ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD
TOWNSCAPE ASSESSMENT:

Final Report

Volume 3: Ascot Group

Prepared for The Royal Borough of Windsor and Maidenhead
by
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1. INTRODUCTION

1.1. In May 2008, Land Use Consultants was commissioned by The Royal Borough of Windsor and Maidenhead (RBWM) to undertake a Townscape Assessment of the Royal Borough’s towns and larger villages. Townscape refers to the urban form and character of a built up area.

1.2. The information contained in this study provides a deeper understanding of the local townscape. It describes how the towns and larger villages evolved, what they are like, and how they can be managed to respond to their local context and enhance local distinctiveness.

BACKGROUND

1.3. The planning process plays an important role in delivering development that is complementary to the local environment. The need to ensure good design is widely recognised both nationally and locally.

1.4. The study has been prepared in response to the growing recognition of the value of townscape assessments as a basis for effective planning and management of built-up areas. Townscape assessment is a tool that provides an objective, structured approach to identify and classify the distinctive character of urban areas.

1.5. The impetus for this study has come from a number of sources:

- A key objective of national policy is that developments respond to their local context and create and reinforce local distinctiveness. Design which is inappropriate to its context, or which fails to take opportunities available for improving the character and quality of an area or the way it functions should not be allowed.

- The Commission for Architecture and the Built Environment (CABE) state that planning policy should ensure developments are designed for place, based on an understanding and evaluation of an area’s defining characteristics.

- The Royal Borough is experiencing regeneration and development pressures which is increasingly leading to proposals for higher density development, often flatted in nature. Currently, 90% of housing development is achieved on previously developed sites within urban areas, bringing a focus on potential impacts on local character.

PURPOSE AND SCOPE

1.6. The overall purpose of the study is to provide a more detailed understanding of the character and composition of the built environment and to provide guidance on managing change to ensure it responds to local context and enhances local distinctiveness. Key objectives of the study include:
• To provide a factual description of townscape for the Royal Borough’s towns and larger settlements, including their evolution, pressures for change and the likely positive and negative effects of change on the underlying character.

• To define broad generic townscape character types and character areas.

• To inform of the implications of different types, forms and densities of development on townscape character and sense of place.

• To improve development decisions by defining broad principles for integrating development within each townscape character type and area, including if appropriate the identification of areas where development would be harmful to townscape quality.

• To give confidence to landowners, developers and residents of design expectations.

• To identify improvements to townscape that could enhance the enjoyment of the area by the local community and visitors.

1.7. The study provides a 1:10,000 scale characterisation and evaluation of the settlements excluded from the Green Belt, namely Ascot, Cookham Rise, Cookham Village, Datchet, Eton, Eton Wick, Maidenhead, North Ascot, Old Windsor, South Ascot, Sunningdale, Sunninghill, Windsor and Wraysbury. The study area, showing the location of these settlements in relation to the Green Belt is presented in Figure 1.1.

METHODOLOGY

1.8. The study’s methodology has been adapted from the approach to ‘Town Design Statements’\(^1\). The approach is also influenced by several other related areas including the principles contained in English Heritage’s Guidance on Conservation Area Appraisals (which can be applicable to areas outside conservation areas), as well as past townscape character appraisals (for example the ‘Character Assessment of Oxford in its Landscape Setting’\(^2\)) and urban design guidance, including CABE’s ‘Buildings and Spaces: why design matters’\(^3\) which pushes for stronger recognition of design quality in policy formulation, English Partnership’s ‘Urban Design Compendium’\(^4\) which covers good urban design principles, and the recent document ‘Placemaking’\(^5\) which focuses on the design of buildings, groups of buildings, streets, spaces and landscapes.

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1.9. The methodology draws upon a two-stage approach of characterisation and evaluation. This is described in further detail below.

**Approach to Part 1: Characterisation**

1.10. The characterisation stage involves developing an understanding of each settlement in terms of its setting, physical influences, evolution and urban structure. From this informed position, broad areas of common character can be identified and mapped.

**Physical Influences and Landscape Setting**

1.11. Physical influences (such as geology, topography and drainage) may determine the growth and appearance of a settlement. It is also important to understand how the settlement relates to its landscape context. The section on physical influences provides a description of the location and setting of the town or village and its relationship to underlying geology and its landscape context. The Landscape Character Assessment for the Royal Borough (LCA)\(^6\) provides detailed information about the landscape in between the Borough’s settlements and this has been used to describe the landscape setting to settlements. This section is informed by geology GIS datasets in addition to the Royal Borough’s LCA. Reference is also made to where more information may be found.

**Evolution of the Settlements**

1.12. In order to understand the evolution of the settlements, episodes of growth have been mapped using historic epoch maps. The results of the epoch mapping are presented in Chapter 3.

1.13. Conservation Area appraisals and publications were used to summarise the evolution of the settlements to aid an understanding of settlement structure and form.

**Urban Structure**

1.14. The urban structure of each settlement has been identified in terms of historic gateways, landmarks, nodes and key views, to provide context to the more detailed townscape typology within each settlement.

**Historic gateways** = the main point of entrance and arrival at the historic centre of a settlement - these indicate the principal approaches to the historic centre, as shown on the ‘Old Series’ Ordnance Survey Map data (1822).

**Landmarks** = prominent structures or geographical features that identify a location and contribute positively to the townscape. These are often used to navigate by.

**Nodes** = distinct points within the structure of a settlement which may be important historic junctions where important routes come together (for example an historic junction or intersection marked by a market cross or milestone), or places of particular importance where people congregate e.g. market/urban square or village green.

\(^6\) LDA, 2004 *Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead*
Key views = the most important views within the urban area (usually of landmark features). Key views may also be from the town looking out to the surrounding landscape, or from the surrounding landscape looking towards the urban area if they are particularly important to the understanding of the urban structure of the townscape. Key views should be important at the strategic level i.e. key views will not include individual views of local interest or of minor landmarks, for example some of those are identified within more detailed individual Conservation Area appraisals.

Values

1.15. Information on what is valued about each settlement was gathered from stakeholders during a workshop event held on 23rd September 2008. This is presented under a sub-heading ‘values’ for each settlement.

Townscape Classification

1.16. The aim of the classification was to identify consistent townscape character types and, within these, local character areas.

| Townscape Type | = distinct type of townscape that is relatively homogeneous in character. Townscape types are generic in nature in that they may occur in different settlements across the Borough, but share broadly similar combinations of land use, morphology and building types. |
| Townscape Character Area | = single unique area that is a discrete geographical area of a particular townscape type. |

1.17. The classification of townscape types and character areas involved interrogation of a number of datasets, namely:

- historic mapping (from the British Library);
- land use data (from Local Plan Proposals Maps – local centres, employment areas, industrial sites);
- underlying physical data on geology, topography, drainage and flooding (Environment Agency Flood Map, Flood Zone 3).

1.18. The classification was been undertaken at a scale of 1:10,000 i.e. large enough to reveal detail on urban grain and street/block patterns, but small enough to allow coverage of all of the Royal Borough’s urban areas.

1.19. The classification identifies ‘areas’ or ‘neighbourhoods’ of consistent character, rather than classifying individual buildings or sites. For example, schools, churches and open spaces have generally been classified as part of the neighbourhood in which they occur – these features are usually consistent with the age of the built development surrounding these features. Anomalies in a townscape type or character area, such as small redevelopment sites, are generally classified as part of their surroundings.
For example, the flatted development at ‘Ascot Towers’ comprises a redeveloped plot in the ‘Villas in a Woodland Setting’ townscape type. Because the plot retains many features of the ‘Villas in a Woodland Setting’ it is classified as part of this type, rather than ‘Post War Residential Flats’. However, where redevelopment sites are of a sufficient size, and the urban structure has been changed unrecognisably from their former appearance (e.g. Ward Royal in Windsor) these areas have been classified as a separate type. The aim in all cases is to identify townscape types/areas where guidance for built development or enhancement of the townscape would be consistent throughout that type/area.

**Character Description**

1.20. Townscape types form the main unit for the character description. Generic townscape character information is presented under the following headings for each townscape type:

- **Key characteristics** – an ‘at a glance’ summary;
- **Location/distribution of type** – an opportunity to explain the distribution of the type within that particular settlement;
- **Physical influences** – the influence that underlying geology and topography have on the townscape type;
- **Human influences** – evidence of evolution of the urban form, and period of predominant character;
- **Townscape character** – this is presented under a number of sub-headings and forms the ‘meat’ of the description of townscape character.

1.21. Additional information is presented at the character area level, drawing out any particular differences between the character areas, and special features that require different treatment from the generic townscape type.

**Approach to Part 2: Evaluation**

1.22. The approach to the evaluation includes evaluation at the settlement level, and evaluation at the character type level. In developing the evaluation we have been mindful of the need to take account of the requirements of the European Landscape Convention (ELC).

1.23. The evaluation at the settlement level identifies guidance/opportunities for enhancement, focusing on relationship of the settlement to its landscape setting and urban structure.

1.24. A more detailed evaluation at the character type has also been undertaken. This includes:

- **Condition** – commenting on the condition/quality of the townscape;
- **Forces for Change** – documenting forces for change acting on the townscape;
• Guidance/Opportunities - includes recommendations for managing change, whilst conserving and enhancing sense of place, and includes design principles for development and opportunities for townscape enhancement.

REPORT STRUCTURE

1.25. The study is divided into three volumes to reflect geographical area as follows:

• Volume 1: Maidenhead and Cookham Areas;
• Volume 2: Windsor Group (comprising Datchet, Eton/Eton Wick, Old Windsor, Windsor and Wraysbury);
• Volume 3: Ascot Group (comprising Ascot/ North Ascot, Sunningdale and Sunninghill/South Ascot).

1.26. This volume (Volume 3: Ascot Group) is divided into five chapters:

• Chapter 1 presents the background to the study, and sets out the methodology used;
• Chapter 2 presents the results of the townscape classification for the Borough;
• Chapter 3 provides an introduction to the settlements within the relevant settlement group (each considered in alphabetical order);
• Chapter 4 presents the townscape type and townscape character area descriptions relevant to the Ascot group; and
• Chapter 5 provides a guide on using the assessment.

1.27. A glossary of terms is provided in Appendix 1.
Figure 1.1: Study Area

Key
- Settlement boundary
- RBWM boundary
- Green Belt

Source: RBWM
Date: 11/02/2009
Revision: A
2. **TOWNSCAPE CLASSIFICATION**

2.1. The aim of the classification is to divide the Borough’s urban areas into consistent townscape character types and, within these, geographically specific local character areas.

**TOWNSCAPE TYPES**

2.2. Townscape types are generic in nature in that they may occur in different settlements, but share broadly similar combinations of land use, morphology and building types.

2.3. The Royal Borough contains seventeen distinct townscape types, Table 2.1 provides a list, and brief description, of each townscape type while Figure 2.1 shows their distribution.

**Table 2.1: Townscape Types within RBWM**

<table>
<thead>
<tr>
<th>Townscape Type</th>
<th>Summary Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Historic Town Cores</td>
<td>Historic Town Cores are based on the extent of the town up to 1800, but also including redevelopment up to the present day, often originating around a church or market place, or on a strategic coaching road route or river crossing point. A high density, tight grained urban environment with relatively small scale (2-3 storey) buildings set on narrow plots. Vernacular materials and harmonious, if eclectic form, drawn tight to street frontages. Irregular networks of streets and lanes.</td>
</tr>
<tr>
<td>2. Historic Town Fringes</td>
<td>Historic Town Fringes are the areas bordering the Historic Town Cores that were developed after 1800, up to the late 19th Century. These areas often include Victorian infrastructure and substantial Victorian, and later, redevelopment of a larger scale than the historic core. Extensive redevelopment is a key characteristic, as are infill and backland development, which has ignored the historic spatial scale. Features such as ring roads and railway stations are often evident.</td>
</tr>
<tr>
<td>3. Historic Village Cores</td>
<td>Historic Village Cores form the historic core of villages, usually associated with a village church, green or common. The type includes extent of development shown on the 1816-1822 Ordnance Survey maps of England and Wales.</td>
</tr>
</tbody>
</table>

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7 Ordnance Survey (1816-1822) *Ordnance Survey of England and Wales, 1 Inch to 1 Mile, Sheet 7 (1822) and 8 (1816).*
<table>
<thead>
<tr>
<th>Townscape Type</th>
<th>Summary Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4. Georgian Suburbs</td>
<td>Georgian Suburbs form some of the earliest suburbs outside the historic town cores, typically built between c1720 and the mid 19th century. The townscape is defined by 2-3 storey brick townhouses (terraced or semi-detached) in a plain but elegant, often severe classical idiom. Buildings are characterised by their symmetry and regularity of detail including, sash windows with glazing bars, cast iron verandahs, moulded porches and decorative front doors with intricate fan lights above. Later buildings (Regency) are usually more decorative with moulded stucco exteriors.</td>
</tr>
<tr>
<td>5. Victorian Villages</td>
<td>Victorian Villages arose as a result of the development of Victorian infrastructure such as the railways and are often in close proximity to railway stations. They were built relatively rapidly between c.1837-1910 and as such display a unified architectural style. The principal village streets tend to have larger properties with commercial/retail function while the residential side streets are usually more unified with regular terraces of 2 storey brick built cottages. These villages also include schools, churches and public houses that were constructed in the same period.</td>
</tr>
<tr>
<td>6. Victorian and Edwardian Suburbs</td>
<td>Victorian and Edwardian Suburbs are medium-high density suburbs consisting of terraces and semi detached Victorian houses on a grid street pattern. They were built relatively rapidly between c.1837-1910 and as such display a unified architectural style. The principal streets tend to have larger properties and street trees, while the residential side streets are usually more unified with regular terraces of 2 storey brick built cottages. These residential suburbs also include schools, parks, churches and public houses that were constructed in the same period.</td>
</tr>
<tr>
<td>7. Victorian and Edwardian Riverside Villa Suburbs</td>
<td>Victorian and Edwardian Riverside Villa Suburbs are low density suburbs consisting of large Victorian/Edwardian dwellings alongside the River Thames, set back from the road in large well wooded plots with ornamental species/parkland exotics (such as Lebanon Cedar). Buildings are typically Arts and Crafts inspired or Jacobean revival in style and display a range of ornate façade features such as half timbering, carved gables, patterned polychrome brick detailing, stucco, and elaborate cupolas and chimneys.</td>
</tr>
<tr>
<td>8. Inter-war Suburbs</td>
<td>Inter-war Suburbs are residential estates of two storey semi-detached houses and bungalows dating from between 1918 and 1939, influenced by the garden city movement. The suburbs comprise wide, generously proportioned curvilinear streets and cul-de-sacs with a leafy character due to short, well vegetated front gardens bounded by ornamental, low boundary walls/fences and clipped hedges. Houses often display a unified style with pebble dashed and/or tile hung facades, gables to main facades, bay/bow windows, recessed arched porches and leaded lights/stained glass. The type also includes schools and public open space that were created as part of the estates.</td>
</tr>
<tr>
<td>9. Post War Suburbs (to 1960)</td>
<td>Post War Suburbs (to 1960) are residential estates containing short terraces or semi detached houses built between 1940 and 1960, typically at a relatively high</td>
</tr>
</tbody>
</table>
density. The street pattern is characterised by curvilinear streets with dead-ends branching off and buildings are defined by simple, plain semi-detached and terraced two storey houses built of dark, wire cut or ‘drag faced brick’ (often in stretcher bond as facing for cheaper blockwork construction), with simple fenestration e.g. metal casement windows. Short front gardens are often defined by chain link fencing with reinforced concrete posts. The type also includes schools and public open space that were created as part of the estates.

<table>
<thead>
<tr>
<th>10. Late 20th Century Suburbs (1960s onwards)</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Late 20th Century Suburbs (1960s onwards)</em> are residential estates containing short terraces or semi detached houses built post 1960, typically at a relatively high density. The street pattern tends to be more organic in layout with many cul de sacs and dead ends. Buildings are often on staggered or irregular plots, and buildings are defined by a lighter material palette including red and pale yellow/calcium silicate bricks, often with feature painted timber cladding and large ‘picture windows’. Decorative stone cladding and long shallow pitched roofs are often characteristic, as are more open garden boundary treatments. The type also includes schools and public open space that were created as part of the estates.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>11. Post War Residential Flats</th>
</tr>
</thead>
<tbody>
<tr>
<td>This type is united by the ‘flatted’ nature of the development. In the Royal Borough, this type typically comprises low rise flats (typically 4-5 storeys) set within large plots. The architectural style varies, from simple 1950s-70s blocks to more elaborate modern developments. Newer developments are often on ‘gateway’ sites such as roundabouts on the edges of towns.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>12. ‘Executive’ Residential Estates</th>
</tr>
</thead>
<tbody>
<tr>
<td>‘Executive’ Residential Estates are low density residential estates of large detached houses in spacious plots, typically dating from the 1970s or later. The type is defined by large ‘executive style’ detached homes, often of double fronted form with double garages, set in large irregular plots with open, lawned front gardens and sweeping drives paved in concrete block work or tarmac. The houses are clearly visible from the road with mown grass verges characteristic. This type is stylistically eclectic, ranging from late 1970s houses of simple architectural style to more recent ‘pastiche’ style development. Gated communities are also distinctive of this type.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>13. Leafy Residential Suburbs</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Leafy Residential Suburbs</em> are low density residential suburbs comprising large detached houses in spacious irregular well treed plots, typically dating from the early 20th Century to the present day. The type is defined by large properties set well back from the road, behind dense/high ornamental hedges with gravel drives and gates. These suburbs are neat, manicured and managed, with a private character including private roads and gated communities. Some distinctive building styles are evident including early 20th Century ‘Arts and Crafts’ architecture, although larger, more modern properties are also present.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>14. Villas in a Woodland Setting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Areas of ‘Villas in a Woodland Setting’ are particularly notable for their extremely low density and wooded setting resulting in a semi-rural character. Extremely large villas are located in spacious plots with long drives and...</td>
</tr>
</tbody>
</table>
security gates. The narrow rural lanes and unmade/private roads amongst woodland contribute to the semi-rural character. Thick vegetation, close board fencing and brick walls prevent views into the individual plots. This type is similar in character to the leafy residential suburbs type, although with larger properties, a less ‘managed’ character, and a sense of organic rather than planned evolution. A range of building styles is evident, although the older Victorian villas are particularly distinctive, with ornate features such as carved gables, patterned polychrome brick detailing, and elaborate roofs incorporating cupolas and chimneys.

15. Collegiate

The ‘Collegiate’ type is characterised by its unique land use. It comprises large scale college buildings, often set within large gardens with integrated courtyards, quadrangles and green spaces. Cast iron railings and brick walls are features of the streetscape. Buildings are of various ages, styles and materials, but include a number of buildings of specific historic and architectural interest.

16. Large Institutional Developments

This type includes large scale institutional developments where large scale buildings are set within private grounds, e.g. hospitals, barracks and racecourses. The buildings are mainly 19th/20th Century in date.

17. Industrial and Commercial Estates

This type includes industrial estates and business/retail parks. The type comprises large scale late 20th Century buildings, many of which are simple metal clad sheds (2 commercial storeys) surrounded by car parking, service yards and ornamental landscaping.

2.4. It should be noted that the use of the term ‘suburb’ has been applied to both towns and villages. Although it is acknowledged the term ‘suburb’ may not be fully appropriate to all villages, it has been retained as the most appropriate proxy within a strategic study.
RBWM Townscape Assessment

Volume 3

Figure 2.1: Overview of Townscape Classification

Key
- Settlement boundary
- RBWM boundary

Townscape Assessment
1. Historic Town Cores
2. Historic Town Fringes
3. Historic Village Cores
4. Georgian Suburbs
5. Victorian Villages
6. Victorian and Edwardian Suburbs
7. Victorian/Edwardian and Riverside Villa Suburbs
8. Inter War Suburbs
9. Post War Suburbs (to 1960)
10. Late 20th Century Suburbs (1960s onwards)
11. Post War Residential Flats
12. ‘Executive’ Residential Estates
13. Leafy Residential Suburbs
14. Villas in a Woodland Setting
15. Collegiate
16. Large Institutional Development
17. Industrial and Commercial Estates

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Source: RBWM
Date: 11/02/2009
Revision: A
TOWNSCAPE CHARACTER AREAS

2.5. Townscape character areas are unique geographical areas of a particular townscape type. The following table provides a summary of the constituent townscape character areas within each townscape type for the Ascot area. It is important to note that not all of the Borough’s townscape types are represented in the Ascot area.

2.6. The locations of individual character areas are shown on the classification map for each settlement, accompanying Chapter 3.

Table 2.2: Townscape Character Areas within RBWM: Ascot Group

<table>
<thead>
<tr>
<th>Townscape Type</th>
<th>Component Character Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Town Historic Cores</td>
<td>N/A</td>
</tr>
<tr>
<td>2. Town Historic Fringes</td>
<td>N/A</td>
</tr>
<tr>
<td>3. Historic Village Cores</td>
<td>N/A</td>
</tr>
<tr>
<td>4. Georgian Suburbs</td>
<td>N/A</td>
</tr>
</tbody>
</table>
| 5. Victorian Villages                   | 5A North Ascot  
5B Ascot  
5C South Ascot  
5D Sunninghill  
5E Sunningdale  
5F Rises Road, Sunningdale  
5G South Sunningdale |
| 6. Victorian and Edwardian Suburbs      | N/A                                                            |
| 7. Victorian and Edwardian Riverside Villa Suburbs | N/A                                      |
| 8. Inter-war Suburbs                    | 8A Trinity Crescent, Sunningdale  
8B Chobham Road, Sunningdale              |
| 9. Post War Suburbs (to 1960)           | 9A Bouldish Farm Road, South Ascot  
9B Victoria Road – East, South Ascot  
9C Kingswick Drive and Nell Gwynne Avenue, Sunninghill  
9D Park Crescent and Lynwood Close, Sunningdale |
| 10. Late 20th Century Suburbs           | 10A Gainsborough Drive and Sutherland Chase, North Ascot  
10B Carbery Lane, Ascot  
10C Liddell Way, South Ascot  
10D Crown Hill, South Ascot  
10E Oliver Road and Saint George’s Lane, South Ascot  
10F Beechcroft Close and The Glen, Sunninghill  
10G Matthews Court, Sunninghill  
10H Furzebank, Sunninghill  
10I Highclere, Sunninghill  
10J Quince Close, Sunninghill  
10K Cavendish Mews, Sunninghill  
10L Fox Covert Close, Sunninghill  
10M Troon Court, Sunninghill  
10N Dale Lodge Road, Sunningdale  
10O Sidbury Close, Sunningdale |
<table>
<thead>
<tr>
<th>Townscape Type</th>
<th>Component Character Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11B Liddell Way, South Ascot</td>
</tr>
<tr>
<td></td>
<td>11C St James Gate, Sunningdale</td>
</tr>
<tr>
<td>12. ‘Executive’ Residential Estates</td>
<td>12A Geffers Ride, North Ascot</td>
</tr>
<tr>
<td></td>
<td>12B Ancaster Drive, North Ascot</td>
</tr>
<tr>
<td></td>
<td>12C Beaufort Gardens and The Burlings, North Ascot</td>
</tr>
<tr>
<td></td>
<td>12D Oaklands Drive, North Ascot</td>
</tr>
<tr>
<td></td>
<td>12E Armitage Court and Bagshot Road, Sunninghill</td>
</tr>
<tr>
<td></td>
<td>12F Cavendish Meads, Sunninghill</td>
</tr>
<tr>
<td></td>
<td>12G Oakdene, Sunningdale</td>
</tr>
<tr>
<td></td>
<td>12H Sheridan Grange, Sunningdale</td>
</tr>
<tr>
<td></td>
<td>12I Fishers Wood, Sunningdale</td>
</tr>
<tr>
<td>13. Leafy Residential Suburbs</td>
<td>13A The Avenue, North Ascot</td>
</tr>
<tr>
<td></td>
<td>13B Winkfield Road, Ascot</td>
</tr>
<tr>
<td></td>
<td>13C Woodend Drive and Norton Park, Sunninghill</td>
</tr>
<tr>
<td></td>
<td>13D Woodlands Ride and Llanvair Drive, Sunninghill</td>
</tr>
<tr>
<td></td>
<td>13E Sunning Avenue and London Road, Sunningdale</td>
</tr>
<tr>
<td></td>
<td>13F Ridge Mount Road, Sunningdale</td>
</tr>
<tr>
<td></td>
<td>13G Broomfield Park and Onslow Road, Sunningdale</td>
</tr>
<tr>
<td>14. Villas in a Woodland Setting</td>
<td>14A Kennel Avenue and Burleigh Road, North Ascot</td>
</tr>
<tr>
<td></td>
<td>14B Onslow Drive, North Ascot</td>
</tr>
<tr>
<td></td>
<td>14C Kier Park and Queens Hill, Ascot</td>
</tr>
<tr>
<td></td>
<td>14D Wells Lane, Ascot</td>
</tr>
<tr>
<td></td>
<td>14E Brockenhurst Road, South Ascot</td>
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<tr>
<td></td>
<td>14F Hancock’s Mount, Sunninghill</td>
</tr>
<tr>
<td></td>
<td>14G Larch Avenue and Heathfield Avenue, Sunningdale</td>
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<tr>
<td></td>
<td>14H Devenish Road and Fireball Hill, Sunningdale</td>
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<tr>
<td></td>
<td>14I London Road, Sunningdale</td>
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<tr>
<td></td>
<td>14J Richmond Wood, Sunningdale</td>
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<tr>
<td></td>
<td>14K Titlarks Hill Road, Sunningdale</td>
</tr>
<tr>
<td>15. Collegiate</td>
<td>N/A</td>
</tr>
<tr>
<td>16. Large Institutional</td>
<td>16A Ascot Race Course</td>
</tr>
<tr>
<td>Developments</td>
<td></td>
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<tr>
<td>17. Industrial and Commercial Estates</td>
<td>17A South Ascot Station Sidings</td>
</tr>
<tr>
<td></td>
<td>17B Bridge Road Depot, Sunninghill</td>
</tr>
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<td></td>
<td>17C Sunningdale Station Sidings</td>
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</table>
3. DESCRIPTION & EVALUATION OF THE BOROUGH’S SETTLEMENTS: ASCOT GROUP

3.1. This chapter provides an overview of each settlement in the Ascot Group (in alphabetical order) in terms of:

Physical Influences and Landscape Setting: a brief assessment of the underlying geology and topographical features which contribute to the settlement’s distinctive landscape setting.

Evolution of the Settlement: showing historic episodes of growth accompanied by a brief summary of the evolution of each settlement. Below is a generic key for all of the maps in this section.

Key

- Settlement boundary
- Historic development
- 1843 - 1893
- 1891 - 1912
- 1904 - 1939
- 1919 - 1939
- PostWar
- Current settlement development
- Mapping data unavailable

Urban Structure: a description of urban structure including nodes, landmarks, historic gateways and key views.

Values: valued features/ characteristics identified by the local community at a stakeholder workshop held on 23rd September 2008.

Guidance/Opportunities: recommended principles which, if followed, would help ensure new development and change integrates successfully with the existing character.

Townscape Classification: an objective classification of the settlement’s townscape into townscape types and character areas at a scale of 1:10,000.

3.2. Figure 3.1 shows the settlements in relation to underlying solid and drift geology, as well as the location of the settlements in relation to the Environment Agency’s flood zones.
Figure 3.1: Settlements in Relation to Underlying Geology and Environment Agency Floodrisk Zones

Key
- Settlement boundary
- RBWM boundary

Solid geology
- Bagshot beds
- Chalk
- London clay
- Reading beds

Drift geology
- Alluvium and River Gravels
- Plateau Gravels

Environment Agency Floodrisk zones
- Flood zone 3 (high risk)
- Flood zone 2 (low to medium risk)

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Source: RBWM, Environment Agency, BGS
Date: 11/02/2009
Revision: A

1:85,000 at A3
ASCOT AND NORTH ASCOT

Physical Influences and Landscape Setting

3.3. North Ascot and Ascot lie at the junction of two distinct geological formations, the London Clay and Bagshot Beds (refer to Figure 3.1). This underlying geology coincides with the boundary of two discrete landscapes, the Thames Valley (JCA 115) and Thames Basin Heaths (JCA 129).

3.4. The clay plains north of North Ascot were once thickly wooded, but now comprise farmland interspersed with an extensive matrix of parkland and woodland, including Windsor Great Park (comprising some ancient woodland). Built on former heathland, Ascot racecourse provides an open setting which separates the two settlements. Elsewhere, the settlement edges of North Ascot and Ascot are often well enclosed by blocks of woodland and pine shelter belts (typical of the Thames Basin Heaths), contributing to a sense of seclusion.

3.5. The local landscape character context is shown on Figure 3.2. This shows that North Ascot and Ascot are surrounded by the gently undulating landscape of the Settled Wooded Sands. This landscape type is defined by a strong framework of mature mixed woodland, some of ancient origin. To the north-east of North Ascot is a small area of Wooded Parkland, which forms part of Windsor Forest, and is characterised by mixed coniferous and deciduous wooded with an ancient 'wildwood' character. The dispersed settlement pattern and strong framework of mature mixed woodland results in a gradual transition between the Green Belt and villages.

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8 Joint Character Areas are areas within England with similar landscape character. JCAs have been mapped across the whole of England by the former Countryside Commission and English Nature, with support from English Heritage to produce 'The Character of England Map'. The Countryside Agency published a set of eight regional volumes describing the 159 JCAs. More information on JCAs can be found on Natural England’s website [http://www.countryside.gov.uk/LAR/Landscape/CC/jca.asp]

3.6. The Ascot area was settled during Saxon times and was once the centre of a Bronze Age cemetery\textsuperscript{10}. The name ‘Ascot’ derives from ‘East Cote’, referring to its easterly location from the Royal Estate at Easthampstead Park (a hunting lodge at the gateway to Windsor Forest built during the 14\textsuperscript{th} century).

3.7. The pattern of settlement in and around Ascot during 13\textsuperscript{th}-19\textsuperscript{th} century was sparse and influenced by large houses with extensive parks. Such parks included Easthampstead Park, South Hill Park (east of Easthampstead Park), Swinley Lodge, Bagshot Park, Silwood Park, Sunningdale Park and Coworth Park\textsuperscript{11}.

3.8. Ascot racetrack was established during the early 18\textsuperscript{th} century on former heathland (north of the settlement boundary, within the Metropolitan Green Belt). The site of the course was founded by Queen Anne whilst visiting Easthampstead Park. The first race meeting at Ascot took place on August 11\textsuperscript{th} 1711 and the first permanent building was later erected in c.1794. Soon after, King George IV commissioned a two-storey Royal Stand to be built with a surrounding lawn during the 1820s; access to which was by invitation of the King (‘Royal Enclosure’). In 1813, Parliament passed

\textsuperscript{10} Victoria County History (1923) \textit{A History of the County of Berkshire: Volume 3}, pp. 85-91.

\textsuperscript{11} Ordnance Survey (1816-1822) \textit{Ordnance Survey of England and Wales, 1 Inch to 1 Mile}, Sheet 7 (1822) and 8 (1816).
an Act of Enclosure, which ensured that Ascot Heath (although the property of the Crown), would be kept and used as a racecourse for the public in the future.

3.9. The Royal Kennels were built during the 18th century on common land at Ascot Heath, west of the racecourse. The Royal kennels were converted into a nursery during the post-war period and then later replaced by an ‘Executive Residential Estate’. The current street names reflect prior use of the land (Kennel Ride, Kennel Wood, Kennel Avenue, and Kennel Green). To the north of the former Royal Kennels, Ascot Nursery was built during the 19th century, which was relocated to the site of the Royal Kennels and later replaced by an ‘Executive Residential Estate’ at Huntsmans Meadow.

3.10. Ascot railway station opened in 1856, situated at the junction of the line from Waterloo to Reading with the Ascot to Guildford line. Not only did train access attract race-goers, several more large villas and terraced houses were built by new settlers (including London commuters), which are still characteristic of the area.

3.11. During the 19th and early 20th century, settlement within Ascot was concentrated east of the racecourse Royal Stand, north of London Road/High Street (A329), comprising mainly semi detached, often compact dwellings. In addition, some large villas were built along the A329 and Wells Lane, separated from Sunninghill by large blocks of woodland and pockets of pasture (which is still the case). Often set amongst spacious gardens, such residences include Queenbeech House, Queenshill House, Ascot Lodge and Ascotwood Cottage. To the west of the racecourse, some large villas along Windsor Road and Burleigh Road were built during the early 20th century, which have since been surrounded by late 20th century suburbs (from 1960 onwards). Such residences include Woodcote, Heathend, Kenilworth and Beechcroft.

3.12. Ascot continued to expand during the post war period. Heatherwood Hospital was built on the site of Bell Barrow (SAM) at Bowledge Hill, south of the High Street (A329)/Kings Ride (A332) junction. A minor post war housing development occurred east of Ascot village, along Cheapside Road. Post war and late 20th Century residential infilling occurred along The Avenue at North Ascot, including detached and semi-detached houses north of the former Royal Kennels, forming ‘Executive Residential Estates’ and ‘Leafy Residential Suburbs’.

3.13. The greatest period of growth in Ascot and particularly North Ascot has been experienced post 1960. Extensive residential infilling has occurred between Winkfield Road and Cheapside Road, east of Ascot village. Such development has resulted in modern houses replacing spacious gardens once attached to large 18th and 19th Century houses (such as Queenshill House and The Mount). A mixture of development has continued between Ascot Station and the racecourse, in the vicinity of Ascot Heath House, the Police Barracks and Heathwood House, including stables and a series of subways, for those accessing the racecourse.

3.14. Substantial late 20th Century (1960s onwards) residential infilling has occurred at North Ascot between Windsor Road and Fernbank Road, essentially joining North Ascot with Burleigh. In addition, Ascot Towers (comprising two 4-5 storey

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12 Ordnance Survey (1900) Ordnance Survey of Berkshire (Second edition revised in 1897-1899).
residential towers) was built along Windsor Road, beside late Victorian/Edwardian villas.

**Urban Structure**

3.15. **Figure 3.2** shows the urban structure of Ascot and North Ascot. The urban structure is strongly influenced by the racecourse and subsequent development along axial roads surrounding the racecourse. The racecourse and Ascot High Street remain a focus for Ascot.

3.16. Suburban development beyond the Victorian Village of Ascot and North Ascot has incorporated low to medium density post war residential suburbs clustered around 19th and early 20th Century houses, which have subsequently been absorbed within development, or redeveloped. Significant landscape features such as the Wellingtonia avenue in North Ascot (which formed part of the Crown Estate at Kennel Avenue) form landmarks and frame views to the racecourse.

3.17. Vehicular approaches to Ascot and North Ascot are well-wooded and settlement edges are often well-integrated into the surrounding countryside by woodland belts and trees.

**Historic Gateways:** The junction of Kennel Avenue with Windsor Road is an historic gateway – this was the former entrance to the Royal Kennels. In addition, ‘The Wells’ public house, near the London Road / Cheapside Road junction, was defined as an historic gateway into the village during the stakeholder consultation workshop on 23rd September 2008.

**Landmarks:** Royal Ascot Grandstand forms a prominent landmark. The avenue of Wellingtonia trees along Kennel Avenue is also an important landmark feature that is visible from some distance away, marking the approach to the former Royal Kennels. In addition, Huntsman’s House and ‘The Old Court House’ were defined as landmarks during the stakeholder consultation workshop, due to their historic importance and visual prominence.

**Nodes:** The Windsor Road /London Road roundabout and the junction of Ascot High Street/Station Hill are historic junctions where important historic routes come together. In addition, the entrance to Royal Ascot racecourse along Ascot High Street is a key node where people congregate during race meetings.

**Key Views:** There are easterly views to Royal Ascot Grandstand from the Windsor Road /London Road roundabout. Also important are northerly views across Ascot racecourse from the Royal Ascot Grandstand, easterly views to the racecourse from Kennel Avenue and westerly views to Old Huntsman’s House along Kennel Avenue.

**Values**

3.18. During the stakeholder workshop, the following values were identified within Ascot by the local community:

1. Racecourse – provides employment, land for a social centre, important for history, but can create concerns about parking.
2. Sylvan, surrounded by Green Belt.
3. Victorian architecture along Ascot High Street.
4. Heatherwood Hospital as a local service.
5. Kennel Avenue and Huntsman’s House (historic link).

Guidance / Opportunties for Ascot/ North Ascot

3.19. North Ascot and Ascot are two closely related settlements, focussed around the racecourse and Ascot High Street, with a ‘sylvan’ character and settlement edges well-integrated into the surrounding countryside by woodland belts and trees.

3.20. It is recommended that the following strategic principles are taken into account in the development design process and in public realm improvement projects:

1. The conservation of wooded edges to maintain the ‘sylvan’ character of the settlement and the soft transition between the settlement and its landscape setting.

2. The retention of Ascot High Street as the main focus of the settlement.

3. The conservation of the avenue of Wellingtonia trees along Kennel Avenue that mark the approach to the former Royal Kennels as a remaining historic landscape features.

4. The conservation of the junction of Kennel Avenue with Windsor Road (former entrance to the Royal Kennels) and ‘The Wells’ public house near the London Road / Cheapside Road junction as key gateways into the historic core.

5. Consider the appearance of the settlement in views across the race course – ensure the Royal Ascot Grandstand remains a focus in easterly views from the Windsor Road /London Road roundabout.

6. The conservation of Huntsman’s House and ‘The Old Court House’ as landmarks. Development should not detract from these buildings as landmark features.

7. The retention of Windsor Road /London Road roundabout and the junction of Ascot High Street/Station Hill as node in the townscape.

8. The retention of the entrance to Royal Ascot racecourse along Ascot High Street as a node in the townscape and gathering place.


10. The conservation of easterly views to the racecourse from Kennel Avenue.

11. The conservation of westerly views to Old Huntsman’s House along Kennel Avenue.
**Townscape Classification**

3.21. The townscape classification for Ascot and North Ascot is shown on **Figure 3.3**.
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Figure 3.2: Urban Structure and Landscape Setting of Ascot and North Ascot

Key
- Settlement boundary
- RBWM boundary
- Historic gateway
- Node
- Landmark
- Key view
- Historic parks and gardens

Landscape Character Types
- 4. Wooded parkland
- 10. Settled wooded sands

Source: RBWM, Land Use Consultants
Date: 11/02/2009
Revision: A
Figure 3.3: Townscape Classification for Ascot and North Ascot

Key
- Settlement boundary
- Townscape Assessment
  - 5. Victorian Villages
  - 10. Late 20th Century Suburbs (1960s onwards)
  - 11. Post War Residential Flats
  - 12. 'Executive' Residential Estates
  - 13. Leafy Residential Suburbs
  - 14. Villas in a Woodland Setting
  - 16. Large Institutional Development

Source: RBWM, Land Use Consultants
Date: 11/02/2009
Revision: A
SUNNINGDALE

Physical Influences and Landscape Setting

3.22. Sunningdale lies in the northern part of the Thames Basin Heaths\(^{13}\) (JCA 129), on an underlying geology of Bagshot Beds, part of the Bagshot Formation (refer to Figure 3.1). Once an extensive heathland, the Thames Basin Heaths comprises a mosaic of pastureland, woodland and occasional patches of remnant heath. The distinctive and widespread occurrence of oak, birch, bracken and pine reflect the poor acidic soils and heathland origins of this area.

3.23. The landscape setting of Sunningdale is defined by the gently undulating landscape of the Settled Wooded Sands, as defined by the Borough level Landscape Character Assessment\(^{14}\). Figure 3.4 shows the local landscape character context. Settled Wooded Sands is defined by a strong framework of mature mixed woodland, some of ancient origin. Large country house estates and subsequent development has been assimered from the woodland, resulting in a townscape with a well wooded character and a soft transition between the Green Belt and villages.

Evolution of the Sunningdale

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\(^{13}\) The former Countryside Agency Countryside Character Map of England Vol7 1999

3.24. Old Sunningdale, originally a Saxon settlement, was once part of the Royal Hundred of Cookham within Windsor Forest\textsuperscript{15}. Its place-name is derived from Sunninghill Dale, which relates to ‘The Sunnings’, a Saxon tribe that settled in various places in the Thames Valley. The other settlement at Sunningdale (to the south of ‘Old Sunningdale’) evolved from the site of a medieval priory of Benedictine nuns (c. 1200AD), which was later demolished during the 16\textsuperscript{th} century. Early settlement within the Sunningdale area was limited by poor soils, although archaeological evidence suggests the area was settled during the Bronze Age (bowl barrow south of Sunningdale). The villages grew from the mid-19\textsuperscript{th} century, in close proximity to London Road (A30), an ancient route that links London with Silchester.

3.25. The pattern of settlement in and around the Sunningdales up to the mid-19\textsuperscript{th} Century was sparse; consisting of small hamlets or farmsteads clustered along roads (A30 and Bedford lane). Large 18\textsuperscript{th} and 19\textsuperscript{th} Century country houses set within design parkland landscapes are a key feature in and landscape setting of Sunningdale. Such residences include Sunningdale Park (c.1785, rebuilt during early 20\textsuperscript{th} century), Coworth Park (mid 18\textsuperscript{th} century), Broomfield Hall (demolished), Tittenhurst Park (c.1737), Fort Belvedere (c.1750) and Lynwood Mansion.

3.26. Rides were once key features of the landscape, west of Sunningdale. Historic maps\textsuperscript{16} illustrate rides radiating across Bagshot Heath from key nodes within the landscape such as King’s Beeches. Residential estates and transport corridors (including railway) built during the 19\textsuperscript{th} and 20\textsuperscript{th} Centuries have largely disrupted the rides.

3.27. Old Sunningdale village grew between Holy Trinity Church (c.1840) and Sunningdale Park. Settlement during the 19\textsuperscript{th} and early 20\textsuperscript{th} century consisted of Victorian and Edwardian detached and semi-detached houses along Church Road, the High Street and Rise Road (adjacent to the railway).

3.28. Southern Sunningdale village is focused along London Road, at the site of former Broomfield Hall. The London and South Western railway line opened a station (Sunningdale Station) in 1856. This resulted in the development of Victorian terraces that now characterise Sunningdale.

3.29. Suburban development beyond the Victorian Villages included medium to low density residential suburbs focussed along principle roads and feeder streets, forming large urban extensions. Broomfield Park (a large post war residential development) was built on the site of Broomfield Hall and grounds. However, Broomfield Hall stables remain as a key landmark.

3.30. Vehicular approaches along key routes into Sunningdale are well-wooded. Woodland, recreational open spaces (including Sunningdale golf course) and the grounds of large country houses (including Tittenhurst Park and Sunningdale Park) separate urban areas, forming a backdrop to views. Settlement edges are often well-integrated into the surrounding countryside by woodland belts and trees. This

\textsuperscript{15} Victoria County History (1923) \textit{A History of the County of Berkshire: Volume 3}, pp. 134-136.

\textsuperscript{16} Ordnance Survey (1816-1822) \textit{Ordnance Survey of England and Wales, 1 Inch to 1 Mile}, Sheet 7 (1822) and 8 (1816).
contributes to a transitional landscape between urban areas and the landscape setting (part of the Metropolitan Green Belt).

**Urban Structure**

3.31. **Figure 3.4** shows the urban structure of Sunningdale.

**Sunningdale**

**Historic Gateways:** Although these are largely recent (i.e. Victorian and post-Victorian) settlements, there is an historic gateway to Sunningdale Conservation Area at Holy Trinity Church (Bedford Lane/Church Road/High Street junction), on the historic route from Shrubs Hill.

**Landmarks:** Holy Trinity Church (Listed Building) is a landmark of Old Sunningdale due to its prominence and position. Broomfield Hall stables are also a landmark, and the only remaining visible feature of historic Broomfield Hall.

**Nodes:** The churchyard of Holy Trinity Church and the nearby village hall form an important local meeting place, located at the junction of Bedford Lane/Church Road/High Street – this is also an historic junction where important routes come together, as shown on the Second Edition Ordnance Survey of Berkshire (1900). Sunningdale station is a local node, providing a focus for Sunningdale Victorian Village. The Broomfield Hall stables (near the Golden Jubilee clock tower on the corner of Chobham Road and London Road) have been redeveloped for commercial use and they, along with adjacent village shops, form local meeting place, where people often gather.

**Key Views:** Views within Sunningdale are influenced and often enclosed by trees and subtle variations in landform. There is little inter-visibility with the surrounding landscape and few landmarks within the settlement. There are however, important westerly views to Holy Trinity Church from Bedford Lane; easterly views to Holy Trinity Church from Church Road; and notable north-easterly views along London Road to Broomfield Hall stables.

**Values**

3.32. During the stakeholder workshop, the following values were identified by the local community:

1. Surrounded by Green Belt / wooded / Sylvan.
2. Clarity in boundary between Green Belt and villages.
3. Uniqueness of villages with clearly defined centres.
4. Sense of tranquillity – particularly within Old Sunningdale.
5. Victorian villas (which are becoming rare).

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17 Ordnance Survey (1900) Ordnance Survey of Berkshire (Second edition revised in 1897-1899).
Guidance / Opportunities for Sunningdale

3.33. Sunningdale is a duel centred village set within a tranquil ‘sylvan’ setting with clearly defined settlement edges that are surrounded by forest, contributing to a ‘sylvan’ character.

3.34. It is recommended that the following strategic principles are taken into account in the development design process and in public realm improvement projects:

1. The conservation of the well wooded ‘sylvan’ character and sense of tranquillity.

2. The maintenance of the distinction between the two village centres with clearly defined settlement edges which are well integrated into the surrounding landscape.

3. The conservation of the Holy Trinity Church as a key gateway to Old Sunningdale.

4. The conservation of Holy Trinity Church (Listed Building) and Broomfield Hall stables (the only remaining visible feature of historic Broomfield Hall) as landmarks. Development should not detract from these buildings as landmarks.

5. The conservation of views to and from Holy Trinity Church, particularly in westerly views from Bedford Lane and easterly views Church Road; and Broomfield Hall, particularly in north-easterly views along London Road.

6. The retention of the junction of Bedford Lane/Church Road/High Street continues as a node and point of focus within Old Sunningdale.

7. The retention of Sunningdale station as a node and Broomfield Hall stables as a point of focus and gathering space within the southern centre.

Townscape Classification

3.35. The townscape classification for Sunningdale is shown on Figure 3.5.
Figure 3.4: Urban Structure and Landscape Setting of Sunningdale

Key
- Settlement boundary
- RBWM boundary
- Historic gateway
- Node
- Landmark
- Key view

Historic parks and gardens
Landscape Character Types
- 10. Settled wooded sands
- 12. Wooded heathland

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Source: RBWM, Land Use Consultants

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Volume 3
Figure 3.5: Townscape Classification for Sunningdale

Key

- Settlement boundary
- Townscape Assessment
  - 5. Victorian Villages
  - 8. Inter War Suburbs
  - 9. Post War Suburbs (to 1960)
  - 10. Late 20th Century Suburbs (1960 onwards)
  - 11. Post War Residential Flats
  - 12. 'Executive' Residential Estates
  - 13. Leafy Residential Suburbs
  - 14. Villas in a Woodland Setting
  - 17. Industrial and Commercial Estates

Source: RBWM, Land Use Consultants
Date: 11/02/2009
Revision: A
SUNNINGHILL & SOUTH ASCOT

Physical Influences and Landscape Setting

3.36. Sunninghill and South Ascot lie in the northern part of the Thames Basin Heaths\(^{18}\) (JCA 129), on an underlying geology of Bagshot Beds, part of the Bagshot Formation (refer to Figure 3.1). Once an extensive heathland, the Thames Basin Heaths comprises a mosaic of pastureland, woodland and occasional patches of remnant heath. The distinctive and widespread occurrence of oak, birch, bracken and pine reflect the poor acidic soils and heathland origins of this area.

3.37. Figure 3.6 shows the local landscape character context. The landscape setting of Sunninghill and South Ascot is defined by the gently undulating landscape of the Settled Wooded Sands, as defined by the LCA\(^ {19} \). This landscape type is defined by a strong framework of mature mixed woodland, some of ancient origin, which merges into the urban structure, forming a soft transition between the Green Belt and villages. Contrast and interest is created by variation in topography (particularly in north Sunninghill) and remnant patches bracken within urban areas (which are of great ecological significance).

Evolution of Sunninghill & South Ascot

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\(^{18}\) The former Countryside Agency Countryside Character Map of England Vol7 1999

\(^{19}\) RBWM (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead.
3.38. Sunninghill, originally a Saxon settlement, was once part of the Royal Hundred of Cookham within Windsor Forest\(^20\). Its name is derived from a Saxon tribe that settled in various places in the Thames Valley, known as ‘The Sunnings’. The historic core of Sunninghill lies outside the current settlement boundary of Sunninghill (to the north), within the Metropolitan Green Belt.

3.39. The historic core of Sunninghill evolved from the site of the Church of St Michael and All Angels, which established during Saxon times (approximately 890AD), and was rebuilt c.1120. The church was given to Broomhall Priory by King John, but was closed in 1524 (contents given to St Johns College, Cambridge). The church was again rebuilt during the 19th century and its churchyards enclose a yew tree, thought to be 1200 years old.

3.40. The pattern of settlement in and around Sunninghill up to the mid-19th century was sparse and consisted of country houses clustered around the church, with small hamlets or farmsteads scattered along principal routes, such as London Road. Several large houses were built around the church during the 18th and 19th century, including Ashurst Lodge, The Cedars and Beechgrove (outside the current settlement boundary).

3.41. Rides were once key features of the landscape west of Sunninghill. Historic maps\(^21\) illustrate rides radiating across Ascot Heath and Bagshot Heath from key nodes within the landscape (King’s Beeches, Soldier’s Point and Chavy Down). Establishment of residential estates and transport corridors (including railway) during the 19th and 20th centuries have largely interrupted the rides.

3.42. The arrival of the railway during the 19th century resulted in the development of Victorian villages, comprising residential and commercial land uses as well as schools and small open spaces, often in the form of village greens (such as Oliver Road, South Ascot). South Ascot Victorian village was built on ‘Sunninghill Bog’ focussed on Brockenhurst Road, a key route to Ascot Station.

3.43. During the late 19th and early 20th Century, Sunninghill spread south towards the railway line along the High Street and feeder streets such as Queens Road, Upper Village Road and Lower Village Road. A Victorian school was built along Sunninghill High Street (a key landmark). The gas and electricity works (immediately south of the railway line) were built in the early 20th century and later expanded during the inter-war period (1904-1939).

3.44. The greatest period of growth in Sunninghill and South Ascot was experienced in the late 20th Century (1960s onwards). Suburban development included low density residential suburbs which developed around villas and country houses, which were absorbed within the newer development, or redeveloped. Late 20th century residential infill, with some flats, effectively joined South Ascot with Sunninghill.


\(^{21}\) Ordnance Survey (1816-1822) Ordnance Survey of England and Wales, 1 Inch to 1 Mile, Sheet 7 (1822) and 8 (1816).
3.45. Settlement edges are often well-integrated into the surrounding countryside by woodland belts and trees.

**Urban Structure**

3.46. *Figure 3.6* shows the urban structure of Sunninghill & South Ascot.

**Sunninghill**

**Historic Gateways:** London Road/ Church Lane junction is a key historic junction and forms a gateway to the settlement.

**Landmarks:** The Church of St Michael and All Angels (Listed Building) and the ancient Yew tree within the churchyard are key landmarks, although outside the settlement boundary. In addition, the following landmarks were defined during the public consultation workshop on 23rd September 2008: the Victorian School (St Michael's Church of England Primary School) at Sunninghill High Street / School Road junction; Cordes Hall, located at Sunninghill High Street / Kings Road junction; the Novello Theatre at Sunninghill High Street; Kingswick House, an historic landmark located along Kingswick Drive; and the residences in ‘The Terrace’ (west of Sunninghill High Street).

**Nodes:** The London Road/ Church Lane junction also forms a node, being an historic junction of roads. The junction of Upper Village Road and Lower Village Road, in front of the The Dukes Public House, is also a joining of routes, and a natural meeting place.

**Key Views:** There are notable views along Church Lane to the Church of St Michael and All Angels. There are also elevated westerly views over a well-wooded valley to Ascot, from Lower Village Road.

**South Ascot**

**Historic Gateways:** As South Ascot is a relatively recent settlement, no historic gateways are evident.

**Landmarks:** All Souls Church (Listed Building) forms a landmark and focus for the village.

**Nodes:** The village green at the junction of Brockenhurst Road/ Oliver Road is a local gathering space and node.

**Key Views:** There are views in both directions along Brockenhurst Road to the wooded landscape setting beyond.

**Values**

3.47. During the stakeholder workshop on 23rd September 2008 the following values were identified within Sunninghill by the local community:

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22 Ordnance Survey (1900) *Ordnance Survey of Berkshire (Second edition revised in 1897-1899).*
1. Unique character of Sunninghill High Street – mixed independent shops, restaurants and pubs.

2. Community spirit.

3. Vibrancy.

4. Mixture of land uses in close proximity.

5. Flourishing churches.

3.48. During the stakeholder workshop on 23rd September 2008 the following values were identified within South Ascot by the local community:

1. All Saints Church.

2. Unusual street pattern in South Ascot village core – by shopping centre.


**Guidance / Opportunities for Sunninghill and South Ascot**

3.49. Sunninghill and South Ascot are two distinct centres, both set within a ‘sylvan’ setting with settlement edges well-integrated into the surrounding forest.

3.50. It is recommended that the following strategic principles are taken into account in the development design process and in public realm improvement projects:

1. The conservation of the well wooded ‘sylvan’ character of the Sunninghill and South Ascot with settlement edges which are well integrated into the surrounding forest.

2. The conservation of the remnant patches bracken within urban areas.

3. The retention of Sunninghill High Street as the main focus of Sunninghill.

4. The retention of Brockenhurst Road as a main focus of South Ascot.

5. Consider the appearance of Sunninghill in elevated westerly views from Lower Village Road. Development should not detract from the views over the well-wooded valley to Ascot.

6. The conservation of the junction of London Road/ Church Lane as a key gateway into the historic core of Sunninghill.

7. The conservation of the Church of St Michael and All Angels (Listed Building) and the ancient Yew tree within the churchyard as landmarks. Development should not detract from these features as landmarks.

8. The conservation of northerly views along Church Lane to the church.

9. The conservation of the St Michael’s Church of England Primary School, historic Kingswick House, the Novello Theatre, Cordes Hall and the residences in ‘The
Terrace’ (west of Sunninghill High Street) as landmarks in Sunninghill. Development should not detract from these buildings as landmarks.

10. The conservation of All Souls Church as a landmark within South Ascot. Development should not detract from this building as landmark.

11. The retention of The Dukes Public House (junction of Upper Village Road and Lower Village Road) as a node and meeting place within Sunninghill.

12. The retention of the village green at the junction of Brockenhurst Road/ Oliver Road as a node and gathering space in South Ascot.

**Townscape Classification**

3.51. The townscape classification for Sunninghill & South Ascot is shown on Figure 3.7.
Figure 3.6: Urban Structure and Landscape Setting of Sunninghill and South Ascot

Key

- Settlement boundary
- RBWM boundary
- Historic gateway
- Node
- Landmark
- Key view

Landscape Character Types

- 10. Settled wooded sands

Source: RBWM, Land Use Consultants
Date: 11/02/2009
Revision: A
Volume 3
Figure 3.7: Townscape Classification for Sunninghill and South Ascot

Key

- Settlement boundary
- Victorian Villages
- Post War Suburbs (to 1960)
- Late 20th Century Suburbs (1960s onwards)
- Post War Residential Flats
- ‘Executive’ Residential Estates
- Leafy Residential Suburbs
- Villas in a Woodland Setting
- Industrial and Commercial Estates

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Source: RBWM, Land Use Consultants

Date: 11/02/2009
Revision: A
4. DESCRIPTION & EVALUATION BY TOWNSCAPE TYPE

4.1. Townscape types form the main unit for the character descriptions and evaluations. Generic townscape character information is divided into two parts: Part A the objective description and Part B the evaluation. These are structured as follows:

**Part A: Description**
- Location/distribution of type – an opportunity to explain the distribution of the type within that particular settlement;
- Physical influences – the influence that underlying geology and topography have on the townscape type;
- Human influences – evidence of evolution of the urban form, and period of predominant character;
- Townscape character – this is presented under a number of sub-headings and forms the ‘meat’ of the description of townscape character;

**Part B: Evaluation**
- Condition – comment on the condition/quality of the townscape as observed during the field survey;
- Forces for change – forces for change acting on the townscape as observed during field survey, supplemented by input from consultees;
- Guidance/opportunities – recommended principles which, if followed, would help ensure new development and change integrates successfully with the existing character.

4.2. Townscape character types are generic, that is they may occur in more than one settlement across the Royal Borough. The photographs illustrating various principles have been selected from a variety of settlements across the whole Royal Borough and do not necessarily relate specifically to the area being discussed.

4.3. Additional character area level information is presented following each townscape character type, drawing out any particular differences between the character areas, and special features that require different treatment from the generic townscape type.