

NEWPORT PAGNELL NEIGHBOURHOOD PLAN REVIEW



NEWPORT PAGNELL DESIGN STUDY

May 2020

NEWPORT PAGNELL NEIGHBOURHOOD PLAN REVIEW

NEWPORT PAGNELL DESIGN STUDY

MAY 2020

CONTENTS

1. INTRODUCTION & BACKGROUND	3
2. THE CONSERVATION AREA AND ITS SETTING	4
3. THE REST OF THE TOWN	15
4. POLICY RECOMMENDATIONS	21
MAPS	23
APPENDIX A: LOCAL HERITAGE ASSETS	31

Prepared by Sage Gray Architects Ltd and published by Newport Pagnell Town Council

1. INTRODUCTION & BACKGROUND

1.1 The purpose of this Newport Pagnell Design Study is to provide evidence to support design-related policy proposals in the modified version of the Newport Pagnell Neighbourhood Plan (NPNP) which was made in June 2016. Newport Pagnell Town Council, the 'qualifying body', is undertaking a review of the made plan in two stages and in the first stage it intends to modify and retitle its Policy NP4 on Windfall Sites to be more effective in managing design in the town.

1.2 The modified policy cross references to the Design Study in requiring applicants for planning permission to have full regard to its contents. The policy also cross references to, and makes the same requirements in relation to, the Newport Pagnell Conservation Area Review (CAR) report, which was adopted as supplementary planning guidance by the local planning authority, Milton Keynes Council (MKC), in July 2010. The CAR remains a valid and valuable source of analysis of the heritage significance of the Conservation Area and its setting and of design guidance. The Design Study sites alongside the CAR for the purpose of implementing Policy NP4 as supplementary planning guidance.

1.3 The Conservation Area boundary has remained the same since 2010 but there have been some changes within the area since then. In addition, the town covers a much larger area than the Conservation Area, including its setting, any this also warrants attention in framing design policy. For example, there may be other areas of the town that comprise pockets of distinct character or local heritage assets. These generally reflect the later 19th and early 20th century development of town, which was a significant period in its economic and social history. They include both buildings and spaces and are often integral to the understanding of the historic framework of the area as a whole, including historic elements within the Conservation Area.

1.4 The Study has therefore reviewed the analysis of the CAR and of the rest of the town. Specialist heritage consultants, Sage Grey Architects Ltd, were appointed to assist in this work. They have undertaken an extensive walk around of the town centre and have visited the rest of the town in February 2020.

1.5 This report firstly contains the summary analysis of the Conservation Area. The second section focuses on the rest of the town, including the setting of the Conservation Area identifying key areas of historic development and character area types. It then concludes with policy recommendations for the NPNP Review. A Local Heritage Asset list has been compiled and is attached in Appendix A. The methodology for inclusion on this list has been based on the recommendations of Historic England, Local Heritage Listing Advice Note 7, May 2016 which post-dates the Conservation Area Review and suggests a broader range of local criterion.

1.6 A number of documentary sources were consulted including the Milton Keynes Historic Environment Record, Historic Maps, publications, National Heritage List for England. This report acknowledges in particular the draft Newport Pagnell Historic Towns Assessment (NPHTA) report of September 2014 prepared by the Buckinghamshire Archaeological Service as part of the Buckinghamshire Historic Town Project.

2. THE CONSERVATION AREA AND ITS SETTING

Historic Development and Context

2.1 Newport Pagnell was first designated as a Conservation Area by Buckinghamshire County Council in 1969 and was reviewed by MKC in 1996 and 2010. As part of the last review the Conservation Area boundary was extended to include the surviving former Aston Martin works buildings on Tickford Street and areas of riverside setting and common with a section of remaining ramparts from the Civil War. The northern section of Priory Street was removed from the boundary. The current boundary is shown on Map A below.

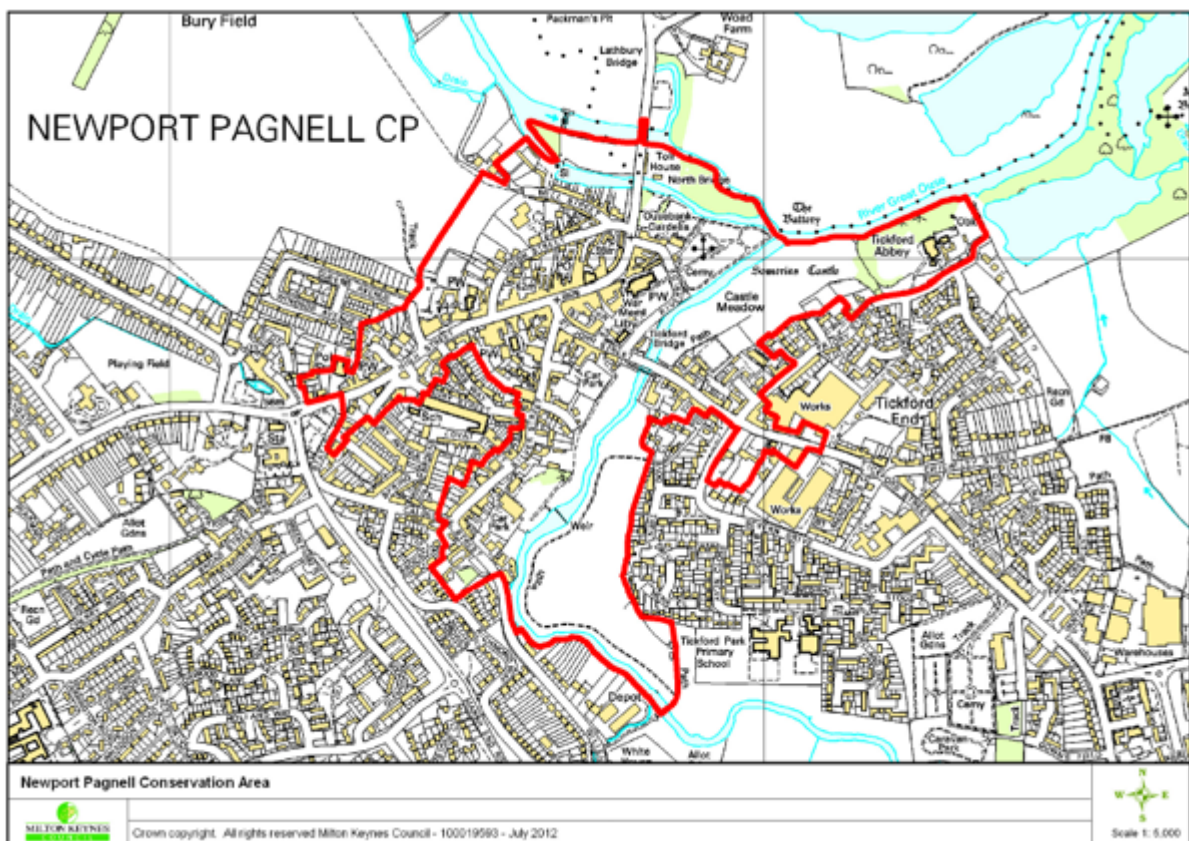


Fig. 1: Newport Pagnell Conservation Area Boundary (MKC, July 2010)

2.2 The CAR is a comprehensive document that provides a descriptive analysis of the history of the development of the town and a detailed description of those heritage assets, both listed and unlisted, which together contribute to its special architectural and historic interest.

2.3 Newport Pagnell is a small town on the edge of Milton Keynes on the opposite side of the M1. It is situated at the junction of several major roads connecting the town to Bedford, Northampton and London. To town is positioned at the confluence of two rivers: the Great Ouse which defines the northern extent of the settlement and the River Lovat which flows northward to join the Great Ouse forming a sharp wedged shaped area of higher ground overlooking the areas of flood plane to the north, east and south.

2.4 The Conservation Area has a distinctive and visually rich historic character and appearance which, given its topographical position at the confluence of the two rivers, is divided into two distinct settlements. Namely, the 'Old Town' of Newport Pagnell which comprises the historic core situated on north western bank of the River Lovat, and the linear development of Tickford, which extends south-eastwards from the southern bank of the river along the London Road and includes Tickford Abbey marking its most north easterly extent on the southern river bank.

2.5 Each of these two distinct 'character areas' comprise smaller areas that reflect the differences in the detailed characteristics of building heights, uses and architectural form in the town. These elements are well covered by both the CAR and in the very detailed Newport Pagnell Historic Towns Assessment Report. This Study has therefore focused on broader conservation and design themes.



Fig. 2: Aerial View of High Street and Union Street illustrating the long narrow medieval burghage plots (Source: Google Earth 2020)

The Old Town

2.6 The morphological development of the Old Town is complex and this, in conjunction with its topography, creates a richness of townscape which is multi-layered in both its visual and physical arrangement. This is true of the domestic streets and the central commercial High Street area and where there is a tight grain, as at Silver Street or a looser, more informal grain, as at Union Street.

2.7 The NPHTA report notes that there are several phases of the development of the town, dating from the Saxon period at least. The present arrangement of roads reflects the medieval settlement plan and is essentially an oval with a north-east and south-west linear High Street at the centre, forming a central spine, encircled by Union Street to the north side and riverside and St John Street to the south.

2.8 From this core area, Silver Street spurs off to the south-west and St John Street continues to the south. The grain of the settlement is derived from the pattern of narrow, irregular, sinuous burghage plots which extend at an angle back from the High Street and on to Union Street to the north and to the pedestrian lane that runs from the riverside to St Johns Street to the south. To the north, the Church of St Peter and St Paul is set back from the road. The triangular area in front was possibly an early medieval market and linked by medieval lanes. Layered within this relatively small and physically constrained street pattern is a rich history and diversity of uses which has had a cumulative legacy on the fabric of the town.

2.9 Together with Buckingham, Newport Pagnell it is one of the earliest towns in the county referred to in the Domesday Book as a borough and given both its transport links and water supply, its historical development has not only been as a regional market town, but it has also, in different periods had a significant manufacturing and production base, including a bone lace industry, tanning, and parchment making. There were mills and several breweries making ale and beer for the local inns. By the 18th Century the NPHTA report notes that “over 180 goods and coach services a week passed through the town.” and that it was one of the most productive in the county.

2.10 Crucially, there are still reminders of this rich industrial past. The rear of the burgage plots were developed for industry and trade. The Taylors Mustard factory was based to the rear of No. 34 High Street, and lace making was focused along Silver Street. Salmon & Son moved their coach making business to High Street in circa 1900 to enable their Tickford End works to focus on automobile manufacture. The hotels, too, extend back in rear ranges and include yards accessed under carriage arches. Other barns, ancillary buildings and their yards still remain and allude to the important socio-economic history interwoven into the fabric of the town. Union Court Mews is a vestige of such a rear yard area as is rear burgage plot of no 38 High Street (5a Union Street) shown below.



Fig. 3: The rear burgage plot of 38 High Street and 5a Union Street with 19th century ancillary building still in use (SGA 2020)

2.11 Together with views of the rear of buildings and roofscapes, the angled rear plots, and jumbled alignment of the roofscapes makes for a particularly rich and interesting streetscene in views from Union Street and between the river and the town to the south.

2.12 The subtle layering is reflected too in the character and appearance of elevations. There are a mix of materials, including brick, timber frame and render, with occasional use of stone. Some earlier timber framed buildings reflect the late 18th / 19th century fashion to re-front in fashionable brick. Such an example is The Swan on the High Street which has an elevation dating from 1830 with a 16th century timber frame surviving to the rear. Other buildings of a similar period remain timber framed, such as No 38 High Street which dates from the 17th and 18th centuries.



Fig. 4: Example of a historic passageway between Union Street and High Street through No 38 High Street, revealing characterful views of rear elevations, and the form of the long narrow burgage plots (SGA 2020)

2.13 The principal buildings generally front onto the main roads and are characteristically situated at the back of pavement, with some exceptions, such as The Vicarage (No. 85 High Street), the Methodist Church on the High Street or the later 19th century houses around Green End. The predominant architectural appearance of buildings throughout this part of the Conservation Area is to have an eaves course running parallel to their front elevations and the building line, similarly their ridge line. Few buildings have gables or parapets as part of their primary street frontage elevation. The rear elevations however often comprise gabled wings and ranges running perpendicular to the principal building.

2.14 Within these general characteristics, there are however many scales of building, mixed types including both formal and vernacular buildings beside each other, varied building heights, materials and decorative details. The stepped streetscene along St John Street towards Tickford Bridge is a notable example, where the mix of uses, buildings of different scales, materials and dates creates a varied group. Another example is no. 46 High Street. This three storey building has a lively appearance derived from its polychromatic brickwork, and is a notable building in views along the High Street and northwards along St John Street.

2.15 Another example of the historic complexity of the grain of the town is the siting of the United Reform Church. This large building is set back behind High Street and screened in views by an 18th century house. Access to the church is gained via a wide arch to one side of the elevation. The house, and previous buildings on the site of the current 1880 Church having been used for religious teaching since 1699 when Rev John Gibbs preached in a barn to the rear.



*Fig.5: United Reform Church viewed through the carriage arch access from 73 High Street.
(SGA 2020)*

2.16 There has been some change to the historic complexity of the town with the loss of buildings such as the Newport Pagnell Brewery (now the Medical Centre) or the modernisation of the William Cowley Parchment works, although schemes such as the residential conversion of the Taylors factory buildings have retained some sense of the buildings' form in the streetscene. Nevertheless, the ad hoc, informal character of the rear areas in particular is easily diminished by the cumulative impact of the redevelopment of ancillary buildings and the intensification of development on rear spaces of former yards and passages.

2.17 Thoroughfares, whether public or semi-private, are a key element of the grain of the settlement and many are accessed through narrow covered passageways to which lead along confined alleys to the rear. This permeability through the town offers intimate and interesting views of the rear elevations of properties and is significant part of its historic character. These and public access through yards such as The Swan Hotel, should, wherever possible be maintained.



Fig. 6: St. Peter & St. Paul's Church and footpath leading onto Church Passage (SGA 2020)

2.18 The footpath to the rear of St Peter and St Pauls Church which runs across the rear plots to the south of High Street as Church Passage is in part comprised of reused head stones. The historic path and its connection by alleyways and yards to High Street is historically and visually significant. It also affords panoramic views over Tickford in its water meadow setting, including the important cast iron structure of the Tickford Bridge. It is particularly notable in its tranquil passage through the graveyard in contrast to the urban environment of the High Street only a short distance to the north. The western section of this lane from St John Street offers a significant view of the Church tower including the body of the church behind in the context of the leafy church yard setting. This view has however been diminished somewhat by modern development and associated hard surfaces.

2.19 A consequence of the arrangement of the road pattern is that most buildings are viewed obliquely in their townscape setting. Those buildings which do form focal points in vistas, are therefore notable features in the streetscene, especially if their position is also emphasised by the topography. These landmark buildings or sites are noted on the appraisal map. For example, No. 8 St John Street occupies a position in the streetscene and has a height that contrasts with adjacent buildings and forms a particularly prominent focal point in the long axial view northwards from Tickford. Perhaps the most notable landmark buildings other than the Church of St Peter and St Paul are Nos. 11 and 13 High Street which close off the long vista westwards along High Street.



Fig. 7: High Street looking east to Nos. 11/13 which close the views along the street (SGA 2020)

2.20 On occasions, prominent locations, which are sensitive in key views, have had new buildings constructed which may not necessarily be appropriate for the context. An example of this is the corner site of North Square and High Street (see photos below). This site punctuates the long axial view over the bridge from the north, it defines the edge of the settlement and provides a key foreground setting to the Church of St Pater and St Paul, which is visible to the south. The tall, steeply pitched roof and flank elevation of the current building on the site competes with the tower and dominates the view rather than being subordinate to that historic landmark.



Figs. 8 and 9: Modern and historic views towards Church from North Bridge (sources: Google Earth Street View 2018 (top) and Maynard & Hunt 1995 (below))

2.21 The occurrence of spaces within the grain of the town are unusual, and therefore when they occur, they add to the character of the settlement. The small triangular area marked by the War Memorial at the intersection of three lanes is of high streetscene value in the three varied vistas it affords from the one point. To the north east is North Square, where Mill Street and Union Street meet and join onto High Street. A number of attractive local heritage assets define the space, whilst Ouse Bank House situated on the higher ground visually closes the Square. The mature tree canopies of Ouse Bank Gardens and the street tree and verge in front of No. 7 North Square make this an attractive urban space in the Conservation Area.



Fig. 10: View along Mill Street towards North Square with Ouse Bank House beyond, closing the vista (SGA 2020)

2.22 Green spaces and trees in the Conservation Area are generally on the edge of the settlement, such as Ouse Bank gardens and the cemetery. Where they occur, they are notable streetscene elements. The Study maps augment the CAR maps by noting additional trees or tree groups which make a contribution to the area. An example is the contribution made by the trees in the front gardens of Nos. 90-92 and Nos. 94-96 High Street, two 19th century semi-detached villas at West End. As the road widens, they fill the space to create a focal point in views westwards along High Street, complementing Church House in narrowing and framing the views westwards and alluding to the end of the urban context of the central town area.



Fig. 11: War Memorial at the intersection of Church Passage and the High Street and possible site of the medieval market (SGA 2020)

2.23 A key element of the townscape is the relationship of the settlement with its landscape setting. This setting is key to the appreciation of the form of the town and views from the northern and southern approaches over the river which are especially notable as the town rises sharply up to the higher ground. The robust stone tower of the Church of St Peter and St Paul punctuates the skyline in most views from these directions.

2.24 The River Lovat and its floodplain also divides the town from Tickford End and forms a green swathe that defines the southern edge of the historic town. The Common (Bury Field) to the north has similar physical and visual relationship, again affording wide, panoramic vistas of the historic settlement. The juxtaposition of constrained streetscene of Mill Street as it opens out onto the common has a dynamic relationship which contributes greatly to the variety and visual interest of the Conservation Area.



Fig. 12: The Common (Bury Field) from Mill Street (SGA 2020)

2.25 Given the landscape context and its significance to the settlement, it is notable that a characteristic from within the built-up context of the Conservation Area is the lack of inter-visibility with its wider landscape setting. This setting is only revealed as glimpses to the north from gaps in Union Street, and to the south from St John Street. As noted previously, the commanding position of Nos. 11 and 13 High Street at the end of the long axial view, gives no clue to the open countryside and river setting which is to be revealed beyond the bend. Views along Silver Street are equally constrained, the parallel line of the road to the river plane only being revealed in views back from the meadow further along Caldecote Street, or from private rear gardens.



Fig.13 Landmark Historical Map County: BUCKINGHAMSHIRE Published Date(s): 1881-1882
 © Crown Copyright and Landmark Information Group Ltd 2020. All Rights Reserved.

2.26 To the west of this part of the Conservation Area, the road widens out in the area known as Green End. Although punctuated by a number of interesting larger houses, it has historically seen much change from its pre-industrial agricultural landscape with the early 19th century introduction of the canal and its culmination at Shipley Wharf, to be superseded by the railway and its subsequent total redevelopment. The relationship of the buildings and spaces forming the approach into and setting of the Conservation Area have little cohesion, although remnant tree groups do contribute positively in wider views. The leftover spaces at the abutment of the Conservation Area with the southern end of Cross Street and Caldecote Street are examples of this lack of integration and transition of spaces.

Tickford

2.27 The Conservation Area to the south of the river extends into the separate settlement of Tickford. It runs along Tickford Street from Tickford Bridge to include three remaining elements of the original Salmon & Sons and later, Aston Martin, car manufacturing works to the south, and extends northwards to include a short section of Priory Street before being tightly drawn to encompass the settlement edge abutting Castle Meadow and at the furthest eastern extent, Tickford Priory. Archaeological finds indicate that there was a minor Roman settlement on the site of Tickford Abbey from the 2nd to 4th Century. The NPHTA notes that earliest cartography of this area shows that the settlement is relatively unchanged from its modern extent with housing clustered along Tickford Street and Priory Street.

2.28 The character of the historic townscape of Tickford is principally of a linear extension following the back of pavement of Tickford Street and Priory Street. This residential development consists of short rows of terraced cottages of two storeys fronting the back of pavement, some 19th Century in brick, and interposed with abutting older houses in stone or timber frame and render. The rows follow the slight curve in the road to create a faceted character to the building line in sinuous sections. As with the Old Town area to the west, the buildings predominantly have an eaves course following the back of pavement and central ridge. However, the roofscape is somewhat different from the Old Town with the area having a flatter topography and its buildings being of a more consistent domestic scale. The roof forms, although of different pitches, are punctuated by centrally placed ridge stacks.

2.29 The buildings on the southern side of Tickford Street are characterised by long narrow plots, whilst those on the north side are shorter. The earliest buildings (primarily listed) on Tickford Street occur in two groups. The first are those immediately following the Bridge, with the oldest properties situated together on the south side of the road being unusual in their use of local stone, for example Tickford End House and Nos. 2-10 Tickford Street. The other is a more varied group focused around the junction of Priory Street to the north and to the east of Severn Drive to the south. It comprises predominantly brick buildings – there was a brick field at Tickford – and often with chequer brickwork but also rendered. The area encompassing Priory Street is predominantly short rows of 19th century brick terraces and has a quiet secondary character.

2.30 Given the gentle curve in the road, it is however the two short rows of late 19th century buildings that are prominent in the immediate views eastwards over the bridge. At a slight angle, they deflect the view to the hidden streetscene beyond. In the context of the descent down St John Street from the higher Old Town area, the simple domestic scale of the terraces and the gable end of the buildings opposite announce a change in character to the commercial streetscene to the north. In the distance, framed by the terraces of Tickford, the modern industrial buildings on higher ground to the west also provide a visual context to the extent of the historic settlement.

2.31 The eastern end of the Conservation Area was extended by the CAR to include four key buildings which have a strong historic association with the automotive industry and the former Salmon/Aston Martin Works which dominated this section of Tickford Street until the site was closed for manufacturing in 2005. The long, three storey, purpose-built body works with its robust brick elevation is situated on the building line and is a particularly significant landmark which punctuates views along Tickford Street. It is clearly legible as a former functional building of the works and a valuable reminder of the special international industrial heritage of the town.

2.32 Similarly, the adjacent lower “Olympia” building, which is less prominent, is a former aircraft hangar on the south side of the road which again punctuates the streetscene particularly from the northern approach. The former offices of the company were based in a double gabled property immediately to their west. Although of limited intrinsic architectural merit, they are of special historic and social significance in their association of Salmon and Son, and later Aston Martin, with the area and its impact of the growth and prosperity of Newport Pagnell.



Fig.14: View of former Salmon Works on Tickford Street; the Body Works building dominates views along Tickford Street (right hand side) with the Olympia building in the foreground (SGA 2020)

2.33 There are three key spaces in this part of the Conservation Area: the riverside meadow and the large private gardens and grass verge to the roadside of Nos. 42 A and 42B and No 40 The Kings Arms Public House. The latter are relatively early houses in the settlement, dating from the 17th and 19th Centuries although altered. Set back from the road at the junction of Priory Street and Severn Drive, their large front gardens with tall mature tree cover make notable green space, all be it private in the otherwise tight grain of the historic streetscene.

2.34 Between the eastern bank of the Lovat and the northern edge of Tickford, is the long, sweeping form of Castle Meadow. This low water meadow provides a picturesque setting to the steep sided, wooded bank that rises up from the western bank, defined by the Church tower, but also views form Tickford Bridge over Priory Street and Tickford Abbey shrouded by its mature landscaped grounds and which contribute to the scenic views across the meadow. The views across the meadow extend from the north to create long vistas across the flood plain. This meadow is a continuation of the meadows to the south of the bridge and an important continuous setting to both areas that it divides.

Local Heritage Assets

2.35 The CAR map identified those buildings, walls and structures which were considered to be of historic or architectural significance, but which did not meet the criteria to be included on the National List for England. These buildings, identified as ‘significant unlisted buildings’ in the CAR but now referred to as ‘local heritage assets’, have been reviewed and are included in Appendix A of the Study. The criterion for inclusion on the list and the methodology is also detailed in the Appendix. It is noted that the complex ranges of private rear yards, outbuildings and walls have not been surveyed in detail where access is required. This does not reflect on their historic value.

2.36 As a result of this review, there are some buildings included on the CAR map that are not now considered to be worthy of this designation or conversely should be included. These include Abbey Lodge on Priory Street; Nos. 37 & 38 Silver Street (at the corner of Bury Street and Silver Street), 61 - 57 Union Street and the Workingman’s Club on the same Street; and No. 2 Union Street. Conversely, there are some buildings which it is recommended that should no longer be considered local heritage assets, these include: 76 Silver Street Corner of Caldecote Street and Priory Street, No.17 Union Street and the Co-operative store on High Street.

Buildings ‘at Variance with the Conservation Area’

2.37 The CAR also noted building or buildings that were considered to be of a character “at variance with the character of the Conservation Area” by way of their style, form or arrangement in the streetscene (see its Map 5 on p17). Although it may be helpful to identify opportunities for redevelopment of land or premises that detract from the character of the Area, the approach needs to follow set criteria to avoid it being too subjective. The CAR analysis does not do so and so there are a number of buildings identified as being at variance that are questionable, as too much emphasis appears to have been placed on their architectural style and without baseline criterion appears inconsistent.

2.38 For example, it is not considered that the terrace on Tickford Street (highlighted) is harmful to the character and appearance of the Conservation Area as its overall building form, massing, scale and height is similar to the other side of the street. It is unfortunate that the level of detailing and materials is not to a higher standard, as noted in the CAR in respect of similar buildings on Priory Street, but this is not considered to be so disruptive to undermine the essence of the streetscene character. For the purposes of this Study therefore this category has not been taken forward.

3. THE REST OF THE TOWN

3.1 Outside of the Conservation Area, the Study has identified four distinct types of residential character area covering the rest of the town: Historic Routes & Victorian Terraces (shown as 'A' on the Maps); 1920s – 1960s Estates ('B'); 1970s – 1980s Estates ('C'); and Modern Development ('D'). There is not absolute homogeneity in each type but there are some dominant design features in terms of their building types, plot shapes, street profiles and spaces. Beyond the residential areas, there are other areas of predominantly public buildings (e.g. schools) or industrial/commercial uses (e.g. Aston Martin) and an area known as 'The Green'.

A: Historic Routes, Victorian Terraces and Early 20th Century Suburban Development

3.2 There are two main historic routes into the town centre: Wolverton Road and Tickford Street. Comparison of the 1880 first edition Ordnance Survey Map with that of 1920 shows a period of change a development of Newport Pagnell. The town was also connected to the canal network when the Newport branch of the Grand Junction Canal opened in 1817. However, the canal was never profitable and was eventually superseded by the Newport Pagnell to Wolverton railway which operated from 1868 to 1964.

3.3 With this connection, the late 19th century manufacturing base also flourished, most notably Salmons and Co. and automobile manufacture as a development of their successful gig and coach building business but also companies making mustard, soda water and parchment. There was also brewing. Associated with this growth, areas of linear development can be seen to extend along the then rural roads of Wolverton Road and the London Road and Tickford Street, examples of middle class late 19th early 20th century housing in the leafy semi-rural setting. Although the tree lined avenues are still evident, their original setting has been much diminished by road widening. But they nevertheless form a notable entrance into the historic core from the west in particular. Workers terraces were also being constructed along these roads, and at Greenfield Road.



Fig. 15: Wolverton Road (SGA 2020)

3.4 There are two other smaller areas of Victorian terraces at Broad Street and at the end of London Road. The tighter street profile and terraces of Broad Street were clustered around the former station and below the former Shipley Wharf. The London Road terraces date from around 1909 and so of late Victorian/early Edwardian character.

3.5 The historic 18th century settlement around the junction of Tickford Street and Chicheley Street also provided a focus for later 19th century development, continuing the tight grain and cohesive character of the streetscene.



*Fig.16 and Fig.17: Historic (1906) and modern-day views of Tickford Street
(Sources: Maynard & Hunt 1995 and SGA 2020 respectively)*

3.6 The essential features of this character type are:

- Terraced buildings in short, narrow plots located in strong building lines either at the back of the pavement or with small front gardens
- Semi-detached or detached buildings, often double fronted in long, wider plots located in strong building lines with moderate front gardens defined by hedges and regular gaps between the buildings.
- Common building materials and boundary treatments in building groups
- Narrower street profiles in places with no/few amenity spaces or trees
- The ordered repetition of architectural elements such as windows, bays and chimney stacks. Visual interest is derived from varying architectural details between pairs or short rows such as bay window styles, stone lintels with key stones or timber door canopies on decorative brackets.
- Buildings are predominantly in red brick with occasional use of tile hanging or rough cast render to upper floors.

Bury Street/Spring Gardens/Lovat Street

3.7 Within this character type there is one particularly special area of quality (shown as 'ASQ' on Map 8). The area appears to have been developed quickly from 1880's to provide housing particularly for Salmons & Son focused around the Bury Street, Spring Gardens, Lovat Street area. These interlinked streets infilled an area to the south east of the existing town extending westwards from the High Street, eastwards from Silver Street and south eastwards to the historic lane of Caldecote Street. Here rows of short terraces were built from local bricks from the Broughton Road brick works.

3.8 The elevations of each row are slightly varied, some with canted timber bays and some with paired doorways. The terrace rows on Caldecote Street, Spring Street and Beaconsfield Place are some of the first to be constructed and have buff brick detailing around windows and doorways. Common features include a consistent two storey building height and the use of good quality brickwork and slate for the house and front garden walls. The terraced rows are almost all set back from the pavement by a small narrow garden and in many cases the original low brick wall and gate piers survive. Roof pitches are of the same pitch, in slate or replacement concrete tile and running through the length of the row, each roof divided by a low firewall upstand. There is a strong consistent common eaves line and ridge line. This roofscape is punctuated by regularly spaced paired chimney stacks which create a strong rhythm to the street scene. Otherwise the roof planes of street facing slopes are notably unaltered and are a key feature in the character of the area.

3.9 Depending on the style of the terrace, the rows have a front entrance door (often paired with a neighbour as in Spring Street) and a shared open passageway, sometimes, as in Spring Street, articulated with an arched head through to the rear gardens. Most terrace rows have a date stone and initials, often also a name. Many are referred to as cottages. The properties have long narrow gardens and where they face onto each other there is a central path dividing the plots.

3.10 To the north of the area and situated on Bury Street is the former Board School, which was built in 1889 and is now the Cedars Combined School. It had three separate buildings for boys, girls and infants. The oral history archives held by MKC indicate it has played a role in the early 20th Century life of the town, celebrating VE day for example.



Fig. 18: The former Board School from Bury Street, the three roof lanterns are a notable feature in the surrounding street views. (SGA 2020)

3.11 It is still in use as a school and the study notes that it is a fine example of a Board School. The front elevations of the three brick ranges, now joined by later additions face Bury Street, with the playgrounds to the rear. The buildings are defined by their prominent gables set at right angles to the main body of the school buildings. The architectural character of each of the three sections is individually articulated with the use of varied detailing and ornament including the use of good moulded brickwork and carved stone motifs and weathering's. The centrally placed timber roof lanterns are focal points in the surrounding streetscene and punctuate the long slate roof slopes.

3.12 To the south west of the playground, Lovat Street is unusual in that it has a row of higher status terracing. With two storey bays and decorative moulded brick eaves course at either end of a lower row called Lovat Cottage. The area also includes small purpose designed corner shops.

3.13 These character qualities are shared with the adjoining parts of the town to its north and west that lie inside the Conservation Area.

3.14 In summary, the essential features of this area of special quality are:

- rows of short terraces were built from local bricks along common building lines.
- The elevations of each terrace are slightly varied, some with canted timber bays, some with paired doorways
- The terraces on Caldecote Street, Spring Street and Beaconsfield Place have buff brick detailing around windows and doorways and forming decorative string courses.
- There is a consistent two storey building height and use of good quality brick work and slate for the house and front garden walls
- The terraced rows are almost all set back from the pavement by a small narrow garden and in many cases the original low brick wall and gate piers survive
- Roofs are of slate or concrete tile and have the same pitch, eaves and ridge height running through the length of the row with each roof divided by a low firewall upstand.
- The roof scape is punctuated by regularly spaced paired chimney stacks, but otherwise the front roof planes remain uninterrupted. This roofscape is a notable and consistent feature.
- Depending on the style of the terrace the rows have a front entrance door (often paired with a neighbour as in Spring Street) and a shared open passageway, sometimes (as in Spring Street) articulated with an arched head, through to the rear gardens
- Most rows have a date stone, initials and a name with many referred to as cottages
- The properties have long narrow rear gardens, where they face onto each other there is a central path dividing the plots
- The prominent, gabled elevations of the Cedars Combined School reflect the three separate buildings for boys, girls and infants and are of a high quality detailing and materials. Three ornate timber lanterns denote each building and are focal points in the surrounding streetscene.
- Lovat Street has some higher status terracing that is distinct from the terraces of the other streets in the area, comprising of individually detailed houses, sometimes with prominent two storey bays and decorative architectural features.
- The South eastern end of Caldecote street has a group of larger detached and semi-detached houses with a good period details and front gardens.
- The small, purpose-designed corner shops occupy prominent locations in the area and are a distinct characteristic

B: 1920s – 1960s Development

3.15 The town continued to grow before, between and after the Wars. The former Newport Pagnell Urban District Council built its first council homes on Little Linford Lane in 1920 and another, larger scheme on Annesley Road in 1935. Development also extended along Lakes Lane in the pre second world war period, assimilating the couple of outlying 19th century farmhouses along the road. There was also a distinctive group of homes built along London Road circa 1938 by Salmon and Son to rent to their workers. There followed the Queen's Avenue estate in the 1950s with other examples of private schemes dating up to the 1960s, e.g., Chicheley Street, Willen Road, Manor Road, Wolverton Road and London Road.



Fig.19: Lakes Lane (SGA 2020)

3.16 These estates each have a strong coherence as a result of their uniform architectural styles, two-storey, semi-detached building forms, consistent building lines with generous front gardens, regular plots (often with long rear gardens) and common building material palette (brick and render). The roads are generally laid out in straight lines, often with splayed corner plots. The streetscene is therefore harmonious with no deviation from these characteristics. Piecemeal infill, redevelopment or backland development proposals will all have the potential to significantly disrupt and therefore harm the essential character and appearance of the estates.

3.17 The essential features of this character type are:

- Semi-detached or detached, two-storey buildings in long, wider plots located in strong building lines with long front gardens and very regular gaps between the buildings
- Common building materials, including the use of brick with render and clay tiles, and common boundary treatments
- Straight road layouts with splayed corner plots
- wide street profiles in places with amenity land and occasional trees

C: 1970s – 1980s Estates

3.18 The town has expanded significantly since that time – along with its neighbour, Milton Keynes, with two very large estates built in the period: the Poets Estate north of Wolverton Road alongside the M1 Motorway and the Green Park Estate between the town centre and the motorway. Tickford also saw the development of the smaller Severn Drive and Milton Drive schemes.

3.19 Again, these estates are each of very distinct and uniform character, in this case with generally more amenity land and landscaping than their earlier equivalents. Although the dominant building forms are also very similar – semi-detached, regular plots and gaps etc – the road layouts are almost all of a ‘cul-de-sac’ and curved type set off wider distributor roads with wide verges or amenity land on to which few if any houses front (e.g. Wordsworth Avenue, Westbury Lane and Green Park Drive). Off North Crawley Road, Interchange Park, the town’s main centre of primarily very large employment plots and buildings, was also laid out in this period.

3.20 The essential features of this character type are:

- Semi-detached or detached, predominantly two-storey buildings in long, wider plots located in strong building lines with long front gardens incorporating garages with hard standings and very regular gaps between the buildings
- Porterfields Road, Foxgate, Ash Hill Rad and Linford Avenue are examples of single storey detached houses in wide, regular plots and strong building lines.
- Common building materials and design features shared by buildings in groups defined by cul-de-sacs and closes.
- Common boundary treatments to define rear gardens, with open front gardens
- Curved road and cul-de-sac layouts
- Generous amenity land and mature trees and hedges along key routes

D: Modern Development Areas

3.21 The pace of growth of the town has lessened since the 1980s. Its main boundaries with the countryside to the north have been fixed by the Poets Estate and Bury Common, and its growth west and south constrained by the motorway, the A422 Monks Way and the River Ouzel flood plain. Aside from occasional infill schemes, the main growth has been at Tickford, with the redevelopment of part of the former Aston Martin site between Tickford Street and Priory Street; of the former North Crawley Road Industrial Estate; and of the former Renny Lodge hospital on London Road.

3.22 Each of these schemes has followed modern planning policy requirements, resulting in higher densities and narrower streets than the earlier estate periods, with taller, occasionally three storey housing blocks on corner plots and commonly starker, modern building and roof forms. Terraces are more common too, with much of Hopton Grove having this character.

3.23 As there are few characteristics shared by these schemes, and as they are the most recent, it is neither possible nor necessary to seek to define their design attributes as has been done for the other character types.

The Green

3.24 The historic maps show an area of loose settlement around an area known historically as 'The Green', a large area to the west of the town. It consisted of mainly farms, some of which were rebuilt as houses in the 19th century. There is a remnant open space of one of these farms – Green Farm - with the track from the north, through the space and Green Lodge in its garden setting to the east of the Farm. Green Lodge, its Coach house and the space formed by the farm still exists, although the setting has change considerably. The Lodge to the north was also a rebuilt farm. Some of the buildings in their established, extensive grounds and mature trees are visible from Marsh End Road, which is the main road into the town from Milton Keynes and are therefore an especially important reminder of the former character of this part of the town.

3.25 In addition, there are a few buildings that are reminders of the farming past further to the north of the area along Lakes Lane (for example No. 64 Lakes Lane and outbuildings). As such, these remaining buildings are considered as important local heritage assets.



Fig. 20: No. 64 Lakes Lane (SGA Feb 2020) Fig 21: Green Lodge and Stable House on Marsh End Road (SGA Feb 2020)

3.26 The canal and subsequent railway crossed to the north of this area, culminating in an elongated triangle of land known as ‘Shipley Wharf’. Although the physical manifestation of these 19th century features has been lost, the route now forms a cycleway and is still legible within the historic context of the wider historical development of the town. The station on Broad Street was redeveloped many years ago as Sheppard’s Close but a single railway signal (known as ‘Newport Nobby – the Final Signal’) is situated in the corner of the allotment.

Local Heritage Assets

3.27 A small number of buildings and structures that lie outside the Conservation Area boundary are also considered to meet the criteria for identification as local heritage assets. Their details are included in Appendix A.

4. POLICY RECOMMENDATIONS

4.1 The Town Council wishes to address design policy through modifying Policy NP4 of the made Plan relating to windfall development. It is recommended that the policy is retitled 'Design Guidance' and, following its opening paragraph, it contains three additional clauses:

Conservation Area

Firstly, a clause to cross refer to the character analysis relating to the Conservation Area and its setting contained in this Study and in the CAR and to require applicants to have regard to that analysis as relevant to the location and nature of their proposals. The Study adds analysis to the CAR, and supersedes it in places, in respect of the Conservation Area. It also defines four residential character area types covering the rest of the town, which are shown in the Maps section.

Residential Character Areas

Secondly, a clause to cross refer to the character analysis relating to the rest of the town outside the Conservation Area contained in this Study, including the Bury Street Area of Special Quality as described in Section 3 of this Study and the four residential character ideas (see also the Maps below). Again, it should require applicants to have regard to the analysis in this Study as relevant to the location and nature of their proposals.

For clarity, the Area of Special Quality should coincide with the Conservation Area boundary at Cedars Way, Bury Street, Caldecote Street, Silver Street and the rear of properties in High Street and Station Road. It should include Bury Avenue, Beaconsfield Place, Spring Gardens, Cross Street, Lovat Street, Cedars Way (south side), Silver Street (west side from Bury Street to Caldecote Street) and Caldecote Street (north side from Silver Street to Station Road and south side from near Silver Street to Station Road).

It is also considered that this area warrants inclusion in the Conservation Area boundary and it is recommended that the Town Council encourages MKC to undertake a further review of that boundary. Identifying the area in this policy is an important interim measure pending that review. Once the area becomes part of the Conservation Area, its definition as an Area of Special Quality will be removed but the analysis in the Study will remain relevant.

Local Heritage Assets

Thirdly, a clause to cross refer to the list of Local Heritage Assets in the appendix to this Study. As noted in Section 2, the CAR identified different types of 'non-designated heritage asset' in the Conservation Area: 'Unlisted buildings making an individual contribution', 'Unlisted buildings making a group contribution', 'Landmark Buildings' and 'Strategic Landmarks'.

The assessment of them all in Appendix A indicates that almost all continue to serve the purpose of a non-designated heritage asset and it is recommended that they are defined and simplified by the Neighbourhood Plan using the single term 'Local Heritage Assets'. The inclusion of a statement of their particular significance will enable applicants for planning permission affecting such properties to demonstrate how their proposals have had regard to that significance. There are also a number of additional Local Heritage Assets identified and described, both within the Conservation Area and elsewhere in the town. The Maps below only show the additional buildings and do not show buildings already shown on the maps in the CAR.

GLOSSARY OF TERMS

Given the importance of the analysis in the Study being applied to the preparation of planning applications and to their determination by MKC, it has had to use a design 'language' that may be difficult for non-technical readers. Set out below are therefore explanations of some of the terms used in the Study.

Axial – a long, straight view which usual ends with a landmark building

Coherence – the ability to understand how buildings relate to each other

Context – the surrounding area to a building or structure

Grain - the detailed arrangement of buildings and spaces

Intensification – building at higher densities within the existing built-up area

Inter-visibility – buildings that can be seen together from different viewpoints

Juxtaposition – buildings that are close together but contrast with each other

Landmark – a building or structure that stands out in the townscape or a streetscene, usually by its larger scale or height than the surrounding buildings (and it may also punctuate or terminate a view)

Legible – the ability to understand and remember how a building or area functions and appears

Morphological – the general arrangement of buildings and spaces, evolved over time

Permeability – the ability to travel through gaps and spaces in a built-up area

Punctuate – a building or structure that stands out in a view along a street, usually by being forward of the common building line, but does not block or complete the view (terminate)

Roofscapes – the appearance of a series of roof shapes and sizes in a local area, common or otherwise

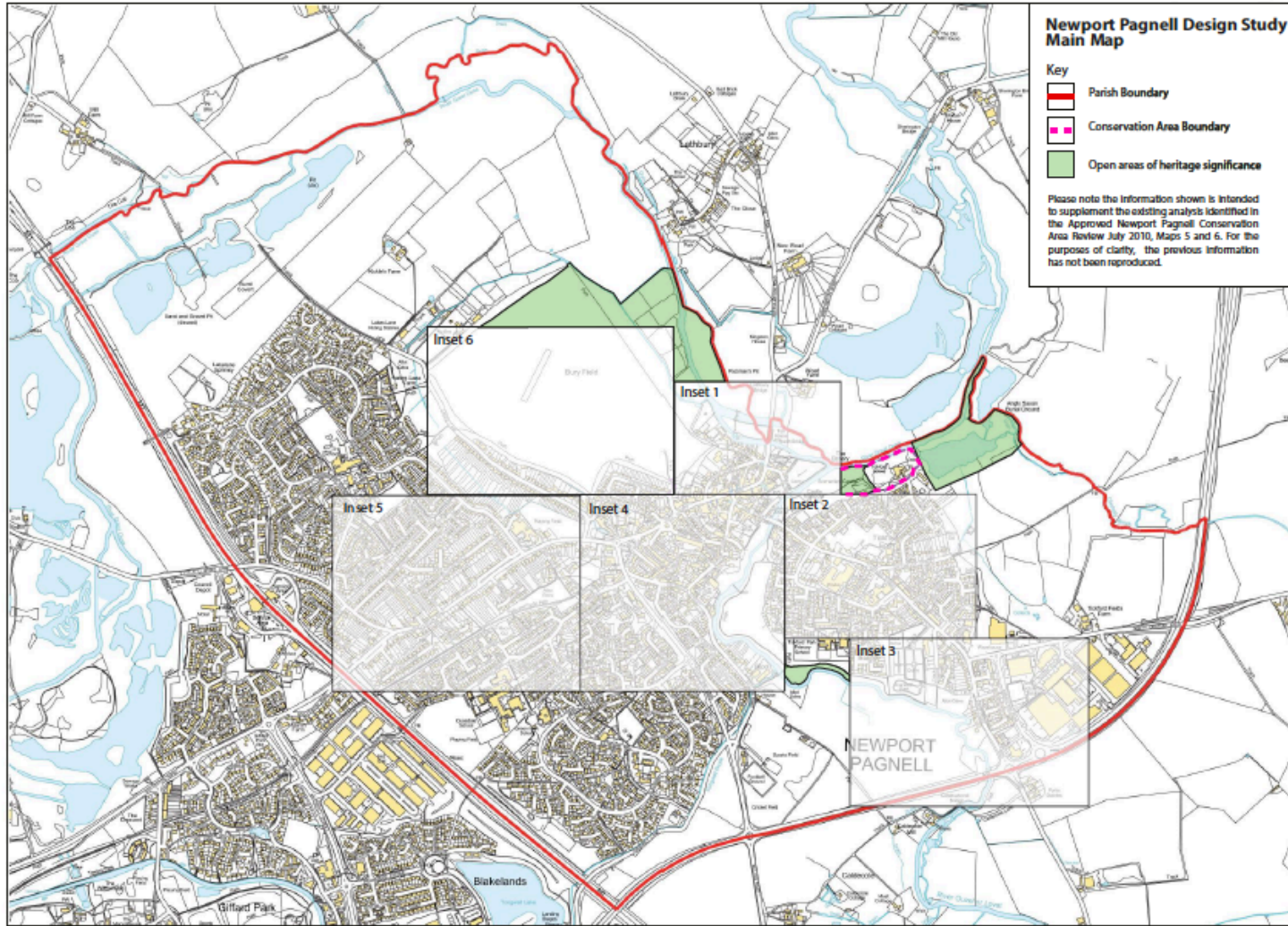
Rhythm – the pattern of building features in a streetscene, e.g. window arrangements

Streetscene - the appearance of the street, usually when viewed along its length

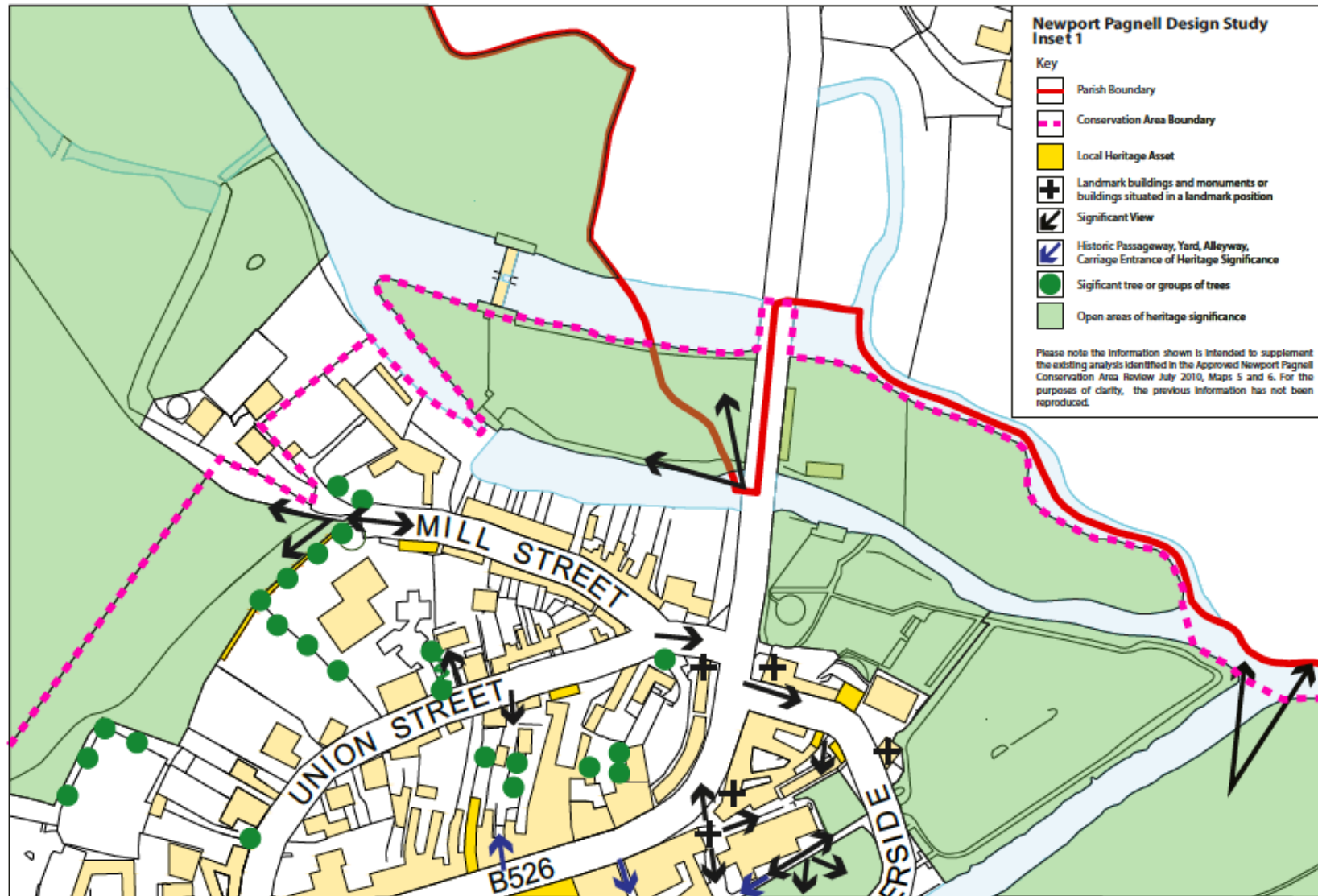
Topography – the form of the land, including slopes, ridges and plateaus

Townscape – the general appearance of the town when viewed from a higher or distant vantage point

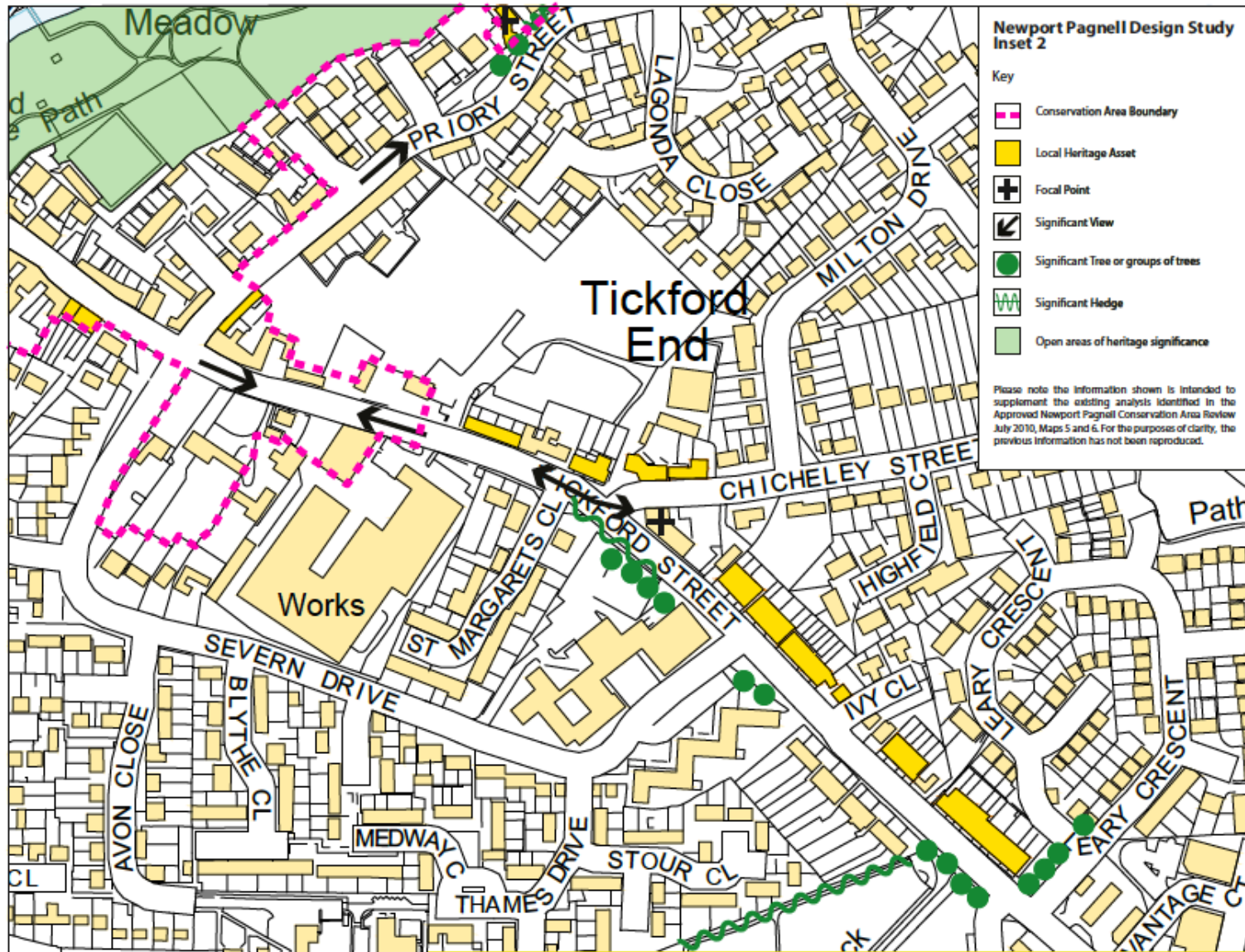
Vernacular – building, roofing and boundary forms and materials that are common and historically associated with the local area



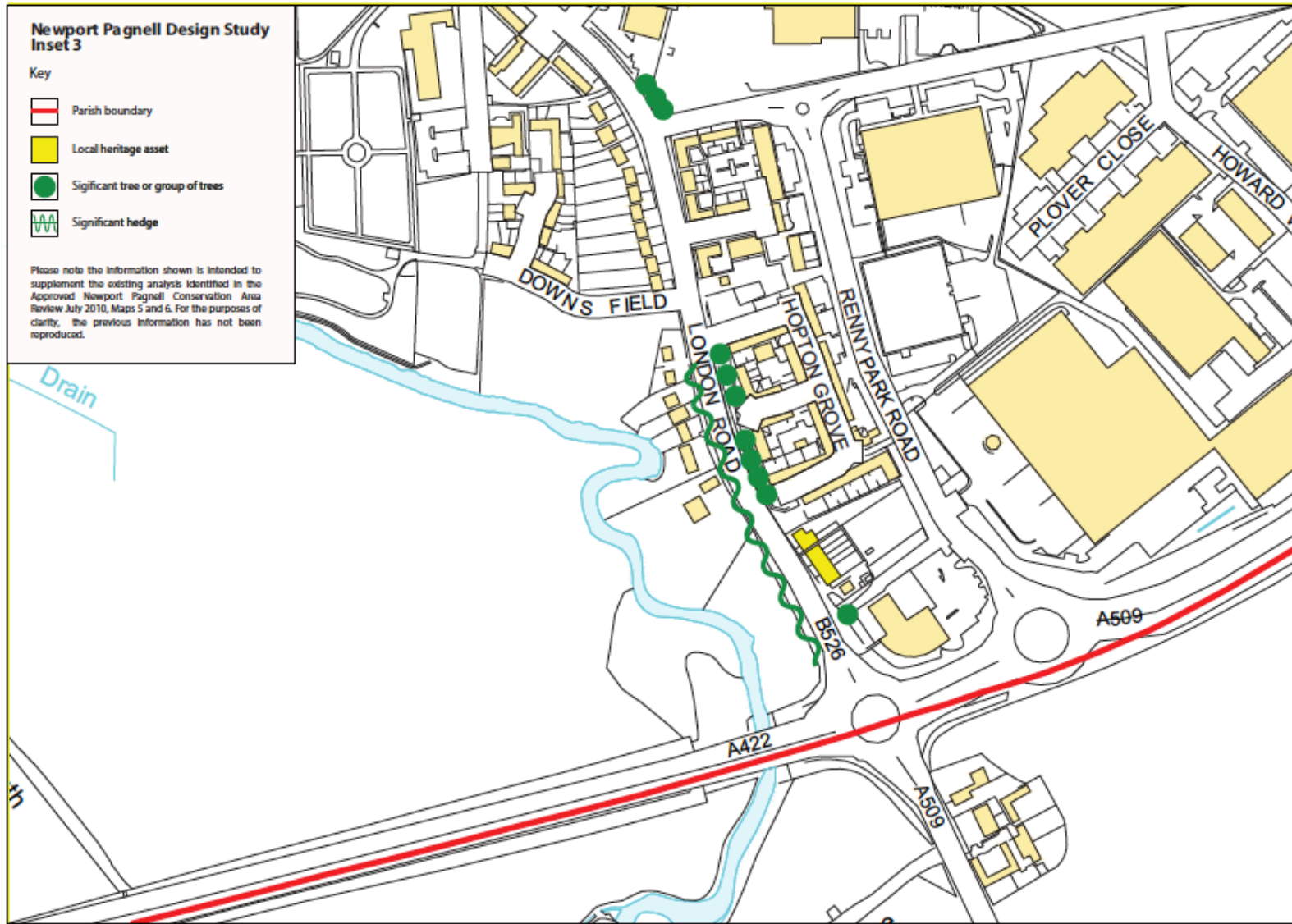
Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432



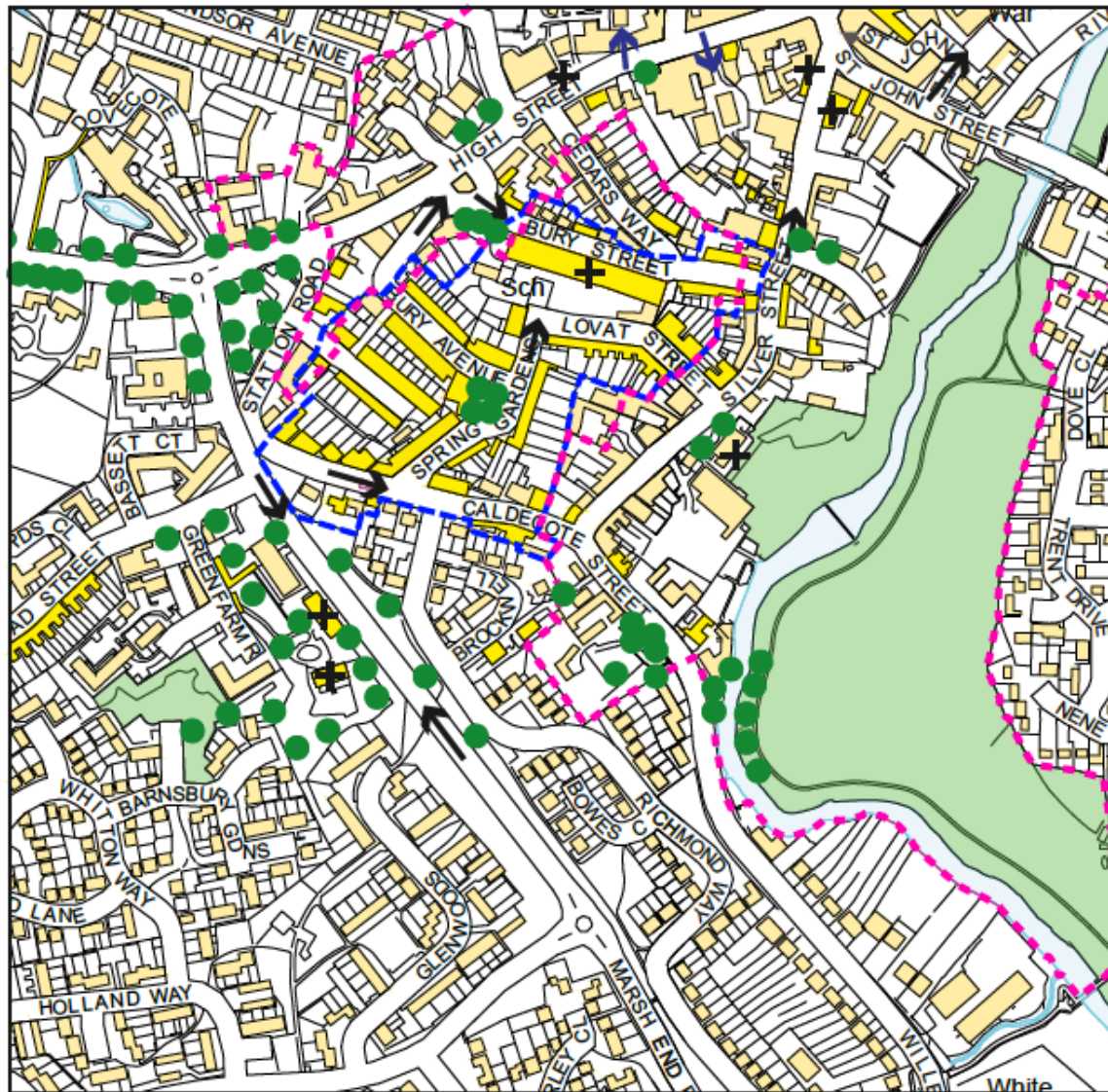
Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432



Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432



Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432



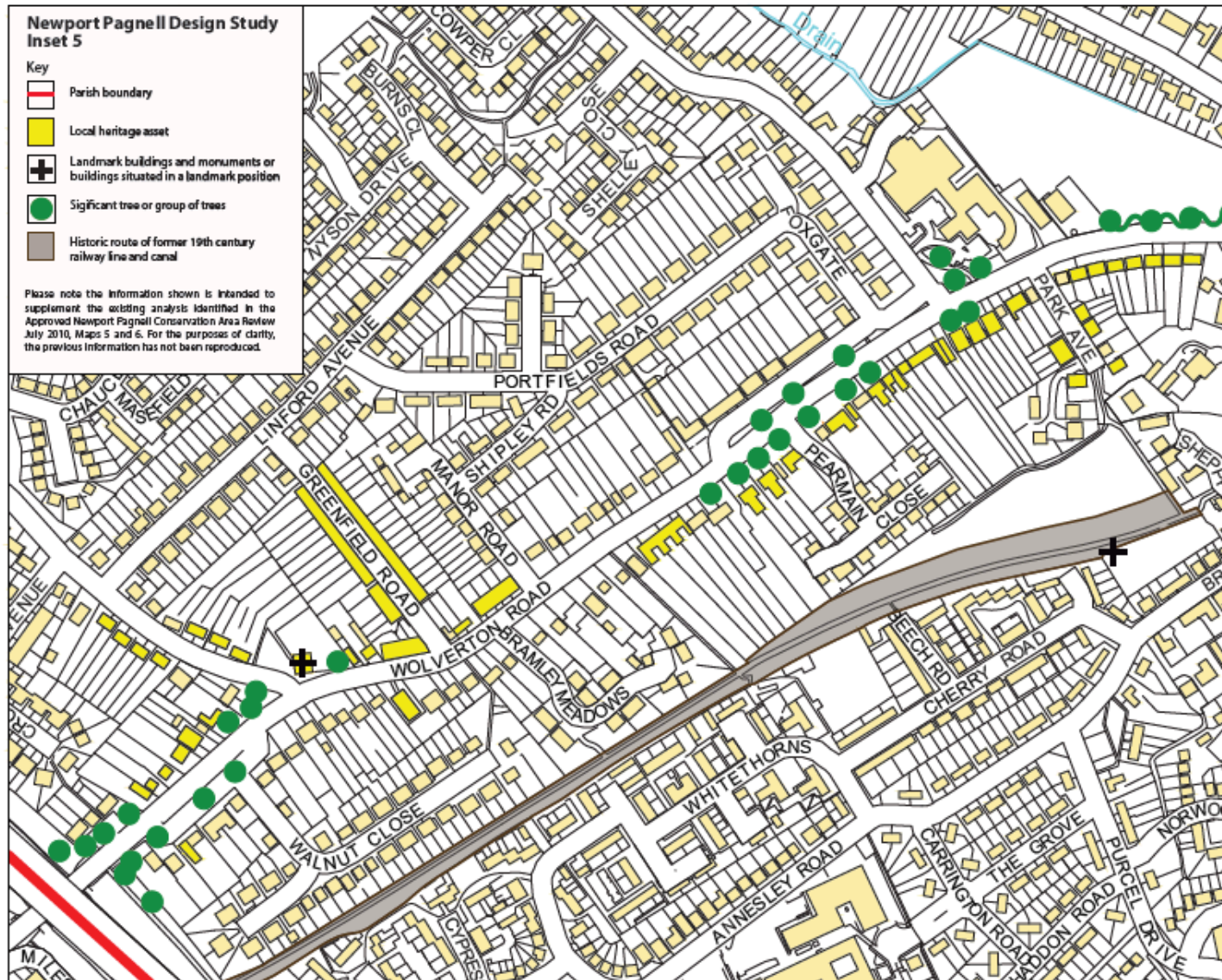
Newport Pagnell Design Study Inset 4

Key

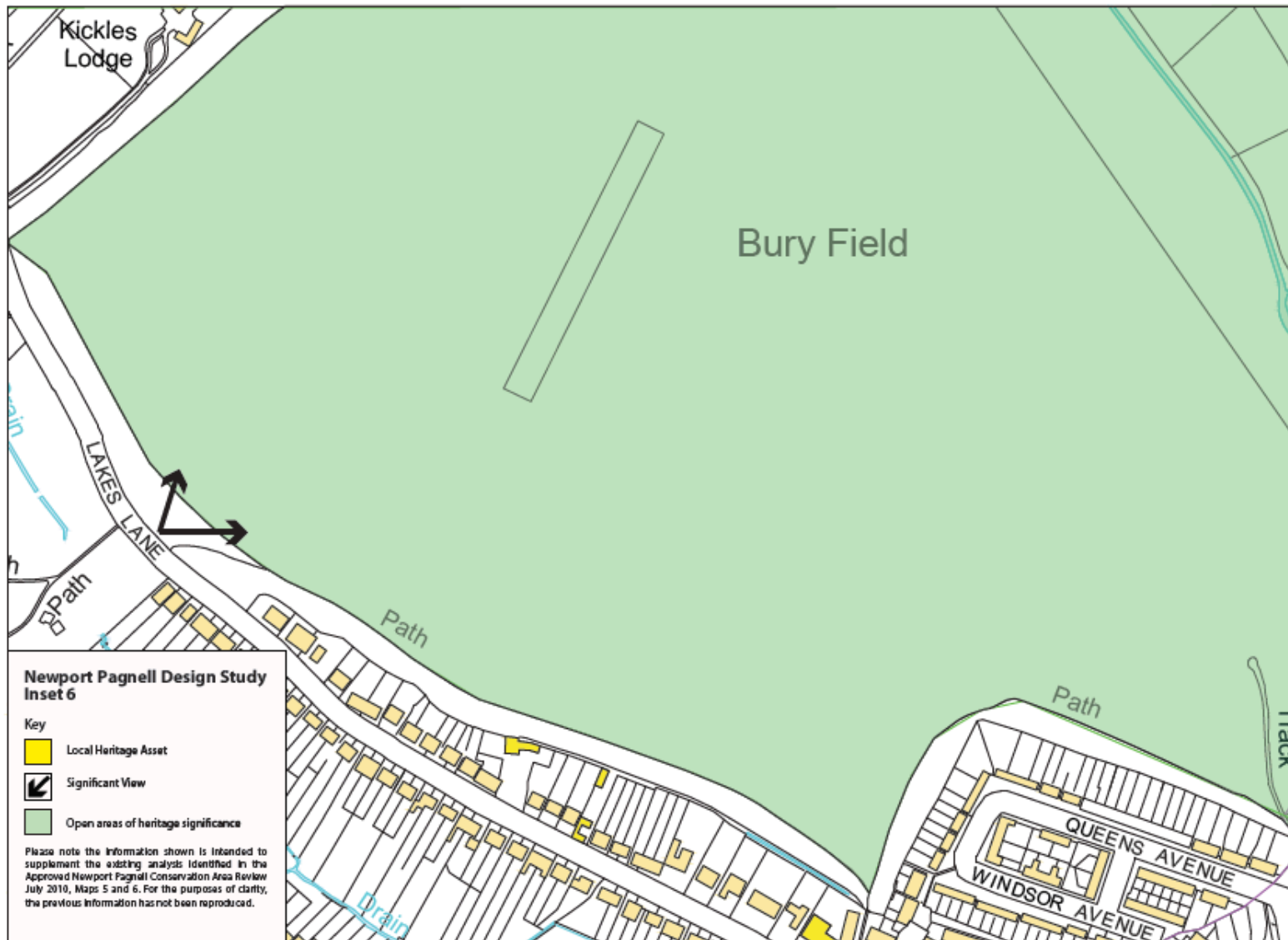
- Conservation Area Boundary
- Local Heritage Asset
- Landmark buildings and monuments or buildings situated in a landmark position
- Significant View
- Historic Passageway, Yard, Alleyway, Carriage Entrance of Heritage Significance
- Significant tree or groups of trees
- Open areas of heritage significance
- Area of special quality

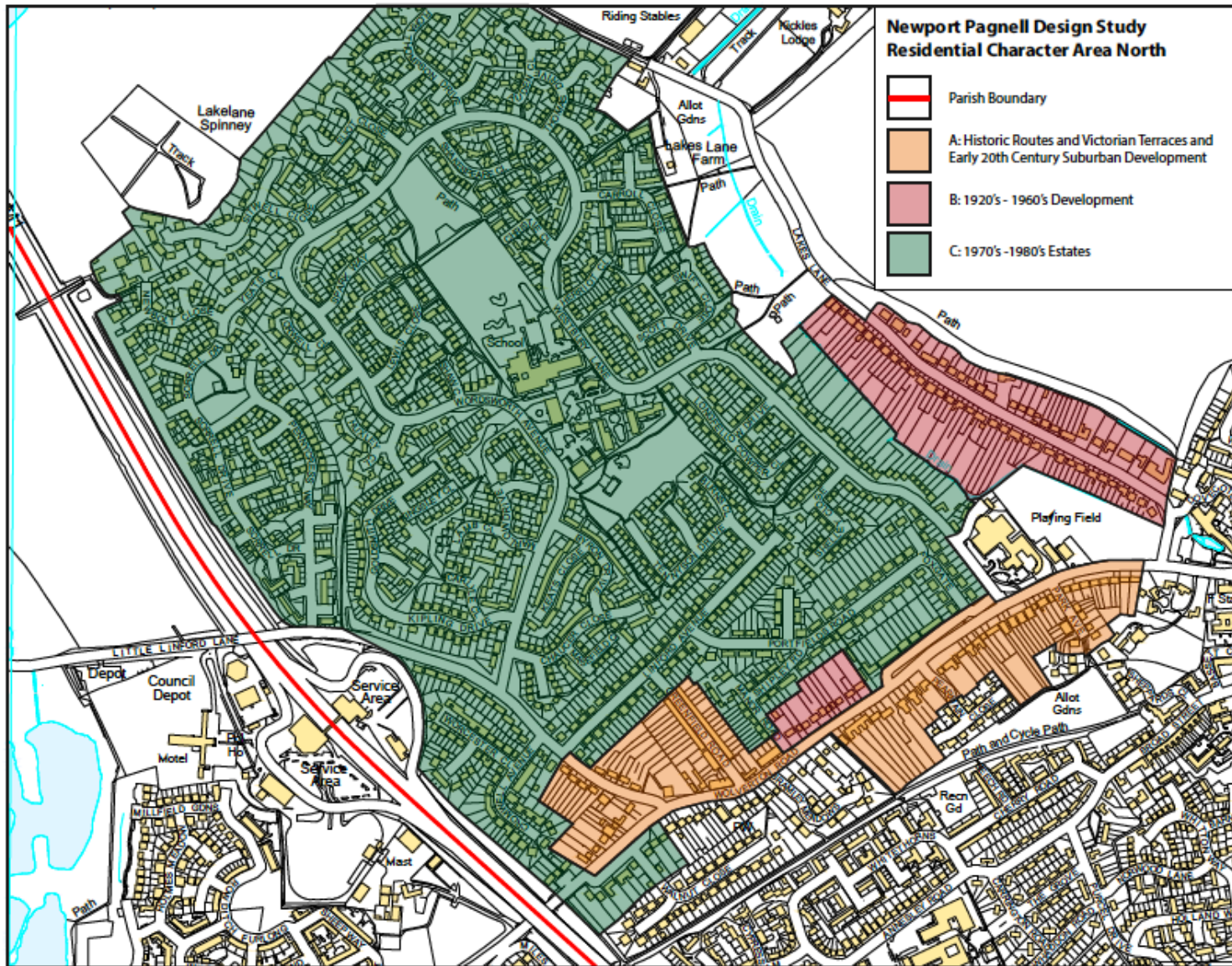
Please note the information shown is intended to supplement the existing analysis identified in the Approved Newport Pagnell Conservation Area Review July 2010, Maps 5 and 6. For the purposes of clarity, the previous information has not been reproduced.

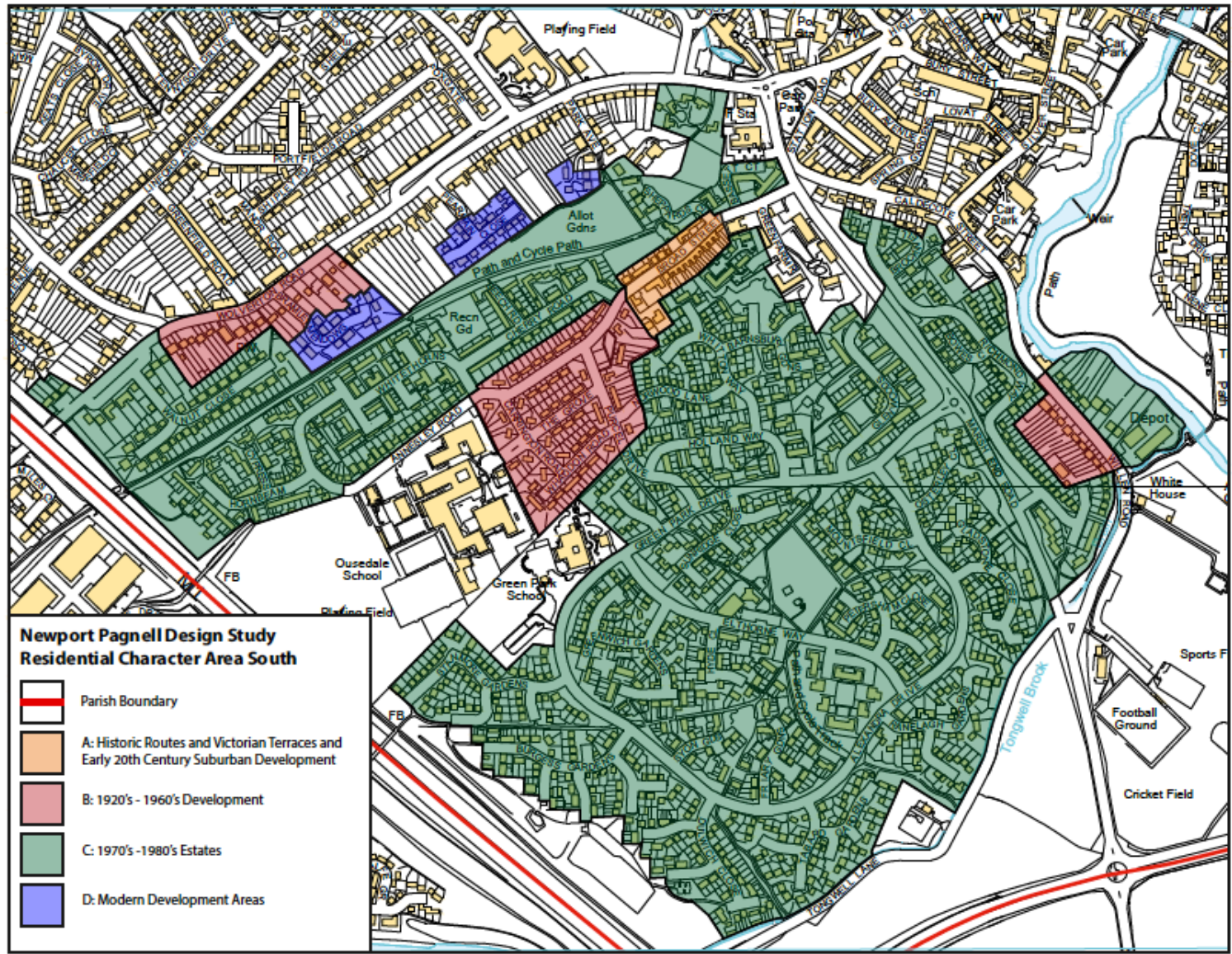
Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432



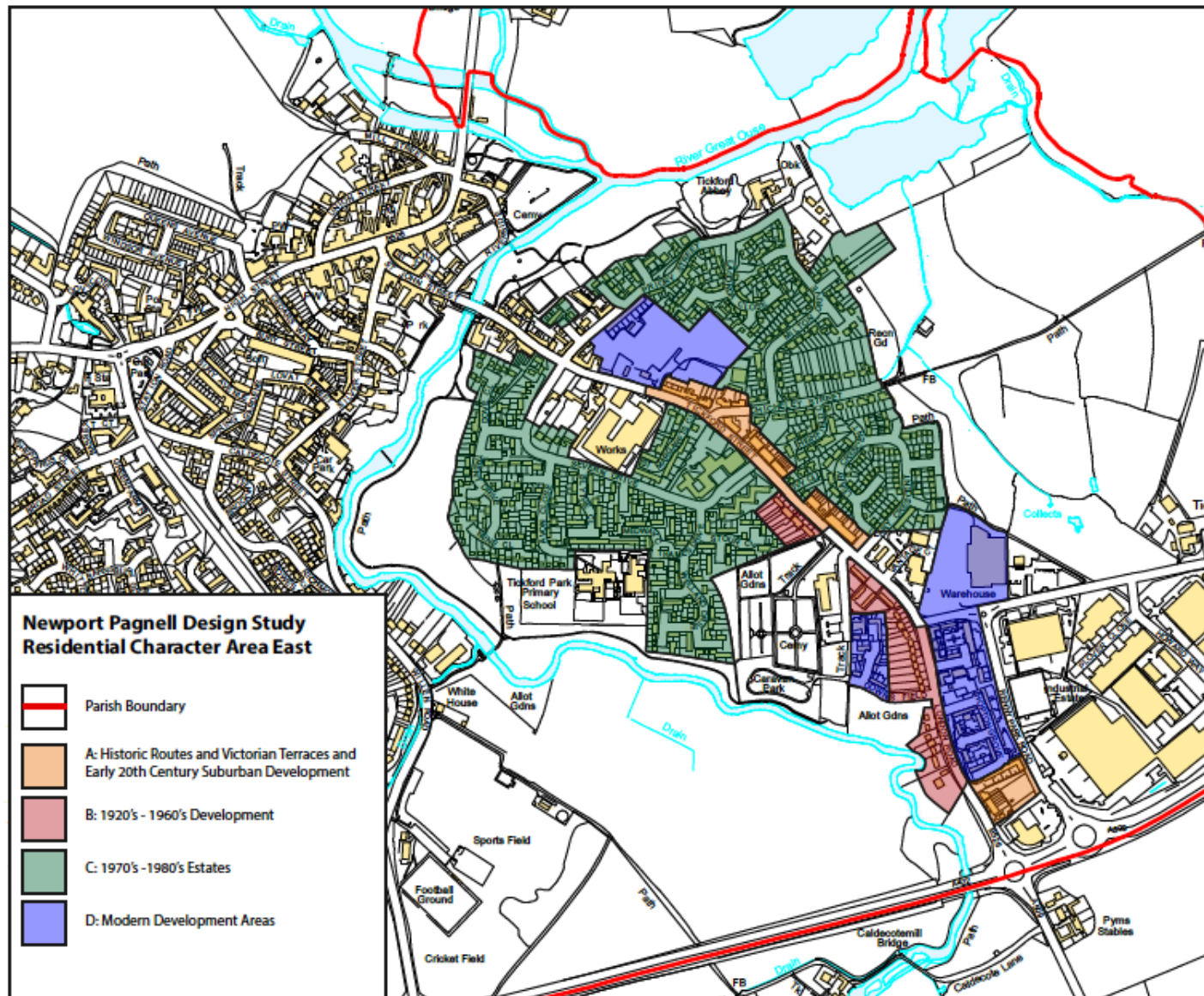
Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432







Newport Pagnell Neighbourhood Plan Review: Newport Pagnell Design Study



APPENDIX A: LOCAL HERITAGE ASSETS

This list of Local Heritage Assets ('Non-designated Heritage Assets') is intended to support the reference to Local Heritage Assets in Policy NP4 of the modified Neighbourhood Plan. It provides a summary description of the type of local heritage value for each building but is not intended as a definitive analysis of significance. No detailed internal inspections have been undertaken and limited desk-based research. Rather, it is the responsibility of an applicant to acknowledge, understand and respond to that significance, prompted by this summary information.

Such lists have been in existence for many years (and called a variety of terms, beginning with the original Grade III listed buildings). With their recognition in the NPPF (§197) their value has become more formally incorporated into the planning process. Development Management officers are conversant with the existence of such lists.

In many cases, the existence of a list reduces uncertainty for developers and applicants in the submission of applications, without the risk of unexpected requirements being raised at application stage. Architects and planners are familiar with searching data bases as part of the feasibility stages of projects, particularly if they are local to an area and are conversant with local heritage constraints, HER data bases etc. The identification of a building as an asset has been tested at appeal and judicial review, for example *Holland vs secretary of State for Communities*.

In compiling the list particular reference has been made to the guidance contained in the publication by Historic England: Local Heritage Listing Advice Note 7 of May 2016. It notes:

- *Creating a local heritage list is a way for local councils and communities to identify and celebrate historic buildings, archaeological sites and designed landscapes which enrich and enliven their area*
- *Heritage assets are not only those designated under statutory regimes, but those that may be recognised by the planning authority as having heritage significance. Paragraph 197 of the NPPF states that such assets can merit consideration in planning matters, with the authority taking a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.*
- *In deciding applications for planning permission that affect a locally listed heritage asset or its setting, the NPPF requires, amongst other things, both that local planning authorities should take into account the desirability of sustaining and enhancing the significance of such heritage assets and of putting them to viable uses consistent with their conservation and the consideration of the positive contribution that conserving such heritage assets can make to sustainable communities including their economic vitality.*
- *A local heritage list may be produced as a Supplementary Planning Document (SPD). The clarity that a local list brings can make the processing of applications more efficient and hence bring forward successful development through the local planning process at an increased rate.*
- *Selection criteria are essential in defining the scope of the local heritage list and should take account of the range of assets in an area. This includes recognition that local distinctiveness may lie as much in the commonplace or everyday as it does in the rare and spectacular.*

The criteria used to identify which buildings and structures in the town are worthy of inclusion in Newport Pagnell are set out below:

Criterion	Description
Age	The age of an asset may be an important criterion, and the age range can be adjusted to take into account distinctive local characteristics or building traditions
Rarity	Appropriate for all assets, as judged against local characteristics
Aesthetic Interest	The intrinsic design value of an asset relating to local styles, materials or any other distinctive local characteristics.
Group Value	Groupings of assets with a clear visual design or historic relationship.
Archaeological Interest	The local heritage asset may provide evidence about past human activity in the locality, which may be archaeological – that is in the form of buried remains – but may also be revealed in the structure of buildings or in a manmade landscape. 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.
Archival Interest	The significance of a local heritage asset of any kind may be enhanced by a significant contemporary or historic written record
Historical Association	The significance of a local heritage asset of any kind may be enhanced by a significant historical association of local or national note, including links to important local figures. Blue Plaque and other similar schemes may be relevant.
Designed Landscape Interest	The interest attached to locally important historic designed landscapes, parks and gardens which may relate to their design or social history. This may complement a local green space designation, which provides special protection against development for green areas of particular importance to local communities for their current use.
Landmark Status Social and Communal Value	An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.

In addition to a short description based on the selection criteria above, buildings included on the Local Heritage List have been assigned a letter summarising their value of significance based on the four areas of value defined by Historic England in their document Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment (English Heritage April 2008). These are as follows:

- **Evidential Value (E)** - derived from the potential of a place to yield evidence about past human activity.
- **Historical Value (H)** - derived from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative
- **Aesthetic Value (A)** - derived from the ways in which people draw sensory and intellectual stimulation from a place. Aesthetic values can be the result of the conscious design of a place, including artistic endeavour. Equally, they can be the seemingly fortuitous outcome of the way in which a place has evolved and been used over time. Many places combine these two aspects – for example, where the qualities of an already attractive landscape have been reinforced by artifice – while others may inspire awe or fear. Aesthetic values tend to be specific to a time and cultural context, but appreciation of them is not culturally exclusive.
- **Communal Value (S)** - compared with other heritage values, communal values tend to be less dependent on the survival of historic fabric. They may survive the replacement of the original physical structure, so long as its key social and cultural characteristics are maintained; and can be the popular driving force for the re-creation of lost (and often deliberately destroyed or desecrated) places with high symbolic value, although this is rare in England.

INDEX

Abbey Terrace (off Priory Street)	39
Beaconsfield Place	39
Broad Street	40
Bury Avenue	40
Bury Street	41
Caldecote Street	42
Church Passage	45
Cross Street	45
Green Farm Road	45
Greenfield Road	45
High Street	46
Lakes Lane	50
Little Linford Lane	50
London Road	51
Lovat Street	51
Mill Street	52
North Square	53
Ousebank Street	54
Pagg's Court (off Silver Street)	54
Park Avenue	55
Priory Street	56
Silver Street	57
Spring Gardens	60
St. John Street	61
Station Road	61
Tickford Street	62
Union Street	64
Wolverton Road	66

ADDRESS	CAR/ New	DESCRIPTION	SIGNIFICANCE VALUE
Abbey Terrace (off Priory Street)			
1 - 8 Priory Street	CAR	19 th century, short row 2 storeys. Red brick with Slate roof with ridge stacks. Paired doors. Pedestrian access with gardens to the front.	A, H
Beaconsfield Place (South Side)			
2a and 4a Beaconsfield Place	New	Late 19 th century, semi-detached pair, in red brick, with two storey gables facing the street with entrances set back to each side. Paired sashes to ground and first floors. Group value with 19th Bury Street Development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, C, H
2 - 30 and 32 Beaconsfield Place	New	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Access to rear gardens via shared central alley from Cross Street. Paired front entry doors with shared flat timber canopies. Small front gardens and low brick boundary walls. No. 32 is a detached house with wide gabled projecting front elevation with good ornate brick detailing to the verge including brick Kneeler detail, also prominent chimney stacks to the north (flank) elevation. It shares similar buff brick detailing to the remainder of the street. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, C, H
Beaconsfield Place (North Side)			
1 - 7 and 9 - 43 Beaconsfield Place	New	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Nos 1 – 7 have canted ground floor bays.	A, C, H

		Nos 9 -43 have paired front doors many have personalised modern porches, some original shared flat timber canopies remain (for example Nos 9-11). Access to rear gardens via shared central alley from Spring Street and Cross street. Group value with 19th Bury Street Development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	
Broad Street			
5 - 43 Broad Street		Late 19 th century Development. 2 storey red brick with regularly spaced ridge stacks which are a prominent feature. Two rows. 9-15 are distinguished by ground floor canted bays, with paired corbels. Paired entrance doors with arched heads and key stone. 21 is a narrow, detached house. 23-35 have canted ground floor bays with flat roofs. 37 -43 have small canted bays with hipped roofs. All have shared arched passageways to rear, and small front gardens defined by low brick walls relatively intact. They are an example of the first phase of 19 th century housing in the rural green area.	A, H
Railway signal post, rear of Broad Street		Restored signal post as the last remnant of the former Newport Pagnell railway station on Broad Street, closed in 1967. The train engines were affectionately known as 'Nobby Newport'.	E, H, S
Bury Avenue (North Side)			
1 - 23 and 25 - 39 Bury Avenue	New	Late 19 ^h century, 2 storey red brick row, with common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Nos 1- 11 have good well preserved details including tripartite timber sashes at ground and first floor with wedge lintels and vermiculated keystones. Nos 13 to 39 Pairs are articulated by hipped roofed ground floor bay windows. All have inset front doors in pairs with round headed entries with vermiculated keystones. Small front gardens and low brick boundary wall. Shared plain circular headed entries to rear. Group value with 19th Bury Street Development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
2 - 8, 10 - 38 and 40 Bury Avenue	New	Late 19 ^h century, 2 storey red brick row, with common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. All have dog tooth brick detail to eaves. Nos	A, H, C

		2-8 have inset front doors in pairs with round headed entries with vermiculated keystones, hipped roofed canted bay windows. Small front gardens and low brick boundary wall. No 10 has a canted corner former shop front window on the return with Cross Street. Nos 10-38 have flat roofed canted bays. No 40 is a detached double fronted house with hipped canted dormers to ground floor, plain eaves. Small front gardens and low brick boundary wall. Access to rear gardens via shared central alley from Spring Street and Cross street. Group value with 19th Bury Street Development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	
		Bury Street (North Side)	
3 Bury Street	NEW	Early 19 th century house, 2 storey, rendered red tile roof central ridge stack. Timber sash windows. Defines corner of Bury Street with 115 High Street.	A, H
17 and 19 Bury Street	NEW	Early 20 th century double fronted semi-detached pair, 1 1/2 storey brick ground floor, rough cast upper floor with wide half dormers with mullion and transomed, timber casement windows central ridge stacks, part glazed front doors with pitched canopies on brackets. Front garden walls and chequered paths.	A, H
38 Bury Street, Corner of Silver Street	NEW	19 th century 2 storey brick fronting Silver Street, canted corner with former shop front, ancillary 2 storey coach house range to rear fronting Bury Street. Good townscape value framing south eastern end of the street at its junction with Silver Street.	A, H
Bury Street (South Side)			
Cedars School Bury Street	NEW	Former Board School, built in 1889, comprising 3 ranges for Boys, Girls and Infants. The front elevations of the three brick ranges, now joined by later additions face Bury Street, with the playgrounds to the rear. Intact brick boundary wall and gates. The buildings are defined by their prominent gables set at right angles to the main body of the school buildings. The architectural character of each of the three sections is individually articulated with the use of varied detailing and ornament including the use of good moulded brickwork and carved stone motifs and weathering's. The centrally placed timber roof lanterns are focal points in the surrounding streetscene and punctuate the long slate roof slopes. It is contemporary with the late 19 th century	A, H, C, E

		residential terraced development to the south. A landmark building in the townscape, of significant architectural and communal value.	
14 - 30 Bury Street	NEW	Late 19 th century terrace, red brick concrete tile roof with regularly spaced ridge stacks. Timber sash windows. 14 – 22 paired doors, one central open through passage, plain brick work. 30-24 dated 1887, red brick with grey string courses, one central round headed entry passage, some timber sashes remaining. Pitched canopies on brackets over doors.	A, H
32 Bury Street, Corner of Silver Street	NEW	See Silver Street entry	A, H
Caldecote Street (North Side)			
1 Caldecote Street	NEW	19 th brick house now rendered, altered elevation, historic value only as part of earlier settlement along Caldecote Street.	H
3 Caldecote Street	NEW	19 ^h century, three storey red brick with stucco rustication to quoins, plat bands and window reveals. Stucco wedge lintels with key stones. Timber sashes. Gable stacks. Brick dentil eaves course. Prominent in long views from the West.	A, H
5 - 11 Caldecote Street	NEW	Late 19 th century short row, 2 storey, red brick wedge lintels with vermiculated key stone. Canted bays with shallow lead roofs. Grey brick feature to string course. Group value as part of the late 19 th century Bury Street area development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, H
13 - 15 Caldecote Street	NEW	Late 19 th century 2, red brick storey pair. Brick dog tooth eaves course. Wedge lintels with key stones. Gable and central stacks. Small front garden. Group value as part of the late 19 th century Bury Street area development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, H
17 and 19, 21 and 23 Caldecote Street	NEW	Late 19 th century, 2 semi-detached pairs, red brick with buff brick dressings and string courses to create a banded effect. T plan with prominent front and flank feature gables including dentil eaves and brick kneelers to verges. Ridge tile finials and robust banded central stacks. Decorative fish tail banding to clay roof tile roofs. Narrow entrances to each side under tiled	A, H, C

		roof (21-23). Paired canted bays with flat lead roofs. Front gardens with low boundary walls. Grey brick feature to string course. Group value as part of the late 19th century Bury Street area development, (similar features to 32 Beaconsfield Place) social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	
25 - 31 Caldecote Street	NEW	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line (except 31) and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Paired front entry doors with shared flat timber canopies. Shared round headed entries to rear. No 31 has a canted corner elevation with ground floor shop front and central entrance door. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
33 - 47 Caldecote Street	NEW	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Front entry doors to 35- 39 have flat timber canopies. Shared round headed entries to rear. Reveals to shared entries articulated with alternating buff voussoirs. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
67 and 69 Caldecote Street	NEW	Late 19 th century, symmetrical pair with central circular entrance to rear. Central ridge stack. Plain red brickwork and cambered brick arches. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
73 and 75 Caldecote Street	NEW	19 th century, three storey pair, back of pavement 73 red brick, 75 now painted. Simple fenestration pattern remains but windows and doors replaced. Prominent in deflecting views southwards along Caldecote Street. Part of earlier 19 th century development of Caldecote Street and local three storey building typology.	A, H

77 - 81 Caldecote Street	NEW	Late 19 th century, plain elevations, back of pavement, circular headed central access to rear. Shared ridge stacks. Rendered and painted elevations, fenestration altered. Minor historic value only as part of 19 th century development on Caldecote Street and as a group with 73-75 Caldecote Street.	H
Lovat Villas Caldecote Street	NEW	Dated 1887 2 storey detached double fronted villa. Rendered with symmetrical canted bays with curved lead roofs and central ornate door case and canopy with projecting window bay and gabled roof over. Dentil eaves and ridge tile finials. Gable stacks. Front garden with rendered wall and gate piers.	A, H
Caldecote Street (South-west Side)			
18 Caldecote Street	NEW	19 th century, 2 storey red brick double fronted, central door has single flat canopy on slim brackets and elegant fan light to door case. Gale stacks, low slate roof. Moderate front garden with low brick boundary wall and adjacent linked coach house with gable end to the street. Has strong group value with 20 and 22 Caldecote Street both listed Grade II.	A, H
24 and 26 Caldecote Street	NEW	19 th century 2 storey red brick pair. Simply articulated with wedge lintels and key stones at ground floor. Back of pavement. Gable stacks.	A, H
32 - 42 Caldecote Street	NEW	19 th century row, three storeys with taller blocks defining each end. Red brick. Sashes with wedge lintels and key stones to central section (36-40) and good door cases on blocks with timber canopies, timber panelled doors. Cantral and gable stacks. Situated at the back of pavement, they form a significant group in the streetscene. No 42 has a timber facia and pilasters resonant of a Public House.	A, H C
44 and 46 Caldecote Street	NEW	19 th century, 2 storey formerly red brick, wedge lintels with key stone. Elevation of 46 now painted. 44 double fronted set back from pavement by narrow area. Elevational arrangement of 46 has been altered. 46 Included for historic value as part of 19 th century development along Caldecote Street and townscape group value with 44 and 32-42.	A, H
1 - 5 Frederica Cottages Caldecote Street	NEW	Late 19 th century, 2 pairs of short facing rows, 2 storey red brick, paired front doors, canted bays with hipped roofs, gable stacks. Accessed along an unmetalled track. Included for historic value as part of 19 th century development along Caldecote Street.	A, H

Church Passage			
14 Church Passage ('Church Cottage')	CAR	Dated 1870 by renowned local architect Edward Swinfen Harris. One and half storeys brick with timber frame above, in domestic revival style. Significant corner building on the historic lane and setting of the Church and wider environs.	A, H
5 Church Passage	NEW	19 th century, 2 storey red brick, slate roof. L shaped house formed by 2 abutting ranges fronting Church Passage and Ousebank Street.	A, H
Cross Street			
4 Cross Street	New	Late 19 th century red brick double fronted. The only house fronting onto Cross Street and is visible in glimpses from Station Road. Group value as part of the late 19th Bury Street area development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, C, H
Green Farm Road			
Green Lodge, Green Farm Road	NEW	19 th century, two storey buff brick, gables with prominent chimney stacks. Notable roof scape glimpsed through tree canopies in mature gardens on approach into the Conservation Area and remnant of former area known as The Green. Group value with the stables.	A, H, E
Lodge Stables, Green Farm Road	NEW	19 th century, two storey buff brick stables and coach house for The Lodge. Notable on approach into the Conservation Area and remnant of former area known as The Green. Group value with Green Lodge.	A, H, E
Greenfield Road			
1 - 59 and 2 - 44 Greenfield Road	NEW	Late 19 th century Development. 2 storey red brick, plainly articulated. Regular arrangement following strong building line. Eaves consistent and regular arrangement of ridge stacks is a defining feature. Small front gardens defined by low brick walls relatively intact. Adaptation of some houses has diminished the row. They have been Included for their early development as a terraced street in the rural area off Wolverton Road.	H

High Street (North Side)			
22 and 24 High St	CAR	Late 20 th century shop front brick with parapet no value – 2 storeys metal windows. Possibly fronting older building with pitched tile roof.	H
26 and 28 High St	CAR	Late 20 th century shop front brick with parapet no value – 2 storeys metal windows. Fronting older building with pitched tile roof – brick range to rear.	H
32a, 34 and 36 High St	CAR	Early 20 th century, retail with living accommodation over. 5 bays, 3 storeys, 5 windows, hipped tile roof and deep projecting sprocketed eaves, lateral chimney stacks. brick with stone quoins and projecting cornice over sop facia. Modern shop fronts, with ordered tripartite timber sash windows over.	A, H
46 High St	CAR	Late 19 th century, three storey with high parapet, pitched tile roof behind. 3 bays, 3 windows. Polychromatic brick work with grey brick dogtooth string courses at floor level and grey and red brick banding, vermiculated key stones to window arches in stone. Timber sashes. Decorative parapet over projecting eaves. Banded brick work to Flank walls and lateral chimneys, very prominent in the streetscene along High street and focal point at end of St John Street. Significant building in the townscape.	A, H
48 High St	NEW	19 th century, Stucco, rendered, 2 windows with timber sashes, plat band to first floor, low slate roof. Rear linear ancillary range and surviving form of burgage plot. Also of group value with the listed Cannon Public House.	H, A
Town Clock	CAR	Clock on ornate cast iron frame, a landmark and feature of high communal value. The clock inscription reads: “Newport Pagnell town clock this clock commemorates the bicentenary 1810 -2010 of the rebuilding of the town's bridges. The ornamental centre pillar and railings reflect the design of the Tickford Iron Bridge, the oldest cast iron bridge in the world remaining in everyday vehicular use”. Newport Pagnell construction ltd - building contractor originally founded 1810.	A, C
72 High St	CAR	19 th century (possibly earlier) 3 storey, 3 bays 3 windows rendered front with painted brick return, brick with dentilated eaves to rear. shallow concrete tile roof lateral stacks. Flat arches. 19 th century double fronted shop front canted bays either side of central door with fluted pilasters, entablature over. Good	A, H

		brick rear range of English Garden wall bond. Prominent corner building. Union court mews to rear, a historic yard survival. Also group value with 74 and 76. High Street and Union Street.	
74 High St	CAR	Late 19 th 2 storeys, 2 windows red brick modern canted shop front with doors either side with fan lights over. Low slate roof and group value with 72 and 76.	A, H
90, 92, 94 and 96 High St (corner of Queens Ave)	CAR	Late 19 th century Two pairs of semi-detached villa style houses in domestic revival style. Two and half storeys. Rubble stone walling with red brick quins and dressings to windows. Step tiled roofs with prominent ridge stacks. Stone canted bays with slate roofs. Multi gabled. Coach house to rear. Rubble stone Boundary wall with brick copping and gate piers. Built as a pair. Significant buildings in the townscape. Front gardens and trees make an important contribution to the streetscene.	A, H
100 High St at corner with Tankard Close	CAR	20 th century, no significance identified.	Remove from list
102 High St	CAR	Early 19 th , 2 storey, 2 windows (UVPC) ground floor central door with good timber doorcase on bases, flat timber canopy over. Rendered low slate roof. Also group value with 104 – 108 High Street.	A, H
104 High St	CAR	19 th century 2 storeys, 2 windows, brick, slate roof. Central modern shop window with entrance doors either side cambered arched heads with alternating buff voussoirs. Also, group value with Nos. 102. 106 and 108 High Street.	A, H
106 and 108 High St	CAR	2 storeys, 2 windows, ground floor shop windows 20 th century. Former pair. 106 is rendered, 108 first floor chequered brickwork. Dentilated eaves runs across pair. Also group value with 102, 104 High Street.	A, H
110 High St	CAR	19 th century, brick, 2 storeys, 3 windows. double fronted with additional modern bay (110a). Shallow slate roof. Modern doorcase and ground floor replacement windows.	A, H
112 High St	CAR	Late 19 th century House 2 storey, random rubble stone walls with red brick quins and window reveals. Low slate roof. 3 windows, timber sashes. double fronted with canted bays with lead flat roofs either side of	A, H

		central door with stone brackets and lintel. Brick pilasters. Good architectural value.	
114 High St	CAR	19 th century rendered 2 storey, 3 windows central door modern shop windows either side. Low slate roof.	A, H
116 and 120 High St	CAR	Early 19 th century, 3 storey, with slate roof and continuous dentilated brick eaves course across the 3 elevations. No. 116 has red and buff chequered brick work, 118 and 120 now painted. Modern shop fronts. No 116 has a covered accessway to the right-hand side.	A, H
Police Station, High St	CAR	1872 with a court room, magistrates room cells and a house for the inspector (Maynard 1995). Modernised 1963 with new magistrate's court. Single storey with tall pitched tile roof, half hipped gable to western end. Red brick with Polychromatic cambered arches to windows and pointed arch over the entrance door. High Historic Architectural (aesthetic) and communal (cultural) significance.	A, C, H
126 and 128 High St	CAR	Late 19 th century, Houses, 2 storey with attic, rendered, concrete tile roof, large square central sack between gables with two storey canted bays. Corner entrance with moulded brackets supporting flat lead canopy. Painted Moulded piers and cast-iron railings to 126. Brick boundary wall to 128. Front gardens with mature trees make a contribution to the street scene. Also, group value with 130 High Street.	A, H
130 High St	CAR	Late 19 th century, House, 2 storeys with attic. Double pile plan. Double fronted detached house, central bay has a gable, Rendered, decorative, banded clay tiled roof with two gabled dormers. Rusticated quoins and window reveals with flat arches. Timber sashes. Canted bays with moulded cornice. Ornate consoles to flat door canopy. A prominent building of some status. Also group value with 126 – 128 High Street.	A, H
High Street (South Side)			
35, 37 and 39 High St	NEW	Rebuilt in 1881 as shops and living over after fire the previous year. Red brick. 20 th century shop frontage. Private passage at 39. Projecting, moulded eaves, coped gables with tall stacks. Segmental arches and string course. Group value with the Swan and Nos. 40, 42, 44 as a transitional building, stepping down in height between the two significant listed buildings. Former building destroyed by fire 1880 (Maynard 1995).	A, H (omitted in CAR)

53 High St	CAR	Early 20h century former Bank. Rusticated Stone in a free classical style. 2 Dentilated pedimented bays with three arched windows between under a deep entablature. Corner to St John Street and High Street chamfered with pedimented doorcase and carved tympanum, broken segmental pediment over with heraldic shield. Bottle copped Balustrade. A prominent building in the street scene. Unusual classical architectural style for the town.	A, H
The Plough PH, 57 High St	CAR	The Plough Public House, two storey, Queen Anne Style. 18th century, refronted in 1903. English Bond. Tall roof with two hipped dormers. Flush sashes. Central doorcase with fluted pilasters and segmental pediment. Timber venetian sashes to ground floor. Panelled door with fanlight. Projecting dentilated timber eaves. Yard entrance to the side. A significant building. Recorded in Pigots Directory 1830.	A, H, C
59 High St	CAR	Modern 21 st century. No apparent architectural or historic merit or group value.	Remove from list
65 and 67 High St	NEW	Early 19 th century, and later 3 storey red brick with buff headers two canted bays at first floor. Modern ground floor shopfront. Anchor yard access to side. Group value with 63 High St.	A, H (omitted in CAR)
79 High St	CAR	Modern, although in keeping of no significance or group value.	Remove from list
85 High St	CAR	20 th century no architectural or historic merit or group value.	Remove from list
87 High St	CAR	Circa 1930 Art deco wo horizontal wings with central door. Brown English Garden Wall bond Ground floor retail with living accommodation over. Architecturally good composition for period.	A, H
The Cedars, 89 a, b (corner of Cedars Ave)	CAR	19th century large corner block on return with Cedars Way. Rendered. 3 storeys. UVPC windows. Formerly a substantial house now diminished architecturally by alteration. Home of George Lucas a significant family of Lawyers in the Town. William Lucas benefited from the enclosure of Portfield in 1795.	H, C
91 High St	CAR	Early 20 th century, asymmetrical. brick ground floor with rough cast render above and tile hanging apron the first floor canted bay. Timber casements. Chimney stacks are notable features. Corner of Cedars Way.	A, H

93 and 95 High St	CAR	19 th century symmetrical elevation 2 storeys 5 bays central bay has a blind window. Rendered façade, brick to flank. Projecting eaves. Shallow hipped slate roof central ridge stack. Yard access to side.	A, H
97 High St	CAR	Late 19 th century L shaped with projecting gable. rendered, tile roof timber casements. Forms a row with 101, 103, 109. Attractive mixed group.	A, H
101 High St	CAR	Late 19 th century double fronted house. 3 windows. Canted bays either side of entrance. Concrete tile roof. Forms a row with 99, 103, 109. Attractive mixed group.	A, H
105 and 107 High St	CAR	19 th century 2 storeys form a pair under tile roof with central stack. Rendered. Timber casement windows. 107 has canted bay shopfront under fascia. Forms a row with 99, 101, 103, 109. Attractive mixed group.	A, H
109 High St	CAR	19 th century 2 storey with attic.2 windows. Returns the corner of the group. Prominent gable end onto the High Street double fronted on return (west) elevation. Red brick with pale headers. Banded Decorative tiles on roof. Forms a row with 99, 101, 103, Attractive mixed group.	A, H
111 High St	NEW	19 th century 2 storey 2 windows modern shop front. Red brick with pale headers. Slate roof. Forms a row with 99, 101, 103, 109. Attractive mixed group.	A, H (omitted in CAR)
Lakes Lane			
64 The Lakes	NEW	19 th century house, possibly rebuilt on an earlier site. 2 storey long rectilinear range with projecting cross wing. Painted brick.	H, A
56 Lakes Road	NEW	19 th century farmhouse, 2 storey double fronted, rendered. Barn remaining in curtilage.	H, A
Linford Grange	NEW	Dated 1925, formerly known as The Beeches. Substantial 2 storey Edwardian house with timber framing to the frontage gables. Significantly extended.	A, H
Little Linford Lane (East Side)			
1-11 Little Linford Lane	NEW	Early 20 th century, two storey group of 3 semi-detached, well-spaced pairs (4 th pair 13-15 not included as too altered to be of significance). Symmetrical elevations, with paired central projecting gables brick ground floor and rough cast first floors.	A, H

		Hipped slate roofs with central double stacks. Small front gardens with hedges. Significant of the early phase of linear development and extension of the town, and a change in architectural character from the Victorian architectural influence. Group value with 2-16.	
Little Linford Lane (West Side)			
2-16 Little Linford Lane	NEW	Early 20 th century, two storey group of 4 semi-detached well-spaced pairs. Symmetrical elevations. Hipped slate roofs with central double stacks. Small front gardens. Significant of the early phase of linear development and extension of the town, and a change in architectural character from the Victorian architectural influence. Group value with Nos. 1-11.	A, H
London Road			
2 - 17 London Road	NEW	Dated 1909, two storey red brick, a semi-detached pair and short row. Two storey canted bays with hipped roofs, now concrete tile, finals remain. Ridge stacks. Flush moulded stone lintels. Streetscene value marking the start of the 19 th century linear extension of the town and the historic route.	A, H
Lovat Street (North-east Side)			
1 Lovat Street	NEW	Corner of Silver Street, entrance onto Lovat Street. 19 th century 2 storey red brick, concrete tile roof, Group value with 19th Bury Street development.	A, H, C
3 - 13 Lovat Street	NEW	Late 19 th century (each with dated plaques), 2 storey row in red brick, comprising buildings in pairs each of a different design but common building line, including 2 storey canted bays which break the eaves line, and moulded stone lintels. Larger footprint and architectural status than surrounding contemporary workers terraces. Set back by small front garden and wall. Group value with 19th Bury Street Development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
Lovat Street (South- west side)			
2 - 10 Lovat Street	NEW	Late 19 th century, 2 storey red brick row with common building line, and roof pitch with regularly spaced ridge stacks per pair of houses. Moulded stone lintels. Small front gardens and low brick boundary wall. Pairs are articulated by flat or hipped roofed bays. Shared circular headed entries. Group value with 19th Bury	A, H, C

		Street Development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	
12 - 32 Lovat Street	NEW	Late 19 th century, 2 storey red brick row, with common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Pairs are articulated by hipped roofed ground floor bay windows. Some variation in features including varied entry detailing and mouldings to lintels. Small front gardens and low brick boundary wall. Shared circular headed entries. Nos 34, 36, 38 break the terrace eaves and ridge line and have prominent two storey canted bays with hipped roofs. Group value with 19 th Bury Street Development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
Mill Street (South-west Side)			
2 Mill Street	CAR	19 th century 2 storey 4 bays slate roof, recessed door to end bay with 4 windows with plaster reveals. Rendered. Prominent entrance building to Mill Street and angled to face north square. Group value as part of Mill Street.	A, H
4 - 8 Mill Street	CAR	19 th century 2 storey red brick Short plain row, decoration form stone lintels with moulded chamfer and beaded stop. Slate roof. Group value as part of Mill Street.	A, H
10 Mill Street	CAR	19 th century 2 storey cottage rough cast altered fenestration. Concrete tile roof. Group value as part of Mill Street.	A, H
12 - 18 Mill Street	CAR	19 th century 2 storey red brick with buff headers in English Garden wall bond. Cambered window heads. Slate roof ridge stacks. Short plain row, decoration form stone lintels with moulded chamfer and beaded stop. Slate roof. Group value as part of Mill Street.	A, H
20 - 26 Mill Street	CAR	19 th century 2 storey painted or rough cast render. Short plain row, decoration form stone lintels with moulded chamfer and beaded stop. Slate roof. No 20 has carriage arch with timber lintel. 24 and 26 have canted bays with sashes. Slate roof with ridge stacks. Entrance to Mill House (28 Mill Street) to north. Group value as part of Mill Street.	A, H

30 - 40 Mill Street	CAR	Late 19 th century 2 storey red/orange brick. 2 Short rows. Slate roof with ridge stacks. Cambered soldier arch over ground floor openings. Timber casements string course. Group value as part of Mill Street.	A, H
42 Mill Street	CAR	19 th century cottage 2 storey gable end onto mill street with timber canopy over door, double fronted. Focal point in views from common through narrow lane.	A, H
Brick walls to rear of Bury Lawn	CAR	Brick walls to Mill Lane and common returning to form rear boundary of Bury Lawn, former Mansion now demolished.	A, H
Mill Street (North-east Side)			
41 Mill Street	CAR	19 th century 3 storey red and buff brick narrow plan, Slate roof. Timber sash windows. Group value as part of Mill Street.	A, H
33 – 39 Mill Street	CAR	19 th century 2 storey red brick Short plain row, casement windows cambered heads. Slate roof. Slate roof. ridge stacks. Group value as part of Mill Street.	A, H
23 - 31 Mill Street	CAR	19 th century 3 storey red brick Short plain row, sash windows cambered heads. Slate roof. Slate roof. ridge stacks. Ground floor bays later (except 31). Doors with fanlights and brackets to simple flat canopy. Group value as part of Mill Street.	A, H
15 - 21 Mill Street	CAR	19 th century 2 storey red brick with pale headers in Flemish bond Short plain row, sash windows cambered heads. Slate roof. ridge stacks. Group value as part of Mill Street.	A, H
1 - 13 Mill Street	CAR	19 th century 2 storey red brick Short plain row, Sash windows cambered heads. Slate roof. Doors with fanlights and brackets to simple flat canopy ridge stacks. Occasional carriage entrances. Group value as part of Mill Street.	A, H
North Square (North-east Side)			
8 North Square	CAR	Mid / late 19 th century 2 storey red brick villa gables with fretted barge boards and finials. Timber porch on brick base. Blind boxes to windows. Timber sashes. Flat voussoir arches. Front garden with brick wall and dwarf railings and gate. Hedge behind. A very picturesque composition in contrast to the simple, functional nature of the terrace housing, fronting the	A, H

		pavement along Mill Street. Also strong group value with 4 and 6 and setting to Ousebank House.	
4 and 6 North Square	CAR	19 th century red brick with buff headers. Symmetrical. Middle bay with gable and entrances under a shared timber hood. Sashes. Low brick boundary wall to frontage partially remains. Hipped slate roof. Also strong group value with 8.	A, H
North Square (South-west Side)			
11 North Square	CAR	19 th century 2 storeys plus attic prominent central bay with gable in form of open pediment, which extend over the entrance dor. Slate roof and stacks. Sash windows. 3 storey wing. Makes an important contribution with the small triangle of verge and chestnut tree and villas opposite in framing North square as a remnant historic space (site of possible medieval market) including setting to Ousebank House which closes the view to the south.	A, H
Ousebank Street (west side)			
10 Ousebank Street (The Old Granary)	NEW	19 th century, 2 storey red brick, formerly ancillary building, situated gable end on to Ousebank Street. Slate roof. Good brick work detailing including dog tooth brick work to gable. Remnant of historic ancillary uses, original opening retained.	A, H
Old Fire Station Garage (adjoining 3-5 Ousebank)	NEW	1948 single storey brick building with flat roof to house fire engines. Original 4 leaf, part glazed 90 degree sliding door is a distinctive and unusual feature. The fire station moved here from 27 High Street. This new station was in two parts, one housed the engines while the other was used for an office and assembly room. In 1952 alterations were made to rise the entrance door where the engines were housed to enable modern appliances to be accommodated. Included for social historic relevance as additional to the Grade II listed 3-5 (former Ousebank House).	C, A, H
Pagg's Court (off Silver Street)			
1-2 Pagg's Court	NEW	19 th century, Pair of houses, two story with attic storey lit by low dormer with raking roof. Rendered with slate roof. Small front garden. Group value with 4&5 Pagg's Court and as part of the historic development pattern between Silver Street and the High Street.	H, A

4-5 Pagg's Court	NEW	19 th century, Pair of houses, two story with attic storey lit by low half dormer with raking roof. Red brick with slate roof. Group value with 1-2 Pagg's Court and as part of the historic development pattern between Silver Street and the High Street.	H, A
8 Pagg's Court	NEW	19 th century 2 storey house, red brick with central entrance. Small front garden. Group value with No 9 Pagg's Court and 10 Pagg's court (Christie's School House) which is listed grade II and Dated 1702. Both noted on the CAR map. All fronting onto Pagg's Court with a historic passageway between 8 and 9 linking to the United Reform Church.	H, A
Park Avenue (East Side)			
1-7 Park Ave	NEW	Early 20 th century 2 pairs of semi-detached houses, 2 storey with brick ground floor and rough cast first floors with brick quoins, gabled roof with central ridge stack. Ground floor canted bays. Small front gardens. Significant of the early phase of linear development and extension of the town. Group value with contemporary early 20 th century houses forming the Park Ave cul-de -sac.	A, H
11 Park Ave	NEW	Early 20 th century detached house closing the end of cul-de sac, 2 storey with brick ground floor and rough cast first floor, gable end facing the frontage. Ground floor canted bay. Gardens and hedges to the south are an attractive feature with narrow lane access to the allotment gardens .Significant of the early phase of linear development and extension of the town. Group value with contemporary early 20 th century houses forming the cul-de -sac.	A, H
Park Avenue (West Side)			
2- 8 Park Ave	NEW	Early 20 th century short row of houses, 2 storey with brick ground floor and rough cast first floors with brick quoins to end returns, gabled roof with gable and central ridge stacks. Ground floor canted bays. Small front gardens. Significant of the early phase of linear development and extension of the town. Group value with contemporary early 20 th century houses forming the cul-de -sac.	A, H
10 Park Ave	NEW	Early 20 th century detached house closing the end of cul-de sac, 2 storey with brick ground floor and rough cast first floors, asymmetrical design with dominant central gable end facing the frontage with pent roof below extending over the ground floor in art and	A, H

		crafts style . Gardens and hedges to the south are an attractive feature with narrow lane access to the allotment gardens. Significant of the early phase of linear development and extension of the town. Group value with contemporary early 20 th century houses forming the cul-de -sac.	
Priory Street			
1 - 3 Priory Street	CAR	19 th century 3 storeys, red brick in Flemish bond, Cambered stone lintels with Keystones. Gable stacks.	A, H
5 (corner of Church view) Priory Street	CAR	20 th century, no significance.	Remove from list
9 Priory Street	CAR	Late 19 th century, narrow house. Red brick, slate roof.	A
11 Priory Street	CAR	Late 19 th century, house. Red brick, slate roof.	A
The Infants School Priory Street	CAR	Also, a National School. Built 1897 when River side School could no longer meet demand. Built for 70 children enlarged to take 100. Continued in use into early 20 th century. Red and dark grey brickwork asymmetrical, main hall range with cross wing. Gable to street, polychromatic voussoirs to pointed arches. Front roof slope punctuated by a tall stack. Gabled entrance to right hand side. Plain clay tiled roof.	A, H, C
15 - 21 Priory Street	CAR	Dated 1874. 2 storeys, short row, red brick in Flemish bond, flush stone reveals and lintels with vermiculated Keystones. Ridge stacks. Buff brick quoins.	A, H
23 and 25 Priory Street	CAR	Late 19 th century. 2 storeys, red brick in Flemish bond, flush dressed stone lintels. Ridge stacks. Buff brick quoins and reveals.	A, H
27 Priory Street	NEW	18 th century, 2 storeys, formerly a farmhouse, a beer house called the Chimney Sweeps Arms, a bus depot and now a private house. Much altered. Previously thatched with a plastered elevation. Windows replaced.	H, A, C
Abbey Lodge Priory Street	NEW	19 th century lodge or gate house to Tickford Abbey. 2 storeys. Brick with slate roof, Important focal point in views along priory street and approach to Tickford Abbey.	A, H

Priory Street (East side)			
6 - 12 Priory Street	NEW	19 th century, Short row 2 storeys red brick (8 & 10 painted) cambered heads over windows and doors. Concrete tile roofs no stacks surviving. All windows and doors replaced except central passage door. Group value in 19 th century street scene.	A, H
14 and 16 Priory Street	NEW	19 th century, pair, 2 storeys red brick in Flemish bond, flat lintels with key stone over windows. Concrete tile central ridge stack. All windows and doors replaced, carriage arch to left hand side. Group value in 19 th century street scene.	A, H
Silver Street (West Side)			
4-17 Silver Street	NEW	19 th century brick row- three storeys with eaves to road and two storeys with gable facing the church. Window arrangement suggests associated with trades (lace making)? Good group and townscape value with listed 8-10 St John Street.	A, H omitted in CAR)
22 Silver St, corner of Chapel Court	New	Dated 1868, 3 storey brick slate roof.	A, H
24 and 26 Silver Street	New	Dated 1868, 2 storey, Rendered.	A, H
Working Mens Social Club	New	Dated 1868, 2 storey double fronted robust later rear wing. The Working Mens club moved to the premises in 1902. The site was formerly the Travellers Rest. The club had previously shared the Church Institute on Silver Street.	A, C, H
32 and 38 Corner of Bury Street	New	Late 19 th century two storey, part of the Bury Street development. Canted corner elevations onto Silver Street, could have been shops – shop window and door arrangement on 38 still evident.	A, H
42 - 44 Silver Street	CAR	19 th century brick cottage style. 2 storey, central arch headed passage.	A, H
34 - 50 Silver Street	CAR	1874, 3 storey red brick with pale headers. Flush stone lintels with key stone. Southern end of row stone clad which diminishes the group.	A, H
58 - 62 Silver Street	CAR	19 th century row 2 storey shallow roof ridge chimneys canted bays paired front doors.	A, H
62 a, 64 and 66 Silver Street		Dated 1890, brick row 2 storey shallow roof ridge chimneys canted bays paired front doors.	A, H

68 and 70 Silver Street	CAR	Dated 1890, brick Semi-detached symmetrical pair with projecting gable with tripartite timber sash windows and timber balcony between. Brick front garden wall with piers.	A, H
Rose and Crown Public House	CAR	Public House early 19 th century or earlier 2 storey rectilinear building 5 bays timber sashes rendered substantial gable stacks.	A, H, C
86 Silver Street	CAR	House 19 th 2 storey century red brick carriage arch, dentilated eaves to match No. 84. Key stones to lintels, modern windows. Good group value with No. 84 (listed).	A, H
88 Silver Street	CAR	House early 19 th 2 storey, double fronted, rendered group value with row including no. 84 (listed)	A
90 Silver Street	CAR	Late 20 th century house. No significance.	Remove from list
92 Silver Street	CAR	19 th century 1 1/2 storey, rendered, house probably formerly ancillary coach house /stable to no.94.	A, H
94 Silver Street (formerly The Greenman Public House)	CAR	19 th century House, 2 storey double fronted half gable to central bay. Plat band. Decorative corbels to projecting flat canopies over ground floor windows. Gable stacks. Prominent corner building. Formerly the Greenman Public House. Hillyard ran a parchment works to the rear in the 19 th century.	A, H, C
		Silver Street (East Side)	
75 Silver Street	CAR	Early 20 th century rendered, parapet. Formerly site of first co-operative shop in Newport Pagnell, no evidence of frontage remains. Prominent corner site.	C
67, 69, 71 and 73 Silver Street	CAR	Dated 1868, 2 storey houses in red brick, buff brick quoins, reveals and string across frontage. Low pitched roof ridge stacks. Door surrounds with flat canopies, 67 with brackets.	A, H
65 Silver Street	CAR	19 th century 2 storey rendered. Good timber doorcase with flat canopy on foliage corbels.	A
Former Methodist Chapel	CAR	Methodist Chapel 1867, Red brick, two storeys, hall has a Dutch gable with two smaller later Dutch gables in-front and entrance to right hand side in arts and crafts style with sweeping tiled porch roof over. Strong architectural value and communal value.	A, H, C

59 Silver Street	CAR	20 th century no apparent significance.	Remove from list
61-53 Silver Street (Cromwellian Cottages)	CAR	Dated 1899. Short row, 2 storey red brick with canted bays and brackets below deep architrave to tiled bays roofs. Semi -circular door heads, with key stones. Two chimneys retain dog tooth brick detail.	A, H
49 and 51 Silver Street	CAR	Pair dated 1875, 2 storeys, scroll consoles to paired door cases. Gable stacks. Timber sashes.	A, H
Lovat Lodge, Silver Street	CAR	Associated with Lovatt Bank. 2 storeys brick ground floor, mock timber framing to first floor. Asymmetrical with tile hung two storey bay. Forms a strong group with Lovatt Bank and no 95 Silver Street.	A, H
35 Silver Street	CAR	Late 19 th Century House 2 storeys, asymmetrical design, with hip and gable to the front elevation. Red brick ground floor, mock timber framing to first floor. Forms a group with Lovatt Bank and Lodge.	A, H
31 and 33 Silver Street	CAR	19 th Century, 2 storey short row, ground floor red brick, first floor rough cast, decorative brickwork to gable and ridge stacks, casement windows, Arts and crafts style. Prominent in views westwards, as faceted elevation marks a kink in the road deflecting views.	A, H
29 Silver Street	CAR	Former Public House, 2 storey, plain painted brick elevation, slate roof.	C, H
No. 4 River Close (and roadside boundary wall)	NEW	House, late 19th early 20 th century 2 storey formerly set back in grounds behind long brick garden wall to frontage. Garden now developed as river close.	(omitted in CAR)
27 (listed building encompasses 25 Silver Street)	CAR	Early 19 th century red brick front to earlier rubble building. Machine tile roof. 2 storeys, cement rendered parapet and cornice band. 3 flush casements, cambered arches. No 25 has a gabled timber framed rear wing.	(No. 25 omitted in CAR)
Tickford Arcade	NEW	Rear shell of a brick building formerly a cinema in the garden of a house by owners of Salmons' coach works in association with Alfred Bullard, constructed 1912, named the Electra Cinema circa 1939, now converted to an arcade of shops. The wide rear gable forms a prominent focal point and landmark in views eastwards up Silver Street.	A, H, C

Spring Gardens (East Side)			
1 - 21 (not 23) Spring Gardens	NEW	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Paired front entry doors with shared flat timber canopies. Shared round headed entries to rear. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
25, 27 and 29a Spring Gardens	NEW	No 25 late 19th century double fronted detached house with central gable. Rendered gable stacks. Early 20 th century semi detached, red brick with hipped tile roof and lateral stacks. Pent roof running across frontage over ground floor bays. Set back from Spring Street by Long front gardens with mature planting and garages. Their gardens, the tree and hedge to No 25 contributes to softening the streetscene at the prominent position in the curve in the Road.	A, H
29 - 37 Spring Gardens	NEW	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Paired front entry doors with shared flat timber canopies. Shared round headed entries to rear. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
Spring Gardens (West Side)			
2 - 12 Spring Gardens	NEW	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Paired front entry doors with shared flat timber canopies. Shared round headed entries to rear. No 12 set back from the building line to accommodate change in road direction. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C

12a Spring Gardens	NEW	Early 20 th century ancillary buildings/ coach house. Mono pitch roof. Ground floor one wide opening remaining. Upper storey altered mid 20 th century to provide tall windows.	A, H
14 - 38 (not 40) Spring Gardens	NEW	Late 19 th century, 2 storey red brick detached house with buff brick used as decorative features to soldier arches and string course. No 14 set forward from the building line to accommodate change in road direction. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
44 Spring Gardens	NEW	Late 19 th century red brick double fronted. Gable end chimneystacks, symmetrical canted bays with hipped roofs, central plain entrance. Small front garden with low brick boundary wall. Group value as part of the late 19th Bury Street area development, social value related to key phases of late 19 th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
St. John Street (West Side)			
Tickford Arcade	CAR	19 th century 3 storey house, 4 bays, rendered with canted bays to the ground floor and deep projecting eaves. It was converted to a cinema by Salmons' coach works in association with Alfred Bullard, constructed 1912, named the Electra Cinema circa 1939, (Maynard 1995) now converted to an arcade of shops. Hipped roof. Ground floor altered.	H, A, C
Aston Designs	NEW	19 th century, 2 storeys, rendered, modern ground floor, upper floor ashes remain and deep projecting eaves to hipped roof with tall central brick stack. Group value with Tickford Arcade.	(omitted in CAR)
Station Road			
1 Station Road	NEW	Late 19 th 2 storey, Symmetrical gables with decorative timber framing. Red brick red tile roof with decorative ridge tiles and finials. Also group value with 3 and 5 Station Road. Prominent corner building.	A, H (omitted in CAR)
3 and 5 Station Road	CAR	Late 19 th Symmetrical pair. Red brick, T shaped plan, with ornate stepped gables fronting the Road. Prominent square chimney stacks and decorative basket weave brick band to first floor. Square bays with balcony. Sashes with unusual marginal glazing	A, H

		bar pattern. A good architectural composition which remains mostly unaltered. Also group value with No 1 Station Road.	
Station House	CAR	Late 19 th century. 2 and a half storey, asymmetrical, extended in 20 th century. Group value with houses on Beaconsfield Road.	A, H
Tickford Street (North Side)			
1 Tickford Street	NEW	1810 Toll Collectors house, original porch removed. Stone two storeys. Slate roof. Group value with Bridge and Cottages on south side.	H, A (omitted in CAR)
3 and 5 Tickford Street	CAR	19 th Century, brick 2 storey, pair, flat arch lintels with key stone. Prominent in views form the north over the bridge. Corbeled brick central stack. Strong group value with south side. Brewery behind by James Price Coles and later William Hipwell. The brewery was demolished and replaced by cottages 1879.	A, H, C
1 - 8 Park View Tickford Street	CAR	2 storey brick cottages circa 1879. Constructed on site of brewery.	H, A
7 - 13a Tickford Street		19 th Century, brick 2 storey, pair, flat arch lintels with key stone. Prominent in views form the north over the bridge.	A, H
11 and 12 Tickford Street	CAR	19 th century 2 storey, rendered, gable stacks, set back from road by long font gardens.	A, H
37 and 39 Tickford Street	CAR	Early 19 th century, 2 storey red brick with grey headers, corner building returning onto Priory street. Blind window to canted corer return. Carriage arch to left hand side. Hip roof. Strong group value with buildings along northern side of Tickford Street, especially Tickford Convenience Stores.	A, H
Chassis workshop, Salmon and Son, Tickford Street	CAR	1910 Brick 3 storeys slate roof, purpose-built motor carriage works, 3 storey purpose built coach building works. Historically and architecturally significant building for its early association with automobile manufacture, and a prominent focal point and landmark.	H, C, A
Carriage works Building, Salmon and Son, Tickford Street	CAR	2 storey brick, Historically significant building for its association with automobile manufacture on the site. Group value as last of 4 remaining buildings from the Salmon & Son Site.	H, A, C

House offices for Salmon & Son, Tickford Street	CAR	'Sunnyside' House originally two properties then offices for Salmon & Son. Re-fronted. 2 storeys. Group value as last of 4 remaining buildings from the site.	H, A, C
69 Tickford Street	NEW	Early 19 th century two storey double fronted house, red brick, now rendered with old tiled roof gable stacks. Dentilated eaves. Replacement windows. Forms end of terraced group. Included for group value as part of historic linear settlement (listed group). Was delisted following alterations.	A, H
71 - 77 Tickford Street	NEW	19 th century two storey regular stacks. Brickwork now obscured by pebbledash, tiled roofs. Replacement windows. Have group value as part of historic linear settlement (listed group). No. 71 was delisted following alterations.	A, H
89 and 91 Tickford Street	NEW	19 th century two storey regular stacks. Red brick with pale headers. Cambered arches. Three stacks. Concrete tile roofs. Replacement windows. Have group value as part of historic linear settlement (listed group).	A, H
93 - 101 Tickford Street	NEW	19 th century two storey regular stacks. Red brick in Flemish bond. Flat arches with key stone to ground floor. Three stacks. Concrete tile roofs. Replacement windows. Have group value as part of historic linear settlement (listed group).	A, H
105 - 111 Tickford Street	NEW	Dated 1900 two storey regular stacks. Red brick symmetrical pairs either side of a central bay with half gable and passage. Windows have vermiculated key stones over canted bays. Semi-circular entrances with key stone to ground floor. Three stacks -prominent in views. Marginal fan lights over glazed 4 panelled doors. Concrete tile roofs. Set back from road by small front gardens. Group value in streetscene as part of historic linear settlement extension.	A, H
113 - 127 Tickford Street	CAR	19 th century two storey regular stacks. Red. Concrete tile roofs. Porches on curved timber struts. Cambered heads to windows. Chimneys prominent in views. Group value as part of historic linear settlement extension.	A
129 Tickford Street	NEW	Early 19 th century, 2 storey, double pile, with 4 brick dogtooth chimney stacks. Rear range has red brick in English garden wall bond, front range now rough cast render. Shown as a nursery with outbuildings in late 19 th century.	A, H

141 - 175 Tickford Street	NEW	Dated 1904, 1909, 1914, 3 rows of terraced houses, red brick, two storey regular stacks. Red brick symmetrical pairs either side of a passage. Windows have key stones over canted bays. Flat arches with keystones over entrances, passage has a curved soldier arch head. Three stacks -prominent in views. Marginal fan lights over glazed 4 panelled doors. Concrete tile roofs. Set back from road by small front.	A, H
Tickford Street (South Side)			
2a	CAR	Late 19 th century, 2 storey, red brick with timber framing and render infill to gable, asymmetrical with cross wing gable and cat slide roof over porch. sash windows with wide boxes and raised external architraves and cornice. Clay tile roof. Group value with Queen Anne's Alms houses.	A, H
20 - 28	NEW	19 th century terrace, 2 storeys, 2 bays each house, red brick in Flemish bond, flat arches with keystones, Good doorcase surrounds with flat canopies with scrolls and fanlights. Regular spaced ridge stacks. Strong group value with listed group.	A, H (omitted in CAR)
Salmon and Son "Olympia" Building	CAR	Former aircraft hangar, single storey brick with curved roof, 1 of 4 remaining buildings form the historic automobile works. Prominent building in the street scene. Group value, communal value, historic value.	A, H, C
Union Street (North Side)			
55 – 61 Union Street	CAR and NEW	A row of 2 storey cottages, late 18 th / early 19 th century long old red tiled roof with ridge stacks and continuous dentilated eaves. Repeated door case with fanlight. 61 has shop windows inserted. 57 is three storeys and punctuates the end of the row. Rear ancillary building forming a triangular yard now Union Court Mews to rear. Architectural, historic and townscape merit as a group.	A, H (61 omitted in CAR)
51 and 53 Union Street	CAR	Early 20 th century, 2 storey and attic substantial red brick pair. Arts and crafts front elevation to road with distinctive flat roofed wing with paired chimney stacks. Timber porches. with rough cast at first floor Steep clay tiled roof and dormers. Gables to rear. Stone boundary wall to 51.	A, H
19 and 21 Union Street	CAR	Early 20 th century 2 storey arts and crafts pair, brick and roughcast render, projecting eaves, box half dormers to flank over 3 windows, 2 hipped bays to front with pent roof over canted bays to ground floor	A, H

		in recessed central bay which sits on the back of pavement. It is very prominent in the street scape and of some architectural pretention. A significant local building. Also group value with 8-10 opposite as together they for a pinch point in the street.	
17 Union Street	CAR	Late 20 th century, 2 storey of no architectural or historic merit or group value.	Remove from list
15 Union Street	CAR	Late 19 th century 2 storey house double fronted 2 windows, tripartite sashes. Flemish bond with grey headers. Hipped slate roof. End bay with wide door. Forms terraced row with 7 – 13 so also group value.	A, H
11 and 13 Union Street	CAR	19 th century, three storey red brick with pale headers Flemish bond, 1 window to central bays door only to outer bay. Shallow slate roof with central stack. Possible outworkers' cottages. Forms terraced row with 7 – 11 and 15 so also group value.	A, H
3, 5, 7 and 9 Union Street	CAR	Nos 7 and 9 Union Street 19 th century, 3 storeys, red brick with pale headers Flemish bond. 2 bays 1 window single storey extension to front masking historic ground floor arrangement. Possible historic association with a trade. Former ancillary building attached to east now converted to residential (Nos 5 & 3). Forms terraced row with 11 – 15 so also group value.	A, H
1 Union Street	CAR	19 th century 3 storeys, red brick with pale headers Flemish bond facing street. Gabled slate roof with stack. Old stone gable integral to west flank wall. String course at floor levels. Possible historic association with a trade. Strong group value with 3, 5, 7 and 9 Union Street.	A, H
Union Street (South Side)			
2 Union Street	NEW	Late 19 th century red brick, domestic revival style with pointed arch central entrance. Symmetrical gables. Mullion and transom windows UVPC. Tiled roof finial ridge tiles. Prominent in view along union street especially from north square. Refurbished/ rebuilt Taylor works to rear.	A, H (omitted in CAR)
14 Union Street	CAR	Substantially rebuilt.	Remove from list

Wolverton Road (South Side)			
10 Wolverton Road	NEW	Early 20 th century, substantial detached house, 2 storey rendered with prominent tiled roofs. Asymmetrical design with central feature of a wide projecting gabled range with second lower gable set back to the side. Short rendered ridge and gable stacks. Moderate front garden (now drive) behind hedge. Heavily renovated. Significant of the early phase of linear development and extension of the town. Group value with no 12.	A, H
12 Wolverton Road	NEW	Early 20 th century, substantial detached house, 2 storey rendered with prominent multi gabled tiled roofs. Asymmetrical design with wide projecting gabled range to the LHS with second lower gable set back to the RHS, both separated by a central gable set in the roof slope with tiered pent roofs below. Short rendered gable stacks. Moderate front garden (now drive). Heavily renovated. Significant of the early phase of linear development and extension of the town. Group value with no 10.	A, H
14-32 Wolverton Road	NEW	Early 20 th century, 5 paired semi-detached houses, 2 storey, brick ground floor rough cast to first floors. Paired central 2 storey gables which extends as a stepped catslide entrance to the side (20 and 22 are original examples) some have been altered to create a secondary gable extension to the side. Front gardens some with hedges and street trees. Ridge chimney stacks. Group value as early middle-class speculative housing. Significant of the early phase of linear development and extension of the town at the turn of the century.	A, H
38-40, Wolverton Road	NEW	Early 20 th century, paired semi-detached houses, 2 storey, brick ground floor rough cast to first floors. Paired central 2 storey canted bays with gable over on scrolled timber struts. Secondary entrance gable to side with pent roofed porches. Paired central ridge stack. Front garden. Significant of the early phase of linear development and extension of the town at the turn of the century.	A, H
44-54 Wolverton Road	NEW	Early 20 th century, paired semi-detached houses 2 storey, brick ground floor rough cast to first floors. Canted bays with hipped roofs and finial. Front gardens and verge. Gable chimney stacks. Group value as early middle class speculative housing. Significant of the early phase of linear development and extension of the town at the turn of the century.	A, H

56&58 Wolverton Road	NEW	Early 20 th century, pair semi-detached houses 2 storey, brick ground floor rough cast to first floors. Square bays with gables. Front gardens and verge. Gable chimney stacks. Group value as early middle class suburban housing. Significant of the early phase of linear development and extension of the town.	A, H
60-64 Wolverton Road	NEW	Early 20 th century, short row of 3 attached substantial double fronted houses, 2 storey, brick. Moulded Stone window and door heads and cills. Wide recessed central entrances with part glazed front doors and side lights are a notable Feature. Canted bays with projecting gables supported on decorative timber struts and tile hanging infill. Front gardens and verge. Gable chimney stacks and ridge stacks, cement tiles but ridge finials retained. Group value as early middle class suburban housing. Significant of the early phase of linear development and extension of the town.	A, H
66 -70 Wolverton Road	NEW	Early 20 th century Short row of 3 attached houses, red brick, three canted bays with flat roofs. Gable chimney stacks and ridge stacks, slate roofs. Front gardens now driveways. Group value as early middle class suburban housing. Significant of the early phase of linear development and extension of the town.	A, H
72 and 74 Wolverton Road	NEW	19 th century Pair red brick symmetrical paired doors in centre, bays with canted gables and decorative timber struts. Moulded stone lintels over doors and window heads and to cills. Slate roof with decorative ridge tiles. Front gardens now driveways. Group value as early middle class suburban housing. Significant of the early phase of linear development and extension of the town.	A, H
80, Wolverton Road	NEW	Dated 1912, 2 storey detached Edwardian Mansion in free Jacobian style of some status. Hipped wings and central bay with horizontal and raking dentilated pediment. Mullion and transom stair window in stone. Large secluded front garden with mature hedges, and street trees provide significant setting. Significant of the early phase of linear development and extension of the town.	A, H
84 Wolverton Road	NEW	Early 20 th century, 2 storey, detached villa, red brick with moulded brick details. Group value as early middle class suburban housing. Large secluded front garden with mature hedges, and street trees provide significant setting. Significant of the early phase of linear development and extension of the town.	A, H

86-88 & 90-92 Wolverton Road	NEW	Early 20 th century 2 semi-detached pairs. Ground floor red brick, upper floors rough cast render. Two storey canted projecting bays with gables. Gable stacks. Large secluded front garden with mature hedges, and street trees provide significant setting. Group value as early middle-class suburban housing. Significant of the early phase of linear development and extension of the town.	A, H
102-114 Wolverton Road	NEW	Early 20 th century row, 2 storeys red brick, two storey square bays with decorative barge boards. Windows have moulded stone heads and cills. Corbels below first floor cills. Recessed entrance doors with fanlights. Passageways with arched heads and keystone. Slate roofs with ridge stacks and decorative terracotta ridge tiles. Most original features remain, including sliding sash windows with central glazing bar to upper sash. Significant of the early phase of linear development and extension of the town.	A, H
St Luke's Church	NEW	Early 20 th century Chapel, simple single storey rectilinear building with circular window to the North gable and elegant timber bell frame with copper roof. Set back with a modest green frontage and mature hedge to the western boundary it is significant historically and socially a part of the earliest phase of linear development and extension of the town along this section of Wolverton Road.	C, H, A
Wolverton Road (North Side)			
Hillcroft, 9 Hill View, Wolverton Road	NEW	Dated 1913, 2 storey double fronted villa, rendered, with 2 storey canted bays with hipped roofs and finial ridges, central entrance. Red brick gable stacks. Modest front garden with hedge which contributes to the character of the road. Represents earliest phase of residential suburban development along Wolverton Road.	A, H
8 Hill View, Wolverton Road	NEW	Early 20 th century detached house, two storey brick ground floor, roughcast first floor, hipped tile roof, two storey semi-circular bay with gable. Large front garden with prominent boundary hedge. Represents group value with Hillside as earlier phase of residential suburban development along Wolverton Road.	H
7 Hill View, Wolverton Road	NEW	Late 19 th century, 2 storey double fronted villa, rendered, with symmetrical half gable windows and modern ground floor pent roof across the front square bays. Red brick gable stacks. Modest front garden now	A, H

		paved with hedge which contributes to the character of the road. Represents earliest phase of residential suburban development along Wolverton Road.	
6 Hill View, Wolverton Road	New	Late 19 th century 2 storey, large, detached house, red brick ground floor, rough cast first floor. Red tile roof. Good asymmetrical design, with end cross wing and gable, and hipped 2 storey porch with inset entrance. casement windows. Medium front garden now gravel with hedge which contributes to the character of the road. Represents earliest phase of residential suburban development along Wolverton Road.	A, H
4a and 5 Hill View, Wolverton Road	NEW	Late 19 th century, 2 storey double fronted villa, brick ground floor, rendered first floor, symmetrical 2 storey canted bays, stone surrounds, with gable. Red brick gable stacks. Modest front garden now paved with hedge which contributes to the character of the road. Represents earliest phase of residential suburban development along Wolverton Road.	A, H
Kent Lodge, 3 Hill View, Wolverton Road	NEW	Late 19 th century 2 storey, large, detached house, red brick plinth to ground floor, remainder pebble dash. Substantial hipped red clay tile roof. Good asymmetrical design, with tile pent roof over canted bay and entry. Casement windows. Medium front garden now partly gravel with mature tree which contributes to the character of the road. Represents earliest phase of residential suburban development along Wolverton Road.	A, H
The Red House Public House, Wolverton Road	NEW	19 th century Public house on the fork in the road with Little Linford Lane. 2 storey, rectilinear building with simple slate roof and gable stack. Focal point and landmark.	A, H, C
5 Wolverton Road	NEW	Date 1892, 2 storey double fronted detached house with slate pent roof over ground floor square bays. Front garden and wall. Gable stacks slate roof. Significant of the phase of linear development and extension of the town at the turn of the century.	A, H
7 - 15 Wolverton Road	NEW	Late 19 th century terrace 2 storey red brick, double fronted single storey canted bays either side of entrance door with curved head and key stone, small front gardens onto back of pavement. Prominent regularly spaced stacks. Significant of the phase of linear development and extension of the town at the turn of the century.	A, H

17 - 21 Wolverton Road	NEW	Late 19 th century Short row 2 storey 3 attached double fronted houses. Pebble dashed, slate roofs and dog tooth eaves. Middle of row has a half gable pediment.	A, H
23 - 37 Wolverton Road	NEW	Late 19 th century terrace, 2 storeys, red brick paired entrance doors with canted bays either side. Slate roof with regularly spaced chimneys a prominent feature. Flush stone lintels. Small front gardens now parking.	A, H