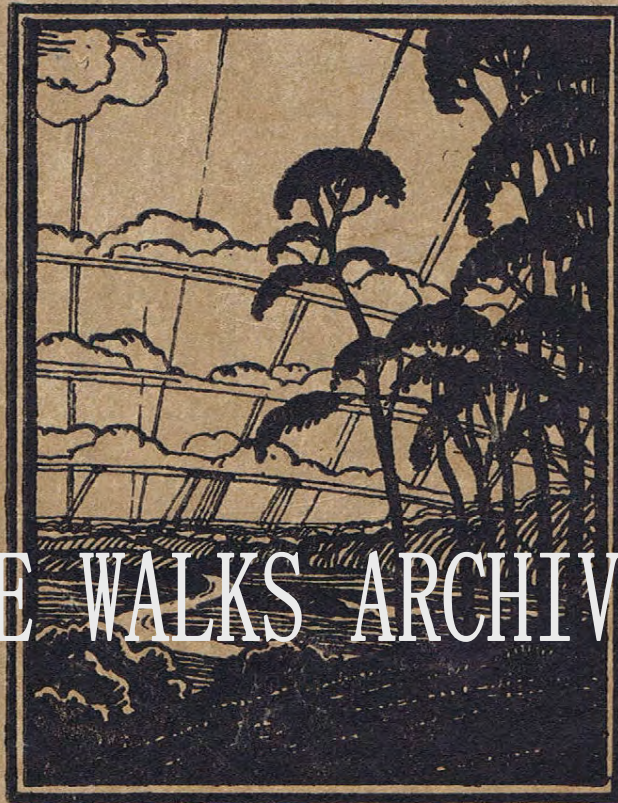


NORTH WEST
SURREY



REGIONAL PLANNING
SCHEME

1928

HERITAGE WALKS ARCHIVE DOCUMENT

NORTH WEST SURREY

REGIONAL PLANNING SCHEME

REPORT
PREPARED FOR THE
NORTH WEST SURREY
JOINT TOWN PLANNING
COMMITTEE

HERITAGE WALKS ARCHIVE DOCUMENT

By
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1928

FOREWORD.

The North-West Surrey Joint Town Planning Committee was constituted on the 14th day of October, 1926, for the purpose of preparing a Regional Plan covering the combined areas of the following Local Authorities :—

Woking Urban District Council.
Chertsey Urban District Council.
Chertsey Rural District Council.
Frimley Urban District Council.
Egham Urban District Council.
Weybridge Urban District Council.
Windlesham Urban District Council.

Each Local Authority has two representatives on the Joint Town Planning Committee, which has further been strengthened by the co-option of representatives of the Surrey County Council.

On November 25th, 1926, Messrs. Adams, Thompson & Fry, Town Planning Consultants, of 121, Victoria Street, Westminster, S.W.1, were appointed to advise the Committee on the preparation of the regional plan in collaboration with a Technical Sub-Committee consisting of the Surveyors to the constituent Local Authorities and the County Surveyor.

Their proposals, which are embodied in this report and the accompanying plan, have received the careful consideration of the Joint Committee, who recommend the constituent councils to adopt them as the basis of their individual town planning schemes.

The composition of the Joint Town Planning Committee was as follows :—

Chairman :

Mr. A. HARDY.

Vice-Chairman :

Capt. T. LOMAN.

Honorary Clerk :

Mr. ROBERT MOSSOP,
Clerk to the Council, Woking.

Town Planning Consultants :

ADAMS, THOMPSON & FRY, F.F.S.I., M.M.T.P.I., A.M.Inst.C.E., A.R.I.B.A.

FOREWORD (Continued).

Authority.	Representatives.	Members of Technical Sub-Committee.
Chertsey Urban ..	Mr. J. A. Tulk Mr. T. A. Rickman	Mr. F. W. Greig
Chertsey Rural ..	Eng. Rear Admiral C. C. Sheen, C.B. Major Gibson-Fleming	Capt. H. Beeney
Egham Urban ..	Mr. H. Weller Major R. G. O'Callaghan	Mr. Albert P. Sturt, A.R.S.I.
Frimley Urban ..	Capt. T. Loman Mr. J. W. Todd	Capt. R. H. Porteous, M.Inst.M. & Cy.E., F.F.A.S., A.M.I.S.E.
Weybridge Urban ..	Brig.-Genl. W. C. Walton Mr. G. Green	Mr. A. Butcher
Windlesham Urban..	Dr. H. Athill-Crutwell Mr. D. Landale-Wilson	Mr. Cyril Gray
Woking Urban ..	Mr. A. Hardy Lt.-Col. W. J. Mathews, T.D.	Mr. G. J. Wooldridge C.E.
<i>Advisory Members :</i>		
Surrey C.C.	Mr. C. Doresa	Mr. W. P. Robinson, A.M.Inst.C.E.

ROBERT MOSSOP,

Hon. Clerk to the Joint Committee.

March, 1928.

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INTRODUCTION.

The Regional Planning Scheme embodied in this report and illustrated in the accompanying plan presents in broad outline a considered policy with regard to the regulation of future development in North-West Surrey in order to secure and maintain the best possible conditions in matters of health, economy, convenience and amenity.

It is of the essence of such a scheme that, after due consideration of all the factors involved, the attempt should be made to envisage both the kind and the extent of the development that is likely to take place in the future and, as far as practicable, to lay down in advance the general lines that it should follow in the interests of the inhabitants of the region as a whole. This necessarily entails the inclusion in the scheme of projects of very varying degrees of urgency ; some call for immediate action, while others may not require to be dealt with for some considerable time. There is no suggestion, however, that the constituent local authorities should embark upon a series of expensive public works that would not otherwise be undertaken. On the contrary, the scheme is designed to save expenditure by providing that development, if and when it takes place, shall be in accordance with a plan that, so far as reasonable foresight can do so, will ensure that whatever money, either public or private, is subsequently spent on the locality (and large sums are expended annually in the ordinary course of events) shall be put to the most productive use and not wasted on ineffective or mutually destructive objects as has so often been the case in the past. The usefulness of the scheme is that it furnishes for the guidance both of public and private enterprise a programme, the various parts of which can be undertaken, as the need for them arises, with the knowledge that they will fit in with and help to consummate an ordered whole.

The four main considerations in preparing such a plan are :—

Zoning : The determination of the use to which land in various parts of the region can most advantageously be put, namely, for residential, business, industrial or agricultural purposes.

Communications : The provision for the improvement of existing main traffic routes and for new routes that are likely to be needed in the future.

Open Spaces : The provision of suitable open spaces—embracing playing fields and recreation grounds, parks, woods and commons, and children's playgrounds—both for present and future needs.

Amenity : The preservation of amenity both in urban and rural areas, more especially in connection with the regulation of advertisement hoardings and

INTRODUCTION (Continued).

petrol filling stations, the prevention of architectural incongruities, and the protection of ancient monuments.

These subjects are dealt with comprehensively in the body of the report, and all that it is necessary to say here is to emphasise the fact that many of the recommendations are necessarily general in character and take the form of outlining a policy rather than that of making detailed proposals. It is not within the scope of a regional planning scheme to attempt more than an outline, and it is clearly better for each District Council itself to deal with its own purely local problems, provided that there is a common framework ensuring co-ordinated action in regard to matters of more than local significance.

This brings us to the very important question as to the manner in which the scheme can be put into effect. The Joint Town Planning Committee is an advisory and not an executive body, and it has no power to carry out its own proposals. Its function is to put before the constituent local authorities a general scheme with the recommendation that they should adopt it, with such modifications as may be found to be desirable after more detailed investigation, as the basis of their individual town planning schemes. There is no statutory obligation upon the local authorities to do this, but, it is submitted, there is a very strong moral obligation, for it is the only practicable means by which the regional planning scheme can be made effective. In these days the interests of any district extend far beyond its own boundaries and the appointment of the Joint Committee was in itself a recognition of this fact and of the corollary that only by co-operation can these interests be safeguarded in a mutually satisfactory way. It is therefore highly desirable that those of the constituent authorities who have not yet taken steps to initiate town planning schemes for their districts should do so with the least possible delay.

In concluding this Introduction the Authors desire to express their very sincere appreciation of the assistance which has been given them so willingly by all with whom they have come in contact during the preparation of the scheme ; in particular, the collaboration of the Surveyors to the constituent authorities and of the County Surveyor has been invaluable.

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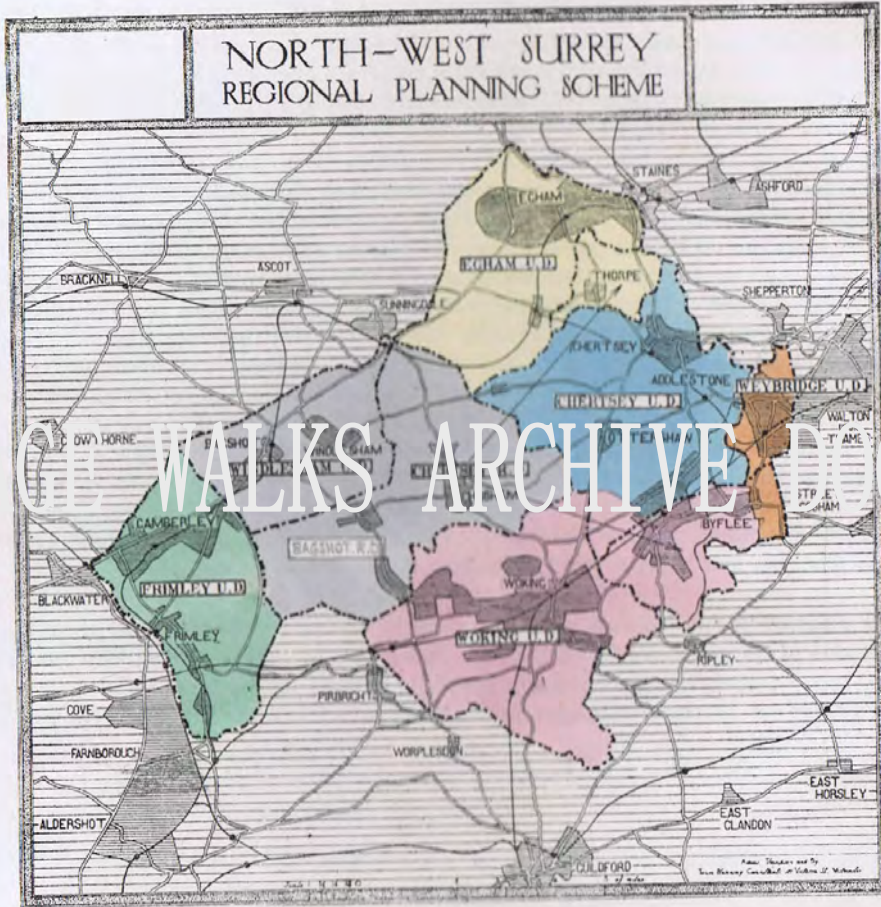


Fig. 1.—Areas of the constituent Local Authorities.

I.—TOPOGRAPHY.

1.—AREA AND CONSTITUENT LOCAL AUTHORITIES.

The North-West Surrey region comprises an area of 61,145 acres, administered by seven local authorities, particulars of whose area, population and rateable value are given in the following table :—

Local Authority.	Area in Acres.	Population (1921 Census).	Rateable Value.
Chertsey Urban District ..	10,776	15,127	£93,988
Chertsey Rural District ..	16,021	11,163	92,606
Egham Urban District ..	7,786	13,725	89,048
Frimley Urban District ..	7,674	13,676	104,892
Weybridge Urban District ..	1,371	6,684	71,951
Windlesham Urban District ..	5,691	4,878	33,240
Woking Urban District ..	11,826	26,423	227,592
Totals for Region ..	61,145	91,676	£713,317

The location and areas of the constituent local authorities are indicated in Fig. 1.

2.—PHYSICAL FEATURES.

The region, the centre of which is at a distance of approximately twenty-five miles south-west of Charing Cross, comprises the north-west corner of the County of Surrey and is just included within the Greater London Regional area. It extends from Egham in the North to Worplesdon in the South, and from Weybridge in the East to Camberley in the West. It is bounded on the north-east by the River Thames ; its eastern boundary approximates to the course of the River Wey and its north-western boundary—that between the counties of Surrey and Berkshire—follows more or less closely the London-Basingstoke road ; on the south side, after following the Hampshire boundary along the Blackwater

NORTH WEST SURREY REGIONAL PLAN

river for four miles, the boundary pursues an irregular line from Frimley through Worplesdon until it meets the River Wey at Sutton Place.

The surface conformation of the region is indicated by the Contour Map (Fig. 2). It is an undulating piece of country with no sudden variations in level. In the valleys of the Thames, the Wey and the Bourne, the land is low-lying and flat, rising gradually towards Chobham Ridge in the south-west and the North Downs in the south-east. From Chobham Common—nearly in the centre of the area and some distance from the Ridge—a wonderful panorama embracing practically the whole of the region is to be obtained on a clear day. Bare heaths and fragrant pinewoods are the most characteristic features of the district as a whole and they provide a background in strong contrast with the placid beauty of the Thames at Runny Mede and Chertsey. In describing a countryside so full of charm it is, perhaps, invidious to single out for special mention any particular piece of scenery, but no description of North-West Surrey, however brief and general in character, would be complete without at least the mention of Virginia Water, the most beautiful, perhaps, of the lakes that are so few and far between in the County of Surrey.

3.—GEOLOGICAL CHARACTERISTICS.

The region forms part of what is known as the London Basin and rests upon a foundation of London clay. So far as the subsoil is concerned, however, the clay makes its appearance to a very slight extent only; practically the whole area being covered with deposits of sand and gravel. These deposits belong to a variety of geological formations, the position and extent of which are indicated on the Geological Map (Fig. 3).

It will be noted that the higher ground is mainly composed of the formation known as the Bagshot Beds, which include the Bagshot Sands, the Bracklesham Beds and the Upper Bagshot Sands, while in the river valleys sand and gravel also predominate. With a subsoil of this character overlying practically the whole region, the prevalence of pine-woods and gorse and heather-covered heaths and the absence of agriculture—alluded to in other parts of the report—is readily understood. Equally understandable is the popularity of the region for residential purposes, for the dry nature of the soil and the type of scenery it produces form an almost ideal combination in this respect.

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Fig. 3.—Geological Map of the Region.

II.—MAIN ROAD COMMUNICATIONS.

1.—THE EXISTING SYSTEM OF MAIN ROADS.

The road system in North-West Surrey is simple and quite unusually complete. It is hampered to some extent by a large number of level crossings and by insufficient width between buildings in the towns and villages, but without doubt the main lines of the system are there, standing out clear and reasonably well articulated and showing hardly any obvious gaps or deficiencies except, perhaps, in the matter of a good route from south-east to north-west in the northern part of the region.

Topographically the region presents few difficulties to a satisfactory road system. While extremely attractive and diversified, the country is fairly level and has but one ridge of high land, the Chobham ridge in the west, rising to just over 400 ft. above sea level. On the north-westerly boundary there are the great Crown parklands and forests, including Windsor Great Park, which present something of a barrier, but these areas are already crossed by all the necessary routes. The considerable areas of common land and War Department land are also traversed more or less satisfactorily and should cause little difficulty in the preparation of an improved road system. Along the north-eastern boundary, however, is the one barrier that will have a definite effect on the system of communications, namely, the River Thames. It is bridged at two places, Staines and Chertsey, in the region, and at another, Walton, just outside, on the east. The construction of the new arterial road known as the Chertsey Road will necessitate a further crossing of the river at a point about $\frac{3}{4}$ -mile down-stream from the old Chertsey Bridge. These bridges provide satisfactorily for all the important road crossings, and it is very unlikely that there will be any further crossings in the future of this stretch of the river. Hence the new system will need to be so designed to make the best possible use of these bridging points over the one real natural barrier in the region.

The roads are chiefly of regional or inter-regional importance. There is but one road, the London-Basingstoke-Salisbury-Penzance Road (A.30), with perhaps its Southampton spur (A.325), that could be described as a national trunk road. The London-Portsmouth road (A.3), another great artery, runs parallel to and just outside of the south-easterly boundary of the region, but its influence certainly extends to the region and it will have to be reckoned with in the regional plan. Of the other roads the Guildford-Staines (A.320), the Weybridge-Staines (A.317), and the Guildford-Bagshot (A.321) roads are the more important in the present system and, together with one or two existing secondary roads that will be given a new and more important function, will constitute the backbone of the improved system.

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2.—TRAFFIC STATISTICS.

The relative volume of traffic on the classified roads in the region is illustrated in Fig. 4, a diagram prepared from the traffic census taken by the Ministry of Transport in 1922 and 1925 on first-class roads, and in 1923 and 1926 on second-class roads. In each case the lighter band of colour represents the average number of vehicles per day ascertained from the earlier census, and the darker band of colour represents the increase in the number of vehicles per day three years later. Both the relative importance and the comparative increase of traffic on these roads is thus clearly demonstrated.

It will be observed that the Portsmouth road (A.3) takes rather more traffic than the Basingstoke Road, but in making a comparison it must be remembered that a good deal of domestic traffic between Guildford and London is enumerated on the Portsmouth road and, considered as a trunk route, the Basingstoke road is probably slightly the more important. These two great highways between them carry as much traffic themselves as all the other classified roads in the region put together. Following them, the Guildford-Staines road (A.320), the Weybridge-Staines road (A.317), and the Guildford-Bagshot road (A.322) carry about equal volumes, with the Woking-Byfleet-Street Cobham road (A.245) and the Woking-Sunningdale road (B.383) carrying slightly less.

On all the important roads the traffic has grown considerably during the intercensal period. The minimum increase on first-class roads was 22 per cent. on the Guildford-Frimley-Sandhurst road (A.321), and the maximum 328 per cent. on the Weybridge-Chobham-Bagshot road (A.319), while the average increase for the main routes generally was 87 per cent.

3.—PROPOSALS.

As we have indicated above, the widening and improvement of the existing main roads and the provision of one or two new links is what is chiefly required for the improvement of the road system. For the main part these roads traverse what is at present open country, so that little difficulty should be experienced in making the necessary provision for widening and improvement to meet future needs. In their passage through some of the towns and villages, however, these roads are extremely narrow and congested, and as widenings and improvements there are almost impracticable, one of our chief tasks is the provision of suitable relief roads at these points.

The London-Basingstoke-Salisbury-Penzance road (A.30) is not only the most important road in the region, but it is also of considerable national importance. It takes a very large volume of traffic, an extraordinarily high percentage of which is heavy traffic. One is amazed to find in the narrow High Street of Egham such a constant flow of motor and steam lorries and heavy traffic of all kinds, and it is almost incredible that this traffic, until the recent construction of the by-pass at Bagshot, used to pass through the narrow alley of Bagshot High Street. For the rest of its length the road passes through open country, is of good width and, except at the level crossing at Sunningdale and Windlesham Station, is

MAIN ROAD COMMUNICATIONS

generally satisfactory. The chief problems, then, are the provision of a relief road at Egham and a new crossing of the railway at Sunningdale.

There can be no doubt that the provision of a by-pass is the only satisfactory method of dealing with the really bad state of congestion at Egham. Most of the traffic passing through the town transacts no business in it, but merely passes through en route. The High Street, although it might be sufficiently improved to take local traffic, could never, without the most serious damage to its character and property, be brought to such widths and alignments as are undoubtedly necessary for through traffic. After careful investigation we therefore recommend provision for a by-pass as follows :—

1. A new road leaving the Basingstoke road (A.30) at the junction with the Windsor road (A.308), passing alongside the Causeway north of Strode Street, Runnymede Road and Langham Place to rejoin the existing road at the foot of the hill by the junction of Tite Hill and A.30.

For the elimination of the level crossing at Sunningdale we recommend the following :—

2. A new bridge and approaches over the Railway, on the north-west side of the existing road, entailing the covering of part of the station and some damage to small property on either side to secure proper approaches with gradients of not more than 1 in 30. The existing road would remain as a service road to the block of shops on the south-west side of the level crossing.

A matter of almost equal importance to the improvement of the above road is the logical completion in the area of the proposed Chertsey road. The suggested line of this road has now, we believe, been finally agreed upon by the Ministry of Transport and the Surrey and Middlesex County Councils. It is as follows :—

3. Entering the region from the direction of Shepperton Green by a new bridge over the Thames near the bend north-west of "The Ryepeck" and about $\frac{3}{4}$ -mile down-stream from the present Chertsey Bridge, it crosses Chertsey Mead and the existing Chertsey Road (A.317), taking advantage of a wide gap in the buildings just north of the Mission Hall, and, crossing the railway by a new bridge, finishes on the Guildford-Staines road (A.320) opposite the junction with the Windlesham road (B.386), obtaining by the latter a rather minor connection with the Basingstoke road at Erlwood House north of Bagshot.

The construction of this road will have a great effect upon the road system of the region. Initially it leaves the great western artery, the Basingstoke road, at Chiswick, and it is obvious that it presents a fine opportunity for a relief to that road, provided that its completion within the region is as sound as its beginnings. Incidentally, it also gives a good opportunity of improved connections between London and Woking, Guildford and

NORTH WEST SURREY REGIONAL PLAN

Farnham. For this connection we recommend that the following route should be adopted :—

- 3A. A new road beginning by a junction with the new Chertsey road near the Cemetery, Addlestone, crossing Green Lane and passing along Bittam's Lane to Wheelersgreen and thence swinging south-east to join the Guildford-Staines road (A.320) north of Ottershaw.

The question of the connection with the Basingstoke road resolves itself into a choice between the three parallel cross routes B.386 over Chobham Common, Stonehill Road and A.319, both the latter passing through Chobham Village.

Of these routes the northerly one (B.386) is the most direct until it reaches Windlesham, from which point a new connection with the Basingstoke road south of Bagshot would be, in our view, essential. The road suggested is as follows :—

4. A new road branching from Thornton Lane just south of Windlesham proceeding in a south-westerly direction by South Farm, crossing the Guildford road and passing north of Hammonds Pond, passing under the railway and joining the Basingstoke road (A.30) at the top of Jenkin's Hill.

While this is the route which we consider should be regarded as the main continuation of the new Chertsey road, we think it would be desirable to make provision in the scheme for the improvement and extension of Stonehill Road as a secondary connection. A.319 and part of A.320 will doubtless continue to be used as an alternative route and provision should be made for its improvement, notably in the matter of by-passing Chobham. These suggestions are embodied in the following recommendations :—

5. A by-pass to Chobham, leaving the existing road A.319 just west of Sow Moor and travelling in a south-westerly direction to cross the Woking-Chobham road west of "Flexlands" and thence passing over the south end of the High Street and skirting the graveyard to join Vicarage Road (A.319) at its junction with Brook Lane.
6. The existing road known as Stonehill Lane as far as Dunstall Green and thence by a new road to the bend in A.319 just west of Sow Moor.

Less important, but equally necessary, is the question of providing proper access to this new route to the Basingstoke road from Weybridge and Walton and ultimately from Croydon. This question is intimately connected with the improvement of the Weybridge internal street system, which is badly in need of some relief, and a scheme providing at the same time the necessary connection and a by-pass to Weybridge is much to be desired. The Thames Valley Joint Town Planning Committee has proposed, in a supplementary plan and report covering the area of the Walton-upon-Thames district, to bring a new artery coming from the direction of Croydon and Ewell, by Hare Lane and West End, Esher, and Burwood Park, Hersham, into the Queen's Road, Weybridge. From this point

MAIN ROAD COMMUNICATIONS

the route at present would be by the narrow main streets of Weybridge and Addlestone. The new route suggested would be as follows :—

7. From Queen's Road, by St. George's Avenue to the bridge over the railway at Weybridge Station, where the approaches will need improving. Thence on the north side of the railway, by a new road leaving Heath Street north of the Hand and Spear Hotel, swinging to the north of " Brooklands," utilising the existing bridge under the railway at Addlestone Junction, passing north of Weybridge Golf Club House, crossing the River Wey Navigation at Newhaw Lock Bridge and swinging to the north-east of " Coombelands " to Coombelands Farm and thence by Hare Hill to join A.319 by Great Grove Farm.

This road affords a good opportunity for providing a much needed new route running parallel to the river but avoiding Chertsey and leading ultimately in the Ascot direction. The proposed route is as follows :—

8. Leaving Road No. 7 near Coombelands Farm, the new route would link up with Ongar Road, proceeding north-west to link up with Little Green Lane, following Hardwick Lane to Alm'ners, thence running parallel with the railway to join an existing road near Lynehill House and eventually passing under the railway line by the existing bridge to join B.389 near the Sewage Works.

The existing continuation of the previously described Thames Valley regional road through Weybridge and Chertsey (A.317 and A.320) undoubtedly requires improvement. The route through these towns, and the junction with the Basingstoke Road at Staines Bridge, are at present very unsatisfactory, and we recommend that provision should be made for the following improvements :—

9. At Weybridge (where the present route is by Queen's Road, Bakers Street and Church Street) an improvement of Pine Grove to Station Road and a new road thence along the footpath north of Weybridge Park to join Bridge Road.
10. At Chertsey, a new road leaving the existing road at Addlestone Moor, crossing the Chertsey Road, to Clay Corner, and thence across the allotment gardens and south of the schools and the Drill Hall to join the existing route at the junction of Windsor, Guildford and London Streets.
11. At Hythe, an improved approach to Staines Bridge ; taking off immediately facing Staines Bridge and passing to the west and south of Farmer's Road.

The road from Staines to Guildford (A.320) passing through Chertsey and Woking is an important north and south connection in the region. The following improvements on its route are recommended for adoption :—

12. At Chertsey a new road leaving Staines Lane at its bend north-west of York Place, crossing St. Ann's Road to the west of the Masonic Hall, skirting the

NORTH WEST SURREY REGIONAL PLAN

Housing Scheme on the east, across Pyrcroft Road and crossing the railway by the existing bridge, with new approaches (thus avoiding the existing level crossing), to rejoin the existing road by Sir William Perkin's School.

13. At Mayford a new road cutting off the bend in the existing road, taking off at Hunt's Farm and rejoining by "Yarrowfield."
- 13A. An alternative loop to the present route, using Claremont Avenue, Woking, and by a new connection from the Elm Bridge joining the existing road (B.380) at "Pound."

A very considerable portion of the traffic which now congests the narrow streets of Woking comes from Guildford and proceeds north-west along B.383 through Chobham and Sunningdale. It is suggested that considerable relief would be afforded by providing a by-pass for this traffic, linking up A.320 from a point about half-a-mile south of the railway bridge to B.383 near Chobham. The following route is recommended:—

14. A new route branching from A.320 from Turnoak Corner, crossing the railway on the line of the existing footpath, following Well Lane and Bullbeggars Lane across Horsell Common and then proceeding north-west, by-passing Chobham on the east side and rejoining B.383 just north of the village.

It is unnecessary to refer to all the new routes and improvements in detail. There are many more than those above described, and they are indicated on the map and included in the schedule of proposals at the end of this section. The chief of these are: Improvements to the Woking-Aldershot and Farnham connections; a by-pass at Byfleet; and an improvement of roads B.388 and B.389 with a new section south of Thorpe to provide better access from Weybridge and the east to the Ascot and Reading road A.329. There are also proposals for the widening and improvement of existing unclassified roads to provide new routes in many parts of the region.

4.—ROAD WIDTHS AND BUILDING LINES.

A co-ordinated policy with regard to road widths and building lines is no less important than agreement with regard to routes. It is accordingly recommended that the following widths and building lines should generally be adopted throughout the region:

First Class Roads.—A minimum width of 60 feet, increased to 70 feet where practicable, and a building set back of 30 feet in the case of a 60 foot road, and 25 feet in the case of a 70 foot road.

Second Class Roads.—A minimum width of 50 feet, increased to 60 feet where practicable, and a building set back of 25 feet in the case of a 50 foot road and 20 feet in the case of a 60 foot road.

The widths suggested are based upon the requirements of the traffic that may be anticipated on these roads in the future. It is assumed that, having regard to the clearance

MAIN ROAD COMMUNICATIONS

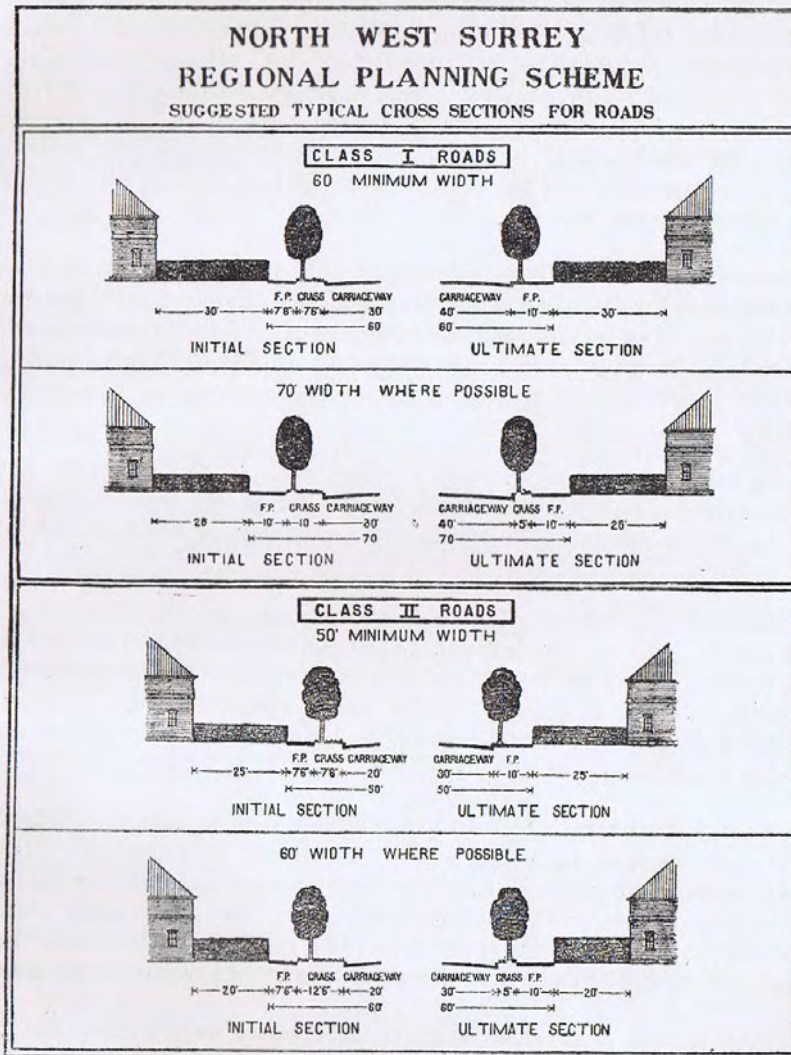


Fig. 5.—Suggested Typical Cross-sections for Principal Roads.

NORTH WEST SURREY REGIONAL PLAN

necessary for fast moving vehicles, a width of 10 feet should be allowed for each stream of traffic. In the case of second-class roads, it is considered that provision should be made for the ultimate accommodation of three streams of traffic, that is to say, the carriageway should ultimately be 30 feet wide. To this must be added two footways, which, to allow of the planting of trees, should be not less than 10 feet wide. Hence a total width of 50 feet represents the minimum width required. As it is highly desirable that provision should be made for grass or gravel margins, between the footways and the carriageways, both in order to keep vehicular traffic at a safe and comfortable distance from pedestrians, and also to improve the appearance of the road, an extra 10 feet (making 60 feet in all) should be provided wherever possible.

In the case of first-class roads it is considered that provision should be made for four streams of traffic, and the carriageway should, therefore, ultimately be 40 feet wide. With a minimum allowance of 20 feet for the two footways, the total width should be not less than 60 feet. To include the margins previously referred to, a width of 70 feet should be reserved where possible.

A series of typical cross sections for arterial roads is illustrated in Fig. 5. These suggestions are intended only to serve as a general guide. The character of the roads must necessarily depend on the nature of the local traffic as well as on that of the through traffic, and the widths allocated to carriageways, footways and verges will have to be adjusted accordingly.

The widths proposed are the distances between fences that it is considered will ultimately be required. It is not suggested that they will necessarily be fully utilised at once, either in the construction of the new roads or in the widening of existing roads. In many cases a less width will fulfil all requirements for some considerable time. It is, however, of importance that sufficient land should be scheduled without delay in order to allow of the full width being available as and when required.

It is not anticipated that it will be possible to secure a uniform width throughout the length of many existing roads, particularly in already built-up areas. In the latter case it will be necessary to prescribe such new improvement and building lines as may be practicable, and to require compliance therewith when rebuilding takes place. It will also be found that in some cases the construction of a relief road will obviate the widening of an existing road, except to the extent necessary to meet the requirements of local traffic.

Other circumstances, also, may make it unnecessary to prescribe the full width. Where, for example, a road is bordered by a public common or other land that cannot or is never likely to be built on, local traffic, both vehicular and pedestrian, will be proportionately less, and the full width between fences will not be required. In the hillier parts of the region, too, the configuration of the ground may make it impossible to maintain the full width on the score of expense.

MAIN ROAD COMMUNICATIONS

On the other hand, greater widths are likely to be required in urban areas, where allowance will have to be made for wider carriageways and footways in front of shops, and where footways and margins in general should be sufficiently wide to accommodate sewers, gas, water and electric mains and other services.

It will be appreciated, therefore, that the widths proposed must be regarded as suitable for average conditions and that they must be subject to modification to suit the special circumstances arising in individual cases. In order to secure proper co-ordination, proposals involving a departure from the widths and building lines recommended for general adoption should be submitted by the constituent local authorities for the consideration and approval of the Joint Committee.

As an advisory body the Joint Committee has no direct means of carrying out its proposals. To make them effective, it will be necessary for each of the constituent local authorities to include such proposals as affect their area in a statutory town planning scheme. In this connection it is recommended that the local authorities should approach the County Council with a view to obtaining an indemnity against possible claims for compensation arising out of the prescription of land for the widening of existing main roads, and for new main routes, and the assurance that grants in aid of the cost of constructing these new roads and improvements will be forthcoming when the need for their execution arises.

5.—SCHEDULE OF ROAD PROPOSALS.

No.	Description.	Local Authorities Affected.	Suggested width in feet.	Suggested Minimum width between buildings in feet.
A.30	London-Basingstoke-Salisbury-Penzance Road	Egham Urban Windlesham Urban	70—80	120
A.245	Street Cobham-Byfleet-Woking Road	Frimley Urban Chertsey Urban Woking Urban Chertsey Rural	60—70	120
A.247	Woking-Old Woking-Newlands Corner Road	Woking Urban	60—70	120
A.308	Staines-Windsor Road	Egham Urban	60—70	120
A.317	Esher-Weybridge-Chertsey Road	Weybridge Urban	60—70	120
A.318	Byfleet-Chertsey Road	Chertsey Urban Chertsey Urban Chertsey Rural	60—70	120
A.319	Weybridge-Chobham-West End-A.322 Road	Chertsey Urban Chertsey Rural	60—70	120
A.320	Staines-Guildford Road	Egham Urban Chertsey Urban Woking Urban Chertsey Rural	60—70	120
A.321	Guildford-Frimley-Sandhurst Road	Frimley Urban	60—70	120
A.322	Guildford-Bagshot Road	Woking Urban Windlesham Urban Chertsey Rural	60—70	120

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5.—SCHEDULE OF ROAD PROPOSALS—Continued.

No.	Description.	Local Authorities Affected.	Suggested width in feet.	Suggested Minimum width between buildings in feet.
A.324	Woking-Aldershot-Farnham Road	Woking Urban	60—70	120
A.325	From A.30 between Bagshot and Camberley to Frimley-Aldershot and Farnham (Southampton Road)	Frimley Urban	60—70	120
A.328	Englefield Green-Windsor Road	Egham Urban	60—70	120
A.329	From A.30 at Virginia Water to Ascot and Reading	Egham Urban	60—70	120
A.3013	Frimley Green-Ash Road	Frimley Urban	60—70	120
A.3050	Walton-Weybridge Road	Weybridge Urban	60—70	120
B.366	From A.245 near Silver Mere to the Portsmouth Road	Chertsey Rural	50—60	100
B.367	West Byfleet-Ripley Road	Chertsey Rural	50—60	100
B.372	St. George's Ave., Weybridge	Weybridge Urban	50—60	100
B.373	Hanger Hill, Weybridge	Weybridge Urban	50—60	100
B.374	From Bridge Road, Weybridge, to A.245 at Bridge Farm	Weybridge Urban	50—60	100
B.375	From Chertsey Bridge to Twyners, Chertsey	Chertsey Rural	50—60	100
B.380	Pirbright-Mayford-Old Woking Road	Chertsey Urban	50—60	100
B.382	Old Woking-West Byfleet Road	Woking Urban	50—60	100
B.383	Woking-Chobham-Sunningdale Road	Chertsey Rural	50—60	100
B.384	Between B.383 and A.320 over Horsell Common	Egham Urban	50—60	100
B.385	Woodham Lane, between A.245 and A.318	Woking Urban	50—60	100
B.386	From A.320 south-west of Chertsey to A.30 at Windlesham	Chertsey Urban	60—70	100
B.387	Fordwater Lane and Weir Road, Chertsey	Chertsey Rural	50—60	100
B.388	Chertsey-Egham Road	Chertsey Urban	50—60	100
B.389	From Thorpe to the Basingstoke Road at Virginia Water	Egham Urban	50—60	100
B.3015	Chobham Ridge Road	Chertsey Rural	50—60	100
B.3018	Bagshot-Bracknell Road	Windlesham Urban	50—60	100
B.3020	Windlesham-Sunninghill Road, The new Chertsey Road	Windlesham Urban	50—60	100
1	A new by-pass at Egham	Egham Urban	60—70	120
2	A new bridge and approaches over the railway at Sunningdale and Windlesham Station	Windlesham Urban	60—70	—
3	The new London-Chertsey arterial road	Chertsey Urban	100	140

MAIN ROAD COMMUNICATIONS

5.—SCHEDULE OF ROAD PROPOSALS—Continued.

No.	Description.	Local Authorities Affected.	Suggested width in feet.	Suggested Minimum width between buildings in feet.
3A	A new road from the new Chertsey road by Addlestone Cemetery to the Staines-Guildford Road (A.320) north of Ottershaw	Chertsey Urban	60—70	120
4	A new road continuing B.386 from the Sun Inn at Windlesham to link up with the Basingstoke Road (A.30) at Jenkin's Hill	Windlesham Urban	60—70	120
5	A new by-pass at Chobham	Chertsey Rural	60—70	120
6	Improvement and continuation of Stonehill Road	Chertsey Urban Chertsey Rural	50—60	100
7	A new road from Heath Road (B.374) Weybridge to Hare Hill	Weybridge Urban Chertsey Urban	60—70	120
8	A new road consisting partly of existing roads and partly of new links connecting Road No. 7 with the Ascot Road near Thorpe Green	Chertsey Urban Chertsey Rural	60—70	120
9	The improvement of Pine Grove and a new connection Bridge Road at Weybridge	Weybridge Urban	60—70	120
10	A new road from A.317 at Woburn Hill, Addlestone, to the junction of Windsor, Guildford and London Streets, Chertsey	Chertsey Urban	60—70	120
11	At Hythe, a new approach of the Staines-Guildford Road (A.320) to Staines Bridge	Egham Urban	60—70	120
12	A new by-pass at Chertsey from the Staines Road (A.320) west of Abbey Mead to the same road by Sir William Perkin's School	Chertsey Urban	60—70	120
13	A short new road, an improvement to the Staines-Guildford Road (A.320) at Mayford	Woking Urban	60—70	120
13A	A short new road connecting A.247 and B.380 near Westfield, Woking	Woking Urban	60—70	120
14	A new by-pass to Woking on the Guildford - Chobham - Sunningdale route	Woking Urban Chertsey Rural	50—60	100
15	A new road between the Chertsey-Egham Road (B.388) and Sandhills Lane (B.389) near the Chertsey Sewage Works south of Thorpe	Chertsey Urban Chertsey Rural	50—60	100
16	A short new road improving the junction of St. Ann's Road and Pyrcroft Road at Chertsey	Chertsey Urban	50—60	100
17	A new road by-passing the level crossing, Addlestone	Chertsey Urban	50—60	100
18	A new by-pass to Byfleet	Chertsey Rural	60—70	120

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5.—SCHEDULE OF ROAD PROPOSALS—Continued.

No.	Description.	Local Authorities Affected.	Suggested width in feet.	Suggested Minimum width between buildings in feet.
19	A short new road improving the junction of the Basingstoke Road (A.30) and the Bracknell Road (B.3018) near "The Cricketers" Public House, Bagshot	Windlesham Urban	50—60	100
20	A short new road improving the alignment of the Aldershot Road (A.324) at Goldsworth, Woking	Woking Urban	60—70	120
21	A new road from A.324 north of St. John's Lodge, Woking, to the same road at its approach to Hermitage Bridge over the Basingstoke Canal, Woking	Woking Urban	60—70	120
22	A new road from the Old Woking-Byfleet road at Roundhill Farm, Woking, to High Street, Old Woking, opposite its junction with the Send Road	Woking Urban	60—70	120
23	A new road from the Woking-Old Woking road (A.247) at Kingfield Green to the Ripley-Byfleet road (B.367) at the Seven Stars P.H. south of Newark Priory and just outside the region	Woking Urban	60—70	120
24	A new connection between the above road and the Westfield-Old Woking road (B.380) at Shackleford	Woking Urban	50—60	100
25	A new road improving the alignment of the Sandhurst-Camberley-Guildford road (A.321) at Frimley	Frimley Urban	60—70	120
26	A new by-pass to Frimley on the east connecting the Portsmouth Road (A.325) and the Frimley Green (Guildford Road) (A.321)	Frimley Urban	60—70	120
27	A new by-pass at Thorpe on B.388	Chertsey Rural	50—60	100
28	The existing road from Portsmouth Road (A.325) at Frimley Grove to the Guildford-Bagshot road at West End	Frimley Urban Windlesham Urban Chertsey Rural	50—60	100
29	The existing road from the above road at Lightwater Farm to B.386 at the Sun Inn, Windlesham	Windlesham Urban	50—60	100
30	The existing road from Bagshot Road (A.322) at Knaphill Common to Chobham	Woking Urban Chertsey Rural	50—60	100
31	Cemetery Pales, Woking	Woking Urban	50—60	100
32	Monument Road to Maybury Hill, Woking	Woking Urban	50—60	100
33	Oriental and College Roads, Woking	Woking Urban	50—60	100

III.—ZONING.

1.—EXISTING CONDITIONS OF LAND UTILISATION.

The predominant characteristics of the present surface utilisation of the land within the region are illustrated in broad outline in Diagram No. 6. It will be noted that the principal areas of urban development are concentrated into two strips closely following the routes of the London-Basingstoke Road and the main line of the London and South-Western Section of the Southern Railway, respectively.

On the Basingstoke Road are situated Egham, Englefield Green, Sunningdale, Bagshot and Camberley, and on the London and South-Western main line are Weybridge, Byfleet and Woking. Chertsey, the only other urban centre of importance, occupies a strategic position where one of the comparatively few bridges crosses the River Thames.

Between these two belts of urban land, which run parallel with, and close to, the north-western and south-western boundaries of the region, lies a rural area consisting mainly of meadow-land but comprising large stretches of heath—parts of which are public commons, parts belong to the Crown and parts to the War Department—numerous golf courses, and a few large private parks. Half a dozen villages are scattered over the area at more or less equal intervals.

There is, at present, nothing in the shape of an industrial area; such industries as are to be found are, with the exception of the "Sorbo" works and one or two other factories in Woking and Addlestone, and Vickers Works inside the Brooklands Motor Track, of a purely local and domestic character, small in size and ministering only to the needs of the residents in each district. Similarly, there is no outstanding marketing or business centre in the region—due, originally, perhaps, to the fact that it is not a good agricultural district and, latterly, to the fact that the modern population does most of its shopping in London. It must not be inferred from this that there are not good shops in many of the towns, but they are essentially local in scope and do not attract customers from beyond their own immediate district.

2.—TENDENCIES OF FUTURE DEVELOPMENT.

An examination of the Census statistics (from which the particulars in the following table are extracted) shows that in the last decade the percentage increase in the population of all districts in the region, except Frimley, was well above the average for England and Wales. In the absence of any industrial development, this clearly indicated the popularity of the region for purely residential purposes.

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POPULATION STATISTICS.

District.	Population.			Percentage Increase.	
	1901.	1911.	1921.	1911.	1921.
Chertsey U.D.	12,762	13,816	15,127	8.3	9.5
Egham U.D.	11,895	12,551	13,725	5.5	9.4
Frimley U.D.	8,409	13,673	13,676	6.3	0.2
Weybridge U.D.	5,329	6,286	6,684	17.9	6.3
Windlesham U.D.	3,415	4,249	4,878	24.4	14.8
Woking U.D.	18,349	24,808	26,423	35.2	6.5
Chertsey R.D.	6,657	9,383	11,163	41.0	19.0
Totals	66,816	84,766	91,676	26.9	8.2
England and Wales ..	—	—	—	10.9	5.0

Conditions are, indeed, more than usually favourable for residential development of all kinds. There are large areas having a dry sandy subsoil; much of the countryside is very picturesque, and on the northern boundary is the River Thames, which exercises an unfailing and increasing attraction both for permanent and summer residents. The districts along the South Western Railway main line have an excellent service of fast trains and those intersected by the Basingstoke Road are readily and directly accessible from London by motor car. In addition to these facilities many well-known golf courses are situated in the two main residential belts and constitute an important factor in their development.

Woking and Byfleet on the railway, and Wentworth on the Basingstoke road, are typical of the kind of development that has so far taken place, and may be expected to continue in the future. There is a great variety in the size of the houses and the extent of their gardens, but it is practically all good class property of a type that the districts concerned should do all in their power to encourage by an enterprising policy with regard to the provision of public services and by taking measures to preserve their amenities through town planning schemes.

The riverside development, now progressing so rapidly, is of an altogether different type and needs very careful regulation. We are here faced with the demand for inexpensive week-end or summer-time bungalows right on the banks of the river. In the nature of a luxury to their owners, the majority of these bungalows have as little spent on them as possible and the great danger is that, unless carefully controlled, they will completely spoil the charm of the river both for themselves and for the general public. Apart, also, from the question of amenity, there is the serious problem of safeguarding conditions of health, which are gravely imperilled because the majority of these bungalows drain into cesspools, the contents of which, in time of flood, are washed into the river and will undoubtedly cause pollution of the water supply.

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[Surrey Flying Services.]

Fig. 7.—Aerial view of the Thames at Weybridge, looking over the Meads to Chertsey.

Facing page 26.

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Fig. 8.—Aerial View of Camberley.

[Surrey Flying Services.]

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Steps are being taken by several riparian authorities, both individually and collectively, to deal with these problems, and it is suggested that this is one of the most pressing duties of the riparian districts in this region. Special regulations with regard to drainage are more appropriately included in the by-laws, but much can be done by suitable zoning under a town planning scheme, and this is by far the most effective and economical method of securing conditions of health, convenience and amenity in the future development of the region generally.

3.—ZONING PROPOSALS.

From the Regional point of view, zoning must necessarily be confined to broad outlines. Not otherwise can the needs of the area, regarded as one unit, be considered and dealt with comprehensively. Having first agreed upon a general policy with regard to the character of the development to which the various parts of the region are most suited, it will then be the function of each constituent authority to carry out this policy by means of detailed zoning within its own area.

It will be clear from the foregoing survey of existing conditions and present tendencies that future development will be almost exclusively of a residential character and that it is likely to take place mainly in the two urban belts along the South Western Railway line and the Basingstoke Road, and also along the riverside between Weybridge and Staines. The area lying between the two urban belts comprises large stretches of Common and War Office land which cannot be developed; it contains much land that is low lying and damp; it is not readily accessible, and it does not appear likely to be the subject of intensive development of any kind.

This well marked natural subdivision of the area suggests that the zoning of the region should take the form of establishing two primary zones :—

- (a) *An Urban Zone* covering those districts where development in a more or less concentrated form has taken place and may be expected to continue in the future, and
- (b) *A Rural Zone* comprising the remainder of the regional area where concentrated development is not to be expected.

The disposition of these zones is indicated on the map at the end of the report.

4.—THE URBAN ZONE.

The Urban Zone includes the built-up areas of Woking, Byfleet, Weybridge, Chertsey, Egham, Windlesham, Bagshot, Camberley and Frimley, together with a sufficient area surrounding these places to allow of their future expansion.

It is recommended that this primary zone should be zoned in detail on standard town planning lines; that is to say, the most suitable areas for local industrial, business and

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residential use should be defined, and the conditions on which development should take place be prescribed in accordance with the Schedule at the end of this section.

It is very desirable to preserve the separate identity of the places in the region and to prevent their coalescence into one great suburban area. This can be accomplished to some extent by arranging the boundaries of the urban and rural zones in the manner indicated on the map and also by placing open spaces between adjoining districts.

We think it unlikely that any considerable industrial development will take place in the region, and the reservation of a large industrial area is not, therefore, required. In each district the disposition of the domestic industries (gasworks, generating stations, laundries, etc.) will have to be considered, but from the regional standpoint, which is concerned with the location of general manufacturing plants, the most suitable sites would seem to be alongside the South Western main line between Woking and Byfleet, and at Addlestone, and it is accordingly recommended that small industrial areas should be reserved in these positions.

Suggestions are made (on the large map) with regard to the principal business centres, and the remainder of the Urban Zone—subject to the detailed proposals of the town planning schemes—should be treated as a general residential area.

5.—THE RURAL ZONE.

The Rural Zone comprises most of the land in the central part of the region. Although the construction of the new Chertsey arterial road may have the effect of inducing a certain amount of development along its route, we do not anticipate that much development of any kind will take place in this area.

Some building of a sporadic nature will inevitably occur, and on this account it is desirable that general control of any development that may take place should be secured. For this purpose the Rural Zone should be treated as a general residential area in which the consent of the local authority is required for the erection of any buildings other than dwelling-houses or buildings required for agricultural or horticultural purposes.

The average density of buildings should not be allowed to exceed four houses to the acre, except in the case of compact housing schemes of limited extent, where, subject to the approval of the local authority, a density of eight houses to the acre might be allowed.

Apart from the general control of buildings outlined above, it is recommended that the Rural Zone should be left to itself and there is no occasion, therefore, to put forward proposals with regard to industrial or business zones which, if the need for them arises, will be essentially a local rather than a regional matter.

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Fig. 9.—Aerial View of Woking.

[Surrey Flying Services.]

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Fig. 10.—Aerial View of West Byfleet.

[Surrey Flying Services.]

ZONING

6.—DETAILED ZONING.

For the detailed zoning which will be necessary in the town planning schemes that include portions of the regional Urban Zone, it is very desirable that the constituent authorities should observe the same code. It is, therefore, recommended that the following table of Character Zones should be adopted, where applicable, throughout the region.

TABLE OF CHARACTER ZONES.

Zone.	Buildings which may be erected without Council's consent.	Buildings which may be erected only with Council's consent.	Buildings not to be erected.
1. General Residential	Dwelling houses and residential Buildings	Other buildings except those specified in succeeding column	Buildings for noxious industry
1A. Special Residential	Dwelling houses	Residential buildings, places of assembly, schools, special buildings	Buildings other than those specified in preceding columns
2. General Business	Shops, business premises, dwelling houses, residential buildings, places of assembly	Other buildings except those for noxious industry	Buildings for noxious industry
2A. Special Business	Shops, business premises, places of assembly	Other buildings except those for noxious industry	Buildings for noxious industry
3. General Industrial	Industrial buildings and any other buildings except those in next column	Buildings for noxious industry	
3A. Special Industrial	Industrial buildings, business premises	Other buildings except those specified in succeeding column	Dwelling houses, schools, institutions

The definitions of the various classes of buildings set out in the preceding table are as follows :—

“ Dwelling House ” means a house designed for use as a dwelling for a single family, together with such outbuildings as are ordinarily required to be used therewith.

“ Residential Building ” means any building other than a dwelling-house, designed for use for human habitation, together with such outbuildings as are ordinarily required to be used therewith, and includes an hotel and a residential club.

“ Shop ” means a building designed for the purpose of carrying on retail trade.

“ Business Premises ” means a building designed for use as an office or for other business purposes, not being a shop or industrial building.

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"Industrial Building" means a building designed for use as a factory or workshop within the meaning of the Factory and Workshops Acts, 1901 and 1907, and includes a warehouse.

"Building for Noxious Industry" means an industrial building designed for the purpose of carrying on any industry mentioned in the schedule to the scheme. (*Note.*—Each scheme will contain a schedule of noxious industries.)

"Places of Assembly" means a building designed for use as a Town Hall, theatre, concert room, lecture hall, place of public worship, or other place of public assembly, whether used for purposes of gain or not, and includes a non-residential club.

"School" means a building designed for use as a college or school.

"Institution" means a building designed for use as a hospital, workhouse, asylum or other public or charitable institution, other than a place of assembly or a school.

"Special Building" means a building designed for any use other than one of the uses for which the buildings hereinbefore defined are designed.

It is recommended that the "General" zones should be those primarily adopted, but that powers should be taken in the town planning schemes to supplement these by defining "Special" zones in appropriate cases where it is clearly desirable to restrict certain areas to buildings of a specific character.

7.—DENSITY OF BUILDINGS.

It has already been suggested that a general density restriction of four houses to the acre in the case of the Rural Zone should be adopted, and permission to exceed this density should only be granted in the special circumstances of approved housing schemes for agricultural or industrial workers. In the Urban Zone, however, it will be desirable to permit a greater range of density to suit the needs of the different types of residential district. We strongly recommend that the average density should not in general exceed twelve houses to the acre, although in exceptional circumstances, as, for example, in the case of partially developed sites already laid out on the basis of a higher density—an average of as much as sixteen houses to the acre may have to be permitted. In other districts, densities of eight, six and four houses to the acre will be appropriate, though, as such restrictions are not subject to compensation, they must be imposed with great care and, if possible, by agreement with the owners concerned.

In addition to prescribing the number of houses to the acre, it is necessary to lay down the proportion of its curtilage which each building may occupy. This method of regulating space about buildings is, indeed, the only practicable one in the case of non-residential buildings. We recommend the adoption of the regulations contained in the Ministry of

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Health's Model Clauses, which are set out in the following table :—

Character of building.	Dwelling houses.	Residential buildings, institutions, schools and shops in which dwelling accommodation is provided.	Other buildings.
Neither exceeding 30 ft. in height nor being, over the main part of the building, of more than one storey above ground level	One-third	One-half	Three-quarters
Exceeding 30 ft. in height or being, over the main part of the building, of more than one storey above ground level ...	One-quarter	One-third	Two-thirds

8.—HEIGHT OF BUILDINGS.

The limitation of the height of buildings is necessary in the interests of securing adequate light and air space, and also to prevent the congestion of traffic caused by the concentration of a large number of people in very high buildings. The best method of dealing with the matter is to prescribe a limiting angle from the centre of the road beyond which buildings may not project, concurrently with the fixing of a maximum height. We recommend the adoption of the following regulations :—

1. No part of any new building to project above a line drawn from the centre of the street in front of the building (or, where more than one street, the widest street) at an angle of 56° with the horizontal, or 45° in the case of subsidiary streets intended for residential use only.
2. The highest point of any new building in no case to exceed 70 feet.
3. For the purpose of measurement, account to be taken of parapets, but not of chimneys, ornamental towers, turrets or any other architectural features.

IV.—OPEN SPACES.

1.—NEED FOR OPEN SPACES.

It is now universally recognised that adequate facilities for outdoor sports and recreation generally are essential to the physical and moral well-being of modern urban communities. A great deal towards providing such facilities has been and is being done both by private individuals and by large industrial and commercial corporations, but the main responsibility for satisfying the public need for open spaces must inevitably rest upon local authorities. This is especially true in the case of parks and gardens which yield no direct monetary return upon the capital spent on them, but which are none the less valuable, because, indirectly, they pay very handsome dividends in health and happiness apart altogether from the more tangible result of increasing rateable values.

Hitherto the provision of open spaces has been rather haphazard, depending in many instances more on the local authority being able to buy a cheap piece of land or being presented with the grounds of some old mansion by a public-spirited citizen, than on any definite policy. It is quite true that local authorities have, in the past, been handicapped very considerably by inability to predict with certainty where open spaces would be wanted to fulfil future needs, but now that they have themselves the power to determine the character of the development in each part of their district by means of a town-planning scheme, they no longer suffer this disability. The formulation of a programme for the gradual building up of a proper system of open spaces is, therefore, quite practicable, especially as it is now possible to earmark suitable sites well in advance and before the land has acquired a building value.

An efficient and well-balanced park system should comprise :—

1. Playgrounds for young children.
2. Playing fields for organised games.
3. Local parks and public gardens.
4. Large natural reservations.

Of these, the provision of children's playgrounds, playing fields and small parks is essentially a matter for local consideration, but the provision of the larger natural reservations is clearly a regional matter, and the subject is, therefore, approached from this point of view. The first step is the examination of the open spaces already in existence.

2.—EXISTING OPEN SPACES.

North-West Surrey, in common with other parts of the county, is particularly fortunate in the number and extent of the Commons and other Open Spaces that are situated within

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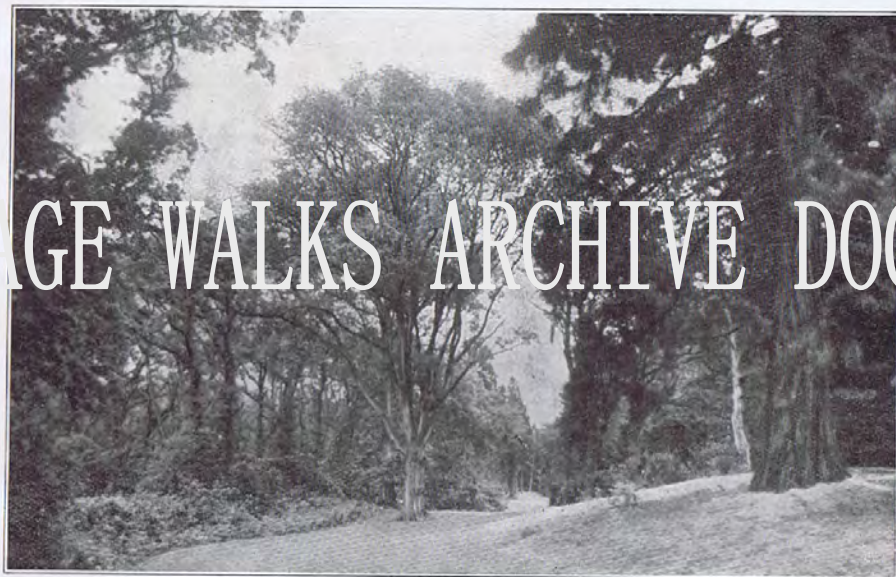


Fig. 11.—St. Ann's Hill.

Presented to the Chertsey U.D.C. in 1928 by Sir William Berry and laid out under the direction of Mr. Percy S. Cane.

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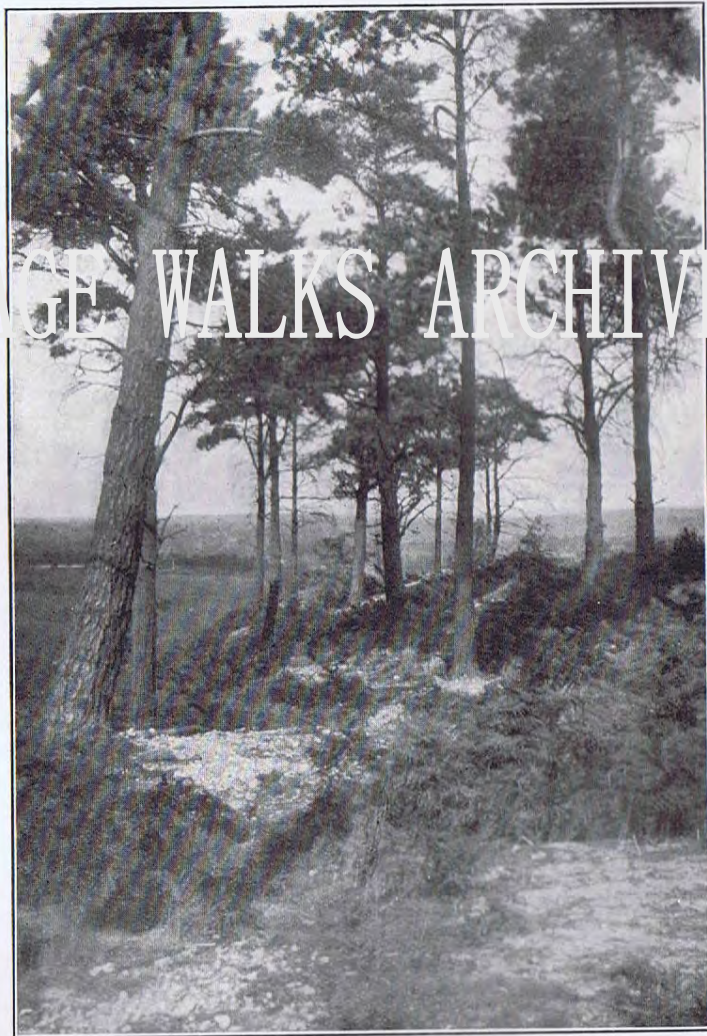


Fig. 12.—Chobham Common.

OPEN SPACES

its boundaries. Chobham Common, covering an area of approximately 1,800 acres, is one of the largest commons in the Home Counties, and there are many others of smaller dimensions. A list of the existing open spaces will be found in the following schedule and their disposition is indicated on the map.

EXISTING OPEN SPACES

COMMONS TO WHICH THE PUBLIC HAVE A LEGAL RIGHT OF ACCESS.

Open Space.	Local Authority.	Approximate area in acres.
Smart's Heath	Woking Urban	65
Pray Heath	"	42
Westfield Common	"	66
Mill Moor	"	14
Kingfield Greens	"	2
Frimley Green	Frimley Urban	1½
The Grove	"	3
Thorpe Green	Chertsey Rural	35
Englefield Green	Egham Urban	25
The Heath	Weybridge Urban	50
Horsell Common	Woking Urban	725
Part of Coxhill Green	"	6
Horsell Moor	"	19
Little Wick Common	"	12
Sheets Heath	"	67
St. John's Lye	"	57

1,189

PUBLIC PARKS AND RECREATION GROUNDS.

Mount Hermon Recreation Ground	Woking Urban	24
Recreation Ground at Camberley	Frimley Urban	12
" " Frimley Green	"	6
" " North of Frimley	"	20
" " Byfleet	Chertsey Rural	5
" " West Byfleet	"	9
" " Pyrford	"	4
" " Chobham	"	4
" " Chertsey	Chertsey Urban	6
" " Addlestone	"	5
St. Ann's Hill, Chertsey	"	27
Hanger Hill Recreation Ground	Weybridge Urban	5
Churchfields Recreation Ground	"	7
Part of Walton U.D. Recreation Ground	"	5
Waterer Park	Woking Urban	14
Knaphill Recreation Ground	"	6

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RURAL COMMONS AND FUEL ALLOTMENTS.

Open Space.	Local Authority.	Approximate area in acres.
Chobham Common	Chertsey Rural	1,770
Burrowhill Green	"	10
Little Heath	"	11
Dunstall Green	"	8
Coxhill Green (part of)	"	18
Milford Green	"	30
Pyrford Common	"	50
Lucas Green and Westend Common	"	75
Bisley Green and Common	"	50
Bisley Common	"	54
Miles Green	"	10
Bagshot Heath (Fuel Allotments)	Windlesham Urban	200
Frimley (Fuel Allotments)	Frimley Urban	300
		<hr/> 2,586

GOLF COURSES.

Wentworth	Egham Urban	250
Chertsey	Chertsey Urban	85
New Zealand	"	175
Woking	Woking Urban	170
West Hill	"	140
Worplesdon	"	135
St. George's Hill (part of)	Chertsey Rural	95
West Byfleet	"	130
Sunningdale (part of)	Windlesham Urban } Frimley Urban	270
Sunningdale (part of)		155
Camberley Heath		65
Barossa	"	
		<hr/> 1,670

There are altogether about 1,189 acres of Common Land which, in view of the provisions of Section 193 of the Law of Property Act, 1925, with regard to commons situated in an urban area, may be regarded as public open spaces. In addition to these there are 13 commons in rural districts comprising 2,586 acres which, under Section 194 of the Law of Property Act, cannot be enclosed or built upon without the sanction of the Ministry of Agriculture, and which may legitimately be regarded as open spaces, although strictly speaking the public have no legal right of access to them.

Falling within a rather different category are the Crown Lands in the neighbourhood of Virginia Water and Olddean Common, and Westend Common, which now belongs to the War Office, who have extinguished the common rights. The public enjoy, by courtesy,

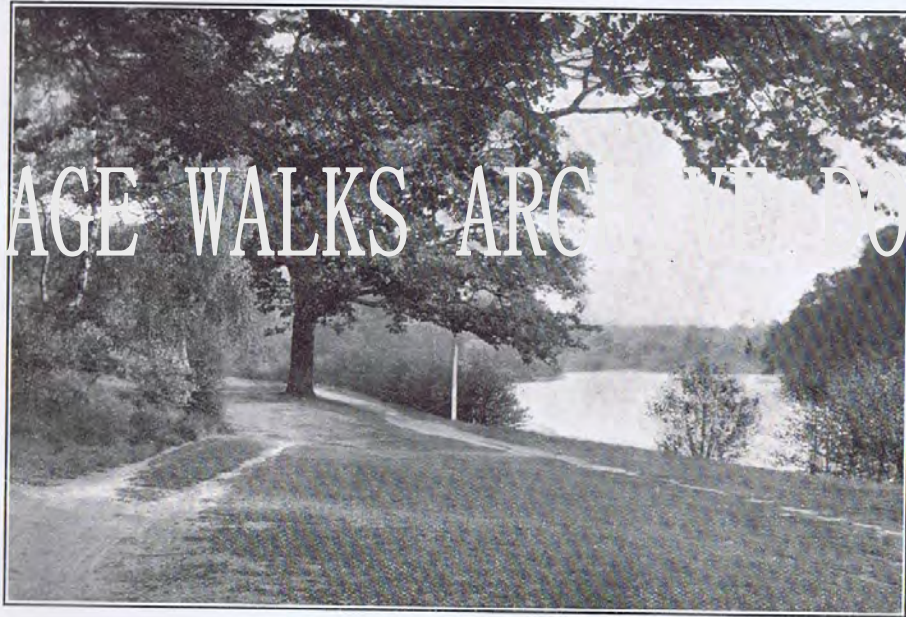


Fig. 13.—Virginia Water.

HERITAGE WALKS ARCHIVE DOCUMENT

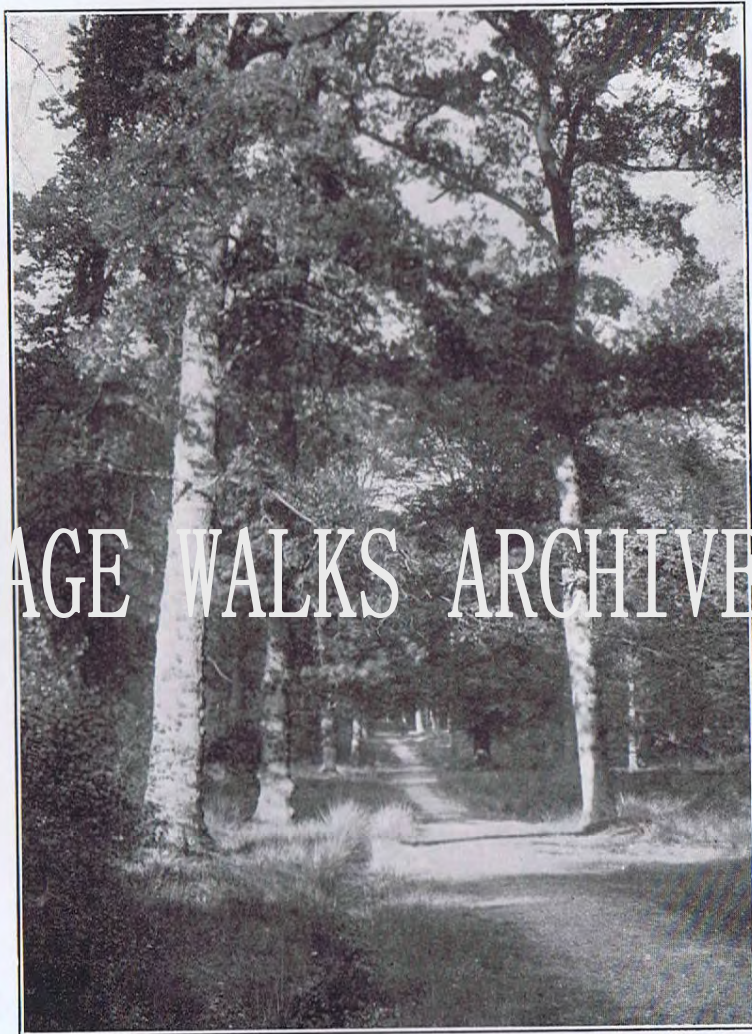


Fig. 14.—Windsor Great Park.

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OPEN SPACES

limited access to many of the woods and heaths owned both by the Crown and the War Office, but these areas cannot be regarded as public open spaces, although they are amongst the most treasured tracts of open country in the region. It is, in our view, highly important in the general interest that these areas should remain unbuilt upon, and suggestions to this end are included in the proposals which follow.

There are comparatively few public recreation grounds in the region, though, in addition to those specifically mentioned in the schedule, there are a number of playing fields situated upon the Commons. In the matter of private Open Spaces, however, North-West Surrey is particularly fortunate in possessing a great many first-rate golf courses, for which the sandy subsoil is especially suitable. These golf courses—which include such well-known greens as Woking, Worplesden, Wentworth and St. George's Hill—are without doubt amongst the greatest assets of the region from the point of view of residential development. Though there is little likelihood of their abandonment—as the greater the development in their vicinity the more valuable they become as golf courses—it would be wise to approach the Clubs with a view to obtaining their consent to the scheduling of the courses in town planning schemes as private open spaces.

3.—PROPOSED SCHEME OF OPEN SPACES.

Apart from the provision of local parks and playing fields in the urban areas, which will be dealt with in a later paragraph, the three main considerations in the development of a regional system of Open Spaces in North-West Surrey are :—

- (a) The protection of the amenities of the River Thames.
- (b) The safeguarding of the existing character of the Rural Commons and parts of Crown Lands and War Office Lands ; and
- (c) The reservation of green belts between the urban areas in order to preserve their separate identities and prevent their coalescence into one large, straggling, suburban area.

(a) *Amenities of the River Thames.*

It will be noted from the preceding review of the existing Open Spaces, and from an inspection of the Map, that throughout the whole length of the Thames included in this region there are at present no public Open Spaces of any kind along its banks. From half-a-mile west of Bell Weir Lock to Penton Hook practically the whole of the south bank of the river is occupied by buildings of various kinds, including Gas Works and Varnish Works, though, for the most part, consisting of riverside bungalows. It is, of course, impossible to undo the damage that has already been done to this part of the river, but there still remains a good deal of open land along its banks, the amenities of which can be and, in our opinion, ought to be preserved.

With this object in view we recommend that the whole of Runny Mede, including the "Lookouts," near Cooper's Hill, should be kept free from building, either as a public or

NORTH WEST SURREY REGIONAL PLAN

a private open space ; that a small area at the bend of the river opposite Penton Hook Lock and Weirs should be purchased as a public open space ; that Chertsey Golf Course and part of Abbey Mead should be preserved as private open spaces ; that the greater part of Chertsey Mead should be kept open as an agricultural area and that a strip along the river from the Ferry at Weybridge to Halliford Point should be made a public open space.

(b) *Rural Commons, Crown and War Office Lands.*

Although, by Section 194 of the Law of Property Act, 1925, Commons in rural districts cannot be enclosed or built upon without the sanction of the Ministry of Agriculture, a contingency that in this region is very remote, it is highly desirable that steps should be taken to secure permanently the freedom of access to these Commons which the public now enjoy by courtesy alone. This can be done by purchasing the Common rights as has recently been done, for example, by the Esher & Dittons U.D.C. in the case of Commons in their district, or it can be done by " regulation " under the Commons Acts of 1876 and 1899, or alternatively the Lord of the Manor may be persuaded voluntarily to make such Commons subject to the provisions of Section 193 of the Law of Property Act.

So far as the Commons and heaths belonging to the Crown and the War Office are concerned, nothing can be done except with the consent and agreement of the owners. So long as the ownership of these lands remains in the hands of the Crown and the War Office it is probable that the limited access at present enjoyed by the public will be retained, but in the event of their being sold to private individuals the circumstances would be entirely changed. To meet this possible situation it is suggested that an attempt should be made to arrive at agreements with both the Crown and the War Office that the lands in question, which are indicated on the map, should be preserved as open spaces in perpetuity.

(c) *Green Belts.*

Attention has already been drawn to the desirability of preserving the identity of the several towns in the region by some physical boundary that will not only define the extent of each urban centre and prevent its fusion with its neighbours into one great characterless suburb, but will also furnish an attractive open space or a productive agricultural belt.

It so happens in North-West Surrey that the River Wey and its tributary, the Bourne, and to some extent the Thames, in the eastern part of the region, and the Blackwater on the western side of the region, form natural boundaries between urban areas, so that the reservation of green belts along these rivers would serve the double purpose of separating the urban areas and forming most agreeable open spaces.

The reservations which we recommend are indicated on the map, and as a great deal of the land in these river valleys is subject to flooding and unsuitable for building, the cost of such a scheme would be very small, particularly if, as would be quite suitable, a large portion of the area of these green belts were to be scheduled, not as public open

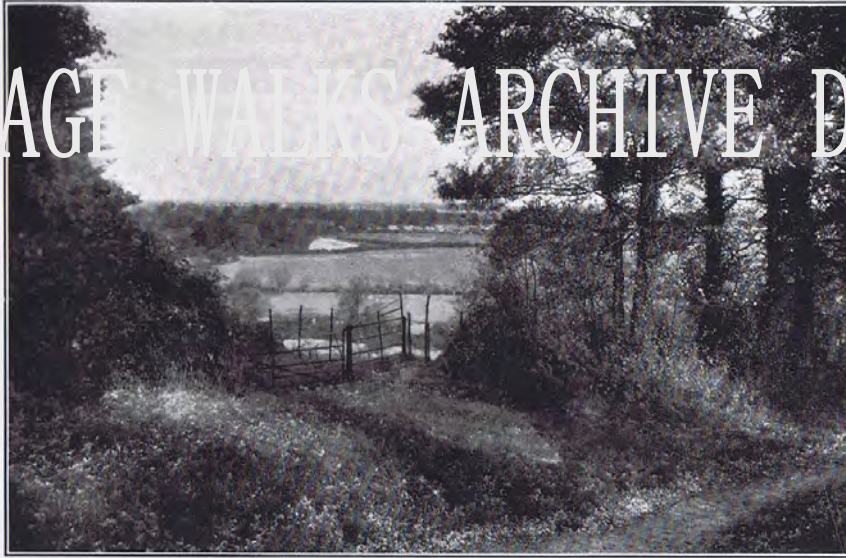


Fig. 15.—Runny Mede from Cooper's Hill.



Fig. 16.—The River Wey.

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OPEN SPACES

spaces, but as agricultural land. By this means the main object of keeping the land unbuilt on would be secured, while the present use of it as pasture would not be interfered with.

Apart, altogether, from the question of open space, considerations of public health render it extremely undesirable that land subject to seasonal flooding should be built upon. After due deliberation the Joint Committee passed a resolution recommending: "That lands liable to floods should be scheduled as not to be built upon." These lands are indicated on the plan by a light blue colour. This recommendation should receive the careful attention of the constituent local authorities in the preparation of their town planning schemes.

In addition to these riverside reservations, the proposed scheduling of existing golf courses as private open spaces will help materially to preserve the continuity of the green belts, especially in the case of Woking, where the New Zealand and West Byfleet courses act as an admirable buffer on the eastern side of the town, while to the south-west the Woking, West Hill and Worplesdon links complete an almost geometrical ring of open spaces.

In a similar way, Bagshot Heath and Westend Common separate Bagshot and Windlesham from Camberley, while the Virginia Water reserve will set a limit to the expansion of Egham in a south-westerly direction.

(d) Local Parks and Playing Fields.

In the matter of open spaces it is the function of the regional plan to suggest those areas which it is considered essential, in the interests of the region as a whole, to preserve unspoilt in their natural state. It is obviously impracticable to attempt to determine the position or area of the smaller parks and playing fields, provision for which, though very important, is clearly a local rather than a regional question. There are, however, certain generally accepted standards as to the amount of open space which a community should possess, and these are recommended for adoption by the constituent local authorities in the preparation of their town-planning schemes.

In urban areas it is held that, in addition to the large natural reserves, provision should be made for at least five acres of public open space per 1,000 of the population, and for the purposes of town planning the calculation should be based on the estimated population when the area under consideration becomes fully developed. The five acres should be apportioned as follows:—

Small Playgrounds for children under 14	$\frac{1}{2}$ acres
Playing Fields	$2\frac{3}{4}$ „
Local Parks	2 „
Total area per 1,000 inhabitants			5 acres

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The children's playgrounds should be spaced, in areas of high building density, not more than half-a-mile apart, so that no child has to walk more than a quarter of a mile to reach one. The playing fields and the local parks should be, as far as possible, evenly distributed and readily accessible.

The following schedule contains brief particulars of the proposed open spaces. No attempt has been made to designate them as "public" or "private," as their character cannot be determined in detail until a thorough investigation has been made in the course of the preparation of the local town-planning schemes.

4.—SCHEDULE OF PROPOSED OPEN SPACES.

Proposed Open Space.	Local Authority.	Approximate area in acres.
Reservation along the banks of the River Thames, including Runny Mede	Egham Urban	260
Part of Laleham Burway } " Abbey Mead } " Chertsey Mead }	{ Chertsey Rural Chertsey Urban }	480
Land near Halliford Point	Weybridge Urban	24
A green belt along the banks of The Bourne from Addlestone to Horsell Common	Chertsey Urban	215
Stanner's Hill and a connecting strip between Chobham Common and Horsell Common	{ Chertsey Urban Chertsey Rural Woking Urban }	160
A green belt along the River Wey from Weybridge to the southern boundary of the region	{ Weybridge Urban Chertsey Urban Chertsey Rural Woking Urban }	880
A green belt along the banks of the Blackwater River	Frimley Urban	360
Part of Windsor Great Park ; Virginia Water (Crown Land)	Egham Urban	875
Olddean Common and land about Bagshot Heath (Crown Land)	Windlesham Urban Frimley Urban	1,150
Part of Westend Common (War Office land)	Windlesham Urban Chertsey Rural	1,850

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Fig. 17.—The River Thames : Laleham Reach.

V—THE PRESERVATION OF AMENITY.

A. THE AMENITIES OF THE COUNTRY SIDE.

1.—PLACES OF NATURAL BEAUTY.

In the chapter on Open Spaces it was pointed out that North-West Surrey, in common with other parts of the County, is particularly fortunate in the number and extent of the Parks and Commons within its boundaries, of which Chobham Common, and Virginia Water, a part of Windsor Park, are well known to the public.

In the proposed scheme of open spaces, the three main considerations set down were :—

- (a) The protection of the amenities of the River Thames ;
- (b) The safeguarding of the existing character of the Royal Commons and parts of Crown Lands and War Office Lands ; and
- (c) The reservation of green belts between the urban areas in order to preserve their separate identities and prevent their coalescence into one large, straggling suburban area.

With the object of checking the steady vulgarisation of the riverside by bungalows and other undesirable forms of cheap development, which already occupy long and unbroken stretches, recommendations were made that certain areas should be acquired as public open space, that others should be reserved as private open space, and that a small portion should be maintained as agricultural land. Similar recommendations were made with regard to the protection of the Commons, and for the formation of Green Belts.

It must be remembered that these recommendations, although approved by the Joint Committee, have no statutory force, and depend for their execution upon the action of the constituent local authorities. Before they can become effective they must be incorporated in town planning schemes and before this stage is reached it will be essential that the landowners concerned should be consulted and their views fully considered, for the successful realisation of proposals such as these depend almost entirely upon their willing co-operation. The great majority of landowners in the region are, we feel sure, no less desirous than the Joint Committee of preserving the amenities of the district, and free interchange of views and discussion of methods between them and the local authorities is likely to result in a mutually satisfactory arrangement. Probably the best procedure will be for each Council, before developing its preliminary proposals, to call a meeting of landowners for the purpose of explaining to them the objects of preparing a town planning scheme and inviting their co-operation in its execution.

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2.—CONTROL OF BUILDINGS.

While the permanent reservation as open space of especially attractive stretches of country can do much toward the preservation of the general amenity, it is by no means the only step that should be taken to this end. The increasing popularity of the region for residential purposes was indicated in the report on Zoning and, in view of this tendency, it is important to see that the buildings erected are in harmony with their surroundings, so that the exceptional beauty and rural charm of the various neighbourhoods shall not be destroyed. In this matter, while it is essential that the houses should not be crowded together, a low density of building is by no means the only condition that should be imposed. In a country district, particularly, the preservation of amenities depends even more upon the careful disposition of the buildings and the suitability of their design and the materials employed. These matters can now be controlled by the insertion of a clause in town planning schemes, based upon the clause in the Bath Act, and it is strongly urged that such a clause should be adopted by each constituent authority. The Model Clause recommended by the Ministry of Health is as follows :—

Elevations of Buildings.

(1) Any person intending to erect a building in any existing or proposed street within Zones shall furnish the Council (in addition to any plans and particulars required to be submitted under the By-laws and local Acts) with drawings of the elevations of the building, together with a specification or other sufficient indication of the materials to be used in those parts of the building which are comprised in the elevations.

The drawings shall be upon suitable and durable material to a scale of not less than one inch to every eight feet, except that, where the building is so extensive as to render a smaller scale necessary, it shall suffice if the elevations are drawn to a scale of not less than one inch to every sixteen feet.

(2) For the purpose of assisting the Council in the exercise of the power of approving or disapproving elevations hereinafter conferred a standing Advisory Committee of three members (in this Clause called the "Advisory Committee") shall be constituted for the area, of whom one member shall be a Fellow of the Royal Institute of British Architects to be nominated by the President of the said Institute, one member shall be a Fellow of the Surveyors' Institution to be nominated by the President of the said Institution, and one member shall be a Justice of the Peace to be nominated by the Council ;

Provided that a member of the Council shall be disqualified from being a member of the Advisory Committee.

(3) Subject as aforesaid the members of the Advisory Committee shall be appointed by the Council and any vacancy occurring on the Advisory Committee shall be filled by the Council on the nomination of the person or body by whom the

THE PRESERVATION OF AMENITY

member causing the vacancy was nominated. The Council may pay the members of the Advisory Committee such reasonable fees and expenses as the Council think fit.

(4) The Council shall, within one month after the submission to them of any elevations :—

- (a) approve the elevations ; or
- (b) if they consider that, having regard to the general character of the existing buildings in the street or of the buildings proposed therein to be erected the buildings to which the elevations relate would seriously disfigure the street, whether by reason of the height of the building (notwithstanding that the height conforms with the requirements of Clause) or the design of the building, or the materials proposed to be used in its construction, refer the question of the approval of the elevations to the Advisory Committee for their decision thereon, and the reference shall be accompanied by a statement of the grounds on which the proposed building is considered to be objectionable.

(5) The Council shall forthwith send notice in writing to the person by whom the elevations were submitted of their approval thereof, or, if the building is considered to be objectionable on any of the grounds mentioned in this Clause, of the reference of the elevations to the Advisory Committee, and the notice shall be accompanied by a statement of the objections to the building.

(6) (a) The person by whom the elevations were submitted shall within fourteen days of his receiving notice of the reference of the Advisory Committee be entitled to send to the Advisory Committee a statement of his answers to the objections of the Council ; and, if he does so, he shall at the same time send a copy thereof to the Clerk to the Council ;

(b) The Advisory Committee shall, within one month after the receipt of the reference, decide whether, having regard to the considerations mentioned in paragraph (4) (b) of this Clause, they approve or disapprove the elevations, and their decision shall be final and conclusive. The Advisory Committee shall not, however, disapprove the elevations on any other grounds than those specified in the Council's statement of objections hereinbefore referred to without first giving not less than 10 days' notice of their intention to the person submitting the elevations and the Council, and hearing any representations which either party may make to them before the expiration of the notice.

Subject, as aforesaid, the Advisory Committee, in arriving at their decision, may adopt such procedure as they think fit, and if the elevations are disapproved, the decision of the Advisory Committee shall contain a statement of the grounds on which the proposed building is considered to be objectionable.

(7) The decision of the Advisory Committee shall be in writing signed by them,

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and a copy of the decision shall, as soon as may be after the determination of the reference, be sent to the Council and to the person by whom the elevations were submitted.

(8) In the event of a division of opinion among the members of the Advisory Committee upon reference to them, the matter shall be decided by a majority of votes of the members of the Committee, but, save as aforesaid, the Advisory Committee shall act by their whole number.

(9) (a) No building shall be erected the elevations of which have been disapproved under this Clause.

(b) No building shall be erected in any existing or proposed street in Zones the elevations of which have not been approved under this Clause, except where the Council or the Advisory Committee, as the case may be, have not given a decision under Sub-Clauses (4) and (6) within the periods fixed therein for the purpose.

(10) The costs of any reference to the Advisory Committee shall be paid as the Advisory Committee may direct. Where such costs or part thereof are payable by the person submitting the elevations they shall be recoverable by the Council summarily as a civil debt, and, where such costs or part thereof are payable by the Council, they shall be recoverable by the person submitting the elevations in the like manner.

(11) The provisions of this Clause shall not apply to any building exempt from the operation of the by-laws with respect to new streets and buildings made by the Council on and confirmed by the Minister on under paragraphs* of By-law thereof, so long as those buildings continue to be exempt from those By-laws or any By-laws of a like kind which may be substituted therefor.

3.—THE PROTECTION OF TREES.

Apart altogether from actual woodlands, the preservation of which in public or private open spaces has already been urged, there is the question of protecting the small groups of trees, the fine avenues, the trees along the roadside and even single specimens, that in their several ways add so much to the charm of any scene, whether urban or rural.

Following a period when the ruthless destruction of trees was regarded as the first step in the course of any development scheme or road improvement, has come, in recent years, a tardy though growing appreciation on the part of the developer that the presence of trees on an estate is a very great attraction to prospective purchasers, and that it pays not merely to preserve them, but to arrange the layout so as to use their decorative value to the best advantage.

* Paragraphs corresponding to paragraphs (a) to (i) Model By-laws 2 of Urban Series.

THE PRESERVATION OF AMENITY

It is particularly recommended that in planning the widening of existing roads great care should be taken to preserve the trees which now form so attractive a feature of many of the lanes in the region. In most cases this could be effected quite easily by including the trees in the margins between the carriageway and new footways, which might be constructed at a higher level than the carriageway where, as frequently occurs, the existing lane is in cutting. Such treatment would be much less expensive than the ruthless destruction of roadside trees which has, unhappily, too often characterised road improvements in the past and would at the same time preserve the rural character of these lanes, which is their special charm.

At the present time, however, it is too soon to rely entirely on private initiative in this direction and public action is undoubtedly desirable. Local authorities already have the necessary powers, which can be exercised by the insertion in their town planning schemes of a clause for the preservation of trees in the terms of the Model Clause issued by the Ministry of Health. This provides that an authority may register any particular tree or group of trees the preservation of which they consider to be desirable from the point of view of amenity, and the destruction of any tree so registered, except with the consent of the authority or in cases of emergency, is made an offence.

4.—ROADSIDE TREE PLANTING.

The appearance of almost any road is improved by careful tree planting. The absence of trees along many of the new arterial roads is certainly one of the factors that contribute to the uninteresting character that some of them possess. Recognising this, and that County Councils who are mainly responsible for the construction and maintenance of these roads had no power to incur expenditure on roadside tree planting, powers were granted to the Minister of Transport, the County Councils, and other highway authorities to plant and maintain trees and lay out grass margins. Action is already being taken in several instances, and it is recommended that the fullest use should be made of these powers in the North West Surrey region. Estate developers should also be encouraged to plant trees along residential roads.

With the help of local arboriculturists, a list of trees, suited both to the soil and climate and to the conditions of roadside planting, might well be prepared, together with information as to the best spacing of the various species, for the guidance both of the public authorities and of private individuals. In preparing such a memorandum, attention should be drawn to the decorative value of flowering trees and the desirability of using trees of one kind on considerable lengths of road in order to produce effective and characteristic vistas.

5.—CONTROL OF ADVERTISEMENTS.

Nothing is more damaging to the amenity of a place and particularly of a country road than the large unsightly advertisement board. We have long thought that such publicity

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as it affords can only react in an unfavourable way upon the advertiser, as the only impression produced upon the beholder is one of extreme disgust—a frame of mind which surely cannot lead to business. Fortunately, those chiefly responsible for commercial publicity in the country have recognised that such vulgar displays do not commend themselves to the public, and distinct efforts are being made to introduce better methods. A very notable example has been set by two of the well-known British oil and petrol companies by the removal of their roadside advertisements, and it is to be hoped that this public-spirited gesture will be widely followed.

There is, however, no need to wait for voluntary action of this kind. Powers for the control of advertisements are already in the hands of local authorities, both under the Advertisement Regulation Act and the Town Planning Act. Those under the latter are, perhaps, the more comprehensive, and the inclusion in its town planning scheme of the Model Clause recommended by the Ministry of Health gives the local authority the right to prohibit the display of any advertisement "in such a position or manner as to injure the amenity of any part of the area."

6.—PETROL FILLING STATIONS.

The enormous growth of motor traffic in recent years has brought into being a variety of roadside buildings, among which the petrol filling station claims first attention. As traffic still further increases, the temporary character which so many of these erections display will be replaced by more permanent buildings, and it is incumbent upon the authorities under whose control they lie to formulate a policy for regulating and directing the placing and design of roadside petrol and service stations, so that what is undoubtedly a necessary convenience to the public may not be allowed to become a source of danger to traffic or a means of destroying the natural beauties of the countryside. One or two of the principal petrol distributing organisations have already gone some way towards creating a good standard for the layout of these units, embodying a double "draw-in" from the highway, so that vehicles can enter from both directions, and providing sufficient space for several cars taking in petrol or waiting their turn to do so within the curtilage of the filling station.

The provision of adequate space for waiting cars off the highway and the regulation of the entrances and exits of the "draw-ins" so that traffic on the road is not impeded is highly important, but not less important is the prevention of the establishment of filling stations in positions at important cross roads and road junctions, where they will tend to increase the dangers already present at these points.

B. PLACES OF HISTORIC INTEREST.

In its old towns and villages, manor houses and archaeological remains of almost

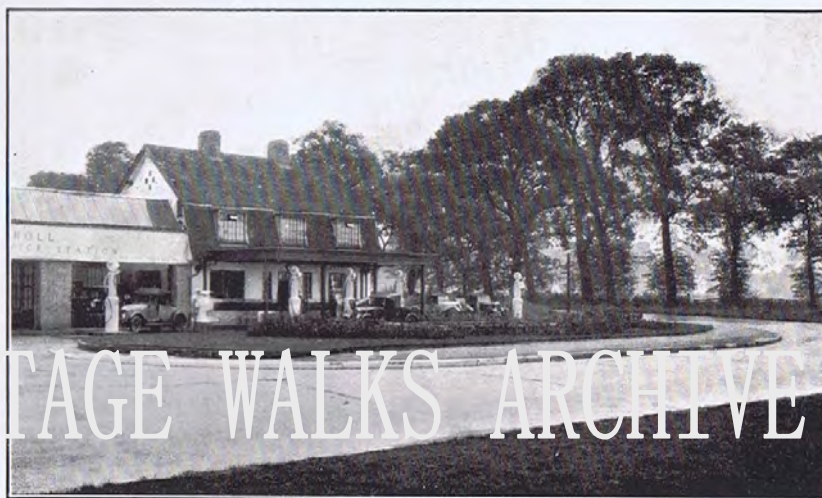


Fig 18.—A satisfactory Petrol Filling Station.

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THE PRESERVATION OF AMENITY

every period extending as far back as the Roman occupation, possibly earlier, the region possesses amenities of a different order which it is equally desirable to preserve.

1.—ANCIENT MONUMENTS.

Under the Ancient Monuments Act of 1913 it is possible to schedule buildings and objects of historic, architectural, traditional, artistic or archaeological interest, and objects so scheduled cannot be altered or destroyed without due notice being given to the Commissioners, thus giving an opportunity of making such arrangements as may be possible for their preservation.

At the moment there are no items so scheduled in North West Surrey, although the region contains a large number of "monuments" within the meaning of the Act. It is recommended that local authorities and others interested in preserving all such landmarks of our social and historic progress, which, after all, cannot be replaced, should avail themselves of such means of protection as the Act affords.

2.—ECCLESIASTICAL BUILDINGS.

Although ecclesiastical buildings for the time being used for ecclesiastical purposes are excluded from the Act, the future of the many interesting old churches in the region may now be regarded as safe.

Before any alteration or addition can be made in any church or in its fittings or ornaments, the law requires that a faculty be obtained from the Chancellor of the Diocese. Until recently there was a disposition on the part of the Consistory Court to pay comparatively little attention to anything but the legal side of these cases. But during the last 10 years the church authorities have been gradually developing a system of advisory committees in each diocese to assist the Chancellor in the artistic and archaeological questions incurred in all applications relating to church buildings and their contents. Applicants are now urged to consult the Committee before committing themselves to any scheme, and the Committee also assists the Archdeacons in all questions relating to the preservation and care of church fabrics and valuables. In addition to the Diocesan Committees there is also a Central Council, which is part of the machinery of the Church Assembly, with an office at the Victoria and Albert Museum, South Kensington, London, an arrangement which ensures ready access to the best technical advice in the country upon all questions relating to English art and archaeology. This system of Advisory Committees is now fully developed in the greater part of England, although certain weak places still exist.

In Surrey, ancient churches have enjoyed an increasing measure of protection under this system for some time, in the three dioceses of Winchester, Canterbury and Southwark. Within the last few months the part of the county formerly in Winchester has been transferred to the new diocese of Guildford, and a separate Advisory Committee has been estab-

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lished for that diocese. Reports with particulars of more important cases dealt with by the Winchester, Canterbury and Southwark Committees are printed in the First and Second Reports of the Central Council for the Care of Churches, and can be obtained from the Press and Publications Department of the Church Assembly, Church House, Westminster, S.W.1. A Third Report is in the press, and will be published immediately, in which the names of existing members of these committees and all other information will be found.

Through the system here briefly described, it is now becoming impossible for ancient churches to be mishandled or for their artistic treasures to be alienated or neglected throughout the County of Surrey.

3.—DOMESTIC ARCHITECTURE.

Dwelling houses in private occupation are expressly exempted from being scheduled under the Ancient Monuments Act, and the preservation of the many interesting examples of old domestic architecture and the few historic mansions in the region rests, therefore, with the owners. There is probably little danger of the smaller houses suffering either damage or demolition at the hands of their owners, as this type of house is in great demand amongst those who cherish old buildings. It is the large mansions which run the greater risk owing to the heavy cost of upkeep compelling owners, in many cases, to sell in order to get rid of a place which they have not the means to support. The market for large houses with extensive grounds for actual occupation is small, and very often the estate is broken up and the house demolished. Fortunately, however, this is not always their fate, for many have been acquired as show places and museums or used for institutional or similar purposes. Great Fosters, near Egham, is a case in point. It is one of the most interesting Tudor houses in the county with a moat, the character of which indicates a Saxon origin. One of the lodge entrances to Windsor Park in the time of Henry VIII, it was used as a hunting lodge by Queen Elizabeth and, indeed, bears the Royal Arms sculptured with the initials "E.R." and the date 1578 over the porch. Since those days Great Fosters has passed through many distinguished hands until, in 1918, it was purchased by its present owner, the Hon. Gerald S. Montague, who has converted it, after careful restoration and enlargement, into an hotel. This is only one of many ways in which places of this kind may be preserved and made accessible to a public increasingly interesting itself in old buildings, and it should serve as a stimulus to those who are concerned to maintain not merely the fabric but the appropriate setting and the usefulness of the architectural treasures of the past to consider every available means to this end.

4.—OLD TOWNS AND VILLAGES.

While this part of Surrey is not, perhaps, so fortunate in this respect as other parts of the County, it is able to count within its borders several charming old villages. Chertsey,

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Fig. 19.—Great Fosters. ["Country Life" photo, copyright.]

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Fig. 20.—Chertsey.

THE PRESERVATION OF AMENITY

for example, has many of the pleasing characteristics of the small English country town, preserving to this day in its streets, buildings and gardens the atmosphere of self-contained well-being which it would be to the discredit of this generation to forfeit, while the villages of Thorpe, Old Woking, Chobham and Frimley Green, in a lesser way, uphold the venerable traditions of the English countryside.

It is, in our view, of the greatest importance to safeguard these old towns and villages from incongruous additions and alterations. To a very large extent their protection depends upon enlisting the sympathy and co-operation of the owners of the property and cultivating a public opinion that will discountenance any action that tends to spoil such places. But while propaganda of this kind is a fundamental necessity, something can be done by the exercise of the powers of controlling the design of buildings, previously referred to, and local authorities should make the best use of these.

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SUMMARY OF RECOMMENDATIONS.

GENERAL.

1. The constituent local authorities concerned should be invited to proceed as soon as possible with the preparation of detailed town planning schemes for their respective areas and to adopt, as far as possible, the proposals contained in this report with a view to their securing the harmonious development of the region.

2. Each authority should be asked to approve the retention of the Joint Committee as an advisory body in order to ensure the co-ordination of the several town planning schemes which is essential to the realisation of the regional scheme.

ZONING.

3. In view of the natural sub-division of the region into characteristic areas of two distinct types, namely :—

(a) The residential areas developing mainly along the routes of the London-Basingstoke Road and of the Southern Railway Line ;

(b) The large stretches of undisturbed heath and meadow-land lying between these urban and semi-urban belts ;

The most suitable method of zoning is the establishment of the following two primary zones :—

(c) *An Urban Zone*, in which development should be regulated in detail ; and

(d) *A Rural Zone*, where concentrated development is not to be expected and only general control is needed.

4. Control of riverside development constitutes a special modern problem which should be dealt with under local town planning schemes by prescribing adequate zoning restrictions and preventing the erection of buildings of unsuitable design or materials.

5. While no considerable industrial developments have taken place, nor are they anticipated, within the region, a few small areas suited to industry should be reserved for this purpose.

6. The detailed zoning necessary in the town planning schemes should be on a common basis and follow as far as practicable the table of character zones recommended in the report.

NORTH WEST SURREY REGIONAL PLAN

DENSITY OF BUILDINGS.

7. Apart from special circumstances, an average density of twelve houses per acre should be the maximum allowed in the Urban Zone and four houses per acre in the Rural Zone.

HEIGHT OF BUILDINGS.

8. It is recommended that the height of any new building should not exceed 70 feet and that no part of such building should project above a line drawn from the centre of the street at an angle of 56° with the horizontal or, in the case of subsidiary streets intended for residential use only, at an angle of 45° .

OPEN SPACES.

9. Although the region already possesses many fine commons and other open spaces, it is recommended that some comprehensive system should be evolved with the object of securing :—

- (a) The protection of the amenities of the River Thames.
- (b) The maintenance of the existing character of the rural commons and parts of the Crown Lands and War Office Lands ; and
- (c) The retention of green belts between urban areas in order to prevent coalescence into one vast suburbia.

To this end the principal suggestions made are :—

- (d) That Runny Mede and other riverside lands should be preserved as open spaces, either public or private ;
- (e) That freedom of public access to rural commons where subject to private restraint should be secured permanently either by purchase of the Common rights or by regulation under Act of Parliament ; that for the preservation in their present condition, where possible, of Crown Lands and War Office Lands, agreement with the respective owners should be sought ; and
- (f) That green belts should be reserved along the banks of the rivers and streams, viz., the Thames and the Wey, the Bourne and the Blackwater.

10. It is recommended that lands liable to floods should be scheduled as not to be built upon.

11. Recommendations are made with regard to the standards which should be adopted in the provision of playing fields and local parks, and it is suggested that arrangements should be made with the owners for the preservation of golf courses and other sports grounds as private open spaces.

SUMMARY OF RECOMMENDATIONS

ROADS.

12. The widening and improvement of the existing main roads has been the major consideration in modernising what is a singularly complete arterial system, but, where necessary, new links and relief routes have been provided for. They have been considered under the following classifications :—

- (a) First class roads to be 60-70 ft. in width.
- (b) Second class roads to be 50-60 ft. in width.

It is not suggested that all the proposals should be undertaken immediately, but that the routes should be preserved in town planning schemes so that they will be available whenever the need arises or the opportunity occurs for their construction to be carried out economically.

Local authorities are advised to approach the County Council and obtain indemnity against possible claims for compensation in respect of main road widenings and new main routes, and grants towards the cost of improvements and construction when these become necessary.

BUILDING LINES.

13. A co-ordinated policy in fixing building lines is recommended, and the following should generally be adopted throughout the region :—

- | | |
|---------------------|------------------------------------|
| First class roads. | 30 feet set back on a 60 ft. road. |
| | 25 feet set back on a 70 ft. road. |
| Second class roads. | 25 feet set back on a 50 ft. road. |
| | 20 feet set back on a 60 ft. road. |

THE PRESERVATION OF AMENITY.

14. It is strongly recommended that local authorities should insert in their town planning schemes a clause on the lines of the model in the body of this Report giving them power to control the elevations of buildings both in regard to the suitability of design and the materials employed.

15. Other recommendations are made with regard to :—

- (a) The Preservation of Trees.
- (b) Roadside Tree Planting.
- (c) Control of Advertisements.
- (d) The suitable layout of petrol filling stations.
- (e) The safeguarding of the old towns and villages.



Apologies for the poor copy of the map. It was too large for my scanner and has had to be joined together.