
CROWTHORNE VILLAGE DESIGN STATEMENT



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1.1 Managing Change in the Village

Crowthorne is an established village in a rural setting spanning three parish councils and two district councils. While change is recognised as inevitable, Crowthorne residents feel it should be handled with sensitivity if we are to hand a legacy of responsible and appropriate development to future generations.

In today's climate of accelerated change a Village Design Statement (VDS) is an essential tool. This VDS records the views and wishes of Crowthorne residents for the future of their village. It has been produced in liaison with the relevant councils, agencies and bodies.

From the wide range of opinions expressed at our meetings and consultations, one common theme emerges:

the residents' unanimous desire to retain the character and diversity of this lovely village, ensuring it remains a pleasant place in which to live.

1.2 Crowthorne Village Design Statement

Village Design Statements are now actively encouraged by the government and welcomed by planning departments as the voice of the community. This VDS is just one of dozens now in place throughout the U.K.

This document reflects the views of 1,600 Crowthorne residents - aged 11 years to 85 plus - who responded to a questionnaire sent to every household. A further opportunity for public comment was extended via an exhibition in the public library.

The aim of the Village Design Statement is to:

- define what gives Crowthorne its distinctive character
- provide guidelines for the design of future developments in Crowthorne
- provide supplementary planning guidance for use by councils
- give constructive advice to developers so that their designs will be better received by councils and residents.

Each section contains important recommendations to help ensure that future development makes a positive contribution to enhance the village environment.

To have weight in the overall planning process, a VDS must link to the Local Plans adopted by the relevant authorities. Since Crowthorne is subject to two Local Plans, for simplicity, this information is contained in appendices that show separate correlation to Bracknell Forest Borough and Wokingham District Local Plans respectively. Some Crowthorne residents' concerns fall outside the scope of existing plans; these must be regarded as aspirations for future development and are identified as such in the appendices.

2.1 Crowthorne - its History

Crowthorne in Berkshire, is about 5 miles south west of Bracknell and 5 miles south east of Wokingham. For 750 years it was part of Windsor Forest and today Crowthorne is still surrounded by extensive forest, a feature that, above all, defines the village for residents and visitors.



The Devil's Highway, part of the Roman road from London to Bath, passes through the area and parts of it are still evident, notably alongside the East Berkshire Golf course and in Crowthorne Woods.

A map from the period of King James I shows a thorn tree located at a junction of the Devil's Highway in Windsor Forest, close to the present village of Crowthorne and this is reflected in the insignia of Crowthorne Parish: a crow on a thorn branch.

During the 1800s the village developed to meet the needs of staff at Wellington College and Broadmoor Hospital, (built in 1859 and 1863 respectively). The railway was then added and many Crowthorne shops and houses from this period still exist here today.

During the 1900s this expansion continued and today Crowthorne provides homes for workers in the Thames Valley and the surrounding area. The High Street is a focal point, with a wide range of shops, services and specialist retailers.

The Berkshire Sites and Monuments Record identifies a number of sites around Crowthorne as being of archaeological importance. The Devil's Highway, earthworks at the Transport Research Laboratory site and Ravenswood, as well as 20 other sites around Crowthorne are all noted.

2.2 Crowthorne - Present and Future

Crowthorne residents would like to preserve the major features of the village in which they chose to live. These include a rural setting with some areas characterised by larger than average, generously spaced houses; a range of homes interspersed with trees and mature shrubbery; tree-lined roads.

Residents appreciate the well-defined village centre with its broad mix of shops and services and a few restaurants and pubs. Valued

leisure facilities in and around the village include the Morgan Centre and its recreation ground, Wellington College Sports Club, East Berkshire Golf Course, the refurbished parish hall and a mix of societies and clubs.

There are five churches, various primary schools and two secondary schools. Questionnaire respondents expressed concern about the recreational facilities for young people. Therefore every effort should be made to preserve the existing facilities and - if there is significant growth in population - provide extra.

Sensitive design and development will enable Crowthorne to reflect residents' ideas of conservation, while allowing room for regeneration and additional accommodation.

2.3 Questionnaire Responses

- over 95% of respondents want to retain/protect the wooded areas, hedges and grass verges, open spaces and gardens
- the most popular features were tree-lined roads (92%) and Victorian Houses (72%)
- respondents prefer new development to be detached homes (63%) or a mix of housing (51%) of varying sizes
- just 1% of respondents felt flats of three or more storeys are appropriate
- 94% of respondents want to see small provision shops encouraged and 78% want to see more of the Friday Market
- 82% of respondents use a car as their main means of transport, with fewer than 3% using public transport on a daily basis

2.4 Vision - Recommendations

2a. Development should seek to provide a balance in types and mix of accommodation. Preference should be given to affordable, well-designed starter homes that fit in with surroundings, have sufficient green space and also meet future housing needs of Crowthorne.

2b. The balance and range of facilities in the High Street should be retained.

2c. Since public transport is poor and little used, all new developments should provide adequate parking, appropriate to the size of the dwelling, and the government recommendation may need to be exceeded.

2d. Any major new development should include provision of additional recreational facilities for all, but with emphasis on that for the young. Any development that results in a reduction of existing facilities should be strongly discouraged.

2e. Berkshire Archaeology recommends that archaeological mitigation is likely to be required for any development within 100m of the Devil's Highway or any sites included in the Berkshire Sites and Monuments Record. Larger developments - at further distances - may also be subject to archaeological requirements.

2f. Developers should make full reference to - and be guided by - SSSIs/SPAs (See Section 3 - Nature)

3.1 Protecting Crowthorne's Environment

Crowthorne's rich diversity of wildlife and countryside deserves protection. Wokingham District and Bracknell Forest Borough Councils' Countryside Services manage parks, recreation grounds, open spaces and nature reserves in the village and its urban fringe. The sites range in size from 0.05 hectares (Pinefields Close) to 92 hectares (Wildmoor Heath), and include areas designated for their local, national and international conservation importance.

When planning any changes to the village, careful note must be made of Special Protection Areas (SPAs) and Sites of Special Scientific Interest (SSSIs). As locations of national/international importance, they are designated under EC Natural Habitat, Wild Flora and Fauna, and Wildbirds Conservation Directives (79/409), for the protection of habitats of threatened wildlife species.

Care should also be taken to preserve the network of wildlife corridors that naturally criss-cross the village, supporting the local ecology. Mature gardens and green spaces support a wide range of wildlife including Pipistrelle Bats, many species of birds such as Green Woodpeckers and other native species. It should be noted that even dead or decaying trees provide essential habitats for a broad range of fauna, such as the stag beetle.

3.2 Site of Special Scientific Interest (SSSI)

These are areas of special interest which - because of their flora, fauna, geological or physical features - are selected and monitored by English Nature. The SSSIs are afforded special protection from development, and landowners require the prior consent of English Nature before undertaking any potentially damaging operations on the sites. Four sites in the village of Crowthorne are designated as SSSIs. These are Heathlake, Broadmoor to Bagshot Woods and Heaths, Wellington College Bog, and Sandhurst to Owlsmoor Bogs and Heaths.

Heathlake (20 hectares) is a secluded rural area of woodland and heath land in the parish of Wokingham Without. The shallow seven-acre lake is the only example of an acid lake in Berkshire and is home to several rare water plants.



Heathland



Heathlake

3.3 Special Protection Area (SPA)

Parts of the Thames Basin Heaths designated Special Protection Area (SPA) lie within the Parish of Crowthorne. The areas affected are Edgbarrow Woods, Broadmoor Bottom and Poppy Hills. (A more detailed plan is given below). These SPAs support nationally important populations of Dartford Warbler, Nightjar and Woodlark plus a small breeding population of Hobby - an important European migratory species.

Until SPAs are adopted by BFBC, English Nature (EN) must be consulted on applications. EN can then comment on applications they consider would have an adverse effect on the SPAs. The onus is then on the planning authority to produce a detailed assessment of the effects. If permission is granted against EN recommendations, EN can take the case to enquiry.

EN has been developing a Thames Basin Heaths Delivery Plan to avoid having to comment on individual cases. Instead several zones will be established. The draft plan refers to a 400m zone, 2km and 5km zone.

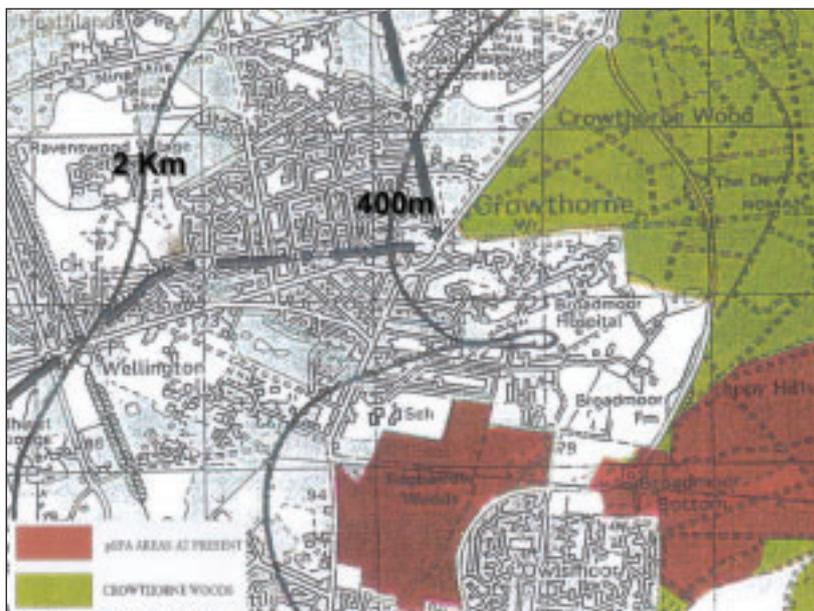
Currently English Nature recommends that no development be permitted within the 400m zones and that within the outer zones development may be permitted, subject to conditions.



Thames Basin Heath - special protected areas

3.4 Questionnaire Response

- over 95% of respondents want to retain/protect the wooded areas, hedges and grass verges, open spaces and gardens



Thames Basin Heath - SPA areas of restricted development

3.5 Nature Recommendations

- 3a. Development should have regard to and, have no detrimental effect on, important landscape features, including woodland.
- 3b. Development should maintain existing habitats and wildlife corridors within residential areas by preserving trees, shrubbery and open spaces.
- 3c. Particular care must be taken by developers and planners in areas known to be home to protected species. Bats - a prime example - may have their nests in trees subject to pruning and felling. Although not a protected species, nests used by the Green Woodpecker - and other wild birds - are protected when in use. Disruption to hedgerows should be avoided during the bird-breeding season (March to August).

- 3d. Developers and planners should respect English Nature's recommendation regarding SPAs:
 - a. within 400m, no development
 - b. within 2km, limited development subject to conditions
 - c. within 5 km, mitigation required.
- 3e. No development should be permitted which may interfere with an SSSI.

4.1 General Guidance

Crowthorne contains a wide mix of architectural styles from different periods, which makes it impossible to recommend a single generic style suited to the whole village.

It is therefore important that close attention is paid to the style, setting and size of existing properties in a specific area to ensure that all new development is sympathetic.

Guidance is based on the fact that residents have chosen to live in neighbourhoods, the established style, density and landscaping of which they wish to maintain. Proposals challenging that ethos - such as incongruous materials or forms of buildings, the enclosure of previously open land or over-development of a site - should be strongly discouraged.

4.2 Old Buildings

The survey reveals that residents view the red brick Victorian style homes and shops, part brick, part rendered/tiled Edwardian style homes and cottages that predominate towards the village centre as typifying Crowthorne’s older buildings.



Church Street



Napier Road



Wellington Road



Ravenswood Avenue

4.3 Questionnaire Responses

Questionnaire respondents identify the following buildings as architecturally pleasing:

Wellington College - a Grade II* Listed Building

St John the Baptist Church and the adjacent Victorian Villas,

Methodist Church in Dukes Ride,

Church of England School in Dukes Ride,

The original wooden church now used as The Country Bakery & Cafe in the High Street,

All the original shops in the High Street, e.g. Monica's and Don Beni,

The Mango Tree Restaurant in Waterloo Road, Kipling Hall, Dukes Ride,

Victorian and Edwardian Villas in The Avenue, the three pubs

The Prince, Iron Duke and Crowthorne Inn,

Our Lady of the Angels School in The Avenue,



St John's Church



Methodist Church



Church of England School



The Country Bakery



Monica's



Don Beni



Kipling Hall



The Avenue



The Prince



The Iron Duke



The Crowthorne Inn



Our Lady of the Angels School

4.4 New Buildings

There are some good examples of new development fitting in with surroundings. Questionnaire respondents feel that new building design should reflect the features and details of buildings identified as typical of the village. They want low-rise buildings - in keeping with the village.

New buildings should contribute to the diversity and individuality of the village, while reflecting local heritage and character. Some recent new developments of unsympathetic design, scale and materials should not set a precedent for future development.

4.5 Sample Localities

While obviously not possible to mention here every village locality, the following areas are of interest as they offer a good cross section of the architecture in Crowthorne and highlight specific local architectural styles:

- a. Addiscombe Road
- b. Church Street
- c. Dukes Ride
- d. Edgcumbe Park
- e. High Street
- f. Pine Ridge
- g. Ravenswood Avenue
- h. The Avenue & Wiltshire Avenue
- i. Wellington Chase

4.5a Addiscombe Road

Addiscombe Road has probably the most rural appearance of any in Crowthorne. It is a narrow unmade lane bound on its north by a wide verge of grass, shrubs and mature trees. Several areas have been planted with woodland plants, shrubs and spring bulbs. Beyond this verge are the grass verges and large trees of Lower Broadmoor Road and residents at the High Street end can see the open expanse of the Morgan Recreation Ground through the trees.



The fifty dwellings lining the south side - with the exception of two pairs of semi-detached houses - are all detached bungalows, chalet bungalows or two-storey houses. They form an attractive mix of styles and materials, having mostly been built between the Edwardian years and the 1930s. Only three appear to have been built after WWII, of which two are about 25 years old and the other only just completed. All three replace earlier smaller dwellings. There are no apartments.

All but a very few properties have mature gardens to front and rear. The substantial rear gardens back onto those of Pinehill Road.

Main design features

- its rural nature
- the abundance of trees
- low density of individual detached properties

4.5b. Church Street

Largely unchanged since the late 19th century, Church Street has a beautiful church that was completed in 1873 and was the first permanent church in Crowthorne parish.



Church Street is historically interesting as its layout, plot size and plan are characteristic of the period in which it was built. Here the Victorian houses mark Crowthorne's expansion as it evolved into a village community around Wellington College and Broadmoor. The five Victorian homes opposite the church were built between 1871 and 1883. Some of the houses have undergone change, but the basic form remains intact.



Main design features

- red or grey Victorian style bricks
- steep roofs with decorative chimney stacks and ornate roof finials
- bay windows
- generous gardens with hedgerows and the retention of mature trees in gardens and verges
- ample off-road parking

Later additions to the road of a c1930s house and three c1950s bungalows typify the development of the village, with Victorian homes sitting comfortably alongside more modern properties.

Featuring characteristics of the original Crowthorne, many questionnaire respondents are keen to conserve this area, which is now the subject of a Conservation Designation review.

4.5c Dukes Ride/Waterloo Road

Dukes Ride is an area under huge threat and therefore, as a major Crowthorne thoroughfare, deserves special attention.

Along its length are many turnings into small residential developments as well as crossroads. Already very busy with traffic at peak times, the area has not yet seen the increase in vehicles that will result from three recent blocks of flats (built 2004/5) and a fourth one not yet complete. In its mid section is the main entrance to Wellington College - where vehicles enter and exit at all times of the day.



Despite its mix of architecture and high volume of traffic, Dukes Ride - with its overhanging canopy of trees - is a beautiful and impressive approach to the village centre.



In the mid section is a mix of houses, flats and bungalows. Most of these homes are set back from the road and all have private gardens and adequate off-road parking to ensure that vehicles are not parked along Dukes Ride.

At the eastern end of Dukes Ride, where it joins the High Street, small businesses and shops echo the red brick, Victorian style of the Methodist Church and the Church of England Primary School. Exeter Cottages, dating back to 1872, are a noteworthy example of this style.



Developers should note two examples of sensitive design. Kipling Hall was re-developed to retain most of the original building and, therefore, its character; Dial House hotel frontage retains the rare vertical sundial designed and installed by the original owner.

This cannot be said for some other recent developments where inappropriately massive blocks of flats have replaced detached houses and bungalows, with consequent loss of mature trees and shrubbery. This should not set a precedent for future development.

The busy junction of Waterloo Road and Dukes Ride is an oblique angle and therefore further development increasing traffic flow at this point should be strongly discouraged.

There is a mix of housing types in Waterloo Road with mostly either large houses set in extensive gardens, or smaller houses and bungalows. These are positioned well back from the road in private gardens, bordered with mature hedges and shrubs. There are also two accommodation blocks recently built for Wellington College students, in a modern style reminiscent of the old original college buildings. The overall impression is one of greenery.

Main design features

- individually styled detached houses or bungalows
- several have Edwardian characteristics
- many have the characteristic Victorian red bricks
- generous gardens with mature trees and shrubs which maintain wildlife areas and enhance the street scene
- ample off road parking
- homes are well set back from the road

4.5d Edgcombe Park

Built in the 60s and early 70s, Edgcombe Park housing estate earned a Civic Trust commendation for its design and many still regard it as one of the most attractive neighbourhoods of Crowthorne. This area was once part of Windsor Great Forest and the developer carefully positioned the roads and houses to retain as many of the trees as possible, preserving the woodland setting. Curving roads, mainly open-plan front gardens and avoidance of dominating buildings on the corners of roads, retain this estate's open and pleasant aspect. These carefully planned features maintain the rural setting established by the abundance of mature trees, including fine specimens of Scots Pine, Mountain Ash, Birch, and Oak.



That part of the Park falling within Wokingham District Council is subject to a blanket Tree Preservation Order, thereby helping to conserve the character of the neighbourhood. The generous spacing of homes, spacious front gardens with mature shrubs - such as azaleas, rhododendrons and camellias - further enhance the area, which has largely remained a cohesive entity since completion, with relatively minor alterations.

Homes comprise a mixture of styles including detached, bungalows and a small number of apartments. The houses are predominately detached, Scandinavian chalet style with steeply sloping roofs and part cedar-panelled fronts. All homes have ample off road parking and covenants require that residents' parked cars do not clutter the roads.



Main design features

- retention of thousands of mature trees
- generous spacing between buildings and large open plan front gardens
- chalet style buildings with sloping roofs and cedar-panelled fronts
- bungalows or open spaces on corner plots

4.5e High Street



The High Street has a diverse range of properties spanning a period of well over 100 years. Some of the original cottages evolved into shops with shop frontages that still exist today. Above the shop fronts are ornate Victorian/Edwardian structural details - particularly at the north and south ends of the High Street. Most of the original properties are red brick with sash windows and grey slate roofs, while some have been rendered.



A fine example of an Edwardian shop is "Monica's." Another point of interest is the Country Bakery & Café. Originally the village church, built in 1868, it was later wheeled across the street to its present position!

The centre of the street has an eclectic mix of 60s 70s and 80s shops and offices unsympathetic to the street's Victorian and Edwardian origins. More recent buildings are in better keeping with the original brick colouring. A small square and new library have been incorporated, by Bracknell Forest Council, in front of a substantial four-storey development of flats, to provide a focal point to the High Street.

Within walking distance, a weekly market takes place on Fridays on the Morgan Recreation Ground car park. This popular village feature is greatly appreciated by residents who have expressed a desire to see it expand.

There are three pubs in the High Street, the Iron Duke, the Prince and the Crowthorne Inn. These properties have been highly rated as buildings of architectural interest by a large number of people who answered the VDS questionnaire.

Main design features

- Edwardian and Victorian red brick
- cloistered and canopied pavements
- many small shops interspersed with houses/cottages

4.5f Pine Ridge

Set in previously landscaped school playing fields along the New Wokingham Road, Pine Ridge was built in the 1980s and is a good example of a modern development retaining the original woodland nature and combining modern homes in a traditional architectural style.



The main entrance roads to the area from New Wokingham Road are “The Brackens” and “The Conifers” each leading to quite different housing areas. While “The Brackens” is a mix of semi-detached, bungalows and town houses, “The Conifers” is mainly detached houses.



All houses are built in a similar style using red bricks and steep red tile roofs. Many houses have bay windows to the front at ground floor level and some are part cream rendered with wood beams. Front gardens are open plan, lawned and many

retain the original trees (mainly Conifer, Birch and Oak) along with some original and some new shrubbery. All homes have ample off road parking.

Main design features

- red bricks
- steep roofs
- bay window at front, stained wood or brown UPVC with leaded lights
- open plan front gardens with trees and shrubs
- ample off-road parking

4.5g Ravenswood Avenue/Heatherdene Avenue



Both these neighbouring roads have well established homes set back from the road with front gardens and trees. The majority of homes in Ravenswood Avenue date back to the 1900s and are detached with some semi-detached houses and a fine example of a Victorian bungalow.



Nearby, Bembridge Court was built in 1998. A good example of a sympathetically designed development, it comprises terraced homes, maisonettes and bridge apartment - all with adequate parking. Here, a mix of modern design and an intelligent choice of building materials achieve a continuity of style with surrounding homes.

The Roman road The Devil’s Highway crosses the end of Ravenswood Avenue. This is a rural road with large well-spaced Edwardian houses, some of which are now replaced with houses of a modern design.

Main design features

- Edwardian building designs with balconies, gables, tile hung walls, with grey and red tile roofs
- front driveways and garages; grassed areas often fronted with hedging
- Ardwell Close - almost 100% use of hedges versus fencing between properties, thus supporting bird and other wildlife
- covered front porches, balconies above rounded front door arches
- continuation in Ardwell Close and Bembridge Court of different, yet sympathetic housing designs

4.5h The Avenue/Wiltshire Avenue

The Avenue is lush and green, with trees, hedges and, in front gardens, well-established shrubbery and plants. Many questionnaire respondents commented on this area as one of the most attractive in Crowthorne.



These roads feature a charming mix of large and medium size detached homes - well separated from each other and set well back from the road. They include five Edwardian villas and two Arts & Crafts homes. An Edwardian home converted some years ago into four apartments retains an appearance of an unchanged exterior and is felt by many residents to be acceptable and sympathetic to the road and the village.



Our Lady of the Angels School also echoes the largely Edwardian character of The Avenue, retaining the original two houses built in 1906 with extensions sympathetic to their style and form.

Several of the Edwardian houses, including the school, still have the original stained glass windows. It is features like the stained glass windows and the tall, ornate Victorian style chimneys with decorative pots and tiling that many residents commented on and want to retain.



In 1982 Aldworth House, halfway along The Avenue, was replaced by a development of eight houses, built with high quality materials including old-style brickwork and traditional wood framed windows. Many feel this type of development is in keeping and blends well into the established character of The Avenue.



Wiltshire Avenue, running parallel to The Avenue, is another tree-lined road with wide verges consisting of more recent detached houses and bungalows. Here, intelligently handled replacement of a few homes and a small amount of infill has introduced differing styles and sizes homes - yet maintaining generous garden plots, trees and hedgerows. All blend in well together making this road is an excellent example of new developments that sit sympathetically, enhancing the area.

Main design features

- individually styled houses and bungalows from Edwardian times to the present day
- steep roofs
- bay windows
- generous gardens with many trees and shrubs and the retention of mature trees in gardens and on verges
- ample off-road parking

4.5i Wellington Chase

Chaucer Road is the main spine of the popular Wellington Chase development. This small estate was built in 1986 on land formerly owned by Wellington College and comprises mainly four and five bedroom houses. On the edge of Wellington College grounds, the development has a green and pleasant feel to it, especially now that many of the trees planted by the developers have reached maturity. There is a small nature reserve and play area which has proved very popular.



More recently, there have been further developments - mainly of flats - in Wellington Chase. Those built in Shaw Park caused residents particular anguish, as Chaucer Road is the only access point. This has put more pressure on Byron Drive as the only exit to the busy Sandhurst Road for all residents in Wellington Chase development. The additional traffic has caused considerable annoyance, especially to those residents living at the Byron Drive end of Chaucer Road.

Section 4.6 - Architecture Recommendations

- 4a. All new development should reflect the character and architectural style of the immediate area.
- 4b. Infill should be appropriate in scale, mass and - if a more cramped feeling may result - totally discouraged.
- 4c. Developers and planners should have regard to the existing character, including the space around buildings.
- 4d. Traditional materials should be used if appropriate, i.e. to match window detail and existing style, design and detail of roof tiling and pitch of neighbouring properties. Applications for full planning permission should include details of external finishes and materials.
- 4e. Regard should be given to the existing landscape within areas. Measures for maintaining or enhancing the landscape character, including boundary treatments, should be provided. Trees and vegetation should be retained.
- 4f. Particular care should be taken to retain those buildings identified as being of particular architectural merit. If re-development is desired, then every effort should be made to retain the existing external structure.
- 4g. Developments should have regard to road safety issues and the advice of the council's highway section sought if appropriate.
- 4h. Where a development is on a main road or in an area where on street parking would be detrimental to the visual amenity, it is essential that adequate off road parking is provided.

5.1 Local Services

The majority of residents consider the local services - including provision of doctors, dentists and education facilities - to be acceptable for current needs. However the local authorities should ensure provision is made for expanding these services if there is to be any significant increase in the number of residents.

Most respondents view facilities for young people as poor. The Morgan Recreation Ground - rating as important by over 60% of respondents - is the most highly valued recreational facility in Crowthorne.

5.2 Traffic and Transport

Crowthorne is poorly served by public transport. There is a limited bus and coach service and a railway station at one end of the village on the Reading-Guildford line, which many villagers need a car to reach. Although difficult to envisage simple changes to public transport facilities that would improve the situation, every effort should be made to do so.

This means - as highlighted in questionnaire responses - a high dependency on cars.

5.3 Mobile Phone Coverage

The provision of mobile phone service is important. However the current situation of each service provider making piecemeal applications for masts around the village is inefficient in delivering an effective solution. It would be preferred if providers cooperated to make a joint plan for provision of coverage using mast sharing as much as possible and minimising the visual impact of masts

5.4 Water and Sewerage

During the second consultation Thames Water asked us to point out that Thames Water must be consulted regarding proposals involving building over or close to a public sewer. It is essential that development is not allowed to proceed ahead of infrastructure upgrades as this could lead to sewage flooding or low/no water pressure. It is also important not to underestimate the time to deliver infrastructure. Network upgrades take up to 3 years, Sewage and Water treatment works upgrades 3-5 years and new STW or WTW take 7-10 years.

5.5 Questionnaire Responses

- less than 1% of respondents use local buses on a daily basis, 70% - never
- trains - fewer than 2% use daily, 70% rarely or never
- 78% of respondents use their cars each day
- 82% say the car is their main means of transport
- there are 1.8 motor vehicles per household
- only 23% rated traffic flow as acceptable or good during the rush hours

This great dependency on cars and the high number of cars in the village - obviously increasing with each new housing development - is to be borne in mind by planners and developers. It is therefore essential that new developments incorporate adequate parking appropriate to the size of the dwelling.

Village centre parking is difficult and traffic flow there is a problem. While congestion levels are acceptable during the day, during rush hours traffic flow is slow. The high use of cars by residents at these times - between home and work/school - appears to be exacerbated by the use of some village streets as through routes by external traffic. This includes not only commuting through-traffic, but also commercial and freight vehicles. Future development is liable to increase these problems, while extensions to the village boundaries will augment the volume of traffic and make the situation much worse.

Bicycles are not a major means of transport, although there is on average one bicycle per household of respondents, and more than a quarter are used at least once a month. There is a local network of footpaths and bridleways that connect the village to the countryside. This is an important element of its rural atmosphere that residents wish to preserve.

5.6 - Infrastructure Recommendations

5a Any major new developments will require a review of supporting infrastructure, including water, sewerage, doctors, dentists, education and parking for residents and visitors.

5b Avoid development that reduces facilities for young people, such as loss of the recreation ground and include provision of new facilities in any significant new development.

5c When determining appropriate housing density, current lack of usable public transport and availability should be considered and proposed density must not be so high that there is insufficient space for parking.

5d If a proposed development is on a main road where on street parking would impede the traffic flow, such as Dukes Ride, Waterloo Road or Sandhurst Road, it is essential that adequate off-road parking is provided for both residents and visitors. This may require provision in excess of government guidelines for new development.

5e Gated developments should be set sufficiently well back from the road to allow vehicles exit and entry without obstructing the highway.

5f Consider likely impact on additional traffic congestion - especially at peak hours. This is particularly relevant where additional traffic generated by a new development shares a single access point with other existing houses.

5g Provide adequate parking for local shops and facilities.

5h Preserve and improve existing footpaths, cycle tracks and bridleways, plus easy pedestrian access to surrounding countryside.

5i Residents would like to see a closer working relationship between local authorities and bus providers to encourage more use of public transport. Maybe via shuttle buses at peak hours and mini buses circulating on a more regular basis rather than the infrequent provision of standard single-decker buses.

5j Wokingham District Council and Bracknell Forest Borough Council should set up a working party in conjunction with the major mobile phone companies to plan a coherent strategy rather than reacting to piecemeal applications.

Section 6 Summary and Conclusions

The residents of Crowthorne accept change, but feel that it must be carefully managed to retain village atmosphere and character. Residents have chosen to live in Crowthorne because of its rural setting where homes are set among trees and green spaces.

Crowthorne residents urge developers, planning departments and councillors to handle such change and development in a way in which all parties can feel proud.

Detailed recommendations are made throughout the main document and the reader is asked to pay close attention to those that may be relevant to any specific development.

To preserve this amenity the following recommendations should be observed:

6a The balance and mix of housing types should be preserved.

6b Infill should be appropriate in scale, mass and design.

6c New developments should reflect and blend with key architectural styles in the immediate vicinity.

6d Density of new housing should be appropriate and in balance with the surrounding area.

6e Tree lined roads and an abundance of mature shrubbery and vegetation are important features of Crowthorne, and should be preserved or enhanced wherever possible.

6f Every effort should be made to protect the wildlife habitats, with particular attention paid to any development close to the SPA or SSSI.

6g Public transport is poor and car use is high. It is therefore essential that new developments incorporate adequate parking for residents and visitors.

6h Recreational facilities for young people are poor. It is important that the existing facilities are retained, and additional facilities added if there is significant new development.

6i Crowthorne is rich in history and it is essential that the developers consult the Berkshire Sites and Monuments Record prior to any planning application.

A prime reason for producing a Village Design Statement (VDS) is to have it accepted as a Supplementary Planning Document by the relevant Planning Authorities. To achieve this the VDS must link to the Authority's Local Plan. For the area of Crowthorne covered by Bracknell Forest Borough Council (BFBC) this is currently their Local Development Scheme. Most of the recommendations in the main body of this VDS map to sections of the Scheme, but some of the issues raised by Crowthorne residents fall

outside its scope. These must therefore be regarded as aspirations and should be considered as best practice and less formal design guidance.

This Appendix shows the mapping between the VDS recommendations and the Bracknell Plan and highlights the best practice recommendations that fall outside its scope. This appendix is based on information kindly provided by Bracknell Forest Borough Council.

Section 2 - Vision Correspondence to Local Plan

VDS Recommendation	Bracknell Forest Local Development Scheme Reference	
2a Development should seek to provide a balance in types and mix of accommodation. Preference should be given to affordable, well-designed starter homes that fit in with surroundings, have sufficient green space and, meet future housing needs of Crowthorne.	EN20 H1 H4 H7 H8	Design considerations in new development New residential development Areas of special housing character Dwelling types Affordable housing
2b The balance and range of facilities in the High Street should be retained.	E4 E5 E8	This is an important aspiration if the character of the village is to be maintained. The following are relevant to some aspects: Small businesses Hierarchy of shopping centres Change of use
2d Any major new development should include provision of additional recreational facilities for all, but with emphasis on that for the young. Any development that results in a reduction of existing facilities should be strongly discouraged.	R1 R2 R4 R5	Loss of open space Urban recreation Provision of space of public value Publicly usable open space for small sites
2e Berkshire Archaeology recommends that archaeological mitigation is likely to be required for any development within 100m of the Devil's Highway or any sites included in the Berkshire Sites and Monuments Record. Larger developments - at further distances - may also be subject to archaeological requirements.	EN6 EN7	Ancient monuments and archaeological remains of national importance. Other important archaeological remains Reference Appendix III - Berkshire Sites and Monuments Record
2f Developers should make full reference to - and be guided by - SSSIs/SPAs (See Section 3 - Nature for details).	EN3 EN4	Nature conservation Local nature reserves

Aspirations	
2c Since public transport is poor and little used, all new developments should provide adequate parking, appropriate to the size of the dwelling, and the government recommendation may need to be exceeded.	BFBC has standards for car parking; the final statement is an aspiration, but represents an important concern of Crowthorne residents.

Section 3 -Nature Correspondence to Local Plan & SPA Rules

VDS Recommendation	Bracknell Forest Local Development Scheme Reference	
<p>3a Development should have regard to and have no detrimental effect on important landscape features, including woodland.</p> <p>3b Development should maintain existing habitats and wildlife corridors within residential areas by preserving trees, shrubbery and open spaces.</p> <p>3c Particular care must be taken by developers and planners in areas known to be home to protected species. Bats - a prime example - may have their nests in trees subject to pruning and felling. Although not a protected species, nests used by the Green Woodpecker - and other wild birds - are protected when in use. Disruption to hedgerows should be avoided during the bird-breeding season (March to August).</p>	<p>EN1</p> <p>EN3</p> <p>EN4</p>	<p>Protecting tree and hedgerow cover</p> <p>Nature conservation</p> <p>Local nature reserves</p>
<p>3d Respect English Nature's recommendation regarding the proposed SPA:</p> <p>a. within 400m, no development,</p> <p>b. within 2km, limited development, subject to conditions.</p> <p>c. within 5 km, mitigation required</p> <p>3e No development should be permitted which may interfere with an SSSI.</p>		<p>These are not specifically design issues but subject to recommendations from English Nature.</p> <p>Ref. Kirby, KJ 1995. Rebuilding the English Countryside: Habitat fragmentation and wildlife corridors as issues in practical conservation.</p>

Section 4 - Architecture and Design Correspondence to Local Plan

VDS Recommendation	Bracknell Forest Local Development Scheme Reference	
4a All new development should reflect the character and architectural style in the immediate area.	<p>EN20</p> <p>H1</p> <p>H4</p>	<p>Design considerations in new development</p> <p>New residential development</p> <p>Areas of special housing character</p>
<p>4b Infill should be appropriate in scale, mass and - if a more cramped feeling may result - totally discouraged.</p> <p>4c Developers and planners should have regard to the existing character, including the space around buildings.</p>	<p>EN20</p> <p>H1</p> <p>H14</p>	<p>Design considerations in new development</p> <p>New residential development</p> <p>Accessible housing</p>
4d Traditional materials should be used if appropriate, i.e. to match window detail and existing style, design and detail of roof tiling and pitch of neighbouring properties. Applications for full planning permission should include details of external finishes and materials	H4	<p>Areas of special housing character</p> <p>We would encourage the submission of details in applications as an aspiration</p>
4e Regard should be given to the existing landscape within areas. Measures for maintaining or enhancing the landscape character, including boundary treatments, should be provided. Trees and vegetation should be retained	<p>EN1</p> <p>H1</p> <p>H4</p>	<p>Protecting tree and hedgerow cover</p> <p>New residential development</p> <p>Areas of special housing character</p>
4g Developments should have regard to road safety issues and the advice of the council's highway section sought if appropriate.	M4	Highway measures expected in association with new development

Aspirations	
4f Particular care should be taken to retain those buildings identified as being of particular architectural merit. If re-development is desired, then every effort should be made to retain the existing external structure.	This may not be enforceable if the building is not listed, but should be regarded as good practice.
4h Where a development is on a main road or in an area where on-street parking would be detrimental to the visual amenity, it is essential that adequate off-road parking is provided.	On-road parking is a policing matter but is of great concern to residents.

Section 5- Infrastructure

Aspirations	
<p>5a Any major new developments will require a review of supporting infrastructure, including water, sewerage, doctors, dentists, education and parking for residents and visitors.</p> <p>5b Avoid development that reduces facilities for young people, such as loss of the recreation ground and include provision of new facilities in any significant new development.</p> <p>5c When determining appropriate housing density, current lack of usable public transport and availability should be considered and proposed density must not be so high that there is insufficient space for parking.</p> <p>5d If a proposed development is on a main road where on street parking would impede the traffic flow, such as Dukes Ride, Waterloo Road or Sandhurst Road, it is essential that adequate off road parking is provided for both residents and visitors. This may require provision in excess of government guidelines for new development.</p> <p>5e Gated developments should be set sufficiently well back from the road to allow vehicles exit and entry without obstructing the highway.</p> <p>5f Consider likely impact on additional traffic congestion - especially at peak hours. This is particularly relevant where additional traffic generated by a new development shares a single access point with other existing houses.</p> <p>5g Provide adequate parking for local shops and facilities,</p> <p>5h Preserve and improve existing footpaths, cycle tracks and bridleways, plus easy pedestrian access to surrounding countryside.</p> <p>5i Residents would like to see a closer working relationship between local authorities and bus providers to encourage more use of public transport, maybe via shuttle buses at peak hours and mini buses circulating on a more regular basis rather than the infrequent provision of standard single-decker buses.</p> <p>5j Wokingham District Council and Bracknell Forest Borough Council should set up a working party in conjunction with the major mobile phone companies to plan a coherent strategy rather than reacting to piecemeal applications.</p>	<p>These recommendations do not relate specifically to design, but are matters of considerable concern to Crowthorne residents. As such, we urge all those responsible for development in the area to take them into consideration. On-road parking may be a concern for the police.</p> <p>The following local plan references are relevant to some sections:</p> <p>EN22 Designing for accessibility E4 Small businesses E5 Hierarchy of shopping centres E8 Change of use M6 Cycling and walking R1 Loss of open space R2 Urban recreation R4 Provision of space of public value R5 Publicly usable open space for small sites</p>

Section 6 - Summary & Conclusions

Aspirations	
<p>6a The balance and mix of housing types should be preserved.</p> <p>6b Infill should be appropriate in scale, mass and design.</p> <p>6c New developments should reflect and blend with key architectural styles in the immediate vicinity.</p> <p>6d Density of new housing should be appropriate and in balance with the surrounding area.</p> <p>6e Tree-lined roads and an abundance of mature shrubbery and vegetation are an important feature of Crowthorne, and should be preserved or enhanced wherever possible.</p> <p>6f Every effort should be made to protect the wildlife habitats, with particular attention paid to any development close to the SPA or SSSI.</p> <p>6g Public transport is poor and car use is high. It is therefore essential that new developments incorporate adequate parking for residents and visitors.</p> <p>6h Recreational facilities for young people are poor. It is important that the existing facilities are retained, and additional facilities added if there is significant new development.</p> <p>6i Crowthorne is rich in history and it is essential that the developers consult the Berkshire Sites and Monuments Record prior to any planning application.</p>	<p>These recommendations represent a summary of the aspirations of Crowthorne residents and their concern to maintain or enhance the character of their village. As such they offer to all concerned in the development of the village a code of best practice and informal design guidance.</p> <p>Detailed planning guidelines are given in the earlier tables which are derived from these general concerns.</p>

A prime reason for producing a Village Design Statement (VDS) is to have it accepted as a Supplementary Planning Document by the relevant Planning Authorities. To achieve this, the VDS must link to the Authority's Local Plan. For the area of Crowthorne covered by Wokingham District Council this is currently the Wokingham District Local Plan 1991-2006. Most of the recommendations in the main body of this VDS map to sections of the Plan, but some of the issues raised by Crowthorne residents fall outside its

scope. These are therefore presented as aspirations and should be considered as best practice and less formal design guidance for all concerned in the future development of the village.

This Appendix shows the mapping between the VDS recommendations and the Wokingham Plan, and highlights the best practice recommendations that fall outside its scope. The information detailed in the table has been kindly provided by Wokingham District Council.

Section 2 - Vision

Correspondence to Local Plan

VDS Recommendation	Wokingham District Plan Reference	
2a Development should seek to provide a balance in types and mix of accommodation. Preference should be given to affordable, well-designed starter homes that fit in with surroundings, have sufficient green space and, meet future housing needs of Crowthorne.	WOS3 WH10 WH11 WH12	Development Control Principles Variety of Housing Design Guidance - Residential Design Affordable Housing
2d Any major new development should include provision of additional recreational facilities for all, but with emphasis on that for the young. Any development that results in a reduction of existing facilities should be strongly discouraged.	WR1 WR2 WR3 WR7 WR8	General Principles for Recreational Development (emphasis on youngsters is aspirational) Protection and Enhancement of Existing Open Space and Recreational Facilities New Recreational and Leisure Facilities Within Settlements Provision of Public Open Space in New Residential Development Provision of Public Open Space in New Commercial Development Wokingham District has undertaken an Open Space Audit and this was approved as Council Policy in June 2005. Developers should also have regard to this audit.
2e Berkshire Archaeology recommends that archaeological mitigation is likely to be required for any development within 100m of the Devil's Highway or any sites included in the Berkshire Sites and Monuments Record. Larger developments - at further distances - may also be subject to archaeological requirements.	WHE10 WHE11	Development Affecting Archaeological Sites. Development Affecting Ancient Monuments or Archaeological Remains of National Importance. Reference Appendix III - Berkshire Sites and Monuments Record
2f Developers should make full reference to - and be guided by - SSSIs/SPAs (See Section 3 - Nature for details).	WNC4	Protected Species Conservation

Aspirations	
2b The balance and range of facilities in the High Street should be retained.	This is an important aspiration if the character of the village is to be maintained.
2c Since public transport is poor and little used, all new developments should provide adequate parking, appropriate to the size of the dwelling, and the government recommendation may need to be exceeded.	WDC has standards for car parking; the final statement is an aspiration, but represents an important concern of Crowthorne residents.

Section 3 - Nature Correspondence to Local Plan & SPA Rules

VDS Recommendation	Wokingham District Plan Reference	
<p>3a Development should have regard to and have no detrimental effect on important landscape features, including woodland.</p> <p>3b Development should maintain existing habitats and wildlife corridors within residential areas by preserving trees, shrubbery and open spaces.</p> <p>3c Particular care must be taken by developers and planners in areas known to be home to protected species. Bats - a prime example - may have their nests in trees subject to pruning and felling. Although not a protected species, nests used by the Green Woodpecker - and other wild birds - are protected when in use. Disruption to hedgerows should be avoided during the bird-breeding season (March to August).</p>	<p>WOS3 WLL4 WBE4 WBE5</p>	<p>Development Control Principles Landscape and New Development Landscape and Planting. Trees and New Development.</p>
<p>3d Respect English Nature's recommendation regarding the proposed SPA: a. within 400m, no development, b. within 2k, limited development, subject to conditions. c. within 5k, mitigation required.</p> <p>3e No development should be permitted which may interfere with an SSSI.</p>		<p>These are not specifically design issues but subject to recommendations from English Nature. Ref. Kirby, KJ 1995. Rebuilding the English Countryside: Habitat fragmentation and wildlife corridors as issues in practical conservation.</p>

Section 4 - Architecture and Design Correspondence to Local Plan

VDS Recommendation	Wokingham District Plan Reference	
<p>4a All new development should reflect the character and architectural style in the immediate area.</p>	<p>WOS3 WH11 WBE1</p>	<p>Development Control Principles Design Guidance-Residential Design Design and New Development</p>
<p>4b Infill should be appropriate in scale, mass and - if a more cramped feeling may result - totally discouraged.</p> <p>4c Developers and planners should have regard to the existing character, including the space around buildings.</p>	<p>WOS3 WH11 WBE1</p>	<p>Development Control Principles Design Guidance-Residential Design Design and New Development</p>
<p>4e Regard should be given to the existing landscape within areas. Measures for maintaining or enhancing the landscape character, including boundary treatments, should be provided. Trees and vegetation should be retained</p>	<p>WLL4 WBE4 WBE5 WOS3</p>	<p>Landscape and New Development Landscape and Planting. Trees and New Development Development Control Principles</p>
<p>4g Developments should have regard to road safety issues and the advice of the council's highway section sought if appropriate.</p>	<p>WT7</p>	<p>This is not specifically a design issue but as it is concerned with road safety it links to: Road Safety</p>

Aspirations	
<p>4d Traditional materials should be used if appropriate, i.e. to match window detail and existing style, design and detail of roof tiling and pitch of neighbouring properties. Applications for full planning permission should include details of external finishes and materials.</p>	<p>Materials are often dealt with as a condition. We would encourage the submission of details in applications.</p>
<p>4f Particular care should be taken to retain those buildings identified as being of particular architectural merit. If re-development is desired, then every effort should be made to retain the existing external structure.</p>	<p>This may not be enforceable if the building is not listed, but should be regarded as good practice.</p>
<p>4h Where a development is on a main road or in an area where on street parking would be detrimental to the visual amenity, it is essential that adequate off road parking is provided.</p>	<p>On-road parking is a policing matter but is of great concern to residents.</p>

Section 5: Infrastructure

Aspirations	
<p>5a Any major new developments will require a review of supporting infrastructure, including water, sewerage, doctors, dentists, education and parking for residents and visitors.</p> <p>5b Avoid development that reduces facilities for young people, such as loss of the recreation ground and include provision of new facilities in any significant new development.</p> <p>5c When determining appropriate housing density, current lack of usable public transport and availability should be considered and proposed density must not be so high that there is insufficient space for parking.</p> <p>5d If a proposed development is on a main road where on-street parking would impede the traffic flow, such as Dukes Ride, Waterloo Road or Sandhurst Road, it is essential that adequate off-road parking is provided for both residents and visitors. This may require provision in excess of government guidelines for new development.</p> <p>5e Gated developments should be set sufficiently well back from the road to allow vehicles exit and entry without obstructing the highway.</p> <p>5f Consider likely impact on additional traffic congestion - especially at peak hours. This is particularly relevant where additional traffic generated by a new development shares a single access point with other existing houses.</p> <p>5g Provide adequate parking for local shops and facilities,</p> <p>5h Preserve and improve existing footpaths, cycle tracks and bridleways, plus easy pedestrian access to surrounding countryside.</p> <p>5i Residents would like to see a closer working relationship between local authorities and bus providers to encourage more use of public transport, maybe via shuttle buses at peak hours and mini buses circulating on a more regular basis rather than the infrequent provision of standard single-decker buses.</p> <p>5j Wokingham District Council and Bracknell Forest Borough Council should set up a working party in conjunction with the major mobile phone companies to plan a coherent strategy rather than reacting to piecemeal applications.</p>	<p>These recommendations do not relate specifically to design, but are matters of considerable concern to Crowthorne residents. As such, we urge all those responsible for development in the area to take them into consideration. On-road parking may be a concern for the police.</p>

Section 6 - Summary & Conclusions	
<p>6a The balance and mix of housing types should be preserved.</p> <p>6b Infill should be appropriate in scale, mass and design.</p> <p>6c New developments should reflect and blend with key architectural styles in the immediate vicinity.</p> <p>6d Density of new housing should be appropriate and in balance with the surrounding area.</p> <p>6e Tree-lined roads and an abundance of mature shrubbery and vegetation are an important feature of Crowthorne, and should be preserved or enhanced wherever possible.</p> <p>6f Every effort should be made to protect the wildlife habitats, with particular attention paid to any development close to the SPA or SSSI.</p> <p>6g Public transport is poor and car use is high. It is therefore essential that new developments incorporate adequate parking for residents and visitors.</p> <p>6h Recreational facilities for young people are poor. It is important that the existing facilities are retained, and additional facilities added if there is significant new development.</p> <p>6i Crowthorne is rich in history and it is essential that the developers consult the Berkshire Sites and Monuments Record prior to any planning application.</p>	<p>These recommendations represent a summary of the aspirations of Crowthorne residents and their concern to maintain or enhance the character of their village. As such they offer to all concerned in the development of the village a code of best practice and informal design guidance.</p> <p>Detailed planning guidelines are given in the earlier tables which are derived from these general concerns.</p>

A summary of the entries as of September 2005.

SMR	Parish	Description	OS Grid Reference
00351.00.000 - MBF471	Easthampstead	Two possible rectangular earthworks are situated on land at the Road Research Laboratory	SU 84730 65420
00351.01.000 - MBF472	Easthampstead	Enclosure consisting of shallow ditches with slight bank on east side at Transport Research Laboratory, Crowthorne	SU 84680 65450
00399.00.000 - MWK618	Wokingham Without	'Bigshotte Rayles' is shown in a survey by John Norden in 1607. The date of the enclosure of the park is uncertain, but Ravenswood, formerly known as Hannican's Lodge, embodies part of the old house, and has been suggested to date from the early sixteenth century.	SU 82226 64932
01074.14.000 - MWK1759	Wokingham	Devil's Highway Section of Margary 4a Roman road, as it runs through Crowthorne. It is largely parallel to the parish boundary. Earthworks survive at either end.	SU 83400 64250
01074.14.100 - MWK1760	Wokingham	Devil's Highway, a section of agger is clearly visible in the grounds of Lane End	SU 82250 64190
01074.14.200 - MWK1761	Wokingham	The Devil's Highway Roman road runs through a cutting on Circle Hill where it negotiates an incline, and appears again as a terrace and agger beyond.	SU 84250 64340
02955.00.000 - MWK4871	Wokingham Without	3 sections of earthwork bank, originating at the Devil's Highway. Roman to Medieval - 43 AD to 1539 AD	SU 83100 65140
02955.02.000	Bracknell Forest	A section of earthwork runs from Bracknell to Wokingham. The bank is 9m to 12m broad, and up to 1m high, and where the south flank is prominent there is some evidence of a ditch	SU 83151 65107
01074.25.000	Crowthorne,	An evaluation on the postulated line of the Roman Road revealed a possible roadside ditch running east-west across the north side of a plot in Wiltshire Avenue, Crowthorne	SU 83800 64300
00353.00.000 - MWK8098	Wokingham Without	A very finely made leaf shaped arrowhead was found at 25 Frensham Road, Crowthorne.	SU 83890 65050
00401.00.000 - MBF8124	Crowthorne	A flint barbed and tanged Bronze Age arrowhead was found at Edgbarrow School in Crowthorne	SU 83800 63200
00405.00.000 - MBF8127	Crowthorne	A tranchet axe head was found near Coppice Gardens, Crowthorne. Mesolithic - 10000 BC to 4001 BC	SU 8271 6392
00406.00.000 - MBF8128	Crowthorne	An Acheulian hand axe in a rolled condition. Lower Palaeolithic - 500000 BC to 150001 BC	SU 84370 63500
00408.00.000 - MWK8130	Wokingham Without	Roman coin, an As of Marcus Aurelius 100 AD to 199 AD	SU 84020 64650
00794.00.000 - MWK8634	Wokingham Without	A Bronze follis of Constantine I (306-337) , found in the rear garden of 7 Larkwood Drive, Crowthorne Roman - 300 AD to 337 AD	SU 84060 64340
06463.00.000	Crowthorne	Broadmoor Hospital - An asylum for the criminally insane, built to the designs of Joshua Jebb and opened in 1863. The extensive contemporary grounds include large formal terraces, leading down to the vast former kitchen garden, surrounded by high walls, beyond which lies ornamented farmland	SU 85076 64048
BF15499 - MBF15499	Crowthorne	An undated earthwork enclosure at Transport Research Laboratory which was possibly used for the corralling of stock	SU 84655 65455
WK15728 - MWK15728	Crowthorne	Three gullies at Lane End, Devil's Highway, including one of medieval date, were recorded during an archaeological evaluation at Lane End, Devil's Highway, Crowthorne A medieval jug (1100 AD to 1399 AD) was found at the same site.	SU 82716 64255
MRM15827	Crowthorne	Wellington College, a grade II* listed building, was built in 1856-9 by John Shaw in the French Renaissance style, based on Wren's work at Hampton Court. It was extended in the late 19th century. It is of red and purple brick in Flemish bond with Box stone dressings. It has high pitched, slate mansard roofs.	SU 83179 63494

November/December 2004 - Concept to Set-up

The initial requirement for a village design statement was conceived by Crowthorne Village Action Group (CVAG) who pledged their support for development of a VDS that would involve a wide cross section of the community.

Following announcements in the local paper, a public meeting, attended by 300 plus residents, was held on 26 November at Edgbarrow School.

On 2 Dec 2004, the concept was discussed at Crowthorne Initiative Group, a forum for representatives of Crowthorne traders and residents, Wokingham District Council, Bracknell Forest Borough Council, Crowthorne Parish Council and Wokingham Without Parish Council.

Representatives from Countryside Commission and Community Planning visited CVAG to give advice on preparation of a village design statement.

February to May 2005**Volunteers and Questionnaire**

In Feb 2005 there was the first meeting of the VDS steering committee, comprising volunteers from Crowthorne community who had heard about the VDS from the public meeting and articles in the local paper.

A budget was drawn up and funding was obtained from *Awards for All*.

A questionnaire was produced using software developed by the countryside and community research unit at the University of Gloucester.

In May 2005 the Royal Mail delivered the questionnaire to all 5,500 houses in Crowthorne. It was also available on the CVAG website for on-line data entry. Over 1,600 responses were received and the data collated using the village appraisals software.

July - September 2005 - Draft VDS Compiled

The first draft of the VDS was produced by steering group members, each section being allocated to a different person.

September 2005 - Going Public

In September 2005, the draft version was exhibited at Crowthorne Library for comments from the public. Posters in the High Street and an article in the Crowthorne Times publicised this exhibition. A version of this draft was also available on the CVAG website.

At the same time, copies of this draft were sent for comments to:

Wokingham District Council
Bracknell Forest Borough Council
Crowthorne Parish Council
Wokingham Without Parish Council
Finchampstead Parish Council
English Nature

Based on their feedback the revised version was produced.

December 2005 - Second consultation

A wide selection of landowners, local estate agents, developers, utilities and services etc were invited to comment on this revised version (Version 5.2, 12 Dec 05). Invitees included:

Wellington College
Broadmoor Hospital
The Crown Estate
Wokingham United Charities
Richard Worth Property Services
Martin and Pole
Romans Estate Agents
Prospect Estate Agents
Michael Hardy
Cala Homes
Banner Homes Central
Bewley Homes
Saxby Homes Ltd
Millgate Developments
George Wimpey UK Ltd
Jeff Brown (Architect)
SE Water
Thames Water (Property)
Thames Trains
FIRST (Beeline Buses)
Yateley Town Council
Sandhurst Town Council
MOA (Mobile Operators Association)

Responses were received from:

- Thames Water, asking us to include a paragraph about infrastructure. This has been included as 5.4.
- The Mobile Operators Association, who informed us that they have submitted their joint roll out plans to both Wokingham District Council and Bracknell Forest Borough Council.

This revised version was also sent to Wokingham District Council and Bracknell Forest Borough Council so that they could comment again on the revised version.

March 2006 - First Edition of Crowthorne VDS

The final version was sent to Bracknell Forest Borough Council and Wokingham District Council with a request that it be considered for approval as a supplementary planning document.

Copies were also sent to Crowthorne Parish Council, Wokingham Without Parish Council and Finchampstead Parish Council and posted on the CVAG website.

Acknowledgements

The Crowthorne VDS Steering Group would like to thank Crowthorne Parish Council, Wokingham Without Parish Council, Bracknell Forest Borough Council, Wokingham District Council and Crowthorne Shopkeepers for their help and support in the production of the first Crowthorne Village Design Statement. Thanks also go to the Community Council for Berkshire and Planning Aid for their helpful advice and support, and Awards for All for funding the project.

Thanks to:

- Sandy Pullar for taking the photographs.
- Eddie Lyne for acting as treasurer.
- Chris Holley for editing.
- The questionnaire data entry team - John Baster, John Buckle, Suzanne Hines, Andy Holley, Mike Rathge, Barry Rose, Giuseppe Trerotoli, Ray Vincent and Sandy Pullar
- Those who helped with display work.
- CVAG for providing encouragement and allowing us to use their website to display the VDS

Reference Material

Berkshire Sites and Monuments Record

Thames Valley Heaths,
published by English Nature

Special Protection Areas

The Implications For Bracknell Forest,
produced for BFBC

Wokingham District Council
Local Plan 1991 - 2006

The Crowthorne Village Design Statement Steering Group

Roy Bailey

John Baster

John Buckle (Chair from 22.8.05)

Carole Doran (Chair from 7.3.05 - 18.7.05)

Suzanne Hines

Andy Holley (Secretary from 7.3.05)

Judith Mouldere (resigned 6.9.05)

(Chair and Secretary at initial meeting)

Sandy Pullar

Giuseppe Trerotoli (resigned 16.11.05)

Ray Vincent

For further copies of Crowthorne Village Design Statement, email: jkb@bcs.org.uk

June 2006. Version 6.1

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