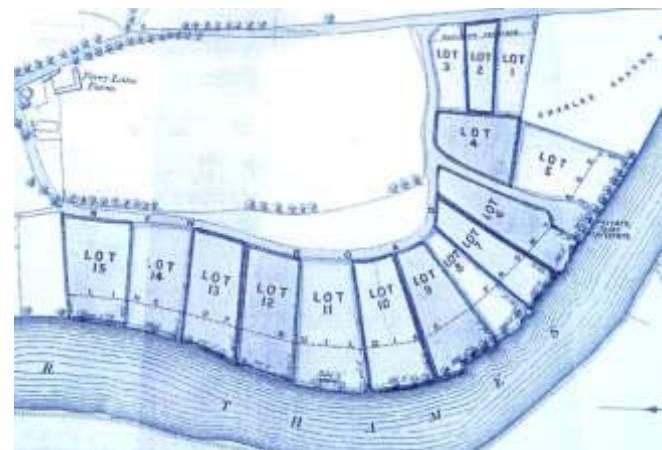
Next to the 1702 Hollands Farmhouse, Bournebank was built in 1860 for Thomas Lunnon of the local farming family.

A short-lived chair factory was set up in wharf buildings near the railway bridge. Many of the chairmakers lived in the new artisan terraces of Camden Place and Thames Villas at the north end of the conservation area. These it

is believed were developed by John Camden, landlord of the Red Lion pub who was also a plumber and small-scale entrepreneur and after whom the narrow road was named. Further downriver the house adjoining Lower Mill was separated from the mill and renamed Gernheim. It also acquired a large courtyard of stable buildings and coach houses.

In 1880 the London banker and boating enthusiast Charles Hammersley bought Abney House. He was a leading light in the formation of the Upper Thames Sailing Club in 1884 and even had a small fleet of Venetian gondolas. This fired the starting gun for development and the proprietor of the Railway Hotel beside the station, Alfred Speechley, actively promoted the riverine virtues and developed a boat hire business in the 1870s and 1880s. Further down river the old coal and timber wharfs were closed and changed into boatbuilding and boat-hiring businesses, the last surviving as Andrew's Boatyard until 1983.

By 1899 a few more artisan cottages and small villas had been built near the Red Lion and further south Upper Hedsor Road was now more fully developed along the north side with a few infill houses along the south side (Thornton Cottages are dated 1901).



Plan of Riversdale estate lots offered for sale c 1895 (north is at the left)

The major change by 1899 was the arrival of houses in what became known as Riversdale, although the name originally applied only to the big new house erected in 1897 for George Adcock, a wealthy man from Nottingham and another leading light in the Bourne End Regatta. He bought three of the Lots Nos 13 to 15, for his house and grounds. He named the house Riversdale and he had the road laid out that runs parallel to the river. Below is a photograph of Riversdale before the American millionaire wine merchant George Alexander Kessler (1864-1920) bought it in 1907. An interesting philanthropist, having survived the torpedoing of the *Lusitania* in 1915, he founded the Permanent Blind Relief War Fund for the Allies in 1916 (later Helen Keller International). He undertook a great many changes and additions to the house, still in the mock Elizabethan timber-frame style of the photograph. He renamed it New York Lodge and in 1916 Louis Bleriot, the great French airman, moved in until it burnt down in 1926.



Riversdale House in 1898

By 1899 there were two other houses built: Foscoa in Lot 12 (now Waters Reach) and The Chalet in Lot 11 (now Orchard Dene). By 1912 development of large houses had advanced along the river south of The Chalet as far as Strangers, developing Lots 3 to 10.

Subsequent development did not fundamentally alter the conservation area's character or form, although Andrews Boatyard was redeveloped in the 1990s with six blocks of two storey apartments with further flats in their roofs. However the most affected element of the conservation area was undoubtedly Abney Court and its spacious grounds. These were almost completely lost under modern development, the mansion itself was sub-divided into five houses and Abney Court Drive was formed.

The grounds of Jeffries (formerly Hedsor Cottage) that stretched west to the river were replaced by Jeffries Court, a close of modern brick one and two-storey houses.

Fieldhead, a large Art and Crafts house of about 1900 at the far north end of the conservation area and beyond Camden Place was the home of Rudolph Chambers Lehmann (1856-1929), a noted oarsman, writer and MP. He was father of Rosamund Lehmann, the novelist, and Beatrix Lehmann, the actress. Rudolph's widow sold the house in 1946 and it became a convalescent home, now named Kingfishers Nursing Home.

When the conservation area was first designated modern housing along the south side of Abney Court Drive and along the west side of Hedsor Road was excluded, as were the modern farm buildings of Hollands Farm.

A few modern houses were added along the east arm of Hedsor Road, Upper Hedsor Road. Ferry Lane Farm's farmyard was demolished and replaced by Cromwell Cottage. Immediately south Riversdale Cottages, two terraces of four cottages each, were built probably in the 1920s. There has been some infill development but the field between Riversdale and Ferry Lane remains

intact. The greatest change in Riversdale is the replacement of a small 1920s timber-framed cottage, Tudor Lea, between the river and the bridge by Riverside Manor, completed in 2017.

Archaeology

There are no Scheduled Ancient Monuments or any sites of archaeological interest identified within the conservation area.

Some significant finds have been made in the River Thames over the years but within the conservation area little of interest that would help inform our understanding of Riversdale and Hedsor Road Conservation Area in terms of its medieval and post medieval history. No village or other site existed within the conservation area boundary and the earliest surviving building may date from about 1600. Neolithic flint flakes, flint picks and a polished flint axe are among the pieces of evidence of much earlier occupation found within the conservation area boundary and recorded in the County's sites and monuments record (*Unlocking Buckinghamshire's Past*). In the event of archaeological deposits being found the Council may require archaeological conditions attaching to planning permissions where appropriate, including watching briefs, excavation or similar recording procedures as deemed advisable by the County archaeological service.

Key Historic Maps

- Thomas Jefferys, *The County of Buckingham Surveyed*, Published 1770 (Surveyed 1766-68) [Scale 1 inch to the mile]
- Ordnance Survey: Surveyors Draft maps at 2 inches to the mile. Wooburn 1812 (High Wycombe 20) and Hedsor 1809 (Reading 19)

- A Bryant, *Map of the County of Buckingham*, 1824 (Scale: 1.5 inches to the mile)
- Tithe Map, Hedsor 1838
- Ordnance Survey 25 inches to the mile mapping: First Series, 1876, 1899, 1912 and 1973 (1:2500)

3 SPATIAL ANALYSIS

This section covers the relationship of buildings, spaces and gaps between them and resultant views, and how these create special character:

The character and interrelationship of spaces within the area

Streetscape:

There is no formal public open space within the conservation area, but public footpaths beyond and within it provide many publicly accessible views from fields. Particularly critical, of course is the Thames Path, a national long-distance trail, which gives continuous views across the river all the way between the road bridge and the railway bridge. The streetscape within the conservation area has two main public roads: Hedsor Road and Ferry Lane. The access road skirting Riversdale is a private road. Camden Place is the only other historic road within the conservation area.

Critical to our understanding of the history and development of Riversdale is the field that the private estate road skirts and with its east boundary along Ferry Lane. Views across this field play a significant role in explaining and informing the conservation area's historical and physical character.

The most densely built up streetscape is in Area A Upper Bourne End. Many of the terrace cottages could be from High Wycombe's Victorian expansion in terms of designs and materials and these later terraces filled almost all of the remaining gaps on the north side of the road. There are fewer houses on the south side. The other area of higher density is in the north-east corner of the conservation area fronting Hedsor Road and along Camden Place (Area B).

Elsewhere in the conservation area the streetscape is different with larger houses in larger gardens or grounds while in Riversdale many houses cannot be seen or are only glimpsed from the estate road. Here tree cover is at its densest (Area C).

Views and vistas

Views of, from and across the conservation area can contribute to character. They provide a visual impression of the place and can be static or dynamic. Significant views are those which encapsulate the special character of the Conservation Area, and contribute more to understanding its significance. On the other hand, broader views are those which are inter-visible with, or incidental to, the conservation area in its wider setting or are views where its significance cannot be appreciated. As such, the views are more likely to have landscape rather than heritage value.

Views within the Conservation Area

Much of the conservation area, particularly in Areas B and C, consists of private houses in secluded grounds and views into their grounds are limited. Few older buildings front the Riversdale estate road while development in Area B is similarly substantially hidden behind hedges, walls and greenery. The

exception is the Camden Place area where the cottages and houses front the roads and the alleyway.

In Area A there are views along the road which allow us to understand the evolution and development of this part of the conservation area. Virtually all the houses and cottages can be seen from the road and the views indicated on the map from each end should not be seen as any more than indicative.

The views across the field bounded by the Riversdale estate road eastwards towards Ferry Lane and the hills beyond are significant. Similarly views from Ferry Lane across the field towards the houses of Riversdale in their sylvan context underline how significant this open field is to the structure of the conservation area.

The River Wye or Bourne crosses Hedsor Road and can be seen east of the road in the grounds of Bournebank and glimpsed to the west as it heads toward the Thames through the former grounds to Mill House. This other waterway is significant in the history and evolution of the conservation area and the glimpsed views are precious in informing our understanding of this.

Views out of the Conservation Area

In Area A there are views southwards over the fields towards the Thames, somewhat marred by Flowerland but immediately west the old cress beds stream, Blessings Ditch, meanders south-east. Opposite Southfields a hedged green lane forms the east boundary of Area C and meets Ferry Lane after some 250m.



The green lane public footpath looking south

From the east ends of Riversdale's private road and from Area A there are views of three important historic buildings along the well-wooded chalk ridge to the east: Lord Boston's Folly, Hedsor parish church, Hedsor House. These views are also noted looking across the field from the Riversdale estate road.

From within the conservation area there are very few views of the River Thames. Its south-east reach can be seen from Cookham Bridge, half of which is within the conservation area.

Views into the Conservation Area

The contribution of setting to the significance of a heritage asset is also often expressed by reference to views. Further guidance on views can be found in Historic England's advice notes No. 1: *Conservation Area Designation, Appraisal and Management* and No. 3: *The Setting of Heritage Assets*.

The Thames Path along the Berkshire bank as already mentioned follows the Cookham bank and the fields are very popular with walkers and visitors. The path gives continuous views across the river of the conservation area houses in their well-treed and lawned grounds. Fronting the river in both Areas B and C is the national long distance Thames Path, and views of the conservation area houses can also be had

from both from the river and from Cock Marsh.

All these views are significant and help to inform our understanding of how the riverside has evolved in its architectural styles and materials since the 19th and early 20th century development. Moreover there are higher views both from the Thames Path as it crosses alongside the railway bridge and from Cookham Bridge.

There are numerous views towards the conservation area from other public footpaths, mainly through farmland to the east of the conservation area. The most important views are south of Upper Hedsor Road where the footpath leads south-east towards Hedsor Hill which is understood to have served as an access for workers at Hedsor Wharf. Further south two footpaths leave Ferry Lane to cross the fields east of Riverdale (Area C) before converging near Hedsor Wharf.

From the north a footpath from Cores End crosses the fields north of Hollands Farm to emerge beside Southfields, the 1904 replacement farmhouse, at Hedsor Road. It then continues southwards as a hedged green lane to converge with Ferry Lane.

Several of the views discussed are indicated on the conservation area map. As a general rule, views into, within or out of the conservation area which contribute to its significance should be safeguarded.

4 CHARACTER ANALYSIS

Definition of Character Areas or Zones

This is a large conservation area that can be divided into three distinctive character areas or zones.

Area A Upper Bourne End is the smallest and most self-contained of the three and comprises the eastward spur of Hedsor Road. There was a small hamlet here by about 1800 with evidence of 17th-century origins and was known as Upper Bourne (or Bone) End. The now less developed south side of the road is within Hedsor parish and the north side within Wooburn parish and almost continuously developed. The housing fronts the road and is set within the wider landscape with fields behind on both sides. This Area is the most intensively developed and has a more consistent and modest scale of building throughout.

Area B Abney comprises the area north of the River Wye which effectively cuts the conservation area in two but includes Bournebank and Hollands as part of lower Bourne End. This area has a few pre-1800 buildings alongside the Hedsor Road and had a watermill on the north bank of the River Wye (now demolished) and wharves. It was known as Lower Bourne (or Bone) End. Along the River Thames the bulk of the area was occupied by a Regency villa, Abney House, and its grounds which eventually extended north almost to the railway line. In the north-east corner smaller scale development emerged in the 1870s with terraces of artisan housing, mostly originally occupied by chaimakers and needlemakers.

Modern housing development only came in the 1960s and later when Abney House's extensive grounds, the old boatyard and the

grounds of Jeffries were almost entirely built over. Fortunately Abney House was retained and subdivided into five houses. From the other side of the river and from boats views of Abney House still dominate the later development in scale which is fitting as this has been the a key building in Area B from this point of view since soon after 1800.

Area C Riversdale includes all the conservation area south of the river. Until the late 1890s this area was part of the fields of Ferry Lane Farm (the farmhouse survives) and the only other buildings were the mill house of Lower Mills watermill, near the mouth of the River Wye, and the tollhouse by Cookham Bridge. Closure and demolition of the watermill in 1895 triggered gentrification, firstly for the mill house and then Riversdale, the first house being built in 1897. Grand Edwardian houses followed along the riverbanks, and other gaps were filled in later. The road, known as Riversdale, was formed in 1897 as a perimeter vehicular access road for the river front houses. The field between it and Ferry Lane has remained undeveloped. All the main houses have fine views across the River Thames and many have boathouses, some of which have been converted to separate dwellings.

Area C is characterised by large houses in generous grounds and most take advantage of the river views so their gardens or grounds retain openness between them and the riverbank (there was a building line set well back in the 1890s layout seen on page 10).

Activity and land use and influence of these on the plan form and building types
The two surviving farmhouses, Hollands and Old Bartons (Ferry Lane Farmhouse), are no longer connected to the fields they worked in

times past and farmers occupy neither. The former farmbuildings have either been demolished entirely (Ferry Lane Farm) or replaced by modern ones beyond a retained barn that forms the conservation area boundary (Hollands Farm).

The overwhelming activity and land use within the conservation area is residential, whether in older buildings or modern Post-1960s developments, although the Lunnon family still farm Hollands Farm from its current farmhouse. The only exception to this is the tyre centre (currently) at the east end of Camden Place. This was a service station and garage until ten years ago and incorporates one older building (Area B).

Also in Area B Rudolph Lehmann's house, Fieldhead, became a nursing home, its former grounds outside the conservation area and developed for housing. In Area A there is the one further semi-residential use: The Garibaldi pub.

Residential use of nearly all buildings is reflected in the age and social status of the surviving buildings: vernacular cottages and farmhouses prior to 1800, then two styles of development: artisan terraces and small semi-detached houses in Areas A and B, prosperous middle and upper middle class larger houses in Riversdale (Area C) and one such survivor in Area B, Abney House, now shorn of its extensive grounds.

At the far south is the transport history building types: the road bridge and the tollhouse.

Architectural and historical quality of buildings and the contribution they make to the special interest of the area

Statutorily Listed Buildings

There are eight statutorily-listed buildings within the conservation area, all Grade II listed. By definition they have special architectural or historic interest and their full statutory list descriptions can be seen on the Historic England website

www.historicengland.co.uk

Please refer to Appendix A for further information.

Significant unlisted buildings

Key unlisted buildings that make an important contribution to the character of the conservation area are identified on the Appraisal Map and their specific qualities are described in Appendix B.

See also Chapter 4, Section 2 and Appendix F, para 9 for further information.

Boathouses

These are key features of Riversdale and those that contribute strongly to establishing and continuing the riverside character of Area C are indicated on the conservation area map.

In addition, there are also post 1912 boathouses within Area B and C. They add to the boating character of the conservation area's river frontage and visual interest but are of less architectural significance than those in Area C which are contemporary with their houses for the most part.

See Appendix D for further information.

Significant Modern Houses

See Appendix C for further information.

Local details

Boundary Walls

Several historically significant walls have been discussed in earlier sections. Others also play a significant streetscape role in the conservation area but are less related to the key buildings and developments discussed in these earlier sections.

Those that contribute to the streetscape are indicated on the conservation area appraisal map and any development should avoid compromising them in a way that adversely impacts on the streetscape.



Upper Hedsor Road c1900 showing roadside boundary walls and May Cottage with a thatched dormer-less roof

The walls to be particularly noted are those along the south side of Camden Place, and that to Bournebank fronting Hedsor Road with the River Wye beyond it. The Bournebank brick wall is of considerable visual value to the streetscape as it faces the historically significant Mill House entrance gates, piers and walls discussed earlier. The wall also marks an old parish boundary from before the detached portions of Hedsor Parish transferred to Wooburn Parish under the divided Parishes Act 1883.

Fronting Upper Hedsor Road are low brick or brick and flint walls. Some cottages have railings on low brick plinth walls (Roland Villas), others railings with no walling. The majority of railings are variants of the hairpin design. These low walls, mostly below a metre in height, define the edge of the road and bind the varied buildings of the hamlet together. They are a key element of the character of Area A, particularly in the various stretches with no or minimal pavements or verges.

Prevalent and traditional building materials

In such an architecturally diverse conservation area no particular materials predominate. Generally speaking most roofs have plain clay tiles with slate appearing in the 19th-century. However throughout the history of the area plain tile remained the dominant roofing material as it was also popular in Arts and Crafts and Domestic Revival styles as well as for more modern traditional house styles.

There are a couple of thatched-roofed buildings (Abney Thatch, Riverlea and Meadows, all relatively modern) and there were others in Upper Bourne End for May Cottage was thatched in the 1890s.

For Riversdale, the earlier houses made use of applied black-painted timber-framing with mostly white-painted render or roughcast infill panels. Predominantly the framing was used for the upper floors and red brick for the lower. However although this was the style generally used until the 1920s, development was too slow to result in a homogeneous materials (or design) palette. Later buildings used a greater variety of materials and finishes and continue to do so where their designs can justify this.

In Area B the modern development is even more varied with yellow stock brick in Camden Place, red brick from the 19th-century until the present day, together with painted brick, render and roughcast. Field End, The Haven, The Old Boathouse have the half-timber and Arts and Crafts range of materials similar to Riversdale (Area C). The key building, Abney House, displays a great variety of building materials ranging from stucco, orange-red brick, darker brick, painted brick and slated roofs.



Flintwork on the rear elevation of Holcombe, Upper Hedsor Road

Flintwork is found, the most striking used in Rose and Little Rose Cottages with white unknapped flint used as rustication for window openings, quoins and the band between storeys. The later extensions have brick bands and flint bands. The low boundary wall fronting Hedsor Road is also in flint.

The majority of modern houses are in brick with tiled roofs.

In Area A the date of the buildings is partly reflected in their choice of building materials with red brick, later 19th-century yellow stock brick, render, painted brickwork, dark brick and even flint. Several cottages have exposed brick and flint banded rear

elevations, although other elevations are now rendered or painted (1 & 2 Hedsor Cottages for example). Most of the post 1876 cottages are slate-roofed.

Contribution made by the natural environment

Open Spaces

For the purposes of this appraisal, Open space is taken to include publically and privately owned common land, farmland, countryside and recreational spaces (including school grounds, churchyards and cemeteries) as well as domestic gardens. These spaces, their form of enclosure and their visual and/or other sensory qualities can make an important contribution to the character of the conservation area.

There are no formal areas of public open space within the conservation area but there are two agricultural fields within the conservation area, both in Area C but one has a significant impact on the other two character areas. They are on private land of course but are semi-public in that views can be obtained across them and provide a significant element of the conservation area's character.

The larger of the two fields is the one running from the west side of Ferry Lane into Riversdale to meet its internal estate road. This serves to define the linear development and nature of Riversdale. Looking across this field from the pavement along Ferry Lane, particularly in winter, the dense sylvan nature of Riversdale is the striking element as the houses are somewhat screened by all the greenery. There are fine trees, many of them pre-1912, to be seen in this sylvan backdrop which reflect the history of its key phase of

development. This field is integral to the special interest of Area C.

The other field is the triangular one at the junction of Hedsor Road and Ferry Lane. Its east boundary is a green lane with fine hawthorn hedges along each side. It is hedged towards the two roads as well and provides a rural context for the houses and their grounds fronting this triangle. It also has historical resonance in the fact that the green lane is a continuation southwards of the old lane from Cores End, having crossed Hedsor Road and this green lane is publicly accessible as a statutory footpath.

Trees and Vegetation

From the Riversdale estate road and all the way along the Berkshire bank of the River fine specimen trees inform our understanding of the conservation area. This is particularly noticeable in the now built over grounds of Jeffreys and Abney House. Here the specimen trees from their spacious grounds survive amid the later development. These include plane trees, pines, beeches, limes, weeping willows and the magnificent Cedar of Lebanon in the surviving riverfront grounds to Abney House.

Mill House's grounds were planted with typical late Victorian arboretum species, the house barely visible behind mature Wellingtonias, cedars and pines. Riversdale House's evergreen specimens survived the loss of the house while elsewhere weeping willows, beech, pines and firs establish a well-treed riverside character. Riverside Manor's western grounds have a row of mature limes that pre-date the modern house and there are beech trees further into the grounds.

Where Riversdale's estate road meets Ferry Lane the grounds of the houses are generally densely treed and particularly so along the road. These blocks of trees are linked to each other by the hedge alongside the central field.

Where Mill House's drive reached the road there are large 19th-century trees surviving that further emphasise the functional and historic significance of the frontage wall and gateways onto the road at this point.

Further north along Hedsor Road in Area B there are occasional significant trees, such as the yew in the front garden of Jeffries or the beech tree at the entrance to Willow Reach's drive.

Hedges are significant for the two fields within the conservation area, along the east side of Riversdale's field and on all three sides of the triangular field, given here greater depth and visual strength by the parallel ones on each side of the green lane: a very strong green conservation area boundary.

Elsewhere hedges provide strong boundaries to houses, such as the Beech hedge to Hollands and the more recent laurel hedge to Southfields.

The extent of loss, problems and pressures

When the conservation area was first designated in 1991 much modern development had already taken place and the grounds of Abney House had been almost fully redeveloped, as had those of Jeffries. The designation therefore recognised this and excluded the south side of Abney Court Drive and its adjacent west side of Hedsor Road while also recognising that incorporating the Walnut Tree pub and the adjacent cottages would create an

unsatisfactory boundary, cut off as these were by modern housing.

Since designation the only truly intrusive development has been adjacent to the boundary with Flowerlands garden centre east of Blessings Ditch.

Permitted development rights for individual private houses have led to very considerable harm to the integrity of Upper Bourne End's historic character. These include wholesale replacement of windows by standard joinery and UPVC, often with no attempt to reproduce or at least respect the character of traditional sash windows and casements, the introduction of inappropriate designs for front doors whether in timber or UPVC, removal of front boundary walls under a metre high for the understandable wish to park off road. Rendering and painting of original brickwork has also harmed the integrity of the conservation area, not to mention unauthorised satellite dishes on facades.

There is continuing development pressure in the area. It is not appropriate to assess specific proposals within the document. However, as an adopted Supplementary Planning Document, this appraisal is a material consideration that will be taken into account in the determination of any planning application.

CHAPTER 4

Next Steps/Further information

The Character Appraisal is not a means to an end in its self and it must be recognised that further change is inevitable. This section sets out the next steps to manage that change in a manner that conserves and enhances the significance of the area.

1 Buildings that make a positive contribution to the conservation area

Besides the eight Statutorily Listed Buildings within the Riversdale and Hedsor Road Conservation Area, the Appraisal discusses in detail unlisted buildings that are significant to its architectural character and history.

A number of buildings and walls have been identified on the conservation area Appraisal Map that contribute positively to the character and appearance of the conservation area, by virtue of their age, design, massing, scale, and enclosure. All these are protected from demolition by virtue of being within the designated conservation area and the general presumption is that they should be retained.

2 Local List

At a future date it is suggested that consideration be given to adding some of these buildings and walls to the Local List of buildings of historic interest. However the identification on the Appraisal Map of significant unlisted buildings affords a similar level of protection. Local Listing within a conservation area is only effective because conservation area status gives a Local Planning Authority control over various levels of demolition. Identification on the adopted Conservation Area Appraisal makes clear which buildings should be protected from demolition and thus conservation area status safeguards these buildings and walls. As resources permit, the Council will consider preparing a Local List for Wooburn and Hedsor parishes in due course.

Because other buildings are not indicated specifically on the Appraisal Map does not mean their demolition will be acceptable to the Council. Many make a significant element in a fuller streetscape and their loss would

seriously erode the conservation area's character, particularly in Area A Upper Bourne End. Proposals for their demolition is likely to be opposed by the Local Planning Authority.

3 Proposals for the enhancement of the Conservation Area

Traffic calming: One of the greatest benefits to the conservation area would be a reduction in the speed and level of traffic. A 20MPH limit is now in force in Area A Upper Bourne End which is welcome but appears to have had little impact on the volume of traffic using this narrow road.

Unfortunately the Council does not currently have a budget for conservation enhancement schemes and so the resource implications of proposals relating to enhancement and management will need careful consideration. Proposals and enhancement projects may of course be implemented by local bodies and others within the Conservation Area.

Proposals for new development should demonstrate that there is no severe adverse impact on the conservation area from resulting traffic generation.

4 Design Guidance

The policies and proposals of the Wycombe District Local Plan are the primary source of reference for development control advice.

The Council will also have in mind the requirements of the National Planning Policy Framework (2012) which requires it to have special regard for the impact of proposals on the significance of a conservation area or a listed building, and indeed on non-designated heritage assets.

Appended to this document is a series of development guidelines (see Appendix F),

covering both new development and the protection of existing character. This forms the base of a management plan for the conservation area but avoids being site specific as proposals for development within or beyond the conservation area will be judged on their individual merits at the appropriate time.

5 Monitoring

Changes in the appearance and condition of the Riversdale and Hedsor Road Conservation Area should be monitored regularly. A photographic survey was undertaken at the time of the appraisal work, and this could be updated every two years or so.

Maps

1: Character Areas Map

2: Conservation Area Map

The attached Appraisal map illustrates and clarifies the text and defines the extent of the area which is regarded as possessing those qualities of special character, architectural and historic interest which designation is intended to protect. It identifies particular areas, vistas, views, buildings, etc. that are considered essential to that character.

It has not been possible to gain access to all areas within the conservation area boundary. There may be individual structures, features, trees or views of importance which are not visible from the public domain and which have therefore not been annotated on the conservation area map or referred to in the text. However these may also warrant protection in the evaluation of individual development proposals. The listed buildings are shown on the designations map.

If you own a listed building and are considering undertaking alteration works, please ensure that you contact the Conservation Officer at Wycombe District Council to find out whether they require listed building consent and for advice.

Where buildings are shown on the conservation area map as being of local significance, they are considered to make an especially positive contribution to the historic interest or architectural character of the conservation area.

3: Map of buildings referred to within the text

APPENDICES

Appendix A: Listed Buildings

These are indicated on the conservation area Significant Features map (map 2) and listed in earlier pages. Further information on listed buildings can be obtained from the English Heritage website www.english-heritage.org.uk

Rose Cottage and Little Rose Cottage, Hedsor Road The core of this is a hipped roofed chequer brick cottage, originally of two bays but a matching left-hand one was added soon after 1800. The upper floor has Gothick-arched timber casements with leaded lights. In the 1880s it was extended at both ends in brick and flint and sub-divided into two dwellings. Well set back from Hedsor Road and screened by mature garden trees it has an original flint and brick wall fronting the road. It has added special interest as a *cottage ornée* influenced building.

Jeffries, Hedsor Road (Hedsor Cottage on older maps) is a brick house of the earlier 18th century with a moulded eaves cornice and dormers in the old tile roof. It has been much altered and extended but within is a good early 18th-century staircase with three twisted balusters to each tread. Its grounds originally stretched as far as the banks of the River Thames but were mostly redeveloped for Jeffries Court, a development of single storey houses with a terrace of four two-storey houses facing the river. The setting of the listed house was very much eroded by the development, although it retains a reasonable sized garden for its curtilage. Some of the old wall fronting Hedsor Road survives.

The Barn and The Old School House has an early 18th-century centre with extensions

at both ends and to the rear dating from the later-18th to the 20th centuries. It is built in brick with old tile roofs. It is unclear when or if it was used as a school or schoolmaster's house and was clearly never a barn. Perhaps a schoolmaster from the old Clayton's School that opened in 1896 towards the station lived here at some date. It is a somewhat rambling, picturesque building and was occupied as three cottages by the mid-19th century.

Hollands, Hedsor Road is a fine house and dated 'IH 1702' and has a two storey frontage block with an earlier 19th-century rear. It is however likely that it incorporates parts of a 17th-century house, judging by the frontage block's roof which has curved wind braces to heavy purlins. It was a farmhouse for many years with its main fields to the north and its farmbuildings to its east, now mostly demolished, apart from a 19th-century four-bay weatherboarded barn which is within the conservation area.

May Cottage, Hedsor Road is the oldest building within the small hamlet of Upper Bourne End (Area A). Quantings near it is not within the conservation area boundary. It has late timber-framing (c1700) and the original two-bay range has its gable elevation fronting the road. It was originally single-storey but over-sized dormers were added to provide upstairs accommodation. Some timber-framing is exposed to the main elevations with brick infill panels. Beyond is a 19th-century two bay extension and then an accumulation of further modern additions. It has a tiled roof but in an old photograph of the 1890s it had a thatched roof and no dormers. Despite these changes it retains value in informing our understanding of how this hamlet evolved and developed.

The Randolphs, Upsteps and Old Bartons, Ferry Lane (formerly Ferry Lane Farm)

After the development of the Riversdale Estate the farm buildings south of the house were demolished and later replaced by Cromwell Cottage. It remained a single house called Old Bartons until the 1950s when it was subdivided to form two houses, later being further divided into two dwellings and a flat. The east range, facing towards Ferry Lane, is of about 1600 and timber-framed, with a rear wing, the latter now subsumed in 19th and 20th-century extensions. It retains considerable evidential value by virtue of its timber-framing and c1600 brick stack with a stone moulded four-centred arch to its fireplace at ground floor level. Its farmland was developed for the Riversdale estate.

Toll House adjacent to Cookham Bridge, Ferry Lane dates from the erection of the first timber-built bridge across the River Thames in 1839 to 1840. It is two storeys high with the ground floor at riverbank level and the upper floor at bridge-deck level. Octagonal with the rooms around the central octagonal stack it was much more attractive than the cumbersome timber bridge from which it collected tolls. It is of considerable value in informing the history of this part of the conservation area and a survivor of a once common way of paying for road travel and bridge building. Cookham Bridge was finally taken over by Berkshire County Council in 1947 and the toll abolished, to the delight of residents on both sides of the river.



Tollhouse and Cookham Bridge

Cookham Bridge, Ferry Lane (Sutton Road for the Cookham half of the bridge)

replaced the 1840 timber bridge in 1867. In cast-iron it was built by Pease Hutchinson and Co of Darlington. Rather utilitarian from the river its distinguishing features are the parapets with rows of quatrefoils supporting both the timber handrails, and the arch spandrels below. The bridge underwent a thorough restoration in 2000 and a reinstatement of the original paint scheme. The traffic-light controlled bridge is a key element of evidential and historic value along with its currently unoccupied tollhouse (2017).

Appendix B: Significant Unlisted Buildings

These will be discussed under each of the sub-areas, A, B and C for clarity.

Area A Upper Bourne End (from west to east)

Pre 1838 (Tithe Map)

North Side of Hedsor Road (Wooburn Parish)

The Meads Original house 18th century, left hand bay hipped-roofed cross wing, right bay extended at rear. Mostly casements but large sash window to right bay. 1890s taller 2-storey addition to right: brick ground floor with jettied half-timbered first floor and gable. Leaded oriel windows. Further extensions.

The Garibaldi has been a beer house since about 1840 but was renamed after the hero of Italian Unification, Giuseppe Garibaldi, had stayed at nearby Cliveden House in 1864. It is late 18th century and 3 bays wide with an old tile roof, the elevations colourwashed roughcast and at the right is a lower range with a throughway.

The Old Cottage and Erleigh Cottage The frontage block was originally a mid-18th-century cottage of three bays and two storeys with coped gables and stepped brick eaves. Now sub-divided, the two pebbledashed right bays form Erleigh Cottage, while the chequer brick left bay forms part of The Old Cottage and is linked to an earlier 19th-century hipped roofed rear block parallel with the road. The frontage building appears older than the Garibaldi and prior to 1871 was a cider house owned by Wethered's of Marlow and the only cottage in the road with a cellar.

1 & 2 Southview Cottages and Shalimar

Late 18th or early 19th-century cottages of

two storeys. Similar in style and date to ones opposite within Hedsor parish (1 & 2 Hedsor Cottages, Upton and Holcombe Cottage). Southview Cottages have painted brickwork fronts, Shalimar which was formerly a pair of cottages has its brick unpainted. Old tile roofs.

South Side of Hedsor Road (Hedsor Parish)

Jasmine Mid-18th century. Originally Letter-L plan with right hand or west bay gabled to road and projecting slightly from the two left bays. Platt band between storeys and segmental-arched window openings. Old tile roofs. South or west range extended C20 to form separate dwelling, Woodbine Cottage. Jasmine serves a conservation streetscape function with The Garibaldi, May Cottage and others in creating a narrowing of the road and thus a structural focus for the hamlet of Upper Bourne End.

Upton and Holcombe Cottage A pair of early 19th-century cottages, one room deep and presenting distinctive brick banded flintwork to the southern fields and allotments. Slate roofs.

Nos 1 & 2 Hedsor Cottages Similar to Upton and Holcombe Cottage. No 2 late 18th century and with tiled roof. Extended towards Hedsor Road in early 19th-century to form No 1 Hedsor Cottages. Their brick and flint rear elevations form the eastern boundary of the conservation area and are seen in views from the road and abut the public footpath to Hedsor Wharf.

Between 1838 and 1912

Southfields (now the farmhouse for Hollands Farm) Mr Lunnon said it was built in 1904, although it is not shown on the 1912 OS. Clearly architect-designed, it is a well-detailed Domestic Revival house of four bays with the right bay gabled and pedimented. It has modillioned timber eaves to its hipped slate roof and to its pediment cornice and a platt band between storeys, a paired Tuscan columned porch, sash windows and a canted bay window to the right bay. It replaced Hollands as the Lunnon family farmhouse and reflects their higher status in the Edwardian community of Bourne End.

Long Boyds Built in the 1890s this villa in painted brick with hipped and half-hipped slate roofs is 3 bays wide with a single storey left range with an old front conservatory. The next bay is higher with a timber-railing first floor balcony to take advantage of the views to the south.

Area A General comments

To its east development is smaller scale with development mainly up to 1901 (date plaque on Thornton Cottages). Apart from those discussed earlier in this section these later developments contribute to establishing the general character of Upper Bourne End but are not individually considered to make more than a general historic character contribution to the conservation area. These comments are not intended to diminish their contribution to the settlement pattern, streetscape, morphology, historical development and evolution of Upper Bourne End. Their character is in any case protected by their conservation area status.

There are a few post-1912 houses occupying infill plots along both sides of Upper Hedsor Road but these are not considered to add to or detract from the character of Upper Bourne End.

Area B Abney (from north to south)

Camden Place

Fieldhead (now Kingfishers Nursing Home) is a large late 19th-century house with brick ground floor and half-timbered first floor and many gables. It a good Arts and Crafts house with mullioned and transomed windows, some as oriels to the first floor. Although its grounds are developed and it is something of an outlier beyond Camden Place it is seen over the lane's north wall and contributes strongly to the character and historic interest of this part of the conservation area.



Camden Place looking south-west

Nos 1 to 12 Camden Place, Hideaway, and Bedford Lodge Built in the 1860s, these cottages front Camden Place in two terraces of five one bay cottages, Nos 11 and 12 attached and angled at the left. They were originally in yellow stock brick with red brick dressings and sliding sash windows, but many have been painted or rendered. The roofs are slated. Bedford Lodge at the east end is a double-fronted small detached house with later canted bay windows and roughcast elevations.

Alleyway from Camden Place South-east to Hedsor Road

1, 2 and 3 Newbury Cottages Similar 1860s terrace but with planted timber-framing.

Rose Cottage, Hedsor Road Mid-19th century Two-storey 3 bay painted brick cottage. Dentil band between storeys and dentil eaves to slate roof. Leaded casements, central door. Good example of decorative use of brick, originally unpainted.

Abney House 1801 and mid and later C19 Fronts the river and has a stucco centre with canted bay windows, brick south wing with canted bay windows and slate hipped roofs, brick and rendered north wings. Now divided into five dwellings. Abney House is an absolutely key building in informing our understanding of the evolution of Area B.



Abney House

Fortunately some of its south garden survives but the rest of its large grounds have been built over in recent years.

Abney House: Lodge, Surviving Garden Walls and Service Buildings 19th century. The high northern brick boundary wall to the grounds running westwards from Camden Place survives, as does a former garden building which had an open timber arch-braced colonnade (now a house, **River Haven**). Some of the east wall survived alongside the alleyway but has been replaced

by a fence but survives behind Abney Cottage.

On the north side of Abney Court Drive **Dene Cottage and The Lodge** c1870 were staff cottages built utilising the rear brick garden boundary wall for their back walls. Brick and tile with decorative bargeboards and dormer gables.

Abney Lodge c1830 is further south on Hedsor Road and modern walls mark the first part of the old drive to Abney House. It is a two bay cottage with Caernarvon arched casements and a hipped old tile roof, and has been much extended. Frontage brick wall old, curved to surviving rusticated cement-rendered gate pier (gates and north pier no longer extant).

Lower Bourne End

Mill House east frontage walls described under Area C

Bournebank Built in 1860 for Thomas Lunnon who manufactured paper and millboard in the nearby watermill. 5 bays, and two storeys with tiled roofs. 2-pane sashes. A prominent house by the River Wye through whose garden it flows. The Lunnon family had and still have close associations with Bourne End. The house is particularly prominent in views approaching it along Ferry Lane.

Barn north-east of Hollands 19th-century. Timber-framed and weatherboarded with modern sheet roof. Four bays with queen strut trusses. It has significance as the last remaining older farm building to Hollands Farm.

Area C Riversdale (from north to south)



Millstream House from the Berkshire bank

Mill House (now also Millstream House)

Originally built to serve the mill demolished in the 1890s the house had been renamed Gernheim by 1876 and the grounds south of the River Wye taken over for its garden. After the mill buildings were demolished it reverted to the name 'Mill House' but was enlarged and extended northwards. It now comprises four dwellings: Mill House, and Nos 1 to 3 Millstream House. Originally brick, it is now painted and rendered, has lost its original windows and ornate bargeboards: its historic interest to a large extent derives from the fact that it is the survivor from the Lower Mill and was a key building in the gentrification of Bourne End.

Stables and Coach House Courtyard to south-east of Mill House These brick-built stables and coach houses were built prior to 1876. They are in brick with tiled roofs, the east south and west ranges are two storey, and the north range is single storey. The east range is later, c1900. A south-west tower is crenellated (possibly containing water tanks). The courtyard has been converted into five dwellings, Nos 1 to 5 Riversdale Court. The value of this large service building and its relationship to Mill House adds to its significance for the conservation area.

Mill House: Lodge, Dairy and Gates and Walls fronting Hedsor Road



Mill House: Hedsor Road Gates, Lodge (Cornerways) & Dairy Cottage c1898

Gates and Frontage Walls c1870. The drive to Mill House ran parallel to the south bank of the River Wye into landscaped grounds with ornamental bridges over the river and pergolas and garden buildings. Most of the late 19th-century walls and gate piers survive: there were two gateways, one to the main drive, the other a lesser gate to the north side of the river. Panelled stone piers and a curved low stone wall crowned by railings as well as the ornate cast iron gate piers remain intact from the main entrance: only the gates themselves have gone. On the north side of the river stone gate piers remain with panelled brick walls on stone plinths and with substantial stone copings.

Where the walling, piers and wrought-iron railings survive, they form a transition between Area B and Area C of great evidential and historical value. Accordingly the remaining walls should be carefully protected from unsympathetic change or any demolition as they are considered significant heritage assets.

Mill House Lodge (Cornerways) Behind the main gates is the former lodge to Mill House. It dates from the 1880s and is in brick with pierced bargeboards and two pane sash windows below polychrome brickwork arches. The stacks are surmounted by buff Tudor-style spiral-patterned terra-cotta chimneys. The rear and gable elevation of the lodge are significant in views from Upper Hedsor Road and the northern section of Ferry Lane.

Dairy Cottage Dating from the 1880s this delightful and picturesque octagonal former dairy building has a verandah with ogee-braced posts and tiled roofs. Behind is an original rear wing which has been extended to form a bungalow. It is also prominent in views over the roadside walling from the east.

The frontage walls, gate piers and railings, former lodge and Dairy Cottage form a group of high value to the character of the conservation area. They are considered significant heritage assets and are important historical and evidential reminders of the scale of houses and their grounds in the later 19th-century development of Riversdale.

Riversdale, Pre-1900

Riversdale House

Of Riversdale House itself nothing survives: it was burnt down in 1926. However its lodge (Riversdale Lodge) and boathouse (Riverside) survive, the latter discussed in the Boathouse section below.



Riversdale Lodge from the south

Riversdale Lodge dates from the 1890s, has a brick ground floor and half-timbered upper floor, plentifully dormered with the gables enriched by quatrefoil patterns, as is the south elevation which is also jettied. Its design approach and detail is identical to the lost house except that in the latter the half-timbering reached the plinth. Because it is all that survives of one of the most important buildings of the Riversdale estate its significance is high and its value is critical to informing our understanding of how the estate developed. The original gate piers and flanking walls mostly survive also. The rear and west wings can be seen from the river as well as from the Riversdale estate road.



Orchard Dene from the Berkshire bank of the River Thames

Orchard Dene (built as The Chalet in the late 1890s within Lot 11 in the 1890s land sale) is one of the three earliest houses in Riversdale it also has a brick ground floor, half-timbered upper floor, steep pitched tiled roofs, tile hung gables and a profusion of Arts and Crafts stacks. In 1901 Charles Dell, a London corn

merchant, was resident with his family and three servants. It still remains one of the larger houses and is set in extensive grounds. It has been much extended since the 1890s but retains its significance as one of three houses built in Riversdale prior to 1900.

Waters Reach (built as Foscoa within Lot 12 of the 1890s land sale) This is a single storey house with gabled flanking wings facing the river and a link range in between, also with a central gable facing the river. Much extended it retains value for its early date in the development of Riversdale.

Riversdale 1900-1912

This phase built new houses south of The Chalet (Orchard Dene)

Riversdale House Built within Lot 10 this is a striking two-storey Edwardian house with planted timber-framing and a steep pitched tile roof. In the front roof pitch is a long dormer whose roof leads to a prominent white-painted brick stack. The roof extends to the right with a south-facing gable. A third storey in the roof has a long box dormer to the river frontage.

Toad Hall Built within Lot 9 this is another of the Edwardian half-timbered riverside houses, the ground floor brick, the first floor and the gables and dormer gables timber-framed. It has typical tall Edwardian/Late Victorian proportions and steep pitched tiled roofs.



Toad Hall (left) and Waterside (right) from the Berkshire bank of the River Thames.

Waterside (Now subdivided into Waterside and Maidensgrove). Built within Lot 8 it has roughcast elevations and timber-framed gables to the three dormers fronting the river. At ground floor level there are projecting bay windows, at the left sweeping round onto the side elevation. A third floor in the roof has a long box dormer facing the river.

Strangers Built within Lots 6 and 7, this is a prominent house fronting the river with a long frontage of about 35m. It is in Domestic Revival style and of two storeys. Three gables with thermal windows. The lower storey is in brick, the upper rendered with a modillion cornice. Across the frontage is a continuous balustraded balcony carried by octagonal stone columns. The roofs are tiled and between the gables are dormers with arched windows. The original sash windows largely survive. After Riverside Manor, Abney Court and Mill House, Strangers is the most prominent building along the river frontage of the conservation area.

Whispers Built within Lots 4 and 5 the house is well set back from the river and is brick to the ground floor, rendered to the first and the numerous gables with tiled roofs; again all in an Arts and Crafts Style.

Sunnyholme Built within Lot 3 at the southern entrance to Riversdale and originally somewhat out on a limb, this is

another Arts and Crafts style house with roughcast upper floor and attic gables above a brick ground floor. The entrance, on the east side, has a wide brick arch and the bracket hood continues as the roof of the canted bay window to its left. The junction with Ferry Lane is addressed by giving it an angled full height bay window.

Other Significant Buildings (Post 1912)

Nos 1 to 4 and 5 to 8 Riversdale Cottages

Ferry Lane consists of two terraces of four 1920s cottages. The outer cottages to each terrace are gabled, the inner tile-hung. Good examples of 1920s housing and unusual in this conservation area.

Appendix C: The Contribution of Significant Modern Houses

Area B

Andrews Reach replaced a former boat-builder's yard, Andrews Boatyard that had been a wharfage business prior to 1925. It had closed in 1983 and was succeeded in 1993 by flats designed by Pinchin and Kellew Architects to reflect the site's riverside location and heritage. Two blocks front the river, separated by a wide open lawn that extends back into the site to be flanked by other flatted blocks in a successful composition.

The Boathouse replaced St Margaret's Bungalow. Designed by Mike O'Leary of Collcutt and Hamp Architects, it was built in 1993 and has three triangular bays, their gables supported on steel posts and the outer ones open as balconies. A striking composition the house picks up a jaunty riverside character very successfully.

Area C



Riverside Manor from Cookham Bridge

Riverside Manor Completed in 2016 to designs by James Clark of EPR Architects is set in an area alongside Cookham Bridge. This stone and stucco house was influenced by Palladio's buildings along the River Brenta in Italy and occupies a large plot that had hitherto remained almost undeveloped. The

site has a long river frontage of 125m or so and replaced a small modern timber-framed cottage at the east end of the site. At the east is a traditional-style two storey boathouse and a long range of brick service buildings along the Ferry lane frontage. The boundary wall to Ferry lane is based on that to Cromwell Cottage. This large site was not included the Riversdale estate sales lots in the 1890s.

Rosemead A striking modern house, currently nearing completion (February 2017) and designed by Spratley Studios Architects, is replacing a bungalow with a house. It has segmental-section zinc roofs and walls in flint, render and timber cladding that have extensive areas of glazing.

Appendix D: Significant Boathouses

Area B

The Old Boathouse is at the far north end of the conservation area, in the lee of the railway bridge. On the 1899 OS map a boathouse is shown but by the 1912 edition it has been relocated and enlarged further into the plot and today has no river access. Now a house, it is single-storeyed with half-timbered elevations, pebbledash infill and rooms within its tiled roofs.

Area C

Pre-1910 Boathouses

River Cottage & the Boathouse to Loup Lodge (frontispiece)

Perhaps the most striking ones are seen from Cookham Bridge. Side-by-side from here the further one, River Cottage, has a balustraded turret and the owner usually flies two flags from its flagpole. It is two-storeyed, the upper floor half-timbered and has two riverside balconies. It is and has been always been a dwelling, originally as a weekend boater's riverside cottage. Loup Lodge's boathouse has a leaded ogee-roofed cupola to its tiled roof and an open balustraded oriel to the river gable: a striking composition. In the 1890s these were not within the Riversdale estate sale lots.

Whispers has a substantial boathouse with three arched open ground floor bays, the central one to the boat dock. A balcony is above with rendered first floor. Halfway back is a balustraded turret. It appears to have been enlarged since 1912.

Toad Hall and Waterside Both have early boathouses, but plainer. Toad Hall's has undergone considerable restoration.

Riversdale House has a two-storey boathouse with half-timbered upper floor and an open-fronted boat dock below.

Orchard Dene has a modest half-framed boathouse, now no longer accessible to the river.

Riverside has a two-storey boathouse with quatrefoil timber-frame panels in its gable and timber-framed side elevations. This is a building surviving from the original Riversdale House which burnt down in 1926. A small single-storey south wing was part of the original building but this has been demolished, as has a 1960s house attached to it. The boathouse is now part of a new house designed by GMTW Architects (completed in 2017). It has high evidential value as a survivor of the house that started it all: Riversdale House.

Between Mill Waters and Merlins Mead

This was the boathouse for Mill House but is now separated from its curtilage by the riverside garden to the modern house, Mill Waters. Timber-built, it has a slate roof and an open framed gable to the river.

There are several other boathouses fronting the river but most are post 1912. Examples include Abney Thatch and Mulberry Cottage. They add to the boating character and visual interest of the conservation area's river frontage and are shown on the Significant Features Map (Map 2). They are of less architectural significance than those mentioned in Area C above which are contemporary with their houses for the most part.

Appendix E:

Brief Bibliography

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Appendix F: Development Control Guidelines

The following guidelines have been drawn up for the management of change in the Riversdale and Hedsor Road Conservation Area to allow for development and alterations that keep the conservation area vital, without losing the characteristics that make it special.

In conservation areas, the Council has an overriding duty to preserve or enhance the character or appearance of the area. Many seemingly minor alterations, if insensitively carried out, can have a cumulative and highly damaging effect on the overall appearance of the area. Such alterations not only damage appearance, but also reduce the value of houses as historic features and attractive areas.

Preservation of existing character: the maintenance of historic buildings in Riversdale and Hedsor Road Conservation Area

- 1 The use of traditional materials and detailing can have a considerable positive effect in enhancing the conservation area. The owners of historic properties should be encouraged to remove unsympathetic modern materials, such as concrete tiles and plastic rainwater goods, and to reinstate traditional materials such as plain clay tiles, natural slate, painted timber windows and cast iron guttering.
- 2 Repointing should only be carried out when structurally necessary, and kept to a minimum. Variations in colour and the application of excessive amounts of mortar in a non-traditional manner can detract from flintwork and

brickwork as well as obscure it. Inappropriate mixes can cause brickwork to deteriorate more rapidly and lime mortar should be the preferred option.

- 3 A variety of window types can be seen within the conservation area including wooden sliding sashes and casements. They add to the charm and character of the area. Original windows should generally be retained as they have a character of their own which derives from the proportions of the frames and glazing bars. Original single glazed windows can be draught-proofed and upgraded by specialist companies and secondary glazing installed to improve heat retention. UPVC windows should not be installed as their proportions, opening methods, modern shiny plastic or bogus 'wood-grain' foil appearance and the reflection of the double glazed units are all very much at odds with the traditional character of historic buildings.
- 4 The use of modern machine made roof tiles should be avoided as a replacement for traditional handmade tiles. For the Victorian and later buildings they may be appropriate. Concrete or artificial slate should be avoided as these materials are visually detrimental.

The maintenance of trees and green spaces

- 5 Trees make a significant contribution to special character of Riversdale and Hedsor Road Conservation Area, particularly in Areas B and C. Property owners should continue to manage

existing trees sensitively. Within the conservation area, consent is required to fell, lop or top trees. Consideration should be given to important views into and out of the conservation area when planting or undertaking tree works, as should the settings of historic buildings.

All trees in conservation areas are protected and any new development should recognise this and should not present a risk to their continued growth and habit.

- 6 The main undeveloped spaces in the conservation area consist of two fields, both in Area C. The first has on three sides the Riversdale perimeter road and on the fourth Ferry Lane. The second field is the triangular one at the junction of Hedsor Road and Ferry Lane. These fields are in private ownership and are actively farmed. They are valuable open areas and will be protected from inappropriate development.

Design Guidance for new development and extensions

- 7 In the conservation area higher standards of design are required, as it is the function of the planning authority to consider all applications as to whether they preserve or enhance the special character as identified in this appraisal. The sides and rear of buildings, where visible to the public, must be of equally good design and materials.
- 8 Since 2006 most planning applications within the conservation area have require Design and Access statements

to accompany them, in order for the Local Planning Authority to evaluate the impact of the scheme on the wider locality, and understand the design process behind the proposal.

Applications for listed building consent will also require a Heritage Asset Statement prepared by a competent conservation professional.

- 9 Listed and other significant buildings are identified on the Appraisal Map and their specific qualities are described in the text above. Any new development must not harm the buildings or their settings or any special architectural or historic features that they may contain. It should be recognised that new development may not be acceptable if it is considered to harm the designated heritage asset significance of the conservation area or listed buildings or non-designated heritage assets.
- 10 Applications for development adjoining but beyond the conservation area boundary will be assessed for their impact on the special interest of the conservation area and any other heritage asset affected. Taking into account the requirements of the NPPF, applications may be refused permission if this affect is considered adverse.
- 11 Special care should be taken to avoid or minimise harm to the character or appearance of the conservation area through intrusive development within views into and out of the conservation area that contribute to its special interest. Those of particular

importance are marked on the Appraisal Map.

Contextual design

- 12 Within Riverdale and Hedsor Road Conservation Area new development proposals should respect the predominant character of each of the identified Character Areas A, B and C and respond to their immediate environment, particularly in terms of scale, density, form, materials and detailing. Building works such as extensions should be designed not as a separate entity but relate to the original building. Care should be taken not to fill gaps between buildings which then give the appearance of continuous development.
- 13 The intention of this guideline is not that new development should automatically replicate buildings in the locality but that important features set out above should be taken into account where appropriate, especially in relation to the individual circumstances of each case.
- 14 Development opportunities in Riversdale and Hedsor Road Conservation Area are limited, generally speaking, unless sites come up for redevelopment. Proposals for new development within the conservation area should include a detailed analysis of the locality and townscape, and show how the proposals have been drawn up in relation to this by means of a Design and Access Statement and/or Heritage Asset Statement as appropriate.

Scale and density

- 15 Scale is the combination of a building's height and bulk when related to its surroundings. The scale of any new buildings should respect surrounding development. Some modest changes of scale may be appropriate as this reflects the variety of form in the conservation area, where buildings have developed over time. Applicants should provide accurate elevations of surrounding buildings showing how new development will relate to them.
- 16 Density is the amount of development related to the site area. Government guidance states that high density development can make good use of land, provided it is carefully chosen and sensitively sited, although in a conservation area a balance must be sought between the sensitive historic environment, and the requirements of developers to ensure that sites are not overdeveloped.
- 17 Where extensions to existing buildings are proposed, the extension should be subservient to the main buildings, with a lower roofline.

Appearance, materials and detailing

- 18 The emphasis in conservation areas is to provide high quality design. Conservation area status does not preclude good modern design provided that it takes account of the prevailing form of existing development, scale, density, height and massing. Innovative modern design can be successfully integrated into historic areas and can provide vitality and interest to the streetscene. Natural materials and high quality detailing should be incorporated into any proposals. There have been a number of highly successful modern houses built in recent years within the conservation area and these have enriched its architectural quality and diversity.
- 19 Where a more traditional approach is appropriate buildings should be designed in a traditional form (including plan form, roof spans etc.) and include pitched roofs. Dormers and rooflights should be modestly sized and situated on rear facing roofslopes. Use of historic detailing such as stringcourses, eaves details, fenestration pattern etc., will be acceptable if they are appropriate to the design of the new building. Such detailing, or a modern interpretation of it, can do much to break up the facades of buildings. Chimneys are essential in traditional roofscapes and should be incorporated into designs.
- 20 Materials for any new building works must be sympathetic to those prevailing in the area. Where possible local traditional material should be used: good quality traditional brick for

walling and sand faced clay roof tiles, and slate for roofs. Although many of the buildings within the conservation area are rendered or have painted brickwork, the modern interpretation and techniques are not always visually successful and should thus be used with care. Where traditional materials survive they should be retained. The Chilterns Building Design Guide and its accompanying Supplementary Technical Notes give general information and advice on Chiltern building materials and this will be appropriate to the conservation area.

- 21 Inappropriate replacement windows and doors can damage the character of the conservation area. Traditional natural materials should be used in order to safeguard the special character of the conservation area. Windows should be timber, painted, not stained, and their design should reflect local styles, usually sliding sashes or side hung casements. If windows are to be double glazed these must be carefully designed to reduce the bulkiness of glazing bars. Joinery details should be submitted with planning applications. Top hung lights and modern materials such as UPVC and aluminium are inappropriate in the conservation area. Doors were traditional wooden panels or vertical matchboard on vernacular cottages.

Extensions to existing buildings

- 22 Extensions to existing buildings require the same approach as to new build in that they must take into account the prevailing forms of development and complement the form and character of the original house. This is of particular

importance when designing extensions to listed buildings. Design should be of high quality, and take account of rooflines and shape, eaves details, fenestration patterns, architectural detailing and the creation of new chimneys. Extensions should not dominate the original buildings or result in the loss of historic plots. Gaps between buildings delineate their separate identity and care should be taken that these are not filled, creating a continuous line of development.

Traffic signs and street lamps do add to the clutter in the village centre.

- 26 Surfacing within domestic curtilages for driveways, paths and hardstandings should be in keeping with the nature of this distinctive conservation area. Large areas of tarmac and concrete are out of place and over-regular paving, paviours and setts may also look discordant. Gravel is preferable, particularly in large areas of parking.

Boundary treatments

- 23 Traditionally most of the front boundaries in the conservation area are defined by brick walls and/or hedging. Where new boundaries are proposed in the public realm these should be in keeping, and the use of panelled fencing should be avoided.
- 24 Some agricultural hedges are given protection by the 1997 Hedgerow Regulations. The majority of hedges are not covered by these Regulations. However in the conservation area the hedgerows indicated on the survey map are an important element of the area's character, and should be retained and where possible enhanced

- 27 Satellite dishes and solar panels are unsightly especially where dishes are poorly sited on front elevations. Care should be taken to site these in the back garden or on roof slopes that are not visible from a street. Satellite dishes are generally not acceptable affixed to listed buildings and should be located on ancillary buildings out of public view.

Further Information can be obtained on Wycombe District Council's website or by contacting the Conservation Officer on 01494 421817.

Public realm

- 25 Street furniture, lampposts, CCTV camera mountings and posts, telephone boxes and other public works which are beyond planning control can have a disproportionate impact on the streetscape and character of the conservation area and those responsible need to bear in mind the advice in the Historic England publication *Streets for All* (2004).