

## 4.0 PLANNING AND DESIGN PRINCIPLES

### 4.1 Introduction

4.1.1 Informed by the assessments of each settlement's townscape character in **Sections 2.0 and 3.0**, planning and design principles are provided for each townscape character type as listed below:

- Tightly formed centres;
- Clustered centres;
- Woodland roads;
- Green suburban roads;
- Suburban roads;
- Open plan suburban;
- Formal suburban;
- Inconsistent suburban;
- Park edge;
- Town centre fringes;
- Out of town commercial; and
- Apartments

4.1.2 These principles are intended to provide guidance for decision-making by the local planning authority and to assist applicants in formulating development proposals.

4.1.3 This section outlines the characteristics, threats and planning/design principles for each of the identified character types.

## 4.2 Tightly Formed Centres

4.2.1 This refers to central areas within settlements where significant commercial activity and public services are located. Use is predominantly commercial with some elements of residential (see **Figure 4.1**).

4.2.2 The following characteristics of this typology have been identified:

### Townscape

- Centres are sited along a main road (current or former busy traffic thoroughfare). Often these are historical routes around which the town has developed.
- Buildings are aligned parallel to the road and set at the edge of the pavement.
- Plots are generally long and deep and there is a vertical rhythm to the street frontage.
- Buildings are generally narrow fronted and form a continuous built up frontage. This gives these roads a sense of enclosure.
- Building lines are consistent.

### Built Form

- Beaconsfield New Town, Iver Village, Farnham, Denham, Gerrards Cross and Chesham contain large, tightly spaced buildings. They are significantly deeper in plan than residential buildings and may go up to 4 storeys in height (including at Beaconsfield and Gerrards Cross). There are a variety of architectural styles and forms. This reflects the growth and change of the town centres over time.
- Beaconsfield Old Town, Burnham, Great Missenden, Chalfont St. Giles and Amersham Old Town are historic in character. Buildings are closer to the domestic scale and generally two storeys in height. Buildings are similar in form with pitched roofs and very simple palettes of materials. Frontages are predominantly continuous.

### Landscape Character and Vegetation

- Roads are defined by buildings with little landscaping or street trees.
- Where centres do include planting, such as Richings Park and Beaconsfield Old Town, it forms an important part of the character.

### Hard Landscape

- Wide roads with pavements on both sides
- Parking is provided on street or in dedicated car parks.

### Boundary Treatments

- There are no boundary treatments and most buildings sit directly at the edge of the pavement.



Figure 4.1 Character Type A: Typical Tightly Formed Centres

### Threats to Character

The above characteristics can be threatened or diluted by the following:

- Road clutter such as guard rails, signposts and incoherent shopfront design can result in a messy appearance.
- Buildings with large footprints may upset existing vertical rhythm of building frontages.
- Dominance of cars and heavy traffic.
- Inconsistent and poorly maintained hard landscaping.
- Reduction in activity due to change of use and loss of commercial units.
- Excess car parking on street can dominate the streetscape. Likewise large car parks, such as those serving supermarkets, create voids in the urban fabric, often pushing active frontages away from the street edge.



### Planning and Design Principles: Tightly Formed Centres

- Any future development or redevelopment should follow the pattern of the existing townscape. This should include consistent building lines with buildings aligned parallel to the road and set at or close to the edge of the pavement.
- Building heights must relate well to the predominant heights in each area.
- Any existing street planting should be maintained and enhanced where possible.
- Development should reflect the existing plot pattern and vertical rhythms of the townscape.
- Car parking provision should be carefully considered to avoid dominating the streetscape.
- Open air car parks should be carefully integrated into the townscape, avoiding the creation of areas of inactive frontage along street edges.
- Shop frontages should be carefully designed. Height, depth, colour and materials should be carefully chosen to create a coherent appearance along streets.
- Street clutter such as guard rails, sandwich boards and excess road signage should be avoided.
- The design of the public realm should be uniform and should adopt a limited number of materials and finishes.
- New Denham and Willowbank has a particularly eroded version of a tightly formed centre. Large buildings such as filling stations and car garages are set back within large areas of hard landscape. This centre is built along a busy road lined with two and three storey buildings. There is a very low sense of enclosure of the street. This could be improved by positioning buildings closer to the edge of the road and/or the construction of taller buildings.
- Public realm improvements along the length of the centre would improve appearance and give a stronger identity to the area.
- Farnham Royal has a very small centre focused around the village green. Its sense of identity is diluted by busy traffic. Traffic calming between shops and the village green would create a stronger connection between the two.

- Traffic calming should also be considered in Beaconsfield Old Town, which is dominated by heavy vehicle movements.
- The centre of Denham is dominated by heavy traffic along North Orbital Road, Buildings are set back at some distance to the carriageway and there is little sense of enclosure of the road. New development, either positioned closer to the road or taller buildings than at present may be appropriate due to the width of the road and the urban scale of the developments along it.
- The village centre in Richings Park is particularly well preserved with most shops having their original shopfront designs. There is great continuity between the buildings that give the centre a clear identity. This must be preserved.



### 4.3 Clustered Centres

4.3.1 This refers to small areas of commercial or community activity. These can be found in Iver Heath, Stoke Poges and Holmer Green. Unlike the previous category, these centres are restricted to a handful of buildings that may or may not have a physical relationship with each other. These centres are not well defined. Stand alone buildings such as pubs and schools are interspersed with dwellings. (see **Figure 4.2**).

4.3.2 The following characteristics of this typology have been identified:

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#### Townscape

- Clustered centres are generally located along main routes with high traffic volume.
- Little definition and fragmented townscape.
- No spatial coherence, with buildings set in individual plots, with little relationship between each other.
- Shops are located in small blocks and occupied by local retailers.
- Routes are often wide with buildings set back from the roads, with little enclosure created by the buildings.

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#### Built Form

- Building heights vary, predominantly between 1 and 2 storeys.
- No consistent style of building - both residential and commercial architecture is varied.
- Stand alone buildings, set within individual plots.

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#### Landscape Character and Vegetation

- Green, leafy streetscape dominated by mature trees, grass verges and planted front gardens - roads feel enclosed by trees rather than buildings.

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#### Hard Landscape

- Wide roads with pavements on both sides.
- Pavements may be separated from roads by grass verges.

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#### Boundary Treatments

- Variety of boundary treatments.



Figure 4.2 Character Type B: Typical Clustered Centres

### Threats to Character

The above characteristics can be threatened or diluted by the following:

- The loss of trees and soft landscaping, especially to boundary treatments and front gardens
- Excessive traffic, particularly HGVs
- Closure of retail units.

### Planning and Design Principles: Clustered Centres

- Creating a more continuous frontage with buildings set closer to the edge of the pavement could create a stronger sense of enclosure to the road and would make these centres easier to identify. This could be limited to certain focal points or public buildings to highlight their presence.
- In Stoke Poges, there is already a small well defined area on Rogers Lane around the junction with Duffield Lane. Here, buildings are set directly on or only a short distance from the road. This creates a village centre character and a natural focal point for the settlement. New development could follow the principles adopted here to create other focal points along the remainder of Rogers Lane. Between focal points the mature trees and landscape character could be retained. A similar strategy could be adopted in Iver Heath.
- Creating consistency in the design of the public realm designs would help create an identity.
- Traffic impact of any new development should be carefully considered and any significant increase in traffic flow, especially HGVs, should be avoided and managed where possible.



## 4.4 Woodland Roads

4.4.1 Woodland roads are characterised by their landscape quality and high sensitivity due to the pattern of large plots, mature vegetation, and wooded townscape character (see **Figure 4.3**). These areas are often located close to the edge of settlements.

4.4.2 The following characteristics of this typology have been identified:

### Townscape

- Large, detached houses set within large plots.
- Long and gently winding roads are generally part of a connected block pattern. These roads are quiet with little through traffic.
- Houses are typically set back well within their plots.
- Fairly regular pattern of plot width and length.
- Houses are set amongst woodland landscape creating a high sense of enclosure to the road.
- Houses are generously spaced with room for vegetation between building and boundary.
- Houses are informally arranged with no consistent alignment. More uniform building lines exist along main roads.
- When located at the edge of a settlement they are often placed on one side of a road with mature woodland running along the other. This creates a soft edge to the settlement.

### Built Form

- Built form is subservient to the landscape character
- Range of individual architect designed houses of varied architectural styles, materials and detailing, and generally an asymmetrical, informal architectural composition.
- Generally 2 storeys (sometimes with the upper storey partly or fully within the roof space).
- Older houses are well integrated into the topography without the use of retaining walls.
- Garages are often separated from the buildings, to the side or in front of the main house.

### Landscape Character and Vegetation

- Mature woodland and hedges are extremely important to the character, especially where areas fall within or near SSSI designations.
- Tall mature vegetation and trees in front gardens create privacy, with most houses only glimpsed behind lush planting.
- Often have backdrop or views to the surrounding rural or woodland landscape. This is especially important to the character of areas that face or back on to AONB, Ancient Woodland or SSSI designated land.
- Typically no two buildings can be seen together - they are separated by landscape.
- The landscape is semi-natural with buildings forming around existing trees and woodland.

### Hard Landscape

- Roads often have no pavement or simple narrow pavements along both sides of the road.
- Very few highway markings.

### Boundary Treatments

- Tall well maintained hedgerows are the dominant boundary treatment.
- Typically houses are accessed by driveways, often surfaced in gravel.



Figure 4.3 Character Type C: Typical Woodland Roads

### Threats to Character

The above characteristics can be threatened or diluted by the following:

- A level of homogeneity in style of new buildings that fails to contribute to the diversity of architecture.
- New dwellings do not relate well to the existing topography, using retaining walls rather than working with existing levels.
- New dwellings have hard surfaced front gardens - this diminishes the green landscape character of this typology.
- 2 storey buildings with a large area of additional accommodation in the roof and/or undercroft parking appear out of scale with the surroundings
- Use of high, hard boundary treatments such as walls and railings.
- Buildings are too close together or too near boundaries, giving less space for landscape.
- Symmetrical, formal design of new houses, i.e. three bays with central portico.



### Planning and Design Principles: Woodland Roads

- Retain woodland character by retaining trees and hedgerows around buildings and in backdrop and views to and from homes
- Allow enough space on plot for new landscape to mature.
- Retain existing plot ratios and rhythm.
- Front gardens should generally be planted, not hard landscaped.
- Building heights should be limited to two storeys (including accommodation in the roof).
- Where boundary treatments are tall enough to require planning permission, they should avoid use of hard materials such as walls and railings. If railings are constructed they should be placed with hedges.
- Buildings should relate well to topography and avoid the use of retaining walls.
- A variety of architectural styles should be encouraged.
- Conserve roadside treatment and avoid over engineered highway design and road markings.
- Where areas are located around edges of settlements, preserve them as a soft green edge.



## 4.5 Green Suburban Roads

4.5.1 This typology refers to areas characterised by plots arranged in a regular manner with a strong landscape character (see **Figure 4.4**).

4.5.2 The following characteristics of this typology have been identified:

### Townscape

- Large, predominantly detached houses set in large plots.
- Plots are typically regular in width and pattern.
- Roads are relatively quiet with little through traffic.
- Houses are generally arranged parallel to the roads with slightly staggered building line.
- Houses are set behind medium to large front gardens.
- Gaps between houses are fairly consistent and often contain planting such as trees and hedges.
- There is generally limited on-street parking in these areas, however, in places there is some commuter parking on streets, such as near Beaconsfield Station.
- This typology includes some distinctive areas of townscape, such as the area around St. Michaels Green in Beaconsfield, formed around an open green space in front of the listed St Michaels Church. This more formal arrangement is continued with the composition of Wilton Crescent which gently curves around Beaconsfield Tennis Club creating a well defined space for recreation.

### Built Form

- Along some roads the architectural style and materials is generally homogeneous.
- Other areas such as the Gregories Road area in Beaconsfield have individually designed houses with little homogeneity.
- Simple building forms, generally 2 storeys, often one storey and inhabited roof space.
- Buildings and landscape are of equal importance in this character typology.

### Landscape Character and Vegetation

- Roads have a green, leafy character due to mature landscape and hedgerows that line the road corridor.
- In most areas there is a green backdrop to houses due to planting in back gardens.
- Some areas have a mature woodland backdrop.
- Landscaping is well designed & generally well maintained.
- Plots have medium to large front gardens with soft landscaping
- Some roads contain formal tree planting along the edge of the road

### Hard Landscape

- Roads have pavements either side often including a grass verge.
- There are a few examples where pavements are not present, however, these are relatively unusual.

### Boundary Treatments

- Well maintained hedgerows are the dominant boundary treatment.
- Boundary treatments are generally not tall enough to hide buildings from the road - buildings are generally visible at first floor level from the road.



Figure 4.4 Character Type D: Typical Green Suburban Roads



### Threats to Character

The above characteristics can be threatened or diluted by the following:

- New dwellings have hard landscaped front gardens and hard boundary treatments - reducing the landscape character.
- Buildings that are spaced close together, not allowing sufficient space for tree planting and so reducing the landscape character
- Newer houses often have two storeys with large areas of additional accommodation in the roof. The houses tend to appear bulky compared to the existing character. This is exaggerated in some flatted developments that do not follow established building rhythms
- Use of hard boundary treatments such as high walls, or, metal railings



### Planning and Design Principles: Green Suburban Roads

- Building heights should be limited to two storeys - this includes development in the roof space.
- Maintain existing building lines, set backs and plot ratios.
- Maintain existing mature trees and hedgerows within plots, streets and surrounding backdrop - especially in areas around the edges of settlements or near AONB, SSSI and Ancient Woodland designations
- Maintain rhythm and spacing of housing and avoid developing houses which are placed too close together.
- Grass verges and street planting should be retained.
- Where boundary treatments are tall enough to require planning permission, they should avoid use of hard materials such as walls and railings. Railings with hedges or low walls with hedges may be acceptable.
- Garages should be placed in line with buildings or behind properties, not at the front of the plot.
- New developments should have soft landscaped front gardens.
- Highway solutions and highway markings should be carefully considered and not over-engineered.
- Preserve the unique townscape and open spaces around St Michaels Church in Beaconsfield

## 4.6 Suburban Roads

4.6.1 These are defined by the buildings that line the roads rather than the landscape that surrounds them. They are dominated by hard surfaces and often contain smaller plots and a tighter urban grain than the previous two typologies (see **Figure 4.5**).

4.6.2 The following characteristics of this typology have been identified:

### Townscape

- Predominantly detached and semi-detached houses.
- Traditional examples of these roads are straight and formally laid out.
- Regular building lines and spacing between buildings.
- Buildings are predominantly arranged parallel to the roads and set behind medium sized front gardens.
- Plots are regular and consistent, with most boundaries perpendicular to the road.
- Car parking is mainly located on the plot in front of houses or in groups, with some on street parking.
- Garages are located in line with or behind properties - they do not usually sit in front of properties.
- New development is often formed around cul-de-sacs. Cul-de-sacs may be gently winding and have narrower roads and pavements. Building lines may be slightly staggered. These form exceptions to the overall pattern but are largely consistent with the character of the suburban road. However, each cul-de-sac has its own characteristics.

### Built Form

- Historically these roads may have been homogeneous in building style and or material. However, this has been eroded over time as new development occurred or as individual home owners changed the style of their dwellings.
- A general level of consistency still exists along individual roads, especially in more modern developments where original buildings have not been replaced.
- Simple building forms with pitched roofs.

- In some areas gables and dormers form a dominant characteristic
- Building heights predominantly vary between 1 and 2 storeys, and 1 storey buildings often have accommodation in the roof

### Landscape Character and Vegetation

- Front gardens are typically planted
- Some roads have formal tree planting - this forms an important part of the character
- There are few mature trees and houses rarely have a woodland backdrop

### Hard Landscape

- Roads usually have pavement on both sides of the carriageway.
- Busier roads may have highway markings

### Boundary Treatments

- General level of consistency in boundary treatments along individual roads.
- Boundary treatments are low in height allowing the building to be clearly visible from the road.



Figure 4.5 Character Type E: Typical Suburban Roads

### Threats to Character

The above characteristics can be threatened or diluted by the following:

- Irregular building lines.
- Soft landscaped front gardens are being removed to make way for parking spaces.
- Loss of boundary treatments.
- Introduction of high boundary treatments and gates.
- Development of semi-detached houses that creates visible differences between the two halves of the property.



### Planning and Design Principles: Suburban Roads

- Maintain consistent building line, building spacing and plot proportions.
- High boundary treatments that obscure buildings from the road should be avoided.
- Style and materiality of new buildings/extensions should be informed by existing buildings.
- Number of storeys should be consistent along individual roads.
- Parking should be carefully integrated into these areas so that gardens remain planted and hard landscaped frontages are avoided.
- Garages should continue to be placed behind the building line.
- Redevelopment of semi-detached houses must ensure coherence between the two halves of the property.



## 4.7 Open Plan Suburban

4.7.1 This refers to a distinct type of suburban development. It is characterised by its sense of space and openness with no boundary treatment between buildings and the roads. It is typical of late 1960s-1970s development. There are some earlier examples of this style of development, such as houses at Vine Road, Stoke Poges (see **Figure 4.6**).

4.7.2 The following characteristics of this typology have been identified:

### Townscape

- Medium sized, detached, semi-detached houses and small terraces.
- Curved roads meander around open green spaces and front gardens.
- Building lines are slightly staggered and buildings may be set at an angle to the street.
- Generally quiet roads with little through traffic.
- Groups of houses form the focus of views within the development, although there are few distinct landmarks.
- Uniform sized houses and plots.
- Car parking is provided on plot in the form of garages or drives. There is very little on street parking.
- There are some exceptions with a more uniform building line and more traditional roads such as Tilsworth Road area in Beaconsfield and St Huberts Close in Gerrards Cross.

### Built Form

- Distinct and consistent architectural style of buildings typical of the period.
- These tend to be one or two storey and have a consistent material palette - generally brick with timber boarding at upper levels. This is typical of the development of the 1960s and 70s.
- Simple building form - i.e. no dormers or bay windows, shallow pitched roofs. In the 1960s and 70s buildings often had asymmetric ridge lines such as Hampden Hill, Beaconsfield.
- Older examples such as Vine Road and Pinewood Close are built

of brick with simple slate pitched roofs. Vine Road is particularly distinctive in its architectural approach - single storey simple buildings with gables.

### Landscape Character and Vegetation

- Soft landscaping is prominent in this type of development with buildings often set in well maintained grassland that integrates footpaths and ornamental planting.
- There is always an open landscaped buffer between the houses and the roads. These are generally grassed verges or lawns.
- Little definition between private and public space.
- Open front gardens with lawns and ornamental planting that includes a large variety of well manicured, contrasting species.

- In some locations, a wooded backdrop adds a distinctive landscape setting for the housing. This especially important where development backs on to designated landscape area, for example houses on Vine Road, Stoke Poges back on to a SSSI.

### Hard Landscape

- Roads have pavements on both sides and few highway markings.

### Boundary Treatments

- There are no boundary treatments, creating a sense of openness.



Figure 4.6 Character Type F: Typical Open Plan Suburban

### Threats to Character

The above characteristics can be threatened or diluted by the following:

- Replacement development that doesn't relate well to the predominant architectural style of the area, introducing different types and scales of architecture.
- Creating boundary treatments where none exist at present



### Planning and Design Principles: Open Plan Suburban

- Retain existing pattern of open plan landscaped frontages. The introduction of enclosing boundary treatments should be avoided.
- Piecemeal redevelopment of individual plots or infill proposals may dilute the uniform character. New build development should be carefully designed to reflect the character, form and materials of the existing buildings.
- Parking should be carefully integrated into these areas to avoid the introduction of hard landscaped front gardens to accommodate cars.
- Grass verges and soft landscaping should be retained.
- Preserve wooded backdrops that contribute to landscape character.



## 4.8 Formal Suburban

4.8.1 This typology relates to suburban roads that have a particular consistency and formality in their character. These are mainly inter and post-war developments (see **Figure 4.7**).

4.8.2 The following characteristics of this typology have been identified:

### Townscape

- Detached, semi-detached houses and small terraces.
- Road patterns are often very distinctive, forming ovals or crescents.
- Some particularly good examples of this type date back to the inter-war period and are laid out around an open green space or contain pockets of green space within the road space.
- Buildings are regularly spaced and are placed parallel to the roads with consistent building lines.
- Uniform plot size and shapes.
- Car parking is generally provided on plot or in rear parking courts.

### Built Form

- Consistent architectural approach.
- There is a simple and consistent palette of materials for individual pockets of development - brick and white render are frequently used.
- Buildings are one or two storeys.
- Buildings have large roofs and 2nd floor accommodation is often in the roof space.
- Ridgelines are generally parallel to the road with few dormers and gables.

### Landscape Character and Vegetation

- There is a mixture of landscape characters within this typology.
- For layouts that are formed around an open space there is a strong relationship between this and the buildings that surround it.
- Open spaces are mostly grassed with little planting or vegetation.
- Roads generally do not have formal planting.
- Small pockets of green space or grass verges are sometimes integrated into the streetscape. These often contain trees and form local focal points.
- Houses have medium sized, planted front gardens.

### Hard Landscape

- Roads are hard landscaped with pavements on both sides and highway markings.

### Boundary Treatments

- Boundary treatments vary but are largely consistent along individual roads.
- Hedges are the dominant boundary treatment.
- These are medium height allowing upper storeys to be visible from the road.



Figure 4.7 Character Type G: Typical Formal Suburban

### Threats to Character

The above characteristics can be threatened or diluted by the following:

- Loss of front gardens to create parking spaces
- Redevelopment of individual houses can undermine the consistent character of individual roads
- Customisation of individual houses threatens the consistent character of the architecture
- Loss of central green spaces



### Planning and Design Principles: Formal Suburban

- Ensure buildings follow existing rhythm and consistent building line.
- Any new development should carefully reflect the form, height and materials of existing buildings.
- Parking should be carefully integrated in to these areas to avoid the development of hard landscaped parking areas in front gardens. Where it is unavoidable, it should be screened by hedges and soft landscaping.



## 4.9 Inconsistent Suburban

4.9.1 This typology refers to suburban areas where there is a noticeable lack of consistency in either the landscape or built form (see **Figure 4.8**).

4.9.2 The following characteristics of this typology have been identified:

### Townscape

- No dominant dwelling type or size.
- Building lines are not uniform, but are fairly consistent in groups of buildings.
- Buildings are quite regularly spaced but set backs are inconsistent.
- There is some consistency in townscape along individual streets, but this varies from one road to the next or between groups of buildings. There is no coherent townscape character.
- Generally occurs on busy roads or in pockets of infill development behind the carriageway.
- Infill development generally forms around cul-de-sacs perpendicular to the main carriageway.
- May have some elements of commercial development

### Built Form

- Building heights predominantly vary between one and two storeys and are inconsistent along individual roads.
- Materials and detailing also varies.
- The architectural style may be consistent along an individual road but varies from one road to the next.

### Landscape Character and Vegetation

- Landscape is a not dominant characteristic so whilst most gardens are planted there are few mature trees or distinctive landscape characteristics.
- The treatments of gardens may vary along individual roads with more examples of front gardens being surfaced for parking on or near busy roads.

### Hard Landscape

- Typically roads have pavements on both sides. Busy roads may have road markings.
- In some locations there are verges, either adjacent to the carriageway or next to the plot boundary. Often verges do not continue along length of a road and are badly maintained.

### Boundary Treatments

- Short boundary treatments with no consistent approach.

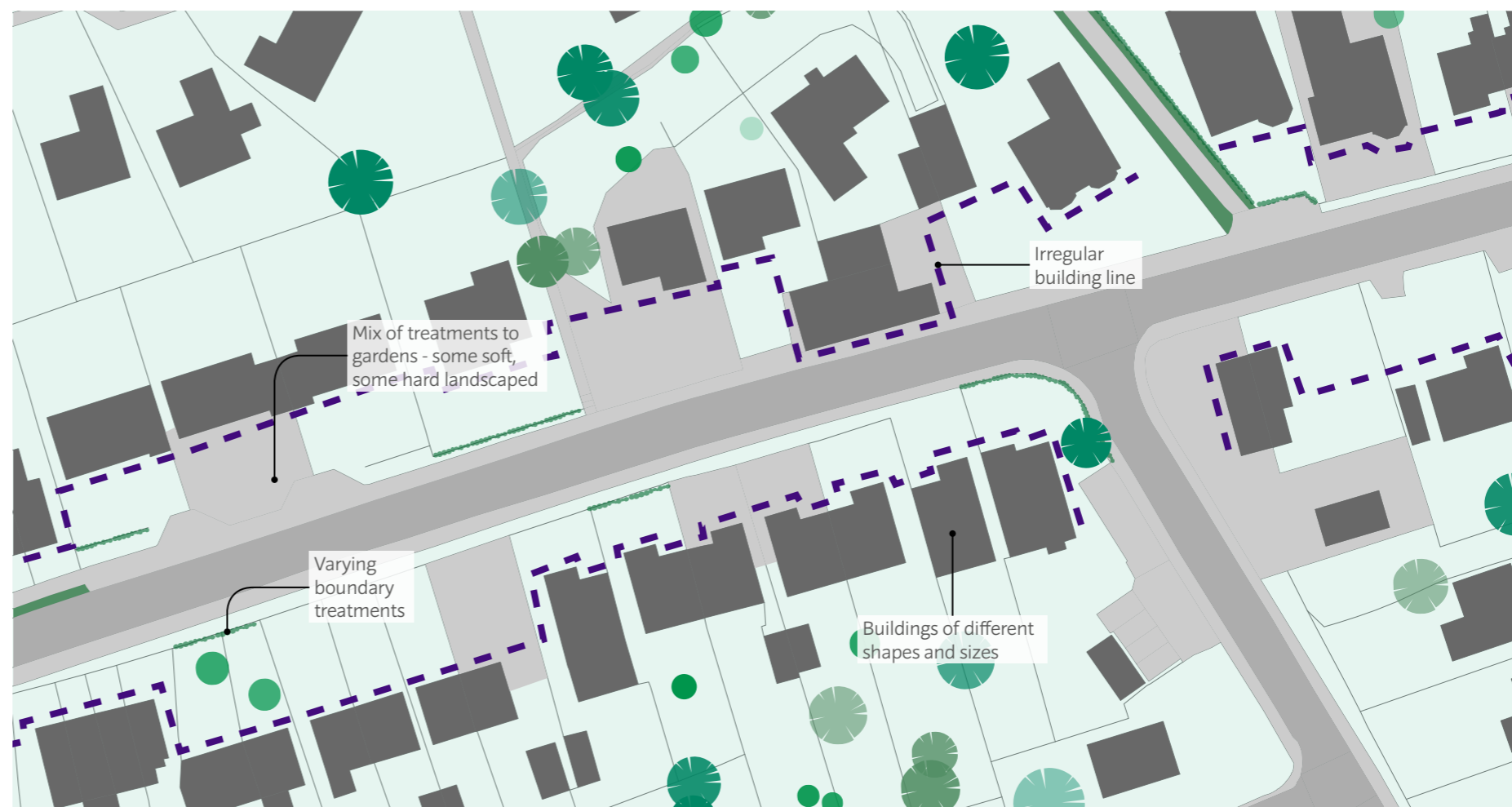


Figure 4.8 Character Type H: Typical Inconsistent Suburban



### Threats to Character and Planning and Design Principles: Inconsistent Suburban

Generally, this typology has a diluted character and the overarching planning and design principles are:

- Create a more consistent character via public realm, landscape or development.
- Developments should relate closely to the adjacent development in terms of materials, form or height.
- Set back distances should be consistent with adjacent development.
- Where infill development occurs behind a main road, houses at the entrance to the road should face on to the main road.

There is potential to accommodate new apartment type development in this typology without harm to the overall townscape character of the settlement (as described in **Sections 2.0 and 3.0**), subject to the following planning and design principles:

- Building heights should not exceed 5 storeys to avoid appearing out of scale with the surrounding street-scene/townscape.
- Buildings should be simple in form.
- A variety of architectural styles should be encouraged.
- Buildings should relate well to topography.

Due to the considerable variation in the character of this type, both within and between the settlements, an analysis of the threats to character and recommended planning and design principles is set out below for areas within settlements that exhibit this type.



### Swallow Street and Church Road, Iver Heath

Swallow Street is formed along the main route leading to the village centre of Iver Heath. It is a long linear route with buildings lining its edges. Church Road is a busy road that bisects the village through its centre. Buildings line these roads with small pockets of infill development/cul-de-sacs behind.

- Both roads act as gateways for Iver Heath. Their inconsistent character does not create a sense of arrival.
- This is exacerbated by changing public realm treatments (often poorly maintained). Many front gardens have been hard landscaped to provide parking spaces.
- These roads should be thought of as gateways to enter Iver Heath.
- Church Road is currently marked by a small block of local shops with flats above. This could be enhanced by improving the public realm and new development in this area. Creating a better sense of enclosure around this townscape node would improve legibility. Some apartments have been constructed in this area, however, they are located so far back from the road that they do not help to enclose the space.
- In the north of the area, the Village Hall, Community Library, Junior School and car park have varied public realm treatments and are in varying condition.
- Improving public realm treatments could help to establish a sense of identity.

### Newton Road and Oakside, New Denham and Willowbank

These suburban streets have a particularly disorganised appearance due to a large variety of housing types.

- Although these are laid out as traditional suburban streets, there is very little consistency in built form, landscape character and boundary treatments. Public realm is messy and inconsistent. These characteristics are amplified by the poor condition of Oxford Road that acts as a gateway (see Clustered Centres).
- Improving and de-cluttering the public realm would tidy up the appearance of these streets. The improvement of Oxford Road would create better gateways to this area and help create a sense of arrival.

### The Holtspur Area, Beaconsfield

This area is located around Holtspur School in the southwest of Beaconsfield. The area has developed in small pockets over time. Subsequently many small areas of different typologies exist side by side. The area has no coherence of character. The natural focal point for the area is the area around the sports fields at Holtspur Way. This hub contains the Beacon Sports Centre and Theatre, a youth centre, a play park and open space for sports and recreation. The open spaces are poorly defined with very little active frontage around the edges. The Beacon Centre is a large monolithic building set behind a large area of car parking. It has little relationship to its context.

- There are no specific threats to this area. However, there is an opportunity to re-think the area around the sports centre and open space. This could aim to bring together the disparate pockets of development around a formal focal point.
- New development could be used to define open spaces with active frontages. This will make them feel safer.
- The entrance to the Beacon Centre should be more legible and new development should be placed in a more prominent position and offer some passive surveillance to the sports fields.



### **Area Around Beaconsfield Road, north of village centre, Farnham Common**

This area is based around the Esso filling station on Beaconsfield Road. This is the main route in to Farnham Common.

- Buildings such as the car showroom and filling station and pub car park at the Chef and Brewer provide large areas of hard landscaping. This dilutes the character of this otherwise green area characterised by grass verges space and mature roadside planting. Any development of a similar nature should ensure adequate green boundary treatments are provided to continue the sense of enclosure created by existing planting.
- There are a variety of buildings styles and scales, including some apartments. The variety is not a threat as a majority of the buildings are screened by soft mature boundary treatments. New development should continue to follow this example.
- In some cases back gardens face on to the Beaconsfield Road. This is not an ideal situation. New development should be placed parallel and front on to the road.

### **Area Around Devonshire Green, Farnham Royal**

There is a large area of inconsistent suburban development centred around Devonshire Green. This is an area of infill development between the busy Beaconsfield Road and Blackpond Lane. This includes examples of apartment development and townhouses that are unusual for the district.

- There are no specific threats to this area.

### **Roundabout at Lent Rise/Bath Roads, Burnham**

There are many different types and scales of building around the roundabout. One estate of two storey suburban houses backs on to it, one corner is consumed by a supermarket car park, another corner consists of a two/three storey office building and the last by small apartment blocks. The buildings are varied in style and have differing relationships with the road.

- A more consistent building line and better quality public realm and planting treatments could improve the sense of enclosure of this area and create a sense of arrival.

### **Area Around Amersham Old Town, Amersham**

There is a series of small areas of inconsistent suburban development scattered around the fringes of Amersham Old Town. This includes Amersham Hospital, residential properties lining the road out of Amersham to the west, and properties of varying ages to the east of Whielden Street.

- Parts of these roads act as gateways to Old Amersham.
- Public realm treatments are reasonably consistent and of fair quality, but in places poorly maintained hedgerow boundaries and degraded quality hard landscaping degrade the overall character.

### **Station Road Area, Amersham**

There are many different types and scales of building along this road and its side roads, with equally varying landscape treatments. Most properties face onto the road. This area includes Highover Park, where there are a number of distinctive art deco properties.

- The variety of architecture itself is not a threat. The majority of the buildings are screened to some extent by soft boundary treatments. New development should continue to follow this example.
- Greater inconsistency is created with the removal of front boundaries in order to create parking areas in front of properties. This also creates a more open character.

### **White Lion Road Area, Amersham**

This is a series of residential roads, predominantly built in the post-war period, but with some small pockets of inter-war development. Properties are built in a variety of styles, though in many places there is a consistency of architecture along individual roads.

- White Lion Road acts as a gateways for Amersham. Its inconsistent character does not create a sense of arrival.
- This is exacerbated by changing public realm treatments (often poorly maintained). Many front gardens have been hard landscaped to provide parking spaces.
- Church Road is currently marked by a small block of local shops with flats above. This could be enhanced by improving the public realm and new development in this area. Creating a better sense of enclosure around this townscape node would improve legibility. Some apartments have been constructed in this area, however, they are located so far back from the road that they do not help to enclose the space.
- Improving public realm treatments could help to establish a sense of identity.
- On the side roads, inconsistency is created as a result of varied boundary treatments and varying condition. Some areas appear to have been originally laid out as a more open plan character, but addition of boundary treatments has removed or diluted this distinctive character.
- In some properties a large proportion of the front garden area has been converted to hard standing.



### **Woodfield Park Area, Amersham**

This is a post-war housing estate built in a variety of styles, with a level of consistency in architecture along individual roads.

- Inconsistency is created as a result of varied boundary treatments. Some areas appear to have been originally laid out as a more open plan character, but addition of boundary treatments has removed this distinctive character.
- In some properties a large proportion of the front garden area has been converted to hard standing.

### **Northeast Amersham, Amersham**

These are a series of geographically separate residential roads, predominantly built in the post-war period, but with some interwar development. Properties are built in a variety of styles, though in many places there is a consistency of architecture along individual roads or amongst small clusters of properties.

- Inconsistency is created as a result of varied boundary treatments and varying condition. Some areas appear to have been originally laid out as a more open plan character or with a consistent suburban character, but addition of, or changes to boundary treatments has removed or diluted this distinctive character.

### **Little Chalfont**

These areas are small, and consist of a mixture of property types, including a St. George's Church, a pub, and residential properties.

- Buildings such as the pub and church with their respective car parks provide areas of hard landscaping. This dilutes the character of this otherwise predominantly green area characterised by grass verge space and mature road planting.
- Any development should ensure adequate green boundary treatments are provided to continue the sense of enclosure created by existing planting.



### **Nicol Road Area, Chalfont St. Peter**

These suburban streets have a particularly disorganised appearance due to a variety of property types (including a hospital), architectural styles and landscape treatments. Parts of the area have developed in small pockets over time, giving small areas of different typologies existing side by side. The area has little coherence of character.

- Although these are laid out as traditional suburban streets, there is little consistency in built form, landscape character and boundary treatments. Public realm is inconsistent.

### **Peterhill Close, Chalfont St. Peter**

This is a short residential cul-de-sac, built during the post-war period, with a consistency of architecture but inconsistent landscape treatment.

- Inconsistency is created as a result of varied boundary treatments. Some areas appear to have been originally laid out as a more open plan character, but the addition of boundary treatments has removed this distinctive character.
- In some properties a large proportion of the front garden area has been converted to hard standing.

### **Rickmansworth Lane Area, Chalfont St. Peter**

There are a variety of architectural styles (both inter-war and post-war) and various landscape treatments along these roads, including a local shop.

- The variety of architecture itself is not a threat. The majority of the residential buildings are screened to some extent by soft boundary treatments. New development should continue to follow this example.
- In some properties a large proportion of the front garden area has been converted to hard standing.

### **Kings Road, Chalfont St Giles**

There are a variety of architectural styles and landscape treatments in this small area, which includes properties of a variety of ages, most set back a short distance from the road.

- Inconsistency is created as a result of varied boundary treatments and poor condition in places, though the area has a fairly 'green' feel, as many of the residential buildings are screened to some extent by soft boundary treatments. New development should continue to follow this example.

### **The Brow, Chalfont St Giles**

There are a variety of landscape treatments in this small cul-de-sac area of inconsistent suburban character.

- Inconsistency is created as a result of varied boundary treatments. Some areas appear to have been originally laid out as a more open plan character, but addition of boundary treatments has diluted this distinctive character.

### **Dean Way Area, Chalfont St Giles**

There is a large area of inconsistent suburban character through the centre of Chalfont St. Giles. There are a variety of architectural styles and landscape treatments in this area, including some business premises. The area includes properties ranging from pre-1850 through to modern infill.

- Inconsistency is created as a result of varied boundary treatments and varying condition.
- Improving public realm treatments could help to establish a sense of identity.
- In some properties a large proportion of the front garden area has been converted to hard standing.

### **Great Hivings Area, Chesham**

This is an extensive area of inconsistent suburban character which incorporates a number of residential roads and cul-de-sacs built during the post-war period. There are a variety of landscape treatments in this area.

- Inconsistency is created as a result of varied boundary treatments and poor condition in places, though along individual roads there is a consistency in architectural styles and building layout.
- Some areas appear to have been originally laid out as a more open plan character, but addition of boundary treatments has diluted this distinctive character.
- In many properties a large proportion of the front garden area has been converted to hard standing.



### **Poplar Close, Chesham**

This small area consists of a mixture of rural historic properties and some post-war residential.

- Inconsistency is created as a result of varied boundary treatments, architectural style and building layout in relation to the road.

### **Abbotts Vale, Chesham**

There are a variety of landscape treatments in this small area of inconsistent character which consists of a single cul-de-sac.

- Inconsistency is created as a result of varied boundary treatments and poor condition in places.
- Some areas appear to have been originally laid out as a more open plan character, but addition of boundary treatments has diluted this distinctive character.

### **Frances Street Area, Chesham**

There are a variety of landscape treatments in this area of inconsistent character which consists of terraces along Frances Street and two adjacent cul-de-sacs. This area is modern infill development.

- Inconsistency is created as a result of varied boundary treatments, though the consistency of architectural styles and layout along individual roads gives some level of coherence.
- Some areas appear to have been originally laid out as a more open plan character, but addition of boundary treatments and the addition of small pockets of infill development have diluted this distinctive character.

### **Hospital Hill, Chesham**

There are a variety of landscape treatments in this area, which lies against the backdrop of the derelict hospital site.

- Inconsistency is created as a result of varied boundary treatments and the public realm and garage area is in poor condition, though the consistency of architectural styles and layout gives some level of coherence.

### **Waterside, Chesham**

This suburban street has a disorganised appearance due to a large variety of housing types, including modern and inter-war terraces and semi-detached properties, as well as a pub.

- Inconsistency is created as a result of varied boundary treatments and building layout in relation to the road.
- Boundary treatments vary from one property to the next, with some front gardens having been converted into parking courts

### **Amy Lane Area, Chesham**

There are a variety of architectural styles and landscape treatments in this area which consists of two pockets of residential properties, one post war, and one recent.

- Inconsistency is created as a result of varied boundary treatments, though the consistency of architectural styles and layout along individual roads gives some level of coherence.

### **Back Lane Area, Great Missenden**

There are a variety of architectural styles of properties and landscape treatments along these roads, with some infill development. Properties range from pre-1850 residential development to modern infill.

- There is little consistency in built form, landscape character and boundary treatments, particularly along Twitchell Road. Public realm is inconsistent.
- In some properties a large proportion of the front garden area has been converted to hard standing.

### **Aylesbury Road, Great Missenden**

There are a variety of architectural styles and landscape treatments along this road including some modern infill properties.

- The variety of architecture itself is not a threat, and the landscape treatments are in good condition. The majority of the properties that are set back from the road are screened to some extent by soft boundary treatments, while the short stretch of terraced properties have a low wall forming their boundary. New development should continue to follow this example.

### **High Street Area, Prestwood**

There is a large area of inconsistent suburban character through the centre of Prestwood. There are a variety of architectural styles and landscape treatments in this area, including some shops/business premises. Most of the properties front onto the road, but front garden size varies.

- There is little consistency in built form, landscape character and boundary treatments.
- Improving public realm consistency/treatment could help to establish a sense of identity.

### **Heath End Road, Heath End**

There are a variety of architectural styles and landscape treatments in this area, including a small number of historic, pre-1850 properties.

- The variety of architecture itself is not a threat. The majority of the residential buildings are screened to some extent by soft boundary treatments. New development should continue to follow this example.
- In some properties a large proportion of the front garden area has been converted to hard standing.

### **Bois Lane, Chesham Bois**

There are a variety of architectural styles and landscape treatments in this area around the centre of Chesham Bois, including some business premises. Properties have very varying levels of set back from the road.

- The variety itself is not a threat as despite the variety of boundary treatments and architectural styles, there is some consistency in materials which makes the area feel more coherent. Many of the residential buildings are screened to some extent by soft boundary treatments. New development should continue to follow this example.

### **Lindsey Road Area, Denham**

There are a variety of landscape treatments in this area of inconsistent character.

- Inconsistency is created as a result of varied boundary treatments, though the consistency of architectural styles and layout along individual roads, and some wide grass verges creating continuity between areas gives some level of coherence.
- In many properties a large proportion of the front garden area, where it exists, has been converted to hard standing.

### **Recreation Ground Area, Holmer Green**

There are a variety of architectural styles and landscape treatments in this area, it includes three churches, a school and a village hall.

- The variety of architecture itself is not a threat. Many of the residential buildings are screened to some extent by soft boundary treatments. New development should continue to follow this example.
- In some properties a large proportion of the front garden area has been converted to hard standing.

### **Cheapside Lane, Oxford Gardens, and Baconsmead, Denham**

There are a variety of architectural styles and landscape treatments in this area in the south, and through the centre of Denham, including some business premises.

- The variety itself is not a threat as despite the variety of boundary treatments, there is some consistency in materials and architectural styles which makes the area feel more coherent. Many of the residential buildings, particularly along Cheapside Lane, are screened to some extent by soft boundary treatments. New development should continue to follow this example.
- Many of the front gardens are used as parking courts, which appears to limit on-street parking.

### **Elm Road and Hazelmere Road, Penn**

There are a variety of architectural styles and landscape treatments in these two small areas of inconsistent character, properties include some business premises.

- The variety itself is not a threat as despite the variety of boundary treatments and architectural styles, there is some consistency in materials which makes the area feel coherent.
- In some properties a large proportion of the front garden area has been converted to hard standing.



Great Missenden

## 4.10 Park Edge

4.10.1 This typology refers to areas around the significant public open spaces of Burnham Park, Gerrards Cross Common and Goldhill Common in Chalfont St. Peter. Some of these areas contain a small element of commercial uses such as pubs or shops (see **Figure 4.9**).

4.10.2 The following characteristics of this typology have been identified:

### Townscape

- Buildings face on to open space
- Mix of house types ranging from detached to terraced houses,
- Plots are narrow fronted and buildings are closely spaced reflecting the historic grain of the area.
- Building lines are slightly staggered.
- Front gardens vary in width.
- Where park edge is formed of woodland, the townscape character is similar to Woodland or Green Suburban Roads, with houses set behind mature trees.

### Built Form

- The predominant material is brick.
- The open spaces are the dominant characteristic of these areas.
- A majority of the buildings are 2 storey and although usually historic in character vary in architectural approach

### Landscape Character and Vegetation

- Where there are open views to the open space, buildings are set behind small to medium sized front gardens - this helps to define the open space.
- Roads are defined by the character of the adjoining open space, sometimes this is wooded, giving roads a sense of enclosure

### Hard Landscape

- There are a variety of treatments to the roads.

### Boundary Treatments

- Boundary treatments vary and range from no boundary treatment to low walls and hedges allowing views to and from the open space
- Buildings along woodland edges have tall planted boundary treatments.



Figure 4.9 Character Type I: Typical Park Edge

### Threats to Character

The above characteristics can be threatened or diluted by the following:

- Buildings that do not face the open space.
- Loss of views between open space and buildings.
- Loss of woodland.



### Planning and Design Principles: Park Edge

- The area around Gerrards Cross Common is included in an existing Conservation Area and is therefore well protected from insensitive development.
- Some of the area around Burnham Park is included in a conservation area, however the area along Windsor Lane is not.
- Where there are open views to open space a visual connection must be maintained. Any new development should provide low-medium level boundary treatments that create a visual relationship between the open space and houses. Set backs should be limited so that the built form defines the edge of the open space.
- Any new development should respond positively to the scale, form and materiality of existing architecture.



## 4.11 Town Centre Fringes

4.11.1 This typology includes mixed use areas found near town centres. Commercial uses are interspersed with residential buildings. These areas are generally located along busy historic routes leading to and from town centres. Pockets of infill development are located off or along the main road (see **Figure 4.10**).

4.11.2 The following characteristics of this typology have been identified:

### Townscape

- Buildings generally placed parallel to the carriageway.
- Building line is staggered.
- Building spacing varies.
- Pockets of infill development are positioned behind the main road carriageway. These generally form around cul-de-sacs and may have buildings placed perpendicular to the road.

### Built Form

- These roads are primarily dominated by two storey residential buildings of varying styles, ages and materials, interspersed with non residential uses.
- There are often groups of traditional terraced/detached housing denoting the historic nature of the roads.
- Variations in scale between commercial buildings and residential. Commercial buildings are up to 3 storeys high.
- Some development of apartment blocks occurs in these areas. These are generally 3 storeys high.

### Landscape Character and Vegetation

- Soft landscaping character varies from area to area.
- Some examples such as Gore Road in Beaconsfield have very limited planting. Green space and trees are located mainly in back gardens.
- In contrast, Station Road in Beaconsfield is enclosed by tree planting.

### Hard Landscape

- Roads are inconsistent and look cluttered without defined character.

### Boundary Treatments

- There are generally no boundary treatments between commercial buildings and the roads
- Residential boundary treatments vary.



Figure 4.10 Character Type J: Typical Town Centre Fringes



### Threats to Character and Planning and Design Principles: Town Centre Fringes

This typology varies from one location to the next, but the overarching planning and design principles are:

- New development in these areas should contribute towards creating a more coherent character through its landscape, public realm or architectural approach.
- Building lines should generally be consistent and development should relate well to its context, for instance in terms of material, form or scale.
- When deciding upon the appropriate character for a new development, the adjacent character areas should be taken into account and should influence the design approach.

There is potential to accommodate new apartment type development in this typology without harm to the overall townscape character of the settlement (as described in **Sections 2.0 and 3.0**), subject to the following planning and design principles:

- Building heights should not exceed 5 storeys to avoid appearing out of scale with the surrounding street-scene/townscape.
- Buildings should be simple in form.
- A variety of architectural styles should be encouraged.
- Buildings should relate well to topography.

Due to the considerable variation in the character of this type, both within and between the settlements, an analysis of the threats to character and recommended planning and design principles is set out below for areas within settlements that exhibit this type.



### Station Road, Beaconsfield

This area of inconsistent character is located in and around Beaconsfield old and new towns. Station Road is the main vehicular link between Beaconsfield old and new town centres.

- Station Road is under significant development pressure due to its location.
- This road is suitable for new development as it is close to town centre amenities and transport links.
- Mature trees and soft landscaping/boundary treatments help to relate to the character of adjacent residential areas.
- Whilst the development of apartments may be appropriate in this location, the existing landscape character should be maintained.
- Development of non residential uses may be appropriate in this location, subject to planning policies.
- The remainder of this area consists of small pockets of infill development that vary in character from one pocket to the next. Development in these areas should maintain the existing landscape and townscape character. In general this is composed of small houses in tightly knit streetscapes.

### Gregories Road, Beaconsfield

This road feeds out directly from the town centre and has a number of commercial uses. Its character changes to a Green Suburban Road as the street runs west.

- Like Station Road, Gregories Road has seen the redevelopment of housing plots into apartments at its eastern end - close to the town centre and transport links. This is a suitable location for apartments. However, they should avoid eroding the character of the neighbouring residential area to the west.

### Gore Road and Stomp/Eastfield Road, Burnham

Gore Road leads from Taplow Common Road to the High Street. It is a historic route to the town centre. This can be identified by the presence of traditional detached, semi-detached and terraced housing. There is a mix of residential and commercial uses.

Stomp Road runs through Burnham Park to the Common. It too is a historic route with many traditional houses located along its length. However, Stomp Road has a greater proportion of commercial uses and functions as a local shopping area.

- Both roads are characterised by closely spaced, 2 storey, Victorian housing, set back behind small front gardens with formal boundary treatments. However, there is a variety of infill development of many ages that gives an inconsistent, cluttered appearance
- A staggered building line, varying set back lengths, and variety of styles of architecture dilute the character
- Secondary streets with the same pattern of development lead off these roads.
- New development should take a more consistent approach and follow the townscape character and scale of the traditional development. This pattern of development is especially appropriate due to proximity of the historic town centre and conservation area.
- Subject to planning policies, commercial uses may be appropriate, especially near the High Street, however, large areas of car parking along the street frontage should be avoided.
- The shops along Gore Road could be enhanced with better designed public realm which would define the area more clearly.



### **Iver Village, High Street**

This area is located to the west of the historic core of Iver Village. It is formed along the B470 that leads to the town centre. The area is dominated by closely spaced, detached, semi-detached, and terraced housing positioned parallel to the road.

- The character varies with many different styles and ages of architecture. There are some public buildings and commercial uses scattered in with residential uses. There is a staggered building line and a variety of setbacks gives a cluttered appearance
- Overall this variety is not particularly detrimental to the character of the town. Indeed, there are pockets of development that have a particularly strong sense of identity and character. These are:
  - Victorian semi-detached housing at Cecil Road
  - Terraced Victorian housing opposite Iver Junior School
  - Detached housing within large plots and deciduous trees between Bangor Road and High Street
- The High Street acts as a link between the historic core of Iver and the above character areas. This could be strengthened by intensifying development to introduce a more coherent, continuous development edge. The location and function of the road makes it suitable for a more urban form of development.
- Development should be positioned parallel to the street and not be set behind large front gardens or parking. The landscape/townscape character and built form should reflect the adjacent historic core of the village.
- There is a noticeable presence of HGVs and heavy traffic that should be reduced or better managed.

### **North Orbital Road, Denham Green**

These areas are located around the periphery of the village centre along the busy North Orbital Road. They are characterised by 3 and 4 storey apartment blocks. This scale is unusual for the district.

- The busy nature of North Orbital Road has led to apartments being placed at some distance from the carriageway behind planted green spaces. There is very little sense of enclosure and the area is heavily dominated by fast moving traffic.
- There is an opportunity to increase density of development in this area along North Orbital Road. Bringing the building line forward or increasing the height of development would help create enclosure. All buildings should have frontages aligned to North Orbital Road and aim to provide a more continuous street frontage. This is especially relevant south of the village centre where frontages could contribute to defining the core of the settlement more clearly. The area to the north already has significant planting along the edge of the road. In this location slowing vehicles down would improve the pedestrian atmosphere.

### **Rogers Lane, Stoke Poges**

This a large area of inconsistent suburban development around the central area of Rogers Lane between parts of the clustered town centre. It consists of a variety of suburban buildings along Rogers Lane and pockets of infill development of varying styles behind. There are some large commercial units along Bells Hill.

- There are no specific threats to this area. However, there may be future opportunities to better integrate it in to the village centre. This would help in creating a larger more legible central area in Stoke Poges.

### **Chesham Road and Rickmansworth Road Area, Amersham**

These areas are located around the periphery of the Amersham on the Hill town centre. It consists of a variety of suburban buildings including places of worship and a school, and pockets of infill development of varying styles.

- There is an opportunity to improve the townscape around and to the south of the railway on Station Road. The fragmented character of this area lends itself to improvement and provides the opportunity to contribute to a sense of arrival in Amersham on the Hill.
- This area may be suitable for new development as it is close to town centre amenities and transport links. Consideration should be given to the impact of any development upon the adjacent Ancient Woodland.

### **Church Street Area, Amersham**

This area is located to the north of Amersham Old Town. It consists of part of the historic conservation area, and pockets of infill development.

- There are no specific threats to this area as the historic part is protected by the Amersham Old Town Conservation Area.
- Maintain open spaces around the post-war residential areas in the west, which allow views to the surrounding countryside.



#### **Amersham Place Area, Little Chalfont**

This area is located to the north of the centre of Little Chalfont. It consists of some residential properties and large commercial premises, as well as the local surgery. It also includes the railway station.

- This area may be suitable for new development as it is close to town centre amenities and transport links.
- Mature trees and soft landscaping/boundary treatments help to relate to the character of adjacent residential areas.
- Whilst the development of apartments may be appropriate in this location due to the existing presence of large scale buildings and low rise apartment blocks, the existing landscape character should be maintained.
- Further development of non residential uses may be appropriate in this location, subject to planning policies.

#### **Churchfield Road Area, Chalfont St. Peter**

This area is located to the north of the centre of Chalfont St. Peter. It consists of some residential properties and commercial premises, and a place of worship.

- This area may be suitable for new development as it is close to town centre amenities and has a fragmented character - it could be better integrated into the town centre - subject to consideration of the setting of the listed buildings immediately to the east.
- Further development of non residential uses may be appropriate in this location, subject to planning policies.

#### **North High Street Area, Great Missenden**

This area is located to the north of the centre of Great Missenden. It predominantly comprises residential properties, many of which are historic and lie within the Great Missenden Conservation Area.

- There are no specific threats to this area as most of it is protected by the Great Missenden Conservation Area.

#### **School Lane Area, Chalfont St. Giles**

This area is located on the periphery of the west of the centre of Chalfont St. Giles. It comprises residential properties and a school, many of which are historic and lie within the Chalfont St. Giles Conservation Area.

- There are no specific threats to this area.

#### **High Street Area, Prestwood**

These small areas are located on the periphery of the clustered centre of Prestwood. It comprises three areas of post-war and modern residential properties.

- There are no specific threats to this area.



#### **North of Blucher Street, Chesham**

Chesham has a large area of town centre fringes to the north of Blucher Street. It comprises extensive areas of both residential and commercial development and extends northwards as far as the cemetery and Newtown Infant School.

- Parts of the area may be suitable for new development as it is close to town centre amenities and transport links.
- Whilst the development of apartments may be appropriate in places in this location, and in some cases will be in keeping with existing adjacent apartment development (such as those along Victoria Road), the existing landscape character should be maintained.
- Development of non-residential uses may be appropriate in this location, subject to planning policies.
- Much of this area consists of pockets of infill development that vary in character from one pocket to the next. Development in these areas should maintain the existing landscape and townscape character. In general this is composed of small houses in tightly knit streetscapes.

#### **South of Blucher Street, Chesham**

Chesham has a large area of town centre fringes to the south of Blucher Street. It comprises extensive areas of both residential and commercial development and extends southwards as far as Wey Lane and Mineral Lane, incorporating much of the Chesham Conservation Area

- Parts of the area, particularly in the east, away from the Conservation Area may be suitable for new development as it is close to town centre amenities and transport links.
- Whilst the development of apartments may be appropriate in places in this location, and in some cases will be in keeping with existing adjacent apartment development, the existing landscape character should be maintained.
- Development of non-residential uses may be appropriate in this location, subject to planning policies.
- Much of this area consists of the Conservation Area and thus the threats to existing character are more limited due to the higher level of protection afforded by designation.

## 4.12 Out of Centre Commercial

4.12.1 This typology refers to large scale commercial developments that are located outside town centres (see **Figure 4.11**). There are three examples of broad character typologies:

- Supermarkets, eg. Sainsburys Supermarket, Burnham and Tesco Supermarket, Amersham
- Business parks and industrial estates
- Broadwater Park, Pinewood Studios, Uxbridge Business Park and Chess Business Park

4.12.2 Descriptions of these types can be found below:

### Supermarkets

- Out of town supermarkets following a typical format with a large simple, single storey building set within a sizeable car park. It has no frontages to neighbouring streets.
- Some planting is provided around the borders of the site. However the car park dominates the site. There is a small wall surrounding the perimeter of the site, clearly defining the edge to the public highway.

### Broadwater Park, Pinewood Studios, Uxbridge Business Park and Chess Business Park

- Broadwater Park in Denham and Pinewood Studios in Iver Heath are extensive commercial areas. Pinewood Studios is a dedicated facility for the making of film and television. Broadwater is a large business park. Both have controlled entry and are not accessible to the public.
- Both consist of large volume buildings placed on an internal network of roads and spaces and have extensive areas for parking and heavy goods vehicles. Both are located at the edge of the built area and are separated from residential areas and their surroundings by planting or trees. Generally, this conceals the large volume buildings from the surrounding area.
- Uxbridge Business Park is located between New Denham and Willowbank and Uxbridge. It is a collection of high quality office pavilions set within a park like setting. The buildings are modern in style and of high architectural merit. It is a more recent development, dating back to 2003. Like Pinewood, and Broadwater, it provides extensive parking areas for employees and is surrounded by mature planting and trees on all sides. However, the internal layout is more landscape led and focused on providing high quality spaces around and between the buildings

- Chess Business Park in Chesham is located on the southern edge of the town. It is a collection of recently developed high quality office pavilions and some older, large warehouses.

### Business Parks & Industrial Estates

- Business parks and industrial estates, such as the Marshgate Trading Estate in Burnham and Amersham Commercial Park, consist of predominantly low rise buildings or larger warehouses with simple shapes and materials. They are smaller in scale than Broadwater and Pinewood Studios. Estates have their own network of streets and spaces and are dominated by hard landscaping with wide streets and parking areas for goods vehicles and parking. They are located near or within residential areas and are not as well segregated as Pinewood or Broadwater. In many cases they are surrounded on all sides by tall fencing rather than planting/vegetation and are much more visible from the street.



Figure 4.11 Character Type K: Typical Out of Centre Commercial

### Threats to Character

There are no identifiable threats to these character areas at present.



### Planning and Design Principles: Out of Centre Commercial

- The external perimeter boundary treatment should be carefully considered. For large developments such as Pinewood and Broadwater, a consistent approach should be taken to the boundary planting around their perimeter. This extremely important in Broadwater Park as it borders SSSI designation. The architectural approach and landscape quality of Uxbridge Business Park is commendable and should be repeated in any future developments of this type. The design of new development proposals on smaller industrial estates and business parks, should consider the impact of large buildings and heavy traffic on adjacent areas.



## 4.13 Apartments

4.12.3 This character typology is dominated by higher density apartment development, typically associated with town centre locations (see **Figure 4.12**).

4.12.4 The following characteristics of this typology have been identified:

### Townscape

- 3 to 5 storey buildings within a network of urban streets and spaces.
- Urban character with buildings set close to the edge of the carriageway and a high degree of enclosure of the street space.
- Frequently situated with other similarly taller buildings.
- In some places occur as part of new developments, interspersed with detached and semi-detached properties and terraces.

### Built Form

- Buildings are typically simple in form with brick as the dominant material.
- Dominant building type is 3-5 storey apartment blocks.

### Landscape Character and Vegetation

- Soft landscaping character varies from area to area.
- Some examples such as Upper George Street in Chesham have very limited planting.
- Some examples such as at King William Mill in New Denham and Willowbank have more extensive soft landscaping created by the river/mill pond and associated mature trees that form a central focus for the development.

### Hard Landscape

- Shared surface roads.
- On-street parking and parking courts. Some older apartment blocks provide a limited number of individual garages.
- Pavements are a typical feature

### Boundary Treatments

- Threshold space between apartments and the public realm is generally landscaped strips of grass or planting between buildings and roads.
- Boundary treatments in some locations are hard - such as plain wooden fences or simple railings

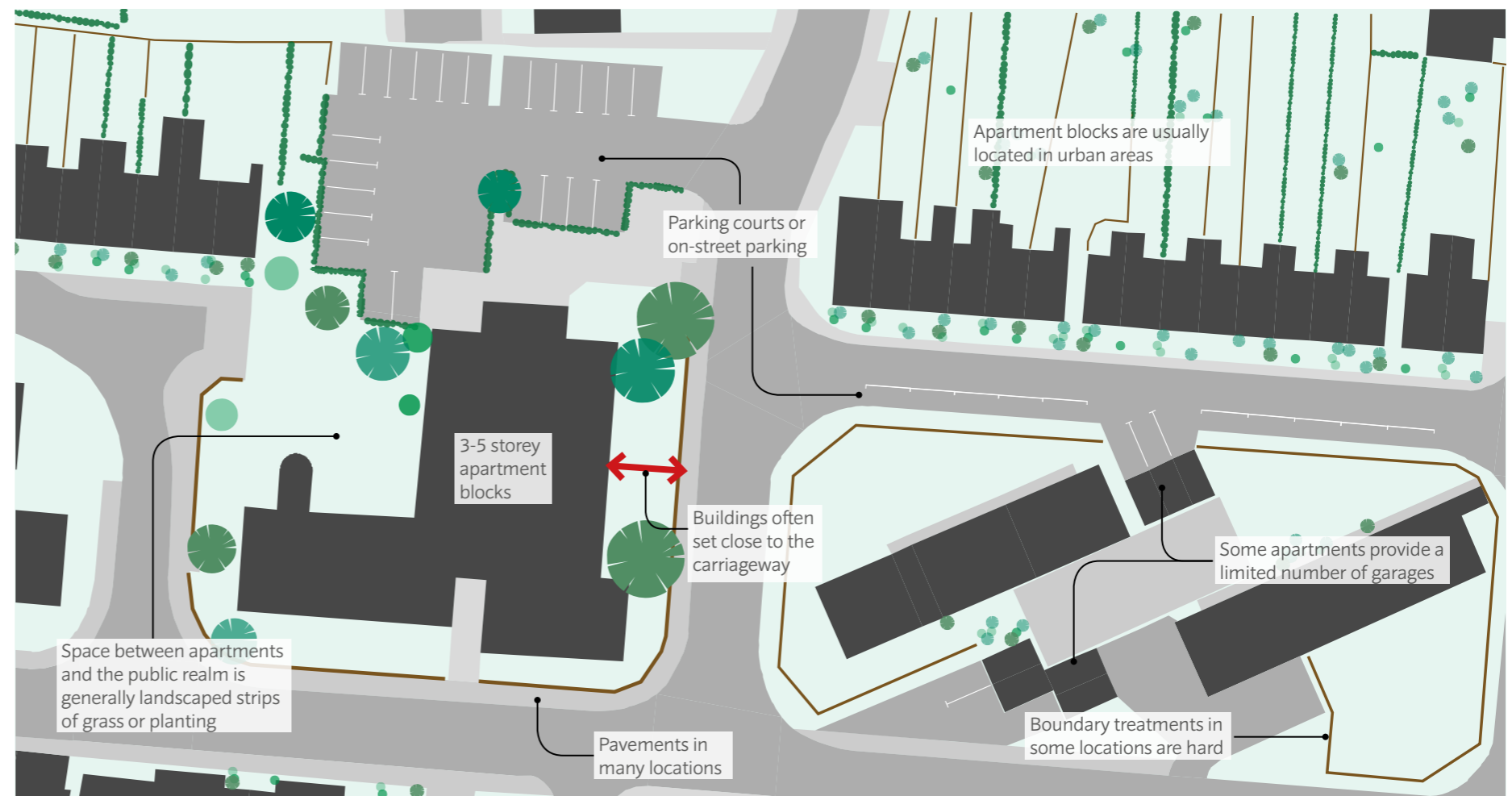


Figure 4.12 Character Type L: Typical Apartments

### Threats to Character

The above characteristics can be threatened or diluted by the following:

- Building heights greater than 5 storeys appear out of scale with the surroundings.
- A level of homogeneity in style of new buildings that fails to contribute to the diversity of architecture.
- New buildings not relating well to the existing topography
- Degradation of condition and low quality landscape in shared areas



### Planning and Design Principles: Apartments

- New/replacement apartment developments should seek to reflect the overall townscape character of the relevant settlement (as described in **Sections 2.0 and 3.0**).
- Building heights should not exceed 5 storeys to avoid appearing out of scale with the surrounding townscape.
- Buildings should be simple in form.
- A variety of architectural styles should be encouraged.
- Buildings should relate well to topography.



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South East Studio The Old Crown High Street Blackboys Uckfield East Sussex TN22 5JR T 01825 891071 E [mail@cbastudios.com](mailto:mail@cbastudios.com) W [www.cbastudios.com](http://www.cbastudios.com)

London Studio Woolyard 52 Bermondsey Street London SE1 3UD T 020 7089 6480

Directors D Watkins BSc MSc MRTPI • A Croft BA MA MCifA

Senior Consultant C J Blandford BA DipLD MLA FLI

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