

3.0 SOUTH BUCKS SETTLEMENTS

3.1 Beaconsfield

Location

3.1.1 Beaconsfield is located in the north-west of the district (see **Figure 1.1**). Topographically, the town is situated where the lower slopes of the Chiltern Hills meet flatter landscapes to the south. A dry, wooded valley separates Holtspur from the remainder of the town.

History

3.1.2 The origins of Beaconsfield date back to the medieval period. The settlement has been the site of markets and fairs since the mid 13th century, within the lands belonging to Burnham Abbey. Introduction of the Turnpike road around 1750, and the rapid consequential growth in the coaching trade between London and Oxford brought prosperity to the Old Town and the Hall Barn estate. The town was revitalised by the arrival of the railway in 1905, which heralded the development of Beaconsfield New Town; part of the metro-land development for commuters in the 20th century.

3.1.3 Located almost a mile north of the Old Town, the railway station shifted the town's social and economic focus away from the historic core to the rapidly developing New Town. After this point, growth became focussed around the station (in the New Town), within the Gregories and Wilton Park estates.

3.1.4 Candlemas Lane together with the large area built as Council owned housing between Maxwell Road and Waller Road consolidated the coalescence of the Old and New Towns.

3.1.5 The Holtspur area, formerly part of Wooburn, has developed since 1945 with its own local community facilities. The Wattleton Road areas of private detached housing were developed in the 1950s and 60s. The 1960s also saw development of the Seeleys Road and Hampden Hill area. The latter was designated a Conservation Area in 2005. The cluster of small closes on the former Seeleys Farm area were built later, some years after 1971.

Character

3.1.6 Today, the town is structured around the Old and New Towns, linked by Station Road. This 'dumbbell' provides the focal point for retail and civic functions. Residential areas of varying character surround the central spine. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Beaconsfield as a whole (see **Figure 3.1a**). These are:

- Numerous historic, listed buildings (most of which are situated within the Beaconsfield Old Town Conservation Area);
- The Conservation Area at Hampden Hill;

- High degree of tree cover, including mature trees in rear gardens and along boundaries;
- Leafy character of suburban lanes with mature hedgerows and vegetation in rear gardens;
- Key areas of open space within the built form such as in Holtspur;
- Area of Outstanding Natural Beauty (AONB) in the north east and west. The landscape quality of these designations create areas that are particularly sensitive to development. Lower density development along settlement edges allow a high degree of planting and creates a transition to the built up area;
- Blocks of ancient woodland at the northern and western edges of the settlement and also within the built form, such as Walk Wood and Throshers Wood;
- Distinctive Arts and Crafts Architecture;
- The biodiversity value of St. Mary's and All Saints churchyard, which is a Biological Notification site;
- St Michael's church and its green setting; and
- Views out to the countryside from the western edge, Gregories Road and Holtspur Top Lane and views across the valley towards the wooded slopes of the area around Stratton Road, northern parts of Burgess Wood Road, Westfield Road and Cambridge Road.



3.1.7 The following character typologies have been identified in Beaconsfield (see **Figure 3.1b**):

- Woodland roads;
- Green suburban roads;
- Planned suburban;
- Open plan suburban;
- Tightly formed centre;
- Town centre fringes
- Inconsistent suburban;
- Suburban road

3.1.8 The characteristics of the above typologies are described in **Section 4.0**.



Further details about the history of the settlement's evolution and character of the townscape can be found in the 2010 South Bucks Townscape Character Study (Part One: Desk-based Assessment)

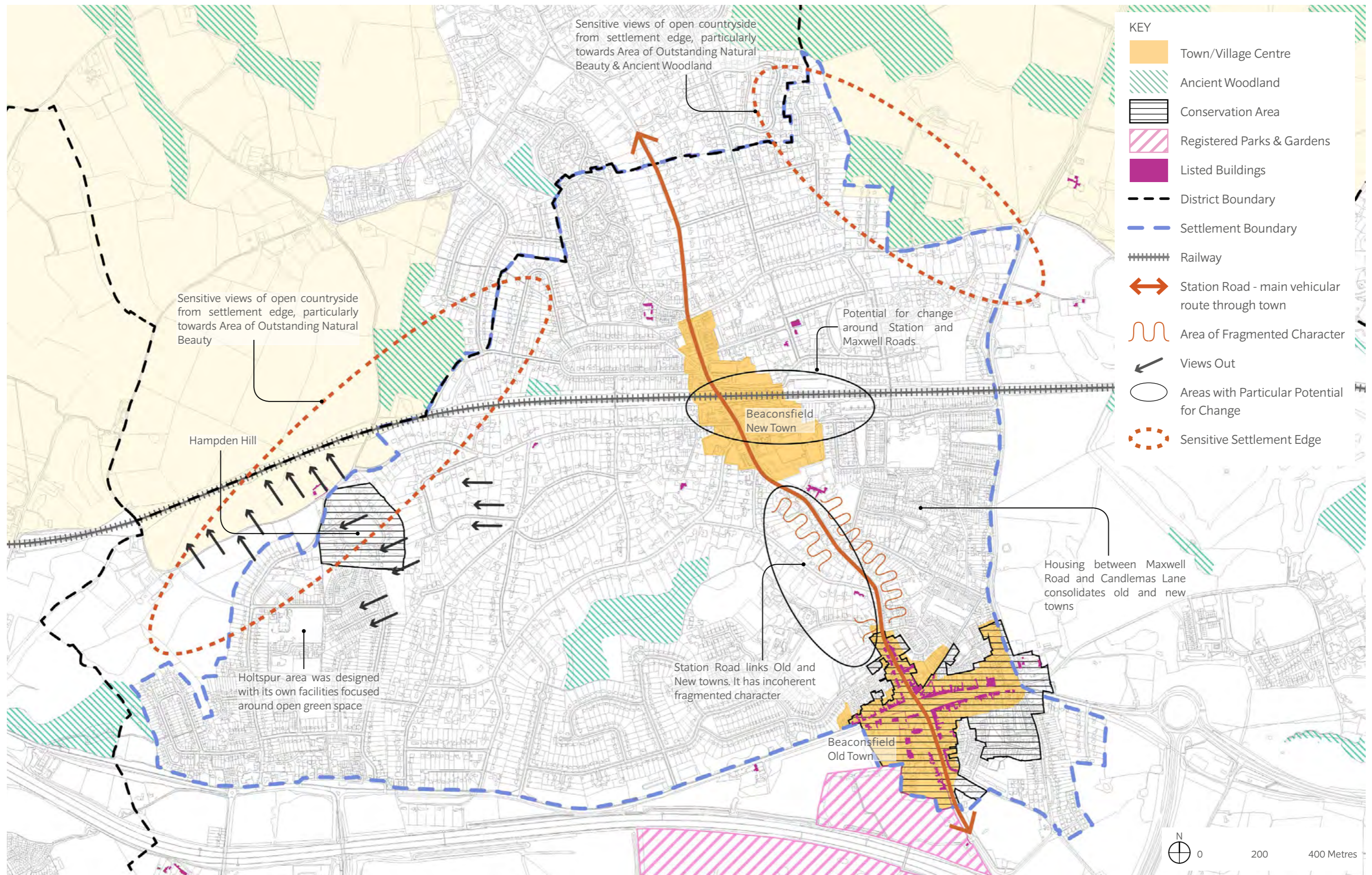


Figure 3.1a - Beaconsfield: Character Analysis

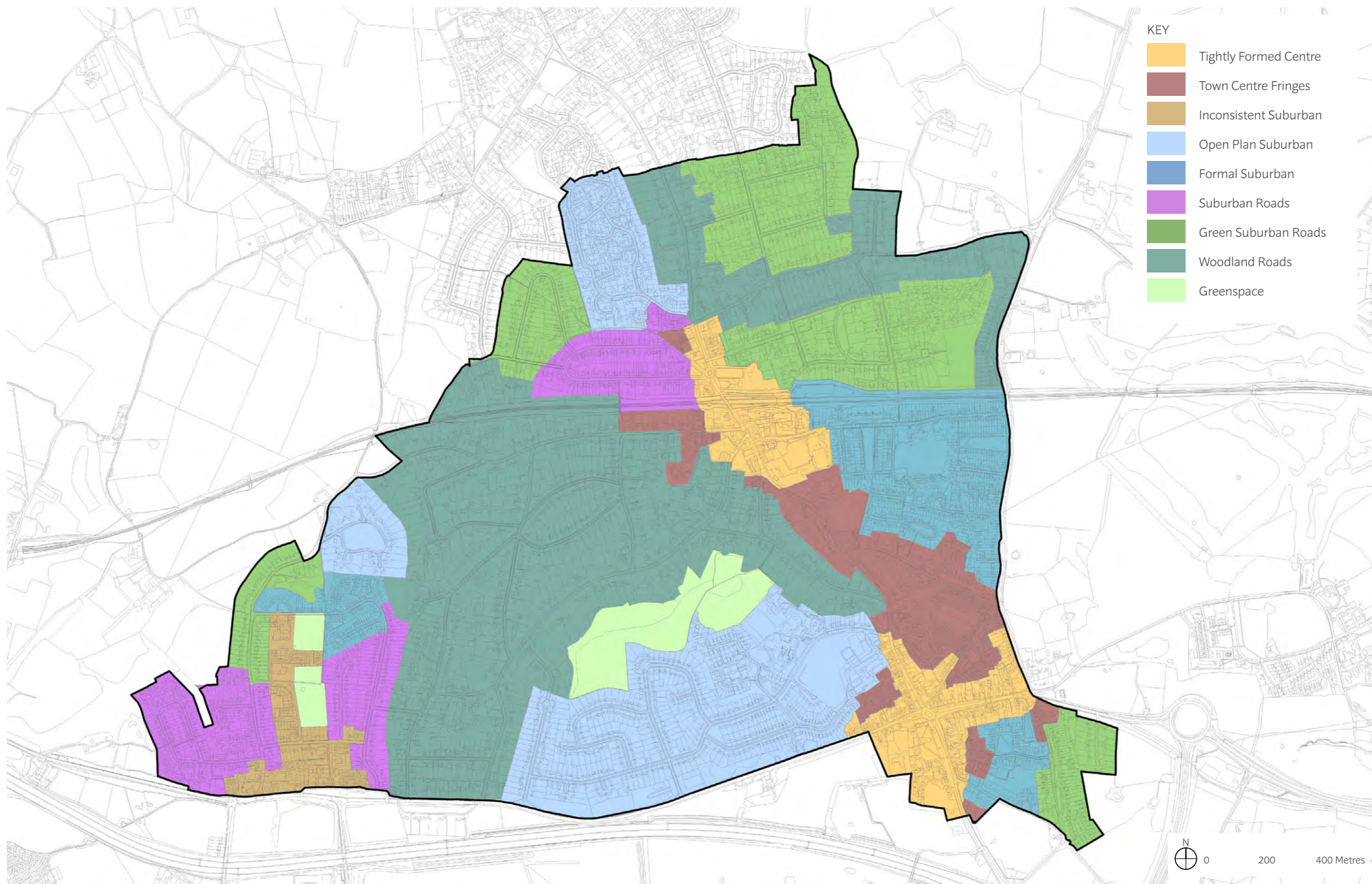


Figure 3.1b - Beaconsfield: Character Typology

Townscape Values

3.1.9 Based on the feedback from the stakeholder workshops held in February 2017, the key townscape characteristics and special qualities valued by the local community can be summarised as follows:

- Open, tree lined roads (including Penn Road), mature trees and hedgerows
- Green/open spaces (including Hampden Hill), wooded areas (including Hog Back Wood and Walk Wood), churchyards
- Modest/large dwellings with a diversity of architectural styles in generous/spacious gardens, set back from roads (Penn Road area and Gregories to Burkes Road area)
- Seeleys Estate - unique architecture and layout
- The Old Town
- Sensitive located modern/higher density housing
- The Town Hall as a focal point
- Views out to countryside from edge of town.

Areas with Potential for Change

3.1.10 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- Beaconsfield Garden Centre, London Road
- Land North of M40 & South of Hedgerley Lane, including Harrias House
- Wilton Park Land Parcel 1, Wilton Park
- Greenacres, 199 Station Road, Beaconsfield
- The Triangle, Baring Road, Beaconsfield
- Northfield, 40 Penn Road
- Beaconsfield Town Hall and Adjacent Land, Penn Road
- Warwick Road Car Park, Warwick Road, Beaconsfield
- 2 Beacon Centre, Holtspur Way
- 1 Altons Car Park, Burkes Road
- 8 Land At Bridge Cottage, 45A Baring Road, Beaconsfield
- 96 Gregories Road, Beaconsfield
- 180-182 Maxwell Road, Beaconsfield
- 153 Amersham Road, Beaconsfield

3.1.11 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.1.12 The following have been identified as areas and issues with particular potential for change:

- Individual sites at the edge of the New Town Centre, on Maxwell Road including the parking areas and the vacant industrial unit, and garages courts on Gregories Road;
- Station Road, connecting the Old and New Town which has seen substantial change in the past years. The area around this road has a fragmented character and little coherence. The function and nature of this road and its central location within Beaconsfield mean that it is suitable for intensification. Developments coming forward in this area should seek to support the creation of a more coherent character;
- Reduction of commuter parking in residential streets; and
- Reductions of amount/ impact of traffic in Beaconsfield Old Town.

3.1.13 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.



Areas of Special Character

3.1.14 The following residential areas have been identified as Areas of Special Character (see **Figure 3.1c**):

- Seeleys Road
- Gregories to Burkes Road
- Penn Road and Ledborough Lane

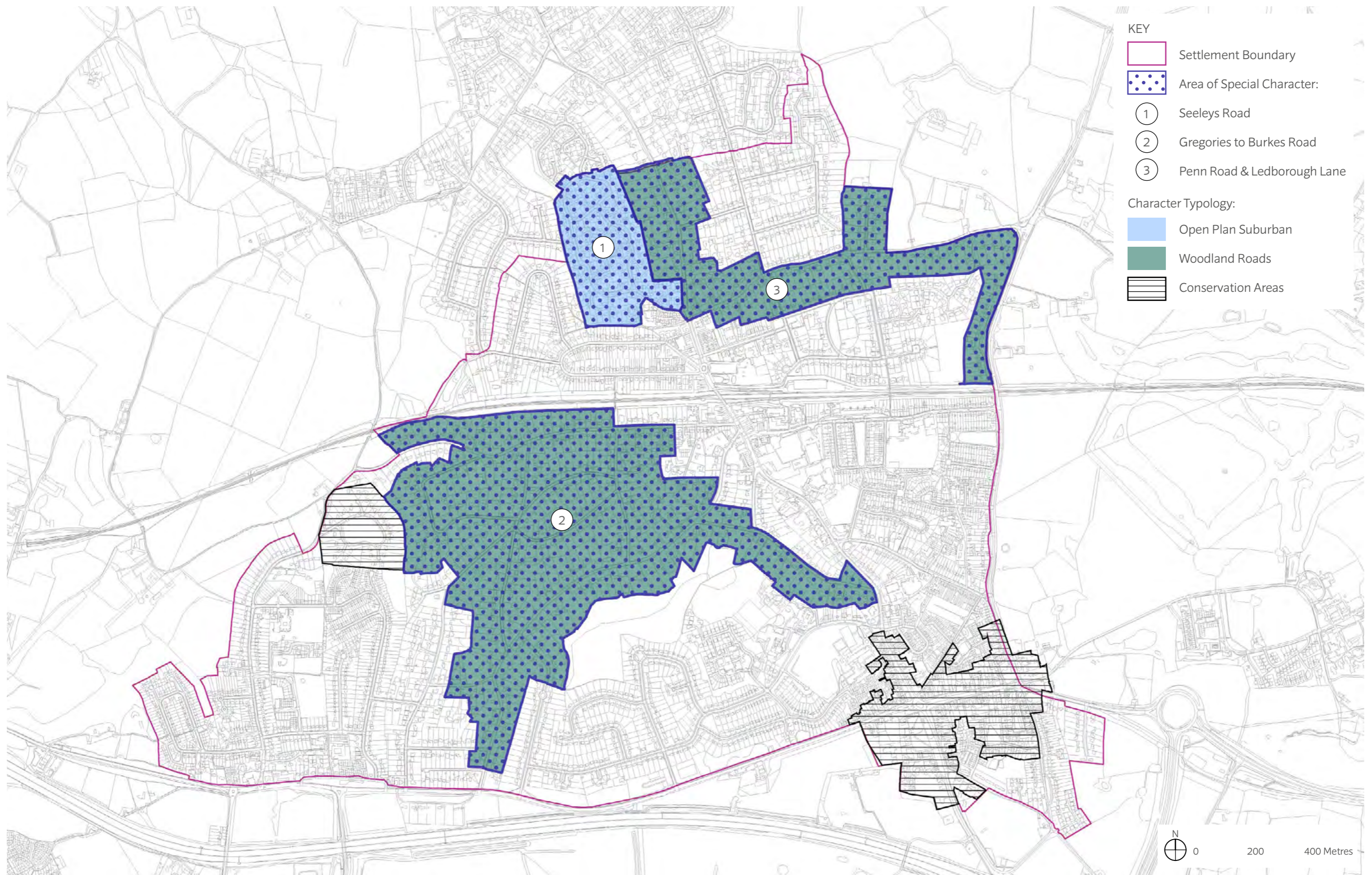


Figure 3.1c Beaconsfield: Areas of Special Character

1. Seeleys Road Area of Special Character

- 3.1.15 The Seeleys Road area is located in the north of Beaconsfield. It is a good example of an 'Open Plan Suburban' typology and is particularly well preserved and maintained (see **Figure 3.1c**).
- 3.1.16 The area is a distinct pocket of development with clearly defined boundaries. Roads meander around open green spaces and front gardens. There is a consistent absence of boundary treatments between the buildings and the streets. This creates a sense of openness that is heightened by the green carpet of lawn that runs from the edge of each home to the edge of the road integrating footpaths and verges. The landscape is generally very well maintained.
- 3.1.17 The houses are clustered in small groups. These become the focus of the development. Within these groups building lines are staggered and houses placed at differing angles to the street. This pattern of development creates a loose plan in which the green spaces are as important to the overall character as buildings. The clustering of buildings and their relationship to the open spaces is well considered.
- 3.1.18 There is a distinctive architectural approach characterised by 1 to 2 storey, detached, simple buildings with low pitched roofs and a consistent material palette of red and yellow brick and timber cladding. Within this overall consistency, neighbouring properties in each cluster of housing tend to display small variations in form and materiality. This creates a level of individuality for each dwelling.
- 3.1.19 There is a distinctive use of ornamental planting and topiary - the quality of which is not generally found in other areas. Shrubs and small trees are grouped together in small clusters. Each add its own colour, shape and size to the overall composition. These groups are very well maintained and are an important part of the landscape character.

Summary/Justification

- 3.1.20 This area has been identified as an Area of Special Character due to its high quality townscape. It is considered particularly vulnerable to change as a result of its uniform townscape character and consistent architectural approach, associated with consistent public realm, boundary and landscape treatment.



Seeleys Road Area of Special Character



Seeleys Road Area of Special Character



Seeleys Road Area of Special Character

2. Gregories Road to Burkes Road Area of Special Character

- 3.1.21 This area is located in South West Beaconsfield. It is a residential area defined by large houses on large plots set amongst mature trees and lush planting. This area is a high quality example of the 'Woodland Road' character typology and has the same characteristics (see **Figure 3.1c**).
- 3.1.22 Plots are regular with a fairly consistent width and rhythm. They are set along roads with varying levels of traffic. Gregories Road is on one end of the scale as it is a major route and a busy through route, Chiltern Hill Road and Beechwood Road are quiet roads with little traffic.
- 3.1.23 The variety of architectural approaches and individually designed houses are distinctive characteristics of this area. There is almost no repetition in house types and no standard approaches. Consistency is created by the regular plot pattern and landscape character.
- 3.1.24 Generally, houses are located deep within their plot surrounded by mature and lush planting. The landscape character is essential for this area and houses appear to be set within woodland and with a backdrop of woodlands. The loss of the trees would substantially weaken the landscape character and sense of enclosure of the area.
- 3.1.25 The sense of enclosure is further enhanced by high boundary hedges and walls. Many houses, in particular along busier roads, can only be glimpsed beyond boundaries.
- 3.1.26 The topography further enhances the distinctiveness of the area. The woodland opens up at the western end of Gregories Road, as the road slopes downwards and opens up views to the surrounding countryside.
- 3.1.27 Mature trees are an essential characteristic of this area. These are located within plots in front and back gardens - often determining the position and alignment of houses. Buildings are widely spaced with a lot of room for planting between houses. It was noted that some newer developments extend close to the side boundaries allowing little room for planting. It is characteristic for this area that no two houses can be seen together and that they are generally visually separated by planting.
- 3.1.28 The woodland cover is also sensitive when viewed from the wider surroundings as there are important views in to the area from further south. There is a sense of informally arranged houses separated from one another by the woodland landscape.
- 3.1.29 In newer developments the landscape character is being weakened by the use of hard surfaces in front gardens, hard boundary treatments and buildings located closer to the boundary and limiting the space for landscape to fully mature.

Summary/Justification

- 3.1.30 This area has been identified as an Area of Special Character due to its high quality townscape. It is considered particularly vulnerable to change as a result of its characteristic variety of individual architect designed houses set in a uniform pattern of large landscaped plots, fronting onto the well-treed green streetscape, with sensitive views both into and out of the area.



Gregories Road to Burkes Road Area of Special Character

3. Penn Road and Ledborough Lane Area of Special Character

- 3.1.31 This area is located in the north of Beaconsfield and relate to two busy thoroughfares. This area is a residential area defined by large houses on large plots set amongst mature trees and lush planting. This area is a high quality example of the 'Woodland Roads' character typology and has the same characteristics (see **Figure 3.1c**).
- 3.1.32 Its characteristics are very similar to the Gregories Road area. However, it doesn't have the distinctive building typologies or views. Roads are tightly enclosed by trees, high hedges and walls. The landscape is the dominating characteristic to the extent that no development is visible from the roads.
- 3.1.33 Both Penn Road and Ledborough Lane are routes leading to and from Beaconsfield. The wooded character of the road carriageway creates an green transitional area between surrounding countryside and Beaconsfield town.
- 3.1.34 This woodland character is particularly important for houses that back on to or face the AONB/Ancient woodland areas in the eastern corner of the settlement.
- 3.1.35 Houses along the eastern periphery of Beaconsfield along Amersham Road are similarly hidden from view by mature planting, creating a green edge to the settlement. This is further enhanced by an absence of development on the opposite side of the road, which is lined with mature trees with open countryside behind. This creates a distinctive border between the Beaconsfield and the Green Belt beyond.

Summary/Justification

- 3.1.36 This area has been identified as an Area of Special Character due to its high quality townscape. It is considered particularly vulnerable to change as a result of its low density distinctive pattern of detached and semi-detached houses with a variety of architectural styles set within large garden plots associated with mature vegetation, fronting onto the well-treed green streetscape..



3.2 Gerrards Cross

Location

3.2.1 Gerrards Cross is situated in the north of the district, to the east of Beaconsfield and west of Denham Green (see **Figure 1.1**). To the north, Gerrards Cross joins the settlement of Chalfont St Peter (within Chiltern District). At the western edge of Gerrards Cross, the designed landscape of Bulstrode Park is a key landscape feature, whilst large areas of woodland are scattered along the southern and eastern settlement edges. Towards the centre of the settlement, Gerrards Cross Common provides a key green space. Topographically, Gerrards Cross has developed on the spur between the valleys of the Misbourne and Alderbourne.

History

3.2.2 Technically, the origins of this settlement stem from the hill-fort of Bulstrode Camp, however, areas of 'common-side' settlement around the Pond, West Common, west and east of the Packhorse Inn, and towards the southern end of the Common were evident pre 1900.

3.2.3 The marketing of suburban living very quickly followed the arrival of the railway in 1906 with its accessibility to and from central London for the "well-to-do". Building plots on the Orchehill estate (Oval Way and South Park) were marketed that same year. The centralising focus of the railway station led also to retail development, first north of the tracks and in Station Road/Oak End Way, then to the south of the bridge, between 1910 and the 1930s.

3.2.4 Much of Bulstrode and Layters Way were fully developed by 1917. Many, but not all, of the houses were custom designed by local architects and built individually or in small groups through to 1915. The Woodhill estate was laid out as individual building plots from 1923, though developed over a long period into the 1930s.

3.2.5 Consolidation in South Park Drive, South Park View, Marsham Lane (North), Woodlands and Woodlands Close was completed by the time of the 1972 map. Since 1972 developments at Oak End Way (east) and Lower Road and infill assembly development at Norgrove Park have been completed. South of the railway, the post-war to 1970 period saw the completion and consolidation of the Woodhill and Moreland Drive estates and of West Common Close. Bentinck Close and then Miller Place (in two parts) were completed between the period between 1970 and 1990.

Character

3.2.6 Today, the town is structured around the Common, with the railway line, commercial and residential areas to the north and extensive residential areas to the south. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Gerrards Cross as a whole (see **Figure 3.2a**). These are:

- The setting and layout of the Conservation Area which encompasses several Listed Buildings;
- Distinctive Arts and Crafts Architecture;
- Mature trees lining routes through the village (such as Packhorse Lane) which are key landscape features and relate to the previous land use as parkland for neighbouring Bulstrode;
- Significant historic features within the fabric of the present day settlement, such as Gerrards Cross Common, and Bulstrode Iron Age Hillfort (which is a Scheduled Ancient Monument);
- Bulstrode Camp and Gerrards Cross Common are also Local Wildlife Sites;
- Key areas of open space within the built form, both within townscape character areas and also Gerrards Cross Common;
- Blocks of woodland at the edges of the settlement which provide a sense of enclosure; and
- The layout and setting of Bulstrode Park, which is a Registered Park and Garden, at the western edge of the area.

3.2.7 The following character typologies have been identified in Gerrards Cross (see **Figure 3.2b**):

- Tightly Formed Centre
- Park Edge
- Open Plan Suburban
- Formal Suburban
- Suburban Roads
- Green Suburban Roads
- Woodland Roads
- Apartments

3.2.8 The characteristics of the above typologies are described in **Section 4.0**.



Further details about the history of the settlement's evolution and character of the townscape can be found in the 2010 South Bucks Townscape Character Study (Part One: Desk-based Assessment)

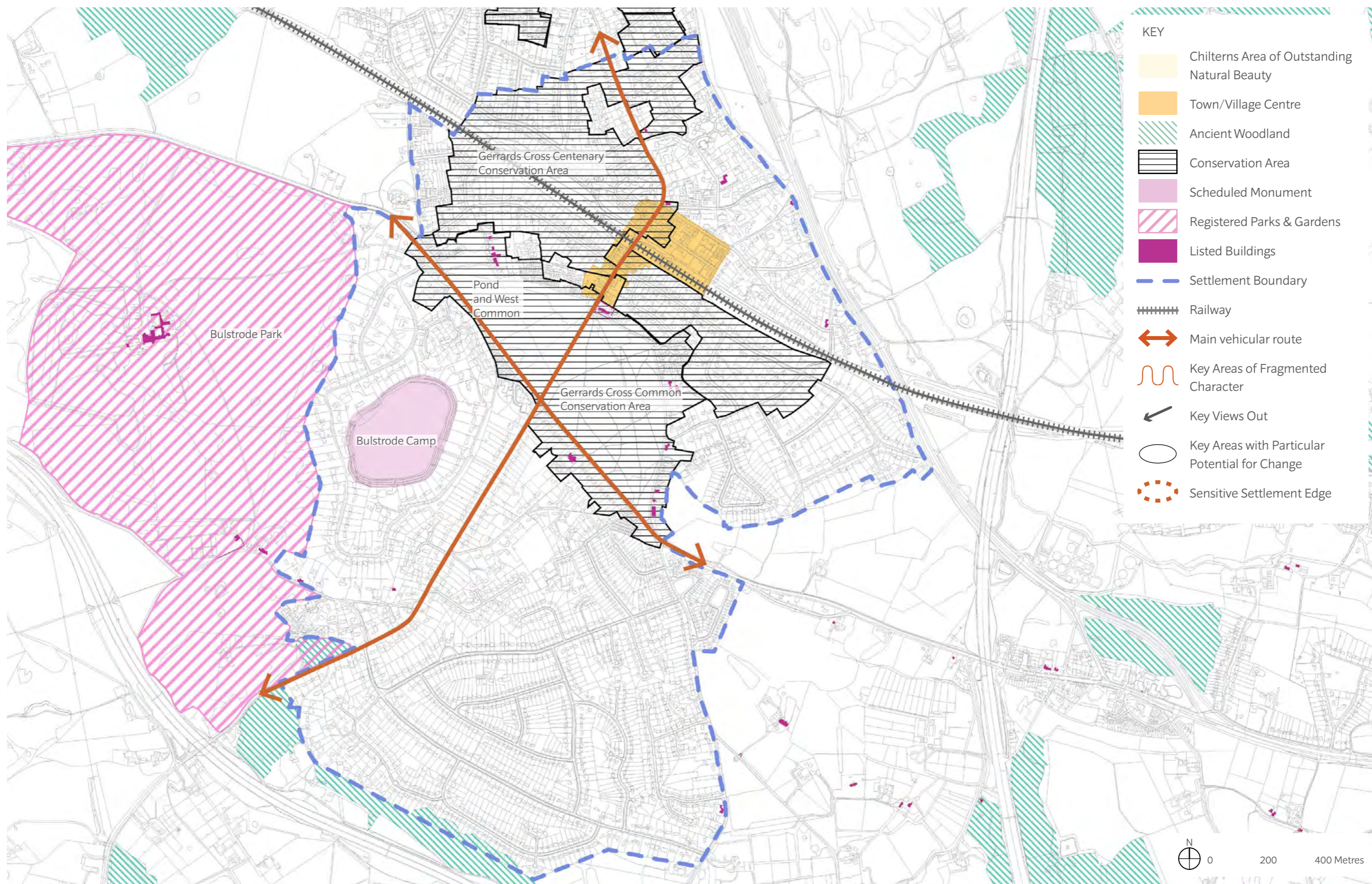


Figure 3.2a - Gerrards Cross: Character Analysis

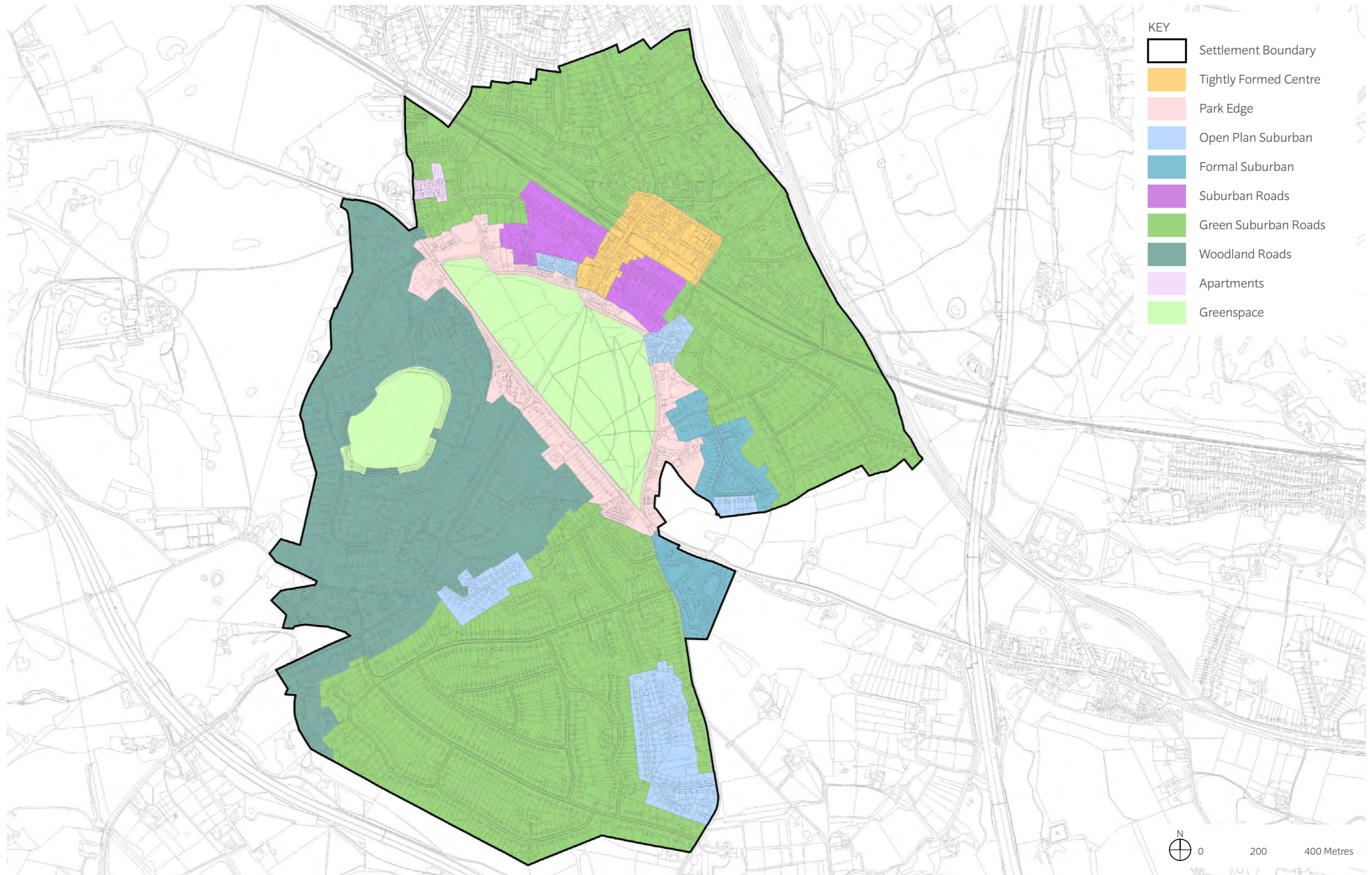


Figure 3.2b - Gerrards Cross: Character Typology

Townscape Values

3.2.9 Based on the feedback from the stakeholder workshops held in February 2017, the key townscape characteristics and special qualities valued by the local community can be summarised as follows:

- Community greenspaces - including East and West Common and the Camp, the Cricket Ground/Tennis Courts
- Memorial centre, Church and Church Hall
- Primary school - within walking distance of most residential properties
- Green Belt
- Residential roads in the Conservation Area
- Gerrards Cross Station
- Pre-World War II buildings
- Residences 'of character', including those adjacent to the Commons

Areas with Potential for Change

3.2.10 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- Pickeridge Farm, Stoke Common Road
- Oakley, 12 South Park Crescent, Gerrards Cross
- Alpine Lodge, 3 Lower Road, Gerrards Cross
- 44 Packhorse Road, Gerrards Cross
- 49 Station Road, Gerrards Cross
- Finlandia Centre, Oxford Road
- Gerrards House, 13 - 19 Station Road
- Hampton Lodge, 17 South Park Drive
- Bulstrode Way Car Park, Gerrards Cross
- Packhorse Road Car Park, Gerrards Cross
- Marsham House, Station Road
- 3 Finlandia Centre (Area to the North), Oxford Road
- 15 and 17 South Park Crescent, Gerrards Cross
- Lynbury, 14 South Park Crescent, Gerrards Cross
- Milbourne House, 31 Oak End Way
- 34-36 Oak End Way, Gerrards Cross
- Aston House, 62-68 Oak End Way, Gerrards Cross

3.2.11 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.



Packhorse Road, Gerrards Cross



Camp Road, Gerrards Cross



Gerrards Cross Common, Gerrards Cross

Areas of Special Character

3.2.12 The following residential areas have been identified as Areas of Special Character (see **Figure 3.2c**):

- Camp Road
- St. Huberts Close
- Meadway Park
- Hillcrest Way

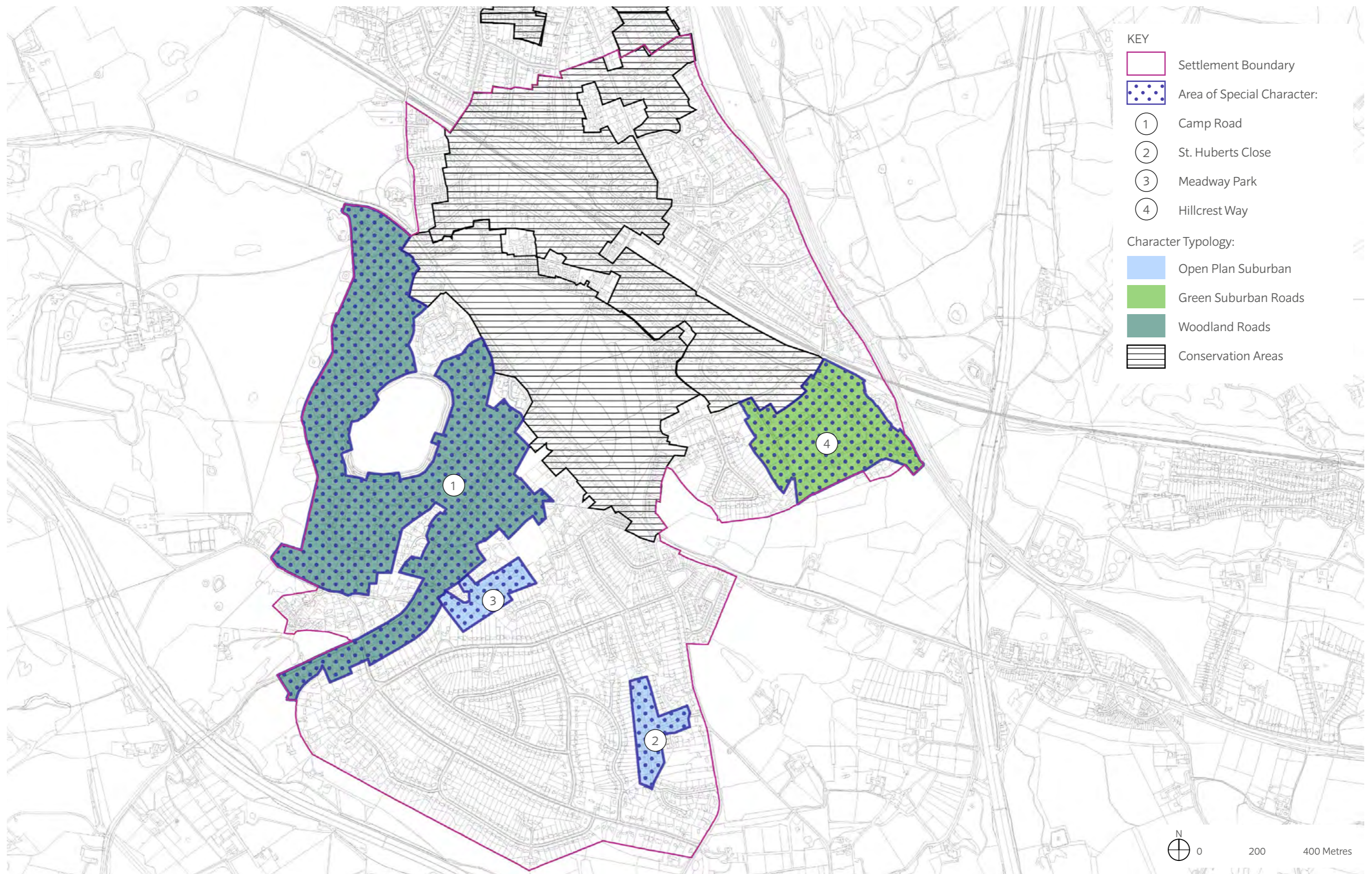


Figure 3.2c - Gerrards Cross: Areas of Special Character

1. Camp Road Area of Special Character

- 3.2.13 This area is located in the southwest of Gerrards Cross. It is a residential area defined by large houses on large plots set amongst mature trees and lush planting. The area is formed around Bulstrode Camp, an Iron Age Hillfort - currently used as a park. The area is bounded to the west by green belt and views to the countryside. This area is extremely sensitive to new development due to both the presence of Bulstrode Camp and the wooded nature of the landscape. It is a high quality example of the Woodland Road typology and has its classic characteristics.
- 3.2.14 The houses are set along roads with varying degrees of traffic. Windsor Road is at one end of the scale, as it is a busy thoroughfare leading to the centre and Manor Lane on the other end as this is a quiet lane for access only.
- 3.2.15 The variety of architectural approaches is a distinctive characteristic of the Camp Road area. There is almost no repetition in house types and no standard approaches. Most houses are individual architect designed buildings. Coherence is created by the regular plot pattern and landscape character described below. The buildings are set on gently winding roads that loop around Bulstrode Camp. The Camp is at the highest point of the area with the landscape sloping down to the west. Buildings are generally well integrated into the topography using existing levels to dictate the design and position of houses. Generally, houses are located deep within their plot and higher up on the slope with an access drive leading up to them. Sometimes garages are located in front of houses to avoid steep drives.
- 3.2.16 Newer development often fails to follow this sensitive approach. There is an increasing use of retaining structures and undercroft parking set within the slopes. This weakens the existing landscape character.
- 3.2.17 Mature trees are an essential characteristic of this area. They line the edges of Bulstrode Camp and the Green Belt to the west. Mature trees are located within plots in front and back gardens - often determining the position and alignment of houses. A key characteristic is that houses appear to be set within woodland and the loss of these trees would substantially weaken the landscape character and sense of enclosure of the area. The landscape character of the area is further heightened by the boundary treatments. Mostly these are tall mature, evergreen hedgerows. These border large planted front gardens.
- 3.2.18 Buildings are widely spaced with a lot of room for planting between houses. It was noted that some newer developments extend close to the side boundaries allowing little room for planting. It is characteristic for this area that typically no two houses can be seen together and that they are generally visually separated by planting.

- 3.2.19 In newer developments the landscape character is being weakened by the use of hard surfaces in front gardens and hard boundary treatments such as fences and walls. With the exception of Windsor Road, there is a lack of highway markings and the majority of roads are private. This creates a rural character, amplified by the lack of pavements and country lane style of road surfaces.

Summary/Justification

- 3.2.20 This area has been identified as an Area of Special Character due to its high quality townscape. It is considered particularly vulnerable to change as a result of its uniform pattern of large landscaped plots, associated with mature vegetation and characteristic variety of individual architect designed houses.



2. St. Huberts Close Area of Special Character

- 3.2.21 This area is located in the south of Gerrards Cross. The landscape and townscape character is largely homogeneous, well maintained and has a strong sense of openness. This area is formed around St Huberts Close a straight T-shaped road off Fulmer Road, rather than a curvy road structure typical for the Open Plan typology.
- 3.2.22 The area is constructed of consistently spaced detached two storey houses. These are placed parallel to the road with a consistent building line. This layout is unusual for an area of the 'Open Plan' character typology which are usually less formal.
- 3.2.23 The architectural approach is distinctive, with shallow pitched roofs with ridge lines alternating between parallel and perpendicular to the road. Where the ridge runs parallel to the road brick chimney stacks are placed at the side elevation. These create a level of verticality.
- 3.2.24 There is a consistent palette of materials with two predominant approaches. Houses are either clad in white timber with painted decorative window shutters or made of brick at ground floor level with black timber cladding at first floor.
- 3.2.25 The roads are open with no boundary treatments, well groomed lawns and planted front gardens. Despite this openness, a mature woodland backdrop gives a sense of enclosure. There is a pleasing contrast between the natural deciduous trees and the man made landscape of St Huberts Close. The natural topography further enhances the richness of the character and its sense of enclosure.
- 3.2.26 The edges of this character area have been eroded by the redevelopment of individual houses. These newer homes do not relate well to the overall character of the area. They ignore the pattern of materials used by older development, opting instead for a singular material of red brick with some limited use of timber cladding. Buildings lack the simplicity in form of older development, and largely ignore the established patterns of roof forms. Units are larger and do not relate well to the plot coverage and heights that are characteristic of earlier development.

Summary/Justification

- 3.2.27 This area has been identified as an Area of Special Character due to its high quality townscape. It is considered particularly vulnerable to change as a result of its distinctive architectural approach and homogeneous character, and the development pressure that exists along its edges.

3. Meadway Park Area of Special Character

- 3.2.28 Meadway Park is also located in the south of Gerrards Cross, to the west of St Huberts Close. It consists of an L shaped cul-de-sac off Windsor Road with two smaller, secondary cul-de-sac running off at right angles.
- 3.2.29 The area consists of modern, equally spaced detached villas and is a good example of the open plan typology.
- 3.2.30 The building line is staggered with some buildings parallel to the road and others at an angle.
- 3.2.31 The buildings are consistent in form. A simple palette of materials consists of brick at lower levels, white timber boarding at upper levels and a consistent roofing material. They are 2 storey with the upper floor incorporated into high pitch roofs with asymmetric ridgelines. The design and angle of the roofs gives variety to the street scene.
- 3.2.32 As at St Huberts Close, roads are open with no boundary treatment, well groomed lawns and planted front gardens.

Summary/Justification

- 3.2.33 This area has been identified as an Area of Special Character due to its high quality townscape. It is considered particularly vulnerable to change as a result of its distinctive, unique architecture and well preserved 'Open Plan Suburban' character.



Hillcrest Way Area of Special Character

4. Hillcrest Way Area of Special Character

- 3.2.34 This area is located in the east of Gerrards Cross. It is a residential area defined by large houses on large plots set amongst mature trees. This area is a high quality example of the 'Green Suburban Road' character typology and has the same characteristics.
- 3.2.35 Plots are regular with a fairly consistent width. They are set along roads of varying degrees of busyness and some are private. This area centred around Hillcrest Way is the most distinctive of this area. The roads are distinctive, due to their informal nature, with street tree planting and verges instead of pavements.
- 3.2.36 Houses are individually designed. There is almost no repetition in house types and no standard approaches. Coherence is created through the regular plot pattern, consistent building lines and landscape character.
- 3.2.37 Generally, houses are set in large front gardens and surrounded by planting. However, there isn't the same sense of enclosure as in 'Woodland Roads' and there is a lesser degree of wooded backdrop. The houses are a prominent part of the character and visible from the roads, as they are set behind medium to high boundary hedges.
- 3.2.38 Landscape is an essential characteristic of this area, and buildings are widely spaced with room for planting between them. It was noted that some newer developments extend close to the side boundaries allowing little room for planting and weakening the landscape character.
- 3.2.39 In newer developments the landscape character is being weakened by the use of hard surfaces in front gardens, hard boundary treatments and buildings located closer to the boundary so limiting the space for landscape to fully mature.

Summary/Justification

- 3.2.40 This area has been identified as an Area of Special Character due to its high quality townscape. It is considered particularly vulnerable to change as a result of its uniform pattern of landscaped plots, associated with mature vegetation and characteristic variety of individual architect designed houses.



Meadway Park Area of Special Character

3.3 Denham Green

Location

3.3.1 Denham Green is situated in the east of the district, to the east of Gerrards Cross and north of New Denham and Willowbank (see **Figure 1.1**). At the eastern edge of the village, the wide corridor of the River Colne is a key landscape feature.

History

3.3.2 According to information relating to Gerrards Cross, the railway dates from around 1906. Yet by the time of the 1938 Ordnance Survey Map, residential development was only just beginning close to the railway station, and the Denham Film Studios (in the location of today's Broadwater Park) had just been developed, including the Media Park Walter Gropius building built in 1936.

3.3.3 Its principal residential growth appears to date from the 1950s, and virtually the entire settlement as it is today was complete by the time of the 1969/71 Ordnance Survey maps. Only James Martin Close and incidental infill sites postdate 1971.

Character

3.3.4 Today, the town is structured around the North Orbital Road, with the railway line to the south and the large industrial area of Broadwater Park to the north east. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Denham Green as a whole (see **Figure 3.3a**). These are:

- Pockets of ancient woodland to the north of the settlement which provide a sense of enclosure and are key landscape features;
- The biological interest of Nightingale Wood at the northern edge of the settlement, which is a Biological Notification Site;
- Flooded former gravel pits, within the Colne River corridor, which are designated as a Site of Special Scientific Interest and provide a landscape setting to the eastern edge of the settlement; and
- The historic, listed building within Deluxe Laboratories site

3.3.5 The following character typologies have been identified in Denham Green (see **Figure 3.3b**):

- Tightly Formed Centre
- Town Centre Fringes
- Out of Town Commercial
- Open Plan Suburban
- Suburban Roads

3.3.6 The characteristics of the above typologies are described in **Section 4.0**.



Denham Garden Village, Denham Green



Denham Green Lane, Denham Green

Areas with Potential for Change

3.3.7 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- 1 Deluxe Laboratories Ltd, Denham Film Laboratories, Denham Media Park
- The Inn on The Green, North Orbital Road
- Robert Bosch Ltd, Broadwater Park, North Orbital Road, Denham Green

3.3.8 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.3.9 In addition, the following have been identified as issues with particular potential for change (see **Figure 3.3a**):

- Denham Green is divided by the North Orbital Road. This is a major road with no distinct character and it does not create a high quality entrance to the settlement. Improving the definition of this route and key gateways into Denham Green with either landscape/public realm or buildings would help the townscape character of the village as a whole. Traffic management would further assist in creating a more pleasant environment along the North Orbital Road.

3.3.10 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.

Areas of Special Character

3.3.11 No areas have been identified as Areas of Special Character in Denham Green.

Further details about the history of the settlement's evolution and character of the townscape can be found in the 2010 South Bucks Townscape Character Study (Part One: Desk-based Assessment)

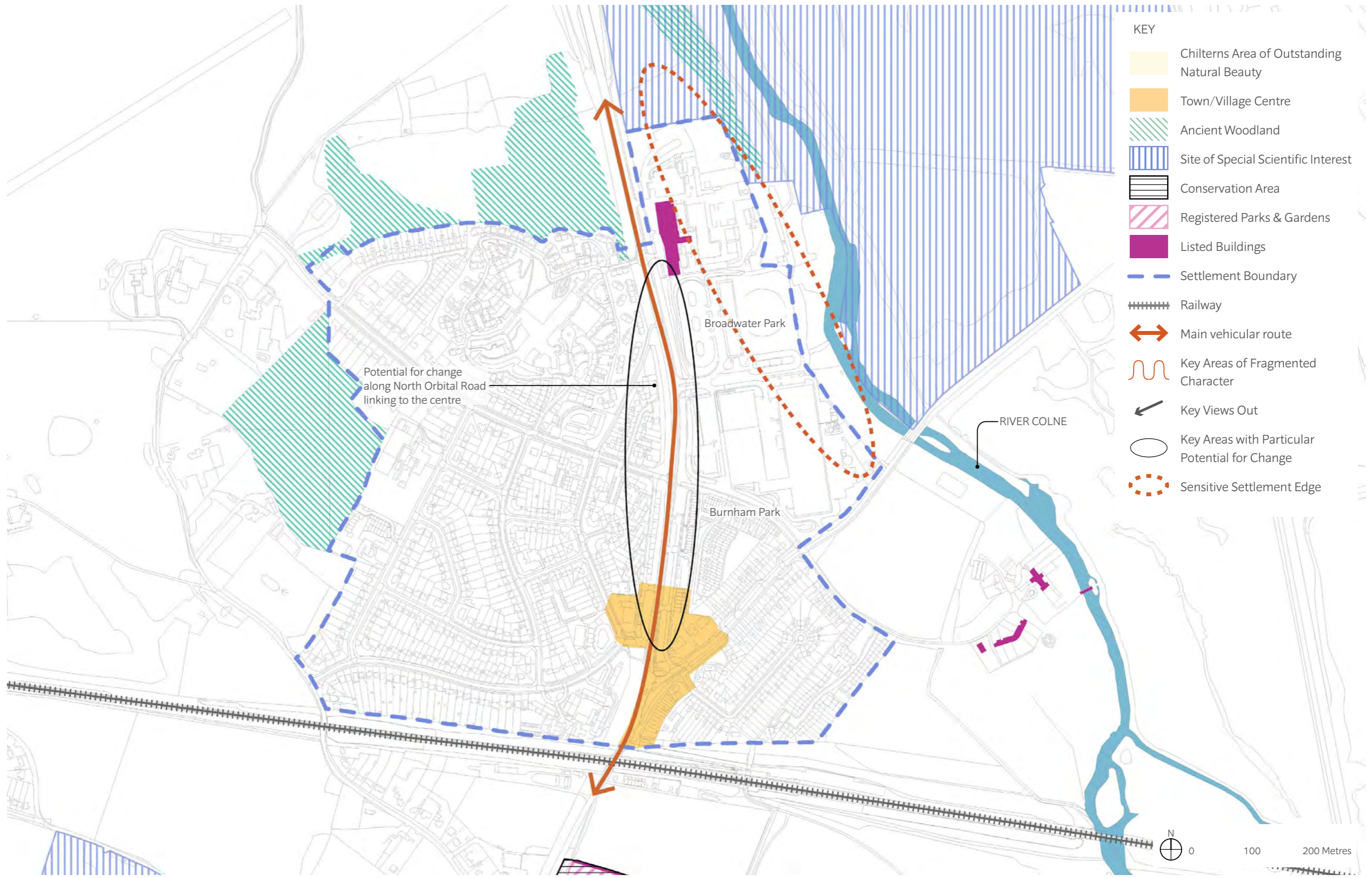


Figure 3.3a - Denham Green: Character Analysis

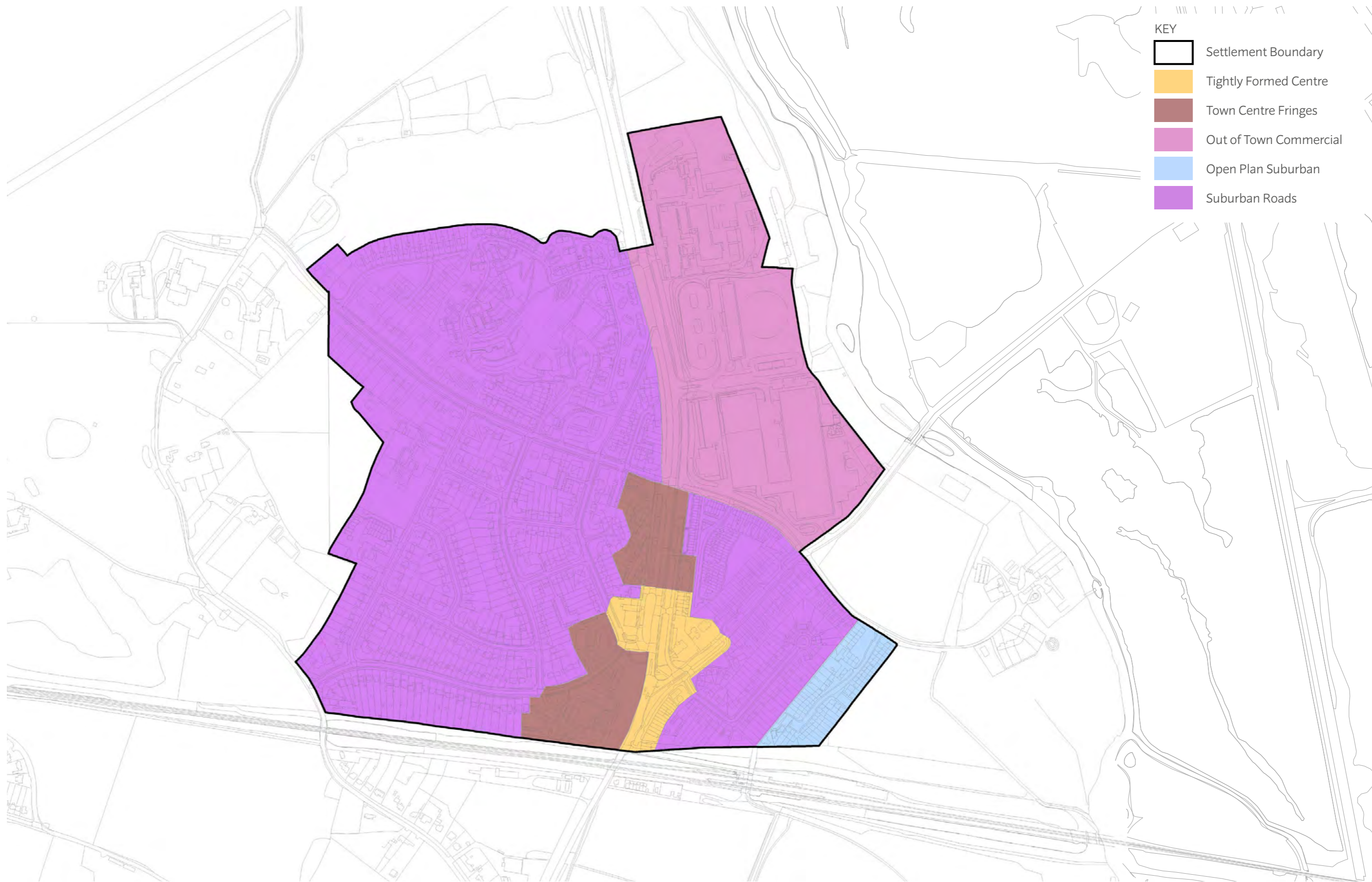


Figure 3.3b - Denham Green: Character Typology

3.4 Burnham

Location

3.4.1 Burnham is situated in the southwest of the district to the north west of Slough (see **Figure 1.1**).

History

3.4.2 Burnham originated around Burnham Abbey, located in the south of the parish which was founded in 1265.

3.4.3 In 1539 the Abbey was dissolved. Burnham declined until the 18th century which brought further building and the construction of Maidenhead Bridge in 1777. Burnham station was built some distance from the village centre. Lent Rise originated as a separate hamlet supporting brickmaking activities, with centres at Eastfield Road/Stomp Road and at Lent Green. The Burnham and Huntercombe Conservation Areas were designated in 1977 and Burnham Conservation Area was re-designated in 2002.

3.4.4 The majority of the development north of Gore Road/Britwell Road was built between 1932 and 1972. Edge developments such as at Bowmans Close and Kimbers Drive have followed since 1972.

3.4.5 In the south of the settlement, development appears to have originated around the Lent Rise crossroads, in Eastfield and Milner Roads, Lent Rise Road and Stomp Road. By 1955 Burlington Road and Bayley Crescent areas, and part of Hurstfield Close had been completed. The Maypole estate was completed in the 1970s.

Character

3.4.6 Today, the town is structured around the railway and main Bath Road in the south, with a number of other, busy north-south routes. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Burnham as a whole (see **Figure 3.4a**). These are:

- Numerous historic, listed buildings along the High Street (most of which are situated within the Conservation Area);
- Ancient woodland at the northern edge of the settlement;
- The consistent character of the High Street (the historic core and focal point for Burnham);
- Burnham Park, a high quality space at the entrance to the centre of Burnham and other green spaces within residential areas, such as Grenville Close;
- The separate identity of the settlement despite its close proximity to Slough;
- The biodiversity value of St Peter's Churchyard towards the centre of the settlement, which is designated as a Biological Notification Site.

3.4.7 The following character typologies have been identified in Burnham (see **Figure 3.4b**):

- Tightly Formed Centre
- Town Centre Fringes
- Out of Town Commercial
- Inconsistent Suburban
- Open Plan Suburban
- Formal Suburban
- Suburban Roads
- Green Suburban Roads
- Woodland Roads
- Apartments
- Park Edge
- Greenspace

3.4.8 The characteristics of the above typologies are described in **Section 4.0**.



Further details about the history of the settlement's evolution and character of the townscape can be found in the 2010 South Bucks Townscape Character Study (Part One: Desk-based Assessment)

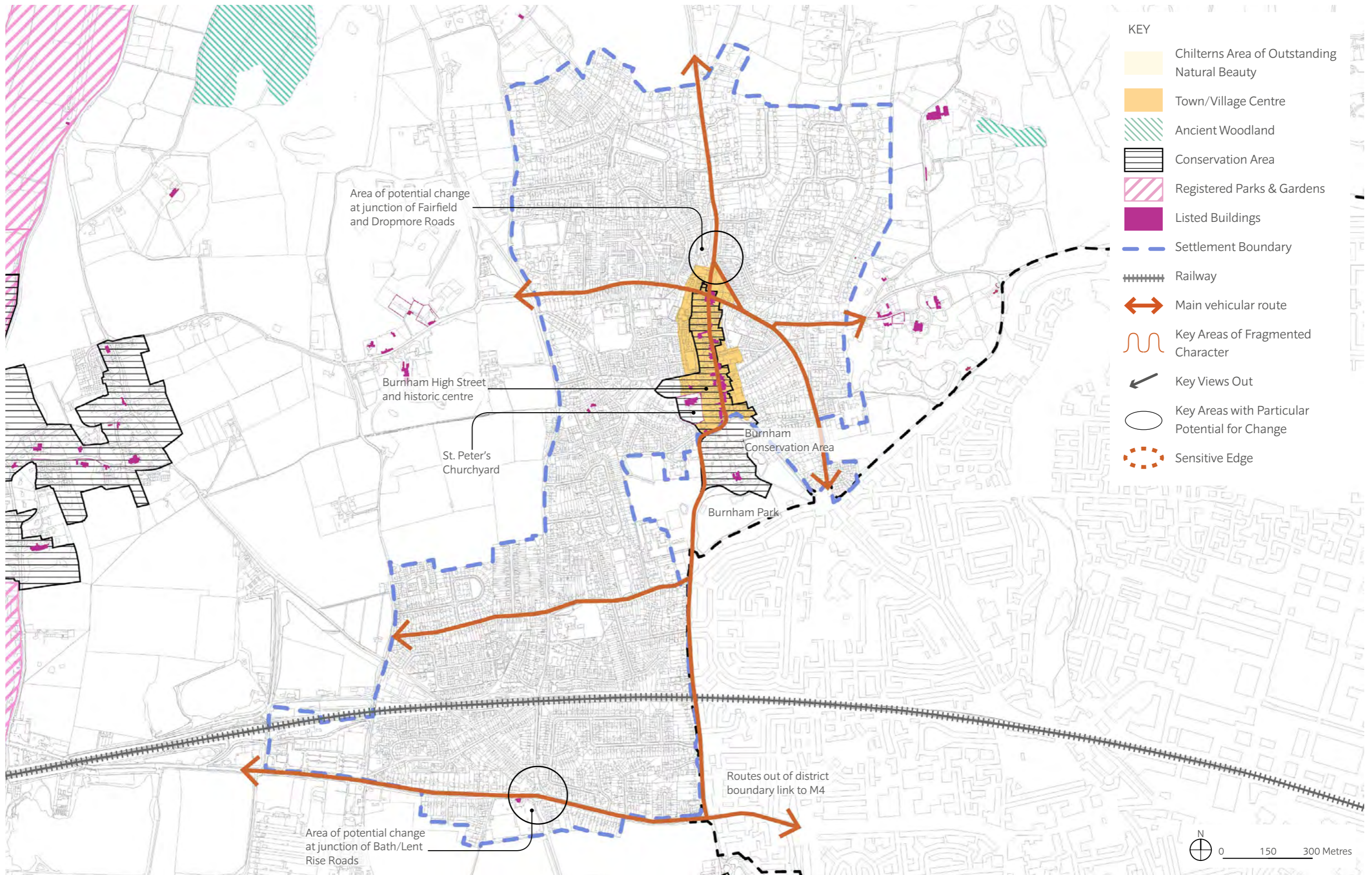


Figure 3.4a - Burnham: Character Analysis

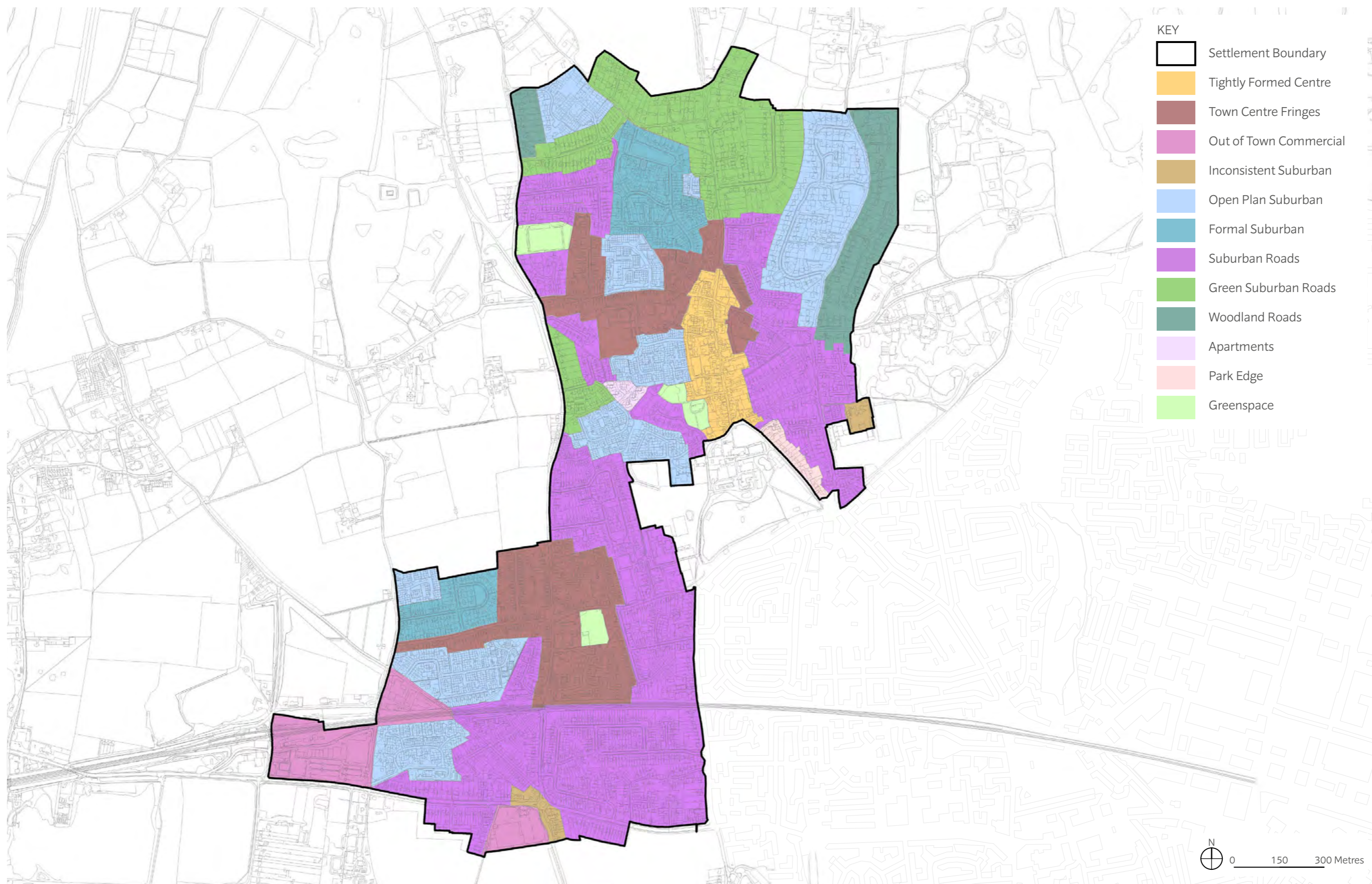


Figure 3.4b - Burnham: Character Typology

Areas with Potential for Change

3.4.9 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- Corner of Institute Road/Hitcham Road, Institute Road
- 73 High Street and Land to Rear, Burnham
- Land South of Taplow Station, Taplow
- Burnham Grammar School, Hogfair Lane
- Summers Road Car Park, Warwick Road, Burnham
- S G T Site, Station Road, Burnham
- 53 Huntercombe Lane, Burnham
- 77 Stomp Road, Burnham
- 9 Natwest Bank, 63 High Street, Burnham

3.4.10 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.4.11 In addition, the following have been identified as areas and issues with particular potential for change The following have been identified as areas and issues with particular potential for change:

- Development at the junction at Dropmore Road and Fairfield Road has the potential to be improved to create a high quality arrival point coming into Burnham from the north.
- Development around the roundabout at Lent Rise/Bath Roads is very busy. It acts as a gateway to Burnham and is very poorly enclosed. Some buildings back on to the road carriage and the urban fabric has been significantly diluted by a large Sainsburys supermarket. This could be improved by development that relates better to this key junction in terms of enclosure and quality and environmental/public realm improvements.

3.4.12 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.



Areas of Special Character

3.4.13 No areas have been identified as Areas of Special Character in Burnham.

3.5 Farnham Common

Location

3.5.1 Farnham Common is situated in the south of district, to the west of Stoke Poges (see **Figure 1.1**). The village is situated in close proximity to Farnham Royal in the south. The route of the A355 main road runs north south through the village, connecting with Farnham Royal and Slough to the south. The northern, eastern and western edges of the village are surrounded by woodland which provides a sense of enclosure. The village is situated on a plateau which slopes downwards at the southern edge, towards Farnham Royal and Slough.

History

3.5.2 The origins of Farnham Common have been attributed to the 19th century Acts of Enclosure and the Award Map of 1831. Enclosure of wooded areas east of Burnham Beeches led, characteristically in such areas, to the development of individual houses on newly divided plots. The process began east of the Broadway (Ordnance Survey map 1876), with development accelerating by the time of revision of the map in 1897.

3.5.3 Further development included shops and local centre facilities at The Broadway.

3.5.4 Estates and infill developments have developed after 1945, initially with the development of the Mayflower Way and Rosewood Way areas in the 1950s.

Character

3.5.5 Today, the town is structured around the main north-south route on the A355. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Farnham Common as a whole (see **Figure 3.5a**). These are:

- The Village Centre creates a focal point for the village; the Foresters public house clearly defining it at the southern end;
- Areas of predominantly deciduous ancient woodland at the northern, eastern and western edges of the village, which provide a sense of enclosure and are key landscape features;
- Open spaces such as fields, sports grounds and school grounds which separate built up areas;
- Burnham Beeches is designated as a Special Area of Conservation and a Site of Special Scientific Interest at the western edge of the settlement, for its mature and developing woodland, old coppice, scrub and heath as well as numerous plants, birds and invertebrates. It is of international importance.

- The landscape qualities of the SSSI to the western edge of the settlement make this edge particularly sensitive to development.

3.5.6 The following character typologies have been identified in Farnham Common (see **Figure 3.5b**):

- Tightly Formed Centre
- Town Centre Fringes
- Inconsistent Suburban
- Open Plan Suburban
- Formal Suburban
- Suburban Roads
- Green Suburban Roads
- Woodland Roads
- Greenspace

3.5.7 The characteristics of the above typologies are described in **Section 4.0**.



Townscape Values

3.5.8 Based on the feedback from the stakeholder workshops held in February 2017, the key townscape characteristics and special qualities valued by the local community can be summarised as follows:

- Burnham Beeches Greenspace
- 'Village appeal'

Areas with Potential for Change

3.5.9 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- Prospect House, The Broadway
- Old Telephone Exchange, Kingsway
- 4a The Broadway, Farnham Common
- Phil Whitaker Cars, Beaconsfield Road
- Land Rear of St. Johns Church, Victoria Road, Farnham Common

3.5.10 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.5.11 In addition, the following have been identified as issues with particular potential for change:

- With the exception of the village centre, Beaconsfield Road is generally clearly defined by development and hedges, creating a green character. There are, however, some areas, such as the car park of the Royal Oak and the car showrooms that dilute this character.

3.5.12 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.

Areas of Special Character

3.5.13 No areas have been identified as Areas of Special Character in Farnham Common.

Further details about the history of the settlement's evolution and character of the townscape can be found in the 2010 South Bucks Townscape Character Study (Part One: Desk-based Assessment)

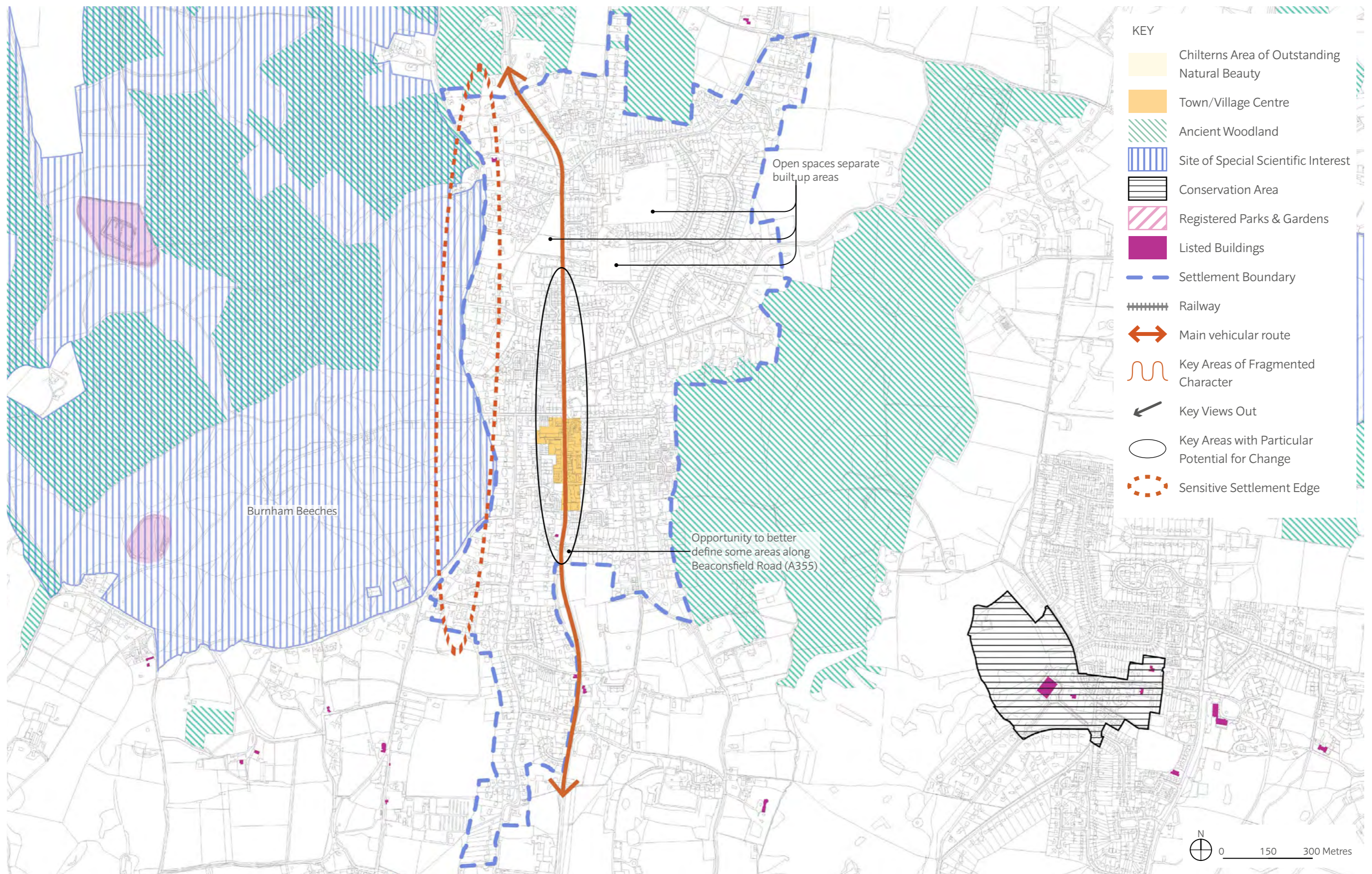


Figure 3.5a - Farnham Common: Character Analysis

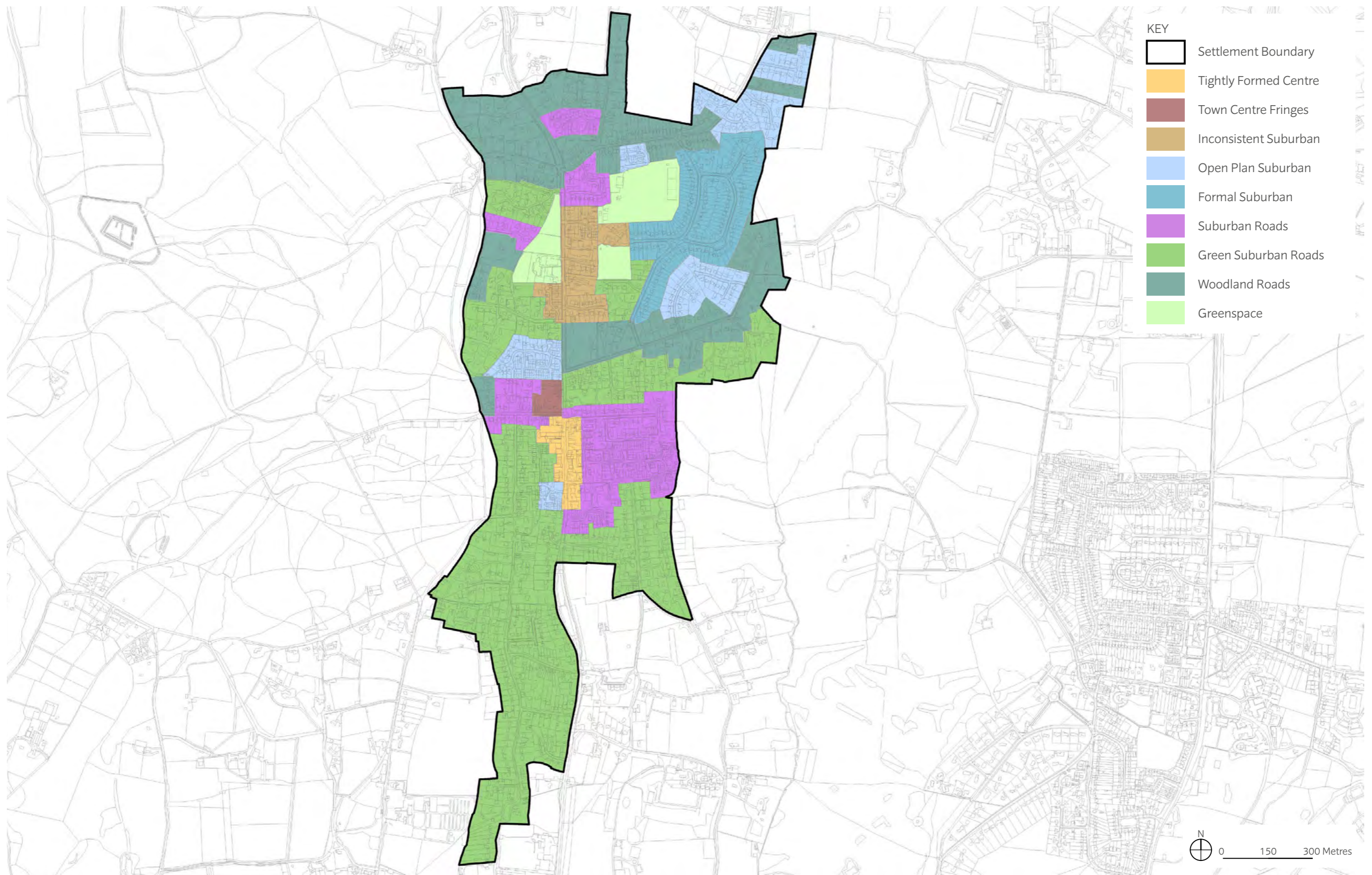


Figure 3.5b - Farnham Common: Character Typology

3.6 Farnham Royal

Location

3.6.1 Farnham Royal is situated in the south of the district, to the west of Stoke Poges and south of Farnham Common (see **Figure 1.1**). The route of the A355 runs north south through the village, connecting with Slough to the south and Farnham Common to the north. To the southeast, Stoke Park House golf course provides the landscape setting to the village.

History

3.6.2 The core of the settlement is located around the road junction (including nearby Blackpond Lane), the historic public houses and other community facilities, and the parish church of St Mary. Between 1933 and 1970 a number of estates were built on this historic core, these being :Rectory Close and Stoke Park Avenue, Home Meadow and Sospel Court, the first phase of Devonshire Green, Lawkland and a ribbon of development along Farnham Lane. Since 1970, Devonshire Green has been extended, Stoke Park Avenue has been completed and Cobblers Close and Bishops Orchard have been built.

Character

3.6.3 Today, the town is structured around the main north-south route on the A355. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Farnham Royal as a whole (see **Figure 3.6a**). These are:

- The village green, at the junction of Farnham Road and Blackpond Lane and the junction of Park Road and Beaconsfield Road is the focal point for Farnham Royal;
- Historic, listed buildings such as Saint Mary the Virgin Church and the Conservation Area;
- Mature deciduous trees which line Beaconsfield Road and Park Road, and a particular view towards a mature tree on the corner of Park Road and Beaconsfield Road;
- The landscape associated with Stoke Park House (at the southeastern edge of the settlement), which is designated as a Conservation Area;
- Open spaces such as fields, sports grounds and school grounds which separate built up areas, particularly school grounds and sports grounds adjacent to Beaconsfield Road which create gaps between the built up areas; and
- The distinct and separate identity of Farnham Royal, despite proximity to nearby Slough.

3.6.4 The following character typologies have been identified in Farnham Royal (see **Figure 3.6b**):

- Tightly Formed Centre
- Inconsistent Suburban
- Open Plan Suburban
- Formal Suburban
- Suburban Roads
- Green Suburban Roads
- Woodland Roads
- Greenspace

3.6.5 The characteristics of the above typologies are described in **Section 4.0**.



Bishops Orchard, Farnham Royal

Areas with Potential for Change

3.6.6 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- Chopra Manor, Crown Lane

3.6.7 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.6.8 In addition, the following have been identified as issues with particular potential for change:

- There is a small centre focused around the roundabout at Park Road, A355 and Park Lane. This consists of a few shops and a public house. The character of this area is diluted by heavy traffic, closure of retail units and poor quality public realm. Landscape/ public realm improvements, new development and traffic management would enhance this area

3.6.9 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.

Areas of Special Character

3.6.10 No areas have been identified as Areas of Special Character in Farnham Royal.

Further details about the history of the settlement's evolution and character of the townscape can be found in the 2010 South Bucks Townscape Character Study (Part One: Desk-based Assessment)

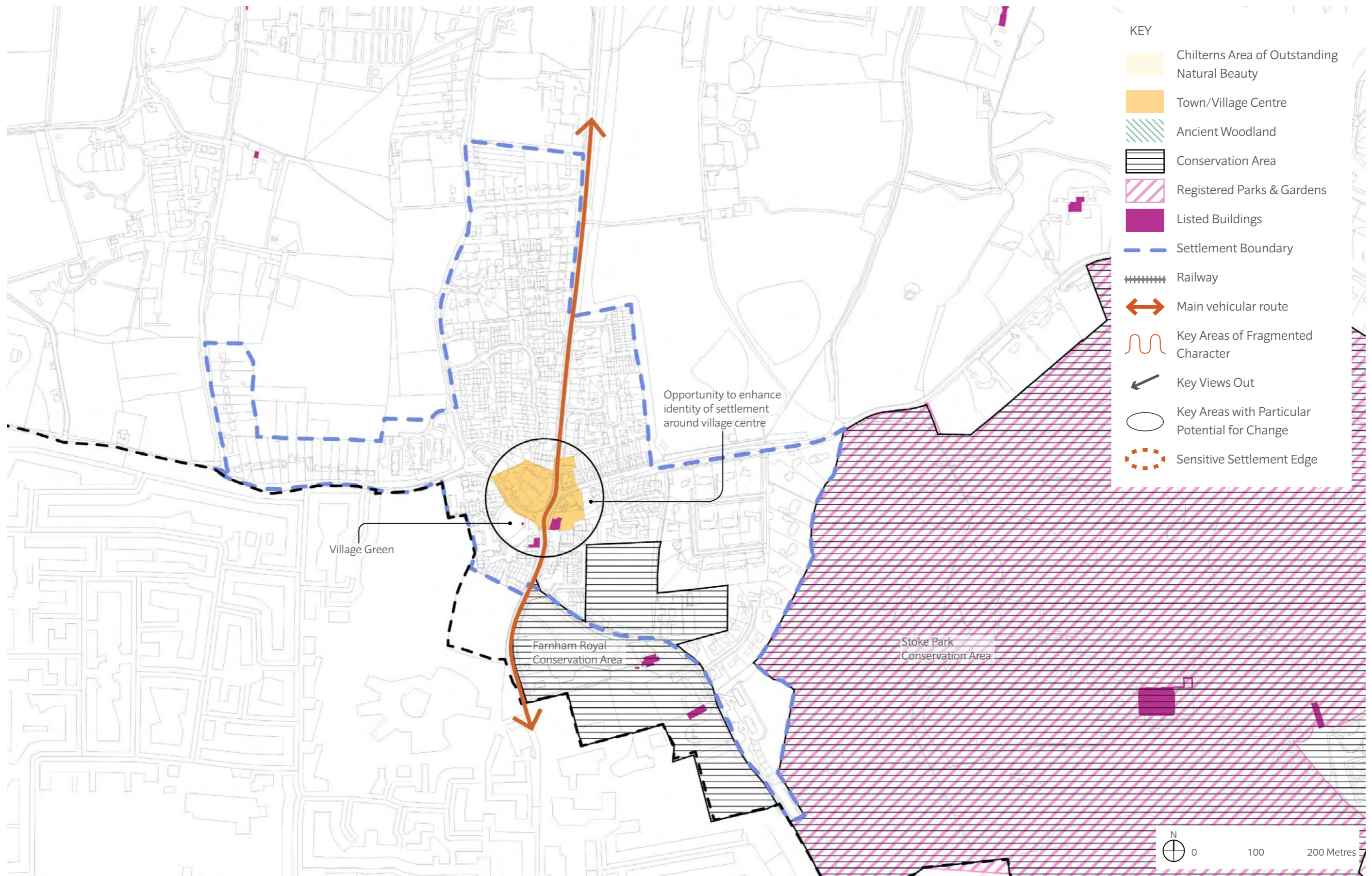


Figure 3.6a - Farnham Royal: Character Analysis

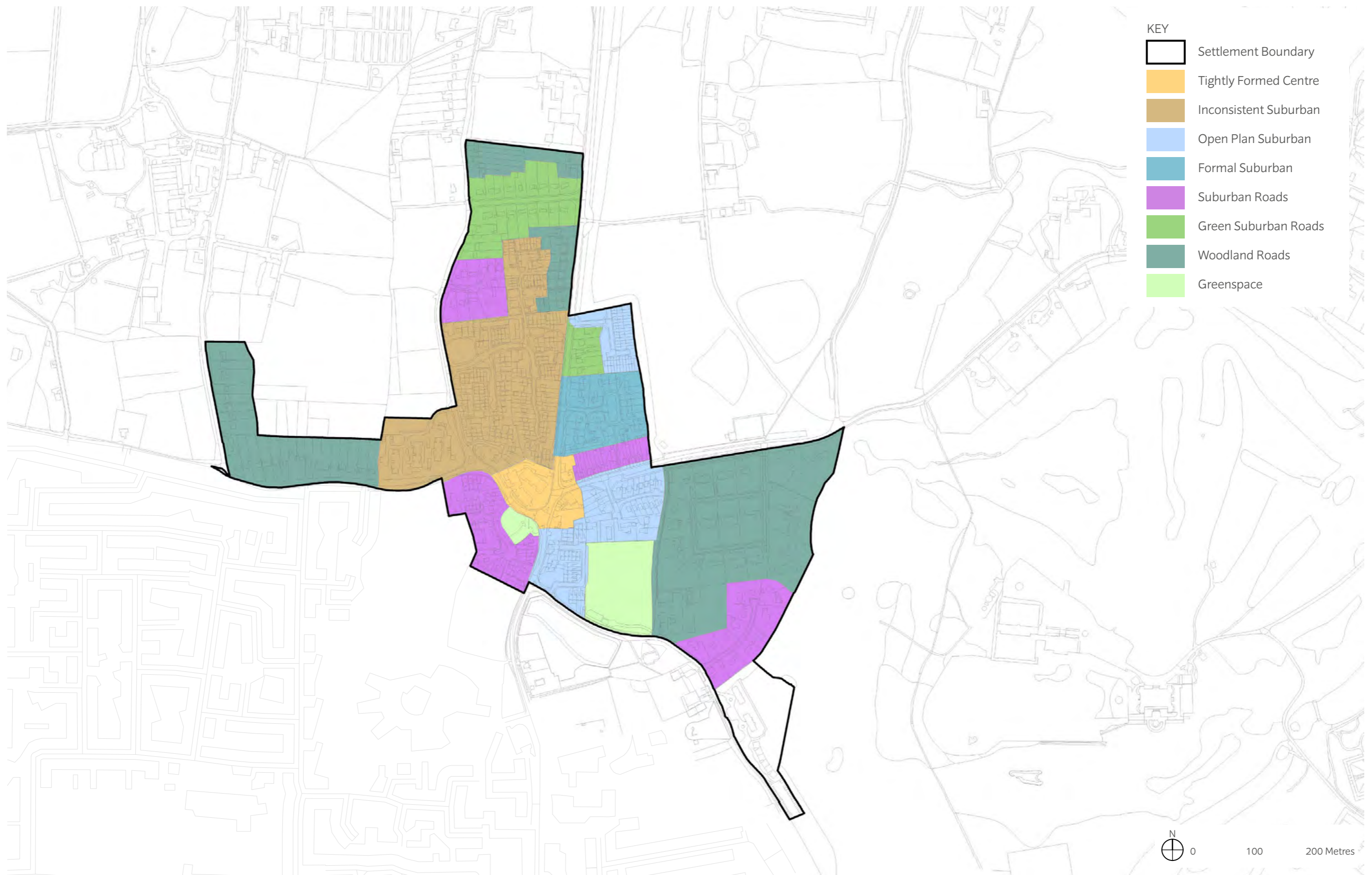


Figure 3.6b - Farnham Royal: Character Typology

3.7 Stoke Poges

Location

3.7.1 Stoke Poges is situated towards the centre of the district, to the east of Farnham Common and west of Iver Heath (see **Figure 1.1**). To the north of the village, several large areas of woodland provide a sense of enclosure, whilst to the west Brockhurst Wood provides separation from the village of Farnham Common.

History

3.7.2 The present main village has developed between the grand houses of Stoke Court and Sefton Park, from a small surviving historic core at Rogers Lane (West End, and the Dog and Pot Pub) around its junction with Duffield Lane. Other than frontage development to the main roads and lanes, the bulk of development has been in estate form, occurring mostly in the 1950s-60s. This period saw the construction of a high proportion of Local Authority housing (Elizabeth Way and Sefton Close in the south, Sefton Paddock in the east, and parts of Hazell Way and Vine Road in the north).

3.7.3 Developments since 1970 have included the relatively spacious Freemans Close, and smaller closes at Ash Grove, Neville Close, and Willow Park.



Character

3.7.4 Today, the town is structured around the village centre, with three main areas of residential to the north, east and south. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Stoke Poges as a whole (see **Figure 3.7a**). These are:

- Areas of wooded parkland surround the settlement and provide a sense of enclosure;
- Stoke Common, Site of Special Scientific Interest, at the northern edge of the settlement, which is designated as a remnant heathland and provides landscape setting; and
- The historic buildings and settings of Stoke Court at the western edge of the settlement.

3.7.5 The following character typologies have been identified in Stoke Poges (see **Figure 3.7b**):

- Clustered Centre
- Town Centre Fringes
- Open Plan Suburban
- Formal Suburban
- Suburban Roads
- Green Suburban Roads
- Woodland Roads
- Greenspace

3.7.6 The characteristics of the above typologies are described in **Section 4.0**.

Townscape Values

3.7.7 Based on the feedback from the stakeholder workshops held in February 2017, the key townscape characteristics and special qualities valued by the local community can be summarised as follows:

- Trees and greenspaces
- Green Belt
- Space between buildings

Areas with Potential for Change

3.7.8 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- Stoke House & Old Coach House, Grays Park Road
- Lanterns & Oak House Hollybush Hill, Stoke Poges

3.7.9 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.7.10 In addition, the following have been identified as issues with particular potential for change :

- The village centre is clustered along Rogers Lane. This is a busy traffic route. The carriageway is wide with buildings set at some distance from the pavement. The building line is staggered with varied boundary and landscape treatments. This makes the centre difficult to identify.

3.7.11 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.

Areas of Special Character

3.7.12 No areas have been identified as Areas of Special Character in Stoke Poges.

Further details about the history of the settlement's evolution and character of the townscape can be found in the 2010 South Bucks Townscape Character Study (Part One: Desk-based Assessment)

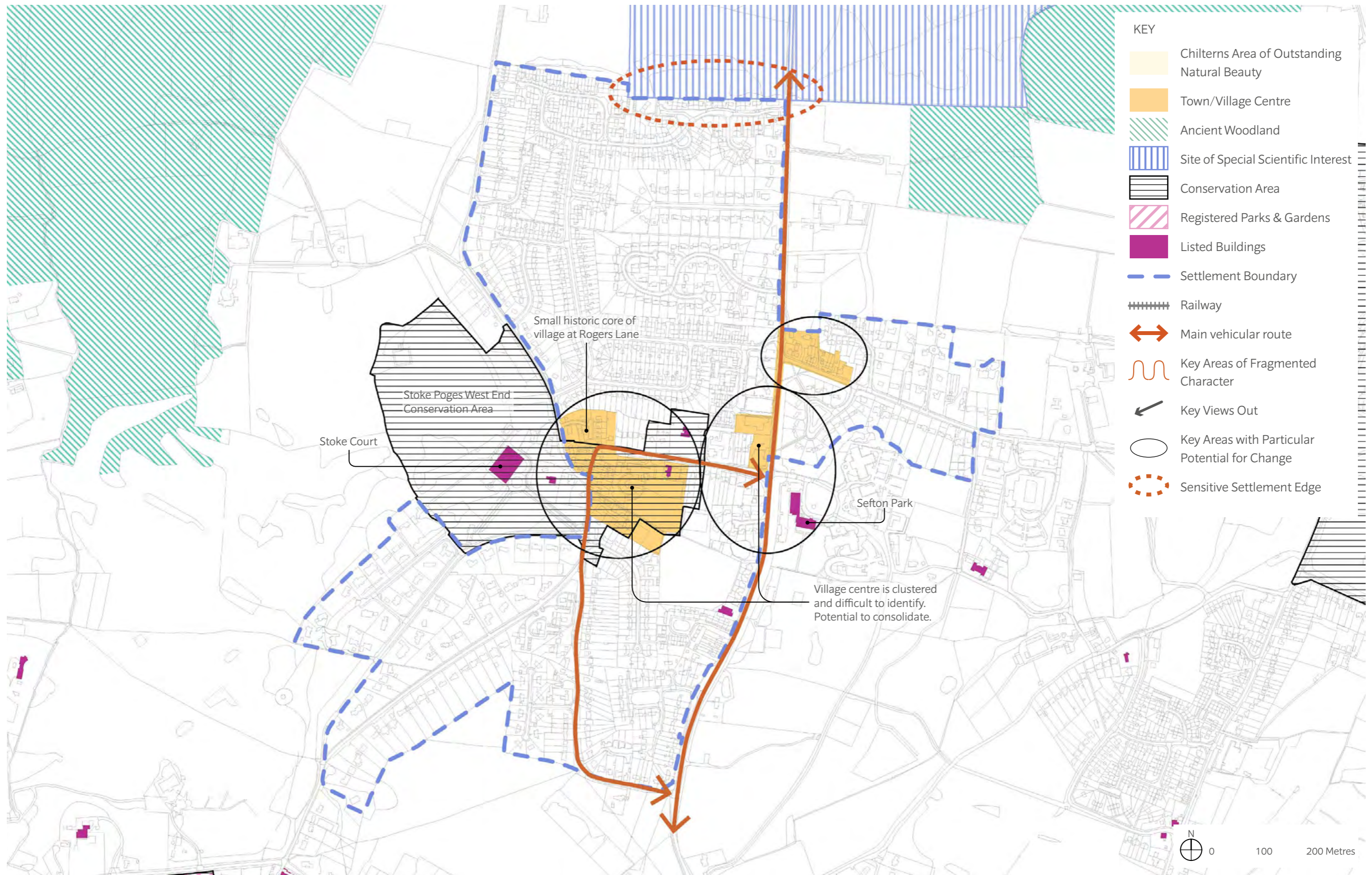


Figure 3.7a - Stoke Poges: Character Analysis

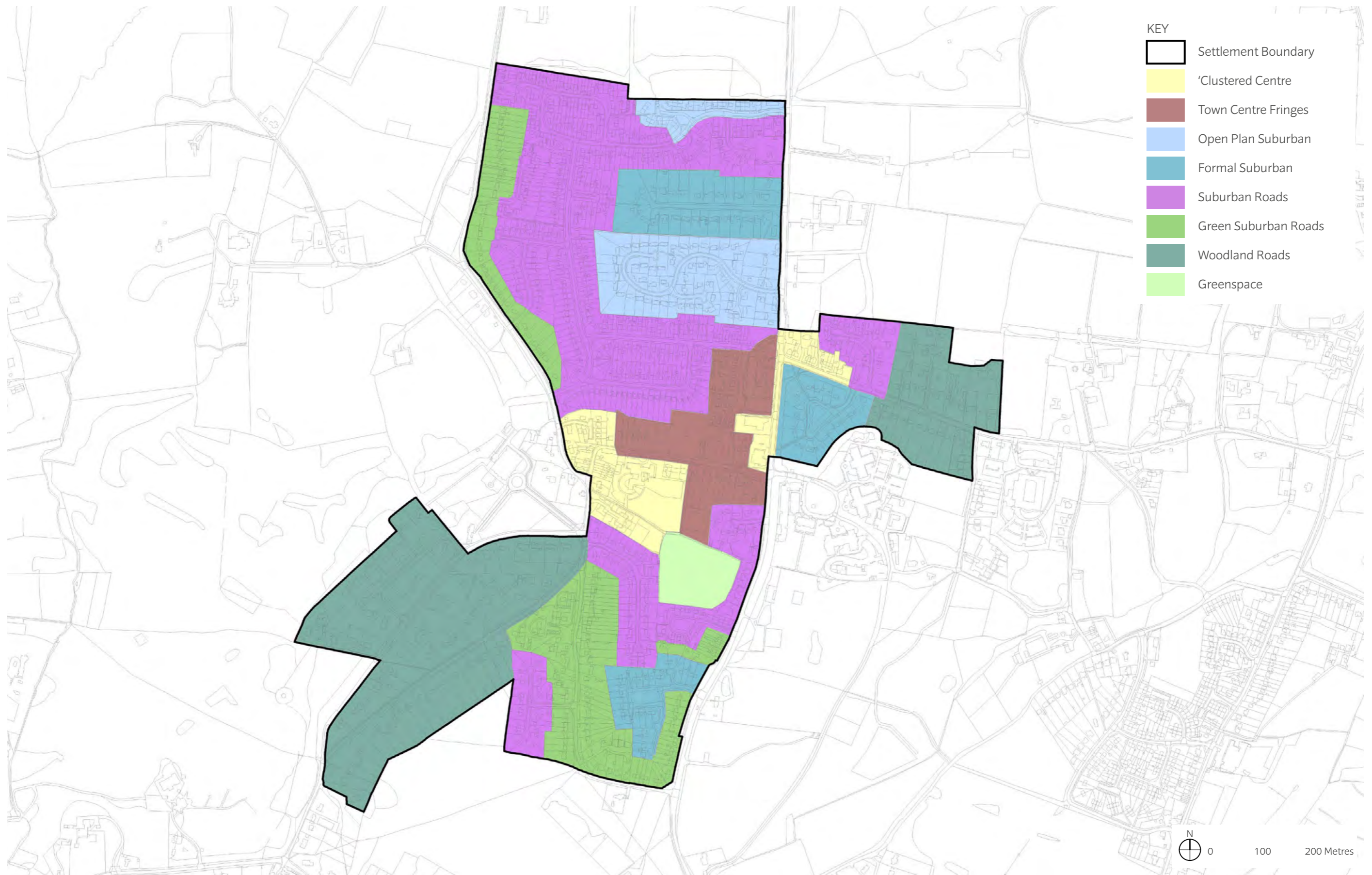


Figure 3.7b - Stoke Poges: Character Typology

3.8 Iver Heath

Location

3.8.1 Iver Heath is situated in the east of the district, to the north of Iver Village and southeast of Gerrards Cross (see **Figure 1.1**). The Colne valley runs north-south across the landscape containing the River Colne and the M25 motorway corridor. The settlement as we know it today may be said to have been founded by the development of Pinewood Studios, and its opening, in 1936. Current operational buildings are anchored by the historically significant Heatherden Hall and its wooded grounds.

History

3.8.2 Very little of Iver Heath as seen today was in existence at the beginning of the 20th Century. A few properties were present along Slough Road, including a School on the site of the present day Infant School and Nursery. There were also a number of properties around the Five Points roundabout; and Heatherden Hall and its wooded grounds were in situ to the north. A second school and the Stag and Hounds public house were present in the north east.

3.8.3 By 1955 much of the road structure seen today had been built, including the distinctive loops of The Parkway/Longstone Road, Thornbridge Road/Ashford Road, and most of Pinewood Green. Pinewood Studios was also a significant feature by this time, opening in 1936. Development further along Slough Road was also legible by this time.

3.8.4 Most of the settlement, which includes further infill, had been developed by the time of the 1969-71 editions of the Ordnance Survey map.

Character

3.8.5 Today, the town is structured around the A412, A4007 and Bangors Road. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Iver Heath as a whole (see **Figure 3.8a**). These are:

- The distinctive street pattern of the village. Straight roads radiate from Five Points Roundabout, and residential areas have developed between these radial roads. Bangors Road North joins two of the radial roads at their eastern ends
- Occasional deciduous woodland at the settlement edges, which provide a sense of enclosure
- The landscape setting associated with Heatherden Hall
- View to St Margaret of Antioch Church from the surrounding countryside
- Pinewood Studios

3.8.6 The following character typologies have been identified in Iver Heath (see **Figure 3.8b**):

- Clustered Centre
- Out of Town Commercial
- Inconsistent Suburban
- Open Plan Suburban
- Formal Suburban
- Suburban Roads
- Green Suburban Roads
- Greenspace

3.8.7 The characteristics of the above typologies are described in **Section 4.0**.



Further details about the history of the settlement's evolution and character of the townscape can be found in the 2010 South Bucks Townscape Character Study (Part One: Desk-based Assessment)

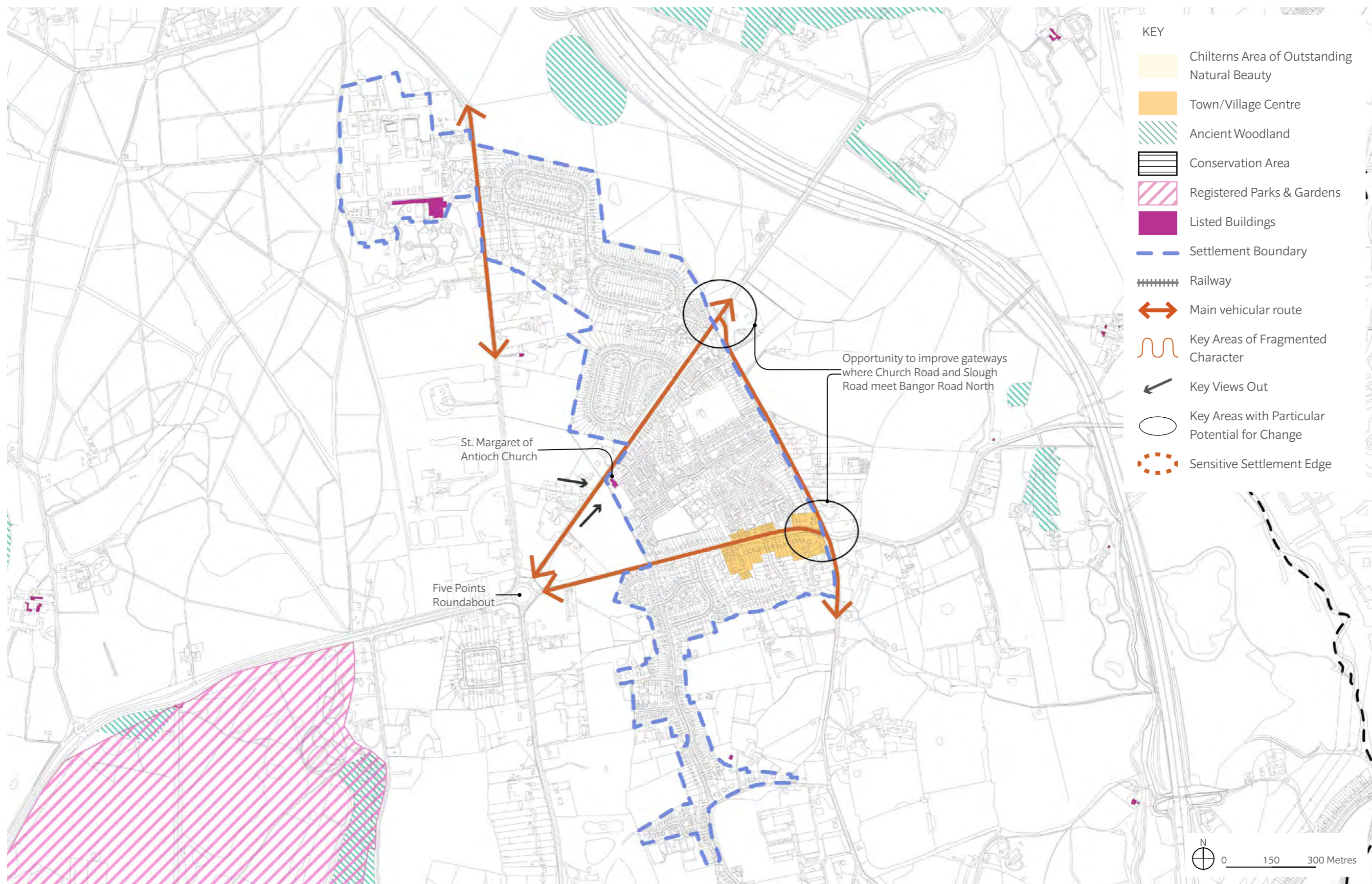


Figure 3.8a - Iver Heath: Character Analysis

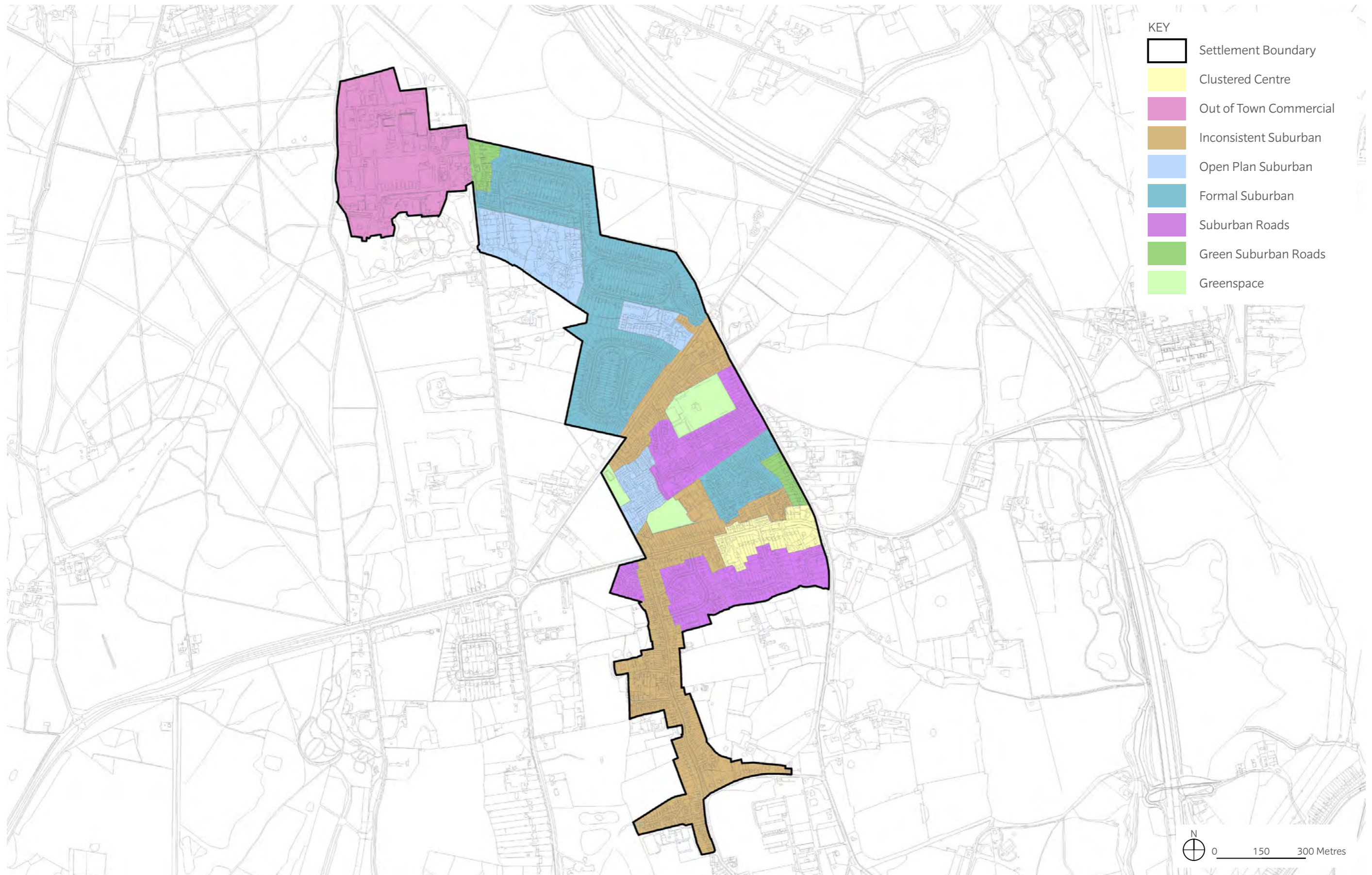


Figure 3.8b - Iver Heath: Character Typology

Townscape Values

3.8.8 Based on the feedback from the stakeholder workshops held in February 2017, the key townscape characteristics and special qualities valued by the local community can be summarised as follows:

- Mature/established canopy trees along roads, and highway verges
- Grass bunds
- Cast iron railings/gates on Victorian/Edwardian properties
- Green 'islands' in Pinewood Green Estate
- 'Weecot' in Coopers Row - historic property
- Stag and Hounds pub
- Village feel
- Green buffer between settlement and M25/London

Areas with Potential for Change

3.8.9 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- Pinewood Studios Ltd, Pinewood Studios
- Norfolk Lea, Love Lane
- 4 Alpha Garden Centre, 142- 144 Swallow Street

3.8.10 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.8.11 In addition, the following have been identified as issues with particular potential for change (see **Figure 3.8a**):

- Iver Heath is not a very legible place. It lacks a sense of identity, with no clear centre or arrival points/ gateways in to the settlement. Both the village centre and key gateways could be improved by appropriate redevelopment within the settlement boundary, public realm and environmental improvements.

3.8.12 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.



Areas of Special Character

3.8.13 The following residential areas have been identified as Areas of Special Character (see **Figure 3.8c**):

- Pinewood Green to The Parkway

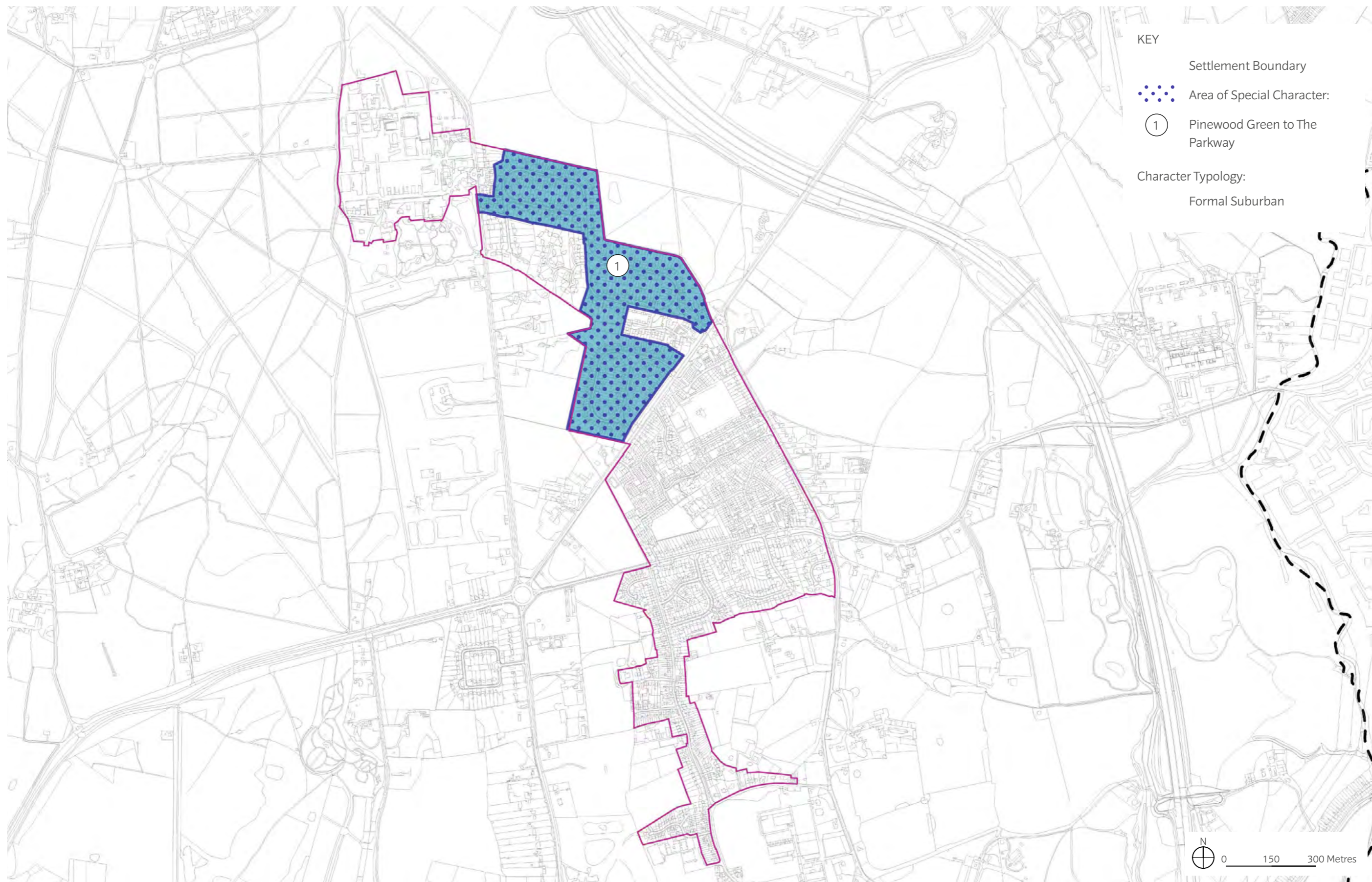


Figure 3.8c - Iver Heath: Areas of Special Character

1. Pinewood Green to The Parkway Area of Special Character

- 3.8.14 The Pinewood Green to The Parkway area of Iver Heath is in the north of the settlement, and is a particularly good example of the 'Formal Suburban' typology (see **Figure 3.8c**). The area is laid out in distinctive oval shaped blocks and has distinct boundaries. It comprises Pinewood Green, Ashford Road, parts of Thornbridge Road, Longstone Road and the Parkway. The housing layout is formal with consistent building lines and consistent rhythm of buildings with equal gaps between houses. This is further emphasised by the consistent character of the architecture.
- 3.8.15 Houses are two storeys, mostly with the upper storey in the roof space. The dominant material is white render - external paintwork such as guttering /downpipes is black and there is a consistent use of grey slate on the roofs.
- 3.8.16 The building form, notably the roofscape is unique to this area. There are two types of roofs. The first is a hipped roof with catslide. On some houses the catslide extends to the 1st floor level. Dormer windows are a common feature of this type. The second type is a mansard roof with sides extending down to the line of the first floor.
- 3.8.17 Where houses have been altered by the addition of porches, gables and dormers or even where the colour of the house has been changed there is a noticeable impact on the consistency of the character.
- 3.8.18 The housing around Pinewood Green is different in character. It is formed of simple two storey semi-detached houses with medium pitched roofs. The predominant material is brick with some elements of render or slate cladding on certain dwellings. The style is not perhaps as distinctive as the rest of the area. However, it has been included in the Area of Special Character designation as the streetscape is very similar and well preserved.
- 3.8.19 Although the houses are perhaps more dominant in terms of the overall character, soft landscape does make a contribution. Small pockets of grass and trees are integrated at road junctions to give a green backdrop to each block. Front gardens are planted and have lawns. Originally it appears that there were no boundary treatments with lawns running to the footpath. This remains intact in some areas and creates a green open character to the road. In other areas owners have placed low height boundaries along the edge of their plot. Where this occurs there remains a grass verge between the plot and the footpath.

- 3.8.20 In some cases owners have hard landscaped their front gardens in order to create parking spaces. This has a negative impact on the green character of the area. Some parts of this area are better maintained than others, notably the housing around Church Road.

Summary/Justification

- 3.8.21 This area has been identified as an Area of Special Character due to its high quality townscape. It is considered particularly vulnerable to change as a result of its distinctive and largely consistent architectural approach (including distinctive roof forms) and layout.



3.9 Iver Village

Location

3.9.1 Iver Village is situated in the south-eastern corner of South Bucks, to the southeast of Iver Heath and north of Richings Park (see Figure 1.1). The village is situated at the western edge of the River Colne valley, which provides separation from the large urban area of Uxbridge to the east.

3.9.2 The corridor of the M25 motorway also runs north south across the landscape at the eastern edge of the village, providing further separation from the adjacent urban areas.

History

3.9.3 The oldest parts of the village are situated at the eastern end of the High Street. St Peter's parish church has Anglo Saxon origins (containing a Saxon window and nave), in addition to other elements dating from the 15th, 16th and 17th Centuries. In close proximity to the church, several other historic buildings date from the 18th Century. The Old Swan Inn dates to the 16th Century.

3.9.4 To the north of this, manor houses at Delaford Park and Coppins provide other key historic features within the setting of the village. To reflect this historic interest, the historic core of the village was first designated as a Conservation Area in 1982.

3.9.5 During the 18th and 19th Centuries, the village expanded, primarily along the High Street. By the 1960's, mapping showed that the village had grown substantially, with housing developments in the traditional style and with period private development centrally at Chequers Orchard and peripherally with extensions to Stonecroft Avenue.

3.9.6 After 1970, denser, smaller dwellings at Grange/Ditton Way and later at Leas Drive (1977) on the site of a former larger property were developed. In the 20th Century most development was residential infill of larger older properties.

Character

3.9.7 Today, the town is structured around the main east/west road through the centre of the settlement, the B470 (High Street). Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Iver Village as a whole (see **Figure 3.9a**). These are:

- A number of historic, listed buildings situated along the High Street and within the historic core at the eastern end of the village (several of which are situated within the Conservation Area);
- View along the High Street and Thorney Lane South towards St Peter's Church;
- Distinct townscape node at junction of High Street, Thorney Road South and Iver Lane;
- Open areas of grassland, often containing mature trees, interspersed within the pattern of high density housing development; and
- The layout and trees setting of Bridgefoot manor house and Iver Lodge to the east of the settlement.

3.9.8 The following character typologies have been identified in Iver Village (see **Figure 3.9b**):

- Tightly Formed Centre
- Town Centre Fringes
- Formal Suburban
- Suburban Roads
- Green Suburban Roads
- Out of Town Commercial

3.9.9 The characteristics of the above typologies are described in **Section 4.0**.



Further details about the history of the settlement's evolution and character of the townscape can be found in the 2010 South Bucks Townscape Character Study (Part One: Desk-based Assessment)

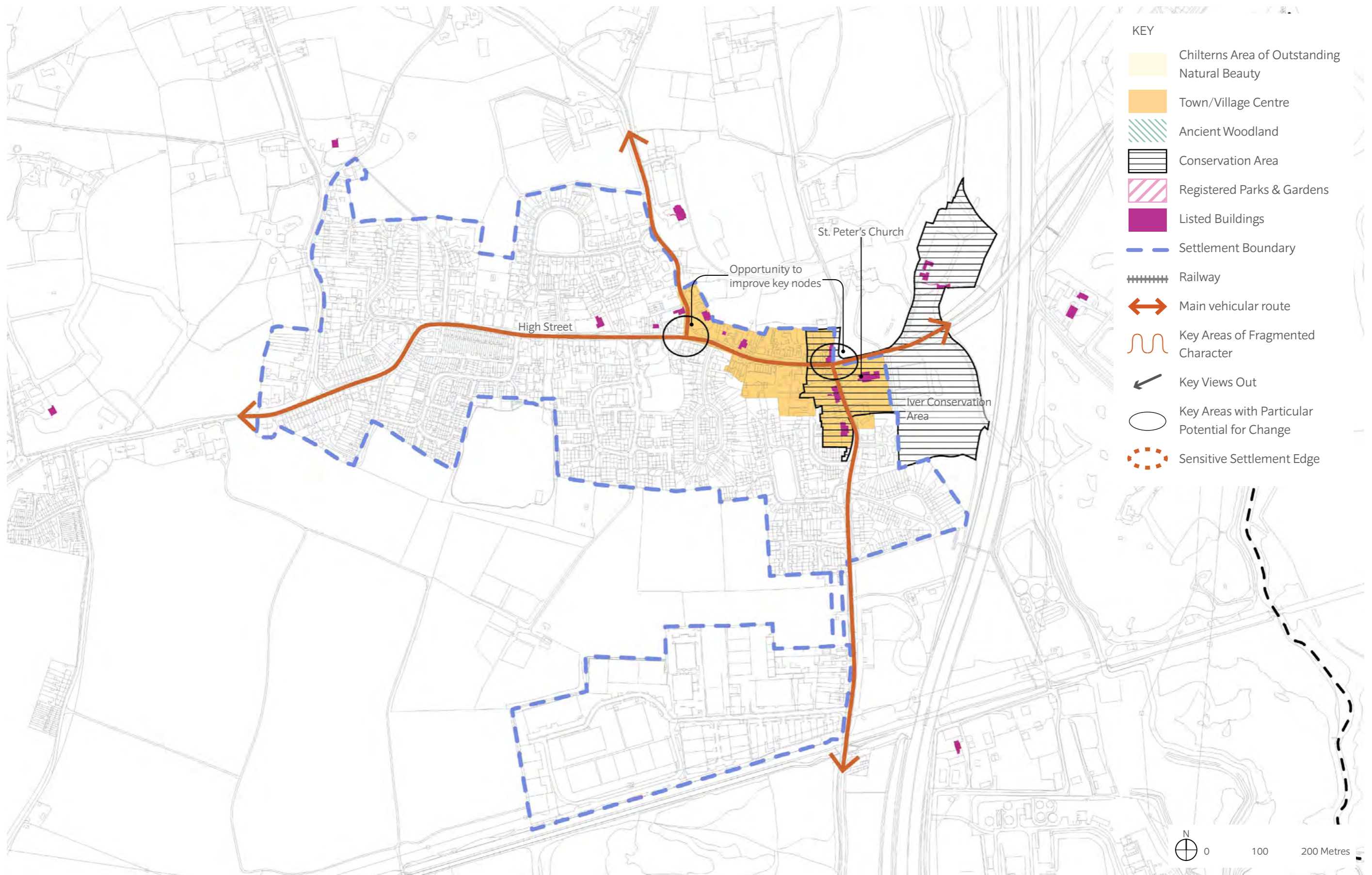


Figure 3.9a - Iver Village: Character Analysis

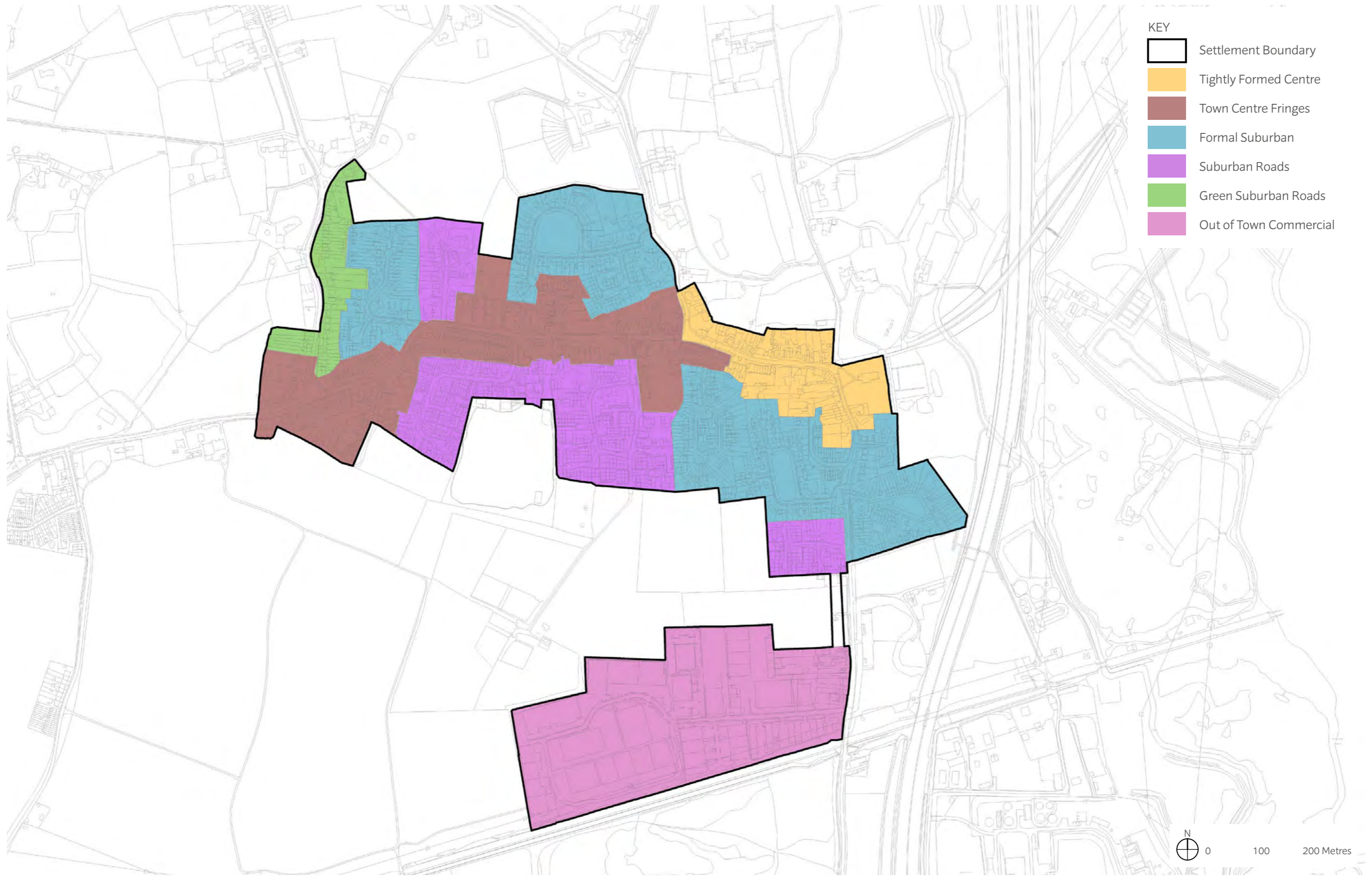


Figure 3.9b - Iver Village: Character Typology

Townscape Values

3.9.10 Based on the feedback from the stakeholder workshops held in February 2017, the key townscape characteristics and special qualities valued by the local community can be summarised as follows:

- Trees
- Terraced Victorian cottages on the High Street
- Areas of greenspace with trees
- Distinctive walled boundaries such as at Delaford Park and the Church wall
- Small green 'islands', eg at Love Lane
- Areas of older council housing
- Footpath access to canal
- View to canal from roads
- Cast iron railings and gates on properties
- The view along Iver Lane from the Church

Areas with Potential for Change

3.9.11 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- Land at Meadow Cottage Saltmarsh and Longridge, Bangors Road South
- 29 The Ridgeway, Iver
- D X House, The Ridgeway
- 6 - 8 High Street, Iver
- 20 to 22 High Street, Iver
- Olympia House, 28 The Ridgeway

3.9.12 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.9.13 In addition, the following have been identified as issues with particular potential for change (see **Figure 3.9a**):

- Reduce HGV movements along Iver High Street and Thorney Lane South
- Strengthen definition of key townscape nodes, junction of High Street and Bangor Road South
- Strengthen definition of High Street to the west of village centre

3.9.14 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.



Areas of Special Character

3.9.15 No areas have been identified as Areas of Special Character in Iver Village.

3.10 Richings Park

Location

3.10.1 Richings Park is situated in the southeast of the district, to the south of Iver Village (see Figure 1.1). The railway corridor forms the northern edge of the settlement, with the corridor of the M25 motorway running to the east and the M4 at a distance to the south. To the south, Richings Park golf course provides the landscape setting.

History

3.10.2 Historically, Richings Park was a park and pleasure ground for a villa in the 1790s, further developed in the mid 19th century. Today this park is Richings Park Golf Course, to the south east of the modern settlement of Richings Park.

3.10.3 The modern settlement is the result of a single estate development, the land being acquired in 1922 and developed over the 1920s/30s.

3.10.4 The original development concept was marketed under the strapline “country houses near London”. A single architect, George E. Clare, was commissioned to design the entire development and has been reported not to have worked on this scale anywhere else. Houses and bungalows were intended to be affordable rather than grand, with the estate developed arguably within the broad ethos of the “Garden Suburb” movement. The settlement layout funnels access to and from the estate centre, and station.

3.10.5 The estate was intended to be a self contained community. The railway station was provided in 1924, after the purchase of the land but before development of the estate. The shopping centre (originally including a cinema from 1928 until 1939 and the recreation centre followed. The cinema site was finally redeveloped after 1960 as the Wellesley Court apartments.

3.10.6 The village centre is largely intact with many of the shops having their original shop fronts.



Bathurst Walk, Richings Park

Character

3.10.7 Today, the town is structured around the triangular recreation ground, with much of the residential development to the west. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Richings Park as a whole (see **Figure 3.10a**). These are:

- The planned settlement pattern, homogeneous plot sizes, and shapes;
- Small centre defined by development consisting of shops with apartments above. Other higher density apartment blocks are located in this area.

3.10.8 The following character typologies have been identified in Richings Park (see **Figure 3.10b**):

- Tightly Formed Centre
- Suburban Roads
- Green Suburban Roads
- Greenspace

3.10.9 The characteristics of the above typologies are described in **Section 4.0**.



Main Drive, Richings Park

Further details about the history of the settlement’s evolution and character of the townscape can be found in the 2010 South Bucks Townscape Character Study (Part One: Desk-based Assessment)

Townscape Values

3.10.10 Based on the feedback from the stakeholder workshops held in February 2017, the key townscape characteristics and special qualities valued by the local community can be summarised as follows:

- Street trees and the open, leafy aspect of roads and green verges and surrounding ancient woodland
- Layout, style and architecture
- ‘Original’ garden village concept
- Shops
- Open spaces, golf course and remaining vestiges of the estate

Areas with Potential for Change

3.10.11 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- Thorney Lane Industrial Estate and Land to East, Iver
- Iver Delivery Office, 2 Bathurst Walk
- 1 Old Slade Farm, 41 Old Slade Lane

3.10.12 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.10.13 In addition, the following have been identified as issues with particular potential for change:

- Parking in residential streets
- Reduce HGV movements where possible
- The Tower Arms junction area has the potential to be improved to help create a stronger sense of arrival

3.10.14 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.

Areas of Special Character

3.10.15 The following residential areas have been identified as Areas of Special Character (see **Figure 3.10c**):

- The Ridings

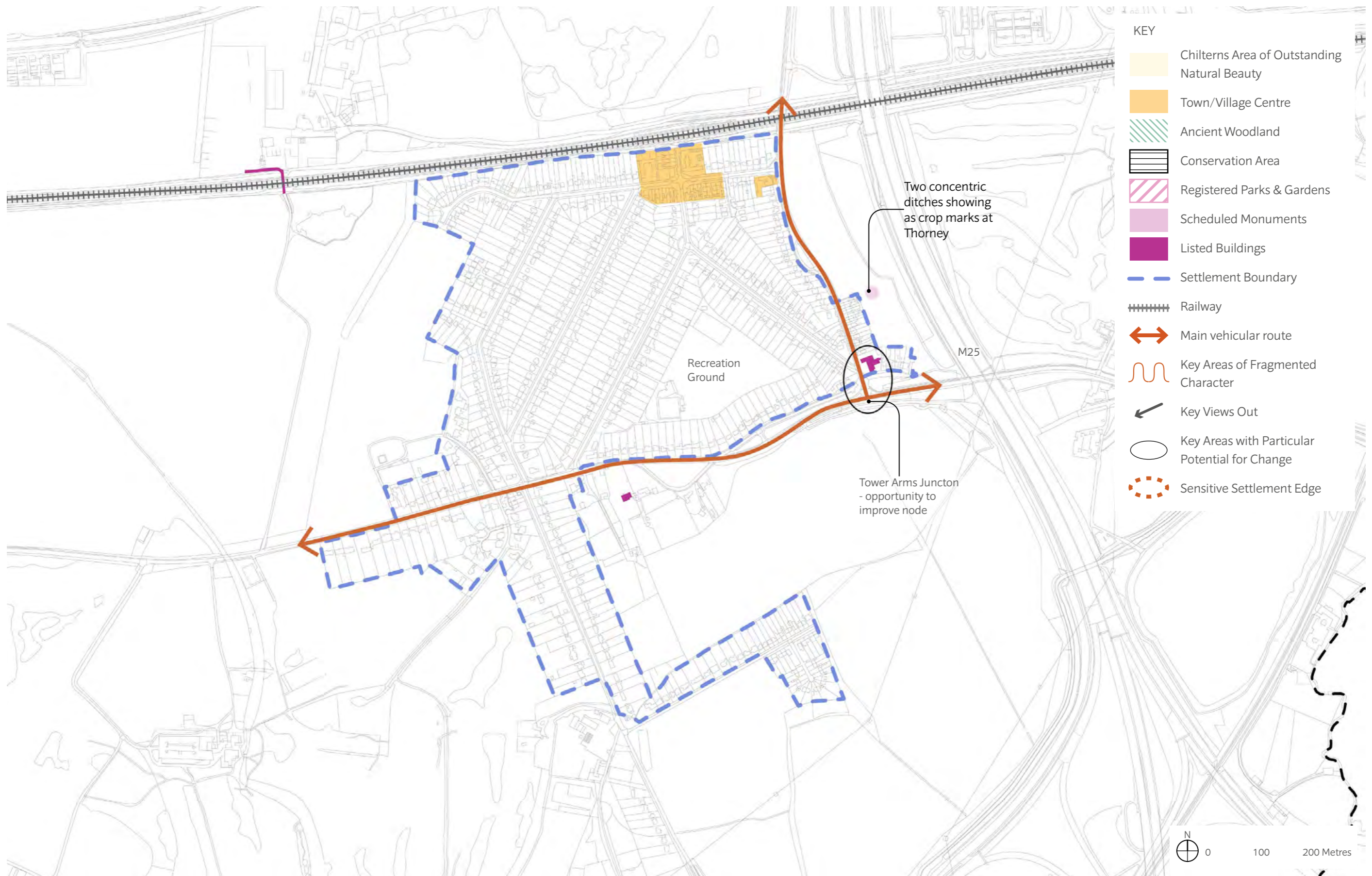


Figure 3.10a - Richings Park: Character Analysis

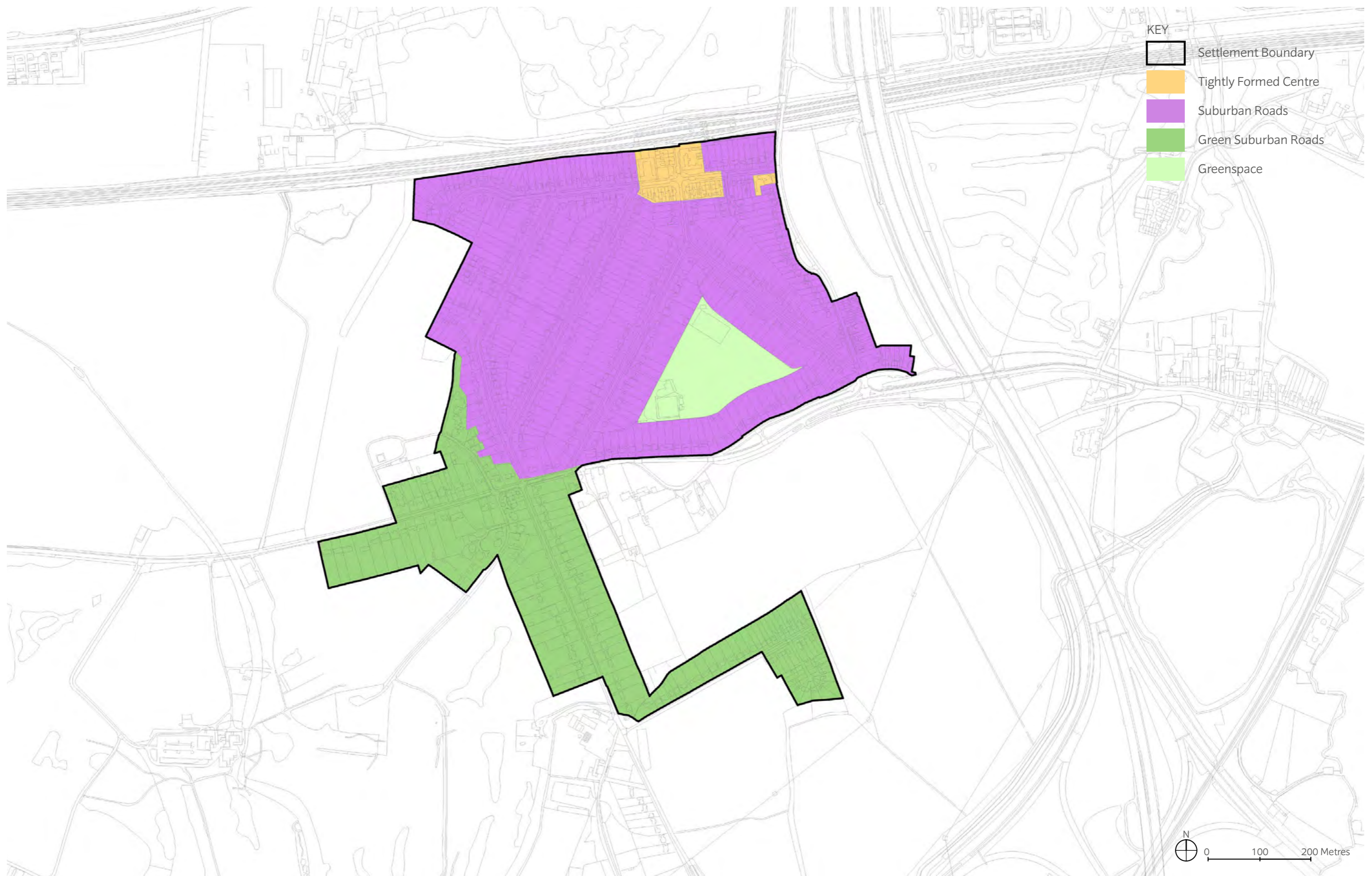


Figure 3.10a - Richings Park: Character Typology

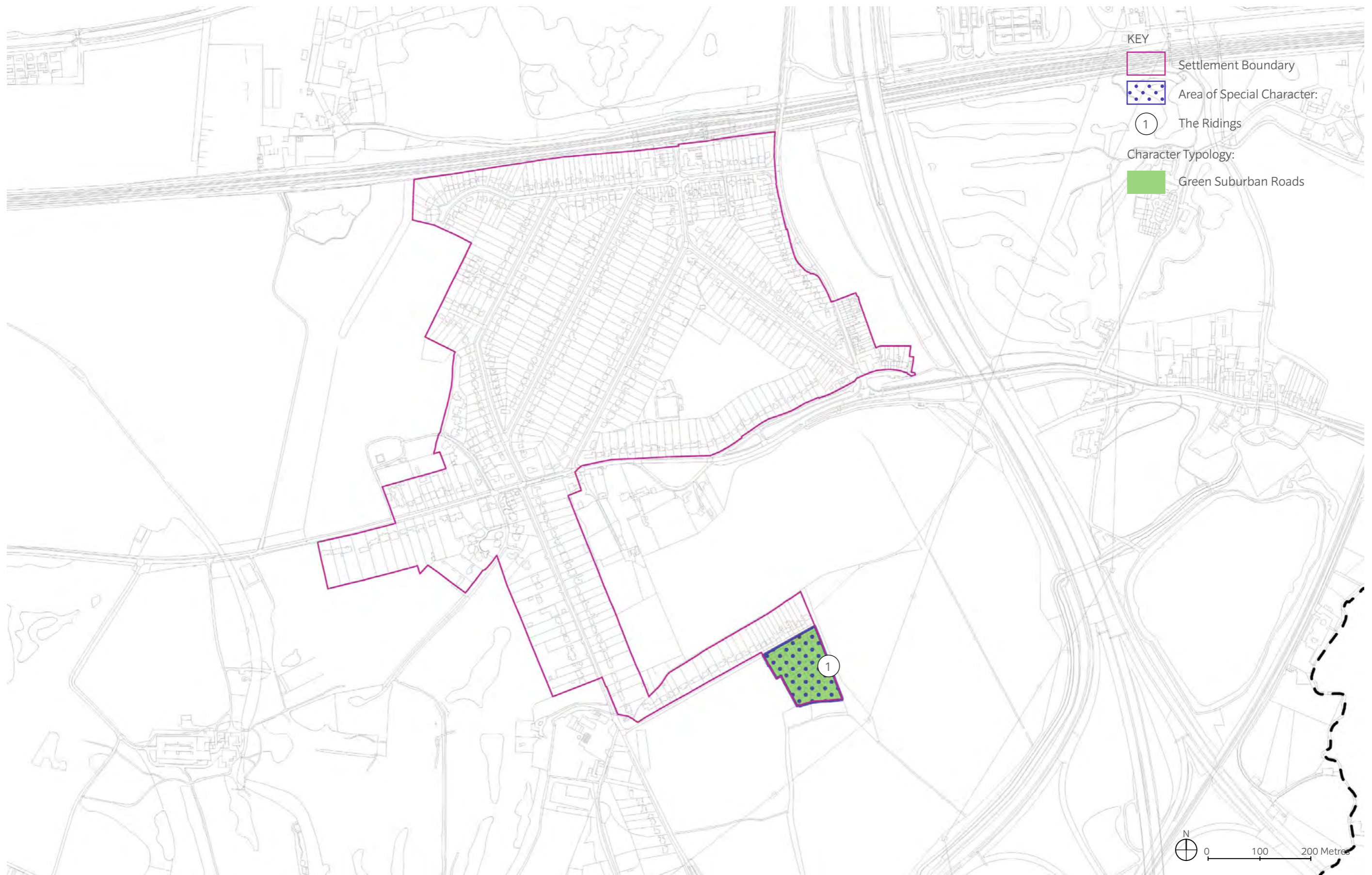


Figure 3.10c - Richings Park: Areas of Special Character

The Ridings, Richings Park

- 3.10.16 This area is a small distinctive pocket of houses at the edge of Richings Park. It is bordered on one edge by mature woodland and by an open field along the other.
- 3.10.17 It is a unique and distinct group of houses that are exceptional to this area. A majority of Richings Park was built in the 1920s. It was conceived as a garden village and was delivered by a single developer. This developer went into liquidation in the 1930's. The receiver sold off some of the remaining parcels of land - one of which was The Ridings. For this reason it has a different character from the remainder of the village.
- 3.10.18 The Ridings is formed of a cluster of two storey detached and semi-detached houses- some of which were built with thatched roofs.
- 3.10.19 Houses are laid out formally around a simple access road with no pavements or road markings. The layout is inward looking and there is a sense of enclosure created by high ever green hedges.
- 3.10.20 There is a consistent material palette of white render, Tudor style black painted timber finishes and some use of red brick.
- 3.10.21 The roofs are consistently hipped or half-hipped.

Summary/Justification

- 3.10.22 This area has been identified as an Area of Special Character due to its high quality townscape. It is considered particularly vulnerable to change as a result of its distinctiveness, historic background and largely consistent architectural approach (including distinctive roof forms).



3.11 New Denham and Willowbank

Location

3.11.1 New Denham and Willowbank are situated at the eastern edge of the district, to the south of Denham Green and northeast of Iver Heath (see **Figure 1.1**). To the east of Willowbank, the gently meandering corridor of the River Colne provides separation from the large settlement of Uxbridge, whilst a tributary of the river and the A4020 road corridor divide New Denham and Willowbank. This road corridor runs northwest- southeast through the settlements and connects with Denham to the north and Uxbridge to the south.

History

3.11.2 New Denham grew along the road linking Uxbridge to the A40 and beyond. Settlement started around the ancient mill next to the Colne. It was home to a London Transport Green Line coach depot until its redevelopment for offices during the 1980s, and to various other commercial premises. There is a limited local centre with very few local shops.

3.11.3 By 1932 terraced accommodation had developed along much of Newtown Road, and bungalow accommodation had been developed at Ash Green.

3.11.4 The Willowbank area had been laid out for individual development, much of it bungalows. The area is detached from the remainder of New Denham – being effectively an island between river and canal. It has its own character.

3.11.5 Uxbridge Business Park was developed in 2003. It is set within 17 acres of the former Sanderson Wallpaper Factory located between the village and Uxbridge. It consists of a number of high quality office pavilions set within a formally landscaped setting.

Character

3.11.6 Today, the town is structured around the village centre, with residential development to the west and east, and the Grand Union Canal defining the eastern edge of the residential area of the settlement. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to New Denham and Willowbank as a whole (see **Figure 3.11a**). These are:

- A number of historic, listed buildings (several of which are within a Conservation Area); and
- The course of the River Colne and Grand Union Canal at the southern and eastern edges of the settlement.

3.11.7 The following character typologies have been identified in New Denham and Willowbank (see **Figure 3.11b**):

- Tightly Formed Centre
- Inconsistent Suburban
- Apartments
- Suburban Roads
- Out of Town Commercial

3.11.8 The characteristics of the above typologies are described in **Section 4.0**.



Areas with Potential for Change

3.11.9 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- Land South West of Willow Avenue, Denham
- 1 River Court, 50 Oxford Road

3.11.10 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.11.11 In addition, the following have been identified as issues with particular potential for change (see **Figure 3.11a**):

- The frontages onto Oxford Road are fragmented and show little coherence, comprising a variety of uses and buildings, most of which sit separately within their plot. This is an important gateway into the District and a more coherent and higher quality townscape would benefit the area as a whole.

3.11.12 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.

Areas of Special Character

3.11.13 No areas have been identified as Areas of Special Character in New Denham and Willowbank.

Further details about the history of the settlement's evolution and character of the townscape can be found in the 2010 South Bucks Townscape Character Study (Part One: Desk-based Assessment)



Figure 3.11a - New Denham & Willowbank: Character Analysis

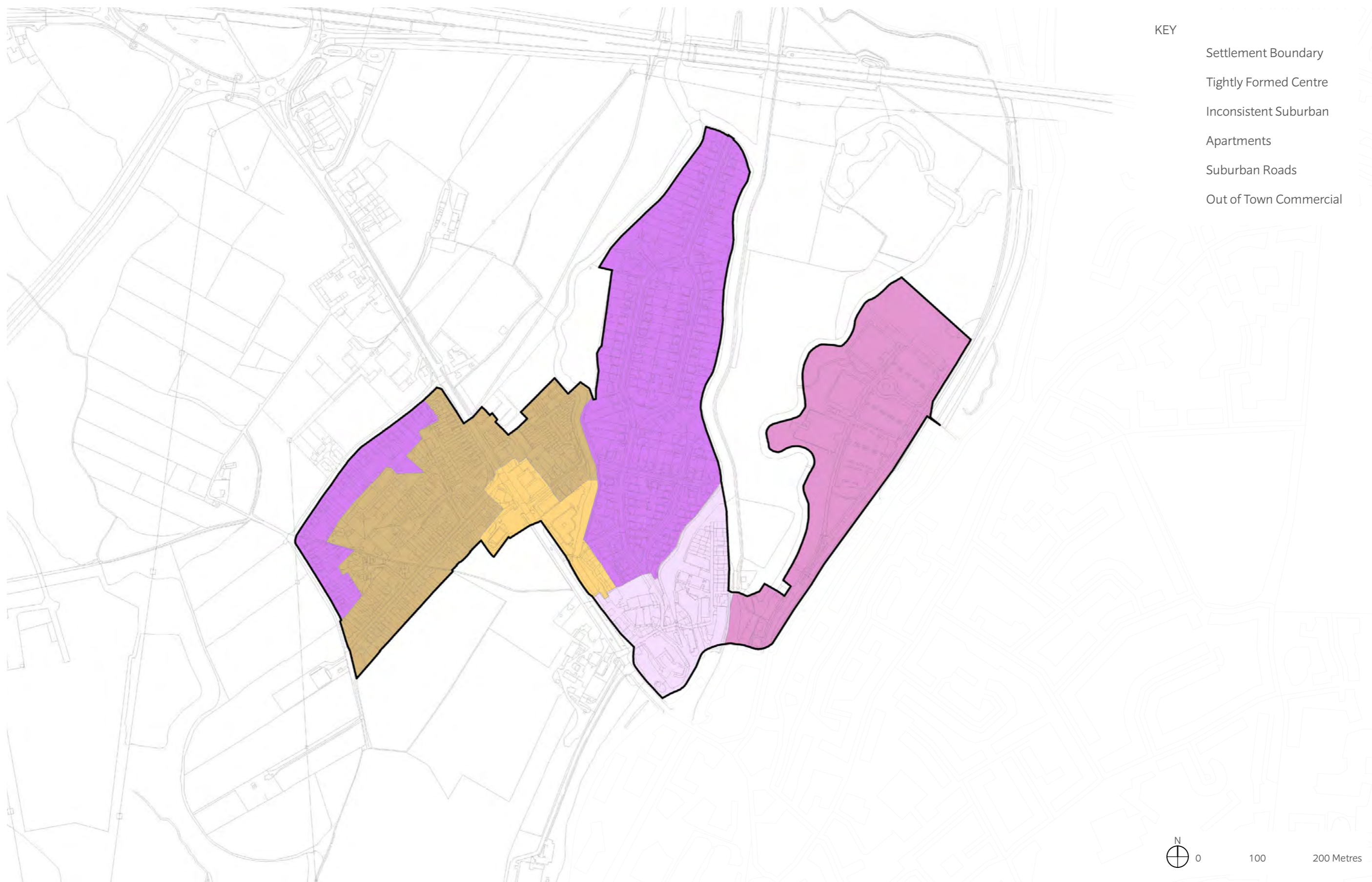


Figure 3.11b - New Denham & Willowbank: Character Typology

3.12 Taplow Riverside

Location

3.12.1 The settlement of Taplow Riverside lies in the south of South Bucks District (see **Figure 1.1**). It is a small area of settlement directly adjacent to the River Thames between the A4 road and the railway.

History

3.12.2 The River Thames acted as a movement corridor over the centuries and provided a convenient and valuable fishing ground as well as a communication route. In 1086 the Domesday Book entry for Taplow shows a well-favoured place with a fishery, woodland supporting 700 pigs, plough-land and meadow.

3.12.3 Taplow Riverside as it appears today predominantly developed after the arrival of the railway, which lies to the south of the settlement, providing stations at Maidenhead to the west and Taplow to the east, with the first Taplow station opening in 1838.

3.12.4 Properties were present facing the river and adjacent to the Maidenhead Bridge during the early part of the 20th century, some of these are still in evidence, such as the 1890s house in River Road.

3.12.5 Ellington Road forms a loop joining River Road to Bath Road. The name Ellington is derived from the ancient name of Maidenhead, known until the 13th century as South Elintone. Many of the properties along this road were built during the late Victorian/Edwardian period, with the primary exception being the distinctive flats at the western end of Ellington Road and along River Road, which were built in the 1930s. The modern flats at Bridge Court replaced two late Victorian houses

Character

3.12.6 Today, the settlement is structured around Ellington Road, the A4 (Bath Road) and River Road. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Taplow Riverside as a whole (see **Figure 3.12a**). These are:

- Numerous historic buildings (most of which are situated within the Taplow Riverside Conservation Area)
- Distinctive examples of Victorian and Edwardian middle class development, displaying the typical style of black or white half-timbering (often highly patterned), pebbledash (usually left unpainted), tile-hung elevations – plain or shaped, often in a scalloped pattern, ornate brick chimneys and moulded bricks. Timber was also used to make elaborate porches and balconies.

- Areas of semi-rural ‘green’ streetscape character, and mature trees in rear gardens and along boundaries
- Historic landmark feature buildings, such as the Red Roofs building at the junction of Ellington and Bath Roads
- Views out along and across the River Thames

3.12.7 The following character typologies have been identified in Taplow Riverside (see **Figure 3.12b**):

- Inconsistent Suburban
- Green Suburban Roads
- Apartments
- Park Edge

3.12.8 The characteristics of the above typologies are described in **Section 4.0**.



River Road, Taplow Riverside

Areas with Potential for Change

3.12.9 The following have been identified as areas with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017):

- 5 Mill Lane, (St Regis Paper Mill And Adj Land Including Skindles Hotel Site)
- 2 Gas Holder Station, Mill Lane

3.12.10 Any proposals for these sites should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.12.11 In addition, the following have been identified as issues with particular potential for change:

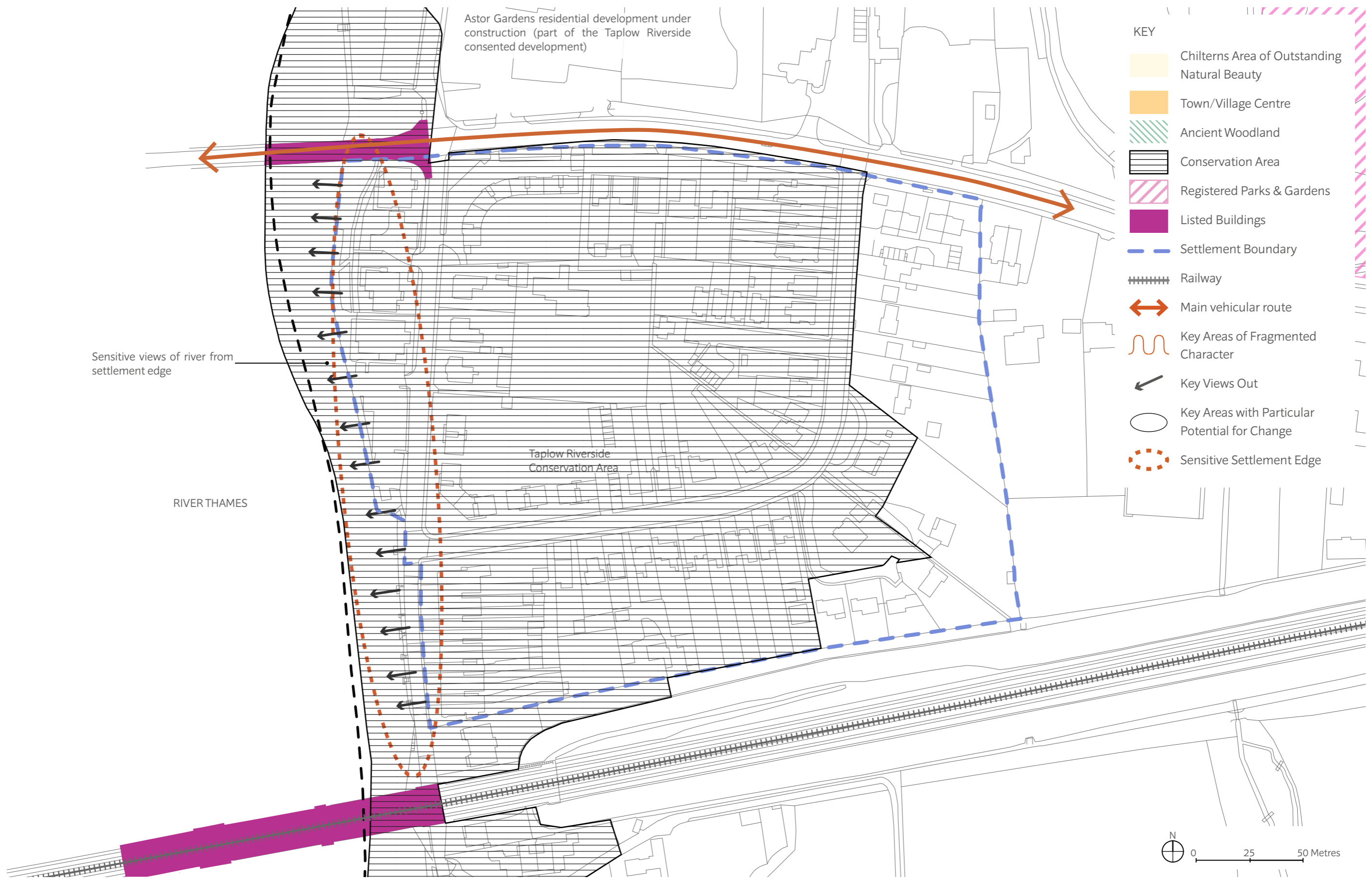
- High close-board fencing is used in places, which is noted as not being in keeping with the wider character of the area, especially when used for boundaries within the public realm and not masked by vegetation.

3.12.12 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.

Areas of Special Character

3.12.13 No areas have been identified as Areas of Special Character in Taplow Riverside.

Further details about the history of the settlement’s evolution and character of the townscape can be found in the 2007 Taplow Riverside Conservation Area Character Appraisal



- KEY**
- Chilterns Area of Outstanding Natural Beauty
 - Town/Village Centre
 - Ancient Woodland
 - Conservation Area
 - Registered Parks & Gardens
 - Listed Buildings
 - Settlement Boundary
 - Sensitive Settlement Edge
 - Railway
 - Main vehicular route
 - Key Areas of Fragmented Character
 - Key Views Out
 - Key Areas with Particular Potential for Change
 - Sensitive Settlement Edge

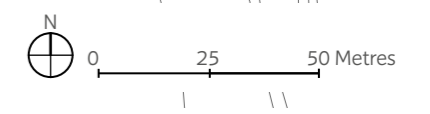


Figure 3.12a - Taplow Riverside: Character Analysis

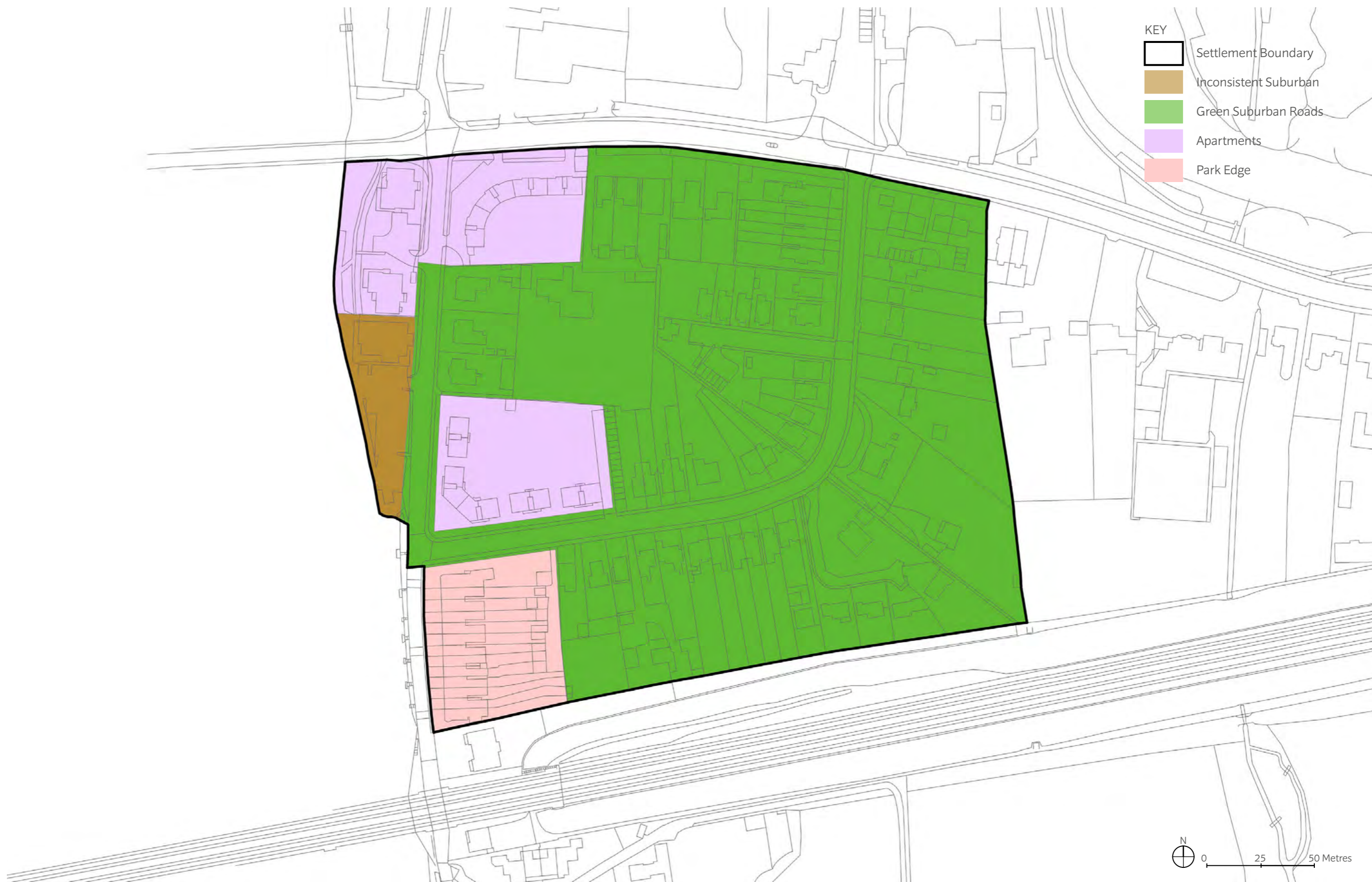


Figure 3.12b - Taplow Riverside: Character Typology

3.13 Denham

Location

3.13.1 The settlement of Denham lies in the south east of South Bucks District (see **Figure 1.1**). Denham is situated within the valley floor of the River Misbourne, a relatively narrow valley that dissects the surrounding higher chalk plateau. The historic part of the settlement is situated to the north of the river, with the more recently developed part to the south.

History

3.13.2 Denham is recorded in the Domesday Book (1086 AD). Not long before the Norman Conquest Denham came into the ownership of Westminster Abbey in whose possession it remained throughout the Middle Ages. During the post-medieval period Denham did not grow much beyond its medieval extent. The most significant development occurred in the 17th century with the construction of the park and garden of Denham Place on what is thought to be the site of the medieval manor house. In the 18th century the creation of a turnpike along the Oxford Road failed to stimulate its economy and also bypassed by the Great Western railway in the 19th century.

3.13.3 Denham experienced only modest growth in the twentieth century. The majority of development is located to the south of the river Misbourne away from Denham's historic core. As a consequence the village has been relatively unaffected by the encroachment of modern development and is regarded as one of the most picturesque in the county.



Character

3.13.4 Today, the village is structured in two quite distinct parts, the historic core in the north and the area of later, 20th century development in the south. This character study is focussed on the 20th century area in the south. Overlapping the character typologies identified in this study are particular townscape nodes, topographical and landscape features, open spaces and views that add further distinctiveness to Denham as a whole (see **Figure 3.13a**). These are:

- Historic, listed buildings including Denham First School, and Denham Methodist Church
- The adjacent Denham Conservation Area, which includes the historic core of the settlement
- The Village Hall in the north west, and Public House in the centre of the village
- Areas of semi-rural 'green' streetscape character, and mature trees in rear gardens and along boundaries
- Way and Tillard Recreation Ground (Denham), with cricket ground, bowls green and play area

3.13.5 The following character typologies have been identified in Denham (see **Figure 3.13b**):

- Out of Town Commercial
- Inconsistent Suburban
- Open Plan Suburban
- Formal Suburban
- Suburban Roads
- Green Suburban Roads
- Woodland Roads
- Greenspace

3.13.6 The characteristics of the above typologies are described in **Section 4.0**.

Areas with Potential for Change

3.13.7 No areas have been identified with particular potential for change (based on currently unimplemented development sites identified in the Chiltern District Council and South Bucks District Council Draft Housing and Economic Land Availability Assessment Update, May 2017).

3.13.8 Any proposals for this settlement should take regard of the characteristics of the area they are located in as well as the surrounding context.

3.13.9 In addition, the following have been identified as issues with particular potential for change:

- There are high levels of on-street parking in parts of the settlement, particularly in the south east at Priory Close, where central greenspaces are also utilised for parking.

3.13.10 These areas have the potential to be improved in terms of their quality and positive contribution to the overall quality of the character area they sit within.

Areas of Special Character

3.13.11 The following residential areas have been identified as Areas of Special Character (see **Figure 3.13c**):

- Ashmead Lane



Further details about the history of the settlement's evolution and character of the townscape can be found in the 2014 Buckinghamshire & Milton Keynes Historic Towns Project - From Markets to Metroland

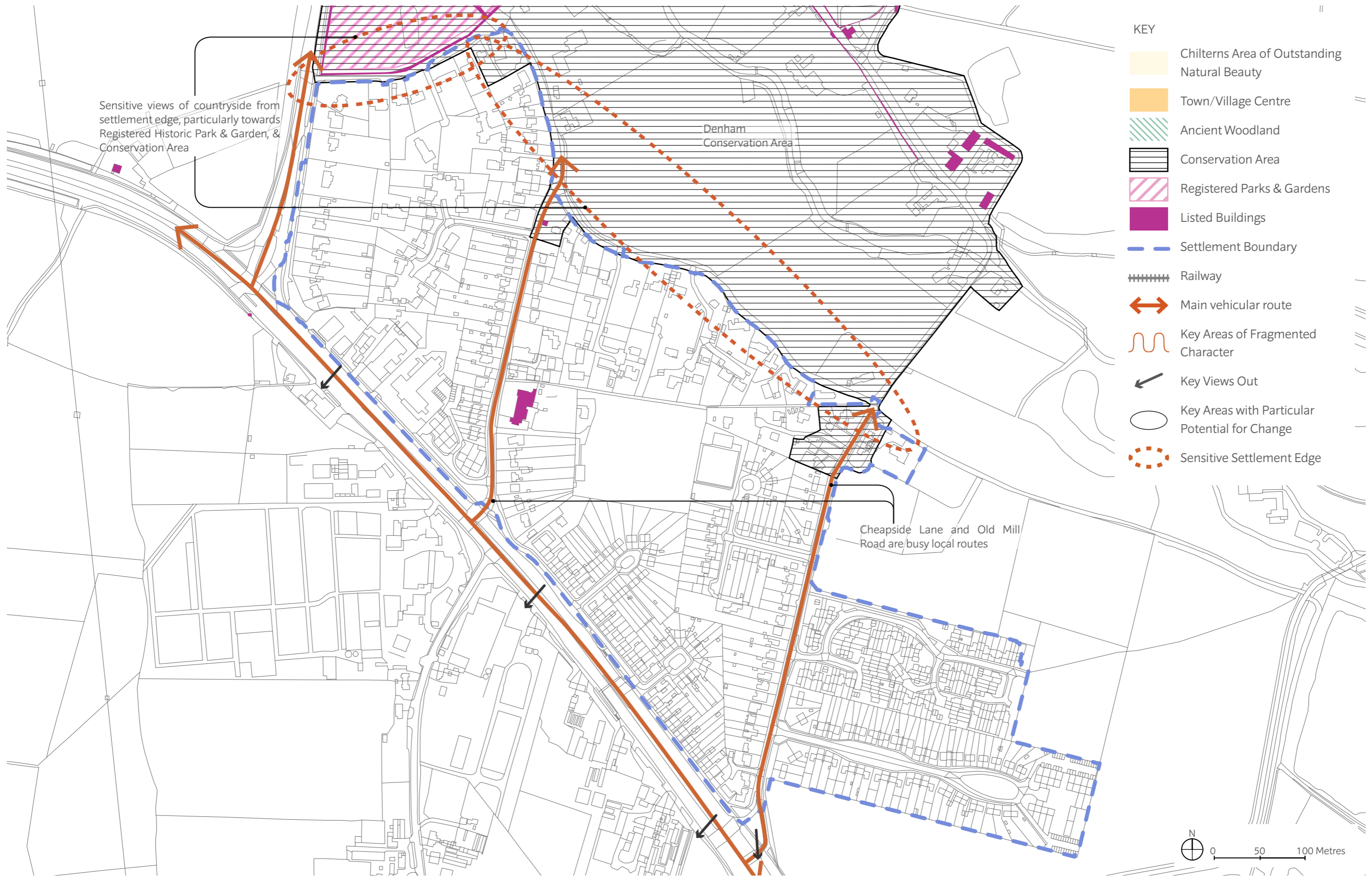


Figure 3.13a - Denham: Character Analysis

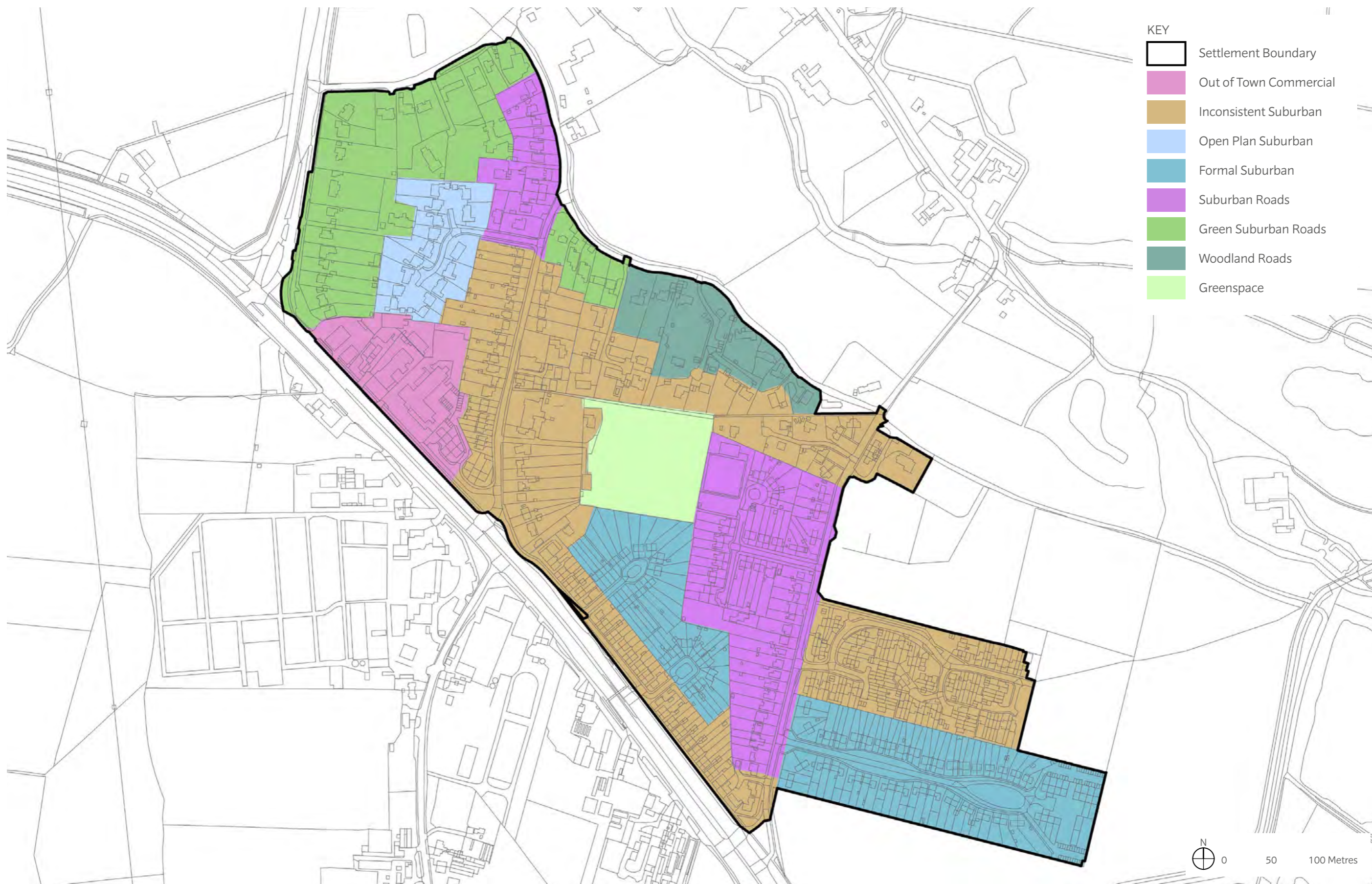


Figure 3.13b - Denham: Character Typology

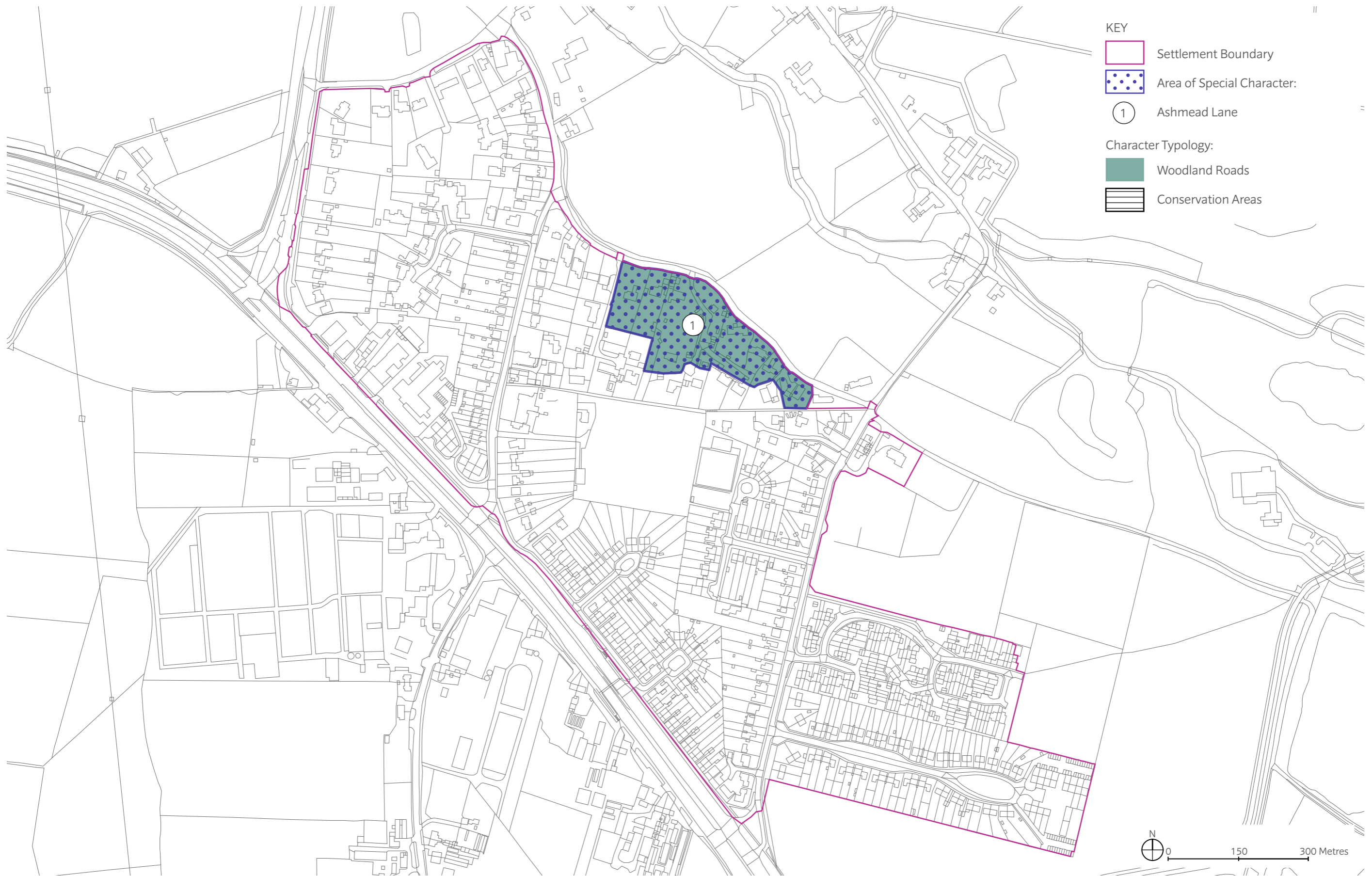


Figure 3.13c - Denham: Areas of Special Character

1. Ashmead Lane Area of Special Character

- 3.13.12 The Ashmead Lane Area of Special Character (ASC) is located in the centre of Denham. It is a quality example of the 'Woodland Roads' character typology, and is well preserved and maintained (see **Figure 3.13c**). It comprises a short stretch of Ashmead Lane.
- 3.13.13 Ashmead Lane is a narrow road heavily enclosed by vegetation, and has very little traffic.
- 3.13.14 Housing predominantly comprises large, detached properties built in a variety of styles and set within large, secluded gardens. Consistency is created by the streetscape character of mature trees, high boundary hedges and walls. Mature trees within front gardens and many trees/hedgerows lining the road corridors contribute to a semi-rural, 'green' streetscape character, which is mostly not visually dominated by the adjacent built form. Houses, in some cases located deep within their plot, can only be glimpsed through gates and gaps in boundary hedges. The main exception to this is Old Ashmead, a large property set close to, and at an angle to the road. The trees make a substantial contribution to the character and sense of enclosure of the ASC.
- 3.13.15 The character of the ASC is weakened in places by the use of hard surfaces in front gardens, hard boundary treatments and buildings located closer to the boundary and limiting the space for landscape to fully mature.

Summary/Justification

- 3.13.16 This area has been identified as an Area of Special Character due to its high quality townscape. It is considered particularly vulnerable to change as a result of its distinctive low density pattern of detached houses with a variety of architectural styles set within large garden plots associated with mature vegetation, fronting onto the well-treed green streetscape.



Ashmead Lane Area of Special Character



Ashmead Lane Area of Special Character