5: **VICTORIAN VILLAGES**

**Key Characteristics**

- Victorian Villages grew up in the later 19th century on principal routes or around railway stations.
- Urban form is defined by a hierarchy of principal village streets and secondary side streets, with narrow building plots.
- Rows of terraces and semi-detached properties, typically 2-2.5 storeys, contribute to a townscape of human scale.
- Highly detailed building frontages and variation in rooflines create a stimulating streetscape, particularly on the main village street.
- Unity is provided by a consistent palette of materials and time depth (c1837-1910).
- Rich detailing of the streetscape (including elaborate paving patterns, York stone pavers and Victorian style streetscape elements such as street lights and bollards) contribute to a stimulating environment.
- Views along streets are framed by a strong building line. Landmarks include churches, while schools, public houses and railway bridges/stations form local focal points.
- There are few street trees, but ornamental planting within small front gardens of residential properties and small village greens contribute positively to the streetscape.
- Since these villages were not built with the car in mind, on street parking is often a feature of the streetscape.
- Commercial buildings front directly onto the principal streets resulting in a vibrant character.
A. DESCRIPTION

Location/distribution of type

This townscape type includes villages throughout the Borough that evolved between 1837 and 1910 on strategic routes or in close proximity to railway stations, including Ascot, Sunningdale, South Ascot and Wraysbury. Some Victorian Villages have now been subsumed within the wider urban fabric of the larger settlements of Windsor and Maidenhead.

Physical Influences

The underlying physical landscape has little influence on the character of the townscape – townscape character derives from the distinctive urban form relating to the Victorian period. An exception is the hilly (eastern) part of Sunninghill Victorian Village, where streets follow contours.

Human Influences

The evolution of the Victorian Villages is closely linked to the development of transport routes; particularly the railways. Each village grew rapidly during c1837-1910 along principal routes, with a regular structure and layout, typical of Victorian development. The result is a townscape with a consistent time depth, but varied built character, reflected in several distinctive townscape character areas.

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Victorian Villages evolved as new settlements rather than being attached to existing town centres or suburbs – this is what sets them apart from the Victorian and Edwardian Suburbs.

Townscape Character

Land Use/Image

Land use is mainly residential, although Victorian Villages tend to have a commercial and retail centre. The presence of schools, churches, public halls, hotels, public houses, restaurants and shops contribute to the diversity of land use. Due to their close proximity to these commercial/retail centres and train stations, dwellings in these villages provide highly sought after residences.

Urban Form

There is a clear hierarchy of roads and streets in the Victorian Villages with main through routes (often the ‘High Street’ or main village street), with secondary residential streets which are typically narrower. There are also enclosed pedestrian alleyways between buildings, particularly on the main village street. Roads tend to be linear, although the main village street is sometimes curved to follow historic road layouts, or to take account of topography. Rows of local shops, often close to railway stations or road junctions, form nodes where people congregate.

There is a difference in urban form between the main village streets and residential side streets. The main village streets are wider than side streets, typically in the order of 1:1, with larger buildings (typically 2 to 3 storeys) and no front gardens. Plots tend to be narrow and irregular and buildings are often staggered, resulting in irregular building frontages and rooflines – this creates a stimulating streetscape. Building frontages open directly onto the street resulting in a vibrant character. Backland development (accessed by lanes and alleys)

Victorian Villages often developed in close proximity to railways [1891-1912 Map Data supplied by
has occurred along most village streets, resulting in shortened plots and higher densities. There is generally a strong sense of enclosure along the side lanes and pedestrian alleys, which have relatively narrow widths compared to the height of the buildings.

Side residential streets are narrow, more typically in the order of 1:2, and consist of smaller terraced 2 storey houses on regular narrow plots. Frontages are either directly onto the street or set back behind small front gardens.

Large historic buildings (such as country houses, manors, lodges and gatehouses to large estates) are sometimes seen as large irregular plots amongst rows of terraces and semis.

Built Form & Architecture

Victorian Villages were built relatively rapidly between c.1837-1910 and as such display a unified built style, with two storey brick built cottages (terraces and semis) and larger buildings along main village streets. School buildings, churches/chapels and public houses add to the variety of built form.

Building styles are characteristic of mid-late Victorian and early-Edwardian architecture.

The residential streets comprise brick built dwellings with ground level projected bay windows, second storey sash windows with stone sills, projected porches with arched frontage, recessed entrance doorways with stained glass windows and prominent (often embellished) chimneys on steep pitched, slate roofs (sometimes with front gables). Façades are often uniform and repetitive along a street, with these details contributing to a rhythm along the street.

Details include red clay tile hanging on second storey facades, roof finials and gault brick building edges and stone identity plaques engraved with the cottage name and date of construction. The palette of materials includes warm red brick, light gault brick, and slate roof tiles.

Public Realm & Streetscape

Along main village streets, building frontages typically meet the street with no transitional space in between. Here, the building line provides a clear boundary between public and private realms. On residential roads, small front gardens are often evident, bounded by low brick walls with clipped hedges and/or wrought iron railings – these are particularly important features of the streetscape.
Streetscape materials typically comprise riven York stone and imitation York stone pavements, tarmac on roads and imitation stone setts (on pavements and roads). Kerbs are typically granite but replacement concrete kerbs are common. Black cast iron bollards are used to separate pedestrians and traffic along main village streets.

Street furniture includes a variety of styles but tend to be themed around black cast iron. This includes Victorian style cast iron lanterns, signage, bins and benches. Overhead wires are particularly noticeable in residential streets.

Street trees are generally absent from the main village streets of the Victorian Villages. However, trees and vegetation within small front gardens make a valuable contribution to the streetscape. Tree/shrub species within private gardens are mostly drawn from a semi-ornamental palette and are small scale, proving visual interest and human scale.

Since these villages were not built with the car in mind, on street parking is a feature of the streetscape, often resulting in traffic congestion on the main village streets. As a consequence some front gardens have been partially removed and replaced with gravel/hardstanding to allow off-street parking.

Open Space/Greenspace

Distribution of open space is limited and generally restricted to private gardens, occasional village greens/pockets of open space at road junctions, resulting in a high density urban environment. These often contain mature trees including horse chestnut, rowan, cherry and lime. Privately owned open space, including school grounds and churchyards, contribute to vegetation within this built-up townscape type.

Open spaces, such as village greens, provide valuable breaks in this built-up townscape type (example from South Ascot).

Views/Landmarks

Views are generally channelled along streets, framed by the buildings on either side. There is a hierarchy of views, dictated by the street pattern i.e. primary views along the main routes and secondary views up side streets, and occasional views down narrow alleyways and between buildings.

Views are framed by buildings along streets, sometimes to a wooded landscape setting, such as this view from Brockenhurst, South Ascot.

Views to the landscape setting contribute to a strong sense of place, as the species often reflect the underlying geology i.e. yew on alkaline soils; pines on acidic sandy soils.

Church spires/towers, which are often visible from outside the villages, form local landmarks while train stations and schools provide local focal points.

Experience

The main village streets of Victorian Villages are dominated by active frontages, contributing to a sense of vitality. The permeability of the townscape (a result of
many through-routes) and the human scale of the streets ensures a comfortable space. The rich architectural and streetscape detailing, presence of landmarks and hierarchy of streets and spaces ensures that the environment is stimulating.

**B. EVALUATION**

**Condition**

The Victorian Villages are generally in good condition, exhibiting an intact street and block pattern. Building lines and plots have been modified in places, particularly along the main village street.

Boundaries are in particularly variable condition with many garden boundaries lost to accommodate parking, or replaced with modern alternatives – this has had a substantial impact on streetscape character.

Piecemeal changes to architecture, including replacement windows and doors, re-facing of frontages (including pebble dash and mock stone), replacement of slate tiles by concrete tiles, and addition of porches, have eroded character and interrupted the rhythm of the street.

Within this type, four character areas are identified as being in particularly good condition and intact examples of the type. These are:

- 5A: North Ascot Victorian Village
- 5D: Sunninghill Victorian Village
- 5E: Sunningdale Victorian Village
- 5F: Rises Road Victorian Village, Sunningdale

**Forces for Change**

Some of the Victorian Villages appear to be well maintained and in a stable state while others are in a declining state. Forces for change that were evident during the site visit include:

- Redevelopment of plots along main village high streets with front off-street parking areas, changing the structure and visual appearance of the streetscape.
- Redevelopment of consecutive plots at different heights and building proportions, changing the skyline and scale of the streetscape within residential streets.
- Parking pressures, including loss of front gardens to accommodate off road parking in residential side streets.
- Replacement of low garden boundaries with tall, impermeable fences or hedges leading to an increasing sense of enclosure in residential areas.
- Loss of details and replacement with modern materials including concrete tile roofs and UPVC windows, porches and doors.
- Extensions and alterations to buildings, which breach the building line and change the roofscape (including enclosed porches, loft extensions and dormer windows).
- Erection of large scale signage along village streets, masking architectural features such as doors, windows and wall details (including brickwork).

**Guidance/Opportunities**

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

- Take account of the clear hierarchy of streets with principal through routes and residential side streets. Buildings should reflect the staggered building and variation in roof line on main streets. Buildings should typically be 3 storeys high on main streets / corners and 2 storeys on side streets.
- Design should take account of the primary views along the main routes and secondary views up side streets, and occasional views down narrow alleyways and between buildings.
- Take account of the Victorian street and block pattern of regular streets and
narrow plots with domestic scale buildings. Development that does not respond to the scale, grain and urban form should be avoided.

- Retain active street frontages.
- Reflect the rhythm and variation of roofscape. Insensitive development that would disrupt this rhythm should be avoided.
- Conserve and seek opportunities to reinstate Victorian detailing, including steep gabled roofs, timber sash windows with stone sills, wall details (e.g. brickwork) unenclosed porches, balconies, fanlights above doorways and recessed porches with decorative brick arches.
- Conserve and make reference to the Victorian palette of materials including warm red brick, gault brick, natural stone and slate or red clay roof tiles.
- Development should conserve the use of traditional low brick boundary walls and low clipped hedged and/or cast railings. Aim to maintain a continuous frontage and to retain garden areas and boundaries, avoiding full width hard standing.
- Consideration should be given to the use of small scale shrubs and trees in front gardens which are in scale with the street and do not obscure the architecture.
- Manage school grounds, church yards and village greens to maintain structural vegetation, particularly mature trees, to provide a string visual link to the landscape setting.
- Retain important trees, including those in gardens and on tree lined roads, planning for new trees to ensure continuity of tree cover and a diverse age structure. Species commonly use by Victorians for street trees include lime, ornamental cherry and London plane.
- Use a coordinated approach to street furniture, paving and lighting.

### Character Areas

**ASCOT GROUP**

**5A: North Ascot Victorian Village**

This small residential area lies on the northern edge of North Ascot, along Kennel Ride (named after an historic ride through woodland at Ascot Heath). This area is entirely residential, comprising Victorian cottages (semis and detached), with some modern 20th century infill. Remnant Oak hedgerow trees are a key feature and it will be important to conserve these trees, planning for their replacement in the future.

All of the guidance above applies to this area. In particular, conserve distinctive trees within the village, including the remnant Oak hedgerow trees and plan for their future replacement.

**5B: Ascot Victorian Village**
This area is located along Ascot High Street, the commercial and retail centre of Ascot. Royal Ascot Grandstand forms a prominent landmark (west of this Area). The presence of hotels, public houses, restaurants and shops, provide active building frontages. The former grounds of 'The Grange' form an important parkland setting to the village. Modern 20th century infill along the High Street has altered the building line to accommodate parking. 'Backland' development has also occurred. Residential side streets are lined with terraces and semi-detached cottages. Loss of boundaries and front gardens to accommodate off-street parking is a common feature.

All of the guidance above applies to this area. In particular, ensure that changes (e.g. to building massing and scale, rooftops and pitches, or relationship of buildings to space) do not detract from 'The Old Court House' as a village landmark. Conserve and enhance the node at the junction of Ascot High Street/Station Hill as a point of focus in the townscape and maintain the parkland setting to the village.

**5C: South Ascot Victorian Village**

This village lies close to Ascot junction immediately south of Ascot. It is located on the A330 to Ascot, forming a small commercial centre. The corner public house ('The Swinley') is a local focal point and All Souls Church tower is a village landmark. Residential streets are lined with terraces and semi-detached cottages. The churchyard of All Souls Church (including several mature scots pine and oak trees) and the village green along Oliver Road are key open spaces which contribute to the leafy character of the village. This area appears to be relatively stable in terms of change, however the street pattern has been modified at Victoria Road east (terminated at the A330 junction).

All of the guidance above applies to this area. In particular, seek opportunities to enhance the character and appearance of the main village street, conserve the village green along Oliver Road as a focal point, and ensure that changes (e.g. to building massing and scale, rooftops and pitches, or relationship of buildings to space) do not detract from the corner public house ('The Swinley') as a local focal point in the village. Maintain All Souls Church as a landmark feature within the village and the churchyard of All Souls Church as a key open space, planning for the future replacement of mature trees within the churchyard.
SD: Sunninghill Victorian Village

This village is focussed around Sunninghill Road - a principal road from Sunninghill Parish Church (St Michael and All Angels). The main village street has active building frontages. Residential side streets are lined with terraces and semis detached cottages e.g. Kings Road. The area has an undulating topography and some unusually winding roads (Upper and Lower Village Roads) with irregular shaped plots, terraced gardens and dwellings set well back from the street. St Michael’s Church of England Primary School is a local landmark and its grounds provide a key open space along the High Street. Cordes Hall, the Novello Theatre and the residences in ‘The Terrace’ (west of Sunninghill High Street) are also key landmarks. Mature trees within the grounds of former Claver house (including scots pine, oak, beech, cypress and sweet chestnut) contribute to the leafy character of this area. In addition, remains of the Kingswick Plantation (north of the High Street) provide a well-wooded landscape setting to this area.

All of the guidance above applies to this area. In particular, maintain the sense of vibrancy and community spirit of Sunninghill village – ensure the unique character of Sunninghill High Street is conserved, with its mixture of land uses in close proximity (including independent shops, restaurants, pubs and ‘flourishing’ churches). Ensure that changes (e.g. to building massing and scale, rooftops and pitches, or relationship of buildings to space) do not detract from St Michael’s Church of England Primary School, the Novello Theatre, Cordes Hall and the residences in ‘The Terrace’ (west of Sunninghill High Street) as landmarks. Ensure that any new development responds to and enhances the distinctive topography. Maintain the area at the junction of Upper Village Road and Lower Village Road as a node within Sunninghill. Consider the appearance of the village in elevated westerly views from Lower Village Road – ensure that changes (e.g. to building massing and scale, rooftops and pitches) do not detract from the views over the well-wooded valley to Ascot. In addition, conserve distinctive trees within the village, including mature trees within the grounds of former Claver house and the remains of the Kingswick Plantation (north of the High Street), and plan for their future replacement.

SE: Sunningdale Victorian Village

Located of the eastern edge of Sunningdale Park (historic park/garden), this area forms part of Sunningdale Conservation Area. It is focussed around Holy Trinity Church (village landmark, see image to the left), Holy Trinity primary school and the Baptist Church. The village is surrounded on most sides by open space and woodland, which provides a rural setting. Woodland within Sunningdale Park (to the west), Coworth Park (to the east) and Tittenhurst Estate (to the north) provide a green backdrop to the area. The main village street (High Street) has a residential character; lined with terraces and semis detached cottages. Church Road and Station Road have a high concentration on Victorian houses,
including lodges with large gardens (which may have originally been built to serve larger houses in the area). Gate houses or gate lodges provide interest within Sunningdale, especially where they terminate vistas along streets (such as Church Road). The special architectural and historic interest of this area is recognised through its designation as part of Sunningdale Conservation Area.

All of the guidance above applies to this area. In particular, ensure that changes (e.g. to building massing and scale, roofscape and pitches, or relationship of buildings to space) do not detract from Holy Trinity Church as a landmark. Maintain Holy Trinity primary school and the Baptist Church as local focus points in the village. Ensure the historic gateway at Holy Trinity Church remains as a node and key ‘arrival’ point into Old Sunningdale.

Consider key views within the village when planning new development - ensure that Holy Trinity Church remains a focus in westerly views from Bedford Lane and easterly views Church Road. Conserve the wooded setting of the village and maintain visual seek links to surround parkland – ensure any changes respect the setting of Sunningdale historic park. In addition, refer to any guidance written for the Sunningdale Conservation Area Statement.

**5F: Rises Road Victorian Village, Sunningdale**

This small village is located between the Rises Road and the railway, southwest of Sunningdale Village. The village has a distinctive angular urban form which derives from an historic ride across Bagshot Heath \(^1\) between Sunningdale Village and King’s Beeches (now demolished). The main village street (Rises Road) has active building frontages. Residential side streets are lined with terraces and semis detached cottages e.g. Beech Hill Road. Woodland within ‘Lynwood’ (to north-west) and Wardour Lodge (to the south-east) provide a green backdrop to the area. Remnant Oak hedgerow trees are a key feature and it will be important to conserve these trees, planning for their replacement in the future.

All of the guidance above applies to this area. In particular, conserve distinctive trees within the village, including the remnant Oak hedgerow trees and plan for their future replacement. Conserve the wooded setting of the village and maintain visual links to surrounding parkland associated with ‘Lynwood’ and Wardour Lodge.

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\(^1\) Ordnance Survey (1816-1822) *Ordnance Survey of England and Wales, 1 Inch to 1 Mile, Sheet 7 (1822)* and 8 (1816).
This village is located along London Road; an historic route to London. It has an interesting urban form, which evolved between Broomfield Hall (now demolished) and Sunningdale station (built c. 1856). This has resulted in two village nodes - the junction of London Road/Chobham Road in the east and Sunningdale station in the west. The Broomfield Hall stables are a local landmark (see image to the left), which have been redeveloped for commercial use. The main village streets (London Road and Chobham Road) have active building frontages. However, the very wide street proportions (1:4) of London Road, with four lanes of flowing traffic, detracts from human scale. ‘Backland’ development has also occurred along Halfpenny Lane. Residential side streets are lined with terraces and semis detached cottages e.g. North End Lane. Woodland alongside London Road and the railway provides a green backdrop to the area. Remnant Oak hedgerow trees are a key feature in western parts of the village and it will be important to conserve these trees, planning for their replacement in the future.

All of the guidance above applies to this area. In particular, seek opportunities to enhance the character and appearance of the main village street, and conserve distinctive trees within the village, including the remnant Oak hedgerow trees, planning for their future replacement. Consider key views within the village when planning new development - maintain Broomfield Hall stables (the only remaining visible feature of historic Broomfield Hall) as a landmark and ensure that changes (e.g. to building massing and scale, rooftopscape and pitches, or relationship of buildings to space) do not detract from this building as a landmark feature. Conserve and enhance the area in front of Broomfield Hall stables (at the junction of London Road and Chobham Road) and Sunningdale Station as focal points.
8: INTER-WAR SUBURBS

Key Characteristics

- The type evolved by rapid and extensive settlement over a 20 year period between the First and Second World Wars.
- Medium density residential suburbs consisting of a distinctive network of curvilinear streets (crescents), linear streets (avenues) and ‘dead ends’ (closes).
- Built form is defined by suburban style semi-detached two storey houses in pebbledash or colour render, sometimes with part tile-hung frontages.
- Architectural detailing includes bay and bow windows, recessed arched porches and casement windows with stained glass and leaded lights.
- Roofs are moderately pitched and hipped or gabled, typically finished in clay tiles – chimneys add to visual interest on the skyline.
- Shared amenity greenspace in and around housing, including generous grass verges and small ornamental street trees.
- The leafy suburban character is reinforced by well vegetated domestic front gardens with ornamental shrubs, bounded by low brick walls and clipped hedges.
- Views are channelled down streets, framed by the regular facades of houses.
- Quiet and peaceful residential suburbs with a spacious character due to the relatively wide street proportions.
A. DESCRIPTION

Location/distribution of type

Inter War Suburbs are distributed throughout the Royal Borough, often adjacent to the Victorian Suburbs or Villages. Large scale inter-war estates are seen in the settlements of Windsor and Maidenhead, with smaller pockets of interwar development in smaller settlements such as Datchet and Cookham Rise.

Physical Influences

The underlying geology and soils do not generally influence the character of the townscape due to the ornamental nature of the planting. Topography underlying these suburbs tends to be flat or gently undulating and therefore does not noticeably influence the layout of roads or building.

Human Influences

The interwar suburbs grew rapidly, probably in no more than 20 years from the end of the First World War, resulting in considerable stylistic and visual unity. There is very little evidence of the earlier cultural pattern or land use.

Townscape Character

Land Use/Image

Land use is predominantly residential, but the suburbs include schools built in the same period, and associated open spaces such as recreation grounds and allotments.

Inter-war suburban residential streets (Windsor).

Urban Form

Urban form is based on a strong pattern of long curved streets (crescents), linear streets (avenues/ roads) and ‘dead ends’ (closes). Roads are typically unmarked, or may contain central white lines

Streets are of generous proportions, typically in the ratio of approximately 1:5, as in this example from Windsor.

The block pattern is created by two storey (and occasional single storey) semi-detached houses, on regular plots, with short front gardens and larger rear gardens resulting in a medium density suburb with uniform building line and rhythm along the street.
Streets are of generous proportions, typically in the ratio of approximately 1:5 (comparable to east post-war streets in terms of scale).

**Streetscape cross section.**

**Built Form & Architecture**

Built form is that of two storey semi-detached suburban style housing, with low hipped roofs and gabled frontages. Bungalows are also present.

Architectural detailing includes part tile hung frontages, bay and bow windows, recessed arched porches and casement windows with stained glass and leaded lights (although these have often been replaced). Small scale later and modern accretions, such as external porches, loft conversions and side extension/garages are also evident.

Materials include pebbledash and colour render exteriors, and original red clay tiles on roofs and exteriors.

**Open Space/Greenspace**

Recreation grounds, playing fields and allotments all contribute to open space provision. In addition, grass verges, street trees and front gardens contribute to the green character of the Inter-War Suburbs.

**Public Realm and Streetscape**

The buildings present their fronts to the public realm. Low garden boundaries define the interface between public and private realm. Garden boundaries are typically characterised by low brick walls and clipped hedges, although these have sometimes been replaced by closeboard fencing and trellis.

Streetscape is characterised by grass verges, tarmac pavements and original worked granite kerbstones, with small street trees (including rowan and whitebeam) often evident. Telegraph poles and wires and lighting columns are also present.

**Architecture detailing results in a repetitive and rhythmic streetscape (example from Windsor).**

The overall effect is repetitive and rhythmic as a result of regularity of facades and roofs, consistency of gaps between buildings/plots, and repeating architectural features.

**Grass verges, street trees and front gardens contribute to the green character of the Inter-War Suburbs, as in this example from Datchet.**

There are few relics of the earlier landscape fabric and few trees which predate the age of development itself. Street trees are drawn from a semi ornamental palette, which bears little relation to the substrate, and includes smaller species such as rowan and whitebeam.

**Views/Landmarks**

Due to the concentration of built development and the curved nature of many streets, views are often short and framed by the rhythmic facades along streets. There are no notable landmarks due to the consistency of built form throughout.
Experience
This townscape type is one of quiet, peaceful suburbia, essentially private and ‘closed’ in character due to the predominant land use of suburban residential streets, with each house and plot historically a ‘contained’ or private unit (although now increasingly open to the street), separated from the streetscape by walled, fenced and planted garden boundaries and parking provided off street.

The uniformity of built form, scale and massing creates a rhythmic and repetitive streetscape.

This example from Windsor demonstrates a rhythmic and repetitive aesthetic.

B. EVALUATION

Condition
The urban form, street pattern and built form/ street proportions remain generally intact throughout these suburbs. However, some of the architectural and streetscape details have been eroded by replacement windows (often picture windows with a different mullion/transom pattern, or uPVC windows), concrete roof tiles, and alterations to pebble-dashed or tile-hung finishes. Construction of external porches and dormer windows has further changed the rhythm along the street.

Condition of front gardens and the interface with the streetscape is similarly variable, with garden boundary walls often replaced in a different style, shortened or removed altogether to facilitate off street car parking, with associated gravel/ hardstanding occupying former lawned areas. Street trees are also in variable condition.

Within this type, one character area is identified as being in particularly good condition/an intact example of the type. This is:

8A: Trinity Crescent, Sunningdale

Changes include additions such as extensions and loft conversions, and garden boundary loss.

Forces for Change
This type is generally stable in character, albeit with localised erosion created by façade alterations, extensions, replacement windows and doors, as well as loss of garden boundaries.

Key forces for change which were evident on the site visit are as follows:

- Redevelopment of plots to accommodate ‘backland’ development and larger scale flatted development on the site of suburban houses, leading to a loss of rear gardens and changes to the roofscape as viewed from the street.

- Small scale additions and alterations to building elevations e.g. porches and minor changes to detailing such as replacement windows and doors, changing the building line and rhythm of the streetscape.

- Small scale alterations to roofscape, through loft conversions/dormer windows and building extensions.

- Off-street parking areas at the front of properties, changing the structure and visual appearance of the streetscape due to loss of front gardens and boundaries.
Erosion of grass verges due to pressures for parking.

**Guidance/Opportunities**

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

- Ensure that design takes account of the strong pattern of long, curved streets (crescents), linear streets (avenues/roads) and dead ends (closes).
- Respect the uniform building line and rhythm created by the consistent block pattern, massing and relationship of buildings to open space (e.g. semi-detached).
- Reflect the use of part tile hung frontages, bay and bow windows, recessed arched porches and casement windows with stained glass. Extensions to properties should use materials that complement the original building.
- Seek to respect the built vernacular including building lines and proportions. Extensions which break the roofline or the building frontages should be avoided.
- Conserve the traditional use of low brick boundary walls and low clipped hedges. Aim for the maintenance of a continuous frontage to the street, and to retain garden areas and boundaries, avoiding full width hardstanding.
- Development should conserve grass verges and other open spaces, with development design allowing space for front gardens.
- Retain important trees, including those in gardens and other open spaces, planning for new trees to ensure continuity of tree cover and a diverse age structure.
- Use a coordinated approach to street tree planting, giving consideration to the planting of larger trees in key locations.
- Maintain the unmarked nature of roads.

**Character Areas**

**ASCOT GROUP**

There are only 2 local character areas in the Ascot Group (both in Sunningdale). These are:

8A  Trinity Crescent, Sunningdale

8B  Chobham Road, Sunningdale

These areas both consist of rendered dwellings and are in particularly good condition. Architectural variation is provided by the steeply pitched roofs and long gable frontages in area 8A Trinity Crescent, Sunningdale, and by the use of hipped roofs and shallow bay frontage/projection at area 8B Chobham Road, Sunningdale. Area 8A Trinity Crescent forms part of Sunningdale's Conservation Area. A photo from each area is presented below:
All of the guidance above applies to these areas. In particular, maintain the intact
townscape/streetscape and good condition of the area. Ensure that roofscapes are
respected – e.g. the steeply pitched roofs and long gable frontages in area 8A Trinity Crescent,
Sunningdale and the use of hipped roofs and shallow bay frontage/projection at area 8B
Chobham Road, Sunningdale. In addition, refer to any guidance written for the Sunningdale
Conservation Area for Area 8A.

The underlying geology of the Sunningdale area is Bagshot Beds. Suitable native tree species
include Oak, Birch, Scot’s Pine, Beech and Sweet Chestnut.
9: EARLY POSTWAR SUBURBS (TO 1960)

Key Characteristics

- Medium density residential suburbs consisting of a distinctive network of curvilinear streets (roads, avenues or drives), with dead end roads (closes) and cul de sacs.
- Two storey semi-detached dwellings and short terraces are set in regular plots with relatively short front gardens.
- Built form is defined by simple dwellings constructed from dark wire cut or sand faced brick and metal casement windows.
- Roofs are steeply-moderately pitched, hipped or gabled, and finished in concrete tiles – chimneys add to visual interest on the skyline.
- The use of bitumen macadam on pavements and pre cast concrete kerbstones adds to the utilitarian style.
- Parking is predominantly off-street, within driveways;
- Shared amenity greenspace in and around housing, grass verges and small ornamental street trees contribute to the streetscape.
- The underlying geology is reflected in occasional remnant structural vegetation e.g. belts of Scots Pine, birch, oak on sandy Bagshot Beds; oak and ash on London Clay; and limes and beech on Chalk.
- Front gardens, containing ornamental lawns and ornamental planting, are bounded by low brick walls and clipped hedges.
- Quiet and peaceful residential suburbs with a spacious character due to the relatively wide street proportions.
A. DESCRIPTION

Location/distribution of type

Early Post-War Suburbs (to 1960) are distributed throughout the Royal Borough, often adjacent to the Inter-War Suburbs. Large scale early post-war estates are seen in the settlements of Windsor and Maidenhead.

Physical Influences

The underlying geology and soils do not generally influence the character of the townscape due to the ornamental nature of the planting. However, geological and soil characteristics of the landscape are occasionally expressed through remnant structural landscape features such as belts of Scots Pine on the Bagshot Beds, or mature oaks or limes on London Clay, or more rarely on Chalk. Topography underlying these suburbs tends to be flat or gently undulating and therefore does not influence the layout of roads or building.

Human Influences

Development evolved extremely rapidly from c.1950-1960, representing the growth of settlements in the post-war period, and consequently these suburbs display considerable stylistic and visual unity. Some of the earlier developments recall aspects of inter-war suburban development.

Townscape Character

Land Use/Image

Land use is predominantly residential, but includes schools built in the same period, and relatively large areas of amenity greenspace.

Urban Form

Urban form is defined by a distinctive network of curvilinear streets (roads, avenues or drives), with dead end roads (closes) and cul de sacs. Roads are typically unmarked, or may contain central white lines.

Typical street pattern of curvilinear streets and dead-end roads. Reproduced from Ordnance Survey information with the permission of The Controller of Her Majesty’s Stationery Office, Crown Copyright, Licence Number 10001926.

The block pattern is created by two storey semi-detached dwellings and short terraces on regular plots, resulting in a medium density suburb with uniform building line and rhythm along the street.

Streets are of generous proportions, typically in the ratio of approximately 1:5 (comparable to inter-war streets in terms of scale).

Built Form & Architecture

Architectural style is unified and simple, using a limited palette of materials and finishes. Two storey semi-detached properties and short terraces are faced with dark, wire cut or sand faced brick laid in stretcher bond, set under gabled or hipped roofs tiled with dark concrete tiles. Façade detailing is sparingly used with simple metal casement picture windows (increasingly replaced with modern uPVC units), and simple concrete roofed porches (open or enclosed). Occasional feature gables mark the ends of terraces. These features provide a regularity and rhythm to the streetscape.
Early post-war dwellings display a number of features in common with the inter-war period, for example gables, pebble dashed facades, rubbed brick arches to windows, tiled window cills, and slates for roofing.

**Public Realm & Streetscape**

The buildings present their fronts to the public realm. Low garden boundaries define the interface between public and private realm. Garden boundaries are typically characterised by low brick walls and clipped hedges, although these have sometimes been replaced by pre-cast concrete modular walling units or chainlink fencing.

The streetscape is characterised by wide tarmac pavements, tarmac roads and concrete kerbs with occasional mown grass verges, and small ornamental street trees such as cherries.

Street lighting is atop concrete or metal lamp posts. Telegraph poles and wires are prominent features of the streetscape which create a cluttered skyline.

Driveways counter the need for extensive on-street parking. However, cars are often parked on the street. In some instances additional parking bays have been created within wide grass verges.

**Open Space/ Greenspace**

Open, mown shared amenity greenspace and mown grass verges are characteristic of this type. In some cases houses are arranged around areas of shared amenity greenspace in the style of ‘suburban greens’ where they have an intimate visual and physical connection with the green. These areas of open mown grass incorporate some vegetation, although this is often of a small scale ornamental nature.
Houses arranged around areas of shared amenity greenspace, as in this example from Windsor.

Short front gardens contain open mown grass and vegetation, although this is often also of a small scale ornamental nature.

**Views/Landmarks**

The pattern of long, curvilinear streets and cul de sacs terminated by terraced houses keeps views short. There are no notable landmarks due to the consistency of built form throughout.

**Experience**

These are quiet and peaceful residential suburbs with few signs of activity during the day. The aesthetic is simple, restrained and often repetitive, although variation is created by juxtaposition of semi detached and terraced properties, which break the rhythm of the streetscape. Due to the simplicity of the architectural form and detailing, and predominantly dark palette of materials, the streetscape has an austere and utilitarian character.

**B. EVALUATION**

**Condition**

The land use and urban form of these suburbs remains largely intact. However, small scale alterations to buildings and streetscape have eroded character in places. For example replacement windows and doors, and the addition of projecting porches has altered the regularity and rhythm of the building facades, while removal of front garden boundaries and loss of some front gardens to hardstanding for parking has affected the streetscape. In addition, street trees and shared amenity greenspaces are generally in a declining condition.

Within this type, one character area is identified as being in particularly good condition/an intact example of the type. This is:

9B: Victoria Road – East, South Ascot

**Forces for Change**

The type has undergone some changes. Key forces for change which were evident during the site visit are as follows:

- Small scale additions to building elevations, e.g. porches and minor changes to detailing such as replacement windows and doors.
- Replacement of low brick wall and clipped hedge garden boundaries with chainlink fencing, modular concrete walling or taller decorated or parapet walls.
- Loss of garden boundaries and vegetation for off-street parking (paved).
- Decline in condition of shared open spaces, verges and street trees.
- Streets dominated by cars and parking on verges due to an increase in average household car ownership.

**Guidance/Opportunities**

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

- Take account of the distinctive network of curvilinear streets (roads, avenues or drives) with dead ends (closes) and cul de sacs.
- Design development proposals to respect the pattern of frontages (facades and boundaries) and the regularity and rhythm of the roofscape. Buildings should reflect the use of steeply pitched, hipped or gabled roofs and chimneys.
- Conserve the traditional use of low brick boundary walls and low clipped hedges, in preference to forms of enclosure such as chain link fences, modular concrete walls or tall walls. The aim should be to maintain the impression of a garden area and boundaries, avoiding full width hardstanding.

- Conserve grass verges and other open spaces, with development design allowing space for front gardens.

- Retain important trees, including those in gardens and other open spaces, planning for new trees to ensure continuity of tree cover and a diverse age structure.

- Use a coordinated approach to street tree planting in terms of species palette, and in terms of stature (grade of plant material). Consider the planting of larger trees in key locations.

- Development and management decisions should seek to reduce the impact of parking provision and access through sensitive design and landscape screening. In areas with wide grass verges, the use of planted pavement build-outs (as in the sketch below) can help reduce the visual impact of on-street parking.

Character Areas

ASCOT GROUP

There are 5 local character areas in the Ascot Group (located within the settlements of South Ascot, Sunninghill and Sunningdale – there are no occurrences of this type within North Ascot or Broomhall). The areas are:

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

These areas are located to the fringes of the settlements, adjacent to earlier suburbs (including character areas within the Victorian Village type) as at South Ascot, Sunninghill and Sunningdale. Part of area 9B falls within EA Flood Zone 3 (high risk of a future flooding event), which may have implications for future management.

There is particular consistency between the attributes of these early post-war suburbs, with differences limited to material finishes and small details. For example, area 9A Bouldish Farm Road, South Ascot is constructed from dark red wire cut red brick, while area 9B Victoria Road – East, South Ascot is finished in colour render. In addition, the remnant avenue of Limes lining Nell Gwynne Avenue (in area 9D Kingswick Drive and Nell Gwynne Avenue, Sunninghill) is a distinctive feature that forms part of the landscape structure associated with Kingswick House, as are mature, former parkland, trees within this area. This area also demonstrates the formal layout of terraced houses arranged around generous areas of amenity greenspace, which is characteristic of the type.

All of the generic guidance applies to these areas. The underlying geology of South Ascot, Sunninghill and Sunningdale is Bagshot beds. Suitable native tree species include Oak, Birch,
Scot’s Pine, Beech and Sweet Chestnut. In addition, in area 9C Kingswick Drive and Nell Gwynne Avenue, Sunninghill, conserve the remnant avenue of Limes lining Nell Gwynne Avenue and the mature, former parkland, trees associated with Kingswick House, and plan for their future replacement.

### Photographs of character areas

![Area 9A Bouldish Farm Road, South Ascot](image1)

![Area 9B Victoria Road – East, South Ascot](image2)

![Area 9C Kingswick Drive and Nell Gwynne Avenue, Sunninghill](image3)

![Area 9D Park Crescent and Lynwood Close, Sunningdale](image4)
10: LATE 20TH CENTURY SUBURBS (1960 ONWARDS)

Key Characteristics

- Medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul de sacs/dead ends.
- Housing estates planned to accommodate families with schools, parks and outdoor sports facilities e.g. tennis courts, sports pitches, playing fields.
- Built form defined by suburban style semi-detached and detached two storey houses, set in regular plots with short front, and long back, gardens.
- Consistency in plot form, density and building scale results in a harmonised streetscape character.
- Car-orientated developments with generous street widths, and private off-street parking on driveways (sometimes with garages) or communal parking bays.
- Mostly ornamental tree species within public open spaces and private gardens.
- Unfenced front gardens, wide grass verges and shared amenity greenspaces blur the boundary between the public/private realms.
- Quiet suburban character due to dead-end street layout.
A. DESCRIPTION

**Location/distribution of type**

Late Post War Residential Suburbs are often located on the edge of settlements, reflecting growth in the late 20th Century. However, pockets are located in older areas as modern residential infill.

**Physical Influences**

The underlying geology and soils are rarely expressed in townscape character. However, in some instances, remnants of woodland, shelterbelts and hedgerows provide references to the underlying geology e.g. oaks on clay, pines on sand. Topography underlying these suburbs tends to be flat or gently undulating and therefore does not greatly influence the layout of streets and plots.

**Human Influences**

This type displays a variety of architectural styles, reflecting advances in building technologies and availability/popularity of materials during the decades following 1960. Each ‘estate’ grew in a relatively short period of time, resulting in a consistency of built form and character within each estate.

**Townscape Character**

**Land Use/Image**

Primary land use is residential, but includes schools built in the same period, as well as areas of shared amenity greenspace often with children’s play grounds, parks, woodland remnants and outdoor sports facilities (including tennis courts and playing fields).

**Urban Form**

Urban form is based on a street pattern of long curvilinear feeder streets and short subsidiary roads terminating in cul de sacs/dead ends.

Central curving feeder streets with subsidiary roads culminating in dead-ends/cul-de-sacs. Reproduced from Ordnance Survey information with the permission of The Controller of Her Majesty’s Stationery Office, Crown Copyright, Licence Number 10001926.

Built development is characterised by two storey semi-detached or detached suburban style houses with short front gardens and larger rear gardens. The building line is often staggered, due to the curved nature of streets. However the consistency in plot form, density and building scale results in a harmonised streetscape character.

The building line is often staggered, due to the curved nature of streets, as here at North Ascot.

Streets are generously proportioned, often with wide grassed verges and footpaths. Front gardens are usually unfenced, contributing to the open character of the street.
Typical late post-war suburban street, North Ascot.

**Built Form & Architecture**

Residential development is entirely in the post-war ‘suburban’ idiom. Built form is predominantly two storey semi-detached and detached (some double-fronted) suburban style housing, with a mixture of hipped and gabled roof types. Chalet bungalows are also typical of post-war suburban development.

Architectural style and materials are highly varied, depending on the age of development. Materials and finishes include light and dark sand-faced brick, with simple timber, metal or uPVC windows. The second storeys of dwellings are sometimes defined by coloured render, white timber weatherboard or dark timber / tile hung façades. Roof pitches and frontages vary considerably between ‘estates’, reflecting the period they were built. Driveway shelters with flat roofs are common features. Protruding enclosed porches (glass and timber) are also common.

Public Realm & Streetscape

The streetscape is characterised by wide tarmac streets with concrete kerbs, tarmac pavements and sometimes wide, mown grass verges. Tarmac or block paved driveways (often with herringbone paving patterns) leading to lock-up garages or covered landings are features in newer estates. Parking is on driveways and in garages, or in communal parking bays. There is little on-street parking.

Boundaries between properties are often marked by ornamental planting and/or discrete concrete edging between tarmac driveways. There are often no boundaries to the front of properties, resulting in an unclear distinction between public/private realms. Buildings present their fronts to the street.

Street trees are uncommon; however shared amenity greenspace and unfenced front gardens with small ornamental trees/shrubs make a valuable contribution to the streetscape. Street lighting columns are unobtrusive elements.

Open Space/Greenspace

Open space is generally planned into each estate and consists of shared amenity greenspace (for informal recreation), small urban parks (including play areas, skate parks) and outdoor sports facilities (often associated with schools e.g. tennis courts, sports pitches, playing fields). The planting in communal open spaces is a mixture of ornamental and native species, but tends to be small in scale.

There are occasional pockets of remnant woodland, shelter belts or hedgerows, which relate to former landscape structure and provide links to the underlying geology and soils e.g. Blythewood in North Ascot.

Varied roofscape and a staggered building line (Sunninghill).
Shared amenity greenspace is planned into each estate, as in this example from South Ascot.

**Views/Landmarks**

The nature of the street pattern (curved feeder roads and short cul de sacs), keeps views short. Due to the consistency in character of built form across the estates, landmarks are not a feature of the **Late Post War Residential Suburbs**.

**Experience**

These are peaceful residential suburbs, with activity during the day concentrated in the schools, other institutions, parks and outdoor sports facilities. Feeder roads have a relatively constant flow of local traffic, with less traffic in dead-end roads. Although each estate is uniform, variety is provided between the estates by the mixture of architectural styles.

**B. EVALUATION**

**Condition**

The urban form and much of the architecture remains intact. However, loss of some front gardens to hardstanding for parking and to accommodate larger garages has had an effect on condition and character in places.

Within this type, there are three character areas that are in particularly good condition/intact examples of the townscape type:

- **10A**: Gainsborough Drive and Sutherland Chase, North Ascot
- **10E**: Oliver Road and Saint George’s Lane, South Ascot
- **10Q**: Cedar Drive, Sunningdale

**Forces for Change**

This townscape type seems to be relatively stable; however key forces for change which were evident during the site visit are as follows:

- Partial loss of front gardens for hard-paved parking areas.
- Extensions that breach the building line or roofscape, such as additional garages and attic extensions with dormer windows.

**Guidance/Opportunities**

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

- Within development design, take account of the street pattern of wide curving feeder roads with grass verges.
- Retain the open character of front gardens, which is an important part of townscape character, avoiding enclosing walls, fences, gates and railings.
- Sensitive contemporary design which responds to its immediate context will be appropriate, where it makes reference to existing building heights, massing and proportion, or stylistic references. Reference to existing materials may also be appropriate.
- Reflect the existing hipped or gabled roofscape character, using architectural styles and materials palette which complement the existing.
- Respect the existing building line, including the retention of grass verges and front gardens. Ancillary buildings (e.g. garages) and off street parking should be tucked into the plot to maintain the green frontage.
- The retention of important trees, including those in gardens and on tree lined roads, planning for new trees to
ensure continuity of tree cover and a diverse age structure.

- Use a coordinated approach to street tree planting in terms of species palette, and in terms of stature (grade of plant material). Consider the planting of larger trees in key locations.

### Character Areas

#### ASCOT GROUP

There are 18 local character areas in the Ascot Group (comprising North Ascot, Ascot, Sunninghill, and Sunningdale). These are:

- **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
- **10P** Charters Road, Sunningdale
- **10Q** Cedar Drive, Sunningdale
- **10R** Elm Park, Sunningdale

These areas are all typical of the generic later post war suburb type in terms of urban form, with semi detached two storey dwellings often planned on a network of short curvilinear streets and cul de sacs, although they vary in terms of their architecture (depending on the age of development). Architectural styles include simple 1970 development in red brick with large picture windows and shallow pitched roofs, and later neo classical style stucco with reconstituted stone detailing, in addition to 1990s dwellings in a Victorian idiom. The character areas often form discrete, small pockets of development e.g. to the edge of North Ascot and infill development within the settlements. As such there is no pattern to the distribution of the character areas within the settlement. Areas 10D and 10E are within Environment Agency Flood Zone 3 (high risk of flooding event) which may have implications for future management.

The photos overleaf illustrate some examples of the variation in architecture. For example, area **10C** Liddell Way, South Ascot is typical of 1970s development exhibiting simple architectural forms and detailing (with a distinctive woodland backdrop to development) while **10G** Matthews Court, Sunninghill is an example of a much newer built development with newer, brighter materials and prominent porches. Development in a more ornate idiom, using stucco and reconstituted stone, is shown by area **10A** – Gainsborough Drive and Sutherland Chase, North Ascot. Area **10E** Oliver Road and Saint George’s Lane, South Ascot, dwellings often front onto shared greenspace rather than the street, and parking is in communal parking bays rather than on driveways. This arrangement is more common in the most recent developments. Area **10B** Carbery Lane, Ascot is an anomaly of this type due to its high walls surrounding the development. In Sunninghill, mature trees within the grounds of former Claver house and ‘Oakhurst’ (including scots pine, oak, beech, cypress and sweet
chestnut), contribute to the leafy character of Area 10F Beechcroft Close and The Glen and Area 10J Quince Close.

All of the generic guidance applies to these areas. In addition, ensure views in both directions along Brockenhurst Road to the wooded landscape setting beyond are maintained in Area 10C Liddell Way, South Ascot. In Sunninghill, conserve distinctive trees within Areas 10F and 10J, including mature trees within the grounds of former Claver House and ‘Oakhurst’, and plan for their future replacement. Consider key views within Sunningdale when planning new development in Area 10O Sidbury Close, Sunningdale. Maintain Holy Trinity Church as a focus in easterly views along Church Road and ensure that any changes (e.g. to building massing and scale, rooftopscape and pitches, or relationship of buildings to space) in Area 10O do not detract from these views.

The underlying geology of North Ascot, Ascot, Sunninghill, and Sunningdale is Bagshot Beds. Suitable native tree species include Oak, Birch, Scot's Pine, Beech and Sweet Chestnut.
Photographs showing variations in character

Area 10A Gainsborough Drive and Sutherland Chase, North Ascot

Area 10B Carbery Lane, Ascot

Area 10E Oliver Road and Saint George’s Lane, South Ascot

Area 10G Matthews Court, Sunninghill

Area 10L Fox Covert Close, Sunninghill

Area 10N Dale Lodge Road, Sunningdale

Area 10O Sidbury Close, Sunningdale

Area 10Q Cedar Drive, Sunningdale
11: POST WAR RESIDENTIAL FLATS

Key Characteristics

- Residential flats (usually three to five storeys) set within spacious grounds, typically dating from 1960s or later.
- Urban form is defined by large plots with an internal street pattern of curvilinear streets terminating in dead ends and car parks.
- Early post war flats are generally public housing developments with a simple block form, minimal architectural detailing and a simple palette of materials including brick, render, concrete and glass with uPVC or metal windows and doors.
- Later flatted developments display a greater variety in architectural form and detail, including decorative brickwork, balconies, mansard roofs, and neo-classical features.
- Entrances (divided into visitors, services, private entrance for residents only) are indicated by features such roof overhangs, large scale projected or recessed doorways/porches or entrance stair cases.
- Parking is generally provided in communal parking bays and garages.
- Open space is ‘designed’ into each development and provides a setting for the flats.
- Views are often short and terminated by the large buildings. However, some long distance views are available from the upper storeys of flats.
- Perimeter fencing and entrance gates contribute to a ‘contained’ or private character.
A. DESCRIPTION

Location/distribution of type

The type is generally associated with infill development or redevelopment, scattered throughout the Borough in small, isolated pockets.

Physical Influences

The townscape character of Post War Residential Flats bears little relationship to underlying physical influences. However, in some instances, the species mix in remnants of woodland, shelter belts and hedgerows provide a reference to underlying geology and soils e.g. oaks on clay, pines on sand.

Human Influences

Development within this type dates from the 1960s up to the present day. There is therefore a great variety in architectural style and materials.

Townscape Character

Land Use/Image

Land use is predominantly residential. Early post war flats were developed by the Council to provide community housing. Later 20th Century and early 21st Century flats have mostly been built by private developers (sometimes in partnership with Council) to provide high density residential or mixed use development. Some of the later mixed use developments include commercial/ retail/ office space at ground level.

Urban Form

Urban form is defined by large plots incorporating access roads terminating in dead ends and car parks.

The scale of built development is large - buildings are typically three to five storeys, set within open space and incorporating car parking bays. Adjacent blocks of flats are typically uniform in height with a simple form.

Built Form & Architecture

Built form is united by the multi-storey nature of buildings (usually three to five storeys).

However, architectural style and materials are highly varied, depending on the age of development. Flats built between 1940 and 1980 possess a simple built form, including rectangular blocks with flat or gently pitched roofs and metal framed or timber windows. Materials and finishes include light and dark sand-faced brick, concrete, render, and simple timber or metal fenestration.

Simple 1960s and 1970s built form, as in this example from Windsor.

More modern developments (1980s onwards) typically have greater architectural detail; especially where they form focal points, for example on roundabouts. Details are often ‘borrowed’ from historic periods and include decorative brickwork, balconies, mansard roofs, and neo-classical features such as portico entrances.

More modern developments have greater architectural detailing, as in this example from North Ascot.
Public Realm & Streetscape

The streetscape is characterised by wide tarmac streets with concrete kerbs, tarmac pavements and sometimes wide mown grass verges. Parking is generally provided in communal parking bays and garages. Visitors’ parking is clearly defined. Parked cars often dominate the public realm.

Parked cars dominate the public realm, such as at these flats in Hanover Way, Windsor.

Communal open space forms a setting for the flats (Green Lane, Windsor).

Small scale ornamental planting within amenity greenspaces does not relate to the character of the underlying physical landscape. There are occasional pockets of remnant woodland, shelter belts or hedgerows, which relate to former land uses and provide links to underlying physical landscape characteristics.

Outer development boundaries are often marked by high brick walls, while internal boundaries have lower walls. Building frontages are varied - many flats have uniform elevations, with no clear backs or fronts. The distinction between public/private realms is often unclear as a result of the presence of communal open space around the flats.

Street trees are uncommon; however small ornamental trees/shrubs on communal greenspace around the flats make a small but valuable contribution to the streetscape. Street lights vary in style according to the age of development.

Views/Landmarks

Views within the flat complexes are often short and terminated by the large buildings. However, medium and long distance views are available from the upper storeys of flats. Some developments form ‘gateway’ statements and are focal points in their own right.

Experience

Post War Residential Flats have a private and quiet character. Flats with commercial / retail / office development at street level have a sense of vitality at street level during the day. Some inward facing blocks, such as those at Ward Royal in Windsor, have their backs to the street, presenting a severe façade to the public realm.

Open Space/Greenspace

Communal open space is generally ‘designed’ into each development and consists of amenity greenspace which provide a setting for the flats.

B. EVALUATION

Condition

The urban form, land use and much of the architecture of these areas remains intact. However, some of the boundaries, verges and vegetation in communal spaces are in a declining condition.
Within this type, one character area (11A: Grand Regency Heights, North Ascot) is judged to be in particularly good condition/an intact example of the type.

**Forces for Change**

Forces for change which were evident during the site visit are as follows:

- Gradual decline in condition of boundaries, verges and communal open space, particularly in older developments.
- Gradual decline in condition of facades, particularly of older buildings.
- Past conversion of community greenspace into car parking bays, resulting in a loss of greenspace which once provided a setting to the development.

**Guidance/Opportunities**

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

- Seek to create opportunities for landscape and boundary enhancement, encouraging soft boundary treatments including hedging.
- Provide access to open space, with careful consideration given to the ratio between built form and open space.
- Retain important trees, planning for new tree planting to ensure continuity of tree cover and a diverse age structure.
- Use a coordinated approach to street tree planting in terms of species and stature. Consider the planting of larger trees at key visual locations and where they would help soften the appearance of larger buildings.
- Sensitive contemporary design which responds to its immediate context will be appropriate, where it makes reference to existing building heights, massing and proportion, or stylistic references. Reference to existing materials may also be appropriate.
- Development and management decisions should seek to reduce the impact of parking provision and access through sensitive design and landscape screening. Parking areas should be provided behind and to the side of buildings to help reduce dominance from public areas.

**Character Areas**

**ASCOT GROUP**

There are only 3 local character areas in the Ascot Group as follows:

11A Grand Regency Heights, North Ascot
11B Liddell Way, South Ascot
11C St James Gate, Sunningdale

Character areas within this type have either evolved as part of post war suburban development, or as isolated redevelopment plots within older areas. These three areas are of the generic post war flat type, but vary locally in terms of age of development and architectural style. Photos showing variation in this type are presented overleaf.

Area 11A Grand Regency Heights, North Ascot is a modern development, built on the site of the former ‘Royal Ascot Hotel’ (which was demolished in 1964). The architecture is an
ornate style comprising architectural features and details ‘borrowed’ from several distinct periods – including cantered bay windows, Dutch gables, mansard roof and recessed arched bays with balconies. Open space consists of communal gardens, influenced by classical English garden design, evident in such features as follies, herbaceous borders, manicured lawns and water features. Several mature trees (most notably beech, oak and scots pine) along the northern boundary provide a leafy backdrop to this area.

Area 11B Liddell Way, South Ascot dates from the 1970s and evolved as part of the surrounding late post war suburb of 10C Liddell Way, South Ascot. Areas which evolved as part of post war suburbs generally mimic the surrounding streetscape character (including a street pattern of wide tarmac curvilinear streets with concrete kerbs and related building set backs), and have similar building materials. It comprises simple, three storey brick flats, set amongst communal open space and has a similar streetscape character to 10C Liddell Way, South Ascot. Parking consists of communal front/side car parks and garages to the rear.

Area 11C St James Gate, Sunningdale is a modern ‘gated’ development. It contains several mature trees (most notably lime, cypress, sycamore and oak) which contribute to the area’s leafy character. This area shares attributes with the ‘Executive Residential Estates’ such as its quiet and private in character.

All of the generic guidance applies to these areas. In addition to this, in North Ascot (Area 11A), it will be important to conserve and enhance the node at Windsor Road /London Road roundabout as a point of focus in the townscape, and conserve the mature trees along the northern boundary of Area 11A, planning for their future replacement with similar species. It will also be important to conserve mature trees in Area 11C and plan for their future replacement with similar species.

The underlying geology of North Ascot, South Ascot and Sunningdale is Bagshot Beds. Suitable native tree species include Oak, Birch, Scot’s Pine, Beech and Sweet Chestnut.
Photos of character areas

Area 11A  Grand Regency Heights, North Ascot

Area 11B  Liddell Way, South Ascot

Area 11C  St James Gate, Sunningdale
12: EXECUTIVE RESIDENTIAL ESTATES

**Key Characteristics**

- Low density residential suburbs of ‘executive’ style housing mostly post 1980s.
- Urban form is defined by long curvilinear feeder streets with short subsidiary roads culminating in cul de sacs/dead ends.
- Built form is defined by suburban style detached two storey houses, on large organic plots with sweeping, sinuous drives.
- Front gardens are open and unbounded with lawns and large ornamental shrubs clearly visible from the street. There is little on street parking.
- Building lines are irregular, with dwellings often orientated at an angle to the street frontage.
- A variety of architectural styles including neo-Tudor with mock timber and tile hanging, and larger neo-classical buildings dating from the late 1990s.
- Streetscape often includes details such as granite sett kerbs, granite speed tables and rumble strips.
- Brick and slate ‘gateway’ signs marking entrances to residential estates are common, as are private roads.
- A quiet and tranquil environment, often intensely private in character - this is reinforced by the relatively high proportion of gated communities.
A. DESCRIPTION

Location/distribution of type

Executive Residential Estates are located in North Ascot, Sunninghill, Sunningdale and on the outskirts of Windsor and Maidenhead.

Physical Influences

The underlying geology and soils are rarely expressed in townscape character. However, in some instances, remnants of woodland, shelterbelts and hedgerows within the townscape, or backdrop vegetation outside the type, provide references to the underlying geology e.g. oaks on clay, pines on sand. Topography underlying these suburbs tends to be flat or gently undulating and therefore does not greatly influence the layout of streets and plots, although in places the gently undulating topography is reflected in staggered rooflines.

Human Influences

This townscape type evolved in a relatively short period (mostly from the 1980s) with ‘executive’ style dwellings in a variety of styles.

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Townscape Character

Land Use/Image

Land use is entirely residential, defined by large scale prestigious dwellings set in large, open plots.

Urban Form

Urban form comprises a street pattern of long curvilinear feeder streets with short subsidiary roads culminating in cul de sacs/dead ends. These streets are often of wide proportions, with generous grass verges.

Plots are open in character with open lawned front gardens and no boundary between the public and private realms – this sets these suburbs apart from the Leafy Residential Suburbs.

Plots are open in character with open, lawned front gardens, as here in Maidenhead.

Block pattern is characterised by large, detached dwellings in large, irregularly shaped plots. Facades are often orientated at angles to the street, resulting in varied orientation and building lines.

Built Form & Architecture

Built form varies widely, with the townscape type essentially unified by the low density of development and by open plot characteristics.

Large, detached dwellings are often double fronted with separate double garages.
Architectural styles range from simple 1970s development in pale brick to 1980s and 1990s neo-Tudor style homes with half timbering and tile hanging. Some plainer 1980s and 1990s houses have bay windows and dark stained timber gables contrasting with pale brick facades. More recent 1990s neo-classical and neo-Georgian development (in brick and stucco) is also characteristic. Imitation slate or red tile are used for roofing materials. The roofscape varies from suburb to suburb.

Large prestigious style dwellings (example from North Ascot).

**Public Realm & Streetscape**

Interface between public and private realm is subtly defined, with ‘open plan’ lawned front gardens often merging with the streetscape (pavements and verges). Sweeping driveways, often paved with modern interpretations of ‘heritage’ paving (e.g. ‘Tegula’ concrete setts and cobbles), are also a notable feature of the streetscape gardens. Street parking is therefore infrequent.

Granite sett rumble strips provide detail (North Ascot).

Street proportions are wide, with generous grass verges. Street trees are generally absent. Pavements and roads are typically tarmac, often with granite sett kerbstones and rumble strip details as part of traffic calming schemes. Elaborate ‘gateway’ signage to streets marks the approach to the residential estates, with carved slate set in brick surrounds characteristic. Gated developments with substantial wrought iron gates are also typical of this townscape type.

Open Space/Greenspace

Mown verges and small communal areas of amenity planting at ‘gateways’ to (sometimes gated) communities have an ornamental, manicured character. These comprise mown grass, shrubs and ornamental tree species such as rowan and cherry. This ornamental, manicured character sets the Executive Residential Estates apart from the Leafy Residential Suburbs.

It is, however, the private gardens which contribute most to the greenspace within this type. Front gardens with open lawns, clipped hedges, ornamental shrubs and trees contribute to a highly manicured character. Larger native trees in rear gardens are important components where they occur.

Private gardens contribute to an ornamental, manicured character, as in this example from North Ascot.

Views/Landmarks

Views are kept short by the curved character of streets and the staggered arrangement of buildings. The backdrop of mature trees, where they occur, form a backdrop to views. Due to the consistency in land use and urban morphology.
landmarks are not a feature of the Executive Residential Estates.

**Experience**

This is a peaceful townscape type with a sense of intense privacy, which is reinforced by the presence of gated communities and private roads. Activity during the day is restricted to local traffic along feeder streets.

The staggered and irregular building lines, together with the organic and often irregular arrangement of building plots contributes to an organic townscape.

**B. EVALUATION**

**Condition**

The urban form of the Executive Residential Estates remains intact and the affluent character of these residential estates is reflected in the condition and manicured character of gardens and verges.

Due to the comparatively recent construction of much of the development within this townscape type, there has been relatively little replacement and infill. As such built form is also largely intact.

Within this type, two character areas are judged to be in particularly good condition/ intact examples of the type. These are:

12A: Geffers Ride, North Ascot

12E: Armitage Court and Bagshot Road, Sunninghill

**Forces for Change**

This type appears to be stable in terms of change and comparatively few forces for change were evident during the site visit. They are as follows:

- Increasing emphasis on 'hardscape' and heritage style paving in areas of newer development.
- Loft conversions and extensions, including dormer windows.
- General tendency towards larger buildings in newer developments.

**Guidance/Opportunities**

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

- Take account of the intact existing street and block pattern.
- Reflect existing building heights and massing. Buildings should typically be in the order of 2 or 2.5 storeys.
- Retain the open character of front gardens, in preference to enclosing walls, fences, gates and railings.
- Conserve and use trees and other vegetation as part of a leafy streetscape. The design should allow space for planting to mature.
- Use a coordinated approach to street tree planting in terms of species - ornamental and exotic species are characteristic, and appropriate, as is the consideration of larger trees at key locations.
- Maintain the unmarked nature of roads.
### Character Areas

#### ASCOT GROUP

There are 8 local character areas in the Ascot Group (comprising North Ascot, Ascot, Sunninghill and Sunningdale). These are:

- **12A** Geffers Ride, North Ascot
- **12B** Ancaster Drive, North Ascot
- **12C** Beaufort Gardens and The Burlings, North Ascot
- **12D** Oaklands Drive, North Ascot
- **12E** Armitage Court and Bagshot Road, Sunninghill
- **12F** Cavendish Meads, Sunninghill
- **12G** Oakdene, Sunningdale
- **12H** Sheridan Grange, Sunningdale
- **12I** Fishers Wood, Sunningdale

These areas are all typical of the generic ‘executive estate’ type in terms of urban form (particularly united by their open character with lawned front gardens) and ‘executive’ style architecture. However, they vary in terms of specific details and materials depending on the age of development (details relating to neo-classical, neo-Tudor and neo-Georgian are all visible). Some examples of the variation in materials between estates are shown overleaf. Applied timber ‘Tudor’ style detailing is visible in area **12C Beaufort Gardens and The Burlings, North Ascot**, whilst area **12H Sheridan Grange, Sunningdale** shows the characteristic gated community character, in addition to the use of tile hung facades. The mature wooded backdrop is demonstrated by areas **12E Armitage Court and Bagshot Road, Sunninghill**, and by area **12I Fishers Wood, Sunningdale**.

All of the guidance above applies to these areas. One of the generic opportunities for the type is to seek opportunities to plant more native trees. The underlying geology of North Ascot, Sunninghill, and Sunningdale is Bagshot Beds where suitable native tree species include Oak, Birch, Scot’s Pine, Beech and Sweet Chestnut.
Photographs showing variations in character

Area 12C  Beaufort Gardens and The Burlings, North Ascot
Area 12G  Oakdene, Sunningdale
Area 12H  Sheridan Grange, Sunningdale
Area 12I  Fishers Wood, Sunningdale
13: LEAFY RESIDENTIAL SUBURBS

Key Characteristics

- Low to medium density residential suburbs with characteristic ‘leafy’ streets.
- Urban form is defined by wide streets (curvilinear and straight) with secondary streets culminating in ‘dead ends’, cul de sacs or vegetated ‘turning circles’.
- Built form is defined by suburban style detached two storey houses, on medium to large plots.
- A variety of architectural styles, reflecting a range of periods, includes early 20th century houses (including Victorian, Edwardian, and Arts and Crafts style), plus more recent development. The type is defined by a broad consistency of built form, spacing between buildings and lack of on street parking.
- The leafy suburban character is reinforced by well established private gardens (including mature trees/shrubs), that are often bounded by tall beech or laurel hedges. This provides a strong sense of enclosure and privacy to dwellings.
- Mature oaks and scots pines reflect the underlying geology, while other large scale ornamental trees such as cedar and conifers contribute to the leafy character.
- There is a well-defined interface between public/private realm – marked by tall hedges or fences with entrance gates.
- Views are framed along leafy streets – street tree planting and/or trees and shrubs within front gardens allow only occasional glimpses to dwellings.
- A quiet and peaceful residential suburb.
A. DESCRIPTION

Location/distribution of type

The Leafy Residential Suburbs are located throughout the Borough, usually on the edges of settlements. These spacious suburbs comprise individual houses well set back from the road on large garden plots; unified by a ‘leafy’ streetscape character.

Physical Influences

The underlying geology is often expressed through the structural vegetation, which includes oak, birch, scots pine, large leaved lime (depending on soil type) and ornamental species such as maple, cedar and conifers. Mature specimen trees including remnant hedgerows trees, woodland and pine shelter belts (which are often protected through TPO designation) have a marked influence on visual character.

Human Influences

The Leafy Residential Suburbs have developed during the 20th century and display a wide variety of architectural style and periods.

Land Use/Image

Land use is residential; image is of low density ‘leafy’ suburbs of varied built character.

Urban Form

The urban form is based on a network of roads or ‘avenues’ with subsidiary streets often terminating in ‘dead ends’, cul-de-sacs or turning circles. Building density is medium to low.

Townscape Character

Pattern of axial/linear and curving spine roads with several subsidiary streets culminating in dead-ends, cul-de-sacs or turning circles. Reproduced from Ordnance Survey information with the permission of The Controller of Her Majesty’s Stationery Office, Crown Copyright, Licence Number 10001926.

Dwellings include a mixture of detached and semi-detached houses set within generous plots. Variation of set backs and spacing between buildings, contributes to a varied building line. Rooflines also vary, providing visual interest. Driveway entrances often punctuate well-defined hedged or fenced plot boundaries, providing access to short (often gravel) drives and glimpses to dwellings. Street proportions are generous, although this aspect is often disguised by mature trees.

Built Form & Architecture

Architectural styles vary within this townscape type. Clusters of late 19th and early 20th century houses (including two storey Victorian, Edwardian, and Arts and Crafts style) provide interest amongst post war detached houses. Consistency is provided by the scale of built form, generous spacing between buildings, and mature garden frontage.
Properties are predominantly two stories. Materials are dominated by light coloured brick and render, with clay tile or slate roofs. 1970s developments typically display a lighter palette with paler (yellow) bricks. Roof types and architectural detailing (including doors and windows) are highly varied. Further variety is created by modern dwellings, often in a neo-classical or neo-Tudor style.

Open Space/Greenspace

The Leafy Residential Suburbs have a closed and private character with few communal open spaces. Mature vegetation within private gardens contributes strongly to the leafy character and visual amenity of the streetscape. The density and maturity of vegetation is substantial in some areas. Species often reflect the underlying geology e.g. patches of bracken and pines reflect the sandy geology of Bagshot Sands. Turning circles with mature trees also contribute to the leafy character.

Views/Landmarks

A strong structure of trees and shrubs (often within private front gardens) enclose most streets and restrict views. Views along straight streets are often framed by hedges. Dwellings located at the end of cul de sacs provide local focal points. Mature copses of trees within turning circles also provide focal points and local landmarks.
Experience

This ‘leafy’ suburban townscape type is quiet. Activity during the day is restricted to local traffic along feeder streets. Although dwellings face towards the street, they are well-enclosed by tall boundary fences and hedges, which contributes to a closed and private character.

B. EVALUATION

Condition

The street and block pattern is intact, buildings are well maintained and the streetscape is well managed, resulting in an overall good condition.

Due to the low density of buildings and large driveways, there is little pressure for on-street parking. The ‘leafy’ aspect is slightly reduced in areas where plots contain short, open garden frontages with extensive hardstanding and less vegetation cover.

Two character areas within this townscape type are judged to be in particularly good condition/intact examples of the type:

13E: Sunning Avenue and London Road, Sunningdale

13G: Broomfield Park and Onslow Road, Sunningdale

Forces for Change

The Leafy Residential Suburbs seem to be relatively stable in terms of change, however the key forces for change which were evident during the site visit are as follows:

- Development intensification including subdivision of plots and extensions to dwellings or subdivision of properties into flats.
- Modern development with open or ‘urbanised’ frontage such as parapet walls, open gardens frontages and extensive hardstanding; which detract from the ‘leafy’ character.

Guidance/Opportunities

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

- Retain mature trees and woodland belts. The active management of woodlands and other treed areas is encouraged, including planning for future planting.
- Conserve and use trees as part of a leafy streetscape. The design should allow space for planting to mature.
- Use a coordinated approach to new tree planting in terms of species and stature (refer to character areas for appropriate species). Consider the planting of larger trees at key visual locations.
- Conserve (and promote the use of) of hedging for boundaries, in preference to other boundary treatments such as walls, fences, gates and railings.
- Retain remaining Victorian, Edwardian and Arts and Craft style buildings. Renovations should be sensitive with particular regard to roof heights, pitches, materials and detailing.
- Sensitive contemporary design responding to its immediate context will be appropriate, where it makes reference to existing building heights, massing and proportion, or stylistic references. Reference to existing materials may also be appropriate.
• Use of gravel surfacing for driveways in preference to tarmac and block paving.
• Maintain the unmarked nature of roads.

Character Areas

ASCOT GROUP

There are 7 local character areas in the Ascot Group (comprising North Ascot, Ascot, Sunninghill and Sunningdale). These are:

13A The Avenue, North Ascot
13B Winkfield Road, Ascot
13C Woodend Drive and Norton Park, Sunninghill
13D Woodlands Ride and Llanvair Drive, Sunninghill
13E Sunning Avenue and London Road, Sunningdale
13F Ridge Mount Road, Sunningdale
13G Broomfield Park and Onslow Road, Sunningdale

This townscape type is widely distributed throughout the settlements of North Ascot, Ascot and Sunninghill. The underlying geology of Bagshot Beds gives rise to a sandy soil which supports a distinctive vegetation including oak, Birch, Scots Pine, Beech, Sweet Chestnut and other more ornamental vegetation including privet hedges, cedar, copper beech as well as a variety of conifers.

All of these character areas are typical of the generic leafy residential suburb type – they are united particularly by the leafy character of the streetscape, the presence of high hedges and the low-medium density of development. Area 13 A The Avenue, North Ascot is notable for the presence of The Avenue, a wide road with grass verges and native street trees (including oak). Area 13B Winkfield Road, Ascot is particularly notable for its concentration of Victorian villas while Area 13C Woodend Drive and Norton Park, Sunninghill is notable for the presence of parkland tree species including oak, lime, Norway maple, cypress, cedar, Douglas fir and copper beech. Grass verges are characteristic of most areas, for example as seen in the photo of Area 13D Woodlands Ride and Llanvair Drive, Sunninghill (overleaf).

All of the generic guidance relates to these areas. The underlying geology is this area is Bagshot Beds on which the following native tree species are characteristic: Oak, Birch, Scot’s Pine, Beech and Sweet Chestnut.
Photographs of character areas

Area 13A  The Avenue, North Ascot

Area 13B  Winkfield Road, Ascot

Area 13C  Woodend Drive and Norton Park, Sunninghill

Area 13D  Woodlands Ride and Llanvair Drive, Sunninghill

Area 13E  Sunning Avenue and London Road, Sunningdale

Area 13F  Ridge Mount Road, Sunningdale

Area 13G  Broomfield Park and Onslow Road, Sunningdale
**14: VILLAS IN A WOODLAND SETTING**

**Key Characteristics**

- An extremely low density residential suburb comprising large villas set in large, irregular plots.
- The urban form is based on an informal network of wide, winding roads and subsidiary cul-de-sacs.
- Dwellings occupy large footprints, set within extremely large garden plots.
- Buildings are set well back from the road, with long gravel drives and gated frontages – there is no on-street parking.
- Built style and period varies widely, from Victorian and Edwardian dwellings to late 20th Century neo-classical villas.
- A varied roofscape, with steep pitched tiled and slate roofs to Victorian properties contrasting with the more shallow pitch and simpler detailing of later and modern properties.
- Mature trees form a ‘sylvan’, almost rural, backdrop giving the impression of dwellings ‘in woodland’.
- Trees of historic character and considerable amenity value are often incorporated within development.
- Mature trees and hedges form important boundary features.
- The type is tranquil, quiet and essentially private in character – a ‘closed’ environment, with little public access.
A. DESCRIPTION

Location/distribution of type

The type is located throughout the southern part of the Borough, primarily within The Ascots and fringing Ascot Heath. Small pockets of this type area also found to the northern edge of Maidenhead, in the north of the Borough. The type is often associated with significant structural landscape elements which predate current development. It shares attributes with the Leafy Residential Suburbs, but is of a lower density with larger dwellings.

Physical Influences

The underlying geology is often expressed through the structural vegetation. Acid sands and gravels result in a vegetation palette which includes oak, birch, Scots pine, beech, sweet chestnut and ornamental coniferous species such as Wellingtonia and Corsican Pine. Oak, birch, ash, field maple, willow and rowan tend to predominate on clay soils, with oak, beech, ash, sycamore, and holly on the chalk. Mature specimen trees and woodland belts (which are frequently protected through TPO designation) have a marked influence on character. Topography underlying these suburbs tends to be flat or gently undulating and therefore does not particularly influence the layout of roads or building.

Human Influences

The townscape type has grown organically over a relatively long period, with irregular plots created within woodland throughout the 20th Century.

Townscape Character

Land Use/Image

Land use is entirely residential across the type, with buildings set in very large, often irregular garden plots. Development displays an eclectic array of architectural styles and periods.

Urban form

The urban form is based on a network of wide, winding unmarked roads and subsidiary cul-de-sacs (with more occasional axial/linear streets associated with more formal, older development). Street proportions are generous.

Urban form is based on a network of wide curvilinear streets (example from South Ascot).

A series of large, detached two and three storey villas (a number of which include double garages and occasionally supporting annexes) are set well back from the road, accessed by long gravel drives. Individual properties have wide gaps between them, with built density extremely low – this low
Built Form & Architecture

This type displays a wide variety of architectural styles dating from a variety of periods, with Victorian lodge houses associated with the Crown Estate and larger late Victorian/Edwardian villas appearing as slightly scaled down country houses, developed within woodland. Victorian and Edwardian properties are typically ornate with sash windows, finials, steeply gabled roofs, some with half timbered gable ends. These are typically constructed from red brick and dressed stone with slate roof tiles. Some have stucco exteriors.

Late 20th Century buildings include ‘modern’ simple 1970s style villas as well as villas in a neo-classical style, including some in a ‘colonial’ idiom with full height Doric porticos, and others exhibiting five or seven bay symmetrical neo-Georgian styles.

Development in a modern ‘neo-classical’ idiom, as shown in this example from Sunninghill.

1970s development typically displays a lighter palette of materials with paler (yellow) bricks used. This lightness is accentuated by low roof pitches and large windows. Later buildings display a wide variety of materials, including red and yellow brick (including reclaimed stocks), concrete ridge tiles, slate, dressed and reconstituted stone for balusters, pediments, friezes and porticos. Stucco is also visible.

Public Realm & Streetscape

The interface between the public and private realms is clearly defined, with garden boundaries defined by dense native and mixed hedges (species include hawthorn, beech and laurel), in addition to ornamental walls and close board fencing. Ornamental gates are often apparent either in a low key traditional timber design or more elaborate wrought iron.

Garden boundaries create a clearly defined interface between public and private realm, as here at North Ascot.

Unmarked roads contribute to a semi-rural character. Surfaces of tarmac and concrete kerbs, with gravel limited to private driveways. Grass verges are also evident, supporting mature street trees such as oaks and pines.

Modern street lighting poles are visible, often painted in a dark, muted green.

Due to the low density of buildings and large driveways, there is little pressure for on-street parking.

Open Space/Greenspace

This type has a strongly wooded aspect which arises from the presence of woodland belts between plots as well as in private garden plots.
Retention of historic features, such as avenues, within development.

Greenspace is almost entirely in private ownership with only localised areas of communal greenspace such as verges and turning circles. Some features of the former landscape, such as avenues, have survived within the townscape.

Wellingtonias at North Ascot.

Private gardens are often densely wooded, with mature trees within making a notable contribution to townscape character. Tall hedges to garden boundaries reinforce the wooded character of these semi-rural suburbs.

Views/Landmarks

The winding character of roads and wooded character of the suburbs provides few opportunities for long views or intervisibility with adjacent townscape types. However, occasional long views are created by avenues which are former landscape features now encompassed within the townscape, for example at Kennel Avenue.

There are no obvious landmarks, and the townscape often has a slightly disorientating quality. However, the villas themselves often form focal points.

Longer views framed by avenues e.g. at North Ascot.

Experience

This is a very peaceful, tranquil environment, of a semi-rural, ‘sylvan’ character. It is essentially closed and private with a number of private roads. This sense of privacy is reinforced by high hedges and the fact that properties are set well back from the road. This private quality is further reinforced by the presence of CCTV cameras and conspicuous signs referring to use of private security.

B. EVALUATION

Condition

Mature woodland and tree belts are largely intact, with a number of trees making a significant contribution to townscape character and visual amenity. The urban form of large, organically formed plots off wide sinuous streets is similarly intact, as are the generally well wooded garden boundaries. However localised erosion has occurred at points where more open garden frontages and walls and gates with an ‘urbanising’ quality which detract from the semi-rural character.

Within this type, three character areas are judged to be in particularly good condition or to be intact examples of the type. These are:
I4A: Kennel Avenue and Burleigh Road, North Ascot
I4C: Kier Park and Queens Hill, Ascot
I4E: Brockenhurst Road, South Ascot

Forces for Change

The Villas in a Woodland Setting seem to be relatively stable in terms of change, however forces for change which were evident on the site visit are as follows:

- Replacement of older dwellings and development intensification including flatted development on larger plots, and resultant loss of mature trees.
- Larger and more modern housing designs, often accompanied by open or ‘urbanised’ frontages.
- Loss of hedgerows along garden frontages.
- Maturing vegetation – trees will eventually come to the end of their life.
- Presence of and reference to private security systems introduces an unwelcoming element to the environment.
- Replacement of gravel driveways with block paving.

Guidance/Opportunities

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

- Consider the planting of larger trees at key locations.
- Conserve the use of hedging, trees and other shrubs for boundaries, in preference to other forms of boundary treatment, such as walls, fences, gates and railings.
- Design development proposals to allow for significant planted areas, particularly those fronting roads, and allow space for planting to mature.
- Development should be designed to maintain the pre-eminence of mature trees and shrubs when viewed from public areas.
- Use of gravel surfacing for driveways in preference to tarmac and block paving.
- Retain remaining Victorian and Edwardian buildings. Renovations should be sensitive, retaining period details such as fenestration and doorways, and using a muted colour palette for paint finishes. Particular regard should be given to roof heights, pitches, materials and detailing.
- Sensitive contemporary design responding to its immediate context will be appropriate, where it makes reference to existing building heights, massing and proportion, or stylistic references. Reference to existing materials may also be appropriate.
- Signage should be discreet and low key in character.
There are 11 local character areas in the Ascot Group (comprising North Ascot, Ascot, Sunninghill and Sunningdale). These are:

14A Kennel Avenue and Burleigh Road, North Ascot
14B Onslow Drive, North Ascot
14C Kier Park and Queens Hill, Ascot
14D Wells Lane, Ascot
14E Brockenhurst Road, South Ascot
14F Hancock’s Mount, Sunninghill
14G Larch Avenue and Heathfield Avenue, Sunningdale
14H Devenish Road and Fireball Hill, Sunningdale
14I London Road, Sunningdale
14J Richmond Wood, Sunningdale
14K Titlarks Hill Road, Sunningdale

This type of development is found throughout the Ascot group and tends to be located in areas of former woodland. For example, Area 14E Brockenhurst Road, South Ascot was developed along the ‘Ninemile Ride’, a historic east-west orientated route through woodland to ‘Kings Beeches’ (now demolished).

The underlying geology of Bagshot Beds gives rise to a sandy soil which supports distinctive vegetation including Oak, Birch, Scots Pine, Beech, Sweet Chestnut and other more ornamental species such as Wellingtonia.

These areas are all typical of the type in terms of urban form, comprising wide, winding unmarked roads and subsidiary cul-de-sacs with large, detached two and three storey villas set well back from the road. The subtle variations in character (most notably the variation architecture) are shown in the photos overleaf. In particular, Area 14A Kennel Avenue and Burleigh Road, North Ascot has high proportion of original Victorian and Edwardian properties, and includes a processional Wellingtonia Avenue (the former route to the Royal kennels).

In Area 14H Devenish Road and Fireball Hill, Sunningdale, the remaining mature trees (notably Oak, Birch, Scot’s Pine and Holly) that once formed part of ‘Fireball Clump’ contributes to the densely wooded character in western parts of the area. Area 14H is also notable for the Roman Road (known as the ‘Devil’s Highway’) that once passed through this area, following the southern part of Fireball Clump.

All the generic guidance applies to these character areas. In addition, in Area 14A, it will be important to maintain the mature Wellingtonia trees lining Kennel Avenue and plan for their future replacement, and to conserve the surviving Victorian and Edwardian properties. In Area 14H Devenish Road and Fireball Hill, Sunningdale, it will be important to conserve the remaining mature trees that once formed part of ‘Fireball Clump’, and plan for their future replacement. New planting of native species that could enhance links to the Settled Woodland Sands landscape setting include Oak, Birch, Scot’s Pine, Beech and Sweet Chestnut.
Photographs showing variations in character

Area 14A Kennel Avenue and Burleigh Road, North Ascot
Area 14B Onslow Drive, North Ascot
Area 14C Kier Park and Queens Hill, Ascot
Area 14D Wells Lane, Ascot
Area 14E Brockenhurst Road, South Ascot
Area 14F Hancock's Mount, Sunninghill
14G Larch Avenue and Heathfield Avenue, Sunningdale
14j Richmond Wood, Sunningdale
16: **LARGE INSTITUTIONAL DEVELOPMENTS**

**Key Characteristics**

- This type comprises institutional developments, often of a scale which contrasts markedly with adjacent developments.
- Buildings include hospitals, barracks, emergency services and racecourses.
- The large scale of built development is matched by that of the surrounding open space, with greenspace, courtyards, forecourts and car parks all present.
- Principal buildings are often set back from street frontages, with smaller scale buildings or boundary walls to the street with formal entrances.
- Architectural idiom varies widely across the type, but includes ornate Victorian styles juxtaposed with contrasting contemporary buildings.
- The use of severe, utilitarian or monumental, and occasionally decorated facades creates a distinct identity.
- Glimpsed views are available from public roads to the ‘private’ grounds of the institutions.
- Busy and active urban environments, although activity is often sporadic or seasonal e.g. at the racecourse and barracks.
A. DESCRIPTION

Location/distribution of type

Large institutional developments are located throughout the Borough, but are particularly associated with the larger settlements (Windsor and Maidenhead), as well as the racecourse at Ascot.

Physical Influences

The underlying geology and soils are rarely expressed in townscape character. However, in some instances, open greenspace within the grounds of institutions provides references to the underlying geology e.g. oaks, beech and ash on clay, and pines or more ornamental species such as Cedar of Lebanon on sands. Topography underlying this type tends to be flat or gently undulating and therefore does not greatly influence the urban form.

Human Influences

The type bears witness to a relatively long history of built development, alteration and redevelopment, with developments within this type often originating in the 19th Century or earlier and being subsequently adapted, amended, added to or re-built. As such character is eclectic and varied, with contrasting built periods and styles juxtaposed in close proximity.

Developments often originate from the 19th Century and earlier, for example at Ascot Racecourse. [1891-1912 Map Data supplied by Ordnance Survey and Landmark Information Group. Reproduced from Ordnance Survey information with the permission of The Controller of Her Majesty’s Stationery Office, Crown Copyright, Licence Number 10001926].

Townscape Character

Land Use/Image

Land use is institutional and includes hospitals, military barracks, emergency services and racecourses. Buildings are often large in scale and clearly distinct from surrounding buildings, in terms of proportions, materials and aesthetic. The use of severe, utilitarian or monumental, and occasionally decorated facades create a distinct image.

Buildings are often large in scale and clearly distinct from their surrounding townscape, as in this example from Windsor.

Urban Form

Development is usually located alongside main roads leading into settlement centres. Principal blocks (equivalent to 3-5 storeys) are set well back from the street, although smaller buildings (equivalent to 2 storeys) may front directly onto the street. Street frontages are defined by high walls, railings or hedging.
Built Form & Architecture

Large buildings are set back from the street frontage (Ascot Racecourse).

Buildings vary in age and style across the type, but are consistent in their large scale (Maidenhead).

Public Realm & Streetscape

This is essentially a closed, private environment. Interface with the public streetscape is defined by imposing frontage buildings, brick walls or railings. Paving materials to the public streetscape are modern e.g. tarmac with concrete kerbs and do not generally reflect the historic built fabric/façade development.

Open Space/Greenspace

Most open space with this type is in private ownership. The predominant character of open space is functional and utilitarian, with large areas of open space given over to car parking. Hard landscape also includes paved courtyards/ forecourts. Surfaces are typically tarmac and gravel bonded tarmac, with a lighter coloured finish.

‘Soft’ open space includes mown lawns and mature trees, sometimes of a parkland character.

19th Century development at Ascot Racecourse.

Developments often have imposing frontages and a private character, as in this example from Windsor.

Architectural idiom varies widely across the type, but includes ornate Victorian styles juxtaposed with contrasting contemporary buildings. A variety of roof pitches and features such as gables and cupolas create visual interest on older buildings. More modern ancillary development is of a much more simple, utilitarian character with ‘box’ forms and flat roofs.
Views/Landmarks

Glimpsed views are available from public roads to the ‘private’ grounds of the institutions, e.g. courtyards and forecourts and car parks, and associated visual clutter including signage and vehicles.

Key frontage buildings form landmarks e.g. at Ascot Racecourse.

Experience

These are busy and active urban environments, although activity is often sporadic or seasonal e.g. at the racecourse and the barracks. The variety of built detail adds to the visual interest of the townscape. Spatial relationships are rarely of a ‘human’ scale and can be experienced as imposing or uncomfortable.

Architectural detailing contributes to visual interest, as seen here at Ascot.

B. EVALUATION

Condition

The condition of the urban environment associated with this type is variable depending on the nature of the institutional use. Privately owned institutional properties are often in a good, well maintained condition, with prestigious, landmark buildings adding to this quality. Forecourts and open spaces are simple, neat, uncluttered and generally well managed. In contrast public sector institutional developments have a more neglected air, due to the more piecemeal character of development, and the lower grade of materials used for buildings and open spaces.

In spite of successive high profile redevelopments and provision of new facilities the type has often retained areas of intact Victorian development.

The single character area within this type (16A: Ascot Racecourse) is judged to be in particularly good condition/an intact example of the type.

Forces for Change

This townscape type is often evolving and has undergone much change and redevelopment. The stability of character is therefore variable.

Forces for change which were evident during the site visit were identified as follows:

- Redevelopment and re-siting of original infrastructure (e.g. re-location of stands at Ascot Racecourse) and associated implications for spatial character.
- Incremental redevelopments and additions have resulted in a variety of scales, orientations and use of materials in some areas.
- The use of temporary buildings in education and health institutions.
- Modern ancillary buildings which have ignored the original scale/architecture.
- Low grade of materials used for open spaces and paving in public sector institutional developments.

Guidance/Opportunities

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

- Retain remaining 19th Century buildings. Ancillary buildings and development in the surrounding area should seek the integration of historic buildings and use a complementary palette of materials.
• Retain important trees, vegetation and open spaces, planning for new tree planting to ensure continuity of tree cover and a diverse age structure.

• Give consideration to the planting of larger trees at key visual locations and where they would help soften the appearance of larger buildings and areas of hardstanding.

• Development and management measures should seek to enhance the hard landscape, introducing a simple, coordinated and unified palette of materials and street furniture.

• Use design to create visual interest including the use of subtle variation in heights and roof pitches, in addition to the use of detailing to articulate building facades. The apparent scale of large buildings may be reduced through the use of a light, muted palette of earth and sky colours.

• Use master plans to ensure coordinated long-term development and management

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### Character Areas

#### 16A Ascot Race Course

Ascot Racecourse, on Ascot Heath, was first established in 1711, although it has been rebuilt many times. It is defined by an eclectic array of buildings and styles including red brick and carved stone colonnade and turnstile buildings and the recent steel and glass grandstand by HOK Sport Architects (2006). Roofscape is varied to the edges of the development, with cupolas and gables creating visual interest. The use of monumental, often highly decorated facades create a distinct identity. The greenspace surrounding Ascot Racecourse includes mature tree specimens (such as Cedar of Lebanon, Oak and Lime) which form distinctive skyline elements. Car parking associated with the race course is located on the opposite side of Ascot High Street, under cover of mature trees. The area is in good condition.

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2 Source: www.ascot.co.uk
All of the generic guidance applies to this area, with particular reference to conserving the setting of older buildings, maintaining the quality of open spaces and the public realm, and maintaining the mature tree specimens (such as Cedar of Lebanon, Oak and Lime). In addition, there is a need to plan for the future replacement of trees. Typical native tree species in the Ascot area include Oak, Birch, Scot's Pine, Beech, and Sweet Chestnut.
17: INDUSTRIAL AND COMMERCIAL ESTATES

Key Characteristics

- Low density industrial and commercial development including industrial estates, business parks and offices.
- Development is within large plots, accessed by roads terminating in dead ends.
- Built form is large scale and simple, often comprising rudimentary sheds together with smaller subsidiary office buildings to street frontages and at entrances.
- Boundaries are delineated by palisade fencing and other security fencing including stout timber close board fencing and chainlink fencing topped with barbed wire.
- Open space includes car parking and ornamental landscape schemes in communal areas.
- Materials palette is simple, with steel framed sheds clad with metal sheet cladding, dark wire cut brick and asbestos roof tiles, in addition to concrete and yellow brick for office buildings. Business park developments include plate glass and stainless/painted steel construction.
- Surfaces are mainly tarmac, in situ concrete and DOT Type 1 (crushed stone) with concrete kerbs. Modern business parks use more ‘designed’ hard materials including concrete flags and block paving.
- Views are kept short by large buildings.
A. DESCRIPTION

Location/distribution of type

This type is located in discrete areas within a number of major settlements within the borough, including Maidenhead and Windsor.

Physical Influences

Underlying physical landscape characteristics do not heavily influence the character of the type. Bedrock geology is highly variable with settlements in the southern part of the Borough characterised by Bagshot Beds, settlements adjacent to the Thames around Windsor on London Clay, and to the north on chalk, associated with the scarps rising from the Thames. On the Bagshot Beds, the geology and associated sandy soils are expressed through vegetation including Scots Pines.

Topography underlying this type tends to be flat or gently undulating and therefore does not greatly influence the urban form.

Human Influences

The type evolved in a number of ways – some areas evolved on the site of railway sidings and goods yards/depots, while other areas evolved on poor quality or undesirable land (for example in floodplains, or alongside major roads) to provide sources of employment for nearby residential areas.

Townscape Character

Land Use/Image

Land use is predominantly focused in the industrial, commercial and business sectors. Gas holders and related infrastructure are also present.

Urban Form

Development is within large plots, accessed by roads terminating in dead ends, and typically has its back to residential areas. The scale of built development is large, typically 2-3 commercial storeys (approximately 9-12 metres) in height. Buildings are arranged as large, regular and often repetitive blocks, of relatively uniform height and simple rectangular form within each estate. There are generally large spaces between buildings resulting in a low density of development.

Built Form & Architecture

Built form and architecture is characterised by 20th Century industrial and employment development. Built form is simple and includes large sheds, often steel framed and
clad in corrugated sheet metal or otherwise built of dark, wire cut brick. Roof materials are typically asbestos roof tiles for 1930s or 1940s buildings, or sheet metal cladding systems for newer development. More recent business park type development has more architectural details and uses a lighter palette of building materials including aluminium cladding and light coloured brick.

Buildings are large and often simple in form (South Ascot).

Utilitarian structures including gas holders form another distinctive and prominent component of the built form.

A number of the industrial estates have been partly redeveloped as business parks and office/campus type developments. Modern, large scale 2-3 storey plate glass and steel buildings are often present in these developments.

Newer business parks include buildings constructed from glass and steel (Maidenhead).

Public Realm & Streetscape

Some estates are inaccessible due to the presence of steel palisade, barbed wire topped security fencing, and substantial timber close board fencing. In publicly accessible estates, the distinction between public and private realm is often blurred due to the use of a single type of paving surface and the lack of distinction in levels between private land, communal areas and public streets.

The streetscape is characterised tarmac streets with concrete kerbs and tarmac pavements. Block paved areas are common in newer business parks. Parking is often on streets or in communal parking bays.

Street trees are uncommon; however communal areas are often landscaped with ornamental planting, particularly in more modern business parks.

Open Space/Greenspace

Open space is generally planned into each estate and consists of areas of hardstanding (often given over to car parking), grass verges and communal landscaped areas. The planting is ornamental in character and often bears no relation to underlying landscape character. Industrial areas are often surrounded by amenity planting of fast growing species such as Lombardy Poplar.

Planting is ornamental in character, as in this example at Maidenhead.

There are occasional remnant native trees which are remnants of the former landscape structure and provide links to the underlying geology and soils.

Views/Landmarks

Views are often framed by industrial buildings and limited by development and
fenced boundaries within the industrial estates. The foregrounds to most views are characterised by fencing (an eclectic range of boundary treatments including palisade fencing and chainlink with barbed wire), car parking and signage.

Due to the consistency in character of built form within each estate, landmarks are not a feature of the Industrial and Commercial Estates.

**Experience**

Due to the influence of vehicular movement this is an active environment during the day. The presence of tall boundary fences contributes to a slightly threatening character, particularly at night. These are inward-looking developments – buildings typically have their backs to adjacent residential areas.

**B. EVALUATION**

**Condition**

Industrial and commercial land uses have varied levels of management with some areas in poor condition, although more recent business park developments show a higher level of landscape management. Within the older developments verges and boundaries are often in neglected condition. Older buildings often have a weathered appearance, particularly where non galvanised or ferrous metals have been used for cladding/framing. There are no areas that are in particularly notable for their condition or intactness within the Ascots.

**Forces for Change**

Stability of this type is variable, with redevelopment and upgrading of existing sites often visible.

Key forces for change which were evident during the site visit are as follows:

- Continued extension and expansion of existing industrial estates, in particular to cater for more 'prestigious' business park type development, including some larger scale buildings. This includes intensification of land uses within existing industrial estate footprints.

- Incremental redevelopments and additions have resulted in a variety of scales, orientations and use of materials.

- The low level of maintenance to building elevations, site boundaries and verges in older estates result in continuing gradual decline in condition.

- Ongoing repairs/replacement of streetscape features e.g. paving and infrastructure such as gas and water mains.

- Gradual/piecemeal intensification of parking, which has occupied all areas of open land up to building footprints.

**Guidance/Opportunities**

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

- Design should aim to enhance landscape and boundaries. Soft boundary treatments including hedges are encouraged. In such instances security fencing should be screened by planting.

- Retain important trees, vegetation and open spaces, planning for new tree planting to ensure continuity of tree cover and a diverse age structure.

- Consider the planting of larger trees at key visual locations and where they would help soften the appearance of larger buildings and areas of hardstanding.

- Development and management decisions should seek to reduce the impact of parking provision and access through sensitive design. Parking areas should be provided behind and to the side of buildings to help reduce its dominance from public areas, particularly from outside the estate (e.g. from adjacent residential areas). Consideration should also be given to landscape planting to frame or ‘foil’ parking areas.

- The establishment of new and improved pedestrian and cyclist routes.

- Use design to create visual interest including the use of subtle variation in heights and roof pitches. The apparent scale of large buildings may be reduced through the use of a light, muted palette of earth and sky colours in material finishes.

### Character Areas

**ASCOT GROUP**

There are 3 local character areas in the Ascot Group (comprising North Ascot, Ascot, Sunninghill, Sunningdale and Broomhall). These are:

- **17A South Ascot Station Sidings**
- **17B Bridge Road Depot, Sunninghill**
- **17C Sunningdale Station Sidings**

Two of these areas are located on former railway sidings (17A and 17C) and all are located close to the railway. These areas are typical of the generic industrial and commercial estates type in terms of urban form, with development in large plots, accessed by roads terminating in dead ends. Architecture varies depending on the date and type of development, for example Area 17A South Ascot Station Sidings contains commercial brick built units dating from the 1930s, but also includes some more modern business park development while Area 17B Bridge Road Depot, Sunninghill is a particularly industrial area containing a gas holder. It is screened by Lombardy Poplars. 17C Sunningdale Station Sidings consists of late 20th century large-scale sheds including a metal clad car sales showroom and a brick built superstore.

All of the generic guidance applies to these areas. Typical native tree species in these areas include Oak, Birch, Scot’s Pine, Beech and Sweet Chestnut.
Photographs of character areas

Area 17A  South Ascot Station Sidings

Area 17B  Bridge Road Depot, Sunninghill

Area 17C  Sunningdale Station Sidings
5. USING THE ASSESSMENT

5.1. This assessment provides a comprehensive characterisation of the settlements within the Royal Borough of Windsor and Maidenhead. The assessment aims to:

- provide a tool for decision making in the development control process;
- inform planning policy formation;
- guide management decisions;
- form an information source for further work e.g. Area Action Plans, development briefs, more detailed guidance on specific subjects.

5.2. Government guidance requires that plans, including Local Development Frameworks should be “objective led” and to this end the assessment provides clear statements of what needs to be done to deliver conservation, enhancement or restoration of the townscape.

5.3. It is proposed that this work will be an important part of the evidence base supporting the policies within the Local Development Framework (LDF) and will therefore be an initial information source for individual planning applications. The assessment will need to be used in conjunction with the saved policies of the Local Plan, the emerging LDF, and other adopted planning policy and guidance.

5.4. First and foremost, the assessment is intended to be a useful source of information for all those that are involved in the development process or the management of the public realm. The assessment is not prescriptive but does recommend principles which should be carefully considered. It should be read in conjunction with other characterisation assessments such as Conservation Area Appraisals and Village Design Statements, and does not replace the need for qualified design advice from architects, urban designers, landscape designers and planners. The flow chart overleaf provides a process to assist those using the report in relation to development control decisions.
**STEP 1**

**COLLECT INFORMATION**

**LOCATION**
Identify geographical location of the development (using maps in the relevant Volume of the townscape report)

**SETTLEMENT**
Identify which settlement the development is located within

**CHARACTER TYPE / AREA**
Identify which townscape type / character area the development is located within

**STEP 2**

**IDENTIFY SIGNIFICANT TOWNSCAPE CHARACTERISTICS AND SENSITIVITIES**

**FOR RELEVANT SETTLEMENT**
Use relevant Volume to identify:
- urban structure
- values
- guidance/opportunities

**FOR RELEVANT TOWNSCAPE TYPE / AREA**
Use relevant Volume to identify:
- character
- condition
- guidance/opportunities

**STEP 3**

**DETERMINING POTENTIAL EFFECTS ON CHARACTER**

**DEVELOPMENT**

**EFFECT ON TOWNSCAPE CHARACTER**

- Does the development affect the urban structure?
- Does the development affect values?
- Does the development comply with the recommendations for the settlement?
- In what ways does the development fit with the character of the type/area?
- Does the development comply with guidance or offer opportunities to implement the recommendations?

**STEP 4**

**USING INFORMATION IN DECISION-MAKING**

**SUMMARY OF EFFECTS ON CHARACTER**

Development enhances character and quality

Use information in the guidance to attach relevant conditions

Development adversely affects character and quality

Use answers to questions above to justify decision or recommend an alternative scheme

**LOCATION**
Identify geographical location of the development (using maps in the relevant Volume of the townscape report)
Appendix I: Glossary
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>‘Ancient Lights’</td>
<td>Used on older buildings to denote an historic easement for windows/natural light which should not be breached by taller development.</td>
</tr>
<tr>
<td>Ashlar</td>
<td>Masonry of large blocks wrought to even faces and square edges.</td>
</tr>
<tr>
<td>Bay window</td>
<td>Window of one or more storeys projecting from the face of a building. (Canted = straight front and angles sides; Bow = curved; Oriel = rests on brackets and starts above ground level).</td>
</tr>
<tr>
<td>Blockwork</td>
<td>Use of large blocks for walling as opposed to bricks. Blocks with a decorative finish are often referred to as ‘fair face’ blockwork.</td>
</tr>
<tr>
<td>Built form</td>
<td>The characteristic nature of built development.</td>
</tr>
<tr>
<td>‘Bull nose’ windows</td>
<td>Circular feature windows, often seen on arts and crafts/‘garden city’ or garden suburb houses of the pre war period.</td>
</tr>
<tr>
<td>Burgage plots</td>
<td>Enclosed plots or divisions of manorial open fields within the medieval Open Field System.</td>
</tr>
<tr>
<td>Corinthian</td>
<td>One of the Graeco classical architectural orders, with columns defined by elaborately carved ‘acanthus’ heads.</td>
</tr>
<tr>
<td>Crucks</td>
<td>Of timber framed buildings: large principal timbers used to form an ‘A frame’ and to create the structural integrity in earlier medieval timber framed buildings</td>
</tr>
<tr>
<td>Cupola</td>
<td>A small dome on a circular or polygonal base crowning a roof or turret. Often covered with lead flashing or weathered copper sheet.</td>
</tr>
<tr>
<td>Density</td>
<td>The concentration of building units within a certain area (PPS 3 indicates that 30 dwellings per hectare (dph) net should be used as a national indicative minimum). NB net density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children’s play areas, where these are provided, PPS3.)</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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</tr>
<tr>
<td>Dispersed</td>
<td>Of a settlement: Scattered/open form</td>
</tr>
<tr>
<td>Doric</td>
<td>One of the Graeco-classical architectural orders, with columns defined by simple, severe ‘drum’ heads.</td>
</tr>
<tr>
<td>Dormer window</td>
<td>Window projecting from the slope of a roof.</td>
</tr>
<tr>
<td>DOT Type 1</td>
<td>Low grade crushed stone or ‘scalpings’ which are often used to form sub bases for paving and streets.</td>
</tr>
<tr>
<td>Double-fronted</td>
<td>Where the building façade extends to either side of the principal entrance. The arrangement may be either symmetrical or asymmetrical.</td>
</tr>
<tr>
<td>Drag faced</td>
<td>A technique for finishing bricks where a serrated wire is used to cut the bricks, giving a rough textured effect. Often used on early postwar dwellings.</td>
</tr>
<tr>
<td>Edwardian</td>
<td>The era between 1901-1910/1914.</td>
</tr>
<tr>
<td>Engineering brick</td>
<td>Dense, highly vitrified and very durable brick, in dark blue/purple/plum colours. Often used for railway infrastructure and paving.</td>
</tr>
<tr>
<td>‘Eye brow’ windows</td>
<td>(Usually) upper floor windows partly recessed into the roofline with distinctive curve/bulge to roof tiling to accommodate.</td>
</tr>
<tr>
<td>Eyots</td>
<td>Wooded riparian islands, often characterised by willows/osiirs</td>
</tr>
<tr>
<td>English bond</td>
<td>A pattern made from alternating courses of headers with courses of stretchers.</td>
</tr>
<tr>
<td>Faience</td>
<td>Vitrified enamel tile frontages often used for commercial frontages in the early 1900s.</td>
</tr>
<tr>
<td>Fanlight</td>
<td>Decorative glazing above the front door to a property, often evident to Georgian and Regency properties.</td>
</tr>
<tr>
<td>Fenestration</td>
<td>The pattern/arrangement and style of windows.</td>
</tr>
<tr>
<td>Ferrous</td>
<td>Of metals: Iron and related alloys such as steel; corrosive metals.</td>
</tr>
<tr>
<td>Figure: Ground</td>
<td>The relationship of built form to open space/areas.</td>
</tr>
<tr>
<td>Flemish bond</td>
<td>Brick bond where stretchers and headers are laid alongside one another.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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</tr>
<tr>
<td>Gable</td>
<td>The triangular top section of a side wall on a building with a pitched roof that fills the space beneath where the roof slopes meet; or a triangular structure added to a building for decoration (e.g. over a door or window).</td>
</tr>
<tr>
<td>Gault brick</td>
<td>Brick made from Gault clay, giving a pale/grey or 'white appearance when fired. Popular in the Victorian era.</td>
</tr>
<tr>
<td>Georgian</td>
<td>The era between 1714-1830. Buildings are characterised by a pared down, symmetrical and ordered classical style. The final incarnation (1820-30) is often referred to as Regency, and is more delicate, ornamented and 'insubstantial' in visual appearance. Early buildings of the Georgian period incorporated features associated with the Palladian style of the late 17th Century.</td>
</tr>
<tr>
<td>GIS</td>
<td>Geographic Information System - an information system for capturing, storing, analysing, managing and presenting spatial data.</td>
</tr>
<tr>
<td>Grain (urban grain)</td>
<td>Pattern of streets, buildings and other features within an urban area.</td>
</tr>
<tr>
<td>Half hipped roof</td>
<td>Where the gable ends of a roof are truncated/part sloped to the top.</td>
</tr>
<tr>
<td>Hipped roof</td>
<td>A roof with sloping ends as well as sides.</td>
</tr>
<tr>
<td>Idiom</td>
<td>(Of architecture). A visual style/image/appearance.</td>
</tr>
<tr>
<td>Indigenous</td>
<td>(Of building materials) Specific to a given locality/place.</td>
</tr>
<tr>
<td>Intervisibility</td>
<td>The property of visibility from two or more points/references.</td>
</tr>
<tr>
<td>Interwar</td>
<td>The era between 1918-1939.</td>
</tr>
<tr>
<td>Ionic</td>
<td>One of the Graeco-classical architectural orders, with columns defined by simple, scrolled heads.</td>
</tr>
<tr>
<td>Isovist</td>
<td>Intervisibility expressed in graphical form e.g. the extent of visibility, by projecting the extents of a building façade or a space outwards</td>
</tr>
<tr>
<td>Jacobean</td>
<td>The final incarnation of Tudor architecture (late 16th/early 17th Century), much imitated in mid/late Victorian house building.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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</tr>
<tr>
<td>Knapped flint</td>
<td>Split flints arranged with split face exposed for decorative effect e.g. in a wall.</td>
</tr>
<tr>
<td>Lammas land</td>
<td>A class of commonable land, normally meadow, communally held and managed for part of the year, but open to commonable animals when harvest is over (historically between Lammas Day: 1 August and Lady Day: 25 March) (British Agricultural History Society, <a href="http://www.bahs.org.uk/09n2a5.pdf">http://www.bahs.org.uk/09n2a5.pdf</a>).</td>
</tr>
<tr>
<td>Landmark</td>
<td>A prominent structure or geographical feature that identifies a location and contributes positively to the townscape.</td>
</tr>
<tr>
<td>Lime wash</td>
<td>Thin layer of lime plaster render.</td>
</tr>
<tr>
<td>Linear</td>
<td>A settlement form where development is centred on one street, often with little depth and building pulled close to street frontages</td>
</tr>
<tr>
<td>London stock</td>
<td>Bricks made of London Clay. Usually have a warm yellow appearance when fired.</td>
</tr>
<tr>
<td>Medieval period</td>
<td>From 1066 (Norman Conquest of England) to the 16th century.</td>
</tr>
<tr>
<td>Node</td>
<td>A junction or intersection formed perhaps historically e.g. by a market cross or milestone, a place where people congregate e.g. market/urban square or urban green.</td>
</tr>
<tr>
<td>Nolli Map</td>
<td>A figure ground map (named for Giambattista Nolli)</td>
</tr>
<tr>
<td>Mansard roof</td>
<td>A roof that slopes on all four sides, with each side divided into a gentle upper slope and a steeper lower slope.</td>
</tr>
<tr>
<td>‘Metropolitan’</td>
<td>Relating to the suburban style of domestic architecture prevalent during the interwar period (1918-39).</td>
</tr>
<tr>
<td>Mullion</td>
<td>The vertical dividing bars of a window.</td>
</tr>
<tr>
<td>Nucleated</td>
<td>A radial settlement form (depth).</td>
</tr>
<tr>
<td>Pebble dashing</td>
<td>A type of render where aggregate is thrown at a wet plastered wall to create a textured effect. Often seen on interwar period houses.</td>
</tr>
<tr>
<td>Polychrome</td>
<td>(Of brickwork). Use of multicolour brickwork in geometric patterns for decorative effective, for example</td>
</tr>
<tr>
<td><strong>Term</strong></td>
<td><strong>Definition</strong></td>
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<tr>
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</tr>
<tr>
<td>courses of gault brick/London stock or blue brick ‘headers’ juxtaposed/contrasting with the principal coloured bricks for the face. Popular for higher status buildings in the Victorian era when an increasingly wide materials palette was available.</td>
<td></td>
</tr>
<tr>
<td>Regency</td>
<td>Styles of architecture and design in Britain in the period 1800-1830 forming a natural continuation of the Georgian style. Typically classical in nature comprising brick buildings covered in stucco or painted plaster with fluted Greek columns and painted cornices.</td>
</tr>
<tr>
<td>Riven stone</td>
<td>Where stone is cleft or split along the ‘grain’ as in case of York stone paving.</td>
</tr>
<tr>
<td>Roman cement</td>
<td>Another word for stucco or decorative plaster, particularly where it used to use to create the illusion of carved/moulded stonework or ashlar.</td>
</tr>
<tr>
<td>Sand faced</td>
<td>Of bricks: where sand is scattered over brick faces before firing, to give a decorative texture when burnt.</td>
</tr>
<tr>
<td>Streetscape</td>
<td>The elements within and along a street that define its appearance, identity, and functionality, including adjacent building frontages, street furniture, trees, pavement treatments, and roads.</td>
</tr>
<tr>
<td>stretcher bond</td>
<td>A brick bond/pattern with each course made entirely of brick laid end to end.</td>
</tr>
<tr>
<td>Stucco</td>
<td>Fine lime plaster worked to a smooth surface.</td>
</tr>
<tr>
<td>Suburb</td>
<td>A residential district on the outskirts of a city or town.</td>
</tr>
<tr>
<td>Tegula</td>
<td>A form of modern sett paver, made of concrete, often coloured and in variety of sizes. Used in modern heritage paving schemes from the late 20th Century.</td>
</tr>
<tr>
<td>Townscape character</td>
<td>The distinct, recognisable and consistent pattern of elements that occur in a particular townscape and how these are perceived. It reflects particular combinations of geology, landform, land use, morphology and building types.</td>
</tr>
<tr>
<td>Townscape character types (borough level)</td>
<td>Distinct types of townscape that are relatively homogeneous in character. They are generic in nature in that they may occur in different settlements across the Borough, but share broadly similar combinations of</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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</tr>
<tr>
<td>land use, morphology and building types.</td>
<td></td>
</tr>
<tr>
<td>Townscape character areas (borough level)</td>
<td>Single unique areas that a discrete geographical area of a particular townscape type.</td>
</tr>
<tr>
<td>Transom</td>
<td>A horizontal dividing bar for a window.</td>
</tr>
<tr>
<td>Vernacular</td>
<td>The local architecture of a place or people.</td>
</tr>
<tr>
<td>Victorian period</td>
<td>The period from 1837 to 1901.</td>
</tr>
<tr>
<td>Wattle and daub</td>
<td>The characteristic infill of medieval timber framed buildings, using woven willow/hazel wands or timber laths, and then plastered with horse hair and or lime plaster.</td>
</tr>
<tr>
<td>Wire cut</td>
<td>Bricks finished by being cut by wire, giving smooth sides. Used on modern (mid 20th Century and later) properties.</td>
</tr>
<tr>
<td>York stone</td>
<td>A type of hard sandstone from the Yorkshire Dales, of warm gold colour. Very durable and often used for street paving prior to the early/mid 20th Century.</td>
</tr>
</tbody>
</table>
Appendix 2: Field Survey Form
RBWM TOWNSCAPE: FIELD SURVEY SHEET – SETTLEMENT LEVEL

Photograph Nos:______________
Date:_______________________
Weather:_____________________

SETTLEMENT:

LOCATION AND SETTING (including urban edges and links to the RBWM landscape character areas)

URBAN STRUCTURE
Historic routes:

Historic gateways:
RBWM TOWNSCAPE: FIELD SURVEY SHEET – TYPE LEVEL

Photograph Nos: __________
Date: ____________
Weather: ____________

TOWNSCAPE TYPE:

LOCATION/DISTRIBUTION OF TYPE

PHYSICAL INFLUENCES

Underlying geology

_____________________________________________________________________________________________________________________________________________________________________________________

Underlying topography

_____________________________________________________________________________________________________________________________________________________________________________________

Do underlying physical influences affect the character of the townscape (e.g. in the case of a floodplain or steep valley?)

_____________________________________________________________________________________________________________________________________________________________________________________

LAND USE CONSULTANTS
**HUMAN INFLUENCES**

**Evidence of evolution of the urban form (and key visible historic components)**

**Period of predominant character (age of built environment)**

**TOWNSCAPE CHARACTER**

<table>
<thead>
<tr>
<th>Land Use/Image</th>
<th>Condition/ sensitivities incl. examples</th>
<th>Forces for change (mechanisms, evidence, will change result in positive, negative or neutral impacts?)</th>
<th>Opportunities/ Guidance (design principles for development and opportunities for enhancement)</th>
</tr>
</thead>
<tbody>
<tr>
<td>e.g. commercial, civic, residential, collegiate, ecclesiastical, etc.</td>
<td>N/A</td>
<td>User conflicts?</td>
<td></td>
</tr>
<tr>
<td>Urban Form</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Roads – hierarchy and character</strong> (cul-de-sacs/main through routes; stone/concrete kerbs/no kerbs, unmarked/marked etc.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Nodes (concentration of activity and routes)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Enclosure &amp; Street Proportions</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Block Pattern  
<p>| (including plot form and building lines) |
| Other infrastructure (e.g. rail, canal, bridleway, footpaths) |</p>
<table>
<thead>
<tr>
<th>3D Massing – scale and density of buildings</th>
<th>Built Form &amp; Architecture</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building types - architectural form, age, style &amp; materials</td>
<td></td>
</tr>
<tr>
<td>Land Use Consultants</td>
<td></td>
</tr>
<tr>
<td>----------------------</td>
<td></td>
</tr>
<tr>
<td><strong>Frontages to street – incl. fenestration, doorways &amp; porches, rhythm and pattern of facades</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use Consultants</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roofscape – incl. style, rhythm, details, materials etc.</strong></td>
</tr>
<tr>
<td>Public Realm &amp; Streetscape</td>
</tr>
<tr>
<td>---------------------------</td>
</tr>
<tr>
<td><strong>Public/private realm interface – do buildings present backs or fronts to public realm?</strong></td>
</tr>
<tr>
<td><strong>Boundaries and edges, paving materials, street furniture, lighting</strong></td>
</tr>
<tr>
<td>Trees and their contribution to the streetscape (including street trees, trees on verges etc)</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Parking</td>
</tr>
<tr>
<td>Open space/Greenspace</td>
</tr>
<tr>
<td>----------------------</td>
</tr>
<tr>
<td><strong>Private gardens and their contribution to streetscape character (incl. vegetation types &amp; whether they respond to underlying influences such as geology and soils)</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Distribution of open spaces, interaction with built form &amp; contribution to character. (incl. biodiversity; and vegetation types &amp; whether they respond to underlying influences such as geology and soils)</td>
</tr>
<tr>
<td>Views/ Landmarks</td>
</tr>
<tr>
<td>-------------------------------------------------------</td>
</tr>
<tr>
<td>Views and visual sequences incl. key views &amp; inter-visibility</td>
</tr>
<tr>
<td>Landmarks/focal points</td>
</tr>
<tr>
<td>Experience</td>
</tr>
<tr>
<td>-------------------------------------</td>
</tr>
<tr>
<td>Vitality/tranquillity; comfort/threat</td>
</tr>
<tr>
<td>active/dead frontages?</td>
</tr>
<tr>
<td>Stimulating/boring</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day/night use (if possible)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>