ALDERSHOT AND FARNBOROUGH

Character Assessment

1.0 OVERVIEW

1.1 Aldershot and Farnborough are two urban areas linked by a large military camp in north-east Hampshire adjacent to the county boundary with Surrey, which follows the course of the River Blackwater. Along the line of the valley there are numerous lakes created through gravel extraction, beyond which are further urban areas associated with Ash and Mytchett. The western edge of the conurbation is sharply defined by the woodland of the Forest of Eversley. To the north suburban growth has pushed beyond the line of the M3 motorway, facing out into a lowland mosaic of small and medium fields and woodland.

1.2 Until the mid-19th century much of the area of these two towns was an expanse of heathland and common surrounded by a landscape of small, irregular field and small settlements, most hardly more than hamlets of at least medieval origin at Aldershot, Cove, Farnborough Street and Farnborough Green and a number of isolated farmsteads. In addition there were a number of large houses set in park-like grounds at Aldershot Place, Farnborough Place and Windmill Hill which was re-built in 1859 and re-named Farnborough Hill. In 1882 it Farnborough Hill became the home of the Empress Eugenie who built a mausoleum for the bodies of her husband, the Emperor Napoleon III and her son, the Imperial Price, and established St Michael's Abbey.

1.3 In 1853 an army training camp was held on Chobham Common in Surrey. The success of the training camp led the Commander-in-Chief of the Army, Lord Hardinge to seek a site for a permanent training camp. Aldershot Heath was chosen and the owners agreed to sell almost 10,000 acres for £12 an acre. Originally it was intended to create a tented camp at Aldershot but the Crimean War resulted in the need for better accommodation and two hatted camps were built; North Camp and South Camp were constructed on either side of the Basingstoke Canal. Further barracks for cavalry, infantry and artillery were built closer to the village of Aldershot. The need to house troops returning from the Crimea meant that Aldershot was required to become a permanent barracks and during the 1880s and 90s the huts were replaced with brick buildings and middle and officer class housing was built. Gradually the camps were provided with facilities and infrastructure such as schools, a hospital, power station and a sewage works making Aldershot a complete military town. Even some of the roads were built to accommodate a marching army and so were wider than usual.
1.4 In 1905 His Majesty's Balloon Factory was set up in Farnborough. From that time, and under a variety of names, Farnborough became one of the key sites in Europe relating to developments in aviation technology until it was closed in 1999.

1.5 The arrival of the army had a massive impact on the two small settlements, particularly Aldershot which was closest to the camp. In 1851 the population of Farnborough was 477 and Aldershot a little under 1,000. By 1861 Farnborough had a population, including military personnel, of 5,530 whilst Aldershot's population had jumped to 16,720. This figure had almost doubled by 1901, at which date there was a population of 30,974 in Aldershot. The presence of the camps led to new commercial centres being built to serve the two camps and the rapidly expanding population which, from the 1860-70s had also begun to include rail commuters to London. New streets were laid out to the north of North Camp including Alexandra Road and Canterbury Road with a series of streets connecting the two. Building plots within this area were developed in a piecemeal fashion over the next two decades with a mix of short terraces, detached houses and some villas. Further streets were laid out by the turn of the century, with part of Farnborough Park being taken into the residential area but there was piecemeal development and many of the streets had undeveloped plots between properties, many of which remained undeveloped between the wars. The Ashley Road and Manor Road area south of Farnborough Street was one of the few areas that saw concentrated development in this period.

1.6 The two towns expanded rapidly in the later 20th century with the in-filling of empty plots within the earlier street pattern, the replacement of many of the large villas with flats and higher density housing. Large new housing estates were built, particularly to the north of Farnborough, mostly housing commuters working in London or nearby centres of employment such as Guildford or Basingstoke using both the railway and the M3 motorway.

1.7 The modern landscape is a mosaic of coniferous and broadleaved woodland, blocks of remnant open heathland, and occasional pasture fields, dominated by the urban areas; Farnborough and Aldershot are themselves part of a larger urban chain on either side of the Blackwater Valley, stretching from Yateley and Sandhurst to Farnham, with Fleet to the east. The distinctive ‘heathy’ landscape character is reflected in some places in the urban area through acid-loving shrubs and trees, such as rhododendron and pine. Underlying topography is gently undulating. The River Blackwater lies to the east of the settlements, flowing northwards towards the Thames. The Basingstoke Canal also runs though Aldershot. There are various Sites of Special Scientific Interest and Sites of Importance for Nature Conservation along these watercourses. To the north, east and west of Farnborough and Aldershot the remnant heathland habitats are internationally designated for biodiversity, part of the Thames Basin Heaths Special Protection Area. These areas are also extremely important for informal recreation within the conurbation, which has placed pressure on the sensitive habitats and species, and has brought the impacts of planned new development under the spotlight.
ALDERSHOT AND FARNBOROUGH TOWNSCAPE
CHARACTER AREAS
2.0 CHARACTER AREA DESCRIPTIONS

Aldershot

2.1 ALD01. North Camp and Montgomery Lines

2.1.1 Character Summary
This character area comprises the military barracks of Aldershot (known as North Camp and Montgomery Lines) which link the urban areas of Farnborough with the town of Aldershot. This area is broadly characterised by its spatial qualities with high density, intensive uses (such as barrack blocks) set in very generous grounds comprising sports fields, recreation grounds and green open spaces. A distinctive feature of this character area is the wide boulevard streets which cross it, designed for military processions and the movement of large numbers of soldiers and equipment. This area is an interesting mix of both old and new, including a number of important historic buildings (most of which are statutory listed) and two conservation areas; Aldershot Military Town Conservation Area and the Basingstoke Canal Conservation Area.

2.1.2 Key Characteristics

Sub-areas of ALD01

01a. North Camp

- Military camp; mostly modern barracks (c.1965) replacing earlier barracks built c.1895
- Topography is generally flat
- Laid to a grid plan with exceptionally wide roads (particularly Queen’s Avenue) due to their use for marching and parading
- Consistent building line to roadsides
- Regular, large and very large plots (at small, medium and high densities)
- Red and buff brick, pre-cast concrete panels (Intergrid and G80 systems). Mostly flat roofs or low pitched interlocking tiles, some natural slate to older buildings
- Mostly single or two storey buildings, some taller structures
- The area is a self-contained military camp and has all the facilities of a town (churches, sport facilities, schools, community buildings) for use by military personnel only
- A good degree of tree cover with strong trees belts to the north and east, open green space throughout
- Queen’s Avenue is on a boulevard scale and is tree-lined for its entire length. Other access roads are tree-lined. The spaces are pedestrian friendly due to the infrequency of traffic
- Poorly connected due to restricted access to military personnel for much of the area
01b. Montgomery Lines

- Military camp with a high degree of earlier historic buildings (mostly dating from the late nineteenth century) many of which are statutory listed
- Topography is steadily rising and falls away steeply to the south-east (the cemetery area)
- Laid to a grid plan with exceptionally wide roads due to their use for marching and parading
- Consistent building line to roadsides
- Regular, large plots (at mostly medium density)
- Red and buff brick, pre-cast concrete panels (Intergrid and G80 systems). Mostly flat roofs or low pitched interlocking tiles, some natural slate to older buildings
- Mostly two storey buildings, some taller structures such as the hospital
- The area is a self-contained military camp and has all the facilities of a town (churches, sport facilities, schools, community buildings) for use by military personnel only
- A good degree of tree cover with strong trees belts to Round Hill, Peaked Hill and Red Hill, and open green space throughout
- Tree-lined access roads and spaces which are pedestrian friendly due to the infrequency of traffic
- Poorly connected due to restricted access to military personnel for much of the area

2.1.3 Boundaries and setting

This area is bounded to the north by South Farnborough and the edge is strongly defined by the busy Lynchford Road (A3011). To the east is the A331, which is the boundary of the study area. To the west is the A325, which also, in part, forms the boundary of the study area but includes a section of Farnborough Airfield environs (FARN02) to the north-west corner. To the south is ALD05, an area of military housing stretching across the southern boundary of Montgomery Lines. This area is inextricably linked to this character area (ALD05) but is fundamentally different in terms of form, use, layout and period of development.

The setting of this character area is very much defined by Aldershot town centre which sits on elevated land and, in part, terminates the view south along Queen’s Avenue and forms the skyline in views south from the camps.

2.1.4 Designations

There are a number of statutory listed buildings within the character area (at Grade II unless otherwise stated) all of which formed part of the early development of the military camps. This was in two distinct phases: the Crimean War (1854) and the late nineteenth century (c.1890s). These buildings include: the Beaumont Riding School, Auchinleck Way (north side) (Grade II*); a series of stables for the Cavalry Brigade (Veterinary Lines), Alexandra Road; the Royal Garrison Church of All Saints; Maida
Gymnasium (c.1890) and Fox’s Gymnasium 1894, for Colonel Fox of the Army Gymnastic Staff; Main block of Cambridge Military Hospital, Hospital Road; barrack huts (now museum buildings); Smith-Dorien House, Barracks Institute (now offices), dated 1908; South-East District Headquarters, Headquarters office, dated 1895; and a number of sculptures commemorating campaigns in which the regiments took part. Ash Lock Cottage adjacent to one of a series of locks on the Basingstoke Canal which runs across the character area is also statutory Grade II listed.

There are two designated conservation areas; Aldershot Military Town (centred on and around Queen’s Avenue and the older sections of the camps), and the Basingstoke Canal (which takes in the immediate setting of the canal).

2.1.5 Townscape types present
TCT09, 15, 19, 20, 22

2.1.6 Topography
North Camp is predominantly flat terrain (ADL01a). Montgomery Lines (ALD01b) is set out on steadily rising land to the south.

2.1.7 Layout and Pattern
Buildings are set out on a very loose grid plan around the axially placed Queen’s Avenue. This road links the camps to Aldershot to the south and Farnborough to the north. This axial grid is interrupted in places with a separate grid pattern parallel to a diagonally placed or curving access road (such as Prince’s Avenue or Alison’s Road). This grid is further influenced by the Basingstoke Canal which meanders across the character areas from east to west.

Within the grid there are separate developments with varied uses at a low, medium and high density.

2.1.8 Buildings and materials
Buildings date either from the mid to late nineteenth century, around the two key phases of development (the Crimean War 1854 and c.1890s) which saw consolidation of much of the temporary tented barrack lines, or from a major rebuilding exercise in 1965 by Building Design Partnership, (which unfortunately saw the loss of many historic buildings). Much of the twentieth century development is architecturally unaccomplished and functional in character, although there is some good grouping of residential buildings.

2.1.9 Predominant land use
The camps are self-contained and provide schooling, hospitals, community buildings, shops, residential blocks (in the form of barrack-type blocks) and marriage quarters (groups of terraced housing), churches, gymnasiums and sports centres.

2.1.10 Public realm
The area has wide boulevards, mostly tree-lined throughout. These roads were designed as processional routes; wide for marching and presenting military hardware.

2.1.11 Open space
There are large areas of open space within the camp, often laid to lawn and associated with army sports facilities. Of note is the Queen’s Parade Recreation Ground, an army sports centre with athletics tracks, hockey pitches, tennis courts and other facilities, and the Aldershot Military Cemetery which is on the English Heritage Register of Historic Parks and Gardens. The Queen’s Parade is largely accessible to the public, and some sports facilities can be used, but many areas lie behind fences and are restricted to military personnel. The Basingstoke Canal forms the boundary between ALD01a and 01b to the south, along which runs a long distance public footpath. There are substantial woodland patches along the Basingstoke Canal, around the cemetery, and others which form a setting for houses, particularly in the east of the character area. The Blackwater Valley lies adjacent to the east, with various recreational facilities including angling, walks, cycling and nature reserves.

2.1.12 Biodiversity
The Basingstoke Canal is a Site of Special Scientific Interest, designated for its aquatic plant and invertebrate communities. Botanically, it is the most species-rich aquatic system in England. Prince’s Avenue Woods, along the Basingstoke Canal, is a Site of Importance for Nature Conservation, as are Alison’s Road Verges, Military Cemetery and Peaked Hill, all providing urban wildlife habitats. The character area is also adjacent to various SINC sites which are part of the Blackwater Valley to the east.

These designated sites, together with the low density of development and the large area and variety of semi-natural and recreational green open spaces, make this an important character area for wildlife.

2.1.13 Access and connectivity
This character area is very poorly connected due to restricted access to military personnel for much of the area, although once within the camp much of it is pedestrian friendly and well laid out. The military landownership within this area and FARN 02 also makes accessing open space facilities and rights of way within the character area difficult, as well as wider access to the countryside to the west. Military ownership together with the A331 also limits access points into the Blackwater Valley, from or through the character area.

2.2 ALD02. Aldershot historic core (town centre)

2.2.1 Character Summary
This character area comprises the extent of the original town centre development that accompanied the founding of the military camp in the mid-nineteenth century and is the commercial core of the town. There is mixed use with a high number of Victorian buildings (some of which are statutory listed). It comprises regular
plots on a tight grid of streets to the centre, although there has been much amalgamation of plots and late twentieth century redevelopment. Part of this area is designated as the Aldershot West Conservation Area.

2.2.2 Key Characteristics

- A well defined tight urban grain set around a grid of streets
- Land slopes gently downwards from west to east and south to north
- Regular narrow plots with high coverage but some amalgamation
- Buildings are hard to the back of pavement strongly defining townscape throughout
- A rich and varied mix of materials to include red or light yellow brickwork, some polychromatic brickwork, painted stucco, terracotta, and carved stonework. Some original slate survives
- Buildings are predominantly three storey although there is some variation including a nine storey block and six storey multi-storey car park
- There is a mix of commercial uses, some independent retailers, closed shopping malls, and limited residential units to the centre
- Very limited green space or tree cover other than street trees in places
- The public realm is of a high quality in places and there has been some attention to the use of materials and the integration of street trees, with the retention of historically important features (such as original street name plates).
- Excellent access and connectivity with neighbouring areas, and further afield

2.2.3 Boundaries and setting

To the north, is the housing section of the military camp which runs along the southern boundary of Montgomery Lines (ALD01b). To the west, is a continuation of the commercial areas of Aldershot town with late twentieth century retail parks and large (food) shopping stores (ALD04). To the south-west, is the Victorian residential suburb of ALD03 (Cargate Avenue environs) and to the south and south-east are the station environs (ALD07f) and ALD07e (Redan Hill Environs).

The setting of this character area is that of the town’s varied residential suburbs to the south and the important relationship the town has with the military camps to the north. Much of the town forms the backdrop to the camps on travelling south along Queen’s Avenue towards the character area.

2.2.4 Designations

There are a number of buildings within the character area that are statutory listed as being of Special Architectural and Historic Interest. These are all at Grade II. This includes the three churches; St. Joseph’s Catholic Church, Queen’s Road, the former Aldershot Methodist Church/Wesley Chambers (Grade II*), Grosvenor Road and Holy Trinity Church, the Queen Hotel, Post Office and The Old Town Hall.
Otherwise larger mixed use buildings (shops with accommodation above), and former public houses.

A small section of the character area is designated as the Aldershot West Conservation Area.

2.2.5 Townscape types present
TCT10

2.2.6 Topography
The land slopes gently downwards from west to east and south to north. The views are largely contained, however there are views to landmark buildings on higher ground to the west, notably the former Methodist Church and St. Joseph’s Catholic Church, to Redan Hill in the east, and to the hospital ridge respectively.

2.2.7 Layout and Pattern
This area is laid out on an historic grid pattern which largely remains intact and runs east-west (parallel with Wellington Avenue) and north-south (parallel with Grosvenor Road). The organic alignment of High Street marks the original track that served Aldershot village (in the vicinity of Manor Park 0.5 km to the east). Narrow roads and alleyways no more than 5–6m wide run perpendicular to the main streets, serving early rear service areas and subdividing the urban blocks, for example Nelson Street.

The commercial/retail centre is dominated by medium-sized blocks with significant large scale, modern, covered shopping malls, multi-storey car parks, and some medium/high-rise commercial and residential buildings. Medium-sized blocks with their longest sides (approximately 150 – 175 m) parallel to the road largely reduce the connection between Birchett Road and the High Street. There is a finer urban grain centred on Grosvenor Road. Much of the traditional plot grain remains elsewhere, although there is a high building-to-plot ratio (typically 80-100%), with buildings generally directly fronting on to pavements. This enclosure is notable as it includes the morphologically unique single-sided High Street marking the former boundary between town and camp.

2.2.8 Buildings and materials
There are a large proportion of Victorian buildings and some important Edwardian and inter-war buildings, particularly located on key corner sites with some buildings displaying exuberant detailing. The commercial core exhibits a rich divergence of building types, with buildings typically three storey with pitched roofs, often with parapets. Buildings strongly define and enclose spaces due to their frontage on to pavements.

Walling materials are red or light yellow brickwork, some polychromatic brickwork, painted stucco, terracotta, and carved stonework. There are some Italianate features such as deep eave overhangs and timber-bracketed cornices. The large, vertically sliding sash windows to upper floors, with decorative mouldings to window...
surrounds/keystones above windows, are a typical feature of the town’s built form. As well as the good survival of architectural features on upper floors, some original slate roofs and chimneys survive. Ground floors to older buildings are largely replaced with later shop/office fronts but the historic grain of the original plot is largely intact.

2.2.9 **Predominant land use**
This character area is the historic focus for community and civic events in the south of the borough. There is a vibrant and active retail commercial centre with a strong relationship with the expanding residential population. Parts of the core comprise independent retailers, however much of the area is post 1970s mono-use development, for example covered shopping malls, multi-storey car parks, and medium-to-high rise residential blocks. There is very little residential accommodation in the town itself (with little evidence of residential units above shops).

2.2.10 **Public realm**
Approximately fifty percent of the public realm is afforded pedestrian priority. The use of Union Street and Wellington Street by cafes, street markets and stalls, reinforces the dominance of pedestrians in the retail centre. In contrast, pavements on Victoria Road are narrow reflecting the dominance of traffic. There has been some sensitive use of materials to demark pedestrian areas and some streets benefit from street trees (for example, Union Street). Historic paving and traditional street finishes survive in places.

2.2.11 **Open space**
Prince’s Gardens is the only area of publicly accessible open space within this character area. The large street trees in Prince’s Gardens reinforce the edge of the centre and connect visually with Wellington Avenue. The London Plane trees and high quality paving in Union Street and Wellington Street contribute to their pedestrian character.

2.2.12 **Biodiversity**
Other than Prince’s Gardens, there are no other urban habitats within the town centre with almost no private green spaces and very little tree cover, other than street trees to some roads.

2.2.13 **Access and connectivity**
There is excellent connectivity with neighbouring areas, and further afield with train links and the bus interchange. Wellington Avenue can, in places, be a barrier to pedestrian movement due to the high level of traffic using the road.

2.3 **ALD03. Cargate Avenue and Grosvenor Road environs**

2.3.1 **Character Summary**
*This character area comprises a large area of terraced housing to the south and west of the town centre at a high density. It is mostly Victorian/Edwardian housing, ranging from the modest terrace to the large detached villa. It also*
includes Municipal Gardens, a well laid-out urban park strongly defined and enclosed by built form. This area includes the designated Cargate Avenue Conservation Area and part of the Aldershot West Conservation Area. These conservation areas are adjoining.

2.3.2 Key Characteristics

- Medium density Victorian/Edwardian residential suburb adjacent to the town centre
- Undulating topography throughout and set high in the town leading to open views out to wider countryside context said generally level ground under topography
- Regular generous-sized plots with semi-detached and detached houses
- Buildings lines are consistent within roads
- Red brick, buff brick for decoration, ironstone seen in boundary walls, and natural slate roofs, although much replacement with concrete interlocking tiles
- Two storey houses (many on a grand scale with raised thresholds over semi-basements)
- Predominantly residential, with some retrofitted shops to the southern end of Grosvenor Road
- Well-treed public park (Municipal Gardens) and mature trees to rear private gardens
- Good quality public realm with bespoke street lighting, strong traditional boundary treatments and relatively quiet residential roads
- Good access and connectivity favouring the pedestrian

2.3.3 Boundaries and setting

To the north-west are the civic buildings and large retail stores to ALD04, and to the north-east is the historic core of the town (ALD02). To the south and east, and south-west, are the residential suburbs of Aldershot (ALD07). Despite its proximity, the bustle of the nearby town centre does not penetrate the quiet residential streets within the character area, part of the Cargate Conservation Area.

The elevated position of parts of the character area mean that long views out to the Surrey Downs to the east, and the wooded heathland slopes of the hills that rise to the west, can be enjoyed.

2.3.4 Designations

There are a small number of Buildings listed as being of Special Architectural and Historic Interest within this character area, all at Grade II. These are all nineteenth century buildings; a mix of residential and commercial (originally although many have been converted).

Part of the character area is designated as the Cargate Avenue Conservation Area and the Aldershot West Conservation Area. The Municipal Gardens are included in the Hampshire Register of Historic Parks and Gardens (non-statutory).
2.3.5  *Townscape types present*  
TCT05

2.3.6  *Topography*  
This character area is located to the south and west of the commercial centre of Aldershot, on generally level ground which rises to Cargate Hill towards the west. Municipal Gardens sits within a bowl of land sloping upwards to meet Queen's Road to the north and Cargate Hill to the south. There are important views to the north and east of the Municipal Gardens and across the town centre. There are distant views of the Hog's Back from Municipal Gardens and the water tower in Cargate is a local landmark.

2.3.7  *Layout and Pattern*  
There is an historic grid pattern centred on Grosvenor Road with alignment broadly north–south and east–west. The street pattern becomes increasingly organic to the west, where the layout meets historic routes and the rising land around the water tower. Some residential roads have been made into cul-de-sacs as part of traffic management schemes.

The area comprises largely small to medium-sized, regular shaped blocks with well-defined perimeter development. Buildings date from the late nineteenth century to the early twentieth century, arranged in both terraced and semi-detached form (closely spaced) with an approximately 50% building/plot ratio.

Cargate Avenue is particularly characterised by large, detached villas or semi-detached or double-fronted properties in large plots. Lansdowne Road is laid out with tighter plots of semi-detached properties set in narrower plots. The properties are much closer to the rear of the pavement, creating more enclosure in the streetscene.

There is a hierarchy to the street plan with the use of topography, plot size and stylistic architectural embellishment to distinguish individual roads of distinct character. These qualities add to the general cohesiveness of the Cargate environs. There is a consistent building line throughout, with houses typically sited close to the pavement with small front gardens defined by walls. However, properties in the Cargate area (particularly along Cargate Avenue) are well set back from the pavement, with front gardens and strong boundary treatments; walls, railings, timber fences and hedges.

Arlington Terrace is a short terrace of two storey houses, the front elevations of which face southwards onto the Municipal Gardens. A narrow alley separates these back gardens from those of a similar terrace of buildings fronting onto Queen’s Road.

2.3.8  *Buildings and materials*
Buildings are mostly two-storey villas or townhouses with some semi-basements and attic storeys. Bay windows, ground floor or full height, are a characteristic feature. The houses are articulated by a symmetrical arrangement of canted bays, each with large sashes. These are arranged either side of adjacent front doors. Between each pair of properties is a gap. The gap has been filled in some cases. Roofs are pitched, with ridge lines running parallel with the street axis. There is a good survival of brick chimneys and pots, vertically sliding sash windows, decorative lintels to door and window openings, keystones and eaves detailing.

The use of locally sourced rich, red brick with terracotta and decorative detailing, barge boards, door surrounds and porches, and tiled paths is notable on many properties in the Cargate area. Buff brickwork is often used as a contrasting material on architectural features such as stringcourses and chimneystacks, and as a general walling material with detailing picked out in red brickwork. Natural slate roofs have survived on the southern section of Grosvenor Road and in Cargate. The hips and ridges of slate roofs are also commonly picked out with contrasting clay tiles and decorative finials. Elsewhere in the character area, many roofs have been replaced with concrete interlocking tiles and artificial slates. Low boundary walls to front gardens survive but original brick has been replaced in many instances with later brick/blockwork.

Boundary walls in the Cargate area make use of locally sourced ironstone, with its distinctive reddish/brown appearance. There are also brick (red and buff) examples with tall gate piers, with contrasting copings and cast iron gates. Unfortunately, the ironwork that would originally have stood on top of many of the walls has been lost, with few examples left.

2.3.9 Predominant land use
The area is mostly a residential area with a pocket of two-storey buildings with commercial ground floor use to the south of the central commercial core on Grosvenor Road. To the west of the area are the Municipal Gardens; a mostly informal area of grass, paths and mature trees incorporating a war memorial and paved area alongside Grosvenor Road. The gardens act as an informal recreational area and tranquil refuge for both the residential area and the commercial core.

2.3.10 Public realm
Municipal Gardens is the only area of publicly accessible open space within this character area. Surrounded by railings, the gardens form a traditional public park closely associated with public buildings (Old Town Hall, fire station and schools) of the early twentieth century. Municipal Gardens, West End Infant School and Cargate Hill provide a coherent block of green space and mature trees. Street trees and well-stocked gardens in the Cargate area reinforce the feeling of a prosperous Victorian/Edwardian suburb.

Roads and pavement widths in the Cargate area are generous with some off-street parking, tree planting and well-designed street lighting. This combined with a low level
of pedestrian and vehicular movement (except on Grosvenor Road) gives this character area a tranquil, well-maintained, high quality suburban feel.

2.3.11 Open space
Municipal Gardens (1904) is the principal open space in this character area and has a well-established, wooded character derived from an eclectic mix of trees; to include acer, lime, elm, walnut, chestnut, silver birch, sycamore and willow. Most of these were contributed by local donors. The Municipal Gardens are a tranquil and informal collection of lawns, paths and mature trees. The Gardens are situated within a shallow bowl of land sloping upwards to meet Queen’s Road to the north and Cargate Hill to the south-repetition. The space is framed on all sides by almost continuous development with glimpsed views out to its wider setting.

Occasional trees and hedges introduce pockets of green elsewhere in the character area. For example, individual trees in the front gardens of Cargate Avenue soften the streetscene and reinforce the individuality of the villas in this road.

2.3.12 Biodiversity
The Municipal Gardens is a high quality green tree-lined amenity space linked to private gardens to the south (Cargate Hill). There are also mature, well-treed, linked rear gardens, particularly between Cargate Avenue and Lansdowne Road.

2.3.13 Access and connectivity
There is good connectivity throughout this character area with linked green spaces providing excellent through pedestrian access and a regular grid of streets enabling easy north-south and east-west travel.

2.4 ALD04. Large retail and civic areas (Wellington Avenue environs)

2.4.1 Character Summary
This area is one of the least consistent in Aldershot as it includes a diverse mix of twentieth century building types and uses but in plots insufficient to warrant individual character areas. The area sits at the western edge of the town centre on a large tract of land once occupied by cavalry barracks but now subdivided into four parcels with significant road infrastructure cutting through the middle. Uses are equally diverse and include police station and courts, and large-scale food retail.

2.4.2 Key Characteristics
- Disparate area of post-war edge of town development
- Ground rises gently southwards from Wellington Avenue
- Buildings of a coarse grain set out on large irregular plots
- Building lines are consistent to access roads
- Concrete panels, brick (various colours) and flat roofs
- Varied scale throughout with most buildings three storeys (or equivalent) 3 to 4
• Varied uses to include leisure facilities, large food retail and civic functions
• Almost no open green space but a number of roads are tree-lined with grass verges
• Public realm is poor and unresponsive to the needs of the pedestrian
• Poor access and connectivity

2.4.3 Boundaries and setting
To the north are the residential areas of Montgomery Lines (ALD05), to the east is the historic core and commercial centre of Aldershot (ALD02) and to the south are the Victorian (ALD03) and later post-war housing suburbs of the town (ALD07f). The western boundary is strongly defined by the A325 (the edge of the town study area).

The setting of the character area is as the principal gateway to the town centre from the west, comprising an edge of town mix of uses and spaces, some underused and with much space given over to transport infrastructure. Most of the large buildings within the character area are set in hard surfaced car parking areas and the edge of the area also includes a multi-storey car park. To the north, the setting is that of residential housing to ALD05, although the tree-lined Willems Avenue does act as a break between the two areas.

2.4.4 Designations
There are two carved stone plaques (surviving elements of the gateway to the East Cavalry Barracks) by the entrance to Prince’s Hall, which are Grade II listed. The area lies just beyond the boundary of the Aldershot West Conservation Area.

2.4.5 Townscape types present
TCT08, 11, 12, 21

2.4.6 Topography
The character area is located to the north of Queen’s Road and to the west of Barrack Road on ground which rises gently southwards from Wellington Avenue.

2.4.7 Layout and Pattern
The street pattern is formed entirely by a mid- to late twentieth century road network that is built on the principle of maintaining vehicle flow and segregating traffic from pedestrians. The quality of the pedestrian experience is secondary. The routes are characterised by median strips, wide verges and highway paraphernalia.

The area is of a coarse grain with limited connectivity, exacerbated by the severance effect of Wellington Avenue (A323). With the exception of redevelopment on the old BT site between Upper Union Street and Queen’s Road, there is no well-defined block structure.

The area is dominated by large footprint, single use buildings, set in landscaped grounds or hard surfaced car parking, with no clear plot division.
2.4.8 Buildings and materials

The Prince’s Hall theatre, police station, magistrates court, health centre and multi-level car park form a single complex of large scale (three to four storey) flat-roofed buildings linked by elevated walkways. The architecture is of a civic design typical of the 1960s with few concessions to the experience of pedestrians at ground level. Blocks of flats of three to four storeys stand in medium-sized clusters to the south and west of the character area, reflecting the changing approaches to the layout of residential development from the 1970s onwards. A large food retail store to the western edge presents mostly blank facades to the surrounding road network.

The buildings in this area fall into two material groups; the concrete panel construction of the civic complex (containing the theatre), and the brick that has been used in the residential blocks and the retail store.

2.4.9 Predominant land use

This character area is the focus for administrative, civic and cultural activities within the town centre and also contains out of town retail (food). It has an important relationship with the adjoining Historic Core Character Area to the south-east, providing an extension of town centre uses including leisure and retail. Pedestrian movements are low level and dispersed except for the busy link to the food store at the western edge of the character area. There is an expanding residential population but there is limited interaction in the public realm.

2.4.10 Public realm

Incidental green space and planting is typical of the edges of the blocks and highway infrastructure. Although not in public use, they contribute significantly to limiting the visual impact of the over-scaled buildings that sit within them.

2.4.11 Open space

There is much open space in this character area but only limited areas could be considered as amenity space to be used by the public. Most open space is car parking or incidental areas to large transport infrastructure.

2.4.12 Biodiversity

There are limited wildlife habitats in this character area. There are some street trees and grass verges but much of the road network greatly restricts connectivity with larger areas of green space and woodland, despite these areas being in close proximity.

2.4.13 Access and connectivity

This area is not well-connected for the pedestrian as significant road networks impede easy access to adjacent areas.

2.5 ALD05. Military housing and environs (Wellington Avenue, Ordnance Road and Redan Hill environs)
2.5.1 Character Summary

Mid- to late twentieth century low density housing constructed as part of Montgomery Lines army camp to the north. Semi-detached and short terraces of modest houses set on a grid, with main street and perpendicular feeder roads forming cul-de-sacs. Some small gardens but generous open space around house groups.

This character area includes the extent of Wellington Avenue laid out in the mid nineteenth century and setting the geometry of the Wellington Lines. The character area also includes part of the length of the original High Street where it coincided with the boundary of the Royal Artillery Barracks, the eastern most extent of the Wellington Lines, and the junctions with Hospital Hill, Middle Hill and Gun Hill. This character area also extends to take in the football ground and buildings to the north, and further housing groups to the east on the heavily-wooded Redan Hill.

2.5.2 Key Characteristics

- Low density, modest, family housing (for military personnel) set in generous provisions of open green space
- The land is gently rising to the south (up to Wellington Avenue) and rises more steeply to the north
- Regular plots set in large open spaces
- Building lines informally define cul-de-sacs; usually slightly staggered and cranked around curving access roads
- Brick with clay tile
- Two storey houses throughout
- Almost entirely residential with the exception of the football ground and its commercial environs
- Good tree cover throughout to incidental open spaces and lining some roads
- Much shared space to cul-de-sacs, low level of traffic, very wide green verges and open spaces adjacent to highway, and often alternative pedestrian routes to the roadside through green links
- Good pedestrian links throughout estates although Wellington Avenue is a significant barrier to connectivity to the south

2.5.3 Boundaries and setting

To the north is Montgomery Lines (ALD01b) and to the south and south-east is a mix of Aldershot town (ALD02) and commercial (ALD04) and residential suburbs (ALD07d).

The setting of this character is strongly defined by its proximity (despite Wellington Avenue) to the town centre. It is largely segregated from the functional buildings of the army camp to the north by extensive areas of open green space and tree belts.
2.5.4 **Designations**
There are no statutory listed buildings or designated conservation areas in this character area.

2.5.5 **Townscape types present**
TCT08, TCT12, TCT24

2.5.6 **Topography**
The character area is a low lying, flat area with a gentle slope upwards towards the town centre in the south and a more pronounced rise to the ridge in the north. There is a more pronounced rise to the east of the High Street culminating in the summit of Redan Hill.

2.5.7 **Layout and Pattern**
The western length of Wellington Avenue retains its historic form, layout and tree-lined appearance. The original line of the avenue is disturbed by the realigned A323 which sweeps southwards. This introduces a significant level difference where the largely intact western length of the avenue meets the late twentieth century road layout. Except for the section of dual carriageway in the centre of the character area, the original width of Wellington Avenue and High Street is historically little altered.

To the north of Wellington Avenue, and to part of the south of Ordnance Road, houses are set out informally around small cul-de-sacs (between six and ten houses to each) with relatively small, private, rear gardens but large areas of green space between houses and to the front of houses. Boundaries are open throughout.

2.5.8 **Buildings and materials**
Houses are simple, flat-fronted, two storey buildings with very limited architectural detailing, dating from the 1980s and earlier, with semi-detached and detached houses laid out in an inwardly focussed residential estate of feeder roads leading to small and large cul-de-sacs.

The majority of these houses are constructed in brick with a clay tile roof. There is some variation with render or tile hanging to the upper floors.

The buildings to the east side High Street, south of Ordnance Road, are a disparate group of late 1960/70s offices (five storey in places).

2.5.9 **Predominant land use**
The character area is almost entirely residential (for military personnel); single, family dwelling houses and some flat blocks to the south-east corner. To the south-east corner there are also two tall blocks of offices to the north of the football ground. These buildings are at odds with the townscape and the predominant scale of their surroundings.
The football ground is the town’s cultural landmark, generating significant community interaction (particularly during the football season). Residential activity is restricted to a small ‘enclave’ on Albert Road and Victoria Road, meaning the character area lacks a coherent neighbourhood structure.

2.5.10 Public realm
A significant length of Wellington Avenue retains its traditional tree-lined appearance with mature specimens dominant. The western length retains the original formal layout with surviving horse chestnut trees.

The roads are wide to the housing estates north of Wellington Avenue and have significant areas of break space along their length. There are a good number of trees within these incidental green spaces.

2.5.11 Open space
Notable greenspaces include Aldershot High Street Recreation Ground to the east of the area, sports grounds, and the Talavera School’s grounds. There is a generous provision of open space throughout the residential suburbs with these spaces often linking to adjacent areas. Unplanned, mature tree planting is particularly strong in the section opposite Prince’s Gardens and the former cinemas, and at the boundary of the hidden area in front of Cassino Close. Large areas of verge and amenity grass have an ill-defined purpose and appear underused.

2.5.12 Biodiversity
There is good tree cover throughout and wide tree belts to the north screening the housing from the more functional areas of the Army camp (for example, the hospital grounds). There is also a high percentage of open space (approximately 50%) to built form within these estates. These greenspaces provide some wildlife habitats, particularly where they link to SINC sites in ALD01b and 07a.

2.5.13 Access and connectivity
Connectivity within the estates is good and often groups of houses are linked by green spaces. Wellington Avenue to the south is a major barrier to pedestrians as it is a very busy traffic route. The western sections of the avenue have the potential to connect the town centre with the iconic Wellington Statue west of FARN05, but apart from retaining some mature trees, currently add little to the setting.

2.6 ADL06. Aldershot Industrial Estates

2.6.1 Character Summary
Medium to high density coarse grain mix of small, medium and large industrial units with some limited ancillary office uses. Buildings are surrounded by large areas of hardstanding used for parking and/or storage. This area is, by virtue of the nature of use, very poorly connected.

2.6.2 Key Characteristics
• Enclosed industrial estate on a large scale
• Predominantly flat
• Large regular grid of plots of varying sizes
• Consistent building lines throughout
• Profile metal cladding and asbestos cement sheeting to steel frames, some brick to plinths and gables but limited
• Industrial shed-like structures the equivalent of two storey domestic buildings (to eaves height)
• Industrial manufacturing, storage, distribution and associated ancillary uses
• Very little tree cover to character area but good tree screening to eastern boundary and some limited tree belt to adjacent residential areas to west
• Poor public realm favouring the car user.
• Poor access and connectivity due to nature of use

2.6.3 Boundaries and setting
The character area is surrounded by the post-war residential suburbs of Aldershot (ALD07). To the north-east, however, there is significant green space between the industrial estates and the A331 (the eastern edge of the study area). The Blackwater River runs down the east side of the character area and forms its boundary in part.

The setting is strongly defined by residential development although, due to its inward-looking character, there is very little positive interaction between the two areas. North Lane has residential buildings to both sides and these are often in close proximity to industrial structures. This juxtaposition does not complement either use.

2.6.4 Designations
There are no statutory listed buildings or designated conservation areas in this character area.

2.6.5 Townscape types present
TCT15

2.6.6 Topography
The land is low-lying and predominantly flat

2.6.7 Layout and Pattern
There is a varying footprint of building (almost entirely rectangular in plan) laid out on a simple grid almost parallel and perpendicular to North Lane (slightly skewed) with other units being roughly parallel with the A331. This leads to a wedge-shaped layout tapering to the south. Building lines are consistent to the grid or North Lane, or both. This gives a very uniform and rigid structure to the character area.

2.6.8 Buildings and materials
The area comprises small, medium, large and very large industrial units; clear span steel-framed sheds with various modern cladding materials, mostly profiled metal. There is some brick to gables or plinths but often materials used for the walls are replicated on the roof. Otherwise asbestos cement sheeting is used. There are low pitched, flat roofs throughout.

2.6.9 Predominant land use
Use is small and medium scale industrial; some manufacturing but mostly storage or distribution with some office facilities incorporated where appropriate.

2.6.10 Public realm
The public realm is very poor for the pedestrian although all units are accessible by pavement. There are some grass verges and/or landscaping to the roadsides for individual units.

2.6.11 Open space
There are large areas of open space but this is given over to parking areas or storage, or both.

2.6.12 Biodiversity
There is limited landscaping within this character area. However, the eastern boundary with the Blackwater River and SINC is well-treed and provides good wildlife habitats and a strong green corridor linking to further green spaces and pockets of woodland beyond.

2.6.13 Access and connectivity
Due to the nature of the uses within this character area, and the significant barrier of the A331 to the east, this area is not considered to be well-connected to its surroundings.

2.7 ADL07. Aldershot residential suburbs

2.7.1 Character Summary
This is a large and diverse character area with a series of large residential areas dating from the Victorian period through to the late twentieth century. Most of the housing is at a medium to high density, with some isolated low density development. The main roads and housing estates are predominantly formally laid out with varying degrees of allocation of green public space to the plans. Houses are well constructed and often reflect a cottage-scale with earlier (immediate post-war) estates reflecting much of the stylistic and layout characteristics of the Garden City movement. Despite some significant differences (not least period of development) no areas are considered to be sufficiently unique or strongly defined as to warrant separate character areas within this area. However, differences in terms of layout, presence and character of open space and period of development have necessitated the defining of five sub-areas.
2.7.2 Key Characteristics

Sub-areas of ALD07

07a. Aldershot Manor Park environs

- Suburb of wide roads of semi-detached and detached Victorian and Edwardian houses
- The land falls (sometimes dramatically) to the north and south of Church Lane which runs along the ridge, giving significant views towards and away from Aldershot town centre
- Large semi-detached and detached houses, predominantly Victorian with some Edwardian housing and later infill set in generous plots
- Consistent building line, small to medium front gardens, some laid over to parking but most still retaining original boundary wall and gate piers
- Red brick with contrast brick detailing or rendered cills and lintels, natural slate, some decorative bargeboarding. Most buildings retain their original chimneysstacks and pots
- Mostly two storey but on a grand scale, some two and a half storey houses with dormers or windows to gables, and varied roof form to roadside
- Almost entirely private dwelling houses, some converted to flats
- A high quality public realm with well-maintained boundaries, wide roads (some with grass verges) and high quality public open spaces
- Good access and connectivity throughout

07b. Church Lane West environs

- Mix of generally large Edwardian, and more modest-sized inter-war and post-war houses, mostly detached
- Land gently falls steadily to the west and south away from Church Lane
- Good-sized plots, some very large (fronting Church Lane) with gardens to front and rear and sometimes sides
- Houses are set well-back from the roadside but share a common building line within roads
- A mix of red brick, painted brick, and render, predominantly with clay tile roofs (some natural slate)
- Two storey, some on a grand scale
- Residential throughout; generally medium to large private dwelling houses
- A very high number of mature trees to rear gardens forming significant groups, some street trees and trees to front gardens adding to the tranquil semi-rural character of most roads
• An interesting mix of lanes (early routeways) and wider roads, some with grass verges, very limited on-street parking and minimal street lighting
• Good access and connectivity throughout

07c. Cranmore Lane environs

• Mix of large inter-war and post-war houses, semi-detached and detached
• Land steadily falling to the centre of the sub-area from east and west
• Good-sized regular plots, with gardens to front and rear
• Houses set back from the roadside sharing a common building line within roads. This varies in places (for example, Legge Crescent) with some houses staggered to gentle curves and a more variable building line to relatively large plots
• A mix of red brick, painted brick and render/pebbledash; some with variations of these materials to ground and first floor. Predominantly clay tile roofs
• Single and two storey houses
• Residential throughout; generally medium to large private dwelling houses
• A high degree of mature trees to rear gardens forming significant groups, some street trees and trees to front gardens adding to the tranquil character of most roads, and a skyline of trees in longer views across the sub-area (particularly to the west and to a lesser extent the east)
• Wide roads, most with grass verges, very limited on-street parking and minimal street lighting.
• Good access and connectivity throughout due to an established grid of streets

07d. High Street, Ash Road and Lower Farnham Road environs

• Large area of inter-war (but mostly post-war) expansion south of Aldershot
• Land generally falls to the east and south into the Blackwater River valley
• A broad mix of short and medium terraces of houses, some semi-detached and some detached bungalows and houses
• Consistent building line to terraces and streets. Streets mostly laid out in grids with some variation to take account of level change
• Houses set back from the road with small front gardens (sometimes laid over to parking with the front boundary wall partially or completely removed)
• Red brick and painted render or pebble-dash, some clay tile but much replacement with modern concrete interlocking tiles
• Mostly two storey houses
• Almost entirely residential with small, local, parades of shops servicing large areas of private housing. Some limited flat development but isolated and usually infill or recent redevelopment
• Green space usually associated with school facilities, cemetery to the north. Gardens mostly laid to lawn with limited mature tree cover
• Wide roads, some with grass verges but limited number of street trees
• Established grid of streets allow good access and connectivity
07e. Aldershot Station environs

- High density late twentieth century redevelopment on a medium to large scale
- The area is gently sloping to the south
- Large medium-rise blocks set out in an informal perimeter block pattern
- Consistent building line to The Grove giving strong defined townscape, staggered and varied elsewhere to take account of site boundaries
- Buff and red bricks with natural slate to the station building and west side of The Grove. Elsewhere brick (various colours) and modern grey clay interlocking tiles, ridges and hips brought out in red clay tiles
- Three and four storey blocks (the station is two storey)
- Station and bus station/travel interchange and residential flat blocks surrounding
- Very limited tree cover, immature landscaped grounds to flats, and limited planting to boundaries. Public open space is hard-surfaced car parks almost throughout
- Ground floor retail activity on the east side of Station Road provides animation in the streetscape outside of the busy peak hour movements. Bus and rail station waiting and pick-up areas. Street trees and railings on the boundary of the car park provide a partial feeling of civic space and some enclosure of space in front of the railway station
- Restricted pedestrian connectivity due to railway line to one side of the sub-area

07f. Auchinleck Way environs

- Inter-war and post-war modest housing at a medium to high density
- Land form is flat, contained within a high and distinctive stone retaining wall to Alexandra Road with a dramatic level change between the road and the sub-area
- Short terraces set around parking courts and some amenity green space
- Consistent building lines to individual terraces and short roads, with houses set back in small gardens defining parking courts
- Mix of red and buff bricks, clay tile roofs
- Two storey houses
- Private dwelling houses
- Houses laid out in short terraces around parking courts and linked small green spaces and footpaths. Short roads with wide grass verges
- Mature trees to northern boundary but very little tree cover within the development
- Good connectivity internally but enclosed by retaining wall restricting pedestrian connections to the south

2.7.3 Boundaries and setting

The character area takes in most of the southern border of the town study area with its eastern and western extent also defined by the edge of the study area. ALD06 (Aldershot Industrial Estates) is near the eastern edge of the character area but
enclosed by this character area. To the north is the commercial core of Aldershot (ALD02) and its early planned Victorian and Edwardian expansion (ALD03).

The setting of this character area is strongly defined to the east and west by major road transport networks. To the west, (beyond the boundary with the A325) are the wooded slopes of the Forest of Eversley. These wooded areas form the skyline from views out of the character area, particularly along Church Lane West and to the Cranmore Lane environs (ALD07c). To the south is the green gap formed by the Blackwater River valley (Rowhill Copse and the lakes adjacent to Badshot Lea). These areas, particularly Rowhill Copse, contribute to the wooded backdrop of the residential development seen to much of the south-western and western boundary.

2.7.4 Designations
There are three buildings which are statutory listed buildings; the Parish Church of St. Michael the Archangel (thirteenth century), the Manor House and Coach House (both seventeenth century).

The Manor Park Conservation Area lies wholly within the character area (sub-area ALD07a) and the Cargate Avenue Conservation Area lies partly within the character area (sub-area ALD07b).

2.7.5 Townscape types present
TCT05, 07, 08, 12, 15, 22, 23, 24, 27, 28

2.7.6 Topography
The character area is undulating throughout but the land generally falls to the south, east and west away from Aldershot's historic core. To the west, the land fall is dramatic in places with open views to the wooded slopes beyond (from, for example, Church Lane West) and some steeply climbing residential roads (such as Kings Road – ALD07c).

2.7.7 Layout and Pattern
There are a number of key phases of building throughout the character area: the Victorian and Edwardian expansion of the town immediately to the south and south-east taking in the grounds of the Manor House (now Manor Park); the inter-war expansion of these roads, particularly to sub-area ALD07d; the immediate post-war housing laid out to a grid plan and broadly following the principles of space and good quality housing set out by the Garden City movement; and the limited amount of late twentieth century (1970s) development, being typical of their period with short terraces of houses with small gardens often facing onto greens with separate parking courts, with garages or houses set around parking courts (ALD07f). These are laid to the ‘Radburn estate’ principles and often contain mature trees.

To the older areas (ALD07a and ALD07b) the Victorian and Edwardian housing is laid out in reasonably formal grids only changing direction to accommodate a level change. They are arranged in short terraces, semi-detached and detached properties with a
consistent building line, long linear rear gardens and small front gardens with most boundary walls surviving.

Buildings in Church Lane East (ALD07a) and West (ALD07b) are generally large, detached properties, from around the turn of the twentieth century, situated in reasonable grounds, demonstrating the social importance of living in this area at the time.

The inter-war and immediate post-war estates (ALD07d) display distinct patterns of streets and plots at a medium density. Plots are relatively generous throughout, many with side access, and large corner plots with houses angled to the road or street. Houses are generally laid out in short terraces with some semi-detached houses in groups. There is good public amenity space within estates; small urban parks, greens and informal recreation spaces.

There is some variation to estate layout ranging from the long straight principal roads of Cranmore Lane Environs (ALD07c) to the curving informality of Church Lane, Elston Road and Brighton Road (ALD07d). These areas are further characterised by large, open, public spaces to the centre of perimeter blocks formed by these roads.

All houses and bungalows in this character area (with very few exceptions) are set back from the road to some degree in their own front gardens and follow consistent building lines shared within roads. Boundary treatments vary but are generally low, brick or rendered walls. Some areas have suffered from the loss of front gardens which have been laid over to parking, either informally or formally, through the use of hardstandings. This has changed the character of some streets and roads (such as Belle Vue Road - ALD07d).

ALD07e is at a markedly higher density than any other sub-area and seems to be a conscious effort to provide a high density core of residential development close to the transport hub (Aldershot railway station and bus station). This area comprises flat blocks in an informal perimeter block plan. The blocks are four storey with low pitched roofs and strongly enclose The Grove to the west, which has a similar scale of older built form on its west side. This area does not relate well to the station or its environs and appears lost within the immediate townscape.

2.7.8 Buildings and materials

There is wide variation across the character area in terms of architectural style from the inter-war semi to the cottage-style of the Garden City movement. These are defined in the sub-areas. However, almost all development would be generally considered as traditional; brick and/or render with pitched roofs and front and back gardens. There is no true style which dominates, although some are more successful than others and have suffered less from harmful alteration and extension.

The Manor Park environs (sub-area ALD07a) comprise Victorian, Edwardian and inter-war housing and are generally either red brick with detailing (such as stringcourses, windows, and corner details picked out in a buff brick), or rendered and painted (with
stringcourses, windows, and corner details picked out in a red brick). There is much retention of original natural slate roofs. Some houses have overhanging eaves and decorative barge boarding. Most of the buildings retain their original chimneystacks and pots.

The houses of sub-area ALD07b and ALD07c are a mix of brick and render and generally show more articulation than other areas with projecting gabled bays and dynamic roof profiles. These are generally clay tile.

The estates within ALD07d to the south-west of Lower Farnham Road (centred on and around The Avenue) are considered to be a good example of the ‘Garden City’ style, sharing some of its common characteristics; namely a cottage-scale, with small windows, projecting gabled bays and tall chimneys. This type of inter-war and early post-war housing is well-constructed and has proved good flexible accommodation whilst still able to maintain its integrity and ‘cottage’ style.

Later periods see some weatherboarding (mostly replaced by uPVC modern equivalents) and some tile hanging, particularly popular in the 1970s housing estates (the southern estates to sub-area ALD07d).

2.7.9 Predominant land use
The area is almost entirely residential with the majority of building stock being single, family, private dwelling houses. There are some areas of higher density with flat blocks or flats interspersed with houses. Flat blocks, apart from piecemeal infill and redevelopment, are seen to occupy and dominate sub-area 07e (Station environs). They are grouped in loosely-defined perimeter blocks within a setting of mostly open car parks with some grassland.

There are a number of small district centres of local shop facilities and also a number of corner public houses interspersed within the residential layout. The Golden Lion public house is a notable building of local architectural and historic importance in the context of the Manor Park Conservation Area (ALD07a)

Medium and large schools combined with recreation grounds and sports grounds/facilities predominantly occupy the southern part of the character area, and are built into the structure and framework of the residential suburbs. Manor Park and the cemetery are two further large, public spaces built into the grids of streets to the earlier parts of the character area (sub-areas ALD07a and ALD07d).

2.7.10 Public realm
The public realm is generally well-maintained and adequate. Street lighting varies in quality and design but is generally standard light columns.

Many of the residential areas have wide roads with grass verges and some are tree-lined. The older roads and lanes of sub-area 07b have a semi-rural quality to them in places (particularly Ayling Lane). On-street parking is an issue in places, particularly
the older areas of Victorian terracing to the north-west of Manor Park, where some roads can appear congested with parking to both sides, especially at peak parking times.

Much of the character area is well-defined in terms of front boundaries and where these are older, mature hedges and traditional brick walls the public realm takes on a much more ordered and well-defined appearance. This can strongly define some areas in a positive manner, such as roads within sub-area ALD07b.

2.7.11 Open space
There is a good degree of public open space with planned parks, informal recreation spaces, sports facilities, and private gardens throughout this character area. Public space is often seen built-in to the housing estates, particularly the immediate post-war examples (ALD07d). Schools generally have large recreation grounds associated with the school complex and there is usually some degree of public access to these areas.

Manor Park is a large area of open parkland stretching from the High Street in the north to Church Lane East in the south, from Church Hill in the east to the playing fields in the west. Manor Park House stands towards the east of this open area, to the north of the Parish Church of St. Michael’s.

The parkland is characterised by large, individual, mature trees, prominent treed and hedged external boundaries, and a central area of open grassland. This area provides excellent views of the park and beyond. To the west of Manor Park are playing fields, separated from the parkland by an avenue of mature trees. Of particular note is The Green, an important open space adjacent to Manor Park and within the Manor Park Conservation Area at the junction of High Street, Church Hill and Ash Road.

Other notable facilities include Aldershot Park in ALD07d, a large recreation ground dating from 1919, with sports facilities and directly linking to the Blackwater Valley footpath. Brickfields Country Park, also in ALD07d, is an informal site managed for wildlife, reclaimed from a derelict Victorian brickworks. ALD07c and 07f are adjacent to larger areas of countryside including Rowhill Copse Local Nature Reserve, and the restricted access Aldershot Military Training Areas, including the Scheduled Ancient Monument and local landmark of Caesar’s Camp.

2.7.12 Biodiversity
There are several Sites of Importance for Nature Conservation within the character area, including Redan Road Cemetery, Aldershot Park Wood (Heron Wood), the ponds at Manor Park, and Brickfields Country Park. The adjacent Aldershot Military Training Area has a complex of nature conservation designations, and is part of the Thames Basin Heaths SPA. There are concerns about the impacts of recreational pressure from the character area on the site.

There are some significant areas of green space and tree cover throughout the character area. Rear gardens are generally of a good size and often have mature trees, or share older boundaries of mature trees and hedgerow. To some of the older
areas, such as much of sub-area 07b, there is a real semi-rural character to some roads and lanes with well-treed boundaries and houses set back in mature gardens.

Manor Park contains the most mature trees (individually and in groups) including the Major’s Walk, planted around the same time as the establishment of the army camps in the late nineteenth century and including fourteen varieties of trees.

Boundary planting to the Manor Park is mature and combined with the hedges and trees of adjacent front gardens (often growing above original boundary walls) helps to retain the verdant character of this part of the character area.

Many private gardens within this character area are planned out as back-to-back and are directly linked to adjacent open areas or areas of woodland (such as Rowhill Copse to the south of ALD07c). This combined natural resource provides a range of semi-natural and urban wildlife habitats.

The railway line which dissects this character area is an important green corridor running north-south across the residential suburbs of the town.

2.7.13 Access and connectivity

This character has good connectivity throughout. The two significant barriers to this are the railway line passing centrally north-south through the area with only limited crossing points, especially north of the station, and the imposition of the industrial estates (ALD06) along the eastern edge impeding easy access to the river and lakes beyond.
Farnborough

2.8 FARN01. Farnborough Station and environs

2.8.1 Character Summary

*Early development of North Farnborough around Farnborough Station environs along the historic ‘London and South-Western Railway’ line.* A grid of streets of medium to high density late nineteenth and early twentieth century semi-detached and detached houses with good sized gardens. *Much infill and redevelopment of Victoria Street bordering the modern shopping centre to the south.*

2.8.2 Key Characteristics

- Early development around the station of a grid network of streets with later infill and redevelopment in places
- The topography is flat
- Good sized plots, some large with front and rear gardens throughout
- Consistent building lines within streets strongly defining townscape in places
- Red brick, natural slate and clay tile, some modern concrete interlocking tiles
- Two storey houses, some commercial buildings and flats at three storeys and more
- Predominantly residential, office use adjacent to the station
- Good survival of mature trees to rear garden areas to eastern section of character area and trees within and lining the cemetery
- A well-defined public realm, with narrow streets, on-street parking and robust traditional boundary walls and hedges throughout. Hedges and railings to the public (western) side of the cemetery
- Generally good access and connectivity to the south and west but restricted by transport infrastructure to the north and east

2.8.3 Boundaries and setting

The character area is strongly defined on its northern boundary by the elevated railway line. To the west is further early expansion of North Farnborough (FARN09: Cove) including Tower Hill and Cove Green adjacent to the boundary. To the south is the modern shopping centre and retail outlets of FARN03 and to the east, beyond the A325 Farnborough Road, is the residential suburb of Farnborough Street incorporating St Michael’s Abbey.

The setting of the character area is that of key transport corridors adjacent to this older core (to the north and east). There is a notable and distinctive change in scale to the south (the shopping retail focus for North Farnborough). To the west residential expansion of the older historic core continues, amongst the older remnant buildings of early Farnborough.
2.8.4  **Designations**
There are no statutory listed buildings or designated conservation areas within this character area.

2.8.5  **Townscape types present**
TCT05, 08, 22 and 29

2.8.6  **Topography**
The area is low lying and flat

2.8.7  **Layout and Pattern**
A grid of parallel streets with short intersecting roads with a cemetery to the centre and a formal green space to the west (included within FARN09). There is a good sense of enclosure to most streets.

Medium to large semi-detached and detached houses set back from the road in small front gardens with low brick boundary walls. Generally good sized gardens to the rear.

2.8.8  **Buildings and materials**
To the west the houses are almost entirely late Victorian or Edwardian with canted bays to the ground floor and prominent chimneys. The townscape is cohesive and houses read as groups within their roads. To the east of the cemetery there remains some short to medium lengths of early development, but elsewhere there has been much redevelopment or subdivision of larger plots. There are some very large houses (and flats) adjacent to Farnborough Road, thereafter the roads are a mix of older houses and inter-war and post-war individual houses.

There is a mix of materials in this character area due to the various infill developments into an earlier road network and plot pattern. The predominant material is red brick sometimes with painted lintels to the older houses. Other brick colours are seen to later development. Natural slate is still seen to older houses, otherwise there is clay tile and some concrete interlocking tiles.

2.8.9  **Predominant land use**
This area is almost entirely residential apart from the station and its immediate environs which includes recent (late twentieth century) office development (out of scale with its immediate adjacent neighbours) to the railway. The station has a large area of surface level parking associated with the high use of the fast links to London and the south. There is also a cemetery set within the grid plan of the residential suburbs

2.8.10  **Public realm**
Roads are relatively narrow, often with on-street parking. Boundaries are mixed with some hedges and some missing boundary treatments and hard surfacing laid over to
parking. There are no street trees but some larger trees to front gardens and corners soften the urban environment in places.

2.8.11 *Open space*
Farnborough Town Cemetery is a well used open space, and when open, provides a pedestrian route from/to the station connecting residential areas to this transport hub. There is Cove Green adjacent to the western boundary which has allotments, tennis courts and bowling green.

There is a large area of surface parking for both station and office workers in North Farnborough. These car parks take up extensive areas of open space adjacent to the railway line.

2.8.12 *Biodiversity*
The Cemetery is a Site of Importance for Nature Conservation (SINC) for grassland habitats and the range of species found there. There is a high degree of tree cover to the railway environs (screening both the railway line and parking areas) and to the eastern section of the character area a large number of mature trees have been retained in rear gardens, particularly to Union Street, Clockhouse Street and Victoria Road. The cemetery is tree-lined with a good group around the cemetery chapel at the southern end.

The railway is well treed through this character area and links to the wooded Queen Elizabeth Park to the north. This acts as an effective green corridor on the northern boundary and further connects to private gardens to the west.

2.8.13 *Access and connectivity*
The transport infrastructure to north and east are barriers to permeability in those directions. To the south and west the area is well connected with roads, footpaths and green spaces linking to provide good connectivity.
2.9 FARN02. Farnborough Aerodrome and associated business parks

2.9.1 Character Summary

This area is closely associated with Farnborough airfield; an area which, by virtue of the activities of army balloonists and aeronauts in the last decades of the nineteenth and early twentieth centuries, occupies a place of very high international significance in the development of military aviation. As such the area includes a number of historically significant buildings, such as the statutory listed Headquarters of No 1 (Airship) Company of the Air Battalion of the Royal Engineers (1911) which is Grade II* listed and two wind tunnels for testing aero engines and aircraft (c1930s) the earlier of which is also Grade II*. Some of the former military areas have now been redeveloped with high quality office accommodation with associated landscaping. This area also includes barracks and a golf course.

2.9.2 Key Characteristics

- A combination of business park and important historic buildings associated with the former roles of Farnborough airfield and environs
- The area falls away to the west from Farnborough Road (A325)
- Medium to large regular plots with buildings set in car parking or landscaped grounds
- Consistent building lines to access roads
- Mix of steel and reinforced concrete frames with brick stone and composite claddings and flat roofs
- Scale widely varies from single storey buildings to raised three storey built form
- Predominantly office accommodation on a large ‘headquarters’ scale, some ancillary uses to the heritage of the area such as museum and display area
- Good survival of trees to the south; large expanses of woodland. To the north significant tree belts to military residential units
- Public realm comprises wide roads with verges. Those to the south are tree lined and have bespoke street lighting
- Good access by road but restricted access and connectivity due primarily to the nature of uses across the area

2.9.3 Boundaries and setting

The western edge of the character area shares its boundary with and encloses Farnborough airfield to the north, east and south. This is also the edge of the town study area. The eastern boundary is strongly defined by Farnborough Road (A325), with varied character areas beyond some residential (FARN06) and others military (FARN10a). To the north is the road infrastructure (roundabouts, car parks and dual carriageway) to the southern boundary of FARN03; the retail and business park area of North Farnborough.
The setting of this character area comprises primarily the historic relationship with the airfield particularly the historically significant buildings which form an important part of the history of Farnborough airfield through the first half of the twentieth century. The wide and busy A325 (Farnborough Road) separates this area from the residential suburbs of South Farnborough and the openness of sections of this road provides views down into the airfield.

2.9.4 Designations
The Bowl Barrow on the Cockadobby Hill Roundabout is a Scheduled Monument. Within this character area are surviving buildings which make it one of the key sites in Europe relating to the development of aviation, particularly powered flight and its impact on the human experience in the twentieth century. These include two wind tunnels (buildings R133 and Q121) (statutory listed at Grade II and II* to reflect their rarity) and a series of buildings relating to the areas role as the HQ and store for the Royal Engineers' Air Battalion. These buildings include the Headquarters of No 1 (Airship) Company of the Air Battalion of the Royal Engineers (Grade II*) and sections of a 'Portable Airship Shed'. This structure was a canvas-covered shed comprising in section a parabolic arch made up of rivetted box-section lattice units. This was dismantled and now survives in two halves, the bottom half in a fabric shop and the upper half in a forge and foundry building; both of these buildings, erected in 1916-17 for the Aircraft Factory at Farnborough, are now listed grade II (as Buildings Q27 and Q25).

There are three designated conservation areas immediately adjacent to the boundary of this character area, these are South Farnborough, Aldershot Military Town and Basingstoke Canal.

2.9.5 Townscape types present
TCT08, 13, 20

2.9.6 Topography
The land falls gently from east to west down to the airfield

2.9.7 Layout and Pattern
Buildings are generally set out on informal and formal grid plans at a medium to high density.

2.9.8 Buildings and materials
To the southern section of the business park there are large footprint single use late twentieth century high quality offices set in their own landscaped grounds. This is in contrast to the more industrial character of the functional buildings of the northern and eastern sections of the character area.

Most buildings within this character area comprise steel or reinforced concrete frames (to the older buildings) with some form of cladding. Traditionally this was brick and in more contemporary examples to the southern side of the airfield, buff and red brick,
stone cladding and structural glazing are used on the office complexes. Concrete and composite cladding is also seen to older buildings. Most buildings are flat roofed.

There are two small self-contained areas of twentieth century military barracks. These are painted render, brick and precast panels with low pitch roofs of slate or clay tile.

2.9.9 Predominant land use
The principal uses are office and company headquarters. There are some isolated groups of military housing and barracks, an army golf course and a museum.

2.9.10 Public realm
The public realm comprises almost entirely single entry access roads which service a series of buildings on a grid. They are generally wide with grass verges. Roads to the southern section; the Business Aviation Centre have a central verge lined with trees giving a boulevard effect. The roads are also well lit with bespoke lighting columns. Beyond are the landscaped grounds of the large office complexes.

There is a public house accessed from the A325, popular for its uninterrupted views across the airfield from its slightly elevated position.

2.9.11 Open space
There is considerable open space within and adjacent to this character area. To the southern section there is extensive woodland within which there is an Army Golf Course. To the north there are green spaces of undeveloped brownfield land and a private open space with a strong tree belt to the west of the military housing on Pinehurst Avenue. There are further large open hard surfaced areas used for parking and for the storage and presentation of aircraft (relating to the museum on Farnborough Road). The Basingstoke Canal runs to the south of the character area, which is accessible to the public via a 33mile permissive towpath along its length.

2.9.12 Biodiversity
The site contains parts of Farnborough Airfield Site of Importance for Nature Conservation (SINC) in the north designated for grassland and heath-associated habitats and species. The army golf course in the south is also a SINC site for its grassland and heathland habitats. Basingstoke Canal is a Site of Special Scientific Interest, a strongly defined green corridor which meanders across the developed sections of Farnborough and Aldershot to the east and around the edges of the airfield to the west. Together these sites form an important interconnected habitat network which links to the Thames Basin Heaths Special Protection area to the west.

2.9.13 Access and connectivity
This area is well connected in terms of access to key transport routes to and from the airfield or its associated business parks. By the nature of its use as an active airfield there no pedestrian links to the west or across the character area north-south. The busy road network around the character area is, to a degree, a barrier to connectivity.
There are no formal rights of way through the golf course which could be enhanced to provide better pedestrian access to the canal.

2.10 FARN03. North Farnborough (civic and shopping centre) and environs

2.10.1 Character Summary

Older shops and buildings to Victoria Road but mostly c1960s open and enclosed shopping streets forming part of a civic centre for Farnborough, with larger retail outlets, a superstore and trading and industrial estates immediately adjacent and beyond. There are small, medium and large units providing a coarse urban grained footprint although the shopping streets are sub-divided into individual units giving more of a sense of human scale to these areas (sub-area FARN03a). There is much development (2009) being undertaken to the north (south side of Victoria Road) but presently there are under-used spaces and vacant buildings.

This character area is divided into two sub-area; FARN03a reflects the shopping streets and civic centre of Farnborough and FARN03b comprises larger retail units, outlets and trading estates.

2.10.2 Key Characteristics

Sub-areas

3a. Modern shopping centre

- Commercial core of the town with mostly modern (c1960s) buildings with occasional survival of older buildings
- The topography is flat
- Coarse grain buildings on large irregular plots but with a finer grain at street level due to their subdivision into regular sized individual units
- Inward facing development with a consistent building line creating strongly defined townscape
- Red and buff brick, curtain wall glazing, expressed concrete frames and flat roofs
- A mix of two and three storey buildings (shops with mostly storage above but some limited residential units, taller office buildings (four to seven storeys) and multi-storey car parks (six storeys)
- A mix of small and large commercial users, offices and large retail units and outlets, civic offices, police station and library
- Very limited tree groups and no green open space
- Pedestrian friendly spaces to the shopping areas and some welcome greenery from street trees. Large areas given over to surface level parking throughout
- Good access by car, and good connectivity within the centre but poorly connected to its hinterland
3b. Retail Park and industrial estates

- A mix of large retail, distribution and warehousing adjacent to the district and civic centre
- The topography is flat
- Small, medium to large footprint buildings on an irregular grid filling their plots or set in large areas of car parking
- Consistent building line to access roads
- Some brick elevations but mostly profile metal cladding to walls and roof
- Buildings the equivalent of two to two and a half storey domestic buildings
- Mix of large retail (food and other), storage and distribution
- Large areas of surface level parking forming the setting to buildings, some landscaping in places, good survival of tree belts to north of Invincible Road
- Dominant road network with wide junctions and limited priority for pedestrians
- Good access by vehicle but restricted pedestrian connectivity

2.10.3 Boundaries and setting
To the north is Farnborough Station (FARN01) and the network of older street between the station and the modern shopping centre. Victoria Street to the northern boundary has seen much change and older buildings sit, sometimes uncomfortably, between or adjacent to late twentieth century buildings at a much larger scale (particularly in terms of height and massing). To the north-west is the older core of Cove (Tower Hill) in FARN09. To the west of this is the immediate post-war housing of FARN08a. To the south is the edge of the airfield (FARN02) but with the boundary being defined by the road (A327) between them. To the east the boundary is also strongly defined by the road network (the A325 Farnborough Road) but beyond are the large detached houses of FARN07; Farnborough Park with the trees of front gardens often forming a green backdrop to the busy road.

The setting of this area is very mixed but substantially comprises the main roads which separate this character area from its immediate neighbours south and east. There is most integration with the north and Victoria Road and much of this road has been redeveloped to reflect the scale and density of the district centre.

2.10.4 Designations
There are no statutory listed buildings or designated conservation areas within this character area.

2.10.5 Townscape types present
TCT11, 13, 15 and 29

2.10.6 Topography
The area is very gently falling from north to south but this is not discernible.

2.10.7 Layout and Pattern
Sub-area FARN03a is laid out as a gently curving pedestrianised street of shops with flats above, with good enclosure and links via a side street to an internalised shopping street (also curving). The northern section of the open street layout is under redevelopment (June 2009). The southern end opens to civic space outside the Borough Council’s offices and across from a surface level car park.

Sub-area FARN03b is on a much coarser grain and comprises an even mix of small, medium and large buildings on an irregular grid set off a central spine road accessed from the A327.

2.10.8 Buildings and materials
The shopping streets are typical examples of their period and type. The curving design of Queensmead (1958-60 by George Davies and Webb) has been largely lost due to redevelopment. The Borough Council offices are striking for their use of a glazed curtain wall and this building opens onto a civic pedestrian space.

The large shed-like buildings to sub-area FARN03b are uninspiring and utilitarian in their design.

Sub-area FARN03a; Red and buff brick, expressed concrete frames, curtain wall glazing and mostly flat roofs. Sub-area FARN03b; profile metal cladding to walls and sometimes roofs, some brick elevations, low pitch or flat roofs.

2.10.9 Predominant land use
There is a good mix of uses throughout the character area including independent retailers as well as multiples, a sports centre, police station, council offices and a library. Associated with all these uses are two multi-storey car parks and a series of surface level car parks to the north, east and south of the shopping area. There is also a superstore with extensive surface level parking and a series of out-of-town type retail outlets. Further from the district centre, there are more industrial uses, warehouse and storage premises.

2.10.10 Public realm
The public realm varies. Whilst dated, the surfacing to Queensmead has some structure and composition and there are street trees and benches which complement the streetscene. Beyond the shopping areas, the public realm becomes more disparate and the pedestrian becomes secondary to the car.

2.10.11 Open space
There is a sequence of hard-surfaced civic spaces around the Council Offices and other large open areas of parking. There are no open green spaces within this character area other than a small public landscaped park to the south of the leisure centre.

2.10.12 Biodiversity
There is limited opportunity for wildlife to flourish in this part of the town due to the lack of vegetation, other than the park and two areas of densely grouped mature trees; those to the north-western edge of the character area screening the houses to Meadowbrook Lane from the industrial and retail units to the south (within the character area) and a small wooded area linking Hinstock Close with Invincible Road.

2.10.13 Access and connectivity
Sub-area FARN-03a is well connected by road. Pedestrian access and throughput is possible and desirable to enable the maximum footfall throughout, although the surrounding road network and large area given to car parks in FARN03b present a barrier to pedestrians to the south, west and east, disconnecting the town centre from nearby residential areas. Sub-area FARN03b is accessed via a single entry and exit route and is not attractive to the pedestrian. There is no through passage across the sub-area in either direction.

2.11 FARN04. Summit Centre and Southwood Business Park

2.11.1 Character Summary
This area largely comprises high specification office suites with some ancillary warehouse and storage space. A relatively high degree of architectural quality and use of materials such as structural glazing and composite aluminium cladding in addition to brick and profile metal. Large scale buildings giving some (especially in their grouping) landmark status. Architectural style, use of materials and the grouping of buildings set this area out as distinctive and of a higher quality than other business parks within the study area.

2.11.2 Key Characteristics
- A mix of high quality office space with some warehouse and distribution
- Topography is flat
- Medium to large footprint buildings in large open plots
- Consistent building line almost throughout, buildings set back but following access roads
- Good quality materials and detailing to most buildings; brick, composite aluminium cladding, profile metal cladding and structural glazing
- Buildings are between three and six storeys
- High quality offices, warehouse and distribution facilities
- Large areas of surface level parking forming the setting to buildings, some good landscaping in places, good survival of treed setting to the buildings of the Summit Centre
- Dominant road network with wide junctions, grass verges and some street trees
- Very limited connectivity due to the presence of major transport networks
2.11.3 **Boundaries and setting**

The northern boundary is strongly defined by the mainline railway. To the east is a small section of older Farnborough (FARN09); the early expansion around the area known as Cove to the west of the station. To the south is Southwood (FARN08f) late twentieth century high density housing. To the west is woodland (beyond the study area boundary).

The setting of the character area is that of residential development and the despite screening the contrast in scale between these two uses is readily apparent.

2.11.4 **Designations**

There are no statutory listed buildings or designated conservation areas within this character area.

2.11.5 **Townscape types present**

TCT12

2.11.6 **Topography**

The area is low lying and flat

2.11.7 **Layout and Pattern**

The majority of buildings are laid out on a regular grid and, due to the narrow nature of most of the site, are set back but parallel to the roadside. The exceptions to this are the buildings to Armstrong Mall (which are offset from the road) and Southwood Crescent which is laid out on a semi-circular plan.

2.11.8 **Buildings and materials**

Buildings are generally architecturally designed and bespoke. They vary in quality and finishes with some (to the Summit Centre) of a high specification.

There is a mix of brick, profile metal cladding to steel frames and higher specification materials such as composite aluminium cladding and structural glazing in places which has generally raised the quality of the built form in this character area. Roofs are rarely seen with most at a very low pitch or flat.

2.11.9 **Predominant land use**

A mix of hi-tech offices with some ancillary warehouse/storage facilities.

2.11.10 **Public realm**

Standard finishes to pavement and road surfaces. Some alternatives to tarmac to some units are seen and there is good public realm to the circulation routes around the blocks to the Summit Centre. Some attention has been given to individual and collective landscaping of road networks and individual plots adding to the general quality of the character area. This includes grass verges, some street trees, and hedges and shrubs to boundaries.
2.11.1 Limited open space

Limited open space within the character area. There are some very well landscaped amenity areas to the offices of the Summit Centre, including areas of grassland and water features. There are large areas of hardstanding given over to car parking and loading yards.

2.11.2 Biodiversity

There are some good tree groups to the boundaries of the Summit Centre and the railway line is tree lined. These areas are linked to the general green corridor of the railway but not easily to other areas of woodland or open space as major roads and high density housing surround most of the character area.

2.11.3 Access and connectivity

There is very limited connectivity into or through the character area due to its proximity to major transport networks and the nature of the uses restricting access to most places to employees only.

2.12 FARN05. Queen’s Road environs (part of this area is also known as North Camp)

2.12.1 Character Summary

This character area comprises the Victorian (laid out by 1874) and Edwardian development of South Farnborough. It is strongly defined by a regular Victorian grid of streets which makes for memorable and robust traditional townscape. There is a commercial core to Camp Street and Lynchford Road facing North Camp. Much of Camp Street has been redeveloped and most shops have been retro-fitted to existing houses. There are some eclectic buildings to the street and grander buildings to corners. It is this mix of uses (the commercial and shop premises with residential at high density) which gives this area its distinctive character. The surrounding residential suburbs comprise terraced or semi-detached brick houses with small front gardens, on narrow but deep plots. Houses are well articulated and read as good groups within streets.

2.12.2 Key Characteristics

- A good and distinctive mix of commercial and residential uses set out on a Victorian Street plan
- Flat topography throughout
- Historic (mostly Victorian) narrow plots set in a grid network of streets and open spaces
- Building line is consistent throughout; back of pavement entrance to shops, residential buildings have small front gardens with boundary walls and/or hedges
- Red brick (a number of which have been painted or rendered) and slate traditionally, modern brick and modern concrete or clay interlocking tiles to twentieth century buildings
• Predominant built form is two storey, some higher buildings to Lynchford Road and Camp Road
• A mix of uses but predominantly independent shops and services
• Good tree cover around recreational open spaces and some street trees. Mature trees to long, narrow private gardens
• A hierarchy of streets of varying widths, mostly on-street parking and good enclosure throughout
• Good access and connectivity favouring the pedestrian due to a network of streets and footpaths throughout

2.12.3 Boundaries and setting
To the north and west is the area known as Farnborough Park (FARN06). To the east is the A331 which strongly defines this edge (and is the eastern boundary of the town study area). To the south is North Camp (FARN10a) but the A3011 (Lynchford Road) is the defining feature and strong edge to this boundary. Immediately to the west is the designated South Farnborough Conservation Area.

This area is well defined and contained from the south and to a lesser extent to the west. The north sees the setting of this character area blend into Farnborough Park (FARN06). However, Reading Road is a wide street with a series of larger civic buildings such as chapel and school buildings which signal the edge of this contained community and the start of more strongly defined residential area to the north. Despite its close proximity to North Camp, the nature of the use (with its restricted access) results in limited interaction in townscape terms with this character area, although the shops and commercial units are a valuable amenity for the camp as well as the residential suburbs adjacent.

2.12.4 Designations
There are no statutory listed buildings or designated conservation areas within the character areas. The South Farnborough Conservation Area is immediately to the west and the Aldershot Military Town Conservation Area includes a section of Queen’s Avenue which links to Lynchford Road.

2.12.5 Townscape types present
TCT05, 07, 09 and 10

2.12.6 Topography
The land falls very gently from west to east but this is only discernible on the longer roads (Such as Reading Road) which run the east–west length of the character area.

2.12.8 Layout and Pattern
The streets and layout are part of the Victorian expansion of Farnborough almost certainly as a direct result of the considerable Army presence in neighbouring Aldershot throughout the middle and later part of the nineteenth and early twentieth century, stretching as far as North Camp adjacent to the character area. The grid of Victorian Streets is still very clearly evident despite some redevelopment and amalgamation of plots (particularly to Camp Street). Surrounding Camp Street, the
adopted commercial core is a grid of streets running north-south and east-west set out in blocks of high density terraced and semi-detached houses and private gardens backed onto the next block. Plots are narrow but relatively deep and each house has a good sized garden. Houses are set back from the pavement with a small front garden with boundary wall or hedge. There has been limited loss of gardens to front parking of cars. Ridges to roofs run parallel to the street and there is some articulation and hierarchy within streets with single and double height bays (Reading Road), chimneys and grouped windows providing the rhythm of the street facades producing the fine grained townscape seen throughout the character area. There are consistent building lines and good enclosure to all streets throughout.

2.12.8 Buildings and materials

The predominant survival of built form is that of a traditional two storey scale with some variation to roof form and orientation providing interesting townscape, particularly to Camp Street and Lynchford Road. There are some notable late Victorian and Edwardian buildings such as the schools and chapels surviving which are of architectural and historic interest (although they are not statutory listed). Most buildings date from the nineteenth and early twentieth century and older built fabric and detailing makes for interesting townscape where it survives.

There is a wide variety of materials throughout the character area. The predominant use is of brick, traditionally red/orange in colour for facades with many modern variations in terms of texture and colour. A high number of brick buildings have been painted and/or rendered and painted. Roofs traditionally were natural slate, with some use of clay tile. The slate has survived to some degree although much has been replaced with modern concrete interlocking tiles.

The terraced, semi-detached and some detached houses within the character area's residential streets are a traditional two storey in height throughout with very little use of the roofspace for additional accommodation. The uninterrupted roof slopes, with the traditional chimneys produce a pleasing rhythm to the townscape. There is a modest domestic scale to the residential streets of the character area. Camp Street and Lynchford Road are on a slightly grander scale in places with some two and a half and three storey buildings mixed with two storey.

There is some architectural and historic interest in the building types seen in the residential streets. They have been developed speculatively as small groups, usually no more than eight to ten houses and these groups have unifying characteristics such as bays, string courses in different coloured bricks, painted and decorative lintels, and sometimes more subtle detailing either individually or in the groups such as decorative ridge tiles.

The use of red brick is almost consistent and unifying characteristic throughout although there is a high degree of painted or rendered houses or former houses to the residential streets and commercial core (Lynchford Road and Camp Road).
The domestic scale of buildings in this character area is almost consistent throughout with very little over-development or detrimental extensions or alterations to damage the scale of existing housing stock. There are some later flat developments and these are usually in blocks of two and a half to three and a half storeys. These blocks, however, have not damaged the overall cohesion and consistency to the character of streets throughout the residential sections of the area.

2.12.9 Predominant land use
Camp Road and Lynchford Road (facing North Camp) are the shopping streets of the character area. There is a good mix of shops, all independent retailers. Surrounding these areas are residential streets of mostly private dwelling houses with some flats. There are some residential units above shops which adds to the areas vitality. There are two late Victorian schools, a modern college, a number of chapels, a church and a public house. These all contribute to the sense that this part of South Farnborough works as a self contained community. There is a real sense of place as a result of this mix of uses.

2.12.10 Public realm
To the residential areas within the character area, the public realm is functional and appears well maintained. Tarmac roads and pavements with on-street parking. Standard lamp columns. There are some street trees but not the extent of the adjacent Farnborough Park. There are some good sized mature trees to rear gardens and lining public open spaces set into the grid of streets.

The wide Lynchford Road is lined almost for its entire length by mature trees on the south side of the road and these help enclose the side corresponding to the good enclosure from townscape on the north side.

2.12.11 Open space
There is a series of planned open green spaces to this part of South Farnborough; within the character area there are recreation grounds (now with children’s play areas) and sports facilities set within and to the edges of the grid of streets. They are tree lined with private gardens backing on to them. Schools still retain playgrounds and there are long narrow gardens to all houses.

2.12.12 Biodiversity
There is a good degree of space given over to mature linked gardens which form green corridors through the character area. These are often back to back or back onto further tree lined open spaces providing potential wildlife habitats.

2.12.13 Access and connectivity
Due to the grid layout and footpaths crossing this character area it is considered to be well connected to adjacent areas (subject to the constraints of restricted access to parts of North Camp to the south).
2.13 FARN06. Farnborough Park and South Farnborough

2.13.1 Character Summary

This character area comprises two areas of similar character; Farnborough Park and South Farnborough. The latter also forms part of FARN05; this is the later phase of development of the area and includes the part commercial roads of Camp and Lynchford Road. This area is a large estate of late Victorian and Edwardian houses but with much twentieth century infill and extension set out on a formal grid of streets with a circus of large Edwardian villas to the centre of South Farnborough. Streets are long, wide, sometimes slightly cranked (seen to Farnborough Park) and often tree lined. The southern section to the west of FARN05 (and Church Circus) forms the designated South Farnborough Conservation Area.

2.13.2 Key Characteristics

- Low density residential development laid out on regular and irregular grid patterns
- The area is gently sloping from north to south levelling out to the south
- Large plots with large houses, some plots have been subdivided and redeveloped
- Consistent building lines to street throughout, providing formality and cohesion to the character area
- Red brick, some painted render, natural slate and clay tiles, modern interlocking tiles to later development
- A grand two storeys to older houses with some use of roofspace to provide additional accommodation. Some later flat blocks are three storey but their scale is diminished by the use of flat or low pitch roofs
- Predominantly residential throughout; mostly private dwelling houses, some converted houses to flats and some flat blocks
- A very high number of mature trees throughout, often framing and/or forming the backdrop for houses and other buildings
- High quality public realm; wide roads, grass verges with street trees and landscaped boundaries throughout
- Very good access and connectivity due to established network of streets

2.13.3 Boundaries and setting

To the south is FARN05, a slightly later period of expansion of South Farnborough with a more mixed use character, and with buildings at a more modest scale. To the north is FARN09 (Farnborough Green and Farnborough Street). The boundary of the character area shares a boundary with the St Michael’s Abbey Conservation Area (within FARN09). To the west is FARN02 (Farnborough Aerodrome) set across from the busy A325 (Farnborough Road). To the east is a narrow sub-area (FARN07g), one of a number of post-war residential suburbs, in this case large-scale infill between the older Sycamore Road and the railway.
The setting to most boundaries is that of further residential suburbs and in places the distinction is subtle. To much of the western edge of this character area mature gardens strongly define the boundary with the A325. This juxtaposition of the openness of the airfield (FARN02) as compared with the enclosure from mature boundary treatments to this character area is very striking and apparent. Both have an important role in the setting of the other.

2.13.4 Designations
There is a single Bronze Age barrow in Albert Road which is a scheduled monument. Crossways, a mid-nineteenth century former pair of houses (now offices) is Grade II listed, as is the church of St Peter on Church Avenue. The South Farnborough Conservation Area is in two parts; the larger section is west of Alexandra Road and south of Reading Road, and the smaller section takes in Church Circus to the centre of South Farnborough residential suburb.

2.13.5 Townscape types present
TCT05, 07, 08 and 23

2.13.6 Topography
Farnborough Park is gently but steadily falling land from north to south but levels out around Boundary Road where for South Farnborough it remains flat.

2.13.7 Layout and Pattern
The area is generally laid out in a grid pattern with large plots throughout. Houses are set back in their plots, usually in mature gardens. There is a mix of terraced, semi-detached and detached houses. Straight diagonal roads within the area known as South Farnborough break up the rigid plan but give this area a more formal and grander character especially given they are centred on the Church Circus and its villas. Farnborough Park is, in contrast, more informal in terms of its layout, with curving roads to an irregular grid but with a similar mix of house groupings and set back within mature landscaped gardens.

To both areas there are long vistas of townscape importance often terminated by built form such as a church or large house.

2.13.8 Buildings and materials
Historically, this area comprised large detached, semi-detached and short terraces of very late Victorian and Edwardian villas set in generous grounds. The area has seen much redevelopment with a number of villas replaced with a series of houses or very large grounds being subdivided and in some cases developed with a number of relatively modest houses on the site or a series of small flat blocks. There are also larger flat developments in places. Parts of the area retain more integrity than others and this is recognised in the designation of the South Farnborough Conservation Area.

Predominantly and traditionally red brick with a mix of natural slate and clay tile. More recently concrete interlocking tiles and artificial slate. There is some painted
render (usually white) but this is always in the minority and it never dominates a single street or area.

2.13.9 Predominant land use
Residential development throughout; mostly single family dwelling houses, but with some sub-division of larger houses into flats and some separate small, medium and large flat blocks. Modern college (Farnborough College of Technology) on Boundary Road.

2.13.10 Public realm
Wide tree lined roads, some with generous pavements, grass verges and limited on-street parking. Boundary walls some with hedging and others with mature boundaries of trees and hedges. A well maintained area.

2.13.11 Open space
There is generous open space to private gardens throughout the character area. Some significant tree groups particularly to the east of Farnborough College. King George’s Field is a large open green amenity space to the east of Farnborough Park, semi-wooded in parts with sports pitches laid out and South Farnborough Junior School to the south side.

To the South Farnborough area there is a very attractive large tree lined open green recreation space (with children’s playground and multi-functional sports pitch). This has been ‘built’ into the street pattern with the gardens of private houses backing onto the space.

2.13.12 Biodiversity
Large and very large private gardens linked to each other and further connected to King George’s Field, a large green space lined by trees and tree groups. A high number of mature trees to front and rear gardens frame and provide the backdrop for built form. Hedges also line the boundaries of gardens and front areas to roadsides.

2.13.13 Access and connectivity
Very good connectivity due to the grid of roads running north-south and east-west across the character area.

2.14 FARN07. North Farnborough residential suburbs

2.14.1 Character Summary
Most of this character area is located to the north of the London and South-West railway line, with three further sub-areas to the south. The character area comprises predominantly post-war areas of housing developed to varying degrees of density, and exhibiting degrees of retention of early field boundaries, historic lanes and roads and trees and groups of trees. These distinctions have helped define seven sub-areas to aid understanding of the distinct character of this relatively large area.
2.14.2 Key Characteristics

Sub-areas of FARN07

7ai Tower Hill environs

- Large planned estates of houses and flats of the immediate post-war period reflecting much of the spirit of the Garden City movement
- Land is falling gently to the south-east
- Regular plots with good sized gardens and space to the sides of houses, often with short drives
- Buildings lines are consistent to streets and areas of open space. Houses are set back with small gardens (sometimes laid over to parking)
- Red brick, sometimes painted and some render, clay tile roofs and brick chimneys
- Two storey houses and no use of roofspace for additional accommodation (due to limited headroom and pitch of roof) and three storey flats
- Residential throughout; single family private dwelling houses and groups of flats
- Some provision green public open space, but good survival of trees and trees belts following historic boundaries
- Some on-street parking but this has not had a negative impact, grass verges throughout to wide roads
- Good access and connectivity particularly for the pedestrian with well-used green open space to the west and a network of streets, lane and footpaths across the sub-area

7b. Pierrefondes and Napoleon Avenue environs

- Contained higher status area of predominantly post-war detached houses (with some later infill)
- Land form rising up to the A325
- Mostly detached medium to large sized houses
- Consistent building lines to individual roads with houses set back in large gardens
- Red brick, render, tile hanging and clay tile, slates and concrete interlocking tiles
- Predominantly two storey houses
- Private dwelling houses throughout
- Tree lined roads with grass verges and direct access to woodland to the south, significant private green space in extensive gardens
- Boundaries are strongly defined by low red brick walls often complemented by hedges
- Good access and reasonable connectivity, but a fairly rigid and enclosed road network restricting easy pedestrian movement to other sub-areas or adjacent open green space
7c. North of Fleet Road

- Post-war development at a medium to high density
- The topography is predominantly flat
- Medium-sized plots with semi-detached and detached houses and some terraces
- Buildings set back from the roadside in their own front gardens; often with open front boundaries
- Red multi-bricks (various colours and finishes) with some tile hanging and concrete interlocking tiles
- Houses of two storey
- Residential throughout – private dwelling houses
- High degree of retention of historic routes and boundaries and their associated tree and hedge lines. Development interspersed with small sections of ancient woodland add to a semi-rural feel in places
- Good public realm; wide roads, limited on-street parking and small grass verges to most roads
- Good access and connectivity to and from and within with a series of footpaths and pedestrian links across green spaces

7d. Fox Lane, Hawley Lane and West Heath

- Post-war development at a medium to high density
- The topography is gently falling to the east
- Medium sized plots with semi-detached and detached houses and some terraces
- Buildings set back from the roadside in their own front gardens; usually with front boundary walls or hedges
- Red brick, render and combinations of these, clay tile and concrete interlocking tiles
- Single and two storey houses
- Residential throughout; private dwelling houses
- Relatively less (compared to other sub-areas) tree cover and retention of historic boundaries but more emphasis on large open green amenity spaces and green spaces interspersed within development
- Good public realm; wide roads, limited on-street parking and small grass verges to most roads
- A large sub-area with reasonable connectivity throughout, however the M3 transport corridor is a major barrier with only a single pedestrian crossing point

7e. Wren Way and Cherrywood Road environs

- Radburn-type estate layout with 1970s houses and flats (bungalows to the east of Milton Road)
- A gently sloping landform from the north to the south, with a slight ridge to the east of Milton Road
• Medium to high density predominantly arranged in short terraces around grassed areas
• Consistent strongly defined building lines within groups
• Red and buff brick with some weatherboarding and concrete interlocking tiles
• Two storey houses (some with flat roofs) and three storey flat blocks with flat roofs
• Residential throughout (flats and houses) with community uses and schools
• Some survival of mature trees and maturing landscaping, good provision of open grassland between housing groups
• Informal street layout, often wide roads with some grass verges and on-street parking despite parking and garage courts
• Good access and connectivity throughout due to a network of footpaths, linked green spaces and permeable road network

7f. Sandy Lane and Hill Corner environs

• Medium to high density 1970s houses and later development of mostly small houses (with a limited number of bungalows)
• Flat topography
• Semi-detached and short terraces of small and medium sized houses, usually backing onto garage parking courts, some set parallel to the feeder roads and others facing
• Consistent building lines to groups though sometimes staggered
• Red/brown and buff bricks with decorative tile hanging and weatherboarding. Concrete interlocking tiles to roofs
• Two storeys to houses
• Single family private dwelling houses
• Some street trees set in grass verges and good tree belts to both the M3 motorway and to the north (MoD restricted areas)
• Wide roads, street trees in places, grass verges and open boundaries (giving a heightened sense of openness to much of the sub-area)
• Good access and connectivity especially to woodland to the north (although this area is MOD restricted)

7g. Southwood

• Modern (1980s) high density housing estate
• The area generally falls to the south-west
• Small to medium sized plots with generally small front and rear gardens
• A varied and irregular building line throughout with houses and groups often inward looking
• Mix of brick colours and types and mostly modern clay tile roofs, some tile hanging and decorative joinery
• Two storey houses throughout
• Residential throughout; generally small to medium dwelling houses
• Good survival of mature trees in parts forming the setting to development, some survival within developments, good landscape planting throughout some of which is maturing and providing its own sense of place
• Variations in materials to shared surfaces of cul-de-sacs and access drives to multiple properties and some blank fences and side walls to main access routes into estates
• Permeable, if somewhat disorientating street network allows good access and connectivity within and through this sub-area

7h. Woburn Avenue Environs

• Modern (1970s) high density housing estate
• The area generally falls to the east
• Small to medium sized plots, houses set in short terraces with generally small front and rear gardens
• A consistent building line to small groups helping to define green spaces between
• Mix of brick colours (mostly red and buff) and types and mostly modern clay tile roofs, some tile hanging (particularly under windows)
• Two storey houses throughout
• Residential throughout; generally small to medium dwelling houses
• Limited survival of mature trees, some good landscape planting throughout most of which is now matured, good tree belt to the railway line providing a backdrop of trees to development
• Wide roads, some shared surfaces, verges and small areas of grassland interspersed within development
• The railway line and the A331 transport corridor to the east are a significant barrier to access and connectivity. Separate estates are not well connected

2.14.3 Boundaries and setting
Given the disaggregation of the character area’s sub-areas there are complex and multiple boundaries. For the most part the character area is located north of the railway line and stretches north and west to the town study boundary. To the east are the older areas of FARN08; Farnborough Hill and Farnborough Green. Sub-area FARN07a is a continuation of early Cove but is later immediate post-war development. It is bounded by FARN09 (Cove) to the north, FARN03b to the south, and sports and recreation grounds to the west with Southwood (FARN07f) beyond. Southwood (FARN07f) is in turn bounded to the north by FARN04 (Summit Centre and Southwood Business Park) and to the north-east by FARN09 (Cove). Sub-area FARN07g is to the western edge of the town study area and bounded (and enclosed) entirely by Farnborough Park (part of FARN06).
2.14.4 Designations

There are no statutory listed buildings or designated conservation areas within the character areas or sub-areas. The Farnborough Hill Conservation Area (FARN08) shares its boundary with the character area (FARN07b).

2.14.5 Townscape types present

TCT08, 12, 16, 22, 24, 27 and 28

2.14.6 Topography

Most of the character area is located on very gently undulating land form, this becomes more pronounced to the south-east corner (boundary with Farnborough Hill – FARN08) where the land starts to steadily rise.

2.14.7 Layout and Pattern

There is much variation in layout and pattern across the character area reflecting site constraints, density of housing and period of development. There are some notable distinct phases of development which are reflected in the sub-areas identified within this character area. The following is a broad overview of the key layout patterns seen within FARN07.

The inter-war and immediate post-war estates, such as much of FARN07c and FARN07b, are characterised by a layout providing an uncrowded low to medium density settlement grain, with generous single and two-storey, detached and semi-detached dwellings set in large front and rear gardens. Boundaries vary but are often low brick boundary walls and/or hedges. There is limited loss of boundaries due to most houses having private driveways.

Cripsey Road environs (FARN07c) is a good example of the wide sweeping roads with generous plot sizes of the immediate post-war period. Roads are laid out in crescents, cul-de-sacs and broad boulevards with grass verges. These are often interspersed with later development filling in former open spaces (probably designed as part of the original layout of the early post-war housing, but later taken up with usually post 1970 estates of varying sizes.

The inter-war and immediate post-war estates influenced by the Garden City movement have provided a template for a number of developments within this character area, most notably a large part of sub-area FARN07a, as well as much of FARN07d. These areas comprise a distinct pattern of streets and plots at a medium density. Plots are relatively generous throughout, many with side access. Houses are generally laid out in short terraces with some semi-detached houses in groups. There is good public amenity space within estates; small urban parks, greens and informal recreation spaces.

There is some variation to estate layout, with some notable planned estates such as those around Lye Copse Avenue and Greatfield Road comprising a series of straight arterial roads perpendicular to the main road forming uniform cul-de-sacs; a very
notable and memorable townscape particularly given its very wide streets with grass verges.

All houses and bungalows in this character area (with very few exceptions) are set back from the road in their own front gardens and follow consistent building lines shared within roads. Boundary treatments vary but are generally open. It is often the case that gardens have been laid over to parking either informally or formally through the use of hardstandings. This has changed the character of some sub-areas.

Some of the 1970s housing stock within the character area could be considered to have been laid out following the principles of the 'Radburn estate'; houses set in short terraces (of between four and six houses) arranged around open cul-de-sacs which allow access to shared public green spaces and are linked to larger areas of public open space and occasionally woodland. Housing in sub-area FARN07e (particularly along Wren Way) strongly reflects this layout pattern, as do areas of 1970s development in FARN07f, although with more survival of early trees and trees groups.

The late twentieth century development within the character area (most notably FARN07g and FARN07h) is of a high density; short terraces or semi-detached and detached houses set in groups or around small cul-de-sacs, often with shared surfaces. There are often large areas of open space with trees between and through estates. Trees often form the backdrop to development. This period of residential development is characterised by a single 'spine' or through road providing connection with the areas beyond but with most, if not all, housing facing onto secondary roads, and the series of short, curved cul-de-sacs which open off them. This results in the main roads through the estates having dead frontage throughout as they are invariably flanked by the rear garden fences of the housing.

There is a large group of flat blocks to FARN07a; Tower Hill environs. These are arranged often perpendicular to each other or in loosely defined perimeter blocks (sometimes also made up of houses to one side of the block) with open access to corners and green amenity areas to the informal courtyard spaces.

2.14.8 Buildings and materials

Houses are almost consistently no more than two storey throughout and the vast majority would be considered to be of traditional build; brick-built with pitched roofs and chimneys. There are some more ‘contemporary’ designs with flat roofs and staggered building lines (seen in FARN07e). There are also a number of areas of bungalow development. These two building types are not often mixed and are usually seen grouped (to a roadside, for example) or in completely separate developments of single storey dwellings.

The predominant traditional building materials are red brick, and brick and render, or pebbledash (the latter often used for the upper storey) with plain clay tile, natural slate or modern concrete interlocking roof tiles. There has been much removal of traditional roof materials for modern replacements throughout the character area.
Housing estates dating from the 1970s are often characterised by the use of non-local, non-traditional textured and coloured brickwork with tile hanging or weatherboarding (often replaced with uPVC boards). Low pitched roofs of interlocking tiles, often coloured.

In the late twentieth century developments brick is the predominant walling material throughout. There are many different colours, textures and finishes, from red, orange and buff bricks in straight colour and multi-bricks. Roofs are mostly clay tile, machine cut or concrete interlocking tiles of various styles. Houses will sometimes adopt traditional features such as decorative barge boards, timber porches, mock timber-framing to upper storeys, mock sash windows and the use of decorative tiling for hanging tiles and roofs.

2.14.9 Predominant land use
The area is almost entirely single family dwelling houses. There is some flat development but this is usually grouped (such as in FARN07a and to parts of FARN07e) otherwise there is the occasional flat block interspersed within houses but this is limited and does not define any one particular sub-area. There are small district parades of shops and corner shops within estates and on the main roads through sub-areas. Churches, chapels, community facilities, schools and colleges are key land uses and dispersed within the character areas.

A notable pattern of land use throughout the character area is the presence of a number of medium to large school complexes with their associated recreational playing fields and sports fields. These are often substantial areas of open space at the centre or to the edge of residential estates.

2.14.10 Public realm
The roads are generally wide throughout this character area. Some have grass verges with street trees others just grass verges. Boundaries and enclosure varies with some estates having open boundaries to front gardens which accentuates a feeling of space to these estates. There are no areas dominated by on-street parking with most houses having private driveways or in some cases private parking courts and garages.

Some of the very late twentieth century infill developments have varied surface materials to parking areas or shared surfaces and access roads to cul-de-sacs and small courts.

The western sub-areas; FARN07c and 07f are notable for their retention of historic lanes and field boundaries. These often form a line of trees to one or both sides of a road or lane and are very attractive surviving features.

2.14.11 Open space
The character area is well served by areas of urban greenspace, although the amount and type varies within different sub-areas. Often the spaces are combinations of
playing fields, recreation grounds and open green spaces notably those in FARN07d and 07e on the eastern side of the character area. Cove Brook runs through FARN07a and 07d, a greenway with footpaths along the stream which link to a series of associated open spaces, notably Southwood Open Space in the south, a large informal greenspace. Larger open space/recreational facilities within easy reach of the character area are more limited. FARN07h and 07d are adjacent to the Blackwater Valley, a 30km stretch of open spaces connected by a long distance footpath on the Hampshire/Surrey border, but access is restricted by the railway line and road network. The location of the facility along the busy A331 also affects the tranquility and landscape value of the space in places. MOD landownership places restricted access on countryside areas to the north and west, plus international nature conservation designations make much of the land sensitive to increased access.

There is a notable survival of trees and tree groups to the western side (west of Fernhill Road) of the character area. It should also be noted that the northern boundary of the character area with the MOD lands is very heavily wooded and these woods often form the dramatic backdrop for built form.

Most houses have reasonably sized private garden spaces. Some estates have small to medium sized greens and grassed areas distributed throughout the planned estates. Some wide verges also act as informal open spaces and add to the amenity of the area.

2.14.12 Biodiversity

The MOD land abutting FARN07f is part of the Thames Basin Heaths Special Protection Area, and Site of Special Scientific Interest, plus Hawley Common is a Site of Importance for Nature Conservation (SINC). Both sites form part of Minley Manor, on the register of English Heritage Historic Parks and Gardens. St Johns Churchyard in FARN07c and Cove Valley in FARN07a are both designated as SINC’s. Cove Valley is within Southwood Open Space. Restoration works have greatly improved the wildlife value of Cove Brook; the greenway, together with the adjacent Birchbrook Reserve in FARN07d, are managed for wildlife.

A very conscious effort has been made whilst undertaking development to retain valuable and mature field boundaries (including trees and hedges), particularly to the western side of the character area, has provided extremely well-serviced green corridors throughout. These are linked to larger areas of woodland to the edges and to adjacent character areas (such as those of the Queen Elizabeth Park and Farnborough Street areas) as well as to large open grassland and green spaces to include sports fields connected to the many schools and colleges distributed through the character area. There are also strongly defined green corridors to both the railway line and the motorway which run adjacent to and through the character area respectively.

2.14.13 Access and connectivity

The character area despite having major transport routes passing across it has good connectivity throughout which includes public footpaths. These, as well as roads,
lanes and paths through estates link to form good pedestrian and cycling links both north-south and east-west. There is also quick access to the road and rail network from this character area. The railway line does however, restrict access to the Blackwater Valley recreational facilities to the east, and MOD ownership places restricted access on countryside to the north and west.

2.15 FARN08. Farnborough Green and Farnborough Street

2.15.1 Character Summary

A mixed character area strongly defined by its retention of open space, planned landscapes and older urban areas. There are four designated conservation areas within this character area and the largest concentration of statutory listed buildings in Farnborough, set around the Farnborough Street environs (North Farnborough Station). Modern housing is largely post-war and at low density in medium sized infill sites between Farnborough Hill and the surrounding constraints of two railway lines.

2.15.2 Key Characteristics

- Large areas of planned landscapes to important historic buildings with older urban areas and infill residential surrounding these spaces
- The land form rises steadily to the western edge giving extensive views to the east in places
- Regular, medium and large plots to the residential areas, with mostly detached houses
- Consistent buildings lines throughout, strongly defining townscape in older areas (Farnborough Street) what are they?
- Predominantly red brick with clay tiles and natural slate, painted render is also seen in high numbers
- Two storey houses throughout
- Predominantly residential area with a large private school and other smaller schools, cemetery and allotments
- Good tree cover throughout; wooded areas and substantial tree belts
- Good quality public realm, uncluttered wide roads, some with grass verges, some street trees
- Reasonable access and connectivity although much of the area is open but in private ownership

2.15.3 Boundaries and setting

To the east, the boundary is strongly defined by the railway line (Redhill to Reading line) and the road network beyond. To the west and south are the residential suburbs of FARN07 and FARN06 respectively. Part of the western boundary is shared with the older core of Farnborough around the station (FARN01).
The setting of this character area potentially extensive and sensitive to change. The Farnborough Hill area is at an elevated position and views from the Farnborough Hill Conservation Area form a significant part of the character of the conservation area as planned landscape. The grounds and parkland setting to Farnborough Hill include picturesque paths through the informal planting of the pleasure grounds adjacent to the house and specimen trees such as the cedars to the open eastern slopes of the park. The physical and visual connection between the lower gardens of Farnborough Hill and the Queen Elizabeth Park are particularly notable, the park providing a glimpse of the original informal setting to the parkland estate beyond the south lodge.

Much of this semi-rural area is encapsulated within urban development, particularly small infill. This character area is seen as somewhat of a relief from the urban extensions of Farnborough although much of it is not publically accessible.

2.15.4 Designations
There are 17 statutory listed buildings of special architectural or historic interest within the character area. This includes the Grade I listed St Michael’s Abbey and surviving buildings within the grounds. Otherwise a series of single or small groups of vernacular cottages and farmhouses dating from the seventeenth to the nineteenth century are listed at Grade II. All of these buildings fall within one of the following designated conservation areas which are all within the character area; Farnborough Hill Conservation Area, St. Michael’s Abbey Conservation Area, Farnborough Street Conservation Area, Farnborough Church Conservation Area.

2.15.5 Townscape types present
TCT01, 02, 08, 16, 23 and 24

2.15.6 Topography
Farnborough School and the St Michael’s Abbey complex are set on higher ground to the western side of the character area with views out to the east. The land falls steadily away to the east to the Blackwater River valley.

2.15.7 Layout and Pattern
The residential development patterns are a mix of historic and modern. The latter are simple sweeping short and long streets with detached and semi-detached medium and large houses set in regular plots. The historic core of Farnborough Street (Farnborough Street Conservation Area) comprises the development of the village of Farnborough around the meeting point of several historic routes with later expansion along Rectory Road, Farnborough Street and Ship Lane. Its layout is informal, based around the early core (seventeenth century buildings survive in the street plan) with nineteenth and twentieth century expansion radially along the historic routes. There is good enclosure throughout with most frontages facing the street and set slightly back in very small gardens with various boundary treatments to a narrow pavement. This gives a sense of intimacy and given the tighter urban grain to this part of the character area.
The majority of the character area is planned and unplanned landscape as the setting for nationally important groups of historic buildings. These areas have retained remarkable cohesiveness and integrity despite significant pressure for change.

2.15.8 Buildings and materials
There are two buildings of particular note in this character area. The Abbey Church is in the late ‘French Gothic’ style. An octagonal tower to the crossing is a prominent landmark.

Farnborough Hill School is set within landscaped grounds and comprises the former mansion house. This is a substantial and highly articulated building. L-shaped in plan and two storeys in height, it appears much larger, due to the dramatic height and massing of its large sweeping roof slopes. The ground floor is red brick, with Bath stone dressings. The upper floor is half-timbered, with steep roofs, a pyramid octagonal lead-covered turret, mini-hips and many gables, with ornate barge boards.

To the remaining parts of the character area (the older areas, such as Farnborough Street) the houses are all of two storey height and of red brick or painted render with clay tile roofs or later Victorian housing with natural slate. Some timber-framing survives.

Twentieth century housing is a mix of brick (various colours but mostly red) and render or painted brick some tile hanging and weatherboarding to 1970s infill estates, with older houses having natural slate and clay tile roofs and later developments of modern concrete interlocking tiles.

2.15.9 Predominant land use
The former Mansion House to Farnborough Hill is now a school and St Michael’s Abbey is a monastery of monks of the Benedictine Order in private ownership. Most of the remaining area is given over to low density residential houses, almost entirely single family dwelling houses. Queen Elizabeth Park is a public park and there is a cemetery to the northern end of Ship Lane.

2.15.10 Public realm
There is generally a high quality public realm throughout with wide uncluttered roads, often tree lined with some grass verges. There is a mix of boundary treatments but most complement the streetscene. There is limited on-street parking.

2.15.11 Open space
There are a number of important but private spaces within the character area, such as the extensive planned landscape of Farnborough Hill (all now contained within the grounds of a private school) and the grounds of the Grade I listed Abbey and associated buildings. These are notable for their peaceful, semi-rural character and sense of seclusion and contemplation, and both are listed on the Hampshire Register of Parks and Gardens. Grounds include some surviving historic field boundaries and hedges.
‘The Coombs’ is a wooded area of rising land, part of St Michael’s Abbey monastery, laid out with interconnected walks formed by low hedges. These walkways are also a feature of the eastern slopes of the hill, leading down to an avenue of mature trees on the northern boundary of the St Michael’s Abbey Conservation Area with the railway. The avenue of trees leads to the historic north/south Church Path, a public footpath which bisects the conservation area and crosses the monastery grounds. To the south of the avenue of trees is the open farmland area, with views to the tree lined boundary screening modern development along Abbey Way.

To the east of Church Path is an area of public open parkland, including a recreation ground.

Queen Elizabeth Park is a 16ha public greenspace, an ornamental woodland park with interconnected pathways, once part of a much larger 81ha woodland block in which formed part of the planned landscape of Farnborough Hill to the north. The character area lies adjacent to Frimley Hatches Nature Reserve, a network of former gravel pits, now restored to angling lakes. The area is part of the Blackwater Valley open space, although access is restricted by the railway line and A331 corridor.

There are smaller sports and recreation facilities connected to schools within the character area and a cemetery and allotments to the northern end of Ship Lane.

2.15.12 Biodiversity
Ship Lane Cemetery is designated as a Site of Importance for Nature Conservation, as are the lakes, woodlands and semi-natural grasslands of Frimley Hatches. The private and public open spaces take up much of this character area and together create a network of interconnected semi-natural woodland and parkland habitats and give a high quality semi-rural feel to much of this character area. These habitats are combined with large mature gardens linked to these spaces and further green corridors along both railway lines which intersect and form the boundary to this area. There considerable tree cover throughout and most built form is framed or has a backdrop of mature trees.

2.15.13 Access and connectivity
There is reasonable connectivity throughout much of this character area despite large areas which are restricted to the public. There is a right of way leading to the Blackwater Valley facilities of Frimley Hatches Nature Reserve and Coleford Bridges to the south, although the railway line forms a barrier to direct connectivity with the sites.

2.16 FARN09. Cove

2.16.1 Character Summary
The character area comprises the now engulfed early settlement of the village of Cove around the Tower Hill area south of the railway with its associated late
Victorian housing, and later inter-war infill, radiating from Tower Hill and north from the railway bridge (over the road). This area is disparate in places but is distinct from adjacent character areas due to the survival of pockets of earlier buildings, lanes and boundaries.

2.16.2 Key Characteristics

- Early expansion of semi-detached and detached houses radiating from the railway crossing point and engulfing early settlement to the Tower Hill area
- Land form is gently rising to the south up to Tower Hill
- Medium to high density development set out on regular plots with side access and small front and larger rear gardens (usually long deep plots)
- Consistent building line with houses set back but boundary walls and/or hedges maintaining pavement line
- Red brick, and painted render or pebbledash and natural slate, some clay tile. Much replacement with concrete interlocking tiles –not clear
- Predominantly two storey houses
- Residential with a small district centre of shops with flats above
- Trees line main routes and are seen on numbers to rear gardens and lining public green spaces. Gardens are a good size, and in some cases back to back, giving a high degree of private green space
- Provision for parking on private properties (sometimes at the expense of front boundary treatments – wall and/or hedge). Generally wide roads, some with grass verges and many lined with mature tree and hedge boundaries
- Well accessed and connected except to the north where there is only single crossing point under the railway within the sub-area

2.16.3 Boundaries and setting

To the north and part south of the character area are the residential suburbs of FARN07. To the east is the early core of Farnborough to the south of the railway station (FARN01). To the south-east corner is the retail core of the town (FARN03) and to the western point the boundary is shared with FARN04; the Summit Centre and Southwood Business Park.

The setting of the character area is strongly defined by the surrounding residential suburbs. In most cases, but particularly to the north of the railway, the setting is not easily or well-defined and the urban extensions to the north, east and west are not perceived as alien or at odds with this earlier core; simply continuing the grain of this character area in a slightly different form. Fernhill Road (to the boundary of FARN07d and FARN07f) in particular continues for some distance north as a strongly defined tree-lined avenue and there are good views south into the character area along this road.

2.16.4 Designations

The church of St Christopher, Cove Road (1934 by W Curtis Green) is a Grade II listed building. There are no designated conservation areas within the character area.
2.16.5 *Townscape types present*
TCT07

2.16.6 *Topography*
The character area is predominantly flat but gently rises to the south-east up onto Tower Hill (particularly apparent on travelling up this lane).

2.16.7 *Layout and Pattern*
Development is consistent throughout at a medium to high density and set around a series of roads which either relate to the radial plan of streets coming away from the early road tunnel under the railway (the only crossing to the west of the early core of Farnborough) or to the early dispersed settlement around Tower Hill on a series of lanes and streets which have been added to over time with infill development. Houses are set on regular plots with older buildings set forward sometimes giving a staggered building line, as seen in Fleet Road.

Most roads and streets have a consistent building line but this varies within streets. Some roads in the character area are dominated by boundary treatments, strong hedge lines and trees help enclose the roads; this is seen to great effect on Tower Hill and Fernhill Road.

2.16.8 *Buildings and materials*
Older houses are distinctive in the street scene for their steeper roof pitch. Most older houses are two storey and modest in size, usually set in good sized gardens. There are some single storey inter-war and post war bungalows but these are limited. Modern development is on a traditional two storey scale; some with steeper pitches to reflect older houses in the street. Chimneys are often a characteristic of the roofline in street scenes, particularly Fleet Road and Tower Hill environs.

Brick of various colours (mostly red) remains a dominant material but some areas such as Tower Hill see painted render and pebbledash also forming a strong part of the local vernacular. Some natural slate and clay tile survives on older and inter-war houses, although, like most post-war housing much of the roofs are modern concrete interlocking tiles.

2.16.9 *Predominant land use*
The character area mostly comprises residential areas; single family dwelling houses. There is a well-used district centre of small shops and services to Cove. These are mostly retro-fitted shops and shopfronts to earlier houses.

2.16.10 *Public realm*
There are some high quality areas of public realm complemented by good natural boundaries (trees and hedges) and limited on-street parking.

2.16.11 *Open space*
Cove Green is an important open green space within the character area comprising allotments, tennis courts, football pitches and children’s play area. Parts of it are registered as a traditional Village Green on Natural England’s register of Commons. There is a further large allotment site between Horn Road and Fernhill Road.

There are small areas of open space within residential development with houses set around informal greens often with mature trees (as at Tower Hill and Andrews Road off Fernhill Road). The larger Southwood open space (FARN07) is also directly accessible to the south.

2.16.12 Biodiversity
There are green corridors of linked private gardens throughout the character area which are adjacent to the tree lined railway, to the SINC in FARN07a, and to other smaller green spaces. Gardens are mature and often have large trees within them.

2.16.13 Access and connectivity
This area is very well connected to its neighbours with the only significant barrier being the railway line and its single crossing point, although there is a footpath underpass to the west of the road tunnel. A footpath also runs east-west over Cove Brook linking to Giffard Drive (FARN07d).