

# Beaconsfield

Design Guidance and Codes

Final report  
Updated February 2023

## Quality information

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## Revision History

Issue no.	Issue date	Details	Issued by	Position
5	31.08.2022	Review	Annabel Osborne	Locality
4	09.08.2022	Group comments	Jeannette Buckle	Beaconsfield Town Council
3	27.07.2022	Group comments	Jeannette Buckle	Beaconsfield Town Council
2	16.06.2022	Group comments	Jeannette Buckle	Beaconsfield Town Council
1	13.04.2022	Group comments	Jeannette Buckle	Beaconsfield Town Council
0	21.01.2022	Research, site visit, drawings	Holly Turner	Urban Designer

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# Contents

<b>1</b>	<b>1. Introduction</b>	<b>5</b>	<b>5</b>	<b>5. Conservation Area and Areas of Special Character design guidance and codes</b>	<b>71</b>
	1.1 Purpose of the report	5		5.1 Introduction	71
	1.2 Preparing the report	6		5.2 Old Town Conservation Area	72
	1.3 How to use the design code	7		5.3 Hampden Hill Conservation Area	83
	1.4 Area of study	8		5.4 Seeleys Road	87
<b>2</b>	<b>2. Policy Review</b>	<b>11</b>		5.5 Gregories Road to Burkes Road	90
	2.1 National planning policy and guidance	11		5.6 Penn Road and Ledborough Lane	92
	2.2 Local planning policy context	12			
<b>3</b>	<b>3. Neighbourhood Area Context Analysis</b>	<b>15</b>	<b>6</b>	<b>6. Development proposal checklist</b>	<b>95</b>
	3.1 Access and movement	15		6.1 General questions to ask and issues to consider when presented with a development proposal	96
	3.2 History and heritage	17			
	3.3 Landscape and green infrastructure	21			
	3.4 Building heights	23			
	3.5 Character typologies	25			
	3.6 Conservation Areas and Areas of Special Character	27	<b>7</b>	<b>7. Next steps</b>	<b>103</b>
<b>4</b>	<b>4. General design guidance &amp; codes</b>	<b>31</b>		7.1 Delivery	103
	4.1 Introduction	31			
	4.2 Local identity and built form	33			
	4.3 Access and movement	49			
	4.4 Landscape, nature and open space	58			
	4.5 Sustainability and climate change	61			



Introduction

# 01

# 1. Introduction

**Through the department for Levelling up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Beaconsfield Town Council.**

## 1.1 Purpose of the report

The government is placing significant importance on the quality of design through the development of design codes which aim to set standards for design upfront and provide firm guidance on how sites should be developed. The role of design guidelines and codes in the development of a Neighbourhood Plan is expressed in the NPPF 2021, paragraph 128 which states that:

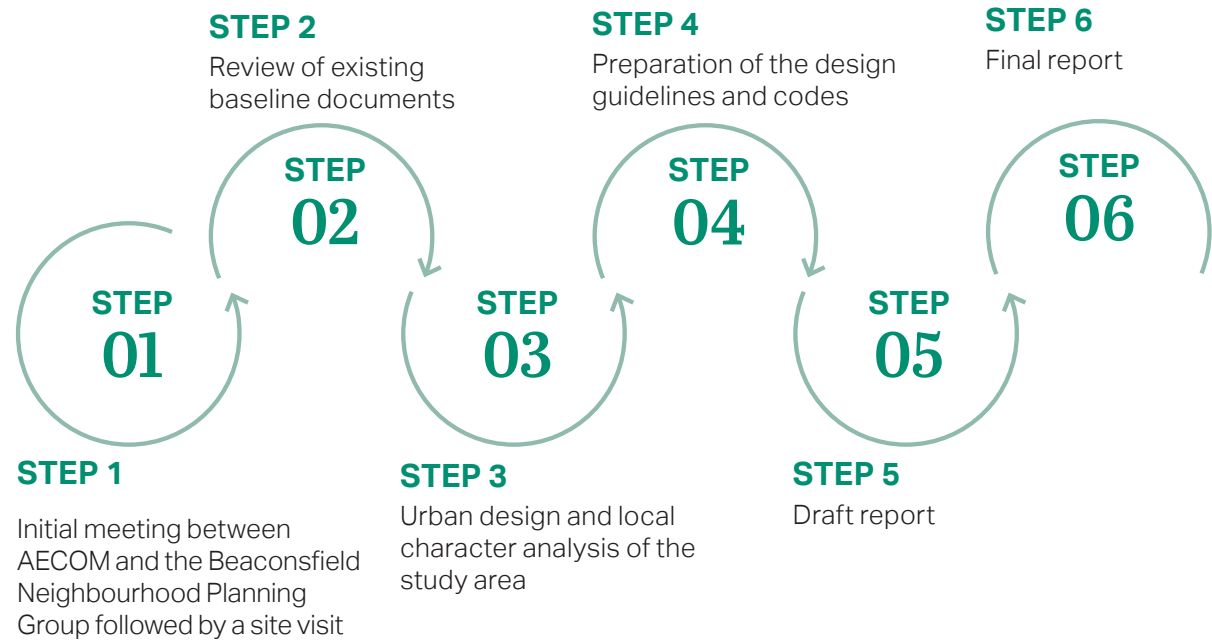
*'To provide maximum clarity about design expectations at an early stage, plans should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high-quality standard of design. However, their level of detail and degree of prescription should be tailored to the circumstances in each place and should allow a suitable degree of variety where this would be justified.'*

The design guidelines and codes set out in this report will provide a detailed framework that should be followed by any future design proposals that come forward within the town to ensure it meets a consistent, high-quality standard of design and positively contributes to the unique character of Beaconsfield.

It is intended that this report becomes an integral part of the Neighbourhood Plan by informing policies that will influence the design of new development and have weight in the planning process.

## 1.2 Preparing the report

The following steps were agreed with the Neighbourhood Plan Steering Group to produce this report, which draws upon policy development and engagement work undertaken by the Group:

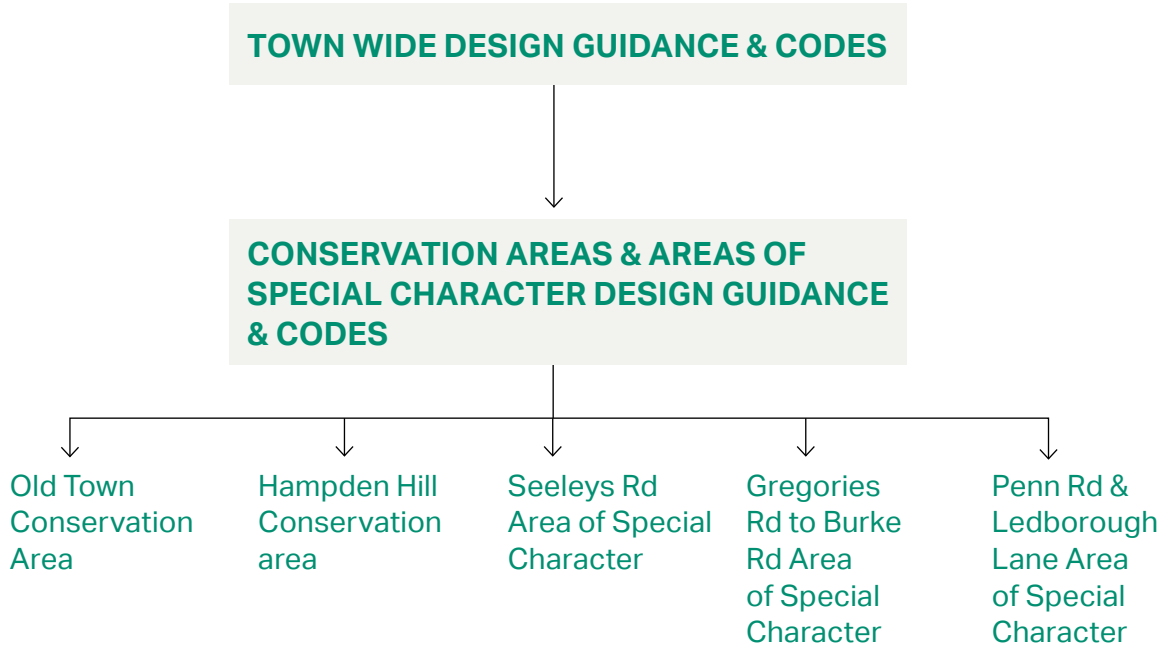


# 1.3 How to use the design code

The guidance and codes provided in sections 4 and 5 of this report outline the expectations for any new development within the town that applicants will be expected to follow in relation to design.

Section 4 outlines the guidance and codes that should be followed throughout the whole town.

Section 5 identifies five key areas within the town and offers specific guidance based on the codes from section 4.



## 1.4 Area of study

Beaconsfield is a market town and civil parish within the unitary authority of Buckinghamshire, England. The first reference to Beaconsfield dates back to 1185, where it was spelt 'Bekenesfeld' and is thought to have Saxon origins. The Old Town is centred around the crossroads that the settlement was first developed from, which is situated along the historic route of the A40 connecting London to Oxford.

The town is approximately 23 miles north west of London and 28 miles south east of Oxford. There are several towns that are in close proximity to Beaconsfield including Gerrards Cross, Amersham and High Wycombe.

The M40 runs parallel to the A40 near the southern edge of Beaconsfield. The town is surrounded on three sides to the north, east and west by countryside, which is predominately a pre-18th century landscape, consisting of assorted field systems. This surrounding landscape was designated as Metropolitan Green Belt

in 1955, to protect the rural environment from development and prevents the town from sprawling. Beaconsfield is located on the southern edge of the Chiltern Hills just outside the boundary of the Chiltern AONB, creating a sensitive edge to the town.

Beaconsfield has two centres, the Old Town which is the historic core and the New Town which grew rapidly in the early 20th century due to the introduction of the railway in 1906. The location of the railway station, almost a mile north from the Old Town, shifted the town's social and economic focus to the developing New Town. By the 1950s development was concentrated in the area around Holtspur to the west of the Old Town, as the need for housing after the Second World War increased demand. Due to the environmental constraints that surround the town by the 1970s development was limited to infill and redevelopment.



Figure 01: Beaconsfield station signage.



Figure 02: Crossroads in Beaconsfield Old Town.





**F.3** Figure 03: Beaconsfield Parish Boundary and Neighbourhood Area.



Policy Review

02

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book via: [www.beaconsfieldsociety.org.uk](http://www.beaconsfieldsociety.org.uk)

# 2. Policy Review

## 2.1 National planning policy and guidance

As the National Planning Policy Framework (paragraph 126) notes, “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

National and local policy documents can provide valuable guidance for bringing about good design and the benefits accompanying it. Some are there to ensure adequate planning regulations are in place so that development is both fit for purpose and able to build sustainable, thriving communities. Other documents are more technical and offer specific design guidance which can inform design codes and masterplanning activities.

Developers should refer to these key documents when planning future development in Beaconsfield. The following documents at a national level have informed the design guidance within this report:

### 2021 National Model Design Code DLUHC

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide. This guide should be used as reference for new development.

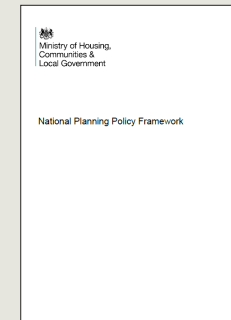
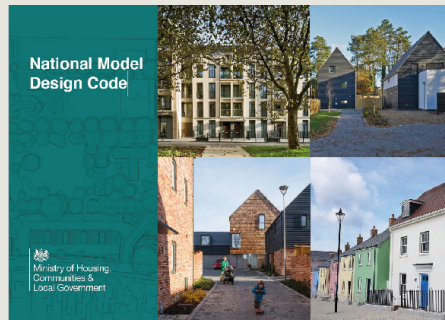
### 2020 - Building for a Healthy Life Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess

the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

### 2021 - National Planning Policy Framework DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of principles that planning policies and decisions should consider, ensuring that new developments are well-designed and focus on quality.



## 2021 - National Design Guide DLUHC

The National Design Guide (Ministry of Housing, Communities and Local Government, 2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

## 2007 - Manual for Streets Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and place the needs of pedestrians and cyclists first.



## 2.2 Local planning policy context

Local planning policy provides guidance that is tailored to the local context, where the development is located, which is supported by analysis taken directly from the area. Therefore, it is vital local policy is considered when proposing development within Beaconsfield.

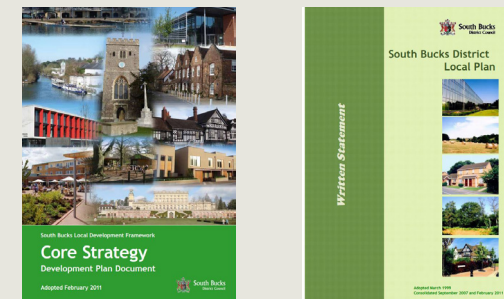
Beaconsfield lies within the newly formed Buckinghamshire Council and the new local planning authority have started the process of creating a new Local Plan for the area. The Chiltern and South Bucks Local Plan 2036 was withdrawn on 21st October 2020. Since this, four district councils have merged creating the new Buckinghamshire Council. Whilst the new Local Plan for Buckinghamshire is still in development, the following documents provide policies for the local area.

## 2011 - South Buck Core Strategy South Bucks District Council

The South Bucks Core Strategy sets out a spatial strategy for the South Bucks area, with Beaconsfield being one of the principal focus areas for new development. The Plan then sets out core policies which should be read in the context of the spatial strategy for the delivery of development and infrastructure in the South Bucks area up to 2026.

## 1999 - South Bucks District Local Plan South Bucks District Council

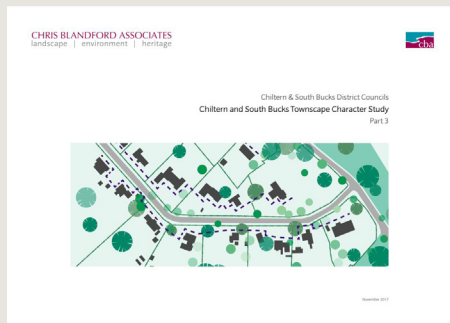
The Local Plan sets out detailed policies and specific proposals for the development and use of land which guide planning decisions. The Local Plan period ended in 2006; however, a number of policies were saved following the adoption of the South Bucks Core Strategy in 2011.



## 2017 - Chiltern and South Bucks Townscape Character Study: Part 3

### Chiltern and South Bucks District Councils

In 2016 Chiltern and South Bucks Councils undertook a Townscape Character Study (Part 3) for both districts, to inform the now withdrawn joint Local Plan. The purpose of the document was to develop an evidence base for developing a consistent Development Management policy approach to protecting the townscape character. The document identifies areas within the settlements that have potential for change, including those that particularly vulnerable to change or where density could be increased with the least harm to the townscape character. Lastly, the document provides planning and design principles to guide change within the different townscape character typologies.



Before part 3 of the Townscape Character Study took place there were two previous studies that make up the South Bucks Townscape Character Study, comprising of the following documents:

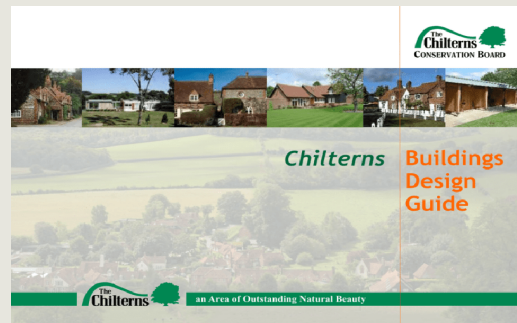
- South Bucks Townscape Character Study: Part 1 Desk-based Assessment (2010)
- South Bucks Townscape Character Study: Part 2 (2015)

Together, these documents provide the initial desk based assessment and a more detailed townscape study.

## 2020 - Chilterns Building Design Guide

### The Chilterns Conservation Board

The Chilterns Buildings Design Guide has been written to ensure that any development within the AONB is both responsible and in keeping with the local character.





Neighbourhood Area  
Context Analysis

03

# 3. Neighbourhood Area Context Analysis

**This section outlines the broad physical, historic and contextual characteristics of the main built up part of the Neighbourhood Area.**

## 3.1 Access and movement

Beaconsfield is a well-connected town to the north west of London with good links to central London, as well as to the west of the country. Beaconsfield railway station provides services to Birmingham and Oxford, as well as fast services to London Marylebone.

The M40 runs east to west along the southern perimeter of Beaconsfield, creating a hard edge which prevents the town from sprawling. The M40 goes east toward London and west towards Oxford. The A40 runs parallel to the M40 and is the historic route which would have been essential for connecting the two cities for trade in the past. The main route through the town goes north to south along Station Road/ B474, connecting the Old Town to the New Town. This road can become congested at times as it is the most convenient route across the railway line; however, this causes concerns about air pollution in the town.

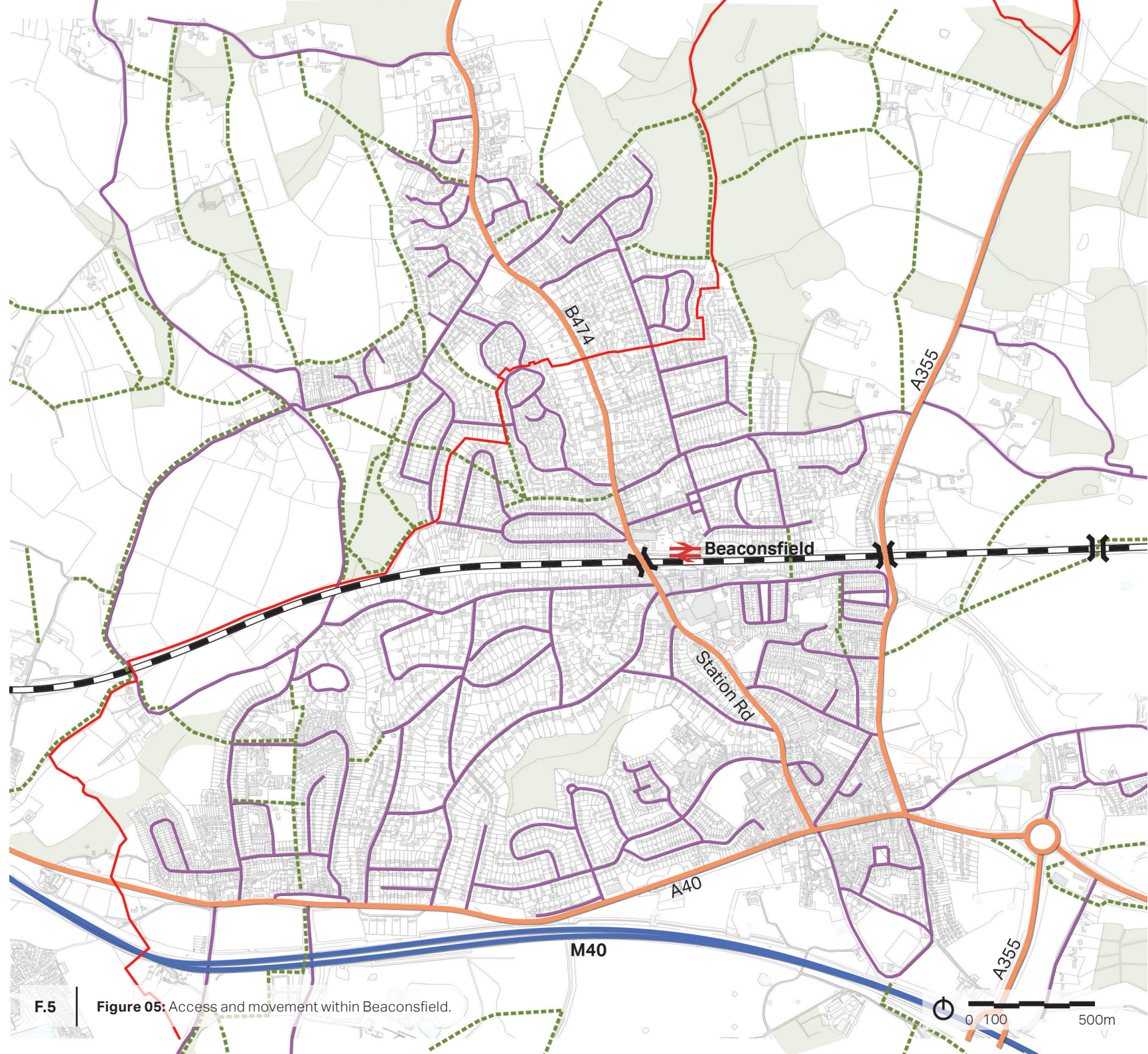
The residential streets can vary in character, but are generally less busy than the primary streets. The main bus routes through the town go to Gerrards Cross to the east, Amersham to the north east and High Wycombe to the west.

There are many Public Right of Ways that link the surrounding countryside to the town from the north, east and west.



**Figure 04:** Primary road linking the New Town to the Old Town.

- KEY**
-  NP Area boundary
  -  Woodland
  -  Railway line
  -  Motorway
  -  Primary street
  -  Residential street
  -  Public Right of Way
  -  Bridge
  -  Railway station





## 3.2 History and heritage

Beaconsfield has grown from a crossroad in the medieval period, to a large market town today. The original crossroad layout is still present and now forms part of the Old Town Conservation Area, protecting the historical importance of this area of the town. Furthermore, the Old Town Conservation Area has a high concentration of listed buildings, with nearly all the buildings fronting onto the crossroads being Grade II listed.

The town does not have any Grade I Listed Buildings; however, there are some further Grade II Listed Buildings scattered throughout the town. This includes a cluster of buildings to the west of the town centre.

The Hampden Hill Conservation Area consists of a group of dwellings that are arranged around a central green. On the southern edge of the town there is a Registered Park and Garden, Hall Barn which has been severed by the M40 that runs through the open space.

The historical maps from 1898 and 1924, shown in figures 6 and 7, indicate that the town grew rapidly at the turn of the 20th Century with the introduction of the railway line resulting in development along the road of the railway station. Much of the development that took place in the early part of the 20th Century can be described as part of the Metroland movement, where suburban areas to the north-west of London promoted the idea of a modern home within the countryside with a fast railway service to London.

Beaconsfield saw further growth after the Second World War, mostly to the west of the town. Post 1980s development has been limited to infill development, due to the barriers surrounding the town including the Green Belt and the M40 to the south. Given these barriers, future development is likely to be the form of infill and the redevelopment of existing sites.












F.6

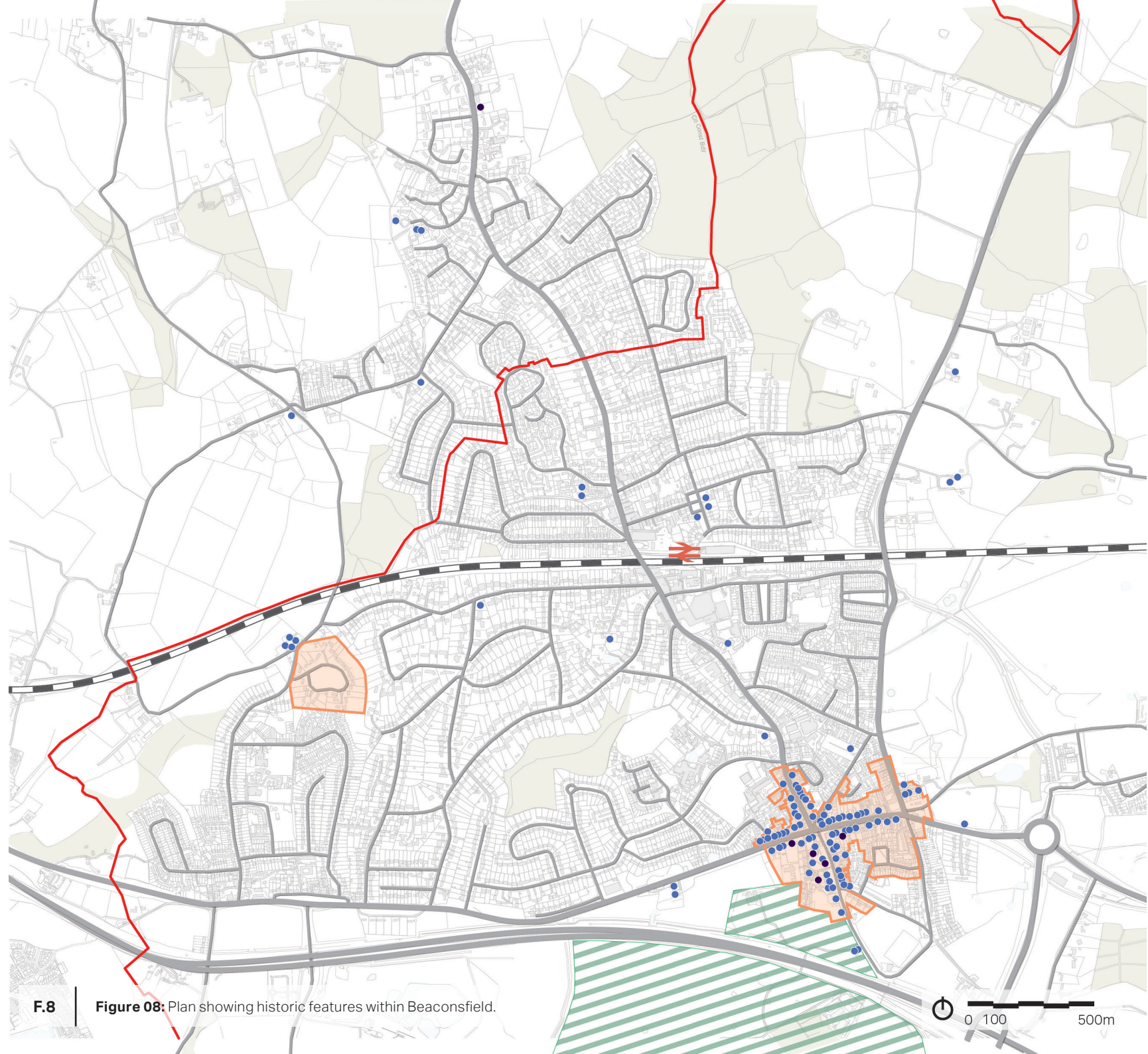
**Figure 06:** Historic map of the New Town area before the introduction of the railway line, 1898.



F.7

**Figure 07:** Historic map showing the rapid growth of the New Town after the introduction of the railway, 1924.

- KEY**
-  NP Area boundary
  -  Woodland
  -  Railway line
  -  Road
  -  Railway station
  -  Conservation Area
  -  Registered Parks & Gardens
  -  Grade II Listed Building
  -  Grade II\* Listed Building















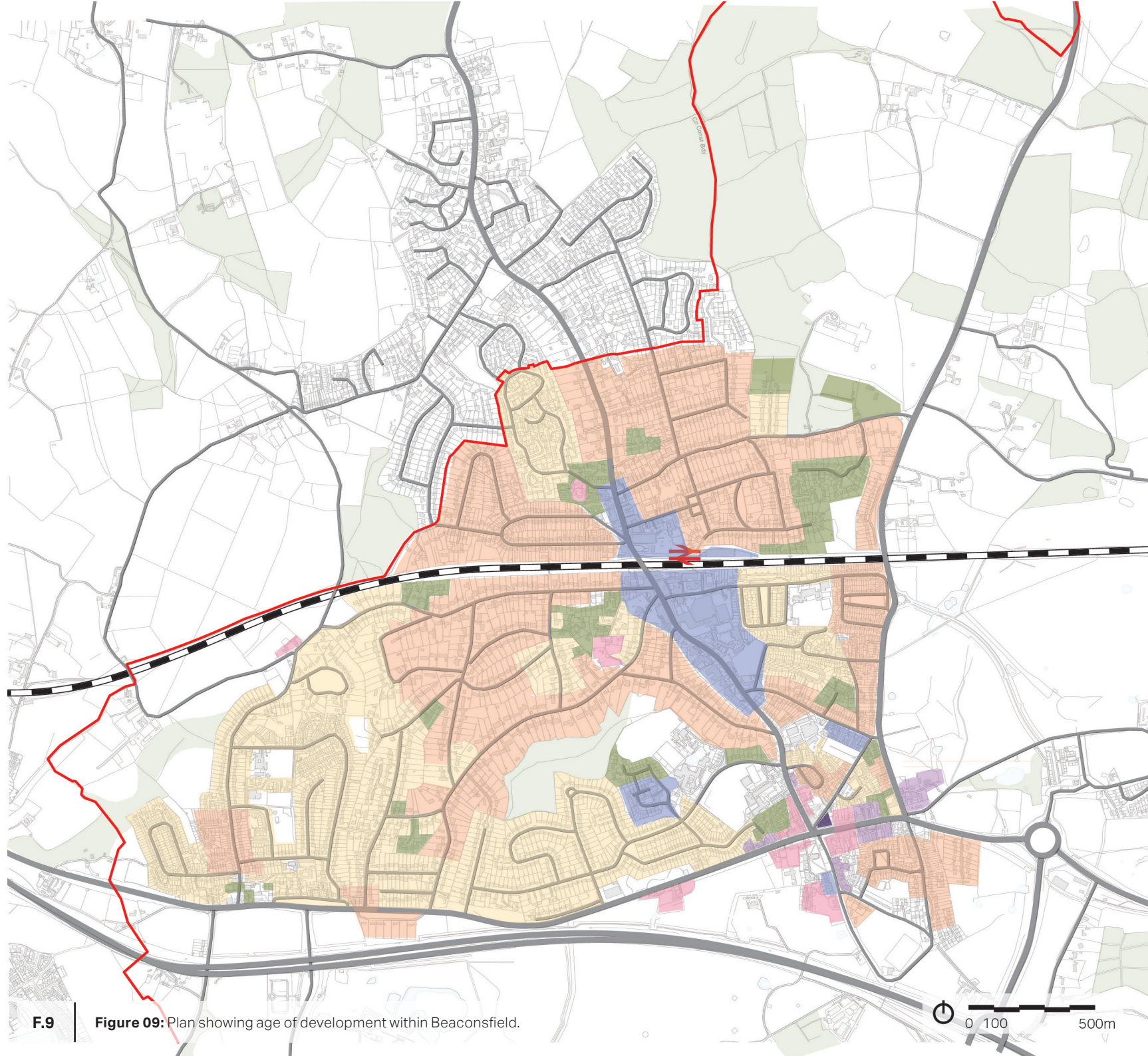
F.8

Figure 08: Plan showing historic features within Beaconsfield.



**KEY**

-  NP Area boundary
-  Woodland
-  Railway line
-  Road
-  Railway station
-  1200-1500
-  1500-1800
-  1800-1850
-  1850-1915
-  1915-1945
-  1945-1980
-  Post 1980





**Figure 10:** Town Council building.



**Figure 12:** Terraced housing in the oldest part of the town.



**Figure 14:** Historic crossroad in the Old Town, now a roundabout.



**Figure 11:** Old cut through leading to the buildings at the back in the Old Town.



**Figure 13:** St Marys and All Saints Church, Grade II\* listed.



**Figure 15:** Semi-detached housing in Holtspur built post WWII.

### 3.3 Landscape and green infrastructure

Beaconsfield is surrounded by a number of landscape designations, which protect the nearby open space by limiting development outside of the existing town. The Metropolitan Green Belt surrounds the town on all sides, with the aim of protecting the countryside from development. The open space to the north of the town is also designated as part of The Chilterns Area of Outstanding Natural Beauty, which also aims to protect the natural landscape. There is an abundance of ancient woodland within the surrounding landscape, as well as one area of ancient woodland nestled amongst housing in the south of the town.

Beaconsfield has considerably less green spaces (public parks and gardens) with 0.37% compared to the national average of 0.79%. Therefore, the need to mitigate loss of habitat through development or loss due to age or disease is needed.

There are a fair number of outdoor sports facilities within the town; however, nearly all the open space of any kind is located south of the railway line. From the map on the next page it can be seen that Beaconsfield lacks green space within the town, particularly in the north. However, the towns close proximity to open countryside and public footpaths in all directions helps create a sense of openness and partially mitigates the lack of green space within the town.

The Areas of Special Character described on p26 all have high levels of greenery within the streetscape making nature a dominant characteristic of these areas. The green character is made up of mature trees, hedges, green verges and vegetated front gardens. The greenery found within these areas links the settlement with the surrounding countryside and brings it into the town. Furthermore, these green fingers should continue into the town with more greening of the streetscene.


















F.16

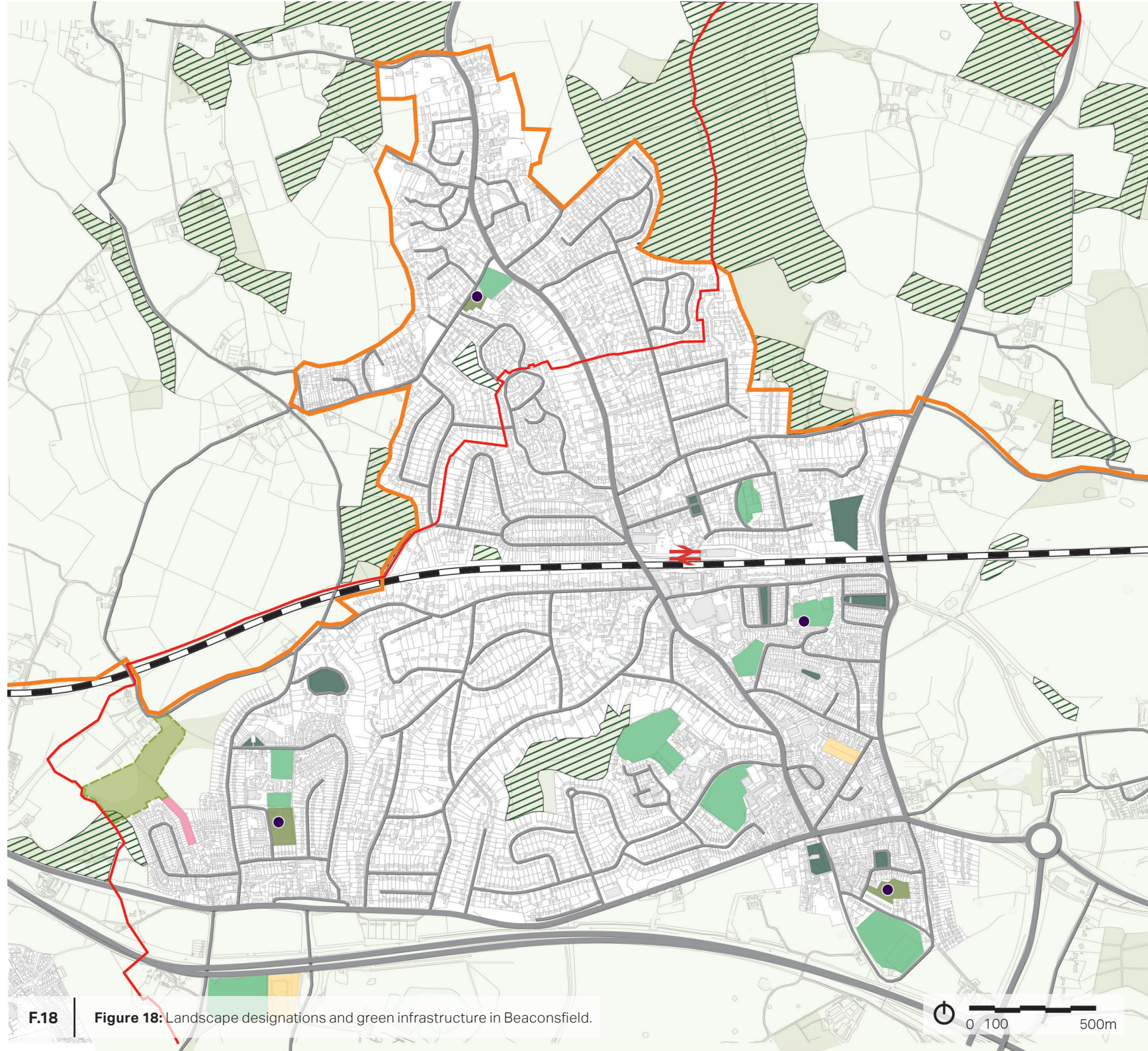
**Figure 16:** View of the green space in front of the Town Council building and Waitrose.



F.17

**Figure 17:** View of the large green space in Holtspur with a children's play area.

- KEY**
-  NP Area boundary
  -  Woodland
  -  Railway line
  -  Road
  -  Railway station
  -  Green Belt
  -  The Chilterns AONB
  -  Ancient woodland
  -  Local nature reserve
  -  Green space and school playgrounds
  -  Parks and recreation grounds
  -  Outdoor sports facilities
  -  Allotments
  -  Cemetery
  -  Children's play area



### 3.4 Building heights

Beaconsfield consists of mostly residential houses that are generally two storeys in height. The residential areas of the town are generally low to medium density, which is reflected in their character with spaced out houses and large front and back gardens. Along the high street in the new town, the buildings are up to four storeys creating a denser centre.

The old town has a mixture of two and three storey buildings and again is denser than the surrounding residential areas of the town. The old and new town both have terraced buildings which are flush with the street creating a more enclosed character typical of a denser area.

In Holtspur the buildings are up to three storeys.



**Figure 19:** 2.3 storey building within the New Town.



**Figure 21:** 4 storey building in the New Town.

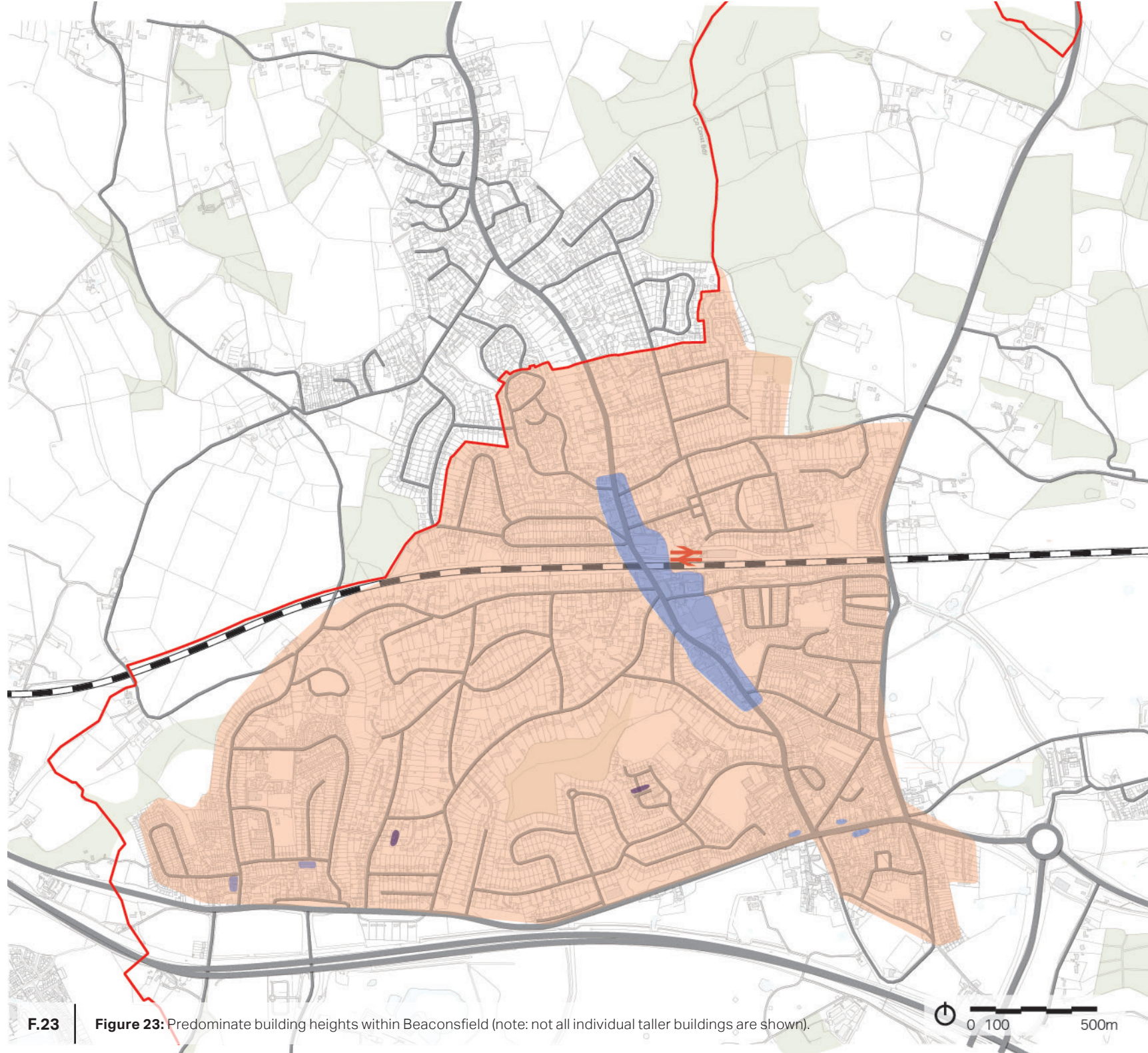


**Figure 20:** Terraced houses that vary in height in the Old Town.



**Figure 22:** 3 storey building with retail ground floor and flats above in Holtspur.

- KEY**
- NP Area boundary
  - Woodland
  - Railway line
  - Road
  - Railway station
  - 1-1.5 storeys
  - 2-2.5 storeys
  - 3-4 storeys



**F.23**

**Figure 23:** Predominate building heights within Beaconsfield (note: not all individual taller buildings are shown).


















### 3.5 Character typologies

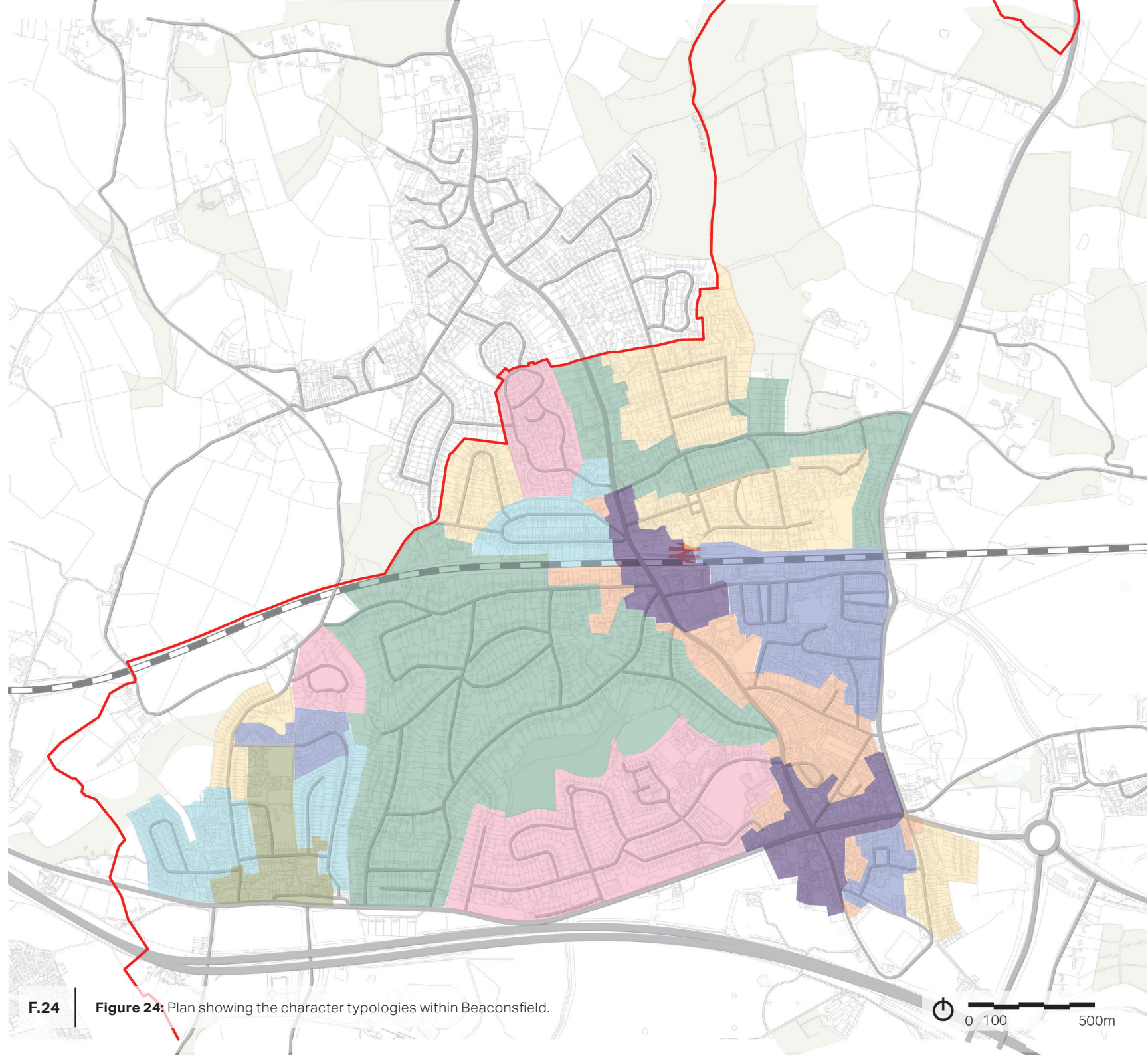
The town has been split into a number of different character typologies that have varying characteristics and attributes.

The character typologies described and the location of each typology is in line with the Chiltern and South Bucks Townscape Character Study, Part 3<sup>1</sup>.

Character typology	Characteristics
<b>Tightly formed centres</b>	Central areas with significant commercial activity and public services. Mostly commercial uses with some residential. Sited along a main road with buildings aligned parallel to the road with no setback from the street.
<b>Town centre fringes</b>	Commercial uses interspersed with residential buildings creating mixed use areas found near town centres. Generally, they are located along routes to and from the town centre often with pockets of infill development forming cul-de-sacs with buildings perpendicular to the road.
<b>Inconsistent suburban</b>	This area has no dominant dwelling type or size along with building lines that are not uniform across the area but are fairly consistent within smaller groups. Although there is some consistency in the townscape along individual streets, there is no coherent townscape character across the area.
<b>Open plan suburban</b>	This is a distinct type of suburban development that is characterised by its sense of space and openness with no boundary treatments between buildings and the roads. It is typical of the late 1960s-1970s development. The houses are generally medium sized and range from detached, semi-detached and terraces.
<b>Formal suburban</b>	These areas are generally consistent and have a formality to their character. They are mainly inter and post-war developments. The road patterns are distinctive, often forming ovals or crescents. The buildings are regularly spaced and are parallel to the street.
<b>Suburban roads</b>	The buildings follow the line of the road and are dominated by hard surfaces. The plots are often smaller with a tighter urban grain than some of the other areas. Mostly detached and semi detached houses. Generally the roads are straight and formally laid out. There are regular building lines and medium sized front gardens.
<b>Green suburban roads</b>	These areas are laid out in a regular manner and have a strong landscape character. The houses are predominantly detached houses set in large plots. The plots are a regular width and pattern. The roads are generally quiet with little through traffic. The houses have medium to large front gardens.
<b>Woodland roads</b>	Often located to the edge of the settlement these areas are characterised by their landscape quality and high sensitivity due to the pattern of large plots, mature vegetation and wooded townscape. The houses are large and detached, set within large plots. The houses are set back within their plots and the street are long and gently winding roads.

1. Chiltern and South Bucks Townscape Character Study, Part 3. (2017). <https://www.southbucks.gov.uk/article/10021/Heritage-and-Townscape>

- KEY**
-  NP Area boundary
  -  Woodland
  -  Railway line
  -  Road
  -  Railway station
  -  Tightly formed centre
  -  Town centre fringes
  -  Inconsistent suburban
  -  Open plan suburban
  -  Formal suburban
  -  Suburban roads
  -  Green suburban roads
  -  Woodland roads



**F.24** | **Figure 24:** Plan showing the character typologies within Beaconsfield.

### 3.6 Conservation Areas and Areas of Special Character

This section focuses on five areas within Beaconsfield which have been previously identified as having unique or special qualities that are essential to their character. Their distinctive high-quality townscape leaves these areas vulnerable to change with potential to lose important characteristic and erode their distinct character. This section aims to define the important characteristics for each area in order to provide area specific design codes later on.

The five areas include the two Conservation Areas within Beaconsfield, the Old Town and Hampden Hill as well as the three Areas of Special Character as identified in the 2017 Chiltern and South Bucks Townscape Character Study, Part 3<sup>1</sup>. These three areas are known as Seeley Road, Gregories Road to Burkes Road, and Penn Road and Ledborough Lane.


<sup>1</sup>Chiltern and South Bucks Townscape Character Study, Part 3. (2017). <https://www.southbucks.gov.uk/article/10021/Heritage-and-Townscape>

Conservation Area	Characteristics
<p style="text-align: center;"><b>Old Town Conservation Area</b></p>	<p>The Old Town is located in the south east of Beaconsfield and comprises the core of the original market town dating back to the medieval period. Development began along four wide roads centred around a crossroads creating a historic street pattern than persists to the present day. Furthermore, the crossroads remains the physical focus of the town.</p> <p>There are a high proportion of listed buildings within the historic core which forms the principal character zone in the conservation area. The other character zones include the 19th century workers accommodation in Lakes Lane, early 20th century middle class suburban houses of Park Lane and lastly the early local authority estate in Malthouse Square.</p>
<p style="text-align: center;"><b>Hampden Hill Conservation Area</b></p>	<p>Hampden Hill is located on the western edge of Beaconsfield, just to the north of the Holtspur area. To the west of Hampden Hill lies Holtspur Bottom Farm which is set in the Chiltern Hills, to the east lies the Old and New Town.</p> <p>Hampden Hill is a rare example of a 1960s speculative housing development with innovative, contemporary and distinctive design which has remained largely as the architect intended. Furthermore, the development was designed by one of the few female architects of the time, Mary Christian Hamp. There are many design elements that contribute to the unique character and special interest of this area, including the high-quality, contemporary design of buildings as well the respect to the topography of the site in relation to the design, layout and alignment of buildings. Furthermore, the rural setting has been respected with planting, a large central green and the generous spacing of buildings. There are also views in and out of the conservation area.</p>

Area of Special Character	Characteristics
<p><b>Seeleys Road</b></p>	<p>Seeleys Road is located in the north of Beaconsfield and is a good example of an 'Open Plan Suburban' typology (see Figure 24) as it is well preserved and maintained. This area is distinct from the surrounding development with clearly defined boundaries. There are many features that make Seeleys Road an area of special character, including the roads that meander around green spaces and front gardens. Another defining feature is the lack of boundary treatments between the buildings and the street, creating a sense of openness which is enhanced by large amount of greenery provided by large front gardens, green verges and ornamental planting.</p> <p>The houses are clustered in small groups with staggered building lines and various orientations to the street. The pattern of development creates a loose plan for the green spaces which have a well-considered relationship with the buildings. The buildings have an overall consistency characterised by 1-2 storeys, detached, simple buildings with low pitched roofs and a consistent colour palette of red and yellow brick with timber cladding. Small variations in form and materiality provides a level of individuality for each dwelling.</p> <p>Due to the uniform high quality townscape of the area it is considered vulnerable to change.</p>
<p><b>Gregories Road to Burkes Road</b></p>	<p>This area is located in south west Beaconsfield and is a residential area defined by large houses on large plots set amongst mature trees and lush planting. The plots have a fairly consistent width creating regularity and rhythm along the street. The regular plot pattern and landscape character provide the consistency and cohesion for the area as all the houses are individually designed meaning there is almost no repetition in house types and no standard approaches.</p> <p>The landscape character is essential for this area as the houses are set deep within their plot set within woodland and with a backdrop of woodlands. Therefore, any loss of trees would weaken the landscape character and sense of enclosure in the area. The sense of enclosure is enhanced by high boundary hedges and walls along with mature trees located within front and back gardens.</p> <p>Buildings are generously spaced out with a lot of room for planting between houses, however some newer developments extend close to the side boundaries with little room for planting. Furthermore, newer developments are weakening the landscape character by using hard surfaces and hard boundary treatments.</p>
<p><b>Penn Road and Ledborough Lane</b></p>	<p>This area is located in the north of Beaconsfield and comprises of two busy thoroughfares providing routes to and from Beaconsfield. Similar to the Gregories Road area, this area is a residential area defined by large houses on large plots set amongst mature trees and lush planting. However, this area differs from Gregories Road because it does not have the distinctive building typologies or views. Instead the roads are tightly enclosed by trees, high hedges and only occasionally walls. Development is screened from view from the roads making the landscape of mature trees and hedging the dominate characteristic which needs to be retained. Tall brick walls have undermined this character.</p> <p>The wooded character of the carriageways create a green transition area between the surrounding countryside and the town. Furthermore, the wooded character provides a subtle transition from the houses to the AONB/Ancient woodland areas in the eastern corner of the settlement. The houses on the eastern edge are hidden from view with mature planting which creates a green edge to the settlement and a distinctive border between Beaconsfield and the Green Belt beyond.</p>

**KEY**


 NP Area boundary


 Woodland

 Railway line

 Road

 Railway station

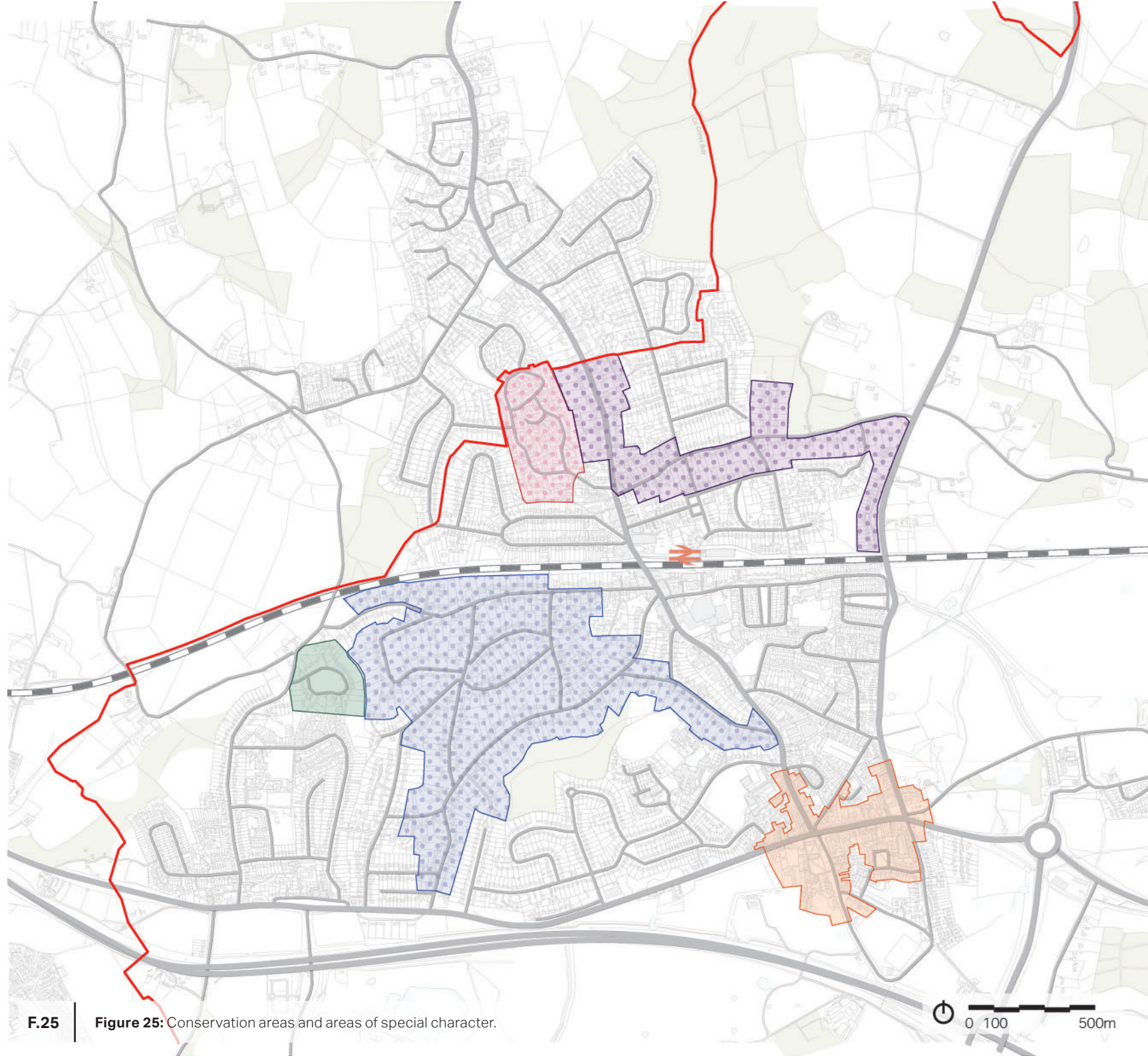
 Old Town Conservation Area

 Hampden Hill Conservation Area

 Seeley Road

 Gregories to Burkes Road

 Penn Road & Ledborough Lane





General design guidance &  
codes

04

# 4. General design guidance & codes

**This section sets out the principles that will influence the design of potential new development and inform the retrofit of existing properties within the Neighbourhood Plan Area. A combination of local images and best practice examples have been used to exemplify the design guidelines and codes.**

## 4.1 Introduction

The guidance and codes provided in this section outlines expectations that applicants for planning permission in the town will be expected to follow in relation to design.

This section sets out the guidelines and codes that can be applied to the whole town, relating to the local pattern of streets and spaces, building traditions and materials as well as the natural environment, all of which help to determine the character and identity of existing town and any new development.

The guidelines and codes can be applied at all scales, according to context, although development will mostly be infill.

### 4.1.1 The Codes

This section introduces a set of design principles that are specific to Beaconsfield. These are based on:

- Baseline study of the town in Chapter 3;
- Understanding national design documents such as the National Design Guide and National Model Design Code documents to inform the design guidance and codes; and
- Discussion with members of the Neighbourhood Plan Steering Committee.

The codes are divided into four sections by theme, as shown on this page, each one with a different number of subsections. A short introductory text with more general design guidance is provided at the beginning of each section, followed by a series of more prescriptive codes and parameters. At the end of this section there is a set of questions to consider when presented with a development proposal.

Theme	Code	Title
<b>Local identity and built form</b>	LB.01	Pattern of development
	LB.02	Heritage assets
	LB.03	Building lines and boundary treatments
	LB.04	Enclosure
	LB.05	Corner buildings
	LB.06	Roofline and building heights
	LB.07	Architectural details
	LB.08	Building and public realm materials
	LB.09	Waste storage and servicing
	LB.10	Extensions and alterations
	LB.11	Infill development
	LB.12	Housing mix
<b>Access and movement</b>	M.01	Prioritise walking and cycling
	M.02	People friendly streets
	M.03	Parking typologies
	M.04	Legibility and wayfinding
<b>Landscape, nature, open space</b>	NA.01	Create a green network
	NA.02	Green space
	NA.03	Trees
	NA.04	Biodiversity and wildlife
<b>Sustainability and climate change</b>	SU.01	Sustainable buildings
	SU.02	Minimising construction waste
	SU.03	Recycling materials and buildings
	SU.04	Water management



## 4.2 Local identity and built form

### LB.01 Pattern of development

Due to the landscape designations and physical constraints that surround Beaconsfield, development will mostly be limited to infill within the town. Different types of development may be appropriate for different areas of the town depending on the uses, density, and heights of the existing buildings. The following guidance should be considered when looking at the location and levels of development:

- New developments must demonstrate an understanding of the scale, building orientation, enclosure, and facade rhythm of the surrounding built environment to respect its urban character;
- New dwellings must have similar spacing between buildings to that commonly found on the street frontage. Where houses are terraced, the new development should normally adjoin the adjacent property or properties;
- The housing density varies throughout the town, with higher densities and taller buildings located in the centre of the New Town area and lower densities toward the edges of the town. Future development should look to follow similar densities and building heights;
- Central hubs within Beaconsfield, such as the Old and New Town centres, should encourage mixed-use development to add variety and aid active travel by clustering activities and services in close proximity, reducing car journeys; and
- Any proposal that would give rise to an unacceptable increase in the amount of traffic, noise or disturbance would be inappropriate.
- New developments must provide off-street parking at a minimum of one parking space for a one bed unit, two parking spaces for a two bed unit and three parking spaces for a three or more bed unit.



Figure 26: Pattern of historic development in the Old Town.

## LB.02 Heritage assets

Beaconsfield, particularly the Old Town, has a rich history which has resulted in a number of heritage assets that are essential to the town's character. There are two Conservation Areas within the neighbourhood plan area, and their historic features must be respected.

There are several Grade II Listed buildings, mostly located in the Old Town, as well as a registered park and garden just to the south of the town. These designated heritage assets are protected and any proposed development should be sympathetic to the design and historical significance.

- New development will need to respect and respond to the historical context, particularly within the Conservation Areas;
- Development should respect the significance of any designated and non-designated heritage asset. Particular consideration shall be given

to maintaining their role in framing, punctuating or terminating key views through, out of and into the town.



**Figure 27:** St Mary and All Saints Church, grade II\* listed.



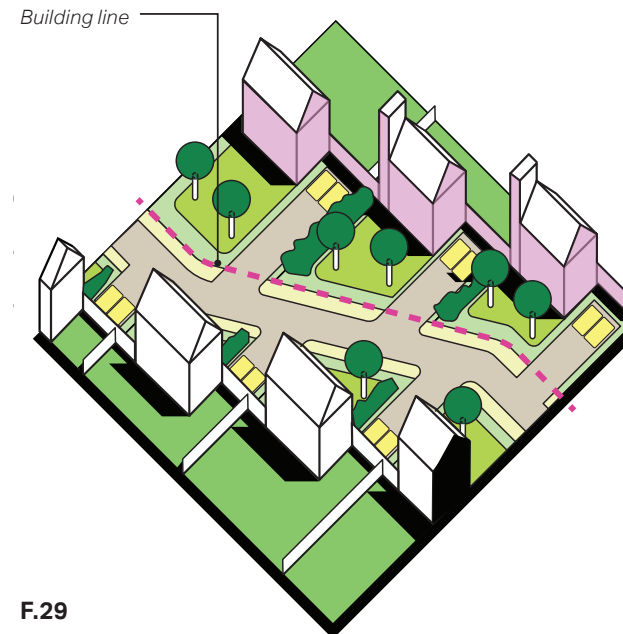
**Figure 28:** Aylesbury End, terrace houses grade II listed.

## LB.03 Building lines and boundary treatments

In the centre of the Old Town and New Town, the buildings are generally not set back from the street, creating a consistent, strong building line along the street. In the more residential areas of Beaconsfield boundary treatments such as hedges or brick walls act as a building line bringing continuity and uniformity to the streets.

- The building line along a street should be consistent and form a unified whole but still allow for subtle variations in the form of recesses and protrusions. This provides variety and movement along the street;
- Boundary treatments should reinforce the sense of continuity from the building line and help define the street;
- Proposed boundary treatments must reflect locally distinctive forms and materials, such as low brick walls or well defined hedgerow;

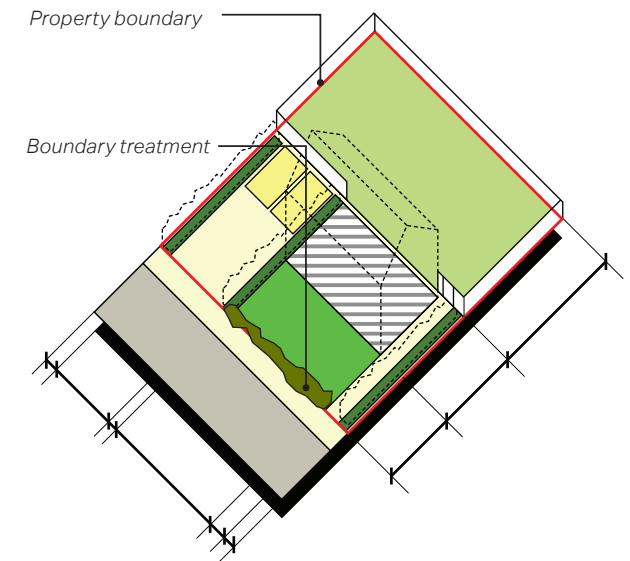
- Development must identify existing boundary treatments in the context of the site and consider appropriate boundaries for new development to ensure integration with the existing context;



F.29

Figure 29: Diagram showing a continuous building line.

- Boundary planting should be designed so as not to impinge on public space as it matures; and
- Existing boundary trees and hedgerows should be retained and reinforced with native species.



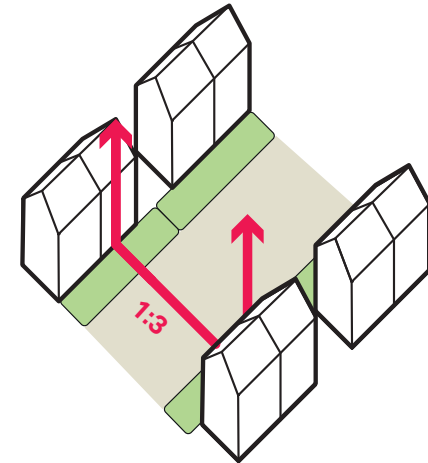
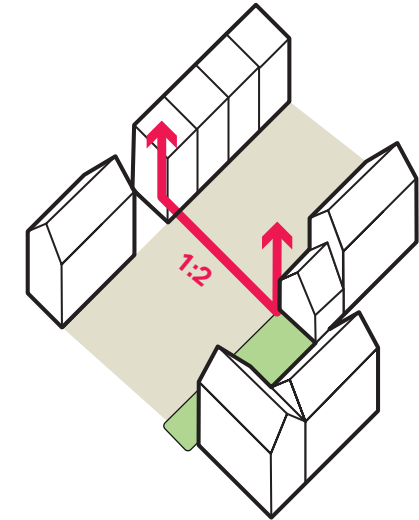
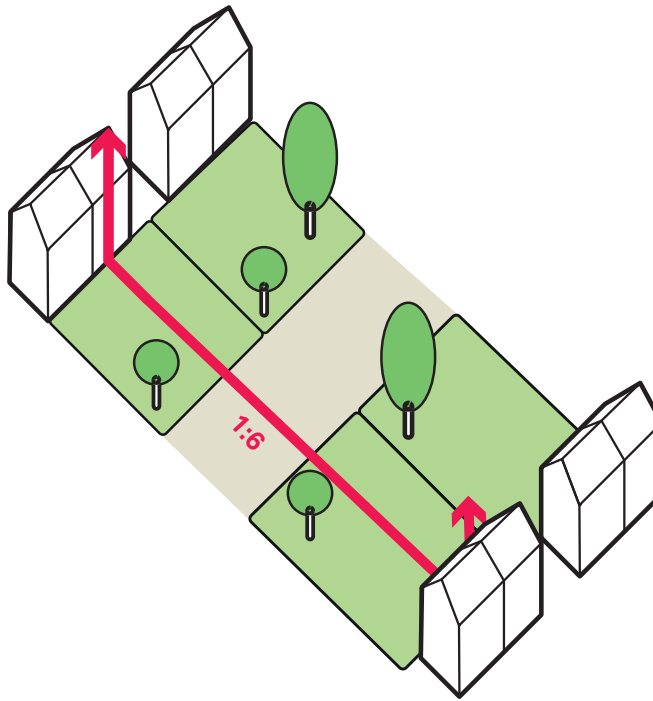
F.30

Figure 30: Diagram showing a hedge as a boundary treatment.

## LB.04 Enclosure

Enclosure refers to the relationship between public spaces and the buildings that surround them. A more cohesive and attractive urban form is achieved when this relationship is in proportion. The following guidance should be considered to achieve the desired level of enclosure:

- Facades should have an appropriate ratio between the width of the street and the building height, based on the prevailing conditions in the street or neighbourhood;
- Narrow gaps between buildings must be avoided. Buildings should either be detached, semi-detached or properly attached;
- A cluster of dwellings should have a variety of plot widths and the building line should be considered throughout the design process.



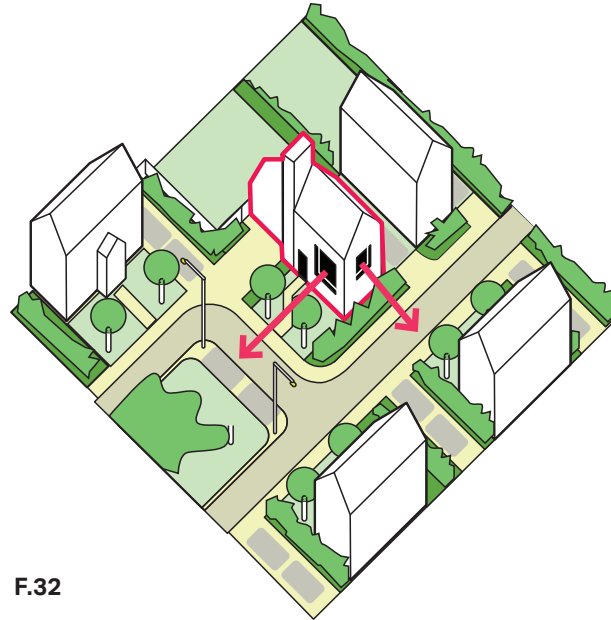
F.31

Figure 31: Diagrams showing different building height to width ratios.

## LB.05 Corner buildings

Corner buildings are an important townscape principle because they provide increased natural surveillance and street activity.

- Corner buildings should have active frontages on all street facing facades. This means having habitable room windows on all facades that face the street and if possible, multiple entrances from the building that lead directly to the street.
- Corner buildings can also be articulated with a taller or distinctive architectural elements to enhance legibility and wayfinding, such as the Barclays building within the New Town.



**F.32**

**Figure 32:** Diagram showing a corner building with windows on both street facing façades.



**F.33**

**Figure 33:** Corner building with windows on both street facing façades.

## LB.06 Roofline and building heights

Creating a good variety in the roofline helps make a place attractive. Within Beaconsfield there are a number of different roof types but the most common are pitched and hipped roofs. Some of the more recent development in the New Town area have shallow pitched or flat roofs, however, this tends to be for taller buildings and flats.

- Roofline should be well articulated and in proportion with the dimensions of the building with subtle changes to avoid monotonous elevations; and
- Local traditional roof detailing elements should be considered throughout the design process.

Throughout the town, particularly within the residential areas, the building heights are predominately between two to three storeys. Therefore, the building height of future development in these areas should not exceed the height of the surrounding buildings, in order to respect the residential character. In the New Town there are some

taller buildings, up to four storeys; therefore, future development could look to intensify this area of the town with taller buildings.

- The building heights of new development should respect the existing surrounding buildings and not dominate the streetscape.
- Any tall buildings should be located in appropriate locations that do not negatively affect the character of the area, for example by changing the level of enclosure along the street.
- Tall buildings should look to the immediate context to understand appropriate building heights for the area.
- The top floor of the building can be set back to reduce the visual impact on the streetscene.
- High-quality materials that are in keeping with the surroundings should be used.



**Figure 34:** Varied roofline within the Old Town.



**Figure 35:** Multiple pitched roofs on residential buildings in the New Town.

## LB.07 Architectural details

Any new development will need to look at the scale, height, style and detailing of the surrounding buildings, to ensure it respects the existing character within the specific area of the town it is located. Generally, Beaconsfield's character is greatly enhanced by some traditional features and details, which can be seen throughout the town creating visual connections to the different areas of the town.

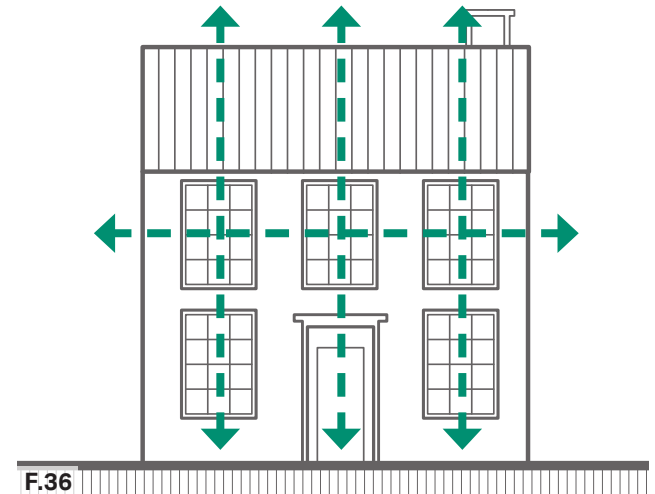
### Fenestration

The detailing, materials and fenestration of windows along building facades can inform the character of the street. Within the town there are a variety of windows styles including casement windows, mullion and some dormer windows. The following points provide design guidance for fenestration and windows:

- Windows should match the general orientation, proportion, and alignment of other windows in the same building as well as those on adjacent properties,

reinforcing the continuity of the streetscape;

- Window subdivisions should be arranged symmetrically about the horizontal and vertical areas of the openings;
- Windows in new developments should have consistent colour, thickness of frame and quality of windows across all elevation; and
- Windows should employ a particular design approach by adopting either a contemporary or traditional style. Contemporary style buildings can have a variety of window designs whereas traditional building styles should have a limited range of patterns.



F.36

Figure 36: Diagram showing window proportion and alignment.



F.37

Figure 37: Well proportioned and aligned windows on the Town Council building.

- The roofscape and roofline can contribute to the rhythm and uniformity of a street, such as the gable ended pitched roofs along the high street in the New Town in an Arts and Crafts style. Interesting elevations such as this should be retained.



**Figure 38:** Uniformity and rhythm created by the roofscape and architectural details along the high street.



## Dormers

While dormers are not a common feature within Beaconsfield, there are some buildings with dormer windows as they can be an easy way to create additional space in an existing building. Some guidance for dormer windows is as followed:

- Dormer windows should be kept at an appropriate scale and should not dominate the roof. They should be aligned with the building's windows below or centred in the middle.



**Figure 39:** Small dormer windows along the parade of shops.



**Figure 41:** Dormer windows in residential area.

## Chimneys

Chimneys are a common feature in the Old Town, as well as along the high street within the New Town. The following points provides guidance for chimneys:

- Chimneys can be used to add articulation and rhythm to the roofscape; and
- Chimneys should use the same materials as the main building and be placed centrally or at either end, although other positioning will be considered if appropriate in its setting.



**Figure 40:** Chimneys at either end of the building using the same material as the main building.



**Figure 42:** Chimney located centrally along the buildings roof.

## **LB.08 Building and public realm materials**

Local building and public realm materials make a key contribution to the character of the area and provide an important link between the built environment and the town's history.

### **Building materials**

Within the Old Town the predominant building materials are red brick, black stained weatherboarding, some flint, and slate for roofs. This area of the town uses more traditional materials because it is the oldest part of the town and is a Conservation Area, meaning there are less changes to more modern materials and finishes.

Hampden Hill Conservation Area also has a selective and distinctive material and colour palette, consisting of mellow brown stock bricks, wood cladding, black stained weatherboarding and contrasting white timber doorways and window frames.

Throughout the rest of the town a variety of materials are used, including red and yellow bricks, white render, some pebbledash, and black weatherboarding. The roof materials include slate, clay, and concrete tiles.

In new development locally sourced bricks or bricks that match the buildings in the surrounding area would be the most appropriate. Particular attention should be given to the bonding pattern, size, colour, texture of bricks.

- Development should employ materials and features to conserve and enhance the distinctive local character and heritage in the town;
- Development should use a common palette of locally distinctive vernacular building material;
- Development should also use a common colour palette of locally distinctive tones; and

- Development should maximise the reuse or recycle of materials already on site or locally to minimise the adverse effects generated by construction.

## Public realm

The public realm within the Old Town uses materials such as paving setts and flagstone paving. The public realm also provides green spaces and trees which enhance the streetscape. These materials can be used as inspiration for new development to ensure it is in keeping with the existing character and streetscape. Furthermore, the use of sustainable materials is highly welcomed; however, they must respect the existing materials palette in the town to conserve the distinctive local character of Beaconsfield.

- The materiality and colours used in the public realm should enhance the surrounding built environment and contribute to the character of the place. Materials should be of a high-quality and durable to withstand a long time period.
- Where appropriate, a variety of materials can be used to differentiate between the footpath, the roads and car parking spaces.
- Along underground utilities routes materials should be selected with consideration to future maintenance and replacement.

**Materials**

**Colour Palette**



*Red brick*



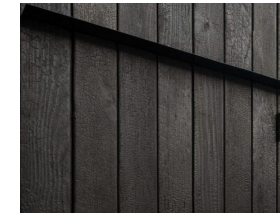
*Buff London brick*



*Weatherboarding*



*Pebbledash*



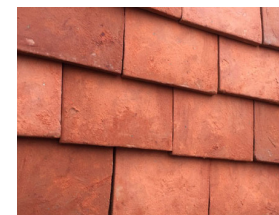
*Wood cladding*



*Render*



*London brick*



*Clay tiles*



*Slate tiles*



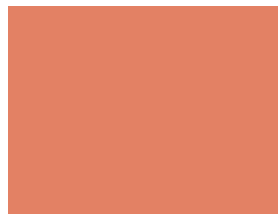
*Concrete tiles*



*Paving setts*



*Flagstone*



*Red*



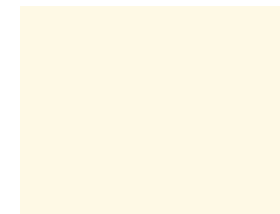
*Brown*



*Black*



*White*



*Cream*

**F.43 Figure 43:** Material and colour palette for Beaconsfield.

## LB.09 Waste storage and servicing

With modern requirements for waste separation and recycling, the number and size of household bins has increased, causing issues with the aesthetics of properties. Some guidelines for future development are:

- Bins should be located away from areas used as amenity spaces;
- Create a specific enclosure of sufficient size for all the necessary bins. Cycle storage could also be integrated;
- Bins should be placed within easy access from the street and, where, possible, open on the pavement side to ease retrieval;
- Bins should be placed as close to the dwelling's boundary to the public highway, such as against wall, fence, hedge but not in a way as to obstruct pedestrian and vehicle movements; and

- The materials palette should be referred in order to select suitable materials for enclosures.



**Figure 44:** Example images showing bins are stored in the front of the house in a discrete way.



**Figure 45:** Waste storage along the boundary treatment.



**Figure 46:** Positive example on how to conceal the presence of bins in back gardens.

## LB.10 Extensions and alterations

### Side Extensions

Side extensions are another popular way to extend a building to create extra living space. However, if they are badly designed, they will detract from the appearance of the building and the wider townscape. Single-storey and double storey side extensions should be set back from the main building and complement the materials and detailing of the original building, particularly along the street elevation. The roof of the extension should harmonise with that of the original building, flat roofs should be avoided. Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.

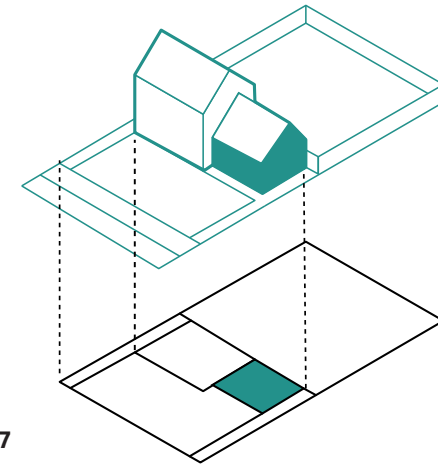
### Rear Extensions

Single storey rear extensions are generally the easiest way to extend a house and provide extra living space. The extension should be set below any first-floor windows

and designed to minimise any effects of neighbouring properties, such as blocking daylight. A flat roof is generally acceptable for a single storey rear extension.

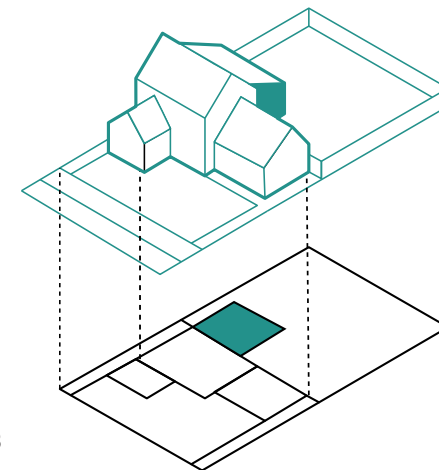
Double storey rear extensions are not common, as they usually effect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two-storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building.

On both side and rear extensions, green roofs are preferred to enhance biodiversity and break up the urban landscape.



F.47

Figure 47: Diagram showing a side extension.



F.48

Figure 48: Diagram showing a rear extension.

## LB.11 Infill development

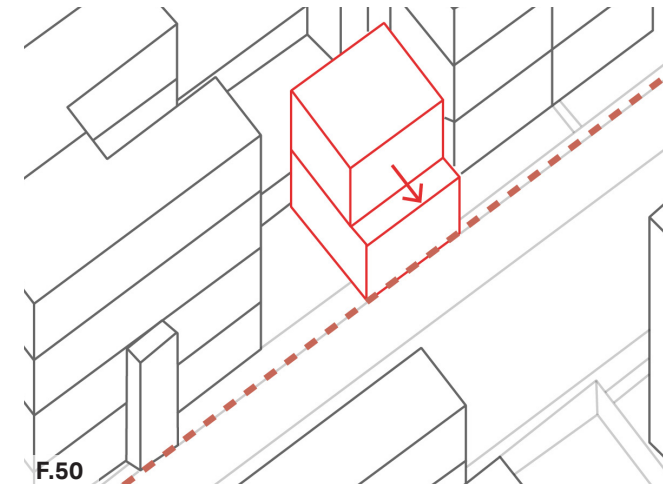
Plot infill takes two main forms, the first is development that has a primary frontage to an existing street. The second is backland development which is located to the rear of existing properties. Some guidelines for both types of infill development are:

- Sufficient private amenity for residents of existing buildings should be retained;
- The height of development should take into consideration the surrounding context. Where appropriate, the first floor can be set back from the street frontage to reduce the impact of the building on the streetscene;
- Development fronting an existing street should comply with the existing building line and should have its primary aspect and windows facing the street, particularly if aspect in all other directions is constrained due to overlooking of neighbouring properties;

- The materials and detailing of the infill development should look to provide a contemporary design that complements the existing; and
- Where appropriate, green roofs can be used to ensure no net loss of green cover and to enhance biodiversity and urban greening. Furthermore, development should add green infrastructure with landscaping and hedging appropriate to the streetscene; and new driveways should provide trees and landscaping where appropriate to help mitigate road flooding.



**Figure 49:** Plan showing infill development with a frontage to the existing street.



**Figure 50:** Diagram showing a setback at the upper level for infill development.



**Figure 51:** Plan showing infill backland infill development.

## LB.12 Housing mix

Providing a good housing mix within Beaconsfield is crucial for meeting the needs of different groups within the community.

- Any new development should enrich the supply of housing by providing a variety of options in terms of size and height, whilst still respecting the existing surroundings; and
- Development that accommodates first time homes and homes for downsizing with their own front doors and outdoor green space are encouraged in order to improve the balance in the population of Beaconsfield.



**Figure 52:** Small block of flats.



**Figure 54:** Large house



**Figure 53:** Terrace housing



**Figure 55:** Block of flats with garages.



## 4.3 Access and movement

### M.01 Prioritise walking and cycling

It is essential that the design of new development includes streets that incorporate the needs of pedestrians, cyclists, and, if applicable, public transport users. Some guidelines for future development are:

- Routes must be laid out in a connected pattern, whilst cul-de-sacs must be relatively short and provide safe onward pedestrian and cycle links;
- Streets must incorporate opportunities for street trees, green infrastructure, and sustainable drainage;
- Traffic calming should be achieved by design using landscaping, parking and building layout, avoiding using forms of engineered traffic calming like humps, cushions and chicanes;
- Crossing points must be placed at frequent intervals on pedestrian desire lines and at key nodes;
- Junctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting, and parked cars must be kept away from visibility splays to avoid obstructing sight lines;
- Sufficient width of footway should be provided to facilitate a variety of mobilities, such as young family with buggies, mobility scooter, wheelchairs, etc. The Department for Transport Manual for Streets (2007)<sup>1</sup> suggests that in lightly used streets, the minimum width for pedestrians should generally be 2m; and
- Where routes are to be shared by pedestrians and cyclists, such as between residential areas, widths should be a minimum of 3m - ideally 4m.

1. Manual for Streets (2007). Available at: <https://www.gov.uk/government/publications/manual-for-streets>



F.56

**Figure 56:** Footpath within a residential area that creates alternative routes for pedestrians and cyclists, Great Kneighton.



F.57

**Figure 57:** Footpath separated from the road with a hedgerow.

Routes to and from the town centre to the residential areas of Beaconsfield can be improved to make it more attractive and safe for pedestrians and cyclists, particularly along the A40 as the local medical centre is located on this road. Furthermore, traffic moves at speed along some parts of the A40.

- Provide designated cycle lanes and routes to the town centre, along with cycle parking.
- Ensure the streets are pedestrian friendly by providing direct routes to the town centres that have 2m wide footpaths and frequent crossing points along the road that are adequate for people of all ages and abilities.
- Provide safe and visible locations for bus stops along the A40 with shelters that are safe and attractive for all ages and abilities to cross the A40.



**Figure 58:** Footpaths should be at least 2m wide.



**Figure 59:** Current A40 towards Holtspur from the Old Town, which is not a pedestrian friendly environment.

## M.02 People friendly streets

The following pages introduce suggested guidelines and design features including a range of indicative dimensions for street types that may be found in smaller developments.

### Residential street

Residential streets should provide access to homes from the surrounding primary roads.

- The carriageway should accommodate two-way traffic as well as cyclists and parking bays. Traffic calming measures should be utilised.
- Residential streets should have a good level of enclosure, created by built form with consistent building lines and setbacks; and
- Where possible, street trees and greenery should be provided along the street.



Figure 60: Example of a residential street.

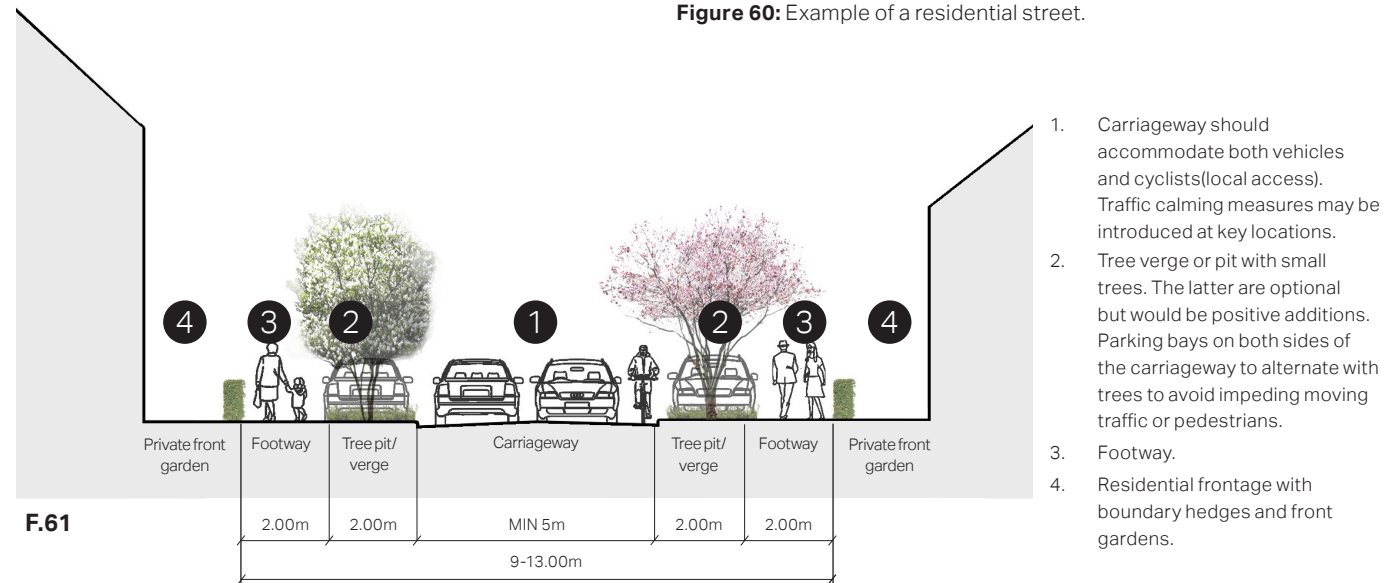
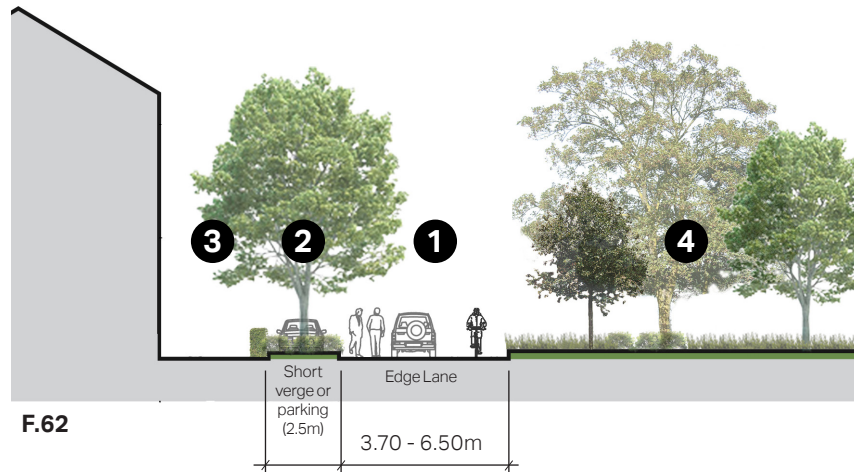


Figure 61: Cross-section to illustrate a residential street.

## Edge Lane

Any development opposite to a green edge should be treated as an edge lane where traffic volume is lower and there is an immediate connection with nature. Some guidelines for edge lanes are:

- Edge lanes are low-speed streets that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction, and are shared with cyclists;
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings; and
- Edge lanes should be continuous providing high level of connectivity and movement. Cul-de-sacs must be avoided.



F.62

Figure 62: Cross-section to illustrate some guidelines for edge lanes.

1. Shared lane (local access) - width to vary.
2. Green verge with trees. It is optional but would be positive additions. Parking bays to be interspersed with trees to avoid impeding moving traffic or pedestrians.
3. Residential frontage with boundary hedges and front gardens.
4. Green space and potential for implementing swales into the landscaping.



F.63



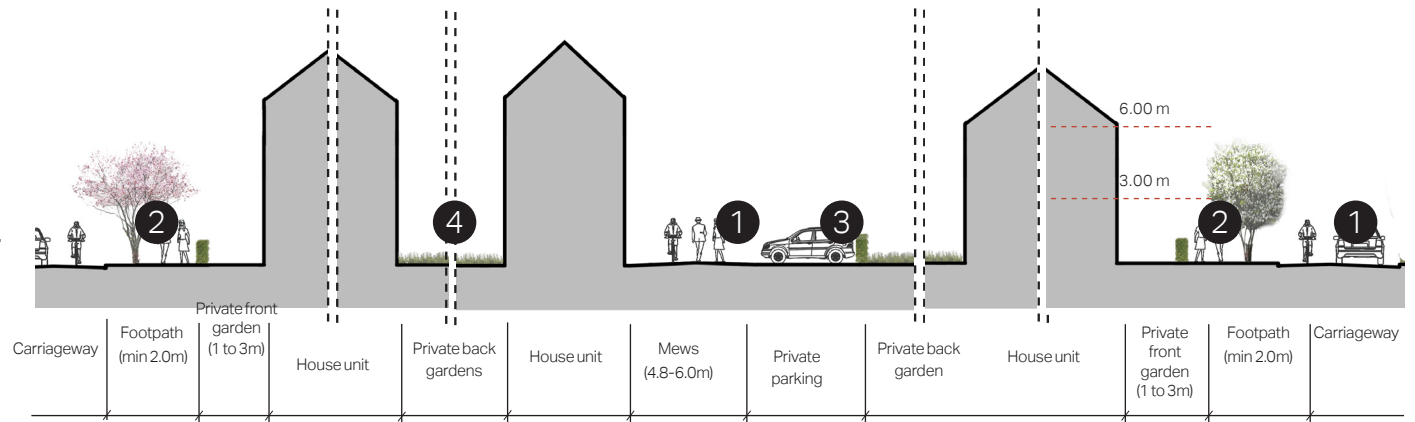
Figure 63: Examples of an edge lane, UK.

## Mews, lanes and courts

Mews, lanes and courts serve residential buildings within residential blocks. They are designed for local vehicle access only and prioritise pedestrians and cyclists over cars.

Mews, lanes and courts are also used for parking in the form of on-street (parallel and perpendicular) parking, sheltered garages, and car ports. Some guidelines for edge lanes are:

- The layout can vary to adapt to a variety of residential and parking typologies;
- Opportunities to include any type of green infrastructure must be maximised;
- Traffic calming can be self-enforcing as a result of the placement of buildings and street layout; and
- Footpaths can be integrated and bordered with rich vegetation and plantation.



**F.64**

**Figure 65:** Typical mews, cross-section



**F.65**

**Figure 64:** Example of mews with on-street parking and street trees, Great Kneighton.

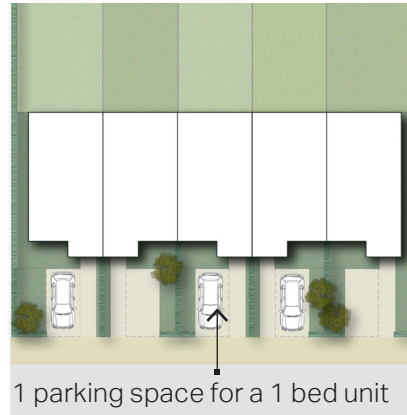
1. Carriageway.
2. Footpath.
3. Residential frontage with boundary treatments
4. Back to back rear gardens.

## M.03 Parking typologies

The parking standards in the Bucks Council guidance should apply. It is not expected that there will be specific circumstances in Beaconsfield to justify departing from them.

### On-plot parking

- On-plot parking can be located to the front or the side of the main building;
- Detached garages must not be constructed in front of the principle building line;
- Parking can be covered by a car port if it is located to the side of the building in line with or setback from the building line;
- High-quality and well-designed soft landscaping should be used to increase the visual attractiveness of the parking;
- Boundary treatments such as hedges, trees, flowerbeds and low walls also increase attractiveness and provide a clear distinction between public and private space; and
- Hard standing and driveways must be constructed from porous materials to minimise surface water run-off.



F.66

Figure 66: On-plot front parking.



F.68

Figure 68: On-plot side parking.



F.67

Figure 67: On-plot front parking, Bath.



F.69

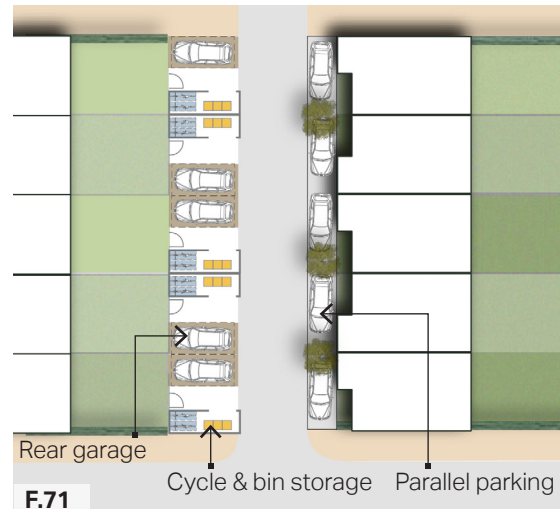
Figure 69: On-plot side parking, Barnet.

## Mews and rear street parking

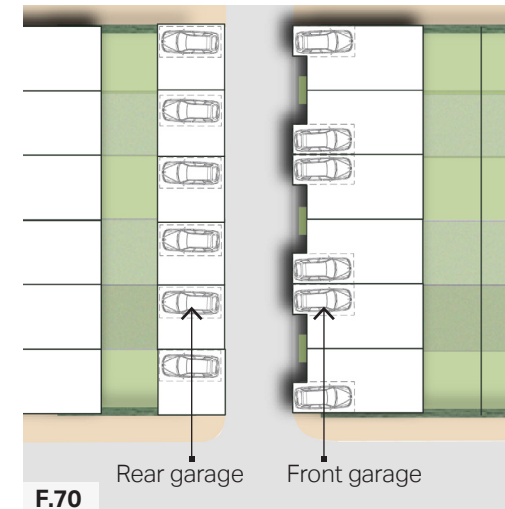
- Rear street and mews parking arrangements are only appropriate for terraced and mews housing typologies;
- Cycle and waste storage should be integrated with garages;
- Rear street parking should service a maximum of 6 units;
- Mews parking should be on-plot, usually in garages; and
- Some informal on-street parking can also be provided; however, these should be discretely marked and should not dominate the streetscene.

## On-street parking

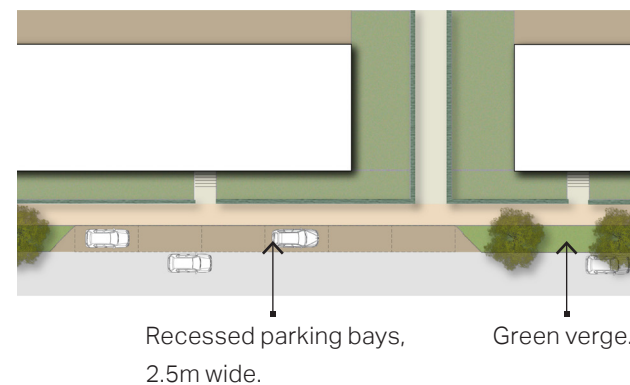
- A parallel car parking space should be 2.5m x 6m long. There must not be more than 6 spaces in a row without a break; and
- Potential negative impacts on the streetscene can be mitigated by the use of recessed parking bays with planting in between.



**Figure 70:** Diagram showing rear street parking.



**Figure 71:** Diagram showing mews street parking.



**F.72**

**Figure 72:** Diagram showing on-street parking.

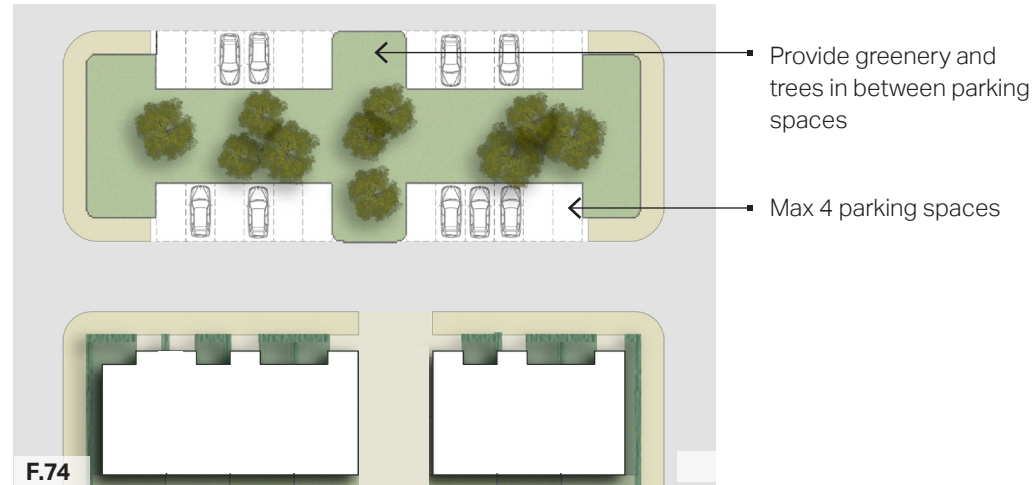


**F.73**

**Figure 73:** On-street inset parking bays, Northampton.

## Parking court

- This type of parking solution is suited to flats, particularly where infill development has occurred and it is not possible to provide direct access to individual parking spaces;
- Parking courts should benefit from natural surveillance and be well lit at night; and
- Parking courts should be an integral part of the public realm, hence it is important that high quality design and materials, both for hard and soft landscaping elements are used.



**Figure 74:** Diagram showing a parking court.



**Figure 75:** Rear parking using bays and parallel parking, Thurrock.



**Figure 76:** Well overlooked parking court, Huddersfield.



## M.04 Legibility and wayfinding

Signage and wayfinding techniques are an integral part of encouraging sustainable modes of transport, as they make walking and cycling easier by ensuring that routes are direct and memorable.

- Places should be created with a clear identity and be easy to navigate;
- Local landmark buildings or distinctive building features such as towers or chimneys can aid legibility; and
- Landscape features, distinctive trees and open spaces can also be used as wayfinding aids as well as providing an attractive streetscape.

*Local landmark buildings with distinct features such as towers, chimneys, porches or different materials and colours can be used at key nodes and arrival points to help orientation.*

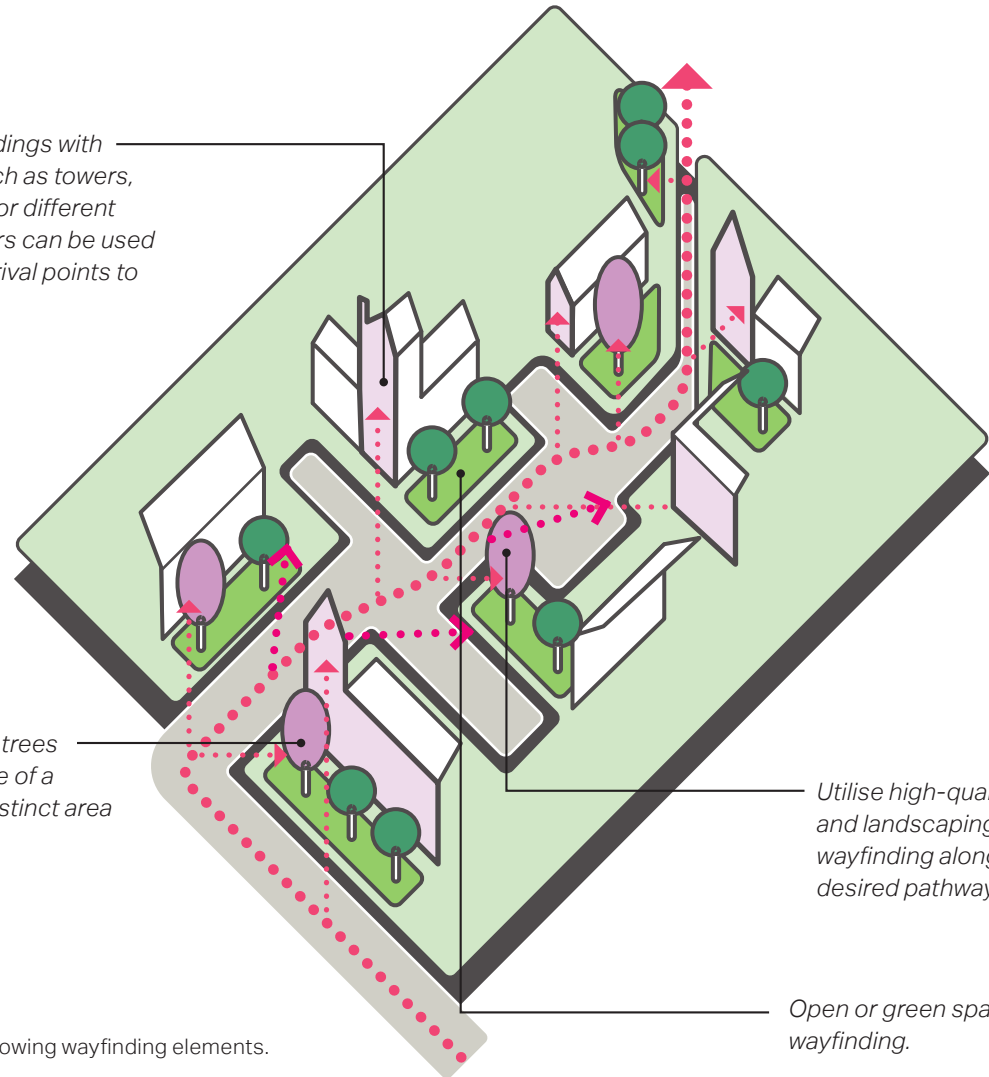
*Make use of mature trees to mark the entrance of a development or a distinct area within it.*

*Utilise high-quality trees and landscaping to help with wayfinding along the main desired pathway.*

*Open or green spaces can aid wayfinding.*

**F.77**

**Figure 77:** Diagram showing wayfinding elements.



## 4.4 Landscape, nature and open space

### NA.01 Create a green network

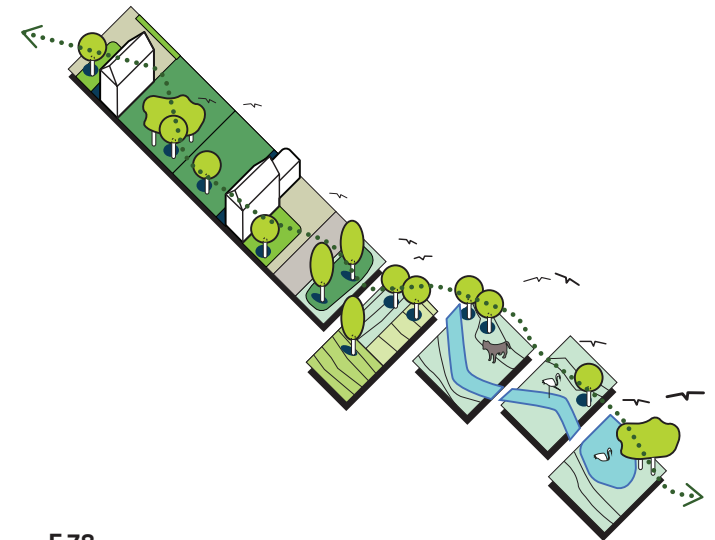
Beaconsfield has rich green infrastructure surrounding the town, with Green Belt land to the north, south, east and west. Within the town there are some green spaces, as well as front and back gardens, street trees and landscaping that all contribute to the green network.

- Routes must be laid out in a connected pattern, whilst cul-de-sacs must be relatively short and provide onward pedestrian and cycle links;
- Streets must incorporate opportunities for street trees, green infrastructure, and sustainable drainage; and
- Traffic calming should be achieved by design using landscaping, street parking and building layout, and avoid using the traditional forms of engineered traffic calming like humps, cushions and chicanes.

### NA.02 Open spaces

Green and open spaces can foster community creating a positive environment and a lively neighbourhood.

- Open spaces should offer a variety of spaces that can host a diverse range of activities and accommodate different uses;
- Open spaces should respond to local character and encourage civic pride; and
- Play areas and public spaces should be well-overlooked by buildings to provide natural surveillance.



F.78

Figure 78: Diagram showing a green and blue network.

## NA.03 Trees

Trees are an important contributor to the character of a place and bring many benefits, such as supporting biodiversity, improving air quality; and enhancing the look and feel of a street, improving visual impact and providing shade.

- Existing mature trees should be preserved and incorporated into any new landscape design and can be used as landmarks, where appropriate;
- When planting new trees, canopy size should be considered in order to have the greatest positive impact, for example reducing the overall number of the trees but increasing the size of the tree;
- New trees can be added in strategic locations to strengthen vistas and focal points while retaining clear visibility of amenity spaces. The species of plants and trees used should be carefully

considered and a range of species should be used. In order for trees on streets and within the public realm to survive they will need a sufficient volume of soil; and

- New trees should be integrated into the design of new developments from the outset and can be coordinated with sustainable drainage systems to provide an integrated approach.



F.79

Figure 79: Trees along the street.



F.80

Figure 80: Large landmark tree.

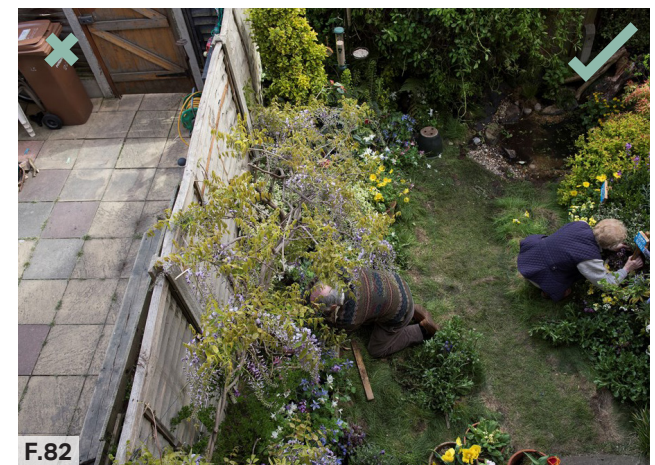
## NA.04 Biodiversity and wildlife

As an urban area Beaconsfield relies on the green spaces, trees and gardens to provide habitats for biodiversity in the town. The town is also surrounded by countryside which enhances the wildlife and biodiversity in the area.

- Woodlands, hedges, trees, and road verges should be protected and enhanced where possible. Natural tree buffers should also be protected when planning for new development;
  - A comprehensive landscape buffer should be implemented as the development or settlement edge to create a soft edge. Hard or abrupt edges with little vegetation or landscaping should be avoided; and
  - Align back gardens to ensure a continuous wildlife corridor. Bird boxes or bricks in walls can be installed to enhance biodiversity and wildlife.
- In order to retain biodiversity and wildlife, reconstructed and new single family dwellings shall not be larger than a ratio of one square metre of built space to two squared metres of plot size, unless prevailing patterns in the immediate vicinity have a different ratio. Basement construction is excluded from this ratio. There are other advantages to this approach, including protecting residential amenity, natural drainage, local character and maintaining a balanced housing stock.



**Figure 81:** Small green space in Beaconsfield.



**Figure 82:** Example showing that gardens should be rich in vegetation and not completely paved.

## 4.5 Sustainability and climate change

### SU.01 Sustainable buildings

Energy efficient or eco design combines all-round energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

Starting from the design stage, there are strategies that can be incorporated towards passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions. The retrofit of existing buildings with eco design solutions should also be encouraged.

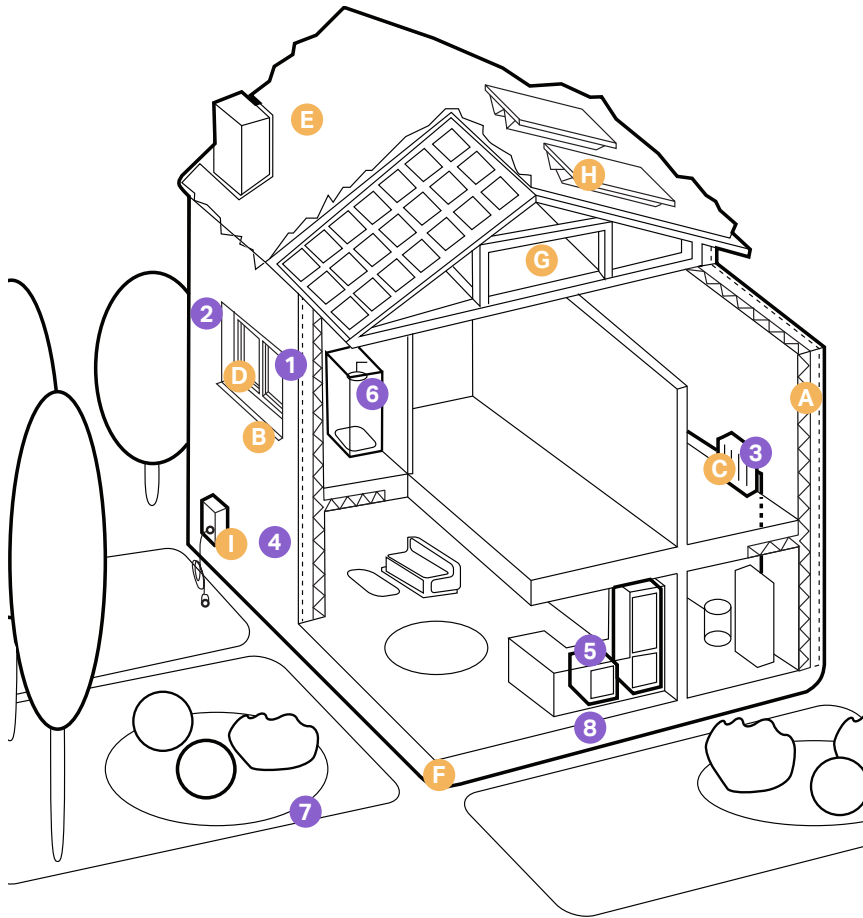
The aim of these interventions is to reduce overall home energy use as cost effectively as the circumstances permit. The final step towards a high-performance building would consist of other on site measures towards renewable energy systems.

It must be noted that eco design principles do not prescribe a particular architectural style and can be adapted to fit a wide variety of built characters. A wide range of solutions is also available to retrofit existing buildings, included listed properties, to improve their energy efficiency<sup>1</sup> to the heritage significance.

- By default, new development should adopt a fabric first approach in line with the governments emerging Future Homes Standard, to attain higher standards of insulation and energy conservation.

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<sup>1</sup> Historic England. <https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/>












F.83

Figure 83: Diagram showing low-carbon homes in both existing homes and new builds.

### Existing homes

- 1  **Insulation**  
in lofts and walls (cavity and solid)
- 2  **Double or triple glazing with shading**  
(e.g. tinted window film, blinds, curtains and trees outside)
- 3  **Low-carbon heating**  
with heat pumps or connections to district heat network
- 4  **Draught proofing**  
of floors, windows and doors
- 5  **Highly energy-efficient appliances**  
(e.g. A++ and A+++ rating)
- 6  **Highly waste-efficient devices**  
with low-flow showers and taps, insulated tanks and hot water thermostats
- 7  **Green space (e.g. gardens and trees)**  
to help reduce the risks and impacts of flooding and overheating
- 8  **Flood resilience and resistance**  
with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

### Additional features for new build homes

- A  **High levels of airtightness**
- B  **Triple glazed windows and external shading**  
especially on south and west faces
- C  **Low-carbon heating**  
and no new homes on the gas grid by 2025 at the latest
- D  **More fresh air**  
with mechanical ventilation and heat recovery, and passive cooling
- E  **Water management and cooling**  
more ambitious water efficiency standards, green roofs, rainwater harvesting and reflective walls
- F  **Flood resilience and resistance**  
e.g. raised electrical, concrete floors and greening your garden
- G  **Construction and site planning**  
timber frames, sustainable transport options (such as cycling)
- H  **Solar panel**
- I  **Electric car charging point**

## Electric vehicle charging points

New development should cater for electric vehicles on both on-street and off-street car parking spaces. Some guidelines for each typology are:

### On-street car parking

- Car charging points should be provided next to public open spaces;
- Where charging points are located on the footpath, a clear footway width of 1.5m is required next to the charging point, for a wheelchair user and a pedestrian to pass side-by-side; and
- Charging points should be located in a way that are not blocked by petrol or diesel vehicles.

### Off-street car parking

- Mounted charging points and associated services should be integrated into the design of new developments; and
- Cluttered elevations, especially main façades and front elevations, should be avoided.



Figure 84: Examples of on-street car charging points.



Figure 85: Examples of off-street mounted car charging points.

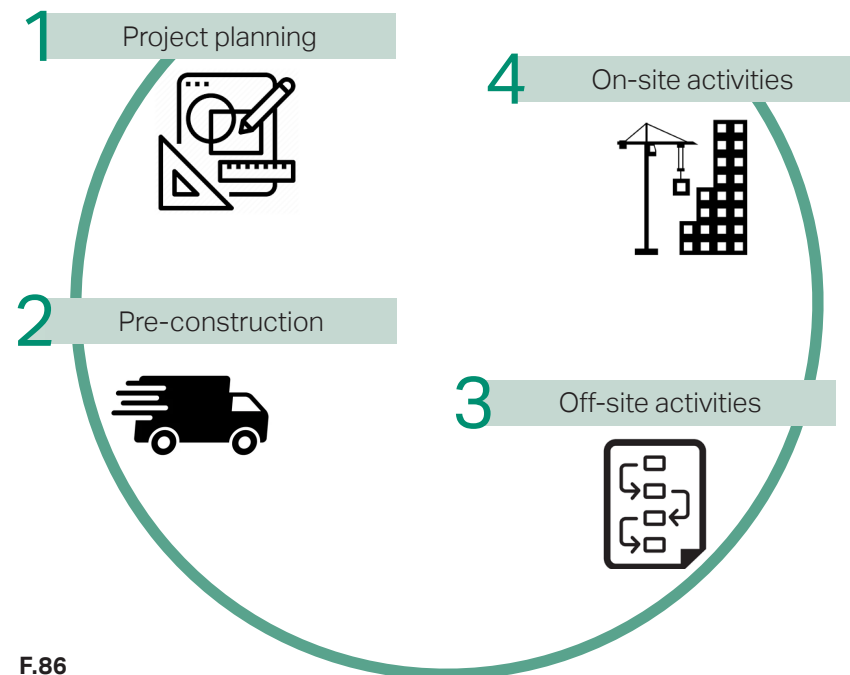
## SU.02 Minimising construction waste

As part of the environmental management system it is important that the waste generated during construction is minimised, reused within the site or recycled.

Developers should plan to re-use materials by detailing their intentions for waste minimisation and re-use in Site Waste Management Plans. The actions that this plan will include are:

- Before work commences, the waste volumes to be generated and the recycling and disposal of the materials will be described;
- On completion of the construction works, volumes of recycled content purchased, recycled and landfilled materials must be collated;
- Identify materials used in high volumes; and

- The workforce should be properly trained and competent to make sure storage and installation practices of the materials is done under high standards.



**F.86**

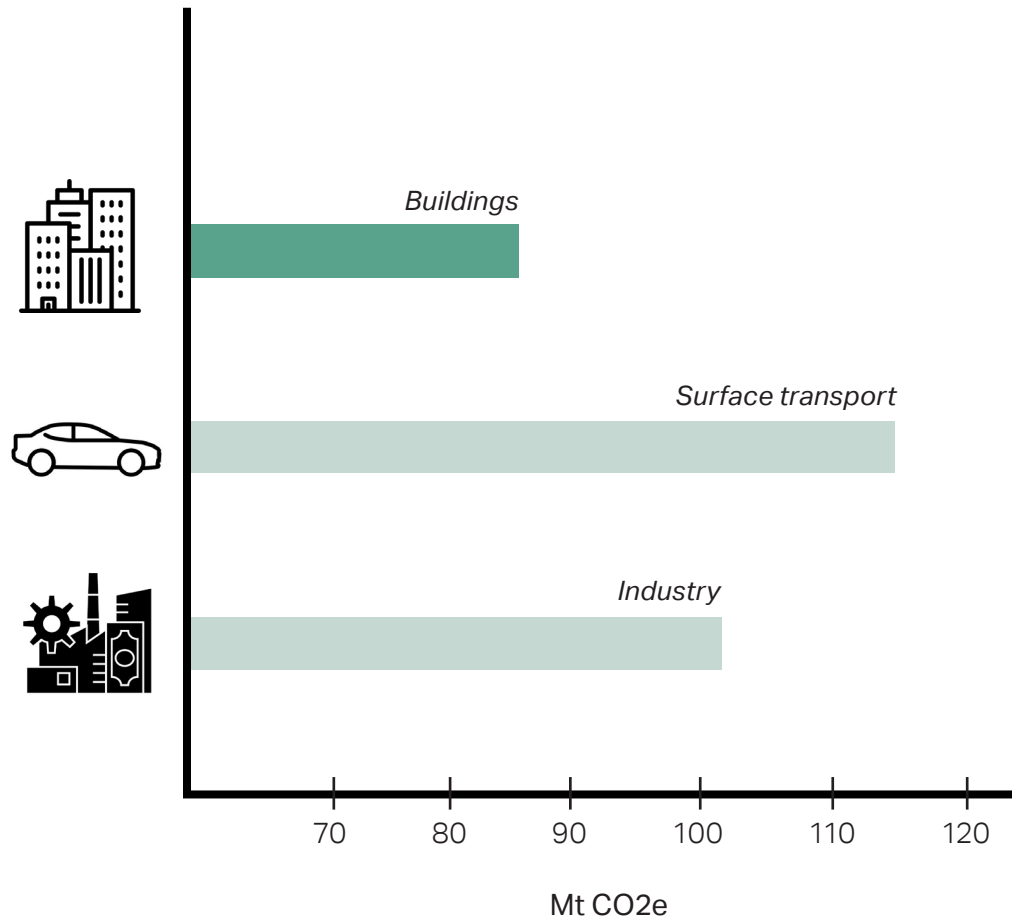
**Figure 86:** Diagram to illustrate the 4 main stages where waste management practices can be implemented.



## SU.03 Recycling materials and buildings

To meet the government's target of being carbon neutral by 2050, it is important to recycle and reuse materials and buildings. Some actions for new development are:

- Reusing buildings, parts of buildings or elements of buildings such as bricks, tiles, slates or large timbers all help achieve a more sustainable approach to design and construction;
- Recycling and reuse of materials can help to minimise the extraction of raw materials and the use of energy in the production and transportation of materials; and
- Development should also maximise the re-use of existing buildings (which often supports social, environmental and economic objectives as well).



F.87

**Figure 87:** Diagram to illustrate that buildings are the UK's third biggest source of greenhouse gases (Source: Historic England. Link: <https://historicengland.org.uk/whats-new/news/recycle-buildings-tackle-climate-change/>).

## SU.04 Water management

The term sustainable drainage system (SuDS) covers a range of approaches to surface water management that reduce flood risk and improve water quality in a more sustainable way. Collecting water for reuse is the most sustainable option and has the added benefit of reducing pressure on important water sources. Where reuse is not possible the most effective type of SuDS depend on site-specific conditions, such as the underlying ground conditions or topography. However, a number of overarching principles can be applied:

- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water so that it does not overwhelm water courses or the sewer network;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

## Sustainable Drainage Systems

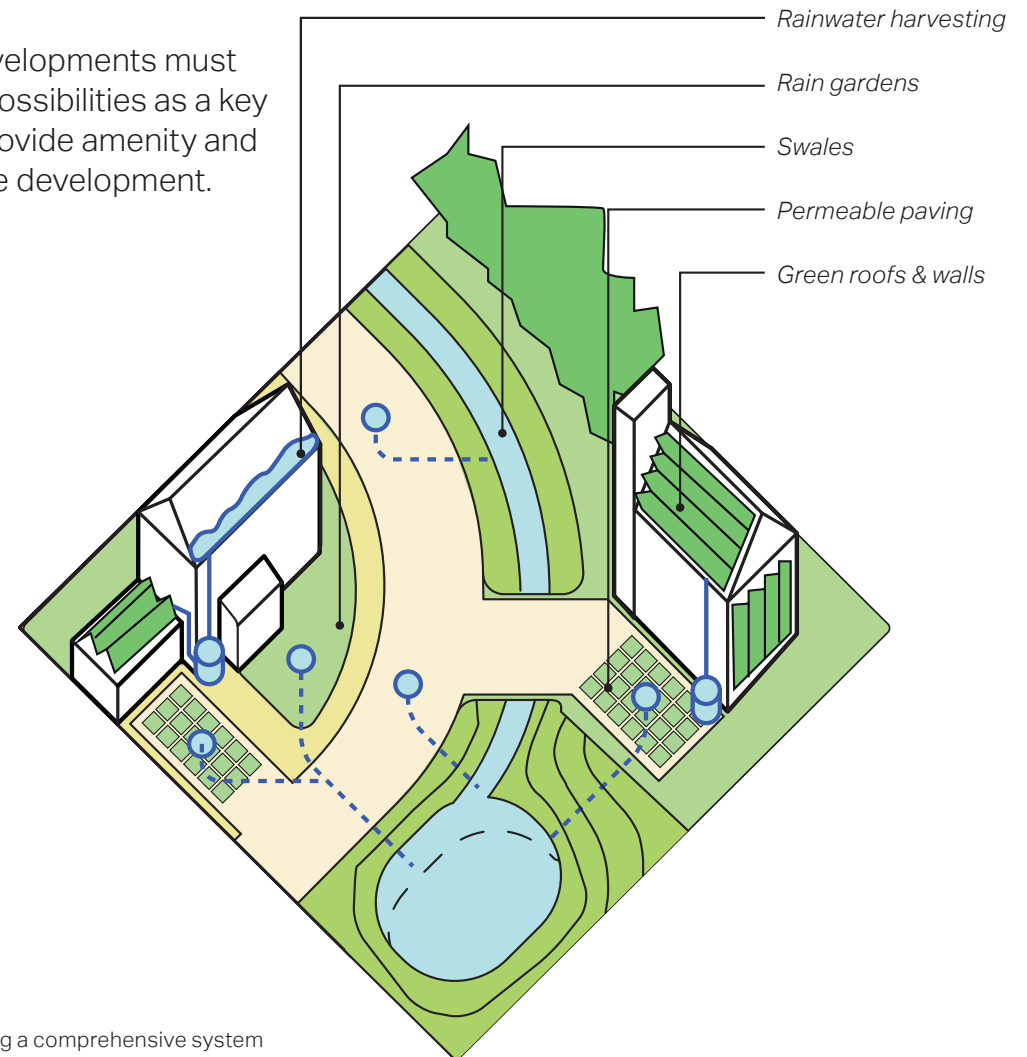
Large developments should seek to reduce flood risk overall through the creation of multi-functional green infrastructure and sustainable drainage systems. It is essential to demonstrate that the development will be safe and it does not increase the flood risk elsewhere.

It is important to challenge the traditional approach to managing flood risk and change to one that recognises the value of water as a resource and maximises the benefits through the design process.

New developments should consider the amenity and aesthetic value of surface water in the urban environment alongside long term environmental, biological and social factors in the context of climate change and urbanisation.

SuDS should be considered as a key design tool to achieve those wider goals and not a mere functional requirement.

- New and existing developments must capitalise on SuDS possibilities as a key design element to provide amenity and aesthetic value to the development.



**F.88**

**Figure 88:** Diagram showing a comprehensive system of green and blue infrastructure.

## Storage and slow release

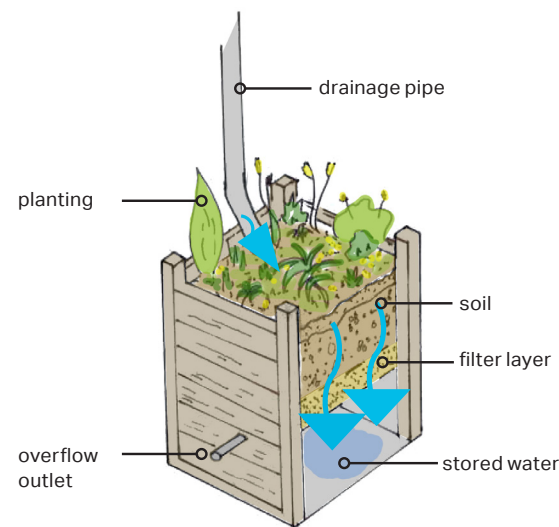
Rainwater harvesting refers to the systems allowing the capture and storage of rainwater, as well as those enabling the reuse in-site of grey water. Simple storage solutions, such as water butts, can help provide significant attenuation. To be able to continue to provide benefits, there has to be some headroom within the storage solution. If water is not reused, a slow release valve allows water from the storage to trickle out, recreating capacity for future rainfall events.

New digital technologies that predict rainfall events can enable stored water to be released when the sewer has greatest capacity to accept it.

These systems involve pipes and storage devices that could be unsightly, if added without an integral vision for design. Therefore, some design recommendations would be to:

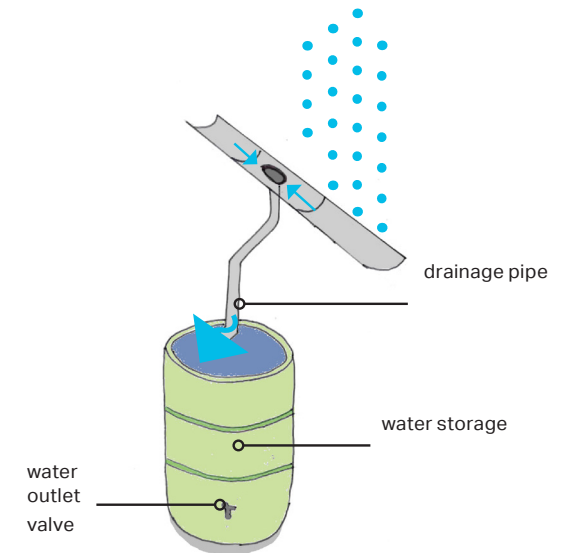
- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes;

- Combine landscape/planters with water capture systems;
- Underground tanks; and
- Utilise water bodies for storage.



**F.89**

**Figure 89:** Diagram showing how a stormwater planter.



**F.90**

**Figure 90:** Diagram showing how a water butt works.

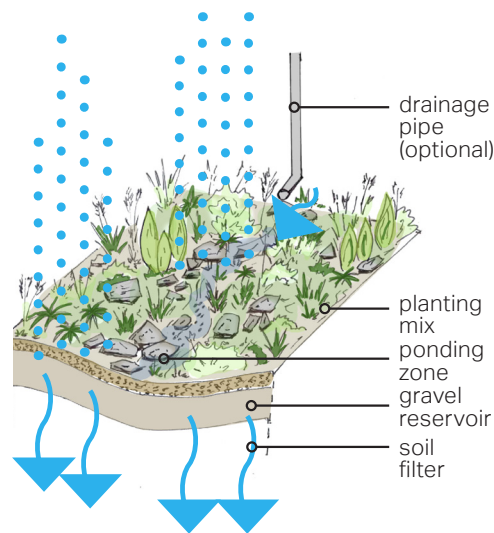
## Bioretention systems

Bioretention systems, including soak away and rain gardens, can be used within each development, along verges, and in semi-natural green spaces. They must be designed to sit cohesively with the surrounding landscape, reflecting the natural character of the town. Vegetation must reflect that of the surrounding environment.

They can be used at varying scales, from small-scale rain gardens serving individual properties, to long green-blue corridors incorporating bioretention swales, tree pits and mini-wetlands, serving roads or extensive built-up areas.

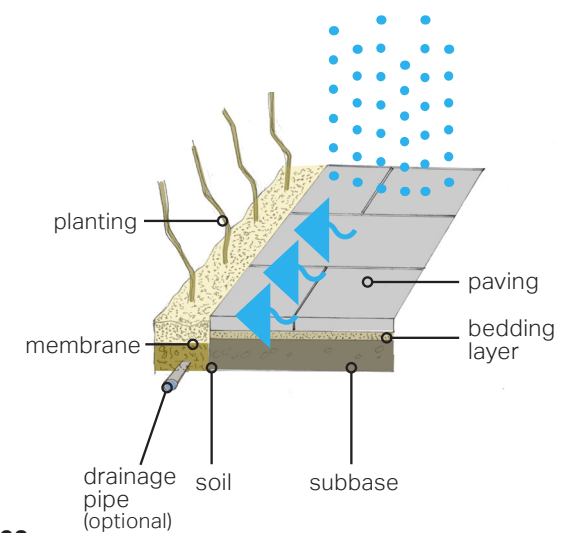
These planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system. The UK Rain Garden Design Guidelines provides more detailed guidance on their feasibility and suggests planting to help improve water quality as well as attract biodiversity.<sup>1</sup>

<sup>1</sup> UK Rain Gardens Guide. Available at: <https://raingardens.info/wp-content/uploads/2012/07/UKRainGarden-Guide.pdf>  
AECOM



F.91

Figure 91: Diagram showing how a rain garden works.



F.92

Figure 92: Diagram showing how a soak away garden works.

A photograph of a multi-story brick residential building with balconies, overlaid with a large teal circle containing text. The building is made of light-colored bricks and has several windows with white frames. A balcony in the foreground has a black metal railing and some potted plants. The sky is clear and blue.

**Conservation Area and  
Areas of Special Character  
guidance and codes**

**05**

# 5. Conservation Area and Areas of Special Character design guidance and codes

**This section provides more specific design guidance and codes for the conservation areas and areas of special character identified in Chapter 3.**

## 5.1 Introduction

The more detailed guidance and codes provided in this section relates specifically to the five areas identified in chapter 3 which are based on the two conservation areas and three areas of special character.

A table has been created for each area to identify the relevant codes from chapter 4 with a description offering detail on how the code can be applied specifically to that area to ensure its character is retained and enhanced.

In some instances some of the codes from chapter 4 are not relevant to some areas either because they are not found in that area or are not important to its character. Where this is the case no further guidance has been provided in the following section.

The Old Town has been further split into four character zones in line with the Old Town Conservation Area Appraisal with descriptions of how the codes can be applied to each character zone within the Old Town. The character zones are the Historic Core (HC), Park Lane (PL), Lakes Lane (LL) and Malthouse Square (MS).

The Old Town also has some additional guidance on elements such as shop fronts and signage which was not included in the general guidance and codes chapter as it is only relevant to the Old Town's historic character.

**1** Old Town Conservation Area

**2** Hampden Hill Conservation Area

**3** Seeleys Rd Area of Special Character

**4** Gregories Rd to Burke Rd Area of Special Character

**5** Penn Rd & Ledborough Lane Area of Special Character

## 5.2 Old Town Conservation Area



**The focus for this area is to preserve and enhance the historic features that positively contribute to the conservation area. It is also important for the different character zones to retain their individual character, therefore they have been addressed separately within each code.**

Code	Character Zone	Applying the code to Old Town Conservation Area
<b>LB.01</b> Pattern of development	HC	<ul style="list-style-type: none"> <li>The distinctive wide roads in the historic core, particularly around the Four Ends, should be retained.</li> <li>The plots have been subdivided and amalgamated over time creating continuous development along the main streets which should continue to provide amenities and services.</li> </ul>
	PL	<ul style="list-style-type: none"> <li>Park Lane is located at the settlement edge and should continue to provide a green buffer transition from the countryside to the town.</li> </ul>
	LL	<ul style="list-style-type: none"> <li>Lakes Lane should retain a finer grain of development with smaller plots and buildings spaced closely together.</li> </ul>
	MS	<ul style="list-style-type: none"> <li>Malthouse Square should maintain its village feel with dwellings arranged around a central green. The spacious feel of the area should be retained by maintaining generous space between pairs of cottages and terraces allowing for gap views out of the estate.</li> </ul>



Code	Character Zone	Applying the code to Old Town Conservation Area
<b>LB.02</b> Heritage assets	HC	<ul style="list-style-type: none"> <li>Wide roads should be retained in order to preserve the many views in and out of the conservation area, particularly around the roundabout which has views in all directions.</li> <li>Filtered views between gaps in buildings should be retained to allow for glimpse to historic building features and details.</li> </ul>
	PL	<ul style="list-style-type: none"> <li>The important historic link with one of the three great estates which shapes Beaconsfield should be preserved by retaining the highly visible Wilton Park gateway, Lodge and Wilton Farm buildings.</li> </ul>
<b>LB.03</b> Building lines and boundary treatments	HC	<ul style="list-style-type: none"> <li>The strong, consistent building line should be retained; however, this is sometimes broken by old coaching entrances which should also be retained as they are important to the historic character of the area.</li> <li>Buildings should be parallel to the street and come up to the boundary edge, so they are adjacent with the street.</li> <li>Where there are boundary treatments within the historic core, they consist of historic brick walls which are either red brick with flint or grey brick as well as picket fences.</li> </ul>
	PL	<ul style="list-style-type: none"> <li>The building line can have slight variations along the street with some buildings more set back than others.</li> </ul>
	LL	<ul style="list-style-type: none"> <li>A strong building line should be maintained with slight variations and a small setback from the street with some having small front gardens.</li> <li>Boundary treatments should consist of picket fences or low red brick walls.</li> </ul>
	MS	<ul style="list-style-type: none"> <li>The building line should be consistent and allow for gaps between groups of buildings.</li> <li>The buildings should be set back to allow for front gardens. Furthermore, any loss of front gardens for additional parking space should be avoided as it would erode the cottage estate character of the area.</li> <li>Boundary treatments should consist of either low brick walls or hedges.</li> </ul>

Code	Character Zone	Applying the code to Old Town Conservation Area
<b>LB.04</b> Enclosure	PL	<ul style="list-style-type: none"> <li>The continuous hedge with mature trees along the eastern edge of the area provide a high level of enclosure along the street which should be retained as it is important to the character of Park Lane.</li> </ul>
	LL	<ul style="list-style-type: none"> <li>Lakes Lane is a narrow street with a high level of enclosure which should be retained in order to maintain the intimate character of the street.</li> </ul>
	MS	<ul style="list-style-type: none"> <li>Malthouse Square should retain the open, village feel by maintaining a low level of enclosure along the street which is created by the central green.</li> </ul>
<b>LB.05</b> Corner buildings	HC	<ul style="list-style-type: none"> <li>The corner buildings have windows and doors on both street facing facades which should be retained.</li> </ul>
	PL	<ul style="list-style-type: none"> <li>The corner buildings should retain windows on both street facing facades.</li> </ul>
	MS	<ul style="list-style-type: none"> <li>Tall fences that obscure the view to the street of corner buildings should be avoided.</li> </ul>



**Figure 93:** Strong sense of enclosure along Lakes Lane.



**Figure 94:** Varied roofscape within the historic core.

Code	Character Zone	Applying the code to Old Town Conservation Area
<b>LB.06</b> Roofline and building heights	HC	<ul style="list-style-type: none"> <li>The area has interesting roofscapes created with prominent chimneys, dormers and parapets which should be retained.</li> <li>Buildings within the historic core are generally between two to three storeys in height therefore any changes to the building heights, particularly making them taller would impact on the historic character of the area.</li> </ul>
	PL	<ul style="list-style-type: none"> <li>The buildings range from one storey up to four storeys in height, however any development that is three or four storeys in height should not dominate the streetscape and negatively effect the character of the area. A good example of this is the four storey flats found at the Crossways.</li> </ul>
	LL	<ul style="list-style-type: none"> <li>The roofscape along Lakes Lane provides rhythm and consistency, therefore roof types should be constrained to hipped and pitched roofs.</li> <li>The buildings are all two to two and a half storeys in height and any new development should not exceed two and a half storeys as it would have a big impact on the level of enclosure along the narrow street.</li> </ul>
	MS	<ul style="list-style-type: none"> <li>There is a large variety of roof types found in this area creating an interesting roofscape. Therefore, the following roof types can be used in this area mixed pitched roof, gable ended pitched roof, hipped and half hipped with a dormer window.</li> <li>The roofscapes can be further enhanced with chimneys.</li> <li>All the buildings are two and a half storeys in height as they all have attic rooms.</li> </ul>
<b>LB.07</b> Architectural details	HC	<ul style="list-style-type: none"> <li>The majority of the buildings within the historic core were built in the 16th and 17th Century as part of the 'great rebuild' in England. The legacy of these historic buildings should be preserved which includes the variety of types and sizes as well as their timber frames.</li> <li>The predominant architectural style in the area is plain however the buildings have been altered over time using many different styles which include Georgian, Victorian and Old English Revival. Therefore, any remaining historic architectural features and styles should be preserved as part of Beaconsfield's history.</li> </ul>
	PL	<ul style="list-style-type: none"> <li>The buildings within this area consist of old farmhouses and barns that have been converted as well as some early 20th Century Arts and crafts style houses. Therefore, any development will need to take into account the surrounding styles and detailing.</li> </ul>

Code	Character Zone	Applying the code to Old Town Conservation Area
<b>LB.07</b> Architectural details	LL	<ul style="list-style-type: none"> <li>Originally built as workers housing, this area is comprised of nearly all 19th Century cottages in a variety of styles which contributes to the streetscene.</li> <li>There is a large variety of window types in this area that should be retained, particularly the original fenestration as it contributes to the character of the street. Window types found in the area include sash windows, Yorkshire sliding sashes and casement windows. Replacing the traditional wooden frames with uPVC windows should be avoided as they detract from the positive character.</li> </ul>
	MS	<ul style="list-style-type: none"> <li>There is a large mix of housing types within a small estate, with six different layouts which was unusual for social housing at the time. Therefore, the original typologies should be adhered to, which includes terraces and pairs of cottages.</li> <li>Interesting fenestration is created by unusual long narrow and small round windows which is a feature that should be retained. Furthermore, replacing the windows with uPVC should be avoided.</li> </ul>



**F.95**

**Figure 95:** Sash windows and casement windows along Lakes Lane.



**F.96**

**Figure 96:** Variety of housing types with different roofs in Malthouse Square.

Code	Character Zone	Applying the code to Old Town Conservation Area
<b>LB.08</b> Building and public realm materials	HC	<ul style="list-style-type: none"> <li>The most common materials found in this area are red brick and plain clay roof tiles. The local clay used to make the bricks and plain tiles result in a warm orangey-red shade typical of this area. Some buildings have been part rendered and colourwashed and there are a few slate roofs. Stone and flint can be seen on the church building but not throughout the rest of the area. The existing material and colour palette should be used for any new development.</li> <li>Public realm materials include Stone flags in buff and grey shades for pavement, rolled shingles in the car parking area and tarmac for the roads.</li> </ul>
	PL	<ul style="list-style-type: none"> <li>The materials in this area consist of typical vernacular Chiltern farmstead with the use of red brick, plain clay roof tiles along with some black stained weatherboarding and occasionally some flint.</li> </ul>
	LL	<ul style="list-style-type: none"> <li>This area uses a constrained, simple material and colour palette including red and grey brick with some dwellings painting over the brick in cream or white.</li> </ul>
	MS	<ul style="list-style-type: none"> <li>The buildings in this area use a mellow brown stock brick with stretcher bonds. Some of the building's facades have been rough rendered and painted and there is also some pebbledash present. The roofs all use clay pantiles.</li> </ul>
<b>M.01</b> Prioritise walking and cycling	HC	<ul style="list-style-type: none"> <li>Pedestrian footpaths, access and crossings should be retained and enhanced.</li> </ul>
	MS	<ul style="list-style-type: none"> <li>The two footpaths crossing the central green should be retained along with the pedestrian access to London End from these footpaths as they aid and encourage pedestrian movement.</li> </ul>

Materials



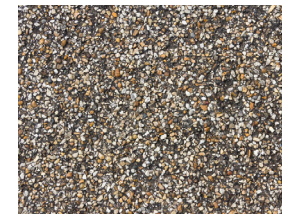
*Red Brick*



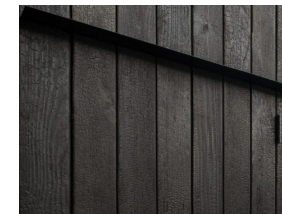
*Brown Brick*



*Grey Brick*



*Pebbledash*



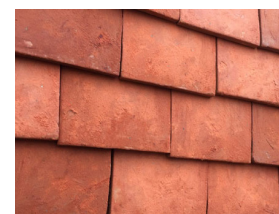
*Weatherboarding*



*Rough Render*



*Flint*



*Plain Clay Tiles*



*Clay pantiles*



*Slate Tiles*



*Stone flags*



*Rolled Shingles*

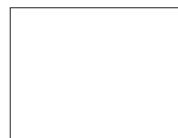
Colour Palette



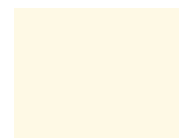
*Black*



*Grey*



*White*



*Cream*



*Buff*



*Orange*



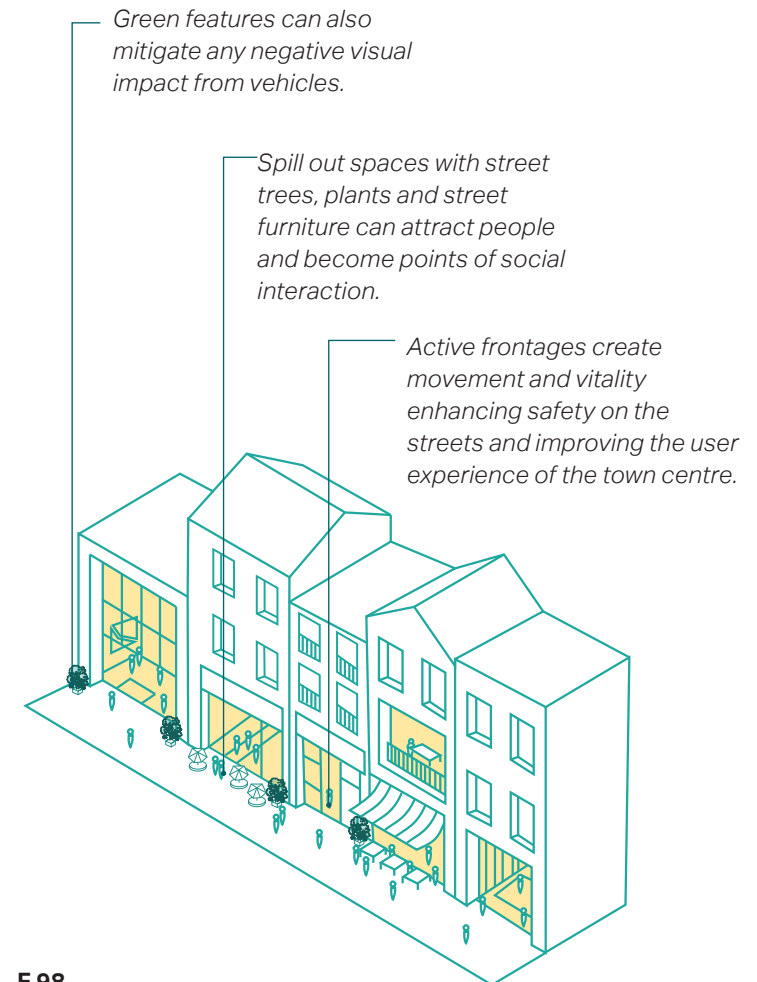
*Red*



*Brown*

**F.97 Figure 97:** Material and colour palette for the Old Town Conservation Area.  
Beaconsfield Design Guidance and Codes

Code	Character Zone	Applying the code to Old Town Conservation Area
M.02 People friendly streets	HC	<ul style="list-style-type: none"> <li>The wide roads within the Historic Core should be retained as they are part of the historic street patterns within Beaconsfield and contribute to the open character of the present streets.</li> <li>The Historic Core should retain a high-quality public realm with areas of green space, active frontages and spill out space along the streets creating a lively public realm.</li> <li>Planters should be used along the streets to add greenery and create a pedestrian friendly environment.</li> </ul>
	PL	<ul style="list-style-type: none"> <li>This area has a wide road with grass verges on both sides of the street and pavement on one side only. The green verges and footpath should be retained as they contribute to the green character of the area and aid pedestrian movement.</li> </ul>



**F.98**

**Figure 98:** Diagram illustrating public realm design principles.

Code	Character Zone	Applying the code to Old Town Conservation Area
<b>M.04</b> Legibility and wayfinding	HC	<ul style="list-style-type: none"> <li>The pinnacles on top of the church can be seen from many parts of the town, therefore this building acts as a landmark within Beaconsfield which should be retained.</li> <li>Other landmark buildings within the historic core include the Royal Saracen's Head, the White Hart, the former Hall Barn estate office, Burkes Lodge, 90 London End and Wilton Park farmhouse. These are classed as landmarks due to their prominent location, historical significance and architectural detail. Therefore, altering these elements should be avoided to preserve these buildings as landmarks.</li> </ul>
	PL	<ul style="list-style-type: none"> <li>There is a key node at the south end of Park Lane which used to be a triangle green and is now a roundabout. Nodes like this are important for wayfinding therefore should be retained.</li> <li>The distinctive Cedar trees at the Crossways act as a natural landmark.</li> </ul>
	MS	<ul style="list-style-type: none"> <li>There is a Horse Chestnut tree that stands on one corner of the central green and acts as a focal point within the area. Therefore, this tree should be retained.</li> </ul>



**Figure 99:** Church tower acting as a landmark building.



**Figure 100:** Distinctive Horse Chestnut tree on green in Malthouse Square.



Code	Character Zone	Applying the code to Old Town Conservation Area
NA.02 Green space	HC	<ul style="list-style-type: none"> <li>Alongside the dense urban character of the historic core there are some quiet green spaces including the lawn at Windsor End with trees and seating. There are also some smaller green spaces within this area. These are important to the character of the historic core and should be retained and strengthened with more trees to improve the look and feel and provide shade. Additional seating would also be beneficial.</li> </ul>
	MS	<ul style="list-style-type: none"> <li>The houses are laid out around a central green which should be retained along with the building arrangement that allows for natural surveillance of the space as the buildings front onto the green.</li> </ul>
NA.03 Trees	HC	<ul style="list-style-type: none"> <li>The wide streets allow for mature trees along the street that should be retained and strengthened as they link the town to its surroundings.</li> <li>There are also important groupings of trees at the entrances to the conservation area that should be preserved as they act as a gateway to the Old Town.</li> </ul>
	LL	<ul style="list-style-type: none"> <li>While the street is too narrow to accommodate street trees the trees on the green at the junction along with hedges and front gardens help to soften the hard landscape and reinforce the character of a country town, therefore these green elements should be retained and enhanced.</li> </ul>



**Figure 101:** Market Square Garden Aylesbury End with seating.



**Figure 102:** Grouping of trees along Wycombe End that mark entrance to the Old Town.

### 5.2.1 Signage and lighting

- Hanging signs were historically a characteristic feature for shops, inns and public houses within the Old Town and some of these signs and the iron brackets are still present in the streetscape. This signage and its brackets should be retained as they show the history of the town, particularly the historic core.
- Street name boards that are fixed to buildings in a traditional style should be retained as they add to the historic character of the area.
- Lighting is important particularly within the historic core due to the restaurants and pubs that are used at night. There is a variety of street lights from old gas lamps attached to walls to modern street lighting.

### 5.2.2 Shop fronts

- Shops are an important part of the Old Town's heritage and shop fronts form an important element of the special character of the area. Therefore, the distinctive mix of shop fronts should be retained even when the building is no longer being used as a shop. The shop fronts are a mixture of Georgian, Victorian, and modern styles.
- In the case of corporate brands and modern signage, these should be sensitive to the existing context, size, scale, use of materials and textures from the local vernacular of the area.



**Figure 103:** Modern hanging signage in historic style.



**Figure 104:** Traditional shop window.

## 5.3 Hampden Hill Conservation Area



**This focus for this area is to retain and enhance the distinctive architectural style and its sympathetic layout to the countryside setting.**

Code	Applying the code to Hampden Hill Conservation Area
<p><b>LB.01</b> Pattern of development</p>	<ul style="list-style-type: none"> <li>The existing road layout should be retained with special importance given to the way the roads cut into the hillside and respects the topography of the area which contributes to the rural character. The rural character is enhanced from the hilltop as the roads are barely visible.</li> <li>Any alterations to the plots within the area will need to consider their existing sensitivity to the hilly site and rural setting and still provide generous plot sizes that are spacious and allow for gardens, trees, and landscaping.</li> <li>The plots should remain different sizes and retain their irregular shapes which create an informal arrangement that is characteristic of this area's rural setting.</li> </ul>
<p><b>LB.02</b> Heritage assets</p>	<ul style="list-style-type: none"> <li>As a conservation area the views into and out of Hampden Hill are important to the heritage and landscape character of the area. Any development inside and particularly outside of the conservation area should consider any negative impacts on the views to the open countryside and the wooded suburban roads to the north and east of Beaconsfield. Furthermore, development which can be seen from Hampden Hill should not be visually intrusive, such as the large house in Stratton Road (number 31).</li> <li>Any alterations to both the landscape and the buildings within Hampden Hill should consider any negative impact on the views into the conservation area, namely the view from the Chiltern railway line where the distinctive houses and green can be seen.</li> </ul>

Code	Applying the code to Hampden Hill Conservation Area
<p><b>LB.03</b> Building lines and boundary treatments</p>	<ul style="list-style-type: none"> <li>• Buildings should be set back from the street to reduce their visual impact on the views.</li> <li>• Dwellings should be aligned to benefit from the views creating an informal character with buildings orientated at different angles to each other and to the plots.</li> <li>• To retain the open, rural character of the area boundary treatments should be avoided or have minimal impact on the open feel. Boundary fences should be avoided as they are out of character with the open-plan design of the site.</li> </ul>
<p><b>LB.04</b> Enclosure</p>	<ul style="list-style-type: none"> <li>• Hampden Hill should retain a low level of enclosure to ensure its open, rural setting is preserved. Therefore, high boundary treatments and trees should not be introduced and buildings should remain set back from the street.</li> </ul>
<p><b>LB.06</b> Roofline and building heights</p>	<ul style="list-style-type: none"> <li>• Any development or alterations to existing buildings should not exceed two storeys in height and should be integrated into the landscape. This has been achieved in the existing houses with a split-level plan to create a low profile.</li> <li>• Dwellings should retain their distinctive steep pitched roofs which provide interest with their unequal pitch and depth that create an asymmetric profile.</li> </ul>



**Figure 105:** No boundary treatments at the property edge.

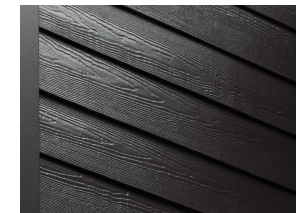


**Figure 106:** Distinctive roofscapes with asymmetric pitched roofs.

Code	Applying the code to Hampden Hill Conservation Area
<b>LB.07</b> Architectural details	<ul style="list-style-type: none"> <li>Existing dwellings should retain as much of the original building style and materials as possible as they have a genuine distinct character from other 20th Century estates in the area. This is due to the architect embracing Scandinavian themes and combining these with individuality of design and quality construction.</li> </ul>
<b>LB.08</b> Building and public realm materials	<ul style="list-style-type: none"> <li>The Hampden Hill conservation area has a restrained material and colour palette that should be strictly adhered to. This consists of yellow stock brick and black stained weatherboarding facades with grey concrete roof tiles that blend with the rural setting. Doorways, window frames and bargeboards should use white timber as this contrast with the darker weatherboarding is essential to the character of the buildings as it articulates the design.</li> <li>Where possible, the original timber windows and doors should be retained. When retention is not possible new units should not be replaced with uPVC units as they look out of character due to their heavier profile of the frames and dullness of the material.</li> </ul>
<b>LB.10</b> Infill development	<ul style="list-style-type: none"> <li>While infill development is not expected in this area due to its conservation area status, any ancillary buildings should respect the architecture and topography of the site as they could otherwise negatively impact on the area's character.</li> </ul>



Stock brick



Weatherboarding



Concrete tiles



Painted timber

**Materials**



Yellow

Black

Grey

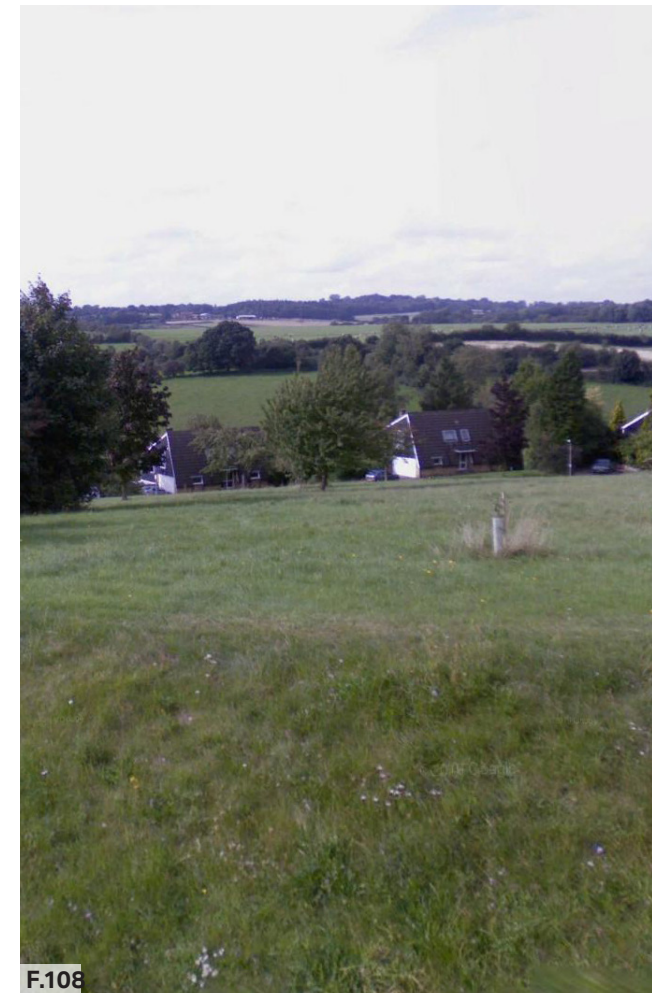
White

**Colour Palette**

**F.107**

**Figure 107:** Materials and colour palette for the Hampden Hill area.

Code	Applying the code to Hampden Hill Conservation Area
<p><b>M.02</b> People friendly streets</p>	<ul style="list-style-type: none"> <li>• The circular road within the Hampden Hill area should retain the existing footpath on one side of the road.</li> <li>• Road markings should be avoided as they would erode the rural character of the area.</li> </ul>
<p><b>NA.02</b> Green space</p>	<ul style="list-style-type: none"> <li>• The central green in the area should be preserved as it acts as a focal point within the conservation area and attracts wildlife.</li> </ul>
<p><b>NA.04</b> Biodiversity and wildlife</p>	<ul style="list-style-type: none"> <li>• The steep sides of the green should be left unmown in the spring and summer to encourage the establishment of wildflowers to benefit the wildlife. Furthermore, the ecological diversity fostered by the green spaces and quiet environment are part of the special character of the area.</li> </ul>



**F.108**

**Figure 108:** Central green space with views out to the countryside.

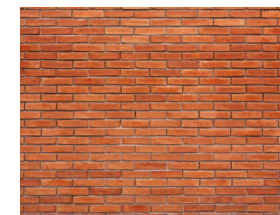
## 5.4 Seeleys Road



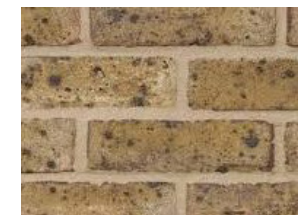
**The focus for the Seeleys Road area is to protect the high-quality townscape from being eroded through change to the consistent architectural approach associated with consistent public realm, boundary and landscape treatment.**

Code	Applying the code to Seeleys Road
<p><b>LB.01</b> Pattern of development</p>	<ul style="list-style-type: none"> <li>The Seeleys Road area should retain its strongly defined boundary to avoid surrounding areas encroaching on the area and diluting its distinct character.</li> <li>The street pattern of meandering roads with gentle bends should be retained along with the small clusters of houses. Therefore, any development should not negatively impact on these clusters of housing by ensuring there is sufficient gaps and green spaces in-between clusters.</li> </ul>
<p><b>LB.03</b> Building lines and boundary treatments</p>	<ul style="list-style-type: none"> <li>Any new development or redevelopment of existing dwellings will need to respect the staggered nature of the existing building line. Therefore, development should not necessarily be in line with existing development but continue the staggered effect which contributes to the open, informal feel of the area.</li> <li>Development should have variation in the angle to the street meaning the buildings do not have to be parallel to the street, again reinforcing the informal character of the area.</li> <li>Boundary treatments should not be introduced within this area, in particular front gardens, which should not be paved over in order to retain the open feel of the area.</li> </ul>

Code	Applying the code to Seeleys Road
<b>LB.04</b> Enclosure	<ul style="list-style-type: none"> <li>Buildings should have a generous setback from the street in order to maintain high levels of openness along the street.</li> <li>Trees that are present within the streetscene either along the street or within front gardens should not dominate the streetscape and should be placed with large gaps in between to ensure they do not provide too much enclosure.</li> </ul>
<b>LB.06</b> Roofline and building heights	<ul style="list-style-type: none"> <li>The buildings in the Seeleys Road area are mostly 2 storeys in height as well as a few 1 storey buildings. Therefore, any development or extensions should not exceed 2 storeys in height.</li> <li>The existing roof types and pitches should be used to ensure new development is in keeping with the current character of the area. The buildings typically have shallow pitched roofs some of which are gable ended.</li> </ul>
<b>LB.08</b> Building and public realm materials	<ul style="list-style-type: none"> <li>The building materials and colour palette in this area is fairly constrained, therefore any development will need to pay particular attention to the specific materials and colours so new buildings are in keeping with the existing character. Some of the most common materials found in this area are red and yellow brick with some timber cladding which is usually white or brown. While all these materials are acceptable the predominant material is brick, therefore this must be continued in new developments and extensions. Exclusive use of a single material across an entire dwelling should be avoided. The public realm is predominately green with lots of grass and vegetation with some concrete for the footpaths and roads.</li> </ul>



Red brick



Yellow brick



Timber cladding

**Materials**



Yellow

Red

Brown

White

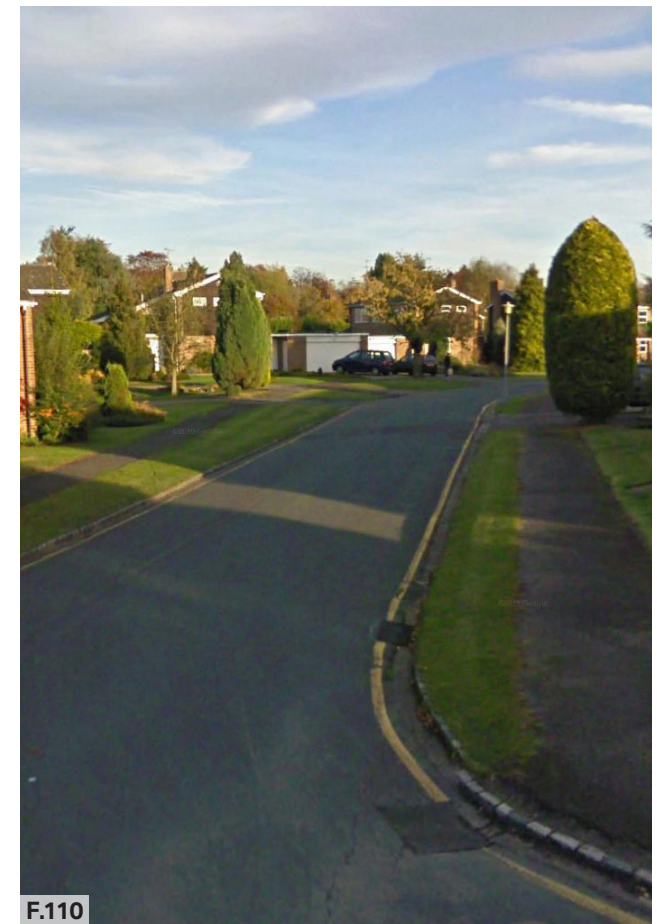
**Colour Palette**

**F.109**

**Figure 109:** Material and colour palette for the Seeleys Road area.



Code	Applying the code to Seeleys Road
<b>LB.11</b> Infill development	<ul style="list-style-type: none"> <li>Any infill development must not dilute the special character of the area. Therefore, proposals should retain the uniform townscape character described in chapter 3 and should follow the guidance and codes set out in this area specific section to ensure the existing form, materials and landscape are reflected in new development.</li> </ul>
<b>M.02</b> People friendly streets	<ul style="list-style-type: none"> <li>Green verges are important to the open feel of the area, therefore the existing green verges along the street should be retained. Paving over green verges to create way for more driveways should be avoided.</li> </ul>
<b>NA.02</b> Green space	<ul style="list-style-type: none"> <li>This area does not have a large green space but lots of smaller green spaces which usually form the corners of the street. Furthermore, due to the lack of boundary treatments there is a less formal divide between front gardens and public space. The informal nature of these green spaces should be retained.</li> </ul>
<b>NA.03</b> Trees	<ul style="list-style-type: none"> <li>The Seeleys Road area has distinctive ornamental planting and topiary of high quality in front gardens along the street. These shrubs and small trees are clustered together in small groups each with its own colour, shape and size adding to the overall composition. They are an important part of the landscape character and should be retained and continue to be well maintained.</li> </ul>



**F.110**

**Figure 110:** Green verges and ornamental planting within the Seeleys Road area.

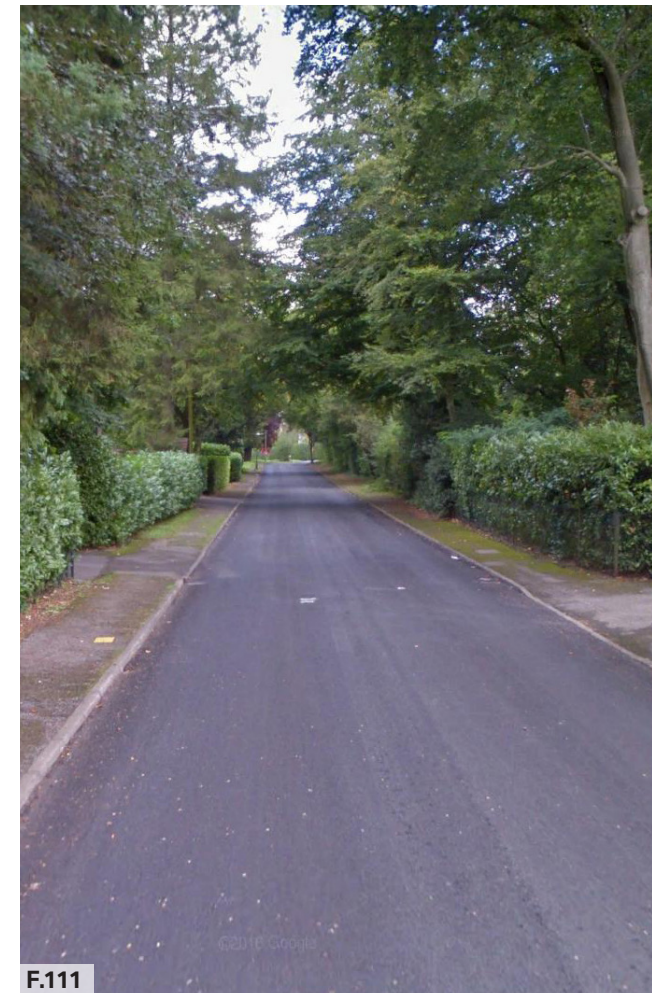
## 5.5 Gregories Road to Burkes Road



**The focus for this area is to ensure a continuation of individually designed houses as well as maintaining high levels of greenery within the streetscene and protecting sensitive views into and out of the area.**

Code	Applying the code to Gregories Road to Burkes Road
<p><b>LB.01</b> Pattern of development</p>	<ul style="list-style-type: none"> <li>The pattern of development in this area is made up of a number of large regular plots and houses widely spaced out with planting in between. Therefore, any future development should not subdivide plots so small nor replace with houses so large that there is not enough room at the edges for landscape to mature.</li> <li>The regular plots are similar in width and provide rhythm along the street, therefore development should seek to emulate the existing rhythm of the street and not disrupt it.</li> </ul>
<p><b>LB.03</b> Building lines and boundary treatments</p>	<ul style="list-style-type: none"> <li>Dwellings should be well set back within their plot with the building position and alignment determined by the surrounding mature trees to create an informal building line separated by woodland.</li> <li>New developments should have front gardens with greenery and vegetation, a completely paved driveway should be avoided. Existing dwellings should also avoid paving over front gardens.</li> <li>The boundary treatments in this area are generally taller, particularly along the roads with more traffic. Therefore, development should use the neighbouring boundary treatments to determine an appropriate height.</li> <li>Hedges should be used as the predominate boundary treatment, however occasionally brick walls can be used.</li> </ul>

Code	Applying the code to Gregories Road to Burkes Road
<b>LB.04</b> Enclosure	<ul style="list-style-type: none"> <li>A strong sense of enclosure should be maintained along the street by retaining the street trees, mature trees in front gardens and tall hedges used as boundary treatments.</li> </ul>
<b>LB.05</b> Corner buildings	<ul style="list-style-type: none"> <li>Corner buildings often have a different style to others on the street making them distinctive landmarks. Therefore these corner buildings should be retained.</li> </ul>
<b>LB.07</b> Architectural details	<ul style="list-style-type: none"> <li>One of the distinctive characteristics of this area is the variety of architectural styles and individually designed houses which should be retained. Furthermore, any new development should take a similar individualist architectural approach. Homogeneous designs should be avoided, however the prevalent architectural styles and context must be respected.</li> </ul>
<b>NA.01</b> Create a green network	<ul style="list-style-type: none"> <li>The woodland setting of this area is essential to its character as well as providing an important link within the green network of Beaconsfield. Furthermore, the woodland cover forms important views into the area from the south. The woodland setting of this area should be retained and where possible enhanced. The removal of mature trees and vegetation should be avoided.</li> </ul>
<b>NA.03</b> Trees	<ul style="list-style-type: none"> <li>There are many tree lined streets within the area as well as mature trees in front gardens that are essential to the woodland setting and character of the area. Therefore, street trees and any other mature trees should be retained.</li> </ul>



**F.111**

**Figure 111:** Mature trees and hedges creating a sense of enclosure and contributing to the woodland setting.

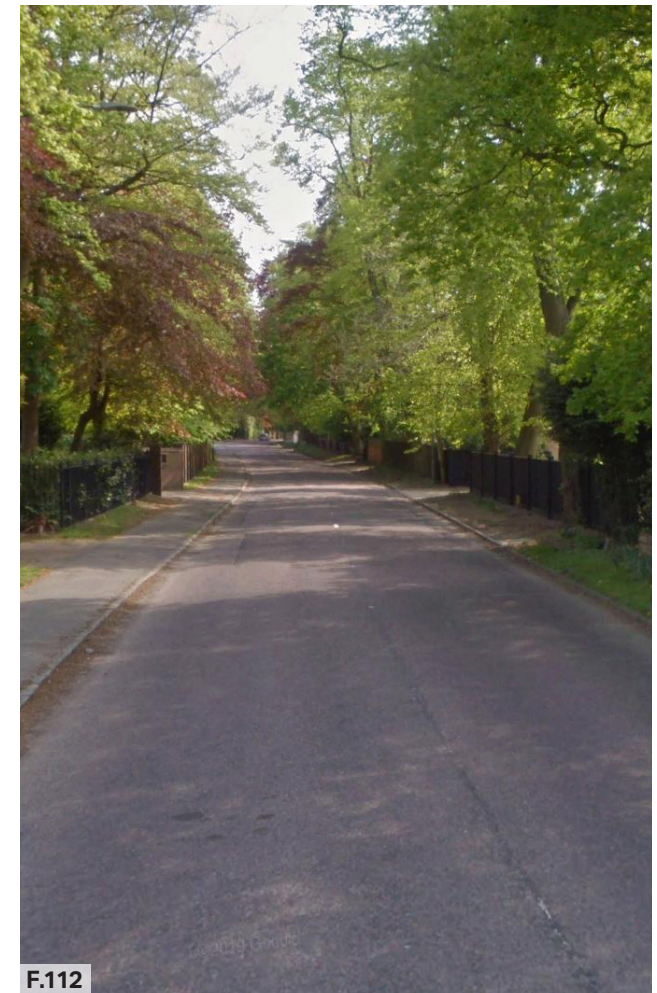
## 5.6 Penn Road and Ledborough Lane



**As a transition from the countryside to the town the focus for this area is to retain the transitional character provided by low density housing on large plots. The focus will also be on retaining and enhancing the important woodland setting and its border with the surrounding countryside and Green Belt.**

Code	Applying the code to Penn Road and Ledborough Lane
<p><b>LB.01</b> Pattern of development</p>	<ul style="list-style-type: none"> <li>The pattern of development in this area consists of large houses on large plots that are surrounded by mature trees and lush planting. Therefore, any development will need to ensure that there are high levels of planting within each plot.</li> <li>Reconstruction and new single family dwellings shall not be larger than a ratio of one square of built space to two square metres of plot size. Basement construction is excluded from this ratio.</li> <li>This area is on the eastern edge of the town and has a sensitive boundary to the Chiltern Hills AONB and ancient woodland. Due to this sensitive boundary with important landscape features the settlement edge should create a soft transition from the urban area to the countryside and woodland beyond. Therefore, development should retain the green edge to the settlement with mature planting creating a green buffer at the settlement edge and ensuring the important woodland character of the area is retained.</li> </ul>
<p><b>LB.03</b> Building lines and boundary treatments</p>	<ul style="list-style-type: none"> <li>The boundary treatments are essential to the character of this area because they help to create the dominating characteristic of the area which is the landscape as little or no development can be seen from the street due to the height of the boundary treatments. Development should therefore have tall boundary treatments using hedges, brick walls or taller climbing landscaping.</li> <li>The building line is less important in this area because the buildings can not be seen from the street. Any new development should be setback enough from the front of the plot that it is not visible from the street.</li> </ul>

Code	Applying the code to Penn Road and Ledborough Lane
<b>LB.04</b> Enclosure	<ul style="list-style-type: none"> <li>Any development should retain mature trees in front gardens and have high boundary treatments to ensure the tightly enclosed streets are maintained as this is another distinctive characteristic of the area.</li> </ul>
<b>LB.07</b> Architectural details	<ul style="list-style-type: none"> <li>This area does not have as much variety in architectural styles as Gregories Road to Burkes Road does but there is still a degree of variation in the architectural styles present, therefore homogeneous designed should be avoided and development should look to add to the variety in styles. However, the prevalent architectural styles and context must be respected.</li> </ul>
<b>LB.11</b> Infill development	<ul style="list-style-type: none"> <li>The area has large plots and a low housing density making it particularly vulnerable to change through infill development creating smaller plots and a higher housing density. Any infill development will need to ensure that the character of the area is not negatively impacted through the subdivision of plots and increased housing density.</li> </ul>
<b>NA.01</b> Create a green network	<ul style="list-style-type: none"> <li>Both Penn Road and Ledborough Lane provide routes to the town centre from the surrounding countryside and the wooded character of the streets create a green transition from the countryside to the town. This green transitional area should be retained by ensuring mature trees, hedges and other planting both on the street and in front gardens are retained and enhanced.</li> </ul>



**F.112**

**Figure 112:** Mature trees in front gardens creating enclosure along the street. Boundary treatments of hedges and fences.



**Development proposal  
checklist**

**06**

# 6. Development proposal checklist

**As the design guidance and codes in this chapter cannot cover all design eventualities, this section provides a number of questions based on established good practice against which the design proposals should be evaluated.**

## **6.1 General questions to ask and issues to consider when presented with a development proposal**

The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under 'General design guidelines for development.' Following these ideas and principles, a number of questions are listed for more specific topics on the following pages.

# 1

## General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form, massing and materials;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.



# 2

## Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

# 3

## Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

# 4

## Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

# 5

## Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

# 6

## Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

# 7

## Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

# 8

## Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

# 9

## Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

# 10

## Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

**Next steps**

**07**



# 7. Next steps

## 7.1 Delivery

The design guidelines and codes will be a valuable tool in securing context-driven, high-quality development within Beaconsfield. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

Actors	How they will use the design guidelines
<b>Applicants, developers, &amp; landowners</b>	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines and Codes as planning consent is sought.
<b>Local Planning Authority</b>	As a reference point, embedded in policy, against which to assess planning applications.  The Design Guidelines and Codes should be discussed with applicants during any pre-application discussions.
<b>Town Council</b>	As a guide when commenting on planning applications, ensuring that the Design Guidelines and Codes are complied with.
<b>Community organisations</b>	As a tool to promote community-backed development and to inform comments on planning applications.
<b>Statutory consultees</b>	As a reference point when commenting on planning applications.

## About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of \$13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at [aecom.com](https://www.aecom.com) and [@AECOM](https://twitter.com/AECOM).