



Conservation Area

appraisal and management plan



Farnborough Street



Contents

1.	Introduction	2
2.	Overview of Farnborough Street Conservation Area	3
3.	Sub-Area 1: Farnborough Street and Ship Lane	9
4.	Sub-Area 2: Rectory Road	12
5.	Sub-Area 3: Railway and Industrial Buildings	15
6.	Sub-Area 4: Station Master's House and Grounds.....	18
7.	Historic Maps	21
8.	Listed Buildings and Structures	26
9.	Management Plan	27
Appendix.	Areas No Longer Covered by Conservation Area Designation.....	31

1. Introduction

- 1.1 This document should be read alongside the Council's [Conservation Areas Overview document](#) which sets out the context in which conservation areas in Rushmoor have been designated. This includes the legislative and planning policy framework, as well as the geographic and historic setting of the Borough.¹ The Overview document also explains what requires planning permission in a conservation area.
- 1.2 A conservation area is a place of special architectural or historic interest, the character or appearance of which it is desirable to conserve or enhance. Building groups, walls, trees and hedges, open spaces, views and historic settlement patterns all combine to create a sense of place. It is this character, which is required, rather than simply individual buildings, that the designation of conservation area status seeks to protect. The location of the boundary for a conservation area is a qualitative decision relating to character. It is essential for the protection of conservation areas that only areas which are heritage assets are designated so that 'the concept of conservation is not devalued'.²

Appraisal and Management Plan

- 1.3 This Appraisal document sets out the special architectural and historic interest of Farnborough Street Conservation Area, the character or appearance of which it is desirable to preserve or enhance. The Appraisal identifies the features of the conservation area that make a positive or negative contribution to its significance and is accompanied by a Management Plan which sets out how change can be managed to conserve and enhance the area.
- 1.4 Conservation area appraisals and management plans provide a framework and guide to enable planning decisions to be made on a site-specific basis, within the context of national planning policy and the adopted Local Plan. This Appraisal has also been prepared having regard to [Historic England Advice Note 1 \(Second Edition\)](#).³
- 1.5 Every effort has been made to include or analyse elements that are key to the special character of the conservation area. However, where buildings, structures or features have not been specifically highlighted, it does not necessarily follow that they are of no visual or historic value.

¹ Available to view at <https://www.rushmoor.gov.uk/planning-and-building-control/conservation-and-heritage-assets/conservation-areas/>.

² National Planning Policy Framework (2024), para. 204.

³ Available to view at <https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/>.

2. Overview of Farnborough Street Conservation Area

Designation History

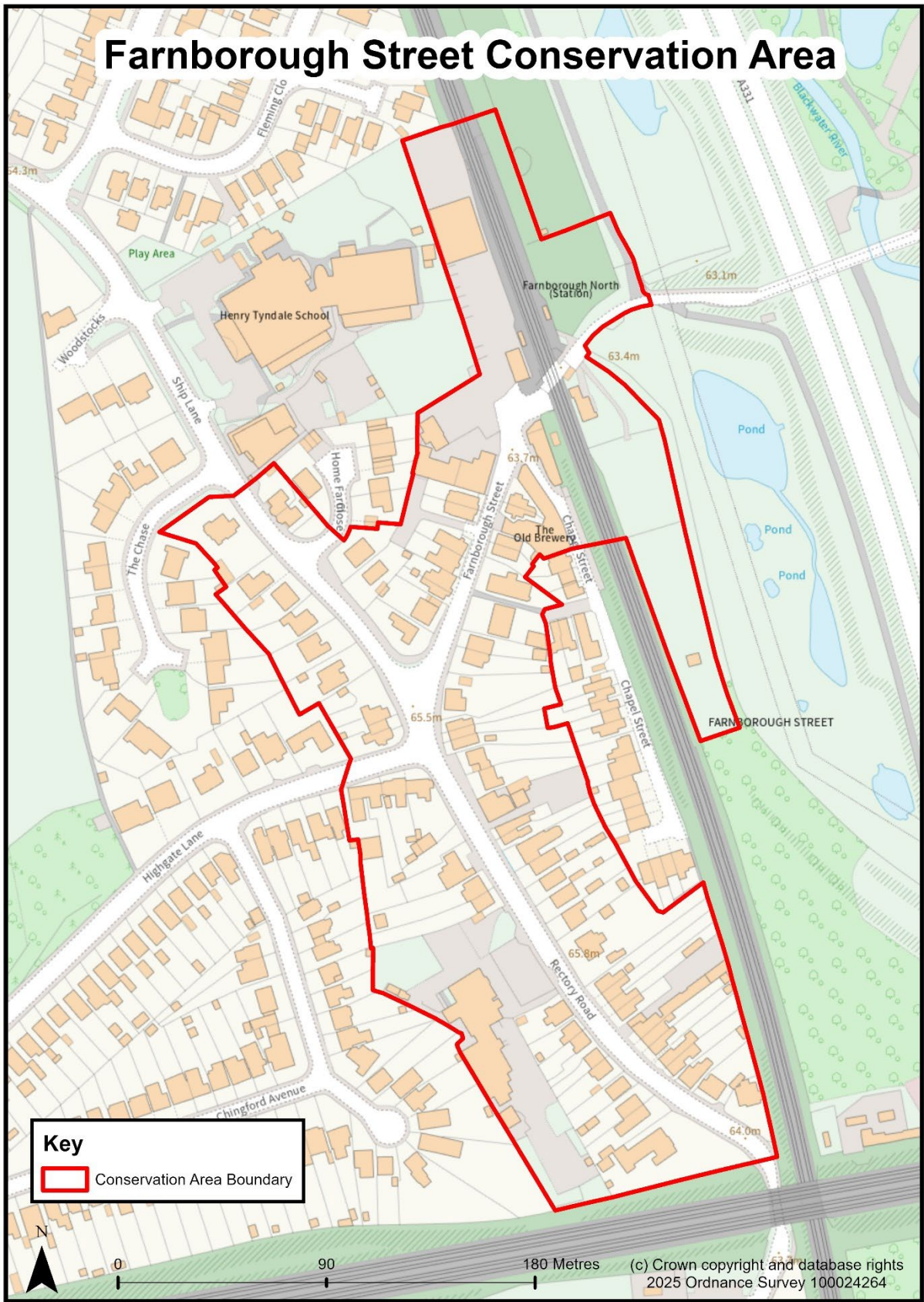
- 2.1 Farnborough Street Conservation Area forms part of an area first designated as the Farnborough Hill Conservation Area in 1977, which was subsequently reviewed in 1989. As part of the process of reviewing and appraising the Farnborough Hill Conservation Area, the Council decided in 2022 that it should be split into two parts. The appraisal process had identified two areas of very different character which would no longer be joined following proposed boundary changes.
- 2.2 In 2025, following two rounds of public consultation in 2021 and 2023, the Council designated a new [Farnborough Hill Conservation Area](#), which is predominantly centred on Farnborough Hill School and its grounds.⁴ It also designated the Farnborough Street Conservation Area, the subject of this Conservation Area Appraisal and Management Plan, and subsequently de-designated the original Farnborough Hill Conservation Area. The result of these changes is that several areas within the original Farnborough Hill Conservation Area are no longer covered by conservation area designation, as set out within the Appendix.

Location

- 2.3 Located in north-east Farnborough, Farnborough Street Conservation Area is centred on the crossroads where Farnborough Street meets Rectory Road, Ship Lane and Highgate Lane. Bounded to the south by the South West Main Line and to the east by the North Downs Line railway lines and incorporating Farnborough Street to the east of the crossroads, Rectory Road to the south, and parts of Ship Lane and Highgate Lane to the north and west respectively, the conservation area comprises the location of the original village of Farnborough, from where the town of today developed from the mid- to late nineteenth century. Although not all parts of the conservation area are located on Farnborough Street, the area has been known as 'Farnborough Street', as shown on various historic Ordnance Survey maps.

⁴ The Farnborough Hill Conservation Area Appraisal and Management Plan is available to view at <https://www.rushmoor.gov.uk/planning-and-building-control/conservation-and-heritage-assets/conservation-areas/farnborough-hill-conservation-area/>.

Figure 1: Map of Farnborough Street Conservation Area



Area Development

- 2.4 The oldest part of Farnborough can be traced to the area around Farnborough Street. The original village, recorded in the Domesday Book in 1086 as *Ferneberga*, meaning ‘hill of ferns’, developed around the crossroads formed by Highgate Lane, Ship Lane, Rectory Road and Farnborough Street. Somewhat isolated in north-eastern Hampshire, and located in the midst of a large heath, the village developed very little over the centuries and was largely unaffected by outside influences until the arrival of the railway in the mid-nineteenth century. Prior to that point, the village had changed very little since the Domesday survey. The main occupation was farming, although a small pottery industry had developed in the area from as early as the mid-fourteenth century. Much of the land within the village was owned by the Lord of the Manor, who lived nearby in the Manor House, now St Peter’s Junior School, at Farnborough Place. The population in 1811 was 360 and was still only 477 in 1851.⁵
- 2.5 The main road between Reading and Guildford ran through the village at Farnborough Street and met Highgate Lane at the crossroads. Until 1917, when it was felled by the District Council, the crossroads had been home to a large pollarded ancient elm tree, known locally as ‘the Old Pollard’ or ‘the Old Elm’. A key feature of village life for many years, the tree was a meeting place; a seat there is recorded in parish records as having been repaired in 1797. Contemporary accounts record that it was also the scene of an annual pig-killing ceremony at Christmas and that children played around its trunk and climbed its branches. Iron railings were erected around the tree by the local blacksmith in the late nineteenth century to prevent people from sleeping within its almost-hollow trunk. Its felling attracted much consternation from the local community, as it resulted in the loss of an historic link to the past when Farnborough lay within Windsor Forest.⁶
- 2.6 The railway arrived in Farnborough in 1838, when the main line from London, part of the London and South Western Railway, reached the village. Although the village centre was in and around Farnborough Street, a small station was constructed about a mile away to the south east near to the old London to Winchester turnpike road (Farnborough Road). With the expansion of the line to the south coast and an associated increase in station traffic, the station was soon enlarged, and purpose-built royal waiting rooms were added for Queen Victoria, who became a regular user of the station. She would often travel to the station from Windsor by horse and carriage to join the train on her

⁵ J. Gosney (2001) *Farnborough Past*, Phillimore & Co. Ltd; C. Woodward (2001) *Farnborough: A Photographic History of Your Town*, Black Horse Books; J Gosney (2005) *Farnborough: A Pictorial History: One Hundred Years under the Flight Path*, Phillimore & Co. Ltd.

⁶ J. Challacombe (1922) *Jottings from a Farnborough Note Book: A Story of an Old World Village*, Gale and Polden Ltd; J. Gosney (2001) *Farnborough Past*, Phillimore & Co. Ltd; C. Woodward (2001) *Farnborough: A Photographic History of Your Town*, Black Horse Books.

journey to Osborne House on the Isle of Wight. Following the government's decision in 1853 to establish a permanent military garrison in nearby Aldershot, she would disembark at the station to inspect her troops, as Aldershot did not gain a train station until 1870.⁷

- 2.7 The railway arrived in the village centre in 1849 with the opening of a station at Farnborough Street on a different railway line built by the Reading, Guildford and Reigate Railway and operated by the South Eastern Railway. The line followed the course of the River Blackwater and was intended to link the north and west with ports on the English Channel. The station was initially given the same 'Farnborough' name as the South Western station to the south east of the village, and there was sometimes much confusion, particularly during the Crimean War when large numbers of soldiers embarking for overseas duty often marched to the wrong station. The station was later renamed 'Farnborough North' in the 1920s.⁸
- 2.8 The arrival of the railway and the establishment of the military camp in Aldershot in 1854 had a profound impact on the village and rural community. Shops and businesses were established within the vicinity of the railway stations and spread towards Cove and Aldershot, and many villagers found work in the construction of the camp to the south. The camp was built as the North Camp and South Camp and divided by the Basingstoke Canal. Whilst the South Camp was located within Aldershot, the North Camp lay within the parish of Farnborough, and many businesses were established on its northern boundary to serve the military, with many large houses also built to accommodate officers. A period of rapid expansion followed, and by the late nineteenth century Farnborough was divided into North and South Farnborough. By 1922, North Farnborough was only about a third of the size of South Farnborough, with the original village dwarfed by the rapid developments.⁹
- 2.9 Increased prosperity and railway access also attracted wealthy people into the area from the cities in search for healthier countryside living. For example, a large house built at Windmill Hill in 1806 was purchased by the London-based publisher Thomas Longman in 1860, who demolished the building and built a substantial new mansion on the site, which became known as Farnborough Hill. As well as providing employment for the villagers, Longman and his family were known for their generosity and

⁷ J. Gosney (2001) *Farnborough Past*, Phillimore & Co. Ltd; C. Woodward (2001) *Farnborough: A Photographic History of Your Town*, Black Horse Books; J Gosney (2005) *Farnborough: A Pictorial History: One Hundred Years under the Flight Path*, Phillimore & Co. Ltd.

⁸ J. Gosney (2001) *Farnborough Past*, Phillimore & Co. Ltd; J Gosney (2005) *Farnborough: A Pictorial History: One Hundred Years under the Flight Path*, Phillimore & Co. Ltd.

⁹ J. Gosney (1997) *Farnborough: A Second Selection*, Sutton Publishing Ltd; J. Gosney (2001) *Farnborough Past*, Phillimore & Co. Ltd; C. Woodward (2001) *Farnborough: A Photographic History of Your Town*, Black Horse Books; J Gosney (2005) *Farnborough: A Pictorial History: One Hundred Years under the Flight Path*, Phillimore & Co. Ltd.

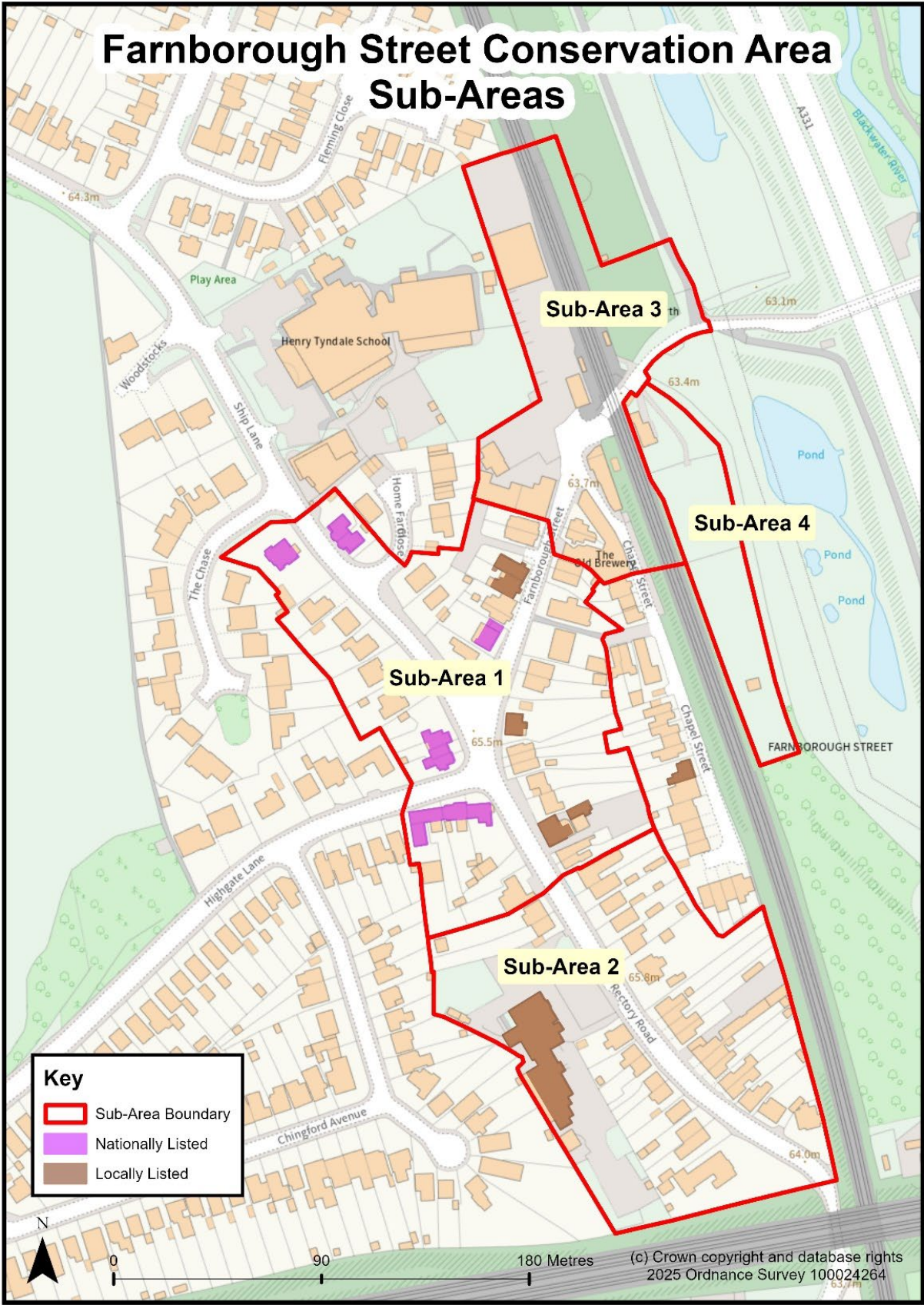
benevolence; they took an active interest in village affairs and gave land to build a village school, which opened in 1868, they distributed clothes to the poor and held parties for school children, and villagers were invited up to the house at Christmas to receive gifts of food. Upon Longman's death in 1879, the property was purchased by Empress Eugénie, the widow of Napoleon III of France, and it became her home in exile until her death in 1920. The Empress was well respected and often visited the village in her carriage; she was also very charitable and took a great interest in the welfare of the village children. Following her death, the Farnborough Hill estate was broken up in 1927, with much of the land sold for redevelopment.¹⁰

Area Summary

- 2.10 Today, the area which forms the Farnborough Street Conservation Area is a compact and predominantly residential village situated within the wider conurbation of modern Farnborough, much of which was built and developed in the twentieth century on land which had formed part of the manorial estate. Centred around the crossroads at the heart of the old village, the area has an informal quality, with nineteenth- and early twentieth-century infilling and expansion.
- 2.11 The historic form of the village is consolidated by a few notable buildings which stand out by virtue of their distinctive character, architectural quality and prominence at key points in the street scene. Some elements of the formerly mixed character of the historic village, which included shops, farms, inns and small-scale commercial premises, are still apparent in surviving buildings and their features, most noticeably along Farnborough Street.
- 2.12 The conservation area has four areas with distinct character:
- Sub-Area 1: Farnborough Street and Ship Lane;
 - Sub-Area 2: Rectory Road;
 - Sub-Area 3: Railway and Industrial Buildings; and
 - Sub-Area 4: Station Master's House and Grounds.
- 2.13 Further detail about the special characteristics of each sub-area is set out in the following sections.

¹⁰ J. Challacombe (1922) *Jottings from a Farnborough Note Book: A Story of an Old World Village*, Gale and Polden Ltd; J. Gosney (2001) *Farnborough Past*, Phillimore & Co. Ltd; C. Woodward (2001) *Farnborough: A Photographic History of Your Town*, Black Horse Books.

Figure 2: Map of Sub-Areas



3. Sub-Area 1: Farnborough Street and Ship Lane

- 3.1 This predominantly residential area includes the crossroads between Farnborough Street, Ship Lane, Highgate Lane and Rectory Road, an historic focal point and meeting place where a large pollarded ancient elm tree once stood. A distinctive feature is the openness of the crossroads, which is framed by several substantial historic buildings, some of which are statutory or locally listed. The sub-area retains a vernacular village aesthetic despite its urban surroundings.

Building Form and Detail

- 3.2 Most buildings have an individual historic style, owing to the organic vernacular development of the area. Materials are primarily red brick, with some houses having white render. Some, by virtue of their age, may be timber-framed internally. The majority of roofs are gabled, with material varying between clay tiles and slate, and several original chimneys are visible. There are some wooden front doors, some with half lights, but most are modern replacements. Windows are predominantly sash, some of which have been replaced.

Streetscape and Boundaries (Public Realm)

- 3.3 The road and paving are tarmac, with some traditional lamp posts. Farnborough Street gives the appearance of being narrow and enclosed, creating a constrained street scene. The road widens around the crossroads, where there is a traditional fingerpost road sign as well as standard road signs. The varied gaps between the buildings illustrate how the area has developed informally over time. Early photographs of the area suggest a mix of boundary treatments, including walls, fences and hedges, which remains the case.

Open Spaces, Parks and Gardens, and Trees

- 3.4 The majority of the dwellings along Farnborough Street have well-maintained small front gardens, with larger gardens on Ship Lane. There are a number of prominent trees within the sub-area, although several trees depicted in historic photographs are no longer present. Behind the ridge line of the street, the backdrop is very green, with trees visible in gaps between buildings.

Views

- 3.5 The area is relatively flat, and views are mainly contained within the street. The crossroads offers a focal point for views and is a defining feature of the conservation area. The view down Farnborough Street is straight, but Ship Lane curves gently, providing a gradually unfolding view to those passing along it.

Alterations

- 3.6 A distinctive character of the public realm is the division between public and private space in front of the dwellings. In some cases, the front-boundary treatment has been lost, but these semi-private spaces frame the buildings and provide important settings. There are also phone lines across the street in multiple places which affect views.
- 3.7 A large number of windows within the sub-area have been replaced, with varying levels of sensitivity to the historic context. Front doors also appear to have been replaced, but several are traditionally styled and wooden and are consistent with the character of the area.
- 3.8 As noted above, it is apparent from historic photographs that a number of large trees which framed the crossroads are no longer present. Removing established trees should be discouraged, and consideration should be given towards new and replacement planting.

Sub-Area 1: Farnborough Street and Ship Lane



Oriel Cottage, 23 Ship Lane (Grade II listed)



Emperor House; Empress Cottage; Eugenie Cottage; and Ye Olde Farm, Highgate Lane (Grade II listed)



View of Crossroads



14 Ship Lane; and Rose Cottage, 12 Ship Lane (Grade II listed)



Elm Tree House, 9 Farnborough Street (locally listed)



Yew Tree Cottage, 4 Farnborough Street (Grade II listed)



6 and 8-10 Farnborough Street



Empress Cottages, 1, 3 and 5 Ship Lane; and 2 Highgate Lane (Grade II listed)

4. Sub-Area 2: Rectory Road

- 4.1 This sub-area comprises housing on Rectory Road, as well as North Farnborough Infant School, which is locally listed.

Building Form and Detail

- 4.2 The general scene is characterised by mainly Victorian and Edwardian housing, with some later infill development. Buildings along the eastern side of Rectory Road are medium in scale, increasing in height towards the southern end. The terraced and semi-detached form of the dwellings creates the impression of an almost-continuous façade.
- 4.3 The building material is predominantly red brick, with canted bay windows and slate gabled roofs. Embellishments include decorative tiles, brickwork and masonry. There are some decorative chimney pots and stacks, which are an important feature of the roofline. Doors are set within recessed arches, with skylights above. In some places, traditional wooden sash windows have been replaced with modern units, with varying degrees of success and sympathy to the historic fabric and design.

Streetscape and Boundaries (Public Realm)

- 4.4 The sub-area is comprised of a series of formal spaces. The street is relatively wide, flat and mainly straight, with a curve towards the southern end. Historic boundary treatments at the front of the dwellings have been hard surfaced in places to provide off-street parking. There are also a number of modern street and traffic signs located along the road, as well as contemporary street lighting.

Open Spaces, Parks and Gardens, and Trees

- 4.5 The road is lined by private and semi-private spaces. North Farnborough Infant School is set back from the street, creating a more open form. There are several dominant trees within the area which provide visual interest. Combined with the green backdrop of the railway embankment to the south, they provide a green setting within the urban area.

Views

- 4.6 Focal points include several prominent trees in both the public and private realm, as well as the North Farnborough Infant School building and grounds. The views are mainly urban, with a green backdrop of vegetation along the railway line visible behind the dwellings on the east side of the road. The imposing façades of the buildings provide interesting views along the street, particularly the red-brick dwellings on the eastern side towards the south.

Alterations

- 4.7 Although windows appear to retain their original openings, many along the road have been replaced over the years with varying, and sometimes insensitive, units.
- 4.8 A distinctive characteristic of the dwellings is a brick front-boundary wall. However, many have been removed over time, to the detriment of the area's character.
- 4.9 There are also numerous satellite dishes, television aerials and associated wiring visible from the street scene which interrupt the façade of the dwellings and the rooflines.

Sub-Area 2: Rectory Road



North Farnborough Infant School, Rectory Road (locally listed)



150 and 148 Rectory Road



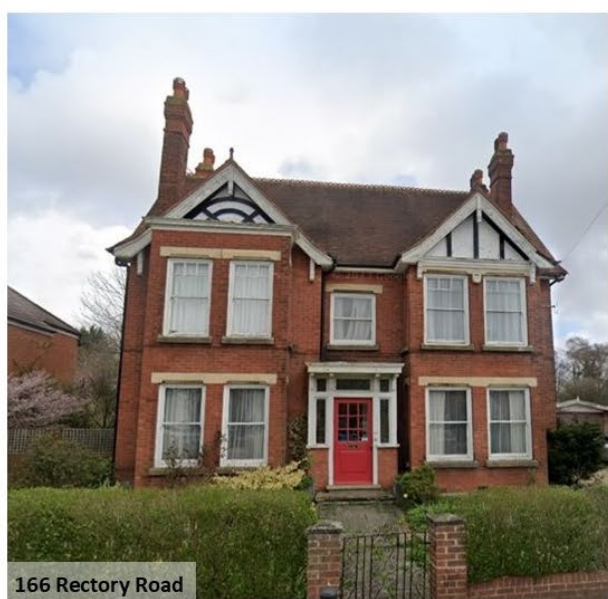
183 and 185 Rectory Road



146 Rectory Road



164, 162 and 160 Rectory Road



166 Rectory Road

5. Sub-Area 3: Railway and Industrial Buildings

- 5.1 This sub-area is characterised by Farnborough North Railway Station, the railway itself and several industrial buildings. The area became a hub of commercial activity from the mid-1800s following the development of the railway and the opening of the station.

Building Form and Detail

- 5.2 Located adjacent to the railway, the sub-area contains three industrial buildings which date from the mid- to late nineteenth century. The buildings remain in an employment use, although one has been partially converted to residential use, and they retain form and features which reflect their industrial history. The name of one of the buildings, 'the Old Brewery', which is situated on the corner with Chapel Street and wraps around residential dwellings at numbers 27 and 29 Farnborough Street, betrays its history as a former bottling plant or warehouse for the Reading-based brewer H. & G. Simmonds Ltd, which opened its stores adjacent to the station in about 1867 to serve the nearby military camps. The building directly opposite (no. 33/33a) was also used by the brewery, with raw materials unloaded directly from the railway.¹¹
- 5.3 Materials are primarily red brick with clay-tiled roofs, which are either gabled or hipped. The historic fabric of the workshops and storage buildings is evident in their layout and appearance. Their factory origins are reflected in wooden-slatted doors and a variety of unusually shaped sash windows.
- 5.4 Immediately adjacent to the station lies a builders' merchant, which occupies the former goods yard. The original station building has long disappeared and has been replaced by a smaller red-brick two-storey modern building in use as a trade counter.

Streetscape and Boundaries (Public Realm)

- 5.5 Reflecting their industrial heritage and dominating the streetscape, the buildings open directly on to the pavement, and there are no front-boundary treatments. The street furniture includes a number of signs relating to the current businesses which occupy the buildings, several traditional lamp posts and a wall-mounted post box.

¹¹ J. Gosney (1997) *Farnborough: A Second Selection*, Sutton Publishing Ltd; J. Gosney (2001) *Farnborough Past*, Phillimore & Co. Ltd; J. Gosney (2009) *Farnborough through Time*, Amberley Publishing.

Open Spaces, Parks and Gardens, and Trees

- 5.6 Although there is a lack of trees and greenery within the sub-area, a number of prominent and mature tree specimens are visible on the other side of the railway line to the north and east, as well as behind the builders' merchant yard towards Henry Tyndale School to the north and the modern residential development at Home Farm Close to the west.

Views

- 5.7 The area is generally flat, but interest is added by the gentle curve of the street, which reveals views towards the station and the railway crossing. The traditional white railway crossing gate with a red plate at the end of Farnborough Street is a key focal point, as is the imposing two-storey former brewery building (no. 33/33a) immediately adjacent to the railway.
- 5.8 From the station car park area, there are views across the railway to the former Station Master's house, as well as into the builders' merchant yard next to the station on the former goods yard. Views within this area are short, with glimpses of yards behind workshops, against a backdrop of greenery.

Alterations

- 5.9 There are numerous street signs related to the station and current business activity.
- 5.10 The builders' merchant yard adjacent to the station on the former goods yard remains in commercial use and attracts associated goods vehicles. Whilst it has a negative impact on the character and appearance of the conservation area, its retention within the conservation area boundary will ensure that any future proposal for redevelopment or re-use can be considered against the requirement to preserve and enhance the surrounding character.

Sub-Area 3: Railway and Industrial Buildings



33 and 33a Farnborough Street



The Old Brewery, Farnborough Street



Corner of Farnborough Street and Chapel Street



14 and 16 Farnborough Street



33 Farnborough Street



Rear of The Old Brewery on Chapel Street

6. Sub-Area 4: Station Master's House and Grounds

- 6.1 This sub-area comprises the old Station Master's house and grounds adjacent to Farnborough North Railway Station at 37 Farnborough Street, on the east side of the railway. The house and grounds are currently in a community use.

Building Form and Detail

- 6.2 A red-brick two-storey building constructed in the mid-nineteenth-century, 37 Farnborough Street is a comparatively large dwelling which was formerly occupied by the Station Master at Farnborough North Railway Station. Long vacated by the Station Master and unoccupied for many years, the house and its grounds are now in a community use. The building faces Farnborough Street from the other side of the railway and fronts on to the railway line and railway crossing. It has a gabled slate roof and appears to retain traditional wooden windows; interestingly, there are no windows on the upper floor of the rear elevation. A decorative brick band between the ground and first floor adds visual detail on the front elevation, as do brick lintels above the windows and decorative brick quoins on the corner of the building.

Streetscape and Boundaries (Public Realm)

- 6.3 There is limited public realm within this sub-area. Modern close-board fencing separates the Station Master's house and grounds from the public highway and the railway station located on the other side of the road.

Open Spaces, Parks and Gardens, and Trees

- 6.4 The Station Master's house is set in extensive grounds, which are currently in use as a community garden. Open to members of the public at certain times of the day and enclosed from the outside world by modern fencing and the façade of the house, the garden is an oasis of tranquillity away from the hustle and bustle of the nearby railway station. The garden is mainly laid to lawn and contains several mature tree specimens and well-established shrubs, as well as informal seating. Beyond a picket fence lies a community allotment area comprised of raised planters.

Views

- 6.5 Views within the grounds of the Station Master's house are relatively short. Focal points include several prominent trees beyond the picket fence and the Station Master's house itself. On account of the enclosed space, views out of the sub-area are fleeting, although there are views of the railway line and Chapel Street if one ventures beyond the picket fence into the heart of the garden.

Alterations

- 6.6 Immediately adjacent to the Station Master's house to the north and adjoining the level crossing lies a modern single-storey modular building which was granted temporary planning permission in May 2021 in connection with the neighbouring railway use.¹² Whilst this building has a detrimental impact upon the character and appearance of the area, the planning permission requires its removal and the restoration of the land before May 2026.

¹² Planning Reference Number: 21/00212/FULPP. Available to view at <https://publicaccess.rushmoor.gov.uk/online-applications/>.

Sub-Area 4: Station Master's House and Grounds



Station Master's House (37 Farnborough Street)



Rear of Station Master's House



Rear of Station Master's House

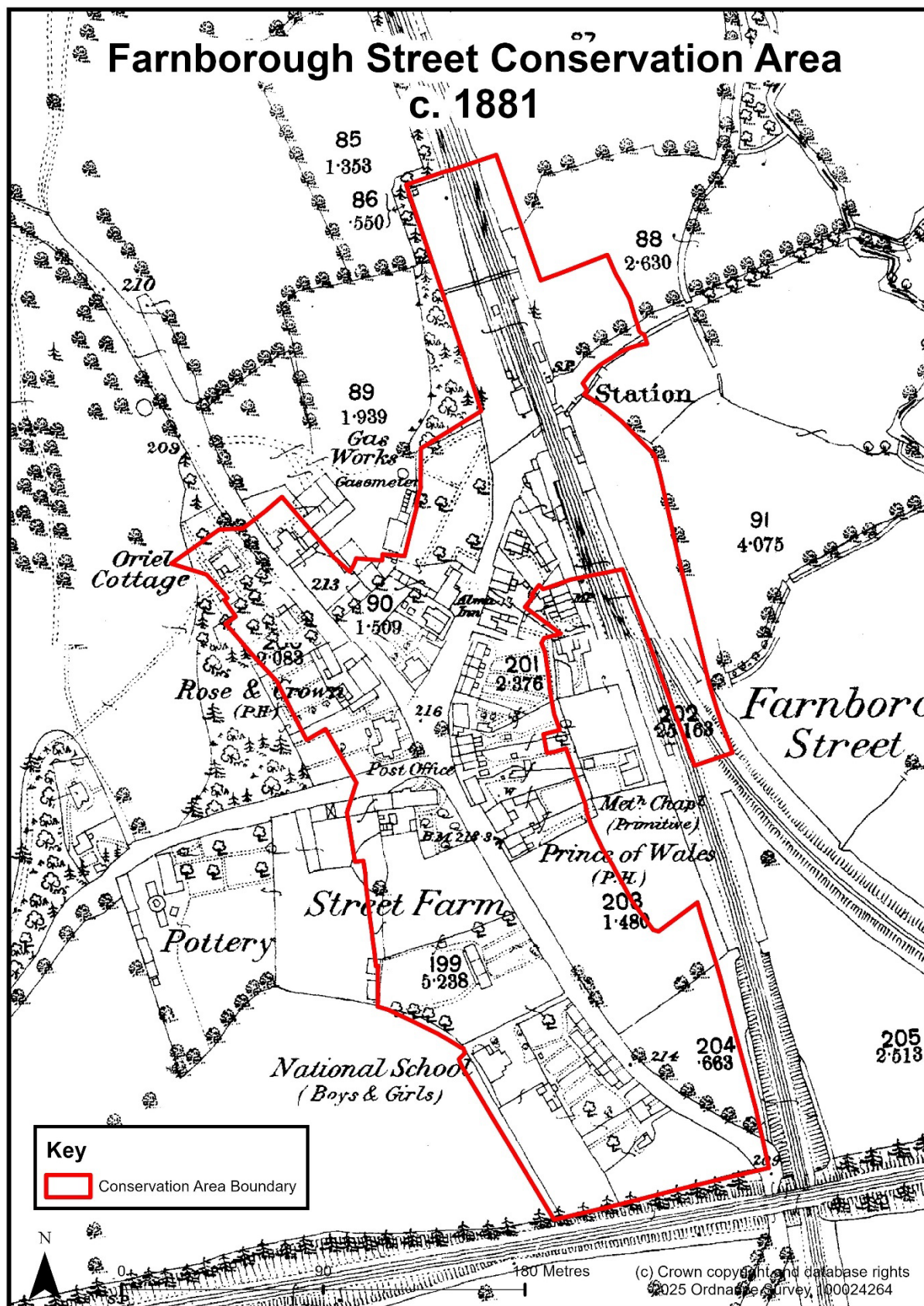


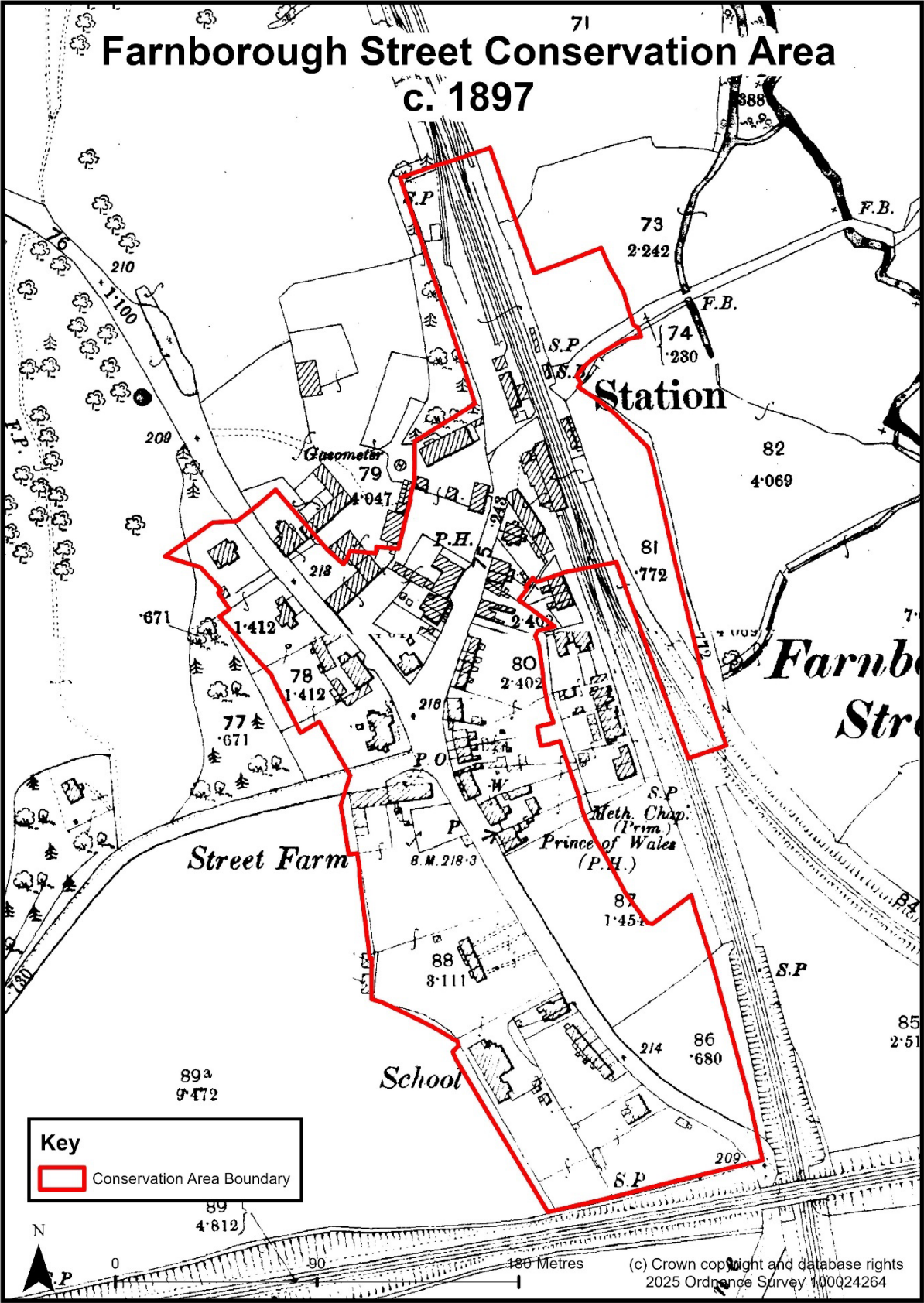
Grounds of Station Master's House

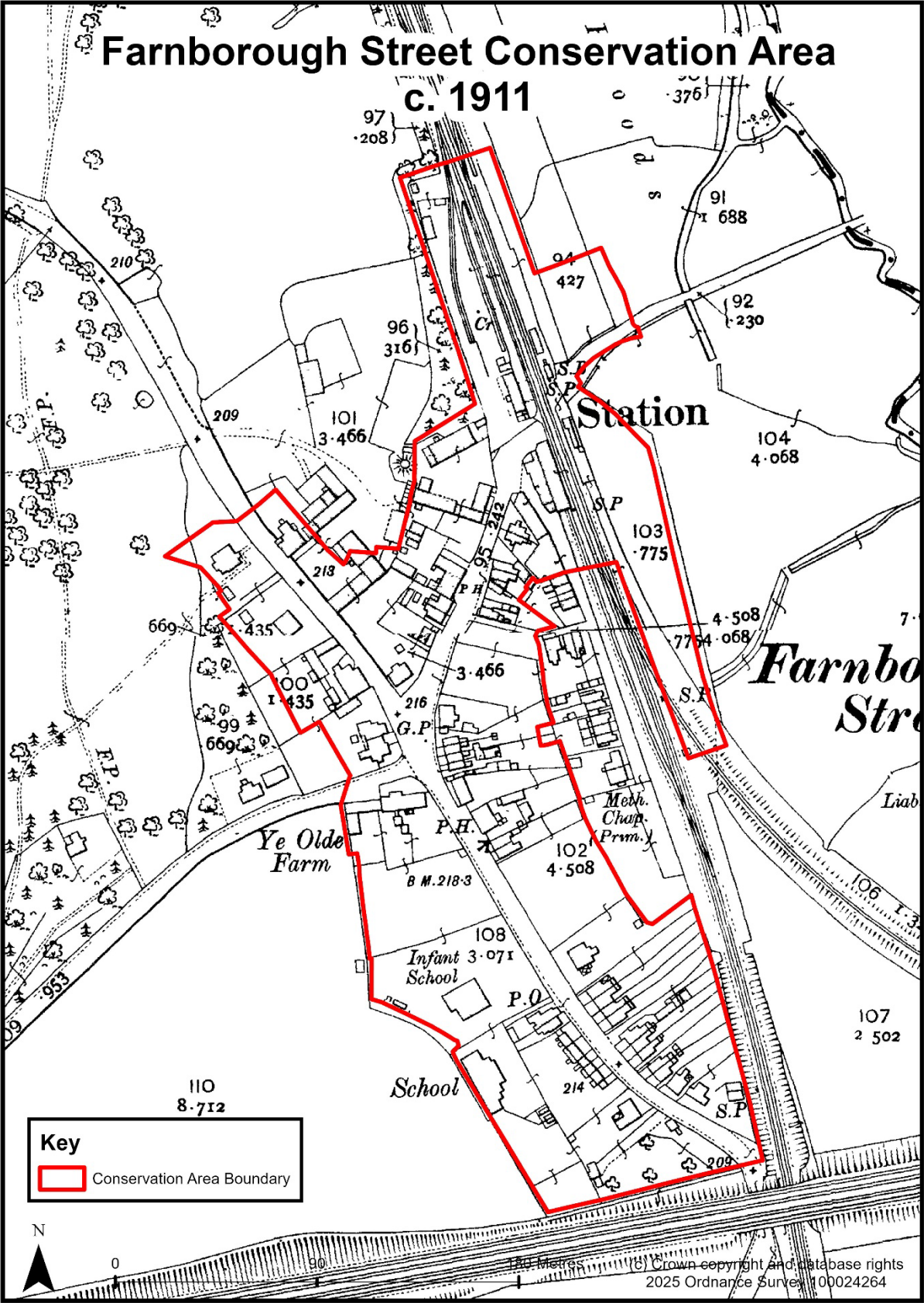


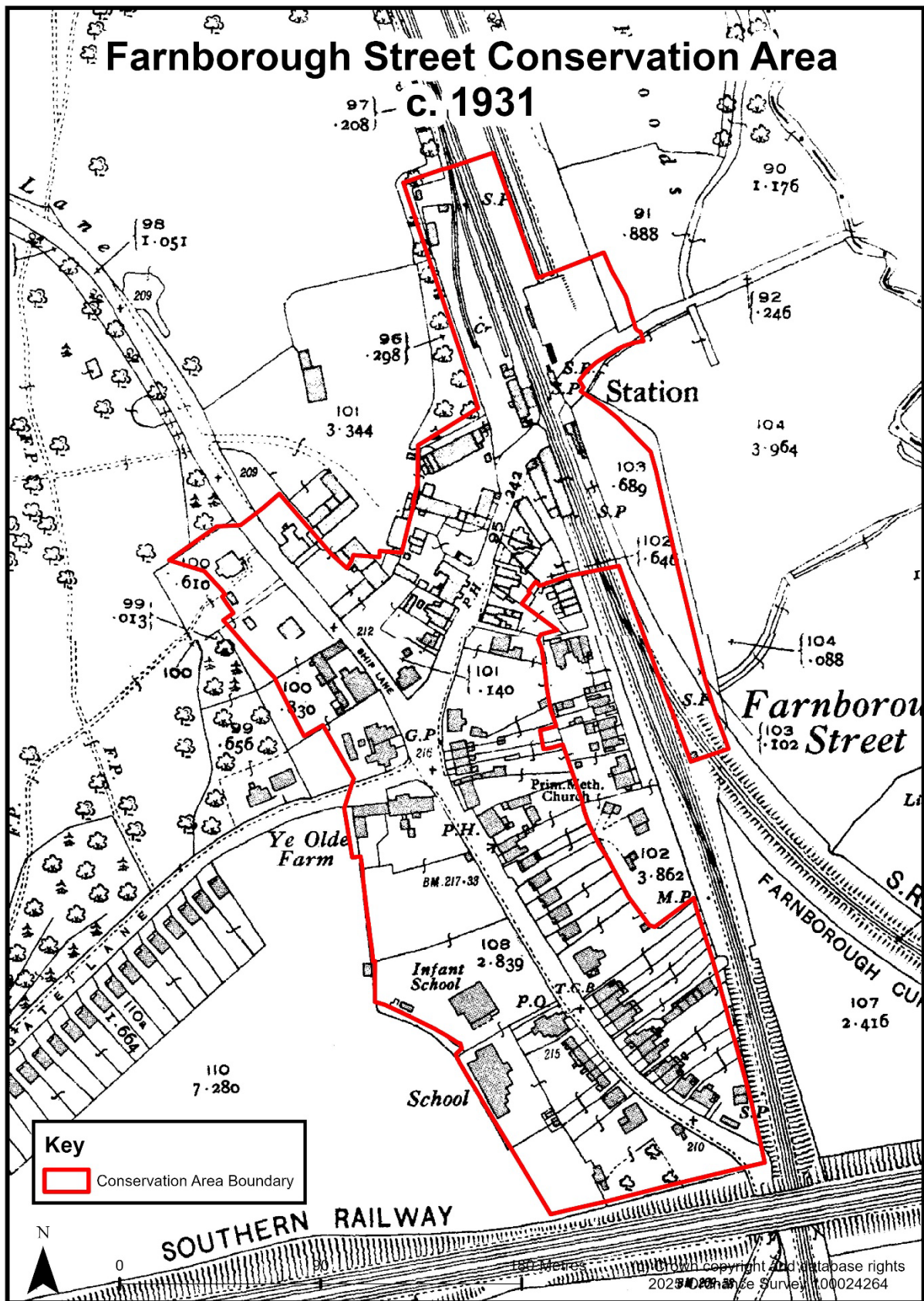
Grounds of Station Master's House

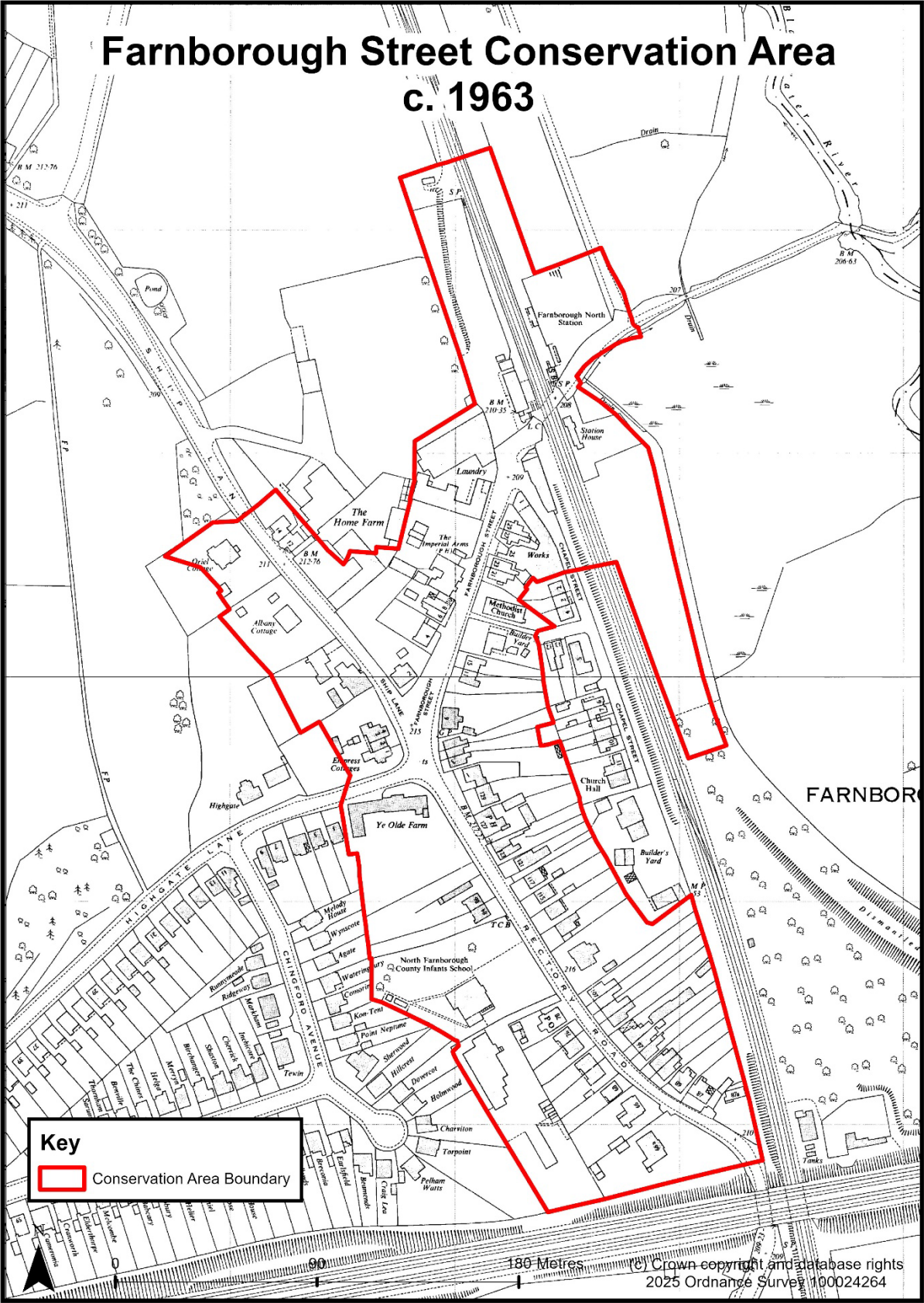
7. Historic Maps











8. Listed Buildings and Structures

Nationally Listed

Name	Grade	Link to Historic England Record
14 Ship Lane; and Rose Cottage, 12 Ship Lane	II	https://historicengland.org.uk/listing/the-list/list-entry/1339699
Emperor House; Empress Cottage; Eugenie Cottage; and Ye Olde Farm, Highgate Lane	II	https://historicengland.org.uk/listing/the-list/list-entry/1092639
Empress Cottages, 1, 3 and 5 Ship Lane; and 2 Highgate Lane	II	https://historicengland.org.uk/listing/the-list/list-entry/1092609
Oriel Cottage, 23 Ship Lane	II	https://historicengland.org.uk/listing/the-list/list-entry/1156289
Yew Tree Cottage, 4 Farnborough Street	II	https://historicengland.org.uk/listing/the-list/list-entry/1092634

Locally Listed Heritage Assets¹³

Name	Reference
Elm Tree House, 9 Farnborough Street	LL5116
12 and 12a Farnborough Street (Former Imperial Arms)	LL5117
North Farnborough Infant School, Rectory Road	LL5135
The Prince of Wales, 184 Rectory Road	LL5137
Outbuilding to the Prince of Wales, 184 Rectory Road	LL5153

¹³ Locally Listed Heritage Assets are available to view on the Council's website at <https://www.rushmoor.gov.uk/locallylistedbuildings>.

9. Management Plan

Introduction

- 9.1 The Management Plan outlines a positive strategy to deal with the threats and opportunities identified in the Conservation Area Appraisal.
- 9.2 The effect of incremental small-scale change within a conservation area can be cumulative and negative, particularly when involving the loss of key features, such as chimneys, boundary walls, and traditional windows and doors. Incremental change is particularly difficult to manage because it is not within the usual remit of the planning system without the imposition of special controls. Proactive and positive encouragement to good stewardship by residents and property owners can play a significant part in the preservation and enhancement of local character.

Good Stewardship

- 9.3 The active management of small-scale change within a conservation area is the responsibility of the people who live and work in the area. Community-led conservation involves guiding positive change and positive regular maintenance. The owners of properties within conservation areas are caretakers of local heritage for future generations, and commitment to good conservation practice is vital for preserving and enhancing the character and appearance.
- 9.4 Living in a well-maintained conservation area often increases property values and appreciation, as well as the general desirability of the area and its community value. Conservation areas are valued for their distinctiveness, visual appeal and historic character.
- 9.5 Historic England, the Society for the Protection of Ancient Buildings (SPAB) and other heritage bodies publish specialist guidance on the suitable maintenance and repair methods for different historic buildings and buildings affecting conservation areas.

Positive and Negative Attributes

- 9.6 The Conservation Area Appraisal has identified the following positive attributes of the conservation area. To preserve the character of the conservation area and to ensure that it has lasting value, it is considered important that these features are retained:
- Trees and greenery in both the public and private domain;
 - Original chimneys and pots on the roofline;

- Boundary walls at the front of properties;
- Areas of private garden of varying sizes between the boundary walls and properties;
- Original decorative features of properties;
- The large plot sizes of properties towards the south of the conservation area.

9.7 The Conservation Area Appraisal has also identified that the character of the conservation area has been adversely affected by gradual and cumulative changes and negative attributes, including:

- Satellite dishes visible from the public domain;
- The loss of boundary walls and the hard surfacing of front gardens;
- Properties which have had their brick and/or masonry painted;
- Infill extensions or developments between properties;
- Phone lines and related items visible from the public domain;
- The replacement of original windows with windows of an inappropriate design and materials;
- The replacement of original doors with doors of an inappropriate design and materials;
- Advertising signs in residential roads;
- The removal of trees.

Development Management

9.8 Some planning controls over development within conservation areas restrict changes to external appearance and prevent buildings from being demolished without planning permission. Further information is available within the Council's [Conservation Areas Overview document](#) and on the Council's conservation areas webpage.¹⁴ However, some permitted development rights allow for certain types of development and alterations without the need for planning permission. Many of these alterations, including the introduction of uPVC windows and doors and alterations to front-boundary walls, can have an unintended impact and gradually erode the character or appearance of a conservation area through the loss of original building features.

¹⁴ Available at <https://www.rushmoor.gov.uk/conservationareas>.

- 9.9 Further protection of key features within a conservation area can be accomplished by introducing Article 4 directions which restrict the exercise of permitted development rights. The purpose of an Article 4 direction is to encourage the retention and good stewardship of high-quality architectural features and to preserve and enhance character and appearance. Directions are already in place in some of Rushmoor's other conservation areas to prevent the inappropriate replacement of windows and doors and the loss of chimneys and boundary walls, amongst other things. Consideration will be given to introducing a similar Article 4 direction within the Farnborough Street Conservation Area if expedient.¹⁵
- 9.10 It is not the intention of conservation area designation to prevent new development or adaptation and alteration to suit the needs of property owners. Instead, it puts in place a process whereby proposals are more-thoroughly studied to ensure that the special architectural and historic interest of the conservation area is protected and opportunities to improve its character are identified. New development can range from entire new buildings to the introduction of new features, however small, on existing buildings. Development within the setting of the conservation area (within, views into and out of) should also be carefully managed, as it has the potential to detract from its character and appearance.
- 9.11 In summary, any development within the conservation area should seek to:
- Preserve its historic features;
 - Enhance, where possible, its special interest;
 - Contribute positively to its established character; and
 - Be of high quality.

Implementation and Monitoring

- 9.12 Progress on the implementation of the Management Plan and the extent to which planning policies in the Local Plan are complied with or are effective in protecting the character and appearance of the conservation area will be monitored through the Council's annual Authority Monitoring Report.

¹⁵ Further information on the Council's Article 4 directions is available at <https://www.rushmoor.gov.uk/planning-and-building-control/planning-permission-and-applications/article-4-directions-and-planning-permission/>.

- 9.13 Such assessments can be used to review and, if necessary, modify planning policies as part of the five-year review of the Local Plan. The assessments can also be used to review and, if necessary, modify this Conservation Area Appraisal and Management Plan.

Appendix. Areas No Longer Covered by Conservation Area Designation

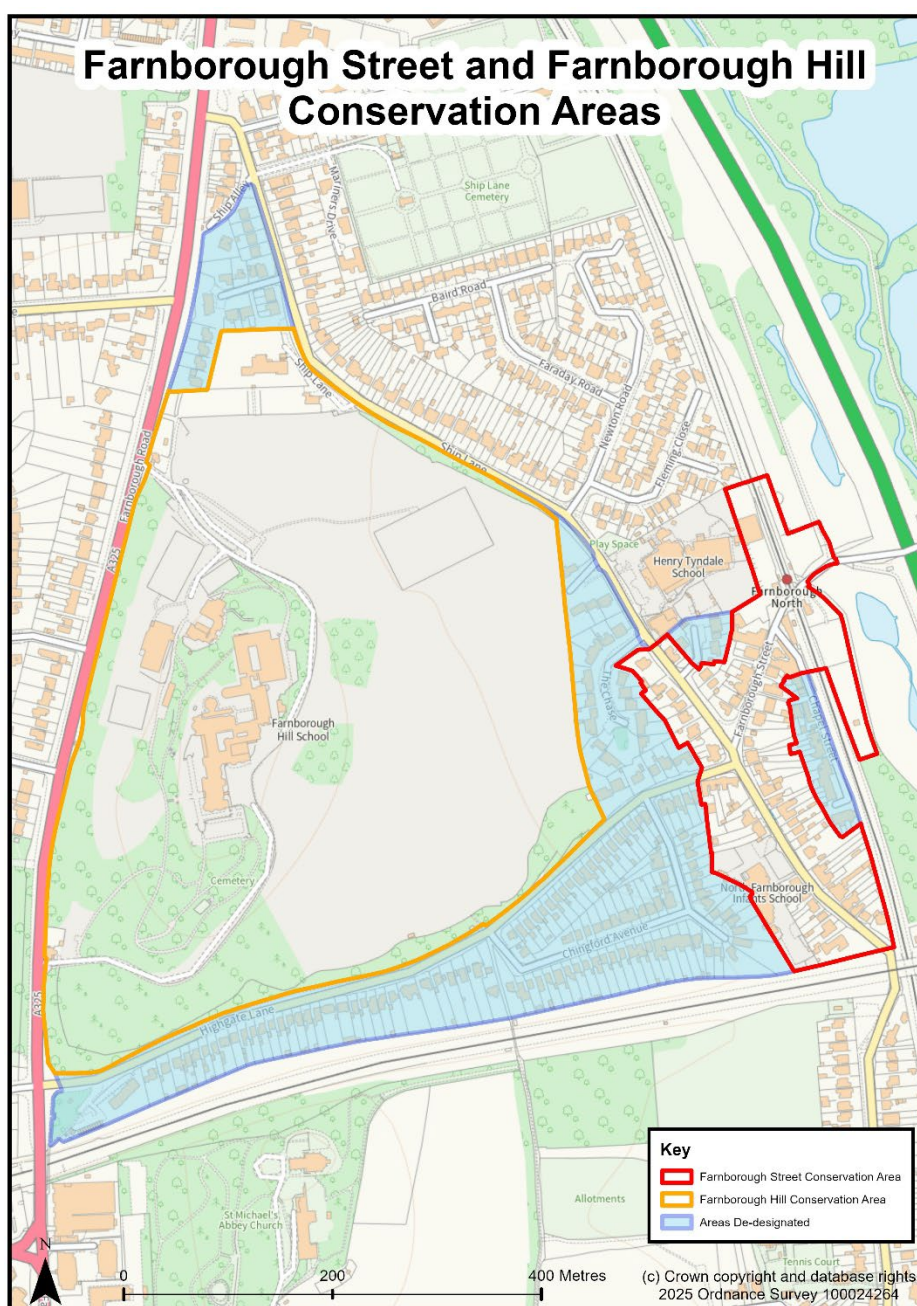
- A1 Conservation areas are intended to recognise areas of historic or architectural interest and to assist in their preservation and enhancement. The location of the boundary for a conservation area is a qualitative decision. National planning policy is clear that only areas which are heritage assets should be designated so that ‘the concept of conservation is not devalued’.¹⁶
- A2 Farnborough Street Conservation Area forms part of an area which was first designated as the Farnborough Hill Conservation Area in 1977. As part of the process of reviewing and appraising the conservation area, and following a public consultation which took place in November and December 2021, the Council decided in 2022 that the conservation area should be split into two parts, with two new conservation areas designated in place of the original: one would be centred on Farnborough Hill School and its grounds and become the new Farnborough Hill Conservation Area, whilst the other would be centred on the crossroads where Farnborough Street meets Rectory Road, Ship Lane and Highgate Lane and become the Farnborough Street Conservation Area. A further round of public consultation followed between August and October 2023 on a draft Conservation Area Appraisal and Management Plan for Farnborough Street Conservation Area, which set out the proposed boundary for the conservation area.
- A3 It was proposed during the public consultations in 2021 and 2023 that a number of areas within the original Farnborough Hill Conservation Area would no longer be covered by conservation area designation. Whilst objections to the removal of the conservation area designation were received, none provided sufficient evidence to justify the retention of these areas within the new Farnborough Hill or Farnborough Street conservation areas. The areas were subsequently de-designated in 2025.
- A4 Trees in a conservation area that meet [specified criteria](#) are protected by legislation, requiring the Council to be notified of any works to a tree.¹⁷ When areas are de-designated and are no longer part of a conservation area, trees are no longer afforded such protection, although existing Tree Preservation Orders (TPOs) are unaffected. A review of all trees within the areas no longer covered by conservation area designation has been undertaken, and Tree Preservation Orders have been made where necessary to ensure that trees worthy of protection continue to receive protection.

¹⁶ National Planning Policy Framework (2024), para. 204.

¹⁷ Available to view at <https://www.gov.uk/guidance/tree-preservation-orders-and-trees-in-conservation-areas#Protecting-trees-in-conservation-areas>.

- A5 A review of buildings and structures within the areas no longer covered by conservation area designation has also been undertaken to determine whether any are worthy of local listing based on their architectural and historic interest.
- A6 The map below depicts the areas that previously formed part of the original Farnborough Hill Conservation Area which are no longer covered by conservation area designation, as well as the boundaries of the Farnborough Street Conservation Area and the new Farnborough Hill Conservation Area. The following section summarises why these areas were considered inappropriate for inclusion within a conservation area.

Figure 3: Areas No Longer Covered by Conservation Area Designation



Woodland Crescent and the North of Ship Lane

- A7 Built in the late twentieth century and early 2000s, the residential dwellings at Woodland Crescent and on Ship Lane to the north are relatively modern properties which do not warrant inclusion within a conservation area. However, an exception is 2 Woodland Crescent, which was constructed in the late nineteenth or early twentieth century; the building is locally listed and has existing protection against inappropriate development.



Woodstocks and The Chase

- A8 Built in the late 1970s or early 1980s on land adjacent to the Grade II listed Oriel Cottage (23 Ship Lane), the residential cul-de-sacs at Woodstocks and The Chase are comprised of modern detached and semi-detached properties which do not warrant inclusion within a conservation area. There are no clear views or linkages to the historic core of the village, and the dwellings do not add to the historic character of the Farnborough Street Conservation Area.



Home Farm Close

- A9 Built in around the 1970s to the rear of the Grade II listed building at 14 Ship Lane and Rose Cottage, 12 Ship Lane on the site of the former Home Farm, the residential cul-de-sac of Home Farm Close is comprised of modern detached and semi-detached housing which does not warrant inclusion within a conservation area.



Highgate Lane and Chingford Avenue

- A10 The dwellings on Highgate Lane and Chingford Avenue were built in around the 1920s and 1930s. Whilst the houses have been finished to a high standard, they have little or no intrinsic architectural or historic interest and are very different in appearance to the historic character of the Farnborough Street Conservation Area. They were also built outside of the original village settlement boundaries.



Chapel Street

- A11 Chapel Street contains a terrace and a pair of semi-detached nineteenth-century railway cottages. Whilst they have some modest local interest for their association with the railway, they have been so altered and had numerous additions and changes over the years, including extensions, rendering, porches and uPVC windows, that their architectural interest has been substantially eroded. The terrace of dwellings includes 11 Chapel Street, which appears to have retained its original brickwork and form; the building is locally listed and therefore has existing protection against inappropriate development. The attached dwelling to the south (11a Chapel Street) is believed to be a former Methodist Chapel. Whilst it has some local interest, the building has been altered over the years, with the addition of modern windows, a porch, rear extensions and render to the front first floor.
- A12 There are also four modern infill dwellings along Chapel Street which were built in around the 1950s or early 1960s. Comprising a terrace of three dwellings and a bungalow, they have no architectural or historic merit and do not warrant inclusion within the conservation area.



Charlotte Mews

- A13 Located to the south of Chapel Street, Charlotte Mews is a modern development of eight dwellings, comprising two terraces, which was constructed in the early 2000s. Whilst the dwellings have been finished to a high standard and are relatively attractive, they have no architectural or historic interest.



Council Offices,
Farnborough Road,
Farnborough,
Hants, GU14 7JU

www.rushmoor.gov.uk
01252 398 399
customerservices@rushmoor.gov.uk

 @rushmoorcouncil
 Rushmoor Borough Council
June 2025