

Woking Character Study

for

Woking Borough Council



October 2010

Contents

Section	Page Number	
0	Executive Summary	1
1	Introduction	4
2	Context	5
	<i>Woking Borough Council and its Development</i>	5
	<i>National Planning Policy Context</i>	8
	<i>Regional Planning Policy Context</i>	9
	<i>Local Planning Policy Context</i>	9
	<i>Other Urban Character Assessments</i>	10
3	Methodology	14
	<i>Briefing</i>	14
	<i>Desk Based Stage</i>	14
	<i>The characterisation process</i>	15
	<i>Field Survey</i>	16
	<i>Boundaries</i>	16
	<i>Stakeholder involvement</i>	16
	<i>Character Areas</i>	17
4	Typology	19
5	Character Areas	27
	1. <i>Brookwood</i>	27
	2. <i>Knaphill – Brookwood Hospital Site</i>	30
	3. <i>Knaphill Village and Hermitage</i>	33
	4. <i>Knaphill – Inkerman Barracks Site</i>	36
	5. <i>Goldsworth Park</i>	39
	6. <i>St Johns</i>	42
	7. <i>Hook Heath</i>	45
	8. <i>Horsell</i>	48
	9. <i>Horsell Arcadian Development</i>	51
	10. <i>Woking Town Centre</i>	54
	11. <i>Woking Town Centre South and Mount Hermon</i>	57
	12. <i>Hook Heath East</i>	60
	13. <i>Westfield</i>	63
	14. <i>Mayford Village</i>	66
	15. <i>Old Woking</i>	69
	16. <i>Old Woking Village</i>	72
	17. <i>Hockering</i>	75
	18. <i>Maybury – Woking Common</i>	78
	19. <i>Maybury Estate</i>	81
	20. <i>Woodham Hall Estate</i>	84
	21. <i>Sheerwater</i>	87
	22. <i>Old Avenue</i>	90
	23. <i>West Byfleet - Woodlands Avenue</i>	93
	24. <i>Pyrford</i>	96
	25. <i>Pyrford Village</i>	98
	26. <i>Pyrford – Bolton's Lane</i>	101
	27. <i>West Byfleet</i>	104
	28. <i>West Byfleet – Station Road</i>	107
	29. <i>Dartnell Park</i>	110
	30. <i>Byfleet</i>	113
6	Conclusions and Policy Recommendations	116

Drawings

- 01 Typology
- 02 Character Areas

Appendices

- Appendix A Planning Policy Context
- Appendix B Summary of key character assessment guidance documents
- Appendix C Example field survey record sheet
- Appendix D Questionnaire sent to Residents Groups by Woking Borough Council
- Appendix E References

0 Executive summary

Introduction

0.1 The Landscape Partnership was commissioned by Woking Borough Council, in May 2010, to undertake the preparation of an Urban Character Study of the built up areas of Woking Borough. This study will be used as part of the Evidence Base for the Council's Local Development Framework, including the Core Strategy and other Local Development Documents. The study firstly considers the Context to the Study and of Woking, in terms of planning policy, history and important assets. The methodology for the study is provided in Sections 3 and 4 of this report, with the detailed Settlement Analysis provided in Section 5. Policy recommendations and conclusions are outlined in Section 6.

Context

0.2 This study reviews the historic development of Woking Borough and identifies some of the key features and designated sites within Borough in terms of infrastructure, green belt, biodiversity, and heritage. The document also reviews national, regional and local planning policy objectives to provide context to the study.

0.3 Other Urban Character Assessments produced by surrounding Local Authorities have also been reviewed. These include work undertaken by Elmbridge Borough Council, Guildford Borough Council, Runnymede Borough Council, Epsom and Ewell Borough Council, Mole Valley District Council and Reigate and Banstead Borough Council. The western edge of Woking Borough abuts the boundary of Surrey Heath Borough Council, which has not yet produced a character assessment for its urban areas.

Methodology

0.4 The methodology used for the character study is based on the terminology and guidance found within the following documents:

- By Design - CABE (May 2000);
- The Urban Design Compendium – English Partnerships (September 2007);
- Transport Analysis Guidance (TAG): The Townscape Sub-objective – Department for Transport (December 2004); and
- Landscape Character Assessment: Guidance for England and Scotland - The Countryside Agency and Scottish Natural Heritage (April 2002) and associated Topic Papers
- Guidance on Conservation Area Appraisals – English Heritage (February 2006)

0.5 The study included a desk based stage, which included a combination of:

- A review of relevant documents including planning policy and planning guidance
- A desk top study of maps, plans and aerial photographs of the local and wider area, including historic maps
- Identification of any special values present, such as planning and environmental designations

0.6 This led to the identification of a typology that related to the age of buildings within the Borough and then the amalgamation of different typologies into Urban Character Areas that are unique within Woking Borough. This was done through an analysis of not only the built form typologies but also the fabric, character, structure and quality of urban areas.

0.7 Fieldwork was undertaken to test both the typology and the character area boundaries identified during the desk study. A field survey form was developed and designed to ensure that a structured, consistent recording of information was possible. Rural areas, defined as those areas currently allocated as green belt with the exception of Mayford and Pyrford villages, were not surveyed but the interface of these urban areas with rural areas has been considered.

0.8 An important part of the process of any character assessment is the involvement of local stakeholders. Whilst it has not been possible to undertake a large-scale consultation exercise as

part of this study, Woking Borough Council has circulated questionnaires to Residents' Associations and Community Groups to gather their input to the study.

Typology

0.9 There have been a number of distinct periods of growth within the Borough, which can still be seen in the types and styles of housing and other land uses. The following typologies were identified to reflect the distinctive characteristics of each of these periods of growth, specifically in relation to development within Woking Borough:

- Pre-Victorian
- Late Victorian/Edwardian
- Arcadian
- Inter-war/immediate post war
- Post War
- Modern
- Town Centre Redevelopment
- Other

Character Areas

0.10 Character Areas have been defined using the survey data from the fieldwork and following consideration of forms completed by Residents Associations. The Character Areas are as follows:

1. *Brookwood*
2. *Knaphill – Brookwood Hospital Site*
3. *Knaphill Village and Hermitage*
4. *Knaphill – Inkerman Barracks Site*
5. *Goldsworth Park*
6. *St Johns*
7. *Hook Heath*
8. *Horsell*
9. *Horsell Arcadian Development*
10. *Woking Town Centre*
11. *Woking Town Centre South and Mount Hermon*
12. *Hook Heath East*
13. *Westfield*
14. *Mayford Village*
15. *Old Woking*
16. *Old Woking Village*
17. *Hockering*
18. *Maybury – Woking Common*
19. *Maybury Estate*
20. *Woodham Hall Estate*
21. *Sheerwater*
22. *Old Avenue*
23. *West Byfleet - Woodlands Avenue*
24. *Pyrford*
25. *Pyrford Village*
26. *Pyrford – Bolton's Lane*
27. *West Byfleet*
28. *West Byfleet – Station Road*
29. *Dartnell Park*
30. *Byfleet*

- 0.11 For each Character Area text has been prepared, including key characteristics, distinctive features and townscape elements. These reflect factors such as the Cultural Heritage of the Character Areas, land uses, age of development, density of development, building types, biodiversity interest and perceptions of the urban fabric.

Conclusions and Policy Recommendations

- 0.12 The study acknowledges that Woking is a very varied Borough and has some very distinctive areas, particularly the Large Arcadian developments. It makes the following recommendations, in policy terms:
- Production of Conservation Area Appraisals for all Conservation Areas.
 - Development of a Woking Borough specific version of the Surrey Design Guide.
 - Development of a list of documents/document summaries that provide advice on urban design issues.
 - Consideration of a guidance document on more appropriate/attractive ways of converting front gardens to parking areas.
 - Ensure that design guides/codes are produced for all new Major Developments.
 - Consideration of improvements to industrial and business parks.
 - Ensure there is a periodic review of Locally Listed buildings and ensure that impacts of development on statutorily Listed buildings are considered.
 - Ensure there is a regular review of Tree Preservation Orders and that a strategy for tree planting is identified.
 - Identify ways in which new development can address climate change issues without having a detrimental affects on urban character.

1 Introduction

- 1.1 The Landscape Partnership was commissioned by Woking Borough Council, in May 2010, to undertake the preparation of an Urban Character Study of the built up areas of Woking Borough. The brief for the project required the following main outputs, which will be used as part of the Evidence Base for the Council's Local Development Framework, including the Core Strategy and other Local Development Documents:
- An analysis of the street and space environment
 - A note of the mix of uses and activities
 - Analysis of the residential density ranges across the urban area
 - Analysis of residential form, character and layout, including representative plot characteristics
 - Identification of areas of potential/future change
- 1.2 The brief for the project required the study to provide sufficiently robust information to develop evidence based policies and proposals for the main settlements within Woking, as defined by the settlement policy boundary in the Woking Borough Local Plan (Adopted 1999). The brief also indicated that the Study should be undertaken in the following stages:
- Data gathering and mapping – obtaining and mapping baseline data, providing an overview of the history of Woking
 - Settlement Analysis – drawing conclusions on settlements and sub-areas, including consideration of urban structure, urban grain, density and mix of uses, representative building types, streetscape and gateways to settlement
 - Conclusions and policy recommendations – reviewing relevant Government guidance and South East Plan policies, recommendations on:
 - General policies considered necessary to reflect and protect residential character and local distinctiveness of the main settlements, including consideration of the form, character and density of new development within them
 - Settlement specific policies considered necessary to reflect and protect residential character and local distinctiveness of the settlement, including consideration of the form, character and density of new development within them
- 1.3 The study has followed the three stages outlined above and has involved both desk based and fieldwork assessment of the Borough. It has also incorporated input from Residents Associations, through review of questionnaire responses compiled by the Borough Council prior to commencement of the study.
- 1.4 The study firstly considers the Context to the Study and of Woking, in terms of planning policy, history and important assets. The methodology for the study is provided in Sections 3 and 4 of this report, with the detailed Settlement Analysis provided in Section 5. Policy recommendations and conclusions are outlined in Section 6.

2 Context

Woking Borough and its Development

- 2.1 Woking Borough is located in the north west of Surrey and is approximately 40km to the west of London. The M25 motorway passes through the eastern part of the Borough and the London to Southampton railway is also a feature of the Borough, with stations at Woking, West Byfleet, Byfleet and Brookwood. There is also a train line from London to Portsmouth, via Woking and Guildford, with a station at Worplesdon. The Basingstoke Canal runs through the centre of Woking. It connects Basingstoke to the River Wey navigation east of Woking.
- 2.2 Woking is the main town within the Borough, but in reality forms part of a continuous urban area that extends from Byfleet in the east, across the M25 to West Byfleet, Sheerwater, Woking itself, Horsell, Goldsworth Park, St. Johns and Knaphill in the west, and to Kingfield and Old Woking in the south. There are also small villages outside the main built-up area, including Brookwood and Mayford. Outside the main urban area, 60% of the Borough is designated as green belt.

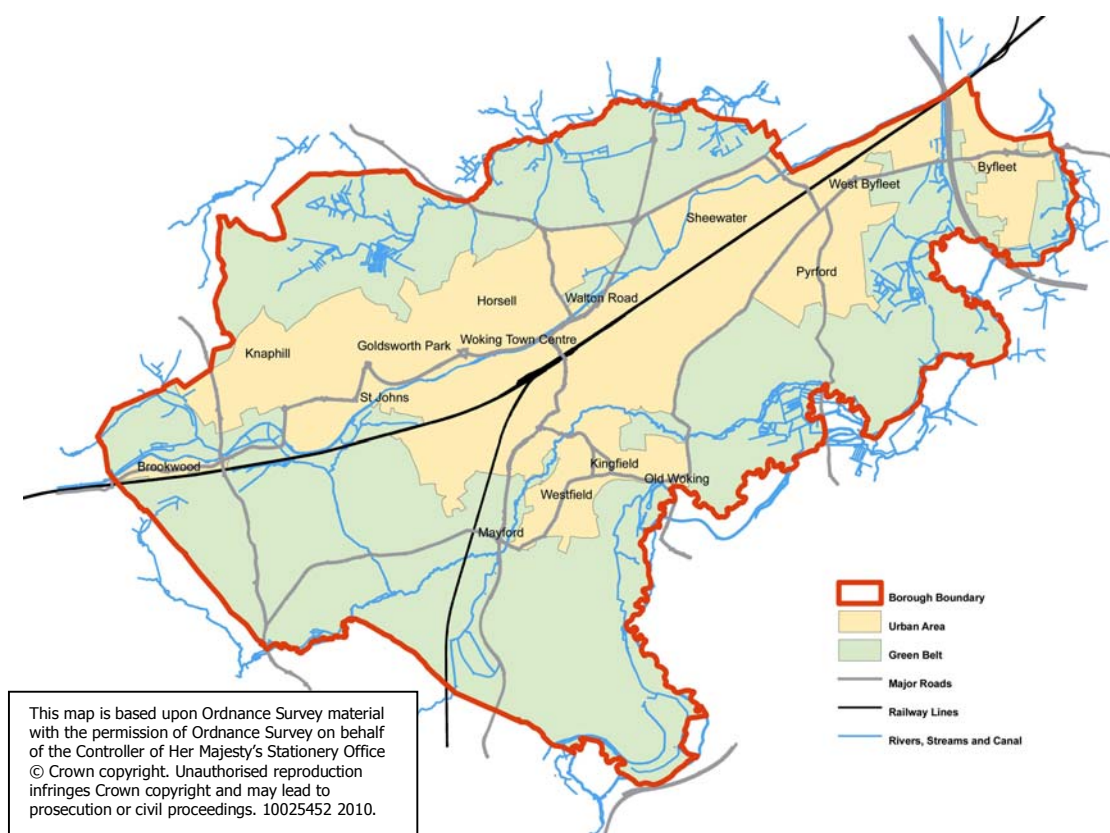


Figure 1: Woking Borough and the extent of Green Belt

- 2.3 Woking developed in an area of heathland. Soils are generally sandy and acidic over sand, silt and clay bedrock. To the south of the Borough the influence of the River Wey, and to a lesser extent its tributary the Hoe Stream, is more apparent with more gravel found in the bedrock and water meadows and flat relatively fertile land by the river. The topography of the Borough has relatively minor variation. The River Wey has a wide shallow valley that influences much of the southern and eastern areas of the Borough. The lowest point within the valley is approximately 15m Above Ordnance Datum (AOD). Landform rises towards the Centre of Woking and there are areas of land rising to heights of over 55m AOD in the west of the Borough, at Knaphill and also at Hook Heath. There are also three distinct areas of sandy escarpments within the Borough, as identified in the Local Plan, at Hook Heath, Pyrford and the Inkerman Escarpment in Knaphill.
- 2.4 Within the parts of the Borough covered by green belt designation, extensive areas of heathland are still present. These include Horsell Common, Sheets Heath and Brookwood Heath, which are considered to be of European significance and are designated as part of the Thames Basin Heaths

Special Protection Area. Two other heaths are outside this designation but designated as SSSIs, Smarts Heath and Prey Heath. Other wildlife and biodiversity designations within the Borough include part of the Thursley, Ash, Pirbright and Chobham Special Area of Conservation at Brookwood Heath (also considered to be of European significance), the Basingstoke Canal SSSI, Local Nature Reserves at Mayford Meadows and White Rose Lane and 37 Sites of Nature Conservation Importance.

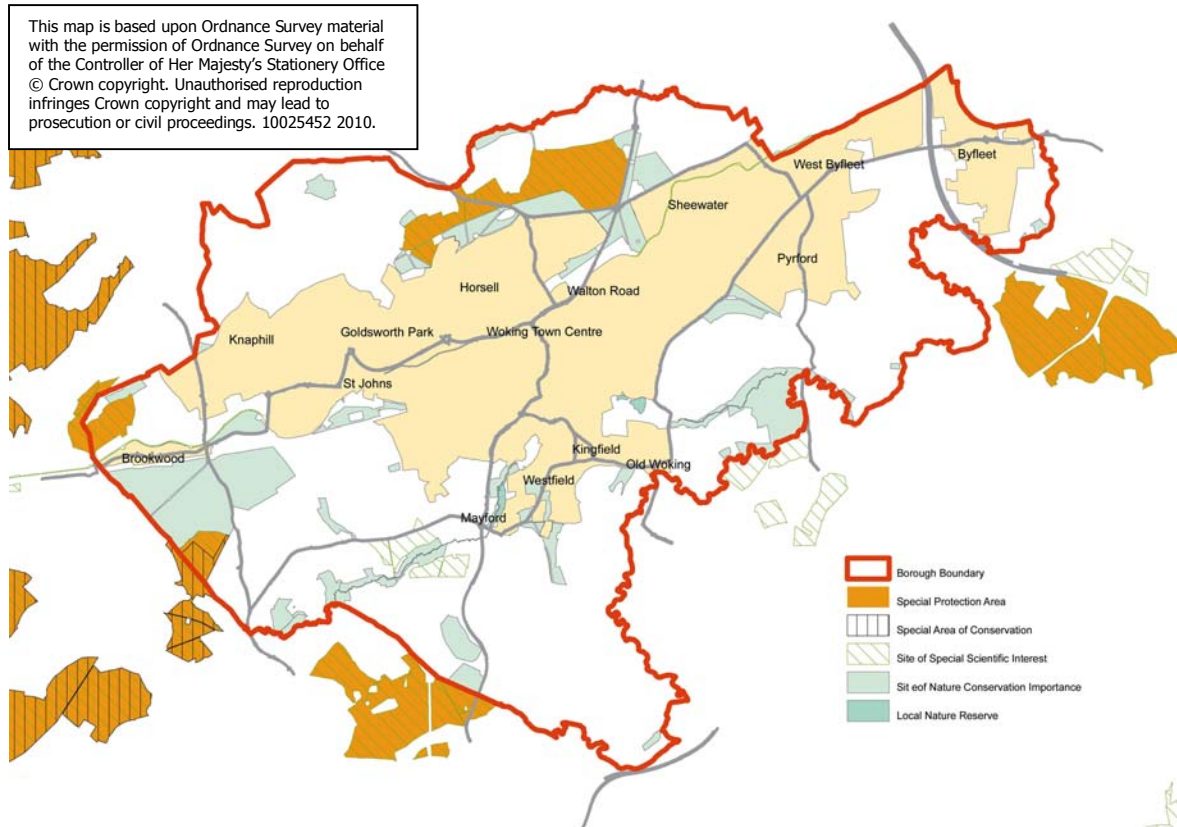


Figure 2: Ecological designations in Woking Borough

- 2.5 The development of Woking as a major town only started with the coming of the railway in 1838. Until that time, the area now occupied by Woking Town Centre was open heathland and nurseries occupied much of the rest of the Borough, the most significant one being Slocock Nurseries. Woking is mentioned in the Domesday Book. It was a village on the River Wey, some two miles to the south of the current town centre. In Tudor times, it was the location of Woking Palace, which was one of Henry VIII's royal palaces. The remains of Woking Palace can still be seen today in Old Woking. Elsewhere in this rural landscape, there were also villages at Byfleet, Horsell and Pyrford.
- 2.6 Woking has developed into the large modern town we see today, over the last 150 years. Housing development, originally intended for wealthy London commuters, was built in areas such as The Hockering, Hook Heath, Pyrford and West Byfleet. Woking Town Centre grew into a Victorian commercial centre, with public buildings, shops and workers' housing. Large areas were used for horticulture to serve the London and local markets. Woking gained its status as a separate Urban District in 1894.
- 2.7 In the 1950s, Sheerwater was developed as a London County Council housing and industrial estate, and many families relocated there from London. In the 1970s and 80s, Goldsworth Park was developed, as a major new community of around 5,000 homes.

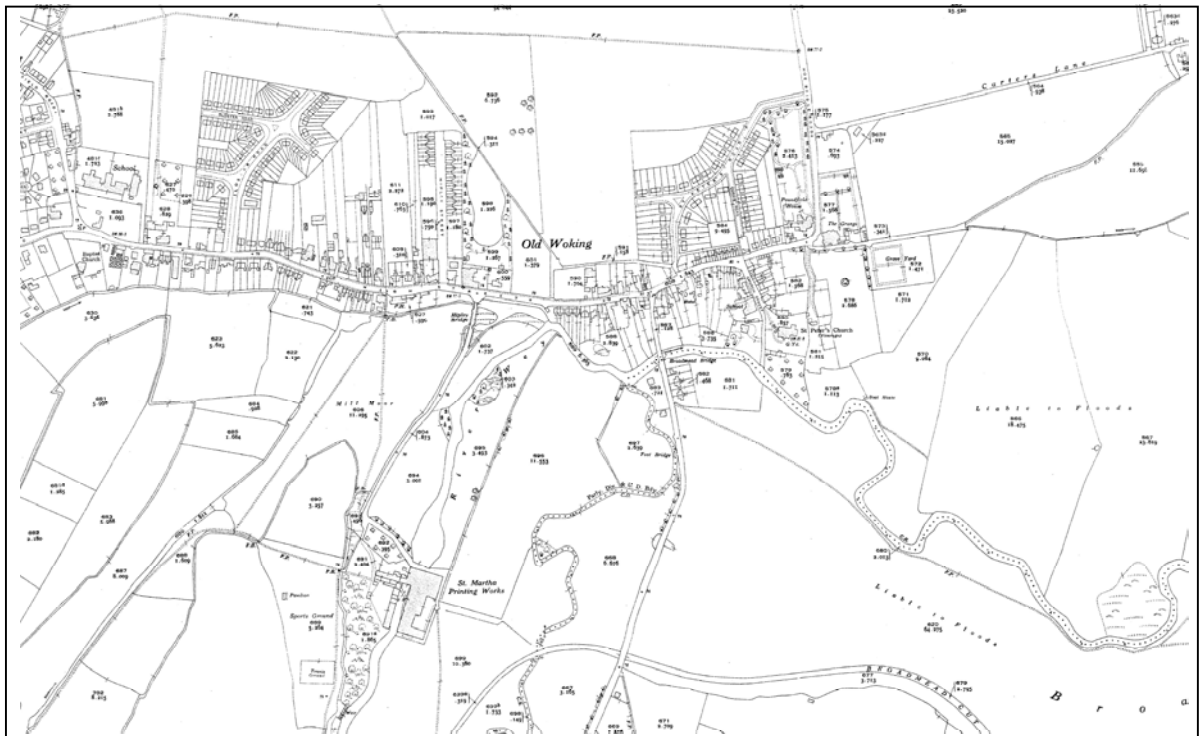


Figure 3: Historic map extracts – Old Woking in 1870-71 (top) and 1936 (bottom)

2.8 The Borough has a population of around 91,600 (2008 figures) and has relatively low levels of deprivation. The 2001 Census showed Woking had a very slightly younger population than England as a whole but in common with the nation as a whole the population is forecast to become older over time. There is some spatial variation in the age profile, with the youngest populations found in the Goldsworth Park and Maybury and Sheerwater areas. Woking also has the highest proportion of residents from a black or minority ethnic background in Surrey, although slightly below the average for England, with this population mainly living in Maybury and

Sheerwater. Woking Borough also has low levels of deprivation, within the 10% least deprived Local Authorities in the country. However there are small pockets of relative deprivation in Dartmouth Avenue and Devonshire Avenue (Sheerwater) and Lakeview (Goldsworth Park).

2.9 There are currently around 38,500 households in Woking, with an average of 2.41 people per household based on the 2001 Census and projected to decrease to 2.11 by 2026. Of the current housing stock 29% is detached, 21.7% semi-detached, 16.7% flats, 20.8% terraced and 8.8% other. The percentage of detached houses is above the national average of 23%. Outside of the town centre approximately 90% of housing stock comprises houses. The tenure mix within Woking includes 77% owner occupied (compared to the national average of 69%). The lowest proportion of owner occupied housing is in Maybury and Sheerwater at 57%.

2.10 Woking Borough has 25 Conservation Areas, 4 Grade I Listed Buildings, 10 Grade II* Listed Buildings, 165 Grade II Listed Buildings, 330 Locally Listed Buildings and 81 archaeological sites. In addition, Urban Areas of Special Residential Character have been identified within the Borough, which seek to protect areas of special character. These are a local character designation.

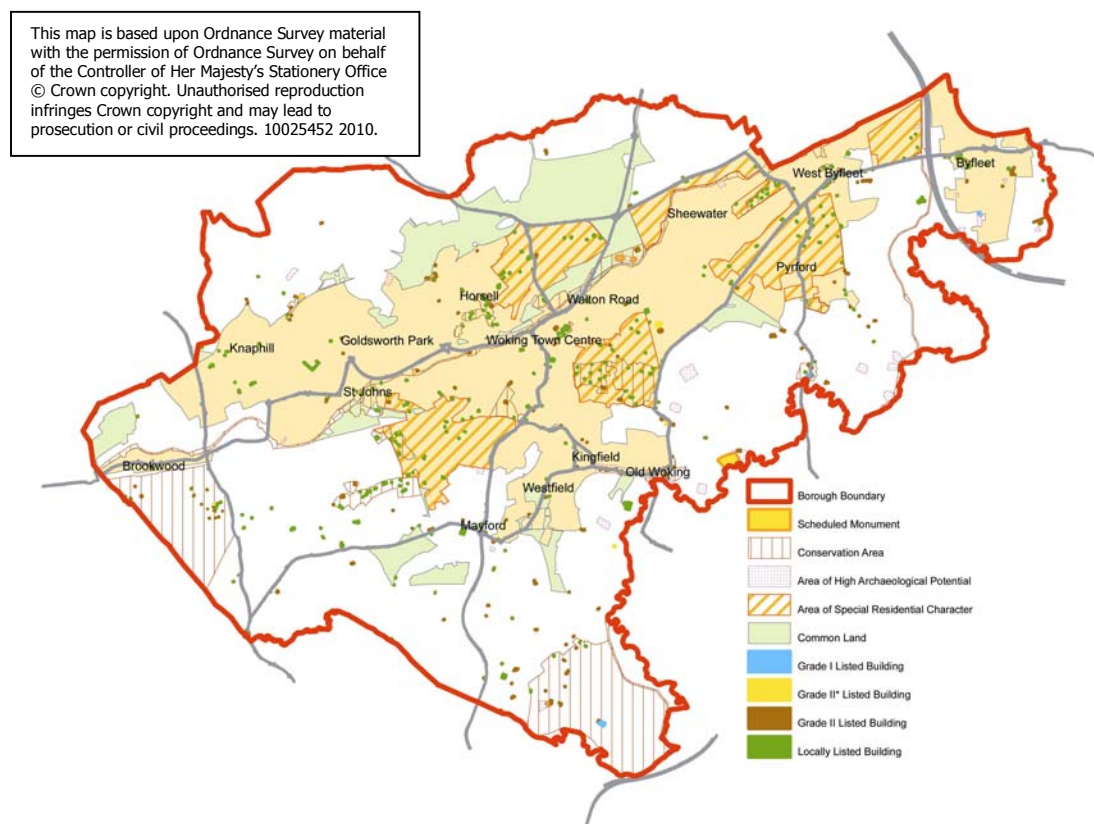


Figure 4: Heritage designations in Woking Borough

National Planning Policy Context

2.11 The Character Study has been undertaken in the context of national and local policy objectives. The key relevant national policies and initiatives are as follows, with further detail provided in Appendix A:

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Guidance 2: Green Belts
- Planning Policy Statement 3: Housing
- Planning Policy Statement 4: Planning for Sustainable Economic Growth
- Planning Policy Statement 5: Planning for the Historic Environment

- Planning Policy Guidance 17: Planning for Open space, Sport and Recreation – and its Companion Guide

Other National Guidance Documents

- 2.12 Further guidance documents relating to urban character initiatives, as produced by national organisations such as English Heritage, CABE, English Partnerships, Natural England and the Department for Transport, have also been considered in undertaking this study. Where relevant these documents have been referred to in developing the methodology for the study and are discussed further in Section 3 of this report.

Regional Policy Context

- 2.13 At the time the brief for this study was prepared, the South East Plan was the Regional Spatial Strategy for the south east of England. The brief identified the most relevant policies to this study (see Appendix A for further detail). RSS's have since been revoked by the Secretary of State for Communities and Local Government. The policies contained within the RSS are no longer a material consideration. However, given the current lack of any replacement guidance within the planning system, these policies do provide a regional context to the study and so their contents are outlined for information.

Local Planning Policy Context

- 2.14 Woking Borough Council are currently preparing their Local Development Framework documents, starting with their Core Strategy. This study is intended to form part of the Evidence Base for these documents. In the interim, a number of policies from the Adopted Woking Borough Local Plan have been 'saved' and provide the development plan policy for the Borough, as follows (see Appendix A for further detail):

- NE7: Escarpments and Rising Ground of Landscape Importance
- NE9: Trees within Development Proposals
- NE10: Landscape Design
- BE1: Design of New Development
- BE7: Protection of Urban Open Space
- BE8: Conservation Area Designation and Enhancement
- BE9: General Policy on Conservation Areas
- BE12: The Setting of Listed Buildings
- BE14: Locally Listed Buildings
- GRB1: Control of Development within the Green Belt
- GRB4: Infill Development in Mayford Village
- HSG11: Flats above Shops
- HSG12: High Density Residential Area
- HSG16: Conversion of Existing Dwellings
- HSG18: Residential Development In Urban Areas
- HSG19: Density And Site Coverage
- HSG20: Urban Areas of Special Residential Character
- HSG22: Plot Subdivision - Infilling and Backland Development
- HSG23: Extensions
- HSG24: Annexes to Dwellings

- EMP2: New Business (Class B1) Development Within the District and Local Centres
- EMP10: Change Of Use Of Residential Units To Overnight Accommodation
- SHP4: Change of Use and Redevelopment within the Retail Services Areas of District Centres
- SHP5: Change of Use outside the Retail Services Areas of District Centres
- SHP6: New Development and Change of Use in the Local Centres
- REC3: Loss of Land in Formal Recreational Use
- REC4: Loss of Informal Recreational Open Space
- REC5: New Recreational/Arts Development
- CUS2: Loss of Community Facilities
- CUS6: Change of Use of Residential Units to Community Facilities
- MV9: Off Street Parking
- MV10: Public Off Street Parking
- WTC1: Design Of Town Centre Development
- WTC2: Height of Buildings
- VCN2: Scale of Development

Surrey Design Guide

- 2.15 The Surrey Design Guide was published in 2002 with the purpose of promoting high quality design of new development in Surrey. It is currently being updated, but the present Design Guide addresses key themes that will help to achieve good design and includes a series of principles for achieving good design (see Appendix A for further detail).

Other Urban Character Assessments

- 2.16 Many of the Local Authorities adjacent to Woking Borough or within Surrey have already undertaken Urban Character Assessments or Townscape Studies of varying forms. The character areas/types identified in these studies and their boundaries or similarities with Woking Borough have been considered as part of this study, in order that there is cross authority consistency where possible. The following Character Studies have been published:

Adjacent Authorities

- Elmbridge Borough Council, Residential Design Guide, July 2002
- Guildford Borough Council, Townscape Assessment, January 2007
- Runnymede Borough Council, Urban Character Assessment, September 2009

Other Surrey Authorities

- Epsom and Ewell Borough Council, Environmental Character Study, September 2008
- Mole Valley District Council, Built Up Areas Character Appraisal, January 2010
- Reigate and Banstead Borough Council, Borough Wide Landscape and Townscape Character Assessment, June 2008

- 2.17 The north eastern edge of Woking Borough abuts the boundary of Elmbridge Borough. The Residential Design Guide prepared for Elmbridge Borough identifies nine different character areas based on the period of development, which are:

- Village Centre
- Town Centres: Victorian/Edwardian
- Suburban Boulevards

- Special Low Density Residential Areas
- Private Estates
- 1930s - 1950s Suburbia
- 1960s - 1970s Housing Development
- 1980s - 1990s Estates
- 1990s Town Houses

2.18 The southern edge of Woking Borough abuts the boundary of Guildford Borough. The Guildford Townscape Assessment identifies twelve character types and 57 character areas, which are:

- | | |
|-------------------------------------|---|
| • 1. Historic Core | 1A. Guildford Historic Core |
| • 2. Settled River Corridor | 2A. Settled Wey Corridor |
| • 3. Historic Fringes | 3A. West Guildford Historic Fringe
3B. North Guildford Historic Fringe |
| • 4. Historic Village Cores | 4A. St Catherine's
4B. Merrow Village Centre
4C. Burpham Village |
| • 5. Victorian/Edwardian Villages | 5A. Ash Vale
5B. Ash Village
5C. Ash Street
5D. Tongham Village |
| • 6. Victorian Suburbs | 6A. Farnham Road
6B. Guildford Barracks
6C. Stoke Fields
6D. Charlottesville |
| • 7. Garden Suburbs | 7A. Guildown
7B. Warwicks Bench
7C. Merrow
7D. Abbotswood
7E. Epsom Road
7F. Horseshoe Lane |
| • 8. Inter-war/Post-war Suburbs | 8A. Guildford Park/ Onslow Village
8B. Westborough/ Woodbridge Hill
8C. Stoughton
8D. Park Barn
8E. Bellfields
8F. Burpham
8G. Bushy Hill
8H. Pewley Hill
8I. Merrow
8J. Ash Vale Estate
8K. Ash Estate
8L. Tongham Estate |
| • 9. Post 1960s Residential Estates | 9A. Park Barn/ Rydeshill
9B. Chitty's
9C. Queen Elizabeth Park
9D. Burpham
9E. Merrow Common
9F. Boxgrove
9G. St Luke's Square
9H. Guildford Park and Cathedral Close. |

9I Station Road East
 9J Ash Vale
 9K Lakeside Estates
 9L Ash
 9M Ash Street (south)
 9N Tongham

- 10. Institutional Buildings associated with Open Space
 - 10A. University of Surrey (*incorporating Guildford Cathedral and Stag Hill*)
 - 10B. Royal Surrey County Hospital (*incorporating the Surrey Research Park and UNIS Manor Farm Campus*)
 - 10C. Bellfields
 - 10D. Guildford College/ Stoke Park
 - 10E. Ash Vale School
- 11. Industrial/ Retail Parks
 - 11A. Woodbridge Industrial Estates (incorporating Ladymead and Middleton Industrial Estates and Guildford Business Park)
 - 11B. Slyfield Green
 - 11C. Merrow Common Industrial Estate
 - 11D. Nexus Park (incorporating Lysons are Ind. Est)
- 12. Open River Floodplain
 - 12A. River Wey Open River Floodplain

2.19 The western edge of Woking Borough abuts the boundary of Surrey Heath Borough Council, which has not yet produced a character assessment for its urban areas.

2.20 Runnymede Borough Council, to the north west of Woking has, however, produced an Urban Character Appraisal. The Runnymede Urban Character Appraisal identifies four character types, which are:

- Late C19/early C20 housing ('late Victorian and Edwardian' 1870-1918)
- Interwar housing (1918-1945)
- Post War housing (1945-1970)
- Late C20/early C21 housing (1970-1999)

2.21 In addition to studies undertaken for adjacent Local Authorities, the following studies have been produced within Surrey:

Epsom and Ewell Environmental Character Study – 7 Character Types

- Type A: Victorian/Edwardian terraces and villas
- Type B: Edwardian former-hospital sites
- Type C: 1920's-1930's Estates
- Type D: 1940's-1950's Infill Development and Closes
- Type E: 1960's and 1970's Infill Development and Closes
- Type F: 1980's to Present Infill Development
- Type G: Industrial/Commercial Estates

Mole Valley Built Up Areas Character Appraisal – 27 Character Areas in Dorking, North Holmwood and Pixham, seven Character Areas in Leatherhead, ten Character Areas in Ashted and ten Character Areas in Bookham and Fetcham.

Reigate and Banstead Borough Wide Landscape and Townscape Character Assessment – eleven Townscape Types as follows and 50 Character Areas:

- High Street Area.
- Business/Commercial Area.
- Residential - 1960's and 1970's estates (high rise).
- Residential - 1960's and 1970's estates (low rise).
- Residential - 1930's to 1950's.
- Residential - 1980's estates to Recent.
- Residential - Victorian Edwardian.
- Residential Conservation Area.
- Utilitarian Area - Rail.
- Utilitarian Area - Open Character.
- Community Facilities Cluster.

3 Methodology

3.1 The methodology used for the character study is based on the terminology and guidance found within the following documents:

- By Design - CABE (May 2000);
- The Urban Design Compendium – English Partnerships (September 2007);
- Transport Analysis Guidance (TAG): The Townscape Sub-objective – Department for Transport (December 2004); and
- Landscape Character Assessment: Guidance for England and Scotland - The Countryside Agency and Scottish Natural Heritage (April 2002) and associated Topic Papers
- Guidance on Conservation Area Appraisals – English Heritage (February 2006)

3.2 A summary of some of the key guidance provided in these documents is included at Appendix B. The precise approach was also determined to meet the requirements of Woking Borough Council (WBC) in the development of their Local Development Documents.

Desk Based Stage

3.3 The initial stage of the Character Study involved a systematic assessment of the study area. An initial Inception Meeting was held with Woking Borough Council in April 2010, which provided an opportunity to clarify the purpose of the study and the extent of the Character Study, as well as to obtain background data from Woking Borough Council. Data provided by Woking Borough Council included:

- OS and historic mapping for the whole Borough
- Borough and green belt boundaries
- Land uses e.g. employment, industrial/commercial, local centres
- Heritage designations such as Registered Parks and Gardens, Scheduled Monuments, Listed Buildings, Conservation Areas and Areas of High Archaeological Potential
- Ecological designations including Special Protection Areas, Special Areas of Conservation, Sites of Special Scientific Interest, Sites of Nature Conservation Importance, and Local Nature Reserves
- Rights of way
- Flood risk data
- A hard copy of the Adopted Woking Borough Local Plan and Proposals Map, as well as Issues and Options Papers for the Core Strategy of the Woking Local Development Framework
- Conservation Area appraisals where they have been undertaken
- Background information on Urban Areas of Special Residential Character

3.4 The initial stage of the study was a desk based assessment, utilising the data provided by Woking Borough Council and viewing freely available online aerial photography. This included a combination of:

- A review of relevant documents including planning policy and planning guidance
- A desk top study of maps and plans of the local and wider area, including historic maps
- Identification of any special values present, such as planning and environmental designations

3.5 Initially a typology was identified that related to the age of buildings within the Borough. This was developed using historic mapping and aerial photography, with the different typologies cross referenced to surrounding Character studies to ensure a level of consistency. All development within the built-up area of the Borough was then assigned to a typology. The typology identified is discussed in Section 4 of this document.

- 3.6 Following the division of the Borough into the different typologies, the settlements within the Borough were subdivided into Urban Character Areas that are unique within Woking Borough. This was done through an analysis of not only the built form typologies but also the fabric, character, structure and quality of the study area in terms of the following:
- layout: structure & urban grain – urban structure is the framework of routes and spaces, and the way developments, routes and open spaces relate to each other, and includes density and mix of uses. Urban grain measures the pattern arrangement of street blocks, plots and their buildings in a settlement, and is measured in terms of fine and coarse grain;
 - scale: size and massing – the size of buildings in relation to their surroundings, in particularly to a person at ground level, and the massing of buildings, expressed through arrangement, volume and shape;
 - appearance & aesthetic quality: details and richness – facades, styles, fenestrations, building techniques, decoration, rhythm and pattern, materials (local/regional, colour, texture, pattern, etc.), and the extent to which they are used to create visual interest and create aesthetic quality; and
 - natural features – landform, vegetation, watercourses, wildlife, setting and form, and microclimate

The characterisation process

- 3.7 Following on from the desk study coherent Character Areas were identified. Within the document 'Landscape Character Assessment: Guidance for England and Scotland', character is described as "*a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse*" and characterisation as "*the process of identifying areas of similar character, classifying and mapping them and describing their character*". In this study thirty Character Areas were identified, which form the main units of the urban areas of the Borough. Aspects of each of the Character Areas are reflected in the character areas statements in section 5.
- 3.8 For each Character Area text, including key characteristics, distinctive features and townscape elements, has been prepared. These reflect factors such as the Cultural Heritage of the Character Areas, land uses, age of development, density of development, building types, biodiversity interest and perceptions of the urban fabric. The text is supported by a range of visual material, including plans of the Character Area boundaries, maps analysing and identifying key features of the Character Areas (important buildings, areas in need of regeneration, important vistas and areas influenced by visual detractors such as road and railway corridors), photographs and extracts of historic maps as appropriate.
- 3.9 Descriptions of the Urban Character Areas also consider the following aspects:
- definition and permeability – the extent and definition of edges and building lines within townscapes, the continuity and co-ordination of character that is created by built form in relationship with each other and the spaces they surround, and the permeability of the townscape, measured in the amount of gaps and openings, that effect the sense of enclosure, but the ease of movement;
 - legibility - the existence of notable landmarks, focal points, gateways, skylines or vistas, can help to create a sense of place and identity within a townscape. The form, layout, definition, design and signage all influence the way spaces and townscapes are experienced and how easy they are to interpret, both in terms of use and movement, all of which affect their functionality and enjoyment;
 - the quality of the public realm – the extent, layout, design, appearance and materials used, both in terms of hard materials and vegetation, determines the quality of public spaces, including pavement and roads. Public spaces are usually how townscapes are experienced, and so has an important influence on the users experience;
 - adaptability – the extent to which a townscape can adapt to changing circumstances;

- areas of historic importance – areas of archaeological importance, listed buildings and conservation areas, etc, will not only be important in their own right from an historical and cultural perspective, but will have influenced the way a townscape has formed, and will underlie its character and its cultural relevance.

Field Survey

- 3.10 Fieldwork was undertaken to test both the typology and the character area boundaries identified during the desk study. A field survey form was developed and designed to ensure that a structured, consistent recording of information was possible. Character related and perceptual information was collected in distinct sections, in a mixture of guided responses as well as in sections of free text to provide greater opportunity for description. The character section of the survey form covers landuses, built form characteristics, streetscape and spaces and greenspace and vegetation. The perceptual factors section of the survey form covers landmarks and nodes, boundaries/edges and gateways, sense of enclosure, views and vistas into/from area, legibility/permeability and connections with other areas, visual unity, condition/state of repair, extent of physical change/change of use, negative features/detractors and positive features. The study area was appraised by a survey team who considered a variety of locations in the Borough covering a cross section of the different typologies and character areas. The field survey record sheets were used to record data. A sample of the two-page pro forma used is included as Appendix C. Additional notes and photographic records supplemented the use of forms. Both notes and photographs informed the process of drafting a description of and illustrating each character area.
- 3.11 Rural areas, defined as those areas currently allocated as green belt with the exception of Mayford and Pyrford villages, were not surveyed but the interface of these urban areas with rural areas has been considered. Some small settlements within the green belt, such as Sutton Green, have therefore not been reviewed. The field survey was carried out in July 2010, visiting publically accessible locations throughout the Borough. The survey team consisted of a team of two Landscape Architects, who were responsible for drafting the text and defining the boundaries of each character area surveyed. The use of two surveyors ensured that there was consistency to the appraisal across the study area.

Boundaries

- 3.12 It should be recognised that although the drawing of boundary lines on a plan is an inevitable part of the process, this does not always mean that character is dramatically different to either side of each and every line. Character can suddenly change, e.g. at a settlement edge or at a transport feature such as a road, but often there is a more gradual transition. In such cases the boundary line marks more a watershed of character, where the balance of the defining elements has shifted from one character type to another. In relation to urban character it is also possible that within a Character Area there may be pockets of non-characteristic development. Where this occurs the Character Area description identifies the non-characteristic features.
- 3.13 It should also be appreciated when viewing the GIS version of the character areas, that the lines are digitised against a 1:10,000 base and at a scale of accuracy of c.1:2,500. This level of detail can infer that a decision has been made about which side of a road a change in character occurs or whether one particular house is included in an area or not. In practice a reasonable decision has been made on the basis of the available OS data, existing boundary information and the fieldwork data and survey sheets, but will be subject to change over time and cannot in every instance be regarded as definitive, but rather as indicative of a transition.

Stakeholder involvement

- 3.14 An important part of the process of any character assessment is the involvement of local stakeholders. Whilst it has not been possible to undertake a large-scale consultation exercise as part of this study, Woking Borough Council has circulated questionnaires to Residents' Associations and Community Groups to gather their input to the study, as well as holding 2 meetings with amenity groups. A copy of the questionnaire is provided at Appendix D, along with an indication of those groups that provided a response. The questionnaire covered a number of aspects, including:

- Geology
- Topography
- Historical development
- Current land uses
- Vegetation, trees and habitats
- Overall character
- Landscape types
- Important landmarks and landscape features
- Important historic/archaeological features
- Key ecological habitats & features
- What is the settlement form?
- Distinctive characteristics
- Visual context and unity
- Positive attributes
- Negative attributes
- Key issues/forces for change
- Age (range) of the built environment
- Condition of heritage features: assess current condition and make notes of vulnerability to change
- Impact of built development
- Specific conservation/enhancement priorities
- Building Style
- Street Scene
- Other features (incl.detractors)
- Perception of the place

3.15 Information provided by Residents' Associations and Community Groups has been incorporated into the Character Areas text. This has particularly included information on landmarks and important features, issues facing areas and distinctive characteristics.

Character Areas

3.16 Character Areas have been defined using the survey data from the fieldwork and following consideration of forms completed by Residents Associations. The Character Areas are identified on a series of maps both as hard copy plans and digitally using GIS (ArcView 9.3). The Character Areas are as follows:

1. *Brookwood*
2. *Knaphill – Brookwood Hospital Site*
3. *Knaphill Village and Hermitage*
4. *Knaphill – Inkerman Barracks Site*
5. *Goldsworth Park*
6. *St Johns*
7. *Hook Heath*
8. *Horsell*
9. *Horsell Arcadian Development*
10. *Woking Town Centre*
11. *Woking Town Centre South and Mount Hermon*
12. *Hook Heath East*
13. *Westfield*
14. *Mayford Village*
15. *Old Woking*
16. *Old Woking Village*
17. *Hockering*
18. *Maybury – Woking Common*
19. *Maybury Estate*
20. *Woodham Hall Estate*
21. *Sheerwater*
22. *Old Avenue*
23. *West Byfleet - Woodlands Avenue*
24. *Pyrford*
25. *Pyrford Village*
26. *Pyrford – Bolton's Lane*
27. *West Byfleet*
28. *West Byfleet – Station Road*
29. *Dartnell Park*
30. *Byfleet*

- 3.17 For each of the identified Character Areas, a brief description has been prepared and the key characteristics identified (see Section 5). The Character Areas are shown on the Woking Character Areas map.

Policy Recommendations

- 3.18 Following a careful review of relevant Government guidance and planning policies, consideration has been given to the policies that may be necessary to protect, enhance or regenerate the character and distinctiveness of the Character Areas identified. For each Character Area the development control functions necessary have been identified along with any policies required to provide this control developed.

4 Typology

- 4.1 As outlined in Section 3, Woking Borough grew from a collection of small villages and hamlets into the extensive urban area and limited number of villages it is today following the arrival of the London to Southampton railway. Since then there have been a number of distinct periods of growth that can still be seen in the types and styles of housing and other land uses within the Borough today. The following typologies set out the distinctive characteristics of each of these periods of growth, specifically in relation to development within Woking Borough. They are also shown on the Typology map.

Pre-Victorian



Key Characteristics

- Individual or small groups of properties
- Often dating back to medieval times
- Typically Listed
- Found in Old Woking and scattered throughout the Borough
- Variety of buildings, often timber framed with brick infill and partially rendered
- Often associated with churches
- Variable street widths

Figure 5: Cottages in Pyrford village

- 4.2 Groups of pre-Victorian buildings mark the locations of villages that have now become part of the main urban area of the Borough. These older buildings are usually Listed, either statutorily or locally, and often associated with Conservation Areas. The main villages within the Borough prior to the Victorian era were Old Woking, Pyrford, Byfleet and Horsell. Kingfield, Westfield, Sutton Green, Mayford, Knaphill, and Pyrford Green were also hamlets or small groups of houses in pre-Victorian times, with only Pyrford and Pyrford Green now remaining villages in their own right.

- 4.3 Historic buildings within the Borough are relatively limited in number and many fall outside of the main urban areas. Those that are present are often individual buildings that were previously farmhouses or are located in close proximity to parish churches. Many date from the 16th century.

Density and Grain: Low density (3-20 dwellings per hectare on average). No evident grain as buildings are usually isolated or in small loose groupings.

Parking: Typically on street in village core locations. Off street where properties have been incorporated into newer developments.

Planting and green space: Limited in village core locations. Variable garden sizes.

Detail: Includes exposed timberwork with brick infill, clay tiled roofs, decorative chimneys and wooden shingles on roofs (see below).



Late Victorian/Edwardian



Key Characteristics

- Detached villas or short terraces in narrow streets
- Typically two storey
- Generally located near railway stations or village cores e.g. Brookwood, Woking and Byfleet
- Red or buff brick buildings
- Strong vertical rhythm, particularly in terraces
- Attractive detailing and decoration, often
- No verges/street trees in terraced areas, some street trees in paving associated with villas (lime and plane)

Figure 6: Victorian semi-detached villas in Brookwood

4.4 Expansion of Woking into the large urban area present today initially began with the arrival of the London to Southampton railway in 1838. The construction of the Basingstoke canal also contributed to this growth. Much of the Victorian housing in the Borough dates from several years after this date, with much of the housing stock of this building type dating from the 1850's to the 1910's. Buildings from the late Victorian and Edwardian eras are typically located around the stations at Brookwood, Woking and Byfleet, as well as in some of the village centres such as Horsell, Maybury and St John's. Victorian/Edwardian terraces are relatively limited, with Victorian detached villas more prevalent. This building type has fairly small coverage within the Borough, with much of the growth having taken place later.

Density and Grain: Medium density (20-45 dwellings per hectare on average). Generally a linear grain to the street pattern, with houses fronting on to narrow streets (see below).



Parking: Typically on street associated with terraces. Larger detached properties have converted parts of gardens.

Planting and green space: Limited front gardens in association with terraces, with narrow rear gardens. Variable garden sizes associated with detached properties.

Detail: Includes contrasting quoining around windows, decorative wooden porches, decorative ridge tiles, dormer windows, decorative wooden detailing and projecting roof lines.



Arcadian



Key Characteristics

- Individually designed properties
- Large detached properties on large plots
- Extensive tree cover
- Located on converted heathland
- Found in Hook Heath, The Hockering, Pyrford and West Byfleet
- Arts and Crafts style
- Often asymmetrical design
- Detailing varies from property to property
- Private roads
- Wide streets due to size of front gardens, although verges are often not present

Figure 7: Arts and Crafts house in Old Avenue, West Byfleet

4.5

Arcadia is a name used to describe an almost Utopian settlement with a simple rustic appearance. The term Arcadian has also historically been used to describe many of the Urban Areas of Special Residential Character within Woking Borough. Houses within this extensive building type were typically constructed from the turn of the 19th century until the 1930s, although there has been some more recent infill. The houses are large detached properties within large plots, with high levels of tree cover, particularly to rear gardens. Vegetation along the fronts of properties often screens the houses from the road, giving the appearance of rural areas rather than urban. This reflects the retention of heathland trees when the developments took place on areas of Common. Many houses are of the Arts and Crafts style, with a number of properties designed by influential architects of the period such as Lutyens, Baillie Scott, Voysey and Tarrant. This building type can be found in Hook Heath, The Hockering, Pyrford and West Byfleet.

Density and Grain: Low density (2-15 dwellings per hectare on average). Generally a dispersed street pattern, with a variable building line and houses set back from wide streets (see below).



Parking: Typically off street parking within the building plot.

Planting and green space: Extensive tree cover, often pines and birch. Some street trees e.g. lime, oak and chestnut. Tall hedges to many frontages. Rural appearance.

Detail: Includes individually designed houses, decorative doors and windows and lots of vegetation.



Inter-war/immediate post war



Key Characteristics

- Generally detached or semi-detached with some short terraces
- Usually 2 storey with some bungalows
- Found in Sheerwater, Maybury and Old Woking
- Some Arts and Craft style
- Most houses rendered brickwork with little detailing
- Often typical inter-war 'council house' style, inspired by the Garden City movement and designed to give residents gardens and space
- Wide streets, often with verges and houses set back from the road

Figure 7: Semi-detached houses in Sheerwater

4.6 Parts of this building type are similar to the Arcadian building type. The properties date from a similar time period, although the Inter-war/immediate post war properties extend into the 1950s. Much of this type of housing was built to house people from damaged and overcrowded parts of London following the wars. Some of the properties exhibit characteristics of the Arts and Crafts movement, although this has often been watered down. Many areas are more typical of the 1930s 'Council Estate' type development common throughout the country. Densities are generally higher than the Arcadian building type, although properties are predominantly detached or semi-detached with some short runs of terraced houses. Bungalows are also abundant in this building type. Examples within the Borough include Sheerwater, Maybury and parts of Old Woking.

Density and Grain: Low-medium density (17-31 dwellings per hectare on average). Generally a linear street pattern, although sometimes influenced by boundaries on the ground, with houses fronting on to streets of variable widths (see below).



Parking: Front gardens often converted to accommodate cars. Where frontages do not allow garden conversion, parking is on street.

Planting and green space: Front gardens small and often no longer green. Houses often arranged around open spaces. Some street trees and front garden trees e.g. cherry, birch, lime and pine.

Detail: Includes asymmetrical roofs, plain windows, pebble dash and painted render.



Post War



Key Characteristics

- 1960s, 70s and 80s developments
- Generally two storey
- Street pattern less formal, comprising many closes and cul-de-sacs
- Found in Goldsworth Park and Knaphill
- Architecturally bland
- Lack of traditional building lines and streetscape
- Some two to three storey blocks of flats in more formal arrangements
- Openness of front gardens makes streets appear wider

Figure 8: Housing around an open space in Goldsworth Park

4.7 This type of development covers a large proportion of the Borough. Properties within this building type date from the 1960s, 70s and 80s. The grain of this building type is unlike earlier building types, with closes and cul-de-sacs much more prevalent. Whilst smaller areas of Post War development have been created through infill and redevelopment of earlier plots, large estates were also built at this time, expanding the urban area of the Borough and encompassing some of the older villages. Detached and semi-detached houses form a large proportion of the housing stock, with their own parking, although short terraces are also present. Architecturally properties from this era are much less distinctive than other building types. Goldsworth Park and Knaphill are examples of the building type within the Borough.

Density and Grain: Medium-high density (22-60 dwellings per hectare on average). Generally a random grain to the street pattern, with houses arranged in cul-de-sacs and closes (see below).



Parking: Mixed. Often off street within house plot (in garage) with some on street parking.

Planting and green space: Limited, with very few street trees, although features such as hedges and woodland were partially retained in the layout of the estates. Front gardens often open.

Detail: Includes blocks of painted render or wooden panelling, mock Tudor woodwork, plain brickwork and integrated garages.



Modern



Key Characteristics

- Often includes blocks of flats
- Wide range of types
- Usually associated with infilling or demolition of existing buildings, except at former Brookwood hospital site
- Some very modern buildings
- Some reflect detailing of older buildings in the vicinity
- Public realm generally dominated by roads and parking
- Narrow streets

Figure 9: Blocks of flats at the former Brookwood Hospital site

4.8 Housing within this building type has been built during the last 20 years. The designation of Green Belt within the Borough has restricted development that would be considered inappropriate in the open countryside, such as large scale housing or industrial developments. The Thames Basin Heaths Special Protection Area has also meant that development in or within 400m of these sites of European nature conservation importance is not possible and that developments within 5km of the designation are subject to stringent analysis of their likely impacts on the SPA. As a result, this type of development has been relatively limited within the Borough and restricted to infill development, demolition and replacement of older buildings, and building within the grounds of the former Brookwood Hospital. Housing densities within this building type are relatively high, with larger proportions of blocks of flats than many of the other building types. Parking courts behind and between buildings are also more prevalent. Developments vary in style with location in the Borough, with some modern design others making reference to historical buildings in the vicinity.

Density and Grain: Generally medium-high density (25-70 dwellings per hectare on average). The grain is also variable, being linear in some locations and random in others (see below).



Parking: Mixed. Often off street in parking courts, behind properties.

Planting and green space: Limited, particularly near the town centre. Where front gardens are present these have generally been designed as parking. Few street trees.

Detail: Includes bold blocks of colour, rendered panels, reference to nearby buildings and in some locations several storeys.



Town Centre Redevelopment



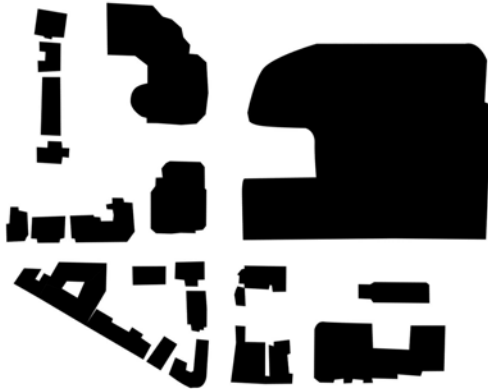
Key Characteristics

- Replacement for Victorian town centre
- Redeveloped over last 40 years
- Taller buildings than the rest of the Borough
- Some pedestrianisation
- Individually designed buildings
- Monumental scale
- Commercial and retail uses with limited residential

Figure 10: The New Victoria Theatre and The Peacocks shopping centre

4.9 Much of Woking’s original Victorian town centre has been demolished. The town centre has been extensively redeveloped over the last forty years, with Listed Christ Church the only remaining historic building in the shopping and commercial core. There has been a large amount of office and retail development within the town centre, with most buildings displaying individual architectural design. Buildings are large and typically have at least three storeys. The main Town Square and surrounding streets are pedestrianised.

Density and Grain: Low density development. Generally a varied grain but based on a loose grid (see below).



Parking: Mixed. Several multi-storey car parks, as well as ground level and on street parking.

Planting and green space: Limited. Some individual trees in towns centre but within hard surfacing.

Detail: Includes some use of modern materials, very large buildings, extensive use of glass and pagoda style rooflines.



Other



Key Characteristics

- Varied land uses including education, industry, leisure/ recreation, healthcare and offices
- Found throughout the Borough with major industrial estates in Byfleet and Sheerwater
- Large scale buildings within extensive areas of hard surfacing
- Generally accessed from main distributor roads

Figure 10: Car park at Goldsworth Park Lake

4.10 This type covers many non residential land uses, such as education, industry, office development, recreation, open space and healthcare. These uses form significant portions of the urban area of Woking, both through smaller individual sites located within other building types to major industrial estates in Byfleet and Sheerwater. Buildings are predominantly large scale, usually with large areas of car parking.

Density and Grain: Low density development. Often individual buildings and open spaces or occasional groups of buildings in business parks.

Parking: Mixed. Extensive ground level car parks.

Planting and green space: Limited. Some trees within car parks.

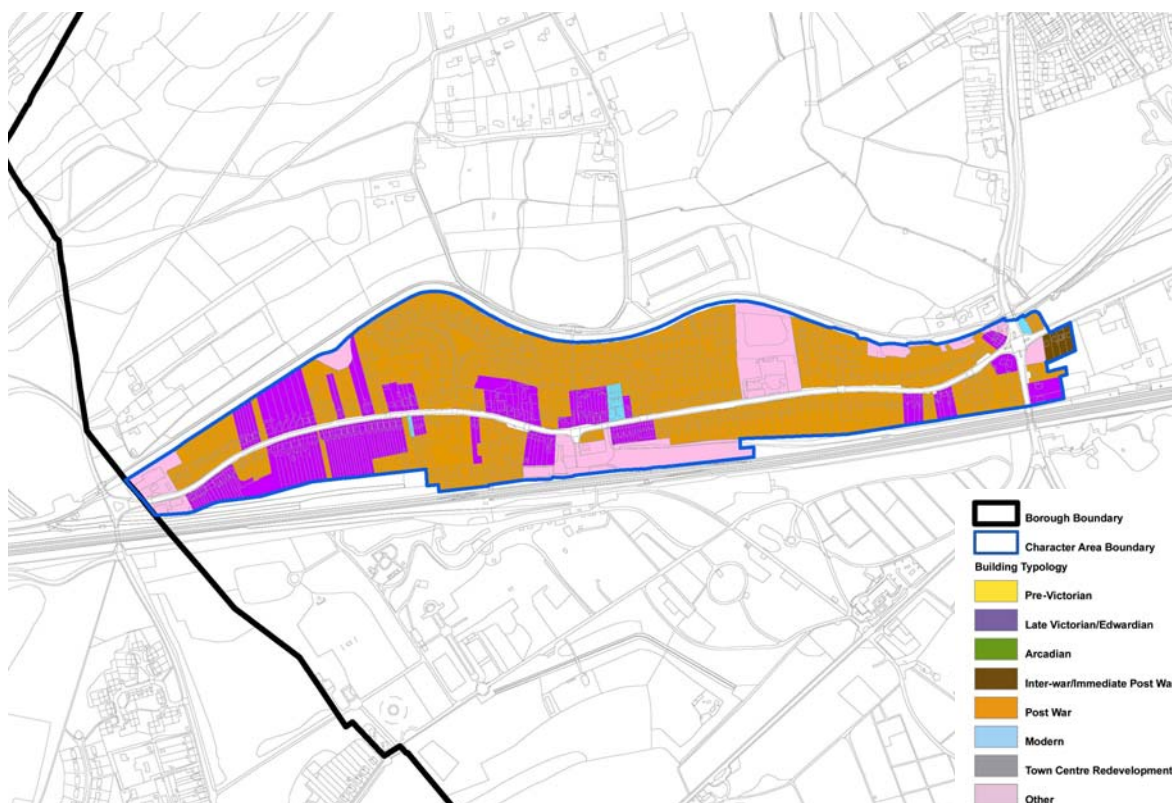
Detail: Includes brick buildings in keeping with surrounding housing, small buildings associated with open space and very large car parks.



5 Character Areas

Character Area 1. Brookwood

Location and extents



- 5.1 Brookwood is located in the west of the Borough, in the Ward of the same name. It is a village in its own right, separated from the main built-up area of the Borough. The A324 runs through the middle of Brookwood and the village has a station on the London to Southampton railway, which is located on the southern edge of the village. The Basingstoke Canal forms the northern edge of the village.

Description and history

- 5.2 Brookwood grew up around the train station, which opened in 1864. This followed the creation of a short branch line to serve the Woking Necropolis, later to be called Brookwood Cemetery. Work began on laying out the cemetery in 1852, following an Act of Parliament to allow the London Necropolis Company to purchase land in the parish of Woking to build a vast Necropolis or City of the Dead to address the desperate overcrowding of churchyards in London in the 19th century. The land on which Brookwood now stands was part of the land originally bought by the London Necropolis Company as part of the cemetery. The Company held on to the land for longer than many other areas bought at the time, due largely to its proximity to the cemetery, with the first houses in the village being constructed in the late 1880s. The village is now a largely linear settlement, often only one house deep along the A324, with areas of more modern infill behind where space has allowed.

Distinctive Features

Locally Listed Buildings – 133 and The Brookwood Public House, 135 Connaught Road.

Eleanor Terrace and Connaught Villas, 101-127 Connaught Road.

Properties at the A322 (Bagshot Road) and A324 (Connaught Road) junction.

Typologies present

Brookwood is largely of Late Victorian/Edwardian origin with some Post War and Modern infill.

Built Form Characteristics

- 5.3 Along the main street of Brookwood the predominant building type is short terraces of four to six two-storey houses and semi-detached houses also of two storeys. These are generally Victorian properties, with several different styles of house present. More modern infill properties are often detached or semi-detached and there are a small number of bungalows located on cul-de-sacs behind the properties that front onto the main road. There are also a small number of non residential properties along the main road, including a small parade of shops, a petrol station and a garage.
- 5.4 The houses are typically brick built, although brick colours vary and include red, buff and dark brown. Many of the earlier properties also have brick quoining in contrasting colours. This level of detailing is not present on houses of the Post War and Modern types, but is also missing from some simple Victorian terraced houses. Roofs are usually Rosemary clay tiles on Victorian properties, although these have been replaced with slate or modern concrete tiles on some houses, and either pitched or hipped. Decorative ridge tiles are also usually present on the roofs of Victorian houses, including serrated patterns, with the most ornate properties also having decorative finials. Post War and Modern infill properties usually have concrete tile roofs, with colours including brown, red and grey/brown.
- 5.5 Most Victorian properties have bay windows or canted bay windows on the ground floor, with most windows having originally been sash windows. On some properties the original sash windows have been replaced with top hung casement windows, which retain the proportions of the original windows but not the method of opening. Some larger detached and semi-detached Victorian properties have full height canted bay windows with either clay tiled hipped roofs or projecting pitched roofs with ornate wooden barge boards. Doorways on these properties are also typically recessed under an entrance arch. Post War and Modern infill properties are much simpler in their appearance, with casement windows in bands that match the level of the front door on the ground floor and the eaves on the upper floor. Front doors are flush with the walls of the houses and occasionally have a canopy or small roof over the doorway.



Figure 11: Victorian properties along Connaught Road with parking in front gardens

Streetscape and Spaces

- 5.6 Along Connaught Road, the buildings relate strongly to the road alignment and typically front on to the main road. For much of the route, the road is the dominant element of the streetscape, with narrow footpaths and small front gardens creating a width between houses of approximately twice the height of the house. In limited locations along Connaught Road, predominantly where there is Post War infill housing, houses are set further back from the road and allow some amenity open space and trees between front gardens and the road. Building lines are consistent for medium to long runs of properties, with Victorian properties generally having more consistency.
- 5.7 On Heath Drive and Lockswood, the two main cul-de-sacs of infill development to the north of the Connaught Road frontage, there is a greater distance between houses. Generally the width between frontages in these infill developments is between 2.5 and 3 times the height of the houses. There is also room for grass verges and areas of amenity open space to be incorporated in these areas.
- 5.8 In most areas of Brookwood, low brick walls delineate front gardens. In some locations these are associated with a railing on top of the wall and in others there are hedges behind the wall. In some of the infill areas decorative concrete block infill panels have also been built into the boundary walls. Where parking is limited, such as Victorian properties along Connaught Road, front garden boundaries have been removed to allow parking in front gardens on either gravel or tarmac surfaces. On Heath Drive and Lockswood parking is generally on-road with parking restrictions in place for non residents at peak periods.

Greenspace and vegetation

- 5.9 Topography has very little influence within Brookwood, with the landform sloping gently from 45m AOD at the Basingstoke Canal to around 50m AOD along the railway. There is little open space within the village, with only occasional areas of amenity open space that is predominantly associated with Post War infill development. There are occasional street trees or groups of trees within these open areas, consisting of species such as pine, silver birch, mountain ash and purple cherry. Front gardens are generally small and frequently used to provide parking spaces, limiting the softening effect of vegetation on the streetscape. However, the village does have a backdrop of mature trees.

Perceptual Factors

- 5.10 The village is enclosed by vegetation along the railway and canal, but generally the built form creates a greater sense of enclosure. The linear nature of the village directs views along the main street, with infill development behind this frontage generally not intruding into views. This linear street arrangement, and the cul-de-sacs behind it, does not create a particularly permeable settlement and Brookwood does feel remote from other urban areas. Visual unity within Brookwood is limited as a result of the variety of different house styles and types that are present. This has been as a result of the ongoing infill development within the village since its Victorian origins.

Opportunities and Issues

Impact of removal of garden boundaries to allow parking.

Dominance of road markings and street furniture to restrict parking.

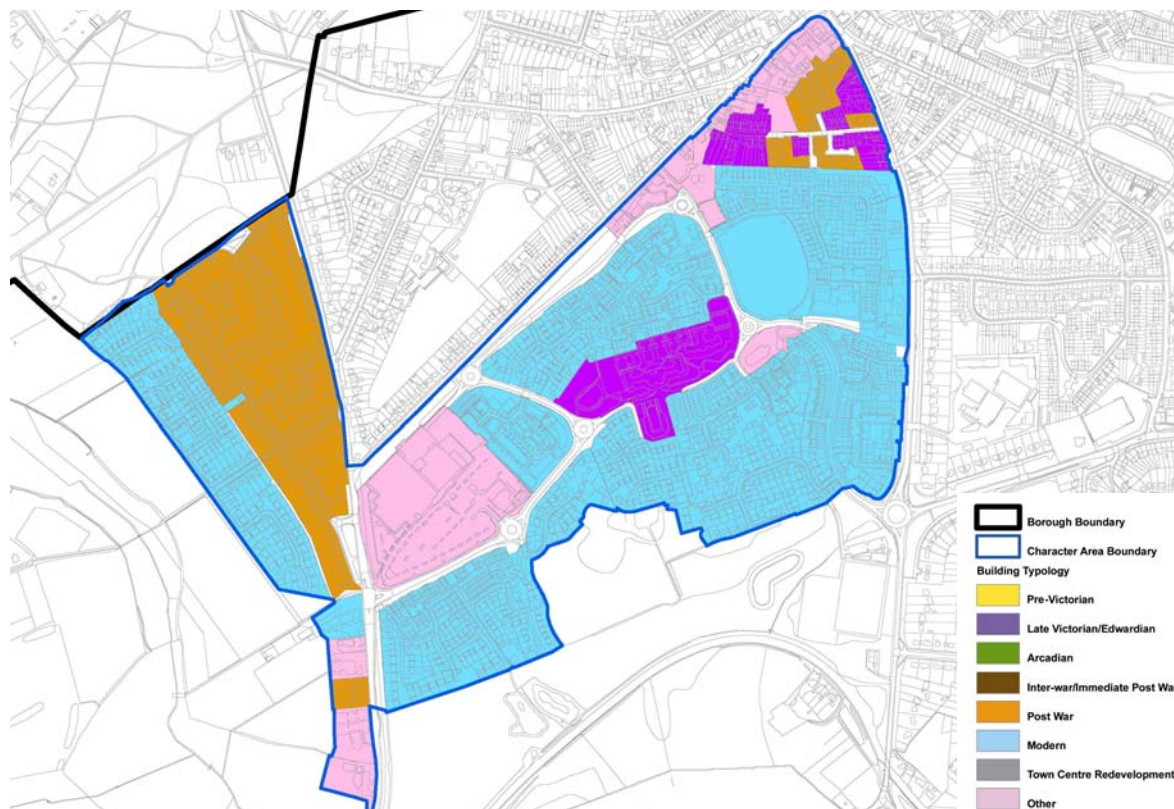
Opportunity to increase visibility and integration of Brookwood Cemetery and Basingstoke Canal.

Need for future development to improve the visual unity of the area.

Opportunity to increase tree cover within the village as part of a future environmental enhancement project.

Character Area 2. Knaphill – Brookwood Hospital Site

Location and extents



- 5.11 Knaphill is located to the west of Woking, with the land associated with the former Brookwood Hospital falling predominantly in Knaphill Ward, with a small area located in Brookwood Ward. The A322 runs through the area and both the London to Southampton railway line and the Basingstoke Canal are to the south.

Description and history

- 5.12 Work began on Brookwood Hospital, called Surrey County Lunatic Asylum at the time, in 1863. The land to build the asylum was bought from the London Necropolis Company in 1860, due to its open and healthy environment and location away from towns and villages. It was designed to operate as a self-contained community and offered employment for those patients able to assist. The hospital was also a major source of employment for residents of Woking until its closure was announced in 1981 and it finally closed in 1994. The hospital was built in the style of many Victorian institutions with monumental buildings and large associated grounds to screen them from view. The site has now been redeveloped for housing, with some of the original buildings retained and converted to apartments.

Distinctive Features

Retained hospital buildings, including St Luke's House Hall, the Chapel (now a Buddhist Centre) and associated mortuary building – all Locally Listed Buildings.

The clock tower on the main retained hospital building.

The Vyne Centre with its roof covered in solar panels.

Typologies present

- 5.13 This area is generally within the Modern type with some Post War development and the retention of some original Late Victorian/Edwardian buildings. Other land uses include a large supermarket, other retail outlets and a healthcare centre/community facility.

Built Form Characteristics

- 5.14 The retained hospital buildings are located at the centre of the newest development within this character area. These buildings, called Florence Court, are three to four storeys in height, with some living accommodation in the roof space. The Florence Court buildings have been converted to flats, with 58 flats located in the two buildings that generally have two or three bedrooms. Beyond the retained hospital buildings are a series of new developments, developed from the road system related to the former hospital. These properties are generally two-storey detached or semi-detached houses, although there are some short rows of terraced properties and some blocks of flats that are up to four storeys in height. These Post War and Modern properties are situated along cul-de-sacs and loop roads, creating a random street pattern and grain.
- 5.15 The main retained building are of a yellow/buff brick red brick banding between storeys, more decorative between the ground and first floors, and red brick arches over doors and windows with white key stones and changing to mixed red and buff brickwork on more decorative elevations. The roofs of these buildings are typically grey slate. There is much more variety within the Post War and Modern properties in this character area, with those closest to the retained buildings reflecting the characteristics of the Victorian buildings quite closely but those further away being simpler and much less in keeping. These properties could be red, brown or buff brick, with or without rendered areas of brickwork, and slate, brown or red concrete tiled roofs. Some buildings, such as the Vyne Centre have numerous solar panels on their roofs.
- 5.16 Within the retained hospital buildings, windows typically have rounded tops to them on lower storeys. These are relatively narrow sash windows. Other windows are more rectangular in shape but are also sash windows. There are also dormer windows in the roof of both of the main original buildings, with overhanging pitched roofs. Some parts of these buildings have canted bay windows, with either hipped roofs or flat roofs that are used as balconies. In the remainder of the character area, windows are generally casement windows, although some have been designed to retain the same proportions as sash windows on the retained buildings.



Figure 11: New build town houses reflecting details of the Brookwood Hospital buildings

Streetscape and Spaces

- 5.17 In many parts of the character area the roads form the dominant feature of the streetscape. This is exaggerated by the presence of parking bays at 90° to the road in many locations, both associated with blocks of flats and terraces of houses. In most locations on-street parking is the main form of parking, although some three or more storey town houses have either undercroft parking or garages incorporated within the ground floor of the properties. In locations such as the retained hospital buildings or the large supermarket there are large communal car parks.
- 5.18 In terms of streetscape materials, roads and footpaths further from the retained buildings are generally black tarmac. Closer to Florence Court footpaths are less formal and surfaced with materials such as gravel. Around the former hospital buildings and associated with some blocks of flats the roads are more shared surfaces and constructed of blockwork of different colours.
- 5.19 The boundaries of most properties within this area are open to the wider streetscape. This is generally due to the provision of parking within the plot or close to the frontage of properties. Some of the retained buildings and larger blocks of flats do not have any relationship to roads, however, and these are usually enclosed by fencing or vegetation. The distance between the frontages of properties is also variable with some narrow shared spaces being approximately 1.5 times the height of surrounding buildings, whereas other areas are more open and have a ratio of around 3-4 times the height of the buildings.

Greenspace and vegetation

- 5.20 The whole character area is generally relatively flat. There are some areas of open space within the area, including both formal and informal parks around the retained hospital buildings and associated with new blocks of flats. There are also school playing fields within this character area. Vegetation associated with properties is generally limited, however, with individual properties having small or non-existent front gardens and street trees limited to those retained from the former hospital layout or newly planted along distributor roads. Tree species present include lime, horse chestnut, pine and London plane.

Perceptual Factors

- 5.21 Much of this character area feels relatively open, with limited vegetation to create enclosure. In most locations the spacing between house frontages is also generous and does not feel restrictive. The alignment of roads within the area, which are often sinuous or curving, limits views and vistas within the character area. This road layout also reduces the legibility of the character area, with many dead-ends and cul-de-sacs present. However, the clock tower at Florence Court does form a landmark from some of the surrounding area.
- 5.22 The southern and western boundaries of this character area are formed by the green belt. There is some visual unity in the area immediately around the former hospital buildings, but this is lost further from them. The streetscape and urban fabric in this character area is generally well maintained, which may relate to the relative newness of the developments. This has been a significant change to the area from its former hospital use.

Opportunities and Issues

Dominance of parking, particularly in areas where limited on-plot parking has been provided.

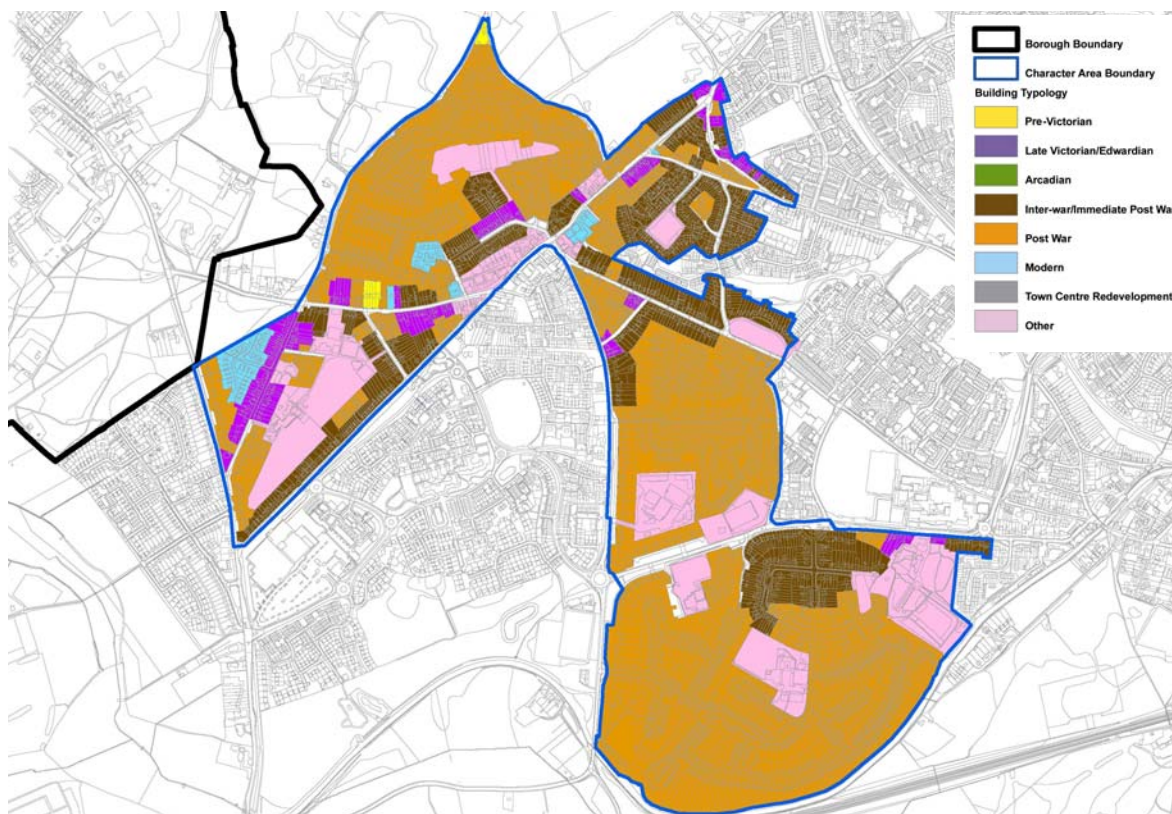
Lack of vegetation within streets – look for opportunities to increase tree cover.

Some housing areas do not pick up on the distinctive detailing of the retained hospital buildings.

Open spaces around retained buildings are attractive and should be well used.

Character Area 3. Knaphill Village and Hermitage

Location and extents



- 5.23 Knaphill is located to the west of Woking and has its own Ward. Hermitage is located to the south east of Knaphill village centre and also has its own Ward. The A324 runs between the two parts of the character area, with the Basingstoke Canal forming the southern edge of Hermitage and the main railway line immediately to the south of that.

Description and history

- 5.24 Knaphill was one of the original pre-Victorian villages present prior to Woking's rapid expansion once the railway arrived. Its origins were as a squatter settlement on the edge of a common. Knaphill was separate from the main area of Woking until Goldsworth Park was built in the 1970s and 80s. The presence of both Brookwood Hospital and a convict prison that later became a barracks in the area between the two settlements added to the sense of separation. Knaphill was therefore deemed an inferior place to live. Knaphill grew in a piecemeal way, being too far from the railway to benefit from the large-scale expansion undergone elsewhere in the Borough in the Victorian era. After 1950 there was a large amount of slum clearance in Knaphill, with the village subsequently expanding in the Post War period. Hermitage was the site of a hermitage dating back to the medieval period, the last evolution of which was demolished in 1935 to build the Hermitage Estate.

Distinctive Features

Very varied house types, styles and ages.

Large central shopping area.

Woking Crematorium – the first in the country and Grade II Listed.

Holy Trinity Church and Hall on Cobham Road.

Typologies present

- 5.25 There is a wide variety in the types and ages of properties present within this character area, including Late Victorian/Edwardian with Inter-war/immediate post war, Post War and Modern infill as well as other land uses such as schools and retail.

Built Form Characteristics

- 5.26 Within this character area properties are generally arranged along linear or slightly curving routes. Properties are predominantly detached or semi-detached, although there are also some short terraces. The majority of properties are also two-storeys in height, although there are a number of bungalows present as well. Densities are generally higher towards the village centre and lower in the Hermitage and Cobham Road areas.
- 5.27 Original Late Victorian/Edwardian properties can be found along the High Street and Cobham Road, as well as other scattered locations. Inter-war/immediately post war properties then developed along Broadway, Victoria Road and around Beechwood Road, as well as around Batten Avenue in Hermitage. There has also been much subsequent growth. This has led to a great variety in building materials. Although most properties have been brick built, many of the Late Victorian/Edwardian properties have been rendered and painted in a variety of colours. Other larger Late Victorian/Edwardian properties retain their red brick exteriors with contrasting buff brick quoining and banding. Other detailing such as ridge tiles and finials on these properties have been lost through re-roofing with more modern materials.
- 5.28 The Inter-war/immediate post war areas generally have much plainer detailing than the Late Victorian/Edwardian properties. They are often dark brown or red/brown brick with grey or brown concrete roof tiles. Whilst many of the properties are rectangular boxes with simple windows and doors and hipped roofs, others have hung tiles to the front of the properties and recessed front doors with brick detailing around them. Others also have more interesting roof lines, consisting of pitched roofs with additional central roof projections at right angles to the main roof and creating a feature above doorways. Bungalows of this time period often had rooms in the roof space with eyebrow dormer windows.
- 5.29 Some of the Post War properties in this character area have rendered infill panels to the upper floor on the front of the house. These are often painted in a variety of colours. The colour of the exposed brickwork on these houses is very variable, from plain red/brown or buff brick to multi-toned pink/buff and red/brown mixed brickwork. Windows and roof lines are generally simple and built with modern materials.



Figure 12: Edwardian properties on Highclere Road with on street parking

Streetscape and Spaces

- 5.30 Roads are the dominant feature of the streetscape within much of this character area. There are often footpaths present adjacent to the roads and parking is either on street or part of the plot has been converted for parking. Front gardens are generally small, with low brick wall enclosure in Late Victorian/Edwardian areas and some Inter-war/immediate post war areas. Post War and Modern areas generally have no boundary between front gardens and adjacent footpaths or roads.
- 5.31 Properties are generally well aligned to the road layout. The road structure that has survived from the original Knaphill village is generally relatively linear, although Cobham Road and Barley Mow Lane on the north east and north west boundaries of the character area are more sinuous in nature. Subsequent infilling over time has created more sinuous and curving routes, but these are still through roads with properties fronting onto them. The width of the streetscape varies, but in general is approximately three times the height of the adjacent buildings. This is less in the Late Victorian/Edwardian areas where widths are more like 1.5-2 times the height of the buildings.

Greenspace and vegetation

- 5.32 Whilst much of the area is flat, there are some locations where houses are set at a lower level than the adjacent road to accommodate level changes and other areas where there are localised steep hills. This included parts of Hermitage. Open space is very limited within this character area, and generally restricted to school grounds and occasional incidental amenity space. There are some street trees in verges, in less dense parts of the character area, including species such as hornbeam and cherry. There are also retained tree belts and wooded areas from the landscape prior to development, and these have usually been used to delineate rear boundaries.
- 5.33 In the Late Victorian/Edwardian areas, gardens often contain formal shrub planting such as privet hedges. In other locations front gardens are left as lawn or have informal shrub planting where they have not been converted to parking. Rear gardens do not usually have a great influence on the streetscape.

Perceptual Factors

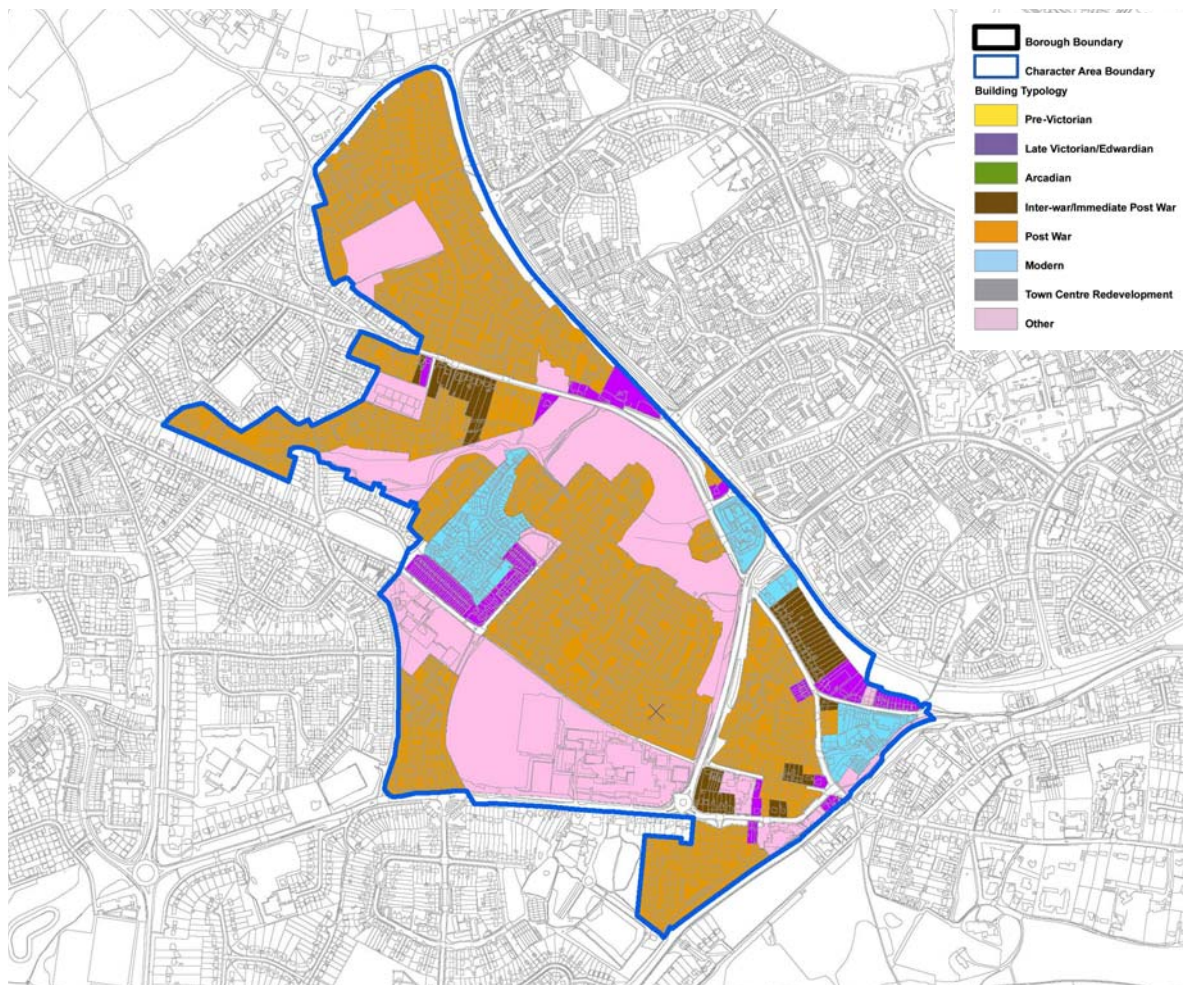
- 5.34 The High Street and associated properties form the centre of the old Knaphill village and create a focal point. There are also several Listed and Locally Listed buildings that form localised landmarks. The northern boundary of the area is abruptly marked by the transition to green belt. Some of the main distributor roads also create internal boundaries within the character area. The road layout does help to aid the legibility of the area, however, with linked through routes present. The character area has little visual unity due to its sporadic phases of development, although individual roads have some visual unity within them. The area has seen much change since the Victorian era, but particularly so in the 1970s and 80s when it became part of the main urban area of Woking.

Opportunities and Issues

In narrower streets parking is a major issue with cars having to park partly on the pavement.
Loss of traditional features when modernising properties.
Relatively little public open space for the level of development.

Character Area 4. Knaphill – Inkerman Barracks Site

Location and extents



- 5.35 Knaphill is located to the west of Woking within its own Ward. The former convicts prison/Inkerman Barracks area is located to the east of Knaphill village. The A324 is located within the southern part of the character area, with the Basingstoke Canal forming the areas southern boundary. Lockfield Drive separates this character area from Goldsworth Park.

Description and history

- 5.36 Much of the area relates to the site of the former Woking Convict Prisons, the site of which was bought from the London Necropolis Company in 1859. The prisons were closed in 1886 and the site was converted into the Inkerman Barracks until their closure in 1965. Some of the original housing has been retained with the remainder of the character area largely redeveloped as housing.

Distinctive Features

Retained housing relate to the prison and barrack sites – Wellington Terrace and Raglan Road Locally Listed.

Properties along Robin Hood Road, such as the Robin Hood Inn (Locally Listed) and Brookwood Farm House (Grade II Listed).

Typologies present

- 5.37 This area is generally Post War development with some limited Modern infill. Some original Late Victorian/Edwardian buildings have been retained. There are large areas of Other development, particularly large school sites and open space.

Built Form Characteristics

- 5.38 The grain and layout of the housing within this character area is relatively random and unstructured in relation to many other parts of Woking. Whilst there are main distributor roads through the area, such as Robin Hood Road and Victoria Road, residential properties are arranged along short cul-de-sacs. Retained properties along Wellington Terrace form long terraces, with those along Raglan Road semi-detached or short terraces. Elsewhere in the character area properties are generally semi-detached or in short terraces.
- 5.39 The retained properties on Wellington Terrace and Raglan Road are constructed of buff brick with contrasting red/dark brown brick detailing such as arches over windows and doors, banding between storeys and under the eaves. More recent properties are much less distinctive with varied brick colours such as yellow/orange and dark brown. Some of the Post War houses also have areas of timber or tile cladding. In relation to roofs, the Wellington Terrace and Raglan Road properties originally had slate roofs. Those on Wellington Terrace have been replaced with brown concrete tiles. These are similar to the tiles on many of the Post War and Modern properties within this character area.
- 5.40 The retained properties on Raglan Road have a variety of different window shapes and sizes. These are predominantly sash windows and include narrow arched windows in pairs with a larger arch over the top of them, narrow rectangular windows with slight arches over them and wider rectangular windows with slightly arched tops. The properties on Wellington Terrace have had replacement windows fitted and are generally rectangular with brick relieving arches above them. Windows in the upper storeys of these properties are generally dormer windows. Both of these rows of retained Victorian properties have brick porches that cover the doorways to two adjacent properties. On Raglan Road these are large and flat topped with lots of brick detailing, whereas on the smaller Wellington Terrace properties the porches are smaller and have a ridged roof.



Figure 13: Retained properties on Wellington Terrace

Streetscape and Spaces

- 5.41 Roads are the dominant feature of the streetscape within this character area. There are several main distributor roads and many smaller cul-de-sacs. Most roads also have associated footpaths but there are limited verges within the character area. Most houses have been built with parking integrated within the frontages of their plots. There are also some small areas of communal parking, particularly to the rear of Raglan Road. Along Wellington Terrace parking spaces have been created between the garden of each property and the road.
- 5.42 Roads in the vicinity of the former prison/barrack buildings are generally straight with the properties relating well to the street. In the Post War and Modern developments the roads tend to be more sinuous and the relationship between properties and the street is less certain. There is generally very little separation between front gardens and the wider street, with open boundaries or occasional low shrub planting.

Greenspace and vegetation

- 5.43 The landform within this character area is relatively flat and has little influence on the urban form. However there is a steep escarpment around the eastern edge of the former prison/barracks site, which is densely wooded. This forms a large proportion of the open space within the character area, although there are also school playing fields, allotments and incidental areas of amenity open space.
- 5.44 Street trees are intermittent within the area, mainly limited to areas of informal open space. Species present include pine, birch, mountain ash and maple. Little other vegetation is present in areas of open space, but where small front gardens are present they usually contain a combination of formal and informal shrub planting. The front gardens of the Wellington Terrace properties are some of the largest within the character area, but rear gardens are usually concealed behind tall fences.

Perceptual Factors

- 5.45 The main landmarks within this area are the retained properties along Wellington Terrace and Raglan Road, although the properties on Wellington Terrace can be concealed by cars, bins and vegetation. Lockfield Drive forms a distinct eastern boundary to the character area, separating it from Goldsworth Park. The northern and southern boundaries are formed by green belt, whilst the western boundary is less distinct on the ground and relates to a difference in development layouts between this character area and Knaphill Village/Hermitage. There is a limited sense of enclosure within this area, although the woodland on the Inkerman Escarpment does provide localised containment.
- 5.46 The area has undergone large-scale change since the closure of the Inkerman Barracks with almost complete redevelopment and additional new development. The layout of large parts of this character area is not easily legible due to the number of dead ends and the lack of connection between areas. The layouts have, however, created some interesting shared spaces in the Post War areas. The incohesive layout of the character area also creates little visual unity, although the different housing developments are generally in a good state of repair.

Opportunities and Issues

The incohesive nature of different housing developments has created a disjointed character.

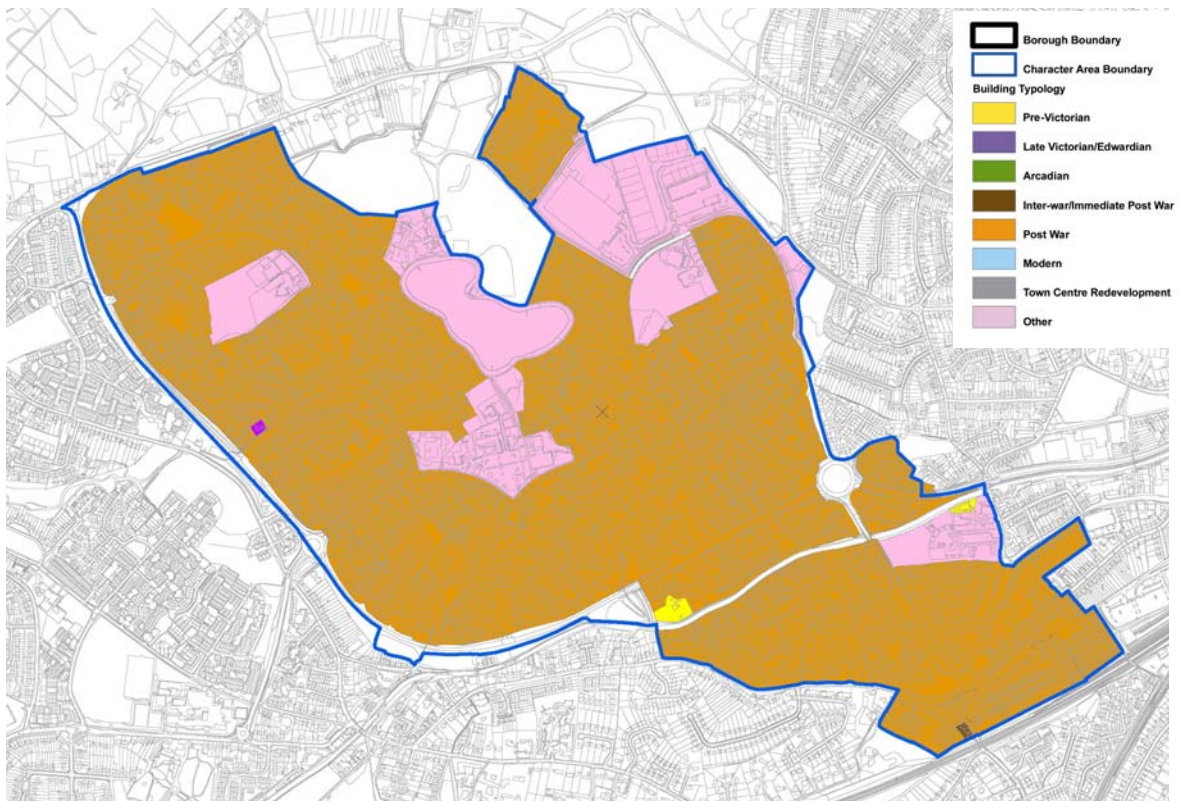
The retained Wellington Terrace and Raglan Road buildings are an important feature of the area and should be retained and enhanced.

Informal open spaces are currently bland.

Parking dominates the streetscape.

Character Area 5. Goldsworth Park

Location and extents



- 5.47 Goldsworth Park is located to the west of Woking town centre and is a substantial residential development. The area includes Goldsworth Park Lake, which is a significant recreational facility. The A324 runs around and through the southern part of the character area and Lockfield Road forms a noticeable western boundary. The Basingstoke Canal also runs through the southern part of the area.

Description and history

- 5.48 Goldsworth Park was developed by one of the largest private housebuilders in the country, New Ideal Homes Ltd., and was begun in 1973. Prior to this, Woking Council had identified that it was not possible for them to erect housing cheaply and that a single large housing development would help to deliver a sustained programme of building. Goldsworth Park was built on land known as 'Sloccock's Land', between Horsell and Knaphill, in an area that was previously nurseries and damp fields. It contains over 4500 properties and accommodates 15000 people, the single largest development in Woking's history. The estate was implemented over a fifteen year period, although some elements of the original design were lost over time. The estate was deliberately laid out as closes, clusters and small groups of houses to break up the scale of the development and create individual areas.

Distinctive Features

Goldsworth Park Lake.

Basingstoke Canal.

Typologies present

A large area of Post-War housing with a sinuous road layout. A small number of historic buildings have been retained within the area, relating back to the nurseries that were present in the area.

There are also areas of other development, including a local centre with a supermarket, industrial warehouses and recreational buildings associated with the lake.

Built Form Characteristics

- 5.49 The grain and layout of the housing within this character area is relatively random and unstructured in relation to many other parts of Woking. Whilst there are main distributor road through the area, such as Kirkland Avenue and Clifton Way residential properties are arranged along cul-de-sacs, which branch off the main distributor roads.
- 5.50 The Post War properties are constructed of buff and dark brown brick, with areas of white painted timber or hung tile cladding. The entrance to the properties often have squared porches, generally constructed of timber and supported by a metal post. In relation to the roofs, they are predominantly brown concrete tiles. The modern housing often has mock features such as superficial exposed timber and have generally been designed to replicate an older typology rather than having a modern style.
- 5.51 Squared bay-windows are a feature of many of the post-war properties as are small slit windows, generally on the upper floors. There are very few chimneys but the roofs are often covered by solar panels.



Figure 14: Terraced houses on Oakfields with no garden boundary delineation

Streetscape and Spaces

- 5.52 Roads are the dominant feature of the streetscape within this character area. There are several main distributor roads and many smaller cul-de-sacs. Most roads also have associated footpaths and verges. Most houses have been built with parking integrated within the frontages of their plots. However some properties parking area is restricted to on street parking.
- 5.53 The residential roads tend to be sinuous and the relationship between properties and the street is uncertain. Many properties are side on to the road with no windows facing the street. This creates a dead space between the house and footpath. The properties are often clustered to form a small courtyard, which means they relate well to each other but not the streetscape. There is generally very little separation between front gardens and the wider street, with open boundaries, with limited planting or occasional low shrub planting. Garden fences back onto the main roads, reducing potential activity and creating a featureless streetscape.

Greenspace and vegetation

- 5.54 The landform within this character area is relatively flat and has little influence on the urban form. A large proportion of the greenspace of this area is based around the large recreation area and lake in the centre of Goldsworth Park. There is also a wooded area to the north of the lake.
- 5.55 Street trees are intermittent within the area, mainly limited to areas of informal open space and verges beside the roads. Species present include Lime, Oak, Silver Birch and Conifers. Little other vegetation is present in areas of open space, but where small front gardens are present they usually contain a combination of formal and informal shrub planting, including Laurel, Privet and Cotoneaster, but rear gardens are usually concealed behind tall fences.

Perceptual Factors

- 5.56 The main landmarks within this area are the recreation area and lake and the retail facilities such as Waitrose. The outer extent of Woking forms the northern boundary to the character area, while Lockfield Drive (A324) forms the southern boundary separating it from Knaphill and St. Johns. There is a limited sense of enclosure within this area, however some of the housing courtyards do create localised containment.
- 5.57 The character area feels isolated from the rest of Woking and due to the housing layout has poor legibility. However the housing layout and typology does create a sense of unity throughout the character area. Generally properties are well maintained, but there are areas where this is not the case, mainly where the blocks of flats are located.

Opportunities and Issues

The character area is isolated and has poor permeability.

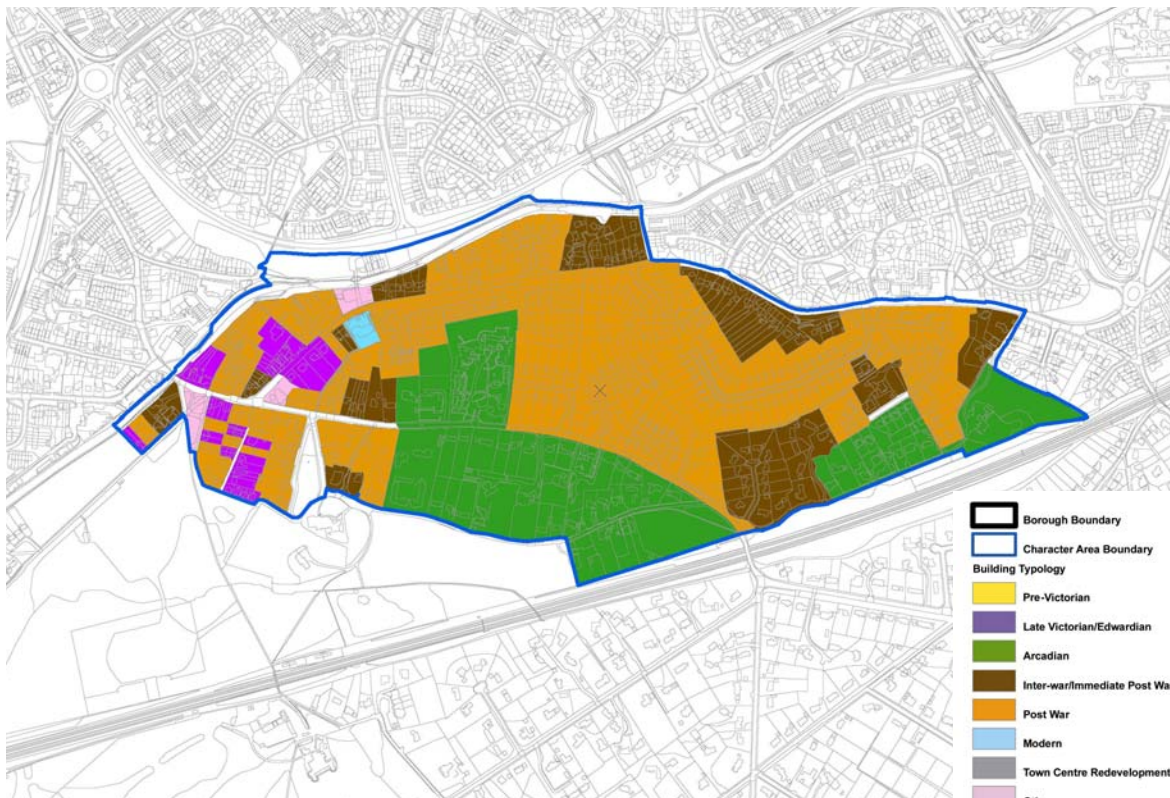
The streetscape of the main roads is bland and provides limited interest.

The recreation facilities of the open green space are substantial for the area.

Look for opportunities to increase tree cover in the area.

Character Area 6. St Johns

Location and extents



- 5.58 St Johns is located to the south west of Woking town centre. It is located between the Basingstoke Canal and the London to Southampton railway line. The A324 is also located to the north of the area. The south western edge of the area is formed by the green belt.

Description and history

- 5.59 St Johns was named after St John the Baptist's Church, which was built in 1842. Prior to this the St Johns area was the location of small holdings and squatter cottages relating to the nurseries prevalent in the area and the small-scale brick-making industry that had developed following the construction of the Basingstoke Canal at the end of the 18th century. The opening of Brookwood Hospital and Woking Convict Prisons increased employment opportunities in the vicinity, causing St Johns to expand. St Johns Hill offered a topographical challenge to house builders and became home to upper-middle-class housing with expansive views north towards Chobham Common. The area has retained its residential character but has been subject to infilling and conversion of larger properties to flats. The village core also remains largely intact.

Distinctive Features

St Johns Conservation Area.

St Johns Lye.

Listed and Locally Listed buildings including St John the Baptist Church, St Johns Lodge and the Rowbarge Public House.

Jackman's Lane Common Land.

Parts of the Hook Heath Area of Special Residential Character.

The Basingstoke Canal and its Conservation Area.

Landmark trees at Triggs Lane junction.

Typologies present

- 5.60 A residential area to the north of the railway with a mixture of housing typology including: Late Victorian, Arcadian, Inter War and Post War.

Built Form Characteristics

- 5.61 The grain and layout of the housing within this character area is relatively sinuous with many cul-de-sacs. There are two main distributor roads through the area, St. Johns Road and St. Johns Hill Road. The residential cul-de-sacs branch off these.
- 5.62 The majority of the properties are constructed of buff and red brick, with some of the post war housing areas having white painted timber or hung tile cladding. In relation to the roofs, they are predominantly dark tiles.
- 5.63 The varying typologies in the character area have features, which are connected to the time they were constructed and this varies significantly throughout St. Johns.

Streetscape and Spaces

- 5.64 Roads are the dominant feature of the streetscape within this character area. There are two main distributor roads and many smaller cul-de-sacs. Most roads also have associated footpaths, verges, front gardens and occasional planting strips. The Victorian properties are generally restricted to on street parking, while other properties have in plot designed parking or have converted front gardens, to provide parking space.
- 5.65 The residential roads tend to be sinuous, yet the relationship between properties and the street is clear, with the vast majority of properties being face on to the road. The Victorian and Arcadian properties are generally separated from the road by low walls and vegetation respectively. Whereas the Post War properties are generally open to the footpath and the road, with occasional in-formal shrub planting.

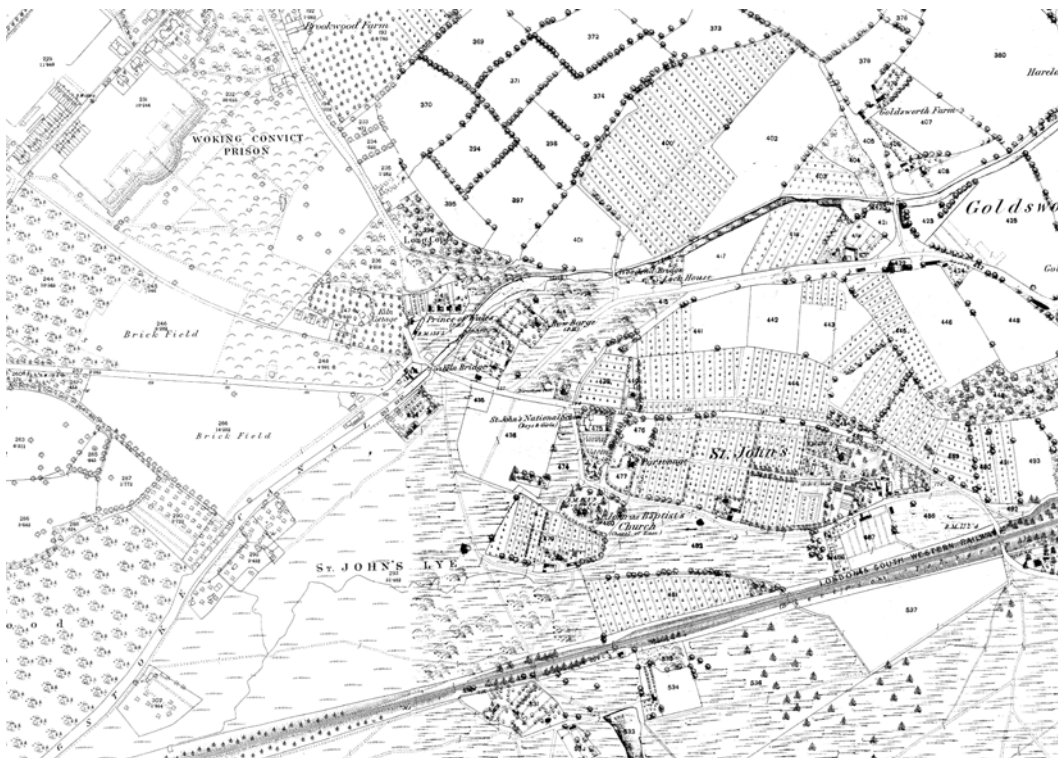


Figure 14: St Johns in 1870-1871

Greenspace and vegetation

- 5.66 The landform within this character area is undulating, with a steep elevated area in the centre, which provides commanding views over Woking. There is very limited open green space however private gardens in general are large.
- 5.67 Street trees are intermittent within the area, mainly limited to verges beside the roads. Species present include Pine, Oak, Silver Birch and Conifers. The front gardens contain a combination of formal and informal shrub planting, which varies hugely from formal hedgerows to ornamental garden species.

Perceptual Factors

- 5.68 There are no obvious landmarks within this area. The boundary to the character area, include the railway to the south and St. Johns Road to the north.
- 5.69 The character areas legibility is reduced by the cul-de-sacs and the railway can only be crossed at two points. Generally the properties are well maintained.

Opportunities and Issues

There is very limited public open space.

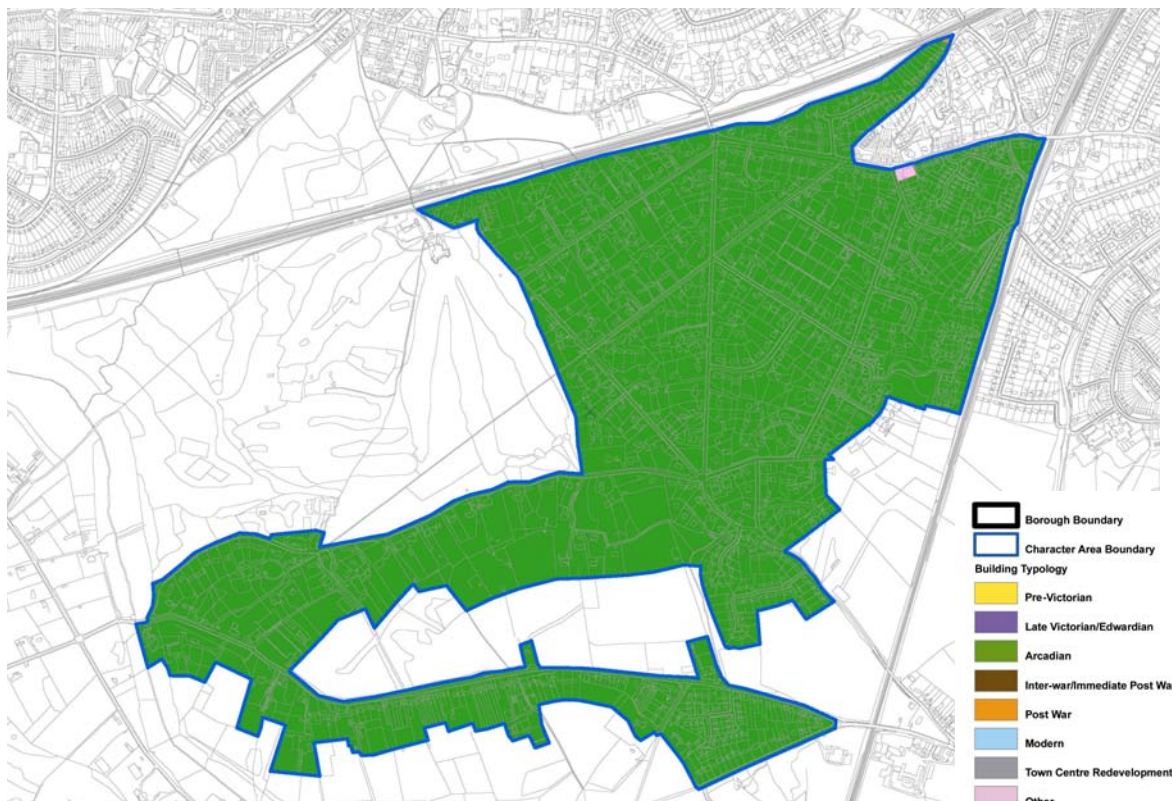
Cul-de-sacs reduce the legibility of the area.

The character area is well vegetated in an Arcadian style.

The Basingstoke Canal is an important wildlife and recreational corridor for the area

Character Area 7. Hook Heath

Location and extents



- 5.70 Hook Heath is located to the south west of Woking town centre and forms much of the triangle of land created by the branching of the London to Southampton and London to Portsmouth railway lines. There are no major roads through or close to the character area. Green belt and Woking Golf Club form the southern and western boundaries of the area.

Description and history

- 5.71 Hook Heath is an extensive development of large detached properties in a sylvan setting. It is the highest point within Woking Borough and as its name suggests was originally an area of heathland, forming part of the much larger Woking Heath. The land was acquired by the London Necropolis Company as part of the land bought following the London Necropolis Company Act of 1852. The Company marketed the land as a high class residential development, which was very different to the area inhabited by squatters and the poor prior to this time. Woking was seen as a desirable place to live and the land was marketed as secluded and well positioned with wide views. Residents were also offered membership of a new and exclusive golf club, which is now Woking Golf Club. Plots were large and houses were screened by dense vegetation, with many houses designed by renowned architects such as Lutyens and Tarrant.

Distinctive Features

Forms the majority of Hook Heath Area of Special Residential Character.

Conservation Areas at Pond Road and Fishers Hill.

Hook Heath Escarpment.

Listed buildings on Fishers Hill.

Locally Listed buildings, particularly along Pond Road and Hook Heath Road.

Green Lane Common Land.

Typologies present

- 5.72 A large Arcadian residential area to the south-west of Woking, set out in a garden city style, with long well vegetated avenues. There is also modern in fill housing, the majority of which are large detached properties designed with a strong Arcadian style.

Built Form Characteristics

- 5.73 The grain and layout of the housing within this character area has a strong garden city layout with long distributor roads and smaller cul-de-sacs and crescents feeding off.
- 5.74 The majority of the properties are large detached houses built on large plots. This has created a very low density development. They are generally constructed of buff and red brick, with sections of the façade covered in hung tiles. In relation to the roofs, they are predominantly steeply pitched and constructed of dark tiles.
- 5.75 The properties are designed as individuals but with consistent features, which reflect the arts and crafts movement. These features include steeply pitched roofs with dormer windows for the upper floors, hung tiles on the façade and leaded windows.



Figure 15: A typical well vegetated street in Hook Heath, with houses set well back from the road

Streetscape and Spaces

- 5.76 Roads are not the dominant feature of the streetscape within this character area. They are narrow with no footpaths either side. Instead there are large grass verges, with regularly placed boulders. The verges lead up to tall mature hedgerows, and groups of trees, which clearly define the separation between public and private space. This creates a semi-rural character.
- 5.77 Parking has been designed within the plot of the houses, which are characterised by large front gardens with dense, mature planting strips separating the properties from the road.
- 5.78 The main distributor roads are straight tree lined avenues, feeder roads with further residential properties lead off the main routes in cul-de-sacs and crescents. The relationship between properties and the street is clear, with the vast majority of properties being face on to the road, with defined boundaries and grand entrances.

Greenspace and vegetation

- 5.79 The landform within this character area is undulating but has limited influence on the layout of Hook Heath. There is, however, an escarpment in the southern part of the area, which allows views over much of Woking. There is very limited open green space however private gardens in general are large. There are also recreational facilities in the form of Woking Golf Club and Woking Croquet and Lawn Tennis Club.
- 5.80 Street trees are regular within the area, creating avenues along the road and in groups within the boundaries of properties. Species present include Pine, Oak, Silver Birch, Conifers and ornamental species such as Cherry. The front gardens contain a combination of strong structured formal hedgerows and informal shrub planting. Species include Laurel, Holly, Privet, Conifer and many feature garden shrubs.

Perceptual Factors

- 5.81 There are no obvious landmarks within this area. The boundary to the character area, include Woking golf club to the west, the railway to the north and the east and the green belt fields to the south. There are views across Woking from the southern escarpment.
- 5.82 The character area is clearly legible, however lacks permeability as access to Hook Heath is reduced by the railway line and limited crossing options. The properties and streetscape are well maintained.

Opportunities and Issues

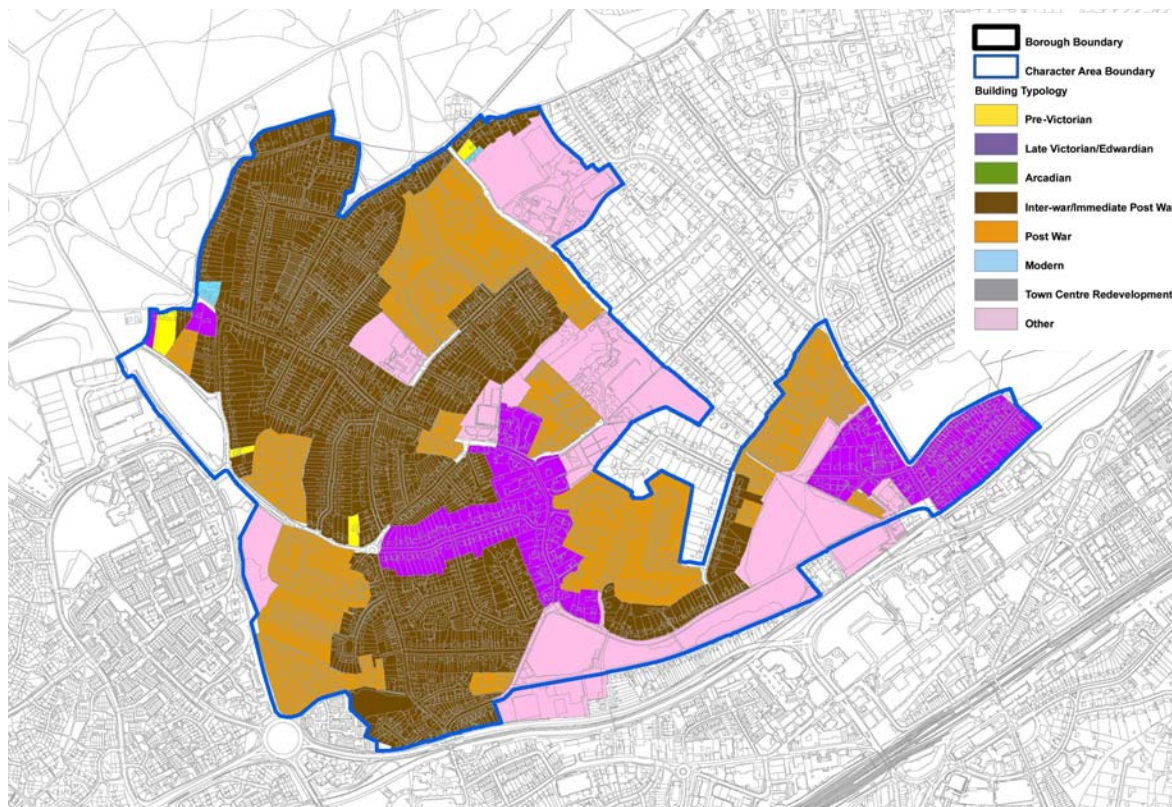
The lack of pavement is a negative feature as the area is clearly favoured for the car over pedestrians.

However Hook Heath is a peaceful, attractive, densely vegetated residential area with large plots and houses.

Access across the railway line is limited and causes traffic delays.

Character Area 8. Horsell

Location and extents



- 5.83 Horsell is located to the north west of Woking town centre and is largely separated from it by the A324. The Basingstoke Canal is also located to the south of the area, forming a small part of the southern boundary. Horsell Moor, a large area of woodland is within the southern part of the area and Horsell Birch and Horsell Common are located within the green belt to the north of the Character Area.

Description and history

- 5.84 Horsell was another of the original villages that pre-dates Woking's expansion into a large town. It was originally a linear settlement stretched along the High Street in the vicinity of St Mary's church. It was not part of the land bought by the London Necropolis Company and developed independently following the arrival of the railway as a result of its relatively close proximity to Woking station. Development was initially largely piecemeal due to the large number of landowners in the area. This resulted in a series of unlinked cul-de-sac developments leading off main roads, with slightly different styles of development along them. By the 1890s larger housing developers brought forward more coordinated estate developments. One of the more interesting developments was the Woking Co-operative Society Garden Suburb, which was built on land originally intended to provide stabling for the Co-ops horses. The houses along Holyoake Crescent were intended to house lower-income families in line with the Utopian thinking that was emanating from the Garden City movement.

Distinctive Features

Horsell Birch Conservation Area, with its pub and cottages overlooking a 'village green'.

Waldens Park Road Conservation Area including St Mary's church (Grade II*) and other Locally Listed buildings.

Holyoake Crescent Conservation Area containing the Woking Co-operative Society Garden Suburb.

Wheatsheaf Conservation Area.

Horsell Common Special Protection Area.

Typologies present

- 5.85 There is a wide variety in the types and ages of properties present within this character area. There are a small number of pre-Victorian properties scattered throughout the area and two large concentrations of Late Victorian/Edwardian development that form the Waldens Park Road and Wheatsheaf Conservation Areas. There are also large Inter-war/immediate post war developments with Post War infill and occasional modern redevelopments. Other land uses such as schools and retail/warehousing are also present.

Built Form Characteristics

- 5.86 The majority of housing within Horsell is detached or semi-detached. There are occasional flats, where larger properties have been converted, above shops and in small blocks in the east of the area. Most properties are two storeys high, with blocks of flats occasionally three storeys. There are also shops and community facilities along the High Street and several large schools within the Horsell area.
- 5.87 Building materials are variable within Horsell. Older more traditional buildings are generally red brick with red/brown clay tile roofing. This includes properties along the High Street and in the Wheatsheaf area. These Victorian and Pre-Victorian properties also have large chimneys and sometimes have hung tiles and/or imitation timbering. Bay windows are usually present on ground and upper floors, sometimes joined but sometimes two separate windows. Wooden porches and balconies are also a feature, particularly in the Wheatsheaf area.
- 5.88 Properties from the Inter-war/Immediately post war era are often constructed of dark brown brick and have hipped clay tile roofs. These properties have less ornate detailing than earlier properties, but have some Arts and Craft influences, leading to unusual rooflines, decorative doorways (arches or contrasting brick quoining) and individual designs.
- 5.89 Post War and Modern housing is more variable in its appearance. In some locations buff bricks have been used, whilst in others brown bricks have been utilised. Rendered panels have been added to many of these houses, as well as the blocks of flats within Horsell.



Figure 16: Locally Listed building 'Moorhatch' on Church Hill

Streetscape and Spaces

- 5.90 In most parts of Horsell the buildings relate to the street pattern, with houses fronting onto the straight/linear streets. This is not the case for some Post War development, where properties are located at varying angles to the more sinuous roads and cul-de-sacs.
- 5.91 Throughout most of Horsell there are no road verges, with the streetscape consisting of roads of varying width with footpaths either side. Small front gardens were traditionally separated from the street by hedges or low walls. In many locations these have been removed to allow parking within the housing plot. In areas where this has not occurred, on street parking is the only parking method available. Much of the Post War development within Horsell has gardens that do not have defined boundaries and are open to the street. These properties were generally designed with some on plot parking.

Greenspace and vegetation

- 5.92 There are large areas of woodland and open space within the Horsell area and adjacent to it, including Horsell Moor to the south and Horsell Common to the north. There is also a recreation ground and formal open space at Queen Elizabeth Gardens on the High Street, containing formal bedding planting.
- 5.93 Some of the Inter-war/immediate post war areas do have narrow road verges with street trees in them. These are often lime trees that are pollarded to reduce their size. Elsewhere, trees are usually restricted to front and rear gardens and include species such as pine, cedar and oak as well as more ornamental garden species.

Perceptual Factors

- 5.94 Streets where there are street trees or mature garden trees present, such as along the High Street, have a sense of enclosure. Elsewhere there is little to create this sense. The street pattern is generally legible and there is good permeability through the area and into adjacent areas, although this permeability has been reduced in post war infill areas. There are views across Horsell Birch towards Horsell when approaching the High Street from the north, but elsewhere views and vistas are relatively limited, particularly by the rising landform on parts of the High Street.
- 5.95 There is a striking difference between the older properties within Horsell and some of the Post War infill development. Most areas, however, are well maintained and in good condition with the exception of some blocks of flats that are in need of regeneration.

Opportunities and Issues

Good access to greenspace.

Village core retains character, as do the Wheatsheaf area and Holyoake Crescent.

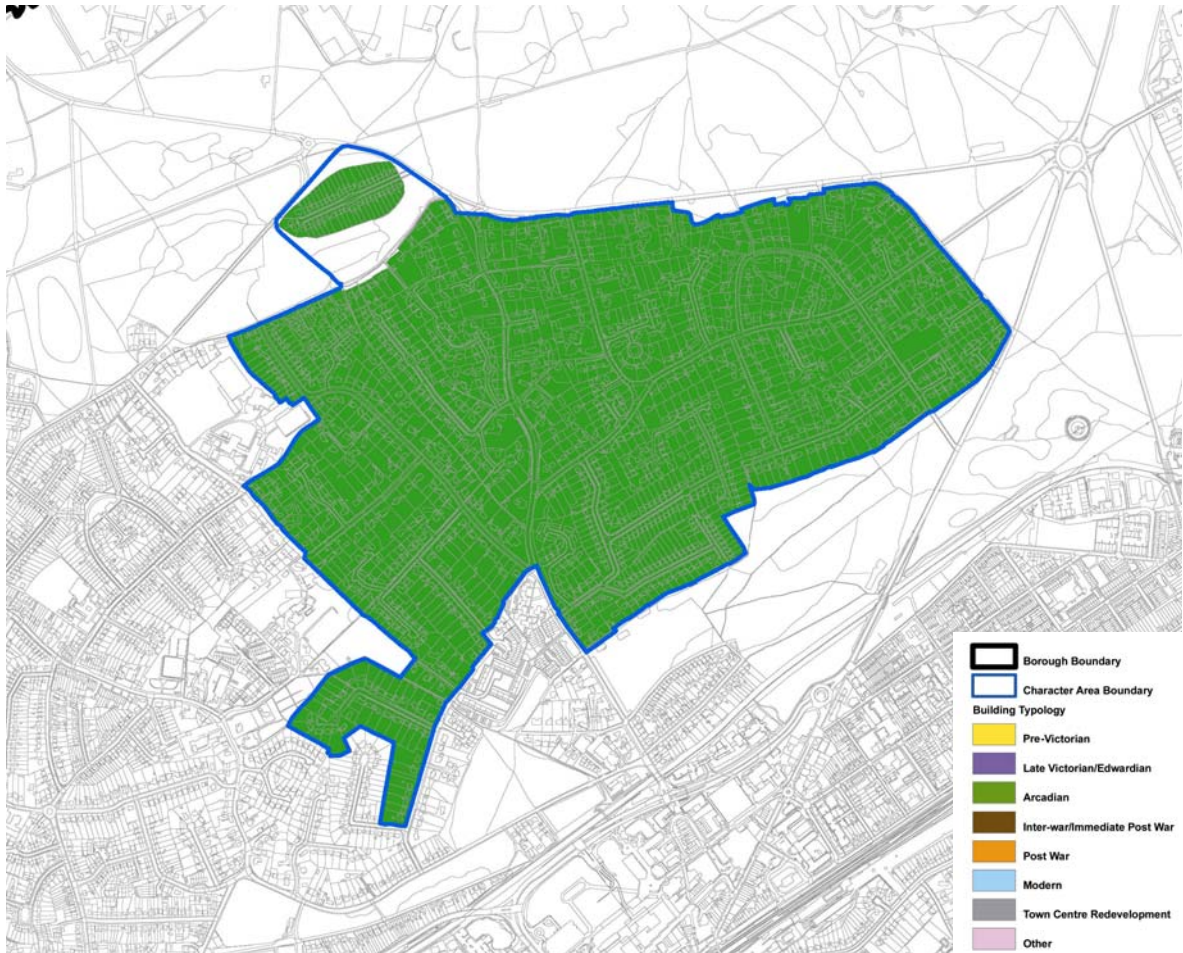
Blocks of flats in need of regeneration.

Streetscape weakened by removal of garden boundaries in some areas.

Some issues with flooding in parts.

Character Area 9. Horsell Arcadian Development

Location and extents



- 5.96 Horsell Arcadian Development is located to the north of the town centre. It is a large residential area with the A3046 running through the middle of it and the A245 along its northern boundary. The A320 is also located to the south east of the area. Horsell Common is located within the green belt to the north of the Character Area and Woodham Common to the east and south.

Description and history

- 5.97 This part of Horsell includes Kettlewell Hill and the Woodham Road parts of the wider Horsell area. These areas first came forward for development in the late 19th century and related to areas of farm land previously belonging to Horsell Grange, Pottercorner Farm and Castle House. Land at Horsell Rise and the Ridgeway also came forward for development in the early 20th following the sale of land acquired by a local Reverend. The properties were generally large detached properties in woodland settings, much like areas such as Hook Heath and Hockering. Developments of slightly smaller properties continues into the 1930s, including Kettlewell Close and Common Close.

Distinctive Features

- Horsell Area of Special Residential Character.
- Horsell Grange Grade II Listed building.
- Locally Listed buildings including Horsell Lodge.
- Horsell Common Special Protection Area.

Typologies present

- 5.98 A large Arcadian residential area to the north of Woking, set out with a sinuous layout. There is also post war and modern in fill housing, the majority of which are large detached properties designed with a strong Arcadian style. There are also some Victorian properties, which have been incorporated into the framework of the character area.

Built Form Characteristics

- 5.99 The grain and layout of the housing within this character area has a sinuous layout with long distributor roads and smaller cul-de-sacs and crescents feeding off.
- 5.100 The majority of the properties are either large detached or semi-detached houses built on large plots. They are generally constructed of buff and red brick, with sections of the façade covered in hung tiles. In relation to the roofs, they are predominantly steeply pitched and constructed of dark tiles. The upper floors frequently have dormer windows and wooden featured gable ends. A good proportion of the houses have porches, which are generally constructed in timber.
- 5.101 The properties are designed as individuals but with consistent features, which reflect the arts and crafts movement. Post-War and the modern housing have been designed in an Arcadian style, adopting the arts and crafts features, which creating a consistent character throughout the character area.



Figure 17: Horsell in 1936

Streetscape and Spaces

- 5.102 Horsell is a quiet residential area with limited street furniture. The roads are the dominant feature of the streetscape within this character area. They have footpaths either side, followed by planting strips adjacent to the substantial front gardens.
- 5.103 Parking has been designed within the plot of the houses, which are characterised by large front gardens with dense, mature planting strips separating the properties from the road. Alternatively front gardens have been converted to provide adequate space for parking.
- 5.104 The main distributor roads are sinuous with intermittent tree planted verges. Feeder roads with further residential properties lead off the main routes in cul-de-sacs and crescents. The

relationship between properties and the street is clear, with the vast majority of properties being face on to the road, with defined boundaries, generally created by hedgerows.

Greenspace and vegetation

- 5.105 The landform within this character area is mainly flat and has limited influence on the layout of Horsell. There is very limited open green space within the character area, however it does back onto Horsell Common, which provides large areas of woodland and open spaces. The properties also benefit from having large private gardens.
- 5.106 Street trees are intermittent within the area and are generally found in verges and private gardens. Species present include Pine, Oak and Silver Birch. The front gardens contain a combination of strong structured formal hedgerow, informal shrub planting and tree groups. Species include Laurel, Privet and many feature garden shrubs.

Perceptual Factors

- 5.107 There are no obvious landmarks within this area. The boundary to the character area, includes the alternative character area of Horsell to the west and Horsell Common to the north, east and south.
- 5.108 The character areas legibility is reduced by the number of cul-de-sacs, however Woodham Road provides permeability. The properties and streetscape are well maintained.

Opportunities and Issues

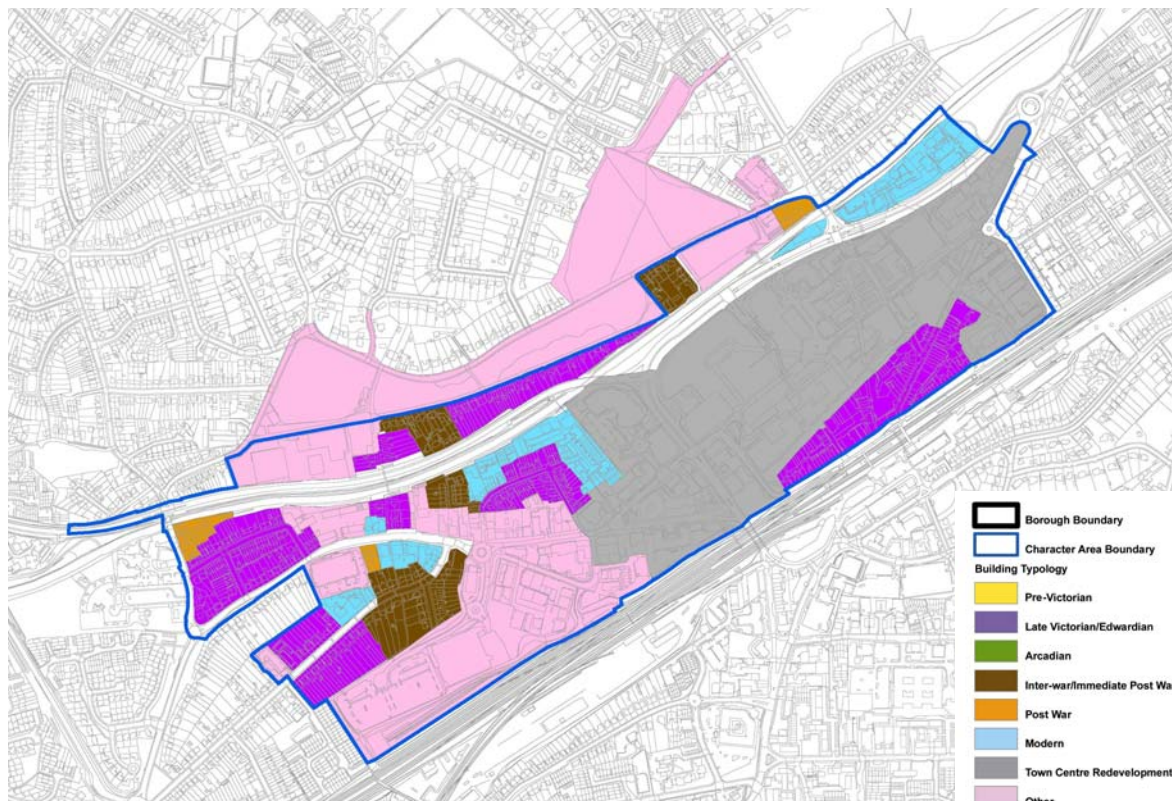
The negative aspect of the character area is that it lacks legibility due to the number of cul-de-sacs.

In contrast it has many positive features such as good access to open space.

Attractive, set back, large, well maintained properties and unity due to the modern developments maintaining the arts and crafts character of Horsell.

Character Area 10. Woking Town Centre

Location and extents



- 5.109 Woking town centre is situated at the centre of the Borough. The A324 and A320 run through the northern part of the area, as does the Basingstoke Canal, with the A320 continuing through the middle of the area. The London to Southampton and to Portsmouth railway lines form the southern boundary of this Character Area, although the train station is located within the adjacent Woking Town Centre South and Mount Hermon Character Area.

Description and history

- 5.110 Woking Town Centre was not the original centre of Woking, this is now called Old Woking. The building of Woking train station created the location for the new centre, although the London Necropolis Company, which owned the town centre land as part of its large landholding, released much of the land around the station for housing. This led the commercial centre to develop to the north of the railway line, with a less than satisfactory entrance to the station. The new centre was laid out on a loose grid, with existing roads such as Chertsey Road incorporated awkwardly into the design. Large areas of residential development also formed part of what is the town centre today, although by the 1930s the piecemeal and rapid approach to development had resulted in a substandard centre that was no longer fit for purpose. By the 1960s new plans had been drawn up in line with the best practice of the time, including segregating pedestrians and vehicles, as well as expanding retail and office facilities. Large scale demolition began in 1968 and subsequent iterations of the town centre design resulted in the introduction of much bigger units and high rise developments, many of which are still present today.

Distinctive Features

The town square and surrounding pedestrianised shopping area.
The Peacocks Centre.

Sculptures such as 'The Woking Martian' on Cobham Road, the gates on East Church Street, 'Romp Badgers' and fountain outside the Civic Offices/New Victoria Theatre and the aeroplane on Chobham Road.

New developments such as the Cap Gemini building on Victoria Way.

Typologies present

- 5.111 Much of this Character Area comprises Town Centre Redevelopment. It is the commercial and retail centre of the Borough. Some of the original Late Victorian/Edwardian housing and shops have also been retained or converted to modern uses. There are also several areas of modern development, many of which are mixed use.

Built Form Characteristics

- 5.112 The retail centre of Woking consists of large scale buildings that are very different to other parts of the Borough, with the exception of some industrial areas. Where original Victorian buildings were removed they have been replaced by monolithic buildings in a variety of colours and materials, including light and dark brown brickwork, concrete and coloured cladding. These buildings are generally 5-6 storeys in height but some are over ten storeys. Several have roofs with an oriental influence. Modern buildings such as The Lightbox also feature timber cladding.
- 5.113 Outside the retail centre some of the original Late Victorian/Edwardian properties have been retained whilst other areas have undergone ongoing redevelopment. The retained properties are generally red brick with lots of detailing built into the brickwork, such as contrasting coloured arches, or added through decorative woodwork. Some feature properties on corners or in focal locations also have towers built into their corners that extend above the eaves of the building.

Streetscape and Spaces

- 5.114 The central area of the town centre is pedestrianised and paved with pale coloured slabs with contrasting patterns. There are some street trees within this area, as well as raised planters and other planting beds in the vicinity of the Civic buildings. Elsewhere roads are the dominant element of the streetscene with varying widths of footpaths along them and cycle lanes in some locations. Roads are generally black tarmac, although there are some areas of blockwork close to the main shopping area.
- 5.115 Parking is generally within large scale car parks, although residential properties often have parking bays or small scale parking courts associated with them. There are also some parking bays within the main shopping area for deliveries and off-peak parking.



Figure 18: Art in Woking Town Centre

Greenspace and vegetation

- 5.116 There is limited open space within the town centre. The main town square is an urban paved open space and there is some more natural open space along the Basingstoke Canal. There are street trees within the centre, along key streets and within the main square. Species include London Plane and ash. There is also formal shrub planting in the main shopping area.

Perceptual Factors

- 5.117 Woking town centre has undergone much redevelopment over the years. The current buildings bear little resemblance to the buildings previously present but do create a sense of enclosure, particularly in the main square. There is also little visual unity within the town centre due to the different ages of development and varied building materials. The railway to the south and the Canal and A320/A324 to the north create very distinct boundaries to the northern part of the town centre. These also create linear views along the edges of the area.
- 5.118 There is good permeability through the town centre, particularly for pedestrians. Some of the large buildings and artworks act as landmarks to aid navigation through the centre, but legibility can be difficult.

Opportunities and Issues

The Basingstoke Canal corridor is an important resource that should be promoted more and linked into the town centre better.

Pedestrianised areas and associated artworks are a positive feature.

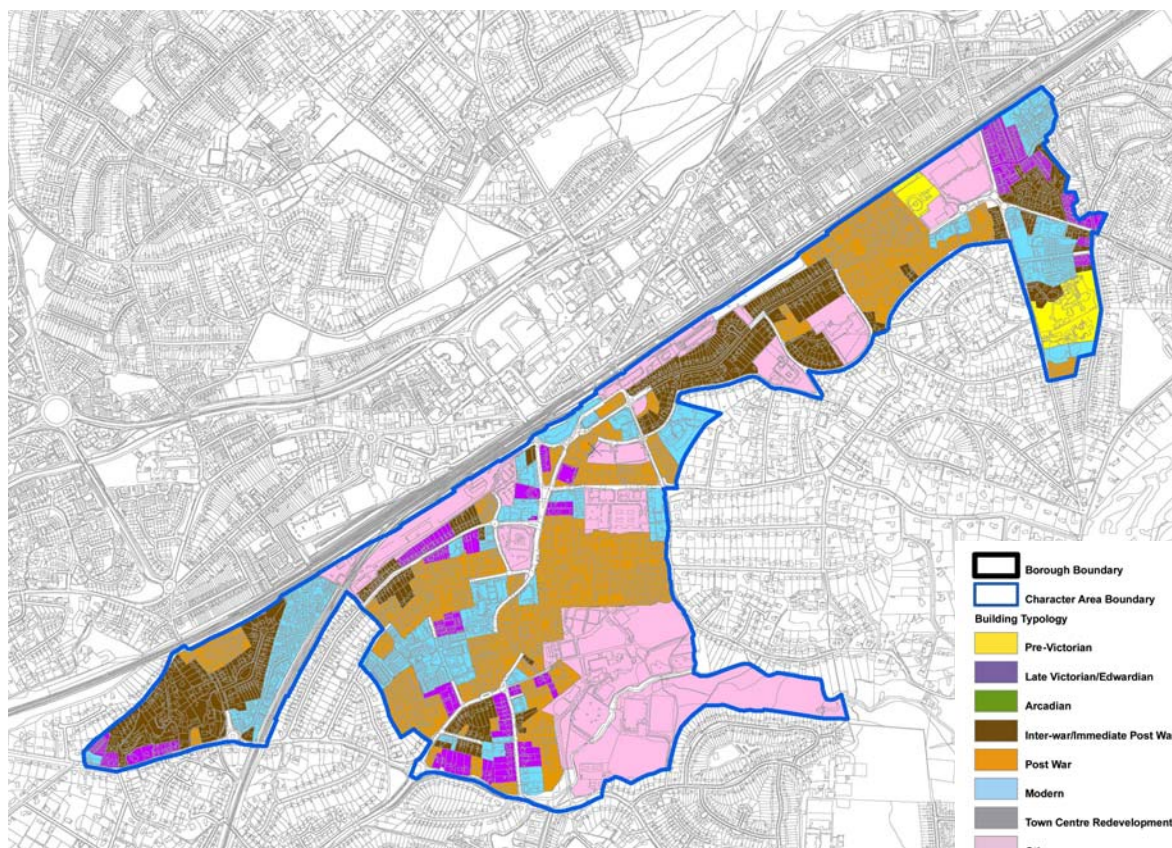
Large scale buildings dominate the centre, some of which do not interact well with users of the centre.

An extension to the Peacocks Centre is currently being built, which is affecting Town Square.

Look for opportunities to increase tree cover within the town centre.

Character Area 11. Woking Town Centre South and Mount Hermon

Location and extents



- 5.119 This southern part of the town centre is located to the south of the London to Southampton and to Portsmouth railway lines. The train station is located within this area, but the main shopping centre is located within the adjacent Woking Town Centre Character Area. The A320 runs through the western part of the area and the A247 forms part of the southern boundary.

Description and history

- 5.120 As with the main town centre area, the southern part of the town centre developed around the train station. The layout of the area around the station was designed by the London Necropolis Company's architect, based on radial roads and concentric rings. Whilst much of the development was originally residential, redevelopment to the north of the railway also extended to the south. This introduced more commercial and retail development and this area is still subject to redevelopment today.
- 5.121 To the west of the southern part of the town centre is Mount Hermon. Originally developed from the mid 1880s, the area was designed to make attractive use of the terrain. Large houses were built to attract 'city gentlemen' who had plenty of money but not necessarily the social standing to go with it. By the 1950s, these houses were becoming too large for easy maintenance and were either being redeveloped with larger numbers of smaller houses or subdivided. In 1962 70 acres of land in Mount Hermon was rezoned as the Mount Hermon High Density Area, with a further 55 acres added in 1966. This area was redeveloped with flats of the 'Span' type, as championed by the architect Eric Lyons, creating long low blocks of flats around lawns and courts.

Distinctive Features

Woking Park, including Pool in the Park.

Woking Train Station.

The Shah Jahan Mosque – Britain’s first purpose built mosque and a Grade II* Listed building.
Other Locally Listed buildings such as Woking Police Station and The Sovereigns Public House.
The former Convent of St Peter.
New developments such as Centrium on Victoria Road and The Exchange on Station Approach.

Typologies present

- 5.122 There are many ‘Other’ land uses within this Character Area, including the train station and other land associated with the railway, retail, commercial and Woking Park. Of the remaining properties, limited amounts of Late Victorian/Edwardian and Inter-war/immediate post war development have been retained. There has been much Post War redevelopment and there is now a lot of Modern infill and redevelopment occurring.

Built Form Characteristics

- 5.123 This area is extremely varied in its built form. Very little of the original Victorian and Edwardian development has survived and much redevelopment has occurred. This includes the high density redevelopment of Mount Hermon and Modern redevelopment areas such as Centrium and The Exchange. The retained Late Victorian/Edwardian properties are similar to other properties of this age within Woking Borough, being red or buff brick with clay tile roofs and lots of detailing. Some are also painted or rendered white or cream.
- 5.124 The high density developments are generally blocks of flats or short terraces, including a ten storey block of flats. High density buildings are generally constructed of brick, which are usually buff or brown coloured, and blocks of flats usually have flat roofs. Those properties with ridged roofs are usually concrete tiled.
- 5.125 Modern developments within this area are also varied. Some use elements such as timber cladding, render and coloured panels to add variety to the buildings and street scene. These are usually taller town centre developments and often mixed use, with retail/food outlets on ground floors and residential above. Elsewhere, mainly residential Modern developments are generally brick of varying colours. These are often three-four storeys and have pitched roofs. Many of these new developments pick up detailing from existing properties, particularly Late Victorian/Edwardian houses, such as contrasting brick soldier arches over windows and decorative barge boards.



Figure 19: Victorian buildings and new development on Guildford Road

Streetscape and Spaces

- 5.126 In the more central areas of Woking Town Centre South and Mount Hermon roads dominate the streetscape with footpaths along either side. In these areas parking is generally communal, either underneath buildings or in designated car parks. Further from the centre, in more residential areas, roads still form a major element of the streetscape and footpaths are not always present. Some roads have verges and these vary in width. These areas either have on street parking or parking within the house plot, whether designed or gardens converted at a later date.
- 5.127 In areas of Post War redevelopment roads are less dominant with communal open spaces around blocks of flats and communal parking areas/garage blocks slightly removed from the buildings. In these areas, the buildings relate less to the road structure.

Greenspace and vegetation

- 5.128 This area includes Woking Park, which is major recreational and open space facility. It includes sports pitches, play areas and the 'Pool in the Park', as well as woodland areas. Most other open space in the area is incidental and informal, particularly in the high density residential areas.
- 5.129 Street trees are present in some locations, particularly in parts of the town centre and in the Inter-war/immediate post war areas. These include cherries, London Plane and birch. Elsewhere, tree groups are located within grassland areas around high density developments and individual trees and tree belts are located within front and rear gardens, including species such as pine, birch and more ornamental garden species.

Perceptual Factors

- 5.130 There is a great deal of ongoing change and redevelopment within this area. This has created a very mixed area with limited visual unity. The railway line forms a distinct boundary to the north of the area. Most other boundaries are marked by distinct changes in the form and type of housing layout. Within the centre of the area, around Woking station, the tall buildings create a sense of enclosure. Elsewhere, blocks of flats or tall tree belts can also create a sense of enclosure.
- 5.131 The road layout around Woking station focuses views towards it. Other linear road alignments also create vistas, although few of these have a focal point at the end. The openness of Woking Park also allows views across it and towards the taller buildings in this area. The road layout, radiating out from the station, aids legibility within the area but there are limited locations to cross the railway line into the northern part of Woking.

Opportunities and Issues

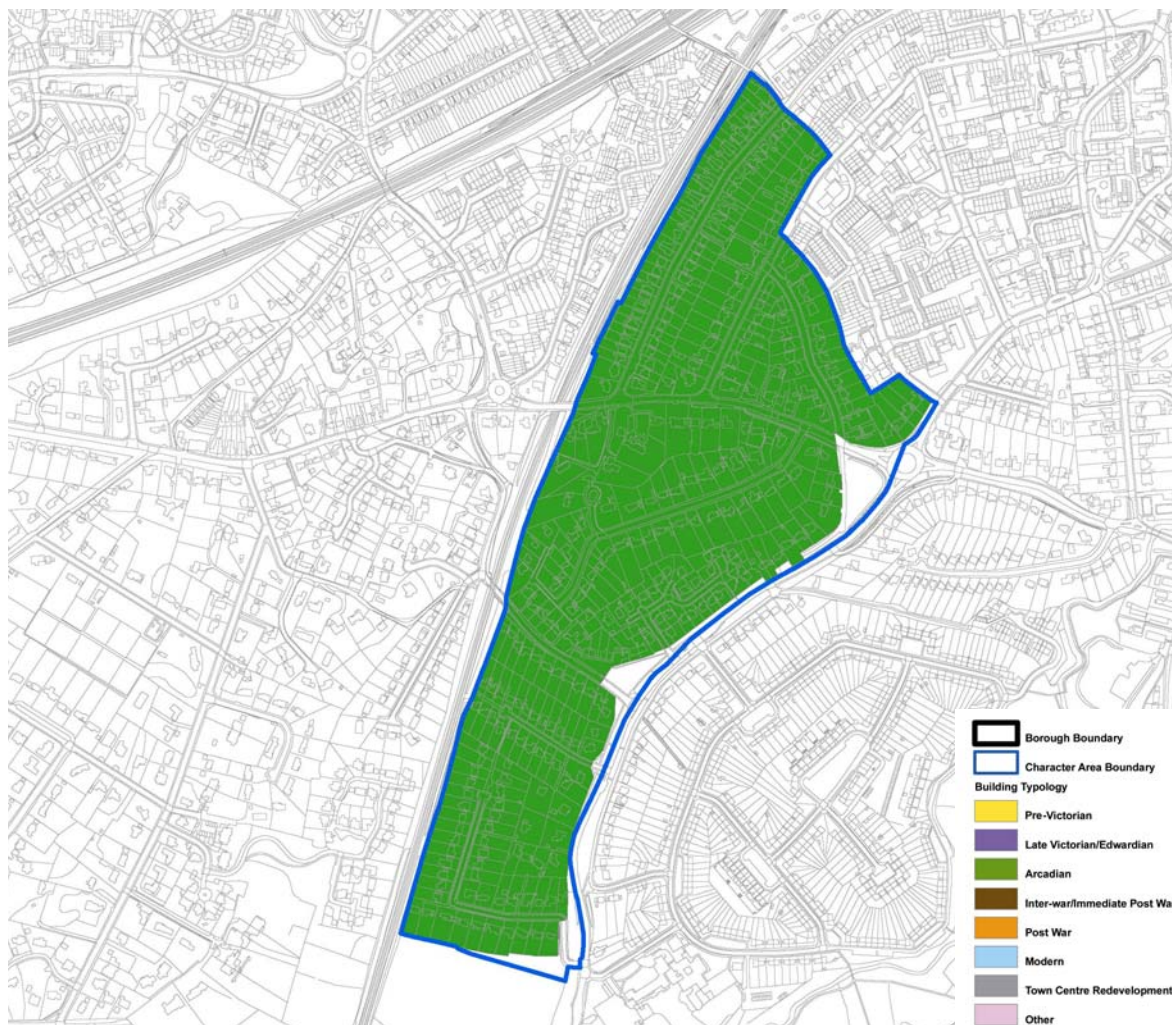
Much of the original Victorian/Edwardian housing has been lost and remaining good examples should be retained.

Formal and informal open spaces should be retained.

Opportunities to improve links with the northern part of Woking should be explored.

Character Area 12. Hook Heath East

Location and extents



- 5.132 Hook Heath is located to the south west of Woking town centre. The western boundary abuts the London to Portsmouth railway line and much of the eastern boundary of the Character Area is formed by the A320. The southern boundary is formed by the green belt. This Character Area is an extension of Character Area 7, Hook Heath.

Description and history

- 5.133 This character area is partly a remnant of the type of housing that was originally prevalent in Mount Hermon and partly a continuation of Hook Heath to the east of the Woking to Guildford branch line. The form of the development is not as spacious as Hook Heath, with higher densities and more regular layouts. The York Estate was laid out in 1893 to commemorate the marriage of the Duke and Duchess of York, later King George V and Queen Mary. Its proximity to the railway led to a lower class of development than some parts of Woking. However there are many examples of Victorian/Edwardian buildings remaining in this area.

Distinctive Features

Mount Hermon Conservation Area forms the northern part of the Character Area and includes the Grade II Listed St Mary of Bethany Church.

Much of the area forms part of the Hook Heath Area of Special Residential Character.

Typologies present

- 5.134 Hook Heath East is a small Arcadian residential area to the south of the railway. There is also post war in fill housing, which are designed with a strong Arcadian style.

Built Form Characteristics

- 5.135 The grain and layout of the housing within this character area is based around long straight residential roads, with smaller cul-de-sacs branching off.
- 5.136 The majority of the properties are either detached bungalows or semi-detached houses built on moderate plots. They are generally constructed of buff and red brick. In relation to the roofs, they are predominantly steeply pitched and constructed of dark tiles. The upper floors frequently have dormer windows and wooden cladding on the gable ends. A good proportion of the houses have leaded windows and further feature windows, such as porthole and eyebrow windows.
- 5.137 The properties are designed from several framework styles with consistent features, which reference the arts and crafts movement. Post-War and modern housing have been designed in an Arcadian style, adopting the arts and crafts features, which creates a consistent character throughout Hook Heath East.

Streetscape and Spaces

- 5.138 Hook Heath East is a quiet residential area with limited street furniture. The roads are the dominant feature of the streetscape within this character area. They have grass verges and footpaths either side, followed by substantial front gardens.
- 5.139 Parking is generally on the street or in front gardens that have been converted to accommodate parking spaces.
- 5.140 The main roads are narrow and straight yet the houses are set back giving the residential areas an open character. Feeder roads with further residential properties lead off the main routes in cul-de-sacs and crescents. The relationship between properties and the street is clear, with the vast majority of properties being face on to the road, with defined boundaries, generally created by low walls with hedgerows and shrubs planted behind.

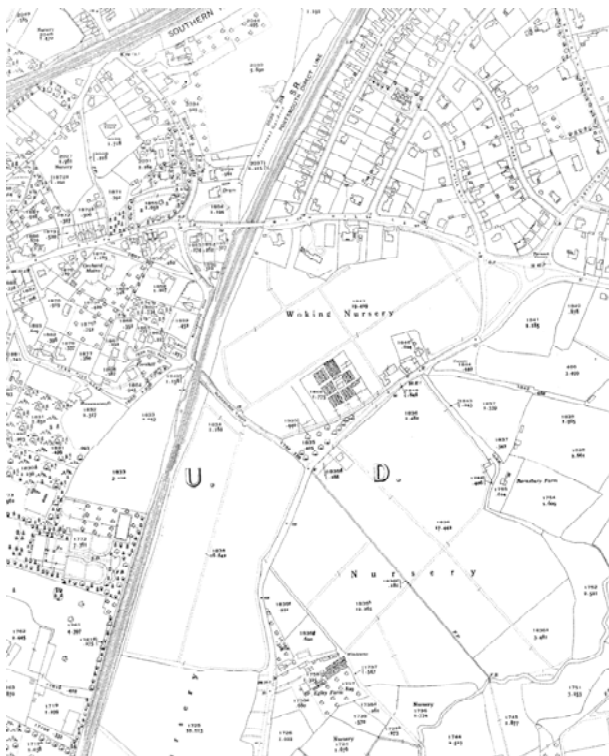


Figure 20: Hook Heath East in 1936

Greenspace and vegetation

- 5.141 The landform within this character area is gently undulating but has limited influence on the layout of Hook Heath East. There is no open green space within the character area, however properties do have gardens.
- 5.142 Street trees are intermittent within the area and are generally found in front gardens. Species present include Pine, Silver Birch and ornamental garden species such as Acers and Amelanchiers. The majority of front gardens contain informal shrub planting and small tree groups. Species include Rose, Choisya, Ivy, Lavender, Wisteria, Cherry, Privet and many other feature garden shrubs.

Perceptual Factors

- 5.143 There are no obvious landmarks within this area. The boundary to the character area includes the Railway to the west, the town centre to the north, Egley Road to the east and green belt fields to the south.
- 5.144 The character areas is legible as most roads feed off Egley Road. However the areas permeability is reduced by the number of cul-de-sacs and the limit of only two crossing points over the railway line to the west. The properties and streetscape are well maintained.

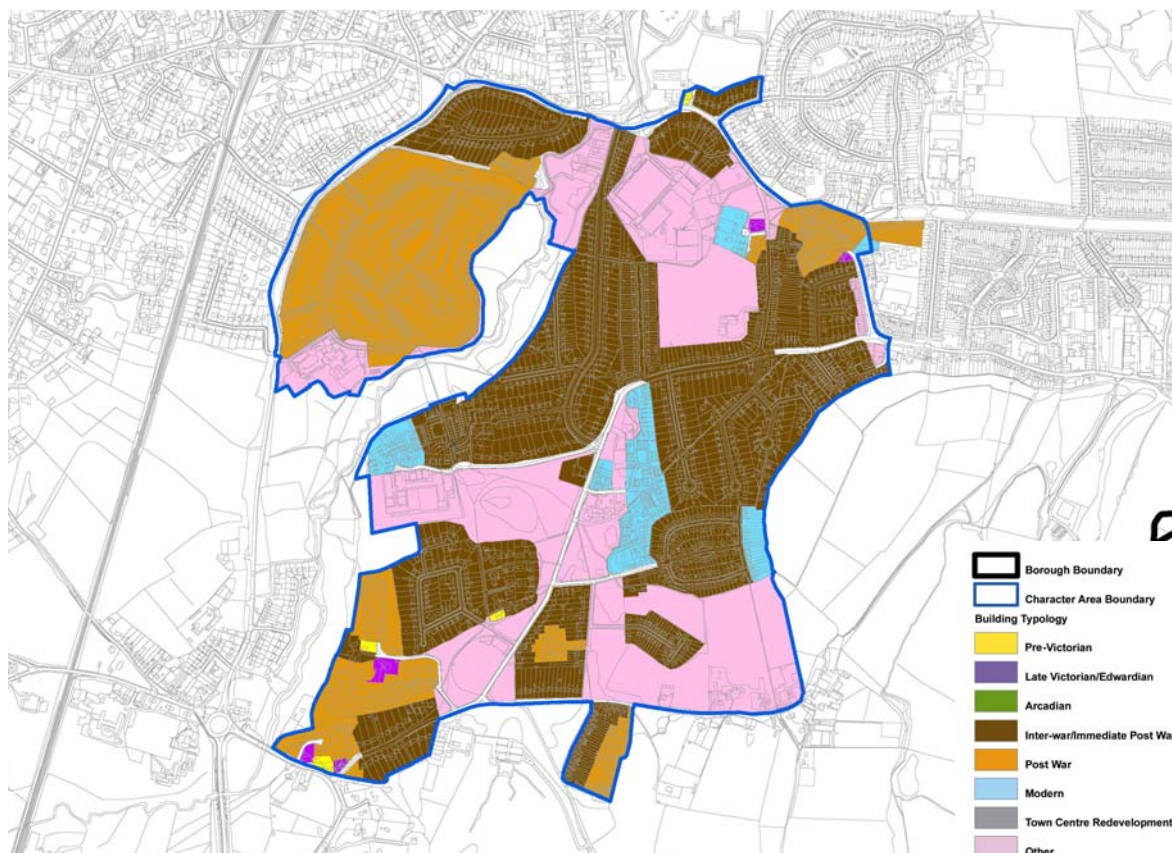
Opportunities and Issues

A negative feature of the character area is the substantial number of cul-de-sacs, which reduce its permeability.

In terms of positive features, Hook Heath East is a well maintained housing area, with a consistent style that creates unity throughout the character area and properties with large front gardens, which in turn creates an open relaxed environment.

Character Area 13. Westfield

Location and extents



- 5.145 Westfield is located to the south of Woking town centre. The green belt surrounds the area on three sides, with the A320 and A247 creating the northern boundary. The B380 and the B381 run through the centre of this Character Area. Westfield Common is located to the south of the built up area.

Description and history

- 5.146 Westfield, and Kingfield to the north of it, originated from small hamlets around a Green and a Common to the west of Old Woking. Westfield Common survives as open accessible land today and Kingfield Green is reduced in size but still has a pond. The land in this area was not purchased by the London Necropolis Company and remained undeveloped for much longer than other areas that were owned by the Company or were closer to the station. Kingfield started to grow in a piecemeal fashion as small farms were sold for development from 1890 onwards. This led to a variety of different house types and sizes. Westfield was one of the four main post-war council estates developed by Woking Council. This development began in the 1930s and continued in the 50s and 60s.

Distinctive Features

Westfield Common.

Kingfield Green.

The Old Cricketers and The Old Oak Cottage Grade II Listed buildings.

Locally Listed buildings, including St Mark's Church and Kingfield Cottage.

Woking Football Club's Kingfield Stadium.

Typologies present

- 5.147 Much of Westfield is Inter-war/immediate post war development with some Post War development. Other types of development include Woking Football Club, schools and community facilities. There has been some modern infill and redevelopment and a small number of older Pre Victorian and Late Victorian/Edwardian properties have been retained.

Built Form Characteristics

- 5.148 The area is primarily residential and consists of two storey detached and semi-detached properties with some short terraces of Modern infill development. There are also a large number of bungalows within the development. Brickwork is usually red or dark brown, with many properties having red/brown hung tiles or panels of white/cream render. Two storey houses usually have hipped roofs with red clay tiles or dark brown concrete tiles. Some properties also have two storey canted bay windows with pitched roofs. Bungalows have often had living space created in their lofts, some through the addition of roof dormers and some through more substantial creation of a partial first floor.
- 5.149 Post War and Modern developments within Westfield are usually buff or red/brown brick. They are generally of a similar design, being two storeys with shallow pitched roofs. Much of the upper storey has painted render and there are usually inset panels of hung tiles or painted wood. Occasionally houses of this period are plain brick with very little detailing.

Streetscape and Spaces

- 5.150 Most roads within the Westfield area are relatively linear with some gentle curves. Although there are distributor/through roads within Westfield, many houses are situated on long cul-de-sacs. Most of the roads have small areas of grass verge and footpaths on both sides of the road. Small to medium front gardens also contribute to the street scene, with low brick walls or hedges acting as the boundary between the street and the front gardens. In the Post War development areas, front gardens generally have an open boundary and where verges are present these are often wider than elsewhere in the Character Area. Properties generally front onto the adjacent road, except occasionally in some of the Modern infill areas.

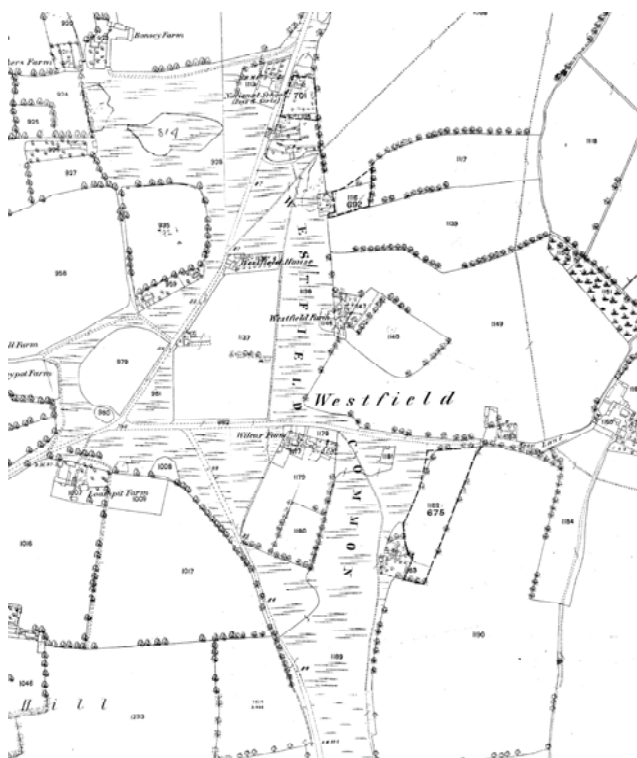


Figure 21: Westfield in 1870-71

Greenspace and vegetation

- 5.151 There are large areas of open space and woodland within and close to Westfield. These include Westfield Common to the south, Kingfield Green to the north and open land associated with the Hoe Stream to the west, as well as sports pitches and horse paddocks. There are street trees along many of the roads, particularly those in Inter-war/immediate post war areas. Species include lime, cherry, cherry plum and mountain ash. Larger growing species in woodland areas include oak and birch. There are also hedgerows in some locations. Front gardens also contribute to the greenspace in Westfield, with some being of a moderate size, although some have been converted for parking.

Perceptual Factors

- 5.152 Woking Town Football Club forms a landmark in this area. The boundaries of Westfield are relatively defined to the east, south and west as they form the edge of the urban area, with open countryside beyond. This also allows views towards Westfield from the surrounding countryside.
- 5.153 The B380 acts as a spine road through the centre of Westfield, with most other routes branching off it. This aids legibility of the area but permeability is reduced by the amount of cul-de-sacs. There are pedestrian links between some cul-de-sacs, but many are not linked in any way. Many of the roads have a high level of visual unity, often to the extent of repetition.

Opportunities and Issues

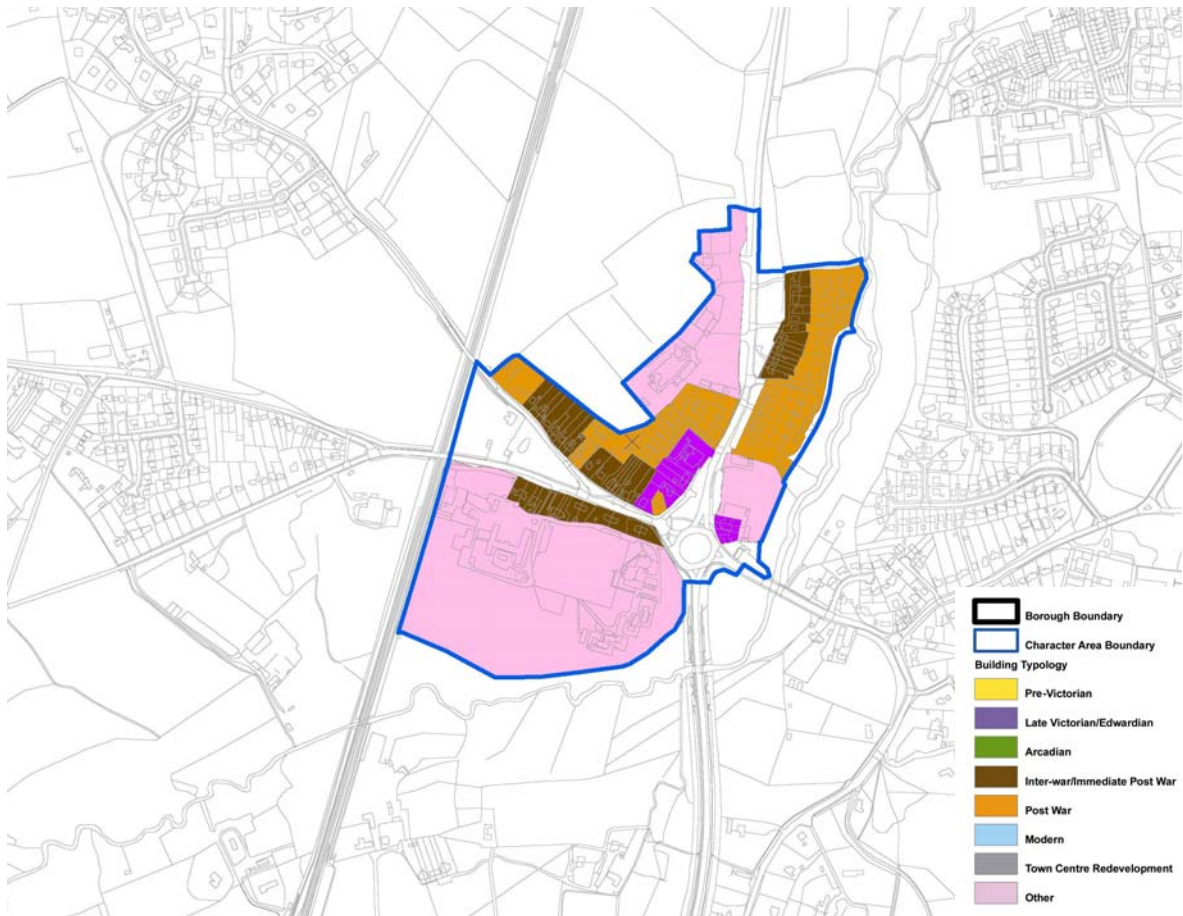
Access and links into Westfield Common, Kingfield Green and the Hoe Stream corridor should be retained and enhanced.

Street trees may need replacement soon and this should be given consideration as part of a tree planting strategy.

Lack of community facilities/shops in the main Westfield area, although there are more facilities within Kingfield.

Character Area 14. Mayford Village

Location and extents



- 5.154 Mayford village is located within the green belt to the south of Woking and to the west of Westfield. The A320 runs through the centre of the village and meets the B380 at a roundabout. The London to Portsmouth railway line is located to the west of the village.

Description and history

- 5.155 Mayford village had a population of 89 residents in the early 18th century. Original properties within the village are focused around the junction of Egley Road, Guildford Road and Smart's Heath Road. There has been small scale expansion of the village with small cul-de-sacs of development off Egley Road, to the north of the original village. This development largely occurred in the later 20th century. The designation of Surrey green belt around Woking in 1958 ensured that development did not extend from the main built-up area to Mayford. Mayford Village is now designated in the Local Plan as an infill only village within the green belt.

Distinctive Features

The village core including the Bird in Hand Public House, surrounding houses and an area of open space.

Mayford Meadows to the east of the village, which is a Local Nature Reserve.

The corridor of the Hoe Stream to the east of the village.

Garden centres in the north west of the village.

The Mayford Centre, Freemantle's School and Ruth House residential unit.

Typologies present

- 5.156 The village consists of a core area of older buildings that has been expanded along the main roads in the Inter-war/immediate post war period. There has subsequently been Post War infill development and there are other land uses such as schools, garden centres, garages and office/workspace developments.

Built Form Characteristics

- 5.157 Properties within the core of Mayford village front on to the Egley Road and Guildford Road, the main routes through the village. These houses are generally red brick, with some painted render and a red/brown clay tile or grey slate roofs. Some properties also have exposed timber frames. Some roofs are hipped, whilst others have a single ridge. In general, however, these properties are two storeys and have detailing such as decorative wooden bargeboards and contrasting brickwork patterns.
- 5.158 Behind these frontage properties are infill developments, along cul-de-sacs, of a very different style of building. These generally Post War buildings are usually red or buff brick and either two storey detached houses or detached/semi-detached bungalows. Houses are a mixture of plain brickwork buildings with rendered panels and wooden infill panels or mock Tudor properties with imitation wooden beams and render to the upper storey. Bungalows also vary, some having plain brickwork with hung tiles on gable ends, whilst others are entirely rendered or pebble dashed. Occasional bungalows have undergone loft conversions, with Velux windows present in the roof or small dormer windows.



Figure 22: Large post war properties on Drakes Way

Streetscape and Spaces

- 5.159 The main roads through the village dominate the street scene in the core of the village, with the roundabout at the centre of the village very prominent. Along the main road there are grass verges and footpaths to parts of the road, as well as a layby/cul-de-sac formed by part of an old alignment of the Egley Road. There are also areas of planting in this vicinity. Parking is generally on road or within parking laybys. Front gardens are small to medium in size, with low hedges or brick walls forming boundaries, although these have been removed in some locations to allow on plot parking.
- 5.160 In relation to the infill development behind the frontage properties, roads are narrower and have no verges. Footpaths are usually still present but may occur only on one side of the road. Front

gardens vary in size, with some having low brick walls as boundaries and others have no boundary at all. Parking in these areas varies from on street parking to converted gardens and designed on plot garages or parking spaces.

Greenspace and vegetation

- 5.161 There is an area of informal open space between the old and new alignments of Egley Road and another, Mayford Green, between Hook Hill Lane and Smart's Heath Road. Both of these are mown grass areas with specimen trees, including limes and conifers, with Mayford Green also including a village pond. The roundabout at the junction of Egley Road and Guildford Road is also a mown grass area with specimen trees and shrubs. There are also several other small incidental areas of grass with trees and shrubs in the village. Street trees are not a significant feature of the village, although there are trees present in open spaces, gardens and around the fringes of the village. These include species such as oak, maple, pine and ornamental garden varieties.

Perceptual Factors

- 5.162 The boundaries of this Character Area are the boundaries of the village's built development. It is surrounded by open countryside and woodland. The village as a whole is generally relatively open, due partly to the width of the main roads. The infill cul-de-sacs feel slightly more enclosed by vegetation and built form. The main roads encourage travel through the village, but the infill developments are more hidden away and less permeable.

Opportunities and Issues

The main roads encourage travel through the village and can be subject to congestion.

Mature trees define the setting of the village.

Open spaces are relatively simple and could be more interesting, but are well connected with public footpaths.

Infill development is not in keeping with the original properties in the village.

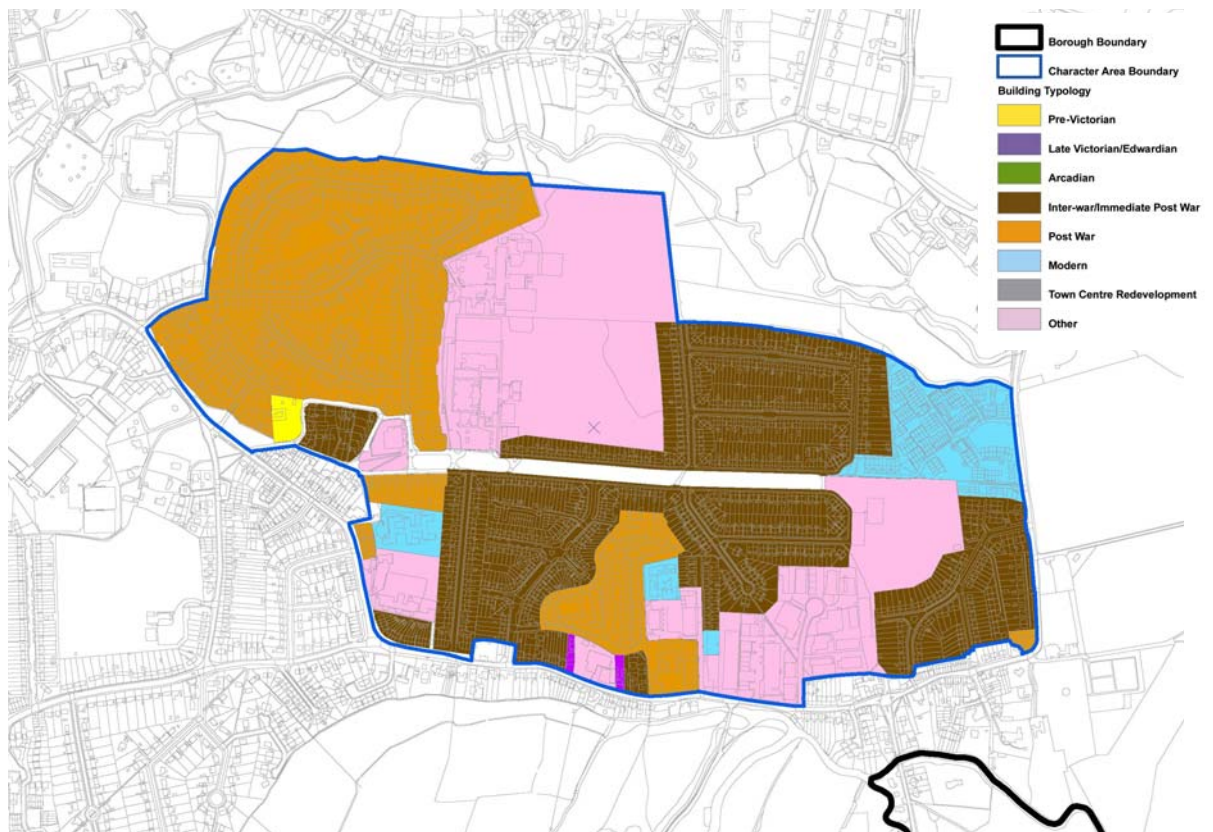
Lack of footpaths in some areas create safety issues.

Some parts of the village have problems with flooding.

There is a lack of community facilities within the village.

Character Area 15. Old Woking

Location and extents



- 5.163 Old Woking is located to the south east of Woking town centre. The historic village is within Character Area 16: Old Woking Village, whilst this Character Area comprises of the areas of expansion of the original village. The A247 is located to the south and west of the area and the B382 forms the eastern boundary. Open areas to the north east and south form part of the green belt and include the Hoe Stream to the north.

Description and history

- 5.164 Old Woking was the original Woking village. Character Area 16 is the historic core of the village. Old Woking grew significantly during the inter-war and post World War II period. It was a major area of council housing, which was a new feature of this period. The first council house in Woking Borough was occupied in the 1920s and located within Old Woking. Private development followed in the inter-war period as farms were sold off to house builders. These often created ribbon developments along new roads. The combined private and council developments within Old Woking saw the population more than double during the inter-war and post World War II period. More recent infill development has occurred within Old Woking, with commercial and industrial areas redeveloped as housing. This includes a large housing development in the north east of Old Woking that was originally the Hoebridge Works Factory, which was granted planning permission in 2006.

Distinctive Features

St Peter's Recreation Ground.

Linear open space along Rydens Way, originally reserved for a new dual carriageway.

Typologies present

- 5.165 The predominant typology within this area is Inter-war/immediate post war development. There is also a substantial area of Post War development and some areas of modern infill and redevelopment, such as the new housing in place of the Hoebridge Works Factory. There are also large areas of other development, including playing fields, schools, industry and retail.

Built Form Characteristics

- 5.166 Housing within the wider Old Woking area is generally red or brown brick and two storeys. The upper storey is often rendered or pebble dashed and painted in pale colours, although some properties have hung tiles instead. Properties are generally semi-detached or in short terraces of around four houses. Roofs are generally brown concrete tiles and pitched.
- 5.167 Some larger properties have two storey canted bay windows, with their own pitched roofs. The properties are often semi-detached and have hipped rather than pitched roofs. They also have decorative arches over recessed doorways. Other properties have fewer features, with doorways flush to the front of the property but sometimes having a small canopy porch.
- 5.168 In the industrial area around Manor Way, buildings are often constructed using materials such as concrete and steel. These buildings are of a bigger scale than the residential properties, although some redevelopment of the area for housing has taken place.

Streetscape and Spaces

- 5.169 Roads are generally quite wide with verges and footpath on both sides. Properties also have front gardens, often with boundaries marked by low brick walls or hedges. Parking was originally on street and still is in many locations. Some properties, however, have converted front gardens into parking provision. Roads are often cul-de-sacs off distributor roads, most of which are relatively straight. Houses generally front on to the road, with a distinct building line visible.
- 5.170 In the industrial/commercial areas, much more parking provision is present. These larger buildings are usually located within large, featureless car parks.



Figure 23: Old Woking in 1936

Greenspace and vegetation

- 5.171 St Peter's Recreation Ground provides a large open space within this area. There is also a strip of open space along Rydens Way, which was originally reserved for the creation of a dual carriageway. Both open spaces have a range of play equipment. There is little other open space provision within the Old Woking area, other than within some newer developments that have provided communal open space at the front of buildings with no vehicular access.
- 5.172 Street trees are often present within this Character Area. These are generally located within grass verges and consist of species such as lime and cherry. There is little other planting within public areas, although hedges as property boundaries do soften some streets. Front gardens are of a small to medium size, with some converted to parking. Rear gardens are usually generous but not visible from the street.

Perceptual Factors

- 5.173 Open countryside marks the eastern and northern boundaries of Old Woking. The different housing types of Old Woking village and Westfield mark the remaining boundaries. The area feels relatively open, particularly in comparison to Old Woking village. This is particularly so on Rydens Way where the linear open space along the centre of the road adds to the openness and also creates vistas along the road.
- 5.174 The area is relatively legible. The majority of the Character Area is also fairly permeable, although the presence of cul-de-sacs reduces vehicular permeability. There is a strong visual unity within the area, with buildings sharing similar characteristics but not all identical. However, the industrial buildings around Manor Way are less in keeping.

Opportunities and Issues

There are some large open spaces within Old Woking, although these could be made more varied.

Rydens Way in particular could be improved by adding variety to the open space and addressing parking issues.

The industrial areas are a negative feature of the area and measures to improve/soften these areas should be taken where possible.

The presence of street trees softens residential areas.

Character Area 16. Old Woking Village

Location and extents



- 5.175 Old Woking village is located to the south east of Woking town centre. The wider Old Woking area is covered by Character Area 15: Old Woking, and this area covers the historic core of the village. The A247 is the High Street of the village and the B382 also passes through the village. The River Wey forms the southern boundary of the area and the village abuts the green belt to the east and south west.

Description and history

- 5.176 Old Woking was the original Woking village, which pre-dated the arrival of the railway. The village has medieval origins and is centred around St Peter's Church on Church Street. It has historically had links to Woking Manor/Palace, which was a property frequently used by Henry VIII and is now a Scheduled Monument. The village was formerly classed as small market town, with several of the houses and much of the street pattern remaining from this time, which then expanded as a ribbon development along the High Street. The village also has a strong relationship with the River Wey to its south and east. Some redevelopment of the Village occurred in the early 20th century and the arrival of the railway saw Woking move away from the old village and develop around the station. Character Area 15 forms a later expansion of Old Woking Village.

Distinctive Features

Old Woking Village Conservation Area.

St Peter's Church (Grade I Listed).

The Grange at the end of the High Street (Grade II Listed).

The Old Manor House on the High Street (Grade II* Listed).

Many other Listed and Locally Listed buildings along the High Street and Church Street.

Typologies present

- 5.177 The buildings along the High Street and Church Street vary in age. There are several older Pre Victorian properties, many Late Victorian/Edwardian properties and other residential properties of all the remaining time periods.

Built Form Characteristics

- 5.178 Old Woking village predominantly consists of two different types of properties. These are two storey terraced, detached and semi-detached properties along the High Street, some residential and some retail, and two to three storey detached/semi-detached properties set behind the main road and around the church. Although these vary in age, they share similar characteristics.
- 5.179 The properties around the church are generally wooden framed buildings with red brick infill, often with some of the brickwork rendered. Roofs are red clay tiled and single pitched, but without decorative ridge tiles. Windows are generally sash windows, although the woodwork could be painted white or black. Some properties have decorative wooden barge boards and stone quoining around doors, windows and at the corners of the building. Others have half dormer windows with upper storey rooms being partially in the roof space.
- 5.180 Along the High Street properties are also brick built, many of which are rendered and painted in a variety of colours. Roofs are red clay tiles or grey slate, occasionally with decorative ridge tiles and wooden barge boards. The oldest buildings generally have more interesting roofs, with dormer windows and/or off shoot roofs at right angles to the main roof. Few properties retain their original sash windows, with most having modern casement windows instead. Some properties, both Post War and Victorian/Pre-Victorian, have hung tile panels on their frontages.

Streetscape and Spaces

- 5.181 The High Street is a relatively narrow road with footpaths either side. There is not room for verges or front gardens; houses front directly on to the footpath. At junctions some houses are set at an angle to accommodate the junction. Some of the properties around the church have very small front gardens, whilst others front directly on to the road, which has a footpath on one side only. Parking is on street in this area, but on the High Street there is not room for parking.



Figure 24: Listed Buildings in Church Street (extract from Conservation Area Appraisal)

Greenspace and vegetation

- 5.182 There is open space associated with St Peter's Church and its churchyard, as well as some space along the River Wey to the south of the village. The lack of verges throughout most of the village restricts the presence of street trees. Species present around the church and river include willow, alder, ash, maple and cherry.

Perceptual Factors

- 5.183 St Peter's Church and The Grange form landmarks in the village. The linear nature of the High Street creates a vista along it, with the Grange forming a focal point when looking from the west. The High Street feels very enclosed due to its narrow width and the close proximity of the buildings. The area around the church feels more open in contrast. The village is well connected to the rest of the Borough, with the A247 providing access to the town centre and to the countryside beyond the village. This busy road does have an impact on the village, however, with high levels of traffic and associated noise.
- 5.184 Old Woking village has undergone a lot of change over the years, with buildings removed to improve road layouts and new buildings constructed at different times. The properties along the High Street vary considerably and there is also a marked contrast with the properties and land uses in Character Area 15. The condition of properties also varies noticeably.

Opportunities and Issues

A wide range of historic buildings.

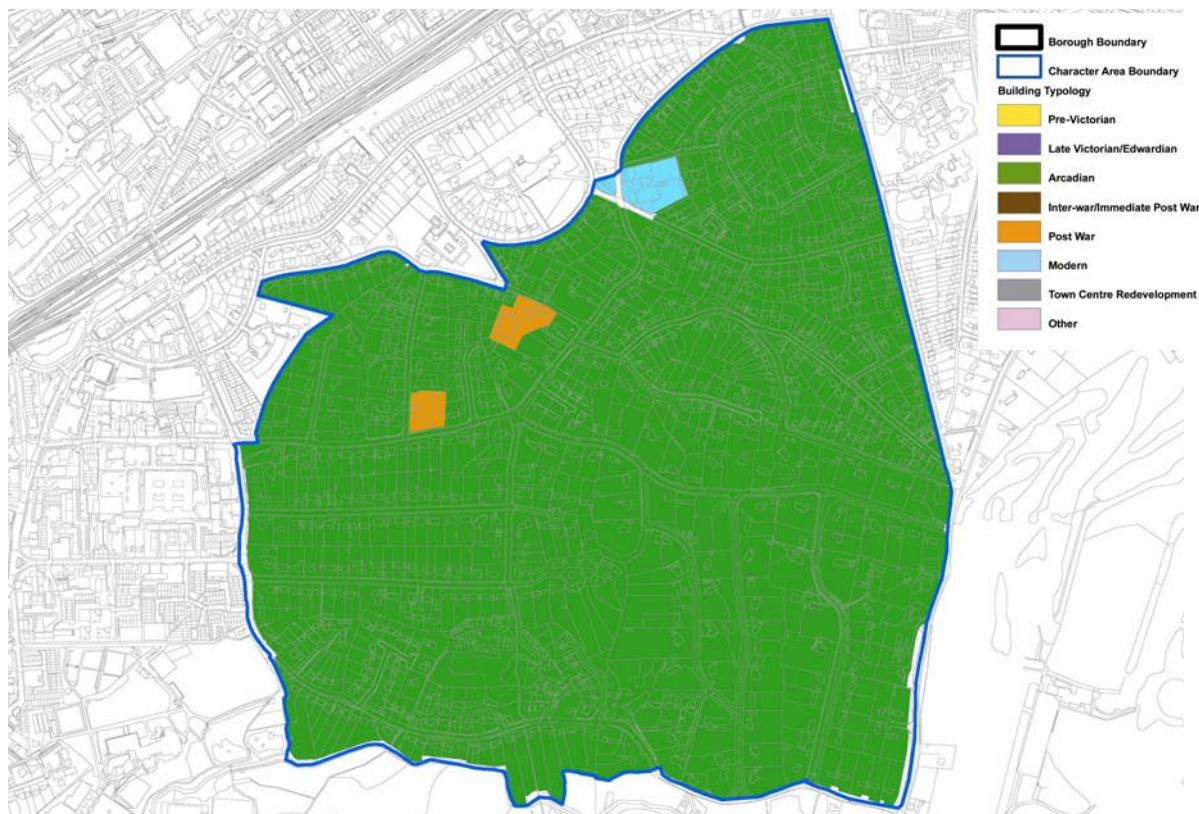
Grade I Listed St Peter's church is an important feature of the village.

The industrial area to the north of the village, within Character Area 15, has a negative influence on the village and opportunities to improve this relationship should be taken.

The busy High Street negatively affects the village and traffic calming measures may be appropriate.

Character Area 17. Hockering

Location and extents



- 5.185 The Hockering is located immediately to the south east of Woking town centre. There are no main roads through the area, with only the B382 running along part of the eastern boundary of the estate. The Character Area adjoins the green belt to the south and east, with Hoe Stream to the south and Hoebridge Golf Course to the east.

Description and history

- 5.186 The Hockering area dates from the inter-war period and is one of the earliest estates of this time. Individual plots of land were sold off along roads that had been built and lined with verges, trees and shrubs to create a secluded and private appearance. Each plot was individually designed by architects appointed by the purchasers of the plots. The core area of the Hockering, in the south east corner of the Character Area, was very low density, allowing very large detached properties to be built. In the remainder of the area, plot sizes are smaller but many similar characteristics were incorporated.

Distinctive Features

The Hockering Urban Area of Special Residential Character.

Ashwood Road/Heathside Road Conservation Area.

3 Ashwood Place, Ramwick Cottage, 46 Park Road and White Rose Farm House (Grade II Listed).

Several Locally Listed buildings.

Typologies present

- 5.187 Hockering is a large Arcadian residential area to the south of the railway, with small areas of post war and modern housing infill. The character area has a mixed layout with straight main roads, which contrast with the sinuous minor roads, where the majority of the housing infill has occurred.

- 5.188 The majority of the Post War and modern housing are large detached properties designed with a strong Arcadian style.

Built Form Characteristics

- 5.189 The grain and layout of the housing within this character area is mixed with straight main roads and sinuous minor roads.
- 5.190 The majority of the properties are two to two and a half storey detached houses built on large plots. They are generally constructed of buff and red brick, with sections of the façade rendered and some are clad in wood. In relation to the roofs, they are predominantly steeply pitched and constructed of dark tiles, many of the properties have large chimneys. The upper floors often have dormer windows. The windows are featured with leaded detail. Many of the properties are characterised with detailed porches, constructed generally in wood.

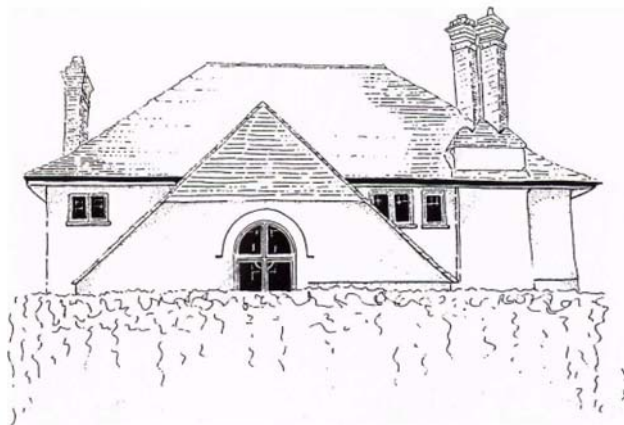


Figure 25: Example of Art Nouveau houses in the Hockering area (extract from Ashwood Road Conservation Area Appraisal)

Streetscape and Spaces

- 5.191 Roads are the dominant feature of the streetscape within this character area. They have footpaths either side, followed by front gardens.
- 5.192 Parking has been designed within the plot of the houses, which are characterised by large front gardens with dense, mature planting strips separating the properties from the road.
- 5.193 The main distributor roads are straight tree lined avenues, feeder roads with further residential properties lead off the main routes in cul-de-sacs and crescents. The relationship between properties and the street is clear, with the vast majority of properties being face on to the road, with defined boundaries.

Greenspace and vegetation

- 5.194 The landform within this character area is mainly flat, with some raised areas including 'The Ridge' and 'Lytton Road South.' There is very limited open green space however private gardens in general are large.
- 5.195 Street trees are intermittent within the area, generally planted in verges. Species present include Pine, Oak, Silver Birch, Horse Chestnut and Maple. The front gardens contain a combination of strong structured formal hedgerows and informal shrub planting. Species include Laurel, Holly, Privet, Conifer, Ivy, Choisya and many feature garden shrubs.

Perceptual Factors

- 5.196 There are no obvious landmarks within this area. The boundary to the character area, include Park Road to the north, Hoebridge Golf Centre to the east and green belt fields to the south.
- 5.197 The character area is clearly legible and permeable. The properties and streetscape are well maintained.

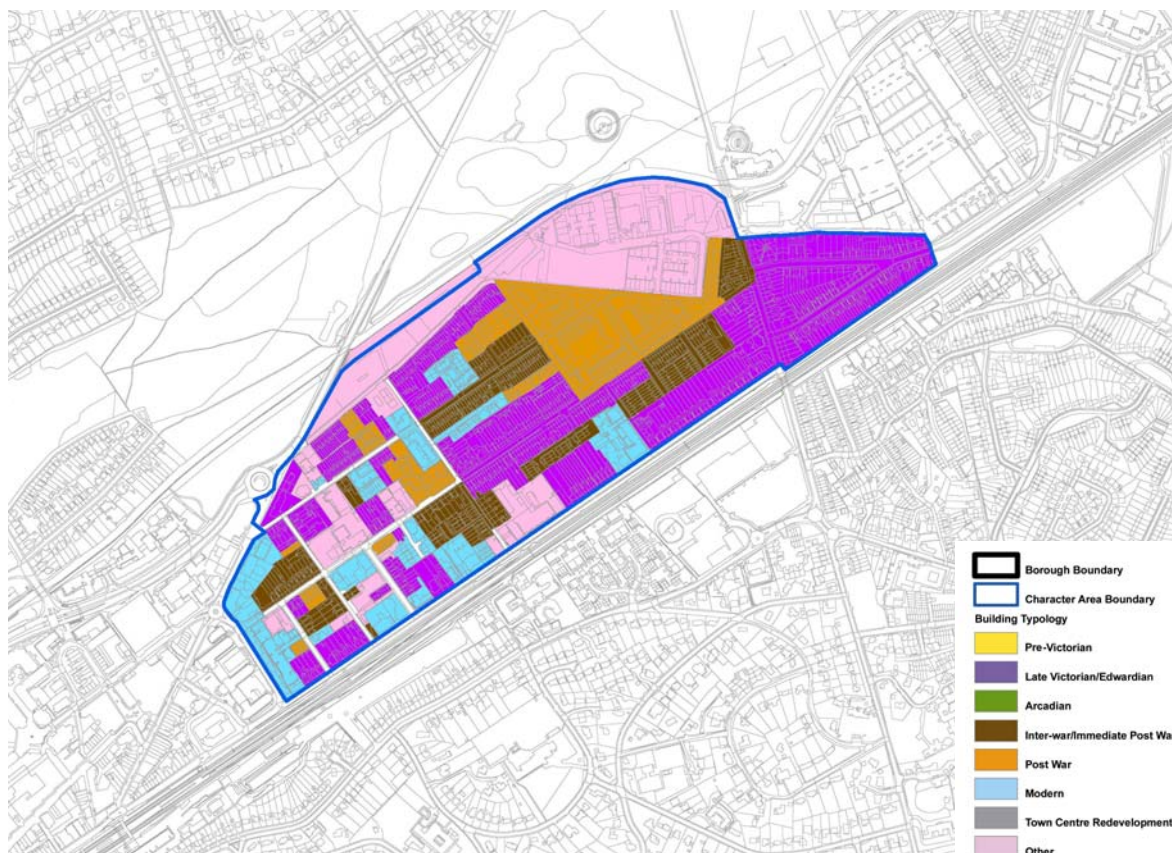
Opportunities and Issues

A negative feature to the area is the lack of public open space.

The character area does have large attractive properties on substantial plots with mature established vegetation along property boundaries and within their gardens.

Character Area 18. Maybury – Woking Common

Location and extents



- 5.198 The Woking Common area of Maybury is located to the north east of Woking town centre. It is located to the north of the railway line and to the south of the Basingstoke Canal and the A320. Woodham Common and Horsell Common are located within the green belt to the north of the Character Area.

Description and history

- 5.199 This area forms the eastern end of Woking town centre. Its development began in the late 1800s when the London Necropolis Company began to layout road for the development of the area. Boundary Road forms part of the boundary of the land brought by the Necropolis Company, with roads having sudden bends to keep them within the ownership boundary. Land was auctioned off and housing was erected to accommodate manual workers in the Borough. Larger properties were built along the railway as a form of advertising for the Necropolis Company when viewed from the train. Much redevelopment has occurred within the area, creating a patchwork of houses from different periods. These date from late Victorian through to modern.

Distinctive Features

Adjacent to the Basingstoke Canal Conservation Area.

Close to Horsell Bell and Disc Barrows (rare forms of Bronze Age burial mounds and Scheduled Monuments).

Boundary Road Common open space.

Typologies present

- 5.200 This Character Area has been developed and re-developed over the years since the arrival of the railway. Large areas of the original Late Victorian/Edwardian development have been retained but

there has been piecemeal redevelopment of plots and conversion to other uses. Modern redevelopment is still ongoing. Other land uses within the Character Area include schools, care homes and commercial premises.

Built Form Characteristics

- 5.201 Despite the varied age range of buildings within this area, most are brick built and share some common characteristics. This excludes the business/commercial areas, where glass and metal are the predominant building materials, including sheet metal panelling on buildings. In the residential areas, most properties are two storeys in height, with some newer properties three storeys. Short terraces of houses are the most common building type, but there are some longer terraces and some areas where either flats or semi-detached houses have been introduced, particularly in Post War and Modern developments.
- 5.202 On many Late Victorian/Edwardian properties, brick quoining and soldier course arches are present in contrasting coloured brickwork around windows and doors. The colour of the brickwork is variable throughout the area. The terraced properties tend to have a consistent roofscape, but elsewhere there is more variety. Many of the Post War and Modern properties have taken inspiration from the Late Victorian/Edwardian properties, in terms of detailing.



Figure 26: Properties on Boundary Road with varying building lines and on street parking

Streetscape and Spaces

- 5.203 Streets are relatively narrow throughout this area. Roads have footpaths on both sides, with both roads and footpaths constructed of tarmac with a concrete kerb between, but there are no verges present. Houses have small front gardens and often not large enough to convert into parking. Throughout this area, parking is generally on street, with some roads having parking laybys. Where front gardens are large enough, some have been converted for on plot parking. Some Post War and Modern developments have communal parking areas within the development. These areas often have communal open space associated with them that does not have a boundary treatment and the properties do not relate as well to the road pattern as most other properties. Roads are generally arranged in a grid with properties fronting onto them, creating a continuous building line along many of the streets. Garden boundaries for these properties are a mixture of low brick walls, wooden post and rail/picket fences and hedges that may be combined with metal railings or low brick walls.

- 5.204 Commercial and industrial areas within the Maybury/Woking Common area are usually much larger in scale than the residential areas and set within large open car parks.

Greenspace and vegetation

- 5.205 Open space within the area is relatively limited. There is a large park in the north of the area, adjacent to the Basingstoke Canal, and some informal communal open space associated with blocks of flats and Post War development. Street trees are very limited, but there is a row of lime trees along the edge of the park. Other vegetation within the area is also generally restricted to garden vegetation in the small front gardens. Boundary hedges are generally evergreen species such as holly, pittosporum and conifers.

Perceptual Factors

- 5.206 The much taller buildings in Woking town centre, to the west of this area, tower over the Maybury area. These are visible from most streets, with the road pattern creating channelled views towards them. The narrow streets create a sense of enclosure and help to create these channelled views. The railway creates a strong boundary to the south of the area, as does the canal to the north. The tall buildings in the town centre also create a distinct edge.
- 5.207 Straight roads and the grid pattern they are in create a permeable street system. However, a one-way system within the area can be confusing and restricts legibility. The mix of building ages and types within the area does not create visual unity, although some streets where there has been little redevelopment are more unified. The constant redevelopment within the area also means that some areas are in a better state of repair than others and that the area is subject to a lot of ongoing change.

Opportunities and Issues

The Basingstoke Canal and associated park are positive features of the area.

The railway to the south of the area is elevated and is a dominating feature. Opportunities to screen the railway should be considered.

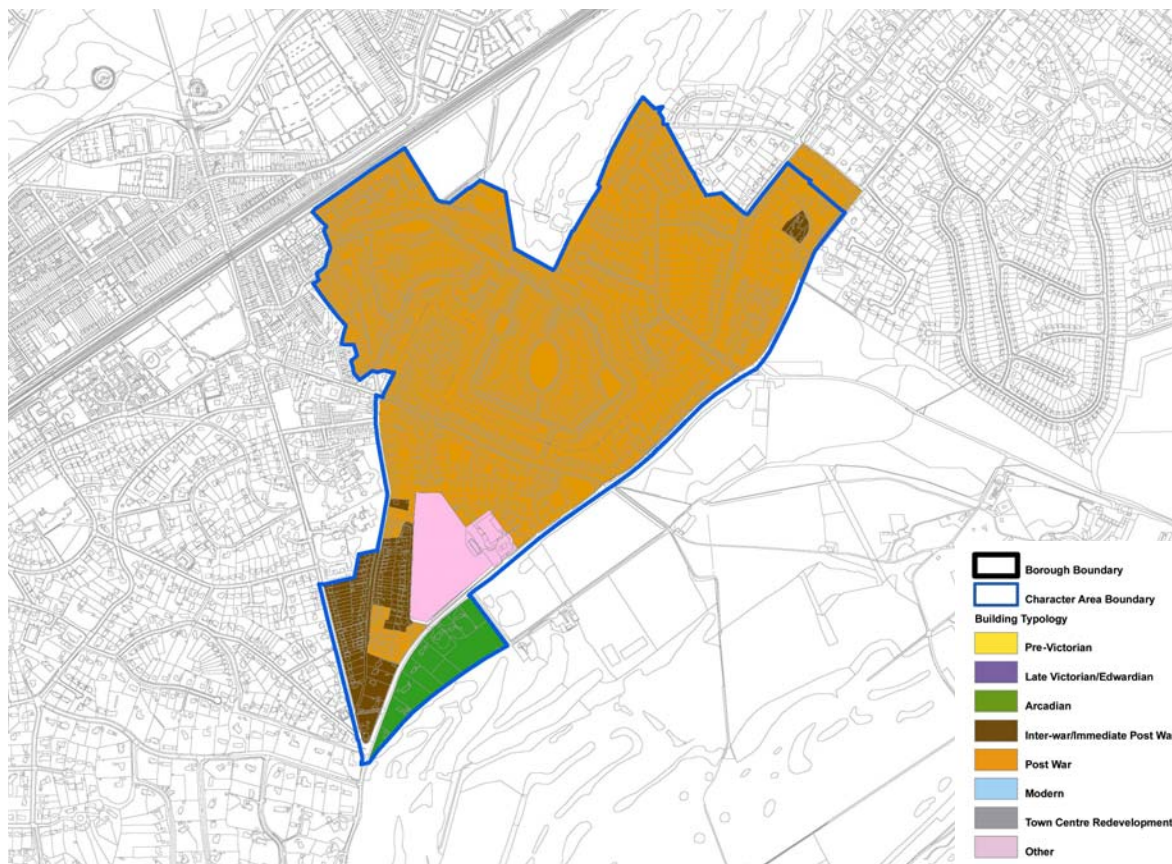
The tall buildings within the town centre overshadow the area to a certain extent.

The busy roads with high levels of traffic detract from the area.

Large offices and industrial units are not in keeping with the rest of the development.

Character Area 19. Maybury Estate

Location and extents



- 5.208 The Maybury Estate is located to the east of Woking Town Centre. It is to the south of the London to Southampton/Portsmouth railway lines. The B382 forms the southern boundary of the Character Area, with green belt beyond. To the north east of the area is West Byfleet Golf Course and to the south are Hoebridge Golf Course and Pyrford Common.

Description and history

- 5.209 Maybury was largely developed from the 1940s onwards. It was one of the last large council estates to be built within the Borough and was developed with predominantly semi-detached housing along curving roads, prior to the designation of green belt in the Borough. Relatively little redevelopment has occurred within Maybury and limited infill development.

Distinctive Features

The Prins Willem-Alexander School/International School of London in Surrey.

Isolated Locally Listed buildings on Old Woking Road and Forest Road.

Typologies present

- 5.210 Maybury Estate is a large residential area with predominantly Inter-War and Post-War housing.

Built Form Characteristics

- 5.211 The character area has a mixed grain and layout with sinuous main roads and cul-de-sac minor roads. The majority of the houses are semi-detached or detached properties and either one or two storeys. Prins Willem – Alexander School resides in the south-west of the character area.

- 5.212 The majority of the properties are constructed in a combination of red, buff and brown brick. There are occasional feature sections within the walls with elements such as white wooden clad and hung tile sections of the façade, on the upper floors. The properties are constructed with a gable roof, usually viewed side on from the street but occasionally with a perpendicular element to the house, revealing the gable end. Windows are generally simple three pane casement windows, with limited features surrounding the frame.
- 5.213 Many of the properties have concrete porches, with minimal, geometric design element. They are generally white and provide more depth to the house frontages.
- 5.214 The Inter-War properties have more detailing and often include bay windows on both lower and upper floors. The roofs are generally hipped with central chimneys between the two semi-detached elements of the built form. There is also more detailing on elements of the building such as wooden beams on the gable ends and leaded windows on some of the smaller windowpanes. They also have more elaborate porches with sturdy wooden support and shed style roof elements.

Streetscape and Spaces

- 5.215 Roads within the Maybury Estate are generally, informal, sinuous and surfaced with tarmac. Adjacent to the road are footpaths but without the presence of verges. The roads are generally quiet and mainly used by residents. There is an element of on street parking, however many of the moderate front gardens have been converted to accommodate at least one vehicle. The character area has a relatively open feeling with generally roads footpaths and front gardens combining to be approximately three times the height of the average property. Boundary features vary throughout the character area. Generally the Inter-War properties have low walls with planting strips behind to define the boundary. In contrast the Post-War properties regularly have open boundaries or informal shrub planting to define the division between public and private space.

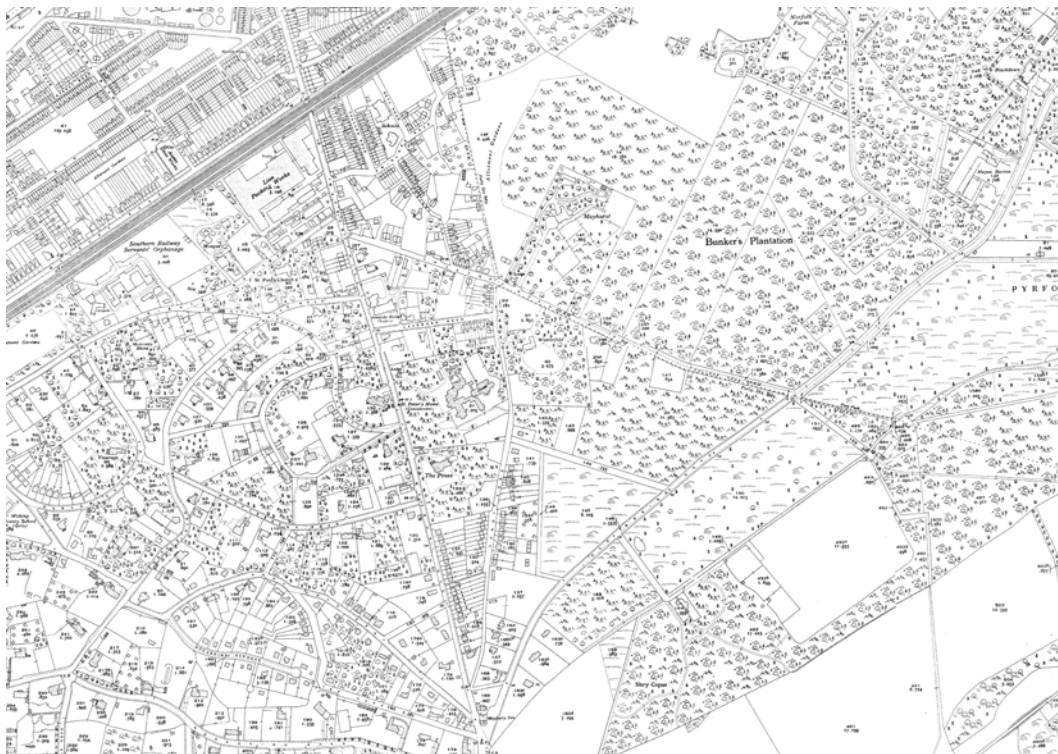


Figure 27: Maybury in 1936 prior to large scale development

Greenspace and vegetation

- 5.216 The character area has a generally flat landform, which has had limited influence on the areas design and evolution. There is no open space within the development, other than the school playing fields and private gardens. It is however in close proximity to Pyrford Common and Green

Belt fields. Street trees are intermittent and generally restricted to the limited verges and large greens surrounded by roads. The species present include Pine, Silver Birch and Oak. The majority of formal hedge boundaries to properties are limited to the use of privet. Front garden specie diversity and interest has been limited by the requirement for parking.

Perceptual Factors

- 5.217 The only landmark or node in the character area is Prins Willem – Alexander School. The rest of the area has a similar character and appearance. Due to the sinuous layout, lack of landmarks and similar character properties, there is a lack of legibility to the area. The number of cul-de-sacs also greatly reduces the permeability of Maybury Estate.
- 5.218 The boundary to the character area is clearly defined by the Railway to the north and Pyrford common to the south. Throughout the character area, unity is created by the similar typology of buildings, however the condition and state of repair of these properties is lower than average in Woking.

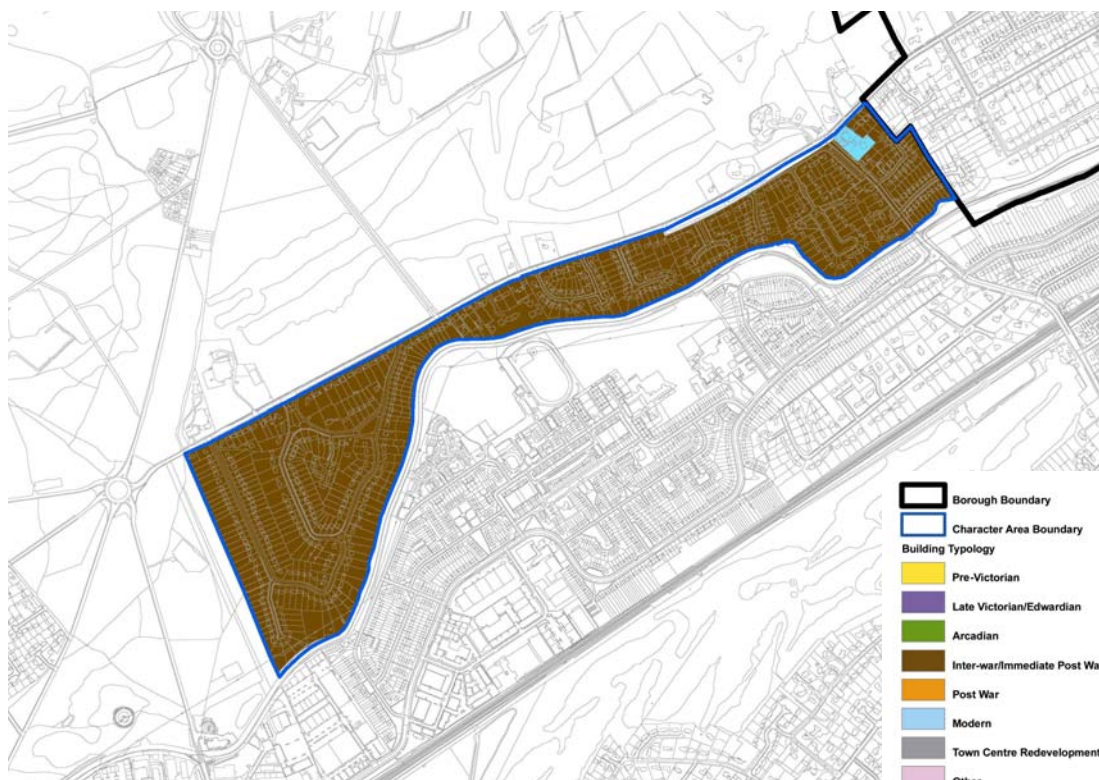
Opportunities and Issues

The conversion of front gardens to allow for parking is a detrimental factor for the area.

Close proximity to Pyrford Common is an obvious positive factor.

Character Area 20. Woodham Hall Estate

Location and extents



- 5.219 Woodham Hall Estate is located within the Horsell East and Woodham Ward. It is to the north of the Basingstoke Canal and to the north east of the town centre. This Character Area is located adjacent to the A245 Woodham Lane.

Description and history

- 5.220 Woodham Hall Estate dates from the inter-war period with later infilling in the 1950s and 60s. Original houses within the Estate are of the Arts and Crafts style and trees and hedgerows are an important part of the character of the area. These are not, however, individually designed house. Many of the original properties share a common design but have subsequently been extended or modified by owners to create greater variety. The Estate was developed on 67 acres of land adjacent to Horsell Common and the New Zealand Golf Club.

Distinctive Features

Locally Listed Buildings at 493 Woodham Lane and Sheerwater House on Sheerwater Lane.

Treed character.

Private roads.

Typologies present

- 5.221 This area is generally within the Arcadian typology with small areas of Post War and Modern infill.

Built Form Characteristics

- 5.222 The majority of properties within Woodham Hall Estate are large detached two storey houses, although some bungalows are present. The Estate consists entirely of residential development. Original properties within the Estate are constructed of dark brown brick with Rosemary clay tile roofs. Many newer properties use a similar style of brickwork but have concrete tile roofs in red or brown.

- 5.223 Many of the properties are set back from the roads and parallel to them. They then have a second element to the building at right angles to the first, with a mansard roof. Windows are generally simple three to four pane casement windows with simple soldier arches in the brickwork above them. Porches with brick and timber supports and hipped, tiled roofs are also often present over front doors. Several of these properties also have hung clay tiles to the upper floor of their frontages.
- 5.224 Other properties within this character area have additional detailing and are more individual in their design. Features include mock timbering to elements of building frontages, large chimneystacks and multiple decorative brick archways around recessed doorways in contrasting brick colours. Most properties within the character area have been extended or modified by residents. Whilst this adds variety to the streetscape, it has diluted the original character to a certain extent. New features such as Velux windows and garages have been added to the buildings in some locations.

Streetscape and Spaces

- 5.225 Roads within the Woodham Hall Estate are generally private, informal and surfaced with concrete or gravel. This means that the roads are generally quiet with limited traffic movement. There are verges present in some locations, but not all, and footpaths are unusual. The roads are generally relatively narrow, but the size of front gardens creates a wide space between the frontages of properties. This is often in the region of three to four times the height of the buildings. There is on-street parking in some areas, but this is limited due to road widths. More often parking takes place within the building plot, sometimes as designed into the property but more often front gardens have been converted to accommodate parking, with garages occasionally having been created within the plot. This has led to the removal of boundary features such as hedges and fences, although these are also retained in a number of locations. The buildings are generally set back a relatively consistent distance from the road, creating a consistent but widely spaced building line.



Figure 28: Property on The Gateway with converted front garden and several modifications

Greenspace and vegetation

- 5.226 There is no open space within the development, other than the gardens of individual properties. The development retained rows of trees along rear boundaries and along the canal, as well as in front gardens and road verges in some locations. This creates a treed appearance to the area, although there are fewer hedges to front gardens than many other Arcadian areas and

consequently is more obviously a housing development. Tree species include oak, lime and pine. Where hedges have been retained to property frontages these tend to be of ornamental evergreen species such as conifers and laurels.

- 5.227 Front gardens have been heavily affected by the need to accommodate parking. Many are hard surfaced, often with gravel, as a result. Rear gardens are large but have little impact on the streetscape. The presence of the Basingstoke Canal has very little influence on the Estate.

Perceptual Factors

- 5.228 There are no landmark features within the character area, with much of the Estate having a fairly similar appearance. This creates a poorly legible layout and in many locations road priorities are difficult to distinguish. There are also limited locations where there are views out of the area, mainly as a result of the extent of tree cover, with views channelled along roads with no focal points at the ends. The character area feels enclosed by the vegetation and separated from other built-up areas. The surrounding roads and canal create strong boundaries to the Estate.
- 5.229 Whilst there is a level of visual unity within the area, with vegetation tying the streetscape together, infill development and modifications to properties create some discordant elements. On the whole, however, the Woodham Hall Estate is in good condition and is well maintained.

Opportunities and Issues

Individual modifications to properties by owners have added additional elements to both the built form and streetscape.

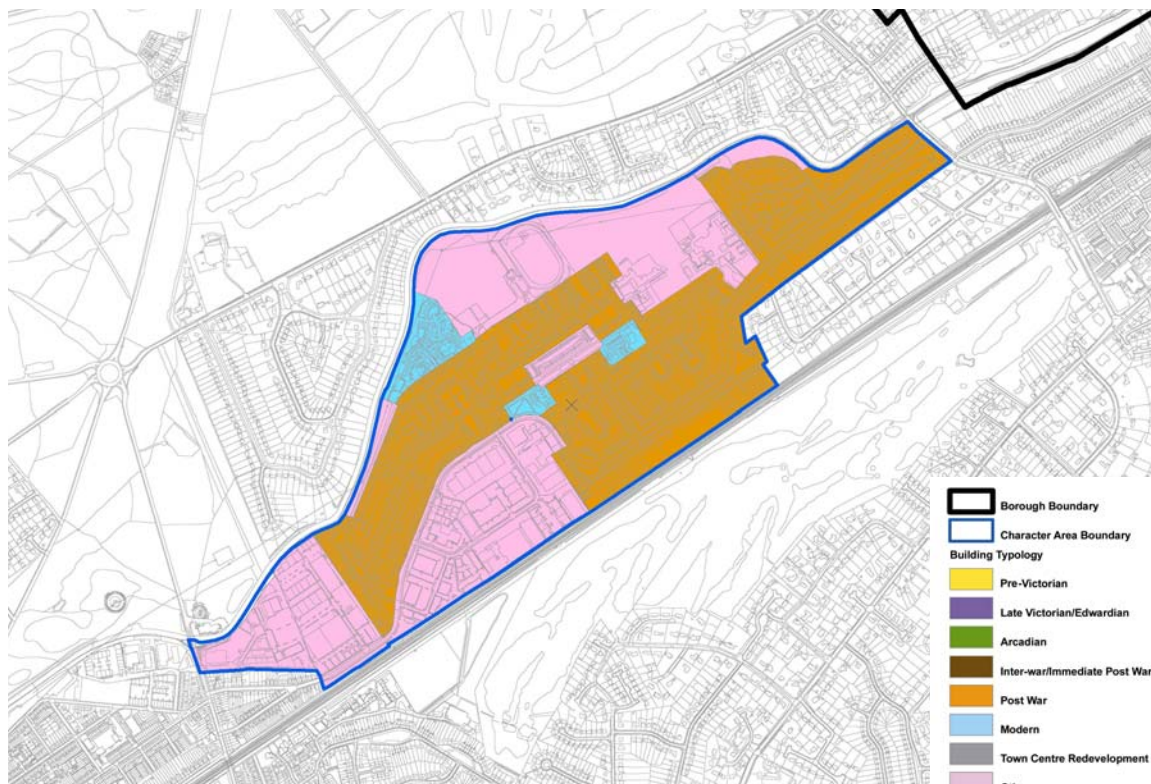
Removal of vegetation or boundary treatments to allow parking.

Dominance of parking and hard surfacing to front of properties.

Opportunity to increase visibility and integration of Basingstoke Canal.

Character Area 21. Sheerwater

Location and extents



- 5.230 Sheerwater is located to the north east of Woking town centre. It is immediately to the north of the London to Southampton/Portsmouth railway lines and the Basingstoke Canal forms the northern boundary of the estate. The A245 is located to the north and east of the Character Area.

Description and history

- 5.231 Sheerwater is named after the lake that used to be located where the Character Area now is. Initial attempts to drain the lake, once the largest in Surrey, date back to the time of enclosure. These attempts continued until the development of the Sheerwater Estate. Sheerwater was developed by London County Council to accommodate overspill from war damaged London and construction began in 1948 following all the best practice and current thinking of the time. The estate contained high-density development including blocks of flats and terraced house, as well as large industrial estates and commercial developments. There has been some redevelopment and infill development within the estate, particularly in the commercial/industrial areas.

Distinctive Features

The Basingstoke Canal and its Conservation Area.

Typologies present

- 5.232 Sheerwater is a mixed area of housing, retail and light industry. The housing is primarily Post-War council and ex council housing with some modern in fill. The retail facilities are generally local provision shops and the light industry includes mainly warehouses and offices.

Built Form Characteristics

- 5.233 The character area has a mixed grain and layout with generally straight main roads and cul-de-sac minor roads. The majority of the properties are two storey short terraces or three to four storey flats. The Bishop David Brown School resides in the north of the character area.

- 5.234 The majority of the properties are constructed in a combination of red, buff and brown brick. The properties are constructed with either gable or hipped roofs. Windows are generally simple three pane casement windows, with limited features surrounding the frame. There are also thin rectangular feature windows generally on the upper floors.
- 5.235 Many of the properties have concrete porches, with minimal, geometric design elements. They are generally white and provide more depth to the house frontages.
- 5.236 The flats have a similar character, although generally with protruding sections, which incorporate the entrances. The modern developments, have adopted similar characteristics to the post war houses, such as small slit rectangular windows. However they have also included wooden clad facades, steeper pitched roofs and porches constructed with timber in a shed style tile roofs. Within the modern housing areas there are also elements such as community bin share structures, which are also constructed in timber.

Streetscape and Spaces

- 5.237 Roads are the dominant feature of the streetscape within the character area. There are also verges, footpaths and occasionally small front gardens. The dominant surface material is tarmac. Parking is varied with some properties having converted gardens to create provision for at least one vehicle. There are also designated parking areas for many properties including garage blocks, and small designated car parks, with spaces provided for the specific number of properties in the direct surrounding.
- 5.238 The housing layout varies between front on to the road in short terraces, to being arranged in courtyards, where several short terraces face on to a public space, with incorporated parking, an expanse of grass and generally a group of trees.
- 5.239 The streetscape is busy in this character area, with activity focused around the retail quarter.



Figure 29: Semi-detached properties on Albert Drive overlooking open space

Greenspace and vegetation

- 5.240 The landform of the character area is flat and has had very little influence in the design or evolution of Sheerwater.
- 5.241 There is limited open space within Sheerwater, other than the small communal courtyards to the fronts of the houses, The Bishop David Brown School playing fields and private gardens of individual properties.

- 5.242 There are however regular street trees within verges and also groups of trees in communal courtyards and verges. Species include Birch, Pine, which reflect the remnants of the original Heathland in the area. Mountain Ash has also been planted frequently throughout, especially as a street tree. Front gardens have limited vegetation and generally only consist of occasional hedgerows including species such as Privet.
- 5.243 Front gardens have been heavily affected by the need to accommodate parking. Many are hard surfaced, often with concrete, as a result. Rear gardens are not visible from the streetscape. The presence of the Basingstoke Canal has very little influence on the Estate.

Perceptual Factors

- 5.244 The retail facilities are the main node and landmark in Sheerwater, attracting the most activity. The industrial and office space also act as a landmark but purely for work purposes and it will be the same people each day.
- 5.245 The boundaries of Sheerwater are clearly defined by the railway to the south, the canal to the north and signage to the east, which clearly marks arrival into Sheerwater. The area is clearly legible with the main roads forming well connected routes, which relate directly to Woking town centre. There is also a strong unity in Sheerwater for two reasons, primarily the housing typologies integrity is consistent throughout, also the remnants of the Heath provide a strong landscape structure, which Sheerwater has been developed into, whilst retaining many mature trees

Opportunities and Issues

One of the main negative features in Sheerwater are the large pylons, which cut through housing areas, within very close proximity to properties.

Furthermore the general condition of many of the properties is below the average standard.

Positive features of the area include a unity in housing typology and layout and the fact that the area has been designed in a way that manages cars well, especially in terms of parking areas.

Character Area 22. Old Avenue

Location and extents



- 5.246 Old Avenue is located to the north east of Woking town centre. It is immediately to the north of the London to Southampton/Portsmouth railway lines and the A245 is located to the east of the Character Area.

Description and history

- 5.247 Old Avenue was developed in the 1920s on 54 acres of land that formerly formed part of Sheerwater Farm. Tree planting along the railway screened the exclusive houses from the trains and created a secluded development of large detached properties. Some smaller properties have been added to the development as infill. The area is formed by Old Avenue and small cul-de-sacs off it.

Distinctive Features

Old Avenue West Byfleet Conservation Area.
 Old Avenue Urban Area of Special Residential Character.
 Several Locally Listed buildings.

Typologies present

- 5.248 Old Avenue is a small Arcadian residential area to the north of the railway, with small areas of inter war housing infill. The character area is based around the long cul-de-sac of Old Avenue, with smaller cul-de-sacs feeding off it.
- 5.249 The majority of the properties are large, detached and designed in a strong Arcadian style, including the inter war houses.

Built Form Characteristics

- 5.250 The grain and layout of the housing within this character is based around Old Avenue and several smaller cul-de-sacs.
- 5.251 The majority of the properties are large detached houses built on large plots, with two to three storeys. They are generally constructed of buff and red brick, with sections of the façade covered in hung tiles. In relation to the roofs, they are predominantly steeply pitched and constructed of dark tiles.
- 5.252 The properties are designed as individuals but with consistent features, which reflect the arts and crafts movement. Including the character of the roofs with dormer windows for the upper floors, hung tiles on the façade and leaded windows. There are also several properties with thatched roofs. The inter war properties are also designed to reflect the character of the Arcadian properties.

Streetscape and Spaces

- 5.253 Roads are not the dominant feature of the streetscape within this character area. They are narrow with no footpaths either side. Instead there are large grass verges. The verges lead up to tall mature hedgerows, and groups of trees, which clearly define the separation between public and private space.
- 5.254 Parking has been designed within the plot of the houses, which are characterised by large front gardens with dense, mature planting strips separating the properties from the road.
- 5.255 The main road is a straight tree lined avenue. Minor roads with further residential properties lead off Old Avenue in cul-de-sacs. The relationship between properties and the street is clear, with the vast majority of properties being face on to the road, with defined boundaries and grand entrances.



Figure 30: Old Avenue with private road and extensive vegetation

Greenspace and vegetation

- 5.256 The landform within this character area is mainly flat and has limited influence on the layout of Old Avenue. There is very limited open green space however private gardens in general are large.
- 5.257 Street trees are regular, yet informal within the area, creating avenues along the road and in groups within the boundaries of properties. Species present include Pine, Oak and Silver Birch.

The front gardens contain a combination of strong structured formal hedgerows, informal shrub planting and groups of trees including species such as Laurel, Beech, Privet, Holly and many ornamental garden shrubs.

Perceptual Factors

- 5.258 There are no landmarks in Old Avenue, it is purely a residential area. The boundaries of the area are defined by the railway to the south, Sheerwater Road to the east and back gardens to the west and north.
- 5.259 Old Avenue is not clearly legible or permeable as the entire area is a cul-de-sac. There are limited views in or out of the area and vistas are limited to views along Old Avenue, which has no focal point. The character does benefit from a sense of unity with the Arcadian style maintained throughout. The dense vegetation creates a sense of enclosure, to the benefit of Old Avenue, as a result the area has a quiet and peaceful atmosphere.

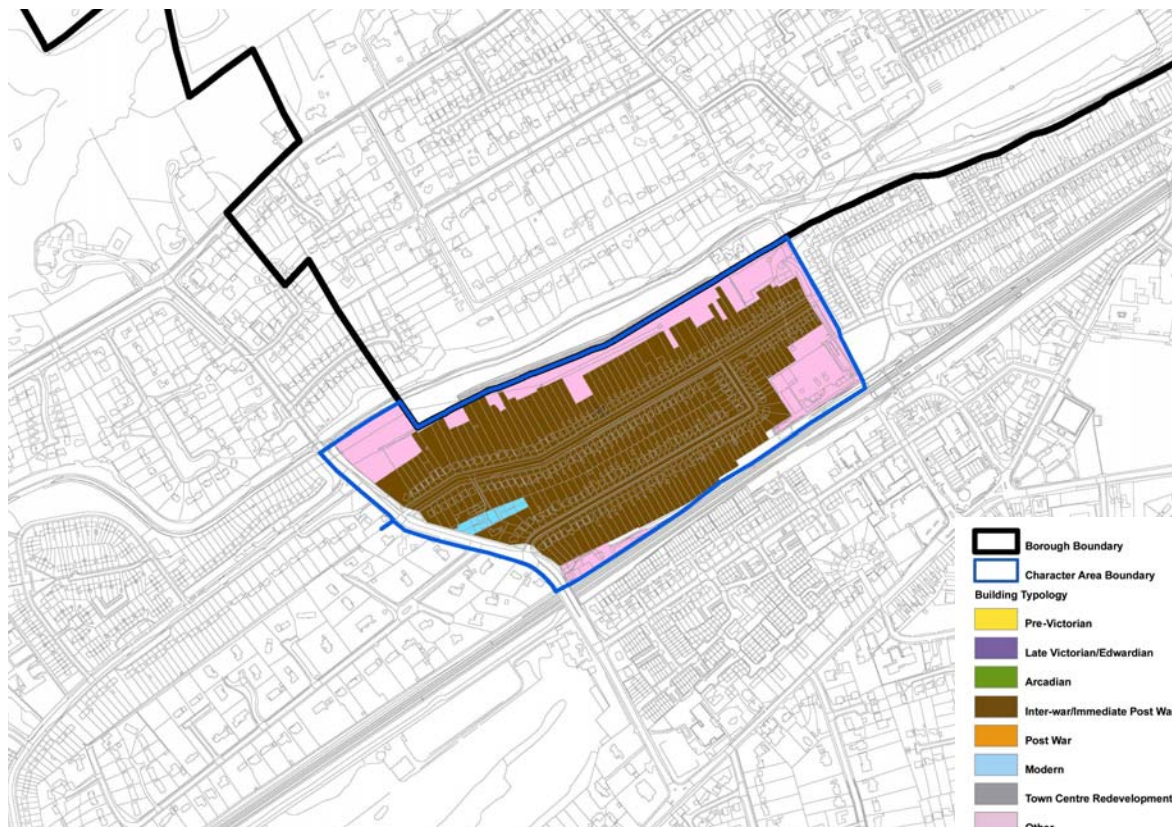
Opportunities and Issues

The main negative feature of Old Avenue is its lack of permeability.

In its favour it does have a strong character, with large attractive plots and houses, set in a peaceful, well vegetated space.

Character Area 23. West Byfleet - Woodlands Avenue

Location and extents



- 5.260 West Byfleet - Woodlands Avenue is located to the north east of Woking town centre. It is immediately to the north of the London to Southampton/Portsmouth railway lines and the A245 is located to the west of the Character Area. This area adjoins the Borough boundary with Runnymede Borough.

Description and history

- 5.261 The construction of a train station in West Byfleet in 1887 caused the area to grow significantly. Development occurred in varying phases, including the Woodlands Avenue and Hollies Avenue area, which dates to the 1930s. Whilst built at a similar time to the properties in Character Area 22, properties in the Woodlands Avenue area are smaller and more standardised in their design, although still mainly detached or semi-detached.

Distinctive Features

The Basingstoke Canal and its Conservation Area.

Typologies present

The character area is predominantly Inter-War properties, with some small areas of modern infill.

Built Form Characteristics

- 5.262 The character area has a simple grain and layout with two main roads, which are both straight, residential roads. The majority of the houses are semi-detached or detached properties and either one or two storeys.
- 5.263 The majority of the properties are constructed in a combination of red, and buff brick. There are occasional feature sections within the walls with elements such as hung tiles or rendered and painted sections of the façade, on the upper floors. The properties are constructed with a gable or

hipped roofs. The gable ends are generally featured with wooden beams, which are painted a variety of colours. Windows are often bay on at least the lower ground but there are many properties where the bay extends to the upper floor as well. The windows frequently are featured with leaded elements. There are an interesting variety of porches, which are generally constructed in brick and frame the front doors attractively.

Streetscape and Spaces

- 5.264 The roads within West Byfleet – Woodlands Avenue are straight, simple residential roads with grass verges, footpaths and front gardens adjacent to them. The area is quiet and generally only used by its residents.
- 5.265 Parking is generally within the confines of converted front gardens, which are large enough to retain garden elements and provide adequate space for at least one vehicle.
- 5.266 The character area has a relatively open feeling with generally roads footpaths and front gardens combining to be approximately three times the height of the average property. Boundary features are generally low walls with planting strips behind to define the boundary.



Figure 31: House on Woodlands Avenue with asymmetric roof, painted render and coloured fascias

Greenspace and vegetation

- 5.267 The character area has a generally flat landform, which has had limited influence on the areas design and evolution. There is no open space within the development, other than private gardens, however the private gardens to the north of the character area back onto the canal, which provides adequate green open space. Street trees are regular and generally within grass verges. The species present include Cherry, Silver Birch and Hornbeam. The majority of formal hedge boundaries to properties are limited to the use of privet, while the informal planting within front gardens is an eclectic mix of ornamental garden species.

Perceptual Factors

- 5.268 There are no landmarks or nodes in the character area and vistas are limited to the straight views along the two main roads. The boundaries of the area are defined by the canal to the north and the railway to the south.
- 5.269 The area in general has a very clear and legible quality due to the consistency in building typology and character. Despite the fact that there are several different property types, design elements

within the structure, façade and proportions create a unity throughout the character area. The area is also well maintained and properties are kept at a good standard of repair.

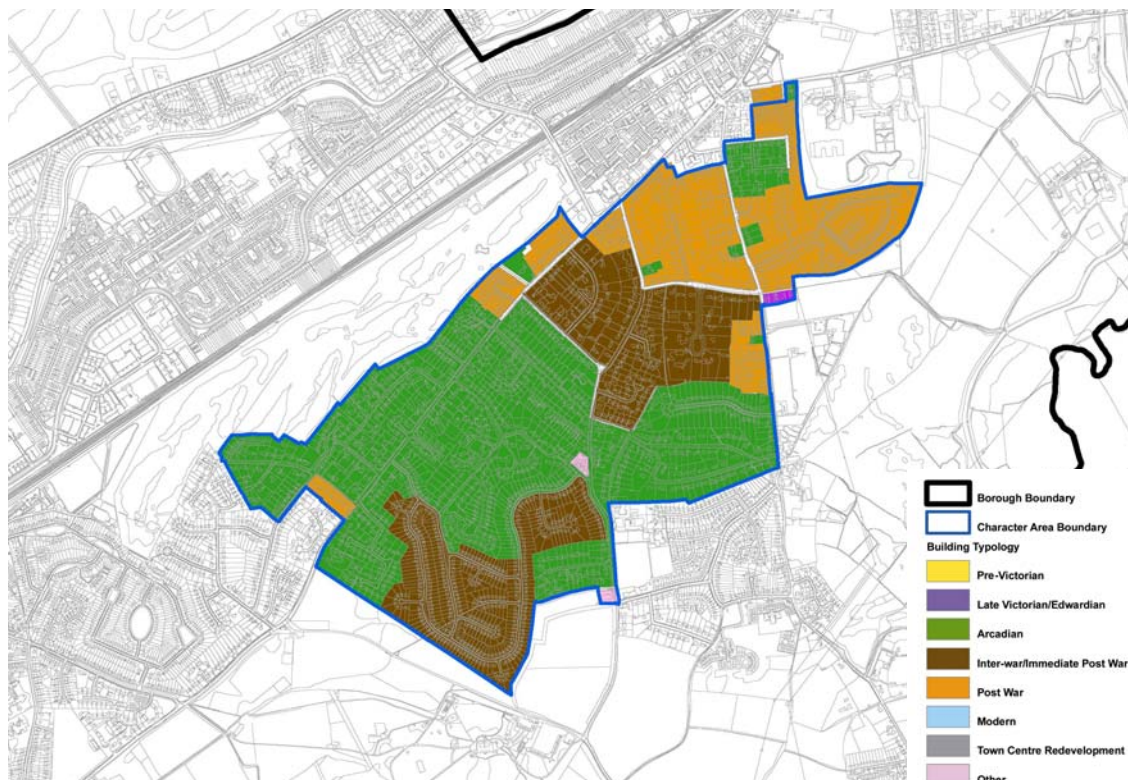
Opportunities and Issues

The conversion of front gardens to allow parking is a slightly negative point, as they could have provided greater variety in terms of biodiversity and species.

The positive factors include strong unity within the character area, with a relaxed open environment with attractive properties and streets, including a good quality green element with large grass verges and attractive street trees.

Character Area 24. Pyrford

Location and extents



- 5.270 Pyrford is located to the east of Woking town centre and south of the London to Southampton/Portsmouth railway lines. It is separate from Pyrford village, which is Character Area 25. Between the railway line and the Character Area is West Byfleet Golf Course. Pyrford Common is located within the green belt to the south west of Pyrford and Traditions Golf Course is located within the green belt to the east. The B382 and the B367 pass through Pyrford.

Description and history

- 5.271 Much of the development within this Character Area dates to the early 20th century, with much of the land remaining as common land until this time. It was developed as a series of small estates along private roads, many of which remain private today, from Edwardian times but generally around the inter-war period. Plots were generally large, although sub-division has occurred over the years in some parts. Vegetation also dominates this area, particularly species that thrive in the sandy soils of the former heathland.

Distinctive Features

Aviary Road Pyrford Conservation Area.

Pyrford Urban Area of Special Residential Character.

Vodin (Grade II*) and The Lodge Cottage (Grade II) Listed buildings.

Numerous Locally Listed buildings.

Typologies present

- 5.272 Pyrford is a large residential area of primarily Arcadian properties, with also Inter-War, Post-War and a small retail quarter. There is also a short terrace of Victorian properties.

Built Form Characteristics

- 5.273 The main area of Pyrford, excluding Pyrford village (Character Area 25) and the Boltons Lane area (Character Area 26), is a largely intact area of inter war and immediately post war housing. The majority of properties are detached. Occasionally there are semi-detached properties or very short terraces. Most houses are two storeys, with occasional two and a half storey properties.
- 5.274 Most properties are of an Arts and Crafts style. Large areas of Pyrford consist of individually designed houses set within large plots. As the area became more intensively developed, plot sizes decreased and houses became more standardised in appearance. Of the older properties, most have steeply pitched roofs, often with dormer windows in them, of red or brown clay tiles. Most houses in the area have a very varied roofscapes, with different areas of roof at different angles and different pitches. Some properties also have hung tiles on their frontages.

Streetscape and Spaces

- 5.275 Many of the roads within the main Pyrford area are private roads. Road surfaces are generally tarmac but some of the private roads are less formal and have gravel or concrete surfaces. Many roads have grass verges, although footpaths are not always present, particularly on the private roads. Planting is also an integral part of the streetscape, with front gardens often screened by vegetation. In some newer areas front gardens are smaller, although typically not small, with brick walls and planting delineating property boundaries. In the typically Arcadian parts of the Character Area parking is within the housing plot. Properties that are slightly less spacious have parking either on street or have converted part or all of the front gardens to parking.

Greenspace and vegetation

- 5.276 There is very little open space within Pyrford. However, both front and rear gardens can be particularly large. Trees and other vegetation are an important element of the Character Area, in keeping with the Arcadian nature of the development. Mature hedgerows and trees are present along garden boundaries and in verges, with tree species including pine, birch, oak, ash and hornbeam and hedge species including laurel, privet and conifers.
- 5.277 Front gardens are generally large and private, although this is less the case in newer properties with smaller front gardens. Rear gardens are also generally substantial, although these are not visible from most roads. Rear gardens also contain large amounts of mature tree planting.

Perceptual Factors

- 5.278 There are relatively few landmarks within the area, despite several listed and locally listed buildings being present, mainly due to the hidden and secluded nature of many parts of the Character Area. The dense vegetation in most of the area creates a noticeable sense of enclosure. This does not aid legibility in Pyrford as roads can appear very similar and the low-key nature of many streets does not assist with understanding the road hierarchy. Some of the larger avenues do create long views and vistas, however, although there are rarely focal points at the end of the views.
- 5.279 West Byfleet Golf Course to the north and open countryside to the east and south create distinct boundaries to the Character Area. The dense vegetation within the area creates a sense of visual unity, despite individual properties being very different. Some of the Post War cul-de-sacs are a sharp contrast and are less in keeping with the character of the area. These are the only significant areas of change within the Character Area, although there have been areas of plot subdivision to allow additional housing to be developed. The whole area is generally well maintained and in good condition.

Opportunities and Issues

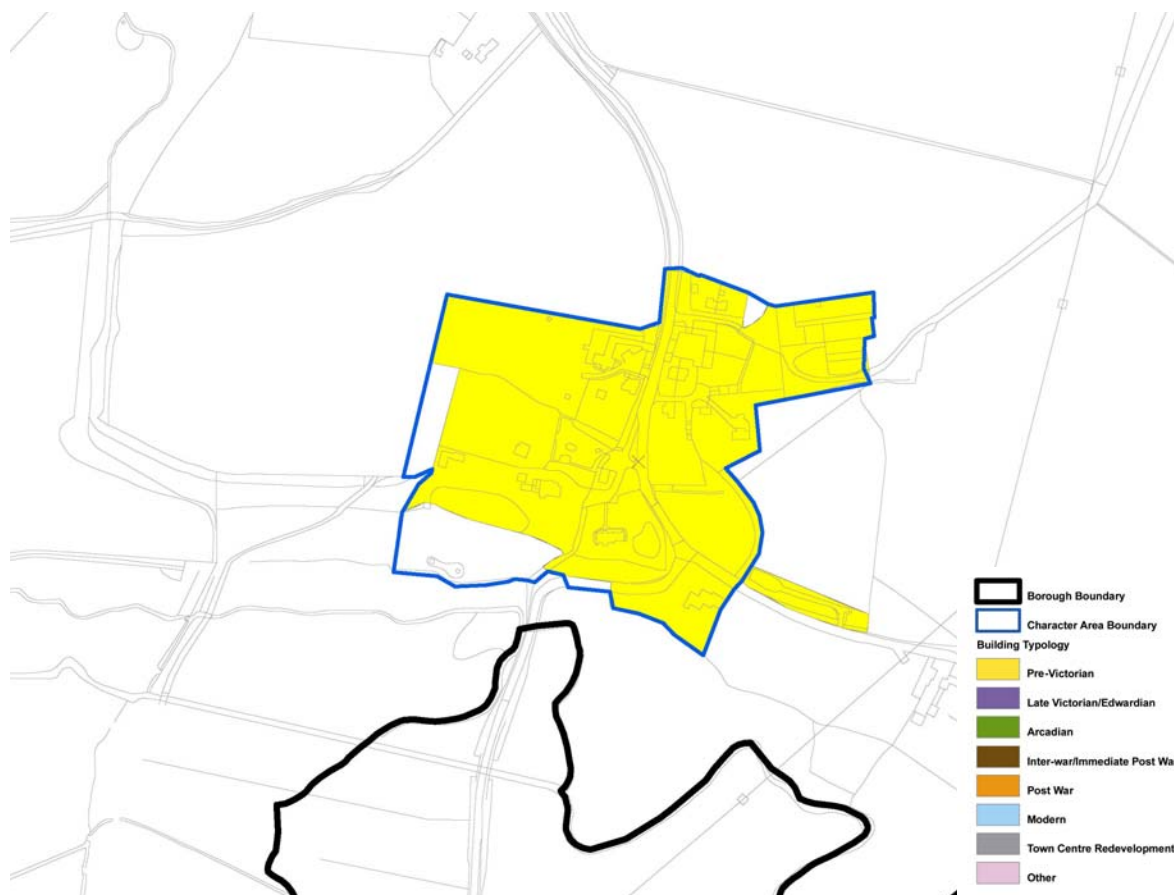
The Character area is well vegetated and has a non urban feel, which should be retained.

The area is well maintained and distinctive.

Some infill development is not in keeping with the original concept and style of the area.

Character Area 25. Pyrford Village

Location and extents



- 5.280 Pyrford village is located to the south of the main area of Pyrford and south east of Woking town centre. It is adjacent to the Borough boundary with Guildford Borough and the Bourne stream, with the River Wey to the south. The B367 passes through the village, which is located within the green belt.

Description and history

- 5.281 Pyrford village is one of the older villages within the Borough. Its name is said to mean 'the ford by the pear tree' and the village is located close to the River Wey. Today the village remains little changed from its medieval origins. It is a collection of houses and farm buildings focused around the church of St Nicholas and its churchyard. Most of the properties are listed and the village is also within a Conservation Area. The entire village is also located within the green belt.

Distinctive Features

Pyrford Conservation Area.

St Nicholas' Church (Grade I Listed).

Church Farmhouse with barn and Lady Place Cottage (Grade II Listed).

Locally Listed Vicarage and 1 Lady Place Farm Cottages.

Typologies present

- 5.282 The majority of properties within the village are Pre Victorian.

Built Form Characteristics

- 5.283 Properties within Pyrford village are old and share many similar characteristics. They are generally red brick with red/brown clay tiled roofs. St Nicholas' Church is constructed of local stone, with a red brick and exposed timber porch, red clay tiled roof and a short tower tiled with wooden shingles. The most decorative building in the village is possibly the old Vicarage, with buff brick quoining around windows and the corners of buildings, unusually shape gable ends to buildings and large decorative chimneys. Other properties in the village have large chimneys, but these are generally much plainer. Windows are generally casement windows divided into small panes and on upper storeys abut the eaves of the roof. All properties are two storeys, although the old Vicarage has dormer windows in the roof indicating additional rooms in the roof space. Properties are detached or semi-detached and many form part of a farm complex with associated barns.



Figure 32: The Old Vicarage, Pyrford village

Streetscape and Spaces

- 5.284 The B367 through the village is relatively wide and there are no footpaths along it. In some locations hedgerows line the road, whilst outside the church there is open grass and where there are other properties in the village their small front gardens abut the road, delineated by either brick walls or timber fencing, or there is a narrow verge. Where there is a verge present, this is often used for parking. Otherwise, parking is located within the house plot. Some of the properties front onto the road, whilst the larger properties are set back and side on to the road.

Greenspace and vegetation

- 5.285 The churchyard is split both sides of the main road through the village. These provide open space as well as providing their cemetery function. There is also informal open space to the front of the church, which is formed by an open area of grass. Landform plays an important part in the character of the village, with the church set on a hill and the road undulating alongside it.
- 5.286 The village is surrounded by open countryside and mature hedgerows and trees are located on the edges of the village. Species present include oak, horse chestnut and pine, with hawthorn hedges. Small front gardens with a cottage character are located in front of the limited number of houses. Larger rear gardens are not visible from the street.

Perceptual Factors

- 5.287 The village feels relatively open due to the small number of properties and the B367 passing through the heart of it. Views up to the church from the road are an important feature of the village. The boundaries of the village are formed by the edge of the built up area, although it is so small that it is possible to drive through without registering the presence of the village. However, the single road through the village does make it legible and permeable.
- 5.288 The character of the housing is unified, with all properties sharing common materials and styles of front garden. The village is also well maintained and properties are in a good state of repair. There has been very little change within the village and no infill development is visible.

Opportunities and Issues

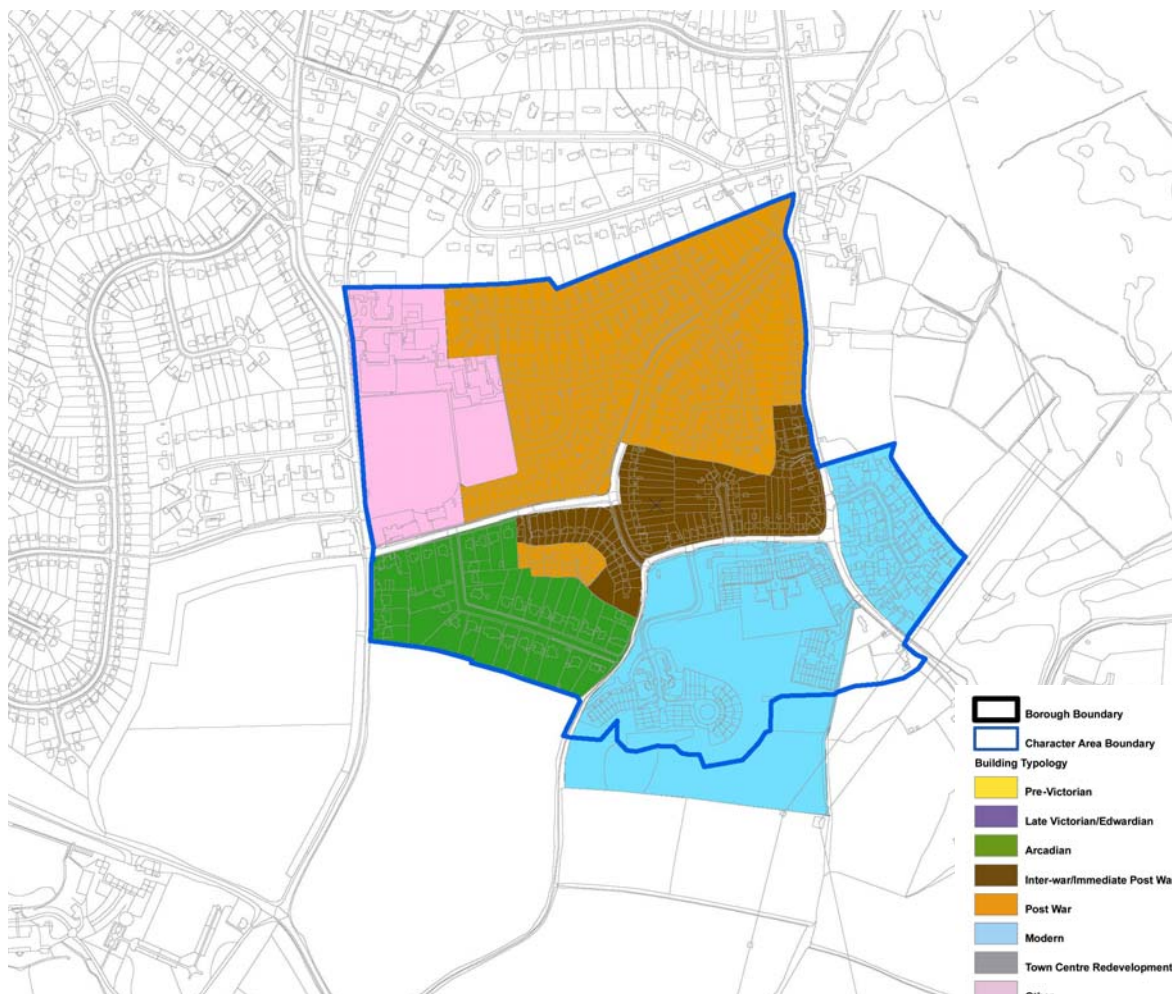
St Nicholas' Church and the views towards it, as well as its churchyard setting, are important features of the village.

The other properties within the village form an attractive grouping.

The B367 passing through the village is a major detractor.

Character Area 26. Pyrford – Boltons Lane

Location and extents



- 5.289 The Boltons Lane area of Pyrford forms the south eastern part of the main Pyrford area but is separate from Pyrford village. It is surrounded by green belt to the east and south/south west. The B367 forms the western boundary of the area and Traditions Golf Course is located to the east.

Description and history

- 5.290 This area of Pyrford was one of the later areas to be developed during the 1950s and 60s. Houses were developed much more densely than in other parts of Pyrford, with a higher proportion of semi-detached properties. There has been little infill development within the area, largely due to lack of available space, but there has been redevelopment of St Nicholas' Church, St Martin's Hospital/ School and Rowley Bristow Hospital site, and new development to the east of Pyrford Road.

Distinctive Features

Buildings associated with the former St Nicholas' Church and St Martin's Hospital/ School site.
 Bluegate Cottage, 1 Lees Farm Barn and The Old House (Grade II Listed buildings).
 Rosebrier and Elm Cottage (Locally Listed).

Typologies present

- 5.291 The majority of this area is Inter-war/immediate post war and Post War development. There has been some modern redevelopment, particularly in the south of the area, and there is also a large school.

Built Form Characteristics

- 5.292 The Boltons Lane area of Pyrford is now predominantly residential. There is a single large school but the St Nicholas' Church and St Martin's Hospital/ School site has now been redeveloped for housing. Most Inter-war/immediate post war and Post War housing within the area is constructed from red or buff brick. Many two storey properties are rendered all over, with occasional properties rendered on the upper floor only and occasional properties having hung tiles to the upper storey or part of it. There are also a large number of bungalows within this area that have either exposed brickwork or exposed brickwork with rendered panels. Roof tiles are generally red, grey or brown concrete tiles.
- 5.293 On modern developments, including the redevelopment of the St Nicholas' Church and St Martin's Hospital/ School site, properties are more usually detached, although there are some blocks of flats, some properties linked by garages and some short terraces. These properties are generally two storeys, with occasional three storey flats, and constructed of brick. They often replicate features of older housing such as exposed timbers and render or porches with classical columns as supports. Roofs on a large number of properties throughout this Character Area are hipped.



Figure 33: St Nicholas' Church and St Martin's Hospital/ School site in 1936

Streetscape and Spaces

- 5.294 Within the Inter-war/immediate post war and Post War housing areas of the Boltons Lane Area, properties are generally aligned to the road layout and front onto the street, creating defined building lines. In the Modern developments and redevelopments, the buildings are more randomly positioned. Most roads within the area are relatively minor, with the exception of Boltons Lane, which is a distributor road, and the provision of footpaths and verges is variable. Most roads have a footpath along at least one side and are of a sinuous nature. Front gardens are generally small and the definition of garden boundaries is also varied. Many properties have open boundaries,

either through design or through conversion of gardens to parking areas. Other properties have low walls or hedges along property boundaries. Most parking is on plot, either through design or through conversion of front gardens, with occasional on street parking and small communal parking areas associated with Modern developments.

Greenspace and vegetation

- 5.295 Open space within the Boltons Lane area is relatively limited, although the grounds of the former St Nicholas' Church and St Martin's Hospital/ School site appear to provide open space for residents. Elsewhere the school grounds provide playing fields and there are small areas of incidental open space within residential areas. Street trees are rarely present in this Character Area, with trees more often occurring within the rear gardens of properties. There are occasional trees located within the Modern developments, although these are more often in the front gardens of properties. Within the former St Nicholas' Church and St Martin's Hospital/ School site mature tree species include pine, birch and horse chestnut. Front gardens are generally small to medium in size, with conversion to parking spaces relatively common. However in some instances the front gardens are actually larger than rear gardens due to the positioning of later developments or road alignments.

Perceptual Factors

- 5.296 Open countryside delineates the eastern and southern edges of this Character Area. The northern and western edges are less obvious but the change in grain and vegetation cover between this area and Character Area 24 is distinct. The area is relatively open with limited noticeable views and vistas. The number of cul-de-sacs and the private nature of the St Nicholas' Church and St Martin's Hospital/ School site development reduce both legibility and permeability within the area. There are also strong contrasts in the visual characteristics of properties, particularly between the Inter-war/immediate post war and Post War housing and the Modern housing. However, some individual streets have strong visual unity. Infill development and redevelopment of plots has had some impact on the integrity of the area.

Opportunities and Issues

The St Nicholas' Church and St Martin's Hospital/ School site has been redeveloped well but is very private and does not appear to allow access to the extensive open space provided.

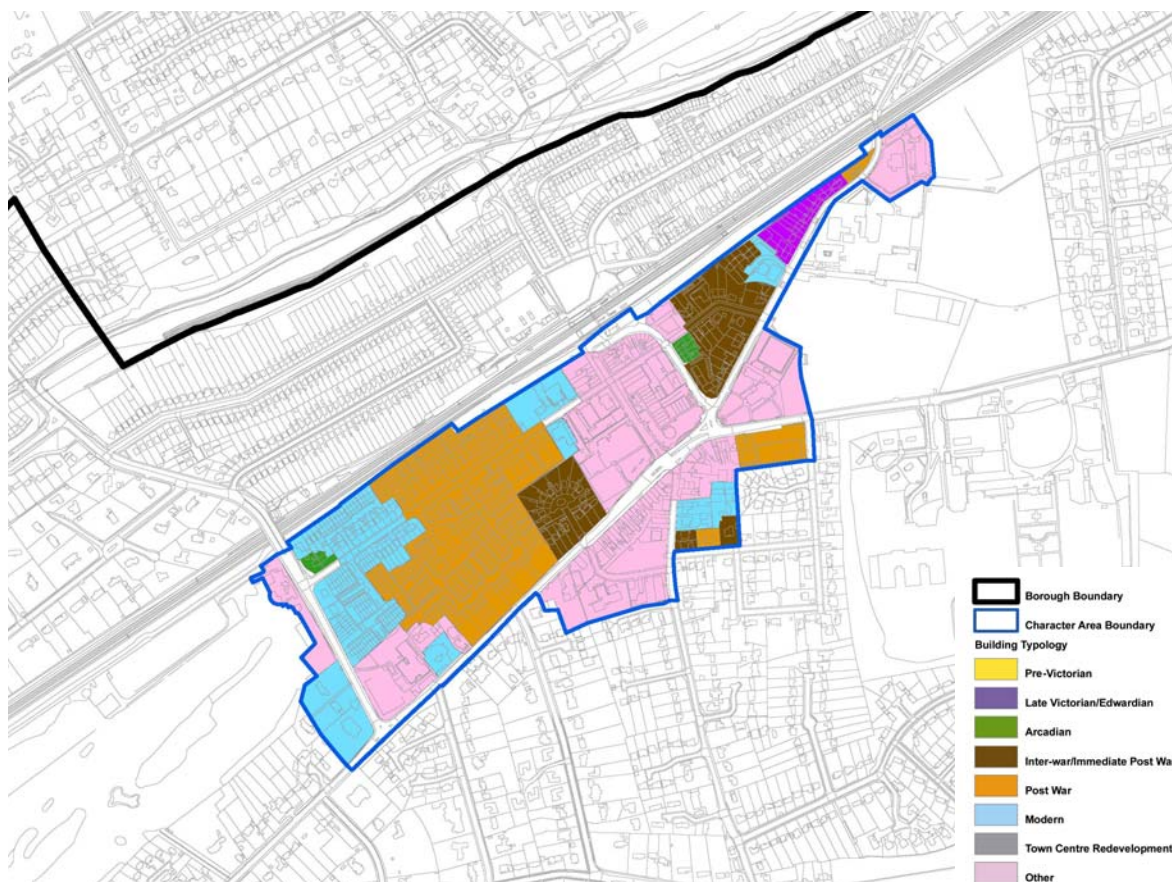
There is quick access to rural Woking Borough.

Modern development does not integrate fully with the Inter-war/immediate post war and Post War housing.

Look for opportunities to increase tree cover.

Character Area 27. West Byfleet

Location and extents



- 5.297 West Byfleet is located to the north east of Woking town centre. It is immediately to the south of the London to Southampton/Portsmouth railway lines and has a train station. The A245 is located to the west of the Character Area and turns to run through the southern part of West Byfleet. West Byfleet Golf Course is situated to the south west of the area.

Description and history

- 5.298 The construction of a train station in West Byfleet in 1887 caused the area to grow significantly. This area is located to the south of the train station and although large houses were originally built in the area, these were removed to allow the construction of shops and commercial premises in the vicinity of the station. Many of these properties remain today but much of the remainder of the area has undergone continuous redevelopment. This includes high density development in the form of blocks of flats to the west of the station and more recent redevelopment west of that. West Byfleet is the second largest settlement in the Borough and is a District Centre in the emerging Core Strategy.

Distinctive Features

Church of St John the Baptist (Grade II Listed).

Byfleet Corner/Westmount Parade Conservation Area.

29-31 Old Woking Road, Farthing House and 15-22 Station Approach (Locally Listed buildings).

Typologies present

- 5.299 Much of this part of West Byfleet consists of commercial and retail properties, often within Late Victorian/Edwardian buildings. There are also a small number of Late Victorian/Edwardian

residential properties, as well as Inter-war/immediate post war, Post War and Modern redevelopment.

Built Form Characteristics

- 5.300 West Byfleet contains a retail centre with some commercial properties, as well as residential areas. Most properties are of a red brick construction, although there are Post War properties that are dark brown brick or concrete. Many of the older properties within this area are two storeys in height. Some Post War flats are three storeys high and some post war office developments are five to seven storeys.
- 5.301 Original properties, such as those on Station Approach and at Byfleet Corner, are in the Arts and Crafts style, with large pitched roofs, covered colonnade walkways, exposed wooden beams, leaded windows and infill panels of decorative herringbone brickwork. These properties also have red/brown clay tile roofs and several decorative chimneys. These buildings often have retail or commercial properties on the ground floor and commercial or residential properties above.
- 5.302 Post War housing and blocks of flats are usually flat roofed and have large floor to ceiling windows at least on the ground floor. Houses are in short terraces and have timber panelling on the upper floor. Flats have concrete banding between floors and archways at ground floor level to allow access through blocks. Some Modern properties are also in short terraces, but attempt to replicate detailing of older buildings that are not necessarily found in the local area. These include bay windows and ground and first floor levels, as well as classical style door surrounds.



Figure 34: Arts and Crafts properties on Station Approach (extract from Conservation Area Appraisal)

Streetscape and Spaces

- 5.303 Roads are generally relatively narrow with footpaths along both sides. Verges are not typically present and front gardens are generally open with no boundary delineation. Most roads are through roads that form a loop through the area and are relatively straight. As a result most properties front onto the road and there are relatively continuous building lines. Parking is often on street, although there are large car parks associated with the retail centre and train station, as well as communal parking areas associated with blocks of flats.

Greenspace and vegetation

- 5.304 There is very little open space within this area. Some blocks have flats have limited communal open space associated with them. Within some residential areas there are street trees within front gardens, particularly lime trees. There are also some set within beds of shrub planting or within

hard surface in the retail centre, including London plane, birch and more limes. Front gardens are often small and do not generally have delineated boundaries.

Perceptual Factors

- 5.305 West Byfleet has undergone much change. Even during its initial construction, properties were converted from residential to retail and other properties were replaced with smaller houses. The railway line to the north creates a distinct boundary and residential areas to the south are much lower densities. There is a limited sense of enclosure throughout much of the Character Area, with limited vegetation and buildings set back from roads. There are long views along some of the linear roads, which also help to make the area fairly legible and permeable. The Church of St John the Baptist forms a focal point at the end of some of these views. There is little visual unity within the Character Area and some areas are in need of regeneration.

Opportunities and Issues

The busy roads through the area have a significant impact and suffer from congestion.

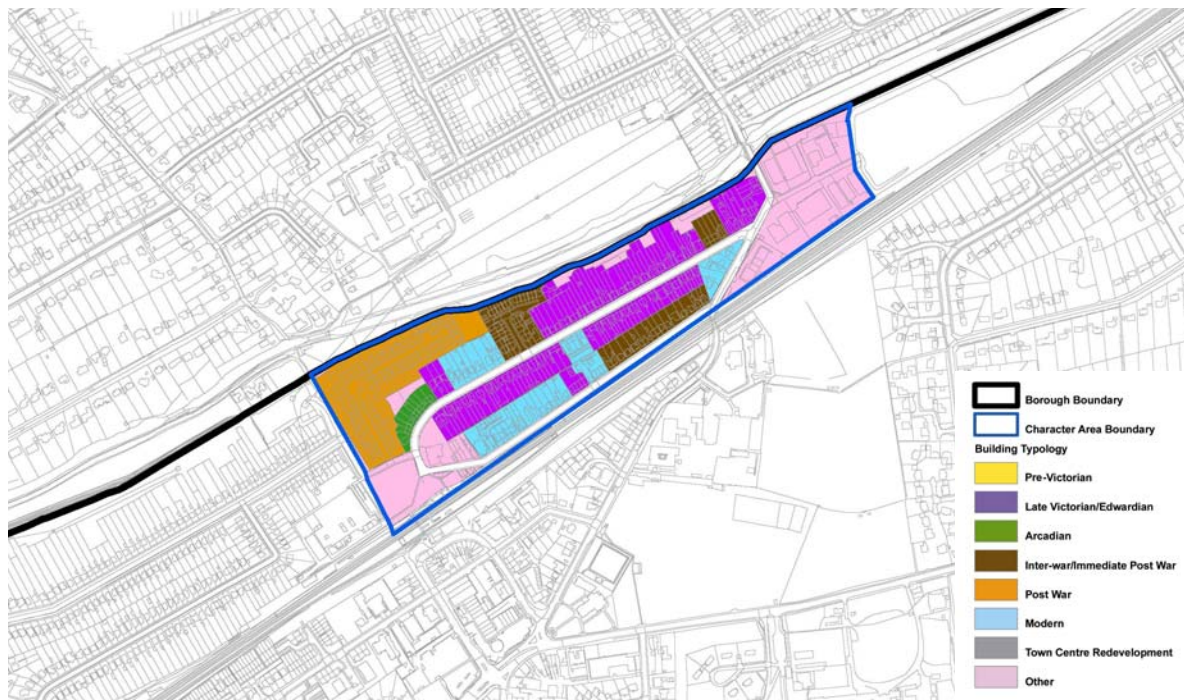
Some areas are becoming run down and in need of regeneration.

Concrete shops and office buildings have had a negative and dominating influence on the retail area, which is out of character with the surrounding buildings.

Look for opportunities to increase tree cover.

Character Area 28. West Byfleet – Station Road

Location and extents



- 5.306 Station Road, West Byfleet is located to the north east of Woking town centre. It is immediately to the north of the London to Southampton/Portsmouth railway lines but there are no main roads in the vicinity of the Character Area. The Basingstoke Canal is located to the north of the area. This area adjoins the Borough boundary with Runnymede Borough.

Description and history

- 5.307 The construction of a train station in West Byfleet in 1887 caused the area to grow significantly. To the north of the railway line development began during the 1880s, with some of these older properties along Station Road and Claremont Road retained. These properties were 'small villa' developments of a relatively high density. The land was sold off in parcels and developed by a number of different developers over a wide period of time. There has also been some modern redevelopment within the area.

Distinctive Features

Birchwood Road Conservation Area.
Camphill Industrial Estate.

Typologies present

- 5.308 Several of the original Late Victorian/Edwardian residential properties in this Character Area have been retained. There is a small industrial estate and some areas of open space within the Station Road area, with the remainder of the developed area comprising Inter-war/immediate post war, Post War and Modern infill and redevelopment.

Built Form Characteristics

- 5.309 The residential properties within the Station Road Area are predominantly red brick built and often rendered or painted white/cream. Occasional properties are unpainted, with some buff brick properties having contrasting red/brown brick quoining around windows and banding between floors. Victorian properties also often have bay windows and decoration under the eaves (wooden)

and between floors (raised brickwork). Most properties have had their roofs retiled with dark coloured concrete tiles. Occasional properties retain their grey slate or red clay tiled roofs.

- 5.310 Many properties within this area are semi-detached or within short terraces. They are generally two storeys high although some have undergone loft conversions with Velux windows present. Many properties also have porches, although these take a wide variety of forms.
- 5.311 Buildings within the industrial estate are generally two storeys high and flat roofed. Most are constructed of pale coloured bricks with metal cladding to some or all of the facades. Others are of a concrete construction.

Streetscape and Spaces

- 5.312 Roads are the dominant element of the streetscape within the Station Road Area and are generally of a linear nature. Footpaths are generally present on both sides of the road but verges are generally absent. Most residential properties have small front gardens, separated from the street by low walls, although some Post War properties have open gardens. Parking is either on street or front gardens have been converted to parking spaces. Units in the industrial estate have their own car parks. Most residential properties front on to the street but infill development is often set back further than older development, interrupting the building line.

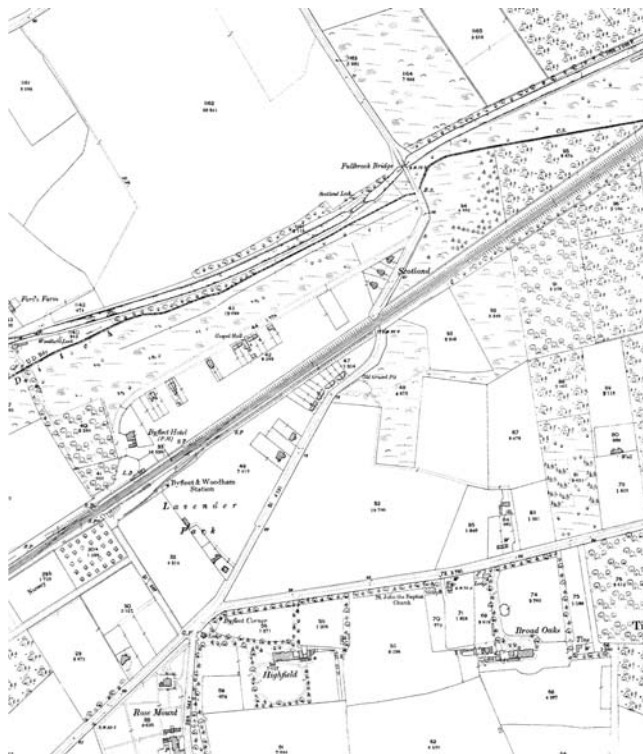


Figure 35: Station Road in 1896

Greenspace and vegetation

- 5.313 There is an area of open space associated with the northern part of West Byfleet train station. Otherwise there is little open space within the Character Area. Front gardens are small and often converted for parking. Street trees are not a feature of the area, although some front gardens have ornamental species such as cherry. Vegetation is generally limited to that in front and rear gardens and along the railway line.

Perceptual Factors

- 5.314 There are few landmarks or nodes in the Character Area and vistas are limited to the straight views along the two main roads. The boundaries of the area are defined by the canal to the north and the railway to the south, with the industrial estate forming an end point to the Character Area.

- 5.315 The area is generally clear and legible due to the linear road pattern, although there are some cul-de-sacs. There are many different property types, which disrupt the visual unity of the area. Where the Late Victorian/Edwardian buildings have remained there is greater visual unity. The area is well maintained and properties are kept at a good standard of repair. There has been quite a lot of change in the area over the years, particularly from infill development and redevelopment of plots.

Opportunities and Issues

Station Road is a good example of a Victorian street that has remained largely intact.

The Basingstoke Canal and associated park are positive features of the area.

The railway to the south of the area is elevated and is a dominating feature. Opportunities to screen the railway should be considered.

The industrial estate is not in keeping with the rest of the area and increased vegetation cover should assist with this.

Car parking is a problem within the area.

Character Area 29. Dartnell Park

Location and extents



- 5.316 Dartnell Park is located in the north east of the Borough, close to the boundary with Runnymede. It is located immediately to the south of the London to Southampton/Portsmouth railway lines and to the west of the M25. The A245 forms the southern boundary of the area and the River Wey Navigation forms the eastern boundary. There are only minor roads within the area.

Description and history

- 5.317 Dartnell Park was enclosed from heathland in the early 1800s. It was sold off as building plots in the 1880s and 90s, with the first properties built along Dartnell Avenue and Dartnell Park Road. Very large properties were originally built, but these have almost entirely been replaced by smaller properties. The areas originally developed remain the most spacious area, with denser and less individual properties infilling the remainder of the Character Area. Cul-de-sacs of more recent infill development have also been constructed throughout Dartnell Park, although in general the houses built are still large and detached.

Distinctive Features

Dartnell Park Area of Special Residential Character.

The Old Cottage, The White House, Cairndouna and Wykeham Hatch (Locally Listed buildings).

The Wey and Godalming Navigations Conservation Area.

Typologies present

- 5.318 Dartnell Park is a residential area to the north-east of Woking. The character area has an Arcadian core, while the periphery has been developed with post-war and modern housing. The character area has a Garden City layout with straight main roads, which contrast with the minor roads. These are primarily cul-de-sacs, where the majority of the housing infill has occurred.
- 5.319 The majority of the properties are large detached houses set in big plots. The post-war and modern properties have been designed with a strong Arcadian influence.

Built Form Characteristics

- 5.320 The grain and layout of the housing within this character area is mixed with straight main roads and sinuous minor roads.
- 5.321 The majority of the properties are two to two and a half storey detached houses built on large plots. They are generally constructed of buff and red brick, with sections of the façade rendered and some are clad in wood. In relation to the roofs, they are predominantly steeply pitched and constructed of dark tiles, many of the properties have large chimneys. The upper floors often have dormer windows. The windows are featured with leaded detail. Many of the properties are characterised with detailed porches, constructed generally in wood.

Streetscape and Spaces

- 5.322 Roads are the dominant feature of the streetscape within this character area. They have verges and footpaths either side, followed by planting strips and front gardens.
- 5.323 Parking has been designed within the plot of the houses, which are characterised by large front gardens. There is also the presence of on street parking.
- 5.324 The entire character area is essentially a large crescent branching off the A245. The majority of the stretches of road are long and straight. There is also the presence of short cul-de-sacs. The relationship between properties and the street is clear, with the vast majority of properties being face on to the road, with defined vegetated boundaries, except in the post-war properties that are generally open to the road.



Figure 36: Dartnell Park in 1936

Greenspace and vegetation

- 5.325 The landform within this character area is mainly flat and has limited influence on the layout or evolution of development within the character area.' There is very limited open green space however private gardens in general are large.
- 5.326 Street trees are regular within the area, generally planted in verges. Species present include Pine, Oak, Silver Birch, Horse Copper Beech and Maple. The front gardens contain a combination of strong structured formal hedgerows and informal shrub planting. Species include Laurel, Holly, Privet, Conifer and many feature garden shrubs. The rear gardens are not visible from public spaces.

Perceptual Factors

- 5.327 There are no obvious landmarks within this area. The boundary to the character area, include the railway to the north, the M25 to the east and the A245 to the south.
- The character area is clearly legible and permeable, excluding the cul-de-sacs. The properties and streetscape are well maintained.

Opportunities and Issues

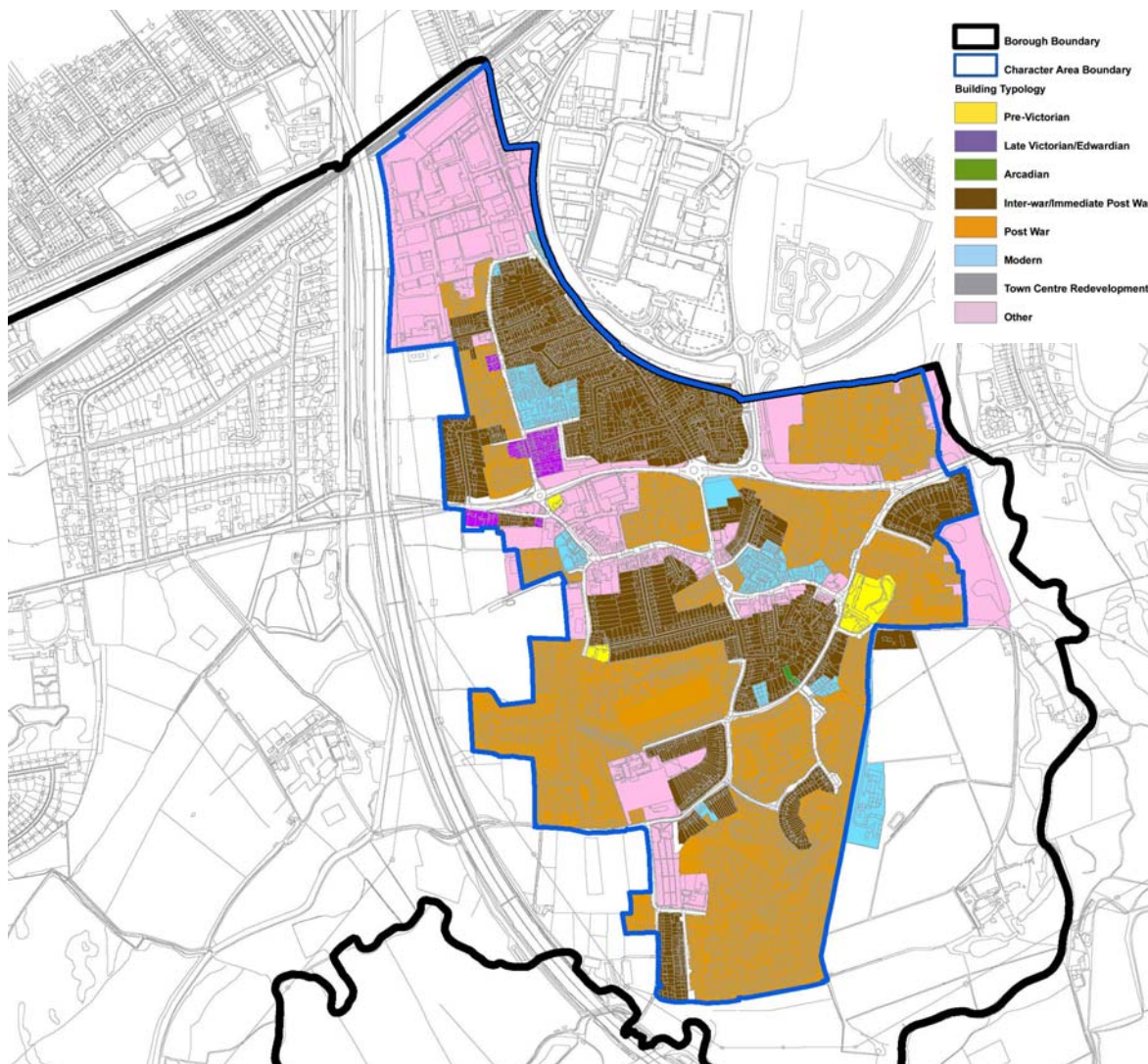
A negative feature of the character area is the in fill cul-de-sac developments.

The large plots, attractive properties and mature trees and hedgerows are strong positive features of Dartnell Park.

The development is isolated from other areas of Woking Borough and access is difficult without a motor vehicle.

Character Area 30. Byfleet

Location and extents



- 5.328 Byfleet is located in the most easterly part of the Borough. It is separated from the other urban areas within the Borough by the M25. The London to Southampton/Portsmouth railway lines are located to the north, with the A245 running through the area and the A318 located along the north east boundary. There is green belt to the east, south and west of Byfleet, and the River Wey is located to the east and south. Brooklands is located to the north.

Description and history

- 5.329 Byfleet was one of the larger pre-railway villages and located close to the River Wey. It was located at a significant distance from the railway and as a result experienced little growth during the initial rapid growth of Woking Borough. The development of the Brooklands racetrack and airfield in the early 1900s brought extensive development and large numbers of visitors to the area but not much residential expansion. Larger scale residential development occurred in the inter-war and immediately post war period, with council housing being provided in an area where land prices were cheaper than areas closer to the centre of Woking. This made Byfleet a more compact settlement, rather than the ribbon development previously present. The designation of green belt in 1958 left room for Byfleet to expand and large estates were constructed after this period. Byfleet was separated from the rest of Woking Borough by the M25 in 1983 and now has a significant area of industrial and commercial development in the northern part of the Character Area.

Distinctive Features

Brooklands airfield/racetrack and Conservation Area.

Byfleet Village Conservation Area.

St Marys Church (Grade I Listed).

Other Listed and Locally Listed buildings, particularly along High Road and Church Road.

Typologies present

- 5.330 There are a variety of different typologies within this Character Area, with the most prevalent being Post War and Other (Industrial, commercial, retail and schools). There are also large areas of Inter War/Immediately Post War development, small numbers of retained older buildings and some Modern infill and redevelopment.

Built Form Characteristics

- 5.331 Byfleet is a very varied settlement. The majority of housing within Byfleet is detached or semi-detached, with short terraces present in some Post War and Modern areas. Most properties are two storeys high, with some blocks of flats and town houses three storeys. There are also shops and community facilities along the High Street and several large schools within the Byfleet area, as well as a large industrial estate to the north near Brooklands and throughout Byfleet.
- 5.332 Building materials are variable within Byfleet. Older more traditional buildings are generally red brick with red/brown clay tile roofing. This includes properties along the High Street and Church Road. There are also some Georgian buildings that are entirely rendered and painted white, with decorative moulding or brickwork under the render.
- 5.333 Properties from the Inter-war/Immediately post war era are often rendered or pebble dashed and have hipped clay tile roofs or concrete tiled roofs with separate protruding roofs at right angles to create a gabled end on the property frontage. These properties have very little ornate detailing, although some do have bay windows.
- 5.334 Post War and Modern housing is more variable in its appearance. In some locations buff bricks have been used, whilst in others brown bricks have been utilised. Rendered panels are not often used but hung tiles have been utilised on some properties. Properties within the industrial estates are of fairly typical warehouse type construction, utilising sheet metal cladding and occasional brickwork areas.



Figure 37: Byfleet in 1870-71

Streetscape and Spaces

- 5.335 Roads are dominant elements in the streetscape of Byfleet. Footpaths are usually present, but verges are not a frequent feature. Front gardens are usually small and separated from the street by low walls on older properties or open on Post War and more recent developments. Roads are often fairly sinuous and parking is often on street or within converted front gardens.

Greenspace and vegetation

- 5.336 There are small open spaces throughout Byfleet, as well as some large areas of allotments and school playing fields. The settlement is also surrounded by open countryside in most directions. Street trees are not very often found in Byfleet, although trees are present in front and rear gardens. Species present include birch, cherry and willow. There are also hedges associated with front gardens, which are generally small to medium sized and sometimes converted to parking. There are also hedges on some of the boundaries of the settlement.

Perceptual Factors

- 5.337 The location of the M25 has influenced the development of Byfleet. The M25 isolates Byfleet from the rest of Woking Borough. The presence of Brooklands delineates the north east corner of the settlement. The green belt boundary has also restricted the growth of Byfleet and ensured that open fields are present to the east, south and west. There has been much change within Byfleet over the years.
- 5.338 The settlement is generally relatively open, although the larger buildings in the industrial areas can create some sense of enclosure. However, most roads are sinuous and reduce views and vistas along them. The presence of cul-de-sacs and sinuous roads reduce the legibility and permeability of the settlement.
- 5.339 There is little visual unity through the settlement as a whole, due to the varying styles and periods of development. However, individual streets can have strong visual unity. The industrial units in close proximity to residential properties create a certain level of discord. The condition of the settlement is also very varied.

Opportunities and Issues

The M25 isolates the settlement from the rest of the Borough.

There are large pylons running through some housing areas.

The large industrial areas have negative effects on adjacent residential properties.

The settlement is fairly well contained in terms of retail and employment opportunities.

6 Conclusions and Policy Recommendations

- 6.1 Woking is a very varied Borough. It is unusual in that its main period of growth was not until the arrival of the railways in the 1830s. There are some very distinctive areas of the Borough, particularly the Large Arcadian developments. These should be retained and protected from inappropriate development as far as possible, in line with the Urban Areas of Special Residential Character designation. Other areas of the Borough have undergone continued redevelopment throughout their history, particularly areas with Late Victorian/Edwardian heritage. Many of the older buildings within the Borough have been replaced, particularly in Woking town centre, therefore good examples of properties from this period should also be protected. Conservation Areas have been designated in many locations to help to protect this.
- 6.2 In other areas of the Borough large scale developments have been constructed that were not distinctive to the Borough and utilised building types and styles that are common across the country. New developments should be more carefully considered to ensure that they are more in keeping with the character of the Borough and specifically the area local to the development, as identified within this study, to ensure that developments are locally distinctive.
- 6.3 Modern development within the Borough has created some landmark buildings. Whilst developments further from Woking town centre have picked up on detailing from existing buildings, some more appropriately than others, new developments close to the town centre have greater scope to be large scale feature buildings utilising new materials.
- 6.4 The limitations of this study include the level of fieldwork that it was possible to undertake and the extent of public consultation that was achievable in the timescale available. If it were possible to increase the amount of both of these factors at a later date, this would be recommended. These would be unlikely to alter the main substance of the study but could add further supporting detail and illustration of the findings.
- 6.5 It is recommended that the study is updated/reviewed in line with the plan period of LDF documents. This would currently lead to a review every 15 years as a maximum. The following recommendations would, in policy terms, also assist with achieving the objectives of this study and are discussed in more detail below:
- Production of Conservation Area Appraisals for all Conservation Areas.
 - Development of a Woking Borough specific version of the Surrey Design Guide.
 - Development of a list of documents/document summaries that provide advice on urban design issues.
 - Consideration of a guidance document on more appropriate/attractive ways of converting front gardens to parking areas.
 - Ensure that design guides/codes are produced for all new Major Developments (as defined in The Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006).
 - Consideration of improvements to industrial and business parks.
 - Ensure there is a periodic review of Locally Listed buildings and ensure that impacts of development on statutorily Listed buildings are considered.
 - Ensure there is a regular review of Tree Preservation Orders and that a strategy for tree planting is identified.
 - Identify ways in which new development can address climate change issues without having a detrimental affects on urban character.
- Retention of the Urban Areas of Special Residential Character designation***
- 6.6 Retention of the Urban Areas of Special Residential Character designation is a matter of policy for Woking Borough Council to decide.

Production of Conservation Area Appraisals for all Conservation Areas

- 6.7 Only a small number of Conservation Areas within the Borough currently have a Conservation Area Appraisal. The Planning (Listed Buildings and Conservation Areas) Act 1990, as amended, requires Local Authorities to 'from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas'. English Heritage, as the Government's statutory adviser on the historic environment, advise that this is best done through the formal adoption and publishing character appraisals and management proposals for Conservation Areas, which are regularly monitored and reviewed.
- 6.8 Conservation Areas are often some of the most desirable locations to live and work within the Borough and as such can be subject to high development/redevelopment pressure. The existing Conservation Area Appraisals identify key features, views and open spaces within the Conservation Area, as well as the characteristic materials used in the Area. This helps to ensure that new development is in keeping and that negative aspects of the Conservation Areas are addressed through appropriate management or improvements.
- 6.9 In order to ensure that the same level of understanding of the historical and built form context is possible in each Conservation Area, it is important that a programme is developed for producing Appraisals for the remaining Areas and that in the future these are reviewed on a regular basis to ensure that inappropriate development does not erode the conservation interest of the Areas. Where Conservation Areas are present within Urban Areas of Special Residential Character, the two designations should be complimentary and any Conservation Area Appraisals would take priority over an Urban Areas of Special Residential Character Supplementary Planning Document.

Development of a Woking specific version of the Surrey Design Guide

- 6.10 The Surrey Design Guide aims to promote good design within Surrey. It takes a countywide approach to identifying the distinctive characteristics of development within Surrey and how developers should approach development identifying what constitutes local distinctiveness in the vicinity of a development site. The document includes sections on 'built form and traditions', 'materials and detailing' and 'suburban character' amongst others, which consider the most common examples within the county.
- 6.11 In order to ensure that new developments within Woking Borough are utilising appropriate materials, and incorporate detailing and features appropriate to their surroundings, information from the Surrey Design Guide could be combined with information from this Urban Character study to provide Design Guidance that is specific to Woking. This could form a Design Supplementary Planning Document or policy within the Core Strategy could be worded in order to require reference to these two documents when preparing development proposals.

Development of a list of documents/document summaries that provide advice on urban design issues

- 6.12 There are a wide range of organisations that produce guidance on urban design and addressing the issue of local distinctiveness in developments. Information referred to in the methodology for this study, as well as other CABE and RUDI documents, provide background information on why these issues are important and how they can be applied at the site level. Provision of an up to date list of such guidance documents would assist developers and the public to develop schemes that are appropriate to the local area and in keeping with the overriding character.

Ensure that design guides/codes are produced for all new Major Developments

- 6.13 Without careful consideration of design principles and guidelines at an early stage, new developments may not achieve the quality or level of local distinctiveness expected. Woking Borough Council should work in conjunction with developers, particularly in relation to Major Developments, to ensure high quality and locally distinctive developments. Design guides or codes help to provide clear guidance on how sites should be developed and provide illustrations of what should be provided in terms of Built Form Characteristics, Streetscape and Spaces, Greenspace and Vegetation and Perceptual Factors. These should be prepared for Major Developments, be site specific and include an indication of the masterplan for the site.

Consideration of a guidance document on more appropriate/attractive ways of converting front gardens to parking areas

- 6.14 As identified in section 5 of this report, the erosion of streetscape qualities as a result of converting front gardens to parking areas is a problem throughout the Borough. Whilst this is understandable in older areas of the Borough where there is a lack of parking provision, it weakens the character of many areas. In 2008 changes to the General Permitted Development Order meant that the hard surfacing of more than five square metres of domestic front gardens is permitted development only where the surface in question is rendered permeable. This allows the opportunity to develop guidance that identifies methods of constructing permeable parking areas that are in keeping with the characteristics of the area.

Consideration of improvements to industrial and business parks

- 6.15 Industrial areas and business parks often contain large buildings that are already out of character with the surrounding areas. It is therefore important to ensure that as far as possible other methods are employed to improve their visual fit with surrounding areas. This could include ensuring that where practical materials used compliment the surrounding building materials, using vegetation to break up vast expanses of car parking or service yards where vehicle access requirements allow and ensuring that boundary treatments are sympathetic to boundary treatments in the local area.

Ensure there is a periodic review of Locally Listed buildings and ensure that impacts of development on statutorily Listed buildings are considered

- 6.16 Listed buildings are designated to protect significant buildings within the Borough. Woking Borough Council has added those that are important within the Borough but are not worthy of national designation to a Local List. Despite these designations, it is possible for historic buildings to fall into disrepair, to undergo unsympathetic alterations or to be demolished. At present the only buildings/heritage assets within Woking Borough that are listed on English Heritage's Buildings at Risk register are Brookwood Cemetery and Listed Buildings within it. In order to ensure that further assets do not get added to the register and to preserve buildings that are not currently worthy of retention but that may become more significant or valued in the future it is important to regularly review those properties on the local list and also any future candidates.

Ensure there is a regular review of Tree Preservation Orders and that a strategy for tree planting is identified

- 6.17 Tree Preservation Orders (TPO's) are made to protect trees and woodland that have high amenity value and make a significant impact on the local area. The importance of trees in particular Character Areas has been identified throughout the report and in order to ensure that the character or urban areas is not eroded by the removal of key trees and tree groups TPO's can be used to protect trees. It is therefore important to review TPO's to ensure that they are still performing their amenity function and identify further trees requiring protection.
- 6.18 Consideration should also be given to producing a tree strategy for the Borough. Trees are an important component of green infrastructure and can play a significant role in improving air quality and reducing the urban heat island effect. It would therefore be beneficial to identify the key trees, groups of trees and woodland within the Borough, in conjunction with the designation of TPO's, and identify areas that could be targeted for the planting of large scale trees. This could be delivered through development proposals or as part of a programme of environmental enhancements.

Identify ways in which new development can address climate change issues without having a detrimental affects on urban character

- 6.19 Climate change is an important issue within the emerging LDF for Woking Borough and a key priority for the Borough Council. It is therefore important that new development contributes towards addressing climate change issues and that existing developments can be adapted where possible. However, these contributions should not be at the expense of the character of urban areas and should be designed to compliment the characteristics of the Character Area within which

the development is located. Examples to which this would apply include renewable energy installations such as solar panels or wind turbines, Sustainable Urban Drainage Systems (SuDs) and large scale tree planting.

Considerations for Core Strategy Design and Heritage policies

6.20 In summary, the following are the key considerations that should be taken into account when preparing the policies for Design and for Heritage within the Core Strategy:

- Within Woking Borough, the areas currently designated as Conservation Areas or as Urban Areas of Special Residential Character are generally those with the strongest character and which should be protected. Vegetation is often a key element in the character of these areas and should be retained as far as possible.
- Areas within the Inter-war/immediate post war and Post War typologies often have the largest areas of open space, which should be protected, but the developments are not always of the highest quality in design terms and are often not locally distinctive. Future development within these areas should seek to rectify this situation where possible.
- Woking town centre has undergone significant redevelopment since the 1960s, which has led to the loss of many historic buildings. It is important to conserve and enhance older buildings that have been retained and to ensure that new developments are high quality and create landmark buildings.
- The Character Areas on the periphery of Woking Town Centre are some of the most variable in the Borough, with Victorian buildings often located adjacent to Modern buildings or non residential buildings. This variety adds to the character of the areas but can also undermine the character if developments of different ages are not complimentary to each other.