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APPENDICES

Appendix 1: Glossary
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1. INTRODUCTION

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

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

BACKGROUND

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

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

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

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

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

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

PURPOSE AND SCOPE

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

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

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

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

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

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

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

METHODOLOGY

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

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

**Approach to Part 1: Characterisation**

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

**Physical Influences and Landscape Setting**

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

**Evolution of the Settlements**

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

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

**Urban Structure**

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

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

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

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

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

**Values**

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

**Townscape Classification**

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

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**Townscape Type** = distinct type of townscape that is relatively homogeneous in character. Townscape types are generic in nature in that they may occur in different settlements across the Borough, but share broadly similar combinations of land use, morphology and building types.

**Townscape Character Area** = single unique area that is a discrete geographical area of a particular townscape type.

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

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

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

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

**Character Description**

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

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

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

**Approach to Part 2: Evaluation**

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

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

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

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

REPORT STRUCTURE

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

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

1.26. This volume (Volume 1: Maidenhead and Cookham Areas) is divided into five chapters:

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

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

Key
- Settlement boundary
- RBWM boundary
- Green Belt

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

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

**TOWNSCAPE TYPES**

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

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

**Table 2.1: Townscape Types within RBWM**

<table>
<thead>
<tr>
<th>Townscape Type</th>
<th>Summary Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Historic Town Cores</td>
<td>Historic Town Cores are based on the extent of the town up to 1800, but also including redevelopment up to the present day, often originating around a church or market place, or on a strategic coaching road route or river crossing point. A high density, tight grained urban environment with relatively small scale (2-3 storey) buildings set on narrow plots. Vernacular materials and harmonious, if eclectic form, drawn tight to street frontages. Irregular networks of streets and lanes.</td>
</tr>
<tr>
<td>2. Historic Town Fringes</td>
<td>Historic Town Fringes are the areas bordering the Historic Town Cores that were developed after 1800, up to the late 19th Century. These areas often include Victorian infrastructure and substantial Victorian, and later, redevelopment of a larger scale than the historic core. Extensive redevelopment is a key characteristic, as are infill and backland development, which has often ignored the historic spatial scale. Features such as ring roads and railway stations are often evident.</td>
</tr>
<tr>
<td>3. Historic Village Cores</td>
<td>Historic Village Cores form the historic core of villages, usually associated with a village church, green or common. The type includes extent of development shown on the 1816-1822 Ordnance Survey maps of England and Wales.</td>
</tr>
<tr>
<td>4. Georgian Suburbs</td>
<td>Georgian Suburbs form some of the earliest suburbs outside the historic town cores, typically built between c1720 and the mid 19th century. The townscape is defined by 2-3 storey brick townhouses (terraced or semi-detached) in a plain but elegant, often severe classical idiom. Buildings are characterised by their symmetry and regularity of detail including, sash windows with glazing bars, cast iron verandahs, moulded porches and decorative front doors with intricate fan lights above. Later buildings (Regency) are usually more decorative with moulded stucco</td>
</tr>
</tbody>
</table>

7 Ordnance Survey (1816-1822) Ordnance Survey of England and Wales, 1 Inch to 1 Mile, Sheet 7 (1822) and 8 (1816).
<table>
<thead>
<tr>
<th>Townscape Type</th>
<th>Summary Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. Victorian Villages</td>
<td>Victorian Villages arose as a result of the development of Victorian infrastructure such as the railways and are often in close proximity to railway stations. They were built relatively rapidly between c.1837-1910 and as such display a unified architectural style. The principal village streets tend to have larger properties with commercial/retail function while the residential side streets are usually more unified with regular terraces of 2 storey brick built cottages. These villages also include schools, churches and public houses that were constructed in the same period.</td>
</tr>
<tr>
<td>6. Victorian and Edwardian Suburbs</td>
<td>Victorian and Edwardian Suburbs are medium-high density suburbs consisting of terraces and semi detached Victorian houses on a grid street pattern. They were built relatively rapidly between c.1837-1910 and as such display a unified architectural style. The principal streets tend to have larger properties and street trees, while the residential side streets are usually more unified with regular terraces of 2 storey brick built cottages. These residential suburbs also include schools, parks, churches and public houses that were constructed in the same period.</td>
</tr>
<tr>
<td>7. Victorian/Edwardian and Riverside Villa Suburbs</td>
<td>Victorian/Edwardian and Riverside Villa Suburbs are low density suburbs consisting of large Victorian/Edwardian dwellings alongside the River Thames, set back from the road in large well wooded plots with ornamental species/parkland exotics (such as Lebanon Cedar). Buildings are typically Arts and Crafts inspired or Jacobean revival in style and display a range of ornate façade features such as half timbering, carved gables, patterned polychrome brick detailing, stucco, and elaborate cupolas and chimneys.</td>
</tr>
<tr>
<td>8. Inter-war Suburbs</td>
<td>Inter-war Suburbs are residential estates of two storey semi-detached houses and bungalows dating from between 1918 and 1939, influenced by the garden city movement. The suburbs comprise wide, generously proportioned curvilinear streets and cul-de-sacs with a leafy character due to short, well vegetated front gardens bounded by ornamental, low boundary walls/fences and clipped hedges. Houses often display a unified style with pebble dashed and/or tile hung facades, gables to main facades, bay/bow windows, recessed arched porches and leaded lights/stained glass. The type also includes schools and public open space that were created as part of the estates.</td>
</tr>
<tr>
<td>9. Post War Suburbs (to 1960)</td>
<td>Post War Suburbs (to 1960) are residential estates containing short terraces or semi detached houses built between 1940 and 1960, typically at a relatively high density. The street pattern is characterised by curvilinear streets with dead-ends branching off and buildings are defined by simple, plain semi-detached and terraced two storey houses built of dark, wire cut or ‘drag faced brick’ (often in stretcher bond as facing for cheaper blockwork construction), with simple fenestration e.g. metal casement windows. Short front gardens are often defined by chain link fencing with reinforced concrete posts. The type also includes schools and public open space that were created as part of the estates.</td>
</tr>
<tr>
<td>Townscape Type</td>
<td>Summary Description</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>10. Late 20th Century Suburbs (1960s onwards)</td>
<td><em>Late 20th Century Suburbs</em> (1960s onwards) are residential estates containing short terraces or semi detached houses built post 1960, typically at a relatively high density. The street pattern tends to be more organic in layout with many cul de sacs and dead ends. Buildings are often on staggered or irregular plots, and buildings are defined by a lighter material palette including red and pale yellow/calcium silicate bricks, often with feature painted timber cladding and large ‘picture windows’. Decorative stone cladding and long shallow pitched roofs are often characteristic, as are more open garden boundary treatments. The type also includes schools and public open space that were created as part of the estates.</td>
</tr>
<tr>
<td>11. Post War Residential Flats</td>
<td>This type is united by the ‘flatted’ nature of the development. In the Royal Borough, this type typically comprises low rise flats (typically 4-5 storeys) set within large plots. The architectural style varies, from simple 1950s-70s blocks to more elaborate modern developments. Newer developments are often on ‘gateway’ sites such as roundabouts on the edges of towns.</td>
</tr>
<tr>
<td>12. ‘Executive’ Residential Estates</td>
<td>‘Executive’ Residential Estates are low density residential estates of large detached houses in spacious plots, typically dating from the 1970s or later. The type is defined by large ‘executive style’ detached homes, often of double fronted form with double garages, set in large irregular plots with open, lawned front gardens and sweeping drives paved in concrete block work or tarmac. The houses are clearly visible from the road with mown grass verges characteristic. This type is stylistically eclectic, ranging from late 1970s houses of simple architectural style to more recent ‘pastiche’ style development. Gated communities are also distinctive of this type.</td>
</tr>
<tr>
<td>13. Leafy Residential Suburbs</td>
<td>Leafy Residential Suburbs are low density residential suburbs comprising large detached houses in spacious irregular well treed plots, typically dating from the early 20th Century to the present day. The type is defined by large properties set well back from the road, behind dense/high ornamental hedges with gravel drives and gates. These suburbs are neat, manicured and managed, with a private character including private roads and gated communities. Some distinctive building styles are evident including early 20th Century ‘Arts and Crafts’ architecture, although larger, more modern properties are also present.</td>
</tr>
<tr>
<td>14. Villas in a Woodland Setting</td>
<td>Areas of ‘Villas in a Woodland Setting’ are particularly notable for their extremely low density and wooded setting resulting in a semi-rural character. Extremely large villas are located in spacious plots with long drives and security gates. The narrow rural lanes and unmade/private roads amongst woodland contribute to the semi-rural character. Thick vegetation, close board fencing and brick walls prevent views into the individual plots. This type is similar in character to the leafy residential suburbs type, although with larger properties, a less ‘managed’ character, and a sense of organic rather than planned evolution. A range of building styles is evident, although the older Victorian villas are particularly distinctive, with ornate</td>
</tr>
</tbody>
</table>
features such as carved gables, patterned polychrome brick detailing, and elaborate roofs incorporating cupolas and chimneys.

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

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

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

2.4. It should be noted that the use of the term 'suburb' has been applied to both towns and villages. Although it is acknowledged the term 'suburb' may not be fully appropriate to all villages, it has been retained as the most appropriate proxy within a strategic study.
Figure 2.1: Overview of Townscape Classification

Key

- Settlement boundary
- RBWM boundary

Townscape Assessment

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

Source: RBWM, Date: 11/02/2009, Revision: A

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File: S:\4300\4386 RBWM Townscape Assessment\GIS\Themes\ArcGIS9\4386-01_008_OverviewMap_settlements_v1.mxd

1:85,000 at A3
TOWNSCAPE CHARACTER AREAS

2.5. Townscape character areas are unique geographical areas of a particular townscape type. The following table provides a summary of the constituent townscape character areas within each townscape type in the Maidenhead/Cookham area. It is important to note that townscape type 15 ‘Collegiate’ is not represented in the Maidenhead/Cookham area.

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

Table 2.2: Townscape Character Areas within RBWM: Maidenhead and the Cookham Area

<table>
<thead>
<tr>
<th>Townscape Type</th>
<th>Component Character Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Town Historic Cores</td>
<td>1A Maidenhead Historic Core</td>
</tr>
<tr>
<td>2. Town Historic Fringes</td>
<td>2A Maidenhead Historic Fringe</td>
</tr>
<tr>
<td>3. Historic Village Cores</td>
<td>3A Cookham Historic Core</td>
</tr>
<tr>
<td></td>
<td>3B The Pound, Cookham</td>
</tr>
<tr>
<td></td>
<td>3C Pinkneys Green, Maidenhead</td>
</tr>
<tr>
<td>4. Georgian Suburbs</td>
<td>4A Castle Hill, Maidenhead</td>
</tr>
<tr>
<td>5. Victorian Villages</td>
<td>5A Cookham Rise Victorian Village</td>
</tr>
<tr>
<td></td>
<td>5B Furze Platt Victorian Village, Maidenhead</td>
</tr>
<tr>
<td>6. Victorian and Edwardian suburbs</td>
<td>6A Alwyn Road, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6B All Saints Avenue, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6C St Lukes, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6D Grenfell Park, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6E Boyn Hill – Rutland Road, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6F Norden Road, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6G Boyn Valley Road, Maidenhead</td>
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<tr>
<td></td>
<td>6H Summerleaze, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6I Forlease Road – Bridge Avenue, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6J Moorfield, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6K Ray Mill Road West, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6L Blackamoor Lane, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6M Windsor Road, Braywick, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>6N Pinkneys Green West, Maidenhead</td>
</tr>
<tr>
<td>7. Victorian/Edwardian and Riverside Villa Suburbs</td>
<td>7A Maidenhead Riverside</td>
</tr>
<tr>
<td>8. Inter War Suburbs</td>
<td>8A Whiteladies Lane, Cookham Rise</td>
</tr>
<tr>
<td></td>
<td>8B Pinkneys Road – St Marks, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>8C Oaken Grove, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>8D Belmont Road – Gringer Hill, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>8E Boyndon Road, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>8F Smithfield Road, Breadcroft Road, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>8G Boyn Hill Road, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>8H Florence Avenue, Maidenhead</td>
</tr>
<tr>
<td></td>
<td>8I Summerleaze Road – Ray Mill Road East, Maidenhead</td>
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<tr>
<td>Post War Suburbs (to 1960)</td>
<td></td>
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<tr>
<td>------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>8J Blackamoor Lane – Ray Park Road, Maidenhead</td>
<td></td>
</tr>
<tr>
<td>8K Ray Drive – Lassell Gardens, Maidenhead</td>
<td></td>
</tr>
<tr>
<td>8L Laburnham Road – Clare Road, Maidenhead</td>
<td></td>
</tr>
<tr>
<td>8M St Marks Road, Maidenhead</td>
<td></td>
</tr>
<tr>
<td>8N Boyn Valley Road, Maidenhead</td>
<td></td>
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<tr>
<td>8O Raymond Road, Maidenhead</td>
<td></td>
</tr>
<tr>
<td>9A Whyte Ladies Lane, Cookham Rise</td>
<td></td>
</tr>
<tr>
<td>9B Lyndhurst and Hillcrest, Cookham Rise</td>
<td></td>
</tr>
<tr>
<td>9C Westwood Green, Cookham Rise</td>
<td></td>
</tr>
<tr>
<td>9D Burnt Oak, Cookham Rise</td>
<td></td>
</tr>
<tr>
<td>9E Lancaster Road – Halifax Road, Maidenhead</td>
<td></td>
</tr>
<tr>
<td>9F Highway, Maidenhead</td>
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<td>9G Bannard Road – Bloomfield Road, Maidenhead</td>
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<td>9H St Chad’s Road – Northumbria Road, Maidenhead</td>
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<td>9I Woodlands Park (White Paddock), Maidenhead</td>
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<td>9J Cox Green Road, Maidenhead</td>
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<td>9L Boyn Hill – Clare Road, Maidenhead</td>
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<td>9M North Town, Maidenhead</td>
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<td>9N Summerleaze Road, Maidenhead</td>
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<td>9O Lassell Gardens, Maidenhead</td>
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<td>9P Braywick Road, Maidenhead</td>
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<td>9R Courtlands, Maidenhead</td>
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<td>9S Coxborrow Close, Cookham Rise</td>
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<th>Late 20th Century suburbs (1960s onwards)</th>
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<td>10A Lesters/The Shaw, Cookham Rise</td>
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<td>10B Broomhill, Cookham Rise</td>
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<td>10C Burnt Oak South, Cookham Rise</td>
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<td>10D Bass Mead, Cookham Rise</td>
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<td>10E Mill Lane/Woodmoor End, Cookham</td>
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<td>10F Bakers Lane, Maidenhead</td>
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<td>10G Compton to Tavistock, Maidenhead</td>
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<td>10H Furze Platt Road, Maidenhead</td>
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<td>10I Oaken Grove/Mulberry Walk, Maidenhead</td>
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<td>10J Belmont Drive, Maidenhead</td>
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<td>10K Calder Close and Parkside, Maidenhead</td>
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<td>10L Wootton Way and Fairacre, Maidenhead</td>
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<td>10M Farmers Way, Maidenhead</td>
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<td>10Q Heywood Avenue, Maidenhead</td>
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<td>10R Greenfields, Maidenhead</td>
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<td>10S Langdale Close, Maidenhead</td>
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<td>10T Oldfield, Maidenhead</td>
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<td>10U Chiltern and Cleveland, Maidenhead</td>
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<td>10V Forlease, Maidenhead</td>
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<td>10W The Bingham, Maidenhead</td>
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<td>10X Priors Way/Aysgarth, Maidenhead</td>
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<td><strong>10Y Trenchard Road, Maidenhead</strong></td>
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<td><strong>10Z Tithe Barn Drive, Maidenhead</strong></td>
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<td><strong>10AA Shifford and Aldebury, Maidenhead</strong></td>
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<td><strong>10AB Fullbrooke/Evenlode, Maidenhead</strong></td>
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<td><strong>10AC Ray Lea, Maidenhead</strong></td>
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<td><strong>10AD Ray Mill Road East, Maidenhead</strong></td>
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<td><strong>10AE Poplars Grove, Maidenhead</strong></td>
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<tr>
<td><strong>10AF Shergold Way, Cookham Rise</strong></td>
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| **11A Lesters Road, Cookham** |
| **11B Bath Road, Maidenhead** |
| **11C Northumbria Road, Maidenhead** |
| **11D Norreys Drive, Maidenhead** |
| **11E Courtlands/Maidenhead Station approach, Maidenhead** |
| **11F Hatfield and Hever, Maidenhead** |
| **11G Fernley Court, Maidenhead** |
| **11H Salters Road, Maidenhead** |
| **11I Trenchard Road, Maidenhead** |
| **11J Croxley Rise, Maidenhead** |
| **11K Bridge Road, Maidenhead** |
| **11L Kidwells Close, Maidenhead** |

| **12A Camley Park Drive, Maidenhead** |
| **12B Abell, Knowsley and Clarefield, Maidenhead** |
| **12C Nightingale Lane – Kinghorn Park, Maidenhead** |
| **12D Highfield Lane, Maidenhead** |
| **12E Bray Road – Chalgrove Close, Maidenhead** |
| **12F Maidenhead Court Park, Maidenhead** |
| **12G Islet Park Drive, Maidenhead** |

| **13A Whyte Ladies Lane – High Road, Cookham** |
| **13B High Road, Cookham** |
| **13C Grange Road – Burnt Oak, Cookham** |
| **13D Terry’s Lane, Cookham** |
| **13E School Lane – Sutton Road/Mill Lane, Cookham** |
| **13F Pinkneys Drive – Lime Walk, Maidenhead** |
| **13G Highway and the Altwoods, Maidenhead** |
| **13H Linden Avenue – Belmont Park Road, Maidenhead** |
| **13I Harrow Lane, Maidenhead** |
| **13J College Avenue, Maidenhead** |
| **13K Waltham Road, Maidenhead** |
| **13L Cox Green, Maidenhead** |
| **13M Tittle Row, Maidenhead** |
| **13N Shoppenhanger Road – Curls Lane, Maidenhead** |
| **13O Braywick Road – Rushington Avenue, Maidenhead** |
| **13P Green Lane, Maidenhead** |
| **13Q Braywick Road (south) , Maidenhead** |
| **13R Gas Lane, Maidenhead** |
| **13S Fishery, Maidenhead** |
| **13T Ray Park Avenue, Maidenhead** |
| **13U Lock Avenue, Maidenhead** |
| **13V Islet Road – The Avenue, Maidenhead** |
| 13W Windsor Road, Maidenhead
| 13X Holyport Road – Stroud Farm Road, Maidenhead
| 13Y Regal Court, Maidenhead
| 13Z Westfield Road – Havelock Road – Allenby Road, Maidenhead
| 13AA Castle Hill, Maidenhead |
| 14A Danes Manor Farmery, Cookham
| 14B Berries Road, Cookham
| 14C Canon Hill, Maidenhead |
| 14. Villas in a Woodland Setting |
| 14. Villas in a Woodland Setting |
| 14. Villas in a Woodland Setting |
| 15. Collegiate N/A |
| 16. Large Institutional Developments 16A Maidenhead Hospital, Court House Road |
| 17. 20th Century Industrial /Commercial/Business 17A Ladies Lane Gasholder Station, Cookham
| 17B Foundation Park, Maidenhead
| 17C Woodlands Business Park, Maidenhead
| 17D Vanwall Business Park, Maidenhead
| 17E Shoppenhanger Road Business Park, Maidenhead
| 17F Boyn Valley Road Industrial Estate, Maidenhead
| 17G Belmont Road, Maidenhead
| 17H Denmark Street Industrial Estate, Maidenhead
| 17I St Peter’s Road Industrial Estate, Furze Platt, Maidenhead
| 17J Stafferton Way Industrial Estate, Maidenhead
| 17K Bridge Road/Reform Road Industrial Estate, Maidenhead
| 17L Whitebrook Business Park, Maidenhead
| 17M Blackamoor Lane Works, Maidenhead
| 17N Priors Way Industrial Estate, Maidenhead
| 17O Braywick Road, Maidenhead |
3. DESCRIPTION & EVALUATION OF THE BOROUGH’S SETTLEMENTS: MAIDENHEAD AND THE COOKHAMS

3.1. This chapter provides an overview of each settlement in the Maidenhead and Cookhams Area (in alphabetical order) in terms of:

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

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

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

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

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

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

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

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

Key
- Settlement boundary
- RBWM boundary
- Solid geology
  - Bagshot beds
  - Chalk
  - London clay
  - Reading beds
- Drift geology
  - Alluvium and River Gravels
  - Plateau Gravels
- Environment Agency Floodrisk zones
  - Flood zone 3 (high risk)
  - Flood zone 2 (low to medium risk)

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Source: RBWM, Environment Agency, BGS

Date: 11/02/2009
Revision: A


THE COOKHAMS

Physical Influences and Landscape Setting

3.3. The Cookhams (Cookham and Cookham Rise) both lie on a chalk bedrock geology which is overlain with deposits of alluvium and river gravels. Cookham lies partly within the floodplain of the Thames (as defined by Environment Agency mapping), with a more undulating topography rising to the foothills and scarps of the Chilterns beyond and to the north west of Cookham Rise.

3.4. The settlements both lie within JCA 110: Chilterns, which are defined by chalk hills and plateaux, with prominent escarpments. Beech hanger woodland forms a markedly wooded backdrop to Cookham Rise.

3.5. The local landscape character context is shown on Figure 3.2. Cookham is surrounded entirely by the Settled Farmed Floodplain landscape type, as is the eastern edge of Cookham Rise. Defining characteristics of this type include the wide meandering river and flat, open floodplain grazing pasture, in addition to subtly wooded character created by woodland belts and designed landscapes. Views to the designed landscape of Cliveden are distinctive.

3.6. The northern and western edges of Cookham Rise are defined by an historic chalk landscape of the Farmed Chalk Slopes. This is a landscape of rolling chalk slopes and dry valleys, with some modern road development which cuts through the historic chalk landscape. The landscape backdrop to the west is formed by the historic wooded rolling chalk landscape of the Settled Wooded Chalk Knolls.

Evolution of the Cookhams

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* Op Cit, RBWM 2004
Cookham

3.7. The name Cookham derives from Cokham or Cokeham (name recorded in the 13th Century). A saxon Minster or monastery was established at Cookham in the 8th Century and granted to Canterbury Cathedral by Ethelbald, King of Mercia. A Market Charter was granted for Cookham in 1086, with a biannual fair held in the village until the 1850s. Cookham grew from a low lying village on the level ground in a U shaped bend in the River Thames.

3.8. Cookham was a strategically significant town (Royal Charter, 1086), with evidence of management and manipulation of the river in the Saxon era. Its core is located on the old Silchester Roman Road from St Albans, adjacent to the former river crossing at Sashes Island. The Saxon settlement is thought to have been located alongside the present church, which was built on the site of a former Minster in the 12th Century.

3.9. The settlement was recorded as a borough in 1225, with a planned town layout of burgage plots evident, although growth slowed following the construction of the bridge over the river at Maidenhead in the 1280s and the resultant growth of Maidenhead as a local centre.

3.10. The settlement focussed on the market place and the commonland/animal pound at The Moor, with a ‘satellite settlement’ developing from ‘The Pound’ to the western edge of the moor. The nucleated historic riverside core lay to the east side of the moor and a small group of cottages/homesteads to the west side at ‘The Pound’, with the two areas linked by the historic ‘Causeway’, a track or way built on raised ground alongside ‘The Pound’ and crossing the moor.

3.11. The village core continues to display a varied vernacular from the medieval period, with the knapped flint and dressed chalk church distinctive, in addition to a number of late medieval (14th and 15th Century) black and white timber framed buildings.

3.12. There was limited expansion until the 19th Century, at which time the village developed as a riverside resort following the establishment of the annual regatta. A number of Victorian villas and semi detached dwellings were developed on the fringes of the settlement during this period. The artist Stanley Spencer spent his formative years in a similar house towards the village core. Many buildings, locations and spaces within the village have associations with his paintings. Key locations in this context include the High Street, Poundfield, Terry’s Lane, the Moor and the river. Many buildings also display the local orange/red clay (from Pinkneys Green Brickworks) which is used for bricks and roof tiles, especially buildings of the pre Victorian era.

3.13. In the earlier part of the 20th Century, up to World War II, development was confined to infill within the existing settlement, notably to the north of the railway station, with a number of Edwardian semi detached villas. Interwar development occurred to the north of the historic village core.

3.14. Later 20th Century development including interwar and postwar housing occurred on the southern edge of the village, beyond the historic village core at Sutton Close.

9 Ibid, 2004
Cookham Rise

3.15. Cookham Rise grew from the western extents of Cookham village (at The Pound, a small pre 17th Century linear settlement on the higher ground rising from ‘The Causeway’ at The Moor), on the valley slopes to the west of the Moor, and effectively forms a satellite settlement. The settlement was largely farmland until the mid 19th Century (ref: 1843-93 map series), with only a small number of dwellings apparent alongside the former Chalk pit to the west of The Moor. The railway and station arrived in the mid 19th Century. Significant settlement growth occurred by the end of the 19th Century with the construction of a number of large villas set within substantial gardens displacing the former field pattern. A number of these were replaced by smaller dwellings in the interwar period, with semi detached dwellings built in the area around Wispington House and adjacent gravel pit. Larger scale postwar and modern development has also occurred within the village, e.g. to the east and west of the Recreation Ground.

Urban Structure

3.16. The Moor and the historic causeway form an important component in separating the settlements of Cookham and Cookham Rise, and in defining their setting. Figure 3.2 shows the urban structure of the Cookhams.

Historic Gateways

There are four historic gateways to Cookham – these are the eastern approach to the core of the village from the former ferry crossing, the western approach from The Moor, the northern approach from the Cookham Bridge over Ferry Road, and the southern approach from Sutton Road.

There are three historic gateways to Cookham Rise – the eastern approach from The Moor, the western approach at the junction with the Maidenhead Road and the railway station.

Nodes

Key nodes in Cookham include the Tarrystone at the junction of Sutton Road and the High Street, the War Memorial (possibly the site of the old market place) on the eastern edge of The Moor, and Churchgate (the open area at the entrance to the churchyard, surrounded by cluster of houses and which forms a local meeting point). Key nodes in Cookham Rise are the cluster of shops on the High Street which form a local meeting point and the railway station, another point where people congregate.

Landmarks

There are six landmarks in the Cookhams. In Cookham, these are the church tower, which is perceived in views from the river’s edge/northerly bridge approach to Cookham; the Cookham Bridge, which forms the approach to the settlement from the north; and the Stanley Spencer gallery which is a local tourist focus and recalls historic associations with the artist. In Cookham Rise landmarks are Cookham Station, which is locally valued as an example of Victorian architecture; and the two
churches within Cookham Rise (catholic and Methodist, to Lower Road) which are locally prominent elements of the streetscene.

**Key views**

Long views are available along the High Street within Cookham to the open land within The Moor (with the visual relationship between village and moor featuring in a number of Stanley Spencer paintings), whilst the rising land to the west of Cookham Rise and the associated wooded backdrop forms a key component of views out from the settlements. The wooded parkland and estate backdrop of Cliveden is a notable component of views from several locations including the Cookham riverside, The Moor, Poundfield (where views are also available back to the village), the Recreation Ground within Cookham Rise, and High Road near the station in Cookham Rise. Views are available to the riverside from the northern edge of Cookham village, with filtered views back to the village from Ferry Lane on the northern bank of the river and the bridge crossing the river. Many of these views are featured in Spencer’s work. There are also other views painted by Spencer, such as the Church and Terry’s Lane, or those from beyond the settlement envelope, but these are not considered to form key views at the Borough-wide level and have therefore not been highlighted on Figure 3.2. This is not to say they are not important at the local level.

**Values**

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

1. The degree of separation the village has, and the contained, clearly defined sense of place;

2. The village is a tourist destination and culturally/artistically significant in its own right, as the birthplace of Sir Stanley Spencer;

3. The village Conservation Area and The Pound – rural village character;

4. The rich variety of built heritage and vernacular within the village, which is of Saxon foundation;

5. Diversity of open spaces within the village and presence of ‘real countryside’ to the south of the settlement.

6. The pleasant, ‘unspoilt’ semi rural setting of the village.

**Guidance/Opportunities for The Cookhams**

3.18. The Cookhams are two clearly related, but distinct historic village settlements, separated by The Moor, with an intimate, rural village character, rich variety of built heritage, and quintessential views to the river, across historic open spaces and to the

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10 Readers are asked to note that the third village of The Cookhams, Cookham Dean falls outside the scope of the study but forms an important element of local settlement character.
distinctive wooded backdrop (including those featured by Stanley Spencer in his paintings).

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

1. The conservation of the riverside landscape setting of Cookham and glimpsed views to the river from the village and vice versa.

2. The retention of the compact, contained village form.

3. The maintenance of the distinction between the two settlements (Cookham and Cookham Rise) including the associated role of The Moor and Poundfield (e.g. the sense of open space and separation between the two settlements or distinctive elements).

4. The conservation of views to and from The Causeway, Holy Trinity Church and the Stanley Spencer gallery within Cookham, and the railway station and two churches within Cookham Rise.

5. The conservation of long views across The Moor and to the Cliveden Estate, including those views from The Moor and more elevated land as at Poundfield and in Cookham Dean.

6. The retention of the High Street and The Moor as the main focus for the settlement.

7. Consider the appearance of Cookham Rise in views from Cliveden and the elevated chalk landscape, as well as from the edge of The Moor.

8. The conservation of the eastern approach to the core of the village from the former ferry crossing, the western approach from The Moor, the northern approach from the Cookham Bridge, and the southern approach from Sutton Road as gateways into the historic core of Cookham.

9. The conservation of the eastern approach from The Moor, the western approach at the junction with the Maidenhead Road and the railway station and gateways into the historic core of Cookham Rise.

10. The retention the Tarrystone, the War Memorial and Churchgate in Cookham and the railway station and cluster of shops at Lower Road in Cookham Rise as key nodes and focal point.

**Townscape Classification**

3.20. The townscape classification for The Cookhams is shown on Figure 3.3.
Volume 1
Figure 3.2: Urban Structure and Landscape Setting of The Cookhams

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

Landscape Character Types
- 9. Settled wooded chalk knolls
- 11. Farmed chalk slopes
- 13. Settled farmed floodplain
- 14. Settled developed floodplain

Source: RBWM, Land Use Consultants
Date: 11/02/2009
Revision: B
Volume 1
Figure 3.3: Townscape Classification for The Cookhams

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

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

Physical Influences and Landscape Setting

3.21. Maidenhead lies within the broad, flat Thames Valley, with the eastern half of the settlement within the Environment Agency’s flood zones. The settlement is located primarily on a chalk bedrock geology (with Reading Beds to the south) which is partly overlain with deposits of alluvium and river gravels. The settlement lies within JCA 115 Thames Valley. Open arable fields dominate to the south of the settlement, with the historic landscape of Windsor Great Park beyond. The scarp slopes of the Chilterns (JCA 110) encircle Maidenhead to the north, with the wooded backdrop of Taplow and the escarpment, gardens and terraces of Cliveden forming a distinctive element of the landscape setting.

3.22. **Figure 3.4** shows the local landscape character context.

3.23. To the north-east and south-east edges of the settlement is the Settled Developed Floodplain landscape type which is characterised by the broad, flat open floodplain of the Thames. This landscape is described in the LCA as having a fragmented character, with remnant hedgerows and trees making reference to earlier landscape patterns. A slightly degraded and exposed ‘edge’ character is evident as are lakes from former mineral extraction (e.g. Summerleaze Lake, which extends to the edge of the settlement).

3.24. To the north, the settlement is fringed by the Farmed Chalk Slopes landscape type, defined by rolling chalk slopes and dry valleys, and modern road development which cuts through the historic chalk landscape. Hedgerows and field boundary trees create a wooded settlement edge at this point, and foil the urban fringe character which is evident to other parts of the settlement edge.

3.25. To the north west the area encompassing the M4 road corridor falls within the Settled Wooded Chalk Knolls landscape type. Key characteristics of this landscape include historic rural settlements in a rolling, wooded context including extensive hanger woodland.

3.26. The south western edge of Maidenhead abuts the Open Chalk Farmland landscape type, which is described as flat, open and sometimes expansive, with panoramic views across arable fields set against a wooded backdrop – a landscape of simple, rural character.

3.27. The southern edge including the spur of settlement extending to Bray village falls within the Settled Farmed Sands and Clays landscape type. Key characteristics of this landscape type include a relatively mixed, mosaic farmland landscape of settled character, reflected in the outlying villages around Maidenhead. Remnant parkland trees and woodland blocks create a wooded edge to Maidenhead in places, although the area around Holyport is more open in character. The perception of the urban edge to the south east of the settlement is reinforced by busy roads, transmission lines and settlement expansion at Bray Wick, in close proximity to Maidenhead.

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11 The former Countryside Agency Countryside Character Map of England Vol7 1999
Evolution of Maidenhead

Maidenhead (central)

Maidenhead (north east)
3.28. Maidenhead (Maidenhythe, late 13th Century), lies partly within the valley floodplain, on the western bank of the Thames, within the old Hundred of Bray. The settlement originated from South Ellington (also known as Alington), the origins of which may
have been Roman (evidence of a Roman Villa and 1st Century defensive earthworks using earlier Iron Age remains at ‘Robin Hood’s Arbour’). The settlement’s present name derived from the combination of the Celtic for the nearby Great Hill of Taplow (Mai Dun, the site of the present Cliveden Estate) with the new hythe or wharf constructed by the Thames in the 13th Century – ‘Mai Dun Hythe’.

3.29. South Ellington was a small cluster of dwellings by the banks of the Thames. With the establishment of the wharf the River rapidly became a route for trade (and therefore expansion) as well as invasion, with the origins of Maidenhead forming the strategic ‘gateway to the upper Thames’.

3.30. Following the Norman Conquest and the ‘normalisation’ of the manor of Taplow and therefore Maidenhead, settlement growth related to river trade and to the strategically important river crossing between the adjoining parishes of Cookham and Bray. A ‘Chapel of Ease’ was constructed at the widest point in the Bath Road to the west bank of the river in 1269, to ensure the safe passage of travellers across the river. A church replaced this chapel in 1324, marking the origins of Maidenhead as a township.

3.31. The first timber bridge across the Thames (and the principal river crossing on the route from west London to Bristol) was recorded in the 1280s. In 1451 Thomas Mettyngham persuaded the Crown to grant rights of tolls for a bridge crossing, with a guild established shortly after. The use of tolls continued significantly beyond the construction of the present stone bridge in the late 18th Century, with the effect that the settlement maintained an insular, closed character until the early years of the 20th Century.

3.32. Expansion of the town in the earlier medieval period was relatively modest, with a series of ‘lanes’ (e.g. Back Lane) running parallel to the principal road or High Street. Growth occurred through settlement expansion along the side of the Bath Road or Great West Road on the east facing valley slopes rising from the floodplain, away from the marshy land along the course of the Thames, with the formerly extensive Royal Forest, wastes and lands of the nobility to the east providing a check to further growth in the medieval era. The extent of the Royal Forest in East Berkshire was greatly reduced after 1227, due to deforestation.

3.33. A Royal Charter (and the beginnings of a modern civic and legal structure) was granted by Elizabeth I in 1582, establishing the market, biannual fairs and the Pie Powder Court. This created the historic relationship between the Bridgemasters, Church and Corporation which lasted until the creation of the Royal Borough of Windsor and Maidenhead in 1974.

3.34. The Bath Road became an important coaching route in the later medieval period with numerous inns established along the route and contributing to the prosperity and development of the town. Other industries were related to the river e.g. Brewing in the 18th and 19th Centuries or boat yards to service the increasingly popular

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12 Middleton, T The Book of Maidenhead
13 RBWM 2004 Landscape Character Assessment
14 Pie Powder Courts were courts set up to administer disputes on site between buyers and sellers, or to control the quality of goods sold. Source: www.southernlife.org.uk
recreational boating traffic in the 18\textsuperscript{th} and 19\textsuperscript{th} Centuries. The arrival of Brunel’s Great Western Railway from Paddington in 1837 was the next in the series of strategic transport corridors which helped shape the town’s evolution, with the railway crossing the river on a vast two arch brick viaduct.

3.35. A number of large villas were built in the Georgian era, e.g. Ray Lodge, towards the river approach (which remains today, albeit surrounded by 20\textsuperscript{th} Century housing estates. Extensive growth occurred in the Victorian era, with the need for shops to service the recreational boating trade and a requirement for larger houses or villas to attract affluent London bound commuters (the 1843-93 OS Map series shows a number of villas set in large gardens such as Belmont House, in addition to larger institutions such as Craufurd College and Cordwallis College). Smaller scale semi detached housing is shown by the 1891-1912 map series, around St Luke’s Church and the former Craufurd College site). The result was a gradual nucleation of the previously linear urban form.

3.36. Continued growth occurred in the interwar era, with a number of suburban style housing estates in the area north of ‘The Moor’, at Summerleaze Lake and near Oaken Grove Park. Most significant change occurred after World War II as part of the efforts to meet the demand for new housing around London. Extensive housing estates were built to the fringes of the town and large parts of the town centre were reconstructed in modernist style (including the town hall and church), resulting in the loss of much of the Victorian development, including the larger villas and properties such as Craufurd College. The street plan was partially re configured with the Maidenhead Bypass laid out to relieve the historic bottleneck at the river crossing, resulting in the later pedestrianisation of the High Street. In the later 1960s and 1970s a series of new green spaces was laid out, including Riverside Gardens, with the redevelopment of the town ongoing today.

3.37. Large scale mixed use growth/development occurred to the south of the railway line in the postwar period to 1960, having been largely confined to the villas within the Fishery Estate (late 19\textsuperscript{th} - early 20\textsuperscript{th} Century) before this time. After 1960/1961 and with the completion of the M4, development extended to the west side of the motorway in a series of 1960s/70s cul de sacs, absorbing the former village of Cox Green together with the site of Heywood Lodge and its parkland setting.

3.38. Evidence of historic vernacular remains in places, with 19\textsuperscript{th} Century red brick evident in addition to earlier 19\textsuperscript{th} Century yellow brick and slate. The local brickworks at Pinkneys Green produced the distinctive orange/red brick which continues to characterise parts of the town and other settlements within the Borough.

**Urban Structure**

3.39. The urban structure of Maidenhead is influenced by its historical development along the Bath Road from the historic river crossing point. **Figure 3.4** shows the urban structure of Maidenhead.
Historic gateways

The 18th Century stone bridge and river approach, including associated riverside inns and hotels, marks the key historic gateway into the town from the east. The historic gateway from the west is to the south of Kidwells Park, to the western end of the High Street. Brunel's sounding arch and railway crossing forms the other historic settlement gateway from the east.

Nodes

Key nodes include the wide Market Street, adjacent to the former Guildhall site, and when present the Farmers Market at Park Street (an intermittent use). Other important nodes are The Moor, Grenfell Park and Kidwells Park, which form foci for outlying suburbs, the recreation ground at Punt Hill, and the cross roads at Furze Platt Victorian Village. Also the farm and Arts Centre at Altwood Road, and the junction of Bridge Street with York Stream, and the lock at York Stream. Boulter's Lock, hotel, the riverside park and Ray Mill Island form another key node within Maidenhead, as does the railway station near Braywick Road.

Landmarks

Landmarks within the town include the modern church spire within the town core, which is visible in longer views to the settlement from the north; and the multi arched 18th Century Bridge over the Thames. Other landmarks include the spire of the Victorian Church of All Saints at Boyn Hill, St Lukes Church at Norfolk Road, and Isambard Kingdom Brunel's sounding arches (railway viaduct), which carry the Great Western Railway over the Thames to the eastern edge of Maidenhead. The tall buildings Berkshire House, Costain Tower and Nicholsons House form significant feature within the town centre, and are identified as a landmark due to their visual prominence. Also, at a local level, the clock tower in front of the railway station, and Guards Club Island, in the River Thames form landmarks.

Key views

Important views within Maidenhead include framed views to the riverside from the eastern edge of the settlement, in addition to long views down the historic Bath Road and into the town core from the river. Views along the wooded riverside to the multi arched 18th Century Bridge and wooded eyots or islands are also distinctive (including Guards Club Island and Ray Mill Island), as are views across the river from the eastern edge of the settlement, towards the wooded escarpment, gardens and terraces of the Cliveden Estate. Long views are also available to the Church Spire from the Cookham Road. The spire of All Saints at Boyn Hill forms a key component of views in the Boyn Hill area. Other key views include those to the Cliveden Estate and escarpment from the River Thames and from Switchback Road/Pinkneys Farm at Furze Platt Road, together with views to the Georgian suburb at Castle Hill as one leaves the town centre.

Values

During the stakeholder workshop on 23rd September 2008 the following values were identified by the local community:
1. The River Thames, for its unique riparian setting, recreational value and Boulters Lock;
2. The leafy character of many of the suburbs within the town, and to the riverside;
3. Very clearly defined town centre, although the historic quality of a ‘pleasant town’ has been largely lost, with outlying villages absorbed within the urban area;
4. Diversity;
5. Location and transport infrastructure;
6. Compactness;
7. Views to Bray Church from the River, and along the Thames Path/towpath;
8. View to the water tower from Holyport Road, to the southern edge of Maidenhead.

**Guidance/Opportunities for Maidenhead**

3.41. Maidenhead is a town with well defined historic gateways, surrounded by leafy suburbs with strong links to its historic riverside setting to the east and chalk landscapes to the west, and with strong visual links to its wider landscape setting, including the Cliveden escarpment,

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

1. The maintenance and enhance physical and visual links to the strong riverside setting to the east of Maidenhead (including to Boulters Lock and Guards Club Island).
2. The integration of the settlement edges into the riverside landscape to the east.
3. The integration of the settlement edges into rural chalk landscapes to the west of Maidenhead.
4. The retention and enhancement of the town centre as the main focus of the settlement with the historic core contributing to its structure.
5. The conservation of the Maidenhead Bridge and river approach from the east, Kidwells Park at the western end of the High Street, and Brunel’s sounding arch and railway crossing from the east, as key gateways to the historic core of Maidenhead.
6. The conservation of views to and from important historic aspects of the riverside setting, including Maidenhead Bridge, the Cliveden Estate and the chalk escarpment.
7. The conservation of views along the historic Bath Road to the town core from the River, long views to the church spire from the Cookham Road, and views
to the spire of All Saints, Boyn Hill, as well as to the Georgian Suburb at Castle Hill, and the views to Cliveden from Pinkneys Farm and Switchback Road.

8. The retention of Grenfell Park and Kidwells Park, Market Street as key nodes and focal points.

9. The retention of Boulters Lock, the adjacent hotel and Ray Mill Island as a key node and focal point.

10. The retention of the recreation ground at Punt Hill, the cross roads at Furze Platt Victorian Village, the Arts Centre at Altwood Road as key nodes and focal points.

11. The conservation of church spires including those of St Lukes and All Saints, Boyn Hill) as landmarks. Development should not detract from their function and landmarks.

12. The conservation of views to and from Maidenhead Bridge, the clock tower in front of the railway station and Guards Club Island (from within the River Thames).

13. The opportunity to enhance the southern approach from the village of Bray, avoiding further urbanising influences such as insensitive or unnecessary road signage and infrastructure.

**Townscape Classification**

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

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

Landscape Character Types
- 5. Open chalk farmland
- 8. Settled farmed sands and clays
- 9. Settled wooded chalk knolls
- 11. Farmed chalk slopes
- 13. Settled farmed floodplain
- 14. Settled developed floodplain

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Date: 11/02/2009
Revision: B
Volume 1
Figure 3.5: Townscape Classification for Maidenhead

Key
- Settlement boundary

Townscape Assessment

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

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Source: RBWM, Land Use Consultants

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

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

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

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

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

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

Key Characteristics

- Historic town cores based on the development limits shown on maps at the end of the 18th century – including the medieval core and subsequent redevelopment.

- There is a clear hierarchy of roads and streets in the Town Historic Cores, usually comprising a main through-route ('High Street'), with roads and lanes leading off, and even narrower enclosed pedestrian alleyways.

- Based on a Medieval fine-grained street and block pattern resulting in streets that are of human scale, often narrow, with buildings typically up to 4 storeys.

- Irregular building plots, irregular building frontages and rooflines create a stimulating and varied streetscape.

- An area of great time depth with a wide diversity of building styles and types, and richness of detail, united by a consistent palette of materials.

- Active building frontages open directly onto the street resulting in a vibrant character.

- Few street trees.

- Open spaces often relate to churchyards, waterways, incidental spaces on street corners and private gardens and courtyards.

- Views are framed along streets to key landmarks.
A. DESCRIPTION

Location/distribution of type

This townscape type occurs within the towns of Eton, Maidenhead and Windsor. It is based on the medieval extent of the town (usually similar to the built footprint in 1800), but also includes additional development, redevelopment and ‘backland’ development within those boundaries.

Physical Influences

The Town Historic Cores are located within the Thames Valley. They tend to be located on dryer land, just outside the flood zone. Urban form often responds to topography.

Human Influences

Evidence relating to the evolution of the townscape in the Town Historic Cores includes its structure and layout (Medieval), as well as a wide variety of buildings representing development and redevelopment over different periods from Medieval up to the present day. The result is a townscape with a great sense of time depth. Character is varied, but based on Medieval extents.

Map showing extent of development in Windsor up to 1800.

Map showing Eton in the early 15th century.

Land Use/Image

Key elements such as Eton College or Windsor Castle often dominate the image of the Town Historic Cores. However, in Maidenhead there is an absence of a central focus. Land use is typically varied. The presence of a large number of hotels, public houses and restaurants indicate the importance of the Town Historic Cores for


tourism (particularly in Windsor/Eton) and the presence of former coaching inns indicates the past strategic importance of the towns on coaching routes. The Town Historic Cores are also the commercial and retail centres of the towns.

Coaching inns indicate the past strategic importance of the towns on coaching routes, as in this example from Maidenhead.

Urban form

There is a clear hierarchy of roads and streets in the Town Historic Cores, usually comprising a main through-route (‘High Street’), with narrow lanes leading off, and even narrower enclosed pedestrian alleyways and mews between buildings (often pedestrianised).

Lanes have relatively narrow widths compared to the height of the buildings (Church Street, Windsor).

This example from Eton demonstrates the network of distinctive alleys and mews – part of the Medieval street pattern.

The block pattern is fine grained and irregular, based on the Medieval layout. This is composed of narrow plots of irregular size and shape, often resulting in a staggered building line. Buildings front directly onto the street.

Eton c.1860: Plot size and shape is irregular.

The densely developed Town Historic Cores present a varied form and building scale. Buildings are generally between 2 and 4 storeys, but the height of individual buildings varies along a street resulting in a visually interesting roofscape.

Buildings are a variety of ages and styles, but generally between 2 and 4 storeys, as in these examples at Windsor (above) and Maidenhead (below).

There are a number of courtyards to the rears of High Streets accessed by traditional coaching arches. The arches provide memorable breaks in High Street façades.

An intact Georgian Street (Park Street, Windsor).

Georgian architecture juxtaposed with Victorian buildings, Maidenhead.

Building frontages typically meet the street with no transitional space in between creating a clear interface between the private and public realms. Materials vary, depending on the age of the development, but are characterised by a palette of timber (Windsor and Eton only), locally sourced warm orange-red brick (sometimes with black brick detailing), coloured stucco, and natural honey coloured stone.

Many buildings exhibit a variety of features from a range of periods, revealing changes that have been made over the years. The result is rich detailing, including moulded porches, bow windows, and a variety in the

**Built Form & Architecture**

There is a huge variation in built form and architecture in the Town Historic Cores due to the range of periods represented. This contributes to a rich and varied townscape. Amongst the styles represented are 15th century two storey timber framed buildings, 17th century buildings, medieval buildings with Georgian re-fronting, ornate Victorian brick and rendered buildings, Queen Anne Style buildings, as well as later infill and redevelopment (including neo-Georgian buildings). In Maidenhead, 19th Century buildings predominate, interspersed with 18th Century Georgian buildings including buildings with bow front elevations.
rhythm and pattern of facades. The variety of entrance types and scale often provides an irregular frontage to the street. The roofline is also varied, with dormer windows, mansard roofs, and even Dutch gables. Roofing materials are mainly orange-red clay tile, with some slate. Chimneys are prominent, adding to the richness of the roofscape.

A variety of architectural styles from a variety of periods, including modern infill and replacement buildings as seen here in Maidenhead.

Public Realm & Streetscape

Since building frontages typically meet the street with no transitional space in between, the building line provides the boundary to the public realm (i.e. streetscape).

Streetscape materials in the Town Historic Cores comprise riven and flame finished York stone in some areas, Denner Hill setts (which are traditional local detail to carriageway entrances and drainage channels), granite pavers, cobbles and setts in pedestrian areas; and tarmac on roads. In some areas, original stone pavers have been replaced with tarmac, whilst reproduction concrete setts such as ‘Tegula’ are also visible. Kerbs are typically granite. Black cast iron bollards are also used to separate pedestrians and traffic.

Pedestrianised main streets are often characteristic of the Town Historic Cores. In recently pedestrianised areas materials include concrete and clay pavers, and imitation stone setts.

Street furniture varies across the Historic Core. For example, lighting includes a variety of styles including Victorian style cast iron lanterns, while signage, bins and benches vary in style (but tend to be themed around black cast iron).

Street trees are not common in the Town Historic Cores – they therefore do not make a strong contribution to the streetscape. However, there are occasional mature trees on street corners and within churchyards.

Occasional street trees on corners, for example on the corner of Eton Court/High Street, Eton.

Street trees in planters are also characteristic as seen here in the pedestrianised High Street at Maidenhead.

Open Space/Greenspace

There are very few open spaces in the Town Historic Core (Maidenhead). Churchyards provide breaks in the built façade along the
High Street and offer a quiet refuge. Vegetation tends to be ornamental in character.

**Views/Landmarks**

Views are generally channelled along streets, framed by the buildings on either side of the street. There is a hierarchy of views, dictated by the street pattern i.e. primary views along the main routes; secondary views up side streets and along narrow lanes; and tertiary views down narrow alleyways and through doorways/ coach arches.

The High Street is usually an historic route, which provides framed views to landmarks, such as Windsor Castle, Eton College and or Churches. Landmarks within Maidenhead are of a smaller, more local scale.

*Windsor Castle is an important Borough-wide landmark; as seen in this view along Eton High Street near Windsor Bridge.*

**Experience**

The High Street of each Town Historic Core is also the commercial and retail centre of the town (and, also in Windsor and Eton, attracts tourists). The presence of shops, galleries, restaurants, hotels and public houses presents a busy and vital town centre dominated by active frontages. The permeability of the townscape, and the human scale of the streets ensures a comfortable space. The variety in townscape and streetscape detail, presence of landmarks and hierarchy of streets and spaces ensures that the environment is stimulating.

**B. EVALUATION**

**Condition**

The Town Historic Core of Maidenhead exhibits a largely intact street and block pattern, and includes some historic buildings. However, a number of significant buildings such as the Town Hall and large older buildings were lost to redevelopment in the 1960s.

There has been some modification of plots and changes to buildings, resulting in variety of built form and a variety of materials.

Streetscape proportions are generally intact; however some streetscape details have been lost or altered, for example the loss of 19th Century facades and replacement of surface materials (tarmac infill).

**Forces for change**

The Historic Core of Maidenhead has experienced a degree of change. Forces for change that were evident during field work include:

- Redevelopment of plots at increased heights, changing the structure of the streetscape;
- Loss of streetscape details, as well as wearing of old materials and replacement with new (such as concrete roof tiles);
- Parking pressures;
- Inappropriate restoration and maintenance of buildings leading to loss in details and richness of detail;
- Branding of street frontages, reducing the unique sense of place.

Town centres are central to national and regional planning policy and the delivery of homes, services and infrastructure. It can be anticipated that related pressures will continue to influence the historic core.
Guidance/opportunities

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

- Respecting the principal linear through route of the High Street.
- The coordinated approach to street furniture, paving and lighting.
- The retention of active frontages to the street.
- The retention of, and improvement to the setting of, the remaining 19th century buildings and facades.
- The use of sensitive contemporary design which responds to its immediate context and the town centre setting, in terms of massing, height and scale. The use of local materials may also be appropriate.
- The use of a complementary palette of materials in extensions and alterations to buildings and frontages.
- The apparent height of buildings from street level should typically be up to 4 storeys.
- The creation of visual interest through the use of subtle variation in apparent heights and roofscape.
- A coordinated approach to street tree planting, in terms of species and stature, considering the planting of larger trees at key visual locations.
- Development should demonstrate that it contributes to the preservation and enhancement of the setting of Listed Buildings and respect the form and function of local landmarks.
- Seek opportunities to integrate the waterway and its setting.
Character Areas

1A Maidenhead Historic Core

This character area focuses on the linear east-west orientated central street in Maidenhead, which is approached via Chapel Arches Bridge from the east and via Castle Hill (A4) to the west. Maidenhead’s historic core is built on a chalk bedrock geology, in a flat valley, and is partly within the flood zone of the Thames. The York Stream, part of this river system, runs through the town centre, being crossed by Chapel Arches (now mainly concealed).

The core displays a considerable time depth and variety of built style and materials, with 18th Century and Georgian buildings forming the most conspicuous historic elements, in addition to much 19th Century brick development in French and Dutch styles.

The historic focus for the settlement core was the wide market place and the nearby Guildhall, although this was demolished in the 1960s and replaced with the 11 storey brick and concrete tower block which visually dominates the centre of the town and acts as a landmark for the wider town. The Church of St Mary’s was re-located into the town centre from its historic position adjacent to Chapel Arches Bridge in the 19th Century, in turn replaced by the modern concrete and glass structure of the same name in the 1960s.

A predominantly hard environment results from the high development density and views are framed by the 2-3 storey development to the principal streets. Large street trees in planters provide visual breaks in the streetscene. Key areas of open space include the pedestrianised zone to the High Street, which is paved in an eclectic range of blocks and flagstones.

The town core has become detached from buildings and spaces to which it was historically related, such as The Moor to the east, due to the construction of the ring road in the 1960s and the associated large scale infill development within the adjacent Historic Fringe type.

The block pattern, urban grain and scale within Maidenhead’s Historic Core remain intact, although historic foci such as the church and guildhall have been lost. There are comparatively few positive landmarks within the core. Streetscape character has been changed markedly by the 1980s pedestrianisation scheme and by the ring road which cuts off the historic relationship of the High Street to the Bath Road. However a number of subsidiary lanes and alleys leading off the principal street remain.

The special architectural and historic interest of the area is recognised through its designation as part of the Maidhead Town Centre Conservation Area.

The generic guidance above applies to Maidenhead’s historic core, with particular emphasis on restoring and enhancing the built character and streetscape details. In addition, in Maidenhead, the principal historic gateway to the town core within this character area (Kidwells Park at the western end of the High Street) should be conserved. In addition, refer to any guidance written for the Maidenhead Town Centre Conservation Area.

Tree species that are typical of the chalk substrate in the Maidenhead area include oak, beech, ash, sycamore, whitebeam, yew, hazel, hawthorn, field maple, elder, birch, rowan and holly. Yew is particularly characteristic of churchyards.
2: HISTORIC TOWN FRINGES

Key Characteristics

- *Historic town fringes* occur around the edges of the *Historic Town Cores* of the larger settlements of Maidenhead and Windsor.
- Land use is varied across this townscape type, and encompasses transport, offices, retailing/commercial, leisure/recreation, and civic uses.
- Urban form is defined by an altered street pattern, with historic routes terminated by ring roads, railways or large scale development plots.
- Block pattern is characterised by large scale buildings in large scale plots creating a large scale urban form of high density development.
- A wide variety of architectural styles, periods and building materials, including, Victorian brick built development and railway stations and very large scale commercial/office blocks in brick, concrete, plate glass and ‘fair face’ (decorative) blockwork.
- Larger amounts of open space than the adjacent *Historic Town Cores* - many of these spaces are semi-private, hard paved and often given over the car parking.
- Glimpsed views along alleys and narrow streets to key buildings in the adjoining *Historic Town Cores* are often a feature of the townscape experience.
- A colourful and busy urban environment, although of a less intensively used character than the adjoining *Historic Town Cores*. 
A. DESCRIPTION

Location/distribution of type

*Historic Town Fringes* occur around the edges of the *Historic Town Cores* of the larger settlements of Maidenhead and Windsor where they are often associated with Victorian infrastructure such as railway stations.

Physical Influences

The *Historic Town Fringes* are located within the *Thames Valley*, although they tend to be located on dryer land, just outside the flood zone. Urban form often responds to topography (where landform variation is present). Vegetation makes few references to the underlying physical landscape, being drawn from a largely ornamental palette.

Human Influences

The *Historic Town Fringes* are based on the extent of development after 1800, up to the late 19th Century. These areas display a considerable time depth and a multi layered character with much evidence of rebuilding and redevelopment. The evolution of the *Historic Town Fringes* is typically closely tied into the development of the railway. However, substantial redevelopment has since taken place. Within Windsor, the presence of the Crown Estate has prevented the *Historic Town Fringe* extending to the east of the town.

Substantial redevelopment is often a feature of the *Historic Town Fringes*, as seen in this example at Maidenhead.

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Townscape Character

Land Use/Image

Land use is varied across this townscape type, and encompasses transport, offices, retail/commercial, leisure/recreation, and civic uses. Car parking on backland sites associated with these uses is a distinctive characteristic.

[Commercial premises, offices and car parking, as shown in this example from Windsor.]

Urban Form

Urban form is defined by an altered street pattern, with historic routes terminated by ring roads, railways or large scale development plots. In addition, ring roads often carve through the historic fringe, creating barriers to movement.

[Ring roads disrupt the historic street pattern (example from Windsor).]

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There are some remnant routes which connect to the Historic Town Core and these are important in maintaining a sense of time depth.

Block pattern is characterised by large scale buildings in large scale plots creating a large scale urban form of high density development. Where buildings are pulled close to streets this creates a great sense of enclosure. Civic buildings are often set back from the street within open space, creating a varied building line.

Large buildings pulled close to street frontages contribute to an enclosed character (Windsor).

A wide variety of building scales is apparent, with typically 3-4 storey development in Windsor and 3-5 storey and occasional larger buildings in Maidenhead. As such some variation in rooflines and building mass is visible. Urban form and the historic relationship of buildings to spaces is often interrupted by extensive areas of car parking which have been provided to service later 20th Century infill developments, and by ring roads which have in places radically altered the spatial configuration.

There are often nodes of activity within the Historic Town Fringes, located around transport hubs or key community facilities.

**Built Form & Architecture**

This type encompasses a wide variety of architectural styles and periods, demonstrating a long history of redevelopment, adaptation and replacement. However, this type is united by the large scale of the built form.

The Historic Town Fringes often include notable examples of mid to late 19th Century brick built development, in orange-red brick with slate roofs. Key buildings include railway stations, with a notable Victorian style with steep pitched roofs and glass train sheds, for example in Windsor’s Town Historic Fringe.

Windsor’s Victorian central railway station.

Commercial development of brick, glass, concrete and blockwork, and often of ‘corporate’ character, and large scale, is also present, particularly in Maidenhead. This can often be seen juxtaposed with 19th century buildings.

Juxtaposition of late 19th Century development and later infill (example from Windsor).

Building lines and roofscape are irregular and varied. A range of roof pitches and styles including gable end and half hipped styles, in addition to flat roofs adds to the variety.

**Public Realm and Streetscape**

The interface between public and private realms is clearly defined where buildings front directly onto streets. However, the division is less clear around newer
developments where large paved semi-public spaces provide a transition between public and private realms.

Boundaries are represented by building frontages, although occasionally these are open e.g. stepped/raised courtyards. Paving is often concrete flagstones, with natural stone setts visible to roadside drainage gullies. Tarmac surfacing is frequent. Occasional references to historic character such as worked granite kerbstones, and heritage style lamp standards (in addition to modern lighting poles) and street furniture, are also apparent.

There is particular emphasis on the historic streetscape in the Windsor Historic Fringe, notably around Windsor Central station. Traditional style street furniture is visible here, as are ‘gas lantern’ type lamp standards. Paving is often contemporary in style (including small paving blocks and large paving flagstones), yet sympathetic to the surrounding vernacular scale of paving.

The public realm is characterised by few mature trees. As such where these occur they make a notable contribution to streetscape in terms of form and stature (e.g. Cedar, Robinia).

Parking is concentrated in open air and covered car parks (including multi storey parking lots) which are often of large scale. On street parking is visible in places.

**Open Space/Greenspace**

There tends to be more open space in comparison to the adjacent Historic Town Cores. However, many of these spaces are semi-private, hard paved and often given over to car parking. The River Thames in Windsor and, to a lesser degree, the York Stream in Maidenhead provide water frontage.

*Open space is often defined by extensive areas of car parking, as here at Maidenhead*

Greenspace is generally restricted to verges and lawns around civic buildings. These are usually ornamental in character, but contain some mature trees such as Cedar and Robinia, in addition to maple and sycamore, that form the setting for such buildings, and help to break up the predominantly hard urban character.

*Open spaces and mature trees form settings to key civic buildings, as here at Maidenhead*

**Views/Landmarks**

Due to the density and arrangement of built development, views are generally kept short. However, there are important glimpsed views to landmark buildings within the adjacent Historic Town Cores. Key landmarks within the Historic Fringe include large railway station buildings, as at Windsor.

The carving of the railways and ring roads through the Historic Town Fringes result in ‘un-designed’ views, including views towards the service areas of commercial properties.
Experience

A busy urban environment of colourful and eclectic character (particularly in the vicinity of infrastructure such as railway stations). The townscape frontages are however markedly less ‘active’ outside of the main shopping areas than in the adjacent Historic Town Cores.

Contrast in built scale, building lines and frontages creates rhythm and visual variety.

B. EVALUATION

Condition

Street and block pattern has been altered by the introduction of railways and ring roads, leading to some loss of the historic street pattern. While some distinctive 19th Century buildings remain, and are generally well maintained, there is evidence of some insensitive changes to buildings that have eroded character. The condition of 20th Century buildings is variable. The quality of the streetscape also varies due to replacement of historic surfaces and boundaries with newer, contrasting materials.

Forces for Change

Most changes to the street and block pattern of the Historic Town Fringes have occurred in the past and this aspect is now fairly stable in terms of change. However, there are continuing forces for change to character. The following forces for change were evident during the site visit:

- Continued redevelopment and development intensification including ‘backland’ development.
- Changes to street layouts and changes in traffic management.
- Continued pressure for car parking, particularly around civic buildings and to the rear of premises within the Historic Cores.
- Intensification of retail/commercial/office development in close proximity to infrastructure such as railway stations.
- Continued declined in original streetscape materials and replacement with more modern alternatives and imitation ‘heritage’ style paving and block pavers.
- Partial restoration of ‘heritage’ streetscape including lamp standards and street furniture.
- The use of flood resistant/resilient design in relation to the built environment.

Town centres are central to national and regional planning policy and the delivery of homes, services and infrastructure. It can be anticipated that related pressures will continue to influence the historic town fringe.

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 historic street and block pattern, maintaining a continuous frontage to the street.
- The retention of active frontages to the street.
- Improve visual and physical links to the Historic Town Core, enhancing views to landmarks where possible.
- Development should demonstrate that it contributes to the preservation of listed buildings and their setting.
- Conserve and enhance important buildings which contribute to the special character of the area.
- The apparent height of buildings should typically be 3-5 storeys. Taller buildings should respect the form and function of local landmarks, particularly views to and from Windsor Castle.
- Sensitive contemporary design is appropriate where it responds to context in terms of height, scale and
mass, and has regard to the adjacent Historic Town Core. Reference to local or existing materials may be appropriate.

- Use a coordinated approach to street furniture, paving and lighting. Regard should be given to any historic setting in relation to buildings, conserving original features where possible.

- Use a coordinated approach to street tree planting in terms of stature/form of trees and species.

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

- Improve ‘un-designed’ views, such as views of service yards, through sensitive design and use of landscape planting.

- Seek opportunities to integrate waterways and their setting.

- Reduce the impact of parking provision though sensitive design (including landscape planting and appropriate paving to relate to streetscape) to ensure cars or car parks do not dominate.
Character Areas

2A Maidenhead Historic Fringe

Maidenhead’s Historic Fringe is located on a bedrock geology of chalk, with a gently undulating landform. The area is characterised both by Victorian development around the railway station in addition to much larger scale late 20th Century buildings. Large scale civic, commercial and office developments often relate to a radically altered streetscape layout due to the construction of the ring road in the 1960s. Commercial and office buildings generally date from the 1980s/1990s and are often in a modern style with red brick, blockwork, concrete, stone claddings and plate glass all present. Open spaces often relate to large civic buildings such as the town hall and the library, and encompass hard paved courtyards and greenspace of a manicured character e.g. lawns and mature ornamental trees. Large scale areas of tarmac car parking are prevalent within this local character area. The eastern part of the character area falls within EA Flood Zone 3 (high risk of a future flooding event), which may have implications for future management.

Small parts of Maidenhead’s Historic Fringe which abut the Historic Town Core lie within the Maidenhead Town Centre Conservation Area. Account will therefore have to be taken of the relevant guidance within the Conservation Area Appraisal when planning for future change.

All of the guidance presented above applies, with particular reference to improving undesigned views, and sensitive design and integration of parking areas with the streetscape. In addition, seek to enhance the historic gateway to the western end of the Historic Town Core near the Ring Road, to create a sense of arrival and a better relationship with the core. Also conserve landmarks such as the clock tower in front of the station, and views to this, ensuring that it contributes to the legibility of the local townscape. The generic guidance suggests that there may be an opportunity for large scale native trees in areas of open space, along wider streets and in larger paved areas – native tree species that are typical of the chalk substrate in the Maidenhead area include oak, beech, ash, sycamore, whitebeam, yew, hazel, hawthorn, field maple, elder, birch, rowan and holly.
3: HISTORIC VILLAGE CORES

**Key Characteristics**

- *Historic Village Cores* form the historic core of villages, usually associated with a village church, green or common.

- A considerable time depth is apparent with built development having evolved from the medieval period to the present day.

- A tight urban grain is created by relatively high density development with buildings often drawn close to street frontages.

- Built vernacular is varied, including timber framed buildings, some with original frontages, others with 18th /19th Century brick facings.

- Materials include local orange-red brick and clay tile, and a wider palette of ‘imported’ materials for 19th Century dwellings including Gault brick and slate roofing.

- A variety of land uses (ecclesiastical, retail, commercial and residential) creates an active and vibrant townscape.

- Village greens and former market places provide important nodes with an open character.

- Intact and historic paving include riven yorkstone and worked granite kerbstones contribute to the time depth of the *Historic Village Cores*.

- Variety and rhythm created by varying building lines and roof heights, and texture created by the varied materials palette and façade detailing, contribute to a colourful and vibrant environment.
A. DESCRIPTION

Location/distribution of the type

This type is located in long established villages throughout the Borough, including Datchet, Cookham and Wraysbury. Historic Village Cores also occur within the larger settlements of Windsor and Maidenhead where they relate to historic villages that have subsequently been subsumed within the urban fabric of these larger settlements. The type forms the oldest part of the village, usually centred on an historic market place, village green or grouping of buildings such as the church/ manor house.

Physical Influences

Topography underlying these villages tends to be flat or gently undulating and therefore does not greatly influence the layout of streets and plots. Geological and soil characteristics of the landscape are expressed in the vegetation palette of the historic core.

Human Influences

A considerable time depth is evident within the Historic Village Cores, reflecting their long evolution from the medieval period to the present day. Historic Village Cores often evolved at strategic crossing points of the River Thames, or at the convergence of key trade routes, with the villages often centred on a village green, market cross, or church and manor house.

Historic Village Cores are often located at the convergence of key routes or at strategic crossing points, such as this example at Cookham.

1843-93 Ordnance Survey Mapping from Landmark 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 varies widely, with commercial/retail, ecclesiastical and residential all present. Medieval and later cottages have often been adapted for commercial premises at the ground floor level, particularly on the main streets or at the convergence of principal roads.

Residential and commercial premises are often juxtaposed, as in this example from Datchet.
**Urban form**

Urban form is defined by a tight grained network of narrow streets with buildings pulled close to street frontages. Built density is relatively high with buildings and high garden boundary walls often presenting continuous frontages to the principal streets.

Block form is characterised by 2-2.5 storey buildings, often with irregular, cantilevered frontages and variable storey heights. Street proportions are typically narrow (usually in the order of 1:2), with narrow pavements characteristic. Market places and village greens provide a break in this predominantly tight grained, narrow streetscene, where they form important nodes.

This example from Cookham illustrates the tight grained urban form with buildings pulled close to street frontages.

**Built Form & Architecture**

Architectural idiom and period varies widely across the type, but with notable late medieval timber framed and cantilevered buildings (with lime plastered wattle infill and black stained timber beams). Re-fronted medieval buildings with brick elevations are also characteristic, using local red-orange brick. Roofs are typically steeply pitched and hung with local orange-red clay tiles. 17th and 18th Century and Georgian brick buildings also form an important component of the architectural vocabulary. Victorian infill is apparent with materials drawn from a wider palette, including London stock brick and slate roofing tiles.

A wide variety of architectural details including mullioned casement windows and hung sash windows creates considerable variation to building facades as does the presence of oriel windows, period shop fronts and shallow Georgian moulded porches.

Finishes including stucco and lime plaster create further variation in an often eclectic architectural palette.

Historic Village Cores contain a considerable diversity of built styles, periods and materials, as shown by these examples in Cookham High Street.

Rooflines and roofscape vary, with steep and shallow pitches, varying storey heights, and gable ends/gable frontages creating considerable variety and rhythm within the built environment.

**Public Realm & Streetscape**

The interface between public and private realm is clearly defined with buildings typically opening directly on to the street. High garden boundary walls, in orange-red brick, add to this sense of clarity and definition. Occasional short front gardens bounded by low boundary walls occur on residential side streets.

Streetscape materials include riven york stone slabs to pavements with worked granite kerbstones. Weathered yorkstone sett kerbs in warm bronze tones are also distinctive features of the streetscape. Tarmac is, however, common across the townscape type both on roads and pavements. Traffic calming schemes including raised blockwork speed tables are present.
Boundary walls create a clearly defined interface between public and private realm, as in these examples from Cookham.

Open Space/Greenspace

Other than private gardens, which are often of a leafy and ornamental character (although oak and beech trees form a distinctive component of the planting palette), there are few areas of greenspace within the type, in view of the relatively high built density. Nevertheless private gardens provide an important contribution to character.

Intensively managed village greens, characterised by mown grass and mature specimen trees, including oaks of significant stature, are distinctive and contribute strongly to the character of the village cores. Street furniture, including timber benches, is often present in these open spaces. Village greens often form the setting for focal features such as War Memorials or civic/municipal structures such as drinking fountains. Open spaces are otherwise hard/paved and small in scale, forming a setting for a market cross or a War Memorial. Churchyards, which include mature trees such as yews, contribute to the leafy character of the Historic Village Cores.

Village greens, often intensively managed, form foci for village cores, as seen here at Datchet.

Views/Landmarks

Views are generally kept short due to the gently curved character of streets and the high density of development. Landmarks include church towers and spires, as seen in the example below.

Church towers form local landmarks, as in the above example at Cookham.

Experience

This is an urban environment of active street frontages and colourful, varied and vibrant character. Considerable movement, activity and even congestion is created by constricted street layouts.
B. EVALUATION

Condition

The high density, tight grained built form and medieval street configuration remains intact across this type. Built form, architecture and detailing are also largely intact, with only a limited amount of unsympathetic infill, repair or restoration.

The original focus for the village core e.g. groupings of buildings around a central green, small market place, church and/or manor house generally remains intact.

All three character areas within this type are identified as being in particularly good condition, and intact examples of the type:

3A: Cookham Village Core
3B: Cookham – The Pound
3C: Maidenhead – Pinkney’s Green

Forces for Change

The type is generally stable in terms of character and few forces for change were noted on the site visit. Key forces for change are as follows:

- Traffic and parking pressures (on street parking)
- Related ‘urbanising’ influences in connection with traffic management, including traffic calming schemes (road narrowing and signage).
- Infill development which is generally well integrated, making subtle stylistic and material references to its existing built context.
- Replacement of heritage street lighting with varied and modern designs.
- Increasingly ‘managed’ character of village greens with closely mown grass, railings and street furniture.

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 to take account of the existing scale and grain of built form. Buildings should typically be 2 or 2.5 storeys with frontages drawn close to the street.
- Take account of the variety and rhythm of the streetscape. Buildings should reflect the staggered building line and varied roofscape including the use of steep and shallow pitches, varying storey heights and gable ends and frontages.
- The retention and enhancement of historic and distinctive shopfronts. Standardised corporate shopfronts and insensitive illumination should be avoided. Detailing should be consistent with the architectural style.
- Conserve and seek opportunities to reinstate original façade details and features such as windows (including mullioned casement windows and hung sash windows), porches (including Georgian moulded porches) and original doors consistent with the buildings architecture.
- Conserve original roof tiling (including local orange-red clay tiles and slate tiles) and seek opportunities to reinstate these features where lost.
- The retention of mature trees (including those in church yards and on village greens). Plan for new tree planting to ensure continuity of tree cover and a diverse age structure. Consider the planting of larger trees in key visual locations.
- Development should demonstrate that it preserves and enhances the setting of Listed Buildings and respect the form and function of local landmarks (e.g. views to and from these).
- Development and management measures should seek to reduce the...
impact of parking provision through sensitive design to ensure cars do not dominate the street. Regard should be given to the historic setting for street furniture, paving, markings and signage, conserving original features where possible.

- The management of village greens to reinstate components of historic character.
Character Areas

3A Cookham Village Core

Forming the focus of the historic village of Cookham, lying entirely within the Cookham High Street Conservation Area and located on the historic Thames Crossing, this is a tight grained urban environment with an eclectic array of medieval and later buildings including original timber framed buildings pulled close to the High Street (former market place). An often densely wooded backdrop to the settlement limits opportunities for wider views, although there are glimpsed views from the village core to the riverside setting. The special architectural and historic interest of the character area is recognised through designation as part of the Cookham High Street Conservation Area, and reference should be made to the appraisal and guidance produced for this in planning for future change.

All of the generic guidance above applies, with particular reference to conserving the rich variety of historic vernacular, as a high proportion of original architectural detailing survives within this character area. In addition, conserve landmarks including the Cookham Bridge the river, the church tower (which features in Spencer’s work) and the Sir Stanley Spencer Gallery, ensuring that changes to buildings in terms of massing, rooflines and the relationship of built form to open space continues to conserve the function of these as landmarks. Seek also to conserve longer views to the church tower from the riverside and conserve the glimpsed views to the river which are available from the Historic Village Core and at Ferry Lane. In addition, conserve the Tarrystone and the War Memorial on the High Street and Churchgate (the open area at the entrance to the churchyard, surrounded by cluster of houses and which forms a local meeting point) as nodes and points of focus in the village core and conserve the historic gateways to the village core at the eastern approach to the core of the village from the former ferry crossing, the western approach from Cookham Moor, the northern approach from the Cookham Bridge, and the southern approach from Sutton Road.

The generic guidance for this type suggests planning for new tree planting to ensure continuity of tree cover and a diverse age structure, as well as seeking opportunities to plant larger native trees – native tree species that are typical of the chalk substrate in this area include oak, beech, ash, sycamore, whitebeam, yew, hazel, hawthorn, field maple, elder, birch, rowan and holly. Yew is particularly characteristic of churchyards.
This area forms part of the small ‘satellite settlement’ to the western side of The Moor and is a high density area, albeit of smaller scale than Cookham proper. The special architectural and historic interest of the area is recognised through designation as part of the Cookham High Street Conservation Area. The rural character and setting of the area is reinforced by significant areas of open green space such as Poundfield, to the north of the village.

All of the generic guidance above applies, with specific reference to conserving the rural setting to the village core (e.g. Poundfield and The Moor, both of which formed an inspiration for Spencer’s paintings). The Moor is also important in maintaining a sense of separation between Cookham and Cookham Rise. In addition, conserve the two historic gateways at each end of ‘The Pound’ ensuring that they continue to mark arrival points to the village core. In addition account should be taken of guidance contained within the Cookham High Street Conservation Area Appraisal.

The generic guidance for this type suggests planning for new tree planting to ensure continuity of tree cover and a diverse age structure, as well as seeking opportunities to plant larger native trees – native tree species that are typical of the chalk substrate in this area include oak, beech, ash, sycamore, whitebeam, yew, hazel, hawthorn, field maple, elder, birch, rowan and holly.

A compact nuclated village centred on a public house and a small, densely wooded triangle, which opens onto a larger, semi wooded grassland common. Buildings are mainly 18th Century and earlier, with low terraced cottages built of the local Pinkneys Green orange-red brick, with tile or slate roofs. 19th Century infill development is also evident. The special architectural and historic interest of this area is recognised through its designation as part of the Pinkney’s Green Conservation Area.

All of the generic guidance above applies. In particular it will be important to conserve the compact settlement form and the intimate spatial scale of the village, as well as the diversity of vernacular styles and materials (including the local orange-red Pinkneys Green brick). In addition, conserve the wooded and grassland common setting to the village and take account of guidance contained within the Pinkney’s Green Conservation Area Appraisal.

The generic guidance for this type suggests planning for new tree planting to ensure continuity of tree cover and a diverse age structure, as well as seeking opportunities to plant larger native trees – native tree species that are typical of the chalk substrate in this area include oak, beech, ash, sycamore, whitebeam, yew, hazel, hawthorn, field maple, elder, birch, rowan and holly.
## 4: GEORGIAN SUBURBS

### Key Characteristics

- Residential suburbs built in the Georgian style, typically between c.1720 and mid 19th century.
- Two or three storey town houses (mostly terraces or semi-detached) are arranged along wide streets, along crescents, or around squares.
- Plots are typically long and narrow, often incorporating long back gardens.
- Boundaries are defined by low garden boundary walls and neatly clipped hedges, or railings, behind which lie short front gardens.
- Buildings are brick built and characterised by their symmetry and regularity of detail in a plain, elegant, often severe classical style.
- Sash windows with glazing bars, decorative wrought iron verandas, moulded porches and decorative front doors with intricate fan lights above create rhythm and interest along the street.
- Later buildings (Regency) are more decorated and particularly notable for their stucco work.
- Buildings present elegant frontages to the street contributing positively to the public realm. Chimneys contribute to a visually stimulating roofscape.
- Pavements include riven York stone with granite kerbs. Black heritage lamps contribute to the sense of time depth.
- Views are focussed along streets, framed by elegant facades, to local landmarks such as churches.
- Semi-public gardens (in crescents or squares), to be enjoyed by properties overlooking the gardens, are a particular characteristic of the Georgian Suburbs.
A. DESCRIPTION

Location/distribution of type

Georgian Suburbs are rare in the Royal Borough of Windsor and Maidenhead. There is just one discrete area of Georgian Suburbs, within Maidenhead.

Physical Influences

Topography underlying these suburbs tends to be flat or gently undulating and therefore does not greatly influence the layout of streets and plots. Geological and soil characteristics of the landscape are sometimes expressed in the vegetation palette of the semi-public gardens and private gardens, although species tends to be ornamental in character.

Human Influences

The evolution of the Georgian Suburbs is closely linked to the expansion of large towns between c.1720 and the mid 19th century, forming some of the earliest town suburbs. Each suburb grew along principal routes into the town’s historic core and was planned, resulting in a regular structure and layout. As a result, the Georgian suburbs have a relatively consistent time depth.

Townscape Character

Land Use/Image

Land use is predominantly residential, although local churches, public houses and hotels contribute to the diversity of land use.

Urban Form

The street pattern in the Georgian Suburbs is generally planned, arranged in a regular formation of wide streets, crescents, or squares. Road junctions/intersections act as local nodes, particularly where local landmark buildings (e.g. churches and hotels) cause people to gather.

Georgian Suburbs comprise 2-3 storey dwellings (in addition to basement levels) on long narrow plots, usually arranged in terraces or semi-detached resulting in a medium density townscape with a regular building line fronting the street.

Buildings are set back behind front gardens, resulting in fairly wide street proportions. Buildings have grand proportions, particularly along principal streets and crescents. Buildings are sometimes angled at road junctions. Rear gardens tend to be longer than front gardens.

Each suburb was planned, resulting in a regular layout of streets, as in this example from Clarence Road, Windsor.

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Georgian Suburbs comprise 2-3 storey dwellings, usually arranged in terraces or semi-detached as seen here around Kings Road, Windsor.

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Historically, stables and coach houses were located at the rear of large houses (still evident in coach arches to the street).

Buildings often have grand proportions, as seen in this example from Windsor.

**Built Form & Architecture**

Architecture is plain, elegant, and often in a severe classical idiom which is characterised by symmetry and regularity of detail. Restrained use of ornamentation includes sash windows with glazing bars, decorative wrought iron verandas, moulded porches and decorative front doors with intricate fan lights above. The regular pattern of windows and doors produces a rhythm along the street.

Plain, elegant brick façades with decorative wrought iron verandas and fan lights, as in this example from Windsor.

Earlier buildings are typically constructed from a light coloured brick while later Regency style buildings have greater decoration, including distinctive moulded stucco. Roofs are generally pitched with end gables and tiled with slate. Chimneys are plain and large in scale, indicating the spacious interior room proportions — these contribute to the rhythm along the street and a visually interesting rooftscape.

Regency style buildings have greater decoration, including distinctive moulded stucco (Windsor).

**Public Realm & Streetscape**

Buildings present their fronts to the street, contributing positively to the public realm. There is a clear delineation between the public and private realms, marked by front garden boundaries which are usually enclosed by low brick walls combined with clipped hedges or railings, often with decorative wrought iron gates.

Materials typically comprise riven York stone and imitation York stone or imitation stone sett pavements with tarmac roads. Kerbs are typically granite, but sometimes replaced by concrete. Black cast iron street lanterns contribute to the sense of time depth. Street trees are generally absent from these suburbs, although vegetation/hedges in front gardens contribute positively to the townscape. Since these suburbs were not built to accommodate the car, on-street car parking is typical, except where parking restrictions have limited this — sometimes this has forced parked cars onto the forecourts/into front gardens on properties.

Cast iron street lamps contribute to the sense of time depth within the Georgian Suburbs, as seen here at Adelaide Square, Windsor.
Open Space/Greenspace

Semi-public gardens (in crescents or squares), to be enjoyed by properties overlooking the gardens, are a particular characteristic of the Georgian Suburbs e.g. Clarence Gardens in Windsor. The gardens often contain winding gravel pathways, lawns and a variety of mature trees. The gardens provide a ‘picturesque’ setting to the houses in Clarence Crescent in Windsor, or at Castle Hill, Maidenhead.

Other open space is privately owned, for example churchyards and town house gardens (an 18th century invention). These provide a valuable contribution to the streetscape. Of particular note are the clipped small leaved hedges, such as privet and beech, which are a characteristic feature of the Georgian suburbs. The purple leaves of copper beech within front gardens provide seasonal variation and interest amongst this plain, elegant townscape.

Views/Landmarks

Views are channelled along straight streets, framed by the regular facades of buildings on either side. Crescents provide a changing sequence of views, often revealing the architecture of the buildings on one side of the street, and semi-public gardens on the other. There are also occasional views down narrow alleyways, or though coach arches, between buildings. Churches often provide local landmarks within the Georgian Suburbs.

Experience

The planned street layout and rhythm of facades/roofs provides a comfortable, reassuring environment. The variety in architectural and streetscape detail ensures that the environment within the Georgian Suburbs is stimulating. Small front gardens provide a human scale and create visual interest.

B. EVALUATION

Condition

The Georgian Suburbs in the Royal Borough are designated as Conservation Areas and therefore tend to be in good condition, exhibiting an intact street and block pattern and good survival of architectural and streetscape detail. Changes to buildings have generally been in accordance with local styles and materials.

This is no exception for area 4A: Castle Hill in Maidenhead which is considered to be in good condition and an intact example of this townscape type.

Forces for Change

The Georgian Suburbs appear to be relatively stable in terms of change. However, there are some forces for change that were evident during the site visit. These include:

- Loss of front gardens and garden boundaries to accommodate off road parking.
- Replacement of low garden boundaries with taller, impermeable fences or hedges altering the relationship between public and private realms.
- Some inappropriate restoration and alteration of buildings including concrete roof tiles and replacement uPVC windows and doors.
Loss of front gardens to accommodate off road parking has altered the character of the streetscape in places.

**Guidance/Opportunities**

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

- New design should take account of the Georgian street layout and street proportions. Buildings should be in scale with the street in terms of width and height.

- Maintain the consistent building line. Development, including extensions, which steps out of line with or interrupt the rhythm of the street should be avoided.

- Reflect the use of pitched roofs with gable ends and chimneys, with roofs finished in slate.

- Conserve and seek opportunities to reinstate Georgian detailing, particularly sash windows with glazing bars, verandas, moulded porches and decorative front doors with fan lights above.

- Conserve the Georgian palette of materials including light coloured brick (to match the existing), stucco and slate roof tiles.

- Seek to conserve traditional low brick boundary walls, conserving traditional front garden boundaries with low walls and clipped small leaved hedged (such as privet) and/or iron railings. Aim to retain garden areas and boundaries, avoiding full width hardstanding.

- Development should demonstrate that it preserves and enhances the setting of Listed Buildings.

- Conserve semi-public garden areas.

- The use of small scale shrubs and trees in front gardens which are in scale with the street and do not obscure the architectural and façade character.

- The retention of important trees, including those in gardens and semi-public open spaces, planning for new tree planting to ensure continuity of tree cover and a diverse age structure.

- The planting of larger trees in key visual locations.

- Use of a coordinated approach to street furniture, paving and lighting.
Castle Hill is located on the rising, undulating land to the west of Maidenhead's Historic Core. The special architectural and historical importance of this area is recognised through its designation as part of the Castle Hill Conservation Area. The character area consists of a sequence of detached and semi-detached late Georgian/Regency stucco fronted villas, with shallow pitched slate roofs. Facades are often symmetrical and of a simple, elegant character, with original sash windows. Houses are set well back from the main road, in large linear plots, which are of a leafy character with clipped ornamental hedges and yews often present, although low, ornamental garden boundary walls also feature.

All of the generic guidance noted above applies to this area, with particular reference to conserving the high proportion of intact Georgian details and architectural features visible within this area. These include hung sash windows, stucco and moulding work, verandahs and porches, in addition to hipped slate roofs. The leafy character created by ornamental hedges and mature cedars and yews should also be conserved, using such species as a template for new planting. In addition, refer to any guidance written for the Castle Hill Conservation Area.
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, some 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, Broomhall, 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.

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)
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.

Plot size and shape differs along main village streets and side streets.

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, street 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, providing visual interest and human scale.

Residential streets generally comprise two storey terraces – small front gardens contribute to the streetscape character (example from North Ascot).

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.

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.

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. 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).
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* type is generally in good condition, exhibiting an intact street and block pattern. However, building lines and plots have been modified in places, particularly along main village streets.

However, 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.

In addition, 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.

Area 5A: Cookham Rise Victorian Village is identified as being in particularly good condition / an intact example of this type within Maidenhead and the Cookhams.

**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 rooftops. 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 demonstrate that it preserves and enhances the setting of Listed Buildings and respect the form and function of local landmarks (e.g., churches, train stations and schools).

- 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

5A: Cookham Rise Victorian Village, Cookham Rise

Cookham Rise Victorian Village lies on a chalk geology, to the west of The Pound Historic Village Core. It is associated with the development of the railway and railway station. The area consists of mid to late Victorian buildings of red and colour banded brick and colour washed brick buildings under slate roofs. The village is of linear formation with commercial uses e.g. shops/public houses and residential streets all visible, in addition to a Victorian school. Considerable later and modern infill is visible to the western end, along Lower Road, and also to part of the village centre (shopping parade at Station Hill). Development density is high, with buildings fronting directly onto the street.

All of the generic guidance presented above applies to this character area. Particular reference should be made to conserving the two landmark churches on Lower Road, in addition to their setting and views to them, ensuring that any future development respects these. Conserve also the function of the distinctive Victorian Railway Station as a landmark. Together with the cluster of shops on Lower Road, this also forms a key node (meeting/congregating point) and should be conserved as such.

Appropriate species for replacement tree planting within this area include oak, beech, ash, sycamore, whitebeam and rowan.

5B: Furze Platt Victorian Village, Maidenhead

Located on a chalk geology to the northern edge of Maidenhead, Furze Platt consists of a sequence of Victorian terraces and semi detached cottages arranged around a Church, public house and village store. Buildings are of yellow stock and red brick, with short front gardens often characteristic.

All of the generic guidance presented above applies, with particular reference to reinstating and restoring Victorian details where lost to later/modern replacements (e.g. fenestration and doors). Another key consideration is to conserve intact Victorian front garden boundary walls and clipped ornamental hedges, reinstating lost ones or the appearance of these where possible to enhance the unity of the streetscape.

The cross roads within the Victorian Village (Courthouse Road and the associated public house) is a key node – an important point of focus for the village- and should be conserved as such. Appropriate species for replacement tree planting include oak, beech and ash.
6: VICTORIAN AND EDWARDIAN SUBURBS

Key Characteristics

- Medium-high density residential suburbs built in the Victorian/Edwardian style, typically between c.1837 and 1910, displaying considerable architectural and stylistic uniformity.
- Victorian ‘grid’ street pattern with a hierarchy of principal through streets and narrow side streets and typically narrow plots.
- Block pattern is regular, consisting of short and long 2 storey terraces with some larger semi detached 2 or 3 storey dwellings on principal streets.
- Façades are uniform and repetitive along a street, with hung sash windows and simple doorways in recessed porches contributing to a rhythm along the street, and articulation provided by bay windows.
- Variety is provided by dressed stone façade details, mouldings and stucco work.
- Roofs are pitched and typically tiled in natural slate - chimneys contribute to a visually stimulating roofscape.
- Streetscape details include granite kerbstones, York stone pavers (where they remain) and period lamp standards (black cast iron theme).
- Short front gardens are bounded by low brick walls sometimes combined with clipped hedges or black railings.
- Views are focussed along streets, framed by rhythmic facades, to local landmarks such as churches. Pubs and corner stores provide local focal points.
- A relatively high density urban environment, with few street trees. On street parking is a notable characteristic of this high density townscape type.
A. DESCRIPTION

Location/distribution of type

Victorian and Edwardian Suburbs are located in the larger settlements of Windsor, Maidenhead, Datchet and Eton. Areas of Victorian and Edwardian Suburbs are often close to Historic Cores, as these were some of the earliest residential suburbs to be built.

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 and Edwardian periods.

Human Influences

The type evolved over a relatively short period, in the mid to late Victorian and Edwardian eras, and as such displays considerable architectural and stylistic uniformity, with all built development in a recognisably Victorian/Edwardian idiom.

Development evolved rapidly over a short timescale, leading to uniformity in form and architecture, as shown in this example from Maidenhead. [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 predominantly residential, occurring in a planned Victorian street layout of terraced and semi-detached dwellings. Supporting community infrastructure such as churches, public houses and village stores are also visible within this type.

Residential land use predominates, as seen here at Maidenhead.

Village stores on street corners (Maidenhead).

Urban form

Urban form is defined by long streets running parallel to one another, on a classic Victorian ‘grid plan’. Occasional curvilinear streets radiating from community facilities such as churches are also characteristic. Principal streets are wide, with a lower density of larger buildings compared to the subsidiary streets which tend to have higher density development and a tighter urban grain.
Principal streets are generously proportioned, with wide verges, as in this example from Maidenhead. Block pattern is regular, consisting of short and long terraces, as well as semi-detached dwellings on principal streets. Front garden plots are short, and in a number of instances terraces front directly onto the street. Building lines are linear and regular, with a largely consistent building frontages broken only by canted bay windows on the ground floor.

The narrow street proportions (beyond the wider principal streets), which are typically in the order of 1:2, produce a sense of enclosure along the streets of this high density suburb.

Built Form & Architecture

Architectural style is mid–late Victorian and Edwardian terraced and semi-detached, two storey brick built dwellings. Materials are either local warm orange-red brick or London stocks with orange-red brick banding and rubbed orange-red brick arches to windows and doorways. Stucco, decorative plaster moulding and colour washed render are also present on earlier buildings. Pitched roofs in slate are characteristic, broken by substantial chimneys. Hipped roofs are visible on larger, semi detached dwellings.

Facade are often uniform and repetitive along a street, with hung sash windows and simple doorways in recessed porches contributing to a rhythm along the street. In some streets ground floor bay windows provide articulation on facades. Decorative worked stone window details, cills and mouldings are a feature of some key buildings whilst other streets have a ‘lighter’ facade character due to use of colour washed stucco.

Simple terraced cottages with pastel colour washed stucco (example from Eton).

Public Realm & Streetscape

Interface between public and private realm is clearly defined where buildings front onto the street. Short front gardens present a ‘transition’ between public and private realm – these are typically enclosed by low brick walls, clipped hedges or black railings.

Streetscape is defined by tarmac roads and pavements with worked granite kerbstone and York stone pavers are present on pavements in some of the more intact suburbs. Period lamp standards form a characteristic feature of a number of streets. Raised pavements with brick retaining walls and cast iron railings are also present.

The streetscape is predominantly ‘hard’ in character, with street trees largely absent, although grass verges are present on the wider principal streets through the suburbs.
Since these suburbs were not built to accommodate the car, on-street car parking is typical, except where parking restrictions have limited this – sometimes this has forced parked cars onto the forecourts/into front gardens on properties.

Open Space/Greenspace

Due to the density of the built environment and configuration of streets, there is little public open space within this type. Open space is represented by churchyards (often containing yew) and by very short front gardens, with planting of a small scale, ornamental character. These areas of greenspace and soft landscape provide visual breaks in what is predominantly a ‘hard’ environment. The occasional exotic tree such as pine and monkey puzzle tree create local focal points in the suburbs.

Experience

This is a quiet, peaceful suburban environment with traffic focused on principal routes. Variations in façade detailing, colour and the character of building elevations add richness and variety to the experience.

B. EVALUATION

Condition

Street layouts and urban form are essentially intact across this type. However, boundaries are in particularly variable condition with many garden boundaries lost, or replaced with modern alternatives – this has had a substantial impact on streetscape character. In addition, 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. Facades and streets are often more intact in Conservation Areas.

The following character areas within this type are identified as being in particularly good condition, or intact examples of the type.

6B All Saints Avenue
6E: Boyn Hill – Rutland Road
6H: Summerleaze
6I: Forlease Road – Bridge Avenue

Views/Landmarks

The density of built development keeps views short, with framed views along linear streets often terminated by Victorian cottages/terraced dwellings.

Churchyards with species including yew (example shows St Luke’s Church, Maidenhead).
This example from Maidenhead demonstrates the variable condition of boundaries – some front gardens have been converted to parking.

**Forces for Change**

Some of the Victorian and Edwardian Suburbs appear to be well maintained and in a stable state while others are in a declining state. Forces for change that were noted during the site visit, and these are as follows:

- Replacement of traditional garden boundaries with modern alternatives (including close board fencing), often varying along a street, which has had a substantial impact on streetscape character.

- The loss of detailing through incremental/small scale changes to facades, 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, which is diluting the strong unity and rhythm along streets.

- Conversion of front gardens to provide paved off street parking and associated loss of garden boundary walls.

**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 Victorian ‘grid’ street pattern and hierarchy of streets with principal through routes and residential side streets. Buildings should reflect the domestic scale, plot width and height.

- Respect and respond to the uniform façade character and the level of articulation / variation provided by bay windows. Insensitive development, including extensions, which interrupt the building line and/or the rhythm of the street should be avoided.

- Reflect the use of pitched roofs and slate finish, and conserve the Victorian palette of materials including warm red brick, gault brick, natural stone and slate or red clay roof tiles. Insensitive roof alterations including box type dormers to the front elevation should be avoided.

- Conserve and seek opportunities to reinstate Victorian detailing, including steep gabled roofs, timber sash windows, original doors and tiled porches, rubbed brick arches to windows, stone / stucco mouldings and slate roofs.

- Development should conserve the traditional boundary treatments of low brick boundary walls and low clipped hedged and/or cast railings. Aim for the maintenance of a continuous frontage to the street, and to retain garden areas and boundaries, avoiding full width hardstanding.

- Development should demonstrate that it preserves and enhances the setting of Listed Buildings and respect the form and function of local landmarks. (e.g. churches, public houses, schools).

- Manage schools grounds and church yards to maintain structural vegetation, particularly mature trees.

- 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.
- Consider the planting of larger trees in key visual locations.
- Use a coordinated approach to street furniture, paving and lighting.
Character Areas

MAIDENHEAD AND THE COOKHAMS

There are 14 local character areas, all located within Maidenhead, and these are:

- 6A Alwyn Road
- 6B All Saints Avenue
- 6C St Lukes
- 6D Grenfell Park (partly within the Castle Hill Conservation Area)
- 6E Boyn Hill – Rutland Road (partly within the Castle Hill Conservation Area)
- 6F Norden Road
- 6I Forlease Road – Bridge Avenue
- 6J Moorfield
- 6K Ray Mill Road West
- 6L Blackamoor Lane
- 6M Windsor Road, Braywick
- 6N Pinkneys Green West
- 6G Boyn Valley Road

These areas are generally located adjacent to the Historic Core and Historic Fringe of Maidenhead. Areas 6H Summerleaze and 6J Moorfield lie within EA Flood Zone 3 (high risk of future flooding event) which may have future implications for management.

The areas are broadly typical of the generic type in terms of urban form, with linear street patterns and terraced and semi detached dwellings often built of London Stock and/or local orange-red brick. Photographs of representative character areas are illustrated overleaf. The pattern of short terraces with short front gardens, built of orange-red brick under slate roofs is exhibited by areas 6E Boyn Hill – Rutland Road, Maidenhead and 6K Ray Mill Road West, Maidenhead. The characteristically wider principal roads with verges are illustrated by area 6B All Saints Avenue, Maidenhead. Area 6D Grenfell Park, Maidenhead shows a slightly leafier character, facing the park of the same name and with mature street trees also present. Area 6G Boyn Valley Road, Maidenhead shows some architectural variation with use of yellow London stock brick and decorative stucco to door and window casings. This slightly more elaborated façade treatment is also shown by houses within area 6I Forlease Road–Bridge Avenue, Maidenhead (use of decorative stucco details to window arches). The Victorian Church of St Luke at Norfolk Road within area 6C St Luke’s, Maidenhead is an important landmark at the local and settlement scale.

The special architectural and historic interest of areas 6D and 6E is recognised in their designation as part of the Castle Hill Conservation Area, although no Conservation Area Appraisal or guidance is available at the time of writing.

All of the generic guidance presented above applies, with particular reference to conserving intact vernacular details such as original fenestration/doorways in all areas, and decorative stucco work as seen within areas 6G Boyn Valley Road, Maidenhead and 6I Forlease Road – Bridge Road, Maidenhead.

The Church of St Luke within area 6C St Luke’s, Maidenhead, should be conserved as a landmark and views to this church considered when planning for future change.

The generic guidance for this type aims to seek opportunities to plant larger native trees (either singly or in groups) in key visual locations - appropriate native species for the chalk substrate in this area include oak, beech, ash, sycamore, whitebeam, yew, hazel, hawthorn, field maple, elder, birch, rowan and holly.
Photographs of representative character areas

Area 6B  All Saints Avenue, Maidenhead

Area 6D  Grenfell Park, Maidenhead

Area 6E  Boyn Hill - Rutland Road, Maidenhead

Area 6G  Boyn Valley Road, Maidenhead

Area 6I  Forlease Road - Bridge Avenue, Maidenhead

Area 6K  Ray Mill Road West
7: VICTORIAN/ EDWARDIAN AND RIVERSIDE VILLA SUBURBS

Key Characteristics

- Historically low density Victorian/Edwardian residential suburbs with some riverside bars and hotels.

- Built form is characterised by large buildings in generous plots, set well back from the road but with a riparian aspect.

- Later and modern infill development has increased density, but maintained orientation in relation to the river.

- Architecture is late Victorian/early Edwardian Jacobean/Gothic revival styles with tile hung and applied timber details, ornate fenestration and porches.

- A roofscape of steep pitched, gabled roofs with chimneys and cupolas provides rich detailing and visual interest.

- High garden boundary walls and hedges enclose plots and restrict views to the properties, although the upper floors are often clearly visible from the street and the river.

- Some riven york stone and worked granite kerbstones are typical of the streetscape, often seen alongside modern materials.

- Large, well vegetated gardens containing mature trees provide a well wooded setting.

- Some of the more ornate villas provide landmarks.

- The river provides a tranquil setting - wooded 'eyots' and riverside willows make reference to the underlying physical landscape. Other species include poplar.
A. DESCRIPTION

Location/distribution of type

This type is located in Maidenhead only, comprising a series of large detached villas extending along the Thames at the eastern edge of the settlement.

Physical Influences

The underlying floodplain characteristics of the landscape are expressed in the wetland vegetation alongside the river, such as the presence of wet woodland with species such as willow, poplar and alder.

Human Influences

The type evolved over a relatively short period, with a number of large villas built as a ‘riverfront resort’ around Boulter’s Lock and Ray Mill Island, at the end of the 19th and beginning of the 20th Centuries. Boulter’s Lock remains a prominent recreational focus and also feature as one of the locations in Jerome K Jerome’s 1889 work, ‘Three Men in a Boat’. In the latter 20th Century replacement dwellings and infill development have changed the density of built development, although these have maintained the orientation of development towards the river.

Townscape Character

Land Use/Image

Land use is predominantly residential, with some commercial (riverside bars, hotels and restaurants) and recreational uses present. Image has generally respected the historic idiom of prestigious, large residential properties in a wooded, riparian setting.

Urban Form

This is a low density suburb of riverside villas, located on a busy main road that follows the edge of the river, although the road is quieter to the south of the A4. Urban form is defined by large scale 2-3 storey villas in generous plots. Although density has increased through the 20th century, the townscape retains a large block form and generous plot size.

A low density urban form of large buildings in generous plots (Maidenhead Riverside).

There is no clear building line – properties are generally set well back from the main road in their large plots, although they are all orientated towards the river. Some lodges/ gatehouses are located close to the road.

The suburb began with the development of large detached riverside villas in the late 19th and early 20th centuries. The map extract shows Maidenhead Riverside.
Street proportions are relatively wide with properties set well back from the main road (Maidenhead Riverside).

**Built Form & Architecture**

The original villas are late Victorian and early Edwardian in date, built in a Jacobean/Gothic revival idiom. Large 2-3 storey villas feature steeply pitched tiled roofs with gabled elevations and ornate chimneys. Elaborate detailing is often visible including carved timber detailing to gables, tile hung and half timbered gables, in addition to richly detailed casement and sash windows. Elevations are either stucco (often white) or red brick or a combination of the two.

Later and modern infill development varies in style, but includes later 20th Century developments (including flats) which are much plainer in style, and tend to be constructed from modern red and yellow brick with dark concrete roof tiles. There are also ground floor extensions/alterations to original riverfront villas, which are often in a simple 1960s/70s style.

**Public Realm & Streetscape**

Buildings present their frontages to the street and the interface between public and private realm is clearly defined by tall garden boundary walls often combined with ornamental hedges.

Streetscape character is mixed due to the varied palette of paving materials employed with tarmac roads and pavements juxtaposed with some areas of riven york flag stone, worked granite kerbstones and block paved speed tables, in addition to tactile ‘blister’ paving to street crossings.

Street lighting is defined by a mix of lighting poles including traditional and modern styles. Parking is entirely off street and located within garden plots. Trees are generally limited to those in areas of adjoining riverside open space, although there are a number of very significant London Plane trees which line the east side of Ray Mead Road, providing considerable amenity.

**Open Space/Greenspace**

Public open spaces take the form of semi wooded riverside greenspace corridors, which lie partly within and to the edge of the settlement boundary. Mature willow trees and poplars, notably on the eyots or islands are a distinctive feature of these spaces.

At recreational foci (e.g. locks, bridges and boating launches), the spaces have a much
more intensely managed and often municipal character, with small scale ornamental planting. Bound gravel paths and low painted metal trip rails are also a feature of these spaces.

This appears to be a well vegetated suburb due to the large amount of greenspace in private ownership. The large gardens and grounds are well vegetated and include trees – species include lime, although a number of coniferous species, including ‘parkland exotics’, such as Cedar, also feature.

The riverfront, with its mature trees, is an important public space, in addition to defining settlement setting (example from Maidenhead Riverside).

Views/Landmarks

Key views include filtered to the river and the rising land/scarp slopes on the opposite site of the river. Such views are often framed by mature trees including oak, lime, ash and willow. Larger Victorian and Edwardian villas, for example near Boulter’s Island in Maidenhead, form local landmarks.

Experience

The river creates a subtle sense of movement, changing light and reflectivity and a sense of tranquillity. However, the presence of busy roads detracts from the quiet residential character, notably to the north of the A4.

B. EVALUATION

Condition

Although late Victorian and Edwardian villas form distinctive components of the townscape, the character of the villa suburbs has been diluted over the 20th Century as a result of modern infill development and changes to the streetscape (including responses to highways design standards). However, the new buildings have generally retained the generous plot and block size, and orientation of built form towards the river. The presence of mature vegetation has remained, preserving the leafy character.

Open spaces/riverside corridors retain something of their wetland and riparian character, although this is lost at points to more ‘municipal’ management regimes, particularly where these open spaces fall within settlement boundaries.

Despite these changes, area 7A: Maidenhead Riverside remains an intact example of the type.

Forces for Change

Stability of this type is variable, due to the level of replacement and infill development, although pockets of intact Victorian and Edwardian villas and gardens are visible in places. Key forces for change which were noted on the site visit are:

- Increase in built density and reduction in leafy character due to new infill development.
- Demolition and replacement of original villas with later and modern development, or alterations/extensions to original villa facades.

- Conversion of villas to flats, or replacement of villas with flats, and conversion of gardens to car parks.

- Increase in traffic on the main road which creates a barrier between the built form and its riverside setting.

- Intensification of recreational uses of the riverside, including paved areas to the river embankment, associated with adjacent mooring plots.

- Intensification of riverside greenspace management within the settlement boundary, which has resulted in the loss of some of the riparian 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:

- Take account of the spacious plot and block size in new design.

- Retain late 19th and early 20th Century buildings. Renovations should be sensitive, retaining details such as gables, chimneys, tile hanging, mock timber framing and fenestration.

- Conserve and seek opportunities to reinstate detailing including moulded or applied timber decoration and gables.

- Development should demonstrate that it preserves and enhances the setting of Listed Buildings and architecturally important non-listed buildings.

- Development should reflect the eclectic and varied built vernacular, particularly the roofscape character and detailing. Extensions to properties should use an architectural style which complements that of the original building.

- Conserve and use trees as part of a leafy streetscape. The design should allow space for planting to mature.

- Sensitive contemporary design which responds to its immediate context will be appropriate, where it makes reference to existing building height, scale and massing and proportion, or stylistic references. Reference to existing materials may also be appropriate.

- Development should take account of physical and visual links to the riverside and its setting, including views to and from landmarks such as bridges, locks and wooded islands or eyots from the riverside.

- Conserve and use boundary treatments to help retain the private character of domestic gardens. Hedges are preferred. Clipped ornamental hedges and local brick and rendered boundary walls are characteristic.

- Use a coordinated approach to street furniture.

- Manage riverside green spaces to maintain or reinstate more naturalistic wetland edges.

- 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.

- Consider the planting of larger trees at key visual locations.

- Conserve and use trees as part of a leafy streetscape. The design should allow space for planting to mature.

- Sensitive contemporary design which responds to its immediate context will be appropriate, where it makes reference to existing building height, scale and massing and proportion, or stylistic references. Reference to existing materials may also be appropriate.

- Development should take account of physical and visual links to the riverside and its setting, including views to and from landmarks such as bridges, locks and wooded islands or eyots from the riverside.

- Conserve and use boundary treatments to help retain the private character of domestic gardens. Hedges are preferred. Clipped ornamental hedges and local brick and rendered boundary walls are characteristic.

- Use a coordinated approach to street furniture.

- Manage riverside green spaces to maintain or reinstate more naturalistic wetland edges.

- 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.

- Consider the planting of larger trees at key visual locations.
Character Areas

7A: Maidenhead Riverside

Maidenhead Riverside is located on the eastern edge of Maidenhead, on the western banks of the Thames, from where there are views to the wooded escarpment of the Cliveden Estate on the Taplow side of the river. The special architectural and historic character of the area is recognised through its designation as part of the Boulters Lock Conservation Area and part of Maidenhead Bridge/Guard’s Club Island Conservation Area, to the north of the railway. At the time of undertaking survey work, no Conservation Area Appraisals or guidance are available. A number of notable properties, some of which are listed, also appear to the south of the A4 e.g. West Court. The area is located within EA Flood Zone 3 (high risk of a future flooding event), which may have implications for future management. The area consists of a range of very large and often elaborately detailed late 19th Century and early 20th Century villas, set in wooded gardens facing the River Thames. The historic urban form has been diluted by later development in a range of styles and materials.

All of the generic guidance presented above applies, with particular reference to conserving the remaining Victorian/Edwardian villas as local landmarks and ensuring that new built development is in keeping with the urban form and architectural styles of the late Victorian/Edwardian period. Other key guidelines are to enhance the management of the riverside greenspace within the settlement boundary, particularly where a more municipal character is apparent, and to conserve views to Cliveden, Boulter’s Lock and Ray Mill Island, the historic Maidenhead Bridge (one of the historic gateways into Maidenhead, and key landmark), and Brunel’s Sounding Arches (railway viaduct – landmark and historic gateway). Any changes to built form in terms of building lines, massing and roofscape, or the relationship of buildings to open space, should conserve the setting of and views to landmarks. Maidenhead Bridge also acts a key node, as does Boulters Lock Hotel, the riverside park and Ray Mill Island - these should be conserved as key points of focus for the character area. In addition, when planning any change to the character area, consider the appearance of such change in views from Cliveden.

The generic guidance for the type suggests planning for new tree planting to sustain the leafy character of the suburbs for the future. Maidenhead Riverside lies on a chalk substrate where appropriate native tree species include oak, beech, ash, sycamore, whitebeam, yew, hazel, hawthorn, field maple, elder, birch, rowan and holly. Appropriate wetland species for the riverbank and associated open space include willow, ash and alder.

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6 Proposals are being advanced to create a Maidenhead Riverside Conservation Area which would combine and extend the Boulters Lock Conservation Area and the Guards Club Island Conservation Area.
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.

#### 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.

Inter-war axial streets Clewer Avenue, Windsor (1919-39 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.

Inter-war suburban residential streets (Windsor).

Inter-war axial streets Clewer Avenue, Windsor.

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 early 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.

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.

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.

Architectural 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.

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.

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 generally remain intact throughout this suburban type. 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.

The following character areas within this type are identified as being in particularly good condition, or intact examples of the type.

8B: Pinkneys Road – St Marks, Maidenhead

8D: Belmont Road – Gringer Hill, Maidenhead

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

MAIDENHEAD AND THE COOKHAMS

There are 15 local character areas in Maidenhead and the Cookhams. These are:

8A Whyteladyes Lane, Cookham Rise
8B Pinkneys Road – St Marks, Maidenhead
8C Oaken Grove, Maidenhead
8D Belmont Road – Gringer Hill, Maidenhead
8E Boyndon Road, Maidenhead
8F Smithfield Road – Breadcroft Road, Maidenhead
8G Boyn Hill Road, Maidenhead
8H Florence Avenue, Maidenhead
8I Summerleaze Road – Ray Mill Road East, Maidenhead
8J Blackamoor Lane – Ray Park Road, Maidenhead
8K Ray Drive – Lassell Gardens, Maidenhead (part of the Maidenhead Bridge and Guards Club Island Conservation Area)
8L Laburnham Road – Clare Road, Maidenhead
8M St Marks Road, Maidenhead
8N Boyn Valley Road, Maidenhead
8O Raymond Road

There is particular consistency between the attributes of these inter war suburbs, probably due to the short period in which they were built, with differences mostly limited to material finishes and levels of alteration to their boundaries and facades. The photos overleaf show the mix of brick and rendered facades that is typical of the type. In addition area 8D Belmont Road – Gringer Hill, Maidenhead shows the use of bay windows and gabled front elevations.

Area 8B Pinkneys Road, St Marks, Maidenhead (photo overleaf) has particularly distinctive architecture exhibiting half-timbered style and gabled frontages with dormer windows in the roof. The two photographs taken within this area show this and the mixture of bungalows and two storey detached dwellings. The special architectural and historic interest of part of area area 8K is recognised through its designation as part of the Maidenhead Bridge and Guard’s Club Island Conservation Area.7

Within Maidenhead, areas 8I, J and K fall within EA Flood Zone 3 (high risk of future flooding event), which could have implications for future management.

All of the generic guidance identified above is applicable to these character areas. Particular reference should be made to the conservation of original façade features and architectural details where these remain, e.g. the applied timber gable detailing visible within area 8B Pinkneys Road-St Marks, Maidenhead. Also the conservation of intact garden boundary frontages where these survive, such as at area 8D Belmont Road – Gringer Hill, Maidenhead. Appropriate tree species for replacement planting within these suburbs include oak, beech, ash, sycamore, whitebeam and rowan, hazel and hawthorn (and cultivated forms), in additional to smaller ornamentals which were commonly used as street trees, such as flowering cherries. Several areas of open space lie within these local character areas. In particular, with area 8B Pinkney’s Road – St Marks, Maidenhead, the recreation ground at Punt Hill is a key node and local focus, and should be conserved as such.

7 Proposals are being advanced to create a Maidenhead Riverside Conservation Area which would combine and extend the Boulters Lock Conservation Area and the Guards Club Island Conservation Area.
In addition, refer to any guidance written for the Maidenhead Bridge and Guard’s Club Island Conservation Area for area 8K (although at the time of writing no appraisal or guidance is available for this area).

**Photographs showing variations in character**

Area 8A Whyteladyes Lane, Cookham Rise

Area 8B Pinkney’s Road – St Marks, Maidenhead

Area 8B Pinkney’s Road – St Mark’s, Maidenhead

Area 8D Belmont Road – Gringer Hill, Maidenhead

Area 8H Florence Avenue, Maidenhead

Area 8I Summerleaze Road – Ray Mill Road East, Maidenhead
9: EARLY POST WAR 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.

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.
Architectural style is unified and simple (South Ascot).

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.

**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 throughout the type. 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, due to low levels of management.

The following character areas within this type are identified as being in particularly good condition, or intact examples of the type.

9B: Lyndhurst and Hillcrest, Cookham Rise
9J: Cox Green Road, Maidenhead
9K: Desborough Park, Maidenhead

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

MAIDENHEAD AND THE COOKHAMS

There are 19 local character areas in Maidenhead and the Cookhams. These are:

9A Whyteladies Lane, Cookham Rise
9B Lyndhurst and Hillcrest, Cookham Rise
9C Westwood Green, Cookham Rise
9D Burnt Oak, Cookham Rise
9E Lancaster Road – Halifax Road, Maidenhead
9F Highway, Maidenhead
9G Bannard Road – Bloomfield Road, Maidenhead
9H St Chad’s Road – Northumbria Road, Maidenhead
9I Woodlands Park (White Paddock), Maidenhead
9J Cox Green Road, Maidenhead
9K Desborough Park, Maidenhead
9L Boyn Hill – Clare Road, Maidenhead
9M North Town, Maidenhead
9N Summerleaze Road, Maidenhead
9O Lassell Gardens, Maidenhead (partly within the Maidenhead Bridge and Guards Club Island Conservation Area)
9P Braywick Road, Maidenhead
9Q Stompits, Maidenhead
9R Courtlands, Maidenhead
9S Coxborrow Close, Cookham Rise

These areas are located on the rising ground to the western edges of Cookham Rise and Maidenhead, outside of the EA Flood Zones and beyond the earlier suburban development.

These areas are typical of the type in terms of urban form and street pattern, and 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 9J Cox Green Road is constructed from red brick, while area 9K Desborough Park is finished in colour render. Architectural variation is represented by use of yellow brick and light brown shingle hung elevations in area 9I Woodlands Park (White Paddock), Maidenhead, and by the use of hipped roofs within area 9E Lancaster Road – Halifax Road, Maidenhead. Area 9E is also focussed on a large swathe of intensively managed amenity greenspace, as shown in the photograph overleaf. Photographs of areas 9B Lyndhurst and Hillcrest, Cookham Rise and 9D Burnt Oak, Cookham Rise show the rising topography these local character areas are built upon. Area 9O Lassell Gardens, Maidenhead includes the Georgian villa Ray Lodge and falls partly within the Maidenhead Bridge and Guard’s Club Island Conservation Area (although this designation would appear to relate primarily to the presence of Ray Lodge).

All of the generic guidance presented above is applicable to these local character areas. In particular the intact garden boundaries shown in area 9D Burnt Oak, Cookham Rise, should be conserved, as should the simple, unified and largely unaltered façade appearance of character areas such as area 9K Desborough Park, Maidenhead. Several of the local character areas within this type have large areas of amenity greenspace (e.g. area 9E Lancaster Road – Halifax Road, Maidenhead), which present opportunities for landscape enhancement.

8 Proposals are being advanced to create a Maidenhead Riverside Conservation Area which would combine and extend the Boulters Lock Conservation Area and the Guards Club Island Conservation Area.
The underlying geology of Maidenhead and the Cookhams is chalk. Therefore, appropriate native tree species for replacement planting within these character areas include: Oak, Beech, Ash, Sycamore, Whitebeam, Yew, Hazel, Hawthorn, Field Maple, Elder, Birch, Rowan and Holly. Some geological variation is evident to the southern part of Maidenhead. Area 9P Braywick Road, Maidenhead and part of area 9Q Stompits, Maidenhead lie on an underlying geology of Reading Beds. Appropriate native tree species on the Reading Beds are Oak, Ash, Hawthorn, Blackthorn, Hazel, Elm, Elder, Crab Apple and Field Maple. In addition part of area 9Q lies on the London Clay, where appropriate native tree species are Willow, Alder, Birch, Oak, Sycamore, Hawthorn, Ash, Beech, Field Maple, Hazel, Lime, Rowan, Aspen and Elder.

In addition, refer to any guidance written for Maidenhead Bridge and Guard’s Club Island Conservation Area for any changes in area 9O Lassell Gardens, Maidenhead (although at the time of writing no conservation area appraisal is available for this Conservation Area).
Photographs of representative character areas

Area 9B Lyndhurst and Hillcrest, Cookham Rise
Area 9D Burnt Oak, Cookham Rise
Area 9E Lancaster Road - Halifax Road, Maidenhead
Area 9I Woodlands Park (White Paddock), Maidenhead
Area 9J Cox Green Road, Maidenhead
Area 9K Desborough Park, Maidenhead
10: LATE 20TH CENTURY SUBURBS (1960’S 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 Twentieth Century 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).

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### 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.

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*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.

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*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.

Varied roofscape and a staggered building line (Sunninghill).

**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.
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 Twentieth Century 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 across this type. However, loss of some front gardens to hardstanding for parking and to accommodate larger garages has had an effect on condition and character in some areas. In addition, street trees and shared amenity greenspaces are generally in a declining condition.

The following character areas within this type are identified as being in particularly good condition, or intact examples of the type.

10C: Burnt Oak South, Cookham Rise

10I: Oaken Grove/Mulberry Walk, Maidenhead

10W: The Bingham, Maidenhead

**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 rooftscape, 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 rooftscape 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

MAIDENHEAD AND THE COOKHAMS

There are 32 local character areas in Maidenhead and the Cookhams. These are:

- 10A Lesters/The Shaw, Cookham Rise
- 10B Broomhill, Cookham Rise
- 10C Burnt Oak South, Cookham Rise
- 10D Bass Mead, Cookham Rise
- 10E Mill Lane/Woodmoor End, Cookham
- 10F Bakers Lane, Maidenhead
- 10G Compton to Tavistock, Maidenhead
- 10H Furze Platt Road, Maidenhead
- 10I Oaken Grove/Mulberry Walk, Maidenhead
- 10J Belmont Drive, Maidenhead
- 10K Calder Close and Parkside, Maidenhead
- 10L Wootton Way and Fairacre, Maidenhead
- 10M Farmers Way, Maidenhead
- 10N Webster Close, Maidenhead
- 10O Wessex Way, Maidenhead
- 10P Willant Close, Maidenhead
- 10Q Heywood Avenue, Maidenhead
- 10R Greenfields, Maidenhead
- 10S Langdale Close, Maidenhead
- 10T Oldfield, Maidenhead (partly within the Maidenhead Bridge and Guard's Club Island Conservation Area)
- 10U Chiltern and Cleveland, Maidenhead
- 10V Forlease, Maidenhead
- 10W The Bingham, Maidenhead
- 10X Priors Way/Aysgarth, Maidenhead
- 10Y Trenchard Road, Maidenhead
- 10Z Tithe Barn Drive, Maidenhead
- 10AA Shifford and Aldebury, Maidenhead
- 10AB Fullbrooke/Evenlode, Maidenhead
- 10AC Ray Lea, Maidenhead
- 10AD Ray Mill Road East, Maidenhead
- 10AE Poplars Grove, Maidenhead
- 10AF Shergold Way, Cookham Rise

Character areas within this type within Maidenhead and the Cookhams have generally evolved towards the fringe of settlements, with areas within Maidenhead often associated with the A40(M) corridor which was constructed in the early 1960s. Areas to the eastern edge of Maidenhead and Cookham (i.e. areas 10E, 10S, 10T 10AC and 10AD) lie within EA Flood Zone 3 (high risk of a flood event) which may have implications for future management.

The areas are all typical of the generic later post war suburb type in terms of urban form (of curvilinear streets and medium density housing layouts, with 2 storey development predominating). Local character areas vary in terms of their architecture and detailing (depending on the age of development).

The photographs overleaf illustrate variations in architectural character. Many areas comprise simple 1970s architecture with low pitched and flat roofs, picture windows and use of red and yellow brick (e.g. areas 10M Farmers Way, 10I Oaken Grove/Mulberry Walk and 10AB Fullbrooke/Evenlode). In some cases, local character areas are defined by more
ornate built details (e.g. verandah porches and windows with multiple glazing bars to area 10W The Binghams), with 1990s Tudor style development also characterising a number of local character areas, such as area 10K Calder Close and Parkside. Tile hung frontages are also visible e.g. areas 10AA Shifford and Aldebury and 10AB Fullbrooke and Evenlode, within Maidenhead. A number of 1970s developments also have extensive swathes of amenity greenspace e.g. area 10I Oaken Grove/Mulberry Walk, as shown in the image overleaf.

A small part of area 10T Oldfield, Maidenhead falls within the Maidenhead Bridge and Guard’s Club Island Conservation Area9.

All of the generic guidance identified above is applicable to these local character areas. In particular, seek to conserve the neat, well managed character of front gardens e.g. as seen in area 10K Calder Close and Parkside, Maidenhead and conserve the uniformity of roofscape, building line and façade features as seen in areas 10M Farmers Way, Maidenhead and 10W The Binghams, Maidenhead. Streets in a number of the character areas have more generous proportions which have allowed for mature street trees (e.g. birches in area 10I Oaken Grove/Mulberry Walk, Maidenhead). This could form a template for other similar streets within the local character areas to enhance character. At the character area level, enhancement and improved management of amenity greenspaces should also be considered. In addition, refer to any guidance written for Maidenhead Bridge and Guard’s Club Island Conservation Area for any changes in area 10T Oldfield, Maidenhead (although at the time of writing no conservation area appraisal is available for this Conservation Area).

The lock to the historic York Stream lies to the edge of area 10V Forlease, Maidenhead. It forms a key node at the settlement scale, and should be conserved as such.

With the exception of areas 10W The Binghams, Maidenhead and 10X Priors Way/Aysgarth, Maidenhead, which lie on a geology of Reading Beds, and areas 10Y Trenchard Road, Maidenhead and 10Z Tithe Barn Drive, Maidenhead, which are on the London Clay, all of the character areas of this type lie on the chalk. Appropriate native trees species for chalk include Oak, Beech, Ash, Sycamore, Whitebeam, Yew, Hazel, Hawthorn, Field Maple, Elder, Birch, Rowan and Holly. On the Reading Beds, appropriate native species are Oak, Ash, Hawthorn, Blackthorn, Hazel, Elm, Elder, Crab Apple and Field Maple. Appropriate native tree planting on the London Clay includes Willow, Alder, Birch, Oak, Sycamore, Hawthorn, Ash, Beech, Field Maple, Hazel, Lime, Rowan, Aspen and Elder.

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9 Proposals are being advanced to create a Maidenhead Riverside Conservation Area which would combine and extend the Bulters Lock Conservation Area and the Guards Club Island Conservation Area.
Photographs of representative character areas

Area 10C Burnt Oak South, Cookham Rise

Area 10D Bass Mead, Cookham Rise

Area 10I Oaken Grove, Mulberry Walk, Maidenhead

Area 10K Calder Close and Parkside, Maidenhead

Area 10M Farmers Way, Maidenhead

Area 10W The Bingham, Maidenhead

Area 10AA Shifford and Aldbury, Maidenhead

Area 10AB Fullbrooke/Evenlade, Maidenhead
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 20\textsuperscript{th} Century and early 21\textsuperscript{st} 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.

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.

Open Space/Greenspace

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

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 the provide links to underlying physical landscape characteristics.

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.

B. EVALUATION

Condition

The urban form, land use and much of the architecture in this type remains intact. However, many boundaries, verges and vegetation in communal spaces are in a declining condition. There are no areas that are in particularly notable for their condition or intactness within the Maidenhead/ Cookhams area.
Forces for Change

This townscape type appears relatively stable at present, however 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

MAIDENHEAD AND THE COOKHAMS

There are 12 local character areas in Maidenhead and the Cookhams. These are:

11A Lesters Road, Cookham
11B Bath Road, Maidenhead
11C Northumbria Road, Maidenhead
11D Norreys Drive, Maidenhead
11E Courtlands/Maidenhead Station approach, Maidenhead
11F Hatfield and Hever, Maidenhead (buildings currently vacant)
11G Fernley Court, Maidenhead
11H Salters Road, Maidenhead
11I Trenchard Road, Maidenhead
11J Croxley Rise, Maidenhead
11K Bridge Road, Maidenhead (currently being developed – includes some townhouses in addition to flatted development)
11L Kidwells Close, Maidenhead

Character areas within this type have either evolved as part of post war suburbs or as distinct areas of redevelopment, often alongside the railway. These areas are all typical of the generic post war flat type, but vary locally in terms of age of development and architectural style.

There is only one area of flatted development in Cookham (area 11A Lesters Road, Cookham). This is located within an area of late postwar housing of a comparable 1970s style.

In Maidenhead rather more stylistic variation is shown, with simple 1970s blocks (flat roofed or shallow pitched roofs and concrete balconies) as in areas 11F Hatfield and Hever, Maidenhead and 11G Fernley Court, Maidenhead. Such flatted developments are surrounded by communal open space of a simple, open nature (predominantly defined by lawned areas). Later flatted developments, including 1990s purpose built/stand alone complexes, are characterised by landscaped/ornamental grounds and parking courts. Examples are represented by areas 11D Norreys Drive, Maidenhead and 11I Trenchard Road, Maidenhead. Flats also occur as high density infill within established older suburbs e.g. area 11E Courtlands/Maidenhead Station approach, Maidenhead. Area 11H Salters Road, Maidenhead, located on the eastern edge of Maidenhead, lies within EA Flood Zone 3 (high risk of a flood event) which may have implications for future management.

All of the generic guidance outlined above applies to the local character areas. Area 11B Bath Road, Maidenhead lies in close proximity to one of the key townscape views identified for Maidenhead at the settlement scale (view up Castle Hill and the associated Georgian Suburb form the town’s core). As such area 11B forms part of the setting for the adjacent Castle Hill Conservation Area, and any changes in this character area should respect existing building heights, massing and rooflines, as well as the skyline when viewed from the adjacent historic environment. Area 11E Courtlands/Station Approach, Maidenhead forms part of the
setting for the Victorian Maidenhead Station, one of the key nodes within the settlement. Any future change in this character area should also consider enhancing legibility and accessibility/connectivity in relation to this node. Area 11K Bridge Road, Maidenhead is currently being developed as a mix of four storey flats and townhouses. Building lines and boundary treatments should seek to conserve key views along the Bath Road, both to the riverside and towards the historic town core.

A number of the character areas within this type also demonstrate potential for enhanced design and management of amenity greenspace, notably area 11F Hatfield and Hever, Maidenhead and area 11G Fernley Court, Maidenhead. Also for improved integration of car parking courts through enhanced landscape design (street trees and planting) – e.g. area 11I Trenchard Road, Maidenhead.

With the exception of a small part of area 11D Norreys Drive, Maidenhead, which lies partly on the Reading Beds, and area 11I Trenchard Road, Maidenhead, which lies entirely on the London Clay, all of the character areas within this type lie on a chalk geology. Appropriate native trees species for chalk include Oak, Beech, Ash, Sycamore, Whitebeam, Yew, Hazel, Hawthorn, Field Maple, Elder, Birch, Rowan and Holly. On the Reading Beds, appropriate native species are Oak, Ash, Hawthorn, Blackthorn, Hazel, Elm, Elder, Crab Apple and Field Maple. Appropriate native tree planting on the London Clay includes Willow, Alder, Birch, Oak, Sycamore, Hawthorn, Ash, Beech, Field Maple, Hazel, Lime, Rowan, Aspen and Elder.

Photos showing a representation of character areas within this type are presented overleaf:
Photos of representative character areas

Area 11A Lesters Road, Cookham

Area 11E Courtlands/Maidenhead Station approach, Maidenhead

Area 11F Hatfield and Hever, Maidenhead

Area 11G Fernley Court, Maidenhead

Area 11D Norreys Drive, Maidenhead

Area 11I Trenchard Road, Maidenhead

Area 11II Trenchard Road, Maidenhead
## 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 Broomhall 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.

The following character areas within this type are identified as being in particularly good condition, or intact examples of the type.

12B: Abell, Knowsley and Clarefield, Maidenhead

12F: Maidenhead Court Park, Maidenhead

**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.
- Retain important trees, planning for new tree planting to ensure continuity of tree cover and a diverse age structure.
- 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 be appropriate.
- Maintain the unmarked nature of roads.
MAIDENHEAD AND THE COOKHAMS

There are 7 local character areas in Maidenhead (none in the Cookhams) as follows:

12A Camley Park Drive  12E Bray Road – Chalgrove Close
12B Abell, Knowsley and Clarefield  12F Maidenhead Court Park
12C Nightingale Lane – Kinghorn Park  12G Islet Park Drive

12D Highfield Lane

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. Some examples of the variation in style and materials between estates are shown in the photographs overleaf. For example area 12B Abell, Knowsley and Clarefield is defined by distinctive two colour tile hung, gabled frontages and area 12C Nightingale Lane – Kinghorn Park is defined by applied timber detailing in a mock Tudor style. These are in contrast to the 1970s chalet bungalows within area 12G Maidenhead Court Park. A large area of green space characterises area 12B Abell Knowsley and Clarefield, whilst verges and large scale ornamental garden vegetation are typical of area 12A Camley Park Drive. There is a particularly distinctive cedar in area 12B Abell, Knowsley and Clarefield.

Areas 12E, F and G fall within EA Flood Zone 3 (high risk of future flooding event), which may have implications for future management.

All of the generic guidance outlined above applies to these local character areas, with particular reference to maintaining the intact street and block pattern and the well vegetated character created by mature, often ornamental or ‘exotic’ trees within gardens and amenity greenspace. One of the generic opportunities for the type is to seek opportunities to plant more native trees - native trees that would be suited to the chalk geology of this area include Oak, Beech, Ash, Sycamore, Whitebeam, Yew, Hazel, Hawthorn, Field Maple, Elder, Birch, Rowan and Holly.

Representative photos from the character areas are shown overleaf.
Photographs of representative character areas

Area 12A  Camley Park Drive

Area 12B  Abell, Knowsley and Clarefield

Area 12C  Nightingale Lane - Kinghorn Park

Area 12F  Maidenhead Court Park
## 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.

Townscape Character

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.

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.
Two storey properties set on spacious plots with mature garden frontage, as in this example from Ascot.

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.

Dwellings of varied architectural style set within spacious mature gardens (Wraysbury).

Public Realm & Streetscape

The streetscape is characterised by wide tarmac streets with few markings, stone or concrete kerbs, tarmac pavements and occasional grassed verges. Some roads (particularly private roads) have a gravel surface. The interface between the public and private realms is clearly defined by fences and hedges. Plots front onto the street, but are well-enclosed by mature trees and dense (often clipped) hedges (including beech, laurel and conifer species), brick walls or close board fencing. Gravel or blockwork driveways often have large ornamental metal or timber entrance gates.

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. 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.

Patches of bracken create a 'heathy' character and reflect the underlying sandy geology of Bagshot Sands (Sunninghill).

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.
Mature copses of scots pine provide focal points and local landmarks, as in this example from Sunninghill.

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 patterns are intact in this type. 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.

The following character areas within this type are identified as being in particularly good condition, or intact examples of the type.

13D: Terry’s Lane, Cookham
13E: School Lane – Sutton Road/Mill Lane, Cookham
13L: Cox Green, Maidenhead
13U: Lock Avenue, Maidenhead

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

MAIDENHEAD AND THE COOKHAMS

There are 27 local character areas in Maidenhead and the Cookhams. These are:

13A Whyteladyes Lane – High Road, Cookham
13B High Road, Cookham
13C Grange Road – Burnt Oak, Cookham
13D Terry’s Lane, Cookham (part of Cookham High Street Conservation Area)
13E School Lane – Sutton Road/Mill Lane, Cookham (part of Cookham High Street Conservation Area)
13F Pinkneys Drive – Lime Walk, Maidenhead (part of Pinkneys Green Conservation Area)
13G Highway and the Altwoods, Maidenhead
13H Linden Avenue – Belmont Park Road, Maidenhead
13I Harrow Lane, Maidenhead
13J College Avenue, Maidenhead
13K Waltham Road, Maidenhead
13L Cox Green, Maidenhead
13M Tittle Row, Maidenhead (part of the Altwood Road Conservation Area)
13N Shoppenhanger Road – Curls Lane, Maidenhead
13O Braywick Road – Rushington Avenue, Maidenhead
13P Green Lane, Maidenhead
13Q Braywick Road (south), Maidenhead
13R Gas Lane, Maidenhead
13S Fishery, Maidenhead
13T Ray Park Avenue, Maidenhead (partly within the Maidenhead Bridge and Guard’s Club Island Conservation Area)
13U Lock Avenue, Maidenhead
13V Islet Road – The Avenue, Maidenhead
13W Windsor Road, Maidenhead
13X Holyport Road – Stroud Farm Road, Maidenhead
13Y Regal Court, Maidenhead
13Z Westfield Road – Havelock Road – Allenby Road, Maidenhead
13AA Castle Hill, Maidenhead

This type is found in pockets throughout Maidenhead and the Cookhams. These areas all reveal characteristics typical of the 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. This is shown in the photos overleaf, showing a representative range of character areas.

There is some variation in architecture. For example, Area 13D Terry’s Lane in Cookham Rise is particularly notable for its arts and crafts style properties (see photos overleaf). The special architectural and historic interest of areas 13D and E is recognised through their designation as part of the Cookham High Street Conservation Area, whilst area 13M is designated as part of the Altwood Road Conservation Area. Area 13T falls partly within the Maidenhead Bridge and Guard’s Club Island Conservation Area. Part of are 13F also falls within

10 Proposals are being advanced to create a Maidenhead Riverside Conservation Area which would combine and extend the Boulters Lock Conservation Area and the Guards Club Island Conservation Area.
the Pinkney's Green Conservation Area. Areas 13P, 13S, 13U and 13V are partially located within the Environment Agency’s Flood Zone 3 (high risk of flooding event) which may have implications for future management of these areas.

All of the generic guidance presented above applies to these local character areas. In addition, conserve the former farm and Arts Centre within area 13G Highway and the Altwoods, Maidenhead as a node, and conserve views to the Holyport Water Tower from area 13X Holyport Road – Stroud Farm Road, Maidenhead. Ensure that any future change to built form within area 13E School Lane – Sutton Road/Mill Lane, Cookham conserves the historic gateway to the south of Cookham’s historic core, and sense of arrival to the village.

One of the generic opportunities is to plant larger native trees. The majority of the local character areas lie upon a chalk geology and in these areas appropriate native species include Oak, Beech, Ash, Sycamore, Whitebeam, Yew, Hazel, Hawthorn, Field Maple, Elder, Birch, Rowan and Holly. Area 13N Shoppenhanger Road – Curls Lane, Maidenhead and area 13O Braywick Road – Rushington Avenue, Maidenhead are located partly on the chalk and partly on the Reading Beds while area 13Q Braywick Road (south), Maidenhead, area 13R Gas Lane, Maidenhead, area 13S Fishery, Maidenhead and area 13X Holyport Road – Stroud Farm Road, Maidenhead are located entirely on the Reading Beds. In these areas appropriate native species include Oak, Ash, Hawthorn, Blackthorn, Hazel, Elm, Elder, Crab Apple and Field Maple. Area 13W Windsor Road, Maidenhead lies partly on the Reading Beds partly on London Clay. Appropriate native tree species on clay include Willow, Alder, Birch, Oak, Sycamore, Hawthorn, Ash, Beech, Field Maple, Hazel, Lime, Rowan, Aspen and Elder.

In addition, when planning future change guidance written for Cookham High Street Conservation Area should be considered for areas 13D and E; guidance written for Altwood Road Conservation Area should be considered for 13M; guidance written for the Maidenhead Bridge and Guard’s Club Island Conservation Area should be taken into consideration for Area 13T, and guidance written for the Pinkney’s Green Conservation Area should be taken into consideration for area 13F.

Photographs of representative character areas are shown overleaf.
Photographs showing representative character areas

Area 13A White Ladies Lane – High Road, Cookham

Area 13D Terry’s Lane, Cookham

Area 13H Linden Avenue – Belmont Park Road

Area 13U Lock Avenue, Maidenhead

Area 13C Grange Road – Burnt Oak, Cookham

Area 13F Pinkneys Drive – Lime Walk, Maidenhead

Area 13L Cox Green, Maidenhead

13V Islet Road – The Avenue, Maidenhead
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, and within Cookham. 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.

Organically evolved plots within woodland.

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 density sets these suburbs apart from the *Leafy Residential Suburbs*.

### 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.

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.

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.
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 within this type. 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.

Area 14B: Berries Road, Cookham is identified as being in particularly good condition/ an intact example of the type.
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.
Character Areas

MAIDENHEAD AND THE COOKHAMS

There are only 3 local character areas in Maidenhead and the Cookhams. These are:

14A Danes Manor Farmery, Cookham (part of the Cookham High Street Conservation Area)
14B Berries Road, Cookham (part of the Cookham High Street Conservation Area)
14C Canon Hill, Maidenhead

This type of development is found in small pockets – two pockets occur on the outskirts of Cookham Moor and one pocket is found on the southern edge of Maidenhead at Bray Wick. Areas 14A and 14B (which lie either side of Cookham Moor, pictured below) lie partially within the Environment Agency’s Flood Zone 3 (high risk of flooding event) which may have implications for future management.

These areas are typical of the townscape type in terms of urban form, comprising wide, unmarked roads and subsidiary cul-de-sacs with large, detached two and three storey villas set well back from the road. However, architecture varies – Area 14A Danes Manor Farmery, Cookham and Area 14C Canon Hill are notable for their brick and half timber properties in a Tudor style, and Area 14B Berries Road, Cookham is notable for its Edwardian/arts and crafts properties. The areas have a private character and therefore it is difficult to represent the areas photographically – the photographs below illustrate the public realm relating to Areas 14A and 14B. The special architectural and historic interest of areas 14A and B is recognised through their designation as part of the Cookham High Street Conservation Area.

All of the generic guidance presented above applies to these local character areas, although given the geology of Maidenhead and the Cookhams, suitable tree species are likely to be oak, beech, ash, sycamore, whitebeam, yew, hazel, hawthorn, field maple, elder, birch, rowan and holly, in addition to some more ornamental species. Weeping willow and lime are also appropriate within the floodplain in Cookham.

Photographs of character areas

Area 14A Danes Manor Farmery
Area 14B Berries Road
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.

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.

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.

Developments often originate from the 19th Century and earlier, for example at Ascot Racecourse. [1891-1912 Map Data supplied by Ordnance
Built Form & Architecture

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

19th Century development at Ascot Racecourse.

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.

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.

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

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.
**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.

There are no areas of this type that are in particularly notable for their condition or intactness within the Maidenhead/Cookhams area.

**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.

Character Areas

**16A Maidenhead Hospital, Court House Road**

Maidenhead Hospital lies in the western part of Maidenhead, at the junction of Courthouse Road-St Marks Road, adjacent to a large Victorian Suburb. It incorporates a mid 19th Century hospital complex and chapel on the site of the former Cookham Poor Law Board Workhouse, in addition to much mid 20th Century and modern ancillary development and infrastructure. Open space is defined predominantly by areas of car parking and service yards. All of the generic guidance presented above applies, with particular reference to conserving the setting of older buildings and enhancing the quality of open spaces and the public realm. Typical tree species on chalk substrate in the Maidenhead area and which may be suitable for new tree planting include oak, beech, ash, sycamore, whitebeam, yew, hazel, hawthorn, field maple, elder, birch, rowan, and holly.
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.

This example from Sunninghill (Bridge Road) shows the presence of industrial infrastructure, such as gas holders.

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 Maidenhead/the Cookhams.

**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

Poorly maintained boundaries in older developments (example from Sunninghill).
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**

**MAIDENHEAD AND THE COOKHAMS**

There is 1 local character area in Cookham and another 14 in Maidenhead. These are:

- 17A Whyteladyes Lane Gasholder Station, Cookham
- 17B Foundation Park, Maidenhead
- 17C Woodlands Business Park, Maidenhead
- 17D Vanwall Business Park, Maidenhead
- 17E Shoppenhanger Road Business Park, Maidenhead
- 17F Boyn Valley Road Industrial Estate, Maidenhead
- 17G Belmont Road, Maidenhead
- 17H Denmark Street Industrial Estate, Maidenhead
- 17I St Peter’s Road Industrial Estate, Furze Platt, Maidenhead
- 17J Stafferton Way Industrial Estate, Maidenhead
- 17K Bridge Road/Reform Road Industrial Estate, Maidenhead
- 17L Whitebrook Business Park, Maidenhead
- 17M Blackamoor Lane Works, Maidenhead
- 17N Priors Way Industrial Estate, Maidenhead
- 17O Braywick Road, Maidenhead

These areas tend to be located alongside the railway, or on the outskirts of settlements, and 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. The character areas exhibit a range of uses – including gasholder stations (e.g. 17A Whyteladyes Lane Gasholder Station, Cookham), industrial estates (e.g. 17F Boyn Valley Road Industrial Estate, 17H Denmark Street Industrial Estate, Maidenhead and 17N Priors Way Industrial Estate, Maidenhead), and business parks (e.g. 17D Vanwall Business Park, Maidenhead and 17E Shoppenhanger Road Industrial Estate, Maidenhead). The industrial estates tend to consist of simple built form including 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 (see Areas 17F, 17H and 17N overleaf) while business parks often include large scale plate glass and steel buildings (see photographs of areas 17D and 17E overleaf). Areas 17K and 17L fall within Environment Agency Flood Zone 3 (high risk of flooding event) which may have implications for future management.
All of the generic guidance presented above is applicable to these areas, with particular reference to frontage and boundary enhancement, through appropriate landscape design to soften/replace fenced boundaries and to reduce the prominence of car parking, within the older industrial estates (such as areas 17F Boyn Valley Road Industrial Estate, Maidenhead, 17H Denmark Street Industrial Estate, Maidenhead and 17N Priors Way Industrial Estate, Maidenhead).

With the exception of areas 17C, 17N and part of area 17E, which lie on the Reading Beds, the majority of the local character areas lie on a chalk geology. On the chalk, appropriate native tree species include Oak, Beech, Ash, Sycamore, Whitebeam, Yew, Hazel, Hawthorn, Field Maple, Elder, Birch, Rowan and Holly. On the Reading Beds, appropriate native species are Oak, Ash, Hawthorn, Blackthorn, Hazel, Elm, Elder, Crab Apple and Field Maple.

**Photographs of variations in character**

![Area 17A Whyteladies Lane Gasholder Station](image)

![Area 17D Vanwall Business Park](image)

![Area 17E Shoppenhanger Road Business Park](image)

![Area 17F Boyn Valley Road Industrial Estate](image)

![Area 17H Denmark Street Industrial Estate](image)

![Area 17N Priors Way Industrial Estate](image)
5. USING THE ASSESSMENT

5.1. This assessment provides a comprehensive characterisation of the larger 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

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

Development adversely affects character and quality
<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>
<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 I</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/osiers</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>
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<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>
</tr>
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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>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-------------------------------</td>
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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>Regency 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>Where stone is cleft or split along the 'grain' as in case of York stone paving.</td>
<td>Riven stone Where stone is cleft or split along the ‘grain’ as in case of York stone paving.</td>
</tr>
<tr>
<td>Another word for stucco or decorative plaster, particularly where it used to be used to create the illusion of carved/moulded stonework or ashlar.</td>
<td>Roman cement Another word for stucco or decorative plaster, particularly where it used to be used to create the illusion of carved/moulded stonework or ashlar.</td>
</tr>
<tr>
<td>Of bricks: where sand is scattered over brick faces before firing, to give a decorative texture when burnt.</td>
<td>Sand faced Of bricks: where sand is scattered over brick faces before firing, to give a decorative texture when burnt.</td>
</tr>
<tr>
<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>
<td>Streetscape 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>A brick bond/pattern with each course made entirely of brick laid end to end.</td>
<td>Stretcher bond A brick bond/pattern with each course made entirely of brick laid end to end.</td>
</tr>
<tr>
<td>Fine lime plaster worked to a smooth surface.</td>
<td>Stucco Fine lime plaster worked to a smooth surface.</td>
</tr>
<tr>
<td>A residential district on the outskirts of a city or town.</td>
<td>Suburb A residential district on the outskirts of a city or town.</td>
</tr>
<tr>
<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>
<td>Tegula 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>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>
<td>Townscape character 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>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>
<td>Townscape character types (borough level) 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>
<td>-------------------------------------------</td>
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</tr>
<tr>
<td>Term Definition</td>
<td>land use, morphology and building types.</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

<table>
<thead>
<tr>
<th>Photograph Nos:</th>
<th>Date:</th>
<th>Weather:</th>
</tr>
</thead>
</table>

## 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>Key characteristics &amp; distinctive features (including contribution to overall character)</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>Land Use/Image</td>
<td>N/A</td>
<td>User conflicts?</td>
<td></td>
</tr>
<tr>
<td>e.g. commercial, civic, residential, collegiate, ecclesiastical, etc.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban Form</td>
<td>Roads – hierarchy and character (cul-de-sacs/main through routes; stone/concrete kerbs/no kerbs, unmarked/marked etc.)</td>
<td>Nodes (concentration of activity and routes)</td>
<td>Enclosure &amp; Street Proportions</td>
</tr>
<tr>
<td>Block Pattern (including plot form and building lines)</td>
<td>Other infrastructure (e.g. rail, canal, bridleway, footpaths)</td>
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</tr>
<tr>
<td>3D Massing – scale and density of buildings</td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

| Building types - architectural form, age, style & materials |

**LAND USE CONSULTANTS**
<table>
<thead>
<tr>
<th><strong>Frontages to street – incl. fenestration, doorways &amp; porches, rhythm and pattern of facades</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<tr>
<td></td>
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<tr>
<td></td>
</tr>
</tbody>
</table>

**Roofscape – incl. style, rhythm, details, materials etc.**
<table>
<thead>
<tr>
<th>Public Realm &amp; Streetscape</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public/private realm interface</strong> – do buildings present backs or fronts to public realm?</td>
</tr>
<tr>
<td>Boundaries and edges, paving materials, street furniture, lighting</td>
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<tr>
<td>Trees and their contribution to the streetscape (including street trees, trees on verges etc)</td>
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<tr>
<td>Parking</td>
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</tbody>
</table>

**LAND USE CONSULTANTS**
<table>
<thead>
<tr>
<th>Open space/Greenspace</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private gardens and their contribution to streetscape character (incl. vegetation types &amp; whether they respond to underlying influences such as geology and soils)</td>
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<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>
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<tr>
<td>Views/ Landmarks</td>
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<td>------------------</td>
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<tr>
<td>Views and visual sequences incl. key views &amp; inter-visibility</td>
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<tr>
<td>Landmarks/focal points</td>
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<tr>
<td>Experience</td>
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<tr>
<td>----------------------------------------</td>
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<tr>
<td>Vitality/tranquility; comfort/threat;</td>
</tr>
<tr>
<td>active/dead frontages;</td>
</tr>
<tr>
<td>Stimulating/boring</td>
</tr>
</tbody>
</table>