

Western Urban Area

Character Supplementary Planning Document



Foreword

The Western Urban Area Character Supplementary Planning Document was adopted by the Borough Council's Executive on 22nd May 2012 and forms part of the Surrey Heath Local Plan.

If you would like a copy of this SPD in large print, Braille or another language, please contact the Council:

- on Ph. **01276 707222**; or
- by email **planning.policy@surreyheath.gov.uk**; or
- at the following postal address:
 - **Planning Policy and Conservation Team**
Surrey Heath House
Knoll Road
Camberley
GU15 3HD

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1. Introduction

- 1.1** This supplementary planning document (SPD) covers a locality known as the Western Urban Area (WUA). The WUA is identified in Figure 1.1. It includes the neighbourhood areas of Heatherside, Old Dean, Camberley, York Town, Frimley, Frimley Green and Mytchett.
- 1.2** The SPD forms part of the Local Plan of Surrey Heath Borough Council and will be a material consideration for the Local Planning Authority when determining planning applications in the WUA.

The purpose of the SPD

- 1.3** Achieving good design that respects and enhances the character of an area is a key objective of national and local planning policy.
- 1.4** The 'character' of an area is often mentioned in the context of considering development proposals. Many features contribute towards local character including landscape, use, architecture and development patterns. What is often missing is a clear identification of, and agreement about, the locally distinctive features of an area that give it its character and that should be given careful regard in considering proposals for development.
- 1.5** This Character SPD sets out to:
- Identify areas within the WUA which have a similar character and define the key features which contribute to this character;
 - Identify how new development should respond to its context and create or re-inforce local distinctiveness.

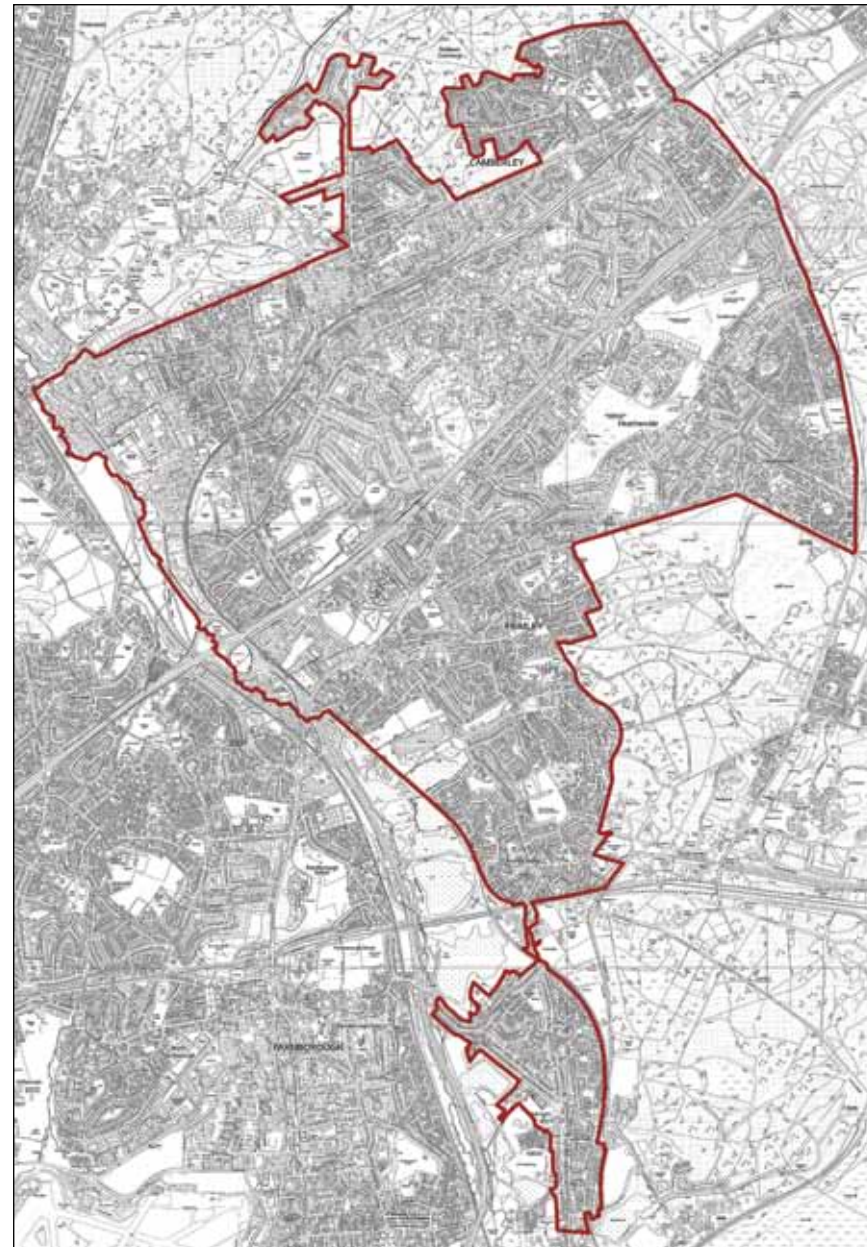


Figure 1.1: The Western Urban Area

- 1.6** The purpose of the SPD is to give guidance to the development industry, the Council and the public on how to ensure that local context has informed the design of new development in the WUA. All planning applications that take place in the WUA will be subject to the provisions of this SPD document. The SPD should be specifically referred to within Design and Access Statements to illustrate how the contextual surroundings of a site have informed the design of a development.

Planning Policy Context

National framework

- 1.10** The National Planning Policy Framework (NPPF) sets a clear agenda for Local Planning Authorities to ensure that new development is of good design and should contribute positively to making places better for people.
- 1.11** Under Paragraph 58 of the NPPF Local Planning Authorities are expected to ensure that developments will function well and add to the overall quality of an area, establish a strong sense of place and respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. The connections between people and places and the integration of new development into the natural, built and historic environment Local Planning Authorities are expected to be addressed (Paragraph 61).
- 1.12** Permission is expected to be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. (Paragraph 64).

Local Policy

- 1.13** This SPD has been specifically written to provide further guidance in relation to Policies CP2 and DM9 of the adopted Surrey Heath Core Strategy and Development Management Policies Document.
- 1.14** Policy DM9 states that development will be acceptable when it achieves, amongst other matters, high quality design and respects and enhances local character. Development is expected to incorporate and reflect design and character measures set out in either general or area specific SPD. This document is an area specific character SPD referred to in Policy DM9
- 1.15** The full text of Policy DM9 is contained in Appendix 1.

Habitats Regulation Assessment and Strategic Environmental Assessment

- 1.16** The Council undertook a screening assessment under Regulation 9(1) of the Environmental Assessment of Plans and Programmes Regulations 2004 on whether or not a Strategic Environmental Assessment was required for this SPD. The Council concluded from this assessment that an environmental assessment was not required and this view was supported by Natural England.
- 1.17** Assessment was also undertaken under the Habitats Regulations to determine whether an appropriate assessment was required. It was concluded that as the SPD will not set the framework for future plans or projects there is no pathway (either direct or indirect) for significant effects to arise. As such, it is considered that Appropriate Assessment of the Western Urban Area Character SPD was not required. Natural England concurred with this view.

Methodology

- 1.18** The following methodology was used to appraise the character of the WUA and prepare this draft SPD:
- Desk top study including an analysis of various data sources (Appendix 2)
 - Field survey including collection data on a street basis. This included the creation of a comprehensive photographic record of WUA streets.
 - Creation of a searchable database which collected character information on a street basis.
 - Identification of draft character areas
 - Field and desk based study to refine character area boundaries

2. Evolution of the WUA Character

2.1 To properly identify the character of a place it is necessary to first understand how the area has developed over time in response to the physical environment and to cultural factors. This is the purpose of this chapter.

The natural environment of the WUA

2.2 The natural environment of the WUA is dominated by three features which have played an important role in shaping the form, layout and character we see today. These features are topography, heathland and the Blackwater River.

2.3 The dominant topographical elements are:

- Chobham Ridges - the high ridge that lies on much of the eastern side of the WUA. The ridge is broad in places with sizable plateau areas and a series of spur ridges. The land drops steeply off the ridge to both the east and west.
- The 5 Spurs – 5 long spurs run off the main Chobham ridge between the A30 and Frimley Green. The spurs and their valleys create a jumbled, undulating topography between the main Chobham ridge area and the Blackwater Valley areas in the west.
- The valley bottom – The western part of the WUA is formed from the valley flats of the Blackwater River.

The landforms of the ridge, spurs and river flats have played a significant role in the development of character at both the broad and micro scales.

2.4 Historically, much of the Borough was covered in heathland. In the WUA the Chobham Ridge, along with the spurs and valleys that descended off it towards the Blackwater River Valley were part of this heath area. The heathland areas were agriculturally poor and considered to be inhospitable waste land which remained unsettled in the WUA until the early 20th century. Their presence has had a profound influence on the location, timing and nature of development in the WUA.

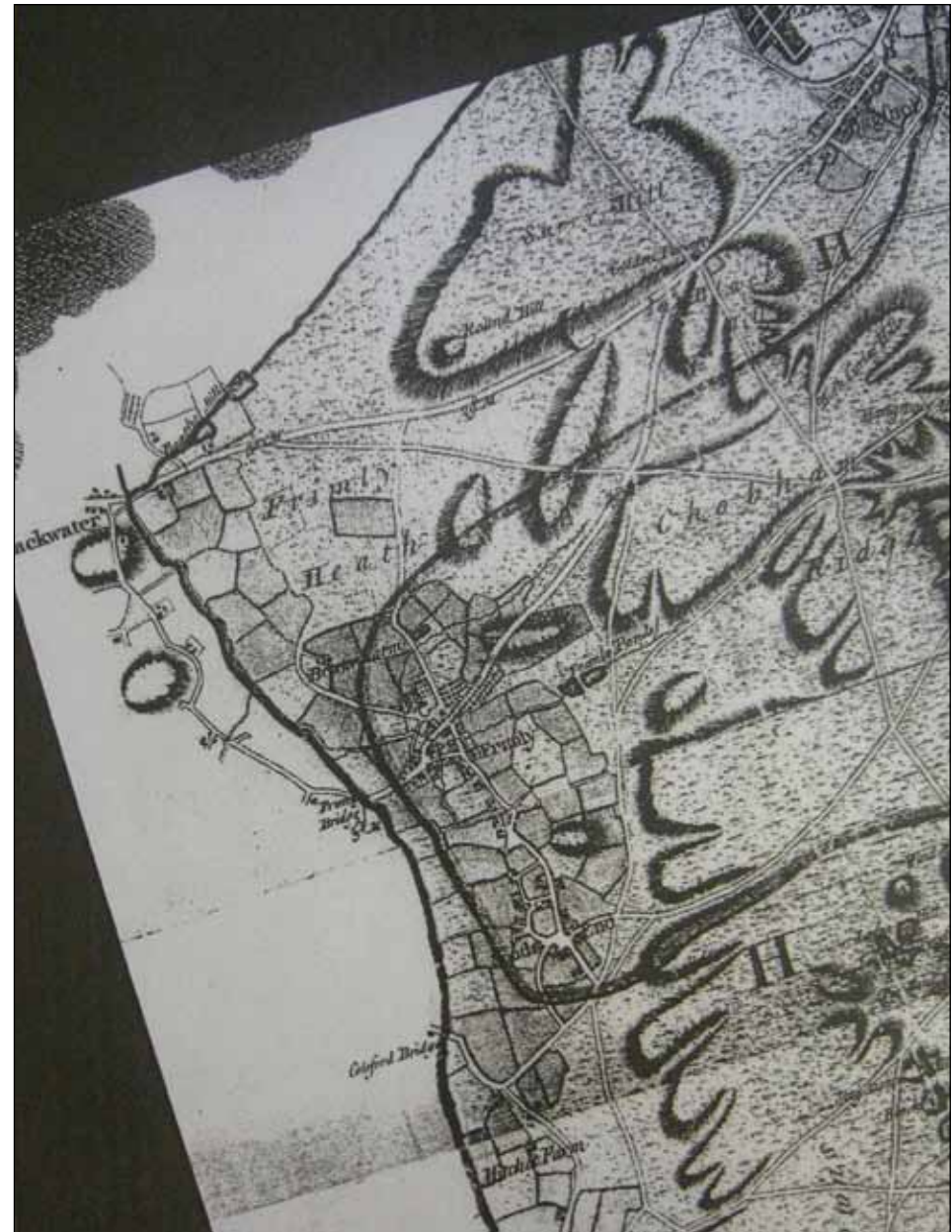


Figure 2.1: The WUA in 1770 (Source: Extract from the Rocque Map of 1770)

- 2.5** The Blackwater River and its tributary streams is the main water feature of the WUA. The river and its narrow flood plain lies on the western edge with the tributary streams and ponds running down from the Chobham Ridges. Early settlement of the WUA was focused on the narrow river valley and the associated pastoral areas. The river has been, and continues to be, a significant influencer of settlement form and use on the western side of the WUA.

Origins and development of the Western Urban Area

The beginnings of the WUA

- 2.6** There is some evidence of early human activity in the WUA with a prehistoric road running along the Blackwater valley and the sheep track known as the Maultway running along the Chobham ridges.
- 2.7** By Saxon times the Blackwater valley of the WUA was included in the Manor of Frimley and part of the estate belonging to the Benedictine Abbey of Chertsey. Abbey records and the Domesday book show the Manor was settled and being farmed. With the dissolution of the monasteries' in Tudor times the Manor was surrendered to the Crown and granted to a local courtier.
- 2.8** Settlement in the WUA focused on the village of Frimley and its extension southwards at South End (now known as Frimley Green). The village sat at the intersection of the London to Portsmouth toll road, the local road serving the farms of the Blackwater valley and a track leading into the heathland (Fig 2.1)
- 2.9** Until 1800 the upland heath areas remained unsettled and in common ownership. Tracks and byways passed through them including the turnpike roads and the Maultway sheep track. By Stuart times the heathland areas were being used by the royals as hunting areas and in the Georgian period the military began using the heaths for large encampments where large scale manoeuvres could be practiced. Figure 2.1 shows the vast heathland areas east of the Blackwater Valley in 1770.



Image 2.1 Unsettled Frimley Heath, circa 1900

1800 – 1900

- 2.10** A number of events took place in the 1900's that started the process of urbanizing the heathland areas and developing much of the form and character of the WUA we see today.

Colonisation of the heathlands

- 2.11** The first event was the passing of the Frimley Enclosure Act of 1801 which brought the commonly owned heathlands into private ownership. This enabled private individuals to manage and dispose of the newly acquired land as they wished. Much of the heathland was awarded to the owner of Frimley Manor and in the early 1800's most of the WUA fell within the jurisdiction of Frimley Manor. However, a number of other estates were created on the heathland, the boundaries of which are still evident in places today.



Image 2.2 Heathland with pine plantations and tracks

2.12 Many of the new land owners planted extensive areas of pine, transforming much of the open heaths to woodlands through the 19th century. The most extensive of these fir plantations was planted by the owner of Frimley Manor on the area of land between the A325 and the A30 and is evident on a map drawn in 1823 (Fig 2.2).

2.13 The decisions of these first private owners of the heaths to plant pine trees gave the hilly northern parts of the WUA its wooded character that is still evident in the 21st century.

2.14 During the 19th c the heathland landowners sold and divided their estates into smaller and smaller parcels, selling them as very large building plots, often around 7ha in size. A good number of the plots were sold with covenants stipulating the minimum cost of house that could be erected. This promoted the establishment of large Victorian houses on very spacious, well wooded plots served by tracks through the former forests. These large dwellings and plots are evident on maps of the Late Victorian period (Figure 2.3). Legacies of this pattern are still evident today.



Image 2.3 First houses on the wooded heathland – late Victorian period

The Evolution of the Western Urban Area

2.16 A local entrepreneur purchased land on the south side of the A30 and established a mix of uses between the toll gate and the Frimley Road intersection to serve the College and passing coach trade. The College and a cluster of buildings along the A30 are evident on the 1823 map (Fig 2.2). Over time these uses developed into an identifiable community known as York Town. An 1870's map shows York Town as a linear strip of narrow plots with inns, houses, shops, schools and churches lining the south side of the London Road with large fields behind (Figure 2.4). This linear pattern along London Road, with a mix of uses and larger plots behind set the tone of development in the area and remnants of the early character of this area survive through to the 21st century.



Fig 2.4 : York Town, 1870's



Image 2.4. York town. The London road frontage c. 1910

2.17 In the 1850's the army began looking for a site to locate its facility for the advanced training of officers. The decision was taken to locate this facility in the grounds of the RMA and in 1862 the Staff College was opened. Mindful of the success of the York town development, local land owners saw the opportunity to provide facilities to similarly serve the Staff College. As the entrepreneurs had access to land that extended well back from the London Road, they were able to lay out a far more comprehensive and deeper development to serve the College. A grid of streets was laid out on the heathland opposite the College gates and by 1871 a mix of uses was beginning to line the southern side of the A30 and the grid of roads behind. This development laid the foundations of Camberley town centre and directed the nature of subsequent development along the middle section of the A30.



Image 2.5 Camberley. London road frontage circa 1930

2.18 The RMA and Staff College did not provide facilities to cater for visiting relatives, civilian workers or staff. Consequently, they drove a demand for housing facilities to meet the needs of these people. Affluent housing areas close to the A30 and the RMA/College gates were established to cater for these needs.

Railway

2.19 The establishment of the railway also effected the form and character of development in the WUA. By the late Victorian times 3 lines ran through the area with stations at Camberley and Frimley. Camberley lay one hours train ride from London making the military colleges and the attractive environment of the pine clad hills easily accessible.

1900 – 2011

Edwardian subdivisions

2.20 Within the Blackwater valley, Edwardian developments focused on the existing settlements of Mytchett, Frimley Green and Frimley or the Frimley Road. Almost all of the developments were small in scale, often consisting of linear strips or a small road and were generally small rectangular plots with medium to high density housing accommodating worker and middle class families. Most of these plots, and the buildings built on them are still evident in the 21st century.

2.21 Around Camberley in the Edwardian period a mixture of large and medium sized plots were created for housing. Close to the town, and especially in areas to the west and south the large and medium sized plots tended to interweave with each other, rather than cluster together.



Image 2.6 – Edwardian worker housing, York Town

2.22 The subdivision of the wooded heathland around Camberley continued with the creation of further estate roads and large residential plots. Some of the released plots were virgin forests while others were the partial subdivision of the very large Victorian plots. Much smaller than those established in the Victorian period, they were still spacious enough to allow for the erection of grand houses whilst maintaining the wooded character of the area. Together the Victorian and Edwardian plots with their housing created a wooded patchwork of small estates and large houses over the hilly heathland areas. Ongoing subdivision of the Victorian estates and large Edwardian plots has been an enduring feature of the 20th century and continues today.

Interwar period

2.23 The interwar period saw development continuing and building on the patterns that had already established in Victorian and Edwardian times. The urban areas clustered around Camberley, the historic settlements in the Blackwater Valley and parts of the Frimley Road. Low density housing occupied parts of the heathland areas. Much of the Blackwater Valley remained in pasture and extensive areas in the hilly east remained as heathland.

2.24 A number of significant public open spaces were established during this time including, Watchetts Recreation Ground, Camberley Golf course and allotment gardens.

Post War suburbanisation (1946 – 1979)

2.25 The postwar period saw pressures on areas outside of London to accommodate economic and population growth. The WUA fell within Area 8, one of the locations in the South East designated by Government to accommodate this growth. By the late 1970's the urbanised areas of the WUA had dramatically expanded with new housing, industrial and major infrastructure developments.



Image 2.7 – Local authority construction at Manor Farm, Frimley

2.26 Expansive housing developments to accommodate the growing population of London and the South East brought one of the biggest changes to the character of the WUA. Pastoral areas in the Blackwater Valley and heathland areas in the east were urbanised with a mixture of large Council and private housing estates. Built at relatively low densities, with few other types of uses, these estates suburbanised much of the WUA. Some of the largest of the estates were Council housing developments, the most notable of which was the Old Dean.

2.27 Until the 1950's employment activities were based in small scale businesses serving the needs of the local population. They were generally scattered along the Frimley Road, the A30 and with denser concentrations in Camberley and the historic settlements.

- 2.28** The Area 8 designation with its associated economic growth wrought significant change to the remaining pastoral areas along the Blackwater River. Large parts of the river valley were used for the extraction of gravel or the establishment of industrial estates, the most notable of which was at York Town. The historic, quiet village character of Frimley centre with its ancient street patterns and old buildings was transformed in the 1970's into a busy, hard environment full of large scale modern buildings that drew little reference from past development patterns. Frimley Green centre was affected in a similar way.
- 2.29** The development of major road corridors also effected the form and character of the WUA:
- The construction of the M3 in the 1960's effectively cut the WUA into two parts with Camberley, York town and Old Dean in the north and Frimley, Heatherside, Frimley Green and Mytchett to the south. The wooded heathland areas were particularly affected, being split apart and the tranquility of many properties reduced through noise pollution.
 - Development of the A331 (Blackwater Valley Route) in the late 20th c facilitated the development of large industrial and commercial parks in the valley floor along the western edge of the WUA.
- 2.30** Residential suburbanization of the heathland areas continued in the 1980's and 1990's with the development of estates on the eastern side of the WUA. The most notable of these was the Heatherside community.
- 2.31** As the supply of greenfield sites was used up in the mid to late 20th century, pressure to intensify development on large older sites has become commonplace. This has been particularly noticeable in the former Edwardian areas close to Camberley town centre where a number of Edwardian properties have either been converted to apartments or demolished to make way for flats.

3. The WUA Character

3.1 The character of the WUA today can only be described as complex and mixed. Figure 3.1 shows the broad ages of when the plots of land we see today were created. Unlike many other settlements, no historic core is evident around which increasingly newer developments have spiralled outward from. Instead there is a mosaic patchwork of plot ages distributed across the WUA, particularly in areas north of the M3 and along the Blackwater Valley.

3.2 This apparently random patchwork is a response to the physical and human factors described in the previous sections. The key to understanding the broad character of the WUA is as follows:

- The fertile pastoral areas of the Blackwater valley which were settled from early times and where the historic settlements in the WUA are located. These settlements (Frimley and Frimley Green) and farms were linked by a north/south track running along the Blackwater valley. Over time the historic character of these small settlements and farms was eroded and the interconnecting spaces between them developed in a piecemeal fashion as different land owners released property onto the market over the 20th century.
- The ownership and use of most of the land to the north of the A30 by the military. This created a barrier and opportunity for development of the northern part of the WUA. The development of York Town and Camberley town centre and the border style of development along the western half of the A30 is a direct response to this.
- The mixed use, small scale Victorian/Edwardian plot patterns are largely confined to the Blackwater valley while the upland heath areas are developed for housing, generally at low to medium densities.

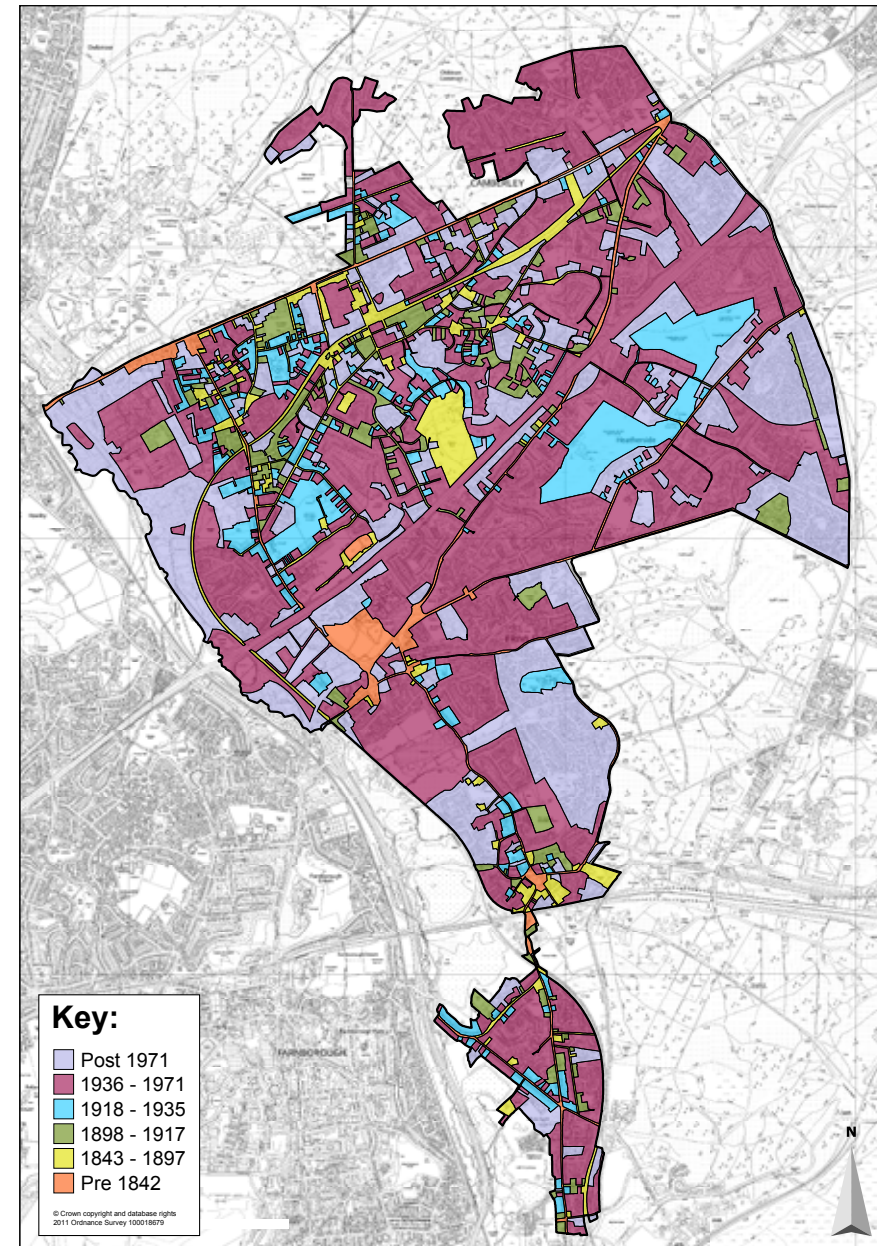


Figure 3.1 – The patchwork nature of the WUA – Age of development based on plot creation.

- Creation of a very mixed pattern of ages and plot sizes to the west of Camberley town centre as a result of interweaving more affluent larger plots with smaller middle class developments in Edwardian times. Over time most of the large plots and properties have been redeveloped with small high density housing estates, creating a patchwork pattern.
- The erosion of the historic character of much of the WUA as a result of growth and economic pressures. This has included:
 - the loss of many older, smaller scale buildings along the A30 between Laundry Lane and Knoll Road
 - Redevelopment of most of the extensive Victorian/Edwardian properties on the heathland areas with small housing estates, at low or medium densities. Typically this involved demolition of the large Victorian/Edwardian houses.
 - Regeneration and road improvement schemes in Frimley, Frimley Green and Camberley town centre which have resulted in the loss of older buildings and historic street layouts.
- The suburbanisation that took place across the WUA in the post war to late 20th century period which saw large housing estates created on former pastoral and heathland areas

4. Character Areas of the WUA

4.1 By understanding of the landscape and historical evolution of the WUA, and undertaking up-to-date detailed surveys of the area, it has been possible to identify 13 distinct character areas in the WUA. The spatial distribution of the 13 Character Areas is shown in Figure 4.1.

4.2 The character areas divide into two broad categories – housing based and mixed/commercial:

- Housing Character Areas are spread throughout the WUA but totally dominate the heathland areas that sit up from the river valley. They include:
 - Edwardian Mosaic
 - Wooded Hills
 - Post War Council Estates
 - Post War Open Estates
 - Post War Military Estates
 - Contemporary Paved Estates
 - Intense Terraces
 - Hedged Estates
 - Heatherside
- Mixed/Commercial Character Areas are concentrated on the western side of the urban mass and centered around the Blackwater River valley areas and the principal routes flowing through the area – namely the A30, A331 and B3411. They include:

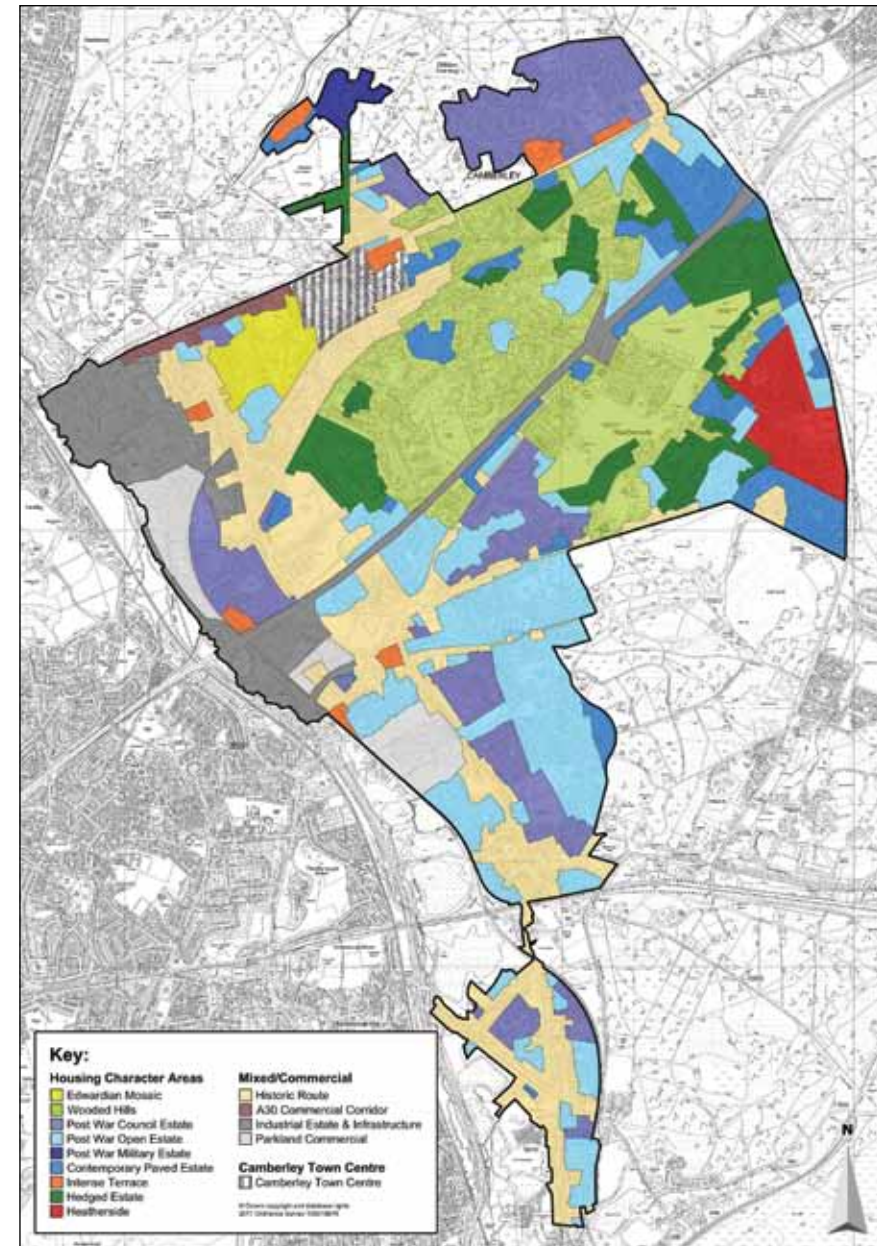


Figure 4.1. Distribution of Character Areas in the WUA.

- Historic Routes

This has been further subdivided into 4 sub areas:

- Main Thoroughfares
- Commercial Nodes
- Lanes
- Victorian/Edwardian Subdivisions

- A30 Commercial Corridor

- Industrial Estates and Infrastructure

- Parkland Commercial

- Camberley Town Centre

4.3 The Camberley Town Centre Character Area is excluded from further consideration in this SPD as it will be the subject of an Area Action Plan where its character and future development will be covered in detail .

4.4 The following chapter examines the remaining Character Areas and provides guidance to developers and local authority decision makers on how the character and context is expected to inform development proposals.

5. Guidance to developers and planning decision makers

5.1 This chapter defines the detailed nature of each of the character areas identified in the preceding chapter. The following information is provided for each character area:

- Specific description of each area's characteristics
- The pressures on the character of the area
- Existing positive and negative features
- Principles to guide development.

5.2 Developers will be expected to demonstrate an understanding of the character area within which their development site sits and show how their design responds to the surrounding character.

5.3 A good understanding of the immediate context of the site is required to ensure that good positive contextual design is achieved.

5.4 Developers should demonstrate through their Design and Access Statements how the principles contained in this SPD have been addressed.

5.5 The Local Planning Authority will use the SPD to help guide its decision making on a development proposal. Applications that do not adhere to the general guiding principles set out below, and the specific guiding principles for the relevant character area, will be resisted.

Guiding principles for development in all character areas

- WUA 1** New development should pay regard to the locally distinctive and valued patterns of development of the Character Area that the site sits within. The local patterns involve the built, historic and natural environments and include types of uses, shapes of roads and linkage spaces, plot shapes and sizes, open spaces and space between buildings, age, type and heights of buildings, scale and massing, building lines, roof design, architectural detailing, garden provision, vegetation, boundary treatments, water features, parking and street scenes.
- WUA 2** New development should not erode the existing positive character of the Character area or re-inforce existing negative features. Where practicable, new development should actively seek to add to the positive features of the area.
- WUA 3** Development that adds to existing pressures on a Character Area will be resisted
- WUA 4** All development within, and adjacent to, a Conservation Area will be expected to take account of the guiding principles of this SPD but primary consideration in determining an application in these areas will be based on a proposal's ability to preserve and enhance the features for which the Conservation Area was designated.
- WUA 5** All development involving either listed buildings and their settings or locally listed buildings will need to take account of the guiding principles of this SPD but the primary consideration in determining an application for these buildings will be based on a proposal's ability to preserve and enhance the features for which the building was listed or locally listed.

Housing Character Areas

Edwardian Mosaic

Description

- 5.6** The Edwardian Mosaic Character Area lies immediately to the west of Camberley Town Centre and south of the military colleges. The character of this area derives from when road and broad plot layouts were established in the late Victorian/Edwardian periods in response to the emergence of the RMA/Staff colleges, Camberley town centre and the development of the railway.
- 5.7** This was an affluent urban area and contained a mixture of medium and large plots, a range of community facilities and imposing houses in formal settings. Many houses were built in the Edwardian period but building out of the estate also continued through the interwar period. Post WWII a number of the large plots were re-developed with small housing estates but many of the late Victorian/Edwardian properties still remain, retaining the Edwardian flavour of the area.
- 5.8** The area retains an attractive, genteel urban character, with a mix of building ages and a good number of community uses. Low brick front walls, iron railings, high levels of vegetation and the high concentrations of late Victorian/Edwardian/interwar housing distinguish this character area from others.



The Avenue, Camberley



Character area form



Grand Avenue, Camberley

Specific character – Edwardian Mosaic

Feature	Contribution to character
Main Uses	Residential with community uses mixed throughout.
Roads and linkage spaces	Tend to be looping roads with pavements either side of the carriageway. Linkage spaces are confined to road corridors. A number of the roads are key through routes to the Town Centre and are busy.
Plot shapes and sizes	Typically rectangular in shape. Vary in size.
Open space and spaces between buildings	The formal open space on Grand Avenue and Southwell Park Road is a noticeable void in the townscape. It plays an important visual role and is a community focal point for the area. Space around buildings is variable but generally houses are closely set side by side but have deep rear gardens providing back to back separation of between 40 and 60m.
Age of buildings	A mix of late Victorian/Edwardian and interwar, with some small contemporary housing estates.
Type of buildings	Dominantly detached or semi detached
Building heights	Most Victorian/Edwardian properties are 2 ½ storeys while the interwar buildings are 2 storeys.
Building lines	Variable both front and rear
Architectural detailing	Mixed according to the period in which the property was built. Many of the buildings are ornate and full of articulation. Chimneys, steep roofs, porches, dormers, bays and gables are common features of the Victorian/Edwardian buildings. Many decorative features are present in the form of turrets, multi-pane windows, balconies, banding, decorative tilehanging, bargeboards & brickwork, chimneys and ridge tiles. A good proportion of the buildings are built of red brick with white and or black accents in the form of stone and boarding. White render and pebble dash buildings are also common. Slate or clay tiles are typical roofing materials. Iron railings are also present.
Gardens	Many of the buildings are set relatively closely to the street and have small front gardens. Houses in larger plots tend to be set well back and break the building lines. Rear gardens are typically much deeper than front gardens.
Vegetation	Tends to be dominated by hedges and large mature trees. The vegetation has a slightly controlled, formal feel. Grand Avenue contains street trees and verges, giving this road a strong leafy green appearance, alibet with a formal feel.
Boundary treatments	Low red brick front walls with pillars and iron railings common. Hedging more prevalent on quieter streets. Wooden board fencing often used on side and rear boundaries.
Parking	Usually on plot with provision to the front, side or rear although there is significant provision for on-street parking.
Street scenes	Roads are enclosed by either walls or fences and often have grand houses set closely behind. The fairly narrow streets enclosed by walls, trees and elegant Victorian/Edwardian buildings gives the area an attractive and genteel feel. Parked cars on the street are a noticeable element of the street scene.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none"> ● Loss of Victorian/Edwardian buildings ● Unsympathetic extensions and other alterations which erode the architectural detailing and colour palettes of the original buildings ● Loss of front garden enclosure and vegetation, often undertaken to facilitate onsite parking. ● Replacement of small front walls with alternative boundary treatments which are out of character in size, colour and/or materials. Replacement of walls with fencing has a particular damaging effect on the perceived quality of the area. ● Pressures to develop important public open spaces 	<ul style="list-style-type: none"> ● Prevalence of grand Victorian/Edwardian buildings, many of which retain building scales and decorative features common to that period. ● The slightly formal green character given by the presence of street trees, hedges and large trees which are often found in front gardens. ● Attractive and genteel street scenes in many locations. ● Grand Avenue Recreation Ground with its Edwardian origins and strong visual and functional roles. 	<ul style="list-style-type: none"> ● Heavy traffic on through routes ● Street furniture clutter ● Use of wooden fencing on frontages of main through roads. ● Poorly maintained wooden fencing ● Visual impact of the prevalence of on-street parking

Guiding Principles - Edwardian Mosaic

EM1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none"> (a) Consist principally of up to 2 ½ storey detached or semi detached buildings set close to the street. (b) Respect the spacious character created by deep rear gardens and the occasional large plots with buildings set back from the road frontages (c) Buildings should predominantly contain traditional elements of the late Victorian/Edwardian and interwar periods. This includes building form (scale, massing and height) as well as architectural elements. Common decorative features are listed in the above Specific Features Table. Incorporation of these elements as part of a high quality design will be strongly encouraged. (d) Development should incorporate front boundary treatments of either low red brick walls with iron railings and pillars or hedges. The scale and design should be in keeping with original Victorian/Edwardian/Interwar front boundary treatments found elsewhere in the Character Area. (e) Provision of a green character through the retention of existing large trees and the provision of space for the planting of hedges, large trees and shrubs.
EM2	<p>Buildings with large footprints that include large areas of flat roof to span the building depth will be resisted. The massing of building and roof elevations should be broken down to avoid this problem.</p>
EM3	<p>Measures to minimise the impact of car parking on the street scene will be encouraged provided this does not facilitate the loss of front boundary treatments and the paving over of front garden areas.</p>
EM4	<p>Pastiches that do not reflect the scale, form and massing of the period buildings they are attempting to copy will be resisted as poor quality design.</p>
EM5	<p>Retention of existing good quality Victorian/Edwardian buildings will be strongly encouraged. Where it is not viable to retain these buildings the replacements are expected to be of high quality and reflect historical references. Additions and extensions to Victorian/Edwardian buildings will be expected to be sensitive and enhance the Victorian/Edwardian architectural character.</p>



Street furniture clutter



Pillars and walls



Multi-paned windows



Victorian House set back on a larger plot



Turrets

Wooded Hills

Description

- 5.9** The Wooded Hills Character Area lies to the east and south of Camberley Town Centre. It is an extensive area and its character is derived from the large wooded Victorian estates which sat up on the heathy hills and spurs of the Chobham Ridges. These large properties were broken up into a number of smaller estates in the late Victorian/Edwardian period and the new owners took the opportunity to build grand houses on them. Further division of these estates into large wooded plots largely took place from the mid 20th century onwards and often resulted in the loss of the grand Victorian/Edwardian houses and their very generous settings.
- 5.10** Characterised by hilly areas, large irregular plots, winding roads/lanes, heavy vegetation and a scattering of Victorian/Edwardian buildings, this area has a semi - rural residential character, despite its proximity to Camberley town centre.
- 5.11** The Character Area has a number of pockets due to the fact that some mid to late 20th century subdivisions created housing estates that were of a completely different nature to the woody, low density areas surrounding them.
- 5.12** This character area includes parts of the Upper Gordon Road to Church Hill Conservation Area. For properties within the Conservation Area further guidance is set out in the Conservation Area appraisal.



Springfield Road, Heatherside



Character Area morphology



Stockwood Rise, Camberley

Specific character – Wooded Hills

Feature	Contribution to character
Main Uses	Residential
Roads	Winding, narrow roads based on patterns developed in Victorian and Edwardian times in response to the hilly topography. Usually enclosed by heavy vegetation. Roads are often unadopted with gravel surfaces and limited provision of footpaths. Many have only verges or a single small footway and could be considered rural lanes rather than urban roads. The placement of stones or small posts on the verges to prevent parking are common. A number of busy through routes run through the area including A30, A325 and Upper Chobham Road. Other roads are generally quiet with low levels of traffic. Limited or no public linkage spaces beyond those associated with road corridors.
Plot shapes and sizes	Large plots – generally over 0.1ha and some ranging up to 0.7ha in extent. Generally irregular in shape with wide frontages ranging from around 20m up to 132m.
Open space and spaces between buildings	Tekels Park, Camberley Heath Golf Course and the playing fields of Crawley Ridge Junior and Infant School, Carwarden House School and Ravenscote Junior School are noticeable voids in the townscape morphology. The golf course is particularly large. Although none of the open spaces are overly visible in the urban fabric and all have restricted public access, they are important components in the character of the wider area. Beyond these void spaces there is almost no public open space beyond road verges. Buildings are spaciouly set with separation between buildings to the front side and rear. On many sites the separation created by side gardens is extremely generous. Plot ratios and densities are very low. Densities are typically less than 8 dwellings/ha net.
Age of buildings	Predominantly postwar and contemporary but some large late Victorian/Edwardian properties do remain.
Type of buildings	Dominantly substantial and detached.
Building heights	2 storeys.
Building lines	Variable both front and rear
Architectural detailing	Modern periods are generally of a bland mediocre design and have little architectural merit. Victorian/Edwardian properties retain detailing and forms typical to those periods.
Gardens	Tend to be extensive with well vegetated front, rear and side gardens
Vegetation	Dense vegetation is one of the key characteristics. Large trees, hedges and dense mature vegetation give the area a dominant soft, green character. A large number of trees are protected by TPO's. In many places vegetation is of a density and stature to create green tunnels along the roads.
Boundary treatments	Hedges, trees and dense vegetation
Parking	Usually on plot
Street scenes	Strong enclosure of the street scenes by dense mature vegetation. Hedges and overarching large trees will frequently create green tunnels along the road corridors. Houses are typically set back behind the vegetative screens and are either not visible, or tend to be glimpsed through greenery.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none"> Progressive loss of the large irregular plots as they are subdivided and replaced by denser and more urban housing developments. Urbanisation of the semi rural character through the loss of the dense vegetative cover. This is particularly damaging where the green enclosure along road corridors is eroded or lost. Further loss of the remnant Victorian/Edwardian buildings as a result of development pressures. 	<ul style="list-style-type: none"> Soft green character and extensive tree cover Green tunnels along road corridors Buildings set in generous heavily vegetated plots creating a low density verdant character with low plot ratios. Remnant large Victorian/Edwardian properties with fine architecture and generous settings Conservation Area in Church Hill/Upper Park 	<ul style="list-style-type: none"> Small pockets of development with an urban character where plots have been subdivided. Typically these developments have more formal, rigid layouts, have lower levels of vegetative cover, lack enclosure and have large areas of hard surfacing and bulky buildings. Lack of publicly accessible open space Lack of linkage spaces Mediocre/bland design of much of the post war and contemporary housing.



Tree tunnels



Main thoroughfares enclosed by trees



Rural lanes with no footpaths



Gravel surface lanes



Remnant Victorian/Edwardian houses

Guiding Principles – Wooded Hills

WH1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none"> (a) Buildings to be set in spacious, irregularly shaped plots which provide for extensive space between, and around buildings and which allows for the maintenance/ development of a verdant character. (b) Consist principally of 2 storey detached buildings set in individual plots enclosed by verdant vegetation. (c) Provision of a green character through the retention of existing large trees and mature vegetation and the provision of substantial new landscape features in the form of large trees, shrubs and tall hedges. Dense vegetative screens and tall hedges will limit visibility of buildings from the street and between neighbours. (d) New plots to be enclosed by hedges and dense vegetative screens (e) Provision of high quality designed buildings and surrounding spaces
WH2	<p>Development forms that are contrary to the prevailing development form of detached houses set in generous individual enclosed plots with large side gardens will be resisted. Proposals with closely set buildings, cramped appearances, minimal provision of side gardens, net densities above 9 dwellings/ha and plot ratios above 0.5:1 are considered to be out of keeping with the soft enclosed, semi-rural character and will be opposed</p>
WH3	<p>Development that erodes the soft green semi-rural character of the area will be resisted. Creation of hard urban landscapes through the introduction of large areas of hard surfacing, open front gardens, gated schemes and hard boundary treatments, will be resisted.</p>
WH4	<p>Many streets in the Wooded Hills Character Area reflect the distinctive Surrey landscape feature of green tunnels – roads that are overarched by mature vegetation to the point where a tunnel effect is created. Many of the trees that assist in the creation of these tunnels are protected through Tree Preservation Orders. Development should enhance the creation of green tunnel street scenes. Proposals that fail to contribute in this locally valued feature, or which would erode the green tunnel character will be resisted.</p>
WH5	<p>Retention of existing good quality Victorian/Edwardian buildings will be strongly encouraged. Replacement should only be considered where retention is not viable and where the replacement building is of a high design quality and in context with the semi-rural character of the area.</p>
WH6	<p>High quality design that reflects the wooded, hilly character of the area in terms of materials and building form will be expected. Opportunities should be taken to enhance the architectural quality of buildings in the area. High quality contemporary designs will be welcomed where it respects its surroundings.</p>

Post War Council Estates

Description

- 5.13 The 1950's saw the development of a housing estate pattern that was distinguished by its low red brick walls, long regular street and plot patterns and preponderance of semi detached or terraced properties.
- 5.14 These estates were usually developed by the Council to accommodate local population growth and London overspill. They can be found throughout the urban area, although they tend to be concentrated in the Blackwater Valley and on Old Dean Common. A number of the estates are extensive and include neighbourhood amenities such as shops, schools and open spaces. The Old Dean, James Road and Warren estates are examples of this pattern.



Star Post Road, Old Dean



Character Area form



Wood Road, Camberley

Specific character – Post war Council Estates

Feature	Contribution to character
Main Uses	Residential. Some estates have small shopping parades, schools & recreational areas associated with them.
Roads	Roads are typically long & straight with a narrow carriageway & 2 pavements. Verges are occasionally present but tend to be found at junctions. Limited or no public linkage spaces beyond those associated with road corridors.
Plot shapes and sizes	A regular pattern of medium sized, but narrow rectangular shaped plots. Typically with depths of 34 – 50m and frontages of 8 – 10m.
Open spaces and space about buildings	Open spaces in the form of formal/ informal recreational space and school playing fields are noticeable features of this character area. A further notable feature is amenity green space, often located at road junctions and along road corridors. Amenity green space is particularly prevalent on the Old Dean estate. Buildings are set in space. Most properties have deep rear gardens and side gardens and these provide gaps in the urban form which are important parts of the street scene. These gaps create a sense of spaciousness and allow views through to large trees in rear gardens. Spacious corner plots also play an important part in creating gaps.
Age of buildings	Postwar (especially 1950's and 60's).
Type of buildings	Properties are predominantly semi detached or terraced.
Building heights	2 storeys. Bungalows occur in a number of places, but are not common.
Building lines	Strong front and rear building lines
Architectural detailing	A strong theme of red or brown bricks runs through the estates. This brick is used in the buildings and the low front walls. In council areas buildings tend to be plain with flat facades and uniform materials. The small number of market developments that used this housing pattern had greater articulation of facades with the use of gables and bays. Visual interest comes from the rhythms of the green and brown/red colour palettes of buildings and vegetation, and the regular spacing of the buildings.
Gardens	Front gardens of 6-7 m. and side gardens of 2-3 metres. As a consequence, the space around the buildings is noticeable and an important component in creating the building rhythm. Rear gardens tend to be deep.
Vegetation	Vegetation tends to be small scale with hedges, small trees and shrubs.
Boundary treatments	Low red or brown brick walls along the front boundaries is a key characteristic. The style of these walls varies throughout the estate although the original designs are still evident on many properties.
Parking	Mixture of on-plot and parking courts
Street scenes	Tend to be a pleasing mix of buildings, vegetation and amenity green spaces. The red/brown bricks and green vegetation make an attractive contrast. Buildings, walls and greenery enclose the long street scenes.

Pressures on the Character Area	Positive Features	Negative features
<ul style="list-style-type: none"> ● Loss of low red brick front walls and opening up of the frontage, usually to facilitate on site parking. The lack of enclosure appears as an unsightly and disruptive gap in the rhythms of the street scene. ● Replacement of the low red brick walls with alternatives boundary treatments such as fences, chicken mesh or brick walls of alternative colour. This creates visual disruption to the patterns of the street scene. ● Paving over of front gardens ● Unsympathetic extensions which reduce gaps between buildings and create terracing effects and loss of an open texture. ● Introduction of discordant rooflines and extensions which overpower the original architectural designs of the buildings. ● Erosion of front and rear building lines through extensions 	<ul style="list-style-type: none"> ● An attractive mix of buildings, vegetation and spaces created by public amenity green space, and private gardens ● Enclosure of plots by uniform front boundary walls. ● Gaps between buildings which provide for a degree of openness and views through to rear areas and wider landscapes. ● Consistent use of red brown brick materials 	<ul style="list-style-type: none"> ● Lack of linkage spaces ● Wooden fences fronting roads on side boundaries



Flat elevations, regular building lines and brick walls



The importance of amenity green space



Loss of brick walls and road enclosure



Neighbourhood amenities

Guiding Principles – Post War Council Estates

PC1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none"> (a) Maintenance of space between, and around buildings. Particular attention should be paid to maintaining side gardens and gaps between the side elevations of buildings. (b) Continued use of red brick materials and designs that reflect the simple post war architecture (c) Consist principally of 2 storey detached buildings set in individual plots enclosed by red brick front walls (d) Provision of space to enable the retention and provision of trees and mature vegetation. (e) New plots to reflect the rythms of the existing plots in the estates. The shape and size of the rectangular plots is a distinctive characteristic of the character Area. (f) Creation of attractive roofscapes
PC2	<p>Development which results in the loss of gaps between buildings, the creation of a terracing effect and loss of views to rear landscapes will be strongly resisted.</p>
PC3	<p>The low red brick walls play a vital role in the enclosure of street scenes and are a key defining characteristic of the area. Development that results in the loss of these walls and the opening up of the street scene, or their substitution by front boundary treatments with designs or materials that are out of keeping, will be firmly opposed.</p>
PC4	<p>Development that erodes the integrity of the post war architectural design will be unacceptable. Development should reflect the estates original ridgeline heights, building lines, architectural detailing, materials and colours.</p>

Post War Open Estates

Description

5.15 Large tracts of the WUA are devoted to a form of market housing that became prevalent in the 1950's, 1960's and 1970's in response to the need to accommodate post war growth. In Camberley, Mytchett and Heatherside the new estates were small scale and more in the nature of infill or redevelopment of the existing urban fabric. In Frimley, Frimley Green & Mytchett, extensive areas of former farmland were developed in large estates which lead ultimately to the merger of Frimley and Frimley Green.

5.16 Estates of houses with a common age and architectural styling, no enclosure of front gardens by fences or walls, and long winding avenues with numerous cul-de-sacs and are the hallmarks of this character area.



Silver Drive, Heatherside



Character Area form



Ambleside Close, Mytchett

Specific character – Post War Open Estates

Feature	Contribution to character
Main Uses	Residential. Where the form of development is largely infill in character the supporting community infrastructure is non existent, or limited to small pockets of open space. In the large Frimley/Frimley Green estates educational uses, open space and a small shopping parade are also present.
Roads	Road layouts are primarily in the form of long winding streets with many small cul de sacs off these. The long streets are typically called 'Way' or 'Avenue' and the cul-de sacs 'Close'. Road corridors tend to be hard with the pavements either side of the road carriageway and limited provision of verges. Public linkage spaces in the form of footpaths between roads and through amenity green space areas are provided.
Plot shapes and sizes	Plots typically square or rectangular. Small and medium in size.
Open spaces and space between buildings	In the larger estates there is a scattering of dedicated small and medium sized informal open space areas. These are absent or small in the infill estates. The playing fields of Lakeside County First and Middle Schools and Clewborough House School are noticeable green spaces in the Frimley/Frimley Green townscape. Most of the spaces perform a neighbourhood role and have a visual and functional character that is very local. Amenity green space is found along road corridors in some locations. Most properties have side gardens and these provide gaps in the urban form which are important parts of the street scene. These gaps create a sense of spaciousness and allow views through to large trees in rear gardens.
Age of buildings	Single age period – 1950's, 60's and 70's
Type of buildings	Dominantly detached or link detached but with some terraces.
Building heights	Most are 2 storeys in height, although there are some areas of bungalows
Building lines	Often irregular
Architectural detailing	Tends to have distinctive features. Most dwellings have large horizontal rectangular windows while houses from the earlier period are often characterised by tall front gables and diamond shaped tile hanging in green or dark brown colours. Weatherboarding is also another characteristic material, particularly at first floor level.
Gardens	All properties have front and rear gardens. Front gardens usually open.
Vegetation	Vegetation tends to be small scale, particularly in front gardens. In some estates the front gardens contain larger amounts of vegetation, giving the street scene a softer character.
Boundary treatments	A key characteristic of the character area is the lack of enclosure of front gardens by fences, walls or other solid structures. Often this was achieved by the use of restrictive covenants. In many places the developments have maintained complete openness of the front gardens. On some estates a degree of enclosure has been achieved through the use of hedges, vegetation and dwarf walls. Fences to the side and rear.
Parking	Usually on plot as either integral garages or separate garages in the front garden
Street scenes	Dominated by the open front gardens and road corridors. Street scenes often appear barren and not strongly enclosed.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none">● Overdevelopment of plots from extensions and other developments● Householder developments which are out of character with the architectural detailing of the period.● Paving over of front gardens to provide parking.	<ul style="list-style-type: none">● Distinctive architectural detailing with common building proportion, material, window design and gabling themes running through the estates● Space for mature vegetation	<ul style="list-style-type: none">● Lack of enclosure to the street scene● Hard environment with a lack of mature vegetation to facilitate urban cooling in the summer periods.



Hard environment



Open front gardens



Bungalows



Characteristic gables and tile hanging

Guiding Principles – Post War Open Estates

P01	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none">(a) Maintenance of space between, and around buildings. Particular attention should be paid to maintaining side gardens and gaps between the side elevations of buildings at first floor level.(b) Continued use of designs that reflect the post war architecture. Particular attention should be paid to existing building proportions, materials, colours, gabling and window design.(c) Consist principally of 2 storey detached or link detached buildings set in individual plots with front gardens that are not enclosed by walls or fences.(d) Provision of space to enable the retention of existing trees and mature vegetation.
P02	<p>Development which results in the loss of gaps between buildings and the creation of a terracing effect will be strongly resisted.</p>
P03	<p>Development that erodes the integrity of the post war architectural design will be unacceptable. Development should reflect the original ridgeline heights, building lines, architectural detailing, materials and colours.</p>



Knights Way, Camberley



Character Area form



Cheyslemore Drive, Heatherside

Contemporary Paved Estates

Description

5.17 This character area is based on the infill contemporary housing that was developed largely in the 1980s and 1990's. These areas are primarily found in Camberley and Heatherside on former heathland areas.

5.18 Very curvaceous drives with roundabouts and numerous closes, interspersed with significant areas of amenity green space, along with use of paving and cobbles are the hall marks of this contemporary residential character area.

Specific character – Contemporary Paved Estates

Feature	Contribution to character
Main Uses	Residential, interspersed with significant areas of amenity green space. No other types of use are present.
Roads	<p>Primarily in the form of curvaceous streets with many small cul de sacs off these. Roundabouts, and rumble strips are common features. The long streets are typically called 'Drive' and the cul-de sacs 'Close'. The closes are a distinctive feature of the Character area and are distinguished by the following:</p> <ul style="list-style-type: none"> ● Paved carriageways with no pavements; ● Carriageways with numerous embayments, often in the form of parking bays. This gives the roads and front gardens of the houses an extremely irregular shape; ● Open front gardens. <p>Linkages spaces in the form of footpaths are important features and usually associated with the amenity green space.</p>
Plot shapes and sizes	Plot shapes are irregular, largely in response to the embayed closes. Plot sizes vary but typically detached dwellings are on plots between 0.02ha and 0.05ha. Terraced plots are far smaller, often around 0.01ha.
Open spaces and space between buildings	Generous amenity green spaces lie both within the principal road corridors and between clusters of dwellings. Side gardens are limited with little gaps between buildings and the development has a tight urban feel to it.
Age of buildings	Contemporary (1980's and 90's).
Type of buildings	Detached two storey dwellings overwhelmingly dominate although there are small areas of terraced housing. Dwellings are often square in shape.
Building heights	2 storeys.
Building lines	Dwellings are not always set parallel to the road. Often large detached dwellings can be set close to the road carriageway, particularly in the closes. Buildings are often viewed with other buildings behind.
Architectural detailing	Sandy brown or red brick, Side gables are common
Gardens	All have front and rear gardens but the size of the front gardens can vary significantly.
Vegetation	Vegetation tends to be small scale, particularly in front gardens.
Boundary treatments	Front gardens are invariably open, especially in the closes although walls and low hedges are often used to define side boundaries
Parking	Parking is usually on plot, with visitor parking provided in on street parking bays. Garages are either integral or separate on plot buildings.
Street scenes	Tend to be dominated by offset buildings and the interweaving amenity green space areas. Building rhythms are weak and streets can often have an open unenclosed feel as a result of the open front gardens and large amounts of amenity green space. Where present, the paved and cobbled surfaces are key element of the street scene.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none"> ● Unsympathetic extensions ● Extensions resulting in the reduction of gaps between buildings. This erodes the rhythms of the street scenes. 	<ul style="list-style-type: none"> ● Attractive street design including the use of cobbles and coloured paving ● Extensive amenity green space ● Provision of attractive linkage spaces 	<ul style="list-style-type: none"> ● Large areas of unrelieved side elevations and brick walls which are visually intimidating. The lack of openings in frontages limits the amount of natural surveillance of the street scene



Paved closes



Rumble strips



Abundant amenity green space



Parking embayments

Guiding Principles – Contemporary Paved Estates

CP1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none">(a) Maintenance of space between, and around buildings. Particular attention should be paid to maintaining open front gardens and existing gaps between buildings.(b) Continued use of designs that reflect the late 20th century architecture. Particular attention should be paid to materials, colours, and gabling.(c) Creation of road corridors that continue the use of enbayments, cobbles and pavours(d) Consist principally of 2 storey detached buildings(e) Maintenance of existing and provision of new amenity green space(f) Provision of space to enable the retention and provision of existing trees and mature vegetation.
CP2	<p>Development that intensifies the existing tight urban character will be scrutinized carefully. Erosion of existing gaps that help give an open feel and appearance to the estate will be resisted.</p>

Intense Terraces

Description

5.19 Small parts of the urban area have been developed since the mid 1950's to the present day in an intensive terraced form of development. These areas were developed in pockets, rather than in large estate type development. These pockets include the social housing areas around Avenue Suci and the intense market housing development adjacent to Camberley Park.

5.20 All of the examples of this Character Area are found in either York Town, Camberley or Frimley.

5.21 Highly intense development in small pockets, in the form of terraces at 3 storeys or greater, are the hallmarks of this character area.



Surrey Avenue, York Town



Character Area form



Lancaster Drive, Camberley

Specific character – Intense Terraces

Feature	Contribution to character
Main Uses	Residential only
Roads	Road layouts are primarily formed from cul-de-sacs off a main road. Parking and circulation areas take up large amounts of the site.
Plot shapes and sizes	Variable
Open spaces and space about buildings	Variable. More contemporary developments contain amenity green space. Buildings are generally set in space. The nature of the surrounding space varies according to the levels of landscaping and hard surfacing.
Age of buildings	Post war and contemporary
Type of buildings	Terrace houses or blocks of flats
Building heights	Typically 3 storeys or greater
Building lines	Buildings are set close to the road. Terraces tend to have strong building lines. Blocks of flats have a parkland setting
Architectural detailing	Varied according to age but front facades are often well articulated
Gardens	All have gardens but the nature of the space varies according to whether it is private or communal
Vegetation	Limited
Boundary treatments	Frontages are typically open. Fences and walls used elsewhere
Parking	Either on-plot (integral garages or in front of the buildings) or within parking courts
Street scenes	Dominated by buildings and parking. Often the development is on one side of the road and this gives the road corridors a lopsided enclosure, especially when low rise buildings of a different style are present on the other side.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none"> ● Loss/deterioration of softening landscaping 	<ul style="list-style-type: none"> ● Good articulation of buildings 	<ul style="list-style-type: none"> ● Dominance of parking and messy front areas ● Very hard urban appearances with extensive hard surfacing ● Loss of human scale



The Cloisters, Frimley



Lorraine Road, Old Dean



Lop sided road enclosure



Dominance of parking

Guiding Principles – Intense Terraces

IT1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none">(a) Provision of high quality hard and soft landscaped space around buildings. Provision of large scale soft landscaping elements such as swathes of low level planting and, where practicable, mature trees will be expected. Particular attention should be paid to publicly visible space to the side and front of buildings.(b) Use of high quality architectural design and detailing to articulate and break up the building mass and provide visual interest(c) High quality hard and soft landscaping to be provided in parking areas(d) Maintenance and retention of existing green space around buildings
IT2	<p>Development that intensifies the existing building mass without providing softening elements in the form of landscaping and articulation of facades will be resisted.</p>

Hedged Estates

Description

5.22 The Hedged Estates Character Area is found only in Camberley and Heatherside and it tends to consist of housing areas developed on the edges of the Wooded Hills Character Area. Like the Wooded Hills, the hedged estates have a very green character but they tend to be located on level areas and have a more regimented layout and appearance. These areas are typically small, mid to late 20th century infill estates.

5.23 Generous plots accommodating detached dwellings and enclosure of the street scene with hedges and street trees are the hall marks of this post-war character area.



Parkway, Camberley



Character Area form



Crosby Hill Dr, Camberley

Specific character – Hedged Estates

Feature	Contribution to character
Main Uses	Residential.
Roads	Road corridors are adopted and usually with pavements both sides, although there are a number of exceptions to this. A mixture of verges, street trees and hedges help to soften the road corridor but the elements are linear and help to create a more formal and regimented appearance than in the Wooded Hills Character Area. Limited or no public linkage spaces beyond those associated with road corridors.
Plot shapes and sizes	A regular pattern of reasonably generous (around 0.1ha) rectangular shaped plots. This allows for buildings to be well spaced and the development of mature vegetation.
Open spaces and space between buildings	Provision varies. Some contain noticeable amounts of amenity green space (Hillcrest and Coppid Hall) while others have no provision. At Parkway the formal sports ground is a small but noticeable void in the townscape morphology. The Character Area has an open textured character with gaps provided by the set back of buildings from the road, side gardens and deep rear gardens.
Age of buildings	Post war and late 20 th Century, with a few interwar dwellings along Parkway and Old Green Lane, Camberley.
Type of buildings	Predominantly substantial and detached
Building heights	2 storeys.
Building lines	Strong front and rear building lines
Architectural detailing	Mixed with no one style dominating
Gardens	All properties have front, side and rear gardens. Rear gardens are deeper than the front.
Vegetation	Vegetation tends to be verdant, with many mature trees.
Boundary treatments	Medium sized front hedges are very common. Mature vegetation, small walls and fencing is also present.
Parking	On plot
Street scenes	A key characteristic of the street scene is the enclosure of the road corridor by vegetation, usually in the form of medium height hedges. Buildings are set back behind the vegetation and are not the dominant element in the street scene. The regular shaped plots and roads, along with the hedges create a slightly formal appearance.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none">● Loss of hedges and vegetation and replacement by fencing● Reduction of gaps as a result of extensions and infilling.	<ul style="list-style-type: none">● Open texture with many gaps between properties● Extensive use of hedges and mature vegetation● Green character	<ul style="list-style-type: none">● Lack of linkage spaces● Mediocre architecture



Street enclosure by hedges



Linear street scenes



Fencing eroding character



Pockets of amenity green space

Guiding Principles – Hedged Estates

HE1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none"> (a) Buildings to be set in spacious, regular shaped plots which provide for space between, and around buildings and which allows for the maintenance/ development of a verdant character. (b) Consist principally of 2 storey detached buildings set in individual plots enclosed by hedges and mature vegetation. (c) Provision of a green character through the retention of existing large trees and mature vegetation and the provision of substantial new landscape features in the form of large trees, shrubs and tall hedges. Dense vegetative screens and hedges will reduce visibility of buildings from the street and between neighbours. (d) Front gardens to be enclosed by hedges
HE2	<p>Development forms that are contrary to the prevailing development form of detached houses set in spacious individual enclosed plots will be resisted. Developments with closely set buildings, cramped or overly prominent appearances, minimal provision of side gardens and high plot ratios will be opposed.</p>
HE3	<p>Development that erodes the soft green character of the area will be resisted. Creation of hard urban landscapes through the introduction of large areas of hard surfacing, unenclosed front gardens and hard boundary treatments will be resisted.</p>
HE4	<p>Opportunities should be taken to enhance the architectural quality of buildings in the area. High quality contemporary designs will be welcomed.</p>

Heatherside

Description

5.24 The Heatherside Estate was one of the last Victorian heathland estates in the WUA that remained relatively intact and undeveloped in the post war period. In the 1970's much of it was sold to Bovis Homes who created a self contained neighbourhood, complete with community infrastructure. This is the largest single private housing estate in the WUA and its layout and form of development is distinctive from other post war housing areas in the Borough.

5.25 Dense development with single trees generously scattered through the neighbourhood, and long winding avenues with numerous cul-de-sacs, car parking courts and pedestrian walkways, are the hall marks of this post-war character area.



Cheviot Close, Heatherside



Character Area form



Cumberland Avenue, Heatherside

Specific character – Heatherside

Feature	Contribution to character
Main Uses	An identifiable neighbourhood with a mix of residential and community infrastructure uses. The neighbourhood has an identifiable heart with retail, recreation, education and community uses clustered in a centre.
Roads	Road layouts are based on the form of long winding streets with many small cul de sacs and pedestrian walkways off these. Many car parking courts lie off the 'culs-de-sac'. Road corridors tend to be hard with the pavements either side of the road carriageway and very limited provision of verges. Extensive provision of linkage spaces. The abundant provision of pedestrian walks (which are usually associated with significant amenity green space areas and terraced housing) and the footpath associated with Wellingtonia Avenue are key characteristics of the character area.
Plot shapes and sizes	Plots are small (generally below 0.03ha) but all have front and rear gardens. Not all plots have road frontage and instead rely on the network of walkways.
Open spaces and space between buildings	Provision of both formal and informal spaces. Although buildings are closely set the area has an open texture provided by amenity green spaces, walks, parking courts and linkage spaces.
Age of buildings	1970's
Type of buildings	Dwellings types are a mixture of terrace, semi and detached houses. Many of the terraces only have frontage onto the walks rather than onto a road.
Building heights	Most are 2 storeys
Building lines	Often slightly staggered
Architectural detailing	Long rectangular windows, sandy brown coloured bricks, diamond shaped tile hanging in green or dark brown and weatherboarding are characteristic architectural details.
Gardens	Small. Front gardens usually open.
Vegetation	The generous scattering of single mature trees throughout the CA is a key characteristic. Wellingtonia Avenue is the largest and most formal of the tree scatterings but many smaller specimens are found throughout in gardens and amenity green space areas.
Boundary treatments	Open front gardens
Parking	Parking is either on-plot or in parking courts. Very often the parking courts have garage blocks.
Street scenes	Dominated by the single trees and open front gardens, with buildings behind.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none"> ● Loss of mature trees ● Unsympathetic extension design ● Use of materials and colours which are out of keeping 	<ul style="list-style-type: none"> ● Open green texture provided by amenity green spaces, walks, parking courts and linkage spaces ● Abundance of single mature trees ● Walks and linkage spaces ● Wellingtonia Avenue ● Common use of architectural themes in the form of building design and colours 	<ul style="list-style-type: none"> ● None



Pedestrian walks



Sandy brick buildings



Wellingtonia Avenue



Parking courts

Guiding Principles – Heatherside

H1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none">(a) The maintenance of the existing open texture of development(b) Proposals to allow for the retention and protection of mature trees(c) Consist principally of 2 storey semi detached and terrace buildings.(d) Front gardens to be largely open(e) Use of high quality designs that reflect the 1970's Heatherside architectural style. Particular attention note should be taken of material types and colours, window design and building proportions.
H2	<p>Development that threatens to erode the open texture created by the pedestrian walks, car parking courts and amenity green spaces will be resisted.</p>
H3	<p>Development that results in the loss of existing mature trees, especially those in front gardens or in public areas will be resisted.</p>

Post War Military Estates

Description

5.26 In the early postwar period a large area of military housing was developed at the top end of Kings Ride, Camberley. The housing has an open character similar to other postwar housing areas but its original strong design elements have been maintained by the single owner and remain undiluted despite the passage of 50 or 60 years. This consistency of design is a key characteristic of the character area, along with its spaciousness and distinct architectural style.

5.27 Dwellings with wide or double frontages, totally open front gardens, and streets with street trees, wide verges and formal amenity green space areas are the hall mark design elements of this post-war character area.



Everest Road, Camberley



Character Area form



Matthews Road, Camberley

Specific character – Post War Military Estates

Feature	Contribution to character
Main Uses	Residential only
Roads	Road layouts are curvaceous. The corridors have pavements and verges either side of the carriageway. A significant amount of formal amenity green space is associated with the road corridors.
Plot shapes and sizes	Medium to large rectangular plots. Many of the plots around 800 m2
Open spaces and space about buildings	Provision of both formal and informal spaces. Amenity green space associated with road corridors has a formal appearance. The Character Area has an open textured character with gaps provided by the set back of buildings from the road, side gardens and deep rear gardens.
Age of buildings	Post War - 1950's
Type of buildings	Detached
Building heights	2 storeys
Building lines	Strong front and rear building lines
Architectural detailing	The proportions of the buildings are based around wide frontages and narrow depths, symmetrical features arranged around a centrally located front door and chimneys at either end. Render is common.
Gardens	Front, rear and side gardens present on all properties. Generous front and rear gardens. A key characteristic is the grassy openness of the front gardens and lack of enclosure by vegetation, fences or walls.
Vegetation	Vegetation in the front gardens tends to be small scale, and largely confined to periodic specimen trees. These have been planted more as street trees, although they are not in the verges.
Boundary treatments	Front areas open.
Parking	Usually on plot, either as integral garages or separate garages in side gardens.
Street scenes	Have a green, open, slightly formal character dominated by the road corridor, wide verges and grassy open front gardens. The wide buildings are set well back and provide a distant enclosure while street trees provide some limited enclosure of the road corridor.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none">None at this stage as estates are managed by a single landowner - the MOD	<ul style="list-style-type: none">Attractive open and green street scenesCommon architectural styles, colours and materials providing a cohesive appearanceGenerous provision of amenity green space in street scenes, alibet with a formal character.	<ul style="list-style-type: none">None



Verges and amenity space



Wide fronted buildings



Open front gardens

Guiding Principles – Post War Military

P01	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none">(a) Maintenance of space between, and around buildings. Particular attention should be paid to maintaining open grassy front gardens and the strong building lines(b) Continued use of designs that reflect the post war military architecture. Particular attention should be paid to the building proportions that have been used and the use of chimneys and white render.(c) Consist principally of 2 storey detached buildings set in individual plots with front gardens that are not enclosed.(d) Retention of existing trees and mature vegetation.
P02	<p>Development which results in the loss of gaps between buildings and the creation of a terracing effect will be strongly resisted.</p>

Mixed/commercial character areas

Historic Routes

Description

5.28 The Historic Routes Character Area is based on the old roads running through the western borough. These roads have had a strong influence on the layout of the urban area and in many cases a distinctive character has developed around them. These historic routes include:

- The old toll roads and coaching routes:
 - London to the West Country (now the A30); and
 - London to Portsmouth (now the A325);
 - The route linked the hamlets and farming villages of the Blackwater Valley (now the B3411);
 - The tracks leading from the Blackwater Valley villages to the main routes through the heathland (now Old Bisley Road, Field Lane, Wharf Road)
 - The Victorian roads providing access from the old routes into new subdivisions.
- 5.29** The hall marks of this character area are:
- a mix of uses and age in developments lining the road;
 - long, narrow, rectangular plots.
 - the presence of a smattering of Victorian/Edwardian or earlier buildings, a number of which are listed or locally listed.

5.30 The Historic Routes Character Area can be further divided into four sub areas; namely,–

- Main thoroughfares
- Commercial nodes
- Lanes;
- Victorian/Edwardian subdivisions (offset from main thoroughfares)

The extent and location of these sub groups is shown on Figure 5.1. Details of their specific character follow:

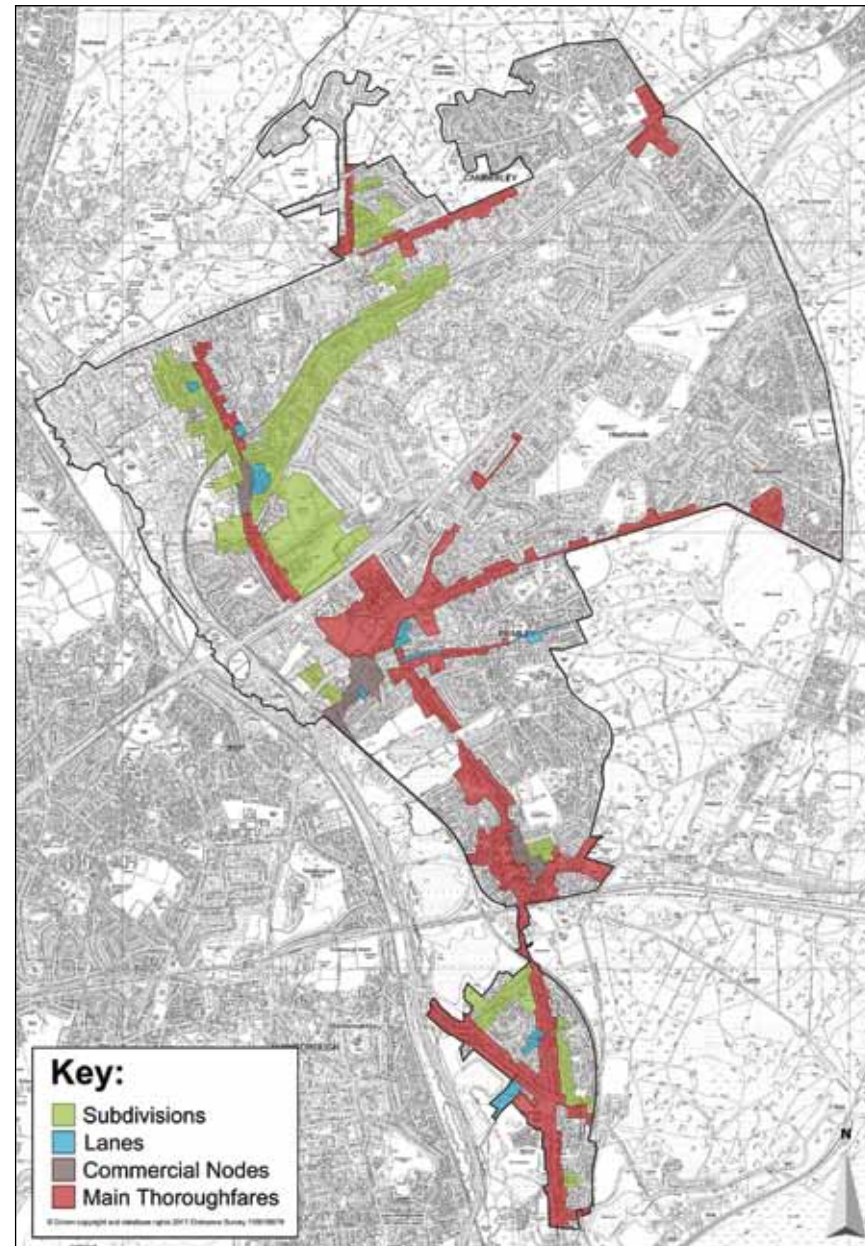


Fig 5.1 Historic Routes Character Area - sub areas

Main Thoroughfares

- 5.31** Historically the main thoroughfare areas were the open countryside along the lines of roads established in pre-Victorian times along the Blackwater Valley. A mix of uses developed along these roads over time in response to passing traffic and proximity to the small hamlets and villages along the valley.
- 5.32** The Main Thoroughfare Sub Character Area is notable for its linear strip type development and mixed infill character.

Specific character – Main thoroughfares

Feature	Contribution to character
Main Uses	A mix of uses including residential, community, retail, business and open space activities. Residential is the most frequent use.
Roads and linkage spaces	Key movement corridors through the WUA. Roads are busy and traffic is often fast moving. Roads have pavements both sides.
Plot shapes and sizes	Narrow and long rectangular plots, often around 50m in depth with frontages of 7 – 12m. Plots are in the form of strip development, typically one plot deep with development fronting the main thoroughfare.
Open spaces and space about buildings	Typically small informal amenity green space areas. Side and rear gardens provide space about buildings
Age of buildings	A mix from pre Victorian through to present day. However, Edwardian, interwar and post war buildings dominate.
Type of buildings	Mixed, including bungalows, detached, semis and terraces.
Building heights	Generally small in scale and up to 2 storeys in height. The Frimley Park area is an exception to this.
Building lines	Tend to be uniform with the occasional building set either forwards or backwards of the line. Buildings tend to be set close to the road with deep rear areas. This is particularly noticeable along the B3411 where there are buildings directly fronting onto the road.
Architectural detailing	A mix of building ages and architectural styles ranging from pre-Victorian through to present day. Design is generally mediocre, although there are a number of attractive Victorian/Edwardian properties. Several of these are listed or locally listed.
Gardens	Deep rear gardens
Vegetation	Hedges and mature trees are common and provide softening elements
Boundary treatments	Walls, hedges

Feature	Contribution to character
Parking	On plot
Street scenes	The street scene has an enclosed feel derived from a mix of buildings, walls and large scale vegetation. Buildings are generally set close to the road and are significant elements in the street scene. The mix of uses and building types and styles gives the street scene a jumbled character. However, walls, consistent plot widths, hedges and large mature trees provide unifying elements. Hedges and vegetation provide softening elements and in many locations the road has a strong green character despite the proximity of buildings and walls.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none"> Loss of front garden enclosure and vegetation, often undertaken to facilitate onsite parking. 	<ul style="list-style-type: none"> Back gardens form a significant backdrop to the Blackwater Valley's open landscape, providing a wooded appearance screening the urban area around Mytchett. Mature trees lining the main roads creating a green corridor. Retention of older buildings that reflect the historical development of the area. High levels of vegetation in deep rear gardens. 	<ul style="list-style-type: none"> Heavy traffic on through routes Street furniture clutter Use of wooden fencing on frontages of main through roads.



Victorian building set close to the road, Frimley



Frimley Road, Camberley



Mytchett Road, Mytchett

Guiding Principles - Main thoroughfares

MT1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none"> (a) Consist principally of 2 storey detached or semi detached buildings set close to the street with deep rear gardens. (b) Maintain the open textured green character with visual gaps through to vegetation in the deep rear gardens (c) Front gardens to be enclosed by walls, hedges or mature vegetation (d) The existing rhythms of plot widths to be maintained. (e) Provision of a green character through the retention of existing hedges and large trees in front and rear gardens and the provision of space for the planting of hedges, large trees and shrubs.
MT2	<p>Continued development of the mixed character in terms of uses and architectural styles will be encouraged.</p>
MT3	<p>Proposals that result in the loss of front garden enclosure and interrupt the existing rhythms of the plot widths will be resisted.</p>
MT4	<p>Retention of existing good quality Victorian/Edwardian buildings will be strongly encouraged. Where it is not viable to retain these buildings the replacements are expected to be of high quality and reflect historical references. Additions and extensions to Victorian/Edwardian buildings will be expected to be sensitive and enhance the Victorian/Edwardian architectural character.</p>
MT5	<p>Measures to minimise the impact of car parking on the street scene will be encouraged provided this does not facilitate the loss of front boundary treatments and the paving over of front garden areas.</p>

Commercial Nodes

5.33 Although a mix of activities are found throughout the Historic Route character area there are three locations where commercial activities are concentrated in small nodes – Watchetts, Frimley and Frimley Green (Fig 4.1). The latter two are based on the cores of the Blackwater Valley historic villages.

5.34 The hallmark of the commercial nodes is the dominance of the retail and business activities in a strip form of development. The buildings in these small centres reflect a small scale character which is in line with their local/neighbourhood function.

Specific character – Commercial Nodes

Feature	Contribution to character
Main Uses	A mix of uses including retail, business, community and residential activities. Retail and business activities dominate.
Roads and linkage spaces	Key movement corridors through the WUA. Traffic dominates the commercial areas. Roads are busy and can act as traffic congestion points. Pavements both sides.
Plot shapes and sizes	Typically narrow rectangular plots with the buildings directly fronting onto the road. Development usually one plot deep.
Open spaces and space about buildings	Limited and typically very small informal amenity green space areas. The exception is Frimley Green where the Green provides a unique informal open space in the WUA which is highly visible and plays a strong community role. It is more characteristic of rural villages. Space about buildings is limited owing to the close setting to the road and lack of separation between buildings. Occasional alleyways and rear service areas provide visual gaps.
Age of buildings	A mix from pre Victorian through to present day. However, post war buildings dominate.
Type of buildings	Usually in terraced form with little or no gaps between buildings. Older buildings (pre WWII) appear in the street scene as a close set row of individual buildings. Post war properties appear as large single buildings with plot divisions largely invisible. Larger footplate buildings in Watchetts and Frimley, traditional in Frimley Green
Building heights	Older buildings constructed before the 1950's tend to be 2 storeys with pitched roofs. Newer buildings, especially those built in the 1960's and 70's tend to be 2 to 3 storeys with flat roofs.
Building lines	Properties tend to front directly onto pavements.
Architectural detailing	A mix of building ages and architectural styles ranging from pre-Victorian through to present day. Design is generally mediocra, although there are a number of attractive Victorian/Edwardian properties. Several of these are listed or locally listed.
Gardens	Open space around buildings is generally in the form of hard surfaced parking areas or service yards. Where gardens are associated with residential uses, these tend to be small.
Vegetation	Very limited in both public and private spaces. The Green, at Frimley Green provides an exception to this.

Feature	Contribution to character
Boundary treatments	Road frontages typically open.
Parking	On street and parking courts to the rear.
Street scenes	Streetscenes are hard and urban in character. The terraced buildings dominate, along with the busy road corridors. In all areas, street furniture and pavements are prominent elements. In Watchetts and Frimley the streetscenes are particularly hard with little or no vegetation. In Frimley Green the hard urban form is softened by the presence of The Green and trees located outside the Character Area.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none"> Loss of buildings with historic features Replacement of small individual buildings and plots with buildings with large footprints on amalgamated plots. Unless the rhythms of the buildings and plots are maintained in the façade of the new building the small scale character of the commercial nodes is lost. 	<ul style="list-style-type: none"> Small scale local development 	<ul style="list-style-type: none"> Heavy traffic on through routes Poor design quality of many commercial buildings Run down character of many commercial buildings Street furniture clutter Flat roofed, large scale commercial buildings which do not reflect the historic plot divisions and building scales Non traditional shopfront details in newer buildings



Watchetts, Frimley Road, Camberley



Frimley High Street, Frimley



Frimley Green Road, Frimley Green

Guiding Principles - Commercial Nodes

CN1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none"> (a) Buildings up to 3 storey but principally of 2 storeys with pitched roofs. (b) The need to reflect historic plot widths in building facades, detailing and in shop fronts. (c) Architectural detailing and scale and massing to reflect the local neighbourhood roles of these node areas. (d) High quality architectural detailing of publicly visible elevations (e) All publicly visible elevations to address the public space with active frontages and attractive, articulated architecture, including decorative features and openings.
CN2	Continued development of the mixed character in terms of uses and architectural styles will be encouraged.
CN3	Proposals that seek to introduce bulky, flat roofed buildings with front elevations that ignore historic plot divisions and building scales will not be considered to be high quality design and will be resisted.
CN4	Replacement of the poor quality flat roofed, bulky buildings of the 1960/70's period with high quality mixed use buildings will be supported.
CN5	Retention of buildings with good Victorian/Edwardian character will be strongly encouraged. Additions and extensions to these buildings will be expected to be sensitive and enhance the Victorian/Edwardian architectural character. Where it is not viable to retain Victorian/Edwardian buildings the replacements are expected to be of high quality and reflect historical references.

Lanes

5.35 There are a number of small lanes in the WUA which are part of the historic road patterns of the Blackwater valley. (Fig 4.1). All of the lanes have their origins in the Victorian era or earlier and most formerly provided access to a business or farm.

5.36 They are characterized by their narrow gravel roads, intense, small scale forms of development and a high number of buildings that date from Victorian or earlier periods.

Specific character – Lanes

Feature	Contribution to character
Main Uses	Primarily residential, although some commercial and open space uses are also present.
Roads and linkage spaces	Typically short dead end roads running off historic road routes. All are narrow unmade surfaces with no footpaths.
Plot shapes and sizes	Usually small and rectangular
Open spaces and space about buildings	Small amounts of amenity green space. Buildings are typically closely set to each other and to the road. Space is generally confined to small gaps between buildings
Age of buildings	Mixed in age but many built in in the 19 th century or earlier.
Type of buildings	Generally detached or terraces
Building heights	2 storeys
Building lines	Buildings often directly abut the roadway
Architectural detailing	Architectural styles are mixed, reflecting the age range of properties present in the Lanes. However, brick chimneys are common architectural elements, along with full gables. Red bricks, white render and slate tiles are common materials. Several of the buildings are locally listed.
Gardens	Small and to the rear.
Vegetation	Mature hedges, trees and vegetation common despite the smallness of the plots
Boundary treatments	Hedges and walls dominate
Parking	On street and on plot
Street scenes	The lanes tend to be tightly enclosed by buildings and vegetation. The human scale, unmade roads, buildings with historic character, lack of passing traffic and mature vegetation combine to create attractive streetscenes and a pleasing environment.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none">● Unsympathetic development which results in the loss of period features and character● Loss of buildings with historic character● Loss of soft landscaping	<ul style="list-style-type: none">● Retention of many properties from Victorian/Edwardian periods or earlier.● Small human scale character● Relative un-dilution of the original architectural features, plot layouts and building scale and massing of older properties.	<ul style="list-style-type: none">● On street parking causing road congestion



Cedar Lane, Frimley



Moorlands Place, York Town



Field Lane, Frimley

Guiding Principles - Lanes

L1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none"> (a) Buildings small scale and up to 2 storeys with pitched roofs. (b) The need to reflect historic plot dimensions, architectural detailing and scale and massing in all development. (c) High quality architectural detailing of publicly visible elevations. (d) Provision of opportunities to soften the closely set buildings with vegetation and protection of hedgerows as boundaries. (e) Development to address the lane with elevations facing the lane having good articulation and active frontages.
L2	Continued development of the mixed character in terms of uses will be encouraged.
L3	Proposals that seek to introduce development that is out of keeping with the strong historic character of the Lanes will be resisted. Particular regard will be had to building scale and massing, roofscapes and architectural detailing, including materials.
L4	Retention of existing good quality Victorian/Edwardian buildings will be strongly encouraged. Where it is not viable to retain these buildings the replacements are expected to be of high quality and reflect historical references. Additions and extensions to Victorian/Edwardian buildings will be expected to be sensitive and enhance the Victorian/Edwardian architectural character.

Victorian/Edwardian Subdivisions

5.37 A series of subdivisions were developed in Victorian/Edwardian periods in the WUA. All are closely associated with the older road network and lie within the Backwater valley. The majority are close to Camberley town centre. (Fig 4.1).

5.38 Small subdivisions took place in phases off the main thoroughfares over the late Victorian and Edwardian periods with development and later infilling continuing through the rest of the 20th century. Although the original Victorian/Edwardian plot divisions and layout were maintained in later phases, the Victorian/Edwardian buildings are liberally interspersed with 20th century styles and this gives the area its distinctive characteristic, along with the formal road layouts and mix of uses.

5.39 The Subdivisions sub area includes part of the Upper Gordon Road to Church Hill Conservation Area. For properties within the Conservation Area further guidance is set out in the Conservation Area Appraisal.

Specific character – Victorian/Edwardian subdivisions

Feature	Contribution to character
Main Uses	Residential areas with a mix of other uses including retail, business, community and open space.
Roads and linkage spaces	Streets are generally narrow with pavements both sides and no verges. A number of roads do have street trees – College Road, Queen Mary Avenue, York Road, and Watchetts Drive.
Plot shapes and sizes	Usually small, narrow and rectangular although more modern developments on former large middle class properties south of the Gordon Road complex do not follow this pattern. Plots in these areas tend to be larger, wider and more irregular in shape.
Open spaces and space about buildings	A mix of formal space in the form of allotments and playing fields. Little or no amenity green space. Watchetts Recreation Ground and Camberley park are noticeable voids in the urban form although both are well hidden. Buildings are generally closely set with limited gaps
Age of buildings	Mixed in age but with concentrations of properties built in the late 19 th century/ early 20 th Century.
Type of buildings	The scale of development varies. Buildings within the York Town, Frimley, Frimley Green and Mytchett estates were historically built for workers and tend to be small scale semi-detached or terraced and two storeys with shallow pitched roofs. Later infill housing in these areas followed the same pattern. Buildings in the Camberley estates to the east of Frimley Road are a mixture of detached, middle class Edwardian houses and more modern properties, many of which have been built on former large Edwardian plots. Older buildings are grand in scale and tend to be 2 to 2 ½ storey with steeply pitched roofs. Later infill housing are a mixture of 2 and 3 storeys in height. Some of the infill is in the form of flats which have replaced older Edwardian/Victorian properties.
Building heights	See above
Building lines	Buildings located close to the street and each other. Watchetts Dr, Park Road and the roads to the south of Gordon, Middle Gordon and Upper Gordon are the exceptions to this.
Architectural detailing	A mix of building types, ages and architectural styles ranging from Victorian/Edwardian through to present day. Design of the Victorian/Edwardian buildings is good with more modern buildings, being medioca, and in places, poor. Despite the large numbers of well design buildings the only listed building is the farmhouse off Watchetts Drive while locally listed buildings are confined to the Conservation Area.
Gardens	Front gardens are generally small and often enclosed by brick walls. Rear gardens are deep and able to accommodate mature trees. Communal gardens associated with flats tend to be limited.
Vegetation	Small hedges and vegetation with occasional small trees to the front. Larger vegetated elements to the rear.
Boundary treatments	Hedges and walls dominate
Parking	Usually on- street
Street scenes	The streets scenes are generally hard and enclosed by buildings and walls with vegetation providing a limited softening element. Buildings are typically highly visible in the street scene. In many places the repetitive rhythms of the building proportions, materials and colours provide a pleasing appearance.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none"> ● Unsympathetic householder development which results in the loss of period features and character ● Loss of Victorian/ Edwardian buildings ● Development of large footprint buildings on large plots which do not recognize the rhythms of the older plot divisions ● Loss of front walls and hedges 	<ul style="list-style-type: none"> ● Retention of many properties from Victorian/ Edwardian periods. Many of these are well maintained with relatively undiluted period features. ● Concentrations of buildings with original Victorian/Edwardian architectural features, plot layouts and building scale and massing ● Attractive street scenes with strong enclosure and repetitive rhythms of building proportions, materials and colours ● Inclusion of mature vegetation, especially in the form of hedges ● Upper Gordon Road to Church Hill Conservation Area 	<ul style="list-style-type: none"> ● On street parking causing road congestion ● Infill housing often completely disregarded the plot rhythms, building scales and architectural styles of the original and surrounding Victorian/ Edwardian developments. ● Redevelopments that have ignored or paid lip service to the Victorian/Edwardian character



Former worker housing
Oakley Road, York Town



Former Edwardian middle class housing
Gordon Road, Camberley



Infill housing,
Saddlewood, Camberley

Guiding Principles - Victorian/Edwardian Subdivisions

VS1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none"> (a) The need to reflect historic plot dimensions, architectural detailing and scale and massing in all development. (b) High quality architectural detailing of publicly visible elevations (c) Provision of opportunities to soften the closely set buildings with vegetation (d) Buildings should predominantly contain traditional elements such as the use of gables, chimneys , varied roof heights, decorative mix of materials and pitched roofs. There should be a high quality of architectural materials appropriate to the character of the building. (e) Be principally of red brick with the occasional use of render, stone and boarding with slate or tiled roofs (f) Development to incorporate front boundary treatments in the form of brick walls and/or hedges. (g) Buildings to strongly address the road frontage with a traditional front/back relationship to the street.
VS2	<p>Retention of existing good quality Victorian/Edwardian buildings will be strongly encouraged. Where it is not viable to retain these buildings the replacements are expected to be of high quality and reflect historical references. Additions and extensions to Victorian/Edwardian buildings will be expected to be sensitive and enhance the Victorian/Edwardian architectural character.</p>
VS3	<p>Buildings with large footprints that include large areas of flat roof to span the building depth will be resisted. The massing of building and roof elevations should be broken down to avoid this problem.</p>
VS4	<p>Where buildings are replaced, high quality designs with fine architectural detailing will be expected. Poor quality pastiche design and after-thought add-on historic features will not be acceptable.</p>

A30 Commercial Corridor

Description

- 5.40** The A30 from Knoll Road to Tuscam Way is part of the historic London to West Country toll road route but it has a unique character that sets it apart from the Historic Routes Character Area. The development of the military colleges on the northern side of the A30 is largely responsible for the layout and form of this corridor.
- 5.41** Development of the RMA in 1812 saw local entrepreneurs established a strip of largely commercial development on the opposite side of the A30 to serve the Academy. Over time this area became known as York Town. When the Staff College was developed in 1862 a large commercial area was established opposite the College entrance which extended well back from the A30. This area became known as Cambridge Town, and later, Camberley. Over time the strip between the two centres of York town and Camberley became filled in with further late Victorian and Edwardian development.
- 5.42** A number of the original buildings along the southern side of the A30 corridor were grand in scale and design, although they followed the Victorian/Edwardian plots divisions. The corridor still retains remnants of the Victorian/Edwardian plots divisions and both large and small scale buildings. However, many properties have been redeveloped with large scale late 20th century commercial and residential buildings which are of a significantly increased scale and do not reflect the previous Victorian/Edwardian character.
- 5.43** As the military colleges are set well back and hidden behind dense tree screens on the northern side the road, with the strip of development on the southern side, the A30 has the sense of being a border – reminiscent of a seafront; only in this case the sea has been replaced by the green estates of the military colleges.
- 5.44** The A30 Commercial Corridor area is characterized by the border like development on the southern side of the A30, the extensive numbers of commercial uses and large scale buildings, the juxtaposition of poor and good quality developments and its eroded Victorian/Edwardian elements.



Just north of Tuscam Way



Character area form



London Road

Specific character – A30 Commercial Corridor

Feature	Contribution to character
Main Uses	A mix of uses but with a predominance of commercial activities
Roads	A wide linear road with a grid like pattern around Camberley town centre. Footpaths both sides and some wide verges are present on the northern side. Some linkage spaces in the form of footpaths and courtyards.
Plot shapes and sizes	Juxtaposition of historic small rectangular plots with contemporary large wide plots.
Open spaces	Public open space confined largely to the town centre area, particularly Knoll Road Civic area and Park Street, although there are wide verges on the northern side in places which are remnants of an older road layout when the A30 was narrower.
Age of buildings	A pepper pot mix of building ages, including many Victorian/Edwardian properties and properties from the 1970's/1980's.
Type of buildings	Mixture of detached and terraced. A highly urbanised environment on the southern side with high plot ratios. There are several vacant sites.
Building heights	Varies from single through to 6 storeys. Building greater than 4 storeys in height are concentrated in Camberley town centre.
Building lines	Properties strongly fronting the A30 with minimal setback and spacing between buildings.
Architectural detailing	A smattering of buildings with good design qualities, including several listed and locally listed buildings. However, there is a dominance of buildings with poor design qualities and many properties are in poor condition.
Gardens	Often hard surfaced and highly urban where present.
Vegetation	Minimal landscaping/greenery on the southern side. Extensive greenery including specimen trees and woodland
Boundary treatments	Frontages largely open.
Parking	Parking and access generally provided to the rear.
Street scenes	Street scenes are dominated by the green rural vistas on the northern side, the highly urbanised southern side and traffic movement and street furniture of the A30.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none"> ● Loss of remnant Victorian/Edwardian buildings ● New development that does not reflect the scales, architectural styles and plot divisions of the original Victorian/Edwardian development. 	<ul style="list-style-type: none"> ● Gateway to Camberley town centre ● High visibility ● Location of a number of high status buildings in terms of function and/or stature ● Remnants of former concentrations of Victorian/Edwardian buildings 	<ul style="list-style-type: none"> ● Street furniture clutter. Road signs and traffic signals are particularly intrusive ● Unattractive signage, including billboards and other advertisements ● Environmental effects of traffic movement ● Poor quality design of many late 20th Century and 21st century buildings ● Vacant or derelict sites ● Poor condition of many buildings ● Hard surfacing of most of the space around buildings, including former garden areas



Juxtaposition of smaller Edwardian development with larger 1970/80's properties



Attractive Edwardian building



Remnant of the Victorian commercial strip in York Town



Depth of development back from A30 and tall buildings in Camberley Town centre

Guiding Principles - A30 Commercial Corridor

CC1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none"> (a) New development to facilitate the enhancement of the London Road streetscene as the principal gateway to Camberley Town Centre. The provision of very high quality architectural design with good articulation, careful proportioning and fine detailing will be expected. High quality hard and soft landscaping of the spaces around buildings will be expected and should include space for large structural soft elements including, where appropriate, mature trees. (b) Continuing mix of uses expected. Commercial uses will be particularly welcomed (c) Contemporary architectural design will be welcomed where it is of high quality. (d) Principally 2 – 3 storeys but with a maximum of 5 storeys (e) Principal frontages will be expected to strongly address London Road (f) The scale and massing of all development to be proportionate to surroundings. Strong juxtapositions of domestic scale architecture and large buildings will be resisted. (g) Provision of opportunities to soften the closely set buildings with vegetation (h) Provision of high quality landscaped off street parking areas and softening of paved over gardens will be encouraged
CC2	<p>Retention of existing good quality Victorian/Edwardian buildings will be strongly encouraged. Where it is not viable to retain these buildings the replacements are expected to be of high quality and reflect historical references. Additions and extensions to Victorian/Edwardian buildings will be expected to be sensitive and enhance the Victorian/Edwardian architectural character.</p>
CC3	<p>Buildings with large footprints and pitched roofs that include large areas of flat roof to span the building depth will be resisted. The massing of building and roof elevations should be broken down to avoid this problem. Alternatively, contemporary flat or curved roof solutions should be used.</p>
CC4	<p>Pastiches that do not reflect the scale, form and massing of the period buildings they are attempting to copy will be resisted as poor quality design.</p>

Industrial Estates and Infrastructure

Description

5.45 This character area is based on the industrial estates and the major road and rail infrastructure corridors. The majority of it is found in the Blackwater Valley and was developed in the post war period. The River Blackwater forms the edge of the Character Area.

5.46 Flat, low level, hard urban landscapes characterise this Character Area.



Doman Road, Camberley



Character area form



Bridge Road, Camberley

Specific character – Industrial estates and infrastructure

Feature	Contribution to character
Main Uses	Industrial and key road and rail corridors
Roads	Dominance of road corridors and cars. Road corridors have a very hard appearance, typically with pavements either side, no verges and buildings or parking areas immediately behind.
Plot shapes and sizes	Large plot sizes. Large areas of hard surfacing – primarily used for parking, storage and maneuvering;
Age of buildings	Post war through to contemporary
Type of buildings	Detached with large regular footprints
Building heights	Generally 2 storeys, with flat roofs.
Building lines	Not generally present
Architectural detailing	Functional and with little articulation.
Vegetation	Minimal landscaping/greenery. Where present it is typically small scale landscaping
Boundary treatments	Open or with wire mesh fencing
Parking	On plot
Street scenes	Little relationship between buildings, sites and the street scene. As a consequence the landscape has an unattractive and jumbled appearance with disjointed rhythms and proportions.

Pressures on the Character Area	Positive Features	Negative features
<ul style="list-style-type: none"> Inadequate parking provision leads to vehicles parking illegally. 	<ul style="list-style-type: none"> Formal landscaping of some premises Structured on-site parking provision of some premises Forms much of the gateway into Surrey Heath from the Blackwater Valley and thus parts are very visually prominent Informal landscape feature provided by the River Blackwater 	<ul style="list-style-type: none"> Large areas of unrelieved hard surfacing, usually in the form of tarmac Unattractive, or no, boundary treatments Visually unattractive and unstructured parking and service areas Street furniture clutter. Unattractive signage, including billboards and other advertisements. Environmental effects of traffic movement Function is dominant and thus development usually takes little heed of each other and their impact on the street scene Waste storage areas highly visible and usually unattractive

Guiding Principles - Industrial Estate and Infrastructure

IE1	<p>New development should pay particular regard to the following criteria:</p> <ul style="list-style-type: none"> (a) Contemporary industrial architectural design will be welcomed. (b) Buildings principally 2 – 3 storeys (c) Incorporation of green infrastructure and landscaping where possible, especially in car parking areas and along front boundaries in accordance with the York Town Landscape Strategy (d) Provision of structured on-site parking (e) Waste storage areas to be screened from roads and public areas (f) Use of high quality boundary treatments.
IE2	<p>High quality and visually attractive buildings with formal landscaping will be expected for development adjacent to, or visible from either the A30 or the Blackwater Valley, including the A331, the Blackwater Valley path and other green spaces. Development will be expected to maintain the informal appearance of the River Blackwater and contribute towards maintaining and improving its ecological function.</p>

Parkland Commercial

Description

5.47 The 1980's onwards saw the development of large parkland estates in which offices, light industry and large retail units were developed. Within the western urban area these parkland estates are confined to the Blackwater Valley corridor and are found in York Town and Frimley.

5.48 Large commercial buildings set in extensive, formally landscaped open space are the hall marks of this post-war character area.



Riverside Way, York Town



Character area form



Lyon Way, Frimley

Specific character – Parkland Commercial

Feature	Contribution to character
Main Uses	Commercial uses in the form of offices, large format retail and light industry are interspersed with generous amounts of vegetated open space.
Roads	Road layouts are based on a series of intersecting streets meeting at roundabouts. Roads have pavements and verges.
Plot shapes and sizes	Large plot sizes. Large areas of hard surfacing – primarily used for parking, storage and maneuvering;
Open space	Landscaped amenity green space dominates and is found along road corridors, parking areas and around the buildings. Much of it in large parcels and creates a park-like setting.
Age of buildings	1980's onwards
Type of buildings	Detached buildings with large footprints, spaciouly set
Building heights	2-4 storeys in height with steep roofs.
Building lines	Not strong
Architectural detailing	Varies but buildings and roofs are generally articulated
Vegetation	A key element of the character area. Both formal and informal planting present. Formal planting is extensive and tends to be low level with higher elements in the form of specimen trees to provide visual interest.
Boundary treatments	Open
Parking	On plot in large landscaped parking areas

Feature	Contribution to character
Street scenes	Attractive and dominated by the strength of the formal landscaping and large spaciouly set buildings. The street scenes are only loosely enclosed.

Pressures on the Character Area	Positive features	Negative features
<ul style="list-style-type: none"> ● New development that does not reflect the park-like setting or provide sufficient formal landscaping in and around buildings and through the road networks. ● Development of poor quality buildings 	<ul style="list-style-type: none"> ● Extensive formal and informal landscaping ● High quality of formal landscaping ● Parkland settings ● Good quality architectural design of most buildings 	<ul style="list-style-type: none"> ● None

Guiding Principles - Parkland Commercial

New development should pay particular regard to the following criteria:

- (a) Incorporation of strong formal landscaping , especially through car parking areas and along road corridors and boundaries
- (b) Buildings to be set in broad landscaped settings
- (c) Contemporary architectural design will be welcomed.
- (d) Buildings principally 2 – 3 storeys

Surrey Heath Core Strategy and Development Management DPD

DM9: Design Principles

Development will be acceptable where it achieves the following design principles: -

- (i) High quality design with layouts that maximise opportunities for linkages to the surrounding area and local services; and
- (ii) Respects and enhances the local, natural or historic character of the environment be it in an urban or rural setting, paying particular regard to scale, materials, massing, bulk and density; and
- (iii) Provide sufficient private and public amenity space and respect the amenities of occupiers of neighbouring property and uses; and
- (iv) Protect trees and other vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate; and
- (v) Design to reduce the potential for crime and fear of crime; and
- (vi) Incorporate measures for the storage of waste including recyclable waste and where appropriate waste collection through provision of bring sites; and
- (vii) Be accessible to all and be flexible towards future adaptation in response to changing life needs; and
- (viii) Facilitate provision of IT and other communications technology which allow flexible working practices including employees working from home or from remote locations; and
- (ix) Reduce potable water consumption in residential development to water efficiency standards equivalent to Code for Sustainable Homes level 3-4 between 2011 and 2015, and code level 5-6 from 2016 onwards with provision for measures to reduce external water use.

Development will be expected to incorporate and reflect design and character measures as set out in either general or area specific SPD.

Data sources used to inform the WUA character appraisal

- Gordon Wellard: The Story of Camberley 1798 – 1992 – The Victorian village that became a modern town
- SHBC - Aerial Surveys of 2009, 1971 and 1945
- Google Maps – Street View
- Historic Maps:
 - 1770 Roque Map
 - 1816 Mudge Map
 - 1822 Bryant Map
 - Frimely 1849 Tithe Map
 - Historic Ordnance Survey 1843 -1893
 - Historic Ordnance Survey 1891 -1912
 - Historic Ordnance Survey 1804 -1939
 - Historic Ordnance Survey 1922 – 1969
- SHBC – GIS
- SHBC – Surrey Heath Saved Local Plan 2000
- SHBC – Streets database

Density	This measures the number of dwellings per hectare of land
Linkage spaces	Streets, pedestrian ways, linear open spaces or other linking elements that physically connect the parts of the urban environment.
Organic Form	A type of development that is 'uncontrolled' in that it is not constrained by an overall design or master plan. This process operates at the local level on a site by site basis as individual developers seek to maximise the utility of each site within local physical constraints.
Permeability	The number of alternative ways permitted to move between urban areas, buildings, places and spaces.
Plot ratio	Plot ratios are a measure of intensity. The Council calculates plot ratio by measuring the total area of each floor (gross) of the building(s) (including plant), and relating this to the area of the site, excluding roads, pavements, access roads to backland sites and any land included in the site of an adjoining permission or development for plot ratio purposes. All floorspace will be measured, including basements, except for underground car parks required by the parking standard. An example is that a two storey building covering half the site has a plot ratio of 1:1, as would a 10 storey building covering one tenth of the site.
Site coverage	Site coverage is the percentage of the site area covered by buildings.

