

CFS16 Land at Chorleywood Station Heritage Impact Assessment

**Client:**

Three Rivers District Council

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Essex County Council



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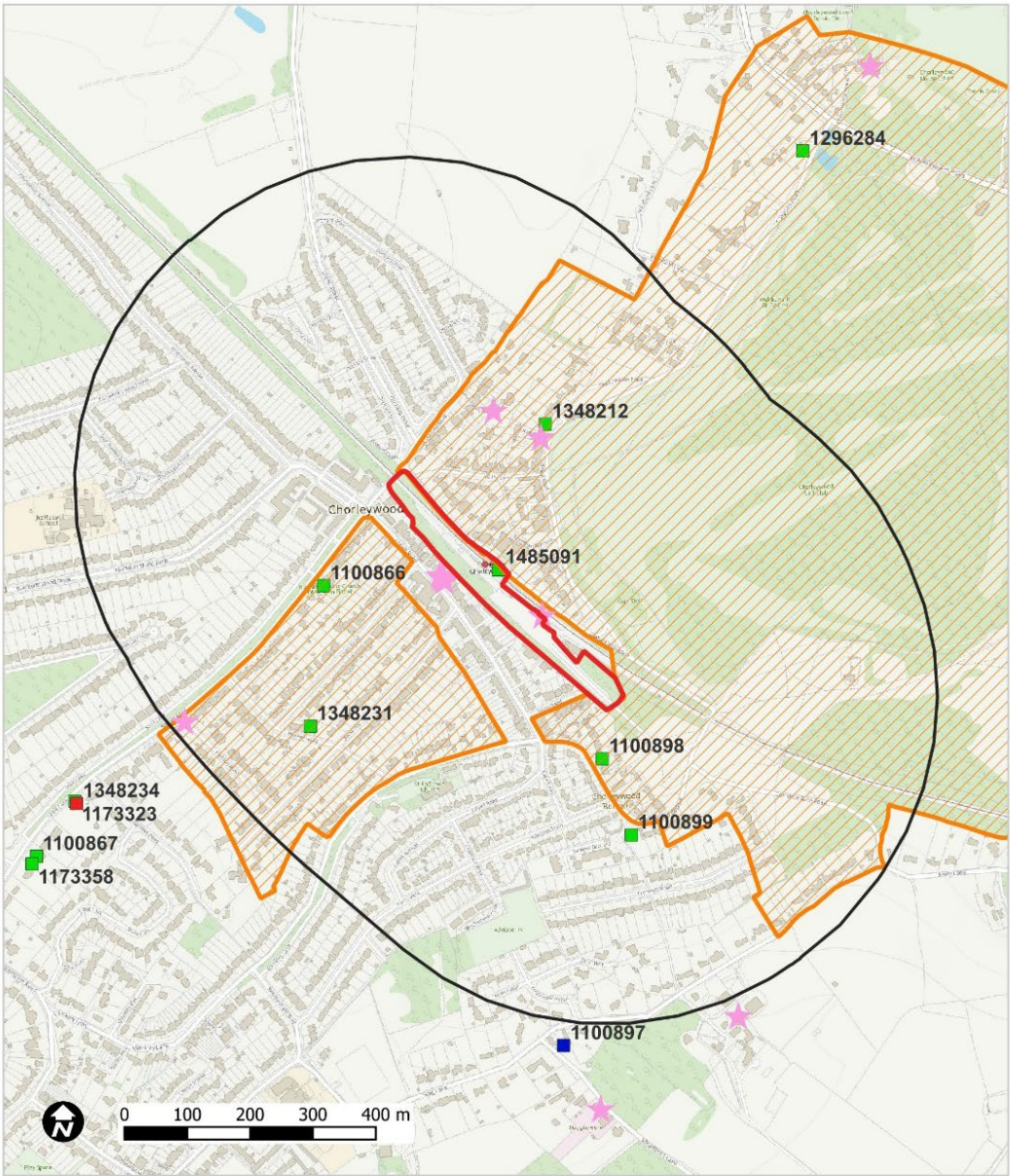
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1. Introduction

- 1.1. This Heritage Impact Assessment has been prepared by Place Services for Three Rivers District Council. This document provides an assessment of heritage impact for the proposed allocation site CFS16 Land at Chorleywood Station ("the Site") as referred to in the draft Local Plan. The location and extent of the Site is shown in **Figure 1**.
- 1.2. This report provides a baseline summary of the significance of identified built heritage assets within its environs, based on documentary research and a site inspection. The aim is to assess the potential impact caused by development on the Site to the significance of any relevant heritage assets.
- 1.3. This report identifies relevant designated and non-designated heritage assets within the Site and its environs. The aim of the report is to identify the heritage assets that may be sensitive to change and have the potential to be impacted by future development on the Site.
- 1.4. As part of a planning application, any future development will require further assessment to fully understand the potential impact to the significance of the identified designated and non-designated heritage assets.
- 1.5. This assessment follows best practice procedures produced by Historic England (see Appendix A for details) and the Chartered Institute for Archaeologists¹, and is designed to meet the requirements of heritage planning policy contained in Section 16 of the National Planning Policy Framework (NPPF)².
- 1.6. Planning policy, legislation and guidance relating to the historic environment (see Appendix A for detail) sets out the need to consider all elements of the historic environment to inform the planning process and, where appropriate, measures to mitigate adverse impacts from proposed developments.

¹ Chartered Institute for Archaeologists, January 2017. *Standard and guidance for historic environment desk-based assessment*

² Department for Communities and Local Government, 2024. *National Planning Policy Framework*



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Key		CFS16	
Allocation Site		Grade II Listed Building	
500m Study Area		Grade II* Listed Building	
Heritage Asset		Grade I Listed Building	
		Locally Listed Building	
		Three Rivers Heritage Impact Assessment	

Figure 1 CFS16, 'The Site'

Methodology

- 1.7. This report provides an assessment of the potential impacts on heritage assets arising from the principle of development within the Site.
- 1.8. This assessment has included the following:
- Consultation of local and national planning policy and guidance pertaining to heritage;
 - Identification of any designated or non-designated heritage assets potentially affected by future development, including consulting Historic England's National Heritage List and Three Rivers District Council's Local List;
 - Research to obtain information from historic maps, documents and secondary sources relating to identified heritage assets;
 - A walk-over survey of the Site and the surrounding area;
 - Assessment of the heritage significance of the identified heritage assets, including the contribution made by setting to significance;
 - Assessment of the potential impacts, both direct and indirect (due to change within an asset's setting) that development (as known) will have on the significance of the heritage assets; and
 - Production of recommendations or mitigation in line with statutory requirements and best practice guidelines.
- 1.9. The relevant legislation and policy context are set out in **Appendix A** of this report and a Glossary of terms is **Appendix B**. Relevant statutory designation descriptions are reproduced in **Appendix C** of this report.
- 1.10. The Site and Study Area were visited in January 2026. A photographic record of the visit was made. A number of the resultant images are reproduced in this report.
- 1.11. In order to assess the impact of a proposed development on the significance of heritage assets, arising from change within their setting, this assessment has followed the stepped approach set out in Historic England's guidance *GPA3: The Setting of Heritage Assets*.³
- 1.12. Section 3 of this report identifies any built heritage assets potentially affected by future development, as well as providing an overview of the historical development of the Site and its surroundings.
- 1.13. An analysis of the existing site conditions, based on the Site inspection, is presented in Section 3.

³ Historic England, December 2017. *The Setting of Heritage Assets - Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)*

- 1.14. Section 4 provides an assessment of the significance of the heritage assets potentially affected by future development.
- 1.15. An assessment of the potential impact of a development on the identified heritage assets is presented in Section 5, in line with Historic England's guidance.⁴ Step 3 of the staged approach outlines that assessment should assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it.
- 1.16. Section 6 concludes with a summary of the results of this assessment and provides recommendations relating to future development.

⁴ ibid

2. Heritage Baseline

Heritage Assets

- 2.1. The scoping of this assessment has considered built heritage assets within 1km of the Site. The locations of heritage assets within the 1km Study Area are shown on **Figure 2**. The designation descriptions of listed buildings (scoped into this assessment) are located in **Appendix C**.

Listed Buildings

- 2.2. One listed building is located within the Site. The K8 Kiosk at Chorleywood Station (List Entry Number: 1485091) is Grade II Listed. Whilst this building is located within the Site, its setting is limited to its immediate environs on the station platform. As such the kiosk is not considered to be impacted by any development within the Site.
- 2.3. Five listed building are located within the 1km Study Area and these include:

Listed Building	Grade listed	List Entry Number
Berkeley House	II	1348212
Roman Catholic Church of St John Fisher	II	1100866
Hillside Free Church and Hall	II	1348231
5, 6 and 7 Chorleywood Bottom	II	1100898
The Retreat	II	1100899

- 2.4. Because of the distance from the Site, and intervening buildings, the listed buildings outside of the Site are unlikely to be affected by future development. As such they have been scoped out of this assessment.

Conservation Areas

- 2.5. The Site is located directly adjacent to Chorleywood Common Conservation Area to the north and east. The Site is located in close proximity to the Chorley Station Estate Conservation Area, located to the south. Both Conservation Areas are scoped into this assessment.

Non-designated Heritage Assets

- 2.6. Three Rivers District Council maintains a List of Locally Important Buildings⁵ that may not meet the criteria to be listed but that still have local architectural or historic importance. Five locally important buildings are located within the 1km study area on the Chorleywood List of Locally Important Buildings⁶. These include:

⁵ [Heritage | Three Rivers District Council](#)

⁶ [Microsoft Word - Local List.doc](#)

Locally Listed Building	Address
Rose & Crown Public House	Old Common Road, Chorleywood, Herts, WD3 5LW
Post Box	Haddon Road, Chorleywood, Herts, WD3 5AW
Chorleywood Signal Box	Station Road, Chorleywood, Herts, WD3 5SL
The Cottage	Homefield Road, Chorleywood, Herts, WD3 5QJ
4 Mayston Cottages	Lower Road, Chorleywood

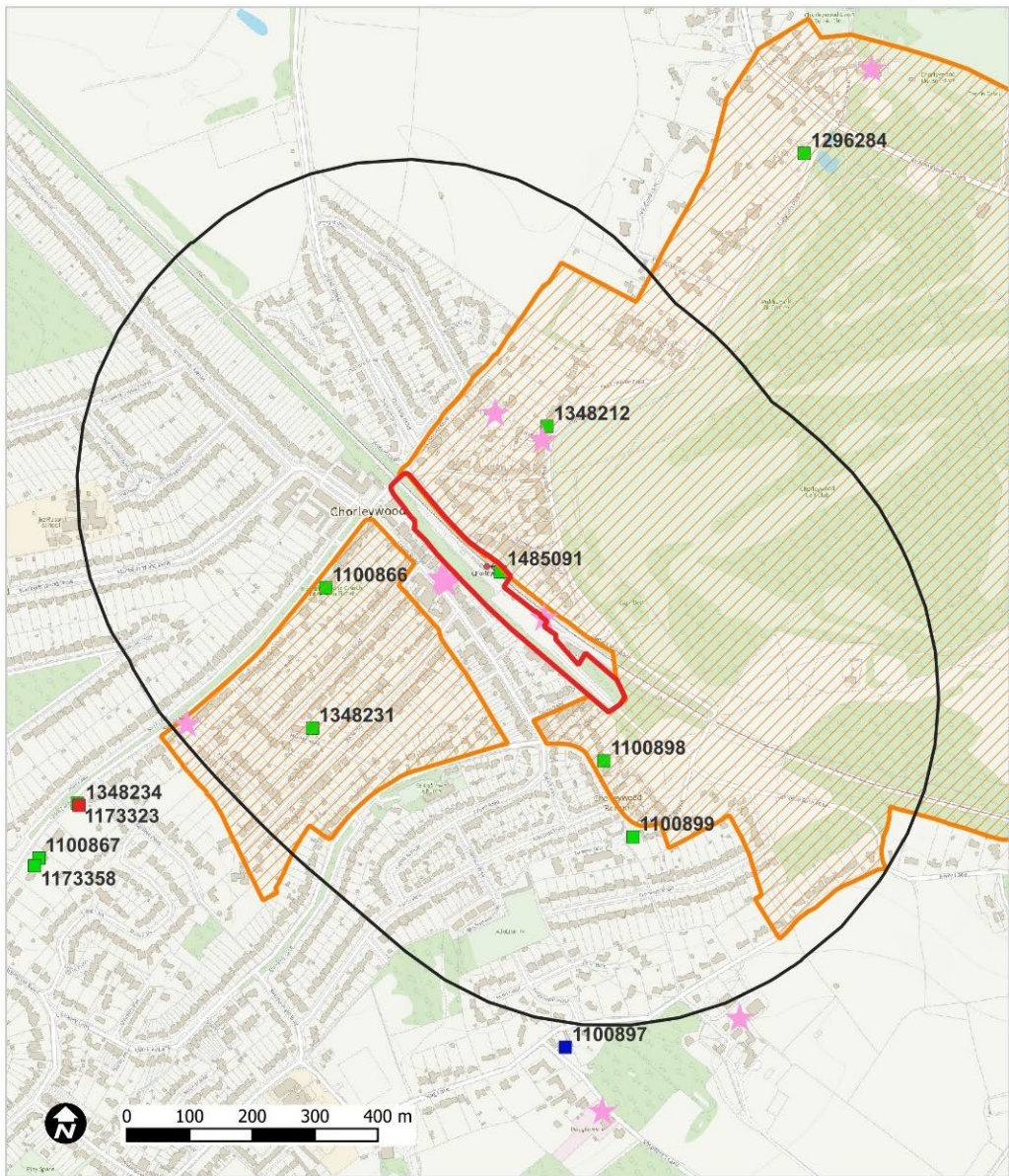
- 2.7. The only locally listed building considered to be potentially affected by the future development of the Site is the Chorleywood Signal Box.

Scoping of Designated Heritage Assets

- 2.8. Whilst there are a number of heritage assets within proximity of the Site, it is considered that some can be scoped out of this assessment, due to their distance, lack of visual connection and lack of historical or functional associations with the Site.
- 2.9. Based on the site allocation and site visit, the heritage assets considered relevant to this assessment are listed on the table below. These are considered appropriate for assessment due to their proximity to the Site, inter-visibility between the assets and the Site, and documentary evidence.

Heritage Asset	Designation	List Entry Number
Chorleywood Common Conservation Area	Conservation Area	N/A
Chorley Station Estate Conservation Area	Conservation Area	N/A
Chorleywood Signal Box	Locally Important Building	N/A

- 2.10. The Site has been identified as having potential for allocation within the local authority's draft Local Plan; no specific usage or outline masterplan has been provided for the Site. As such, the scoping is based on the principle of development. The scoping of heritage assets will have to be reconsidered if the proposals exceed the typical development found in the area.



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Key		Grade II Listed Building	■
Allocation Site	□	Grade II* Listed Building	■
500m Study Area	□	Grade I Listed Building	■
Heritage Asset		Locally Listed Building	★
Conservation Areas	▨		
CFS16			
Three Rivers Heritage Impact Assessment			
 			

Figure 2 Map showing Heritage Assets within the 1km Study Area

Historical Overview

- 2.11. The information below is derived from desk-based and archival research and a review of the This historic overview is focused to the Site and surrounding heritage assets.

Pre-history and Roman (500000 BCE – 410 AD)

- 2.12. There is archaeological evidence for pre-historic and Roman settlement within six kilometres of the Site. These include Mesolithic axes and flint scatters 6.1 kilometres to the north east of Chorleywood, plus the site of Iron Age hut circles 5.1 kilometres to the northeast. Roman coin hoards and pottery have also been found on Chorleywood common.⁷ Roman Villas have been found at Moor Park on the southern slopes of the Colne valley.⁸

Saxon and Medieval (411 AD – 1540 AD)

- 2.13. The name Chorleywood is derived from the Old English words "Ceorles" meaning "freeman" or "churl" and "woode" meaning "forest" or "woodland", which attests to its early origins as a common piece of land. The village or settlement of Chorleywood was first recorded in the Domesday Book of 1086 as "Cerleurdyne".⁹ Saxon settlement is also evidenced at nearby at Rickmansworth, from at least 796.
- 2.14. Another early reference to Chorleywood Common dates from 1236 and the Statute of Merton, where the Lord of the Manor was given rights to enclose land, providing sufficient land was reserved for commoners. Medieval field systems have also been found on the steeper slopes of the Common. The Norman name for Chorleywood Common was "Bosco de Chert" (Churl's Wood) within the area of "Rychemareworde" (Rickmansworth). In this period the Common was available for use by the local commoners of the Chess and Colne Valleys to tend pigs.

Post-medieval and Industrial (1540 AD to 1900 AD)

- 2.15. There are no known early post medieval features within the proposed development area. Prior to the late-nineteenth century the Site was primarily agricultural, with fields and meadows defined by field boundaries. Historic mapping shows the presence of scattered farmsteads and cottages in the vicinity, some of which survive today, such as the Grade II listed, mid-seventeenth century Berkeley House (roughly 200 meters to the north of the Site)¹⁰.
- 2.16. The Site is to the south of Chorleywood Common, which was for a time, part of the manor of Rickmansworth¹¹. The manor is ascribed to the possessions of the Abbey of St Albans in the

⁷ archiuk.com Archaeology & History of: NORTHWOOD Middlesex HA6 2JQ / HA62JQ (51.630223, -0.434258; 508578, 193487)

⁸ Three Rivers District Council 2010. *Chorleywood Common Coinsevation Area Appraisal*

⁹ Wisdom Library <https://www.wisdomlib.org/cities/chorleywood-36280>

¹⁰ Historic England <https://historicengland.org.uk/listing/the-list/list-entry/1348212?section=official-list-entry>

¹¹ <https://www.chorleywood-pc.gov.uk/services/chorleywood-common/>

Doomsday Book of 1086¹² and in the Tudor period it was centred at a major high-status palatial residence, called the Manor of the More¹³, located on the south side of the flood plain of the Colne Valley, roughly 5.5 kilometres to the southeast of the Site. The palace was demolished in the late-sixteenth century and the site is now a scheduled monument (List Entry Number: 1015595). Also, approximately 4 kilometres to the southeast of the Site, and also on the south side of the Colne, is the Grade II* Registered Park and Garden of Moor Park¹⁴, part of the Moor estate, which was landscaped with pleasure grounds in the eighteenth century.

- 2.17. To the east of the Site is the ancient settlement of Chorleywood, which remained a quiet agrarian hamlet within the parish of Rickmansworth for centuries until the late-nineteenth century. To the south of the Site is Chorleywood Bottom which similarly remained as a hamlet within an agricultural area, largely of common land, until the late-nineteenth century.
- 2.18. The 1838 Tithe Map (**Figure 3**) shows the site divided into fields and meadows, with the various plots mainly within the ownership of Edmund Morris, occupied and presumably farmed, by a number of different named tenant farmers. Historic maps, and documentary evidence, indicates that the medieval dispersed settlement pattern continued well into the post-medieval and modern periods, until the construction of the railway in the late 1880s.



Figure 3 The 1838 Tithe Map, with the approximate site of Chorleywood Station circled in red

¹² <https://opendomesday.org/place/TQ0593/rickmansworth/>

¹³ Historic England <https://historicengland.org.uk/listing/the-list/list-entry/1015595>

¹⁴ Historic England <https://historicengland.org.uk/listing/the-list/list-entry/1000251>

- 2.19. The First Edition Ordnance Survey (OS) map was surveyed between 1864 and 1865 and published in 1868 prior to the arrival of the railway (**Figure 4**). It shows the unchanged, historic landscape and ancient settlement pattern, with the hamlet of Chorleywood Botton to the south of the Site and Chorleywood Common to the north.



Figure 4 The First Edition OS Map of 1868

- 2.20. London's Metropolitan Railway opened its first line to the public on 10 January 1863. This provided a link between the main-line railway terminal stations at Paddington, Euston, and King's Cross and the City of London. The railway company was first given permission to expand into the Middlesex countryside at Neasden, by the Metropolitan and Saint John's Wood Railway Act 1873¹⁵.
- 2.21. Parliamentary permission for further expansion followed in the 1880s and Chorleywood Train Station opened in 1889 (with the name "Chorley Wood"), when the Metropolitan Railway extended the line from Rickmansworth to Chesham¹⁶. The station was built with a single track, goods yard to its southeast and a signal box, which survives today. The site of the goods yard is now the station car park. The signal box is of timber with an upper cabin and the lower Interlocking room¹⁷ and it is locally listed¹⁸. It is one of the last few surviving manual signal boxes in the district that has been conserved.

¹⁵ London, the Unfinished City. *The Metropolitan Line* <https://www.theunfinishedcity.co.uk/2022/06/the-metropolitan-line.html>

¹⁶ <https://sewellgardner.com/transport/chorleywood-train-station/>

¹⁷ <https://www.chorleywoodsignalbox.co.uk/gallery>

¹⁸ Three Rivers Local List <https://cdn.threerivers.gov.uk/files/2023/07/03a625e0-1b09-11ee-8a1f-f15becf36dc3-Chorleywood%20Local%20List.pdf>



Figure 5 Chorley Wood Station in the 1930s¹⁹



Figure 6 The 2nd Edition OS map, published 1900, showing Chorleywood Station, with Chorleywood Common to the east and Chorleywood Bottom to the southeast

2.22. The construction of the Metropolitan Railway had a significant impact on the development of Chorleywood and surrounding areas. The Metropolitan Railway coined the term 'Metroland' in 1915 to describe the countryside just north-west of London which could be accessed with ease via their

¹⁹ <https://www.chorleywoodsignalbox.co.uk/gallery>

railway (**Figure 7**)²⁰. It was marketed as an idyllic setting for suburban living, with cottage-styled developments, country clubs and with easy commuter access to London. The Metropolitan railway had purchased areas of farmland along the corridor of its line, in the decades before the First World War and by 1915 the company encouraged its development. In partnership with building companies, the railway constructed extensive commuter estates from Neasden to Hertfordshire and Buckinghamshire. Former fields were laid out with estates of distinctive, mock-Tudor “country” villas typical of the period. This was an attractive option for the middle classes, compared to the crowded living conditions in London.

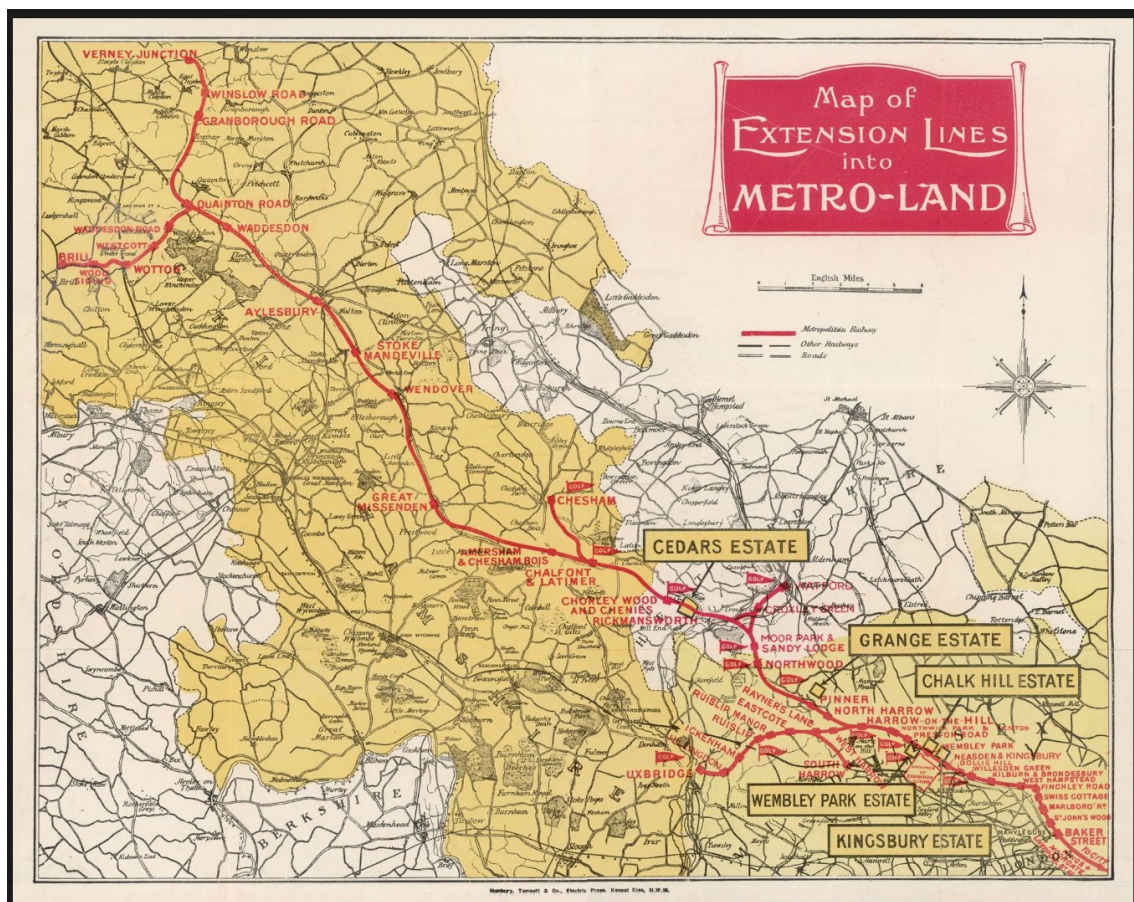


Figure 7 A map of the Metroland extension lines from 1924

- 2.23. To the south of the Site is the Chorleywood Station Estate Conservation Area. This area of land was bought by James Beckley in 1894, who then sold it as plots to local builders roughly two decades before the Metropolitan Railway created their estates. Therefore, due to Beckley's commercial foresight and the presence of the railway, the development of the area had begun before the suburban estates of the Metropolitan Railway. With the architect C.A. Voysey, an Arts

²⁰ [File:Metro-land-map.jpg - Wikimedia Commons](#). Source: Metropolitan Railway Author: Metropolitan Railway

and Crafts design for dwellings was chosen for development of Beckley's land and 'Voysey houses' are a feature of the Conservation Area. The area is well preserved and most of the original houses have survived²¹.

- 2.24. The Third Edition OS map, published in 1921 (**Figure 8**) shows the suburbanisation of Chorleywood Bottom, which was transformed from a rural hamlet to a commuter village. The station was renamed Chorley Wood and Chenies in November 1915 and the name reverted to Chorley Wood in 1934²². In 1964 the single word Chorleywood appears on maps and later on platform signs.

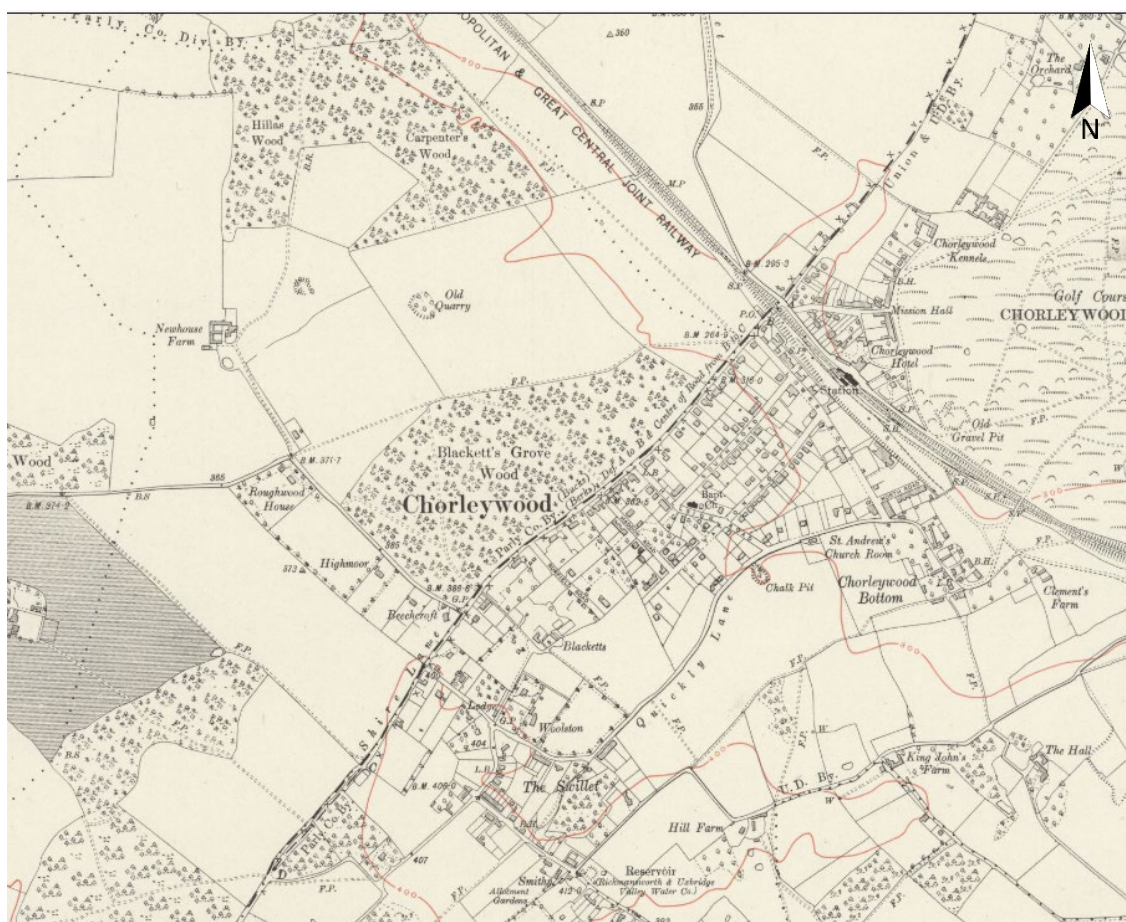


Figure 8 The Third Edition OS Map published in 1921

- 2.25. The Metropolitan Railway remained an independent company until 1933 when it was absorbed into the newly created London Passenger Transport Board²³, which led to further growth of Chorleywood in the mid-twentieth century. Today the London Underground (Metropolitan line) and National Rail (Chiltern Railways) operate services to and from Chorleywood and it is a joint-managed station in London's Zone 7, providing underground and overground services to central London (Aldgate/Baker Street), Aylesbury, and Amersham.

²¹ Three Rivers District Council 2005: *Chorleywood Station Estate Conservation Area Appraisal*.

²² <https://www.mynewsmag.co.uk/do-you-remember-a-short-history-of-chorleywood-station/>

²³ <https://www.chorleywoodsignalbox.co.uk/the-book>

3. Site Assessment

3.1. A site visit was undertaken in January 2026. The Site was publicly accessible.

General Description

- 3.2. The Site is formed of Chorleywood Station. The only part of the Site which could feasibly be developed is the open car park on which is assessment will focus. The car park is located on the south side of the railway line in an area which was once a goods yard and siding.
- 3.3. The car park is formed of an open tarmacked area. The only historic building noted in the car park is a small stock brick structure at the south east corner. This building dates to the nineteenth century and is associated with the former railway use of the space as a siding.
- 3.4. The station platform and signal box are located immediately to the north of the car park. The topographical location of the car park on the north slope provides views over Chorleywood to the south.



Figure 9 View of station car park, looking east



Figure 10 View of nineteenth century former railway building in car park



Figure 11 View looking west across car park towards station and signal box



Figure 12 View from southern boundary of car park across Chorleywood

4. Assessment of Significance

Significance Criteria

4.1. To assess the heritage significance of the identified heritage assets, this report has drawn guidance from Historic England,²⁴ which recommends making assessments under the categories of: Archaeological interest, Architectural and artistic interest, and Historic interest. These interests together contribute to the overall significance of a place or site.

4.2. These attributes of significance are described as:

- **Archaeological interest**

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

- **Architectural and artistic interest**

These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

- **Historic Interest**

An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

4.3. Setting also contributes to the significance of a heritage asset. The NPPF notes that setting is: *The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.*

4.4. As outlined in Section 2 of this report, this assessment has followed the steps set out in the Historic England Guidance document *GPA3: The Setting of Heritage Assets*.²⁵ Following Step 1, which requires the identification of the heritage assets and their settings that may be affected by a proposal (undertaken in Section 3 of this report), the below statements of significance are carried

²⁴ Historic England, 2019. *Statements of Heritage Significance: Analysing Significance in Heritage Assets - Historic England Advice Note 12.*

²⁵ Historic England, December 2017. *The Setting of Heritage Assets - Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)*

out in line with Step 2 which states: *Assess the degree to which these settings and views make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated.*

4.5. In relation to Step 2, the guidance document details that ‘The starting point for this stage of the assessment is to consider the significance of the heritage asset itself and then establish the contribution made by its setting’. It also provides a (non-exhaustive) checklist of potential attributes of a setting that may help to demonstrate its contribution to significance, which may relate either to the asset’s physical surroundings or the experience of the asset. These attributes include:

- Topography;
- Other heritage assets;
- Green space, trees and vegetation;
- Openness, enclosure and boundaries;
- Surrounding landscape or townscape character;
- Tranquillity, remoteness, ‘wildness’;
- Diurnal changes; and
- Land use.

Statements of Significance

Chorleywood Common Conservation Area

- 4.6. Chorleywood Common Conservation Area is located adjacent to the north, east and south of the Site. The Conservation Area Appraisal provides a summary of its special interest:

“Chorleywood Common was designated a Conservation Area in 1976, with a minor boundary amendment in 1991. Chorleywood Common Conservation Area is of both historic and architectural interest. The open rural nature of the Common and the integration of the built form surrounding the Common creates an area of architectural interest. The variation in character of the buildings located around the Common, ranging from 16th and 17th Century to 19th Century buildings demonstrates the growth of the area throughout history. The Conservation Area Appraisal identifies both the historic and architectural features of the Common. The Common is also a Local Nature Reserve.

Historically the Common has been used for grazing land used by the commoners for the exercise of their common rights of pasture and estovers (the right to harvest wood). The existence of trees and scrub land contrasts strongly with the appearance of the Common in past centuries when the area would have been free of such greenery. The built form located along the fringes of the Common is considered to be subservient to the vast expanse of the Common, thus, maintaining the open and rural character of the Conservation Area.

The special interest of the Conservation Area relates to the types of buildings and how the built form surrounding the Conservation Area has developed and grown throughout history. The original buildings consist of the farm cottages. These buildings reflect the historical agricultural use of the Common. These buildings are generally Grade II Listed and are dispersed sporadically throughout the Conservation Area. The original timber windows and architectural features, such as the chimneys, play an important role in maintaining the historic architectural features of the Conservation Area. Chorleywood Bottom reflects the early village settlements of the Conservation Area. The arrival of the Metropolitan Railway line resulted in a change in the urban form particularly around Station Approach. The north eastern part of the Conservation Area has an urban character created by the development of Rickmansworth Road (A404). The Conservation Area also contains Art and Crafts style buildings. The architectural features of these buildings are considered to be of a benefit to the amenities of the Conservation Area. The juxtaposition of low density home and gardens with more intensive terraces or rows of houses does impart a special character to the area.

The open and rural integrity of the Common has been maintained by the informal drives and the minimal front boundary treatments which generally consist of low brick walls, picket fencing or soft vegetation boundaries. The extensive road networks and boundary treatments along

Rickmansworth Road provides evidence of how inappropriate forms of development can detract from the open and rural nature of the Conservation Area.”²⁶

- 4.7. The Conservation Area has a varied setting and the experience changes with the topography. The setting comprises aspects towards agrarian fields and also varying levels of suburban development, particularly to the south. This setting provides the contrast between the open agrarian landscape which is the earlier character of the Common’s setting and the later Metroland development.
- 4.8. The station forms an important part of the setting to the south of the Conservation Area. The nineteenth century and associated features serve as important architectural collection that represent the coming of the railway; an event that had a significant impact and resulted in extensive residential development and settlement growth. The car park itself makes no positive contribution to the setting of the Conservation Area. However, this space has never been historically developed with buildings. It is this lack of development which makes a positive contribution to the setting of the Conservation Area as views across this space are permitted from the Conservation Area looking south (**Figure 13 and 14**) to the Chorley Station Estate Conservation Area. Historic photographs (<https://www.chorleywoodsignalbox.co.uk/gallery>) evidence this is a long-appreciated view which is permitted by the natural topography.
- 4.9. The Site also makes a contribution to the setting and significance of the Conservation Area in views from Chorleywood Bottom. This part of the Conservation Area has a more rural character on the periphery of the settlement and predates the neighbouring Metroland estate. The absence of built development, and the existing treelined boundary, contribute to the sense of rural tranquillity in this area (**Figure 15**).

²⁶ [Chorleywood Conservation Area Appraisal Adopted Feb 2010.pub](#)



Figure 13 View from Station Approach looking south west



Figure 14 View from Chorleywood Common looking south west across the Site



Figure 15 View towards Site from Chorleywood Bottom

Chorleywood Station Estate Conservation Area

- 4.10. Chorleywood Station Estate Conservation Area is located to the south and south west of the Site. The Conservation Area Appraisal does not provide a specific a summary of its special interest, but it does quote a letter from the Victorian Society in 1987 which provides a useful overview of its architectural and historic interest:

“This is an excellent example of early surviving Hertfordshire Metroland which has retained much of its original character and appearance, despite increasing threats of the insensitive development. Its development at the turn of the century is typified by a variety of good solid houses many of which retain interesting original features... The area is given a particular significance by the proximity of C. A. Voysey’s own home, Orchard House (1899) and there are echoes of his influence in many of the buildings on the Estate This is exactly the sort of homogeneous, relatively intact suburban area which conservation areas seek to protect, and we trust that you will agree that it merits inclusion within the conservation area.”²⁷

- 4.11. The appraisal also provides a useful summary which notes:

“The Station Estate Conservation Area is an important planned development. Of the original houses many remain. The fact that the 19th Century Ordnance Survey maps show that this area was undeveloped until it was bought by James Beckley in 1894 is of great importance as it

²⁷ Microsoft Word - Station Road Estate Chorleywood Conservation Area - final Nov 05.doc

*underlines that this was a planned estate on completely undeveloped land. The interesting topographical nature of this Conservation Area is very interesting and important and does mean that seemingly quite insignificant views can be very important in this Area. There is a widespread and overwhelming use of traditional and high quality materials and this is important. All open gaps and spaces whether mentioned or not are important. Many of the houses are large and detached, set on large plots and often behind substantial hedges and planting. Density of dwellings per hectare is low. There are many important views throughout the Conservation Area which at the time of writing could not, for technical reasons, be put on the digital map. Please refer to views in any Development Control decisions."*²⁸

- 4.12. The Conservation Area has a suburban setting and is bounded by residential development on all sides. The varying topography area permits views to the wider environs which enhance the appreciation of the wider rural surroundings. These views provide an appreciation of how the suburb historically developed in a pre-existing agrarian landscape.
- 4.13. The Site makes a limited contribution to the setting of the Conservation Area. However, the lack of buildings within the Site, which is on a high topographical position on a south facing slope, permit views to and from the Conservation Area. The Conservation area is visible in views from the Site and the Site also features in views across from Chorleywood Common Conservation Area (**Figure 16**). These views permit an appreciation of the composition of the common, the railway and the subsequent extensive suburban development. The views enhance the experience of significance as one can appreciate the different character and phases of development of the settlement.

²⁸ Microsoft Word - Station Road Estate Chorleywood Conservation Area - final Nov 05.doc



Figure 16 View from Chorleywood Common looking south west across the Site towards Chorley Station Estate Conservation Area.

Chorleywood Signal Box

- 4.14. Chorleywood Signal Box is a Locally Important Building and is considered a non-designated heritage asset. The local listing description notes:

“Disused signal box present on the platform at Chorleywood Station. This site lies directly between 2 conservation areas... This signal box is one of the last few surviving manual signal boxes that has been conserved. The small site has recently been used as a storeroom as well as a temporary office for a station worker.”²⁹

- 4.15. Externally the structure appears to have retained much of its original design (**Figure 17**). The timber structure and brick chimney are well conserved and this presents a good late nineteenth century example of the typology. The building was not accessed internally and the extent of surviving internal fixtures and fittings is unknown.
- 4.16. The setting of the signal box makes an important contribution to its significance. The composition with the station and railway line being the most important to how the structure is experienced, appreciated and understood. The car park makes a limited contribution to setting and is largely intrusive in its use, in terms of the heritage asset’s significance (**Figure 18**). However, the openness of the space, and knowledge of the former use as a siding/goods yard, permits an understanding

²⁹ Microsoft Word - Local List.doc

of how the signal box functioned and its historic surroundings. The wider setting of the signal box makes some contribution, particularly views from the east from the bridge at Chorleywood Bottom (**Figure 19**) and also some limited views from Station Approach, both provide an experience of the structure's lineside and historic functional situation.



Figure 17 View of signal box from north platform



Figure 18 View of signal box from car park



Figure 19 View of signal box from Chorleywood Bottom Bridge

5. Potential Impact of Development

- 5.1. This section assesses the potential impact of development within the Site upon the heritage significance of the identified heritage assets. The Site has been identified as having potential for allocation within the local authority's draft local plan; no specific usage or outline masterplan has been provided for the Site. As such, the assessment is based on the principle of development. The scoping of heritage assets and assessments will need to be reconsidered if the proposals exceed the typical development found in the area.
- 5.2. Whilst the red line boundary of this Site covers the whole station area, it has been assumed the car park would be the focus of future development. The impact on heritage assets, through development of the car park space, can significantly vary. This would be dependent on the scale, height, massing, density and detailing of any proposal.
- 5.3. The assessment of the potential impact of development upon the setting of the identified heritage assets has been considered using the guidance detailed in Historic England's *GPA3: The Setting of Heritage Assets*³⁰.

Chorleywood Common Conservation Area

- 5.4. As identified within Section 4, the Site makes a positive contribution to the setting of the Conservation Area. Whilst the existing car park use is not positive, the undeveloped openness of the Site permits views from the Common looking south west. Should the Site be developed, particularly with dense or high development, this would have a negative impact on the Conservation Area blocking views between the two Conservation Areas which flank the railway line.
- 5.5. Development of the Site could also have a negative impact on views from Chorleywood Bottom at the south east of the Conservation Area. The treelined Site in this location forms a suitable backdrop to the rural character in this part of the Conservation Area. Development of the Site could have an urbanising effect this would detract from the tranquillity and experience in this area. This impact would also be experienced from likely environmental and diurnal changes.
- 5.6. Development of the Site has the potential to have an impact on the setting and significance of the Conservation Area. The adverse effect will be found in detracting from views or the urbanising effect development will have on the experience of the character and appearance. The impact of development will not be insignificant and would be considered as less than substantial harm with regard to the NPPF.

³⁰ Historic England, December 2017. *The Setting of Heritage Assets - Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)*

Chorleywood Station Estate Conservation Area

- 5.7. As identified within Section 4, the Site makes some contribution to the setting of the Conservation Area. The Site is located on high ground to the north of the Conservation Area. Views are permitted from the Site over the Conservation Area. There are also views from Chorleywood Common towards the Conservation Area that include the Site. These views are important as they provide an understanding of the separation between the Common and the large Metroland development. Inappropriate development within the Site could either obscure or adversely alter these views through the construction of built form that could be very prominent considering the topography.
- 5.8. The topography would mean development of the Site may also be visible from the Conservation Area. As such, development of the Site, depending on scale and density, could have a significantly urbanising effect on views to the north would detract from the semi-rural character of the Conservation Area and its setting. The impact of development will not be insignificant and would be considered as less than substantial harm. This impact would also be experienced from likely environmental and diurnal changes.

Chorleywood Signal Box

- 5.9. The impact on this designated heritage asset will be dependant on the siting and scale of development within the Site. Development in the immediate environs, to the south, of the signal box could detract from how its architectural interest is experienced. The car park currently provides an open back drop to views of the signal box. This open situation has been the case since it was constructed (as the car park area was a siding). Should new buildings be located in close proximity, and in key views towards the signal box, this would detract from the appreciation of the structure and its silhouette.
- 5.10. The harm to this non-designated heritage asset would likely be at the low end of the scale.

6. Conclusions and Recommendations

- 6.1. This Heritage Impact Assessment has been prepared by Place Services for Three Rivers District Council. This document provides an assessment of heritage impact for the proposed development site CFS16 Land at Chorleywood Station ("the Site") as referred to in the draft Local Plan.
- 6.2. The Site forms part of the setting to two Conservation Areas and a non-designated heritage asset (Chorleywood Signal Box). The car park use makes a generally negative contribution to the setting of all three heritage assets. However, the Site is located in a prominent topographical position and has never been developed with buildings. As such, the openness of the Site makes a positive contribution as it permits views from the Conservation Areas which forms part of the experience of significance of both heritage assets.
- 6.3. Whilst the Site's use as a car park makes no positive contribution to the setting of heritage assets, this assessment has found that development of the Site would likely be harmful.
- 6.4. The development of the Site would likely have an urbanising effect on the setting of the Conservation Areas and also impact upon key views. However, the impact on heritage assets, through development of the car park space, can significantly vary. This would be dependent on the scale, height, massing, density and detailing of any proposal.

Recommendations

- 6.5. It is unlikely that harm caused by any development of the Site can be fully mitigated. This is largely because it would disrupt views from both Conservation Areas due to the prominent topographical position.
- 6.6. Harm could be lessened within the Site considering the following recommendations:
 - Development should be of very low density;
 - Small scale buildings, possibly ground floor only;
 - Any new buildings will need to be of high-quality design and materials;
 - The existing nineteenth century railway building (within the Site) should be preserved as part of any future development;
 - Trees within the Site should be retained for screening and further deciduous screening may be needed;
 - The immediate setting of the signal box and station should be given relief from built development and the openness retained; and
 - Any proposal will need to consider a variety of views and this will require detailed assessment.



- 6.7. The impact of a future proposal would require a bespoke and detailed assessment. Chorleywood Station should also be assessed to consider its potential to be non-designated heritage asset with particular regard to the architectural interest of the station building and platform canopies. If found to be of sufficient interest, this should be included on the Three Rivers List of Locally Important Buildings.

7. References and Sources

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Appendix A: Legislation, National Planning Policy & Guidance

LEGISLATION/POLICY/ GUIDANCE	DOCUMENT	SECTION/POLICY
Primary Legislation	Planning (Listed Buildings and Conservation Areas) Act 1990	Section 66: General duty as respects listed buildings in exercise of planning functions. Section 72: General duty as respects conservation areas in exercise of planning functions.
National Planning Policy	National Planning Policy Framework (2024) DCLG	Chapter 16: Conserving and enhancing the historic environment Annex 2
National Planning Guidance	National Planning Practice Guidance (2019) DCLG	ID: 18a
National Planning Guidance – Historic England	Historic Environment Good Practice Advice in Planning 1 - The Historic Environment in Local Plans (2015) Historic Environment Good Practice Advice in Planning 2 - Managing Significance in Decision-Taking in the Historic Environment (2015) Historic Environment Good Practice Advice in Planning 3 - The Setting of Heritage Assets (2nd Edition, 2017) Historic England Advice Note 4: Tall Buildings (2015) Historic England Advice Note 12: Statements of Heritage Significance (2019)	

Appendix B: Glossary

Glossary (National Planning Policy Framework)³¹

<i>Archaeological interest</i>	<i>There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.</i>
<i>Conservation (for heritage policy)</i>	<i>The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.</i>
<i>Designated heritage asset</i>	<i>A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.</i>
<i>Heritage asset</i>	<i>A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).</i>
<i>Historic environment</i>	<i>All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.</i>
<i>Historic environment record</i>	<i>Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.</i>
<i>Setting of a heritage asset</i>	<i>The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.</i>
<i>Significance (for heritage policy)</i>	<i>The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.</i>

³¹ Department for Communities and Local Government, February 2024. *National Planning Policy Framework*

Appendix C: Designation Descriptions

K8 Kiosk at Chorleywood Common Station³²

Heritage Category: Listed Building

Grade: II

List Entry Number: 1485091

Date first listed: 31/05/2023

Statutory Address: K8 kiosk, Platform 2 (Southbound), Chorleywood Station, Herts, WD3 5ND

County: Hertfordshire

District: Three Rivers

Parish: Chorleywood

National Grid Reference: TQ0260996078

Summary: A K8 telephone kiosk, produced to a design by Bruce Martin for the General Post Office from 1968.

Reasons for Designation: The K8 telephone kiosk on the southbound platform of Chorleywood Station, is listed at Grade II, for the following principal reasons:

Architectural interest:

- * for Bruce Martin's meticulously simplified and updated design, a classic work of C20 industrial design which is immediately recognisable as the post-war iteration of Scott's earlier K2 and K6 kiosks;

- * as a nationally rare survival of a once common telephone kiosk, first introduced in 1968.

Historic interest:

- * the K8 is the last generation of the red public telephone box, making an important contribution to the understanding of the historic development of the telecommunications industry in England before the introduction and subsequent widespread use of mobile phones;

- * as an example of the K8's adoption for internal use on the London Underground network.

Group value:

³² K8 Kiosk at Chorleywood Station, Chorleywood - 1485091 | Historic England

* sited in the public realm on the station platform, it has group value with the unlisted station building with which its use is associated.

History

The K8 was built to a design by Bruce Martin, following a competition held by the General Post Office (GPO) in 1965. Bruce Martin (1917-2015) studied engineering at the University of Hong Kong before qualifying in architecture at the Architectural Association. He joined the Hertfordshire County Council architectural department and was jointly responsible for the 'Hertfordshire experiment': a progressive building scheme for primary schools. Morgan's Junior School in Hertford, designed by Martin, is Grade II*- listed (List entry: 1119734).

The main requirement for the K8 in the GPO's design brief was that it should be easy to re-assemble on site, and easy to maintain and repair in the future. This condition was met by the use of cast iron and toughened glass. The brief also stated that the kiosk had to last for at least 50 years and be recognised as the next generation of telephone boxes in the UK. As a result, Bruce Martin analysed Scott's K6 design meticulously, simplifying and reducing its high number of components. His K8 design offered a simplified contemporary approach with clean lines and curves that eschewed the explicit neo-classical references of Scott's designs.

The K8 was subsequently given only seven principal components and the Mark 1 'lozenge' design had plain, framed signage panels. In 1976 one of the manufacturers, Lion Foundry Co Ltd, requested that the roof design be modified as they had difficulties in casting this component without cracks appearing. This resulted in the Mark 2 version which had a 'cast line' roof with thickened lower edges incorporating the lozenge shaped framing of the signage. The kiosk at Chorleywood is a Mark 2. 11,000 K8s were introduced onto the United Kingdom's streets by 1984, after which the majority were replaced by the more functional KX100.

The role of K8s on the London Underground differs from those elsewhere and demonstrates the adaptability and functionality of the design and were intended for use by station staff only. They housed London Underground telephony and were painted different colours in reference to their use and the type of equipment housed within. In later years they were painted to match the colour scheme of the station. These colours also distinguished the kiosks from other K8s, indicating that they were not for public use. The powder blue paint of the Chorleywood kiosk dates from the Underground corporate colour scheme of the 1990s.

Details

A K8 telephone kiosk, produced to a design by Bruce Martin for General Post Office from 1968.



MATERIALS: cast iron and aluminium.

DESCRIPTION: a K8 Mark 2 telephone kiosk built of six cast iron parts and an aluminium door. Three sides of the kiosk, including the door, contain large sheets of toughened glass set in rectangular frames with rounded corners. There is a lock mechanism above the integral door handle. The fourth side is a back panel of cast iron. The kiosk has a square plan with a flat roof dome, glazed with toughened glass on four sides. The panes carry the text 'PRIVATE' and are recessed within a cast-line moulding. The kiosk is painted blue and retains its telephone equipment surround and directory cards. The auto-phone and shelf below are later replacements.

The kiosk stands on the southbound platform of Chorleywood station.