

8 Cookham Rise and the Station Hill area



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8.1 The growth of the settlement

In the mid 1870s, twenty years after the opening of the Maidenhead to High Wycombe railway line, much of the area surrounding Cookham station remained tranquil and undeveloped. From the east, the station was approached by a walk through green fields, whilst to the west, thin threads of houses ran along High Road and Lower Road, with open countryside spreading away towards the Dean.

Following the major improvement in infrastructure that the railway represented, there was, however, bound to be an escalation of development and a transformation of local life. The pace of development increased in the vicinity of the station in the late 1800s, especially along Lower Road and High Road, with Station Road appearing soon after and development also extending to land south of High Road. Roman Lea was built in the early twentieth century and piecemeal development occurred along Whyteladies Lane. There were dramatic changes in the 1950s and 1960s when Burnt Oak, Coxborrow Close, and Westwood Green, amongst other residential developments, appeared. The development of Station Parade in the 1960s confirmed Station Hill as the commercial centre of Cookham.

A hundred and fifty years after the coming of the railway, Cookham Rise and the Station Hill area have become a thriving community in their own right, with housing patterns that form an indelible historical record of the impact of a railway from Victorian times to the present.

Even today, prospective developers seek suitable new housing locations directly in terms of distance from Cookham railway station.

"A developer seeking possible housing sites in Cookham is very likely to take the railway station as a start point and, on a map, draw concentric circles around it at successively greater distances. Proximity to a railway station is a particularly important factor for the sale of houses."

Extract from Individual Consultations
Mr Duncan Gibson, Head of Divisional Planning,
Shanly Homes

8.2 Nature and pattern of development

Cookham Rise and the Station Hill area have many rural qualities but, because of their particular history, also show a degree of urbanisation. Whilst Victorian terraces once occupied by Cookham's artisans are prevalent and ensure a great deal of charm, there is an eclectic mix of housing overall, with more compact housing patterns than typify the rest of Cookham.

The character of the settlement is also formed by its unusual layout. With its residential roads for the most part sandwiched between the 5 hectare (14 acre) square expanse of the Alfred Major Recreation Ground and the open countryside, 'greenness' forms either an outward and inward view from most vantage points. The large open space of Westwood Green further contributes to the 'countrified' aspect of this slightly urban environment.

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Station Hill - the commercial centre

Box 21

The commercial centre of Cookham is located in the Station Hill area to the east of the railway line. At the highest point in this area, the station building, with its brick and flint elevations, is a landmark made even more prominent by its two-storey northern element.



From a closer vantage point than is shown in the photograph (right), however, the area is visually dominated by Station Parade and its car park on the one side of the road, and by the 'colourful' elevation of the Countrystore on the other side.

Approaching from the mini-roundabout on the Maidenhead Road, the first building to the right is the nursery school. Ahead of its time in 1949, its layout was experimental in terms of the 'educational architecture' then prevailing. It attracted visitors from all over the Commonwealth and has been deemed, for VDS purposes, a building of 'Special Local Significance' (Annex C). Opposite the Nursery School is Elizabeth House, a red brick Victorian structure converted to a day-care centre for the elderly from its previous role as Cookham Police Station. In the late 1980s, ten single storey sheltered housing units were built behind it, these being in harmony with the style and materials of Elizabeth House.

Buildings of varying heights between the Nursery School and the railway line, on the northern side of Station Hill, include an unusual single storey office building with decorative roof verge, several detached Victorian properties, mostly gabled, with a more modern gabled property sympathetically interposed between them, and finally the Countrystore and Cookham Social Club. On the opposite side, there are trees around the Station Parade forecourt, though these only partially reduce the impact of the Station Parade frontage. Overall, building styles are very varied in this area, but the building form, materials and built colour palette of Cookham prevail, with significant exceptions in Station Parade and the Countrystore.

Station Parade, when seen from the front, is two storeys tall, though the building has lower levels to the rear. The front is remarkable for its stark block form, barely relieved by its stepped elevations. The canopies, shop fascias, first floor windows and roof line all display uncompromising horizontal linearity. Almost everything about the buildings, including the brick colour, is non-vernacular to Cookham, and the buildings are not generally regarded by residents as attractive (see Section 18.2), even though they are greatly valued in amenity terms. The overall appearance of the site has, however, recently been significantly improved by the resurfacing of the car park and improvement of the flower beds.

Various levels of further action could be considered, in discussion with the owners, in relation to Station Parade. As a first step, urgent work is needed in respect of exterior décor, which is showing dilapidation. It is possible that redecoration could be combined with a change in appearance to bring the buildings, at least superficially, more into line with Cookham's traditional character. A small step in décor terms might be to match the colour of the horizontal panels below the upper windows to the colour of the brickwork. Self-colouring these panels should slightly reduce the appearance of stark horizontal linearity. A rather more radical step would be to leave these panels white, whilst also white-washing all brickwork and painting certain framing elements black. Such a scheme (which would need to be first tested with visual mock-



Deceptively rural view west towards Cookham's busy commercial hub and the railway station building.



Station Parade - of a 1960s design which appears incongruous in relation to the character of Cookham.



The Countrystore, opposite Station Parade, emblazoned with food posters.



Victorian houses, now a dental surgery and a cafe.



Elizabeth House, previously Cookham Police Station.

ups) would be sympathetic to the frequency of black timbering and white infills within Cookham's street scene. If at the same time steps were taken to rationalise signage, whether on the canopy fascias, or beneath these, a significant transition in smartness and 'fit with Cookham' could result.

At a second level of transformation, Reference 2.4 contains an excellent illustrated discussion concerning a more extensive refurbishment throughout Station Parade.

At a third level of action, the possibility of a complete redevelopment of the site, is foreseen during the lifetime of this VDS (see Section 6.18). Currently, however, it seems unlikely that there will be major redevelopment unless or until the whole of Station Parade is in single ownership.

Meanwhile, community financial support to help achieve some of the more immediate positive outcomes is advocated in this VDS in recognition of the existing commercial pressures on the stores concerned (see Recommendation 8.1, page 50).

8 Cookham Rise and the Station Hill area continued

Station Road and Roman Lea

Box 22

Station Road and Roman Lea are two small, unadopted streets containing buildings which exhibit many of the inherent components of Cookham's historical development, both in terms of design and scale. Both are considered worthy of designation as an Areas of Special Local Interest (Annex C). New development in either street should, therefore particularly carefully reflect, and harmonise with, existing characteristics and patterns.

Station Road still contains several fine examples of the Victorian homes which were erected in the late 1800s, varying in scale but predominantly artisans' cottages. Although the street doors and windows of the latter have been replaced in many cases, their brick front elevations and slated roofs are largely untouched. In particular, most of them have shallow arches over their windows with two courses of tiles above to create relief. Elsewhere, some have shallow, splayed bay windows with slated roofs, while decorative brickwork adds interest in some instances. Newer homes have been designed to be sympathetic to the character of the street, especially towards its northern end.

Most of the houses in Station Road are set back behind narrow front gardens. Certain house names refer to views that may well have been adversely affected by later building. Photographs of Station Road are to be found in Annex C.

By way of contrast, Roman Lea is a single-sided street, lined with early twentieth century homes built to house the aspiring middle classes, and only two minutes' walk from the station. Most of the Roman Lea houses are semi-detached and of a similar external appearance to each other. They are of fairly complex form, with stepped frontages and gables to front and side. The houses display attractive harmonies of brick elevations to the ground floors, rendering above, and tiled roofs.



Detail from Roman Lea homes, showing front and side gables, together with square pillared porches.

The 'status' of homes in Roman Lea was enhanced by the builders in several ways that add to their present charm. Substantial front bay windows were incorporated, often to both floors. The gables above the bays are supported by unusual brackets and their roofs are capped with pierced ridge tiles. Distinctive, pillared square porches, of which many remain, were added in corner locations. As in Station Road, narrow front gardens separate the Roman Lea houses from the street. The houses further along Roman Lea enjoy an unobstructed view over Poundfield. The inverse of this is that, as seen from Poundfield Lane, and especially when entering Cookham from the roundabout on the Maidenhead Road, the whole of Roman Lea provides a largely uninterrupted view of a striking and serene row of houses, reflecting a very specific element of Cookham's historical growth.

North of Lower Road

Box 23

Grange Road heads northwards from Lower Road rising towards Winter Hill. It meets with Terry's Lane, crosses it, and continues as Grange Lane, off which is the club house of the Winter Hill Golf Club (Box 7, page 13). The first property in Grange Road was probably Grange Farm.

A number of houses were built on the western side of the road in the 1920s to 1930s, whilst the eastern side of the road includes 1950s architecture and Sleekstone Cottages, a striking row of semi-detached houses with a central (shared) gable and half-hipped roofs. These were built in the 1930s and depicted by Stanley Spencer in his painting 'Cookham Rise 1938'.

There follows a stretch of road bounded by farmland, before the next houses at the northern end of the road, also built in the 1950s but larger in scale. There are some further individually-styled properties in Grange Lane.

Roadways off the lower end of Grange Road form a squarish area, containing newer developments. All of these are quiet, leafy cul de sacs with a suburban feel. Burnt Oak, built in the 1950s contains substantial semi-detached houses, well-



Clockwise from top: A typical home in Wakelins End. Sheltered housing on Pearce Drive. Semi-detached houses on Grange Road.

spaced, with modest front gardens. These houses have an interesting lower lean-to roof feature that extends across bays and also forms porches. Wakelins End, built in the 1970s, has a more modern appearance, with white horizontal boarding beneath a wide gable and above red brick lower walls. Pearce Drive supplements Cookham's supply of sheltered housing with red brick, single storey homes that are nevertheless well provided with green boundaries and wide pavement areas.

Despite the great variety of housing styles in this area there is a predominance of characteristic red brick and white or cream render, providing a considerable degree of unification



Looking south in Burnt Oak.

8 Cookham Rise and the Station Hill area continued

Lower Road

Box 24

The main thoroughfare in Cookham Rise descends from the station before curving along a valley floor to the west. It presents all the elements that give Cookham Rise its diverse range of styles and idioms. Architecturally, the road contains several key features: traditional cottage terraces, typical inter-war housing, shops converted from housing and a range of community buildings. The Methodist Church (photograph, Annex C, page 78) with its squat louvred tower, sprocketed tiled cap and adjacent Wesley Hall is the most prominent building and an important landmark.

On the north side of Lower Road, a terrace of four shops close to the Pinder Hall is designated in this VDS as being of Special Local Significance. With its large first floor bays surmounted with rendered gables, each with an identifying letter and patterned bargeboards, this terrace presents a most unusual and striking frontage (photographs, Annex C, page 77).

Lower Road contains several examples of post-railway artisans' cottage rows. A typical dwelling was single-fronted to the street with front door and single window on the ground floor and a window above. Walls were in local, yellow stock bricks, with decorative red brick banding. Roofs were of grey slate. 'Modernisation' has inevitably taken its toll on the traditional appearance of these cottage rows. Some cottages have had their brickwork painted and certain of the plain doorways now possess canopies. Most prominent has been the replacement of 'front room' windows with cantilevered bow windows. Despite these changes, the terraces still retain their charm (see photograph, page 50) and have also been designated in the VDS as being of Special Local Significance (Annex C). Moreover, it is clear that they continue to provide a very important smaller housing resource for Cookham.

Both visually and environmentally, Lower Road is made more notable by the fine, mature lime trees which line much of its northern side - and those planted more recently on the opposite side. More particularly, it is the relationship of the buildings on the northern side of the street to the land behind which is important. This can best be seen from the rising ground to the south, especially from the streets leading from High Road down towards Lower Road. The views at these points are crucial to reinforcing the impression of this part of Cookham as a village within a countryside setting.



Important views from rising ground to the south, northwards across Lower Road to the hillside meadows beyond, emphasising Lower Road's rural setting. Above, the view from New Road, and below from Halldore Hill.



When the Hatch Garden development, on the northern side of Lower Road, was originally proposed it caused a lot of controversy and it is instructive to review it, now that it is completed and occupied, with its planting growing well. The photographs below, with their captions, provide some interesting pointers.



Traditional terrace cottages on the south side of Lower Road. The Hatch Garden homes were custom-designed to be in sympathy with these.



This view outwards from Hatch Gardens reveals successful harmonies between the new-build and the historic terrace on the southern side of Lower Road.



The rose-coloured building is part of Hatch Gardens. This muted view from Lower Road indicates a good level of harmony between new and older properties.



But from the angle shown above the impression of height and density is conveyed. Space-saving design has created an urban look, augmented by unforgiving roof lines, narrow verges, modern pavements and wide hard-standings in place of garaging.



Garden spaces used for the development of Hatch Gardens. VDS guidance in relation to so-called 'garden grabbing' is provided in Section 6.9.

8 Cookham Rise and the Station Hill area continued

Between Lower Road and High Road

Box 25

A key attribute of the land between Lower Road and High Road is the gradient, descending from south to north, providing important northward hillside views beyond Lower Road as mentioned in Box 24. Whilst certain small groups of houses in this area are Victorian (for example, some of those in New Road), most of the development took place in the second half of the twentieth century when both individual new houses and small estates appeared. Coxborrow Close, a small T-shaped development, was built off Lower Road in the 1950s with houses that were at first known popularly as 'Meccano Houses' because of their steel-frame construction. Rosebank Close was built in the 1970s and Lautree Gardens is a more recent development. Both Rosebank Close and Lautree Gardens possess features that were explicitly designed as sympathetic to the traditional styles of Cookham.

In Rosebank Close, reclaimed bricks and raked (or inset) mortar joints, combined with stepped roofing patterns and scalloped door hoods, give an attractive, weathered appearance. Garaging is tucked away discreetly. In Lautree Gardens the brickwork echoes yellow Victorian stock, muted with grey, with red brick decorative elements, whilst the roadway curves gently around not-ungenerous front garden plots. Doors have an attractive Victorian look with stained glass panels. Within an overall harmonious appearance, there is variation in the sizes and orientations of individual homes. Parking is in single-vehicle inset garages, and to some extent on driveways, but parked vehicles do not dominate the character of the location.



Top and centre:
Lautree Gardens.
Left: Rosebank Close.
Both have garaging and both were designed to blend with the traditional styles of Cookham.

High Road

Box 26

High Road, the old route to the top of Cookham Dean, still retains much of the character of a narrow country lane, especially in its middle section to the west of Cookham Rise Primary School. Today, it is a mainly residential road, also providing access to other streets. On its southern side, Peace Lane and Shergold Way about the Alfred Major Recreation Ground and provide small single storey red brick homes. Further east, off High Road and on its southern side, several small and charming unadopted roads contain Victorian housing mingled with more recent additions.

At the lower end of the road is one of the first properties to be built in Cookham Rise - the former Railway Tavern. The adjacent archway suggests the commercial uses that would have gravitated to a location close to the station. The Riley Cottages and two of the Elizabeth Cottages in the row nearby were completed only two years after the railway was opened.



Riley Cottages



Nightingale Place

Around the corner, Nightingale Place and the adjacent Elizabeth Cottages are unlike any of the other terraces in the village. Set very well back from the street behind a now communal lawn, they comprise two co-joined rows of small dwellings with rendered front elevations divided into a rectangular pattern by timbering. Their roofs are slated, with those at the northern end being built to a lower pitch than their southern neighbours. Most of the cottages have had front porches added, either in the form of lean-tos with doors in the sides, or with simple double-pitched slate roofs.



To the west of the school, on the north side of High Road, are two further cottage groups, Fairview and Southview Cottages.

The Fairview Cottages exhibit most of the characteristics of their

siblings in Lower Road with stock brick elevations and slated roofs. Contrasting red brickwork is used in the ground floor arches over the windows and doors and the reveals to first floor windows. Once again, a degree of 'modernisation' has altered their appearance, but they retain their charm and help provide the character of this still essentially rural road.

The Southview Cottages form a complete contrast and are the only example of their type in the village. Whereas the other terraces are built under a single, continuous roof, these cottages have roof pitches at right angles to the street and also have patterned bargeboards. Their front elevations are rendered in timber-edged panels but, interestingly, their ground floors are set forward beneath small, continuous lean-to slate roofs, which cover their segmental bay windows and also provide front door canopies.



Fairview Cottages



Southview Cottages

8 Cookham Rise and the Station Hill area continued

Whyteladies Lane (southern end) and connecting roads

Box 27

Whyteladies Lane provides a link between Cannondown Road and Dean Lane, enabling through traffic to avoid Cookham's commercial centre. Despite its rural setting the road is exceptionally wide, in places exceeding fourteen metres.

From Cannondown Road to the site of the former gas holder, Whyteladies Lane is completely residential with many areas of green and notable rural views at almost every point. The view westwards is to green spaces at the top of Cookham Dean. In the opposite direction, the top of Cliveden can be seen. Houses in the estate roads to the south of Whyteladies Lane back onto open farmland and many homes located on connecting roads to the north overlook the green expanse of the Alfred Major Recreation Ground.

There is a fairly uniform style of architecture across this whole area, mostly dating to the 1950s. Many homes were originally built for Local Authority purposes, though a proportion of these are now in private ownership. Dark red brick and clay roof tiles predominate, with a versatile mix of housing types including semi-detached houses, flats and single storey terraces. Despite the compactness of individual homes, overall layouts appear to have been particularly thoughtful. This is a result of the standards applicable at the time, which today we would consider to be surprisingly generous with space. There are wide grass verges, front gardens, rear gardens, garaging (usually separate) and additional car parking areas.



Lesters Road are not dissimilar, though more recently built, with white timber cladding and render. These two roads include some three-storey blocks of flats, which are most unusual for Cookham.

Arthur Close, off Whyteladies Lane to the south, provides affordable homes as a Rural Exception Site' (see Section 6.15), occupying Green Belt space at the edge of the settlement boundary. With red brick, gables and lower projecting roofs to provide shelter and porch space, Arthur Close is designed to tone with the character of the area. However, as a rather intense small development, its hard-standings for car parking tend to dominate, with green space noticeably lacking to the front and between properties.

The site of the former gas holder is about half way down Whyteladies Lane. The northern part of the site is now derelict, but operational plant remains in its southern corner. In 2003, the Borough Council published a Development Brief (Reference 11) for the available part of the site, which may require de-contamination. The document is no longer wholly current, but the undeveloped part of the site continues to have residential potential, as the document indicated.

It was clear from the early VDS consultations that residents believe the gas holder site should be developed. Advisory Note A8.1 explains that this is one of number of sites being considered for allocation through the Royal Borough's Local Plan.



View showing the green and houses beyond, at Penling Close.



Whyteladies Lane with far view to Cookham Dean.

Homes in Southwood Road, Bridge Avenue and Penling Close follow the same broad pattern as indicated above, although Bridge Avenue does contain two-storey apartment buildings on a modest scale (see also Section 6.10). The Shaw and

Whyteladies Lane (western end) and connecting roads

Box 28



As Whyteladies Road curves to follow a northerly direction towards Dean Lane, its character on its western side remains similar to that described above. After Lesters Road, however, two long red brick terraces are to be found, possessing considerable architectural interest. These terraces include multiple window arrays, deep roofs and major stylistic transitions between successive elements. They are noted in Annex C, page 77 as being of Special Local Interest. There is a need to preserve their integrity - and so that the length of them and

the encompassed stylistic shifts can be taken into view and appreciated, the visibility of individual sections should not be allowed to become occluded by tall walls or fences.

To the east of Whyteladies Lane, at this point, is the spacious road junction to Broom Hill and Gorse Road, where housing was developed in the late 1960s and early 1970s. Here, there is a similar mix of accommodation to that described in Box 27 above, but all is constructed in beige brick. Front facades are characterised by large windows and a combination of brick panels with rendering and tiled areas. The development is

spacious by today's standards, with generous front areas of green, as well as rear gardens, garaging and additional open parking areas. An important feature of Gorse Road is Payton House, which became outdated as sheltered accommodation for the elderly. The future of Payton House is uncertain. Whilst it is not within the remit of the VDS to assess the need for sheltered housing, this matter should be addressed within the future Neighbourhood Plan.

A short distance after the entrance to Gorse Road, the houses along Whyteladies Lane become larger and more varied. The northern end of the road displays architectural styles of the early and later twentieth century.

On the west side of the road lie the pitch, practice areas and club house of the Cookham Dean Cricket Club. From here, Kennel Lane, a very old roadway, leads upwards to Cookham Dean.



Housing at Broom Hill, showing generous open and green spaces.

8 Cookham Rise and the Station Hill area *continued*



Alfred Major Recreation Ground **Box 29**

In 1947, fourteen acres of land were given to the village in memory of Sir Alfred Major, subject to the condition that the land be left open and undeveloped. Now known as the Alfred Major Recreation Ground, the land is owned by the Parish Council and is an astonishing asset at the heart of Cookham Rise. Much thought has already gone into the use of this asset and wide-ranging recreational facilities have been provided. An all-weather cricket pitch has recently been inaugurated and a skate ramp has also been added. How the potential benefits of the recreation ground can be fully realised is a subject more for the future Neighbourhood Plan than for the VDS. However, it was suggested in the earlier Cookham Plan (Reference 2.8) that present facilities might be extended to include bowls, tennis and athletics - with a sports centre and parking facilities also being mooted. During the early VDS consultations, one of the Cookham's sports leaders confirmed his view that four tennis courts and one netball court remained essential additions.

From the VDS point of view, it is the visual appearance of the Alfred Major Recreation Ground that matters, together with the ecological opportunities that may be available. At present, there is little in the way of visual focus, most of the land being grassed, with little natural planting and few relieving features. Surprisingly, there are no surfaced footpaths across or around the grassed area, despite essential pedestrian journeys through it, especially to the railway station and the Station Hill shops.

There is unique opportunity here for a 'composite design' that would allow this resource to meet its full potential. With a well-researched 'community vision', skilfully presented, some of the many possibilities for funding might become attainable. Accordingly, the Alfred Major Recreation Ground might be experienced both visually, functionally and ecologically as a true 'jewel in the crown' for Cookham (see also Section 18.3).



A view across the Alfred Major Recreation Ground

Westwood Green **Box 30**

Westwood Green occupies a tapering piece of land between the western side of the Maidenhead Road and the railway. It is a development of ninety-five 1950s semi-detached houses facing inwards around a large green. The houses were originally of a fairly uniform appearance, being built in one of eight design variants depending on garaging arrangements and other factors, but they have gained individuality over the years as refurbishment and extension has occurred. It is important that future changes remain modest.

The communal green has proved to be of great significance in nurturing the 'community within a community' that is Westwood Green. Except for a small utility area, this five acre community space is privately owned by a management company belonging to residents, who organise green maintenance, maintain an arboreal plan, create social events on the green and provide a regular and lively newsletter. Hence, Westwood Green can be added to the examples of Section 4.12 showing how green spaces and 'sense of community' are inextricably mixed.



Left and below: Homes in Westwood Green (in background) are made exceptional by the way in which the green nurtures year round community spirit.



8 Cookham Rise and the Station Hill area continued

ADVISORY NOTE:

Cookham Rise
and the Station Hill area

A8.1 The former gas holder site in Whyteladies Lane is already promoted for development by the Borough Council through an existing development brief and is one of a number of sites being considered for allocation through the Borough Local Plan (Box 27, page 48 and Reference 11).

RECOMMENDATIONS:

Cookham Rise
and the Station Hill area

R8.1 Though the car park surfacing in Station Parade has now been greatly improved, and work has also been undertaken in relation to the beds and plantings, building redecoration remains urgently needed. It is possible, further, that redecoration could become a way of changing the appearance of the buildings to bring them, at least superficially, more into line with Cookham's traditional appearances (see Box 21, page 44). There is also scope for unification of signage within a harmonious overall design.

Whilst it is recognised that Station Parade is a commercial venture in private ownership, it is also believed that current financial pressures on these stores will be considerable. Because of the value placed by Cookham residents on the Station Parade amenity, whilst in general expressing a dislike for its present appearance, it is suggested that there should be due consideration of a possible public/private collaborative project having the goal of upgrading the appearance of this important centre. The VDS recommends that discussions be put in place with a view to exploring whether such a goal can be met.

R8.2 It is recommended that a project be instituted to ensure that the Alfred Major Recreation Ground fulfils its true potential as a 'jewel in the crown' for Cookham. In VDS terms the focus is on visual appearance and ecological opportunity. Such a project, however, would equally embrace the optimisation of community functionality (see also Box 29, page 49). The Natural Environment and Rural Communities (NERC) Act 2006 (Reference 12) creates specific public duties in relation to the ecology of parks and open spaces. Case-study projects are available in this connection (Reference 13).

R8.3 It is recommended that owners should give consideration to the provisions of the VDS when making changes to properties that may have visual impact but do not necessarily require planning permission.

GUIDANCE :

Cookham Rise
and the Station Hill area

All new development should take account of the distinctive character of Cookham Rise and the Station Hill area of Cookham as an original Victorian settlement, built in response to the advent of the railway, with subsequent major spurts of development. The existing settlement pattern is more intensive than those of Cookham village and Cookham Dean, but the dates of major development have, in general, ensured generous spaces around individual properties in relation to type. There are very significant protected areas of open space, but long rear gardens and other elements of remaining green space within the settlement boundary will attract the interest of prospective developers. Guidance Points on this page are set within this context.

G8.1 Any proposals for development in Cookham Rise should:

- Have regard to the General Guidance of Section 6 and all other relevant Guidance Points in the VDS.
- Have regard to the impact of the proposal on the specific locality with reference to any description of that particular locality in the VDS, including any special constraints noted.

G8.2 No development should take place that obscures the following important views:

- Existing views from the rising land to the south of Lower Road towards open countryside to the north of Lower Road.
- The view from the Cookham Road roundabout towards Roman Lea.

G8.3 No works should be permitted which might affect the health or survival of the trees in Lower Road.

G8.4 Any new development or extension in the vicinity of Lower Road should take proper account of any particular risk of flash floods in that area.

G8.5 The existing design of Station Parade is out of keeping with Cookham's character and cannot usefully be referenced in support of any proposed development.



Lower Road, the major traffic artery through Cookham Rise, with its mature lime trees and charming traditional cottage terraces.

9 Cookham Dean

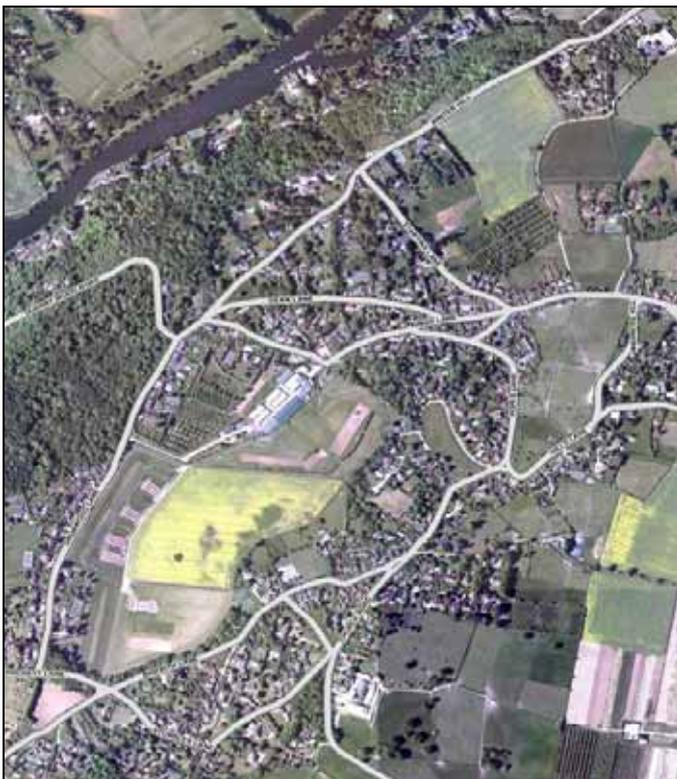
This section should be read in conjunction with the Cookham Dean Conservation Area Statement (Reference 6.2).

9.1 Village characteristics

The settlement in Cookham Dean is shaped by the contours of the land within which it is situated. The combination of hill, valley and ridge have created a village full of surprises, with a complex series of constantly changing views, both long-range and intimate, which are enhanced by small pockets of woodland and scrub that create points of anticipation at every corner.

The traditional pattern of small-scale farming which characterised the Dean in the early twentieth century has long since disappeared, but visible outlines of many of the original small fields remain. There are still survivors of the orchards which once made the area famous and Cookham Dean continues to be a place of small lanes with high banks and wide verges, even though most of its original roadside ponds have disappeared.

Apart from the small ancient farmsteads dotted about the village, the historic development of the Dean took place in two principal areas: on the hill around the church of St John the Baptist and in the valley around Cookham Dean Bottom. In each location there still remain the small terraces of cottages originally built for local farm workers, which date from the nineteenth century. These cottages are important, but no longer wholly representative of the village as a whole, which is now mainly characterised by detached houses standing in their own grounds. Many of these homes are considerably larger than those that typify Cookham as a whole, but most remain relatively modest in relation to their characteristically expansive green settings. There is very little departure from Cookham's 'built colour palette' (see Section 6.8). No clear pattern exists to the settlement in Cookham Dean although most of the homes lie in small groups. An



Cookham Dean - a settlement of surprises, with the arrangement of dwellings largely shaped by the landscape.

overall 'unity in diversity' is characterised by the following, which should be respected in any new development.

- **Individuality of design** With few exceptions other than cottage rows, adjacent properties exhibit differing designs or design themes.
- **Dominance of 'country style'** An overall design ethos of Cookham Dean might be termed 'country style' with numerous variations on the themes of:
 - Red brick and clay tiles (frequently including decorative work to both). Yellow Victorian stock brick also occurs from time to time. Flint is also common.
 - Exposed timber framing.
 - Full or partial render, usually in white, beige or soft grey. Black-stained rustic timber part-cladding is also commonly seen in particular areas within the Dean.
 - Windows subdivided into small or larger panes of glass, either leaded or separated by wooden glazing bars.
 - Pitched, tiled and gabled roofs (often complex and deep, including dormers and other decorative features)
 - Hung tiles (usually decorative and 'period') in interesting arrangements) are seen in particular locations.

Though many of Cookham Dean's buildings are Victorian or Edwardian, many also were built more recently. In most cases, however, designs and materials have been chosen to blend with the vernacular country styling.

- **Discreet, tucked-away appearance** Homes are situated, discreetly, usually well back from the road, sometimes fully visible and elsewhere seen more as 'glimpses' beyond open or non-solid gates. Long private driveways to single homes or small clusters of homes are not uncommon.
- **Intermittency and green surrounds** Nowhere in Cookham Dean is there any intense area of housing development. On nearly all roads and lanes, homes are well-separated or sporadically grouped, punctuated by meadows or woodland. Very frequently where groups of homes are situated, they are on one side of the road or lane only. In respect of individual plots, large gardens prevail, usually including generous front and side areas. On boundaries, hedging and wide green verges or green banks are the norm. There are many trees.

9.2 Green Belt and Conservation Area

The whole of Cookham Dean lies within the Green Belt, a status which in practical terms limits new residential development to house extensions and the suitable replacement of existing dwellings (see Section 4.6).



The Cookham Dean Conservation Area

A large part of the Dean also lies within the Cookham Dean Conservation Area, extending from its north edge on the Thames bank to a southerly point at the junction of Church Road and Spring Lane. The Cookham Dean Conservation Area Statement describes the history and heritage of Cookham Dean's buildings. All development in a Conservation Area is subject to special constraints (Reference 3.2)

The heart of Cookham Dean

Box 31

The centre of the Dean is located almost at the highest part of the village, close to where Church Road meets Bigfrith Lane, School Lane and Kennel Lane, and continues downhill in a north easterly direction to the Village Green. The street pattern here makes a splayed junction, with St. John the Baptist Church on its eastern side. There has been no attempt at creating a unified form or a sense of arrival at this point. Instead, the centre is signified by the converging roads, together with presence of the church and The Jolly Farmer public house. The amount of unbuilt land in the immediate vicinity (adjacent to The Jolly Farmer, in the churchyard and adjoining Kennel Lane), helps engender a sense of peace and informality.

The lack of a 'designed' village centre should not be taken as suggesting a lack of community spirit. The Dean has a thriving primary school, four public houses and two well-used halls which are barely sufficient for its many community groups.

The St John the Baptist Church is attractively built in flint, a material which is also much in evidence in walls and housing in the general vicinity of Kennel Lane. There is also a prominence, within this area, of rustic black-stained boarding, giving a particularly countrified appearance.

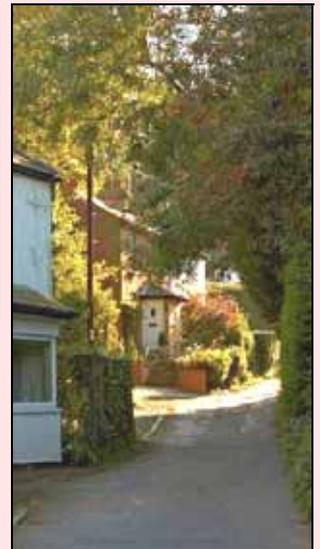
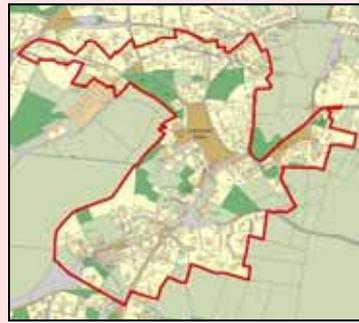
West of the village centre, School Lane is narrow, curved and intimate, its houses addressing the street in interesting and varied ways, including certain front elevations directly at the street edge, whilst others are set behind hedges, open lawns, or walls. There are several old walls here and also newer walls with a reclaimed, traditional appearance.

Prominent on Bigfrith Lane is the Cookham Dean Primary School. On the south side of the lane, the old Victorian school-room has been supplemented by a former head teacher's house, together with temporary classrooms. To the north of the lane, a 1970s single storey classroom block with large-paned windows is set adjacent to the school's playing fields.

Further to the west, a striking three-storey building originally housed the village's Post Office Stores, which moved into a new extension some 40 years ago and has now closed. The narrowness of the three-storey elevation of the original building once offset any sense of undue mass but the extension has a rather incongruous and bulky appearance which is only somewhat relieved by curved, bay windows to the front and side. More recently, planning permission was granted for change of use to residential. If significant elevational changes are contemplated in future, any steps that can be taken to bring the whole building into an improved vernacular relationship with its immediate locality should be welcomed (see also Guidance Point G9.3, page 58).

The Village Green (also known as the Old Cricket Common) acts as a secondary focus to the village and is still the principal venue for local open air community events, supported by the presence of the single-storey Village Hall and the Women's Institute Hall on its south-east flank. The open green space of the Village Green, together with its position on the side of a hill with views beyond, its focal point of the War Memorial and its soft fringe of surrounding properties built in Cookham Dean's vernacular styles, forms a classic English village scene.

To the southwest of the Village Green, Hardings Green is roughly rectangular in shape, fronting Church Road, with housing on three sides beyond the swathe of grass. The Uncle Tom's Cabin public house adjoins its northern corner. A concrete-framed hay barn at the southern end is partially screened by a tall hedge, but remains very visible when approaching from the Village Green area and, if the opportunity arises, could be screened further. Dwellings set



Left: A retail outlet of the early twentieth century Arts and Crafts style.

Right: The entrance to Cookham Dean Bottom showing the sense of intrigue that this narrow curving lane conveys.



Left: View east toward the War Memorial and the southern end of the Village Green

back behind the Green include a fully timber-clad home with a decorative front elevation, altogether unusual for Cookham.

From the north end of the Village Green, the ground slopes steeply down to the Cookham Dean Bottom and Kings Lane area, a location with a particularly strong sense of historic rural community and great tranquillity. Many house names, such as "Tithe Barn" and "Brewers Orchard", as well as the business premises at "The Old Stables", reflect historic activity.

Cookham Dean Bottom is a curving, narrow, rural lane with eighteenth and nineteenth century properties on both sides, interspersed by the occasional twentieth century home. A charming cottage-style predominates, with more recent buildings embracing the character of their older neighbours by the inclusion of features such as leaded lights or rustic lych-gates and porches.

At the centre of Cookham Dean Bottom, is the start of Popes Lane, a narrow and steepish vehicular route to the Village Green. The character of Popes Lane at the foot of the hill echoes that of Cookham Dean Bottom. Throughout this inviting area, there is a sense of enclosure, lush greenery and a variation of building styles within a unified whole. A little further to the west within Cookham Dean Bottom, a steep rural path provides pedestrian access to the Village Green.

At its western end, Cookham Dean Bottom meets Kings Lane, where trees form a shady arch between high banks. Adjacent to this junction is the chalk pit owned by the National Trust.

The heart of Cookham Dean, as is described here, is a very peaceful, tranquil and quintessentially English village area with pleasing, traditional building designs of rich individuality. Its special character must be respected in all future development.

9 Cookham Dean continued

Grubwood Lane (eastern side)

Box 32

Grubwood Lane lies west of the heart of Cookham Dean and forms the western boundary of Cookham parish. It extends from the top of the Quarry Woods, where it meets a splayed junction with Quarry Wood Road, Dean Lane and Kings Lane, and heads south to a junction with Hockett Lane. Houses on the western side of the road are in Bisham parish (see also Box 39, page 56.). The lane has a rural feel and is notable for its intermittent glorious views over the farmland valley to the east. These views need to be preserved as far as possible. At the northern end of Grubwood Lane, a newly built property is designed in an attractive country style, but larger relative to its plot than the VDS would recommend for the future. However, this is also true of some adjacent properties, so that the small row of properties at this location does possess some coherence of scale. Generally it is particularly important that properties backing onto this valley should be discreetly sized in relation to their plot boundaries (see also Sections 6.4 and 6.11).



Above right: A newly built property in Grubwood Lane showing modern country styling, including deep roofs, dormers and paned windows.



A glorious view eastwards from Grubwood Lane



The view to the east from the southern end of Grubwood Lane across to Bigfrith Lane. Some of Cookham Dean's old orchards are to be seen, and beyond is Coombe End with its fascinating complex roofs. Cookham's built colour palette is very much in evidence.

Dean Lane, Startins Lane and Jobs Lane

Box 33

The upper section of Dean Lane descends through a valley commencing at the top of the Quarry Woods. The lane passes several junctions, including Winter Hill Road, Jobs Lane and Startins Lane to the north. Between the first two of these lies Tugwood Common (photograph, page 17). Kings Lane and Cookham Dean Bottom form junctions to the south of Dean Lane here. This part of Dean Lane includes Victorian cottages, semi-detached and detached properties, the latter being set in substantial plots. The area is very rural with attractive scenery.

The Herries Preparatory School is a focal point of activity, most noticeable because of related car parking along Dean Lane. Herries was once the family home of Kenneth Grahame, author of the famous children's book, 'Wind in the Willows', in part a result of Grahame's spending his early years amid the nearby woods, fields and the Thames riverside. Herries has been much extended in its more recent role as a preparatory school.



Herries school

Another focal point is the Grade 2 listed Chequers Brasserie, which, with its own parking, has less impact on traffic flow.

To the east of The Chequers on the southern side of Dean Lane are the significant Lea View Cottages (see also Section 9.3), whilst on the other side of the road the eye is caught by a row of more recently built homes, with an attractive design theme of rustic boarding on gabled dormers

Startin's Lane and Jobs Lane are narrow and residential. Both have a very secluded feel, with tall fencing or greenery and many properties largely screened from view.



Above: Victorian cottages on Dean Lane and a large Victorian house.

Left: 'The Chequers'.
Right: Attractive re-styled 1920s house on Dean Lane with tall, jettied window in the central gable.



Dean Lane, Warners Hill and Alleyns Lane

Box 34

At the middle section of Dean Lane, Alleyns Lane and Warners Hill converge at a splayed junction and a further small rural track extends northwards to a small number of country homes. Even by Cookham Dean standards this locality is exceptionally pretty and it is particularly important for its character to be preserved. It contains various listed properties, together with a wide variety of building types from differing periods of development. There are also some recently built properties that demonstrate particular success in harmonising with the area's traditional rural village character.

Directly where Dean Lane and Alleyns Lane converge, are some of the oldest cottages in Cookham Dean. Cromwell Cottage, dating to the sixteenth century, is of timber-framed construction with brick infill, its long thatched roof creating a 'picture postcard' effect. Other nearby brick-walled cottages are even earlier in origin and are typified by low roofs and crooked timbers, giving them exceptional character. Three newer homes in this group were completed in 2006. Two of the three homes are semi-detached cottages in reclaimed brick, while the other is of barn style, with a brick lower storey and black timber boarding to the upper storey. These buildings have been designed with particular reference to local heritage factors, especially the Dean Farm barns situated just behind them now sensitively converted into a contemporary home. The newer homes use traditional materials and demonstrate successful integration into a rural village style. They may even escape notice by the casual passer-by as a recent development.

Further up Alleyns Lane, there are some old brick-built cottages similar to those in Dean Lane and a number of twentieth century homes. A private road to the left off Alleyns way leads to ten large, well-spaced and characterful homes, individually designed in traditional vernacular styles.

Warner's Hill is a particular example of Cookham Dean's sunken country lanes in which large, detached houses are



At the foot of Alleyns Lane, clockwise from top. Redaways Cottage, Dean Farmhouse. Cromwell Cottage



Above left: Newer homes in local traditional styles. Right: Thatched home off Alleyns Lane.

widely spaced and situated on one side of the road only, enjoying views across the meadow to the west. Dwellings are country-style, including brick-built Edwardian homes and an attractive timber framed cottage. The green banks of such lanes need to be preserved.

Dean Lane, Bradcutts Lane and Hills Lane

Box 35

Dean Lane progresses towards and alongside Dean Meadow, approaching Cookham Rise. It passes a junction at Hills Lane, a steep and winding road leading up westwards to the heart of Cookham Dean. On the south side of Hills Lane are mainly open fields, whilst on its north side are large detached houses. Further west there is a junction to Bradcutts Lane, a narrow and sunken tree-lined lane with intermittent glimpses of attractive, mostly detached, houses. Housing is widely spaced and largely traditional throughout this area. A diversity of building styles reflects widely varying build dates but all of the properties possess the discreet aspect which is so characteristic of Cookham Dean. There are significant driveways to most of the Hills Lane houses, which are also partially hidden by hedges.

The oldest house in this part of Dean Lane is the first cottage on its northern side just before Dean Meadow. It is a traditional thatched cottage, obscured from view of the road.



Above left: Thatched cottage on the northern side of Dean Lane. Above right: Nineteenth century cottages on Dean Lane, sympathetically extended.



Right: Dwellings are glimpsed intermittently on Bradcutts Lane. Those shown here are set behind rustic field gates.



The field north of Dean Lane, known as Dean Meadow, is one of the lane's focal points.

9 Cookham Dean continued

Winter Hill (east) and Stonehouse Lane

Box 36

Winter Hill (east) runs along the top of Winter Hill which drops sharply away to the Thames in the north. The road includes an informal parking strip, where there is a vista across the river towards the Chilterns (but see also Box 10, page 16). Houses tend to be large, detached, separated, and varied in style. They are mostly well set back and rather screened from view.

Stonehouse Lane descends steeply towards the river. The 'look and feel' of the lane has shifted markedly over recent years with the demolition of older houses and their replacement by contemporary homes. It has been an uneasy period, not least because of the sheer quantity of building works ongoing at any one moment and the apparent massing of several of the homes, in particularly close proximity to the lane itself. Ultimately, it will be factors such as scale, design, positioning (complementary or otherwise to plot and setting), the presence of green surrounds and the quality of materials deployed, that will determine whether this very modern trend has 'worked for Cookham'. Section 10 contains special guidance for Cookham's riverside homes.

Homes to the north and west of Stonehouse Lane are viewed on opposite sides from both the land and the river, resulting in a particular need for their designs and settings to be pleasing from both sides.



Below: Contemporary home in Stonehouse Lane. Here there is a marked contrast between a relatively gentle appearance from the river (left) and a rather more stark appearance from Stonehouse Lane (right).



Winter Hill (west) and Gibraltar Lane

Box 37

Winter Hill (west) runs along a section of the ridge at the top of the Winter Hill escarpment and then turns southwards towards Tugwood Common. The road is quite narrow in places, with passing points for cars, and very rural. It is strongly defined by its outstanding northerly views across the Thames Valley and Buckinghamshire and is a draw for tourists. Houses, many being large and highly individual, are of differing periods and are dotted along the ridge, though often obscured from view by trees, tall hedges and long driveways. Despite their lack of visibility from Winter Hill Road, homes here generally accord with the listed characteristics of Section 9.1.

Gibraltar Lane leads off Winter Hill where the easterly and westerly sections meet and it then runs gently downhill on a diagonal across Winter Hill from north east to south west. It is not a through road, is quite remote from the heart of Cookham Dean and has a secluded and rather protective feeling. Most houses are set on the steep slope down to the river below the level of the lane, accessed by descending drives behind gates. Houses here, despite their river bank locations, are in general less contemporary than those in Stonehouse Lane.

At the end of Gibraltar Lane lies Wootten's Boatyard, home of a family business spanning one hundred years and five generations. It is one of the few boat builders/repairers remaining on the middle Thames.

In the family's own words, "Wootten's Boatyard is located in a truly magical part of England. We are secretly positioned at the bottom of the beautiful background setting of Winter Hill, Cookham Dean, on one of the most picturesque and tranquil stretches of the River Thames". The quality of this location should be safeguarded.



Above left and right: A fine Victorian property and a 1930s property on Winter Hill.



Above left: An attractive Gibraltar Lane property, characteristically situated well below the level of its gate.
Above right: A 1920s or earlier property set at the edge of Gibraltar Lane

9 Cookham Dean continued

Church Road (south of village centre), Bigfrith Lane and Spring Lane

Box 38

The area between Church Road and Bigfrith Lane and southwards to Cookham Dean Common typifies the diversity of the Dean. Set on two hillsides with a central valley, amid its more recent housing development the area reveals some of Cookham Dean's underlying patchwork of small farmsteads, former nursery gardens and cottages, interspersed with pockets of common grazing and copses.

Through the middle of this area runs the unadopted Bedwins Lane with its pairs of early twentieth century cottages, which are typical of the Dean. At the northern end of Bedwins Lane, a modern, yellow-brick, country-style house is rather larger in relation to its plot than the VDS would recommend for the future. However, its present bright appearance, should, in time, will take on the more muted hue of Victorian yellow stocks. At the heart of the area is a small common, where Church Road joins the pretty, sunken Stubbles Lane before continuing to the top of Cookham Dean Common. Discrete housing of many periods is set either side of Stubbles Lane, punctuated by a pony field on the western side. Nearby, 'The Farm' is a reminder of the village's antecedents. The whole neighbourhood is quiet and discreet and its architecture ranges from later Victorian through to the present day.

Bigfrith Lane is a long, picturesque country road, which leads from the village centre to the parish boundary in Winter Hill Road. As it does so, it provides fine views to the north and west, firstly, across Bigfrith Common towards King's Coppice Farm, with the Quarry Woods in the background, and, later, over orchards towards Park Farm, with again the backdrop of the woods. At the foot of the hill towards the western end of the road is the last remaining village pond. Beyond, on the north side, are the apple and damson orchards of Bigfrith Farm (partly in Bisham parish). Across the road from the farm, an old Cookham Dean cottage was sympathetically renovated

and extended about 30 years ago and the adjacent barn is a fine example of a traditional local farm building. On the south side of Bigfrith Lane there is intermittent housing. A particularly striking example of decorative Victorian hanging tiles is to be seen here, cladding several elevations of a property and being exceptionally rich in colour, tile patterning and overall design.



Far left: Victorian workers' cottages in Bedwins Lane.

Left: Victorian property on Church Road with spire.

Above: Impressive hanging tiles in Bigfrith Lane.

Right: Sympathetic restoration in Bigfrith Lane.



Cookham Dean's southern and western peripheries

Box 39

The western end of Hockett Lane, and the western sides of Winter Hill Road and Grubwood Lane are usually identified as being part of Cookham Dean, but lie within Bisham parish just outside the boundary of Cookham parish. *Whilst these areas are included here to help convey the character of Cookham Dean, it is important to note that areas within Bisham parish are not subject to the provisions of this VDS.*

All three roads are intensely rural, with intermittent expansive views across open land. Housing is dotted and clustered. There are many large houses, but also more modest homes. Spring Lane to the south, equally rural, is particularly noted for its sixteenth century country house, The Mount, and the Edwardian Harwood House, now a care home.



Left: Old cottages on the western side of Grubwood Lane with sympathetic extension.

Right: The rural character of Spring Lane.



Hockett Lane, showing plots that are narrower than is usual in Cookham Dean.

9 Cookham Dean continued

9.3 From traditional cottages to large detached dwellings

The typical traditional dwelling surviving in Cookham Dean is a small terraced cottage with red brick walls and a pitched, slated roof. All such terraces need careful evaluation before changes are made. Seven terraces are especially noteworthy, as listed below.

Albion Cottages, off Church Road.
Victoria Cottages, Cookham Dean Bottom.
Wells Cottages, Cookham Dean Bottom.
Lea View Cottages, Dean Lane.
Overton Cottages, Kings Lane.
Upper Ventnor Cottages, Popes Lane.
Lower Ventnor Cottages, Popes Lane.

As is clear from earlier pages, the majority of Cookham Dean's later development has been in the form of detached dwellings, individually designed, but with a common 'country-style' design ethos. The number of properties constructed in a true contemporary style - for example, with large windows, flat roofs and using steel or glazing as principal materials - is negligible, except on the Thames bank (Section 10).

In general, Cookham Dean's 'rural gaps' created often by wide verges to the front of properties, as well as abundant greenery to all sides are a major factor in creating the open appearance of Cookham Dean. The sense of a relaxed and unthreatened environment is further underlined by the frequent absence of gates, or predominant use of 'non-solid' gates, often left standing open. The maintenance of this calm and unthreatened appearance is fundamental to all considerations regarding potential new development.



Left and below: Three examples of the open, welcoming and unthreatened aspect of housing in Cookham Dean. Similar examples exist in all areas of the settlement.



Victoria Cottages, built to celebrate Queen Victoria's Golden Jubilee. The front facias contain decorative motifs, handcrafted in plaster, and known as 'pargeting', which is rare in Cookham.

9.4 Business and agri-business premises

Cookham Dean's public houses may be thriving, but it has lost its general store and its two garages. The Dean Farm Garage was redeveloped for housing and the Dean Service Garage was converted to offices. Despite these losses, the Dean has seen considerable recent growth in business activity with sensitive conversions of former farm buildings into smaller business spaces at Kings Coppice Farm, Woodlands Farm and Mount Farm.

Cookham Dean's largest business is probably at Kings Coppice Farm. This has now been developed into a nationally known turkey production unit (see Box 5, page 12), run by The Copas Partnership. The permanent buildings used by the business form a compact group adjacent to the original farmyard, whilst the recent expansion of the business has been achieved through the use of demountable shelters (see Section 13.2). Whilst such shelters are not of attractive appearance, their use has avoided the need for new permanent farm buildings which might otherwise spread undesirably in a south-westerly direction along the valley. In this respect it is important to note that most of this scenic valley lies within the Area of Special Landscape Importance (Section 4.1), contains two footpaths, and is overlooked from higher land in the public realm on both sides.

There has been no public evaluation of the benefits brought to Cookham Dean by the expansion of business accommodation. However, in overall terms the presence of businesses should be positive through the productive re-use of existing buildings, together with the opportunities to create a more balanced local economy and the assurance of a more 'real community' in which people live and work.

Nevertheless, deleterious visual impacts should be avoided. These potentially include unattractive sites or extensions, traffic and parking problems, and damage to vulnerable village lanes by large vehicles.



The Courtyard Barns on Choke Lane, sensitively converted into business premises.

9 Cookham Dean continued

RECOMMENDATIONS:

Cookham Dean

R9.1 Whilst privacy and security are natural goals, it is recommended that owners should take into account the characteristic openness of Cookham Dean, and to ensure that any measures taken are suitably discreet.

R9.2 It is recommended that owners should give consideration to the provisions of the VDS when making changes to properties that may have visual impact but do not necessarily require planning permission.

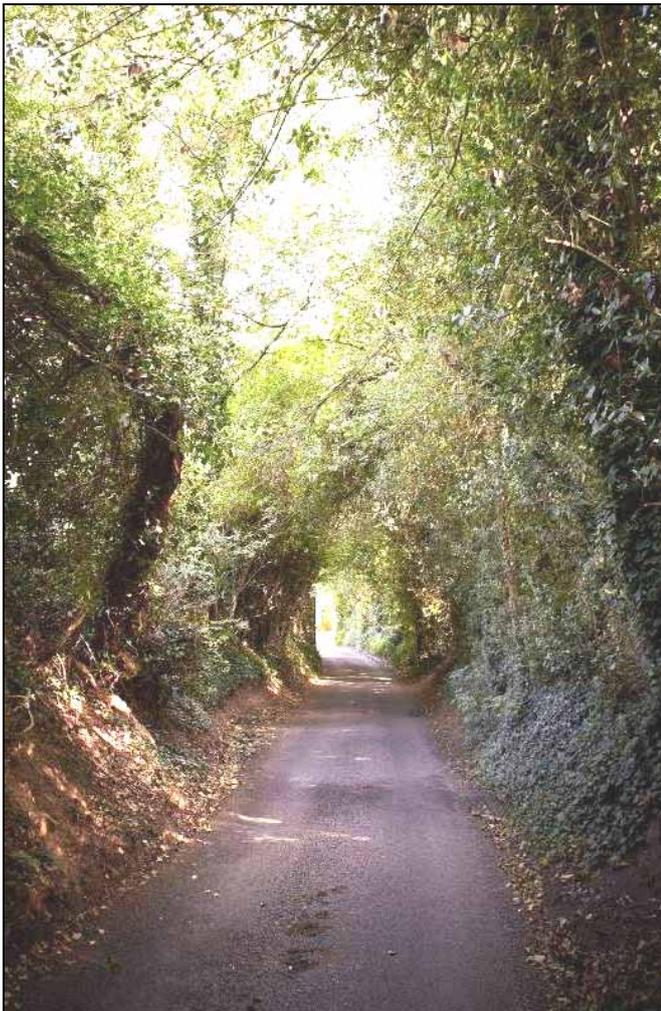
ADVISORY NOTES:

Cookham Dean

The whole of Cookham Dean lies within the Green Belt, where there is a presumption against new residential development except in the circumstances set out in the Local Plan (Reference 3.1). The majority of Cookham Dean also lies in a Conservation Area, subject to special provisions (Reference 3.2).

A9.1 Guidance in respect of all traditional terraced properties in Cookham Dean is to be found in Section 6.13

A9.2 New development that will be visible from the River Thames should take particular note of the guidance given in Section 10.



Kings Lane, a typical sunken lane in Cookham Dean. Many such lanes are ancient routes which were created incrementally by traffic and erosion.

GUIDANCE:

Cookham Dean

Bearing in mind the unique green setting and rural character of Cookham Dean and the dispersed nature of existing development, any new development should be considered in a holistic manner with regard to its impact on the locality. Undue height and massing are particular characteristics to avoid. Importance should be attached to maintenance of the open, informal and unthreatened atmosphere of Cookham Dean, and the preservation of proportionate gardens and green boundaries. In sum, houses must not appear overlarge for their plots and any sense of 'crowding' caused by a new development must be avoided. The unimpaired maintenance of views that are fundamental to the character of Cookham Dean is also important, including both inward and outward views across countryside. Development proposals should provide context wherever appropriate, depicting the proposed development as it will generally be seen in its wider setting. Proposals should also, where appropriate, be considered for their impact from more remote viewpoints in the public realm, especially where the site is on a ridge, bank or hillside, or is overlooked from higher ground.

G9.1 Any proposals for development in Cookham Dean should:

- Have regard to the General Guidance of Section 6 and all other relevant Guidance Points in the VDS.
- Have regard to the impact of the proposal on the specific locality with reference to any description of that particular locality in the VDS, including any special constraints noted.

G9.2 New development and house extensions should not be visually harmful to the countryside, for instance buildings should be stepped back from the boundary to enable the retention or planting of hedges and trees. Existing banks along lanes must be retained intact.

G9.3 Any replacement or modification of the former Post Office Stores building in Bigfrith Lane should take account of the following.

- The desirability of reducing the overall scale and massing of this awkwardly extended building, bearing in mind its position at the crest of a hill, its visibility from the Grubwood Lane area across the valley and its overbearing nature in relation to neighbouring properties.
- The desirability of acknowledging and giving emphasis to the features of the original building, the potential for achieving improved character by articulation of the elevations and roofscape, and possibilities for the replacement of the existing large areas of modern hung tiling by more sensitive treatments, perhaps including some use of reclaimed decorative tiling.

G9.4 The enclosure and very special attractiveness of the triangular-shaped junction at the foot of Alleyns Lane should be maintained intact.

G9.5 Any new development or extension in the vicinity of Cookham Dean Bottom should take proper account of any particular risk of flash floods in that area.

10 Cookham's riverside development

10.1 All of one piece

Cookham's riverside development is rather separate from the three settlements - sometimes because it is at the edge of a residential area, sometimes because it is part-concealed from its own gateway, being at a lower position on a steep bank, and sometimes because it is not within a settlement as such but in open countryside.

Yet, importantly, all of Cookham's riverside buildings are highly visible from the river, where they are seen as a slowly unfurling ribbon, progressively capturing the gaze with the onwards journey of any river craft. Properties on the river bank are closely scrutinised by river users as a source of endless fascination and they play a major role in conveying an impression of Cookham's character.

It was almost inevitable that housing should be built on the river frontage before the days of planning control. This has occurred in several separate locations, each with its own characteristics. In general terms, riverside building exuberance has led to an eclectic mix, where properties of Victorian, Edwardian or contemporary affluence that *'make a statement'* rub shoulders with inexpensively constructed properties, many of which were once holiday homes.

Not all, however, is in quite the harmony that might be preferred. It became clear during the VDS Consultation Programme that a recent flurry of new planning permissions involving the demolition of existing properties and their rebuild in contemporary styles had caused concern to residents over the resulting size and starkness of certain properties and the changing character of the riverside. Not all changes by any means have been for the worse but a rather more measured approach is preferable for the future.

10.2 The 'ribbon' of Cookham's riverside development

Travelling downstream from Marlow, at the Cookham parish boundary lies Wootton's boatyard, followed by the first riverside houses of Cookham parish on the steep bank of Gibraltar Lane. These in are followed by the properties in Stonehouse Lane. The styles of these properties are very mixed, though increasingly there are strikingly contemporary builds, especially in Stonehouse Lane (see also Box 36, page 55).

Continuing downstream, the properties of Spade Oak Reach come into view. Most of these were originally 'weekend retreats' for boat owners, there being no road access until recently. Several were of a simple build, which acknowledged their seasonal use and the perennial threat of flooding. To an extent these have now been replaced by more durable homes, still on the whole modest in size, but rather prominent nevertheless in relation to their glorious Winter Hill backdrop.

Turning south east around the curve of the river, 'Riverside', is a group of eight houses clustered adjacent to The Bounty public house, next to the railway line and facing Bourne End. Most of these have retained more of their original appearance than those of Spade Oak Reach. Rebuilding presents difficulty here since, although 'Riverside' houses front the Thames Path, they have no road access and supplies are brought across the river. Again, 'Riverside' is situated in the flood plain.

Further southward, past the rest of Cockmarsh and Marsh Meadow, the Cookham bank is rural and undeveloped until reaching the Sailing Club, followed by an adjacent residence and the 1960s built Cookham Riverside Nursing Home, set in a walled garden to the



Upper left: An eclectic mix of properties at Spade Oak Reach. The contemporary home on the right includes the pitched roof element to its left, which is its boat-house. Even though this property is larger than the norm in this area, the design is subtle, 'sub-divided' and harmonious, with greenness showing above the property, to the front and both sides, and also between house and boathouse.



Middle and far left: Attractive juxtapositions on Spade Oak Reach. The newer property combines its modern design with deep and characterful roof lines that are in striking sympathy with those of its neighbour. The presence of white render on both properties and other common features extend the harmonies between the two homes.



'Riverside', with The Bounty public house at the centre of a row of small properties.

10 Cookham's riverside development continued

south of Bellrope Meadow. The architecture of the nursing home includes varying roof lines and suggests the goal of a 'softened' appearance. The building is set very well back from the river, beyond Bellrope Meadow. As seen by Thames Path walkers and strollers it remains prominent, but from the river it is less so.

Cookham Bridge is next (see also Box 47, page 71) with a few properties clustered near it, including the Ferry Inn. On a parallel stream, Lulle Brook, unseen by main river users, is the unspoilt river frontage of Lullebrook Manor and the Odney Club (Section 4.5).



Above left: The Riverside Nursing Home, overlooking Bellrope Meadow and the Thames. Above right: On Lulle Brook is the unspoilt façade of Lullebrook Manor.

Cookham Lock next appears on the main stream. Of all the locks on the River Thames, Cookham is considered by many to have the loveliest situation. It is set in a lock cut and surrounded by woods, close to the point at which the powerful waters of the Thames meet with Chiltern chalk. On one side is Sashes Island and on the other is Mill Island, connected to Formosa Island, the largest island on the non-tidal Thames.



Cookham lock beneath the woods of Cliveden.

Passing through Cookham Lock, the traveller enters the famous Cliveden Reach with the wooded escarpment to the east, whilst, to the west, there is the contrasting green plain stretching southwards from Formosa to White Place Farm and the Maidenhead boundary.

10.3 Special considerations for development on the riverside

Cookham's riverside is a very special rural environment which could additionally be described as 'gentle'. The word equally applies to the characteristics that need to be achieved in new or replacement development on the riverside. In order for Cookham's riverside to match the character of the three Cookham settlements, 'starkness' must be avoided in all properties that are visible from the river, whether large or small. Traditional rural building styles are to be welcomed, but materials must be genuine and pastiche is not appropriate.

High quality contemporary designs are not excluded where other contemporary buildings exist close-by, provided that gentleness of form rather than harshness is achieved. For larger buildings, in particular, this may include visual sub-division into separate linked elements, varying roof heights, or curved contours that meld into adjacent greenery in an uncontrived way. It is likely to exclude extensive unrelieved flat roofs,

stark linear forms and disproportionately large unrelieved areas of glass.

In relation to the requirements outlined above, a great deal of improvement could be made to elements of Cookham's existing riverside vistas. Proposals, whether for extension, partial rebuild or replacement, may provide opportunities for enhancement of an existing riverside vista, and such opportunities should be taken. It is very important for applicants to consider the locality's riverside vista as a whole, and its overall feeling of continuity, and to make proposals accordingly.

Riverside properties should not be overbearing within their plots. The retention of views between properties is particularly important. It is recommended that a minimum of 1.5m or (if greater) one sixth of the plot width to each side of a property should be kept open as a minimum. Properties should also be set well back in their plots where possible, providing for generous green spaces between the river and the property.

Replacement development should in general avoid having a greater impact on the riverside environment than the existing. Key considerations should be the scale and bulk of the proposal. In assessing the suitability, regard should be had to the size of the existing building, the nature of the surrounding area (including topography, tree cover, proximity and character of any nearby properties).

For all properties that are visible from the river it is important that designs and settings are pleasing as seen from both the river and the road sides. In this connection it is important that gardens are present between such properties and their access road in addition to gardens between the property and the river (see Section 6.24).

Properties in Spade Oak Reach and Riverside should not start to take on an urbanised appearance, thereby damaging the setting of these properties at the foot of Winter Hill and amid the low-lying fields.

ADVISORY NOTES: Cookham's riverside development

A10.1 Policy N2 and paragraphs 2.2.16 to 2.2.18 of the Borough Council's Local Plan (Reference 3.5) are intended to preserve the setting of the river. It is essential that this reference is consulted in relation to any proposed development on Cookham's riverside.

A10.2 Much of Cookham's riverside development is subject to further constraints relating to development in the flood plain (Section 5 and Reference 3.4).

A10.3 Green Belt constraints (Section 4.6) also apply to the majority of development on Cookham's riverside.

GUIDANCE: Cookham's riverside development

G10.1 Cookham's riverside is a fine and peaceful rural environment and also a special recreational area. Buildings and structures should be designed to sit gently within the countryside setting of the riverside. In general, development should allow for views between properties to the wider countryside, should be set back where possible to provide generous green space between the property and the river and should also include green space between property and road. Proposals that would increase the urbanisation of the riverside or detract from its special qualities should not be permitted.

11 Cookham's homecoming routes

11.1 An unusual number of choices

Cookham has an unusually large choice of 'homecoming routes', each delightful in its own way. For Cookham residents and visitors it can be a real pleasure to approach the village, because the incoming roads traverse beautiful and uplifting environments. In general there is an abundance of 'homecoming joy' to be had for residents, and the pleasure of anticipation for visitors. Boxes 40 to 45 in this Section highlight some major characteristics of Cookham's homecoming routes.

It is worth noting that the same positive characteristics apply to the main links between Cookham's three settlements, especially the open fields between Cookham Rise and Cookham Dean and the route across Cookham Moor. These links are also on the homecoming route for many residents, depending on where in Cookham they live and which approach road they have chosen.

From Bourne End over Cookham Bridge Box 40

The road from Bourne End enters green countryside, rising to the east, about 500 yards before Cookham Bridge. The bridge is a blue-painted Victorian structure of considerable historical interest (Box 1, p7). From its vantage point, a fine Thames vista stretches out to both sides. The road continues past The Ferry public house on its left hand side, with its melding of old, white-washed brickwork and weathered clay tiles. More recent extensions are not apparent when travelling in this direction. Towards the village, Cookham's red, gabled rooftops come into view, interspersed with trees, and the square tower of the Holy Trinity Church is a landmark. The timber-framed buildings of Church Gate and the historic buildings of Odney Lane are glimpsed before the High Street opens out to the right.



Above: The view west from Cookham Bridge is one of the most favoured Cookham views of all (Reference 1.5).



Above: Part of the tranquil pastoral view as Lower Cookham Road traverses Widbrook Common.

From 'Maidenhead Riverside', Box 41 Lower Cookham Road and Sutton Road

Leaving 'Maidenhead Riverside', a charming view of the river and its boat traffic captures the gaze, past the ever-changing scene at Boulters Lock. The road eventually veers away from the river, becoming Lower Cookham Road. In due course it passes through tranquil water meadows of Widbrook Common, where a natural, slow-moving stream, the White Brook, often has cattle grazing at its edges. To the right, rises the wooded escarpment of Cliveden in the distance. The road (named 'Sutton Road' at this point) continues northwards past occasional residences, farmland and allotments until Sutton Close and Blackbutts Cottages signal the approach to a settlement. A 'Cookham' sign showing the village Coat of Arms is located just before crossroads with Mill Lane and School Lane.

From Switchback to Cannondown Box 42 Road and the Maidenhead Road

Switchback Road leaves a suburban scene at Maidenhead and emerges into open countryside as it approaches Cookham. There are views towards the higher land at The Mount and Cookham Dean and, more distantly, across arable fields towards Hedsor and Cliveden. The edge of the built area of Cookham is seen in the distance, where houses extend eastwards against the backdrop of Buckinghamshire's hills. On arrival at that point, however, Cookham's outlying residences are less visible from the road than might be expected. In total, only ten or so houses directly front the road, between Long Lane and the village roundabout, where Cookham's commercial area and The Pound come into view, divided from each other by the green wedge of Poundfield's southern corner.

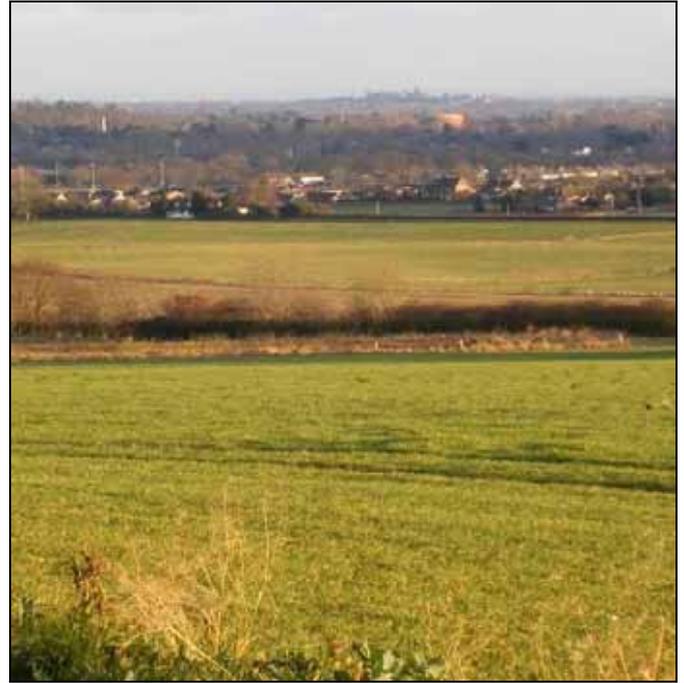
Below: The approach to Cookham travelling north past arable fields to the side of Switchback Road.



11 Cookham's homecoming routes continued

From Pinkneys Green, Choke Lane and Long Lane **Box 43**

A particularly lovely scenic approach to Cookham is the route from Pinkneys Green via Choke Lane and Long Lane. Not only are the views of the common land in and around Pinkneys Green delightful, but the descent through Long Lane is outstanding for its views, and on a clear day looks spectacular. Long Lane is a partly-sunken lane, possessing many of the characteristics of Cookham Dean roads. To the descending homecomer, Cookham is on the left, whilst in the foreground and to the right is a panoramic view of green countryside that extends far into the distance to Windsor.



Above: The panoramic view as far as Windsor, as seen during the descent into Cookham via Long Lane. Windsor Castle can just be distinguished on the horizon.

From Winter Hill Road or Quarry Wood Road into Cookham Dean **Box 44**

Winter Hill Road approaches Cookham Dean in a northerly direction from the Pinkneys Green area. The road passes the large green expanse of Cookham Dean Common on the right, followed by a further green vista on the left. The homes amid trees on the skyline mark the edge of the Cookham Dean settlement. From that point, several rural lanes ascend into the heart of the village, or the traveller may choose to proceed along Grubwood Lane, meeting Quarry Wood Road which winds its way up through the woods from Bisham. Shortly after, there are further choices of scenic route to the heart of the village.



Above across page: Homes beneath the wooded skyline mark the edge of Cookham Dean from Winter Hill Road. Above: Detail of the Windsor Castle view at top of page. Left: A striking panoramic view to the south-east from the top of Quarry Wood Road.



ADVISORY NOTE: Cookham's homecoming routes
A11.1 Section 14 deals with the importance of views, both into and out of Cookham, depicted in pictures painted by Sir Stanley Spencer. This factor needs to be taken into account in the interpretation of G11.1 below.

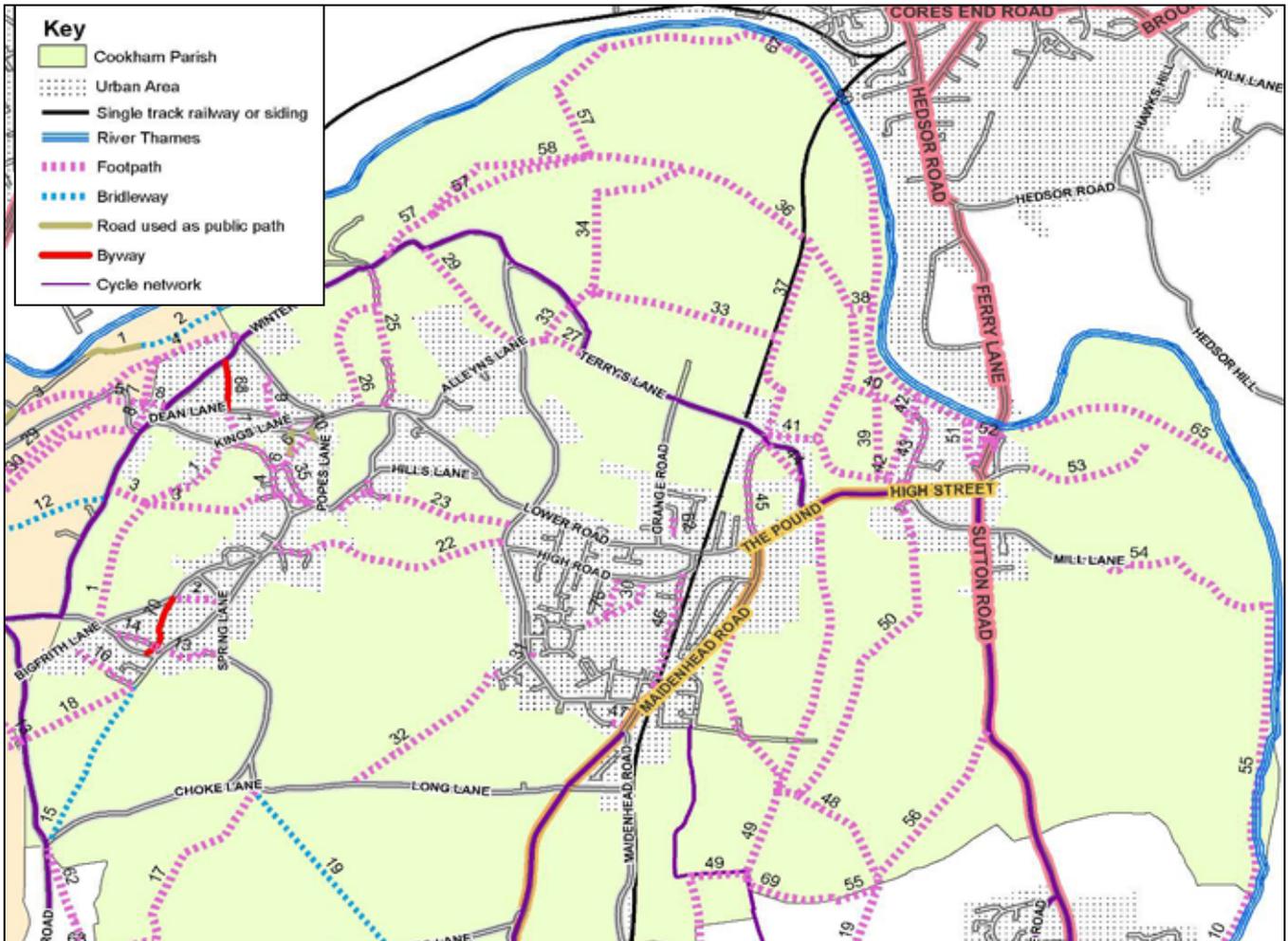
Homecomings by rail **Box 45**

The approaches to Cookham by train from north or south provide additional delights. On the journey from Marlow, with a stop at Bourne End, the line runs parallel to the river for most of the trip and crosses the iron bridge close to The Bounty public house. The train then travels across the sweeping expanse of Cockmarsh and crosses the Winter Hill golf course, providing beautiful views of the green swathes of land and the escarpment. Poundfield is glimpsed as the train approaches the station. From Furze Platt, a vista of Widbrook Common is seen to the east, as well as Westwood Green with its stunning communal green space.

GUIDANCE: Cookham's homecoming routes

G11.1 All of Cookham's homecoming routes are in the Public Realm. Their character and their views help shape what Cookham really is, together with the first impressions of visitors. Any planning proposal which may have an impact on any of the approaches to the village that lie within Cookham parish should be expected to demonstrate that the impact does not detract from, or is a positive enhancement to, the particular approach.

12 Footpaths, bridleways and cycle routes



12.1 Many routes, but a degree of frustration

As the above plan shows there are numerous footpaths through Cookham parish, together with a fair number of bridleways and a certain presence of cycle paths. However, a closer examination of the map also reveals many shortcomings in road-free connectivity and these were echoed during the early VDS consultations.

Strictly speaking the VDS can only concern itself with present or future footpaths, bridleways and cycle paths in so far as these are likely to impact on the built environment. However, these 'alternative routes' cannot be ignored in sustainability terms, and it is proper for the VDS to record key aspects.

12.2 Missing and desired facilities

During the early VDS consultations, concerns became evident about the following aspects, most of which were identified in preceding work on the Cookham Plan (Reference 2.6).

- It has been thought that there is an urgent need to solve the problem of a footpath and cycle path that will by-pass The Pound. However, there appear to be compelling reasons why this cannot be achieved and evidence suggests that existing dangers are reduced by the slow speed of the traffic. The potential solution of widening the pavement only, by the subtle re-positioning of walls, is worthy of exploration (see Box 14, p38.).

- There is a well-known 'missing footpath link' from Sutton Road to the Thames in the south of the parish. Footpaths across Widbrook Common come to a grinding halt at the busy Sutton Road.
- It was suggested during the VDS Consultation Programme that it would be desirable to have a 'boundary walk' around Cookham parish for the greater quiet enjoyment of the countryside. Such a goal and its possible means of achievement may merit further consideration
- The Green Cycle Route from Cookham to Maidenhead requires occasional lifting of bicycles over a gate.
- A lack of cycle-friendliness in Cookham included the absence of secure cycle parking close to the station, as well as issues relating to The Pound. Cycle stands have now been provided, but cycling to school can be awkward throughout the settlements. Whilst improvements are desirable, the introduction of cycle paths would be a fairly major proposition demanding its own evaluation.
- A cycle route has been thought to be needed northwards from Cookham to connect with the footway over the railway bridge and Bourne End. However, it has been suggested (Reference 2.6) that this is not a matter that can usefully be pursued for the time being.

13 Agricultural buildings and countryside installations

13.1 Agricultural buildings

Old farm buildings may look attractive but typically they have become unsuitable for modern farm operations through size and other characteristics, or the disappearance of the farm whose operation they were part of. Consequently, they tend to be subject to change of use to residential or general business purposes. Their modern counterparts are highly functional, versatile and relatively easy to maintain. By necessity they are often erected in places where other forms of building might not be permitted. There is a certain irony in the presence throughout Cookham of glorious traditional farm buildings that are no longer in use for their original farm purposes, whilst some of the starker contemporary forms are the subject of dismay and debate. However, this is part of modern day life and a situation that is replicated in hundreds of villages throughout the UK.

It is important that the impact of modern farm buildings on the wider countryside is kept to a minimum. This is also true of related installations - and of any additional countryside installations not operated by farmers.

Local farmers have successfully shown that it is possible to reduce the impact of new buildings and installations through the careful choice of external materials and judicious use of planting. Despite constraints, recognition that Cookham's farmers need appropriate buildings and installations to manage their legitimate farm businesses efficiently should prevail in reaching related planning decisions. This is in the interests of Cookham parish as a whole.

"In an ideal world farm buildings should be built in a Victorian style (brick with a tiled roof), but today farming cannot justify such high expenditure, especially as farm buildings need to be high with a clear span internally to accommodate large modern agricultural machinery.

Modern agricultural buildings are usually constructed of steel with tin or concrete fibrous roofing material. These buildings can, however, still be sympathetically designed to reduce impact.

Walls should be built to provide contrast between lower and upper sections. Eaves should overhang on all sides of the building to provide shadow. Roofs of concrete fibrous cement will more easily blend in, especially if sprayed with cow manure. Flashing can be in dark brown."

**Extract from Individual Consultations
Mr Geoffrey Copas, Head of Copas Farms**



Two attractive traditional Cookham farm buildings now in general business use.

GUIDANCE:

Agricultural buildings

G13.1 Applicants for new farm buildings should be able to demonstrate that the buildings are required to support operations on the farms where they will be situated and that those operations cannot be undertaken in existing buildings.

G13.2 New farm buildings should, where possible, be positioned as part of existing farmsteads.

G13.3 Design of proposed new farm buildings should such as to reduce and soften the appearance of the building. The following design factors apply.

- **Size and height** should be minimised, consistent with demonstrable operational demand.
- **Materials** should be of good quality, such as to avoid undue dereliction over time.
- **Colours** should be muted to tone with the countryside. Formal planning advice has previously included the use of white as an external colour for farm buildings, but this has been found sometimes to be out of place locally. In particular, white external walls should be avoided on hillsides with distant views.

G13.4 Care should be taken to ensure that the whole extent of any new development, including any related yards, roadways and installations, is planned to blend into its surroundings.

G13.5 Landscaping proposals, where new or replacement agricultural buildings are required, should include planted screening where appropriate. However, such screening should not in all instances be treated as a method by which proposed new agricultural buildings will become acceptable, since it can harm the openness of landscape vistas. Proposals for planted screening should clarify the long-term impact of the screening on a landscape, especially identifying the height of trees, or the height at which hedges will be maintained.

G13.6 Installations planned to generate energy should not detract from the relatively unspoiled beauty of the countryside in Cookham parish. In general, installations should not be located where they are widely visible from the public realm.



A characterful Victorian working farmhouse still to be found in Cookham.



Smart modern farm buildings. White, however, is no longer a preferred colour for walls (see G13.3 above)

13 Agricultural buildings and countryside installations continued

13.2 Polytunnels

Polytunnels, de-mountable buildings or walk-in plastic tunnels, as they are variously known are the subject of countrywide debate and Cookham is no exception to this. Cookham's most keenly debated polytunnels are those at Kings Coppice Farm, which house a large part of the annual flock of some 40,000 turkeys, and the smaller installations at Lower Mount Farm.

Both of the sites are particularly sensitive in Green Belt terms - the Kings Coppice site because of its glorious expanse of undulating countryside, and the Lower Mount farm site because of the narrowness of the green gap between Cookham Rise and Maidenhead.



Above: Polytunnels for turkey rearing at Kings Coppice farm. Below: The polytunnels at Lower Mount Farm.



Polytunnels and planning issues **Box 46**

Few would regard polytunnels as good-looking buildings, but nearby dwellers tend to be reassured by the fact that polytunnels are seen as 'temporary' buildings, where 'permanent' buildings in the same locations would be an even more invidious proposition.

Planning rules regarding polytunnels are complex. They depend on whether the particular polytunnels are judged to be an 'unbuilt way of using land' (which corresponds with treating the structures as temporary in their construction and usage), or a 'building operation' (which corresponds with treating the structures as permanent). This matter is decided by such factors as type, scale, size, fixing depth, and degree of year-round presence.

Polytunnels that are assessed by Planning Officers to be 'temporary' do not need planning permission. However, 'temporary' refers to construction-type and utilisation (as outlined above), not to duration of their presence on the land. No time limits apply to the presence of polytunnels that have been assessed as 'temporary'.

Polytunnels judged to be of permanent construction need planning permission unless this is granted automatically under 'permitted development' legislation. They are classed as an 'appropriate development in the Green Belt', but the granting of permission remains subject to a consideration of impact in relation to Green Belt purposes (Section 4.6) and local amenity issues.

RECOMMENDATIONS: **Polytunnels**

R13.1 It is the view of the VDS Working Group that, if there was sufficient will to succeed, an agreement could be reached by farmers and the community to provide farm buildings which have the appearance of being traditional in certain situations where polytunnels currently exist (not necessarily in exactly the same locations).

A VDS is not the appropriate vehicle to suggest the nature of any solutions that might be reached, but we note with interest the American concept of 'Community Supported Agriculture', where some sort of share in costs incurred is exchanged for some sort of partial interest in the outcomes. In this particular situation, it might be that the 'interest in outcomes' was little more than the assurance of enhanced views but this is not the place to pre-judge such an issue.

The whole community could take immense pride in placing Cookham on the cutting edge of such initiatives locally. Ventures of this nature are now promoted in the UK by the Soil Association.

Reference 14 contains information and case examples.

13.3 Telecommunications masts

Telecommunications masts have been erected in several rural locations within Cookham parish. There are also masts within the built areas, for example adjacent to the railway line off Maidenhead Road and at the pumping station off Whyteladies Lane, which for convenience, we include in this section.

It is acknowledged that further masts may be necessary to provide adequate coverage as demand for services increases - and also that chosen locations may be in the countryside to avoid causing concern to local residents. This being the case, care needs to be taken to ensure that masts are blended into the landscape as far as possible.

Plantings at Lower Mount Farm have significantly reduced the collective impact of the three masts which are located there and the positioning of the mast close to wooded land near Alleyns Lane and Winter Hill has provided a backdrop which has muted its visibility. By contrast, the Leylandii planted beside the mast in Kennel Lane merely serve to highlight its intrusiveness.

ADVISORY NOTES: Telecommunications masts

A13.1 Reference 4 states that "... planning authorities should support the expansion of electronic communications networks" (whilst minimising number of masts and visual impact). Siting and erection of telecommunications masts locally within Cookham parish is regulated in Reference 18.

A13.2 Numerous issues relating to masts concern health and safety. A good preliminary account is available in Section 6 of the Housing and Development Group report for the Cookham Plan (Reference 2.7).

GUIDANCE: Telecommunications masts

G13.7 Masts should always be visually integrated into their surroundings to the maximum possible extent. To this end they should:

- Not be sited in open countryside where other options are available.
- Be grouped and/or shared where so doing reduces their cumulative prominence
- Be designed in a minimalist way, muted in colour and accompanied by sensitive planting where appropriate.

14 A village made in heaven – the Stanley Spencer legacy

14.1 Sir Stanley Spencer and Cookham

Sir Stanley Spencer RA (1891-1959) was born in Cookham and painted extensively in the village. He is recognised as one of the greatest British painters of the twentieth century with a canon of works which cover the period from before the First World War until shortly before his death.

Spencer is well-known for his paintings in and around Cookham, but these represent only part of a far more extensive collection of works, ranging in location from Macedonia to the Clyde shipyards, and in subject matter from landscapes to crowded activity scenes, portraits and intimate flower studies.

Locally, Spencer painted more than a hundred pictures, the many of these being listed at Annex B. But it was, in part, Spencer's extraordinary feeling for his home village as a 'village made in heaven' and a place where divine intervention has occurred, which singled him out from his contemporaries. The exceptional quality of the planning and execution of his works and the sometimes bizarre yet utterly human nature of his figurative studies underlined his genius.

Stanley Spencer's death, at the end of the 1950s, coincided with the post-war sea-change in British life. Spencer now seems to speak to us from a different age and the recollections that older residents possess of him pushing his old pram full of artist's materials around the village signify a quieter and less materialistic era. This may be why many of Spencer's works have a timeless quality. We are looking at a world which was to be overtaken by the imperatives of modernity, which were consigning it to memory.

14.2 Stanley Spencer's paintings and their significance for the VDS

Some of Spencer's Cookham-related works have no direct connection with VDS subject matters, but many others depict views, scenes, facades and other detail which are highly relevant. Among the works with the greatest relevance are the landscapes painted from the ridge which extends from Woodlands Farm down to The Mount, looking across the valley towards Hedsor, Cliveden and Taplow Court, together with the various paintings around Poundfield and Englefield (see also Box 9, p15). Several works provide views of the river, including the series: 'Christ Preaching at Cookham Regatta', and there are many which show parts of Cookham village and specific buildings. Annex B provides further detail.

Most Cookham residents today do seem to believe that the village has an ongoing stake in the preservation of views and scenes depicted in Stanley Spencer paintings. The safeguarding of Spencer scenes is also of considerable importance to the Stanley Spencer Gallery, where visitors arrive from all over the world and are offered walks and guided tours to help enhance their understanding and enjoyment of Stanley Spencer's paintings. There is a counter-argument, that since so many Stanley Spencer scenes have already been lost to building development, it does not make

sense to create a compelling need for the retention of others. However, scenes that have now disappeared were lost under a different planning regime. The VDS goes with the majority view - that Stanley Spencer scenes are of importance to modern-day Cookham and its visitors, most especially the visitors to the Spencer Gallery.

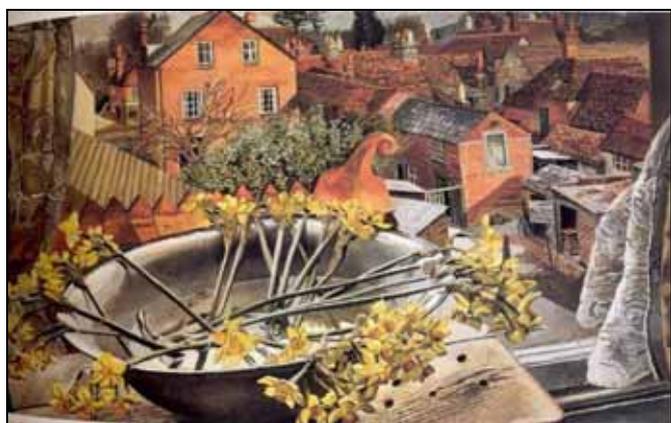
Spencer's exceptional love for Cookham, his astonishing and emotionally moving output in relation to the village, and the special role of the Spencer Gallery, all seem to impose a significant responsibility on 'modern Cookham' and on the VDS. Despite this general stance, the situation regarding individual planning applications and their acceptability in relation to 'Stanley Spencer scenes' is, of course, a matter for case-by-case consideration.



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Left: 'Barley sugar' ironwork detail depicted in 'Villas at Cookham' in School Lane. Above: The same detail today, changed in colour, but unspoilt



'From the Artist's Studio' shows the clustering of pitched, tiled roofs that are still a prominent feature of Cookham.

© The Estate of Stanley Spencer. All rights reserved. DACS.
Image from Carrick Hill Trust, Adelaide, South Australia, Hayward Bequest

GUIDANCE:

Stanley Spencer scenes

G14.1 The views, facades and other building detail depicted in paintings by Sir Stanley Spencer are part of Cookham's cultural heritage and contribute to the understanding both of the history and character of Cookham and of Sir Stanley Spencer's celebrated works. Proposals should carefully balance the need to protect this cultural heritage with the aims of creating sensitive change. Proposals having an adverse impact, especially in relation to the direct visual linkage which is possible between the painting and the present day scene should not be permitted.

15 'Special Local Significance' and other protective measures

15.1 The meaning of 'Special Local Significance'

During the early VDS consultations, it was put to the Working Group that they should consider whether there are elements of Cookham outside of the two Conservation Areas that may benefit from an enhanced level of protection known 'Special Local Significance'. Listed buildings already have a high degree of planning protection, as does the overall character of a Conservation Area. However, 'Special Local Significance' is a category that the community itself may designate. The following extract from the VDS consultation with the Borough Council's Conservation Officer sums this up succinctly.

"It is important to understand the differences between what is 'listed' (in future to be described as 'Registered Heritage Assets'), what is highlighted in Conservation Area Statements (but not necessarily listed), and what is known within the community to be of 'Special Local Significance'. Local people have the benefit of truly knowing what is important and why it is important.

By identifying, in the VDS, buildings and areas that are of 'Special Local Significance' and, most particularly, clearly stating the reason for such significance or importance, a considerable level of protection can be anticipated once the text of the VDS has been agreed by the Borough Council and its status has become that of a Supplementary Planning Document."

*Extract from Individual Consultations
Ms Elizabeth Long, Conservation Officer,
Royal Borough of Windsor and Maidenhead*

A building or area that is of 'Special Local Significance' would always be one that is not listed and not within a Conservation Area. There may be many differing reasons as to why something is of 'local significance' or 'local importance'. Illustratively, the designation of 'Special Local Significance' might attach to:

- Buildings or streets with historical, interesting, or otherwise important features - or with notable historical or cultural links.
- Named orchards where something of their history is known, or named gardens that have won significant awards or are the surviving work of a famous garden designer.
- Characterful walls, gates, signposts, pub signs, or other street furniture or embellishments.

A list of Cookham elements designated in this VDS as being of Special Local Significance is contained at Annex C.

15.2 Adding to the register of Listed Buildings

It is open to any member of the Cookham community to propose that any local building or site should be listed. Additional listings will act as a further safeguard to Cookham's heritage. Listing is undertaken by English Heritage on behalf of the Secretary of State for the Department for Culture, Media and Sport and requires the submission of a comprehensive case.

15.3 Creating further Conservation Areas

At Annex C, the VDS designates various elements of Cookham Rise and Station Hill as streets or areas of Special Local Significance. It is open to residents to apply for these or any other areas to become additional Conservation Areas within Cookham Parish. This invokes a significant process for which details are available from the Borough Council.

15.4 Designating 'Village Greens'

It is possible to designate certain areas as 'Village Greens' under S15 of the Commons Act 2006 (Reference 15). Residents of any part of Cookham may wish to investigate this process for the safeguarding of an area of green in their locality.

15.5 Obtaining Tree Preservation Orders

A Tree Preservation Order (TPO) is a legal document which makes it an offence to wilfully cut, uproot, top, lop or cut the roots of trees without permission from the local authority. TPOs exist to protect trees that significantly enhance local surroundings. They may be created as an additional protection in Conservation Areas, as well as providing protection in all other localities. It is open to any member of the Cookham community to propose that any tree should be subject to a TPO.



The view from north to south along Roman Lea, named in the VDS as being a street of Special Local Significance.

RECOMMENDATIONS:

Special Local Significance and other protective measures

R15.1 Protections additional to those provided through the existence of this VDS are very much in the hands of local residents and the Parish Council. It is possible to add to the list of 'Special Local Significance' (normally through revisions to this VDS) or to enter into any of the other processes mentioned on this page. We recommend that these matters should be carefully debated - especially the possibility of increasing the number of Cookham's Conservation Areas - whilst recognising that the goal is not to prevent all forms of change. Protective measures relating to archaeological heritage are identified in the recommendations of Section 3.

GUIDANCE :

Special Local Significance and other protective measures

G15.1 Proposed measures to reinstate lost original features of buildings should be seen as a positive element in any planning application.

16 Cookham's visitors and tourism

16.1 Visitor and tourist numbers

Cookham is fairly discreet about its visiting population, with the avoidance of brash signs and undiscerning 'attractions'. Nevertheless, Cookham is a very popular destination and the visitor-count in the parish is much higher than might easily be realised. Many visitors arrive to enjoy Cookham's natural charms - the river and its green spaces – as well as its historic buildings, boutique stores and variety of hostelrys. Numerous other visitors come specially to visit the Stanley Spencer Gallery and to see for themselves the particular 'Cookham' that they perceive through the Spencer paintings. In terms of numbers and specific destinations the following provide an indication.

- Up to 120 people stay in the Odney Club each night. The Odney Club specifically relies on the ambience and commercial vibrancy of the High Street (see, for example, Box 13, p37).
- Up to 300 training delegates are in residence each day at the Chartered Institute of Marketing. Cookham's special characteristics are a major factor in CIM's success (see quotation, right).
- The Stanley Spencer Gallery receives around 100 visitors per day on a summer weekend, with a total of around 15,000 visitors per year. Many of these visitors use public transport.
- Around 60 cars are parked on the Moor car park throughout the day on a summer weekend, many carrying families. Assuming 2-3 persons per vehicle and a stay for 2-3 hours this would suggest usage of the Moor car park by at least 450 people on each such day. A weekend survey undertaken during the early VDS consultations established that only 7% of those questioned at the car park came from Cookham. The rest were visitors, roughly half of these from nearby towns and villages and the others from more distant locations. The overwhelming majority at that car park had come to enjoy river walks, countryside and the picturesque nature of the village.
- Additional to all of the above, visitors help fill the public house car parks in Cookham village and the Dean. The riverside public mooring points are also well-utilized, with 20 or more boats moored in the Bellrope and Marsh Meadow areas during fine summer periods, bringing many further visitors into Cookham parish.

16.2 Implications for the built environment

In respect of Cookham's future goals regarding visitors and their needs, the VDS must confine itself to any implications for the built environment and the physical appearance of Cookham. Whilst there is an obvious lack of a tourist centre, and parking facilities are also generally thought to be inadequate, these are matters for the future Neighbourhood Plan. There may be a need for

extra provision of helpful information to steer visitors and, whilst elsewhere in the VDS (see, for example, Recommendation RA.3, page 73), it is noted that existing road signage is cluttered and inconsistent, there may nevertheless be a case for a small number of discreet local signs pointing to Cookham's major attractions, with additional well-designed map boards. These, too, are matters for an integrated approach within the Neighbourhood Plan but new facilities should be in accordance, visually, with VDS guidance.

The main points to make about the impact of visitors on the built environment (and vice versa) underline the 'virtuous circle of mutual benefit' mentioned in the quotation lower on this page.

- Visitors come to Cookham because it is perceived to be a special place, in which the charm of the built environment plays a significant role.
- The physical attractiveness, commercial vibrancy and high standards of upkeep of such intensively visited areas as Cookham High Street may only be possible as a result of the number of visitors and their contribution to the local economy.

If visitor numbers are to be maintained, or even enhanced, it is important that development decisions should not jeopardise the attractiveness of Cookham's built environment. VDS guidance should make a significant contribution to the maintenance of Cookham's character, helping it to continue, with its special distinctiveness, to be a major attraction for visitors and tourists.

"Business delegates like to go to places that give them a good feeling. The picturesque nature of Cookham, and the river in particular, are therefore significant factors in CIM's success. The great variety of pubs and restaurants is very welcome to delegates, even though CIM itself provides bar and restaurant facilities. CIM delegates contribute to the local economy, creating a virtuous circle of mutual benefit."

**Extract from Individual Consultations
Mr Jon Fisher, Director of Facilities and Events,
Chartered Institute of Marketing**



Two of Cookham's contrasting visitor destinations.
Above left: The Stanley Spencer Gallery in Cookham High Street.



Below left: The Bounty public house in the self-proclaimed 'People's Republic of Cockmarsh', a muddy boots location and strollers' paradise.

17 Nature conservation and promotion

Many of the landscapes and green spaces of Cookham are areas of ecological importance, with Bisham Woods and Cockmarsh being of national importance. The main areas are listed below.

- Bisham Woods is predominantly beech woodland but has areas of grassland and scrubland. The area has a rich ground flora and supports many species of national interest including the stag beetle. The site is designated as a Site of Special Scientific Interest and forms part of the Chiltern Beechwoods Special Area of Conservation.
- Cockmarsh is a wet grassland, made all the more distinctive by its proximity to the steep chalk slope of Winter Hill (see also Box 10, page 16). The area supports a number of nationally important marsh grassland species. The site is designated as a Site of Special Scientific Interest.
- Strande Water, an area of inherent natural beauty, is a slow-moving stream which sustains a wide range of aquatic plants and insects. Its reed beds create a rare micro habitat.
- The River Thames and other waterways, together with their adjoining land, provide an important network, allowing the movement of species.



Strande Water, Cookham

- The old sewage treatment works at the foot of Winter Hill golf course provides habitat for insects and small mammals, which in turn support Dragonfly, Damselfly, breeding birds and birds of prey.
- Sashes Island, is a special area, with reed beds which encourage particular flora and fauna that are threatened elsewhere in the parish, including some increasingly rare ground-nesting birds.
- The southern part of White Place Farm includes wetland with a good aquatic floor within a wild, rambling copse.
- Other special areas include parts of Widbrook Common - and the water feature on Marsh Meadow, which is currently sensitively managed in a way that encourages subterranean insects, together with moth and butterfly larvae on certain plants. These in turn attract rare birds.
- More generally, large open or wooded areas in the vicinity of built up areas and small green fingers of land (Section 4.7), streams and ditches, large wooded gardens, green verges, trees and hedgerows, all of which contain and link wildlife, form further elements of a natural chain through the parish.



White Brook, Widbrook Common

ADVISORY NOTES: Nature conservation and promotion

A17.1 There is national legislation and planning policy relating to matters of nature conservation.

A17.2 Wildlife Heritage Sites are areas recognised for their local importance to nature conservation. In addition, general biodiversity should be considered in planning decisions. The Borough Council planning policies are set out in the Local Plan and the Sustainable Design and Construction Supplementary Planning Document (References 3.6 and 17).

A17.3 All development is expected to maintain or enhance biodiversity. Existing habitats such as trees and hedges should be retained, including protective measures during construction.

A17.4 Nest boxes, bat boxes, loggeries, green and brown roofs, the planting of native and wildlife-friendly species, and the insertion of ponds can all improve biodiversity.

A17.5 Where potentially significant impacts on biodiversity are foreseeable, an ecological assessment is required to be submitted alongside the planning application.

A17.6 Information on local biodiversity is available from the Thames Valley Environmental Records Centre. Information on national designations is available from Natural England.

RECOMMENDATIONS: Nature conservation and promotion

R17.1 It is important that parish councillors and others involved in Cookham's planning processes should be well-informed on these matters. To this end the provision of regular expert presentations on Cookham's ecology is recommended.

R17.2 It is recommended that the Borough Council should introduce its own Biodiversity Record/Action Plan to which it can refer for planning applications. This would be similar to those developed by local authorities in West Berks and Bracknell Forest and will help ensure that, where development occurs, measures are put in place to safeguard local ecology.

R17.3 It should be considered whether there is a need for a planned treescape in Cookham parish, with protection for trees on both public and private land.

R17.4 All landowners should be encouraged to continue maintaining existing hedgerows and trees and to plant additional hedgerows and trees over time where suitable. However, see also R4.7.

R17.4 It should be recognised that chemical measures to control ragwort can kill other important flora and fauna, and that chopped rubber as a ground surface can be ecologically damaging, as may be other artificial ground surfaces.

18 Opportunities for enhancement

18.1 Introductory note

This section identifies elements of Cookham's built environment that could benefit from enhancement. It does not supplement existing planning policy but is provided to highlight opportunities which emerged during the preparation of the VDS.

18.2 Nominated eyesores

During the Public Meetings of the VDS early consultations, attendees completed questionnaires, which asked, amongst other questions, 'What are Cookham's eyesores?' Two particular 'eyesores' were each nominated by 10 or more of the 62 attendees. These were: the Station Parade area (named by 43 attendees) and the site of the former gasholder, Whyteladyes Lane (named by 12 attendees).

Station Parade area was by far the dominant nomination, though respondents were often careful to emphasize that it was the **appearance** that troubled them, not the facility itself, which was greatly valued (see also Box 21, page 44). Since those Public Meetings, significant work has taken place in respect of re-surfacing the Station Parade car park, with major benefits in both visual appearance and customer safety. The VDS Working Group is of the opinion that, in order to facilitate other remedial action needed, and in recognition of the presumed modest incomes of most Station Parade store-holders, some sort of community contribution might be offered, on an agreed footing, in order to help meet goals which are of direct benefit to Cookham residents (see Recommendation R8.1, page 50).

The site of the former gasholder has already been noted (Advisory Note A8.1) as one being currently promoted for development by the Borough Council.

18.3 Elsewhere in the VDS

Elsewhere in the VDS there are occasional mentions of visual aspects of Cookham where enhancement would be of benefit. Key amongst these are:

- **Enhanced visual integration of Cookham High Street** Certain more recent buildings in Cookham High Street currently sit uneasily amongst their neighbours for reasons of starkness of design, and others for choice of commercial colour scheme. It was recommended in Box 13, page 37 and R6.2, page 42 that, as and when opportunities present, these should be brought more into line with the otherwise harmonious appearances.
- **Visual, ecological and functional enhancement of the Alfred Major Recreation Ground** Improvements to aspects of the 14-acre 'Alfred Major' are suggested in Box 29, page 49 and in Recommendation R8.2, page 50, whilst noting the work already applied to the optimisation of this important community asset. A study to develop an 'enhanced vision' for the recreation ground, responsive to changing needs and to the spirit of recent legislation, would be an essential first step.
- **Improvements to the Moor car park** The Moor car park is in poor condition and unsightly. Recommendation R4.5, page 17 suggests the exploration of modern

materials that might provide an improved surface. Low hedging or rustic perimeter fencing (see Section 6.20) might also be evaluated with a view to softening the appearance of parked cars whilst leaving the area open to public view.

- **Tidying and harmonisation of riverbank vistas** Cookham's riverside vistas currently present mixed messages to river users about the character of Cookham. The subject is discussed in Section 10. Generally, there is a lack of harmonisation, and even a degree of dereliction in some instances, that could be remedied as and when opportunities present. It is recommended that owners should give consideration to the provisions of the VDS when making changes to properties that may have visual impact but do not necessarily require planning permission.
- **Winter Hill** The south-western end of Winter Hill has gradually changed as vegetation has established and become more mature. The 10 year management programme currently being undertaken by the National Trust, as outlined in Box 10, page 16, and Recommendation R4.6, page 17, is understood to be cognizant of the need to achieve a proper balance between restoration of grassland and associated views, on the one hand, and issues of rainwater run-off and erosion, on the other hand.
- **Rationalisation of Cookham's main signposts and the need for fewer road signs** At Annex A, Recommendation RA.2, page 73 concerns anomalies in Cookham's main signposts. These could helpfully be rationalised, but not with too strict an approach, since some of the existing anomalies contribute to Cookham's visual charm. A more serious problem is the sheer number of road signs and road surface paintings (Annex A, Recommendation RA.3, page 73), especially at the approach to Cannondown railway bridge, heading into Cookham. Further along this road, the profusion of poorly positioned signs at the roundabout blocks important views across Poundfield and towards Roman Lea.



Early Spring 2013 view north from the more easterly of two parking areas on Winter Hill.

18 Opportunities for enhancement continued



Cookham Bridge

Box 47

Cookham Bridge (Section 3.6) was described by Fred Thacker, author of 'The Thames Highway' (1920) (Reference 16) in the following humorously acerbic terms: *"It has been described as the cheapest bridge on the river for its size ... Its appearance is not unfavourable to the statement ... But it is at least white ..."*

It is thought that the bridge was originally a steely-grey, but it is known to have been white (or off-white) for most of the twentieth century, if not longer. There was some consternation in the village when the bridge was painted bright blue, but the colour has now faded to something more acceptable to most people. Some residents love the present colour, but others do not. From the point of view of the VDS, the gentle beauty of the bridge as an entrance to Cookham and symbol of the village would be enhanced if it was returned to a muted hue within Cookham's built-colour palette (Section 6.8). Whatever the colour, it is unarguable that the bridge décor is currently allowed to be in a poor state and its cleanliness leaves much to be desired, greatly detracting from the attractive detail of its iron quatrefoils. Future possibilities may include bridge cleaning by volunteers and a vote on preferred colour prior to the next major repainting.

Below left: The Tarrystone, as positioned from 1909 until the 1950s. The photograph clearly shows its greater height than is presently visible, whilst the circular plinth was an attractive way of further ensuring the stone's prominence.

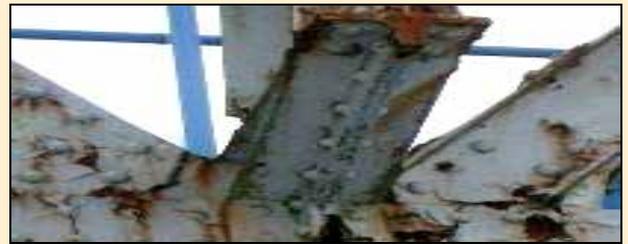
Below right: In its present setting, the Tarrystone has either been turned onto its side, or set deeply into its concrete base. The adverse impact of loss of height is further worsened by the effects of severe cluttering, to front, sides and rear of the stone. The imposing bench seat and wall-mounted commemorative plaque are also victims of this uninviting assemblage.



The Thames railway and foot bridges

Box 48

The linked Thames railway and foot bridges are important entrances to Cookham from Bourne End. Both their décor condition and their cleanliness have been serious embarrassments for a considerable number of years. The situation is now being remedied.



The Tarrystone

Box 49

The Tarrystone, a mysterious, polished sandstone boulder, geologically foreign to Cookham, stands a foot lower than it did in 1900. The stone has a long and intriguing history, including several re-positionings within Cookham village. Whilst now located near one of its former positions (where it is thought to be correctly placed as part of an ancient boundary), it stands in a cluttered streetscape where it almost wholly lacks visual impact. Once regarded as a 'defining symbol of Cookham', it is now so elusive in the first thoughts of residents that it received only one mention throughout the entire VDS Consultation Programme. Action to restore the former glory of the Tarrystone, by re-setting the stone to reveal its true height - and mounting it on a prominent plinth, against a clear backdrop, with uncluttered surrounding space - are strongly advocated.



Annex A Cookham's three settlements (naming, status and boundaries)

A.1 Naming and boundaries of the three settlements

During the initial VDS consultation period it emerged that the naming and boundaries of Cookham's three settlements was far from straightforward. Most notable amongst the matters that had to be resolved for descriptive purposes in the VDS were firstly the issue of **'one Cookham' versus 'the Cookhams'**, and secondly **the extent of Cookham Rise**, concerning which markedly differing views had been identified. It was important to ensure that the nomenclature used in the VDS was as 'right' as it could be, and also to ensure that any 'boundaries' mentioned were correct. To this end a significant amount of investigation was undertaken.

As a result of these enquiries, it became clear that not everyone who lives in Cookham parish considers themselves to live Cookham village, Cookham Rise or Cookham Dean. There are many who regard themselves as simply living in 'Cookham', particularly those whose homes are somewhat outside the 'core' areas of the three settlements (roads such as Lightlands Lane, Strande Lane, Southwood Gardens, Burnt Oak and Grange Road, to name just a few). For this and other important reasons (see Investigative Outcomes Summary, page 74), the VDS Working Group took the view that it was most appropriate to think and write in terms of 'one Cookham' rather than 'the Cookhams'. That is to say, **all** residents live in Cookham, whilst **some** residents choose to designate their home location more specifically as being Cookham village, Cookham Rise or Cookham Dean.

It also became clear during our investigations that, whilst the area between the Maidenhead Road and the railway line (including Station Hill, Station Parade, Station Road, Roman Lea and Westwood Green) is thought by certain Cookham residents, and especially by outsiders, to be part of Cookham Rise, it is **not** known as Cookham Rise to those who live or work there. Those consulted who live or work in this area overwhelmingly regard it as being simply 'Cookham'. Many referred to the address on their deeds in affirming that the area surrounding Station Hill was Cookham and not Cookham Rise. Longer term residents emphatically related the history, as recounted on page 74.

Despite the distinction between the Station Hill area and Cookham Rise, inspection of an Ordnance Survey map clearly shows a central Cookham settlement that includes both of these areas. However, people are understandably very sensitive about the naming of the place where they live. For this reason the VDS Working Group took a decision to name Cookham's central settlement as **'Cookham Rise and the Station Hill area'**.

A.2 Naming decisions reached for VDS purposes

Following their consultations, the VDS Working Group agreed the following for naming in the VDS.

The name **'Cookham parish'** is used to designate the entire area within the parish boundary: that is the three settlements and the surrounding green spaces.

The name **'Cookham'** is used as the collective term for all three Cookham settlements. This tallies with the Land Registry's use of the name 'Cookham' (only) in addresses across all three settlements - and therefore it tallies with the deeds of all residents.

Accordingly the phrase **'the Cookhams'** is not used in the VDS as it was not, in the light of investigative outcomes, considered to be a correct reflection of the true situation. Where it might otherwise occur it is replaced by the name, 'Cookham' or, where appropriate, 'the three settlements'. Cookham in its entirety is occasionally referred to as 'the village', whilst Cookham village is always referred to as 'Cookham village'.

In summary, the three settlements discussed in the VDS are designated:

- Cookham village
- Cookham Rise and the Station Hill area
- Cookham Dean

All three are seen as part of 'one Cookham', recognising that many residents consider themselves to live in Cookham and not specifically in one of the three settlements named above.

Despite the treatment of Cookham as 'one Cookham', it is recognised in the VDS that the name 'Cookham Dean' possesses clearer 'separateness' and a more definite status as a place name, than does 'Cookham village' or 'Cookham Rise'. This has come about because of Cookham Dean's separate historic ecclesiastic boundary, its further 'separateness' as being wholly within Green Belt, the wide usage of the name 'Cookham Dean' in the addresses that people actually employ (even though the Land Registry gives all 'Cookham Dean' addresses as 'Cookham' only) and the widespread presence of the name 'Cookham Dean' on signposts.



Entry to Cookham village is preceded by 'Cookham' signs. Above: The sign on Sutton Road includes a Cookham emblem. Below: The sign to the north of Cookham bridge, incongruously attached to the back of the Buckinghamshire sign. There is clutter at this point and nothing to signify the enchantment of the village.



Annex A Cookham's three settlements (naming, status and boundaries)

A.3 Status of the three settlements as 'established locations'

There are some important differences in the status of the three settlements as 'established locations'.

The Ordnance Survey Explorer map 172, shows Cookham Rise and Cookham Dean by name, but not Cookham village, giving only the word 'Cookham' in that location. 'Cookham Village' does not exist as a recognised place name in Ordnance Survey terms and it is in part for that reason that the VDS does not use an upper case 'V' in naming Cookham village.



Intriguing anomalies are seen on this signpost at the end of Popes Lane in Cookham Dean. This is one of only two signposts in Cookham that points to Cookham Rise. It also points to Cookham Dean Bottom, strictly speaking a road name, but also sometimes recognised as an area.



A messy set of signs on the roundabout west of the Pound obscures the views of Poundfield and the attractive homes in Roman Lea. Intriguingly the main sign points left to Cookham Dean (but not to Cookham Rise), and right to 'Cookham' in the direction of Cookham village exclusively.

In terms of signposting, Cookham Dean is well signposted by name. For Cookham Rise, just two signposts seem to exist, with Cookham village, as such, not signposted. Despite the signposting of Cookham Dean and Cookham Rise, however, no place-name sign tells the traveller that they have *actually arrived* in those locations.

Entry to Cookham village is preceded by 'Cookham' name-place signs, but these, too, do not appear to exist elsewhere.

Further differences of status between the settlements are caused by the inclusion of Cookham village and Cookham Rise, but not Cookham Dean, in the 'Townscape Assessment' of the Royal Borough on the grounds that Cookham Dean is 'rural'. In contrast, all three settlements are within the 'Designated Rural Area' for the purposes of affordable housing.

Along yet another dimension it is noted that the whole of Cookham Dean lies within the Green Belt whilst Cookham Rise and Cookham village have the status of 'excluded settlements within the Green Belt'.

A.4 Intriguing anomalies

It is clear from the various descriptions in this Annex that the naming, boundaries and status of the three Cookham settlements are full of intriguing anomalies. Whilst all this takes effort to understand, there do not appear to be any particular negative impacts, but simply a 'quirkiness' that helps make Cookham as enchanting as it is.

What the VDS Working Group eventually designated the 'one-Cookham' concept and 'the Cookham-ness of Cookham' were threads that appeared and re-appeared through the various outcomes of our investigations.

A summary of the VDS Working Group's findings on these and related matters is provided overleaf.

RECOMMENDATIONS: Cookham and its three settlements

RA.1 The sense of 'one-Cookham' would be gradually strengthened if efforts were made to replace the expression 'the Cookhams' wherever it occurs with the single name, 'Cookham'.

RA.2 A degree of rationalisation of Cookham's main signposts may be helpful. In particular, greater use of Cookham's emblem would add to Cookham's ambience on entry. On the Sutton Road sign, the colours of the emblem have currently disappeared and need to be restored. Any reconsideration of main signposts needs to be undertaken in conjunction with an appraisal of any requirements for added small local street signs to help tourists (see Section 16).

RA.3 Improvement is needed to the signage shown on the Maidenhead Road before the roundabout at the western end of the Pound and at the roundabout itself. In respect of the latter, it is important not to obscure the view at this point of entry to Cookham.

Annex A Cookham's three settlements (naming, status and boundaries)

A.5 Investigative outcomes summary

Land registration

All addresses in Cookham Parish of registered properties are listed at the Land Registry as Cookham (not village, Rise or Dean). Cookham is therefore the official address of all properties, but not necessarily the address that their residents or proprietors choose to use (see below).

History

Historically, the ancient village of Cookham included the area surrounding the High Street, together with the area of the Pound. The village was split in two by the need to expand without building on the flood plain of the Moor.

Cookham Rise was the area to the west of the railway line, that grew up after the coming of the railway in the 1850s. The word 'Rise' referred to the top of the hill west of the railway station, broadly what is now the top of High Road.

Cookham Dean had more definite separateness from Cookham Village or Cookham Rise as it had its own ecclesiastic parish boundary.

Where people think they live and how they choose to present their addresses

Many Cookham residents do not feel that they live specifically within one of the named settlements. Consultees emphasised, 'not everywhere in Cookham is village, Rise or Dean'.

People living in the area immediately surrounding Cookham High Street in general consider that they live in Cookham village, though most appear to present their addresses as just Cookham. People on the periphery of that area do not necessarily feel that they live in Cookham village, but just in Cookham.

People living to the west of the railway line may in general consider that they live in Cookham Rise, though views do differ as to the precise extent of Cookham Rise within that area. Some of those consulted regarded Cookham Rise as being all or most areas to the west of the railway line, but others were adamant that it is strictly the top of the hill, west of the station. People living to the west of the railway line appear to split about 50:50 as to whether they choose to use Cookham or Cookham Rise in their addresses.

Cookham Dean residents largely choose to present their addresses as Cookham Dean.

To the west of the Maidenhead Road, between the Maidenhead Road and the railway line, residents and shopkeepers overwhelmingly consider that they live in Cookham, not Cookham Rise. They present their addresses accordingly, with particular emphasis by very long-term residents. This area includes Station Hill, Station Parade, Station Road, Roman Lea, Westwood Green and the houses on the western side of the Maidenhead Road. It was noted that retail addresses in Station Hill and Station Parade are given as 'Cookham Rise' in certain directories. This is incorrect, as is further affirmed by the respective retailers.

Status in relation to Ordnance Survey maps

The Ordnance Survey Explorer map 172, shows Cookham Rise and Cookham Dean by name, but not Cookham village, giving only the word 'Cookham' in that location. It is for that reason that the VDS does not use an upper case 'V' in naming Cookham village.

Electoral Wards

The three electoral wards in Cookham Parish are Cookham Ward (Cookham village), Cookham Rise Ward and West

Ward (Cookham Dean). The wards represent electoral divisions of the Parish as a whole and therefore cannot be expected to tally with the core areas of the three settlements. Rather surprisingly, however, the Cookham Rise Ward extends to the Station Hill area and the Pound and so is unrepresentative of all other indications of the extent of Cookham Rise.

Signposting

There appear to be only two signs to tell the traveller that they have arrived in Cookham. One is on the north side of Cookham Bridge and the other is in Sutton Road.

The Cookham sign in Sutton Road contains the Cookham emblem that came into being in 1994 when Cookham was to be twinned with St Benoit in France. This is shown in indentation form, but appears to have been painted out, at least for the time being.

Cookham Dean is well signposted by name. For Cookham Rise, just two signposts appear to exist, with Cookham village as such, not signposted. Despite the signposting of Cookham Dean and Cookham Rise, however, no sign tells the traveller that they have *actually arrived* in those locations

Conservation Area Status

A major part of Cookham village and all of Cookham Dean are Conservation Areas. The Cookham village conservation area is designated the Cookham High Street Conservation area even though its spread is much greater than the High Street.

Status as per RBWM Townscape assessment

In the 'Townscape Assessment' of the Royal Borough, all of Cookham is included except Cookham Dean on the grounds that Cookham Dean is 'rural'.

Green Belt status

The whole of Cookham Dean is within the Green Belt whilst Cookham Rise and Cookham village have the status of 'excluded settlements within the Green Belt'. This means that Cookham Rise and Cookham village are not subject to the particular development constraints (see Section 4.6) of Green Belt status, such that, in planning language, '*development suitable to those areas is deemed suitable in principle*'. It is understood to be the case that developers will inspect excluded areas within the Green Belt to assess their suitability for strategic housing development proposals. The heart of Cookham village is within the Conservation Area and development possibilities there are limited on that basis. The more outlying areas of Cookham Village are not subject to this particular set of constraints and neither are the built-up elements of Cookham Rise and the Station Hill area.

Status in relation to affordable housing issues

For the purposes of certain affordable housing issues (see Reference 19), Cookham Parish in its entirety is a 'Designated Rural Area'. In some other instances the built environment of a village is excluded from the 'Designated Rural Area' zone even if the village setting is a 'Designated Rural Area' – but not so in Cookham Parish.

Because Cookham Parish is a 'Designated Rural Area', it is subject to 'Rural Exception Policies', which seek to provide a means by which affordable housing for local people can gain planning consent in locations where that would not normally be possible. Another consequence of Cookham's being a 'Designated Rural Area' is that houses built since 1997 by either the Council or a Registered Social Landlord for an affordable rent (Council houses) cannot be sold under 'Right to Buy' or 'Right to Acquire' legislation. Those built since September 2009 as 'shared ownership' properties have no right to enfranchise and the equity is restricted to 80% ownership. Again, this is to ensure that the local stock of 'affordable housing' is maintained where possible.

Annex B Relevant Stanley Spencer paintings - further detail

B.1 Rationale

The paintings listed in this section are those by Sir Stanley Spencer possessing identifiable or known links with views, facades or other building detail within Cookham parish. For the convenience of the reader, the relevant Guidance Point from Section 14 is reproduced to the right, whilst the selected paintings are tabulated below in such a way as to reflect the localities that may be affected in relation to future planning applications.

All applications that could impinge on the current appearance of views, facades or other building detail depicted in paintings by Sir Stanley Spencer should include a list of the painting(s) concerned and provide suitable commentary regarding the impact of the proposed development in the specific Stanley Spencer connection. A design goal should be to avoid detracting from the enjoyment of informed residents and visitors regarding the present scene and its connection to a Stanley Spencer painting.

It may be possible in certain applications to plan for the restoration of particular visual linkages to a Stanley Spencer painting that have more recently been lost or

G14.1 The views, facades and other building detail depicted in paintings by Sir Stanley Spencer are part of Cookham's cultural heritage and contribute to the understanding both of the history and character of Cookham and of Sir Stanley Spencer's celebrated works. Proposals should carefully balance the need to protect this cultural heritage with the aims of creating sensitive change. Proposals having an adverse impact, especially in relation to the direct visual linkage which is possible between the painting and the present day scene should not be permitted.

impaired. Such restoration might involve the removal of blockages to a view, or the reinstatement of a scenic or building feature. Any such offer should in general be a welcome feature of an application - in the same way that proposals to restore lost features of historic buildings are generally seen as positive.

The Stanley Spencer Gallery is the best source of all relevant images, whether on view in the Gallery or within the available literature.

B.2 Stanley Spencer paintings that include identifiable or known views, facades or other building detail

Paintings relating to Cookham High Street and Odney Lane

The Tarrystone (1929)	Former location at east end of High Street looking westwards along High Street from junction with Sutton Road.
Neighbours (1936)	Fernlea, birthplace of Stanley Spencer and his home for many years, showing privet hedge and garden fence at back of house.
Christ carrying the Cross (1920)	View of Fernlea upper front elevation.
Christ's Entry into Jerusalem (1921)	View of Fernlea and, next door, an ivy covered cottage, The Nest, home of Stanley Spencer's grandmother.
Month of April: Clipping Privet Hedge (Chatto and Windus Almanack 1927)	Fernlea lower front elevation, showing front door, bay window., and low wall topped with privet hedge.
The Dustmen or The Lovers (1934)	Front garden of cottage in High Street.
Crossing the road (1936)	Buildings on north side of High Street, from Vine Cottage to Bel and the Dragon.
St. Francis and the Birds (1935)	High Street cottage showing tiled roof.
The Farm Gate (1950)	Gateway of Ovey's Farm, High Street.
From the Artist's Studio (1938)	View south west to pitched, tiled roofs behind southern side of High Street.
Girls Returning from a Bath (1936)	Distinctive circular window of the Odney Club (Lullebrook Manor), Odney Lane.

Paintings relating to locality of the War Memorial, School Lane and Moor Hall

The Jubilee Tree (1936)	Southwards view from near The Crown public house including War Memorial and School Lane.
Adoration of Old Men (1937)	North-western end of School Lane, showing brick, flint and metallic walling.

Paintings relating to locality of the War Memorial, School Lane and Moor Hall continued

Mending Cows, Cookham (1915)	Buildings now free of cows converted into the house at the end of the Malt Cottages and Gantry House.
A Village in Heaven (1937)	By war memorial looking towards School Lane, including flint wall.
High Street, Cookham (1929) / High Street from the Moor, Cookham (c1937)	View eastwards from Moor to High Street with large area of crossroads in foreground. Similar image dated 1937 is believed to be of the 1929 painting, erroneously dated.
Unveiling Cookham War Memorial (1922)	By war memorial with view north-westwards towards Winter Hill.
Love on the Moor (1949-54)	The Moor, looking south to Moor Hall wall.
The Village Lovers (1937)	Base of War Memorial viewed from above.
Miss Ashwanden in Cookham (1958)	View from close to War Memorial towards corner of School Lane and Moor Hall.
Villas at Cookham (1932)	Decorative metalwork detail on School Lane property including bay window and front garden.
The Betrayal (1914)	Buildings behind Fernlea, now the Malt Cottages and Tannery House.
The Betrayal (1922-3)	Flint and brick wall, School Lane.
The Brewhouse, Cookham (1957)	Front elevation of The Brew House in School Lane.
The Last Supper (1920)	Inside The Malt House in School Lane. In the background, the red wall of a grain bin.
Moor Posts, Cookham (1936)	Across the east end of the Moor showing houses close to the School Lane corner.
Cookham Moor (1937)	From the Causeway Bridge looking east towards the built edge of Cookham village, with Cliveden woods in distance

Annex B Relevant Stanley Spencer paintings - further detail

Paintings relating to Cookham Bridge and riverside scenes

Cookham Lock (1935)	View across lock including lockkeeper's cottage and wooded bank of Cliveden escarpment in distance.
The Bridge (1920)	Stylised stone version of Cookham bridge with decorative quatrefoil detail from existing iron bridge.
View from Cookham Bridge: Turk's Boatyard (1936)	View upstream showing Turk's boatyard, church tower and nearby property with river bank in foreground and Winter Hill in background.
Turk's Boatyard, Cookham (1931)	Skiffs pulled up in yard with Thames and toll house in background.
Swan Upping at Cookham (1915-1919)	By Turk's boatyard facing downstream, shows Cookham Bridge with quatrefoil details.
Detail of 'Christ Preaching at Cookham Regatta (1959)	Boats in river by The Ferry Public House.
The Wharf, Cookham (1936)	View to Bucks bank from The Ferry Public House.
Upper Reach, Cookham (1936)	View upstream, under bridge, from The Ferry public house towards Riversdale.
Dinner on the Hotel Lawn (1956-7)	Riverside lawn of The Ferry Public House.
Ferry Hotel Lawn (1936)	View downstream from the lawn of The Ferry Public House towards Sashes Island.
By the River (1935)	Bellrope Meadow, towards Holy Trinity Church.
Bellrope Meadow (1936)	Looking south-east including Holy Trinity Church.
Boat Builder's Yard (1936)	View to river, fish tank in foreground.

Paintings relating to locality of the Holy Trinity Church

Cookham Churchyard, Whitsun (1953)	Gateway view to Holy Trinity Church.
The Churchyard, Cookham (1958)	Side view of Holy Trinity Church.
The Angel, Cookham Churchyard (1934)	View of The Angel statue in Holy Trinity churchyard, with church tower in background.
The Resurrection, Cookham (1923-7)	Holy Trinity churchyard, showing stylised church windows and existing path to river.

Paintings relating to Cookham Rise

Cookham Rise Cottages (1935-6)	Lower Road cottages showing front gardens and wooden picket fences (but possibly the row of cottages in High Road to left of Cliveden View, also known to have had picket fences.).
Cookham Rise (1938)	View from west to Sleekstone Cottages in Grange Road over what is now Burnt Oak/ Pearce Drive and towards Winter Hill.

Views towards Cookham and over the river

Noah's Ark Field, Cookham (1938)	East of the railway: view to Bourne End and Hedsor.
The Scarecrow, Cookham (1934)	Painted in Rowborough gardens with view over Marsh Meadow to Berries Road.
Cookham (1914)	From Winter Hill across railway and Marsh Meadow towards Riversdale and Hedsor.
Cookham-on-Thames (1937)	View from Golf Course towards Cookham bridge.

Paintings relating to Poundfield, Terry's Lane and The Pound

Pound Field, Cookham (1935)	View southwards from upper Poundfield Lane towards buildings of The Pound including former cedar tree.
Gardens in the Pound, Cookham (1936)	View showing north side gardens with metallic fencing looking south east to old walls, gates and buildings on south side.
Magnolias (1938)	Includes views towards Terrys Lane.
Wisteria at Englefield (1954)	Front porch of Englefield.
Englefield House (1951)	South-east corner of house and cedar tree.
Cookham from Englefield (1948)	From the garden eastwards showing former cedar tree and houses in the distance.
Englefield Garden looking towards Hedsor (1950)	View from Englefield to Hedsor.
Lilac and clematis at Englefield (1955)	Showing single storey element of house with paned windows.
Terry's Lane, Cookham (1932)	The Poundfield from Poundfield Lane.

Views to and from Cookham Dean, principally towards Cookham Rise

Landscape, Cookham Dene (1939)	View southwards from property adjacent to Woodlands Farm towards The Mount and woods to the south of Long Lane.
Garden View, Cookham Dene (1938)	View from the same location across Lower Mount Farm towards Cliveden and Taplow Court.
Rock Garden, Cookham Dene (1942)	Over Lower Mount Farm, probably from The Mount.
The Mount, Cookham Dene (1938)	Garden of The Mount. Views over Lower Mount Farm towards Cliveden and Taplow Court, also showing Windsor Castle.
Wheatfield at Starlings (1954)	View southwards from Kennel Lane showing the rear of houses in Whyteladies Lane and the gasholder.
Field of Flax (1948)	Towards Cookham Dean over Lower Mount Farm from the area of Long Lane.
Cookham from Cookham Dene (1938)	Panoramic view towards Cookham Village and Lower Road, Cookham Rise from unknown high point in Cookham Dean.

Cookham's environs

The Bridle Path at Cookham (1938)	Long Lane: view towards Maidenhead down Footpath 19.
Rickets Farm, Cookham Dene (1938)	Pigsty at Dean Farm with view northwards to Bisham Woods (alternatively thought to be pigsty near reservoir above Pudsey Close, Cookham Dean).
The Quarry Woods, Cookham (1920)	Lower part of Winter Hill.
Rowborough, Cookham (1934)	View across the north of Marsh Meadow towards Hedsor and Bourne End.
Cockmarsh Hill, Cookham (1935)	View from Winter Hill across the valley to east of the former Nuttings Farm towards Well End.
Patricia at Cockmarsh Hill (1935)	Eastern shoulder of Winter Hill.
Bathing in Odney Pool, Cookham (1921)	Bridge over the weir and the view towards the wooded escarpment of Cliveden.
Separating Fighting Swans (1933)	Where Lulle Brook meets the main stream of the Thames, the sloping beach of the former 'My Lady Ferry'.

Annex C Buildings and areas of 'Special Local Significance'

C.1 Buildings of Special Local Significance

The following buildings, unlisted and outside of Conservation Areas, are designated in the VDS as buildings of 'Special Local Significance' (see Section 15 for an explanation of this term).

C.1.1 Lock Keeper's cottage



The compact Lock-Keeper's cottage is a modest Victorian building with notable historical and cultural links. The role of resident Lock Keeper is currently in reprieve after threat of termination, though its long term future, and hence the future of the dwelling associated with the job, must be in doubt.



The historic role of the Lock Keeper's cottage at Cookham relates to the knowledgeable and specialist work of generations of Lock Keepers, who not only maintained all the equipment and controlled the passing river craft, but also played a key role in flood management.

The cultural significance of the Lock Keepers cottage is exemplified by the contribution of the Lock Keeper's wife to the **'Three Ferries Walk'**, which was a regular Sunday afternoon walk for villagers and visitors about 70 years ago. The walk was described by one villager, James Hatch, as **"A very pleasant shady walk down to My Lady Ferry, cross on the ferry and walk on the towpath towards Hedsor, then catch another ferry over to Cookham Lock. Have a cream tea in the Lock Keeper's garden. Then walk along the cut and catch the last ferry across to the landing by the bridge."** The Lock Keeper's cottage should endure as an accurate reflection of its historic importance in the life of Cookham.

C.1.2 Terraced housing facing Broom Hill

The two long terraces facing Broom Hill junction are rare examples of an embellished local authority design, with deep roofs, multiple window arrays, and attractive transitions from one style to another within the same terrace. Their integrity should be carefully preserved and their façades protected against incongruous add-ons (see also Box 28, page 48).



C1.3 Cookham Nursery School

Forward-looking when it was built in 1949, the school was designed by architect, John Stillman, as a prototype and early exemplar of a 'new educational architecture' where openness and airiness mattered, with both indoor and covered outdoor play areas, additional to generous garden space.



Developed amid the wave of Britain's post-war reconstruction, it was one of the first purpose-built nursery schools in England.



The original structure remains, though now with added features. The building is steel-framed with a sloping, cantilevered roof providing covered paths as well as sheltered play space. Its large-paned windows are a striking feature, relieving what would otherwise be stark expanses of glass.

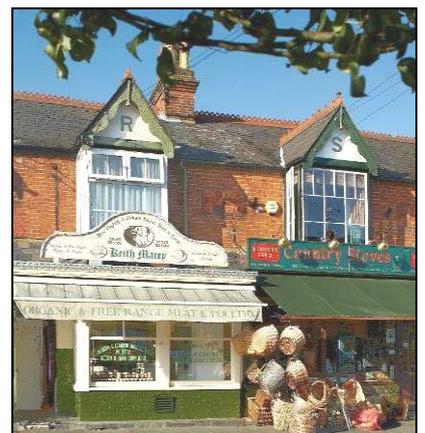
Despite its very modern appearance for its time, the generous green setting of the building, its limitation to a single storey, and its paned windows ensured that it was not 'too startling' for Cookham. It drew in many admiring visitors from the UK and Commonwealth (see also Box 21, page 44). It is a building whose character should be preserved.

C.1.4 Shop terrace between car park and Pinder Hall

This terrace is notable for its prominent first floor rendered, gabled bays, each with an identifying letter relating to its original name. (N, R, S and T), respectively Narcissus (daffodil), Rose, Shamrock and Thistle Cottages. The motifs, symbols of Wales, England, Ireland and Scotland, were once pictorial but then they faded and the letters were deployed instead. Each upper bay of the terrace is set into a wider ground floor lean-to bay roof. Above the lower bay roofs are patterned barge boards and there are other decorative features. The terrace is full of unusual character, which should be retained (see also Box 24, page 46).

Below left: Elements of the terraced housing facing Broom Hill.

Right and below right: Shop terrace between car park and Pinder Hall.



C.2 Areas of Special Local Significance

The VDS designates the following areas and streets as being of Special Local Significance. For any of these, a case may additionally be put forward for the status of Conservation Area if residents or the Parish Council choose to do so (see Section 15.3 and Recommendation R15.1, page 67).

- In Cookham Rise
 - The area to the west of the junction between High Road and Lower Road (edged red on plan)
 - Lower Road cottages (edged in red on plan)
- In the Station Hill area
 - Station Road and Roman Lea

C2.1 West of the High Road / Lower Road junction



The properties in this area were among the earliest to be developed - in the 1850s - soon after the arrival of the railway and they are still among the most visible to rail passengers. They include some typical examples of mid-nineteenth century artisans' dwellings, the row forming Nightingale Place and Nightingale Place Cottages being particularly distinctive.

The appearance of the eastern frontage could be improved when the empty former public house/restaurant is brought back into use. On Lower Road, a curve and rise in the street create a point of anticipation, emphasised by the prominence of the Methodist Church.

C.2.2 Lower Road cottages



Much of the early development of the Rise was small-scale housing. This is typified by the successive cottage terraces fronting the western end of Lower Road (photograph, page 50). Although most front gardens of these dwellings have been paved over recently, the homes still convey their nineteenth century heritage, while their linear form is counterpointed by the four gable-fronted pairs of semi-detached houses to their west, shown below.



West of Halldore Hill, in unusual echelon arrangement, four semi-detached homes, the leftmost still conveying its particular history as 'The Old Butchers Shop'.

C.2.3 Station Road

Station Road was described in Box 22 on page 45. It contains several fine examples of the Victorian homes erected in the late 1800s and at the turn of the century. These include Hedsor View Cottages, Alandale Cottages and the three storey 'West View', the latter adding an interesting variation in height without undue mass because of its slimmness. The road has a unified character with a strong sense of enclosure, especially northwards of West View. Cookham's characteristic red brick hue is broadly consistent throughout the street, whilst decorative roof ridges and coloured Victorian glass are also prominent features of the homes. New development should reflect careful observation of, and respect for, the characteristics of this street.



Left to right: Hedsor View in Station Road, showing shallow arches over windows. A modern property echoing the style of the street. The three-storey West View.

C.2.4 Roman Lea

Roman Lea (see also Box 22, page 45) is a particularly attractive single-sided street, lined with early twentieth century homes possessing status-enhancing features including bays and gables, stepped frontages, unusual brackets, pierced ridge tiles and square porches neatly set into corner locations. Like Station Road, and despite open views at first floor level, at street level Roman Lea has a real sense of enclosure. The harmonies of its facades and its physical presence as a focal point of views from the Maidenhead roundabout and elsewhere should not be compromised by new development.



C.3 Orchards and gardens of Special Local Significance

The Winter Hill cherry orchard covers an area of 1.9 hectares (4.8 acres). It is the last cherry orchard to remain in Cookham and the only such orchard between Cookham and Banbury. It is now an unspoilt wildlife habitat, important to the cultural heritage of Cookham Dean. The orchard should be carefully protected.

The glorious gardens of the Odney Club, with their strong Stanley Spencer connections, are designated as a garden of Special Local Significance, which, though ever-changing, should be protected. This 120-acre site beside the Thames includes riverside walks, specimen trees, magnificent wisteria, herbaceous borders, spring bedding and an ornamental lake. The gardens were a favourite with Sir Stanley Spencer, who featured a magnolia tree, still present in the gardens, in his work.

Reference List

Reference 1 Draft Scoping Report for the Sustainability Appraisal, Village Design Statement for Cookham Parish, July 2009

Reference 2 The Cookham Plan (2007)

- 2.1 Description of stages of flooding in Cookham, Housing and Development Section, of which, Section 7, Flooding, 7.4.3 (VDS page 22)
- 2.2 Flash floods (low risk of recurrence), Housing and Development Section, of which, Section 7, Flooding, 7.5.2 (VDS pages, 20, 50 and 58)
- 2.3 Footpath north of the Pound, Revised Traffic and Transport Section, of which, Section 9, The Pound, 9.4 (VDS page 38 and 63)
- 2.4 Refurbishment of Station Parade, Business and Economy Section, of which, Section 6, Appendices 6.4 (VDS pages 32, 38 and 69)
- 2.5 Community views on gasholder site for development, Housing and Development Section, of which Section 10, Future Developments, 10.5 and preceding questionnaire. (VDS pages 23, 48,50,71)
- 2.6 Cycle routes, Revised Traffic and Transport Section, of which, Section 7, Cycling, 7.1 - 7.8 (VDS page 63)
- 2.7 Issues concerning the siting of telecommunications masts, Housing and Development Section, Section 6, Mobile Telephones, especially 6.8. (VDS page 65)
- 2.8 Issues relating to Alfred Major Recreation Ground, People and Places Section, of which Sport, Leisure and Open Space Section. (VDS pages 49 and 50)
- 2.9 Assessment of affordable housing needs, Housing and Development Section, of which, Section 8, Housing Demand and Affordability, 8.6 – 8.9. (VDS page 27)

Reference 3 Royal Borough of Windsor and Maidenhead Local Plan (1999, amended 2003)

- 3.1 Green Belt policy, Section 2.1 (VDS page 14)
- 3.2 Matters relating to Conservation Areas and Listed Buildings Section 2.3 (VDS page 15)
- 3.3 Equestrian policy, Sections 2.1.28 - 2.1.31 (VDS page 19)
- 3.4 Development within the flood plain (VDS page 22)
- 3.5 Preserve setting of river, Section 2.2.16 – 2.2.18 (VDS page 48)
- 3.6 Local nature heritage reserves and wildlife heritage sites, Policy N9 (VDS page 69)

Reference 4 National Planning Policy Framework

(2012)

Reference 5 PPS5 Planning for the Historic Environment: Historic Environment Planning Practice Guide.

(Revised edition June 2012)

Reference 6 Conservation Area statements

- 6.1 Conservation Area Statement, Cookham High Street, Royal Borough of Windsor and Maidenhead , November 2002. (VDS page 35)

- 6.2 Conservation Area Statement, Cookham Dean, Royal Borough of Windsor and Maidenhead, November 1998. (VDS page 51)

Reference 7 Planning, (Listed Buildings and Conservation Areas) Act 1990

(VDS page 38)

Reference 8 Appeal outcomes

- 8.1 Appeal report 21st April 1969, Inspector, KM Sergeant Also letter 15 December 1969, from SH Norris, Ministry of Housing and Local Government to Messrs Linklaters and Paines (VDS page 11)
- 8.2 Secretary of State Decision letter 21 February 1991 (VDS page 38)

Reference 9 Flood-related documents

- 9.1 Letter dated 18th August 2008 from Mr Jon Freed of the Environment Agency to Mr Daniel Gigg, Principal Planning Officer of the Royal Borough of Windsor and Maidenhead concerning, the Cookham Flood Remediation Scheme. (VDS page 21)
- 9.2 RBWM Strategic Flood Risk Assessment (Revision 04), April 2009. (VDS page 22)
- 9.3 Environment Agency - Living on the Edge, August 2012 (VDS page 22)

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- 10 Royal Borough of Windsor and Maidenhead, Engineering and Transport Unit, Safety Audit/Risk Assessment Report, Proposal to utilise the Causeway across Cookham Moor for vehicular traffic during times of flood, February 2010. (VDS page 22)
- 11 Royal Borough of Windsor and Maidenhead, Gas Holder Station Development Brief, June 2003. (VDS page 48 and 50)
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- 14 Soil association re community supported agriculture. <http://www.soilassociation.org/Takeaction/Getinvolvedlocally/Communitysupportedagriculture/tabid/201/Default> (VDS page 65)
- 15 The Commons Act 2006. Village Greens , S15 (VDS page 67)
- 16 The Thames Highway – Locks and Weirs, Fred S Thacker (1920 – republished 1968) (VDS page 71)
- 17 Royal Borough of Windsor and Maidenhead. Sustainable Design and Construction Supplementary Planning Document, June 2009 (VDS page 23, 32, 66,69)
- 18 Royal Borough of Windsor and Maidenhead. Telecommunications Supplementary Planning Document, May 2008 (VDS page 65)

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Page 4 Cookham Church, Dean Lane/ Alleyns Lane, Page 5 Burial Mound, Page 8 Railway station, Millennium clock, Page 10 White Place Farm, Page 12 Turkeys free-ranging, Page 13 View from Winter Hill, Page 16 Winter Hill escarpment, Page 17 Tugwood Common and the Cricket Common, Page 18 Tree plantings, Long Lane, Page 23 The Ferry public house, the Railway Station and the Jolly Farmer public house, Page 25 Housing in Terry's Lane, Housing around the Village Green, Cookham Dean, Cookham High Street, Page 38 The Old Farmhouse and Old Cookham Fire Station, Page 39 Edwardian homes in Berries Road, Page 41 Contemporary design, Moor Hall (<i>with kind permission of the Chartered Institute of Marketing</i>) Page 44 Station Parade, Countrystore, Page 45 Pearce Drive, Burnt Oak, Page 48 Whyteladies Lane, Page 49 Alfred Major Recreation Ground, Page 52 Cookham Dean Bottom, Retail outlet in Arts and Crafts style, View toward War Memorial Page 54 Dean Meadow, Page 57 Victoria Cottages, Page 58 Sunken Lane (Kings Lane), Page 59 Properties at Spade Oak Reach, Page 60 Cookham Lock, Page 62 Homes beneath wooded skyline, Cookham Dean, Page 65 Polytunnels at Kings Coppice Farm, Page 67 Roman Lea, Page 68 The Stanley Spencer Gallery, Page 73, Sign at Maidenhead Road roundabout Page 77 Lock Keeper's cottage (upper photo), Cookham Nursery School (upper and lower), Shop terrace, Page 78 Methodist Church.	<i>Patrick Blake,</i> <i>Popes Lane,</i> <i>Cookham Dean</i>	Page 13 View from Odney Common to Odney Bridge Page 18 The Tarrystone historic photograph Page 20 Odney Sculpture Gardens, Page 41 Sir Bernard Miller Centre, Odney Estate Page 20 Mobile leisure unit on the Alfred Major Recreation Ground, Cookham Rise allotment, football on the Alfred Major recreation ground, Scout Fayre on Cookham Moor, Cookham Dean Fete on the Village Green, Cookham Page 21 Cookham Moor flooded, with traffic on Causeway, Page 25 Gabled roofs, Cookham Dean Village Green, Page 37 West end of high street (upper photograph) Page 28 'Natural House' (upper and lower) Page 35, High mast view of High Street and School Lane area	<i>Lesley Curley,</i> <i>Westwood Green,</i> <i>Cookham</i> <i>Chrissy Rosenthal and Ann Danks from their book, The Archive Photographs Series, Cookham, Tempus Publishing Ltd, 1998.</i> <i>The John Lewis Partnership</i> <i>Cookham Parish Council</i> <i>Dennis Palmer*, The Pound, Cookham</i> <i>The Prince's Foundation for Building Community</i> <i>John Hollidge*, Universal Sky Pictures Ltd, Marlow</i>
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