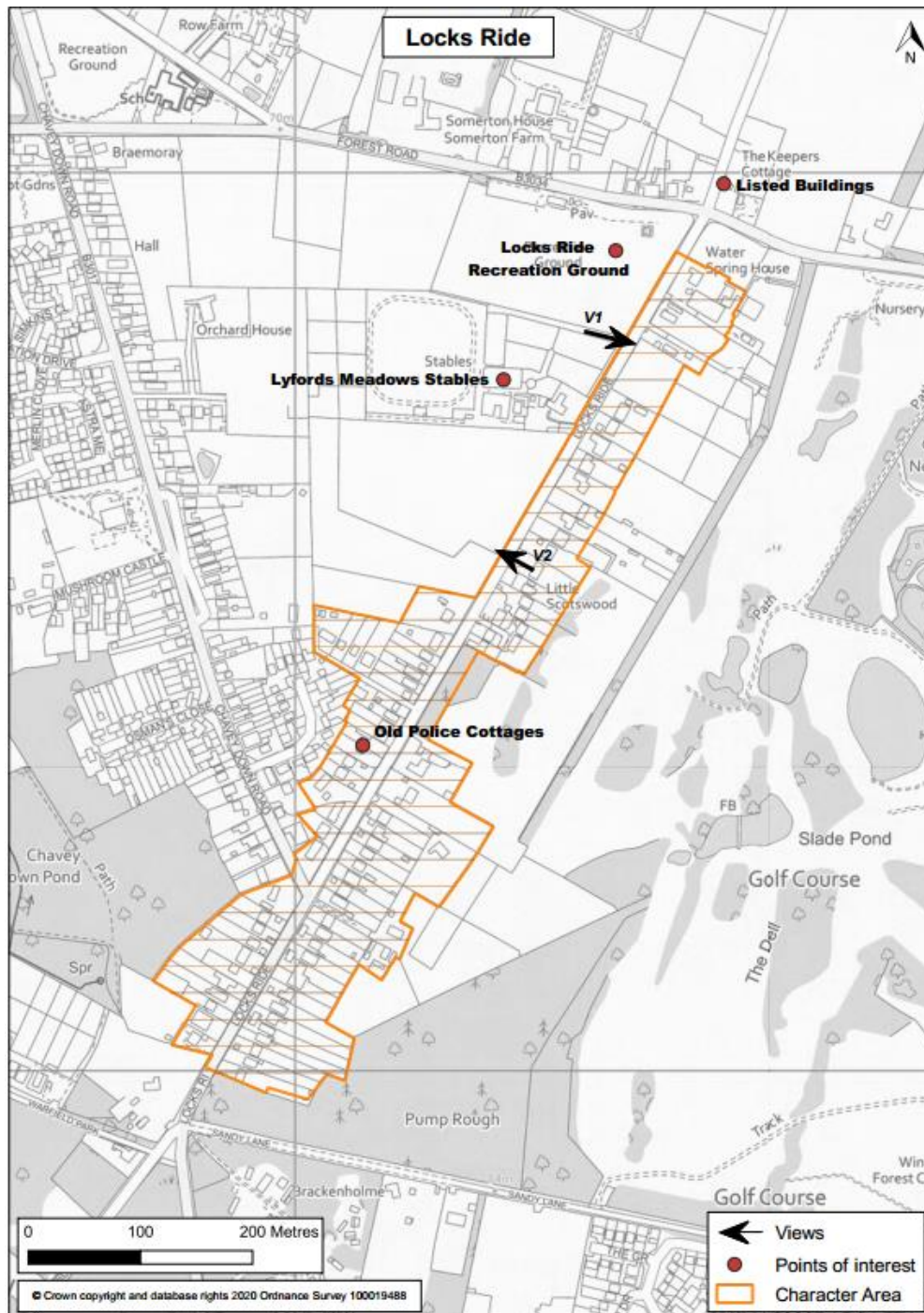


Character Assessment for the Locks Ride Area

Historical Context

Locks Ride was originally Common Land within Windsor Forest. In 1813 all the common land was enclosed. Vast areas were divided up and bought by various land owners. Original development began in the late Victorian era and the area became more populated as the brick industry flourished both at Swinley Road and in Chavey Down Road. There was also work at various farms and Farm Estates to be followed by work at the carnation flower nurseries in the 1920's. House building began to grow from around the 1930's.



Locally Distinctive Contextual Features	
Age of Buildings	Mainly post 1930 with many demolished and rebuilt since 1970
Type and Tenure of Buildings	Mostly large detached houses and chalet style bungalows in mostly large plots
Main Uses	Residential
Building Heights	One, one and a half and two storey
Prominent Building Materials	Mixed. Mostly red and brown brick with brown and some red tiled and slate style roofs. Some white/cream render
Prominent Boundary Treatments	Mature tall hedgerows, hedges and mature tall trees
Open Space/Vegetation	Some large open areas. Hedgerows and large protected deciduous trees dominate the street scene

Built And Landscape Character	
 	<p>Predominately linear development of mainly detached houses with a few interspersed small lanes intruding into the fields behind.</p> <p>The area has low housing density (10-12dph) which only marginally increases as you travel south towards Chavey Down Village.</p> <p>Locks Ride play area attracts visitors from a wide radius. Horses, pedestrians, cyclists, runners and cars share Locks Ride which sees heavy traffic at peak times.</p> <p>Generally houses are well screened from the road with large frontages and reasonably uniform building lines.</p> <p>Some properties have added garages in their front gardens. Bungalows have been redeveloped into large houses but there are still a number that remain.</p> <p>To the East large lawned verges with no pavements.</p>
 <p>Looking North</p>	<p>There are few remaining Victorian properties e.g. the Police cottages which link the character to Winkfield Row and Chavey Down Village.</p> <p>Houses have many decorative features and dimensions.</p> <p>The area is characterised by its lack of conformity in style but does keep to a reasonably limited colour palette.</p> <p>Properties face the road with mostly hipped roofs, porches to the fronts with black slate style or red/brown roof tiles. Windows are casement and sash with some of Georgian appearance.</p>



Boundaries are well defined and densely planted with shrubs, hedges and trees hiding fences or low walls giving a semi-rural feel.

Most properties have driveways allowing views on site and beyond.

To the West frontages can be smaller; with natural boundaries and houses more visible from the road: the East provides glimpses of housing.

Locally Distinctive Positive Features

The mature tree canopy and under-planting give a sense of enclosure whilst the long views over pastures provide an open feel.

The lawned roadside treatment, narrow pavements, farm yard gates and stables enhance the semi-rural feel.

The general set back of housing from the road with mature trees rising to the rear of properties.

Negative Aspects

Extreme pressure is being put on the open fields and valuable gap between Locks Ride and Chavey Down Road for development.

Pressure exists to remove trees where planning permissions have not allowed for the development and growth of the trees.

Narrow pavements on one side only of the Ride are a danger to pedestrians especially by the playground.

Garages in front gardens urbanise a semi-rural area and are artificially bringing the building line forward.



Removal of trees and hedgerows can cause the built form and cars to dominate the street scene.

Landscape

This is a semi-rural, sub urban landscape with a wooded, yet at times open character. This area sees a strong transition from the flat open farmlands of the North to the wooded forests of the South with deciduous trees gradually mixing with pines as you travel South.

Verges and trees line the road together with ditches. The land to the West is home to ponds, bogs and natural springs which make it supportive of wildlife and potentially protected species especially great crested newts. Housing to the East backs onto the Green Belt and Mill Ride Golf Course with some gardens being partially in the green belt itself.

Long straight views extend down the Ride with views over pasture and into woodland at frequent intervals.

To the South of the area lies Priors Pit an Old Landfill.

Sandy Lane leading towards Mill Ride is an ancient bridleway.

Valuable Views Worthy of Protection



Left: Fields and trees to the West with views to Windsor and Slough. **(V1)**

Right: Fields and trees to the East. **(V2)**



Visible Landmark Features

Locks Ride Recreation Ground

Essential Individual Trees Providing Character

None

Design Guidance

Landscape and Vegetation

The rural gaps between Locks Ride and Winkfield Row, Cranbourne and North Ascot should be kept and reinforced with tree and hedgerow planting in keeping with the local landscape pattern.

BFC's Landscape Recommendations draft 2015 says that "Proposed developments in this area would have to show that they will not adversely affect the gap function of the landscape."

Landscaping should form an integral element in layout design, making provision for new planting and sensitive boundary treatments. Significant trees should be protected from development.

Trees, hedges and hedgerows play a particularly important role in screening and providing a distinct setting within the area and should be protected and maintained.

The dominance of the green landscape over the built form should be retained and inappropriate mass and height in new development should be avoided.

Design

Development should reflect the predominant form in terms of existing height, scale, bulk, spacing, form and appearance of buildings.

Development should avoid dominant, incongruous extensions and alterations to a building, both in relation to itself and neighbouring buildings and spaces and will not unreasonably harm the amenity of occupiers of neighbouring properties or persons using outdoor space.

Traditional windows, doors and detailing should be retained wherever possible.

Man made boundary treatments should be fully screened by traditional landscaping/hedging.

Other

Locks Ride is signposted as being on a cycle route but there is no segregated cycle path or track. Future development should seek to supply an alternative to the route currently signposted.

Future development needs to be mindful of sporadic flooding and extra run off.

Listed Buildings in the Prescribed Area



The Keeper's Cottage and The Cottages at 1 and 2 Forest Road just outside this character area are Grade II.

Non Protected Buildings/Features Worthy of Protection/ Heritage Assets

None